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# 1940-41

VOL. I.

STEAMERS &
MOTORSHIPS

# Lloyd's Register of Shipping.

In the current Register, the numeration starts at 50001 (A in Sail); continues at 54301 (A in Steamers and Motorships under 300 tons, Trawlers, &c.); and finishes at 86699 (Z in Steamers and Motorships of 300 tons and over).

Vessels entered in the Supplementary portion will be similarly numbered as part of the same series, A in the Supplement—Sail—starting with 53001; A in the Supplement—Steamers and Motorships under 300 tons, Trawlers, &c. —starting with 66501; and A in the Supplement—Steamers and Motorships of 300 tons and over—starting with 87001.

MALCOLM K. SCOTT,
*Secretary.*

*July, 1940.*

THE ISSUE OF THE APPENDIX TO THE REGISTER BOOK HAS BEEN SUSPENDED OWING TO THE WAR.

# LLOYD'S REGISTER OF SHIPPING.

# REGISTER BOOKS AND PUBLICATIONS ISSUED BY THE COMMITTEE OF LLOYD'S REGISTER.

**LLOYD'S REGISTER OF SHIPPING**, issued annually in July. This Book contains the Names, CLASSES, and detailed information concerning the Vessels classed by Lloyd's Register and the late Underwriters' Registry for Iron Vessels; particulars, as far as possible, of ALL SEA-GOING VESSELS in the World, and of all iron and steel vessels trading on the North American Lakes, of 100 tons and upwards; together with particulars of vessels fitted with Refrigerating Appliances, lists of Classed Frozen Meat Stores and Refrigerated Railway Cars, and a list of Owners of Ships recorded in the Register Book.

* In the Appendix will be found lists of Subscribers arranged according to place of residence and alphabetically (in the former list descriptions of Subscribers' businesses are entered), details of Dry and Wet Docks, Floating Docks, Pontoons, Patent Slipways, Tidal Harbours, Quays, &c., in all parts of the World; a list of Telegraphic Addresses of all firms, &c., connected with Shipping (with the Telegraphic Codes severally employed), so far as ascertained; a list of Steamers and Motorships of 10,000 tons and upwards arranged according to nationality and gross tonnage; detailed Statistics respecting Merchant Shipping; lists of Shipbuilders, with names of Vessels built by each; list of Fast Merchant Steamers and Motorships; Index to Changes of Names of Vessels; Index to Vessels whose Names are composed of two or more words; lists of Vessels of 500 tons deadweight capacity and above; and of Vessels carrying Petroleum in bulk.

A list is also printed in the Appendix of the Members of the Committee of Lloyd's, and of the Agents to Lloyd's.

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For the convenience of Subscribers not resident in London, or not having their Books posted, a Supplement, containing the additions to, and corrections in, the Register Book, is issued periodically, and forwarded gratis to Subscribers.

* **LLOYD'S REGISTER OF YACHTS**, issued annually in May. This book contains, in addition to the Names, CLASSES, and detailed information relating to Yachts classed by the Society, the Names, Dimensions, &c., of other British and Foreign Yachts, the particulars of which are known; also, in an Appendix, a list of various Yacht Clubs, with Illustrations of their respective Flags; an illustrated list of Distinguishing Flags of Yachts; an Index of Signal Letters; a list of Yachts, the names of which have been changed; a list of Yachts arranged according to Tonnage; a list of Yacht Builders and Designers, with lists of the Yachts which they have respectively built and designed; and a list of Names and Addresses of Yacht Owners so far as they can be ascertained, besides other interesting information.

TERMS OF SUBSCRIPTION:—£2 2*s.* per annum, for which one copy is supplied.

**LLOYD'S REGISTER OF AMERICAN YACHTS**, issued annually, from the Society's New York office, in June. Copies can also be obtained on application to the Secretary, 71, Fenchurch Street, London, E.C.3, England.

This book contains the Names, Dimensions, and full particulars of the Yachts of the United States and Canada, so far as they can be ascertained; a list of Yacht Clubs with the names of their Officers; a list of Yacht Owners of the United States and Canada, with their addresses, clubs and yachts; illustrations in colour of the Burgees of Yacht Clubs and the Private Signals of Yachtsmen; also a list of Late Names of Yachts and an index of Signal Letters.

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**"THE REGISTER BOOK."** A Lecture delivered in 1922, and brought up to date and reprinted in 1934, containing full and explanatory notes on the contents of the Register Book. PRICE:—1*s.*

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**SUPPLEMENT COVERS.** Cloth covered loose binders to take the fortnightly Supplements to the Register Book. PRICE:—In U.K. 2*s.* 6*d.*; elsewhere 3*s.* Post free.

* The annual publication of these volumes has been suspended owing to the war.

# LLOYD'S REGISTER OF SHIPPING.

FOUNDED 1760. RE-CONSTITUTED 1834.

UNITED WITH THE

UNDERWRITERS' REGISTRY FOR IRON VESSELS IN 1885.

From 1st July, 1940, to the 30th June, 1941.

## STEAMERS AND MOTORSHIPS OF 300 TONS GROSS AND OVER
## STEAMERS AND MOTORSHIPS UNDER 300 TONS, TRAWLERS, TUGS, DREDGERS, &c.
## SAILING VESSELS, LIST OF SHIP OWNERS, &c.

The REGISTER—which is printed solely for the information of Merchants, Shipowners, Underwriters, and others, being Subscribers or Members—contains the names, classes, and other useful particulars relating to vessels classed by the Society, and those classed by the late Underwriters' Registry for Iron Vessels. It also includes, as far as possible, the names, dimensions, &c., of all other Merchant Vessels of the World, of 100 tons and upwards, some of which, although not classed by the Society, are classed elsewhere.

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OFFICE: 71, FENCHURCH STREET, LONDON, E.C.3.

1940

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1940.

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COMITÉ DE GLASGOW.

COMITÉ AMÉRICAIN.

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COMITÉ DANOIS.

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*No. 71, Fenchurch Street, London, E.C.3.*
*1st July, 1940.*

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*1st July, 1940.*

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*1st July, 1940.*

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*Office: 17, Battery Place, New York.*

*1st July, 1940.*

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✲ Chevalier de la Légion d'Honneur.

*Bureaux, 80, Boulevard Haussmann, Paris, 8e.*
*1 Juilliet, 1940.*

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**PRINCIPAL SURVEYOR FOR SWEDEN:**

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*Office: Norra Hamngatan 6, Gothenburg.*

*1st July, 1940.*

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*Office: Willemskade, 11B, Rotterdam.*
*1st July, 1940.*

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*1st July, 1940.*

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1940–41.

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*Office: 32, Akashi Machi (Meikai Building), Kobe.*
*1st July, 1940.*

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Telephone No. 22103.
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Telephone No. 23578.
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*Ship and Engineer Surveyors* ... F. G. B. Smith
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Telegrams: Register.

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*Surveyor for Steel-testing duties* C. W. Thomas

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Telephone No. 800, Ext. 67.
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*Ship and Engineer Surveyor* ... *R. Stewart

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Telephone No. 2394.
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R. Chalcraft
R. Knox

*Ship Surveyors* ... ... ... D. Turner
J. McCall

## NEWFOUNDLAND.

**ST. JOHN'S.**

Office: Kings Wharf Building, St. John's.
Telephone No. 703.
Telegrams: Surveyor.

*Ship and Engineer Surveyor* ... D. M. Macfarlane

## PANAMA CANAL ZONE.

**BALBOA,** *with a district including all ports in the Panama Canal Zone.*

Office: 218, Pacific Terminal Building, Balboa: P.O. Box 304.
Telephone No. 1831.
Telegrams: Register, Balboa.

*Ship and Engineer Surveyor* ... ~~M. Dickson~~ A. Coe

## NETHERLANDS WEST INDIES.

**ARUBA.**

Office: Box 477, San Nicolas, Aruba, N.W.I.
Telephone No. 660.
Telegrams: Register Aruba.

*Ship and Engineer Surveyor* ... R. Little

**CURACAO.**

Office: Handelskade 2, Willemstad; P.O. Box 169.
Telephone No. 384.
Telegrams: Register.

*Ship and Engineer Surveyor* ... W. F. Chapman

## BRITISH WEST INDIES.

**KINGSTON (Jamaica).**

Office: Royal Mail Building, Port Royal Street, Kingston.
Telephone No. 2930.
Telegrams: Edwat, Jamaica.

*Ship and Engineer Surveyor* ... *E. Watson

## CUBA.

**HAVANA.**

Office: San Pedro 16, Apartado 843, Havana.
Telephone No. M.-6908.
Telegrams: Tomholmes, Havana.

*Ship and Engineer Surveyor* ... *T. F. Holmes

## SOUTH AMERICA.

**BUENOS AIRES and ROSARIO; also MONTE VIDEO.**

Office: Calle 25 de Mayo 158, Buenos Aires.
Telephone No. Avenida 2364.
Telegrams: Surveyors.

*Ship and Engineer Surveyors* ... J. C. G. Williamson
A. Daintith
J. V. Naylor
T. A. Orde

**GEORGETOWN, Demerara.**

Office: 12, Water Street, Georgetown.
Telephone No. Central 686, Georgetown.
Telegrams: Porter, care Perikles, Demerara.

*Ship and Engineer Surveyor* ... *T. Porter

**RIO DE JANEIRO.**

Office: Rua da Candelaria 80, 6th Floor; Caixa Postale 1678, Rio de Janeiro.
Telephone No. Norte 23.2523.
Telegrams: Surveyor, Rio de Janeiro.

*Ship and Engineer Surveyor* ... A. W. Eaglesome

**TALCAHUANO, Chili,** *with a district extending from Talca in the north to Chiloe in the south.*

Office: Avda. P. de Valdivia, Talcahuano; Casilla 245.
Telephone No.
Telegrams: Alfregister.

*Ship and Engineer Surveyor* ... *J. E. Alfaro

**VALPARAISO.**

Office: Casilla 148, Valparaiso.
Telephone No. 4604.
Telegrams: Airdrie.

*Ship and Engineer Surveyor* ... *W. Wallace

## NORTH AFRICA.

**ALGIERS.**

Office: 29, Boulevard Carnot, Algiers.
Telephone No. 356-48.
Telegrams: Register.

*Ship and Engineer Surveyor* ... ~~*Dewar Paton~~

## EGYPT AND RED SEA.

**ADEN.**

Office: Hedjuff.
Telephone No. Hedjuff 149.
Telegrams: Lloydsur.

*Ship and Engineer Surveyor* ... ~~*G. H. Nunn~~

**ALEXANDRIA.**

Office: "Al Bassir" Building, 1st floor, Avenue de la Reine Nazli, Alexandria; ~~P.O. Box 2121.~~ Apport. No. 4.
Telephone Nos. ~~428 & 840R.~~ 25088 & R. 563.
Telegrams: Register.

*Ship and Engineer Surveyor* ... ~~*H. Bishop~~ *A. Bone
~~J. Rundle (temporarily attached).~~

**PORT SAID.**

Office: Room 31, 2nd Floor, Essaye Building, 50, Boulevard Fouad 1, Port Said; P.O. Box 272.
Telephone No. 8186.
Telegrams: Register.

*Ship and Engineer Surveyor* ... P. F. Balfour

SURVEYORS AT OTHER PORTS ABROAD—*continued.*

## SOUTH AFRICA.

### CAPE TOWN.

Office: 1, Commonwealth Building, Adderley Street, Cape Town.
Telephone No. 2-4493.
Telegrams: Lloydsreg.

*Ship and Engineer Surveyor* ... A. H. Boyle, D.S.C.
*Senior Surveyor for South Africa.*

### EAST LONDON.

Office: 6, Smith Street, West Bank, East London.
Telephone No. 3788
Telegrams: McLeod, West Bank, East London.

*Ship and Engineer Surveyor* ... *N. W. P. McLeod

### PORT ELIZABETH.

Office: P.O. Box 410, Port Elizabeth.
Telegrams: Lloydsreg, Port Elizabeth.

*Ship and Engineer Surveyor* ... *H. McG. Richardson

### PORT NATAL.

Office: Rennie's Buildings, 394, Smith Street, Durban; P.O. Box 170.
Telephone No. 24092.
Telegrams: Lloydsreg, Durban.

*Ship and Engineer Surveyor* ... J. M. Finlayson

## MAURITIUS.

### MAURITIUS.

Office: Surveyor resides at Port Louis.
Telegrams: Macdonald, Port Louis, Mauritius.

*Ship and Engineer Surveyor* ... *K. S. Macdonald

## INDIA, CEYLON, BURMAH, THAILAND, COCHIN-CHINA AND STRAITS SETTLEMENTS.

### BANGKOK.

Office: c/o The Borneo Co., Ld., Bangkok.
Telephone No. 31030.
Telegrams: Register.

*Ship and Engineer Surveyor* ... *N. A. Richardson

### BOMBAY.

Office: Exchange Building, Sprott Road, Ballard Estate, Bombay.
Telephone No. 3335.
Telegrams: Surveyor.

*Ship and Engineer Surveyors* ... H. P. Southwell
J. Rundle

### CALCUTTA.

Office: 29, Dalhousie Square, Calcutta.
Telephone No. 1182.
Telegrams: Freeboards.

*Ship and Engineer Surveyors* ... B. Peskett
E. Oxley

### COLOMBO.

Office: 23, Canal Row, Colombo; P.O. Box No. 270.
Telephone No. 1694.
Telegrams: Register.

*Ship and Engineer Surveyor* ... *H. Nightingale

### KARACHI.

Office: Mercantile Marine Department, Custom House, Karachi.
Telegrams: Principoff.

*Ship and Engineer Surveyor* ... *G. S. Miskin

## INDIA, CEYLON, BURMAH, THAILAND, COCHI CHINA AND STRAITS SETTLEMENTS—*(continu*

### PENANG.

Office: Office of the Surveyor of Ships, Penang.
Telephone No. 503.
Telegrams: Ships.

*Acting Ship and Engineer Surveyor* ... ... ... ... *C. E. Hall

### RANGOON.

Office: 396, Merchant Street, Rangoon.
Telephone No. 790.
Telegrams: Orion.

*Ship Surveyor* ... ... ... *W. Godfrey

### SINGAPORE.

Office: 2, Laidlaw Building, Battery Road, Singapore; P.O. Box 5
Telephone No. 6065.
Telegrams: Surveyor.

*Ship and Engineer Surveyor* ... J. Wormald, B.Sc.

## EAST INDIAN ARCHIPELAGO.

### BATAVIA (*see under* SOURABAYA).

### MANILA, P.A., *and ports in the Philippine Islands.*

Office: 240, Dasmarinas, Manila.
Telephone No. 2-17-13.
Telegrams: Register.

*Ship and Engineer Surveyor* ... *C. B. Nelson

### SABANG.

Office: Captain of the Port, Sabang.
Telephone No. 25.
Telegrams: Port Captain, Sabang.

*Surveyor* ... ... ... ... *T. R. van Dam

### SOURABAYA.

Office: Simpang 4, Sourabaya.
Telephone No. Z.2078.
Telegrams: Register.

*Ship and Engineer Surveyor* ... J. F. Vrouwes

*Sub-Office at* BATAVIA.

Office: Noordwijk 41A, Batavia.
Telephone Nos. Weltevreden 3650 & 3651.
Telegrams:

*Ship and Engineer Surveyor* ... *W. A. Robertson

## HONG KONG.

### HONG KONG.

Office: 16, Alexandra Buildings, Hong Kong; P.O. Box 463.
Telephone No. ~~179.~~ 20179
Telegrams: Marine.

*Ship and Engineer Surveyors* ... T. S. Morrison
C. R. Rowcliffe

SURVEYORS AT OTHER PORTS ABROAD—*continued.*

## MANCHURIA.

**DAIREN.** (thro' Kobe)

Office: 42, Higashi Koen-cho, Dairen; P.O. Box 17.
Telephone No. 2-6689.
Telegrams: Register.

*Ship and Engineer Surveyor* ... ~~R. Lockhart~~ M. Kamakura

## CHINA.

**HANKOW.**

Office: 1, Racine Building, Rue Dubail, French Concession, Hankow.
Telephone No. 22772.
Telegrams: Lloydsreg.

*Ship and Engineer Surveyor* ... ~~*J. Allan~~ W.A. *W. A. Allan

**SHANGHAI,** *including Woosung, Chinkiang and Nanking.*

Office: Glen Line Building, 2, Peking Road, Shanghai.
Telephone No. 12262.
Telegrams: Register.

*Ship and Engineer Surveyors* ... G. Pickering
D. A. Macfarlane

**TIENTSIN.**

Office: c/o Borrows & Co., Liddell's Buildings, Taku Road, Tientsin.
Telephone No. 30443.
Telegrams: Seaworthy.

*Ship and Engineer Surveyor* ... *R. G. Lapper

**TSINGTAO.**

Office: Adams Building 18, Chufu Road, Tsingtao; P.O. Box No. 237.
Telephone No. 5541.
Telegrams: Register.

*Acting Ship and Engineer Surveyor* ... ... ... ... *J. F. Magill

## JAPAN.

**KOBE.**

Office: 32, Akashi-machi (Meikai Building), Kobe.
Telephone No. 2530 Sannomiya.
Telegrams: Register.

~~*Principal Surveyor for Japan* ... ... F. C. Cocks, B.Sc.~~

*Ship and Engineer Surveyors* ... A. R. Riddell
~~T. Kunishi~~
Y. Hamada
S. Arima
K. Takedaya

*Surveyors for Steel-testing* ... ~~S. Soga~~
T. Husimi
F. Ibuka

*Sub-Office at* SHIMONOSEKI.

Office: 165, Hananocho, Shimonoseki; P.O. Box No. 26.
Telephone No. 2646.
Telegrams: Register.

*Ship and Engineer Surveyor* ... ~~M. Kamakura~~ T. Kunishi

**YOKOHAMA.**

Office: 50, Yamashita-cho Naka-ku, Yokohama; P.O. Box No. 48.
Telephone No. 2-3302.
Telegrams: Register.

*Ship Surveyor* ... ... ... ~~D. Turner~~

*Ship and Engineer Surveyor* ... K. Kishigami

## JAPAN—*(continued)*

**HAKODATE.**

Office:
Telephone No.
Telegrams:

*Acting Surveyor* ... ... ...

## AUSTRALIA AND NEW ZEALAND.

**SYDNEY, N.S.W.**

Office: 4, Bridge Street, Sydney.
Telephone No. B.W.7023-Automatic.
Telegrams: Miramar.

*Ship and Engineer Surveyors* ... A. J. McCowan
*Principal Surveyor for Australia and New Zealand.*
E. L. Cartwright
J. C. Erskine
W. B. C. Elder

**ADELAIDE, S.A.**

Office: Institute Chambers, Divett Street, Port Adelaide.
Telephone No. Y.1547.
Telegrams: Dinwoodie.

*Ship and Engineer Surveyor* ... *W. D. Ackland-Horman

**AUCKLAND, N.Z.**

Office: 63, Endeans Buildings, Queen Street, Auckland.
Telephone No. 43-163.
Telegrams: Somisto.

*Ship and Engineer Surveyor* ... *W. Richard Smith

**BRISBANE, Queensland.**

Office: Orient Line Building, Eagle Street, Brisbane.
Telephone No. 4189.
Telegrams: Register.

*Ship and Engineer Surveyor* ... T. G. Tate

**CHRISTCHURCH & LYTTELTON, N.Z.**

Office: T. & G. Buildings, 192, Hereford Street, Christchurch.
Telephone No. 35-088.
Telegrams: Oileng.

*Ship and Engineer Surveyor* ... *J. F. Taylor

**DUNEDIN, N.Z.**

Office: Colonial Mutual Assurance Buildings, 276, Princes Street, Dunedin, C.I.
Telephone No. 10-672.
Telegrams: Cellular.

*Ship and Engineer Surveyor* ... *G. W. Martin

**FREMANTLE, W.A.**

Office: 27, Phillimore Street. Freemantle.
Telephone No. L.2690.
Telegrams: Mardav.

*Ship and Engineer Surveyor* ... *W. G. Davies

**LYTTELTON, N.Z.** (*see* CHRISTCHURCH, N.Z.).

**MELBOURNE, Victoria.**

Office: New Zealand Chambers, 483, Collins Street, Melbourne.
Telephone No. M.U.2486.
Telegrams: Reports.

*Ship and Engineer Surveyors* ... B. P. Fielden
P. A. McIntyre

SURVEYORS AT OTHER PORTS ABROAD—*continued.*

## AUSTRALIA AND NEW ZEALAND—(*continued*).

**NEWCASTLE, N.S.W.**

Office: T. & G. Building, Newcastle, N.S.W.; P.O. Box 64.
Telephone No. 1189 Newcastle.
Telegrams:

*Ship and Engineer Surveyor* ... *E. M. Hughes

**PORT PIRIE, S.A.,** *with Port German and Wallaroo.*

Office: P.O. Box No. 42, Port Pirie.
Telephone
Telegrams: Gillies, Gantries, Port Pirie.

*Ship and Engineer Surveyor* ... *F. J. Gillies

## AUSTRALIA AND NEW ZEALAND—(*continued*).

**TIMARU, N.Z.**

Office: Harbour Master, Timaru; P.O. Box 76.
Telephone No. 9.
Telegrams: Harbour Master, Timaru.

*Ship Surveyor* ... ... ... *H. C. White

**WELLINGTON, N.Z.**

Office: Nathans Buildings, Wellington; G.P.O. Box 996.
Telephone No. 43-624.
Telegrams: Geolidge.

*Ship and Engineer Surveyor* ... *G. D. Lidgett

*71, Fenchurch Street, London, E.C.3.*
*1st July, 1940.*

# KEY TO THE REGISTER.

## 1940-41.

# EXPLANATIONS OF RECORDS IN THE REGISTER BOOK.

(All abbreviations employed in the Register Book are explained in the alphabetical key, see page xxxviii.

## Steamers & Motorships, columns 2 & 3; Sailing Vessels, columns 3 & 4.

**Decks.** See illustrations of types of vessels in Appendix. Explanations of such terms as *Shade dk.*, &c., are included in the alphabetical key, see pages xxxviii to xl.
As from 1st July, 1934, the form of the notation of decks has been altered.
Where no record of decks appears it is to be assumed that the vessel has only one continuous deck.

*3 Dk. rule*.....This notation indicates that the vessel has been built according to the Rules for three-decked vessels.

**Special Surveys.** Explanations of records of special periodical surveys will be found in the alphabetical key, see page xl. The records only certify to the vessel's state of efficiency *at the time of survey.*

**Ports of Survey.** The contractions (such as Lon., Syd., &c.), used to denote the ports at which vessels have been surveyed, are explained on page xlii.
The material of construction is steel unless otherwise stated.

**Rig, &c.** Explanations of contractions used to denote the rigs of vessels will be found in the alphabetical key, see pages xxxviii to xl.

**Late Names.** The figures following a late name of a vessel indicate the year in which the change of name took place.

## Sailing Vessels, columns 3 & 4.

**Master.** The figures which follow the master's name, thus, *Smith* 30–40, indicate the dates of his appointment (1) as master in the service of the present owner of the vessel, and (2) as master of the vessel herself.

## Steamers & Motorships, column 4; Sailing Vessels, column 5.

**Tonnage.** The tonnage recorded in the Register Book in type like that shown at the side hereof is, with a few exceptions, the official registered tonnage measured according to the law of the country to which the vessel belongs.

3101 (Gross)
2864 (Under dk.)
1994 (Net)

For some foreign vessels, the tonnage which is recorded has been measured in accordance with British rules and is [illegible] under British law. In such cases, indicated by the use of italic :—

*3101* (Gross)
*2864* (Under dk.)
*1994* (Net)

[illegible] marked with thin red lines it indicates that these figures [illegible] owing to the opening or closing of tonnage openings and [illegible] figures have not been received.

## [illegible]s, columns 5, 6 & 7; Sailing Vessels, [illegible]olumns 6, 7 & 8.

### [illegible] Classification of Lloyd's Register.

100A1..... / 90A1 ..... Characters of vessels built of Iron or Steel according to Rules of the Society since 1869. The numerals 100, 90, &c., do not signify terms of years, but are intended for the purpose of comparison only.

A1.....This character (without a numeral prefixed) is assigned to Iron or Steel vessels built for special purposes or trades, to the satisfaction of the Committee.

⩓1⩓1.....Characters of Iron vessels built according to the Rules of the Society in force between the years 1864 and 1871.

*⩓1.....Character of Iron vessels built with thicker plating than required for ⩓1

A1.....Character of Wood or Composite vessels of the first class well and sufficiently equipped. The figures in column 5 (Steamers and Motorships), column 6 (Sailing Vessels), prefixed to the character indicate the term of years for which the vessel is at present classed, thus:—11A1, Cont 6A1, Rest 6A1. (See notes in alphabetical key, pages xxxviii to xl, under "Cont" and "Rest.") The figures in column 7 (Steamers and Motorships), column 8 (Sailing Vessels), indicate the expired terms of years originally assigned, if on the first line, and assigned on continuation if on lower lines.

A1.....Character of wood vessels which have passed the pe assigned on original Survey, or Continuation, or Restorat and of vessels not having an original character, which found to be fit to carry dry and perishable goods. term of years for which this character is assigned app under the class in column 5 (Steamers and Motorsh column 6 (Sailing Vessels), thus:— SSPly.40–6yrs.

1.....The figure 1 included with the characters, as printed ab signifies that the vessel is well and efficiently equip as per Tables 53, 54 & 55 (see the Society's Rules).

The letters *a*, *a*†, *b*, *b*†, &c., in column 7 (Steamers Motorships), column 8 (Sailing Vessels) indicate Equipment letter given in the Rules.

The figures $1\frac{5}{8}$, $2\frac{1}{4}$, &c., under the equipment letter, ind the sizes of chain cables specially supplied or appro which are not in accordance with the size correspondin the equipment letter.

— .....This sign placed after a character, in the position usu occupied by the figure 1, indicates that the equipmen the vessel—either as regards its quality or its quanti does not fulfil the requirements of the Society's Rules.

✠.....This sign denotes that the vessel has been built u Special Survey.

✠ .....This sign denotes that the engines or the boilers, or (according to the record which follows), have been under Special Survey.

6,40 .....A black line, with date underneath, indicates that vessel's character was expunged from the Register B at the date specified because from reported defects vessel was not entitled to retain her classification.

6,40 .....A red line, with date underneath, indicates that the ves character was expunged from the Register Book at date specified because from non-compliance with Society's Rules as regards surveys the vessel was entitled to retain her classification.

6,40 .....This sign, recorded with date in column 5 (Steamers Motorships) and column 6 (Sailing Vessels), indicates the vessel's class was withdrawn from the Register Boo the Owner's request.

Examined 6,40 ...Indicates that a general examination was held at that at the port indicated in red in column 6, in lieu of overdue special periodical survey, which has been postp for the time being in the present war conditions.

Examined LR 6,40 Indicates that the vessel, which was classed in an Register, has been surveyed by the Society's Surveyo that date.

~~100A1~~ .....When a posting of loss, condemnation, casualty, & made against a classed vessel, the character is expung this manner.

*with freeboard* This notation under the character signifies that the board assigned is a condition of the vessel's class.

*Awng dk.*, *Shade dk.*, *Shelter dk.*, *&c.* See illustrations of types of vessels in Appendix. Exp tions of such terms as shade deck, awning deck, s deck, &c., are included in the alphabetical key t abbreviations, see pages xxxviii to xl.

### Symbols of Classification of the late Underwriters' Registry

(Amalgamated with Lloyd's Register in 1885.)

A1* A1*...Characters of Iron, Steel, or Composite vessels
A1, A1, according to the Rules of the Underwriters' Registry

Vessels classed in red were built under the inspect the Surveyors to the Underwriters' Registry.

The figure 1 affixed to Symbols of Classification sig the Character of Equipment.

**Date of Survey.** The figures under a character denote the date wh vessel was last surveyed. The *date of survey* only c to the vessel's state of efficiency *at that time.*

**Ports of Survey.** An explanation of contractions used to indicate surveying ports will be found on page xlii.

The 6th, 7th, and 8th columns (Sailing Vessels), or 5th, 6th, and 7th columns (Steamers & Motorships) left blank, indicate that the vessel has never been classed in the Register Book.

When the 6th (Sailing Vessels) or 5th (Steamers) column is left blank, except as regards the date of survey last recorded, it indicates that the character has expired, or that it has been withdrawn either for want of survey or on account of non-payment of fees due in the case.

## Steamers & Motorships, column 7*.

**Date when the Tail Shaft was last seen.** The letter N preceding the date of last survey of the tail shaft (thus N 6,40) indicates that the tail shaft had not been used prior to that date. The letters P and S indicate respectively the last survey of *port* and *starboard* shafts.

**Continuous Liners.** The letters CL in this column denote that the shaft is fitted with a continuous liner, and apply to the shaft or shafts whose survey dates appear beneath.

**Oil Gland.** The letters OG denote that the shaft is fitted with an approved oil-retaining gland at the after end of the stern bush and apply to the shaft or shafts whose survey dates appear beneath.

## Steamers & Motorships, column 8; Sailing Vessels, column 9.

**Date of Build.** In the case of Iron and Steel vessels classed by Lloyd's Register, the date of build recorded in the Register Book is in accordance with the Rules. In the case of classed Iron and Steel vessels launched prior to the 19th May, 1887, and also in the case of all classed Wood and Composite vessels, the date of launch is reckoned as the date of build. For vessels not classed by Lloyd's Register, it is not possible to define whether the date of build is the date of launch or the date of completion.

Records such as 18$\frac{93}{94}$ occur in the case of some unclassed vessels. These denote that the vessel was originally built at the date indicated by the upper figures, and is reported to have been rebuilt at the date indicated by the lower figures. In such cases, the Society has no authoritative information as to the extent to which the reported rebuilding has been carried out.

## Steamers & Motorships, column 10; Sailing Vessels, column 12.

**Owners.** In the case of vessels of British Registration, the name recorded in the Register Book is that of the Managing Owner, or of the firm in which the Managing Owner is a partner. When there is not a Managing Owner appointed, the name of the largest shareholder is recorded; and the name of the Manager of the vessel is also noted if desired. In the case of colonial or foreign vessels, however, obvious difficulties render it impossible to ensure that a person entered as Managing Owner is in every instance a legal owner. He may sometimes be only the *Manager* of a vessel as distinguished from Managing *Owner*.

## Steamers & Motorships, column 11; Sailing Vessels, column 13.

**Dimensions.** The Registered dimensions of vessels in these columns are recorded in feet and tenths of a foot.

**Length.** When two lengths are recorded thus: $\frac{315{\cdot}3}{304{\cdot}0}$ the upper figures denote the length according to the Official Register of the vessel, and the lower figures according to British practice

In the cases of classed vessels the over-all length is also recorded as and when measured by the Society's Surveyors and is indicated by the letters O.L. in parentheses, thus :—325·5(O.L.). In the cases of Italian and Finnish vessels the registered length is to be regarded as an over-all length except where recent changes of flag have taken place and the new registered dimensions are not yet available.

**Breadth.** When two breadths are recorded thus: $\frac{50{\cdot}9}{53{\cdot}2}$ the upper figures denote the breadth according to the Official Register of the vessel, and the lower figures the extreme breadth to outside of plating. In the cases of some steamers of small tonnage, mostly of the coasting type, the extreme breadth over belting is recorded in italics thus: *25·4*

**Depth.** When two depths are recorded thus: $\frac{17{\cdot}9}{25{\cdot}7}$ the upper figures denote the depth according to the Official Register of the vessel, and the lower, the depth in hold from the uppermost continuous deck. In some countries the registered depth is the same as the moulded depth.

**Deck Erections.** See illustrations of types of vessels in Appendix.

**Water Ballast.** See explanations and illustrations on page xli of key.

## Steamers & Motorships, column 12; Sailing Vessels, column 14.

**Port of Registry.** The Port of Registry is shown in Roman type, while a port recorded in italics will be the vessel's Home Port, as distinct from the Port of Registry.

**Water Ballast.** See explanations and illustrations on page xli of key.

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers & Motorships | Signification. |
|---|---|---|---|
| | | | **N.** |
| N | 16 | 15 | Vessel classed in the Norske Veritas. |
| N | 16 | 15 | Vessel classed in the Norske Veritas, but formerly classed in LLOYD'S REGISTER. |
| | — | 7* | (With date) indicates that the tail shaft was fitted *new* at that date. |
| NB | — | 13 | New Boilers, with date of construction and fitting. |
| +NB | 10 & 11 | 6 & 7 | New Boilers *specially Surveyed* during construction. The date of construction and fitting follows. |
| D or pt.ND. | 13 | 11 | New Deck, or part New Deck, fitted. |
| +NDB | 10 & 11 | — | New Donkey Boiler *specially Surveyed* during construction. The date of construction and fitting follows. |
| DB | 10 & 11 | 13 | New Donkey Boiler, with date. The letters P and S prefixed to NDB signify port and starboard respectively. |
| NE | — | 13 | New Engines, with date of construction and fitting. |
| NE & B | — | 13 | New Engines and Boilers, with date of construction and fitting. |
| +NE | 6 & 7 | 6 & 7 | New Engines which have been *specially Surveyed* during construction. The date of construction and fitting follows. |
| +NE&B | — | 6 & 7 | New Engines and Boilers, which have been *specially Surveyed* during construction. The date of construction and fitting follows. |
| NHP | — | 13 | Nominal Horse Power by the formulæ given on page xxxvii of Explanations of Records, column 13, Steamers. |
| | | | **O.** |
| O | — | 13 | Oscillating Cylinders. |
| *OilEngine.* | 4 & 6, 7, 8 | 13 | Internal combustion engine using heavy oil as fuel. |
| OG | — | 7* | Tail shaft fitted with oil-retaining glands of approved type at after end of stern bush. |
| (O.L.) | 13 | 11 | Over-all length. |

**Registered Horse Power** RHP This note shows that the horse power given is the nominal horse power as recorded in the Official Register in the case of British vessels.

**Geared Turbine Engines.** The letters S.R. denote that Single Reduction Gear is fitted between the main engines and screw shafting.
The letters D.R. denote that Double Reduction Gear is fitted between the main engines and screw shafting.

**Oil and Gas Engines.** 4S.C. denotes 4-stroke cycle. SA denotes single acting.
2S.C. denotes 2-stroke cycle. DA denotes double acting.

**Water Ballast.** See explanations and illustrations on page xli of key.

## Steamers & Motorships, col. 14; Sailing Vessels, col. 15.

**Moulded Depth.** The moulded depth of an Iron or Steel vessel is the perpendicular depth taken from the top of the upper deck beam at side, at the middle of the length of the vessel, to the top of the keel and the bottom of the frame at the middle line. In Wooden and Composite vessels the moulded depth is the perpendicular depth from the top of the upper deck beam at the side of the vessel amidships to the lower edge of the rabbet of the keel.

In Wooden and Composite vessels where the lower part of the midship transverse section is of a hollow character (as in cases where thick garboard strakes are fitted) the moulded depth is measured from the point where the line of the flat of the bottom cuts the keel. Fractions of an inch are not recorded.

**Draught.** The "corresponding draught" for all cases recorded prior to August, 1923, is the calculated *mean* draught of water from bottom of keel to centre of load line disc and fractions of an inch are not recorded. Subsequent to that date the actual draught to the nearest quarter of an inch, as supplied by the respective Shipbuilders, is recorded.

## Steamers & Motorships, col. 15; Sailing Vessels, col. 16.

For explanations of symbols used to denote the Registers in which a vessel is classed (if she is not classed in Lloyd's Register Book), see alphabetical key, pages xxxviii to xl.

**Board of Trade Passenger Certificate.** The note "till 6,40" indicates that the certificate expires at the date specified, June, 1940.

# EXPLANATIONS OF RECORD BREVIATIONS.

(All abbreviations employed in the Register Book are

## Steamers & Motorships, columns 2 & 3; Sailing Vessels, columns 3 & 4.

**Decks.** See illustrations of types of vessels in Appendix. Explanations of such terms as *Shade dk.*, &c., are included in the alphabetical key, see pages xxxviii to xl.
As from 1st July, 1934, the form of the notation of decks has been altered.
Where no record of decks appears it is to be assumed that the vessel has only one continuous deck.

*3 Dk. rule*.....This notation indicates that the vessel has been built according to the Rules for three-decked vessels.

**Special Surveys.** Explanations of records of special periodical surveys will be found in the alphabetical key, see page xl. The records only certify to the vessel's state of efficiency *at the time of survey*.

**Ports of Survey.** The contractions (such as Lon., Syd., &c.), used to denote the ports at which vessels have been surveyed, are explained on page xlii.
The material of construction is steel unless otherwise stated.

**Rig, &c.** Explanations of contractions used to denote the rigs of vessels will be found in the alphabetical key, see pages xxxviii to xl.

**Late Names.** The figures following a late name of a vessel indicate the year in which the change of name took place.

## Sailing Vessels, columns 3 & 4.

**Master.** The figures which follow the master's name, thus, *Smith* 30–40, indicate the dates of his appointment (1) as master in the service of the present owner of the vessel, and (2) as master of the vessel herself.

## Steamers & Motorships, column 4; Sailing Vessels, column 5.

**Tonnage.** The tonnage recorded in the Register Book in type like that shown at the side hereof is, with a few exceptions, the official registered tonnage measured according to the law of the country to which the vessel belongs. For some foreign vessels, the tonnage [illegible] measured in [illegible]

3101 (Gross)
2864 (Under dk.)
1994 (Net)

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | Steamers & Motorships | Signification. |
|---|---|---|---|
| | | | **D.** |
| D..... | — | 13 | Diagonal Engines. |
| Dagger..... | 16 | 15 | A dagger under the letter indicating the Register or Registers in which a vessel is classed denotes that the vessel was formerly classed in LLOYD'S REGISTER. |
| DB..... | — | 13 | Donkey Boiler. Letters in parentheses following this notation signify:—(p) port; (s) starboard; (a) aft; (f) forward; (*upr*) upper donkey boiler. |
| DB..... | — | 13 | Double-ended Boilers, with number prefixed. |
| *DB*..... | 13 & 14 | 11–13 | Double Bottom. |
| *DBa*..... | 13 & 14 | 11–13 | Double Bottom, aft. |
| *DBf*..... | 13 & 14 | 11–13 | Double Bottom, forward. |
| *DB u E & B* | — | 11–13 | Double Bottom under Engines and Boilers. |
| ✝DB ..... | 10 & 11 | — | Donkey Boiler *specially surveyed* during construction. The date of construction follows. |
| DBS..... | 10 & 11 | 5, 6, 7 | Donkey Boiler Surveyed, with date, denoting that the donkey boiler was found, upon inspection at that time, to be in good condition. |
| D.F..... | 3 & 4 | 2 & 3 | Direction Finder (Wireless). |
| *Dks*..... | 4 | 3 | Decks, with number prefixed thus, 2*Dks*. |
| DR..... | — | 13 | Double Reduction Gear fitted between Main Engines and Screw Shafting. |
| Dr..... | 4 | 3 | Dogger (rig). |
| *DTa* or *f*... | 13 & 14 | 11–13 | Deep Tank, aft or forward. See illustration on page xli. |
| Dy..... | 4 | 3 | Dandy. |
| | | | **E.** |
| E.S.D..... | 3 | 2 | Echo Sounding Device. |
| | | | **F.** |
| F..... | 13 | 11 | Forecastle. See Illustration of Types of Vessels in Appendix. |
| FD..... | — | 13 | Forced draught, or induced draught in Boilers. |
| FK..... | 13 | 11 | Flat Keel. |
| *F.P*..... | — | 5–7 | Flash Point. |
| *FPT*..... | 13 & 14 | 11–13 | Fore Peak Tank. See Illustration on page xli. |
| F&YM..... | 3 & 4 | 2 & 3 | Felt and Yellow Metal. |
| | | | **G.** |
| G..... | 4 | 3 | Galliot. |
| G..... | 16 | 15 | Vessel classed in the Germanischer Lloyd. |
| G..... † | 16 | 15 | Vessel classed in the Germanischer Lloyd, but formerly classed in LLOYD'S REGISTER. |
| GIB..... | 3 | 2 | Fastened with Galvanised Iron Bolts. |
| Gl..... | 4 | 3 | Galleas. |
| GS..... | — | 13 | Grate surface, with area in square feet. |
| GyC..... | 3 | 2 | Gyro-Compass. |
| | | | **H.** |
| H..... | 4 | 3 | Hoy (rig). |
| H..... | — | 13 | Horizontal Engines. |
| H..... | 13 | 11 | Houses on Deck. |
| HP..... | — | 13 | Horse Power, see NHP and RHP. |
| HS..... | — | 13 | Heating surface, with area in square feet. |
| *Hur dk*..... | — | 3 | Hurricane deck. |
| HT..... | 3 & 4 | 2 & 3 | Half Time or Intermediate Survey held. (Section 34, Rules for Wood Ships.) |
| Bkn..... | 4 | 3 | Barkentine (Barquentine). |
| Bg..... | 4 | 3 | Brig. |
| Bn..... | 4 | 3 | Brigantine. |
| | | | **C.** |
| c..... | — | 7* | Centre screwshaft. |
| C..... | 16 | 15 | Vessel classed in the British Corporation. |
| C..... † | 16 | 15 | Vessel classed in the British Corporation, but formerly classed in LLOYD'S REGISTER. |
| C..... | — | 13 | Compound Engines. |
| C..... | 8 | 7 | Placed before figures signifies the term of years for which the Vessel had been Continued, but which is now expired. |
| CBS ..... | — | 5, 6, 7 | Caustic Soda Boilers surveyed, with date, denoting that these Boilers were found, upon inspection at that time, to be in good condition. |
| *cf*..... | 3 & 4 | — | Copper fastened. |
| *cf*..... | — | 13 | Corrugated furnaces, with number prefixed. |
| CP..... | 9 & 10 | 8 & 9 | Chains proved at a Machine recognised by the Committee of LLOYD'S REGISTER. See Tables No. 53, 54 & 55 (Rules). |
| *Cell DB*... | 13 & 14 | 11–13 | Cellular construction of Double Bottom. See Illustration on page xli. |
| *Cem*..... | 3 & 4 | 12 | Cemented. See Section 32, Rules for Steel Vessels. |
| *Cmp*..... | — | 13 | Engines altered to Compound, with date thereof. |
| Comp..... | 4 | 3 | Composite (build). |
| Cont..... | 6 | 5 | Continued. With the name of Port of Survey and Date, also number of years for which the vessel is Continued on the Character A (thus, Cont 12A1 from 6.40, Lon.). |
| CL..... | — | 7* | Tail Shaft fitted with Continuous Liner. |
| Ctr..... | 4 | 3 | Cutter. |
| Cy..... | — | 13 | Cylinders, with number of same prefixed. The figures after Cy. represent diameter of cylinders and length of stroke in inches. |

*A List of Surveying Ports will be found at page* xlii.

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers & Motorships | Signification. |
|---|---|---|---|
| | | | **I.** |
| I. | 16 | 15 | Vessel classed in the Registro Italiano. |
| I. † | 16 | 15 | Vessel classed in the Registro Italiano, but formerly classed in LLOYD'S REGISTER. |
| IB. | 4 | 3 | Fastened with Iron Bolts. |
| (*Irn.*) | 4 | 3 | Iron—material of Decks. |
| | | | **K.** |
| K. | 4 | 3 | Ketch. |
| Kf. | 4 | 3 | Koff (rig). |
| | | | **L.** |
| L. | — | 13 | Lever Engines. |
| lb. | — | 13 | (With figures prefixed.) Working pressure of *main* Boilers, in pounds per square inch. |
| *lb.* | 10 & 11 | 13 | (With figures prefixed.) Working pressure of *donkey* Boiler, in pounds per square inch. The letters P and S prefixed to *lb* signify that the pressures refer to the port and starboard Donkey Boilers respectively. |
| len. | 13 | 11 | Ship lengthened, with date following. |
| *Lloyd's* A & CP | 9 & 10 | 8 & 9 | Anchors and Chains proved under the inspection of the Society's Officers at a Machine recognised by the Committee of LLOYD'S REGISTER. See Tables No. 53, 54 & 55 (Rules). |
| Lloyd's RMC | 6, 7 & 8 | 6 & 7 | Refrigerating Machinery Certificate, denoting that the Refrigerating machinery, insulation, and spare gear of an insulated vessel are fitted in accordance with the Rules, and were found in good condition by the Surveyors to Lloyd's Register at the time mentioned. *See also footnote to List of Frozen Meat Stores.* |
| ✠Lloyd's RMC | — | 6 & 7 | The ✠ signifies the Special Survey of the Refrigerating appliances during construction, by the Surveyors to LLOYD'S REGISTER. *See also footnote to List of Frozen Meat Stores.* |
| LMC | 6, 7 & 8 | 6 & 7 | Lloyd's Machinery Certificate, denoting that the machinery of motorships or machinery and boilers of steamers are fitted in accordance with the Rules, and if with date, were found at the time mentioned in good condition. |
| ✠LMC | 6, 7 & 8 | 6 & 7 | The ✠ signifies the Special Survey of Machinery of motorships, or machinery and boilers of steamers during construction, by the Engineer Surveyors to LLOYD'S REGISTER. |
| LMC(M) | 6, 7 & 8 | 6 & 7 | Lloyd's Machinery Certificate denoting that the machinery of motorships was found in good condition by Surveyors to LLOYD'S REGISTER after modified Survey at the time mentioned. |
| LMC CS | 6, 7 & 8 | 6 & 7 | Lloyd's Machinery Certificate denoting that the machinery of motorships has been surveyed by the Surveyors to LLOYD'S REGISTER in conformity with the Continuous Survey arrangements, the date following the CS being that at which a cycle of the continuous survey was completed. The date below is that at which the survey was last advanced by the inspection of about 25 per cent. of the machinery. |
| Lr. | 4 | 3 | Lugger. |
| Lv. | 8 | 7 | Classification of the Liverpool Underwriters' Registry. |
| | | | **M.** |
| MBS | — | 6 & 7 | Main Boilers Surveyed, with date, denoting that the Main Boilers were found upon inspection at that time to be in good condition. |
| MS | 6, 7 & 8 | 6 & 7 | Machinery Surveyed, with date, denoting that the Machinery was found, on inspection at that time, to be in good condition. |
| *MT.* | 13 & 14 | 11–13 | Midship deep Tank. See Illustration on page xli. |
| Mat. | 10 & 11 | 2 & 3 | Materials, with number of years prefixed, indicating the different grades of Wood used in ship's construction, as per Table A (Rules for Wood Ships). |
| *Mchy. Aft.* | 3 & 4 | 2 & 3 | Machinery fitted *Aft.* |
| mo. | 9 | 8 | Month. |
| | | | **N.** |
| N. | 16 | 15 | Vessel classed in the Norske Veritas. |
| N. † | 16 | 15 | Vessel classed in the Norske Veritas, but formerly classed in LLOYD'S REGISTER. |
| N. | — | 7* | (With date) indicates that the tail shaft was fitted *new* at that date. |
| NB. | — | 13 | New Boilers, with date of construction and fitting. |
| ✠NB | 10 & 11 | 6 & 7 | New Boilers *specially Surveyed* during construction. The date of construction and fitting follows. |
| ND or pt. ND. | 13 | 11 | New Deck, or part New Deck, fitted. |
| ✠NDB | 10 & 11 | — | New Donkey Boiler *specially Surveyed* during construction. The date of construction and fitting follows. |
| NDB. | 10 & 11 | 13 | New Donkey Boiler, with date. The letters P and S prefixed to NDB signify port and starboard respectively. |
| NE. | — | 13 | New Engines, with date of construction and fitting. |
| NE & B. | — | 13 | New Engines and Boilers, with date of construction and fitting. |
| ✠NE | 6 & 7 | 6 & 7 | New Engines which have been *specially Surveyed* during construction. The date of construction and fitting follows. |
| ✠NE&B | — | 6 & 7 | New Engines and Boilers, which have been *specially Surveyed* during construction. The date of construction and fitting follows. |
| NHP | — | 13 | Nominal Horse Power by the formulæ given on page xxxvii of Explanations of Records, column 13, Steamers. |
| | | | **O.** |
| O. | — | 13 | Oscillating Cylinders. |
| *OilEngine.* | 4 & 6, 7, 8 | 13 | Internal combustion engine using heavy oil as fuel. |
| OG. | — | 7* | Tail shaft fitted with oil-retaining glands of approved type at after end of stern bush. |
| (O.L.) | 13 | 11 | Over-all length. |
| | | | **P.** |
| Ⓟ | — | 2 | Vessel holds a British Board of Trade Passenger Certificate or its equivalent in other countries. |
| PBH. | 3 | 12 | Partial Bulkhead, or Bulkhead not reaching to Main Deck. |
| P. | — | 13 | Port. (See notes under *lb* and PNDB.) |
| P. | — | 7* | (With date.) Date when *Port* tail shaft was last seen. |
| *Pa.* | — | 7* | Port aft screwshaft. |
| *Pf.* | — | 7* | Port forward screwshaft. |
| P. | 13 | 11 | Poop. See Illustrations of Types of Vessels in Appendix. |
| *Paraffin Motor.* | 4 & 6, 7, 8 | 13 | Internal combustion engine, using, as fuel, refined oil with a flash point higher than 73° F., such as Paraffin Oil, Kerosene, Solar Oil, etc. |
| *Petrol Motor.* | 4, 6, 7, 8 | 13 | Internal combustion engine using, as fuel, highly volatile oils such as Benzoline, Gasoline, Petrol, etc. |
| *Pf.* | — | 13 | Plain furnaces, with number prefixed. |
| Pt. | 3 | 2 | Part. |
| Pad. | — | 3 | Paddle Steamer. |
| PNDB. | 10 & 11 | 13 | New Donkey Boiler (port side) with date. |
| Pol. | 4 | 3 | Polacre (rig). |
| Pr.B. | — | 13 | Press Boiler or other pressure vessel used in connection with the preparation of oil, meal, etc., in floating whale-oil factory. |
| Pr.BS | — | 5, 6, 7 | Press boilers surveyed, with date, denoting that the Boilers were found, upon inspection at that time, to be in good condition. |
| | | | **Q.** |
| Q. | 13 | 11 | Raised Quarter Deck. See Illustrations of Types of Vessels in Appendix. |
| Q. | — | 13 | Quadruple expansion engines. |
| *Qpd.* | — | 13 | Engines altered to Quadruple expansion, with date. |
| Quad. | 4 | 3 | Four screws. |

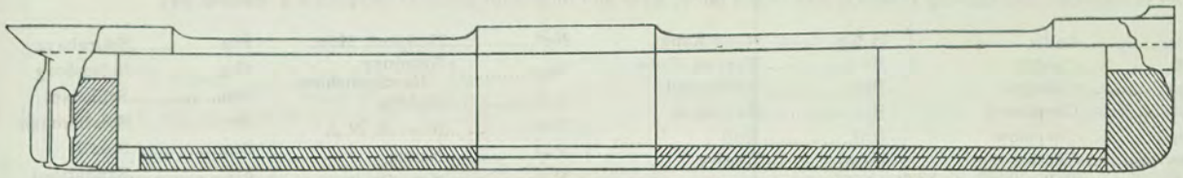
*A List of Surveying Ports will be found at page* xlii.

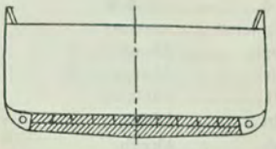
| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers & Motorships | Signification. |
|---|---|---|---|
| | | | **R.** |
| (*r*)..... | — | 13 | Shell, longitudinal stays, end plates, furnaces, and combustion chamber of boiler made of steel; screw stays of iron. |
| R..... | 16 | 15 | Vessel classed in the American Bureau of Shipping. |
| R..... † | 16 | 15 | Vessel classed in the American Bureau of Shipping, but formerly classed in LLOYD'S REGISTER. |
| *Ref.Mchy.* | — | 2-3 | Vessel fitted with Refrigerating Machinery. See List at end of Register. |
| Rest..... | *6 | 5 | Restored. Thus, Rest. 10A1 from 40 Lon. denotes that the vessel was restored on the A character for 10 years from 1940, and that the Survey was held at London. |
| *rf*..... | — | 13 | Ribbed furnaces, with number prefixed. |
| RFD..... | — | 11 | Raised Fore Deck. |
| RHP..... | — | 13 | Nominal Horse Power given by Official Register, in the case of certain British Ships. |
| Rht..... | — | 13 | Engines fitted with reheaters. |
| *Roof*..... | 3 | 2 | Vessel built under a roof, as per Section 48 of Rules for Wood Ships. |
| | | | **S.** |
| S..... | — | 13 | Simple Engines. |
| s..... | 15 | 14 | Summer Freeboard. |
| (*s*)..... | — | 13 | Shell, stays, end plates, furnaces, and combustion chamber of boiler made of steel. |
| s..... | 3 | 2 | Sheathed with Wood. |
| *Salted*..... | 4 | 3 | Vessels salted in accordance with Rules, Section 37 (Wood Ships). |
| *Salted*†..... | 4 | 3 | The dagger signifies that the vessel's beams have *not* been salted. |
| S..... | 4 | 3 | Ship. |
| s..... | — | 13 | Starboard. (See notes under *lb* and SNDB.) |
| s..... | — | 7* | (With date.) Date when *Starboard* tail shaft was last seen. |
| *sa*..... | — | 7* | Starboard aft screwshaft. |
| *sf*..... | — | 7* | Starboard forward screwshaft. |
| SB..... | — | 13 | Single-ended Boilers, with number prefixed. |
| Sc..... | 4 | 3 | Screw. |
| Sk..... | 4 | 3 | Smack. |
| SNDB..... | — | 13 | New Donkey Boiler (starboard side) with date. |
| Sp..... | 4 | 3 | Sloop. |
| Spt..... | 4 | 3 | Spritsail. |
| (Spt)..... | — | 13 | Boiler(s) fitted with Superheater(s). |
| Sq..... | 4 | 3 | Square Rigged. |
| Sr..... | 4 | 3 | Schooner. |
| Sw..... | 4 | 3 | Snow. |
| *Shade dk*.. | 4 & 6 | 3 & 5 | Deck of light construction over openings in ship's sides. |
| *Shelter dk* | — | 3 | For vessels built under the Revised Rules 1922, the term Shelter Deck indicates that a tonnage opening is fitted in the uppermost continuous deck. |
| | | | For vessels built prior to the Revised Rules 1922, the term Shelter Deck does not necessarily indicate that a tonnage opening is fitted. |
| *Spar dk*.... | 4 & 6 | 3 & 5 | Built according to Rules for Spar-Decked Vessels. |
| SR..... | — | 13 | Single Reduction Gear fitted between Main Engines and Screw Shafting. |
| *ss*..... | 4 | 3 | Special Survey of Iron or Steel ships. Vessels submitted to Periodical Surveys, as prescribed in the Rules for Iron and Steel Ships (thus, *ss*Nwc.No.1-40; *ss*Liv.No.2-40; *ss*Lon.No.3-6,40). A notation thus—*ss*Hpl.2ndNo.3-6,40, denotes that the Vessel has been submitted to the "Second Special Survey No. 3" prescribed in the Rules; this survey includes the drilling of shell plating to ascertain its thickness. |
| SS..... | 4 | 3 | Special Survey of Composite ships, with date, as per Section 43. |
| SS..... | 6 | 5 | Special Survey of Wood ships classed Æ, with the term of years granted them, and the year of Survey, as per Sections 61, 63 and 65 of Rules for Wood Ships (thus, SS. Whn. 40-4 yrs.). |
| SS..... | 6 | 5 | Special Survey. Date in red affixed denotes that the vessel has been surveyed at that time in accordance with the Rules for Wood Ships, Section 60, and the number of years indicates the term for which the vessel remains on this character (thus, SS Sld.40-8yrs.). |
| (*Stl*)..... | 4 | 3 | Steel,—material of Decks. |
| Sub.Sig.... | 3 | 2 | Submarine signalling apparatus. |
| | | | **T.** |
| *t*..... | 13 & 14 | 11-13 | Tons. |
| T..... | — | 13 | Triple expansion engines. |
| *trB*..... | 4 | 3 | Tiers of Beams with number of same prefixed (thus 3*trB*.), with or without decks laid on them. |
| Trp..... | 4 | 3 | Three screws. |
| *Tpd*..... | — | 13 | Engines altered to Triple Expansion, with date. |
| Trb..... | 4 | 3 | Trabacolo. |
| Twin..... | 4 | 3 | Twin screws. |
| | | | **U.** |
| *U*..... | 4 | 3 | Upper Deck. |
| | | | **V.** |
| V..... | 16 | 15 | Vessel classed in the Bureau Veritas. |
| V..... † | 16 | 15 | Vessel classed in the Bureau Veritas, but formerly classed in LLOYD'S REGISTER. |
| | | | **W.** |
| *WB*... } *WB*= } | 13 & 14 | 11-13 | Water Ballast, with particulars. (See illustration on page xli.) |
| *Well deck.* | 4 | 2 & 3 | A Well-decked Steamer is one having a forecastle, and a long-raised quarter deck or a poop joined to a bridge house, thus leaving the main deck exposed between the bridge front and the end of the forecastle. See Figs. 3, 4 and 5 of Illustrations of Types of Vessels in Appendix. |
| Wireless... | 3 | 2 | Under the provisions of the Convention for Safety of Life at Sea, vessels of 1600 tons gross and over are required to be fitted with Wireless, and it is therefore not necessary to make a record in the Register Book for such vessels. |
| | | | The record "Wireless" is inserted, however, in all cases of vessels of under 1600 tons gross which appear in the current edition of Coast and Ship Stations issued by the International Bureau at Berne. |
| | | | In the case of a trawler or coastal vessel the record may cover an installation of Radiotelephony. |
| ws..... | 4 | 3 | Sheathed with Wood (relating to Decks). |
| WTB..... | — | 13 | Water Tube Boilers. |
| (*W.E.*) | — | 3 | War Emergency (See note on page XXXVI.) |
| | | | **Y.** |
| Yl..... | 4 | 3 | Yawl. |
| Yt..... | 4 | 3 | Yacht. |

*A List of Surveying Ports will be found at page* xlii.

# DOUBLE BOTTOMS AND WATER BALLAST TANKS.

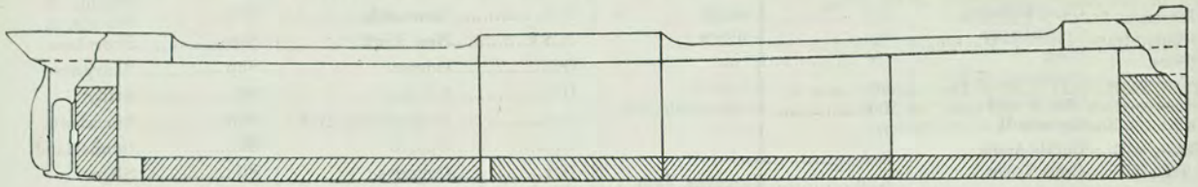
*ILLUSTRATIONS OF NOTATIONS in the 11th, 12th, 13th and 14th Columns OF THE REGISTER BOOK.*

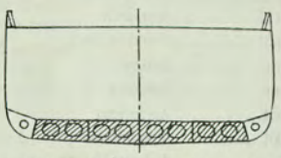




*WB*=*DBa*90′*f*120′480*tAPT*20*tFPT*106*t*: denoting Double Bottom, aft 90 feet long, forward 120 feet long; total capacity 480 tons. After Peak Tank 20 tons, Fore Peak Tank 106 tons.

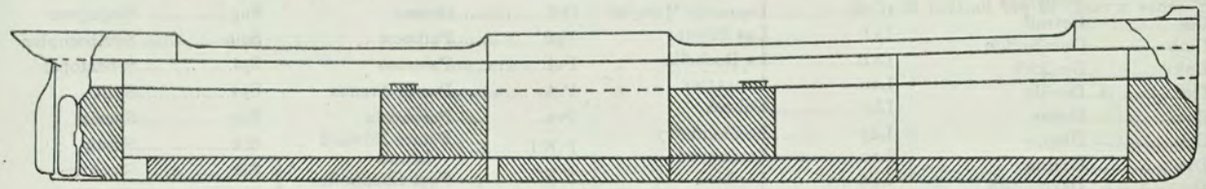
DOUBLE BOTTOM.

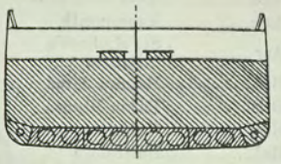




*WB*=*CellDBa*90′*uE&B*46′*f*120′618*tAPT*20*tFPT*106*t*: denoting cellular construction of Double Bottom, aft 90 feet long, and under Engines and Boilers 46 feet long, forward 120 feet long; total capacity 618 tons. After Peak Tank 20 tons, Fore Peak Tank 106 tons.

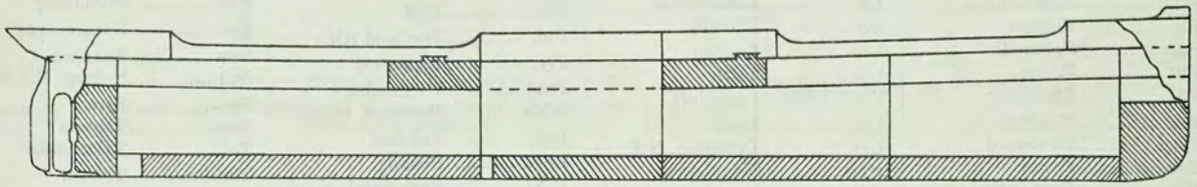
CELLULAR DOUBLE BOTTOM.

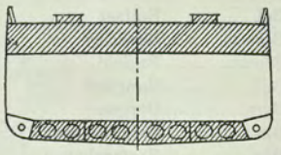




*WB*=*CellDBa*90′*uE&B*46′*f*120′618*tDTa*30′550*tf*30′590*tAPT*20*tFPT*106*t*: denoting cellular construction of Double Bottom, aft 90 feet long, and under Engines and Boilers 46 feet long, forward 120 feet long; total capacity 618 tons, and Deep Tank aft 30 feet long, capacity 550 tons, forward 30 feet long, capacity 590 tons. After Peak Tank 20 tons, Fore Peak Tank 106 tons.

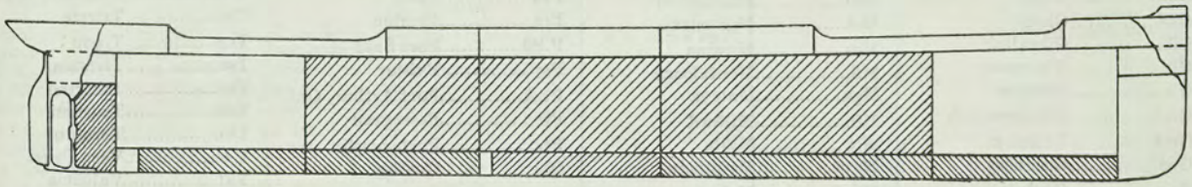
DEEP TANKS AND CELLULAR DOUBLE BOTTOM.

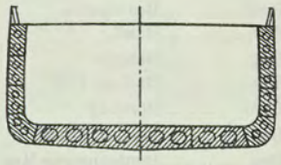




*WB*=*CellDBa*90′*uE&B*46′*f*120′618*t'Tween dk tank a*25′200*tf*30′260*tAPT*20*tFPT*60*t*: denoting cellular construction of Double Bottom, aft 90 feet long, under Engines and Boilers 46 feet long, forward 120 feet long; total capacity 618 tons, and 'Tween deck tank aft 25 feet long, capacity 200 tons, forward 30 feet long, capacity 260 tons. After Peak Tank 20 tons, Fore Peak Tank 60 tons.

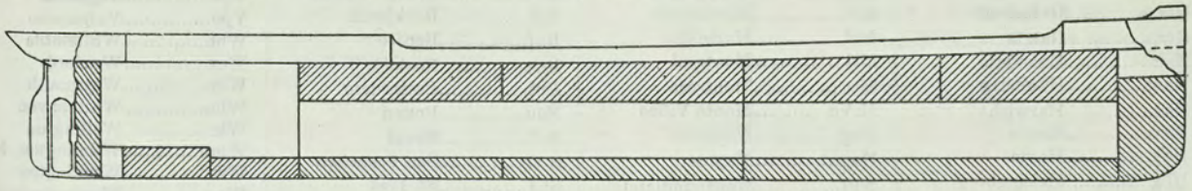
'TWEEN DECK TANKS AND CELLULAR DOUBLE BOTTOM.

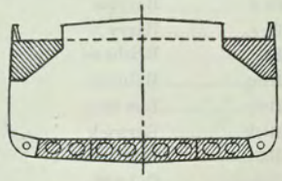




*WB*=*CellDBa*90′*uE&B*46′*f*120′618*tCellSideTanks*166′460*tAPT*20*t*: denoting cellular construction of Double Bottom, aft 90 feet long, under Engines and Boilers 46 feet long, forward 120 feet long; total capacity 618 tons, and cellular Side Tanks 166 feet long, 460 tons capacity. After Peak Tank 20 tons.

CELLULAR SIDE TANKS AND CELLULAR DOUBLE BOTTOM.





*WB*=*CellDBuE&B*44′*f*206′620*tTopsideTanks*216′750*tAPT*50*tFPT*106*t*: denoting cellular construction of Double Bottom, under Engines and Boilers 44 feet long, forward 206 feet long; total capacity 620 tons, and Topside Tanks 216 feet long, capacity 750 tons. After Peak Tank 50 tons, Fore Peak Tank 106 tons.

TOPSIDE TANKS AND CELLULAR DOUBLE BOTTOM.

N.B.—When part of the record of Water Ballast is expunged in red ink, thus :—*WB*=*DBa*90′*f*120′*&uE&B*46′, *&c.*, it signifies that the vessel is fitted with tanks to the extent named, but at the date of the last survey the expunged portion was not being used for the purpose of Water Ballast, and the pipes, &c., thereto have been suitably altered.

A notation of "Carrying oil fuel F.P. above 150° F. in DB & DT" in columns 5, 6 and 7 indicates that the vessel is fitted for carrying oil fuel in double bottom and deep tanks.

# SURVEYING PORTS.

*In the fourth and seventh Columns (Sailing Vessels); and in the third, sixth and thirteenth Columns (Steamers & Motorships).*

Abd.....Abadan
Abg.....Aalborg
Abn.....Aberdeen
Abs.....Aberystwyth
Adl.....Adelaide
Adn.....Aden
Akb.....Akyab
Alb.....Alblasserdam
Alg.....Algiers
All.....Alloa
Alx.....Alexandria
Aml.....Amlwch
Ams.....Amsterdam
Amy.....Amoy
Anc.....Ancona
Ant.....Antwerp
Apl.....Appledore
Arb.....Arbroath
Arc.....Arcachon
Ard.....Ardrossan
Aru.....Aruba
Auk.....Auckland, N.Z.
Avn.....Avonmouth
Azr.....St. Michael's, Azores
B.As.....Buenos Aires
B.Bl.....Bahia Blanca
Bah.....Bahia
Bal.....Baltimore
Bat.....Batavia
Bbo.....Bilbao
Bcl.....Barcelona
Bdg.....Bridgwater
Bds.....Barbados
Bdx.....Bordeaux
Bel.....Belfast
Bev.....Beverley
Bfo.....Buffalo
Bgk.....Bangkok
Bgn.....Bergen
Bgs.....Brightlingsea
Bhn.....Bremerhaven
Bid.....Bideford
Bkn.....Birkenhead
Bla.....Braila
Bly.....Blyth
Bmn.....Bremen
Bms.....Beaumaris
Bnf.....Banff
Bng.....Bangor
Boa.....Balboa, C.Z.
Bom.....Bombay
Bos.....Boston, Mass.
Bou.....Boulogne-sur-Mer
Bpl.....Barnstaple
Brs.....Bristol
Brt.....Brest
Brw.....Barrow
Bry.....Barry
Bsb.....Brisbane
Btm.....Batoum
Bwg.....Bowling
Bwk.....Berwick
Bxm.....Brixham
Cal.....Calcutta
Can.....Caen
Cbn.....Cheribon
Cbo.....Colombo
Cch.....Christchurch, N.Z.
Cco.....Curacao
Cdz.....Cadiz
Cff.....Cardiff
Cgo.....Chicago
Chb.....Cherbourg
Chp.....Chepstow
Chs.....Chester
Clo.....Callao
Clv.....Cleveland, O.
Clw.....Collingwood
Cpb.....Campbeltown
Cpn.....Copenhagen
Crk.....Cork
Crs.....Cristobal, C.Z.
Csb.....Casablanca
Cst.....Cronstadt
Ctg.....Carthagena
C.Tn.....Cape Town
Cws.....Cowes
Cza.....Constantza
Ddn.....Dunedin, N.Z.
Dem.....Demerara
Det.....Detroit
Dmb.....Dumbarton
Dnk.....Dunkirk
Dnz.....Danzig
Dov.....Dover
Dpe.....Dieppe
Drn.....Dairen
Drt.....Dartmouth
Dub.....Dublin
Dul.....Duluth
Dun.....Dundee
Dzl.....Delfzijl
E.Ln.....East London
Els.....Elsinore
Fal.....Falmouth
Fiu.....Fiume
Fln.....Flensburg
Fls.....Flushing
Flt.....Fleetwood
Foy.....Fowey
Fre.....Fremantle
Gal.....Galveston (Texas)
Gdy.....Gdynia
Gen.....Genoa
Gfl.....Gefle
Ght.....Ghent
Gib.....Gibraltar
Glr.....Gloucester
Gls.....Glasgow
Gmh.....Grangemouth
Gms.....Grimsby
Gns.....Guernsey
Goo.....Goole
Got.....Gothenburg
Grk.....Greenock
Gro.....Groningen
Gts.....Gateshead
Gtz.....Galatz
Hak.....Hakodate
Ham.....Hamburg
Har.....Harwich
Hav.....Havre
Hay.....Hayle
Hbg.....Helsingborg
Hbt.....Hobart
Hfs.....Helsingfors
Hfx.....Halifax, N.S.
Hgo.....Haugo
Hgt.....Harrington
Hgz.....Hoogezand
H.Kg.....Hong Kong
Hna.....Havana, Cuba
Hpl.....Hartlepool
Hrl.....Harlingen
Hul.....Hull
Hva.....Huelva
Hxd.....Hardinxveld
I.M.....Isle of Man
Inv.....Inverness
Ips.....Ipswich
Iqu.....Iquique
Irv.....Irvine
Ist.....Istanbul
Jck.....Jacksonville, Fla.
Jer.....Jersey
Kel.....Kiel
Kgn.....Kingston, Jam.
Kob.....Kobé, Japan
Krh.....Kurrachee
L.An.....Los Angeles, Cal.
L.Mq.....Lourenço Marques
LaP.....Las Palmas
LaR.....La Rochelle
Lan.....Lancaster
Lbc.....Lubeck
Ldy.....Londonderry
Len.....Leningrad
Lgn.....Leghorn
Lie.....Liepaja
Lim.....Limerick
Lis.....Lisbon
Liv.....Liverpool
Lkr.....Landskrona
Lly.....Llanelly
Lon.....London
Lth.....Leith
Lwt.....Lowestoft
Lyn.....Lynn
Lyt.....Lyttelton, N.Z.
Mag.....Magallanes
Man.....Manila
Mau.....Mauritius
Mba.....Mombasa
Mch.....Manchester
Mdb.....Middlesbro'
Mel.....Melbourne
Mes.....Messina
Mfl.....Monfalcone
Mga.....Malaga
Mil.....Milford
Mlt.....Malta
Mmn.....Moulmein
Mmo.....Malmö
Mns.....Manaos
Mob.....Mobile
Mpt.....Maryport
Mrt.....Martinique
Msl.....Marseilles
Mtl.....Montreal
Mtr.....Montrose
M.Vo.....Monte Video
Nag.....Nagasaki
Nap.....Naples
NFL.....Newfoundland
Nhv.....Newhaven
Nic.....Nicolaieff
Nkv.....Nakskov
N.Ns.....Newport News
N.Os.....New Orleans
Npr.....Napier, N.Z.
Npt.....Newport, Mon.
Nqy.....Newquay, Cardiganshire
Nrb.....Nordby
Nrk.....Newark, N.J.
Nry.....Newry
N.Sc.....Nova Scotia
N.S.W.....Newcastle, N.S.W.
Nts.....Nantes
Nwc.....Newcastle
N.Yk.....New York
Oda.....Odessa
Odn.....Odense
Ogd.....Ogdensburg, N.Y.
Opo.....Oporto
Ork.....Orkneys
Osa.....Osaka
Osc.....Oscarshamn
Osl.....Oslo
Ost.....Ostend
Pad.....Padstow
Pal.....Palermo
P.Ar.....Punta Arenas
Pca.....Pensacola
P.E.I.....Prince Edward Island
P.El.....Port Elizabeth
Pet.....Peterhead
P.Gl.....Port Glasgow
Phl.....Philadelphia
Pir.....Piræus
Pla.....Pola
Pld.....Portland (Or.)
Ply.....Plymouth
Pmd.....Portmadoc
P.Me.....Portland, Maine
Pna.....Panama
Png.....Penang
P.Nl.....Port Natal
Pnz.....Penzance
Poo.....Poole
P.Pr.....Port Pirie
Pra.....Para
Prs.....Preston
P.Sd.....Port Said
Psy.....Paisley
Pt.A.....Port Arthur, Ont.
Ptr.....Petrograd
Pts.....Portsmouth
Qbc.....Quebec
Qns.....Queenstown
Rga.....Riga
Rgn.....Rangoon
Rio.....Rio de Janeiro
Rjk.....Reykjavik
Rnf.....Renfrew
Ros.....Rostock
Rot.....Rotterdam
Rou.....Rouen
Rvl.....Reval
S.Fo.....San Francisco
St.I.....St. Ives
St.J.....St. John
St.M.....St. Malo
St.N.....St. Nazaire
St.T.....St. Thomas, W.I.
Sab.....Sabang
Sav.....Savannah
Sba.....Sourabaya
Sbg.....Solvesborg
Sch.....Schiedam
Scr.....Scarborough
Sea.....Seattle
Sfj.....Sandefjord
Sgn.....Saigon
Shi.....Shanghai
Shl.....Shields, N. Shields, S.
Shm.....Shoreham
Shp.....Sharpness
Sil.....Scilly
Skm.....Stockholm
Sld.....Sunderland
Sli.....Sligo
Sly.....Sicily
Smg.....Samarang
Smk.....Shimonoseki
Sng.....Singapore
Sou.....Southampton
Spl.....Sebastopol
Spt.....Split
Spz.....Spezia
Ssk.....Susak
Stk.....Stockton
Stn.....Stettin
Str.....Stanraer
Stv.....Stavanger
Suz.....Suez
Svb.....Svendborg
Swn.....Swinemunde
Sws.....Swansea
Syd.....Sydney, N.S.W.
Syr.....Syra
Tac.....Tacoma
Tal.....Talcahuano
Tim.....Timaru
Tln.....Tallinn
Tmp.....Tampico
Tns.....Townsville, N. Queensland
Trd.....Trinidad, B.W.I.
Tri.....Trieste
Trn.....Troon
Tsn.....Tientsin
Tso.....Tsingtao
Tsu.....Tsurumi
Tto.....Toronto
V.Cz.....Vera Cruz
Val.....Valencia
Vcr.....Vancouver Island
Vdm.....Veendam
Ven.....Venice
Vgk.....Vegesack
Vpo.....Valparaiso
Wbl.....Whitstable
Wex.....Wexford
Wey.....Weymouth
Whn.....Whitehaven
Wln.....Wellington
Wmn.....Wilmington, N.C.
Wrk.....Workington
Wsm.....Wesermünde-G.
Wtb.....Whitby
Wtf.....Waterford
Wvn.....Wivenhoe
Yar.....Yarmouth
Yka.....Yokohama
Ymu.....Ymuiden

# TABLE EXPLICATIVE CONCERNANT LE REGISTRE.

1940-41.

# EXPLICATIONS DES ANNOTATIONS DU "LLOYD'S REGISTER BOOK."

(Toutes les abreviations du "Lloyd's Register Book" se trouvent expliquées dans la Table Explicative, voir page xlvi.)

## Navires à Vapeur et à Moteurs, colonnes 2 et 3; Navires à Voiles, colonnes 3 et 4.

**Ponts.** Voir les dessins des différents types de navires dans l'Appendice (Vol. II). Les explications des termes tels que *shade dk.*, etc., sont fournies dans la Table Explicative, voir pages xlvi à xlviii.
A partir du 1er Juillet 1934, des changements ont été apportés aux annotations concernant les ponts.
Lorsqu'il n'est pas fait mention de ponts, il y a lieu d'assumer que le navire n'a qu'un seul pont continu.

*3 Dk. rule*.....Cette annotation indique que le navire a été construit d'après les règlements pour les navires à trois ponts.

**Visites Périodiques.** L'explication de l'enregistrement des visites spéciales périodiques se trouve dans la Table Explicative, voir page xlviii. L'enregistrement indique seulement la condition du navire à l'époque de la visite.

**Ports de Visite.** Les abréviations telles que (Lon., Syd., &c.), employées pour indiquer les ports où les navires ont été inspectés, sont expliquées à la page 1.
Le matériel de construction est l'acier, sauf indication contraire.

**Gréement, etc.** Les abréviations employées pour spécifier le gréement des navires sont expliquées dans la Table Explicative, voir pages xlvi à xlviii.

**Anciens Noms.** Les chiffres à la suite d'un ancien nom de navire indiquent l'année pendant laquelle le changement de nom a eu lieu.

## Navires à Voiles, colonnes 3 et 4.

**Capitaine.** Les chiffres à la suite du nom du capitaine, ainsi, *Smith* 30–40, indiquent (1°) l'année où il est entré comme capitaine au service de l'armateur, (2°) l'année où il a pris le commandement du navire.

## Navires à Vapeur et à Moteurs, colonne 4; Navires à Voiles, colonne 5.

**Tonnage.** Le tonnage qui figure sur le "Lloyd's Register Book" en caractères comme ci-contre, est à part quelques rares exceptions, le tonnage officiel mesuré d'après les lois du pays auquel le navire appartient.

3101 (Total)
2864 (Sous le pont)
1994 (Net)

Pour quelques navires étrangers, le tonnage qui figure a été mesuré d'après la méthode Anglaise, et est reconnu par la loi Anglaise. Dans ce cas le fait est mentionné par l'emploi de caractères italiques, comme ci-contre.

*3101* (Total)
*2864* (Sous le pont)
*1994* (Net)

NOTE :—Quand les chiffres de tonnage sont marqués de traits fins rouges, cela signifie que ces chiffres sont incorrects par suite de l'ouverture ou de la fermeture d'ouvertures de tonnage, et que les nouveaux tonnages n'ont pas encore été reçus.

## Navires à Vapeur et à Moteurs, colonnes 5, 6 et 7; Navires à Voiles, colonnes 6, 7 et 8.

### Marques de Classification du Lloyd's Register.

100A1 ..... 90A1 ..... Cotes des navires en fer ou en acier, construits conformément aux règlements de la Société depuis 1869. Les nombres 100, 90, &c., n'indiquent pas une période d'années, mais ne servent que de terms de comparaison.

A1.....Cette cote non précédée d'un nombre, s'applique aux navires en fer ou en acier, construits à la satisfaction du Comité pour des usages ou des voyages spéciaux.

⚓1 ⚓1.....Cotes des navires en fer construits conformément aux règlements de la Société en vigueur de 1864 à 1871.

*⚓1.....Cotes des navires en fer construits avec des tôles plus épaisses que celles réclamées pour la cote ⚓1.

A1.....Première cote des navires en bois ou composites dont l'armement est bon et suffisant. Les chiffres qui précèdent la cote, colonne 5 (navires à vapeur et à moteurs), colonne 6 (navires à voiles), indiquent le nombre d'années pour lesquelles le navire a été coté, ainsi :—11A1, Cont 6A1, Rest 6A1. (Voir "Cont" et "Rest" dans la Table Explicative, pages xlvi à xlviii.) Les chiffres dans la colonne 7 (navires à vapeur et à moteurs), colonne 8 (navires à voiles), indiquent les périodes expirées pour lesquelles les navires avaient été cotés. A la première ligne ces chiffres indiquent la période originelle, aux lignes suivantes les périodes de continuation.

A1 .....Cotes des navires en bois pour lesquels les périodes assignées soit originellement, soit par Continuation ou par Restauration sont expirées, ou cote des navires qui n'ont jamais eu de cote originelle mais qui sont jugés aptes à transporter des marchandises sèches et périssables. Le nombre d'années pour lesquelles la cote a été assignée figure sous la cote dans la colonne 5 (navires à vapeur et à moteurs), colonne 6 (navires à voiles), ainsi :—
SSPly.40–6yrs.

1.....Le chiffre 1 imprimé comme ci-contre et faisant partie de la cote, indique que le navire a un armement bon et suffisant conformément au Tabl. 53, 54 & 55 (voir règlements de la Société).
Les lettres *a*, *a*†, *b*, *b*†, etc., dans le colonne 7 (navires à vapeur et à moteurs), colonne 8 (navires à voiles), indiquent la lettre d'armement d'après les règlements.
Les chiffres $1\frac{5}{8}$, $2\frac{1}{4}$, etc., au-dessous de la lettre d'armement, indiquent la grandeur de câble-chaîne spécialement fournie ou approuvée et non-conforme à la grandeur correspondant à la lettre d'armement.

— .....Ce signe à la suite d'une cote, à la place occupée par le chiffre 1, indique que l'armement du navire ne répond pas aux exigences des règlements de la Société, soit comme qualité, soit comme quantité.

✠..... Ce signe indique que le navire a été construit sous surveillance spéciale.

✠.....Ce signe indique que les machines ou les chaudières, ou toutes les deux (suivant l'annotation dont il est suivi) ont été construites sous surveillance spéciale.

6,40 .....Une ligne noire avec date au-dessous, indique que la cote du navire a été retirée du "Lloyd's Register Book," le navire ne pouvant conserver sa cote par suite de défectuosités signalées.

6,40 .....Une ligne rouge avec date au-dessous, indique que la cote du navire a été retirée du "Lloyd's Register Book," le navire ne pouvant conserver sa cote par suite de dérogation aux règlements de la Société en ce qui concerne les visites.

... 6,40 .....Ce signe, inséré avec date dans la colonne 7 (navires à vapeur et à moteurs) et colonne 8 (navires à voiles), indique que la cote du navire a été retirée du "Lloyd's Register Book" à la demande de l'armateur.

Examined 6,40 ...Signifie qu'une inspection générale a eu lieu à cette date, au port indiqué en rouge dans la colonne 6, en remplacement de la visite périodique spéciale échue, laquelle est momentanément ajournée par suite de la guerre.

Examined LR 6,40 Signifie que le navire, qui était coté auprès d'un autre Registre, a été inspecté par les Inspecteurs de la Société à la date, indiquée.

~~100A1~~ .....Quand un navire coté est mentionné comme perdu, condamné ou ayant tout autre accident, &c., la cote est rayée comme ci-contre.

*with freeboard*....Cette mention sous la cote indique que le franc-bord assigné est une condition de la cote du navire.

*Awng dk.*, *Shade dk.*, *Shelter dk., &c.* Voir les dessins des différents types de navires dans l'Appendice (Vol. II). Les explications des termes tels que shade deck, awning deck, shelter deck, &c., sont données dans la Table Explicative, voir pages xlvi à xlviii.

### Marques de Classification de l'ex Underwriters' Registry.

(Réuni avec le Lloyd's Register en 1885.)

A1*A1*..... A1, A1, Cotes des navires en fer, en acier ou composites, construits conformément aux règlements de l'Underwriters' Registry.
Les navires cotés en rouge ont été construits sous la surveillance des Inspecteurs de l'Underwriters' Registry. Le chiffre 1 à la suite des marques de classification indique la cote de l'armement.

**Date de Visite.** Les chiffres sous une cote indiquent la date de dernière visite. La date de visite certifie seulement la condition du navire à ce moment.

**Ports de Visites.** Les abréviations employées pour indiquer les ports de visites sont expliquées à la page 1.
Les 6me, 7me, et 8me colonnes (navires à voiles) ou les 5me, 6me, et 7me colonnes (navires à vapeur et à moteurs) laissées en blanc, indiquent que le navire n'a jamais été coté dans le "Lloyd's Register Book." La 6me colonne (navires à voiles) ou la 5me colonne (navires à vapeur) laissée en blanc, sauf en ce qui concerne l'époque de la dernière visite enregistrée, indique que la cote est expirée ou bien qu'elle a été rayée soit pour manque de visite, soit pour non paiement des honoraires dûs dans ce cas.

## Navires à Vapeur et à Moteurs, colonne 7*.

**Date de la dernière Visite de l'arbre porte-hélice.** La lettre N précèdant la date de la dernière visite de l'arbre porte-hélice (par exemple N 6,40) signifie que l'arbre porte-hélice n'avait pas été utilisé avant la date indiquée. Les lettres P & S serviront à désigner respectivement les arbres porte-hélice de *Bâbord* et de *Tribord*.

**Chemises continues.** Les lettres CL dans cette colonne indiquent que l'arbre est pourvu d'une chemise continue, et concernent le ou les arbres dont les dates d'inspection figurent au-dessous.

**Presse-garnitures à huile.** Les lettres OG indiquent que l'arbre est muni, à la partie arrière du tube d'étambot, d'un presse-garnitures agrée pour retenir l'huile, et concernent le ou les arbres dont les dates d'inspection figurent au-dessous.

## Navires à Vapeur et à Moteurs, colonne 8; Navires à Voiles, colonne 9.

**Date de Construction.** Dans le cas des navires en fer et en acier classés au Lloyd's Register, la date de construction inscrite dans le Registre est conforme aux Règlements. Pour les navires en fer et en acier cotés et lancés anterieurement au 19 Mai 1887, ainsi que pour tous les navires cotés en bois et composites, la date du lancement est considérée comme étant celle de la construction. Pour les navires non cotés par le Lloyd's Register, il n'est pas possible de spécifier si la date de construction est celle du lancement ou celle de l'achèvement des travaux.

Des annotations telles que $18\frac{93}{94}$ figurent pour quelques navires non cotés. Les chiffres supérieurs indiquent alors la date originelle de la construction, les chiffres inférieurs la date à laquelle le navire a été rapporte comme reconstruit. Dan ce cas la Société ne peut spécifier l'importance de la reconstruction.

## Navires à Vapeur et à Moteurs, colonne 10; Navires à Voiles, colonne 12.

**Armateurs.** Pour les navires de la Grande Bretagne et de l'Irlande, le nom qui figure sur le "Lloyd's Register Book" est celui de l'armateur-gérant ou celui de la Société dont l'armateur-gérant fait partie. Lorsqu'il n'y a pas d'armateur-gérant, le nom qui figure est celui du plus gros actionnaire et le nom du gérant figure aussi, si on le demande. Pour les navires coloniaux et étrangers, de sérieuses difficultés empêchent de certifier qu'une personne mentionnée comme étant armateur-gérant est, dans chaque cas, l'armateur légal. Dans certains cas la personne dont le nom figure peut n'être que *gérant*, ce qui est absolument distinct *d'armateur-gérant*.

## Navires à Vapeur et à Moteurs, colonne 11; Navires à Voiles, colonne 13.

**Dimensions.** Les dimensions de douane des Navires, dans ces colonnes sont indiquées en pieds et en dixièmes de pieds.

**Longueur.** Lorsque deux longueurs sont mentionnées, ainsi $\frac{315{\cdot}3}{304{\cdot}0}$, les chiffres supérieurs indiquent la longueur d'après le Registre officiel national du navire et les chiffres inférieurs la longueur d'après la pratique anglaise. Dans le cas des navires classés, la longueur hors tout est aussi mentionnée, quand et comme mesurée par les Inspecteurs du Lloyd's Register, et est indiquée par les lettres O.L. entre parenthèses, ainsi 325·5(O.L.). Dans le cas des navires italiens et finlandais, la longueur de douane est à considérer comme une longueur hors tout, sauf lorsqu'un récent changement de nationalité a eu lieu et que les nouvelles dimensions de douane ne sont pas encore connues.

**Largeur.** Lorsque deux largeurs sont mentionnées, ainsi $\frac{50{\cdot}9}{53{\cdot}2}$, les chiffres supérieurs indiquent la largeur d'après le Registre officiel national du navire et les chiffres inférieurs la largeur extrême allant jusqu'au côté extérieur du borde. Dans le cas de quelques vapeurs de jauge peu importante et principalement de cabotage, la largeur extrême, y. compris la ceinture, est mentionnée en italique comme suit : *25·4*

**Creux.** Lorsque deux creux sont mentionnés, ainsi $\frac{9}{25{\cdot}7}$, les chiffres supérieurs indiquent le creux d'après le Registre officiel national du navire et les chiffres inférieurs le creux dans la cale depuis le pont continu supérieur. Dans quelques pays, le creux du Registre est le même que le creux sur quille.

**Constructions sur les Ponts.** Voir les dessins des différents types de navires dans l'Appendice (Vol. II).

**Water Ballast.** Voir explications et dessins à la page xlix de la Table Explicative.

## Navires à Vapeur et à Moteurs, colonne 12; Navires à Voiles, colonne 14.

**Port d'Armement.** Le Port d'Armement est indiqué en caractères romains, fondis qu'un port inséré en italique est un port d'attache, en tant que différent du port d'armement.

**Water Ballast.** Voir explications et dessins à la page xlix de la Table Explicative.

## Navires à Vapeur et à Moteurs, colonne 13.

Toutes les abréviations employées se rapportant aux Machines, Chaudières, Foyers, &c., sont décrites dans la Table Explicative, voir pages xlvi à xlix.

**Force en Chevaux nominaux** NHP. La force en chevaux nominaux est calculée pour les machines alternatives à vapeur d'après les formules suivantes :—

1°. Si les pressions et les surfaces de chauffe sont connues :—

$$\text{NHP} = \frac{\text{P} + 23{\cdot}9}{70{\cdot}3}\left(\frac{\text{D}^2\sqrt{\text{S}}}{1028} + 0{\cdot}72\,\text{H}\right)$$ pressions au-dessous de 11.25 kgs. par centimètre carré.

$$= \frac{\text{P} + 41{\cdot}5}{105{\cdot}5}\left(\frac{\text{D}^2\sqrt{\text{S}}}{1028} + 0{\cdot}72\,\text{H}\right)$$ pressions de 11,25 kgs. et au-dessus.

Pour calculer la puissance nominale des turbines à vapeur, substituer $\frac{\text{SHP}}{6}$ (SHP étant le puissance totale sur l'arbre) à la place de $\frac{\text{D}^2\sqrt{\text{S}}}{1028}$ dans les formules précédentes.

Pour les chaudières à tirage forcé ou à tirage induit, on doit substituer dans les formules ci-dessus 0,90 H à 0,72 H.

2°. Si les pressions et les surfaces de chauffe ne sont pas connues :—

$$\text{NHP} = \frac{\text{D}^2\sqrt{\text{S}}}{1028}$$ Machines à Triple et Quadruple expansion

$$\text{NHP} = \frac{\text{D}^2\sqrt{\text{S}}}{1233}$$ Machines Compound. $$\text{NHP} = \frac{\text{D}^2\sqrt{\text{S}}}{1337}$$ Machines Simples.

Dans les formules ci-dessus, D = diamètre en centimètres du Cylindre B.P. S = Course du piston en centimètres. H = Surface de chauffe en mètres carrés. P = Pression de travail en kilogrammes par centimètre carré.

Pour les navires pourvus de moteurs á huiles lourdes :—

$$\text{NHP} = \frac{\text{C} \times \text{N} \times \text{D}^2}{\frac{\text{S}}{\text{D}} + 50}$$

où NHP = Pouissance en chevaux nominaux.
N = Nombre de cylindres.
D = Diamètre des cylindres en millimètres.
S = Course de piston en millimètres; dans le cas de moteurs du type à pistons opposés, S est la moitié de la course combinée des pistons.
C = 0·00775 pour les moteurs à 4 temps simple effet.
= 0·0155 pour les moteurs à 4 temps double effet.
= 0·0140 pour les moteurs à 2 temps simple effet.
= 0·0280 pour les moteurs à 2 temps double effet.
= 0·0248 pour les moteurs à 2 temps simple effet, à pistons opposés.

Pour les navires pourvus de moteurs á essences ou á pétrole :—

$\text{NHP} = \frac{\text{BHP}}{3{\cdot}5}$ formule dans laquelle BHP représente les chevaux en frein toute force.

**Force Officielle en Chevaux** RHP. Cette annotation indique la force en chevaux nominaux d'aprés le Registre Officiel du navire, dans le cas de navires britanniques.

**Turbines à Engrenages.** Les lettres S.R. indiquent qu'un engrenage à simple réduction est installé entre les machines principales et l'arbre porte-hélice. Les lettres D.R. indiquent qu'un engrenage à double réduction est installé entre les machines principales et l'arbre porte-hélice.

**Machines à pétrole et à gaz.** 4S.C. indique Cycle à 4 temps. SA indique simple effet. 2S.C. indique Cycle à 2 temps. DA indique double effet.

**Water Ballast.** Voir explications et dessins à la page xlix de la Table Explicative.

## Navires à Vapeur et à Moteurs, colonne 14; Navires à Voiles, colonne 15.

**Creux sur quille.** Le creux sur quille pour les navires en fer et en acier, est la longueur de la perpendiculaire abaissée depuis la face supérieure des barrots du pont supérieur sur le coté et au milieu de la longueur du navire, jusqu'à hauteur de la rencontre de la face inférieure de la membrure avec le dessus de la quille sur la ligne médiane. Pour les navires en bois et composites, le creux sur quille est la longueur de la perpendiculaire abaisée depuis la face supérieure des barrots du pont supérieur jusque'à hauteur de l'arête inférieure de la rablure de quille. Pour les navires en bois et composites dont les parties inférieures sont frégatées (lorsqu'un navire est pourvu par exemple de galbords épais) le creux sur quille n'est alors calculé que jusqu'à hauteur de l'intersection de la ligne prolongée des fonds avec la quille. Les fractions d'un pouce ne sont pas mentionnées.

**Tirant d'eau.** Le "tirant d'eau correspondant," pour tous le cas mentionnés avant août, 1923 est le tirant d'eau moyen calculé depuis le fond de la quille jusqu'au centre du disque de la ligne de charge; et les fractions de pouce ne sont pas mentionnées. Après cette date, le tirant d'eau actuel, au quart de pouce le plus voisin, et tel qu'il a été indiqué par les constructeurs de navire, est mentionné.

## Navires à Vapeur et à Moteurs, colonne 15; Navires à Voiles, colonne 16.

Pour l'explication des marques employées pour indiquer les différents Registres auxquels un navire est coté (s'il n'est pas coté au Lloyd's Register), voir Table Explicative pages xlvi à xlviii.

**Certificat à passagers, délivré par le "Board of Trade."** Cette annotation "till 6,40" indique que le certificat expire à la date mentionnée, Juin 1940.

| Abréviations ou Signes. | Numéros des Colonnes. Navires à voiles. | Navires à vapeur et à Moteurs. | Explications. |
|---|---|---|---|
| | | | **A.** |
| A&AP | 9 & 10 | 8 & 9 | Ancres et chaînes éprouvées à une machine reconnue par le Comité du LLOYD'S REGISTER. Voir Tabl. 53, 54 & 55 (Règlements). |
| *Alcohol Motor* | 4 & 6, 7, 8 | 13 | Machine à explosion utilisant l'alcool comme combustible. |
| Alt | — | 13 | Transformé, avec date. |
| AP | 9 & 10 | 8 & 9 | Ancres éprouvées à une machine reconnue par le Comité du LLOYD'S REGISTER. Voir Tabl. 53, 54 & 55 (Règlements). |
| *APT* | 13 & 14 | 11–13 | Peak Tank arrière. Voir illustration à la page xlix. |
| *Asp* | 3 & 4 | 12 | Asphalté. Voir Section 32 des Règlements pour les navires en fer et en acier. |
| *Awng dk* | 6 | 3 & 5 | Construit conformément aux Règlements pour les navires "awning-deck." |
| | | | **B.** |
| *B* | 4 | 3 | Voir *trB*. |
| BK | 13 | 13 | Quille en barre, avec hauteur en pouces. |
| B | 13 | 11 | Pont. Voir les illustrations des types de navires dans l'Appendice (Vol. II). |
| B | — | 13 | Machine à balancier. |
| *BH* | 3 & 4 | 12 | Cloisons; leur nombre est indiqué par le chiffre qui précède. |
| B&MS | 6, 7, 8 | 6 & 7 | Chaudières et machines visitées, avec date indiquant que les chaudières et machines, bien que n'etant pas en conformité avec les Règlements, ont été trouvées à l'époque de l'inspection, en bon état. |
| BS | 6–11 | 6 & 7 | Chaudières visitées, avec date, indiquant que les chaudières ont été trouvées, à l'époque de l'inspection, en bon état. |
| BS(WTB) | — | 5, 6, 7 | Indique que lorsqu'il existe des chaudières cylindriques et des chaudières à tubes d'eau, les chaudières à tubes d'eau seules ont été examinées à la date indiquée et trouvées en bon état. |
| BS | 3 & 4 | 2 & 3 | Sous condition d'une visite biennale. |
| BT | 16 | 15 | Avec chiffres qui suivent, ainsi: "BT till 6,40," indique qu'un Certificat pour passagers a été délivré par le Board of Trade, pour une période qui expire en Juin 1940. |
| Bk | 4 | 3 | Barque (Trois mâts Barque). |
| Bkn | 4 | 3 | Barquentin. |
| Bg | 4 | 3 | Brick. |
| Bn | 4 | 3 | Brigantin. |
| | | | **C.** |
| c | — | 7* | Arbre porte-hélice central. |
| C | 3 | 2 | Doublé en cuivre. |
| C | 16 | 15 | Navire coté au British Corporation. |
| C † | 16 | 15 | Navire coté au British Corporation, mais classé auparavant au LLOYD'S REGISTER. |
| C | — | 13 | Machines compound. |
| C | 8 | 7 | Placé devant les chiffres indique la période d'années, pour laquelle le navire avait été continué, mais qui est expirée. |
| CBS | — | 5, 6, 7 | Chaudières à soude caustique visitées, avec date, indiquant que ces chaudières ont été trouvées, à l'époque de l'inspection, en bon état. |
| *cf* | 3 & 4 | — | Chevillé en cuivre. |
| *cf* | — | 13 | Foyers ondulés, leur nombre est indiqué par le chiffre qui précède. |
| *Cell DB* | 13 & 14 | 11–13 | Construction cellulaire du double-fond. Voir illustration à la page xlix. |
| *Cem* | 3 & 4 | 12 | Cimenté. Voir Section 32, Règlements pour les navires en acier. |
| CL | — | 7* | Arbre porte-hélice pourvu d'une chemise continue. |
| *Cmp* | — | 13 | Machine transformée en compound, avec date. |
| Comp | 4 | 3 | Composite (construction). |
| Cont | 6 | 5 | Continué. Avec le nom du port de visite et la date ainsi que le nombre d'années, pour lesquelles le navire a été continué dans la cote A (ainsi: Cont. 12A1 from 6,40, Lon.). |
| CP | 9 & 10 | 8 & 9 | Chaînes éprouvées à une machine reconnue par le Comité du LLOYD'S REGISTER. Voir Tabl. 53, 54 & 55 (Règlements). |
| Croix | 16 | 15 | Une croix sous la lettre indiquant le Registre auquel un navire est classé signifie que le navire était classé auparavant au LLOYD'S REGISTER. |
| Ctr | 4 | 3 | Côtre. |
| Cy | — | 13 | Cylindres; le chiffre qui précède, indique leur nombre. Les chiffres qui suivent "Cy." représentent les diamètres des cylindres et la course des pistons en pouces. |
| | | | **D.** |
| D | — | 13 | Machines diagonales. |
| DB | — | 13 | Chaudière auxiliaire. Des lettres entre parenthèses suivant cette annotation signifient:—(p) de babord; (s) de tribord; (a) arrière; (f) avant; (*upr*) supérieure. |
| DB | — | 13 | Chaudières doubles avec foyers aux deux extrémités, le chiffre qui précède indique leur nombre. |
| *DB* | 13 & 14 | 11–13 | Double-fond. |
| *DBa* | 13 & 14 | 11–13 | Double-fond arrière. |
| *DBf* | 13 & 14 | 11–13 | Double-fond avant. |
| *DB* under *E & B* | — | 11–13 | Double-fond sous les machines et les chaudières. |
| ✚DB | 10 & 11 | — | Petite chaudière, construite sous surveillance spéciale. Suit le date de construction. |
| DBS | 10 & 11 | 5, 6, 7 | Petite chaudière visitée, avec date, indiquant que la petite chaudière a été trouvée, à l'époque de l'inspection en bon état. |
| DF | 3 & 4 | 2 & 3 | Radiogoniomètre (T.S.F.). |
| *Dks* | 4 | 3 | Ponts; le chiffre qui précède indique leur nombre, ainsi: 2 *Dks*. |
| DR | — | 13 | Un engrenage à double réduction est installé entre les machines principales et l'arbre porte-hélice. |
| Dr | 4 | 3 | Dogre (Gréement). |
| *DTa or f* | 13 & 14 | 11–13 | Tank sur l'arrière ou sur l'avant du navire. Voir illustration à la page xlix. |
| Dy | 4 | 3 | Dandy. |
| | | | **E.** |
| E.S.D | 3 | 2 | Sondeur par écho. |
| | | | **F.** |
| F | 13 | 11 | Gaillard d'avant. Voir l'illustration des types de navires dans l'Appendice (Vol. II). |
| FD | — | 13 | Tirage forcé. |
| FK | 13 | 11 | Quille plate. |
| *F.P* | — | 5–7 | Point d'inflammation. |
| *FPT* | 13 & 14 | 11–13 | Peak tank avant. Voir illustration à la page xlix. |
| F & YM | 3 & 4 | 2 & 3 | Feutre et cuivre jaune. |
| | | | **G.** |
| G | 4 | 3 | Galiotte. |
| G | 16 | 15 | Navire coté au Germanischer Lloyd. |
| G † | 16 | 15 | Navire coté au Germanischer Lloyd, mais classé auparavant au LLOYD'S REGISTER. |
| GIB | 3 | 2 | Chevillé en fer galvanisé. |
| Gl | 4 | 3 | Galleas. |
| GS | — | 13 | Surface de grille en pieds carrés. |
| GyC | 3 | 2 | Compas gyroscopique. |
| | | | **H.** |
| H | 4 | 3 | Heu (Gréement). |
| H | — | 13 | Machines horizontales. |
| H | 13 | 11 | Rouffles sur le pont. |
| HP | — | 13 | Chevaux de force. Voir NHP & RHP. |
| H | — | 13 | Surface de chauffe, en pieds carrés. |
| *Hur dk* | — | 3 | Pont "Hurricane." |
| HT | 3 & 4 | 2 & 3 | Visite de demi-époque ou intermédiaire (Section 34, Règlements des navires en bois). |

Voir les illustrations à la page xlix.

*La Liste des ports de visite se trouve á la page* l.

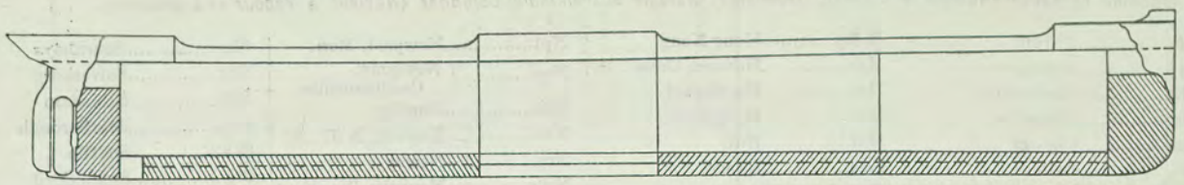
| Abréviations ou Signes. | Numéros des Colonnes. Navires à voiles. | Navires à vapeur et à Moteurs. | Explications. |
|---|---|---|---|
| | | | **I.** |
| I. | 16 | 15 | Navire coté au Registro Italiano. |
| I. † | 16 | 15 | Navire coté au Registro Italiano, mais classé auparavant au LLOYD'S REGISTER. |
| IB. | 4 | 3 | Chevillé en fer. |
| (*Irn.*) | 4 | 3 | Fer—matériaux des ponts. |
| | | | **K.** |
| K. | 4 | 3 | Ketch. |
| Kf. | 4 | 3 | Koff (Gréement). |
| | | | **L.** |
| L. | — | 13 | Machines à levier. |
| lb. | — | 13 | (Avec chiffres qui précèdent.) Pression des grandes chaudières en livres par pouce carré. |
| *lb.* | 10 & 11 | 13 | (Avec chiffres qui précèdent.) Pression de la petite chaudière en livres par pouce carré. Les lettres P & S qui précèdent les lettres *lb.* indiquent que les pressions se rapportent aux petites chaudières de bâbord & de tribord respectivement. |
| len. | 13 | 11 | Navire allongé, avec date à la suite. |
| *Lloyd'sA&CP* | 9 & 10 | 8 & 9 | Ancres et chaînes éprouvées sous la surveillance des fonctionnaires de la Société à une machine reconnue par le Comité du LLOYD'S REGISTER. Voir Tabl. 53, 54 & 55 (Règlements). |
| Lloyd's RMC | — | 6 & 7 | Refrigerating Machinery Certificate, indique que les appareils réfrigérants, l'isolement et les pièces de rechange d'un navire réfrigéré sont installés en conformité avec les Règlements du LLOYD'S REGISTER. Une date à la suite, indique qu'à ce moment ils ont été trouvés en bon état. *Voir également la note au bas de la Liste des Entrepôts de viande congelée.* |
| ✠Lloyd's RMC | — | 6 & 7 | La ✠ indique que les appareils réfrigérants ont été construits sous la surveillance spéciale d'un Inspecteur du LLOYD'S REGISTER. *Voir également la note au bas de la Liste des Entrepôts de viande congelée.* |
| LMC ..... | 6, 7 & 8 | 6 & 7 | Lloyd's Machinery Certificate, indique que la machine des navires à moteurs, ou la machine et les chaudières des navires à vapeur sont installées en conformité avec les Règlements du LLOYD'S REGISTER. Une date à la suite, indique qu'à ce moment elles ont été trouvées en bon état de fonctionnement. |
| ✠LMC ... | 6, 7 & 8 | 6 & 7 | La ✠ indique que la machine des navires à moteurs, ou la machine et les chaudières des navires à vapeur ont été construites sous la surveillance spéciale d'un Inspecteur-Mécanicien du LLOYD'S REGISTER. |
| LMC(M) | 6, 7 & 8 | 6 & 7 | Lloyd's Machinery Certificate (Certificat de Machines du Lloyd) indique que les moteurs à combustion interne ont été jugés en bon état par les Inspecteurs du LLOYD'S REGISTER, après l'inspection modifiée effectuée à la date mentionnée. |
| LMC CS | 6, 7 & 8 | 6 & 7 | Lloyd's Machinery Certificate indique que la machine des navires à moteurs a été inspectée par les Inspecteurs du LLOYD'S REGISTER conformément aux dispositions de l'Inspection Continue, la date qui suit l'annotation CS étant celle à laquelle un cycle complet de l'Inspection Continue a ete termine. La date au dessous est la date à laquelle une partie de l'inspection de la machine, représentant environ 25% d'un cycle complet, a été effectuée. |
| Lr. | 4 | 3 | Lougre. |
| Lv. | 8 | 7 | Classification du Liverpool Underwriters' Registry. |
| | | | **M.** |
| MBS ..... | — | 6 & 7 | Chaudières Motrices visitées, avec date, indiquant que les chaudières motrices ont été trouvées à l'epoque d'inspection, en bon état. |
| MS ..... | — | 6 & 7 | Machines visitées, avec date indiquant qu'an moment de la visite, elles ont été reconnues en bon état. |
| *MT.* ..... | 13 & 14 | 11–13 | Tank au milieu du navire. Voir illustration à la page xlix. |
| Mat. ..... | 10 & 11 | 2 & 3 | Matériaux précédés d'un nombre d'années indiquant les différentes cotes du bois employé dans la construction du navire, d'après le Tableau A. (Règlements des navires en bois.) |
| *Mchy.Aft.* | 3 & 4 | 2 & 3 | Machines situées à l'arrière. |
| mo. ..... | 9 | 8 | Mois. |
| | | | **N.** |
| N. ..... | 16 | 15 | Navire coté au Norske Veritas. |
| N. † ..... | 16 | 15 | Navire coté au Norske Veritas, mais classé auparavant au LLOYD'S REGISTER. |
| N. ..... | — | 7* | Avec date, signifie qu'on a mis à la date indiquée, un arbre porte-hélice *neuf.* |
| NB. ..... | — | 13 | Chaudières neuves, avec date de construction et d'installation. |
| ✠NB ... | 10 & 11 | 6 & 7 | Chaudières neuves, construites sous surveillance spéciale. Suit la date de construction et d'installation. |
| ND or pt.ND.. | 3 | 11 | Pourvu d'un pont neuf, ou pont renouvelé en partie. |
| ✠NDB ... | 10 & 11 | — | Petite chaudière neuve, construite sous surveillance spéciale. Suit la date de construction et d'installation. |
| NDB. ..... | 10 & 11 | 13 | Petite chaudière neuve, avec date. Les lettres P & S qui précèdent NDB indiquent bâbord et tribord respectivement. |
| NE. ..... | — | 13 | Machines neuves, avec date de construction et d'installation. |
| NE & B..... | — | 13 | Machines et chaudières neuves, avec date de construction et d'installation. |
| ✠NE ..... | 6 & 7 | 6 & 7 | Machines construites sous surveillance spéciale. Suit la date de construction et d'installation. |
| ✠NE&B | — | 6 & 7 | Machines et chaudières construites sous surveillance spéciale. Suit la date de construction et d'installation. |
| NHP ..... | — | 13 | Force nominale en chevaux d'après les formules qui se trouvent à la page xlv des Explications des Annotations, Colonne 13, Vapeurs. |
| | | | **O.** |
| O. ..... | — | 13 | Cylindres oscillants. |
| *OilEngine.* | 4 & 6, 7, 8 | 13 | Machine à combustion interne utilisant des huiles lourdes comme combustible. |
| OG. ..... | — | 7* | Arbre porte-hélice muni à la partie arrière du tube d'etambot, d'un presse-garnitures d'un type reconnu pour retenir l'huile. |
| (O.L.)..... | 13 | 11 | Longueur hors tout. |
| | | | **P.** |
| Ⓟ ..... | — | 2 | Navire possédant un certificat à passagers, délivré par le "Board of Trade" (Ministère du Commerce Britannique) ou par les autorités equivalentes dans les autres pays. |
| PBH..... | 3 | 12 | Cloison partielle, ou cloison qui ne monte pas jusqu'an pont principal. |
| P. ..... | — | 13 | Bâbord. Voir notes à *lb* et à PNDB. |
| P. ..... | — | 7* | Avec date, signifie la date de la dernière visite de l'arbre porte-hélice de *Bâbord.* |
| Pa. ..... | — | 7* | Arbre porte-hélice arrière de bâbord. |
| Pf. ..... | — | 7* | Arbre porte-hélice avant de bâbord. |
| P. ..... | 13 | 11 | Dunette. Voir illustration des types de navires dans l'Appendice (Vol. II). |
| *Paraffin Motor* | 4 & 6, 7, 8 | 13 | Machine à explosion ou à combustion interne utilisant des huiles raffinées ayant un point d'inflammation supérieur à 23° C., comme combustible, telles que Pétrole, Kerosene, Solar, etc. |
| *Petrol Motor* | 4 & 6, 7, 8 | 13 | Machine à explosion utilisant des huiles extrêmement volatiles, comme combustible, telles que Benzoline, Gasoline, Essence, etc. |
| *pf.* ..... | — | 13 | Foyers ordinaires, leur nombre est indiqué par le chiffre qui précède. |
| pt. ..... | 3 | 2 | Partie. |
| Pad. ..... | — | 3 | Bateaux à vapeur à aubes. |
| PNDB..... | 10 & 11 | 13 | Petite chaudière neuve (bâbord), avec date. |
| Pol. ..... | 4 | 3 | Polacre (Gréement). |
| Pr.B..... | — | 13 | Chaudière autoclave ou autre récipient à pression servant à la preparation de l'huile, des engrais, etc., sur les raffineries flottantes d'huile de baleine. |
| Pr.BS..... | — | 5, 6, 7 | Chaudières autoclaves visitées, avec date, indiquant que les chaudières ayant été visitées à cette époque, ont été trouvées en bon état. |

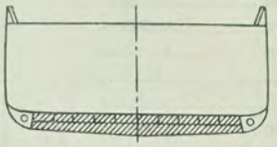
| Abréviations ou Signes. | Numéros des Colonnes. Navires à voiles. | Navires à vapeur et à moteurs. | Explications. |
|---|---|---|---|
| | | | **Q.** |
| Q..... | 13 | 11 | Demi-dunette. Voir illustrations des types de navires dans l'Appendice (Vol. II). |
| Q..... | — | 13 | Machines à quadruple expansion. |
| *Qpd*..... | — | 13 | Machines transformées à quadruple expansion, avec date. |
| Quad..... | 4 | 3 | Quatre hélices. |
| | | | **R.** |
| (*r*)..... | — | 13 | Enveloppe, entretoises longitudinales, tôles d'extrémités, foyers, et chambre de combustion de chaudière en acier; entretoises taraudées en fer. |
| R..... | 16 | 15 | Navire coté à l'American Bureau of Shipping. |
| R..... † | 16 | 15 | Navire coté à l'American Bureau of Shipping, mais classé auparavant au LLOYD'S REGISTER. |
| *Ref.Mchy.* | — | 2 & 3 | Navire pourvu de machines réfrigérantes. Voir liste à la fin du Registre. |
| Rest..... | 6 | 5 | Restauré. Ainsi, Rest. 10 A1 from 40 Lon., indique que la navire a été restauré dans le cote A pour 10 ans, à compter de 1940, et que la visite a eu lieu à Londres. |
| *rf*..... | — | 13 | Foyers à arêtes; leur nombre est indiqué par le chiffre qui précède. |
| RFD..... | — | 11 | Pont surélevé à l'avant. |
| RHP..... | — | 13 | Force nominale en chevaux d'après les papiers du navire, s'appliquant seulement à certains aux navires Anglais. |
| Rht..... | — | 13 | Machine munie de réchauffeurs. |
| *Roof*..... | 3 | 2 | Navire construit sous une toiture, conformément à la Section 48 des Règlements pour les navires en bois. |
| | | | **S.** |
| S..... | — | 13 | Machine à simple expansion. |
| *s*..... | 15 | 14 | Franc Bord pour l'été. |
| (*s*)..... | — | 13 | Enveloppe, entretoises, tôles d'extrémités, foyers et chambre de combustion de chaudière en acier. |
| *s*..... | 3 | 2 | Soufflage en bois. |
| *Salted*..... | 4 | 3 | Navires salés, d'après les Règlements, Section 37 (Navires en bois). |
| *Salted*†.... | 4 | 3 | La croix indique que les barrots du navire n'ont pas été salés. |
| S..... | 4 | 3 | Trois-Mâts carré. |
| *s*..... | — | 13 | Tribord. Voir notes à *lb* et à SNDB. |
| *s*..... | — | 7* | Avec date, signifie la date de la dernière visite de l'arbre porte-hélice de *Tribord*. |
| *sa*..... | — | 7* | Arbre porte-hélice arrière de tribord. |
| *sf*..... | — | 7* | Arbre porte-hélice avant de tribord. |
| SB..... | — | 13 | Chaudières simples; leur nombre est indiqué par le chiffre qui précède. |
| Sc..... | 4 | 3 | Hélice. |
| Sk..... | 4 | 3 | Smack. |
| SNDB..... | — | 13 | Petite chaudière neuve (tribord), avec date. |
| Sp..... | 4 | 3 | Sloop. |
| Spt..... | 4 | 3 | Voile à baleston. |
| (Spt)..... | — | 13 | Chaudière(s) munie(s) de Surchauffeur(s). |
| Sq..... | 4 | 3 | Mâté en carré. |
| Sr..... | 4 | 3 | Goëlette. |
| Sw..... | 4 | 3 | Snow. |
| *Shade dk*.. | 4 & 6 | 3 & 5 | Pont de construction légère, au-dessus des ouvertures dans les murailles du navire. |
| *Shelter dk* | — | 3 | Pour les navires construits conformément aux Règlements Révisés de 1922, le terme Shelter Deck indique que la pont continu le plus élevé comporte une ouverture de tonnage. |
| | | | Pour les navires construits antérieurement aux Règlements Révisés de 1922, le terme Shelter Deck n'indique pas nécessairement qu'une ouverture de tonnage est installée. |
| *Spar dk*.... | 4 & 6 | 3 & 5 | Construit conformément aux Règlements, pour les navires à Spardeck. |
| SR..... | — | 13 | Un engrenage à simple réduction ets intallé entre les machines principales et l'arbre porte-hélice. |
| *ss*..... | 4 | 3 | Visite spéciale des navires en fer ou en acier. Navires soumis aux visites périodiques, prescrites par les Règlements pour les navires en fer et en acier (Ainsi : *ss*Nwc.No.1–40; *ss*Liv.No.2–40; *ss*Lon.No.3–6,40). Une annotation comme suit : ssHpl.2ndNo.3–6,40 indique que le navire a été soumis à la "Seconde Visite Spéciale No. 3" prescrite par les Règlements; cette visite comprend le forage du bordé extérieur pour déterminer son épaisseur. |
| SS..... | 4 | 3 | Visite spéciale des navires composites, avec date, conformément à la Section 43. |
| SS..... | 6 | 5 | Visite spéciale des navires en bois, cotés Æ, avec le nombre d'années assignées et l'année de la visite conformément aux Sections 61, 63 et 65 des Règlements pour les navires en bois (Ainsi : SS.Whn.40–4yrs.). |
| SS ..... | 6 | 5 | Visite spéciale. La date en rouge qui précède, indique l'époque à laquelle le navire a ete visite d'apres les Règlements, pour les navires en bois, Section 60; et le nombre d'années indique la période pour laquelle le navire aura droit à cette cote. (Ainsi : SS Sld.40–8yrs. ) |
| (*Stl*)..... | 4 | 3 | Acier—Matériaux des ponts. |
| Sub.Sig.... | 3 | 2 | Appareil pour la réception de signaux sous-marins. |
| | | | **T.** |
| *t*..... | 13 & 14 | 11–13 | Tonneaux. |
| T..... | — | 13 | Machines à triple expansion. |
| *trB*..... | 4 | 3 | Rangées de barrots avec ou sans ponts; le chiffre qui précède indique leur nombre. (Ainsi : 3*trB*.) |
| Trp..... | 4 | 3 | Trois hélices. |
| *Tpd*..... | — | 13 | Machines transformées à triple expansion, avec date. |
| Trb..... | 4 | 3 | Trabacolo. |
| Twin..... | 4 | 3 | Hélices jumelles. |
| | | | **U.** |
| *U*..... | 4 | 3 | Pont supérieur. |
| | | | **V.** |
| V..... | 16 | 15 | Navire coté au Bureau Veritas. |
| V..... † | 16 | 15 | Navire coté au Bureau Veritas, mais classé auparavant au LLOYD'S REGISTER. |
| | | | **W.** |
| *WB*... } *WB*= } | 13 & 14 | 11–13 | Double-fonds avec détails. Voir les illustrations à la page xlix. |
| *Well deck*. | 4 | 2 & 3 | Un navire à puits est un navire ayant un gaillard d'avant, et une longue demi-dunette, ou une dunette reliée à une rouffle-passerelle, laissant le pont principal à découvert, entre la passerelle et le gaillard. Voir les Figures 3, 4 et 5 des illustrations des types de navires dans l'Appendice (Vol. II). |
| Wireless... | 3 | 2 | Aux termes de la Convention pour la Sauvegarde de la Vie Humaine en Mer, les navires de 1.600 tx. et au delà bruts sont tenus d'être pourvus de la T.S.F.; il n'est par conséquent pas nécessaire de faire une annotation au Registre dans le cas de ces navires. |
| | | | L'annotation de "Wireless" est néanmoins insérée dans le Registre dans le cas de tous les navires de moins de 1.600 tx. qui figurent dans l'édition courante de la Liste des Stations terrestres et mobiles publiée par le Bureau International des Télécommunications à Berne. |
| | | | Dans le cas d'un chalatier ou d'un caboteur, l'annotation peut avoir trait à une installation de radiotéléphonie. |
| ws..... | 4 | 3 | Soufflage en bois (relatif aux ponts). |
| WTB..... | — | 13 | Chaudières à tubes d'eau. |
| | | | **Y.** |
| Yl..... | 4 | 3 | Yawl. |
| Yt..... | 4 | 3 | Yacht. |

*La Liste des ports de visite se trouve á la page* l.

# DOUBLE-FONDS ET TANKS.

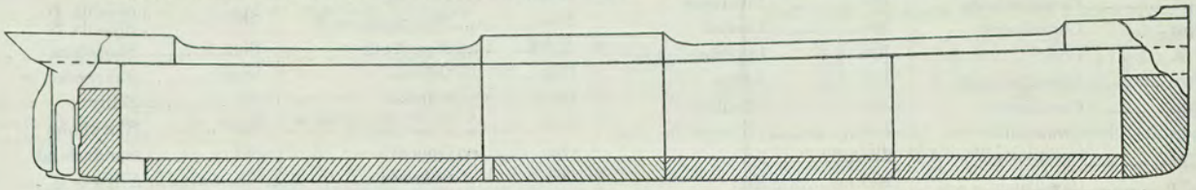
*ILLUSTRATIONS DES ANNOTATIONS des 11me., 12me., 13me., et 14me. Colonnes du "REGISTER BOOK."*

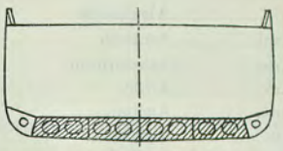




DOUBLE FOND.

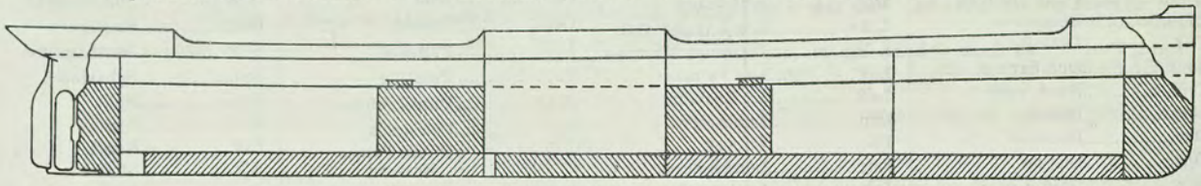
*WB=DBa90'f120'480tAPT20tFPT106t:* indique double fond arrière de 90 pieds, et avant de 120 pieds de longueur; capacité totale 480 tonneaux. Peak Tank arrière: capacité 20 tonneaux; Peak Tank avant: capacité 106 tonneaux.

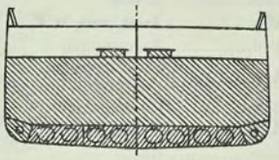




DOUBLE FOND CELLULAIRE.

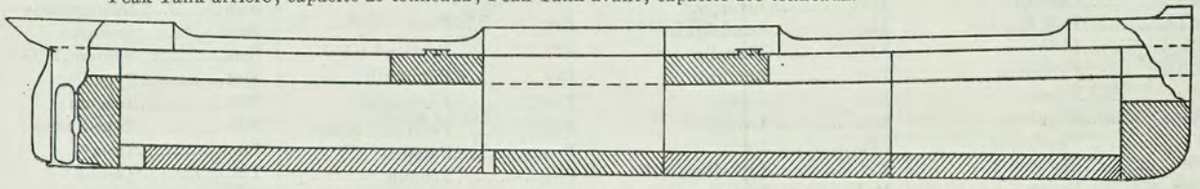
*WB=CellDBa90'uE&B46'f120'618tAPT20tFPT106t:* indique construction cellulaire du double fond, ayant une longueur de 90 pieds, sur l'arrière du navire; de 46 pieds, sous les machines et chaudières; de 120 pieds, sur l'avant du navire; capacité totale 618 tonneaux. Peak Tank arrière: capacité 20 tonneaux; Peak Tank avant: capacité 106 tonneaux.

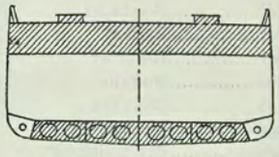




TANKS DE GRANDE HAUTEUR ET DOUBLE FOND CELLULAIRE.

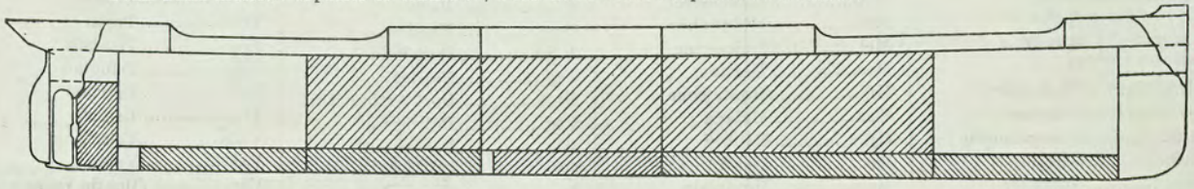
*WB=CellDBa90'uE&B46'f120'618tDTa30'550tf30'590tAPT20tFPT106t:* indique construction cellulaire du double fond, ayant une longueur de 90 pieds, sur l'arrière du navire; de 46 pieds, sous les machines et chaudières; de 120 pieds, sur l'avant du navire; capacité totale 618 tonneaux, et Tank de grande hauteur sur l'arrière du navire, longueur 30 pieds, capacité 550 tonneaux; Tank de grande hauteur sur l'avant du navire, longueur 30 pieds, capacité 590 tonneaux. Peak Tank arrière; capacité 20 tonneaux; Peak Tank avant; capacité 106 tonneaux.

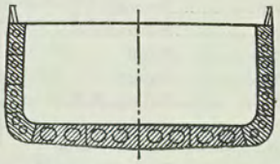




TANK D'ENTREPONT ET DOUBLE FOND CELLULAIRE.

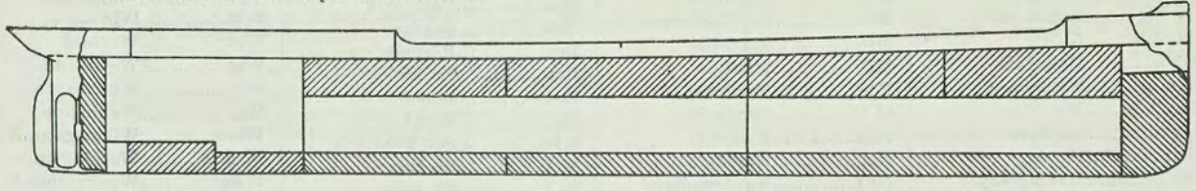
*WB=CellDBa90'uE&B46'f120'618t'Tween dk tanka25'200tf30'260tAPT20tFPT60t:* indique construction cellulaire du double fond, ayant une longueur de 90 pieds, sur l'arrière du navire; de 46 pieds, sous les machines et chaudières; de 120 pieds, sur l'avant du navire; capacité totale 618 tonneaux, et Tank d'entrepont sur l'arrière du navire, longueur 25 pieds, capacité 200 tonneaux; Tank d'entrepont sur l'avant du navire, longueur 30 pieds, capacité 260 tonneaux. Peak Tank arrière: capacité 20 tonneaux; Peak Tank avant: capacité 60 tonneaux.

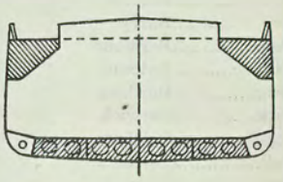




TANKS LATÉRAUX CELLULAIRES ET DOUBLE FOND CELLULAIRE.

*WB=CellDBa90'uE&B46'f120'618tCellSideTanks166'460tAPT20t:* indique construction cellulaire du double fond, ayant une longueur de 90 pieds, sur l'arrière du navire; de 46 pieds, sous les machines et chaudières; de 120 pieds, sur l'avant du navire; capacité totale 618 tonneaux, et Tanks latéraux cellulaires, longueur 166 pieds, capacité 460 tonneaux. Peak Tank arrière: capacité 20 tonneaux.





TANKS LATÉRAUX SUPERIEURS ET DOUBLE FOND CELLULAIRE.

*WB=CellDBuE&B44'f206'620tTopsideTanks216'750tAPT50tFPT106t:* indique construction cellulaire du double fond, ayant une longueur de 44 pieds, sous les machines et chaudières; de 206 pieds, sur l'avant du navire, capacité totale 620 tonneaux, et Tanks latéraux supérieurs, longueur 216 pieds, capacité 750 tonneaux. Peak Tank arrière: capacité 50 tonneaux; Peak Tank avant: capacité 106 tonneaux.

N.B.—Lorsqu'une partie de l'annotation relative aux doubles fonds est rayée à l'encre rouge, comme suit:—*WB=DBa90'f120'&uE&B46', etc.*, cela indique, que le navire a des doubles fonds sur l'étendue indiquée, mais qu'à la date de la dernière visite, la partie rayée au rouge n'etait plus employée comme double fond et que les tuyaux, etc., ont été modifiés en conséquence.

L'annotation de "Carrying oil fuel F.P. above 150° F. in DB & DT" dans les colonnes 5, 6 et 7 indique que le navire est aménagé pour le transport des combustibles liquides dans le double fond et les tanks de grande hauteur.

# PORTS DE VISITE.

*Quatrième et septième Colonnes (Navires à Voiles); troisième, sixième et treizième Colonnes (Navires à Vapeur et à moteurs).*

Abd.....Abadan
Abg.....Aalborg
Abn.....Aberdeen
Abs.....Aberystwyth
Adl.....Adelaïde
Adn.....Aden
Akb.....Akyab
Alb.....Alblasserdam
Alg.....Alger
All.....Alloa
Alx.....Alexandrie
Aml.....Amlwch
Ams.....Amsterdam
Amy.....Amoy
Anc.....Ancone
Ant.....Anvers
Apl.....Appledore
Arc.....Arcachon
Arb.....Arbroath
Ard.....Ardrossan
Aru.....Aruba
Auk.....Auckland, N.Z.
Avn.....Avonmouth
Azr.....St. Michael's, Azores
B.As.....Buenos-Aires
B.Bl.....Bahia Blanca
Bah.....Bahia
Bal.....Baltimore
Bat.....Batavia
Bbo.....Bilbao
Bcl.....Barcelone
Bdg.....Bridgwater
Bds.....Barbades
Bdx.....Bordeaux
Bel.....Belfast
Bev.....Beverley
Bfo.....Buffalo
Bgk.....Bangkok
Bgn.....Bergen
Bgs.....Brightlingsea
Bhn.....Bremerhaven
Bid.....Bideford
Bkn.....Birkenhead
Bla.....Ibraïl
Bly.....Blyth
Bmn.....Bremen
Bms.....Beaumaris
Bnf.....Banff
Bng.....Bangor
Boa.....Balboa, C.Z.
Bom.....Bombay
Bos.....Boston, Mass.
Bou.....Boulogne-sur-Mer
Bpl.....Barnstaple
Brs.....Bristol
Brt.....Brest
Brw.....Barrow
Bry.....Barry
Bsb.....Brisbane
Btm.....Batoum
Bwg.....Bowling
Bwk.....Berwick
Bxm.....Brixham
Cal.....Calcutta
Can.....Caen
Cbn.....Cheribon
Cbo.....Colombo
Cch.....Christchurch, N.Z.
Cco.....Curacao
Cdz.....Cadiz
Cff.....Cardiff
Cgo.....Chicago
Chb.....Cherbourg
Chp.....Chepstow
Chs.....Chester
Clo.....Callao
Clv.....Cleveland, O.
Clw.....Collingwood
Cpb.....Campbeltown
Cpn.....Copenhague
Crk.....Cork
Crs.....Cristobal, C.Z.
Csb.....Casablanca
Cst.....Cronstadt
Ctg.....Carthagène
C.Tn.....Cap-Town
Cws.....Cowes
Cza.....Constantza
Ddn.....Dunedin, N.Z.
Dem.....Demerara
Det.....Detroit
Dmb.....Dumbarton
Dnk.....Dunkerque
Dnz.....Danzig
Dov.....Douvres
Dpe.....Dieppe
Drn.....Dairen
Drt.....Dartmouth
Dub.....Dublin
Dul.....Duluth
Dun.....Dundee
Dzl.....Delfzijl
E.Ln.....East London
Els.....Elsinore
Fal.....Falmouth
Fiu.....Fiume
Fln.....Flensburg
Fls.....Flessingue
Flt.....Fleetwood
Foy.....Fowey
Fre.....Fremantle
Gal.....Galveston (Texas)
Gdy.....Gdynia
Gen.....Gênes
Gfl.....Gefle
Gib.....Gibraltar
Ght.....Gand
Glr.....Gloucester
Gls.....Glasgow
Gmh.....Grangemouth
Gms.....Grimsby
Gns.....Guernsey
Goo.....Goole
Got.....Gothembourg
Grk.....Greenock
Gro.....Groningue
Gts.....Gateshead
Gtz.....Galatz
Hak.....Hakodate
Ham.....Hambourg
Har.....Harwich
Hav.....Le Havre
Hay.....Hayle
Hbg.....Helsingborg
Hbt.....Hobart
Hfs.....Helsingfors
Hfx.....Halifax, N.E.
Hgo.....Haugo
Hgt.....Harrington
Hgz.....Hoogezand
H.Kg.....Hong-Kong
Hna.....Havana, Cuba
Hpl.....Hartlepool
Hrl.....Harlingen
Hul.....Hull
Hva.....Huelva
Hxd.....Hardinxveld
I.M.....L'Ile de Man
Inv.....Inverness
Ips.....Ipswich
Iqu.....Iquique
Irv.....Irvine
Ist.....Istanbul
Jck.....Jacksonville, Fla.
Jer.....Jersey
Kel.....Kiel
Kgn.....Kingston, Jam.
Kob.....Kobé, Japan.
Krh.....Kurrachee
L.An.....Los Angeles, Cal.
L.Mq.....Lourenço Marques
LaP.....Las Palmas
LaR.....La Rochelle
Lan.....Lancaster
Lbc.....Lubeck
Ldy.....Londonderry
Len.....Leningrad
Lgn.....Livourne
Lie.....Liepaja
Lim.....Limerick
Lis.....Lisbonne
Liv.....Liverpool
Lkr.....Landskrona
Lly.....Llanelly
Lon.....Londres
Lth.....Leith
Lwt.....Lowestoft
Lyn.....Lynn
Lyt.....Lyttelton, N.Z.
Mag.....Magallanes
Man.....Manille
Mau.....Maurice
Mba.....Mombasa
Mch.....Manchester
Mdb.....Middlesbro'
Mel.....Melbourne
Mes.....Messine
Mfl.....Monfalcone
Mga.....Malaga
Mil.....Milford
Mlt.....Malte
Mmn.....Moulmain
Mmo.....Malmö
Mns.....Manaos
Mob.....Mobile
Mpt.....Maryport
Mrt.....La Martinique
Msl.....Marseilles
Mtl.....Montréal
Mtr.....Montrose
M.Vo.....Montevideo
Nag.....Nagasaki
Nap.....Naples
NFL.....Newfoundland
Nhv.....Newhaven
Nic.....Nicolaieff
Nkv.....Nakskov
N.Ns.....Newport News
N.Os.....Nouvelle Orléans
Npr.....Napier, N.Z.
Npt.....Newport, Mon.
Nqy.....Newquay, Cardiganshire
Nrb.....Nordby
Nrk.....Newark, N.J.
Nry.....Newry
N.Sc.....Nouvelle Ecosse
N.S.W.....Newcastle, N.G.S.
Nts.....Nantes
Nwc.....Newcastle-on-T.
N.Yk.....New-York
Oda.....Odessa
Odn.....Odense
Ogd.....Ogdensburg, N.Y.
Opo.....Oporto
Ork.....Orkneys
Osa.....Osaka
Osc.....Oscarshamn
Osl.....Oslo
Ost.....Ostend
Pad.....Padstow
Pal.....Palerme
P.Ar.....Punta Arenas
Pca.....Pensacola
P.E.I.....Ile du Prince Edward
P.El.....Port Elizabeth
Pet.....Peterhead
P.Gl.....Port Glasgow
Phl.....Philadelphie
Pir.....Pirée
Pla.....Pola
Pld.....Portland (Or.)
Ply.....Plymouth
Pmd.....Portmadoc
P.Me.....Portland, Maine
Pna.....Panama
Png.....Penang
P.Nl.....Port Natal
Pnz.....Penzance
Poo.....Poole
P.Pr.....Port Pirie
Pra.....Para
Prs.....Preston
P.Sd.....Port Said
Psy.....Paisley
Pt.A.....Port Arthur, Ont.
Ptr.....Petrograd
Pts.....Portsmouth
Qbc.....Quebec
Qns.....Queenstown
Rga.....Riga
Rgn.....Rangoon
Rio.....Rio de Janeiro
Rjk.....Reykjavik
Rnf.....Renfrew
Ros.....Rostock
Rot.....Rotterdam
Rou.....Rouen
Rvl.....Reval
S.Fo.....San Francisco
St.I.....St. Ives
St.J.....St. John
St.M.....St. Malo
St.N.....St. Nazaire
St.T.....St. Thomas, Antilles
Sab.....Sabang
Sav.....Savannah
Sba.....Sourabaya
Sbg.....Solvesborg
Sch.....Schiedam
Scr.....Scarborough
Sea.....Seattle
Sfj.....Sandefjord
Sgn.....Saigon
Shi.....Shanghaï
Shl.....Shields, N. Shields, S.
Shm.....Shoreham
Shp.....Sharpness
Sil.....Scilly
Skm.....Stockholm
Sld.....Sunderland
Sli.....Sligo
Sly.....Sicile
Smg.....Samarang
Smk.....Shimonoseki
Sng.....Singapore
Sou.....Southampton
Spl.....Sebastopol
Spt.....Split
Spz.....Spezia
Ssk.....Susak
Stk.....Stockton
Stn.....Stettin
Str.....Stranraer
Stv.....Stavanger
Suz.....Suez
Svb.....Svendborg
Swn.....Swinemunde
Sws.....Swansea
Syd.....Sydney, N.G.S.
Syr.....Syra
Tac.....Tacoma
Tal.....Talcahuano
Tim.....Timaru
Tln.....Tallinn
Tmp.....Tampico
Tns.....Townsville, N. Queensland
Trd.....Trinidad, B.W.I.
Tri.....Trieste
Trn.....Troon
Tsn.....Tientsin
Tso.....Tsingtao
Tsu.....Tsurumi
Tto.....Toronto
V.Cz.....Vera Cruz
Val.....Valence
Vcr.....Iles de Vancouvre
Vdm.....Veendam
Ven.....Venise
Vgk.....Vegesack
Vpo.....Valparaiso
Wbl.....Whitstable
Wex.....Wexford
Wey.....Weymouth
Whn.....Whitehaven
Wln.....Wellington
Wmn.....Wilmington, N.C.
Wrk.....Workington
Wsm.....Wesermünde-G.
Wtb.....Whitby
Wtf.....Waterford
Wvn.....Wivenhoe
Yar.....Yarmouth
Yka.....Yokohama
Ymu.....Ymuiden

# STEAMERS & MOTORSHIPS

(Excluding Steamers and Motorships of less than 300 tons gross, Trawlers, Drifters and other Fishing Vessels, Tugs, Salvage Vessels, Dredgers, Barges, Hoppers and other Miscellaneous Craft. These Vessels appear in a Separate List preceding the List of Sailing Vessels.)

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1940-41

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# NAVIRES A VAPEUR ET A MOTEURS

(à l'exclusion des navires à vapeur et à moteurs d'une jauge brute de moins de 300 tonneaux, des chalutiers, cordiers et autres navires de pêche, des remorqueurs, bateaux de sauvetage, dragues, chalands, porteurs à clapets et autres bâtiments divers. Ces navires figurent sur une liste séparée précédant la liste des navires à voiles.)

# STEAMERS & MOTORSHIPS

(Excluding Steamers and Motorships of less than 800 tons gross, Trawlers, Drifters and other Fishing Vessels, Tugs, Salvage Vessels, Dredgers, Barges, Hoppers and other Miscellaneous Craft. These Vessels appear in a Separate List preceding the List of Sailing Vessels.)

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1940-41

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# NAVIRES A VAPEUR ET A MOTEURS

(L'exclusion des navires à vapeur et à moteurs d'une jauge brute de moins de 800 tonneaux, des chalutiers, corvettes et autres navires de pêche, des remorqueurs, bateaux de sauvetage, dragues, chalands, portiques à clapets et autres bâtiments divers. Ces navires figurent sur une liste séparée précédant la liste des navires à voiles.)

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidship. Corresponding draught. ft. in. | 15 Engineers to which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69001<br>207074<br>KDXQ | **A. A. Augustus**<br>D.F.<br>*Mchy.Aft* GyC. 1*Dk* | 6390<br>—<br>4869 | | | | | 1909 | American S.B.Co. Lorain,O. | PioneerS.S.Co. (Hutchinson&Co.) | 504·0 | 54·0 | 30·0 | Wilmgton (Del.) Utd.States | T.3Cy.23½",38"&63"-42" 257NH<br>American S.B.Co.Clevelnd | | R |
| 69002<br>148089 | **A. A. Hudson** (*ex*Rahane-39)<br>*ss*Mtl.No.3-12,36<br>*Mchy.Aft* 1*Dk*(*Stl*)2nd*dk*(*Stl*) *in holds*<br>*Cargo battens not fitted* | 2222<br>2011<br>1350 | ✠100A1<br>*withfreeboard*<br>7,39<br>~~BS9,38~~ ✠LMC12,36<br>*For Service on the Great Lakes & River St. Lawrence St John's NF & St.Lawrence Halifax April to 21st November* | Tto<br>~~4,41~~<br>BS~~1,40~~ | CL<br>10,37<br>*Lakes &to ax N.S* | 1924<br>9mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*Lloyd'sA&CP* | NorthwestSteamshipsLd.(A.A. Hudson,*Mgr.*)<br>*also 2 intermedia C* | 248·0<br>F42'<br>*te BH in holds (lower part WT)*<br>*ellDB220'597tFPT* | 43·0<br>FK | 22·8<br>*3WTBH*<br>*123tAPT10t* | Sarnia,Ont<br>British | T.3Cy.18",30"&49"-36" (*s*)<br>180lb 186NH<br>2SB,*6cf*,GS100,HS3260<br>N.E.MarineEngCoLd.Nwc | 25 " 0<br>s 5 "8¾<br>19 " 6 | |
| 69003<br>UPOG | **A. Andreev**<br>*OilEng.*<br>*Mchy.Aft* E.S.D. GyC. 1*Dk*<br>D.F. *CruiserStern* | 2847<br>2003<br>1367 | | | | | 1935 | NV Nederl. Schps.Maats Amsterdam | U.S.S.R. | 278·5<br>P73'F31' | 49·0 | 20·5 | Leningrad Russian | Oil Engines 2S.C.SA<br>6Cy.21¼"-35⅞" 472NHP<br>*WB* MachinefabrickGebr.Stork &Co.N.V.Hengelo | | |
| 69004<br>215979<br>WOCJ | **A. C. Bedford** TwinSc<br>*ss*N.Yk No.3-9,30<br>*ss*N.Yk.No.2-38<br>D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* GyC. &*Web frames*<br>*Longitudinal framing* | 9485<br>7820<br>5899 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,40~~1,40~~ ✠LMC<br>MS8,37 BS1,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,15 *F.P. above* 150° F. | Gal *f*†<br>CL<br>6,39 | | 1918<br>2mo | Bethlehem S.B.Corp. Ld. SanFrancisco<br>A&CP | StandardOilCo. of NewJersey<br>*CellDBuE&B*<br>*85'374tDTf54'626t* | 500·0<br>FK<br>*FPT200t APT164t* | 68·0 | 35·8 | Wilmgton (Del.) Utd.States<br>*19BHptAsp* (15 *to U dk* 4 „ *2nd* „) | T.6Cy.20½",35½"&60"-42" (*r*)<br>200lb (*r*) 637NHP<br>3SB,*12cf*,HS8943 FD<br>B'thleh'mSB Corp.Ld.SFc | 38 " 0<br>s 9 " 7<br>24 " 7¾ | |
| 69005<br>54525<br>KDXN | **A. D. Macbeth** (*ex*Polynesia, *ex*SailingBarge)<br>*Mchy.Aft* D.F. GyC. 1*Dk2trB* | 3640<br>—<br>2596 | | | | | 1897 | GlobeIron Works Cleveland | BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*) | 375·0 | 46·0 | 26·7 | Wilmgton (Del.) Utd.States | T.3Cy.19",30"&52"-40"<br>E*built88fitted*07 NB07 171NHP<br>*WB* DryDockEng.Wks.Detroit | | R |
| 69006<br>205126<br>WDQF | **A. E. Nettleton**<br>*Mchy.Aft* D.F. GyC. 1*Dk* | 6286<br>—<br>5006 | | | | | 1908 | Detroit S.B.Co. Wyandotte | GreatLakesS.S. Co.Inc. | 525·0 | 55·3 | 32·0 | Oswego NY Utd.States | T.3Cy.23½",38"&63"-42" 257NHP<br>*WB* DetroitS.B.Co.Detroit. | | R |
| 69007 | **A. F. Braga** TwinSc<br>1*Dk*<br>*Mchy.Aft* *Stl framing Irn plating* | *399*<br>*357*<br>*174* | ✠<br>4,89<br>✠ | Gls | | | 1889<br>4mo | AilsaSB.Co Troon | H.J.Miller&Co. | 177·6<br>P18'B14'F21'<br>*Shade dk22'* FK | 29·1 | 9·0<br>*4BHCem* | M.Video Uruguayan | T.6Cy.10½",17"&28"-18" 67NHP<br>Lees,Anderson&Co.Gls. | 9 " 0 | |
| 69008<br>226402<br>WOYT | **A. F. Harvey**<br>D.F. *ss*Clv.No.1-31<br>*Mchy.Aft* GyC. 1*Dk*(*Stl*)&*Web frames*<br>*Longitudinal framing at bottom & at deck*<br>*Cargo battens not fitted* | 7973<br>7866<br>6352 | ✠100A1<br>8,37<br>~~BS3,39~~ ✠LMC~~5,34~~<br>*For Service on the Great Lakes*<br>BS2,41 | Clv<br>4,40 | | 1927<br>5mo | Gt.Lakes Eng.Works RiverRouge, Mich.<br>*Lloyd'sA&CP* | PittsburghS.S.Co.<br>*CellDBu E&B54'*<br>*tanks in way of h* | 588·3<br>F52'<br>*191tCellDB&side*<br>*olds474'6990t FPT* | 60·2<br>FK | 27·8<br>*3BH*<br>*414tAPT59t* | DuluthMin Utd.States | T.3Cy.24½",41"&65"-42" (*r*)<br>190lb 440NHP<br>3SB,*6cf*,GS148,HS6867 FD<br>Gt.LakesEng.Wks.Detroit | 32 " 0<br>s 10 "6⅜<br>21 " 8 | |
| 69009<br>DIAI | **A. H. Both** (*ex*Monsun, *ex*Hildegard) 3Mst<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 363<br>333<br>267 | | | | | 1917 | Kaldnæs Pat.sl.& M.V. Tönsberg | Adolf Both | 137·6<br>Q28'F13' | 28·5 | 11·6 | Hamburg German | Oil Engines 4S.C.SA<br>4Cy.7⅞"-17¾" NE27 23NHP<br>*WB* Motorenfbr "Deutz"A.G. Köln-Deutz | | V |
| 69010<br>200333 | **A. H. Ferbert** (*ex*A.F.Harvey, *ex*Wisconsin)<br>D.F. GyC. 1*Dk2trB* | 4111<br>—<br>3005 | | | | | 1903 | Superior S.B.Co. W.Superior | PittsburghS.S.Co. | 428·0 | 50·0 | 28·0 | DuluthMin Utd.States | T.3Cy.22",35"&58"-42" 218NHP<br>*WB* SuperiorS.B.Co. | | |
| 69011<br>229053 | **A. J. Patmore** TwinSc<br>(*ex*B.B.McColl,*ex*Puloe Brani,*ex*Servitor) *OilEng.*<br>2*Dks*<br>*Mchy.Aft* | 858<br>—<br>673 | | | | | 1914 | Chatham Dockyard Chatham | R.T.C.No.Eleven Corporation,N.J. | 200·0 | 34·2 | 16·2 | Wilmgton (Del.) Utd.States | Oil Engines 4S.C.SA<br>6Cy.12½"-18" NE30 91NHP<br>ElectricBoatWorks, Groton,Conn. | | R |
| 69012<br>5339<br>SDAE | **A. K. Fernström** (*ex*Export)<br>*ss*Got.3rdNo.3-5,38<br>*Well deck* 1*Dk*(*Stl*)&*Web frames*<br>*Cargo battens not fitted* | *868*<br>*643*<br>*433* | ✠100A1<br>7,39<br>MS5,38 ✠LMC<br>~~BS3,39~~ MBS~~7,39~~<br>6,40 | Sbg *l*<br>DBS2,40 | OG<br>7,39 | 1902<br>6mo | Rijkee&Co Rotterdam<br>A&CP | A.K.Fernström's Granitindustrier (E.Fernström)<br>*WB=C* | 205·6<br>217·4(O.L.)<br>Q68'B51'F25'<br>*ellDBa45'uE&B28'* | 30·1<br>FK | 12·9<br>*4BHCem*<br>*f94'204t* | Karlshmn Swedish | T3Cy.13⅞"25⅝"&40⅞"-36"<br>160lb *80lb* (*s*) 113NHP<br>1SB,*3cf*,GS54,HS1952<br>Maats.Fyenoord.Rot. | 15 " 6<br>s " 10<br>14 " 9¼ | |
| 69013<br>220873<br>KDLL | **A. L. Kent**<br>*ss*Sea.No.2-29<br>D.F. *Fitted for oil fuel* 1*Dk* | 6030<br>5374<br>3744 | ✠ ...<br>7,30<br>✠ | | | | 1920<br>12mo | Bath Iron Works,Ld. Bath,Me. | KoppersCoalCo. (MysticS.S.Co., *Mgrs.*) | 394·1<br>P42'B117'F37'<br>FK | 55·1 | 31·0<br>*3BH* | Boston Utd.States | T.3Cy.24½",41½"&72"-48" 467NHP<br>*WB* BathIrnWrks,Ld.Bath,Me | 34 " 6 | R †<br>† |
| 69014<br>EAOC | **A. Lazaro** Ⓟ TwinSc<br>(*ex*CristoforoColombo) *OilEng.*<br>Wireless 2*Dks* | 1514<br>—<br>714 | | | | | 1895 | N.Odero fuA. SestriPnente | Cia.Trasmediterranea | 283·3<br>Q54'B80'F41' | 37·0 | 18·7 | Valencia Spanish | Oil Engines 4S.C.SA<br>20Cy.20¾"-20¾" 856NHP<br>E*made*—„*fitted*27<br>*WB* Masch.Augsburg-Nürnberg A.G.Augsburg | | V |
| 69015<br>217866<br>WMAE | **A. M. Baxter** (*ex*H.W.Baxter-33, *ex*Cowanshannock) *Fitted for oil fuel*<br>*Mchy.Aft* 1*Dk* | 2428<br>—<br>1464 | | | | | 1919 | Gt.Lakes Eng.Wks. Ashtabula,O. | HoraceX.Baxter S.S.Co.Inc.(J.H. Baxter&Co. *Mgrs.*) | 253·4<br>*WB=C* | 43·6 | 25·1 | S.Frncisco Utd.States | T.3Cy.21",34½"&57"-42" 211NHP<br>*WB* GtLakesE.W.Ashtabula,C | | R |
| 69016 | **A. M. Bisbee** Wood<br>1*Dk* | 419<br>—<br>282 | | | | | 1902 | H.F.Carmichael HongKong | NinghaiS.S.Co.Ld. | 131·2 | 24·5 | 12·2 | Ningpo Chinese | C.2Cy.15"&31"-21" 37NHP<br>Ross&Duncan,Glasgow | | |
| 69017<br>207504<br>WADD | **A. M. Byers**<br>*Mchy.Aft* D.F. GyC 1*Dk* | 6364<br>—<br>4841 | | | | | 1910 | American S.B.Co. Cleveland,O. | ReissS.S.Co. | 504·0<br>F44' | 54·0 | 30·0 | Wilmgton (Del.) Utd.States<br>*WB* | T.3Cy.23½",38"&63"-42" 257NHP<br>AmericanSB.Co.Cleveland | | R |
| 69018<br>OYNB | **A. P. Bernstorff** Ⓟ<br>*Ref.Mchy.* D.F. 3*Dks* | 2339<br>1331<br>1174 | | | | | 1913 | Helsingörs Jernsk&Msk Elsinore | DetForenede Dampskibs.Selsk. | 291·8<br>F36' | 41·7 | 25·7 | Esbjerg Danish<br>*WB* | T.4Cy.22",44½"&(2)52"-43" 355NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 69019<br>213099<br>WJCC | **A. S. Hansen** (*ex*Gulfcoast-36)<br>*ss*Mob.2ndNo.3-3,40 ~~*ss*Mob.No.3 4,37~~<br>*Mchy.Af* D.F. ~~*ss*Mob.No.2 35~~<br>2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 5189<br>4591<br>3202 | ✠100A1<br>~~3,40~~1,~~37~~3,41<br>~~BS11,39~~ ✠LMC~~5,35~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,15 *F.P. above* 150° F.<br>BS11,40 | Mob *y*<br>MS3,40<br>2,40 | CL<br>~~11,37~~<br>*Cell* | 1915<br>5mo | New York S.B.Corp. Camden,N.J.<br>A&CP | SabineTransportationCo.Inc.(M.T. Ball,*Mgr.*)<br>*DBu E&B 62'222t* | 383·0<br>P97'B34'F33'<br>*FPT159t APT30t* | 51·2<br>FK | 30·1<br>*14BHCem*<br>(*8 to Upr dk* 6 „ *2nd* „) | Baltimore Utd.States | T.3Cy.27",45"&75"-48" (*r*)<br>190lb 543NHP<br>3SB,*9cf*,GS173,HS7843 FD<br>NewYorkSBCorp.Camden | 30 " 2<br>s 5 "9½<br>24 " 7 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiels. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant existé. Lettre d'Appropriement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Navires où soit, ou va être, fait le Dock Cert. R.P.T.C.E. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69020 | **A. T. Kinney** (*ex*Caldera) | | 6328 | | | | | 1908 | West Bay City S.B.Co. Bay City, Mch | The Wilson Transit Co. | 504·0 | 54·0 | 26·9 | Wilmington (Del.) Utd. States | T.3Cy.22½″,36″&60″–42″ 233NHP Detroit S.B.Co. Detroit | | R |
| 204864 | | | — | | | | | | | | | | WB | | | | |
| WOLO | *Mchy. Aft* D.F. GyC. 1 *Dk* | | 4686 | | | | | | | | | | | | | | |
| 69021 | **A. W. Osborne** (*ex*Andrew Carnegie) | | 3826 | | | | | 1897 | Cleveland S.B.Co. Cleveland | The Wilson Transit Co. | 403·0 | 48·0 | 24·3 | Wilmington (Del.) Utd. States | T.3Cy.23″,38″&63″–40″ NB12 251NHP Clevelands S.B.Co. Clevelnd | | R |
| 107867 | | | — | | | | | | | | | | WB | | | | |
| WOUM | *Mchy. Aft* GyC. D.F. 1 *Dk 2trB* | | 2630 | | | | | | | | | | | | | | |
| 69022 | **Aafjord** (P) | | 335 | | | | | 1914 | Akers Mek. Værks. Oslo | Namsos Dampskib selskap | 131·1 | 22·1 | 15·6 H27 *t* | Namsos Norwegian | T.3Cy.12″,20″&33″–21″ 50NHP Akers Mek. Værks. Oslo | | |
| | | | 308 | | | | | | | | | | WB | | | | |
| LCAJ | 1 *Dk & Shelter dk* | | 189 | | | | | | | | | | | | | | |
| 69023 | **Aagot** | | 3939 | ✝100A1 | Got | *v* | CL | 1906 | W. Gray & Co. Ld. West Hartlepool | O/Y Sea Freight A/B (H. Nyman, *Mgr.*) | 338·9 | 48·0 | 24·4 | Helsingfrs Finnish | T.3Cy.25″,40″&65″–42″ (*s*) 1601b 289NHP NDB27 *refitted* 29 | 27 ″ 2 | |
| | *ss* Bgu. 2nd No. 3–5,33 | | 3390 | 12,39 | | | 12,39 | | | | 350.3(O.L.) | | | | | s 4 ″ 10 | |
| OHHN | *ss* Els. No 1–38 | | 2353 | ✝LMC | | | 4,41 | | | | P25′B90′F32′ FK | | | 6 *BHCem* | 2SB,6*rf*,GS112,HS4562 | 22 ″ 7 | |
| | *Cargo battens not fitted* 3 *Dk rule* | | | MS12,37 BS9,39 | | | | *Lloyd's SA&CP* | | *Cell D Ba* 133 | *uE* 17′ *f* 146′ 1005*t* | | | *APT* 117*t* | Cen. Mar. Eng. Wrks. W Hpl | | |
| | 1 *Dk* (*Irn*) 2*trB* & deep framing | | | | | | | | | | | | | | | | |
| 69024 | **Aagtekerk** Twin Sc | | 6811 | ✝100A1 | Rot | *d*† | OG | 1934 | NV Nederl. Schps. Maats. Amsterdam | Vereenigde Nederlandsche Scheep. Maats. (Directie en Agentuur Maats. Holland Australie Lijn N.V. *Mgrs.*) | 460·1 | 60·2 | 27·3 | The Hague Dutch | Oil Engines 2S.C.DA 12Cy.23⅜″–43⅛″ 2325NHP 2DB *120lb* | 32 ″ 7 | |
| | *ss* Rot. No. 1–37 | | 5827 | *with freeboard* | Liv | | N11,38 | | | | P18′B66′F34′ FK | | | 8 *BHpt Cem* | Gebr. Stork & Co. N.V. Hengelo | s 4 ″ 4½ | |
| PCAH | *Oil Eng.* | | 4044 | 2,41 3,40 | | | | *Lloyd's SA&CP* | | | (6 ,, *to 2nd dk*) | | | | | 28 ″ 4½ | |
| | D.F. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* | | | ✝LMC CS6,38 DBS3,40 5,41 3,40 | | | | | | *Cell D Bu E* 51′ *f* 176′ 666*t* *MTs* 49′ | 1482*t Tanks in way of tunnels* 14 | | | 61*t FPT* 224*t APT* 134*t* | | | |
| 69025 | **Aalborg** | | 1256 | | | | | 1920 | Akt. P. Ph. Stuhr's Skibs. Aalborg | A/S D/S Dannebrog (C.K. Hansen *Mgr*) | 238·7 | 36·2 | 13·4 | Copnhagn Danish | T.3Cy.15″,24″&40″–27″ 83NHP | | V |
| | | | 948 | | | | | | | | P14′Q71′B94′F29′ | | | | | | |
| OXAA | 1 *Dk* | | 723 | | | | | | | | | | WB | | A/S Frichs, Aarhus | | |
| 69026 | **Aalborghus** (P) | | 2079 | | | | | 1936 | Nakskov Skibs. A/S Nakskov | Det Forenede Dampskibs Selsk. | 272·3 | 42·4 | 15·3 | Aalborg Danish | Oil Engines 2S.C.SA 9Cy.19½″–35⅞″ 608NHP | | V |
| | D.F. *Oil Eng.* | | 1033 | | | | | | | | B120′F52′ | | | | 3SB(Spt) *9cf*, GS172, HS8943 | | |
| OYTH | *Cruiser Stern* 2 *Dks* | | 1186 | | | | | | | | | | WB | | Akt. Burmeistr & Wain, Cpn | | |
| 69027 | **Aallotar** (P) | | 2916 | ✝100A1 | Hfs | *t* | OG | 1937 | Helsingörs Jernsk & Msk. Elsinore | Finska Ångf. A/B | 295·4 | 45·3 | 25·7 | Helsingfrs Finnish | C.4Cy.(2)20½″&(2)43⅛″ –45½″ 2131b (*s*) FD 534NHP | 28 ″ 3 | |
| | | | — | *with freeboard* | Abo | | 10,37 | | | | 275·0 | | | 5 *BHCem* | 3SB(Spt) *9cf*, GS172, HS8943 | s 9 ″ 6½ | |
| OFAR | D.F. E.S.D. 2 *Dks–pt 3rd dk* | | 1607 | 10,40 8,30 | | | 10,49 | *Lloyd's SA&CP* | | | F66′ FK | | | *Duct keel except at ends* | Helsingörs Jernsk. & Msk. | 19″ 1 | |
| | *Ref. Mchy.* | | | BS4,39 ✝LMC 5,37 | | | | | | *Cell D B* 238′ 319*t* | *FPT* 27*t APT* 94*t* | | | | | | |
| | *Strengthened for Navigation in Ice* | | | No later survey reported | | | | | | | | | | | | | |
| 69028 | **Aalsum** | | 5418 | ✝100A1 | Sch | *a*† | OG | 1922 | A. Vuijk & Zonen Capelle a/d Ysel | Stoomvaart Maats. "Oostzee" (Vinke & Co. *Mgrs.*) | 420·9 | 56·3 | 26·4 | Amstrdam Dutch | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 603NHP | 29 ″ 0 | |
| | *ss* Rot. No. 3–6.35 | | 4960 | *Shelter dk* | Gls | | 2,40 | | | | F30′ FK | | | 8 *BHpt Cem* *pt Asp* | 3SB,9*cf*, GS198, HS8730 FD | s 3 ″ 6 | |
| PCAM | *ss* Rot. No. 1–39 | | 3192 | *with freeboard* | | | | | | | | | | *BH to Sh dk* | Parson's Marine Steam Turbine Co. Ld. Nwc. | 25 ″ 8½ | |
| | 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) | | | 9,40 3,40 ✝LMC | | | | *Lloyd's SA&CP* | | *Cell D B* 367′ 1199*t* | *MT* 18′ (*Collision* | | | 7 ,, ,, *U* ,,) | | | |
| | D.F. *Cruiser Stern* | | | MS6,38 BS3,40 | | | | *above* 1 50° F. | | 682*t* | *FPT* 164*t APT* 191*t* | | | | | | |
| | | | | *Fitted for oil fue* 11,2° | | | *F.P. a* | | | | | | | | | | |
| 69029 | **Aarhus** (P) | | 1618 | | | | | 1912 | Akt. Burmeistr & Wain Copenhagen | Det Forenede Dampskibs Selsk. | 270·4 | 39·3 | 21·6 | Frdrkshvn Danish | T.4Cy.25″,41″&(2)48″–39″ 288NHP | | V |
| | | | 899 | | | | | | | | F35′ | | | | | | |
| OYBA | D.F. 1 *Dk & Awng Dk* | | 819 | | | | | | | | | | WB | | Akt. Burmeistr & Wain, Cpn | | |
| 69030 | **Aarne** (*ex*Smut–39, *ex*Harbury) | | 1746 | ✝100A1 | Lie | *r* | CL | 1896 | S.P. Austin & Son Sunderland A&CP | A. Kalm | 268·2 | 37·7 | 17·0 | Tallinn Estonian | T.3Cy.20½″,33″&54″–39″ (*s*) 1601b 194NHP | 19 ″ 9 | |
| | *ss* Osl. 3rd No. 3–1,33 | | 1385 | 6,39 | | | 6,39 | 8mo | | | 276·6(O.L.) | | | 4 *BHCem* | 2SB,6*pf*, GS84, HS3156 | s 2 ″ 0½ | |
| ESGA | *Well deck* *ss* Lie. No. 3–6,39 | | 1010 | ✝LMC 6,39 | | | | | | | P27′Q74′B48′F27′ FK | | | | G. Clark, Ld. Sunderland | 17 ″ 11 | |
| | D.F. 1 *Dk* (*Irn*) & *Web frames* | | | BS9,40 | | | | | | *Cell D Ba* 76′ *u E & B* | 40′ *f* 108′ 510*t* *FPT* | | | 37*t APT* 64*t* | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 69031 | **Aarö** | | 1426 | ✝100A1 | Mch | *p* | OG | 1925 | Helsingörs Jernsk & Msk. Helsingör | Ministry of Shipping (Alns S. Co. Ld. *Mgrs.*) | 249·5 | 38·1 | 15·2 | London British | T.3Cy.18⅞″,30″&50″–36″ 1851b (*s*) 161NHP | 17 ″ 6 | |
| 167581 | *ss* Els. No. 3–6,38 | | 1172 | 7,40 11,39 | Bkn | | 11,39 | 9mo | | | 260·0 (O.L.) | | | | 2SB(Spt), *4cr*, GS56, HS2430 | s 0 ″ 11 | |
| ~~GXYX~~ | 1 *Dk* (*Stl*) | | ~~838~~ | ✝LMC | | | | | | | P17′Q76′B96′F28′ FK | | | 4 *BHCem* | Helsingörs Jernsk. & Mskb. | 16 ″ 8½ | |
| MCFV | *Well deck* | | 839 | MS2,38 ~~BS12,39~~ | | | | *Lloyd's SA&CP* | | *Cell D B* 210′ 401*t* *FPT* | | | | 32*t APT* 86*t* | | | |
| | | | | BS12,40 ~~11,39~~ | | | | | | | | | | | | | |
| 69032 | **Aase Mærsk** | | 6184 | ✝100A1 | Cbo | *z* | CL | 1930 | Odense Staalskibsvft Odense | Ministry of Shipping (C.T. Bowring & Co. Ld. *Mgrs.*) | 407·1 | 54·7 | 30·4 | Aden British | Oil Engines 4S.C.SA 6Cy.29½″–59½″ 489NHP | 32 ″ 3 | |
| 174208 | | | 5505 | 2,41 ~~2,49~~ | Bom | | ~~N3,38~~ | 9mo | | | | | | 10 *BH* | 2DB *150lb* | s 5 ″ 7½ | |
| ~~MRDB~~ | | | ~~8660~~ | ✝LMC CS10,38 | | | 2,41 | | | | P96′B37′F37′ FK | | | *Trunk in wells* | Akt. Burmeistr & Wain, Cpn | 26 ″ 10½ | |
| ZNAH | D.F. 1 *Dk* (*Stl*) | | 3635 | DBS2,40 ~~2,41~~ ~~10,37~~ 7,39 | | | | *Lloyd's SA&CP* | | *Cell D B* 68′ 21 | 7*t DT f* 35′ 702*t* *FPT* | | | 15 1*t APT* 91*t* | | | |
| | *Mchy. Aft* *Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 69033 | **Aba** (P) (*ex*Glenapp) Twin Sc | | 7937 | ✝100A1 | Liv | *c*† | CL | 1918 | Barclay, Curle & Co. Ld Glasgow | Elder Dempster Lines, Ld. | 450·5 | 55·8 | 36·6 | Liverpool British | Oil Engines 4S.C.SA 16Cy.29½″–43½″ 1353NHP | 40 ″ 0 | |
| 141887 | *ss* Liv. No. 3–11,30 | | 6789 | *Shelter dk* | PN1 | | 9,37 | 9mo | | | 465·4(O.L.) | | | *pt Cem* | NDB22–*100lb* | s 16 ″ 3 | |
| GDSW | *ss* Liv. No. 2–39 ~~*ss* Liv. No. 1–25~~ | | 4596 | *with freeboard* | | | | *Lloyd's SA&CP* | | | F37′ *on Shelter dk* FK | | | 7 *BH to S dk* | Harland & Wolff, Ld. Gls. | 24 ″ 3 | |
| | *Oil Eng.* | | | ~~1,40~~ 10,28 11,40 | | | 9,39 | | | *Cell D B* 389′ 1140*t* *D Ta* 68′ 1 | 16*t FPT* 93*t APT* 44*t* | | | 1 ,, ,, *U* ,, | | | |
| | D.F. 2 *Dks* (*Stl*) & *Shelter dk* | | | ✝LMC ~~CS12,39~~ | | | | | | | | | | | | | |
| | *Ref. Mchy.* (*Stl*–ws) | | | DBS9,39 | | | 9,39 | | | | | | | | | | |
| 69034 | **Abadan** Twin Sc | | *6230* | ✝100A1 | Got | *a*† | CL | 1928 | A/B Götaverken Gothenburg | Rederi A/B Concordia (Per Waller, *Mgr.*) | 417·7 | 55·2 | 32·2 | Gothenburg Swedish | Oil Engines 4S.C.SA 12Cy.21⅛″–39⅜″ 543NHP | 32 ″ 0 | |
| 7417 | ~~*ss* Got. No. 2–36~~ | | *5469* | 8,40 ~~6,39~~ | | | 8,40 | 2mo | | | | | | | DB(P) *100lb* (S) *85lb* | s 6 ″ 1½ | |
| SFRA | D.F. *ss* Got. No. 3–8,40 *Oil Eng.* | | *3628* | ✝LMC ~~CS5,36~~ | | | 6,40 | *Lloyd's SA&CP* | | | P100′F54′ | | | 10 *BHpt Cem* | A/B Götaverken, Got. | 26 ″ 1 | |
| | *Mchy. Aft* 1 *Dk* (*Stl*) | | | DBS ~~6,39~~ 8,40 ~~3,38~~ 8,40 | | | | | | *Cell D B* | *Trunk in well* FK *u E* 67′ 195*t* *D Tf* 24′ 4 | | | 50*t APT* 381*t* | | | |
| | *Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 69035 | **Abando** (*ex*Peña Cabarga) | | 1701 | ✝ | Bbo | *q* | | 1897 | A M'Millan & Son, Ld. Dumbarton | Cia. de Nav. Vizcaya | 260·0 | 37·0 | 18·2 | Bilbao Spanish | T.3Cy.19″,31″&51″–36″ NDB20 164NHP | 20 ″ 6 | G |
| | *ss* Bbo. 2nd No. 3–3,18 | | 1466 | 4,23 | | | | 10mo | | | B60′F27′ FK | | | 4 *BHCem* | 1SB,*3cf*, GS66, HS2567 | | † |
| EANC | 1 *Dk* (*Stl*) & *deep framing* | | 962 | ✝ | | | | | | *Cell D Ba* & *u E* 88′ *f* 110′ | 402*t APT* 63*t* | | | | Muir & Houston, Ld. Gls. | | |
| 69036 | **Abangarez** (P) | | 4538 | | | | | 1909 | Workman, Clark & Co. Ld Belfast | United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*) | 378·8 | 50·3 | 29·1 | New York Utd. States | T.3Cy.27″,45″&75″–54″ 413NHP | | C |
| 212612 | D.F. Sub. Sig. *Fitted for oil fuel* | | — | | | | | | | | B154′F45′ | | | | | | |
| KDAI | *Ref. Mchy.* 2 *Dks* & 2*pt dks* | | 2503 | | | | | | | | | | WB | | Wrkman, Clark & Co Ld. Bel | | |
| 69037 | | | | | | | | | | | | | | | | | |
| 69038 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now explnd. Equipment Letter. | 7* Date when tail shaft last scen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed; if not in L.R. Dates of Transfers. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69039 142497 MJZB | **Abbas Combe** (*ex*Beauly Firth-36, *ex*Cliffsider) *Welldeck* *Mchy. Aft* | *ss*Abn.No.3–4,33 *ss*Apl.No.1–38 1 *Dk* (*Stl*) | 489 316 202 | ✠100A1 11,40 1,39 3,41 ✠LMC MS5,38 BS2,40 4,41 | Apl Bts Cff | *g* | CL 1,39 | 1920 5mo | J.Lewis& Sons,Ld. Aberdeen *Lloyd's A&CP* | AldShippingCo.Ld. *Cell DB f* 95′ 114 *t FPT* 33 *t APT* 12 *t* | 160·1 \| 25·2 \| 9·7 *26·2* 166·0 (O.L.) Q92′B11′F23′ FK | | | Bristol British *3 BHCem* | T.3Cy.12½″,21″&34″–24″ 180lb (*s*) 64 RH 1SB,*3pf*,Gs52,Hs1573 J.Lewis&Sons,Ld.Abn. | 11 ″ 8 s 3 ″ 8 11 ″ 8 | |
| 69040 299 IBAA | **Abbazia** (P) *ss*Tri.No.2–20 1 *Dk&Awng dk* D.F. *Fitted for oil fuel* | | 3706 3054 2197 | ✠ ... 11,23 ✠ | | | | 1912 1mo | Lloyd Austriaco Trieste | "Adriatica"Soc. Anon.di Nav. | 346·7 \| 45·5 \| 25·9 FK B *on Awng dk* 160′ | | | Venice Italian *WB* | T.3Cy.23¼″,37″&66″–48″ 390NH Lloyd Austriaco,Trieste | 28 ″ 5 | I † |
| 69041 89 IJAN | — (P) TwinSc *Oil Eng.* *Cruiser Stern* 1 *Dk* | | 391 271 157 | | | | | 1939 | Cant.Nav. del Quarnaro Fiume | Soc.Fiumana di Nav. | 177·9 \| 27·9 \| 11·5 166·2 B36′ | | | Fiume Italian *WB* | Oil Engines 2S.C.SA 12Cy.10½″–17½″ 220NH "ocAn"Fiat"S.G.M.Turin | | I |
| 69042 PCBK | **Abbekerk** TwinSc *Oil Eng.* D.F. E.S.D. 1 *Dk&Shelter dk* 3rd *Dk except in No. 3 hold* *Butts of deck & shell plating* *Cruiser Stern* *electrically welded* | | 7906 6893 4764 | ✠100A1 *with freeboard* 8,40 1,40 3,41 ✠LMC2,39 | Sch Lon | *f*† | CL P5,39 10,40 | 1939 2mo | FSchichau G.m.b.H. Danzig *Lloyd's A&CP* | VereenigdeNederlandscheScheep. Maats.(Directie en Agentuur Maats. HollandAustralie LijnN.V. *Mgrs.*) | 493·6 \| 63·2 \| 31·2 522·3 (O.L.) P32′F39′ FK *Cell DBu E* 62′ 1 *Intermediate BH* *f* 1′tween dk *BHdi* *f* 225′1168 *t Tanks* | | | The Hague Dutch *pt Cem* (*Coll BH to Sh dk* 5,, ,, 2nd,, 1.,, ,, 3rd,,) *at centre & sides of t* | Oil Engines 2S.C.SA 20Cy.25 1/16″–47¼″ 2274NH DB *100lb* & DB(WT) *100lb* FSchichauG.m.b.H.Elbing *spensed with* *unnels* 800 *t D* *T s f* 1164 *t FPT* 73 *t APT* 396 *t* | 35 ″ 2 s 5 ″ 4½ 30 ″ 0 | |
| 69043 165409 PCBO | **Abbeydale** D.F. E.S.D. *Oil Eng.* 1 *Dk*,2nd *dk clear of cargo tanks* *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | | 8299 7423 4936 | ✠100A1 12,40 10,39 ✠LMC3,37 *Carrying Petroleum in bulk* | Fal Grk | *d*† | CL N7,38 | 1937 3mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP* | TheAdmiralty *Cell DBu E* 75′ 176 *t D* | 466·3 \| 61·9 \| 33·9 481·6 (O.L.) P107′B43′F45′ FK *T f* 34′397 *t FPT* 209 *t APT* 183 *t* | | | London British 17 *BHpt Cem* *pt Asp* | Oil Engines 2S.C.SA 4Cy.23⅜″–91 1/16″ 687NH 2DB *150lb* WmDoxford&Sons,Ld.Sld. | 34 ″ 0 s 6 ″ 8¾ 27 ″ 6½ | |
| 69044 PCBO | **Abel Tasman** *Oil Eng.* D.F. 1 *Dk* *Mchy. Aft* *Cruiser Stern* | | 314 199 153 | | | | | 1937 | NV Schpsw Delfzijl v/h Gebr.Sander Delfzijl | J.Bonninga | 126·5 \| 24·1 \| 8·4 P35′F15′ | | | Groningen Dutch *WB* | Oil Engines 2S.C.SA 1Cy.9 5/16″–14 3/16″ 62NH AppingedammerBrons Motorenfb.N.V | | V |
| 69045 ~~210477~~ KQVD | **Abercos** Sub.Sig. *Fitted for oil fuel* 1 *Dk&Shelter dk*,2nd,3rd *Longitudinal framing* | | 6076 5563 3729 | | | | | 1920 | GM Standifer Cnst.Corp. Vancouver, Wash. | ~~United States~~ ~~Maritime~~ ~~Commission~~ | 401·4 \| 53·2 \| 31·9 P48′B81′F37′ | | | ~~Portland Or~~ ~~Utd. States~~ British *WB* | T.3Cy.24½″,41½″&72″–48″ 359NH Hooven,Owens&Rentschler Co.Hamilton,O. | | R |
| Now Empire Ptarmigan 3,000 tn Supplement | | | | | | | | | | | | | | | | | |
| 69046 127164 GQBZ | **Aberdonian** (P) *ss*Abn.No.3–5,31 *ss*Abn.No.2–39 2 *Dks* (*UStl*–ws) | | 1648 1146 747 | ✠100A1 5,39 ✠LMC5,39 | Abn | *r* | CL 5,39 | 1909 5mo | D&W Hendersn&Co.Ld. Glasgow *Lloyd's A&CP* | Aberdeen Stm Nav Co.Ld. *Cell DB a* 77′ *u* | 264·3 \| 36·2 \| 18·3 276·3 (O.L.) P75′B74′F67′ BK9″ E17′ *f* 104′429 *t FPT* 35 *t APT* 20 *t* | | | Aberdeen British *4 BHCem* *a* 64′ *f* 72′ 148 *t* | T.3Cy.26″,44″&72″–42″ (*r*) 180lb *80lb* 394NH 2DB,*12cf*,Gs225,Hs6484 D&W.Hendersn&CoLdGls | 19 ″ 6 s 2 ″ 1½ 18 ″ 5½ | |
| 69047 145321 MKYQ | **Aberhill** (*ex*Flora) *ss*Nwc.No.3–10,28 *ss*Bly.No.2–36 *Welldeck* 1 *Dk* (*pt Stl pt Irn*) *Mchy. Aft* *Cargo battens not fitted* | | 1516 1271 888 | ✠100A1 2,40 ✠LMC MS10,36 BS ~~10,36~~ 11,40 | Sld | *p* | OG ~~N6,38~~ 11,40 | 1915 8mo | A.Vuijk& Zonen,Capelle a/d Ysel A&CP | M.Taylor *Cell DB a* 77′ *u* | 246·8 \| 38·2 \| 16·3 P21′Q67′B63′F22′ FK E17′ *f* 104′429 *t FPT* 35 *t APT* 20 *t* | | | Methil British *4 BHCem* | T.3Cy.19″,31″&51″–36″ (*s*) 180lb 180NH 2SB,*6cf*,Gs90,Hs2920 G.T.Grey,SouthShields | 18 ″ 6 s 1 ″ 6½ 17 ″ 1 | |
| 69048 131559 VJBJ | **Abersea** (*ex*South Bulli) Wireless *Welldeck* *Mchy. Aft* | *ss*Syd.2nd No.3–10,38 1 *Dk* (*pt Irn pt Stl*) *Cargo battens not fitted* | 818 588 359 | ✠100A1 ~~11,40~~ ~~1,89~~ 5,41 BS ~~11,40~~ 11,40 ✠LMC9,37 | Syd | *k* | CL 3,39 | 1913 5mo | Hall,Russell&Co.Ld. Aberdeen *Lloyd's A&CP* | JonesBros.Coal Pty.Ld. *Cell DBu E* 28′ *f* 108′ 187 *t FPT* 70 *t APT* 8 *t* | 195·1 \| 30·3 \| 12·6 Q110′B9′F34′ FK | | | Sydny NSW British *4 BHCem* | T.3Cy.16 5/16″,26″&43″–33″(*r*) 180lb 140NH 2SB,*4cf*,Gs77,Hs2506 Hall,Russell&Co.Ld.Abn. | 14 ″ 6 s 4 ″ 3½ 14 ″ 1¾ | |
| 69049 208 YLFZ | **Abgara** (*ex*Vinodol–36,*ex*Bisley–33, *ex*Roselands) D.F. | *ss*Rga.2nd No.3–1,37 1 *Dk* (*Irn*) *Cargo battens not fitted* | 4422 4135 2821 | ✠100A1 5,40 ~~10,37~~ BS12,38 ✠LMC12,36 | Rot NNs | *x* | ~~10,37~~ 4,40 | 1911 9mo | W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP* | LatvianShipping Co. | 374·7 \| 51·3 \| 26·0 P25′B103′F36′ *Cell DBa* 123′ *u E&B* 45′ *f* 164′11 15 *t APT* 40 *t* | | | Riga Latvian *6 BHCem* | T.3Cy.25″,41″&68″–48″ (*s*) 180lb *120lb* 345NH 2SB,*6cf*,Gs132,Hs5298 Cen.Mar.Eng.Wks.W Hpl. | 28 ″ 6 s 5 ″ 6½ 23 ″ 3 | |
| 69050 5430 SFLN | **Abisko** *Mchy. Aft* D.F. | 1 *Dk* | *3088* *2633* *1640* | | | | | 1913 | Göteborgs M.V.Aktieb. Gothenburg | Trafikaktiebolaget Grängesberg-Oxelösund (M.Waldenström, *Mgr.*) | 336·8 \| 46·9 \| 21·0 P69′B24′F39′ | | | Stockholm Swedish *WB* | T.3Cy.22 7/16″,35½″&59″–39⅜″ 220NH GöteborgsMV.Aktieb.Got | | C |
| 69051 UOVM | **Abkhaziya** (P) TwinSc Sub.Sig. *Oil Eng.* *Ref.Mchy.* *Cruiser Stern* 2 *Dks* | | 4727 3101 2583 | | | | | 1927 | BalticS.B. &E.Works Leningrad | U.S.S.R. | 353·5 \| 51·0 \| 25·3 B&F268′ | | | Odessa Russian *WB* | Oil Engines 2S.C.SA 12Cy.25 1/16″–33⅜″ 1372NH Russian Diesel Works,Len. | | |
| 69052 164265 MKKS | **Abosso** (P) TwinSc D.F. 3 *Dks&Shade dk* *Oil Eng.* E.S.D. *Ref.Mchy.* *Cruiser Stern* | | 11330 7569 6743 | | | | | 1935 | Cammell Laird&Co.Ld. Birkenhead | Elder Dempster Lines,Ld. | 460·8 \| 65·2 \| 31·5 | | | Liverpool British *WB* | Oil Engines 2S.C.SA 16Cy.24 7/16″–45½″ 1660NH J.G.Kincaid&Co.Ld.Grk | | C BT till ~~8,40~~ 7,42 ~~6,41~~ |
| 69053 165246 GZJZ | **Aboyne** *ss*Lth.No.1–41 Wireless D.F. 1 *Dk&Shelter dk* E.S.D. *Platform dk in Nos. 2 & 3 holds* *Cruiser Stern* | | 1020 832 386 | ✠100A1 *with freeboard* 12,40 ~~6,38~~ ✠LMC ~~3,37~~ 5,41 ~~3,37 5,41~~ | Dun Gmh | *q* | OG 12,40 | 1937 2mo *Lloyd's A&CP* | CaledonS.B. &E.Co.Ld. Dundee *Cell D* | Aberdn,Newcastle &HullStm.Co.Ld. (R.C.Cowper, *Mgr.*) *Ba&uE* 77′ *f* 85′182 *t FPT* 29 *t APT* 40 *t* | 248·7 \| 37·7 \| 15·1 259·0 (O.L.) B59′ FK | | | Aberdeen British *4 BIpt Cem* (*Coll to Sh dk* 3 ,, 2nd,,) | T3Cy.19″,32½″&56″–42″ (*s*) 220lb 264NH 2SB,*6cf*,Gs124,Hs4282 J.G.Kincaid&Co.Ld.Grk. | 16 ″ 6 s ″ 2 16 ″ 6 | |
| 69054 LDIK | **Abraham Lincoln** TwinSc *Oil Eng.* *ss*Osl.No.2–38 1 *Dk* (*Stl*) *&Shelter dk* (*Stl*) D.F. 3rd *dk* (*Stl*) *except in No. 5 hold* *Ref.Mchy.* | | 5740 5214 3501 | ✠100A1 *with freeboard* ~~6,39~~ 11,40 ✠LMC CS4,38 DB ~~7,40~~ 3,41 1,38 ✠Lloyd's RMC ~~9,45~~ 5,40 9,40 6,41 | Rot Ver | *b*† | CL 3,38 | 1929 4mo *Lloyd's A&CP* | Odense Staalskibsv. Odense *Cell D* | A/S Bonheur(F. Olsen&Co. *Mgrs.*) *Tanks in way of tu* | 435·9 \| 56·2 \| 27·7 P32′F41′ FK *nnels* 185 *t FPT* 116 *t* | | | Oslo Norwegian *7 BH* (*Coll&AF* *BH to Sh dk* 5 ,, 2nd,,) *APT* 128 *t* | Oil Engines 4S.C.SA 16Cy.24½″–43 5/16″ 951NH DB *100lb* Akt.Burmeistr&Wain,Cpn | 30 ″ 7 s 4 ″ 0 26 ″ 8¾ | |
| 69055 503 ESAB | **Abruka** (P) Steel&Iron (*ex*Eestimaa–38,*ex*Zasima, *ex*Limfjorden) | 1 *Dk* | 462 273 275 | | | | | 1881 | Lobnitz& Co. Renfrew | Laevaühing G. Sergo&Ko. | 164·5 \| 24·0 \| 10·3 P45′F41′ | | | Tallinn Estonian *WB* | C.2Cy.24″&44″–30″ 88NH Lobnitz&Co.Renfrew | | G |
| 69056 | | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Official. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à la classification. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pas.* | 15 Registres 50 cotés et ce livret dans le L. Durée Cert. B of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69057 1300 IJAH | **Abruzzi** (*ex*Yomah,*ex*Babalan) *Mchy.Aft* *Well deck* | 1*Dk*(*Stl*) | 680 423 352 | ✠100A1 *For Coasting in the Mediter* 2,40 BS11,39 ✠LMC11,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,98 | Ven *purpo ranea* | *h ses n* Black | CL 2,38 | 1897 10mo *Sea* above 150° F. | Rijkee&Co Rotterdam A&CP | AziendaGenerale ItalianaPetroli | 194·9 185·4 P&B150′F20′ FK | 25·8 | 10·4 | Genoa Italian 11*BHCem* *FPT*40*t* | T.3Cy.12½″20″&33½″-21″ (*s*) 175lb 65NH 1SB,2*cf*,GS28,HS1115 Maatschappij deMaas,Rot. | 11 ″ 0 s ″ 5½ 10 ″ 7½ | |
| 69058 OXAB | **Absalon** (*ex*JosephMerryweather) *ss*Cpn.No.3–7,27 *ss*Abg.No.1–31 1*Dk*(*Irn*)*&deepframing* | | 2144 1959 1353 | ✠ ... 5,36 | Abg | *s* | | 1898 9mo | W.Gray& Co.Ld. W Hartlepool *Interm* | Dampsk.A/S 'Progress'(Marius Nielsen&Sön, *Mgrs.*) *ediate BII in forech* | 290·3 P27′B69′F29′ FK *old dispensed with* | 42·1 | 19·2 | Copnhagn Danish *Cem* 4 *BH only* *Cell L Ba&u* | T.3Cy.21½″,35″&58″-39″ 220NHP 2SB,*6rf*,GS73,HS3445 Cen.Mar.Eng.Wrks.WHpl £110′f120′607*tAPT*54*t* | 21 ″ 9 | V † |
| 69059 OURI | — Wireless 1*Dk* | | 457 301 149 | | | | | 1932 | Orlogs-værftet Copenhagen | DenDanskeStat (Marine-ministeriet) | 152·7 | 27·1 | 10·9 | Copnhagn Danish | T.3Cy. Orlogsværftet,Cpn. | | |
| 69060 21598 KGDG | **Absaroka** *Fitted for oil fuel* D.F. 2*Dks* | | 5695 — 3527 | | | | | 1918 | Skinner& Eddy Corp. Seattle,Wash | ~~McCormick S.S.Co.~~ Pope&Talbot,Inc. | 409·5 P43′B115′F47′ | 54·2 | 27·4 | S.Frncisco Utd.States | T.3Cy.25″,42″&72″-48″ 359NHP SeattleMachineWorks | | R |
| 69061 83 IBBA | **Absirtea** *ss*Tri.2ndNo.3–2,39 D.F. 1*Dk*(*pt Irn,pt Stl*) | | 4170 3767 2492 | ✠100A1 4,40 MS2,39 ✠LMC MB8 10,39 DB8 3,40 | Nap | *x* | CL 3,38 | 1913 10mo *Lloyd's* | Craig,Tay-lor&Co.Ld. Stockton *SA&CP* | Soc.AnondiNav. G.L.Premuda *Cell DBa* 129′*uE&B* | 385·4 P52′B&F289′ FK 40′*f*150′1152*tFPT* | 51·5 | 24·1 | Trieste Italian 6*BHCem* 98*tAPT*207*t* | T.3Cy26″,42½″&69½″-45″ (*s*) 180lb 361NHP DB*made25refitted38–115lb* 2SB,*6cf*,GS130,HS5700 N.E.MarineEng.Co.Ld.Sld | 26 ″ 6 s ″ 11½ 23 ″ 9 | |
| 77/40 69062 ~~68~~ 5UGL 145082 MCDN | **Abukir** (*ex*KyleQueen–35, ~~*ex*~~IslandQueen–34) *ss*Shl.No.3–4,33 *ss*Alx.No.1–37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* | | ~~680~~ ~~506~~ ~~253~~ 694 500 346 | ✠100A1 4,39 BS2,40 ✠LMC3,37 | Alx | *i* | CL 4,39 | 1920 11mo *Lloyd* | Swan,Hun-ter&Wigham Richardson, Ld.Sunderlnd *SA&CP* | ~~PharoenicMail-line S.A.B.~~ Min-istry of Shipping (GeneralSteam Nav.Co.Ld.*Mgrs*) | 173·5 P86′B15′F25′ FK *CellDB*40′42*tFPT* | 28·1 | 12·9 | London British 4*BHCem* 47*tAPT*11*t* | T.3Cy.13½″,22″&36″-30″ (*s*) 180lb *100lb* 97NHP 1SB,3*cf*,GS58,HS1775 Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 14 ″ 0 s ″ 7½ 13 ″ 6½ | |
| 231673 WHES | **Acadia** Ⓟ E.S.D. D.F. GyC. 3*Dks* *Cruiser Stern* | TwinSc *Fitted for oil fuel* | 6185 — 3020 | | | | | 1932 | NwprtNws S.B.&D.D.Co Newprt News | EasternS.S.Lines, Inc. | 387·4 | 61·2 | 27·0 | Boston Utd. States *WB* | 2SteamTurbinesSRgeared to2Sc.Shafts NewportNewsSB&DD Co. | | R |
| 69064 LJYH | — *Oil Eng.* D.F. E.S.D. 2*Dks* *Cruiser Stern* | | 5002 4403 2955 | | | | | 1938 | Flensburgr Schiffsb.Ges. Flensburg | A/SAcadia(Sigurd Bruusgaard) | 414·3 P431′ | 55·7 | 25·0 | Drammen Norwegian *WB* | Oil Engines 2S.C.DA 5Cy.23¾″-43$\frac{3}{16}$″ 973NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | N |
| 69065 133535 CGFS | — Ⓟ Wireless GyC. E.S.D. 1*Dk&Shelterdk* | | 846 796 439 | ✠ ... 10,15 | | | | 1913 6mo | Swan,Hun-ter&Wigham Richardson, Ld Newcastle | CanadianGovern-ment(Dept.of Mines&Resources) | 170·0 | 33·7 | 19·1 | Ottawa British *WB* | T.3Cy.17″,28″&46″-27″ 177NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 21 ″ 0 | |
| 69066 154480 | **Acadialite** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Longitudinal framing at bottom and at deck* *Carrying Petroleum in bulk* | | 1919 1465 1085 | ✠ ... 8,36 | Mdb | | | 1930 4mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees | ImperialOil,Ld., MarineDepart-ment (H.J. Rahlves,*Mgr.*) *Middle line Bu* *Cell DBu*E24′6 | 250·0 P62′F41′ *Trunk*147′ FK *lkhead non-oiltight* *FPT*133*tAPT*48*t* | 43·1 | 17·9 | Montreal British 11*BHptCem* | T.3Cy.17″,28″&46″-36″ 158NHP 1SB,*4cf*,HS2718 N.E.MarineEng.CoLdNwc | 18 ″ 0 s 1 ″ 11½ 16 ″ 2½ | |
| 69067 133533 CYJP | **Acadian** (*ex*Glenmavis) *Mchy.Aft* 1*Dk* | | 1686 1524 1055 | | | | | 1913 | N.ofIre-landSB.CoLd Londonderry | CanadaSteamship Lines,Ld. | 250·0 | 42·5 | 17·4 | Midland, Ont British *WB* | T.3Cy.16″,26″&44″-30″ Richardsons, 96RHP Westgarth&Co.Ld.Mdb. | | C |
| 69068 152623 GQRD | **Acajutla** *ss*Crs.No.3–6,36 Wireless *ss*Boa.No.1–40 1*Dk*(*Teak*)*&2nd dk*(*St.*) | | 1170 962 654 | ✠100A1 9,40 ~~2,40~~ MS1,40 | Boa Crs ✠LMC BS ~~10,40~~ 10,40 | *n* | CL 2,40 | 1911 10mo *Lloyd* above 150° F. | Swan,Hun-ter&Wigham Richardson, Ld Newcastle *SA&CP* | PacificStm.Nav. Co.Ld. *CellDB* | 215·7 F27′ FK *a*40′*uE* 15′*f*94′160*t* | 33·5 | 19·4 | London British 4*BHCem* *APT*10*t* | T.3Cy.17″,28″&46″-33″ (*r* 180lb 174NHP 2SB,*6cf*,GS107,HS3268 Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 21 ″ 6 s 3 ″ 3½ 18 ″ 7½ | |
| 69069 4775 LCBJ | **Acasta** (*ex*WarMatron) *ss*Sba.No.3–7,30 *ss*Mob.No.2–37 1*Dk*(*Stl*) | | 5229 ~~9,39~~ 3177 | *Fitted for oil fuel* 3, ✠100A1 11,40 BS11,40 ✠LMC MS11,37 ~~12,70~~ *Carrying oil fuel in bul* *Fitted for oil fuel* 5, | O sl Mob | *y* | CL ~~11,37~~ 10,40 20 *F.P. a* 18 *F.P. a* | 1918 6mo *Lloyd* above 150° F. above 150° F | Sir J.Laing &Sons,Ld Sunderland *SA&CP* | A/S Mosvolds Rederi I (M.Mosvold,*Mgr.*) *Cell DBa*121′*f* | 400·4 P49′B112′F39′ FK *Middle line Bulkhead* 180′947*t FPT*123*t* | 52·4 | 28·5 | Farsund Norwegian 11*BHptCem* *not oil-tight* *APT*195*t* | T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland | 31 ″ 0 s 5 ″ 11½ 25 ″ 3 | |
| 69070 163564 GYDF | **Acavus** *Mchy.Aft* *ss*Shl.No.1–39 *Oil Eng.* D.F. 1*Dk*,*2nd dk clear of cargo tanks* E.S.D. *Cruiser Stern* *Longitudinal framing at bottom & at deck* | | 8010 7215 4777 | ✠100A1 ~~2,39~~12,40 DBS11,41 8,39 *Carrying Petroleum in bulk* | Shl Cff | *c*† 2½ | CL 2,38 | 1935 1mo *Lloyd* | Workman Clark(1928) Ld. Belfast *SA&CP* | Anglo-Saxon PetroleumCo.Ld. *Cell DBu*E64′158*t D* | 465·0 483·2(O.L.) P93′B46′F48′ FK *f*25′270*tFPT*135 | 59·4 | 33·9 | London British 15*BH* *APT*83*t* | Oil Engines 4S.C.SA 8Cy.25$\frac{5}{16}$″-55½″ 502NHP DB*180lb* Hwthrn,Leslie&CoLd.Nwc | 34 ″ 0 s 6 ″ 8½ 27 ″ 6½ | |
| 69071 162667 MQDK | **Acclivity** *ss*Lon.No.1–36 *Oil Eng.* *Mchy.Aft* 1*Dk*(*Stl*) | | 389 293 174 | ✠100A1 ~~Coo~~ Examined 3,41 Lon DBS3,39 ✠LMC6,36 ✠LMC(M)8,38 *Carrying Petroleum in bulk* | Coo | *g* | OG 10,38 | 1931 12mo *Lloyd* | G.Brown &Co. Greenock *SA&CP* | F.T.Everard&Sons Ld. *Cell DB*74′123′ | 164·0 P43′F20′ *Trunk*101′ FK *DTa*5′46*t FPT*38*t* | 24·6 | 8·6 | London British 9*BHptCem* *APT*16*t* | Oil Engines 2S.C.SA 5Cy.13$\frac{1}{16}$″-15$\frac{5}{8}$″ 154NHP DB*180lb* Plenty-StillOilEngines Ld Newbury | 10 ″ 6 s ″ 7½ 10 ″ 0½ | |
| 18/11/40 69072 105158 MKNF | **Accomac** (*ex*Dixley–39, *ex*Oakover–37,*ex*Eendracht) 1*Dk* | | 347 252 162 | | | | | 1914 | J.Th.Wil-mink Gideon | WalfordLinesLd. (LeopoldWalford ShippingLd.*Mgrs.*) | 132·3 Q&B72′F11′ | 23·1 | 10·8 | London British *WB* | T3Cy11⅝″,17$\frac{15}{16}$″&29½″-17$\frac{7}{16}$″ B*made21 fitted25* 37NHP D.H.Landauer&Zonen, Martenshoek | | C |
| 111/40 63073 149595 GMQN | **Accra** Ⓟ ~~ss Liv.No.3–39~~ ~~ss Liv.No.3–34~~ *Oil Eng.* *Ref.Mchy.* 2*Dks*(*Stl*) *Weather dk*(*pt* teak s)*3rd dk*(*Stl*) *in holds* D.F. E.S.D. *Cruiser Stern* | TwinSc | 9337 6816 5471 | ✠100A1 *with freeboard* 7,39 ~~8,38~~ 5,40 ✠LMC ~~CS7,40~~ DBS7,40 ~~10,40~~ 7,40 11,38 | Liv | *d*† | CL 8,38 | 1926 8mo *Lloyd* | Harland& Wolff,Ld. Belfast *SA&CP* | ElderDempster Lines,Ld. *Cell DB*365′1226*t FPT* | 450·8 P37′B267′F50′ FK 79*tAPT*195*t* | 62·3 | 31·3 | Liverpool British 7*BHCem* DB*100lb* | Oil Engines 4S.C.DA 12Cy.26½″-55½″ 1651NHP Harland&Wolff,Ld.Bel. | 34 ″ 6 10 ″ 4 24 ″ 6½ | 9/7 till 7/40 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now explnd. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of ch. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69074<br>127863<br>GDMJ | **Accrington** (P)<br>*ss* Gms. 2nd No. 3–11,35<br>*ss* Gms. No. 1–40<br>D.F. 1 *Dk* (*Stl*–ws) & *pt deep framing & lower dk in Nos.* 1 & 3 *holds* | 1678<br>1098<br>918 | ✠ 100A1<br>3,40<br>✠ LMC 3,40 | Gms | *q* | CL<br>N1,38 | 1910<br>8mo | Earle's Co. Ld.<br>Hull<br>*Lloyd's SA&CP* | London & North-Eastern Railway<br>*DB* | 265·0 \| 36·0 \| 17·4<br>P41′B115′F32′ BK 9″<br>*a* 54′ *u* E 21′ *f* 111′ 295 *t* | Grimsby<br>British<br>5 *BHCem* | T. 3Cy. 22″, 35″ & 60″–42″<br>180 lb 309 NHP<br>2SB, *6cf*, GS 144, HS 5540<br>Earle's Co. Ld. Hull | 18 ″ 6<br>*s* 1 ″ 6¾<br>17 ″ 11½ | BT till 1,41 |
| 69075<br>164548<br>MKMG | **Accruity**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Cruiser Stern* | 465<br>294<br>237 | ✠ 100A1 Lon<br>Examined 9,40 5,41<br>✠ LMC 10,35<br>✠ LMC (M) 4,38 | | *g* | OG<br>10,38 | 1935<br>10mo | G. Brown & Co. Greenock<br>*Lloyd's SA&CP* | F.T. Everard & Sons Ld. | 150·7 \| 27·7 \| 8·9<br>Q96′F19′ FK<br>*APT* 67 *t* | London<br>British<br>3 *BHAsp*<br>*APT* 47 *t* | Oil Engines 2S.C.SA<br>5 Cy. 12⅝″–15¾″ 72 RHP<br>Newbury Diesel Co. Ld. Newbury | 9 ″ 11<br>*s* 3 ″ 8<br>9 ″ 11 | |
| 69076<br>218268<br>KJAV | **Ace** (*ex* Lake Frohna)<br>*Ref. Mchy.* 1 *Dk 2 tr B* | 2616<br>2243<br>1611 | ✠ ...<br>7,21<br>✠ | | | | 1919<br>7mo | American S.B. Co. Loraine, O. | Terminals & Transportation Corp. (Minnesota-Atlantic Transit Co. *Mgrs.*) | 251·0 \| 43·6 \| 26·2<br>P25′B64′F23′ FK<br>*WB* | Duluth<br>Utd. States | T. 3Cy. 20″, 33″ & 54″–40″<br>267 NHP<br>American S.B. Co. Lorain, O. | 28 ″ 2 | R † |
| 69077<br>DOCU | **Achaia** (*ex* Aquila–36, *ex* Deutschland)<br>Sub. Sig. 2 *Dks* | 1778<br>1586<br>1033 | | | | | 1921 | Nordd. Unionwerke A.G. Tönning | Atlas Levante-Linie A.G. | 283·2 \| 39·8 \| 17·8<br>P & B 186′ F 31′<br>len 28′<br>*WB* | Bremen<br>German | T. 3Cy. 20″, 31½″ & 49¼″–31½″<br>137 NHP<br>Waggon u. Maschb. A.G. Görlitz | | G |
| 69078<br>77<br>IBCA | **Achille** (*ex* Llanthony Abbey)<br>*ss* Sld. 2nd No. 3–10,16<br>*Well deck* *ss* Nap. No. 2–25<br>D.F. 1 *Dk* (*Irn*) & *Web Frames* | 2415<br>1848<br>1513 | ✠<br>12,29<br>✠ | Msl | *s* | | 1890<br>12mo | Ropner & S. Stockton | M. Scuderi<br>*CellDB* | 299·3 \| 39·1 \| 18·6<br>290·0<br>P29′Q88′B116′F31′<br>238′ 454 *t* BK 10″ | Catania<br>Italian<br>6 *BHCem* | T. 3Cy. 22″ 36″ & 59″–39″<br>NDB 12 217 NHP<br>2SB *4rf*, *2cf*, GS 84, HS 3250<br>Blair & Co. (Lim.) Stockton | 21 ″ 10 | I † |
| 69079<br>407<br>IBIA | **Achille Lauro** (*ex* Canadian Explorer–33)<br>*ss* Hfx. No. 2–29<br>D.F. 2 *Dks* (*Stl*) | 5209<br>4773<br>3203 | ✠ ...<br>3,34<br>✠ | Hfx | | | 1921<br>2mo | Halifax Shipyards, Ld Halifax, N.S. | A. Lauro<br>*CellDB* | 414·2 \| 52·3 \| 28·4<br>400·0<br>P49′B113′F39′ FK<br>334′ 1027 *t* *FPT* 147 *t* | Naples<br>Italian<br>6 *BHCem*<br>*APT* 133 *t* | T. 3Cy. 27′, 44″ & 73″–48″<br>555 NHP<br>3SB, *9cf*, GS 224, HS 8565<br>Robb E. Wks Ld Amherst NS | 31 ″ 0 | I † |
| 69080<br>143640<br>GDBC | **Achilles** (P) Twin Sc<br>*Ref. Mchy*<br>D.F. 3 *Dks* | 11404<br>8184<br>7202 | | | | | 1920 | Scotts' S.B. & Eng. Co. Ld Greenock | Ocean S.S. Co. Ld. (A. Holt & Co *Mgrs*) | 507·4 \| 63·2 \| 41·1<br>F69′<br>*WB* | Liverpool<br>British | 2 DR Geared Steam Turbines<br>Scotts' SB & Eng Co Ld. Grk | | BT till 8,40 |
| 69081<br>213174<br>WHCS | —<br>Twin Sc<br>*Mchy. Aft* Sub. Sig. *Fitted for oil fuel*<br>Gy C. D.F. 1 *Dk* & *Web frames*<br>(*Self-Unloader*) *Longitudinal framing* | 9660<br>—<br>6074 | ✠ ...<br>11,17<br>✠ | | | | 1915<br>6mo | Maryland Steel Co. Baltimore, Sparro'Pt. Md | American S.S. Co. (Boland & Cornelius, *Mgrs.*) | 514·0 \| 65·2 \| 36·5<br>P161′F55′ FK<br>*WB* | New York<br>Utd. States | T. 6Cy. 27½″, 46″ & 76″–48″<br>1283 NHP<br>Maryland Stl. Co. Sparr.'Pt. | 39 ″ 6 | R † |
| 69082<br>PCCI | —<br>2 *Dks* | 1815<br>1642<br>1129 | | | | | 1906 | Nederl. Schps. Maats Amsterdam N.V. | Koninkl. Nederl. Stoomb. Maats. N.V. | 286·9 \| 40·2 \| 18·8<br>P17′B127′F35′<br>*WB* | Amstrdam<br>Dutch | T. 3Cy. 20⅝″, 32⅝″ & 55″–35⅝″<br>180 NHP<br>Ned Fb. v. Wrk & Spoor, Ams | | V |
| 69083<br>DOIK | —<br>Sub. Sig. Wireless 1 *Dk* | 998<br>797<br>591 | | | | | 1922 | Atlas-Werke A.G. Bremen | Dampfsch. Ges. "Neptun" | 224·0 \| 33·2 \| 13·7<br>P15′Q65′B57′F29′<br>*WB* | Bremen<br>German | T 3Cy. 18 1/10″, 29½″ & 48¾″–29½′<br>129 NHP<br>Atlas-Werke A.G. Bremen | | G |
| 69084<br>EAAB | **Achuri** (*ex* Rafael, *ex* Garton)<br>*ss* Bbo. 2nd No. 3–4,20<br>1 *Dk* & *Web frames* & *pt Awng dk* | 2613<br>2049<br>1761 | ✠ ...<br>11,24<br>✠ | | | | 1894<br>4mo | W. Gray & Co. Ld. W Hartlepool | José Agustin Mutiozabal | 306·0 \| 43·0 \| 18·8<br>P27′Q90′<br>*pt Awng dk* 189′ FK<br>*WB* | Bilbao<br>Spanish | T. 3Cy. 23″, 36½″ & 62″–39″<br>NDB 12 239 NHP<br>Cen. Mar. Eng. Wrks. WHpl | 20 ″ 10 | V † |
| 69085<br>214173<br>WSCF | **Acme**<br>*ss* N. Yk. No. 3–12,28<br>*ss* Bal. No. 2–37<br>*Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames*<br>D.F. *Longitudinal framing* | 6878<br>6395<br>4304 | ✠ 100A1<br~~7,40~~ ~~11,39~~ 11,40 ~~Pnr~~ Bal<br>BS 11,40 ✠ LMC 4,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,16 *F.P. above* 150° F. | Mob | *b* † | CL<br>10,39 | 1916<br>6mo | Union Iron Works Co. S. Francisco<br>A&CP | Socony-Vacuum Oil Co. Inc.<br>*CellD Bu E & B* 64′ 197 *t* *DT* *f* 50′ 880 *t* *F* | 435·0 \| 56·0 \| 32·0<br>P106′B50′F43 FK<br>*PT* 97 *t* *APT* 74 *t* | New York<br>Utd. States<br>15 *B Hpt Asp*<br>10 „ *to Udk*<br>5 „ „ *2nd* „ | T. 3Cy. 27″, 47″ & 76″–48″ (*s*)<br>215 lb 552 NHP<br>3SB, *9cf*, HS 9405<br>Union Iron Works Co. S. Fo | 33 ″ 6<br>*s* 6 ″ 10¼<br>26 ″ 10½ | |
| 69086 | —<br>(*ex* Amalienborg–37)<br>*ss* Abg. No. 3–4,31<br>*ss* Ham. No. 2–39<br>1 *Dk* (*Stl*) | 2864<br>2581<br>1690 | ✠<br>3,39<br>✠ | Ham | *u* | | 1919<br>5mo | Schpw. v. Jan Smit, Czn. Alblasserdm. | Hanseatica Aschpurwis & Veltjens S.A. (Hansegesellschaft Aschpurwis & Veltjens, *Mgrs.*) | 320·4 \| 47·2 \| 21·2<br>334·0 (O.L.)<br>P28′B186′F41′ FK<br>*CellDB* 268′ 847 *t* *FPT* 144 *t* | Panama<br>Pnamanian<br>5 *BHCem*<br>*APT* 150 *t* | T. 3Cy. 23″, 38″ & 62″–42″<br>282 NHP<br>2SB, *6cf*, GS 97, HS 4520<br>Maats. de Schelde, Flushing | 23 ″ 6 | |
| 69087<br>1309<br>CBAB | **Aconcagua** (P)<br>*Oil Eng.*<br>D.F. E.S.D. 3 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | 7279<br>—<br>5155 | ✠ 100A1<br>*with freeboard*<br>~~2,40~~ ~~10,39~~ ~~Pnr~~ Bal 2<br>~~Pnr~~ LMC 4,38 DB 52,41<br>~~Lloyd's~~ RMC ~~3,40~~ 9,40<br>No. 3 hold & dk. for temp. 10° F., all other chambers for temp. 32° F. | NYk | *a* † | CL<br>2,39 | 1938<br>4mo | Nakskov Skibs. A/S Nakskov<br>*Lloyd's SA&CP* | Compañia Sud Americana de Vap.<br>*CellDB* 360′ 1373 *t* | 414·3 \| 58·3 \| 21·7<br>440·5 (O.L.) 29·7<br>P45′F51′ FK<br>*DT* *sa* 154 *t* *FPT* 142 *t* | Valparaiso<br>Chilian<br>7 *BHto Wdk*<br>*APT* 125 *t* | Oil Engines 2S.C.DA<br>5 Cy. 24 7/16″–55⅛″ 1027 NHP<br>Akt. Burmeistr & Wain, Cpn | 33 ″ 9<br>*s* 10 ″ 6<br>23 ″ 7½ | |
| 69088<br>YVAO | **Acosta**<br>*Mchy. Aft*<br>1 *Dk* (*Stl*) & *Web frames*<br>*Longitudinal framing* | *2634*<br>*1876*<br>*1502* | ✠ 100A1<br>8,40 ~~9,39~~<br>BS 8,40 ✠ LMC ~~6,40~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,28 *F.P. above* 150° F. | NYk<br>MS 9,39 | *t* | CL<br>~~9,39~~<br>8,40 | 1928<br>3mo | Palmers' Co. Ld. Newcastle<br>*Lloyd's SA&CP* | Mene Grande Oil Co. C.A.<br>*CellD Bu E &* | 305·0 \| 50·2 \| 16·3<br>316·8 (O.L.)<br>P69′B22′F33′ FK<br>*Trunk* 181′<br>*B* 43′ 126 *t* *FPT* 194 *t* | Maracaibo<br>Venezuelan<br>11 *B Hpt Cem*<br>*APT* 76 *t* | T. 3Cy. 20″, 33″ & 54″–36″ (*s*)<br>180 lb 227 NHP<br>2SB. *6cf*, HS 4009<br>MacColl & Pollock, Ld. Sld. | 16 ″ 6<br>*s* 2 ″ 0½<br>14 ″ 8 | |
| 69089<br>163438<br>MBRW | **Acrity**<br>*ss* Yar. No. 1–38<br>*Mchy. Aft* *Oil Eng.*<br>*Well deck* 1 *Dk* (*Stl*)<br>*Cruiser Stern* | 403<br>261<br>200 | ✠ 100A1<br>6,38<br>✠ LMC 6,38<br>✠ LMC (M) 7,39 | Yar | *f* | OG<br>N5,38 | 1934<br>2mo | G. Brown & Co. Greenock<br>*Lloyd's SA&CP* | F.T. Everard & Sons, Ld. | 142·8 \| 25·6 \| 9·3<br>Q83′B9′F19′ FK<br>*FPT* 62 *t* *APT* 36 *t* | London<br>British<br>3 *BHAsp*<br>Newbury Diesel Co. Ld. Newbury | Oil Engines 2S.C.SA<br>4 Cy. 12⅝″–15¾″ 58 RHP | 10 ″ 3<br>*s* 3 ″ 8<br>10 ″ 3 | |
| 69090<br>722<br>SVNQ | **Acropolis** (P) (*ex* Colima–33, *ex* Polyanthus)<br>*ss* Pts. No. 1–21<br>*Fitted for oil fuel*<br>Wireless 1 *Dk*, 2nd *dk in Nos* 1 & 3 *holds* | *1393*<br>*801*<br>*819* | ✠ ...<br>1,30<br>✠ | | | | 1917<br>11mo | Lobnitz & Co. Ld. Renfrew | Antoniou & Katramados, (N.D. Antoniou, *Mgr.*) | 255·9 \| 35·0 \| 15·4<br>P & B 166′ F31′<br>FK | Piræus<br>Greek<br>*WB* | T. 4Cy. 23″, 37″ & (2) 42″–30″<br>219 NHP<br>Lobnitz & Co. Ld. Renfrew | 18 ″ 0 | |
| 69091<br>PCCX | **Actinia**<br>*Oil Eng.*<br>D.F. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | 352<br>215<br>174 | | | | | 1937 | N.V. Schpsf. v/h De Groot & Van Vliet Slikkerveer | N.V. Kustvaartuig Nezaco | 137·5 \| 24·1 \| 7·8<br>P39′Q46′F15′ | Rottrdam<br>Dutch<br>*WB* | Oil Engines 4S.C.SA<br>6 Cy. 11″–17 11/16″ 70 NHP<br>Humboldt-Deutzmotoren, A.G. Köln-Deutz | | V |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où cet navire est inscrit. L. R. Durée Cert. Classe. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69092 | **Activ** | | 507 | | | | | 1903 | Bergens Mek.Værks. Bergen | SkibsA/S Activ (BrödreneOlsen A/S, *Mgrs.*) | 166·2 | 26·2 | 12·6 | Bergen Norwegian *WB* | T.3Cy.14″,23½″&38″–27″ 75NHP BergensMek VærksBergen | | N |
| LCCB | | 1*Dk* | 296 | | | | | | | | Q42*t*B58*t*H18*t*F18*t* | | | | | | |
| 69093 | **Activity** | *ss*Lon.No.2–41 | 358 | ✠100A1 | Yar | *e* | OG | 1931 | G.Brown &Co. Greenock | F.T.Everard& Sons,Ld. | 135·2 | 24·6 | 9·1 | London British | Oil Engines 2S.C.SA 5Cy.13⅝″–15⅝″ 153NHP | 10 ″ 0 | |
| 162654 | | ~~*ss*Lon.No.1–36~~ | 228 | 1,41 ~~3,30~~ | Lon 1,41 | | ~~2,38~~ | 10mo | | | 518′Q81′B9′ | | FK | 3*BHCem* | Plenty-StillOilEngines,Ld Newbury | 10 ″ 0 | |
| MQCX | *Mchy.Aft* | *Oil Eng.* | 182 | | ✠LMC~~4,38~~ | | 12,39 | *Lloyd's* | | | *FPT*41*t* | | | *APT*22*t* | | | |
| | *Well deck* | 1*Dk*(*Stl*) | | | ✠LMC(M)~~4,38~~ | | | | | | | | | | | | |
| 69094 | **Actuality** | | 311 | ✠100A1 | Lon | *d* | OG | 1933 | Fellows& Co.Ld. Gt.Yarmouth | F.T.Everard& Sons,Ld. | 129·2 | 24·7 | 8·9 | London British | Oil Engines 2S.C.SA 4Cy.12¼″–15⅝″ 114NHP | 9 ″ 6 | |
| 16331 | *Mchy.Aft* | *Oil Eng.* | 224 | 9,37 | | | 38,39 | 2mo | | | P37′F13′ | | FK | 3*BHCem* | | 8 ″ 10½ | |
| MPDK | | *ss*Lon.No.1–37 | 149 | | ✠LMC4,37 | | | *Lloyd's* | | | | | | *FPT*33*t* | | 8 ″ 9½ | |
| | *Cruiser Stern* | 1*Dk*(*Stl*) | | | ✠LMC(M)5,39 | | | | | | | | | *APT*9*t* | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | NewburyDieselCo.Ld. Newbury | | |
| 69095 | **Actuosity** | | 359 | ✠100A1 | Yar | *e* | OG | 1933 | G.Brown& Co. Greenock | F.T.Everard& Sons,Ld. | 135·3 | 24·6 | 9·1 | London British | Oil Engines 2S.C.SA 4Cy.12⅞″–15⅝″ 112NHP | 10 ″ 0 | |
| 163316 | *Mchy.Aft* | *Oil Eng.* | 228 | 12,37 | | | N4,39 | 2mo | | | Q81′B9′F18′ | | FK | 3*BH* | | 8 ″ 3 ″ 8 | |
| MKJM | | *ss*Lon.No.1–37 | 177 | ✠NE8,37 | ✠LMC8,37 | | | *Lloyd's* | | | | | | *FPT*47*t* | NewburyDieselCo.Ld. Newbury | 10 ″ 0 | |
| | | 1*Dk*(*Stl*) *Well dk* | | | ✠LMC(M)4,40 | | | | | | | | | *APT*31*t* | | | |
| 69096 | **Ada** Ⓟ (*ex*CanadianConqueror–38) | | 5248 | ✠100A1 | NYk | *y* | CL | 1920 | Canadian Vickers,Ld. Montreal | I.N.C.S.A. (ImpreseNav. CommercialeSoc. Anon.) A&CP | 412·5 | 52·3 | 28·5 | Rome Italian | T.3Cy.27″,44″&73″–48″ (*s*) 1801b 520NHP | 31 ″ 1 | |
| 177 | | *ss*Mtl.No.3–4,33 | 4810 | 10,39 | | | 4,38 | 10mo | | | 400·4 | | | | | ~~5 ″ 11½~~ | |
| IBEM | *Ref.Mchy.* D.F. | *ss*Mtl.No.1–37 | 3154 | | ✠LMC | | | | | | P49′B120′F41′ | | FK | 6*BHpt Cem* | 3SB,9*cf*,GS198,HS7800 FD | 25 ″ 4½ | |
| | | 2*Dks*(*Stl*) | | MS1,38 | ~~BS6,38~~5,40 | | | | | | *CellDB*333*t*1025*t*FPT149*t*APT133*t* | | | | Canadian Vickers,Ld.Mtl. | | |
| 69097 | — | | 2456 | | | | | 1921 | G.Brown &Co.Ld. Greenock | A/S/D/SBratsberg (FinRögenæs, *Mgr.*) | 290·2 | 44·0 | 20·8 | Hartlepool Norwegian *WB* | T.3Cy.22″,36′&59″–39″ 217NHP McKie&Baxter,Glasgow | | N |
| | *Fitted for oil fuel* | | 2225 | | | | | | | | P68*t*H114*t* | | | | | | |
| LCBK | | 1*Dk* | 1486 | | | | | | | | | | | | | | |
| 69098 | — | **WoodAuxBkn** | 343 | | | | | 1917 | F.Terrizzano ImperiaII | TeofiloDomenici | 133·7 | 28·2 | 15·0 | Viareggio Italian | Oil Engines 4S.C.SA 6Cy.8¼″–14⅝″ 42NHP | | I |
| 677 | (*ex*Sailing Vessel Ricopino–38, | *Oil Eng* | 326 | | | | | | | | 112·5 | | | | *Emade*37*fitted*38 | | |
| ISPL | *ex*GaribaldinoIII,*ex*EmiliaC, | 1*Dk*2*trB* | 311 | | | | | | | | | | | | DeutscheWerkeKielA.G. Kiel | | |
| | *ex*VittoriosaItalia) | | | | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 69099 | **Ada Gorthon** (*ex*H.Uner, | | *2405* | | | | | 1917 | NV.Boele's Sch.Mschfbk. Bolnes | Rederi A/B Gefion (Joh.Gorthon, *Mgr.*) | 292·0 | 44·0 | 19·9 | Hlsngborg Swedish *WB* | T.3Cy.22″,37″&60″–39″ 225NHP Boele'sSch.&Mch.Bolnes | | V |
| 6088 | *ex*Vettern,*ex*Signe) | | *2071* | | | | | | | | P45′B86′F31′ | | | | | | |
| SJHA | Sub.Sig. | 1*Dk* | *1354* | | | | | | | | | | | | | | |
| 69100 | **Ada O.** | | 5234 | | | | | 1919 | Flli Orlando&Co. Leghorn | Navig.OderoSoc. Anon. | 373·0 | 45·8 | 33·3 | Genoa Italian *WB* | T.Cy.22⅝″,36⅜″&60⅜″–39⅜″ NE25 230NHP FlliOrlando&Co.Leghorn | | I |
| 1389 | | | 5013 | | | | | | | | 358·4 | | | | | | |
| IBEA | D.F. | | 3187 | | | | | | | | | | | | | | |
| 69101 | **Adalia** | | 3199 | | | | | 1921 | Akt.Ges. "Neptun" Rostock | Hamburg-Amerik. Packetf.Akt.Ges (Ham.-Amr.Linie) | 337·6 | 48·2 | 20·9 | Hamburg German *WB* | T.3Cy.23⅝″,38½″&62″–61″ 300NHP A.G."Neptun,"Rostock | | G |
| | Sub.Sig. | | 2775 | | | | | | | | B25′F43′ | | 28·0 | | | | |
| DHAC | D.F. | 2*Dks*&*Shelter dk* | 1845 | | | | | | | | | | | | | | |
| 69102 | **Adam E. Cornelius** | | 4900 | | | | | 1908 | Gt.Lakes Eng.Works St.Clair,Mch. | AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*) | 420·0 | 52·0 | 24·0 | Buffalo Utd.States *WB* | T.3Cy.21″,34½″&57″–42″ 211NHP GreatLakesEng.Works | | R |
| 2052X9 | D.F. GyC. | | — | | | | | | | | | | | | | | |
| KDVF | *Mchy.Aft* | 1*Dk* | 3736 | | | | | | | | | | | | | | |
| 69103 | **Adam E. Cornelius, Jr.** | | 4471 | | | | | 1902 | Superior S.B.Co. W.Superior, Wis. | AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*) | 438·0 | 48·0 | 24·0 | Buffalo Utd.States *WB* | T.3Cy.20″,33½″&55″–40″ 191NHP SuperiorS.B.Co. | | R |
| 86810 | (*ex*G.J.Grammer–37) | | — | | | | | | | | len05 | | | | | | |
| KFSM | *Mchy.Aft* D.F. GyC. | 1*Dk*2*trB* | 3703 | | | | | | | | | | | | | | |
| 69104 | **Adamandios Georgandis** | | *3443* | ✠100A1 | Rot | *u* | CL | 1916 | J.Blumer &Co. Sunderland | GeorgandisBros. | 348·5 | 48·7 | 23·3 | Piræus Greek | T.3Cy.24⅛″,40¼″&65″–42″ 1801b (*s*) 313NHP | 25 ″ 4 | |
| 704 | (*ex*Portvale, | *ss*Hul.No.3–10,27 | *3207* | 7,37 | | | NC,40 | 11mo | | | P35′B106′F34′ | | FK | *Cem* | NDB21*refitted*37–*1801b* | 4 ″ 4 | |
| SVQJ | *ex*Portrushton, | *ss*Pir.No.2–36 | *2158* | BS11,39 | ✠LMC6,36 | | | *Lloyd's* | | *Intermediate BH in after CellD* | *hold dispensed with* | | | 6*BHonly* | 2SB,6*cf*,GS136,HS5024 | 21 ″ 5 | |
| | *ex*Portrush) | | | | | | | | | | B308′918*t*FPT59*t* | | | APT132*t* | J.Dickinson&Sons,Ld.Sld. | | |
| | *Cargo battens not fitted* | 1*Dk*(*Stl*) | | | | | | | | | | | | | | | |
| 69105 | **Adamantios** (*ex*Eastgate–37) | | *4277* | ✠100A1 | Msl | *y* | CL | 1915 | W.Gray& Co.Ld. W Hartlepool | AdamasS.S.Co.Ld. | 380·1 | 53·5 | 24·1 | Piræus Greek | T.3Cy.25″,41″&68″–48 (*s*) 1801b *1001b* 380NHP | 26 ″ 8 | |
| 923 | | *ss*Clf.No.3–11,27 | *4034* | 10,39 | | | 10,38 | 11mo | | | 392·0(O.L.) | | | 6*BHCem* | 2SB,8*cf*,GS151,HS6284 | ~~3~~ 29½ | |
| SVXA | | *ss*Hul.No.2–36 | *2694* | BS1,39 | ✠LMC6,36 | | | *Lloyd's* | | | P27′B230′F36′ | | FK | | Cen.Mar.Eng.Wrks.WHpl | 23 ″ 0½ | |
| | | 1*Dk*(*Stl*) | | | | | | | | | | | | *CellDB* | 45′/166′1270*t*APT130*t* | | |
| 69106 | **Adamas** (*ex*Promus–33) | | *4144* | ✠100A1 | Dnz | *x* | CL | 1918 | Craig,Taylor&Co.Ld. Stockton | AdamasS.S.Co.Ld. | 370·1 | 51·4 | 24·0 | Piræus Greek | T.3Cy.26″,42½″&69½″–45″ 1801b (*r*) 361NHP | 26 ″ 6 | |
| 750 | | *ss*Npt.No.3–8,30 | *3747* | ~~3,10 6,38~~ 2,41 | Bay Bkn | | 5,39 | 2mo | | | P52′B&F285′ | | FK | 6*BHCem* | 2SB,6*cf*,GS130,HS5700 | ~~3~~ 20½ | |
| SVLJ | | *ss*Dnz.No.2–39 | *2470* | ✠LMC6,39 | | | | *Lloyd's* | | *CellDB* | 319′113*t*FPT106*t* | | | APT184*t* | | 23 ″ 9 | |
| | | 1*Dk*(*Stl*) | | BS10,40 | | | | | | | | | | | N.E.MarineEng.Co.Ld.Sld | | |
| | *Cargo battens not fitted in enclosed bridge* | | | | | | | | | | | | | | | | |
| 69107 | **Adamastos** (*ex*Hanover–39) | | 5889 | ✠ ... | | | | 1919 | SunS.B.Co. Chester,Pa. | C.M.Lemos | 434·3 | 57·7 | 27·2 | Piræus Greek | T.3Cy.27″,45½″&76″–51″ 612NHP | 30 ″ 3 | RC |
| | *Fitted for oil fuel* | | — | 3,22 | | | | 10mo | | | | | FK | *WB* | TheSunS.B.Co.Chester,Pa | | † |
| SVZG | D.F. Sub.Sig. | 2*Dks* & *Shelter dk* | 3628 | ✠ | | | | | | | | | | | | | |
| 69108 | **Adamello** | | 5785 | ✠ ... | | | | 1920 | Nthmblnd S.B.Co.Ld. Newcastle | Soc.Anon. Cooperativa di Nav."Garibaldi" | 413·4 | 52·9 | 33·0 | Genoa Italian *WB* | T.3Cy.27″,45″&75″–51″ 572NHP WllsndSlpwy&E.Co.Ld. Newcastle | 35 ″ 5 | I |
| 1643 | | *ss*Gen.No.1–25 | 5519 | 2,29 | | | | 12mo | | | 399·9 | | FK | | | | † |
| IBDA | D.F. | 1*Dk*&*Shelter dk* | 3661 | ✠ | | | | | | | F38′ *on Shelter dk* | | | | | | |
| 69109 | **Adana** Ⓟ (*ex*Atto–36) | | 4205 | | | | | 1922 | Vulcan-WerkeA.G Stettin | Deutsche Levante-LinieHamburg A.G. | 360·7 | 51·0 | 26·0 | Hamburg German *WB* | T.3Cy.22⅔″,36⅔″&61⅔″–47½″ 260NHP Vulcan-WerkeA.G.Stettin | | G |
| | | | 3784 | | | | | | | | P44′B109′F45′ | | | | | | |
| DOAY | Sub.Sig. D.F. | 2*Dks* | 2597 | | | | | | | | | | | | | | |
| 69110 | — | **IronBg** | 1158 | ✠ ... | | | | 1870 | Laird Bros. Birkenhead | SadikogluFehmi | 258·2 | 29·7 | 20·0 | Istanbul Turkish | C.2Cy.30″&56″–36″ NE&B83 158NHP | 21 ″ 1 | |
| | (*ex*Eliane,*ex*Manon,6thSurveyArd.9,95 | | 1011 | 3,08 | | | | 11mo | | | len74 | | | | LairdBros.Birkenhead | | |
| TCAD | *ex*Magda, | 2ndSurveyGls.10,03 | 720 | | | | | | | | | | | | | | |
| | *ex*Stromboli,*ex*Brunswick) | 2*Dks* | | | | | | | | | | | | | | | |
| 69111 | **Adaptity** | *ss*Lon.No.1–40 | 372 | ✠100A1 | Yar | | OG | 1935 | Fellows& Co.Ld. Southtown, Gt.Yarmouth | F.T.Everard& Sons,Ld. | 136·1 | 26·1 | 9·8 | London British | Oil Engines 2 S.C.SA 3Cy.12⅞″–15⅝″ 84NHP | 10 ″ 6 | |
| 161549 | | *Oil Eng.* | 273 | 2,40 ~~12,35~~ | Lon | | ~~12,38~~ | 12mo | | | P37′F13′ | | FK | 3*BHCem* | NewburyDieselCo.Ld. Newbury | ~~8~~ 9 ″ 4½ | |
| MKMJ | *Mchy.Aft* | 1*Dk* | 183 | | ✠LMC8,40 | | 8,40 | *Lloyd's* | | | | | | *FPT*33*t* | | | |
| | *Cruiser Stern* | *Cargo battens not fitted* | | | | | | | | | | | | *APT*11*t* | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 'articulars of Classification. Character. — †for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|
| 69112<br>146664<br>GJPR | **Adda** Ⓟ<br>D.F. E.S.D.<br>*Ref. Mchy.* | TwinSc<br>*ssLiv No. 1-38 Oil Eng*<br>*ssLiv.No.3-5,35*<br>*2Dks(Stl)&Awng dk (Stl-pt teak s)* | 7816<br>6015<br>4663 | †100A1<br>*Awng dk*<br>*withfreeboard*<br>6,40 ~~10,38~~ 9,40<br>†LMC CS~~11,34~~<br>DBS~~10,39~~,40 10,38 | Liv | *b*† | CL<br>s9,38<br>PN9,38 |
| 69113<br>1969<br>IUQF | —<br>*ex*Molly-34,*ex*Beharrlichkeit,*ex*Trave,<br>*ex*Süd,*ex*Norden) | (*ex*Tai-37,*ex*Rinin-35,<br>1*Dk* | 792<br>610<br>426 | | | | |
| 69114<br>3792<br>PJAV | **Adela**<br>*Mchy.Aft*<br>*Longitudinal framing at bottom & at deck* | TwinSc<br>*ssCco.No.3-10,40 ~~ssCco.No.2-36~~*<br>1*Dk(Stl)* | 2696<br>*1810*<br>*1224* | †100A1<br>10,40 ~~2,40~~<br>BS~~8,39~~ †LMC~~6,35~~<br>10,40 8,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,28, | Cco | *t* | CL<br>~~7,37~~<br>P2,39<br>SN9,40<br>*bulk F.P. above* |
| 69115 | **Adelaide Star**<br>GyC.<br>*Ref. Mchy* | TwinSc<br>*Oil Eng.*<br>*CruiserStern* | 11000 | 100A1<br>*withfreeboard*<br>(*Class Contemplated*) | Liv | | CL<br>12,37 |
| 69116<br>DRAS | **Adele Ohlrogge** (*ex*Hilde-38, *ex*Paris,*ex*Saturn)<br>*Well deck* Sub.Sig. | 1*Dk2trB* | 1371<br>931<br>851 | | | | |
| 69117<br>DHAD | **Adele Traber**<br>D.F.<br>*Cruiser Stern* | 1*Dk* | 2575<br>2142<br>1426 | | | | |
| 69118<br>924<br>SVYF | **Adelfoi Chandris** (*ex*Cokesit-38)<br>*ssN.Yk.2ndNo.3-1,38*<br>2*Dks*<br>*Longitudinal framing* | | 6176<br>—<br>4401 | 100A1<br>4,10 ~~8,30~~<br>BS~~1,36~~ †LMC1,38<br>4,40<br>**Surveys delayed** | Pir<br>Liv | | CL<br>12,37 |
| 69119<br>121<br>SVGD | **Adelfotis** (*ex*CapeSt.Columba-35,<br>*ex*CarlowCastle)<br>*Mchy.Aft* | *ssLon No.3-12,29*<br>*ssRot.No.2-38*<br>1*Dk(Stl)&Shelter dk(Stl)*<br>2*nd dk(Stl)m No.1 hold*<br>*Cargo battens not fitted in lower holds* | 5838<br>*5605*<br>*3676* | †100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,41 ~~10,39~~<br>~~BS10,39~~ †LMC5,37 | HKg<br>Pir | *y* | CL<br>~~12,37~~<br>1,41 |
| 69120<br>162517<br>GBFV | **Adellen**<br>D.F. GyC.<br>*Mchy.Aft* | *Oil Eng.*<br>*ssAms.No.2-39*<br>2*Dks(Stl)&Web frames*<br>*Longitudinal framing* | 7984<br>7426<br>4785 | †100A1<br>2,41 ~~4,40~~<br>†LMC CS6,39<br>DBS~~8,39~~11,40 6,39<br>*Carrying Petroleum in bulk* | Lon<br>NYk | *c*† | CL<br>~~10,38~~<br>2,41 |
| 69121<br>159560<br>VLGJ | **Adelong**<br>E.S.D.<br>*Mchy.Aft* | *Cargo battens not fitted*<br>1*Dk*<br>*Cruiser Stern* | 3577<br>3033<br>1878 | †100A1<br>8,39<br>BS~~8,39~~ †LMC7,36<br>5,40 | NSW | | OG<br>~~4,37~~<br>8,40 |
| 69122<br>FNLA | **Aden**<br>D.F. | TwinSc<br>2*Dks(Stl)&Shelter dk(Stl-ws)* | 8033<br>7633<br>5066 | †<br>3,18<br>† | Yka | *c*† | 1918<br>3mo |
| 69123<br>25467<br>JADD | **Aden Maru**<br>*Mchy.Aft* | *ssKob.No.3-3,32*<br>*ssKob.No.2-41 ~~ssYka.No.1-37~~*<br>2*Dks(Stl)&Awng dk(Stl)* | 5824<br>5586<br>4195 | †100A1<br>*Awng dk*<br>*withfreeboard*<br>2,41 ~~4,39~~ †LMC~~4,39~~ 2,41<br>*Fitted for oil fuel* 5,23 | Kob | *y* | OG<br>~~2,38~~<br>1,41<br>*F.P. above* |
| 69124<br>2189<br>LJDG | **Adige** (*ex*Adriana-38) | 1*Dk* | 1006<br>906<br>609 | | | | 1906 |
| 69125<br>5859<br>PCDO | **Adinda**<br>D.F. *Cruiser Stern*<br>*Longitudinal framing at bottom, in centre*<br>*Mchy.Aft* | *Oil Eng.*<br>1*Dk*<br>*tank & in trunk* | 3359<br>2350<br>1789 | †100A1<br>1,39<br>DBS9,40 †LMC1,39<br>*Carrying Petroleum in bulk* | Mfl | *u* | CL<br>1939<br>1mo |
| 69126<br>UOVL | **Adjaristan** Ⓟ<br>(*ex*Adjaria)<br>*Ref. Mchy.*<br>Srb.Sig. | TwinSc<br>*Oil Eng.*<br>2*Dks*<br>*CruiserStern* | 4727<br>3101<br>2583 | | | | 1927 |
| 69127<br>145582<br>GFJW | **Adjutant** (*ex*Myrtlepark) | *ssLon.No.3-7,35*<br>2*Dks(Stl)* | 1942<br>1749<br>1172 | †100A1<br>Examined 7,41 Brs<br>BS7,41 †LMC5,40 | ~~Mdk~~ | *r* | CL<br>~~5,38~~<br>6,41 |
| 69128<br>DOTX | **Adler** Ⓟ<br>Wireless D.F. E.S.D.<br>*Ref. Mchy.* | 1*Dk*<br>*CruiserStern* | 1494<br>891<br>702 | | | | 1938 |
| 69129<br>UOJV | —<br>(*ex*Peter) | IronTwinSc<br>1*Dk* | 338<br>286<br>214 | | | | 1883 |

| 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed if not in L.R. Dated Bk. of Trade Cert |
|---|---|---|---|---|---|---|---|---|---|
| 1922<br>11mo | Harland & Wolff,Ld.<br>Greenock<br>*Lloyd's SA&CP*<br>*Cell DB363t* | ElderDempster Lines,Ld.<br>1160*t DT a* 18'303*t* | 435·3<br>P34'B235'F50'<br>*Awng dk* FK<br>*FPT99t APT118t* | 57·3<br>*on* | 31·3<br>*(7 to Awn dk* | Liverpool<br>British<br>8*BHpt Cem*<br>1 „ *U* „) | Oil Engines 4S.C.SA<br>16Cy.29½"–45½" 1317NHP<br>DB–*100lb*<br>Harland&Wolff,Ld.Gls. | 34 *ft* 6<br>s 9 *in* 9½<br>24 *ft* 11 | BT<br>till<br>~~9,39~~<br>~~12,40~~<br>~~12,46~~<br>6,41 |
| 1905 | Nylands Værksted<br>Oslo | GestioneArmamentoPiroscafo "Adda" | 204·6<br>191·9<br>Q56*t* | 30·1<br>B85*t* | 15·3<br>H11*t* F22*t* | Genoa<br>Italian<br>*WB* | T.3Cy.15½",25"&42"–30" 97NHP<br>NylandsVærksted,Oslo | | I |
| 1928<br>6mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>*Lloyd's SA&CP*<br>50° F. | N.V.Curaçaosche Scheepv.Maats. | 305·3<br>P86'F45'<br>*Trunk* 174'<br>*above* 1 | 50·3<br>FK<br>*FPT* | 15·1<br>*Cem*<br>*pt Asp*<br>114*t APT*86*t* | Willmstad<br>Dutch<br>11*BHpt Cem*<br>*pt Asp*<br>114*t APT*86*t* | T.6Cy.13",22"&35"–24" (*s*) 180lb 234NHP<br>2SB,*4cf*, ,HS4042 FD<br>Armstrong,Whitworth& Co.Ld.Nwc. | 15 *ft* 0<br>s1 *in* 7<br>13 *in* 6¾ | |
| 1940 | Akt.Burmeistr&Wain<br>Copenhagen | BlueStarLine,Ld. | 528·0<br>Cell | 70·0<br>*DBuE* | 43·4<br>13'182*t DT f* 36'439*t FPT*294*t APT*65*t* | British | Oil Engines 2S.C.DA<br>12Cy.24 7/16"–55⅛"<br>Akt.Burmeistr&Wain,Cpn. | | |
| 1894<br>Schiffsb.Ges. Flensburg | | KarlGross | 231·6<br>Q71'B105'F25' | 33·4 | 13·8 | Brake<br>German<br>*WB* | T.3Cy.16",26"&43"–33" NB28 106NHP<br>FlensburgerSchiffsb.Ges. | | G |
| 1930<br>Schiffsb.Ges. Flensburg | | W.Traber&Co. | 281·7<br>P22'F25' | 46·1 | 21·9 | Hamburg<br>German<br>*WB* | T.3Cy.22",34⅝"&56 5/16"<br>105NHP<br>FlensburgerSchiffsb.Ges. | | G |
| 1919<br>Vancouver, Wash. | GMStandiferCnst.Corp. | J.D.Chandris<br>*Cell D* | 401·0<br>P34'F38'<br>*B344'1326t FPT85t* | 53·0<br>FK | 34·6<br>7*BHCem*<br>*APT147t* | Piræus<br>Greek<br>7*BHCem*<br>*APT147t* | T.3Cy.24½",41½"&72"–48" (*r*) 200lb 545NHP<br>3SB,*9cf*,GS189,HS8112 FD<br>Hooven,Owens,Rentschler Co | 34 *ft* 6<br>s 8 *in* 2¾<br>26 *in* 6 | |
| 1917<br>2mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>*Lloyd's SA&CP* | M.J.Carras | 400·0<br>F on *Shelter dk* 39'<br>*Cell DB351'1300t* | 53·0 | 32·8<br>FK<br>6*BHCem*<br>*APT110t* | Chios<br>Greek | T.3Cy.26",45"&74"–48" (*s*) 180lb 465NHP<br>3SB,*9cf*,GS189,HS7908<br>Richardsons,Westgarth& Co.Ld.Sld. | 35 *ft* 5<br>s 9 *in* 5½<br>26 *in* 2½ | |
| 1930<br>12mo | Blythsw'd S.B.Co.Ld.<br>Glasgow<br>*Lloyd's SA&CP* | AdellenShipping Co.Ld.<br>*Cell DBuE* 13'182*t DT f* 36'439*t FPT*294*t APT*65*t* | 459·7<br>P94'B30'F38' | 60·0<br>FK | 34·5<br>17*BHpt Cem*<br>(10 *to U dk*<br>7 „ *2nd*,,) | London<br>British<br>2DB*180lb* | Oil Engines 4S.C.SA<br>8Cy.29½"–59 1/16" 653NHP<br>J.G.Kincaid&Co.Ld.Grk. | 34 *ft* 5<br>s 6 *in* 10½<br>27 *in* 10½ | |
| 1936<br>7mo | Harland& Wolff,Ld.<br>Glasgow<br>*Lloyd's SA&CP* | Huddart,Parker, Ld.<br>*Cell DBuE* 42'<br>*f* 194'795*t D* | 345·0<br>359·3(O.L.)<br>P129'B16'F39'<br>*Tf* 38' 465*t FPT*73*t* | 48·2<br>FK | 23·8<br>7*BHCem*<br>*APT147t* | Melbourne<br>British<br>2WTB(Spt),HS5578 FD<br>J.G.Kincaid&Co.Ld.Grk. | T.3Cy.22½",38"&64"–45" ~~220lb~~200lb (*s*) 399NHP | 27 *ft* 0<br>s 4 *in* 5½<br>22 *in* 8½ | |
| 1918<br>3mo | AsanoS.B. Co.Ld.<br>Tsurumi | ChargeursRéunis<br>*Cell* | 445·0<br>*DB* 389'1347*t FPT* | 58·0<br>FK | 40·0<br>7*BHCem*<br>84*t APT*32*t* | Dunkirk<br>French<br>4SB,*12cf*,GS232,HS9835 FD<br>IshikawajimaS.B.&E.Co. Ld.Tokyo | T.6Cy.22",36½"&61"–48" 703NHP | 40 *in* 1 | V<br>† |
| 1919<br>7mo | Kawasaki Dkyd.Co.Ld<br>Kobe<br>A&CP<br>50° F. | OnoShojiGomei Kaisya<br>*Cell DB334'1118t* | 385·0<br>FK<br>*FPT126t APT93t* | 51·0 | 36·0<br>*Collision BHto A dk*<br>5 „ „ *U*„ | Kobe<br>Japanese<br>*Cem* | T.3Cy.26",43½"&72"–48" (*s*) 200lb 437NHP<br>2SB(Spt),&1AuxSB,*8cf*, GS154,HS5636 FD<br>KawasakiDkydCoLdKobe | 36 *ft* 0<br>s 9 *in* 1½<br>27 *in* 1 | |
| 1906<br>Schiffsb.Ges. Flensburg | Flensburgr | PaoloFerraro | 236·5<br>226·7<br>P&B140'F30' | 33·4 | 15·2 | Genoa<br>Italian<br>*WB* | T.3Cy.16",26¾"&44"–33" 111NHP<br>FlensburgerSchiffsb.Ges. | | GI |
| 1939<br>1mo | Cantieri RiunitiDell' Adriatico Monfalcone<br>*Lloyd's SA&CP* | Nederl.-Indische Tankstoomboot Maats.<br>*Cell DBuE* 63'123*t* | 332·0<br>347·7(O.L.)<br>P93'F53'<br>*Trunk* 186'<br>*DTf* 27'85*t FPT*86*t* | 46·6<br>FK | 20·0<br>*pt Asp*<br>*APT*63*t* | TheHague<br>Dutch<br>13*BHpt Cem*<br>DB*180lb*<br>WerkspoorN.V.Ams. | Oil Engines 4S.C.SA<br>6Cy.19 1/16"–43 5/16" 223NHP | 20 *ft* 0<br>s 1 *in* 7½<br>18 *in* 6¾ | |
| 1927 | BalticS.B. &E.Works Leningrad | U.S.S.R. | 353·5<br>B&F268' | 51·0 | 25·3<br>*WB* | Odessa<br>Russian | Oil Engines 2S.C.SA<br>12Cy.25 5/16"–33⅛" 1372NHP<br>Russian Diesel Works,Len. | | |
| 1922<br>6mo | Grangm'th Dkyd.Co.Ld.<br>Gr'ngemouth<br>*Lloyd's SA&CP* | GeneralStm.Nav. Co.Ld.<br>*Cell DBa63'u E28'* | 280·3<br>P21'B68'F29'<br>*f* 124'549*t FPT*44*t* | 41·9<br>FK | 18·9<br>4*BHCem*<br>*APT42t* | London<br>British<br>2SB,*6cf*,GS113,HS3712 | T.3Cy.21",35"&57"–36" (*s*) 180lb *100lb* 227NHP<br>D.Rowan&Co.Ld.Glasgow | 20 *ft* 9<br>s 2 *in* 8½<br>18 *in* 3 | |
| 1938<br>Maschb.Ges. Lübeck | Lübecker | ArgoReederei<br>RichardAdler&Co. | 249·2<br>P48'B&F189'<br>*Upr.*B73'*Upr.*F28' | 39·6 | 12·2 | Bremen<br>German<br>*WB* | C.4Cy.17 11/16"&35 7/16"–35 7/16" & LP turbine with DR gearing & hydraulic coupling HS2799 240NHP<br>DeutscheSchiff.-uMschb. A.G.Weser,Bmn. | | G |
| 1883<br>Tecnico Trieste | Stabilmnto | U.S.S.R. | 176·0<br>*DT* | 27·1 | 7·4 | Rostovo/D<br>Russian | C.4Cy.11½"&23½"–18" NB04 39NHP<br>StabilimentoTecnico,Tri. | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Tonl. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné ou maintenant expiré. Lettre ci-contre. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres où coté. Si c'est dans le L.L. Durée Cert. II. Année. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69130 OQCA | **Administrateur Général Arnold** *Mchy.Aft* 1*Dk* | | 659 503 361 | | | | | 1927 | Jos.Boel& Zonen Temsche | BelgianGovernment(Ministère desColonies) | 180·3 | 29·5 | 15·1 | Boma Belgian *WB* | T.3Cy.14½",22½"&37½"-23½" 68NH Anc.Etablis Van de Kerckove,Ghent | | |
| 69131 155939 GMKK | **Admiral Chase** (*ex*Sutransco) *ss*S.Fo.No.3–9,32 1*Dk*(*Stl*)2*nd tr B* ~~1*Dk*(*Stl*)*tr B*~~ *in fore& after holds& Web frames* *ss*S.Fo.No.2–40 | | ~~3285~~ ~~3066~~ ~~1995~~ 3286 2890 1997 | ✠100A1 9,40 ~~10,30 T 10~~ ~~MS9,35~~ *Fitted for oil* | SFo Ver ✠LMC 7,40 ~~BS5,35~~ 6,40 *fuel* 8,20 | *v* | CL ~~N1,84~~ *F.P.a* | 1920 8mo | Submarine BoatCorp. Newark,N.J. CP 0° F. | W.R.Carpenter OverseaShipping. Ld. *CellDB*251'827*t* | 324·0 P30'B90'F35' FK *DTf* 20' 394*t FPT* | 46·2 | 25·0 | Port Moresby British 6*BHptCem* *above*15 | 1DRGearedSteamTurbine 200lb (*s*) 386NHP 2WaterTubeBoilers FD HS5800 111*tAPT*69*t* | 28 " 6 ~~5 - 7½~~ 29 " 0 | |
| 69132 KDBS | **Admiral Cole** (*ex*Surailco) *ss*S.Fo.No.3–11,32 *ss*S.Fo.No.1–37 1*Dk*(*Stl*)2*nd tr B* ~~1*Dk*(*Stl*)*tr B*~~ *in fore& after holds& Web frames* | | 3285 6,40 ~~8,20~~ 3005 1997 | ✠100A1 ~~MS9,30~~ *Fitted for oil* | SFo ✠LMC5,37 *fuel* 9,20 | | CL N9,39 *F.P. a* | 1920 9mo | Submarine BoatCorp. Newark,N.J. *above* 1 50° F. | AdmiralOriental Line *CellDB*251'827*t* | 324·0 P30'B90'F35' FK *DTf* 20' 394*t FPT* | 46·2 | 25·0 | S.Frncisco Utd. States 6*BHptCem* *APT*69*t* | 1DRGearedSteamTurbine 200lb (*s*) 386NHP 2WaterTubeBoilers(Spt) HS5800 FD 111*tAPT*69*t* WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 " 6 | |
| 69133 ~~22065?~~ ~~KDDT~~ | **Admiral Day** (*ex*Sutermco) ~~*ss*SFo.2ndNo.3–8,40~~ ~~*ss*S.Fo.No.3–2,32~~ 1*Dk*(*Stl*)2*nd tr B* ~~1*Dk*(*Stl*)*tr B*~~ *in fore& after holds& Web frames* ~~*Fitted for oil fuel*~~ | | 3285 ~~8,40~~ 3005 1997 | ✠100A1 ~~BS4,40~~ ~~MS6,37~~ *Fitted for oil* | SFo ✠LMC8,40 *fuel* 8,20 | *v* | CL 7,40 *F.P.above* | 1920 8mo | Submarine BoatCorp. Newark,N.J. CP 150°F. | W.R.Carpenter Oversea Shipping,Ld. *CellDB*251'827*tD* | 324·0 P30'B90'F35' FK *Tf*20'394*t FPT*111*t* | 46·2 | 25·0 | Samarai Papua British *WB* | 1DRGearedSteamTurbine 200lb HS5800 (*s*)386NHP 2WaterTubeBoilers FD 6*BHptCem* *APT*69*t* WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 " 6 | R † |
| 69134 220862 KDLE | **Admiral Halstead** (*ex*Suwordenco) *ss*S.Fo.No.3–2,33 *ss*S.Fo.No.1–37 1*Dk*(*Stl*)2*nd tr B* ~~1*Dk*(*Stl*)*tr B*~~ *in fore& D.F. afterholds& Webframes* | | 3289 7,40 ~~8,30~~ 3005 2007 | ✠100A1 BS4,40 ~~MS6,37~~ *Fitted for oil* | SFo ✠LMC ~~BS4,39~~ N7,40 *fuel* 1,21 | *v* | CL ~~7,38~~ *F.P.a* | 1921 1mo | Submarine BoatCorp. Newark,N.J. CP 50° F. | PacificLighterage Corp. *CellDB*251'827*tD* | 324·0 P30'B90'F35' FK *Tf*20'394*t FPT*116*t* | 46·2 | 25·0 | S.Frncisco Utd.States 6*BHptCem* *APT*69*t* | DRGeared SteamTurbine 200lb (*s*) 386NHP 2 WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 " 6 | |
| Now "Suriyothai–Nawa," *see* Vol. 69066 | **Admiral Laws** (*ex*Sunugentco) | | 3268 ~~3066~~ 3003 2007 | ✠ ... ~~Prmsn~~ 2,35 | LAn | *v* | | 1921 3mo | Submarine BoatCorp. Newark,N.J. | AdmiralOriental Line *CellDB*251'827*tD* | 324·0 P30'B90'F35' FK *Tf*20'394*t FPT*111*t* | 46·2 | 25·0 | S.Frncisco Utd. States 6*BHptCem* *APT*69*t* | 1DRGearedSteamTurbine HS5800 386NHP 2 Water Tube Boilers WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 " 6 | R † |
| 69135 KDNX | 1*Dk*(*Stl*)2*tr B* in fore& after holds& Web frames Fitted for oil fuel | | | | | | | | | | | | | | | | |
| 69136 220635 KDFK | **Admiral Nulton** (*ex*Suscolanco) *ss*S.Fo.No.3–4,40 ~~*ss*S.Fo.No.3–10,38~~ 1*Dk*(*Stl*)2*nd tr B* ~~1*Dk*(*Stl*)*tr B*~~ *in fore& D.F. afterholds& Webframes* | | 3267 ~~4,40 6,37~~ 3005 2011 | ✠100A1 ~~BS7,37~~ ~~MS9,37~~ 4,40 *Fitted for oil* | SFo ✠LMC ~~10,37~~ 4,40 *fuel* 10,20 | *v* | CL ~~3,35~~ 4,40 *F.P. a* | 1920 10mo | Submarine BoatCorp. Newark,N.J. CP 50°F. | AdmiralOriental Line *CellDB*251'827*tD* | 324·0 P30'B90'F35' FK *Tf*20'394*t FPT*111*t* | 46·2 | 25·0 | S.Frncisco Utd.States 6*BHptCem* *APT*69*t* | 1D RGearedSteamTurbine 200lb (*s*) 386NHP 2WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 " 6 | |
| 69137 117116 WGCH | **Admiral Rogers** Ⓟ (*ex*Spokane) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks& Hur.dk* | | 2277 — 1350 | | | | | 1902 | UnionIron Works S.Francisco | DulienSteel Products,Inc. *WB* | 270·1 | 40·1 | 17·3 | Seattle, Wash. Utd. States | T.3Cy.23½",40"&66"-42" 284NHP UnionIron Works,S.Frisco | | |
| 69138 203123 WGCJ | **Admiral Sebree** (*ex*Ogdensburg) *Fitted for oil fuel* *Mchy.Aft* 2*Dks* | | 2446 — 1866 | | | | | 1906 | American S.B.Co. Cleveland,O. | DulienSteel Products,Inc. | 242·0 F40' | 43·0 | 26·5 | S.Frncisco Utd. States | Q.4Cy.17½",25½",37"&54" -36" 175NHP AmericanS.B.Co.Clevelnd | | |
| Now "Chaopsatri-Nawa," *see* Vol. 69066 in Supplement | **Admiral Senn** (*ex*Sulanierco) | | 3260 ~~3066~~ 3003 1996 | ✠ ... ~~Prmsn~~ 2,35 | SFo | *v* | | 1920 10mo | Submarine BoatCorp. Newark,N.J. | AdmiralOriental Line *CellDB*251'82 | 324·0 P30'B90'F35' FK 7*tDTf*20'394*tFPT* | 46·2 | 25·0 | S.Frncisco Utd.States 6*BHptCem* *APT*69*t* | 1DRGearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 " 6 | R † |
| 69139 KDFI | Sub.Sig. 1*Dk*(*Stl*)2*tr B* in fore& after holds& Webframes Fitted for oil fuel | | | | | | | | | | | | | | | | |
| 69140 220693 KDHA | **Admiral Wiley** (*ex*Surichco) *ss*S.Fo.No.3–2,33 1*Dk*(*Stl*)2*tr B* in fore& after hold-s& Web frames Fitted for oil fuel | | 3514 — 3005 2183 | — 11,39 | LAn | *v* | | 1920 10mo | Submarine BoatCorp. Newark,N.J. | AmericanTrading &ShippingCo., (JohnN.Raymond) *CellDB*251'827*t* | 324·0 P30'B90'F35' FK *DTf* 20' 394*t FPT* | 46·2 | 25·0 | S.Frncisco Utd. States 6*BHptCem* *APT*69*t* | 1DRGearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 " 6 | |
| 69141 220402 KJZT | **Admiral Y. S. Williams** (*ex*Sunewco–34) *Fitted for oil fuel* *ss*N.Yk.No.1–26 1*Dk*(*Stl*)2*tr B* in fore& after holds& Webframes | | 3252 3005 2000 | — 7,31 | Sea | *v* | | 1920 9mo | Submarine BoatCorp. Newark,N.J. | AmericanTrading &ShippingCo., (JohnN.Raymond) *CellDB*251'82 | 324·0 P30'B90'F35' FK 7*tDTf*20'394*tFPT* | 46·2 | 25·0 | S.Frncisco Utd.States 6*BHptCem* *APT*69*t* | 1DRGearedSteam Turbine HS5800 386NHP 2 Water Tube Boilers WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 " 6 | |
| 69142 DHAJ | **Adolph Kirsten** *CruiserStern* *Ref.Mchy.* 1*Dk* | | 995 843 543 | | | | | 1927 | Lübecker Masch.Ges. Lübeck | A.Kirsten *WB* | 228·2 P181'F31' | 34·6 | 13·3 | Hamburg German | T.3Cy.18½",29½"&47½"-31½" 125NHP LübeckerMschGes.Lübeck | | G |
| 69143 TUTU | **Adolphe Le Prince** TwinSc 1*Dk* | | 343 — 101 | — 11,39 | LAn | *v* | | 1926 | Atel.&Ch. delaLoire Nantes | Cie.Normande de Nav.àVap. | 164·4 F20' | 23·5 | 12·0 | Havre French | T.6Cy.9½",15½"&25¾"-14½" 48NHP Atel.&Ch.delaLoire,Nts. | | V |
| 69144 ONCC | **Adolphe Urban** (*ex*Nordby) *ss*Lon.No.1–16 Wireless 1*Dk*(*Stl*) | | 537 — *244* | — 4,22 | Hul | *g* | | 1913 1mo | Hall.Russell&Co.Ld. Aberdeen | Armement L.Hermans, Soc.Anon. | 155·6 Q94'F19' BK7 *FPT*20*t* | 26·1 | 12·3 | Bruges Belgian *WB* | T.3Cy.13",18"&31"-21" 64NHP ISB,2*pf*,GS37,HS1210 Earle'sCo.Ld.Hull | 13 " 0 | G † |
| 69145 147201 GBZN | **Adrastus** Ⓟ D.F. *Fitted for oil fuel* 2*Dks* | | 7905 6540 4948 | | | | | 1923 | Scott'sS.B. &E.Co.Ld. Greenock | OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*) | 459·5 P53'B164'F57' | 58·1 | 32·5 | Liverpool British *WB* | 2 SR Geared Steam Turbines Scott'sS.B.&E.Co Ld.Grk. | | BT till 8,41 |
| 69146 DIAM | **Adria** *OilEng.* *Mchy.Aft* *ss*Ham.No.3–3,39 D.F. E.S.D. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing* *CarryingPetroleum in bulk* | | 6358 5783 3687 | ✠ 3,39 | Ham | | | 1927 7mo | Akt.Ges. "Weser" Bremen | JohnT.Essberger | 412·8 430·9(O.L.) P123'B28'F41' FK *CellDBuE64'* | 54·1 | 32·9 | Hamburg German 18*BHptCem* (6„*to2nddk*) 142*tDTf*25' | Oil Engines 4S.C.SA 6Cy.27½"-55½" 438NHP 2WaterTubeDB A.G. "Weser," Bremen 164*tFPT*171*tAPT*151*t* | 32 " 9 | |
| 69147 | | | | | | | | | | | | | | | | | |
| 69148 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any* / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net | 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 7 Port of Survey. Years Assigned now expired. Equipment letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. m. | 15 Registers in which classed, if not in L.R. Date of B. of T. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69149<br>222<br>IBGA | **Adria** Ⓟ (*ex*Pilsna-36,*ex*Adria-35, *ex*Ferencz Ferdinánd)<br>D.F. *ss*Tri.2nd No.3–11,39<br>*Ref.Mchy.* 2*Dks*(*Stl–U*–ws) | | 3809<br>2473<br>2164 | ✠100A1 1,10~~1,30~~<br>✠LMC<br>MS6,39 BS11,39<br>Lloyd'sRMC11,39<br>*Fitted for oil fuel* 5,31 | Tri Nap<br>*v* | CL N1,38<br>*F.P. above* 150°F. | 1914<br>5mo<br>*Lloyd's* | ClydeS.B. & E.Co.Ld. PortGlasgow<br>*sA&CP* | LloydTriestino Soc.Anon.diNav.<br>*CellDBa*1 | 347·4 \| 46·4 \| 22·8<br>335·0<br>P&B234'F40' FK<br>10'*uE&B*59'*f*128'5 7 0*t APT*16 | Trieste<br>Italian<br>6*BHCem* | Q.4Cy.22½",32",47"&68"–48"<br>225lb (*r*) 497NH<br>1SB,*12cf*,GS212,HS7128 FD<br>ClydeS.B.&E.Co.Ld.P.Gl | 25 *m* 0<br>s 3 *m* 1½<br>22 *m* 2½ | |
| 69150<br>DJOT | **Adrian**<br>*Oil Eng.*<br>*Cruiser Stern* 1*Dk* | | 1279<br>973<br>684 | | | | 1935<br>Nordsee-werke G.m.b.H. Emden | E.KomrowskiReed | 231·3 \| 36·1 \| 13·8<br>B46'Q84'F23' | Hamburg<br>German<br>*WB* | Oil Engines 4S.C.SA<br>8Cy.16¼"–26⅜" 222NHP<br>Fr.KruppGermaniawftAG | | G |
| 69151<br>212089<br>KJAA | **Adrian Iselin**<br>*Mchy.Aft*<br>D.F. 1*Dk* | | 2040<br>—<br>1229 | | | | 1914<br>American S.B.Co. Detroit | ~~Gee.HallCorporation~~ Nicholson TransitCo. | 244·0 \| 43·0 \| 20·5<br>*WB* | Detroit<br>~~Ogdensburg,N.Y.~~<br>Utd.States | T.3Cy.18",29"&48"–40"<br>146NHP<br>AmericanS.B.Co.Detroit | | R |
| 69152<br>123:<br>IBHA | **Adriana** TwinSc<br>*ss*Gen.No.3–5,35<br>*Mchy.Aft* *ss*Gen.No.1–39 *Oil Eng.*<br>D.F. 1*Dk*(*Stl*)&*Web frames*<br>*Cargo battens not fitted* | | 4353<br>3966<br>2602 | ✠100A1<br>*Tubular Vessel*<br>4,40 ~~3,30~~ 4,40<br>✠LMC CS6,~~35~~ 8,37 | Gen<br>*x* | CL 2,38 | 1923<br>3mo | Cant.Fedl. perCostruzioneNavali PietraLigure A&CP | Soc.Esercizio Armamento<br>*CellD B*273'988*t FPT*355*t* | 340·4 \| 51·1 \| 31·3<br>353·6(O.L.)<br>P89'F36' FK<br>6*BHCem*<br>*APT*128*t* | Genoa<br>Italian | Oil Engines 2S.C.SA<br>8Cy.21¼"–29⅛" 632NHP<br>AnsaldoSanGiorgio,Turin | 35 *m* 6<br>s 11 *m* 4½<br>24 *m* 3½ | |
| 69153<br>204726<br>WNTU | **Adriatic**<br>D.F.<br>*Mchy.Aft* GyC. 1*Dk* | | 4658<br>—<br>3391 | | | | 1907<br>American S.B.Co. Lorain,O. | InterlakeS.S. Co.(Pickands, Mather&Co*Mgrs.*) | 420·0 \| 52·0 \| 28·0<br>H75'F46'<br>*WB* | Wilmgton (Del.)<br>Utd.States | T.3Cy.22",35"&58"–42"<br>218NHP<br>AmericanSB.Co.Cleveland | | R |
| 69154<br>51<br>IAGT | **Adriatico** Ⓟ TwinSc<br>*Oil Eng.*<br>2*Dks*<br>*Cruiser Stern* | | 1976<br>1597<br>1070 | | | | 1931<br>Cantieri Riuniti Dell' Adriatico Monfalcone | "Adriatica"Soc. Anon.diNav. | 267·3 \| 40·2 \| 22·6<br>257·5<br>F34' *WB* | Bari<br>Italian | Oil Engines 2S.C SA<br>12Cy.17½"–29⅛" 654NHP<br>SocAn"Fiat"S.G.M.Turin | | I |
| 69155<br>442<br>IBAS | **Adua** Ⓟ (*ex*Premjer–35,*ex*Tasso) *ss*Dnz.No.2–31<br>*Ref.Mchy.* 1*Dk*&*Awng dk*(*Stl*–ws)<br>D.F. *Platform dk in No.1hold*&<br>2*nd dk*(*Stl*)*in No.3hold*<br>*Cruiser Stern* | | 3564<br>—<br>2138 | ✠ —<br>1,36<br>✠ | Lon<br>*u* | | 1922<br>8mo | Ramage& Ferguson,Ld Leith | LloydTriestino Soc.Anon.diNav.<br>*CellDB*280'604*t* | 344·4 \| 42·8 \| 28·2<br>333·2<br>F35' *on Awng dk* FK<br>*FPT*50*t APT*9*t* | Naples<br>Italian<br>*Cem*<br>7*BHto Awning dk* | T.3Cy.21¼",36"&63"–42"<br>425NHP<br>2SB,*8cf*,GS159,HS6302<br>Ramage&Fergusn,Ld.Lth. | 30 *m* 6 | I † |
| 69156<br>165435<br>GZLC | **Adula**<br>D.F. E.S.D. *Oil Eng.*<br>1*Dk* 2*nd dk clear of cargo tanks*<br>*Longitudinal framing at bottom*& *at deck*<br>*Mchy.Aft* *Cruiser Stern* | | 8040<br>7201<br>4758 | ✠100A1 ~~1,30~~ 3,41<br>~~DB3,41~~ ✠LMC4,~~39~~<br>*Carrying Petroleum in bulk*<br>✠LMC CS4,40 4,39 | Sng Bkn<br>*c*† 2½ | CL 4,40 | 1937<br>3mo<br>*Lloyd's* | Blythsw'd S.B.Co.Ld. Glasgow<br>*sA&CP* | Anglo-Saxon PetroleumCo.Ld.<br>*Cell DBuE*69'164*t DT* | 465·0 \| 59·2 \| 33·8<br>482·5(O.L.)<br>P90'B41'F66' FK<br>*f*25'292*t FPT*140*t* | London<br>British<br>15*BH*<br>*APT*89*t* | Oil Engines 4S.C.SA<br>8Cy.25⅛"–55½" 503NHP<br>DB*180lb*<br>J.G.Kincaid&Co.Ld.Grk. | 34 *m* 0<br>s 6 *m* 7¾<br>27 *m* 7 | |
| 69157<br>OHZJ | **Advance** (*ex*Benito–36,*ex*Binab–35, *ex*CapLaHève,*ex*Serbier, *ss*Dnk.No.2–25 *ex*LakeHuron) D.F. 1*Dk* | | 1839<br>1666<br>1042 | ✠ ...<br>8,28<br>✠ | | | 1917<br>11mo | Chicago S.B.Co. Chicago | RederiA/B Advance(Algot Johansson) | 260·8 \| 43·7 \| 17·7<br>249·5<br>P25'B64'F26' FK<br>*WB* | Mariehmn<br>Finnish | T.3Cy.20",33"&54"–40"<br>272NHP<br>AmericanSBCoClevelnd,O | 20 *m* 4 | |
| 69158<br>LJQP | — (*ex*Groveburn–37,Ulmus–37, *ex*Groveburn–34,*ex*Hekla) 1*Dk* | | 881<br>684<br>489 | | | | 1921<br>Pusnæs Stöberi&M.V Arendal | LarsFredriksen | 210·9 \| 33·3 \| 13·7<br>Q77'B50'F29' | Oslo<br>Norwegian<br>*WB* | T.3Cy.15",25"&40"–30"<br>88NHP<br>PusnæsStöberi&Mek.Vrks | | N |
| 69159<br>166263<br>GSSK | **Adviser**<br>2*Dks*<br>*Cruiser Stern* | | 6348<br>5853<br>3886 | ✠100A1<br>11,40~~12,39~~<br>✠LMC4,39 | Gls Avn<br>*b*† | CL | 1939<br>4mo<br>*Lloyd's* | Lithgows Ld. PortGlasgow<br>*sA&CP* | CharenteSSCo.Ld. (T.&J.Harrison, *Mgrs.*)<br>*CellDB*374' 1235*t D*<br>*Ta*34'732*t FPT*71*t* | 445·5 \| 56·5 \| 29·6<br>459·7(O.L.)<br>P47'B144'F43' FK<br>7*BHCem*<br>*APT*62*t* | Liverpool<br>British | T.3Cy.29",47"&81"–54" &<br>LPturbine withDRgearing<br>&hydraulic coupling<br>215lb (*r*) 867NHP<br>2DB(Spt)&1SB(Spt),*15cf*,<br>GS345,HS13205<br>D.Rowan&Co.Ld.Gls. | 32 *m* 2<br>s 6 *m* 6¾<br>25 *m* 9½ | |
| 69160<br>771<br>SVHD | **Aeas** (*ex*Mount Pentelikon–34,*ex* GambiaRiver–33) 1*Dk* | | 4729<br>4375<br>2988 | | | | 1915<br>Irvine'sS.B &D.D.Co.Ld. W Hartlepool | PaterasBros. | 385·1 \| 52·0 \| 27·0<br>P36'B126'F58' | Piræus<br>Greek<br>*WB* | T.3Cy.25",40"&68"–48"<br>Richardsons, 320NH<br>Westgarth&Co.Ld Hpl | | C |
| 69161<br>108<br>SVIF | **Aegeon** (*ex*Knockfierna–35) 1*Dk* | | 5285<br>4815<br>3208 | | | | 1919<br>Napier& Miller,Ld. Glasgow | AegeonS.S.Co.Ld. | 400·1 \| 52·3 \| 28·5<br>P49'B112'F39' | Argostoli<br>Greek<br>*WB* | T.3Cy.27",44"&73"–48"<br>360NHP<br>Dunsmuir&Jackson,LdGls | | C |
| 69162<br>918<br>SVVW | **Aegeus** (*ex*Simonside–37, *ex*Dalworth–35) *ss*Shi.No.3–5,33<br>D.F. *ss*Cff.No.1–37<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted* | | 4538<br>4185<br>2737 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>12,40~~1,40~~<br>~~BS4,39~~ BS12,40<br>✠LMC3,37<br>*Fitted for oil fuel* 5,20 | SFo Suz<br>*z* | CL ~~10,37~~ 12,40<br>*F.P. above* 150° F. | 1920<br>5mo<br>*Lloyd's* | A.McMillan&Son,Ld Dumbarton<br>*sA&CP* | PaterasBros.<br>*CellDBa*134'<br>*uE*23'*f*174'1278*t* | 400·4 \| 52·5 \| 24·7<br>413·8(O.L.)<br>FK<br>*Coll*<br>*FPT*137*t APT*129*t* | Piræus<br>Greek<br>*ptCem*<br>*BUto Sh dk*<br>5 „ „ *U* „ | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NH<br>3SB,*9cf*,GS190,HS7668 FD<br>J.G.Kincaid&Co.Ld.Grk. | 27 *m* 6<br>s 2 *m* 10⅜<br>24 *m* 10 | |
| 69163<br>DOIB | **Aegina** (*ex*Arkadia)<br>Sub.Sig. 2*Dks* | | 2447<br>2229<br>1421 | | | | 1922<br>Act.Ges. "Weser" Bremen | Norddeutscher Lloyd | 315·8 \| 46·1 \| 18·8<br>F37' | Bremen<br>German<br>*WB* | T.3Cy.22⅞",36¼"&60¾"–39⅜"<br>228NHP<br>Act.Ges."Weser,"Bremen | | G |
| 69164<br>DHAM | **Aegir**<br>D.F. 1*Dk* | | 4500<br>3915<br>2643 | | | | 1923<br>Reiherst'g Schiffsw. Hamburg | Seereederei "Frigga"A.G. | 351·8 \| 50·3 \| 27·7<br>P22'F34' | Hamburg<br>German<br>*WB* | Q.4Cy.21¾",32⅛"47⅞"&69"-<br>49¾"<br>334NHP<br>Reiherst.Maschinenf.Ham. | | G |
| 69165<br>TFEA | **Ægir**<br>*Oil Eng.* *ss*Rjk.No.2–37<br>E.S.D. 1*Dk*(*Stl*–teak s)<br>Wireless D.F. 2*nd dk*(*Stl*)*in holds* | | 497<br>436<br>126 | ✠100A1<br>*with freeboard*<br>10,40~~6,37~~<br>✠LMC6,37<br>✠LMC(M)10,39 | Rjk<br>*j* 1⅜ | CL ~~5,97~~ 10,10 | 1929<br>7mo<br>*Lloyd's* | Akt.Burmeistr&Wain Copenhagen<br>*sA&CP* | Government of Iceland(Skipaút-gero Ríkisins)<br>*CellDB*91'68*t D* | 171·2 \| 29·6 \| 14·3<br>F37' BK8"<br>*Ts a* 12'28*t DTf*10' | Reykjavik<br>Icelandic<br>4*BHCem*<br>25*t FPT*18*t* | OilEngines 4S.C.SA<br>6Cy.17⅛"–33⅞" 181NHP<br>Akt.Burmeistr&Wain,Cpn | 17 *m* 3<br>s 4 *m* 7<br>13 *m* 8 | |
| 69166<br>ESRG | **Aegna** Ⓟ (*ex*Sceadler–35, *ex*Adler–35)<br>Sub.Sig. Wireless 1*Dk* | | 671<br>338<br>294 | | | | 1904<br>Howaldts-werke Kiel | Laevaühing G.Sergo&Ko. | 195·0 \| 25·1 \| 11·4<br>Q17'B105'F63' | Tallinn<br>Estonian | T.3Cy.16¾",25½"&43¾"–24⅜"<br>NE26 93NHP<br>Howaldtswerke,Kiel | | G |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiels. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à l'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres où sont et ont été dans le L. R. Parce. Cert. H. & Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69167<br>166427<br>GKEJ | **Aelybryn**<br>D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed* 41 (*W.E.*) | | 4986<br>4463<br>2947 | ✠100A1<br>*with freeboard*<br>2,41 ~~3,40~~ ✠LMC4,38 | Bry<br>Liv | *z* | CL | 1938<br>4mo | Sir J. Laing & Sons, Ltd.<br>Sunderland<br>*Lloyd's A & CP* | Brynymor S.S. Co. Ltd. (Ambrose Davies & Matthews Ltd. *Mgrs.*)<br>*Cell DB* 349′ 1114*t FPT* | 412·5 \| 57·7 \| 24·0<br>428·0 (O.L.)<br>F39′ FK<br>204*t APT* 168*t* | London<br>British<br>220lb (*s*) 353NHP<br>*Coll to Sh dk* 5 „ *2nd* „ | T.3Cy.21½″,37″&62″–42″<br>6 *BHCem*<br>3SB (Spt & FD) & 1 Aux. SB, *cf*, GS122, HS5087<br>N.E. Marine Eng. Co Ltd. Sld. | 35 ″ 3<br>10 ″ 0<br>25 ″ 6½ | |
| 69168<br>131308<br>GPYZ | **Aeneas** Ⓟ Twin Sc<br>D.F.<br>*Ref. Mchy.* 3 *Dks* | | 10058<br>8436<br>6253 | | | | | 1910 | Workman, Clark & Co. Ltd.<br>Belfast | Ocean S.S. Co. Ltd. (A. Holt & Co. *Mgrs.*) | 493·0 \| 60·4 \| 37·1<br>P46′ B201′ F58′ | | | Liverpool<br>British<br>*WB* | T.6Cy.24″,40″&68″–48″<br>641NHP<br>Workman, Clark & Co Ltd Bel | | BT till 7,40 |
| 69169<br>99<br>SVGI | **Aenos** (*ex* Cedar Branch) 3 Mst<br>2 *Dks* | | *3554*<br>*3318*<br>*2222* | | | | | 1910 | Bartram & Sons<br>Sunderland | "Zephyros" S.S. Co. Ltd. | 390·5 \| 51·0 \| 21·3<br>F36′ | | | Argostoli<br>Greek<br>*WB* | T.3Cy.28″,47″&78″–51″<br>434NHP<br>J. Dickinson & Sons, Ld. Sld. | | C |
| 69170<br>527<br>SDAK | **Æolus** Ⓟ<br>Wireless D.F.<br>Sub. Sig. 1 *Dk & Awng dk* | | *816*<br>*481*<br>*407* | | | | | 1884 | Motala Co.<br>Gothenburg | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 195·2 \| 28·8 \| 13·1<br>H81*t* 20·3 | | | Stockholm<br>Swedish | T.3Cy.13½″,30″&49″–33″<br>NE&B10 138NHP<br>W. Doxford & Sons, Sndrlnd | | |
| 69171<br>132440<br>VJBC | **Aeon**<br>*ss* Syd. 2nd No. 3–8,38<br>1 *Dk (Stl) & Shelter dk (pt Stl–*teak s)<br>*Cargo battens not fitted* | | 3768<br>3334<br>2007 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~6,40 8,38~~ 9,40<br>~~BS8,39~~ ✠LMC8,37<br>8,40 | Syd | *x* | CL<br>8,39 | 1913<br>1mo | Sir Raylton Dixon & Co. Ld.<br>Middlesbro' | Australian Steamships Proprietary, Ld. (*Man. Agents.* Howard Smith Ld.)<br>*Lloyd's A & CP*<br>*Cell D*<br>*Canti* | 365·2 \| 50·6 \| 22·1<br>F31′ *on Shelter dk* FK<br>134′ 965*t FPT* 170*t*<br>*lever framed Tops* | Melbourne<br>British<br>6 *BHCem*<br>*APT* 100*t*<br>*ce* 78′ 303*t* | Q.4Cy.24″,34″,48″&69″–45″<br>220lb (*s*) 417NHP<br>3SB, *9cf*, GS181, HS6780<br>Richardsons, Westgarth & Co. Ld. Hpl. | 24 ″ 6<br>s 2 ″ 2<br>22 ″ 7½ | |
| 69172<br>DOGY | **Aequator** (*ex* Uranus–37)<br>1 *Dk*<br>Wireless E.S.D. *Fitted for oil fuel*<br>*Cruiser Stern* | | 762<br>548<br>330 | | | | | 1913 | Akt. Ges. "Weser"<br>Bremen | Versuchsges. für Haifisch-u. Hochseefang G.m.b.H. (Carsten Rehder *Mgr.*) | 185·8 \| 28·3 \| 12·8<br>Q53′ B46 F16′ | | | Hamburg<br>German<br>*WB* | T.3Cy.13″,21″&34½″–23½″<br>57NHP<br>A.G. "Weser," Bremen | | G |
| 69173<br>802<br>IBWH | **Aequitas** (*ex* Cogne)<br>D.F. 1 *Dk* | | 5335<br>4699<br>3173 | | | | | 1916 | Cant. Offic. Savoia<br>Cornigliano | Soc. Anon. per l'Industria ed il Commercio Marittimo "Nova Genuensis" | 395·9 \| 51·6 \| 27·6<br>378·0<br>P37′ B23′ F37′ | | | Genoa<br>Italian<br>*WB* | T.3Cy.26″,42½″&69½″–48″<br>337NHP<br>Cant. Officine Savoia | | CI |
| 69174<br>216528<br>KJTR | **Aetna** (*ex* Oscar J. Lingeman–37, *ex* Lake Catherine)<br>1 *Dk* | | 2016<br>1631<br>1193 | ✠ ...<br>4,22<br>✠ | | | | 1918<br>6mo | Toledo S.B. Co.<br>Toledo, O. | Mid-West Transptn. Co. Inc. | 252·0 \| 43·5 \| 18·9<br>P21′ B64′ F30′ FK | | | Bay City, Mich.<br>Utd. States<br>*WB* | T.3Cy 20½″,33″&54″–40″<br>260NHP<br>Toledo S.B. Co. Toledo, O. | 21 ″ 0 | |
| 69175<br>PUAA | **Affonso Penna** Ⓟ Twin Sc<br>(*ex* Minas Geraes) *ss* Rio. No. 3–4,21<br>2 *Dks deep framing* | | *3540*<br>*2779*<br>*2179* | ✠ ...<br>9,24<br>✠ | | | | 1910<br>5mo | Workman, Clark Co. Ld.<br>Belfast | Lloyd Brasileiro | 340·3 \| 45·1 \| 24·8<br>P48′ B130′ F48′<br>FK & BK 1½″ | R. Janeiro<br>Brazilian<br>*WB* | T.6Cy.18″,30″&49″–42″<br>534NHP<br>Workman, Clark & Co Ld Bel | 26 ″ 0 | C † |
| 69176<br>167404<br>GNYB | **Afghanistan**<br>D.F. E.S.D. 2 *Dks*<br>*Cruiser Stern* | | 6992<br>6280<br>4245 | ✠100A1<br>~~3,40~~ ~~8,40~~ 6,41 Lon<br>✠LMC3,40<br>*Fitted for oil fuel* 3,40 | Shl<br>Lon | *b* †<br>2½<br>*F.P. above* 150° F. | CL | 1940<br>3mo | J. Read-head & Sons Ld.<br>South Shields<br>*Lloyd's A & CP* *Cel* | Strick Line (1923) Ld. (F.C. Strick & Co. Ld. *Mgrs.*)<br>*l DB* 397′ 1537*t DT* | 454·0 \| 58·5 \| 29·5<br>472·5 (O.L.)<br>P39′ B133′ F38′ FK<br>*a* 39′ 1030*t FPT* 150*t* | London<br>British<br>7 *BHpt Cem*<br>*APT* 45*t* | T.3Cy.26½″,44″&74″–48″ & LP Turbine with DR gearing, & hydraulic coupling (*s*)<br>220lb FD 706NHP<br>3SB (Spt) 12 *cf* GS190 HS8994<br>J. Readhead & Sons Ld. S. Shl | 32 ″ 2<br>s 6 ″ 10½<br>25 ″ 6½ | |
| 69177<br>130055<br>MJSR | **Afon Dulais**<br>*ss* Goo. No. 3–2,32<br>*ss* Sws. No. 1–36<br>*Mchy. Aft* *Well deck* 1 *Dk (Stl)*<br>*Cargo battens not fitted* | | 988<br>732<br>578 | ✠100A1<br>Examined 4,41 Lon<br>BS6,40 ✠LMC5,36 | ~~Off~~ | *m* | CL<br>5,39 | '919<br>11mo | Dundee<br>S B. Co. Ld.<br>Dundee | Afon Lliedi S.S. Co. Ld. (W. Coombs & Sons, *Mgrs.*) | 208·0 \| 33·1 \| 13·1<br>Q102′ B13′ F24 FK | Llanelly<br>British | T.3Cy.18″,29″&50″–33″ (*s*)<br>180lb 152NHP<br>3 *BHCem*<br>58*t APT* 2*t* | 15 ″ 1<br>s 0 ″ 11½<br>14 ″ 3 | |
| 69178<br>130057<br>MJVL | **Afon Gwili**<br>*ss* Cff. No. 3–1,33<br>*ss* Apl. No. 1–37<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | | 874<br>730<br>427 | ✠100A1<br>~~7,40 8,40 12,40~~ ~~Lon~~ Nwc<br>4,41 ✠LMC<br>MS6,37 ~~BS12,39~~<br>12,40 | Goo | *k* | CL<br>~~12,39~~<br>7,40 | 1920<br>1mo | Camper & Nicholsons Ld<br>Southampt'n | Afon Lliedi S.S. Co. Ld. (W. Coombs & Sons, *Mgrs.*) | 198·0 \| 30·6 \| 12·4<br>204·7 (O.L.)<br>Q111′ B13′ F24′ FK | Llanelly<br>British | T.3Cy.16″,27″&44″–30″ (*s*)<br>180lb 129NHP<br>3 *BHpt Cem*<br>*APT* 31*t* | 14 ″ 5<br>s 4 ″ 3½<br>13 ″ 11½ | |
| 69179<br>130058<br>MJXC | **Afon Towy**<br>*ss* Shl. No 3–1,33<br>*ss* Apl. No. 1–37<br>*Well deck* 1 *Dk (Stl)*<br>*Mchy. Aft* *Cargo battens not fitted* | | 684<br>472<br>336 | ✠100A1<br>~~9,40 11,39~~ Nwc<br>~~BS7,39~~ ✠LMC4,37<br>9,40 | Apl | *j* | CL<br>11,39 | 1919<br>12mo | Dibles (1918) Ld.<br>Southampt'n | Afon Lliedi S.S. Co. Ld. (W. Coombs & Sons, *Mgrs.*) | 178·0 \| 29·0 \| 11·3<br>183·4 (O.L.)<br>Q101′ B10′ F21′ FK | Llanelly<br>British | T.3Cy.14″,23″&39″–27″ (*s*)<br>180lb 82RHP<br>3 *BHCem*<br>*APT* 26*t* | 13 ″ 3<br>s 3 ″ 9½<br>12 ″ 8 | |
| 69180<br>219225<br>KOMQ | **Afoundria**<br>D.F. *Fitted for oil fuel*<br>Sub. Sig. *Ref. Mchy.* 2 *Dks* | | 5010<br>4598<br>3065 | | | | | 1919 | American International S.B. Corp.<br>Hog Islnd, Pa | Waterman S.S. Corp. | 390·0 \| 54·2 \| 27·8<br>P39′ B121′ F42′ | Mobile<br>Utd. States<br>*WB* | DR Geared Steam Turbine<br>General Electric Co.<br>Schenectady, N.Y. | | R |
| 69181<br>149755<br>GMRD | **Afric Star** (*ex* Africstar) Twin Sc<br>*ss* Lon. No. 3–12,38<br>4 *Dks (Stl) 5th dk (Stl) in*<br>*Ref. Mchy.* *Nos.* 1, 2, 3, 5 & 6 *holds*<br>D.F. E.S.D. *Cruiser Stern* | | 11900<br>11403<br>7488 | ✠100A1<br>*wth freeboard*<br>8,10 ~~11,39~~ ✠LMC<br>MS3,38 BS ~~12,39~~ 11,40<br>✠Lloyd's RMC ~~12,39~~<br>1,41 ~~2,40~~ 3,40<br>No. 4 shelter 'tween dk & No. 4 upper 'tween dk. for temp. 32° F.<br>*Fitted for oil fuel* 11,26 *F.P. above* 150° F. | Lon<br>Liv | *f* †<br>11,39 | CL | 1926<br>11mo | Palmers' Co. Ld.<br>Newcastle | Blue Star Line, Ld. | 475·8 \| 67·3 \| 45·2<br>494·0 (O.L.)<br>FK<br>*Duct keel forward of mchy. space* 143′<br>*Cell DB* 389′ 1433*t FPT* 102*t* | London<br>British<br>9 *BHpt Cem*<br>*APT* 117*t* | 4 Steam Turbines SR geared to 2 Sc. Shafts (*r*)<br>200lb FD 1581NHP<br>2 D & 2SB 24 *cf* GS420 HS22869<br>Palmers' Co. Ld. Newcastle | 48 ″ 5<br>s 18 ″ 8½<br>30 ″ 0 | |
| 69182<br>120617<br>VTBZ | **Africa** Ⓟ 3 Mst<br>*ss* Adn. 2nd No. 3–12,32<br>*ss* Adn. No. 1–37<br>*Well deck* 1 *Dk (Stl–*ws)<br>*Mchy. Aft* | | 454<br>302<br>162 | ✠100A1<br>8,39<br>BS ~~8,39~~<br>10,40 | Adn<br>LMC1,37 | *g* | CL<br>8,39 | 1905<br>10mo | W. Walker<br>Maryport | Cowasjee, Dinshaw & Bros. | 159·0 \| 24·9 \| 9·4<br>Q89′ B11′ F23′ BK 7″<br>*DB* 86′ | Bombay<br>British<br>3 *BHCem*<br>110*t FPT* 58*t* | T.3Cy.13½″,21½″&34½″–27″<br>150lb (*s*) 78RHP<br>1SB, *3pf*. GS51, HS1438<br>NB 18 *refitted* 34<br>Hutson & Sons, Glasgow | 11 ″ 9<br>s 4 ″ 0<br>12 ″ 0½ | |
| 69183<br>21798<br>JDFD | **Africa Maru** Ⓟ Twin Sc<br>*ss* Kob. No 3–9,30<br>*ss* Kob. No. 2–38<br>2 *Dks (Stl) & Shelter dk (Stl–*ws)<br>*Ref. Mchy.* 3rd *Dk (Stl) in No. 1 hold* | | 9476<br>8797<br>5941 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>3,41 ~~8,39~~ ✠LMC ~~12,39~~<br>✠Lloyd's RMC 11,39<br>*Fitted for oil fuel* 3, 24 *F.P. above* 150° F. | Rob<br>Osa | *d* †<br>~~s10,37~~<br>P3,38<br>s4,40 | CL | 1918<br>3mo | Mitsubishi Zosen Kaisha Ld.<br>Nagasaki | Osaka Syosen K.K. | 475·0 \| 61·0 \| 40·7<br>P35′ F46′ *on Shelter deck* FK<br>*Ta* 48′ 519*t FPT* 149*t*<br>*Cell DB* 407′ 1664*t D* | Osaka<br>Japanese<br>8 *BHCem*<br>*APT* 41*t* | T.3Cy.27″,44½″&75″–48″ (*s*)<br>200lb 993NHP<br>5SB (Spt), *15cf*, GS330 HS13284 FD<br>Mitsubishi Zosen Kaisha, Ld | 40 ″ 9<br>s 13 ″ 0<br>28 ″ 3 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69184 CSAB | **Africa Ocidental** Wireless | *Oil Eng* 1 *Dk* | ~~1266~~ 946 709 | ✠100A1 ~~2,11~~2,39 6,41 | Lis | *n* | CL | 1939 3mo *Lloyd's* | Companhia União Fabril Lisbon *A&CP* | Soc. Geral de Commercio, Industria e Transportes, Ltda. | 223·2 \| 34·4 \| 15·1 233·9 (O.L.) P25' B58' F26' FK *Cell D B176' 276t* | | | Lisbon Portuguese *5 B H Cem A P T 22t* | Oil Engines 4S.C.SA 8Cy. 16 1/16"-23 5/8" 213NH Humboldt-Deutzmotoren, A.G. Köln-Deutz | 17 ″ 5 ~~1 ″ 11~~ 15 ″ 7 3/4 | |
| 69185 144428 GBGC | **African Mariner** (*ex* Bois-Soleil-37, *ex* Wolhandel, *ex* Andalusier, *ex* War Vigour) *ex* Bois-Soleil-37, *ex* Wolhandel, *ex* Andalusier, *ex* War Vigour) *ss* Hav. No. 3-12, 31 *ss* Rot. No. 1-36 1 *Dk (Stl) & Shelter dk (Stl)* *Straight frames bevelled bilge* *(SUNK 1,39—NOW REFLOATED)* | | 6581 6222 4166 | ✠ *Shelter dk* 4,37 ✠ | Hav | *a*† | | 1919 12mo *Lloyd's* | Furness S.B.Co.Ltd. Middlesbro' | African & Continental Steamship & Trading Co. Ltd. | 412·5 \| 55·6 \| 34·5 F40' *on Shelter dk* FK *Cell D B344' 1482t D Ta23' 846t F P T97t* | | | London British *pt Cem* 5 *B H to Sh dk* 3 ″ ″ *U* ″ *A P T 119t* | 2 Steam Turbines DR geared to 1 sc. shaft HS9636 677NH 3 Water Tube Boilers Parsons Marine Steam Turbine Co Ltd. Nwc | 38 ″ 1 | |
| 69186 167336 GBCB | **African Prince** D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* | *Oil Eng.* | 4653 4222 2728 | ✠100A1 *with freeboard* ~~1,19~~ ~~9,30~~ 12,40 ✠LMC 9,39 | Sld Mch | *a*† | CL | 1939 9mo *Lloyd's* | Furness S.B.Co Ld. Haverton Hill-on-Tees *A&CP* | Prince Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*) *Cell D B348' 1254t* | 421·8 \| 56·7 \| 24·8 437·4 (O.L.) F32' FK *M T30' 1196t F P T 1 16t A P T 229t* | | | London British 7 *B H* (*Coll to Shdk* 6 ″ *2nd*,,) | Oil Engines 2S.C.SA 3Cy. 20 1/2"-81 1/2" 388NH 2 *D B 120lb* Wm. Doxford & Sons, Ld. Sld | 28 ″ 0 s 3 ″ 1 1/2 25 ″ 1 | |
| 69187 OYDH | **African Reefer** (*ex* Yrsa-36) *Ref. Mchy.* D.F. *Cruiser Stern* 2 *Dks* | *Oil Eng.* | 1771 1413 996 | | | | | 1935 | Helsingörs Jernsk & Msk Elsinore | J. Lauritzen | 301·6 \| 42·7 \| 16·6 | | | Esbjerg Danish *W B* | Oil Engines 2S.C.SA 6Cy. 19 1/16"-35 1/8" 404NH Akt. Burmeistr & Wain, Cpn | | G |
| 69188 866 ICMC | **Africana** (*ex* Valleluce-35, *ex* Sestri) 1 *Dk* | | 5869 4560 3640 | | | | | 1918 | Soc. Esercizio Bacini Riva Trigoso | Giovanni Gavarone | 391·6 \| 51·6 \| 27·3 378·0 P16' F37' | | | Genoa Italian *W B* | T.3Cy. 26", 42 1/2" & 69 7/16"-48" 337NH Soc. Esercizio Bacini | | I |
| 69189 13017 ~~OXGC~~ ~~YQRL~~ D.F. GNLN | **Afrika** Twin Sc *ss* Cpn. No. 3-7, 33 *ss* Cpn. No. 1-38 *Oil Eng.* 2 *Dks (Stl) & Awning dk (Stl)* | | 8597 6206 ~~5469~~ 5471 | ✠100A1 *Awning dk* *with freeboard* 8,40 ~~8,39~~ ✠LMC CS 10,37 DBS ~~8,37~~ 7,40 ~~4,38~~ 7,39 | Cpn Tka | *c*† | CL ~~8 10,36~~ P 9,38 ~~8~~ 8,40 | 1920 3mo *Lloyd's* | Burmeist'r & Wain Copenhagen A&CP | Ministry of Shipping (United Baltic Corporation, Ltd. *Mgrs.*) *Collision Cell* | 445·8 \| 60·3 \| 39·1 462·5 (O.L.) F on *Shelter dk* 77' FK *B H to Shltr dk 6 B H D B 392' 1468t F P T 1* | | Glasgow British *pt Cem* *to Upper dk* *08t A P T 108t* | Oil Engines 4S.C.SA 12Cy. 29 1/2"-45 1/4" D B *100lb* 987NH Akt. Burmeistr & Wain, Cpn. | 42 ″ 0 s 10-4 1/2 31 ″ 10 | |
| 69190 — DGKP | (*ex* Lavington Court-37, *ex* Vincenzo Florio) *ss* Shl. No. 3-11, 34 *ss* Bmn. No. 1-38 D.F. E.S.D. 1 *Dk (Stl) & Shelter dk (Stl)* | | 6503 6248 4059 | ✠ *Shelter dk* 11,38 ✠ | Bmn | *z* | | 1920 10mo *Lloyd's* | W. Doxford & Sons, Ld. Sunderland | "Atlas" Reederei A.G. *Intermediate B H in fore Cell D B364' 1180t* | 410·6 \| 54·0 \| 34·4 FK *sold dispensed with F P T 105t A P T 127t* | | | Emden German *pt Cem* 1 *B H to Sh dk* 5 ″ ″ *U* ″ | T.3Cy. 27 1/16", 44 3/4" & 75"-54" 577NH 3SB. 9*cf*, GS 189, HS 8547 G. Clark, Ld. Sunderland. | 37 ″ 0 | |
| 69191 179 SVMX | **Afroessa** (*ex* Baron Douglas, *ex* Glenmay) *ss* Gtz. 2nd No. 3-4, 32 *ss* Bla. No. 1-37 1 *Dk (pt Irn & pt Stl) & Web frames* | | 2529 — 1575 | ✠100A1 11,39 ✠LMC MS 2,37 BS 6,39 Surveys delayed | Mch | *u* | CL 5,38 | 1905 7mo *Lloyd's* | Ropner & Son Stockton *A&CP* | Kirtatas Bros. *Cell D B* | 310·0 \| 44·1 \| 20·5 321·2 (O.L.) P29' B184' F37' FK *a 90' u E & B 34' f 138'* | | | Andros Greek 5 *B H Cem* *613t A P T 87t* | T3Cy 23 1/4", 37 1/2" & 61 1/2"-39" (*s*) 180lb 242NH 2SB, 6*cf*, GS 97, HS 3530 Blair & Co. Ld. Stockton | 22 ″ 10 s 2 ″ 5 1/4 20 ″ 7 | |
| 69192 145112 MKJR | **Afterglow** *ss* Sld. No. 3-10, 33 *ss* Sld. No. 1-37 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted* | | 936 752 482 | ✠100A1 ~~7,10~~ 8,39 4,41 BS ~~8,39~~ 7,40 ✠LMC 7,37 | Sld | *m* | CL 8,39 | 1920 12mo *Lloyd's* | J. P. Rennoldson & Sns. Ld. S. Shields | Gas Light & Coke Co (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*) | 216·6 \| 32·0 \| 13·5 B17' Q106' F25' FK *Cell D B f 126'* *247t M T 9' 134t F P T* | | | London British *4 B H Cem* *112t A P T 21t* | T.3Cy. 18", 27" & 44"-30" (*s*) 180lb *100lb* 98RH 1SB, 3*cf*, GS 54, HS 1880 J. P. Rennldsn & Sns Ld S Shl | 15 ″ 6 s 1 ″ 9 1/4 13 ″ 11 | |
| 69193 763 SVQB | **Agalliani** (*ex* Cordale-34, *ex* Otto Hugo Stinnes 9) *ex* Otto Hugo Stinnes 9) *ss* Pir. No. 3-5, 34 *Mchy. Aft* 1 *Dk (Stl)* *Cantilever framed topside tanks* | | 1656 1379 835 | 10,39 | Pir | *p* | | 1911 | G. Seebeck Akt. Ges. Weser-münde-G. *Cell D* | T.N. Epiphaniades *B215' 381t Topsid* | 249·8 \| 38·1 \| 18·0 261·1 (O.L.) P68' F25' FK *e tanks 161' 343t Mid* | | | Piræus Greek *4 B H Cem* *ship tank: on* | T.3Cy. 18", 28 3/8" & 44 1/2"-35 1/2" 123NH 2SB, 4*cf*, GS 54, HS 1345 G. Seebeck A.G. Bremerhvn *dk 16' 30t F P T 162t A P T 38t* | 20 ″ 4 | |
| 69194 161124 GNYL | **Agamemnon** (P) D.F. E.S.D. *Ref. Mchy.* Twin Sc *Oil Eng.* 2 *Dks* | | 7593 6501 4662 | | | | | 1929 | Workman Clark (1928) Ld. Belfast | Ocean S.S. Co. Ld. (A. Holt & Co. *Mgrs.*) | 459·8 \| 59·4 \| 29·3 P63' B180' F60' | | | Liverpool British *W B* | Oil Engines 4S.C.SA 16Cy. 29 1/2"-59 1/16" 1300NH Akt. Burmeistr & Wain, Cpn | | |
| 69195 — PCEW | (P) *Cruiser Stern* 1 *Dk & Shelter dk* | | 1930 1589 1031 | | | | | 1914 | Dunlop, Bremner & Co. Ld. Port Glas. | Koninkl. Nederl. Stoomb. Maats. N.V. | 295·6 \| 43·2 \| 17·2 | | | Amstrdam Dutch | T.3Cy. 22", 35" & 59"-39" 218NH [Port Glasgow Dunlop, Bremner & Co. Ld. | | C |
| 69196 135553 GPZX | **Agapenor** (P) D.F. 2 *Dks* | | 7392 6306 4657 | | | | | 1914 | Scotts' S.B. & Eng. Co. Ld. Greenock | Ocean S.S. Co. Ld. (A. Holt & Co. *Mgrs.*) | 455·2 \| 56·2 \| 32·5 P53' B165' F60' | | | Liverpool British *W B* | T.3Cy. 31", 51 1/2" & 86"-60" 574NH Scotts' S.B. & Eng Co Ld. Grk | | BT till 1,41 |
| 69197 169 ICGA | **Agata** (*ex* Sandiovanni-37, *ex* Indeficienter) *ex* Indeficienter) *ss* Tri. 2nd No. 3-2, 25 1 *Dk & Web frames* | | 2282 1940 1425 | ✠ ... 9,28 ✠ | | | | 1901 4mo *Lloyd's* | Craig, Taylor & Co. Stockton | Alfio Napoli | 299·0 \| 43·3 \| 18·7 289 0 43·1 20·2 P27' B74' F33' FK | | | Catania Italian *W B* | T.3Cy. 21", 35" & 57"-39" 216NH MacColl & Pollock, Sld. | 21 ″ 3 | I † |
| 69198 37048 JJWF | **Agata Maru** (P) *Mchy. Aft* | *Oil Eng.* 1 *Dk* | 302 235 177 | | | | | 1931 | Fujinagata S.B. Co. Osaka | Kita Kyushu Syosen K.K. | 130·0 \| 23·0 \| 12·0 F19' | | | Fukuoka Japanese *W B* | Oil Engines 4S.C.SA 6Cy. 13"-20" 98NH Kobe Steel Works, Kobe | | |
| 69199 137844 MGRV | **Agate** *ss* Bwg. No. 3-9, 29 *ss* Bwg. No. 2-37 *Mchy. Aft* *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted* | 3 Mst | 824 566 397 | ✠100A1 4,40 ✠LMC MS 9,37 BS 4,40 | Bly | *k* | CL 4,40 | 1917 5mo *Lloyd's* | Scott & Sons Bowling *A&CP* | Wm. Robertson *Cell D* | 199·4 \| 30·1 \| 11·9 206·2 (O.L.) Q116' B9' F34' FK *B f 123' 170t F P T 66t* | | | Glasgow British *3 B H Cem* *A P T 8t* | T.3Cy. 16", 26" & 44"-33" (*s*) 180lb 139NH 2SB, 4*pf*, GS 78, HS 2408 Ross & Duncan, Glasgow | 14 ″ 0 s 4 ″ 4 1/2 13 ″ 9 1/2 | |
| 69200 PCFC | **Agatha** E.S.D. *ss* ~~Sba. No. 3-6,40~~ *ss* ~~HKg. No. 2-38~~ *Mchy. Aft* 1 *Dk (Stl)* *Longitudinal framing of bottom & at deck* *trunk top in centre tanks* | Twin Sc *Oil Eng.* | 3369 ~~6,40~~ 8,39 1,41 — — | ✠100A1 Fal ~~2 1/2~~ ✠LMC CS 6,40 DBS 6,40 6,38 *Carrying Petroleum in bulk* | Sba | ~~*m*~~ | CL ~~10,37~~ 6,40 | 1927 9mo *Lloyd's* | Harland & Wolff, Ld. Glasgow | Nederl. Indische Tankstoomboot Maats. | 337·2 ~~305·2~~ P87' F48' Len. & midship portion cargo tanks renewed '40 *Trunk dk 202'* FK *Cell D Bu E55' 120t F P T 72t* | | | Curaçao ~~Pschagua~~ Dutch ~~12 B H~~ *13 B H* | Oil Engines 4S.C.SA 12Cy. 19 1/16"-35 1/16" 450NH D B *150lb* Harland & Wolff, Ld. Gls. | 19 ″ 3 ~~s 1 ″ 8 3/4~~ ~~17 ″ 8~~ s 2 ″ 1 1/2 17 ″ 3 1/4 | |
| 69201 8056 SKXM | **Agathe** (*ex* Merina-34, *ex* Agathe-32) *Mchy. Aft* 1 *Dk* (*See Sailing Ship Register*) | Wood Aux 3 Mst Sr *Oil Eng.* | *316* *267* *221* | | | | | 1918 | H.C. Poulsen Rudkjöbing | Sigvard & August Olsson | 129·4 \| 28·9 \| 12·6 | | | Skärhamn Swedish *W B* | Oil Engines 4S.C.SA 4Cy. 11 1/16"-16 1/2" 54NH H.C. Christoffersen, Holeby | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equitonnage. | 7* Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au France-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Inscriptions supplémentaires et renvois dans le Lt. Hurfeet Cert. Lettre. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69202 127478 MLJQ | **Agba** (*ex*Moygannon-38) *ssBwg.No.3–4,32* *ssBel.No.2–10* ~~*ssBel.No.1–36*~~ *Well deck* 1 *Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted* | 3 Mst | 498 330 193 | ✠100A1 9,40 ~~8,36~~ BS2,40 | Bel | *h* | CL ~~4,38~~ 8,40 | 1921 10mo | Dublin Shipbuilders Ld. Dublin *Lloyd's SA&CP* | Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. *Mgrs.*) *CellD* | 164·9 \| 25·7 \| 9·5 27·2 BK7½′ Q97′B10′F25′ *Bf93′108t FPT34t APT26t* | | | Newry British 3 *BHCem* | T.3Cy.14½″,24″&40″–27″ (*s*) 180lb 99RHP SB.*3cf*,GS52,HS1962 W.Beardmore&Co.Ld. Coatbridge | 11 ″ 11 4 ″ 2 12 ″ 4½ | |
| 69203 157637 VLGG | **Age** *ssSyd.No.1–41* 1 *Dk* *Mchy.Aft* *Cargo battens not fitted* *Cruiser Stern* E.S.D. *Longitudinal framing at deck* | | 4734 3601 2650 | ✠100A1 1,41 ~~1,40~~ LMC ~~3,36~~ 1,41 | Syd | *x* | CL 1½ 1,40 | 1936 8mo | Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's SA&CP* | AustralianSteam-shipsProprietary, Ld.(*Man. Agents*, HowardSmith,Ld.) | 376·1 \| 52·7 \| 23·4 PonQ83′Q228′F39′ *CellDB318′* FK 1113t *FPT320t* | | | Sydney British 6 *BHCem* | T.3Cy.22″,37″&63″–45″ (*s*) 220lb FD 409NHP 2SB(Spt)6*cf*,GS114,HS5884 N.E.MarineEng CoLdNwc | 26 ″ 3 8 ″ 1½ 21 ″ 10½ | |
| 69204 FNNA | **Agen** *Fitted for oil fuel* *Well deck* 1 *Dk* | | 4186 3638 2547 | ✠ ... 7,22 ✠ | | | | 1921 10mo | W.Pickers-gill&Sons,Ld. Sunderland | Cie.Delmas Vieljeux | 364·3 \| 52·0 \| 24·2 P18′Q128′B68 F28′ FK | | | LaRochlle French *WB* | T.3Cy.23½″,38″&64″–42″ 347NHP SirW.G.Armstrong.Whit-worth&Co.Ld.Nwc. | 26 ″ 8 | V † |
| 69205 89 SVEP | **Aghia Eirini** (*ex*MaryN.–39, *ex*Strathlorne) 2 *Dks* | | 4330 4073 2803 | | | | | 1909 | A.McMil-lan&Sons,Ld. Dumbarton | EliasN.Pateras& Partners | 376·5 \| 52·2 \| 25·5 P35′B100′F39′ | | | Chios Greek *WB* | T.3Cy.25″,41″&68″–48″ 320NHP J.G.Kincaid&Co.Ld.Grk. | | C |
| 69206 208 SVDZ | **Aghia Thalassini** (*ex*Montague Seed–33, *ex*Erlesburgh) *ssPir.2ndNo.3–12,36* 1 *Dk(pt Irn pt Stl)* *Cargo battens not fitted* *& Web frames* *Longitudinal framing* | | 3508 — 2375 | ✠100A1 11,39 BS1,39 | Ant | *w* | CL N11,39 | 1911 10mo | W.Pickers-gill&Sons,Ld Sunderland *Lloyd's SA&CP* | L.G.Keranis | 348·5 \| 50·2 \| 23·5 P30′B100′F37′ FK *CellDBa111′uE* | | | Andros Greek 6 *BHCem* | T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *120lb* 307NHP 2SB,*8cf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld. *f*B40′*f*155′910t *APT134t* | 25 ″ 11 4 ″ 4½ 21 ″ 9½ | |
| 69207 731 SVNN | **Aghia Zoni P.** Ⓟ (*ex*Taranto–33) Wireless 2 *Dk&Spar dk* | | 1186 1084 767 | | | | | 1899 | Flli. Orlando Leghorn | GeorgeJ. Papayannakis | 223·3 \| 31·9 \| 20·2 Q27′B27′ | | | Piræus Greek *WB* | T.3Cy.17¾″,26½″&45¾″–33″ 119NHP Flli.Orlando,Leghorn | | |
| 69208 46 SWWS | **Aghios Georgios** (*ex*Onaway, *ex*Portsea) *ssPir.No.3–5,39* 1 *Dk(pt Irn pt Stl)* | | 3283 3146 2062 | ✠100A1 ~~5,39~~ 10,40 LMC5,39 BS7,40 | Pir | *w* | CL 12,38 | 1912 11mo | Earle'sCo. Ld. Hull *Lloyd's SA&CP* | A.G.Vlassopulos *CellDBa108′uE* | 352·0 \| 49·6 \| 22·0 P30′B189′F37′ FK 22′*f*156′844t *FPT6* | | | Ithaca Greek 6 *BHCem* 5t *APT105t* | T.3Cy.24″,39″&66″–45″ (*s*) 180lb 307NHP 3SB,*6cf*,GS125,HS4590 Earle'sCo.Ld.Hull | 24 ″ 3 s 3 ″ 1½ 21 ″ 4 | |
| 69209 58 SVMR | **Aghios Markos** (*ex*Homayun) *ssPir.No.3–6,32* *ssPir.No.1–36* 2 *Dks*(*Stl*) | | 4514 4075 2732 | ✠100A1 ~~3,40~~ ~~3,30~~ 2,41 ~~Cal~~ BAs LMC MS8,36 BS~~5,32~~ | Msl | *x* | CL ~~9,39~~ N1,41 9,39 | 1919 9mo | W.Gray& Co.(1918) Ld. WHartlepool *Lloyd's SA&CP* | G.Trilivas *CellD* | 376·0 \| 51·9 \| 26·5 388·2(G.L.) P41′B117′F39′ FK *B321′984t FPT114t* | | | Ithaca Greek 7 *BHCem* *APT66t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb *90lb* 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks WHpl | 29 ″ 0 s 5 ″ 2½ 24 ″ 0½ | |
| 69210 108 SVMH | **Aghios Nicolaos** (*ex*Eugenia–33, *ex*IronAge,*ex*Australport, *ex*Ardangorm) 1 *Dk* | | 3687 3414 2312 | | | | | 1915 | Napier& Miller,Ld. Glasgow | J.C.&A.C. Hadjipateras | 364·8 \| 51·5 \| 22·6 P28′B207′F37′ | | | Chios Greek *WB* | T.3Cy.24″,40″&65″–45″ 283NHP J.G.Kincaid&Co.Ld.Grk. | | C |
| 69211 ~~48~~ ~~NDB~~ | — (*ex*Glynn–35) *Well deck* 1 *Dk(Irn)&deep framing* Wireless *Cargo battens not fitted* | *ss*Pir.3rdNo.3–4,36 | 1106 805 450 | ✠100A1 6,39 ~~BS12,32~~ LMC4,36 6,40 | Pir | *n* | OG ~~12,38~~ 6,40 | 1899 11mo | AilsaS.B. Co. Troon A&CP | Ministry of War Transport *CellDBa56′uE19′f84′330t FPT57t* | 230·3 \| 33·1 \| 16·0 P24′Q54′B53′F26′ FK&BK1′ | | | British 4 *BHCem* | T.3Cy15¾″,28¼″&45″–33″(*s*) 170lb 127NHP NDB14 1SB,*3cf*,GS59,HS2040 Muir&Houston,Ld.Gls. | 17 ″ 0 s 1 ″ 2½ 16 ″ 0½ | |
| 69212 28 SYVS | **Aghios Spyridon** (*ex*Dimitris–38, *ex*Gyp, *ex*Kylestrome, *ex*Ballochmyle) *ssBdx.2ndNo.3–7,28* *ssRou.No.1–31* (1 *Dk(pt Irn&pt Stl)* 2 *tr B&deep framing* | | 3338 3108 2116 | ✠ ... 6,36 Examined L.P.6,41 ✠ | ~~Pir~~ Bry | *v* | | 1905 6mo | Craig, Taylor&Co. Stockton | G.D.Halkias *CellDBa104′uE&B38′f150′748′FPT133t* | 340·0 \| 47·8 \| 23·7 P30′B94′F33′ FK | | | Chios Greek 6 *BHCem* | T.3Cy.24″,40″&65″–45″ NDB22 308NHP 2SB,*6cf*,GS140,HS4750 Richardsons,Westgarth& *APT136t* Co.Ld.Mdb. | 26 ″ 0 8¾ ″ 7½ 21 ″ 7 | G † |
| 69213 171 SVCN | **Agia Marina** (*ex*Australmead, *ex*Kirkoswald) *ssGen.2ndNo.3–6,37* 1 *Dk(Stl)&Web frames* *Shelter dk(Irn)* 2nd *dk(Stl)in No.1 hold* *Longitudinal framing* *Cargo battens not fitted* | | 4151 3803 2476 | ✠100A1 *Shelter dk* *with freeboard* ~~6,40~~ ~~3,39~~ 2,41 BS~~7,30~~ 8,40 LMC6,37 | Bry Bkn | *x* | CL 3,39 | 1912 5mo | A.McMil-lan&Son,Ld. Dumbarton *Lloyd's SA&CP* | KassosSteamNav. Co.Ld.(Pnevmati-cos,Rethymnis, Yannaghas,*Mgrs*) *CellDBa109′uE&B37′f168′* | 370·1 \| 51·1 \| 25·2 20·7 FK | | | Syra Greek 6 *BHCem* | T.3Cy.25″,41″&68⅞″–48″ (*s*) 180lb 362NHP 3SB,*9cf*,GS173,HS5778 Rankin&Blackmore,Grk. 1076t *FPT130t APT124t* | 27 ″ 9 s 2 ″ 8½ 25 ″ 2½ | |
| 69214 873 SWCS | **Agia Varvara** (*ex*Matheos–37, *ex*Akenside, *ex*Glyndwr, *ex*Craigronald) *ssPir.2ndNo.3–9,28* *ssPir.No.2–37* *Spar dk(Stl)* 2 *tr B& deep framing* | | 2433 2309 1572 | ✠100A1 *Spar dk* *with freeboard* ~~3,41~~ ~~4,40~~ LMC MS9,37 BS~~10,39~~ | Bry ~~Bel~~ Bkn | *t* | CL ~~2,39~~ N5,40 | 1904 10mo | A.Rodger &Co. Pt.Glasgow *Lloyd's SA&CP* | F.Sigalas& Partners(G.Th. Sigalas,*Mgr.*) *CellDB* | 313·6 \| 43·8 \| 13·2 20·7 P29′B82′F30′ FK *a&uE118′f136′623t* | | | Piræus Greek 5 *BHCem* *APT67t* | T.3Cy.21″,35″&57¾″–39″(*s*) 180lb 248NHP 2SB,*6cf*,GS110,HS4210 A.Rodger&Co.Glasgow | 23 ″ 3 s 3 ″ 8½ 19 ″ 9 | |
| 69215 PCFG | **Agiena** *Oil Eng.* 1 *Dk* *Mchy.Aft* *Cruiser Stern* | | 333 236 154 | | | | | 1936 | N.V.Noord Nederlndsch. Schpswerven Groningen | H.E.Tattje | 133·0 \| 23·0 \| 9·5 P41′F15′ | | | Groningen Dutch *WB* | Oil Engines 4S.C.SA 6Cy.10½″–15¾″ 68NHP Mtrn.WerkeMannheimAG | | V |
| 69216 147633 MLVX | **Agility** *ssGoo.No.3–9,36* 1 *Dk(Stl)&Web frames* | | 522 381 183 | ✠100A1 ~~Goo~~ ~~Examined~~ ~~3,41~~ Liv ~~BS7,39~~ LMC8,36 *Carrying Petroleum in bulk* BS6,40 | ~~Goo~~ | *g* | CL 1,40 | 1924 4mo | G.Brown& Co. Greenock *Lloyd's SA&CP* | F.T.Everard& Sons,Ld. | 160·3 \| 26·2 \| 12·3 Q63′F27′ FK *DTf11′31t FPT* | | | London British 8 *BHpt Asp* 5 2t *APT24t* | T.3Cy.13¼″,22″&36″–24″ (*s*) 180lb 99RHP 1SB,*3cf*,GS61,HS2015 W.Beardmore&Co.Ld. Coatbridge | 12 ″ 3 s 1 ″ 1½ 11 ″ 3¾ | |
| 69217 142 SVXY | **Agioi Victores** (*ex*Treloske–39) *ssFal No.3–9,34* *ssCff.No.1–39* D.F. 1 *Dk(Stl)&Shelter dk(Stl)* | | 4344 4101 2710 | ✠100A1 *Shelter dk* *with freeboard* ~~2,40~~ 11,40 BS1,40 LMC12,38 | Cff Bry | *y* | CL ~~1,40~~ 11,40 | 1918 12mo | J.Readhead &Sons,Ld. SouthShields *Lloyd's SA&CP* | C.N.Pateras *CellDBa131 uE23′f175′997t APT143t* | 400·2 \| 52·1 \| 25·2 413·7(O.L.) FK *Coll BH to Sh dk* 5 „ „ *U* „ | | | Chios Greek *Cem* | T.3Cy.27″,44″&73″–48″ (*r*) 180lb 425NHP 3SB,*9cf*,GS190,HS6876 J.Readhead&SonsLd.S Shl | 26 ″ 10 s 2 ″ 10¼ 24 ″ 3½ | |
| 69218 493 SVCO | **Agios Georgios** (*ex*Bonna, *ex*HansB.) *ssPir.2ndNo.3–4,36* 1 *Dk(Stl)* | | 4248 3989 2721 | ✠100A1 9,39 BS~~10,39~~ LMC4,36 6,41 | Cff | *x* | CL N3,37 | 1911 4mo | W.Gray& Co.Ld. WHartlepool *Lloyd's SA&CP* | D.PantaléonSons *CellDB* | 365·0 \| 50·8 \| 26·0 377·0(O.L.) P27′B106′F36′ FK *a&uE149′f159′970t* | | | Piræus Greek 6 *BHCem* *APT125t* | T.3Cy.26″,42″&70″–48″ (*s*) 180lb 381NHP NDB27 *refitted*28 2SB.*8cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHp | 28 ″ 4 s 5 ″ 5½ 23 ″ 1 | |
| 69219 914 SVXM | **Agios Georgios IV** D.F. 1 *Dk&Shelter dk* *Cruiser Stern* | | 4847 4484 2916 | ✠100A1 *with freeboard* 11,39 *Fitted for oil fuel* | Cal | *a*† | CL 2 2,39 7,38 | 1938 7mo | Bartram& Sons,Ld Sunderland *F.P. above 150°F.* *Lloyd's SA&CP* | N.G.Nicolaou *CellDB353′1373t* | 417·9 \| 56·6 \| 24·8 431·3(O.L.) F33′ FK *FPT184t APT264t* | | | Piræus Greek 7 *BHpt Cem* *Coll to Shdk* 6 „ *2nd*„ | C.4Cy.(2)10⅞″&(2)21¼″ –13″SR geared & LP tur-bine DRgeared to sc.shaft 240lb (*s*) 365NHP 2SB(Spt&FD).&1AuxSB, *8cf*,GS134,HS5124 White'sMar.Eng.Co.Ld. Nwc. | 27 ″ 8 s 2 ″ 9½ 25 ″ 0½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 3 | 4 Registd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Which Registers classed. If not in L.R. Date of ✠ of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69220<br>724<br>SVGQ | **Agios Vlasios** (*ex*KetiChandris-40, *ex*Tristan Vieljeux-33, *ex*Monnette, *ex*Antoinette, *ex*WarPower) | 1*Dk(Stl)* 2nd *dk(Stl) in E&B space* | 2974<br>—<br>1835 | ✠ 12,23 ✠ | Dnk | *t* | 1918<br>7mo | Wallace Shipyards Ld N. Vancouver B.C. | J.D.Chandris<br>*Cell DB255' 593t FPT* | 300·0 \| 45·3 \| 24·9<br>P25'B82'F34' FK<br>*56t APT37t* | | | Piræus<br>Greek | T.3Cy.24″,38″&62″–42″ 303NH<br>2SB,*6cf*,GS139,HS5108<br>WallaceShipyards,Ld. | 27 ″ 0 | G<br>† |
| 69221<br>7830<br>SJBN | **Agne** (*ex*Uskside, *ex*Maindy Forest, *ex*Firtree) | *ss*Cff.No.3–12,29<br>*ss*Shl.No.2–37<br>1*Dk(Stl)*<br>*Cargo battens not fitted* | *2468*<br>*2234*<br>*1414* | ✠100A1<br>6,40 ~~4,39~~<br>BS~~4,39~~ 6,40 ✠LMC 6,37 | Got | *t* | CL<br>1917<br>8mo<br>*Lloyd's* | Craig, Taylor & Co. Ld. Stockton<br>*SA&CP Inter* | Rederi A/B Bifrost (J.R.Trapp, *Mgr.*)<br>*mediate B H in fore* | 293·3 \| 45·4 \| 20·3<br>P27'B78'F30' FK<br>*hold dispensed with* | | | Gothenbrg<br>Swedish<br>*Cem*<br>*Cell DB250'* | T.3Cy.22″,36″&60″–39″ (*s*)<br>180lb ~~200lb~~ *80lb* 250NH<br>2SB,*6cf*,GS100,HS3916<br>N.E.MarineEng.Co.Ld.Sld<br>*635t FPT 83t APT102t* | 22 ″ 6<br>s 3 ″ 3½<br>19 ″ 5 | |
| 69222<br>OHYJ | **Agnes** (*ex*Blairlogie-36, *ex*Oostdijk) | *ss*Els.2nd No.3–1,37<br>*Cargo battens not fitted* 1*Dk(Stl)* | 2983<br>—<br>1812 | ✠100A1<br>1,39<br>✠LMC<br>MS1,37 BS8,39<br>No later survey reported | Rot | *u* | CL<br>1912<br>2mo<br>*Lloyd's* | Rotterdam<br>Droogd.Maat Rotterdam<br>*SA&CP* | Mariehamns Rederi A/B. (A. Ekbom, *Mgr.*)<br>*Cell DBa* | 337·7 \| 47·4 \| 21·3<br>325·4<br>P21'B94'F31' FK<br>*90'u E21'f 150'698t* | | | Mariehmn<br>Finnish<br>*Cem*<br>*Cell DB250'* | T.3Cy.22½″,37½″&62″–42″(*s*)<br>160lb *100lb* NDB28 266NH<br>2SB,*6cf*,GS120,HS4268<br>Rotterdam Droogd.Maats. | 24 ″ 2<br>s 3 ″ 11½<br>20 ″ 4 | |
| 69223<br>LEXF | — (*ex*Solör-37, *ex*September-33, *ex*PeerGynt, *ex*HerbertSiemers, *ex*Oostzee) | 1*Dk* | 1311<br>1122<br>722 | | | | 1919 | Wed. A. van Duyvendijk Papendrecht | A/S Agnes (Einar Saanum, *Mgr.*) | 239·8 \| 36·6 \| 15·8<br>P51*t* H82*t* F24*t* | | | Mandal<br>Norwegian<br>*WB* | T.3Cy.17½″,29″&46″–36″ 127NH<br>AlblasserdamMsch.Fab. | | N |
| 69224<br>OXZJ | **Agnete** | 1*Dk* | 1458<br>1160<br>855 | | | | 1921 | Helsingörs Jernsk&Msk Helsingör | Dampskslsk.Tor A/S (A.Schmiegelow&A.Kampen, *Mgrs.*) | 249·5 \| 38·1 \| 15·0<br>P17'Q76'B96'F34' | | | Svendborg<br>Danish<br>*WB* | T.3Cy.18″,30″&50″–36″ 150NH<br>HelsingörsJernsk.&Mskb | | G |
| 69225<br>168505<br>~~OXWD~~<br>BCFK | **Agnete Mærsk** (*ex*Aabenraa) | *ss*Abg.No.3–9,34<br>D.F. *ss*Cpn.No.1–39<br>1*Dk(Stl)* | 2104<br>1842<br>1207 | ✠100A1<br>3,41 ~~3,39~~<br>✠LMC<br>BS10,38 MS3,39 | Cpn<br>Bel | *s* | CL<br>1921<br>11mo<br>*Lloyd's* | Yarrow & Co. Ld. Glasgow<br>*SA&CP* | Ministry of Shipping (Mark Whitwill&SonLd.*Mgs*)<br>*Cell DBa86'u* | 286·0 \| 43·4 \| 18·7<br>P27'B166'F31' FK<br>*E18'f 124'565t FPT 48t APT87t* | | | Belfast<br>British<br>*5 BHCem* | T.3Cy.20½″,33″&54″–36″ (*s*)<br>180lb 208NH<br>2SB(Spt).*6cf*,GS102,HS3452<br>Yarrow&Co.Ld.Glasgow | 21 ″ 0<br>s 1 ″ 9¼<br>19 ″ 5½ | |
| 69226<br>167323<br>GTGP | **Agnita**<br>D.F. E.S.D. | *Oil Eng.*<br>*ss*Bkn.No.2–39<br>*Mchy.Aft* 1*Dk(Stl)* 2nd *dk(Stl) in way of mchy. space & Web frames* | 3552<br>3042<br>2019 | ✠100A1<br>~~8,39~~ 11,40<br>✠LMC GS2,39<br>DBS~~8,39~~ 11,40 6,38<br>*Carrying Petroleum in bulk*<br>*Fitted with cylindrical tanks* | Bkn<br>NYk | *u* | CL<br>1931<br>3mo<br>*Lloyd's* | Hawthorn, Leslie&Co.Ld Newcastle<br>*SA&CP* | Anglo-Saxon PetroleumCo.Ld.<br>*Cell DBu E53'12* | 306·3 \| 50·4 \| 26·2<br>317·0(O.L.)<br>P92'B27'F37' FK<br>*2t DTf 20'123t FPT 95t APT22t* | | | London<br>British<br>*10 BHpt Cem* | Oil Engines 4S.C.SA<br>8Cy.24½″–43½″ 476NHP<br>DB*150lb*<br>Werkspoor,Amsterdam | 28 ″ 6<br>s 4 ″ 8¾<br>23 ″ 11½ | |
| 69227<br>7203<br>SHFA | **Agra**<br>D.F. | **TwinSc**<br>*Oil Eng.*<br>*ss*Got.No.3–8,38<br>1*Dk(Stl)* & *Shelter dk(Stl-ws)* 3rd *dk(Stl) in No.1 hold* | *4569*<br>*4042*<br>*2605* | ✠100A1<br>*with freeboard*<br>~~8,40~~ ~~10,39~~ 2,41<br>✠LMC CS11,37<br>DBS~~6,39~~ 5,40 11,38 | HKg<br>~~Sark~~ Ver | *z* | CL<br>1925<br>6mo<br>*Lloyd's* | A.B.Göta-verken Gothenburg<br>*SA&CP* | Aktieb.Svenska OstasiatiskaKomp. (G.Borin, *Mgr.*)<br>*Cell DB327' 999t T of tunnels 19'70t* | 391·7 \| 52·6 \| 25·0<br>408·8(O.L.)<br>P&B213'F58'BK12'<br>*E28'f 156'523t FPT 73t APT57t* | | | Gothenbrg<br>Swedish<br>*7 BHpt Cem*<br>*Coll'o Sh dk* 6 ,, 2*nd* ,,) | Oil Engines 4S.C.SA<br>12Cy.23½″–47½″ 623NHP<br>DB*85lb*<br>A.B.Götaverken,Got. | 28″ 0<br>s 2″10⅜<br>25 ″ 2½ | |
| 69228<br>SHFA | **Aguaray**<br>D.F. | **TwinSc**<br>*Oil Eng.*<br>*Mchy.Aft* *Cruiser Stern* 1*Dk* | 302<br>—<br>179 | | | | 1928 | H.Robb, Ld. Leith | Cia. Argentina de Nav. Mihanovich Ltda. | 160·0 \| 34·0 \| 8·6 | | | Bns.Aires<br>Argentine | Oil Engines<br>4Cy.<br>J&CG Bolinders Co Ld. Skm | | |
| 69229<br>140543<br>GPVD | **Aguila** Ⓟ<br>D.F. E.S.D. | **3Mst**<br>*ss*Liv.No.3–12,29<br>*ss*Liv.No.2–38<br>*Well deck* 2*Dks*(*UStl-ws*) | 3255<br>2162<br>1855 | ✠100A1<br>~~6,40~~ 6,39 5,41<br>~~BS5,39~~ ✠LMC 11,37<br>BS~~5,39~~ 6,41 | Liv<br>Gls | *u* | CL<br>1917<br>11mo<br>*Lloyd's* | Caledon S. B.&E.Co.Ld. Dundee<br>*SA&CP* | Yeoward Line, Ld. (Yeoward Bros. *Mgrs.*)<br>*Cell DBa40'u* | 315·3 \| 44·2 \| 18·5<br>P&B213'F58'BK12'<br>*E28'f 156'523t FPT 49t APT48t* | | | Liverpool<br>British<br>*5 BHpt Cem* | T.3Cy.25″,42″&68″–42″ (*s*)<br>180lb 395NHP<br>3SB,*9cf*,GS189,HS7054<br>CaledonSB.&E.Co.Ld.Dun | 21″ 6<br>s 1″11½<br>20 ″ 10 | BT till ~~5.41~~ 9.42 |
| 69230<br>69231<br>217184<br>WHCA<br>69232<br>217530<br>WECR<br>69233<br>220911<br>KDMD | **Aguila II**<br>D.F.<br>**Agwidale**<br>*Ref.Mchy.* *Fitted for oil fuel* 2*Dks*<br>**Agwistar**<br>*Fitted for oil fuel* 2*Dks*<br>**Agwiworld**<br>*Fitted for oil fuel*<br>*Mchy.Aft* *Longitudinal framing* 2*Dks*<br>D.F. *Carrying Petroleum in bulk* | **TwinSc**<br>*Oil Eng.*<br>*ss*B.As.No.2–39<br>*Mchy.Aft* 1*Dk(Stl)*<br>*ss*N.Yk.No.2–28<br>*ss*N.Yk.No.3–3,31 | 874<br>—<br>462<br>4763<br>4138<br>2969<br>4661<br>4272<br>2921<br>6771<br>6452<br>4143 | ✠ A1<br>*with freeboard*<br>2,41 ~~1,40~~<br>✠LMC CS5,39<br>DBS~~1,40~~ 2,42 1,40 2,41<br>*For Service on the River Plate—Ports seawards Monte Video*<br>✠ ...<br>12,31<br>✠ ...<br>8,32 | BAs | *n* | OG<br>~~N11,38~~<br>2,41<br>1918<br>11mo<br>1919<br>2mo<br>1921 | H.Robb, Ld. Leith<br>*SA&CP*<br>*limiting & Piedras*<br>NwprtNws S.B.&D.D.Co. NewprtNews<br>NwprtNws S.B.&D.D.Co. NewprtNews<br>SunS.B. Co. Chester,Pa. | Cia. Argentina de Lanchas<br>Agwilines,Inc. (Clyde-Mallory Lines, *Mgrs.*)<br>NewYork&Cuba MailS.S.Co.<br>RichfieldOilCorp. | 260·0 \| 42·0 \| 11·8<br>F50′ FK<br>*FP T70t APT8t*<br>370·0 \| 53·1 \| 27·0<br>P27'B104'F22' FK<br>370·0 \| 53·1 \| 27·0<br>P27'B104'F22' FK<br>429·3 \| 59·2 \| 33·2<br>P133'B36'F40' | | | Bns.Aires<br>Argentine<br>*4 BHAsp*<br>NewYork<br>Utd.States<br>*WB*<br>NewYork<br>Utd.States<br>*WB*<br>Ls.Angeles<br>Utd.States<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.13⅜″–22 7/16″ 250NHP<br>DB*120lb*<br>AtlasDieselCo.Ld.Skm.<br>T.3Cy.24½″,41½″&72″–48″ 471NHP<br>NewportNewsSB&DD.Co.<br>T.3Cy.24½″,41½″&72″–48″ 471NHP<br>NewportNewsSB&DD.Co.<br>T.3Cy.27″,45½″&76″–51″ 412NHP<br>SunS.B.Co.Chester,Pa. | 13 ″ 0<br>s 3 ″ 3½<br>10 ″ 0<br>30 ″ 0<br>30 ″ 0 | R<br>†<br>R<br>†<br>R |
| 69234<br>135803<br>MBZN | **Ah Kwang**<br>*Mchy.Aft* | **TwinSc**<br>*Oil Eng.*<br>1*Dk* | 612<br>523<br>444 | | | | 1913 | Taikoo Dkyd.&Eng. Co.Ld. HongKong | AsiaticPetroleum Co.(N.China)Ld. | 210·0 \| 32·0 \| 9·0<br>B46'F22 | | | Shanghai<br>British<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.15″–16½″ 317NHP<br>J.&C.G.Bolinders,Skm. | | |
| 69235<br>149709<br>~~VPOX~~<br>GMZY | **Ahamo** (*ex*Plume-33)<br>*Mchy.Aft* *Cruiser Stern* 2*Dks*(*Stl*) & *Web frames*<br>D.F. GyC *Longitudinal framing* | **3Mst**<br>*ss*Yka.No.3–2,37 | 8621<br>7957<br>5208 | ✠100A1<br>~~Gls~~<br>Exempt ~~4,41~~ Lon<br>~~BS2,41~~ ~~LMC~~ 2,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9,26 | | *dt*† | CL<br>1926<br>9mo<br>*Lloyd's*<br>*above* | Lithgows, Ld. Port Glasgow<br>*SA&CP*<br>150° F. | Socony-Vacuum Transportation Co.Ld.<br>*Cell DBu E&B65'* | 460·0 \| 62·8 \| 36·4<br>P118'B43'F42' FK<br>*f 35'318t FPT 190t* | | | London<br>~~Hong Kong~~<br>British<br>*19 BHpt Cem*<br>*APT130t* | T.3Cy.26½″,46″&79″–54″ (*s*)<br>220lb 666NHP<br>3SB,*9cf*, HS9300 FD<br>D.Rowan&Co.Ld.Gls. | 36 ″ 6<br>s 7 ″ 5½<br>29 ″ 3½ | |
| 69236<br>DKAO | **Ahrensburg**<br>D.F. (*Launched as* Prinsdal) *Oil Eng.*<br>*Ref.Mchy.* *Cruiser Stern* 2*Dks* | | 2988<br>2604<br>1714 | | | | 1939 | Akt.Burmeistr&Wain Copenhagen | Fruchtreed. Haraldt Schuldt&Co.K.G.(Reederei H.Schuldt, *Mgrs.*) | 320·0 \| 45·6 \| 24·1 | | | Hamburg<br>German<br>*WB* | Oil Engines 2S.C.SA<br>10Cy.19 1/16″–35 7/16″ 676NHP<br>Akt.Burmeistr&Wain,Cpn | | N |
| 69237<br>673<br>IJEW | **Aida**<br>(*ex Sailing Vessel* Agnese-34)<br>*Oil Eng.*<br>1*Dk2trB*<br>(*See Sailing Ship Register*) | **WoodAuxBkn** | 323<br>—<br>249 | | | | 1920 | G.Raiola Torre del Greco | GiuseppeGalatolo | 144·0 \| 28·3 \| 14·9<br>121·7 | | | Leghorn<br>Italian | Oil Engines 2S.C.SA<br>4Cy.8 1/16″–14 9/16″ 52NHP<br>NE35<br>Akt.Burmeistr&Wain,Cpn | | I |
| 69238 | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. — *Ex-noms, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant à la Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | 15 Registres où coté, si ce n'est dans le L. R. Puroz Cert. Bof Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69239 489 IBEG | **Aida Lauro** (*ex*Mina-37, *ex*Illingworth-34) *ss*Nwc.No.3-8,34 2 *Dks*(*Stl*) | 6006 — 3697 | ✠ ... 8,38 ✠ | Rot | *a*† | | 1922 1mo | Richardsn. Duck&Co.Ld. Stockton | A.Lauro | 445·3 430·4 P37′B185′F40′ FK | 55·8 | 29·2 | Naples Italian | Q4Cy25½″36½″,52½″&76″–54″ 629NHP 3SB,*12cf*,GS216,HS8875 Blair&Co.Ld.Stockton | 31 ″ 10 | I † |
| 69240 609 SZKU | **Aighai** (*ex*Limni-36,*ex*Costas-33, *ex*Taormina) Wireless 1 *Dk* | 1406 1266 862 | | | | | 1896 | Duncan &Co.(Lim.) Pt.Glasgow | G.&A.A.Fokias ~~J.A.Alexatos,~~ *Mgrs.*) | 235·0 H78*t* | 35·2 | 18·7 | Piræus Greek *WB* | T.3Cy.19″,31″&51″–36″ 150NHP Muir&Houston(Lim.),Gls. | | N |
| 69241 211 YLGC | **Aija** (*ex*Tora-37,*ex*Bessegg-33, *ex*LillyMargrethe. *ss*Pir.No.1-24 *ex*Aspasia) Wireless 1 *Dk*(*Stb*) *Well deck* | 575 412 328 | ✠ 7,25 ✠ | Pir | *h* | | 1920 5mo | J.Berg& Co. Delfzyl | KaijaShippingCo. Ltd. *Cell D* | 166·2 Q43*t* 430·4 *Ba*36′ *tweenE&B*7′ | 25·7 B53*t* | 13·0 F21*t* H27*t* FK | Riga Latvian | T3Cy.12⅛″,19⅞″&31½″–21½″ 71NHP 1SB,*2cf*,GS43,HS1363 J.Berg&Co.Delfzyl | 13 ″ 8 | N † |
| 69242 887 SVIC | **Aikaterini** (*ex*Wearpool-35) *ss*Pir.2ndNo.3-7,38 D.F. 1 *Dk*(*pt Irn&pt Stl*) | *4929* *4719* *3073* | ✠100A1 12,40~~,40~~ ~~BS8,39~~ 12,40 | Mel Mch ✠LMC7,38 | *y* | CL 7,37 N12,40 | 1913 5mo | Ropner& Sons,Ld. Stockton | GeorgandisBros. *Lloyd's SA&CP* *Cell D Ba* 127′ *uE*2 | 390·0 P30′B219′F40′ FK 7′*f*174′1165*t FPT*19 | 55·5 | 26·3 | Piræus Greek 6 *BHCem* 4 *tAPT*185*t* | T.3Cy.28″,46″&75″–48″ (*s*) 180lb 450NHP 3SB,*9cf*,GS194,HS7293 Blair&Co.Ld.Stockton | 28 ″ 9 ~~4 ″ 6½~~ 24 ″ 4½ | |
| 69243 815 SVFD | **Aikaterini T.** (*ex*Nantes-34) 1 *Dk* | 2560 — 1490 | ✠ ... 12,21 ✠ | | | | 1917 10mo | ForthS.B. &E.Co.Ld. Alloa | Th.L.Teryazos | 305·3 P24′B85′F32′ FK | 42·7 | 21·5 | Piræus Greek *WB* | T.3Cy 21″,34″&56″–36″ 226NHP Ramage&Ferguson,Ld.Lth. | 23 ″ 9 | C † |
| 69244 | **Aikoku Maru** (P) TwinSc D.F. E.S.D. GyC. *OilEng.* *Ref Mchy.* *CruiserStern* | ~~19360~~ 10500 8300 6200 | | | | | 1940 | TamaS.B. Co.Ld. Tama | OsakaSyōsenK.K. | 492·1 | 66·3 | 40·7 | Osaka Japanese | Oil Engines 2S.C SA 24Cy.24 7/16″–45½″ 2490NHP TamaS.B.Co.Ld.Tama | | |
| 69245 FNIM | **Aïn El Turk** (*ex*Koningin Elisabeth-37) *ss*Ant.No.3-7,37 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. | 2508 2272 1478 | ✠ ... 11,38 ✠ | Ant | *u* | | 1925 5mo | Swan,Hunter&Wigham Richardson, Ld Newcastle | Cie.France-Navigation,S.A.(*inliq.*) (Chargeurs Réunis *Mgrs.*) *Cell D Ba* 93′ *uE*2 | 315·8 1′*f*142′595*t* FK ( | 45·1 *APT*57*t* | 20·6 | Havre French 5 *BHptCem* *Coll to Sh dk* 4 ,, 2nd ,,) | T.3Cy.22″,37″&61″–42″ 283NHP 3SB,*6cf*,GS135,HS4662 WllsndSlpwyCo.Ld.Nwc. | 22 ″ 10 | V † |
| 69246 118647 ~~H3874~~ GNWM | **Aina** (*ex*Takis-39,*ex*Longhirst) *ss*Pir.2ndNo.3-6,32 *Well deck* 1 *Dk*(*Irn*)&*deep framing* *Cargo battens not fitted* | 1698 1376 1033 | ✠100A1 ~~Pir~~ *q* (*Reclassification Contemplated*) Examined 5,41 ✠LMC3,41 | | | CL 2,41 | 1904 12mo | S.P.Austin &Son,Ld. Sunderland | ~~Johann Adomeit~~ Ministry of Shipping (FrankS. DawsonLd *Mgrs*) *Cell D Ba* 82′ *uE*3 | ~~286·2~~ 266·2 P27′Q74′B50′F32′ FK *B32′f*112′519*t* | 37·8 ~~*FPT*51*t*~~ | 17·0 *APT*110*t* | Belfast British 4 *BHCem* | T.3Cy.~~20½~~″,33″&54″–39″ (*s*) 160lb 20½″ 196NHP 2SB,*6pf*,GS92,HS3160 Richardsons,Westgarth& Co.Ld.Sld. | 19 ″ 9 82 ″ 0 17 ″ 11 | ~~G~~ † |
| 69247 139237 GLMQ | **Ainderby** *ss*Npt.No.3-7,37 D.F. 1 *Dk*(*Stl*) | 4860 4626 2998 | ✠100A1 ~~L.&U.39~~ 12,40 ~~BS8,39~~ 11,40 | Shl ~~Bkr~~ Cff ✠LMC7,37 | *y* | CL ~~6,38~~ 5,40 | 1925 7mo | W.Gray& Co.Ld W Hartlepool | RopnerShippingCo Ltd. *Lloyd's SA&CP* *Cell D Ba & uE*158′ *f* | 390·0 402·3(O.L.) P30′B220′F40′ FK 169′1041*t* | 55·0 | 26·5 *FPT*180*t* | W.Hartlpl. British 6 *BHCem* *APT*179*t* | T.3Cy.25½″,40″&71″–48″ (*s*) 180lb ~~126lb~~ 439NHP 3SB(Spt),*9cf*,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl | 28 ″ 9 s 4 ″ 5½ 24 ″ 6½ | |
| * 69248 LJRW | **Aino** (*ex*Ashmore-34) *OilEng.* D.F. *ss*Sfj.No.1-38 *Longitudinal framing* *Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames* *Special Surveys to date from* 1,34 | 6126 5412 3559 | ✠100A1 7,39 ✠LMC CS12,38 DBS7,39 3,37 *Carrying Petroleum in bulk* | Got | *z* | CL 3,38 | 1932 4mo | Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle | SkibsA/S "Aino" (C.H.Sörensen& Sönner) *Lloyd's SA&CP* *Cell D Bu*E56′ 171*t D* | 396·2 408·0(O.L.) P97′B29′F36 FK *T f*34′347*t* | 55·1 | 32·3 *FPT*135*t* *APTs*239*t* | Arendal Norwegian 14 *BHptCem* (9 *to U dk* 5 ,, 2nd ,, ) | Oil Engines 2S.C.SA 6Cy.23½″–41½″ 583NH P.DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc | 32 ″ 0 s 5 ″ 5½ 26 ″ 9½ | |
| 69249 29008 JCMF | **Aioi Maru No. 12** (P) 1 *Dk* | 304 215 193 | | | | | 1922 | Mukaijima SenkyoK.K. Mukaijima | IshizakiKisen K.K. | 140·0 | 20·0 | 11·5 | Mitsuhama Japanese | T.3Cy.11″,17½″&30½″–21″ 42NHP | | |
| 69250 FNAQ | **Air France I** (*ex*Aéro-PostaleI–34) Wireless D.F. *OilEng.* 1 *Dk* | 480 323 37 | | | | | 1930 | Atel.&Ch. Marit.du Sud-Ouest Bordeaux | AirFrance | 195·4 B31′F33′ | 25·9 | 11·7 | Dakar French | Oil Engines 2S.C.SA 10Cy.13¾″–21½″ 330NHP SulzerBros.Winterthur | | V |
| 69251 FNAS | **Air France III** (*ex*Aéro-PostaleIII–34) Wireless D.F. *OilEng.* 1 *Dk* | 480 323 37 | | | | | 1930 | Atel.&Ch. deBretagne Nantes | AirFrance | 195·3 B32′F55′ | 23·5 | 11·6 | Dakar French | Oil Engines 2S.C.SA 10Cy.13¾″–21½″ 330NHP SulzerBros.Winterthur | | V |
| 69252 FNAT | **Air France IV** (*ex*Aéro-PostaleIV–34) Wireless D.F. *OilEng.* 1 *Dk* | 480 323 37 | | | | | 1930 | Atel.&Ch. deBretagne Nantes | AirFrance | 195·3 B32′F55′ | 23·5 | 11·6 | Dakar French | Oil Engines 2S.C.SA 10Cy.13⅝″–21½″ 330NHP SulzerBros.Winterthur | | V |
| 69253 161049 MPYL | **Aire** *ss*Goo.No.2-40 ~~*ss*Goo.No.1-36~~ Snb.Sig. Wireless 1 *Dk*(*Stl*) | 1108 870 445 | ✠100A1 8,40 ✠LMC8,40 | Goo | *o* | OG 9,39 | 1931 2mo | Cammell Laird&Co.Ld Birkenhead | LondonMidland& ScottishRailway (AssociatedHumberLines,*Mgrs.*) *Lloyd's SA&CP* *Cell D Ba & uE*7′ | 240·6 P38′B85′F35′ FK 3′*f*90′193*t* | 34·1 | 15·4 *FPT*17*t* | Goole British 5 *BHCem* *APT*40*t* | T.3Cy.22″,36″&61″–39″ (*s*) 200lb 352NHP 2SB,*6cf*,GS125,HS5220 FD CammellLaird&Co.Ld Bkn. | 16 ″ 5 s1 ″ 8½ 14 ″ 10 | |
| 69254 1131 OHXM | **Airisto** (*ex*Ragni-35,*ex*Sixty-four-33, *ex*Sommen, *ex*St.Thomas, *ex*Vikingen) *ss*Moss2ndNo.2-4,33 *ss*Abo.No.1-37 1 *Dk*(*Stl*)&*deep framing* *Cargo battens not fitted* | 2410 2215 1341 | ✠100A1 10,39 ✠LMC MS11,37 BS8,39 | Abo | *l* | CL 10,39 | 1907 11mo | S.P.Austin &Son,Ld. Sunderland | TurunLaivaO/Y (MainioE.Merimo, *Mgr.*) *Inter Cell D Ba* 94′ *uE&F* B36′ | 306·0 293·9 P21′B76′F30′ FK *mediate BH in fore hold dispensed with* 3′*f*90′193*t FPT*17*t* | 43·4 | 20·7 *APT*123*t* | Turku Finnish *Asp* 4 *BHonly* | T.3Cy.22″,36½″&59″–39″ (*s*) 180lb 235NHP 3SB,*6cf*,GS96,HS3609 N.E.MarineEng.Co.Ld.Sld | 23 ″ 1 s 3 ″ 5½ 19 ″ 9½ | |
| 69255 ~~710~~ SVGR | **Ais Giorgis** (*ex*Corfell-33, *ex*Queensgarth) 1 *Dk* *Cantilever framed topside tanks* | *2098* *1840* *1007* | | | | | 1908 | Sir Raylton Dixon&Co Ld Middlesbro' | ~~Mme.K.G.Sigalas~~ ~~(C.Sigalas Sons,~~ ~~*Mgrs.*)~~ Ministry of War Transport | 275·0 B52′F28′ | 40·3 | 20·5 | ~~Piræus~~ ~~Greek~~ British *WB* | T.3Cy.22″,35″&59″–39″ 217NHP Richardsons,Westgarth& Co.Ld.Mdb. | | G |
| 69256 FNQA | **Aisne** (*ex*ThereseHorn). D.F. 2 *Dks* | 3654 — 2209 | | | | | 1914 | Schiffsw.v. HenryKoch Lübeck | Cie.Havraise de Navigation(L. Corblet&Cie) | 375·9 H– | 50·7 F43′ | 21·5 | Havre French *WB* | T.3Cy27″,42⅛″&68⅜″–43⅜″ 312NHP OttensenerMaschf.Altona | | V |
| 69257 30041 JQFB | **Aitoku Maru** Wireless 1 *Dk* | 1328 1065 787 | | | | | 1924 | Harada ZosenK.K. Osaka | KitaNipponKisen K.K. | 225·0 P30′B53′F28′ | 33·0 | 20·2 | Takasago Japanese *WB* | T.3Cy.18″,29″&42″–33″ 138NHP HakodateDkyd.Hakodate | | |
| 69258 148137 VRXV | **Ajasa** (*ex*Usworth) *Well deck* *Mchy.Aft* 1 *Dk* | 2050 1540 1264 | ✠ ... 7,26 ✠ | | | | 1925 9mo | WoodSkinner&Co.Ld. Newcastle | Government of Nigeria | 275·2 Q166′F29′ | 39·8 FK | 17·6 | Lagos British *WB* | T.3Cy.21″,34″&57″–36″ 225NHP N.E.MarineEngCoLd Nwc | 20 ″ 2 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Ref. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69259<br>162340<br>GJXM | **Ajax** Ⓟ<br>E.S.D.<br>*Ref. Mchy.* | TwinSc<br>*Oil Eng.*<br>D.F. 2 *Dks* | 7540<br>6488<br>4628 | | | | | 1931 | Scotts' S.B. & Eng. Co. Ltd. Greenock | Ocean S.S. Co. Ltd. (A. Holt & Co. *Mgrs.*) | 459·6 P63′ | 59·3 B181′ | 29·2 Z57′ | Liverpool British *WB* | Oil Engines 4S.C.SA 16Cy. 29½″–59″ 489NH Akt. Burmeistr & Wain, Cpn. | | BT till ~~1-40~~ 9,41 |
| 69260<br>DOIL | —<br>Sub.Sig. D.F. | 2 *Dks*<br>*Cruiser Stern* | 2297<br>2042<br>1312 | | | | | 1927 | Akt. Ges. "Weser" Bremen | Dampfschiffahrts Ges. "Neptun" | 287·0 F26′ | 46·0 | 23·2 | Bremen German *WB* | T3Cy 19½″, 31½″ & 50⅝″–35 7/16″ & low pressure Turbine 180NH A.G. "Weser," Bremen | | G |
| 69261<br>PCFQ | —<br>(*ex* Ceuta, *ex* Elbe) *Well deck*<br>Wireless | | 942<br>799<br>510 | | | | | 1923 | Hamburgr-ElbeSchiffsw. Hamburg | Koninkl. Nederl. Stoomb. Maats. N.V. | 221·1 P&B171′ | 34·5 F31′ | 13·4 | Amstrdam Dutch *WB* | T.3Cy. 17⅞″, 28½″ & 47″–31½″ Gute Hoff-nungshütte, Oberhausen 126NH | | V |
| 69262<br>108378<br>VQYK | —<br>(*ex* Gibel Kebir–40, *ex* Canisbay, *ex* Antwerpia, | *ss* Gib. 3rd No. 3–4, 26 *ss* Gib. No. 2–34 | 551<br>439<br>331 | ✠ —— 4,40 ✠ | Gib | *i* | | 1887<br>11mo | R. Dixon & Co. Middlesbro' | W.B.P. Smithson (Petros M. Nomikos Ld. *Mgrs.*) | 175·0 Q105′F22′ BK7½″ *Cell D Ba37 f 66′10* | 26·6 | 12·3 | Gibraltar British NDB20 | T.3Cy. 15″, 25″ & 40″–30″ 80RHP 4 *B Hpt Asp* 2 *pt Cem* 1SB, 2*cf*, GS36, HS1497 Blair & Co. Ltd. Stockton | 14 ″ 5 | |
| 69263<br>LFHN | **Akabahra** (*ex* Örnefjell–37)<br>*Mchy. Aft* Wireless | *Cruiser Stern*<br>D.F. 1 *Dk* | 1524<br>1234<br>864 | | | | | 1929 | Porsgrund Mek. Værks. Porsgrunn | Hans Hannevig | 244·7 P38′ H138′ | 37·9 | 18·3 | Horten Norwegian *WB* | C4Cy (2) 12¾″ & (2) 27½″–27½″ 66NHP Porsgrund M.V. Porsgrunn | | N |
| 69264<br>42327<br>JIQK | **Akagi Maru** *ss* Yka. No. 1–40<br>E.S.D.<br>*Ref. Mchy.* | *Oil Eng.*<br>2 *Dks*<br>*Cruiser Stern* | 7390<br>6531<br>4328 | ✠100A1 ~~6.38~~ 1,41 ✠LMC CS8,40 DBS8,40 3,40 ✠Lloyd's RMC8,40 1,41 *Carrying cargo oil* | Yka Osa | *d*† | CL ~~1,38~~ 1,41 | 1936<br>9mo | Mitsubishi Jukogyo K.K Nagasaki | Nippon Yusen K.K. *Lloyd's SA&CP* | 462·7 P23′ B183′ F41′ FK | 62·3 | 34·4 *Cell DB391′1483 t* | Tokyo Japanese *B Hpt Cem* | Oil Engines 2S.C.DA 8Cy. 28¾″–47½″ 2248NHP DB *100lb* Mitsubishi Jukogyo K.K. Nag. *DTs a 39′ 1461 t FP T83 t APT77 t* | 34 ″ 5 | |
| 69265<br>14995<br>JTMH | —<br>(*ex* Akagi) | Ⓟ<br>1 *Dk* | 699<br>—<br>421 | | | | | 1888 | Kobe Ono-hama Zosen-sho Kobe | Amagasaki Kisenbu Gomei K. | 186·0 F38′ | 27·2 | 13·5 | Osaka Japanese | C.4Cy. NE90 NB04 Kobe Onohama Zosensho | | |
| 69266<br>30033<br>JYIA | **Akagisan Maru**<br>*ss* Kob. No. 3–1,37<br>*Oil Eng.*<br>2 *Dks* (*Stl*) | | 4634<br>3932<br>2788 | ✠100A1 2,40 ✠LMC CS1,37 DBS2,40 2,40 | Tama | *x* | CL 2,40 | 1924<br>7mo | Mitsui Bussan Kaisha, Ltd. Tama Dkyd. | Mitsui Bussan Kaisha, Ld. *Lloyd's SA&CP* *Cell DB309′* | 375·0 P34′ B107′ F39′ FK *832 t DT a 28′ 557 t* | 50·0 | 30·0 *FP T69 t APT113 t* | Kobe Japanese *6 BH to U dk* 1 ,, ,, *2nd* ,, *pt Cem* | Oil Engines 4S.C.SA 6Cy. 29½″–59 1/16″ DB *80lb* 489NHP Burmeister & Wain, Cpn. | 30 ″ 1 | |
| 69267<br>133648<br>GMLP | **Akaroa** Ⓟ (*ex* Euripides–32)<br>*Ref. Mchy.*<br>E.S.D.<br>GyC. | TripleSc<br>*ss* Lon. 2nd No. 3–10,38<br>3 *Dks* (*Stl*) & *Awng dk*<br>(*Stl*–ws) *4th dk* (*Stl*)<br>*in Nos. 3 & 4 holds* | 15130<br>12753<br>9449 | ✠100A1 *Awng dk with freeboard* ~~Load 1,40~~ 12,40 ~~BS3,30~~ ✠LMC 5,38 ✠Lloyd's RMC ~~3,40~~ ~~7,41 3,41 1,40~~ 6,40 *Adapted for oil fuel* | Lon Syd | *j*† | CL P10,38 ~~27,37~~ c10,38 s10,40 12, 32 | 1914<br>6mo | Harland & Wolff, Ld. Belfast | Shaw Savill & Albion Co. Ltd. *Lloyd's SA&CP* *Cell DB a 32′ u* | 550·7 569·7 (O.L.) P51′ B215′ F94′ *on Awng dk* FK&BK2″ *E & B128′ f 223′ 161* | 67·4 | 44·1 *3t Deep tanks a in u* | S'thamptn British 11 *B Hpt Cem* *ay of tunnel* | T8Cy (2) 24″ (2) 38½″ & (4) 44″–48″ & 1 L.P. turbine (*s*) 215lb 1401NHP 5DB, *30cf*, GS605, HS25075 Harland & Wolff, Ld Bel. *s 592 t FPT125 t APT152 t* | 47 ″ 11 s 15 ″ 5½ 32 ″ 11½ | BT till ~~8-40~~ 10,41 |
| 69268<br>31739<br>JHVB | **Akasi Maru** Ⓟ (*ex* Akashi Maru–38, *ex* Tunisia, *ex* Dibble Bridge, *ex* War Simoom)<br>*ss* Shl. No. 1–23<br>1 *Dk* | | 3228<br>2857<br>1958 | ✠ ... 12,26 ✠ | | | | 1918<br>10mo | Irvine's S.B. & D.D. Co. Ld W Hartlepool | Shimatani Kisen K.K. | 331·2 P33′ B100′ F28′ FK | 46·8 | 23·2 | Kobe Japanese *WB* | T.3Cy. 25″, 41″ & 68″–45″ 429NHP Geo. Clark, Ld. Sunderland | 25 ″ 6 | |
| 69269<br>20407<br>JPYE | — Ⓟ (*ex* Akashi Maru–38, *ex* Shintoku Maru No. 2)<br>*ex* Dibble Bridge, | **Wood**<br>1 *Dk* | 568<br>—<br>439 | | | | | 1917 | Fukushima Matsuye Shimochi | Kawasaki Shoji Goshi Kaisha | 134·0 | 30·5 | 14·1 | Amagasaki Japanese | C.2Cy. 12 3/16″ & 27⅞″–19″ 28NHP Mutsuda Tekkosho, Osaka | | |
| 69270<br>40698<br>JGEJ | **Akasisan Maru**<br>(*ex* Akashisan Maru–38)<br>*Ref. Mchy.* | *Oil Eng.*<br>2 *Dks*<br>*Cruiser Stern* | 4551<br>3747<br>2864 | | | | | 1935 | Mitsui Bussan Kaisha, Ltd. Tama | Mitsui Bussan Kaisha, Ld. | 362·2 P36′ B97′ F34′ | 50·0 | 29·1 | Kobe Japanese | Oil Engines 4S.C.SA 10Cy. 21⅝″–39⅜″ 453NHP Mitsui Bussan Kaisha, Ld. Tama | | C |
| 69271<br>45214<br>JUQM | **Akatuki Maru**<br>GyC. | *Oil Eng.*<br>*Carrying Petroleum in bulk* | 10216<br>6898 | | | | | 1938 | Harima S.B. & Eng. Co. Ld. Harima | Nippon Kaiun K.K. | 504·6 | 64·9 | 37·4 | Tokyo Japanese | Oil Engines 2S.C.DA 8Cy. 29½″–47½″ Kobe Steel Works, Harima | | C |
| 69272<br>41390<br>JVCK | —<br>*Oil Eng.* | Ⓟ<br>*Cruiser Stern* | 444<br>—<br>223 | | | | | 1936 | Mitsubishi Jukogyo K.K Kobe | Uwazima Unyu K.K. | 151·1 | 25·3 | 12·5 | Uwajima Japanese | Oil Engines 4S.C.SA 6Cy. 13¾″–20½″ 111NHP Mitsubishi Jukogyo K.K. Kobe | | |
| 69273<br>147737<br>VWBC | **Akbar** Ⓟ<br>*ss* Bom. No. 3–1,37<br>2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–teak s) | | 4043<br>3473<br>2479 | ✠100A1 *with freeboard* 6,40 ~~10,39~~ ~~BS12,38~~ 2,40 ✠LMC 1,37 | Bom | *y* | CL 12,38 | 1924<br>10mo | Lithgows, Ld. Port Glasgow | Mogul Line, Ld. *Lloyd's SA&CP* *Cell DB322′1028 t FPT* | 375·0 F50 *82 t APT30 t* | 52·0 FK | 23·1 *Cell B Hto Sh dk* | Bombay British 6 *B Hpt Cem* 5 ,, ,, *2nd* ,, | T.3Cy. 25″, 42″ & 70″–48″ (*s*) 200lb *110lb* 2SB, *8cf*, GS154, HS6318 FD Rankin & Blackmore Ld Grk | 25 ″ 6 s 2 ″ 5⅝ 23 ″ 3½ | |
| 69274<br>46207<br>JGEM | **Akebono Maru**<br>*Mchy. Aft* GyC. | *Oil Eng.*<br>1 *Dk* & *pt 2nd dk*<br>*Carrying Petroleum in bulk*<br>*Cruiser Stern* *Longitudinal framing* | 10182<br>—<br>6076 | | | | | 1939 | Harima S.B. & Eng. Co. Ld. Harima | Nippon Kaiun K.K. | 504·6 P159′ B41′ F46′ | 65·0 | 37·5 | Tokyo Japanese | Oil Engines 2S.C.DA 8Cy. 29½″–47¼″ 2497NHP Kobe Steel Works, Harima | | C |
| 69275<br>LCCJ | **Akershus**<br>Wireless D.F. | 1 *Dk* | 832<br>655<br>368 | | | | | 1914 | Akers Mek. Værks. Oslo | A/S Jelölinjen (Fred. Olsen & Co. *Mgrs.*) | 208·6 P26′ B93′ F40′ | 31·6 | 14·2 | Oslo Norwegian *WB* | T.3Cy. 16½″, 27″ & 45″–33″ 116NHP Akers Mek. Værks. Oslo | | N |
| 69276<br>UOKM | **Akhilleon**<br>1 *Dk* | TwinSc | 347<br>317<br>194 | | | | | 1869<br>1910 | ..... Linz | U.S.S.R. | 208·0 P5′ B22′ F19′ | 26·3 | 9·6 | Rostov Russian | C.4Cy. (2) 13½″ & (2) 22⅜″–15″ *Emade77* NB31 Ocker, Budapest 32NHP | | |
| 69277 | | | | | | | | | | | | | | | | | |

*Should be* "Gibel Kebir," *see No. 88205 in Supplement.*

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiels. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. pe.* | 15 Registre où noté, si ce n'est au L.L. D=Dk. Cert. R=Refrig. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69278<br>30502<br>JYZA | **Akibasan Maru** *ss*TamaNo.1-41<br>*ss*Kob.No.3-1,37<br>D.F. 2*Dks*(*Stl*) | | 4607<br>3923<br>2865 | ✠ 100A1<br>~~8·30~~ 9·30 2,41<br>✠LMC2,37<br>✠NB(c)*made*20*refitted*34<br>*Fitted for oil fuel* 11,24 | Tama | *x* | CL<br>~~1,38~~<br>3,40<br>*Lloyd's*A&CP<br>*F.P. above* 150° F. | 1924<br>11mo | MitsuiBussanKaisha Ld<br>TamaDkyd.<br>*Cell DB* 312'846*t* | MitsuiBussan<br>Kaisha,Ld. | 375·0\|50·0\|30·0<br>P31'B126'F43'<br>*DTa* 25'627*t* | FK<br>*FPT* 67*t* | | Kobe<br>Japanese<br>*APT* 109*t* | T.3Cy.23″,38″&64″–48″ (*s*)<br>200lb 496NHP<br>3SB,*9cf*,HS7960 FD<br>(1 „ *to* 2nd *dk*)<br>MitsuiBussanKaisha,Ld. | 30 ″ 0<br>~~8 5 ″ 8½~~<br>24 ″ 6 | |
| 69279<br>18487<br>JCBD | **Akita Maru**<br>*ss*Kob.2ndNo.3–2,39<br>2*Dks*(*Stl*) | | 3817<br>3463<br>2316 | ✠ 100A1<br>~~3,40~~ ~~3,39~~<br>✠LMC2,39<br>BS4,40 | Kob | *w* | OG<br>~~3,37~~<br>4,40 | 1916<br>5mo | MitsuBishi Dkyd&EWks<br>Nagasaki<br>*Lloyd's*A&CP | NipponYusen<br>K.K. | 345·0\|50·0\|29·1<br>P33'B74'F40'<br>*Cell DB* 294'772*t* | FK<br>*FPT* 27*t* | | Tokyo<br>Japanese<br>*APT* 27*t* | T.3Cy.23″,38″&64″–48″ (*s*)<br>200lb 342NHP<br>6*BHCem*<br>2SB(Spt),*6cf*,GS109, HS4394 FD<br>MitsuBishiD.&E.Wks.Nag. | 29 ″ 1<br>~~5 ″ 4½~~<br>23 ″ 11 | |
| 69280<br>42304<br>JVMH | **Akitsu Maru** (P)<br>*Oil Eng.*<br>2*Dks*<br>*Cruiser Stern* | | 1038<br>—<br>552 | | | | | 1936 | Mitsubishi JukogyoK.K<br>Kobe | AwanokuniKyodo<br>KisenK.K. | 196·8\|32·8\|16·1<br>F12′ | *WB* | | Japanese | Oil Engines 4S.C.SA<br>8Cy.16¾″–24⅞″ 218NHP<br>MitsubishiJukogyoK.K.<br>Kobe | | |
| 69281<br>45129<br>JMKM | **Akiura Maru**<br>*Oil Eng.*<br>Sub.Sig. D.F. 2*Dks* | | 6304<br>—<br>4848 | | | | | 1938 | Mitsubishi JukogyoK.K<br>Nagasaki | MitsubishiShoji<br>Kaisya,Ld. | 437·4\|58·5\|32·8<br>P30'B157'F41′ | *WB* | | Tokyo<br>Japanese | Oil Engines 2S.C.SA<br>6Cy.28¾″–49⅛″ 840NHP<br>MitsubishiJukogyoK.K.<br>Nag. | | C |
| 69282<br>DOCW | **Akka** (*ex*Stettin)<br>2*Dks* | | 2646<br>2331<br>1511 | | | | | 1924 | Stettiner Oderwerke<br>Stettin | AtlasLevante-<br>LinieA.G. | 328·9\|46·0\|18·7<br>P14'B50'F31′ | *WB* | | Bremen<br>German | T.3Cy.22⅝″,35½″&57″–39½″<br>204NHP<br>StettinerOderwerkeA.G. | | G |
| 69283 | **Äksi** (*ex*Clara–39)<br>*ss*Goo.2ndNo.3–4,34<br>*Well deck* 1*Dk*(*Stl*)*&deep framing* | | 844<br>579<br>430 | ✠ —<br>3,39<br>✠ | Ant | *k* | | 1908<br>10mo | J.Crown& Sons,Ld.<br>Sunderland | PeetRass | 195·0\|30·1\|11·9<br>202·6(O.L.)<br>P19'Q77'B9'F24′<br>*Cell Ba* 40*'f* 77'157*t FPT* 25*t APT* 32*t* | FK | | Tallinn<br>Estonian<br>4*BHCem* | T.3Cy.16½″,27″&44″–33″<br>141NHP<br>1SB,*4cf*,GS73,HS2454<br>N.E.MarineEngCo.Ld.Sld. | 14 ″ 0 | C<br>† |
| 69284<br>TCFA | **Aksu** (P) (*ex*Campidoglio–34,*ex* Leopolis–32)<br>*ss*Tri.No.3–10,19<br>1*Dk&Spar dk&deep framing*<br>*Fitted for oil fuel* | | 3905<br>—<br>2442 | ✠ ...<br>11,23<br>✠ | | | | 1909<br>3mo | Lloyd<br>Austriaco<br>Trieste | T.C.Münakalât VekâletiDevlet DenizyollariIsletmeU.M. | 368·4\|44·2\|23·3<br>P&B246'F65′ | FK | | Istanbul<br>Turkish | T.3Cy.26″,43½″&73″–48″<br>495NHP<br>LloydAustriaco,Trieste | 25 ″ 10 | |
| 69285<br>TCCQ | **Aktan** (*ex*Sami–38, *ex*Aghios Spyridon,*ex*Coreyra) Iron<br>*ss*Nwc.4th.No.3–9,19<br>1*Dk2trB* (*ex*CityofCadiz,) | | 831<br>699<br>468 | ✠ ...<br>11,24<br>✠NB8,94 | | | | 1862<br>7mo | Richardsn, Duck&Co.<br>Stockton | HamdiSelimoglu veSerikleri. | 204·4\|28·5\|17·3<br>P34'F36′<br>ND94 BK6½″ | | | Istanbul<br>Turkish | C.2Cy.26″&49″–30″<br>NE76 95NHP<br>T.Richardson&Sons,Hpl. | 18 ″ 1 | |
| 69286<br>132589<br>~~2 1 D~~<br>GLNG | **Al Rawdah** (*ex*Ville de Beyrouth–39, *ex*Chenab)<br>*ss*Alx.2ndNo.3–10,36<br>D.F. 1*Dk*(*Stl*–ws)*&Shelter dk*<br>(*Stl*–ws)*lower dk in forehold* | | *3549*<br>*3316*<br>*2157* | ✠ 100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,39<br>BS5,40<br>~~BS12,30~~ ✠LMC10,36 | Alx | *v* | CL<br>11,37 | 1911<br>8mo | Cammell Laird&Co.Ld.<br>Birkenhead<br>*Lloyd's*A&CP | Ministry of Shipping(BritishIndia Stm.Nav.Co.Ld. *Mgrs.*) | 350·2\|44·2\|27·6<br>P41'F45′*on Shelter dk*<br>*Cell DBa* 100′*u E&B* 20*t* | FK | | London<br>British<br>6*BHCem*<br>*f* 126′ 603*t* | T.3Cy.24½″,40″&68″–45″ (*s*)<br>200lb *100lb* 426NHP<br>2SB,*6cf*,GS125,HS5994 FD<br>D.Rowan&Co.Glasgow<br>*FPT* 48*t APT* 44*t* | 30 ″ 0<br>~~11 ″ 4½~~<br>13 ″ 0½ | |
| 69287<br>VSKD | **Al Said** (*ex*Drake–34)<br>*ss*Lon.No.2–30<br>2*nd dk*(*Stl*)*in No.2hold*<br>1*Dk*(*Stl*)*&Shelter dk*(*Stl*) | | 1657<br>1049<br>831 | ✠ ...<br>12,34<br>✠ | Lon | | | 1922<br>2mo | AilsaS.B. Co.Ld.<br>Ayr | Government of Zanzibar | 245·9\|38·1\|14·5<br>B63′*on Shelter dk*<br>*Cell DB* 215'339*t* | FK<br>*FPT* 16*t APT* 24*t* | | Zanzibar<br>*Cem*<br>5*BHtoSh dk* | T.3Cy.22″,35″&57″–39″<br>259NHP<br>2SB,*6cf*,GS126,HS4516<br>AilsaS.B.Co.Ld.Troon | 17 ″ 0 | |
| 69288<br>LCCK | **Ala**<br>1*Dk* | | 933<br>681<br>555 | | | | | 1916 | Akt.Jarlsö Værft.<br>Tönsberg | E.B.AabysRederi A/S. | 200·4\|31·9\|12·7<br>Q62'B53'F20′ | *WB* | | Oslo<br>Norwegian | T.3Cy.14″,24½″&40″–27″<br>83NHP<br>BergensMekVærksBergen | | N |
| 69289<br>1676<br>IBKC | **Alabama** (*ex*Ashtabula,*ex*Graf Stroganoff)<br>*ss*Mdb.2ndNo.3–1,30<br>*ss*Gen.No.1–35<br>*Mchy.Aft* 2*Dks*(1*Stl*&*Upt Irn*<br>D.F. *&pt Stl*)*&Web frames*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* | | 6725<br>5767<br>3933 | ✠ —<br>6,39<br>✠NB11,16✠ | Gen | *a*† | | 1903<br>8mo | Palmers' Co.Ld.<br>Newcastle | "Petroleum"Soc. Anon.diNav.<br>(G.Chiarella, *Mgr*)<br>*Cell D* | 442·2\|54·7\|30·3<br>427·3<br>P252'F46′<br>*Bu E* 39'71*t FPT* 77*t* | FK | | Genoa<br>Italian<br>14*BHCem*<br>*APT* 130*t* | T.3Cy.28″,46½″&77″–54″<br>530NHP<br>3SB,*12cf*,GS265,HS8964<br>Palmers'Co.Ld.Newcastle | 32 ″ 0 | I<br>† |
| 69290<br>FNTP | —<br>*ss*Hav.No.1–35<br>2*Dks*(*Stl*)*&Shelter dk*(*Stl*)<br>D.F. | | 5645<br>4885<br>3326 | ✠ ~~6·40~~<br>6,40<br>*Shelter dk*<br>*withfreeboard*<br>~~BS6,35~~ ~~LMC~~<br>~~BS6,35~~ ~~BS5,35~~<br>*Fitted for oil fuel* 4,31 | Hav | | CL<br>8,39<br>*F.P. above* 150° F. | 1931<br>4mo | Ch.&Atel. deSt.Nazaire (Penhöet)SA Gd.Quevilly | Compagnie GénéraleTrans-atlantique | 425·8\|54·9\|26·3<br>442·8(O.L.)<br>*Cell DB* 364'1379*t FPT* 161*t* | FK<br>*Lloyd's*A&CP | | Havre<br>French<br>7*BHptCem*<br>(*Coll to Sh dk*<br>6 „ *U* „)<br>*APT* 118*t* | T.3Cy.28″,46½″&78″–54″ (*s*)<br>180lb 712NHP<br>4SB,*12cf*,GS ,HS11280 FD<br>Atel.&Ch.deFrance,Dnk. | 29 ″ 0<br>~~3 ″ 0~~<br>~~26 ″ 0~~ | |
| 69291<br>OXDC | —<br>(*ex*Atlantic)<br>*ss*Cpn.No.3–6,34<br>*ss*Rot.No.1–38<br>D.F. 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) | | 4575<br>4107<br>2748 | ✠ 100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,39<br>BS5,39 ✠LMC7,38<br>*Fitted for oil fuel* 1,21 | Cpn | *z* | OG<br>5,39<br>*F.P. above* 150° F. | 1921<br>1mo | A.B.Oresundsvarvet Landskrona<br>*Lloyd's*CP | DetForenede Dampskibs.Selsk. | 401·1\|53·7\|25·7<br>*Intermediate BH in after*<br>*Cell DB* 343'1081*t* | *F on Shelter dk* 37<br>FK<br>*hold dispensed with*<br>*FPT* 79*t APT* 204*t* | | Copnhagn<br>Danish<br>*Cem*<br>1*BHtoSh dk* | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*)<br>200lb FD 420NHP<br>3SB(Spt)*9cf*,GS123,HS5580<br>DeLavalsAngturbin,Skm | 28 ″ 6<br>~~3 ″ 3½~~<br>25 ″ 5 | |
| 69292<br>130907<br>WRAE | —<br>(*ex*Northtown)<br>*Mchy.Aft*<br>D.F. | *Fitted for oil fuel*<br>1*Dk&Spar dk*<br>*Carrying oil in bulk* | 2840<br>—<br>2070 | | | | | 1901 | Chicago S.B.Co.<br>Chicago | TheTexasCompany | 294·0\|42·2\|23·2<br>len 14 | *WB* | | Wilmgton (Del.)<br>Utd.States | T.3Cy.20″,33″&54″–40″<br>NB14 184NHP<br>ChicagoS.B.Co.Chicago | | V |
| 69293<br>207138<br>WPCT | — (P)<br>*Mchy.Aft*<br>D.F. | | 2626<br>—<br>1684 | | | | | 1910 | Manitowoc D.D.Co.<br>Manitowoc | PaxtonMendels-sohn | 250·0\|45·5\|26·1 | | | Detroit<br>Utd.States | T.3Cy.23″,38″&62″–36″<br>231NHP<br>ToledoS.B.Co.Toledo,O. | | R |
| 69294<br>221907<br>KDWX | **Alabaman** (*ex*DianaDollar–36, *ex*Cathay)<br>D.F. | *Fitted for oil fuel*<br>3*Dks* | 7004<br>—<br>4337 | | | | | 1921 | Kiangnan Dk&EngWks Shanghai | American-HawaiianS.S.Co. | 429·0\|55·2\|34·2 | *WB* | | NewYork<br>Utd.States | T.3Cy.26½″,44″&74″–48″<br>377NHP<br>KiangnanDock&Eng.Wks | | R |
| 69295<br>KZBL | **Alabat**<br>*Oil Eng.*<br>1*Dk*(*Teak*)<br>Wireless | Twin Sc | 806<br>—<br>406 | ✠ ...<br>8,33<br>✠ | Man | | | 1929<br>5mo | Taikoo D.&E.Co.of H.Kg.Ld<br>HongKong | ManilaRailroad Co.<br>*Cell DB* 115′<br>124*t tank in way* | 162·0\|34·1\|12·9<br>P22'B58'F30′<br>*of tunnels* 17*t FPT* | FK | | Manila<br>Utd.States<br>4*BHptCem*<br>8*tAPT* 16*t* | Oil Engines 4S.C.SA<br>12Cy.12½″–17⅞″ 176NHP<br>Motoren Werke,Mannheim | 14 ″ 8 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of withdrawal of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69296<br>167388<br>MPYP | **Alacrity**<br>*Oil Eng.* 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | | 554<br>352<br>283 | ✠100A1<br>8,40 ~~1,40~~<br>✠LMC2,40 | Goo<br>Fal | *h* | OG | 1940<br>2mo | Goole S.B. & Repg. Co. Ltd. Goole | F. T. Everard & Sons, Ltd.<br>*Lloyd's SA&CP* *FPT 83t APT 49t* | 168·7 \| 27·7 \| 10·0<br>Q105'F18'<br>176·3 (O.L.) FK | London<br>British<br>*3 BH* | Oil Engines 2S.C.SA.<br>5Cy. 12⅝"–16⅜" 71RHP<br>Newbury Diesel Co. Ltd. Newbury | 11 ″ 3<br>s 3 ″ 7<br>11 ″ 1¾ | |
| 69297<br>149984<br>VLLS | **Alagna** (*ex* Malake–39)<br>*ss* Bsb. No. 3–7, 40 ~~ss 3, yd. No. 2–86~~<br>*Well deck* 1 *Dk* (*Stl*–ws)<br>*Ref. Mchy.* | | 730<br>509<br>413 | ✠100A1<br>~~7,35 7,36~~ 2,41<br>~~BS7,39~~ ✠LMC ~~10,38~~<br>~~BS 7,40~~ 1,41 11,39 | Bsb | *k* | CL<br>~~1,38~~<br>5,40 | 1928<br>2mo | Grn gem'th Dkyd. Co. Ltd. Grngemouth<br>*Lloyd's SA&CP* | John Burke, Ltd.<br>*Cell DB & a* | 180·0 \| 31·0 \| 11·6<br>Q46'B55'F29' FK<br>*u E41' f 84' 188t FPT* | Brisbane<br>British<br>*4 BH Cem* | T. 3Cy. 12½", 21" & 34" – 24" (*s*)<br>200lb *100lb* 62RHP<br>1SB, *3cf*, HS1995<br>McKie & Baxter, Ld. Gls. | 13 ″ 6<br>~~s 8~~ ″ ~~7~~ 8<br>13 ″ 0 | |
| 69298<br>213861<br>WCCF | **Alamar** (*ex* Eurana)<br>~~*ss* Bal. 2nd No. 3–6, 40~~ ~~*ss Bal. No. 3 10,37*~~<br>~~*ss Bal. No. 2–25*~~<br>D.F. 2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing* | | 5689<br>5312<br>3516 | ✠100A1<br>~~5,40 5,39~~ 4,41<br>~~BS10,39~~ ✠LMC 6,40<br>~~MC6,36~~ ~~BS5,36 4,40~~<br>*Fitted for oil fuel* 1,16<br>BS4,41 | Bal | *z* | CL<br>~~8,38~~<br>4,41<br>*F.P. above* 150° F. | 1916<br>1mo | Union Iron Works Co. San Francisco A&CP | Calmar S.S. Corp.<br>*Interm ediate BH in after Cell* | 399·7 \| 56·2 \| 30·5<br>P57'B229'F40' FK<br>*hold dispensed with DB 315' 1236t DT at sides of tunn el 30' 223t FPT 80t APT 200t* | New York<br>Utd. States<br>*Asp 5 BH to U dk* | 1 DR Geared Steam Turbine<br>210lb (*s*) 498NHP<br>3SB, HS7704<br>General Electric Co. Schenectady, N.Y | 32 ″ 0<br>s 5 ″ 2<br>27 ″ 0¼ | |
| 69299<br>218921<br>WDFF | **Alamo** (*ex* Lake Elon)<br>*Fitted for oil fuel*<br>*Ref. Mchy.* 1 *Dk 2 tr B* | | 2676<br>—<br>1660 | | | | | 1919 | Gt. Lakes Eng. Works Ashtabula, O. | Agwilines Inc. (Clyde-Mallory Lines, *Mgrs.*) | 253·4 \| 43·7 \| 26·2<br>*WB* | New York<br>Utd. States | T. 3Cy. 19", 35" & 59" – 42"<br>226NHP<br>Great Lakes Eng. Works | | R |
| 69300<br>LKBD | **Alar**<br>*Oil Eng.*<br>D.F. *Mchy. Aft* 1 *Dk*<br>*Cruiser Stern* *Longitudinal framing*<br>*Carrying Petroleum in bulk* | | 9430<br>8796<br>5698 | | | | | 1939 | Sir J. Laing & Sons, Ld. Sunderland | Skibs-A/S Preba (Prebensen & Blakstad, *Mgrs.*) | 483·6 \| 68·3 \| 36·2<br>P102'F32' | Risör<br>Norwegian | Oil Engines 2S.C.SA.<br>7Cy. 28¾"–47¼" 982NHP<br>Wallsend Slpwy. & E. Co. Ld | | N |
| 69301<br>LCBO | **Alaska** (*ex* Peel County–33, *ex* Alaska)<br>*ss* Rot. No. 3–5, 37<br>2 *Dks* (*Stl*) | | 5681<br>5094<br>3476 | ✠100A1<br>~~3,40~~ ~~1,39~~ 2,41 ~~Awn–NYK~~<br>✠NE1,24 ✠LMC5,37<br>~~BS1,40~~ 2,41<br>*Fitted for oil fuel* 7,18 | Rot | *z* | CL<br>1,39<br>*F.P. above* 150°F. | 1918<br>7mo | J Coughlan & Sons Vancouvr BC<br>*Lloyd's SA&CP* | D/S A/S Alaska (C. Haaland)<br>*Intermediate BH in fore & after Cell DB* | 410·5 \| 54·1 \| 27·5<br>P59'B115'F47' FK<br>*holds dispensed with 5 BH only 368' 1274t FPT 131t APT 269t* | Haugesnd<br>Norwegian<br>*Cem* | T. 3Cy. 26", 42" & 70" – 48" (*s*)<br>190lb 523NHP<br>3SB, *9cf*, GS180, HS8010 FD<br>Swan, Hunter & Wigham Richardson Ld. Nwc. | 29 ″ 9<br>s 5 ″ 10<br>24 ″ 1½ | |
| 69302<br>222966<br>KFIM | — Ⓟ **Twin Sc**<br>4 *Dks*<br>D.F. *Fitted for oil fuel* | | 4515<br>—<br>2274 | | | | | 1923 | Todd Dry Dock & Con struction Co Tacoma | Alaska S.S. Co. Inc. | 350·4 \| 49·6 \| 15·6 | New York<br>Utd. States | 2 Steam Turbines connected to Electric Motors & Screw Shafts NE *made 21 fitted 31*<br>NB30<br>General Electric Co. Schenectady | | R |
| 69303<br>25937<br>JALD | **Alaska Maru**<br>*ss* Osa. No. 3–3, 31<br>*ss* Tama No. 2–38<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | 7379<br>6844<br>4522 | ✠100A1<br>*Shelter dk with freeboard*<br>2,41 ~~1,40~~ ✠LMC 2,41<br>*Fitted for oil fuel* 12,22 | Osa | *a*† | CL<br>12,38<br>*F.P. above* 150°F. | 1919<br>8mo | Mitsu Bishi Zosen Kaisha, Ld. Nagasaki A&CP | Osaka Syosen K.K.<br>*Cell DB 358' 1165t DT a 28' 1077t* | 420·0 \| 56·0 \| 38·5<br>F47' *on Shelter dk*<br>FK<br>*FPT 108t APT 95t* | Osaka<br>Japanese<br>*Cem* | T. 3Cy. 28", 49" & 79" – 51" (*s*)<br>200lb 574NHP<br>3SB, *9cf*, GS191, HS7714 FD<br>Mitsu Bishi Zosen Kaisha | 38 ″ 7<br>s 10 ″ 4½<br>28 ″ 5 | |
| 69304<br>223485<br>KFTJ | **Alaska Standard** **Twin Sc**<br>*Mchy. Aft* *Oil Eng.* 1 *Dk*<br>Wireless D.F. *Carrying oil in bulk* | | 1318<br>—<br>731 | | | | | 1923 | Bethlehem S.B. Corp. Ld. San Francisco | Standard Oil Co. of California | 210·0 \| 40·1 \| 16·1 | S. Frncisco<br>Utd. States | Oil Eng. and Elec. Motors<br>12Cy. 13⅜"–19¾" 4S.C.SA<br>Diesel Eng. Co. 215NHP<br>General Electric Co. | | R |
| 69305<br>217232<br>WACW | **Alaskan** (*ex* Wheaton)<br>*ss* N.Ns. No. 3–6, 28<br>*ss* S.Fo. No. 1–32<br>2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)<br>3 *rd dk* (*Stl*) in No. 1 hold & *Web frames*<br>D.F. GyC. *Longitudinal framing*<br>*Fitted for oil fuel* | | 5364<br>4977<br>3280 | ✠ ...<br>3,34<br>✠ | SFo | | | 1918<br>11mo | Bethlehem S.B. Corp. Ld. Sparro' Pt. Md | American-Hawaiian S.S. Co.<br>*Cell DB 363' 1232t* | 415·0 \| 53·7 \| 36·3<br>FK<br>*Cell BH to Sh dk 7 ,, ,, U ,,*<br>*FPT 125t APT 52t* | New York<br>Utd. States<br>*Cem* | T. 3Cy. 30¼", 52" & 86" – 54"<br>813NHP<br>4SB, *12cf*, GS264, HS12020<br>Bethlehem S.B. Corp. Ld. | 31 ″ 6 | R †<br>I |
| 69306<br>2269<br>IODQ | **Alato** (*ex* Giulia–40, *ex* Pierrot, *ex* Pierrot II.)<br>1 *Dk* | | 302<br>260<br>112 | | | | | 1918 | Forg. & Ch. de la Médit. Havre | Fratelli Maggi | 142·1 \| 24·1 \| 10·9<br>131·3 11·5<br>Q79'F25' | Genoa<br>Italian | C. 2Cy. 18" & 36" – 24"<br>53NHP<br>Forg. & Ch. de la Médit. Hav. | | |
| 69307<br>147315<br>GLKM | **Alaunia** Ⓟ **Twin Sc**<br>*ss* Lon. No. 3–1, 38<br>2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–ws)<br>*Ref. Mchy.* 3 *rd dk* (*Stl*) in *Nos.* 1, 2 & 3 *holds*<br>D.F. Sub.Sig. GyC. E.S.D. | | 14030<br>10629<br>8448 | ✠100A1<br>*Shelter dk with freeboard*<br>3,39<br>BS3,39 ✠LMC 2,37<br>✠Lloyd's RMC 4,39 | Lon | *h*† | CL<br>12,37 | 1925<br>7mo | J. Brown & Co. Ld. Glasgow<br>*Lloyd's SA&CP* | Cunard White Star, Ld.<br>*Cell DB 447' 1927t DT f 51' 1470t* | 519·6 \| 65·2 \| 39·2<br>538·5 (O.L.)<br>B&F on *Shelter dk*<br>425' FK<br>*FPT 106t APT 47t* | Liverpool<br>British<br>*11 BH Cem (10 to S dk 1 ,, U ,,)* | 4 Steam Turbines DR (*r*) geared to 2 Sc. Shafts<br>220lb 1640NHP<br>2 D & 2 SB, *24cf*, HS19442 FD<br>J. Brown & Co. Ld. Glasgow | 43 ″ 0<br>s 11 ″ 2¾<br>32 ″ 2¼ | |
| 69308<br>147669<br>VWBL | **Alavi** Ⓟ<br>*ss* Bom. No. 3–12, 36<br>3 *Dks* (*Stl*–*Weather* teak s) | | 3566<br>3029<br>2161 | *Fitted for oil fuel* 7,25<br>✠100A1<br>*with freeboard*<br>1,40<br>BS1,40 ✠LMC 12,36 | Bom | *w* | *F.P. above* 150° F.<br>CL<br>N9,37 | 1924<br>6mo | Lithgow's Ld. Port Glasgow<br>*Lloyd's SA&CP* | Mogul Line, Ld.<br>*Cell DB 298' 852t FPT 74t APT 36t* | 350·0 \| 48·0 \| 23·1<br>365·0 (O.L.)<br>FK<br>*Collision BH to* | Bombay<br>British<br>*6 BH Cem*<br>*Weather dk* | T. 3Cy. 24", 40" & 67" – 45" (*r*)<br>200lb *110lb* 394NHP<br>2SB, *6cf*, GS127, HS5384 FD<br>Rankin & Blackmore Ld Grk | 25 ″ 6<br>s 3 ″ 0½<br>22 ″ 8½ | |
| 69309 | **Alba** (*ex* Dimitrios N. Bogiazides–39, *ex* Maid of Corfu, *ex* Orissa, 1 *Dk* (*Stl*) 2 *tr B deep framing* & *ex* Ingelfingen) *Web frames* | | *3495*<br>*3204*<br>*2194* | ✠<br>8,19<br>✠ | Ham | *v* | | 1908<br>4mo | Chant. Nav Anversois Hoboken | Alba S.S. Co. Ld.<br>*Cell DB a 108' u E & B 42' f 152' 788t FPT* | 346·8 \| 48·1 \| 23·1<br>P31'B180'F31'<br>FK<br>*108t APT 81t* | Panama<br>P'namanian<br>*6 BH Cem* | T. 3Cy. 24", 40" & 66" – 45"<br>317NHP<br>3SB, *9cf*, GS136, HS4905<br>N.E. Marine Eng. Co Ld Nwc | 25 ″ 7 | C †<br>V |
| 69310<br>YQSL | **Alba Julia** (*ex* Carl Legien–33)<br>Sub.Sig. *Fitted for oil fuel*<br>D.F. 2 *Dks* | | 5700<br>4402<br>3428 | | | | | 1922 | Marine-werft Wilhelmshvn | Roumanian State Maritime Service | 409·8 \| 53·9 \| 23·7<br>H133'F49' | C'nstantza<br>Roumanian<br>*WB* | T. 3Cy. 25¼", 41" & 66⅛" – 49¼"<br>&L.P. Turbine 430NHP<br>Marinewerft, Wilhelmshvn | | |
| 69311<br>1536<br>IJFT | **Albachiara** (*ex* Mecklenburg, *ex* Anna Tiede)<br>*ss* Lth. No. 3–6, 20<br>*ss* Gls. No. 1–25<br>1 *Dk* & *Shelter dk* | | 1245<br>1094<br>728 | ...<br>8,28 | | | | 1904 | Schiffsw. v. Henry Koch Lübeck | Renato Durante | 246·3 \| 35·7 \| 21·9<br>H62'<br>FK | Genoa<br>Italian<br>*WB* | T. 3Cy. 17", 28⅜" & 45¼" – 32½"<br>140NHP<br>J. F. Ahrens, Altona | 17 ″ 4 | I † |
| 69312<br>305<br>IBLA | **Albano** Ⓟ (*ex* War Arrow)<br>*Well deck* 1 *Dk*<br>D.F. | | 2364<br>1785<br>1317 | ✠ ...<br>4,20<br>✠ | | | | 1918<br>10mo | S.P. Austin & Son, Ld. Sunderland | "Adriatica" Soc. Anon. di Nav. | 293·5 \| 42·1 \| 19·0<br>284·9<br>P25'Q72'B66'F32'<br>FK | Venice<br>Italian<br>*WB* | T. 3Cy. 22", 36" & 59" – 39"<br>Richardsons, Westgarth & Co. Ld. Sld. | 21 ″ 2 | I † |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terne soigné maintenant en bon état. Lettre d'Equipement. | 7* Date de la dernière visite de l'Arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Double. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | 15 Registre coté à la Cote de L. R. ✠ en cet endroit dans le Vert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69313<br>2248<br>IBON | **Albaro** (*ex*GiuseppeErcoli-39, *ex*C.B.Watson-36, *ex*Bulko, *ex*Perfection) *Fitted for oil fuel*<br>D.F. *Carrying Petroleum in bulk*<br>*Mchy. Aft* | 1 *Dk* 2 *tr B* | 2104<br>1850<br>1199 | | | | | 1911 | American S.B.Co. Cleveland, O. | Navigazione e CommercioSoc. Anon. Italiana | 259·9 \| 43·2 \| 20·7<br>250 0<br>P92′F52′ | Genoa Italian | T.3Cy.19″,31″&54″–42″<br>189NHP<br>AmericanSBCo.Cleveland | | I |
| 69314<br>EAJK | **Albarreba** (*ex*Gante-39, *ex*Udondo-38, *ss*Bbo.2ndNo.3-3,29 *ex*Guadiaro, 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)& *ex*BlackPrince *ex*Provana) *deep framing*<br>Sub.Sig. | | *3925*<br>*3648*<br>*2560* | ✠ —<br>7,35<br>*Spar dk* ✠ | Cff | *w* | | 1903<br>1mo | Russell& Co Pt.Glasgow | José deNavas Escuder *Intermediate 'tween dk BH in after Cell* | 345·2 \| 49·9 \| 17·9<br>25·9<br>P20′B202′F37′ FK<br>*hold dispensed with*<br>*DBa*112′*u E&B*40′ | Bilbao Spanish | T.3Cy.25″,41″&67″–45″<br>NDD20 340NHP<br>2SB,*Spf*,GS142,HS5438<br>6 *BH Cem*<br>(5 *to Spr dk*<br>1 „ *Main* „)<br>Rankin&Blackmore,Grk. | 28 ″ 5 | G<br>† |
| *Should be* | Albertud, *see Vol. 67025 in Supplement* | | | | | | | | | | | | | | |
| 69315<br>1188<br>IJGF | **Albatros** (*ex*Steamer-39, *ex*Yacht, *ex*Bernicle, *ex*Norseman, *ex*Yreryr, *ex*Norseman) (*See Sailing Ship Register*) | Aux *Oil Eng.* 2 *Dks* | 404<br>380<br>210 | ✠ —<br>6,14 | Grk | | | 1898<br>2mo | D.&W. Henderson &Co. Glasgow | D.Zolezzi | 177·3 \| 27·3 \| 15·7<br>148·9 | Genoa Italian | Oil Engines<br>6Cy.11½″–19½″ NE39<br>Waggon-und MaschinenbauAkt.Ges. Görlitz | * | I<br>† |
| 69316<br>DOBD | **Albatross**<br>Wireless D.F<br>Sub.Sig. 1 *Dk* | | 985<br>819<br>501 | | | | | 1917 | Stettiner Oderwerke Stettin | ArgoReederei RichardAdler&Co. | 235·8 \| 33·6 \| 13·5<br>P&B148′F29′ | Bremen German *WB* | T.3Cy.22⅝″,35½″&57 1/16″–39⅜″<br>205NHP<br>StettinerOderwerke | | G |
| 69317<br>150290<br>CGFT | **Alberni** Ⓟ TwinSc<br>(*ex*CoalBargeNo.7-36)<br>Wireless 1 *Dk* | | 502<br>419<br>197 | | | | | 1927 | Canadian Govt.Shipyrd (Dept.M.&F.) Sorel,P.Q. | CanadianGovt. (Dept. ofTransprt) | 157·3 \| 30·5 \| 10·6 | Sorel,P.Q. British *WB* | C.4Cy.12″&24″–16″<br>48RHP<br>*Emade*18*refitted*27<br>AllisChalmers,Ld.Toronto | | |
| 69318<br>7985<br>SMPA | **Albert** (*ex*Sandysike-35)<br>*Well deck* | *ss*Shl.No.3–1,35 *ss*Got.No.1–39 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | *1745*<br>*1329*<br>*973* | ✠100A1<br>4,39<br>✠LMC4,39 | Got | *q* | CL<br>7,38 | 1922<br>9mo | WoodSkinner&Co.Ld. Newcastle | RederiA/BSylvia (Alb.Billner, *Mgr.*) | 258·6 \| 37·7 \| 16·3<br>Q153′BonQ52′F29′<br>FK | Gothenbrg Swedish | T.3Cy.20″,33″&54″–36″ (*s*)<br>180lb 208NHP<br>2SB,*6cf*,GS99,HS3440<br>4 *BH Cem*<br>N.E.MarineEng CoLd Nwc | 18 ″ 7<br>s 5 ″ 7<br>17 ″ 2 | |
| | | | | | | | | *Lloyd'sA&CP* | | *CellDBa*77′*u* | *E*18′*f*102′448*t FPT*92*t APT*150*t* | | | | |
| 69319<br>DHAN | —<br>(*ex*LiliasCalvert, *ex*Gibel-Derif, *ex*Elsa) | 1 *Dk* | 788<br>603<br>461 | | | | | 1888 | Flensburgr Schiffsb.Ges. Flensburg | Hamburg-Danzig Linie (JohannesIck *Mgr.*) | 191·3 \| 30·4 \| 13·4<br>Q59′B50′F20′ | Hamburg German *WB* | T.3Cy.14″,25″&40½″–27″<br>85NHP<br>FlensburgerSchiffsb.Ges. | | V |
| 69320<br>147767 | **Albert C. Field**<br>*Mchy. Aft* | 1 *Dk* | 1764<br>1616<br>1302 | | | | | 1923 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*) | 252·5 \| 43·3 \| 17·8<br>F34′ | S.Cathrnes Ont. British *WB* | T.3Cy.16″,27″&44″–33″<br>111NHP<br>MacColl&Pollock,Sld. | | C |
| 69321<br>215708<br>WNXW | **Albert E. Heekin** (*ex*WilliamA. Amberg)<br>GyC. D.F. | 1 *Dk*&*Web frames*<br>*Mchy. Aft* *Longitudinal framing* | 7031<br>6823<br>5641 | ✠ ...<br>2,22<br>✠ | | | | 1917<br>10mo | American S.B.Co. Lorain, O. | NationalSteelCorp. (M.A.HannaCo. *Mgrs.*) | 525·0 \| 58·0 \| 31·0<br>F48′<br>FK | WlmgtnDl Utd. States *WB* | T.3Cy.23½″,38″&63″–42″<br>376NHP<br>AmericanS.B.Co.Lorain,O. | 32 ″ 0 | R<br>† |
| *Note* | V. Stanford, *see Vol. 88918 in Supplement* | | | | | | | | | | | | | | |
| 69322<br>KDOK | **Albert E. Watts**<br>Sub.Sig. | *ss*N.Os.No.1–37 2 *Dks*(*Stl*)&*Web frames*<br>*Mchy. Aft* *Longitudinal framing* | 7138<br>5111 | ✠100A1<br>1,41<br>BS1,41 ✠LMC1,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2 ,21 | Gal | *b*† | CL<br>N7,40<br>*F.P. above* 150° F. | 1921<br>2mo | Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel A&CP | SinclairRefining Co.Inc. *CellDBu E&B*62′ 200*t DTf*40′588*t* | 430·2 \| 59·2 \| 32·8<br>P134′B36′F40′ FK<br>*FPT*228*t APT*72*t* | NewYork Utd. States<br>17 *BHptCem*<br>(13 *to U dk*<br>4 „ 2*nd* „) | T.3Cy.26½″,44″&74″–51″ (*s*)<br>200lb 593NHP<br>3SB,*9cf*,HS8829 FD<br>BethlehemS.B.Corp.Ld.<br>(HarlanPlnt)WlmngtnDl | 33 ″ 3<br>s 6 ″ 8½<br>26 ″ 10 | |
| 69323<br>214715<br>WFCV | **Albert Hill** (*ex*J.W.VanDyke) 3Mst<br>Modified*ss*Mob.9,40<br>*Mchy. Aft* 2 *Dks*(*Stl*)&*Web frames*<br>GyC. *Longitudinal framing* | *ss*N.Yk.No.3–4,36 | 7115<br>6379<br>4403 | ✠100A1<br>9,39<br>✠NE10,19 ✠LMC 9,40<br>MS1,38 BS9,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2, 17 | Phl | *b*† | CL<br>1,39<br>*F.P. above* 150° F. | 1917<br>2mo | UnionIron WorksCo. SanFrancisco A&CP | AtlanticRefining Co. *CellDBuE&B*64′ *DTf*56′1038*t* | 435·0 \| 56·0 \| 32·0<br>454·2(O.L.)<br>P134′B50′F42′ FK<br>197*t*<br>*FPT*97*t APT*74*t* | Philidlphia Utd. States<br>15 *BHptAsp*<br>(11 *to U dk*<br>4 „ 2*nd*„) | T.3Cy.27 1/16″,45½″&76″–51″<br>192lb FD 576NHP<br>3SB(Spt)*9cf*,GS165,HS8325<br>SunS.B.Co.Chester,Pa. | 33 ″ 6<br>s 6 ″ 5½<br>27 ″ 3½ | |
| 69324<br>LJIP | **Albert L. Ellsworth**<br>D.F. E.S.D.<br>*Mchy. Aft* | *Oil Eng.* 1 *Dk*<br>*Cruiser Stern* | 8309<br>7636<br>4987 | ✠100A1<br>6,40 ~~11,38~~<br>DBS2,40 ✠LMC2,37<br>*Carrying Petroleum in bulk* | Hfx<br>NYk | *c*† | CL<br>1,39 | 1937<br>2mo | GötaverkenA/B Gothenburg *Lloyd'sA&CP* | RederiA/SAlse (HakonS.Onstad, *Mgr.*) *CellDBuE*77′209*t* | 463·7 \| 59·2 \| 35·9<br>P103′F59′ FK<br>*DTf*22′375*t FPT*95*t APT*152*t* | Oslo Norwegian<br>10 *BHptCem*<br>2DB *I50lb* | Oil Engines 4S.C.SA<br>8Cy.29½″–59 1/16″ 653NHP<br>GotaverkenA/B,Got. | 35 ″ 5<br>s8 ″ 2½<br>27 ″ 6½ | |
| 69325<br>FNZO | **Albert Sarraut** | | 2156<br>—<br>1132 | | | | | 1921 | Arsenal de la Marine Saigon | Gouvernement Général de l'Indochine (Soc.les AffréteursMar. Indochinois, *Mgrs*) | 270·3 \| 39·5 \| 21·8<br>P32′B62′F30′ | Saigon French *WB* | T.3Cy.18″,30″&49½″–37½″<br>149NHP<br>Atel.&Ch.delaLoire,Nts. | | V |
| 69326<br>106<br>IBMA | **Alberta**<br>D.F. | *ss*Mfl.No.3–9,35 2 *Dks*(*Stl*)&*Web frames* | 6131<br>5022<br>3731 | ✠100A1<br>8,39<br>✠LMC<br>MS12,34 BS8,39<br>*Fitted for oil fuel* 10, 22 | Tri | *z* | 9,39<br>*F.P. above* 150° F. | 1922<br>10mo | Cant.Nav. Triestino Monfalcone A&CP | "Italia"Soc.Anon. diNav. *Cell DBa*117′*u B&f*198′ *MT* | 417·7 \| 54·2 \| 30·2<br>401·0<br>P36′B124′F44′ FK<br>1130*t*<br>*f*27′816*t FPT*107*t* | Trieste Italian<br>6 *BH Cem*<br>*APT*135*t* | T3Cy26 5/16″42½″&70 3/16″–48 1/16″<br>180lb (*s*) FD 483NHP<br>3SB(Spt)*9cf*,GS148,HS7221<br>UnitedMachineFactories, Smichow,Prague | 32 ″ 10<br>s 7 ″ 8½<br>25 ″ 4 | |
| 69327<br>FPGB | —<br>D.F. | *Oil Eng.* 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom in centre tank & in trunk* | 3357<br>2352<br>1786 | ✠100A1<br>7,40 ~~11,38~~<br>✠LMC10,38<br>*Carrying Petroleum in bulk*<br>DBS7,40 | Msl | *u* | CL<br>7,40 | 1938<br>10mo | NVNederl. Dok.Maats. Amsterdam *Lloyd'sA&CP* | Soc.AnonFrancaise desPétroles Shell *CellDBuE*63′138*t* | 332·0 \| 46·7 \| 20·2<br>347·7(O.L.) FK<br>P93′F53′ *Trunk*186′<br>*DTf*27′31*t FPT*86*t* | Algiers French<br>13 *BHptCem*<br>*pt Asp*<br>*APT*63*t* | Oil Engines 4S.C.SA<br>6Cy.19½″–43 5/16″ 223NHP<br>DB *I80lb*<br>WerkspooreN.V.Ams. | 20 ″ 0<br>s 1 ″ 7½<br>18 ″ 6½ | |
| 69328<br>85765<br>VGCD | — Ⓟ<br>D.F. | 2 *Dks* | 2829<br>2140<br>2377 | | | | | 1883<br>reblt.<br>1911 | C.Connell &Co Glasgow | CanadianPacific RailwayCo. | 309·7 \| 38·2 \| 23·3<br>len11 | Montreal British | C.2Cy.30″&64″–48″<br>Western NE&B13 236NHP<br>DD&SBCo.Ld.PtArthur | | |
| 69329<br>9<br>SVQC | — Ⓟ TwinSc<br>(*ex*Mykali-35, *ex*Alberta-34)<br>Wireless | 2 *Dks*&*Shade dk* | *1193*<br>787<br>*481* | | | | | 1900 | J.Brown& Co.Ld. Clydebank | D.InglessiFilsS.A Nav.deSamos | 270·0 \| 35·6 \| 14·6<br>P48′B154′F44′ | Samos Greek *WB* | T.8Cy.(2)19½″(2)31½″&(4)<br>36½″–30″ 292NHP<br>J.Brown&Co.Ld.Clydebnk | | |
| 69330 | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of P. of T. cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69331<br>165978<br>GMKN | **Alberte Le Borgne**<br>(*ex*Kribi) | TwinSc<br>2*Dks* | 3921<br>3622<br>2438 | | | | | 1914 | Akt.Ges. "Weser" Bremen | Ministry of Shipping (P.Henderson&Co,*Mgrs.*) | 356·3 \| 50·5 \| 23·7<br>354·0 50·4 23·5<br>P&B270'F41' | | | Glasgow<br>British<br>*WB* | T6Cy17⅜",27⅝"&44⅜"–31½'<br>446NH<br>GebrSachsenberg,Rosslau | | V |
| 69332<br>EAHY | **Alberto** (*ex*Wearsider)<br>*Well deck Mchy.Aft* | K<br>*ss*Bbo.No.2–21<br>1*Dk*(*Stl*) | 597<br>*418*<br>*306* | ✠<br>2,24<br>✠ | Bbo | *i* | | 1912<br>8mo | J.P.Rennoldson&Sns<br>South Shields | Soc.Anon.de Transp.Mar.<br>*Cell* | 175·4 \| 28·2 \| 11·0<br>Q89'B9'F22'<br>FK<br>*DBf*112'140*t FPT* | | | Barcelona<br>Spanish<br>*3BHCem*<br>*29tAPT31t* | T.3Cy.15½",25"&41"–27"<br>95NH<br>1SB,*3pf*,GS55,HS1825<br>J.P.Rennoldsn&Sns,S.Shl. | 13 " 3 | |
| 69333<br>1490<br>ICER | **Alberto Fassio**<br>(*ex*RivaSarda–36, *ex*FreeportSulphurNo.1, *ex*FrancisHanify)<br>D.F. *Carrying Petroleum in bulk* | 3Mst<br>*Fitted for oil fuel*<br>1*Dk*<br>*Mchy.Aft* | 2289<br>—<br>1368 | | | | | 1914 | Harlan& Hollingsworth Corp. Wlmgtn,Del. | Villain&Fassio Soc.Anon.Italiana diNav.Mercantile | 295·9 \| 45·1 \| 18·6<br>277·6 21·5<br>P32'B20'F32' | | | Genoa<br>Italian<br>*WB* | T.3Cy.21",34"&56"–42"<br>203NH<br>Harlan&Hollingsworth Corp. | | I |
| 69334<br>1284<br>CBAH | **Alberto Haverbeck** (*ex*Dana–35)<br>1*Dk*(*Stl*) | 2794<br>—<br>1755 | ✠<br>...<br>3,35<br>✠ | Cff | *s* | | 1931<br>2mo | Antwerp Eng.Co.Ld. Hoboken | Haverbeck& Skalweit<br>*Intermediate BH*<br>*Cell D* | 295·3 \| 43·7 \| 17·9<br>P27'B165'F34'<br>FK<br>*in forward hold dis*<br>*B243' 675t FPT59t* | Valdivia<br>Chilian<br>*4BHCem*<br>*pensed with*<br>*APT101t* | T.3Cy.21½",35"&57"–39"<br>242NH<br>2SB,*6cf*,GS105,HS4044<br>N.E.MarineEng.Co.Ld.Sld | 20 " 4 | G<br>† |
| 69335<br>126<br>IBOA | **Alberto Treves** (*ex*WarCobra)<br>*ss*Tri.No.3–9,31<br>*ss*Ven.No.1–36<br>D.F. 2*Dks*(*Stl*) | 5148<br>4700<br>3184 | ✠100A1<br>3,39<br>BS7,39 ✠LMC9,35<br>*Converted for oil fuel* 9,31 *F.P.* | Tri | *y* | CL<br>8,38 | 1917<br>12mo | Harland& Wolff,Ld. Belfast | LloydTriestino Soc.Anon.diNav.<br>*Cell DB* | 413·4 \| 52·2 \| 19·4<br>400·4 52·3 28·4<br>P49'B113'F40' FK<br>345'1014*t FPT* 122*t* | Venice<br>Italian<br>*7BHptCem*<br>*APT181t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 518NH<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 31 " 0<br>s 5 "11<br>25 " 4 | |
| 69336<br>133949<br>VGNP | **Albertolite** (*ex*Caddo,*ex*Winnipeg, *ex*Adorna)<br>*Mchy.Aft* *ss*Vcr.No.1–39<br>D.F. GyC. 2*Dks*(*Stl*)&*Webframes* | 6406<br>5779<br>3980 | ✠100A1<~~11,39~~ 11,40<br>BB11,40 ✠LMC11,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,12 *F.P.* | Vcr | *z* | CL<br>11,39<br>A&CP<br>*above* 150°F. | 1912<br>8mo | Armstrong Whitworth &Co.Ld. Newcastle | ImperialOil,Ld. MarineDepartment (H.J. Rahlves,*Mgr.*)<br>*Cell DB*<br>*DTf*46'500*t* | 415·0 \| 55·2 \| 31·1<br>P104'B26'F46' FK<br>*FPT70t APT31t* | Montreal<br>British<br>16*BHCem*<br>(9 *to Upr dk* 7 " 2*nd* ")<br>*APT181t* | Q.4Cy.24",35",51"&73½"–48"<br>220lb (*s*) 597NH<br>3SB,*12cf*,GS223,HS8844 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 32 " 10<br>s 6 " 0½<br>27 " 1 | |
| 69337<br>4<br>ORLA | **Albertville** (P)<br>*Ref.Mchy.* Sub.Sig.<br>D.F. GyC. *Cruiser Stern* | TwinSc<br>*ss*Ant.No.2–36<br>3*Dks*(*Stl–Uteak s*) | *11047*<br>—<br>*5653* | ✠100A1<br>6,39<br>BS5,39 ✠LMC4,37<br>~~B5,39~~<br>✠Lloyd'sRMC10,39<br>*Fitted for oil fuel* 1,28 *F.P.* | Ant | *f*† | CL<br>SN6,39<br>~~P5,39~~<br>P4,40<br>*above* 150° F. | 1928<br>1mo<br>*Lloyd's* | Atel.&Ch. de la Loire St.Nazaire<br>*A&CP* | Cie Maritime Belge (Lloyd Royal)<br>Soc.Anon. (Agence Maritime Internationale,*Mgrs.*)<br>*Cell DB* | 521·8 \| 62·0 \| 24·0<br>537·2 (O.L.)<br>B148'F93' FK<br>len37<br>445'1400*t FPT*<br>78*t APT*39*t* | Antwerp<br>Belgian<br>9*BHptCem* | Q.8Cy.29",41½"59"&85"–54"<br>&L.P.Turbines with D.R. gearing&Hydraulic couplings<br>200lb (*s*) 1556NH<br>6SB(Spt),*18cf*,GS383 FD<br>HS17537<br>Hwthrn,Leslie&CoLdNwc | 34 " 8<br>s 8 " 8<br>26 " 4¼ | |
| 69338<br>FNNB | **Albi**<br>*Well deck* 1*Dk* | 4191<br>3640<br>2546 | ✠<br>...<br>7,22<br>✠ | | | | | 1920<br>9mo | W.Pickersgill&Sons,Ld Sunderland | Cie.Delmas Vieljeux | 364·3 \| 52·8 \| 24·3<br>P18'Q128'B68'F28'<br>FK | La Rochlle<br>French<br>6*BHCem*<br>*WB* | T.3Cy.23½",38"&64"–42"<br>347NH<br>Armstrong,Whitworth& Co.Ld.Nwc. | 26 " 8 | V<br>† |
| 69339<br>143286<br>GCBD | **Albion Star** (*ex*Albionstar)<br>D.F. *ss*Liv.No.1–36<br>*Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>E.S.D. *Cruiser Stern* | TwinSc<br>*ss*Nwc.No.3–8,32 | ~~7920~~<br>~~7576~~<br>~~4008~~<br>7946<br>6,40 ~~1,00~~<br>7576<br>4935 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>✠LMC<br>MS11,36 ~~BS3,36~~ ~~6,40~~<br>Lloyd'sRMC3,40 ~~6,40~~<br>4,41 | Nwc<br>Liv<br>BS2,41 | *c*†<br>CL<br>~~+11,36~~<br>~~+9,37~~<br>6,40 | 1919<br>6mo<br>*Lloyd's* | Workman, Clark&Co.Ld Belfast<br>*A&CP* | UnionColdStorage Co.Ld.(BlueStar LineLd.*Mgrs.*) | 450·0 \| 58·5 \| 37·1<br>P31'F43'*on Shelter dk*<br>FK<br>Mdse<br>*CellDB* 3 | London<br>British<br>*ptCem*<br>8*BHtoSh dk*<br>92'1495*t FP* | T.6Cy.26½",44"&73"–48" (*s*)<br>200lb 1138NH<br>3DB,*24cf*,GS440,HS17079 FD<br>Wrkman,Clark&Co.Ld.Bel<br>*T120t APT70t* | 40 " 0<br>s11 "0½<br>29 " 3 | |
| 69340<br>147131<br>GKCV | **Albionic**<br>D.F. *ss*Hul.No.3–11,36<br>1*Dk*(*Stl*) | 2468<br>2246<br>1497 | 100A1<br>7,40 ~~2,40~~<br>MS11,36 | Cff<br>Sws<br>LMC<br>BS5,39 | *s* | CL<br>2,40 | 1924<br>3mo<br>*Lloyd's* | G.Brown& Co. Greenock<br>*A&CP* | W.H.Cockerline& Co.<br>*Intermediate BH in forward* | 290·2 \| 44·1 \| 20·9<br>P25'B88'F35' FK<br>*hold dispensed with*<br>*CellDB*248' | Hull<br>British<br>*Asp*<br>4*BH only*<br>638*t APT*72*t* | T.3Cy.22",36"&59"–39" (*s*)<br>180lb *100lb* 265NH<br>2SB,*6cf*,GS124,HS4494<br>McKie&Baxter,Glasgow | 23 " 0<br>s 3 " 1½<br>20 " 0½ | |
| 69341<br>1945<br>IBBB | **Albisola** (*ex*Pentor–34)<br>D.F. *ss*P.Nl.No.1–31<br>1*Dk*(*Stl*) | 4097<br>3871<br>2527 | ✠<br>...<br>10,35<br>✠ | Gen | *x* | | 1927<br>10mo | Burntisland S.B.Co.Ld. Burntisland | "Corrado"Soc. Anon.diNav.<br>*Cell* | 381·0 \| 51·5 \| 25·1<br>370·0<br>P29'B224'F34' FK<br>*DB*318' 1126*t FPT* | Genoa<br>Italian<br>6*BHCem*<br>77*t APT*189*t* | T.3Cy.25",41"&68"–45"<br>371NH<br>3SB,*9cf*,GS173,HS6201<br>D.Rowan&Co.Ld.Glasgow | 27 " 6 | I<br>† |
| 69342<br>161824<br>GPDL | **Albuera** (*ex*SierraNevada)<br>D.F. *ss*Gmh.No.1–38<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 3477<br>3172<br>2052 | ✠100A1<br>1,40<br>✠LMC<br>MS3,38 BS12,38 | Mdb | *v* | CL<br>N3,38 | 1921<br>5mo<br>*Lloyd's* | Burntisland S.B.Co.Ld. Burntisland<br>*A&CP* | SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)<br>*Cell D* | 331·3 \| 48·6 \| 25·1<br>P32'B200'F29' FK<br>*B278'941t FPT135t* | Leith<br>British<br>5*BHptCem*<br>*APT150t* | T.3Cy.24",40"&65"–42"(*s*)<br>180lb *130lb* 316NH<br>2SB,*6cf*,GS112,HS5122<br>Cooper&Greig,Ld.Dundee | 27 " 3<br>s 3 " 10<br>23 " 7½ | |
| 69343<br>PCID | **Albula**<br>*Mchy.Aft* | *Oil Eng.*<br>1*Dk*<br>*Cruiser Stern* | 329<br>239<br>150 | | | | | 1935 | GuteHoffnungshütte A.G. Walsum | SchellenScheepvaart&BevrachtingN.V. | 135·9 \| 24·0 \| 9·1<br>P37'F17' | Rottrdam<br>Dutch<br>*WB* | Oil Engines 2S.C.SA<br>6Cy.9⅛"–13" 101NH<br>NE38<br>SulzerBros.Ld.Winterthur | | G |
| 69344<br>149634<br>GDYK | **Alca** (P)<br>D.F. E.S.D. | <br>*ss*Liv.No.2–36<br>2*Dks*(*Stl*) | 3712<br>2543<br>2104 | ✠100A1<br>Examined 6,40 Liv<br>~~BS3,39~~ ✠LMC~~3,36~~<br>7,40 | ~~Liv~~ | *u* | CL<br>~~2,37~~<br>6,40 | 1927<br>8mo<br>*Lloyd's* | CaledonS. B.&E.Co.Ld. Dundee<br>*A&CP* | YeowardLine,Ld. (YeowardBros. *Mgrs.*)<br>*CellDBa*7 | 319·2 \| 46·2 \| 20·7<br>P&B216'F58'BK12'<br>2'*f*156'581*t FPT71t* | Liverpool<br>British<br>5*BHCem*<br>*APT129t* | T.3Cy.25",42"&68"–42" (*s*)<br>180lb 395NH<br>3SB,*9cf*,GS159,HS7054<br>CaledonSB&E.Co.Ld.Dun. | 24 " 0<br>s 2 " 5<br>22 " 10 | BT till 6,41 |
| 69345—<br>OHND | —<br>(*ex*Skåne,*ex*NilsDaniel)<br>1*Dk* | Comp<br>*Oil Eng.* | 439<br>359<br>223 | | | | | 1919 | A/BÖstersjövarvet Norrköping | RederiA/BVarma (Gust.Erikson) | 156·5 \| 28·9 \| 11·0 | Mariehamn<br>Finnish | Oil Engines 2S.C.SA<br>4Cy.12⅝"–18½" 112NH<br>A/BAtlasDiesel,Skm. | | V |
| 69346<br>148151<br>GLQR | **Alcantara** (P)<br>D.F. 4*Dks 5th dk in Nos.* 1, 2 & 3 *holds*<br>*Ref.Mchy.* E.S.D. *Cruiser Stern* | TwinSc<br>*ss*Bel.No.3–4,35 | 22209<br>16089<br>13189 | 100A1<br>*with freeboard*<br>4,39 ✠LMC4,35<br>✠NE&B4,35 BS3,39<br>✠Lloyd'sRMC8,39 | Sou | | CL<br>4,38 | 1926 | Harland& Wolff,Ld. Belfast<br>*A&CP* | RoyalMailLines, Ld.<br>*Cell* | 640·5 \| 78·5 \| 40·5<br>P47'B415'F137'<br>FK&BK2"<br>len35<br>*DB*540'3630*t*<br>*Tanks in way of tunnels*482*t FPT*166*t* | Belfast<br>British<br>11*BHptCem*<br>*APT278t* | 6SteamTurbinesSRgeared to 2 Sc. Shafts 4205NH<br>3W.T.B.435lb(Spt450lb) (*s*) HS24780<br>2DB26 *100lb* FD<br>Harland&Wolff,Ld.Bel. | 44 " 9<br>s14 "1½<br>31 "1½ | BT till 4,40 |
| 69347<br>PCIM | **Alchiba**<br>D.F. *ss*Ham.No.3–11,32<br>*ss*Rot.No.1–37<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | 4427<br>4093<br>2704 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>11,39 ✠LMC1,41<br>~~BS5,36~~ ~~B5,39~~<br>*Fitted for oil fuel* 8,20 *F.P.* | Sch | *y* | CL<br>11,39<br>A&CP<br>*above* 150° F. | 1920<br>8mo | New Waterway S.B.Co. Schiedam | N.V.vanNievelt Goudriaan&Co.'s Stoomv.Maats.<br>*Cell D* | 385·3 \| 50·3 \| 26·5<br>FK<br>*Collision*<br>5 " " *U* "<br>*B311'876t FPT106t* | Rottrdam<br>Dutch<br>*Asp*<br>*BHtoSh dk*<br>*APT*50*t* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb FD 459NH<br>3SB(Spt),*9cf*,GS138,HS6660<br>New Waterway S.B.Co. Schiedam | 29 " 0<br>s 3 " 5<br>25 " 9¾ | |

* Surveys delayed. Vessel, when last reported, in part in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné maintenant à un Navire. Lettre d'Equipement. | 7 | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres 28 Octobre 1939 et 1er Juillet 1940 de la Soc. de l'Union Cert. Lloyd's. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69348 105770 MQTN | **Alchymist** | | 382 343 209 | ✝100A1 5,38 BS9,38 LMC11,37 *Carrying Tar in bulk* | Goo BS6,40 | *f* | CL 5,38 | 1895 12mo | W.Dobson &Co. Newcastle A&CP | F.T.Everard& Sons,Ld. | 147·5 Q23'F23' | 24·1 BK7' *WB*= | 12·8 *6BHCem APT12t* | London British | T.3Cy.12½",20"&33"-24" (*s*) 160lb NB8,28 50RHP 1SB,*3cf*,GS48,HS1443 N.E.MarineEngCoLd.Nwc | 13 " 6 s 1 " 8 12 " 5 | |
| | *Mchy.Aft* | 1*Dk*(*Iron*) | | | | | | | | | | | | | | | |
| 69349 LDPM | **Alcides** | *Oil Eng.* D.F. *Mchy.Aft* | 7634 7254 4582 | ✝100A1 2,40 9,40 ✝LMC CS3,38 DBS8,40 8,40 11,39 *Carrying Petroleum in bulk* | Sba Syd | *c*† | CL 11,38 | 1930 8mo | Barclay, Curle&Co.Ld Glasgow A&CP | D/S A/S Eikland (I.M.Skaugen, *Mgr.*) *Lloyd's SA&CP* | 460·5 P109'B30'F60' *CellDBuE* | 59·5 FK 85'327t*DTf*41'523t | 34·1 *sFPT*199t*APT*146t | Oslo Norwegian | Oil Engines 2S.C.SA 4Cy.23½"-91⅛" 2DB*120lb* 687NHP Barclay,Curle&Co.Ld.Gls. | 34 " 1 s6 " 8½ 27 " 7 | |
| 69350 PCIS | **Alcinous** (P) TwinSc D.F. *Mchy.Aft* | *Oil Eng.* 2*Dks* | 6189 — 3825 | | | | | 1925 | Scotts'S.B. &E.Co.Ld. Greenock | Nederl.Stoomb. Maats."Oceaan" | 429·8 P35'B235'F45' | 54·8 *WB* | 29·0 | Amsterdm Dutch | Oil Engines 4S.C.SA 16Cy.24½"-43⅞" 950NHP Akt.Burmeistr&Wain,Cpn | | C |
| 69351 1763 IJ1B | **Alcione C.** (*ex*Anam, *ex*War Vessel) Wireless 1*Dk* *Oil Eng.* *Carrying Petroleum in bulk Cruiser Stern* | TwinSc | 521 402 265 | | | | | 1915 | W.Gray& Co.Ld. W Hartlepool | CisterneItaliane Soliani& Saltamerenda | 178·1 170·0 F27'H92t | 31·2 *WB* | 10·8 | Genoa Italian | Oil Engines 2S.C.SA 8Cy.16½"-18½" 383NHP J.&C.G.BolindersCo.Skm. | | I |
| 69352 PCIY | **Alcor** D.F. | ssRot.No.3–1,34 ssRot.No.1–38 1*Dk*(*Stl*) | 3526 3272 2121 | ✝100A1 ~~3,40~~ 5,41 Lon ~~BS9,38~~ ✝LMC12,38 ~~BS4,40~~ 11,40 *Fitted for oil fuel* 10, 20 | Sch Lon | *w* | CL 2,39 *F.P. above* | 1920 10mo *Lloyd's* | Rotterdam Droogd.Maat Rotterdam *SA&CP* | N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*305'918t*FPT*85t 50° F. | 361·3 373·5(O.L.) P25'B214'F36' *CellDB*305'918t*FPT*85t | 49·8 FK | 22·0 *6BHCem APT127t* | Rottrdam Dutch 180lb FD | T.3Cy.25½",41"&68"-45" (*s*) 394NHP 3SB(Spt),*9cf*,GS154,HS5469 RotterdamDroogd.Maats. | 24 " 6 s 2 " 11 21 "10½ | |
| 69353 123348 GSXQ | **Alcora** (*ex*Dundee–33) | 1*Dk*&*Shelter dk* | 1381 1100 562 | | | | | 1919 | CaledonS. B.&E.Co.Ld. Dundee | MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*) | 270·6 | 38·1 *WB* | 16·2 | Glasgow British | T.3Cy.21",34"&56"-39" 196NHP CaledonS.B.&E.CoLd.Dun | | C |
| 69354 PCJE | **Alcyone** (P) D.F. | ssHam.No.3–3,34 ssHam.No.1–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 4534 4129 2756 | ✝100A1 *Shelter dk with freeboard* ~~20,10~~ 6,41 ✝LMC MS4,38 BS~~5,39~~ 4,40 *Fitted for oil fuel* 9, 21 | Ham ~~Bot Blst~~ Lon | | CL 4,38 6,41 *F.P. above* | 1921 9mo | N.V.Kuy& Ree's Mch.& Schpsw. Schiedam A&CP | N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*314'1031t *DTa*32'762t*F* 50° F. | 375·0 389·0(O.L.) *PT*94t*APT*109t | 52·1 FK *Collision* | 25·8 *Asp aB Hto Shdk* 5 " " *U* " | Rottrdam Dutch (*s*) | T.3Cy.26⅜",43⅛"&70"-47¼" 480NHP 3SB(Spt),*9cf*, ,HS7293 FD N.V.Kuy&Ree's Mch.& Schpsw.Schiedam | 28 " 3 s 3 " 0 25 " 5½ | |
| 69355 204069 KLLS | — (*ex*Yacht) | *Oil Eng.* 1*Dk* | 440 — 299 | | | | | 1907 | G.Lawley& Son,Corp. S.Boston, Mass. | BaltimoreSteam PacketCo. | 155·6 | 30·0 | 17·6 | Baltimore Utd.States | Oil Engines connected to Elec. Motor & Sc. Shaft 4S.C.SA 141NHP 12Cy.11"-14" NE22 WintonEng.Corp Clevelnd | | |
| 69356 PCJF | — Wireless D.F. *Mchy.Aft* | *Oil Eng.* 1*Dk* *CruiserStern* | 359 212 170 | | | | | 1938 | NV Schpsw "Foxhol" Foxhol | D.Schothorst | 137·0 P43'Q45'F24' | 24·8 *WB* | 8·1 | Hansweert Dutch | Oil Engines 4S.C.SA 6Cy.11⅞"-16⅝" 50NHP Mtrn.WerkeMannheimAG | | V |
| 69357 UOYZ | **Aldan** (*ex*Brunswijk–34) Sub.Sig. | ssRot No.3–5,24 ssRot.No.2–32 1*Dk*(*Stl*) | 2161 1958 1236 | ✝ ... 7,35 ✝ | Rot | *s* | | 1912 1mo | Schpw.v. JanSmit,Czn. Alblasserdm *Inter* | U.S.S.R. *mediate BH in fore* | 287·7 P21'B72'F33' *hold dispensed with* | 42·1 FK | 19·4 *4BH only* *CellDBa*84' | Leningrad Russian | T.3Cy.21",35"&57"-39" 221NHP *Cem* 2SB,*6cf*,GS108,HS3586 Maats.deSchelde,Flushing *uE*18'*f*120'589t*APT*68t | 21 " 11 | |
| 69358 PCJR | **Aldebaran** D.F. | 2*Dks* | 7891 7269 4951 | | | | | 1920 | Bremer Vulkan Vegesack | N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats. | 475·0 P43'B143'F48' | 60·7 *WB* | 32·8 | Rottrdam Dutch | T3Cy32⅞",52⅜"&86⅜"-55 1/10" 556NHP BremerVulkan,Vegesack | | V |
| 69359 831 OFDB | — D.F. | *CruiserStern* 1*Dk*&*Shelter dk* *Strengthened for navigation in ice* | 1909 — 965 | ✝100A1 *with freeboard* 8,39 BS9,39 ✝LMC8,38 | Liv | *s* | OG | 1938 8mo *Lloyd's* | Sandvikns. Skeppd&M.V Helsingfors *SA&CP* | FinskaÅngfAktieb *CellDB*254'499t*F* | 289·0 310·1(O.L.) *PT*34t*APT*41t | 41·0 FK | 17·1 *5BHCem* (*Coll to Sh dk* 4 " 2*nd* ") | Helsingfrs Finnish 36" 213lb (*s*)" 255NHP 2SB(Spt)*6cf*,GS122,HS4520 SandvikensSkeppd.&M.V. | T.3Cy.22 1/16",32 1/16"&53½"- 213lb (*s*)" 255NHP 2SB(Spt)*6cf*,GS122,HS4520 SandvikensSkeppd.&M.V. | 20 " 2 s " 9¼ 19 " 6 | |
| 69360 EAAK | **Aldecoa** ssBcl.No.3–3,34 ssBbo.No.1–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing in DB Cruiser Stern* | | 5153 — 3131 | ✝100A1 *Shelter dk with freeboard* 6,40 ~~9,39~~ ✝LMC MS9,39 BS3,~~40~~ 4,41 *Fitted for oil fuel* 3, 22 | Bbo Bel | *x* | CL 8,39 *F.P. above* | 1922 3mo *Lloyd's* | Soc.Espa- ñola de Const.Nav. Bilbao *SA&CP* | F.Aldecoa *CellD* | 357·6 P29'B177'F31'*on Shelter dk* *B*308'860t*FPT*70t 50° F. | 49·9 FK | 31·5 *Cem* 6*BHtoSh dk* *APT*63t | Bilbao Spanish | T.3Cy.27",44"&73"-48" (*s*) 601NHP 3 Water Tube Boilers HS9636 FD J.G.Kincaid&Co.Ld.Grk. | 33 "11 s 5 " 6½ 28 " 8 | |
| 69361 PCJV | **Aldegonda** *Mchy.Aft* D.F. E.S.D. *Longitudinal framing at bottom and at top of trunk* | TwinSc *Oil Eng.* ssBat.No.2–40 1*Dk*(*Stl*) | 2088 1396 1031 | ✝100A1 2,41 ~~5,40~~ ✝LMC CS3,40 DBS3,~~40~~ 2,41 4,39 *Carrying Petroleum in bulk* | Bat | *r* | CL ~~P10,38~~ S3,40 P2,41 | 1931 3mo *Lloyd's* | A.F.Smul- ders(Werf Gusto). Schiedam *SA&CP* | N.V.Nederl. IndischeTank- stoombootMaats. *Cell* | 260·4 P84'F47' *Trunk*129' *DB*48'81t*FPT*27t | 48·1 FK | 15·0 *9BHptCem APT107t* | TheHague Dutch | Oil Engines 4S.C.SA 12Cy.15¾"-31½" 286NHP DB*150lb* N.V.Werkspoor,Amstrdm. | 14 " 9 s " 7 14 " 3½ | |
| 69362 LCCO | **Alden** (P) | Iron 1*Dk* | 513 283 297 | | | | | 1888 | Laxevaags Msk.&Jrnskb Bergen | Fylkesbaatane iSogn&Fjordane | 154·8 P109t*H*20t*F*42t | 23·9 | 12·4 | Bergen Norwegian | T.3Cy.15½",25"&40"-27" NB04 83NHP Hall,Russell&CoAberdeen | | |
| 69363 221434 | **Alden Barnes Fiertz** (*ex*I.L.I.104–36, *ex*Interwaterways LineIn- corporated104–32) *Mchy.Aft* | TwinSc *Oil Eng.* ss*N.Yk.No.3–4,33* ss*N.Yk.No.1–38* 1*Dk*(*Stl*) | 1040 956 797 | ✝ A1 *Self-propelled Barge* 1,40 LMC4,37 LMC(M)4,39 *For service between New York, via Erie & Welland Canals & Lakes for coast between Boston, Mass., & Philadelphia & Delaware Canal via Chesapeake & Norfolk, Va., to 30th November from 1st April* | NYk dBarge | | N1,40 | 1921 7mo *Chicago & Montreal* | McDougall DuluthSBCo. Duluth,Minn. A&CP *wise service* | Erie&St.Lawrence Corporation *Side tanks f*12'23t*FPT*30t | 254·0 P84'F47' *Trunk*129' | 36·0 FK 9*BHCem* *APT13t* | 14·0 NewYork Utd.States NE4,28 FairbanksMorseCo.Beloit, Wis. | Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP | 14 " 0 | |
| 69364 PCJZ | **Alderamin** D.F. | 4Mst *Fitted for oil fuel* 2*Dks*3*trB* | 7886 7269 4947 | | | | | 1920 | Bremer Vulkan Vegesack | N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. | 475·0 P44'B144'F45' | 60·7 *WB* | 32·8 | Rottrdam Dutch | T3Cy.32 1/16",52⅝"&86½"-55 1/16" 556NHP BremerVulkan,Vegesack | | V |
| 69365 165536 GZFJ | **Alderney Queen** (*ex*Lockwood–39) *Mchy.Aft* Wireless | *Oil Eng.* *CruiserStern* 1*Dk* *Cargo battens not fitted* | 633 454 338 | ✝100A1 6,40 ~~10,39~~ ✝LMC11,36 | Shl Goo | *i* | OG 10,39 | 1936 11mo *Lloyd's* | Henry Robb,Ld. Leith *SA&CP* | BritishChannel IslandsShipping Co.Ld. *Cell* | 177·0 183·5(O.L.) P45'Q68'F22' *DB*114'153t*FPT* | 28·6 FK | 11·5 *3BHptCem* 85t*APT24t* | London British | Oil Engines 2S.C.SA 7Cy.9⅛"-16½" 118NHP BritishAuxiliaries,Ld.Gls. | 13 " 6 s 3 "11⅛ 13 " 1 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69366<br>161994<br>GBLN | **Alderpool** (*ex*Northwick-36) | | 4313<br>4010<br>2591 | ✠100A1<br>*with freeboard*<br>9,39 ✠LMC9,36<br>~~BS11,40~~ | Shl | *y* | CL<br>N9,39 | W.Pickersgill&SonsLd. Sunderland | PoolShippingCo. Ld.(SirR.Ropner &Co.Ld. *Mgrs.*) | 382·1\|53·4\|25·1<br>F36′ FK | W.Hartlpl<br>British<br>6 *BHCem* | T.3Cy.25″,39″&70″–48″ (*s*)<br>200lb 446NHP<br>3SB(Spt),*9cf*,GS194, HS7626 | 27 ″ 6<br>s2 ″ 11½<br>24 ″ 8¾ | |
| | 1 *Dk&Shelter dk*<br>*Special Surveys to date from* 9,36<br>D.F. | | | | | | | *Launched* 1930<br>*Completed* 1936–9mo<br>*Lloyd's SA&CP* | | | 5 ,, 2nd,,)<br>*Cell DB335′* | *lBHtoSh dk*<br>*1165t FPT102t APT184t* | GeorgeClark,Ld.Sld. | | |
| 69367<br>165572 | **Aldersdale**<br>*Oil Eng.*<br>D.F. 1 *Dk,2nd dk clear of cargo tanks*<br>*Mchy.Aft* E.S.D. *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | | 8402<br>7489<br>5009 | ✠100A1<br>9,40 ~~5,39~~<br>✠LMC9,37<br>*Carrying Petroleum in bulk* | Bkn<br>Gls | *d*† | CL<br>11,38 | 1937<br>9mo<br>*Lloyd's SA&CP* | Cammell Laird&Co.Ld. Birkenhead<br>*Cell DBuE75′249t D* | The Admiralty | 466·9\|62·0\|34·0<br>482·5 (O.L.)<br>P103′B35′F58′ FK<br>*Tf32′422t FPT251t* | London<br>British<br>17 *BHpt Cem*<br>*APT250t* | Oil Engines 2S.C.SA<br>4Cy.23⅝″–91⅛″ 687NHP<br>2DB*I50lb*<br>Wm.Doxford&Sons,Ld.Sld | 34 ″ 1<br>s 6 ″ 0½<br>27 ″ 6½ | |
| 69368<br>138912<br>VJBF | **Aldinga** (*ex*Glenstal)<br>*ss*Syd.No.3–7,32<br>*ss*Syd.No.1–37<br>1 *Dk(Stl)*<br>*Cargo battens not fitted* | | 3078<br>2861<br>1868 | ✠100A1<br>6,40~~5,39~~<br>~~BS6,39~~ ✠LMC5~~,36~~ 5,40 | Syd | *u* | CL<br>6,38 | 1920<br>5mo<br>*Lloyd's SA&CP* | Dublin Dkyd.Co.Ld. | The Adelaide SteamshipCo.Ld. | 331·1\|46·7\|23·1<br>342·0 (O.L.)<br>P32′B98′F28′ FK<br>*CellDB278′765t FPT 105t APT45t* | Melbourne<br>British<br>5 *BHCem* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 433NHP<br>3SB,*9cf*,GS155,HS6420 FD<br>McKie&Baxter,Glasgow | 25 ″ 6<br>s 4 ″ 0<br>21 ″ 9 | |
| 69369<br>161230<br>GTBQ | **Aldington Court**<br>*Oil Eng.*<br>D.F. ~~*ss*Hul.No.3-9,40 *ss*Shl.No.2-35~~<br>1 *Dk(Stl)&Shelter dk(Stl)* | | 4891<br>4550<br>2979 | ✠100A1<br>*with freeboard*<br>~~7,40~~ ~~8,40~~ 5,41<br>~~DBS5,40~~ 5,41 ✠LMC3,37 | Cff<br>Hul | *a*† | CL<br>3,40 | 1929<br>5mo<br>*Lloyd's SA&CP* | W.Pickersgill&Sons,Ld Sunderland | CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*)<br>*CellDB344′1285t MT25′991t* | 405·6\|55·5\|25·1<br>F39′ FK<br>*FPT127t APT141t* | London<br>British<br>7 *BHptCem*<br>*Coll to Sh dk*<br>6 ,, 2nd,,) | Oil Engines 2S.C.SA<br>3Cy.22⅛″–91⅛″ 482NHP<br>2DB*I20lb*<br>W.Doxford&Sons,Ld.Sld. | 28 ″ 3<br>s 3 ″ 3½<br>25 ″ 2¼ | |
| 69370<br>PUAB | **Alegrete** (*ex*Salamanca)<br>Sub.Sig. 2 *Dks* | | 5970<br>4589<br>3812 | | | | | 1906<br>5mo | Harland& Wolff,Ld. Belfast | LloydBrasileiro | 392·0\|50·2\|28·4<br>P36′B243′F50′ | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.25½″,42½″&71″–51″<br>360NHP<br>Harland&Wolff,Ld.Bel. | | V |
| 69371<br>EAIL | **Alejandro**<br>*Mchy.Aft* 1 *Dk* | | 346<br>—<br>222 | | | | | 1931 | Alejandro Bengoechea yCia.Lda. Bilbao | Soc.deAlmacenitas deCarbon | 137·4\|24·3\|10·5<br>Q37′F18′ | Bilbao<br>Spanish | T.3Cy.10⅛″,15⅛″&24½″–15¾″<br>23NHP<br>A/SAkersMek.Værks.Oslo | | |
| 69372<br>EANO | **Alejandro No. 2**<br>*Mchy.Aft* 1 *Dk* | | 397<br>292<br>203 | | | | | 1933 | Alejandro Bengoechea y Cia.Lda. | RafaelTrujillo &Hnos. | 143·0\|25·3\|11·0<br>P7′F19′ | Bilbao<br>Spanish | T3Cy.9½″,15¾″&26⅞″–18½″<br>Industrial 30NHP<br>ElectroMecanica,Bilbao | | |
| 69373 | **Alejandro No. 3**<br>*Mchy.Aft* 1 *Dk*<br>*Cruiser Stern* | | 1050<br>—<br>550 | | | | | 1939 | Alejandro Bengoechea yCia.Lda. Bilbao | Alejandro Bengoechea yCia. Lda. | 196·7\|32·1\|15·5<br>Q116′F26′ | Bilbao<br>Spanish<br>*WB* | T.3Cy.14″,23″&38″–27″<br>75NHP<br>Soc.Española de Const.Bbo | | |
| 69374<br>YTAB | **Aleksandar I.**<br>*ss*PNI.No.3-11,40 ~~*ss*Rot.No.2-35~~<br>D.F. 2 *Dks(Stl)* | | *5948*<br>*5538*<br>*3783* | ✠100A1<br>1,41 ~~5,38~~ ~~1,40~~ PNI<br>✠LMC<br>~~MS7,35~~ 2,40 ~~BS6,39~~ 7,40 | Rot | *a*† | CL<br>6,38 | 1927<br>5mo<br>*Lloyd's SA&CP*<br>1 | Lithgows Ld. PortGlasgow<br>*Intermediate Cell D* | Jugoslavenski Lloyd a.d. | 423·5\|56·0\|28·8<br>P38′B123′F41′ FK<br>*BH&1 'Tween dk*<br>*Ba&uE162′ f186′t* | Split<br>Yugoslav<br>*ptCem*<br>*4BHto Udk*<br>2 ,, ,, 2nd ,,<br>*BH dispensed with 241t DTa36′ 1114t APT32t* | T.3Cy.27″,45″&74″–51″ (*s*)<br>180lb 563NHP<br>3SB,*9cf*,GS190,HS8489 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 ″ 4<br>s 6 ″ 2½<br>25 ″ 5 | |
| 69375<br>DHAQ | **Alemania** (*ex*Alesia)<br>*Fitted for oil fuel*<br>Wireless 1 *Dk* | | 1383<br>1153<br>812 | | | | | 1921 | Deutsche Werft.A.G. Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 234·0\|36·6\|17·7<br>B52′F23′ | Hamburg<br>German<br>*WB* | T.3Cy.16½″27⅜″&43⅜″–31½″<br>106NHP<br>StettinerOderwerkeStettin | | G |
| 69376 | **Alentejo** Twin Sc<br>1 *Dk* | | 362<br>—<br>160 | ✠ ...<br>8,27<br>✠ | | | | 1924<br>6mo | J.Crichton &Co.Ld. Saltney | CiaCaminhos de FerroPortugueses | 155·4\|25·1\| 9·5<br>FK | Lisbon<br>Portuguese<br>*WB* | C.4Cy.12¼″&26″–18″<br>91NHP<br>Plenty&Sons,Ld.Newbury | 10 ″ 0 | |
| 69377<br>GRVB | **Alert** Twin Sc<br>*Cable Vessel* *Fitted for Oil Fuel*<br>Wireless 1 *Dk&Awning dk*<br>E.S.D. *Cruiser Stern* | | 941<br>876<br>357 | ✠ ...<br>7,21<br>✠ | | | | 1918<br>5mo | Swan,Hunter&Wigham Richardson, Ld Newcastle | H.M.Postmaster General | 196·7\|31·4\|20·1<br>FK | British<br>*WB* | T.6Cy.9¾″,16″&26″–21″<br>106NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 20 ″ 9 | |
| 69378<br>653<br>IJIS | **Alessandro** Aux 3 Mst Sr<br>(*ex*Helgoland) *Oil Eng.*<br>1 *Dk*<br>(*See Sailing Ship Register*) | | 462<br>388<br>325 | | | | | 1918 | Ver.Elbe u Norderwerft Boizenburg | L.G.Tomei | 170·4\|27·6\|12·4<br>158·4<br>Q35′F24′ | Viareggio<br>Italian | Oil Engines 2S.C.SA<br>2Cy.16½″–18⅞″ 96NHP<br>J&CG BolindersCoLdSkm. | | I |
| 69379<br>470<br>IJJE | **Alessandro Podestà** (*ex*Rhein)<br>1 *Dk* | | 633<br>464<br>348 | | | | | 1897 | J.C.Tecklenborg A.G Weser-münde-G | A.Lauro | 194·5\|26·1\|13·3<br>185·9<br>P110′F23′ | Naples<br>Italian<br>*WB* | C.2Cy.19″&37″–26½″<br>59NHP<br>J.C.TecklenborgA.G.Wsm | | I |
| 69380<br>PCKM | **Aletta** Twin Sc<br>*ss*H.Kg.No.3–5,40 *Oil Eng.*<br>E.S.D. D.F ~~*ss*Sba.No.2-35~~<br>*Mchy.Aft* 1 *Dk(Stl)*<br>*Longitudinal framing at bottom & deck* | | 3085<br>2264<br>1572 | ✠100A1<br>~~4,41~~<br>Sba 2<br>✠LMC CS5,40<br>DBS4,41 5,40<br>*Carrying Petroleum in bulk* | Bat | *t* | ~~3,38~~<br>~~6,40~~<br>P5,40<br>84,41 | 1927<br>5mo<br>*Lloyd's SA&CP* | CaledonS. B.&E.Co.Ld. Dundee | Nederl.Indische Tankstoomboot Maats.<br>*CellDBuE40′106t* | 305·0\|50·3\|19·4<br>P86′*Trunk*169′<br>F50′ FK<br>*FPT73t APT64t* | TheHague<br>Dutch<br>12 *BH* | Oil Engines 4S.C.SA<br>12Cy.18½″–35⅞″ 380NHP<br>DB*I50lb*<br>Werkspoor,Amsterdam | 19 ″ 3<br>s1 ″ 9½<br>17 ″ 7⅝ | |
| 69381<br>UOFK | **Aleut** (*ex*GlenRidge)<br>*Whale Oil Factory*<br>*Ref.Mchy.* Sub.Sig. 2 *Dks* | | 5055<br>4205<br>2454 | | | | | 1919 | Standard S.B.Corp. Shooters Island,N.Y. | U.S.S.R. | 377·0\|52·0\|26·6<br>P41′B106′F41′ | Vladvostk<br>Russian<br>*WB* | T.3Cy.25″,42″&70″–40″<br>310NHP<br>StandardS.B.Corp. ShootersIsland,N.Y. | | |
| 69382<br>203116<br>WCCR | **Aleutian** Ⓟ (*ex*Mexico) Twin Sc<br>*Fitted for oil fuel*<br>D.F. GyC. 4 *Dks* | | 6362<br>—<br>3901 | | | | | 1906 | WCramp& SonsS&EBCo Philadelphia | AlaskaS.S.Co.Inc. | 400·0\|50·0\|30·0 | NewYork<br>Utd.States<br>*WB* | T.6Cy.28″,46⅝″&76″–42″<br>749NHP<br>NB23*refitted*30<br>W.Cramp&SonsS.&EB.Co. | | R |
| 69383<br>1016<br>ESUE | **Alev** (*ex*Bromsgrove-35)<br>*ss*Tln.2ndNo.3–7,35<br>*Well deck* 1 *Dk(Stl)&deep framing*<br>*Cargo battens not fitted*<br>*ss*Tln.No.1–40 | | 1446<br>1210<br>839 | ✠100A1<br>7,40~~5,39~~<br>~~HS8,39~~ ✠LMC~~7,35~~ 7,40 | Npt<br>Tln | *o* | CL<br>~~5,38~~<br>6,40 | 1909<br>11mo<br>*Lloyd's SA&CP* | J.Crown& Sons,Ld. Sunderland | TallinnaLaevaühisus,A.S.(Tallinn ShippingCo.Ld.) | 239·5\|36·0\|15·7<br>250·0 (O.L.)<br>P24′Q59′B50′F26′<br>FK<br>*CellD* | Tallinn<br>Estonian<br>4 *BHCem*<br>*Ba65′uE17′* | T.3Cy.19″,31″&51″–36″ (*s*)<br>180lb *90lb* 174NHP<br>1SB,*4pf*,GS66,HS2743<br>N.E.MarineEng.CoLd.Sld.<br>*f104′349t FPT53t APT92t* | 17 ″ 9<br>s 1 ″ 9½<br>16 ″ 4 | |
| 69384<br>171308<br>GTGJ | **Alex** (*ex*Nicos-38,*ex*Ionia,<br>*ex*ConstantinosXII) *ss*Sld.No.3–4,27<br>*ss*Ant.No.2–36<br>1 *Dk(Stl)* | | 3932<br>3647<br>2368 | ✠100A1<br>~~Ant~~<br>Examined 6,40 Mdb<br>~~BS6,39~~ 6,40 ✠LMC10,36 | | *x* | CL<br>~~4,37~~<br>6,40 | 1914<br>1mo<br>*Lloyd's SA&CP* | J.Priestman&Co. Sunderland | HectorS.S.Co.Ld. (E.R.Management Co.Ld. *Mgrs.*)<br>*CellD Ba127′uE&B42′ f* | 380·0\|51·5\|22·1<br>393·6 (O.L.)<br>P37′B238′F41′ FK<br>165′1529t *FPT154t* | Cardiff<br>British<br>6 *BHCem*<br>*APT217t* | T.3Cy.26″,42″&70″–48″ (*s*)<br>180lb 380NHP<br>3SB,*9cf*,GS184,HS6024<br>Blair&Co.Ld.Stockton | 25 ″ 6<br>s 3 ″ 1½<br>22 ″ 6¾ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'équipement. | 7* Date de la dernière visite de l'hélice porte-hélice. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Appareils de sûreté et de T.S.F. Dates Cert. I. et Fresh. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69385 | **Alex B. Uhrig** (*ex*Centurion) | | 3257 | | | | | 1893 | F.W. Wheeler&Co. W.Bay City | ReissS.S.Co. | 360·0 | 45·2 | 21·9 | Wilmgton (Del.) | T.3Cy.20″,33″&54″–44″ 263NHP | | R |
| 126994 | | | — | | | | | | | | | | | | | | |
| KFSA | *Mchy.Aft* D.F. 2*Dks* | | 2011 | | | | | | | | | | | Utd.States | F.W.Wheeler&Co.W Bay C | | |
| 69386 | **Alexander** Ⓟ | TwinSc | 377 | ✠ ... | | | | 1903 | Mackie& Thomson Glasgow | AnchorShipping & FoundryCo.Ld. | 138·5 | 24·0 | 9·7 | Nelson,N Z | Oil Engines 2S.C.SA 8Cy.12½″–15″ 137NHP NE36 L.Gardner&Sons,Ld.Mch. | 10 ″ 6 | |
| 93988 | | *Oil Eng.* | 236 | 2,09 | | | | 9mo | | | Q81′BonRQD47′ | | | British | | | |
| ZMKP | *Well deck* Wireless | 1*Dk* | 196 | | | | | | | | F26′ FK | | *WB* | | | | |
| 69387 | **Alexander Hamilton** Ⓟ | Pad | 2367 | | | | | 1923 | Bethlehem S.B.Corp.Ld Sparrows Point,M.D | HudsonRiverDay Line | 338·6 | 42·1 | 13·6 | NewYork Utd. States | T.3Cy.36½″,56″&85″–72″ 614NHP BethlehemS.B.Corp.Ld. SparrowsPoint | | |
| 223775 | | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| | | 3*Dks* | 1252 | | | | | | | | | | | | | | |
| | | *CruiserStern* | | | | | | | | | | | | | | | |
| 69388 | **Alexander Kennedy** | | 1313 | ✠100A1 | Off | *o* | CL | 1932 | Burntislnd S.B.Co.Ld. Burntisland *Lloyd's SA&CP* | LondonPowerCoLd (StephensonClarke &AssociatedCompaniesLd. *Mgrs.*) | 227·0 | 36·4 | 15·4 | London British | T.3Cy.17″,28″&46″–33″ (*s*) 200lb *100lb* 143NHP | 17 ″ 5 | |
| 162767 | | *ssSld.No.1–37* | 985 | 9,40 ~~11,2m~~ | Bly | | 9,39 | 9mo | | | Q138′B16′F21′ FK | | | | 1SB,*3cf*,GS59,HS2254 | s 4 ″ 11½ | |
| MJZJ | Wireless *Mchy.Aft* | 1*Dk*(*Stl*) | 726 | BS~~10,39~~ ✠LMC8,37 | | | | | | | | | | | D.Rowan&Co.Ld.Gls. | 16 ″ 1 | |
| | *Well deck* | **Cargo battens not fitted* | | 8,40 | | | | | | | *CellDBuE25′f151′* | | | | *369t DTf109t FPT* | *132t APT27t* | |
| 69389 | **Alexander Leslie** (*ex*H.A.Rock, | | 3508 | | | | | 1901 | American S.B.Co. Cleveland,O. | LakeErieCoalCo. Ld. | 353·6 | 48·2 | 23·7 | Wndsr Ont British | T.3Cy.22″,35″&58″–42″ 218NHP | | |
| 184692 | *ex*J.T.Hutchison) | | 3333 | | | | | | | | | | | | | | |
| | *Mchy.Aft* | 1*Dk2trB* | 2000 | | | | | | | | | | | *WB* | AmericanS.B.Co. | | |
| 69390 | **Alexander McDougall** | | 3672 | | | | | 1898 | American Stl BargeCo. WstSuperior | BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*) | 413·0 | 50·0 | 22·0 | Wilmgton (Del.) | Q.4Cy.17½″,28½″,43″&66″–40″ NB26 276NHP | | R |
| 107372 | D.F. Sub.Sig. | 1*Dk2trB* | 3385 | | | | | | | | | | | Utd.States | ClevelandS.B.Co.Clevelnd | | |
| WOKJ | *Mchy.Aft* GyC. | (*Whaleback*) | 2824 | | | | | | | | | | | | | | |
| 69391 | **Alexander Pushkin** | | 2332 | ✠ | Len | *s* | | 1930 | BalticS.B. &Eng.Wrks. Leningrad | U.S.S.R. | 284·8 | 43·1 | 20·5 | Archangel Russian | T.3Cy.17½″,29½″&48⅞″–35⅞″ 193NHP | 22 ″ 7 | |
| | (*ex*Boukharin–37) | | 2013 | 8,33 | | | | 1mo | | | P18′B75′F32′ | | | | 2SB,*4cf*,GS64,HS2690 | | |
| UOBD | Sub.Sig. | 1*Dk*(*Stl*) | 1296 | ✠ | | | | | | | FK | | | | BalticS.B.&Eng.Works | | |
| | | | | | | | | | | | *CellDB228′554tAPT* | | | | *51tAPT85t* | | |
| 69392 | **Alexandr Sibiryakov** | | 1384 | ✠ | Liv | *p* | | 1909 | D&W Hendersn&Co.Ld. Glasgow | U.S.S.R. | 240·1 | 35·8 | 16·9 | Archangel Russian | T.3Cy.22½″,37″&61″–42″ 347NHP | 19 ″ 2 | |
| | (*ex*Bellaventure) | *ss*Liv.No.2–20 | 940 | 2,22 | | | | 1mo | | | P&B148′F28′ | | | | 2SB(FD)&1AuxSB,*8cf*, GS150,HS5435 | | |
| UNAE | | 1*Dk*(*Stl*)*&deep framing* | 471 | ✠ | | | | | | | FK | | | | D&W Hendersn&CoLd.Gls | | |
| | *Well deck* | *Fitted for oil fuel* | | | | | | | | | *CellDBa60* | | | | *uE19′f94′252tFPT* | *33tAPT46t* | |
| 69393 | **Alexandra** (*ex*Gerontas–33, | | *4355* | ✠100A1 | Ams | *x* | CL | 1913 | J.L.Thomp-son&Sons,Ld Sunderland | C.J.Carras | 375·0 | 52·5 | 25·0 | Chios Greek | T.3Cy.25″,42″&68″–48″ (*s*) 180lb 382NHP | 27 ″ 6 | |
| 100 | *ex*Pentwyn–32, | *ss*Ant.2ndNo.3–7,37 | *3970* | 12,40~~2m~~ ~~8,40~~ | Mel | Bry | ~~11,37~~ | 3mo | | | P27′B219′F38′ FK | | | | NDB13*refitted*38–~~180lb~~ | s ~3~ 10½ | |
| SVFP | *ex*Ariadne Irene) | | *2638* | BS8,40 ✠LMC | | | 8,40 | *Lloyd's SA&CP* | | *CellDBa131′uE&f B47′* | *f155′1135tFPT82t* | | | | 2SB,*8cf*,GS153,HS6356 | *APT285t* | 23 ″ 10½ |
| | | 1*Dk*(*pt Irn pt Stl*) | | MS8,37 ~~B37,36~~ | | | | | | | | | | | Blair&Co.Ld.Stockton | | |
| * 69394 | — | | 1463 | ✠100A1 | Els | *r* | OG | 1931 | Helsingörs Jernsk&Msk. | DetForenede DampskibsSelsk. | 266·6 | 39·1 | 17·1 | Esbjerg Danish | C.4Cy.(2)18½″&(2)39½″–39½″ (*s*) 282NHP | 19 ″ 6 | |
| | Wireless D.F. | *ss*Gms.No.1–36 | 1207 | *with freeboard* | | | 5,39 | 2mo | | | | | | | | s 2 ″ 2½ | |
| OZDE | | 1*Dk*(*Stl–pt* ws)2*nd dk in holds* | 766 | 12,37 | | | | | | | P&B177′F54′ FK | | | | 215lb FD | 17 ″ 7 | |
| | *Ref.Mchy.* | *Cruiser Stern* | | BS4,39 ✠LMC4,36 | | | | *Lloyd's SA&CP* | | | | | | | 2SB(Spt)*6cf*,GS100,HS3960 | | |
| | | *Strengthened for Navigation in Ice* | | | | | | | | *CellD* | *B218′347tFPT35t* | | | | HelsingörsJernsk.&Mskb. | *APT72t* | |
| 69395 | — | | 720 | | | | | 1905 | Howaldts-werke Kiel | Sartori&Berger | 194·5 | 30·3 | 13·9 | Kiel German | T.3Cy.14⅝″,22⅝″&36⅝″–21⅝″ NB27 62NHP | | G |
| | | | 630 | | | | | | | | B45′F23′ | | | | | | |
| DCAP | | 1*Dk* | 438 | | | | | | | | | | | *WB* | Howaldtswerke,Kiel | | |
| 69396 | — | TwinScSr | 618 | | | | | 1904 | Vickers,Ss. &Maxim,Ld. Barrow | Commissioners of IrishLights | 201·4 | 30·3 | 14·1 | Liverpool ~~Dublin~~ British | T.6Cy.15″,23½″&38″–24″ NB31 141NHP | | |
| 117518 | Wireless E.S.D. | | 519 | | | | | | | | B63′F36′ | | | | | | |
| ~~MPLF~~ | Sub.Sig. | 1*Dk2trB* | 223 | | | | | | | | | | | *WB* | VickersSs.&MaximLdBrw. | | |
| 69397 | — | | 592 | | | | | 1903 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 176·9 | 28·1 | 11·2 | Stettin German | T.3Cy.14″,22″&36″–26″ 66NHP | | G |
| | | | 443 | | | | | | | | Q53′B43′F22′ | | | | | | |
| DAKZ | | 1*Dk* | 354 | | | | | | | | | | | *WB* | StettinerOderwerke,Stn. | | |
| 69398 | — | | 490 | | | | | 1903 | Up.Ottawa Imp.Co.Ld. Temiscamin-gue,Que. | UpperOttawa ImprovementCo. Ld. | 136·0 | 26·4 | 8·3 | Ottawa British | C.2Cy.24½″&44″–26″ *Emade—fitted*22 84RHP *NBmade*30,*fitted*32 | | |
| 116340 | | | 460 | | | | | | | | | | | | | | |
| | | 2*Dks* | 249 | | | | | | | | | | | | | | |
| 69399 | **Alexandra Höegh** | | 8248 | ✠100A1 | Gen | *c*† | CL | 1935 | Eriksbergs M.V.Aktiebl. Gothenburg | Skibs.A/S Arcadia (Leif Höegh&Co. A/S,*Mgrs.*) | 469·2 | 61·1 | 34·5 | Oslo Norwegian | Oil Engines 2S.C.DA 6Cy.17⅛″–47½″ 644NHP 2DB*142lb* | 34 ″ 0 | |
| | | *Oil Eng.* | 7504 | 5,40 ~~4,40~~ | Lis | | N4,39 | 5mo | | | 486·0(O.L.) | | | | | s 7 ″ 5 | |
| LIYZ | | *ssGen.No.1–40* | 4985 | ✠LMC CS4,39 | | | | | | | P92′B28′F40′ FK | | | | 12*BHptCem* | *APT141t* | 26 ″ 9½ |
| | | *Progressive survey of oil tanks* | | DBS4,39 | 10,39 | | | *Lloyd's SA&CP* | | *CellDBuE* | *68′188tDTf23′465t* | | | | *APT141t* | | |
| | D.F. E.S.D. | 1*Dk* | | | | | | | | | | | | | Eriksberg M.V.Aktieb.Got | | |
| | *Mchy.Aft* | *CruiserStern* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 69400 | **Alexandre André** | | *5322* | | | | | 1928 | NV Burger hout's M.&S. Rotterdam | BelgianGulfOil Co.S.A. | 378·0 | 54·4 | 29·0 | Antwerp Belgian | Oil Engines 2S.C.SA 4Cy.26½″–47½″ 491NHP | | V |
| | *Mchy.Aft.* GyC. | *Oil Eng.* | *4631* | | | | | | | | P112′B33′F36′ | | | | | | |
| OSFA | *Carrying Petroleum in bulk* 2*Dks* | | *2832* | | | | | | | | | | | *WB* | NV Burgerhout's M&S.Rot | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 69401 | **Alexandros** (*ex*Artemissia–35,*ex* | | 4343 | ✠ ... | | | | 1906 | R.Stephen-son&Co.Ld. Newcastle | M.A.Tachmindji | 355·2 | 50·1 | 27·5 | Syra Greek | T.3Cy.26″,43″&70″–45″ 356NHP | 30 ″ 2 | V |
| 163 | Hohneck,*ex*Bayhowel, | *ss*Bry.No.3–9,18 | — | 5,22 | | | | 9mo | | | P46′B98′F34′ | | | | | | † |
| SYHS | *ex*King Howel) | 1*Dk2trB&deep framing* | 2822 | ✠ | | | | | | | FK | | *WB* | | Palmers'Co.Ld Newcastle | | |
| 69402 | **Alexia** | | 8016 | ✠100A1 | Fal | *c*† | CL | 1935 | Bremer Vulkan Vegesack | Anglo-Saxon PetroleumCo.Ld. | 465·0 | 59·4 | 33·8 | London British | Oil Engines 4S.C.SA 8Cy.25⅛″–55½″ 502NHP | 34 ″ 0 | |
| 163571 | *Mchy.Aft* | *Oil Eng.* | 7229 | 5,41 ~~12,39~~ | Sld | | ~~1,38~~ | 4mo | | | 483·8(O.L.) | | | | DB*180lb* | s 6 ″ 8½ | |
| GYFY | | *ssCff.No.1–39* | 4783 | ✠LMC CS5,39 | | | 4,41 | *Lloyd's SA&CP* | | *CellDBuE64′14* | P93′B47′F48′ FK | | | | 15*BHptCem* | *APT285t* | 27 ″ 6½ |
| | D.F. 1*Dk* 2*nd dk clear of cargo tanks* | | | DBS5,39 ~~5,39~~ | | | | | | | *1tDTf25′272tFPT* | | | | *139tAPT85t* | | |
| | | *Cruiser Stern* | | 5,41 ✠LMC5,41 | | | | | | | | | | | BremerVulkan,Vegesack | | |
| | *Longitudinal framing at bottom & at deck* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 69403 | **Alexis de Tocqueville** | TwinSc | 1256 | ✠100A1 | Chb | | CL | 1923 | W.Hamil-ton&Co.Ld. PortGlasgow | Soc.Cherbourg-eoise de Remorq. &de Sauvetage | 200·9 | 38·1 | 15·5 | Cherbourg French | T.6Cy.13¾″,21¼″&34″–21″ (*s*) 180lb 170NHP | 17 ″ 0 | |
| | (*ex*Lotharingia–34) | *ss*Chb.No 3–3,35 | *905* | *with freeboard* | ~~NB4,23~~ | | 2,37 | 4mo | | | B96′ FK | | | | 6*BHCem* | *APT30t* | s 8 ″ 3 |
| TVMT | | 2*Dks* *ss*Chb.No.1–39 | 598 | 2,39 | LMC2,39 | | | *Lloyd's SA&CP* | | | *FPT15t* | | | | NE18*refitted*23 | | 9 ″ 1 |
| | | *Cruiser Stern* | | Surveys delayed | | | | | | | | | | | 2SB,*6cf*,GS107,HS3380 | | |
| | | | | *For Service in Cherbourg Harbour* | | | | | | | | | | | D.Rowan&Co.Ld.Glasgow | | |
| 69404 | **Alf** (*ex*Bremersvold,*ex*Alf, | | 2178 | | Lth | | CL | 1909 | Flensburger Schiffsb.Ges. Flensburg | ~~Ld.Christensen~~ Ministry of Shipping(Thompson Steamshipping Co.Ld. *Mgrs.*) | 279·6 | 41·4 | 17·5 | ~~Copenhagen~~ Danish | T.3Cy.23½″,35⅞″&55½″–35⅞″ 181NHP | | G |
| 167459 | *ex*Minister Helleputte) | | 1693 | Examined L.R.5,40 | | | 5,40 | | | | P17′Q93′B50′F30′ | | | London *WB* | FlensburgerSchiffsb.Ges. | | |
| ~~ONBA~~ | D.F. | 1*Dk* | 1375 | BS5,40(170lb) | | | | | | | | | | British | | | |
| GLDD | | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of Transl. Conv. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69405<br>6997<br>SDBG | **Alfa** (*ex*Kalmarsund XI, *ex*Senta)<br>1 *Dk* | | *1261*<br>*951*<br>*734* | | | | | 1922 | P Ph Stuhrs Msk. & Skbs. Aalborg | Rederi A/B Alfa (Allan Börjesson) | 238·7 \| 36·2 \| 13·4<br>P14′Q71′B94′F29′ | | | Hlsingborg Swedish<br>*WB* | T.3Cy.15″,24″&40″–27″ 83NHP<br>A/S Frichs, Aarhus | | V |
| 69406<br>OXZN | —<br>(*ex*Alida)<br>1 *Dk* | | 844<br>722<br>488 | | | | | 1921 | N.V. Werf. "Zeeland" Hansweert | J. Lauritzen | 212·9 \| 31·4 \| 13·2<br>P30′Q56′H60′F23′ | | | Esbjerg Danish<br>*WB* | T.3Cy.14½″,22″&35½″–23½″ 85NHP<br>Machf. "Delftshaven" Rot. | | G |
| 69407<br>525<br>IJJP | —<br>**Aux 4 Mst Sr**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*(See Sailing Ship Register)* | | 373<br>297<br>193 | | | | | 1916 | H.C. Christensen Marstal | Salvatore Sinagra | 152·2 \| 29·0 \| 10·2<br>139·6<br>P25′B14′F6′ | | | Porto Empedocle Italian<br>*WB* | Oil Engines 2S.C.SA<br>2Cy.16½″–18½″ 100NHP<br>J & C G Bolinders Co Ld Skm | | IV |
| 69408<br>CSAC | **Alferrarede** (*ex*Sado, *ex*Pluto)<br>*ss*Cff.2nd No.3–2,23<br>*ss*Lis.No.3–4,35<br>Wireless 1 *Dk*(*Stl*) & *pt Awng dk*<br>~~*ss*Lis.No.1–10~~ | | 1452<br>972<br>865 | 100A1<br>*pt Awng dk*<br>*with freeboard*<br>5,~~10~~ ~~4,28~~ 2,41<br>~~BS11,39~~ | Lis | *o*<br>BS2,41<br>MS4,39<br>~~LMC4,55~~ | OG<br>~~N7,37~~<br>N5,40 | 1905<br>*Lloyd's* | J.C. Tecklenborg A.G. Weser-münde-G.<br>*CellDB* | Soc Geral de Commercio, Industria e Transportes, Lda.<br>*CellDB* | 229·7 \| 36·2 \| 15·1<br>Q82′B102′RFD23′<br>F24′ FK<br>188′299*t FPT50t A* | | | Lisbon Portuguese<br>*4 BHCem*<br>*APT6t* | T.3Cy.17¼″,28″&45″–33″ (*s*)<br>175lb *100lb* 137NHP<br>1SB,*3cf*,GS54,HS2260<br>J.C. Tecklenborg A.G. Wsm | 24 *n* 6<br>*s* 7 *n* 1<br>17 *n* 8 | |
| 69409<br>171<br>IBFY | **Alfio** (*ex*Natale L.–34, *ex*Mavisbrook)<br>*ss*Gen.2nd No.3–6,25<br>*ss*Gen.No.1–29<br>1 *Dk*(*Irn*) & *deep framing* | | 2134<br>1925<br>1330 | ✠ ~~—~~<br>8,34 | Gen | *s* | | 1899<br>7mo | W. Gray & Co. Ld. W Hartlepool | Alfio Napoli<br>*Cell DBa & u* | 290·3 \| 42·2 \| 19·0<br>P27′B74′F29′ FK<br>*E & B 126′ f 120′ 654t* | | | Catania Italian<br>*5 BHCem*<br>*APT54t* | T.3Cy.21~~13/16~~″,35″&58″–39″ 217NHP<br>2SB,*6rf*,GS82,HS3370<br>Cen.Mar.Eng.Wrks.WHpl | 21 *n* 9 | I<br>† |
| 69410<br>SVLT | **Alfios** (*ex*Bolivian–33)<br>*ss*Nwc.No.3–1,34<br>*ss*Pir.No.1–38<br>1 *Dk*(*Stl*) | | *5116*<br>*4741*<br>*3154* | ✠100A1<br>4,41 ~~5,30~~<br>~~BS11,39~~ 4,41 | Pir | *y*<br>✠LMC10,38 | CL<br>~~10,26~~<br>3,41 | 1920<br>3mo<br>*Lloyd's* | Irvine's SB & D.D. Co. Ld. W Hartlepool | Theofano Maritime Co. Ld. (N.G. Livanos, *Mgr.*)<br>*CellDB* | 400·0 \| 52·3 \| 28·5<br>P49′B113′F38′ FK<br>347′1126*t FPT117t* | | | Chios Greek<br>*7 BHCem*<br>*APT175t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 Fl<br>Richardsons, Westgarth & Co. Ld. Hpl | 31 *n* 0<br>*s* ~~5~~ *n* 11½<br>25 *n* 3½ | |
| 69411<br>PKRN | **Alfoer**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | | 473<br>386<br>227 | | | | | 1934 | Droogdok Maats. "Soerabaia" Sourabaya | Koninkl. Paketv. Maats. | 156·0 \| 28·0 \| 11·4<br>P58′F27′ | | | Batavia Dutch<br>*WB* | Oil Engines 2S.C.SA<br>6Cy.9~~13/16~~″–13″ 102NHP<br>Kon.Maats. "DeSchelde" | | V |
| 69412<br>EALR | **Alfonso Senra** (*ex*Suarez No.1, *ex*Sineus, *ex*Blue Cross)<br>*ss*Liv.2nd No.3–6,20<br>1 *Dk*(*pt Stl pt Irn*) 2 *tr B* & *pt Awng dk*(*Irn*) & *Web frames* | | 3030<br>—<br>1866 | ✠<br>1,25 | Bel | *u* | | 1892<br>4mo | J L Thompson & Sons Sunderland | Naviera Celta, S.A. (Bienvenido Suarez, *Mgr.*) | 322·1 \| 41·3 \| 26·7<br>P29′Q100′ BK10″<br>*pt Awng dk* 192′<br>*Cell DB 230′ 500t* | | | Vigo Spanish<br>*6 BHCem*<br>*APT30t* | T.3Cy.24″,39″&64″–42″ NDB04 266NHP<br>2SB,*6cf*,GS116,HS4000<br>J. Dickinson, Sunderland | 24 *n* 0 | |
| 69413<br>204650 | **Alfred H. Smith** (*ex*Rochester)<br>*Mchy. Aft* 2 *Dks* | | 4698<br>—<br>3855 | | | | | 1907 | Gt. Lakes Eng. Works Ecorse, Mich | Great Lakes Transit Corporation | 381·0 \| 50·2 \| 30·0 | | | Buffalo Utd. States<br>*WB* | Q.4Cy.21″,30″,43½″&63″–42″ 257NHP<br>Great Lakes Eng. Wks. Det. | | |
| 69414<br>162322<br>GJXV | **Alfred Jones**<br>*Oil Eng.*<br>*Ref. Mchy.* 3 *Dks* | | 5013<br>4514<br>3028 | | | | | 1930 | Harland & Wolff, Ld. Glasgow | Elder Dempster Lines, Ld. | 370·6 \| 51·6 \| 20·1<br>P37′F43′ 28·8 | | | Liverpool British<br>*WB* | Oil Engines 4S.C.SA<br>8Cy.29⅛″–59~~1/16~~″ 652NHP<br>Harland & Wolff, Ld. Gls. | | C |
| 69415<br>LJOV | **Alfred Olsen** Twin Sc<br>(*ex*Valverda–37) *ss*Cpn.No.1–37 *Oil Eng.*<br>*Mchy. Aft* 2 *Dks*<br>D.F. *Longitudinal framing* | | 8817<br>8313<br>5208 | ✠100A1<br>3,41 ~~4,10~~<br>✠LMC CS4,40<br>DBS12,37 3,39.<br>*Carrying Petroleum in bulk* | Cpn<br>Lkr Bom | *d*†<br>SN7,38<br>P3,40<br>CBS11,35 | CL<br>11mo | 1934<br>11mo<br>*Lloyd's* | Wm. Hamilton & Co. Ld. Port Glasgow | A/S Binta (Per Gjerding, *Mgr.*)<br>*Cell DBu E83′ 315t DT f49′ 701t* | 475·0 \| 63·3 \| 35·1<br>492·3 (O L.)<br>P119′B38′F48′ FK<br>*FPT219t APT434t* | | | Bergen Norwegian<br>*16 BHpt Cem*<br>(*10 to U dk*<br>6 „ *2nd* „) | Oil Engines 4S.C.SA<br>12Cy.24½~~12/16~~″–51~~3/16~~″ 709NHP<br>2 DB *180lb*<br>J.G. Kincaid & Co. Ld. Grk | 35 *n* 0<br>*s* 6 *n* 10¾<br>28 *n* 4¾ | |
| 69416<br>1623<br>IJKV | **Alfredo** (*ex*Nino di Gallura–33, *ex*Poggioreale, *ex*Rebus, *ex*Scotsgap, *ex*Kilbride)<br>*Oil Eng.*<br>*ss*Ham.No.1–22<br>1 *Dk* | | 654<br>—<br>373 | ✠ ...<br>3,23 | | | | 1918<br>11mo | Hall, Russell & Co. Ld. Aberdeen | Dani & C. | 182·3 \| 30·1 \| 15·7<br>175·4<br>B50′ FK | | | Genoa Italian<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.13¾″–21¼″ 133NHP<br>*Emade 18 refitted 30*<br>Sulzer Bros. Winterthur | 16 *n* 6 | I<br>† |
| 69417<br>108<br>IJLA | **Alfredo Cappellini** Ⓟ<br>1 *Dk* | | 637<br>368<br>328 | | | | | 1912 | Fratelli Orland & Co. Leghorn | Soc. Anon. Nav. Toscana | 184·9 \| 24·4 \| 13·7<br>170·8<br>P33′B41′F30′ | | | Leghorn Italian | T.3Cy.16″,26½″&43″–30″ 100NHP<br>Flli. Orlando & Co. Leghorn | | I |
| 69418<br>81<br>IBEN | **Alfredo Oriani** (*ex*Mampoko–34, *ex*Tongrier, *ex*War Breaker)<br>*ss*Ant.No.3–5,31<br>1 *Dk*(*Stl*) 2*nd dk*(*Stl*) *in Nos.1,2,3 & 4 holds*<br>D.F. | | 3059<br>—<br>1831 | ✠ ...<br>7,35 | Ant | *u* | | 1918<br>11mo | Lloyd Royal Belge (Gt. Britain), Ld. Glasgow | "Tirrenia" Soc. Anon. di Nav. | 342·0 \| 46·7 \| 23·2<br>331·1<br>P33′B100′F28′ FK<br>*Cell DB 284′ 738t* | | | Fiume Italian<br>*7 BHpt Cem* | T.3Cy 25″,41″&68″–45″ 433NHP<br>3SB,*9cf*,GS155,HS6420 Fl<br>McKie & Baxter, Glasgow<br>*FPT95t APT124t* | 25 *n* 6 | I<br>† |
| 69419<br>492<br>IJZL | **Alga** (*ex*Antonios–37, *ex*Pessades–36, *ex*D'Enambuc–34, *ex*André Montreuil, *ex*Janine, *ex*Tours) D.F. 1 *Dk* | | 1851<br>1618<br>1106 | ✠ ...<br>10,21 | | | | 1917<br>7mo | Toledo S.B. Co. Toledo, Ohio | A. Lauro | 260·9 \| 43·6 \| 18·8<br>250·9<br>P21′B64′F30′ FK | | | Naples Italian<br>*WB* | T.3Cy.20½″,33″&54″–40″ 260NHP<br>Toledo S.B. Co. Toledo | 21 *n* 0 | I<br>† |
| 69420<br>167528<br>~~OXZC~~<br>GLJL | **Algarve**<br>1 *Dk* | | 1355<br>1137<br>~~784~~<br>786 | | | | | 1921 | Frdkshvns. Værft & Flydedok A/S Frederikshvn | Ministry of Shipping (Chr. Salvesen & Co. *Mgrs.*) | 254·6 \| 37·2 \| 16·0<br>P158′F26′ | | | ~~Copnhagn~~ Danish<br>London *WB*<br>British | T.3Cy.20″,33″&54″–36″<br>&1 LP Turbine<br>D. Rowan & Co. Glasgow | | V |
| 69421<br>PCKV | —<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Cruiser Stern* | | 472<br>347<br>254 | ✠100A1<br>~~5,41~~ ~~4,39~~ 5,41<br>✠LMC7,39<br>✠LMC(M)6,41 | Rot<br>Bry Lav | *g* | 11,39 | 1939<br>7mo<br>*Lloyd's* | NV. Boele's Schspw & Mch Bolnes<br>*Cell DB* | Hammerstein's Reederijbedrijf N.V. | 160·3 \| 26·4 \| 10·0<br>169·0 (O L.)<br>Q44′F21′ FK<br>*107′ 127t FPT47t* | | | Rottrdam Dutch<br>*3 BHpt Cem*<br>*APT10t* | Oil Engines 4S.C.SA<br>8Cy.11″–17~~1/16~~″ 94NHP<br>Klöckner-Humboldt-Deutz A.G. Köln-Deutz | 11 *n* 10<br>*s* 1 *n* 2<br>10 *n* 8¾ | |
| 69422<br>PCKZ | **Algenib**<br>*Oil Eng.*<br>1 *Dk*, 2*nd dk in No.3 hold & mchy. space*<br>D.F. E.S.D. *Cruiser Stern*<br>*Part electrically welded, including sheerstrake, keel & deck stringers* | | 5483<br>4984<br>3246 | ✠100A1<br>~~5,40~~ ~~3,40~~ 6,41<br>✠LMC8,37<br>✠LMC(M)4,39 | Rot<br>Lon | *a*†<br>CL<br>3,40 | | 1937<br>8mo<br>*Lloyd's* | Deutsche Werft A.G. Bet Finkenwrder Hamburg | N.V. Van Nievelt Goudriaan & Co's Stoomv. Maats.<br>*Cell DB 372′ 1238t* | 429·2 \| 58·7 \| 24·9<br>451·3 (O.L.)<br>P24′B&F395′ FK<br>*Upper F36′*<br>*MT56′ 1385t FPT1* | | | Rottrdam Dutch<br>*7 BHpt Asp*<br>*92t APT153t* | Oil Engines 2S.C.SA<br>6Cy.26~~3/4~~″–47~~1/4~~″ 748NHP<br>Maschinenrfbk. Augsburg-Nürnberg A.G. Augsburg | 27 *n* 2<br>*s* 3 *n* 3½<br>24 *n* 0½ | |
| 69423<br>CFJI | **Alger** (*ex*Oldambt–36)<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Cruiser Stern* | | 425<br>333<br>279 | | | | | 1930 | J. Smit & Zoon Foxhol | Vieira & Labrincha Lda. | 148·6 \| 25·6 \| 10·4<br>P38′F20′ | | | Lisbon Portuguese<br>*WB* | Oil Engines 4S.O.SA<br>4Cy.11¾″–17¾″ 54NHP<br>Humboldt-Deutzmotoren, A.G. Köln-Deutz | | G |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Empêchement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres de cotes et cas où dans le L. R. Durée Cert. Tonnage. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69424<br>6635<br>SLFA | **Algeria**<br>*ss*Got.No.1–38<br>D.F. *ss*Osc.No.3–6,34<br>1 *Dk(Stl)&Shelter dk(Stl)* | | *1619*<br>*1293*<br>*800* | ✠100A1 *Shelter dk with freeboard*<br>5,40 ~~7,39~~<br>✠LMC<br>MS8,38 BS~~7,39~~10,40 | Sbg<br>Got | *r* | OG<br>6,39 | 1921<br>6mo | Oskrshmns M.V.Aktieb. Oskarshamn *Lloyd's SA&CP* | Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB237'47* | 270·9 \| 41·2 \| 22·6<br>286·0(O.L.) FK<br>*Collision 3 ,, ,, U ,,* | Gothenbrg<br>Swedish | T.3Cy.22½",35½"&58½"–36"<br>185lb (*s*) 271NHP<br>2SB(Spt),*6cf*,G887,HS3800 FD<br>*3tFPT44tAPT28t*<br>OskarshamnsM.V.Aktieb. | 18 " 0<br>s " 5<br>17 " 8½ | |
| 69425<br>147256<br>GKNQ | **Algerian**<br>*ss*Hul.No.3–7,37<br>1 *Dk(Stl)2nd dk*<br>*CruiserStern* (*Stl*)*inNos.1&2holds* | | 2315<br>2168<br>1440 | ✠100A1<br>~~7,70~~12,40 Npt<br>BS~~12,30~~ ✠LMC12,36<br>12,40 | Hul | *t* | CL<br>5,38 | 1924<br>5mo | Barclay, Curle&Co.Ld Glasgow *Lloyd's SA&CP* | EllermanLines,Ld. (Ellerman&Papayanni LinesLd. *Mgrs.*) *CellDB254'501tDTf20'324tAPT29t* | 295·0 \| 43·7 \| 21·0<br>P&B184'F31' FK | Liverpool<br>British | T.3Cy.18",31½"&54"–36" (*s*)<br>225lb 300NHP<br>*6BHptCem 1 ,, to2nd dk*<br>2SB,*6cf*,GS109,HS4526 FD<br>Barclay,Curle&Co.Ld.Gls. | 23 " 0<br>s 2 " 5<br>20 " 9½ | |
| 69426<br>FNWA | **Algérie**<br>*ss*Dnk No.3–12,22<br>1 *Dk2trB* | | 3386<br>2572<br>2151 | ✠ ...<br>9,24<br>✠NE7,18 ✠ | | | | 1910<br>7mo | Atel.&Ch. de France Dunkirk | Cie.desBateaux à Vap.duNord (Soc. Anon.deGérance et d'Armement, *Mgrs.*) | 331·0 \| 46·5 \| 21·0<br>P&B218'F34' FK | Dunkirk<br>French *WB* | T.3Cy.24",40"&65"–42"<br>290NHP<br>N.E.Mar.Eng.Co.Ld.Nwc. | 23 " 10 | V<br>† |
| 69427<br>257<br>IJLG | **Algerino** (*ex*Holstenau,*ex*Cairo)<br>2 *Dks* | | 1371<br>761<br>793 | | | | | 1920 | Vulcan-Werke Hamburg | D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi | 239·0 \| 34·4 \| 20·0<br>227·5<br>B25'F30' | Trieste<br>Italian *WB* | T.3Cy.15½",23½"&43⅛"–27½"<br>98NHP<br>Vulcan-Werke,Hamburg | | I |
| 69428<br>220518<br>KDDC | **Algic**<br>*Fitted for oil fuel*<br>Sub.Sig. 2 *Dks&Web frames* | | 5496<br>4971<br>3378 | ✠ ...<br>9,21<br>✠ | | | | 1920<br>8mo | Merchant S.B.Corp. Harriman,Pa. | ~~United States Maritime Com-~~ ~~mission~~ Seas Shipping Co.Inc. | 400·7 \| 54·2 \| 30·2<br>P36'B124'F44' FK | Phildlphia<br>Utd.States *WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft<br>WestinghouseElectric &Mfg.Co.Essington,Pa | 32 " 10 | R<br>† |
| 69429<br>158164<br>VGKM | **Algocen** (*ex*JohnJ.Barlum–35)<br>D.F. *Mchy.Aft* 1 *Dk* | | 6893<br>6566<br>5032 | | | | | 1909 | American S.B.Co. Cleveland,O. | AlgomaCentral& HudsonBayRailwayCo. | 512·5 \| 54·2 \| 26·7 | Sault Ste. Marie,Ont. British *WB* | T.3Cy.23½",38"&63"–42"<br>257NHP<br>AmericanSB.Co.Cleveland | | R |
| 69430<br>145637<br>MLZC | **Algol**<br>*ss*Cff.No.3–9,37<br>1 *Dk(Stl)*<br>*Cargo battens not fitted* | | 1566<br>1378 ~~2,20,1,40~~ 3,41<br>929<br>BS~~7,39~~ 9,40 | ✠100A1<br>1,40<br>✠LMC9,36 | Cff<br>Bry | *p* | CL<br>~~1,40~~ 3,41 | 1924<br>8mo | W.Dobson &Co. Newcastle *Lloyd's SA&CP* | R.H.Penney&Sons *CellDB219'431tFPT67t* | 245·3 \| 37·0 \| 18·7<br>B48'F22' FK | Shoreham<br>British | T.3Cy.17¼",29"&48"–33" (*s*)<br>180lb 176NHP<br>*4BHptCem APT117t*<br>2SB,*4cf*,GS80,HS3150<br>N.E.MarineEngCoLd.Nwc | 20 " 4<br>s 2 " 7<br>17 " 11¾ | |
| 69431<br>222185<br>WODU | **Algomah II** Ⓟ (*ex*Bainbridge–36)<br>Wireless *Mchy.Aft* 2 *Dks* | | 606<br>338 | | | | | 1922 | RiceBros. Corp. Boothbay,Me | IslandTransptn. Co. | ~~130·2·29·9~~ 21·6<br>139·5 \| 30·0 \| 14·1 | St.Ignace, Mich. Utd.States | T.3Cy.12¾",23½"&35"–24"<br>60NHP<br>MarineIronWks.Chicago | | |
| 69432<br>220815<br>KDKH | **Algonquin**<br>*ss*N Yk.No.3–3,33<br>*ss*Bal.No.1–37<br>D.F. GyC. 2 *Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing* | | 7229<br>6642<br>4475 | ✠100A1<br>1,40<br>✠LMC<br>MS4,37 BS1,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11,20 *F.P. above* 150°F. | Bal | *b*† | CL<br>1,39 | 1920<br>11mo | Bethlehem S.B.Corp. Alameda,Cal. A&CP | Socony-Vacuum OilCo.Inc. *CellDBuE&B62' 197tDTf50'884t* | 435·0 \| 56·0 \| 32·0<br>453·7(O.L.)<br>P106'B50'F42' FK | New York<br>Utd.States | T.3Cy.27",47"&78"–48"<br>205lb 600NHP<br>14 *BHptAsp (9 to U dk 5 ,, 2nd ,,)*<br>3SB,*9cf*,HS8235 FD<br>BethlehemS.B.Corp.Ld. | 33 " 6<br>s 8 " 0½<br>25 " 10 | |
| 69433<br>226126<br>KGDL | —<br>Ⓟ<br>*Ref.Mchy.* 1 *Dk2nd dk in holds*<br>D.F. Sub.Sig. *Fitted for oil fuel* | | 5945<br>4424<br>3546 | ✠ ...<br>12,27<br>✠ | | | | 1926<br>12mo | NwprtNws S.B.&D.D.Co NewprtNews | Cherokee-SeminoleS.S.Corp. (Clyde-Mallory Lines *Mgrs.*) | 387·5 \| 55·0 \| 20·0<br>P&B322'F53'<br>*Promenade dks* FK | New York<br>Utd.States *WB* | 2SteamTurbinesSRgeared to1Sc.Shft.<br>981NHP<br>NewportNewsSB&DD.Co. | 23 " 6 | R<br>† |
| 69434<br>16151<br>CYPW | **Algonquins**<br>D.F. 1 *Dk*<br>*Mchy Aft* | | 2100<br>1979<br>1461 | | | | | 1929<br>Alt.39 | Barclay, Curle&Co.Ld. Glasgow | St.Lawrence Steamships,Ld. | 252·7 \| 43·3 \| 21·8<br>Q100'F35' | Montreal<br>British *WB* | T.3Cy.15",25"&40"–33"<br>81RHP<br>Barclay,Curle&Co.Ld.Gls. | | C |
| 69435<br>PCLK | **Algorab**<br>*Fitted for oil fuel*<br>D.F. 2 *Dks&Shelter dk* | | 4938<br>4473<br>2966 | Lth<br>ExaminedL.R.11,40<br>BS11,40 (200lb) | | | | 1921 | Deutsche Werft Hamburg | N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats. | 400·3 \| 54·8 \| 27·4<br>F40' | Rotterdam<br>Dutch *WB* | 1DRgearedSteamTurbine<br>2000S<br>Allgem.Elekt.Ges.Berlin | | G |
| 69436<br>138212<br>VGJB | **Algorail** (*ex*HomeSmith–36, *ex*WilliamS.Mack)<br>D.F. *Mchy.Aft* 1 *Dk2trB* | | 3495<br>3318<br>2526 | | | | | 1901 | American S.B.Co. Lorain,O. | AlgomaCentral& HudsonBay RailwayCo. | 346·0 \| 48·0 \| 28·0 | Sault Ste. Marie,Ont. British *WB* | T.3Cy.20",33½"&55"–40"<br>191NHP<br>AmericanS.B.CoCleveland | | R |
| 69437<br>130776<br>VGJD | **Algosoo** (*ex*J.FraterTaylor–36, *ex*Saturn)<br>D.F. *Mchy.Aft* 1 *Dk2trB* | | 3429<br>3178<br>2030 | | | | | 1901 | American S.B.Co. Lorain,O. | AlgomaCentral& Hudson Bay RailwayCo. *WB* | 346·0 \| 48·0 \| 24·1 | Sault Ste. Marie,Ont. British | T.3Cy.22",35"&58"–42"<br>218NHP<br>AmericanS.B.CoCleveland | | R |
| 69438<br>158165<br>VGQN | **Algosteel** (*ex*ThomasBarlum–35)<br>D.F. *Mchy.Aft* 1 *Dk* | | 6117<br>5870<br>4324 | | | | | 1907 | Detroit S.B.Co. Wyandotte, Mich. | AlgomaCentral & HudsonBay RailwayCo. | 487·5 \| 52·2 \| 26·6 | Sault Ste. Marie,Ont. British *WB* | T.3Cy.22½",36"&60"–42"<br>233NHP<br>DetroitS.B.Co.Detroit Mch | | R |
| 69439<br>165933<br>MMTB | **Alhama**<br>1 *Dk&Shelter dk*<br>Wireless E.S.D.<br>*CruiserStern* | | 1352<br>1114<br>746 | | | | | 1938 | Nylands Verksted Oslo | MossgielS.S.Co. Ld.,(JohnBruce& Co. *Mgrs.*) | 250·7 \| 41·2 \| 14·8 | Glasgow<br>British *WB* | C.2Cy.16¾"&36⅞"–33⅞"& LPturbine with DR gearing &hydraulic coupling<br>107NHP<br>Nylands Verksted,Oslo | | NC |
| 69440<br>PCLR | **Alhena**<br>*Fitted for oil fuel*<br>D.F. 2 *Dks&Shelter dk* | | 4930<br>4473<br>2969 | Liv<br>ExaminedL.R.1,41<br>BS7,40(200lb) | | | CL<br>7,40 | 1921 | Deutsche WerftA.G. Hamburg | N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats. | 400·3 \| 54·3 \| 27·4<br>F41' | Rotterdam<br>Dutch *WB* | T.3Cy.28⅛",45⅞"&75"–55½"<br>418NHP<br>GutteHoffnungshütte Oberhausen | | G |
| 69441<br>721<br>SVFW | **Aliakmon** (*ex*Evi–37,*ex* VictorianTransport–33)<br>1 *Dk* | | *4521*<br>*4271*<br>*2847* | | | | | 1913 | Nthmblnd S.B.Co.Ld. Newcastle | TheofanoMaritime Co.Ld.(N.G.Livanos, *Mgr.*) | 385·1 \| 52·0 \| 27·1<br>P35'B119'F37' | Piræus<br>Greek *WB* | T.3Cy.25",40"&68"–48"<br>320NHP<br>Richardsons,Westgarth& Co.Ld.Sld. | | C |
| 69442<br>DJNK | **Alicante**<br>D.F. E.S.D. 1 *Dk*<br>Sub.Sig. *CruiserStern* | | 2140<br>1629<br>1103 | | | | | 1934 | Deutsche WerftAG Bet Finkenwrder Hamburg | R.M.Sloman,Jr. | 306·4 \| 43·6 \| 16·2<br>B&F278'<br>*Upper*F47' | Hamburg<br>German *WB* | C.4Cy.(2)16⅜"&(2)35⅞"–37⅜" & Exhaust Steam Turbine HS4090 309NHP<br>Deutsche Werft A.G.Ham. | | G |
| 69443<br>307<br>ICPG | **Alicantino** (*ex*Pangbourne)<br>*ss*Tri.2ndNo.3–12,38<br>*Mchy.Aft* 2 *Dks(Stl)&2nd dk(Stl) in Nos.1&2holds* | | 1642<br>1430<br>999 | ✠100A1<br>7,39<br>✠LMC<br>MS7,38 BS5,39 | Gen | *q* | CL<br>10,37 | 1914<br>1mo | Earle's Co. Ld. Hull *Lloyd's SA&CP* | D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi | 260·7 \| 40·1 \| 19·7<br>250·2<br>P69'B28'F53' FK<br>*CellDBuE&B59'f161'31tFPT46tAPT35t* | Trieste<br>Italian<br>*4BHCem* | T.3Cy.18",29"&50"–33" (*s*)<br>180lb 182NHP<br>2SB,*4cf*,GS92,HS3180<br>Earle'sCo.Ld.Hull | 21 " 11<br>s 2 " 6<br>19 " 6½ | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which class of ships in Lt. Dec. of Fr. and Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69444<br>OXZP | **Alice**<br>1 *Dk* | | 1196<br>921<br>712 | | | | | 1924 | A/S Nakskov Skibs. Nakskov | Dampskslsk. Torm A/S (A. Schmiegelow & A. Kampen, *Mgrs.*) | 235·4 \| 36·2 \| 13·7<br>P14'Q69'B97'F30' | | | Copnhagn<br>Danish<br>*WB* | T.3Cy.15¾", 25½" & 41½"–26¾"<br>90NHP<br>Ottensener Machfab Altona | | C |
| 69445<br>141<br>IDFA | — Ⓟ<br>(*ex* Aridta II°, *ex* George Ward, *ex* Princess Alice)<br>*ss* Gls.2nd No.3–1,21<br>*ex* Yt. Beryl, 1 *Dk* (*Stl*–teak s)<br>Wireless | | 1094<br>923<br>513 | 2,26 | Ply | | | 1898 | Laird Bros. Birkenhead | Ballilla Longo | 272·9 \| 35·1 \| 18·8<br>250·9<br>P34'F35' BK8" | | | Rome<br>Italian<br>5 *BHCem* | T.3Cy.19", 30" & 46"–30"<br>108NHP<br>2SB, *6cf*, GS99, HS1450<br>Laird Bros. Birkenhead | 20 " 0 | J<br>† |
| 69446<br>144924<br>GDWX | **Alice Marie**<br>*ss* Nwc. No.3–6,36<br>D.F. 1 *Dk* (*Stl*)<br>*Well deck* *Cargo battens not fitted* | | 2206<br>1750<br>1216 | ✠100A1<br>6.40 ~~4.40~~<br>DBS4,39 ✠LMC6,36<br>~~DBS1~~ ~~9,39~~ 10,40 | Nwc | *r* | CL<br>~~1,40~~<br>5,40 | 1920<br>10 mo | S.P. Austin &Son, Ld. Sunderland<br>*Lloyd's* | Rodney S.S. Co. Ld.<br>*Cell DB*<br>231'562*t* *side tanks* | 280·0 \| 40·5 \| 18·5<br>Q157'F28' FK<br>*in ER* 166*t* *FPT* 110*t* | | | Newcastle<br>British<br>4 *BHCem*<br>*APT* 252*t* | T.3Cy.21", 34" & 56"–39" (*s*)<br>180lb *IC* 0*lt* 220NHP<br>2SB, *6pf*, GS109, HS3514<br>G. Clark, Ld. Sunderland | 20 " 9<br>s 6 " 5½<br>18 " 7½ | |
| 69447<br>135913<br>GBJF | **Alice Moller** (*ex* Rhodesian Transport–33, *ex* Clutha River)<br>*ss* Npt. No.3–7,27<br>2 *Dks* (*Stl*) | | 4986<br>4667<br>3145 | ✠ —<br>6,33<br>✠ | Liv | *y* | | 1914<br>12 mo | Irvine's SB &D.D. Co. Ld. W Hartlepool | Moller Line, Ld. (Mollers', Ld. *Mgrs.*)<br>*Cell DB* a 132'*u* *E* 28' *f* 173' 1029*t* *FPT* 83*t* | 400·0 \| 52·0 \| 27·4<br>P36'B126'F43' FK<br>*APT* 110*t* | | | Shanghai<br>British<br>6 *BHCem* | T.3Cy.26", 42" & 70"–48"<br>402NHP<br>3SB, *9cf*, GS167, HS6636<br>Richardsons, Westgarth & Co. Ld. Hpl. | 30 " 0 | C<br>† |
| 69448<br>FNFX | **Alice Robert**<br>*Fitted for oil fuel*<br>*Ref. Mchy.* D.F. 1 *Dk* 2 *trB*<br>*Cruiser Stern* | | 2588<br>2216<br>1409 | | | | | 1934 | Nakskov Skibs. A/S Nakskov | Cie. Franco-Coloniale de Nav. (L. Martin, S. àr. l. *Mgrs.*) | 295·6 \| 47·4 \| 22·8<br>P35'F129' | | | Nantes<br>French<br>*WB* | C.4Cy.(2) 15⅝", (2) 37½"–34 7/16"<br>140NHP<br>Fredrikstad M.V. Frdstad | | V |
| 69449<br>220354 | **Alice Tebb** (*ex* Forest King–37)<br>*Mchy. Aft*<br>Wood<br>*ss* Sea.–28<br>1 *Dk* 2 *trB*<br>Salted<br>*Fitted for oil fuel* | | 2426<br>2105<br>1725 | 10,29 | SFo | *t* | 12 | 1919<br>5 mo | Grant, Smith Porter Co. Aberdeen Wsh | ~~Southland S.S. Co.~~<br>Wybar S.S. Co.<br>*Completed by* Gray's Harbor M. S. Corp. | 267·6 \| 46·2 \| 24·0<br>P74'F29' | | | Aberdeen, Wash. Utd. States | T.3Cy.19", 32" & 56"–36"<br>275NHP<br>2 Water Tube Boilers<br>Nordberg Mfg. Co.<br>Milwaukee | 26 " 1 | |
| 69450<br>YVAE | **Alicia**<br>*ss* Cco. No.3–5,40 ~~*ss* Cco. No.2–37~~<br>*Mchy. Aft* 1 *Dk* (*Stl*)<br>*Longitudinal framing at bottom and deck* | Twin Sc | 2336 | ✠100A1<br>~~5,40~~ ~~9,39~~ 5,41<br>~~BS4,39~~ ✠LMC ~~12,35~~ 5,40<br>BS5,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,28 | Cco | *t*<br>~~e2,37~~<br>P9,39<br>s11,40<br>*F.P. above* | CL<br>~~e2,37~~<br>P9,39<br>s11,40<br>*bulk* | 1928<br>2 mo | Armstrong Whitworth & Co. Ld. Newcastle<br>*Lloyd's* | Caribbean Petroleum Co. Ld.<br>*SA&CP* 150° F. | 305·2 \| 50·2 \| 15·0<br>Q86'F45' FK<br>*Trunk* 174'<br>*FPT* 114*t* | | | Maracaibo<br>Venezuelan<br>1 *BHptCem*<br>*ptAsp*<br>*APT* 84*t* | T.6Cy.13", 22" & 35"–24" (*s*)<br>180lb 234NHP<br>2SB, *4cf*, HS4042 FD<br>Shields Eng. Co. Ld. N. Shl. | 15 " 0<br>s 1 " 7<br>13 " 7½ | |
| 69451<br>137<br>IJLM | —<br>(*ex* Latvija, *ex* Holger, *ex* Johann W. Jens, *ex* Beta, *ex* Kiel)<br>1 *Dk* | | 487<br>408<br>273 | | | | | 1889 | Akt. Ges. "Neptun" Rostock | A. Alfino & Figli | 151·4 \| 25·4 \| 14·0<br>144·9 | | | Catania<br>Italian<br>*WB* | C.2Cy.18 3/16", & 34½"–16 7/16"<br>39NHP<br>J. Spengel & Sons, Ld. Nwc. | | I |
| 69452<br>5446<br>SLNA | **Alida Gorthon** (*ex* Karlsvik–34, *ex* Alida, D.F. *ex* Athena, *ex* Athinaia, *ex* Athena)<br>*ss* Got.2nd No.3–5,28<br>*ss* Hbg. No.2–36<br>1 *Dk* (*Irn*) & *deep framing*<br>*Cargo battens not fitted* | | *2373*<br>*2111*<br>*1399* | ✠100A1<br>3,40<br>BS3,39 ✠LMC4,36 | Bgn | | CL<br>3,40 | 1902<br>5 mo | W. Gray & Co. Ld. W Hartlepool<br>*Lloyd's* | Rederiaktieb. Activ. (Joh. Gorthon, *Mgr.*)<br>*SA&CP* *Cell DB* a & *u* *E* 120' *f* 124' 621*t* | 302·4 \| 43·2 \| 19·8<br>311·1 (O.L.)<br>P27'B69'F29' FK<br>*APT* 40*t* | | | Hlsngborg<br>Swedish<br>5 *BHCem* | T.3Cy.22", 35" & 59"–39" (*s*)<br>160lb 221NHP<br>2SB, *6pf*, GS84, HS3383<br>Cen. Mar. Eng. Wrks. W Hpl | 22 " 3<br>s 3 " 6½<br>18 " 11 | |
| 69453<br>709<br>SVAI | **Aliki** (*ex* Leopold L.D., *ex* War Cypress)<br>*ss* Rot. No.3–11,29<br>*ss* Ssk. No.2–38<br>1 *Dk* (*Stl*) | | 5140<br>4720<br>3199 | ✠100A1<br>9,39<br>BS5,39 ✠LMC5,38<br>Surveys delayed | Rou | *y* | CL<br>4,37 | 1917<br>11 mo | Cammell Laird & Co. Ld Birkenhead<br>*Lloyd's* | N.G. Livanos<br>*SA&CP* *Cell DB* | 400·0 \| 52·4 \| 28·4<br>P49'B113'F40' FK<br>348'1152*t* *FPT* 113*t* | | | Piræus<br>Greek<br>7 *BHCem*<br>*APT* 166*t* | T.3Cy 27", 44" & 73"–48" (*s*)<br>180lb 490NHP<br>3SB, *9cf*, GS189, HS7020 FD<br>Cammell Laird & Co. Ld. Bkr | 31 " 0<br>s 5 " 11⅜<br>25 " 3½ | |
| 69454<br>PCMC | **Alioth**<br>*Oil Eng.*<br>D.F. 1 *Dk*, *2nd dk in No.3 hold & mchy. space*<br>E.S.D. *Part electrically welded including sheerstrake, keel & deck stringers*<br>*Cruiser Stern* | | 5483<br>4984<br>3246 | ✠100A1<br>~~9,40~~ 3,40 4,41<br>✠LMC5,37<br>✠LMC(M)8,39 | Rot<br>~~Gls~~ Hul | *a*†<br>CL<br>3,40 | | 1937<br>5 mo | Deutsche Werft AG Bet Finkenwrder Hamburg<br>*Lloyd's* | N.V. Van Nievelt Goudriaan & Co.'s Stoomv. Maats.<br>*SA&CP* *Cell DB* 372'1238*t* | 429·2 \| 58·7 \| 24·9<br>451·2 (O.L.)<br>P24'B&F395' FK<br>*MT* 56' 1385*t* *FPT* 192*t* | | | Rottrdam<br>Dutch<br>7 *BHptAsp*<br>*APT* 153*t* | Oil Engines 2S.C.SA<br>6Cy.26¾"–47¼"<br>748NHP<br>Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 27 " 2<br>s 3 " 3½<br>24 " 0½ | |
| 69455<br>144902<br>GDCB | **Alipore**<br>D.F. 2 *Dks* (*Stl*) | | 5273<br>4766<br>3241 | ✠<br>3,22<br>✠ | Bom | *y* | | 1920<br>7 mo | Palmers' Co. Ld. Newcastle | P. & O. Stm. Nav. Co. | 400·1 \| 52·3 \| 28·5<br>P49'B113'F39' FK<br>*Cell DB* 345' 1112*t* *FPT* 122*t* | | | Newcastle<br>British<br>7 *BHptCem*<br>*APT* 174*t* | T.3Cy.27", 44" & 73"–48"<br>517NHP<br>3SB, *9cf*, GS190, HS7668 FD<br>Palmers' Co. Ld. Newcastle | 31 " 0 | |
| 69456<br>903<br>SZNP | **Alisa** (*ex* Liesel–39, *ex* Efterpi–39, *ex* Alexandros A.–39, *ex* Efterpi–39, *ex* Myconos–38, *ex* La Macta–37, *ex* Guercif–34, *ex* Faneromeni, *ex* Freifrau, *ex* Sea Hound)<br>*ss* Ham.2nd No.3–3,25<br>*ss* Msl. No.2–33<br>1 *Dk* (*Stl*) & *Web frames* & *pt Awng dk* (*Stl*)<br>Wireless | | 1072<br>903<br>573 | ✠ —<br>4,38 | Msl | *o* | | 1901<br>10 mo | Mackie & Thomson Glasgow | Atid Navigation Co. Ld. (Barnett Bros. & Borchard, Ld. *Mgrs.*) | 226·7 \| 34·0 \| 14·4<br>228·4<br>P54'B&F153' FK<br>*Cell DB* a 54'*u* *E* 15' *f* 104' 276*t* | | | Haifa<br>Palestine<br>4 *BHCem* | T.3Cy.18 5/16", 30¾" & 48"–33"<br>NB2,25 159NHP<br>2SB, *4cf*, GS70, HS2798<br>W.V.V. Lidgerwood, Gls. | 16 " 6 | G<br>† |
| 69457<br>DOMF | **Alk**<br>Wireless D.F. E.S.D. 1 *Dk* | | 1175<br>887<br>612 | | | | | 1924 | Akt. Ges. "Neptun" Rostock | Argo Reederei Richard Adler & Co. | 221·4 \| 34·9 \| 11·2<br>P14'Q65'B52'F26' | | | Bremen<br>German<br>*WB* | T3Cy 17 7/16", 29 1/16" & 47⅛"–31½"<br>125NHP<br>A.G. "Neptun," Rostock | | G |
| 69458<br>PCMG | **Alkaid**<br>D.F. E.S.D. *Oil Eng.*<br>1 *Dk*, *2nd dk in No. 3 hold & mchy. space*<br>*Part electrically welded including sheerstrake, keel & deck stringers*<br>*Cruiser Stern* | | 5483<br>4984<br>3246 | ✠100A1<br>9,39<br>✠LMC7,37<br>✠LMC(M)5,39 | Sch | *a*† | CL<br>8,38 | 1937<br>7 mo | Deutsche Werft AG Bet Finkenwrder Hamburg<br>*Lloyd's* | N.V. Van Nievelt Goudriaan & Co.'s Stoomv. Maats.<br>*SA&CP* *Cell DB* 372'1238*t* | 429·2 \| 58·7 \| 24·9<br>451·2 (O.L.)<br>P24'B&F395' FK<br>Upr F36'<br>*MT* 56' 1385*t* *FPT* 198*t* | | | Rottrdam<br>Dutch<br>7 *BHptAsp*<br>2*t* *APT* 153*t* | Oil Engines 2S.C.SA<br>6Cy.26¾"–47¼"<br>748NHP<br>Maschinenfbrk, Augsburg-Nürnberg A.G. Augsburg | 27 " 2<br>s 3 " 3½<br>24 " 0½ | |
| 69459<br>361 | **Alku**<br>*Oil Eng.*<br>1 *Dk* | Wood | 348<br>303<br>260 | | | | | 1920 | O/Y Rauma Wood, Ld. Raumo | O/Y Rauma Wood, Ld. | 144·4 \| 29·5 \| 11·1<br>133·6 | | | Raumo<br>Finnish | Oil Engines 2S.C.SA<br>2Cy.16½"–18⅛"<br>96NHP<br>J & CG Bolinders Co Ld. Skm | | |
| 69460<br>*(Cable Vessel)*<br>D.F. E.S.D. | **All America**<br>*ss* Boa No.3–12,33<br>*ss* Callao No.1–38<br>1 *Dk* (*Stl*) & *Awng dk*<br>(*Stl*–teak s) & *2nd dk* (*Stl*) *in holds* | Twin Sc | *1819*<br>*1655*<br>*880* | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>11,40 2,39<br>~~BS11,39~~ ✠LMC11,37<br>*Fitted for oil fuel* F. | Boa | *q*<br>~~e2,38~~<br>s3,39<br>P11,40<br>*P. above* | CL<br>~~e2,38~~<br>s3,39<br>P11,40 | 1921<br>10 mo | Swan, Hunter & Wigham Richardson, Ld Newcastle<br>*Lloyd's* | All America Cables Inc.<br>*SA&CP* *Cell DB* a 33'*u* *E* 21' | 278·4 \| 37·0 \| 22·4<br>FK<br>*f* 82' 167*t* *FPT* 27*t* | | | New York<br>Utd. States<br>*Cem*<br>5 *BHto Awdk*<br>*APT* 29*t* | T.6Cy.15½", 25" & 43"–30" (*s*)<br>180lb 264NHP<br>2SB, *6cf*, HS3746 FD<br>Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 24 " 9<br>s4 " 7½<br>20 " 6 | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant et plus récent. Lettre d'Appointement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Inscrites au code I.L.R. si ce n'est dans le Code Distr. Cert. Bef. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69461 | **Allan Jackson** (*ex*Crampton | 6635 | ✠ ... | | | | 1921 | Bethlehem | Standard Oil Co. | 435·0 | 56·0 | 33·6 | Wilmgton | T.3Cy.27″,47″&78″–48″ | 33 ″ 6 | R |
| 221033 | Anderson) *Fitted for oil fuel* | — | 3,22 | | | | 1mo | S.B.Co.Ld. | of New Jersey | P106′ | B50′ | F42′ | (Del.) | 600NHP | | † |
| KDOH | *Mchy. Aft* 2*Dks* & *Web frames* | 4038 | ✠ | | | | | Alameda,Cal. | | | | FK | Utd.States | BethlehemSBCo.Ld. | | |
| | D.F. Sub.Sig. *Longitudinal framing* | | | | | | | | | | | *WB* | | SanFrancisco | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 69462 | **Allara** | 3279 | ✠100A1 | Syd | *v* | CL | 1924 | W.Beard- | The Adelaide | 340·5 | 47·2 | 23·2 | Melbourne | T.3Cy.25′,41′&68′–45′ (*s*) | 25 ″ 6 | |
| 152000 | *ss*Syd.No.3–4,36 | 2967 | 3,39 | | | 3,39 | 7mo | more&Co.Ld. | Steamship Co.Ld. | 352·0(O.L.) | | | British | 180lb 441NHP | s 3′ 11½ | |
| VJBG | 1*Dk*(*Stl*) | 1969 | ~~BS3,39~~ ✠LMC4,~~36~~ 4,40 | | | | | Glasgow | | P38′ | B104′ | F35′ FK | 7*BHCem* | 3SB,9*cf*,GS161,HS6600 FD | 21 ″ 7½ | |
| | *Cargo battens not fitted* | | | | | | *Lloyd's* | *SA&CP* | *Cell D* | B289′ | 885*t* | *FPT* 97*t* | *APT* 131*t* | W.Beardmore&Co.Ld.Gls. | | |
| 69463 | **Alleghany** Ⓟ | 5486 | | | | | 1923 | Federal | Merchants& | 350·7 | 52·1 | 15·2 | Baltimore | T4Cy.24½″,41¾″,54″& 54~~&~~–48″ | | R |
| 222760 | *Fitted for oil fuel* | — | | | | | | S.B.Co. | Miners Transptn. | | | | Utd.States | 404NHP | | |
| KFGA | Sub.Sig. 4*Dks* | 3361 | | | | | | Kearny,N.J. | Co. | | | *WB* | | Hooven,Owens& | | |
| | D.F. *Longitudinal framing* | | | | | | | | | | | | | RentschlerCo.Hamilton,O. | | |
| 69464 | **Allegheny** | 828 | ✠100A1 | Mdb | *l* | CL | 1921 | J.Crichton | Anglo-American | 200·4 | 32·5 | 14·0 | Liverpool | T.3Cy.14″,22″&38″–24″ (*s*) | 15 ″ 0 | |
| 145658 | *ss*Sld.No.3–8,34 | 731 | 7,40~~7,39~~ | Lon | | ~~11,37~~ | 7mo | &Co.Ld. | Oil Co.Ld. | | | | British | 180lb 101NHP | s 2 ″ 0½ | |
| MKSB | *ss*Mdb.No.1–39 | 384 | BS7,40 ✠LMC12,38 | | | 7,40 | | Connah's | ~~(P.J.Wolfe,Mgr.)~~ | F23′ | B54′ | FK | 11*BHptCem* | 2SB,4*cf*,GS62,HS1880 | 13 ″ 1½ | |
| | *Mchy. Aft* 1*Dk*(*Stl*)&*Web frames* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | Quay | | | *FPT* 50*t* | *APT* 35*t* | LythamS.B.&E.Co.Ld. | | |
| | | | *Fitted for oil fuel F. P.* above 150° F. | | | | | | (R.A.Carder,*Mgr*) | | | | | Lytham | | |
| 69465 | **Allende** | 5081 | ✠100A1 | Bry | *a*† | CL | 1928 | Nthmblnd | Nolisement SSCoLd | 412·6 | 55·3 | 26·1 | Cardiff | Q.4Cy.23″,32½″,47″&68″–48″ | 28 ″ 6 | |
| 148305 | *ss*.YkaNo.2–37 | 4737 | *with freeboard* | | | 2,40 | 11mo | S.B.Co. | (Morel,Ld.*Mgrs.*) | 426·5(O.L.) | | | British | 225lb *150lb* (*s*) 442NHP | s 3 ″ 3½ | |
| GSQZ | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 3158 | 2,40 ✠LMC | | | | | (1927),Ld. | | F40′ | | FK | 7*BHCem* | 3SB(Spt)9*cf*,GS161,HS7395 | 25 ″ 5½ | |
| | D.F. | | MS8,37 ~~BS8,40~~ 8,40 | | | | | Newcastle | *Cell DB* 362′ | 1397*t* | | *FPT* 100*t* | *APT* 154*t* | (*Coll to Shdk* 6 ,, 2*nd* ,, ) | N.E.MarineEng.CoLdNwc. | |
| | | | *Fitted for oil fuel* 1 | | | 1,33 | *Lloyd's* above | *SA&CP* 150° F. | | | | | | | | |
| 69466 | **Allenstein** (*ex*Lena, Twin Sc | 939 | | | | F.P. | 1913 | Schffb.Ges. | Kohlen-Import u | 203·0 | 34·5 | 16·1 | Königsbrg | C.4Cy.12½″&25½″–15⅞ | | G |
| | *ex*Coblenz,*ex*WasserbootII.) | 896 | | | | | | Unterweser | Poseidon | B20′ | | | German | 43NHP | | |
| DABT | *Mchy. Aft* 1*Dk* | 550 | | | | | | Weser- | Schiffahrts A.G. | | | | | Ottensener | | |
| | Wireless D.F. | | | | | | | münde-L. | | | | | | Maschf.G.m.b.H.Altona | | |
| 69467 | **Allenwood** Wood Twin Sc K | 398 | | | | | 1920 | J.Wright | Allen Taylor&Co. | 147·0 | 35·0 | 8·2 | Sydny NSW | C.2Cy.12″&24″–16″&18″ | | |
| 150156 | | 322 | | | | | | Cape Hawke, | Ltd. | | | | British | Ross Duncan,Gls.& 48RHP | | |
| VLGF | *Mchy. Aft* Wireless 1*Dk* | 188 | | | | | | N.S.W. | | | | | | Melbourne Coal& | | |
| | | | | | | | | | | | | | | Shipping Co.Mel. | | |
| 69468 | **Aller** Ⓟ 4Mst | 7627 | | | | | 1927 | Bremer | Norddeutscher | 503·1 | 63·1 | 28·3 | Bremen | T4Cy.35 $\frac{1}{16}$″,57½″&(2)66 $\frac{1}{16}$″–59 $\frac{1}{16}$″ | | G |
| | | 6979 | | | | | | Vulkan | Lloyd | P39′ | | | German | 688NHP | | |
| DODU | Sub. Sig. D.F. E.S.D. 2*Dks* | 4741 | | | | | | Vegesack | | | | *WB* | | BremerVulkan,Vegesack | | |
| 69469 | **Allerton** Ⓟ Iron | 1181 | | | | | 1887 1912 | T.S.Marvel | Nantasket-Boston | 225·0 | 32·5 | 11·8 | Boston | C.2Cy.28″&52″–36″ | | |
| 95820 | (*ex*HomerRamsdell) | — | | | | | | S.B Co. | Steamboat Co. | | | | Utd. States | *Altered* 11 135NHP | | |
| KJBD | 1*Dk* | 822 | | | | | | Newbrgh,NY | | | | | | WrightStm.Eng.Wks. | | |
| | | | | | | | | | | | | | | Newburgh,N.Y. | | |
| 69470 | **Allipen** | 1762 | | | | | 1923 | Inter- | Haverbeck& | 243·0 | 36·1 | 15·5 | Valdivia | T3Cy.17 $\frac{3}{16}$″27 $\frac{5}{8}$″&45 $\frac{3}{16}$″–31½″ | | G |
| 1168 | | 1188 | | | | | | nationalS.B. | Skalweit | | | | Chilian | 112NHP | | |
| CBAL | 2*Dks* | 747 | | | | | | &E.Co.Ld. | | | | *WB* | | InternationalS.B.&E.Co. | | |
| | *Cruiser Stern* | | | | | | | Danzig | | | | | | Ld.Danzig | | |
| 69471 | **Allister** (*ex*Alegria–36,*ex*Eaton | 1597 | ✠100A1 | NOs | *r* | CL | 1903 | Swan Hun- | J.S.Webster&Sons | 270·4 | 36·0 | 19·3 | Kingston | T.3Cy.21½″,34″&56″–42″ (*r*) | 27 ″ 10 | |
| 118034 | Grove,*ex*Perez, *ss*N.Yk.2ndNo.3–12.28 | 1296 | *with freeboard* | | | 11,39 | 7mo | ter&Wigham | | 282·2(O.L.) | | | Jamaica | 160lb 238NHP | s 8 ″ 6 | |
| VPLN | *ex*Eastern Wireless *ss*Mob.No.3–1,37 | 866 | 7,40 ~~1,39~~ | | | | | Richrdsn,Ld. | | Alt.1923 | | FK | British | 2SB,*Spf*,GS132,HS4096 | 19 ″ 9 | |
| | Coast, 2*Dks* | | BS2,40 ✠LMC1,37 | | | | *Lloyd's* | *SA&CP* | *Coll BH* | *in tween dk omitted* | | | 4*BHCem* | WghmRchrdsn&CLdNwc. | | |
| | *ex*Powerful) *lower dk*(*Stl*)28′*in forehold* | | *Fitted for Oil fuel* 4, | | | 24 | *F.P.a* | bove 150°F | *Cell DBa* 7 | *1′&uE* 20′ | 133*t* | *FPT* | 38*t* | *APT* 21*t* | | |
| 69472 | **Alma** (*ex*Albert–38, Twin Sc | 598 | | | | | 1905 | Nordsee | Soc.Anon.Tras- | 206·8 | 32·9 | 9·2 | Leghorn | T.6Cy.10¼″,15¾″&26¾″–17¾″ | | I V |
| 237 | *ex*Tisza–35,*ex*SanPaolo–35, | 510 | | | | | | Werke | portiIndustriali | 199·0 | | | Italian | 30NHP | | |
| IJMA | *ex*Cadenel–34,*ex*Paso de los 1*Dk* | 345 | | | | | | Emden | | F24′ | | | | I.Frerichs&Co. | | |
| | Libres,*ex*SajoniaII) | | | | | | | | | | | | | OsterholzScharmbeck | | |
| 69473 | — (*ex*Jocelyn–34, Aux Sr | 304 | | | | | 1918 1936 | NVSchpsw | Soc.Anon. | 145·0 | 23·9 | 11·7 | Leghorn | Oil Engines 4S.C.SA | | I |
| 732 | *ex*Rotterdam) *Oil Eng.* | 264 | | | | | | Welgelegen | Armatoriale | 124·3 | | | Italian | 6Cy.8 $\frac{1}{16}$″–14 $\frac{1}{16}$″ 44NHP | | |
| IJMB | *Mchy. Aft* 1*Dk* | 168 | | | | | | Harlingen | "Liburnum" | P23′ | F13′ | | *WB* | NE35 | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | Humboldt-Deutzmotoren, | | |
| | | | | | | | | | | | | | | A.G. Köln-Deutz | | |
| 69474 | **Alma Ata** (*ex*Chubar–38, | 3611 | ✠ ... | Rot | *w* | | 1920 | NV Burger | U.S.S.R. | 360·2 | 50·3 | 21·8 | Odessa | T.3Cy.25½″,41 $\frac{5}{16}$″&66½″–45¼″ | 24 ″ 6 | |
| | *ex*Dijkwater–35, *ss*Rot.No.3–12,33 | 3292 | 7,36 | | | | 12mo | houtsM.&S | | | | FK | Russian | 340NHP | | |
| UPLI | *ex*Maasdijk) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 2179 | ✠ | | | | | Rotterdam | | | | *Coll* | *Asp* | 3SB,9*cf*,GS158,HS5418 | | |
| | | | | | | | | | | | | *BH to Sh dk* | | BurgerboutsMachFab.Rot. | | |
| | | | | | | | | | *Cell DB* 308′ | 1000*t* | *FPT* 63*t* | *APT* 73*t* | 5 ,, ,, *U* ,, | | | |
| 69475 | **Alma Dawson** (*ex*Whinfield–36) | 3985 | ✠100A1 | Lon | *w* | CL | 1917 | Tyne I.S.B. | Jubilee Stm.Nav. | 360·1 | 51·1 | 24·3 | Newcastle | T.3Cy.25″,41″&67″–45″ (*s*) | 26 ″ 9 | |
| 140700 | *ss*Sld.No.3–5,30 | 3677 | 12,39 | | | 6,39 | 10mo | Co.Ld. | Co.Ld.(FrankS. | 372·5(O.L.) | | | British | 180lb ~~190lb~~ 348NHP | s4 ″ 8¾ | |
| GBLZ | D.F E.S.D. *ss*Bry.No.2–39 | 2473 | ✠LMC8,39 | | | | | Newcastle | Dawson,Ld.*Mgrs.*) | P33′ | B123′ | F37′ FK | 6*BHCem* | 2SB,6*cf*,GS123,HS5658 | 22 ″ 3 | |
| | 1*Dk*(*pt Stl&pt Irn*) | | BS10,40 | | | | *Lloyd's* | *SA&CP* | *Cell DB* 313′ | 980*t* | *FPT* 90*t* | *APT* 170*t* | Blair&Co.Ld.Stockton | | |
| 69476 | **Almanzora** Ⓟ Trp Sc | 15551 | | | | | 1914 | Harland& | Royal Mail Lines, | 570·0 | 67·3 | 33·3 | Belfast | T.8Cy.(2)27″,(2)42″& | | |
| 136353 | *Fitted for oil fuel* | 10179 | ✠Lloyd'sRMC9,39 | | | | | Wolff,Ld. | Ltd. | P53′ | B353′ | UpB348′ | | (4)49″–51″ 1L.P.Turbine | | |
| GLTK | *Ref. Mchy.* D.F. 3*Dks*&1*pt Dk* | 9441 | | | | | | Belfast | | F100′ *Promenade dk on* | | UprB295′ | British | *WB* | Harland&Wolff,Ld.Bel. | |
| 7/41 | | | | | | | | | | | | | | | | |
| 69477 | **Almeda Star** Ⓟ Twin Sc | 14935 | ✠100A1 | Lon | | CL | 1926 | Cammell | Blue Star Line,Ld. | 578·9 | 68·3 | 42·7 | London | 4 Steam Turbines SR geared | 46 ″ 0 | BT |
| 149751 | (*ex*Almeda) *ss*Lon.No.3–10,38 | 12358 | *with freeboard* | Liv | | 9,38 | 12mo | Laird&Co.Ld. | | 597·7(O.L.) | | | British | to 2 Sc. Shafts (*r*) | s18 ″ 4½ | still |
| GMTC | *Ref. Mchy.* 5*Dks* 3*rd*&5*th dks omitted* | 9239 | 1,41 ~~3,39~~ ✠LMC | | | | | Birkenhead | | B266′ | F142′ | FK | 10*BHCem* | 200lb FD 1909NHP | 28 ″ 1 | ~~BT~~ |
| | D.F. E.S.D. *in foremost hold* | | MS1,38 ~~BS3,40~~ 1,39 | | | | *Lloyd's* | *SA&CP* | | len35 | | | (*Coll to W dk* | 3D&1SB 28*cf* GS490 HS26680 | | 11,41 |
| | *Cruiser Stern* | | ✠Lloyd'sRMC~~3,40~~ 5,40 | | | | | | *Duct keel forward of m* | | | | 9 ,, 2*nd* ,, ) | CammellLaird&Co.Ld. | | |
| | | | 10,40 7,40 | | | | | | *Cell DB* 488′ | 1942*t* | *FPT* | | *chy. space* | | | |
| | | | No. 1a forecastle, Nos. 1a & 6 shelter 'tween dks., ~~Nos. 5 after shelter 'tween dks. spaces~~, No. 3 shelter trunk, No. 4 trunk & Nos. 4 & 5 bridge dks. for temp. | | | | | | | | 105*t* | *APT* 84*t* | | | | |
| | | | *Fitted for oil fuel* 1 | | | 2,2,6 | *F.P. above* | 32° F. 150° F. | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; iHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Dated Ref. Trade Mark. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69478 OXFH | **Almena** | *Oil Eng.* Wireless D.F. 1 *Dk* *Cruiser Stern* | 1554 1317 858 | | | | | 1933 | Nakskov Skibs.A/S Nakskov. | Dampskibsk-TormA/S (A.Schmiegelow& A.Kampen, *Mgrs.*) | 270·7 \| 41·2 \| 15·7 P23′B154′F31′ | | | Copnhagn Danish *WB* | Oil Engines 4S.C.SA 6Cy.21⅛″–38⅜″ 271NHP Akt.Burmeistr&Wain,Cpn | | C |
| 69479 160239 GSYV | **Almenara** (*ex*Papelera) *Fitted for oil fuel* 1 *Dk* | | 1851 1573 925 | | | | | 1922 | Osbourne, Graham& Co.Ld. Sunderland | MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*) | 260·1 \| 41·2 \| 18·5 B150′F12′ | | | Glasgow British *WB* | T.3Cy.21″,35″&58″–39″ 195NHP N.E.MarineEng.Co.Ld.Sld | | C |
| 69480 D.F. Sub.Sig. | **Almeria** (*ex*AlmeriaLykes–40, *ex*LakeSlavi) *Fitted for oil fuel* 1 *Dk* 2 *tr* B | | 2637 — 1762 | | | | | 1919 | Gt.Lakes Eng.Works Ecorse,Mich | Soc.Anon"Sitmar" (Soc.ItalianaTrasportiMarittimi) | 253·4 \| 43·8 \| 26·0 P25′B65′F26′ | | | Genoa Italian *WB* | T.3Cy.21″,35″&59″–42″ 225NHP Gt.LakesEng.Wks.Detroit | | R |
| 69481 PUAC | **Almirante Alexandrino** (P) (*ex*Itu,*ex*CapRoca) *Fitted for oil fuel* Sub.Sig. 2 *Dks* | | 5786 4595 3690 | | | | | 1900 | Reiherst'g Schiffsw. Hamburg | LloydBrasileiro | 411·4 \| 48·3 \| 29·0 P&B263′F52′ | | | R.Janeiro Brazilian *WB* | Q.4Cy.24½″,35½″,51½″&75″–54″ 413NHP ReiherstMaschinenf.Ham. | | V |
| 69482 PUAD | **Almirante Jaceguay** (P) (*ex*GeneralSanMartin,*ex*Edmund Wagenknecht,*ex*Professor, *ex*ProfessorWoermann) 2 *Dks* | | 6079 4217 3546 | | | | | 1912 | Reiherst'g Schiffsw. Hamburg | LloydBrasileiro | 392·9 \| 52·4 \| 26·9 P&B82′F58′ | | | R.Janeiro Brazilian *WB* | Q.4Cy.26⅛″,38⅜″,55⅛″&81⅛″–55¾″ 484NHP Reiherst.Maschinenf.Ham. | | G |
| 69483 PCMZ | **Almkerk** Twin Sc *ss*Rot.No.1–37 D.F. *Oil Eng.* *Cruiser Stern* 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | | 6810 5826 4046 | ✠100A1 *with freeboard* 12,40 ~~2,40~~ DBS ~~8,40~~ 8,40 | Rot Bkn LMC CS3,39 3,39 | *d*† | OG N2,39 | 1934 4mo *Lloyd's* | NVNederl. Schps.Maats. Amsterdam | VereenigdeNederlandscheScheep. Maats.(Directie en AgentuurMaats. HollandAustralie LijnN.V. *Mgrs.*) | 460·1 \| 60·2 \| 27·3 P18′B66′F34′ FK *CellDBuE51′f176′* 1482*t Tanks in* | The Hague Dutch 8 *BHpt Cem* (6 to 2 *nd dk*) 666*t MT*s49′ *way of tunn* | Oil Engines 2S.C.DA 12Cy.23⅝″–43⅞″ 2325NHP 2DB *120lb* Gebr.Stork&Co.N.V. Hengelo *els* 1461*t FPT*224*t APT*134*t* | 32 ″ 7 s 4 ″ 4½ 28 ″ 4⅝ | |
| 69484 LCBT | **Almora** (*ex*Caballero,*ex*Toften, *ex*O.H.Weins) *ss*Osl.2ndNo.3–9,29 *ss*Osl.No.2–38 D.F. 1 *Dk*(*Stl*) & *deep framing* *Cargo battens not fitted* | | 2433 2193 1486 | ✠100A1 11,39 LMC MS5,38 BS12,38 | Osl | *t* | OG 1,40 | 1905 11mo *Lloyd's* | Murdoch& Murray Pt.Glasgow | A/SAlmora (ErlingMortensenA/S) *CellDBa96′* | 299·3 \| 44·5 \| 19·9 P27′B74′F26′ FK *uE&B38′f124′640t* | Oslo Norwegian 5 *BH Cem* *APT*100*t* | T.3Cy.22″,36½″&59″–39″ (*s*) 180lb *100lb* 238NHP 2SB,*6cf*,GS97,HS3716 D.Rowan&Co.Glasgow | 22 ″ 4 s 3 ″ 2½ 19 ″ 3½ | |
| 69485 146567 GJLZ | **Alnmoor** *ss*Bly.No.3–7,35 *ss*Bly.No.1–39 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | | 6573 6273 4077 | ✠100A1 *Shelter dk* *with freeboard* 6,40 ~~11,09~~ LMC7,39 BS8,40 | Npt Bos | *z* | CL 6,39 | 1922 5mo *Lloyd's* | W.Doxford &Sons,Ld. Sunderland | MoorLine,Ld. (Runciman ShippingCo.Ld. *Mgrs.*) *Intermedi in fore* *CellDB364′1181t* | 420·0 \| 54·0 \| 34·3 433·7(O.L.) *ate bulkhead* FK *hold dispensed with* *FPT105t APT127t* | London British *Cem* 1 *BHtoSh dk* 5 ,, ,, *U* ,, | T.3Cy.27″,44½″&75″–54″ (*s*) 180lb 577NHP 3SB(2Spt),*9cf*,GS198, HS8530 FD FairfieldCo.Ld.Glasgow | 37 ″ 0 s 8 ″ 11½ 28 ″ 4 | |
| 69486 161595 MLLL | **Alnwick** *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern* | | 508 372 249 | ✠100A1 Examined 4,41 | ~~Blt~~ Fal LMC5,36 | *h* | CL 2,40 | 1936 5mo *Lloyd's* | Hawthorn, Leslie&Co.Ld Newcastle | Tyne-TeesSteam ShippingCo.Ld. *CellD* | 165·3 \| 27·2 \| 10·4 P59′F23′ FK *B106″152t FPT65t* | Newcastle British 3 *BHpt Cem* *APT*11*t* | Oil Engines 4S.C.SA 7Cy.11″–17⅛″ 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 12 ″ 4 s 1 ″ 0½ 11 ″ 4⅝ | |
| 69487 150045 ZSBR | **Aloe** *ss*P.Nl.No.3–4,38 E.S.D. 2 *Dks*(*Stl*) | | 5047 4804 3194 | ✠100A1 ~~B.S.~~ 12.40 BS ~~8,39~~ 6,40 | PNl LMC4,38 | *y* | CL 11,39 | 1925 9mo *Lloyd's* | R.Duncan &Co.Ld. PortGlasgow | UnionGovt.ofS. Africa(Rlwys.& HarboursAdministration,CapeTwn) *Int.'t* *Cell DB348′ 1072t DT* | 404·9 \| 53·0 \| 27·6 P38′B119′F39′ FK *ween dk BH in after* *hold dispensed with* *a30′860t APT102t* | CapeTown British *pt Cem* 5 *BH to U dk* 1 ,, 2*nd* ,, | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 477NHP 3SB,*9cf*,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow | 30 ″ 0 s 5 ″ 8¼ 24 ″ 7 | |
| 69488 CBAD | **Alondra** (P) *ss*Liv.No.3–1,35 *ss*Vpo.No.1–39 D.F. 2 *Dks*(*Stl*) & *Awng dk*(*Stl*–ws) *Ref Mchy.* | | *3445* *3044* *1887* | ✠100A1 *Awng dk* *Shelter dk* *with freeboard* 11.39 Lloyd's R ~~3,41~~ 4,41 BS ~~4,40~~ LMC4,39 LMC ~~2,40~~ 3,41 ~~3,40~~ | Vpo | *u* | CL 4,39 | 1922 4mo *Lloyd's* | CaledonSB &E.Co.Ld. Dundee | ChilianState Railways *CellDB266′743t* | 319·0 \| 44·2 \| 26·5 BK12′ *FPT50t APT87t* | Valparaiso Chilian *Cem* 5 *BH to Awdk* | T.3Cy.25″,42″&68″–42″ (*s*) 180lb 395NHP 3SB.*9cf*,GS189,HS7054 CaledonS.B.&ECo.Ld.Dun | 28 ″ 9 s 8 ″ 2½ 21 ″ 10 | |
| 69489 206130 WADU | **Alpena** (*Self-Unloader*) *Mchy.Aft* Gy C. D.F. 1 *Dk* | | 2886 — 1787 | | | | | 1909 | Detroit S.B.Co. Wyandotte | WyandotteTrans. Co. *WB* | 356·0 \| 47·2 \| 27·0 Utd.States | Wyand'tte Mich. | Q.4Cy.17½″ 25½″,37″&54″–36″ 175NHP DetroitS.B.Co.Detroit | | R |
| 69490 147921 GKWL | **Alpera** (*ex*CabodelAgua,*ex*Coria) *ss*Gls.No.3–11,33 *ss*Gls.No.1–38 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | | 1777 1547 914 | ✠100A1 *Shelter dk* *with freeboard* 1,41 ~~1,37~~ LMC MS7,38 BS2,40 | Trn Bkn | *r* | CL 8,37 | 1920 12mo *Lloyd's* | H.&C. Grayson,Ld. Garston | MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*) *CellDB224′41* | 264·9 \| 41·2 \| 18·7 275·0(O.L.) FK *Collision* 0*t FPT63t APT18t* | Glasgow British *Cem* *BH to Sh dk* 3 ,, ,, *U* ,, | T.3Cy.21″,34″&56″–36″ (*s*) 180lb 252NHP 2SB,*6cf*,GS118,HS4550 McKie&Baxter,Glasgow | 21 ″ 0 s ″ 10¼ 20 ″ 4 | |
| 69491 218389 KIMS | **Alpha** (*ex*Burnwell) *Fitted for oil fuel* *Mchy.Aft* 1 *Dk* *Fitted with cylindrical tanks for carrying petroleum* | | 5771 4633 3595 | ✠ ... 9.20 | | | | 1919 7mo | Chester S.B.Co Chester,Pa. | DalyTankship Corp. | 400·8 \| 54·3 \| 31·4 P99′B27′F50′ FK *WB* | NewYork Utd.States | 2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. | 32 ″ 9 | R † |
| 69492 PCNE | — *Oil Eng.* *Mchy.Aft* 1 *Dk* | | 347 224 174 | | | | | 1936 | Gebr.van Diepen Waterhuizen | P.E.Beck | 134·7 \| 24·1 \| 9·4 P34′B16′F17′ | Groningen Dutch *WB* | Oil Engines 4S.C.SA 4Cy.12″–17⅛″ 55NHP N.V.Motorenfb."De Industrie"Alphen a/dRijn | | V |
| 69493 3793 PCNK | **Alphacca** (P) *ss*HamNo.2–37 D.F. 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | | 5759 4935 3480 | ✠100A1 *with freeboard* ~~Examined~~ 5,41 LMC MS10,36 BS2,40 | ~~Rot~~ Bkn | *a*† | CL N5,39 | 1928 7mo *Lloyd's* | W.Gray& Co.Ld. Sunderland | N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB364′1146t* | 409·9 \| 56·2 \| 27·0 F39′ FK *FPT129t APT86t* | Rottrdam Dutch 7 *BH Cem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) | T.3Cy.27″,44″&73″–51″ (*r*) 200lb 592NHP 3SB(Spt),*10cf*,GS207 HS8934 FD Cen.Mar.Eng.Wks.W.Hpl | 29 ″ 6 s 3 ″ 8 26 ″ 0⅜ | |
| 69494 PCNQ | **Alphard** *Oil Eng.* 1 *Dk*,2*nd dk in No.3 hold & mchy.space* D.F. E.S.D. *Cruiser Stern* *Part electrically welded including sheerstrake,keel & deck stringers* | | 5483 4984 3246 | ✠100A1 4,41 ~~4,40~~ LMC10,37 LMC(M)5,39 | Rot Hul | *a*† | CL N4,40 | 1937 10mo *Lloyd's* | Deutsche WerftAG Bet Finkenwrder Hamburg | N.V.VanNievelt Goudriaan&Co's Stoomv.Maats. *CellDB372′1238t MT56′13,85t FPT192t* | 429·2 \| 58·7 \| 24·9 451·2(O.L.) P24′B&F395′ FK UpperF36′ | Rottrdam Dutch 7 *BHpt Asp* | Oil Engines 2S.C.SA 6Cy.26¾″–47¼″ 748NHP Maschinenfbr.Augsburg-Nürnberg.A.G.Augsburg *APT*153*t* | 27 ″ 2 s 3 ″ 3½ 24 ″ 0½ | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant et ant. Lettre d'Environnement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course.—Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord aux milles de navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où cette entrée se trouve dans le Lt. Dutch, Cert. Lt. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69495 | **Alpherat** (P) | | 5759 | ✠100A1 | Rot | *a*† | CL | 1928 | W.Gray& Co.Ld. Sunderland | N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. | 409·8\|56·2\|27·0 | Rottrdam Dutch | T.3Cy.27″,44″&73″-51″ (r) 200lb 592NHP | 29 ″ 6 | |
| 3828 | *ssHam.No.2-36* | | 4935 | *with freeboard* | Lon | | 6,39 | 8mo | | | 423·6(o.L.) | | 3SB(Spt),*10cf*,GS207 | s 3 ″ 8 | |
| PCNU | D.F. 2 *Dks(Stl)&Shelter dk(Stl)* | | 3480 | Examined 5,41 | | | | *Lloyd's SA&CP* | | | F39′ FK | | HS8934 FD | 26 ″ 0¼ | |
| | E.S.D. | | | | ✠LMC | | | | | *CellDB364′1146t* | *FPT129t APT86t* | | 6 „ 2nd „ | | |
| | | | | MS9,36 | BS1,39 | | | | | | | | Cen.Mar.Eng.Wks.W.Hpl | | |
| 69496 | **Alresford** (*ex*Terneuzen-38) | | 2472 | ✠100A1 | Shl | *s* | CL | 1922 | G.Brown& Co. Greenock | Sea&LandSecurities,Ld.(Fred. Hunter(Management)Ld.*Mgrs.*) | 290·2\|44·1\|20·9 | London British | T.3Cy.22″,36″&59″-39″ (*s*) 180lb ~~160lb~~ 258NHP | 23 ″ 0 | |
| 162708 | *ssRot.No.3-10,33* | | 2248 | ~~Strengthened~~ 2,41 | C.S. | Hpl | ~~2,38~~ | 3mo | | | P25′B88′F35′ FK | | 2SB,*6cf*,GS121,HS4272 | s 3 ″ 1¾ | |
| GQQR | *ssAms.No.1-38* | | 1543 | BS7,39 | ✠LMC5,38 | | 10,40 | | | *Intermediate BH in forehold dispensed with* | | | J.G.Kincaid&Co.Ld.Grk. | 20 ″ 0 | |
| | 1 *Dk(Stl)* | | | 11,40 | | | | *Lloyd's SA&CP* | | *CellDB248′638t FPT90t APT72t* | *4 BH only* | | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | |
| 69497 | **Alsace** | TwinSc | 2000 | | | | | 1939 | Ch.&Atel. deSt.Nazaire (Penhöet)SA Gd.Quevilly | FrenchGovernment(Postes& Télégraphes) | 261·8\|39·7\|25·9 | French | T6Cy.16½″,27½″&44½″-29½″ 216NHP | | |
| | (*Cable Vessel*) *Fitted for oil fuel* | | | | | | | | | | | *WB* | Atel.&Ch.de laSeine Maritime,LeTrait | | |
| FOGH | 2 *Dks* | | | | | | | | | | | | | | |
| | *CruiserStern* | | | | | | | | | | | | | | |
| 69498 | **Alsina** (P) | TwinSc | 8404 | | | | | 1921 | Swan,Hunter&Wigham Richardson, Ld Newcastle | Soc.Gén.deTransp. Mar.àVap. | 450·5\|58·4\|31·5 | Marseilles French | 4 Steam Turbines DR geared to 2 Sc.Shafts | | IV |
| | *Fitted for oil fuel* | | — | | | | | | | | P35′B271′F88′ | *WB* | Swan,Hunter&Wigham Richardson,Ld.Nwc. | | |
| FNBC | *Ref.Mchy.* 3 *Dks* | | 4639 | | | | | | | | | | | | |
| | *CruiserStern* | | | | | | | | | | | | | | |
| 69499 | **Alssund** (*ex*SierraLeone) | | 3222 | ✠100A1 | Cpn | *v* | OG | 1920 | N.V.Schpw v.J.Smit,Czn Alblasserdm | Dampskibsslsk. "Hafnia"A/S (T.C.Christensen, *Mgr.*) | 332·1\|48·7\|21·8 | Frdrkshvn Danish | T.3Cy.23″,38″&62″-42″ (*s*) 180lb *180lb* 282NHP | 24 ″ 6 | |
| | *ssAbg.No.3-1,34* | | 2891 | 11,39 | | | 5,37 | 11mo | | | 345·0(o.L.) | | 2SB,*6cf*,GS97,HS4520 | s 2 ″ 9½ | |
| OXPA | *ssCpn.No.1-39* | | 1924 | | ✠LMC2,39 | | | | A&CP | *CellDB284′951t FPT101t* | P30′B212′F24′ FK | *WB* | Maats.deSchelde,Flushing | 21 ″ 11 | |
| | D.F. 1 *Dk(Stl)* | | | | | | | | | | *APT156t* | | | | |
| 69500 | **Alster** (P) | 4Mst | 8514 | | | | | 1928 | Deutsche Schiff-Machf. Werk Vulcan Hamburg | Norddeutscher Lloyd | 509·9\|63·6\|30·9 | Bremen German | T3Cy.34¼″,52¾″&86½″-57½″ &1 low pressure Turbine | | G |
| *Now "Empire Endurance," see No. 87957 in Supplement* | | | 11417 | | | | | | | | P26′B&F461′ | *WB* | 1000NHP | | |
| DOEO | Sub.Sig. D.F. E.S.D. | | 5328 | | | | | | | | UpperF30′ | | DeutscheSchiff.-u-.Machf. Werk Vulcan,Ham. | | |
| 69501 | **Alstern** (*ex*Fredland,*ex*Ann-Mari, | | *915* | | | | | 1917 | Hlsingbrgs Varfs.Aktieb. Helsingborg | O.F.Ahlmark&Co. Eftr.A/B | 204·5\|33·6\|12·7 | Karlstad Swedish | T.3Cy.18½″,29½″&46½″-27½″ 115NHP | | V |
| 5910 | *ex*Ebro,*ex*Meteor) | | *723* | | | | | | | | Q69′H121′F19′ | | | | |
| SDBR | 1 *Dk* | | *480* | | | | | | | | B52*t* | *WB* | Helsingborgs Varfs Aktieb. | | |
| 69502 | **Alstertor** (*ex*Rose-39) | | 3063 | | | | | 1938 | Öresunds-varvet Aktiebolag Landskrona | Rob.M.Sloman,Jr. | 320·7\|45·8\|25·9 | Hamburg German | Oil Engines 2S.C.SA | | NG |
| | D.F. *OilEng.* | | 2617 | | | | | | | | F42′ | *WB* | 9Cy.19½″-35½″ 606NHP | | |
| DKAW | *Ref.Mchy* 1 *Dk&Shelterdk* | | 1786 | | | | | | | | | | Akt. Burmeistr&Wain,Cpn | | |
| | *CruiserStern* | | | | | | | | | | | | | | |
| 69503 | **Alsterufer** | | 2729 | | | | | 1939 | Eriksbergs M.V.Aktieb. Gothenburg | Rob.M.Sloman,Jr. | 314·4\|50·3\|23·3 | Hamburg German | Oil Engines 2S.C.SA | | N |
| | D.F. *OilEng.* | | 2200 | | | | | | | | | *WB* | 9Cy.19½″-35½″ 608NHP | | |
| | *Ref.Mchy* 1 *Dk&Shelterdk* | | 1537 | | | | | | | | | | Eriksberg M.V.Aktieb.Got | | |
| | *CruiserStern* | | | | | | | | | | | | | | |
| 69504 | **Alt** | | 1004 | ✠100A1 | Goo | *o* | OG | 1911 | W.Dobson &Co. Newcastle | LondonMidland& ScottishRailway (Associated HumberLines, *Mgrs.*) | 240·2\|34·2\|15·4 | Goole British | T.3Cy.22½″,36″&61″-39″(r) 180lb 331NHP | 16 ″ 4 | |
| 128877 | *ssGoo.2ndNo.3-9,36* | | 832 | 3,39 | | | ~~4,37~~ | 12mo | | | | | 2SB,*6cf*,GS124,HS4948 FD | s 2 ″ 0½ | |
| MDQY | 1 *Dk(Stl)* | | 419 | ~~BS10,39~~ | ✠LMC~~3,36~~ | | 1,41 | *Lloyd's SA&CP* | | *CellDB a5t* | P38′B88′F35′ FK | *5 BH Cem* | Wllsnd Slpwy.Co.Ld.Nwc. | 14 ″ 9½ | |
| | | | | 2,41 | | | | | | *uE15′f91′182t FPT 14t APT31t* | | | | | |
| 69505 | **Altair** (*ex*Agwimoon) | | 6933 | ✠100A1 | Bal | *b*† | CL | 1920 | SunS.B. Co. Chester,Pa. | Socony-Vacuum OilCo.Inc. | 429·3\|59·2\|33·2 | NewYork Utd. States | T.3Cy.27½″,45½″&76″-51″ (r) | 33 ″ 3 | |
| 220366 | *ssBal.No.3-12,32* | | 6211 | ~~5,40~~ 8,40 | ~~Grk~~ NYk | | N1,40 | 7mo | | | | | 190lb 612NHP | s 6 ″ 9½ | |
| KDBC | *ssBal.No.1-37* | | 4318 | BS1,40 | ✠LMC3,37 | | | | A&CP | | P133′B36′F40′ FK | | 3SB,*9cf*,GS207,HS9198 FD | 26 ″ 8½ | |
| | D.F. 2 *Dks(Stl)&Web frames* | | | | | | | | | | | | 16 *BHpt Cem* | | |
| | *Mchy.Aft* *Longitudinal framing* | | | | | | | | | | | | (12 *to Up dk* | | |
| | | | | | | | | | | | | | 4 „ 2nd „) | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | SunS.B.Co.Chester,Pa. | | |
| | | | | *Fitted for oil fuel* 7,20 | | | *F.P. a* | *bove* 150° F. | | *CellD* | *BuE&B59′* | | *f41′408t FPT222t APT57t* | | |
| 96/40 69506 | — (*ex*Atherton-35) | | 1522 | ✠ ... | Bly | *p* | | 1923 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | D/S A/S Altair (H.Östervold, *Mgr.*) | 244·8\|38·0\|17·5 | Bergen Norwegian | T.3Cy.17″,27½″&45″-33″ 156NHP | 19 ″ 7 | N |
| | *ssShl.No.2-31* | | 1249 | 6,35 | | | | 5mo | | | P19′B43′F23′ FK | | 2SB,*4cf*,GS79,HS2806 | | † |
| LIYQ | Wireless 1 *Dk(Stl)* | | 912 | ✠ | | | | | | *CellDB205′498t FPT51t APT63t* | | | Ross&Duncan,Gls. | | |
| 69507 | **Altay** (*ex*RosinaTopic-33, | | *3038* | ✠ | Ant | *u* | | 1901 | W.Gray& Co.Ld. W Hartlepool | HüseyinAvni Sohtorikoglu | 325·0\|47·2\|22·4 | Istanbul Turkish | T.3Cy.24″,38″&64″-42″ NDB13 257NHP | 24 ″ 10 | |
| | *ex*Blairmore, *ssNwc.2ndNo.3-2,26* | | *2822* | 7,30 | | | | 2mo | | | P27′B88′F30′ FK | | 2SB,*6pf*,GS98,HS3738 | | |
| TCAG | *ex*Mountfields) 1 *Dk(Irn)2trB* | | *1947* | ✠ | | | | | | *CellDBa* | *&uE130′f136′782t* | *5 BH Cem* | Cen.Mar.Eng.Wrks.W Hpl | | |
| | *&deep framing 3 Dk rule* | | | | | | | | | | *APT53t* | | | | |
| 69508 | **Altenfels** | | 8132 | | | | | 1925 | Vulcan-Werke,A.G. Hamburg | DeutscheDampfs. Ges."Hansa" | 469·1\|60·4\|32·5 | Bremen German | 2 Oil Engines 4 S.C.SA | | G |
| | *CruiserStern* *OilEng.* | | 7508 | | | | | | | | P115′B144′F93′ | *WB* | each 8Cy.25½″-27½″& hydraulic coupling S.R. geared to 1 Sc.Shaft | | |
| DOMH | Sub.Sig. E.S.D. 2 *Dks* | | 5041 | | | | | | | | | | 996NHP | | |
| | | | | | | | | | | | | | Vulcan Werke,A.G.Ham. | | |
| 69509 | **Aludra** | | 4930 | | | | | 1921 | Deutsche Werft Hamburg | N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats. | 400·3\|54·3\|27·4 | Rottrdam Dutch | T3Cy.28½″,45½″&75″-55½″ | | G |
| | | | 4473 | | | | | | | | F41′ | *WB* | Gutehoff- nungshütte,Oberhausen | | |
| PCNZ | D.F. 2 *Dks&Shelter dk* | | 2970 | | | | | | | | | | 418NHP | | |
| 69510 | **Alva** | TwinSc | 2265 | ✠100A1 | NNs | | CL | 1931 | Frd.Krupp Germaniawf. A.G. Kiel | W.K.Vanderbilt | 249·3\|46·2\|25·0 | New York Utd. States | Oil Engines 4S.C.SA | 26 ″ 4 | |
| 230678 | (*Yacht*) *OilEng.* | | 2014 | *with freeboard* | Jck | | ~~1,38~~ | 3mo | | | | | 16Cy.23½″-41½″ | s12 ″ 4½ | |
| WBES | ~~Annual Survey Jck.1-41~~ | | 1144 | 1,41 ~~1,40~~ | | | 1,41 | | | | Q126′B&F122′ FK | *11 BHpt Cem* | DBI75lb 863NHP | 18 ″ 1½ | |
| | *ssN.Ns.No.2-40* | | | DBS~~2,39~~ | ✠LMC2,40 | | | *Lloyd's SA&CP* | | *CellDBa16′uE63′* | *f38′350t* | | Frd.KruppGermaniawfA G | | |
| | 2 *Dks(1 dk Stl&weather dk pt Stl-teak s)* | | | 1,41 | | | | | | *DTa16′* | *25tDTf9′82t FPT* | | Kiel | | |
| | D.F. 3rd *dk(Stl)clear of mchy. space* | | | | | | | | | | | *33t APT78t* | | | |
| 69511 | — | 3Mst | 1584 | | | | | 1934 | Burntislnd S.B.Co.Ld. Burntisland | ClydesdaleShipownersCo.Ld. (Glen&Co.Ld. *Mgrs.*) | 265·0\|40·5\|16·3 | Glasgow British | T.3Cy.17″,28″&47″-33″ | | C |
| 164028 | | | 1356 | | | | | | | | P15′Q43′B110′F30′ | | 127NHP | | |
| MBWC | Wireless D.F. E.S.D. 1 *Dk* | | 928 | | | | | | | | | *WB* | D.Rowan&Co.Ld.Gls. | | |
| 69512 | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in. | 15 Register in which classed if not R. Date of last Trial Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69513<br>206090<br>WTLB | **Alva C. Dinkey**<br>*Mchy. Aft* GyC. D.F. 1 *Dk* | 7514<br>—<br>5822 | | | | | 1909 | American S.B.Co. Lorain, Ohio | Pittsburgh S.S.Co. | 580·0 \| 58·0 \| 32·0<br>*WB* | | | Duluth, Minn. Utd. States | T.3Cy.24″,39″&65″–42″ 274NHP<br>American S.B.Co. Lorain, O. | | R |
| 69514<br>212017<br>KJBF | **Alvarado** TwinSc<br>D.F. *Fitted for oil fuel*<br>*Mchy. Aft* 1 *Dk* | 1994<br>—<br>1400 | | | | | 1914 | Craig S.B. Co. Long Beach, Cal. | Moore Mill & Lumber Co. | 245·0 \| 41·5 \| 24·0 | | | S. Frncisco Utd. States | Q.8Cy.11″,16″,23″&34″–24″ 113NHP<br>Craig S.B. Co. | | |
| 69515<br>PCOE | **Alwaki** (P) *ss* Lon. No. 1–40 *ss* Ham. No. 3–5,35<br>2 *Dks (Stl)*<br>D.F. *& Shelter dk (Stl)* | 4533<br>4129<br>2754 | ✠100A1 *Shelter dk with freeboard*<br>6,10~~1,3~~0 ✠LMC1,39 BS2,40<br>*Fitted for oil fuel* 6, 22 | Ham Lon | *y* | CL 5,38<br>*F.P.a* | 1922<br>6mo | Werf "Maasdijk" Schiedam<br>A&CP | N.V. Van Nievelt Goudriaan & Co.'s Stoomv. Maats. *Cell DB* 314′1031*t DTa* 32′762 | 375·0 \| 52·2 \| 25·8<br>FK *Collision B H to Sh dk* 5 ,, ,, *U* ,, *t FPT* 94*t APT* 109*t* | | | Rottrdam Dutch *Asp* 180lb (*s*) 497NHP<br>3SB(Spt), *9cf*, GS162 HS7590 FD<br>Werf. "Maasdijk" Schiedam | T.3Cy.26⅜″,43½″&70″–47½″ 3SB(Spt), *9cf*, GS162 HS7590 FD<br>*above* 150° F | 28 ″ 3<br>s 3 ″ 0<br>25 ″ 5¼ | |
| 69516<br>DHAX | **Alwine Russ**<br>Sub. Sig. Wireless 1 *Dk* | 988<br>777<br>566 | | | | | 1921 | Stettiner Oderwerke Stettin | Ernst Russ | 210·6 \| 33·8 \| 13·3<br>P14′Q53′B55′F23′<br>*WB* | | | Hamburg German | T3Cy.15¾″,25⅝″&41½″–29½″ 92NHP<br>Stettiner Oderwerke | | G |
| 69517<br>148844<br>GLBY | **Alynbank** TwinSc<br>*ss* Ant. No. 3–2,38<br>*Oil Eng.*<br>1 *Dk (Stl) & Shelter dk (Stl*–ws) | 5151<br>4764<br>3117 | ✠100A1 *with freeboard* 12,38<br>DBS12,39 ✠LMC2,38<br>*Carrying vegetable oil in deep tank* | Liv | *a* † | CL 1,38<br>PN 1,38 | 1925<br>3mo | Harland & Wolff, Ld. Glasgow<br>*Lloyd's SA&CP* | Bank Line, Ld. (A. Weir & Co. *Mgrs.*) | 420·0 \| 53·9 \| 26·5<br>FK *Cell DB* 357′1121*t DTf* 32′1067*t Tanks between tunnels* 1 | | | Glasgow British 7 *B H pt Cem B H to Sh dk*; 6 ,, ,, *2nd dk* 15′251*t FPT* | Oil Engines 4S.C.SA 12Cy.24½″–37½″ 717NHP DB *110lb* Harland & Wolff, Ld. Gls.<br>106*t APT* 132*t* | 29 ″ 2<br>s 3 ″ 7⅜<br>25 ″ 8 | |
| 69518<br>901<br>IBBC | **Amabilitas** (*ex* Ansaldo Savoia Secondo)<br>D.F. 1 *Dk* | 5425<br>4547<br>3214 | | | | | 1919 | Cant. Offic. Savoia Cornigliano | Soc. Anon Industria Armamento | 395·8 \| 51·7 \| 27·4<br>379·5<br>P37′B113′F33′<br>*WB* | | | Genoa Italian | T.3Cy.26″,42½″&69⅞″–48″ 337NHP<br>Cant. Nav. Riuniti, Ancona | | CI |
| 69519<br>30026<br>JDHA | **Amagi Maru** (P)<br>GyC. 2 *Dks* | 3165<br>2776<br>1916 | | | | | 1924 | Yokohama Dock Co. Yokohama | Nippon Yusen K.K. | 315·5 \| 46·0 \| 27·0<br>P22′B79′F36′<br>*WB* | | | Tokyo Japanese | T.3Cy.23″,38″&64″–48″ 284NHP<br>Yokohama Dock Co. | | C |
| 69520<br>38579<br>JUSI | **Amagisan Maru**<br>*ss* Tama. No. 1–38<br>*Ref. Mchy.* *Oil Eng.*<br>GyC. 2 *Dks (Stl)*<br>*Cruiser Stern* | 7620<br>6836<br>~~4711~~<br>4707 | ✠100A1 *with freeboard*<br>10,40~~7,30~~ ✠LMC CS5,38<br>DBS7,40 7,39<br>✠Lloyd's RMC3,40<br>DBS10,40 10,40 | Tama | *c* † | CL 7,39 | 1933<br>12mo | Mitsui Bussan Kaisha, Ld. Uno, Tama<br>*Lloyd's SA&CP* | Mitsui Bussan Kaisha, Ld.<br>*Cell DB* 395′1702*t DTa* 30′1093*t* | 454·0 \| 60·0 \| 37·0<br>P28′B171′F34′ FK (1*B H to 2nd dk*)<br>*Carrying cargo oil F.P. above* 150° F. *in deep tank* | | | Kobe Japanese 8 *B H* DB *120lb*<br>(1*B H to 2nd dk*) | Oil Engines 2S.C.DA 6Cy.24 7/16″–55½″ 1230NHP<br>Mitsui Bussan Kaisha, Ld.<br>*FPT* 79*t APT* 69*t* | 37 ″ 0<br>s 9 ″ 5½<br>27 ″ 8½ | |
| 69521<br>15013<br>JGUB | **Amaho Maru** (*ex* Unkai Maru No. 3, *ex* Istria, *ex* Craigrowan)<br>*ss* Kob. 2nd No. 3–5,22<br>1 *Dk 2 tr B & deep framing* | 2769<br>2367<br>1989 | ✠ ...<br>9,25<br>✠ | | | | 1898<br>2mo | A. Rodger & Co. Port Glasgow | Azuma Kisen K.K. | 314·4 \| 44·0 \| 20·7<br>P29′B76′F29′<br>FK *WB* | | | Fuchu Japanese | T.3Cy.22½″,37″&61″–42″ 250NHP<br>Hall-Brwn, Buttery & C.Gls | 23 ″ 3 | |
| 69522<br>147288<br>GKXC | **Amakura**<br>*ss* Liv. No. 3–3,37<br>1 *Dk (Stl) & Shelter dk (Stl)*<br>3 *rd dk (Stl) in No. 1 hold* | 1987<br>1694<br>1172 | ✠100A1 *with freeboard*<br>~~1,10~~ 8,39 12,40<br>~~DBS12,39~~ ✠LMC12,36<br>~~BS 1,40~~ 12,40 | Liv | *s* | CL ~~N2,37~~ 4,40 | 1924<br>11mo | Caledon S.B.&E.Co. Ld. Dundee<br>*Lloyd's SA&CP* | Arakaka SS.Co.Ld. (Booker Bros. McConnell & Co. Ld. *Mgrs.*)<br>*Cell DBa & u E* 94′ | 280·1 \| 42·2 \| 18·7<br>F27′ FK *Coll B H to Sh dk*; 3 ,, ,, *2nd dk*<br>*f* 124′426*t APT* 52*t* | | | Liverpool British 4 *B H Cem* 180lb 235NHP<br>2SB, *6cf*, GS118, HS4060<br>Caledon SB.&E.Co Ld.Dun | T.3Cy.20½″,34″&56″–36″ (*r*)<br>s ″ 11<br>20 ″ 0 | |
| 69523<br>10323<br>JGLB | **Amakusa Maru** (P) TwinSc<br>(*ex* Amur)<br>1 *Dk (Stl) & Spar dk (Stl*–teak s) *& deep framing* | 2340<br>1905<br>1370 | ✠<br>10,03<br>✠ | Nag | *s* | | 1901<br>4mo | Act.Ges. "Neptun" Rostock | Kita Nippon Kisen K.K. | 279·3 \| 40·6 \| 14·4<br>P32′B106′F40′ 21·3<br>FK *Cell D Ba* 48′*u E & B* 46′*f* 118′362*t* | | | Fuchu Japanese 4 *B H Cem* 426NHP<br>2SB, *6cf*, GS124, HS5876 FD<br>A.G. "Neptun," Rostock | T.6Cy.20⅜″,35½″&55″–35½″<br>2SB, *6cf*, GS124, HS5876 FD | 24 ″ 0 | |
| 69524<br>VSQF | **Amal** (*ex* Amalie–36, *ex* Lavinia–35)<br>1 *Dk* | 1072<br>910<br>586 | | | | | 1902 | Sunderlnd S.B.Co.Ld. Sunderland | Atid Navigation Co. Ld. (Barnett Bros. & Borchard, Ld. *Mgrs.*) | 224·7 \| 33·0 \| 15·2<br>P&B133′F28′<br>*WB* | | | Haifa Palestine | T.3Cy.16″,28″&44″–33″ 111NHP<br>N.E.Marine Eng.Co Ld.Sld. | | G |
| 69525<br>2069<br>IUIG | **Amalia Messina**<br>(*ex* Mino–39, *ex* Siciliano–37, *ex* Princess Ena, *ex* Fife Coast–32, *ex* Glenariff) 1 *Dk*<br>*Well deck* | 653<br>531<br>362 | ✠ ...<br>6,09<br>✠ | | | | 1892<br>10mo | McIlwaine & McColl, Ld. Belfast | Marcello Messina | 209·3 \| 29·1 \| 13·8<br>201·0<br>P20′Q83′B11′F31′ BK7½″<br>*WB* | | | Genoa Italian | T.3Cy.17⅝″,28″&46″–33″ 136NHP<br>M'Ilwaine & McColl, Ld. Bel | 14 ″ 9 | I<br>† |
| 69526<br>36968<br>JEQC | **Amami Maru** (P) (*ex* Kankyo Maru, *ex* Seishi Maru No. 5)<br>2 *Dks* | 747<br>—<br>421 | | | | | 1908 | Osaka Iron Works Osaka | Oshima Kisen K.K. | 180·0 \| 27·2 \| 18·1<br>B31′F21′ | | | Kagoshima Japanese | T.3Cy.13″,21½″&36″–27″ 67NHP<br>Osaka Iron Works, Osaka | | |
| 69527<br>HRBP | **Amapala** (P)<br>*ss* N.Os. No. 3–2,37<br>2 *Dks (Stl*–*Weather dk* teak s) *& 2 lower dks sparred for fruit cargo*<br>*Ref. Mchy.* | 4148<br>3546<br>2552 | ✠100A1 *with freeboard*<br>~~1,11~~ 1,11 ~~1,10~~<br>~~BS2,37~~ ✠LMC2,37<br>✠Lloyd's RMC3,~~40~~ 11,40<br>for temp. 50° F.<br>*Lower decks for fruit cargoes*<br>*Fitted for oil fuel* 6, 24 | N Yk | *w* | OG ~~1,38~~ 11,40<br>*F.P. a* | 1924<br>6mo | Swan, Hunter & Wigham Richardson Ld. Newcastle<br>*Lloyd's SA&CP* | Standard Nav Corp. (Standard Fruit & S.S.Co. *Mgrs.*)<br>*Cell D Ba* 93′*u* | 350·0 \| 50·2 \| 29·3<br>365·0 (O.L.)<br>F34′ FK<br>*E* 28′*f* 130′377*t FPT*<br>*above* 150° F. | | | Ceiba Honduran *Cem* 6 *B H* 63*t APT* 55*t* | T4Cy27″,45″&(2)54″–45″ (*s*)<br>200lb 668NHP<br>4SB, *16cf*, HS10540 FD<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 31 ″ 6<br>s 11 ″ 5⅜<br>20 ″ 5¼ | |
| 69528<br>PUQV | **Amaragy** (*ex* Camaragibe–37, *ex* Mirabella, *ex* Enare, *ex* B.G. Kronberg)<br>1 *Dk* | 1848<br>1638<br>1117 | | | | | 1915 | Sörlandets Skibsbygger Fevig | Cia. Commercio e Navegação | 265·0 \| 42·1 \| 17·9<br>P22′B71′H147*t*<br>F29′<br>*WB* | | | R. Janeiro Brazilian | T.3Cy.18″,29½″&50″–36″ 150NHP<br>Fredrikstad M.V. Frdstad. | | |
| 69529<br>CSAD | **Amarante** (*ex* Württemberg)<br>*ss*. Ant. 2nd No. 3–4,38<br>Sub. Sig. 2 *Dks (Stl) 3rd Dk in No. 1 hold* | 7896<br>7224<br>4940 | 100A1<br>~~1,10~~ 1,10 6,11<br>~~DBS7,39~~ LMC5,38<br>~~BS 7,~~496,41 | Lis | *c* † | CL ~~5,38~~ 5,41 | 1914<br>Vulkan | Bremer Vegesack<br>*Lloyd's SA&CP* | Soc. Geral de Commercio Industria e Transportes Ltda.<br>*Cell DB* | 470·0 \| 58·0 \| 35·0<br>487·2 (O.L.)<br>P54′B121′F58′ FK<br>415′1823*t FPT* 243*t* | | | Lisbon Portuguese 8 *B H Cem* 558NHP<br>4SB, *12cf*, GS204, HS9160 FD<br>Bremer Vulkan, Vegesack | T.3Cy.32⅝″,52 11/16″&86½″–55½″ (*s*)<br>200lb<br>4SB, *12cf*, GS204, HS9160 FD<br>*APT* 45*t* | 35 ″ 0<br>s 8 ″ 2¼<br>27 ″ 0½ | |
| 69530<br>144211<br>GBKP | **Amarapoora** (P)<br>*Fitted for oil fuel*<br>D.F. E.S.D. 3 *Dks* | 9342<br>6748<br>5940 | | | | | 1920 | W. Denny & Bros. Ld. Dumbarton | British & Burmese S.N.Co.Ld. (P. Henderson & Co. *Mgrs.*) | 465·8 \| 59·3 \| 30·5<br>P56′B174′F51′ | | | Glasgow British<br>*WB* | T.3Cy.29½″,50″&84″–60″ 550NHP<br>W. Denny & Bros. Ld. Dmb. | | C |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à la Cote. Lettre caractéristique d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. Nhpm Force en chevaux d'après les formules de la Société. Ihpm Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moyens. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 pc. Hauteurs où sont situés les ponts dans la 1re Partie. Cert. Roof Decks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69531 | **Amarylis** (*ex*Maroulio-38, *ex*Assiout-35) | | *4328* | ✝100A1 | Sch | *x* | CL | 1918 | Nof Ireln'd S.B.Co.Ld. Londonderry | AmarylisS.S.Co. Ld. | 370·4\|51·2\|25·8 | Panama | T.3Cy.23½″,36″&58″-42″(*s*) | 28 ″ 2 | |
| | | | *3945* | ~~7,146 7,308~~ 8,41 | ~~NNc~~ | Bal | 8,37 | 11mo | | | P32′B218′F34′ FK | Panamanian | 180lb 403NHP | 4 ″ 4½ | |
| HPJH | D.F. | *ss*Sch.No.2-39 | *2721* | ~~DBS 163,41~~ ✝LMC9,38 ✝NEmade2refitted37 | | | 7,40 | | | *Lloyd's SA&CP* | 6*BHCem* | | 3SB,*9cf*,GS160,HS6831 FD | 24 ″ 0 | |
| | | 1*Dk* | | *Carrying oil fuel F. P.* | | | above | | | *Cell DB*316′1048*t D* | *APT*108*t* | | W.Beardmore&Co.Ld.Gls. | | |
| 69532 | **Amasa Stone** | | 6282 | | | | | 1905 | Detroit S.B.Co. Wyandotte | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 525·0\|55·2\|31·0 F44′ *WB* | Wilmgton (Del.) Utd.States | T.3Cy.23½″,38″&63″-42″ 257NHP | | R |
| 201937 | *Mchy.Aft* | | — | | | | | | | | | | | | |
| WPBC | GyC. D.F. | 1*Dk* | 4930 | | | | | | | | | | DetroitS.B.Co.Detroit | | |
| 69533 | **Amastra** | | 8031 | ✝100A1 | Cff | *c*† | CL | 1935 | Lithgows Ld. PortGlasgow | Anglo-Saxon PetroleumCo.Ld. | 465·0\|59·2\|33·8 P93′B47′F48′ FK | London British | Oil Engines 4S.C.SA 8Cy.25⅞″-55½″ 503NHP | 34 ″ 0 | |
| 163572 | | *ss*Cff:No.1-39 | 7238 | 12,40~~12,38~~ | Bkn | 28 | 6,38 | 3mo | | | | | DB*180lb* | s 6 ″ 8½ | |
| GYDD | | *Oil Eng.* | 4777 | ✝LMC C83,39 | | | | | | *Lloyd's SA&CP* | *DT f*25′280*t FPT* | 15*BHCem* | | 27 ″ 6½ | |
| | D.F. 1*Dk*,2*nd dk clear of cargo tanks* | | | DBS3,39 ~~12,80 10,37~~ | | | | | | *Cell DBu*E69′167*t* | 43*t APT*94*t* | 43*t APT*94*t* | J.G.Kincaid&Co.Ld.Grk. | | |
| | E.S.D. *Mchy.Aft* | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | | | | | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | |
| 69534 | **Amata** (*ex*Dundaga,*ex*Emmy, | | 1132 | | | | | 1898 | Akt.Ges. "Neptun" Rostock | J.Münninghoff (LatvianShipping Co.*Mgrs.*) | 233·5\|35·2\|14·3 Q70′B108′F25′ *WB* | Riga Latvian | T.3Cy.16½″,25½″&41½″-31½″ 98NHP | | V |
| 11 | *ex*Condroz,*ex*HerzogJohann | | 959 | | | | | | | | | | A.G."Neptun,"Rostock | | |
| YLBH | Albrecht) | 1*Dk* | 696 | | | | | | | | | | | | |
| 69535 | **Amazon** (*ex*SailingBarge) | | 3702 | | | | | 1897 | Chicago S.B.Co. Chicago | PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) | 376·0\|46·2\|25·9 *WB* | Wilmgton (Del.) Utd.States | T.3Cy.20″,30″&52″-40″ *Ebl*t89*fitted*08 NB08 171NHP | | R |
| 30089 | | | — | | | | | | | | | | Dry Dock Eng.Wks Detroit | | |
| KDXP | GyC. D.F. *Mchy.Aft* | 1*Dk*2*trB* | 2680 | | | | | | | | | | | | |
| 69536 | **Amazone** | | 1294 | | | | | 1922 | J.Meyer's S.B.Co. Zalt Bommel | KoninklijkeNederl StoombootMaats. | 255·1\|36·8\|13·3 B51′ *WB* | Amstrdam Dutch | T.3Cy.18½″,24½″&48″-36″ 138NHP | | V |
| | *Fitted for oil fuel* | | 953 | | | | | | | | | | J.&H.Suyver,Amsterdam | | |
| PCOH | Wireless *Cruiser Stern* | 2*Dks* | 677 | | | | | | | | | | | | |
| 69537 | **Amba Alagi** (*ex*Sung-Shan-38, | | 3710 | ✝ ... | Shi | *w* | | 1910 | W.Gray& Co.Ld. WHartlepool | Cia.Italiana diNav S.A.I.(Chinese ItalianNav.CoLd.) | 365·1\|50·1\|23·6 P29′B67′F33′ FK | Shanghai Italian | T.3Cy.24″,38″&64″-42″ NDB29 313NHP | 25 ″ 11 | I |
| | *ex*Yarrowdale-35, *ss*Shi.2ndNo.3-8,35 | | 3424 | 10,39 | | | | 7mo | | | | | | | † |
| | *ex*Boukadra) | 1*Dk*(*Stl*) | 2333 | ✝ | | | | | | *Cell DBa* | 113′*u*E23′*f*154′997 | 6*BHCem* *APT*41*t* | 2SB,*6cf*,GS102,HS4142 Cen.Mar.Eng.Wrks.WHpl | | |
| 69538 | **Amberes** (P) | TwinSc | 1507 | | | | | 1929 | A.&J. Inglis,Ld. Glasgow | Cia.Argentina de Nav.Mihanovich Ltda. | 275·1\|43·2\|12·3 P37′B46′F29′ | Bns.Aires Argentine | Oil Engines 4S.C.SA 12Cy.15¾″-29½″ 288NHP | | |
| | | *Oil Eng.* | | | | | | | | | | | Harland&Wolff,Ld.Gls. | | |
| | | 1*Dk* | 859 | | | | | | | | | | | | |
| 69539 | **Amberton** | | 5377 | ✝100A1 | ~~Bry~~ | *z* | CL | 1928 | Short Bros. Ld. Sunderland | CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) | 409·6\|54·0\|28·2 P34′B124′F44′ FK | Newcastle British | T.3Cy.22½″,39″&68″-48″ (*s*) 220lb 380NHP | 31 ″ 6 | |
| 149474 | | *ss*Nwc.No.2-37 | 4845 | Examn1,40 Nwc | | | 12,39 | 7mo | | | | | | s 6 ″ 0½ | |
| GNRZ | | 1*Dk*(*Stl*) | 3245 | ~~BSS,39~~ ✝LMC3,37 6,40 | | | | | | *Lloyd's SA&CP* | *Cell DB*344′1797*t FPT*217*t* | 7*BHCem* *APT*290*t* | 2SB(Spt)*8cf*,GS155,HS5760 J.Dickinson&Sons,Ld.Sld. | 25 ″ 7¾ | |
| 69540 | **Ambos** | Wood | 342 | | | | | 1918 | F.Cardama Godoy Vigo | Grau y Cia.Ltda. | 134·5\|24·8\|11·7 P12′B30′F16′ | Vigo Spanish | T.3Cy.10 7/16″,16 5/16″&26″-21″ 31NHP | | |
| | | | *268* | | | | | | | | | | F.CardamaGodoy,Vigo | | |
| EAOG | | | 199 | | | | | | | | | | | | |
| 69541 | **Ambriz** (P) | | *920* | ✝ ... | | | | 1907 | SirRaylton Dixon&Co Ld Middlesbro' | CiaNacional de Navegação | 199·5\|30·1\|16·3 F39′ 16·2 FK | Lisbon Portuguese *WB* | T.3Cy.15½″,25″&41″-27″ 112NHP | 18 ″ 7 | |
| | | | *829* | 5,12 | | | | 7mo | | | | | | | |
| CSBW | Wireless *Mchy.Aft* | 1*Dk*&*Awng dk* | *546* | ✝ | | | | | | | | | N.E.MarineEng.Co.Ld.Sld. | | |
| 69542 | **Ambrosio** | TwinSc | 2391 | ✝100A1 | Aru | *t* | CL | 1926 | Harland& Wolff,Ld. Belfast | LagoShipping Co.Ld.~~(P.J.Wolfe, *Mgrs.*)~~ (R.A.Carder,*Mgr.*) | 305·7\|50·2\|14·3 P67′F34′ FK | London British | T.6Cy.13½″,23½″&36″-27″(*s*) 180lb 196NHP | 15 ″ 0 | |
| 148783 | | *ss*Aru.No.3-11,38 | 1743 | ~~7,120 12,80~~12,40 | BS7,40 | | 11,38 | 7mo | | | | | | s1 ″ 10½ | |
| GMQZ | *Mchy.Aft* | 1*Dk*(*Stl*) | 1239 | ~~BSS,39~~ ✝LMC1,38 | | | | | | *Lloyd's SA&CP* | *Trunk*204′ | 7*BHpt Cem* | 2SB,*6cf*,GS98,HS3702 | 13 ″ 3¾ | |
| | | | | *Carrying Petroleum in bulk* | | | | | | *Cell DB*345′1025*t FPT*130*t* | *g tanks a*356*t FPT* | 60*t APT*75*t* | Harland&WolffLd.Belfast | | |
| | | | | *Fitted for oil fuel* 7,26 | | | *F.P. o* | | | *above* 150° F. | *Wing tanks f*286*t Wing* | | | | |
| 69543 | **Amelia** | | 341 | ✝ ... | | | | 1894 | S.Mc Knight&Co. Ayr | W.Cooper&Son (Kirkwall)Ld. | 145·0\|22·8\| 9·9 Q49′B26′F24′ BK7″ *WB* | Kirkwall British | C.2Cy.19″&42″-30″ 69RHP | 12 ″ 0 | C |
| 104069 | | *ss*Hfx.No.3-5,07 | 231 | 2,12 | | | | 8mo | | | | | Muir&Houston,Glasgow | | † |
| MQPZ | *Mchy.Aft* | 1*Dk* | 127 | ✝ | | | | | | | | | | | |
| 69544 | **Amelia Lauro** (*ex*Belgian-34) | | 5335 | ✝ — | | *y* | | 1919 | Swan,Hunter&Wigham Richardson, Ld Newcastle | A.Lauro | 412·9\|52·3\|28·4 400·3 P49′B113′F40′ FK | Naples Italian | T.3Cy.27″,44″&73″-48″ 517NHP | 31 ″ 0 | I |
| 423 | | *ss*Liv.No.2-28 | 4848 | 2,34 | | | | 10mo | | | | | | | † |
| IBEZ | D.F. | 2*Dks*(*Stl*) | 3219 | | | | | | | *Cell* | 345′1025*t FPT*130*t* | 7*BHpt Cem* *APT*204*t* | 3SB,*9cf*,GS189,HS7668 Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | |

*Now* "Empire Activity," *see No.* 88033 *in Supplement*

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69545 | **America** (P) | TwinSc | 26454 | | | | | 1939 | NwprtNws S.B.&D.D.Co Newprt News | UnitedStates LinesCo. | ~~712·7\|93·5\|30·4~~ 663·6\|93·5\|30·4 B&F548′ *WB* | NewYork Utd.States | 4 steam turbines DR geared to 2 sc. shafts 5666NHP | | R |
| 239738 | D.F. E.S.D. | *Fitted for oil fuel* | — | | | | | | | | | | NewportNewsSB&DD.Co. | | |
| WEDI | GyC. *Ref.Mchy.* *Cruiser Stern* | ~~8*Dks*~~ 5*Dks* | 14320 | | | | | | | | | | | | |
| 69546 | — (P) (*ex*Amerika) | TwinSc | 21329 | | | | | 1905 | Harland& Wolff,Ld. Belfast | UnitedStates Maritime Commission | 668·8\|74·3\|47·8 B344′F85′ *WB* | NewYork Utd.States | Q.8Cy.34″,49″,71″&100″-63″ 1586NHP | | R |
| 215448 | | | 18748 | | | | | | | | | | Harland&WolffLd.Belfast | | |
| KGQF | Sub.Sig. GyC. | 5*Dks* | 12189 | | | | | | | | | | | | |
| | D.F. *Ref.Mchy.* | | | | | | | | | | | | | | |
| 69547 | — | TwinSc | 800 | | | | | 1907 | J.Frerichs &Co.A.G. Einswarden | Mariano Quatrocchi | 162·2\|30·0\| 6·6 | Bns.Aires Argentine | C.4Cy.11¼″&20½″-15¾″ 28NHP | | |
| | (*ex*Henry-FrankI.,*ex*America) | | | | | | | | | | | | J.Frerichs&Co.Osterholz | | |
| | | 1*Dk* | 380 | | | | | | | | | | | | |
| 69548 | **America Maru** (P) | TwinSc | 6070 | ✝ ... | | | | 1898 | C.S.Swan& Hunter,Ld. Newcastle | OsakaSyosenK.K. | 423·0\|51·1\|29·5 P79′B223′F54′ FK&BK1½″ *WB* | Osaka Japanese | T.6Cy.28½″,46″&75″-48″ 1080NHP | 32 ″ 6 | |
| 3068 | | *ss*Yka.No.3-12,10 | 4546 | 11,21 | | | | 9mo | | | | | Wllsnd Slpwy.Co.Ld.Nwc. | | |
| JACD | | *ss*Kob.No.2-17 | 3126 | ✝ | | | | | | | | | | | |
| | | 2*Dks* | | | | | | | | | | | | | |
| 69549 | **American** (*ex*SantaBarbara) | | 4846 | ✝ ... | Bos | *z* | | 1916 | W Cramp& SonsS&EBCo Philadelphia | American-HawaiianS.S.Co. | 404·6\|53·9\|26·2 F31′ FK | NewYork Utd.States | Q.4Cy.25½″37″52½″&76″-54″ 611NHP | 28 ″ 9 | R |
| 213845 | *Fitted for oil fuel* | *ss*Bos.No.3-2,28 | 4333 | 11,34 | | | | 1mo | | | | *6BHCem* | 3SB,*12cf*,GS213,HS8446 | | † |
| WACA | D.F. | *ss*S.Fo.No.1-32 | 2834 | ✝ | | | | | | | | | WCramp&SnsS&EBCoPhl | | |
| | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)3*rd dk* (*Stl*) *in No.*1*hold only*&*Web frames* *Longitudinal framing* | | | | | | | | | *Cell DB*350′1229*t* | *DT f*32′826*t FPT*71*t APT*16*t* | | | | |
| 69550 | | | | | | | | | | | | | | | |
| 69551 | | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned, now expired. Machinery Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Int. of Tr. Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69552<br>210617<br>WHCM | **American Fisher** 3Mst<br>(*ex*Stanley Hiller-36, *ex*Nelson-35) *ss*S.Fo.2nd No.3–8,37<br>*Mchy.Aft* 1 *Dk(Stl)* & *pt 2nd dk(Stl)*<br>E.S.D. *& Web frames* | 4779<br>—<br>2817 | ✠100A1<br>2,41 ~~3,40~~<br>MS8,37 ✠LMC<br>✠NB(WT)36 ~~BS8,40~~<br>*Carrying Petroleum in bulk in all main cargo tanks and in Nos. 1 & 2 summer tanks (Port & Stbd) only*<br>*Fitted for oil fuel F.P. above 150° F.* | LAn<br>BS2,41 | *x* | CL<br>~~10,38~~<br>2,41 | 1912<br>11mo | ForeRiver S.B.Co.<br>Quincy, Mass. | SantaCruzOilCorp.<br>*CP* *CellDBuEq* 1545*t* | 370·0 \| 52·1 \| 27·0<br>P98'B26'F30' FK<br>*B83't282'*<br>*FPT225t APT120t* | S.Frncisco Utd.States<br>*8 BH Cem* | T.3Cy 23½",41 7/16"&68"–48"<br>190lb (*s*) 538NHP<br>2SB(FD),*6cf*,GS103&1WTB,HS9591<br>ForeRiver S.B.Co.Quincy | 30 ″ 0<br>s 5 ″ 11<br>24 ″ 3⅝ | |
| 69553<br>~~290148~~<br>~~KGVT~~<br>Glen-33)<br>*ss*N.Yk.No.1–37<br>*Now Barberrys," see No. 87264 in Supplement* | **American Oriole** (*ex*Eastern<br>*ss*N.Yk.No.3–10,33 | 5169<br>4823<br>3213 | ✠100A1<br>6,40 ~~11,39~~<br>✠LMC<br>MS12,37 BS~~7,36~~6,40<br>*Fitted for oil fuel* 10,33 *F.P. above* 150° F. | NYk<br>Bal | *z* | CL<br>~~N~~ ~~10,38~~<br>6,40 | 1920<br>3mo | UchidaS.B & Eng.Co.Ld. Yokohama<br>A&CP | ~~AmericanForeign~~<br>~~S.S.Corp.~~<br>*CellDB* | 399·9 \| 54·7 \| 27·6<br>P39'B121'F40' FK<br>*B345'1042t FPT13 8t APT92t* | British<br>*6 BH pt Cem* | T.3Cy.26⅝",43⅝"&71½"–48"<br>200lb FD (*s*) 513NHP<br>3SB(Spt)*9cf*,GS175,HS7376<br>Ishikawajima SB.&Eng.Co.Ld.Tokyo | 30 ″ 0 | |
| 69554<br>219632<br>KUDN | **American Press**<br>Sub.Sig. *Fitted for oil fuel*<br>D.F. 2 *Dks* | 5131<br>—<br>3099 | | | | | 1920 | American International S.B.Corp. HogIslandPa | LykesBros. SteamshipCo., Inc. | 390·0 \| 54·2 \| 27·8<br>P39'B121'F43' | N.Orleans Utd.States<br>*WB* | DR Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 69555<br>OZAH | **American Reefer**<br>*Oil Eng.*<br>D.F. E.S.D. 2 *Dks*<br>*Ref.Mchy.* *Cruiser Stern* | 2328<br>1817<br>1295 | | | | | 1936 | Nakskov Skibs.A/S Nakskov | J.Lauritzen | 332·6 \| 47·8 \| 17·2<br>B&P174' | Esbjerg Danish<br>*WB* | Oil Engines 2S.C.SA<br>10Cy.19 11/16"–35 7/16" 675NHP<br>Akt.Burmeistr&Wain,Cpn | | G |
| 69556<br>219117<br>KOJS | **American Robin** (*ex*Magmeric–37)<br>*Fitted for oil fuel*<br>Sub.Sig. 2 *Dks* | 5172<br>4598<br>3169 | | | | | 1919 | American International S.B.Corp. HogIslandPa | AmericanForeign S.S.Corp. | 390·0 \| 54·0 \| 27·6<br>P39'B121'F43' | New York Utd States<br>*WB* | DR Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 69557<br>218017<br>KEVF | **American Seaman**<br>(*ex*Edgemoor–39) *Fitted for oil fuel*<br>D.F. E.S.D. 2 *Dks* & *Shelter dk 3 tr B*<br>GyC. Sub.Sig. (*Now a training ship*) | 7111<br>—<br>3335 | | | | | 1919 | Skinner & Eddy Corp Seattle, Wash | United States Maritime Commission | 409·6 \| 54·2 \| 27·1<br>P39'B121'F43' | Seattle Utd States<br>*WB* | DR Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 69558<br>218477<br>KJBI | **American Star** Ⓟ (*ex*Strathnaver)<br>*Fitted for oil fuel*<br>D.F. 2 *Dks* | 5194<br>—<br>3317 | ✠ ...<br>10,40 | | | | 1919 | Downey S.B.Corp. NewYork | RedSalmon CanningCo. | 386·8 \| 52·2 \| 27·4<br>P40'B110'F40' | S.Frncisco Utd.States<br>*WB* | T.3Cy.27",40"&70"–48" 389NHP<br>DowneyShipyardCorp. | | R |
| 69559<br>222747<br>KFFC | **American Trader**<br>(*ex*Pennsylvania *ss*Phl.No.3–7,36<br>Sun–38) 1 *Dk(Stl)* & *Shelter dk(Stl)* &<br>*Mchy.Aft* *Web frames*<br>D.F. GyC. *Longitudinal framing* | 8862<br>8562<br>5535 | *Shelter dk with freecboard*<br>✠LMC<br>~~MS7,36~~ BS1,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,23 *F.P. above* 150° F. | Bal | *e*† | CL<br>3,39 | 1923<br>3mo | SunS.B Co.<br>Chester, Pa.<br>A&CP | AmericanTrading & ProductionCorp.<br>*CellDB* | 480·5 \| 66·0 \| 36·8<br>F44' *on Shelter dk*<br>FK<br>*uE & B84' f40'448t*<br>*FPT186t APT84t* | Baltimore Utd.States<br>*18 BH pt Cem*<br>(10 *to S dk* 8 „ *U* „) | Q.4Cy.27",39",56"&82"–54"<br>220lb (*r*) 819NHP<br>4SB,*12cf*,GS262,HS12264 FD<br>SunS.B.Co.Chester,Pa. | 37 ″ 0<br>~~e 0 ″ 1~~<br>~~28 ″ 2½~~ | |
| 69560<br>205096 | **Americana** Ⓟ<br>*Mchy.Aft* | 969<br>—<br>531 | | | | | 1908 | Buffalo D.D.Co. Buffalo | Steamer Americana | 203·0 \| 45·0 \| 15·8 | New York Utd.States | T.3Cy.20",32"&50"–36" 150NHP<br>DetroitS.B.Co.Detroit | | |
| 69561<br>1245<br>IBAB | **Americano** (*ex*Chinampa, *ex*Cushing,<br>*ex*Prometheus) *ss*Gen 3rd No.3–11,38<br>D.F. 2 *Dks* (1 *Stl* & *U*<br>*Mchy.Aft* *pt Irn* & *pt Stl*) & *Web frames* | 7008<br>5847<br>4408 | ✠100A1<br>12,39<br>BS5,39 ✠LMC4,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,13 *F.P. above* 150° F. | Gen | *a*† | 12,37<br>*bulk* | 1903<br>11mo | Palmers' Co.Ld. Newcastle<br>A&CP | DittaG.M. Barbagelata<br>*CellDB* | 435·1 \| 54·6 \| 30·3<br>428·0 54·4 30·5<br>P252'F46' FK<br>*uE39' 71t FPT77t* | Genoa Italian<br>*14 BH pt Cem*<br>*APT130t* | T.3Cy.28",46½"&77"–54" (*s*)<br>180lb 564NHP<br>4SB,*12cf*,GS265,HS9950<br>Palmers' Co.Ld.Newcastle | 32 ″ 0<br>s 4 ″ 11½<br>27 ″ 3¾ | |
| 69562<br>167544<br>~~OXVF~~<br>GLMX | **Amerika** Ⓟ<br>*Oil Eng.*<br>*ss*Cpn.No.2–38<br>D.F. 2 *Dks(Stl)* 3 rd *Dk*<br>*Ref.Mchy* (*Stl*) *in motor space* & *forward holds* | 10218<br>8377<br>~~6242~~<br>6248 | ✠100A1<br>*with freecboard*<br>~~6,10~~ 12,39 12,40 Sws<br>✠LMC CS10,38<br>~~DBS8,36~~ 6,40 10,37<br>✠Lloyd's RMC ~~9,39~~ for temp. 32° F.<br>12,405,~~40~~<br>Nos. 2 & 3 upper 'tween dks. for temp. 14° F. | Cpn | *e*† | CL<br>2½<br>7,39 | 1930<br>1mo | Akt.Burmeistr& Wain Copenhagen<br>*Lloyd's A&CP* *in* | Ministry of Shipping (United Baltic Corporation, Ld., *Mgrs.*)<br>*CellDB 408'1702t* *way of tunnel 255t* | 465·4 \| 62·2 \| 37·2<br>484·2 (O.L.)<br>B179'F73' FK<br>*DTa 11'522t Tanks*<br>*FPT138t APT185t* | Copnhagn Danish<br>*8 BH*<br>(6 *to Wdk* 2 „ 2*nd* „) | Oil Engines 2S.C.DA<br>8Cy.24⅜"–55⅛" 1236NHP<br>DB *100lb*<br>Akt.Burmeistr& Wain,Cpn | 40 ″ 0<br>s 11 ″ 9¼<br>28 ″ 5½ | BT till 5,41 |
| 69563<br>DOND | —<br>(*ex*Goldenfels–36, *ss*Ham.No.3–3,21<br>*ex*Brocktown, *ex*Goldenfels) 2 *Dks*<br>D.F. | 7463<br>7033<br>4703 | ✠ ...<br>4,24<br>✠ | | | | 1911<br>11mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | "Atlas" Reederei A.G. | 467·9 \| 58·3 \| 32·0<br>P65'B131'F57' FK | Emden German<br>*WB* | Q.4Cy.26½",39",56"&80"–54" 606NHP<br>Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 34 ″ 9 | G † |
| 69564<br>7215<br>SEXA | **Amerikaland** TwinSc<br>*ss*Bal.No.1–40 *ss*Got.No.3–8,35<br>*Oil Eng.*<br>D.F. 1 *Dk(Stl)* & *Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 15355<br>14224<br>3320 | ✠100A1<br>5,40 ~~6,39~~<br>~~DBS12,39~~ ~~✠LMC9,38~~<br>✠LMC CS6,40<br>DBS10,40 ~~7,39~~ 1,40 | NYk<br>Bal | *j*† | CL<br>S10,38<br>PN<br>10,38 | 1925<br>6mo | Deutsche Werft A.G. Hamburg<br>*Lloyd's A&CP* | ÅngfAktiebTirfing (T.E.J.: son Broström, *Mgr.*)<br>*CellDBuE 91'* 380*t DTf 27'1173t* *DT's at sides & u bottom* | 561·3 \| 72·2 \| 44·1<br>571·6 (O.L.)<br>P117'F51' FK<br>*FPT729t APT290t*<br>*of holds 330'* | Gothenbrg Swedish<br>*11 BH Asp* (1 *to 2nd dk*) | Oil Engines 4S.C.SA<br>16Cy.29⅜"–47½"<br>DB *114lb* 1313NHP<br>Algemeine Elek.Ges.Berlin | 44 ″ 0<br>s 10 ″ 2½<br>34 ″ 0¼ | |
| 69565<br>ONEC | **Améthyste** TwinSc<br>*Oil Eng.*<br>*Cruiser Stern* 1 *Dk* | 810<br>654<br>448 | | | | | 1932 | Soc.Anon. Jhn.Cockerill Hoboken | Soc.Anon.John Cockerill | 178·4 \| 35·6 \| 15·5<br>Q53'B46'F23' | Antwerp Belgian<br>*WB* | Oil Engines 4S.C.SA<br>16Cy.13"–23⅝" 260NHP<br>SocAn.J.Cockerill, Seraing | | V |
| 69566<br>10<br>SZHS | **Amfitriti** Ⓟ (*ex*Keravnos–35,<br>*ex*Noor El Bahr–28)<br>1 *Dk* | 434<br>—<br>246 | | | | | 1884 | Atel.& Ch. de la Loire St.Nazaire | Pagasitikos SteamshipCo. | 185·2 \| 23·3 \| 12·3 | Volo Greek | T.3Cy.16",24"&40"–24" 78NHP | | |
| 69567 | **Amicizia** (*ex*Nemrac–40, Iron<br>*ex*Carmen, *ex*Sailing Vessel, *ex*Dora, *ex*County of Inverness) 1 *Dk(pt Stl)* 2 *tr B*<br>*ss*Tln.4th No.3–6,29<br>*ss*Tln.No.2–38<br>*Cargo battens not fitted* | 1796<br>1592<br>1070 | ✠100A1<br>5,39<br>BS5,39 ✠LMC3,38<br>✠NB06 *refitted* 20<br>✠NE97 *refitted* 20 | Tln | *r* | CL<br>6,38 | 1877<br>1mo | Barclay, Curle & Co.Ld Glasgow<br>A&CP | Soc.Anon. Emanuele V.Parodi | 266·6 \| 38·8 \| 23·6<br>P28'F38' BK9½'<br>ND02 | Genoa Italian<br>*4 BH Cem*<br>*APT22t* | T.3Cy.12¼"19½"&32"–22½"<br>180lb (*s*) 49NHP<br>*100lb* NDB20<br>1SB,*2pf*,GS37,HS1247<br>C.D.Holmes&Co.Ld.Hull | 25 ″ 0<br>s 4 ″ 3¾<br>21 ″ 6 | |
| 69568<br>148278<br>GJQR | **Amicus**<br>*ss*Cff.No.3–8,37<br>D.F. 1 *Dk(Stl)* | 3660<br>3403<br>2255 | ✠100A1<br>8,40 ~~8,40~~<br>✠LMC<br>MS8,37 BS11,39 | Hpl<br>Bkn | *w* | CL<br>~~8,40~~<br>8,40 | 1925<br>1mo | Nthmblnd S.B.Co.Ld. Newcastle<br>*Lloyd's A&CP* | TempusShipping Co.Ld.(W.H. Seager&Co.Ld. *Mgrs.*)<br>*Cell DB 317'1042t FPT* | 362·5 \| 50·9 \| 22·5<br>373·7 (O.L.)<br>P33'B221'F30' FK | Cardiff British<br>*6 BH Cem*<br>*80t APT100t* | T.3Cy.25",41"&68"–45" (*r*)<br>180lb 369NHP<br>3SB,*9cf*,GS165,HS6120<br>N.E.MarineEng.Co Ld Nwc | 24 ″ 8<br>s 3 ″ 0<br>21 ″ 10¾ | |
| 69569<br>FNWJ | **Amiénois**<br>D.F. 2 *Dks* | 3713<br>3326<br>1976 | | | | | 1932 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Compagnie des Bateaux à Vapeur du Nord (Soc.Anon. de Gérance et d' Armement, *Mgrs.*) | 331·7 \| 53·2 \| 25·0 | Dunkirk French<br>*WB* | T.3Cy.22",36"&60"–39" 225NHP<br>G.Clark&Co.Ld.Sld. | | V |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné/maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. 'Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Equipage du prod. au 31 D. 'es dans le L. R. Durée Cert. Hull Freeb. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69570<br>142583<br>MJDX | **Amiens**<br>*ss* Nwc. No. 3–11, 30<br>*ss* Shl No. 2–40 ~~*ss* Shl. No. 1–35~~<br>*Well deck* 1 *Dk (Stl)*<br>*Cargo battens not fitted* | | 1548<br>1285<br>836 | ✠100A1<br>~~7,37 4,38~~ 4,41<br>~~MS9,35~~ | Npt<br>~~Lon~~ Clf<br>LMC 4,40<br>~~MS1,39~~ | *p* | CL<br>~~4,38~~<br>N 4,40 | 1918<br>7mo<br>*Lloyd's* | Dublin<br>Dkyd. Co. Ltd. Dublin<br>*s & CP* | Harries Bros & Co. Ltd.<br>*Cell D B 171' 310t D Ta 29' 131t FPT 80t APT 38t* | 240·2 \| 36·3 \| 18·4<br>Q 94' B 47' F 23' FK | London<br>British<br>*4 B H Cem* | T. 3 Cy. 18", 29" & 48" – 38" (*s*)<br>180 lb 167 NHP<br>2 SB, *6cf*, GS 97, HS 2886<br>Ross & Duncan, Glasgow | 20 *v* 6<br>*s* 2 *v* 5½<br>18 *v* 3 | |
| 69571<br>DOLJ | **Amisia**<br>Wireless D.F. 1 *Dk* | | 999<br>797<br>596 | | | | | 1921 | Atlas-Werke A.G. Bremen | Argo Reederei Richard Adler & Co. | 224·0 \| 33·2 \| 13·7<br>P 14' Q 66' B 53' F 31' | | | Bremen<br>German<br>*WB* | T. 3 Cy. 18 1/16", 29½" & 48½" – 29½"<br>129 NHP<br>Atlas-Werke A.G. Bremen | | G |
| 69572<br>162345<br>MPZV | **Amlwch Rose**<br>*ss* Bly. No. 1–39<br>*Special Surveys to date from* 3,34<br>*Well deck Mchy. Aft* 1 *Dk (Stl)*<br>*Cargo battens not fitted* | | 632<br>428<br>277 | ✠100A1<br>3,39<br>~~BS4,39~~ 7,40 | Bly<br>LMC<br>MS 3,39 | *i* | CL<br>3,39 | 1931<br>4mo | NV Schpsw "DeMerwede" Hardinxveld | Richard Hughes & Co. (Liverpool) Ltd.<br>*Cell D B 105' 144t FPT 54t APT 4t* | 175·3 \| 27·1 \| 11·1<br>Q 101' B 11' F 25' FK | Liverpool<br>British<br>*3 B H Cem* | T. 3 Cy. 13", 21½" & 35" – 27" (*s*)<br>180 lb 88 RHP<br>1 SB, *3cf*, GS 54, HS 1615<br>D & W. Henderson & Co. Ld. Gls | 13 *v* 0<br>*s* 3 *v* 10<br>12 *v* 9½ | |
| 69573<br>DNBA | **Ammerland** (*ex* Kilnsea–36)<br>*ss* Gls. No. 3–5, 36<br>1 *Dk (Stl)* & *Shelter dk (Stl)*<br>*Wood hatch covers dispensed with in all 2nd dk hatchways* | | 5381<br>5173<br>3334 | ✠<br>*Shelter dk*<br>8,39 ✠ | Sch | *x* | | 1923<br>8mo | Irvines S.B. & D.D. Co. Ld. W Hartlepool) | Frachtschiffahrt G.m.b.H.<br>*Cell D B a 110' 6' 860t D Ta 17' 552t u E 40' f 15* | 374·3 \| 51·2 \| 32·8<br>FK<br>*Collision* | Oldenburg<br>German<br>*Cem B H to Sh dk 6 „ „ U „* | T. 3 Cy. 26", 42" & 70" – 48"<br>412 NHP<br>3 SB, *9cf*, GS 167, HS 6656<br>Richardsons, Westgarth & Co. Ld. Hpl. | 35 *v* 3 | |
| 69574<br>DHBB | **Ammon** (P)<br>D.F. 2 *Dks* | | 7134<br>6406<br>4369 | | | | | 1922 | Bremer "Vulcan" Vegesack | Hamburg-Amerik. Packetf. Akt. Ges. (Ham. Amr. Linie) | 438·4 \| 55·3 \| 32·1<br>F 54 | Hamburg<br>German<br>*WB* | T. 3 Cy. 29½", 48 3/16" & 77 3/16" – 55"<br>446 NHP<br>Bremer Vulkan, Vegesack | | G |
| 69575<br>10291<br>JTEH | **Amoy Maru** (P)<br>D.F. 2 *Dks* | | 734<br>668<br>423 | | | | | 1906 | Osaka Iron Works Osaka | Osaka Syosen K.K. | 185·0 \| 27·1 \| 17·8 | Osaka<br>Japanese | T. 3 Cy. 13", 25" & 39" – 30"<br>83 NHP<br>Osaka Iron Works, Osaka | | |
| 69576<br>FOYJ | **Ampère** Twin Sc<br>(*Cable Vessel*)<br>Gy C. 1 *Dk* | | 2435<br>1046<br>660 | | | | | 1930 | Soc. Provençale de Cnst. Nav. La Ciotat | French Government (Postes & Télégraphes) | 288·3 \| 41·1 \| 23·7<br>B 98' | La Seyne<br>French<br>*WB* | T 6 Cy 17 5/16" 27 9/16" & 45 11/16" – 28 9/16"<br>224 NHP<br>Soc Provençale de Cnst Nav | | V |
| 69577<br>~~10~~<br>~~GNPB~~<br>HPQJ | **Ampetco** (*ex* Urania) Twin Sc<br>*Oil Eng.*<br>*ss* Ant. No. 3–9, 38<br>*Mchy. Aft* 1 *Dk (Stl)* & *Shelter dk (Stl)*<br>D.F. Sub. Sig. *Web frames*<br>*Longitudinal framing*<br>*Progressive survey of oil tanks* | | *8718*<br>*8425*<br>4752 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>2,41 ~~9,39 11,41~~<br>LMC CS 9,39<br>~~DBS 9,39~~ 11,40 9,39<br>*Carrying Petroleum in bulk* | Ant<br>NYk | *d*† | CL<br>8,38 | 1926<br>6mo | Howaldtswerke Kiel | Panama Transport Co. | 470·3 \| 63·2 \| 35·3<br>B 34' F 39' FK<br>287t | Panama<br>Panamanian<br>18 *B Hpt Cem pt Asp*<br>13 *B H to U dk* | Oil Engines 2S.C.SA<br>8 Cy. 23⅝" – 41⅜" 776 NHP<br>2 Water Tube DB *200 lb* DB *70 lb*<br>Gebrüder Sulzer, Ludwigshafen | 35 *v* 6<br>*s* 8 *v* 4½<br>27 *v* 5 | |
| 69578<br>148313<br>GMTB | **Ampleforth** (*ex* Glofield–32)<br>*ss* Hul. No. 2–38<br>D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)* | | 4576<br>4235<br>2765 | ✠100A1<br>*with freeboard*<br>4,40 ~~7,39~~<br>BS 12,39 ✠LMC 9,38 | Hul | *z* | CL<br>~~2,38~~<br>4,40 | 1929<br>12mo | Craig, Taylor & Co. Ld. Stockton | Ampleforth S.S. Co. Ld. (Charles Cravos & Co.) | 400·5 \| 53·5 \| 25·0<br>415·0 (O.L.)<br>F 32' FK | Cardiff<br>British<br>6 *B H Cem Coll to Sh dk 5 „ 2nd „* | T. 3 Cy. 25½", 42" & 70" – 48" (*s*)<br>180 lb 417 NHP<br>3 SB, *9cf*, GS 144, HS 7080<br>Blair & Co. (1926) Ld. Stk. | 27 *v* 6<br>*s* 3 *v* 0¾<br>24 *v* 8½ | |
| 69579<br>166600<br>GNNX | **Amra** (P) Twin Sc<br>D.F. E.S.D. 2 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | | 8314<br>4983<br>3993 | ✠100A1<br>~~11,39~~ 11,40<br>~~BS 11,39~~ ✠LMC 11,38<br>✠Lloyd's RMC ~~11,39~~<br>BS 5,40 ~~11,40~~ 5,40 | Cal | *c*† | CL<br>~~11,39~~<br>4,40 | 1938<br>11mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | British India Stm. Nav. Co. Ld.<br>*Cell D B 372' 1168t Tanks at sides of* | 444·6 \| 61·2 \| 25·2<br>461·1 (O.L.)<br>B 190' F 45' FK<br>*Shade dk* | London<br>British<br>9 *B H Cem Coll to Sh dk 8 „ 2nd „* | 6 steam turbines SR geared to 2 screw shafts (*s*) FD 2155 NHP<br>3 WT B 450 lb (Spt 440 lb)<br>GS 462, HS 17895<br>Parsons Marine Steam Turbine Co. Ld. Nwc | 28 *v* 3<br>*s* 4 *v* 8<br>23 *v* 9¼ | |
| 69580<br>237016<br>WPTF | **Amsco**<br>(*ex* Torino–38) *ss* Mob. 2nd No. 3–2, 38<br>*Mchy. Aft* 2 *Dks* | | 4627<br>4397<br>2738 | ✠100A1<br>5,40 ~~12,39~~<br>~~BS 12,39~~ LMC 2,38 | Mob | *x* | CL<br>~~12,39~~<br>5,40 | *Launched* 1920 | Internatnl. S.B. Co. Pascagoula, Miss. | American Mineral Spirits Co. (Amsco Nav. Co. *Mgrs.*) | 370·0 \| 52·0 \| 27·5<br>P 19' B 115' F 37' FK | Wilmgton<br>(Del.)<br>Utd. States<br>14 *B Hpt Cem* | T. 3 Cy 24", 40" & 65" – 42" (*s*)<br>180 lb 378 NHP<br>2 SB, *8cf*, HS 5540 FD<br>NB 01 *rebuilt & refitted* 20, *refitted* 38<br>International Marine Iron Works, Houston, Tex. | 27 *v* 6<br>*s* 5 *v* 0½<br>22 *v* 7 | |
| 69581<br>PCPG | **Amstel**<br>*ss* Rot. No. 3–3, 38<br>D.F. 1 *Dk (Stl)* | | 2115<br>1892<br>1253 | ✠100A1<br>~~1,40~~ 11,40<br>✠MC<br>MS 3,38<br>~~BS 7,39~~ 9,40 | Rot<br>Hul | *s* | CL<br>6,39 | 1925<br>5mo | A. Vuijk & Zonen Capelle a/d Ysel | N.V. Houtvaart (Vinke & Co. *Mgrs.*) | 281·3 \| 42·7 \| 19·3<br>P 22' B 64' F 22' FK | Rottrdam<br>Dutch<br>4 *B Hpt Cem pt Asp* | T. 3 Cy. 21", 34½" & 57" – 36" (*s*)<br>210 lb 248 NHP<br>2 SB, *6cf*, GS 106, HS 4054<br>Arnhemsche-Stoomsleepbelling Maats. Arnhem | 21 *v* 4<br>*s* 3 *v* 1½<br>18 *v* 4 | |
| 69582<br>PCPL | **Amstelkerk** (P)<br>*ss* Ham. No. 2–37<br>2 *Dks (Stl)* & *Shelter dk (Stl)*<br>D.F. *Cruiser Stern* | | 4457<br>3215<br>2453 | ✠100A1<br>*with freeboard*<br>2,40 ~~12,39~~<br>LMC<br>MS 1,37 ~~BS 3,39~~ 3,40<br>*Fitted for oil fuel* 2,29<br>*Fitted for carrying oil* | Ams<br>Lon | *y* | CL<br>7,39<br>*F.P.a*<br>*F.P.a* | 1929<br>2mo<br>*Lloyd's*<br>*above* 1 | Nüscke & Co. A.G. Stettin<br>*s & CP*<br>50° F.<br>50° F. *in Deep Tank*<br>*Cell D B 30 1' 726t D T 27' 502t* | Vereenig de Nederlandsche Scheep. Maats. (Holland West Afrika Lijn N.V. *Mgrs.*) | 368·7 \| 53·2 \| 22·0<br>383·7 (O.L.)<br>B 112' F 36' FK<br>(*Coll B H & A.P.*<br>*FPT 80t APT 44t* | The Hague<br>Dutch<br>7 *B Hpt Cem pt Asp B H to Sh dk 4 „ 2nd „ 1 „ 3rd „*) | 2 Steam Turbines DR (*s*)<br>geared to 1 Sc. Shaft<br>225 lb 653 NHP<br>4 SB (Spt), *12cf*, GS 189, FD<br>ns 8439<br>Escher Wyss & Cie. Zürich | 25 *v* 6<br>*s* 2 *v* 1½<br>23 *v* 6½ | |
| 69583<br>PCPR | **Amstelland**<br>*ss* Ams. No. 3–12, 33<br>*ss* Ham. No. 1–37<br>2 *Dks (Stl)* 3 *tr Bin No. 1 hold*<br>*Ref. Mchy.* *Cruiser Stern* | | 8156<br>7532<br>5128 | ✠100A1<br>2,41 ~~3,39~~<br>~~DBS 2,39~~ ✠LMC 2,37<br>✠Lloyd's RMC 1,40<br>BS 2,41 6,40<br>*Fitted for oil fuel* 8,20 | Ham<br>Fal | *d*† | CL<br>~~N 4,38~~<br>N 2,41<br>*F.P.a* | 1920<br>8mo<br>*Lloyd's*<br>*above* 1 | Swan, Hunter & Wigham Richardson, Ld Newcastle<br>*s & CP*<br>50° F. | N.V. tot Voortzetting van den Konink lijken Hollandschen Lloyd<br>*Cell D B 413' 1580t FPT 113t APT 68t* | 470·1 \| 61·5 \| 32·1<br>489·1 (O.L.)<br>P 58' B 317' F 48' FK | Amstrdam<br>Dutch<br>7 *B Hpt Cem* | 2 Steam Turbines DR<br>geared to 1 Sc. Shaft (*s*)<br>200 lb HS 13300 1066 NHP<br>5 SB (Spt), *15cf*, GS 327, FD<br>Swan, Hunter & Wigham-Richardson Ld Mch & Nwc | 34 *v* 10<br>*s* 6 *v* 4½<br>28 *v* 8½ | |
| 69584<br>PCPW | **Amstelstroom**<br>*Oil Eng*<br>*ss* Ams. No. 1–40<br>*Mchy. Aft* 1 *Dk* & *Shelter dk*<br>E.S.D. *Cruiser Stern* | | 395<br>295<br>184 | ✠100A1<br>*with freeboard*<br>4,40<br>✠LMC CS 4,40<br>~~4,40~~ | Ams | *j* | CL<br>4,40 | 1936<br>1mo<br>*Lloyd's* | N.V.C. Van der Giessen & Zonen's Schps Krimpen | N.V. Hollandsche Stoomb. Maats.<br>*Cell D B 120' 158t FPT 24t APT 13t* | 185·6 \| 29·6 \| 8·3<br>*30·7*<br>FK | Amstrdam<br>Dutch<br>4 *B Hpt Cem Coll to Sh dk 3 „ 2nd „*) | Oil Engines 4S.C.SA<br>7 Cy. 15⅜" – 24 3/16" 160 NHP<br>Werkspoor N.V. Ams. | 11 *v* 0<br>*s* *v* 2<br>10 *v* 11 | |
| 69585<br>2157<br>IBEC | **Amsterdam**<br>*ss* Ams. No. 3–12, 33<br>*ss* Ant. No. 1–38<br>2 *Dks (Stl)* & *Shelter dk (Stl)*<br>D.F. *Cruiser Stern* | | 8673<br>7947<br>4711 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>1,40<br>BS 3,39 ✠LMC 6,38<br>*Fitted for oil fuel* 12,21 | Gen | *e*† | CL<br>1,40<br>*F.P.a* | 1921<br>11mo<br>*Lloyd's*<br>*above* 1 | Lithgows, Ld. Port Glasgow<br>*s & CP*<br>50° F. | Fratelli Rizzuto<br>*Cell D B 396' 1946t D T a 39' 1834t* | 492·4 \| 65·5 \| 31·7<br>471·1<br>F 38' *on Shelter dk*<br>FK | Genoa<br>Italian<br>*pt Cem 8 B H to Sh dk* | 2 Steam Turbines DR<br>geared to 1 Sc. Shaft (*s*)<br>220 lb HS 14958 1105 NHP<br>6 SB (Spt), *18cf*, GS 343 FD<br>D. Rowan & Co. Ld. Glasgow<br>Met Vickers Elec Co. Ld. Mch<br>*Turbines by* | 35 *v* 9<br>*s* 5 *v* 11½<br>30 *v* 0½ | |

*New "Empire Otter," see No. 8731 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth Freeboard (midship) / Corresponding draught ft. in. | 15 Dates when Classed, if not in L. R. Date of Refit or Trade Cert |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69586 / PCQF | **Amsterdam** ss Rot. No. 3-10,34 / ss Rot. No. 1-38 / D.F. 2 Dks (Stl) & Mchy. Aft / Web frames Longitudinal framing | 7329 / 6873 / 4372 | ✠100A1 1,40 BS12,39 10,40 | Ams | b† | CL N12,39 | 1922 / 10mo | Armstrong Whitworth & Co.Ld. Newcastle | N.V.Petroleum IndustrieMaats | 440·0 / P95' B32' F46' FK | 57·5 | 34·1 | The Hague Dutch | T.3Cy.28",46"&77"–51" (s) 180lb 627NHP 3SB&1Aux.SB,11cf,HS9562 Armstrong Whitworth FD & Co.Ld.Nwc. | 33 ft 11 s 6 ft 6¾ 27 ft 7 | |
| | | | Carrying Petroleum in bulk Fitted for oil fuel 10,22 | | | F.P. a | Lloyd's SA & CP | | above 150° F. Cell DBuE & B 50' 152 | t DT f598t FPT135t APT42t | | | | | | |
| 69587 / 161037 GNCW | — (P) **TwinSc** ss Gms. No. 2-38 / 2 Dks (Weather dk pt Stl-teak s) 3rd Dk forward of Mchy. space Sub.Sig. Cruiser Stern | 4220 / 3028 / 1989 | ✠100A1 with freeboard 5,40 5,38 12,40 BS4,40 BS4,39 LMC3,38 For Service between & the Hook of | Gms Sou Swa Harwich Holland | w | OG 4,38 | 1930 / 4mo | J. Brown & Co.Ld. Clydebank | London & North EasternRailway Cell DBuE42'55t DTsf48'5 | 350·8 / 365·7 (O.L.) Promenade dk & F268' FK MT12'120t 7t DTsa22'42t FPT 12t APT42t | 50·1 | 26·0 | Harwich British | 4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 215lb FD 1520NHP 5SB,20cf,GS430,HS15033 J.Brown&Co.Ld.Clydebnk | 27 ft 0 s 12 ft 2½ 15 ft 3 | BT till 5,40 5,41 |
| | | | | | | | Lloyd's SA & CP | | | | | | | | | |
| 69588 / 4222 SDGC | — Well deck 1 Dk | 889 / 714 / 496 | | | | | 1903 | W. Lindbergs M.V. Stockholm | StockholmsRederiaktiebSvea (Eman. Högberg, Mgr.) | 209·2 / Q79' B51' H50t F19' WB | 32·1 | 13·2 | Stockholm Swedish | T.3Cy.14 3/16",23 3/8"&38"–25 5/16" 73NHP W.Lindbergs M.V.Skm. | | V |
| 69589 / 223669 KLEC | **Amsterdam Socony** **TwinSc** Oil Eng. D.F. Mchy. Aft / Carrying Petroleum in bulk New middle body electrically welded 1937 | 1199 / — / 753 | | | | | 1924 | Sun S.B. & D.D.Co. Chester, Pa. Rebuilt 1937 | Socony-Vacuum OilCo.Inc. | 252·9 / Q122' B56' F25' FK | 40·1 | 12·8 | New York Utd. States WB | Oil Engines 4S.C.SA 6Cy.13"–18" 98NHP McIntosh&Seymour Corp. Auburn, N.Y | | R |
| 69590 / UOIX | **Amur** (ex Japix-33, ex Eldon) ss Nwc. No. 1-28 / Well deck 1 Dk (Stl) Sub.Sig. | 2917 / 2281 / 1551 | ✠ 2,33 | Kel | t | | 1923 / 11mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees | U.S.S.R. Cell DBuE20' f126'43 | 306·3 / Q122' B56' F25' FK 2t DTa86'799t FPT 6 B Hpt Cem | 45·1 | 22·3 | Vladvostk Russian | T.3Cy.24",40"&65"–42" 335NHP 2SB,3cf,GS142,HS5679 Richardsons, Westgarth& Co.Ld.Hpl. | 24 ft 3 | |
| 69591 / UPLW | — (ex Damptre-35, ex Stokka) 1 Dk | 1931 / 1686 / 1104 | | | | | 1921 | NV Rotterdmsch. Schpw My. Werf II. Rotterdam | U.S.S.R. | 270·0 / P76t H99t F14t WB | 42·2 | 18·4 | Vladvostk Russian | T.3Cy.20",31"&51"–36" 156NHP N.V.v/dKuy&v/dKee's Mchfb.&Schps.Rot. | | |
| 69592 / 114447 VGDQ | — (ex J.H.Plummer, ex VanEyck, ex J.H.Plummer) 2 Dks / Fitted for oil fuel Mchy. Aft | 1643 / 1491 / 1238 | | | | | 1903 | Armstrong Whitworth & Co.Ld. Newcastle | CoastwiseS.S.& BargeCo.Ld. (J. Griffiths&Sons, Mgrs.) | 246·4 / WB | 36·6 | 21·7 | Vancouver British | T.3Cy.20½",33"&54"–36" 175NHP Wllsnd Slpwy.Co.Ld.Nwc. | | |
| 69593 / 143718 MKPF | **Amy Summerfield** ss Liv. No. 3-5,34 / ss Liv. No. 1-38 / Mchy. Aft 1 Dk (Stl) / Well deck Cargo battens not fitted | 407 / 318 / 159 | ✠100A1 12,38 LMC MS12,38 BS12,39 BS 5,40 5,41 | Liv | f | CL 11,38 | 1921 / 3mo | Day, Summers&Co.Ld. Southampton | ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.) | 143·2 / Q47' B9' F24' BK7" FPT48t | 25·1 | 11·6 | Liverpool British | C.2Cy.19"&38"–30" (s) 120lb 60RHP 1SB,3cf,GS64,HS1840 Day,Summers&Co.Ld.Sou. | 12 ft 9 s ft 10½ 12 ft 6 | |
| | | | | | | | Lloyd's SA & CP | | | | | | 3 BH Cem APT3t | | | |
| 69594 / XNBN | **An Kong** (P) (ex CheongOn-37, ex Mondego, ex Standard) 1 Dk & Spar dk | 1492 / 1324 / 882 | | | | | 1905 | Framnes Mek. Værks. Sandefjord | LeeKeeS.S.Co.Ld. | 231·5 / H111t F31t | 35·5 | 19·4 | Shanghai Chinese WB | T.3Cy.18",29"&48"–33" 132NHP Akers.Mek.Værks.Oslo | | |
| 69595 / XNFS | **An Lee** (ex HwahHsin, ex Sexta) 1 Dk & Spar dk | 1668 / 1442 / 977 | | | | | 1905 | Schiffsw. v. Henry Koch Lübeck | ChingKeeS.N.Co. Ld. | 265·7 / P30' B75' F38' WB | 37·8 | 18·3 | Chefoo Chinese | T.3Cy.20½",33½"& 53½"–33½" 164NHP J.F.Ahrens, Altona | | |
| 69596 / XNFS | **An-Shing** (ex Minerva) **TwinMasts** 2 Dks / Longitudinal framing | 2821 / 2215 / 1794 | | | | | 1909 | W. Hamilton&Co.Ld. Pt.Glasgow | AnTungS.S.Co. | 327·6 / Q110' B86' F41' WB | 44·2 | 18·5 | Shanghai Chinese | T.3Cy.21",35"&57"–29" 203NHP D.Rowan&Co.Glasgow | | |
| 69597 / KJBK | **Anacortes** ~~ex Empire Mallard~~ ~~ex Nor 00999 ill Stat~~ ~~Dks~~ ~~Mchy. Aft~~ Sub.Sig. Longitudinal framing | 4889 / ~~4283~~ / 3527 | ✠ ~~Not classed~~ Statement 6,21 | | | | 1918 / 9mo | Todd D.D.& Const.Corp. Tacoma, Wsh. | ~~United States~~ ~~Maritime~~ ~~Commission~~ WB | 379·8 / P39' B102' F42' FK | 53·1 | 27·0 | British | T.3Cy.24",40"&70"–48" Seattle Const. 472NHP & Dry Dock Co. Seattle | 29 ft 4 | R † |
| 69598 / 163570 GYDG | **Anadara** ss Sng. No. 1-39 / Mchy. Aft Oil Eng. / 1 Dk 2nd dk clear of cargo tanks D.F. E.S.D. Cruiser Stern / Longitudinal framing at bottom & at deck | 8009 / 7213 / 4767 | ✠100A1 5,41 LMC CS4,39 DBS5,41 12,39 Carrying Petroleum in bulk | Bkn Fal | e† | CL 3,38 12,40 | 1935 / 2mo | Harland& Wolff, Ld. Glasgow | Anglo-Saxon PetroleumCo.Ld. Cell DBuE69' 159t | 465·1 / 483·2 (O.L.) P93' B46' F48' FK DTf 25'289t FPT1 44t APT88t | 59·4 | 33·9 | London British 15 BH DB180lb | Oil Engines 4S.C.SA 8Cy.25 5/16"–55 1/8" 502NHP Harland& Wolff, Ld.Gls. | 34 ft 0 s 6 ft 8¾ 27 ft 6 | |
| 69599 / UOFX | **Anadir** (P) Sub.Sig. Cruiser Stern 2 Dks | 3554 / 2993 / 1963 | | | | | 1930 | Baltic S.B. &E.Works Leningrad | U.S.S.R. | 314·7 / P43' B95' F37' WB | 46·1 | 26·1 | Vladvostk Russian | T.3Cy.22 7/16",37"&59 1/16"–39 3/8" 219NHP Baltic S.B.&E.Works,Len. | | |
| 69600 / TCAJ | **Anadolu** (ex Anatolie II, ex Leopold, ex Doob, ex Triton, ex Clio) | 631 / — / 348 | | | | | 1896 | J. Laing Sunderland | Mustafa ve Ahmet ve Vehbi Aldikaçti | 185·0 / Q64' B45' F26' WB | 27·6 | 12·5 | Istanbul Turkish | T.3Cy.16½",26½"&43½"–30" 103NHP G.Clark, Ld.Sunderland | | |
| 69601 / ~~FQHA~~ GLZL | **Anadyr** (ex Redsea-38) ss Lth. No. 1-34 / 1 Dk (Stl) & Shelter dk (Stl) | 5321 / 4758 / 3224 | ✠ ... 7,38 | Lon | a† | | 1930 / 4mo | Nthmblnd S.B.Co. (1927) Ld. Newcastle | Ministry of Shipping (H.Hogarth & Sons, Mgrs.) Cell DB DTa23'904t | ~~412·7~~ ~~412 · 8~~ / F34' FK 373'1204t FPT94t APT154t | ~~55·1~~ ~~55 · 3~~ | ~~26·4~~ ~~26 · 6~~ | Glasgow British 7 BHpt Cem Coll to Sh dk 6 „ 2nd „ | Q4Cy.23",32½",47"&68"–48" 456NHP 3SB,6cf,GS111,HS6240 N.F.Marine Eng Co Ld.Nwc | 28 ft 6 | V † |
| 69602 / TCAB | **Anafarta** (P) (ex Skerryvore) Wireless 2 Dks | 1354 / — / 637 | | | | | 1898 | Caledon SB.&E.Co.Ld Dundee | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 250·0 / P&B160' F50' WB | 35·6 | 16·3 | Istanbul Turkish | T.3Cy.25",40"&65"–48" 293NHP Caledon SB.&E.Co.Ld.Dun | | |
| 69603 / | **Anakan** (ex Enidtown-39) Oil Eng. / Mchy. Aft 1 Dk / Cruiser Stern | 795 / 545 / 485 | ✠100A1 6,40 5,40 LMC9,38 | Man | j | CL | 1938 / 9mo | NV Schpsw Gebr v/d Werf Deest | ManilaS.S.Co. Inc. (Elizalde&Co. Inc. Mgrs.) Cell DB125'185t | 191·9 / 198·8 (O.L.) P43' Q81' F21' FK DT 60t APT40t | 29·1 | 12·0 | Manila Utd. States 4 BH Cem | Oil Engines 4S.C.SA 6Cy.14¾"–21⅝" 127NHP | 13 ft 6 s 4 ft 6¾ 13 ft 0½ | |
| | | | | | | | Lloyd's SA & CP | | | | | | | Mtrn Werke Mannheim A G | | |
| 69604 / 171165 MBZM | **Analock** (ex Anaconda-38) ss Shi. 2nd No. 3-9,38 / 1 Dk & Shelter dk Longitudinal framing | 6638 / 5669 / 3983 | ✠100A1 Shelter dk with freeboard 10,39 BS10,39 LMC9,38 | Yka | z | CL 6,38 | 1919 / 10mo | Federal S.B.Co. Kearny, N.J. | G.E.Marden (Wheelock&Co. Ld. Mgrs.) Cell DB331'1512t | 396·6 / P45' B110' F38' on Shelter dk FK FPT187t APT175t | 55·2 | 31·3 | Shanghai British 7 B Hto Sh dk pt Cem | 2 steam turbines DR geared to 1 sc. shaft 210lb (s) FD 3SB(Spt)9cf,GS185,HS8934 Mid. West Eng. Co. Indianapolis | 34 ft 11 s 8 ft 0½ 27 ft 1 | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts | 4 Tonnages Officiels. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Termes assignés matériaux, engins. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. VHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord en milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69605 UPHF | **Anastas Mikoyan** (*ex*Piatiy Krabolov, *ex*Benavon) | *ss*Lth.2ndNo.3–1,29 1 *Dk(Stl)&Spar dk(pt Irn&pt Stl)&deep framing* | 4153 3546 2472 | ✠ — 9,31 ✠ | Kob | *w* | | 1905 9mo | Bartram& Sons Sunderland | U.S.S.R. *Cell D Ba 120'u E&F B42'* | 376·2 45·9 26·4 P35'B135'F38' FK *f154'868t A P T55t* | Vladvostk Russian | T.3Cy.25',42'&68'–48' 352NHP 2SB,*8cf*,GS168,HS5500 6 *B H Cem* (5 *to Sp dk* 1 „ *M* „) J.Dickinson&Sons,Ld.Sld. | 28 ″ 6 | |
| 69606 PCQM | **Anastasia** Twin Sc *Oil Eng.* **E.S.D.** *ss*Sng.No.2–39 *Mchy.Aft* 1 *Dk(Stl)* *Longitudinal framing at bottom & at deck* | | 3029 2282 1605 | ✠100A1 7,40 ~~11,39~~ DBS 7,40 *Carrying Petroleum in bulk* | Bat LMC CS2,39 2,39 | *t* 2 | CL 10,39 | 1930 12mo | N V Burger hout's M.&S. Rotterdam *Lloyd's S.A&CP* | Nederl.-Indische Tankstoomboot Maats. *Cell D Bu E52'136t F P T 68t A P T 68t* | 305·8 50·1 19·3 P86'F50' FK *Trunk 169'* | Curacao Dutch | Oil Engines 4S.C.SA 12Cy.18½″–35½″ 380NHP 11 *B H pt Cem* D B *made 21 refitted 39–120lb* Werkspoor,Amsterdam | 19 ″ 3 s 1 ″ 9¼ 17 ″ 7½ | |
| 69607 SYGX | **Anastassia** (*ex*King City, 14 *ex*Quarrydene) *ss*Gls.No.3–1,18 1 *Dk&deep framing* | | 2883 2722 1822 | ✠ ... 12,20 ✠ | | | | 1905 5mo | Bartram& Sons Sunderland | C.Choremis (J.Livanos&Sons, Ld. *Mgrs.*) | 331·0 48·0 21·5 P29'B190'F37' FK | Hydra Greek *WB* | T.3Cy.23½″,39″&64″–42″ 291NHP Blair&Co.Ld.Stockton | 24 ″ 0 | C † |
| 69608 46 SVGK | **Anastassios Pateras** (*ex*Svorono, *ex*Ennisbrook) | *ss*Rou.2ndNo.3–8,39 1 *Dk(pt Stl pt Irn)* | *3382* 3183 2127 | ✠100A1 1,41 ~~2,39~~ ✠LMC MS8,39 BS5,~~66~~ 3,41 | Rou Bry | *v* | CL ~~3,38~~ 1,41 | 1914 7mo | J.Blumer& Co. Sunderland *Lloyd's S.A&CP Interm.* | Anastassios Pateras&Sons *ediate B H in after Cell D Ba 123'u E25'* | 348·5 48·7 22·9 P35'B106'F30' FK *hold dispensed with f149'861t F P T59t* | Chios Greek *Cem 5 B H only A P T108t* | T.3Cy.24″,40″&65″–42″ (*s*) 180lb 301NHP 2SB,*6cf*,GS116,HS4700 N.E.MarineEng.Co.Ld Sld. | 25 ″ 4 s 4 ″ 2½ 21 ″ 4 | |
| 69609 LKCD | **Anatina** *Oil Eng.* **D.F.** 1 *Dk&Shelter dk* *Cruiser Stern* | | 4986 4368 2971 | | | | | 1939 | Öresunds-varvet Aktiebolag Landskrona | A/S Anatina (M.Chr.Stray) | 438·4 57·4 22·5 P20'F32' | Krstnsand Norwegian *WB* | 4 Oil Engines 2S.C.SA 24Cy.13⅜″–22 7/16″ with electro-magnetic slip couplings & SR gearing 752NHP Atlas Diesel A/B,Skm. | | N |
| 69610 | **Anatoli Serov** (*ex*Garthorpe–39, *ex*John Holt–37) **D.F.** | *ss*Liv.No.2–33 2 *Dks(Stl–Wthr dk teaks)* | 2922 2630 1794 | ✠ — 10,39 ✠ | Liv | | | 1926 1mo | Smith's Dock Co.Ld. Middlesbro' | U.S.S.R. *Cell D B 263'520t F P T 50t A P T 26t* | 310·0 44·6 24·3 F29' FK | Petropav-lovsk Russian *Cem 6 B H to W dk* | T.3Cy.21½″,35″&59″–39″ 256NHP 2SB,*6cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb. | 26 ″ 4 | |
| 69611 ~~D.C.S.~~ | **Anatolia** Sub.Sig. | 2 *Dks* | 2446 2189 1421 | | | | | 1923 | Akt.Ges. "Weser" Bremen | Cia.Argentina de Navegación Lloyd Argentino Sociedad de Responsabilidad Ltda. | 315·8 46·1 18·8 P59'B24'F37' | Bns.Aires Argentine *WB* | T.3Cy.22¾″,36¼″&60½″–39½″ 228NHP Akt.Ges."Weser,"Bremen | | G |
| 69612 WTWY | **Ancap II** (*ex*Audax–35, *ex*Marit,*ex*Stolt) **D.F. E.S.D. GyC.** | 3 Mst *ss*Lth.No.3–5,27 1 *Dk(Stl)* *Carrying Petroleum in bulk* | *482* 335 262 | ✠ — 5,34 ✠ | CTn | *g* | | 1915 11mo | N V Schpsw De Merwede Hardinxveld | Administración Nacional de Combustibles Alcohol y Portland | 156·6 25·1 10·8 Q97'F20' FK | M.Video Uruguayan *3 B H Cem F P T 43t* | T.3Cy.13″,20″&33″–24 74NHP 1SB,*3pf*,GS51,HS1364 Verschure&Co.Ams. | 11 ″ 11 | |
| 69613 131320 GPZB | **Anchises** (P) Twin Sc **D.F.** *Ref.Mchy.* | 3 *Dks* | 10000 8436 6213 | | | | | 1911 | Workman Clark&Co.Ld Belfast | Ocean S.S.Co.Ld. (A.Holt&Co *Mgrs*) | 493·0 60·4 37·1 P47'B199'F63' | Liverpool British *WB* | T.6Cy.24″,40″&68″–48″ 640NHP Wrkman,Clark&Co.Ld Bel | | BT till 2,41 |
| 69614 238556 WTWY | **Ancon** (P) Twin Sc *Fitted for oil fuel* **D.F. E.S.D. GyC.** *Ref.Mchy.* | 5 *Dks* *Cruiser Stern* | 10021 — 5925 | | | | | 1939 | Bethlehem Steel Co.(S.B. Division) Quincy,Mass. | Panama Railroad Co.Inc. | 474·7 64·1 38·5 | New York Utd.States *WB* | 4 DR geared steam turbines 2270NHP Bethlehem Steel Co.(S.B. Division) Quincy,Mass. | | R |
| 69615 ~~11'26~~ WCCI | — (P) (*ex*Shawmut) Twin Sc **D.F.** Sub.Sig. | *see No. 8807 in Vol. II—* *Fitted for oil fuel* 3 *Dks* | 9640 — 7531 | | | | | 1902 | Maryland Steel Co. Sparro'Pt Md | Panama Canal Railroad Co.Inc. *Mgrs.*) | 489·5 58·0 28·9 B178' | New York Utd.States *WB* | T.6Cy.23½″,39½″&63″–45″ NB18 533NHP Maryland Stl.Co.Sparr.Pt. | | |
| 69616 163559 GYDK | **Ancylus** *Mchy.Aft* **D.F. E.S.D.** *Cruiser Stern* 1 *Dk 2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* | *Oil Eng.* *ss*Bkn.No.1–40 | 8017 7221 4784 | ✠100A1 3,40 ✠LMC CS3,39 DBS 3,39 *Carrying Petroleum in bulk* | Bkn | *c†* | CL 4,38 | 1935 1mo | Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's S.A&CP* | Anglo-Saxon Petroleum Co.Ld. *Cell D Bu E55'137t* | 465·0 59·4 33·8 P93'B46'F48' FK *DTf 25'270t F P T 141t A P T 92t* | London British 15 *B H* *180lb* | Oil Engines 4S.C.SA 8Cy.25 7/16″–55½″ 502NHP DB Hwthrn,Leslie&Co Ld Nwc | 34 ″ 0 s 6 ″ 8½ 27 ″ 6 | |
| 69617 149782 GMVB | **Andalucia Star** (P) Twin Sc (*ex*Andalucia) *Ref.Mchy.* **D.F. E.S.D.** | *ss*Lon.No.3–11,38 5 *Dks 3rd & 5th dks omitted in foremost hold* *Cruiser Stern* | 14943 12358 9259 | ✠100A1 *with freeboard* 9,40 ~~11,39~~ ✠LMC MS7,38 BS4,~~39~~ 3,40 ✠Lloyd's RMC 5,41 No. 1a forecastle, Nos. 1a & 6 shelter 'tween dks. ~~No. 5 after shelter 'tween dks. spaces.~~ No. 3 shelter trunk. No. 4 trunk & Nos. 4 & 5 bridge dks. for temp. 32° F. *Fitted for oil fuel 3,27 F.P. above 150° F.* | Lon Liv | | CL 6,38 | 1927 3mo | Cammell Laird&Co.Ld. Birkenhead *Lloyd's S.A&CP* | BlueStarLine,Ld. | 578·9 68·3 42·7 597·7(O L.) B266'F142' FK len35 ( *Duct keel forwd. of* | London British 10 *B H Cem* *Coll to W dk* 9 „ *2nd*) „ *mchy.space* *Cell D B* | 4 Steam Turbines S R geared to 2Sc.Shafts (*r*) 1909NHP 200lb FD HS26680 3D&1SB,*28cf*,GS490 CammellLaird&Co.Ld.Bkn 488'1942t *F P T 105t A P T 84t* | 46 ″ 0 s 18 ″ 4½ 28 ″ 1 | BT till ~~6,40~~ 6,41 |
| 69618 228 IBEB | **Andalusia** (*ex*Australplain, *ex*Ardanmhor) **D.F.** | 1 *Dk&Spar dk* | 4499 4185 2807 | | | | | 1907 | D&W Hendersn&Co.Ld Glasgow | D.Tripcovich&Ci. Soc.Anon.di Nav. Rimorchi e Salvataggi | 397·7 50·5 17·7 385·2 26·4 P45'B110'F40' | Trieste Italian *WB* | T.3Cy.25',41'&67'–48' 311NHP D&W.Hendersn&Co Ld Gls | | CI |
| 69619 140557 GRBW | **Andalusian** *Cruiser Stern* 2 *Dks* | | 3082 2872 1899 | | | | | 1918 | Earle's Co. Ld. Hull | Ellerman Lines,Ld. (Ellerman&Papayanni Lines,Ld. *Mgrs.*) | 321·5 45·2 24·2 P78'B108'F83' | Liverpool British *WB* | T.3Cy.20½″,35½″&61″–42″ 241NHP Earle's Co.Ld.Hull | | C |
| 69620 145934 GJBX | **Andania** (P) Twin Sc *ss*Liv.No.3–12,34 *ss*Liv.No.1–38 2 *Dks(Stl)&Shelter dk(Stl–ws)* 3rd *dk(Stl) in holds except* *Ref.Mchy.* **GyC.** *in Nos.4&5* **D.F. E.S.D.** Sub.Sig. | | 13950 10713 8245 | ✠100A1 *Shelter dk* *with freeboard* 9,39 BS12,38 ✠LMC 2,38 Lloyd's RMC 7,39 *Fitted for oil fuel 5,22 F.P. above 150° F.* | Liv | *h†* | CL 1,38 | 1922 5mo | Hawthorn Leslie&Co Ld. Newcastle *Lloyd's S.A&CP* | Cunard White Star,Ld. *Cell D B 450'1746t Tanks in way of tu* | 520·2 65·3 39·2 B&F426'*on Sh dk* *Prom. dk 243'* FK *DTf 1409t nnels 45'384t F P T 105t A P T 40t* | Liverpool British *pt Cem* 10 *B H to Sdk* | 4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb 1660NHP 2DB&2SB,*24cf*,HS19902 FD Hwthrn,Leslie&C.Ld.Nwc | 43 ″ 0 s 11 ″ 10½ 31 ″ 6½ | |
| 69621 | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidship. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Interval of Special Port |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69622<br>146229<br>GBPQ | **Andelle**<br>ssShl.No.3–1,35<br>ssSld.No.1–39<br>*Mchy.Aft Well deck 1Dk(Stl)*<br>*Cargo battens not fitted* | 1832<br>1381<br>992 | ✠100A1 4,39<br>✠LMC4,39 | Sld | *q* | CL 10,37 | 1922 1mo | S.P.Austin &Son,Ld. Sunderland | ~~WestwickS.S.Co. Ld.(James Westoll,Ld.Mgrs.)~~<br>*Lloyd'sA&CP* | 260·0\|37·5\|17·5<br>Q154'F30' FK<br>*CellDB215'503t M* | Sunderlnd British<br>5 *BHCem*<br>*T10' 224t FPT140t APT56t* | T.3Cy.20½",33"&54"–39" 180lb (s) 205NH<br>2SB,*6pf*,GS87,HS3268<br>Richardsons,Westgarth& Co.Ld.Sld | 19 " 8<br>s 6 " 5<br>18 " 2½ | |
| 69623<br>LKEN | **Andenes**<br>*OilEng.*<br>*Mchy.Aft 1Dk&Shelter dk*<br>*CruiserStern* | 863<br>676<br>420 | | | | | 1939 | Moss Værft &Dokk,A/S Moss | Vesteraalens Dampskibsslsk. | 214·2\|34·7\|13·8<br>*WB* | Stokmark-nes Norwegian | Oil Engines 4S.C.SA 7Cy.14⅜"–21⅝" 141NH<br>Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | N |
| 69624<br>LKFE | **Anders Jahre**<br>D.F. E.S.D. *OilEng.*<br>*Mchy.Aft CruiserStern 1Dk*<br>*Carrying Petroleum in bulk* | 9970<br>9199<br>5908 | | | | | 1939 | Bremer Vulkan Vegesack | SkibsA/SSnefonn (Sig.Bergesen d.y. &Co.*Mgrs.*) | 492·9\|66·1\|36·5<br>P113'F74' | Stavanger Norwegian<br>*WB* | Oil Engines 2S.C.DA 6Cy.23⅝"–43 1/16" 1163NH<br>BremerVulkan,Vegesack | | N |
| 69625<br>LCDE | **Anderson**<br>*Fitted for oil fuel*<br>D.F. 3*Dks* | 1694<br>976<br>933 | | | | | 1925 | Bergens Mek.Værks Bergen | SkibsA/S Byfjord (KorneliusOlsen, *Mgr.*) | 255·1\|35·6\|15·3<br>P19'F26' 22·3 | Stavanger Norwegian<br>*WB* | T.3Cy.23",37"&63"–39" 248NHP<br>BergensMekVærksBergen | | N |
| 69626<br>167337<br>GQCV | **Andes** (P) TwinSc<br>D.F. E.S.D. GyC.<br>*Ref.Mchy. CruiserStern 5Dks*<br>*(Topsides&Bridge dks Special QualitySteel)*<br>*Butts of bridge dks electrically welded* | 25689<br>17235<br>14787 | ✠100A1 *withfreeboard* ~~4,11~~ 3,39<br>✠LMC9,39<br>✠Lloyd'sRMC9,39 7,40<br>BS11,40<br>*Fitted for oil fuel* 9,39 | Bel | *r*† | CL<br>*F.P. above* | 1939 9mo 12mo *Lloyd* | Harland& Wolff,Ld. Belfast | RoyalMailLines, Ld.<br>*sA&CP* | 643·3\|83·5\|43·6<br>669·3(O.L.)<br>B&F573' FK&BK2'<br>*UpperBridge357'*<br>*UpperFo'csle73'*<br>150° F. *CellDB521'2466t* | London British<br>11 *BHptCem*<br>*(Coll toWdk 10 „ 2nd „)*<br>*DTf25'157t Tanks in wayofTunnels1570t FPT150t APT222t* | 6 steam turbines SR geared to 2 sc. shafts 5599NHP<br>3WaterTubeBoilers485lb (Spt440lb)*200lb*HS33735 FD<br>Harland&Wolff,Ld.Bel. | 47 " 6<br>18 " 6⅔<br>29 " 3 | |
| 69627<br>164526<br>GYMQ | **Andino** TwinSc<br>GyC. Sub.Sig. E.S.D.<br>*Mchy.Aft CruiserStern 1Dk*<br>*Longitudinal framing at bottom & at deck*<br>ssN.Ns.No.1–40 | 4569<br>3416<br>2227 | ✠100A1 10,40 ✠LMC<br>BS4,40 MS8,38<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 9,35* | NNs | *x* | CL<br>s2,38<br>P9,39<br>*F.P. above* | 1935 9mo<br>*Lloyd'sA&CP*<br>150° F. *CellDBuE&B58'158t D* | Howaldts-werkeA.G. Kiel | LagoShippingCo. Ld.~~(F.J.Wolfe, Mgr.)~~ (R.A.Carder,*Mgr.*) | 362·0\|64·2\|17·8<br>P87'B36'F31' FK<br>*Trunk in wells*<br>*Tf30'503t FPT162t APT189t* | London British<br>8 *BHptCem ptAsp* | T.6Cy.20½",32½" &54⅝"–37½" 225lb (s) 416NHP<br>2WTB HS6997 FD<br>HowaldtswerkeA.G.Kiel | 18 " 0<br>s 1 " 6½<br>16 " 7¾ | |
| 69628<br>165575<br>MMLX | **Andoni**<br>*OilEng.*<br>*Mchy.Aft 1Dk*<br>*CruiserStern* | 678<br>~~1,115~~ ~~1,140~~<br>414<br>347 | ✠100A1 3,41 ~~Cdf~~ Bkn<br>✠LMC9,37<br>✠LMC(M)1,40 | Goo | *j* | OG ~~3,38~~<br>12,40 | 1937 9mo | GooleS.B. &RepgCo.Ld. Goole<br>*CellDB115'215t F* | T.E.Evans&Co.Ld. | 181·0\|30·1\| 9·2<br>187·1(O.L.)<br>P49'Q107'F20' FK<br>*PT54t APT62t* | London British<br>3 *BHCem* | Oil Engines 2S.C.SA 7Cy.9½"–16½" 61RHP<br>BritishAuxiliaries.Ld.Gls. | 11 " 9<br>s4 " 3¼<br>11 " 6½ | |
| 69629<br>FOAD | **André Lebon** (P) TwinSc<br>*Fitted for oil fuel*<br>D.F. GyC. 4*Dks*<br>*Ref.Mchy.* | 13682<br>—<br>7375 | | | | | 1913 | Message. Maritimes LaCiotat | Soc.desServices Contractuels des Messageries Maritimes | 508·2\|61·6\|45·8<br>B252' | Marseilles French<br>*WB* | Q.8Cy.30⅜",43½",62½"&88½"–53" 1140NHP<br>Message.Marit.LaCiotat | | V |
| 69630<br>UNZE | **Andre Marti** (*ex*Trotsky, *ex*Ashwin,*ex*WarDrum) ssLon.No.2–26<br>*Well deck 1Dk* | 2352<br>1766<br>1351 | ✠ ... 9,30<br>✠ | | | | 1918 12mo | S.P.Austin &Son,Ld. Sunderland | U.S.S.R. | 285·0\|42·1\|19·1<br>P25'Q72'B66'F32' FK | Leningrad Russian<br>*WB* | T.3Cy.22",36"&59"–39" 266NHP<br>Richardsons,Westgarth& Co.Ld.Sld. | 21 " 2 | |
| 69631<br>FNXK | **André Moyrand**<br>*OilEng.*<br>*1Dk,2ndDk inNos.1&4holds* | 2471<br>1952<br>1452 | ✠ ... 12,38<br>✠ | | | | 1927 2mo | Atel.&Ch. deFrance Dunkirk | Soc.Anon.de Gérance et d'Armement | 288·2\|45·6\|18·3<br>P29'B63'F38' FK<br>*WB* | Dunkirk French | Oil Engines 4S.C.SA 6Cy.19½"–49⅜" 222NHP<br>Akt.Burmeistr&Wain,Cpn | 21 " 0 | V<br>† |
| 69632<br>167810<br>~~FOCA~~<br>~~GMQL~~ | **André Thomé** (*ex*DéputéAndré Thomé)<br>1*Dk* | 2012<br>~~1586~~<br>1182 | | | | | ~~1920~~ 1921 | Govern-ment Yard Brest | Ministry of Shipping(BritishContinentalCoal&InvestmentsCo.Ld. *Mgrs.*) | 270·3\|39·4\|19·6<br>P19'B54'F23' | ~~Rouen~~ ~~French~~ Cardiff British | T.3Cy.18 1/16",29⅝"&49½"–37¼" Etablissements d'Indret, Indret | | V |
| 69633<br>1829<br>1BXA | **Andrea**<br>(*ex*GermaineL.D., *ex*Eastney) 1*Dk(Stl)&Shelter dk(Stl)*<br>D.F. | 5152<br>4927<br>3124 | ✠ ... 12,34<br>✠ | Gen | *x* | | 1921 2mo | Nthmblnd S.B.Co.Ld. Newcastle | "Corrado"Soc. Anon.diNav. | 387·7\|51·3\|31·7<br>375·0 F31' FK<br>*CellDBa133'u* | Genoa Italian<br>*Cem*<br>*Collision BHtoSh dk* | T.3Cy.25",41"&69"–48" 370NHP<br>3SB,*9cf*,GS155,HS5883<br>Wllsnd.SlpwyCo.Ld.Nwc. | 34 " 1 | I<br>† |
| *Note* "Empire Adventure," *see No.* 87946 *in Supplement* | | | | | | | | | | | | | | | | |
| 69634<br>LKLC | **Andrea Brövig**<br>*OilEng.*<br>D.F. E.S.D. 1*Dk*<br>*Mchy.Aft CruiserStern*<br>*Butts of shell & deck plating elec.welded* | 10173<br>9347<br>6083 | ✠100A1 ~~6,40~~ 2,40 11,40 ~~NXK~~ Grk<br>✠LMC2,40<br>*CarryingPetroleum in bulk* | Got | *e*† | CL | 1940 2mo | A/B Göta-verken Gothenburg | Partrederiet "Brövigtank" (Th.Brövig,*Mgr.*) | 496·1\|64·4\|38·7<br>515·2(O.L.)<br>P96'B36'F64' FK | Farsund Norwegian<br>11 *BH* | Oil Engines 2S.C.DA 5Cy.24⅞"–55½" 1030NHP<br>2DB*150lb*<br>A/B Götaverken,Got. | 38 " 2<br>s 8 " 8½<br>29 " 8 | |
| 69635<br>311<br>IJQT | **Andrea Contarini** (*ex*Cato-38, *ex*Fink)<br>1*Dk* | 1417<br>—<br>829 | | | | | 1913 | Stettiner Oderwerke Stettin | SalvagnoAnonima Navigazione | 238·8\|36·4\|15·1<br>230·9<br>Q75'B101'F29' | Venice Italian<br>*WB* | *CellDBuE88' 342t Wing tanks in ER545t DT f24'328t FPT130t APT390t*<br>T3Cy16 5/16",27⅝"&43 7/16"–31½" 105NHP<br>StettinerOderwerke | | CI |
| 69636<br>218067<br>KIFV | **Andrea F. Luckenbach**<br>*Fitted for oil fuel* TwinSc<br>D.F. 2*Dks*<br>GyC. *CruiserStern* | 6565<br>—<br>4052 | | | | | 1919 | Bethlehem S.B.Corp.Ld Quincy,Mass | LuckenbachS.S. Co.Inc. | 496·0\|68·2\|23·3<br>B74' 37·2<br>*WB* | NewYork Utd.States | 4 Steam Turbines SR geared to 2 sc. Shafts<br>BethlehemS.B.Corp.Ld. | | R |
| 69637<br>93<br>IBGD | **Andrea Gritti**<br>*OilEng.*<br>D.F. GyC. 1*Dk&Shelter dk*<br>*CruiserStern* 3rd dk in No. 1 hold<br>*Butts of shell & decks elec. welded*<br>*Longitudinal framing at decks* | 6338<br>5344<br>3707 | ✠100A1 *withfreeboard* 12,39 ✠LMC12,39<br>*Carrying oil fuel F.P. above* | Mfl | *c*† | CL | 1939 12mo<br>*Lloyd'sA&CP*<br>150° F. *in deep tank* | Cantieri Riuniti Dell'Adriatico Monfalcone | SocietàItaliana di Armamento "Sidarma" | 470·7\|60·6\|23·6<br>(O.L.) 60·7\| 26·0<br>F36' FK<br>*CellDB380'1151t* | Fiume Italian<br>8 *BHptCem*<br>*(Coll toSh dk 7 „2nd „)*<br>*MT28'1275t FPT131t APT227t* | Oil Engines 2S.C.DA 6Cy.25 1/16"–45 1/16" 1328NHP<br>DB*100lb*<br>Soc An "Fiat"S.G.M.Turin | 29 " 10<br>s 3 " 11<br>26 " 1½ | |
| 69638<br>195<br>IJRG | **Andrea Sgarallino** (P)<br>1*Dk* | 731<br>689<br>341 | | | | | 1930 | Soc.Odero TerniOrlando Leghorn | Soc.Anon.Nav. Toscana | 194·7\|28·3\|19·8<br>184·7 | Leghorn Italian | T.3Cy.16",26½"&43"–30" 101NH<br>Odero-Terni-Orlando, S.A.Leghorn | | I |
| 69639<br>105<br>SVGP | **Andreas**<br>(*ex*NewMexico–33) ssNwc.No.3–10,33<br>ssRot.No.1–37<br>1*Dk(Stl)&Shelter dk(Stl)*<br>*Straight frames & bevelled bilge*<br>*Tonnage opening closed37 CruiserStern*<br>*Hatch covers dispensed with in tween dks* | *6566*<br>*6230*<br>*4044* | ✠100A1 *Shelter dk withfreeboard* 3,39<br>BS2,41<br>~~BS2,40~~ ✠LMC3,37<br>*Carrying vegetable oil in deep tank* | Rot | *a*† | CL<br>~~3,37~~<br>2,41 | 1919 8mo<br>*Lloyd'sA&CP* | Harland& Wolff,Ld. Belfast | IonionS.S.Co.Ld. | 412·6\|55·8\|34·4<br>427·8(O.L.)<br>F40'*onShelter dk*<br>*CellDB343' 1571t D* | Argostoli Greek<br>*Cem*<br>2 *BHtoSh dk*<br>6 „ „ *U* „<br>*Ta23' 858t FPT91t APT126t* | T.3Cy.27",44"&73"–48" (s) 180lb 517NH<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38 " 0<br>s10 " 0<br>28 " 3½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appel. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Numéros de code, si différents de ceux de la 1re Partie |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69640 HPIR | **Andreas** (*ex*IndianPrince–36, *ex*Glenlyon) Sub.Sig. **E.S.D.** *Mchy.Aft* | *ssLiv.No.3–10,29 ssAvn.No.2–36* 2*Dks*(*Stl*) | *4937 4639 3139* | ✠100A1 6,40 ~~11,00~~ MS11.36 | Ant NYk LMC BS10.32 6,39 | *y* | CL 10,39 | 1917 9mo *Lloyd's* | C.Connell &Co.Ld. Glasgow *sA&CP* | ~~A.J.Cosmos~~ Cia.Maritima SamsocLtda. *Cell DB* 344′ 1066*t* | 400·3\|53·0\|27·3 P35′B121′F45′ FK *een dk BH in after hold dispensed with Ta* 33′ 890*t APT* 24*t* | Panama Pnamanian *Cem* 5*BH to U dk* 1 „ „ 2*nd* „ | T.3Cy.27″,43″&72″–48″ (*s*) 180lb ~~200~~ 510NH HS8,9*cf*,GS150,HS7647 FD Dunsmuir&Jackson,Ld Gls *only* | 29 ″ 7 ‹ 5 ″ 8 24 ″ 2 | |
| | *"Wakatu Maru," see No. 90607 in Supplement* | | | | | | | | | | | | | | | | |
| 69641 232231 WHFY | **Andree** (*ex*Wm.F.Kenny–35) *Mchy.Aft* GyC. | **TwinSc** *Oil Eng.* 1*Dk* | 1423 — 1212 | | | | | 1933 | UnitedDry DocksInc. (StatenIslnd. Plnt)Marinrs Harbor,N.Y. | PerryS.S.Co. | 209·0\|43·0\|13·5 len34 | | | NewYork Utd.States | Oil Engines 4S.C.SA 12Cy.14″–16″ 220NH WintonEng.Corp.Clevelnd | | R |
| 69642 UOAB | **Andrei Jdanov** Ⓟ (*ex*AlexeiRikov–37) *Ref.Mchy.* Sub.Sig. | *Oil Eng.* 2*Dks* | 3870 2889 2249 | ✠ ... 12,30 | | | | 1928 7mo | Severney S.B.Yard Leningrad | U.S.S.R. | 324·6\|48·0\|25·9 P48′B96′F36′ FK | | | Leningrad Russian *WL* | Oil Engines 2S.C.SA 6Cy.25⅝″–33½″ 692NH Russian Diesel Works,Len | 28 ″ 0 | |
| 69643 136 YLCG | **Andrejs Kalnins** (*ex*Vilnis–35, *ex*Onda–33) 1*Dk*(*pt Irn&pt Stl*)*&deep framing* *ssRga.No.1–40 Cargo battens not fitted* | *ssLie.2ndNo.3–6,35* | 3002 2581 1726 | ✠100A1 5,10 ~~6,38~~ BS2.39 | Rot Rga LMC6 ~~7.35~~ 5,40 | *u* | CL 8,39 | 1907 8mo *Lloyd's* | ClydeS.B. &E.Co.Ld. Pt.Glasgow *sA&CP* | A.Kalnins (M.Kalnins, *Mgr.*) *Cell DBa* | 315·3\|47·0\|21·0 P37′B94′F31′ FK 106′*uE*18*f* 134′703*t* | Riga Latvian 5*BH Cem APT* 54*t* | T.3Cy.23″,38″&61″–42″ (*s*) 180lb 269NH 2SB,6*cf*,GS120,HS4244 ClydeSB.&E.Co.Ld.P.Gls. | 23 ″ 4 ‹ 3 ″ 6 19 ″ 11½ | |
| 69644 138904 VWDY | **Andrew** (*ex*Fraser) Wireless **D.F.** | **TwinSc3Mst** 2*Dks* | 1241 1084 492 | | | | | 1905 | Armstrong Whitworth &Co.Ld. Newcastle | Government of India(Commerce Dept.) | 263·6\|35·2\|18·0 P37′B36′F50′ | | | Calcutta British *WL* | T.6Cy.18″,30″&48″–33″ 265NH WllsndSlpwy.Co.Ld.Nwc | | |
| 69645 221286 | **Andrew M. Barnes** (*ex*I.L.I.102–36,*ex* InterwaterwaysLine Incorporated102–32) *Mchy.Aft* | **TwinSc** *Oil Eng.* *ssN.Yk.No.3–4,33* *ssN.Yk.No.1–38* 1*Dk*(*Stl*) | 1040 956 797 | ✠ A1 *Self-propelled Barge* 3,39 LMC4.37 LMC(M)4.39 *For service between New York via Erie & Chicago & Montreal service between Norfolk, Va., via Philadelphia, Pa., & Delaware Canal from 1st April to 30th November* | NYk *Chesapeake & Delaware Canal & Boston, Mass., & to* | | 3,39 | 1921 6mo | McDougall DuluthSBCo. Duluth,Minn. A&CP | Erie&St.Lawrence Corporation *Side tanks f* 12′23*t FPT* 30*t* | 254·0\|36·0\|14·0 FK | | NewYork Utd.States 9*BH Cem APT* 13*t* | Oil Engines 2S.C.SA 12Cy.10″–12½″ 211NH NE4,27 FairbanksMorseCo.Beloit, Wis. | 14 ″ 0 | |
| 69646 206167 WPJJ | **Andrew S. Upson** *Mchy.Aft* **D.F.** GyC. 1*Dk* | | 4442 — 3120 | | | | | 1909 | American S.B.Co. Cleveland,O. | BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*) | 380·0\|52·0\|28·0 *WL* | | | Wilmngtn (Del.) Utd. States | T.3Cy.21″,33⅛″&57″–42″ 211NH AmericanS.B.Co.Clv. | | R |
| 69647 | **Andromeda** (*ex*Elemka–38, *ex*CapNord–35) *Mchy.Aft* SSBrs.24 (*See Sailing Ship Register*) | **WoodAuxTwinSc** *Pet.Mot.* 5**MstSr** 1*Dk*2*trB* | 1471 1280 1178 | ✠ 2,29 | Cpn | *q* | | 1918 9mo | Wm.Lyall S.B.Co.Ld. N.Vancouver B.C. | Commander S.M.Rlls | 242·8\|44·4\|18·7 P43′F49′ | | | Washngtn, D.C. Utd.States | Petrol Motors 2S.C.SA 8Cy.15¾″–17¾″ 350NH *Emade*19*fitted*29 DB18 ScandiaA.B.Lysekil | | G † |
| 69648 | — | | 658 518 363 | | | | | 1910 | Akt.Ges. "Weser" Bremen | Dampfsch.Ges. "Neptun" | 180·0\|28·1\|12·8 Q52′B44′F19′ | | | Bremen German *WL* | T3Cy13½″,21½″&34½″–23½″ 57NH A.G."Weser,"Bremen | | G |
| DOMC | | 1*Dk* | | | | | | | | | | | | | | | |
| 69649 DHBD | **Andros** (*ex*Ascensione,*ex*Catania) | *ssGen.No.3–1,23* *ssGen.No 1–26* 2*Dks* | 2995 2756 1845 | ... 7,28 | | | | 1910 | Akt.Ges. "Neptun" Rostock | Deutsche Levante-Linie Hamburg A.G. | 320·9\|46·2\|24·1 P29′F31′ FK | | | Hamburg German *WL* | T3Cy20½″,35⅞″&55½″–37⅛″ 238NH A.G."Neptun,"Rostock | 26 ″ 9 | G † |
| 69650 881 SVGC | — Ⓟ (*ex*Syria) | 2*Dks* | *2068 1662 1272* | | | | | 1914 | SirRaylton Dixon&Co Ld Middlesbro' | HellenicMediterraneanLinesCo. Ld. | 260·0\|40·2\|20·9 B121′F54′ *WL* | | | Piræus Greek | T.3Cy.23½″,38″&62″–39″ 240NH G.Clark,Ld.Sunderland | | C |
| 69651 CSFD | **Anfitrite1°** (*ex*Haukur, *ex*Phönix) 1*Dk* (*See Sailing Ship Register*) | **Aux4MstSr** *Oil Eng.* | 358 329 282 | | | | | 1914 | J.R.Andersen Svendborg | Bagão,Nuñes& Machado,Ltda. | 140·4\|29·7\|10·5 | | | Lisbon Portuguese *WL* | Oil Engines 4S.C.SA 4Cy.11⅛″–16½″ 54NH HolebyMasch.Holeby | | |
| 69652 110 IBHB | **Anfora** *Ref.Mchy.* **D.F.** | *ssMfl.No.3–3,34* *ssTri.No.1–38* 1*Dk*(*Stl*)*& Shelter dk*(*Stl*) | 5452 4984 3379 | ✠100A1 *Shelter dk with freeboard* 12,39 LMC MS1.38 BS7.39 Lloyd'sRMC12.39 | Gen | *y* | CL N7,38 | 1922 5mo | Cant.San RoccoS.A. Trieste A&CP | LloydTriestino Soc.Anon.diNav. *Cell DB* 338′ 1339*t* | 404·2\|54·0\|29·5 389·9 B125′ *on Shelter dk* FK 2 *BH to S dk* 4 „ „ *U* „ 14*t APT* 24*t* | | | Trieste Italian *ptCem* HS7023 FD | T.3Cy.27″,42″&68″–48″ (*s*) 180lb 465NHP 3SB(Spt),9*cf*,GS158 StabilimentoTecnico Triestino,Tri. | 32 ″ 0 ‹ 7 ″ 1 25 ″ 3 | |
| | | | | *Carrying vegetable oil in deep tank* | | | | | | | | | | | | | |
| 69653 UOWK | **Angarstroi** (*ex*Grantleyhall) 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *Straight frames&bevelled bilge Cruiser Stern* | | *4761 4414 2911* | ✠ — 9,32 | Hpl | *a*† | | 1927 8mo | Harland& Wolff,Ld. Greenock | U.S.S.R. *Cell DB* 342′ 1440*t DTa* 23′862*t* | 412·1\|55·1\|25·0 FK *FPT* 91*t APT* 126*t* | | | Vladvostk Russian 8*BHpt Cem* (*Coll to S dk* 7 „ *U* „) | T.3Cy.27″,44″&73″–48″ 452NHP 3SB,9*cf*,GS190,HS7668 Harland&Wolff,Ld.Bel. | 28 ″ 7 | |
| 69654 VSBC | **Angby** (*ex*Mauritanie) *Mchy.Aft* | 1*Dk* | 786 612 504 | | | | | 1913 | Scott& Sons Bowling | SarawakS.S.Co.Ld | 200·3\|36·1\|10·7 B16′Q50′F23′ | | | Kuching Sarawak *WL* | T.3Cy.13½″,22½″&36″–24″ 36NHP W.V.V.Lidgerwood,Gls. | | V |
| 69655 FNWM | **Ange Schiaffino** *Fitted for oil fuel* | 2*Dks* | 3236 2880 1917 | | | | | 1929 | HowaldtswerkeA.G. Kiel | Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie. *Mgrs.*) | 330·6\|48·1\|23·7 P24′F41′ | | | Algiers French *WL* | T.3Cy.22½″,37⅜″&60½″–39⅜″ 227NHP HowaldtswerkeA.G.Kiel. | | V |
| 69656 DJZU | **Angelburg** (*ex*Viator–39) D.F. *Ref.Mchy.* | *Oil Eng.* *Cruiser Stern* 1*Dk&Shelter dk* | 3069 2617 1756 | | | | | 1938 | Öresunds-varvet Aktiebolag Landskrona | Fruchtreed.Harald Schuldt&Co.K.G. ReedereiH. Schuldt, *Mgrs.*) | 319·0\|45·8\|24·3 | | | Hamburg German *WL* | Oil Engines 2S.C.SA 8Cy.19½″–35⅞″ 607NHP Akt.Burmeistr&Wain,Cpn | | NG |
| 69657 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP:=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69658<br>—<br>WGFX | **Angèle** (*ex*Assmina-35, *ex*Carmel-33, *ex*Enossis-33, *ex*Hammouda, *ex*Tartosia, *ex*Anna, *ex*Ithaki, *ex*Alouette, *ex*Volga, *ex*Laurium)<br>*ss*Cpl.No.2-03 1*Dk* *Well deck*<br>**D.F.** 2*Dks* | | 339<br>208<br>193 | ✠ ...<br>5,07<br>✠ | | | | 1895<br>5mo | Cumming & Ellis<br>Invrkeithing | Marie Hamozlou | 136·0 \| 23·0 \| 10·0<br>Q46′B34′F29′ BK7″ | French | C.2Cy.18″&36″–27″ 66NHP<br>Hawthorn&Co Leith | 10 ″ 4 | |
| 69659<br>24<br>SUBG | **Angele Mabro** (*ex*P.L.M.10, *ex*Easingwold)<br>*ss*Alx.3rdNo.3-2,35 1*Dk*(*Irn*)2*trB*&*deep framing* 3*Dk rule*<br>*Cargo battens not fitted*<br>*ss*Alx.No.1-40 | ✠100A1 Alx *u* | 3154<br>2870<br>1988 | 2,40 1,40 BS~~2,39~~ 2,40 | ✠LMC3,~~35~~ MS11,~~39~~ | | 5,38 | 1898<br>9mo | W.Gray& Co.Ld.<br>W Hartlepool<br>A&CP | T.Mabro<br>*Cell D Ba* 106′ *u* | 330·1 \| 48·5 \| 21·6<br>P27′B82′F30′ FK<br>*E*&*B*40′ *f*136′ 765*t* | Alxandria Egyptian<br>5 *B H Cem* *APT72t* | T.3Cy.24″,38″&64″–42″ (*s*)<br>170lb *100lb* NDB16 292NHP<br>2SB,*6cf*,GS111,HS4680<br>Cen.Mar.Eng.Wrks.W Hpl | 24 ″ 0<br>3 ″ 10½<br>20 ″ 4 | |
| 69660<br>1839<br>IBZZ | **Angelin** (*ex*Giambattista-39, *ex*Villa Carla-34, *ex*Orte-33, *ex*Kelet)<br>*ss*Fiu.No.3-2,17 *ss*Fiu.No.2-26 1*Dk*&*deep framing* | ✠ ... | 873<br>711<br>493 | 12,29<br>✠ | | | | 1904<br>5mo | W.Dobson &Co.<br>Newcastle | L.Mangiarotti& E.Ravano | 213·8 \| 30·4 \| 14·0<br>205·8<br>B63′F25′ FK | Genoa Italian<br>*WB* | T.3Cy.17″,28″&46″–33″ 134NHP<br>N.E.Marine Eng.Co Ld Nwc | 16 ″ 0 | I<br>† |
| 69661<br>233016<br>WGFX | **Angelina**<br>*Fitted for oil fuel*<br>**D.F.** 2*Dks* | | 4772<br>—<br>2946 | | | | | 1934 | Nwprt Nws S.B.&D.D.Co Newprt News | A.H.Bull S.S.Co. Inc. (A.H.Bull&Co. Inc. *Mgrs.*) | 393·8 \| 55·3 \| 28·1<br>P34′B125′F35′ | New York Utd.States<br>*WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft<br>Newport News SB&DD.Co. | | R |
| 69662<br>PCQV | —<br>*Mchy.Aft* **D.F.** *ss*HKg.No.3-8,37<br>*Longitudinal framing* 1*Dk*(*Stl*)<br>*at bottom and at top of trunk* | **Twin Sc**<br>*Oil Eng.* | 2086<br>1396<br>1028 | ✠100A1 Bat *r*<br>~~2,10~~ 12,88 1,40 Sba<br>DBS~~8,39~~ 4,40 LMC8,37<br>*Carrying Petroleum in bulk* | | | CL<br>~~8,37~~ 8,37<br>4,40 | 1931<br>7mo | Nederl. Dok.Maats. Amsterdam<br>*Lloyd's A&CP* | Nederl.Indische Tankstoomboot Maats.<br>*Cell D* | 260·2 \| 48·1 \| 14·9<br>272·9 (O.L.)<br>P84′*Trunk*129′ F47′ FK<br>*Bu E*48′81*t F PT*27*t* | The Hague Dutch<br>9 *B Hpt Cem* DB*150lb*<br>*APT107t* | Oil Engines 4S.C.SA<br>12Cy.15¾″–31½″ 286NHP<br>Werkspoor N.V.Ams. | 14 ″ 9<br>8 ″ 7<br>14 ″ 3½ | |
| 69663<br>382<br>IBIB | **Angelina Lauro** (*ex*Bowes Castle, *ex*Solfels)<br>*ss*N.Yk.No.3-7,25 *ss*N.Yk.No.1-29 | ✠ ... | 5787<br>5427<br>3595 | 3,33<br>✠ | | | | 1913<br>5mo | J.C.Tecklenborg A.G Weser-münde-G | A.Lauro | 437·1 \| 56·2 \| 29·7<br>417·9<br>P60′B136′F54′ FK | Naples Italian<br>*WB* | T.3Cy.28″,46¾″&75½″–54″ 520NHP<br>J.C.Tecklenborg A.G.Wsm | 32 ″ 4 | I<br>† |
| Now "**Empire Advocate**," *see No. 87824 in Supplement* | | | | | | | | | | | | | | | |
| 69664<br>107494<br>KFNM | **Angeline**<br>*Mchy.Aft* 1*Dk2trB*<br>**D.F.** | | 4690<br>—<br>3441 | | | | | 1899 | Detroit S.B.Co. Wyandotte | Presque Isle Trans-prtn.Co(Cleveland-Cliffs Iron Co. *Mgrs.*) | 423·9 \| 51·9 \| 28·0<br>*WB* | Wilmgton (Del.)<br>Utd.States | T.3Cy.22″,35″&58″–42″ 218NHP<br>Detroit S.B.Co.Detroit | | R |
| 69665<br>DHRX | **Angeln** (*ex*Nordmark-36, *ex*Faust)<br>1*Dk* | | 987<br>813<br>568 | | | | | 1921 | Schiffb.Ges Unterweser m.b.H.Weser-münde-L. | Ivers&Arlt | 215·5 \| 34·6 \| 13·6<br>P13′Q58′B65′F22′ | Königsbrg German<br>*WB* | T.3Cy.16⅜″,26″&34½″–25½″ 59NHP<br>A.Borsig,Berlin–Tegel | | G |
| 69666<br>167086<br>GQcX | **Angelo**<br>**D.F.** **E.S.D.** 1*Dk*&*Shelter dk* ~~2 *Dks*~~<br>*Ref.Mchy.* *Cruiser Stern*<br>*Strengthened for navigation in ice* | | 2199<br>1616<br>1002 | | | | | 1940 | Swan,Hunter& Wigham Richardson, Ld Newcastle | Ellerman's Wilson Line,Ld. | ~~294·5~~ 44·2 \| 17·9<br>B8′F24′<br>295·2 | Hull British<br>*WB* | T.3Cy.20″,34″&56″–39″& LP turbine with DR gearing & hydraulic coupling<br>Swan,Hunter&Wigham Richardson,Ld.Nwc | | |
| 69667<br>295<br>IRYK | **Angelo Emo** **Iron 3 Mst**<br>(*ex*Peppino C.–38, *ex* Pecine–35, *ex*Strathadder)<br>*ss*Gls.3rdNo.3-8,21 *ss*Cameo, *ss*Fiu.No.2-31 *Mchy.Aft* 1*Dk*(*Irn*) | ✠ —— Ssk *g* | 391<br>283<br>209 | 1,35<br>✠NB12,96✠ | | | | 1883<br>5mo | J.Fullerton&Co. Paisley | Salvagno Anonima Navigazione | 165·9 \| 23·2 \| 10·9<br>160·2<br>Q85′B7′F25′ BK6″ | Venice Italian<br>4 *B H Cem* *FPT45t* | C.2Cy.19½″&36″–27″ 54NHP<br>1SB,*2pf*,GS83,HS930<br>J.&T.Young,Ayr | 11 ″ 6 | I<br>† |
| 69668<br>—<br>—<br>—

| 1 Numéro d'Ordre. / Numéro officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. / Total. / dous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enquête. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course.—Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pe. | 15 Registres 93 coté M ou R ont dans le L. L. Durée Cert. Boil. Tube. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69677<br>166338<br>GFGT | **Anglo Indian**<br>D.F. E.S.D. | 1 *Dk & Shelter dk*<br>*Cruiser Stern*<br>*Longitudinal framing at dks "Arcform"* | 5609<br>5078<br>3341 | ✠100A1 with freeboard<br>~~7,10~~ ~~1,10~~ 2,41<br>*Fitted for oil fuel* | Shl<br>✠LMC1,38 | *b*†<br>2¾<br>1,38 | CL<br>~~7,40~~<br>1,41<br>*F.P. a* | 1938<br>1mo<br>*Lloyd's* | Short Bros. Ltd. Sunderland<br>*A & CP* | Nitrate Producers' SS Co. Ld (Lawther, Latta & Co. Ld. *Mgrs.*) | 433·1 \| 61·5 \| 26·1<br>447·4 (O.L.)<br>F35′ FK<br>*Cell D B36 959t*<br>6′1069*t D Ta* 23′ (*FPT* 147*t APT* 207*t* | London<br>British<br>*Coll to Sh dk*<br>6 „ 2*nd*„) | T.3Cy.24″,39″ & 68″–48″ (*s*)<br>220lb Rht. 477NHP<br>2SB (Spt & FD) & 1 Aux SB, *8cf*, GS 136, HS 7030<br>N.E. Marine Eng. Co Ld. Nwc | 28 ″ 6<br>s 3 ″ 2½<br>25 ″ 5½ | |
| 69678<br>168187<br>~~GKBH~~<br>BIWQ | **Anglo Mærsk** (*ex* Anglo-Swede)<br>*Mchy. Aft* | *ss* Rot. No. 2–38<br>*Oil Eng.*<br>2 *Dks (Stl) & Web frames*<br>*Cruiser Stern*<br>*Longitudinal framing* | 7705<br>7162<br>4649 | ✠100A1<br>2,40<br>✠LMC CS4,38<br>~~DBS10,38~~ ~~7,39~~<br>*Carrying Petroleum in bulk*<br>DBS12,39 | Cal | *c*†<br>CL<br>1,40 | 1930<br>3mo<br>*Lloyd's* | Armstrong Whitworth & Co. (Shipbuilders) Ld. Newcastle<br>*A & CP* | Ministry of Shipping (Houlder Bros & Co Ld *Mgrs.*)<br>*Cell D Bu E70′ 183t* | 461·1 \| 59·9 \| 31·6<br>P108′ B29′ F40′ FK<br>*dT f* 38′ 387*t FPT* 2<br>40*t APT* 179*t* | London<br>British<br>17 *B Hpt Cem*<br>(11 *to U dk*<br>6 „ 2*nd* „) | Oil Engines 2S.C.SA<br>7Cy.26½″–49½″ 848NHP<br>2DB (P) *180lb* (S) *130lb*<br>Atlas Diesel Co. Ld. Skm. | 33 ″ 7<br>s 6 ″ 8½<br>27 ″ 1½ | |
| 69679<br>161287<br>GFVB | **Anglo Norse** (*ex* Maricopa)<br>*Mchy. Aft*<br>D.F. | *ss* Osl. 2nd No. 3–11, 39<br>2 *Dks (Stl) Web frames*<br>*Longitudinal framing except in E & B spaces* | 7988<br>8,40 ~~11,30~~<br>6382<br>4539 | ✠100A1<br>Osl<br>Bkn<br>✠LMC11,39<br>✠NB (*cf*) *made 16 re-fitted 29*<br>*Carrying oil fuel in bulk F.P.*<br>*Fitted for oil fuel* 5,14 *F.P. a* | | CL<br>~~10,39~~<br>6,40 | 1914<br>5mo<br>*Lloyd's* | Palmers' Co. Ld. Newcastle<br>*A & CP* | Ministry of War Transport (Chr. Salvesen & Co. *Mgrs.*)<br>*Bu E & B48′ 115t D* | 425·2 \| 57·0 \| 33·1<br>P102′ B28′ F75′ FK<br>*Tf* 42′ 555*t APT* 40*t* | London<br>British<br>15 *B HCem*<br>10 *to Upr dk*<br>5 „ 2*nd* „) | T.3Cy.28″,46½″ & 76″–51″ (*s*)<br>180lb 24 PrB–*60lb*, 665NHP<br>2PrB–45*lb*, 4PrB<br>5SB, *15cf*, GS 273, HS 10607 FD<br>Palmers' Co. Ld. Newcastle | 33 ″ 0<br>s 5 ″ 11<br>27 ″ 3½ | |
| 69680<br>149698<br>GMRP | **Anglo Peruvian**<br>D.F. | *ss* Shl. No. 3–5, 39<br>1 *Dk (Stl) & Shelter dk (Stl)* | 5457<br>5013<br>3331 | ✠100A1<br>Syd<br>*with freeboard*<br>Shl<br>9,40 ~~11,10~~<br>~~BS 7,39~~ ✠LMC 5,39<br>1,41 | | *a*†<br>CL<br>4,39 | 1926<br>7mo<br>*Lloyd's* | Short Bros. Ltd. Sunderland<br>*A & CP* | Nitrate Producers' SS Co. Ld (Lawther, Latta & Co. Ld. *Mgrs.*)<br>*Cell D DT a* 23′ 998*t* | 426·0 \| 58·0 \| 26·1<br>439·5 (O.L.)<br>FK<br>B355′ 1340*t* (*FPT* 89*t APT* 185*t* | London<br>British<br>7 *B HCem*<br>*Coll to Shdk*<br>6 „ 2*nd* „) | Q.4Cy.23½″,32½″,47″ & 68″–<br>48″ 220lb *100lb* (*s*) 453NHP<br>3SB, *9cf*, GS 141, HS 6216 FD<br>N.E. Marine Eng. Co Ld Nwc | 28 ″ 6<br>s 3 ″ 6½<br>25 ″ 1½ | |
| 69681<br>161279<br>GBXV | **Anglo Saxon**<br>D.F. | *ss* Shl. No. 2–38<br>1 *Dk (Stl) & Shelter dk (Stl)* | 5596<br>5047<br>3401 | ✠100A1<br>Cff<br>*with freeboard*<br>11,39 ✠LMC<br>MS 6,38 BS 10,39 | | *a*†<br>CL<br>6,38 | 1929<br>8mo<br>*Lloyd's* | Short Bros. Ltd. Sunderland<br>*A & CP* | Nitrate Producers' SS Co. Ld (Lawther, Latta & Co. Ld. *Mgrs.*)<br>*Cell D B378′ 1299t* | 426·0 \| 58·0 \| 26·0<br>440·2 (O.L.)<br>FK<br>*DT a* 23′ 1078*t FPT* 89*t APT* 195*t* | London<br>British<br>7 *B HCem*<br>*Coll to Sh dk*<br>6 „ 2*nd*„) | Q.4Cy.23½″,32½″,47″ & 68″–<br>48″ (*s*) 453NHP<br>220lb *120lb*<br>3SB, *9cf*, GS 141, HS 6216 FD<br>N.E. Marine Eng. Co Ld Nwc | 28 ″ 6<br>s 3 ″ 6½<br>25 ″ 2 | |
| 69682<br>FNLL | **Ango** Ⓟ<br>*Ref. Mchy* D.F. | 3 *Dks* | 7110<br>—<br>4363 | | | | | 1913 | Forg. & Ch. de la Médit. Havre | Chargeurs Réunis | 414·0 \| 53·8 \| 34·8<br>B148′ | Havre<br>French<br>*WB* | T.3Cy.28″,46″ & 76″–52″<br>NB19 416NHP<br>Forg. & Ch. de la Médit. Hav. | | V |
| 69683<br>1273<br>CBNG | **Angol** Ⓟ (*ex* Torr Head–33)<br>*Ref. Mchy.*<br>D.F. | *ss* Vpo. No. 3–8, 35<br>*ss* Vpo. No. 1–40<br>2 *Dks (Stl)* | 5876<br>1,41 ~~1,40~~<br>—<br>3504 | ✠100A1<br>Vpo<br>Rio<br>✠LMC<br>MS 12,39 BS 3,40 2,14<br>✠Lloyd's RMC 1,40<br>10,40<br>for temp. 25° F. | | *z*<br>CL<br>4,39 | 1923<br>5mo<br>*Lloyd's* | Workman, Clark & Co. Ld. Belfast<br>*A & CP* | Cia. Chilena de Nav. Interoceanica (H. R. Samsing, *Mgr.*)<br>*Cell D B33* | 400·1 \| 52·3 \| 28·4<br>P49′ B124′ F52′ FK<br>8′1085*t DTa* 28′ 760*t* | Valparaiso<br>Chilian<br>7 *B HCem*<br>*APT* 120*t* | T.3Cy.26¾″,44″ & 74″–48″ (*s*)<br>200lb 531NHP<br>3SB, *9cf*, GS 177, HS 7548 FD<br>Wrkman, Clark & Co. Ld. Bel | 30 ″ 11 | |
| 69684<br>(*ex* Albertville)<br>CSAF | **Angola** Ⓟ **Twin Sc**<br>D.F. | *ss* Lis. 2nd No. 3–1, 39<br>2 *Dks (Stl) &*<br>*Shelter dk (Stl–teaks)*<br>*Platform dk in No. 1 hold* | 7884<br>—<br>4844 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>1,40 ✠LMC<br>MS 9,38 BS ~~7,40~~ 7,40 | Lis | *b*†<br>CL<br>S 6,38<br>P 1,40 | 1912<br>12mo<br>*Lloyd's* | Soc. Anon. Jhn. Cockerill, Hoboken<br>*A & CP* | Cia. Nacional de Nav.<br>*Cell D Ba 124′ u E & B 95′ f* | 439·5 \| 55·7 \| 34·3<br>P52′ *on Shltr dk* F83′ FK<br>159′ 1302*t FPT* 88*t APT* 143*t* | Lisbon<br>Portuguese<br>7 *B HCem* | Q.8Cy.23″,33″,47″ & 67″–48″<br>215lb (*s*) 964NHP<br>6SB, *18cf*, GS 345 HS 14100 FD<br>Soc An. J. Cockerill, Seraing | 37 ″ 0<br>s 12 ″ 5<br>25 ″ 1 | |
| 69685<br>OFAJ | **Angra** (*ex* Maudie–37)<br>D.F. | *ss* Osl. No. 3–7, 33<br>*ss* Abo. No. 1–37<br>2 *Dks (Stl)* | 4661<br>6,39<br>—<br>2757 | ✠100A1<br>Hfs<br>✠LMC<br>MS 5,37 BS 2,39<br>No later survey reported | | *y*<br>CL<br>9,37 | 1920<br>9mo<br>*Lloyd's* | Lithgows, Ld. Port Glasgow<br>*A & CP* | Rederi A/B Atlanta (B. Krogius, *Mgr.*)<br>*Cell D B331′ 995t D* | 398·0 \| 52·0 \| 26·2<br>384·8<br>*Intermediate 'tween dk B Hin after*<br>P39′ B115′ F45′ FK<br>*hold dispensed with*<br>*Ta* 30′ 780*t APT* 20*t* | Helsingfrs<br>Finnish<br>*Cem*<br>5 *B H to U dk*<br>1 „ „ 2*nd* „ | T.3Cy.26″,43″ & 70″–48″ (*s*)<br>180lb 488NHP<br>3SB, *9cf*, GS 178, HS 7345 FD<br>Rankin & Blackmore Ld Grk | 29 ″ 3<br>s 5 ″ 6½<br>23 ″ 11 | |
| 69686<br>163479<br>MBVT | **Angularity**<br>*Mchy. Aft*<br>*Well deck* | *ss* Lon. No. 1–38<br>*Oil Eng.*<br>1 *Dk*<br>*Cruiser Stern* | 501<br>322<br>260 | ✠100A1<br>8,39<br>Yar<br>✠LMC 8,38 | | *g*<br>OG<br>2,38 | 1934<br>6mo<br>*Lloyd's* | G. Brown & Co. Greenock<br>*A & CP* | F.T. Everard & Sons, Ld. | 160·5 \| 26·7 \| 9·4<br>Q102′ F19′ FK<br>*FPT* | London<br>British<br>3 *B H Asp*<br>94*t APT* 39*t* | Oil Engines 2S.C.SA<br>5Cy.12¾″–15¾″ 72NHP<br>Newbury Diesel Co. Ld. | 10 ″ 3<br>s 3 ″ 11<br>10 ″ 3 | |
| 69687<br>DOEG | **Anhalt** Ⓟ (*ex* Ansgir–36)<br>Sub. Sig. D.F. | 2 *Dks* | 5870<br>5401<br>3606 | | | | | 1921 | Frd. Krupp Act. Ges. Kiel | Norddeutscher Lloyd | 393·2 \| 54·3 \| 23·3<br>P34′ B122′ F40′ | Bremen<br>German<br>*WB* | T.3Cy.28½″,47″ & 75½″–51″<br>410NHP<br>Frd. Krupp A.G. Kiel | | G |
| 69688<br>153581<br>GKQS | **Anhui** Ⓟ | *Fitted for oil fuel*<br>3 *Dks* | 3494<br>2948<br>2080 | | | | | 1925 | Taikoo Dk-yd. & E. Co. Ld. Hong Kong | China Nav. Co. Ld. | 338·5 \| 49·3 \| 24·1<br>B97′ | London<br>British<br>*WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>Taikoo Dkyd. & E. Co. Ld. | | |
| 69689<br>HPQD | **Anita** (*ex* Lettonia–40, *ex* Rochampton–38, *ex* Michael L.–34, *ex* Helmsley)<br>Calandria | *ss* Shl. 2nd No. 3–5, 38<br>1 *Dk (Stl)*<br>*No. 87503 in Supplement* | 4206<br>3907<br>2572 | ✠100A1<br>1,40<br>BS 5,39 ✠LMC 5,38 | Gen | *x*<br>CL<br>5,38 | 1913<br>9mo<br>*Lloyd's* | W. Pickersgill & Sons, Ld. Sunderland<br>*A & CP* | Cia. de Transportes Maritimos, Ltda.<br>*Cell D Ba 129′ u E & B 40′* | 380·0 \| 52·2 \| 25·7<br>391·0 (O.L.)<br>P31′ B221′ F36′ FK<br>*f* 167′ 1178*t FPT* 14*t APT* 181*t* | Panama<br>Panamanian<br>6 *B HCem* | T.3Cy.26″,42″ & 71″–48″ (*s*)<br>180lb 395NHP<br>2SB, *8cf*, GS 170, HS 6312<br>J. Dickinson & Sons, Ld. Sld. | 25 ″ 5<br>s 3 ″ 5½<br>22 ″ 3½ | |
| 69690<br>8233<br>SLBN | —<br>D.F. E.S.D. *Cruiser Stern* 1 *Dk*<br>*Part electrically welded including butts of shell plating*<br>*Strengthened for navigation in ice* | *Oil Eng.* | *2566*<br>*1907*<br>*1408* | ✠100A1<br>2,40<br>✠LMC 3,38 | Bal | *t*<br>CL<br>2,40 | 1938<br>3mo<br>*Lloyd's* | Akt. Lindholmens Varv Gothenburg<br>*A & CP* | Rederi A/B Disa (E. Brodin, *Mgr.*)<br>*Intermediate B H Cell D B260′ 544t* | 322·5 \| 44·6 \| 17·2<br>331·3 (O.L.) FK<br>P26′ Q100′ B & F191′<br>*in forward hold dispensed with*<br>*FPT* 63*t APT* 125*t* | Stockholm<br>Swedish<br>4 *B Hpt Cem* | 2 Oil Engines 2S.C SA<br>with electro-magnetic slips couplings & SR gearing<br>10Cy.13¾″–22 7/16″ 312NHP<br>DB *100lb*<br>Atlas-Diesel A/B, Skm. | 20 ″ 0<br>s 1 ″ 4½<br>18 ″ 8½ | |
| 69691<br>427<br>IJVK | —<br>(*ex* Labrone, *ex* Johann, *ex* Bebside, *ex* Kildangan)<br>1 *Dk* | *Oil Eng.* | 636<br>—<br>364 | ✠ ...<br>3,23 | | | 1918<br>9mo | Cochrane & Sons, Ld. Selby | Cap. Adolfo Calzi | 182·0 \| 30·0 \| 15·7<br>170·0<br>B50′ FK | Trieste<br>Italian<br>*WB* | Oil Engine 2S.C.SA<br>NE 28 192NHP<br>4Cy.16½″–18 7/16″<br>J & CG Bolinder, Stockholm | 16 ″ 6 | I<br>† |
| 69692<br>DHBE | **Anita L.-M. Russ**<br>Sub. Sig. | *Cruiser Stern*<br>1 *Dk* | 1712<br>1401<br>1004 | | | | 1926 | Akt. Ges. "Neptun" Rostock | Schiffahrt-u. Assekuranzges. E. Russ & Co. | 257·2 \| 41·1 \| 16·2<br>P15′ Q79′ B111′ F32′ | Hamburg<br>German<br>*WB* | T.3Cy.19 7/16″,31½″ & 51 7/16″–<br>35 7/16″ 156NHP<br>A.G. "Neptun," Rostock | | G |
| 69693<br>3328<br>JZBB | **Aniwa Maru** Ⓟ **Twin Sc**<br>Sub. Sig. | *Cruiser Stern*<br>3 *Dks* | 3391<br>2654<br>1617 | | | | 1927 | Kobe Steel Works, Ld. Harima | Government Railways | 309·6 \| 45·0 \| 30·0<br>F19′ P83′ | Tokyo<br>Japanese<br>*WB* | T.6Cy.21″,35″ & 58″–42″<br>436NHP<br>Kobe Steel Works, Ld. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. Date when last repaired. Additional Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Discontinued Certificate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69694 OFCH | **Anja** (*ex*Airthria-38,*ex*Trelevan, *ex*Lübeck) ss Gls.2nd No.3–1,38 **D.F.** 2 *Dks (Stl) 3rd dk in No. 1 hold only* | 4836 — 2765 | ✠100A1 ~~Special~~ 12,40 BS3,40 | Abo BAs ✠LMC1,38 | | CL 1,39 | 1914 6mo | Flensburgr Schiffsb.Ges. Flensburg *Lloyd's A&CP* | RederiA/B Atlanta (B.Krogius, *Mgr.*) *Cell D Ba 133'u* | 412·2 (O.L.) 396·5 P&B320'F54' | 54·8 FK | 26·2 *E&B47' f178'1315t* | Helsingfrs Finnish *8 BHCem* | T.3Cy.28⅜",47½"&78"–54" 185lb (*s*) 620NHP 3SB,*9cf*,GS198,HS9030 FD FlensburgerSchiffsb.Ges. | 28 ″ 8 s 3 ″ 10½ 25 ″ 0⅜ | |
| 69695 TSFS | **Anjou** (*ex*Asahan, *ex*Anjou) **Twin Sc** 2 *Dks* 1 *Dk* | 599 446 354 439 421 199 | | | | | 1899 | A. Lega Nantes | LiShuenWai | 142·7 | 25·0 | 10·7 | Canton Chinese *WB* | T.6Cy.9",15"&24"–14" 44NHP A.Mancour,Nantes C.4Cy.17¾"&29½"–16½" NB13 61NHP De la Brosse&Fouché,Nts. | | |
| 69696 | — **Twin Sc** | 439 421 | | | | | 1899 | De la Brosse &Fouché Nantes | HenriLevendi (P.&C.Atychidès, *Mgrs.*) | 165·6 Q28'H47'RFD28' | 24·4 | 12·6 | Rouen French | | | |
| 69697 DOSQ | **Ankara** *Oil Eng* **D.F.** E.S.D. 2 *Dks* *Cruiser Stern* | 4768 3697 2733 | | | | | 1937 | Nordsee-werke Emden G.m.b.H. Emden | Atlas-Levante-Linie,A.G. | 408·5 F24' | 56·7 | 21·4 | Bremen German *WB* | Oil Engines 2S.C.SA 7Cy.25 5/16"–49 3/16" 797NHP Fr.KruppGermaniawftAG | | G |
| 69698 TCAC | — Ⓟ (*ex*Angora, *ex*Rindjani) 3 *Dks* | 4765 3647 2952 | | | | | 1906 | Kon. Maats de Schelde Flushing | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 394·3 P72'B176'F80' | 47·1 | 27·2 | Istanbul Turkish *WB* | T.3Cy.28½",48"&82"–60" 521NHP Maats.deSchelde,Flushing | | |
| 69699 148563 GBLF | **Anking** Ⓟ *Fitted for oil fuel* 3 *Dks* | 3472 2937 2047 | | | | | 1925 | Scott's S.B. &E.Co.Ld. Greenock | ChinaNav.Co.Ld. | 338·4 | 49·2 | 24·1 | London British *WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft Scott'sS.B.&E.Co.Ld.Grk. | | |
| 69700 65 SVMJ | **Ann Stathatos** (*ex*Persian Prince–33) ss Mdb.No.3–8,30 ss Rot.No.2–38 1 *Dk (Stl) & Shelter dk (Stl)* 2 *nd dk (Stl) in No. 3 hold* | 5685 5438 3499 | ✠100A1 *Shelter dk with freeboard* ~~12,40~~ 12,40 MS3,38 | Shi Bal ✠LMC BS3,40 5,40 | *z* | CL 1,40 | 1918 7mo | W. Pickers-gill & Sons Ld. Sunderland *Lloyd's A&CP* | A.D.Stathatos *Cell DB* | 405·0 F35'*on Shelterdk* FK 351'1295t *FPT129t* | 52·3 | 31·9 *6 BHCem* | Ithaca Greek *APT113t* | T.3Cy.26",43"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD Richardsons,Westgarth& Co.Ld.Hpl. | 34 ″ 6 s 9 ″ 0½ 25 ″ 8½ | |
| 69701 479 SWLS | **Anna** (*ex*Mount Athos,*ex*Leapark) ss Pir.No.3–8,31 ~~ss Rot.No.1–36~~ 1 *Dk (Stl) & platform dk (Stl) in Nos.* 1,2,4 & 5 *holds* *Longitudinal framing in double bottom & at dks* | 5173 4720 3192 | ✠100A1 ~~6,41~~ ~~8,39~~ ~~12,40~~ BS12,40 | Rot ~~Gls~~ NYk ✠LMC | *y* | CL ~~1,37~~ 3,40 | 1919 4mo | Greenock Dkyd.Co.Ld. Greenock *Lloyd's A&CP* | N.D.Lykiardopulo *Cell DB* | 400·6 P51'B114'F39' FK 347'1296t *FPT125t* | 52·3 | 28·5 *7 BHpt Cem* *APT200t* | Piræus Greek | T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB.*9cf*,GS190,HS7668 FD Rankin&BlackmreLd.Grk | 31 ″ 0 s 5 ″ 11 25 ″ 3¾ | |
| 69702 7149 SDCM | — ss Hbg.No.3–6,37 *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted* | 1345 1001 714 | ✠100A1 8,403 ~~3,39~~ BS ~~3,39~~ 3,40 | Got NYk ✠LMC | *p* | OG 3,39 | 1924 9mo | Howaldts-werke Kiel *Lloyd's A&CP* | RederiA/B A.Th. Jonasson (M. Jonasson, *Mgr.*) *Cell DB* | 236·5 P20'Q71'B101'F23' FK 202'429t *FPT* | 37·2 | 14·0 *3 t APT48t* | Råå Swedish | T3Cy16 3/16"27 3/16"&43 5/16"-29½" 185lb (*s*) 128NHP 2SB,*4cf*,GS61,HS2174 Howaldtswerke,Kiel | 16 ″ 0 s ″ 5 15 ″ 9½ | |
| 69703 OXZV | — Wireless **D.F.** 1 *Dk* | 1220 1008 730 | | | | | 1924 | Kjöbnhvns Flydk.&Skbs. Copenhagen | J.Lauritzen | 236·9 P27'B54'F27' | 35·7 | 14·8 *WB* | Copnhagn Danish | C.2Cy.14¾"&31½"–29½"&LP Turbine with reductiongear & chain drive 103NHP HS1765 NE36 Helsingörs Skibsværft | | N |
| 69704 OHYU | — (*ex*Braemar–36,*ex*Havbör, *ex*Bess,*ex*Bayard) 1 *Dk 2 tr B* | 1043 — 592 | | | | | 1897 | Nylands Værksted Oslo | Höyrylaiva O/Y "Anna" (E.Fager-ström) | 239·3 227·4 H45'tF26't | 32·6 | 14·4 *WB* | Raumo Finnish | T.3Cy.16½",27"&44"–30" 106NHP Nylands Værksted,Oslo | | N |
| 69705 PUZA | — Ⓟ **Twin Sc** ss Rio 2nd No.3–7,34 Wireless ss Rio.No.1–38 *Well deck* 1 *Dk (Stl)* | 721 417 364 | ✠ A1 *with freeboard* 12,38 NB7,26 *Coasting, Buenos Aires & Rio Janeiro* | Rio ✠LMC | *j* | CL 11,38 BS10,40 12,38 | 1909 6mo | Bremer Vulkan Vegesack *Lloyd's A&CP* | Empreza Nacional de Nav. "Hoepcke" *Cell DB a 37'u E* | 175·9 P&B113'F22' FK | 29·5 | 10·0 *1 BHCem* *APT29t* | Florianopolis Brazilian | C.4Cy.14 2/16"&28 1/2"–17 3/4" (*s*) 192lb *114lb* 106NHP 1SB,*3cf*,GS58,HS2047 Bremer Vulkan, Vegesack 9'f'75'149t *FPT23t APT15t* | 11 ″ 11 s ″ 10½ 11 ″ 3 | |
| 69706 14 ORXB | — ~~ss Lon.No.3–12,40~~ ~~ss Bly.No.2–37~~ 1 *Dk (Stl)* *Mchy. Aft* *Well deck* Wireless | 764 493 372 | ✠100A1 12,40 ~~2,41~~ BS2,40 | Goo Lon ✠LMC ~~7,37~~ 11,40 | *j* | OG ~~2,39~~ 10,40 | 1928 7mo | Goole S.B.& R.Co.(1927) Ld. Goole *Lloyd's A&CP* | Handel en Scheep-vaart N.V. (M. Vandesompel *Mgr*) *Cell DB* | 190·0 Q117'B13'F23' FK 119'176t *FPT* | 29·2 | 10·9 *45t APT29t* | Nieuport Belgian | T.3Cy.15",25"&40"–30" (*s*) 180lb 120NHP 2SB,*4cf*,GS69,HS2200 Earle's Co.Ld.Hull | 13 ″ 1 s 4 ″ 6 12 ″ 11¼ | |
| 69707 ~~1121~~ ~~GSVW~~ 109112 MLPQ | **Anna II** (*ex*Anna–40, *ex*River Avoca–37,*ex*Glenshesk–34, *ex*Calchfaen) ss Cff.3rd No.3–11,27 *Well deck* *Mchy. Aft* ss Tln.No.2–37 *Cargo battens not fitted* 1 *Dk (Irn)* | 478 348 183 | ✠100A1 Examined 1,41 ~~Cff~~ ✠NB3,06 ✠NE10,92 *refitted* BS ~~10,39~~ 1,41 | Tln ~~Cff~~ ✠LMC 10,94 | *g* | CL ~~4,37~~ 12,40 | 1893 10mo | Ailsa S.B. Co. Troon A&CP | ~~A. Toop~~ Ministry of Ship-ping (John Tyrrell Ld, *Mgrs.*) | 160·0 Q84'B12'F26' BK 7" | 24·6 | 10·8 *FPT47t* | Cardiff British *3 BHCem* *APT3t* | C.2Cy.20¼"&40"–27" (*s*) 115lb 66NHP 1SB,*3pf*,GS50,HS1484 Ross&Duncan,Glasgow | 11 ″ 9 s 4 ″ 0⅜ 12 ″ 0 | |
| 69708 185 SVAH | **Anna Bulgaris** (*ex*Indianola) ss Hul.2nd No 3–10,37 1 *Dk (Stl) & Shelter dk (Irn) & Web frames* *Longitudinal framing* | 4603 4333 2865 | ✠100A1 *Shelter dk with freeboard* ~~1,40~~ ~~1,80~~ 1,41 ~~BS1,39~~ | Ams ~~Cff~~ Mch BS6,40 ✠LMC 10,37 | *y* | CL ~~1,39~~ 12,40 | 1912 1mo | Richardsn, Duck&Co. Stockton *Lloyd's A&CP* | C.Th.Bulgaris *Cell D Ba&u F161'f* | 390·0 FK 155'1095t *FPT85t* | 52·5 | 25·6 *6 BHCem* *APT84t* | Andros Greek | T.3Cy.26",42"&70"–48" (*s*) 180lb 409NHP 3SB,*9cf*,GS193,HS6851 Blair&Co.Ld.Stockton | 28 ″ 0 s 3 ″ 2½ 25 ″ 0 | |
| 69709 153113 VGMR | **Anna C. Minch** **D.F.** *Mchy. Aft* 1 *Dk 2 tr B* | 4139 3935 2880 | | | | | 1903 | American S.B.Co. Cleveland,O. | Western Nav.Co.Ld | 387·1 F48' | 50·2 *WB* | 23·9 Ft. William Ont. British | T.3Cy.22",35"&58"–40" 213NHP American S.B.Co.Clv. | | R |
| 69710 68 IJVY | **Anna Capano** (*ex*Bråvik–34, *ex*Gyp,*ex*Noord Holland,*ex*Mayflower) ss Hbg.No.3–5,25 ss Got.No.1–30 *Well deck* 1 *Dk (Irn) & Web frames* | 1216 942 721 | ✠ ... 2,34 | Hbg ✠ | | | 1897 10mo | Ailsa S.B. Co. Troon *Cell* | C.Capano *D Ba 58' f 88' 240t* | 238·2 230·0 Q83'B55'F28' FK *FPT50t* | 34·0 | 16·2 *4 BHpt Aspt Cem* *APT24t* | Torre del Greco Italian | T.3Cy.17",27½"&44"–33" 123NHP NDB97 *refitted* 27 1SB,*3cf*,GS59,HS2040 Muir&Houston,Ld.Gls. | 17 ″ 3 | I † |
| 69711 DAXS | **Anna Katrin Fritzen** (*ex*Gerda Kunstmann–38,*ex*Vulcan) *Mchy. Aft* 1 *Dk* | 676 559 320 | | | | | 1910 | Akt.Ges. "Vulcan" Stettin | Johs.Fritzen& Sohn vorm. W.Kunstmann | 166·1 P56'F26' | 32·0 | 14·1 | Stettin German | 2Cy.22 7/8"–23 5/8" 39NHP A.G."Vulcan",Stettin | | G |
| 69712 LDSZ | **Anna Knudsen** **D.F.** *Oil Eng.* ss Got.No.2–39 *Mchy. Aft* 2 *Dks (Stl) & Web frames* *Longitudinal framing* | 9057 8403 5389 | ✠100A1 ~~3,40~~ ~~10,39~~ 2,41 DBS8,39 10,40 *Carrying Petroleum in bulk* | Got SFo NYk ✠LMC | *dl* † | CL ~~9,38~~ SN5,40 P5,40 | 1931 12mo | Götaver-ken A/B Gothenburg *Lloyd's A&CP* | D/S A/S Jeanette Skinner (Knut Knutsen,O.A.S. *Mgr.*) *Cell D Bu E* | 471·1 P100'B30'F46' FK 67'285t *DTf* 38' 431 | 64·4 | 35·5 *17 BHpt Cem* (10 *to U dk* 7 ,, *2nd* ,,) *t FPT210t APT86t* | Haugesnd Norwegian | Oil Engines 4S.C.SA 12Cy.24 1/8"–51 3/16" 709NHP 2 DB *150lb* Götaverken,A/B,Got. | 35 ″ 4 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pe. | 15 Registered with the Institute of Engineers and Shipbuilders in Scotland. Lloyd's Register. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69713 | **Anna Mærsk** | *Oil Eng.* | 5339 | ✠100A1 *with freeboard* | HKg | *b*† | CL 6,38 | 1932 5mo | Odense Staalskibsvft. vedA P Möller Odense | A/S D/S Svendborg &DS/af1912 A/S (A.P.Möller, Copenhagen, *Mgr.*) | 141·4 \| 57·0 \| 25·8 462·2 (O.L.) F42′ FK | | | Copnhagn Danish | Oil Engines 2S.C.DA 9Cy.17¾″–47½″ 983NHP NDB35 *160lb* | 28 ″ 11 s 3 ″ 4½ | |
| OZUE | D.F. | *ss* H.Kg.No.1–35 | 1624 3346 | 2,40 ✠LMC CS5,37 | | | | | | | | | | | | | |
| | *Ref.Mchy.* | 1 *Dk(Stl) Shelter dk(Stl)* 3 *rd dk(Stl) in Nos.1 & 4 holds* | | DBS12,39 5,37 Lloyd's RMC12,39 | | | | *Lloyd's* | *A&CP* | *Cell DB* 386′ 1597 *t MT* s | 63′ 2402 *t Tanks in w* | | ay of tunnels | 70′ 1782 *t FPT* 124 *t APT* 99 *t* | 25 ″ 9 | |
| | | | | Port chamber for temp. 32° F. | | | | | | | | | | | | | |
| | | | | *Fitted for carrying oil F.P. above 150° F. in deep tanks* | | | | | | | | | | | | | |
| 69714 | **Anna Marcou** (*ex* Tourliani–39, *ex* Marne–36) | | 2431 1794 1436 | | | | | 1919 | Atel.&Ch. de Bretagne Nantes | E.N.Vintiadis | 292·5 \| 43·6 \| 19·6 B57′F25′ | | | Panama Panamanian *WB* | DRgeared steam turbine Atel.&Ch.de Bretagne,Nts. | | V |
| HPMJ | | 1 *Dk* | | | | | | | | | | | | | | | |
| 69714* | **Anna Maria** (*ex* Ninfea–35, | | 1205 | | | | | 1912 | Fredrkstad Mek.Værks Fredrikstad | Dani&C. | 245·9 \| 33·7 \| 19·9 234·4 | | | Genoa Italian *WB* | T.3Cy.20½″,33″&56″–36″ 188NHP Fredrikstad M.V.Frstad. | | I |
| 1968 | *ex* Fior d'Arancio–35, *ex* Bowden–34) | | 1078 | | | | | | | | | | | | | | |
| IJV? | | 2 *Dks* | 728 | | | | | | | | | | | | | | |
| 69715 | **Anna Maria Gualdi** Ⓟ | | 3289 | ✠ | Bal | *v* | | 1908 | Workman, Clark&Co.Ld Belfast | S.A.I.P.Soc.Anon IndustriaPesca | 339·5 \| 42·6 \| 15·9 357·6 (O.L.) 23·6 P&B218′F41′ FK&BK2′ | | | Naples Italian *Cem* | T.3Cy.26″,41″&69″–48″ (*s*) 486NHP 3SB,*9cf*,GS177,HS7419 Workman,Clark&Co.Ld. Bel. | 26 ″ 0 | |
| 2156 | (*ex* Coppename–40) | *Fitted for oil fuel* | 2157 | *Spar dk* | | | | 2mo | | | | | | | | | |
| | *ss* N.Yk.2nd No.3–8,33 | | 1911 | 8,36 (*Reclassification under complete survey*) | | | | | | *Intermediate bulkhead in after hold dispensed with* *Cell D Ba* 66′ *u E* 28′ *f* | | | | | | | |
| | | 2 *Dks(Stl)& Spar dk(Stl–ws)* | | | | | | | | | | | | | | | |
| | D.F. | | | | | | | | | | | | | | | | |
| | *Ref.Mchy.* | | | | | | | | | | | | | | | | |
| 69716 | **Anna Martini** (*ex* Ileana–37, | | 935 | ✠ ... | | | | 1914 | Smith's Dock Co.Ld. Middlesbro' | "C.I.CO.MA." Cia. Italiana Comm. Marittima (Piero &Mario Martini) | 208·7 \| 39·0 \| 15·0 202·0 FK | | | Genoa Italian *WB* | Oil Engines 2S.C.SA 4Cy.20½″–29½″ 294NHP NE30 J&C G Bolinder's M.V.A/B Skm. | 16 ″ 0 | I † |
| 1686 | *ex* Renzo, *ex* Amedeo Ceretti, | *Oil Eng.* | — | 3,18 | | | | 8mo | | | | | | | | | |
| IORG | *ex* Sunny Maid, | 1 *Dk & Web frames* | 681 | | | | | | | | | | | | | | |
| | *ex* Anthony, *ex* Julienne, | *Mchy.Aft* | | | | | | | | | | | | | | | |
| | *ex* Q.H.C. Grain Boat No.1) | | | | | | | | | | | | | | | | |
| 69717 | **Anna Mazaraki** (*ex* Royal City, | | *5411* | ✠ | Nwc | *z* | | 1913 | Earle's Co. Ld. Hull | D.C.&J.C. Mazarakis | 419·7 \| 53·8 \| 26·3 P49′B250′F45′ FK | | | Argostoli Greek | T.3Cy.26″,42½″&70″–51″ 467NHP | 28 ″ 11 | C † |
| 83 | *ex* Gerfrid, *ex* Federiko Glavic) | | *4989* | 2,17 | | | | 4mo | | | | | | | | | |
| SZGH | | 1 *Dk(Stl) & 2nd dk(Stl) in Nos.* 1 *& 4 holds only* | *3481* | | | | | | | *Cell D Ba* 153′ *u E* 25′ *f* 168′ | 1253 *t DT f* 25′ 980 *t* | | | *7 BHCem APT* 175 *t* | 3SB,*9cf*,GS168,HS6735 Earle's Co.Ld.Hull | | |
| 69718 | **Anna N. Goulandris** | | 4358 | | | | | 1921 | Rotterdam Dry Dock Co. Rotterdam | Goulandris Brothers | 377·6 \| 51·6 \| 25·1 P37′B223′F34′ | | | Andros Greek *WB* | T.3Cy.25″,41″&68″–45″ 310NHP Rotterdam Dry Dock Co. | | V |
| 223 | (*ex* Texel–34) | *Fitted for oil fuel* | 3913 | | | | | | | | | | | | | | |
| SVPD | | 2 *Dks* | 2575 | | | | | | | | | | | | | | |
| 69719 | **Anna Odland** | | 4980 | | | | | 1939 | Bremer Vulkan Vegesack | D/S A/S Produce (J.Odland,S.S. *Mgr.*) | 414·3 \| 55·7 \| 25·0 F28′ | | | Haugesnd Norwegian *WB* | Oil Engines 2S.C.DA 5Cy.23½″–43½″ 972NHP Bremer Vulcan, Vegesack | | N |
| | | *Oil Eng* | 4403 | | | | | | | | | | | | | | |
| LKHC | D.F. E.S.D. | 1 *Dk & Shelter dk Cruiser Stern* | 2991 | | | | | | | | | | | | | | |
| 69720 | **Anna Peters** | | 486 | | | | | 1913 | E.J.Smit & Zoon Westerbroek | H.Peters | 145·0 \| 29·5 \| 10·6 P34′F17′ | | | Hamburg German *WB* | Oil Engines 4S.C.SA 6Cy.11″–17¾″ 71NHP *Emade & fitted* 36 Humboldt-Deutzmotoren, A.G.Köln-Deutz | | G |
| | (*ex Lighter* Anna) | *Oil Eng.* | 387 | | | | | | | | | | | | | | |
| DIZK | | 1 *Dk* | 290 | | | | | | | | | | | | | | |
| 69721 | **Anna Rehder** (*ex* Waterway) | | 725 | ✠ ... | | | | 1921 | Limhamns Skeppsvarv A/B Limhamn | C.Rehder | 178·9 \| 30·6 \| 12·4 P56′F20′ FK | | | Altona German *WB* | T.3Cy.16″,26″&43″–30″ 119NHP N.E.Marine Eng.Co.Ld.Sld | 15 ″ 0 | G † |
| | *ss* Sld.No.2–29 | | 575 | 5,30 | | | | 10mo | | | | | | | | | |
| DCSA | *Mchy.Aft* | 1 *Dk* | 377 | | | | | | | | | | | | | | |
| 69722 | **Anna Schafer** (*ex* C.D Johnson | | 1985 | ✠ ... | | | | 1917 | Toledo S.B. Co. Toledo,O. | Schafer Bros.S.S. Lines | 251·0 \| 43·8 \| 18·9 P21′B64′F30′ FK | | | S. Frncisco Utd. States *WB* | T.3Cy.20½″,33″&54″–40″ 260NHP Toledo S.B.Co.Toledo | 21 ″ 0 | |
| 215756 | III.–34, *ex* Lake | *Fitted for oil fuel* | 1631 | 4,22 | | | | 10mo | | | | | | | | | |
| KDIT | Superior) Sub.Sig. | 1 *Dk* | 1202 | | | | | | | | | | | | | | |
| * 69723 | **Anna Sofie** (*ex* WarCove) | | 3100 | ✠100A1 | Bgn | *u* | CL 9,37 | 1919 6mo | Tyne I.S.B. Co.Ld. Newcastle A&CP | A/S Theologos (N. Rögenæs, *Mgr.*) *Intermediate BH for ward dispensed with* *Cell D* | 331·0 \| 46·6 \| 23·2 342·0 (O.L.) P33′B100′F29′ *B* 284′ 724 *t FPT* 110 | | | Haugesnd Norwegian *4 BHpt Cem APT* 123 *t* | T.3Cy.25″,41″&68″–45″ (*s*) 429NHP 3SB,*9cf*,GS153,HS6304 FD N.E.Marine Eng.Co Ld Nwc | 25 ″ 6 | |
| | *ss* Bgn.No.3–6,34 | | 2849 | 9,39 | | | | | | | | | | | | | |
| LFKA | *ss* Bgn.No.1–39 | | 1852 | ✠LMC | | | | | | | | | | | | | |
| | | 1 *Dk(Stl)* | | BS1,39 MS9,39 | | | | | | | | | | | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 69724 | **Anna T.** (*ex* Sf.Nicolae–35, | | 2728 | ✠ —— | Rot | *t* | | 1906 3mo | Blyth S.B. Co.Ld. Blyth | Th.L.Teryazos | 313·0 \| 45·5 \| 20·5 P29′B90′F34′ FK | | | Piræus Greek | T.3Cy.33″,38″&61″–42″ 262NHP | 23 ″ 0 | I † |
| 837 | *ex* Auratan–34, *ss* Gtz.2nd No.3–6,34 | | *2486* | 8,39 | | | | | | | | | | | | | |
| SVSA | *ex* Blairholm–33, | 1 *Dk(Stl)& deep framing* | *1698* | | | | | | | *Cell D Ba& u E* 120′ *f* 128′ 644 *t* | P33′B100′F29′ | | | *5 BHCem APT* 107 *t* | 2SB,*6cf*,GS112,HS4040 N.E.Marine Eng Co Ld.Nwc | | |
| | *ex* Korsholm. *ex* San Giacomo, | | | | | | | | | | | | | | | | |
| | *ex* Alexander Kamburoff) | | | | | | | | | | | | | | | | |
| 69725 | **Anna Zippitelli** | | 1019 | ✠ ... | | | | 1887 7mo | Gourlay Bros.&Co. Dundee | Michele Poli | 218·8 \| 30·0 \| 14·8 210·0 \| 30·1 \| 15·0 P153′F31′ BK7′ | | | Bari Italian *WB* | T.3Cy.19″,29″&48″–33″ 112NHP Gourlay Bros.&Co.Dundee | 15 ″ 10 | I † |
| 61 | *ex* Città di Barletta–35, *ex* Orsola | | 665 | 12,99 | | | | | | | | | | | | | |
| IJWS | Casubolo, *ex* Grebe) | *ss* Lon.No.2–96 | 562 | | | | | | | | | | | | | | |
| | | *Well deck* 1 *Dk2tr B* | | | | | | | | | | | | | | | |
| 69726 | **Annaghmore** | | 583 | ✠100A1 | Bel | *h* | CL 7,87 7,40 | 1924 10mo | J.Lewis& Sons,Ld. Aberdeen *Lloyd's* | John Kelly,Ld. (W.Clint, *Mgr.*) *Cell D* | 165·1 \| 27·0 \| 11·1 Q94′B11′F28′ FK *Bf* 97′ 125 *t FPT* 44 | | | Worksngtn British *3 BHCem APT* 7 *t* | T.3Cy.14″,24″&39″–27″ (*s*) 83RHP 1SB,*3pf*,GS54,HS1883 J.Lewis&Sons,Ld.Abn. | 13 ″ 4 s 3 ″ 8½ 13 ″ 2½ | |
| 14083 | | *ss* Bel.No.3–7,37 | 401 | 7,41 | | | | | | | | | | | | | |
| MNBX | *Mchy.Aft* | 1 *Dk(Stl)* | 271 | ✠LMC | | | | | | | | | | | | | |
| | *Well deck* | | | MS8,37 BS7,37 7,40 | | | | | | | | | | | | | |
| * 69727 | **Annam** | **TwinSc 4 Mst** | 6636 | ✠100A1 | Cpn | *u*† | CL S7,39 P11,38 | 1913 6mo | Akt.Burmeistr&Wain Copenhagen *Lloyd's* | Akties.Det Östasiatiske Kompagni *Cell D Ba* 126′ *u E* | 410·0 \| 55·2 \| 35·4 46′ *f* 190′ 1275 *t FPT* | | | Copnhagn Danish *7 BHpt Cem* 97 *t APT* 73 *t* | Oil Engines 4S.C.SA 16Cy.23¼″–31½″ 842NHP DB 80 *lb* Akt.Burmeistr&Wain,Cpn | 38 ″ 6 s 10 ″ 11¼ 28 ″ 1 | |
| | *ss* Cpn.2nd No.3–12,38 | | 4859 | *Shelter dk* | | | | | | | | | | | | | |
| OZNB | D.F. | *Oil Eng.* 2 *Dks(Stl)* | 4236 | *with freeboard* 7,39 | | | | | | | | | | | | | |
| | | *& Shelter dk(Stl–ws)* | | ✠LMC CS12,38 DBS12,38 7,37 | | | | | | | | | | | | | |
| 69728 | **Annan** | | 955 | | | | | 1907 | Ailsa S.B. Co.Ld. Troon | W.Sloan&Co. | 242·0 \| 33·6 \| 16·0 P&B150′F47′ | | | Glasgow British *WB* | T.3Cy.16½″.26½″&46″–42″ NE&B32 137NHP A.Stephen&Sons,Ld.,Gls. | | C |
| 124170 | | | 852 | | | | | | | | | | | | | | |
| MCQD | | 2 *Dks* | 392 | | | | | | | | | | | | | | |
| 69729 | **Annan Maru** | | 2939 | ✠ ... | | | | 1911 11mo | Armstrong Whitworth &Co.Ld. Newcastle | Kita Nippon Kisen K.K. | 305·2 \| 44·1 \| 24·9 P19′B85′F32′ FK | | | Hutyu Japanese *WB* | T.3Cy.22″,37″&61″–42″ 279NH N.E.Marine Eng.Co Ld Nwc | 27 ″ 2 | |
| 14915 | | *ss* Kob.No.2–20 | 2710 | 8,22 | | | | | | | | | | | | | |
| JDND | | 2 *Dks & Web frames Longitudinal framing* | 1821 | | | | | | | | | | | | | | |
| 69730 | **Annarella** (*ex* Loki) | **TwinSc** | 5999 | ✠ ... | | | | 1913 9mo | Fried. Krupp A.G. Kiel | "C.I.T.O.M." Cia. Italiana Trasporto Olii Minerali | 417·7 \| 53·2 \| 30·0 400·0 P107′B42′F44′ FK | | | Genoa Italian *WB* | Oil Engines 2S.C.SA 12Cy 19½″–31½″ 814NHP Fried.Krupp A.G.Kiel | 32 ″ 4 | I † |
| 1462 | | *ss* Kel.No.3–3,23 | 5186 | 5,32 | | | | | | | | | | | | | |
| IBNB | | *ss* Ham.No.1–27 | 3389 | | | | | | | | | | | | | | |
| | | *Oil Eng.* | | | | | | | | | | | | | | | |
| | *Mchy.Aft* | 2 *Dks & Web frames* | | | | | | | | | | | | | | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Limited for explos. Equipment. Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69731 | **Annavore** | 3324 | ✠ ... | | | | 1921 | Murdoch& | A/S Vore | 333·1 | 49·0 | 22·4 | Farsund | T.3Cy.23″,38″&62″–42″ | 24 ″ 10 | N |
| | | 3015 | 12,25 | | | | 6mo | Murray.Ld | (GunsteinStray& | P31′B102′F30′ | | | Norwegian | 287NHP | | † |
| LCDJ | 1*Dk* | 1986 | ✠ | | | | | PortGlasgow | Sön, *Mgrs.*) | | | FK | *WB* | ClydeSB&Eng.Co Ld.P.Gl | | |
| 69732 | **Annchen Peters** (*ex*Nieuw Cappelle) *Oil Eng.* | 490 | | | | | 1920 | Gebr.van Diepen Waterhuizen | H.Peters | 155·8 | 26·5 | 11·0 | Hamburg German | Oil Engines 4S.C SA 6Cy.11″–17¾″ NE37 70NHP | | G |
| DHBF | *Mchy.Aft* 1*Dk* | 358 348 | | | | | | | | P54′F25′ | | | *WB* | Humboldt-Deutzmot. A.G.Köln-Deutz | | |
| 69733 | **Anne** | 1593 | | | | | 1928 | Howaldts-werkeA.G. Kiel | DampfskiskTorm A S(A.Schmie-gelow&A.Kampen, *Mgrs.*) | 253·2 | 38·5 | 15·4 | Copnhagn Danish | T.3Cy.17½″,28½″&46″–33½″ 123NHP | | G |
| OZQD | Wireless D.F. 1*Dk* | 1225 940 | | | | | | | | P16′Q75′B101′F34′ | | | *WB* | HowaldtswerkeA.G.Kiel | | |
| 69734 | **Anne Hanify** Wood | 1343 | | | | | 1920 | Kruse& BanksS.B.Co. NorthBend, Or. | J.R.HanifyCo. | 235·0 | 43·0 | 17·7 | S.Frncisco Utd.States | T.3Cy.16″,27″&46″–33″ 122NHP | | R |
| 219645 | *Fitted for oil fuel* | — | | | | | | | | P16′B19′F48′ | | | | MainStreamIronCo.S.Fo | | |
| KJBN | 1*Dk* | 756 | | | | | | | | | | | | | | |
| 69735 | **Anneberg** (*ex*Farmsum) *ss*Kel.2nd No.3–6,28 | 2544 — | ✠100A1 9,38 | Hpl | *t* | CL N4,37 | 1902 9mo | Nederl. Schps.Maats. Amsterdam | Rederi A/B "Anneberg" (ArthurEkbom) | 317·2 303·6 | 45·9 | 19·5 | Mariehmn Finnish | T.3Cy.21¾″,33½″&56⅞″–39⅝″ 160lb (*s*) 221NHP | 22 ″ 4 s 3 ″ 4½ | |
| OHFT | D.F. *ss*Skm.No.2–36 | 1393 | ✠LMC MS1,36 BS5,39 3,41 | | | | *Lloyd's* | *sA&CP* | *CellDBa88′uE&B36′f130′711t* | P22′B72′F32′ | | FK | 5*BHCem* *APT*125*t* | 2SB,4*cf*,GS102,HS3613 | 19 ″ 2 | |
| | 1*Dk(Stl)&deep framing* | | | | | | | | | | | | | NedFb.v.Wrk&Spoor,Ams | | |
| 69736 | **Anneliese** 3Mst | 726 500 | | | | | 1908 | Schiffsw.v. HenryKoch Lübeck | F.H.Bertling | 180·6 | 27·2 | 12·6 | Lübeck German | C.2Cy.15¾″&31½″–19⅝″ 37NHP | | G |
| DRAB | *Mchy.Aft* 1*Dk* | 419 | | | | | | | | P&B101′F22′ | | | | OttensenerMasch.Fab.Alt. | | |
| 69737 | **Anneliese Essberger** | 5173 | ✠ | Qbc | *a*† | | 1937 | Deutsche | JohnT.Essberger | 418·5 | 57·2 | 25·3 | Hamburg | 2 Oil Engines 2S.C.SA | 27 ″ 7 | |
| | D.F. E.S.D. *Oil Eng.* | 4657 | 6,38 | | | | 12mo | WerftAGBet Finkenwrder | | | | | German | SR geared to Sc. Shaft | | |
| DJQC | 1*Dk,2nd dk in No.3hold&mchy.space* | 3052 | ✠ | | | | | Hamburg | | P25′B&F383′ | | FK | 7*BHptCem* | 12Cy.20½″–27 1/16″ 885NHP | | |
| | *Longitudinal framing in double bottom* | | | | | | | | | | | | | Maschinenfbrk.Augsburg- | | |
| | *Strengthened for Navigation in Ice* | | | | | | | | *CellDB362′1288t* | *MT51′1269t FPT1* | | | 39*tAPT*137*t* | NürnbergA.G.Augsburg | | |
| | *Shell, decks & inner bottom part* | | | | | | | | | | | | | | | |
| | *Cruiser Stern electrically welded* | | | | | | | | | | | | | | | |
| 69738 | **Annelis Christophersen** | 1581 | | | | | 1927 | Flensburgr Schiffsb.Ges. Flensburg | H.W.Christopher-sen | 262·7 | 40·3 | 15·3 | Flensburg German | T.3Cy.15⅜″,25⅝″&48″–29½″ 125NHP | | G |
| | (*ex*Sexta–38,*ex*MarquardtPetersen–35) | 1262 | | | | | | | | P16′Q85′B105′F32′ | | | *WB* | FlensburgerSchiffsb.Ges. | | |
| DDTP | 1*Dk* | 937 | | | | | | | | | | | | | | |
| 69739 | **Annfin** (*ex*Gaupen) Wood | 729 | | | | | 1919 | Fjeldviks Skibsverft Arendal | SkibsA/SMartha Therese(P.Holm, *Mgr.*) | 159·2 | 32·2 | 16·3 | Oslo Norwegian | T.3Cy.15″,25″&40″–30″ Pusnæs 115NHP | | N |
| | | 538 | | | | | | | | Q55*t*B29*t*H29*t*F27*t* | | | | Stöperi&M.V.Arendal | | |
| LCHE | *Ref.Mchy.* 1*Dk* | 340 | | | | | | | | | | | | | | |
| 69740 | **Anni Ahrens** (*ex*UrsulaFischer, *ex*KommerzienratBoeckel) | 895 | | | | | 1904 | Akt.Ges. "Neptun" Rostock | ErichAhrens | 211·2 | 32·1 | 13·1 | Rostock German | T.3Cy.14⅜″,24¼″&38 5/16″–26⅜″ 76NHP | | G |
| | | 722 | | | | | | | | P13′Q65′B57′F26′ | | | *WB* | A.G."Neptun,"Rostock | | |
| DVBL | **Ingeborg,** *see No. 88515 in Supplement* | 554 | | | | | | | | | | | | | | |
| 69741 | **Annibal Benevolo** (P) TwinSc | 1905 | | | | | 1905 | Reiherst'g Schiffsw. Hamburg | LloydBrasileiro | 269·0 | 37·8 | 11·5 | R.Janeiro Brazilian | T6Cy13⅜″,23¼″&37 1/16″–29 5/16″ 156NHP | | |
| | (*ex*CommandanteAlvim, | 1629 | | | | | | | | F30′ | | | *WB* | Reiherst.Maschinenf.Ham | | |
| PUAU | *ex*RuyBarbosa, *ex*Jupiter) | 984 | | | | | | | | | | | | | | |
| | 1*Dk&Awng dk* | | | | | | | | | | | | | | | |
| 69742 | **Annie Hugo Stinnes 6** | 1486 | | | | | 1910 | Flensburgr Schiffsb.Ges Flensburg | HugoStinnes G.m.b.H. | 243·6 | 37·6 | 17·6 | Hamburg German | T.3Cy.17¾″,28¾″&48″–34 7/16″ 135NHP | | G |
| | Sub.Sig. E.S.D. | 1287 | | | | | | | | P70′F24′ | | | *WB* | FlensburgerSchiffsb.Ges. | | |
| DHBH | *Mchy.Aft* Wireless D.F. 1*Dk* | 767 | | | | | | | | | | | | | | |
| 69743 | **Annie Johnson** (P) TwinSc | *4913* | ✠100A1 | Skm | *z* | OG | 1925 | A/B Göta-verken | Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) | 392·0 | 52·6 | 24·8 | Stockholm Swedish | Oil Engines 4S.C.SA | 28 ″ 0 | |
| 723[illegible] | *Oil Eng.* | *3981* | *with freeboard* | BAS. | | P2,38 | 11mo | Gothenburg | | | | | 7*BHptCem* | 12Cy.23 7/16″–47¼″ 633NHP | s 2 ″ 11½ | |
| SMEA | *ss*Got.No.3–11.38 | *2798* | 12,40 ~~7,40~~ | ~~LMC(M)7,40~~ | | S10,38 | *Lloyd's* | *sA&CP* | | F39′ | | FK | *Coll to Sh dk* | DB85*tb* | 25 ″ 1¾ | |
| | *Ref.Mchy.* 2*Dks(Stl)* | | DBS7,40 | LMC11,38 | | | | | | | | | 6 ,, 2nd,, | A/B Götaverken,Got. | | |
| | D.F. E.S.D. *&Shelter dk(Stl)* | | Lloyd's | RMC11,38 ~~4,46~~ | | 4,41 | | | *CellDB332′1378t* | *Tanks at sides of tunnels* | | | 40′190*t* | *FPT*109*tAPT*82*t* | | |
| 69744 | **Annik** | 1323 | | | | | 1939 | Kaldnes Mek.Verks. Tönsberg | A/S StenerS. MüllersRederi (StenerS.Müller, *Mgr.*) | 249·4 | 42·2 | 15·7 | Bergen Norwegian | C.2Cy.15¾″&31½″–30″&LP | | |
| | *Fitted for oil fuel* | 1116 | | | | | | | | | | | *WB* | turbine with DR gearing & | | |
| | 2*Dks* | 715 | | | | | | | | | | | | hydraulic coupling | | |
| | Wireless D.F. *Cruiser Stern* | | | | | | | | | | | | | KaldnesM.V.Tönsberg | | |
| 69745 | **Anniston City** | 5687 | | | | | 1921 | Chickasaw S.B.&CarCo. Chickasaw Ala. | IsthmianS.S.Co. | 424·2 | 56·2 | 30·0 | NewYork Utd.States | 2 Steam Turbines DR | | R |
| 221292 | *Fitted for oil fuel* | 5081 | | | | | | | | P58′B&F350′ | | | *WB* | geared to 1 Sc. Shaft | | |
| KDSG | GyC. 2*Dks* | 3450 | | | | | | | | | | | | FederalS.B.Co.Kearny,N.J | | |
| 69746 | **Annitsa** (*ex*Tregantle–39) | *4324* | ✠100A1 | Bry | *y* | CL | 1918 | J.Readhead &Sons,Ld. SouthShields | J.G.P.Livanos (J.Livanos&Sons, Ld. *Mgrs.*) | 400·2 | 52·1 | 25·2 | Chios Greek | T.3Cy.27″,44″&73″–48″ (*r*) | 26 ″ 10 | |
| 144 | *ss*Fal.No.3–10,34 | *4080* | *Shelter dk* | | | 9,37 | 10mo | | | 413·3(O.L.) | | FK | *Cem* | 180lb 425NHP | s 2 ″ 10¾ | |
| SVXZ | D.F. *ss*Bry.No.1–39 | *2711* | *with freeboard* | | | | *Lloyd's* | *sA&CP* | | | | *Coll* | *BH to Sh dk* | 3SB,9*cf*,GS190,HS6876 | 24 ″ 2½ | |
| | 1*Dk(Stl)&Shelter dk(Stl)* | | 1,39 | | | | | | | | | | 5 ,, ,, *U* ,, | J.Readhead&SonsLd.S.Shl | | |
| | *Cargo battens not fitted in* | | BS3,40 | LMC12,38 | | | | | *CellDBa131′uE2* | *3′f175′977t APT43t* | | | | | | |
| | *Shelter 'tween dks* | | | | | | | | | | | | | | | |
| 69747 | **Ano Vathy** TwinSc | 1524 | | | | | 1882 | Scott&Co. Greenock | J.D.Tsounias (ChinaHellenic Lines,Ld. *Mgrs.*) | 251·6 | 32·5 | 18·9 | Piræus Greek | C.4Cy.25″&50″–30″ 228NHP | | |
| | (*ex*TaiChow–38,*ex*Georgy, | — | | | | | | | | | | | | Scott&Co.Greenock | | |
| | *ex*Amur,*ex*Ochotsk,*ex*ChungKing) | 929 | | | | | | | | | | | | | | |
| 69748 | **Anonity** | 303 | ✠100A1 | Grk | *d* | OG | 1936 | G.Brown &Co. Greenock | F.T.Everard& Sons,Ld. | 116·2 | 25·5 | 8·8 | London British | Oil Engines 2S.C.SA | 9 ″ 9 | |
| 164587 | | 195 | 3,36 | | | 11,39 | 3mo | | | | | | 3*BHAsp* | 3Cy.12⅝″–15¾″ 84NHP | s 3 ″ 5 | |
| MKYM | *Mchy.Aft* 1*Dk* | 141 | ✠LMC3,36 | | | | *Lloyd's* | *sA&CP* | | P36′Q39′F17′ | | FK | | | 9 ″ 8¾ | |
| | *Cruiser Stern* | | ✠LMC(M)5,38 | | | | | | | *FPT*41*tAPT*13*t* | | | | NewburyDieselCo.Ld. Newbury | | |
| 69749 | **Anselm** (P) | 5954 | ✠100A1 | ~~Liv~~ | *a*† | CL | 1935 | W.Denny &Bros.Ld. Dumbarton | BoothS.S.Co.Ld. | 412·3 | 55·7 | 25·8 | Liverpool British | 3SteamTurbinesSR geared | 28 ″ 6 | BT till 10,40 |
| 164275 | | 4351 | *with freeboard* | Liv | 2½ | 9,38 | 12mo | | | | | | 8*BHptCem* | toSc.shaft (*s*) 696NHP | s 3 ″ 1½ | |
| GYPF | D.F. E.S.D. 1*Dk&Shelter dk* | 3609 | Examined ~~4,96~~ 6,41 | | | | *Lloyd's* | *sA&CP* | | F48′ | | FK | *BHto2nd dk* | 250lb HS7704 FD | 25 ″ 6¾ | |
| | 3*rd dk except in after hold* | | ✠LMC11,39 | | | | | | *CellDB350′1056t side tanks in ER8′86t FPT* | *Including collision* | | | 66*tAPT*36*t* | 3SB(Spt),9*cf*,GS176, | | |
| | *Cruiser Stern* | | | | | | | | | | | | | W.Denny&Bros.Ld.Dmb. | | |
| 69750 | **Anshun** (P) | 3188 | | | | | 1930 | Scott'sS.B. &Eng.Co.Ld. Greenock | ChinaNav.Co.Ld. | 338·4 | 50·2 | 21·7 | London British | Oil Engines 2S.C.SA | | |
| 162520 | *Oil Eng.* | 2600 | | | | | | | | | | | *WB* | 6Cy.27″–45″ 762NHP | | |
| GPDX | 2*Dks(Stl)&Shelter dk* | 1869 | | | | | | | | | | | | Scott'sS.B.&Eng.Co.Ld. | | |

| Numéro d'Ordre / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant et plus Lettre d'Equipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. — Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69751<br>2389<br>JBYG | **Ansyu Maru**<br>(*ex*AnshuMaru–38)<br>2 *Dks*<br>*Cruiser Stern* | 2601<br>2200<br>1469 | | | | | 1937 | Uraga Dock Co. Ltd. Uraga | Chosen Yusen K.K. | 295·0 / P29′ | 45·0 / B75′ | 28·8 / F32′ | Jinsen<br>Japanese<br>*WB* | C.4Cy.(2)11⅞″&(2)20½″–13¾″SRgeared&LP turbine DRgearedto1Sc.shaft HS3014 223NHP<br>Uraga Dock Co. Ltd. Uraga | | |
| 69752<br>TCAA | **Antalya** Ⓟ (*ex*Antissa, Twin Sc<br>*ex*Lomonosoff) *ss*Nwc.2nd No.3–10,20<br>Wireless 1 *Dk & Spar dk & deep framing* | 1024<br>870<br>537 | ✠ ...<br>8.24<br>✠NB4,12 ✠ | | | | 1891<br>3mo | W. Dobson & Co. Newcastle | T.C. Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 226·5 / B52′F66′ | 30·0 | 14·9 / 20·8 FK | Istanbul<br>Turkish<br>*WB* | T.3Cy.12½″,20″&33″–24″ 121NHP<br>Hwthrn,Leslie&C.Ld Nwc. | 21 ″ 6 | |
| 69753<br>TCAI | **Antar** (*ex*LasPerlas–39, Twin Sc<br>*ex*Marmaras–39,*ex*AghiaAnastassia–38,<br>*ex*Aspasia,*ex*SophiaCouppa) 1 *Dk*<br>*Mchy. Aft* *ss*Shl.2nd No.3–5,13<br>*Well deck* *ss*Liv.No.1–18<br>2 *Dks (Stl) & Web frames*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* | 389<br>—<br>232<br>3 Mst<br>3066<br>2377 | ✠<br>11.22<br>✠NB5,13 ✠ | Sng | *w* | | 1890<br>1893<br>2mo | Stabilmnto Tecnico Trieste<br>W. Gray & Co. Ld. W Hartlepool | Atid Navigation Co. Ltd. (Barnett Bros. & Borchard, Ld. *Mgs*)<br>Tuva Ld. Sirketi (Agenzia Maritima Italiana, Cap. G. Folcini, *Mgrs.*)<br>*Cell D* B64′ 117*t* *FPT* 123*t* | 180·0 / 29·0 / 9·0<br>348·8 / B39·0 / P219′F47′ | 43·1 / 43·0 / FK | 28·0 / 26·4 | Haifa<br>Palestine<br>Istanbul<br>Turkish<br>*S BH Cem* *APT* 80*t* | C.4Cy.13″&24″–20″ NB05 43NHP<br>Stabilimento Tecnico, Tri.<br>T.3Cy.25½″,40½″&67″–45″ NDB13 321NHP<br>3SB,9*cf*,GS94,HS5120<br>Central Mar. Eng. Works, W.Hpl. | 28 ″ 0 | I<br>† |
| 69755<br>778<br>OHYC | —<br>(*ex*Maud–35)<br>Wireless D.F. 1 *Dk* | 1381<br>1192<br>735 | | | | | 1933 | Sölvesb'rgs Varvs & RederiA/B Sölvesborg | Finska Ångf. A/B | 252·1 / 239·0 / P28′B60′F25′ | 37·8 | 16·2 | Helsingfrs<br>Finnish<br>*WB* | T.3Cy.17½″,29″&48″–30″ 126NHP<br>Sölvesborgs Varvs & RederiA/B | | V |
| 69756<br>DKAN | **Antarktis**<br>D.F. E.S.D. GyC. *Oil Eng.*<br>*Mchy. Aft* *Ref. Mchy.* 1 *Dk*<br>*Carrying Petroleum in bulk*<br>*Carrying Whale oil in bulk*<br>*Cruiser Stern* *Longitudinal framing* | 10711<br>9655<br>6089 | | | | | 1939 | Howaldts-werke A.G. Kiel | Partenreed Motor-tanker "Antarktis" (Dietrich Mencke, *Mgr.*) | 488·3 / P107′B39′F84′ | 70·0 | 37·0 | Hamburg<br>German<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.25 1/16″–49 1/16″ 905NHP<br>Fr. Krupp Germaniawft A.G. Kiel | | G |
| 69757<br>YTAF | **Ante Matkovic** (*ex*Mossi–34)<br>*Fitted for oil fuel*<br>1 *Dk* | 2710<br>—<br>1663 | | | | | 1920 | Atel.&Ch. de Bretagne Nantes | Eugen Matkovic | 290·0 / P57′F26′ | 43·3 | 20·2 | Split<br>Yugoslav<br>*WB* | DR Geared Steam Turbine<br>Atel.&Ch.de Bretagne, Nts. | | V |
| 69758<br>6406<br>SHIA | **Anten**<br>*ss*Got.No.3–1,34<br>*ss*Got.No.1–38<br>D.F. 1 *Dk (Stl) & Shelter dk (Stl)* | 5135<br>4664<br>3093 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>5,40 ~~2,40~~<br>~~DBS4,38~~ ✠LMC3,38<br>*Fitted for oil fuel* 11 | Got<br>PN1<br>BS10,40 | *a*† | CL<br>8,39<br>,20 *F.P. a* | 1920<br>11mo<br>*Lloyd's* *sA&CP*<br>*Cell D B* 364′ 1181*t* | W. Doxford & Sons, Ld. Sunderland<br>Rederiaktieb Transatlantic (G. Carlsson, *Mgr.*) | 422·5 / 433·7 (O.L.) / F42′ *on Shelter dk* / *Collision* | 53·8 | 34·3 / FK | Gothenbrg<br>Swedish<br>*pt Cem* *B H to Sh dk* „ „ *U* „<br>*FPT* 105*t* *APT* 125*t* | T.3Cy.27½″,44½″&75″–54″ 29 ″ 0<br>180lb (*s*) 577NHP s 3 ″ 7¾<br>3SB(Spt),9*cf*,GS189, HS8530 FD 25 ″ 7<br>W. Doxford & Sons, Ld. Sld. | | |
| 69759<br>147292<br>GLFC | **Antenor** Ⓟ Twin Sc<br>*Fitted for oil fuel*<br>*Mchy. Aft* D.F. 3 *Dks* | 11174<br>8590<br>6809 | | | | | 1925 | Palmers' Co. Ld. Newcastle | China Mutual Stm. Nav. Co. Ld. (A. Holt & Co. *Mgrs.*) | 497·7 / P74′B201′F62′ | 62·2 | 35·0 | Liverpool<br>British<br>*WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts<br>Palmers' Co. Ld. Newcastle | | |
| 69760<br>1967<br>IBLB | **Anteo**<br>*ss*Pal.No.1–38<br>*Oil Eng.*<br>D.F. *Mchy. Aft* 2 *Dks*<br>*Longitudinal framing–bracketless system*<br>*Cruiser Stern* | 6772<br>6157<br>4037 | 100A1<br>10,39<br>DBS4,38 LMC4,38<br>*Carrying Petroleum in bulk* | Pal | *z*† | CL<br>10,39 | 1934<br>11mo<br>*Lloyd's* *sA&CP* | Cant. Nav. Riuniti Palermo | Società Ligure di Armamento<br>*Cell D Bu E* 52′ 135*t* *DTf* 36′ 306*t* | 451·3 / 428·9<br>P107′B25′F29′ FK | 57·0 | 33·0 | Genoa<br>Italian<br>16 *B Hpt Cem* (9 *to U dk* 7 „ 2*nd* „)<br>*FPT* 112*t* *APT* 76*t* | Oil Engines 2S.C.SA<br>6Cy.29½″–49 3/16″ 911NHP 2DB156*lb*<br>Soc. An "Fiat" S.G.M. Turin | 33 ″ 4 | |
| 69761<br>EAEG | **Antequera** (*ex*Erandio–39,<br>*ex*Begoña No.6, *ss*Bbo.2nd No.2–10,23<br>*ex*Onton, *ss*Bbo.No.2–32<br>*ex*Wilderspool) 1 *Dk (Stl) & deep framing & pt Awng dk (Stl)* | 2810<br>2116<br>1591 | ✠ ...<br>5,35<br>✠NB12,91 *refitted* 10,32 | Bbo | *l* | | 1894<br>10mo | W. Pickers-gill & Sons Sunderland | José de Navas Escuder<br>*Cell D Ba* 96′ *u* B20′ *f* 120′ 576*t* | 310·0 / 320·77′ | 42·9 | 19·2 | Bilbao<br>Spanish<br>5 *B H Cem* *APT* 66*t* | T.3Cy.22½″,37″&61″–42″ 253NHP<br>NDB20 *refitted* 28<br>2SB,6*cf*,GS116,HS3960<br>G. Clark, Ld. Sunderland | 21 ″ 9 | |
| 69762<br>147681<br>GKTM | **Anthea**<br>*ss*Bry.No.3–5,35<br>*ss*Bkn.No.1–39<br>D.F. E.S.D. 1 *Dk (Stl)* | 5186<br>4767<br>3132 | ✠100A1<br>4,40<br>BS1,40 ✠LMC4,39 | Lon | *y* | CL<br>4,38 | 1924<br>7mo<br>*Lloyd's* *sA&CP* | Ardrossan D.D.&S.B. Co. Ld. Ardrossan | Bowring S.S. Co. Ld. (C.T. Bowring & Co. Ltd. *Mgrs.*)<br>*Cell D B* 332′ 1084*t* *FPT* 106*t* | 385·4 / 398·9 (O.L.) / P37′B120′F43′ FK | 53·2 | 28·5 | London<br>British<br>6 *B H Cem* *APT* 220*t* | T.3Cy.26″,44″&73″–48″ (*s*) 530NHP<br>180lb 3SB,9*cf*,GS190,HS7968 FD<br>J.G. Kincaid & Co. Ld. Grk. | 31 ″ 0<br>s 5 ″ 8½<br>25 ″ 6 | |
| 69763<br>489<br>SVPS | **Anthippi N. Michalos**<br>(*ex*Cromerton, *ss*Pir.2nd No.3–11,32<br>*ex*Novorossia) *ss*Pir.No.1–37<br>1 *Dk (pt Irn & pt Stl) 2 tr B*<br>*deep framing & Web frames 3 Dk rule* | 3298<br>2912<br>1920 | ✠100A1<br>9,40 ~~12,30~~<br>✠LMC<br>MS3,37 BS12,38 | Pir<br>Mtl | *u* | CL<br>~~11,30~~<br>9,40 | 1905<br>2mo<br>*Lloyd's* *sA&CP* | Bartram & Sons Sunderland | Michalinos Maritime & Commercial Co. Ld.<br>*Cell D Ba* 108′ *u E* | 325·0 / P29′B94′F35′ | 48·0 | 21·9 / FK | Piræus<br>Greek<br>5 *B H Cem* *APT* 140*t* | T.3Cy.24″,39″&64″–42″ (*s*) 285NHP<br>180lb *180lb* NDB25<br>2SB,8*pf*,GS125,HS4360<br>J. Dickinson & Sons, Ld. Sld. | 24 ″ 0<br>s 3 ″ 11<br>20 ″ 6 | |
| 69764<br>150232<br>CYJQ | **Anticosti** (*ex*Glenclova)<br>*Fitted for oil fuel*<br>*Mchy. Aft* 1 *Dk* | 1925<br>1627<br>1092 | | | | | 1921 | Midland S.B.Co. Ld. Midland, Ont. | Canada Steamship Lines, Ld. | 246·0 / Q86′F40′ | 42·5 | 18·5 | Midland, Ont.<br>British *WB*<br>*Rebuilt* | T.3Cy 18″,30″&50″–42″ 162NHP<br>Frontier Iron Wrks. Detroit *by* Gt. Lakes Fndry & Mch Co | | C |
| 69765<br>219229<br>KONR | **Antietam**<br>Sub.Sig. *Fitted for oil fuel*<br>*Mchy. Aft* *Carrying Petroleum in bulk*<br>*Longitudinal framing* | 6972<br>—<br>4293 | | | | | 1919 | Bethlehem S.B.Corp. Ld. Sparrows Pnt Md. | Paco Tankers, Inc. (Pennsylvania Shipping Co. *Mgrs.*) | 435·6 / P122′B50′F45′ | 56·2 | 31·7 | Wilmngtn (Del.)<br>Utd. States<br>*WB* | T.3Cy.27″,47″&78″–48″ 422NHP<br>Bethlehem S.B.Corp. Ld. | | R |
| 69766<br>160457<br>GNRT | **Antigone**<br>*ss*Bry.No.2–37<br>1 *Dk (Stl) & Shelter dk (Stl)* | 4545<br>4322<br>2835 | ✠100A1 ~~Liv~~<br>*with freeboard* Mdb<br>Examined 5,41<br>~~BS1,40~~ ✠LMC4,37<br>3,41 | | *z* | CL<br>~~2,38~~<br>3,40 | 1928<br>5mo<br>*Lloyd's* *sA&CP* | Napier & Miller, Ld. Glasgow | New Egypt & Levant Shppg. Co. Ld. (T. Bowen Rees & Co. Ld. *Mgrs.*)<br>*Cell D B* 350′ | 401·4 / 415·8 (O.L.) / F42′ | 54·2 | 25·3 / FK | London<br>British<br>6 *B H Cem* *Coll to Sh dk* 5 „ 2*nd* „)<br>1046*t* *APT* 136*t* | T.3Cy.26½″,42″&71″–48″ 418NHP<br>180lb (*s*)<br>3SB,9*cf*,GS186,HS6999<br>J.G. Kincaid & Co. Ld. Grk. | 27 ″ 9<br>s 2–10¾<br>24 ″ 11½ | |
| 69767<br>231465<br>KDCJ | **Antigua** Ⓟ Twin Sc<br>*Fitted for oil fuel*<br>D.F. GyC. 4 *Dks*<br>*Ref. Mchy.* E.S.D. | 6982<br>3985<br>3178 | | | | | 1932 | Bethlehem S.B.Corp. Ld. Quincy, Mass. | United Mail S.S. Co. (United Fruit Co. *Mgrs.*) | 415·7 / P41′B&F343′ | 60·3 | 24·1 | New York<br>Utd. States | 2 Steam Turbines connect'd to Elec. Motor & Sc. Shafts<br>General Electric Co. Schenectady, N.Y. | | R |
| 69768 | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When. — Ship. — Engines | By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. — Freeboard amidships — Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69769<br>914<br>SZNQ | **Antiklia** (*ex*Katina P.II.–39, *ex*Ljubica Matkovic–37, *ex*Ljubica, *ex*Mirone, *ex*Carlo Zeno, *ex*St. Dunstan)<br>*ss*Shl.No.3–4,05 *ss*Nap.No.2–14<br>1 *Dk & Web frames Welldeck* | 951<br>—<br>550 | ✠ ...<br>11,19 | | | | 1892<br>10mo | S.P. Austin &Son<br>Sunderland | Mme. A.A. Davaris &P.H. Tzanetatos | 220·0 \| 31·0 \| 14·0<br>H75′B46′F27′ FK | | | Piræus<br>Greek *WB* | T.3Cy.18″,30″&49″–33″ 137NHP<br>N.E.Marine Eng.Co.Ltd.Sld | 16 ″ 6 | G<br>† |
| 69770<br>DKBA | **Antilla**<br>*Fitted for oil fuel*<br>D.F. E.S.D. 2 *Dks*<br>*Cruiser Stern* | 4363<br>—<br>2164 | | | | | 1939 | Deutsche Werft A.G. Bet Finkenwrder Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 398·3 \| 55·7 \| 22·8 | | | Hamburg<br>German *WB* | 2 Steam Turbines connected to Electric Motor & Sc. Shaft<br>Allgemeine Elec Ges. Berlin | | |
| 69771<br>123984<br>GPZF | **Antilochus** Ⓟ Twin Sc<br>D.F. 3 *Dks* | 9082<br>8649<br>5772 | | | | | 1906 | Hawthorn, Leslie & Co. Ld.<br>Newcastle | Ocean S.S. Co. Ld.<br>(A. Holt & Co. *Mgrs*) | 486·0 \| 58·3 \| 39·5 | | | Liverpool<br>British *WB* | T.6Cy.23″,38½″&65″–48″ 585NHP<br>Hwthrn, Leslie & C.Ld.Nwc | | BT till ~~9,40~~ ~~9,41~~ 9,41 |
| 69772<br>220362<br>KDAX | **Antinous**<br>*Fitted for oil fuel*<br>D.F. Sub.Sig 1 *Dk & Shelter dk*<br>*Longitudinal framing* | 6034<br>5532<br>3775 | ✠ ...<br>8,21 | | | | 1920<br>7mo | G.M. Standi-fer Const Corp Vancouver, Wash. | Waterman S.S. Corp. | 401·5 \| 53·2 \| 31·9<br>P34′B114′F38′ *on Shelter dk* FK | | | Mobile<br>Utd. States *WB* | DR Geared Steam Turbine<br>*E made* 19 *refitted* 34 550NHP<br>General Electric Co.<br>Schenectady, N.Y. | 34 ″ 7 | R<br>† |
| 69773<br>161362<br>GSJB | **Antiope**<br>*ss*Bry.No.2–38<br>1 *Dk (Stl) & Shelter dk (Stl)*<br>*Tonnage opening closed '41 (W.E.)* | 4545<br>4289<br>2835 | ✠ 100A1<br>*with freeboard*<br>~~8,41~~ ~~10,39~~ ✠ LMC<br>MS9,38 ~~BS8,46~~ 1,41 | NSW<br>~~N.S.W.~~ Liv | *z* | CL<br>~~5,37~~ 7,40 | 1930<br>1mo | Napier & Miller, Ld.<br>Glasgow | New Egypt & Levant Shipping Co. Ld. (T. Bowen Rees & Co. Ld. *Mgs.*) | 400′8 \| 54′2 \| 25′3<br>417′0 (O.L.)<br>F42′ FK<br>*Cell D B* 350′ 1046 *t APT* 136 *t* | | | London<br>British<br>6 *B H Cem*<br>*Coll to Sh dk*<br>5 „ 2nd „ | T.3Cy.26″,42″&71″–48″ (*s*) 180lb 418NHP<br>3SB, *9cf*, GS 186, HS 6999<br>J.G. Kincaid & Co. Ld. Grk. | 36 ″ 9<br>s 10 ″ 10¾<br>26 ″ 0½ | |
| 69774<br>163400<br>MBKF | **Antiquity**<br>*ss*Lon.No.1–38<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Cargo battens not fitted* *Cruiser Stern* | 311<br>224<br>148 | ✠ 100A1<br>8,41 ~~11,38~~<br>✠ LMC 11,38<br>✠ LMC M 10,40 | Lon<br>Nwc | *d* | OG<br>~~10,30~~ 3,41 | 1933<br>11mo | Fellows & Co. Ld.<br>Southtown, Gt. Yarmouth | F.T. Everard & Sons, Ld. | 129′2 \| 24′7 \| 8′9<br>P38′F13′ FK<br>*FPT* 33 *t APT* 9 *t*<br>*Lloyd's A & CP* | | | London<br>British<br>3 *B H Cem* | Oil Engines 2S.C.SA<br>4Cy.12⅝″–15⅜″ 112NHP<br>Newbury Diesel Co. Ld.<br>Newbury | 9 ″ 6<br>s ″ 10½<br>8 ″ 9¼ | |
| 69775<br>~~1266~~<br>CBAG | **Antje Fritzen** (*ex*Meopham–39, *ex*Gibraltar–38, *ex*Maplemore) *ss*Lth.No.3–4,29 *ss*Bel.No.2–38<br>1 *Dk (Stl)* | *4330*<br>*3970*<br>*2668* | ✠ ~~...~~<br>~~4,39~~ | | | | 1916<br>7mo | W. Pickers-gill & Sons, Ld.<br>Sunderland | Johs. Fritzen & Sohn vorm. W. Kunstmann | 365′0 \| 51′0 \| 25′9<br>P36′B117′F32′ FK<br>*Cell D B a* 119′ *u E* 25′ *f* 162′9 *t FPT* 108 *t APT* 161 *t* | | | Stettin<br>German | T.3Cy.26″,42¼″&69¾″–45″ 361NHP<br>2SB, *8pf*, GS 162, HS 5708<br>G. Clark, Ld. Sunderland | 28 ″ 4 | |
| 69776<br>1266<br>CBAG | **Antofagasta** Ⓟ<br>(*ex*Plum Branch–33)<br>2 *Dks* | 5381<br>—<br>3156 | | | | | 1921 | Palmers' Co. Ld.<br>Newcastle | Compania Chilena de Navegacion Interoceanica (H. R. Samsing, *Mgr.*) | 398′5 \| 53′8 \| 26′1<br>P50′B121′F42′ *WB* | | | Valparaiso<br>Chilian | T.3Cy.24 7/16″,40 5/8″&66 3/16″–47″ 300NHP<br>*E made* 22 *fitted* 33<br>Deutsche Schiff.-u Mschb. A.G. Weser, Bmn. | | C |
| 69777<br>YTPN | **Anton** (*ex*Kobac–36, *ex*Chiswick Manor–34, *ex*Lombardier) *ss*Cff.No.2–27<br>1 *Dk (Stl)* | *1480*<br>*1313*<br>*787* | ✠ ——<br>2,34 | | Cff *p* | | 1919<br>4mo | Lloyd Royal Belge (Gt. Britain) Ld. Glasgow | Ant. Babarovic<br>*Cell D* | 240′3 \| 36′1 \| 19′1<br>B52′F23′ FK<br>*B* 198′ 297 *t FPT* 84 *t APT* 60 *t* | | | Milna<br>Yugoslav | T.3Cy.18″,30″&50″–33″ 172NHP<br>2SB, *6cf*, GS 97, HS 2886<br>N. British Diesel Eng. Co Gls | 21 ″ 3 | C<br>† |
| 69778<br>UOMU | **Anton Chekhov** Ⓟ Twin Sc<br>(*ex*Delfin) *Oil Eng.*<br>2 *Dks & Shelter dk*<br>*Cruiser Stern* | 2121<br>1363<br>939 | | | | | 1929 | Sevastopol Marine Wks. Sevastopol | U.S.S.R. | 249′3 \| 39′4 \| 18′2<br>F27′B88′ | | | Rostov-on-Don<br>Russian *WB* | Oil Engines 2S.C.SA<br>8Cy.18½″–32″ 476NHP<br>Kharkov Loco. Wrks.<br>"Komintern," Kharkov | | |
| 69779<br>417<br>OHXL | **Anton H.** (*ex*John Shaw–35)<br>*ss*Hfs.2nd No.3–5,38<br>Wireless D.F. *Mchy. Aft*<br>*Cargo battens not fitted* 1 *Dk (Stl)* | 1436<br>—<br>833 | ✠ 100A1<br>2,40<br>BS6,39 ✠ LMC 5,38<br>No later survey reported | Mmo | *p* | CL<br>6,38 | 1913<br>1mo | W. Harkess &Son, Ld.<br>Middlesbro' | Werner Hacklin<br>*Cell D B a* 36′ | 254′4 \| 38′0 \| 14′6<br>247′0<br>Q144′F28′ FK<br>*f* 169′441 *t FPT* 168 *t APT* 45 *t* | | | Pori<br>Finnish | T.3Cy.18″,29″&48″–33″ (*s*) 180lb 175NHP<br>2SB, *4pf*, GS 79, HS 3128<br>MacColl & Pollock, Ld. Sld. | 16 ″ 9<br>s 5 ″ 1½<br>15 ″ 3 | |
| 69780<br>145937<br>GJBY | **Antonia** Ⓟ Twin Sc<br>*ss*Bkn No.3–1,34 *ss*Liv.No.1–38<br>Sub Sig. 2 *Dks (Stl) & Shelter dk (Stl–ws)*<br>*Ref. Mchy.* 3rd *dk (Stl) in holds except*<br>D.F. E.S.D. GyC. *in Nos. 4 & 5* | 13867<br>10636<br>8254 | ✠ 100A1<br>*Shelter dk*<br>*with freeboard*<br>10,39<br>BS12,39 ✠ LMC 12,37<br>Lloyd's RMC ~~12,39~~ 7,40<br>E & No. 6 hold chambers for temp. 32° F.<br>*Fitted for oil fuel* 6,22 *F.P. above* 150° F. | Liv | *h*† | CL<br>P10,39<br>S12,36 | 1921<br>12mo | Vickers, Ld Barrow | Cunard White Star, Ld.<br>*Cell D B* 450′ 1796 *t*<br>*in way of Tunnels* | 519′9 \| 65′3 \| 39′1<br>B&F448′ *on Sh dk*<br>*Prom. dk* 266′ FK<br>*DT* 1450 *t Tanks*<br>389 *t FPT* 108 *t APT* 49 *t* | | | Liverpool<br>British<br>*pt Cem*<br>10 *B H to S dk* | 4 Steam Turbines DR geared to 2 Sc. Shafts (*r*)<br>220lb HS 19443 FD 1640NHP<br>2SB&2DB, *24cf*, GS 497<br>Vickers, Ld. Barrow | 43 ″ 1<br>s 11 ″ 11½<br>31 ″ 6½ | BT till 10,40 |
| 69781<br>PCSH | —<br>*Oil Eng.*<br>D.F. E.S.D. *Cruiser Stern* 1 *Dk*<br>*Mchy. Aft* *Longitudinal framing at bottom in centre tank & in trunk* | 3357<br>2348<br>1787 | ✠ 100A1<br>9,40 ~~1,40~~<br>✠ LMC 8,38<br>*Carrying Petroleum in bulk* | Bat<br>Sng | *u* | CL<br>*bulk* | 1938<br>8mo | N.V.C. Van derGiessen & Zonen's Schps Krimpen<br>*Lloyd's A & CP* | Nederl. Indische Tankstoomboot Maats.<br>*Cell D Bu* E 63′ | 332′0 \| 46′6 \| 20′0<br>348′0 (O.L.)<br>P93′ *Trunk* 186′ FK<br>F53′<br>120 *t DT* f 27′42 *t FP*<br>*T* 84 *t APT* 62 *t* | | | The Hague<br>Dutch | Oil Engines 4S.C.SA<br>6Cy.19 11/16″–43 5/16″ 223NHP<br>DB *180lb*<br>Werkspoor N.V. Ams. | 20 ″ 0<br>s 1 ″ 7¼<br>18 ″ 6½ | |
| 69782<br>Wireless | — Ⓟ<br>*Oil Eng.*<br>1 *Dk*<br>*Cruiser Stern* | 502<br>341<br>297 | ✠ 100A1<br>2,39<br>✠ LMC 2,39 | HKg | *g* | CL | 1939<br>2mo | W.S. Bailey &Co. Ld.<br>HongKong<br>*Lloyd's A & CP* | Aboitiz & Co. Inc. | 157′6 \| 28′1 \| 9′1<br>163′0 (O.L.)<br>*F* 20′ *Shade dk* FK<br>*FPT* 17 *t APT* 25 *t* | | | Cebu, P.I.<br>Utd. States | Oil Engines 4S.C.SA<br>6Cy.14 5/16″–22 1/16″ 124NHP<br>Humboldt-Deutzmotoren, A.G. Köln-Deutz | 11 ″ 6 | |
| 69783<br>IBCV | **Antonia C.** (*ex*Gundine–39, *ex*Emile Deutsch de la Meurthe) *ss*Cpn.No.3–7,34<br>2 *Dks (Stl) & Web frames*<br>D.F. *Mchy. Aft* *Longitudinal framing*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* | 5877<br>5260<br>3447 | ✠ ——<br>9,39 | | Cff *z* | | 1921<br>6mo | Bethlehem S.B. Corp. Ld<br>Sparrow's Point, Md. | Carlo Cameli<br>*Cell D B* 63′185 *t*<br>*DT* f 32′322 *t* | 412′4 \| 53′3 \| 30′9<br>427′7 (O.L.)<br>P125′B33′F43′ FK<br>*FPT* 98 *t APT* 102 *t* | | | Genoa<br>Italian | T.3Cy.27″,45″&74″–48″ 552NHP<br>3SB, *9cf*, GS 193, HS 8358<br>Bethlehem S.B. Corp. Ld. | 31 ″ 0 | I<br>† |
| 69784<br>~~Tourneur~~<br>*Mchy Aft* | **Antonico** (*ex*Ashbay–35, Twin Sc<br>*ex*Tourneur) 1 *Dk* | *1223*<br>*826*<br>*643* | | | | | 1919 | Ch. & Atel deSt. Nazaire St. Nazaire | Manoel Leonidas de Albuquerque | 218′6 \| 34′2 \| 13′2<br>P74′F30′ | | | Para<br>Brazilian *WB* | C.4Cy.16″&30″–20″ 81NHP<br>Ch. & Atel. deSt. Nazaire | | V |
| 69785<br>1604<br>IBFC | **Antonietta** (*ex*Atholl) *ss*Cff.2nd No.3–1,26<br>*ss*Gen.No.1–31<br>D.F. 2 *Dks* (1 *Stl & Upt Irn & pt Stl*) *& deep framing* | 4423<br>4082<br>2792 | ✠ ...<br>3,34 | | Gen | | 1901<br>2mo | Napier & Miller, Ld<br>Glasgow | G. Bozzo fu L.<br>*Cell D B a* 125′ *u* | 398′9 \| 48′7 \| 27′4<br>385′5<br>P40′B110′F44′ FK<br>*E & B* 44′ *f* 167′1059 *t* | | | Genoa<br>Italian | T.3Cy.27″,43″&72″–48″ 418NHP<br>2SB, *8cf*, GS 136, HS 5463<br>Dunsmuir & Jackson, Ld Gls | 29 ″ 9 | I<br>† |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant et par Lettre d'Appendice. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69786<br>2023<br>IBYW | **Antonietta Costa**<br>(*ex*MonteBianco–37, *ex*Nimrod)<br>D.F. | *ss*Tri.No.3–9,31<br>*ss*Gen.No.1–35<br>2*Dks*(*Stl*) | 5900<br>—<br>3619 | ✠ ...<br>3,39 | Gen | *a*† | | 1913<br>10mo | Stabilmnto Teenico Trieste | G.Costa fuAndrea<br>*CellDBa*151′*uE*25 | 451·6\|54·5\|27·8<br>435·0<br>P38′B279′F44′ FK | Genoa<br>Italian<br>7*BHCem* | T.3Cy.27½″,45″&75″–48″<br>529NHP<br>3SB,*9cf*,GS177,HS7688<br>J.G.Kincaid&Co.Grk. | 30 ″ 6 | |
| 69787<br>422<br>IBGC | **Antonietta Lauro**<br>(*ex*Parklaan–33)<br>D.F. | *ss*Rot.No.1–32<br>1*Dk*(*Stl*) | 5428<br>5022<br>3328 | ✠ ...<br>1,35 | Rot | *z* | | 1928<br>3mo | P.Smit,Jr.<br>Rotterdam | A.Lauro<br>*CellDBa*&*uE*1 | 435·5\|55·2\|26·5<br>420·3<br>P33′B250′F36′ FK<br>56′*f*182′1188*t*FPT | Naples<br>Italian<br>7*BHptCem*<br>150*tAPT*34*t* | T.3Cy 27⅞″,42½″&72½″–<br>51⅞″ 500NHP<br>3SB,*9cf*,GS171,HS7104<br>P.Smit,Jr.Rotterdam | 29 ″ 0 | I<br>† |
| 69788<br>142601<br>GBDN | **Antonio** (*ex*Western,*ex*WarFijian)<br>*ss*Cff.No.3–11,30<br>*ss*Nwc.No.2–39<br>1*Dk*(*Stl*) | | 5225<br>4775<br>3168 | ✠100A1<br>6,41<br>✠LMC<br>MS6,38 BS2,41 | Nwc | *y* | CL<br>~~1,41~~<br>N5,41 | 1918<br>7mo<br>*Lloyd's* | JLThomp-son&Sons,Ld. Sunderland | NewEgypt&Lev-antShippingCo.Ld (T.BowenRees&Co Ld.*Mgrs.*) *CellDB*<br>341′1081*t*FPT134*t* | 400·3\|52·3\|28·4<br>P49′B113′F39′ FK<br>*APT*212*t* | London<br>British<br>7*BHCem* | T.3Cy.27¾″,44″&73″–48″<br>180lb (*s*) 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>J.Dickinson&Sons,Ld.Sld. | 31 ″ 0<br>s 5·11½<br>25 ″ 3½ | |
| 69789<br>EANB | **Antonio de Satrustegui**<br>(*ex*Mari-Dolores–34, *ex*Tenax,*ex*Canadian Raider)<br>*Cargo battens not fitted* | *ss*BboNo.3–5,30<br>*ss*Bcl.No.1–35<br>1*Dk*(*Stl*) | 3289<br>—<br>1867 | ✠100A1<br>3,36<br>BS~~5,36~~ 7,40 ✠LMC1,35 | Bcl | *v* | CL<br>~~1,31~~<br>10,10 | 1920<br>1mo<br>*Lloyd's* | Wallace ShipyardsLd. N.Vancouver | Cia.deNav.Vasco-Asturiana<br>*Cell* | 331·0\|46·7\|23·2<br>P33′B98′F33′ FK<br>*DB*270′674*t*FPT95 | Aviles<br>Spanish<br>7*BHCem* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 408NHP<br>3SB,*9cf*,GS156,HS7275<br>WallaceShipyards,Ld. | 25 ″ 6<br>s 3·11½<br>21 ″ 9 | |
| 69790<br>DHBJ | **Antonio Delfino** (P) TwinSc<br>(*ex*SierraNevada–34, *ex*AntonioDelfino–32)<br>D.F. GyC. Sub.Sig. | *Fitted for oil fuel*<br>4*Dks*<br>*CruiserStern* | 13589<br>10178<br>8013 | No later survey reported | | | | 1921<br>" Vulcan" Hamburg | Akt.Ges. Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | | 499·5\|64·0\|38·7<br>B&F402′Upper F41′ | Hamburg<br>German<br>*WB* | T6Cy26 15/16″,43 5/16″&71″–51 5/16″<br>&2 low pressure Turbines<br>1200NHP<br>VulcanWerkeA.G. Hamburg | | G |
| 69791<br>114<br>IVPG | **Antonio Landi** Aux3MstSr<br>(*ex*Vittoria–36,*ex*Sive)<br>*Mchy.Aft* Wireless<br>(*See Sailing Ship Register*) | *OilEng.*<br>1*Dk* | 415<br>368<br>301 | | | | | 1919 | NVSchpsw v/hGebr.G.& H.Bodewes Martenshoek | CarloLandi fu Antonio | 157·1\|25·4\|12·6<br>138·7<br>Q34′H24*t* | Savona<br>Italian | Oil Engines 2S.C.SA<br>4Cy.10¼″–17¾″ 73NHP<br>NE34<br>Soc.An."Fiat"S.G.M.Turin | | I |
| 69792<br>2302<br>IBTF | **Antonio Limoncelli**<br>(*ex*Aberdare–33, *ex*Merioneth) D.F. | *ss*Cff.No.2–32<br>1*Dk*(*Stl*) | 4574<br>4263<br>2819 | ✠ ...<br>4,34 | Bry | | | 1924<br>5mo | W.Gray& Co.Ld. WHartlepool | A.Lauro<br>*CellDB* | 412·2\|52·0\|25·6<br>400·0<br>P30′B257′F35′ FK<br>560′1260*t* FPT117*t* | Genoa<br>Italian<br>6*BHptCem*<br>*APT*128*t* | T.3Cy.26″,43″&71″–48″<br>436NHP<br>3SB,*9cf*,GS187,HS7503<br>Cen.Mar.Eng.Wrks.WHpl | 28 ″ 1 | I<br>† |
| 69793<br>222<br>IBBL | **Antonio Locatelli** (*ex*West<br>Camak–38)<br>Sub.Sig. | *Fitted for oil fuel*<br>2*Dks* | 5691<br>5108<br>3430 | | | | | 1920 | Western Pipe&Steel Co.SFrncisco | Soc.Anon. Cooperativa diNav. "Garibaldi" | 427·0\|54·3\|27·1<br>410·5<br>P46′B112′F46′ *WB* | Genoa<br>Italian | T.3Cy.24″,41½″&72″–48″<br>Joshua Hendy Co.San Francisco | | RI |
| 69794<br>EBAV | **Antonio Lopez** (P)<br>(*ex*Ruahine)<br>Sub.Sig D.F. | *ss*Bcl.3rdNo.3–9,27<br>2*Dks*(*Stl–ws*)3*trB* | 6044<br>5146<br>4346 | ✠<br>11,30<br>(*Reclassification Contemplated*) | Msl | *a*† | | 1891<br>12mo | W.Denny &Bros. Dumbarton | Cia.Trasatlantica<br>*CellDBa* | 430·0\|50·1\|31·6<br>P54′B160′F58′ BK11′<br>110′*uB* | Barcelona<br>Spanish<br>7*BHCem*<br>58′*f*153′779*t* | Q.4Cy.32″,46½″,64½″&92″–<br>60″ FD 818NHP<br>3DB,*18pf*,GS270,HS11262<br>Denny&Co.Dumbarton | 34 ″ 6 | |
| 69795<br>161<br>SVGH | **Antonios** Iron<br>(*ex*Newington)<br>*Well deck* | *ss*Lth.2ndNo.3–4,09<br>*ss*Pir.No.1–13<br>1*Dk*(*Irn*) | *1187*<br>*845*<br>*679* | ✠<br>11,19 | Bry | *m* | | 1883<br>5mo | Workman, Clark&Co. Belfast | AntoniosG.Geor-gandis<br>*DBa*59′ | 217·3\|31·9\|15·4<br>P32′Q46′B63′F29′<br>ptND9 FK<br>84′*f*&*uE*&*B*31′274*t* | Piræus<br>Greek<br>5*BHCem*<br>*APT*39*t* | C.2Cy.26″&50½″–36″<br>NDB04 122NHP<br>1SB,*3pf*,GS845,HS2062<br>V.Coates&Co.Ld.Belfast | 16 ″ 9 | V<br>† |
| 102/40<br>69796<br>917<br>SVYI | **Antonios Chandris**<br>(*ex*Easterling–37) | 2*Dks*&*Awng dk* | 5866<br>5584<br>4399 | ✠ ...<br>3,21 | | | | 1918<br>10mo | Kawasaki Dkyd.Co.Ld. Kobe | J.D.Chandris | 385·0\|51·0\|36·0<br>FK | Piræus<br>Greek<br>*WB* | T.3Cy 26″,43½″&72″–48″<br>440NHP<br>KawasakiDkydCoLd Kobe | 36 ″ 0 | G<br>† |
| 7/41<br>69797<br>131<br>SVGJ | **Antonis** (*ex*IouliaNicolaou–36, *ex*Rocio–33) | *ss*Shl.No.3–9,28<br>*ss*Rot.No.2–37<br>1*Dk*(*Stl*) | 3729<br>*3466*<br>*2320* | ✠100A1<br>8,39<br>✠LMC<br>MS4,36 BS~~3,39~~ 5,40 | Cff | *w* | CL<br>~~8,37~~<br>12,40 | 1915<br>8mo<br>*Lloyd's* | R.Thomp-son&Sons,Ld. Sunderland | AntonisG.Lemos' Sons<br>*CellDBa* | 350·0\|50·5\|22·8<br>P35′B210′F36′ FK<br>106′*uE*21′*f*148′807*t* | Chios<br>Greek<br>6*BHCem*<br>*APT*139*t* | T.3Cy.25″,42″&68″–48″ (*s*)<br>180lb *100lb* 346NHP<br>2SB,*6cf*,GS138,HS5300<br>N.E.MarineEng.Co.Ld.Slo | 25 ″ 2<br>s 2·11½<br>22 ″ 5⅞ | |
| 101/40<br>69798<br>672<br>SVOC | **Antonis Georgandis** (*ex*Rijndijk)<br>*ss*Rot.No.3–10,27<br>*ss*Pir.No.2–36<br>1*Dk*(*Stl*) | | 3557<br>3259<br>2172 | ✠100A1<br>8,37<br>BS5,39 ✠LMC5,36 | Sws | *v* | CL<br>7,37 | 1915<br>3mo | Rotterdam Droogd.Maat Rotterdam A&CP | GeorgandisBros.<br>*CellDBa*96′*uE*2 | 345·6\|48·8\|23·2<br>P25′B115′F35′ FK<br>3′*f*163′816*t*FPT82*t* | Piræus<br>Greek<br>6*BHCem*<br>*APT*110*t* | T.3Cy.25″,41″&67″–45″ (*s*)<br>180lb 361NHP<br>2SB&1AuxB,*8cf*,GS158<br>NewAuxB11,30 HS6033<br>RotterdamDroogd.Maats | 25 ″ 7<br>s 4 ″ 2½<br>21 ″ 7 | |
| 69799<br>16431<br>GZGC | **Antrim Coast**<br>Wireless D.F. E.S.D.<br>*Mchy.Aft* | *OilEng.*<br>1*Dk*&*Shelter dk*<br>*CruiserStern* | 646<br>499<br>234 | ✠100A1<br>*withfreeboard*<br>6,10 ~~5,30~~ ✠LMC2,37 | Liv | *m* | OG<br>5,40 | 1937<br>2mo<br>*Lloyd's* | Ardrossan DockyardLd Ardrossan | CoastLines,Ld.<br>*CellD* | 200·6\|33·1\|11·1<br>*34·9*<br>209·5(O.L.) FK<br>F23′ B(*aft*)33′ (<br>*B*154′219*t*DT*f*6′3 | Liverpool<br>British<br>3*BHCem*<br>*Coll to Sh dk*<br>2 „ *2nd* „) | Oil Engines 4S.C.SA<br>6Cy.19 1/16″–35 1/16″ 224NHP<br>*Coll to Sh dk*<br>J.G.Kincaid& Co.Ld.Grk. | 13 ″ 8<br>s ″ 2<br>13 ″ 7½ | |
| 46/40<br>69800<br>ONWA | **Antverpia** (*ex*Fangturm)<br>1*Dk*(*Stl*)&*Spar dk*(*Stl–pt*<br>D.F. teak s)&*deep framing* | *ss*Ant.2ndNo.3–12,36 | *4932*<br>*4694*<br>*3132* | ✠100A1<br>*Spar dk*<br>9,39<br>BS6,39 ✠LMC12,36 | Ant | *z* | CL<br>9,39 | 1908<br>10mo<br>*Lloyd's* | Swan,Hun-ter&Wigham Richardson, Ld Newcastle | Cie.RoyaleBelgo-Argentine(Arme-mentDeppe,*Mgrs.*)<br>*CellDBa*<br>*'tween dk tanks a*44′ | 401·2\|52·5\|20·2<br>28·2<br>P50′B122′F51′<br>FK<br>130′*uE*24′*f*180–~~566~~*t*<br>434*tf*42′456*t* FPT6 | Antwerp<br>Belgian<br>6*BHCem*<br>0*t APT*50*t* | Q.4Cy.23″,31½″,48″&71″–51″<br>213lb *120lb* (*r*) 470NHP<br>3SB,*9cf*,GS153,HS6216 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31 ″ 0<br>s 6 ″ 0½<br>25 ″ 2⅞ | |
| 69801<br>13190<br>GDFV | **Antwerp** (P) TwinSc<br>*CruiserStern*<br>Sub.Sig. | 2*Dks*&*Shelter dk* | 2957<br>2373<br>1285 | ✠ ...<br>11,22 | | | | 1920<br>4mo | J.Brown& Co.Ld. Glasgow | London&North EasternRailway | 321·6\|43·1\|17·9<br>F131′ *on Shelter dk*<br>FK | Harwich<br>British<br>*WB* | 4SteamTurbinesSR geared to 2ScShafts 1476NHP<br>J.Brown&Co.Ld.Glasgow | 26 ″ 6 | BT till 5.41 |
| 69802<br>PCSJ | **Antwerpen**<br>*Mchy.Aft* | *OilEng.*<br>1*Dk* | 364<br>291<br>251 | | | | | 1927 | N.V.Werf DeNoord Alblasserdm. | N.V.Motorship "Antwerpen" (T.denHartigh, *Mgr.*) | 148·7\|24·2\| 9·6<br>Q39′F15′ | Terneuzen<br>Dutch<br>*WB* | Oil Engines 4S.C.SA<br>4Cy.11″–17½″ 47NHP<br>Motorenfabr."Deutz"A.G. Köln-Deutz | | V |
| 69803<br>QOWA | **Anvers** (*ex*Ekkehard,*ex*ElsaMenzell) | 2*Dks* | *4398*<br>*4097*<br>*2782* | | | | | 1908 | Flensburgr Schiffsb.Ges. Flensburg | Cie.RoyaleBelgo-Argentine (Armement Deppe *Mgrs.*) | 383·3\|52·1\|25·3<br>P43′B113′F42′ | Antwerp<br>Belgian | T.3Cy.22¾″,39½″&66½″–48″<br>306NHP<br>FlensburgerSchiffsb.Ges. | | V |
| 69804<br>1628<br>JAYL | **Anyō Maru** (P) TwinSc<br>*ss*Kob.No.3–6,34<br>*ss*Yka.No.1–38<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*) | | 9257<br>8651<br>5739 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~5,41~~ 5,39 6,41 BS~~5,40~~<br>~~BS5,38~~ ✠LMC5,38<br>*Fitted for oil fuel* 3,18 | Yka | *d*† | OG<br>~~5,37~~<br>5,40 | 1913<br>6mo<br>*Lloyd's* | MitsuBishi Dkyd&EWks Nagasaki | NipponYusenK.K.<br>*CellDBa*133′*uE*&*B* | 460·0\|59·7\|32·5<br>FK&BK1½<br>92′*f*178′1571*t* FPT | Tokyo<br>Japanese<br>7*BHCem*<br>128*tAPT*27*t* | 4SteamTurbinesSR geared to 2 Sc. Shafts (*s*)<br>200lb 1157NHP<br>5SB,GS289,HS12065 FD<br>MitsuBishiD&E.Wks.Nag. | 40 ″ 6<br>s 10·9½<br>30 ″ 3 | |

*F.P. above 150′F.*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter | Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces / Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69805<br>150273<br>VGBR | **Anyox** Ⓟ — Wood<br>*Fitted for oil fuel*<br>Wireless — 1 *Dk* | 1267<br>1035<br>749 | | | | | 1917 | Winslow S.B.Co. Winslow,W. | PacificSalvage Co.Ld. | 193·4 \| 39·7 \| 19·6<br>F96′ | | | Vancouver British *WB* | T.3Cy.17″,27″&44″-32″ *Emade*07 98RHP<br>MoranBros.Seattle,Wash. | 23 ″ 4 | |
| 69806<br>44161<br>JCQM | **Anzan Maru** (*ex*WestHarcuvar Maru-38,*ex*West Harcuvar-37) — *Fitted for oil fuel*<br>Sub.Sig. — 2 *Dks* | 5493<br>—<br>3966 | | | | | 1919 | Columbia RiverSBCorp Portland,Or. | Kokoku KisenK.K. | 410·0 \| 54·2 \| 27·6<br>P44′B115′F46′ | | | Kobe Japanese *WB* | DR geared steam turbine<br>GeneralElectricCo. Schenectady,N.Y. | | C |
| 69807<br>255<br>JTQB | — (*ex*Riverway, *ex*FraserRiver) — 1 *Dk* | 3890<br>3469<br>2337 | | | | | 1915 | Irvine's SB &D.D.Co.Ld. WHartlepool | DairenKisenK.K. | 350·2 \| 51·1 \| 24·0<br>P31′B104′F39′ | | | Dairen Japanese *WB* | T.3Cy.25″,40″&67″-45″<br>Richardsons, Westgarth&Co.Ld.Hpl. 302NHP | | |
| 69808<br>40196<br>JFOJ | **Aobasan Maru**<br>(*ex*AwobasanMaru-38) — *Oil Eng.*<br>D.F. GyC. 3 *Dks*<br>*Ref.Mchy.* — *Cruiser Stern* | 8812<br>—<br>5294 | | | | | 1935 | Mitsui BussanK.K. Tama | MitsuiBussan K.K. | 450·0 \| 62·0 \| 39·5<br>F35′ | | | Kobe Japanese | Oil Engines 2S.C.DA<br>6Cy.24$\frac{7}{16}$″-55$\frac{1}{8}$″ 1230NHP<br>MitsuiBussanKaisha,Ld. Tama | | C |
| 69809<br>37749<br>JAXE | **Aoi Maru** Ⓟ<br>(*ex*AwoiMaru-38) — *Oil Eng.*<br>Wireless — 2 *Dks*<br>— *Cruiser Stern* | 938<br>—<br>521 | | | | | 1933 | Mitsubishi ZosenKaisha Ld. Kobe | TokiowanKisen K.K. | 192·0 \| 32·0 \| 16·5<br>F42′ | | | Moto Japanese *WB* | Oil Engines 4S.C.SA<br>6Cy.16$\frac{3}{4}$″-24$\frac{1}{16}$″ 164NHP<br>MitsubishiZosenKaisha Ld.Kobe | | |
| 69810<br>40697<br>JGHJ | — Ⓟ — *Oil Eng.*<br>*Mchy.Aft* — 1 *Dk*<br>— *Cruiser Stern* | 358<br>266<br>262 | | | | | 1935 | Urabe Zosen Tekkosho Osaka | ShowaKogyo K.K. | 131·0 \| 26·0 \| 12·0<br>P44′F24′ | | | Tokyo Japanese *WB* | Oil Engines 2S.C.SA<br>4Cy.16$\frac{5}{16}$″-18$\frac{1}{2}$″ 192NHP<br>NipponHatsudokiK K.Kob | | |
| 69811<br>148515<br>GDVB | **Aorangi** Ⓟ — Quad Sc<br>*ss*Syd.No.3–2,37<br>GyC. — *Oil Eng.*<br>*Ref.Mchy.* 4 *Dks*(*Stl–Weather dk* teak s)<br>Sub Sig. D.F. — *Cruiser Stern* | 17491<br>13531<br>10733 | ✠100A1<br>*with freeboard*<br>~~3,1611,32~~ ~~7,10~~<br>10,40<br>✠LMC CS8,37<br>DBS~~9,35~~10,40 ~~8,36~~ 8,36<br>✠Lloyd'sRMC~~1,37~~1,40<br>10,40 | Syd | *l*†<br>P | CL<br>*f*12,38<br>*Pa*7,39<br>~~*Sf*2,37~~<br>~~*sa*1,38~~<br>*Sf*3,40<br>*Sa*9,40 | 1924<br>12mo<br>*Lloyd's SA&CP*<br>*Cell DB* 4 | Fairfield Co.Ld. Glasgow | CanadianAustra-lasianLine,Ld. | 580·1 \| 72·2 \| 43·4<br>F93′ *Prom dk*419′<br>FK&BK2′<br>38′1653*t DT f*37′51 | | | London British<br>11 *BHpt Cem*<br>*CollB*<br>0*t FPT*151*t APT*16 | Oil Engines 2S.C.SA<br>24Cy.27½″-39″<br>2DB-*120lb* 3177NHP<br>FairfieldCo.Ld.Glasgow<br>*flto Wthr dk*<br>7*t FW tanks*<br>*between tunnels*410*t* | 46 ″ 7<br>s19 ″ 4$\frac{3}{4}$<br>27 ″ 10 | |
| 69812<br>1035<br>IBOC | **Aosta** (*ex*GianLuigi) — Aux3MstSr<br>*Oil Eng.*<br>*Mchy.Aft* — 1 *Dk*<br>(*See Sailing Ship Register*) | 494<br>401<br>340 | | | | | 1913 | Cant.Offic. Savoia Cornigliano Ligure | LuigiGotelli&C. | 182·7 \| 28·3 \| 12·0<br>157·4<br>P13′F30′ | | | Genoa Italian *WB* | Oil Engines 2S.C.SA<br>4Cy.14$\frac{3}{8}$″-21$\frac{1}{2}$″<br>NE25 145NHP<br>SulzerFrères,Winterthur | | I |
| 69813<br>149611<br>GMSB | **Apapa** Ⓟ — Twin Sc<br>*ss*Liv.No.2–35 *Oil Eng.*<br>2 *Dks*(*Stl–Weather dk pt* teak s)<br>D.F. E.S.D. 3*rd Dk*(*Stl*) *in holds*<br>*Ref.Mchy.* — *Cruiser Stern* | 9333<br>6813<br>5472 | ✠100A1<br>*with freeboard*<br>3,38<br>✠LMC CS10,35<br>DBS2,40 3,38 | Liv | *d*† | CL<br>~~*f*4,37~~<br>*s*3,38<br>P4,40 | 1927<br>1mo<br>*Lloyd's SA&CP*<br>*Cell DB* 365′1226*t FPT* | Harland& Wolff,Ld. Belfast | Elder Dempster Lines,Ld. | 450·7 \| 62·3 \| 31·3<br>P37′B267′F50′ FK | | | Liverpool British<br>7 *BH Cem* | Oil Engines 4S.C.DA<br>12Cy.26$\frac{3}{4}$″-55$\frac{1}{2}$″ 1651NHP<br>DB *100lb*<br>Harland&Wolff,Ld.<br>79*t APT*195*t* | 34 ″ 6<br>s10 ″ 4<br>24 ″ 6$\frac{1}{2}$ | BT till 4.41 |
| 69814<br>980<br>IKBQ | **Ape** (*ex*Coccinelle) | 360<br>313<br>149 | | | | | 1918 | Ch.& Atel. de Provence Port de Bouc | Soc.Anon.Ilva | 139·1 \| 24·1 \| 13·1<br>131·8 | | | Genoa Italian | C.2Cy.17$\frac{7}{16}$″&25$\frac{3}{8}$″-23$\frac{3}{8}$″<br>NB20 26NHP<br>Forg.&Ch.de la Medit.Msl. C. | | I |
| 69815 | **Aphrodite** (*ex*TaHo–38) | 1001<br>—<br>604 | | | | | 1905 | Shanghai | G.Stamatelatos | 188·8 \| 28·6 \| 10·7 | | | Piræus Greek | | | |
| 69816<br>105772<br>VPGR | **Apipé** (*ex*Jenny,*ex*Cuers, *ex*Paso de San Lorenzo) — Twin Sc<br>*Mchy.Aft* — 1 *Dk* | 750<br>—<br>441 | ✠ ...<br>5,13<br>✠ | | | | 1909<br>4mo | J I Thorny-croft&Co.Ld. Woolston | "La Industrial Platense" Soc. Anon. | 221·2 \| 33·2 \| 10·7<br>FK | | | Bns.Aires Argentine *WB* | T.6Cy.11″,18″&29″-21″<br>128NHP<br>JI Thornycroft&Co Ld.Lon. | 11 ″ 6 | |
| 69817 | **Apo** (*ex*J.Bustamante–36) — (*Cable Vessel*)<br>1 *Dk* | 1074<br>744<br>461 | | | | | 1904 | Cia.Tras-atlantica Cadiz | Philippine Govern-ment | 222·0 \| 32·0 \| 15·7<br>P21′F35′ | | | Manila Utd. States *WB* | T.3Cy.19″,32″&51″-39″<br>162NHP<br>Lobnitz&Co.Ld.Renfrew | | |
| 69818<br>PUQC | **Apody** (*ex*Assu–37) — Twin Sc<br>Wireless | *1185*<br>*1126*<br>*925* | | | | | 1891 | Hawthorn, Leslie&Co Ld Newcastle | Cia.Commercio e Navegação | 260·7 \| 36·2 \| 14·3<br>P25′F35′ | | | R.Janeiro Brazilian *WB* | C.4Cy.17″&34″-22″<br>90NHP<br>Ross&Duncan,Glasgow | | |
| 69819<br>105772<br>VPGR | **Apoey** (*ex*SuiSang)<br>1 *Dk&Spar dk&deep framing* | 2790<br>2589<br>1776 | ✠ ...<br>5,00<br>✠ | | | | 1895<br>12mo | Sir R. Dixon &Co. Middlesbro' | Po Hing S.S.Co.Ld. | 309·9 \| 41·1 \| 17·2<br>P44′B64′F35′ 25·2<br>FK | | | Hong Kong British *WB* | T.3Cy.23″,36″&59″-42″<br>275NHP<br>N.E.Marine Eng.Co.Ld.Sld | 27 ″ 6 | |
| 69820<br>163<br>IBAD | **Apollo** (*ex*Farnham–36,*ex*Fulham–34, *ex*Dublin, *ss*Shl.2ndNo.3–1,31 *ex*Albistan, *ss*Ant.No.1–34 *ex*Cambyses) — 1 *Dk*(*pt Irn&pt Stl*)*&deep framing* | 3177<br>2961<br>1996 | ✠ ...<br>3,37<br>✠ | Gen | *w* | | 1905<br>6mo | W.Gray& Co.Ld. W Hartlepool | Soc.Anon.Sbarchi-Imbarchi e Trasporti<br>*Cell DBa* | 362·2 \| 46·1 \| 23·6<br>350·1<br>P27′B182′F34′ FK<br>117′*uE*23′*f*150′722*t* | | | Rome Italian<br>6 *BHCem*<br>*APT*30*t* | T.3Cy.24$\frac{3}{8}$″,40″&65″-42″<br>NDB27 291NHP<br>2SB,*6rf*,GS112,HS4404<br>Cen.Mar.Eng.Wrks.W Hpl | 26 ″ 1 | I † |
| 69821<br>DOKF | —<br>D.F. 2 *Dks*<br>Sub.Sig. E.S.D. *Cruiser Stern* | 2297<br>2042<br>1311 | | | | | 1927 | Act.Ges. "Weser" Bremen | Dampfschiffahrts Ges.Neptun | 287·0 \| 46·0 \| 23·2<br>F26′ | | | Bremen German *WB* | T3Cy19$\frac{11}{16}$″,31$\frac{1}{2}$″&50$\frac{3}{8}$″-35$\frac{7}{16}$″<br>& 1 low pressure Turbine<br>180NHP<br>A.G."Weser,"Bremen | | G |
| 69822<br>OHYG | — (*ex*Elinsborg–36,*ex*Hamburg, *ex*Gösta)<br>*Mchy.Aft* — 1 *Dk* | 303<br>257<br>188 | | | | | 1908 | Eriksbergs M.V.Aktieb Gothenburg | O/Y Meri(A.K. Seppinen,*Mgr.*) | 128·6 \| 22·4 \| 11·4<br>128·0<br>P28′H18*t*F15′<br>len20 | | | Wiborg Finnish *WB* | C.2Cy.10″&22½″-15″<br>16NHP<br>EriksbergM.V.Aktieb.Got | | N |
| 69823<br>PCSY | **Apollonia** — Twin Sc<br>*Oil Eng.* *ss*Mfl.No.1–35<br>*Mchy.Aft* — 1 *Dk*(*Stl*)<br>*Longitudinal framing at bottom and at top of trunk* | 2086<br>1396<br>1031 | ✠100A1<br>Examined 2,40<br>✠LMC CS2,40<br>DBS~~2,40~~7,40 1,38 | PSd | *r* | CL<br>1,38 | 1931<br>7mo<br>*Lloyd's SA&CP*<br>*Cell DBu* | N.V.Wrf. v. Rijkee&Co Rotterdam | Nederl.Indische Tankstoomboot Maats. | 260·5 \| 48·1 \| 15·0<br>P84′*Trunk*129′ FK<br>F47′ | | | The Hague Dutch<br>9 *BH pt Cem*<br>E48′81*t FPT*27*t*<br>*APT*107*t* | Oil Engines 4S.C.SA<br>12Cy.15$\frac{3}{4}$″-31$\frac{1}{2}$″ 286NHP<br>DB *150lb*<br>WerkspoorN.V.Ams. | 14 ″ 9<br>s ″ 7<br>14 ″ 3$\frac{1}{2}$ | |
| 69824<br>EAAW | **Apolo**<br>*ss*Bbo.2ndNo.3–11,25<br>*ss*Bbo No.1–30<br>2 *Dks*(1 *Stl&Upt Irn&pt Stl*) *&deep framing* | *Carrying Petroleum in bulk*<br>*4361*<br>*4033*<br>*2807* | ✠ ...<br>12,34<br>✠ | Bbo | *x* | | 1900<br>9mo | Napier& Miller,Ld. Glasgow | Cia.Anon.Marit. Union(M.Urru-chua,*Mgr.*)<br>*Cell DBa* 127′*uE*23′ | 375·3 \| 50·0 \| 25·9<br>P39′B102′F45′ FK<br>*f*163′1044*t APT*48*t* | | | Bilbao Spanish<br>6 *BHCem* | T.3Cy.27$\frac{3}{8}$″,43½″&72½″-48″<br>415NHP<br>2SB,*6cf*,GS120,HS5100 FD<br>D.Rowan&Co.Glasgow | 28 ″ 8 | C † |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Renouvellement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pu.* | 15 Régistre de cote L. M. ou de classification Bureau Cert. R. Frnds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69825 | **Apolo** | | 1117 | | | | | 1911 | Akers Mek. Værks. Oslo | JuanTyrer | 221·3 Q110*t* | 32·2 B56*t* | 12·1 H32*t* | Valparaiso Chilian | T.3Cy.17″,29″&47″–33″ 127NHP | | N |
| 1172 | (*ex*Jolstad,*ex*Burstad) | | — | | | | | | | | F22*t* | | | *WB* | | | |
| CBAP | Wireless | 1 *Dk* | 719 | | | | | | | | | | | | AkersMek.Værks.Oslo | | |
| 69826 | **Appalachee** | | 8826 | ✝100A1 | Sws | *d*† | OG | 1930 | Palmers' Co.Ld. Newcastle | Anglo-American Oil Co.Ld. (R.A.Carder, *Mgr*) | 477·0 | 63·8 | 34·8 | Newcastle British | Oil Engines 2S.C.SA | 34 ″ 9 | |
| 161361 | *Oil Eng.* *ss*Fal.No.2–38 | | 8084 | 8,10 ~~1,10~~ | Hfx | | 4,37 | 12mo | | | P105′B27′F41′ FK | | | 17 *BHpt Cem* | 4Cy.25$\frac{7}{16}$″–97$\frac{1}{2}$″ 785NHP | s 6 ″ 10 | |
| GJXF | D.F. 1 *Dk(Stl)* 2nd *dk(Stl)* clear | | 5267 | ✝LMC CS1,40 | | | | | | | *t DT*f11′G16*t FPT* | | | 2 DB *150lb* | 2DB *150lb* | 28 ″ 2½ | |
| | *Mchy.Aft* of cargo tanks & *web frames* | | | DBS1,45 1,40 | | | | | | | | | | 276*t APT*48*t* | W.Doxford&Sons,Ld.Sld. | | |
| | *Longitudinal framing at bottom, at deck & at Longitudinal bulkheads* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 69827 | **Appledore** | | 5218 | ✝100A1 | Hul | *a*† | CL | 1929 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | MaritimeShipping &TradingCo.Ld. | 406·3 | 56·0 | 26·9 | Bideford British | T.3Cy.26″,43″&73″–48″ (*s*) | 29 ″ 5 | |
| 161611 | *ss*Cff.No.2–38 | | 4819 | *with freeboard* | Mch | | 12,39 | 10mo | | | F33′ FK | | | 6 *BHCem* | 200lb 527NHP | s 3 ″ 9½ | |
| GPTD | 1 *Dk(Stl)* & *Shelter dk(Stl)* | | 3150 | 10,40 ~~12,30~~ | | | | | | *Cell DBa*&*uE*134′ | *f*188′1387*t* | (*Coll to Sh dk* | | 3SB,*9cf*,GS179,HS7569 FD | 3SB,*9cf*,GS179,HS7569 FD | 25 ″ 10½ | |
| | | | | BS ~~7,50~~ 7,40 | ✝LMC2,38 | | | | | *Lloyd's*&*CP* | *FPT*139*APT*104*t* | 5 ,, 2nd ,,) | | | Richardsons,Westgarth& Co.Ld.Hpl. | | |
| 69828 | **Appleleaf** | **TwinSc** | 5892 | ✝100A1 | HKg | *a*† | CL | 1917 | Workman, Clark&Co.Ld Belfast | TheAdmiralty | 405·5 | 54·6 | 32·6 | London | T.6Cy.26″,42½″&70″–45″ (*s*) | 35 ″ 3 | |
| 140251 | *ss*Lon.No 3–11,29 | | 5258 | ~~7,10~~ 10,40 | Sng | | 7,39 | 2mo | | | 426·7(O.L.) | | | British | 200lb 1102NHP | s 6 ″ 8½ | |
| GVCG | D.F. *ss*HKg.No.2–36 | | 2480 | BS ~~13,40~~ | ✝LMC7,36 | | | | | | P36′B32′F89′ FK | | | 20 *BHpt Cem* | 6SB,*18cf*,HS17250 FD | 28 ″ 8½ | |
| | 2 *Dks(Stl)* & *Web frames* | | | *Carrying Petroleum in bulk* | | | | | | *Lloyd's*&*CP* | *CellDBu E*&*B*88′393*t* | | | *DTf*48′214*t* | Wrkman,Clark&Co.LdBel | | |
| | *Longitudinal framing* | | | *Fitted for oil fuel* 2,17 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| 69829 | **Apricity** | | 402 | ✝100A1 | Yar | *f* | OG | 1933 | G.Brown& Co. Greenock | F.T.Everard& Sons,Ld. | 142·8 | 25·6 | 9·3 | London | Oil Engines 2S.C.SA | 10 ″ 3 | |
| 163393 | *ss*Yar.No.1–37 | | 260 | 5,39 | | | ~~N4,37~~ | 10mo | | | | | | British | 5Cy.12$\frac{1}{8}$″–15$\frac{3}{4}$″ 72BHP | s 3 ″ 8 | |
| MBJR | *Oil Eng.* | | 200 | | ✝LMC4,37 | | 5,40 | | | | Q83′B9′F19′ FK | | | 3 *BHAsp* | | 10 ″ 3 | |
| | *Mchy.Aft* 1 *Dk(Stl)* | | | | ✝LMC(M)5,40 | | | *Lloyd's*&*CP* | | | | *FPT*62*t* | | *APT*30*t* | NewburyDieselCo.Ld. | | |
| | *Well deck* *CruiserStern* | | | | | | | | | | | | | | | | |
| 69830 | **Aprilia** (*ex*Chang-Hsing–38, *ex*Heung-Shan) | **TwinSc** | 3412 | | | | | 1890 | Ramage& Ferguson Leith | Cia.Italiana di Nav.S.A.I(Chinese ItalianNav.Co.Ld) | 290·0 B240*t* | 54·0 H68*t* | 10·0 F63*t* | Shanghai Italian | T.6Cy.20″,31″&49″–27″ NB10 249NHP | | |
| | 2 *Dks* & *Shade dk* | | 2121 | | | | | | | | | | | *WB* | Ramage&Ferguson,Leith | | |
| 69831 | — (*ex*Föhr–36,*ex*Hamm, | | 1259 | ✝ ... | | | | 1907 | WoodSkinner&Co.Ld. Newcastle | A.Lauro | 234·4 | 34·1 | 14·3 | Naples Italian | T.3Cy.17″,28″&46″–38″ 141NHP | 16 ″ 6 | I |
| 465 | *ex*Hestia) | | 868 | 7,12 | | | | 6mo | | | 225·3 | | | | | | † |
| IKBT | 1 *Dk* & *deep framing* & *pt Awng dk* | | 757 | | ✝ | | | | | | Q81′F28′RFD19′ | | | *WB* | N.E.MarineEng.Co.Ld.Sld | | |
| | | | | | | | | | | | *pt Awng dk*98′ FK | | | | | | |
| 69832 | **Apsheron** (*ex*Apsheronneft–34, *ex*Zoroaster) | | 3781 | | | | | 1923 | A/BGötaverken Gothenburg | U.S.S.R. | 319·2 P75′B32′F35′ | 49·1 | 28·2 | Tuapse Russian | Oil Engines 2S.C.SA | | |
| | *Oil Eng.* | | 3189 | | | | | | | | | | | *WB* | 4Cy.26$\frac{1}{16}$″–36½″ 496NHP | | |
| UOWN | *Mchy.Aft* *CruiserStern* 1 *Dk* | | 1830 | | | | | | | | | | | | Akties.NobelDiesel, Nynäshamn | | |
| | D.F. *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 69833 | **Aptity** | | 434 | ✝100A1 | Grk | *g* | OG | 1939 | G.Brown& Co.(Marine) Ltd. Greenock | F.T.Everard& Sons,Ld. | 159·7 | 25·1 | 9·9 | London | Oil Engines 2S.C.SA | 10 ″ 8 | |
| 167201 | *Oil Eng.* | | 301 | 6,40 ~~3,09~~ | | | | 3mo | | | 166·5(O.L.) | | | British | 5Cy.12$\frac{3}{8}$″–16$\frac{3}{4}$″ 139NHP | s ″ 6½ | |
| MBZS | Wireless | | 196 | | ✝LMC3,39 | | | | | | P50′F25′ *Trunk*83′ | | | | DB *180lb* | 10 ″ 3½ | |
| | *Mchy.Aft* *CruiserStern* | | | *Carrying Petroleum in bulk* | | | | | | *FPT*31*t A* | *PT*26*t* | FK | | 10 *BH* *pt Asp* | NewburyDieselCo.Ld. Newbury | | |
| | | | | | | | | *Lloyd's*&*CP* | | | | | | | | | |
| 69834 | **Apure** | **TwinSc** | *3164* | ✝100A1 | NNs | *u* | CL | 1928 | Palmers' Co.Ld. Newcastle | MeneGrandeOil Co.C.A. | 325·0 | 55·2 | 16·4 | Maracaibo Venezuelan | T.6Cy.14½″,24″&39½″–27″ (*s*) | 16 ″ 6 | |
| | *ss*Cco.No.2–36 | | *2298* | 11,38 | BS6,40 | | P10,39 | 5mo | | | 337·2(O.L.) | | | | 180lb 248NHP | s 2 ″ 0½ | |
| YVAJ | *Mchy.Aft* 1 *Dk(Stl)* & *Web frames* | | *1669* | ~~BS10,39~~ | ✝LMC8,36 | | S6,40 | | | | P73′B22′F40′ | | | 8 *BHpt Cem* | 2SB,*6cf*, ,HS4808 | 14 ″ 8½ | |
| | *Longitudinal framing–bracketless system* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's*&*CP* | | *CellDBu E*&*B*50′ | *Trunk in wells* FK | | | | Palmers'Co.Ld.Newcastle | | |
| | | | | *Fitted for oil fuel* 5,28 | | | *F.P. a* | *bove* 1 | 50° F. | 149*t side tanks* | 180′2115*t FPT*207*t* | | | *APT*126*t* | | | |
| 69835 | **Apurimac** (*ex*Paita,*ex*Anubis, | | 5361 | ✝ | Ham | | | 1898 | JLThompson&Sons,Ld. Sunderland | Cia.Peruana de Vap.y Dique del Callao | 382·0 P233′F44′ | 48·2 | 26·2 | Callao Peruvian | T.3Cy.27″,44″&72″–48″ 391NHP | 29 ″ 0 | V |
| | *ex*Luciana) | | — | 12,15 | | | | 2mo | | | | BK8$\frac{3}{8}$″ | | 6 *BHCem* | 3SB,*9pf*,GS197,HS6300 | | † |
| OAPA | *ss*Ham.No.3–3,10 | | 2699 | | ✝ | | | | | | *CellDBa* 120′*uB*36′ | | | *f*152′729*t* | G.Clark,Ld.Sunderland | | |
| | 2 *Dks(Stl–Uws)* | | | | | | | | | | | | | | | | |
| | *Well deck* 3 *trBLower dk forehold Fitted for oil fuel* | | | | | | | | | | | | | | | | |
| 69836 | **Aquarius** | | 6094 | ✝ ... | | | | 1920 | GMStandifer ConstCorp Vancouver, Wash. | LykesBros. SteamshipCo.,Inc. | 401·4 P34′B114′F38′ *on Shelter dk* | 53·2 | 31·9 | Houston Tex Utd. States | T.3Cy.24½″,41½″&72″–48″ 552NHP | 34 ″ 7 | R |
| 220013 | Sub.Sig. *Fitted for oil fuel* | | 5632 | 3,21 | | | | 5mo | | | | | | *WB* | LlewellynIronWorks, LosAngeles,Cal | | † |
| KUSN | D.F. 1 *Dk* & *Shelter dk* & *Web frames* | | 3816 | | ✝ | | | | | | | | | | | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 69837 | **Aqueity** | | 370 | ✝100A1 | Lon | | OG | 1934 | Fellows &Co.Ld. Southdown Gt.Yarmouth | F.T.Everard& Sons,Ld. | 137·0 P37′F13′ | 26·1 | 9·8 | London British | Oil Engines 2S.C.SA | 10 ″ 6 | |
| 163551 | *ss*Lon.No.1–40 | | 272 | 2,40 | | | N9,39 | 12mo | | | | FK | | 3 *BHCem* | 3Cy.12$\frac{5}{8}$″–15$\frac{3}{4}$″ 84NHP | s1 ″ 2½ | |
| MBBK | *Oil Eng* | | 184 | | ✝LMC2,40 | | | | | | len.36 | *FPT*33*t* | | *APT*11*t* | | 9 ″ 5 | |
| | *CruiserStern* 1 *Dk* | | | | | | | *Lloyd's*&*CP* | | | | | | | NewburyDieselCo.Ld. Newbury | | |
| | *Mchy.Aft* *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 69838 | **Aquila** | **WoodAuxBkn** | 305 | | | | | 1904 | E.Calamaro Savona | Dott.E.Domenici | 140·7 | 27·6 | 13·7 | Viareggio Italian | Oil Engines 2S.C.SA | | I |
| 200 | (*ex*SailingVessel–38,*ex*Adelaide *Oil Eng.* | | 284 | | | | | | | | 131·2 | | | | 4Cy.7$\frac{3}{8}$″–11$\frac{1}{2}$″ 43NHP | | |
| IKCI | Margherita,*ex*Adelaide) 1 *Dk* 2 *trB* | | 237 | | | | | | | | | | | | *Emade*37*fitted*38 | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| 69839 | **Aquileja** Ⓟ | **TwinSc** | 9448 | ✝ | Ams | *d*† | | 1914 | Nederl. Schps.Maats. Amsterdam | LloydTriestino Soc.Anon. di Nav. | 498·0 | 57·2 | 34·8 | Trieste Italian | Q.8Cy.24$\frac{7}{16}$″,34$\frac{5}{8}$″,47$\frac{1}{4}$″&70$\frac{3}{4}$″ –47$\frac{1}{4}$″ 1257NHP | 37 ″ 11 | I |
| 423 | (*ex*Prins der Nederlanden–35) D.F. | *ss*Ams.No.3–8,26 | 7284 | 7,31 | | | | 1mo | | | 481·2 | | 26·8 | 8 *BHCem* | 3DB&3SB,*27cf*,GS465, | | † |
| IBEO | 2 *Dks(Stl)* & *Shelter dk(Stl–teaks)* | *ss*Ams.No 1–30 | 4793 | | ✝ | | | | | | P43′F74′ *on Shelter dk* | FK | | | HS19898 FD | | |
| | Sub.Sig. *Ref.Mchy.* 3 *rd dk in No.* 1 *hold* | | | | ✝NB(1SB)4,27 | | | | | | | | | | NedFb.v.Wrk& SpoorAms | | |
| | | | | | | | | | | *CellDBa* 122′*uE* | 58′*f* 159′1033*t FPT* | | | 78*t APT*62*t* | | | |
| 69840 | **Aquilla** | | 450 | ✝100A1 | Liv | *g* | CL | 1907 | AilsaS.B. Co.Ld. Troon | ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld.) | 155·0 | 26·1 | 10·8 | Liverpool British | C.2Cy 18″&40″–27″ (*s*) | 13 ″ 1 | |
| 124059 | *ss*Liv.2nd No.3–5,31 | | 330 | 11,39 | | | 10,39 | 4mo | | | Q51′B9′F28′ BK7″ | | | 3 *BHCem* | 130lb 94RHP | s ″ 11 | |
| MCQK | *ss*Liv.No.2–39 | | 172 | BS1,41 | ✝LMC11,39 | | | | | | | | | | 1SB,*3pf*,GS51,HS1752 | 12 ″ 9 | |
| | *Well deck* 1 *Dk(Stl–pt teaks)* | | | | | | | *Lloyd's*&*CP* | | *CellDB f* 77′110*t FPT* | | | | 18*t APT*7*t* | Ross&Duncan,Glasgow | | |
| | *Mchy.Aft* *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 69841 | **Aquitania** Ⓟ | **QuadSc** | 44786 | ✝100A1 | Sou | | CL | 1914 | J.Brown& Co.Ld. Clydebank | CunardWhiteStar, Ld. | 868·7 | 97·0 | 49·7 | Liverpool British | 4 Steam Turbines (*r*) | 54 ″ 6 | BT till 8,40 |
| 135583 | *ss*Sou.2nd No.3–6,38 | | 28408 | 3,40 | | | *Sa*3,39 | 4mo | | | | | | 10 *BHCem* | 195lb HS138596 9708NHP | s18 ″ 7½ | |
| GLRZ | GyC. | | 19297 | | ✝LMC | | *Sf*5,38 | | | | B524′*on Shelter dk* | FK | | | 21DB,168*cf*,GS3541 FD | 36 ″ 2 | |
| | E.S.D. 4 *Dks(Stl–Upt ws)* & *Shelter dk* | | | MS5,38 | BS9,38 | | *Pa*4,37 | *Lloyd's*&*CP* | | | | | | 5*t FPT*240*t* | J.Brown&Co.Ld.Clydebnk | | |
| | Sub.Sig. (*Stl–ptws*) *Lower* & *Orlop dks* | | | | | | *Pf*3,39 | | | *W B* = *Cell DBa* 141′ | *uE*&*B*444′ *f* 169′555 | | | | | | |
| | D.F. (*Stl*) *in forward* & *after holds* | | | | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 7,20 | | | *F.P. a* | *bove* 1 | 50°F. | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or Period Extension Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. List of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69842 | **Aquitania** | | 4971 | ✠100A1 | Gen | *y* | CL | 1924 | Blythsw'd | DittaLuigi | 414·6 | 53·2 | 26·9 | Genoa | T.3Cy.26″,42″&71″–48″ (*r*) | 29 ″ 7 | |
| 1982 | (*ex*Farnworth-34) | *ss*Gen.No.3–9,38 | 4527 | 4,40 ~~9,39~~ | Ven | | 8,37 | 9mo | S.B.Co.Ld. | PittalugaVapori | 401·6 | | | Italian | 180lb 425NHP | s 5 ″8½ | |
| IBBU | D.F. | 1*Dk*(*Stl*) | 3024 | BS9,39 ✠LMC9,38 | | | | *Lloyd's* | Glasgow *sA&CP* | | P36′B118′F35′ | | FK | 6*BHCem* | 3SB,*9cf*,GS190,HS7167 | 24 ″ 2 | |
| | | *Cargo battens not fitted* | | | | | | | | *CellDBa&uE158′f* | 181′1408*t*/*FPT*100*t* | | | *APT*130*t* | J.G.Kincaid&Co.Ld.Grk. | | |
| 69843 | **Ara** (*ex*Holmewood-36,*ex*Mathiasen | | *2208* | ✠ ... | | | | 1921 | Collingwd. | A/B Arafart | 251·4 | 43·7 | 22·3 | Stockholm | T.3Cy.20″,33″&54″–40″ | 24 ″ 3 | C |
| 8121 | Trader–34,*ex*Holmewood–34,*ex*Novadoc, | | *1958* | 2,26 | | | | 7mo | S.B.Co.Ld. | (A.R.Appelqvist, | P25′B64′F28′ | | | Swedish | 310NHP | | † |
| SJVN | *ex*NormanM.Paterson, | 1*Dk* | *1250* | ✠ | | | | | Toronto | *Mgr.*) | | | FK | *WB* | JohnInglisCo.Ld.Toronto | | |
| | *ex*CanadianPathfinder) | | | | | | | | | | | | | | | | |
| 69844 | — | | 1978 | ✠ ... | | | | 1923 | Grngem'th | FinskaÅngf.A/B | 291·5 | 41·7 | 18·5 | Helsingfrs | T.3Cy.21″,35″&57″–36″ | 20 ″ 10 | V |
| | (*ex*Argo–37,*ex*Briarpark) | *ss*Shl.No.1–27 | — | 10,31 | | | | 4mo | Dkyd.Co.Ld. | | 281·1 | | | Finnish | 227NHP | | † |
| OFAM | D.F. | 1*Dk* | 1108 | ✠ | | | | | Grngemouth | | P21′B68′F29′ | | FK | *WB* | D.Rowan&Co.Ld.Gls. | | |
| 69845 | — | | 965 | | | | | 1919 | Trosvik | DetBergenske | 196·9 | 32·5 | 12·4 | Bergen | T.3Cy.15½″,25″&42″–30″ | | N |
| | (*ex*Bois) | | 649 | | | | | | M.V.A/S | Dampskibsselskap | Q44*t*B173*t*H71*t* | | | Norwegian | 97NHP | | |
| LCHF | Wireless D.F. | 1*Dk* | 556 | | | | | | Brevik | | | | | *WB* | AkersMek.Værks.Oslo | | |
| 69846 | **Arabia** | | 5943 | ✠100A1 | Tri | *a*† | CL | 1926 | Cantiere | LloydTriestino | 447·7 | 55·5 | 27·7 | Venice | Oil Engines 4S.C.SA | 30 ″ 2 | |
| 304 | | *ss*Gen.No.2–35 | 5360 | 9,38 | | | 12,37 | 11mo | SanRoccoSA | Soc.Anon.diNav. | 430·0 | | | Italian | 8Cy.29⅛″–59 1/16″ 652NHP | s 5 ″0⅝ | |
| IBIC | | *Oil Eng.* | 3703 | ✠LMC CS2,39 | | | | | Trieste | *CellDB*368′ | P35′B279′F43′ | | FK | 8*BHpt Cem* | DB*100lb* | 25 ″ 3½ | |
| | D.F. | 2*Dks*(*Stl*) | | DBS2,39 2,39 | | | | *Lloyd's* | *sA&CP* | 1246*t DTa*44′973*t* | *FPT*114*t APT*40*t* | | | 1 ,, *to 2nd dk* | StabilimentoTecnico,Tri. | | |
| 69847 | **Arabia Maru** (P) | Twin Sc | 9480 | ✠100A1 | Kob | *d*† | CL | 1918 | Mitsubishi | OsakaSyosen | 475·0 | 61·0 | 40·7 | Osaka | T.6Cy.27″,44½″&75″–48″ (*s*) | 40 ″ 9 | |
| 22226 | *ss*Kob.2ndNo.3–9,40 | *ss*~~Kob.No.3–4,39~~ | 8797 | *Shelter dk* | | | PN4,39 | 5mo | ZosenKaisha | K.K. | | | | Japanese | 200lb 993NHP | s 13 ″ 0 | |
| JEGD | | *ss*~~Kob.No.3–37~~ | 5790 | *with freeboard* | | | 9,40 | | Ld. | | P35′B30′F46′ | | | 8*BHCem* | 5SB(Spt),*15cf*,GS330, FD | 28 ″ 3 | |
| | *Ref.Mchy.* | 3*Dks*(*Stl*)&*Shelter dk* | | ~~9,40~~ 9,40 | LMC~~9,39~~ | | s9,39 | | Nagasaki | | *onShelter dk* | | FK | | HS13284 | | |
| | | (*Stl*–ws)3*rd dk* (*Stl*) | | ✠Lloyd'sRMC~~3,40~~ | | | | *Lloyd's* | *sA&CP* | *CellDB*407′166 | 4*tDTa* 48′519*t FPT* | | | 149*t APT*41*t* | MitsubishiZosenKaishaLd | | |
| | | *in No.1 hold* | | ~~3,41~~ 3,41 | | | | | | | | | | | | | |
| | | | | *Fitted for oil* | *fuel* 5,24 | | *F.P. a* | *bove* 1 | 50°F. | | | | | | | | |
| 69848 | **Arabian Prince** | | 1960 | ✠100A1 | Mch | *l* | CL | 1936 | Wm.Ham- | PrinceLine,Ld. | 296·3 | 44·2 | 16·4 | London | T.3Cy.19″,31″&55″–36″ (*s*) | 19 ″ 2 | |
| 164728 | | *ss*NYk.No.1–40 | 1446 | *with freeboard* | NYk | 1⅛ | ~~9,39~~ | 10mo | ilton&Co.Ld. | (Furness,Withy& | | | | British | 220lb FD 319NHP | s ″4⅜ | |
| GZDD | *Ref.Mchy.* D.F. | 1*Dk*&*Shelter dk* | 1035 | ~~3,41~~ 9,39 | LMC~~9,40~~ | | 9,40 | | Port Glasgow | Co.Ld.*Mgrs.*) | B90′F27′ | | FK | 5*BHpt Asp* | 2SB(Spt),*6cf*,GS121 HS4900 | 18 ″ 10⅜ | |
| | E.S.D | *Cruiser Stern* | | ✠Lloyd'sRMC~~2,40~~ | | | | *Lloyd's* | *sA&CP* | – | | | | (*Coll to Sh dk* | J.G.Kincaid&Co.Ld.Grk. | | |
| | | | | 4,41 ~~4,40~~ | | | | | | *CellDB*227′506*t* | *FPT*77*t APT*63*t* | | | 4 ,, 2*nd* ,,) | | | |
| 69849 | **Arabistan** | | 5874 | ✠100A1 | Avn | *a*† | CL | 1929 | J.Read- | StrickLine | 425·7 | 55·0 | 28·5 | London | T.3Cy.28 3/16″,46″&78″–51″& | 31 ″ 0 | |
| 161272 | | *ss*Ant.No.2–37 | 5438 | 12,40~~,40~~ | | | 4,40 | 8mo | head&Sns,Ld. | (1923)Ld.(F.C. | 440·7(O.L.) | | | British | LP Turbine with DR gear | s 6 ″ 3½ | |
| GTFP | | 2*Dks*(*Stl*) | 3701 | BS4,40 | ✠LMC | | | | SouthShields | Strick&Co.Ld. | P38′B131′F47′ | | FK | 7*BHpt Cem* | & hydraulic coupling | 24 ″ 11⅛ | |
| | D.F. | | | MS11,37 ~~BS5,39~~ | | | | *Lloyd's* | *sA&CP* | *Mgrs.*) | | | | 210lb (*r*) 787NHP | | |
| | | | | *Fitted for oil* | *fuel* 8,29 | | *F.P. a* | *bove* 1 | 50° F. | *CellDB*361′1227*t* | *DTa*38′903*t FPT*1 | | | 07*t APT*38*t* | 3SB,*12cf*,GS207,HS9756 FD | | |
| | | | | | | | | | | | | | | | J.Readhead&Sons,Ld.SShl | | |
| 69850 | **Araby** | | 4936 | ✠100A1 | Lon | *y* | CL | 1923 | A.McMil- | RoyalMailLines, | 380·0 | 53·2 | 27·1 | Liverpool | Oil Engines 4S.C.SA | 29 ″ 6 | |
| 147205 | | *Oil Eng.* | 4423 | *Shelter dk* | | | ~~1,37~~ | 3mo | lan&Son,Ld. | Ld. | | | | British | 6Cy.29⅛″–59 1/16″ 489NHP | s 3 ″ 5 | |
| GBWF | | *ss*Lon.No.3–1,36 | 2944 | *with freeboard* | | | 4,40 | | Dumbarton | | F34′*onShelter dk* | | FK | *pt Cem* | DB–*100lb* | 26 ″ 3¼ | |
| | | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | 2,39 | | | | *Lloyd's* | *sA&CP* | | | | | | Harland&Wolff,Ld. | | |
| | D.F. | *Cruiser Stern* | | ✠LMC CS10,38 | | | | | | *CellDBa*121′*uE*26 | *f*154′895*t Collision* | | | *n BH to S dk* | Glasgow | | |
| | | | | DBS5,~~39~~ 5,40 6,37 | | | | | | *MT*35′1414*t* | *FPT*117*t APT*86*t* | | | 6 ,, ,, *U* ,, | | | |
| | | | | *Carrying vege* | *table o* | *il in deep* | *tank* | | | | | | | | | | |
| 69851 | **Aracajú** (*ex*Persia) | | 3569 | | | | | 1914 | Flensburgr | LloydBrasileiro | 364·3 | 51·0 | 22·0 | R.Janeiro | T.3Cy.24¾″,40⅞″&67¾″–48″ | | |
| | | | 3280 | | | | | | Schiffsb.Ges | | B30′ | | | Brazilian | 318NHP | | |
| PUAE | | 2*Dks* | 2182 | | | | | | Flensburg | | | | *WB* | | FlensburgerSchiffs.Ges. | | |
| 69852 | **Aracataca** | | 5378 | | | | | 1924 | Cammell | Elders&Fyffes,Ld. | 400·5 | 51·4 | 30·4 | Liverpool | T.3Cy.27½″,46½″&78″–54″ | | C |
| 147296 | *Ref.Mchy* Sub.Sig. | | 4678 | | | | | | Laird&Co.Ld | | P43′B157′F43′ | | | British | 447NHP | | |
| GKWY | D.F. E.S.D. | 4*Dks* | 3299 | | | | | | Birkenhead | | | | *WB* | | CammellLaird&Co.Ld.Bkn | | |
| 69853 | **Aragano** (*ex*Victoria–35, | Iron | 2181 | ✠ | | | | 1877 | C.Mitchell | LloydNacional | 310·0 | 34·1 | 24·7 | R.Janeiro | T.3Cy.20″,32″&54″–42″ | | |
| | *ex*Nepthis) | | — | 6,95 | | | | 6mo | &Co. | Soc.Anon. | | | | Brazilian | 189NHP | | |
| PUUM | | 2*Dks* | 1547 | | | | | | Newcastle | | | | BK9½″ | | *E made*92*refitted*17 | | |
| | | | | | | | | | | | | | | | *B made*12*refitted*17 | | |
| | | | | | | | | | | | | | | | FrontierI.Wks. | | |
| 69854 | **Aragaz** | | 5009 | ✠100A1 | Hav | *x* | CL | 1914 | Armstrong | Soc.Anon.Les | 385·3 | 50·3 | 30·3 | Havre | T.3Cy.25½″,42″&70″–48″ (*s*) | 30 ″ 3 | |
| 4471 | | *ss*Shl.No.3–6,37 | 11,39 | | | | 2,39 | 5mo | Whitworth | Petroles | | | | French | 180lb *120lb* 425NHP | s 5 ″ 5 | |
| FNDE | *Mchy.Aft* | 2*Dks*(*Stl*)&*Web frames* | 2719 | BS11,39 ✠LMC6,37 | | | | | &Co.Ld. | d'Outre-Mer | P88′B28′F41 | | | 16*BHpt Cem* | 2SB,*6cf*,GS126,HS5862 FD | 25 ″ 1 | |
| | D.F. | *Longitudinal framing* | | Surveys delayed | | | | | Newcastle | | | | FK | (9 ,, *to U dk* | N.E.MarineEng.CoLdNwc | | |
| | | | | *Carrying Petr* | *oleum in* | | *bulk* | *Lloyd's* | *sA&CP* | | | | | 7 ,, *to 2nd dk*) | | | |
| | | | | *Fitted for oil* | *fuel* 5,14 | | *F.P. a* | *bove* 1 | 50°F. | | | | *CellD* | *BuB*24′35*tD* | *Tf*36′316*t FPT*73*t APT*39*t* | | |
| 69855 | **Arago** (*ex*Transmitter) | | *901* | ✠ ... | | | | 1914 | GooleS.B. | FrenchGovern- | 208·4 | 30·1 | 16·6 | Dakar | T.3Cy.17″,28″&46″–33″ | 17 ″ 6 | V |
| | (*Cable Vessel*) | *ss*Fal.No.3–10,26 | *710* | 6,31 | | | | 1mo | &RepgCo.Ld. | ment(Postes& | P18′B72′F37′ | | | French | 163NHP | | † |
| FOZG | Wireless | 1*Dk*&*pt*2*nd dk* | *388* | ✠ | | | | | Goole | Télegraphes) | | | FK | *WB* | Richardsons,Westgarth& | | |
| | | | | | | | | | | | | | | | Co.Ld.Hpl. | | |
| 69856 | **Aragon** (P) | | 1896 | ✠ ... | | | | 1902 | R.Thomp- | Cia.Trasmediter- | 272·9 | 38·1 | 17·0 | Seville | T.3Cy.20″,33″&54″–39″ | 27 ″ 6 | V |
| | | *ss*Msl.No.3–8,15 | — | 12,27 | | | | 9mo | son&Sons | ranea | | | 25·0 | Spanish | NDB22 190NHP | | † |
| EAOA | | *ss*Bcl.No.2–24 | 1028 | ✠ | | | | | Sunderland | | | | BK9″ | *WB* | N.E.MarineEng.Co.Ld.Sld | | |
| | | 2*Dks*&*Awng dk* | | | | | | | | | | | | | | | |
| 69857 | — | | 1643 | | | | | 1896 | Detroit | SterlingCon- | 249·3 | 41·9 | 15·3 | WndsrOnt | T.3Cy.17″,27½″&46″–36′ | | |
| 150811 | | | 1261 | | | | | | DryDockCo | structionCo.Ld. | | | | British | 127NHP | | |
| | *Mchy.Aft* | 1*Dk* | 963 | | | | | | Wyandotte | | | | | *WB* | DetroitD.D.EngineWorks | | |
| 69858 | — | | 1416 | | | | | 1937 | Nylands | Dampskibsintersk. | 261·1 | 41·3 | 14·8 | Oslo | C.2Cy.16¾″&33 7/16″–33 7/16″& | | N |
| | | | 1094 | | | | | | Verksted | Garonne(Fearnley | | | | Norwegian | LP turbine with DR gearing | | |
| LJJZ | Wireless D.F. | 1*Dk*&*Shelter dk* | 806 | | | | | | Oslo | &Eger,*Mgrs.*) | | | | *WB* | & hydraulic coupling | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | Nylands Verksted,Oslo | | |
| 69859 | **Aragua** | Twin Sc | *2650* | ✠100A1 | Aru | *t* | CL | 1927 | Palmers' | MeneGrandeOil | 305·5 | 50·2 | 16·3 | Maracaibo | T.6Cy.13½″,23″&37″–27″ (*s*) | 16 ″ 6 | |
| | *ss*Aru.No.2–2,40 | *ss*~~Cco.No.2–38~~ | *1890* | 12,40~~5,39~~ | NYk | | 11,40 | 9mo | Co.Ld. | Co.C.A. | 316·8(O.L.) | | | Venezuelan | 180lb 212NHP | s 2 ″ 0½ | |
| YVAU | *Mchy.Aft* | 1*Dk*(*Stl*)&*Web frames* | *1509* | ✠LMC2,40 | | | | | Newcastle | | P69′B22′F33′ | | | 11*BHpt Cem* | 2SB,*6cf*,HS4055 | 14 ″ 8 | |
| | | *Longitudinal framing* | | BS12,40 | | | | | | | *Trunk*181′ | | FK | | Richardsons,Westgarth& | | |
| | | | | *Carrying Petr* | *oleum in* | | *bulk* | *Lloyd's* | *sA&CP* | | | | | | Co.Ld.Mdb. | | |
| | | | | *Fitted for oil* | *fuel* 9,27 | | *F.P. a* | *bove* 1 | 50°F. | *CellDBuE&* | *B*42′107*t FPT*194*t* | | | *APT*85*t* | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiels. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fyvers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Marques de classe, et si on est dans le L. M. Dern. Cert. R. Frais. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69860 | **Araguá** (*ex*Alice–35, *ex*DraytonManor, *ex*Northquay, *ex*Abelia) | 3Mst *ss*Rio.No.3-10,32 *ss*Rio.No.1–38 1*Dk*(*Stl*) | *730* *501* *347* | ✠100A– 2,40 BS8,~~40~~ 1,41 ✠LMC8,37 | Rio | | OG 8,37 | 1920 8mo | N.V.Schps DeMerwede v/dVan Vliet &Co. Hardinxveld | Soc.Brasileira de Cabotagem,Lda. *CellD* | 180·0\|28·0\|12·0 Q117'F24' FK *Bf*103'146*t FPT*63/ *APT*7*t* | | | R.Janeiro Brazilian | T.3Cy.15",25"&40"-27" (*s*) 180lb *100lb* 111NHP 3*BHCem* 1SB,3*cf*,GS60,HS1983 Verschure&Co.Amsterdam | 14 ″ 6 s 4 ″ 8½ 14 ″ 0 | |
| 69861 117587 ZMCR | **Arahura** Ⓟ | TwinSc 2*Dks*&*Awng dk* | 1607 1308 796 | | Rio | | | 1905 | W.Denny &Bros. Dumbarton | AnchorShipping &FoundryCo.Ld. | 240·6\|36·6\|22·4 | | | NelsonN.Z. British *WB* | T.6Cy.10½",23½"&38"-24" 147NHP Denny&Co.Dumbarton | | |
| 69862 162385 MBGV | **Arakaka** *ss*Lav.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*rd dk*(*Stl*) *in No. 1 hold* *Cruiser Stern* | | 2379 2005 1397 | ✠100A1 *withfreeboard* 1,41~~2,40~~ BS7,~~39~~ 1,41 ✠LMC7,37 | Bkn Lav | *u* | CL ~~7,38~~ 12,40 | 1933 8mo | Lithgows Ld. PortGlasgow | ArakakaS.S.Co. Ld.(BookerBros. McConnell&Co. Ld.) *CellD* | 322·5\|43·5\|18·5 F34' FK *B*268'589*t APT*74*t* | | | Liverpool British *Lloyd'sA&CP* | T.3Cy.18½",31"&52"-39"(*r*) 200lb FD 221NHP 5*BHCem* 2SB(Spt),6*cf*,GS76,HS3020 *Coll to Sh dk* 4 „ 2*nd*„) D.Rowan&Co.Ld.Gls. | 20 ″ 9 s 0–11½ 20 ″ 0 | |
| 69863 152036 VLCM | **Arakoon** *Ref.Mchy* Wireless | TwinSc 1*Dk* | 875 — 581 | | Rio | | | 1926 | Lithgows Ld. Pt.Glasgow | NorthCoastStm. Nav.Co.Ld.(E.S. Crauford,*Mgr.*) | 190·0\|34·2\| 9·9 Q92'B13'F30' | | | Sydny NSW British *WB* | T.6Cy.11",18"&29"-22" 86RH D.Rowan&Co.Ld.Glasgow | | C |
| 69864 FOBP | **Aramis** Ⓟ D.F. | TwinSc *OilEng.* 4*Dks* | 17537 13130 9990 | | Rio | | | 1932 | Forg.&Ch. de la Médit SA LaSeyne | Soc.desServices Contractuels des Messageries Maritimes | 543·5\|69·6\|33·6 B318' F49' *WB* | | | Marseilles French | Oil Engines 2S.C.SA 20Cy.26¾"-47½" 2490NHP Cie.de Const.Méc.Sulzer, St.Denis | | V |
| 69865 LCXA | — *CruiserStern* *Mchy.Aft* *Longitudinal framing–bracketless system* | TwinSc *OilEng.* *s*Sba.No.2–40 *SpecialSurveys to date from*2,32 2*Dks*(*Stl*)&*Web frames* | 7984 7368 4701 | ✠100A1 9,~~10~~ ~~3,40~~ DBS3,40 ✠LMC3,40 *Carrying Petroleum in bulk* | Sba Sng | *c*† | CL 3,40 | 1931 11mo | Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP* | SkibsA/S"Aramis" (BernhardHanssen&Co.*Mgrs.*) *CellD* | 457·2\|59·7\|34·9 P93'B28'F43' FK *DTf*43'512*t FPT*138*t APT*166*t* | | | Flekkefjrd Norwegian 16*BH* (11 *to U dk* 5 „ 2*nd* „) 2DB*180lb* Akt.Burmeistr&Wain.Cpn | Oil Engines 4S.C.SA 12Cy.23½"-43½" 624NHP 2DB*180lb* | 35 ″ 0 s 9 ″ 2½ 25 ″ 11½ | |
| 69866 871 OHCP | **Aranda** Ⓟ Wireless | 1*Dk* | 592 522 282 | | | | | 1920 | A/B Vulcan Åbo | FinnishBoard of Navigation | 151·9\|27·9\|11·2 151·6 | | | Åbo Finnish *WB* | T.3Cy.14",24½"&37½"-24" 69NHP A/B Vulcan,Åbo | | |
| 69867 149837 GMXF | **Arandora Star** Ⓟ (*ex*Arandora) *Ref.Mchy.* D.F. E.S.D. | TwinSc *ss*Nwc.No.3–12,38 4*Dks*(*Stl-Wthr dk–ws*)6*th dk*(*Stl*)*in Nos.*1,2,3,5&6*holds* *Cruiser Stern* | 15501 11860 9096 | ✠100A1 *withfreeboard* 3,40 BS3,40 ✠LMC12,38 *Fitted for oil fuel* | Avn | *s* | CL 11,37 *F.P.a* | 1927 5mo 1939 | Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP* | FrederickLeyland &Co.Ld. FK *CellDB* | 512·8\|68·3\|42·5 B345'F48' *Duct keel fwd of Mchy space* 440'1821*t FPT*117*t* | | | London British 9*BHCem* 2DB*180lb* | 4 Steam Turbines SR geared to 2 Sc. Shafts 2078NHP 3D&2SB32*cf*GS560HS30600 CammellLaird&CoLd.Bkn | 45 ″ 11 s 18–3 28 ″ 1 | |
| 69868 88078 CGSP | **Aranmore** Ⓟ Wireless *Well deck* | IronSc 2*Dks* | 1170 ~~918~~ 502 | ✠ ~~10,41~~ | | | | 1890 9mo | WBThmpson&Co(Lim) Dundee | Foundation Maritime,Ld. | 241·5\|34·8\|15·7 P150'B25'F36' | | | Ottawa British *WB* | T.3Cy.23",38"&61"-48" 258NHP WBThmpsn&Co.Ld.Dun. | 18 ″ 0 | |
| 69869 144234 MKJX | — Wireless | 2*Dks* | 1135 970 468 | | | | | 1920 | Hawthorns &Co.Ld. Leith | ClydeShppg.Co.Ld | 250·5\|35·3\|16·8 P157'F76' | | | Glasgow British *WB* | T.3Cy.20",33"&53"-39" 175NHP Hawthorns&Co.Ld.Leith | | C |
| 69870 | **Arapey** (*ex*Rivadavia) | TwinSc *OilEng.* | 743 — 431 | | | | | 1884 | D.Rowan Glasgow | Cia.Uruguaya de Nav.Lda. | 238·2\|30·0\|11·0 | | | M.Video Uruguayan | Oil Engines 2S.C 4Cy. NE*fitted*18 J&CGBolindersCoLd.Skm | | |
| 69871 | **Araponga** (*ex*Aliados–39, *ex*Lynn Regis–36, *ex*City of Cork, *ex*Tyro) | | 721 527 373 | | | | | 1917 | NV Boele's Schp.&Mchf. Bolnes | H.Lage(Lloyd NacionalSoc. Anon.*Mgrs.*) | 180·0\|28·4\|12·4 Q110'B12'F20' | | | R.Janeiro Brazilian *WB* | T.3Cy.15⅝",24⅝"&39⅜"-27½" 81NHP NVBoele'sMchFab.Bolnes | | V |
| 69872 | **Arapuá** (*ex*Celeste–35, *ex*Homedale, *ex*CelticWarrior, *ex*HaniII, *ex*Britannia) | | 525 436 245 | ✠ ... 3,11 ✠ | | | | 1907 6mo | J.Fullerton&Co. Paisley | Soc.Brasileira de Cabotagem,Lda. | 175·0\|34·1\| 9·2 F17' FK *WB* | | | R.Janeiro Brazilian | C.2Cy.15"&32"-22" 59NHP C.Houston&Co.Ld.Gls. | 9 ″ 10 | |
| 69873 PUHY | **Arara** (*ex*SerraAzul–35, *ex*Providencia–33, *ex*Besh-taoo) | *ss*Pir.No.3–12,23 *ss*Rio.No.1–28 1*Dk*(*Stl*) | 1075 925 652 | ✠ —— 1,32 ✠ | Rio | | | 1907 3mo | Hawthorn, Leslie&Co.Ld Newcastle | Cia."Serras"de Navegação e Commercio *CellDBa*58'*u E&B* | 240·2\|35·0\|12·8 Q29'B42'F42' FK 42'*f*110'297*t FPT*57*t APT*21*t* | | | R.Janeiro Brazilian 4*BHCem* 2SB,4*cf*,GS80,HS2480 Ross&Duncan,Glasgow | T.3Cy.16",26"&44"-33" 143NHP | 14 ″ 10 | V † |
| 69874 PUUB | **Ararangua** Ⓟ | TwinSc *OilEng.* *ss*Rio.No.3–1,40 2*Dks*(*Stl–Weather dk* teak s) *Ref.Mchy.* | 4872 3699 2974 | ✠100A1 *withfreeboard* 11,10~~1,40~~ ~~2BS11,40~~ ✠LMC1,40 ✠Lloyd'sRMC1,40~~9,40~~ 2,41 *South American Coasting—Bahia Blanca & Trinidad* | Rio | *y* | OG 12,39 | 1927 8mo | Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP* | LloydNacional Soc.Anon. *CellDB*300 913*t* *Tank at sides* | 378·0\|53·7\|24·4 P34'F61' FK *of tunnels* 120*t FPT*70*t APT*82*t* | | | R.Janeiro Brazilian 7*BHpt Asp* 1 „ *to 2nd dk* DB*120lb* "Fiat"Stab.GrandiMotori, Turin | Oil Engines 2S.C.SA 8Cy.26¾"-37⅛" 1008NHP | 27 ″ 4 s 9 ″ 7 18 ″ 2¼ | |
| 69875 PUUC | **Araraquara** Ⓟ | TwinSc ~~*ss*Rio.No.3–5,40~~ ~~*ss*Rio.No.2–32~~ *OilEng.* 2*Dks*(*Stl–Weather dk* teak s) *Ref.Mchy.* | 4872 3699 2974 | ✠100A– *withfreeboard* ~~8,10~~7,~~80~~12,40 ~~(Reclassification contemplated)~~ ✠LMC~~8,40~~ ✠Lloyd'sRMC~~8,40~~12,~~8~~0 *South American Coasting—Bahia Blanca & Trinidad* | Rio | *r* | OG ~~7,38~~ 12,40 | 1927 10mo | Cant.Nav. Triestino Monfalcone | LloydNacional Soc.Anon. *CellDB*300'913*t* *Tank at sides* | 378·0\|53·7\|24·4 P34'F61' FK *of tunnels* 120*t FPT*70*t APT*82*t* | | | R.Janeiro Brazilian 7*BHpt Asp* 1 „ *to 2nd dk* DB*120lb* "Fiat"Stab.GrandiMotori, Turin | Oil Engines 2S.C.SA 8Cy.26⅛"-37⅛" 1008NHP | 27 ″ 4 s 9 ″ 7 18 ″ 2¼ | |
| 69876 PUUO | **Araribá** (*ex*Saverne–33, *ex*War Leveret) | *ss*Rio.No.2–28 1*Dk*(*Stl*) | 1999 1818 1197 | ✠ 2,32 ✠ (*Reclassification contemplated*) | Rio | | | 1919 6mo | Midland S.B.Co. Midland,Ont. | PedroBrando *CellD* | 251·0\|43·5\|20·3 P24'B64'F27' FK *B*210'613*t FPT*54*t* | | | R.Janeiro Brazilian 4*BHAsp* *APT*55*t* | T.3Cy.20½",33"&54"-40" 253NHP 2SB,6*cf*,GS138,HS4600 JohnInglisCo.Ld.Toronto | 23 ″ 1 | |
| 69877 PULC | **Arary** (*ex*Flamengo–33, *ex*Manchester, *ex*Charbonnier) Wireless *Mchy.Aft* | TwinSc 1*Dk* | 1064 750 588 | | | | | 1919 | Forg.&Ch. de la Médit. Havre | PedroBrando | 216·5\|34·1\|14·7 P23'F9' | | | R.Janeiro Brazilian *WB* | T.6Cy.12",20"&31½"-16½" 80NHP Forg.&Ch.de la Médit.Msl. | | |
| 69878 PUUE | **Arassú** (*ex*SerraNegra–35, *ex*MariaLuisa–33, *ex*Ayrco, *ex*Anna Mærsk) Wireless | *ss*Hfs.No.3–1,24 *ss*Rio.No.2–32 1*Dk*(*Stl*)&*deep framing* | 1371 1229 797 | ✠ —— 4,37 ✠ | Rio | *p* | | 1908 9mo | A.Vuijk& Zonen Capelle a/d Ysel | Cia."Serras"de Navegação e Commercio *CellDBa*60'*u* | 214·2\|36·7\|16·7 P18'B66'F26' FK *E*18'*f*106'376*t FPT*58*t APT*30*t* | | | R.Janeiro Brazilian 4*BHCem* 1SB,3*cf*,GS60,HS2210 G.T.Grey,SouthShields | T.3Cy18⅝",29"&48"-33" 142NHP | 19 ″ 0 | |

101
40

Now "Fort Avalon Aranmore," *see No.* 88055 *in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Last Name if any.* / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Class grtd. now expired. Equipment Letter. | 2* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69879<br>8388<br>SMJN | **Arasvall** (*ex*Kulda–39, *ex*Woodland–35, *ex*ZuidHolland–33) D.F. | ss Shl. No. 3–5, 38 ss Rot. No. 1–38 *Cargo battens not fitted* | 1954<br>1595<br>1143 | ✠100A1 7,40 ~~8,40~~<br>✠NB6,28 ✠LMC<br>MS3,38 ~~BS3,39~~ 3,41 | Got | *r* | CL 2,40 | 1911<br>9mo | Schpw.v. Jan.Smit,Czn Alblasserdm A&CP | Rederi A/B Solstad (A.R. Appelqvist, *Mgr.*) *Cell D Ba 80'* | 272·4 \| 39·9 \| 18·2<br>B63'F32' FK<br>*u E & B 35' f 112' 523t* | | | Stockholm Swedish<br>*1 BH Cem A P T 77t* | T.3Cy.20",32"&52¾"–39" (*s*)<br>180lb 203NH<br>2SB,6*cf*,GS108,HS3450<br>Maats.deSchelde,Flushing | 20 " 6<br>s 3 " 0½<br>17 " 8 | |
| 69880<br>PUUH | **Arataia** (*ex*Commandante Castilho–35, *ex*Douro, *ex*Carvoeiro, *ex*Antoninha, *ex*Charrington) *Well deck* | **Iron** ss Rio. 3rd No. 2–7, 19 1 *Dk* (*Irn*) 2 *trE* | 1773<br>*1454*<br>*1125* | ✠<br>7,22 | Rio | *r* | | 1881<br>5mo | J.Laing Sunderland | Lloyd Nacional Soc. Anon. | 269·0 \| 36·0 \| 20·6<br>P28'Q72'B48'F32' BK 9½'<br>*D Ba* | | | R.Janeiro Brazilian<br>*5 BH Cem* 72'*f* 48'207*t* | T.3Cy.19",31"&50"–33" 197NH<br>E & B *made* 92 *refitted* 19<br>2SB,6*pf*,GS112,HS3900<br>N.E.Mar.Eng.Co.Ld.Nwc. | 22 " 3 | V † |
| 69881<br>44850<br>JUHM | **Aratama Maru** *Fitted for oil fuel* 2 *Dks* *Cruiser Stern* | | 6784<br>—<br>4058 | | | | | 1938 | Tsurumi Seitetsu Zosen K.K. Tsurumi | Tamai Syosen K.K. | 446·5 \| 59·1 \| 33·8<br>P42'B173'F47' | | | Kobe Japanese<br>*WB* | 1 steam turbine DR geared<br>HS2547 398NH<br>Ishikawajima S.B.&E.Co. Ld. Tokio | | C |
| 69882<br>PUUJ | **Aratanha** (*ex*Portugal–35, *ex*Aleardi, *ex*Balaton) | ss Rio. 3rd No. 3–1, 37 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing* ss Rio. No. 1-41 | 2458<br>2214<br>1554 | ✠100A– *Spar dk with freeboard* 3,41 ~~3,44~~<br>~~MS3,39~~ ✠LMC 3,41 ~~1,37~~ | Rio | | CL 3,40 3,41 | 1901<br>12mo | Wigham-Richrdsn&Co Ld Newcastle | Lloyd Nacional Soc. Anon. | 314·0 \| 41·8 \| 13·6<br>P44'B102'F36' 21·4 FK<br>*Cell D Ba 110' u Eq B38'f 128'587t FPT* | | | R.Janeiro Brazilian<br>*6 BH Cem* 35*t A P T 22t* | T3Cy.20¼",35"&59½"–42" (*r*)<br>200lb 256NH<br>2SB,6*rf*,GS108,HS3854<br>Wgham Rchrdsn&C.Ld Nwc | 23 " 10<br>s 3 " 10<br>20 " 4 | |
| 69883<br>PUIR | **Arataú** (*ex*SerraGrande–35, *ex*Lillebonne, *ex*Ouvrier) *Mchy. Aft* | **Twin Sc** 1 *Dk* | 1065<br>—<br>588 | | | | | 1919 | Ch.&Atel. Augustin Normand Havre | Cia. "Serras" de Navegação e Commercio | 229·6 \| 34·1 \| 14·7<br>P59'F19' | | | R.Janeiro Brazilian<br>*WB* | T.6Cy.10⅝",16⅝"&26½"–13 7/16" 50NH<br>Ch.&Atel.de Augustin Normand,Havre | | V |
| 69884<br>PUUD | **Aratimbo** (P) *Oil Eng.* ss Rio. No. 3-4,40 ss Rio. No. 2–37 *Ref. Mchy.* 2 *Dks* (*Stl–wthr dk* teak s) | **Twin Sc** | 4872<br>3698<br>2974 | ✠100A1 *with freeboard* ~~4,10~~ 5,38 9,40<br>✠LMC 4,40<br>DBS ~~4,40~~ 5,41<br>✠Lloyd'sRMC ~~6,38~~ 4,40 5,41 ~~11,40~~<br>*South American Coasting— Bahia Blanca & Trinidad* | Rio | *y* | OG 5,37 4,40 | 1928<br>4mo | Cant.Nav. Triestino Moufalcone *Lloyd'sA&CP* | Lloyd Nacional Soc. Anon. *Cell D B 300' 913t Tanks at sides* | 378·0 \| 53·7 \| 24·4<br>P34'F61' FK<br>*of tunnels 120t F P T* | | | R.Janeiro Brazilian<br>*7 BH pt Asp 1 „ to 2nd dk 70t A P T 82t* | Oil Engines 2S.C.SA<br>8Cy.26¾"–37⅛" 1008NH<br>DB *120lb*<br>FiatStab.Gran.Mot Turin | 27 " 4<br>s 9 " 7<br>18 " 2¼ | |
| 69885<br>8319<br>SEGU | **Araton** (*ex*Hertha Maersk–38, *ex*Duro) Wireless D.F. | *Now Adolf Bratt, see No. 87069 in Supplement* 1 *Dk* | *1500*<br>*829* | | | | | 1920 | Svendborg Skbsv&Mskb Svendborg | A/B Arafart (A.R. Appelqvist, *Mgr.*) | 252·2 \| 38·2 \| 14·9<br>F42*t* B250*t* Q107*t*<br>P40*t* H64*t* | | | Stockholm Swedish<br>*WB* | T.3Cy.17",27½"&47"–34" 129NH<br>SvendborgSkbsv.&Mskb. | | V |
| 69886<br>DKBG | **Arauca** D.F. E.S.D. *Cruiser Stern* | *Fitted for oil fuel* 2 *Dks* | 4354<br>—<br>2079 | | | | | 1939 | Bremer Vulkan Vegesack | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 398·3 \| 55·7 \| 22·8<br>F43' | | | Hamburg German<br>*WB* | 2 steam turbines connected to elec. motor & sc. shaft<br>AllgemeineElecGes.Berlin | | |
| 69887<br>1291<br>CBAC | **Arauco** (P) (*ex*Boussole–35, *ex*Saint Eloi, *ex*Registan) D.F. *Ref. Mchy.* | **2 Twin Mst** ss Ant. No. 2–29 2 *Dks* | 5414<br>4030<br>3309 | ✠ ...<br>11,32<br>✠<br>✠Lloyd'sRMC ~~12,39~~ 10,40 | | | | 1921<br>3mo | W.Gray& Co.(1918)Ld. W Hartlepool | Cia.Chilena de Navegacion Interoceanica (H.R. Samsing, *Mgr.*) | 350·2 \| 52·5 \| 26·8<br>P30'B215'F35' FK | | | Valparaiso Chilian<br>*WB* | T.3Cy.26",42"&70"–48" 515NH<br>Cen.Mar.Eng.Wrks.W Hpl | 29 " 4 | V † |
| 69888<br>140148<br>GSMN | **Arawa** (P) (*ex*Esperance Bay–36) *Ref. Mchy.* D.F. E.S.D. | **Twin Sc** ss Lon. No. 3–2, 35 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–ws) *3rd dk* (*Stl*) *in forward holds* | 14462<br>11881<br>8598 | ✠100A1 *Shelter dk with freeboard* 9,38 ✠LMC<br>MS7,33 BS10,39<br>✠Lloyd'sRMC 7,39 | Lon | *i* † | CL 10,39 | 1922<br>7mo | W.Beard-more&Co. Ld Glasgow *Lloyd'sA&CP* | Shaw Savill& Albion Co. Ld. *Cell D B 457' 2259t Tanks in way of tunnels 467t F P T 174t* | 530·9 \| 68·3 \| 39·9<br>B215'F76' *on Shltr dk* FK<br>*M T 24' 1017t* | | | S'thamptn British<br>*pt Cem 9 B H to Sh dk A P T 143t* | 4 Steam Turbines DR geared to 2 Sc. Shafts (*r*)<br>220lb FD 1977NH<br>3DB(Spt)&2SB(Spt),32*cf*,<br>HS25923<br>W.Beardmore&Co.Ld.Gls. | 43 " 6<br>s 10 " 8½<br>33 " 2 | |
| 69889<br>ONCT | **Araxa** (*ex*Odette–35, *ex*Orione, *ex*Juni, *ex*Bluefields) *Well deck* | 1 *Dk* | 1349<br>—<br>618 | *Fitted for oil fuel* 7,22 | | *F.P.* | *above* 150° F. | 1905 | Bergens Mek.Værks Bergen | Soc. Brasileira de Cabotagem, Lda. | 224·0 \| 31·3 \| 14·6<br>Q78'B31'F35' | | | R.Janeiro Brazilian<br>*WB* | T.3Cy.19",30"&50"–33" 144NH<br>BergensMekVærksBergen | | |
| 69890<br>ONCT | **Arbel** (*ex*Peregrine–38, *ex*Arbonne) *Well deck* | ss Lon. No. 3–9, 33 ss Lon. No. 1–38 1 *Dk* (*Stl*) | 901<br>—<br>566 | ✠100A1 ~~11,38~~<br>11,40 ~~11,38~~<br>BS ~~1,40~~ 11,40 ✠LMC 11,38 | Lon | *l* | OG ~~5,37~~ 11,40 | 1921<br>6mo | Hawthorns &Co.Ld. Leith *Lloyd'sA&CP* | Navigation Trans-marine Soc. Anon. *Cell D Ba 39' u E 19' f 105' 205t F P T 17t* | 210·0 \| 31·7 \| 12·3<br>Q115'F26' FK<br>*A P T 13t* | | | Antwerp Belgian<br>*4 BH Cem* | T.3Cy.17¾",28¾"&46"–33" (*s*)<br>180lb 169NH<br>2SB,6*cf*,GS95,HS3138<br>Hawthorns&Co.Ld.Lth. | 14 " 5<br>s 4 " 7½<br>13 " 8½ | |
| 69891<br>399<br>IBTD | **Arborea** (P) *Oil Eng.* D.F. 2 *Dks* & *3rd dk in No. 1 hold* | **Twin Sc** | 4959<br>3255<br>3036 | ✠ ...<br>9,32<br>✠ | | | | 1929<br>7mo | Soc. Odero-Terni Spezia | "Tirrenia" Soc. Anon. di Nav. | 377·1 \| 50·0 \| 24·5<br>364·6<br>B&F323' FK | | | Naples Italian<br>*WB* | Oil Engines 2S.C.SA<br>12Cy 26¾"–37⅛" 1511NH<br>"Fiat" Stab. Grandi Motori Turin | 27 " 2 | I † |
| 69892<br>144715<br>MKKY | **Arbroath** *Oil Eng.* Wireless 1 *Dk* *Mchy. Aft* *Cruiser Stern* | ss Lth. No. 1-39 | 553<br>444<br>289 | ✠100A1 *with freeboard* Lth<br>11,39 ~~7,08~~ ✠LMC 9,35 | Dun | *i* | OG 7,38 | 1935<br>9mo | Caledon S. B.&E.Co.Ld Dundee *Lloyd'sA&CP* | Dundee, Perth& London Shipping Co. Ld. *Cell D B 112' 136t* | 167·9 \| 30·1 \| 11·8<br>*31·0*<br>176·0(O.L.) FK<br>Q41'F21<br>*F P T 64t A P T 6t* | | | Dundee British<br>*4 B H* | Oil Engines 2S.C.SA<br>4Cy.13⅜"–22 7/16" 125NH<br>British Auxiliaries,Ld.Gls. | 14 " 0<br>s 3 " 7<br>10 " 5¾ | |
| 69892* | **Arca** (*ex*Haugar–40, *ex* Sailing Vessel Scottish Glens) *Mchy. Aft* D.F. *Carrying Oil in bulk* | **Iron Twin Sc** *Oil Eng.* ss Ham. 2nd No. 3–10, 08 2 *Dks* | 2222<br>1955<br>1316 | ✠<br>10,18 | | NNs | Lv | 1885 | Oswald, Mordaunt &Co. Southampton | Leonardo Arriva-bene Soc. Anon. | 284·9 \| 40·4 \| 22·9<br>P139*t* H124*t* | | | Venice Italian<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.14 3/16"–20 7/16" 281NH<br>E *made & fitted* 22<br>A/B Atlas-Diesel,Skm. | | N † |
| 69893<br>217972<br>KEXZ | **Arcata** (*ex*Glymont–37) | *Fitted for oil fuel* 1 *Dk* | 2722<br>1963<br>1672 | | | | | 1919 | Albina Eng &Machine Works Portland,Or. | ~~Hammond Shipping Co. Ld.~~ Hammond Lumber Co. | 289·0 \| 44·1 \| 19·2<br>P26'B148'F32' | | | Portland, Ore. Utd.States<br>*WB* | T.3Cy.22",36½"&60"–42" 233NH<br>Albina Eng.& Mach.Wks. Portland,Or. | | R |
| 69894<br>123940<br>GRNV | **Archangel** (P) (*ex*St. Petersburg) Sub.Sig. | **Trp Sc** 2 *Dks* & *Shelter dk* (*pt Stl*–teak s) | 2448<br>1502<br>1039 | ✠<br>2,13<br>✠ | Rot | *t* | | 1910<br>7mo | J.Brown& Co.Ld. Clydebank | London&North Eastern Rlwy. *Cell L Bu E 40' 62t F P T 9t* | 330·8 \| 43·2 \| 17·8<br>F *on Shelter dk* 52' FK<br>*D T f 40' 40t* | | | Harwich British<br>*8 B H Cem* | 3 Steam Turbines<br>5SB,20*cf*,GS430,HS14833FD<br>J.Brown&Co.Ld. Clydebank | 18 " 9 | |
| 69895<br>601<br>SWGB | **Archangelos** (*ex*Bawtry, *ex*Mottisfont) | ss Off. No. 3–6, 29 ss Alx. No. 2–37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | *5692*<br>*5470*<br>*4228* | ✠100A1 *Shelter dk with freeboard* 8,40 ~~6,80~~<br>✠LMC<br>MS5,37 BS2,40 | Rou Mch | *y* | CL ~~8,37~~ 8,40 | 1917<br>3mo | W.Dobson &Co. Newcastle *Lloyd'sA&CP* | Theofano Maritime Co. Ld (N.G. Livanos, *Mgr.*) *Cell D B* | 400·5 \| 52·0 \| 25·1<br>412·5(O.L.) 33·0<br>FK 351'1087*t* *F P T 102t* | | | Piræus Greek<br>*6 B H Cem A P T 136t* | T.3Cy.26",43"&72"–48" (*s*)<br>180lb 455NH<br>3SB,9*cf*,GS141,HS6333 FD<br>N.E.Marine Eng Co Ld Nwc | 35 " 7<br>s 9 " 9¾<br>26 " 0 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps. | 15 Registres où sont publiés les détails de la Cl. et Dates des Cert. de Visite |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69896 | **Archangelsk** (*ex*Uskvalley–39) | | *2480* | ✠ | Cff | *l* | | 1929 | Burntislnd | U.S.S.R. | 300·0 | 43·9 | 21·3 | | T.3Cy.22″,36″&60″–39″ | 23 ″ 6 | |
| | *ss*Shl.No.1–34 | | *2281* | 9,35 | | | | 10mo | S.B.Co.Ld. | | P23′B79′F26′ | | | Russian | 259NHP | | |
| | 1*Dk*(*Stl*) | | *1487* | | | | | | Burntisland | | | | FK | 5*BHptCem* | 2SB,6*cf*,GS116,HS4200 | | |
| | *(STRANDED 10,35—REFLOATED—NOW TRADING)* | | | | | | | | | *CellDBa5uE* | 110′*f*130′67*6t FPT* | | 82*t APT*118*t* | | D.Rowan&Co.Ld.Glasgow | | |
| 69897 | **Archon** (*ex*Sinaloa–33,*ex*Santa | | *1364* | | | | | 1921 | NVSchpsw | R.Yiadikiaroglou, | 238·6 | 36·6 | 15·6 | | T.3Cy.17″,28″&46″–36″ | | C |
| 938 | Gertrudis) *Fitted for oil fuel* | | *1085* | | | | | | deMerwede | B.Kalogheras | P40′B60′F25′ | | | Piræus | 127NHP | | |
| SZHZ | Wireless 1*Dk* | | *627* | | | | | | Hardinxveld | &Th.Vranas | | | *WB* | Greek | Kuy&v/dRee,Rotterdam | | |
| 69898 | **Arcola** | | 6349 | | | | | 1929 | Soc.Odero- | LuigiBosco | 409·6 | 54·9 | 29·6 | Genoa | T.3Cy.26″,42½″&69½″–48″ | | CI |
| 1599 | *Fitted for oil fuel* | | 5552 | | | | | | Terni- | | 401·9 | | | Italian | 335NHP | | |
| IBJA | D.F. 2*Dks* | | 3893 | | | | | | Orlando | | P100′B28′F35′ | | | | Soc.Vickers-Terni,Spezia | | |
| | *Mchy.Aft* *Carrying Petroleum in bulk* | | | | | | | | Spezia | | | | | | | | |
| 69899 | **Arcos** (*ex*Pinewin,*ex*WarJavelin) | | 2343 | ✠ ... | | | | 1918 | WoodSkin- | U.S.S.R. | 284·9 | 39 8 | 18·9 | Archangel | T.3Cy.22″,36″&59″–39″ | 21 ″ 2 | |
| | *ss*Bkn.No.2–27 | | 1749 | 7,30 | | | | 9mo | ner&Co.Ld. | | P28′Q77′B56′F28′ | | | Russian | 265NHP | | |
| UNGH | *Well deck* 1*Dk* | | 1327 | | | | | | Newcastle | | | | FK *WB* | | NEMarineEng.Co.Ld.Nwc | | |
| 69900 | **Arctic** **WoodAux3MstSr** | | 478 | | | | | 1919 | Bergkvara | | 142·3 | 34·6 | 11·1 | Reykjavik | Oil Engines 2S.C.SA | | V |
| | (*ex*Primo) *Mchy.Aft* *OilEng.* | | 359 | | | | | | Skeppsvarf | | P15′Q18′F15′ | | | Iceland | 2Cy.15″–16½″ 79NHP | | |
| | *Ref.Mchy.* Wireless 1*Dk* | | 377 | | | | | | Bergkvara | | | | | | J&CGBolinder'sCoLdSkm | | |
| | *(See Sailing Ship Register)* | | | | | | | | | | | | | | | | |
| 69901 | **Arctika** | | 2900 | | | | | 1936 | Furness | U.S.S.R. | 321·5 | 48·0 | 20·3 | Archangel | T.3Cy.20″,33″&57″–42″ | | |
| | | | 2500 | | | | | | S.B.Co.Ld. | | P32′B96′F33′ | | | Russian | 210NHP | | |
| UPOR | D.F. E.S.D. 1*Dk* | | 1640 | | | | | | Haverton | | | | *WB* | | N.E.MarineEng.CoLdNwc | | |
| | Sub.Sig. *CruiserStern* | | | | | | | | Hill-on-Tees | | | | | | | | |
| 69902 | **Arcturus** (*ex*JamesB.Wood) | | 6490 | | | | | 1905 | WestBay | InterlakeS.S.Co. | ~~514·0~~ | 54·0 | ~~27·1~~ | Wilmgton | T.3Cy.22½″,36″&60″–42″ | | R |
| 202867 | | | — | | | | | | CityS.B.Co. | (Pickands,Mather | 520·5′ | | 26·8 | (Del.) | 233NHP | | |
| WNWK | *Mchy.Aft* D.F. GyC. 1*Dk* | | ~~5495~~ | | | | | | WstBayCity | &Co.*Mgrs.*) | | | *WB* | Utd.States | DetroitS.B.Co.Detroit | | |
| 69903 | — | | 2596 | | | | | 1937 | Lübecker | ArgoReederei, | 319·7 | 47·0 | 18·5 | Bremen | C.4Cy.(2)20$\frac{1}{16}$″&(2)43$\frac{5}{16}$″– | | G |
| | | | 2213 | | | | | | Maschb.Ges. | RichardAdler&Co. | P24′B&F286′ | | | German | 43$\frac{5}{16}$″ HS4628 342NHP | | |
| DOTJ | D.F. E.S.D. 1*Dk* | | 1471 | | | | | | Lübeck | | UpperF36′ | | *WB* | | LübeckerMaschb.Ges. | | |
| | *CruiserStern* | | | | | | | | | | | | | | | | |
| 69904 | — Ⓟ | | 2532 | | | | | 1913 | Akt.Ges. | Cie.deNav.Paquet | 331·4 | 46·0 | 18·8 | Marseilles | T.3Cy.23½″,38½″&63′–43$\frac{5}{16}$″ | | V |
| | | | — | | | | | | "Neptun" | | F40′ | | 26·7 | French | 260NHP | | |
| FNHD | 1*Dk*&*Shelter dk* | | 1534 | | | | | | Rostock | | | | *WB* | | A.G."Neptun,"Rostock | | |
| 69905 | — Ⓟ | | 2156 | ✠100A1 | Skm | *s* | CL | 1898 | Gourlay | FinskaÅngfartygs | 291·7 | 37·4 | 21·4 | Helsingfrs | T.3Cy.29½″,47″&75″–45″ (*s*) | 23 ″ 5 | |
| | *ss*Hfs.3rdNo.3–5,36 | | 1522 | *Spar dk* | | | 2,40 | 12mo | Bros.&Co. | Aktiebolaget | 276·3 | 38·2 | | Finnish | 170lb 551NHP | s 3 ″ 7 | |
| OHAF | D.F. 1*Dk*(*Stl*)&*Spar dk*(*Stl–ptws*) | | 1169 | *withfreeboard* | | | | | Dundee | | P41′B102′F68′ | | | 4*BHCem* | 3SB,9*cf*,GS183,HS8520 FD | 20 ″ 9 | |
| | *Ref.Mchy.* &*Web frames* | | | 4,40 | LMC5,36 | | | *Lloyd'sA&CP* | | | | | BK8″ | | GourlayBros.&Co.Dun. | | |
| | | | | NB4,12 | ~~BS5,39~~ 6,4 0 | | | | | *CellDBa36′* | *uE&B61′f94′227t* | | *APT17t* | | | | |
| | | | | No later survey reported | | | | | | | | | | | | | |
| 69906 | — | | *1682* | ✠ ... | | | | 1892 | Wood, | J.Rang | 250·5 | 36·1 | 16·8 | Tallinn | T.3Cy.19″,31″&51″–36″ | 19 ″ 0 | V |
| | (*ex*Nord–37,*ex*Cairnmore) | | *1229* | 1,32 | | | | 9mo | Skinner&Co. | | Q95′B60′F28′ | | | Estonian | 156NHP | | † |
| | *ss*Shl.2ndNo.3–6,19 | | *1035* | | | | | | Newcastle | | RFD68′ FK | | *WB* | | Black,Hawthorn&Co.Gts. | | |
| | *ss*Hbg.No.2–27 | | | | | | | | | | | | | | | | |
| | 1*Dk*&*deepframing*&*ptAwng dk* | | | | | | | | | | | | | | | | |
| 69907 | **Ardanbhan** | | 4980 | | | | | 1929 | D&WHen- | ArdanS.S.Co.Ld. | 402·9 | 52·2 | 27·3 | Glasgow | T.3Cy.21½″,37″&62″–42″ | | C |
| 161891 | | | 4619 | | | | | | dersn&Co.Ld. | (Clark&Service, | P45′B125′F47′ | | | British | 249NHP | | |
| GFZW | D.F. 1*Dk* | | 3080 | | | | | | Glasgow | *Mgrs.*) | | | *WB* | | D&W.Hendersn&CoLdGls | | |
| 69908 | **Ardeal** Ⓟ (*ex*EmilKirdorff–32) | | 5695 | | | | | 1922 | Marine- | RoumanianState | 409·8 | 53·9 | 23·7 | Con- | T.3Cy.25½″,41″&66½″–49½″ | | V |
| | *Fitted for oil fuel* | | 4402 | | | | | | werft | MaritimeService | H133*t*F49′ | | | stantza | &L.P.Turbine 462NHP | | |
| YQSA | Sub.Sig. 2*Dks* | | 3421 | | | | | | Wilhelmshvn | | | | | Roumanian | J.C.TecklenborgA.G. | | |
| | | | | | | | | | | | | | *WB* | | Wesermünde-G. | | |
| 69909 | **Ardena** Ⓟ (*ex*Peony) | | *1092* | ✠ | Gls | | | 1915 | A.McMil- | NavigationConst. | 250·1 | 33·1 | 17·3 | Piræus | T.3Cy.21½″,35″&58″–27″ | 18 ″ 0 | |
| 916 | 2*Dks*(*Stl–Uws*) | | *794* | 10,15 | | | | 10mo | lan&Son,Ld. | Toyias(E.K.Toyias | F63′ | | FK | Greek | 350NHP | | |
| SZHW | *CruiserStern* | | *433* | | | | | | Dumbarton | *Mgr.*) | | | 12*BHCem* | | D.Rowan&Co.Ld.Glasgow | | |
| | Wireless | | | | | | | | | *CellDB* | *uB21t DTf22t FPT* | | 11*t APT*17*t* | | | | |
| 69910 | **Ardent** (*ex*Örja,*ex*Bolama,*ex*Sonja) | | 1804 | | | | | 1917 | Sörlandets | D/S A/S Ardent | 265·1 | 42·1 | 18·0 | Tönsberg | T.3Cy.20½″,33″&56″–36″ | | N |
| | | | 1614 | | | | | | Skibsbyggeri | (J.Kröger, *Mgr.*) | P56*t*H71*t* | | | Norwegian | 188NHP | | |
| LCDN | 1*Dk* | | 1101 | | | | | | Fevig | | | | | | FredrikstadM.V.Frdstad. | | |
| 69911 | **Ardenza** | | 933 | ✠100A1 | Gls | *l* | OG | 1920 | Hawthorns | MossHutchison | 210·0 | 31·7 | 12·3 | Liverpool | T.3Cy.7″,28″&46″–33″ (*s*) | 14 ″ 6 | |
| 142025 | *ss*Irv.No.3–11,32 | | 640 | 12,39 | | | 2,39 | 12mo | &Co.Ld. | Line,Ld. | 218·0(O.L.) | | | British | 180lb 169NHP | s 4 ″ 7 | |
| MKJY | Wireless D.F. *ss*Gls.No.1–37 | | 466 | ~~BS8,39~~ | LMC3,37 | | | | Leith | | Q115′F27′ FK | | 4*BHCem* | | 2SB,6*cf*,GS95,HS3138 | 13 ″ 9½ | |
| | *Well deck* 1*Dk*(*Stl*) | | | BS 4,40 1,41 | | | | *Lloyd'sA&CP* | | *CellDBa39′uE19f* | 105′ 205*t FPT*17*t* | | *APT*13*t* | | Hawthorns&Co.Ld.Leith | | |
| 69912 | **Ardeola** **3Mst** | | 2609 | ✠100A1 | Gls | *l* | CL | 1912 | CaledonS. | YeowardLine,Ld. | 310·2 | 44·2 | 18·5 | Liverpool | T.3Cy.24″,39″&64″–42″ (*s*) | 21 ″ 6 | |
| 131461 | *ss*Liv.2ndNo.3–8,37 | | 2109 | 9,40 ~~12,8~~ | Liv | | ~~7,37~~ | 10mo | B.&E.Co.Ld. | (YeowardBros. | | | | British | 180lb 345NHP | s 2 ″ 2½ | |
| GPVJ | | | 1282 | ~~BS8,39~~ | ~~LMC8,37~~ | | 9,40 | | Dundee | *Mgrs.*) | P&B207′F57′BK10′ | | 5*BHCem* | | 3SB,9*cf*,GS180,HS6126 | 20 ″ 4½ | |
| | *Well deck* D.F. 2*Dks*(*UStl–ws*) | | | 9,40 | | | | *Lloyd'sA&CP* | | | | | | | CaledonS.B.&E.Co.Ld Dun | | |
| | | | | | | | | | | *Cell DBa40′uE* | *26′f152′502t* | | *FPT56t APT50t* | | | | |
| 69913 | **Ardgantock** | | 842 | ✠100A1 | PGl | *l* | CL | 1919 | Ardrossan | P.MacCallum& | 200·1 | 30·2 | 12·6 | Greenock | T.3Cy.15″,26″&42″–27″ (*s*) | 15 ″ 0 | |
| 142271 | | | 591 | 2,40 | | | 2,40 | 6mo | DD&SBCoLd | Sons,Ld. | | | | British | 180lb 90RHP | s 4 ″ 10½ | |
| MJPZ | *ss*P.Gl.No.3–7,32 | | 416 | | | | | | Ardrossan | | Q111′F26′ FK | | 3*BHCem* | | 1SB,3*cf*,GS60,HS1998 | 14 ″ 3 | |
| | *ss*P.Gl.No.2–40 | | | | LMC2,40 | | | *Lloyd'sA&CP* | | *CellDBf121′220t FPT61t* | | | *APT53t* | | Aitchison,Blair&Co.Ld. | | |
| | *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* | | | | | | | | | | | | | | Clydebank | | |
| | *Well deck* *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 69914 | **Ardgryfe** (*ex*St.DunstansHill) | | ~~964~~ | ✠100A1 | PGl | *l* | 3,39 | 1918 | Ardrossan | P.MacCallum& | 200·4 | 31·2 | 13·2 | Greenock | T.3Cy.17″,28″&46″–33″ (*s*) | 15 ″ 6 | |
| 142318 | | | ~~672~~ | 8,40 ~~8,00~~ | | | | 3mo | DD&SBCoLd | Sons,Ld. | 210·8(O.L.) | | | British | 180lb 149NHP | s 4 ″ 5½ | |
| MGZX | *ss*Ant.No.2–37 | | ~~781~~ | | LMC | | | | Ardrossan | | Q139′F23′ FK | | 3*BHCem* | | 2SB,4*cf*,GS90,HS2524 | 15 ″ 2 | |
| | *Mchy.Aft* 1*Dk*(*Stl*) | | 975 | MS5,37 | BS3,40 | | | *Lloyd'sA&CP* | | *CellDB* | *f126′186t FPT66t* | | *APT48t* | | Aitchison,Blair&Co.Ld. | | |
| | *Well deck* *Cargo battens not fitted* | | 672 | | | | | | | | | | | | Clydebank | | |
| | | | 498 | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or Renewed. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed 1st in L.R. Danish 1st in Lloyd's Register of Shipping. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69915<br>212964<br>WBCQ | **Ardmore** (*ex*Delphin) | *ss*N.Yk.No.3–9,25<br>D.F. *ss*Mob.No.1–31<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* &*Web frames*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* | 7035<br>6463<br>4390 | ✠ ... 9,33 ✠ | Mob | | | 1913<br>12mo | Akt.Ges. "Neptun" Rostock | Farr Spinning& Operating Co.<br>*CellDB* 333*tDT f*48′550*t* | 449·6\|59·6\|28·8<br>264·0(o.l.)<br>P66′B89′F75′ FK<br>*uE&B*79′*f*20′ (1<br>*FPT*210*tAPT*145*t* | Wilmington, (Del.) Utd. States<br>17*BHpt Asp*<br>3*BH to Udk*<br>4 „ „ 2*nd*„) | Q.4Cy.23⅝″,33⅜″,48⅜″&70¾″-49 3/16″ 524NHP<br>3SB,9*cf*,GS516,HS7523<br>A.G."Neptun,"Rostock | 29 ″ 10 | R<br>† |
| 69916<br>140454<br>EIDF | —<br>(*ex*Lady Killiney,<br>*ex*Killiney)<br>Wireless D.F.<br>E.S.D. | *ss*Bkn.No.3–2,31<br>*ss*Dub.No.1–36<br>2*Dks*(*Stl*) | 1023<br>955<br>417 | ✠100A1 Examined5,40 Liv BS5,40 ✠LMC5,35<br>*Fitted for oil fuel* 11,23 | ~~Liv~~ | *p* | CL<br>~~4,37~~ 7,40<br>*F.P. above* 1 | 1918<br>4mo<br>*Lloyd's* | CaledonS. B.&E.Co.Ld. Dundee | British&Irish SteamPacketCo. Ld.<br>*CellDBa*6′*uE* | 254·5\|36·1\|16·0<br>264·0(o.l.)<br>P66′B89′F75′ FK<br>24′*f*84′172*tFPT*20( | Cork British<br>4*BHCem*<br>*APT*6*t* | T.3Cy.24″,39″&64″–42″ (r)<br>180lb 347NHP<br>3SB,9*cf*,GS190,HS6176<br>CaledonSB.&E.Co.Ld.Dun | 16 ″ 8<br>s 1 ″ 11½<br>15 ″ 0¼ | |
| 69917<br>1478<br>IBLC | **Ardor**<br>*Mchy.Aft*<br>*CruiserStern* | TwinSc<br>*OilEng.*<br>*ss*Tri.No.2–35<br>D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>&*Web frames*<br>*Longitudinal framing* | 8960<br>8469<br>5079 | ✠100A1 *Shelter dk with freeboard* 1,39 ✠LMC CS9,35 DBS6,39 4,36<br>*Carrying Petroleum in bulk* | Mfl | | CL<br>12,38 | 1927<br>6mo<br>*Lloyd's* | Ansaldo SanGiorgio Spezia | "LaColumbia"Soc. Marit.perTrasporto diPetrolio e Derivati<br>*CellDBuE*69′132*t DTf*36′281*tD* | 489·6\|63·0\|34·6<br>470·6 \| 63·2 \|<br>B34′F40′<br>*Ta*19′111*tFPT*188*t* | Genoa Italian<br>18*BHptCem*<br>13 „ *to U dk*<br>*APT*106*t* | Oil Engines 2S.C.SA<br>8Cy.27 9/16″–47¼″ 1000NHP<br>2 Water Tube DB *200lb* DB*70lb*<br>Soc.An.FiatS.G.M.Turin | 35 ″ 6<br>s 8 ″ 6¾<br>27 ″ 2¾ | |
| 69918<br>164509<br>MKKK | **Arduity**<br>*Mchy.Aft* | *ss*Lon.No.1–10<br>*OilEng.*<br>1*Dk*<br>*CruiserStern* | 304<br>195<br>143 | ✠100A1 6,40 ~~8,35~~ 6,40 ✠LMC ~~8,35~~ ✠LMC(M)~~10,37~~<br>*Carrying Petroleum in bulk* | Grk Yar | *d* | OG<br>3,39 | 1935<br>8mo<br>*Lloyd's* | G.Brown &Co. Greenock | F.T.Everard& Sons,Ld. | 116·2\|25·5\| 8·8<br>P36′Q39′F16′ FK<br>*FPT*41*t* | London British<br>3*BHAsp*<br>*APT*13*t* | Oil Engines 2S.C.SA<br>3Cy.12⅜″–15¾″ 84NHP<br>NewburyDieselCo.Ld. Newbury | 9 ″ 9<br>s 3 ″ 5<br>9 ″ 8¾ | |
| 69919<br>LCZP | **Arena** (*ex*Svolder–37)<br>D.F.<br>*Mchy.Aft* | TwinSc<br>*OilEng.*<br>*Carrying Petroleum in bulk*<br>*CruiserStern* 1*Dk* | 6362<br>5518<br>3772 | | | | | 1927<br>*Lloyd's* | Aktieb. Götaverken Gothenburg | A/S Alida(Rudolf KureOlsen,*Mgr.*) | 408·3\|55·3\|32·0<br>P367*tH*396*tF*81*t* | Xiansand Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.21⅛″–39⅜″ 543NHP<br>Aktieb.Götaverken,Got. | | N |
| 69920 | **Arenorte No. 11** (*ex*Heraldo, *ex*LaFrance) | Iron&Steel3Mst | 381<br>—<br>238 | | | | | 1889 | Edwards& Symes London | Cia.Arenera del NorteS.A. | 149·9\|24·9\| 8·9 | Bns.Aires Argentine | C.2Cy.17″&34″–22″ 45NHP<br>Pratt,Huddersfield | | |
| 69921<br>145407<br>MNLP | **Arete** | 1*Dk* | 898<br>618<br>509 | | | | | 1925 | MistleyS.B &Rpg.Co. Mistley | ElderDempster Lines,Ld. | 197·7\|30·6\|12·2 | Liverpool British<br>*WB* | T.3Cy 16″,27″&44″–30″ 106NHP<br>G.Clark,Ld.Sunderland | | C |
| 69922<br>7483<br>SDEK | —<br>*Mchy.Aft* | *ss*Got.No.2–37<br>1*Dk*(*Stl*)<br>*CruiserStern* | 569<br>421<br>269 | ✠100A1 5,40 ~~8,39~~ BS9,40 ✠LMC6,37 | Rot Got | *h* | OG<br>9,38 | 1928<br>12mo<br>*Lloyd's* | A/B Lödöse Varf Lödöse | Rederiaktieb. Unda(PerWaller, *Mgr.*)<br>*CellD* | 166·9\|28·1\|11·4<br>P56′F18′ FK<br>*B*110′168*t FPT*12*t* | Gothenbrg Swedish<br>3*BHCem*<br>*APT*18*t* | C.2Cy.14 9/16″&32½″–21⅝″ (*s*)<br>130lb 50NHP<br>1SB,2*cf*,GS28,HS850<br>A/B Lödöse Varf,Lödöse | 13 ″ 3<br>s 1 ″ 3½<br>12 ″ 1¼ | |
| 69923<br>171<br>YLBI | **Arethusa**<br>(*ex*ArethusaII, *ex*Arethusa)<br>*Mchy.Aft* | 3Mst<br>*ss*Gls2nd.No.3–6,30<br>*ss*Rga.No.2–39<br>*Well deck* 1*Dk*(*Stl*) | 496<br>426<br>195 | ✠100A1 10,39 ✠LMC BS3,~~39~~6,40MS4,39 | Skm | *i* | CL<br>3,39 | 1906<br>4mo<br>*Lloyd's* | AilsaS.B. Co.Ld. Troon | KugniecibasSabiedriba"Gaida" (A.Behrsin,*Mgr.*) | 174·1\|27·4\|11·8<br>Q57′B68′F23′ FK<br>*DTf*12′27*t FPT*33*t* | Riga Latvian<br>3*BHCem*<br>*APT*7*t* | C.2Cy.19 7/16″&36½″–24″<br>80lb *70lb* 63NHP<br>1SB,2*cf*,GS37,HS1301<br>Hutson&Sons,Ld Glasgow | 12 ″ 9<br>s ″ 6<br>12 ″ 4¼ | |
| 69924<br>2221<br>IBCM | **Argentea** (*ex*Saramacca–38)<br>*Ref.Mchy.*<br>D.F. | *ss*N.Yk.2ndNo.3–8,33<br>2*Dks*(*Stl*)&*Spar dk*<br>(*Stl*–ws)<br>*Fitted for oil fuel* | 3302<br>2465<br>1925 | ✠ ... 10,38 *Spar dk* ✠ | N Yk | *v* | | 1908<br>3mo | Nederl. Schps.Maats Amsterdam | Italo–BalticaSoc. Anon.Italiana di Nav.e Commercio | 354·1\|42·2\|15·2<br>336·7 22·8<br>P&B218′F46′<br>FK&BK2″<br>*Intermediate bulkhead in after hold dispensed with* 5*B*<br>*CellDBa* | *H only Cem*<br>76′*f*134′418*t* | T.3Cy.24″,42″&68″–48″ 503NHP<br>3SB,9*cf*,GS187,HS7827<br>NedFb.v.Wrk&Spoor,Ams | 26 ″ 0 | I<br>† |
| 69925<br>229044<br>WMDS | **Argentina** (P)<br>(*ex*Pennsylvania–38)<br>*Ref.Mchy.*<br>D.F. GyC. | TwinSc<br>*Fitted for oil fuel*<br>5*Dks*<br>*CruiserStern* | 20614<br>—<br>11324 | | | | | 1929 | NwprtNws S.B.&D.D.Co Newprt News | UnitedStates Maritime Commission | 586·4\|80·3\|20·5<br>B315′F61′ \|52·0 | NewYork Utd. States<br>*WB* | 2 steam turbines connected to electric motors &sc. shafts<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 69926<br>EAIE | —<br>(*ex*ReinaVictoria-Eugenia)<br>Sub.Sig.<br>D.F. | (P) QuadSc<br>*ss*Nwc.No.3–8,24<br>*ss*Bcl.No.1–28<br>3*Dks*(*UStl*–teak s)<br>&*Shade dk*(*Stl*–teak s)<br>*(SUNK IN PORT—REFLOATED)* | 10137<br>6924<br>5564 | ✠ *Shade dk* 12,31 ✠ | Msl | *e*† | | 1913<br>2mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | Cia.Trasatlantica<br>*CellDB* *a*105′*uE&B*150′ | 480·0\|61·3\|32·7<br>FK&BK2½″<br>170′1080*tFPT*81*t* | Barcelona Spanish<br>9*BHCem*<br>*APT*42*t* | T.8Cy.(2)29″,(2)43″&(4)47″–42″<br>7SB,*21cf*,GS480,HS2065<br>2L.P.Turbines 1484NHP<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 35 ″ 9 | |
| 69927<br>OXCC | —<br>(*ex*Polarhavet) D.F. | TwinSc<br>*OilEng.*<br>2*Dks* | 5375<br>5092<br>3325 | | | | | 1921 | Kjöbnhvns Flydk.&Skbs. Copenhagen | DetForenede Dampskibsselskab | 378·0\|52·2\|32·6<br>F33′ | Copnhagn Danish<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.23¼″–35½″ 629NHP<br>Burmeister&Wain,Cpn. | | V |
| 69928<br>7992<br>SDQA | —<br>E.S.D. D.F.<br>*Ref.Mchy.* | TwinSc<br>*ss*Got.No.1–39<br>*OilEng.*<br>2*Dks*&*Shelter dk*<br>*Strengthened for navigation in ice* | 5277<br>4171<br>2873 | ✠100A1 *with freeboard* 4,10 ~~4,40~~ DBS10,40 ✠LMC CS5,39 ~~DBS5,38~~ 5,38 ✠Lloyd'sRMC~~12,39~~ 4,40<br>No. 3 lower hold & Nos. 2 & 4 lower 'tween dk. for temp. 31° F. | Got | *a*† | OG<br>P1,39<br>S9,38 | 1935<br>3mo<br>*Lloyd's* | Götaverken A/B Gothenburg | Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)<br>*CellDB*307′1486*t* | 420·7\|55·9\|23·9<br>F80′ FK<br>*tanks in way of tunnels*309*tFPT* | Stockholm Swedish<br>7*BH*<br>*Coll to Sh dk* 6 „ 2*nd*„)<br>76*tAPT*52*t* | Oil Engines 4S.C.SA<br>16Cy.24½″–51 3/16″ 945NHP DB*85lb*<br>GotaverkenA/B,Got | 28 ″ 0<br>s 2 ″ 10¾<br>25 ″ 3½ | |
| 69929<br>515<br>IBMC | —<br>D.F. | (P) TwinSc<br>*ss*Tri.No.3–7,21<br>2*Dks*&*deep framing*<br>&*Shelter dk* | 5014<br>—<br>2924 | ✠ ... 3,26 ✠ | | | | 1907<br>10mo | Russell& Co. PortGlasgow | "Tirrenia"Soc. Anon.diNav. | 407·4\|47·9\|22·5<br>390·0 30·3<br>F78′ FK | Naples Italian<br>*WB* | T.6Cy.20½″,35″&56″–42″ 582NHP<br>Dunsmuir&Jackson LdGls | 25 ″ 3 | I<br>† |
| 69930<br>PUAF | —<br>Wireless | (P) TwinSc<br>*OilEng.*<br>1*Dk*<br>*CruiserStern* | 930<br>718<br>513 | | | | | 1927 | Deutsche Werft Hamburg | LloydBrasileiro | 237·0\|38·0\|10·0<br>B65′F24′ | R.Janeiro Brazilian | Oil Engines 4S.C.SA<br>16Cy.11 7/16″–16 1/16″ 204NHP<br>Maschfbk.Augsburg-Nürnberg,Augsburg | | |
| 69931<br>45771<br>JPJM | **Argentina Maru** (P)<br>D.F. E.S.D.<br>GyC *Ref.Mchy.* | TwinSc<br>*OilEng.*<br>3*Dks*<br>*CruiserStern* | 12755<br>—<br>7113 | | | | | 1939 | Mitsubishi Jukogyo K.K Nagasaki | OsakaSyosenK.K. | 516·0\|68·9\|41·3<br>F70′ | Osaka Japanese<br>*WB* | Oil Engines 2S.C.SA<br>22Cy.28⅜″–49 3/16″ 3080NHP<br>MitsubishiJukogyoK.K. Nag. | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant exprimé. Lettre d'Equipement. | 7* Date de la dernière visite à flot pour radoub. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux au Quille [Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Longueurs où sont, et ne sont pas dans le L. R. Durée Cert. Ref Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69932 LOHO | **Argentino** (*ex*Bayard–33) *Mchy. Aft* | TwinSc3Mst *Oil Eng.* 2*Dks* | 2991 2638 1735 | | | | | 1915 | Akers Mek. Værks. Oslo | Soc. Anon. Importadora y Expertadora de la Patagonia | 335·2 48·2 20·5 P70*t* H173*t* F21*t* | Bns. Aires Argentine *WB* | Oil Engines 4S.C.SA 12Cy.19⅝″–26″ 452NHP Akers Mek. Værks. Oslo | | V |
| 69933 EAJO | **Argentona** (*ex*Urkiola-Mendi–38, *ex*Azalea) *ss*Bbo.2nd No.3–8,26 *ss*Bbo.No.1–32 *Spar dk (pt Stl & pt Irn)* 2*tr B & deep framing* | | 3552 3333 2289 | ✠ —— 7,38 ✠ | Mdb | *u* | | 1902 7mo | Irvine's SB & D.D.Co.Ltd. W Hartlepool | José de Navas Escuder *Cell D Ba* | 340·0 47·3 16·0 24·8 P63′B87′F30′ FK 112*′u* E24*′f* 144′785*t* | Bilbao Spanish | T.3Cy.25″,39″&65″–42″ 286NHP 2SB,*6cf*,GS100,HS4477 *APT* 91*t* Richardsons, Westgarth & Co.Ld.Hpl. | 27 ″ 3 | G † |
| 69934 963 GWBD | **Argo** (*ex*Solna–39, *ex*Granlund, *ex*Corbis, *ex*WarRanee) *ss*Sng.No.3–9,30 *ss*Osl.No.2–39 1 *Dk (Stl)* 2*tr B & Web frames Longitudinal framing* | | ~~6556~~ ~~4709~~ ~~3382~~ 5532 4708 3382 | ✠ 100A1 3,40 ✠ LMC MS6,39 BS8,39 *Carrying oil fuel in bulk k F.P. Fitted for oil fuel* 6,18 *F.P. above* 1 50° F. | Pir | *z* | CL 3,40 | 1918 6mo | Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA & CP* | ~~Greek Government~~ ~~(Royal Navy)~~ Greek Ministry of Marine *Cell D Bu E & B5* | 400·0 52·3 28·4 415·0 (o.l.) P49′B121′F40′ FK 9′240*t f* 50′65*t FPT* | Piraeus Greek *WB* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 1 *B Hpt Cem not oil-tight* 95*t APT* 80*t* 3SB,*9cf*,GS190,HS7668 FD Swan, Hunter & Wigham Richardson, Ld. Nwc. | 31 ″ 0 | |
| 69935 891 OFCD | — (*ex*Odessa, *ex*Elisabeth, *ex*Camperdown) | *ss*Osc.3rd No.3–5.37 1 *Dk (Irn)* & *deep framing* | 2513 2341 1468 | ✠ 100A1 4,38 ✠ LMC MS1,37 BS4,39 No later survey reported | Got | *t* | 4,39 | 1898 7mo | R. Napier & Sons, Ld. Glasgow *Lloyd's SA & CP* | Rederi A/B Ponape (Gustaf Erikson, *Mgr.*) *Cell D Ba* 100′ | 311·6 44·2 20·4 321·0 (o.l.) P29′B82′F31′ FK *u* E & B38′ *f* 128′645*t APT* 105*t* | Mariehmn Finnish | T3Cy23½″,38½″&62″–39″ (*s*) 160lb 245NHP 5 *BHCem* 2SB,*6cf*,GS108,HS3736 R. Napier & Sons, Ld. Gls. | 23 ″ 0 s 3 ″ 7½ 19 ″ 7 | |
| 69936 957 SWBC | — (*ex*San José–39) D.F. | 1 *Dk* | 1995 1622 995 | | | | | 1920 | Wood Skinner & Co.Ld. Newcastle | Argonaut Ship-ping Co.Ld. (Eugene Eugenides, *Mgr.*) | 302·6 42·2 17·9 P81*t* H173*t* F17*t* | Piræus Greek *WB* | T.3Cy.22½″,36″&60″–39″ 225NHP N.E.Marine Eng Co Ld. Nwc | | N |
| 69937 559 OHAC | — *ss*Hfs.No.3–4,33 *ss*Hfs.No.1–37 D.F. 1 *Dk (Stl)* & *Awng dk (Stl)* | | 1813 — 1021 | ✠ 100A1 *Awng dk with freeboard* 8,40 7,29 ~~BS5,38~~ | Lon His | *p* | 7,39 ✠ LMC 7,37 BS8,40 | 1921 3mo | N V Mach & Schpsw. van P. Smit, Jr. Rotterdam *Lloyd's SA & CP* | Finska Angf. A/B. *Cell D* | 247·5 36·9 24·9 235·1 FK *b* 182*t* 355*t FPT* 14*t* *APT* 31*t* | Helsingfrs Finnish | T.3Cy.20½″,32½″&55″–39½″ 180lb (*s*) 212NHP 2SB(Spt),*6cf*,GS97,HS3341 N V Mch & Schps. v P Smit Jr | 27 ″ 6 s 8 ″ 2½ 19 ″ 6 | |
| 69938 LCHJ | — 1 *Dk* 2*tr B* | | 411 296 249 | | | | | 1898 | Stavanger Stöberi & Dok Stavanger | Fiskaaens Rederi A/S (Carl Fiskaaen, *Mgr.*) | 144·7 25·1 11·7 Q61*t* B35*t* H5*t* F14*t* | Haugesund Norwegian *WB* | T.3Cy.13½″,22″&34″–25″ NB12 58NHP Laxevaags Msk & Jrns. Bgn. | | N |
| 69939 207 SVDV | **Argolikos** (*ex*Pear Branch–33) *Fitted for oil fuel* 2 *Dks* | | 4786 4357 2902 | | | | | 1921 | Palmers' Co.Ld. Newcastle | M.A. Embiricos | 398·6 53·9 26·1 P37′B121′F42′ | Andros Greek *WB* | DR Geared Steam Turbine 450NHP Palmers' Co.Ld. Newcastle | | C |
| 69940 219622 KUDD | **Argon** *ss*Gal.No.3–9,32 *ss*Mob.No.1–37 *Mchy. Aft* 2 *Dks (Stl)* & *Web frames* D.F. *Longitudinal framing* | | 6952 6427 4271 | ✠ 100A1 2,40 ~~BS3,40~~ ✠ LMC ~~7,37~~ 1,41 *Carrying Petroleum in bulk Fitted for oil fuel* 3,20 *F.P. above* 1 50° F. | N Yk | *b* † | CL ~~4,38~~ 1,41 | 1920 3mo | Bethlehem S.B.Corp.Ld. Sparrows Pt. *Cell D Bu E & B* A&CP | Socony-Vacuum Oil Co. Inc. | 435·6 56·2 31·7 P122′B50′F44′ FK 67′ 197*t DT f* 50′82 4*t FPT* 97*t APT* 174*t* | New York Utd. States | T.3Cy.26½″,47⅞″&78″–48″ 220lb (*s*) 598NHP 15 *BHpt Cem* (9 „ „ *to U dk* 6 „ „ *2nd* „) 3SB,*9cf*,GS165,HS8235 FD Bethlehem S.B.Corp.Ld. | 33 ″ 6 | |
| 69941 FOCB | **Argonne** 1 *Dk* | | 2115 1848 1202 | ✠ ... 2,22 ✠ | | | | 1920 8mo | J.S.White & Co.Ld. Cowes | Cie. Delmas Vieljeux | 280·0 40·2 19·3 P24′B67′F37′ FK | La Rochlle French *WB* | T.3Cy.19″,32″&52″–36″ 243N J.S.White & Co.Ld. Cowes | 21 ″ 6 | V † |
| 69942 ESDP | **Argos** (*ex*Fredrika–39, *ex*Holmengrå, *ex*Elfsborg, *ex*G.P.Bakhuis, *ex*Helen Heidtmann) *Now "Glen" 8212 in Supplement* | *ss*Got.2nd No.3–6,31 *ss*Skm.No.1–35 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* | 1857 1409 1078 | 100A1 Examined 6,40 Off BS11,39 | Skm | *q* | CL 3,39 ~~LMC 7,39~~ LMC 2,36 | 1904 | Schiffsw. v. Henry Koch Lübeck *Lloyd's SA & CP* | Karl Mitt & Co. (Karl Mitt, *Mgr.*) *Cell D B* | 264·4 38·4 16·7 P15′Q59′B68′F21′ FK 225′ 543*t FPT* 81*t APT* 70*t* | Tallinn Estonian | T.3Cy.19¾″,32⅛″&51¼″–32½″ 185lb (*s*) 187NHP 2SB(Spt),*4cf*,GS90,HS3164 J.F.Ahrens, Altona | 19 ″ 9 s 2 ″ 1 17 ″ 10 | |
| 69943 | — | TwinSc *Oil Eng.* *ss*B.As.No.1–39 *Mchy. Aft* 1 *Dk* | 1185 — 587 | ✠ A1 *with freeboard* 6,40 7,39 ~~LMC CS7,39~~ *For Service on the River Plate-Video Ports seaward Monte* | BAs | *p* | OG 6,39 | 1935 11mo | Henry Robb, Ld. Leith *Lloyd's SA & CP limiting & Piedras* | Cia. Argentina de Lanchas | 287·0 50·1 12·8 F26′ FK *FPT* 113*t* | Bns. Aires Argentine | Oil Engines 2S.C.SA 10Cy.13⅜″–22 7/16″ 313NHP 5 *BHAsp* *APT* 70*t* Atlas-Diesel A/B, Skm. | 14 ″ 0 s 5 ″ 8¼ 8 ″ 5 | |
| 69944 150465 GTTP | **Argos Hill** Ⓟ (*ex*Canadian Constructor–39) | *ss*Hfx.No.3–1,34 *ss*Mtl.No.1–37 2 *Dks (Stl)* & *Shelter dk (Stl)* | 7178 6664 4418 | ✠ 100A1 *Shelter dk with freeboard* ~~8,40~~ 11,40 ✠ LMC MS1,38 BS~~10,30~~ 11,40 *Fitted for oil fuel* 1,22 *F.P. above* 1 50° F. | Sws ~~Soo~~ | *h* † | CL 5,39 | 1922 1mo | Halifax Shipyards, Ld Halifax, N.S. A&CP | Ernels Shppg Co.Ld (Counties Ship Management Co.Ld. *Mgrs.*) *Cell D B* 360 | 430·0 56·2 34·8 P46′F45′ *on Shelter dk* FK 1159*t D Ta* 24′ 625*t* | London British *pt Cem* 2 *BH to S dk* 5 „ „ *U* „ | T.3Cy.29½″,50″&80″–54″ (*s*) 180lb 705NHP 4SB,*12cf*,GS264,HS10848 FD Tidewater Shipbuilders, Ld Three Rivers, P Q *FPT* 132*t APT* 128*t* | 38 ″ 0 s 9 ″ 0½ 29 ″ 2 | |
| 69945 | **Argostoli** Ⓟ (*ex*Ta Dah–38) | TwinSc 3 *Dks* | 1673 — 961 | | | | | 1935 | Ta Chung Hua S.B.& Eng.Wks. Shanghai | G. Stamatelatos | 238·0 38·0 12·3 | Piræus Greek | T.6Cy.13″,21½″&35″–24″ 120NHP Shanghai Dck & E.Co.Ld. | | |
| 69946 HRAY | **Argual** *Ref. Mchy.* D.F. Sub.Sig. | 3 *Dks* | 2690 2135 1581 | | | | | 1927 | Cammell Laird & Co.Ld Birkenhead | Mayan S.S.Corp. (United Fruit Co. *Mgrs.*) | 301·1 44·2 22·3 B93′F33′ | Tela Honduran *WB* | T.3Cy.20½″,35″&59″–42″ Cammell 225NHP Laird & Co.Ld. Bkn. | | C |
| 69947 UPCE | **Argun** (*ex*Sunray–34) | *ss*Hul.No.3–3,29 *ss*Npt.No.1–34 1 *Dk (Stl)* | 3487 2961 1996 | ✠ ... 8,35 ✠ | Npt | *u* | | 1917 7mo | R. Thompson & Sons, Ld. Sunderland | U.S.S.R. *Cell D B* | 330·5 48·0 21·9 P31′B100′F37′ FK | Leningrad Russian | T.3Cy.24″,38″&64½″–42″ 293NHP 2SB,*6cf*,GS124,HS4594 J. Dickinson & Sons, Ld. Sld. | 24 ″ 4 | |
| 69948 27453 JNJD | **Argun Maru** | *ss*Osa.No.3–5,32 *ss*~~Kob.No.1–36~~ *ss*Osa.No.2–40 1 *Dk (Stl)* & *Shelter dk (Stl)* & *Web frames Longitudinal framing* | 6662 6111 ~~4278~~ | ✠ 100A1 *Shelter dk with freeboard* 6,40 ~~9,80~~ ✠ LMC ~~13,36~~ 6,40 | Osa | *a* † | CL 1,39 | 1920 8mo | Osaka Iron Works, Ld Osaka A&CP | Osaka Syosen K.K. *Cell D B* 368′ 1470*t D Ta* 39′ 1145*t* | 415·0 55·5 34·6 P32′B148′F45′ *on Shelter dk* FK *f FPT* 164*t APT* 147*t* | Osaka Japanese *Cem* 3 *BH to Sh dk* 4 „ „ *U* „ | T.3Cy.27 7/16″ 45″&75″–51″ (*s*) 180lb 552NHP 3SB,*9cf*,GS190,HS8100 FD Osaka Iron Wrks. Ld. Osaka | 34 ″ 8 s 7 ″ 4½ 27 ″ 7 | |
| 69949 | **Argus** | *Fitted for oil fuel* D.F. E.S.D. 2 *Dks* *Cruiser Stern* | 3360 | | | | | 1939 | Nordsee-werke Emden G.m.b.H. Emden | Argo Reederei Richard Adler & Co. | 339·5 50·0 18·8 B87′F22′ | Bremen German *WB* | Q.4Cy.12 7/16″,16 5/16″,24 13/16″ & 45½″–39 13/16″ HS1485 223NHP Rheinmetall-Borsig A.G. Berlin Tegel | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Nom. power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Int. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69950 KZUS | **Argus** (*ex* Yeoman) *ss* Mch. 2 nd No. 3–3,25 Wireless 1 *Dk* (*Irn*) & *deep framing* *Well deck* | 1025 — 585 | ✝ 4,30 | Nwc | *m* | | 1901 2mo | WoodSkinner & Co. Ld. Newcastle | Madrigal & Co. *Cell D Ba & uE 75′ f 96′ 235t* | 220·0 Q115′ | 31·7 B15′ | 14·8 F24′ FK | Manila Utd. States | T. 3Cy. 17″, 28″ & 46″–53″ NDB 22 135 NHP 1SB, *3cf*, GS 62, HS 2150 N.E. Marine Eng Co Ld. Nwc | 17 ″ 0 | |
| 69951 111147 VOCN | **Argyle** *ss* NFL. 2 nd No. 3–4,24 *ss* NFL. No. 2–32 1 *Dk* & *Web frames lower dk in main hold* | 439 342 199 | ✝ — 8,38 ✝ NB 6,21 ✝ | NFL | *g* | | 1900 2mo | A. & J. Inglis Glasgow | Government of Newfoundland (Newfoundland Railway Steamship Department) *Cell D Ba & uE & B* | 154·7 F15′ | 25·1 BK 7″ | 12·6 *4 B H Cem 47′ f 61′ 84t* | S Jhns NFL British | T. 3Cy. 15″, 24″ & 40″–30″ 99 B HP 1SB, *3cf*, GS 52, HS 1320 A. & J. Inglis, Glasgow | 15 ″ 0 | |
| 69952 165774 GBWB | **Argyll** D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern* | 4897 4355 2753 | ✝ 100A1 *with freeboard* 4,10 ~~12,39~~ ✝ LMC 12,39 | Sld Gls | *a*† | CL | 1939 12mo *Lloyd's SA & CP* | J. L. Thompson & Sons, Ld. Sunderland | B. J. Sutherland & Co. Ld. *Cell D B 289′ 975t tanks at sides of tunnel 390t FPT 324t* | 415·1 431·8 (O.L.) F36′ | 58·2 | 24·8 FK | Newcastle British | T. 3Cy. 23″, 38″ & 65″–42″ (*s*) 220 lb Rht. 365 NHP 2SB (Spt & FD), 1 Aux SB, *8cf*, GS 116, HS 5075 N.E. Marine Eng. Co. (1938) Ld. Sld. | 27 ″ 10 s 3 ″ 0½ 24 ″ 11½ | |
| 69953 FNEC | — New "San Luciano," *see* No. 89973 in Supplement *ss* S. Rotaru No. 2 *ss* L. An. No. 2–38 2 *Dks* (1 *Stl* & *Ulrn–ws*) & *Web frames* 3 *Dk rule* | 2953 1880 | ✝ 100A1 1,40 BS 10,39 ✝ LMC 12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,03 | LAn | *u* | CL 10,37 *F.P. above* | 1892 6mo | W. Gray & Co. (Ld.) W Hartlepool A & CP | Cie. Du Boleo | 320·2 P31′ | 40·7 B80′ | 24·4 F87′ BK 10″ *Cell D Bu E & B 52′ 125t* | Bordeaux French | T. 3Cy. 25″, 40½″ & 65″–42″ (*s*) 160 lb 283 NHP 2SB, *6cf*, GS 112, HS 4380 Cen Mar E Wks (Ld.), W Hpl. | 27 ″ 0 | |
| 69954 357 OHAD | **Ariadne** (P) *Ref. Mchy.* D.F. *ss* Hfs. 2 nd No. 3–4,38 2 *Dks* & *Awng dk* (*pt Stl*) *Strengthened for navigation in ice* | 2559 — 1172 | ✝ 100A1 *Awng dk* *with freeboard* 9,40 ~~3,30~~ BS 12,38 ✝ LMC 4,38 | Hfs Skm | *s* | OG N3,38 | 1914 3mo *Lloyd's SA & CP* | Lindholmens V.A. Gothenburg | Finska Ångfartygs Aktiebolaget *Cell D B a 32′ uE & B 62′ f 96′ 267t FPT 30t APT 8t* | 273·0 259·5 | 43·7 | 19·0 FK | Helsingfrs Finnish | T. 3Cy. 24½″, 40″ & 66″–42″ (*s*) 185 lb 447 NHP 4 *B H Cem* 3SB, *12cf*, GS 258, HS 8760 Lindholmens V.A. Got. | 28 ″ 9 s 11 ″ 2½ 17 ″ 10½ | |
| 69955 LDNJ | — (P) D.F. E.S.D. *Cruiser Stern* 2 *Dks* | 2029 1381 1138 | | | | | 1930 | Nylands Værksted Oslo | Det Bergenske Dampskibsselskab | 271·3 P85t F32t | 38·2 B205t | 19·4 H252t *WB* | Bergen Norwegian | T. 3Cy. 22″, 35″ & 60″–42″ 234 NHP Nylands Værksted, Oslo | | |
| 69956 PCUF | — Wireless *Cruiser Stern* 2 *Dks* | 1170 976 643 | | | | | 1919 | N.V Boele's Sheepsw. Slikkerveer | Koninkl. Nederl. Stoomb. Maats. N.V. | 250·0 | 36·5 | 23·0 *WB* | Amstrdam Dutch | T. 3Cy. 18½″, 30″ & 48″–36″ 138 NHP N V Boele's Sheepw. Bolnes | | V |
| 69957 DOIC | — 2 *Dks* | 621 612 373 | | | | | 1898 | G. Seebeck A.G. Bremerhaven | Dampfschiffahrts Ges. Neptun | 170·5 | 27·2 | 16·3 *WB* | Bremen German | T. 3Cy. 14¾″, 22″ & 38⅜″–23⅝″ 72 NHP G. Seebeck A.G. Bremerhvn | | G |
| 69958 121177 MMZR | **Ariadne Moller** (P) (*ex* Hunter–38) 2 *Dks* | 1840 1555 985 | | | | | 1907 | Ramage & Ferguson, Ld. Leith | Moller Line, Ld. (Mollers' Ld. *Mgrs.*) | 255·0 | 40·2 | 20·7 *WB* | Shanghai British | T. 6Cy. 17½″, 28½″ & 48″–30″ 252 NHP Ramage & Ferguson, Ld. Lth. | | |
| 69959 FNUT | **Arica** (*ex* Zenon–34) *ss* Hav. No. 3–2,34 *ss* Rou. No. 1–38 D.F. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) | 5390 4922 3219 | ✝ 7,41 *Shelter dk* *with freeboard* ~~BS 7,41~~ ~~(B) 7,39~~ ✝ LMC 8,38 | Dnk Msl | *a*† | CL 12,39 | 1921 8mo *Lloyd's SA & CP* | Sunderlnd S.B.Co.Ld. Sunderland | Cie. Générale Transatlantique *Cell D B 368′ 1319t* | 423·6 436·6 (O.L.) | 55·0 | 26·3 FK *Collision* *FPT 109t APT 201t* | Havre French *Cem* *B H to Sh dk* 6 ,, ,, *U* ,, | T. 3Cy. 28″, 46½″ & 78″–54″ (*s* 180 lb 627 NHP 4SB, *12cf*, GS 296, HS 11652 N.E. Marine Eng. Co Ld Nwc | 29 ″ 0 ~~s 3 ″ 8½~~ ~~25 ″ 6~~ | |
| 69960 1253 CBRI | — (P) *Ref. Mchy.* D.F. *ss* Vpo. No. 2–39 2 *Dks* (*Stl*) | 4994 — 2955 | ✝ 100A1 ~~7,40~~ ~~8,39~~ 4,41 ✝ LMC BS ~~2,39~~ 5,40 MS 8,39 ✝ Lloyd's Rg MC 2 ~~,38~~ ~~4,40~~ 1,41 | Vpo Rio | *x* 2¼ | CL ~~1,38~~ N7,40 | 1931 1mo *Lloyd's SA & CP* | R. Duncan & Co. Ld. Port Glasgow | Cia. Chilena de Navegacion Inter-oceanica (H.R. Samsing, *Mgr.*) *Cell D B 291′ 820t FPT 15t APT 19t* | 354·0 P28′ | 53·2 B117′ F32′ | 25·6 FK | Valparaiso Chilian | T. 3Cy. 25″, 41″ & 68″–45″ (*s*) 200 lb 433 NHP 6 *B H Cem* 3SB, *9cf*, GS 173, HS 6147 FD D. Rowan & Co. Ld. Glasgow | 27 ″ 6 s 4 ″ 9½ 23 ″ 1 | |
| 69961 162607 MQCD | **Aridity** *ss* Lon. No. 2–40 ~~*ss* Yar. No. 1–36~~ *Mchy. Aft* *Oil Eng.* *Well deck* 1 *Dk* (*Stl*) | 336 223 172 | ✝ 100A1 8,40 ~~10,36~~ ✝ LMC 8,39 ✝ LMC (M) 9,37 | Yar Lon | | OG ~~3,36~~ N8,40 | 1931 7mo *Lloyd's SA & CP* | Fellows & Co. Ld. Gt. Yarmouth | F. T. Everard & Sons, Ld. | 130·0 Q85′ | 24·6 F14′ | 8·9 FK *FPT* | London British | Oil Engines 2 S.C.SA 5 Cy. 13⅜″–15⅜″ 154 NHP 3 *B H Cem* 10 *t APT* 23 *t* Plenty-Still Oil Engines, Ld Newbury | 9 ″ 6 s 3 ″ 2½ 9 ″ 6 | |
| 69962 698 OHCM | **Ariel** *ss* Hfs. No. 2–38 D.F. 2 *Dks* (*Stl*) *Strengthened for navigation in ice* | 2198 1991 1241 1775 1513 958 | ✝ 100A1 *with freeboard* 6,39 ~~BS 5,39~~ ✝ LMC 3,38 5,40 | Hfs | *r* | OG 6,39 | 1929 6mo *Lloyd's SA & CP* | Helsingörs Jernsk & Msk. Elsinore | Finska Angf Aktieb *Cell D B 228′ 413t* | 273·0 260·1 *FPT 33t* | 40·2 *APT 21t* | 24·7 FK *Coll ... to W dk* | Helsingfrs Finnish | T. 3Cy 20⅜″, 32″ & 53″–36″ (*s*) 200 lb 230 NHP 2SB (Spt) *6cf*, GS 190, HS 4003 Helsingörs Jernsk & Mskb. | 27 ″ 6 s 8 ″ 2½ 19 ″ 4¾ | |
| 69963 7397 SGEN | — (*ex* Öresund, *ex* Danemark) D.F. 1 *Dk* | | | | | | 1920 | A/S Baltica Værftet Copenhagen | Rederi A/B Atos (Allan Börjesson, *Mgr.*) | 277·0 P38′ | 40·2 B157′ | 18·3 F22′ *WB* | Hlsngborg Swedish | DR Geared Steam Turbine A/S Atlas Copenhagen | | V |
| 69964 | — Wireless D.F. E.S.D. 2 *Dks* *Mchy. Aft* *Cruiser Stern* *Butts of keel plating elec. welded* | 1479 1326 436 | ✝ 100A1 *with freeboard* 12,39 ✝ LMC 12,39 *Cable Vessel* | Nwc | *p* 1½ | CL | 1939 12mo *Lloyd's SA & CP* | Swan, Hunter & Wigham Richardson, Ld. Newcastle | H.M. Postmaster General *Cell D Bu E 33′ 41t* | 237·5 250·5 (O.L.) | 35·2 | 22·0 FK *f 126′ 208t DT s f 10′* | British | T. 6Cy. 13″, 22″ & 36″–24″ (*s*) 200 lb *100 lb* 213 NHP 2SB, *4cf*, HS 3320 FD Swan, Hunter & Wigham Richardson, Ld. Nwc *APT 51t* | 24 ″ 4 s 8 ″ 3½ 16 ″ 4 | |
| 69965 148890 GMBL | **Ariguani** (P) 2 *Dks* 3 *rd* & 4 *th dks in holds* *Ref. Mchy.* D.F. Sub. Sig. E.S.D. | 6746 5243 4116 | *Fitted for oil fuel* 12,39 | | | *F.P. above* | 1926 | A. Stephen & Sons, Ld. Glasgow | Elders & Fyffes, Ld. | 425·2 P40′ | 54·1 B192′ | 30·3 F47′ *WB* | Glasgow British | T. 6Cy. 23½″, 39½″ & 67″–48″ 622 NHP A. Stephen & Sons, Ld. Gls. | | BT till 11,40 |
| 69966 186 YLCJ | **Arija** (*ex* North Britain, *ex* Baltic Exchange) *ss* Nwc. No. 3–11,19 *ss* Shl. No. 2–29 1 *Dk* 2 *tr B* & *deep framing* & *Web frames* 3 *Dk rule* | 3678 3457 2338 | ✝ ... 12,32 ✝ | | | | 1907 10mo | Bartram & Sons Sunderland | J. Zalcmanis, K. Jansons & J. Freyman (Latvian Shipping Co. *Mgrs*) | 346·5 P23′ | 50·8 B94′ | 22·9 F36′ FK *WB* | Riga Latvian | T. 3Cy. 24½″, 40″ & 66″–45″ 317 NHP NDB 07 *refitted* 29 Blair & Co. Ld. Stockton | 25 ″ 6 | C † |
| 69967 | | | | | | | | | | | | | | | | |

‖ Surveys delayed. Vessel, when last reported, in port in enemy occupation.

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux. | 2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme adoptée Maintenance et Epoq. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registre de côte. Si R.S. est dans le L. R. Dans Cert. R.—Free. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69968 42355 JIZK | **Arima Maru** E.S.D. GyC. *Ref.Mchy* | ‖Kob.No.1–40 *Oil Eng.* 2 *Dks* *Cruiser Stern* | 7390 6531 4326 | ✠100A1 ~~2,000~~ 11,40 *Carrying car* | Yka Kob ✠LMC CS11,40 DBS11,40 5,40 ✠Lloyd's RMC11,40 *go oil F.* | *d*† | CL 4,38 *P. abo* | 1936 12mo *Lloyd's* *ve* 150° | Mitsubishi Jukogyo K.K Nagasaki *CellDB* 361'1458*t* *F. in deep tan* | Nippon Yusen K.K. *DTa* 39'1436*t* *Tanks at sid* | 462·7 \| 62·3 \| 34·4 P23'B183'F41' FK *es of tunnel* 91*t FPT* | Tokyo Japanese *8 B Hpt Cem* DB *100lb* *82t APT* 76*t* | Oil Engines 2S.C.DA 8Cy.28¾"–47½" 2248NHP Mitsubishi Jukogyo K.K. Nag. | 34 ″ 5 | |
| 69969 42968 JTGL | **Arimasan Maru** D.F. GyC. *Ref.Mchy.* | *Oil Eng.* 2 *Dks & Shelter dk* *Cruiser Stern* | 8696 — 5268 | | | | | 1937 | Mitsui Bussan Kaisha Ld. Tama | Mitsui Bussan Kaisha Ld. | 455·1 \| 62·0 \| 39·4 F35' | Kobe Japanese *WB* | Oil Engines 2S.C.DA 6Cy.24½"–55½" 1230NHP Mitsui Bussan Kaisha, Ld. Tama | | C |
| 69970 164619 GYTZ | **Arinia** D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | *Oil Eng.* 1 *Dk*, 2nd dk clear of cargo tanks | 8024 7238 4777 | ✠100A1 1,40 ✠LMC CS10,40 DBS10,40 1,40 *Carrying Petr* | Bkn Bal *oleum in* | *c*† | CL 1,40 *bulk* | 1936 7mo *Lloyd's* | Lithgows Ld. Port Glasgow *SA&CP* *Cell* | Anglo-Saxon Petroleum Co. Ld. *DBuE* 69'167*t DT* | 465·0 \| 59·2 \| 33·8 483·2(O.L.) P90'B42'F48' FK *f* 25'281*t FPT* | London British 15 *BHpt Cem* (9 *to U dk* 6 „ 2*nd* „) *APT* 94*t* | Oil Engines 4S.C.SA 8Cy.25⅝"–55½" DR *180lb* 503NHP J.G. Kincaid & Co. Ld. Grk. | 34 ″ 0 s 6 ″ 9 27 ″ 6½ | |
| 69971 219798 KULM | **Ario** *Mchy. Aft* D.F | *ss* Phl.No 3–10,33 *ss* NYk.No.1–37 2 *Dks(Stl)* & *Web frames* *Longitudinal framing* | 6952 6427 4271 | ✠100A1 ~~11,00~~ 10,40 BS~~10,40~~ ✠LMC9,37 *Carrying Petr* *Fitted for oil* | N Yk Bal *oleum in* *fuel* 4,20 | *b*† | CL ~~6,38~~ 10,40 *bulk* *F.P. a* | 1920 4mo *Lloyd's* 150° | Bethlehem S.B.Corp. Ld. Sparrow's Pt A&CP Md *above* 1 | Socony-Vacuum Oil Co Inc. *CellDBuE&B* 57' 197*t DTf* 50'824*t* | 435·6 \| 56·2 \| 31·7 P122'B50'F44' FK *FPT* 97*t APT* 74*t* | New York Utd. States 15 *BHpt Cem* (9 *to U dk* 6 „ 2*nd* „) | T.3Cy.27″,47″&78″–48″ (*s*) 2201b 598NHP 3SB, 9*cf*, GS165, HS8235 FD Bethlehem S.B.Corp. Ld. Sparrow's Pt. Md. | 33 ″ 6 | |
| 69972 — EAMR | (*ex* Afon Dyfi, *ex* Tarrasa) *Mchy. Aft* *Well deck* | *ss* Cdz.No.3–2,34 *ss* Cdz.No.1–38 1 *Dk(Stl)* *Cargo battens not fitted* | 771 529 370 | ✠100A1 ~~3,00~~ 11,40 BS~~8,39~~ 8,40 ✠LMC11,38 | Cdz Bbo | *k* | CL N10,38 | 1921 8mo *Lloyd's* | Astilleros delMedit. S.A. Barcelona *SA&CP* | ~~Miguel M. de Pin-~~ ~~tos~~ Cia. Maritima Frutera, S.A. *CellDBf* 114'176*t* | 186·6 \| 29·5 \| 12·4 Q114'B12'F22' FK *FPT* 42*t* | Cadiz Spanish 4 *BHCem* | T.3Cy.12″,20″&32″–24″ (*s*) 180lb 84NHP 2SB4*pf*, GS60, HS1714 Alexander Hnos. Barcelona | 14 ″ 7 s 4 ″ 10½ 13 ″ 11 | |
| 69973 DOIF | **Arion** Sub.Sig. D.F. | 2 *Dks* *Cruiser Stern* | 2297 2042 1311 | | | | | 1927 | Act.Ges. "Weser" Bremen | Dampfschifffahrts Ges.Neptun | 287·0 \| 46·0 \| 23·2 F26' | Bremen German *WB* | T3Cy19½",31½"&50½"–35⅞" & 1 low pressure Turbine 180NHP A.G. "Weser," Bremen | | G |
| 69974 18 IBQC | **Ariosto** (*ex* Báró Fejérváry, *ex* Bulganak, *ex* Báró Fejérváry) D.F. | *ss* Fiu.3rd No.3–7,35 1 *Dk(Stl)* & *Spar dk(Irn)* & *deep framing* | 4115 3659 2540 | ✠100A1 *Spar dk* 6,39 BS6,39 ✠LMC7,35 | Tri | *x* | CL 7,38 | 1902 6mo *Lloyd's* | Wigham Richrdsn & Co. Ld. Newcastle A&CP *Cell* | "Tirrenia" Soc. Anon. di Nav. *DBa* 132'*uE&B* 76'*f* | 365·3 \| 48·2 \| 17·8 25·1 P51'B127'F38' FK 114'855*t FPT* | Fiume Italian 6 *BHCem* *APT* 28*t* | T.3Cy.22½",40⅛"&66"–48" 2001b (*r*) 361NHP 3SB(Spt), 9*cf*, GS159, HS5754 Wghm Rchrdsn & C. Ld Nwc | 28 ″ 3 s 5 ″ 1½ 23 ″ 3½ | |
| 69975 167082 GLSW | — D.F. E.S.D. *Ref.Mchy.* | 1 *Dk* & *Shelter dk* *Cruiser Stern* | 2176 1616 979 | | | | | 1940 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Ellerman's Wilson Line, Ld. | 295·2 \| 44·2 \| 17·9 B8'F24' | Hull British *WB* | T.3Cy.20″,34″&56″–39″ & LP turbine with DR gearing & hydraulic coupling Swan, Hunter & Wigham Richardson, Ld. Nwc | | |
| 69976 LOEA | **Aristobulo Del Valle** *Mchy. Aft* | *Fitted for oil fuel* 1 *Dk* & *Web frames* | 2454 2091 1459 | ✠ ... 2,22 | | | | 1917 5mo | Gt. Lakes Eng. Works Ecorse, Mich. | Argentine Govt. (Yacimientos Petroliferos Fiscales) | 252·0 \| 43·7 \| 24·3 P71'B31'F32' FK | Bns. Aires Argentine *WB* | T.3Cy.20½",34"&57"–42" 297NHP Gt. Lakes Eng Wks. Detroit | 25 ″ 7 | |
| 69977 8268 SDIN | **Ariston** *Mchy. Aft* D.F. E.S.D. GyC. *Part electrically welded including butts of keel & bottom plating, & decks* | Twin Sc *Oil Eng.* 1 *Dk* *Cruiser Stern* | *10277* *9401* *6129* | ✠100A1 5,405~~,00~~ ✠LMC6,38 *Carrying Petr* | Yka Got *oleum in* | *e*† | CL *bulk* | 1938 6mo *Lloyd's* | A/B Götaverken Gothenburg *SA&CP* *Cell* | A.S. Onassis Gothenburg, Ld. (Gust E. Sandström, *Mgr.*) *DBuE* 73'256*t D* | 508·6 \| 64·3 \| 38·5 515·8(O.L.) P103'B34'F64' FK *Tf* 24'325*t FPT* 129 | Gothenburg Swedish 11 *BHpt Cem* 2 DB *150lb* *t APT* 479*t* | Oil Engines 4S.C.SA 12Cy.24½"–51⅞" 710NHP A/B Gotaverken, Got. | 38 ″ 2 s 8 ″ 8½ 29 ″ 8 | |
| 69978 LKJX | **Aristophanes** *Mchy. Aft* D.F. E.S.D. GyC. *Butts of shell & deck plating elec. welded* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 10224 9344 ~~8,40~~ 6139 | ✠100A1 ~~1,10~~ 4,41 ✠LMC1,40 *Carrying Petr* | Got Rio *oleum in* | *e*† | OG *bulk* | 1940 1mo *Lloyd's* | A/B Götaverken Gothenburg *SA&CP* | Skibs A/S Jaris (A. Jahre, *Mgr.*) *CellDBuE* 88' | 496·5 \| 64·4 \| 38·7 515·8(O.L.) P97'B34'F64' FK 333*t Wing tanks in DT f* 24'320*t FPT* | Sandefjord Norwegian 11 *BHpt Cem* *ER* 545*t* 30*t APT* 392*t* | Oil Engines 2S.C.DA 5Cy.24⅛"–55½" 1030NHP 2 DB *150lb* A/B Gotaverken, Got. | 38 ″ 2 s 8 ″ 8½ 29 ″ 8 | |
| 69979 OXRA | **Arizona** D.F. | Twin Sc *Oil Eng.* 2 *Dks* | 6385 6048 4013 | | | | | 1922 | A/S Nakskov Skibs. Nakskov | Det Forenede Dampskibs Selsk. | 408·4 \| 54·4 \| 33·4 | Copnhagn Danish *WB* | Oil Engines 4S.C.SA 12Cy.23¾"–35⅞" 629NHP Akt. Burmeistr & Wain, Cpn | | V |
| 69980 — FNUY | — *Shelter dk* *with freeboard* | *ss* Hav.No.3–12,37 2 *Dks(Stl)* & *Shelter dk(Stl)* | 5457 4922 3240 | ✠ ... 17,41 ~~17,37~~ 2,41 ~~DBS1,40~~ ~~LMC12,37~~ | Rou Msl | *a*† | CL ~~12,37~~ | 1925 1mo *Lloyd's* | Sunderlnd S.B.Co. Ld. Sunderland *SA&CP* *Coll* | Cie. Générale Transatlantique *CellDB* 368'1319*t* | 425·0 \| 55·0 \| 26·6 438·0(O.L.) FK *FPT* 109*t APT* 201*t* | Havre French *Cem* *BH to Sh dk* 6 „ „ *U* „ | T.3Cy.28″,46½"&78″–54" (*s*) 180lb 629NHP 4SB, 12*cf*, GS268, HS11670 Blair & Co. Ld. Stockton | 29 ″ 0 ~~s 8 ″ 6½~~ ~~25 ″ 6½~~ | |
| 69981 218983 KODR | — (*ex* Galena, *ex* Salem County) *Mchy. Aft* D.F. | *ss* Gal.No.3–8,35 *ss* Gal.No.1–39 2 *Dks(Stl)* & *Web frames* *Longitudinal framing* | 5174 4424 3106 | 100A1 ~~3,00~~ 3,40 BS1,40 1,41 *Carrying Petr* *Fitted for oil* | N Yk LMC1,39 *oleum or* *fuel F.P.* | *y* | CL 1,39 *Asphalt in bulk* *above* 150° F. | 1919 | Bethlehem S.B.Corp. Ld. (Harlan Plnt) Wlmgtn, Del. CP | The Texas Co. *CellDBuE&B* 72' *DTf* 65'818*t* | 391·8 \| 51·3 \| 28·8 P99'B34'F44' FK 210*t* *FPT* 89*t APT* 30*t* | Wilmgton (Del.) Utd. States 14 *BHpt Cem* (7 *to U dk* 7 „ 2*nd* „) | T.3Cy ~~26½"~~ ,45"&75"–48"(*s*) 190lb ~~26½~~ 512NHP 3SB, 9*cf*, HS7127 FD Bethlehem S.B.Corp Ld. (Harlan Plant) Wlmn. Del. | 30 ″ 2 | |
| 69982 — PCUH | — *Mchy. Aft* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 398 251 205 | | | | | 1939 | Gehr. van Diepen N.V. Waterhuizen | E. Smid | 143·4 \| 26·2 \| 8·9 P52'Q47'F24' | Groningen Dutch *WB* | Oil Engines 4S.C.SA 6Cy.11"–17½" 70NHP Klöckner-Humboldt-Deutz A.G Köln-Deutz | | D |
| 69983 26766 JDZD | **Arizona Maru** (P) *ss* Osa.No.2–40 *Mchy.* | Twin Sc *ss* ~~Kob.No.1–26~~ 2 *Dks(Stl)* & *Shelter dk(Stl–ws)* 3rd *dk(Stl)* in No.1 hold | 9684 8797 5993 | ✠100A1 *Shelter dk* *with freeboard* 1,41 ~~5,00~~ ✠LMC ~~2,40~~ ✠Lloyd's RMC ~~3,40~~ 1,41 ~~7,40~~ *Fitted for oil* | Kob ~~Osa~~ *fuel* 2,24 | *d*† | CL 5,38 *F.P. a* | 1920 6mo *Lloyd's* 150° | Mitsubishi Zosen Kaisha, Ld. Nagasaki A&CP *Cell* | Osaka Syosen K.K. *DB* 405' 1663*t D* | 475·0 \| 61·0 \| 40·7 P35'B30'F86' *on Shelter dk* FK *Ta* 48' 519*t FPT* | Osaka Japanese *Cem* *8 BH to Shdk* *t APT* 51*t* | T.6Cy.27",44½"&75"–48"(*s*) 2001b 993NHP 5SB(Spt), 15*cf*, GS330, HS13284 FD Mitsubishi Zosen K.Ld. | 40 ″ 9 s 13 ″ 0 28 ″ 3 | |
| 69984 | | | | | | | | | | | | | | | |

| 1 Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Withdrawal from Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69985<br>219714 *ex*Conshohocken)<br>WACX D.F. Sub.Sig. | **Arizonan** (*ex*Willhilo,<br>*Fitted for oil fuel*<br>2 *Dks & Shelter dk* | 5815<br>5479<br>3617 | ✠ ..<br>9,23 ✠ | | | | 1920<br>3mo | SunS.B. Co.<br>Chester, Pa. | American-HawaiianS.S.Co. | 434·3 | 57·7 | 27·2<br>FK | New York<br>Utd. States<br>*WB* | T.3Cy.27″,45½″&76″–51″<br>612NHP<br>SunS.B.Co.Chester,Pa. | 30 ″ 3 | R<br>† |
| 69986<br>219800<br>KULN Sub.Sig.<br>*Ref.Mchy.* | **Arizpa** Ⓟ<br>*Fitted for oil fuel*<br>2 *Dks & Web frames* | 5437<br>4971<br>3338 | ✠ ...<br>3,22 ✠ | | | | 1920<br>4mo | Merchant S.B.Corp. Harriman, Pa | WatermanS.S. Corp. | 400·7 | 54·2 | 30·4<br>P36′B124′F44′<br>FK | Mobile<br>Utd.States<br>*WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>644NHP<br>Westinghouse Electric & Mfg.Co.Essington,Pa. | 32 ″ 10 | R<br>† |
| 69987<br>151993<br>VJBL | **Arkaba** (*ex*Arcoona) *ss*Syd.No.1–41<br>*ss*Syd No.3–3,36<br>2 *Dks* (*Stl*)<br>*Cargo battens not fitted* | 4212<br>3949<br>2593 | ✠100A1 Syd *w*<br>*with freeboard*<br>1,41 ~~1,39~~<br>~~B33,36~~ ✠LMC3,36<br>1,41 | | | CL<br>10,38 | 1924<br>5mo | W.Beardmore&Co.Ld<br>Dalmuir<br>*Lloyd's SA&CP* | TheAdelaide SteamshipCo.Ld.<br>*Cell D* | 341·6<br>352·0 (O.L.)<br>F34′<br>*B288′ 878t FPT97t* | 47·2 | 30·3<br>FK<br>*Collision BH to W dk APT126t* | Melbourne<br>British<br>180lb<br>7 *BHCem*<br>*ptCem*<br>11 *BHto U dk* | T.3Cy.25″,41″&68″–45″ (*s*)<br>441NHP<br>3SB,9*cf*,GS161,HS6600 FD<br>W.Beardmore&Co.Ld. | 32 ″ 7<br>s 10 ″ 5¾<br>22 ″ 2½ | R<br>† |
| 69988<br>DODC D.F. Sub.Sig. | **Arkadia** (*ex*Amsel 36)<br>2 *Dks*<br>*Cruiser Stern* | 1756<br>1428<br>790 | | | | | 1927 | Akt.Ges. "Neptun" Rostock | AtlasLevante-LinieA.G. | 276·1 | 42·2 | 15·9<br>P14′B255′F33′ | Bremen<br>German<br>*WB* | T.3Cy.23⅝″,38¾″&62″–41⅝″<br>247NHP<br>A.G."Neptun,"Rostock | | G |
| 69989<br>871<br>SZNN | —<br>Iron<br>(*ex*Lisa–36,*ex*Cumberland)<br>*Oil Eng.*<br>*Mchy.Aft*<br>1 *Dk* | 853<br>—<br>539 | | | | | 1866<br>1921 | Barclay, Curle&Co. Glasgow | AtlantisShip-pingCo.Ltd. | 237·5 | 28·2 | 15·3<br>P59′F59′ | Piræus<br>Greek | Oil Engines<br>6Cy.13⅜″–19¾″<br>A/S Dansk Dieselmotor Kompagni, Holeby | | N |
| 69990<br>221479 *ex*Celestial)<br>KDUV D.F. | **Arkansan** (*ex*MargaretDollar–36,<br>*Fitted for oil fuel*<br>3 *Dks* | 6997<br>—<br>4319 | | | | | 1921 | Kiangnan Dk&Eng Wks Shanghai | American-HawaiianS.S.Co. | 429·0 | 55·2 | 26·6<br>*WB* | New York<br>Utd. States<br>*WB* | T.3Cy.26½″,44″&74″–48″<br>377NHP<br>KiangnanDock&Eng.Wks | | R |
| 69991<br>LCHK Wireless D.F. | **Arktos**<br>Wood<br>1 *Dk* | 438<br>321<br>193 | | | | | 1919 | Skaalurens Skibsbyggeri Rosendal | Partrederiet Arktos (Karl Karlsen) | 129·9<br>Q29*t* B24*t* H19*t* F19*t* | 27·6 | 14·1<br>*WB* | Aalesund<br>Norwegian<br>*WB* | T.3Cy.12″,20″&33″–24″<br>53NHP<br>BergensMek Værks Bergen | | N |
| 69992<br>2242 *ex*SiberianPrince–33,<br>IBBO *ex*BaronLovat) | **Arlesiana** (*ex*Dunavis–39,<br>*ss*Shl.No.3–5,27<br>*ss*Pir.No.2–36<br>2 *Dks* (*Stl*) | 5702<br>5354<br>3590 | ✠ ...<br>7,39 ✠ | Gen | *a*† | | 1915<br>5mo | Russell &Co. Pt.Glasgow | I.N.S.A.(Industrie NavaliSoc.Anon.)<br>1 *Intermediate BH & 1 'tween dk*<br>*Cell D Ba 132′ u* | 438·5<br>423·5<br>P38′B123′F50′ FK<br>*k BH dispensed with*<br>*E24′ f 186′ 1181t D* | 56·0 | 28·7<br>*5 BHto U dk*<br>*Ta 36′ 1118t APT81t* | Genoa<br>Italian<br>*Cem*<br>1 ,, ,,2nd,,<br>*only* | T.3Cy.27″,45″&74″–51″<br>555NHP<br>3SB,9*cf*,GS189,HS8307 FD<br>Rankin&BlackmoreLdGrk | 31 ″ 4 | I<br>† |
| 69993<br>148856<br>GLKF *Mchy.Aft*<br>D.F. | **Arletta** (*ex*Vanduara–37)<br>*ss*Nwc.No.2–36<br>2 *Dks* (*Stl*) *& Web frames*<br>*Longitudinal framing* | 4870<br>4228<br>2944 | ✠100A1 ~~Mst~~ *x*<br>Examined 5,41 ~~Shl Hpl~~<br>DBS6,40 ✠LMC5,36<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,25 | | | CL<br>3,41<br>MBS9,40<br>*F.P. above* | 1925<br>5mo | R.Duncan &Co.Ld. PortGlasgow | ArlonS.S.Co.Ld. (Jas.German&Co. Ld. *Mgrs.*)<br>*Lloyd's SA&CP*<br>*Cell D Bu E* | 375·1<br>P108′B35′F51′<br>*& B60′ 123t APT81t* | 51·7 | 29·0<br>FK | London<br>British<br>*ptCem*<br>11 *BHto U dk*<br>5 ,, ,,2nd,, | T.3Cy.26″,42″&70″–48″ (*s*)<br>180lb *100lb*<br>470NHP<br>2SB,8*cf*,HS6950 FD<br>Rankin&BlackmoreLdGrk | 29 ″ 2<br>s 4 ″ 8<br>24 ″ 8½ | |
| 69994<br>138219 *ex*F.P.Jones)<br>VGWX *Mchy.Aft* | **Arlington** (*ex*Glencadam,<br>1 *Dk* | 1870<br>1578<br>1118 | | | | | 1913 | Detroit S.B.Co. Wyandotte | BurkeTowing& SalvageCo.Ld. (E.F.Burke, *Mgr.*) | 244·0 | 43·0 | 18·2<br>*WB* | Toronto<br>British<br>*WB* | T.3Cy.18″,29″&48″–40″<br>145NHP<br>DetroitS.B.Co.Detroit | | R |
| 69995<br>217590<br>KBKQ Sub.Sig. | **Arlyn** (*ex*CastleWood)<br>1 *Dk* | 3304<br>2750<br>1971 | ✠ ...<br>4,22<br>✠NB5,20 ✠ | | | | 1919<br>3mo | ThePusey &JonesCo. Gloucester City, N.J. | A.H.BullSteam-shipCo.(A.H.Bull &Co. *Mgrs.*) | 321·7<br>P37′B82′F31′<br>— | 50·0 | 21·6<br>FK | New York<br>Utd. States<br>*WB* | T.3Cy.20⅞″,31½″&54⅝″–36″<br>178NHP<br>Pusey&JonesCo.Wlmngtn | 24 ″ 9 | R<br>† |
| 69996<br>161299<br>GMCR<br>D.F. | **Armadale**<br>*Oil Eng.*<br>*ss*Hul.No.2–37<br>2 *Dks* (*Stl*) *& Shelter dk* (*Stl*)<br>*Tonnage opening closed '41* (*W.E.*) | 5066<br>4711<br>3079 | ✠100A1 Phl *a*†<br>*with freeboard* Liv<br>4,40 ~~10,39~~<br>✠LMC CS1,38<br>DBS3,40 ~~8,39~~ 4,39 | | | CL<br>4,39 | 1929<br>9mo | W.Denny &Bros.Ld. Dumbarton<br>*Lloyd's SA&CP* | AustralindSteam ShippingCo.Ld. (Trinder, Anderson &Co. *Mgrs.*)<br>*Duct keel fwd.*<br>*Cell D B346′ 1086t* | 410·5<br>*of mchy. space*<br>*t MT37′ 1025t FPT* | 54·2 | 25·7<br>FK<br>(*Coll to Sh dk*<br>6 ,, 2nd ,,)<br>98*t APT111t* | London<br>British<br>7 *BHptCem*<br>*BHpt Cem*<br>*ptAsp* | Oil Engines 2S.C.SA<br>6Cy.23⅝″–41⅜″ 582NHP<br>2DB *125lb*<br>W.Denny&Bros.Ld.Dmb. | ~~29 ″ 10~~<br>~~s 8 ″ 6½~~<br>~~23 ″ 4½~~<br>38 ″ 3<br>s 10 ″ 11<br>27 ″ 4½ | |
| 69997<br>1991 *ex*Sama–34,<br>IBQO *ex*Concettina di Giorgio) | **Armando** (*ex*Fior di Mandorlo–36,<br>*Fitted for oil fuel*<br>2 *Dks 3tr B* | 1541<br>1404<br>916 | | | | | 1911 | Nylands Værksted Oslo | Dani&C. | 261·4<br>249·7<br>H104*t* | 34·7 | 22·2<br>*WB* | Genoa<br>Italian<br>*WB* | T.3Cy.21½″,34½&60″–39″<br>225NHP<br>NylandsVærksted,Oslo | | I |
| 69998<br>912 *ex*Kastalia–36)<br>SVVM<br>D.F. | **Armathia** (*ex*TuskerRock–37,<br>*ss*Sws.No.3–8,32<br>*ss*Gls.No.1–36<br>1 *Dk* | *4683*<br>*4293*<br>*2932* | ✠100A1 ~~Rot~~ *y*<br>Examined 6,41 Gms<br>✠LMC<br>MS3,36 BS11,40<br>*Fitted for oil fuel F.P. above* | | | CL<br>8,39 | 1919<br>10mo | Lithgows Ltd. PortGlasgow<br>*Lloyd's SA&CP* | YannaghasBros. &Co.<br>*Cell D B331′ 985t* | 384·9<br>P49′B113′F38′<br>*f PT132t APT20t* | 52·0 | 26·7<br>FK | Piræus<br>Greek<br>7 *BHCem* | T.3Cy.27⅛″,44″&73″–48″ (*s*)<br>180lb<br>3SB,9*cf*,GS190,HS7668 FD<br>Rankin&BlackmreLd Grk. | 29 ″ 3<br>s 5 ″ 6¼<br>24 ″ 0 | |
| 69999<br>168692<br>~~BFYX~~ *Mchy.Aft* | **Armenier**<br>3 Mst<br>1 *Dk* | 914<br>615<br>472 | | | | | 1919 | J.Drewes &Co. Gideon | ~~Ministry of War Transport~~ (Sir W.R. ~~Smith & Sons, Ltd.~~ *Mgrs.*) | 186·0<br>F22′B11′Q117′ | ~~37·5~~ | ~~14·1~~<br>~~14·1~~ | Cardiff<br>~~British~~<br>*WB* | T.3Cy.15″,25″&40″–27″<br>~~3RP 32 NHP~~<br>Verschure&Co.Amsterdam | | V |
| 70000<br>Sub.Sig.<br>UOVP *Ref.Mchy.* *Cruiser Stern* | **Armeniya** Ⓟ<br>Twin Sc<br>*Oil Eng.*<br>2 *Dks* | 4727<br>3101<br>2566 | | | | | 1928 | BalticS.B. &E.Works Leningrad | U.S.S.R. | 353·5<br>B&F268′ | 51·0 | 25·3<br>*WB* | Odessa<br>Russian<br>*WB* | Oil Engines 2S.C.SA<br>12Cy.25⅛″–33″ 1380NHP<br>RussianDieselWorks,Len. | | |
| 70001<br>PCUL E.S.D. D.F. | **Armilla** (*ex*Helix–38)<br>Twin Sc<br>*Oil Eng.*<br>*ss*Rot.No.2–38<br>1 *Dk* (*Stl*)<br>*Mchy.Aft*<br>*Longitudinal framing at bottom & at deck* | 3011<br>8,40 ~~8,00~~<br>2251<br>1626 | ✠100A1 Bat *l*<br>2<br>✠LMC CS11,38<br>DBS ~~8,39~~ 8,40 11,38<br>*Carrying Petroleum in bulk* | | | CL<br>~~11,38~~<br>8,40 | 1931<br>4mo | Hawthorn Leslie&Co.Ld Newcastle<br>*Lloyd's SA&CP* | Nederl.-Indische Tankstoomboot Maats.<br>*Cell D B* | 305·7<br>317·0 (O.L.)<br>P86′F50′<br>*Trunk* 169′<br>*u E49′ 112t FPT52t* | 50·1 | 19·3<br>FK<br>11 *BHpt Cem*<br>*APT56t* | Curaçao<br>Dutch | Oil Engines 4S.C.SA<br>12Cy.18⅜″–35⅞″ 380NHP<br>DB *150lb*<br>Hwthrn,Leslie&CoLd Nwc | 19 ″ 3<br>s 1 ″ 9½<br>17 ″ 7½ | |
| 70002<br>156137 O'Boyle–32,*ex*Isonzo) | **Arminda** (*ex*Catherine<br>Twin Sc<br>*Oil Eng.*<br>1 *Dk* | 1146<br>916<br>642 | | | | | 1918 | Cant.Offic. Savoia Cornigliano, Ligure | W.B.Webster (J.S. Webster&Sons, *Mgrs.*) | 215·0 | 31·7 | 15·2 | Kingstn Ja<br>British<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.13½″–21½″ 256NHP<br>SulzerBros.Winterthur | | R |
| 70003<br>LDMQ D.F. | **Arna**<br>*Oil Eng.*<br>2 *Dks* | 4325<br>3887<br>2593 | | | | | 1929 | Eriksbergs M.V.Aktieb. Gothenburg | D/S A/S Sverre (S.M.Kuhnle& Søn, *Mgrs.*) | 380·3<br>P123*t* H280*t* F29*t* | 54·1 | 24·2<br>*WB* | Bergen<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>8Cy.24½″–51⅜″ 468NHP<br>EriksbergM.V.AktiebGot | | N |
| 70004<br>165578<br>GXZT D.F.<br>E.S.D. *Mchy.Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | **Arndale**<br>*Oil Eng.*<br>1 *Dk*, *2nd dk clear of cargo tanks* | 8296<br>7423<br>4936 | ✠100A1 Grk *d*†<br>2,40<br>✠LMC9,37<br>*Carrying Petroleum in bulk* | | | CL | 1937<br>9mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*Lloyd's SA&CP* | TheAdmiralty<br>*Cell D B* | 466·3<br>481·6 (O.L.)<br>P107′B43′F45′<br>*u E75′ 176t DT f 34′ 3* | 61·9 | 33·9<br>FK<br>17 *BHpt Cem*<br>*97t FPT209t* | London<br>British<br>*ptAsp* | Oil Engines 2S.C.SA<br>4Cy.23⅝″–91⅝″ 687NHP<br>2DB *150lb*<br>Wm.Doxford&Sons,Ld.Sld<br>*APT183t* | 34 ″ 0<br>s 6 ″ 8¾<br>27 ″ 6½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné (maintenance) et Expiré. Lettre d'Enlèvement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Les lettres ou note si ce n'est dans le L. R. Journée Cert. Rad Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70005 | **Arnfinn Jarl** | | 1151 | | | | | 1921 | Fredrkstad Mek.Værks Fredrikstad | Det Nordenfjeldske Dampskibsselskab | 230·5 | 36·1 | 14·9 | Trondheim Norwegian | T.3Cy.16½″,26″&44″–29½″ 106NHP | | N |
| LCHM | | 1 *Dk* | 980 652 | | | | | | | | P48′ | H70′ | | *WB* | Fredrikstad M.V.Frdstad. | | |
| 70006 | **Arnis** (*ex*Dilston–35) | | 1499 | ✠ | Ham | *p* | | 1913 | BlythS.B. &D.D.CoLd. Blyth | Zerssen&Co. | 244·4 | 37·2 | 16·3 | Rendsburg German | T.3Cy.20″,33½″&54″–36″ 224NHP | 18 ″ 10 | |
| DDFV | *ss*Fln.2ndNo.3–5,38 *Well deck* | 1 *Dk*(*Stl*) | 1199 842 | 11,38 ✠ | | | | 3mo | | | Q124′B13′F26′ | FK | | *4 BH Cem* | 2SB,*6pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld | | |
| | | | | | | | | | | *Cell DB a65′ u E&B35′ f107′434t* | | | | *FPT40t APT95t* | | | |
| 70007 | **Arno** Ⓟ (*ex*Cesarea–38, *ex*FortSt.George–35, *ex*Wandilla) | **TwinSc** *ss*N.Yk.No.3–1,34 *2 Dks*(*Stl U–ws*)& | 8024 — 4709 | … 5,38 | Nap | *a*† | | 1912 | W.Beard-more&Co.Ld. Glasgow | LloydTriestino Soc.Anon.diNav. | 428·5 | 56·7 | 34·1 | Trieste Italian *Cem* | Q.8Cy.23½″,34″,50″&72″–54″ 1374NHP 6 Water Tube Boilers HS25390 | 37 ″ 0 | I † |
| 376 | | | | | | | | | | | 411·3 | | | | | | |
| IBDF | D.F. E.S.D. *Ref.Mchy.* GyC. | *Shelter dk*(*Stl–ws*)& 3*rd dk in Nos.* 1,3,4&5 *holds* *Fitted for oil fuel* | | | | | | | | | B155′F70′ *on Shelter dk* FK&BK2″ | | | *Collision BH to S dk* *After peak* | W.Beardmore&Co.Ld.Gls. | | |
| | | | | | | | | | | *Cell DB 317′853t* | | | | *FPT60t APT65t* | | | |
| 70008 | **Arnold Bratt** | | 1430 | | | | | 1925 | NyaVarvs-aktb.Öresund Landskrona | Ångf.A/BAdolf (A.Bratt&Co. *Mgrs.*) | 246·2 | 38·2 | 15·6 | Gothenbrg Swedish | T.3Cy.18″,30″&49″–33″ 138NHP | | V |
| 7223 | | | 1222 | | | | | | | | P27′B140′F25′ | | | *WB* | LindholmensM.V.Got. | | |
| SDEW | | 1 *Dk* | 767 | | | | | | | | | | | | | | |
| 70009 | **Arnold Mærsk** | | 1966 | ✠100A1 | Abg | *r* | CL | 1914 | W.Gray& Co.Ld. WHartlepool | Dampskibsselsk af 1912(A.P.Möller, Copenhagen, *Mgr*) | 280·0 | 40·0 | 19·1 | Kalundbrg Danish | T.3Cy.20″,31½″&53″–36″ (*s*) 180lb 188NHP | 21 ″ 4 | |
| | *ss*Abg.2ndNo.3–9,39 | | — | 9,39 | | | CL 10,37 | 3mo | | | P21′B72′F31′ | FK | | *4 BH Cem* | 2SB,*4cf*,GS70,HS2980 | *s*2 ″ 11½ | |
| OZSB | D.F. | 1 *Dk*(*Irn*) | 1183 | ✠LMC9,39 | | | | *Lloyd's A&CP* | | *Cell DB a&u K108′u* | B14′*f*118′535t | | | *FPT75t APT78t* | Cen.Mar.Eng.Wrks.WHpl | 18 ″ 6 | |
| 70010 | **Arnon** (*ex*Pohjarand–38, *ex*Duben–33, *ex*Volos, *ex*Nordsee, *ex*Ferdinand) | **Iron** Wireless 1 *Dk*&*Awng dk* | 558 529 381 | | | | | 1883 | Georg Howaldt Kiel | OrientCoastLine | 161·7 | 23·6 | 17·9 | Haifa Palestine | C.2Cy.17½″&35½″–23½″ NB97 51NHP | | G |
| | | | | | | | | | | | H36′ | | | *WB* | Gebr.HowaldtKiel | | |
| 70011 | **Aroona** (*ex*Cape of Good Hope, *ex*WarTyphoon) | | 3116 | ✠100A1 | Syd | *u* | CL | 1918 | SirR Dixon &Co.Ld. Middlesbro' | TheAdelaide SteamshipCo.Ld. | 331·0 | 46·8 | 23·2 | Melbourne British | T.3Cy.25″,41″&68″–45″ (*s*) 180lb 433NHP | 25 ″ 6 | |
| 142680 | *ss*Syd No.3–7,31 | | 2858 | 3,40 | | | 3,40 | 10mo | | | | | | | | *s*3 ″ 11½ | |
| VJBM | *ss*Syd.No.2–39 | 1 *Dk*(*Stl*) | 1863 | BS3,40 ✠LMC3,39 | | | | *Lloyd's A&CP* | | | P33′B98′F29′ | FK | | *7 BHpt Cem* | 3SB,*9cf*,GS155,HS6420 FD Richardsons,Westgarth& | 21 ″ 9 | |
| | | *Cargo battens not fitted* | | | | | | | | *Cell DB 284′736t* | | | | *FPT112t APT112t* | Co.Ld.Mdb. | | |
| 70012 | **Arosa** (*ex*Wind–38, *ex*Elmworth–37) | | 5043 | ✠100A1 | Osl | *y* | CL | 1924 | A.McMil-lan&SonLd Dumbarton | Skibs.A/SAvanti (Tschudi&Eitzen, *Mgrs.*) | 400·0 | 53·2 | 26·9 | Oslo Norwegian | Oil Engines 4S.C.SA 6Cy.29½″–59½″ DB*1001b* 489NHP | 29 ″ 7 | |
| | *Oil Eng.* | | 4635 | ~~3,178 8,39~~ 2,41 | ~~NYk~~ | Hul | | 11mo | | | | | | *6 BHpt Cem* | | *s*5 ″ 8½ | |
| LJNI | *ss*Osl.No.3–12,38 | | 3055 | DBS~~12,38~~ 5,40 | ✠LMC12,38 | | 1,41 | *Lloyd's A&CP* | | *Cell DB 354′1296t* | P36′B120′F34′ | FK | | *FPT146t APT163t* | Harland&Wolff,Ld.Gls. | 24 ″ 2¾ | |
| | D.F. E.S.D. | 1 *Dk*(*Stl*) | | | | | | | | | | | | | | | |
| 70013 | **Arpha** Ⓟ (*ex*Yacht–38, *ex*Steamer Canterbury–27) | **TwinSc** *ss*Bly.3rdNo.3–4,38 1 *Dk* | 602 451 233 | 100A– *with freeboard* 5,39 | Brs | | P3,38 S5,39 | 1901 | Wm Denny &Bros. Dumbarton | SarkMotorShips, Ld. | 195·4 | 28·0 | 14·2 | Guernsey British | T.6Cy.13½″,20½″&31″–21″ 160lb *80lb* (*r*) 148NHP | 15 ″ 0 | |
| 112803 | | | | | | | | | | | F46′B66′ | | | *6 BH Cem* | NB12 | *s* 3 ″ 11 | |
| MFCF | Wireless E.S.D. | | | BS3,39 LMC4,38 | | | | | | | | FK&BK2″ | | | 1SB,*4cf*,GS76,HS2504 FD | 11 ″ 6½ | |
| | | | | *Coasting Great Britain and Ireland, Continent, Hamburg to Brest* *Fitted for oil fuel* 5,27 | | | | *F.P. above* 150°F. | | *Cell DB a26′f17′24t* | *DT a18′69t* | | | *FPT19t APT30t* | Wm.Denny&Bros.Dmb. | | |
| 70014 | **Arraiz** (*ex*Queenswood) | | 4524 | ✠100A1 | Bbo | *x* | CL | 1925 | NewWater -wayS.B.Co. Schiedam | Cia.Nav.Vascon-gada | 370·0 | 56·3 | 27·7 | Bilbao Spanish | T.3Cy.23½″,40½″&67″–45″ 180lb ~~400lb~~ (*s*) 339NHP | 27 ″ 9 | |
| | *ss*Bbo.No.3–5,39 | | 4156 | ~~4,1011,38~~ 10,40 | | | ~~8,39~~ 9,40 | 3mo | | | 25·4 | | | | | *s*5 ″ 3½ | |
| EACE | D.F. | 1 *Dk*(*Stl*)& *Web frames* *Corrugated sides* | 3173 | ✠LMC5,39 BS10,40 | | | | *Lloyd's A&CP* | | *Cell DB 318′1036t* | P22′B110′F35′ | FK | | *FPT92t APT192t* | 2SB,*6cf*,GS150,HS5410 Cen.Mar.Eng.Wks.WHpl. | 22 ″ 7½ | |
| 70015 | **Arrow** Ⓟ (*ex*Belfast–36) | **TrpSc** *Fitted for oil fuel* 2 *Dks* | 2157 — 1147 | | | | | 1909 | Bath Iron Works,Ld. Bath,Me. | ColonialNav.Co. | 320·6 | 40·0 | 16·1 | New York Utd. States | 3 Steam Turbines BathIron Works,Ld.Bath,Me. | | |
| 206266 | | | | | | | | | | | | | | | | | |
| WECA | | | | | | | | | | | | | | | | | |
| 70016 | **Arsa** | | 5441 | ✠100A1 | Gen | *y* | CL | 1921 | Stabilmnto Tecnico Trieste | "Italia" Soc. Anon.di Nav. | 404·1 | 54·1 | 29·0 | Genoa Italian | T.3Cy.27″,42″&68″–48″ (*s*) 180lb FD 465NHP | 32 ″ 0 | |
| 2211 | | | 5022 | *Shelter dk* | | | N9,37 | 6mo | | | 389·9 | | | *Cem* | 3SB(Spt)*9cf*,GS158,HS7023 | *s*7 ″ 5½ | |
| IBSC | *ss*Gen.No.3–6,33 *ss*Gen.No.1–38 | | 3428 | *with freeboard* 3,40~~,42,90~~ | | | | | A&CP | | | FK | | *2 BH to Sh dk* | StabilimentoTecnico,Tri. | 24 ″ 9 | |
| | D.F. | 1 *Dk*(*Stl*)& *Shelter dk*(*Stl*) | | BS5,39 ✠LMC6,37 | | | | | | *Cell DB a&u E149′* | *f163′1185t* | | | ¼ ,, ,, *U* ,, | | | |
| | | | | *Fitted for oil fuel* 7,29 | | | *F.P. above* 150°F | | | | *FPT114t APT224t* | | | | | | |
| 70017 | **Arsia** (*ex*Credere–38, *ex*Ezilda Croce–37, *ex*Ezilda –36, *ex*Anubis–33, *ex*Eastcheap, *ex*Val de Travers) | 1 *Dk* *Mchy.Aft* *Well deck* | 736 | ✠ … | | | | 1900 | SMcKnght &Co.Ld. Ayr | RaffaeleRomano | 206·6 | 30·6 | 11·6 | Naples Italian | T.3Cy.17″,27½″&44″–33″ NDB17 116NHP | 14 ″ 0 | I † |
| 491 | | | 558 | 8,33 | | | | 1mo | | | 200·0 | | | | | | |
| IMUW | | | 337 | ✠NB3,27 ✠ | | | | | | | Q103′B13′F27′ | FK | | *WB* | Ross&Duncan,Glasgow | | |
| 70018 | **Arta** (*ex*Naimes, *ex*Aegina) | | 2452 | | | | | 1922 | Akt.Ges. "Weser" Bremen | AtlasLevante-Linie A.G. | 315·8 | 46·0 | 18·8 | Bremen German | T.3Cy.22⅞″,36¼″&60½″–39½″ 228NHP | | G |
| | Sub.Sig. | 2 *Dks* | 2369 | | | | | | | | B59′F37′ | | | | | | |
| DOCB | | | 1469 | | | | | | | | | | | *WB* | A.G "Weser," Bremen | | |
| 70019 | **Artabaze** | | 435 | | | | | 1922 | Chant.Nav Français Caen | Association Pétrolière | 150·7 | 25·7 | 12·3 | St. Nazaire French | T.3Cy.9½″,15½″&26″–18″ 29NHP | | V |
| | *Carrying Petroleum in bulk* | | — | | | | | | | | P18′ | | | | | | |
| TVSD | *Fitted for oil fuel* *Mchy.Aft* | 1 *Dk* | 198 | | | | | | | | | | | *WB* | Cooper&Greig,Dundee | | |
| 70020 | **Artabro** | | 1135 | ✠ | Val | *k* | | 1935 | UnionNav. deLevante SA Valencia | SpanishGovern-ment (Patronato de la Expedición Inglesia a los Amazonas) | 177·6 | 35·6 | 14·6 | Valencia Spanish | Oil Engines 2S.C.SA connected to electric motor & Screw Shaft | 16 ″ 5 | |
| | *Oil Eng.* | | 756 | 11,35 | | | | 11mo | | | B48′ | FK | | *5 BHpt Cem* | | | |
| EAZQ | (*Scientific Research Vessel*) | | 552 | ✠ | | | | | | | | *FPT20t* | | 1 ,, *to 2nd dk* | 3Cy.8½″–12⅝″ 188NHP | | |
| | E.S.D. | 2 *Dks* *Strengthened for navigation in ice* | | | | | | | | *Cell DB 128′* | *222t Deep tanks aft* | | | *34t APT28t* | Akt.Burmeistr&Wain,Cpn | | |
| 70021 | ~~Artemis~~ | **TwinSc 5 MstSr** | 8413 | ✠ | Ham | *g*† | | 1902 | Harland& Wolff,Ld. Belfast | ~~United States Maritime Commission~~ | 500·5 | 58·3 | 34·0 | British | T.6Cy.23½″,39″&66″–48″ HS14310 812NHP | 37 ″ 2 | |
| ~~KTGW~~ | (*ex*Bohemia, *ex*Iowa) | *ss*Liv.No.2–11 | 7909 | 12,15 | | | | 11mo | | | | FK&BK3″ | | *8 BH Cem* | 2DB&2SB,*18cf*,GS372, | | |
| | | *3 Dks*(*Stl*)& *Shelter dk*(*Stl*) | 5248 | ✠ | | | | | | | | | | | Harland&Wolff,Ld.Bel. | | |
| | | | | *(Reclassification Contemplated)* | | | | | | *Cell DB a130′ u E&B* | *74′f205′1530t* | *DT f* | | 66′2003t *DT* | a36′990t *FPT164t APT93t* | | |
| 70022 | **Artemis Pitta** (*ex*Maid of Athens, *ex*Herold) | | *1433* | 100A1 | Pir | *o* | OG | 1906 | Stettiner Oderwerke Stettin | G.N.PittasBros.& Co. | 240·9 | 36·0 | 16·2 | Chios Greek | T3Cy.17¼″27⅞″&43⅞″–31½″ 185lb (*s*) 128NHP | 18 ″ 6 | |
| 92 | *ss*Pir.2ndNo.3–8,31 | | *1145* | 11,39 | | | ~~8,39~~ | | | | | | | | | *s* ″ 11½ | |
| SZHY | *ss*Pir.No.2–39 | | *863* | LMC11,39 | | | 8,40 | | | | P14′Q68′B102′F26′ | FK | | *4 BHpt Cem* | 2SB,*4cf*,GS74,HS2150 StettinerOderwerke | 17 ″ 8¾ | |
| | *Well deck* | 1 *Dk*(*Stl*) | | | | | | | | *Cell DB 170′342t* | | *FPT59t* | | *APT21t* | | | |
| | Wireless | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When / By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, &c. in L.R. Deep(D).C.(T)rade(Ext. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70023<br>144904<br>GDSK | **Artemisia** (*ex*Antar-32, *ex*Kincardine) D.F. 1 *Dk(Stl)&Shelter dk(Stl)* | 6507<br>6264<br>4083 | ✠100A1 *Shelter dk* *with freeboard* 10,40~~9,40~~ 3,41 BS10,40 ~~BS12,39~~ ✠LMC12,37 | Bry<br>Lon | *z* | CL<br>~~3,38~~<br>3,41 | 1920<br>7mo<br>*Lloyd's* | W.Doxford &Sons,Ld. Sunderland *sA&CP* | H.M.Thomson *Intermediate BHin fore Cell DB364'1179t* | 420·0\|54·0\|34·3 FK *hold dispensed with FPT109t APT123t* | London British *Cem* 1 *BHtoSh dk* 5 „ „ *U* „ | T.3Cy.27″,44½″&75″–54″ *(s)* 180lb 565NHP 3SB,*9cf*,GS186,HS8271 FD W.Doxford&Sons,Ld Sld. | 37 ″ 0<br>s 8 ″ 11½<br>28 ″ 4 | |
| 70024<br>FNWB | **Artésien** 2 *Dks* | 3152<br>2919<br>1970 | ✠ ... 6,25 ✠ | | | | 1921<br>7mo | J.Read-head&SonsLd S.Shields | Cie.des Bat.àVap. duNord(Soc.Anon. deGérance et d' Armement,*Mgrs.*) | 331·2\|47·2\|22·1 P30'B170'F33' FK | Dunkirk French *WB* | T.3Cy.23½″,39″&65″–45″ 307NHP J Readhead&SonsLd S.Shls | 24 ″ 5 | V<br>† |
| 70025<br>166547<br>GNNM | **Arthur F. Corwin** D.F. *Oil Eng.* E.S.D. 1 *Dk,2nd dk clear of cargo tanks* GyC. *Longitudinal framing* *Mchy.Aft* *Cruiser Stern* | 10516<br>9635<br>6077 | ✠100A1 3,40 ✠LMC8,38 *Carrying Petroleum in bulk* | Lon | *f*† | CL<br>3,40 | 1938<br>8mo<br>*Lloyd's* | Blohm& Voss,K.a.A Hamburg *Cell D Bu E86'184t D* | Oriental Trade& Transport Co.Ltd. ~~(Ltd) Rabl trees Mgr~~ P107'B39'F35' FK *Tf24'648t FPT196t* | 490·3\|70·0\|37·0 506·7(O.L.) *APT214t* | London British 16 *BHpt Asp* DB(*f*)*206lb* 2DB(*a*)*200lb* Fr.KruppGermaniawft. A.G.Kiel | Oil Engines 2S.C.SA 8Cy.25⅝″–49⅜″ 912NHP 37 ″ 0<br>s 7 ″ 4½<br>29 ″ 11½ | |
| 70026<br>107005 | **Arthur Orr** *Mchy.Aft* 2 *Dks* | 2745<br>—<br>2117 | | | | | 1893 | Chicago S.B.Co. Chicago,Ill. | Canada Atlantic Transit Co. | 334·0\|41·3\|21·8 len99 *WB* | Duluth,Min. Utd.States | T.3Cy.19⅝″,32½″&52″–44″ 180NHP H.G.Trout,Buffalo | | R |
| 70027<br>LCDO | **Arthur W. Sewall** *Fitted for oil fuel* D.F. *Mchy.Aft* 2 *Dks&Web frames* *Longitudinal framing* *Cruiser Stern* *Carrying Petroleum in bulk* | 6030<br>5595<br>3628 | ✠ ... 5,30 ✠ | | | | 1926<br>4mo | Armstrong Whitworth &Co.Ld. Newcastle | Skibs A/S Garm (Prebensen& Blakstad,*Mgrs.*) | 352·1\|60·0\|33·0 P97'B32'F35' FK | Risör Norwegian *WB* | T.3Cy.27″,45″&75″–51″ 626NHP Armstrong,Whitworth& Co.Ld.Nwc | 35 ″ 3 | N<br>† |
| 70028<br>164887<br>GZKV | **Arthur Wright** *ss*Cff.No.1–41 1 *Dk* *Mchy.Aft* *Cruiser Stern* Wireless *Cargo battens not fitted* | 1091<br>782<br>622 | ✠100A1 ~~3,10~~ ~~7,30~~ 7,41 ✠LMC1,37 7,41 | Shl<br>~~Sld~~ Cff | *m* | CL<br>~~5,40~~<br>6,41 | 1937<br>1mo<br>*Lloyd's* | W.Pickers-gill&Sons,Ld. Sunderland *sA&CP* | The Mayor, Alder-men&Burgesses of the County Borough of Brighton (Stephenson Clarke &Associated Com-panies,Ld,*Mgrs.*) | 210·5\|33·2\|14·0 Q120'B11'F19' FK *Cell D Bu E18'f142' 358t FPT102t* | Shoreham British 3 *BHpt Cem* *APT32t* | T.3Cy.14½″,24″&41″–30″ *(s)* 200lb *100lb* 124NHP 1SB(Spt),*3cf*,GS42, HS1722 FD N.E.MarineEng.CoLd.Sld. | 15 ″ 10<br>s 4 ″ 8½<br>15 ″ 0 | |
| 70029<br>164718<br>MNNG | **Arthurtown** *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern* | 527<br>332<br>263 | ✠100A1 5,40 ~~3,40~~ ✠LMC10,36 ✠LMC(M)3,39 | Lon<br>Shl | *g* | CL<br>3,40 | 1936<br>10mo<br>*Lloyd's* | NV Schpsw Gebr.van der Werf Deest *sA&CP* | Pinch&Simpson *Cell* | 161·0\|27·2\| 9·1 P27·Q54'B11'F16' FK *DB104'140t FPT50t* | London British 3 *BHCem* *APT24t* | Oil Engines 4S.C.SA 6Cy.12⅜″–17⅛″ 87NHP Mtrn Werke Mannheim A.G. | 11 ″ 0<br>s 3 ″ 10½<br>10 ″ 9⅛ | |
| 70030<br>219959<br>KURG | **Artigas** *Fitted for oil fuel* Sub.Sig. 2 *Dks* | 5161<br>4595<br>3144 | | | | | 1920 | American International S.B.Corp. Hog Island Pa | United States Maritime Commission *WB* | 390·0\|54·2\|27·8 P39'B121'F43' | Philidlphia Utd.States | DR geared Steam Turbine General Electric Co. Schenectady,N.Y. | | R |
| 70031<br>DAOV | **Artushof** Wireless 1 *Dk* | 1478<br>1022<br>866 | | | | | 1919 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 230·5\|36·5\|15·0 Q8'B102'F26' | Stettin German *WB* | T3Cy16⅞″,27⅝″&43⅜″–31½″ 107NHP Stettiner Oderwerke | | G |
| 70032<br>161043<br>MPQF | **Aruba** (*ex*Nieuwcappelle, 2 Twin Msts *ex*Graaf Hendrik, *ss*Ant.No.3–4,29 *ex*Mont Cervin,*ex*Laura) *ss*Goo.No.2–37 *Well deck* *Mchy.Aft* 1 *Dk(Stl)* *Cargo battens not fitted* | 1159<br>866<br>674 | ~~2,41~~✠100A1 ~~3,30~~ ✠LMC MS9,37 ~~BS12,36~~ BS1,41 ~~2,40~~ | Goo<br>Shl | *n* | CL<br>~~2,38~~<br>4,41 | 1916<br>3mo<br>A&CP | Wilton's E. Hook S.S Co.Ld. (Goole&Hull Steam Towing Co.Ld. Rotterdam *Mgrs.*) *Cell D Bu B* | 230·5\|34·2\|13·0 Q131'B13'F24' FK 15',*f*159' 389*t FPT* | Goole British 4 *BHCem* 88*t APT48t* | T.3Cy16¾″25½″&41″–36″ *(s)* 180lb ~~160lb~~ 120NHP 1SB,*6cf*,GS65,HS1982 Wilton's E.&Slpwy.Co.Rot | 16 ″ 0<br>s 4 ·8½<br>14 ″ 11½ | |
| 70033<br>149844 | **Arun** (*ex*Polonia) *Oil Eng.* *Cruiser Stern* 2 *Dks* | 384<br>376<br>312 | | | | | 1925 | Svendborg Skibsværft Svendborg | Royal Mail Lines Ld. | 124·4\|24·6\|16·3 | Kingstn Ja British *WB* | Oil Engines 2S.C. 3Cy. J.V Svenssons Mtrfbk.Skm | | |
| 70034<br>145175<br>GCZL | **Arundel Castle** Ⓟ Twin Sc D.F. E.S.D. *Ref.Mchy.* *Cruiser Stern* 3 *Dks* | 19118<br>14940<br>11438 | | | | | 1921 | Harland& Wolff Ld. Belfast | Union-Castle Mail S.S.Co.Ld. | 661·3\|72·5\|41·6 P89'B333'F97' len37 | London British *WB* | 6 Steam Turbines SR geared to 2 Screw Shafts NE&4NB(W.T.)37 Harland&Wolff Ld.Belfast | | BT till ~~9,40~~ ~~3,40~~ ~~7,41~~ 8,41 |
| 70035<br>PCUS | **Arundo** (*ex*Cromarty–36, *ex*Petersfield–33) *ss*Rot.No.3–1,37 E.S.D. D.F. 1 *Dk(Stl)&Shelter dk(Stl)* | 5163<br>4753<br>3107 | ✠100A1 *with freeboard* 7,40~~12,39~~ BS~~13,39~~ 3,41 ✠LMC1,37 | Ams<br>Avn | *a*† | CL<br>7.39 | 1930<br>2mo<br>*Lloyd's* | Nthmblnd S.B.Co. (1927) Ld. Newcastle *sA&CP* | N.V.Maats. Zeevaart(Hudig& Veder,*Mgrs.*) *Cell D B362'1293t* | 412·0\|55·3\|26·0 F40' FK *FPT100t APT154t* | Rottrdam Dutch 7 *BHpt Cem* (*Coll to Sh dk* 6 „ 2*nd*„) | Q4Cy23″,32½″,47″&68″–48″ 225lb ~~150lb~~ *(s)* 442NHP 3SB,*9cf*,GS161,HS7395 N.E.MarineEng.CoLd Nwc | 28 ″ 6<br>s 3 ″ 3½<br>25 ″ 5½ | |
| 70036<br>OZBV | **Arusa** *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern* | 411<br>254<br>266 | ✠100A1 11,39 ✠LMC5,39 | Cpn | *f* | OG<br>11,39 | 1939<br>5mo<br>*Lloyd's* | Bodewes Schpswerven Martenshoek *Cell D B90'80t FPT34t* | J.Got fred Jensen | 143·1\|26·2\|11·5 153·1(O.L.) P46'Q45'F24' FK *APTs13t* | Aarhus Danish 3 *BHCem* | Oil Engines 4S.C.SA 6Cy.11″–17⅛″ 71NHP Klöckner-Humboldt-Deutz A.G.Köln-Deutz | 10 ″ 8<br>s 3 ″ 3½<br>10 ″ 6½ | |
| 70037<br>94763<br>CYJN | **Arvida** (*ex*City of Montreal, *ex*Mapleboro,*ex*Seguin) *Mchy.Aft* | 1141<br>—<br>771 | | | | | 1890 | Polson Iron Works Owen Sound | | 207·0\|34·2\|13·0 | Toronto British | T.3Cy.17″,28″&46″–30″ 116NHP Polson Iron Works,Tto. | | |
| 70038<br>166030<br~~HPMC~~<br>BCGB | **Ary** Ⓟ (*ex*Ary Scheffer–38) *ss*Rot.2nd No.3–4,30 *ss*Rot.No.2–38 1 *Dk(Stl)&deep framing* | 642<br>467<br>373 | ✠100A1 ~~3,20~~ 1,40 4,41 ✠NB12,24 ✠LMC MS11,38 BS~~1,40~~ 4,41 | Msl<br>Abn Brs | *j* | CL<br>11,38 | 1904<br>9mo<br>*Lloyd's* | Nederl. Schps. Maats. Amsterdam *sA&CP* | Ministry of Shipping (Monroe Bros,*Mgrs.*) | 180·0\|28·9\|13·1 P60'B22'F22' FK *Cell D Bu E17'f114' 75t FPT41t* | Bristol British 3 *BHCem* | T.3Cy.15″,23⅝″&39⅜″–27⅝″ 160lb *(s)* 97RHP 1SB,*2cf*,GS41,HS1079 Ned Fb.v.Wrk&Spoor,Ams | 15 ″ 5<br>s 1 ″ 4½<br>14 ″ 3 | |
| 70039<br>163526<br>MBYK | **Ary Lensen** (*ex*Orla II–34) *Oil Eng.* D.F. 1 *Dk* | 3214<br>2739<br>1935 | | | | | 1930 | Akt.Bur-meistr& Wain Copenhagen | Ary Shipping Ld. (A.C.Lensen *Mgr.*) | 326·5\|50·0\|20·9 | London British *WB* | Oil Engines 4S.C.SA 6Cy.21⅝″–59 1/16″ 266NHP Akt.Burmeistr& Wain,Cpn | | N |
| 70040<br>PCUY | **Ary Scheffer** *Oil Eng.* *Mchy.Aft* 1 *Dk&Shelter dk* *Cruiser Stern* | 375<br>276<br>163 | ✠100A1 *with freeboard* 10,10~~1,40~~ ✠LMC10,38 ✠LMC(M)4,40 | Rot<br>Ply | *i* | OG<br>7,39 | 1938<br>10mo<br>*Lloyd's* | N.V.Indus-trieele Maats. "DeNoord" Alblasserdam *sA&CP* | N.V.Havre-Stoomvaart Maats. v/h Corns Balguerie &Zoon(C.G.M. Driebeek& E.J.H.M.Driebeek, *Mgrs.*) *Cell* | 166·8\|28·2\| 8·2 174·2(O.L.) FK *DB106'135t FPT53t* | Rottrdam Dutch 3 *BHpt Cem* (*Coll to Sh dk* 2 „ 2*nd*„) *APTs28t* | Oil Engines 4S.C.SA 6Cy.14 3/16″–22 1/16″ 124NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 10 ″ 0<br>s ″ 2<br>9 ″ 11½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Jaugage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné au Franc-Bord. Lettre d'Enfoncement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milliers de navire. Tirant d'eau correspondant. pds. pc. | 15 Engineers ch. visit. as per text in L. R. Index. Cert. B. or T. mark. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70041 21515 KGLB | **Aryan** *ssN.Yk.No.1–36* *Mchy. Aft* D.F. GyC. | 2 Dks (Stl) & Web frames Longitudinal framing | 6452 6126 4008 | ✠100A1 NYk *a*† 10,40 BS4,40 LMC12,38 Carrying Petroleum in bulk Fitted for oil fuel 11,19 | | CL 8,39 | 1919 11mo | Texas S.S. Co. Bath, Me. A&CP | The Texas Company Cell D Bu E & *above* 150° F. | 416·8 \| 56·1 \| 31·1 P107'F53'B35' FK Cell D Ba 209t E 229t | Wilmgton (Del.) Utd. States 16 B Hpt Cem | T.3Cy.26½", 44" & 74"–51" (s) 200lb HS9969 556NHP 3 Water Tube Boilers (Spt) H.G. Trout Co. Buffalo, N.Y. | 32 ″ 10 s 6 ″ 3½ 26 ″ 9 | |
| 70042 33770 JQQB | **Asahi Maru** (P) (*ex* Dante Alighieri) | Twin Sc 2 Dks & Shelter dk | 9326 6977 5645 | | | | | 1914 | Soc. Esercizio Bacini Genoa | Nippon Yusen K.K. | 483·0 \| 59·4 \| 25·5 P103'B189'F136' | Tokyo Japanese | Q.8Cy.25⅞", 37⅛", 53½" & 78⅞"–53⅞" 1512NHP Soc. Esercizio Bacini, Gen. | | |
| 70043 42959 JNXL | — (*ex* Zuiho Maru–37, *ex* Swatow Maru, *ex* Swatow) Wireless | 1 Dk & Spar dk | 986 916 591 | | | | | 1889 | Blohm & Voss Hamburg | Asahi Kisen K.K. (Marutatsu Kaiun K.K. *Mgrs.*) | 216·5 \| 31·0 \| 20·0 H75' | Kobe Japanese *WB* | T.3Cy.15½", 24½" & 39½"–33" 90NHP Blohm & Voss, Hamburg | | |
| 70044 25940 JPDE | **Asahi Maru No. 2** Wireless | 1 Dk | 1323 1072 755 | | | | | 1919 | Nitta Zosensho, Osaka | Hokkaido Tanko K.K. | 220·0 \| 35·0 \| 18·5 P16'B48'F30' | Tokyo Japanese *WB* | T.3Cy.15½", 25¾" & 42½"–32" 117NHP Yoshida Tekkusho, Osaka | | |
| 70045 40205 JGAJ | **Asahisan Maru** D.F. *Ref. Mchy.* | *Oil Eng.* 2 Dks *Cruiser Stern* | 4551 3747 2684 | | | | | 1935 | Mitsui Bussan Kaisha, Ld. Tama | Mitsui Bussan Kaisha | 360·0 \| 50·0 \| 29·0 P36'B97'F34' | Kobe Japanese | Oil Engines 4S.C.SA 10Cy.21⅛"–39⅜" 453NHP Mitsui Bussan Kaisha, Ld. Tama | | C |
| 70046 44012 JWUL | **Asaka Maru** E.S.D. GyC. *Ref. Mchy.* | *Oil Eng* 2 Dks *Cruiser Stern* | 7399 6551 4231 | ✠ … 2,41 Yka *d*† ~~LMC14,38~~ ~~Lloyd's RMC10,39~~ 7,40 11,40 Carrying cargo oil F.P. above 150° F. in deep tanks | | CL 4,39 | 1937 11mo | Mitsubishi Jukogyo K.K Nagasaki Lloyd's *SA&CP* | Nippon Yusen K.K. Cell D B 361'1538t Tanks at sides | 462·7 \| 62·3 \| 34·4 482·3 (O.L.) P24'B183'F41' FK D T *sa* 37'1304t of tunnel 94t F P T 8 | Tokyo Japanese 8 B Hpt Cem 5t A P T 79t | Oil Engines 2S.C.DA 8Cy.28⅜"–47½" 2248NHP DB *100lb* Mitsubishi Jukogyo K.K. Nag. | 34 ″ 5 | |
| 70047 27877 JSLA | — (*ex* Australmount, *ex* Strathbeg) | 2 Dks | 4681 4074 3422 | | | | | 1909 | W. Hamilton & Co. Ld. Pt. Glasgow | Hamane Shoten K.K. | 376·8 \| 52·3 \| 25·5 P35'B100'F40' | Takasago Japanese *WB* | T.3Cy.25", 41" & 68"–48" 320NHP D. Rowan & Co. Glasgow | | C |
| 70048 42982 JTNL | **Asakasan Maru** D.F. GyC. | *Oil Eng.* 3 Dks *Cruiser Stern* | 8702 — 5261 | | | | | 1937 | Mitsui Bussan Kaisha, Ld. Tama | Mitsui Bussan Kaisha, Ld. | 455·1 \| 62·0 \| 39·4 F35' | Kobe Japanese | Oil Engines 2S.C.DA 6Cy.24⅞"–55½" 1230NHP Mitsui Bussan Kaisha, Ld. Tama | | C |
| 70049 44754 JPAM | **Asakaze Maru** D.F. *Cruiser Stern* | *Fitted for oil fuel* 2 Dks | 6517 — 3880 | | | | | 1938 | Osaka Iron Works, Ld, Innoshima | Todai Kisen K.K. | 424·1 \| 57·4 \| 34·4 P41'B154'F45' | Osaka Japanese | 2 D R geared steam turbines 500NHP Hitachi Seisakusho, Tokyo | | C |
| 70050 35342 JFXC | **Asama Maru** (P) *ssNag.No.2–38* GyC. E.S.D. D.F. *Ref. Mchy.* | Quad Sc *Oil Eng.* 3 Dks (Stl-Wthr dk pt teaks) 4th dk (Stl) in Nos. 1, 2 & 3 holds *Cruiser Stern* | 16975 11576 10017 | ✠100A1 Yka *l*† *with freeboard* 1,41 ~~1,40~~ DBS1,41 ~~DBS9,42~~ ~~LMC8,38~~ ~~Lloyd's RMC12,39~~ 1,41 ~~7,40~~ 5,40 Fitted for carrying oil 10,29 | | *p* 6,38 *s* 6,38 *pa* 7,40 *sa* 7,40 | 1929 10mo | Mitsubishi Zosen Kaisha, Ld. Nagasaki Lloyd's *SA&CP* | Nippon Yusen K.K. Cell D B 389'2019t | 560·0 \| 72·0 \| 42·5 583·6 (O.L.) B&F483' FK Promenade 340' Tanks in way of tunnels 998t D T | Tokyo Japanese 10 B Hpt Cem | Oil Engines 2S.C.SA 32Cy.26¾"–39⅜" 4008NHP 2 D B *120lb* Sulzer Bros. Winterthur | 42 ″ 6 s 14 ″ 2 28 ″ 6 | |
| 70051 29705 JDYA | — (*ex* Inverie) | *ss* Osa. No.3–5, 26 *ss* Kob. No.1–31 2 Dks (Stl) & deep framing | 4892 4402 3075 | ✠ … 7,34 Osa *x* Fitted for carrying oil 10,29 | | | F.P. above 150° F. in forward deep tanks | 1901 12mo | W. Hamilton & Co. Port Glasgow | Yonehara Masuze & others Cell D B A 117' u E 27' | 369·5 \| 52·1 \| 27·2 P33'B114'F38' FK *f* 154'914t D T *a* 27' | Kobe Japanese 6 B H Cem 730t A P T 29 t | T.3Cy.27½" 43½" & 72½"–48" NDB16 405NHP 2SB, *6cf*, GS123, HS5122 D. Rowan & Co. Glasgow | 29 ″ 11 | |
| 70052 23311 JAUB | — | | 2017 1845 1174 | | | | | 1918 | Toba Co. Toba | Settsu Syosen K.K. (Osaka Syosen K.K. *Mgrs.*) | 270·0 \| 39·0 \| 23·9 | Hutyu Japanese *WB* | T.3Cy.18", 30" & 49"–36" 144NHP Okamoto Works, Osaka | | |
| 70053 173234 ~~PTFH~~ D.F. | **Asbjörn** *Oil Eng.* 1 Dk & Shelter dk 3rd dk in No. 1 hold *Cruiser Stern* | Twin Sc | ~~4367~~ ~~3879~~ ~~2010~~ 4733 4120 2770 | ✠100A1 ~~Plt~~ *y* *with freeboard* ~~Examined 2,41~~ LMC CS2,40 DBS2,40 9,39 | Hfx | CL 8,38 | 1935 11mo | Akt. Burmeistr & Wain Copenhagen Lloyd's *SA&CP* | Canadian Government (Canadian Government Merchant Marine, Ld.) (Canadian National Steamships, *Mgrs.*) Cell D B 327' 1129t M T | ~~278·5~~ \| ~~55·0~~ \| ~~23·1~~ 283·0 \| 23·4 F36' FK (*Coll to Sh dk* 6 ,, 2nd ,, *Prom dk* 243' Tanks at sides of tunnel 28'1029t | Montreal British DB *100lb* 7 B H *des of tunnel* | Oil Engines 2S.C.SA 10Cy.19½"–35⅞" 676NHP Akt. Burmeistr & Wain, Cpn 168t F P T 115t A P T 203t | 27 ″ 2 s 2 ″ 9 24 ″ 6½ | |
| 70054 147307 GKNJ | **Ascania** (P) *ssLiv.No.3–4, 38* GyC. Sub.Sig. *Ref. Mchy.* D.F. E.S.D. | Twin Sc 2 Dks (Stl) & Shelter dk (Stl–ws) 3rd dk (Stl) in holds *except Nos. 4 & 5* | 14013 10693 8437 | ✠100A1 Bkn *h*† *Shelter dk with freeboard* 9,39 BS3,39 LMC1,38 Lloyd's RMC3,39 | | CL PN 8,38 S 2,39 | 1925 5mo | Armstrong Whitworth & Co Ld. Newcastle Lloyd's *SA&CP* | Cunard White Star, Ld. Cell D B 445'1736t | 520·0 \| 65·3 \| 39·0 B&F426' *on Sh dk* *Prom dk* 243' F K D T 51'1456t Tanks in way of tunnels 45'382t F P T | Liverpool British *Cem* 10 B H to S dk | 4 Steam Turbines D R geared to 2 Sc. Shafts (*s*) 220lb 1640NHP 2 D & 2SB, *24cf*, HS19440 F D Armstrong, Whitworth & Co. Ld. Newcastle | 43 ″ 0 s 11 ″ 10½ 31 ″ 7½ | |
| 70055 3234 OHSD | — (*ex* Ramshill, *ex* Scania, *ex* Narcissus) Well deck | *ss* Els. 3rd No.3–2, 38 1 Dk (Stl) Cargo battens not fitted | 838 703 391 | Fitted for oil fuel 5, 25 F.P. above 150° F. ✠100A1 Got *k* 9.40 ~~9.00~~ Hfx LMC2,38 MBS3,40 DBS9,40 ~~orig~~ | | CL ~~1,08~~ 9,40 | 1901 4mo | Mackie & Thomson Glasgow Lloyd's *SA&CP* | J.W. Paulin Cell L Ba 40' f 79'184t F P T | 199·2 \| 31·0 \| 13·1 190·6 Q98'B15'F25' FK 45t A P T 24t | Wiborg Finnish *WB* | T3Cy 17⅛", 28⅛" & 45"–33" (*s*) 165lb *90lb* 130NHP 1SB, *3rf*, GS80, HS2040 Muir & Houston, Ld. Gls. | 14 ″ 6 s 4 ″ 10½ 13 ″ 9 | |
| 70056 DRAC | — | Iron 1 Dk | 420 322 251 | | | | | 1884 | Aron & Gollnow Stettin | Reed. K.K. Skriver G.m.b.H. | 175·4 \| 24·1 \| 9·0 Q41'B37'F18' len 90 | Hamburg German *WB* | C.2Cy.17½" & 32¾"–22½" NB22 42NHP Aron & Gollnow, Stettin | | G |
| 70057 131312 GPZC | **Ascanius** (P) *Ref. Mchy.* D.F. | Twin Sc 3 Dks | 10048 8436 6262 | | | | | 1910 | Workman, Clark & Co. Ld Belfast | Ocean S.S. Co. Ld. (A. Holt & Co. *Mgrs.*) | 493·0 \| 60·4 \| 37·1 P47'B199'F63' | Liverpool British *WB* | T.6Cy.24", 40" & 68"–48" 640NHP Wrkman, Clark & Co. Ld Bel | | BT till 12-41 3rd 12-41 |
| 70058 163574 MBFB | ~~Aseity~~ | *ss* Lon. No.1–39 *Oil Eng.* 1 Dk *Cruiser Stern* | 416 261 213 | ✠100A1 Lon *f* 10,39 LMC10,39 | | OG N 6,39 | 1935 3mo | G. Brown & Co. Greenock Lloyd's *SA&CP* | F.T. Everard & Sons, Ld. | 142·9 \| 26·7 \| 8·7 Q91'F19' FK F P T 64t A P T 37t | London British 3 B H A sp | Oil Engines 2S.C.SA 5Cy.12¾"–15½" 72RHP Newbury Diesel Co. Ld. Newbury | 9 ″ 9 s 3 ″ 8 9 ″ 9 | |
| 70059 LCHO | **Asgerd** Wireless | 1 Dk | 1308 1135 741 | | | | | 1924 | Stavanger Stöberi & Dok Stavanger | D/S A/S Asgerd (Bertrand Marcussen) | 243·4 \| 37·2 \| 16·0 P53t H65t | Askerōy Norwegian *WB* | T.3Cy.17½", 28½" & 48"–39" 144NHP Stavanger Stöberi & Dok | | N |

*Now Arkansas," see No. 87028 in Supplement*

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| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Engine Comt Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers twice classed if not in L.R. ‡Dared B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70060<br>164622<br>MLLB | **Ashanti**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Cruiser Stern* | 534<br>333<br>274 | ✠100A1<br>2,41 ~~3,39~~<br>✠NE10,37 ✠LMC10,37<br>✠LMC(M)5,39 | Npt<br>Cff | *h* | OG<br>~~5,38~~<br>N2,41 | 1936<br>5mo | GooleS.B. &Repg.Co. Ld. Goole | T.E.Evans&Co.Ld. | 183·6\|27·1\| 8·0<br>P42'Q100'F18' FK<br>*Lloyd's SA&CP* *Cell DB114'180t FPT54t APT41t* | | | London<br>British<br>3 *BHCem* | Oil Engines 2S.C.SA<br>6Cy.9½"–16½" 102NHP<br>Nydqvist&Holm,A/B. Trollhättan | 10 " 5<br>s 3"11½<br>10 " 0¼ | |
| 70061<br>164518<br>GYMC D.F. E.S.D. | **Ashantian**<br>*ss* Liv. No.1–39<br>1 *Dk & Shelter dk*<br>*Cruiser Stern* | 4917<br>4146<br>~~2955~~ 2950 | ✠100A1<br>*with freeboard*<br>5,40 ~~10,39~~ ✠LMC11,39<br>*Carrying vegetable oil in deep tank* | Liv<br>Npt | *a*†<br>2½ | CL<br>5,38 | 1935<br>8mo<br>*Lloyd's SA&CP* | Wm.Hamilton&Co.Ld. PortGlasgow | UnitedAfricaCo. Ld. *Cell DB334'946t DTa25'873t FPT18 8t APT142t* | 404·1\|56·7\|23·0<br>416·0(O.L.)<br>F45' FK | | | Liverpool<br>British<br>7 *BHptCem* (*Coll to Sh dk* 6 „ *2nd* „ ) | T.3Cy.21½",35"&62"–45"<br>&exhaust turbine driving<br>steam compressor (*s*)<br>220lb FD 397NHP<br>2SB(Spt),*6cf*,GS107,HS4810<br>D.Rowan&Co.Ld.Gls. | 25 " 3<br>s 1 " 11<br>23 " 6½ | |
| 70062<br>148865<br>GLPV | **Ashbury** (*ex* Cairnhill–35,*ex* Nitedal)<br>*ss* Nwc. No.3–7,38<br>1 *Dk(Stl)* | 3901<br>3600<br>2363 | 100A1<br>11,407~~,38~~<br>PN1<br>BS12,40 LMC8,38 | Nwc | *w* | CL<br>9,39 | 1924<br>*Lloyd's SA&CP* | W.Gray& Co.Ld. WHartlepool | AlexanderShippng Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *Cell DB313'989t FPT 118t APT84t* | 356·5\|50·0\|24·7<br>P30'B108'F35' FK | | | Glasgow<br>British<br>6 *BHCem* | T.3Cy.23",40½"&67"–45" (*s*)<br>180lb 415NHP<br>2SB(FD)&1AuxSB,*8cf*,<br>GS139,HS6085<br>Cen.Mar.Eng.Wrks.WHpl | 27 " 2<br>s 4 " 8¾<br>22 " 8¼ | |
| 70063<br>139249<br>4586<br>GNLR D.F. 1 *Dk* | **Ashby** | 4868<br>3030 | | | | | 1927 | Cowpen DD&SBCoLd Blyth | RopnerShipping Co.Ld. | 405·1\|53·6\|26·4<br>P30'B229'F41' | | | W. Hartlpl<br>British<br>*WB* | T.3Cy.26",43"&71"–48"<br>349NHP<br>Blair&Co.(1926)Ld.Stk. | | C |
| 70064<br>171312<br>GDPP | **Ashcrest** (*ex* Zrinski–40,*ex* Erle)<br>*ss* Rot. No.3–12,32<br>*ss* Rot. No.1–36<br>1 *Dk(Stl)* & *Shelter dk(Stl)* | 5652<br>5421<br>3524 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>3,40 ✠LMC<br>MS2,37 ~~BS8,39~~ 10,40<br>*Fitted for oil fuel* 5,20 | Cff | *y* | CL<br>3,39<br>*F.P. above* | 1920<br>5mo<br>*Lloyd's SA&CP* | Nthmblnd S.B.Co.Ld. Newcastle | CrestShippingCo. Ld. *Cell DB351'1178t FPT60t APT90t* | 399·6\|53·0\|32·8<br>413·0(O.L.)<br>F37' *on Shelter dk* FK<br>1 50° F. | | | London<br>British<br>*ptCem*<br>2 *BHtoSh dk*<br>5 „ „ *U* „ | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Palmers'S.B.Co.Ld.Nwc. | 35 " 5<br>s 9 " 4¾<br>26 " 3 | |
| 70065<br>152641<br>VGCM | **Ashcroft** (*ex* Gleniffer)<br>*Mchy. Aft* D.F. 1 *Dk* | 7726<br>7253<br>4439 | | | | | 1924 | Midland S.B.Co Ld. Midland,Ont. | CanadaSteamship Lines,Ld. | 546·0\|60·2\|28·0<br>*WB* | | | Midland, Ont.<br>British | T.3Cy.24½",41½"&72"–48"<br>*Emade 18 fitted* 24 360NHP<br>Hooven-Owens&<br>RentschlerCo.Hamilton,O. | | C R |
| 70066<br>137401<br>MFPN | **Ashfield** 3 Mst<br>*Well deck*<br>*Mchy. Aft* *ss* Liv. No.2–36<br>1 *Dk(Stl)* | 426<br>306<br>162 | ✠100A1 ~~Liv~~<br>Examined 7,40 Liv<br>7,40 ✠LMC<br>~~MS2,36~~ ~~BS2,39~~ 10,40 | | *g* | CL<br>~~7,36~~<br>6,40 | 1914<br>10mo<br>*Lloyd's SA&CP* | LythamSB &Eng.Co.Ld. Lytham | ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) *DTf16' 33t APT6t* | 142·5\|26·0\|11·5<br>Q85'B9'F23' BK6½"<br>4 *BHCem* | | | Liverpool<br>British | T.3Cy.14",22"&38"–24" (*s*)<br>180lb 70RHP<br>1SB,*3pf*,GS50,HS1520<br>LythamS.B.&E.Co.Ld.Lyt | 12 " 6<br>s 3 " 11<br>12 " 11 | |
| 70067<br>UPER | **Ashkhabad** (*ex* Dnepröstroi–38,<br>*ex* Kutais–35, *ss* Bal. No.3–3,29<br>*ex* Mistley Hall–34, *ss* Bkn. No.1–33<br>*ex* Aldersgate,*ex* Milazzo, 1 *Dk(Stl)*<br>*ex* War Hostage) *Adapted for oil fuel* | *5284*<br>*4743*<br>*3164* | ✠ ...<br>12,35<br>✠ | Rot | *y* | | 1917<br>12mo | Harland& Wolff,Ld. Glasgow | U.S.S.R. *Cell DB345'1136t DT28'1200t FPT11* | 400·7\|52·3\|28·5<br>P49'B112'F38' FK | | | Odessa<br>Russian<br>7 *BHptCem* 8 *tAPT185t* | T.3Cy.27",44"&73"–48"<br>489NHP<br>3SB,*9cf*,GS190,HS7020<br>Harland&Wolff,Ld.Gls. | 31 " 0 | |
| 70068<br>120500<br>VRBG | **Ashridge**<br>*ss* Mel. 2nd No.3–12,29<br>*ss* HKg. No.2–38<br>1 *Dk(Stl)* & *deep framing* | 2884<br>2740<br>1849 | ✠100A1<br>~~2,40~~ ~~2,39~~ 12,40<br>~~BS10,39~~ ✠LMC6,38<br>8,40 | HKg<br>Bom | *u* | CL<br>~~10,38~~<br>8,40 | 1905<br>2mo<br>*Lloyd's SA&CP* | W.Hamilton&Co. Pt.Glasgow | WingHongCo.Ld. (Williamson&Co. *Mgrs.*) *Cell DBa96' uE22' f144' 849t APT70t* | 325·8\|47·0\|22·2<br>337·7(O.L.)<br>P22'B88'F40' FK | | | Hong Kong<br>British<br>5 *BHCem* | T.3Cy.24",40"&65"–42" (*r*)<br>180lb 287NHP<br>2SB,*6cf*,GS112,HS4290<br>ClydeS.B.&E.Co.Ld.P.Gls. | 24 " 10<br>s 3 " 11⅜<br>21 " 0 | |
| 70069<br>142865<br>GDPM D.F. | **Ashworth**<br>*ss* Nwc. No.3–4,33<br>*ss* Nwc. No.1–37<br>1 *Dk(Stl)* | 5227<br>4790<br>3148 | ✠100A1<br>1,41 ~~2,40~~<br>✠LMC<br>MS12,37 ~~BS5,39~~<br>6,40 | Nwc | *y* | CL<br>12,37 | 1920<br>4mo<br>*Lloyd's SA&CP* | W.Pickersgill&Sons,Ld Sunderland | WatergateSteam ShippingCo.Ld. (R.S.Dalgliesh& R.I.James,*Mgrs*) *Cell DBa126' uE22' f180' 978t FPT132t APT218t* | 400·0\|52·3\|28·5<br>P49'B113'F38' FK | | | Newcastle<br>British<br>7 *BHCem* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>G.Clark,Ld.Sunderland. | 31 " 0<br>s 5 " 11¾<br>25 " 3¾ | |
| * 70070<br>OYRB | **Asia** Twin Sc 4 Mst<br>*Oil Eng.*<br>*ss* Cpn. No.3–9,32<br>*ss* Cpn. No.1–37<br>D.F. 2 *Dks(Stl)* & *Shelter dk(Stl)* | 7014<br>5045<br>4460 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>9,39<br>✠LMC CS11,37<br>DBS9,38 8,36 | Nkv | *a*† | CL<br>SN3,37<br>P2,38 | 1919<br>3mo<br>*Lloyd's SA&CP* | Akt. Burmeistr& Wain Copenhagen | Akties.DetÖstasiatiskeKompagni *Collision B Hto Shelter dk Cell DB378'1266t FPT9 3t APT73t* | 425·3\|55·2\|35·4<br>442·0(O.L.)<br>FK | | | Copnhagn<br>Danish<br>*ptCem*<br>6 *BH to U dk* | Oil Engines 4S.C.SA<br>12Cy.24½"–37½" 717NHP<br>DB *100lb*<br>Akt.Burmeister&Wain | 38 " 6<br>s 10 " 0¾<br>28 " 10 | |
| 70071<br>110358<br>VPJX | **Asian** (*ex* Hwah Chong–38,<br>*ex* Winifred Moller– 33,*ex* Gurth–32, *ss* Shi. No.1–30<br>*ex* Albr. W. Selmer,*ex* Saltwell) 1 *Dk* | 2461<br>2135<br>1488 | ✠ ...<br>7,32<br>✠ | | | | 1900<br>9mo | ShortBros. Ld. Sunderland | LingNamS.S.Co. Ld.(Williamson& Co.*Mgrs.*) | 299·0\|43·0\|19·5<br>P27'B68'F32' FK | | | HongKong<br>British<br>*WB* | T.3Cy.21½",35"&59"–39"<br>NDB19 219NHP<br>J.Dickinson&Sons,Ld.Sld. | 22 " 0 | |
| 70072<br>147061<br>GJRD D.F. | **Asiatic**<br>*ss* Hpl. No.3–3,36<br>1 *Dk(Stl)* | 3741<br>3386<br>2300 | ✠100A1 ~~Hpl~~<br>Examined 8,41 Liv<br>✠LMC<br>MS2,35 ~~BS12,39~~ 5,41 | | *w* | CL<br>8,38 | 1923<br>1mo<br>*Lloyd's SA&CP* | Burntislnd S.B.Co.Ld. Burntisland | W.H.Cockerline &Co. *Cell DBa 103' uE21' f155'888t* | 349·7\|50·0\|24·7<br>P32'B103'F32' FK | | | Hull<br>British<br>6 *BHCem* | T.3Cy.25",41"&68"–45" (*r*)<br>180lb *180lb* 342NHP<br>2SB(Spt)*8pf*,GS128,HS5336<br>Cooper&Greig,Ld.Dundee | 26 " 11<br>s 5 " 4¾<br>21 " 9 | |
| 70073<br>FNLM D.F. | **Asie** (P) Twin Sc<br>*Fitted for oil fuel*<br>*Ref. Mchy.* 5 *Dks* | 8561<br>6617<br>4214 | | | | | 1914 | Atel.&Ch. deFrance Dunkirk | ChargeursRéunis | 439·3\|55·9\|35·4<br>F72' | | | Havre<br>French<br>*WB* | T.6Cy.28",46"&77"–48"<br>822NHP<br>Atel.&Ch.deFrance,Dnk. | | V |
| 70074<br>DGDC | **Asien** (*ex* Hermes)<br>*ss* Cff. No.3–9,18<br>*ss* Shi. No.2–27<br>1 *Dk 2 tr B deep f raming* & *Web f rames* | 3894<br>3652<br>2447 | ✠ ...<br>1,30<br>✠ | | | | 1905<br>10mo | JLThompson&Sons,Ld. Sunderland | "Atlas" Reederei-A.G. | 344·7\|49·3\|26·8<br>P31'B104'F31' FK | | | Emden<br>German<br>*WB* | T.3Cy.25",41"&67"–45"<br>NDB26 329NHP<br>G.Clark,Ld.Sunderland | 27"11 | G ‡ |
| 70075<br>LIZU | **Ask** (*ex* Lowfield–35,*ex* Lambeth)<br>*ss* Shl. No.3–7,30<br>Wireless D.F. *ss* Stv. No.2–39<br>1 *Dk(Stl)* *Cargo battens not fitted*<br>*Well deck* | 1541<br>1280<br>821 | ✠100A1<br>12,40 ~~8,39~~<br>✠LMC8,39<br>BS12,40 | Stv<br>Liv | *p* | CL<br>12,38 | 1917<br>11mo<br>*Lloyd's SA&CP* | Dublin Dckyd Co.Ld. Dublin | A/S D/S Ask(A. Kjerland,*Mgr.*) *Cell DB171'310t DTa 29'131t FPT80t* | 240·2\|36·2\|18·3<br>249·2(O.L.)<br>Q91'B52'F23' FK | | | Bergen<br>Norwegian<br>4 *BHCem* | T.3Cy.18",30"&50"–33" (*s*)<br>180lb 179NHP<br>2SB,*6cf*,GS101,HS3075<br>J.G.Kincaid&Co.Ld.Grk. | 20 " 6<br>s 2 " 8<br>18 " 2½ | |
| 70076<br>4914<br>SDFR | —<br>1 *Dk* | 1041<br>890<br>592 | | | | | 1908 | Lindholmens V.A. Gothenburg | StockholmsRederiaktieb.Svea (Eman.Högberg, *Mgr.*) | 227·2\|33·6\|14·1<br>B60'H68'F28' | | | Stockholm<br>Swedish<br>*WB* | T.3Cy.14½",24"&40"–27"<br>83NHP<br>LindholmensV.A Got. | | V |
| 70077 | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. | 3 Matériaux, Gréement, etc. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Tonal. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite à flot pour bordé. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registre de cote, si ce n'est dans le L. pl. Degré Cert. to 4/4 Mast. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70078 167288 GSBR | **Aska** (P) | TwinSc 2Dks Ref.Mchy. CruiserStern | 8323 4983 3974 | ✠100A1 4,40 ~~3,00~~ ✠LMC8,39 ✠Lloyd's RMC8,39 | Cal | c† 2½ | CL | 1939 8mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's SA&CP | BritishIndiaStm. Nav.Co.Ld. CellDB372'1168t Tanks at sides | 444·6\|61·2\|25·2 461·1(O.L.) B190'F45' FK Shade dk s of tunnels 80t FPT | London British 2BHCem to Shade dk 8 „ 2nd „ 78t APT133t | 6 steam turbines SR geared to 2 sc. shafts (s) 2155NHP 3WTB450lb(Spt440lb) GS462,HS17895 FD ParsonsMarineSteam TurbineCo.Ld.Nwc. | 28 ″ 3 s 4 ″ 8 23 ″ 9½ | BT till 7,40 |
| 70079 DHBM | **Askari** Wireless Mchy.Aft 1Dk | | 590 483 319 | | | | | 1927 | Deutsche Werft A.G Hamburg | DeutscheOst-AfrikaLinie WB | 170·6\|28·1\|13·1 Q6'F27' | Hamburg German | T.3Cy.13⅜″,21¼″&34½″–22½″ 58NHP DeutscheWerft,Ham. | | G |
| 70080 218586 | **Askawake** Fitted for oil fuel 2Dks Longitudinal framing | | 6148 5735 4617 | | | | | 1919 | Seattle NorthPacific S.B.Co. Seattle,Wash | UnitedStates Maritime Commission WB | 401·9\|53·1\|32·0 P34'F38' | Seattle Utd.States | 2 SteamTurbinesDR geared to 1 Sc Shaft W.&A.Fletcher,Hoboken, N.J. | | |
| 70081 LCDQ | **Askeladden** 1Dk | | 2496 2199 1431 | | | | | 1920 | ForthS.B. &E.Co.Ld. Alloa | RederiA/SAladdin (J.T.Farsjö&Co. Mgrs.) WB | 295·7\|43·6\|20·6 P87tH124t | Oslo Norwegian | T.3Cy.20½″,33″&54″–39″ 182NHP ForthS.B.&E.Co.Ld.Alloa | | N |
| 70082 LJLI | **Askepot** Wireless D.F. 1Dk&Shelterdk CruiserStern | | 1312 1044 707 | | | | | 1937 | Fredrkstad Mek VrksA/S Fredrikstad | RederiA/SAladdin (J.T.Farsjö&Co. Mgrs.) WB | 251·2\|42·3\|14·0 P58tH125tF15t | Oslo Norwegian | C.4Cy.(2)13″&30⅛″–28½″ 82NHP FredrikstadM.V.A/S Fredrikstad | | N |
| 70083 LCDR | **Askild** (exBockenheim, exKarpin,exMegrez) 4Mst 1Dk | | 1930 1660 1120 | | | | | 1918 | J.&A.van deSchuyt Papendrecht | RederiA/SAladdin (J.T.Farsjö&Co. Mgrs.) WB | 269·5\|42·2\|18·2 P77tH103tF32t | Oslo Norwegian | T.3Cy.17½″,29″&46″–36″ 127NHP J.&A.v.d.Schuyd,Ppndrht | | N |
| 70084 868 OHYF | **Askö** (exErikB.–36,exUrsus,exDora) ssAbg.3rdNo.3–3,34 D.F. ssSbg.No.1–38 1Dk(Stl)&deepframing&ptAwngdk(Stl) Cargo battens not fitted | | 2122 — 1282 | ✠100A1 ptAwngdk withfreeboard 1,10 10,40 BS7,40 ~~BS5,39~~ ✠LMC5,38 | Skm | r | CL ~~1,10~~ 9,40 | 1897 7mo | Akt.Ges. "Neptun" Rostock Lloyd's SA&CP | RederiA/B Askö (A.Andersson, Mgr.) CellDBa92' | 290·8\|40·3\|15·8 280·5 40·7 P14'Q88' FK ptAwngdk176' uE&B44'f104'515t | Mariehmn Finnish 4BHCem 170lb 100lb (s) 187NHP NDB25 1SB,3rf,GS59,HS3006 A.G."Neptun,"Rostock APT15t | 18 ″ 6 s ″ 8½ 17 ″ 11½ | |
| 70085 LKAO | **Askot** Fitted for oil fuel 1Dk&Shelter dk CruiserStern | Wireless D.F. | 1323 1043 715 | | | | | 1938 | Fredrkstad Mek VrksA/S Fredrikstad | RederiA/SAladdin (J.T.Farsjö&Co. Mgrs) WB | 251·2\|42·3\|14·0 | Oslo Norwegian | C.4Cy.(2)13″&(2)30⅜″–28¾″ 82NHP FredrikstadM.V.A/S Fredrikstad | | N |
| 70086 OZKE | **Aslaug** Wireless D.F. 1Dk | | 1509 1161 900 | | | | | 1927 | Akt.Burmeistr&Wain Copenhagen | Dampskslsk. TormA/S (A.Schmiegelow& A.Kampen,Mgrs.) WB | 250·1\|38·7\|15·5 P16'Q68'B106'F31 | Copnhagn Danish | T.3Cy.18″,29″&48″–33″ 132NHP Akt.Burmeistr&Wain,Cpn | | C |
| 70087 5933 SDFU | **Aslög** 1Dk | | 1368 1171 759 | | | | | 1916 | N.V.G.van der Giessen Krimpen | Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.) WB | 237·8\|36·1\|16·3 P30'B57'F28' H134t | Stockholm Swedish | T.3Cy.17½″,29″&46″–36″ 127NHP Alblasserdam.Msch.Fab. | | V |
| 70088 29312 JAAB | **Aso Maru** (P) | 2Dks | 3028 2709 1822 | | | | | 1923 | Mitsubishi ZosenKaisha Ld. Nagasaki | ToaKaiunK.K. WB | 315·5\|46·0\|27·0 P22'B80'F36' | Tokyo Japanese | T.3Cy.23″,38″&64″–48″ 284NHP MitsubishiZosenKaishaLd. | | C |
| 70089 37491 JUJH | — Ref.Mchy. Mchy.Aft CruiserStern | Oil Eng. 1Dk | 704 604 368 | | | | | 1932 | Mitsubishi ZosenKaisha Ld.Kobe | OsakaSyosenK.K. WB | 170·0\|30·0\|17·6 P44'F20' | Osaka Japanese | Oil Engines 4S.C.SA 6Cy.16¾″–24⅞″ 164NHP MitsubishiZosenKaishaLd. | | |
| 70090 39705 JWSI | **Asosan Maru** Ref.Mchy. D.F. GyC | Oil Eng. 2Dks&Shelterdk Cruiser Stern | 8812 — 5289 | | | | | 1935 | Mitsui Bussan Kaisha,Ld. Tama | MitsuiBussanK.K. WB | 453·0\|62·0\|30·5 P22'F422' | Kobe Japanese | Oil Engines 2S.C.DA 6Cy.24⅞″–55½″ 1230NHP MitsuiBussanKaisha,Ld. Tama | | C |
| 70091 79 SVQY | **Aspasia** (exTheodorosGalakis, exHornbyCastle, exPacific) ssAnt.No.3–6,27 ssAms.No.2–36 1Dk(ptStl ptIrn) | | 4211 3881 2615 | ✠100A1 3,38 BS2,40 ✠LMC3,35 | Ant | x | CL 2,40 | 1914 9mo | Sunderlnd S.B.Co.Ld. Sunderland Lloyd's SA&CP | J.Th.Galakis CellDBa117'u | 370·0\|53·5\|24·5 P33'B234'F33' FK E26'f164'987tFPT | Chios Greek 6BHCem 2SB,6cf,GS140,HS6214 82tAPT131t | T.3Cy.25″,42″&65″–48″ (s) 1801b 363NHP Blair&Co.Ld.Stockton | 27 ″ 0 s 3 ″ 8½ 23 ″ 6½ | |
| 70092 940 SVXL | **Aspasia Nomikos** 1Dk&Shelter dk CruiserStern | | 4855 4333 2894 | ✠100A1 withfreeboard 2,10 10,40 ✠LMC6,38 | Liv Gal | a† | CL | 1938 6mo | Burntislnd S.B.Co.Ld Burntisland Lloyd's SA&CP | PetrosM.Nomikos, Ld. CellDB349'1230t | 414·3\|57·0\|25·7 430·0(O.L.) FK FPT191t APT207t | Piræus Greek 6BHptCem (Coll to Sh dk 5 „ 2nd „) | T.3Cy.22″,37″&63″–45″ 2201b (s) 410NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS148,HS6165 D.Rowan&Co.Ld.Gls. | 28 ″ 1 s 3 ″ 0 25 ″ 3½ | |
| 70093 8092 SKZG | **Aspen** (exHenneseid–36,exFri, exYtteröy,exKonsulOlsen) 1Dk | | 1305 1115 714 | | | | | 1918 | Stavanger Stöberi&Dok Stavanger | O.F.Ahlmark&Co. Eftr.A/B WB | 239·9\|37·1\|15·5 P50tH67tF14t | Karlstad Swedish | T.3Cy.17½″,28½″&48″–33″ 132NHP StavangerStöberi&Dok | | N |
| 70094 127477 MFTG | — Well deck Mchy.Aft | 3Mst ssBel.2ndNo.3–6,39 1Dk(Stl) Cargo battens not fitted | 333 24½ 123 | ✠100A1 6,41 ~~6,00~~ BS3,41 2,40 ~~1,65,30~~ ✠LMC MS6,39 | Bel | f | CL ~~6,35~~ 6,41 | 1915 1mo | J.Fullerton&Co. Paisley Lloyd's SA&CF | Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. Mgrs.) | 142·6\|23·6\|10·1 Q79'B7'F25' BK6" FPT | Newry British 6BHCem 45tAPT40t | C.2Cy.15″&34″–24″ (s) 1801b 47RHP 1SB,2pf,GS39,HS1280 Fisher's,Ld.Paisley | 11 ″ 4 s 4 ″ 0½ 11 ″ 7 | |
| 70095 161300 MPNV | **Asperity** ssGoo.No.2–38 Mchy.Aft 1Dk(Stl)&Web frames Strengthened for Navigation in Ice | | 699 538 305 | ✠100A1 1,38 BS5,40 ~~BS4,39~~ ✠LMC4,38 Carrying Petroleum in bulk | Goo | | CL 7,39 | 1929 9mo | G.Brown &Co. Greenock Lloyd's SA&CP | F.T.Everard& Sons,Ld. | 187·4\|28·2\|13·4 Q74'F25' FK FPT26tAPT39t | London British 6BHptCem ptAsp | T.3Cy.15″,25″&40″–30″ (s) 1801b 99RHP 1SB,3cf,GS66,HS2464 W.Beardmore&Co.Ld.Gls. | 13 ″ 2 s 1 ″ 2 12 ″ 1½ | |
| 70096 147289 GJPZ | **Asphalion** (P) Ref.Mchy. D.F. | 2Dks | 6274 5348 3836 | | | | | 1924 | Scott'sS.B. &Eng.Co.Ld Greenock | ChinaMutual SteamNav.Co.Ld. (A.Holt&Co.Mgrs) | 431·7\|54·7\|30·1 P43'B140'F45' | Liverpool British WB | 2 SteamTurbinesDR geared to 1 Sc.Shaft Scott'sS.B.&Eng.Co.Ld. | | BT till ~~5,40~~ ~~11,10~~ 5,41 |
| 70097 | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Aged/ruded now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of R.O. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70098 PUAG | **Aspirante Nascimento** Twin Sc (*ex* Oyapock, *ex* Venus) *Fitted for oil fuel* Wireless 1 *Dk & Awng dk* | 916 — 439 | ✠ ... | | | | 1905 | Howaldts-werke Kiel | Lloyd Brasileiro | 200·0 | 30·0 | 8·9 | R. Janeiro Brazilian *WB* | T. 6 Cy. 11¾″, 19¼″ & 31½″–18½″ 84 NHP Howaldtswerke, Kiel | | |
| 70099 7039 SDFW | **Aspö** (*ex* Fylgia, *ex* Bris) *ss* Mmo. No. 3–3,32 *ss* Mmo. No. 1–36 1 *Dk (Stl)* | 1397 1146 717 | ✠ 100 A1 4,39 5,40 MS4,38 | Osc | *p* | | 1920 5mo | Kockums M.V. Aktieb. Malmö | Rederi A/B Rex (K.M. Källström, *Mgr.*) *Cell D* | 235·5 245·4 (o.l.) P17′B63′F25′ FK *B*196′ 364 *t FPT* 44 *t* | 37·7 | 16·5 | Stockholm Swedish *4 BH* *APT* 59 *t* | T. 3 Cy. 18⅛″, 28¾″ & 48⅛″–31½″ 1851b (*s*) 157 NHP 2SB, *4c*, Gs 70, Hs 2546 Kockums M.V. Akt. Malmö | 18 ″ 7 s 2 ″ 3½ 16 ″ 6 | |
| 70100 102591 EIGF | **Assaroe** (*ex* Yarrow) E.S.D. Wireless 2 *Dks* | 903 749 459 | ✠ ... 5,96 | | | | 1893 6mo | R. Napier & Sons Glasgow | Dublin & Silloth S.S. Co. Ld. | 230·0 P55′B70′F42′ | 32·1 | 15·0 BK 8″ | Dublin British *WB* | T. 3 Cy. 21½″, 34″ & 57″–42″ NB 08 223 NHP R. Napier & Sons, Glasgow | 15 ″ 10 | C † |
| 70101 162508 MPXV | **Assiduity** *Oil Eng.* *Mchy. Aft* *ss* Lon. No. 2–39 *Well deck* 1 *Dk (Stl)* | 350 218 186 | ✠ 100 A1 12,39 | Lon | *e* | | 1930 11mo | G. Brown & Co. Greenock *Lloyd's* | F.T. Everard & Sons, Ld. | 135·3 Q90′F16 | 24·6 | 8·7 FK *FPT* 18 *t* | London British *3 BH Cem* *APT* 20 *t* | Oil Engines 2S.C.SA 5 Cy. 13 3/16″–15⅝″ 153 NHP Plenty-Still Oil Engines, Ld Newbury | 9 ″ 6 s 3 ″ 7½ 9 ″ 6⅝ | |
| 70102 959 SZRE | **Assimi** (*ex* New Pioneer–39) *ss* Mch. 2nd No. 3–11,30 *ss* Mch. No. 1–35 1 *Dk (Stl)* | 722 535 320 | ✠ — 7,39 | Mch | *k* | | 1905 12mo | W. Dobson & Co. Newcastle | Mme. A.E. Karavias (Petros M. Nomikos, Ld. *Mgrs.*) *Cell D* | 193·0 201·7 (o.l.) P19′B53′F44′ | 29·6 | 12·4 BK 7½″ *B* 42′ *uE* 17′ *f* 83′ 164 *t FPT* 35 *t* | Piræus Greek *4 BH Cem* *APT* 28 *t* | T. 3 Cy. 16″, 27″ & 44″–30″ 133 NHP 2SB, *4pf*, Gs 122, Hs 2294 MacColl & Pollock, Ld. Sld. | 14 ″ 6 | |
| 70103 661 SZIA | **Assimina Baïka** (*ex* Eugénie, *ex* Condor, *ex* Lestris) *ss* Liv. No. 2–03 2 *Dks* | 1334 — 789 | ✠ ... 8,05 | | | | 1895 8mo | Wigham-Richrdsn & Co Newcastle | P.E. Baïkas | 254·1 P27′B50′F26′ | 33·5 | 17·1 BK 9″ | Piræus Greek *WB* | T. 3 Cy. 21″, 33½″ & 54″–39″ 195 NHP Wigham Rchrdsn & Co. Nwc. | 19 ″ 8 | V † |
| 70104 125984 VGKX | **Assiniboia** (P) 3 Mst *Mchy. Aft* 1 *Dk (Stl)* & *deep framing* D.F. & *Awng dk (Stl–ws)* | 3880 2613 2486 | ✠ 11,07 | N Yk | *w* | | 1907 8mo | Fairfield Co. Ld. Glasgow | Canadian Pacific Railway Co. *Cell D* | 336·5 B&F 295′ *B* u *E* & *B* 113′ *f* 185′ | 43·8 | 15·4 23·6 FK *6 BH Cem* 720 *t FPT* 24 *t* | Montreal British 524 NHP 4SB, *12cf*, Gs 299, Hs 9627 Fairfield Co. Ld. Glasgow | Q4 Cy 23½″, 34″, 48½″ & 70″–45″ | 26 ″ 9 | |
| 70105 280 IBSD | **Assiria** *Oil Eng.* D.F. 2 *Dks* | 2705 — 1622 | | | | | 1928 | Stabilmnto Tecnico San Rocco | "Adriatica" Soc. Anon. di Nav. | 308·2 290·8 B185′F35′ | 41·8 | 20·0 | Trieste Italian *WB* | Oil Engines 4S.C.SA 6 Cy. 24⅛″–43 1/16″ 357 NHP Stabilimento Tecnico, Tri. | | I |
| 70106 237523 WNNH | **Associated** *Mchy. Aft* *Fitted for oil fuel* D.F. E.S.D. GyC. 1 *Dk* *Cruiser Stern* *Carrying petroleum in bulk* *Longitudinal framing–bracketless system* | 8428 — 5972 | | | | | 1938 | Sun S.B. & D.D. Co. Chester Pa. | Tide Water Associated Oil Co. | 441·1 P93′B35′F40′ | 65·3 | 35·1 | S. Frncisco Utd. States | 2 steam turbines DR geared to sc. shaft General Electric Co. Lynn, U.S.A. | | R |
| 70107 226071 | **Associates** Twin Sc *Mchy. Aft* *Oil Eng.* *Carrying Petroleum in bulk* 1 *Dk* | 526 — 313 | | | | | 1926 | Bethlehem S.B. Corp. Ld. San Francisco | Tide Water Associated Oil Co. | 160·0 | 38·0 | 9·3 | S. Frncisco Utd. States *WB* | Oil Engines 4S.C.SA 6 Cy. 10½″–15″ 64 NHP | | |
| 70108 142859 MJWC | **Assuan** (*ex* Ptarmigan–38, *ex* Glanton, *ex* Glanton Firth) *ss* Lon. No. 3–5,32 *ss* Lon. No. 1–36 *Mchy. Aft* *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted* | 499 336 204 | ✠ 100 A1 Examined 1,41 BS~~5,39~~ 8,40 | ~~Shd~~ Nwc ✠ LMC ~~9,39~~ MS 1,41 | *d* | CL ~~7,38~~ 12,40 | 1920 2mo | Ardrossan DD & SB Co Ld Ardrossan *Lloyd's* | Gordonia Freighters, Ld. (J.S. Gordon & Co. *Mgrs.*) *Cell D* | 161·4 Q95′B9′F21′ *B* 84′ 108 *t FPT* 40 *t* | 25·2 BK 8″ *Bf* | 9·7 | London British *3 BH Cem* *APT* 26 *t* | T. 3 Cy. 13″, 21″ & 34″–24″ (*s*) 180lb 51 RHP 1SB, *3cf*, Gs 49, Hs 1510 Aitchison Blair, Ld. Gls. | 11 ″ 8 s 3 ″ 8 12 ″ 2 | |
| 70109 1869 ICKB | **Assunta De Gregori** (*ex* Tirreno–33) *ss* Ham. No. 3–4,27 *ss* Tri. No. 1–31 D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)* | 4219 4117 2633 | ✠ ... 6,35 | Gen | *y* | | 1914 2mo | Nthmblnd S.B. Co. Ld. Newcastle *Cell D* | Soc. Anon. di Nav. "Assunta De Gregori" | 400·0 *Ba* 140′ *uE* 23′ *f* 16′ | 53·0 6′1186 *t DT a* 30′100 | 23·8 FK *7 BH Cem* *0t APT* 128 *t* | Genoa Italian | T. 3 Cy. 26½″, 44″ & 73″–48″ 433 NHP 3SB, *9cf*, Gs 183, Hs 7116 Richardsons, Westgarth & Co. Ld. Sld. | 26 ″ 5 | I † |
| 70110 2151 ICMG | **Assunzione** (*ex* Valnegra–34, *ex* Brendon, *ex* Exford) *ss* Spz. No. 3–7,23 *ss* Gen. No. 1–27 D.F. 1 *Dk (Stl)* | 4531 4196 2730 | ✠ — 9,32 | Gen | *x* | | 1911 5mo | Craig, Taylor & Co. Ld. Stockton | Fratelli Rizzuto *Cell D* | 396·0 380·0 P35′B117′F36′ FK *Ba* 117′ *uE* 24′ *f* 167′ 1210 *t FPT* 11 *t* | 50·0 | 26·2 | Genoa Italian *6 BH Cem* *7t APT* 112 *t* | T. 3 Cy. 25″, 42½″ & 69″–48″ 374 NHP 2SB, *6cf*, Gs 142, Hs 6002 N.E. Marine Eng. Co. Ld. Sld | 20 ″ 0 | I † |
| 70111 143952 GCVK | **Assyrian** (*ex* Fritz) Twin Sc *ss* Liv. No. 3–5,27 *Well deck* *ss* Liv. No. 2–35 2 *Dks (Stl U–teak s)* 5 *tr B* *in fore hold & Web frames* *Longitudinal framing* | 2962 2717 1759 | ✠ 100 A1 Examined 3,40 MS 9,35 ✠ NE & B 9,23 | Liv ✠ LMC BS 6,39 | *u* | CL P 9,38 S 6,39 | 1914 8mo | Blohm & Voss Hamburg *Lloyd's* | Ellerman Lines, Ld. (Ellerman & Papayanni Lines, Ld. *Mgrs.*) *Cell D* | 332·0 P&B 212′F35′ *B* 268′ 740 *t FPT* 58 *t* | 44·8 FK | 23·1 *7 BH Cem* *APT* 94 *t* | Liverpool British | T. 6 Cy. 16¼″, 26½″ & 44″–34″ 180lb (*s*) 280 NHP 2SB, *6cf*, Gs 134, Hs 7551 Cooper & Greig Ld. Dundee | 25 ″ 6 s 3 ″ 3 22 ″ 5¼ | |
| 70112 OHWA | **Asta** (*ex* August Leffler, *ex* Boltenhagen, *ex* August Leffler, *ex* Lygnern, *ex* August Leffler) D.F. 1 *Dk (pt Irn & pt Stl)* & *Cargo battens not fitted* *deep framing* | 1854 1722 1086 | ✠ 100 A1 7,39 MS 4,36 ✠ LMC BS ~~6,39~~ 7,40 | Gms | *r* | | 1900 1mo | Osbourne, Graham & Co Sunderland | Rederi A/B Asta (A. Andersson) *Cell D* | 281·2 274·6 P22′B66′F29′ *B* a 90′ *uE* 20′ *f* 108′ 465 *t* | 40·5 41·7 FK | 18·1 *4 BH Cem* *APT* 74 *t* | Mariehmn Finnish | T. 3 Cy. 20¾″, 33″ & 54″–39″ (*s*) ~~180lb~~ 120lb 192 NHP 2SB (Spt), *6pf*, Gs 87, Hs 3037 J. Dickinson & Sons, Ld. Sld. | 20 ″ 6 s 2 ″ 9 17 ″ 11 | |
| 70113 DOMB | **Astarte** (*ex* Suomi) *ss* Fln. No. 1–02 *Well deck* 1 *Dk* | 633 479 356 | ✠ ... 9,05 | | | | 1897 9mo | R. Craggs & Sons Middlesbro' | Dampfschifffahrts Ges. Neptun | 177·3 Q90′B16′F23′ | 27·9 BK 7″ | 13·6 | Bremen German *WB* | T. 3 Cy. 14″, 22½″ & 37″–27″ 83 NHP MacColl & Pollock, Sld. | 14 ″ 2 | G † |
| 70114 149713 MNRP | **Asteria** (*ex* Surbiton) *Mchy. Aft* 1 *Dk (Stl)* *Well deck* | 649 450 319 | ✠ 100 A1 12,40 ~~1,39~~ ✠ LMC MS 3,38 BS ~~10,39~~ 12,40 | Irv | *i* | CL 4,39 | 1926 9mo | J. Lewis & Sons, Ld. Aberdeen *Lloyd's* | Wm. Robertson *Cell D* | 171·4 176·9 (o.l.) Q96′B11′F24′ *B* 103′ 142 *t FPT* 52 *t* | 27·8 FK | 11·3 *3 BH Cem* *APT* 21 *t* | Glasgow British | T. 3 Cy. 13″, 23″ & 37″–26″ (*s*) 200lb 70 RHP 1SB, *3pf*, Gs 48, Hs 1440 J. Lewis & Sons, Ld. Abn. | 13 ″ 5 s 3 ″ 8¾ 13 ″ 4¼ | |
| 70115 62 IKKG | — Twin Sc (*ex* Darma, *ex* Daraghiati i Dit, *ex* Zeemeeuw) *Oil Eng.* 1 *Dk* | 393 320 228 | | | | | 1911 | N.V. Werf. de Noord Alblasserdm. | B. & P. Donvio | 147·5 P31′F21′ | 25·5 | 10·0 | Fiume Italian *WB* | Oil Engines 2S.C.SA 4 Cy. 10¾″–12⅝″ NE 27 152 NHP Schiffswerfte Linz, Linz | | I |
| 70116 EBAU | **Astillero** Iron 1 *Dk* | 397 — 214 | | | | | 1893 | ..... Eaarlen, Holland | N. Lafuente | 145·5 | 28·4 | 10·7 | Bilbao Spanish | | | |
| 70117 | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiels. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assigné maintenant expiré. Lettre d'Enfoncement. | 7* Date de la dernière visite de l'arrière porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Registrées ou cotées et ce qui en est dans le L. M. Thread Cert. Not Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70118 | **Astir** (*ex*Angelica Mærsk, *ex*Höneberg, *ex*Auguste, *ex*Gunther) | | 1335 | | | | | 1896 | Helsingörs Jernsk&Msk. Elsinore | Th.F.Stafilopatis | 240·6\|34·2\|14·1 | Piræus | T.3Cy.17″,27½″&47″–33″ | | G |
| 580 | | | 934 | | | | | | | | Q78′B114′F20′ | Greek | 124NHP | | |
| SZID | | 1 *Dk* | 835 | | | | | | | | | | Helsingörs Jernsk & Mskb. | | |
| 70119 | **Astoria** | TwinSc | 4454 | ✠100A1 | Vcr | *y* | CL | 1926 | Akt.Naks-kovSkibs. Nakskov | ~~A/S D/S Orient.~~ Commonwealth of Australia | 379·6\|53·3\|25·3 | British | Oil Engines 4S.C.SA | 28 ″ 0 | |
| | | *Oil Eng.* *ss*Els.No.3–9,38 | 4077 | *with freeboard* | Syd | | ~~8,37~~ | 4mo | | | F39′ FK | | 12Cy.21⅛″–39⅜″ 541NHP | s 3 ″ 1 | |
| ~~OHDB~~ | D.F | 1 *Dk(Stl)&Shelter dk(Stl)* | 2694 | ~~7,50 10,80~~ 3,41 | | | 8,9,38 | *Lloyd's* | *sA&CP* *Cell* | *DB* 334′ 1018*t* *Tanks between Coll* *tunnels* 90*t* *FPT* | 116*t* *APT* 123*t* | 5 „ „ 2nd „ | DB *120lb* Akt.Burmeistr&Wain,Cpn | 24 ″ 1½ | |
| | | | | ✠LMC CS4,38 | | | | | | | | | | | |
| | | | | DBS~~4,37 3,40~~ 3,41 | | | 9,38 | | | | | | | | |
| 70120 | — | | 2224 | ✠ ... | | | | 1918 | Albina Eng &Mach.Wrks Portland,Or. | Hammond ShippingCo.Ld. | 289·0\|44·1\|19·0 | S.Frncisco | T.3Cy.22″,37½″&60″–42″ | 21 ″ 6 | R |
| 216749 | (*ex*Point Adams) | *ss*S.Fo.No.1–23 | 1945 | 11,23 | ✠ | | | 8mo | | | P24′B144′F32′ FK | Utd.States | 313NHP | | † |
| KQEP | Sub.Sig. *Fitted for oil fuel* | 1 *Dk* | 1358 | | | | | | | | | *WB* | Ellicott Machine Corp.Bal. | | |
| 70121 | **Astra** (*ex*Erissos, *ex*Acacia) | | 3120 | ✠100A1 | Lie | *u* | CL | 1902 | Irvine's SB &D.D.Co.Ld. W Hartlepool | Kugniecibas Sabiedriba "Gaida" (A.Behrsin, *Mgr.*) | 315·0\|45·1\|22·3 | Riga | T.3Cy.24″,38″&64″–42″ (*s*) | 25 ″ 0 | |
| 147 | | *ss*Bly.2nd No.3–1,29 | 2685 | *Spar dk* | | | 6,39 | 8mo | | | 327·0 (O.L.) | Latvian | 160lb 260NHP | s 2·10½ | |
| YLCK | | *ss*Lie.No.2–37 | 1808 | *with freeboard* | | | | | | | P21′B190′F30′ FK | 5 *BHCem* | 2SB,6*cf*,GS95,HS3825 | 22 ″ 3½ | |
| | | *Spar dk(pt Irn&pt Stl) 2 tr B&* | | 6.39 | ✠LMC | | | *Lloyd's* | *sA&CP* | *Cell DBa* | 100′*u* *E* 22′*f* 134′690*t* | *APT* 77*t* | Richardsons, Westgarth& Co.Ld.Hpl. | | |
| | *deep framing* | *Cargo battens not fitted* | | MS4,37 | BS~~4,38~~ 4,40 | | | | | | | | | | |
| 70122 | — | | 2398 | ✠100A1 | Cpn | *t* | CL | 1920 | Clyde S.B. &Eng.Co.Ld Port Glasgow | A/S D/S Orion (C.P.Jensen, *Mgr.*) | 296·1\|44·3\|20·3 | Copnhagn | T.3Cy.22″,35″&59″–39″ (*s*) | 22 ″ 9 | |
| | (*ex*Ferm, *ex*Saphir) | *ss*Abg.No.3–3,33 | 2153 | 9,38 | | | 1,38 | 5mo | | | 305·2 (O.L.) | Danish | 180lb *100lb* 250NHP | | |
| OXTE | | *ss*Abg.No.1–38 | 1407 | BS3,39 | ✠LMC1,38 | | | *Lloyd's* | *sA&CP* | | P25′B80′F35′ FK | 5 *BHCem* | 2SB,6*cf*,GS126,HS4060 | | |
| New | "Astra II," *see No.87005 in Supplement* | 1 *Dk(Rd)* | | *Fitted for oil fuel* 5,20 | | *F.P.* | | *above* | 150° F. | | *Cell DB* 250′662*t* | *APT* 60*t* | Clyde S.B.&Eng.Co.Ld. | | |
| 70123 | — | | 2164 | ✠ ... | | | | 1919 | Staten Island S.B.Co. Staten Island, N.Y. | A/S Alfa (M.Chr.Stray) | 264·5\|42·2\|21·8 | Xiansand | T.3Cy.18″,30″&51″–36″ | 24 ″ 0 | N |
| | (*ex*York Harbor) | | 1935 | 4,22 | | | | 6mo | | | | Norwegian | 240NHP | | † |
| LDLS | | 1 *Dk* | 1279 | | ✠ | | | | | | P40*t*H150*t*F8*t* FK | *WB* | Staten Island S.B.Co. | | |
| 70124 | — | | ~~888~~ | ✠100A1 | BAs | *j* | ~~5,39~~ | 1907 | Jonker& Stans Hendrik Ido Ambacht | "Astra" Cia. Argentina de Petroleo Soc. Anon. | 176·2\|33·5\| | Bns.Aires | C.2Cy.16″&32″–24″ (*s*) | | |
| | (*ex*La Platense) | *ss*B.As.2nd No.3–12,31 | ~~580~~ | 2,41 ~~5,30~~ | | | 1,41 | 3mo | | | | Argentine | 130lb 69NHP | | |
| | *Mchy.Aft* | *ss*B.As.No.~~1–36~~ 2–41 | ~~500~~ | ~~BS4,38~~ 4,40 | ✠LMC~~5,36~~ 2,41 | | | | | | P54′F22′ FK | 9 *BHCem* | 1SB,3*cf*,GS49,HS1450 | | |
| | | 1 *Dk(Stl)* | 522 | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *sA&CP* | | *FPT* | 85*t* *APT* 5*t* | Orabtree&Co.Ld.Gt.Yar. | | |
| | | | — | *Fitted for oil fuel* 5,19 | | | *F.P. a* | *above* | 150° F. | | *Middle line BH* | *not oil tight* | | | |
| | | | 258 | | | | | | *Converted to tanker '21* | | | | | | |
| 70125 | **Astra II** (*ex*Peruviana) | | ~~4302~~ | ✠100A1 | BAs | *w* | CL | 1923 | Nthmblnd S.B.Co.Ld. Newcastle | "Astra" Cia. Argentina de Petroleo Soc. Anon. | 355·0\|50·9\|24·9 | Bns.Aires | T.3Cy.25″,41″&68″–45″ (*s*) | 27 ″ 4 | |
| | | *ss*B.As.No.3–1,37 | ~~3737~~ | 7,40 ~~7,39~~ | | | 1,39 | 10mo | | | | Argentine | 180lb 356NHP | s 4 ″ 2 | |
| LOFC | | 1 *Dk(Stl)&Web frames* | ~~2352~~ | | ✠LMC | | | *Lloyd's* | *sA&CP* | | P31′B100′F31′ FK | 13 *BHpt Cem* | 3SB,9*cf*,GS148,HS5760 | 23 ″ 6 | |
| | | | 2902 | MS1,37 | BS~~4,36~~ 6,40 | | | | | | *Middle line bulkhd* | *not oil tight* | N.E.Marine Eng.Co Ld Nwc | | |
| | | | — | *Carrying Petroleum in bulk* | | | | | | | *Cell DBu E* 21′*f* 28′9 | 3*t* *APT* 86*t* | | | |
| | | | 1485 | *Fitted for oil fuel* 10,23 | | | *F.P. a* | *above* | 150° F. | | | | | | |
| 70126 | **Astrakhan** Ⓟ | | 2692 | | | | | 1912 | Nevsky S.B &Mch.Works Leningrad | U.S.S.R. | 286·0\|40·6\|26·9 | Vladvostk | T.3Cy.20″,32″&52″–39″ | | |
| | | 2 *Dks* | 1762 | | | | | | | | | Russian | 169NHP | | |
| UNWD | | | 1511 | | | | | | | | | *WB* | Nevsky S.B&Mch.Works | | |
| 70127 | **Astral** | | 7542 | ✠100A1 | NYk | *c* † | CL | 1916 | Union Iron Works Co. S.Francisco | Socony-Vacuum Oil Co. Inc. | 439·5\|58·0\|33·0 | New York | Q.4Cy.24″,34¾″,51″&74″– | 33 ″ 1 | |
| 214492 | *ss*NYk.2nd No.3–8,40 | ~~*ss*NYk.No.3–5,28~~ | 6806 | *Shelter dk* | Gal | | ~~9,39~~ | 10mo | | | 39·1 | Utd.States | 54″ 220lb (*r*) 699NHP | s 4 ″ 1½ | |
| WSCG | | ~~*ss*NYk.No.2–37~~ | 4574 | *with freeboard* | BS5,41 | | 8,40 | | | | FK | 16 *BHpt Asp* | | 29 ″ 1½ | |
| | *Mchy.Aft* | 2 *Dks(Stl)&Shelter dk* | | ~~9,39~~ 9,39 5,41 | | | | *Lloyd's* | A&CP | | | (10 *to U dk* | 3SB,9*cf*,HS10695 FD | | |
| | D.F. | *(Stl)&Web frames* | | BS~~9,39~~ | ✠LMC~~5,37~~ | | | | | *Cell DBu E&B* | 74′276*t* *DT f* 29′43 | 6 „ 2nd „) | Union Iron Works Co.S.Fo. | | |
| | | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | | 0*t* *FPT* 127*t* *APT* 57*t* | | | | |
| | | | | *Fitted for oil fuel* 10,16 | | | *F.P. a* | *above* | 150° F. | | | | | | |
| 70128 | **Astrea** Ⓟ | | 3000 | 100A1 | | | | 1940 | Crichton-Vulcan A/B Åbo | Finska Ångf Aktieb | 290·0\|44·0\|27·2 | Helsingfrs | Oil Engines 2S.C.SA | | |
| | | *Oil Eng.* | | *with freeboard* | | | | | | | | Finnish | 7Cy.24⅞″–45½″ | | |
| | D.F. E.S.D. | | 1600 | | | | | | | | F116′ | | | | |
| | *Ref.Mchy.* | *Cruiser Stern* | | (*Class Contem plated*) | | | | | | | | | Fr.Krupp Germania wft AG | | |
| 70129 | — | | 1406 | | | | | 1921 | N.V. Lobithsche Scheepsb.Mij. Lobith | N.V.Koninklijke Nederl.Stoomboot. Maats. | 264·4\|39·2\|14·8 | Amstrdam | | | V |
| | Wireless | *Fitted for oil fuel* | 1153 | | | | | | | | Q39′B20′ | Dutch | T.3Cy.20″,31 15/16″&51½″–35⅝″ | | |
| | *Ref.Mchy.* | 2 *Dks* | 827 | | | | | | | | | *WB* | 153NHP | | |
| | | *Cruiser Stern* | | | | | | | | | | | Machinefbk. "Kinderdijk" Kinderdijk | | |
| 70130 | **Astrée** (*ex*Bellbro–33) | | 2147 | ✠100A1 | Rot | *s* | CL | 1921 | Blyth S.B. &D.D.Co.Ld. Blyth | Société Navale Caennaise (G. Lamy&Cie. *Mgrs.*) | 285·3\|42·0\|17·8 | Caen | T.3Cy.22″,36″&60″–39″ (*s*) | 20 ″ 0 | |
| | | *ss*Rot.No.3–3,34 | 1646 | 10,10 ~~7,39~~ | Msl | | ~~10,37~~ | 11mo | | | P25′Q84′B58′F24′ | French | 180lb 274NHP | s 2 ″1½ | |
| FOLI | | *ss*Rot.No.1–38 | 1216 | ~~BS7,39~~ | ✠LMC4,38 | | 11,40 | *Lloyd's* | *sA&CP* | | FK | 6 *BHCem* | 2SB,6*cf*,GS124,HS4642 | 18 ″ 1 | |
| | D.F. | 1 *Dk(Stl)* | | Surveys delayed | | | | | | *DB* 82′ *Cell D* | *B* 158′697*t* *FPT* 97*t* | *APT* 110*t* | N.E.Marine Eng Co Ld Nwc | | |
| | *Well deck* | *Cargo battens not fitted* | | BS10,40 | | | | | | | | | | | |
| 70131 | **Astrell** (*ex*Athelchief–38) | TwinSc | 7595 | ✠100A1 | NYk | *c* † | CL | 1925 | Caledon S.B. &D.D.Co.Ld Dundee | Skibs.A/S Preba (Prebensen& Blakstad, *Mgrs.*) | 460·8\|59·2\|33·4 | Risor | Oil Engines 4S.C.SA | 33 ″ 4 | |
| | | *Oil Eng.* | 7017 | ~~8,40~~ 2,40 | BAs | | 7,38 | 8mo | | | 476·0 (O.L.) | Norwegian | 12Cy.24½″–51 7/16″ 709NHP | s 6 ″ 4½ | |
| LJYC | *Mchy.Aft* | *ss*Bkn.No.3–3,37 | 4500 | ~~DBS6,38~~ | ✠LMC CS4,38 | | | *Lloyd's* | *sA&CP* | *Cell DBu E* 60′314*t* | P117′B34′F49′ FK | 16 *BHpt Cem* | 2DB *180lb* | 27 ″ 3 | |
| | D.F. | 2 *Dks(Stl)&Web frames* | | DBS(p&s)4,40 3,39 | | | | *Lloyd's* | *sA&CP* | *DT f* 45′651*t* | *FPT* 171*t* *APT* 328*t* | (10 *to U dk* | NDB(*aft*)38–*110lb* | | |
| | | *Longitudinal framing* | | *Carrying Molasses or Petroleum* | | | | *in b* | *ulk* | | | 6 „ 2nd „) | J.G.Kincaid&Co.Ld.Grk. | | |
| 70132 | **Astri** | | 2557 | ✠100A1 | Phl | *t* | CL | 1937 | Akt.Lind-holmens Varv Gothenburg | Rederi A/B Disa (E.Brodin, *Mgr.*) | 322·4\|44·6\|17·2 | Stockholm | 2 Oil Engines 2S.C.SA | 20 ″ 0 | |
| 8190 | D.F. | *Oil Eng.* | *1907* | 6,40 ~~10,30~~ | NYk | | | 8mo | | | 331·3 (O.L.) | Swedish | with electro-magnetic slip | s1 ″ 4½ | |
| SKBT | E.S.D. | *Cruiser Stern* 1 *Dk* | 1399 | | ✠LMC8,37 | | | *Lloyd's* | *sA&Cr* | *Intermediate BH* | P26′Q100′B&F191′ | 4 *BHpt Cem* | couplings & SR gearing | 18 ″ 8½ | |
| | | *Part electrically welded including butts of shell plating* | | | | | | | | | *in forward hold dispensed with* | | 10Cy.13⅜″–22 7/16″ 312NHP | | |
| | | *Strengthened for navigation in ice* | | | | | | | | *Cell D* | *B* 260′544*t* *FPT* 68*t* | *APT* 125*t* | DB *100lb* Atlas-Diesel A/B,Skm. | | |
| 70133 | **Astrid** | | 1735 | | | | | 1924 | Kjöbnhvns Flydk.&Skbs. Copenhagen | "Myren" D/S A/S (Holm&Wonsild, *Mgrs.*) | 261·1\|40·1\|16·9 | Copnhagn | T.3Cy.18″,28½″&48″–33″ | | V |
| | | | 1376 | | | | | | | | P15′Q77′B106′F31′ | Danish | 132NHP | | |
| OZSA | | 1 *Dk* | 1022 | | | | | | | | | *WB* | Kjbnhavns Flydk.&Skbsv. | | |
| 70134 | — (*ex*Saga–38, | **Wood** | 603 | | | | | 1901 | J.Hauge Stord, near Bergen | Rederi A/B Nanna (Carl Hélin, *Mgr.*) | 171·0\|27·9\|15·3 | Mariehmn | T.3Cy.12¼″,20″&32″–26″ | | |
| | *ex*Ulven–33, *ex*Oddborg, *ex*Ringfond) | | — | | | | | | | | Q35*t* B61*t* H6*t* F20*t* | Finnish | 52NHP | | |
| OFCU | | 1 *Dk 2 tr B* | 324 | | | | | | | | | | Stavanger Stöberi&Dok | | |

167/40

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which class if not in L. Dates of last Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70135<br>OFBS | **Astrid Thordén**<br>*Oil Eng.*<br>D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern*<br>*Strengthened for navigation in ice* | 1816<br>1308<br>767 | ✠100A1<br>*with freeboard*<br>~~5,40~~ ~~5,30~~ 5,41 | Hfs<br>~~Osc~~ Bos<br>LMC7,37 | *s* | CL<br>5,40 | 1937<br>7mo | Crichton-Vulcan A/B Åbo<br>*Lloyd's SA&CP* | Rederi A/B Astrid Thordén (Gustaf B. Thordén *Mgr.*) | 286·4 \| 42·3 \| 15·4<br>305·8 (o.l.) FK<br>(*Col B Hto Shlt rdk 3 Cell D B 216'46t F P*<br>*T 5t A P T 100t* | | | Helsingfrs<br>*Brandö*<br>Finnish<br>*1 B H* | 2 Oil Engines 2S.C.SA<br>12Cy.13⅜"-22 7/16" 376NHP<br>with electro-magnetic slip coupling & SR gearing<br>DB *57lb*<br>Atlas-Diesel A/B, Skm. | 18 *ft* 8<br>*s* " 2<br>18 " 7¼ | |
| 70136<br>OQBA | **Astrida** (P)<br>*ss* Ant. No. 2–37<br>*Ref. Mchy.* 2 *Dks (Stl)*<br>D.F. *Cruiser Stern* | *3310*<br>*2952*<br>*1980*<br>9,39<br>~~5,30~~<br>~~5,40~~<br>12,~~40~~ 8,~~40~~<br>for temp. 30° F. | ✠100A1<br>BS9,40<br>LMC3,37<br>Lloyd's RMC4,40 | Ant | *v* | CL<br>9,38 | 1929<br>2mo | Rotterdam<br>Droogd. Maat Rotterdam<br>*Lloyd's SA&CP* | Cie. Maritime Belge (Lloyd Royal) Soc. Anon. (Agence Maritime Internationale, *Mgrs.*) | 339·9 \| 48·5 \| 23·0<br>P35'B106'F38' FK<br>*Cell D B*<br>268'686*t F P T* | | | Antwerp<br>Belgian<br>6 *B H Cem*<br>48*t A P T* 19*t* | T.3Cy.23⅝",37 13/16"&63"-42"<br>180lb (*s*) 396NHP<br>3SB (Spt), 9*cf*, GS162, FD<br>HS6171<br>Rotterdam Droogd. Maats. | 25 " 7<br>*s* 4 " 1⅜<br>21 " 7 | |
| 70137<br>140531<br>GQNT | **Astronomer**<br>*ss* Liv. No. 3–4,30<br>*ss* Cal. No. 2–39<br>2 *Dks (Stl)*<br>3*rd dk (Stl) in No. 1 hold* | 8401<br>7545<br>5341<br>11,39<br>BS5,40<br>*Fitted for oil fuel* 12 ,20 *F.P. a* | ✠100A1<br>LMC3,39 | Shl | *d*† | CL<br>4,38 | 1917<br>8mo | D&W Henderson & Co Ld Glasgow<br>*Lloyd's SA&CP* | Charente S.S. Co Ld (T.&J. Harrison, *Mgrs.*)<br>*Cell D B* 415'1562*t D T*<br>*bove* 150°F. | 482·7 \| 58·2 \| 33·2<br>502·8 (o.l.)<br>P54'B188'F52' FK<br>*a* 33'1050*t F P T* 118*t* | | | Liverpool<br>British<br>9 *B H Cem*<br>*A P T* 30*t* | Q4Cy.25½"36½"52½"&75"-54"<br>220lb (*s*) 696NHP<br>2D&2SB *18cf* GS 378 HS 13140<br>D&W. Hendersn & Co Ld Gls | 35 " 10<br>*s* 7 " 7<br>28 " 6 | |
| 70138<br>EEAW | **Astur** (*ex* Freixas 1, *ex* Sarita, *ex* Vittoria, *ex* Henriette, *ex* Letterewe) Iron<br>1 *Dk 2 tr B* | 944<br>—<br>754 | ✠<br>3,87 | Liv | | | 1876 | W. H. Potter & Sons Liverpool | Santiago Rivero Morán | 185·8 \| 32·8 \| 19·7<br>F25' | | | Gijon<br>Spanish | T.3Cy.13¼",21"&35"-22"<br>*Emade* 90 NB04 57NHP<br>A. Shanks & Sons, Arbroath | | |
| 70139<br>LOFE | **Asturiano** (P)<br>*ss* B.As.2nd No. 3–9,38<br>*Ref. Mchy.*<br>2 *Dks (Stl U–ws)* | 2449<br>—<br>1304<br>5,41 ~~1,40~~<br>NB8,34<br>MS5,38<br>*Fitted for oil fuel* 8, 31 | ✠100A1<br>LMC<br>BS~~5,38~~ 9,40 | BAs | *l*<br>2 1/16 | CL<br>~~8,38~~ 5,41<br>*F.P. a* | 1913<br>7mo | Ailsa S.B. Co. Ld. Troon<br>*Lloyd's SA&CP* | Soc. Anon. Importadora y Exportadora de la Patagonia<br>*Cell D B* 68'*u E&* | 309·8 \| 41·6 \| 20·5<br>P&B197'F38' FK<br>*B80'f* 114'442*t F P T*<br>*bove* 150°F. | | | Bns. Aires<br>Argentine<br>5 *B H Cem*<br>20*t A P T* 5*t* | T.3Cy.21½"36½"&59"-45"(*s*)<br>200lb 295NHP<br>2SB, 6*cf*, HS 4920 FD<br>Ailsa S.B. Co. Ld. Troon | 23 " 0<br>*s* 2 " 11½<br>20 " 7 | |
| 70140<br>148146<br>GLQS | **Asturias** (P) Twin Sc<br>*ss* Bel No. 3–10,34<br>*ss* Sou. No. 1–38<br>4 *Dks & 5th dk in Nos.* 1, 2 & 3 *holds*<br>*Ref. Mchy.* D.F. E.S.D. *Cruiser Stern* | 22048<br>15954<br>13108<br>100A1<br>*with freeboard*<br>6,39<br>LMC<br>MS3,38 BS4,39<br>NE&B 10,34<br>Lloyd's RMC 6,39<br>*Fitted for oil fuel* 10 ,34 *F.P. a* | Sou | *p*† | CL<br>10,38 | 1925<br>*bove* 150°F. | Harland & Wolff, Ld. Belfast<br>*Lloyd's SA&CP* | Royal Mail Lines, Ld. | 640·5 \| 78·5 \| 40·5<br>P41'B414'F137'<br>len 34 FK & BK 2"<br>*Cell D B* 540'3630*t*<br>*tanks in way of tun* | | | Belfast<br>British<br>11 *B H Cem*<br>*nels* 482*t F P*<br>*T* 166*t A P T* 278*t* | 6 Steam Turbines SR geared to Sc. Shafts (*s*)<br>HS 24780 4205NHP<br>2 DB 25–*100lb* FD<br>3 Water Tube Boilers 435lb (Spt 450lb)<br>Harland & Wolff, Ld. Bel. | 44 " 9<br>*s* 14 " 1¼<br>31 " 1½ | |
| 70141<br>OFEK | —<br>(*ex* Ærö)<br>1 *Dk* | 1796<br>—<br>1012 | | | | | 1912 | Sörlandets Skibsbyggeri Fevig | Rederi A/B Asta (Arthur Andersson, *Mgr.*) | 265·0 \| 42·1 \| 17·9<br>P22'B71'F29' | | | Mariehmn<br>Finnish<br>*W B* | T.3Cy.20½",33"&56"-36"<br>188NHP<br>Fredrikstad M.V. Frdstad. | | N |
| 70142<br>30494<br>JYDA | **Asuka Maru** Twin Sc<br>*Oil Eng.*<br>Gy C. *ss* Yka. No. 3–12,39<br>2 *Dks (Stl)* 3*rd dk (Stl) in Nos.* 1 & 3 *holds* | 7523<br>6996<br>4538<br>4,41 ~~12,39~~<br>LMC CS1,40<br>DBS ~~4,34~~ 4,41 ~~12,38~~ 1,40 | ✠100A1<br>Yka<br>Kob | *b*† | CL<br>~~P6,38~~<br>S12,39<br>~~P7,40~~<br>P4,41 | 1924<br>11mo | D&W Henderson & Co. Ld. Glasgow<br>*Lloyd's SA&CP* | Nippon Yusen K.K. | 440·4 \| 57·0 \| 38·5<br>456·0 (o.l.) 35·5<br>F42'<br>*Cell D B* 375'1408*t*<br>*D T a* 27'899*t* | *D T f* 45'1326*t* FK<br>*t F P T* 140*t A P T* 75*t* | | Tokyo<br>Japanese<br>8 *B H*<br>1 " *to 2nd dk* | Oil Engines 4S.C.SA<br>16Cy.26⅜"-43 5/16"<br>DB *100lb* 1111NHP<br>Harland & Wolff, Ld. Gls. | 38 " 7 | |
| 70143<br>DHRO | **Asuncion** (*ex* Niederwald–37)<br>D.F. Sub.Sig. 2 *Dks*<br>*Ref. Mchy.* | 4626<br>4139<br>2763 | | | | | 1921 | Deutsche Werft A.G. Hamburg | Hamburg-Südamerik. Dampfschiff fahrts Ges. | 414·4 \| 50·3 \| 26·9<br>P&B257'F50'<br>len 33 | | | Hamburg<br>German<br>*W B* | T.3Cy.26 3/16",43⅜"&70 15/16"-47 5/16"&LP turbine 438NHP<br>Gute Hoffnungshütte, Sterkrade | | G |
| 70144<br>TCAF | **Asya** (*ex* Assia, *ex* Macedonia, *ex* Panorimitis, *ex* Zingara, *ex* Yacht) Iron<br>*ss* Grk. No. 3–3,05<br>*ss* Grk. No. 1–09 | 427<br>—<br>268<br>...<br>11,13<br>NB92 | | | | | 1875 | R. Steele & Co. Newcastle | Fatma Biltül, Esna ve Abdurrahman (Mustafa Nuri ve Sakir, *Mgrs.*) | 186·3 \| 25·1 \| 15·1 | | | Istanbul<br>Turkish | C.2Cy.24"&43"-30"<br>84NHP<br>R. Steele & Co. Greenock | | |
| 70145<br>30916<br>JYCA | **Atago Maru** Twin Sc<br>*Oil Eng.* *ss* Kob. No. 3–4,37<br>2 *Dks (Stl)* 3*rd dk (Stl) in Nos.* 1 & 3 *holds* | 7543<br>7021<br>4516<br>100A1<br>*with freeboard*<br>3,40<br>LMC CS4,37<br>DBS3,40 ~~2,30~~ 2,40<br>*Adapted for c arrying g oil* 1,29 | ✠ | Osa | *b*† | CL<br>P3,38<br>S2,39<br>*F.P.a* | 1924<br>11mo | Lithgows' Ld. Port Glasgow<br>*Lloyd's SA&CP* | Nippon Yusen K.K. | 440·0 \| 57·2 \| 35·8<br>FK<br>*Cell D B* 374'F43'13<br>*D T a* 27'1010*t*<br>*bove* 150° F. *in D T s forward* | 73*t*<br>*D T s f* 48'1461*t F P T* | | Tokyo<br>Japanese<br>8 *B H pt Cem*<br>1 " *to 2nd dk*<br>170*t A P T* 79*t* | Oil Engines 2S.C.SA<br>8Cy.26¾"-47½"<br>DB *100lb* 997NHP<br>Sulzer Bros. Winterthur | 38 " 6<br>*s* 10-8½<br>28 " 3 | |
| 70146<br>DHRO | **Atahualpa** (*ex* Baraldan) Twin Sc<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | 446<br>—<br>312 | | | | | 1929 | D.W. Kremer Sohn Elmshorn | Cia. Argentina de Navegacion Mihanovich, Ltda. | 191·3 \| 36·0 \| 9·8 | | | Bns. Aires<br>Argentine | Oil Engines 4S.C.SA<br>12Cy.7⅞"-11 13/16" 72NHP<br>Motor-Werk Mannheim | | |
| 70147<br>PUAH | **Atalaia** (*ex* Carl Woermann)<br>2 *Dks* | 5555<br>5083<br>3490 | | | | | 1910 | Bremer Vulkan Vegesack | Lloyd Brasileiro | 419·7 \| 54·5 \| 28·0<br>P268'F46' | | | R. Janeiro<br>Brazilian<br>*W B* | Q4Cy.24",34 11/16",50 13/16"&72 1/16"-53 3/16" 388NHP<br>Bremer Vulkan, Vegesack | | V |
| 70148<br>121334 | **Atalanta** (P) Trp Sc<br>2 *Dks* | 463<br>358<br>166 | | | | | 1906 | J. Brown & Co. Ld. Clydebank | Blackpool Steam Nav. Co. Ld. | 210·4 \| 30·1 \| 10·3 | | | Glasgow<br>British | 3 Steam Turbines<br>NB30<br>J. Brown & Co. Ld. Clydebnk | | |
| 70149<br>TVSM | **Atar**<br>*Carrying Petroleum in bulk* *Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | 322<br>—<br>166 | | | | | 1922 | Chant. Nav du Midi Martigue | Association Pétrolière | 115·4 \| 25·7 \| 12·0 | | | Marseilles<br>French<br>*W B* | Oil Engines 2S.C.SA<br>2Cy.16½"-19"<br>96NHP<br>J&C G Bolinders Co Ld. Skm | | V |
| 70150<br>212634<br>KDAK | **Atenas** (P)<br>*Ref. Mchy.* *Fitted for oil fuel*<br>D.F. Sub.Sig. 2 *Dks & 2 pt Dks* | 4639<br>3902<br>2581 | | | | | 1909 | Workman, Clark & Co. Ld. Belfast | United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*) | 378·8 \| 50·3 \| 29·1<br>B154'F45' | | | New York<br>Utd. States<br>*W B* | T.3Cy.27",45"&75"-54"<br>413NHP<br>Wrkman Clark & Co. Ld. Bel | | C |
| 70151<br>85764<br>VGQT | **Athabasca** (P) (*ex* Athabaska)<br>D.F. 2 *Dks* | 2784<br>2085<br>2349 | | | | | 1883<br>*rblt.*<br>1910 | Aitken & Mansel, Gls.<br>The Collingwood S.B. Co Ld. Col | Canadian Pacific Railway Co. | 298·8 \| 38·2 \| 23·3<br>len 10<br>lingwood, Ont. | | | Montreal<br>British | C.2Cy.30"&64"-48"<br>NE&B13 283NHP<br>Western DD&SB Co. Ld.<br>Pt. Arthur Ont. | | |
| 70152<br>162330<br>GTPM | **Athelbeach**<br>*Oil Eng.*<br>*ss* Fal. No. 2–39<br>D.F. Gy C. 2 *Dks (Stl) & Web frames*<br>*Mchy. Aft* *Longitudinal framing* | 6568<br>6003<br>3799<br>100A1<br>5,40 ~~8,39~~<br>LMC CS8,39<br>DBS8,39 ~~8,38~~ 5,40<br>*Carrying Mol asses o r Petroleu m in b ulk* | ✠ | Fal<br>Bkn | *a*† | CL<br>~~8,39~~<br>3,40 | 1931<br>3mo | Cammell, Laird & Co Ld. Birkenhead<br>*Lloyd's SA&CP* | Athel Line, Ld. | 426·1 \| 55·9 \| 32·2<br>440·0 (o.l.)<br>P103'B34'F42' FK<br>322*t*<br>*D T f* 32'354*t* | *Cell D Bu E* 73'<br>*F P T* 184*t A P T* 188*t* | | Liverpool<br>British<br>16 *B H pt Cem*<br>(10 *to U dk*<br>6 " 2nd " ) | Oil Engines 4S.C.SA<br>6Cy.29½"-59 1/16" 489NHP<br>2 DB *180lb*<br>J.G. Kincaid & Co. Ld. Grk. | 32 " 3<br>*s* 5 " 9½<br>26 " 9½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Tonal. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. Terme assigné maintenant expiré. Lettre d'Equipement. | Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70153 | **Athelbrae** | 681 | ✠100A1 | Dem | *i* | CL | 1931 | GooleS.B. | AthelLine,Ld. | 160·9 33·1 11·3 | Georget'n, | T3Cy.13½",22½"x37"-26"(*s*) | 11 ″ 3 |
| 82930 | *ss*Dem.No.2-39 | 437 | 10,40~~8,40~~ | B2,41 | | 2,40 | 2mo | &Repg.Co. | | 168·0(o.L.) | Dem. | 180lb 107NHP | ″ ″ 5½ |
| VQMB | *Mchy.Aft* 1*Dk*(Stl)&*Web frames* | 240 | ~~H83,440~~ | ✠LMC2,39 | | | | (1927)Ld. | | *Trunk in well* FK | British | 18S,3*cf*,GS—,HS1657 FD | 10″ 11½ |
| | *Longitudinal framing* | | *Carrying Mol asses or Petroleum in bulk* | | | | | Goole | | Q57'B20'F22' | | Amos&Smith,Ld.Hull | |
| | | | *Fitted for oil fuel* 2,31 | | | | | *Lloyd's SA&CP* | | *FPT*35*t APT*75*t* | | | |
| | | | | | | | | *F.P. above* 150° F. | | | | | |
| 70154 | **Athelchief** (*ex*Kongsten-39) | 10000 | ✠100A1 | Bkn | *e*† | CL | 1939 | Barclay, | AthelLine,Ld. | 501·7 66·7 35·6 | Liverpool | Oil Engines 2S.C.SA | 35 ″ 6 |
| 186281 | *Oil Eng.* | 9088 | 2,40 | | | | 10mo | Curle&Co Ld | | 519·3(o.L.) | British | 4Cy.26½"-91⅓" 861NHP | ″ 7 ″ 4½ |
| GCRG | D.F. E.S.D. 1*Dk* | 5994 | | ✠LMC10,39 | | | | Glasgow | | P101'B35'F48' FK | | 2DB*180lb* | 28 ″ 4½ |
| | *Mchy.Aft* *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | *Cell D Bu E73'171t* | *DTf* 29'948*t FPT*17 | 6*t APT*102*t* | Barclay,Curle&Co.Ld.Gls. | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | |
| 70155 | **Athelcrest** | 6825 | | | | | 1940 | SirJ.Laing | AthelLine,Ld. | 426·3 59·3 34·3 | Liverpool | Oil Engines 2S.C.SA | |
| 166291 | D.F. *Mchy.Aft* *Oil Eng.* | 6189 | | | | | | &Sons,Ld. | | P90'F33' | British | 3Cy.22.⅜"-85.⅜" 256NHP | |
| GCZC | *Carrying Petroleum in bulk* 1*Dk* | 4046 | | | | | | Sunderland | | | *WB* | Wm.Doxford&Sons,Ld.Slc | |
| | *Cruiser Stern* *Longitudinal framing* | | | | | | | | | | | | |
| 70156 | **Athelcrown** TwinSc | 11999 | ✠100A1 | Bkn | *g*† | CL | 1929 | Furness | AthelLine,Ld. | 526·2 68·8 38·9 | Liverpool | Oil Engines 4S.C.SA | 39 ″ 0 |
| 161107 | *Oil Eng* | 11424 | ~~5,40 1,39~~ 1,41 | ~~Shl~~ | | 9,38 | 8mo | S.B.Co.Ld. | | 546·0(o.L.) | British | 16Cy.24½"-51.⅞" 945NHP | s 9 ″ 2½ |
| GTFY | *ss*Bkn.No.2-38 | 7074 | | ✠LMC CS9,38 | | | | Haverton | | B40'F40' FK | | 2DB*180lb* | 30 ″ 1½ |
| | *Mchy.Aft* 2*Dks*(Stl)&*Web frames* | | DBS~~10,39~~ 9,38 | 4,40 | | | | Hill-on-Tees | | | | J.G.Kincaid&Co.Ld.Grk. | |
| | D.F. GyC. *Cruiser Stern* | | | | | | *Lloyd's SA&CP* | | *Cell D Bu E70'* | | | | |
| | E.S.D. *Longitudinal framing* | | *Carrying Mol asses or Petroleum in bulk* | | | | | | 117*t DTs* | | | | |
| 70157 | **Athelduchess** TwinSc | 8940 | ✠100A1 | ~~Bkn~~ | *d*† | CL | 1929 | W.Hamil- | AthelLine,Ld. | 475·0 63·3 35·0 | Liverpool | Oil Engines 4S.C.SA | 35″ 0 |
| 161088 | *Oil Eng.* | 8307 | Examined 1,41 Bkn | | | N10,39 | 4mo | ton&Co. | | 492·0(o.L.) | British | 12Cy 24½"-51.⅞" 709NHP | s 6 ″ 10½ |
| GSWK | *ss*Fal.No 2-36 | 5229 | | ✠LMC CS2,38 | | | | (1928)Ld. | | P119'B34'F48' FK | | 2DB*180lb* | 28 ″ 4½ |
| | *Mchy.Aft* 2*Dks*(Stl)&*Web frames* | | DBS~~5,40~~ 4,41 4,39 | | | | | PortGlasgow | | | | J.G.Kincaid&Co.Ld.Grk. | |
| | D.F. GyC. *Longitudinal framing* | | | | | | *Lloyd's SA&CP* | | *Cell D Bu E83'* | | | | |
| | | | *Carrying Mol asses or Petroleum in bulk* | | | | | | 331*t DTf* 48'701*t* | *FPT*219*t APT*434*t* | | | |
| 70158 | **Athelduke** TwinSc | 8966 | ✠100A1 | Fal | *d*† | CL | 1929 | R.Duncan | AthelLine,Ld. | 475·0 63·3 35·0 | Liverpool | Oil Engines 4S.C.SA | 35″ 0 |
| 161081 | *Oil Eng.* | 8307 | 5,40 ~~5,30~~ | Grk | | 11,38 | 1mo | &Co.Ld. | | | British | 12Cy.24½"-51.⅞" 709NHP | s 6 ″ 10½ |
| GSRP | *Mchy.Aft* *ss*Bkn.No.2-36 | 5329 | | ✠LMC CS12,36 | | | | PortGlasgow | | P119'B34'F48' FK | | 2DB*180lb* | 28 ″ 4½ |
| | 2*Dks*(Stl)&*Web frames* | | DBS~~11,38~~ 5,40 ~~2,38~~ | 5,40 | | | *Lloyd's SA&CP* | | *Cell D Bu E83'* | | | J.G.Kincaid&Co.Ld.Grk. | |
| | D.F. GyC. *Longitudinal framing* | | *Carrying Mol asses or Petroleum in bulk* | | | | | | 331*t DTf* 48'701*t* | *FPT*219*t APT*434*t* | | | |
| 70159 | **Athelempress** TwinSc | 8941 | ✠100A1 | Bkn | *d*† | CL | 1930 | W.Hamil- | AthelLine,Ld. | 475·0 63·3 35·0 | Liverpool | Oil Engines 4S.C.SA | 35″ 0 |
| 162317 | *Oil Eng.* | 8316 | 7,40~~10,30~~ | Grk | | N9,39 | 7mo | ton&Co. | | 491·6(o.L.) | British | 12Cy.24½"-51.⅞" 709NHP | s 6 ″ 10½ |
| GDBF | *ss*Bkn.No.2-38 | 5241 | | ✠LMC CS12,38 | | | | (1928)Ld. | | P119'B34'F48' FK | | 2DB*180lb* | 28 ″ 4½ |
| | *Mchy.Aft* 2*Dks*(Stl)&*Web frames* | | DBS~~10,39~~ 10,39 | | | | | PortGlasgow | *Cell D Bu E83'315t* | | | J.G.Kincaid&Co.Ld.Grk. | |
| | D.F. GyC. *Longitudinal framing* | | 3,40 | | | | *Lloyd's SA&CP* | | *DTf* 49'701*t* | *FPT*219*t APT*434*t* | | | |
| | | | *Carrying Mol asses or Petroleum in bulk* | | | | | | | | | | |
| 70160 | **Athelfoam** | 6554 | ✠100A1 | Grk | *a*† | CL | 1931 | Cammell | AthelLine,Ld. | 426·1 55·9 32·2 | Liverpool | Oil Engines 4S.C.SA | 32 ″ 3 |
| 162397 | *Oil Eng.* | 6014 | 3,41 ~~3,40~~ | Bkn | | 7,39 | 6mo | Laird&Co.Ld. | | | British | 6Cy.28¾"-59" 476NHP | s 5 ″ 9 |
| GTPL | *ss*Fal.No.2-39 | 3789 | | ✠LMC CS7,39 | | | | Birkenhead | | P103'B34'F42' FK | | 2DB*180lb* | 26 ″ 9½ |
| | *Mchy.Aft* 2*Dks*(Stl)&*Web frames* | | DBS~~4,39~~ 4,40 7,39 | | | | *Lloyd's SA&CP* | | *Cell D Bu E73'322t* | | | N.E.MarineEng.CoLdNwc | |
| | D.F. GyC. *Longitudinal framing* | | *Carrying Mol asses or Petroleum in bulk* | | | | | | *DTf* 32'354*t* | *FPT*184*t APT*188*t* | | | |
| 70161 | **Athelking** TwinSc | 9557 | ✠100A1 | Shl | *e*† | CL | 1926 | Swan,Hun- | AthelLine,Ld. | 474·9 64·4 36·5 | Liverpool | Oil Engines 4S.C.SA | 36″ 6 |
| 147359 | *Oil Eng* | 8895 | 5,40 ~~11,30~~ | Fal | | 11,39 | 3mo | ter&Wigham | | 492·5(o.L.) | British | 12Cy.24½"-51.⅜" 709NHP | s 7 ″ 5½ |
| GMFK | *Mchy.Aft* *ss*Bkn.No.3-10,37 | 6019 | | ✠LMC CS2,39 | | | | Richardson, | | P114'B34'F52' FK | | 2DB*180lb* | 29 ″ 3½ |
| | D.F. 2*Dks*(Stl)&*Web frames* | | | 12,39 | | | | Ld Newcastle | | | | J.G.Kincaid&Co.Ld.Grk. | |
| | *Longitudinal framing* | | ✠NE11,34 | DBS12,39 | | | *Lloyd's SA&CP* | | | | | | |
| | | | *Carrying Mol asses or Petroleum in bulk* | | | | | | *Cell D Bu E48'266t* | *DTf* 52'925*t FPT*264*t* | | | |
| | | | | | | | | | | *APT*365*t* | | | |
| 70162 | **Athelknight** TwinSc | 8940 | ✠100A1 | Fal | *d*† | CL | 1930 | R.Duncan | AthelLine,Ld. | 475·0 63·3 35·0 | Liverpool | Oil Engines 4S.C.SA | 35″ 0 |
| 161143 | *Oil Eng.* | 8307 | 8,40 ~~9,30~~ | Shl | | ~~811,37~~ | 3mo | &Co.Ld. | | | British | 12Cy.24½"-51.⅜" 709NHP | s 6 ″ 10½ |
| GSKF | *ss*Rot.No.2-38 | 5224 | | ✠LMC CS12,38 | | ~~P N~~ | | PortGlasgow | | P119'B34'F48' FK | | 2DB*180lb* | 28 ″ 4½ |
| | *Mchy.Aft* 2*Dks*(Stl)&*Web frames* | | | ~~9,38~~ 9,40 | | ~~11,37~~ | *Lloyd's SA&CP* | | *Cell D Bu E83'331t* | | | J.G.Kincaid&Co.Ld.Grk. | |
| | D.F. GyC. *Longitudinal framing* | | CBS~~9,38~~ 9,40 | DBS~~9,40~~ 9,40 | | 8,40 | | | *DTf* 48'701*t* | *FPT*219*t APT*434*t* | | | |
| | | | *Carrying Mol asses or Petroleum in bulk* | | | | | | | | | | |
| 70163 | **Athellaird** TwinSc | 8999 | ✠100A1 | Bkn | *d*† | CL | 1930 | Cammell | AthelLine,Ld. | 475·3 63·3 35·0 | Liverpool | Oil Engines 4S.C.SA | 35 ″ 0 |
| 161145 | *Oil Eng.* *ss*Bkn.No.2-39 | 8388 | 12,39 | | | PN6,39 | 3mo | Laird&Co.Ld | | 492·6(o.L.) | British | 12Cy.24½"-51.⅜" 709NHP | s 6 ″ 9½ |
| GSKD | *Mchy.Aft* 2*Dks*(Stl)&*Web frames* | 5313 | | ✠LMC CS11,38 | | s6,39 | | Birkenhead | | P118'B34'F48' FK | | 2DB*180lb* FD | 28 ″ 5½ |
| | D.F. GyC. *Longitudinal framing* | | DBS6,39 | 6,39 | | | *Lloyd's SA&CP* | | *Cell D Bu E80'339t* | | | J.G.Kincaid&Co.Ld.Grk. | |
| | *Progressive Survey of oil tanks* | | *Carrying Mol asses or Petroleum in bulk* | | | | | | *DTs*f 44'712*t* | *FPT*211*t APT*425*t* | | | |
| 70164 | **Athelmere** (*ex*Realf-37, | 5566 | ✠100A1 | Bkn | *z* | CL | 1918 | Armstrong | AthelLine,Ld. | 400·0 52·4 28·4 | London | T.3Cy.27",44"&73"-48" (*s*) | 31 ″ 0 |
| 142613 | *ex*Athelbeach,*ex*Conia, *ss*Bkn.No.3-5,37 | 4701 | 9,40 ~~11,30~~ | Bom | | 4,39 | 8mo | Whitworth | | 410·3(o.L.) | British | 180lb 517NHP | s 4 ″ 9½ |
| GZRQ | *ex*WarRajput) 1*Dk*(Stl)2*tr B&Web* | 3409 | BS5,39 | ✠LMC5,37 | | | | &Co.Ld. | | P49'B121'F39' FK | | 3SB,9*cf*,GS190,HS7668 FD | 26 ″ 5½ |
| | D.F. *frames* | | | | | | | Newcastle | | *Cell DB59'240t* | | Hwthrn,Leslie&Co Ld Nwc | |
| | *Longitudinal framing* | | | | | | *Lloyd's SA&CP* | | *Middle line Bulkhead* | *not oil-tight* | | | |
| | | | *Carrying oil fuel in bulk F.P. above* | | | | | 150° F | | | | | |
| | | | *Fitted for oil fuel* 8,18 *F.P. above* 150° F. | | | | | | | | | | |
| 70165 | **Athelmonarch** TwinSc | 8995 | ✠100A1 | Lon | *d*† | CL | 1928 | W.Hamil- | AthelLine,Ld. | 475·0 63·3 35·0 | Liverpool | Oil Engines 4S.C.SA | 35 ″ 0 |
| 149673 | *Oil Eng.* | 8354 | 11,39 | | | S9,38 | 4mo | ton&Co.Ld. | | 491·6(o.L.) | British | 12Cy.24½"-51.⅞" 709NHP | s 6 ″ 10½ |
| GNRQ | D.F. GyC. *ss*Rot.No.2-36 | 5350 | | ✠LMC CS2,36 | | P4,40 | | PortGlasgow | | P119'B34'F48' FK | | 2DB *180lb* | 28 ″ 4½ |
| | *Mchy.Aft* 2*Dks*(Stl)&*Web frames* | | DBS~~7,30~~ 5,40 11,38 | | | | *Lloyd's SA&CP* | | *Cell D Bu E75'* | | | J.G.Kincaid&Co.Ld.Grk. | |
| | *Longitudinal framing* | | *Carrying Mol asses or Petroleum in bulk* | | | | | | 300*t DTf* 48'701*t* | *FPT*219*t APT*434*t* | | | |
| | *Progressive Survey of oil tanks* | | | | | | | | | | | | |
| 70166 | **Athelprince** TwinSc | 8782 | ✠100A1 | Grk | *d*† | CL | 1926 | Furness | AthelLine,Ld. | 471·2 62·4 35·3 | Liverpool | Oil Engines 4S.C.SA | 35 ″ 4 |
| 147356 | *Oil Eng.* | 8173 | 1,41 ~~1,40~~ | Shl | | ~~3,40~~ | 2mo | S.B.Co.Ld. | | | British | 12Cy.24½"-51.⅜" 709NHP | s 7 ″ 0½ |
| GMCS | D.F. *ss*Shl.No.3-1,41 ~~*ss*Fal.No.2-3,37~~ | 5144 | | ~~✠LMC CS8,38~~ | | 12,40 | | Haverton | | P116'B34'F48' FK | | 2DB*180lb* | 28 ″ 7½ |
| | *Mchy.Aft* 2*Dks*(Stl)&*Web frames* | | DBS~~5,40~~ 1,41 ~~2,40~~ | | | | | Hill-on-Tees | | | | J.G.Kincaid&Co.Ld.Grk. | |
| | *Longitudinal framing* | | ✠LMC1,41 | | | | *Lloyd's SA&CP* | | | | | | |
| | | | *Carrying Mol asses or Petroleum in bulk* | | | | | | *Cell D Bu E80'323t* | *DTf* 54'724*t FPT*186*t* | | | |
| | | | | | | | | | | *APT*304*t* | | | |
| 70167 | **Athelprincess** TwinSc | 8882 | ✠100A1 | Bkn | *d*† | CL | 1929 | W Hamiltn | AthelLine,Ld. | 475·0 63·3 35·0 | Liverpool | Oil Engines 4S.C.SA | 35 ″ 0 |
| 161137 | *Oil Eng.* | 8310 | ~~10,30 7,40~~ | Shl | | ~~5,38~~ | 12mo | &Co(1928)Ld | | | British | 12Cy.24½"-51.⅞" 709NHP | s 6 ″ 10½ |
| GLNZ | *ss*Bkn.No 2-38 | 5259 | 3,41 | ✠LMC CS10,38 | | P2,41 | | Pt.Glasgow | | P119'B34'F48' FK | | 2DB*180lb* | 28 ″ 4½ |
| | D.F. GyC. 2*Dks*(Stl)&*Web frames* | | | ~~5,39~~ 7,40 | | S5,39 | *Lloyd's SA&CP* | | *Cell D Bu E83'278t* | | | J.G.Kincaid&Co.Ld.Grk. | |
| | *Mchy.Aft* *Longitudinal framing* | | DBS~~7,37~~ 7,40 ~~CBS9,38~~ | | | | | | *DTf* 35'534*t* | *FPT*219*t APT*249*t* | | | |
| | | | *Carrying Mol asses or Petroleum in bulk* | | | | | | | | | | |
| | | | CBS11,40 | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 4 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 5 | 6 Regist'd Tonnage. Gross. — Under deck. — Net. | 9 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned, now expired. Equipment after | 7* Date when tail shaft last seen. | 8 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of R. of T. and Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70168<br>149660<br>GLJV | **Athelqueen**<br>*ex*Sws.No.3-3,40<br>D.F. GyC.<br>*Mchy.Aft* | Twin Sc<br>*Oil Eng.*<br>*ss*Bkn.No.2-~~34~~<br>2 *Dks(Stl)&Web frames*<br>*Longitudinal framing* | 8780<br>8183<br>5145 | ✠100A1<br>~~6,40~~ 12,38 4,41<br>✠LMC CS11,35<br>DBS5,~~40~~ 6,40<br>6,41 | Fal<br>Sws Hfx<br>12,38 | *d*†<br>3,38<br>4,41 | CL<br>P7,39<br>S1,41 | 1928<br>1mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees<br>*Lloyd's&CP* | AthelLine,Ld.<br>*CellDBuE63'297t DTf54'724t* | 471·2\|62·4\|35·3<br>P116'B34'F48' FK<br>*FPT186t APT304t*<br>6 „ 2nd „ | Liverpool<br>British<br>16 *BHptCem* 2DB *180lb* | Oil Engines 4S.C.SA<br>12Cy.24½"-51⅛" 709NHP<br>(10 *to U dk*<br>J.G.Kincaid&Co.Ld.Grk. | 35 ″ 4<br>s 7 ″ 0¾<br>28 ″ 7 | |
| | | | | *Carrying Molasses or Petroleum in bulk* | | | | | | | | | | | | |
| 70169<br>161142<br>GQWL | **Athelregent**<br>*ex*Bkn.No.2-37<br>D.F. GyC. 2 *Dks(Stl)&Web frames*<br>*Mchy.Aft* | Twin Sc<br>*Oil Eng.*<br>*ss.*<br>*Longitudinal framing* | 8881<br>8306<br>5231 | ✠100A1<br>~~6,40~~ ~~8,39~~ 11,40<br>✠LMC CS12,37<br>DBS3,40 8,39 | Bkn<br>Edi | *d*†<br>7,38 | CL | 1930<br>2mo | Furness S.B.Co.Ld Haverton Hill-on-Tees<br>*Lloyd's&CP* | AthelLine,Ld.<br>*CellDBuE85'* 711t | 475·2\|63·2\|35·0<br>492·6(O.L.)<br>P119'B34'F48' FK<br>319t *DTs*f44'<br>*FPT177t APT398t* | Liverpool<br>British<br>16 *BHptCem* 2DB *180lb*<br>(10 *to U dk*<br>J G.Kincaid&Co.Ld.Grk. | Oil Engines 4S.C.SA<br>12Cy.24½"-51⅛" 709NHP<br>6 „ 2nd „ | 35 ″ 0<br>s 6 ″ 11¾<br>28 ″ 3½ | |
| | | | | *Carrying Molasses or Petroleum in bulk* | | | | | | | | | | | | |
| 70170<br>143355<br>MJQN | **Athelrill** (*ex*BenJee-33, *ex*JollyBasil)<br>*Mchy.Aft* | 1 *Dk*<br>*Fitted for oil fuel* | 366<br>241<br>148 | | | | | 1919 | N.V.v.d. Kuy& v.d.Ree Rotterdam | AthelLine,Ld. | 119·4\|23·8\|10·4<br>P39'B8'F17' | Georgetwn Dem.<br>British *WB* | T.3Cy.9¾",15¾"&25⅝"-20"<br>29NHP<br>N.V.v.d.Kuy&v.d.Ree, Rotterdam | | C |
| 70171<br>142729<br>GYRB | **Athelstane** (*ex*Hird-36,*ex*Athelfoam<br>*ex*Caprella,*ex*WarGhurka)<br>D.F. | *ss*Bkn.No.3–6,36<br>1 *Dk(Stl)*2 *trB&Web frames*<br>*Longitudinal framing* | 5571<br>4722<br>3397 | ✠100A1<br>Examined 9,40 Bom<br>BS11,~~36~~ LMC6,36<br>8,40 | Bkn<br>Bom | *z* | CL<br>9,38 | 1918<br>12mo | Irvine's SB &D.D.Co.Ld. W Hartlepool<br>*Lloyd's&CP* | AthelLine,Ld. | 400·0\|52·3\|28·4<br>P49'B121'F39' FK<br>*CellDBuE&B* 59'218t *f*50'60t *FPT* | London<br>British<br>11 *BHptCem*<br>100t *APT*83t | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 546NHP<br>3SB,*9cf*,GS187,HS8328 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 31 ″ 0<br>s 4 ″ 9<br>26 ″ 5¾ | |
| | | | | *Carrying oil fuel in bulk F.P. above 150° F.*<br>*Fitted for oil fuel* 12, 18 *F.P. above 150° F.* | | | | | | | | | | | | |
| 70172<br>161128<br>GKBC | **Athelsultan**<br>D.F. GyC.<br>E.S.D. 2 *Dks(Stl)&Web frames*<br>*Mchy.Aft* | Twin Sc<br>*Oil Eng.*<br>*ss*Fal.No.2–37<br>*Longitudinal framing* | 8882<br>8310<br>5259 | ✠100A1<br>4,41<br>Examined 4,41<br>✠LMC CS8,39<br>DBS2,41 4,41 | Shl | *d*† | CL<br>P7,39<br>S1,41 | 1929<br>11mo | W.Hamilton&Co. (1928)Ld. PortGlasgow<br>*Lloyd's&CP* | AthelLine,Ld.<br>*CellDBuE83'* 278t *DTf*35'534t | 475·0\|63·3\|35·0<br>P119'B34'F48' FK<br>*FPT219t APT249t* | Liverpool<br>British<br>16 *BHptCem* 2DB *180lb*<br>(9 *to U dk*<br>J.G.Kincaid&Co.Ld.Grk. | Oil Engines 4S.C.SA<br>12Cy.24½"-51⅛" 709NHP<br>7 „ 2nd „ | 35 ″ 0<br>s 6 ″ 10¾<br>28 ″ 4½ | |
| | | | | *Carrying Molasses or Petroleum in bulk* | | | | | | | | | | | | |
| 70173<br>161116<br>MPNS | **Atheltarn**<br>*ss*Rot.No.2–37<br>*Mchy.Aft* 1 *Dk(Stl)&Web frames*<br>Wireless *Longitudinal framing* | | 1179<br>859<br>568 | ✠100A1<br>7,40 ~~8,39~~ Ply<br>BS~~2,39~~ ✠LMC12,37<br>8,40 | Bkn | *n* | CL<br>5,39 | 1929<br>9mo | Cammell Laird&Co.Ld. Birkenhead<br>*Lloyd's&CP* | AthelLine,Ld. | 221·8\|36·3\|14·0<br>P70'B22'F37' FK<br>*Trunk in well*<br>*Tf*24'126t *FPT*31t<br>*APT*63t | Liverpool<br>British<br>12 *BHptCem*<br>Cammell Laird&Co Ld.Bkn | T.3Cy.17",28"&46"-30" (*s*)<br>180lb 203NHP<br>2SB,*6cf*,GS120,HS4200 | 14 ″ 0<br>s ″ 7½<br>13 ″ 6½ | |
| | | | | *Carrying Molasses or Petroleum in bulk* | | | | | | | | | | | | |
| 70174<br>161160<br>GJYQ | **Atheltemplar**<br>E.S.D.<br>D.F. GyC. 2 *Dks(Stl)&Web frames*<br>*Mchy.Aft* | Twin Sc<br>*Oil Eng*<br>*ss*Bkn.No.2–38<br>*Longitudinal framing* | ~~8949~~<br>~~8310~~<br>~~8290~~<br>8992<br>8316<br>~~5258~~ | ✠100A1<br>2,41 ~~4,40~~<br>✠LMC4,40<br>DBS~~4,40~~2,41 CBS~~4,40~~2,41 | Shl | *d*† | CL<br>~~2,40~~<br>12,40 | 1930<br>6mo | Lithgows Ld. PortGlasgow<br>*Lloyd's&CP* | AthelLine,Ld.<br>*CellDBuE83'* 315t *DTf*44'701t | 475·0\|63·3\|35·0<br>491·8(O.L.)<br>P119'B34'F48' FK<br>*FPT219t APT434t* | Liverpool<br>British<br>16 *BHptCem*<br>(10 *to U dk*<br>J.G.Kincaid&Co.Ld.Grk. | Oil Engines 4S.C.SA<br>12Cy.24½"-51⅛" 709NHP<br>6 „2nd „) | 35 ″ 0<br>s 6 ″ 10¾<br>28 ″ 4½ | |
| | | | | *Carrying Molasses or Petroleum in bulk* | | | | | | | | | | | | |
| 70175<br>162387<br>MBDL | **Athelviking** (*ex*Java-33)<br>*ss*Bkn.No.3–8,37<br>D.F.<br>*Mchy.Aft* | Twin Sc<br>*Oil Eng.*<br>2 *Dks(Stl)&Web frames*<br>*Longitudinal framing* | 8779<br>8173<br>5213 | ✠100A1<br>~~3,39~~ 1,40 2,41<br>✠LMC CS3,38<br>DBS1,40 1,40 | Bkn<br>Phl NYk | *d*† | CL<br>1,40 | 1926<br>4mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees<br>*Lloyd's&CP* | AthelLine,Ld. | 471·2\|62·4\|35·3<br>P116'B34'F48' FK | Liverpool<br>British<br>16 *BHptCem*<br>(10 *to U dk*<br>6 „2nd „ )<br>J.G.Kincaid&Co.Ld.Grk. | Oil Engines 4S.C.SA<br>12Cy 24½"-51⅛" 709NHP<br>2DB *180lb* | 35 ″ 4<br>s 7 ″ 0¾<br>28 ″ 7 | |
| | | | | *Carrying Molasses or Petroleum in bulk* | | | | | | *CellDBuE80'323t DTf*54'724t *FPT186t APT304t* | | | | | | |
| 70176<br>161118<br>GTDF | **Athelviscount**<br>*ss*Bkn.No.2–37<br>D.F. GyC. 2 *Dks(Stl)&Web frames*<br>*Mchy.Aft* | Twin Sc<br>*Oil Eng.*<br>*Longitudinal framing* | 8882<br>8310<br>5259 | ✠100A1 ~~Frd~~<br>Examined 6,41 Shl<br>✠LMC CS10,37<br>DBS~~2,40~~ 3,41 | | *d*† | CL<br>~~10,37~~<br>SN9,40<br>P8,40 | 1929<br>9mo | R.Duncan &Co.Ld. PortGlasgow<br>*Lloyd's&CP* | AthelLine,Ld.<br>*CellDBuE83'* 278t *DTf*35'534t | 475·0\|63·3\|35·0<br>493·0(O.L.)<br>P119'B34'F48' FK<br>*FPT219t APT249t* | Liverpool<br>British<br>16 *BHptCem*<br>(9 *to U dk*<br>7 „ 2nd „ )<br>J.G.Kincaid&Co.Ld.Grk. | Oil Engines 4S.C.SA<br>12Cy 24½"-51⅛" 709NHP<br>2DB *180lb* | 35 ″ 0<br>s 6 ″ 10¾<br>28 ″ 4½ | |
| | | | | *Carrying Molasses or Petroleum in bulk* | | | | | | | | | | | | |
| 70177<br>DJRV | **Athen** (P)<br>D.F. E.S.D. | *Oil Eng*<br>1 *Dk*<br>*Cruiser Stern* | 4450<br>3709<br>2608 | | | | | 1936 | Deutsche Werft A.G Bet Reihstgwrft Hamburg | Deutsche Levante Linie Hamburg A.G. | 401·8\|55·8\|21·3<br>P36'B&F354'<br>*Upper* F36' | Hamburg<br>German *WB* | 2 SR geared Oil Engines<br>2S.C.SA<br>12Cy.20½"-27 9/16" 885NHP<br>Maschinenfbrk.Augsburg-Nürnberg A.G. Augsburg | | G |
| 70178 | **Athena** (*ex*TaYu-38, *ex*TaChie) | Twin Sc | 1440<br>—<br>861 | | | | | 1921 | Yangtsze Poo Dock Co. Shanghai | G.Stamatelatos | 215·0\|35·0\|12·0 | Piræus<br>Greek | T. | | |
| 70179<br>LCDV | **Athene**<br>*ss*Osl.No.2–35<br>*Mchy Aft* D.F. | *Oil Eng.*<br>2 *Dks(Stl)&Web frames*<br>*Cruiser Stern* | 4631<br>4020<br>2644 | ✠100A1<br>2,41 ~~1,39~~<br>DBS~~1,39~~ ✠LMC10,35<br>5,40 | Rot<br>PNl | *w* | CL<br>~~9,37~~<br>6,40 | 1928<br>6mo | Armstrong Whitworth &Co.Ld. Newcastle<br>*Lloyd's&CP* | A/S Athene (JorgenBang) | 345·6\|53·5\|27·8<br>P80'B26'F30' FK<br>*Trunk a*112'*f*80'<br>*CellDBuE59'165t DTf*30'430t *FPT* | Xiansand<br>Norwegian<br>13 *BHptCem*<br>(9 *to U dk*<br>4 „2nd „ )<br>185 *APT*66t | Oil Engines 2S.C.SA<br>6Cy.23⅝"-47½" 580NHP<br>2DB *150lb*<br>Aktieb.AtlasDiesel,Skm. | 28 ″ 0 | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | |
| 70180<br>164995<br>GZJS | **Athenic**<br>D.F. E.S.D. | 1 *Dk*<br>*Cruiser Stern* | 5351<br>4931<br>3246 | ✠100A1<br>1,41 ~~3,40~~<br>✠LMC1,37 | Hul<br>Shl | *z* | CL<br>3,40 | 1937<br>1mo | W.Gray& Co.Ld. W Hartlepool<br>*Lloyd's&CP* | Sir Walter H. Cockerline<br>*CellDB* | 413·3\|57·0\|27·0<br>P34'B259'F33' FK<br>360'1207t *FPT137t APT192t* | Hull<br>British<br>7 *BHCem* | T.3Cy.23½",36½"&65"-45"<br>200lb (*s*) 400NHP<br>2SB(Spt)&1AuxSB,*10cf*, GS156,HS7144<br>Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl. | 29 ″ 3<br>s 4 ″ 5½<br>25 ″ 0½ | |
| 70181<br>18<br>SZHK | **Athina** (P)<br>2 *Dks&Spar dk* | | 468<br>—<br>172 | | | | | 1893 | J.McDowall&Barbour Piræus | Hadjiconstanti Bros. | 162·0\|23·6\|14·0<br>F30' | Piræus<br>Greek | T.3Cy.14",22"&37½"-30"<br>77NHP<br>McDowall&Barbour.Pir. | | |
| 70182<br>128<br>SVUH | **Athina Livanos**<br>*ss*Bal.No.1-41<br>D.F. 1 *Dk&Shelter dk*<br>*Cruiser Stern* | | *4824*<br>*4379*<br>*2842* | ✠100A1<br>*with freeboard*<br>~~3,40~~ 2,39<br>2,41 ~~1,41~~<br>✠LMC10,~~36~~<br>~~MS1,41~~<br>✠LMC1,41 | Mch<br>~~Frd~~ NYk | *a*†<br>~~2,37~~<br>5,40 | CL<br>*Cell* | 1936<br>10mo | W.Gray& Co.Ld. W Hartlepool<br>*Lloyd's&CP* | TheofanoMaritime Co.Ld.(N.G. Livanos, *Mgr.*)<br>*DB*365'1202t *FPT* | 419·2\|56·7\|25·3<br>F36' FK<br>198t *APT*200t | Chios<br>Greek<br>7 *BHCem*<br>(*Coll to Sh dk*<br>6 „2nd „) | T.3Cy.22½",39"&65"-45" (*s*)<br>225lb GS 146 HS7115 460NHP<br>2SB(FD)(Spt)&AuxSB *9cf*<br>Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl. | 27 ″ 10<br>s 3 ″ 0<br>25 ″ 1 | |
| * 70183<br>907<br>SVVO | **Athinai** (*ex*Scottish Prince–37)<br>*ss*Mch.2nd No.3–11,34<br>1 *Dk(Stl)&Shelter dk*(*Stl*–ws) | | *2897*<br>*2655*<br>*1794* | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>5,10 ~~11,39~~<br>✠LMC9,39 | Sch<br>Liv | *v* | CL<br>9,37 | 1910<br>3mo | Short Bros. Ld. Sunderland<br>*Lloyd's&CP* | Hellenic Lines,Ld. (P.G.Callimanopulos, *Mgr.*)<br>*CellDBa* 102'*u* | 340·6\|46·4\|21·5<br>F37' FK<br>*E25'f*145'636t *FPT* | Piræus<br>Greek<br>6 *BHCem*<br>106t *APT*21t | T.3Cy.25",42"&69"-45" (*s*)<br>180lb 389NHP<br>2SB,*6cf*,GS122,HS5268 FD<br>N.E.MarineEng.Co.Ld.Sld | 22 ″ 11<br>s 1 ″ 7½<br>21 7 | |
| 70184<br>463<br>SZHM | — (P)<br>(*ex Yt.*Harvard,*ex*Wacouta,*ex*Eleanor)<br>Wireless 2 *Dks* | | 968<br>—<br>577 | | | | | 1894 | ..... Bath,Me. | Hellenic Coast Lines Co.Ld. | 220·0\|32·0\|17·5 | Piræus<br>Greek | | | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre-passages établ. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Machines ob. cond. si ce n'est dans le L. R. Durée. Cert. Il. cr'ds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70185 | **Athlone Castle** (P) | TwinSc | 25564 | ✠100A1 | Sou | *s*† | CL | 1936 | Harland& | The Union-Castle | 696·0 | 82·5 | 41·4 | London | Oil Engines 2S.C.DA | 48 *n* 0 | BT |
| 164625 | *Oil Eng.* | | 18722 | *with freeboard* | Ldn | 3 | 5,41 | 5mo | Wolff,Ld. | MailSteamshipCo. | | | | British | 20Cy.26″–59½″ 4650NHP | s 16 *n* 3 | till |
| GYTK | D.F. E.S.D. 3*Dks*,4*th dk except in Nos.*4 & 5*holds*,6*th dk in Nos.*3,5 & 6 *holds* | | 15088 | Examined 6,41 | | | | | Belfast | Ltd. | | | | | 2DR*100lb* | 32 *n* 0½ | 44,49 |
| | *Ref.Mchy.* Sub.Sig. *Cruiser Stern* | | | DBS1,40 ✠LMC5,36 | | | | *Lloyd's*SA&CP | | | P228′B274′F107′ | | | | Harland&Wolff,Ld.Bel. | | 12,41 |
| | | | | | | | | | | | *joined by Shade dk* | | | | | | |
| | | | | | | | | | | | FK | | | 11*BHpt Cem* | | | |
| | | | | | | | | | | *CellDB575′3021t* | *Tanks between tun*nels 49′ 265*t* | | | *FPT126t APT424t* | | | |
| 70186 | **Athos** | TwinSc | 8267 | | | | | 1937 | Akt.Bur- | Skibs.A/S Athos | 471·3 | 61·3 | 35·2 | Flekkefjrd | Oil Engines 2S.C.SA | | N |
| | D.F. *Mchy.Aft Cruiser Stern Oil Eng.* | | 7677 | | | | | | meistr& Wain | (BernhardHans- | | | | Norwegian | 12Cy.19½″–35⅞″ 810NHP | | |
| LJKN | *Carrying Petroleum in bulk* 2*Dks* | | 4867 | | | | | | Copenhagen | sen&Co.*Mgrs.*) | P251*t*H227*t* | | | *WB* | Akt.Burmeistr& Wain,Cpn | | |
| | *Longitudinal framing-bracketless system* | | | | | | | | | | | | | | | | |
| 70187 | **Athos II.** (P) | TwinSc | 15276 | | | | | 1925 | Akt.Ges. | Soc.desServices | 543·9 | 66·2 | 41·7 | Marseilles | 2 DR geared Steam | | V |
| | *Ref.Mchy. Fitted for oil fuel* | | — | | | | | | "Weser" | Contractuels des | | | | French | Turbines | | |
| FOAJ | GyC. 4*Dks* | | 8947 | | | | | | Bremen | MessageriesMari- | B312′F49′ | | | *WB* | Akt.Ges."Weser"Bremen | | |
| | | | | | | | | | | times | | | | | | | |
| 70188 | **Atid** | TwinSc | 509 | | | | | 1921 | Vereinigte | AtidNavigationCo. | 165·5 | 26·4 | 11·5 | Haifa | Oil Engines 4S.C.SA | | G |
| | (*ex Lighter* Mabel Violet, | *Oil Eng.* | 431 | | | | | | Elbe und | Ld(BarnettBros.& | P20′ | | | Palestine | 12Cy.11″–16⅝″ 141NHP | | |
| VSQD | *ex* Vossfelde) 1*Dk* | | 305 | | | | | | Norderwerft | BorchardLd. | len34 | | | *WB* | *Emade*&*fitted*34 | | |
| | | | | | | | | | Hamburg | *Mgrs*) | | | | | Fr.KruppGermaniawerft | | |
| | | | | | | | | | | | | | | | A.G.Kiel | | |
| 70188* | **Atilla** (*ex* Helena,*ex* Ludworth) | | 1301 | ✠ — | Cpl | *o* | | 1907 | BlythS.B. | HamdiSelimoglu | 234·7 | 34·5 | 15·1 | Istanbul | T.3Cy.19″,31″&51″–36″ | 17 *n* 3 | I |
| 127 | *ss*Sld.No.3–6,19 | | 1000 | 12,32 | | | | 4mo | Co.Ld. | ve Serikleri | Q122′B10′F24′ | | | Turkish | 166NHP | | † |
| TCAL | *Well deck* *ss*Pla.No.2–28 | | 783 | ✠ | | | | | Blyth | | | | | 4*BH Cem* | 1SB,*3cf*,GS61,HS2520 | | |
| | 1*Dk*(*pt Irnpt Stl*)&*deep framing* | | | | | | | | | | FK | | | | Richardsons,Westgarth& | | |
| | | | | | | | | | | *CellDBa65′u E&* | *B36′f96′341t FPT* | | | *53t APT75t* | Co.Ld.Sld. | | |
| 70189 | **Atis Kronvalds** (*ex* Abava–40, | | 1423 | | | | | 1900 | Akt.Ges. | Apvienota | 245·2 | 36·1 | 17·3 | Riga | T.3Cy.18″,30½″&48″–33¾″ | | V |
| 32 | *ex* Koholyt,*ex* MarieHorn, | | 1247 | | | | | | "Neptun" | KugniecibasAkc. | P24′B58′F26′ | | | Latvian | 133NHP | | |
| YLAE | *ex* FriedrichCarl,*ex* Professor Willy | | 864 | | | | | | Rostock | Sab. | | | | *WB* | A.G."Neptun,"Rostock | | |
| | Stöwer,*ex* MarieHorn,*ex* Franziska | | | | | | | | | | | | | | | | |
| | Fischer,*ex* HildaHorn) 1*Dk* | | | | | | | | | | | | | | | | |
| 70190 | **Atjeh** | | 495 | | | | | 1938 | Droogdok | N.V.Koninklijke | 158·5 | 30·2 | 13·1 | Batavia | Oil Engines 4S.C.SA | | V |
| | *Oil Eng.* | | 385 | | | | | | Maats | Paketvaart | P44′B8′F21′ | | | Dutch | 6Cy.11½″–18½″ 80NHP | | |
| PKOL | 1*Dk* | | 269 | | | | | | "Soerabaia" | Maatschappij | | | | *WB* | WerkspoorN.V.Ams. | | |
| | *Mchy.Aft* | | | | | | | | Sourabaya | | | | | | | | |
| 70191 | **Atland** | | *5203* | | | | | 1910 | W.Doxford | AngfaktiebTirfing | 388·9 | 52·4 | 26·1 | Gothenbrg | T.3Cy.26″,42″&68″–48″ | | C |
| 5137 | | | *4228* | | | | | | &Sons,Ld. | (T.E.J.: son | P39′B67′H172*t* | | | Swedish | 320NHP | | |
| SHYA | *Turret deck* 1*Dk* | | *2639* | | | | | | Sunderland | Brostrom,*Mgr.*) | F43′ | | | *WB* | W.Doxford&Sons,Ld.Sld. | | |
| 70192 | **Atlanta** | | ~~4956~~ | ✠100A1 | Mmo | *z* | CL | 1939 | Crichton | RederiA/B Atlanta | 404·2 | 54·7 | 23·7 | Helsingfrs | Oil Engines 2S.C.SA | 27 *n* 9 | |
| | *Oil Eng.* | | 4017 | *with freeboard* | | | | 4mo | Vulcan A.B. | (B.Krogius,*Mgr.*) | 427·2(O.L.) | | | Finnish | 8Cy.28⅜″–51⅞″ 1116NHP | s 2 *n* 4½ | |
| OFDW | D.F. E.S.D. 1*Dk*&*Shelter dk*,3*rd dk* | | 2601 | 1,40 ✠LMC4,39 | | | | | Åbo | | | | | 6*BH* | DB57*lb* | 25 *n* 5 | |
| | *Ref.Mchy.* *except in No.*5 *hold* | | | ✠Lloyd'sRMC4,39 | | | | *Lloyd's*SA&CP | | | FK | | | (*Coll to Sh dk* | Fr.KruppGermaniawftAG | | |
| | *Cruiser Stern* | | | | | | | | | | | | | 5 ,,2nd,,) | Kiel | | |
| | *Strengthened for navigation in ice* | | | for temp. 36° F. | | | | | | *CellDB325′1154t FPT84t* | | | | *APTs188t* | | | |
| 70193 | — | | 4404 | ✠100A1 | Gen | *y* | CL | 1908 | Russell& | "Italia"Soc.Anon. | 399·5 | 49·8 | 18·4 | Genoa | T.3Cy.26″,42″&70″–48″ (*s*) | 29 *n* 0 | |
| 2208 | (*ex* StellaPolare, *ss*Mfl.2ndNo.3–6,35 | | 4008 | *Spar dk* | | | N8,39 | 4mo | Co. | diNav. | 385·0 | | | Italian | 180lb 483NHP | s4 *n* 11½ | |
| IBZC | *ex* Atlanta) 1*Dk*(*Stl*)&*Spar dk* | | 2720 | 2,39 | | | | | PortGlasgow | | P77′B108′F41′ 26·3 | | | | 3SB,*9cf*,GS165,HS7224 FD | 24 *n* 3 | |
| | *Ref.Mchy.* (*Stl-pt*ws)&*deep framing* | | | BS5,39 ✠LMC6,35 | | | | *Lloyd's*SA&CP | | | FK | | | 6*BH Cem* | D.Rowan&Co.Glasgow | | |
| | D.F. | | | ✠Lloyd'sRMC2,40 | | | | | | *CellDBa126′u* | *E&B40′f170′1160t* | | | *APT32t* | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 9,21 | | | *F.P. above* 1 | 50° F. | | | | | | | | | |
| 70194 | **Atlanta City** | | 5687 | | | | | 1921 | Chickasaw | IsthmianS.S.Co. | 424·2 | 56·2 | 26·5 | New York | 2 Steam Turbines DR | | R |
| 2?1380 | *Fitted for oil fuel* | | 5081 | | | | | | S.B.&CarCo. | | P58′B&F350′ | | | Utd. States | geared to 1 Sc.Shaft | | |
| KDSW | GyC. 2*Dks* | | 3450 | | | | | | Chickasaw Al | | | | | *WB* | FederalS.B.Co.Kearny,NJ | | |
| 70195 | **Atlante** (P) (*ex* New | 3Mst | 1446 | ✠ | Bcl | *q* | | 1894 | Wigham | Cia.Trasmediter- | 270·0 | 33·6 | 15·6 | Barcelona | T.3Cy.28¾″,46″&75″–42″ | 18 *n* 2 | |
| | Londoner) *ss*Nwc.No.3–4,06 | | 948 | 7,19 | | | | 4mo | Richrdsn&Co | ranea | P178′F60′ | | | Spanish | 390NHP | | |
| EAOB | *Well deck* *ss*Cdz.No.2–14 | | 793 | ✠ | | | | | Newcastle | | | | | 5*BH Cem* | 3SB,*12pf*,GS156,HS6231 | | |
| | *Mchy.Aft* Wireless 2*Dks*(*UStl*–ws) | | | | | | | | | | BK9° | | | | Wigham Rchardsn& CoNwc | | |
| | | | | | | | | | | | *CellDB144′* | | | *160t DT f27t* | | | |
| 70196 | **Atlantian** | | 6549 | ✠100A1 | Mch | *u*† | CL | 1928 | CaledonS. | CharenteS.S.Co.Ld | 414·6 | 54·6 | 33·8 | Liverpool | Q.4Cy.27″,39″,56″&80″–54″ | 36 *n* 9 | |
| 1?? 8? | *Ref.Mchy.* *ss*Liv.No.2–37 | | 6024 | 8,40~~8,39~~ | Liv | | ~~1,37~~ | 8mo | B.&E.Co.Ld. | (T.&J.Harrison | 431·3(O.L.) | | | British | 215lb (*s*) 777NHP | s 7 *n* 6½ | |
| GSMD | 3*Dks*(*Stl*) | | 4016 | BS6,41 ✠LMC | | | 8,40 | | Dundee | *Mgrs.*) | P41′B150′F40′ FK | | | 8*BH Cem* | 4SB,*12cf*,GS247,HS11748 FD | 29 *n* 5½ | |
| | | | | MS7,37 ~~BS7,40~~ | | | | *Lloyd's*SA&CP | | *CellDB343′1093t* | *DTa25′387t FPT* | | | *97t APT28t* | CaledonSB.&E.Co.Ld.Dun | | |
| 70197 | **Atlantic** | | 7342 | | | | | 1925 | Armstrong | A/RSeljan(Wilh. | 441·6 | 57·5 | 34·1 | Bergen | Oil Engines 2S.C.SA | | C |
| | *Oil Eng.* | | 6772 | | | | | | Whitworth | &PaulJebsen) | P379*t*H182*t* | | | Norwegian | 6Cy.23¾″–41¾″ 582NHP | | |
| LCDU | *Mchy. Aft* 2*Dks* | | 4253 | | | | | | &Co.Ld. | | | | | | Armstrong,Whitworth& | | |
| | D.F. *Carrying petroleum in bulk* | | | | | | | | Newcastle | | | | | | Co.Ld.Nwc | | |
| 70193 | — | | 5524 | ... | | | | 1919 | SouthWest- | Cia.Internacional | 410·5 | 54·0 | 27·2 | ~~New York~~ | T.3Cy.24½″,41½″&72″–48″ | 29 *n* 9 | R |
| ~~8477~~ | (*ex* WestCatanace) *ss*N.Yk.No.2–27 | | 5058 | 12,30 | | | | | -ernS.B.Co. | de Vapores,Ltda. | P43′B115′F47′ | | | ~~Utd. States~~ | 552NHP | | † |
| WBCQ | *Fitted for oil fuel* 2*Dks* | | 3455 | | | | | | SanPedro,Cal | | | | | Panama*WB* | LlewellynIronWorks,LAn | | |
| | D.F. Sub.Sig. | | | | | | | | | | | | | Pnamanian | | | |
| 70199 | — | | 5414 | ✠100A1 | Hul | *z* | CL | 1939 | W.Gray& | SirW.H.Cockerline | 413·3 | 57·0 | 27·0 | Hull | T.3Cy.23½″,36½″&65″–48″ | 29 *n* 3 | |
| 167069 | | | ~~5,117,40~~ | | Shl | | | 9mo | Co.Ld. | | 425·3(O.L.) | | | British | 200lb (*s*) 430NHP | s 4 *n* 5½ | |
| GRBY | D.F. E.S.D. 1*Dk* | | 4901 | 3,41 ✠LMC9,39 | | | | | WHartlepool | | P34′B259′F35′ FK | | | 7*BH Cem* | 2SB(Spt&FD)&1AuxSB, | 25 *n* 0½ | |
| | *Cruiser Stern* | | 3245 | | | | | *Lloyd's*SA&CP | | | | | | | *8cf*,GS133,HS6576 | | |
| | | | | | | | | | | *CellDB* | *360′1207t FPT137t* | | | *APT192t* | Cen.Mar.E.Wks. | | |
| | | | | | | | | | | | | | | | (W.Gray&Co.Ld.)W.Hpl. | | |
| 70200 | **Atlantic Coast** | TwinSc | 890 | ✠100A1 | Liv | *o* | OG | 1934 | H.Robb, | CoastLines,Ld. | 231·6 | 35·2 | 11·8 | Liverpool | Oil Engines 2S.C.SA | 14 *n* 0 | |
| 162405 | *Oil Eng.* | | 687 | *with freeboard* | | | 3,38 | 7mo | Ld. | | F28′ *36·9* | | | British | 10Cy.13⅞″–22⅞″ 312NHP | s *n* 2 | |
| GWSY | *ss*Liv.No.1–39 | | 475 | 1,41 ~~5,39~~ | | | | | Leith | | 241·8(O.L.) FK | | | *Cem* | | 13 *n* 11 | |
| | *Mchy.Aft* 1*Dk*&*Shelter dk* | | | ✠LMC8,41 | | | | *Lloyd's*SA&CP | *Inter* | *mediate BH in hold* | *dispensed with Coll* | | | *BH to Sh dk* | BritishAuxiliariesLd Gls. | | |
| | E.S.D. Wireless D.F. *Cruiser Stern* | | | | | | | | *CellD* | *B176′318t DT f12′5* | *8t FPT18t APT24t* | | | 2 ,, ,, 2nd ,, | | | |
| 70201 | **Atlantic Guide** (*ex* Albatross–39) | | 1943 | ✠ | Lon | *r* | | 1924 | Grngem'th | | 280·3 | 41·9 | 19·0 | London | T.3Cy.21″,35″&57″–36″ | 20 *n* 10 | |
| 147714 | *ss*Lon.No.3–9,37 | | 1753 | 1,39 | | | | 9mo | DockydCoLd | | 291·7(O.L.) | | | British | 227NHP | | |
| GKRN | 1*Dk*(*Stl*)2*nd dk in* | | 1193 | ✠ | | | | | Grngemouth | | P21′B68′F29′ FK | | | 5*BH Cem* | 2SB,*6cf*,GS113,HS3712 | | |
| | *Nos.*1&2*holds* | | | | | | | | | *CellDBa63′u E2* | *8 f124′549t FPT44t* | | | *APT42t* | D.Rowan&Co.Ld Glasgow | | |
| 70202 | **Atlantic Gulf** (P) (*ex* Southern | | 2639 | ✠ 100A1 | HKg | *s* | CL | 1919 | American | ~~AtlanticGulf&~~ | 251·0 | 43·6 | 26·1 | Panama | T.3Cy.21″,35″&59″–42″ | 28 *n* 2 | |
| ~~Trader~~ | Trader,*ex* Euzkadi, ~~*ss*Nwg.No.3–1,20~~ | | 2243 | 12,40 | | | 11,40 | 9mo | S.B.Co. | ~~PacificCo. of~~ | P25′B64′F23′ | | | Pnamanian | 185lb (*r*) 552NHP | | |
| ~~WMHP~~ | *ex* HelenC,*ex* LakeFaulk) 1*Dk*2*trB* | | 1519 | ✠LMC12,40 | | | | | Lorain,O | ~~Manila~~ | *CellDE204′* FK | | | 4*BHptCem* | 2SB,*6cf*,GS115,HS5467 FD | | |
| HPSY | ~~Fitted for oil~~ *ss*H.Kg.2ndNo.3–12,40 | | | *Fitted for oil fuel* 9,19 *F.P. above* 150° F. | | | A&CP | | | Wallem&Co | *196t DT a12′80t FPT* | | | *72t APT96t* | AmericanS.B Co.Lorain,O | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Year Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. (Index: R.=Register of Trade Vessels) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70203<br>26857<br>JTTD | **Atlantic Maru**<br>*ss* Kob. No. 3–8, 32<br>*ss* Yka. No. 1–37<br>2 *Dks (Stl) & Awng dk (Stl)* | 5873<br>5590<br>4254 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>1,41 ~~1,35~~ ✠LMC~~11.36~~<br>*Fitted for oil fuel* 12,20 | Smk<br>Kob | *y* | OG<br>~~2.37~~<br>1,41<br>*F.P. above* | 1920<br>12mo | Kawasaki Dkyd. Co. Ltd<br>Kobe<br>A&CP | Kokusai Kisen K.K.<br><br><br>*Cell D B 327' 1126t* | 385·0 \| 51·0 \| 36·0<br>FK<br>*Collision B H to Aw dk*<br>*F P T 127t A P T 94t*<br>5 „ „ *U* „ | | Hashidate<br>Japanese<br>*pt Cem*<br>*B H to Aw dk* | T. 3 Cy. 26″, 43½″ & 72″–48″ (*s*)<br>200 lb 440 NHP<br>2 SB (Spt) & 1 Aux. SB, *8cf*, GS 154, HS 5636<br>Kawasaki Dkyd Co Ld Kobe | 36 ″ 0<br>*s* 9 ″ 1½<br>27 ″ 1 | |
| 70204<br>132822<br>GQST | **Atlantic Scout** (*ex* Fishpool–38)<br>*ss* Hpl. 2nd No. 3–9, 37<br>D.F. 1 *Dk (pt Irn-pt Stl)* | 4575<br>4263<br>2832 | ✠100A1<br>8,39<br>✠LMC<br>MS 9,37 BS 11,39 | Cff | *y* | CL<br>7,38 | 1912<br>5mo<br>*Lloyd's* | Ropner & Sons, Ld.<br>Stockton<br>*A&CP* | C. Strubin & Co. Ld.<br><br>*Cell D B a 127' u E 24' f 167' 1046t* | 379·0 \| 56·0 \| 24·4<br>391·7 (O.L.)<br>P 30' B 22½' F 39' FK<br>*F P T 157t A P T 184t* | | London<br>British<br>*6 B H Cem* | T. 3 Cy. 26″, 42″ & 70″–48″ (*s*)<br>180 lb 380 NHP<br>3 SB, *9cf*, GS 175, HS 6012<br>Blair & Co. Ld. Stockton | 26 ″ 9<br>*s* 3 ″ 9½<br>23 ″ 9 | |
| 70205<br>Wireless | **Atlantico** (*ex* Skramstad)<br>1 *Dk & Spar dk* | 1076<br>—<br>709 | | | | | 1904 | Framnes Mek. Værks<br>Sandefjord | Soc. Anon. Navegação Parana Santa Catharina | 231·7 \| 35·2 \| 20·5<br>H 80 *t* | | | R. Janeiro<br>Brazilian<br>*WB* | T. 3 Cy. 16½″, 27″ & 44″–33″<br>111 NHP<br>Nylands Værksted, Oslo | | V |
| 70206<br>791<br>SVFV | **Atlanticos** (*ex* Maryland–35, *ex* War Noble)<br>*ss* Bly. No. 3–1, 35<br>2 *Dks (Stl)* | 5446<br>4903<br>3367 | ✠100A1<br>~~Extra~~ Awngd 2,41 NYk<br>BS 3,40 ✠LMC 1,35<br>✠NE 20 *refitted* 1,35 | ~~Rob~~ | *z* | CL<br>3,40 | 1919<br>3mo<br>*Lloyd's* | J Coughlan & Sons<br>Vancouver, B.C.<br>*A&CP* | Atlanticos S.S. Co. Ld. (Kulukundis Shipping Co. S.A. *Mgrs.*) | 410·5 \| 54·1 \| 27·5<br>P 44' B 115' F 47'<br>1 *Intermediate BH in fore hold dispensed with DB* | | Piræus<br>Greek<br>*pt Cem*<br>6 *B H only* | T. 3 Cy. 24″, 39½″ & 67″–48″ (*s*)<br>190 lb 510 NHP<br>3 SB *9cf*, GS 189, HS 8008 FD<br>N.E. Marine Eng. Co Ld Nwc | 29 ″ 9<br>*s* 5 ″ 9¾<br>24 ″ 2 | |
| 70207<br>HRBL | **Atlantida** (P)<br>*ss* NOs. No. 3–2, 37<br>2 *Dks (Stl)* (*Weather dk*–teak s) & 2 *lower dks sparred for fruit cargo*<br>*Ref. Mchy.* | *4191*<br>*3565*<br>2476 | ✠100A1<br>*with freeboard*<br>2,41 ~~1,39~~ ~~1,40~~<br>2,41 ~~BS 3,39~~ ~~BS 5,40~~<br>~~BS 5,39~~ ✠LMC 2,37<br>✠Lloyd's RMC 1,40<br>for temp. 50° F.<br>*Fitted for oil fuel* 5,24<br>*Lower Decks for Fruit Cargoes* | NYk | *w* | OG<br>~~6,38~~<br>6,40<br>*F.P. above* | 1924<br>5mo<br>*Lloyd's* | Workman, Clark & Co. Ld<br>Belfast<br>*SA&CP* | Standard Nav Corp. (Standard Fruit & S.S. Co. *Mgrs.*)<br><br>*Cell D Ba 98' u E 20'* | 350·6 \| 50·3 \| 29·5<br>F 36'<br>FK<br>*f 119' 300t F P T 78t* | | Ceiba<br>Honduran<br>*pt Cem*<br>6 *B H Cem*<br>*A P T 52t* | T. 4 Cy. 27″, 44″ & (2) 54″–45″<br>200 lb (*s*) 669 NHP<br>4 SB, *16cf*, HS 10548 FD<br>Wrkman, Clark & Co. Ld. Bel | 31 ″ 6<br>*s* 11 ″ 6<br>20 ″ 4 | |
| 70208<br>8362<br>SMBN | **Atlantides** (*ex* Svolder–39)<br>D.F. *Cruiser Stern* *Oil Eng.*<br>*Longitudinal framing* 1 *Dk*<br>*Mchy. Aft* *Carrying Petroleum in bulk* | *9650*<br>*8906*<br>*5963* | | | | | 1939 | Sir J. Laing & Sons, Ld.<br>Sunderland | Rederi A/B Atlantides (C.L. Schönmeyr) | 482·7 \| 68·3 \| 36·2<br>P 102' F 32' | | | Stockholm<br>Swedish<br>*WB* | Oil Engines 2 S.C.SA<br>4 Cy. 26¾″–91¼″ 833 NHP<br>Wm. Doxford & Sons, Ld Sld | | N |
| 70209<br>135497<br>GLTM | **Atlantis** (P) (*ex* Andes) Trp Sc<br>*Fitted for oil fuel*<br>*Ref. Mchy.* D.F. 3 *Dks & 1 pt Dk* | 15135<br>10221<br>8529 | | | | | 1913 | Harland & Wolff, Ld.<br>Belfast | Royal Mail Lines, Ld. | 570·3 \| 67·3 \| 33·3 | | | Liverpool<br>British<br>*WB* | T. 8 Cy (2) 27″, (2) 42″ & (4) 49″–51″ & 1 L.P. Turbine<br>Harland & Wolff, Ld. Bel. | | |
| 70210<br>214459<br>WSCH | **Atlas** (*ex* Sunoil)<br>*ss* Bal. 2nd No. 3–11, 39 ~~ex N Yk No. 3–9, 37~~<br>~~ex N Yk No. 3–9, 37~~<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. *Longitudinal framing* | 7137<br>—<br>~~4409~~ | ✠100A1<br>7,40 ~~6,39~~<br>~~BS 7,40~~ ✠LMC 11,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 12,16 | NYk<br>Bal | *b*† | CL<br>~~10,39~~<br>7,40<br>*F.P. above* | 1916<br>10mo | W Cramp & Sons S & E B Co<br>Philadelphia<br>A&CP *Cell D Bu E & B 61' 234t* | Socony-Vacuum Oil Co. Inc. | 430·0 \| 58·2 \| 33·3<br>446·0 (O.L.)<br>P 116' B 36' F 49' FK<br>*F P T 246t A P T 49t* | | New York<br>Utd. States<br>15 *B H pt Cem*<br>(10 *to U dk*<br>5 „ 2*nd* „) | T. 3 Cy. 27″, 45½″ & 76″–51″ (*r*)<br>190 lb 565 NHP<br>3 SB, *9cf*, GS 185, HS 8095 FD<br>W. Cramp & Sns S & E B C Phl | 33 ″ 4<br>*s* 6 ″ 6<br>27 ″ 0½ | |
| 70211<br>HPHV | —<br>(*ex* Pan American–37, *Fitted for oil fuel*<br>*ex* Willpolo–33, *ex* Yaphank)<br>D.F. Sub. Sig. 2 *Dks* | 4810<br>—<br>3036 | | | | | 1919 | Downey S.B. Corp.<br>Arlington, N.Y. | Soc. Anon. Maritime et Commerciale | 386·8 \| 52·2 \| 27·4<br>P 40' B 110' F 40' | | | Panama<br>Pnamanian<br>*WB* | T. 3 Cy. 27″, 40″ & 70″–48″<br>339 NHP<br>Downey S.B. Corp.<br>Arlington, N.Y. | | RV |
| 70212<br>667<br>SVCL | — (*ex* Irini–35, *ex* Conrad Mohr)<br>*ss* Rot. 2nd No. 3–2, 33<br>*ss* Ant. No. 1–38<br>2 *Dks (Stl) & Web frames*<br>*Mchy. Aft* *Longitudinal framing* | 4008<br>3699<br>2055 | ✠100A1<br>4,40<br>BS 9,39 ✠LMC 6,38<br>*Carrying Petroleum in bulk* | Pir | *w* | CL<br>4,40 | 1909<br>7mo<br>*Lloyd's* | R. Craggs & Sons, Ld.<br>Middlesbro'<br>*SA&CP* | Soc. Anon. Hellénique Maritime "Transpetrol" (A. Romano & A.H. Behar, *Mgrs.*) | 345·0 \| 48·0 \| 28·5<br>P 97' B 25' F 44' FK<br>*Cell D Bu E & B 75' 2238t A P T 201t* | | Piræus<br>Greek<br>12 *B H Cem*<br>*A P T 201t* | T. 3 Cy. 25″, 41⅝″ & 67″–45″ (*s*)<br>180 lb 326 NHP<br>2 SB (Spt), *8cf*, GS 144 HS 5014<br>N.E. Marine Eng Co Ld. Nwc | 28 ″ 9<br>*s* 5 ″ 3⅝<br>23 ″ 7 | |
| 70213<br>DOKG | —<br>D.F.<br>Sub. Sig. *Cruiser Stern* 2 *Dks* | 2297<br>2042<br>1311 | | | | | 1927 | Act. Ges. "Weser"<br>Bremen | Dampfschifffahrts Ges. Neptun | 287·0 \| 46·0 \| 23·2<br>F 26' | | | Bremen<br>German<br>*WB* | T 3 Cy 19¹¹⁄₁₆″ 31½″ & 50⅜″–35 7⁄₁₆″<br>& 1 low pressure Turbine<br>180 NHP<br>A.G. "Weser," Bremen | | G |
| 70214<br>1337<br>IBBD | —<br>D.F. *Fitted for oil fuel*<br>*Carrying Oil in bulk* 1 *Dk & Spar dk* | 2005<br>1745<br>1128 | | | | | 1898 | Delaware River Co.<br>Chester, Pa. | Ditta G. M. Barbagelata | 263·4 \| 40·3 \| 20·0<br>254·3 | | | Genoa<br>Italian | T. 3 Cy. 21″, 34″ & 56″–42″<br>203 NHP<br>Delaware River Co. Chester | | I |
| 70215<br>OHXZ | —<br>(*ex* Caristen–35, *ex* Oder,<br>*ex* Carbo II, *ex* Bylgia) *ss* Skm. No. 3–9, 12<br>1 *Dk (Stl) & deep framing*<br>Wireless D.F. | 1098<br>950<br>586 | ✠<br>12,19 | Cpn | *n* | | 1901<br>11mo | Söderhmns Verks. Aktieb Söderhamn | A. Andersson<br><br><br>*Cell D B a 52' u E 27' f 94' 296t* | 238·1 \| 34·6 \| 14·3<br>229·5<br>P 16' B 61' F 22'<br>FK | | | Mariehmn<br>Finnish<br>4 *B H Cem*<br>*A P T 40t* | T. 3 Cy. 16½″, 27″ & 44″–30″<br>118 NHP<br>NE & B *made 98 refitted 01*<br>1 SB, *3rf*, GS 38, HS 2035<br>Nylands Værksted, Oslo | 16 ″ 9 | V<br>† |
| 70216<br>PCVQ | —<br>*Oil Eng.*<br>1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | 335<br>213<br>163 | | | | | 1938 | NV Schpsw Delfzijl v/h Gebr. Sanders Delfzijl | J. Beck<br>Vereenigde Nederlandsche Scheep | 130·4 \| 24·1 \| 8·3 | | | Groningen<br>Dutch<br>*WB* | Oil Engines 4 S.C.SA<br>4 Cy.<br>Appingedammer Brons Motorenfb. N.V | | C |
| 70217<br>26272<br>JAPD | **Atlas Maru**<br>*ss* Kob. No. 3–7, 31<br>*ss* Kob. No. 2–40 ~~*ss* Kob. No. 1–38~~<br>1 *Dk (Stl) & Shelter dk (Stl)* | 7347<br>6856<br>4481 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>4,40 ~~4,40~~ 4,40<br>~~BS 10,38~~ ✠LMC ~~10,38~~<br>*Fitted for oil fuel* 8,23 | Osa<br>Kob | *a*† | CL<br>~~10,37~~<br>4,40<br>*F.P. above* | 1920<br>1mo | Mitsubishi Zosen Kaisha Ld. Nagasaki<br>A&CP | Osaka Syosen K.K.<br><br>*Cell D B 358' 1165t D T a 28' 1077t* | 420·0 \| 56·0 \| 38·5<br>F 47' *on Shelter dk*<br>FK<br>*F P T 108t A P T 95t* | | Osaka<br>Japanese<br>*Cem*<br>6 *B H to Sh dk*<br>2 „ „ *U* „ | T. 3 Cy. 28 9⁄16″, 47″ & 79″–51″<br>200 lb (*s*) 574 NHP<br>3 SB, *9cf*, GS 192, HS 7726 FD<br>Mitsubishi Zosen Kaisha, Ld | 38 ″ 6<br>*s* 10 ″ 4¼<br>28 ″ 4 | |
| 70218<br>LCHW | **Atle Jarl**<br>1 *Dk* | 1173<br>1005<br>671 | | | | | 1919 | Fredrkstad Mek. Værks.<br>Fredrikstad | A/S Det Nordenfjeldske Dampskibsselskab | 230·5 \| 36·1 \| 14·9<br>P 20' B 62' F 26' | | | Trondheim<br>Norwegian<br>*WB* | T. 3 Cy. 16½″, 26″ & 44″–30″<br>106 NHP<br>Fredrikstad M.V. Frdstad. | | N |
| 70219<br>3959<br>SKTA | **Atos** (*ex* Uppland, *ex* Marie)<br>*ss* Hbg. 2nd No. 3–5, 28<br>*ss* Osc. No. 2–37<br>1 *Dk (pt Irn pt Stl) & deep framing*<br>*Cargo battens not fitted.* | *2161*<br>*1962*<br>*1286* | ✠100A1<br>1,40<br>BS 6,39 ✠LMC 6,37 | Mmo | *s* | OG<br>1,40 | 1902<br>1mo<br>*Lloyd's* | Helsingörs Jernsk & Msk Elsinore<br>*SA&CP* | Rederi A/B Atos (A. Börjesson)<br><br>*Intermediate bulkhead Cell D Ba & u E* | 291·6 \| 42·6 \| 19·1<br>Q 20' B 70' H 120' FK<br>F 35'<br>*112' f 120' 578t F P T* | | Hlsngborg<br>Swedish<br>4 *B H Cem*<br>*in forward hold dispensed with 58t A P T 44t* | T. 3 Cy. 20¾″, 35″ & 57″–39″ (*s*)<br>185 lb 270 NHP<br>3 SB (Spt), *6rf*, GS 113, HS 4800<br>Helsingörs Jernsk. & Mskb. | 21 ″ 10<br>*s* 3 ″ 4¾<br>18 ″ 7 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Explorement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. Marques de classe, si ce n'est dans le L. R. Degré Cert. Kind Trade. pds. pa. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70220 | **Atreus** Ⓟ | | 6546 | | | | | 1911 | Scotts' S.B. & E.Co.Ld Greenock | ChinaMutual Stm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*) | 443·5 | 52·8 | 32·1 | Liverpool British | T.3Cy.30″,50″&83″–60″ 584NHP | | BT |
| 131322 | | | 5558 | | | | | | | | | | | | | | 4111 |
| GRPX | D.F. | 2*Dks* | 4133 | | | | | | | | | | | *WB* | Scotts'S.B.&E.Co.Ld.Grk. | | 2,41 |
| 70221 | **Att-S** | | 466 | ✠100A1 | Rot | *g* | 3.39 | 1937 | N.V.Boele's | N.V.Zeevaart | 160·4 | 26·4 | 10·0 | Rottrdam | Oil Engines 4S.C.SA | 11″10 | |
| | | *Oil Eng.* | 351 | 1,41 ~~3,83~~ | Liv | | | 8mo | Schpsw&Mch | Maats.Holland-Engeland(Rotter- | 168·9(O.L.) | | | Dutch | 8Cy.11″–17½″ 94NHP | s 1″2 | |
| PCVX | *Mchy.Aft* | 1*Dk* | 252 | ✠LMC8,37 | | | | | Bolnes | damscheKustvaart | Q44′F21′ | | FK | 3*BHptCem* | | 10″8½ | |
| | *Cargo battens not fitted* | *CruiserStern* | | ✠LMC(M)3,39 | | | | *Lloyd's* | *SA&CP* | Centrale,NV*Mgrs*) | *CellDB*107′127*t* | | | | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| | | | | | | | | | | | *FPT* | | | 48*tAPT*11*t* | | | |
| 70222 | **Attendant** | | 1016 | | | | | 1914 | H.M.Dock-yard Chatham | HemsleyBell,Ld. (H.L.R.Bell,*Mgr.*) | 200·0 | 34·2 | 15·2 | London British | T.3Cy.13″,20″&32″–24″ 50NHP | | |
| 136700 | | *Fitted for oil fuel* | 781 | | | | | | | | | | | *WB* | H.M.Dockyard,Chatham | | |
| MMFP | | 1*Dk* | 500 | | | | | | | | | | | | | | |
| 70223 | — | TwinSc | 357 | ✠100A1 | Bel | *e* | CL | 1913 | Harland& Wolff,Ld. Glasgow | MaletSalvage Syndicate,Ld. | 124·7 | 27·2 | 10·8 | Liverpool British | T.6Cy.10½″,16½″&26″–18″ 180lb (*s*) 91RHP | 11″6 | |
| 135489 | | *ss*Bel.2ndNo.3–6,37 | 250 | 4,40 | | | 4,37 | 8mo | | | 28·7 | | FK | 5*BHCem* | 2SB,*4cf*,GS51,HS1812 | s 1″2½ | |
| MDYZ | | 1*Dk*(*Stl*–teaks) | 120 | BS10,39 ✠LMC6,37 | | | | *Lloyd's* | *SA&CP* | | 131·0(O.L.) B19′F18′ | | | | Harland&Wolff,Ld.Gls. | 10″7½ | |
| | | | | | | | | | | *CellDBa*25′*f*47′42*t* | *FPT*14*tAPT*22*t* | | | | | | |
| 70224 | **Attica** (*ex*TaChing–38) | TwinSc | 1405 | | | | | 1920 | Kiangnan Dk&EngWks Shanghai | G.Stamatelatos | 201·2 | 38·1 | 11·3 | Piræus Greek | T. | | |
| | | | — | | | | | | | | | | | | | | |
| | | | 861 | | | | | | | | | | | | | | |
| 70225 | **Attiki** Ⓟ (*ex*Arakaka,*ex*Grenada) | | 2561 | ✠ —— | Pir | *s* | | 1896 | A.Stephen &Sons Glasgow | HellenicMediter-raneanLinesCo.Ld. | 281·5 | 39·0 | 14·7 | Piræus Greek | T.3Cy.23″,37″&62″–42″ 345NHP | 25″6 | I |
| 557 | | *ss*Pir.3rdNo.3–11.25 | — | 3,31 | | | | 1mo | | | P29′B152′F30′ | | 23·2 FK | 4*BHCem* | 2SB(FD)&1AuxSB2,14 | | † |
| SVAF | | 1*Dk*(*Stl*)&*Spar dk* | 1534 | ✠ | | | | | | | | | | | | | |
| | | (*pt Stl*–teaks)&*deep framing* | | | | | | | | *CellDB* | *a*72″*uE*&*B*40″*f*104″ | | | 355*tAPT*18*t* | 6*cf*,&2*pf*,GS120,HS5247 A.Stephen&Sons,Glasgow | | |
| 70226 | **Attila** | | 7913 | ✠100A1 | Bom | *c*† | CL | 1930 | Armstrong Whitworth &Co.(Ship-builders)Ld Newcastle | Skibs.A/S Varild (Alf.Jakhelln, *Mgr.*) | 461·0 | 59·8 | 33·9 | Oslo Norwegian | Oil Engines 2S.C.SA 8Cy.23⅝″–41¾″ 776NHP | 33″7 | |
| | | *Oil Eng.* | 7269 | 11,38 | | | N5,39 | 11mo | | | | | | 17*BHptCem* | 2DB*150lb* | | |
| LDOP | | *ss*Osl.No.1–35 | 4729 | ✠LMC CS4,35 | | | | | | | P108′B29′F40′ | | FK | (11 *to U dk* | Armstrong,Whitworth | | |
| | | 2*Dks*(*Stl*)&*Web frames* | | DBS3,39 | 8,36 | | | | | | | | | 6 ,, 2*nd* ,,) | &Co.(Engineers)Ld.Nwc. | | |
| | *Mchy.Aft* | *Longitudinal framing* | | *CarryingPetroleum in bulk* | | | | *Lloyd's* | *SA&CP* | *CellDBuE*59′214*t D* | *Tf*38′387*t FPT*134*t* | | | *APT*179*t* | | | |
| 70227 | **Attilio Deffenu** Ⓟ | TwinSc | 3510 | | | | | 1929 | Soc.Anon. Ansaldo SestriPnente | "Tirrenia"Soc. Anon.diNav. | 324·0 | 43·8 | 21·4 | Naples Italian | Oil Engines 2S.C.DA 6Cy.23⅝″–35⅞″ 1170NHP | | I |
| 401 | | *Oil Eng.* | 2078 | | | | | | | | 313·6 | | | *WB* | CantOff.Savoia,Crnigliano | | |
| IBEJ | | 2*Dks*4*trB* | 2040 | | | | | | | | | | | | | | |
| 70228 | **Atuta Maru** Ⓟ | TwinSc | 7983 | ✠100A1 | Yka | *d*† | CL | 1909 | MitsuBishi DDks&EWks Nagasaki | NipponYusenK.K. | 459·9 | 55·8 | 34·5 | Tokyo Japanese | T.6Cy.25″,41½″&69″–48″ (*s*) 200lb 973NHP | 34″6 | |
| 11597 | (*ex*Atsuta | *ss*Yka.2ndNo.3–9,32 | 6748 | ~~9,40 9,39~~ | | | ~~9,37~~ 9,40 | 3mo | | | | | | 7*BHCem* | 6SB,*18cf*,GS338,HS14276FD | s 8″1½ | |
| JATD | Maru–38) D.F. | *ss*Yka.No.1–37 | 4940 | ✠LMC | | | | *Lloyd's* | *SA&CP* | | P61′B176′F54′ | | FK | | MitsuBishiD.&E.Wks.Nag | 27″1 | |
| | | 2*Dks*(*Stl*–*Uteaks*)*deep framing*&*Web frames Lower dk*(*Stl*)*in Nos.1*&*3holds* | | MS3,37 | ~~BS5,39~~ 9,40 | | | | | *CellDBa*139′*uE*&*B*85′*f*180′16 | 09*tFPT*143*t* | | | *APT*48*t* | | | |
| 70229 | — | (*ex*AtsutaMaru–38) | 496 | | | | | 1911 | Ono Seikichi Osaka | HeianKisenGoshi Kaisha | 178·7 | 22·0 | 16·9 | Hutyu Japanese | T.3Cy.11″,19″&32″–22″ 48NHP | | |
| 14443 | | | 456 | | | | | | | | | | | | OnoSeikichi,Osaka | | |
| JTLH | | 1*Dk* | 290 | | | | | | | | | | | | | | |
| 70230 | **Atutasan Maru** | | 8663 | | | | | 1937 | Tama Zosen-Sho K.K. Tama | MitsuiBussan Kaisha,Ltd. | 455·1 | 62·0 | 39·5 | Kobe Japanese | Oil Engines 2S.C.DA 6Cy.24 $\frac{7}{16}$″–55½″ 1230NHP | | C |
| 43739 | (*ex*AtsutasanMaru–38) | *Oil Eng.* | — | | | | | | | | F35′ | | | | TamaZosen-ShoK.K.Tama | | |
| JYKL | D.F. E.S.D. *Ref.Mchy.* GyC. | 2*Dks* *CruiserStern* | 5235 | | | | | | | | | | | | | | |
| 70231 | **Auby** (*ex*Rosario) | TwinSc | 636 | | | | | 1908 | Soc.Eser-cizioBacini Genoa | SarawakS.S.Co. Ld. | 202·2 | 34·2 | 9·8 | Kuching Sarawak | T.6Cy.9¾″,16⅛″&25 $\frac{3}{16}$″–13⅜″ 47NHP | | V |
| | | | 532 | | | | | | | | | | | *WB* | Soc.EsercizioBacini,Genoa | | |
| VSBD | | 1*Dk* | 319 | | | | | | | | | | | | | | |
| 70232 | **Auckland Star** | TwinSc | 13212 | ✠100A1 | Gls | *i*† | CL | 1939 | Harland& Wolff,Ld. Belfast | UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) | 535·5 | 70·4 | 32·1 | Belfast British | Oil Engines 2S.C.DA 12Cy.24 $\frac{7}{16}$″–55½″ 2463NHP | 43″5 | |
| 165169 | | *Oil Eng.* | 11651 | *with freeboard* | | 2 $\frac{3}{16}$ | | 11mo | | | 555·2(O.L.) | | 40·4 | 8*BHptCem* | DB*80lb* | s 12″8½ | |
| GSGP | D.F. E.S.D. GyC. | 3*Dks* *CruiserStern* | 9435 | 3,40 ✠LMC11,39 | | | | *Lloyd's* | *SA&CP* | *Duct keel fwd.* | P64′B196′F71′ | | FK | *of mchy.space* | Harland&Wolff,Ld.Bel. | 30″11 | |
| | *Ref.Mchy.* | *Tonnage openings closed '40* | | ✠Lloyd'sRMC3,40 | | | | | | *Upper 'tween dk BH's,except Col* | *(BH,dispensed with* | | | (*Coll to W dk* 7 ,, 2*nd*,,) | | | |
| | | | | | | | | | | *CellDB*444′1837*t* | *FPT*165*tAPT*185*t* | | | | | | |
| 70233 | **Auctoritas** (*ex*AnsaldoSavoia Primo) | | 5228 | | | | | 1918 | Cant. Offic. Savoia Cornigliano | Soc.AnonIndus-triaArmamento | 395·8 | 51·7 | 27·8 | Genoa Italian | T.3Cy.26″,42½″&69 $\frac{7}{16}$″–39⅜″ 305NHP | | CI |
| 857 | | | 4480 | | | | | | | | 378·0 | | | *WB* | Cant.Nav.Riuniti,Ancona | | |
| IBAC | D.F. | 1*Dk* | 3259 | | | | | | | | P37′B113′F33′ | | | | | | |
| 70234 | **Audace** (*ex*Royal) | | 1459 | | | | | 1892 | Akt.Ges. "Neptun" Rostock | IgnazioMessina &C. | 249·2 | 36·1 | 19·8 | Genoa Italian | T.3Cy.16½″,25⅝″&41⅜″–31″ 98NHP | | I |
| 1720 | | | — | | | | | | | | 240·0 | | | | | | |
| IKLQ | Sub.Sig. | 1*Dk*&*Spar dk* | 889 | | | | | | | | P&B188′F26′ | | | *WB* | A.G."Neptun,"Rostock | | |
| 70235 | **Audacity** | | 589 | ✠100A1 | Goo | *h* | CL | 1925 | G.Brown &Co.Ld. Greenock | F.T.Everard& Sons,Ld. | 172·8 | 26·7 | 12·7 | London British | T.3Cy.13½″,22″&36″–24″ (*s*) 180lb 99RHP | 12″6 | |
| 148704 | | *ss*Lon.No.3–7,38 | 444 | 2,39 | | | ~~4,39~~ 9,40 | 11mo | | | | | | 8*BHptAsp* | 1SB,*3cf*,GS66,HS2064 | s 1″0½ | |
| MNLF | *Mchy.Aft* | 1*Dk*(*Stl*)&*Web frames* | 242 | BS8,39 ✠LMC7,38 | | | | *Lloyd's* | *SA&CP* | | Q64′F26′ | | FK | *APT*29*t* | W.Beardmore&Co.Ld. Coatbridge | 11″7½ | |
| | | | | *CarryingPetroleum in bulk* | | | | | | | *DTf*11′32*tFPT*36*t* | | | | | | |
| 70236 | **Auditor** | | 5444 | ✠100A1 | Liv | *z* | CL | 1924 | C.Connell &Co.Ld. Glasgow | CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) | 410·0 | 52·3 | 30·6 | Liverpool British | T.3Cy.24½″,42½″&72″–54″(*s* 215lb HS9339 | 32″11 | |
| 147260 | | *ss*Mch.No.3–8.37 | 5101 | ~~3,37 3,30~~ 0,41 | Lon | | N8,37 | 6mo | | | 424·2(O.L.) | | | 8*BHCem* | 2DB&1SB,*15cf*,GS281, | s 6″2½ | |
| GKMJ | | 2*Dks*(*Stl*) | 3427 | ✠LMC | | | | *Lloyd* | *SA&CP* | | P37′B138′F52′ | | FK | 1 ,, *to 2nd dk* | Dunsmuir&JacksonLdGls. | 27″0½ | |
| | | | | MS8,37 | ~~BS7,39~~ 8,40 | | | | | *CellDB*351′1118*t D* | *Ta*31′850*t FPT*52*t* | | | *APT*22*t* | | | |
| 70237 | **Audun** | | 1304 | | | | | 1925 | Stavanger Stöberi&Dok Stavanger | D/S A/S Audun (Bertrand Marcussen) | 242·8 | 37·3 | 16·0 | Askerøy Norwegian | T.3Cy.17½″,28½″&48″–39″ 144NHP | | N |
| | | | 1134 | | | | | | | | P51*t*H64*t* | | | | | | |
| LCHY | Wireless D.F. | 1*Dk* | 742 | | | | | | | | | | | *WB* | StavangerStöberi&Dok | | |
| 70238 | **Augsburg** (*ex*NorthwesternMiller) | | 6512 | ✠100A1 | Ham | *a*† | CL | 1915 | Nthmblnd S.B.Co.Ld. Newcastle | ~~Wm.H.Muller&~~ ~~Co.N.G.~~ | 419·8 | 53·4 | 36·1 | | T.3Cy.29″,49″&80″–54″ (*s*) 180lb 682NHP | 39″0 | |
| | | *ss*Ham.2ndNo.3–2,39 | 4737 | *Shelter dk* | | | 2,39 | 3mo | | | | | | ~~Dutch~~ | | s 11″0½ | |
| | Sub.Sig. | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 4095 | *with freeboard* | | | | | | | F34′*on Shelter dk* | | FK | 7*BHCem* | 3SB,*12cf*,GS234,HS10300FD | 28″3 | |
| | D.F. | *Tonnage opening closed 1919* | | 6,39 ✠LMC | | | | *Lloyd* | *SA&CP* | | | | | | Richardsons,Westgarth& Co.Ld.Hpl. | | |
| | | 3*trB in No.1 hold* | | MS2,39 | ~~BS5,39~~ | | | | | *Cell DBa* 146′ | *uE*33′*f*172′1230*t D* | | | *Ta*35′955*tFPT*110*t* | | | |
| | | | | | | | | | | | | | | *APT*125*t* | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, If not in L.R. Date of Trade Ver. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70239 DCIO | **August** | *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern* | 400 314 197 | ✝ ... 1,25 | | | | 1936 | Frd. Krupp Germaniawft A.G. Kiel | Sartori & Berger | 156·7 P78′ | 26·7 F16′ | 10·5 | Kiel German *WB* | Oil Engines 4S.C.SA 6Cy.14⅝″–19¼″ 121NHP Fr.KruppGermaniawftAG | | G |
| 70240 DCHC | **August Blume** | *Mchy. Aft* 1 *Dk* | 744 618 408 | | | | | 1922 | C. Pape G.m.b.H. Bodenwerder | **August Blume** (R. Bornhofen, *Mgr.*) | 192·6 len27 | 27·9 | 13·2 | Rendsbrg German *WB* | T3Cy16¾″ 27⅛″ & 41⅜″–19½″ *Emade92, refitted*23 75NHP F.Schichau, Elbing | | G |
| 70241 DJSW | **August Bolten** D.F. | 1 *Dk* *Cruiser Stern* | 3665 3289 2078 | | | | | 1936 | Neptun-werft Rostock G.m.b.H. Rostock | Aug. Bolten Wm. Miller's Nachf. | 363·1 P238′ | 51·7 F27′ | 22·1 | Hamburg German *WB* | T.3Cy.20⅞″, 33⅞″ & 54⅝″–35 1/16″ & exhaust turbine HS4090 328NHP Neptunwerft Rostock G.m.b.H., Rostock | | G |
| 70242 DMAD | **August Cords** | *Mchy. Aft* 1 *Dk* | 900 772 497 | | | | | 1910 | Akt. Ges. "Neptun" Rostock | Aug. Cords. | 231·3 P&B177′ | 33·8 F25′ | 12·0 | Rostock German *WB* | T.3Cy.14⅝″, 24⅛″ & 38⅝″–26⅜″ 77NHP A.G. "Neptun," Rostock | | G |
| 70243 DNAH | **August Schultze** Sub.Sig. D.F. | 2 *Dks* | 2452 2144 1505 | | | | | 1921 | Nordd. Wrft G.m.b.H Weser-münde-G. | Oldenbrg-Portug. Dmpfsch. Rhed. A.G. | 278·4 P31′ B79′ | 40·4 F36′ | 23·7 | Oldenburg German *WB* | T 3Cy.22⅝″, 37″ & 57 1/16″–35½″ & LP Turbine 254NHP Bremer Vulkan, Vegesack | | G |
| 70244 21587 WTLC | **August Ziesing** *ss* Clv. No. 3–37 GyC. 1 *Dk (Stl) & Web frames* *Mchy. Aft* | | 7969 7916 6143 | ✝100A– 1,41 Clv BSL41 ✝LMC3,37 *For Service on the Great Lakes* | | | | 1918 4mo | Gt. Lakes Eng. Works Ecorse, Mich. | Pittsburgh S.S. Co. *Cell D Bu E & B63′ f & inside tanks* | 580·0 F54′ 467′ 6510*t* | 60·0 FK | 27·9 *FPT*280*t* | D'luth Min. Utd. States *4 BH APT*60*t* | T.3Cy.24½″, 40″ & 65″–42″ (*s*) 180lb 414NHP 3SB, *6cf*, GS137, HS6405 FD Gt. Lakes Eng Wks. Ecorse | 32 ″ 0 s 10 ″ 8½ 21 ″ 6¼ | |
| 70245 1267 IBED | **Augusta** (*ex* Durham) *Ref. Mchy* D.F. | *ss* Gen. 2nd No. 3–3,31 *ss* Gen. No. 2–39 2 *Dks (Stl) & deep framing &* *Shelter dk (Stl)* | 5702 5220 3484 | ✝100A1 *Shelter dk with freeboard* 12,39 ✝LMC BS12,39 MS3,39 ✝Lloyd's RMC1,40 | Gen | *a*† | CL 12,39 | 1904 11mo | Hawthorn, Leslie & Co. Ld Newcastle *Lloyd* | **A. Zanchi** *Cell D Ba*100′ *u* | 434·5 420·0 *E*30′ *f*195′ 911*t* | 54·0 FK *FPT* | 28·6 | Genoa Italian *7 BH Cem* 139*t APT*15*t* | T.3Cy.28⅝″, 47″ & 78″–54″ (*s*) 180lb 518NHP 3SB, *9cf*, GS183, HS6759 FD N.E. Marine Eng Co Ld Nwc | 31 ″ 9 s 5 ″ 0 27 ″ 0 | |
| 70246 FPJT | **Augustin Le Borgne** (*ex* Rensfjell) | 1 *Dk* | 1128 967 669 | | | | | 1918 | Akers Mek. Værks. Oslo | Cie. C. Le Borgne | 225·2 P18′ B56′ | 36·3 F24′ | 15·7 | Rouen French *WB* | T.3Cy.17″, 29″ & 47″–33″ 150NHP Akers Mek. Værks. Oslo | | V |
| 70247 PCWA | **Augustina** *ss* HKg. No. 3–7,40 *Oil Eng.* *Mchy. Aft* D.F. E.S.D. 1 *Dk (Stl)* *Longitudinal framing at bottom & at deck* | Twin Sc *ss* ~~Bat. No. 3–35~~ | 3110 2277 1626 | ✝100A1 7,40 ~~11,38~~ B Kg 2 ✝LMC CS7,40 DBS~~10,37~~12,39 ~~7,40~~ 4,37,40 *Carrying Petroleum in bulk* | Bat | *t* | CL 10,39 | 1927 7mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd* | Nederl. Indische Tankstoomboot Maats. *Cell* | 305·1 P86′ F46′ *Trunk dk*173′ *D Bu E*53′ 104*t* | 50·2 FK *FPT* | 19·3 | The Hague Dutch 12 *B Hpt Cem* *72t APT*59*t* | Oil Engines 4S.C.SA 12Cy.18½″–35 7/16″ 379NHP DB *150lb* Hwthrn, Leslie & C. Ld. Nwc | 19 ″ 3 s 1 ″ 9½ 17 ″ 7½ | |
| 70248 EEBI | **Augusto** (*ex* Jaime D'Urgell, *ss* Got. 2nd No. 3–5,09 *ex* Norden) *Well deck* | Steel & Iron 1 *Dk 2 tr B* *Floors, Beams & Keels on Irn* | 685 — 334 | ✝ 6,14 | Got | *j* | | 1885 9mo | Boolds, Sharer & Co Sunderland | Vicente Blay Navarro | 171·4 P118′ H34*t* | 25·9 F21′ BK 7½″ *D Ba*37′ *f*24′ 75*t* | 14·8 *FPT* | Valencia Spanish *4 BH Cem* *30t APT*25*t* | C.2Cy.27″ & 50″–36″ NDB00 122NHP 1SB, *3pf*, GS49, HS2090 Carr & Co. (Ld.) Sld. | 15 ″ 3 | |
| 70249 1485 IBFD | **Augustus** Ⓟ GyC. *Ref. Mchy.* D.F. | Quad Sc *Oil Eng.* *ss* Gen. No. 2–36 4 *Dks (Stl–Weather dk* teak s) *5th & 6th Dks (Stl) in holds* *7th Dk (Stl) in No. 1 hold* | 30418 19447 17970 | ✝100A1 *with freeboard* 5,39 ✝LMC CS11,36 DBS12,39 7,35 ✝Lloyd's RMC~~12,39~~ 5,40 | Gen | *s*† | CL *sa*N 9,37 *sf* 1,39 *pa* 8,38 *pf* 12,37 | 1927 11mo | Soc. Anon. Ansaldo Cant. Nav. Sestri Ponnte *Lloyd* | "Italia" Soc. Anon. di Nav. *Cell D B* | 710·9 664·7 B404′ F66′ 579′ 4514*t* | 82·8 FK *DTa*213*t* | 46·5 *DTs f*714*t F* | Genoa Italian 11 *B Hpt Cem* *PT*200*t APT*218*t* | Oil Engines 2S.C.DA 24Cy.27 3/16″–47¼″ 6368NHP 2 DB *170lb* Cant. Officine Savoia, Genoa | 51 ″ 6 s 21 ″ 6½ 30 ″ 2¼ | |
| 70250 20088 WNWL | **Augustus B. Wolvin** *Mchy. Aft* GyC. D.F. 1 *Dk* | | 6585 — 5311 | | | | | 1904 | American S.B.Co. Lorain, O. | Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*) | 540·0 | 56·0 *WB* | 32·0 | Wilmgton (Del.) Utd. States | Q.4Cy.18½″, 28½″, 43½″ & 66″–42″ 282NHP American S.B.Co. Clv.O. | | R |
| 70251 LCDW | **Augvald** (*ex* Torrey) *Cruiser Stern* | *Fitted for oil fuel* 1 *Dk & Shelter dk* *Longitudinal framing* | 4811 4403 2859 | ✝ ... 1,25 ✝ | | | | 1920 11mo | AM'Millan & Son, Ld. Dumbarton | Skibs A/S Corona (H.M. Wrangell & Co. A/S, *Mgrs.*) | 400·4 FK | 52·6 *WB* | 25·7 | Haugesnd Norwegian | T.3Cy.27″, 44″ & 73″–48″ 444NHP J.G. Kincaid & Co. Ld. Grk. | 28 ″ 3 | N † |
| 70252 145126 MKLC | **Auk** E.S.D. *Mchy. Aft* | *ss* Lon. No. 3–2,33 *ss* Lon. No. 1–37 1 *Dk (Stl) & Shelter dk (Stl–ws)* | 1338 985 612 | ✝100A1 *Shelter dk with freeboard* ~~1,10~~ 2,36 2,41 ~~Fresh~~ BS3,43 ✝LMC11,37 *Fitted for oil fuel* 7,24 | Lon Arm Grk | *p* | CL 2,39 *F.P. above* | 1921 1mo | Bow, Mc-Lachlan & Co. Ld. Paisley *Lloyd* | General Stm. Nav. Co. Ld. *Cell D Bf*161′ 255*t* | 250·1 FK *FPT*20*t APT*18*t* | 37·1 (2 ,, *to Sh dk* 2 ,, *2nd* ,,) | 14·0 | London British *4 BH Cem* | T.3Cy.22″, 35″ & 57″–39″ (*s*) 180lb 273NHP 2SB, *6cf*, GS126, HS4939 Bow, McLachln & Co Ld Psy | 16 ″ 6 s ″ 2 16 ″ 5½ | |
| 70253 LDOE | **Aun** D.F. | 1 *Dk* | 1908 1680 1137 | | | | | 1930 | Smith's Dock Co. Ld Middlesbro' | A/S Finn Johnsens Rederi (Finn Johnsen, *Mgr.*) | 270·6 P58*t* | 43·0 H79*t* | 18·6 | Bergen Norwegian *WB* | T.3Cy.19″, 31″ & 52″–36″ 162NHP Smith's Dock Co. Ld. Mdb. | | N |
| 70254 OHHO | **Aune H.** (*ex* Graafjeld–33, *ex* Ruth, *ex* Mizar) D.F. | 1 *Dk* | 1988 1859 1200 | | | | | 1905 | Bonn & Mees Rotterdam | Laiva O/Y Aune H. (W. Hacklin, *Mgr.*) | 292·6 281·2 F28*t* | 38·9 H82*t* | 19·4 | Björnebrg Finnish | T.3Cy.21″, 35″ & 57″–39″ 202NHP Maats. de Schelde, Flushing | | N |
| 70255 FOJV | **Aunis** | Twin Sc 1 *Dk* | 491 421 198 | | | | | 1899 | De la Brosse & Fouché Nantes | Marseille Maritime (Obadia, Hassoum & Bonifacio, *Mgrs*) | 165·6 Q28′ H47′ RFD28′ | 24·4 | 12·6 | Marseilles French *WB* | C.4Cy.17¾″ & 29½″–16½″ NB17 61NHP De la Brosse & Fouché, Nts. | | V |
| 70256 OHHU | **Aura** (*ex* Tenbury–33, *ex* Löwenburg) D.F. | *ss* Shl. 2nd No. 3–12,31 *ss* Hfs. No. 2–39 1 *Dk (Stl) & Spar dk (Stl)* *& deep framing* | 4763 — 2919 | ✝100A1 *Spar dk* 7,40 ~~7,39~~ ✝LMC MS7,39 | Hfs BAs | *y* | CL 7,39 | 1907 7mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd* | Rederi A/B Atlanta (Birger Krogius, *Mgr.*) *Cell D Ba*128′ *u E* | 411·1 398·2 P48′ B116′ F48 22′ *f*180′ 1082*t* | 52·6 54·1 FK *FPT* | 24·9 | Helsingfrs Finnish *6 BH Cem* 65*t APT*45*t* | T.3Cy.25″, 42½″ & 70″–48″ (*r*) 180lb 403NHP 2SB, *6cf*, GS121, HS5356 FD Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 27 ″ 10 s 5 ″ 10½ 22 ″ 2¾ | |
| 70257 | | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'établissement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. R.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Registre du code, si ce n'est dans le L. R. Traité Cert. I. et T. exis. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70258 OHHS | **Aura** (*ex*Mary-33,*ex*Grovehill) D.F. 1 *Dk* | | 1912 1686 1129 | | | | | 1908 | Irvine'sSB &D.D.Co.Ld. W Hartlepool | LaivaO/Y Ansio (Meritoimi O/Y, *Mgrs.*) | 289·2 P29′ | 40·4 B66′ | 17·9 H78′ | Åbo Finnish *WB* | T.3Cy.20½″,33″&54″–36″ 175NHP MacColl&Pollock,Ld.Sld. | | C |
| 70259 GFLY | **Aurania** (P) TwinSc 2 *Dks(Stl)&Shelter dk(Stl-ws)* 3*rd Dk(Stl) in holds except in Nos.* 4 *&* 5 *Ref.Mchy* E.S.D. D.F. Sub.Sig. GyC. | | 13984, 10732 8323 | ✝100A1 *Shelter dk with freeboard* 1,39 BS1,39 Lloyd'sRMC1,39 | Lon | *h*† | CL P3,38 s1,39 | 1924 9mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | CunardWhite Star,Ld. *Lloyd's* | 519·7 B&F *Prom.dk* 266′ *DB* 450′ *f* 51′ | 65·3 on *Shltr dk* 425′ FK 1788 *DT* 1456 *t Tanks* | 39·2 *Cell* | Liverpool British *pt Cem* 10 *B H to Shelter dk in way of tun* | 4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) s 220lb 1663NHP 2D&2SB,*24cf*,HS19944 FD WllsndSlpwy.Co.Ld Nwc. *nels* 382 *t FPT* 106 *t APT* 57 *t* | 43 ″ 0 11 ″ 10½ 31 ″ 6½ | |
| 70260 ESCB | — (*ex*Jokkmokk, *ex*Eva) *Well deck* 1 *Dk(Irn)* 2 *trB* *Cargo battens not fitted* | *ss*Got.4th No.3-5,40 ~~*ss*Hbg.3rd No.3–5,37~~ ~~*ss*Hbg.No.3–38~~ | 1341 1022 775 | ✝100A– 5,405,~~30~~ ✝NB3,14 ~~MS5,30~~ | Tln Got ✝LMC5,40 ~~BS5,30~~ | *o* | OG ~~5,38~~ 4,40 | 1889 7mo | Strand Slipway Co Sunderland A&CP | Treikelder&Co. (O.Treikelder, *Mgr.*) *Cell DB* 192′ | 242·0 (O.L.) P29′ Q59′ B48′ F33′ 422 *t FPT* 65 *t APT* | 34·9 BK8″ | 14·9 Tallinn Estonian 4 *BHpt Asp&pt Cem* 18 *t* | 18¾″ T.3Cy.~~18¾~~,30″&49″–33″ (*s*) 160lb *85lb* NDB07 128NHP 1SB,*3pf*,GS54,HS1760 NE.MarineEng.Co.Ld.Sld. | 17 ″ 6 s 1 ″ 5½ 16 ″ 9 | |
| 70261 IBHD | **Aureola** (*ex*Nafta,*ex*Haliotis) 3Mst *ss*Sng.No.3–10,10 *ss*H.Kg.No.2–18 *Mchy.Aft* 1 *Dk(Stl)&Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel* | | 1833 1320 1130 | ✝ 9,22 ✝ | HKg | *p* | | 1898 8mo | Armstrong &Co Ld. Newcastle | NaftaSoc.Italiana PelPetrolio ed Affini | 248·6 P35′ F37′ *FPT* 101 *t* | 40·2 FK | 19·3 Genoa Italian 10 *B H Cem APT* 39 *t* | C.2Cy.30″&63″–39″ NDB01 217NHP 2SB,*6pf*,GS123,HS3734 WllsndSlpwy.Co.Ld.Nwc. | 17 ″ 4 | I † |
| 70262 MLLG | **Auretta** *ss*Cff.No.1–40 1 *Dk&Shelter dk* Sub.Sig. *CruiserStern* | | ~~4504~~ ~~4240~~ ~~3766~~ 4571 4245 2766 | ✝100A1 *with freeboard* ~~3,11~~ 3,09 3,41 ~~Bal 3,40~~ ✝LMC~~5~~ 1,40 | Rot ~~Shn~~Hpl | *z* | CL ~~12,30~~ ~~4,10~~ 2,41 | 1935 9mo | Burntisland S.B.Co.Ld. Burntisland *Lloyd's* | W.H.Cockerline &Co. *Cell DB* 349′ 1283 *t* | 412·0 (O.L.) 424.0 F40′ *FPT* 109 *t* | 56·0 FK ( | 25·1 London British 6 *B H Cem Coll to Sh dk* 5 „ 2*nd* „ ) *APT* 159 *t* | T.3Cy.21″,33″&62″–42″ & exhaust turbine driving steam compressor 333NHP 220lb *220lb* (*s*) FD 2SB(Spt),*6cf*,GS81,HS3300 D.Rowan&Co.Ld.Gls. | 27 ″ 7 s 2 ″ 10½ 24 ″ 11½ | |
| 70263 FNLN | **Aurigny** (P) TwinSc *Ref.Mchy.* D.F. 3 *Dks* | | 9539 — 6028 | ✝Lloyd'sRMC3,40 ~~5,40~~ | | | | 1918 | Forg.& Ch. de la Médit. LaSeyne | ChargeursRéunis | 481·6 B262′ F56′ | 58·2 | 27·2 Havre French *WB* | T.6Cy.25⅝″,42½″&70″–48″ 689NHP F.&C.de la Médit.Msl. | | V |
| 70264 GMXM | **Aurillac** 167814 ~~PNND~~ *Well deck* 1 *Dk* | | 4733 3620 ~~2467~~ | ✝ … 7,22 ✝ | | | | 1921 12mo | W.Pickersgill&Sons,Ld Sunderland | Ministry of Shipping(British Continental Coal& Investments Co. Ld. *Mgrs.*) | 364·3 P18′ Q128′ B68′ F28′ FK | 52·8 | 24·3 ~~La Rochelle~~ ~~French~~ Cardiff *WB* British | T.3Cy.23½″,38″&64″–42″ 347NHP Armstrong,Whitworth& Co.Ld.Nwc. | 26 ″ 8 | V † |
| 70265 GYDJ | **Auris** 164463 *Oil Eng.* *ss*Cff.No.1–39 E.S.D. 1 *Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* D.F. *Cruiser Stern* *Longitudinal framing at bottom & at deck* | | 8030 7243 4783 | ✝100A1 4,40 ✝LMC CS2,40 DBS7,39 7,39 | Cff | *c*† | CL 9,38 | 1935 5mo | Cantieri Riuniti Dell' Adriatico Monfalcone *Lloyd's* | Anglo-Saxon PetroleumCo.Ld. *Carrying Petroleum in bulk* | 465·2 483·5 (O.L.) P93′ B47′ F48′ *Cell DB* 464′ 161 *t* | 59·4 FK | 33·9 London British 15 *B H* *DT f* 25′ 272 *t* | Oil Engines 4S.C.SA 8Cy.25 1/16″–55½″ 502NHP DB *180lb* N.V.Werkspoor,Ams. *FPT* 139 *t APT* 85 *t* | 34 ″ 0 s 6 ″ 9 27 ″ 5½ | |
| 70266 KERX | **Aurora** (*ex*MillerCounty) *Oil Eng.* *ss*Phl.No.3–11,33 *ss*NYk.No.1–37 *Mchy.Aft* 2 *Dks(Stl)&Web frames* D.F. GyC. *Longitudinal framing* | | 7050 3269 4339 | 100A1 ~~4,40~~ 5,39 4,41 ✝NE23 DB ~~4,40~~ 4,41 *Carrying Petroleum in bulk* | NYk ~~Bat~~ LAn ✝LMC4,40 | *b*† | CL 5,39 | 1920 | Baltimore D.D.&S.B.Co. Baltimore, Md. | Socony-Vacuum OilCo.Inc. *Cell DB* 64′ 161 *t* | 431·0 P105′ B36′ F38′ | 59·2 FK | 33·3 New York Utd. States 17 *B H pt Cem* (13 *to U dk* 4 „ 2*nd* „ ) *APT* 102 *t* | Oil Engines 2S.C.SA 4Cy.22½″–91½″ 640NHP DB *200lb* SunS.B.&D.D.Co.ChestrPa | 33 ″ 4 | |
| 70267 OFDI | — 840 *Oil Eng.* D.F. E.S.D. 1 *Dk&Shelter dk* *Ref.Mchy.* 3*rd dk except in No.* 5 *hold* *Strengthened for navigation in ice* *CruiserStern* | | 4956 4017 2601 | ✝100A1 *with freeboard* 4,40 ✝LMC12,38 ✝Lloyd'sRMC~~3,40~~ 5,41 for temp. 36° F. | Lkr | *z* | CL | 1938 12mo | Crichton-Vulcan A/B Åbo *Lloyd's* | RederiA/B Atlanta (B.Krogius, *Mgr.*) *Cell DB* 325′ 1154 *t* | 404·2 (O.L.) 427·2 *FPT* 84 *t APT* s 188 *t* | 54·7 FK ( | 23·7 Helsingfrs Finnish 6 *BH* (*Coll to Sh dk* 5 „ 2*nd* „ ) | Oil Engines 2S.C.SA 8Cy.28⅜″–51 1/16″ 1116NHP DB *571b* Fr.KruppGermaniawftAG Kiel | 27 ″ 9 s 2 ″ 4½ 25 ″ 5 | |
| Now Eizan Maru, *see No. 91004 in Supplement* | 70268 — (*ex*Margaritis–39, *ex*Fetinia–32, *ex*Rona) | *ss*Rou.2nd No.3–5,39 | *4584* *4372* *4342* | ✝100A1 2,40 ✝LMC5,39 | Pld | *y* | CL 5,39 | 1913 7mo | W.Pickersgill&Sons,Ld Sunderland *Lloyd's* | Wallem&Co. *Cell DBa* 134′ *uE&B* 43′ *f* | 383·0 P36′ B221′ F37′ 164′ 1270 *t* | 51·7 FK *FPT* 217 *t* | 26·6 Panama Panamanian 6 *BH Cem APT* 125 *t* | T.3Cy.26″,42″&71″–48″ (*s*) 180lb 431NHP 3SB,*12pf*,GS198,HS7363 G.Clark,Ld.Sunderland | 29 ″ 6 s 4 ″ 6½ 25 ″ 3 | |
| 70269 PCWG | — *ss*Ams.No.3–4,32 *ss*Ams.No.2-40 ~~*ss*Ams.No.1–36~~ 1 *Dk(Stl)pt Awng dk(Stl)* *&2nd dk(Stl) in aft hold* | | 1695 1135 1019 | ✝100A1 *pt Awng dk with freeboard* 10,40~~3,40~~ MS4,40 ~~BS4,40~~ ✝LMC~~5,38~~ | Ams Bry | *p* | CL N8,39 | 1920 2mo | Rotterdam Droogd. Maat Rotterdam A&CP | Koninkl.Nederl. Stoomb.Maats. *Cell DB* | 245·2 Q88′ *pt Awng dk* 163′ 205′ 349 *t* | 37·3 FK *FPT* 30 *t* | 15·8 Amsterdam Dutch 4 *B H Cem* *APT* 43 *t* | T.3Cy.17½″,28″&47″–36″ (*s*) 180lb 175NHP 2SB(Spt),*4cf*,gs75, HS2514 FD RotterdamDroogd. Maats.Rot. | 17 ″ 10 s 7 ″ 3 17 ″ 9 | |
| 70270 IKNA | — 478 (*ex*Rondo) *Well deck* 1 *Dk(Irn)&Web frames* | *ss*Nap.2nd No.3–12,14 | ~~*Fitted for oil fuel* 13,20 F.P. above 150° F.~~ 1224 873 709 | ✝ 3,20 ✝NB7,05 | Nap | *n* | | 1889 10mo | T.&W. Smith N.Shields | A.Lauro | 232·9 225·2 Q75′ B104′ F28′ *WB=DBa* 59′ *f* 90′ | 31·7 BK8″ | 14·6 Naples Italian 4 *B H Cem* 272 *t APT* 40 *t* | T.3Cy.16½″,27″&44″–33″ 112NHP 1SB,*3pf*,GS52,HS1686 J.P.Rennoldsn&Sns,S.Shl. | 16 ″ 8 | I † |
| 70271 REBM | — (*ex*Parayas,*ex*Dione) Iron *ss*Sld.No.2–78 1 *Dk* | | 693 341 351 | ✝ 10,80 | Fal | | | 1868 3mo | Richardsn, Duck&Co. Stockton | Cia.Nav.Vapor "Aurora"(José& Juan de Goyoaga) | 191·8 Q20 *t* B13 *t* *DBa* 28′ *f* 45′ | 27·6 | 13·7 Bilbao Spanish 4 *B H Cem* | C.2Cy.28½″&53″–33″ NE&B79 134NHP Blair&Co.Ld.Stockton | 17 ″ 9 | |
| 70272 PUNK | — *ss*Mob.No.3–11,33 *ss*Rio.No.1–37 *Mchy.Aft* 1 *Dk(Stl)&Web frames* Wireless | | *423* *369* ~~5,40~~ 12,30 *227* | ✝100A1 2,41 ✝LMC MS9,37 ~~BS4,~~ 2,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F. | Rio | *f* | CL 11,38 | 1921 10mo | I.J.Abdela &Mitchell,Ld Queensferry *Lloyd's* | Cia.de Navegacão Shell-Mex do Brasil | 140·5 F16′ | 27·6 FK | 10·9 R.Janeiro Brazilian 9 *B H Cem* *APT* 15 *t* | C.2Cy.15½″&32″–24″ (*s*) 130lb 59NHP 1SB,*2cf*,HS1135 I.J.Abdela&Mitchell,Ld. Brimscombe | 11 ″ 6 | |
| 70273 YLCC | **Auseklis** (*ex*Hochland) 65 1 *Dk* | | 1309 1120 720 | | | | | 1914 | Nevsky-Werft Leningrad | LatvianS.S.Co. "Austra"Ld. (M.Kalnins, *Mgr.*) | 225·9 P109′ B12′ F39′ | 36·0 | 17·0 Riga Latvian *WB* | T3Cy.16½″,26½″&42 1/10″–30 5/10″ 102NHP Nevsky-Werft,Leningrad | | G |
| 70274 YLBK | **Ausma** (*ex*Trinacria,*ex*Prussia, *ex*CharlotteBlumberg, *ex*Lewisport) 112 1 *Dk&deep framing* | *ss*Bkn.No.1–07 | 1905 1716 1190 | ✝ … 7,09 ✝ | | | | 1903 9mo | Caledon SB &E.Co.Ld. Dundee | Kugniecibas Sabiedriba "Gaida" (A.Behrsin, *Mgr.*) | 279·2 P25′ B68′ F27′ | 41·0 FK | 18·1 Riga Latvian *WB* | T.3Cy.20″,33″&54″–36″ 191NHP CaledonS.B.&E.Co Ld.Dun | 20 ″ 7 | G † |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned for special Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed if not in L.R. Date of ✠ of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70275<br>113<br>YLBM | **Ausma** (*ex* Moria,<br>*ex* Amphitrite,<br>*ex* Eastgate) | Hbg. 2nd No. 3–11,14<br>*ss* Got. No. 2–23<br>*Well deck* 1 *Dk*(*Stl*) 2 *tr B* | 1791<br>1428<br>1121 | ✠<br>5,28<br>✠ | Skm | *q* | | 1889<br>5mo | T. Turnbull &Son Whitby | "Jura" Shipping Co. Ld. (Fr. Karklins, *Mgr.*) | 259·0 \| 31·1 \| 16·8<br>P28′Q60′B112′<br>F32′ FK<br>*Cell D B* 72′ *f* 104′ | | | Ventspils<br>Latvian | T. 3Cy. 20″,33″&54″–36″<br>NDB11 170 NHP<br>2SB, *4cf*, GS58, HS2483<br>Blair&Co. Ld. Stockton | 19 ″ 4 | V<br>† |
| 70276<br>145970<br>GJBZ | **Ausonia** Ⓟ Twin Sc<br>*ss* Lon. No. 3–2,34<br>*ss* Bkn. No. 1–38<br>2 *Dks*(*Stl*) & *Shelter dk*<br>*Ref. Mchy.* (*Stl*–ws) 3 *rd dk*(*Stl*) *in holds*,<br>Sub. Sig. E.S.D. *except Nos.* 4 & 5<br>D.F. GyC. | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>10,39<br>BS4,39 ✠LMC 5,37<br>Lloyd'sRMC 4,39 | 13912<br>10696<br>8424 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>10,39<br>BS4,39 ✠LMC 5,37<br>Lloyd'sRMC 4,39 | Nwc | *h*† | CL 10,39 | 1921<br>12mo | Armstrong Whitworth &Co. Ld. Newcastle | Cunard White Star, Ld.<br>*Lloyd's A & CP* | 520·0 \| 65·3 \| 39·1<br>538·4 (O.L.)<br>B&F 425′ *on Shltr dk*<br>*Promenade dk* 243′<br>*DTf* 1456*t* FK<br>*Cell D B* 442′ 1810*t*<br>*Tunnels* 45′ 382*t* *FPT* 106*t* *APT* 57*t* | Liverpool<br>British | 4 Steam Turbines DR geared to 2 Sc. Shafts<br>22000 lb (*r*) 1640 NHP<br>10 *B H to S dk*<br>2 DB&2SB, *24cf*, HS19440 FD<br>Armstrong, Whitworth& Co. Ld. Newcastle | 43 ″ 0<br>s 11·10¾<br>31 ″ 6¾ | BT till 4,40 |
| | | *Ref. Mchy.* (*Stl*–ws) 3 *rd dk*(*Stl*) *in holds*,<br>Sub. Sig. E.S.D. *except Nos.* 4 & 5<br>D.F. GyC. | | E & No. 6 hold chambers for temp. 32° F.<br>*Fitted for oil fuel* 8,22 | | *F.P. a* | | | | | | | | | | | |
| 70277<br>111<br>IBID | **Aussa**<br>*ss* Gen. No. 3–8,34<br>*ss* Tri. No. 1–38<br>D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>12,39<br>BS4,40 ✠LMC 5,38<br>*Fitted for oil fuel* 6,29 | 5441<br>5022<br>3426 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>12,39<br>BS4,40 ✠LMC 5,38<br>*Fitted for oil fuel* 6,29 | Mfl | *y* | CL 12,39<br>*F.P. a* | 1921<br>6mo | Cantiere San Rocco Trieste A & CP | "Italia" Soc. Anon. di Nav. | 404·1 \| 53·9 \| 29·5<br>389·9<br>B125′ *on Shelter dk*<br>FK<br>*Cell D B* 338′ 1339*t*<br>*FPT* 114*t* *APT* 244*t*<br>*DTf* 10′ 285*t* | Trieste<br>Italian | T. 3Cy. 27″,42″&68″–48″ (*s*)<br>1801b FD 465 NHP<br>3SB (Spt) *9cf*, GS158, HS7023<br>Stabilimento Tecnico Triestino, Trieste | 32 ″ 0<br>s 6 ″ 11½<br>25 ″ 3 | |
| | | | | | | | | | | | *above* 150° F.<br>2 *B H to Sh dk*<br>4 „ „ *U* „ | | | | | | |
| 70278<br>LKEW | **Aust** (*ex* Lasta–39, *ex* Danybryn–38,<br>*ex* Nailsea Manor–37, *ss* Shl. No. 3–6,33<br>*ex* Nailsea Court–36, *ss* Shl. No. 1–37<br>*ex* H. H. Asquith–32) 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)<br>D.F. | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>1,41 ~~1,39~~ ✠LMC<br>MS9,37 ~~B8,39~~ 1,41 | 5630<br>5298<br>3460 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>1,41 ~~1,39~~ ✠LMC<br>MS9,37 ~~B8,39~~ 1,41 | N Yk<br>~~N S~~<br>Mob | *y* | CL ~~12,38~~ 12,40 | 1920<br>6mo | Ropner SB. & Repairng Co (Stocktn) Ld. Stockton | D/S A/S Carolvore (Lundegaard& Sönner, *Mgrs.*)<br>*Lloyd's A & CP* | 390·0 \| 52·5 \| 32·6<br>24·7<br>P34′F36′ *on Shelter dk*<br>FK<br>*Cell D B* 341′ 1099*t*<br>*FPT* 135*t* *APT* 166*t* | Farsund<br>Norwegian | T. 3Cy. 26″,43″&71″–48″ (*s*)<br>1801b 475 NHP<br>3SB&1AuxSB, *12cf*, GS228, HS8647<br>Blair&Co. Ld. Stockton | 35 ″ 3<br>s 9 ″ 6¾<br>25 ″ 11 | |
| | | | | | | | | | | | *above* 150° F.<br>*B H to Sh dk*<br>5 „ „ *U* „ | | | | | | |
| 70279<br>875<br>CBAU | **Austral** Ⓟ<br>*ss* P. As. No. 1–15<br>Wireless 1 *Dk*(*Stl*) | ✠<br>7,21<br>✠ | 528<br>361<br>286 | ✠<br>7,21<br>✠ | Vpo | *h* | | 1912<br>1mo | Mackay Bros. Alloa | Soc Anon Ganadera y Comercial Men-endez Behety | 160·1 \| 27·0 \| 11·2<br>B50′F25′<br>FK<br>*FPT* 28*t* | Pnta Arnas<br>Chilian | T. 3Cy. 13¼″,22″&35″–24″<br>*B made* 32 *fitted* 33 81 NHP<br>1SB, *3cf*, GS51, HS1470<br>W. V. V. Lidgerwood, Gls. | 12 ″ 0 | |
| 70280<br>227206<br>WQBV | **Australia** (*ex* Mary Ellen O'Neil) Twin Sc<br>*Cruiser Stern* *Oil Eng.*<br>D.F. *Mchy. Aft* 2 *Dks*<br>*Carrying Petroleum in bulk*<br>*Longitudinal framing* | | 11628<br>11149<br>7221 | | | | | 1928 | Sun S.B. & D.D. Co. Chester, Pa | The Texas Company | 509·7 \| 70·3 \| 39·9<br>P95′F53′ | Wilmgton (Del.)<br>Utd. States *WB* | Oil Engines 2S.C.SA<br>8Cy. 21¼″–85″ 1110 NHP<br>Sun S.B.&D.D.Co. Chester, Pa. | | R |
| 70281 | —<br>(*ex* Sailing Vessel) *Oil Eng.*<br>1 *Dk* | | 909<br>—<br>714 | | | | | 1913 | Soc. Esercizio Bacini Genoa | Cia. Argentina de Nav. Mihanovich, Ltda. | 208·6 \| 40·2 \| 11·5 | Bns. Aires<br>Argentine *WB* | Oil Engines 4Cy. 16½″–20″<br>NEI8 91 NHP<br>J&CG Bolinder's Co Ld Skm | | |
| 70282<br>163215<br>GYCS | **Australia Star** Twin Sc<br>*ss* Liv. No. 1–39 *Oil Eng.*<br>*Ref. Mchy.* D.F. ~~3 *Dks* 2 *Dks* & *Shelter dk*~~<br>E.S.D. GyC. 4 *th Dk in Nos.* 2 & 3 *holds*<br>*Cruiser Stern*<br>*Tonnage opening closed* '40 | ✠100A1<br>*with freeboard*<br>~~9,41~~ ~~7,39~~ ✠LMC CS5,40<br>DBS2,39 7,37<br>✠Lloyd'sRMC ~~5,40~~ ~~10,40~~ 5,41 | 12614<br>11392<br>~~9144~~ 9,41 | ✠100A1<br>*with freeboard*<br>~~9,41~~ ~~7,39~~ ✠LMC CS5,40<br>DBS2,39 7,37<br>✠Lloyd'sRMC ~~5,40~~ ~~10,40~~ 5,41 | Liv | *i*† | CL 5,38 | 1935<br>4mo | Harland& Wolff, Ld. Belfast | Frederick Leyland &Co. Ld.<br>*Lloyd's A & CP* | 524·2 \| 70·4 \| 32·3<br>542·9 (O.L.) 40·6<br>P59′B193′F72′ FK<br>*Duct keel forward*<br>*Cell D B* 369′ 2295*t*<br>*Upper tween dk B'ds except Coll B'd* | Belfast<br>British | Oil Engines 2S.C.DA<br>12Cy. 24¾″–55½″ 2463 NHP<br>2 DB *100lb*<br>Harland& Wolff, Ld. Bel. | ~~25 ″ 0~~<br>~~s 5 ″ 7½~~<br>~~29 ″ 7~~<br>43 ″ 5<br>s 12 ″ 9<br>30 ″ 10 | |
| | | | | | | | | | | | *FPT* 126′ *APT* 172*t*<br>*of Mchy. space* (*Coll to W dk*<br>7 „ 2nd „ )<br>*Upper tween dk B'ds except Coll B'd*<br>*dispensed with* | | | | | | |
| 70283<br>OZKH | **Australian Reefer**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk* & *pt Shelter dk*<br>*Ref. Mchy.* *Cruiser Stern* | | 2321<br>1817<br>1289 | | | | | 1937 | Nakskov Skibs. A/S Nakskov | J. Lauritzen | 332·6 \| 47·8 \| 17·2 | Esbjerg<br>Danish *WB* | Oil Engines 2S.C.SA<br>10Cy. 19¾″–35 7/16″ 675 NHP<br>Akt. Burmeistr& Wain, Cpn | | G |
| 70284<br>OZRA | **Australien** Twin Sc<br>*Oil Eng.*<br>D.F. *ss* Yka. No. 3–4,28<br>*ss* Cpn. No. 2–36<br>2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>Surveys 4,40<br>delayed ✠LMC CS11,36<br>DBS9,38 10,37 | 6652<br>4778<br>4246 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>Surveys 4,40<br>delayed ✠LMC CS11,36<br>DBS9,38 10,37 | Ant | *a*† | CL S8,38 P4,40 | 1915<br>8mo | Akt. Burmeistr& Wain Copenhagen | A/S Det Östasia-tiske Kompagni<br>*Lloyd's A & CP* *Cell D Ba* 126′ *u E & B* 42′ *f* 194′ 1198*t* *FPT* | 410·0 \| 55·2 \| 35·4<br>427·1 (O.L.)<br>FK | Copnhagn<br>Danish | Oil Engines 4S.C.SA<br>12Cy. 24⅛″–37⅛″<br>DB *80lb* 717 NHP<br>Akt. Burmeistr& Wain Cpn. | 38 ″ 6<br>s 10 ″ 10¾<br>28 ″ 1 | |
| 70285<br>161223<br>GLWT | **Australind**<br>*Oil Eng.*<br>D.F. *ss* Liv. No. 2–38<br>1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) 3 *rd Dk*(*Stl*)<br>*in Nos.* 1 & 3 *holds* & *machinery space* | ✠100A1<br>*with freeboard*<br>~~9,40~~ 12,39 4,41<br>✠LMC CS3,38<br>DBS12,39 3,38 | 5020<br>4666<br>3051 | ✠100A1<br>*with freeboard*<br>~~9,40~~ 12,39 4,41<br>✠LMC CS3,38<br>DBS12,39 3,38 | Lon<br>Avn | *a*†<br>N Yk | CL 3,38 | 1929<br>4mo | W. Denny &Bros. Ld. Dumbarton<br>*Lloyd's A & CP* | Australind Stm. Shipping Co. Ld. (Trinder, Anderson &Co. *Mgrs.*)<br>*Cell D B* 346′ 1009*t* *MT* 40′ 1025*t* | 410·5 \| 54·2 \| 25·7<br>FK<br>(*Coll to Sh dk*<br>6 „ 2nd „) | London<br>British | Oil Engines 2S.C.SA<br>6Cy. 23⅝″–41⅜″ 582 NHP<br>2 DB *125lb*<br>W. Denny&Bros. Ld. | 29 ″ 9<br>s 3 ″ 6¼<br>26 ″ 4½ | |
| 70286<br>LCMA | **Austri** Ⓟ<br>*Ref. Mchy.* 1 *Dk* & *Awngdk* | | 490<br>473<br>274 | | | | | 1910 | Helsingörs Jernsk& Msk. Elsinore | Det Stavangerske Dampskbsselsk. | 150·8 \| 26·7 \| 15·3<br>P105′F24′ | Stavanger<br>Norwegian *WB* | T. 3Cy. 12¼″,19″&31″–18″<br>41 NHP<br>Helsingörs Jernsk.& Mskb. | | |
| 70287<br>LDRK | **Austvangen**<br>*ss* N. Os. No 2–39<br>D.F. 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | ✠100A1<br>6,40 ~~12,39~~<br>BS12,39 ✠LMC 12,38 | 2420<br>1993<br>1394 | ✠100A1<br>6,40 ~~12,39~~<br>BS12,39 ✠LMC 12,38 | NOs | *s* | OG 12,38 | 1930<br>11mo | International S.B.& Eng. Co. Ld. Danzig | Skibs A/S Karai-bien (Görrissen& Co. A/S. *Mgrs.*)<br>*Intermediate B Hin*<br>*Cell D B* 248′ 62<br>*Lloyd's A & CP*<br>*above* 150° F. | 291·2 \| 45·7 \| 18·5<br>P28′B84′F33′ FK<br>*fore hold dispensed*<br>3*t* *FPT* 61*t* *APT* 78*t* | Oslo<br>Norwegian | C.4Cy. (2) 16 5/16″&(2) 35 7/16″–<br>35 7/16″ 206 lb (*s*) 229 NHP<br>2SB, *6cf*, GS72, HS3380 FD<br>International S.B.& E Co Ld<br>*in Bridge* 42*t* | 20 ″ 6<br>s 2 ″ 8½<br>17 ″ 11½ | |
| | | *Fitted for oil fuel* 11,30 | | | | *F.P. a* | | | | | | | | | | | |
| 70288<br>LCDX | **Austvard** Twin Sc<br>*Oil Eng.*<br>2 *Dks* | | 3677<br>3338<br>2161 | | | | | 1925 | Akt. Burmeistr& Wain Copenhagen | Kloster's Rederi A/S (Lauritz Kloster, *Mgr.*) | 368·0 \| 51·5 \| 21·7 | Oslo<br>Norwegian *WB* | Oil Engines 4S.C.SA<br>12Cy. 21⅝″–39⅜″ 540 NHP<br>Akt. Burmeistr& Wain, Cpn | | N |
| 70289<br>160484<br>MPCF | **Authority**<br>*ss* Lon. No. 2–36<br>*Mchy. Aft* 1 *Dk*(*Stl*) & *Web frames* | ✠100A1<br>Examined 3,41 Lon<br>BS3,41 ✠LMC<br>MS11,36 ~~BS8,38~~ ~~7,40~~<br>*Carrying Petroleum in bulk* | 616<br>466<br>274 | ✠100A1<br>~~Geo~~<br>Examined 3,41 Lon<br>BS3,41 ✠LMC<br>MS11,36 ~~BS8,38~~ ~~7,40~~<br>*Carrying Petroleum in bulk* | ~~Geo~~ | *i* | CL 3,40 | 1928<br>5mo | G. Brown &Co. Ld. Greenock<br>*Lloyd's A & CP* | F. T. Everard&Sons Ld.<br>*DTf* 11′ | 179·8 \| 26·7 \| 12·7<br>188·4 (O.L.)<br>Q68′F27′ FK<br>38*t* *FPT* 70*t* *APT* 72*t* | London<br>British | T. 3Cy. 13½″,22″&37″–26″ (*s*)<br>1801b 83 RP<br>1SB, *3cf*, GS64, HS2066<br>W. Beardmore&Co. Ld. Coatbridge | 12 ″ 6<br>s 1 ″ 1½<br>11 ″ 6½ | |
| 70290<br>162557<br>GMFV | **Autocarrier** Ⓟ Twin Sc<br>Wireless<br>*Cruiser Stern* 1 *Dk* | | 822<br>645<br>329 | | | | | 1931 | D&W Hendersn& Co. Ld. Glasgow | Southern Railway | 220·3 \| 35·6 \| 14·1<br>B94′F37′ | London<br>British *WB* | T. 8Cy. (2) 15″,(2) 25″&(4)<br>29″–21″ 154 NHP<br>D&W Hendersn& Co Ld Gls | | BT till 2,41 |
| 70291<br>147176<br>GDFN | **Autolycus** Ⓟ<br>D.F. *Ref. Mchy.* 2 *Dks* | | 7621<br>6464<br>4793 | | | | | 1922 | Hawthorn, Leslie& Co. Ld Newcastle | China Mutual S.N. Co. Ld. (A. Holt& Co. *Mgrs.*) | 459·7 \| 58·3 \| 32·6<br>P53′B162′F57′ | Liverpool<br>British *WB* | 2 Steam Turbines<br>DR geared to one Sc. Shaft<br>Hwthrn, Leslie& Co Ld Nwc | | BT till ~~6,40~~ ~~9,41~~ 8,41 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Grèement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Ferme assigné. Ancien assigné. Lettre d'Expédient. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. Hurlet, Cert. R. Certificate. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70292 | **Automedon** (P) | | 7528 | | | | 1922 | Palmers' Co.Ld. Newcastle | OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*) | 459·4\|58·4\|32·6 | Liverpool British | 2 Steam Turbines DR geared to one Sc.Shaft | | BT till 3,41 |
| 147203 | | | 6398 | | | | | | | P53'B162'F52' | | WB Palmers'Co.Ld.Newcastle | | |
| GBZR | D.F. *Ref.Mchy.* 2*Dks* | | 4724 | | | | | | | | | | | |
| 70293 | **Auvergne** | | 2114 | ✠ ... | | | 1921 | J.S.White &Co.Ld. Cowes | Cie.Delmas Vieljeux | 280·0\|40·2\|19·3 | LaRochlle French | T.3Cy.19″,32″&52″–36″ 243NHP | 21 ″ 5 | V † |
| | | | 1848 | 12,25 | | | 10mo | | | P24'B67'F37' FK | | | | |
| FOCD | 1*Dk* | | 1203 | ✠ | | | | | | | WB | J.S.White&Co.Ld. | | |
| 70294 | **Avalon** (P) (*ex*Virginia) TwinSc | | 1985 | | | | 1891 | GlobeIron Works Co. Cleveland,O. | Wilmington Transportation Co. | 264·7\|38·3\|22·1 | LsAngeles Cal. | T.6Cy.20″,32″&52″–36″ NB23 824NHP | | |
| 161564 | *Fitted for oil fuel* | | — | | | | | | | H— | | | | |
| WQCV | 2*Dks* | | 1186 | | | | | | | WB | Utd. States | GlobeIrnWksCo.Clevelnd | | |
| 70295 | **Avance** (*ex*Tizona) | | 1582 | | | | 1920 | Laxevaags Msk.&Jrnskb Bergen | Ministry of Shipping (Wm.Cory &Son,Ld. *Mgrs.*) | 246·2\|37·9\|15-8 | London British | T.3Cy.18″,29″&49″–33″ 137NHP | | V |
| 167461 | | | 1189 | | | | | | | P61*t*Q108*t*H74*t* | | | | |
| GLDL | Wireless D.F. 1*Dk* | | 935 | | | | | | | B125*t*F29*t* 15·4 | WB | LaxevaagsMsk.&Jrns.Bgn | | |
| 70296 | **Avance I** (*ex*Avance) | | 1300 | | | | 1912 | Kjöbnhvns Flydk.&Skbs. Copenhagen | D/S A/S Imica (J.Henriksen, *Mgr.*) | 241·3\|36·2\|16·1 | Risör Norwegian | T.3Cy.16½″,27″&44″–30″ 106NHP | | N |
| | | | 1102 | | | | | | | P9*t*H147*t*F32*t* | | | | |
| LCMB | 1*Dk* | | 768 | | | | | | | | WB | KjbnhavnsFlydk.&Skbsv | | |
| 70297 | **Avanville** | | 683 | ✠100A1 | Apl | *j* | OG | 1920 | Dibles (1918)Ld. Southampton | JohnS.Monks,Ld. | 178·0\|29·0\|11·3 | Liverpool British | T.3Cy.14″,23″&39″–27″ (*s*) 180lb 105NHP | 13 ″ 3 | |
| 143514 | *ss*Bkn.No.3–2,33 | | 472 | 9,40 ~~2,40~~ | Bkn | | ~~6,38~~ | 8mo | | | | | s 3 ″ 9 | |
| MKDX | *Well deck* *ss*Apl.No.1–36 | | 341 | B~~5,41~~ | LMC | | 9,40 | | | Q102'B11'F21' FK | | 3*BHCem* 2SB,*4pf*,GS60,HS1892 | 12 ″ 8 | |
| | *Mchy.Aft* 1*Dk*(*Stl*) | | | MS~~9,40~~ | ~~BS11,37~~ | | | *Lloyd's* | *sA&CP* | *Cell DB f*112'200*t FPT* | | 78*t APT*26*t* MacColl&Pollock,Ld.Sld. | | |
| 70298 | **Avelona Star** TwinSc | | 13376 | ✠100A1 | Lon | *h*† | CL | 1927 | J.Brown& Co.Ld. Clydebank | BlueStarLine,Ld. | 510·2\|68·2\|42·6 | London British | 4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 200lb FD 1842NHP | 45 ″ 11 | |
| 149821 | *ss*Lon.No.2–35 | | 11822 | *with freeboard* | | | ~~1,38~~ | 5mo | | 530·0(O.L.) | | | s 17 ″ 6½ | |
| GMXB | D.F. E.S.D. 4*Dks*(*Stl*)5*th dk*(*Stl*) *in* | | 8369 | 5,39 | LMC | | 4,40 | | | B172' FK | | 9*BHCem* 3D&1SB,*28cf*,GS502, HS26758 | 28 ″ 7 | |
| | *Ref.Mchy.* Nos. 1,2,3,5 & 6 holds | | | MS11,34 | BS7,39 | | | *Lloyd's* | *sA&CP* | | | J.Brown&Co.Ld.Clydebnk | | |
| | *Cruiser Stern* | | | ✠Lloyd'sRMC~~10,39~~ 5,40 | | | | | | *Duct Keel forward of mchy. space* 152' | | | | |
| | | | | Nos. 4 & 5 bridge & shelter 'tween dks. & | | | | | | *Cell DB*421'1770*t Tanks at sides* | | | | |
| | | | | No. 4 upper 'tween dk. for temp. 32° F. | | | | | | *of tunnels* 188*t FPT* 97*t APT*86*t* | | | | |
| | | | | *Fitted for oil fuel* 5,27 *F.P. above* 150° F. | | | | | | | | | | |
| 70299 | **Aventino** (P) (*ex*BaronBeck) | | 3794 | ✠ ... | | | 1907 | Lloyd Austriaco Trieste | "Tirrenia"Soc. Anon.diNav. | 368·4\|44·2\|23·3 | Naples Italian | T.3Cy.24⅛″,40½″&68″–48″ 243NHP | 25 ″ 10 | I † |
| 407 | *ss*Tri.No.3–4,22 | | 2787 | 11,23 | | | 9mo | | | 356·0 | | | | |
| IBKD | *Fitted for oil fuel* | | 2254 | ✠ | | | | | | P&B246'F65' FK | WB | LloydAustriaco,Trieste | | |
| | D.F. 1*Dk*&*Spar dk*&*deep framing* | | | | | | | | | | | | | |
| 70300 | **Aveyron** (*ex*Pasteur) | | 4785 | | | | 1923 | Atel.&Ch. de Gironde Havre | CieGénérale d'ArmementsMar. | 362·9\|49·2\|24·5 | Rouen French | T.3Cy.25½″,42⅛″&70″–48″ 340NHP | | V |
| | | | 3591 | | | | | | | P&B233'F44' | | | | |
| FNUX | D.F. 2*Dks* | | 2899 | | | | | | | | WB | Schneider&Co.Havre | | |
| 70301 | **Avila** TwinSc | | ~~1635~~ | ✠100A1 | Aru | *r* | CL | 1938 | Smith's Dock Co.Ld. S.Bank,Mdb. | Cia.dePetroleo Lago | 261·2\|45·7\|17·3 | Maracaibo Venezuelan | T.6Cy.13½″,23″&37″–27″(*s*) 180lb 231NHP | 17 ″ 7 | |
| | *Deck & butts of keel electrically welded* | | ~~1409~~ | ~~3,09~~ 11,40 | | 1½ | | 8mo | | 271·5(O.L.) | | | s 2 ″ 7½ | |
| YVAW | *Mchy.Aft* D.F. 1*Dk* | | 782 | ✠LMC8,38 | | | | | | P71'F38' FK | | 13*BHptCem* 2SB,*6cf*,HS3700 FD | 15 ″ 0½ | |
| | *Longitudinal framing at bottom & at deck* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *sA&CP* | *Cell DBu&B* 50'958 *tDTf* 20'280*t FPT* | | 93*t APT*69*t* Smith'sDockCo.Ld.S.Bank | | |
| | *Cruiser Stern* "*Arcform*" | | | *Fitted for oil fuel* 8,38 *F.P. above* 150° F. | | | | | | | | | | |
| 70302 | **Avila Star** (P) (*ex*Avila) TwinSc | | 14443 | ✠100A1 | Liv | | CL | 1927 | J.Brown& Co.Ld. Glasgow | BlueStarLine,Ld. | 550·4\|68·2\|42·6 | London British | 4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 200lb 1840NHP | 46 ″ 0 | BT till ~~7-40~~ ~~3-43~~ 2,42 |
| 149791 | *ss*Lon.No.3–7,39 ~~*ss*Lon.No.2–35~~ | | 11899 | *with freeboard* | B~~2,41~~ | | ~~31,38~~ | 3mo | | 569·2(O.L.) | | 9*BHCem* | s 18 ″ 3½ | |
| GMTY | *Ref.Mchy.* 5*Dks* 3*rd* & 5*th Dks omitted* | | 8836 | ~~2,30 5,38 2,41~~ | ~~Cmc~~ 1,39 | | ~~25,38~~ | | | B267'F112' FK | | *Coll to Wdk* 8 ,, 2*nd* ,, | 28 ″ 0½ | |
| | D.F. *in No.*1 *hold* | | | BS~~12,39~~ | ✠LMC~~3,35~~ | | 7,40 | *Lloyd's* | *sA&CP* | len35 ( | | 3DB&1SB,*28cf*,HS26758 FD | | |
| | E.S.D. *Cruiser Stern* | | | ✠Lloyd'sRMC5,41 | | | | | | *Duct keel forward of machinery space* 152' | | J.Brown&Co.Ld.Glasgow | | |
| | | | | No.1 fcl. 'tween dk. No.3 shelter trunk & | | | | | | *Cell DB*448'1767*t Tanks at sides of tunnels* 770*t FPT*133*t APT*86*t* | | | | |
| | | | | No.4 bridge dk & hatch trunk for temp. 32°F. | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 3,27 *F.P. above* 150° F. | | | | | | | | | | |
| 70303 | **Aviles** (P) (*ex*Emilia) TwinSc | | 824 | | | | 1905 | J.Reid& Co.Ld. Glasgow | Soc.Anon.Ganadera yComercial Menendez-Behety | 205·0\|33·7\|10·7 | PntaArnas Chilian | T.6Cy.11″,18″&30″–22″ 84NHP | | |
| 1933 | ex*Emilia*,*ex*Mon Lemar | *see No.* 39095 *in Supplement* | 685 | | | | | | | B56'F22' | | | | |
| CBAV | Wireless 1*Dk* | | 497 | | | | | | | | WB | Muir&Houston,Ld.Gls. | | |
| 70304 | **Avionia** (*ex*Naty–39, Iron | | 1122 | | | | 1882 | Germania-werft Kiel | RaffaeleRomano | 233·1\|33·2\|15·4 | Naples Italian | C.2Cy.30″&53″–36″ NB06 140NHP | | I |
| 520 | *ex*Alba–33,*ex*Hammonia, | | 874 | | | | | | | 226·0 | | | | |
| IQZW | *ex*Mathilde) 1*Dk*2*trB* | | 658 | | | | | | | Q77*t*B87*t*F36*t* | WB | MärkischeAct.Ges.Berlin | | |
| 70305 | **Avoceta** (P) | | 3442 | ✠100A1 | ~~Liv~~ | *u* | CL | 1923 | CaledonS. B.&E.Co.Ld. Dundee | YeowardLine,Ld. (YeowardBros. *Mgrs.*) | 319·0\|44·2\|26·5 | Liverpool British | T.3Cy.25″,42″&68″–42″ (*s*) 180lb 395NHP | 28 ″ 9 | BT till ~~11-40~~ 10,41 |
| 147174 | *ss*Liv.No.3–2,36 | | 3044 | *Awng dk* | Liv | 2 | ~~12,39~~ | 1mo | | | BK12″ | *Cem* | s 8 ″ 2½ | |
| GFLT | D.F. 2*Dks*(*Stl*)&*Awng dk*(*Stl*-ws) | | 1879 | *with freeboard* | | | N10,40 | *Lloyd's* | *sA&CP* | *Cell DB*266'743*t FPT*50*t APT*87*t* | | 3SB,*9cf*,GS189,HS7054 5*BH to A dk* CaledonSB.&E.Co.Ld.Dun | 21 ″ 10 | |
| | | | | Examined 2,41 | | | | | | | | | | |
| | | | | ✠LMC10,40 | | | | | | | | | | |
| 70306 | **Avon Coast** (*ex*Sapper–39) | | 1036 | ✠100A1 | ~~Mch~~ | *o* | CL | 1923 | W.Dobson &Co. Newcastle | CoastLines,Ld. | 230·6\|35·0\|14·9 | Liverpool British | T.3Cy.18″,30″&49″–33″ (*s*) 180lb 193NHP | 17 ″ 0 | |
| 147391 | *ss*Mch.No.3–1,36 | | 850 | *Shelter dk* | Lon | | 4,39 | 1mo | | | | | s ″ 2½ | |
| MLGX | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 495 | *with freeboard* | | | | *Lloyd's* | *sA&CP* | *Cell DB* a58'*u*E19'*f*100'204*t* | FK | 5*BHCem* 2SB,*6cf*,GS97,HS3570 4*PT*17*t* N.E.MarineEngCoLd.Nwc | 16 ″ 11¼ | |
| | | | | Examined 8,40 | | | | | | | | | | |
| | | | | BS6,40 MS2,35 ✠LMC | | | | | | | | | | |
| 70307 | **Avonwood** | | 1056 | ✠100A1 | Shl | *m* | CL | 1934 | BurntislndS.B. Co.Ld. Burntisland | JosephConstantineS.S.Line,Ld. | 199·8\|33·2\|13·6 | Middlsbro' British | T.3Cy.13½″,23″&38″–27″(*s*) 200lb *125lb* 105NHP | 16 ″ 6 | |
| 160742 | *ss*Shl.No.1–38 | | 712 | *with freeboard* | | | 10,39 | 9mo | | | | | s 5 ″ 11½ | |
| MBYB | *Mchy.Aft* 1*Dk* | | 597 | 2,41 ~~10,38~~ | ✠LMC7,38 | | | | | Q144'F26' FK | | 3*BHCem* 1SB(Spt),*3cf*,GS40,HS1871 | 15 ″ 2 | |
| | *Cruiser Stern* | | | | BS7,40 | | | *Lloyd's* | *sA&CP* | *Cell DB f*132'320*t FPT* | | 90*t APT*70*t* N.E.MarineEng.CoLd.Sld | | |
| 70308 | **Avra** (*ex*Halesius–36, | | *4652* | ✠ —— | Bry | *y* | | 1912 | Craig,Taylor&Co.Ld. Stockton | N.Sitinas&Co. | 385·0\|51·5\|27·4 | Andros Greek | T.3Cy.26″,42″&70″–48″ 419NHP | 29 ″ 11 | C † |
| 240 | *ex*ClanMacbeolan, *ss*Rot.No.3–10,25 | | *4398* | 2,38 | | | | 3mo | | | | | | |
| SVIS | *ex*LordCromer) *ss*Grk.No.2–34 | | *2903* | ✠ | | | | | | P32'B116'F36' FK | | 6*BHCem* 3SB,*9cf*,GS178,HS7152 | | |
| | 2*Dks*(*Stl*)&*Web frames* | | | | | | | | | 173'1231*t FPT*130*t* | | *APT*150*t* Blair&Co.Ld.Stockton | | |
| | *Longitudinal framing* | | | | | | | | *Cell DBa*119'*u*E&B36'*f* | | | | | |
| 70309 | **Avvenire** (*ex*Allan–35, Iron | | 957 | ✠ | Sws | *n* | | 1883 | Rijkee& Co Rotterdam | AngeloBertorello fuA. | 240·0\|31·6\|14·8 | Genoa Italian | C.2Cy.27″&50″–36″ 128NHP | 15 ″ 8 | I † |
| 2001 | *ex*Morlais,*ex*Uno, *ss*Sws.3rdNo.3–11,20 | | 761 | 1,26 | | | | 2mo | | 230·8 | | | | |
| IKOD | *ex*Alex.O.Nelson,*ex*HildurGertrude, | | 575 | ✠NB(r)8,19 | | | | | | Q84'B46'H25*t*F23' | BK8″ | 4*BHCem* 2SB,*4pf*,GS70,HS2337 | | |
| | *ex*Alblasserdam) 1*Dk*(*Irn*)2*trB* | | | ✠NB(s)14 *refitted* 19 | | | | | | | *DBa* | 59'*f*92'210*t* | Maats'deMaas',Rotterdam | |
| | *Well deck* | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidship / Corresponding draught. ft. in. | 15 Dockings in which classed, if not in L.R. Date of R. of Tradg. Vert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70310<br>121389<br>ZMLJ | **Awahou** (P)<br>*Well deck* | Twin Sc<br>1 *Dk* | 410<br>249<br>206 | ✠<br>7,12<br>✠ | Wlh | *f* | | 1912<br>3mo | J. Fullerton & Co.<br>Paisley | Richardson & Co. Ld. | 146·0 \| 25·1 \| 9·1<br>Q79'B13'F21' FK | | | Wellingt'n<br>British<br>*4 BHCem*<br>*FPT28t* | Oil Engines 2S.C.SA<br>12Cy.10"–12½" 51NH<br>NDB30 NE30<br>Fairbanks, Morse & Co.<br>Beloit, Wis. | 9 " 8 | |
| 70311<br>44231<br>JWVL | **Awata Maru**<br>D.F. E.S.D. GyC.<br>*Ref. Mchy* | *Oil Eng.*<br>2 *Dks*<br>*Cruiser Stern* | 7398<br>6551<br>4328 | ✠100A1<br>~~12,40~~ ~~11,39~~ 5,41<br>✠LMC12,37<br>✠Lloyd's RMC ~~11,39~~ 6,40<br>DBS 11,40 ~~11,40~~ 3,41<br>*Carrying car go oil F.P. above* | Yka | *d*† | CL<br>11,38 | 1937<br>12mo | Mitsubishi Jukogyo K.K.<br>Nagasaki<br>*Lloyd's SA&CP* | Nippon Yusen K.K.<br>*Cell DB 361'1538t*<br>*Tanks at sides* | 462·7 \| 62·3 \| 34·4<br>482·3 (O.L.)<br>P24'B183'F41' FK<br>*DTs a 37'1304t*<br>*of tunnel 94t FPT8*<br>150° F. *in deep tanks* | | | Tokyo<br>Japanese<br>*8 BHpt Cem*<br>*5t APT79t* | Oil Engines 2S.C.DA<br>8Cy.28⅜"–47¼" 2248NHP<br>DB *100lb*<br>Mitsubishi Jukogyo K.K.<br>Nag. | 34 " 5 | |
| 70312<br>157650<br>ZMBJ | **Awatea** (P)<br>D.F. E.S.D. GyC.<br>*Ref. Mchy.*<br>*Topsides special quality steel* | Twin Sc<br>*ss* Syd. No. 1–40<br>3 *Dks*<br>*Cruiser Stern* | 13482<br>—<br>7929 | ✠100A1<br>*with freeboard*<br>~~2,40~~ ~~8,40~~ 2,41<br>~~BS10,39~~ ~~5,40~~<br>*Fitted for oil fuel* 7,36 | Syd | *j*†<br>2½<br>BS9,40<br>✠LMC ~~7,36~~ 10,39<br>*F.P. above* | CL<br>s9,38<br>P9,39 | 1936<br>7mo | Vickers-Armstrongs, Ld. Barrow<br>*Lloyd's SA&CP* | Union S.S. Co. of New Zealand, Ld. | 527·3 \| 74·2 \| 41·7<br>31·7<br>B&F508' FK<br>*Upper Bridge 348'*<br>*Cell DB 368'1128t Tanks*<br>*es of tunnel 332t DT f 21'567t FPT62t* | | | Wellingtn, N.Z.<br>British<br>*8 BHCem*<br>*APT97t* | 6 Steam Turbines SR (*s*)<br>geared to 2 Sc. Shafts<br>4608NHP<br>6 WTB 450lb (Spt 425lb),<br>HS51300 FD<br>Vickers Armstrngs Ld Brw. | 35 " 6<br>s 10 " 13<br>25 " 6 | |
| 70313<br>10801<br>JHVA | **Awazi Maru** (P)<br>(*ex* Awaji Maru–38)<br>1 *Dk (Stl) & Spar dk & deep framing* | | 1948<br>1725<br>1130 | ✠<br>2,07<br>✠ | Yka | *s* | | 1906<br>10mo | Grngem'th & Greenock Dockyard Co.<br>Grngemouth | Nippon Yusen K.K.<br>*Cell DB a 82' u E & B* | 285·3 \| 38·2 \| 13·8<br>F38' 20·8<br>FK<br>38' *f* 116' 279t *FPT* | | | Tokyo<br>Japanese<br>*5 BHCem*<br>*41t APT25t* | T.3Cy.19", 31" & 52"–39"<br>214NHP<br>2SB, *6cf*, GS115, HS3770<br>Dunsmuir & Jackson, Ld Gls | 23 " 3 | |
| 70314<br>45716<br>JXOM<br>OHEC | **Awazisan Maru**<br>D.F. E.S.D. GyC.<br>*Ref. Mchy*<br>Wireless D.F. | *Oil Eng*<br>3 *Dks*<br>*Cruiser Stern*<br>1 *Dk* | 9794<br>—<br>5817<br>1076<br>770<br>606 | | | | | 1939 | Tama S.B.Co.Ld.<br>Tama | Mitsui Bussan Kaisha | 482·9 \| 64·0 \| 40·7<br>F36' | | | Kobe<br>Japanese | Oil Engines 2S.C.DA<br>8Cy.24 7/8"–55½" 1646NHP<br>Tama S.B.Co.Ld.Tama | | |
| 70315<br>475<br>OHEC | **Axel**<br>Wireless D.F. | 1 *Dk* | | | | | | 1904 | Howaldtswerke<br>Kiel | E. Fagerström | 221·9 \| 33·1 \| 13·4<br>212·9<br>P11'Q64'B98'F24' *WL* | | | Raumo<br>Finnish | T.3Cy.15¾", 25½" & 41¼"–27½"<br>90NHP<br>Howaldtswerke, Kiel | | V |
| 70316<br>5717<br>SDHE | —<br>*Mchy. Aft* | 3 Mst<br>1 *Dk* | 325<br>268<br>218 | | | | | 1915 | Eriksbergs M.V. Aktieb<br>Gothenburg | Erik Baagöe | 128·5 \| 22·5 \| 11·4<br>P28'F16' *WB* | | | Hälsingbrg<br>Swedish | C.2Cy.11¼" & 24¾"–16½"<br>20NHP<br>Eriksberg M.V. Aktieb. Got | | N |
| 70317 | **Axel Carl**<br>D.F. | *Fitted for oil fuel*<br>1 *Dk*<br>*Cruiser Stern* | 1950 | | | | | 1939 | Helsingörs Jernsk & Msk.<br>Elsinore | A/S D/S Heimdal<br>(M. Carl, *Mgr.*) | 280·0 \| 43·6 \| 24·6<br>P24'Q92'B106'F25' *WB* | | | Danish | C.3Cy.(2) 15¾" & 39⅜"–37⅜" &<br>LP turbine with SR gearing<br>& chain drive 205NHP<br>HS3520<br>Helsingörs Jernsk. & Mskb. | | |
| 70318<br>7225<br>SKAN | **Axel Johnson** (P)<br>D.F. E.S.D<br>*Ref. Mchy.* | Twin Sc<br>*Oil Eng*<br>*ss* Got. No. 3–8,38<br>2 *Dks (Stl) &*<br>*Shelter Dk (Stl)* | *4915*<br>*3981*<br>*2795* | ✠100A1<br>*with freeboard*<br>6,40 ~~12,39~~<br>~~DBS7,39~~<br>✠Lloyd's RMC ~~11,39~~<br>1,41 7,40 | Got<br>NYk<br>DBS7,40<br>✠LMC 8,38 | *z* | OG<br>7,38 | 1925<br>8mo | A. B. Göta-verken<br>Gothenburg<br>*Lloyd's SA&CP* | Rederiaktieb. Nordstjernan (A. A. Johnson, *Mgr.*)<br>*Cell DB 332'1378t* | 392·0 \| 52·6 \| 24·8<br>409·0 (O.L.)<br>F39' FK<br>*Tanks at sides of tunnels 40'109t* | | | Stockholm<br>Swedish<br>*7 B Hpt Cem*<br>*Coll to Sh dk*<br>6 " 2nd "<br>*FPT109t APT82t* | Oil Engines 4S.C.SA<br>12Cy.23½" – 47¼" 623NHP<br>DB *85lb*<br>A. B. Götaverken, Got. | 28 " 0<br>s 2 " 11½<br>25 " 1¾ | |
| 70319<br>16058<br>MPGF | **Axinite** (*ex* Okehampton)<br>*Mchy. Aft*<br>*Well deck* | *ss* Gls. No. 2–36<br>1 *Dk (Stl)*<br>*Cargo battens not fitted* | 724<br>493<br>309 | ✠100A1<br>3,40<br>✠LMC<br>MS3,36 BS3,40 | Bwg | *j* | CL<br>3,40 | 1928<br>11mo | J. Lewis & Sons, Ld.<br>Aberdeen<br>*Lloyd's SA&CP* | Wm. Robertson<br>*Cell DB 110'162t FPT61t* | 180·2 \| 28·9 \| 11·3<br>186·5 (O.L.)<br>Q103'B11'F26' FK<br>*Tanks at sides of tunnels 40'109t* | | | Glasgow<br>British<br>*3 BHCem*<br>*APT24t* | T.3Cy.13", 23" & 37"–26" (*s*)<br>200lb 70RHP<br>SB, *3pf*, GS48, HS1440<br>J. Lewis & Sons, Ld. Abn. | 13 " 6<br>s 4 " 2½<br>13 " 5 | |
| 70320<br>117<br>SVLV | **Axios** (*ex* Barbadian–33)<br>*ss* Nwc. No. 3–1,31<br>*ss* Ant. No. 1–38<br>2 *Dks (Stl)* | | *5289*<br>*4833*<br>*3266* | 100A1<br>7,40 8,39<br>~~BS5,39~~ 8,40 | Ams<br>NYk<br>LMC3,38 | *y* | CL<br>~~N2,37~~<br>7,40 | 1919<br>5mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*Lloyd's SA&CP* | Theofano Maritime Co. Ld. (N.G. Livanos, *Mgr.*)<br>*Cell DB* | 400·2 \| 52·4 \| 28·4<br>P49'B113'F40' FK<br>345'1021t *FPT130t* | | | Chios<br>Greek<br>*7 BHCem*<br>*APT204t* | T.3Cy.27", 44" & 73"–48" (*s*)<br>180lb 517NHP<br>3SB, *9cf*, GS190, HS7668 FD<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 31 " 0<br>s 5 " 11¼<br>25 " 4 | |
| 70321<br>226944<br>WPBJ | **Axtell J. Byles**<br>D.F.<br>*Mchy. Aft*<br>*Longitudinal framing* | *Fitted for oil fuel*<br>*Carrying Petroleum in bulk*<br>2 *Dks* | 8955<br>8841<br>5453 | | | | | 1927 | Sun S.B. & D.D. Co.<br>Chester, Pa. | Tide Water Associated Oil Co. | 480·5 \| 66·0 \| 36·8<br>P78'F44' *WB* | | | Wilmgton (Del.)<br>Utd. States | Q.4Cy.27", 39", 56" & 82"–54"<br>494NHP<br>Sun S.B. & D.D. Co. Ch. Pa. | | R |
| 70322<br>19783<br>JYVD | **Ayaha Maru**<br>*ss* Kob. No. 3–8,28<br>*ss* Kob. No. 2–37<br>2 *Dks (Stl)* | | 5278<br>4826<br>3267 | ✠100A1<br>10,39<br>✠LMC10,39 | Osa | *z* | OG<br>7,38 | 1917<br>2mo | Mitsu Bishi Dkyd & EWks<br>Kobe<br>*Lloyd's SA&CP* | Tatuuma Kisen K.K.<br>*Cell DB 322'996t* | 400·0 \| 54·5 \| 30·0<br>P38'B121'F40' FK<br>*FPT132t APT87t* | | | Nisino-miya<br>Japanese<br>*6 BHCem* | T.3Cy.26½", 43" & 72"–48" (*s*)<br>180lb 510NHP<br>3SB, *9cf*, GS183, HS7618 FD<br>Mitsu Bishi D. & E. Wks. Kob | 30 " 0<br>s 5 " 6¾<br>24 " 8 | |
| 70323<br>48711<br>MNLQ | **Ayamonte** (*ex* Oldenburg II., *ex* Strauss)<br>Wireless | 1 *Dk & Spar dk* | 845<br>735<br>500 | | | | | 1899 | Bremer Vulkan<br>Vegesack | Cowasjee, Dinshaw & Bros. | 186·5 \| 29·3 \| 17·3<br>P24'B53'F17' *WB* | | | London<br>British | T.3Cy.16⅛", 26" & 41¾"–27½"<br>97RHP<br>Bremer Vulkan, Vegesack | 19 " 9<br>s 3 " 1<br>17 " 0¾ | |
| 70324<br>UPLS | **Ayan**<br>*Oil Eng.*<br>1 *Dk* | Twin Sc | 987<br>760<br>462 | | | | | 1935 | State S.B. & Eng. Wks.<br>'André Marti'<br>Odessa | U.S.S.R. | 229·6 \| 34·1 \| 10·9<br>P72'F33' *WB* | | | Vladvostk<br>Russian | Oil Engines 4S.C.SA<br>12Cy.13 3/16"–19 11/16" 214NHP<br>Kolomenskie State E. Wks. | | |
| 70325 | **Ayatosan Maru**<br>D.F. E.S.D. GyC.<br>*Ref. Mchy.* | *Oil Eng.*<br>*Cruiser Stern* | 9800<br>—<br>— | | | | | 1939 | Tama S.B. Co.Ld.<br>Tama | Mitsui Bussan Kaisha, Ld. | 476·2 \| 64·0 \| 40·7<br>F36' | | | Kobe<br>Japanese | Oil Engines 2S.C.DA<br>8Cy.24 7/8"–55⅛" 1646NHP<br>Tama S.B.Co.Ld.Tama | | |
| 70326<br>162741<br>GTYQ | **Aylesbury**<br>*ss* Cff. No. 1–37<br>1 *Dk (Stl) & Shelter dk (Stl)*<br>*Cruiser Stern* | | 3944<br>3683<br>2418 | ✠100A1<br>*with freeboard*<br>12,39 ✠LMC<br>MS11,37 BS1,39 | Bry | *y* | CL<br>8,37 | 1932<br>8mo | Burntisland S.B.Co.Ld.<br>Burntisland<br>*Lloyd's SA&CP* | Alexander Shipping Co. Ld.<br>(Capper Alexander & Co. *Mgrs.*)<br>*Cell DB a & u E 125' f 179' 1059t* | 372·5 \| 52·5 \| 24·4<br>F39' FK<br>*FPT60t APT113t* | | | London<br>British<br>*6 BHpt Cem*<br>*Coll to Sh dk*<br>5 " 2nd "<br>) D. Rowan & Co. Ld. Gls | T.3Cy.22½", 39" & 65"–45" (*s*)<br>200lb 381NHP<br>2SB & 1 Aux B, *8cf*, GS137,<br>HS5521 FD | 26 " 9<br>s 2 " 7½<br>24 " 4 | |
| 70327<br>141902<br>GBJV | **Aymeric**<br>*ss* Shl. No. 3–1,32<br>*ss* HKg. No. 1–37<br>1 *Dk (Stl)* | | 5196<br>4751<br>3157 | ✠100A1 ~~Shl~~<br>Examined 1,41 Mdb<br>~~BS8,39~~ ~~4,40~~<br>✠LMC 3,36<br>1,41<br>*Carrying oil fuel F.P. above 150° F.*<br>*Fitted for oil fuel 5, 19 F.P. above 150° F.* | | *y* | CL<br>12,39 | 1919<br>5mo | R. Thompson & Sons, Ld<br>Sunderland<br>*Lloyd's SA&CP*<br>*in DB* | Bank Line, Ld.<br>(A. Weir & Co. *Mgrs.*) | 400·3 \| 52·2 \| 28·5<br>P49'B113'F39' FK<br>*Cell DB 340' 901t* | | | Glasgow<br>British<br>*7 BHpt Cem* | T.3Cy.27", 44" & 73"–48" (*s*<br>180lb 517NHP<br>3SB, *9cf*, GS189, HS7668 FD<br>N.E. Marine Eng. Co. Ld. Sld<br>*FPT137t APT213t* | 31 " 0<br>s 6 " 0½<br>25 " 3 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Échantillonnage. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. | pe. | 15 Arqûres de cote si elle est dans la 1re, 2e ou 3e Partie. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70328 | **Ayrshire Coast** (*ex*Spaniel, *ex* | 773 | ✠100A1 | ~~Lon~~ | *l* | CL | 1922 | A.&J.Inglis | CoastLines,Ld. | 200·5 | 31·1 | 12·3 | Liverpool | T.3Cy.16″,26′&42″–30″ (*s*) | 22 | 4 | |
| 143979 | AyrshireCoast) *ss*Liv.No.3–7,35 | 616 | *Shelter dk* | ~~L.Lb~~ | | ~~4,08~~ | 10mo | Ld. | | | | | British | 180lb 123NHP | 8 | 2 | |
| MLDG | 1 *Dk(Stl)&Shelter dk(Stl)* | 332 | *withfreeboard* | ✠LMC | | 6,41 | | Glasgow | | | FK | | *Cem* | 2SB(Spt),*4cf*,GS71,HS2145 | 14 | 9½ | |
| | Wireless D.F. E.S.D. | | Examined ~~5,46~~ 6,41 | | | | *Lloyd's* | *SA&CP* | | | | *Collision* | | A.&J.Inglis,Ld.Glasgow | | | |
| | *Mchy.Aft* | | MS7,35 | BS ~~4,46~~ 6,41 | | | | *CellD* | *BuE21′f126′201t* | *FPT34tAPT19t* | | | *B Hto Sh dk* | | | | |
| | | | | | | | | | | | | | 3 „ „ *U* „ | | | | |
| 70329 | **Aysen** Ⓟ 3Mst | 3814 | ✠ ... | | | | 1906 | J.Reid& | CompaniaSud | 379·6 | 44·3 | 21·5 | Valparaiso | T.3Cy.29″,47″&78″–57″ | 25 | 0 | |
| 763 | 2 *Dks&deep framing* | 2574 | 1,12 | | | | 10mo | Co.Ld. | Americana deVap. | | | | Chilian | 596NHP | | | |
| CBAY | *Prom.dk&Shade dk* | 2288 | ✠ | | | | | Glasgow | | | BK | 11″ | *WB* | Dunsmuir&Jackson,Ld Gls | | | |
| 70330 | **Ayuruoca** (*ex*Roland) 4Mst | 6872 | ✠ | Bmn | *d*† | | 1912 | Akt.Ges. | LloydBrasileiro | 468·4 | 58·4 | 29·2 | R.Janeiro | Q4Cy28⅝″40⅝″58½″&85½″–55½″ | 32 | 0 | V |
| 6386 | | 4245 | 7,16 | ✠ | | | 12mo | "Weser" | | F54′ *on Shelter dk* | | FK | Brazilian | 750NHP | | | † |
| PUAJ | 2 *Dks(Stl)&Shelter dk(Stl)* | | | | | | | Bremen | | 7 *BH Cem* | | | 4SB,*12cf*,GS220,HS10340 | FD | | | |
| | | | | | | | | *CellD* | *Ba158′uE&B78′f* | 189′1568t *FPT126t* | | | *APT17t* | | A.G. "Weser" Bremen | | |
| 70331 | **Azalea City** (*ex*Excelsior–37, | 5529 | ✠ ... | | | | 1920 | Merchant | WatermanS.S. | 400·7 | 54·2 | 30·4 | Mobile | 2 steam turbines DR geared | 32 | 10 | R |
| 219918 | *ex*Waterbury) *Fitted for oil fuel* | — | 8,21 | | | | 6mo | S.B.Corp. | Corp. | P36′B124′F44′ | | | Utd.States | to 1 sc. shaft 645NHP | | | † |
| KUPT | D.F. 2 *Dks&Web frames* | 3449 | ✠ | | | | | Harriman,Pa | | | | FK | *WB* | WestinghouseElectric& Mfg.Co.Essington,Pa. | | | |
| 70332 | **Azerbaidjan** TwinSc | 6114 | | | | | 1932 | S.B.&Eng. | U.S.S.R. | 409·0 | 54·8 | 32·3 | Tuapse | OilEngines 2S.C.SA | | | |
| | *OilEng.* | 5542 | | | | | | Wks."André | | P98′B31′F31′ | | | Russian | 8Cy.23⅜″–41½″ 864NHP | | | |
| USDR | *Mchy.Aft* 2 *Dks* | 3019 | | | | | | Marti" | | | | | | *Emade34* | | | |
| | *Carrying Petroleum in bulk* | | | | | | | Nicolaieff | | | | | | S.B.&Eng.Works "André Marti," Nic. | | | |
| 70333 | **Azov** (*ex*JosifKossior) TwinSc | 967 | | | | | 1929 | S.B.&Eng. | U.S.S.R. | 230·1 | 34·0 | 12·1 | Mariupol | T.6Cy.12¼″19½″&31½″–21½″ | | | |
| | | — | | | | | | Wks."André | | P31′F13′ | | | Russian | 97NHP | | | |
| UQUA | 1 *Dk* | 434 | | | | | | Marti" | | | | | | S.B.&Eng.Works "André Marti," Nicolaieff | | | |
| | | | | | | | | Nicolaieff | | | | | | | | | |
| 70334 | **Azrou** Ⓟ | 2998 | | | | | 1930 | Atel.&Ch. | Cie.deNav.Paquet | 330·6 | 43·1 | 23·4 | Marseilles | 2 Steam Turbines DR | | | V |
| | *Fitted for oil fuel* | | | | | | | deBretagne- | | P55′F94′ | | B115′ | French | geared to 1 Sc. Shaft | | | |
| | | 2232 | | | | | | Nantes | | | | | | | | | |
| FNII | D.F. 2 *Dks* | 1680 | | | | | | Nantes | | | | | *WB* | Atel.&Ch.deBretagne,Nts. | | | |
| 70335 | **Aztec** (*ex*R.W.McIlvain–39, TwinSc | 3262 | ✠ ... | Mob | | | 1916 | Baltimore | AztecPetroleum | 292·3 | 47·2 | 28·1 | Baltimore | Oil Engines 4S.C.SA | 28 | 1 | |
| 214444 | *ex*LosAlamos, *OilEng.* | 2994 | 11,33 | | | | 11mo | DryDocks& | TradingCorp. | P76′F26′ | | | Utd.States | 12Cy.22″–32″ | | | |
| WSCP | *ex*BramellPoint) *ss*L.An.No.3–8,29 | 2002 | | | | | | ShpbldgCo. | | | | FK | 11 *BHpt Cem* | 2DB *150lb* NE20 564NHP | | | |
| | 2 *Dks(Stl)&Web frames* | | | | | | | Baltimore | | *FPT73tAPT151t* | | | (7 *to U dk* | McIntosh&SeymourCorp. | | | |
| | *Mchy.Aft* *Longitudinal framing* | | | | | | | | | | | | 4 „ *2nd* „ ) | Auburn,N.Y. | | | |
| | D.F. *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 70336 | **Azuma Maru** | 6646 | ✠100A1 | Yka | *d*† | CL | 1938 | Mitsubishi | NipponYusenK.K. | 461·6 | 62·3 | 31·5 | Tokyo | Oil Engines 2S.C.DA | 31 | 6 | |
| 44403 | *OilEng.* | 5654 | *withfreeboard* | | | 1,39 | 3mo | JukogyoK.K | | 485·4(O.L.) | | | Japanese | 8Cy.28⅜″–47½″ 2248NHP | s 4 | 0 | |
| JWZL | E.S.D. GyC. 1 *Dk&Shelter dk* | 3670 | 3,40 ~~2,90~~ | | | | | Nagasaki | | F39′ | | FK | 8 *BHpt Cem* | DB *100lb* | 27 | 7½ | |
| | *Ref.Mchy.* 3*rd Dk except in after hold* | | DBS2,39 | ✠LMC3,38 | | | *Lloyd's* | *SA&CP* | | | | | (*Coll to Sh dk* | MitsubishiJukogyoK.K. | | | |
| | *Cruiser Stern* | | ✠Lloyd'sRMC ~~3,40~~ | | | | | | | | | | 7 „ *2nd* „ ) | Nag | | | |
| | | | 12,40 ~~3,40~~ | | | | | | *CellDB357′1618t* | *DTsa42′1360tFPT* | | | *55tAPT149t* | | | | |
| | | | *Carrying cargo oil F.P. above 150°F. in deep tanks* | | | | | | | | | | | | | | |
| 70337 | **Azumasan Maru** | 7623 | ✠100A1 | Tama | *c*† | CL | 1933 | Mitsui | MitsuiBussan | 454·0 | 60·0 | 37·0 | Kobe | Oil Engines 2S.C.DA | 37 | 0 | |
| 38085 | *OilEng.* | 6836 | *withfreeboard* | | 2½ | 4,39 | 8mo | Bussan | Kaisha,Ld. | | | | Japanese | 6Cy.24 7/16″–55½″ 1230NHP | s 9 | 5½ | |
| JPUH | *ss*TamaNo.1–37 | 4655 | 2,40 | | | | | Kaisha,Ld. | | P28′B171′F34′ | | FK | 8 *BH* | DB *120lb* | 27 | 8½ | |
| | GyC. 2 *Dks(Stl)* | | | | | | | Tama | | | | | 1 „ *to 2nd dk* | MitsuiBussanKaisha,Ld. | | | |
| | *Ref.Mchy.* *Cruiser Stern* | | ✠LMC CS3,38 | | | | *Lloyd's* | *SA&CP* | *CellDB395′1702t* | *DTa30′1093tFPT* | | | *79tAPT69t* | Tama | | | |
| | | | DBS2,40 | 2,40 | | | | | | | | | | | | | |
| | | | ✠Lloyd'sRMC ~~3,40~~ ~~3,40~~ | | | | | | | | | | | | | | |
| | | | 7,40 | | | | | | | | | | | | | | |
| | | | *Carrying cargo oil F.P. above 150°F. in deep tanks* | | | | | | | | | | | | | | |
| 70338 | **Azusa Maru** | 1370 | | | | | 1939 | Urabe | NitieiKisenK.K. | 227·9 | 34·0 | 19·5 | Kobe | Steam Engine | | | |
| 4532 | | — | | | | | | ZosenTek- | | | | | Japanese | | | | |
| JXRM | | 782 | | | | | | kosyoK.K. | | | | | | | | | |
| | | | | | | | | Osaka | | | | | | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* Special Surveys. No. of Decks, &c. 3 Material, Rig, &c. | 4 Rgrist'd Tonnage. Gross. — Under decks. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70339<br>226895<br>WNAT | **B. F. Affleck**<br>*ss* Clv. No. 1–33<br>*Mchy. Aft* D.F. 1 *Dk (Stl) Web frames*<br>GyC. *Cargo battens not fitted*<br>*Longitudinal framing at bottom & at deck* | 7964<br>7656<br>6345 | ✠100A1 Clv<br>*For Service on the Great Lakes*<br>10,37<br>~~BS2,39~~ ✠LMC4,34<br>BS 4,40 2,41 | | | | 1927<br>8mo | Toledo S.B.Co. Toledo, Ohio<br>*Lloyd's SA & CP* | Pittsburg S.S.Co.<br>*Cell D Bu E & B69'207t Cell* | 587·9 \| 60·3 \| 27·8<br>FK<br>*DB & side tanks in* | | | Duluth<br>Utd. States<br>*3 BH*<br>*way of holds* | T.3Cy.24½",41"&65"–42" (*r*)<br>190lb 489NHP<br>3SB, *6cf*, GS143, HS8001 FD<br>Toledo S.B.Co. Toledo, O.<br>*6852t FPT 415t APT 57t* | 32 ″ 0<br>s 10 ″ 3<br>21 ″ 11½ | |
| 70340<br>202839 | **B. F. Jones**<br>*Mchy. Aft* D.F. 1 *Dk* | 6941<br>—<br>5744 | | | | | 1906 | Gt. Lakes Eng Works Ecorse, Mich. | Interstate S.S.Co. | 530·0 \| 56·2 \| 32·0<br>*WB* | | | Duluth,<br>Utd. States | T.3Cy.23",37"&63"–42"<br>257NHP<br>Gt. Lakes E.Wrks. Detroit | | R |
| 70341<br>223352<br>KFLK | **B. H. Taylor**<br>*Mchy. Aft* (*Self-Unloader*)<br>GyC. D.F. 1 *Dk* | 7318<br>6975<br>5760 | | | | | 1923 | American S.B.Co. Lorain, Ohio | Bradley Trans-portation Co. | 536·6 \| 60·3 \| 29·5<br>*WB* | | | Fairport, O<br>Utd. States | T.3Cy.25½",41"&67"–42"<br>291NHP<br>American S.B.Co. Lorain, O. | | R |
| 70342<br>3971 | **B. Lyman Smith**<br>*Mchy. Aft* D.F. 1 *Dk 2 tr B* | 4271<br>—<br>3017 | | | | | 1903 | American S.B.Co. Lorain, Ohio | Great Lakes S.S. Co Inc. | 380·0 \| 50·0 \| 28·0<br>F48' | | | Oswego NY<br>Utd. States<br>*WB* | T.3Cy.22",35"&58"–40"<br>American 213NHP<br>S.B.Co. Cleveland, Ohio | | R |
| 70343<br>LKLV | **B. P. Newton**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Longitudinal framing* *Cruiser Stern*<br>*Carrying Petroleum in bulk* | 10324<br>9469<br>6229 | | | | | 1940 | Kockums M.V. Aktieb. Malmö | Skibs A/S Navalis (Tschudi & Eitzen, *Mgrs.*) | 512·3 \| 63·2 \| 39·0<br>P98' F68' | | | Oslo<br>Norwegian<br>*WB* | Oil Engines 2S.C.DA<br>8Cy.23⅝"–43 5/16" 1551NHP<br>Kockums M.V. Akt. Malmö | | |
| 70344<br>167206<br>MPWM | **B. P. Spirit**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Deck & trunk electrically welded* | 440<br>347<br>234 | ✠ A1 Rot<br>7,40 ~~3,39~~ Liv<br>✠LMC3 ~~7,40~~<br>*Carrying Petroleum in bulk*<br>*For Coasting Service*<br>*Ipswich to Dover* | | | OG | 1939<br>3mo | L. Smit & Zoon Kinderdijk<br>*Lloyd's SA & CP* | Union Lighterage Co. Ltd.<br>*Centre-line bulk* | 157·5 \| 32·1 \| 8·9<br>*33·2*<br>162·0 (O.L.)<br>*Trunk 90'* FK<br>*head non-oil tight*<br>*FPT 22t APT 26t* | | | London<br>British<br>*8 BH* | Oil Engines 4S.C.SA<br>8Cy.11"–17 1/16" 94NHP<br>Humboldt-Deutzmotoren, A.G. Köln-Deutz | 10 ″ 3<br>s 1 ″ 9<br>8 ″ 7½ | |
| 70345<br>FOGJ | **Baalbeck** (*ex* Eilbek, *ex* Dora Horn)<br>*Fitted for oil fuel*<br>*Well deck* *Cruiser Stern* 1 *Dk* | 2115<br>—<br>1228 | | | | | 1923 | Schiffsw. v. H. Koch. A.G. Lübeck | Soc. de Nav. à Vap. Daher | 281·9 \| 45·0 \| 21·1<br>P14' B209' F31' | | | Marseilles<br>French<br>*WB* | T3Cy 22 1/16", 34 5/16" & 58 1/16"–39 3/16"<br>212NHP<br>Lübecker Mchb. Ges Lübeck | | V |
| 70346<br>LJNG | **Baalbek**<br>D.F. *Oil Eng.*<br>*Cruiser Stern* 1 *Dk & Shelter dk* | 2160<br>1651<br>1160 | | | | | 1937 | A/S Akers Mek. Verks. Oslo | A/S Ganger Rolf & A/S Borgå (F. Olsen & Co. *Mgrs.*) | 315·2 \| 44·3 \| 16·7 | | | Oslo<br>Norwegian<br>*WB* | Oil Engines 2S.C.SA<br>7Cy.19 1/16"–35 7/16" 471NHP<br>A/S Akers Mek. Verks. Oslo | | N |
| 70347<br>PCXE | **Baarn** Ⓟ<br>*ss* Ham. No. 3–7, 39<br>D.F. E.S.D. 2 *Dks (Stl) & Shelter dk (Stl)*<br>*Cruiser Stern* | 5621<br>4634<br>3395 | ✠100A1 Ams *a*†<br>*with freeboard* Liv<br>12,40 ~~2,40~~ ✠LMC3,39<br>BS2,40<br>*Fitted for oil* *fuel* 4,27 *F.P. above* 150°F. | | | CL<br>7.39 | 1927<br>5mo | N.V.C. Van der Giessen & Zonen's Schps Krimpen<br>*Lloyd's SA & CP* | Koninkl. Nederl. Stoomb. Maats. N.V.<br>*Cell D B323'1175 t FPT 106t APT 66t* | 400·6 \| 58·3 \| 26·3<br>417·3 (O.L.)<br>FK<br>*(Coll & AP*<br>*BH to Sh dk*<br>5 „ „ *2nd* „) | Amstrdam<br>Dutch<br>*7 BH Cem* | T.3Cy.28⅜",46 7/16"&74 13/16"–51 5/16" 200lb (*r*) 570NHP<br>3SB (Spt), *9cf*, GS165, HS8220 FD<br>Rotterdam D.D.Co.Ld.Rot. | 30 ″ 0<br>s 3 ″ 7<br>26 ″ 7 | |
| 70348<br>91466<br>VLFQ | **Babinda** 3 Mst<br>*ss* Bsb. No. 1–40 *Oil Eng.*<br>Wireless *Mchy. Aft* 1 *Dk*<br>*Cruiser Stern* | 659<br>437<br>325 | ✠100A1 Bsb *j*<br>5,41 ~~4,40 11,40~~ Syd<br>~~✠LMC 04 10~~<br>✠LMC CS6,40<br>~~3,39~~ 1,41 | | | CL<br>~~1,40~~<br>11,40 | 1936<br>4mo | Scott & Sons Bowling<br>*Lloyd's SA & CP* | Australasian United Steam Nav. Co. Ld.<br>*Cell DB* | 175·2 \| 30·1 \| 10·8<br>*31·6*<br>181·1 (O.L.)<br>Q103' B11' F35' FK<br>114'186t *FPT* s44t *APT* 26t | Maryboro'<br>British<br>*3 BHpt Cem* | Oil Engines 2S.C.SA<br>5Cy.13⅜"–22 1/16" 156NHP<br>British Auxiliaries, Ld Gls. | 12 ″ 6<br>s 3 ″ 11<br>12 ″ 4⅜ | |
| 70349<br>DIEE | **Babitonga** Ⓟ (*ex* Osiris–38) Twin Sc<br>D.F. *Oil Eng.*<br>2 *Dks*<br>*Cruiser Stern* | 4422<br>3883<br>2600 | | | | | 1922 | Deutsche Werft A.G. Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 376·2 \| 51·8 \| 25·9<br>P303' F41' | | | Hamburg<br>German<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.24¾"–37¾" 717NHP<br>Allgem. Electr. Ges. Berlin | | G |
| 70350<br>172660<br>VODQ | **Baccalieu** Ⓟ<br>Wireless D.F. E.S.D. 2 *Dks*<br>*Cruiser Stern*<br>*Strengthened for navigation in ice* | 1421<br>1061<br>839 | ✠100A1 Psy<br>~~1,40~~ 1,41 NFL<br>✠LMC4,40<br>*Fitted for oil* *fuel* 4,40 *F.P. above* 150°F. | | | CL<br>4,41 | 1940<br>4mo | Fleming & Ferguson, Ld. Paisley<br>*Lloyd's SA & CP* | Govt. of Newfoundland (Newfoundland Railway–Steamship Dept.) (Commissioner for Public Utilities) | 233·5 \| 37·1 \| 19·7<br>242·2 (O.L.)<br>F35' FK | S Jhns NFL<br>British<br>*6 BH Asp* | T.3Cy.20",32½"&54"–30"<br>210lb (*s*) 285NHP<br>2SB, *6cf*, HS4508 FD<br>Fleming & Fergusn. Ld Psy. | 22 ″ 0<br>s 3 ″ 7¼<br>18 ″ 9½ | BT till 3,41 |
| 70351<br>164723<br>GXYB | **Bacchus**<br>(*Storeship*)<br>2 *Dks* 3rd *dk in Nos.* 1 & 3 *holds*<br>*Cargo battens not fitted in No.* 1<br>*Cruiser Stern* *upper 'tween dk* | 3154<br>2856<br>1775 | ✠100A1 Fal *u*<br>*with freeboard*<br>10,39 ✠LMC9,56<br>*Fitted for oil* *fuel* 9,36 *F.P. above* 150°F. | | | CL<br>10,39 | 1936<br>9mo | Caledon S. B.&E.Co.Ld. Dundee<br>*Lloyd's SA & CP* | The Admiralty<br>*Cell D B236'504t Tanks at sides of Tunnel 157t* | 327·0 \| 49·3 \| 22·9<br>B48' F38' FK<br>*tMT s51'1001t FPT*<br>*76t APT 43t* | London<br>British<br>*6 BH* | T.3Cy.21",35"&58"–42" (*s*)<br>200lb FD 396NHP<br>3SB, *9cf*, HS6408<br>N.E. Marine Eng. Co. Ld. Sld | 25 ″ 6<br>s 7 ″ 8<br>17 ″ 11½ | |
| 70352<br>PCXJ | —<br>2 Twin Mst<br>*Fitted for oil fuel*<br>*Ref. Mchy* 2 *Dks*<br>*Longitudinal framing* | 2255<br>1648<br>1401 | | | | | 1911 | Maats. Fyenoord Rotterdam | Koninkl. Nederl. Stoomb. Maats. N.V. | 300·0 \| 42·0 \| 19·2<br>Q106' B78' F46' | | | Amstrdam<br>Dutch<br>*WB* | T.3Cy.21½",33"&57"–39"<br>203NHP<br>Maats. Fyenoord, Rot. | | V |
| 70353<br>FNVP | —<br>(*ex* Trent–34) *ss* Rot. No. 3–8, 34<br>*Mchy. Aft* *ss* Rou. No. 1–38<br>1 *Dk (Stl)*<br>*Cargo battens not fitted* | 1810<br>1411<br>1030 | ✠100A1 Rou *q*<br>11,40 Msl<br>~~BS11,40~~ ✠LMC7,39<br>*Fitted for oil* *fuel* 9,34 *F.P. above* 150°F. A&CP<br>*Carrying wine in portable tanks* | | | CL<br>6,39<br>~~dely red.~~ | 1922<br>10mo | Schpw. v. P. Smit, Jr. Rotterdam | "Soflumar" (Soc. d'Armement Fluvial et Maritime)<br>*Cell D Bu B21'* | 274·2 \| 36·9 \| 17·5<br>P77' F20' FK<br>*f201'611t FPT 160t* | Rouen<br>French<br>*4 BH Cem*<br>*APT 18t* | T.3Cy.20⅜",32½"&55"–39⅜"<br>180lb (*s*) 239NHP<br>2SB, *6cf*, GS120, HS4152<br>Schpw. v. P. Smit, Jr. Rot. | 20 ″ 0<br>s 2 ″ 10½<br>17 ″ 4 | |
| 70354<br>DOMK | —<br>1 *Dk* | 658<br>517<br>362 | | | | | 1910 | Akt. Ges. "Weser" Bremen | Dampfschifffahrts Ges. Neptun | 180·0 \| 28·1 \| 12·8<br>Q50' B45' F22' | | | Bremen<br>German<br>*WL* | T3Cy.13½"21 1/16"&34 7/16"–23⅜"<br>57NHP<br>A.G. "Weser," Bremen | | G |
| 70355<br>16548<br>GZRR | **Bachaquero** Twin Sc<br>*Mchy. Aft* 1 *Dk*<br>*Cruiser Stern* "*Arc form*"<br>*Longitudinal framing at bottom & at deck* | 4890<br>3685<br>2432 | ✠100A1 Boa *x*<br>~~7,10 10,39~~ 11½<br>11,40 ✠LMC6,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil* *fuel* 6,37 *F.P. above* 150° F. | | | CL<br>9,38 | 1937<br>6mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees<br>*Lloyd's SA & CP* | Lago Shipping Co. Ld. ~~(F. J. Wolfe, *Mgrs.*)~~ (R. A. Corder, *Mgr.*)<br>*Cell D Bu E & B58'* | 371·1 \| 64·2 \| 18·1<br>379·4 (O.L.)<br>P89' B36' F37' FK<br>*Trunk in wells*<br>195t *DT f* 40'555t<br>*FPT* 333t | London<br>British<br>*8 BHpt Cem*<br>*pt Asp*<br>*APT* 215t | T.6Cy.16½",28½"&48"–36"<br>225lb (*s*) FD 551NHP<br>2SB, *8cf*, HS8870<br>N.E. Marine Eng. Co Ld Nwc | 18 ″ 0<br>s 1 ″ 6<br>16 ″ 8½ | |
| 70356<br>EABW | **Bachi** (*ex* Bologna–38, *ex* Bachi–37)<br>*ss* Bbo. No. 3–2, 33<br>*ss* Nap. No. 1–38<br>1 *Dk (Stl)*<br>*Cargo battens not fitted* | 3077<br>2823<br>1848 | ✠100A1 Bbo *u*<br>4,40<br>~~BS3,39~~ ✠LMC2,37<br>10,40 | | | CL<br>2,39 | 1920<br>9mo | Blyth S.B. Co. Ld. Blyth<br>*Lloyd's SA & CP* | Cia. Naviera "Bachi" (Hijos de Astigarraga)<br>*Cell D B* | 331·2 \| 46·7 \| 23·2<br>P33' B98' F29' FK<br>284' 734t *FPT* 122t | Bilbao<br>Spanish<br>*5 BH Cem*<br>*APT* 48t | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 368NHP<br>3SB, *9cf*, GS155, HS6090<br>Richardsons, Westgarth & Co. Ld. Hpl. | 25 ″ 6<br>s 3 ″ 11¾<br>21 ″ 9 | |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Approbation. | 7a Date de la dernière visite de l'arbre porte-hélice. | 9 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | 11 Largeur. | 11 Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Brochures où sont insérés les Cert. de Classe. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70357<br>1638<br>IBBE | **Bacicin Padre** (*ex*ScottishBard, *ex*WarPundit) *ss*Nwc.No.2-27<br>*Fitted for oil fuel*<br>D.F. 1 *Dk*2*trB*&*Web frames*<br>*Carrying oil in bulk* | 5591<br>4705<br>3454 | ✠ ...<br>4,33 ✠ | | | | 1918<br>12mo | Sir J. Laing &Sons,Ld. Sunderland | "Corrado" Soc. Anon.diNav. | 409·8\|52·2\|28·5<br>400·0<br>P50′B121′F39′ FK | Genoa<br>Italian<br>*WB* | T.3Cy.27″,44″&73″–48″ 517NHP<br>Palmers'Co.Ld.Newcastle | 31 ″ 0 | I<br>† |
| 70358<br>20494S<br>KJCI | **Back Bay** (*ex*Juneau, *ex*Burlington)<br>*Fitted for oil fuel*<br>*Mchy.Aft* D.F. 2*Dks* | 2382<br>—<br>1805 | | | | | 1908 | Gt.Lakes Eng.Works Ecorse,Mich. | GartlandS.S.Co. (D.Sullivan &Co.*Mgrs.*) | 244·0\|43·2\|27·0 | Wilmgton (Del.)<br>Utd.States<br>*WB* | Q.4Cy.16¾″,24″,35″&51″–36″ 156NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 70359<br>~~2[illegible]~~<br>~~181[illegible]~~ | **Bacoi** (*ex*Calgary) TwinSc<br>*OilEng.*<br>Wireless D.F. 1*Dk*<br>*Carrying oil in bulk* | 1535<br>—<br>886 | | | | | 1912 | Swan,Hunter&Wigham Richardson, Ld Newcastle | ~~Bouchard~~ ~~Transpn.Co~~ Panamerican ShippingCo Inc. | 248·0\|42·5\|19·1<br>P36′F37′ | Panama<br>Panamanian<br>*WB* | Oil Engines 2S.C.SA<br>6Cy.16½″–24″ 286NHP<br>McIntosh& Seymour NE21<br>Corp.N.Yk. | | R |
| 70360<br>160411<br>GNTZ | **Bactria**<br>*ss*Liv.No.2-35<br>2*Dks*(*Stl*) | 2407<br>2085<br>1207 | ✠100A1 ~~Liv~~ *l*<br>~~Examined~~ 2,41 Lon<br>✠LMC<br>MS3,35 ~~BS8,38~~ BS8,40 | | | CL<br>7,37 | 1928<br>4mo<br>*Lloyd's* | J.L.Thompson&Sons,Ld. Sunderland<br>*SA&CP* | CunardS.S.Co.Ld.<br>*CellDBa* | 292·3\|45·0\|20·3<br>B129′F28′ FK<br>*E94′f139′526t FPT* | Liverpool<br>British<br>*5BHptCem* | T.3Cy.24″,40″&66″–45″ (*s*) 180lb *180lb* 403NHP<br>2SB,*8cf*,GS155,HS5944 FD<br>J.Dickinson&Sons,Ld.Sld. | 22 ″ 6<br>s 3 ″ 0½<br>19 ″ 8 | |
| 70361<br>EABK | **Badalona** (*ex*Sirius–39, *ex*Arnus) TwinSc<br>*OilEng.*<br>*Mchy.Aft* *ss*Bcl.No.3–10,34<br>D.F. 2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 4202<br>3873<br>2548 | ✠100A1 Cdz *tc*<br>12,36<br>DBS~~2,38~~ 8,40 ✠LMC3,39<br>*CarryingPetroleum in bulk* | | | OG<br>1,39 | 1922<br>9mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*SA&CP* | Cia.Arrendataria delMonopolio dePetroleos.S.A.<br>*CellDBa* | 365·0\|49·0\|28·7<br>P87′B28′F37′ FK<br>*19′uE33′121′DTf43′363t FPT* | Barcelona<br>Spanish<br>13*BHptCem* | Oil Engines 2S.C.SA<br>12Cy.17″–35″ 600NHP<br>DB*120lb*<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 28 ″ 9<br>s 5 ″ 1<br>23 ″ 11½ | |
| 70362<br>151783<br>XYKL | **Badarpur**<br>*ss*Cal.No.3–12,34<br>*ss*Cal.No.1–38<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>D.F. E.S.D. *Longitudinal framing*<br>*CruiserStern* | 8079<br>7473<br>4949 | ✠100A1 Bom *c*†<br>1,41 ~~3,40~~<br>~~BS8,40~~ ✠LMC9,38<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 7,22 | | | CL<br>~~8,39~~ 1,41<br>*F.P. above* | 1922<br>6mo<br>*Lloyd's* | Hawthorn, Leslie&Co.Ld Newcastle<br>*SA&CP* | BurmahOilCo.Ld.<br>*CellDBuB32′84t DTf41′444t* | 440·0\|57·1\|38·9<br>454·4(O.L.)<br>P33′B34′F64′ FK<br>*FPT290t APT80t* | Rangoon<br>British<br>19*BHptCem* (9 *to U dk* 10 „ *2nd* „)<br>50° F. | T.3Cy.30⅞″,50″&80″–54″ (*s*) 180lb FD 715NHP<br>3SB(Spt),&1AuxSB,*15cf*, HS11066<br>Hwthrn,Leslie&CoLd.Nwc | 39 ″ 3<br>s 9 ″ 7½<br>29 ″ 10 | |
| 70363<br>DHBU | **Baden** 4Mst<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 2*Dks* | 8204<br>7397<br>4879 | | | | | 1922 | Bremer Vulkan Vegesack | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 468·7\|58·3\|32·7<br>P55′B224′F54′ | Hamburg<br>German<br>*WB* | T.3Cy.32½″,52¾″&86⅝″–55″<br>&L.P.turbine 769NHP<br>BremerVulkan,Vegesack | | G |
| 70364<br>LJQT | — Ⓟ<br>Wireless D.F.<br>E.S.D. *Cruiser Stern* 1*Dk* | 1392<br>995<br>599 | | | | | 1937 | A/S Akers Mek.Verks. Oslo | A/SJelölinjen (Fred.Olsen&Co. *Mgrs.*) | 258·8\|39·3\|15·0<br>P29′B111′F55′ | Oslo<br>Norwegian<br>*WB* | C.4Cy.(2)17⅛″&(2)37⅝″–37¾″ 142NHP<br>A/S AkersMek.Verks.Oslo | | N |
| 70365<br>DGWA | **Badenia** TwinSc<br>1*Dk* | 921<br>707<br>510 | | | | | 1912 | F.Schichau Elbing | Rhein-London Linie,A.Kirsten& Co. | 219·8\|33·5\|13·4<br>Q66′B52′F26′ | Cologne<br>German<br>*WB* | T.6Cy11⅞″.19$\frac{15}{16}$″&31½″–17¾″ NB38 84NHP<br>F.Schichau,Elbing | | G |
| 70366<br>214598 | **Badger State** (*ex*Fordonian–34, *ex* Georgian, *ss*Ogdensburg2ndNo.3–5,34 *ex*Yukondoc, *ss*N.Yk.No.1–39 *ex*Fordonian) *OilEng.* 1*Dk*<br>Wireless GyC.<br>*Mchy.Aft* *Cargo battens not fitted* | 1540<br>—<br>1118 | ✠100A1 NYk<br>*withfreeboard* Bfo<br>3,41 ~~3,39~~ ✠LMC(M)3,40<br>✠NE4,28 ✠LMC4,38<br>*For service between Chicago& Quebec via Montreal also between Boston, Norfolk,Va.* | | | CL<br>2,39 | 1912<br>9mo<br>*Lloyd's* | ClydeS.B. &E.Co.Ld. Port Glasgow<br>*SA&CP* | FederalMotorship Corp.(Geo.D.MacDonald,*Mgr.*)<br>*CellDBuE20′f&in side tanks in fore hold* | 250·0\|42·6\|16·7<br>alt.34 FK<br>190′767t | Buffalo, N.Y.<br>Utd.States<br>3*BHptCem* | Oil Engines 4S.C.SA<br>6Cy.18″–22″ 190NHP<br>BessemerGasEngineCo. GroveCity,Pa.<br>*tFPT70tAPT18t* | 20 ″ 0<br>s 6 ″ 1½<br>14 ″ 0 | |
| 70367<br>149451<br>GMJV | **Badjestan** *ss*Gls.No.3–2,41<br>~~*ss*Gls.No.2–38~~<br>D.F. E.S.D. 1*Dk*(*Stl*) | 5573<br>—<br>3353 | ✠100A1 Shl *z*<br>2,41 ~~1,39~~ Gls<br>✠LMC<br>MS~~1,36~~ 2,41 BS~~7,40~~ 8,40 | | | CL<br>~~12,38~~ 12,40 | 1928<br>3mo<br>*Lloyd's* | Bartram& Sons,Ld. Sunderland<br>*SA&CP* | HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*)<br>*CellDB* 340′1214*tDTa*28′ 1184*t FPT321tAPT266t* | 395·5\|54·0\|29·1<br>408·6(O.L.)<br>P35′B108′F35′ FK | Newcastle<br>British<br>8*BHCem* | T3Cy.21½″,37½″&65″–48″(*s*) 210lb ~~180lb~~ 418NHP<br>3SB(Spt),*9cf*,GS140, HS5801<br>MacColl&Pollock,Ld.Sld. | 31 ″ 6<br>s 6 ″ 2½<br>25 ″ 5½ | |
| 70368<br>PUAJ | **Baependy** Ⓟ (*ex*Tijuca) 2*Dks*3*trB*<br>*Fitted for oil fuel* | 4801<br>3840<br>3066 | | | | | 1899 | Blohm& Voss Hamburg | LloydBrasileiro | 375·6\|46·3\|27·5<br>P238′F50′ | R.Janeiro<br>Brazilian | Q4Cy.21⅝″,31½″,46″&66⅜″–50⅜″ 315NHP<br>Blohm&Voss,Hamburg | | V |
| 70369<br>PUAK | **Bagé** Ⓟ (*ex*SierraNevada) TwinSc<br>Sub.Sig.<br>3*Dks* | 8235<br>6863<br>4969 | | | | | 1912 | Akt.Ges. "Vulcan" Stettin | LloydBrasileiro | 439·2\|56·0\|35·1<br>B151′F103′ | R.Janeiro<br>Brazilian<br>*WB* | T.6Cy.24″,39⅝″&65″–49⅛″ 600NHP<br>A.G."Vulcan,"Stettin | | V |
| 70370<br>LJHI | **Baghdad**<br>*Ref.Mchy.* *OilEng.*<br>D.F. *CruiserStern* 1*Dk*&*Shelter dk* | 2161<br>1651<br>1162 | | | | | 1936 | A/S Akers Mek.Værks Oslo | A/SBonheur&Den NorskeMiddelhavslinjeA/S (Fred.Olsen&Co. *Mgrs.*) | 315·2\|44·3\|16·7<br>*Intermediate 'tween dk BH hold dispensed with*<br>1186*t DTa*35′ 981*t* | Oslo<br>Norwegian<br>*WB* | Oil Engines 2S.C.SA<br>7Cy.19½⅛″–35$\frac{7}{16}$″ 471NHP<br>A/SAkersMek.Værks.Oslo | | N |
| 70371<br>161284<br>GSZV | **Bahadur**<br>*ss*Cal.No.2–38<br>2*Dks*(*Stl*) | 5424<br>5024<br>3397 | ✠100A1 Bom *z*<br>~~3,40~~ ~~3,39~~ 3,41<br>BS~~3,39~~ ✠LMC1,38<br>4,40 | | | CL<br>~~9,38~~ 2,41 | 1929<br>9mo<br>*Lloyd's* | Lithgow's, Ld. Port Glasgow<br>*SA&CP*<br>*CellDB*348′ | AsiaticStm.Nav. Co.Ld.<br>*Intermediate 'twe in after*<br>1186*t DTa*35′ 981*t* | 405·0\|54·0\|28·8<br>P40′B121′F41′<br>*en dk BH* FK<br>*hold dispensed with*<br>*FPT118tAPT31t* | London<br>British<br>*ptCem*<br>5*BHto U dk*<br>1 „ „2*nd*„ | T.3Cy.24½″,42″&70″–48″ (*s*) 210lb *110lb* 446NHP<br>2SB,*8cf*,GS154,HS5972 FD<br>D.Rowan&Co.Ld.Gls. | 31 ″ 3<br>s 6 ″ 1<br>25 ″ 4½ | |
| 70372<br>160495<br>GSLF | **Baharistan**<br>*ss*Lon.No.2–36<br>2*Dks*(*Stl*) | 5479<br>5065<br>3482 | ✠100A1 Avn *z*<br>4,40 ~~3,39~~ Sou<br>BS3,41 ✠LMC<br>MS5,35 ~~BS10,38~~<br>*Fitted for oil fuel* 6,28 | | | CL<br>9,39<br>*F.P. above* | 1928<br>6mo<br>*Lloyd's* | J.Readhead &Sons,Ld. SouthShields<br>*SA&CP* | StrickLine (1923)Ld. (F.C. Strick&Co.Ld. *Mgrs.*)<br>*CellDB*365′1192*t* | 415·0\|54·2\|27·6<br>P31′B126′F52″ FK<br>*DTa*37′962*t* | London<br>British<br>7*BHptCem*<br>1 „ „2*nd*„ | T.3Cy.28″,46″&77″–48″ (*r*) 200lb 630NHP<br>3SB,*12cf*,GS192,HS9411 FD<br>J.Readhead&Sons,Ld.<br>*FPT110tAPT24t* | 30 ″ 1<br>s 6 ″ 0⅝<br>24 ″ 3 | |
| 70373<br>DIAP | **Bahia**<br>Sub.Sig. *OilEng*<br>2*Dks* | 4117<br>3720<br>2407 | | | | | 1927 | Kockums M.V.Aktieb. Malmö | Hamburg-Süd.-amerik.Dampfschifffahrts Ges. | 376·2\|54·2\|23·2<br>F38′ | Hamburg<br>German<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.27$\frac{7}{16}$″–55½″ 438NHP<br>KockumsM.V.Akt.Malmö | | G |
| 70374 | **Bahia Blanca** (*ex*Scania)<br>*Cruiser Stern* *OilEng.*<br>*Mchy.Aft* 1*Dk* | 637<br>508<br>482 | | | | | 1920 | Limhamn Skeppsv.A.B. Limhamn | Borzone y Boggiano,PabloCalamani y Pio Frascaroli | 180·7\|29·0\|11·6<br>P57′F23′ | Bns.Aires<br>Argentine<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.15⅜″–28¼″ 172NHP<br>A/B Atlas-Diesel,Skm. | | V |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Tons Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70375 DOHY | **Bahia Camarones** (*ex*Sonnenfels–39, *ex*GothicPrince) Sub.Sig. | *ss*Hul.No.2–27 *Fitted for oil fuel* 2 *Dks & Shelter dk* | 8551 8090 5301 | ✠ … 4,29 ✠ | | | | 1918 8mo | Palmers Co.Ld. Newcastle | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 448·1 | 57·2 | 39·2 FK | Hamburg German *WB* | Q.4Cy.25½″,36½″,52½″&76″–54″ 667NHP Palmers'Co.Ld.Newcastle | 40 ″ 9 | G † |
| 70376 DOFT | **Bahia Castillo** (*ex*Rheinfels–38, *ex*GaelicPrince) Sub.Sig. | *ss*Cff.No.2–26 2 *Dks & Shelter dk* | 8580 6023 5348 | ✠ … 4,29 ✠ | | | | 1918 4mo | Short Bros. Ld. Sunderland | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 449·2 | 57·2 | 39·3 FK | Hamburg German *WB* | Q.4Cy.25½″,36½″,52½″&76″–54″ 663NHP N E.MarineEngCoLd Nwc | 40 ″ 9 | G † |
| 70377 DOFS | **Bahia Laura** (*ex*Rabenfels–38, *ex*SlavicPrince) Sub.Sig. | *ss*Bkn.No.2–26 2 *Dks & Shelter dk* *Fitted for oil fuel* | 8561 5922 5316 | ✠ … 4,29 ✠ | | | | 1918 10mo | Palmer's Co.Ld. Newcastle | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 447·9 | 57·2 | 39·2 FK | Hamburg German *WB* | Q.4Cy.25½″,36½″,52½″&76″–54″ 667NHP Palmer'sCo.Ld.Newcastle | 40 ″ 9 | G † |
| 70378 | **Bahiense** (*ex*Natuna) TwinSc *Well deck* | *ss*P.Gl.2ndNo.3–6,20 *ss*B.As.No.2–28 1 *Dk* | 737 — 420 | ✠ … 4,33 ✠NB14*refitted*24 ✠ | | | | 1898 5mo | Ramage & Ferguson, Ld. Leith | Cia.de Transportes Maritimos S.A. (F.M.Brosig, *Mgr.*) | 197·4 Q74′B48′F30′ | 32·1 | 13·0 FK | Bns.Aires Argentine *WB* | C.4Cy.13¼″&30″–21″ 88NHP Ramage & Ferguson Ld. Lth | 13 ″ 6 | V |
| 70379 FOYO | **Bahram** (*ex*Saint Boniface) *Mchy.Aft* D.F. | *ss*Rot No.2–30 2 *Dks (Stl) & Web frames* *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk* | 7765 7182 4139 | ✠ … 8,34 ✠ | | Msl | *c* † | 1922 10mo | Chant.Nav Français Caen | Association Pétrolière *Cell D Bu L 44′76t u DT f 35′313t* | 452·0 P135′B34′F44′ *B38′132t* *FPT 168t APT 235t* | 57·2 | 35·0 FK | Dunkirk French 18 *B Hpt Cem* (10 ,, *to U dk* 8 ,, *2nd ,,*) | 3 Steam Turbines DR geared to 1 Sc. Shaft 569NHP 3SB,*9cf*,GS204,HS7528 Atl.&Ch.de la Loire,St.N. | 35 ″ 0 | V † |
| 70380 HPGB | **Bahrein** (*ex*R.J.Hanna–35) D.F. GyC. *Mchy.Aft* | *ss*Yka.No.3–10,36 2 *Dks* *Longitudinal framing* | 7095 — 4388 | 100A1 1,40 BS1,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* | LAn LMC10,36 *F.P.* | *b*† | CL 6,39 *above* | 1921 150° F. | Union Construction Co. Oakland, Cal. | Foreign Tankship Corporation *Mid ship portion (cargo tanks) renewed 36* *Cell D Bu E & B62′1* | 435·0 P105′B38′F42′ *78′t DT f 50′1049t F* | 56·2 FK | 33·4 *14 B H (8 to U dk 6 ,, 2nd ,,) nks at sides of* *P T 119t A P T 81t* | Panama Pnamanian *Cem* *7 B H to Sh dk 1 ,, ,, U ,,* *FPT 50t* | T.3Cy.27⅛″,47″&78″–48″ (*s*) 220lb FD 632NHP 3SB,*9cf*,GS180,HS9000 Llewellyn Iron Works, Los Angeles | 33 ″ 6 86 ″ 6 27 ″ 3 | |
| 70381 28678 JBPA | **Baikal Maru** (P) TwinSc | *ss*Osa.No.3–2,33 *ss*Osa.No.1–37 1 *Dk (Stl) & Shelter dk (Stl–ws)* 2nd *dk (Stl) in No. 1 hold* | 5266 4079 3096 | ✠ … 7,38 ✠ | Kob | *y* | | 1921 9mo | Mitsubishi Zosen Kaisha, Ld. Kobe | Toa Kaiun K.K. *Cell D B 335′792t tank thrust recess 8′65′* | 400·0 B169′F46′ *on Shelter dk* *FPT 37t APT 50t* | 50·0 FK | 30·0 *7 B H to Sh dk 1 ,, ,, U ,,* | Osaka Japanese *Cem* | 4 Steam Turbines SR geared to 2 Screw Shafts 1009NHP 4SB(Spt),*12cf*,GS264, HS10628 Mitsubishi Zosen Kaisha Ld | 30 ″ 0 | |
| 70382 1663 ICPK | **Bainsizza** D.F. | 1 *Dk* | 7933 6011 4965 | | | | | 1930 | Stabilmento Tecnico Trieste | Soc.Anon.E.V. Parodi | 446·8 428·1 P37′B288′F40′ | 58·4 | 29·3 *WB* | Genoa Italian | C.4Cy.(2)20 1/16″&(2)43 5/16″–43 5/16″ 407NHP Stabilimento Tecnico, Tri. | | I |
| 70383 HRCP | **Baja California** *Fitted for oil fuel* 2 *Dks* | | 1649 1418 819 | | | | | 1914 | R. Thompson & Sons, Ld Sunderland | Mayan S.S. Corp. (United Fruit Co. *Mgrs.*) | 265·6 P21′B64′F32′ | 38·5 *WB* | 18·0 | Puerto Cortes Honduran | T.3Cy.20″,33″&54″–36″ NB19*refitted*36 175NHP N.E.Marine Eng.Co.Ld.Sld | | R |
| 70384 XCKA | — (P) (*ex*Korrigan III–38) Wireless | *Fitted for oil fuel* | 962 — 579 | | | | | 1912 | Atel.&Ch. de la Loire Nantes | S.S.Baja California y Cia (operated by Transportes Maritimos, S.C.O.P.) | 194·6 | 31·0 | 20·0 *WB* | Mazatlan Mexican | T.3Cy.18⅜″,29 15/16″&49 3/32″–37½″ 150NHP Atel.&Ch. de la Loire, Nts. | | |
| 70385 LDAM | **Bajamar** D.F. | TwinSc *Oil Eng.* *Cruiser Stern* 2 *Dks* | 2757 2144 1244 | | | | | 1931 | Akers Mek.Værks Oslo | A/S Ganger Rolf (Fred.Olsen&Co. *Mgrs.*) | 330·6 | 48·2 | 19·2 *WB* | Oslo Norwegian | Oil Engines 4S.C.SA 12Cy.23¼″–43 5/16″ 625NHP Akers Mek.Værks.Oslo | | N |
| 70386 YTJF | **Bakar** (P) | *ss*Spt.No.2–40 1 *Dk (Teak)* | 344 — 115 | 100A1 *with freeboard* 2,40 LMC2,40 | Spt | *f* | CL 1,40 | 1931 3mo *Lloyd's* | J.S.White &Co.Ld. East Cowes | Jadranska Plovidba D.D. *Tanks in way of tunnel* | 144·5 F34′ BK6″ 6 11t *DT f* 20′31t *FP* | 24·6 | 11·4 *T4t APT3t* | Susak Yugoslav *5 B H Cem* | T.3Cy.14″,22½″&37″–24″ (*s*) 200lb 111NHP 1SB.*3cf*,GS53,HS1723 FD J.S.White&Co.Ld.Cowes | 12 ″ 0 s 2 ″ 4½ 10 ″ 3½ | |
| 70387 218817 KJZC | **Bakersfield** Sub.Sig. | *Fitted for oil fuel* 2 *Dks* | 5545 — 3458 | No later survey reported | | | | 1919 | South Western Shipbuilding Co. San Pedro, Cal | United States Maritime Commission | 410·5 P46′B112′F46′ | 54·3 | 27·2 | LAngeles Cal. Utd. States *WB* | T.3Cy.24½″,41½″&72″–48″ 359NHP Llewellyn Iron Works, Los Angeles | | R |
| Now "Chagres," *see No. 87543 in Supplement* | | | | | | | | | | | | | | | | | |
| 70388 TCMD | **Bakir** (*ex*Glenardle–38, *ex*Nordkyn II) | *ss*Npt.No.3–8,34 *ss*Shl.No.1–38 2 *Dks (Stl)* *Longitudinal framing in D B & at decks* | *4584* *4235* *2786* | 100A1 4,39 BS1,39 4,40 *Fitted for oil fuel* | Bdx LMC3,38 | *x* | CL 1,40 *F.P. above* | 1921 11mo *Lloyd's* 150° F. | Greenock Dockyard Co. Ld. Greenock | T.C.Münakalat Vekâleti Devlet Denizyolları Işletme U.M. | 376·6 P37′B105′F37′ *Cell D B 321′1068t* | 52·3 FK | 26·1 *6 B Hpt Cem A P T 128t* | Istanbul Turkish | T.3Cy.25″,41″&68″–48″ (*s*) 180lb 432NHP 3SB,*9cf*,GS165,HS6250 FD Rankin&Blackmore,Ld. Greenock | 28 & 6 85 ″ 1½ 23 ″ 7 | |
| Now "Tyrkon," *see letter T. No 85246* | | | | | | | | | | | | | | | | | |
| 70389 SHAN | **Balaklava** D.F. | TwinSc *Oil Eng.* 1 *Dk (Stl)* *Mchy.Aft* *Cruiser Stern* | 8036 7229 4663 | 100A1 3,39 LMC CS8,38 DBS8,38 *Carrying Petroleum* | HKg | *b*† | CL 7,38 *in bulk* | 1929 11mo *Lloyd's* | A/B Götaverken Gothenburg | Rederi A/B Transmark (G.Carlsson *Mgr.*) *Cell D Bu E 65′278t DT* | 454·8 P96′F37′ *f 29′468t FPT 113t* | 59·1 FK | 35·4 *10 B H pt Cem A P T 247t* | Gothenbrg Swedish 2 DB *150lb* | Oil Engines 4S.C.SA 14Cy.21⅝″–39⅜″ 634NHP A/B Götaverken, Got. | 35 ″ 0 s 8 ″ 1 27 ″ 1½ | |
| 70390 UOKB | — (*ex*Ai-Todor) Wireless | 1 *Dk* | 1026 858 567 | | | | | 1898 | Stabilmento Tecnico Trieste | U.S.S.R. | 233·2 Q42′B42′F26′ | 34·3 | 13·0 | Odessa Russian | T.3Cy.16″,26″&42½″–26″ 92NHP Stabilimento Tecnico, Tri. | | |
| 70391 6146 SHXA | **Balboa** (P) | TwinSc3Mst *Oil Eng.* *ss*Got.No.3–9,31 *ss*~~Got.No.2–10~~ *ss*~~Got.No.1–35~~ D.F. E.S.D. 2 *Dks (Stl) & Shelter dk (Stl)* | 5524 4977 3381 | 100A1 *Shelter dk* *with freeboard* 9,40 6,30 DBS7,39 LMC~~7,56~~ LMC(31)12,39 | Skm Got DBS9,40 9,40 | *a*† | OG 1,39 | 1919 6mo | Aktieb. Götaverken Gothenburg | Rederiaktieb Nordstjernan (A.A. Johnson, *Mgr.*) *Cell* | 426·9 440·0 (O.L.) *Collision BH to Shelter dk tank aft 353t D B 368′1506t Wing* | 56·2 FK | 26·1 *6 B H to U dk 94t A P T 72t* | Stockholm Swedish *Cem* AP | Oil Engines 4S.C.SA 12Cy.24½″–37⅛″ DB *80lb* 717NHP Aktieb. Götaverken, Got. | 30 ″ 0 s 3 ″ 11½ 26 ″ 3¼ | |
| 70392 | **Balcic** (P) D.F. *Ref.Mchy.* | *Oil Eng.* 2 *Dks* *Cruiser Stern* | 3600 | | | | | 1940 | Cant.Nav. Riuniti Palermo | Roumanian State Maritime Service | 360·9 B84′F34′ | 50·8 | 23·5 *WB* | Constanza Roumanian | Oil Engines 2S.C.SA 6Cy.23⅝″–41⅜″ 582NHP SocAn "Fiat" S.G.M. Turin | | |
| 70393 218676 KISM | **Baldbutte** D.F. *Mchy.Aft* Sub.Sig. | *Fitted for oil fuel* 2 *Dks* *Longitudinal framing* *Carrying Petroleum in bulk* | 6295 — 3886 | | | | | 1919 | Bethlehem S.B.Corp.Ld. Quincy, Mass | Paco Tankers, Inc. (Pennsylvania Shipping Co. *Mgrs.*) | 416·9 P92′B39′F33′ | 56·2 *WB* | 31·0 | Wilmgton (Del) Utd. States | T.3Cy.26½″,44″&74″–51″ 391NHP Bethlehem S.B.Corp.Ld. | | R |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à la cl. Lettre d'Emplacement. | 7* Liste de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après la formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70394 LCMF | **Balder** 1 *Dk* | 1129 906 679 | | | | | 1901 | Trndhjms Mek.Værks Trondheim | AlbertSchjelderup RederiA/S (A.Schjelderup, *Mgr.*) | 231·4 \| 34·4 \| 13·6 Q125*t* B51*t* F30*t* | Bergen Norwegian *WB* | T.3Cy.16″,26″&44″–30″ TrondhjemsM.V. 106NHP Trondheim | | N |
| 70395 218915 KQBV | **Baldhill** *Fitted for oil fuel* Sub.Sig. *Carrying Petroleum in bulk* *Mchy.Aft Longitudinal framing 2Dks* | 6413 — 3951 | | | | | 1919 | Bethlehem S.B.Corp. Ld Quincy, Mass | PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*) | 416·8 \| 56·1 \| 31·0 P92′B39′F33′ | Wilmgton (Del) Utd.States *WB* | T.3Cy.26½″,44″&74⅜″–51″ 394NHP BethlehemS.B.Corp.Ld. | | R |
| 70396 LCMH | **Balduin** Wireless; D.F. 1 *Dk* | 1164 975 647 | | | | | 1921 | Akers Mek.Værks Oslo | A/S Bonheur (F.Olsen&Co. *Mgrs.*) | 226·7 \| 36·6 \| 14·7 P50*t* H89*t* F6*t* | Oslo Norwegian *WB* | T.3Cy.17″,29″&47″–33″ 127NHP ÅkersMek.Værks.Oslo | | N |
| 70397 143804 GCQB | **Balfe** *ssLiv.No.3–5,35* D.F. 2 *Dks (Stl)* | 5369 4799 3225 | ✠100A1 Examined 2,41 Hul ✠LMC MS8,39 BS2,41 | ~~Bkn~~ | *y* | CL 12,39 | 1920 1mo | D&W Henderson&CoLd Glasgow *Lloyd's A&CP* | Lamport&Holt Line,Ld. *CellDB* | 400·1 \| 52·3 \| 28·4 P49′B113′F38′ FK 344′1030*t* *FPT* 113*t* | Liverpool British *7BHpt Cem APT* 210*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb *120lb* 517NHP 3SB,*9cf*,GS190,HS7668 FD D&W Hendersn&CoLdGls | 31 ″ 0 s5 ″ 11½ 25 ″ 4 | |
| 70398 130124 MJXD | **Balfron** *ssGmh.No.3–10,32* *ssGmh.No.1–36* *Mchy.Aft Well deck* 1 *Dk (Stl)* | 362 247 138 | ✠100A1 9,39 BS~~5,39~~ 12,40 ✠LMC | Gmb | *f* | CL ~~12,36~~ 11,40 | 1920 3mo | Scott& Sons Bowling *Lloyd's A&CP* | ShieldS.S.Co.Ld. (Walker&Bain, *Mgrs.*) *FPT* 31*t* *APT* 12*t* | 141·7 \| 23·8 \| 10·1 *25·1* Q81′B8′F24′ BK7″ | Grngemth British *3BH Cem* | C.2Cy.16″&34″–24″ (*s*) 130lb 47RHP 1SB.*2pf*,GS42,HS1388 Fishers,Ld.Paisley | 11 ″ 0 s3 ″ 4½ 11 ″ 3 | |
| 70399 UOYT | **Balhash** (*ex*Straum–34, *ex*BarHarbor) 1 *Dk* | 2191 1897 1255 | ✠ … 11,20 ✠ | | | | 1918 12mo | Staten Island S.B.Co Staten Island N.Y. | U.S.S.R. | 264·4 \| 42·2 \| 21·9 P52*t* F8*t* H154*t* FK | Leningrad Russian *WB* | T.3Cy.18″,30″&51″–36″ 160NHP StatenIslandS.B.Co. StatenIsland,N.Y. | 24 ″ 0 | |
| * 70400 LJCK | **Bali** Ⓟ (*ex*Alnwick–35) *ssOsl.No.2–37* 1 *Dk (Stl) & Shelter dk (Stl)* Wireless D.F. | 1428 920 614 | ✠100A1 *with freeboard* 6,38 ✠LMC MS12,35 BS2,39 | Osl | *q* | CL 5,37 | 1928 4mo | Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP* | A/S Ganger Rolf (Fred.Olsen&Co. *Mgrs.*) *Ba&uE* 75′ *f* 115′21 | 254·1 \| 38·8 \| 14·4 B75′F30′ FK *Coll* 4*t* *FPT* 17*t* *APT* 12 | Oslo Norwegian *5BH Cem BH to Sh dk* 4 ,, ,, *2nd,.* | T.3Cy20¾″,35½″&60″–45″(*s*) 215lb 392NHP 2SB,*6cf*,GS130,HS5864 Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 16 ″ 8 s ″ 7 16 ″ 3 | |
| 70401 PKQE | **Balikpapan** Ⓟ *Oil Eng.* *Mchy.Aft* 2 *Dks* | 1279 1025 844 | | | | | 1938 | NV.Boele's Schpsw&Mch Bolnes | Koninkl.Paketv. Maats. | 215·0 \| 39·7 \| 15·8 P95′F51′ | Batavia Dutch *WB* | Oil Engines 4S.C.SA 7Cy.15⅝″–29½″ 168NHP Gbr.Stork&CoNVHengelo | | V |
| 70402 2234 IBIP | **Balilla** (*ex*Velites–39, *ex*Gothic–39, *ex*NashLight) *ssGmh.No.3–7,33* *ssBrw.No.1–37* D.F. *Cruiser Stern* 1 *Dk (Stl)* *(DAMAGED BY AIRCRAFT 10,38– NOW TRADING)* | 2469 2221 1283 | ✠ 11,37 ✠ | Brw | *t* | | 1920 7mo | Monmouth S.B.Co.Ld. Chepstow, Mon. | G.Scorza *CellD* | 303·0 \| 43·0 \| 20·7 313·9 (o.l.) P33′B80′F33′ FK *B*260′ 677*t* *FPT* 87*t* | Genoa Italian *5BH Cem APT* 193*t* | 2 steam turbines DR geared to 1 sc. shaft 223NH HS5526 2 water tube boilers British Westinghouse Electric&Mfg.Co.Mch | 23 ″ 0 | I † |
| ~~XYTK~~ | ~~Armando,~~ *see No. 37* ~~*Fitted for oil fuel* *2Dks & Shelter dk*~~ *Assignment* | *4120* — *2579* | ✠ … 1,21 ✠ | | | | 1911 5mo | W.Gray& Co.Ld. W Hartlepool | FranoPetrinovic | 383·9 \| 53·5 \| 29·0 B8′ FK | Split Yugoslav *WB* | T.3Cy.25″,41″&68″–48″ 342NHP Cen.Mar.Eng.Wrks.WHpl | 25 ″ 5 | C † |
| 70404 LZDE | — (*ex*LouisFraissinet–34) *Fitted for oil fuel* D.F. 2 *Dks* | 3838 — 2296 | | | | | 1914 | Ch.&Atel. de Provence Port de Bouc | Soc.Commerciale Bulgare de Nav.à Vap. | 353·5 \| 46·6 \| 23·1 P25′Q82′F48′ | Varna Bulgarian *WB* | T3Cy25″,40$\frac{9}{10}$″&66$\frac{9}{10}$″–43$\frac{3}{10}$″ 295NHP Ch.&Atel.deProvence,Msl. | | V |
| 70405 DJXB | — (*ex*Clanwood–38) *ssSld.No.3–3,36* *Well deck* 1 *Dk (Stl)* | 2209 1777 1260 | ✠ 8,38 ✠ | Sld | *r* | | 1924 3mo | Sir J.Laing &Sons,Ld. Sunderland | ErnstKomrowski Reederei *CellD Ba* 48′ *uE&* *B*39′ *f* 113′39 | 279·5 \| 40·1 \| 19·0 290·0 (o.l.) P20′Q94′B48′ F19′ FK *7tD Ta* 36′250*t* *FPT* | Hamburg German *4BH Cem* *52t APT* 80*t* | T.3Cy.20″,33″&54″–39″ 199NHP 2SB,*6cf*,GS94,HS3096 G.Clark,Ld.Sunderland | 21 ″ 0 | |
| 70406 TCDP | **Balkaya** (*ex*Utku–38,*ex*Zafer–36, *ex*Victoria,*ex*Campania, *ex*Marcial,*ex*RioCaete, *ex*Itararé,*ex*Arminda, *ex*Bosnian) *Oil Eng.* 1 *Dk* *Well deck* | 378 — 259 | ✠ 6,91 ✠ | Ayr | *f* | | 1890 7mo | Mackie& Thomson Glasgow | FaikZeren ve Seriki | 148·0 \| 23·6 \| 10·5 Q79′B19′F21′ BK7″ *DBa* 35′29*t* | Istanbul Turkish *4BH Asp FRT* 31*t* | Oil Engines 4Cy. NE34 | 11 ″ 6 | |
| 70407 LKDT | **Balkis** *Oil Eng* D.F. *Cruiser Stern* 1 *Dk & Shelter dk* | 2161 1651 1160 | | | | | 1939 | A/S Akers Mek.Verks. Oslo | Den Norske Middelhavslinje A/S (Fred Olsen&Co.&O.R. Thoresen, *Mgrs.*) | 315·2 \| 44·3 \| 16·7 | Oslo Norwegian *WB* | Oil Engines 2S.C.SA 7Cy.19½″–35⅞″ 472NHP A/S Akers Mek.Verks.Oslo | | N |
| 70408 201695 | **Ball Brothers** *Mchy.Aft* 1 *Dk* | 5733 — 4438 | | | | | 1905 | American S.B.Co. Lorain.O. | Globe S.S.Corp. (G.A.Tomlinson, *Mgr.*) | 480·0 \| 52·0 \| 30·0 *WB* | Michigan, Ind. Utd.States | T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit | | R |
| 70409 LJOY | **Balla** (*ex*Gresham–37, *ex*Margretian) **Twin Sc** *ssN.Yk.No.1–40 Oil Eng.* *ssBly.No.3–3,36* 1 *Dk (Stl) & Shelter dk (Stl)* *Mchy.Aft* *Cruiser Stern* | 2565 2288 1502 | ✠100A1 *Shelter dk* *with freeboard* 11,40~~12,36~~ LMC CS6,40 11,40 6,40 DBS~~6,36~~ BBS~~6,12,36~~ | NYk | *t* | CL ~~36,38~~ ~~NS6,38~~ 5,40 | 1923 11mo | C.Hill& Sons,Ld. Bristol *Lloyd's A&CP* | Th.Brövig *CellDB* 257′3 | 297·7 \| 43·9 \| 21·5 F26′ *on Shelter dk* FK *Coll* 28*t* *MT* 47′770*t* *FPT* | Farsund Norwegian *ptCem BH to Sh dk* 4 ,, ,, *U* ,, 57*t* *APT* 80*t* | Oil Engines 4S.C.SA 12Cy.20¾″–20¾″ 518NHP NE12,30NDB(*f*)38–*120lb* NDB(*a*)23 *120lb* Maschfbk.Augsburg-NürnbergA.G.Augsburg | 24 ″ 0 s 1 ″ 7 22 ″ 7½ | |
| 70410 130127 MLTC | **Balmaha** *ssGmh.No.3–1,37* 1 *Dk (Stl)* *Cargo battens not fitted* | 1428 1256 768 | ✠100A1 ~~5,40~~ ~~5,36~~ 10,40 ~~Tra~~ Sou ✠LMC MS10,36 BS~~5,36~~ 5,40 | Gmh | *p* | CL 9,37 | 1924 2mo | Bow,Mc-Lachlan&Co Ld Paisley *Lloyd's A&CP* | ShieldS.S.Co.Ld. (Walker&Bain, *Mgrs.*) *Cell DB* 201′398*t* *FPT* 77*t* | 244·7 \| 36·1 \| 17·2 253·5 (o.l.) B56′F27′ FK 4 *BH Cem APT* 57*t* | Grngemth British | T.3Cy.17″,27″&45″–33″ (*s*) 180lb 170NHP 2SB,*4cf*,GS90,HS3217 Bow,McLachln&CoLdPsy | 19 ″ 3 s 2 ″ 6 16 ″ 10½ | |
| 70411 108628 MCSS | **Balmarsino** 3 Mst *ssBel.3rdNo.3–8,36* *Well deck* *Mchy.Aft* 1 *Dk (Iron)* | 419 304 166 | ✠100A1 Examined 4,41 Bel ~~BS3,40~~ ✠LMC 4,41 ~~MS9,36~~ ~~BS4,39~~ | ~~Bel~~ | *g* | CL ~~6,36~~ 3,41 | 1898 11mo | Ailsa S.B. Co. Troon A&CP | J.Kelly,Ld. (W.Clint, *Mgr.*) | 161·7 \| 25·1 \| 9·8 *26·9* Q79′B7′F26′ BK7½″ *DBf* 79′118*t* *FPT* | Belfast British *3BH Cem* 19*t* *APT* 5*t* | C.2Cy.19″&42″–30″ (*s*) 115lb 80RHP 1SB.*3pf*,GS60,HS1380 Muir&Houston,Ld.Gls. | 12 ″ 6 s 4 ″ 1½ 12 ″ 9½ | |
| 70412 113300 GFQP | **Balmoral** Ⓟ Wireless | Pad 471 369 188 | | | | | 1900 | S.Mc Knight&Co. Ld. Ayr | Southamptn.I.of W &S.of Eng.Royal MailStmPktCo.Ld | 236·0 \| 27·1 \| 9·6 | S'thamptn British | C.2Cy.36½″&66½″–66″ NB20 300NHP Hutson&Sons,Ld.Glasgow | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey | Port of Survey. | Years allowed / now expired | Equipment Letter. | 7* Dvse when tail shaft last seen. | 8 9 Built. When | By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70413 164835 GZKK | **Balmoralwood** D.F. ~~E.S.D.~~ GyC. 1 *Dk & Shelter dk* *Ref. Mchy.* *Cruiser Stern* *Longitudinal framing at shelter dk* | 5834 4928 3374 | ✠100A1 *with freeboard* 11,39 ✠LMC2,37 ✠Lloyd's RMC9,39 | Lon | *q* | CL 11,39 | 1937 2mo | Hawthorn, Leslie & Co. Ltd Newcastle *Lloyd's SA & CP* | Constantine Shipping Co. Ltd. | 446·7 \| 56·7 \| 26·1 463·2 (O.L.) F39′ FK (*Coll BH to Shltrdk, 6 B Hto 2 ndk*) *Cell DB* 379′ 1342*t* *FPT* 206*t* | Middlsbro' British *7 BHCem* *APT* 309*t* | T.3Cy. 23½″, 38″ & 65″–45″ & exhaust turbine driving steam compressor 477 NHP 220lb (*s*) 2SB(Spt)(FD)&1AuxSB *9cf*, GS142, HS6634 N.E. Marine Eng Co Ltd. Nwc | 29 ″ 0 s 3 ″ 7½ 25 ″ 8½ | |
| 70414 143762 GFCR | **Balmore** (*ex* Kirkliston–37, *ex* Rowanpark) *ss* Gmh. No. 3–5, 34 *ss* Nwc. No. 1–38 1 *Dk (Stl)* *Longitudinal framing in DB & at dks* *Cargo battens not fitted* | 1925 1741 1166 | ✠100A1 1,40 ✠LMC10,38 MBS1,40 DBS10,39 | Gls | *r* | CL 10,38 | 1920 11mo | Grngem'th Dockyard Co. Ld. Grngmth *Lloyd's SA & CP* | Balmore S.S. Co. Ld. (John Bruce & Co. *Mgrs.*) *Cell DB* 66′ *u* E2 | 280·2 \| 41·9 \| 19·0 291·3 (O.L.) P24′ B65′ F29′ FK 7′ *f* 121′ 550*t* *FPT* 143*t* | Glasgow British *4 BHCem* *APT* 43*t* | T.3Cy. 21″, 35″ & 57″–36″ (*r*) 180lb *100lb* 230 NHP 2SB, *6cf*, GS113, HS3796 Cooper & Greig, Ld. Dun. | 20 ″ 9 s 2 ″ 8¾ 18 ″ 3 | |
| 70415 | **Balmung** (*ex* Coruna–38) 1 *Dk* | 1481 1325 829 | | | | | | 1908 | W. Dobson & Co. Newcastle | Rederi A/B Notung (O/Y Ernst Sohn, Ld. *Mgrs.*) | 253·2 \| 37·7 \| 17·5 P13*t* F32*t* | Helsingfrs Finnish *WB* | T.3Cy. 19″, 31″ & 51″–36″ 156 NHP N.E. Marine Eng Co Ld Nwc | 19 ″ 9 | N |
| 70416 PCXW | **Baloeran** (P) Twin Sc D.F. GyC. *Oil Eng.* Sub. Sig. *Cruiser Stern* 4 *Dks* | 17001 12123 10173 | | | | | | 1930 | Maats. Fyenoord Rotterdam | Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*) | 551·0 \| 70·4 \| 41·6 B11′ F100′ | Rottrdam Dutch *WB* | Oil Engines 2S.C.SA 20Cy. 29½″–52¾″ 3115 NHP Sulzer Freres, Winterthur | | V |
| 70417 166411 | **Baltabor** (*ex* Cumbal–38, *ex* Santa Monica–36, *ex* City of San Francisco) Twin Sc *Oil Eng.* *ss* Liv. No. 3–4, 38 1 *Dk (Stl)* & *Shelter dk (Stl)* *Ref. Mchy.* 3rd *dk (Stl)* in *No. 1 hold* | 2592 1785 1891 | ~~✠100A1~~ *with freeboard* 4,38 ~~DBS4,38~~ ~~✠LMC4,38~~ ~~✠Lloyd's RMC11,38~~ | Liv | *u* | CL 10,36 | 1924 9mo | A/B Gotaverken Gothenburg *Lloyd's SA & CP* | Anglo-Latvian Shipping Co. Ld. (United Baltic Corp. Ld. *Mgrs.*) *Cell DB* 207′ 561*t* *MT* 19′ 436*t* | 302·0 \| 46·0 \| 18·4 314·6 (O.L.) P38′ B110′ F38′ FK (*Coll to Sh dk* 5 ,, 2nd ,,) *FPT* 105*t* *APT* 51*t* | London British *6 BHpt Cem* DB *100lb* A/B Gotaverken, Got. | Oil Engines 4S.C.SA 12Cy 23⅜″–35⅞″ 629 NHP | 21 ″ 6 ~~s 1 ″ 1½~~ ~~20 ″ 6½~~ | |
| 70418 144615 MKBW | **Baltallinn** (*ex* Starling) *ss* Lon. No. 3–3, 33 *ss* Lon. No. 1–37 1 *Dk (Stl)* & *Shelter dk (Stl-ws)* *Ref. Mchy* & 2nd *dk (Stl)* in *No. 1 hold* Wireless | 1303 1025 512 | ✠100A1 *Shelter dk* *with freeboard* 3,40 BS4,41 ~~BS5,40~~ ~~✠LMC4,37~~ ✠Lloyd's RMC3,40 4,41 ~~10,40~~ | Sws | *q* | CL ~~5,39~~ 6,41 | 1920 6mo | AilsaS.B. Co. Ld. Troon *Lloyd's SA & CP* | Anglo-Estonian Shipping Co. Ld. (United Baltic Corp. Ld. *Mgrs.*) *Cell DB* 211′ 32 | 245·2 \| 39·2 \| 15·0 B63′ *on Shelter dk* *Collision* 4*t* *FPT* 17*t* *APT* 19*t* | London British *Cem* *BH to Sh dk* 4 ,, ,, *U* ,, | T.3Cy. 22″, 37½″ & 60″–39″ (*s*) 180lb 292 NHP 2SB, *8cf*, GS16, HS5154 AilsaS.B. Co. Ld. Troon | 17 ″ 0 s ″ 7 16 ″ 7 | |
| 70419 148640 GLKX | **Baltannic** (*ex* Westland, *ex* Zaanstroom) *ss* Gms. 2nd No. 3–6, 38 2 *Dks (Stl)* & *Weather dk (pt Stl-ws)* *Ref. Mchy.* | 1741 1060 ~~914~~ | 100A1 *with freeboard* ~~3,40~~ 1,41 BS1,41 ~~BS4,40~~ ~~5,40~~ ~~✠LMC6,38~~ ✠Lloyd's RMC3,40 12,40 | Nwc | *p* | CL ~~1,39~~ 1,41 | 1913 | Rotterdam Droogd. Maat Rotterdam | United Baltic Corporation, Ld. *Cell D Ba & u* E72′ *f* 98′ 263*t* *FPT* 27*t* | 243·4 \| 37·3 \| 24·6 FK *APT* 31*t* | London British *5 BHCem* | T.3Cy. 21⅛″, 33″ & 57″–39″ (*s*) 180lb 430 NHP 2SB, *6cf*, GS115, HS4372 FD Rotterdam Droogd. Maats. | 25 ″ 9 s 7 ″ 9½ 18 ″ 4½ | |
| 70420 142356 GTXM | **Baltara** (*ex* Glacière–33, *ex* War Country) 3 Mst *ss* Ham. No. 3–8, 30 *ss* Lon. No. 2–38 1 *Dk (Stl)* | 3292 2818 1993 | ✠100A1 ~~8,39~~ 5,41 ~~Liv~~ Gls BS5,41 ✠LMC12,38 Lloyd's RMC2 ~~4,40~~ 3,41 7,41 | Bry | *u* | CL ~~8,37~~ 7,40 | 1918 3mo | W. Gray & Co. Ld. W Hartlepool A&CP | United Baltic Corporation, Ld. *Cell D* B284′ 741*t* *FPT* 105*t* | 331·2 \| 46·7 \| 23·2 P33′ B100′ F29′ FK *APT* 130*t* | London British *pt Cem* *BH to Sh dk* | T.3Cy. 25″, 41″ & 68″–45″ (*s*) 180lb 430 NHP 3SB, *9cf*, GS153, HS6336 FD Cen. Mar. Eng. Wrks W. Hpl | 25 ″ 6 s 3 ″ 10½ 21 ″ 10½ | |
| 70421 166403 GJGB | **Baltavia** (*ex* Chimu–38, *ex* Santa Catalina–35, *ex* City of Panama) Twin Sc ss Liv. No. 3–4, 38 *Oil Eng.* D.F. E.S.D. 1 *Dk (Stl)* & *Shelter dk (Stl)* *Ref. Mchy.* 3rd *dk (Stl)* in *No. 1 hold* | 2592 1785 1391 | ✠100A1 *with freeboard* 11,39 DBS3,39 ✠LMC4,38 ✠Lloyd's RMC5,39 | Sou | *u* | CL 9,37 | 1924 10mo | Aktieb. Götaverken Gothenburg *Lloyd's SA & CP* | Anglo-Estonian Shipping Co. Ld. (United Baltic Corp. Ld. *Mgrs.*) *Cell DB* 207′ 561*t* *MT* 19′ 436*t* | 302·0 \| 46·0 \| 18·4 314·6 (O.L.) P38′ B110′ F38′ FK (*Coll to Sh dk* 5 ,, 2nd ,,) *FPT* 105*t* *APT* 51*t* | London British *6 BHpt Cem* DB *100lb* Aktieb. Götaverken, Got. | Oil Engines 4S.C.SA 12Cy. 23¾″–35⅞″ 629 NHP | 21 ″ 6 s 1 ″ 1½ 20 ″ 6¾ | |
| 70422 144503 MJYF | **Balteako** (*ex* Heron–35) *ss* Lon. No. 3–5, 32 *ss* Lon. No. 1–37 1 *Dk (Stl)* & *Shelter dk (Stl-ws)* & 2nd *dk (Stl)* in *No. 1 hold* *Ref. Mchy.* Wireless | 1328 1026 541 | ✠100A1 *Shelter dk* *with freeboard* 7,40 ~~4,40~~ BS4,41 ~~BS4,40~~ ✠LMC4,37 ✠Lloyd's RMC4 ~~4,40~~ 6,41 ~~12,40~~ | Abn Liv | *q* | CL 3,38 | 1920 4mo | AilsaS.B. Co. Ld. Troon *Lloyd's SA & CP* | Anglo-Latvian Shipping Co. Ld. (United Baltic Corp. Ld. *Mgrs.*) *Cell D* B213′ 338*t* *FPT* 17*t* | 245·1 \| 39·2 \| 15·0 B63′ *on Shelter Dk* FK *APT* 19*t* *Collision* | London British *Cem* *BH to Sh dk* 4 ,, ,, *U* ,, | T.3Cy. 23″, 37½″ & 60″–39″ (*s*) 180lb 292 NHP 2SB, *8cf*, GS167, HS5154 AilsaS.B. Co. Ld. Troon | 17 ″ 0 s ″ 2⅜ 16 ″ 11½ | |
| 70423 HPFG | **Baltic** Twin Sc *Oil Eng.* *Mchy. Aft* 3 *Dks* D.F. E.S.D. *Longitudinal framing* *Carrying Petroleum in bulk* | 8805 — 5410 | (*Classification Contemplated*) | | | | | 1920 | Nordsee-werke Emden | Panama Transp. Co. | 509·6 \| 64·0 \| 31·7 | Panama Pnamanian *WB* | Oil Engines 2S.C.SA 8Cy. 25¾″–51½″ 908 NHP NE26 Fried Krupp Germania-werft A.G. Kiel | 32 ″ 0 s 5 ″ 3½ 26 ″ 11½ | G |
| 70424 OHAH | — (P) Wireless D.F. 1 *Dk & Hurricane dk* | 1086 1046 612 | | | | | | 1897 | Schiffsw. von H. Koch Lübeck | Finska Ångfartygs Aktiebolaget | 210·3 \| 32·8 \| 21·3 201·1 | Helsingfrs Finnish *WB* | T.3Cy. 15½″, 25⅝″ & 44″–30″ 106 NHP Blohm & Voss, Hamburg | | V |
| 70425 7398 SDLA | **Balticia** (*ex* Lord Erskine, *ex* Eric Petersen, *ex* Dwina, *ex* Kara Sea) *ss* Hbg. 2nd. No. 3–2, 30 *ss* Hbg. No. 2–38 1 *Dk (Stl)* & *deep framing* *Cargo battens not fitted* | *1966* *1783* *1138* | ✠100A1 2,39 ✠LMC MS4,38 BS10,39 Surveys delayed | Shl | *r* | CL 6,37 | 1905 7mo | Craig, Taylor & Co. Stockton *Lloyd's SA & CP* | Rederi A/B Allians (N.M. Thore, *Mgr.*) *Cell D Ba* | 280·3 \| 42·2 \| 19·4 289·8 (O.L.) P26′ B70′ F28′ FK 88′ *u* E16′ *f* 112′ 470*t* | Jonstorp Swedish *4 BHCem* *APT* 92*t* | T.3Cy. 21⅛″, 35″ & 57″–39″ (*s*) 160lb *90lb* 210 NHP 2SB, *6pf*, GS188, HS3248 (Spt) N.E. Marine Eng. Co Ld. Sld | 20 ″ 7 s 2 ″ 11½ 17 ″ 9¾ | |
| 70426 165458 GZNT | **Baltistan** D.F. E.S.D. *2 Dks* *Cruiser Stern* | 6803 6097 4194 | ✠100A1 1,41 3,40 Ayr 2⅜ ✠LMC5,37 *Fitted for oil fuel* 5,37 | Lon | *b*† | CL ~~11,39~~ 1,41 *F.P. above* | 1937 5mo | J. Read-head & Sons Ld South Shields *Lloyd's SA & CP* 150° F. | Strick Line (1923) Ld. (F.C. Strick & Co. Ld. *Mgrs.*) *Cell D B* 392′ 1475*t* | 453·9 \| 58·5 \| 29·6 471·2 (O.L.) P39′ B133′ F41′ FK *DTa* 39′ 990*t* *FPT* 1 | London British *7 B Hpt Cem* 00*t* *APT* 40*t* | T.3Cy. 29″, 48″ & 81″–51″ & LP turbine with DR gearing & hydraulic coupling 220lb (*s*) FD 914 NHP 3SB(Spt)&1AuxSB(Spt), *15cf*, GS242, HS11480 J. Readhead & Sons Ld. S. Shl | 32 ″ 1 s 6 ″ 9 25 ″ 6¾ | |
| 70427 165333 GZCZ | **Baltonia** (*ex* Buena Vista–36) *ss* Lon. No. 3–11, 37 D.F. *Ref. Mchy.* 1 *Dk* | 2013 1618 1019 | 100A1 5,10 ~~8,39~~ Gls ~~BS11,39~~ LMC12,37 ✠Lloyd's RMC ~~7,39~~ ~~6,40~~ BS6,40 2,41 | Lon | | CL N11,37 | 1925 | Akers Mek. Værks. Oslo | Anglo-Lithuanian Shipping Co. Ld. (United Baltic Corp. Ld. *Mgrs.*) | 303·0 \| 42·2 \| 17·1 316·0 (O.L.) P29′ B & F251′ FK *Cell D Ba & u* E101′ *f* 22′ 522*t* *APT* 56*t* | London British *5 BHCem* | T.3Cy. 22″, 35″ & 60″–42″ (*s*) 180lb FD 517 NHP 2SB(Spt) *6cf*, GS130, HS4604 Akers Mek. Værks. Oslo | 20 ″ 0 s ″ 10⅜ 19 ″ 3¼ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant au pont. Lettre d'Abattement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RH = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres où coté, si on est dans le L. R. Darre. Cert. N. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70428 494 HSBD | **Baltonia** (*ex*Kustas, *ex*Bjarmia, *ex*Greyfriars) *Well deck* | *ss*Hfs.2ndNo.3–6,20 *ss*Ant.No.1–25 1 *Dk*(*Stl*) & *Web frames* | 1364 1063 788 | ✠ 11,28 ✠NB4,11 ✠ | Msl | *n* | | 1894 8mo | Hall, Russell & Co. Aberdeen | C.F.Gahlnbäck | 240·0 \| 34·2 \| 14·6 Q84′B104′F29′ FK *Cell D Ba* 69 *f* 95 | | | Tallinn Estonian | T.3Cy.17⅞″,27″&45″–36″ 159 NHP 2SB,*4cf*,GS74,HS2412 4 *BH Cem* 235 *t APT* 70 *t* | 15 *ft* 5 | V † |
| 70429 148755 GMJS | **Baltrader** (*ex*Banka) *Well deck* *Ref. Mchy* | *ss*Gms.No.3–7,38 1 *Dk*(*Stl*) | 1699 1171 1013 | 100A1 1,40 BS1,40 ✠Lloyd's RMC 7,40 *Fitted for oil fuel* 19 19 | Lon | *q* 1½ | 1,40 *F.P. above* | 1919 | Akt. Burmeistr & Wain Copenhagen | United Baltic Corporation, Ltd. *Cell D Ba* 5 *u E* 83 *f* 110 392 *t FPT* | 255·4 \| 38·2 \| 15·4 P15′Q75′B104′F32′ FK *E* 83 *f* 110 392 *t FPT* | | | London British 180lb 165 NHP 4 *BH Pt Cem* 32 *t APT* 22 *t* | T.3Cy.18″,30′&50″–36″ (*s*) 2SB,*4cf*,GS132,HS2600 Akt. Burmeistr & Wain, Cpn | 17 *ft* 9 *s* *ft* 8½ 17 *ft* 3 | |
| 70430 142597 GTXN | **Baltraffic** (*ex*Réfrigérant–33, *ex*War Coppice) *Ref. Mchy* | *ss*Ham.No.3–9,3(<br>*ss*Lie No.2–38 1 *Dk*(*Stl*) *Cargo battens not fitted* | 3295 2844 1945 | ✠ 100A1 ~~8,15 12,38~~ 1,41 Bwg Wln BS1,41 ✠LMC 12,38 Lloyd's RMC ~~7,40~~ 9,40 | Lie | *u* | CL 11,38 | 1918 7mo | J. Blumer & Co. Sunderland *Lloyd's SA&CP* | United Baltic Corporation, Ltd. *Cell D* | 331·3 \| 46·8 \| 23·2 P33′B98′F28′ FK *B* 276′ 734 *t FPT* 105 *t* | | | London British 180lb 430 NHP 7 *BH Pt Cem* *APT* 122 *t* | T.3Cy.25″,41″&68″–45′ (*s*) 3SB,*9cf*,GS153,HS6304 FD J. Dickinson & Sons, Ld. Sld. | 25 *ft* 6 *s* 3 *ft* 10 21 *ft* 10½ | |
| 70431 132840 GYQX | **Baltrover** Ⓟ (*ex*Dominica–36, *ex*Digby) Sub. Sig. D.F. *Ref. Mchy.* | *ss*Gms.2ndNo.3–2,39 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) *Cargo battens not fitted* | 4916 4160 3014 | ✠ 100A1 *Shelter dk* *with freeboard* 4,10 ~~2,39~~ 3,41 BS ~~2,39~~ ✠LMC 2,37 Lloyd's RMC ~~4,46~~ 3,41 | Gms Lon | *x* | CL 1,39 | 1913 4mo | Irvine's SB & D.D.Co.Ld. W Hartlepool *Lloyd's SA&CP* | United Baltic Corporation, Ltd. *Cell D Ba* 108′ *u E&* | 350·8 \| 50·0 \| 31·6 B128′F43′ *on Shelter dk* FK 854′ *f* 144′ 701 *t FPT* | | | London British 180lb 602 NHP 6 *BH Cem* 26 *t APT* 44 *t* | T.3Cy.28″,46″&77″–48″ (*s*) 3SB,*12cf*,GS207,HS9142 FD Richardsons, Westgarth & Co. Ld. Hpl | 34 *ft* 1 *s* 9 ·0 25 *ft* | BT fall 9.41 |
| 70432 167540 GSXP | **Baluchistan** D.F. E.S.D. *Cruiser Stern* | | 6992 6280 4245 | 100A1 (*Class Contem plated*) | | | | 1940 | J. Read-head & Sons Ld South Shields | Strick Line (1923) Ld. (F.C Strick & Co. Ld. *Mgrs.*) | 454·0 \| 58·5 \| 29·5 P42′B140′F40′ | | | London British | T.3Cy26½″,44″&74″–48″& LP turbine with DR gearing & hydraulic coupling J. Readhead & Sons Ld. S. Shl | 32 *ft* 2 60 10½ 25 *ft* 6½ | |
| 70433 143619 GCSZ | **Balzac** D.F. | *ss*Gls.No.3–10,32 *ss*Liv.No.1–37 2 *Dks*(*Stl*) | 5372 4803 3210 | ✠ 100A1 7,40 ~~4,40~~ ✠LMC MS 10,36 BS ~~5,60~~ 4,40 | Liv | *y* | CL 12,39 | 1920 3mo | D & W Hen-dersn & Co. Ld. Glasgow *Lloyd's SA&CP* | Lamport & Holt Line, Ld. *Cell D B* | 400·3 \| 52·3 \| 28·4 P49′B113′F38′ FK 344′ 1030 *t FPT* 113 *t* | | | Liverpool British 180lb ~~190lb~~ 517 NHP 7 *BH Pt Cem* *APT* 210 *t* | T.3Cy.27′,44′&73″–48″ (*s*) 3SB.*9cf*,GS190,HS7668 FD D & W Hendersn & Co. Ld. Gls | 31 *ft* 0 *s* 5·11½ 25 *ft* 3½ | |
| 70434 LCED | — Wireless *Mchy. Aft* | 1 *Dk* | 962 765 498 | | | | | 1921 | Odense Staalskibsvft Odense | A/S Ganger Rolf (Fred. Olsen & Co. *Mgrs.*) *WB* | 215·0 \| 34·7 \| 12·9 P138′F31′ | | | Oslo Norwegian | Oil Engines 4S.C.SA 6Cy 19⅞–35½″ 225 NHP Akt Burmeistr & Wain, Cpn | | N |
| 70435 FNHF | **Bamako** | 2 *Dks* | 2357 2114 1431 | | | | | 1930 | Akt. Bur-meistr & Wain Copenhagen | Cie. de Nav. Paquet | 281·9 \| 45·1 \| 21·1 P24′B93′F29′ | | | Marseilles French *WB* | Oil Engines 4S.C.SA 6Cy.21⅛″–39⅜″ 271 NHP Akt. Burmeistr & Wain, Cpn | | V |
| 70436 160299 MMBS | **Bamboo** *Mchy. Aft* | *ss*Bel.No.1–41 1 *Dk* *Cargo battens not fitted* | 360 257 129 | ✠ 100A1 1,41 ~~8,38~~ Bwg Bel ✠LMC 1,41 | Bwg Bel | *f* | CL ~~7,38~~ 12,40 | 1936 11mo | Scott & Sons Bowling *Lloyd's SA&CP* | Frontier Town S.S. Co. Ld. (J. Fisher & Sons, Ld. *Mgrs.*) | 142·2 \| 23·6 \| 10·5 Q81′B7′F20′ BK 6′ *FPT* | | | Newry British 205lb 62 RH 3 *BH Cem* 54 *t APT* 35 *t* | T.3Cy.11¼″,20″&32″–24″ (*s*) 1SB,*3cf*,GS51,HS1489 Aitchison, Blair Ld. Clydebank | 11 *ft* 5 *s* 3 *ft* 6½ 11 *ft* 8½ | |
| 70437 136288 GRYC | **Bamora** Ⓟ | *ss*Bom.2ndNo.3–6,39 2 *Dks*(*Stl–U* teaks) | 3291 2654 1870 | ✠ 100A1 9,40 ~~6,30~~ ✠LMC 9,39 BS 4,40 | Bom | *v* | CL 6,39 | 1914 5mo | Barclay, Curle & Co. Ld. Glasgow *Lloyd's SA&CP* | British India Stm. Nav. Co. Ld. *Cell D Ba* 94′ *u E&* | 330·2 \| 46·2 \| 23·1 342·5 (O.L.) P&B192′F34′ FK *B* 67′ *f* 124′ 647 *t FPT* | | | Glasgow British 215lb HS9074 FD 526 NHP 5 *BH Cem* 47 *t APT* 18 *t* | T.3Cy.20″,34′&58″–45″ (*s*) 3SB&1AuxSB,*11cf*,GS227 Barclay, Curle & Co. Ld. Gls. | 25 *ft* 6 *s* 4 *ft* 1½ 21 *ft* 9½ | |
| 70438 PKMR | **Ban-Ho-Guan** (*ex*DeHaan–35) *Fitted for oil fuel* 1 *Dk* | | 1693 1327 904 | | | | | 1908 | Maats. Fyenoord Rotterdam | N.V. Handel Maats. Tjin Liong *WB* | 270·3 \| 40·2 \| 16·9 P33′B73′F30′ | | | Bandjer-masin Dutch | T.3Cy.19″,31½″&51½″–39″ 66 NHP Maats. Fyenoord, Rot. | | V |
| 70439 | **Ban Ho Liong** (*ex*Leif–36) *Mchy. Aft* | 1 *Dk* | 490 431 211 | | | | | 1895 | Simons & Co. Renfrew | Mrs. Tan Sin Tjoo | 154·5 \| 28·6 \| 11·5 | | | Amoy Chinese | C.2Cy.22″&44″–24″ *B made* 25 79 NHP Simons & Co. Renfrew | | |
| 70440 157826 VPKM | **Ban Hong Liong** (*ex*Van Hoorn–34) | 1 *Dk* | 1671 1380 1004 | | | | | 1908 | Nederl. Schps. Maats Amsterdam | Heap Eng. Moh S.S. Co. Ld. *WB* | 269·8 \| 40·1 \| 16·7 P33′B74′F31′ | | | Singapore British | T.3Cy.19″,31½″&51½″–39″ NB12 165 NHP Ned Fb. v. Wrk & Spoor, Ams | | V |
| 70441 LDOS | **Bañaderos** D.F. *Cruiser Stern* | Twin Sc *Oil Eng.* 2 *Dks* | 2728 2144 1257 | | | | | 1930 | Akers Mek. Værks. Oslo | A/S Ganger Rolf (Fred. Olsen & Co. *Mgrs.*) | 330·6 \| 48·2 \| 19·2 P97 *t* H277 *t* F21 *t* | | | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 12Cy.23¾″–43⅞″ 625 NHP Akers Mek. Værks Oslo | | N |
| 70442 LCMJ | **Banan** (*ex*Edward M. Raphel–36, *ex*Banan–36) Wireless | 2 *Dks* | 1581 917 977 | | | | | 1912 | Nylands Værksted Oslo | Dampsk.-A/S Sydfart (Erling Sannes, *Mgr.*) | 250·0 \| 34·7 \| 22·0 H120 *t* | | | Bodö Norwegian *WB* | T.3Cy.21½″,34½″&60″–39″ 225 NHP Nylands Værksted, Oslo | | V |
| 70443 8375 SFYG | **Banana** (*ex*Ryaa–39, *ex*Beira–37) | 2 *Dks* | *1241* *936* *597* | | | | | 1899 | Lobnitz & Co. (Lim.) Renfrew | Rederi A/B Westindia (Sven Salén, *Mgr.*) | 229·4 \| 33·9 \| 16·6 Q88′H58′ | | | Stockholm Swedish *WB* | T.3Cy.19″,32″&57″–39″ 203 NHP Lobnitz & Co. Renfrew | | V |
| 70444 28026 JAQA | **Bandai Maru** (*ex*Seiryo Maru, *see No.* 99996 *in Supplement*) | *ss*Osa.No.1–37 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) *Web frames in E & B & in No.2 hold 2nd tr B in Nos.1,3 & 4 holds* | 4147 ~~2,38~~ 2541 | ✠ ... 11,39 ✠ | Yka | | | 1921 7mo | Nitta Shipyard, Osaka | Hokkaido Tanko K.K. *Cell D B* 296′ 800 *t* | 340·0 \| 46·5 \| 32·7 B34′F38′ *on Shelter dk* FK *FPT* 63 *t APT* 87 *t* | | | Tokyo Japanese *Cem* 5 *BH to Sh dk* 1 „ „ *U* „ | T.3Cy.23½″,37½″&65″–48″ 348 NHP 3SB,*9cf*,GS139,HS5651 Fujimura, Osaka | 32 *ft* 9 | |
| 70445 149811 GMZV | **Bandar Shahpour** (*ex*Arabistan) D.F. | *ss*Bkn.No 3–2,37 2 *Dks*(*Stl*) | 5236 4814 3268 | ✠ 100A1 1,41 ~~1,40~~ ✠LMC MS 2,37 ~~BS 1,40~~ 1,41 *Fitted for oil fuel* 4,27 | Gls Lon | *y* | CL N1,40 *F.P. above* | 1927 4mo | W. Gray & Co. Ld. W Hartlepool *Lloyd's SA&CP* | Strick Line (1923), Ld. (F.C Strick & Co. Ld. *Mgrs.*) *Cell D B* 350′ 1210 *t* *DTa* 37′ 990 *t FPT* | 400·0 \| 53·5 \| 27·2 412·3 (O.L.) P31′B124′F40′ FK | | | London British 180lb 590 NHP 7 *BH Pt Cem* 1 „ *to 2nd dk* 2 *t APT* 33 *t* | T.3Cy.28″,46″&77″–48″ (*s*) 3SB,*12cf*,GS220,HS8874 FD Cen. Mar Eng. Wrks W. Hpl | 29 *ft* 7 *s* 5 *ft* 9½ 24 *ft* 0½ | |
| 70446 | **Bandeirante** *Mchy.* | Twin Sc *Oil Eng.* 2 *Dks* *Cruiser Stern* | 2930 2633 1698 | ✠ 100A1 7,40 ~~12,37~~ ✠LMC 12,37 Lloyd's RMC ~~7,40~~ 2,41 | Rot Rio | *u* | OG | 1937 12mo | NV Schpsw "DeMer-wede" v/h van Vliet & Co. Hardinxveld *Lloyd's SA&CP* | Lloyd Brazileiro *Cell D B* 238′ 647 *t FPT* 66 *t APT* 88 *t* | 322·5 \| 47·4 \| 21·3 336·3 (O.L.) P33 B90′F30′ FK | | | R. Janeiro Brazilian *6 BH Cem* | Oil Engines 2S.C.SA 14Cy.13¾″–23½″ 463 NHP Gbr. Stork & Co NV Hengelo | 24 *ft* 0 *s* 3 *ft* 8 20 *ft* 5½ | |

For full particulars see No. 87259 in Supplement

176/40

113/40

Now Seiryo Maru, see No. 99996 in Supplement

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Engineers in which class is not in L.R. Dated Half-Yearly. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70447 | **Bandeirante** Wood Aux 3 Mst Sr | 342 | | | | | 1922 | Gbr. Klahn | Companhia | 153·0 | 25·8 | 10·8 | R. Janeiro | Oil Engines 2S.C.SA | | |
| | (*ex* Elbnixe) *Oil Eng.* | 280 | | | | | | G.m.b.H. | Amarante | | | | Brazilian | 2Cy 12⅜"–12⅜" 20NHP | | |
| | *Mchy. Aft.* 1 *Dk* | 233 | | | | | | Neustadt | | Q44'H10'F23' | | | | H. Callesen & Co. Apenrade | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | |
| 70448 | **Bandjermasin** Ⓟ | 1279 | | | | | 1938 | NV Schpsw | Koninkl. Paketv. | 215·0 | 39·7 | 15·8 | Batavia | Oil Engines 4S.C.SA | | V |
| | *Oil Eng.* | 1025 | | | | | | Gebr. Pot. | Maats. | P&B94'F50' | | | Dutch | 7Cy.15¾"–29½" 167NHP | | |
| PKQF | *Mchy. Aft* 2 *Dks* | 844 | | | | | | Bolnes | | | | | *WB* | Gbr. Stork & Co N V Hengelo | | |
| 70449 | **Bandoeng Maru** Ⓟ (*ex* Kinno | 4003 | ✠100A1 | Osa | *w* | CL | 1920 | Yokohama | NanyoKaiunK.K. | 345·0 | 50·0 | 29·0 | Tokyo | T.3Cy.23",38",64"–48" (*s*) | 29 " 1 | |
| 27166 | Maru) *ss* Osa.No.3–2,39 | 3460 | 3,102~~,39~~ | Yka | | ~~11,36~~ | 5mo | DockCo.Ld. | | 357·4(o.l.) | | | Japanese | 200lb 327NHP | s 5 " 5 | |
| JNOD | 2 *Dks* (*Stl*) | 2469 | | ✠LMC2,39 | | 2,40 | | Yokohama | | P33'B77'F41' FK | | | 6 *BHCem* | 2SB,*6cf*,GS105,HS4050 FD | 23 " 11 | |
| | | | ~~BS3,40~~ | | | | | A&CP | *Cell D* | *B316'793t FPT56t* | | | *4 APT29t* | Yokohama Dock Co. | | |
| 70450 | **Bandon** Wood Twin Sc | 642 | | | | | 1907 | Kruse & | Moore Mill & | 172·8 | 39·7 | 11·0 | S. Frncisco | C.4Cy.12"&25"–16" | | |
| 204328 | *Fitted for oil fuel* | — | | | | | | Banks | Lumber Co. | | | | Utd. States | 42NHP | | |
| KJCN | *Mchy. Aft* 1 *Dk* | 350 | | | | | | North Bend, Or. | | | | | | Marine Iron Wks. Chicago | | |
| 70451 | **Bandra** Ⓟ | 3194 | ✠100A1 | Bom | *v* | CL | 1914 | Barclay, | British India Stm. | 330·4 | 46·2 | 23·1 | Glasgow | T.3Cy.20",34"&58⅜"–45" | 25 " 6 | |
| 136275 | *ss* Bom.2nd No.3–8,39 | 2651 | 8,39 | | | 6,38 | 3mo | Curle & Co. Ld | Nav. Co. Ld. | 342·7(o.l.) | | | British | 215lb *195lb* 450NHP | s 4 " 3 | |
| GRMX | 2 *Dks* (*Stl–Uteak s*) | 1893 | BS5,40 | ✠LMC8,39 | | | | Glasgow | | P33'B94'F34' FK | | | 5 *BHCem* | 3SB,*9cf*,GS186,HS7503 FD | 21 " 8¼ | |
| | | | | | | | | *Lloyd's A&CP* | *Cell D Ba94'uE&B66* | *f124'647t FPT47t* | | | *APT18t* | Barclay, Curle & Co. Ld. Gls. | | |
| 70452 | **Banei Maru No. 2** | 1186 | | | | | 1917 | NittaCo. | Hokkaido Tanko | 220·0 | 33·5 | 18·5 | Tokyo | T.3Cy.14½",24½"&40"–30" | | |
| 20998 | (*ex* Banyei Maru No.2–38) | 1007 | | | | | | Osaka | K.K. | | | | Japanese | Okamoto 88NHP | | |
| JPNB | Wireless 1 *Dk* | 800 | | | | | | | | | | | *WB* | Zosen Tekkosho, Osaka | | |
| 70453 | **Banei Maru No. 3** | 1778 | | | | | 1919 | NittaCo. | Hokkaido Tanko | 265·0 | 36·0 | 20·9 | Tokyo | T.3Cy.16",27"&45"–32" | | |
| 23861 | (*ex* Banyei Maru No.3–38) | 1484 | | | | | | Osaka | K.K. | P14'B57'F26' | | | Japanese | 114NHP | | |
| JQCB | | 1232 | | | | | | | | | | | *WB* | Tanaka Works, Osaka | | |
| 70454 | **Banei Maru No. 6** | 1191 | | | | | 1917 | NittaCo. | Hokkaido Tanko | 220·0 | 33·5 | 18·5 | Tokyo | T.3Cy.14",24"&40"–30" | | |
| 21522 | (*ex* Banyei Maru No.6–38) | 1007 | | | | | | Osaka | K.K. | | | | Japanese | 88NHP | | |
| JILB | Wireless 1 *Dk* | 800 | | | | | | | | | | | *WB* | Nitta Co. Osaka | | |
| 70455 | **Banei Maru No. 7** | 1189 | | | | | 1918 | NittaCo. | Hokkaido Tanko | 220·0 | 33·5 | 18·5 | Tokyo | T.3Cy.14½",24⅝"&40"–30" | | |
| 21535 | (*ex* Banyei Maru No.7–38) | 1007 | | | | | | Osaka | K.K. | | | | Japanese | Okamoto 88NHP | | |
| JOOB | Wireless 1 *Dk* | 799 | | | | | | | | | | | | Zosen Tekkosho, Osaka | | |
| 70456 | **Banei Maru No. 15** | 1828 | | | | | 1919 | NittaCo. | Hokkaido Tanko | 265·0 | 36·0 | 20·9 | Tokyo | T.3Cy.17½",29½"&49⅝"–36" | | |
| 22565 | (*ex* Banyei Maru No.15–38) | 1484 | | | | | | Osaka | K.K. | | | | Japanese | 148NHP | | |
| JOCE | 1 *Dk* | 1063 | | | | | | | | | | | | Yoshida Tekkosho, Osaka | | |
| 70457 | **Banffshire** (*ex* Clan Macrae) | 6479 | | | | | 1912 | W. Doxford | British & South | 430·0 | 53·5 | 34·6 | Glasgow | T.3Cy.29",49"&80"–60" | | C |
| 133005 | | 4689 | | | | | | &Sons, Ld. | American Steam | | | | British | &1L.P.Turbine 575NHP | | |
| GNZM | *Ref. Mchy.* 3 *Dks & Shelter dk* | 4048 | | | | | | Sunderland | Nav. Co. Ld. | | | | *WB* | W. Doxford & Sons, Ld. Sld. | | |
| | D.F. E.S.D. | | | | | | | | (Houston Line (London) Ld. *Mgs.*) | | | | | | | |
| 70458 | **Banfora** Ⓟ Twin Sc | 9347 | | | | | 1914 | Kon. Maats | Cie. Générale de | 478·4 | 57·1 | 26·3 | Marseilles | T.6Cy.29",47"&81"–52" | | V |
| | (*ex* Insulinde–33) 3 *Dks* | 7031 | | | | | | de Schelde | Nav. à Vap. Cyp. | 34·4 | | | French | 942NHP | | |
| FOHM | D.F. *Ref Mchy.* | 5577 | | | | | | Flushing | Fabre (Fabre Line) | P150'B187'F84' | | | *WB* | Maats. de Schelde, Flushing | | |
| 70459 | **Banga** Ⓟ (*ex* Vasa–39) Iron | 547 | | | | | 1871 | W. Lind- | Valsts Kugu | 172·7 | 24·8 | 10·5 | Riga | C.2Cy.20½"&41"–24" | | N |
| 219 | | 283 | | | | | | bergs. Aktieb. | Parvalde | | | | Latvian | NB10 69NHP | | |
| YLGH | Wireless 1 *Dk* | 429 | | | | | | Stockholm | | | | | | A/B Bergsunds M.V.Skm. | | |
| 70460 | **Bangalore** | 6067 | ✠ ... | | | | 1928 | Barclay, | Hain S.S.Co.Ld. | 436·0 | 57·5 | 29·8 | London | Q4Cy30½",44",63½"&91"–57" | 32 " 3 | |
| 160547 | *Fitted for oil fuel* | 5488 | 8,32 | | | | 8mo | Curle & Co. Ld | | F34' | | | British | &LP Turbine with D R gear- | | |
| GBCY | 2 *Dks & Shelter dk* | 2875 | | | | | | Glasgow | | | | FK | *WB* | ing & hydraulic coupling | | |
| | *Ref. Mchy.* *Cruiser Stern* | | | ✠ | | | | | | | | | | 1236NHP | | |
| | D.F. E.S.D. | | ✠Lloyd's RMC ~~1,40~~ 10,40 | | | | | | | | | | | Barclay, Curle & Co. Ld. Gls. | | |
| | | | 6,41 | | | | | | | | | | | | | |
| 70461 | **Bangalow** | 648 | | | | | 1939 | Harland & | North Coast Steam | 162·0 | 36·2 | 9·0 | Sydny NSW | T.3Cy.11½",19"&32"–22" | | C |
| 171252 | Wireless *Ref. Mchy.* | 421 | | | | | | Wolff, Ld. | Nav. Co. Ld. | P31'F31' | | | British | 48NHP | | |
| VLLP | *Mchy. Aft* *Cruiser Stern* 1 *Dk* | 279 | | | | | | Glasgow | (E.S. Crauford, | | | | *WB* | Plenty & Sons, Ld. Newbury | | |
| | *Longitudinal framing at sides & at deck* | | | | | | | | *Mgr.*) | | | | | | | |
| 70462 | **Bangkok** Twin Sc | 8056 | ✠ ... | | | | 1919 | Uraga | Chargeurs Réunis | 445·0 | 58·0 | 37·3 | Dunkirk | T.6Cy.22",36½"&61"–48" | 40 " 1 | V |
| | | 7845 | 1,21 | | | | 12mo | Dock Co. Ld. | | | | | French | 516NHP | | † |
| FNLO | Sub Sig. D.F. 2 *Dks & Shelter dk* | 5077 | | ✠ | | | | Uraga | | | | FK | *WB* | Uraga Dock Co. Ld. Uraga | | C |
| 70463 | **Bangkok Maru** Ⓟ | 5351 | | | | | 1937 | Mitsubishi | Jukogyo K.K | 376·3 | 55·8 | 32·8 | Osaka | Oil Engines 4S.C.SA | | |
| 43460 | *Oil Eng.* | — | | | | | | Kobe | Osaka Syosen K.K. | F44' | | | Japanese | 16Cy.17 1/16"–24⅜" & | | |
| JSIL | D.F. 2 *Dks* | 3959 | | | | | | | | | | | *WB* | hydraulic coupling SR | | |
| | | | | | | | | | | | | | | geared to 1 sc. shaft 488NHP | | |
| | | | | | | | | | | | | | | Mitsubishi Jukogyo K.K. | | |
| | | | | | | | | | | | | | | Kobe | | |
| 70464 | **Bangu** (*ex* Orphis) | 4782 | | | | | 1919 | Todd Dry | ~~United States~~ | 380·5 | 53·1 | 27·0 | ~~New York~~ | T.3Cy.24",40"&70"–48" | | R |
| ~~21360~~ | *Fitted for oil fuel* | 4279 | | | | | | Dock & Const | ~~Maritime~~ | P52'B102'F41' | | | ~~Utd. States~~ | 339NHP | | |
| ~~KCDJ~~ | Sub.Sig. 2 *Dks* | 3016 | | | | | | Corpn. | ~~Commission~~ | | | | British *WB* | Todd D.D.& Const.Corpn. | | |
| | *Longitudinal framing* | | | | | | | Tacoma, Wsh | | | | | | Tacoma, Wash. | | |
| 70465 | **Banjoewangi** Ⓟ | 1279 | | | | | 1938 | N V Boele's | Koninkl. Paketv. | 215·1 | 39·7 | 15·8 | Batavia | Oil Engines 4S.C.SA | | V |
| | Wireless *Oil Eng.* | 1025 | | | | | | Schpsw & Mch | Maats. | P95'F51' | | | Dutch | 7Cy.15¾"–29½" 168NHP | | |
| PKQG | *Mchy. Aft* 2 *Dks* | 844 | | | | | | Bolnes | | | | | *WB* | Gbr. Stork & Co N V Hengelo | | |
| 70466 | **Banka** (*ex* Singkara–36) | 623 | | | | | 1914 | N.V. Schpw. | Soon Bee S.S.Co. | 185·6 | 31·1 | 10·9 | Singapore | C.2Cy.15 1/16"&29¼"–23¾" | | V |
| 157858 | | 489 | | | | | | Dordrecht | (Singapore) Ld. | P&B120'F25' | | | British | 35RHP | | |
| VSPD | 2 *Dks* | 319 | | | | | | Dordrecht | (Heap Eng Moh S.S. | | | | | Rotterdam Droogd. Maats. | | |
| | | | | | | | | | Co. Ld. *Mgrs.*) | | | | | | | |
| 70467 | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Force assignée en chevaux-vapeur effectifs. Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fovers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.* | 15 Registered under the Load Line Rules. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70468 | **Bankura** (P) | | 3185 | ✠100A1 | Bom | *r* | CL. | 1912 | Barclay, | BritishIndiaStm. | 330·8 | 46·2 | 23·3 | Glasgow | T.3Cy.20″,34″&58″–45 (*s*) | 25 ″ 6 | |
| 133051 | *ss*Bom.2ndNo.3–5,37 | | 2678 | 8,407 | | | ~~5,37~~ | 6mo | Curle&Co.Ld | Nav.Co.Ld. | 342·7 (o.l.) | | | British | 215lb HS9074 FD 526NH | s 4 ″ 3 | |
| GRMQ | 2*Dks*(*Stl–U* teak s) | | 1896 | ~~BS7,40~~ 5,40 | LMC6,37 | | 8,40 | | Glasgow | | P33′B94′F34′ FK | | | | 3BS&1AuxSB,*11cf*,GS227, | 21 ″ 8½ | |
| | | | | | | | | *Lloyd's*A&CP | | *CellDBa*94′*uE&B* | 67′*f*124′647*t F P T* | | | 47*t A P T* 18*t* | Barclay,Curle&Co.Ld.Gls | | |
| 70469 | **Bankville** (*ex*Susetta–34,*ex*William | | 339 | ✠100A1 | Bkn | *f* | CL. | 1904 | AilsaS.B. | JohnS.MonksLd. | 150·2 | 24·4 | 10·4 | Liverpool | C.2Cy.20′&42″–27″ (*s*) | 11 ″ 8 | |
| 118089 | Rowland) *ss*Bwg.2ndNo.3–10,32 | | 259 | ~~10,403,30~~ 5,41 | ~~Bwg~~ Ayr | | ~~9,88~~ | 4mo | Co.Ld. | | | | | British | 130lb 95RH | s ″ 6½ | |
| MCVQ | *Well deck Mchy.Aft* *ss*Bwg.No.2–40 | | 129 | | LMC 10,40 | | 5,41 | | Ayr | | Q54′B14′F27′ BK7′ | | | 3*BHCem* | 1SB,3*pf*,GS52,HS1676 | 11 ″ 9¼ | |
| | *Cargo battens not fitted* 1*Dk*(*Stl*) | | | ~~MC11,36~~ | ~~BS6,38~~ | | | *Lloyd's*A&CP | | | *FPT*50*t* | | | *APT*5*t* | Ross&Duncan,Glasgow | | |
| 70470 | **Bannthorn** (*ex*Ebbrix–39) ~~3Mast~~ | | 429 | ✠100A1 | Hul | *g* | CL. | 1917 | Cochrane& | RibbleShippingCo. | 150·2 | 24·6 | 11·0 | Liverpool | T.3Cy.12″,20″&34″–24″ (*s*) | 12 ″ 0 | |
| 130311 | *ss*Hul.No.3–8,29 | | 303 | 6,39 | | | 6,39 | 3mo | Sons,Ld. | Ld.(W.J.Ireland, | 158·7(o.l.) | | | British | 180lb 69RH | s 3 ″ 8½ | |
| MGJQ | *ss*Hul.No.2–38 | | 203 | ~~BS7,38~~ 7,40 | LMC6,38 | | | | Selby | *Mgr.*) | Q86′B9′F18′ BK7½′ | | | 3*BHCem* | 1SB,2*pf*,GS33,HS1175 | 12 ″ 5½ | |
| | *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | | | | | | | *Lloyd's*A&CP | | | *FPT*55*t* | | | *APT*7*t* | ShieldsE.&DDCo.Ld.NShl | | |
| 70471 | **Bansei Maru** (*ex*SaishoMaru–38, | | 3120 | ✠ | Lon | *u* | | 1900 | W.Gray& | KusakabeKisen | 324·5 | 47·1 | 22·4 | Mikage | T.3Cy.24″,38″&64″–42″ | 24 ″ 10 | C |
| 29830 | *ex*Yarborough) *ss*Hpl.No.3–8,12 | | 2896 | 10,20 | | | | 8mo | Co.Ld. | K.K. | P27′B82′F30′ | | | Japanese | NDB17 267NH | | † |
| JTSA | *ss*Gls.No.1–17 | | 1972 | | ✠ | | | | W Hartlepool | | FK | | | 5*BHCem* | 2SB,6*rf*,GS105,HS4046 | | |
| | 1*Dk*(*Irn*)2*trB&Web frames* 3*Dk rule* | | | | | | | | | *CellDBa*$\frac{5}{8}$*uE*130′*f*136′732*t* | | | | *APT*53*t* | Cen.Mar.Eng.Wrks.WHpl | | |
| 70471* | **Bansyu Maru** | | 992 | | | | | 1939 | Huzina- | Hayashikane | 200·1 | 32·8 | 16·9 | Shimono- | Oil Engines | | |
| 46365 | *Oil Eng.* | | — | | | | | | gataZosensyo | ShotenK.K. | | | | seki | | | |
| JECN | | | 742 | | | | | | K.K. Osaka | | | | | Japanese | | | |
| 70472 | **Bansyu Maru No. 3** TwinSc | | 725 | | | | | 1934 | Mihara | Hayashikane | 170·0 | 30·0 | 14·5 | Shimono- | Oil Engines 2S.C.SA | | |
| 39195 | (*ex*BansyuMaruNo.88–39) *Oil Eng.* | | — | | | | | | ZosenshoK.K | ShotenK.K. | P49′B62′F21 | | | seki | 8Cy.16¾″–18½″ 395NH | | |
| JOVJ | Wireless 1*Dk* | | 392 | | | | | | Osaka | | | | | Japanese | HayashikaneTekko-bu | | |
| | *Ref.Mchy.* *Mchy.Aft* *Cruiser Stern* | | | | | | | | | | | | | | Hikoshima | | |
| 70473 | **Bansyu Maru No. 5** (*ex*Bansyu | | 390 | | | | | 1933 | Mihara | Hayashikane | 135·0 | 25·0 | 12·0 | Kobe | Oil Engines | | |
| 38079 | MaruNo.15–39) *Oil Eng.* | | — | | | | | | ZosenshoK.K | ShotenK.K. | | | | Japanese | | | |
| JPRH | Wireless 1*Dk* | | 248 | | | | | | Osaka | | | | | | | | |
| 70474 | **Bansyu Maru No. 6** (*ex*Yenoura | | 657 | | | | | 1900 | MitsuBishi | IzumiyaGiichi | 174·8 | 32·8 | 12·5 | Tokyo | T.3Cy.12″,20″&33″–24″ | | |
| 4979 | Maru–33) | | 536 | | | | | | Dkyd&EWks | | B48′ | | | Japanese | 53NHP | | |
| JZCB | *Ref.Mchy.* Wireless 1*Dk* | | 353 | | | | | | Nagasaki | | | | | *WB* | MitsuBishiD.&E.WksNag | | |
| 70475 | **Bansyu Maru No. 13** (*ex*Bansyu | | 363 | | | | | 1934 | Mihara | Hayashikane | 135·0 | 25·0 | 13·0 | Shimono- | Oil Engines 2S.C.SA | | |
| 39169 | MaruNo.87–39) *Oil Eng.* | | 233 | | | | | | ZosenshoK.K | ShotenK.K. | P40′F16′ | | | seki | 4Cy.20″–22″ 282NHP | | |
| JQPJ | Wireless 1*Dk* | | 225 | | | | | | Osaka | | | | | Japanese | HayashikaneTekko-bu | | |
| | *Ref.Mchy.* *Mchy.Aft* *Cruiser Stern* | | | | | | | | | | | | | | Hikoshima | | |
| 70476 | **Bansyu Maru No. 15** (*ex*Bansyu | | 363 | | | | | 1934 | Mihara | Hayashikane | 135·0 | 25·0 | 13·0 | Shimono- | Oil Engines 2S.C.SA | | |
| 39391 | MaruNo.89–39) *Oil Eng.* | | 290 | | | | | | ZosenshoK.K | ShotenK.K. | P40′F16′ | | | seki | 4Cy.20″–22″ 282NHP | | |
| JUDJ | *Ref.Mchy.* Wireless 1*Dk* | | 225 | | | | | | Osaka | | | | | Japanese | HayashikaneTekko-bu | | |
| | *Mchy.Aft* *Cruiser Stern* | | | | | | | | | | | | | *WB* | Hikoshima | | |
| 70477 | **Bansyu Maru No. 17** | | 460 | | | | | 1923 | KobeSteel | Hayashikane | 130·0 | 26·0 | 14·5 | Kobe | T.3Cy.14½″,24$\frac{5}{16}$″&40″–30″ | | |
| 28954 | Wireless *Fitted for oil fuel* | | 400 | | | | | | Works | ShotenK.K. | F24′ | | | Japanese | 88NHP | | |
| JNSA | *Mchy.Aft* *Ref.Mchy.* 1*Dk* | | 254 | | | | | | Harima | | | | | *WB* | TakaoIronWorks,Kobe | | |
| 70478 | **Bantam** TwinSc | | 9312 | | | | | 1939 | N.V.Kon- | Rotterdamsche | 483·4 | 62·8 | 38·2 | ~~Rotterdam~~ | Oil Engines 2S.C.SA | | V |
| | *Oil Eng.* | | 8586 | | | | | | ink.Maats. | Lloyd ~~W.Rayaâc~~ | F80′ | | | ~~Dutch~~ | 16Cy.25$\frac{5}{8}$″–47½″ 1810NHP | | |
| PCYG | D.F. E.S.D. 3*Dks* | | 5614 | | | | | | "DeSchelde" | ~~Zonen, *Mgrs.*~~) | | | | Batavia *WB* | SulzerBros.Ld.Winterthur | | |
| | *Ref.Mchy.* *Cruiser Stern* | | | | | | | | Flushing | | | | | Dutch | | | |
| 70479 | — | | 3322 | | | | | 1929 | N.V.Mch. | Koninkl.Paketv. | 323·0 | 48·2 | 20·5 | Batavia | T.3Cy.22″,36½″&60″–42″ | | V |
| | | | 2537 | | | | | | &Scheepswrf. | Maats. | Q208′F34′ | | | Dutch | 233NHP | | |
| PKHN | *Mchy.Aft* 1*Dk* | | 2300 | | | | | | vanP.Smit,Jr | | | | | *WB* | N.V.Mch.&Scheepswerf | | |
| | E.S.D. | | | | | | | | Rotterdam | | | | | | vanP.Smit,Jr.Rot | | |
| 70480 | **Bantria** | | 2407 | ✠100A1 | ~~Liv~~ | *t* | CL. | 1928 | J.L.Thomp- | CunardS.S.Co.Ld. | 292·3 | 45·0 | 20·3 | Liverpool | T.3Cy.24″,40″&66″–45″ (*s*) | 22 ″ 6 | |
| 160500 | *ss*Liv.No.2–35 | | 2085 | ~~Exam.~~ | ~~12,40~~ Pir | | ~~6,37~~ | 6mo | son&Sons,Ld. | | | | | British | 180lb *180lb* 403NHP | s 3 ″ 0½ | |
| GSLV | 2*Dks*(*Stl*) | | 1207 | BS12,40 | LMC | | 12,40 | | Sunderland | | B129′F28′ | FK | | 5*BHptCem* | 2SB,8*cf*,GS155,HS5944 FD | 19 ″ 8 | |
| | | | | MS6,35 | ~~BS6,38~~ | | | *Lloyd's*A&CP | | *CellDBa*$\frac{5}{8}$*u* | *E*94′*f*139′526*t FPT* | | | 43*t A P T* 23*t* | J.Dickinson&Sons,Ld.Sld. | | |
| 70481 | **Baracoa** (P) | | 1744 | ✠ | ... | | | 1891 | DavidJ. | EmpresaNaviera | 260·3 | 36·1 | 15·9 | Havana | T.3Cy.26½″,42$\frac{5}{8}$″&65¼″–42″ | | |
| | *ex*Julia) *ss*P.Gl.No.3–6,00 | | 1529 | 8,04 | | | | 3mo | Dunlop&Co | deCubaS.A. | *pt Shaded dk* 175′23·4 | | | Cuban | 339NHP | | |
| | *Fitted for oil fuel* | | 1133 | NB6,09 | ✠ | | | | Pt.Glasgow | | BK8″ | | | *WB* | DavidJ.Dunlop&Co.P.Gls | | |
| | 2*Dks*&*Awng dk* | | | | | | | | | | | | | | | | |
| 70482 | **Barala** (P) | | 3179 | ✠100A1 | Bom | *v* | CL. | 1912 | Barclay, | BritishIndiaStm. | 330·5 | 46·2 | 23·1 | Glasgow | T.3Cy.20″,34″&58″–45″ (*s*) | 25 ″ 6 | |
| 133022 | *ss*Bom.2ndNo.3–4,35 | | 2667 | 5,40 ~~4,30~~ | | | 3,39 | 3mo | Curle&Co.Ld | Nav.Co.Ld. | | | | British | 215lb *180lb* 476NHP | s 4 ″ 3 | |
| GMCP | *ss*Bom.No.1–39 | | 1897 | | LMC4,39 | | | | Glasgow | | P49′B94′F34′ FK | | | 5*BHCem* | 3SB,9*cf*,GS186,HS7503 FD | 21 ″ 8¾ | |
| | 2*Dks*(*Stl–U* teak s) | | | BS3,40 | | | | *Lloyd's*A&CP | | | *Aft Peak BHto* | | | *2nd dk only* | Barclay,Curle&Co.Ld.Gls | | |
| | | | | | | | | | | | *CellDBa* | | | 94′*uE&B*67′ | *f* 124′647*t FPT*47*t APT*18*t* | | |
| 70483 | **Baralaba** (*ex*Solskin,*ex*Nürnberg) | | 998 | 100A1 | Syd | *m* | CL. | 1921 | Stettiner | Australas'n United | 211·6 | 33·9 | 13·1 | Brisbane | T.3Cy15$\frac{3}{8}$″25$\frac{3}{16}$″&41$\frac{7}{16}$″–29½″ | 16 ″ 2 | |
| 147947 | *ss*Bsb.No.3–1,37 | | 787 | ~~5,30~~ 6,30 | 1,41 | | ~~1,37~~ | | Oderwerke | Stm.Nav.Co.Ld. | 223·7(o.l.) | | | British | 200lb (*s*) 124NHP | s 1 ″ 1 | |
| VJDZ | *Well deck* 1*Dk*(*Stl*) | | 557 | ~~BC1,40~~ | LMC ~~1,37~~ | | 5,40 | | Stettin | *CellDBa*55′*uE*20 | P16′Q53′B55′F22′ | | | 4*BHptCem* | 2SB,4*cf*,GS58,HS2160 | 15 ″ 3 | |
| | Wireless *ss*Syd.No.1–40 | | | | 5,40 | | | | | *f*92′340*t F* | *FPT*50*t APT*31*t* | FK | | | StettinerOderwerke | | |
| 70484 | **Baralt** | | 780 | | | | | 1921 | Coaster | West-Indische | 200·0 | 33·1 | 10·5 | Curaçao | T.3Cy 15″,25″&40″–27″ | | C |
| | *Fitted for oil fuel* | | — | | | | | | Constrct'n Co | Scheepv.Maats. | B60′F23′ | | | Dutch | 88NHP | | |
| PJBO | Wireless 2*Dks* | | 323 | | | | | | Ld. Montrose | | | | | *WB* | Fleming&FergusnLd.Psy | | |
| 70485 | **Baranda** (*ex*NorthernFirth–39, | | 499 | 100A1 | PG! | | CL. | 1920 | Gebr.Boot | C.R.Mauritzen | 163·3 | 25·6 | 10·8 | London | T.3Cy.12½″,20½″&33½″–23½″ | 12 ″ 11 | |
| 147573 | *ex*Stanhope–37, *ss*P.Gl.No.3–10,39 | | 378 | 6,41 ~~10,30~~ 10,10 | Lth | | ~~5,99~~ | | Liederdorp | | | | | British | 180lb (*s*) 57RHP | s ″ 11½ | |
| MLSF | *ex*Sandhill–34, *Well deck* 1*Dk*(*Stl*) | | 244 | | LMC | | 6,41 | | | | Q57′B13′F23′ FK | | | 3*BHCem* | 1SB,3*pf*,GS50,HS1856 | 12 ″ 0 | |
| | *ex*LondonTrader,*ex*Estoril, *Mchy.Aft* | | | BS5,34 | MS10,39 | | | | | | *CellDB*88′140*t* | | | *FPT*37*t* | Koninkl.Nederl. | | |
| | *ex*Tekelderdiep) *Cargo battens not fitted* | | | 10,40 | | | | | | | | | | | Grofsmederij,Leiden | | |
| 70486 | **Baranof** (P) (*ex*SantaElisa–36) | | ~~5065~~ | ✠100A1 | Sea | *x* | CL. | 1919 | NewYork | AlaskaS.S.Co.Inc. | 360·3 | 51·7 | 31·1 | NewYork | Q4Cy25½″38½″55½″&81″–54″ | 33 ″ 6 | |
| 218128 | *ss*N.Yk.No.3–3,31 | | ~~438~~ | *Shelter dk* | | | 3,38 | 3mo | S.B.Corp. | | | | | Utd.States | 220lb (*s*) 663NHP | s 8 ″ 4½ | |
| KIGQ | *ss*Sea.No.2–38 | | ~~2930~~ | *with freeboard* | | | | | Camden,N.J. | | F40′*on Shelter dk* | | | *Cem* | 4SB,12*cf*,GS214,HS8953 FD | 25 ″ 4 | |
| | D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | 4990 | 10,40 ~~8,30~~ | LMC | | | | | A&CP | | FK | | 6*BHto Sh dk* | N.YorkSBCorpCamdenNJ | | |
| | | | 3133 | MS12,38 | ~~BS5,33~~ 3,40 | | | | | *CellDB*292′870*t* | *FPT*61*t APT*11*t* | | | 1 ,, ,, *U* ,, | | | |
| | | | 2911 | *Fitted for oil fuel* 6,19 | | | *F.P. above* 150° F. | | | | | | | | | | |
| 70487 | **Barbacena** (*ex*Gundrun) | | 4772 | | Ham | *z* | | 1909 | J.C.Teck- | LloydBrasileiro | 392·5 | 51·9 | 27·3 | R.Janeiro | Q4Cy24′34⅜″50⅜″&74″–53½″ | 30 ″ 1 | V |
| | | | 4419 | 11,12 | | | | 12mo | lenborgA.G | | P&B225′F55′ | | | Brazilian | 639NHP | | † |
| PUAL | 2*Dks*(*Stl–Uws*)& | | 2984 | | | | | | Weser- | | | FK | | 7*BHCem* | 3SB(FD)&1AuxSB,*12cf*, | | |
| | Sub.Sig. *deep framing* | | | | | | | | münde-G. | | | | | | GS241,HS9759 | | |
| | | | | | | | | | | *CellDBa*100′*uE&B*103′*f*130′1156*t FPT* | | | | 80*t A P T* 52*t* | J.C.Tecklenborg AG Wsm | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned for Hull. Equipment. Letter | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. *ft. in.* | 15 Registers to which classed, if not in L.R. Date of last Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70488<br>1496<br>[illegible] | **Barbana G.** (*ex*Barbana, *ex*Italian Navy Ship, *ex*Teodo)<br>**Barbara Airman**, *see No. 8794 in Suppl.* | 6561<br>6065<br>8587 *t* | | | | | 1915 | Stabilmnto Tecnico Trieste | Soc. Anon. Coop. di Nav. Garibaldi | 449·8 \| 55·6 \| 34·1<br>430·5 | | | Genoa<br>Italian | T.3Cy.26″,43½″&73″–48″<br>*Ealt.*29 369NHP<br>StabilimentoTecnico,Tri. | | I |
| 70489<br>210888<br>WMCP | **Barbara** Ⓟ (*ex*SantaCruz)<br>*ss*Bal.2*nd*No.3–12,37<br>2 *Dks* (*Stl*) & *Web frames*<br>D.F. *Longitudinal framing* | 4637<br>—<br>2734 | ✠100A1<br>~~7,10 12,39~~ 1,41<br>✠LMC<br>~~MS5.37 BS5,39~~ 7,40<br>*Fitted for oil fuel* 2,13 | Bal | *x* | CL<br>5,38<br>1,41<br>*F. P. above* | 1913<br>2mo | W Cramp& SonsS&EBCo Philadelphia PA&CP | A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*) *CellDBa*130′ | 384·0 \| 50·2 \| 26·6<br>P31′B122′F40′ FK<br>*uE&B*46′*f*160′988*t* | | | New York<br>Utd. States | T.3Cy.26″,43½″&72″–51″ (*s*)<br>180lb 481NHP<br>3SB,9*cf*,GS159,HS6813 FD<br>*7BHCem*<br>*APT*31*t*<br>W.Cramp&SnsS&EBC Phl | 28 *n* 6<br>s 5 *n* 2¾<br>23 *n* 6 | |
| 70490<br>173<br>IBCE | —<br>(*ex*W.L.Connelly–37, *ex*WalterHardcastle, *ex*L.V.Stoddard) *ss*Mob.No.3–4,23 *ss*N.Os.No.1–27 *Fitted for oil fuel* 1 *Dk*<br>*Mchy. Aft* *Carrying Petroleum in bulk* | 3065<br>2726<br>1825 | ✠ ...<br>2,33 | | | | 1912<br>11mo | Toledo S.B.Co. Toledo,Ohio | EnricoInsom | 313·0 \| 43·7 \| 25·1<br>304·7<br>P76′B19′F24′<br>len16 FK | | | Rome<br>Italian<br>*WB* | T.3Cy.21″,34½″&57″–42″<br>275NHP<br>ToledoS.B.Co.Toledo,Ohio | 27 *n* 6 | I<br>† |
| 70491<br>220743<br>WFED | **Barbara C.** (*ex*Pacific) **Wood**<br>*Fitted for oil fuel*<br>1 *Dk 2 tr B* | 1240<br>1055<br>702 | | | | | 1920 | Kruse& Banks S B.Co. Nth. Bend,Or. | W.R.Chamberlin &Co. | 221·5 \| 43·0 \| 16·6<br>P15′B36′F36′ | | | S.Frncisco<br>Utd. States | T.3Cy.15″,25″&42″–30″<br>97NHP<br>PacificMar.I.W.Prtlnd.Or. | | |
| 70492<br>149464<br>GNTL | **Barbara Marie**<br>*ss*Hul.No.2–37<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | 4223<br>3946<br>2535 | ✠100A1<br>*with freeboard*<br>9,39<br>BS2,40 ✠LMC6,37 | Lon | *x* | CL<br>9,38 | 1928<br>4mo | SirJ Priest-man&Co. Sunderland *Lloyd's SA&CP* | CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*) *CellDB*315′994*t* | 365·0 \| 51·5 \| 25·1<br>377·8(O.L.)<br>F35′ FK<br>*FPT*125*t APT*247*t* | | | Newcastle<br>British | T.3Cy.25″,41″&69″–48″ (*s*)<br>180lb 375NHP<br>3SB,9*cf*,GS174,HS6009<br>*6BHCem*<br>(*Coll to Sh dk*<br>5 „ 2*nd* „)<br>G.Clark,Ld.Sunderland | 27 *n* 6<br>s 2 *n* 10<br>24 *n* 10¼ | |
| 70493<br>417<br>IBZD | **Barbarigo**<br>*Oil Eng.*<br>*ss*Tri.No.2–39<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>D.F. 3*rd dk* (*Stl*) *in No. 1 hold* | 5293<br>4148<br>3061 | ✠100A1<br>*with freeboard*<br>2,40<br>✠LMC CS4,39<br>~~DBS4,394,40~~ 4,39<br>*Fitted for carrying oil* 9,30 *F. P above* | Tri | *a*† | CL<br>N4,39 | 1930<br>9mo | Cant.Nav. Triestino Monfalcone *Lloyd's SA&CP* | "Italia"Soc.Anon. di Nav. | 440·7 \| 56·2 \| 23·5<br>419·9<br>FK<br>F35′<br>(<br>*CellDB*340′1159*t*<br>150° F. *in deep tank* | | | Trieste<br>Italian | Oil Engines 2S.C.SA<br>8Cy.29½″–49⅜″<br>DB*100lb* 1219NHP<br>*8BH pt Cem*<br>(*Coll to Sh dk*<br>7 „ 2*nd* „)<br>Soc.Anon.Fiat-Stab. GrandiMotori,Turin<br>*DTa*41′1155*t FPT*133*t APT*107*t* | 27 *n* 2<br>s 3 *n* 1½<br>24 *n* 2¼ | |
| 70494<br>LDLO | **Barbro**<br>*Carrying Petroleum in bulk* *Oil Eng.*<br>D.F. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | 6325<br>5779<br>3759 | | | | | 1934 | Götaver-kenA/B Gothenburg | RederiA/SMascot (Arth.H. Mathiesen,*Mgr.*) | 408·1 \| 55·2 \| 33·9<br>P236*t*H225*t* | | | Oslo<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.29⅛″–59 1/16″ 489NHP<br>GötaverkenA/B,Got. | | N |
| 70495<br>DHBX | **Barcelona**<br>Sub.Sig. D.F. 2 *Dks* | 3101<br>2790<br>1845 | | | | | 1921 | Akt.Ges. "Neptun" Rostock | Rob.M.Sloman,jr. | 338·0 \| 49·3 \| 21·0<br>F34′ | | | Hamburg<br>German<br>*WB* | T.3Cy.27 1/16″,38 1/16″&62″–41½″<br>250NHP<br>A.G."Neptun,"Rostock | | G |
| 70496 | — Ⓟ **TwinSc**<br>*Oil Eng.*<br>1 *Dk* (*Stl*) | 1507<br>—<br>859 | | | | | 1929 | Harland& Wolff,Ld. Glasgow | Cia.Argentina de Nav.Mihanovich Ltda. | 275·0 \| 43·1 \| 11·7<br>Q24′B46′F28′ | | | Bns.Aires<br>Argentine<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.15¾″–29½″ 288NHP<br>Harland&Wolff,Ld.Gls. | | |
| 70497<br>EGTD | **Barcino** (*ex*Virgen de Africa–36, **Iron**<br>*ex*William Haynes,<br>*ex*Guadiana) 2 *Dks* | 417<br>—<br>271 | ✠ ...<br>3,66 | | | | 1866<br>1mo | Henderson Coulbrn&Co. Renfrew | M.Suau | 184·7 \| 24·6 \| 13·4<br>P40′ H— F37′ | | | Barcelona<br>Spanish | C.2Cy.25″&43½″–25″<br>NB94 79NHP<br>Portilla&White,Sevilla | | |
| 70498<br>8112<br>SJRN | **Bardaland**<br>*Oil Eng.*<br>D.F. 1 *Dk* & *Shelter dk*<br>*Ref. Mchy.* *Cruiser Stern*<br>*Strengthened for Navigation in Ice* | 2595<br>2225<br>1367 | ✠100A1<br>*with freeboard*<br>10,40 ~~5,39~~<br>✠Lloyd's sIcMC ~~5,39~~ 11,40<br>for temp. 21° F.<br>*Carrying oil fuel F. P. above* 150° F. *or vegetable oil in deep tanks in wing DB tanks in ER* | NYk | *w* | CL<br>5,39 | 1936<br>10mo | Götaver-kenA/B Gothenburg | Angf.A/BTirfing (SvenskaOrient Linien)(T.E.J:son Broström,*Mgr.*) *CellDB*251′775*t* | 354·5 \| 50·2 \| 19·4<br>370·8(O.L.)<br>FK<br>(<br>*MT*24′297*t*<br>*Tanks in way of tunnel* 167*t* | | | Gothenbrg<br>Swedish | Oil Engines 2S.C.DA<br>6Cy.17½″–47¼″ 644NHP<br>DB*55lb*<br>*7BH*<br>(*Coll to Sh dk*<br>6 „2*nd*„)<br>GotaverkenA/B,Got. | 22 *n* 3<br>s. *n* 10¾<br>21 *n* 6 | |
| 70499<br>PCYI | **Barendrecht** *ss*Shl.No.3–5,41<br>*Oil Eng.*<br>D.F. *Cruiser Stern* 1 *Dk*<br>*Longitudinal framing at bottom & deck in Mchy. Aft* *centre tanks* | 9385<br>8651<br>5617 | ✠100A1<br>~~7,10 1,39~~ 5,41<br>✠LMC7,38<br>*Carrying Petroleum in bulk* | Rot | *e*† | CL<br>4,41 | 1938<br>7mo | Odense Staalskibsvft vedA P Möller Odense *Lloyd's SA&CP* | N.V.Maats.Motor-schip'Barendrecht' (N.V.Phs.van Ommeren'sSchpv. Bedrijf,*Mgrs.*) *CellDBuE*81′416*t* | 483·9 \| 65·6 \| 35·8<br>501·0(O.L.)<br>P98′B34′F37′ FK<br>*DTf*26′443*t* | | | Rottrdam<br>Dutch | Oil Engines 4S.C.SA<br>7Cy.29⅛″–59 3/16″ 572NHP<br>2DB*180lb*<br>*14BH*<br>Akt.Burmeistr&Wain,Cpn<br>*FPT*165*t APT*224*t* | 35 *n* 10<br>s 8 *n* 1<br>28 *n* 0½ | |
| 70500<br>PCYK | **Barendsz** (*ex*Apollinaris V1.–37)<br>*Oil Eng.*<br>*ss*Rot.No.2–39<br>*Mchy. Aft* 1 *Dk* (*Stl*)<br>*Cargo battens not fitted* *Cruiser Stern* | 313<br>—<br>229 | ✠100A1<br>12,39<br>✠LMC12,39 | Rot | *d* | 12,39 | 1931<br>5mo | N.V.Indus-trieeleMaats. DeNoord Alblasserdam *Lloyd's SA&CP* | HollandscheZee-reed(J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*) *CellDBf*28′28*t FPT* | 131·9 \| 23·5 \| 8·8<br>Q26′B8′F16′ FK<br>*3BHCem*<br>10*t APT*4*t* | | | Rottrdam<br>Dutch | Oil Engines 4S.C.SA<br>3Cy.11″–17¾″ 35NHP<br>Humboldt-Deutzmotoren, A.G.Köln-Deutz | 9 *n* 6<br>s *n* 11<br>8 *n* 8 | |
| 70501<br>DOMI | **Barenfels**<br>Sub.Sig. 2 *Dks* | 7569<br>7040<br>4679 | | | | | 1921 | J.C.Teck-lenborgA G Weser-münde-G. | DeutscheDampf-schiff.Ges.Hansa | 468·5 \| 58·6 \| 32·5<br>P80′B138′F59′ | | | Bremen<br>German<br>*WB* | T.3Cy.31½″,49″&82 2/16″–55″<br>1LPturbine 692NHP<br>J.C.TecklenborgA.G.Wsm. | | G |
| 70502<br>PKHX | **Barentsz**<br>*Fitted for oil fuel*<br>*Ref. Mchy.* 3 *Dks* | 4819<br>3891<br>2997 | | | | | 1915 | Nederl. Schps. Maats. Amsterdam | Koninkl.Paketv. Maats. | 383·4 \| 48·7 \| 27·3<br>P17′F236′ | | | Batavia<br>Dutch<br>*WB* | T.3Cy.28½″,47″&77″&54″<br>433NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 70503<br>FNYD | **Barfleur**<br>*Oil Eng.*<br>D.F. 2 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | 3259<br>2604<br>1895 | | | | | 1938 | Akt.Bur-meist&Wain Copenhagen | Cie.Générale d'Armements Maritimes | 320·2 \| 45·6 \| 25·6<br>F118′ | | | Havre<br>French<br>*WB* | Oil Engines 2S.C.SA<br>9Cy.19 1/16″–35 7/16″ 608NHP<br>Akt.Burmeistr&Wain,Cpn | | V |
| 70504<br>LDNZ | **Barfonn** **TwinSc.**<br>*Oil Eng.*<br>D.F. *Mchy. Aft* *ss*Got.No.2–39<br>1 *Dk* (*Stl*)<br>*Cruiser Stern* | 9739<br>8995<br>6035 | ✠100A1<br>~~7,10 5,39~~ 11,40<br>✠LMC CS5,39<br>~~DBS5,397,40~~ 12,38<br>*Carrying Petroleum in bulk* | Got | *e*† | CL<br>5,39 | 1931<br>5mo | Götaver-kenA/B Gothenburg *Lloyd's SA&CP* | SkibsA/S Dalfonn(Sigval Bergesen) *CellDBuE*71′304*t D* | 475·6 \| 64·2 \| 37·8<br>494·8(O.L.)<br>P103′B35′F41′ FK<br>*Tf*33′622*t FPT*196*t* | | | Stavanger<br>Norwegian | Oil Engines 4S.C.SA<br>16Cy.21⅝″ 39⅜″ 724NHP<br>2DB*180lb*<br>*10BHptCem*<br>*APT*310*t*<br>GötaverkenA/B,Got. | 37 *n* 3 | |
| 70505<br>[illegible] | **Bariloche** (*ex*Majvik, *ex*Ljusne Jernverk) *Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | 477<br>363<br>236 | | | | | 1913 | Göteborgs M.V.Aktieb Gothenburg | PeiranoHnos. | 173·2 \| 28·3 \| 10·1<br>P46′F20′ | | | Bns.Aires<br>Argentine<br>*WB* | Oil Engines 2S.C.SA<br>NE25<br>{Cy.14⅛″–20¾″ 141NHP<br>Akt.AtlasDieselsMoterer, Skm. | | C |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné pour la prochaine visite de l'équipement. | 7 | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds, ps.* | 15 Registres où cond. si on en est dans le L. R. Une C dans L'ast. Le C. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70506 | **Barium** | | 601 | ✠100A1 | Liv | *i* | OG | 191▸ | CRennold- | I.C.I.(Alkali)Ld. | 180·6 | 28·1 | 10·7 | Liverpool | T.3Cy.16″,27″&44″–30″ (*s*) | 12 ″ 9 | |
| 140577 | | | 443 | 8,41 ~~10,39~~ | Bkn | | ~~1,88~~ | ŏmo | son&Co. | | 187·7(O.L.) | | | British | 180lb 115NHP | s 1 ″ 3½ | |
| MJCN | | *ss*Bkn.No.3–6,30 | 291 | | ✠LMC | | 3,41 | | S.Shields | | Q52 B9 F27′ FK | | | 3BHCem | 1SB,3*cf*,GS66,HS1785 | 11 ″ 7 | |
| | *Mchy.Aft Well deck* | *ss*Liv.No.2–38 | | MS1,38 | BS~~7,39~~ 7,40 | | | *Lloyd* | *sA&CP* | *Cell* | *Bf*103′165*t*FPT60*t* | | | *APT*28*t* | ShieldsEng.Co.Ld.N.Shl. | | |
| | Wireless | 1*Dk*(*Stl*) *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 70507 | **Barjora** Ⓟ | | 3164 | ✠100A1 | Cal | *v* | CL | 1912 | Barclay, | BritishIndiaStm. | 330·4 | 46·2 | 23·3 | Glasgow | T.3Cy.20″,34″&58″–45″ (*s*) | 25 ″ 6 | |
| 133060 | ~~*ss*Cal.2ndNo.3–3,30~~ | ~~*ss*Bom.No.3–7,27~~ | 2683 | ~~8,40~~ ~~12,38~~ | | | 1,40 | 7mo | Curle&Co.Ld | Nav.Co.Ld. | P33′B94′F34′ FK | | | British | 215lb HS9074 FD 526NHP | s 4 ″ 3 | |
| GHMS | | ~~*ss*Cal.No.2–35~~ | 1908 | | ✠LMC1,40 | | | | Glasgow | | 5*BHCem* | | | 3BHCem | 3SB&1AuxSB,*IIcf*,GS227 | 21 ″ 8½ | |
| | | 2*Dks*(*Stl–Uteak s*) | | BS6,40 | | | | *Lloyd* | *sA&CP* | *Cell DBa*94′*uE*6 | *B77′f*124′647*t*FPT | | | 47*t*APT18*t* | Barclay,Curle&Co.Ld.Gls. | | |
| 70508 | **Barletta** Ⓟ **TwinSc** | | 1975 | | | | | 1931 | Cantieri | "Adriatica "Soc. | 267·3 | 40·2 | 22·6 | Bari | Oil Engines 2S.C.SA | | I |
| 57 | *OilEng.* | | — | | | | | | RiunitiDell' | Anon diNav. | 257·5 | | | Italian | 12Cy.17¾″–29½″ 656NHP | | |
| IAGW | 2*Dks* | | 1069 | | | | | | Adriatico | | F34′ | | | *WB* | | | |
| | *CruiserStern* | | | | | | | | Monfalcone | | | | | | Soc An"Fiat"S.G.M.Turin | | |
| 70509 | **Barmbek** | | 2446 | ✠ | Ham | *t* | | 1929 | Flensburger | Knohr&Burchard | 307·1 | 45·5 | 19·7 | Hamburg | C.4Cy.(2)18½″&(2)39½″– | 21 ″ 9 | |
| | | *ss*Ham.No.2–37 | 2231 | 6,39 | | | | 12mo | Schiffsb.Ges. | Nfl. | 322·1(O.L.) | | | German | 39½″ 272NHP | | |
| DHBY | D.F. *CruiserStern* 1*Dk*(*Stl* | | 1434 | | ✠ | | | | Flensburg | | P&B250′F34′ FK | | | 5*BHptCem* | 2SB(Spt),*4cf*,GS73,HS3879 | | |
| | *Strengthened for Navigation in Ice* | | | | | | | | | *CellDB*264′695*t* | *FPT*31*t*APT120*t* | | | *ptAsp* | A.Borsig,G.m.b.H.Berlin | | |
| 70510 | **Barnby** | | 4813 | ✠100A1 | Sld | *z* | CL | 1940 | Short Bros. | Rowland& | 427·0 | 54·0 | 23·7 | Whitby | T.3Cy.21½″,36½″&63″–45″ | 26 ″ 7 | |
| 161029 | | | 4284 | *withfreeboard* | ~~Gis~~ Bos | | 2,41 | 2mo | Ld. | Marwood'sS.S.Co. | 439·2(OL) | | | British | 220lb (*s*) 359NHP | s2 ″ 7½ | |
| MQMP | | 1*Dk&ShelterDk* | 2765 | ~~7,40~~ ~~2,40~~ | ✠LMC2,40 | | | | Sunderland | Ld.(Headlam& | FK | | | 7*BHCem* | 2SB(Spt)6*cf*GS110HS4784 | 24 ″ 1½ | |
| | D.F. | | | 2,41 | | | | *Lloyd* | *sA&CP* | Son,*Mgrs.*) | F32′ | | | *Coli to Sh dk* | *220lb* FD | | |
| | | *CruiserStern* | | | | | | | | | | | | 6 ,, 2*nd*,,) | | | |
| | | | | | | | | | | *CellDB*322′1391*t* | *DTf*26′310*t*FPT78 | | | *APT*270*t* | GeorgeClark(1938)Ld.Sld. | | |
| 70511 | **Barneveld** Ⓟ | | 5597 | | | | | 1928 | N.V.C.Van | Koninkl.Nederl. | 401·1 | 58·3 | 26·3 | Amsterdam | T.3Cy.27⅞″,46⅞″&74⅜″– | | V |
| | | *Fitted for oil fuel* | 4634 | | | | | | derGiessen& | Stoomb.MaatsN.V. | | | | Dutch | 51⅜″ 400NHP | | |
| PCYO | D.F. | 2*Dks&Shelter dk* | 3384 | | | | | | Zonen'sSchps | | | | | *WB* | RotterdamD.D.Co.Rot. | | |
| | Sub.Sig. | *CruiserStern* | | | | | | | Krimpen | | | | | | | | |
| 70512 | **Baroda** Ⓟ | | 3205 | ✠100A1 | Cal | *u* | CL | 1911 | Barclay, | BritishIndiaStm. | 330·4 | 46·2 | 23·1 | Glasgow | T.3Cy.20″,34″&58″–45″ (*s*) | 25 ″ 6 | |
| 132988 | | *ss*Cal.2ndNo.3–3,35 | 2678 | ~~6,406,39~~ | Cbo | | ~~1,38~~ | 11mo | Curle&Co.Ld | Nav.Co.Ld. | 342·5(O.L.) | | | British | 215lb *180lb70lb* 456NHP | s 4 ″ 3 | |
| GRMT | | *ss*Cal.No.1–39 | 1888 | | ✠LMC6,39 | | 6,40 | | Glasgow | | P49′B94′F34′ FK | | | 5*BHCem* | 3SB,9*cf*,GS186,HS7503 FD | 21 ″ 8½ | |
| | | 2*Dks*(*Stl–Uteak s*) | | BS4,40 | | | | *Lloyd* | *sA&CP* | *Af* | *ter peak bulkhead to* | | | 2nd dk only | | | |
| | | | | | | | | | | *CellDBa*94′*uE*6 | *B67′f*124′647*t*FPT | | | 47*t*APT18*t* | Barclay,Curle&Co.Ld.Gls. | | |
| 70513 | **Baron Ardrossan** | | 3896 | | | | | 1932 | D&W Hen- | HogarthShipping | 360·9 | 51·7 | 23·4 | Ardrossan | T.3Cy.21½″,37″&62″–42″ | | C |
| | | | 3509 | | | | | | dersn&Co.Ld. | Co.Ld.(H.Hogarth | P40′B110′F45′ | | | British | 249NHP | | |
| GTYC | D.F. *CruiserStern* 1*Dk* | | 2334 | | | | | | Glasgow | &Sons,*Mgrs.*) | | | | *WB* | D&W.Hendersn&CoLdGls | | |
| 70514 | **Baron Belhaven** | | 6591 | | | | | 1925 | Lithgows | HogarthShipping | 435·2 | 57·3 | 29·6 | Ardrossan | T.3Cy.26″,46″&76″–48″ | | C |
| 146720 | | | 6030 | | | | | | Ld. | Co.Ld.(H.Hogarth | P44′B180′F53′ | | | British | 400NHP | | |
| GLBS | D.F. 2*Dks* | | 3921 | | | | | | PortGlasgow | &Sons,*Mgrs.*) | | | | *WB* | D.Rowan&Co.Ld.Gls. | | |
| 70515 | **Baron Blythswood** | | 3668 | | | | | 1929 | Lithgows | KelvinShipping | 350·7 | 50·2 | 23·3 | Ardrossan | T.3Cy.21½″,37″&62″–42″ | | C |
| 161807 | | | 3323 | | | | | | Ld. | Co.Ld.(H.Hogarth | P40′B106′F36′ | | | British | 249NHP | | |
| GTCN | D.F. 1*Dk* | | 2219 | | | | | | PortGlasgow | &Sons,*Mgrs.*) | | | | *WB* | J.G.Kincaid&Co.Ld.Grk. | | |
| 70516 | **Baron Carnegie** | | 3178 | | | | | 1925 | Dunlop, | KelvinShipping | 336·3 | 48·5 | 22·2 | Ardrossan | T.3Cy.22″,35½″&60″–39″ | | C |
| 148981 | | | 2907 | | | | | | Bremner& | Co.Ld.(H.Hogarth | P28′B102′F36′ | | | British | 225NHP | | |
| GLOS | D.F. 1*Dk* | | 1904 | | | | | | Co.Ld. | &Sons,*Mgrs.*) | | | | *WB* | D.Rowan&Co.Ld.Glasgow | | |
| | | | | | | | | | PortGlasgow | | | | | | | | |
| 70517 | **Baron Cawdor** | | 3638 | | | | | 1935 | D&W Hen- | HogarthShipping | 387·1 | 53·2 | 22·5 | Ardrossan | T.3Cy.21½″,37″&62″–42″ | | C |
| 161815 | | | 3331 | | | | | | dersn&Co.Ld. | Co.Ld.(H.Hogarth | F32′ | | | British | 250NHP | | |
| GYCQ | D.F. *CruiserStern* 2*Dks* | | 2132 | | | | | | Glasgow | &Sons,*Mgrs.*) | | | | *WB* | D&WHendersn&Co.LdGls | | |
| 70518 | **Baron Cochrane** | | 3385 | | | | | 1927 | Ayrshire | HogarthShipping | 341·8 | 48·6 | 22·7 | Ardrossan | T.3Cy.21½″,37″&62″–39″ | | C |
| 160124 | | | 3069 | | | | | | Dkyd.Co.Ld. | Co.Ld.(H.Hogarth | P36′B104′F37′ | | | British | 240NHP | | |
| GNJC | D.F. 1*Dk* | | 2031 | | | | | | Irvine | &Sons,*Mgrs.*) | | | | *WB* | D.Rowan&Co.Ld.Gls. | | |
| 70519 | **Baron Dechmont** | | 3675 | | | | | 1929 | Ardrossan | HogarthShipping | 350·6 | 50·2 | 23·3 | Ardrossan | T 3Cy.21½″,37″&62″–42″ | | C |
| 161806 | | | 3324 | | | | | | DD&SBCoLd | Co.Ld.(H.Hogarth | P40′B106′F38′ | | | British | 249NHP | | |
| GJBR | D.F. 1*Dk* | | 2221 | | | | | | Ardrossan | &Sons,*Mgrs.*) | | | | *WB* | J.G.Kincaid&Co.Ld.Grk. | | |
| 70520 | **Baron Douglas** | | 3899 | | | | | 1932 | Lithgows | KelvinShipping | 360·8 | 51·7 | 23·4 | Ardrossan | T.3Cy.21½″,37″&62″–42″ | | C |
| 161812 | | | 3510 | | | | | | Ld. | Co.Ld.(H.Hogarth | P40′B110′F45′ | | | British | 249NHP | | |
| GTYD | D.F. *CruiserStern* 1*Dk* | | 2342 | | | | | | PortGlasgow | &Sons,*Mgrs.*) | | | | *WB* | D.Rowan&Co.Ld.Glasgow | | |
| 70521 | **Baron Dunmore** | | 3938 | | | | | 1933 | D&W Hen- | HogarthShipping | 365·3 | 51·7 | 23·4 | Ardrossan | T.3Cy.21½″,37″&62″–42″ | | C |
| 161813 | | | 3560 | | | | | | dersn&Co.Ld | Co.Ld.(H.Hogarth | P40′B113′F39′ | | | British | 249NHP | | |
| GWPC | D.F. *CruiserStern* 1*Dk* | | 2363 | | | | | | Glasgow | &Sons,*Mgrs.*) | | | | *WB* | D.Rowan&Co.Ld.Gls. | | |
| 70522 | **Baron Elgin** | | 3942 | | | | | 1933 | D&W Hen- | HogarthShipping | 365·4 | 51·7 | 23·4 | Ardrossan | T.3Cy.21½″,37″&62″–42 | | C |
| 161814 | | | 3562 | | | | | | dersn&Co.Ld | Co.Ld.(H.Hogarth | P40′B113′F39′ | | | British | 249NHP | | |
| GWPD | *CruiserStern* 1*Dk* | | 2364 | | | | | | Glasgow | &Sons,*Mgrs.*) | | | | *WB* | D.Rowan&Co.Ld.Gls. | | |
| 70523 | **Baron Elphinstone** | | 4635 | | | | | 1937 | Sir J.Laing | HogarthShipping | 417·1 | 58·2 | 24·1 | Ardrossan | T.3Cy.21½″,37″&62″–42″ | | C |
| 163845 | | | 4172 | | | | | | &Sons,Ld. | Co.Ld.(H.Hogarth | F38′ | | | British | 250NHP | | |
| GCCD | D.F. E.S.D. 1*Dk&Shelter dk* | | 2692 | | | | | | Sunderland | &Sons,*Mgrs.*) | | | | *WB* | GeorgeClark(1936)Ld.Sld. | | |
| | | *CruiserStern* | | | | | | | | | | | | | | | |
| 70524 | **Baron Erskine** | | 3657 | | | | | 1930 | D&W Hen- | KelvinShipping | 350·0 | 50·2 | 23·2 | Ardrossan | T.3Cy.21½″,37″&62″–42″ | | C |
| 161809 | | | 3303 | | | | | | dersn&Co.Ld. | Co.Ld.(H.Hogarth | P40′B106′F36′ | | | British | 249NHP | | |
| GTJN | D.F. 1*Dk* | | 2216 | | | | | | Glasgow | &Sons,*Mgrs.*) | | | | *WB* | D&W.Hendersn&CoLdGls | | |
| 70525 | **Baron Fairlie** | | 6706 | | | | | 1925 | Ayrshire | HogarthShipping | 440·7 | 57·4 | 29·2 | Ardrossan | T.3Cy.27″,46″&76″–48″ | | C |
| 146719 | | | 6121 | | | | | | Dkyd.Co.Ld. | Co.Ld.(H.Hogarth | P43′B129′F48′ | | | British | 400NHP | | |
| GLCY | D.F. 2*Dks* | | 4009 | | | | | | Irvine | &Sons,*Mgrs.*) | | | | *WB* | McKie&Baxter,Ld.Gls. | | |
| 70526 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed if not in Last Date of Ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70527 | **Baron Forbes** (*ex* General Napier, | 3061 | 100A1 | Gls | *l* | CL | 1915 | Schiffsw. v. | Iberia Shipping Co. | 311·7 | 42·4 | 26·0 | Ardrossan | T.3Cy.22½",37"&57½"-35½" | 28 " 5 | |
| 143130 | *ex* Hamburg) *ss* Rot. No. 3–1,27 | 2730 | *Shelter dk* | | | ~~10,37~~ | | Henry Koch | Ld. (H. Hogarth & | 327·0 (O.L.) | | | British | 185lb (*s*) 253NHP | s 6 " 4¼ | |
| GBMR | *ss* Gls. No. 2–35 | 1843 | *with freeboard* | | | 5,41 | | Lübeck | Sons, *Mgrs.*) | P19'B47'F37' *on* | | | *Cem* | FD | 22 " 3 | |
| | D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | Examined 5,40 | | | | | | | *Shelter dk* FK | | | 2 *B Hto Sh dk* | 2SB(Spt), *4cf*, GS85, HS3552 | | |
| | *Cargo battens not fitted* | | | LMC | | | | | *Cell DB 268'622t* | *FPT 120t APT 85t* | | | 3 " " *U* " | Ottensener Maschf. Altona | | |
| | | | M84,35 | BS9,39 | | | | | | | | | | | | |
| 70528 | **Baron Graham** | 3242 | | | | | 1925 | Napier & | Hogarth Shipping | 336·4 | 48·4 | 22·6 | Ardrossan | T.3Cy.21½",35½"&60"-39" | | C |
| 148984 | | 2965 | | | | | | Miller, Ld. | Co. Ld. (H. Hogarth | P35'B101'F36' | | | British | 225NH | | |
| GLQF | D.F. 1 *Dk* | 1957 | | | | | | Glasgow | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Gls. | | |
| 70529 | **Baron Haig** | 3391 | | | | | 1926 | Ayrshire | Hogarth Shipping | 342·2 | 48·6 | 22·7 | Ardrossan | T.3Cy.21½",35½"&60"-39" | | C |
| 148986 | | 3097 | | | | | | Dkyd. Co. Ld. | Co. Ld. (H. Hogarth | P36'B104'F36' | | | British | 225NHP | | |
| GMDW | D.F. 1 *Dk* | 2045 | | | | | | Irvine | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Glasgow | | |
| 70530 | **Baron Herries** | 4574 | | | | | 1940 | Lithgows | Kelvin Shipping | 415·7 | 56·4 | 24·3 | Ardrossan | T.3Cy.21½",36"&62"-45" | | C |
| 163849 | | 4086 | | | | | | Ld. | Co. Ld. (H. Hogarth | F40' | | | British | 258NHP | | |
| GBTB | D.F. 2 *Dks* | 2660 | | | | | | Port Glasgow | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Gls. | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 70531 | **Baron Inchcape** | 7005 | | | | | 1917 | Ayrshire | Hogarth Shipping | 425·8 | 56·2 | 33·3 | Ardrossan | T.3Cy.27",46"&76"-48" | | C |
| 135731 | | 6703 | | | | | | Dkyd. Co. Ld. | Co. Ld. (H. Hogarth | | | | British | 400NHP | | |
| GPLM | D.F. 1 *Dk* & *Shelter dk* | 5202 | | | | | | Irvine | & Sons, *Mgrs.*) | | | | *WB* | J. G. Kincaid & Co. Ld. Grk. | | |
| 70532 | **Baron Jedburgh** | 3656 | | | | | 1936 | Lithgows | Hogarth Shipping | 386·4 | 53·2 | 22·5 | Ardrossan | T.3Cy.21½",37"&62"-42" | | C |
| 163844 | D.F. | 3347 | | | | | | Ld. | Co. Ld. (H. Hogarth | F32' | | | British | 250NHP | | |
| GZGX | *Cruiser Stern* 1 *Dk* & *Shelter dk* | 2148 | | | | | | Port Glasgow | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Gls. | | |
| 70533 | **Baron Kelvin** | 3081 | | | | | 1924 | C. Connell | Kelvin Shipping | 332·2 | 48·2 | 22·1 | Ardrossan | T.3Cy.21½",35½"&60"-39" | | C |
| 146714 | | 2826 | | | | | | & Co. | Co. Ld. (H. Hogarth | P29'B97'F34' | | | British | 225NH | | |
| GDRZ | D.F. 1 *Dk* | 1872 | | | | | | Glasgow | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Glasgow | | |
| 70534 | **Baron Kinnaird** | 3355 | | | | | 1927 | Napier & | Hogarth Shipping | 340·1 | 48·7 | 22·7 | Ardrossan | T.3Cy.21½",35½"&60"-39" | | C |
| 160121 | | 3052 | | | | | | Miller, Ld. | Co. Ld. (H. Hogarth | | | | British | 225NHP | | |
| GNCR | D.F. 1 *Dk* | 2022 | | | | | | Old Kilpatrck | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Glasgow | | |
| 70535 | **Baron Loudoun** | 3164 | | | | | 1925 | Lithgows | Kelvin Shipping | 336·1 | 48·5 | 22·4 | Ardrossan | T.3Cy.21½",35½"&60"-39" | | C |
| 148985 | | 2900 | | | | | | Ld. | Co. Ld. (H. Hogarth | P35'B102'F36' | | | British | 225NHP | | |
| GLPF | D.F. 1 *Dk* | 1914 | | | | | | Port Glasgow | & Sons, *Mgrs.*) | | | | *WB* | J. G. Kincaid & Co. Ld. Grk. | | |
| 70536 | **Baron Lovat** | 3395 | | | | | 1926 | Ayrshire | Hogarth Shipping | 342·1 | 48·6 | 22·7 | Ardrossan | T.3Cy.21½",35½"&60"-39" | | C |
| 148989 | | 3096 | | | | | | Dkyd. Co. Ld. | Co. Ld. (H. Hogarth | P36'B104'F36' | | | British | 225NHP | | |
| GMRS | D.F. 1 *Dk* | 2037 | | | | | | Irvine | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Glasgow | | |
| 70537 | **Baron Maclay** | 6317 | | | | | 1924 | Ayrshire | Hogarth Shipping | 430·4 | 56·3 | 29·1 | Ardrossan | T.3Cy.27",46"&76"-48" | | C |
| 146718 | | 5792 | | | | | | Dkyd. Co. Ld. | Co. Ld. (H. Hogarth | P43'B129'F50' | | | British | 400NHP | | |
| GKXW | D.F. 2 *Dks* | 3870 | | | | | | Irvine | & Sons, *Mgrs.*) | | | | *WB* | McKie & Baxter, Glasgow | | |
| 70538 | **Baron Minto** | 4637 | | | | | 1937 | Sir J. Laing | Hogarth Shipping | 417·1 | 58·2 | 24·1 | Ardrossan | T.3Cy.21½",37"&62"-42" | | C |
| 163846 | | 4172 | | | | | | & Sons, Ld. | Co. Ld. (H. Hogarth | F38' | | | British | 250NHP | | |
| GFFB | D.F. E.S.D. 1 *Dk* & *Shelter dk* | 2693 | | | | | | Sunderland | & Sons, *Mgrs.*) | | | | *WB* | George Clark (1936) Ld. Sld. | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 70539 | **Baron Nairn** | 3164 | | | | | 1925 | Lithgows | Kelvin Shipping | 336·1 | 48·5 | 22·4 | Ardrossan | T 3Cy.21½",35½"&60"-39" | | C |
| 148983 | | 2900 | | | | | | Ld. | Co. Ld. (H. Hogarth | P35'B102'F36' | | | British | 225NHP | | |
| GLPJ | D.F. 1 *Dk* | 1914 | | | | | | Port Glasgow | & Sons, *Mgrs.*) | | | | *WB* | J. G. Kincaid & Co. Ld. Grk. | | |
| 70540 | **Baron Napier** | 3059 | | | | | 1930 | D & W Hen- | Hogarth Shipping | 350·1 | 50·2 | 23·2 | Ardrossan | T.3Cy.21½",37"&62"-42" | | C |
| 161808 | | 3303 | | | | | | dersn & Co. Ld | Co. Ld. (H. Hogarth | P40'B106'F36' | | | British | 249NHP | | |
| GTJM | D.F. 1 *Dk* | 2217 | | | | | | Glasgow | & Sons, *Mgrs.*) | | | | *WB* | D. & W. Henderson & Co. Ld. | | |
| 70541 | **Baron Newlands** | 3386 | | | | | 1928 | Ayrshire | Hogarth Shipping | 341·8 | 48·6 | 22·7 | Ardrossan | T.3Cy.21½",37"&62"-39" | | C |
| 160126 | | — | | | | | | Dkyd. Co. Ld. | Co. Ld. (H. Hogarth | P36'B104'F37' | | | British | 240NHP | | |
| GNQF | D.F. 1 *Dk* | 2031 | | | | | | Irvine | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Glasgow | | |
| 70542 | **Baron Ogilvy** | 3391 | | | | | 1926 | Ayrshire | Hogarth Shipping | 342·0 | 48·6 | 22·7 | Ardrossan | T.3Cy.21½",35½"&60"-39" | | C |
| 148988 | | 3094 | | | | | | Dkyd. Co. Ld. | Co. Ld. (H. Hogarth | P36'B104'F36' | | | British | 225NHP | | |
| GMRQ | 1 *Dk* | 2035 | | | | | | Irvine | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Glasgow | | |
| 70543 | **Baron Pentland** | 3410 | | | | | 1927 | Ayrshire | Kelvin Shipping | 342·1 | 48·6 | 22·8 | Ardrossan | T.3Cy.21½",35½"&60"-39" | | C |
| 160122 | | 3096 | | | | | | Dckyd Co. Ld. | Co. Ld. (H. Hogarth | P36'B104'F37' | | | British | 225NHP | | |
| GJXW | D.F. 1 *Dk* | 2045 | | | | | | Irvine | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Glasgow | | |
| 70544 | **Baron Ramsay** | 3650 | | | | | 1929 | D & W Hen- | Iberia Shipping | 350·0 | 50·2 | 23·2 | Ardrossan | T.3Cy.21½",37"&62"-42" | | C |
| 160128 | | 3303 | | | | | | dersn & Co. Ld. | Co. Ld. (H. Hogarth | P40'B106'F36' | | | British | 249NHP | | |
| GCSE | 1 *Dk* | 2211 | | | | | | Glasgow | & Sons, *Mgrs.*) | | | | *WB* | D. & W. Henderson & Co. Ld. | | |
| 70545 | **Baron Renfrew** | 3635 | | | | | 1935 | D & W Hen- | Kelvin Shipping | 387·0 | 53·2 | 22·5 | Ardrossan | T.3Cy.21½",37"&62"-42" | | C |
| 163841 | | 3328 | | | | | | dersn & Co. Ld. | Co. Ld. (H. Hogarth | F32' | | | British | 250NHP | | |
| GYDR | D.F. *Cruiser Stern* 2 *Dks* | 2130 | | | | | | Glasgow | & Sons, *Mgrs.*) | | | | *WB* | D & W. Hendersn & Co Ld Gls | | |
| 70546 | **Baron Ruthven** | 3178 | | | | | 1925 | Dunlop, | Hogarth Shipping | 336·3 | 48·5 | 22·2 | Ardrossan | T.3Cy.22",35½"&60"-39" | | C |
| 148982 | | 2907 | | | | | | Bremner & Co. | Co. Ld. (H. Hogarth | P28'B102'F36' | | | British | 225NHP | | |
| GLCT | D.F. 1 *Dk* | 1904 | | | | | | Ld. Pt. Gls. | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Glasgow | | |
| 70547 | **Baron Saltoun** | 3404 | | | | | 1927 | Ayrshire | Iberia Shipping | 342·1 | 48·6 | 22·7 | Ardrossan | T.3Cy.21½",37"&62"-39" | | C |
| 160123 | | 3091 | | | | | | Dkyd. Co. Ld | Co. Ld. (H. Hogarth | | | | British | 240NHP | | |
| GDSP | D.F. 1 *Dk* | 2041 | | | | | | Irvine | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Glasgow | | |
| 70548 | **Baron Scott** | 4574 | | | | | 1939 | Lithgows | Hogarth Shipping | 415·7 | 56·4 | 24·3 | Ardrossan | T.3Cy.21½",36"&62"-45" | | C |
| 163848 | | 4086 | | | | | | Ld. | Co. Ld. (H. Hogarth | F40' | | | British | 258NHP | | |
| GBSB | D.F. *Cruiser Stern* 2 *Dks* | 2660 | | | | | | Port Glasgow | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Gls. | | |
| 70549 | **Baron Semple** | 4573 | | | | | 1939 | C. Connell | Kelvin Shipping | 416·1 | 58·2 | 24·6 | Ardrossan | T.3Cy.21½",37"&62"-42" | | C |
| 163847 | | 4138 | | | | | | & Co. Ld. | Co. Ld. (H. Hogarth | F39' *on Shelter dk* | | | British | 250NHP | | |
| GRGZ | D.F. *Cruiser Stern* 1 *Dk* & *Shelter dk* | 2670 | | | | | | Glasgow | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Gls. | | |
| 70550 | **Baron Stranraer** | 3668 | | | | | 1929 | Lithgows | Hogarth Shipping | 350·7 | 50·2 | 23·3 | Ardrossan | T.3Cy.21½",37"&62"-42" | | C |
| 160130 | | 3326 | | | | | | Ld. | Co. Ld. (H. Hogarth | P40'B106'F36' | | | British | 249NHP | | |
| GTCM | D.F. 1 *Dk* | 2220 | | | | | | Port Glasgow | & Sons, *Mgrs.*) | | | | *WB* | D. Rowan & Co. Ld. Glasgow | | |
| 70551 | **Baron Tweedmouth** | 3357 | | | | | 1927 | Lithgows | Hogarth Shipping | 340·3 | 48·7 | 22·7 | Ardrossan | T.3Cy.21½",37"&62"-39" | | C |
| 148990 | | 3054 | | | | | | Ld. | Co. Ld. (H. Hogarth | P35'B104'F36' | | | British | 225NHP | | |
| GNCQ | D.F. 1 *Dk* | 2023 | | | | | | Port Glasgow | & Sons, *Mgrs.*) | | | | *WB* | J. G. Kincaid & Co. Ld. Grk. | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite à flot pour ports-hellice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Marques de cote, si elles ne sont pas dans le L.L. Parts Out. Roll Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70552 160127 GTFD | **Baron Vernon** D.F. 1 Dk | 3642 3296 2205 | | | | | 1929 | D&W Henderson&Co.Ld. Glasgow | KelvinShipping Co.Ld. (H.Hogarth &Sons, *Mgrs.*) | 350·1 \| 50·2 \| 23·2 P40'B106'F36' | | | Ardrossan British *WB* | T.3Cy.21½",37"&62"–42" 249NHP D&W.Henderson&CoLdGls | | C |
| 70553 160128 GNJD | **Baron Yarborough** 1 Dk | 3388 3073 2034 | | | | | 1928 | Ayrshire Dckyd.Co.Ld Irvine | KelvinShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*) | 341·6 \| 48·6 \| 22·7 P36'B104'F37' | | | Ardrossan British *WB* | T.3Cy.21½",37"&62"–39" 240NHP D.Rowan&Co.Ld.Glasgow | | C |
| 70554 140383 GPDS | **Baronesa** Twin Sc *ss* Lon.No.3–1,30 *ss* Lon.No.2–39 *Ref.Mchy.* D.F. 3 Dks(*Stl*)& *Shelter dk*(*Stl*–ws) | 8663 7515 5408 | ✠100A1 *Shelter dk with freeboard* 12,30 ~~11,8~~ | Lon | c† | CL ~~12,28~~ 11,40 ~~11,8~~ 12,08 10,10 | 1918 4mo *Lloyd's* | SirR Dixon &Co.Ld. Middlesbro' | Furness-Houlder ArgentineLines, Ld. *Cell* | 431·0 \| 61·3 \| 35·6 B *on Shelter dk* 259' F *on Shelter dk* 39' FK *DB*376'1128*t FPT*9 | | | Liverpool British 7 *BHCem* 9*t APT*118*t* | T.6Cy.25",41½"&70"–48" (*s*) 200lb FD 1076NHP 5SB(Spt),*20cf*,GS415, HS16396 Richardsons,Westgarth& Co.Ld.Mdb. | 38 ″ 4 s 7–10½ 30 ″ 8 | |
| 70555 163218 GYMF | **Baronscourt** 3 Mst Wireless *Mchy.Aft* *Cruiser Stern* 1 Dk | 869 597 456 | | | | | 1935 | J.Lewis& Sons,Ld. Aberdeen | JohnKelly,Ld. (W.Clint, *Mgr.*) | 197·7 \| 30·7 \| 12·1 Q112'B11'F30' | | | Belfast British *WB* | T.3Cy.14½",25"&41"–30" 131NHP J.Lewis&Sons,Ld.Abn. | | C |
| 70556 159574 VLKY | **Barossa** 1 Dk *Hatch covers & webs dispensed with in bridge 'tween decks* *Cruiser Stern* | 4239 3416 2382 | ✠100A1 5,21 ~~5,41~~ | Syd | *w* | CL 5,41 | 1938 4mo *Lloyd's* | CaledonS. B.&E.Co.Ld. Dundee | TheAdelaide SteamshipCo.Ld. | 367·1 \| 50·3 \| 24·6 378·3(O.L.) P&B147'F43' FK *Cell DB*300'75 | | | Melbourne British 6 *BHCem* 6*t APT*199*t* | T.3Cy.20½",33"&54"–42"& LPturbine withDRgearing &hydraulic coupling FD 2201b (*s*) 390NHP 2SB(Spt)*6cf*,GS135,HS540( J.G.Kincaid&Co.Ld.Grk. | 27 ″ 8 s 4 ″ 9½ 22 ″ 7½ | |
| 70557 OHBD | **Barösund** (*ex* Filly Russ I.) Wireless D.F. 1 Dk | 1015 859 536 | | | | | 1920 | Stettiner Oderwerke Stettin | J.W.Paulin | 222·7 \| 33·4 \| 12·9 211·3 P12'Q59'B55'F22' | | | Wiborg Finnish *WB* | T.3Cy15¾",25½"&41⅝"–29½" 92NHP StettinerOderwerke | | N |
| 70558 LCMO | **Barö** (P) D.F. 2 Dks | 424 371 234 | | | | | 1929 | Trndhjms Mek.Værks. Trondheim | OfotensDamp-skibsselskabA/S | 143·8 \| 24·1 \| 16·3 H53*t* | | | Narvik Norwegian *WB* | T.3Cy.13½",23"&38"–22" 68NHP TrondhjemsM.V.Trondhm | | N |
| 70559 136279 GRYD | **Barpeta** (P) *ss* Bom.2ndNo.3–5,39 2 *Dks*(*Stl–1* teak s) | 3194 2651 1892 | ✠100A1 6,40 ~~5,39~~ BS4,40 | Bom | *v* | CL 4,38 | 1914 4mo *Lloyd's* | Barclay, Curle&Co.Ld. Glasgow | BritishIndiaStm. Nav.Co.Ld. *WB* | 330·3 \| 46·2 \| 23·1 342·7(O.L.) P&B192'F34' FK = *Cell DBa*34'*uE&f* | | | Glasgow British 5 *BHCem* 4*7t APT*18*t* | T.3Cy.20",34"&58"–45" (*s*) 215lb HS9074 FD 526NHP 3SB&1AuxSB,*11cf*,GS227 Barclay,Curle&Co.Ld.Gls. | 25 ″ 6 s 4 ″ 1½ 21 ″ 10 | |
| 70560 148319 MPQZ | **Barra Head** (*ex* Portavon) *ss* Lth.No.2–38 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted* | 671 444 326 | ✠100A1 10,40 ~~12,30~~ MS6,38 | Lth ~~BS7,30~~ 9,40 | *j* | CL ~~11,38~~ 10,40 | 1930 2mo *Lloyd's* | GooleS.B. &Repg.Co. (1927)Ld. Goole | A.F.Henry& MacGregor,Ld. *Cell DB* | 176·6 \| 28·4 \| 11·4 182·0(O.L.) Q101'B11'F23' FK 107'150*t FPT*43*t* | | | Leith British 3 *BHCem* *APT*31*t* | T.3Cy.13½",22"&37"–27" (*s*) 180lb FD 95RHP 1SB,*3pf*,GS57,HS1780 Day,Summers&Co Ld.Sou. | 13 ″ 6 s 4 ″ 7½ 13 ″ 3 | |
| 70561 148882 GMCT | **Barrdale** *ss* Bkn.No.3–8,37 D.F. E.S.D. 1 *Dk*(*Stl*) | 5072 4673 3007 | ✠100A1 1,41 ~~2,40~~ MS3,37 | NNs Nwc ~~BS7,30~~ 12,40 | *z* | CL ~~8,37~~ 12,40 | 1925 11mo *Lloyd's* | Greenock Dkyd.Co.Ld. Greenock | ReardonSmith Line Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*) *Cell DBa*124'*uE* | 400·3 \| 54·4 \| 26·3 P37'B189'F38' FK 23'*f*180'1034*t DTf* | | | Glasgow British 7 *BHptCem* 37'1500*t FP* | T.3Cy.25",42"&70"–48" (*s*) 180lb FD 475NHP 3SB(Spt)*9cf*,GS157,HS7035 J.G.Kincaid&Co.Ld.Grk. 7160*t APT*200*t* | 28 ″ 8 s 4 ″ 9½ 24 ″ 1½ | |
| 70562 219353 KJCQ | **Barreado** (*ex* Gaffney) Sub.Sig. *Fitted for oil fuel* 2 Dks | 4781 — 3015 | | | | | 1919 | SeattleCon &DryDockCo Seattle,Wash | UnitedStates Maritime Commission | 380·5 \| 53·1 \| 26·9 P39'B102'F41' | | | NewYork Utd.States *WB* | T.3Cy.24",40"&70"–48" 339NHP Skinner&EddyCrp.Seattle | | R |
| *Now* Ruth, *see No.* 89810 *in Supplement* | | | | | | | | | | | | | | | | |
| 70563 142279 GNFB | **Barrgrove** (*ex* Stromboli, *ex* War Anemone) D.F. *ss* Rot.No.3–1,31 *ss* Nwc.No.2–39 1 *Dk*(*Stl*) | 5222 4748 3237 | ✠100A1 ~~5,40~~ ~~5,30~~ 5,41 BS5,40 | Nwe BlenSHP LMC5,39 | *y* | CL 4,39 | 1918 1mo *Lloyd's* | NthmblndS.B.Co.Ld. Newcastle | TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld. *Mgrs.*) *Cell DB* | 400·2 \| 52·3 \| 28·4 412·8(O.L.) P49'B113'F39' FK 344'1125*t FPT*115*t* | | | Glasgow British 7 *BHptCem* *APT*175*t* | T.3Cy.26",44"&73"–48" (*s*) 180lb 517NHP 3SB.*9cf*,GS190,HS7668 FD N.E.MarineEngCoLd.Nwc | 31 ″ 0 s 5–11½ 25 ″ 3½ | |
| 70564 133093 GKWR | **Barrhill** (*ex* Queen Margaret) *ss* Rot.2ndNo.3–11,37 D.F. 2 *Dks*(*Upt Irn pt Stl*)&2*nd dk*(*Stl*) | 4972 4748 3197 | ✠100A1 ~~2,40~~ 11,40 BS2,40 | Liv Mch LMC11,37 | *y* | CL N12,39 | 1912 12mo *Lloyd's* | R.Duncan &Co.Ld Pt.Glasgow | TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld. *Mgrs.*) *Cell DBa*135'*u* | 405·0 \| 53·0 \| 27·2 420·0(O.L.) P41'B115'F41' FK *E&f*B43'*f*173'1189*t* | | | Glasgow British 6 *BHCem* *APT*36*t* | T.3Cy.26",42"&71"–48" (*s*) 180lb 415NHP 3SB,*9cf*,GS189,HS6888 J.G.Kincaid&Co.Ld.Grk. | 29 ″ 9 s 5 ″ 9½ 24 ″ 3 | |
| 70565 151045 CYKP | **Barrie** (*ex* Robert P. Kernan) *Mchy.Aft* 1 *Dk* | 1824 1538 983 | | | | | 1925 | TheCol-lingwood S.B.Co.Ld. CollngwdOnt | CanadaSteamship Lines,Ld. | 252·0 \| 43·1 \| 16·8 Q93'F35' | | | Montreal British *WB* | T.3Cy.15½",26"&44"–26" 99RHP E.J.CoddCo.Ld.Baltimore | | C |
| 70566 147722 GKVZ | **Barrington Court** *ss* Cff.No.3–8,36 D.F. 1 *Dk*(*Stl*) | 4910 4560 2988 | ✠100A1 ~~Cff~~ Examined 1,41 ~~BS7,40~~ 6,40 | ~~Cff~~ Shl LMC6,36 | *y* | CL ~~7,38~~ 1,41 | 1924 9mo *Lloyd's* | Workman, Clark&Co.Ld. Belfast | CourtLine,Ld. (Haldin&Philipps Ld. *Mgrs.*) *Cell* | 396·6 \| 53·1 \| 26·5 P46'B119'F39' FK *DB*345'1057*t FPT* | | | London British 9 *BHCem* 8*t APT*174*t* | T.3Cy.26½",42"&70"–48" (*r*) 180lb 414NHP 3SB,*9cf*,GS198,HS7017 Wrkman,Clark&Co.Ld.Bel | 29 ″ 0 s 5 ″ 6½ 23 ″ 8½ | |
| 70567 166266 GTTF | **Barrister** 2 *Dks* *Cruiser Stern* | 6348 5853 3886 | ✠100A1 ~~3,40~~ 11,40 | Lon Npt LMC6,39 | *b*† | CL | 1939 6mo *Lloyd's* | Lithgows Ld. PortGlasgow | CharenteS.S.Co Ld (T.&J.Harrison, *Mgrs.*) *Cell DB*374'1235*t* | 445·5 \| 56·5 \| 29·6 459·7(O.L.) P47'B144'F43' FK *DTa* 34'732*t FPT*7 | | | Liverpool British 7 *BHCem* 1*t APT*62*t* | T.3Cy.29",47"&81"–54"&LP turbine with DR gearing & hydraulic coupling 215lb (*r*) 867NHP 2DB(Spt)&1SB(Spt),*15cf*, GS345,HS13205 D.Rowan&Co.Ld.Gls. | 32 ″ 2 s 6 ″ 6½ 25 ″ 9½ | |
| 70568 161890 GDYX | **Barrwhin** *ss* Rot.No.2–38 D.F. E.S.D. 1 *Dk*(*Stl*)& *Shelter dk*(*Stl*) *Tonnage opening closed '41* (*W.E.*) | 4998 4605 2970 | ✠100A1 *with freeboard* 1,41 ~~2,40~~ ~~BS5,39~~ 4,40 | Cff NYk LMC5,38 | *a*† | CL 8,39 | 1929 10mo *Lloyd's* | Greenock DockydCoLd Greenock | ReardonSmith Line,Ld.(Sir W.R.Smith& Sons,Ld. *Mgrs.*) *Cell DB*350'1112*t MT*21'821*t* | 405·5 \| 55·7 \| 25·4 421·0(O.L.) F36' FK *FPT*140*t APT*185*t* | | | Glasgow British 7 *BHptCem* (*Coll to Sh dk* 6 „ 2nd „ | T.3Cy.23¾",40½"&66"–45"& LP Turbine with DR gearing & hydraulic coupling 200lb (*s*) FD 473NHP 3SB(Spt)9*cf*,GS130,HS6051 Rankin&BlackmreLd.Grk | ~~27 ″ 10~~ ~~s 5 ″ 6~~ ~~23 ″ 8~~ 36 *a* 10 s 11 ″ 0½ 26 ″ 0 | |
| 70569 PCYQ | **Bart** *Oil Eng.* 1 *Dk* *Cruiser Stern* | 435 273 229 | ✠100A1 ~~7,30~~ ~~12,30~~ ~~2,41~~ 5,41 | Hrl ~~Lo~~ ~~Bry~~ LMC6,~~38~~ | *f* | N7,40 | 1938 8mo *Lloyd's* | Scheepsw. 'Waterhuizn' J.Pattje Waterhuizen | J.Dekker | 145·6 \| 25·6 \| 9·3 154·2(O.L.) P36'Q53'F18' FK *Cell DB*90'93*t FPT*40*t* | | | Rottrdam Dutch 3 *BHptCem* *APTs*20*t* | Oil Engines 4S.C.SA 7Cy.11"–17¾" 81NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 10 ″ 10 s 3 ″ 9½ 10 ″ 9½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 & 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70570<br>116<br>YLBR | **Bärta** (*ex* Penmount)<br>*ss* Lie. 3rd No. 3–5,38<br>1 *Dk* (*Irn*) & *Web frames*<br>*Cargo battens not fitted* | 2324<br>2135<br>1451 | ✠100A1<br>5,38<br>~~BS4,38~~ 6,40 | Lie | *s* | 5,39 | 1900<br>2mo | W. Gray & Co. Ld.<br>W Hartlepool | Latvian Govt. (Valsts Kugu Parvalde, *Mgrs.*)<br>*Cell DB* 340 *u* & *E* 120′/124′/644 *t* | 302·5 \| 43·2 \| 19·7<br>313·6 (O.L.)<br>P25′ B71′ F29′ FK<br>5 *B* *H* *Cem*<br>*APT* 40 *t* | Riga<br>Latvian | T. 3 Cy. 22½″, 35″ & 59″–39″ (*s*)<br>160 lb 218 NHP<br>2 SB, 6 *rf*, GS 82, HS 3303<br>Cen. Mar. Eng. Wrks. W Hpl | 22 ″ 3<br>*s* 3 ″ 6½<br>18 ″ 11 | |
| 70571<br>102<br>YLCE | **Bärtava** (*ex* Ulla, *ex* Föhr)<br>*ss* Els. 3rd No. 3–6,24<br>*ss* Lie. No. 3–3,32<br>*ss* Lie. No. 1–37<br>*Cargo battens not fitted* 1 *Dk* (*Stl*) | 765<br>638<br>461 | ✠100A1<br>3,39<br>✠NB12,12 ✠LMC4,37<br>~~BS5,39~~ 4,40<br>No later survey reported | Lie | *k* | CL<br>4,37 | 1888<br>10mo | G. Howaldt<br>Kiel | G. Grinvalds, A See-bergs & others (Geo. Grinvalds, *Mgr.*) | 193·4 \| 29·9 \| 14·3<br>200·1 (O.L.)<br>B44′ F29′ BK 7½′<br>*Cell* | Liepaja<br>Latvian | T. 3 Cy. 14⅛″, 24″ & 36⅛″–23⅝″<br>165 lb (*s*) 82 NHP<br>2 SB (Spt), 4 *cf*, GS 36, HS 1160<br>Gebr. Howaldt, Kiel | 16 ″ 4<br>*s* 1 ″ 11<br>14 ″ 7 | |
| 70572<br>TCAP | **Bartin** Ⓟ (*ex* Odin–32, *ex* Hungerburg, *ex* Paramaribo)<br>Wireless 2 *Dks* | 741<br>—<br>399 | | | | | 1896 | Nederl. Schps. Maats Amsterdam | T.C. Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 175·0 \| 28·2 \| 18·3<br>B23′ | Istanbul<br>Turkish<br>*WB* | T. 3 Cy. 14⅜″, 24⅝″ & 39⅜″–27½″<br>NB 23 82 NHP<br>Ned Fb. v. Wrk & Spoor, Ams | | |
| 70573<br>EACA | **Bartolo** (*ex* Algorta, *ex* War Zephyr)<br>*ss* Bbo. No. 3–7,31<br>*ss* Bbo. No. 2–40<br>1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | *3124*<br>*2867*<br>*1870* | ✠100A1<br>3,41 ~~2,40~~<br>✠LMC1,40<br>BS3,41 | Bbo | *u* | CL<br>~~9,38~~<br>3,41 | 1918<br>10mo | J. Priest-man & Co. Sunderland | Cia. Naviera Bachi (Hijos de Astigar-raga, *Mgr.*)<br>*Lloyd's* *Cell L* | 331·3 \| 46·8 \| 23·2<br>P33′ B98′ F28′ FK<br>*B* 278′ 749 *t* *FPT* 115 *t* | Bilbao<br>Spanish | T. 3 Cy. 25″, 41″ & 68″–45″ (*s*)<br>180 lb 429 NHP<br>3 SB, 9 *cf*, GS 156, HS 6321 FD<br>G. Clark, Ld Sunderland | 25 ″ 6<br>*s* 3 ″ 11⅜<br>21 ″ 9 | |
| 70574<br>159579<br>VLLZ | **Barwon**<br>1 *Dk*<br>*Hatch covers & webs dispensed with in bridge 'tween dks*<br>E.S.D. *Cruiser Stern* | 4239<br>3416<br>2891 | ✠100A1<br>8,40 ~~11,39~~<br>✠LMC9,39 | Syd | *w* | CL | 1939<br>9mo | Caledon S. B. & E. Co. Ld.<br>Dundee | Huddart Parker, Ld.<br>*Cell DB* 300′ 756 *t*<br>*Lloyd's* *A & CP* | 367·1 \| 50·3 \| 24·6<br>378·3 (O.L.)<br>P & B147′ F43′ FK<br>*Tanks at sides of tunnel* 183 *t* *FPT* 190 *t* | Melbourne<br>British | T. 3 Cy. 20½″, 33″ & 54″–42″ &<br>LP turbine with DR gear-ing & hydraulic coupling<br>220 lb (*s*) FD 392 NHP<br>2 SB (Spt) 6 *cf*, GS 135, HS 5406<br>J. G. Kincaid & Co. Ld. Grk. | 27 ″ 3<br>*s* 4 ″ 9½<br>22 ″ 7 | |
| 70575<br>YQSK | **Basarabia** Ⓟ — Twin Sc<br>*Oil Eng.*<br>D.F. E.S.D. Gy C. 3 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | 6672<br>—<br>3918 | | | | | 1938 | Akt. Bur-meistr & Wain Copenhagen | Roumanian State Maritime Service | 405·0 \| 57·7 \| 26·9<br>B & F335′ | Constantza<br>Roumanian<br>*WB* | Oil Engines 2 S.C.SA<br>24C. 24 7/16″–45¼″ 2490 NHP<br>Akt. Burmeistr & Wain, Cpn | | V |
| 70576<br>LCMP | **Basel** — Twin Sc<br>Wireless D.F. 1 *Dk* | 1110<br>848<br>619 | | | | | 1924 | Akers Mek. Værks Oslo | A/S Ganger Rolf (Fred Olsen & Co. *Mgrs.*) | 225·7 \| 35·1 \| 12·9<br>B102 *t* H113 *t* F11 *t* | Oslo<br>Norwegian<br>*WB* | T. 6 Cy. 12″, 20″ & 33″–21″<br>100 NHP<br>Akers Mek. Værks. Oslo | | N |
| 70577<br>149671<br>GNSJ | **Basil**<br>*ss* Hul. No. 2–37<br>D.F. E.S.D. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)<br>*Tonnage opening closed '41* (*W.E.*) | 4913<br>4449<br>3072 | ✠100A1<br>~~Liv~~<br>*with freeboard* Lw<br>~~Examined 2,41~~<br>BS2,41 ✠LMC<br>*Carrying vegetable oil in deep tank*<br>MS5,40 | ~~Liv~~<br>2,41 | *z* | CL<br>N7,38 | 1928<br>3mo | Hawthorn, Leslie & Co. Ld.<br>Newcastle | Booth S.S. Co. Ld.<br>*Cell DB* 350′ 990 *t*<br>*DTs a* 32′ 783 *t* | 407·9 \| 53·8 \| 26·0<br>422·3 (O.L.)<br>F28′ FK<br>*FPT* 186 *t* *APT* 32 *t* | Liverpool<br>British<br>*Lloyd's* *A & CP* | T. 3 Cy ~~25¼″~~, 43½″ & 73′–51″ (*s*)<br>215 lb ~~24½~~ FD 600 NHP<br>8 *B* *Hpt* *Cem*<br>3 SB (Spt) 9 *cf*, GS 195, HS 8859<br>*Coll to Shdk* 6 „ 2nd„ 1 „ 3rd„<br>Hwthrn, Leslie & C. Ld. Nwc. | ~~28 ″ 6~~<br>~~*s* 3 ″ 8½~~<br>~~25 ″ 5½~~<br>36 ″ 7<br>~~*s* 10 ″ 4½~~<br>26 ″ 5½ | |
| 70578<br>KZEB | **Basilan** (*ex* Gouverneur General Roume–36, *ex* Victoria)<br>*ss* Syd. No. 3–10,14<br>*ss* Syd. No. 2–23<br>2 *Dks* (*Stl–Uws*) & *Web frames* | 2969<br>—<br>1870 | ✠<br>3,28 | Saigon | *v* | | 1902<br>9mo | Gourlay Bros. & Co. Dundee | Cia. Maritima (Fernandez Hnos. Inc, *Mgrs.*)<br>*Cell DB* 272′ *u* & *E* & *B* 58′ / 154′ 429 *t* *FPT* 43 *t* | 335·0 \| 43·2 \| 20·6<br>P201′ F100′ BK 8½′<br>*Prom. dk on* P101′<br>*APT* 26 *t* | Manila<br>Utd. States | T. 3 Cy. 27½″, 45″ & 74″–48″<br>521 NHP<br>2 D & 1 SB, 15 *cf*, GS 348 HS 9550<br>Gourlay Bros. & Co. Dundee | 23 ″ 2 | |
| 70579<br>LJES | **Basilea**<br>*Oil Eng.*<br>1 *Dk* 2nd *dk* clear of cargo tanks<br>*Part electrically welded including butts of shell, upper deck & longitudinal*<br>D.F. *Mchy. Aft* *bulkhead plating*<br>*Longitudinal framing* *Cruiser Stern* | 9612<br>8885<br>5761 | ✠100A1<br>7,40 ~~6,39~~<br>Syd<br>DBS7,40 ✠LMC7,36<br>~~Freeboard 10,42,37~~<br>*Carrying Petroleum in bulk* | Fal | *e*† | CL<br>~~11,38~~<br>2,41 | 1936<br>7mo | Kockums M.V. Aktieb. Malmö | Skibs. A/S Navalis (Tschudi & Eitzen, *Mgrs.*)<br>*Cell DB* 340 *u* & *E* 70′/187 *t* | 506·1 \| 63·1 \| 36·4<br>P97′ B41′ F59′ FK<br>*DT* 34′ 517 *t* *FPT* 168 *t* | Oslo<br>Norwegian | Oil Engines 2 S.C.DA<br>7 Cy. 23⅝″–43 5/16″ 1358 NHP<br>2 DB 170 *lb*<br>DB (WTB) 170 *lb*<br>Kockums M.V. Akt. Malmö | 36 ″ 7<br>*s* 8 ″ 5¾<br>28 ″ 3 | |
| 70580<br>142541<br>GQCZ | **Bassa** (*ex* War Pointer)<br>*ss* Hul. No. 3–9,30<br>*ss* Hul. No. 2–39<br>2 *Dks* (*Stl*) | 5267<br>4784<br>3202 | ✠100A1<br>5,39<br>✠LMC<br>MS6,38 BS1,40 | Hul | *y* | CL<br>3,38 | 1918<br>3mo | Armstrong Whitworth & Co. Ld.<br>Newcastle | Elder Dempster Lines, Ld.<br>*DB* | 400·1 \| 52·3 \| 28·4<br>412·7 (O.L.)<br>P49′ B112′ F39′ FK<br>345′ 1113 *t* *FPT* 118 *t* | Liverpool<br>British | T. 3 Cy. 27″, 44″ & 73″–48″ (*s*)<br>180 lb 517 NHP<br>3 SB, 9 *cf*, GS 189, HS 7668 FD<br>G. Clark, Ld. Sunderland | 31 ″ 0<br>*s* 5 ″ 11⅜<br>25 ″ 3 | |
| 70581<br>165691<br>GDDR | **Bassano**<br>D.F. E.S.D. 2 *Dks* & *Shelter dk*<br>*Ref. Mchy.* *Cruiser Stern*<br>*Strengthened for navigation in ice* | 4843<br>4122<br>2687 | ✠100A1<br>*with freeboard* Lon<br>6,40 ~~5,39~~ ✠LMC12,37<br>*Carrying vegetable oil in deep tank* | Hul | *z* | CL | 1937<br>12mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | Ellerman's Wilson Line, Ld.<br>*Cell DB* 335′ 899 *t* | 401·5 \| 55·8 \| 25·7<br>419·6 (O.L.)<br>B119′ F35′ FK<br>*DT a* 28′ 706 *t* *FPT* 63 *t* *APT* 48 *t* | Hull<br>British | T. 3 Cy. 26½″, 44″ & 73″–48″ &<br>LP turbine with DR gear-ing & hydraulic coupling<br>225 lb FD (*s*) 786 NHP<br>*pt Asp*<br>*Coll to Sh dk* 6 „ 2nd „<br>4 SB (Spt), 12 *cf*, GS 248, HS 9870<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 28 ″ 3<br>*s* 2 ″ 10<br>25 ″ 7 | |
| 70582<br>163454<br>MBTC | **Bassethound**<br>Wireless D.F. *Fitted for oil fuel*<br>*Carrying Petroleum in bulk* 1 *Dk*<br>*Mchy. Aft* *Longitudinal framing* | 1174<br>863<br>574 | | | | | 1934 | Blythsw'd S.B. Co. Ld.<br>Glasgow | Hadley Shipping Co. Ld. | 222·6 \| 35·1 \| 15·8<br>P72′ *Trunk* 123′<br>F26′ | London<br>British<br>*WB* | T. 3 Cy. 16″, 27″ & 45″–33″<br>116 NHP<br>D. Rowan & Co. Ld. Gls. | | C |
| 70583<br>LIUZ | **Bastö** Ⓟ<br>*Cruiser Stern* 1 *Dk* | 322<br>250<br>125 | | | | | 1934 | A/S Moss Værft & Dokk Moss | A/S Alpha | 137·3 \| 27·1 \| 12·1<br>B63′ F16′ | Moss<br>Norwegian<br>*WB* | C. 4 Cy. (2) 9 13/16″ & (2) 23″–<br>20½″ 37 NHP<br>Fredrikstad M.V. Frdstad. | | |
| 70584<br>UOLS | **Bataisk** — Iron Twin Sc<br>(*ex* Sviatoi Nicolai, *ex* Karl)<br>1 *Dk* | 319<br>293<br>218 | | | | | 1882 | Stabilmnto Tecnico Trieste | U.S.S.R. | 176·0 \| 26·9 \| 7·5<br>F15′ B20′ P19′ | Odessa<br>Russian | C. 4 Cy. (2) 11″ & (2) 22″–18″<br>NB 31 34 NHP<br>Stabilimento Tecnico, Tri. | | |
| 70585<br>PKFT | **Batak**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | 409<br>323<br>244 | | | | | 1931 | N.V. Droog-dok Maats. "Soerabaia" Sourabaya | N.V. Koninkl. Paketv. Maats. | 150·9 \| 27·2 \| 10·2 | Batavia<br>Dutch<br>*WB* | Oil Engines 2 S.C.SA<br>6 Cy. 9 13/16″–13″ 102 NHP<br>Sulzer Bros. Winterthur | | V |
| 70586 | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné maintenant expiré. Lettre d'Equipement. | 7 | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fovers Nom du Constructeur des machines | 14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Tirants d'eau à l'avant et à l'arrière |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70587 | **Batavia** (P) | | 1279 | | | | | 1938 | NV Schpsw Gebr.Pot Bolnes | Koninkl.Paketv. Maats. | 215·0 | 39·7 | 15·8 | Batavia Dutch | Oil Engines 4S.C.SA | | V |
| | Wireless | *Oil Eng.* | 1025 | | | | | | | | P95′ | F51′ | | | | | |
| PSQD | *Mchy.Aft* | *2 Dks* | 844 | | | | | | | | | | | *WB* | Gbr.Stork&Co N V Hengelo | | |
| 70588 | — | | 962 | | | | | 1922 | Odense Staalskibs. Odense | A/S "Ganger Rolf" (Fred.Olsen&Co. *Mgrs.*) | 215·0 | 34·7 | 12·9 | Oslo Norwegian | Oil Engines 4S.C.SA | | N |
| | Wireless | *Oil Eng.* | 766 | | | | | | | | P99*t* | H76*t* | | | 6Cy.19½″–35 9/16″ 225NHP | | |
| LCEF | *Mchy.Aft* | *1 Dk* | 497 | | | | | | | | | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| 70589 | **Batavia Maru** (P) | | 4393 | ✠ ... | Osa | *w* | | 1919 | Osaka Iron Works,Ld. Innoshima | Osaka Syosen K.K. | 345·0 | 49·8 | 28·1 | Osaka Japanese | T.3Cy.24″,41″&67″–48″ | 28 ″ 2 | |
| 24707 | | *ss* Osa.No.3–9,30 | 3677 | 8,39 | | | | | | | P30′B99′F34′ *on* | | | *Cem* | 390NHP | | |
| JICD | | *ss* Osa.No.1–34 | 2731 | *Shelter dk* ✠ | | | | | | | *Shelter dk* FK | | | | 2SB,*6cf*,GS126,HS5400 | | |
| | | *1 Dk (Stl) & Shelter dk (Stl) & Web frames Longitudinal framing* | | | | | | | | | *Collision BH to Shelter dk* *Cell DB* 294′ 1098*t* | | *5 BH to U dk* *FPT* 115*t* *APT* 29*t* | | Osaka Iron Wrks.Ld.Osaka | | |
| 70590 | **Batavier** | | 380 | 100A1 | | | | 1940 | Gebr. Niestern&Co. Delfzijl | J.Muthert | 190·3 | 28·1 | 8·7 | Groningen Dutch | Oil Engines 4S.C.SA | | |
| | | *Oil Eng.* | 240 | *with freeboard* | | | | | | | | | | | 8Cy.11½–16 9/16″ | | |
| | *Mchy.Aft* | | 165 | (*Class Contemplated*) | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | Machinenfbrk.Augsburg-Nürnburg A.G.Augsburg | | |
| 70591 | **Batavier II.** (P) | | 1573 | | | | | 1920 | Wilton's E. &Slpwy.Co Rotterdam | Wm.H.Müller&Co. N.V. | 260·0 | 35·0 | 15·5 | Rottrdam Dutch | T.3Cy.24″,38″&62″–36″ | | V |
| | Sub.Sig. *Ref.Mchy.* | | 896 | | | | | | | | P57′B&F183′ | | | | 231NHP | | |
| PCYV | Wireless D.F. | *2 Dks* | 956 | | | | | | | | | | | *WB* | Wilton'sE.&Slpwy.Co.Rot | | |
| 70592 | **Batavier III** (P) | | 2687 | | | | | 1939 | N.V. Industrieele Maats. "De Noord" Alblasserdam | Wm.H.Müller&Co. N.V. | 267·0 | 43·8 | 21·7 | Rottrdam Dutch | C.3Cy.25½″&(2)39½″–39½″ | | V |
| | | *Fitted for oil fuel* | 1678 | | | | | | | | B&F238′ | | | | 163NHP | | |
| PCYW | D.F. E.S.D. | *3 Dks* | 1474 | | | | | | | | | | | *WB* | Werkspoor N.V.Ams. | | |
| | *Ref.Mchy.* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 70593 | **Batavier IV.** (P) | | 1569 | | | | | 1902 | Gourlay Bros.&Co. Dundee | Wm.H.Müller&Co. N.V. | 260·2 | 35·1 | 15·6 | Rottrdam Dutch | T.3Cy.24″,38″&62″–36″ | | V |
| | Sub.Sig. | | 920 | | | | | | | | P57′B&F183′ | | | | 231NHP | | |
| PCYZ | Wireless D.F. | *2 Dks* | 866 | | | | | | | | | | | *WB* | Gourlay Bros.&Co.Dundee | | |
| 70594 | **Batavier V** (P) | | 1573 | | | | | 1921 | Wilton's E. &Slpwy.Co. Rotterdam | Wm.H.Müller&Co. N.V. | 260·1 | 35·0 | 15·5 | Rottrdam Dutch | T.3Cy.24″,38″&62″–36″ | | V |
| | Sub.Sig. | | 896 | | | | | | | | P57′B&F183′ | | | | 231NHP | | |
| PCZB | Wireless D.F. *Ref.Mchy.* | *2 Dks* | 955 | | | | | | | | | | | *WB* | Wilton'sE.&Slpwy Co.Rot. | | |
| 70595 | **Batiscan** (*ex* United States) | | 1656 | | | | | 1909 | Manitowoc D.D.Co. Manitowoc | Marine Industries Ld. | 246·8 | 40·0 | 16·0 | Montreal British | T.3Cy.22″,36½″&60″–40″ | | |
| 154476 | | | 915 | | | | | | | | | | | | 227NHP | | |
| CYKN | | *2 Dks* | 823 | | | | | | | | | | | *WB* | Manitowoc D.D Co.Man. | | |
| 70596 | **Batna** | | 4399 | ✠100A1 | Bry | *x* | CL | 1928 | J Readhead &Sons,Ld. South Shields | Cory&Strick (Steamers) Ld. (F.C.Strick&Co. Ld. *Mgrs.*) | 370·0 | 52·3 | 25·9 | London British | T.3Cy.24½″,41″&66″–45″ (*r*) | 28 ″ 3 | |
| 160569 | | *ss* Shl.No.2–36 | 4076 | ~~7,604,000~~ 3,41 | ~~Ex~~ Mdb | | 1,39 | 9mo | | | 384·7(O.L.) | | | | 180lb *120lb* 341NHP | s 5 ″ 3½ | |
| GSQV | D.F. | *1 Dk (Stl)* | 2735 | ✠LMC | | | | | | | P28′B104′F36′ | | | | 2SB,*6cf*,GS109,HS4460 FD | 23 ″ 1½ | |
| | | *Cargo battens not fitted* | | MS9,36 BS~~1,39~~ 12,39 | | | | *Lloyd's SA&CP* | | | *Cell DB* as *u* FK | | | | J.Readhead&Sons Ld.S Shl | | |
| | | | | | | | | | | | *E* 144′ | | | | | | |
| 70597 | **Batory** (P) | **TwinSc** | 14287 | ✠100A1 | ~~Hfx~~ | *i* | CL | 1936 | Cantieri Riuniti Dell'Adriatico Monfalcone | Gdynia-America Shipping Lines,Ld. | 498·8 | 70·8 | 32·4 | Gdynia Polish | Oil Engines 2S.C.SA | 37 ″ 7 | |
| | | *ss* Syd.No.1–40 *Oil Eng.* | 8342 | *with freeboard* | Hfx | 2 7/16 | 11,38 | 4mo | | | 525·7 (O.L.) | | | | 18Cy.28⅜″–49 5/16″ 2516NHP | s 13 ″ 0 | |
| SPEE | D.F. GyC. | *2 Dks,3rd dk forward & in* | 8167 | 3,41 | | | | | | | B&F485′ *Upper* FK | | | | 2DB *100lb* | 24 ″ 9 | |
| | *Ref.Mchy.* *Cruiser Stern* | *No.3 hold aft* | | DB~~S~~3,40 | LMC4,36 | | | *Lloyd's SA&CP* | | *Cell DB* 384′ 1147*t* | *Bridge* 280′ | | | *9 BH Cem* | | | |
| | | *Strengthened for Navigation in Ice* | | | | | | | | *DTa* 2070*t* | *Tanks in way of tunnels* 180*t* | | | | *FPT* 130*t* *APT* 182*t* Trieste | | |
| 70598 | **Battambang** | | 668 | | | | | 1888 | A Dubig'on Nantes | Cie.Saïgonnaise de Nav.&de Transp. | 191·7 | 28·0 | 14·1 | Saïgon French | T.3Cy.18″,29″&47″–29″ | | V |
| | | | 634 | | | | | | | | H21′ | | 21·0 | | NB03 119NHP | | |
| TSJB | | *1 Dk & Awng dk* | 318 | | | | | | | | | | | | J.Voruz,aîné,Nantes | | |
| 70599 | **Batumi** (*ex* Batum–39, *ex* Batumsky Soviet–34) | *Oil Eng.* | 6236 | ✠ | Odn | *z* | | 1932 | Odense Staalskibsvft vedAP Möller Odense | U.S.S.R. | 407·4 | 54·7 | 30·4 | Tuapse Russian | Oil Engines 4S.C.SA | 32 ″ 3 | |
| | | | 5504 | 1,32 | | | | 1mo | | | P95′B37′F37′ | | | | 6Cy.29½″–59 5/16″ 489NHP | | |
| UOWP | | *1 Dk (Stl)* | 3676 | ✠ | | | | | | | *Trunk in wells* FK | | | *10 BH* | 2DB | | |
| | *Mchy.Aft* | *Cruiser Stern* | | | | | | | | *Cell DB* 66′ 21*t* | *tt DTf* 35′ 702*t* | | | 151*t* *APT* 86*t* | Akt.Burmeistr&Wain,Cpn | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| * 70600 | **Baudouinville** (P) | **TwinSc** | 13761 | ✠100A1 | Ant | *h*† | CL | 1939 | Soc.Anon. Jhn.Cockerill Hoboken | Cie.Maritime Belge (Lloyd Royal) Soc. Anon.(Agence Maritime Internationale, *Mgrs.*) | 511·7 | 67·9 | 34·1 | Antwerp Belgian | Oil Engines 2S.C.DA | 37 ″ 5 | |
| | | *Oil Eng.* | 8897 | *with freeboard* | | | | 7mo | | | B385′F76′ FK | | | | 18Cy.17¾″–47¾″ 1938NHP | s 11 ″ 8½ | |
| ONBE | D.F. E.S.D. | *3 Dks,4th dk in No.3 hold* | 8240 | 8,39 | LMC7,39 | | | *Lloyd's SA&CP* | | | | | | *8 BH Asp* | 4DB(WT) *128lb* | 25 ″ 11¼ | |
| | GyC. Sub.Sig. | *Cruiser Stern* | | Lloyd's RMC10,39 | | | | | | | | | | | Steam Receiver *85lb* | | |
| | *Ref.Mchy.* | | | | | | | | | | | | | | Soc An.J.Cockerill,Seraing | | |
| | | | | | | | | | | *Cell DB* 425′ 1994*t* | *Wing tanks in ER* 262*t* | | | | *FPT* 966*t* *APT* 143*t* | | |
| 70601 | **Baumwall** | | 876 | | | | | 1908 | Stettiner Oderwerke Stettin | H.M.Gehrckens | 211·3 | 32·6 | 12·4 | Hamburg German | T.3Cy.16″,25″&44″–30″ | | G |
| | | | 699 | | | | | | | | Q65′B51′F21′ | | | | 106NHP | | |
| DHCB | *Well deck* | *1 Dk* | 505 | | | | | | | | | | | *WB* | Stettiner Oderwerke,Stn. | | |
| 70602 | **Bauta** (*ex* Canadian Sealer) | | 1657 | ✠ ... | | | | 1919 | Nova Sc'tia Steel&Coal Co.Ld. New Glasgow N.S. | Skibs A/S William Hansen Rederi II (William Hansen, *Mgr.*) | 270·0 | 38·2 | 17·9 | Bergen Norwegian | T.3Cy.17½″,28½″&47″–33″ | 20 ″ 6 | N |
| | | *ss* Hfx.No.1–24 | 1451 | 1,25 | | | | 12mo | | | P28′B65′F27′ | | | | 166NHP | | † |
| LFLA | | *1 Dk* | 944 | ✠ | | | | | | | FK | | | *WB* | Robb Engineering Works, Amherst,N.S. | | |
| | D.F. | | | | | | | | | | | | | | | | |
| M3/40 | | | | | | | | | | | | | | | | | |
| 70603 | **Bawtry** (*ex* Tourmaline–38) | **3Mst** | 835 | ✠100A1 | Lon | *k* | CL | 1898 | J.Shearer &Son Glasgow A&CP | Bawtry S.S.Co.Ld. | 200·0 | 30·1 | 12·1 | London British | T.3Cy.16½″,26″&42″–33″ (*s*) | 14 ″ 5 | |
| 108705 | | *ss* Gls.3rd No.3–5,35 | 619 | 11,38 | | | 3,40 | 2mo | | | | | | | 160lb 90RHP | s 4 ″ 7½ | |
| MQZL | *Well deck* | *1 Dk (Stl)* | 357 | | | | | | | | Q107′B11′F36′ | | | | 1SB,*3cf*,GS55,HS1954 | 14 ″ 5½ | |
| | *Mchy.Aft* | | | NB4,25 MS5,35 | LMC BS10,39 | | | | | | BK7½′ | | | *3 BH Cem* | Muir&Houston,Ld.Gls. | | |
| | | | | | | | | | | | *Cell DB* *f* 123′ | | | 186*t* *FPT* 26*t* | | | |
| 70604 | **Baxter Dick** (*ex* Prince Ito) **IronSp** | | 473 | | | | | 1900 | ..... Kinderdijk | National Sand& Material Co.Ld. (J.D.Payne, *Mgr.*) | 159·3 | 28·0 | 10·2 | Halifax NS British | T.3Cy.12″,18″&30″–18″ | | |
| 126476 | | | 466 | | | | | | | | | | | | 38NHP | | |
| | | *1 Dk* | 321 | | | | | | | | | | | | | | |
| 70605 | **Baxtergate** (*ex* Anglo Indian–37) | | 5531 | ✠100A1 | Gls | *a*† | CL | 1925 | Short Bros. Ld. Sunderland | Redgate S.S.Co.Ld. (Turnbull,Scott& Co. *Mgrs.*) | 426·0 | 59·5 | 26·0 | London British | Q.4Cy23½″,32½″47″&68″–48″ | ~~28 ″ 6~~ | |
| 148665 | | *ss* Cff.No.3,11–37 | 5110 | *with freeboard* | ~~Cff~~ Hul | | ~~5,08~~ 4,41 | 10mo | | | 439·6(O.L.) | | | *7 BH Cem* | 220lb *100lb* (*s*) 453NHP | ~~3 ″ 7½~~ | |
| GLNW | D.F. | *1 Dk (Stl) & Shelter dk (Stl)* | 3401 | ~~(gain 5,09)~~ 4,41 | | | | *Lloyd's SA&CP* | | | | | | *Coll to Sh dk* | 3SR(Spt),*9cf*,GS141, HS6216 FD | ~~25 ″ 0½~~ 36 ″ 6 | |
| | | *Corrugated sides* | | LMC | | | | | | *Cell DB* 379′ | 1302*t* *DTa* 24′ 980*t* | | | 6 ,, 2nd ,, | | ~~s 10 ″ 10½~~ | |
| | | *Longitudinal framing in DB & at decks* | | MS10,37 BS1~~,39~~ 6,40 | | | | | | | *FPT* 101*t* *APT* 177*t* | | | | N.E.Marine Eng Co Ld.Nwc | 25 ″ 10½ | |
| | | *Tonnage opening closed '41 (W.E.)* | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Date of present Equipment. Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which class is to be kept. Date of last Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70606 143599 MJSQ | **Bay Fisher** (*ex*Tarnwater-34) | *ss*Brw.No.3–1,34 *ss*Brw.No.1–38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* | 575 394 262 | ✠100A1 8,40 ~~2,38~~ BS9,39 | Brw Lth | *h* | CL ~~2,38~~ 8,40 | 1919 11mo | J.Lewis& Sons,Ld. Aberdeen | JamesFisher& Sons,Ld. | 164·8\|27·0\|11·1 *28·3* 171·9(O.L.) Q94′B11′F21′ FK *CellDBf*97′125*tFPT* | | | Barrow British | T.3Cy.14″,24″&39″–27″ 180lb 105NHP 1SB,3*pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn. | 13 ″ 3 s 3 ″ 8½ 13 ″ 2½ | |
| 70607 141870 GBVQ | **Bayano** Ⓟ **TwinSc3Mst** E.S.D. Sub.Sig. *Ref.Mchy* 2*Dks* D.F. | | 6815 5204 3936 | ✠100A1 | Brw | *h* | | 1917 | A.Stephen &Sons,Ld. Glasgow | **Elders&Fyffes,Ld.** | 425·5\|54·2\|30·4 P40′B195′F47′ | | | Glasgow British *WB* | T.6Cy.23½″,39½″&67″–48″ 622NHP A.Stephen&Sons,Ld.Gls. | | C BT till ~~10.40~~ 2.42 ~~11~~ |
| 70608 LJCZ | **Bayard** *Oil Eng.* D.F. *Ref.Mchy.* 1*Dk*&*Shelter dk* *CruiserStern* | | 2160 1651 1161 | | | | | 1936 | A/S Akers Mek.Værks. Oslo | DenNorskeMiddelhavslinje A/S(Fred Olsen&Co.&O.R. Thoresen,*Mgrs.*) | 315·2\|44·3\|16·7 | | | Oslo Norwegian *WB* | Oil Engines 2S.C.SA 7Cy.19½½″–35⅞″ 471NHP A/SAkersMek.Værks.Oslo | | N |
| 70609 ~~181851~~ ~~R2DH~~ | **Baynain** (*ex*Kilcloher,*ex*Channel Queen) Wireless *Well deck* | *ss*Man.2ndNo.3–2,33 *ss*CebuNo.1–37 1*Dk*(*Stl*) | 659 — 287 | ✠100A1 ~~5,40~~ 3,38 ~~BS5,39~~ 6,40 | Cebu | *i* | OG ~~2,37~~ 6,40 | 1912 10mo | GooleS.B. &RepgCo.Ld. Goole | ~~PhilippineCatch Corp.~~ Bakau&Konya ExtractCo.Ld *CellDBa2* | 175·0\|27·9\|10·9 P19′Q33′B51′F26′ BK7″ 9′*f*70′130*tFPT*42*t* | | | Sandakan British *WB* | T.3Cy.15″,25″&40″–27″ (*s*) 180lbNDB38–*100lb* 109NHP 1SB,3*cf*,GS60,HS1952 Earle'sCo.Ld.Hull | 13 ″ 5 ~~6 ″ 7½~~ ~~13 ″ 6~~ | |
| 70610 218736 KFAG | **Bayonne** *Oil Eng.* Wireless GyC. Sub.Sig. *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk* | *ss*N.Yk.No.2–27 1*Dk*&*Web frames* | 1077 915 616 | ✠ ... 7,32 | | | | 1919 8mo | TankS.B. Corp. Newburgh, N.Y | Socony-Vacuum OilCo.Inc. | 206·8\|35·5\|16·8 P56′F23′ FK | | | NewYork Utd.States *WB* | Oil Engines 4S.C.SA 6Cy.16″–24″ 149NHP McIntosh&Seymour, Auburn,N.Yk. | 17 ″ 4 | |
| 70611 220653 KDGK | **Bayou Chico** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames* | | 5401 4942 3364 | ✠ ... 12,21 | | | | 1920 11mo | Pensacola S.B.Co. Pensacola | Waterman S.S. Corp. | 400·7\|54·2\|30·2 P36′B124′F44′ FK | | | Mobile,Ala. Utd.States *WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft WestinghouseElectric& Mfg.Co.Essington,Pa. | 32″10 | R † |
| 70612 141675 VGNJ | **Bayton** (*ex*FrancisWidlar) GyC. *Mchy.Aft* 1*Dk2trB* | | 4176 3924 3000 | | | | | 1904 | American S.B.Co. Cleveland,O. | ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*) | 416·0\|50·0\|28·0 | | | Toronto British *WB* | T.3Cy.22″,35″&58″–40″ 213NHP ClevelandSBCoClevelndO | | R |
| 70613 164102 GZCK | **Beachy** Ⓟ E.S.D. 2*Dks* | | 1600 1170 697 | | | | | 1936 | A.Stephen &Sons,Ld Glasgow | ClydeShippingCo. Ld. | 272·5\|38·4\|17·2 P&B177′F43′ | | | Glasgow British *WB* | T.3Cy.21″,34″&56″–39″ 196NHP A.Stephen&Sons,Ld.Gls. | | C |
| 70614 221092 KDPO | **Beacon** (*ex*Agwistone) **TwinSc** *Fitted for oil fuel* *Mchy.Aft* 3*Dks* D.F. GyC *Longitudinal framing* *Carrying Petroleum in bulk* | | 10388 10049 7886 | | | | | 1921 | NwprtNws S.B.&D.D.Co NewprtNews | StandardOilCo.of NewJersey | 500·0\|68·2\|29·3 | | | Wilmgton (Del.) Utd.States *WB* | T.6Cy.20½″,35″&60″–42″ 457NHP NewportNews SB&DD.Co. | | R |
| 70615 166436 GKKK | **Beacon Grange** **TwinSc** *Oil Eng.* D.F. *Ref.Mchy.* 4*Dks* *CruiserStern* | | 10160 8000 6251 | ✠100A1 ~~4,40~~ 4,41 ~~LMC5,38~~ Lloyd'sRMC3,40 4,41 ~~4,40~~ ~~5,40~~ | Lon Shl | *e*† | CL 10,40 | 1938 5mo | Hawthorn, Leslie&Co.Ld Newcastle | HoulderLine,Ld. (HoulderBros.& Co.Ld.) *CellD* | 447·5\|65·5\|35·3 464·5(O.L.) B&F384′ FK B354′1369*tFPT*99*t* | | | London British *WB* | Oil Engines 4S.C.SA 16Cy.25⅞″–55½″ NHP1006 3DB*125lb* 8*BHptCem* *APT*82*t* | 38″2½ s 7 ″ 0¼ 31 ″ 5¼ | |
| 70616 HPNG | **Beaconhill** (*ex*Hoven) *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* | | 6941 — 4295 | | | | | 1919 | Bethlehem S.B.Corp.Ld SparrowsPt. | PanamaTransport Co. | 434·8\|56·2\|31·8 P92′B50′F42′ | | | Panama Pnamanian *WB* | T.3Cy.27″,47⅞″&78″–48″ 422NHP BethlehemS.B.Corp.Ld. | | R |
| 70617 HPNQ | **Beaconlight** (*ex*Richconcal) *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* | | 6926 — 4261 | | | | | 1920 | Bethlehem S.B.Corp.Ld Alameda,Cal. | PanamaTransport Co. | 435·0\|56·0\|32·0 P106′B50′F44′ | | | Panama Pnamanian *WB* | T.3Cy.27″,47″&78″–48″ 421NHP BethlehemSBCorpLd.S.Fo | | R |
| 70618 HPNS | **Beaconoil** (*ex*Devolente) *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* | | 6893 — 4291 | | | | | 1919 | Bethlehem S.B.Corp.Ld Alameda,Cal. | PanamaTransport Co. | 435·0\|56·0\|32·0 P106′B50′F44′ | | | Panama Pnamanian *WB* | T.3Cy.27″,47″&78″–48″ 421NHP BethlehemSBCorpLd.S.Fo | | R |
| 70619 166576 GNNQ | **Beaconsfield** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* | | 4635 4191 2699 | ✠100A1 *withfreeboard* ~~7,10~~ ~~1,40~~ 11,40 | Hul Mch | *a*† 2 | CL ~~LMC9,38~~ | 1938 9mo | CaledonS. B.&E.Co.Ld. Dundee | BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) *CellDB*345′1035*tFPT*267*t* | 418·5\|56·7\|24·6 434·0(O.L.) FK *APT*190*t* (*CollBHto Sh dk*,6*BH*) *to2nddk*) | | | London British 7*BHAsp* *CollBHto Sh dk*,6*BH*) *to2nddk*) | T.3Cy.23″,38,&65″–42″ (*s*) 220lb 404NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS130,HS6020 N E.MarineEng.Co.(1938) Ld.Nwc. | 28 ″ 0 s 2 ″ 11 25 ″ 2 | |
| 70620 149865 GYJB | **Beaconstreet** *ss*Nwc.No.2–35 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Bracketless system* *Longitudinal framing* | | 7467 6923 4493 | ✠100A1 Examined10,40 Bom BS10,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,27 | ~~Nwc~~ | *b*† | CL 6,39 *bulk F.P. above* | 1927 7mo | Palmer's Co.Ld. Newcastle | BritishMexican PetroleumCo.Ld. (R.A.Carver,*Mgr.*) *CellDBuE&B72′* | 450·3\|59·7\|34·0 P104′B33′F43′ FK 261*t DTf*36′669*t* *FPT*165*t APT*228*t* | | | London British 17*BHptCem* (11 *to U dk* 6 ,, 2*nd* ,,) | T.3Cy.28″,46″&76″–51″ (*s*) 180lb 582NHP 3SB,9*cf*,HS8649 FD Palmer'sCo.Ld.Newcastle | 34 ″ 3 s 7 ″ 6½ 27 ″ 0 | |
| 70621 161591 MKXK | **Beal** *ss*Bly.No.1–41 *Mchy.Aft* 1*Dk* *CruiserStern* | | 504 372 249 | ✠100A1 5,41 ~~3,39~~ ~~LMC2,36~~ 5,41 | Nwc Bly | *h* | CL ~~5,39~~ 11,40 | 1936 2mo | Hawthorn, Leslie&Co.Ld Newcastle | Tyne-TeesSteam ShippingCo.Ld. *CellD* | 165·3\|27·2\|10·4 P59′F23′ FK *B*106′152*tFPT*65*t* | | | Newcastle British *3BHptCem* *APT*11*t* | Oil Engines 4S.C.SA 7Cy.11″–17⅛⅛″ 82NHP Humboldt-Deutzmotoren A.G.Köln-Deutz | 12 ″ 4 s 1 ″ 0½ 11 ″ 4½ | |
| 70622 81809 | **Bear Mountain** Ⓟ **Pad** (*ex*Highlander,*ex*Bridgeport, *ex*WilliamG.Payne) 2*Dks*,*Saloon dk*& *Promenade dk* | | 941 — 368 | | | | | 1902 | Harlan& Hollings-worthCo. Wlmgtn,Del. | MandalayLineInc. | 243·3\|36·9\|14·6 | | | NewYork Utd.States | C.2Cy.35″&72″–72″ 366NHP Harlan&HollingsworthCo | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné aux appareils à gouverner. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Marque de la Société. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70623 | **Beatrice** (*ex* Yih Hsing–38, *ex* Dromana–35) — *ss* Syd. No. 3–1,35 — 1 *Dk (Stl)* & *Web frames* — *Longitudinal framing* — *Cargo battens not fitted* | 3675 — 2099 | ✠100A1 4,37 — BS12,38 ✠LMC1,35 | Shi | *v* | CL 4,37 | 1919 8mo | Govt. Dkyd Williamstown (&CP) | Java China Trading Co. Ltd. — *Cell D* | 331·0 \| 47·7 \| 26·0 — P31'B100'F29' FK — *B277'882t FPT118t* | | | Amsterdam Dutch — *5 BHCem* — Thompson & Co. (Castlemaine) Proprietary, Ltd. | T.3Cy.25½",38½"&68"–45" — 185lb (*s*) HS8289 516NHP — 3 Water Tube Boilers FD — *IP1204t* | 26 ″ 1 — s 4 ″ 5½ — 21 ″ 10 | |
| 70624 — 214848 KFSO Sub. Sig. | — *ss* Bal. No. 3–3,29 — *ss* Bal. No. 2–37 — 1 *Dk (Stl)* 2nd *dk (Stl)* in Nos. 1 & 5 holds & *Web frames* — *Longitudinal framing* | 3451 2843 2188 | ✠100A1 ~~Qm(A)1,39~~ 2,41 — ~~BS11,39~~ ✠LMC ~~1,37~~ 2,41 — *Fitted for oil fuel* 3,17 | Bal | *u* | CL 11,39 | 1917 4mo | Bethlehem Steel Co. Sparro's Pt Md (A&CP) | A. H. Bull Steamship Co. Inc. (A. H. Bull & Co. Inc. *Mgrs.*) — *Cell D Ba 90't* | 327·2 \| 46·2 \| 22·9 — P35'B98'F38' FK — *E20'/146'691t FPT* | | | New York Utd. States — *5 BHCem* — *78t APT 296t* | T.3Cy.22",37½"&60"–42" (*s*) — 190lb 293NHP — 2SB, *Gcf*, GS143, HS4933 — Bethlehem Stl. Co. Sparr's Pt | 25 ″ 6 — s 4 ″ 6½ — 21 ″ 2 | |
| 70625 — 2022 IBRH | **Beatrice C.** (*ex* Clara Camus–35) — *ss* Tri. No. 3–2,34 — 2 *Dks (Stl)* — D.F. | 6132 5444 3763 | ✠ ... 4,38 ✠ | Ven | *a*† | | 1920 4mo | Stabilimnto Tecnico Triestino — Trieste | G. Costa fu Andrea — *Cell D Ba 151'u E25'/19* | 451·6 \| 54·2 \| 27·6 — 435·0 — P42'B279'F43' FK — *1'1355t DTa 34'935t* | | | Genoa Italian — *7 BHCem* — *APT 229t* | T.3Cy.27",45"&75"–48" — 529NHP — 3SB, *9cf*, GS177, HS7688 — J. G. Kincaid & Co. Ld. Grk. | 30 ″ 6 | I † |
| 70626 — 148281 GFVX | **Beatus** — *ss* Cff. No. 3–11,37 — 1 *Dk (Stl)* — D.F. | 4885 4610 2992 | ✠100A1 3,40 — BS3,40 ✠LMC 11,37 | Nwc | *y* | CL 10,37 | 1925 3mo | Ropner S.B. & Repg. Co. (Stkn) Ld. Stockton — *Lloyd's* (A&CP) | Tempus Shipping Co. Ld. (W. H. Seager & Co. Ld. *Mgrs.*) — *Cell D B a 126'u E25'/f171'1059t FPT162t* | 390·0 \| 55·5 \| 26·4 — P29'B221'F41' FK — *APT 194t* | | | Cardiff British — *6 BHCem* — Blair & Co. Ld. Stockton | T.3Cy.26",43"&71"–48" (*s*) — 180lb 436NHP — 3SB (Spt), *9cf*, GS190, HS7500 | 28 ″ 9 — s 4 ″ 4½ — 24 ″ 6 | |
| 70627 — LJXF | **Beau** — *Oil Eng.* — 1 *Dk*, 2nd *dk* clear of cargo tanks — *Mchy. Aft* — *Cruiser Stern* — *Longitudinal framing* — *Upper deck & butts of shell plating electrically welded* | 9475 8798 5563 | ✠100A1 8,40 ~~7,39~~ — ✠LMC 7,38 — *Carrying Petroleum in bulk* | Mmo Sng | *e*† 2¼ | CL 10,37 | 1938 7mo | Kockums M.V. Aktieb. Malmö — *Lloyd's* (*s* & *CP*) | D/S A/S Avenir (Biörn Biörnstad & Co. *Mgrs.*) — *Cell D Bu E70'* | 505·4 \| 63·1 \| 36·4 — 523·4 (O.L.) — P97'B41'F67' FK — *180t DTf 34'469t FPT143'* | | | Oslo Norwegian — *11 BHpt Cem* — *APT 342t* | Oil Engines 2S.C.DA — 7Cy.23⅝"–43⅛" 1361NHP — DB (WT) *171lb* 2 DB *171lb* — Kockums M.V. Akt. Malmö | 36 ″ 7 — s 8 ″ 3½ — 28 ″ 5 | |
| 70628 — FPGZ | **Beauce** (*ex* Peterjo–39, *ex* Maryad–39, *ex* Vitruvia–38) — *Carrying Petroleum in bulk* — *Fitted for oil fuel* — *Mchy. Aft* — 2 *Dks (Stl)* & *Web frames* — *Longitudinal framing* | 4870 4228 2944 | ✠ 4,38 ✠ | Msl | *x* | | 1926 5mo | R. Duncan & Co. Ld. Pt. Glasgow | French Government (Ministere de la Marine Marchande) (Cie. Auxiliaire de Navigation, *Mgrs.*) — *Cell D Bu E & B60'* | 375·1 \| 51·7 \| 29·0 — P108'B35'F51' FK — *123t APT 781t* | | | Marseilles French — *pt Cem* — *11 BH to U dk* — 5 „ „ 2nd „ | T.3Cy.25½",42"&70"–48" — 470NHP — 2SB, *8cf*, HS6950 — Rankin & Blackmore Ld Grk | 29 ″ 2 | C † |
| 70629 — LDME | **Beaufort** — *ss* Nwc. No. 2–37 — *Mchy. Aft* — 2 *Dks (Stl)* & *Web frames* — D.F. — *Longitudinal framing* | 5053 4761 2961 | ✠100A1 10,39 — BS2,39 ✠LMC 10,37 — *Carrying Petroleum in bulk* — *Fitted for oil fuel* 8,29 | Osl | *y* | CL 10,37 | 1929 8mo | Barclay, Curle & Co. Ld. Glasgow — *Lloyd's* (*s* & *CP*) | Skibs A/S "Beaufort" (Biörn Biörnstad & Co.) — *Cell D Bu E & B75'* | 388·8 \| 52·8 \| 30·6 — P96'B27'F45' FK — *267t DTsf 47'81t FPT85t APT 340t* | | | Oslo Norwegian — *13 BHpt Cem* — (9 to U dk 4 „ 2nd „) | T.3Cy.25",42"&71"–48" (*s*) — 200lb 510NHP — 3SB, *9cf*, GS177, HS7440 FD — Barclay, Curle & Co. Ld. Gls. | 30 ″ 6 | |
| 70630 — LDOQ | **Beaulieu** — *Oil Eng.* — *Mchy. Aft* — *ss* Nwc. No. 2–37 — 2 *Dks (Stl)* & *Web frames* — D.F. — *Longitudinal framing* | 6114 5412 3552 | ✠100A1 6,40 ~~11,38~~ — ✠LMC ~~CS11,38~~ — DB ~~S11,39~~ 10,37 — *Carrying Petroleum in bulk* | Bos | *z* | CL 10,37 | 1930 8mo | Armstrong Whitworth & Co. (Shipbuilders) Ld. Newcastle — *Lloyd's* (*s* & *CP*) | Skibs A/S Beaulieu (Biörn Biörnstad & Co.) — *Cell D Bu E56'171t* | 396·2 \| 55·1 \| 32·3 — P97'B29'F36' FK — *Trunk 238'* — *DTf 34'347t FPT135t APT 121t* | | | Oslo Norwegian — *14 BHpt Cem* — (9 to U dk 5 „ 2nd „) | Oil Engines 2S.C.SA — 6Cy.23½"–41½" 583NHP — 2 DB *180lb* — Armstrong, Whitworth & Co. (Engineers) Ld. Nwc. | 32 ″ 0 | |
| 70631 — 147919 MLZK | **Beauly** — 2 *Dks* | 1030 874 404 | | | | | 1924 | Ailsa S.B. Co. Ld. Troon | W. Sloan & Co. | 242·2 \| 34·2 \| 16·0 — P & B149 F43' — *WB* | | | Glasgow British | T.3Cy.18",28¾"&50"–42" — 162NHP — Ailsa S.B. & E. Co. Troon | | C |
| 70632 — 165790 — ~~PVBA~~ D.F. GMPJ | **Beaumanoir** — *ss* Nts. No. 3–7,35 — 1 *Dk (Stl)* — *Cargo battens not fitted* | 2477 2191 1503 | ✠100A1 2,39 — BS ~~12,38~~ 1,41 ✠LMC ~~7,35~~ MS4,40 | Bry | *s* | CL ~~9,37~~ 2,40 | 1920 8mo | Murdoch & Murray, Ld. Port Glasgow — *Lloyd's* (A&CP) | Ministry of Shipping (Watts, Watts & Co. Ld. *Mgrs*) | 290·2 \| 44·2 \| 20·9 — P23'B77'F28' FK — *Cell D B 250'558t APT 180t* | | | Newcastle British — *6 BHCem* — *APT 180t* | T.3Cy.22",36"&59"–39" (*s*) — 180lb ~~190lb~~ 263NHP — 2SB. *Gcf*, GS126, HS4428 — J. G. Kincaid & Co. Ld. Grk. | 23 ″ 1 — s 3 ″ 4 — 20 ″ 0 | |
| 70633 — LDHF | **Beaumont** — *Oil Eng.* — *Mchy Aft* — *ss* Got. No. 2–37 — 1 *Dk (Stl)* — D.F. — *Strengthened for Navigation in Ice* | 5702 4998 3215 | ✠100A1 8,39 — ✠LMC CS9,37 — DB ~~S11,38~~ 6,37 — *Carrying Petroleum in bulk* | Bkn | *z* | CL 9,37 | 1929 1mo | Odense Staalskibsvft Odense — *Lloyd's* (*s* & *CP*) | Skibs A/S Beaumont (Biörn Biörnstad & Co.) — *Cell D Bu E71'234t* | 390·6 \| 55·2 \| 31·0 — P99'B32'F34' — *Trunk in wells* FK — *DTf 29'512t FPT250t APT 101t* | | | Oslo Norwegian — *10 BH* — Akt. Burmeistr & Wain, Cpn | Oil Engines 4S.C.SA — 6Cy.29⅛"–59⅛" 490NHP — 2 DB *150lb* | 30 ″ 8 | |
| 70634 — 210178 | **Beaumont Parks** (*ex* Renown) — *ss* Cgo. No. 4–3,37 — *Mchy. Aft* — 1 *Dk (Stl)* & *Web frames* — D.F. Gyc. — *Longitudinal framing* | 4154 3778 2098 | ✠100A1 3,38 — ~~BS2,41~~ — ~~Lon~~ ✠LMC 3,37 — *For Service on the Great Lakes* — *Carrying Petroleum in bulk* — *Fitted for oil fuel* 7,12 | Cgo | *b* | ‡4,31 F.P. above | 1912 7mo | American S.B. Co. Lorain, O. (A&CP) | Standard Oil Co. (Indiana) — *Cell D Bu E & B* | 373·0 \| 52·0 \| 25·0 — F54' FK — *73'f 266'1210t FPT* | | | Chicago Utd. States — *12 BH* — *180t APT 180t* | T.3Cy.23½",38"&63"–42" (*s*) — 180lb 388NHP — 2SB, *Gcf*, GS126, HS5998 FD — American SB Co. Cleveland O | 25 ″ 1 — s 4 ″ 11½ — 20 ″ 4½ | |
| 70635 — 160386 GNMC | **Beaverbrae** Twin Sc — *ss* Lon. No. 2–36 — 2 *Dks (Stl)* 3rd *dk (Stl)* in Nos. 1,2,3,4 & 5 holds — D.F. E.S.D. — *Ref. Mchy* — *Cruiser Stern* — *Strengthened for Navigation in Ice* | 9956 9189 6000 | ✠100A1 ~~Lon~~ ~~Examined 6,41~~ ~~Lly~~ — ~~BS 10,38~~ ✠LMC ~~12,38~~ 5,40 — *Cell DB 419'19 65t DTf 39'11 67t* | ~~Lon~~ Lly | *f*† | CL ~~S2,37~~ ~~12,38~~ 5,40 S3,39 P4,40 | 1928 3mo | Armstrong Whitworth & Co. Ld. Newcastle — *Lloyd's* (*s* & *CP*) | Canadian Pacific Rly. Co. (Canadian Pacific Steamships, Ld. *Mgrs.*) — *Duct keel fwd* — *Upper 'tween dk BH* — *Tanks in way of* | 502·5 \| 61·9 \| 37·5 — F45' FK — (*Coll BH to U dk* 7 „ „ 2nd „) — *of mchy. space except Coll. BH dispensed with* — *tunnels 294t FPT* | | | London British — *pt Cem* — 250lb (*s*) 1581NHP — 2SB (1Spt) & 4 W.T. Boilers (Spt), *6cf*, GS398, HS17880 — Parsons Marine Steam Turbine Co. Ld. Nwc. | 6 Steam Turbines SR geared to 2 Sc. Shafts FD | 40 ″ 6 — s 10 ″ 8½ — 30 ″ 0 | |
| 70636 — 149987 GNLV | **Beaverdale** Twin Sc — *ss* Lon. No. 3–4,40 ~~Lon. No. 2–36~~ — 2 *Dks (Stl)* 3rd *dk (Stl)* in Nos. 1,2,3,4 & 5 holds — D.F. — *Ref. Mchy.* — *Cruiser Stern* — *Strengthened for Navigation in Ice* | 9957 9189 6005 | ✠100A1 2,41 ~~3,39~~ — ~~BS 11,39~~ ✠LMC 3,36 — 4,40 — *Cell DB 419'19 65t DTf 39'11* | Lon Liv | *f*† | CL S3,39 P4,40 | 1928 1mo | Armstrong Whitworth & Co. Ld. Newcastle — *Lloyd's* (*s* & *CP*) | Canadian Pacific Rly. Co. (Canadian Pacific Steamships, Ld. *Mgrs.*) — *Duct keel fwd* — *Upper 'tween dk BH* — *Tanks in way of* | 502·5 \| 61·9 \| 37·5 — F45' FK — (*Coll BH to U dk* 7 „ „ 2nd „) — *of mchy. space except Coll. BH dispensed with* — *tunnels 294t FPT* | | | London British — *pt Cem* — 250lb (*s*) 1578NHP — 2SB (1Spt) & 4 W.T. Boilers (Spt) *6cf*, GS435, HS17820 FD — Parsons Marine Steam Turbine Co. Ld. Nwc. | 6 Steam Turbines SR geared to 2 Sc. Shafts | 40 ″ 6 — s 10 ″ 8½ — 30 ″ 0 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* | 3 Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when last shaft last seen. | 8 Built. When. — Ship, — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Register in which classed, if not in L.R. Date of Ref. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70637 GNMB | **Beaverford** | TwinSc ssLon.No.2–36 2 *Dks(Stl)* 3 *rddk(Stl)* in Nos.1,2,3,4&5 holds *Ref.Mchy.* *Cruiser Stern* *Strengthened for Navigation in Ice* | 10042 9259 6060 | ✠100A1 2.39 BS~~11,39~~ 11,39 | Lon | *f*† CL 2,39 ✠LMC5,36 | *Cell DB* | 1928 1mo | Barclay, Curle&Co.Ld Glasgow *Lloyd's A&CP* | CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.*Mgrs.*) | 503·0 \| 61·8 \| 37·5 F42′ FK *Duct keel fwd. Upper 'tween BH* 419′ 1 | 918 *t DT f* 39′11 | *Coll BH to U dk of mchy. space tunnels* 279*t FPT* 80*t Tanks in way of except Coll. BH dispensed with* 30*t APT* 237*t* | London British | 6 Steam Turbines SR geared to 2 Sc. Shafts 250lb (*s*) 1574 NHP 2SB(1Spt)&4WTBoilers (Spt)6*cf*,GS435,HS17736 FD ParsonsMarineSteam TurbineCo.Ld.Nwc | 40 ″ 6 s 10 ″ 9½ 29 ″ 11½ | 178 40 |
| 70638 GNMD | **Beaverhill** | TwinSc ~~ssLon.No.3–5,40 ssLon.No.2–36~~ 2 *Dks(Stl)* 3 *rddk(Stl)* in Nos.1,2,3,4&5 holds *Ref Mchy.* *Cruiser Stern* *Strengthened for Navigation in Ice* | 10041 9259 6060 | ✠100A1 5,40~~3,39~~ BS~~9,38~~ 10,39 | StJ Lon | *f*† CL 11,38 ✠LMC2,36 | *Cell DB* | 1928 2mo | Barclay, Curle&Co.Ld. Glasgow *Lloyd's A&CP* | CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.*Mgrs.*) | 503·0 \| 61·8 \| 37·5 520·6(O.L.) F42′ FK *Duct keel fwd. Upper 'tween dk BH* 419′ 19 | 18 *t DT f* 39′11 | *Coll BH to U dk of mchy. space tunnels* 279*t FPT* 80*t Tanks in way of except Coll. BH dispensed with* 30*t AP* 7 237*t* | London British | 6 Steam Turbines SR geared to 2 Sc. Shafts 250lb (*s*) 1577 NHP 2SB(1Spt)&4WTBoilers (Spt)6*cf*,GS397,HS17796 FD ParsonsMarineSteam TurbineCo.Ld.Nwc. | 40 ″ 6 s 10 ″ 9¼ 29 ″ 11½ | |
| 70639 CYDZ | **Beaverton** D.F. *Mchy Aft* 2 *Dks* | | 2012 1886 1357 | | | | | 1908 | R.Stephenson&Co.Ld. Newcastle | CanadaSSLinesLd | 249·3 \| 42·7 \| 21·0 F36′ | | | Montreal British *WB* | T.3Cy.17″,28″&46″–33″ 122NHP N.E MarineEng.CoLdNwc | | C |
| 70640 GLDS | **Becheville** (*ex*NewtonElm–37, 148107 *ex*Westlea) D.F. | *ss*Nwc.No.3–10,37 1 *Dk(Stl)* & *Shelter dk(Stl)* | 4228 3942 2561 | ✠100A1 *with freeboard* 11,40 MS2,37 | Npt Shl | *x* CL 11,39 ✠LMC BS~~9,39~~ 11,40 | *Cell DB* | 1924 11mo | Sir J Priestman&Co. Sunderland *Lloyd's A&CP* | ArlonS.S.Co.Ld. (Jas.German&Co. Ld.*Mgrs.*) | 365·0 \| 51·5 \| 25·1 FK 315′ 950*t* | *FPT* 125*t APT* 134*t* | *BH Cem Coll to Sh dk* 5 ,,2*nd*,,) | London British 6 ( | T.3Cy.24½″,43″&69″–48″ (*s*) 180lb 375NHP 3SB(Spt)9*cf*,GS174,HS6009 G.Clark,Ld Sunderland | 27 ″ 6 s 2 ″ 10 24 ″ 10¼ | |
| 70641 GCGK | **Beckenham** D.F. E.S.D. | 1 *Dk & Shelter dk* *Cruiser Stern* | 4636 4191 2700 | ✠100A1 *with freeboard* ~~7,10~~ 5,41 | Shl Dkn | *a*† CL 2 ~~5,40~~ 5,41 ✠LMC10,37 | | 1937 10mo | CaledonS. B.&E.Co.Ld. Dundee *Lloyd's A&CP* | BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) | 418·5 \| 56·7 \| 24·6 434·0(O.L.) FK 345′ 1035*t* | *FPT* 267*t APT* 190*t* | *BH Asp Coll to Sh dk* 6 ,, 2*nd*,,) | London British ( | T.3Cy.23″,38″&65″–42″ (*s*) 220lb 404NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS130,HS6020 N.E.MarineEng.CoLdNwc | 28 ″ 0 s 2 ″ 11 25 ″ 2¼ | |
| 70642 SDHW | **Beda** ~~ssSkm.2ndNo.3–5,33~~ ssSkm.No.1–37 *Mchy.Aft* 1 *Dk(Stl)* | | 300 4628 220 165 | ✠100A1 ~~3,10 1,39~~ 11,40 BS~~4,39~~ 5,40 | Skm | *d* OG ~~4,37~~ 5,40 ✠LMC4,37 | | 1906 8mo | Aktieb. LödöseVarf. Lödöse *Lloyd's A&CP* | YngveFahlander | 122·1 \| 22·4 \| 10·9 P34′H17*t*F20′ FK len20 *Cell DB* 215′ 35*t FPT* | | 26*t APT* 11*t* | Stockholm Swedish | C.2Cy.10″&22½″–15″ (*s*) 120lb 20NHP 1SB,1*cf*,GS12,HS363 Aktieb.LödöseVarf.Lödöse | 12 ″ 0 s ″ 11 11 ″ 2 | |
| 70643 GBGJ | **Bedale H.** (*ex*Obor–37) Wireless *Mchy.Aft* 1 *Dk* *Cruiser Stern* | *Oil Eng.* | 493 349 185 | ✠100A1 ~~7,37~~ 10,40 DBS5,41 *Carrying Petroleum in bulk* | Goo | *g* OG N7,39 ✠LMC1,37 | *Lloyd's A&CP* | 1937 1mo | NV.Schpsf. v/hDeGroot & VanVliet Slikkerveer | Harker(Coasters) Ld.(J.Harker,Ld. *Mgrs.*) | 168·2 \| 25·9 \| 9·8 175·5(O.L.) Q61′F23′ *Trunk* 82′ FK *Cell DB f* 21′35*t FPT* | | 8 *BHpt Cem* 100*t APT* 19*t* | Hull British | Oil Engines 4S.C.SA 8Cy.11″–17½″ 94NHP DB100*lb* Humboldt-Deutzmotoren, A.G.Köln-Deutz | 10 ″ 4 s ″ 5 10 ″ 0¼ | |
| 70644 LJDD | **Beduin** D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk* | *Oil Eng.* | 8136 7462 4860 | | | | | 1936 | Götaverken A/B Gothenburg | A.O.Andersen Shpg Co.A/S(A.S. A.O. Andersen& Co.'s Efterfolger. *Mgrs.*) | 455·5 \| 59·2 \| 35·9 P101′F59′ | | | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 8Cy.29¾″–59.⅛″ 653NHP GotaverkenA/B,Got. | | N |
| 70645 VCMK | **Beeceelite** *Oil Eng.* 1 *Dk* *Mchy.Aft* *Longitudinal framing* *Electrically welded* | | 400 288 208 | ✠100A1 ~~1,40 10,80 2,40~~ 11,40 *Carrying Petroleum in bulk* | Vcr | *e* CL N10,39 ✠LMC12,37 | *Lloyd's A&CP* | 1937 12mo | Marine Industries, Ld. Sorel,P.Q. | ImperialOil,Ld.' MarineDepartment (H.J. Robbins,*Mgr.*) | 120·0 \| 27·0 \| 12·6 *28·7* 127·5(O.L.) P41′F17′ FK *Cell DB* 124′ *f* 16 | *Centre line bulkhead non-oiltight* 30*t FPT* 18*t APT* 21*t* | *Coll BH to U dk at top of expansion trunk* | Vancouver British 11 | Oil Engines 2S C.SA 5Cy.14″–17″ 172NHP Fairbanks Morse&Co Beloit,Wis. | 12 ″ 6 s 1 ″ 0 11 ″ 6¾ | |
| 70646 MKXY | **Beechfield** *ss*Liv.No.3–3,35 *ss*Liv.No.1–39 *Mchy.Aft* 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted* | *British Columbia Coasting Service* | 449 319 175 | ✠100A1 8,39 ✠LMC BS~~2,39~~7,40 MS8,39 | Liv | *g* CL 7,39 | | 1922 1mo | LythamSB &E.Co.Ld. Lytham *Lloyd's A&CP* | ZillahShipping& Carrying Co.Ld. (W.A.Savage,Ld. *Mgrs.*) | 142·0 \| 25·9 \| 11·4 B9′Q85′F23′ BK6½″ *DT f* 19′48*t FPT* 12*t* | | *BH Cem* *AP* 21*t* | Liverpool British | T.3Cy.14″,22″&38″–24″ (*s*) 180lb 71RHP 1SB,3*pf*,GS49,HS1520 LythamS B.&E.Co.Ld. | 12 ″ 6 s 3 ″ 11 12 ″ 11 | |
| 70647 GDMM | **Beechwood** D.F. E.S.D. *Cruiser Stern* *Tonnage opening closed* 1(*W.E.*) | 1 *Dk & Shelter dk* | 4897 4355 2757 | ✠100A1 *with freeboard* ~~2,55~~ 2,40 ~~5,11~~ 5,11 | Lon Shl | *a*† CL 5,41 ✠LMC1,40 | | 1940 1mo | Sir J.Laing &Sons,Ld. Sunderland *Lloyd's A&CP* | J.I.Jacobs&Co.Ld. | 415·1 \| 58·2 \| 24·8 431·8(O.L.) F36′ FK *Cell DB* 289′ 975 | *t Tanks at sides of tunnel* 390*t FPT* 32*t APT* 145*t* | *BH Cem Coll to Sh dk* 5 ,,2nd,,) | London British 6 ( | T.3Cy.23″,38″&65″–42″ (*s*) 220lb Rht. 365NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS116,HS5075 N.E.MarineEng.Co (1938) Ld.Nwc | 36 ″ 4 s10 ″ 0¾ 26 ″ 0 | |
| 70648 PCZP | **Beemsterdijk** ~~ssRot.No.3–5,31~~ ssRot.No.2–40 D.F. | 2 *Dks(Stl)* & *Shelter dk* | 6869 6397 4241 | ✠100A1 *Shelter dk* *with freeboard* 3,40 | Rot | *z* CL N4,38 ✠LMC3,40 | | 1922 6mo | Maats. Fyenoord Rotterdam *Lloyd's A&CP* | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *Cell DB* 325′ *MT* 67*t DT a* 57*t* | 400·6 \| 54·3 \| 36·6 416·5(O.L.) F50′ *on Shelter dk* FK 1028*t* *Collision* | | *BH to S dk* 5 ,, ,, *U* ,, | Rottrdam Dutch *pt Cem* | 3 Steam Turbines DR geared to 1 Sc. Shaft(*s*) 215lb 648NHP 3SB(Spt),9*cf*,HS8481 FD Harland&WolffLd.Belfast | 39 ″ 0 s 9 ″ 0¾ 30 ″ 2 | H |
| | | *Fitted for oil fuel* 6,22 | | | *F.P.* | *above* 150° F. | | | | | | | | | | | |
| 70649 MKNR | **Beeston** ~~ssBkn.No.3–1,34~~ ssNwc.No.1–38 *Mchy.Aft* 1 *Dk(Stl)* *Well deck* | | 466 321 192 | ✠100A1 6,40 ~~8,38~~ BS~~11,39~~ 2,41 | Nwc Bkn | CL ~~7,37~~ 5,40 ✠LMC8,38 | | 1921 2mo | Cochrane& Sons,Ld. Selby *Lloyd's A&CP* | OvertonS.S.Co.Ld. (R.R.Clark,*Mgr.*) | 152·0 \| 25·2 \| 10·8 157·7(O.L.) Q86′B9′F25′ FK | | *BH Cem* *AP* 21*t* | Liverpool British | T.3Cy.13″,23″&37″–24″ (*s*) 180lb 85RHP 1SB,3*pf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull | 12 ″ 0 s 3 ″ 9 11 ″ 10 | |
| 70650 MMLS | **Begerin** *Oil Eng.* 1 *Dk* *Cargo battens not fitted* *Cruiser Stern* | | 483 313 253 | ✠100A1 ~~2,38~~ 11,40 ✠LMC7,37 ✠LMC(M)10,39 | Nwc Dub | *g* OG 10,40 | | 1937 7mo | GooleS.B. &RepgCo.Ld. Goole *Lloyd's A&CP* | H.Wilson | 164·3 \| 26·7 \| 8·8 170·3(O.L.) P29′Q66′B on Q11′ F17′ FK *Cell DB* 106′ 148 *t FPT* 47*t* | | *BH Cem* *AP* 19*t* | Goole British | Oil Engines 4S.C.SA 6Cy.11″–17½″ 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 11 ″ 0 s 3 ″ 11 10 ″ 7¾ | |
| 70651 EGSB | **Begochu** (Verge delPilar–36, *ex*S.Giner,*ex*Meliton Gonzalez, *ex*Wittekind) *Irn Beams & Stringers(Irn)* | *ssSws.No.1–93* 1 *Dk(Irn)* & *Web frames* | 1001 690 610 | ✠ 5,94 ✠ | Gls | *m* | | 1889 4mo | Sunderlnd S.B.Co.Ld. Sunderland | FelipeArtola | 210·0 \| 31·5 \| 17·4 P22′Q46′B22′ | | *Cell DB(Irn)* 174′ 210*t* | Bilbao Spanish 4 | T.3Cy.17⅞″,28″&46″–30″ 116NHP 1SB,3*pf*,GS52,HS1777 N.E.MarineEng.CoLdNwc | 15 ″ 10 | V † |
| 70652 ESTK | **Begonia** (*ex*Anna,*ex* 966 Guldborgsund,*ex* ElisabethMærsk, *ex*Silkeborg,*ex*Aros) *Well deck* | ~~ssHbg.3rdNo.3–6,34~~ ssRot.No.1–38 1 *Dk(Irn)* & *Web frames* *Cargo battens not fitted* | 1591 1443 936 | ✠100A1 12,38 ✠LMC MS12,38 BS10,39 | Rot | *q* OG N11,38 | | 1890 6mo | J.Laing Sunderland A&CP | A.Kalm | 265·5 \| 35·6 \| 16·5 Q112′B100′F31′ FK *Cell DB a* 88′ *u E* | | *BH Cem* 16′ *f* 100′ 333*t* | Tallinn Estonian | T.3Cy.19″,31″&51″–33″ (*s*) 160lb 155NHP 2SB 4*rf*,GS60,HS2395 N.E.MarineEng.Co.Ld.Sld. | 18 ″ 8 s ″ 11 17 ″ 11½ | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnag. Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant à spécif. Lettre d'Equipement. | 7* Date de la dernière visite à flot ou forte-bâtiss. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NP=Force en chevaux d'après le formules de la Société. HP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Tirant d'eau correspondant. pds. ps. | 15 Registres où code, si ce n'est dans le Livre Vert. Lettres. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70653 146619 GJNL | **Begum** *ss*Cal.No.3–4,35 *ss*Cal.No.1–39 2 *Dks*(*Stl Upt*–teak s) | | 5843 5373 3656 | ✠100A1 7,10 ~~2,10~~ BS8,40 | Bom Cal | *a*† | CL 2,40 | 1922 9mo | Lithgows, Ld. Pt.Glasgow *Lloyd's* | AsiaticSteamNav. Co.Ld. *Cell* | 423·2\|56·0\|28·7 P39'B125'F48' FK *DB* 360'1181*t D* | London British *Cem* *BH to Udk* 1 „ „2nd „ *only* | T.3Cy.27″,45″&74″–51″ (*r*) 180lb *110lb* 563NH 3SB,*9cf*,GS190,HS8478 FD J.G.Kincaid&Co.Ld.Grk. | 31 ″ 4 0 ″ 0½ 25 ″ 6 | |
| 70654 160577 GJPM | **Behar** *Fitted for oil fuel* 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *Cruiser Stern* D.F. E.S.D. | | 6100 5496 2910 | ✠ 8,32 ✠ Lloyd'sRMC ~~2,40~~ 3,40 10,40 | Rot | | | 1928 11mo | Harland& Wolff,Ld. Greenock | HainS.S.Co.Ld. *Cell* | 436·0\|57·6\|29·6 F34′ FK *DB* 368′1276*t* | London British 7 *BHpt Cem* *Coll to Sh dk* 6 „2nd „ | Q4Cy30½″,44″,63½″&91″–60″ &LP Turbine with DR gearing & hydraulic coupling 1245NHP 5SB,*15cf*, HS15050 Harland&Wolff,Ld.Gls. | 32 ″ 3 | |
| 70655 167363 GCRC | **Beignon** *Oil Eng.* D.F. E.S.D. GyC. 1 *Dk*&*Shelter dk* *Cruiser Stern* | | 5218 4657 3004 | ✠100A1 *with freeboard* 3,40 ✠LMC11,39 | Cff | *a*† 2 | CL | 1939 11mo | Wm.Doxford&Sons Ld Sunderland *Lloyd's* | NolisementS.S.Co. Ld.(Morel,Ld. *Mgrs.*) FK *Cell* | 427·6\|56·5\|26·5 442·9(O.L.) *DB* 356 1179*t MT* 29′ 1205*t* | London British 7 *BHpt Cem* *Coll to Sh dk* 6 „2nd „ | Oil Engines 2S.C.SA 3Cy.23⅝″–91/16″ 516NHP 2DB *120lb* Wm.Doxford&Sons,Ld Slc | 29 ″ 0 s 3 ″ 3½ 25 ″ 10½ | |
| 70656 PDCM | **Beijerland** *Oil Eng.* D.F. 1 *Dk*&*Shelter dk* *Mchy.Aft* *Cruiser Stern* *Part butts of keel & bottom plating elec. welded* | | 387 316 203 | ✠100A1 *with freeboard* 11,39 ✠LMC11,39 | Rot | *k* | | 1939 11mo | N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/dYsel *Lloyd's* | Scheepvaart en SteenkolenMaats. N.V. FK *Cell* | 198·8\|29·9\| 7·8 207·0(O.L.) *DB* 127′ 214*t FPT* 21*t* *APT* 11*t* | Rottrdam Dutch 4 *BHpt Asp* *Coll to Sh dk* 3 „ 2nd „ | Oil Engines 2S.C.SA 4Cy.13⅞″–22 5/16″ 125NHP A/B Atlas-Diesel,Skm. | 10 ″ 8 s ″ 2 10 ″ 7 | |
| 70657 | **Belain d'Esnambuc** (*ex*Jasmin–40) *Oil Eng.* D.F. 2 *Dks* *Cruiser Stern* | | 2956 | | | | | 1939 | Framnæs Mek.Værks. A/S Sandefjord | Cie.Gén.Trans-atlantique *WB* | 321·6\|46·2\|26·1 | Havre French | Oil Engines 2S.C.SA 7Cy.23⅝″–40⅛″ 680NHP SulzerBros.Ld.Winterthur | | |
| 70657* PKGW | **Belawan** 1 *Dk* | | 1330 1094 715 | | | | | 1929 | N.V.Inter-maas Slikkerveer | Koninkl.Paketv. Maats. | 252·4\|40·2\|13·5 F21′B78′P36′ | Batavia Dutch *WB* | C.4Cy.(2)14 5/16″&(2)31½″– 31½″ 92NHP StorkBros.Hengelo | | V |
| 70658 UOKC | **Belbek** (*ex*AthanasisTheofani) **IronTwinSc** | | 489 453 336 | | | | | 1899 | United Kingdom | U.S.S.R. | 201·2\|24·8\|10·8 | Rostov Russian | C.4Cy.(2)13¼″&(2)26⅝″– 25⅝″ 58NHP Lobnitz&Co.Renfrew | | |
| 70659 14855 GKMR | **Belcrest** (Treherbert–39, *ex*Gardépée) *ss*Bry.No.3–12,37 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. | | 4517 4182 2774 | ✠100A1 *Shelter dk* *with freeboard* 11,39 ~~3,35~~ ✠LMC MS12,37 BS8,~~35~~6,40 | Liv ~~Shl~~ Cff | *y* | CL 5,39 | 1925 2mo | NthmblndS.B.Co.Ld Newcastle *Lloyd's* | CrestShippingCo. Ld. FK *Cell* | 399·7\|52·9\|24·8 F36′*on Shelter dk* *DB* 351′1296*t* | London British *pt Cem* *BH to Sh dk* 5 „ „ *U* „ | T.3Cy.26″,42″&70″–48″ (*s*) 180lb 427NHP 2SB(Spt)*9cf*,GS189,HS7380 N.E.MarineEng.CoLdNwc *FPT* 86*t APT* 127*t* | 27 ″ 5 s 2 ″ 11½ 24 ″ 8 | |
| 70660 8125 SJYN | **Bele** Wireless D.F. 1 *Dk*&*Shelter dk* *Cruiser Stern* *Strengthened for Navigation in Ice* | | *1237* *924* *638* | ✠100A1 *with freeboard* 6,40 ~~12,30~~ ✠LMC1,37 BS3,41 | Got Osc | *q* | OG ~~5,38~~ 6,40 | 1937 1mo | Öresunds-varvet A/B Landskrona *Lloyd's* | Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) FK *Cell* | 266·6\|37·8\|13·1 *DB* 220′395*t* | Stockholm Swedish 4 *BH Cem* *Coll to Sh dk* 3 „ 2nd „ | T.3Cy.18½″,29½″&48 5/16″– 33½″ 200lb (*s*) 182NHP FD 2SB(Spt),*4cf*,GS60, HS2510 ÖresundsvarvetA/B,Lkr. *FPT* 11*t APT* 45*t* | 16 ″ 4 s ″ 2 16 ″ 3½ | |
| 70661 144508 MJXV | **Belford** (*ex*JollyLaura,*ex*Mickleham) *ss*Nwc.No.3–12,32 *ss*Dun.No.2–41 ~~*ss*Dun.No.1–37~~ *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted* | | 366 265 147 | ✠100A1 10,20 ~~12,30~~ ✠LMC MS5,37 BS~~4,40~~ 1,41 | Pet Dun | *e* | CL 12,39 | 1920 4mo | J.&D. Morris,Ld. Newcastle *Lloyd's* | J.M.Piggins | 135·5\|23·6\|10·0 143·0(O.L.) Q44′B8′F18′ FK *FPT* 35*t* | Montrose British 3 *BH Cem* *APT* 12*t* | C.2Cy.17″&34″–24″ (*s*) 130lb 62RHP 1SB,*2pf*,GS40,HS1109 ShieldsE&DDCo.Ld.N.Shl | 11 ″ 0 s ″ 9½ 10 ″ 4 | |
| 70662 7636 SHTN | **Belgia** Ⓟ D.F. 2 *Dks* | | 2023 1398 1074 | | | | | 1930 | NyaVarvs-aktbÖresund Landskrona | FörnyadeÅngf. Aktieb.Götha(H. Sternhagen, *Mgr.*) | 286·6\|40·2\|16·7 B38′ | Gothenbrg Swedish *WB* | C.4Cy.(2)16 5/16″&(2)35 7/16″ –35 7/16″ 124NHP Akt.Lindholmen-Motala | | V |
| 70663 34 ONGB | **Belgian Gulf** **TwinSc** *Oil Eng.* GyC. *ss*Ant.No.2–37 *Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames* *Longitudinal framing at bottom & at decks* | | *8401* *7507* *4601* | ✠100A1 ~~4,40~~10,40 NYk DB~~S,30~~ 10,40 ✠LMC4,37 *Carrying Petroleum in bulk* | Ant | *c*† | CL 5,39 | 1929 7mo | Burger-hout'sMachf. &Schpsw. Rotterdam *Lloyd's* | BelgianGulfOil Co.Soc.Anon. *Cell* | 450·3\|61·3\|34·4 P121′B41′F46′ FK *DB uE* 72′247*t DT f* 50′547*t FPT* 119*t* | Antwerp Belgian 20 *BHpt Cem* 5 „ *to* 2nd *dk* *APT* 406*t* | Oil Engines 2S.C.SA 8Cy.26 5/16″–47½″ 985NHP 2DB *180lb* DB *100lb* Burgerhout'sMaschf. &Schpsw.Rot. | 34 ″ 6 s 6 ″ 9½ 27 ″ 10½ | |
| 70664 167447 ~~OXBA~~ MPCF | **Belgien** *ss*Els.No.3–11,34 *ss*Abg.No.1–39 D.F. 1 *Dk*(*Stl*) *Cargo battens not fitted* | | 1979 1674 ~~1178~~ 1174 | ✠100A1 7,39 ✠LMC7,39 Surveys delayed | Abg | *r* | CL 7,39 | 1922 9mo | Antwerp Eng.Co. Hoboken *Lloyd's* | ~~H.A.Christensen~~ Ministry of Shipping (T.L.Duff& Co.*Mgrs.*) *Cell* | 279·0\|40·2\|18·2 P22′B59′F23′ FK *DB* 238′ 555*t FPT* 46*t* | London British 4 *BH Cem* *APT* 68*t* | T.3Cy.20″,33″&54″–36″ (*s*) 180lb 213NHP 2SB,*6cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld | 20 ″ 7 s 2 ″ 10½ 17 ″ 11 | |
| 70665 856 SVIQ | **Belgion** (*ex*Solhaug–35, *ex*FireIsland) Sub.Sig. 2 *Dks* | | 2844 2496 1687 | ✠ ... 8,23 ✠ | | | | 1919 10mo | ThePusey &JonesCo. Wlmgtn.Del. | HellenicLines,Ld. (P.G.Callimano-pulos, *Mgr.*) | 300·0\|44·1\|22·9 P37′B76′F29′ FK | Piræus Greek *WB* | T.3Cy.19¾″,31½″&54½″–36″ 332NHP Pusey&JonesCo. Wlmgtn | 25 ″ 0 | N † |
| 70666 ONQA | **Belgique** (*ex*Courtfield) *ss*Ant.No.3–8,35 2 *Dks*(*Stl*)&*deep framing*& *Shelter dk*(*Stl–pt* wss) | | *4606* *4292* *2731* | ✠100A1 *Shelter dk* 4,38 ✠LMC MS8,35 BS12,39 | Ant | *y* | CL 4,38 | 1902 10mo | Ropner& Son Stockton *Lloyd's* | CieRoyaleBelge Argentine(Agence MaritimeInterna-tionaleS.A.*Mgrs.*) *Cell* | 391·0\|51·6\|26·7 FK *Ba* 125′*uE* 25′*f* 167′ *DB* 125′1028*t FPT* 13*t APT* 139*t* | Antwerp Belgian 6 *BHCem* | T.3Cy.27″,45″&74″–48″ (*s*) 180lb 468NHP 3SB,*9cf*,GS165,HS6400 FD Blair&Co.Ld.Stockton | 29 ″ 6 s 3 ″ 5½ 26 ″ 3½ | |
| 70667 96606 WDJC | **Belgium** (*ex*HoraceS.Wilkinson) *Mchy.Aft* 1 *Dk*2*trB* | | 3860 — 3057 | | | | | 1902 | Chicago S.B.Co. Chicago | Merritt-Chapman &ScottCorp. *WB* | 370·0\|48·2\|24·0 | Utd.States | T.3Cy.20″,33½″&55″–40″ 191NHP ChicagoS.B.Co.Chicago | | |
| 70668 26809 JIJD | **Belgium Maru** *ss*Yka.No.3–11,34 *ss*Smk.No.1–38 2 *Dks*(*Stl*)&*Awng dk*(*Stl*) | | 5839 5590 4216 | ✠100A1 *Awng dk* *with freeboard* 3,11 ~~12,30~~ 3,41 ~~BS12,39~~ ✠LMC~~11,38~~ *Fitted for oil fuel* 3,23 *F.P. above* | Yka Kob | *y* | OG 11,38 | 1920 5mo | Kawasaki Dckyd.Co.Ld Kobe *Lloyd's* | KokusaiKisenK.K. *Cell* | 385·0\|51·0\|36·0 FK *DB* 334′1118*t FPT* 126*t APT* 93*t* | Hasidate Japanese *pt Cem* *Collision BH to Awdk* 5 „ „ *U* „ | T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 437NHP 2SB(Spt)&1AuxSB, FD *8cf*,GS154,HS5741 KawasakiDkydCoLdKobe | 36 ″ 0 s 9 ″ 1½ 27 ″ 1 | |
| 70669 140377 GVCZ | **Belgol** *ss*H.Kg.No.3–10,30 *ss*Cff.No.2–38 2 *Dks*(*Stl*)&*Web frames* *Longitudinal framing* | | 2648 2226 1055 | ✠100A1 12,40 ~~2,40~~ Grk BS12,40 ✠LMC10,38 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,17 | Gls | | CL 3,40 | 1917 10mo | Irvine'sSB &D.D.Co.Ld WHartlepool *Lloyd's* | TheAdmiralty *Cell* | 320·0\|41·5\|23·1 P46′B107′F45′ FK *DB uE&B* 68′141*t DTf* 24′92*t FPT* 50*t* | London, British 16 *BHpt Cem* (10 „ *to U dk* 6 „ „ 2nd „) *APT* 32*t* | T.3Cy.26″,42½″&70″–45″ (*s*) 200lb 541NHP 3SB,*9cf*,HS8400 FD Richardsons,Westgarth& Co.Ld.Hpl. | 25 ″ 6 s 3 ″ 3½ 22 ″ 4½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. — Late Name if any. — Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70670 | **Belgrad** | | 4418 | | | | | 1937 | Deutsche Werft A G Bet Reihstgwrft Hamburg | Deutsche Levante-Linie Hamburg A.G. | 401·8 | 55·8 | 21·3 | Hamburg German WB | 2SRgeared Oil Engines 2S.C.SA 12Cy.20½"–27 9/16" 885NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | G |
| | | *Oil Eng.* | 3721 | | | | | | | | P36′ | B&F354′ | | | | | |
| DJTK | D.F. E.S.D. | 1 *Dk* | 2563 | | | | | | | | UprF36′ | | | WB | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 70671 | **Belgrano** | | 6095 | | | | | 1936 | Howaldts-werke A.G. Hamburg | Hamburg-Süd-Amerik. Dampf-schiffahrts Ges. | 446·4 | 61·3 | 23·8 | Hamburg German WB | Oil Engines 2S.C.SA 8Cy.25 9/16"–47½" 906NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | G |
| | | *Oil Eng.* | 5132 | | | | | | | | P31′ | B&F404′ | | | | | |
| DJRZ | Sub.Sig. D.F. | 1 *Dk* *Cruiser Stern* | 3458 | | | | | | | | UprF31′ | | | WB | | | |
| 70672 | **Belgravian** | | 3136 | ✠100A1 | Nwc | *w* | CL | 1937 | W. Gray & Co. Ld. W Hartlepool | Ellerman Lines, Ld. (Ellerman & Papayanni Lines, Ld. *Mgrs.*) | 345·6 | 50·1 | 20·7 | Liverpool British | T.3Cy.23", 38" & 65"–48" & LP turbine with DR gearing & hydraulic coupling 225lb (s) FD 606NHP 3SB(Spt) *9cf*, GS166, HS7770 Cen.Mar.E.Wks. (W.Gray & Co.Ld.) W.Hpl. | 23 ″ 3 | |
| 164337 | | | 2485 | *with freeboard* | Sou Hul | | 1,41 | 9mo | | | 361·0 (O.L.) | | | | | s 1 ″ 3 | |
| GZST | D.F. E.S.D. | | 1401 | 1,41,3,39 ✠LMC9,37 | | | | | | | F29′ | | FK | 7 *BHpt Cem* | | 22 ″ 2½ | |
| | *Ref. Mchy.* | 1 *Dk & Shelter dk* | | ✠Lloyd's RMC10,39 1,41,3,40 | | | | *Lloyd's SA&CP* | | | | | | ( *Coll to Sh dk* 6 „ 2nd „ ) | | | |
| | | | | | | | | | | | | | | *APT11t* | | | |
| | | | | | | | | | | | | | | *Cell D* | *B291′ 745t FPT24t* | | |
| 70673 | **Belinda** | | 8325 | | | | | 1939 | A/B Götaverken Gothenburg | Rederi A/S Mascot (Arth.H. Mathiesen, *Mgr.*) | 465·1 | 59·4 | 35·9 | Oslo Norwegian WB | Oil Engines 4S.C.SA 8Cy.29⅜"–59 1/16" 653NHP A/B Gotaverken, Got. | | N |
| | | *Oil Eng.* | 7571 | | | | | | | | P102′ | B38′ | F59′ | | | | |
| LKAG | *Mchy. Aft* | *Carrying Petroleum in bulk* | 4972 | | | | | | | | | | | | | | |
| | D.F. | *Cruiser Stern* 1 *Dk* | | | | | | | | | | | | | | | |
| 70674 | **Belita** | | 6323 | | | | | 1933 | Götaverken A/B Gothenburg | Skibs A/S Oiltank III (Reidar Röd, *Mgr.*) | 408·1 | 55·2 | 33·9 | Tönsberg Norwegian WB | Oil Engines 4S.C.SA 6Cy.29½"–59½" 489NHP Götaverken A/B, Got. | | N |
| | *Carrying Petroleum in bulk* | *Oil Eng.* | 5779 | | | | | | | | P236′ | H224′ | | | | | |
| LHAP | *Mchy. Aft* D.F. | *Cruiser Stern* 1 *Dk* | 3760 | | | | | | | | | | | | | | |
| 70675 | **Belize** (*ex* Cornore, *ex* Cornucopia) | | 2153 | ✠ ... | | | | 1919 | Manitowoc S.B.Co. Manitowoc, Wis. | Rederi A/S Nidaros (Geo.Hansen, *Mgr.*) | 250·5 | 43·7 | 20·1 | Oslo Norwegian WB | T.3Cy.20", 33" & 54"–40" 269NHP Manitowoc S.B.Co. Manitowoc, Wis. | 23 ″ 0 | N |
| | | | 1753 | 6,20 | | | | 5mo | | | P27′ | B64′ | F26′ | | | | † |
| LJKF | | 1 *Dk* | 1280 | ✠ | | | | | | | | | FK | | | | |
| 70676 | **Bellambi** (*ex* Five Islands) | | 956 | ✠100A1 | Syd | *m* | CL | 1909 | Napier & Miller, Ld. Glasgow | Bellambi Coal Co. Ld. | 215·2 | 33·1 | 13·9 | Sydny NSW British | T.3Cy.16", 27 5/16" & 44"–30" 180lb 138NHP 2SB, *4cf*, GS73, HS2450 D.Rowan & Co. Glasgow | 16 ″ 0 | |
| 125217 | | *ss* Syd.2nd No.3–6, 33 | 798 | 1,40 11,39 1,41 | | | 10,38 | 8mo | | | *34·9* | | | | | s 1 10½ | |
| VJFJ | | *ss* Syd.No.1–37 | 531 | BS11,39 ✠LMC12,36 | | | | | | | 233·0 (O.L.) | | | | | 14 ″ 3½ | |
| | Wireless | 1 *Dk (Stl) & deep framing* | | 1,41 | | | | *Lloyd's SA&CP* | | | P18′ B10′ F27′ | | FK | 4 *BHCem* | | | |
| | *Mchy Aft* | *Cargo battens not fitted* | | | | | | | | *Cell D B* | *f 146′ 264t FPT45t* | | | *APT15t* | | | |
| 70677 | **Bellatrix** | *ss* Skm.No.1–40 | 466 | ✠100A1 | Lkr | *g* | OG | 1935 | Nya Varvs A/B Oresund Landskrona | Trelleborgs Angf. Nya A/B (J. Malmros, *Mgr.*) | 155·9 | 27·1 | 12·4 | Trelleborg Swedish | Oil Engines 2S.C.SA 6Cy.9½"–16 5/16" 102NHP DB *100lb* | 12 ″ 3 | |
| 8025 | | *Oil Eng.* | 349 | 8,40 6,39 Skm | | | 8,38 | 7mo | | | | | | 11 *BH* | | s 1 ″ 0½ | |
| SKWG | *Mchy. Aft* | *Cruiser Stern* 1 *Dk* | 217 | DBS6,39 ✠LMC7,40 | | | | *Lloyd's SA&CP* | | | P40′ | F25′ | FK | *APT16t* | A/B Atlas-Diesel, Skm. | 11 ″ 3½ | |
| | | *Strengthened for Navigation in Ice* | | ✠LMC(M)10,42 | | | | | | | | | | | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 70678 | **Bellavale** (*ex* The Viceroy) 3 Mst | | 477 | ✠100A1 | Bel | *h* | OG | 1905 | Ailsa S.B. Co.Ld. Troon | John Kelly, Ld. (W.Clint, *Mgr.*) | 170·0 | 25·6 | 10·1 | Belfast British | C.2Cy.19¼"&42"–30" (s) 130lb 72RH 1SB, *3pf*, GS62, HS1543 Muir & Houston, Ld. Gls. | 12 ″ 10 | |
| 119197 | | *ss* Bel.2nd No.3–6, 31 | 345 | 12,39 | | | 11,39 | 1mo | | | Q95′ B11′ F33′ | | BK7′ | 3 *BHCem* | | s 4 ″ 2½ | |
| MCDK | *Well deck* | *ss* Bel.No.2–39 | 193 | ✠LMC12,39 | | | | *Lloyd's SA&CP* | | *Cell* | *D B f 88′ 121t FPT* | | | *47t APT7t* | | 13 ″ 0 | |
| | *Mchy. Aft* | 1 *Dk (Stl)* | | | | | | | | | | | | | | | |
| 70679 | **Belle Island** (P) | Twin Sc | 842 | | | | | 1925 | H.H. Marvel Newbrgh NY | Steamer Belle Island Co. Inc. | 212·0 | 42·0 | 12·0 | New York Utd. States | T.6Cy.15½", 26" & 44"–26" General Ordinance Co. Denver, Cal. | | |
| 224714 | | *Fitted for oil fuel* | — | | | | | | | | | | | | 197NHP | | |
| | | 3 *Dks* | 420 | | | | | | | | | | | | | | |
| 70680 | **Belle Isle** (P) | Twin Sc | 9591 | | | | | 1918 | Forg. & Ch. de la Médit. Havre | Chargeurs Réunis | 479·0 | 58·3 | 38·0 | Havre French WB | T.6Cy.25½", 49 9/16" & 70½"–48" 680NHP Forges & C. de la Médit. Hav | | V |
| | | | — | ✠Lloyd's RMC4,40 | | | | | | | B270′ | F51′ | | | | | |
| FNLQ | *Ref. Mchy.* D.F. | 3 *Dks* | 6027 | | | | | | | | | | | | | | |
| 70681 | — (P) | | 1960 | ✠100A1 | Mtl | *q* | CL | 1932 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Newfoundland Canada Steamships, Ld. (E.C. Phinney, *Mgr.*) | 246·1 | 37·7 | 19·0 | Halifax NS British | T.3Cy.18½", 29" & 48"–33" (s) 180lb 201NHP 2SB(Spt), *6cf*, HS3108 FD Swan, Hunter & Wigham Richardson, Ld. Nwc. | 21 ″ 0 | |
| 161566 | | *ss* Hfx.No.1–36 | 1332 | *with freeboard* | | | 4,39 | 5mo | | | P&B160′ | F25′ | FK | 5 *BHpt Cem* | | s 5 ″ 10 | |
| VGBL | | 1 *Dk (Stl)* 2nd *dk (Stl)* in | 1159 | 11,39 | | | | | | | | | | | | 15 ″ 3½ | |
| | D.F. | *Mchy. Aft* *forward holds* | | BS1,39 ✠LMC4,36 2,40 | | | | *Lloyd's SA&CP* | | | | | | | | | |
| | | *Strengthened for Navigation in Ice* | | *Fitted for oil fuel* 5,32 | | | *F.P. a* | *above* 150° F. | | *Cell D* | *B204′ 353t FPT30t* | | | *APT69t* | | | |
| 70682 | **Bellemina** | | 6085 | | | | | 1919 | Federal S.B.Co. Kearny, N.J. | ~~United States Maritime Commission~~ | 395·5 | 55·0 | 31·4 | ~~Newark NJ~~ ~~Utd. States~~ British | 2 Steam Turbines DR geared to 1 Sc. Shaft Mid West Engine Co. Indianapolis, Ind. | 34 ″ 11 | |
| H6986 | | 1 *Dk & Shelter dk* & | 5579 | | | | | | | | P45′ B110′ F38′ | | *on* | | | | |
| | **Empire Magpie,** | *ste N Web frames* | 3751 | *ment* | | | | *Shelter dk* | | | | | FK | British WB | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 0683 | **Bellerock** (*ex* Laverock–38) | | 1199 | ✠100A1 | Lis | *p* | CL | 1909 | Ailsa S.B. Co.Ld. Troon | Verano S.S.Co. (F.V.Andlaw) | 240·2 | 34·1 | 14·7 | Gibraltar British | T.3Cy.22", 35" & 59"–39" (s) 160lb 251NHP 2SB, *6cf*, GS116, HS4180 Ailsa S.B.Co.Ld. Troon | 17 ″ 0 | |
| 29042 | | *ss* Lon.2nd No.3–4, 32 | 886 | *Shelter dk* | | | 4,37 | 9mo | | | | | BK7½" | 4 *BHCem* | | s ″ 2 | |
| VQZJ | *Mchy. Aft* | *ss* Lon.No.1–37 | 564 | *with freeboard* | | | | *Lloyd's SA&CP* | | | | | | | | 17 ″ 5½ | |
| | | 1 *Dk (Stl)* & *Shelter dk (Stl–ws)* | | 12,39 | | | | | | | | | | | | | |
| | | & *deep framing* *Lower dk in No.1 hold* | | BS11,39 ✠LMC5,37 | | | | | | | | | | | | | |
| 1684 | **Bellerophon** (P) | Twin Sc | 9019 | | | | | 1906 | Workman, Clark & Co.Ld Belfast | Ocean S.S.Co.Ld. (A.Holt & Co *Mgrs*) | 485·3 | 58·4 | 39·5 | Liverpool British | T.6Cy.23", 38½" & 65"–48" 585NHP | | BT till 8,40 7,41 |
| 0915 | | | 8588 | | | | | | | | F35′ | | | WB | Workman, Clark & Co.Ld. | | |
| PZJ | D.F. | 3 *Dks* | 5709 | | | | | | | | | | | | | | |
| 685 | **Bellhaven** | | 6098 | ✠ ... | | | | 1919 | Federal S.B.Co. Kearny, N.J. | ~~United States Maritime Commission~~ | 395·5 | 55·0 | 31·4 | ~~Newark NJ~~ ~~Utd. States~~ British | 2 Steam Turbines DR geared to 1 Sc. Shaft Mid West Engine Co. Indianapolis | 34 ″ 11 | R |
| 1666 | | | 5579 | 8,20 | | | | 10mo | | | P45′ B110′ F38′ | | *on* | | | | † |
| HDC | | 1 *Dk & Shelter dk* & *Web frames* | 3760 | (*Reclassification Contemplated*) | | | | *Shelter dk* | | | | | FK | | | | |
| | Sub.Sig. | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 386 | **Bellingham** (*ex* West Himrod) | | 5345 | | | | | 1920 | Ls. Angeles S.B. & D.D.Co. San Pedro, Cal | Waterman S.S. Corp. | 410·0 | 54·4 | 27·2 | Mobile, Ala Utd. States | T.3Cy.28½", 47" & 78"–48" Los Angeles S.B. 422NHP & D.D.Co. San Pedro. Cal. | | R |
| 640 | | *Fitted for oil fuel* | — | | | | | | | | P43′ B115′ F47′ | | | WB | | | |
| DQ | D.F. *Ref. Mchy.* | 2 *Dks* | 3388 | | | | | | | | | | | | | | |
| 387 | — | **Wood** | 366 | | | | | 1891 | ..... Portland, Or | Ketchikan Cold Storage Co. | 129·3 | 21·6 | 17·6 | Ketchikan Utd. States | Oil Engines 2S.C.SA 4Cy.12"–14" NE23 101NHP Fairbanks, Morse Co. Cgo. | | |
| 313 | (*ex* Willapa) | *Oil Eng.* | 338 | | | | | | | | | | | | | | |
| EJ | | 2 *Dks* | 333 | | | | | | | | | | | | | | |
| 388 | **Bello** | | 6125 | ✠100A1 | Osl | *a*† | CL | 1930 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Skibs A/S Oiltank (Hans H. Torgersen & Co. A/S, *Mgrs.*) | 420·8 | 58·5 | 31·2 | Tonsberg Norwegian | Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP | 31 ″ 3 | |
| | | *ss* Nwc.No.2–38 | 5786 | 1,40 11,39 2,41 | Lix | Npt | 6,39 4,40 | 6mo | | | 435·0 (O.L.) | | | 15 *BHpt Cem* | | | |
| H | | *Oil Eng.* | 3686 | ✠LMC CS6,39 | | | | | | | P108′ B28′ F38′ | | FK | (10 *to U dk* 5 „ 2nd „ ) | 2 DB *120lb* | | |
| | D.F. | 2 *Dss (Stl)* & *Web frames* | | DBS6,34 5,40 6,38 2,40 | | | | *Lloyd's SA&CP* | | *Cell D B u E* | *81′ 274t DT f 38′ 498t* | | | *FPT113t APT113t* | Wllsnd Slpwy. Co. Ld. Nwc. | | |
| | *Mchy. Aft* | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux. | 2 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiels Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant et Equipement. | 8 Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|
| 70689 | **Bellona** (*ex*Skagern-39) | | *5842* | ✠100A– | Got | | 0G |
| 5686 | | *ss*Mmo.No.3–6,29 | *5683* | *Shelter dk* | | | 3,39 |
| SQUA | | *ss*Got.No.2–38 | *3805* | *with freeboard* | | | |
| | D.F. | 1 *Dk*(Stl) & *Shelter dk*(Stl) | | 3,39 | | | |
| | | | | BS3,39 ✠LMC6,38 | | | |
| *Now "Lidingö," see No. 86901 in Supplement* | | | | | | | |
| 70690 | — | | 1297 | | | | |
| | Wireless | | 899 | | | | |
| DOMJ | Sub.Sig. | *Cruiser Stern* 2 *Dks* | 592 | | | | |
| 70691 | — | | 839 | | | | |
| *Now "Bellona II," see No. 87255 in Supplement* | | | | | | | |
| OYSA | Wireless D.F. | 1 *Dk* | 418 | | | | |
| 70692 | **Bellwyn** (*ex*Gordonia–37, | | 1670 | ✠100A1 | Sws | *p* | CL |
| 14549 | *ex*Eleveen–35) | *ss*Shl.No.3–11,35 | 1508 | 9.39 | | | 2,39 |
| GDQZ | *Arch deck* | 1 *Dk*(Stl) | 977 | BS1,39 | LMC11,35 | | |
| *Now "Astrologer," see No. 87003 in Supplement* | | | | | | | |
| 70693 | **Belmoira** | | 3214 | ✠100A1 | Gls | *u* | CL |
| | | *Oil Eng.* | 2785 | 2.39 | | | 7,38 |
| LGCA | | *ss*Rot.No.2–37 | 1869 | ✠LMC CS1,37 | | | |
| | *Mchy.Aft* | 1 *Dk*(Stl) | | DBS10,39 | 9,38 | | |
| | D.F. | *Cruiser Stern* | | | | | |
| 70694 | **Belnor** | | *2871* | ✠100A1 | Bkn | *t* | CL |
| | | *Oil Eng* | *2364* | ~~5,40~~ 6,41 | Bos Gls | | ~~3,38~~ 6,41 |
| LCEJ | *Mchy.Aft* | *ss*Rot.No.3–5,38 | *1673* | ~~DBS5,39~~ ✠LMC5,38 | | | |
| | | 1 *Dk*(Stl) | | ~~DBS5,40~~ 2,41 | | | |
| 70695 | **Beloeil** (P) (*ex*Pelerin–34, | Pad | 490 | | | | |
| 103342 | *ex*Sorel, *ex*Duchess of York) | | 297 | | | | |
| | | 1 *Dk* | 262 | | | | |
| 70696 | **Belomorcanal** | | 2900 | | | | |
| | | | 2500 | | | | |
| UPOL | D.F. E.S.D. | 1 *Dk* | 1640 | | | | |
| | Sub.Sig. | *Cruiser Stern* | | | | | |
| 70697 | **Belorussia** | | 2900 | | | | |
| | | | 2500 | | | | |
| UPOS | D.F. E.S.D. | 1 *Dk* | 1640 | | | | |
| | Sub.Sig. | *Cruiser Stern* | | | | | |
| 70698 | **Belos** | *ss*Hbg.No.3–6,40 | *2819* | ✠100A1 | Got | ~~*t*~~ | CL |
| 7576 | | ~~*ss*Got.No.2–37~~ | *2555* | *with freeboard* ~~Hbg~~ | | | ~~9,37~~ |
| SEYN | D.F. | 1 *Dk* & *Shelter dk* ~~1 *Dk*(Stl)~~ | *1610* | ~~8,41~~ 8,40 | | | ~~5,40~~ 3,41 |
| | | | | BS3,41 ✠LMC6,40 | | | |
| 70699 | **Belpamela** | | 3215 | ✠100A1 | Ant | *u* | CL |
| | | *Oil Eng.* | 2785 | 8,39 | | | 1,39 |
| LGBA | *Mchy.Aft* | *ss*Rot.No.2–36 | 1869 | ✠LMC CS12,36 | | | |
| | D.F. | 1 *Dk*(Stl) | | DBS1,39 | 2,38 | | |
| | | *Cruiser Stern* | | | | | |
| 70700 | **Belpareil** | Twin Sc | 7203 | ✠100A1 | Vcr | *b*† | CL |
| 6438 | | *ss*Bkn.No.3–4,41 *Oil Eng.* | 4241 ~~4,38~~ | | Bkn | | ~~4,38~~ |
| LCEM | *Mchy.Aft* | ~~*ss*Ctr.No.3–34~~ | 4285 | DBS1~~7,38~~ ✠LMC8,~~34~~ | | | P1,41 |
| | | 1 *Dk*(Stl) | | 4,41 | 4,41 | | ~~S2,41~~ S1,41 |
| 70701 | **Belray** | | 2888 | ✠100A1 | Osl | *u* | CL |
| | | *Oil Eng.* | 2454 | 7,40 ~~1,40~~ | NYk | | 11,38 |
| LCEK | *Mchy.Aft* | *ss*Rot.No.3–6,38 | 1678 | ✠LMC CS6,38 | | | |
| | | 1 *Dk*(Stl) | | DBS1,40 | ~~6,38~~ 11,40 | | |
| 70702 | **Belt** | | 322 | | | | |
| | | *Oil Eng* | 245 | | | | |
| DJRC | *Mchy.Aft* | 1 *Dk* | 154 | | | | |
| | | *Cruiser Stern* | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | |
| 70703 | **Beltana** | | 3043 | ✠100A1 | Syd | *w* | CL |
| 159566 | | | 2641 | *with freeboard* | | 1½ | 9,40 |
| VLJW | | 1 *Dk* & *Shelter dk* | 1590 | 9,40 ~~7,39~~ | ✠LMC8,37 | | |
| | | *Cruiser Stern* | | | | | |
| 70704 | **Belton** | | 1544 | ✠100A1 | Goo | *p* | 0G |
| 136351 | | *ss*Goo.2ndNo.3–2,39 | 1151 | 8,40 ~~3,40~~ | Cff | | ~~8,37~~ 8,40 |
| MFXJ | *Well deck* | | 732 | | ✠LMC | | |
| | | 1 *Dk*(Stl) | | MS2,39 | BS3,40 | | |
| 70705 | | | | | | | |

| 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | 15 Registres où cotés et où le Certificat de Tonnage Universel a été délivré. |
|---|---|---|---|---|---|---|---|---|---|
| 1917 | Göteborgs | RederiA/BConcordia(PerWaller, | 406·2 | 53·7 | 31·6 | Gothenbrg | T.3Cy.28″,42½″&72½″–48″ | 34 ″ 1 | |
| 1mo | NyaVAktieb | *Mgr.*) | 409·6(O.L.) | | | Swedish | 185lb (*s*) 430NHP | s 9 ″ 4 | |
| | Gothenburg | | | | FK | 6*BHCem* | 3SB(Spt),*9cf*,GS137, | 24 ″ 11½ | |
| | | *Cell DB* 340′ 998*t DT* | a 30′ 1020*t FPT* 54*t* | | | *APT* 36*t* | HS5664 FD | | |
| | | | | | | | GöteborgsNyaVærks.Got | | |
| 1929 | Atlas- | Dampfschifffahrts | 237·3 | 37·5 | 13·3 | Bremen | T.3Cy.18½″,29½″&49½″–29½″ | | G |
| | WerkeA.G. | Ges.Neptun | F26′ | | | German | 134NHP | | |
| | Bremen | | | | | *WB* | Atlas-WerkeA.G Bremen | | |
| 1923 | Deutsche | DetForenede | 231·9 | 34·0 | 13·6 | Odense | T.3Cy.19½″,32⅜″&52½″–35″ | | V |
| | WerkeA.G | Dampskibsselsk. | | | | Danish | 165NHP | | |
| | Kiel | | | | | *WB* | Deutsche WerkeA.G.Kiel | | |
| 1922 | Burntislnd | DillwynS.S.Co.Ltd. | 245·3 | 37·3 | 22·3 | Newcastle | T.3Cy.19″,31″&51½″–33″ (*s*) | 24 ″ 3 | |
| 10mo | S.B Co.Ld. | (Stockwood,Rees& | 254·0(O.L.) | | | British | 180lb 179NHP | s 6 ″ 03 | |
| | Burntisland | Co.Ld. *Mgrs.*) | P18′F21′ | | FK | 4*BHCem* | 2SB,*6cf*,GS103,HS2947 | 18 ″ 4 | |
| *Lloyd's SA&CP* | | | *Cell DB* 210′ 446*t FPT* | | | 42*t APT* 47*t* | Cooper&Greig,Ld.Dundee | | |
| 1928 | Armstrong | BelshipsCompany | 329·6 | 49·2 | 21·2 | Oslo | Oil Engines 2S.C.SA | 23 ″ 6 | |
| 2mo | Whitworth | Ld.SkibsA/S | | | | Norwegian | 4Cy.23⅜″–41½″ 387NHP | s 3 ″ 10½ | |
| | &Co.Ld. | (ChristenSmith, | P88′B22′F27′ | | FK | *ptCem* | 2DB*150lb* | 19 ″ 9½ | |
| | Newcastle | *Mgr.*) | | | | | ArmstrongWhitworth& | | |
| *Lloyd's SA&CP* | | *Intermediate BHin* | *holds dispensed with* | | | | Co.Ld.Nwc. | | |
| | | | 4*BH* and 1 *oil f* | | | *uel tank BH* | | | |
| | | *Cell DB* | 208′ 651*t FPT* 129*t* | | | *APT* 143*t* | | | |
| 1926 | Armstrong | BelshipsCompany | 309·0 | 46·2 | 20·7 | Oslo | Oil Engines 2S.C.SA | 23 ″ 3 | |
| 1mo | Whitworth | Ld.SkibsA/S | | | | Norwegian | 4Cy.23⅜″–41½″ 387NHP | s 3 ″ 7½ | |
| | &Co.Ld. | (ChristenSmith, | P86′B23′F26′ | | FK | | 2DB *125lb* | 19 ″ 9½ | |
| | Newcastle | *Mgr.*) | | | | 4*BH pt Cem* | ArmstrongWhitworth& | | |
| *Lloyd's SA&CP* | | *Intermediate BHin* | *holds dispensed with* | | | | Co.Ld.Nwc. | | |
| | | *Cell D* | B 251′ 589*t FPT* 154*t* | | | *APT* 99*t* | | | |
| 1895 | W.C.White | C.Sauvageau, | 156·8 | 25·3 | 9·4 | Quebec | 1Cy.34″–108″ | | |
| | Montreal | J.Sauvageau | H140*t* | | | British | *re-blt.*95 39RHP | | |
| | | &A.Sauvageau | | | | | J.&R.Weir,Montreal | | |
| 1936 | Furness | U.S.S.R. | 321·5 | 48·0 | 20·3 | Archangel | T.3Cy.20″,33″&57″–42″ | | |
| | S.B.Co.Ld. | | P32′B96′F33′ | | | Russian | 210NHP | | |
| | Haverton | | | | | *WB* | N.E.MarineEng.Co.Ld. | | |
| | Hill-on-Tees | | | | | | Nwc. | | |
| 1936 | Furness | U.S.S.R. | 321·5 | 48·0 | 20·3 | Archangel | T.3Cy.20″,33″&57″–42″ | | |
| | S.B.Co.Ld. | | P32′B96′F33′ | | | Russian | 210NHP | | |
| | Haverton | | | | | *WB* | N.E.MarineEng.CoLdNwc | | |
| | Hill-on-Tees | | | | | | | | |
| 1929 | R.Thomp- | RederiA/B | 320·0 | 46·6 | 21·5 | Hlsngborg | T.3Cy.24″,40″&65″–42″ (*s*) | 23 ″ 9 | |
| 11mo | son&Sons,Ld | Helsingborg(O. | | | FK | Swedish | 180lb 308NHP | s 1 ″ 7½ | |
| | Sunderland | Hillerström, *Mgr.*) | *APT* 117*t* | | | 6*BHCem* | 2SB(Spt)*8cf*,GS150,HS4890 | 22 ″ 4½ | |
| *Lloyd's SA&CP* | | *Cell DBa&uE* 118 | *f* 137′ 653*t FPT* 81*t* | | | (*Coll to Shdk* | G.Clark,Ld.Sunderland | | |
| 1928 | Armstrong | BelshipsCompany | 329·6 | 49·2 | 21·2 | Oslo (2nd ,,) | Oil Engines 2S.C.SA | 23 ″ 6 | |
| 2mo | Whitworth | Ld.SkibsA/S | | | | Norwegian | 4Cy.23⅜″–41½″ 358NHP | s 3 ″ 10½ | |
| | &Co.Ld. | (ChristenSmith, | P88′B22′F27′ | | FK | *ptCem* | 2DB*150lb* | 19 ″ 9½ | |
| | Newcastle | *Mgr.*) | | | | 4*BH* & 1 *oil* | ArmstrongWhitworth& | | |
| *Lloyd's SA&CP* | | *Intermediate* | *holds dispensed with* | | | *fueltankBH* | Co.Ld.Nwc. | | |
| | | *bulkhead in ho* | | | | | | | |
| | | *Cell DB* 208′ 651*t* | *FPT* 129*t APT* 143*t* | | | | | | |
| 1926 | Armstrong | BelshipsCompany | 414·4 | 67·1 | 31·0 | Oslo | Oil Engines 2S.C.SA | 33 ″ 6 | |
| 7mo | Whitworth | Ld.SkibsA/S | | | | Norwegian | 8Cy.23⅜″–41½″ 776NHP | s 7 ″ 2½ | |
| | &Co.Ld. | (ChristenSmith, | P96′B32′F39′ | | FK | | DB*100lb* | 26 ″ 6¼ | |
| | Newcastle | *Mgr.*) | | | | 6*BHCem* | ArmstrongWhitworth& | | |
| *Lloyd's SA&CP* | | *Intermediate BHin* | *holds dispensed with* | | | | Co.Ld.Nwc. | | |
| | | *Cell DBuE* 58′ *f* | 278′ 1384*t FPT* 502*t* | | | *APT* 298*t* | | | |
| 1926 | Armstrong | BelshipsCompany | 319·2 | 46·4 | 20·8 | Oslo | Oil Engines 2S.C.SA | 23 ″ 3 | |
| 5mo | Whitworth | Ld.SkibsA/S | | | | Norwegian | 4Cy.23⅜″–41½″ 387NHP | s 3 ″ 9½ | |
| | &Co.Ld. | (ChristenSmith, | P86′B23′F26′ | | FK | 4*BHpt Cem* | 2DB*125lb* | 19 ″ 7½ | |
| | Newcastle | *Mgr.*) 1 *Intermed* | *iate bulkhead* | | | | ArmstrongWhitworth& | | |
| *Lloyd's SA&CP* | | *in ho* | *holds dispensed with* | | | | Co.Ld.Nwc. | | |
| | | *Cell D* | B 261′ 660*t FPT* 154*t* | | | *APT* 99*t* | | | |
| 1936 | Werft | JohnT.Essberger | 136·3 | 24·8 | 9·6 | Hamburg | Oil Engines 4S.C.SA | | G |
| | Nobiskrug | | P31′F23′ | | | German | 4Cy.11⅞″–16⅝″ 49NHP | | |
| | G.m.b.H. | | | | | *WB* | Maschinenfbrk.Augsburg- | | |
| | Rendsburg | | | | | | NürnbergA.G.Augsburg | | |
| 1937 | CaledonS. | The Adelaide | 357·2 | 48·7 | 20·5 | Melbourne | T.3Cy.20½″,33″&54″–42″& | 23 ″ 10 | |
| 8mo | B.&E.Co.Ld. | SteamshipCo.Ld. | 370·0(O.L.) | | | British | LPturbine with DRgearing | s 1 ″ 7½ | |
| | Dundee | | F40′ | | FK | 7*BHCem* | &hydraulic coupling | 22 ″ 4 | |
| *Lloyd's SA&CP* | | | | | | (*Coll to Shdk* | 220lb (*s*) FD 390NHP | | |
| | | | | | | 6 ,, 2nd ,,) | 2SB(Spt)*6cf*,GS135,HS5406 | | |
| | | *Cell D* | *B* 287′ 748*t Tan* | *ks at sides of tunne* | | *l* 95*t FPT* 225*t APT* | 135*t* J.G.Kincaid&Co.Ld.Grk | | |
| 1915 | Ramage& | ShamrockShpg. | 250·7 | 36·2 | 17·2 | London | T.3Cy.18″,30″&49″–33″ (*r*) | 18 ″ 3 | |
| 7mo | Ferguson,Ld | Co.Ld. (W.C. | | | | British | 180lb 178NHP | s 1 ″ 5½ | |
| | Leith | Lawson, *Mgr.*) | P20′Q77′B48′F27′ | | FK | 5*BHCem* | 2SB,*6cf*,GS98,HS3149 | 16 ″ 11½ | |
| *Lloyd's SA&CP* | | | | | | | Ramage&Fergusn,Ld.Lth. | | |
| | | *Cell D* | *BuE* 20′ *f* 92′ 231*t* | *DT* a 73′ 307*t FPT* | | 41*t APT* 38*t* | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard / amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Ref. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70706<br>2149<br>IBIE | **Belvedere** (P)<br>*ss* Tri. No. 3–8, 30<br>*ss* Gen. No. 2–38<br>D.F. 2 *Dks* (*Stl*) & *Ref. Mchy.* *Shelter dk* (*Stl*–ws) | | 6889<br>6197<br>4316 | ✠100A1<br>*Shelter dk with freeboard*<br>4,40 ~~2,40~~<br>BS9,39 ✠LMC9,38<br>Lloyd's RMC2,39 | Gen<br>NYk | *a*†<br>~~5,30~~<br>N3,40 | CL<br>N3,40 | 1913<br>8 mo | Cant. Nav. Triestino Monfalcone<br>*Lloyd's* | "Italia" Soc. Anon di Nav. | 437·8 \| 54·0 \| 26·3<br>419·9 \| 34·4<br>B 278′ *on Shelter dk*<br>*WB* = *Cell D B a* 155′ | | | Genoa<br>Italian<br>7 *B H Cem* | T. 3 Cy. 28½″, 47″ & 78″–54″ (*s*<br>180 lb 650 NH<br>1 SB, *12cf*, GS 221, HS 9860 FD<br>70′ 1490 *t F P T* 66 *t A P T* 27 *t* | 29 ″ 0<br>*s* 3 ″ 4⅜<br>25 ″ 9½ | |
| 70707<br>145493<br>MLBY | —<br>(*ex* Enid Dunford) *ss* Apl. No. 3–9, 34<br>*Mchy. Aft* *ss* Hul. No. 1–38<br>*Well deck* 1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | | 869<br>625<br>416 | 100A1<br>12,39<br>LMC<br>MS12,38 BS7,39 | Shl | *k*<br>N12,39 | CL<br>N12,39 | 1922<br>7 m o | W. Harkess & Son, Ld. Middlesbro'<br>*Lloyd's* | O. Dorey & Sons, Ld.<br>*Cell D B f* 118′ 16 | 198·0 \| 30·6 \| 12·4<br>Q 111′ B 13′ F 25′ FK<br>6 *t F P T* 103 *t A P T* 31 *t* | | | London ~~Guernsey~~<br>British<br>3 *B H pt Cem* *pt Asp* | T. 3 Cy. 16″, 27″ & 44″–30″ (*s*<br>180 lb 130 NHP<br>1 SB, *3cf*, GS 60, HS 2224<br>MacColl & Pollock, Ld. Sld | 14 ″ 5<br>*s* 4 ″ 3½<br>13 ″ 11½ | |
| 70708<br>HPGD | **Beme**<br>*ss* Cal. 2nd No. 3–12, 29<br>*Mchy. Aft* *ss* Ant. No. 2–39<br>1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *Web frames* | | *3039*<br>*2830*<br>*1899* | ✠100A1<br>*Spar dk*<br>10,39 ✠LMC<br>BS7,39 MS10,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,04 | Ant | *u* | CL<br>7,39<br>*bulk*<br>*F.P. ab* | 1904<br>5 mo | Armstrong Whitworth & Co. Ld. Newcastle<br>*Lloyd's* | P. Diacon Zadeh<br>*Cell D B* | 309·5 \| 41·5 \| 20·5<br>27·5<br>P 29′ B 24′ F 35′ FK<br>*u* B 32′ 48 *t F P T* 140 *t* | | | Panama<br>Pnamanian<br>11 *B H Cem*<br>*A P T* 20 *t* | T. 3 Cy. 22⅜″, 37″ & 61″–42″ (*r*)<br>180 lb *120 lb* 265 NH<br>2 SB, *6cf*, GS 123, HS 4130<br>Wllsnd Slpwy. Co. Ld. Nwc. | 28 ″ 8<br>*s* 5 ″ 6<br>23 ″ 4 | |
| 70709<br>150959<br>KFUA | **Ben E. Tate** (*ex* William Nelson–36, *ex* Panay) (*Self-Unloader*)<br>*Mchy. Aft* D.F. 1 *Dk* 2 *tr B* | | 3954<br>3697<br>3404 | | | | | 1902 | Chicago S.B. Co. Chicago | J. A. Paisley S.S. Co. (Valley Camp S.S. Co. *Mgrs.*) | 356·0 \| 50·0 \| 24·0<br>*WB* | | | Wilmgton (Del.)<br>Utd. States | T. 3 Cy. 20″, 33½″ & 55″–40″<br>NB 18 *refitted* 34 191 NHP<br>Chicago S.B. Co. Chicago | | R |
| 70710<br>163394<br>MBJV | **Ben Henshaw** Twin Sc<br>*Oil Eng.*<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk*<br>*Carrying Petroleum in bulk* | | 377<br>295<br>168 | | | | | 1933 | Rowhedge Ironworks Co. Ld. Rowhedge | National Benzole Co. Ld. | 135·0 \| 25·1 \| 11·4<br>P 44′ F 21′<br>*WB* | | | London<br>British | Oil Engines 2 S.C.SA<br>10 Cy. 11″–13¼″ 210 NHP<br>L. Gardner & Sons, Ld. Mch. | | C |
| 70711<br>145304<br>GNDB | **Ben-My-Chree** (P) Twin Sc<br>*ss* Bkn. No. 3–6, 40 *ss* ~~Brw. No. 2–36~~<br>D.F. 1 *Dk* & *Shelter dk* (*pt Stl*–teak s)<br>*3rd dk clear of E & B spaces* | | 2586<br>1823<br>1043 | ✠ A1<br>*with freeboard*<br>1,41<br>BS4,41 ✠LMC5,39<br>*Irish Channel* *service* *e*<br>*Fitted for oil fuel* 6,27 | Brw<br>Abn | OG<br>5,39 | CL<br>*F.P. a* | 1927<br>6 mo | Cammell Laird & Co. Ld. Birkenhead<br>*Lloyd's* | Isle of Man Steam Packet Co. Ld.<br>*Cell D B* | 355·0 \| 46·1 \| 17·4<br>366·3 (O.L.)<br>*Promenade dk* 250′<br>FK & BK 1⅛″<br>*a* 86′ *f* 60′ 149 *t F P T* 13 *t A P T* 77 *t* | | | Douglas IM<br>British<br>10 *B H Cem*<br>Cammell Laird & Co Ld. Bkn | 4 Steam Turbines SR geared to 2 Sc. Shafts (*r*)<br>2201b 1745 NH<br>2 D & 2 SB, *24cf*, HS 18180 FD | 18 ″ 6<br>*s* 5 ″ 3⅜<br>13 ″ 6 | |
| 70712<br>144764<br>MLNT | **Ben Read**<br>*Mchy. Aft* *Fitted for oil fuel*<br>*Carrying Petroleum in bulk* 1 *Dk* | | 449<br>348<br>169 | | | | | 1923 | C. Hill & Sons, Ld. Bristol | National Benzole Co. Ld. | 159·0 \| 27·6 \| 12·1<br>*WB* | | | Bristol<br>British | T. 3 Cy. 14″, 23″ & 38″–27″<br>W Beardmore & Co. 99 RH<br>Ld. Coatbridge | | C |
| 70713<br>PCZT | **Benakat** Twin Sc<br>*ss* Bat. No. 1–39<br>*Mchy. Aft* 1 *Dk*<br>*Longitudinal framing at bottom & deck*<br>*Cruiser Stern* | | 4763<br>3498<br>2665 | ✠100A1<br>7,40 ~~11,39~~<br>✠LMC11,39<br>BS7,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9,35 | Bat | *x*<br>1⅛ | CL<br>11,39<br>*bulk*<br>*F.P. a* | 1935<br>9 mo | NV Rotterdam Droogd. Maats. Rotterdam<br>*Lloyd's* *Cell D B* | NV. Nederlandsche Koloniale Tankvaart Maats. | 365·7 \| 64·2 \| 18·0<br>P 87′ B 36′ F 31′ FK<br>*Trunk in wells*<br>*Tf* 26′ 416 *t F P T* 198 *t*<br>*a* 50′ F. *Cell D B u E & B* 50′ 155 *t D* | | | Palembang Dutch<br>British<br>9 *B H pt Asp* | T. 6 Cy. 16″, 24″ & 45″–30″ (*s*)<br>225 lb 400 NHP<br>2 SB (Spt), *6cf*, HS 6148 FD<br>N.V. Rot. Droogd. Maat Rot | 18 ″ 0<br>*s* 1 ″ 6½<br>16 ″ 7⅜ | |
| 70714<br>143602<br>GPMB | **Benalder** (*ex* Tower Bridge–35, *ex* Badagry–34) *ss* Mdb. 2nd No. 3–12, 37<br>2 *Dks* | | 5161<br>4733<br>3149 | 100A1<br>6,41 ~~8,39~~<br>~~BS8,39~~<br>BS~~8,39~~ 6,41 | Mdb<br>Lon | CL<br>~~12,37~~<br>6,41 | CL<br>LMC12,37 | 1919<br>*Lloyd's* | Irvine's S.B. & D. D. Co. Ld. W. Hartlepool | Ben Line Steamers, Ld. (W. Thomson & Co. *Mgrs.*) *Cell D B* | 400·2 \| 52·4 \| 28·5<br>P 49′ B 112′ F 39′ FK<br>344′ 1126 *t F P T* 117 *t* | | | Leith<br>British<br>7 *B H Cem*<br>*A P T* 178 *t* | T. 3 Cy. 27″, 44″ & 73″–48″ (*s*)<br>180 lb 517 NHP<br>3 SB, *9cf*, GS 190, HS 7668 FD<br>Richardsons, Westgarth & Co. Ld. W. Hpl. | 31 ″ 0<br>*s* 5 ″ 11½<br>25 ″ 3 | |
| 70715<br>148256<br>GFKX | **Benarty**<br>*ss* Ant. No. 3–3, 38<br>D.F. E.S.D. 2 *Dks* (*Stl*) | | 5800<br>5435<br>3684 | ✠100A1<br>12,39<br>✠LMC<br>MS8,37 BS12,39 | Lon | *z* | CL<br>6,39 | 1926<br>1 mo | C. Connell & Co. Ld. Glasgow<br>*Lloyd's* | Ben Line Steamers, Ld. (W. Thomson & Co. *Mgrs.*)<br>1 *Intermediate B H* 1 *'tween dk B H* *Cell D B* | 420·2 \| 54·0 \| 29·9<br>430·0 (O.L.)<br>P 35′ B 129′ F 44′ FK<br>*forward & aft dispensed with*<br>363′ 1050 *t D T a* 32′ 96 | | | Leith<br>British<br>*pt Cem*<br>5 *B H to U dk*<br>*A P T* 32 *t* | T. 3 Cy. 26″, 43½″ & 74″–51″ (*s*)<br>200 lb 576 NHP<br>3 SB, *9cf*, GS 190, HS 8424 FD<br>Rankin & Blackmore Ld Grk | 31 ″ 6<br>*s* 6 ″ 3½<br>25 ″ 6 | |
| 70716<br>161818<br>GSTK | **Benavon**<br>*ss* Ant. No. 2–38<br>D.F. E.S.D. 2 *Dks* (*Stl*) | | 5872<br>5541<br>3723 | ✠100A1<br>2,40<br>BS10,39 ✠LMC12,37 | HKg | *a*† | CL<br>N2,40 | 1930<br>6 mo | Lithgows Ld. Port Glasgow<br>*Lloyd's* | Ben Line Steamers, Ld. (W. Thomson & Co. *Mgrs.*)<br>1 *Intermediate B H* *B H* | 425·0 \| 56·0 \| 29·0<br>437·6 (O.L.)<br>P 38′ B 121′ F 38′ FK<br>*fwd. & 1 'tween dk aft dispensed with* | | | Leith<br>British<br>*pt Cem*<br>5 *B H to U dk*<br>*Cell D B* 362′ | T. 3 Cy. 26″, 43½″ & 74″–51″ (*s*)<br>200 lb 576 NHP<br>3 SB, *9cf*, GS 190, HS 8424 FD<br>Rankin & Blackmore Ld Grk<br>1114 *t D T a* 35′ 1096 *t A P T* 35 *t* | 31 ″ 6<br>*s* 6 ″ 3½<br>25 ″ 6 | |
| 70717<br>LIVT | **Bencas**<br>Wireless D.F. 1 *Dk* | | 1445<br>1193<br>836 | | | | | 1934 | Fredrkstad Mek. Værks. Fredrikstad | A/S Butangen (F. B. Bendixen, *Mgr.*) | 245·1 \| 39·9 \| 15·9<br>B 139′ F 21′ F 22′ | | | Oslo<br>Norwegian | C. 4 Cy. (2) 11⅜″ & (2) 27½″–25½″ 64 NHP<br>Fredrikstad M. V. Frdstad. | | N |
| 70718<br>141302<br>GJNT | **Bencleuch** (*ex* Willdomino, *ex* War Convoy) *ss* Lth. No. 3–7, 31<br>*ss* Lth. No. 2–39<br>2 *Dks* (*Stl*) | | 5562<br>5150<br>3294 | ✠100A1<br>9,40 4,40<br>✠NE10,22 ✠LMC3,39<br>BS~~4,40~~ 1,41 | Lon<br>Sng | *z* | CL<br>9,39 | 1919<br>4 mo | J Coughlan & Sons Vancouver, B.C. *Inter*<br>*Lloyd's* *C* | Ben Line Steamers, Ld. (W. Thomson & Co. *Mgrs.*)<br>*mediate B H in fore*<br>*ell D Ba & u E* 172′ *f* | 410·6 \| 54·1 \| 27·5<br>P 44′ B 115′ F 47′ FK<br>*hold dispensed with*<br>182′ 1158 *t F P T* 131 *t* | | | Leith<br>British<br>*pt Cem*<br>6 *B H only*<br>*A P T* 85 *t* | T. 3 Cy. 27″, 44″ & 73″–48″ (*s*)<br>539 NHP<br>190 lb<br>3 SB, *9cf*, GS 189, HS 8008 FD<br>J. G. Kincaid & Co. Ld. Grk. | 29 ″ 9<br>*s* 5 ″ 9⅜<br>24 ″ 2 | |
| 70719<br>160652<br>GSNR | **Bencruachan**<br>*ss* Lon. No. 3–1, 40 *ss* ~~Alx. No. 2–36~~<br>D.F. E.S.D. 2 *Dks* (*Stl*) | | 5920<br>5528<br>3750 | ✠100A1<br>4,41 1,40<br>BS~~7,39~~ 7,40 ✠LMC4,36<br>MS12,40 | Lon<br>Gls | *a*†<br>1,40 | CL<br>1,40 | 1928<br>9 mo | C. Connell & Co. Ld. Glasgow<br>*Lloyd's* | Ben Line Steamers, Ld. (W. Thomson & Co. *Mgrs.*)<br>1 *Intermediate B H* *B H* *Cell D B* | 429·0 \| 53·9 \| 30·0<br>P 35′ B 143′ F 47′ FK<br>*fwd. & 1 'tween dk aft. dispensed with*<br>372′ 1148 *t D T a* 31′ 949 *t A P T* 32 *t* | | | Leith<br>British<br>*pt Cem*<br>5 *B H to U dk*<br>*A P T* 32 *t* | Q. 4 Cy. 24¾″ 35½″ 51″ & 73″–51″<br>220 lb (*s*) 675 NHP<br>3 SB (Spt), & 1 Aux SB, *15cf*, GS 268, HS 10430 FD<br>D. Rowan & Co Ld Glasgow | 32 ″ 3<br>*s* 6 ″ 3<br>26 ″ 3 | |
| 70720<br>128023<br>GMWY | **Bendoran** (*ex* Cambrian Peeress, *ex* Eurybates, *ex* Indradeo) *ss* Hpl. 2nd No. 3–6, 31<br>*ss* Lth. No. 1–35<br>1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | | 5567<br>5200<br>3495 | ✠100A1<br>*Spar dk*<br>~~Examined~~ 4,41 DBS5,40<br>~~MBS9,40~~ ✠LMC8,39 | ~~Mdb~~<br>Liv | *a*†<br>8,38 | CL<br>8,38 | 1910<br>3 mo | C. Connell & Co. Ld. Glasgow<br>*Lloyd's* | Ben Line Steamers, Ld. (W. Thomson & Co. *Mgrs.*)<br>*Cell D B* 378′ 1125 *t F P T* | 430·2 \| 50·2 \| 30·7<br>P 39′ B 146′ F 51′ FK | | | Leith<br>British<br>7 *B H Cem*<br>85 *t A P T* 70 *t* | T. 3 Cy. 26″, 44″ & 73″–48″ (*r*)<br>200 lb *90 lb* 517 NHP<br>2 DB, *12cf*, GS 195, HS 9202<br>D. Rowan & Co. Glasgow | 33 ″ 1<br>*s* 6 ″ 9<br>26 ″ 7 | |
| 70721<br>149687<br>GSPN | **Benedick**<br>*Oil Eng.*<br>*ss* Fal. No. 2–36<br>*Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames*<br>D.F. E.S.D. *Longitudinal framing* | | 6978<br>6400<br>4178 | ✠100A1<br>~~Examined~~ 2,41 NYk<br>✠LMC CS10,36<br>DBS2,41 4,40<br>*Carrying Petroleum in bulk* | ~~Grk~~ | *a*† | CL<br>1,39 | 1928<br>8 mo | Blyths-wood S.B. Co. Ld. Glasgow<br>*Lloyd's* | Bear Creek Oil & Shipping Co. Ld. (C. T. Bowring & Co. Ld. *Mgrs.*)<br>*Cell D B u E* 33′ 108 *t* | 431·0 \| 58·2 \| 32·9<br>P 88′ B 30′ F 40′ FK<br>*D T f* 36′ 352 *t F P T* | | | Liverpool<br>British<br>16 *B H pt Cem*<br>(11 *to U dk*<br>5 „ 2nd „)<br>121 *t A P T* 76 *t* | Oil Engines 4 S.C.SA<br>6 Cy. 29⅛″–59⅛″ 490 NHP<br>2 DB *150 lb*<br>J. G. Kincaid & Co. Ld. Grk. | 32 ″ 8<br>*s* 6 ″ 0⅜<br>26 ″ 10½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière Visite de Varbre porte-hélice. | 8 Construit. Quand. — Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc. | 15 Registres où noté si en classe. Dur&Cert. Rot. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70722 / 161147 / GSKW | **Benedict** | ssLiv.No.2–38<br>1 Dk (Stl) & Shelter dk (Stl)<br>D.F. 3rd dk (Stl) except in Nos. 5 & 6 holds<br>Tonnage opening closed '41 (W.E.) | 4949<br>4466<br>3064 | ✠100A1 Liv<br>with freeboard<br>8,40 ~~12,00~~ BS8,40<br>~~2nd dk~~ ✠LMC4,38<br>Carrying vegetable oil in deep tanks | | 2<br>~~N7,37~~<br>8,40 | CL | 1930<br>3mo | Cammell Laird & Co. Ltd. Birkenhead<br>Lloyd's SA & CP | Booth S.S. Co. Ltd.<br>Cell DB 350' 999t DT a 32'73 | 408·5 \| 53·7 \| 26·0<br>F32' FK<br>0t FPT 93t APT 366t | Liverpool<br>British | T.3Cy.25½", 43½" & 73"–51"<br>220lb (s) 608 NHP<br>8 BH Cem<br>3SB (Spt), 9cf, GS195, HS8907 FD<br>Coll to Sh dk 7 „ 2nd „) | ~~28 ″ 6~~<br>~~6 ″ 3~~<br>~~29 ″ 11~~<br>36 ″ 7<br>s 10 ″ 4½<br>26 ″ 1½ | |
| 70723 / OXNE | **Benedikt** (P)<br>Wireless | 1 Dk | 365<br>265<br>196 | | | | | 1901 | Akt. Burmeistr & Wain Copenhagen | Det Forenede Dampskibs Selsk. | 149·8 \| 25·0 \| 9·9<br>Q52'B44'F25'<br>WB | Hobro<br>Danish | T.3Cy.12⅝", 19¾" & 33"–21"<br>50 NHP<br>Akt. Burmeistr & Wain, Cpn | | V |
| 193/40 70724 / 162000 / GRLF | **Beneficent**<br>Special Surveys to date from 10,31<br>Mchy. Aft 1 Dk (Stl)<br>Well deck Cargo battens not fitted | ssShl.No.1–36<br>ssYka.No.3–4,36<br>2 Dks (Stl) | 2944<br>2307<br>1674 | ✠100A1 ~~Shl~~ l<br>~~Examined 8,40 Shl~~<br>✠LMC<br>MS6,36 ~~BS8,39~~<br>8,40 | | | CL<br>7,39 | 1931<br>5mo | W. Pickersgill & Sons, Ld. Sunderland<br>Lloyd's SA & CP Cell DB 254'756t MT 11' | Westoll Steamships Ld. (James Westoll, Ld. Mgrs.) | 316·5 \| 45·2 \| 20·3<br>Q186'F32' FK<br>419t FPT 188t APT 26t | Sunderland<br>British | T.3Cy.22½", 37" & 61"–42" (s)<br>180lb 277 NHP<br>6 BH Cem<br>2SB, 6cf, GS126, HS4488<br>G. Clark, Ld. Sunderland | 22 ″ 5<br>s 7 ″ 5<br>20 ″ 1½ | |
| 70725 / 28450 / JBQA | **Bengal Maru**<br>Mchy. Aft 2 Dks (Stl) | ssKob.No.1–40<br>ssYka.No.3–4,36<br>2 Dks (Stl) | 5399<br>4844<br>3259 | ✠100A1 Yka z<br>6,40 ~~7,39~~ Kob<br>~~BS7,39~~ ✠LMC4,~~76~~<br>6,40 | | | CL<br>~~7,37~~<br>5,40 | 1921<br>5mo | Mitsubishi Zosen Kaisha Ld. Nagasaki<br>A&CP | Nippon Yusen K.K.<br>Cell DB 350' 1075t FPT 85t | 400·0 \| 54·5 \| 30·0<br>P39'B121'F43' FK<br>6 BH Cem APT 87t | Tokyo<br>Japanese | T.3Cy.26½", 44½" & 75"–48"<br>2001b (s) 490 NHP<br>3SB. 9cf, GS163, HS6499 FD<br>Mitsubishi Zosen Kaisha, Ld | 30 ″ 0<br>s 5 ″ 6½<br>24 ″ 8 | |
| 70726 / PCZX | **Bengalen**<br>Ref. Mchy. 2 Dks (Stl) 3rd dk (Stl)<br>D.F. E.S.D. clear of machinery space Cruiser Stern | ssRot.No.2–40<br>Oil Eng. | 6924<br>6417<br>4238 | ✠100A1 Rot h†<br>3,40<br>DBS3,40 ✠LMC3,40<br>✠Lloyd's RMC3,40<br>Carrying fuel oil F.P. above 150° F. in deep tanks | | | OG<br>2,40 | 1932<br>4mo | N.V. Konink. Maats. "DeSchelde" Flushing<br>Lloyd's SA & CP | Rotterdamsche Lloyd ~~W. Buys & Zonen, Mgrs.~~<br>Cell DB 365' 1150t DT s a 105' 2060t FP | 436·2 \| 55·8 \| 33·5<br>P45'B87'F85' FK | Batavia<br>Dutch | Oil Engines 2S.C.SA<br>6Cy 29½" - 52¾" 937 NHP<br>2 DB 121b<br>9 BH pt Cem 2 „ to 3rd dk<br>N.V. Konink. Maats. "DeSchelde" Flushing | 36 ″ 0<br>s 8 ″ 2½<br>28 ″ 2½ | |
| 70727 / 127 / IBJE | **Bengasi** (P)<br>Fitted for oil fuel<br>D.F. 2 Dks | | 1716<br>1259<br>864 | | | | | 1912 | Cant. Nav. Riuniti Palermo | "Tirrenia" Soc. Anon. di Nav. | 277·2 \| 36·4 \| 18·2<br>262·5<br>P43'B62'F38'<br>WB | Palermo<br>Italian | T3Cy.19⅜", 32⅝" & 55 1/16"–39⅜"<br>191 NHP<br>NOdero fu A Sestri Ponente | | I |
| 70728 / PDAE | **Bengkalis**<br>Ref. Mchy. Fitted for oil fuel<br>D.F. 3 Dks | | 6452<br>6048<br>4056 | 100A1 Gls<br>(Class Contemplated)<br>Examined 3,41 | | | | 1918 | Maats. Fyenoord Rotterdam | N.V. Stoomv. Maats. "Nederland" | 420·0 \| 54·7 \| 33·6 | ~~Batavia~~<br>~~Amsterdam~~<br>Dutch | T.3Cy.28", 46" & 77"–54"<br>435 NHP<br>Maats. Fyenoord, Rot. | | ~~V~~ |
| 70729 — / PKOQ | —<br>Oil Eng.<br>2 Dks | | 1053<br>840<br>578 | | | | | 1915 | Gebr. Pot Bolnes | Koninkl. Nederl. Paketv. Maats. | 230·0 \| 38·2 \| 12·2<br>WB | Batavia<br>Dutch | Oil Engines 4S.C.SA<br>6Cy. 15⅝" - 27⅝" 145 NHP<br>Ned Fb. v Wrk & Spoor, Ams | | V |
| 70730 / 137058 / GRJK | **Bengloe** (ex Ardgoil)<br>ssYka.No.3–10,29<br>ssLth.No.2–37<br>2 Dks (Stl) & Web frames Longitudinal framing | | 5318<br>4928<br>3425 | ✠100A1 Lon z<br>10,40 ~~12,39~~<br>BS8,39 ✠LMC7,37<br>7,40 | | | CL<br>12,39 | 1918<br>1mo | W. Hamilton & Co. Ltd Port Glasgow<br>Lloyd's SA & CP | Ben Line Steamers Ld. (W. Thomson & Co. Mgrs.)<br>Cell DB a 129' u E2 | 405·1 \| 52·6 \| 27·7<br>P36'B120'F44' FK<br>1'f 176' 1093t DT 36' 958t APT 39 | Leith<br>British | T.3Cy.27", 44" & 73"–48" (s)<br>180lb 100lb 476 NHP<br>2SB. 8cf, GS157, HS6697 FD<br>J. G. Kincaid & Co. Ltd. Grk. only | 30 ″ 3<br>s 5 ″ 11½<br>24 ″ 6 | |
| 70731 / 145425 / GJLT | **Bengore Head**<br>1 Dk<br>D.F. E.S.D. Cruiser Stern | | 2609<br>2304<br>1512 | | | | | 1922 | Irvine's SB & D.D. Co. Ltd W Hartlepool | Ulster Steamship Co. Ltd. (G. Heyn & Sons, Ld. Mgrs.) | 310·2 \| 45·0 \| 20·7<br>P30'B106'F36' | Belfast<br>British | T.3Cy.24", 39" & 66"–45"<br>292 NHP<br>Richardsons, Westgarth & Co. Ld. Hpl. | | C |
| 70732 / 7622 / SDIM | **Bengt Sture** (ex Alfred Rehder, ex Gerrat, ex Hentsch, ex Richard Hentsch, ex Oda)<br>1 Dk | | 854<br>731<br>497 | | | | | 1917 | Schiffb. Ges. Unterweser m.b.H. Weser -münde-L. | Rederi A/B Eruths (Sture Eruths, Mgr.) | 212·3 \| 31·6 \| 13·2<br>P29'B63'F21' | Trelleborg<br>Swedish | T 3Cy.14⅜", 22 1/16" & 35⅛"–23⅛"<br>62 NHP<br>Christiansen & Meyer, Harburg | | G |
| 70733 / 164641 / MLMF | **Benguela**<br>Mchy. Aft 1 Dk<br>Cruiser Stern | ssCff.No.1–40<br>Oil Eng. | 534<br>333<br>274 | ✠100A1 Cff h<br>~~6,40~~ ~~5,33~~ 4,41<br>Swa<br>~~✠LMC6,36~~<br>~~✠LMC 6,38~~<br>✠LMC6,40 | | | OG<br>~~5,39~~<br>~~4,40~~<br>3,41 | 1936<br>6mo | Goole S.B. & Repg. Co. Ltd Goole<br>Lloyd's SA & CP | T.E. Evans & Co. Ltd. | 183·6 \| 27·1 \| 8·0<br>190·6 (O.L.)<br>Q100'P42'F18' FK<br>Cell DB 114' 180t FPT 54t | London<br>British | Oil Engines 4S.C.SA<br>7Cy. 11"–17⅛" 82 NHP<br>3 BH Cem APT 41t<br>Humboldt-Deutzmotoren A.G. Köln-Deutz | 10 ″ 5<br>s 3 ″ 11½<br>10 ″ 0¼ | |
| 70734 / 224 / 202 | **Benjamin** (ex Pardense, **TwinScSp** ex Cidade de Anajas, ex Baturite)<br>1 Dk & Promenade dk | | 312<br>224<br>202 | ✠ ...<br>3,05<br>✠ | | | | 1900<br>8mo | Murdoch & Murray Pt. Glasgow | J.S. Amorim | 145·1 \| 27·0 \| 8·0<br>FK | Para<br>Brazilian | C.4Cy.12"&24"–18"<br>57 NHP<br>Lees, Anderson & Co. Gls. | 8 ″ 4 | |
| 70735 / 215002 / WOCK | **Benjamin Brewster** 3Mst<br>ssMob.No.3–8,29<br>ssN.Os.No.2–38<br>2 Dks (Stl) & Web frames Longitudinal framing<br>Mchy. Aft<br>D.F. GyC. | | 5950<br>5091<br>3677 | ✠100A1 NOs z<br>~~7,40~~ ~~3,40~~ 2,41<br>BS~~7,39~~ 7,40 ✠LMC7,38<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 5,17 | | | CL<br>7,39<br>F.P. above 150° F. | 1917<br>5mo | Harlan & Hollingsworth Cor. Wlmgtn, Del<br>A&CP | Standard Oil Co. of New Jersey<br>Cell DB u E & B67' v 245t DT f 32'336t FP | 411·6 \| 53·4 \| 29·8<br>B29'P114'F41' FK<br>Bunker 13' PT 106t APT 105t | Wilmgton (Del.)<br>Utd. States | T.3Cy.27", 45" & 74"–48" (s)<br>180lb 528 NHP<br>2SB, 8cf, GS180, HS7788 FD<br>Harlan & Hollingsworth Corp. | 31 ″ 0<br>s 5 ″ 8½<br>25 ″ 6 | |
| 70736 / LCEN | **Benjamin Franklin** TwinSc<br>Oil Eng.<br>Ref. Mchy. 1 Dk (Stl) & Shltr dk (Stl)<br>3rd Dk (Stl) in Nos. 1, 2, 3 & 4 holds<br>D.F. | ssOsl No.3–3,40 ~~ssOsl.No.2–85~~ | 7034<br>6074<br>3960 | ✠100A1 Osl c†<br>with freeboard<br>2,~~58~~ 12,40 DBS8,40<br>~~DBS7,39~~ ✠LMC7,37<br>✠Lloyd's RMC~~3,~~12,40<br>for temp. 32° F. | | | CL<br>~~3,40~~<br>12,40 | 1927<br>6mo | Ch. & Atel. deSt. Nazaire (Penhoët) St. Nazaire<br>Lloyd's SA & CP Cell DB 404' 1421t FPT | A/S Ganger Rolf (F. Olsen & Co. Mgs) | 452·0 \| 59·5 \| 27·9<br>FK<br>123t APT 101t | Oslo<br>Norwegian | Oil Engines 4S.C.SA<br>12Cy. 29½" - 51⅞" 984 NHP<br>7 BH DB 114b<br>Coll to Sh dk 6 „ 2nd „) | 30 ″ 7<br>s 4 ″ 2½<br>26 ″ 7 | |
| 70737 / PKOR | **Benkoelen**<br>2 Dks | | 1003<br>845<br>538 | | | | | 1921 | H. Bernard Nzn. Scheeps. Het Jacht Nieuwendam | Koninkl. Paketv. Maats. | 229·3 \| 38·2 \| 13·5<br>WB | Batavia<br>Dutch | T.3Cy.15¾", 25⅝" & 43"–27"<br>96 NHP<br>N.V. Werf. Hubertina, Haarlem | | V |
| 160/40 70738 / 161-22 / GTRZ | **Benlawers**<br>D.F. E.S.D. 2 Dks (Stl) | ssLth.No.2–38 | 5943<br>5528<br>3755 | ✠100A1 Lth a†<br>8,40 ~~10,30~~<br>BS10,39 ✠LMC11,37 | | | CL<br>12,37 | 1930<br>9mo | C. Connell & Co. Ltd. Glasgow<br>Lloyd's SA & CP | Petrograd Steamers Ld. (W. Thomson & Co. Mgrs.) 1 Intermediate dk BH 1 'tween dk BH Cell DB 372' 1148t DT a 31' 949t APT 32t | 423·0 \| 53·9 \| 30·0<br>443·5 (O.L.)<br>P35'B148'F48' FK<br>fwd & aft dispensed with | Leith<br>British | Q4Cy 24¾", 35½", 51" & 73"–51"<br>220lb (s) 675 NHP<br>pt Cem & BH to Udk 1 „ „ 2nd „<br>3SB (Spt) & 1 Aux B, 15cf, GS268, HS10430 FD<br>D. Rowan & Co. Ld. Gls. | 32 ″ 3<br>s 6 ″ 2½<br>26 ″ 3½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. (Malta, A or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70739 16181 GDBJ | **Benledi** ss Lth. No. 2-37 2 Dks (Stl) D.F. E.S.D. | 5943 5528 3755 | ✠100A1 1,41 ~~10,39~~ MS10.37 | Lon HKg LMC BS3 ~~4.40~~ 5,41 | a† | CL 4,39 | 1930 6mo | C. Connell & Co. Ld. Glasgow *Lloyd's SA&CP* | BenLineSteamers, Ld. (W. Thomson & Co. *Mgrs.*) 1 *Intermediate BH fwd & 1 'tween dk BH in for Cell DB 372' 1148t DA 31'949t APT 32t* | 429·0 \| 53·9 \| 30·0 441·0 (O.L.) P35'B148'F48' FK | | | Leith British *pt Cem 5 BH to U dk* 1 „ „ 2nd „ | Q4Cy 24¾", 35½", 51" & 73"–51" 220lb (s) 675 NHP 3SB (Spt) & 1 Aux B, *15cf*, FD GS 268, HS 10430 D. Rowan & Co. Ld. Glasgow | 32 " 3 s 6 " 2½ 26 " 3½ | |
| 70740 145913 GLGZ | **Benlomond** (*ex* Marionga J. Goulandris–38, *ex* London Corporation–37, *ex* Hoosac, *ex* Cynthiana) ss Mch. No. 3–9,34 ss Gms. No. 1–38 2 Dks (Stl) & Shelter dk (Stl), 3rd dk in No. 1 hold D.F. E.S.D. *Tonnage opening closed* 37 | 6630 4805 4166 | ✠100A1 *Shelter dk with freeboard* ~~4,41~~ ~~10,39~~ MS5,38 *Fitted for oil* | Mdb ~~H K g~~ Lon LMC BS ~~10,39~~ 10,40 *fuel* 2,22 | a† | CL ~~3,38~~ 7,40 *F.P. above* | 1922 1mo | Irvines S.B. & D.D. Co. Ld. W Hartlepool *Lloyd's SA&CP* | BenLineSteamers, Ld. (W. Thomson & Co. *Mgrs.*) *Cell DB 364' 1099t DA 26'670t* | 420·0 \| 55·0 \| 36·3 27·8 F35'*on Shelter* FK *1k Collisio MT 31' FPT 102 ~~APT 128~~t* 50° F. | | | Leith British *pt Cem n BH to Sh dk* 6 „ „ *U* „ *above* 1 | T. 3Cy. 29", 49" & 80"–54" (s) 180lb FD 705 NHP 4SB, *12cf*, GS 250, HS 10855 Richardsons, Westgarth & Co. Ld. Hpl. | 39 " 0 s 9 " 10½ 29 " 5 | |
| 70741 123336 GPSK | **Benmacdhui** (*ex* Archimedes–32, *ex* Den of Airlie) ss Lth. No. 1–39 ss Lth. 2nd No. 3–6,35 2 Dks (Stl) & Shelter dk (Stl) D.F. | 6869 — 5068 | ✠100A1 *Shelter dk with freeboard* ~~5,36~~ ~~8,41~~ MS5,35 | Mdb ~~S u b~~ MS3,39 LMC BS ~~9,39~~ 10,40 | a† | CL 4,38 | 1911 8mo | Russell & Co. Pt. Glasgow *Lloyd's SA&CP Inte* | BenLineSteamers, Ld. (W. Thomson & Co. *Mgrs.*) *rmediate BH in for* | 433·5 \| 54·2 \| 34·6 447·2 (O.L.) FK *ehold dispensed with Cell DB a 130' uE* | | | Leith British *Cem 6 BH only & B 46' f 195'* | T. 3Cy. 27", 46" & 76"–51" (s) 200lb 603 NHP 3SB, *9cf*, GS 186, HS 8805 FD D. Rowan & Co. Glasgow 1311t *DT a 39' 1009t APT 18t* | 37 " 2 s 10 " 2½ 27 " 2½ | |
| 70742 148270 GNTM | **Benmohr** ss Fal. No. 3–6,31 ss Lth. No. 2–39 2 Dks (Stl) D.F. | 5920 5528 3751 | ✠100A1 3,41 ~~12,39~~ MS1,39 | Lth Gls LMC BS ~~8,39~~ 8,40 | a† | CL ~~8,38~~ 2,41 | 1928 5mo | C. Connell & Co. Ld. Glasgow *Lloyd's SA&CP* | BenLineSteamers, Ld. (W. Thomson & Co. *Mgrs.*) 1 *Intermediate BH 1 'tween dk BH Cell DB 37* | 429·0 \| 53·9 \| 30·0 P35'B143'F47' FK *forward & aft dispensed with 2' 1148t DT a 31'949t APT 32t* | | | Leith British *pt Cem 5 BH to U dk* 1 „ „ 2nd „ | Q.4Cy. 24¾", 35½", 51" & 73"–51" 220lb FD 675 NHP 3SB (Spt) & 1 Aux SB, *15cf*, GS 268, HS 10430 D. Rowan & Co. Ld. Gls. | 32 " 3 s 6 " 3 26 " 3 | |
| 70743 PDAM | **Bennekom** (P) (*ex* Bourne, *ex* Burgermeister Schröder) ss Ham. No. 3–5,29 ss Boa. No. 2–37 *Well deck* D.F. 2 Dks (Stl) 3rd dk in No. 1 hold | 5998 5429 3796 | 100A1 ~~7,40~~ ~~10,39~~ BS ~~3,39~~ 7,40 *Fitted for oil* | Phl ~~10,40~~ ~~Hal Cal~~ LMC 10.37 *fuel* 8,23 | | CL 3,39 *F.P. above* | 1917 | Flensburgr Schiffsb. Ges. Flensburg | Koninki. Nederl. Stoomb. Maats. | 449·7 \| 58·1 \| 26·9 P & B 377' F53' FK *Cell DB* 150° F. | | | Amstrdam Dutch 9 *BH Cem* 403' 1640t | T. 3Cy. 31 1/16", 50 1/8" & 84 1/8"–53 1/8" 185lb (s) 791 NHP 4SB (Spt) *12cf*, GS 253, HS 12196 FD Flensburger Schiffsb. Ges. | 29 " 6 s 4 " 5½ 25 " 4 | N |
| 70744 LJLP | **Bennestvet** D.F. 1 *Dk Cruiser Stern* | 2438 2077 1454 | | | | | 1937 | Moss Værft & Dokk, A/S Moss | Th. Brövig | 304·7 \| 47·7 \| 18·5 P25'H184'F25' | | | Farsund Norwegian *WB* | C. 3Cy. (2) 15 3/4" & 39 3/8"–31 1/2" & LP turbine with reduction gear & chain drive HS 3245 228 NHP Moss Værft & Dokk, A/S | | |
| 70745 142609 GPWC | **Bennevis** (*ex* Cutcombe, *ex* War Ostrich) ss Lth. No. 3–7,30 ss Lth. No. 2–37 2 Dks (Stl) *Cargo battens not fitted in 'tween decks* | 5356 4831 3247 | ✠100A1 ~~8,39~~ ~~1,40~~ 8,41 MS11,37 | Ant ~~H K g~~ H K g LMC BS ~~3,40~~ 11,40 | *y* | CL ~~3,39~~ N 10,40 | 1918 8mo | Richardsn. Duck & Co. Ld. Stockton *Lloyd's SA&CP* | BenLineSteamers, Ld. (W. Thomson & Co. *Mgrs.*) *Cell DB* | 400·2 \| 52·4 \| 28·4 413·0 (O.L.) P49'B113'F40' FK 335'1058t *FPT 132t* | | | Leith British *7 BH pt Cem APT 213t* | T. 3Cy. 26", 44" & 73"–48" (s) 180lb 426 NHP 3SB, *9cf*, GS 190, HS 6912 Blair & Co. Ld. Stockton | 31 " 0 s 5 " 11¼ 25 " 4 | |
| 70746 116762 WEFF | **Bennington** (*ex* Eduardo Sala, *ex* t. Paul) D.F. *Mchy. Aft* (*Self-Unloader*) 1 *Dk & Spar dk* | 2029 — 1222 | | | | | 1897 | Chicago S.B. Co. Chicago | Gartland S.S. Co. (D. Sullivan & Co. *Mgrs.*) | 238·0 \| 42·2 \| 22·2 *WB* | | | W l m g t n Dl Utd. States | T. 3Cy. 17", 29" & 47"–36" NB 19 132 NHP Cleveland S.B. Co. Clevelnd. | | R |
| 70747 145558 GDJT | **Benreoch** ~~ss H. Kg. 2nd No. 3–6,40~~ D.F. E.S.D. 2 Dks (Stl) | 5818 5442 3702 | ✠100A1 6,40 ~~2,40~~ ~~MS4,38~~ | Lon HKg LMC 6,40 ~~BS7,36~~ | *z* | CL 2,40 | 1921 12mo | C. Connell & Co. Ld. Glasgow *Lloyd's SA&CP* | BenLineSteamers, Ld. (W. Thomson & Co. *Mgrs.*) *Inter in forward hold & dk BH in after Cell DB 363' 1050t D* | 420·1 \| 54·0 \| 30·0 P35'B128'F45' FK *mediate BH intermediate 'tween holds dispensed with Ta 32' 960t APT 32t* | | | Leith British *pt Cem 5 BH to U dk* 1 „ „ 2nd „ *only* | Q.4Cy. ~~9 1/4~~", 35½", 51" & 71½"–51" 25¾ (s) 220lb *100lb* 600 NHP 3SB (Spt), *12cf*, GS 214, HS 8781 FD Dunsmuir & Jackson Ld Gls | 32 " 3 s 6 " 4 26 " 2 | |
| 70748 145884 GDSY | **Benrinnes** (*ex* London Exchange–38, *ex* Parisiana) ss Lon. No. 3–12.35 ss Mch. No. 1–38 2 Dks (Stl) & Shelter dk (Stl) D.F. E.S.D. 3rd dk in No. 1 hold *Tonnage opening closed* 40 *Cargo battens not fitted in Sh. 'tween decks* | ~~5419~~ ~~4870~~ ~~2855~~ 6638 6403 4156 | ✠100A1 *Shelter dk with freeboard* 2,40 ~~BS12,39~~ 11,40 *Fitted for oil* | HKg LMC 12,38 *fuel* 10,21 | *a†* | CL 11,38 *F.P. above* | 1921 3mo | Irvines S.B. & D.D. Co. Ld. W Hartlepool *Lloyd's SA&CP* | BenLineSteamers, Ld. (W. Thomson & Co. *Mgrs.*) *Shelter 'tween dk except Cell BH dispensed with Cell DB 364' 1099t MT 31' 500t D* | 420·0 \| 55·0 \| 27·9 435·2 (O.L.) 36·4 F35'*on Shelter dk* FK *BHs Collisio Ta 31' 394t FPT 102t* 50° F. | | | Leith British *pt Cem n BH to Sh dk* 6 „ „ *U* „ *above* 15 | 3 steam turbines DR geared to 1 sc. shaft 1901b FD 789 NHP 1SB, *12cf*, GS 250, HS 10615 Richardsons, Westgarth & Co. Ld. Hpl. | ~~30 " 0~~ ~~s 3 " 7½~~ ~~27 " 11~~ 39 " 0 s 9 " 10½ 29 " 4 | |
| 70749 219036 | **Bensalem** *Fitted for oil fuel 2 Dks & Webframes* | 5513 4971 3389 | ✠ ... 6,20 | | | | 1919 10mo | Merchant S.B. Corp. Harriman, Pa | United States Maritime Commission | 400·7 \| 54·2 \| 30·4 P36'B124'F44' FK | | | Phildlphia Utd. States *WB* | 2 Steam Turbines DR geared to 1 Sc Shaft Westinghouse Electric & Mfg. Co. Essington, Pa. | 32 " 10 | |
| *Now* "Alcoa Partner," *see No. 87055 in Supplement* | | | | | | | | | | | | | | | | |
| 70750 223909 KFTC | **Benson Ford** (P) *Oil Eng. Mchy. Aft* D.F. GyC. | 8626 — 6393 | | | | | 1924 | Gt. Lakes Eng. Works River Rouge, Mich. | Ford Motor Co. | 590·0 \| 62·0 \| 32·0 | | | Dearborn Utd. States | Oil Engines 2S.C.SA 4Cy. 22⅝"–91" 690 NHP Sun S.B. Co. Chester, Pa. | | |
| 70751 156146 ~~OXGR~~ ~~YHLG~~ GLXT | **Bente Mærsk** (*ex* Anna Mærsk) *Oil Eng.* ss Rot. No. 2–36 *Mchy. Aft* D.F. 1 *Dk (Stl)* | 5722 4990 3406 | ✠100A1 6,39 LMC CS 4,37 DBS ~~4,39~~ 11,40 ~~9,36~~ 6,39 *Carrying Petroleum in bulk* | Rot DBS ~~4,39~~ | *z* | CL N 6,37 | 1928 3mo | Odense Staalskibsverft Odense *Lloyd's SA&CP* | Ministry of Shipping (Hunting & Sons, Ld. *Mgrs.*) *Cell D Bu E 66' 233t D* | 390·6 \| 53·7 \| 29·6 P94'B37'F30' FK *Trunk in wells Tf 27' 490t FPT 85t* | | | London British 10 *BH pt Cem* 2 DB (P *made 22 refitted 28*) *APT 118t* | Oil Engines 4S.C.SA 6Cy. 29½"–59 1/16" 490 NHP *180lb* Akt. Burmeistr & Wain, Cpn | 31 " 4 s 5 " 1 26 " 6½ | |
| 70752 FOON | **Benty** D.F. E.S.D. *Oil Eng.* *Ref. Mchy. Cruiser Stern* 2 *Dks* | 3078 2453 2061 | | | | | 1938 | Helsingörs Jernsk. & Msk. Elsinore | Cie. Gén. de Nav. à Vap. Cyp. Fabre (Fabre Line) | 335·6 \| 44·0 \| 25·6 F82' | | | Marseilles French *WB* | Oil Engines 2S.C.SA 9Cy. 19½"–35 7/16" 610 NHP Helsingörs Jernsk. & Mskb. | | V |
| 70753 145891 GFCY | **Benvannoch** (*ex* Dakarian–39) ss Bkn. No. 3–10,34 ss Lth. No. 1–39 *Ref. Mchy.* 2 *Dks (Stl) & Shelter dk (Stl)* D.F. | 6427 6052 4023 | ✠100A1 *Shelter dk with freeboard* 9,40 ~~7,39~~ BS 6,40 | Lth HKg LMC 7,39 | *z* | CL 2,39 | 1921 11mo | D & W Hendersn & Co. Ld. Glasgow *Lloyd's SA&CP* | BenLineSteamers, Ld. (W. Thomson & Co. *Mgrs.*) *Cell DB 340' 963t DT a 26' 670t* | 400·3 \| 52·5 \| 35·0 413·5 (O.L.) FK & BK 2' B143'*on Shelter dk* ( *FPT 123t APT 30t* | | | Leith British *7 BH pt Cem 6 BH to Sh dk* 1 „ „ *U* „ | Q.4Cy. 23¾", 34", 49" & 70"–51" 215lb (s) 626 NHP 4SB, *12cf*, GS 240, HS 9791 FD D & W Hendersn & Co Ld Gls | 37 " 7 s 8 " 8¼ 29 " 2 | |
| 70754 148265 GCPB | **Benvenue** ~~ss~~ Ant. No. 3–5,39 ~~ss Lth. No. 2–35~~ D.F. 2 *Dks (Stl)* | 5920 5528 3750 | ✠100A1 ~~6,40~~ ~~5,39~~ 4,41 ~~BS 10,39~~ 9,40 | Ant ~~Sng~~ Lon LMC ~~2,35~~ MS 4,39 | *a†* | CL 4,39 | 1927 7mo | C. Connell & Co. Ld. Glasgow *Lloyd's SA&CP* | BenLineSteamers, Ld. (W. Thomson & Co. *Mgrs.*) 1 *Int. BH fwd & 1 'tween dk BH Cell DB 372' 1* | 429·0 \| 53·9 \| 30·0 440·0 (O.L.) P35'B143'F47' FK *aft dispensed with 148t DT a 31'949t A* | | | Leith British *pt Cem 5 BH to U dk* 1 „ „ 2nd „ *PT 32t* | Q.4Cy. 24¾", 35½", 51" & 73"–51" (s) 220lb 675 NHP 3SB (Spt) & 1 Aux SB, *15cf*, GS 268, HS 10430 FD D. Rowan & Co. Ld. Glasgow | 32 " 3 s 6 " 3 26 " 3 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terres rares (grand entretien) ex.pâtrd. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Francbord au maillon du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. Bef. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70755 1420 GCFB | **Benvorlich** D.F. | ssMdb.No.3–8,31 ssLth.No.2–39 ~~ssLth.No.1–55~~ 2Dks(Stl) | 5193 4818 3222 | ✠100A1 ~~6,39~~ 6,39 10,40 ~~11Kg~~ 5,39 ✠LMC MS11,39 BS~~10,39~~ 2,41 | Lth | y | CL 8,38 | 1919 8mo Lloyd's | C.Connell &Co.Ld. Glasgow SA&CP | Ben Line Steamers Ld.(W.Thomson& Co.Mgrs.) CellDB3 | 400·6 \| 52·2 \| 28·5 413·0(o.l.) P49'B113'F39' FK 40'1069t FPT133t | Leith British 7BHptCem APT70t | T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Dunsmuir&JacksonLdGls | 31 " 0 s5 " 11½ 25 " 8½ | |
| | *Cargo battens not fitted in 'tween decks* | | | *Fitted for oil fuel 4,20 F.P. above 150° F.* | | | | | | | | | | | |
| 70756 145973 GCJX | **Benvrackie** (*ex*Darian–39) *Ref.Mchy.* 2Dks(Stl)&Shelter dk(Stl) D.F. E.S.D. | ssLiv.No.3–11,35 ssLth.No.1–39 | 6434 6052 4065 | ✠100A1 *Shelter dk withfreeboard* ~~8,41~~ 2,40 MS6,39 ✠LMC BS~~4,40~~ 4,41 | Mch Lon | z | CL 5,39 | 1922 9mo Lloyd's | D&W Hendersn&Co.Ld. Glasgow SA&CP | BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) CellDB340'963t DTa26'670t | 400·4 \| 52·5 \| 35·0 413·5(o.l.) B143' on Shelter dk FK&BK2' FPT123t APT70t | Leith British ptCem 6BHtoSh dk 1 " " U " D&W Hendersn&CoLdGls. | Q.4Cy.23½",34",49"&70"–51" 215lb (s) 626NHP 4SB,12cf,GS240,HS9791 FD | 37 " 7 s 8 ·8½ 29 " 2 | |
| 70757 LCEO | **Benwood** D.F. | ssStv.2ndNo.3–4,35 1Dk(Stl) | 3931 3628 2389 | ✠100A1 ~~NYk~~ Examined 3,41 Shl ✠LMC BS5,40 MS3,41 | | w | CL 2,38 | 1910 1mo Lloyd's | Craig,Taylor&Co.Ld. Stockton SA&CP | SkjelbredsRederei A/S(Kr.Knudsen, Mgr.) CellDBa111'uE | 344·9 \| 51·3 \| 25·3 P44'B104'F31' FK 21'f147'101t FPT149t APT98t | Xiansand Norwegian 6BHCem | T.3Cy.24",40"&66"–45" (s) 180lb 342NHP 3SB,9pf,GS135,HS5604 N.E.MarineEng.Co.Ld.Sld | 27 " 9 s 4 " 9 23 " 1½ | |
| 70758 160655 GSWL | **Benwyvis** D.F. E.S.D. | ssMdb.No.3–4,30 ssLth.No.2–37 2Dks(Stl) | 5920 5528 3751 | ✠100A1 7,40 ~~2,40~~ Cál ✠LMC MS10,37 BS~~5,39~~ 4,40 | Syd | a† | CL 12,38 | 1929 5mo Lloyd's | C.Connell &Co.Ld. Glasgow SA&CP | BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) 1 Intermediate BH dk B CellDB37 | 429·0 \| 53·9 \| 30·0 445·0(o.l.) P35'B145'F48' FK fwd & 1 'tween 2'1148t DTa31'949t | Leith British ptCem 5BHtoUdk 1 " " 2nd " APT82t | Q4Cy24¾",35½",51"&73"–51" 220lb (s) 675NHP 3SB(Spt)&1AuxSB,15cf, GS268,HS10430 FD D.Rowan&Co.Ld.Glasgow | 32 " 3 s6 " 2¾ 26 " 3½ | |
| 70759 YTJG | **Beograd** (P) | ssSsk.No.1–41 ssSsk.No.3–1,36 1Dk&Shade dk | 864 593 517 | ✠100A1 *Shade dk withfreeboard* 3,41 ~~11,39~~ ✠LMC ~~5,39~~ MS3,41 BS5,40 2,41 ~~No later survey reported~~ *For Service in the Mediterranean* | Ssk | l | CL ~~11,38~~ 11mo Lloyd's | 1922 11mo Lloyd's | M.U.Martinolich Lussnpiccolo SA&CP | Jadranska Plovidba D.D. CellDBa45'uE18'f | 215·0 \| 30·5 \| 12·9 227·8(o.l.) FK 84'138t | Susak YugoSlav 4BHCem | T.3Cy.18½",29½"&48"–33"(s) 180lb ~~200lb~~ 211NHP NDB20refitted22 2SB,4cf,GS156,HS3358 FD UnitedMachineFactories, Smichow | 15 " 0 s 1 " 0 14 " 4½ | |
| 70760 151634 VOLF | **Beothic** (*ex*LakeComo) Sub.Sig. | ssNFL.No.3–9,38 1Dk(Stl) *Strengthened for Navigation in Ice* | 1825 1633 1078 | ✠100A1 6,40 ~~3,40~~ ✠LMC MS9,38 BS3,40 | NFL | r | CL ~~5,37~~ 6,40 | 1918 3mo | American S.B.Co. Lorain,O. A&CP | BowringBrothers, Ld. CellDB218'532t FPT70t | 262·5 \| 43·7 \| 18·4 273·1(o.l.) P25'B64'F30' FK 1en25 | SJhnsNFL British 6BHCem APT69t | T.3Cy.20",33"&54"–40" (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain,O. | 20 " 4 s 2 " 5½ 18 " 1 | |
| 70761 1785 IBAE | **Beppe** (*ex*Kingarth–32,*ex*Berwyn, *ex*Mattawa, *ex*Franktor, *ex*SaintHugo) D.F. | ssSt.J.No.3–4,24 ssNwc.No.1–28 2Dks(Stl) | 4859 4560 3031 | ✠ —— 4,34 ✠ | Bry | y | | 1912 7mo | A.M'Millan &Son.Ld. Dumbarton | G.&F.Fratelli Bozzo CellDBa117'uE&B42'f | 414·2 \| 52·1 \| 27·3 401·0 Q36'B126'F48' FK 188'955t DT | Genoa Italian 7BHCem | T.3Cy.27",44"&73"–48" 458NHP 3SB,9cf,GS181,HS7860 D.Rowan&Co.Glasgow | 30 " 0 | I † |
| 70762 8374 SMEN | **Bera** D.F. E.S.D. *Mchy.Aft* 1Dk *Butts of shell & upper deck plating* *CruiserStern* *elec. welded* | *Oil Eng.* | *11236* *10322* *6787* | ✠100A1 5,10 ~~9,39~~ Cff ✠LMC9,39 *CarryingPetroleum in bulk* | Got | f† | CL | 1939 9mo Lloyd's | A/B Götaverken Gothenburg SA&CP | Rederi A/B Transmark (G.Carlsson,Mgr.) CellDBuE85'348t | 533·9 \| 66·2 \| 39·2 540·3(o.l.) P102'F64' FK DTf27'511t FPT135t | Gothenbrg Swedish 12BH 2DB–150lb APT389t | f 27'745t FPT70t APT45t Oil Engines 2S.C.DA 6Cy.24⅞"–55½" 1236NHP A/B Gotaverken,Got. | 38 " 9 s9 " 4½ 29 " 7½ | |
| 70763 LCMV | — | 1Dk | 771 600 430 | | | | | 1925 | Mjellem& Karlsen Bergen | A/S Dacapo (Bachke&Co. Mgrs.) | 188·1 \| 31·2 \| 12·3 Q63'H45tF28t WB | Trondheim Norwegian | T.3Cy.14",23½"&38"–27" 75NHP Mjellem&Karlsen,Bergen | | N |
| 70764 143416 GQDF | **Bereby** | 2Dks | 5248 4766 3197 | | | | | 1919 | Irvine'sSB &D.D.Co.Ld. W Hartlepool | ElderDempster Lines,Ld. | 400·2 \| 52·3 \| 28·5 P49'B113'F38' WB | Liverpool British | T.3Cy.27",44"&73"–48" Richardsons, Westgarth&Co.Ld.Hpl. 369NHP | | C |
| 70765 PDAR | **Berenice** Wireless | 2Dks | 1177 973 665 | | | | | 1919 | N.V. Lobithsche ScheepsbMy Lobith | Koninkl.Nederl. Stoomb.Maats. N.V. | 256·4 \| 37·0 \| 13·5 WB | Amstrdam Dutch | T.3Cy.18½",30"&48"–36" 138NHP Alblasserdam.Msch.Fab. | | V |
| 70766 UPCQ | **Beresina** (*ex*Bracondale–34, *ex*Seatonia, *ex*WarHighway) | ssHpl.No.3–11,30 1Dk(Stl) | *3087* *2842* *1859* | ✠ ... 1,35 ✠ | Hpl | u | | 1918 5mo | J.Blumer& Co. Sunderland | U.S.S.R. CellDB276'734t FPT105t | 331·3 \| 46·8 \| 23·2 P33'B98'F28' FK | Odessa Russian 7BHCem APT122t | T.3Cy.25",41"&68"–45" 430NHP 3SB,9cf,GS153,HS6304 J.Dickinson&Sons,Ld.Sld. | 25 " 6 | |
| 70767 EECP | **Berga** (*ex*Barflo,*ex*Berga) *Mchy.Aft* *Well deck* | ssBcl.No.2–29 1Dk(Stl) | 804 — 460 | ✠ —— 5,33 ✠ | Bcl | k | | 1921 1mo | Astilleros delMedit. S.A. Barcelona | Hijo deRomulo BoschS.enC. CellDBf114' | 186·6 \| 29·5 \| 12·4 Q114'B12'F22' FK 176tFPT42t | Barcelona Spanish 4BHCem 2SB,4cf,GS60,HS1714 AlexanderBros.Barcelona | T.3Cy.12",20"&32"–24" 84RHP | 14 " 7 | |
| 70768 152006 VJFK | **Bergalia** *Ref.Mchy.* Wireless *Mchy.Aft* | TwinSc ssSyd.No.3–8,37 1Dk(Stl) *Cargo battens not fitted* | 548 367 195 | ✠100A1 ~~7,40~~ ~~3,40~~ 4,41 ~~BS7,39~~ ✠LMC6,37 7,40 | Syd | h | OG 6,39 | 1925 1mo Lloyd's | AilsaS.B. Co.Ld. Ayr SA&CP | Illawarra&South CoastS.N.Co.Ld. (A.L.Miller,Mgr.) Side ta | 153·1 \| 34·6 \| 8·5 35·8 P21'F29' FK nks f18'50t FPT44t | Sydny NSW British 3BHCem APT50t | T.6Cy.10½",16"&26"–16" (s) 180lb 70RHP 1SB,3cf,GS70,HS2202 AilsaS.B.Co.Ld.Troon | 9 " 6 s 1 " 2 8 " 4½ | |
| 70769 LCXB | **Berganger** D.F. *Ref.Mchy.* | *Oil Eng.* 1Dk&Shelter dk | 6826 6013 4229 | | | | | 1932 | Nederl Schps.Maats. Amsterdam | Westfal-Larsen& Co.A/S | 464·4 \| 61·2 \| 27·4 P97tF22t WB | Bergen Norwegian | Oil Engines 2S.C.DA 7Cy.27½"–47½" 1842NHP AlgemeineElektrizitats-Ges | | N |
| 70770 LCMX | **Bergen** (P) | 2Dks | 553 479 320 | | | | | 1909 | Stavanger Stöberi&Dok Stavanger | DetStavangerske Dampskibselskab | 157·6 \| 25·8 \| 18·1 H74t WB | Stavanger Norwegian | T.3Cy.14¾",23½"&39"–27" 79NHP StavangerStöberi&Dok | | |
| 70771 OXOB | **Bergenhus** (P) Wireless D.F. | 2Dks3trB | 1398 1272 825 | | | | | 1922 | Helsingörs Jernsk.&Msk Elsinore | DetForenede DampskibsSelsk. | 231·1 \| 35·2 \| 21·1 | Copnhagn Danish WB | T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb. | | V |
| 70772 LFBA | **Bergensfjord** (P) GyC. D.F. | TwinSc ssOsl.2ndNo.3–8,38 2Dks(Stl)&Shelter dk(Stl) 3rd dk in Nos.1,2&5holds | 11015 8654 6550 | ✠100A1 *Shelter dk withfreeboard* 10,40 ~~8,38~~ ~~11,40~~ ~~10,40~~ BS10,40 ~~11,40~~ ✠LMC11,37 *Fitted for oil fuel 3,20 F.P. above 150° F.* | Osl NYk | g† | CL ~~8,38~~ 10,40 | 1913 9mo Lloyd's | Cammell Laird&Co.Ld Birkenhead SA&CP | DenNorske AmerikalinjeA/S CellDBa 119'uE&B152'f | 511·8 \| 61·2 \| 29·5 P70'B201'F108' FK 189'1165t FPT149t | Bergen Norwegian 3BHCem 4PT150t DTf7'225t | Q.8Cy.26",37½",53"&75"–51" & 2 LP Turbines with DR gearing & hydraulic couplings 220lb (r) 1469NHP 8SB,32cf,GS590,HS23000 FD CammellLaird&Co.LdBkn | 32 " 6 s 6 ·8½ 26 " 0 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Yearsassigned for Equipment. Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed if not in L.R. Dated B. of T. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70773 226171 KGDV | **Bering** Ⓟ (*ex*Salatiga) *ss*S.Fo.No.3–5,33 ~~*ss*S.Fo.No.2–41~~ ~~*ss*S.Fo.No.1–37~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 7631 — 5667 | ✠100A1 *Shelter dk with freeboard* ~~5,41~~ ~~5,40~~ ~~BS2,40~~ *Fitted for oil fuel* | SFo | *b*↑ | CL 5,39 | 1920 6mo | SunS.B. Co. Chester,Pa. A&CP *Cell DB370* | AlaskaPackers Association | 435·2\|57·8\|35·2 F41′*on Shelter dk* 1355*t DTa*30′ 874*t* | S.Frncisco Utd.States FK | T.3Cy.27″,45½″&76″–51″ (*r* 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD 3*BHto Sh dk* 4 „ „ *U* „ SunS.B.Co.Chester,Pa. | 38 ″ 0 s 10 0⅜ 28 ″ 2 | |
| 70774 217255 KETZ | — **Wood** (*ex*ArthurJ. *Fitted for oil fuel* Baldwin–36,*ex*AnnetteRolph) 2*Dks* | 2361 — 1391 | | | | F.P. above 1 | 1918 | RolphS.B. Co. Rolph,Cal. | AlaskaS.S.Co.Inc. | 245·3\|45·5\|28·3 | NewYork Utd.States | T.3Cy.16½″,26″&44″–30″ BethlehemS.B. 106NHP Corp.Ld.SanFrancisco | | |
| 70775 PDBA | **Berkel** *ss*Rot.No.2–39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted* | 2130 ~~2,40~~ ~~7,39~~ 4,41 1904 1273 | ✠100A1 ~~MS1,39~~ | Sch Sld ~~dhs~~ ~~LMC~~ ~~BS5,39~~ 9,40 | *s* | CL ~~4,38~~ 4,41 | 1930 4mo | A.Vuijk& Zonen Capelle a/d Yssel *Lloyd's A&CP* | N.V.“Houtvaart” (Vinke&Co. *Mgrs.*) *Cell DB244′542t FPT62t APT54t* | 281·5\|42·7\|19·3 P22′B64′F22′ FK | Rottrdam Dutch *4BHCem* | T.3Cy.21″,34½″&57″–36″ 210lb (*s*) 251NHP 2SB,*6cf*,GS106,HS4137 ArnhemscheStoom-sleephellingMaatsArnhem | 21 ″ 4 s 3 ″ 1⅝ 18 ″ 3⅜ | |
| 70776 222831 KFIE | **Berkshire** Ⓟ D.F. *Fitted for oil fuel* Sub.Sig. 4*Dks* *Longitudinal framing* | 5486 — 3361 | | | | | 1923 | Federal S.B.Co. Kearny,N.J. | Merchnts&Miners Transportation Co. | 350·7\|52·1\|15·2 | Baltimore Utd.States *WB* | T.4Cy.24½″,42″&(2)54″–48″ HoovenOwens& RentschlerCo.Hamilton,O. 404NHP | | R |
| 70777 220173 KUVG | — (*ex*EasternTempest) D.F. GyC. 2*Dks* | 4621 3832 2824 | ✠ … 7,21 ✠ | | | | 1920 4mo | Uraga Dock Co.Ld. Uraga | Coastwise Transportation Corp. | 360·1\|51·2\|25·9 P21′B91′F35′ FK | Boston Utd.States *WB* | T.3Cy.25″,42″&70″–48″ 400NHP UragaDockCo.Ld. | 28 ″ 6 | R † |
| 70778 211149 | — Ⓟ **Pad** 1*Dk&Shade dks* | 4300 — 2918 | | | | | 1913 | NewYork S.B Co. Camden,N.J. | ~~HudsonRiverNavy Corp.~~Marine Liquidating Corp. | 422·4\|50·6\|12·9 | NewYork Utd.States | 1Cy.84″–144″ 651NHP E&B*made08fitted*13 W&A FletcherCo.Hoboken | | |
| 70779 DOCL | **Berlin** Ⓟ **TwinSc** E.S.D. *Fitted for oil fuel* D.F. Sub.Sig. GyC. 4*Dks* | 15286 9732 8988 | | | | | 1925 | Bremer Vulkan Vegesack | Norddeutscher Lloyd | 549·3\|69·2\|34·8 B272′ | Bremen German *WB* | T.8Cy.(2)34¼″(2)56⅝″&(4) 65⅜″–59 1/16″ 1317NHP Bremer Vulkan,Vegesack | | G |
| 70780 | — **TwinSc** *Oil Eng.* | 561 — 301 | | | | | 1928 | ..... Carmelo, Uruguay | Cia.Argentina de Nav.Mihanovich Ltda. | 228·3\|36·1\|10·8 | Bns.Aires Argentine | Oil Engines Soc.Anon.Ansaldo,Genoa | | |
| 70781 DAOE | — Ⓟ Wireless 1*Dk* | 468 384 189 | | | | | 1906 | Nüscke& Co. Stettin | Swinemünder Dampfschiffahrts Act.Ges. | 184·0\|26·4\|12·3 B34′H–F17′ | Swnemnde German *WB* | T.3Cy.17″,26″&43″–28″ 98NHP Schiffs.Uebigau,Dresden | | G |
| 70782 131533 VJFP | **Bermagui** Wireless *ss*Syd.No.2–19 *Mchy.Aft* 1*Dk* | 402 306 150 | ✠ … 11,20 ✠ | | | | 1912 8mo | AilsaS.B. Co.Ld. Troon | Illawarra&SCoast Stm.Nav.Co.Ld. (A.L.Miller, *Mgr.*) | 144·0\|32·1\| 8·2 F27′ FK | SydnyNSW British *WB* | C.4Cy.13″&26″–16″ 56RHP AilsaS.B.Co.Ld.Troon | 9 ″ 0 | |
| 70783 LOFH | **Berna** Ⓟ **PadK** *Fitted for oil fuel* Wireless 1*Dk&Promenade dk* | 1179 — 502 | ✠ … 1,14 ✠ | | | | 1911 10mo | A.&J. Inglis,Ld. Glasgow | Cia.Argentina de Nav.Mihanovich, Ltda. | 265·2\|37·1\|10·4 FK | Bns.Aires Argentine | T.3Cy.21½″,35″&54″–66″ 252NHP A.&J.Inglis,Ld.Glasgow | 11 ″ 1 | |
| 70784 FOAL | **Bernardin de Saint Pierre** Ⓟ *Fitted for oil fuel* **TwinSc** *Ref.Mchy.* GyC. D.F. 4*Dks* | 10086 — 5616 | | | | | 1926 | J.C.Tecklenborg A.G Weser-münde-G. | Soc.desServices Contractuels des Messageries Maritimes | 455·8\|60·8\|41·0 | Marseilles French *WB* | 2 DR geared Steam Turbines J.C.TecklenborgA.G. Wsm. | | V |
| 70785 LJSB | **Bernhard** (*ex*Innaren–37) *Oil Eng.* D.F. 1*Dk* *Cruiser Stern* | 3563 3224 2159 | | | | | 1924 | Sorlandets Skibsbyggeri Grimstad *Completed by* | SkibsA/SBernhard (LeifRöd) Langesunds Mek. Verks.Fevig | 331·8\|50·3\|24·1 P37′B102′F30′ | Tönsberg Norwegian *WB* | Oil Engines 4S.C.SA 6Cy.24⅝″–51⅛″ 354NHP Götaverken,Gothenburg | | N |
| 70786 DHCF | — 1*Dk&Web frames* | 592 480 367 | | | | | 1890 | H.Koch Lübeck | MathiesReed,K.G. | 175·0\|26·2\|12·6 B43′F31′ | Hamburg German *WB* | C.2Cy.21⅛″&40¼″–27½″ NB09 71NHP J.W.Klawitter,Danzig | | G |
| 70787 DJTY | **Bernhard Schulte** (*ex*Götaälv–38, *ex*BoreVII–37,*ex*MarthaHalm, *ex*Rhenania) Wireless 1*Dk* | 1058 880 585 | | | | | 1923 | Nüscke Co.A.G. Stettin | Schulte&Bruns | 219·7\|34·9\|14·3 Q64′B63′F30′ | Emden German *WB* | T.3Cy.17 7/16″,27⅝″&45 1/16″–27⅝″ 109NHP A.BorsigG.m.b.H.Berlin | | V |
| 70788 6310 SIWA | **Bernicia** *ss*Mmo.No.3–5,33 Sub.Sig. *ss*Got.No.1–36 Wireless D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | *1532* *1208* *728* | ✠100A1 *Shelter dk with freeboard* ~~3,40~~ ~~12,39~~ ~~MS12,36~~ *Fitted for oil* | Skm Got ~~LMC~~ ~~BS3,40~~ *fuel* 7,20 | *r* | OG ~~5,37~~ 8,40 *F.P. above* 1 | 1920 5mo | Oskrshmns M.V.Aktieb. Oskarshamn A&CP | Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *Cell DB229′* 4 | 274·0\|40·9\|23·5 15·5 FK *Collision* 51*t FPT34t APT36t* | Gothenbrg Swedish *Cem* *BHto Sh dk* 3*BHto U* „ | T.3Cy.19″,31½″&51½″–33″ 185lb (*s*) 226NHP 2SB(Spt),*6cf*,GS75 HS3442 FD OskarshamnsM.V.Aktieb. | 18 ″ 0 s ″ 2 17 ″ 11¾ | |
| 70789 141743 | **Bernier** Ⓟ (*ex*Mardep–35, *ex*Labrador) 2*Dks* | 317 245 174 | | | | | 1918 | DavieS.B. &Rpg.Co.Ld. Quebec | Canadian Government (Dept. of Transport) | 125·0\|23·4\|13·6 | Quebec British | T.3Cy.12¾″,21½″&35″–24″ 61RHP DominionBridgeCo.Ld. | | |
| 70790 PDBC | **Bernina** *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* | 329 239 150 | Examined L.R. ~~10,40~~ 4,41 | Pus | | | 1935 | GuteHoff-nungshütte A.G. Walsum | SchellenScheep-vaart&BevrachtingN.V. | 135·8\|24·0\| 9·1 P37′F17′ | Rottrdam Dutch *WB* | Oil Engines 2S.C.SA 6Cy.9⅛″–13″ NE38 101NHP | | G |
| 70791 DJTP | **Bernlef** (*ex*SevenSeasSound–37, *ex*Hunstanworth–37) *ss*Shl.No.3–12,32 *ss*Cff.No.1–37 D.F. 1*Dk*(*Stl*) *Cruiser Stern* | 2432 2242 1432 | ✠ 2,38 ✠ | Rot | *t* | | 1919 10mo | Ardrossan DD&SBCoLd Ardrossan | EmderDampfer-kompagnieA.G. (Wilh.Nübel, *Mgr.*) | 302·1\|43·0\|20·6 P33′B80′F32′ FK *CellDB260′* 644*t FPT68t APT172t* | Hamburg German *6BHCem* | T.3Cy.22″,36″&59″–39″ 265NHP 2SB,*6cf*,GS124,HS4500 McKie&Baxter,Glasgow | 23 ″ 0 | |
| 70792 PKOS | **Berouw** *Mchy.Aft* 1*Dk* | 756 526 322 | | | | | 1919 | NV. Schps. &Machfab. deKlop Sliedrecht | Koninkl.Paketv. Maats. | 183·8\|29·0\|14·4 Q103′B11′F20′ | Batavia Dutch *WB* | T.3Cy.14″,22″&36″–23⅝″ 63NHP N.V.deKlop,Sliedrecht | | V |
| 70793 | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel: Total / Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Mois de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. MHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc. | 15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B.of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70794 | **Berriedale** (ex Almascos-32, ex Royal Regis) | ss Shl. No. 3–1,35 ss Abn. No. 1–40 | 614 384 270 | ✠100A1 6,41 | Abn | *h* | CL 4,38 | 1922 7mo | J Chambers Ld. Lowestoft | G. Couper & Co. Ld. | 168·0 \| 26·5 \| 10·4 Q 108' F 24' FK 38t F PT 45t A PT 30t | London British WB | T. 3Cy. 14", 23" & 38"–27" (s) 180lb 92 RH 1 SB, 3pf, GS 51, HS 1666 Yeaman & Baggesen, Dun. | 12 ″ 7½ s 4 ″ 2 12 ″ 7½ | |
| MLPC | *Mchy. Aft* | 1 Dk (Stl) | | LMC MS 4,40 | | | | Lloyd | *sA & CP* | *Cell D B 99' 1* | | | | | |
| | *Well deck* | *Cargo battens not fitted* | | B S 8,39 | | | | | | | | | | | |
| 70795 | **Berryden** (ex Thrift) | ss Abn. 2nd No. 3–7,28 ss Abn. No. 2–37 | 506 373 209 | ✠100A1 8,39 | Abn | *h* | CL 8,38 10,40 | 1904 1 mo | Hall, Russell & Co. Ld. Aberdeen | R. Taylor & Sons, Ld | 168·6 \| 26·1 \| 10·5 176·0 (O.L.) Q 79' B 18' F 23' BK 7' a 25' f 74' 134t F PT | Dundee British WB | T. 3Cy. 14½", 23½" & 38"-30" (s) 180lb 93 RH 1 SB, 3pf, GS 51, HS 1490 Hall, Russell & Co. Ld. Abn | 13 ″ 5 s ·11½ 13 ″ 3½ | |
| MCKB | *Well deck* | *ss Abn. No. 2–37* | | LMC 8,37 | | | | Lloyd | *sA & CP* | *Cell D B* | 39t A PT 8t | | | | |
| | *Cargo battens not fitted* | 1 Dk (Stl) | | NB 20 re fitted 8,38 | | | | | | | | | | | |
| 70796 | **Berryton** (ex B. F. Berry) | | 6221 5813 5023 | | | | | 1908 | American S.B. Co. Lorain | Colonial Steamships, Ld. (R. Scott Misener, *Mgr.*) | 480·0 \| 52·0 \| 25·6 | Toronto British WB | T. 3Cy. 22½", 36" & 60"–42" 233 NHP American S.B. Co. Clevelnd. | | R |
| 141676 | *Mchy. Aft* GyC. | 1 Dk | | | | | | | | | | | | | |
| VGCR | | | | | | | | | | | | | | | |
| 70797 | **Berta** (ex Shell Dezoito-39, ex Berta-39) | Twin Sc ss Cco. No. 3–5,39 | 2600 1700 1356 | ✠100A1 12,40 ~~7,40~~ BS 1,41 MS 5,39 | Fal Ply LMC | *l* | CL ~~8,37~~ P 3,38 | 1927 7mo | Harland & Wolff, Ld. Belfast | Anglo-Saxon Petroleum Co. Ld. | 305·8 \| 50·2 \| 15·1 P 87' F 42' FK | London British WB | T. 6Cy. 13½", 23½" & 36"–27" (s) 180lb 238 NHP 11 B H pt Cem pt Asp | 15 ″ 0 s 1 ″ 6½ 13 ″ 7½ | |
| GDMG | *Mchy. Aft* | 1 Dk (Stl) | | | | | | Lloyd | *sA & CP* | | *Trunk dk 176' F PT 84t A PT 92t* | | 2 SB, 4cf, HS 3958 Harland & Wolff, Ld. Bel. | | |
| | *Longitudinal framing at bottom & at deck* | | | *Carrying Petroleum in bulk Fitted for oil fuel* | | | ~~8,40~~ 12,40 7,27 | above 1 | 50° F. | | | | | | |
| 70798 | **Bertha** (ex Ostanvik-32, ex Ragnar) | ss Skm. 2nd No. 3–6,32 ss Hbg. No. ~~1–39~~ 2–39 | 1216 966 671 | ✠100A1 4,40 ~~5,39~~ BS 1,40 | Hbg Got LMC ~~1937~~ MS 9,39 | *o* | OG 4,38 | 1906 5mo | Wood Skinner & Co. Ld. Newcastle | Rederi A/B Magnus Stenbock (E. Påhlsson, *Mgr.*) | 232·7 \| 35·5 \| 14·1 236·0 242·2 (O.L.) FK P 14' Q 74' B 62' F 24' | Hälsingborg Swedish WB | T. 3Cy. 18", 29" & 50"–33" (s) 180lb *120lb* 156 NHP 1 SB, *4pf*, GS 68, HS 2398 J. Dickinson & Sons, Ld. Sld. | 16 ″ 6 s 1 ″ 3 15 ″ 4½ | |
| SDJO | *Well deck* | 1 Dk (Stl) & deep framing | | | | | | Lloyd | *sA & CP* | *Cell D Ba 69' u E* | *& B 33' f 94' 137t F PT 57t A PT 19t* | | 4 B H Cem | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | |
| 70799 | — | | 766 605 451 | | | | | 1915 | Nüscke & Co. A.G. Stettin | Dampsk.-A/S Progress (M. Nielsen & Sön, *Mgrs.*) | 202·4 \| 30·4 \| 12·5 B 49' Q 69' F 25' | Copnhagn Danish WB | T. 3Cy. 14⅛", 21⅝" & 35½"–23⅝" Christian-sen & Meyer, Harburg | | G |
| OYAO | | 1 Dk | | | | | | | | | | | 63 NHP | | |
| 70800 | **Bertha Brøvig** | *Fitted for oil fuel* | 2415 2077 1449 | | | | | 1938 | Moss Værft & Dokk, A/S Moss | Th. Brövig | 304·7 \| 47·7 \| 18·5 P 24' B 182' F 21' | Farsund Norwegian WB | C. 3Cy. (2) 15¾" & 39⅜"–31½" & LP turbine with reduction gear & chain drive 228 NHP HS 3245 Moss Værft & Dokk, A/S | | N |
| LJVA | D.F. | 1 Dk *Cruiser Stern* | | | | | | | | | | | | | |
| 70801 | **Bertil** (ex Rogn, ex Borna, ex Material, ex Sune) | ss Bgn. No. 3–4,16 | *941* *741* *495* | ✠ ... 2,21 ✠ | | | | 1903 3mo | Goole S.B. & Repairing Co. Ld. Goole | C. O. Malmström (A/B Hillerström & Co. *Mgrs.*) | 197·2 \| 32·2 \| 13·8 P 63' F 20' FK *H 28t* | Malmö Swedish WB | T. 3Cy. 15", 25" & 41"–27" 104 NHP G. T. Grey, South Shields | 16 ″ 1 | N † |
| 4136 | *Mchy. Aft* | 1 Dk & deep framing | | | | | | | | | | | | | |
| SDIW | | | | | | | | | | | | | | | |
| 70802 | **Berto** (ex Botnia-36, ex Modemi) | | 1493 1183 833 | | | | | 1918 | Bergens Mek. Værks. Bergen | Skibs. A/S Berto (Tom Jentoft Berge) | 224·5 \| 37·7 \| 15·5 P 31t Q 106t H 104t F 32t | Oslo Norwegian WB | T. 3Cy. 18", 29" & 49"–33" 138 NHP Bergens Mek. Værks. | | N |
| LCRO | Wireless D.F. | 1 Dk | | | | | | | | | | | | | |
| 70803 | **Bertram Rickmers** | | 4188 3800 2546 | | | | | 1923 | Nordd. Werft m.b.H. Weser-münde-G. | Rickmers Rhederei A.G. | 367·8 \| 49·7 \| 26·1 P 45' B 120' F 44' | Hamburg German WB | T. 3Cy. 24", 39¾" & 66½"–47½" 300 NHP Bremer Vulkan, Vegesack | | G |
| DHCH | Sub. Sig. D.F. | 2 Dks | | | | | | | | | | | | | |
| 70804 | **Berury** (ex Oleu) | *Fitted for oil fuel* | 4924 4445 3096 | | | | | 1919 | Todd Dry Dock & Const Corpn. Tacoma, Wsh. | ~~United States Maritime Commission~~ | 379·5 \| 53·1 \| 27·0 P 52' B 102' F 41' | ~~New York~~ ~~Utd. States~~ British WB | T. 3Cy. 24", 40" & 70"–48" 339 NHP Todd D. D. & Const Corpn. Tacoma, Wash. | | R |
| ~~21000~~ KJNH | Sub. Sig. | 2 Dks *Longitudinal framing* | | | | | | | | | | | | | |
| 70805 | **Berwickshire** (ex Clan Macarthur) | | 7464 5341 4622 | | | | | 1912 | Armstrong Whitworth & Co. Ld. Newcastle | Scottish Shire Line, Ld. (Turnbull, Martin & Co. Ld. *Mgrs.*) | 450·1 \| 57·1 \| 26·8 | Glasgow British WB | T. 3Cy. 31½", 52" & 86"–60" & 1 LP Turbine 841 NHP Wllsnd Slpwy. Co. Ld. Nwc. | | C |
| 133085 | E.S.D. | | | | | | | | | | | | | | |
| GNZL | *Ref. Mchy.* D.F. | 2 Dks & Shelter dk | | | | | | | | | | | | | |
| 70806 | **Berwindglen** | | 4411 — 2750 | | | | | 1929 | Bethlehem S.B. Corp. Ld. (Fore River Plant) Quincy, Mass | Wilmore S.S. Co. | 350·5 \| 50·1 \| 28·3 P 97' B 11' F 30' | New York Utd. States WB | T. 3Cy. 24½", 41½" & 72"–48" 358 NHP Hooven, Owens & Rentschler Co. Hamilton, O. | | R |
| 228674 | | | | | | | | | | | | | | | |
| WKDC | *Mchy. Aft* D.F. | 1 Dk | | | | | | | | | | | | | |
| 70807 | **Berwindvale** | | 4411 3617 2750 | | | | | 1929 | Bethlehem S.B. Corp. Ld. (Fore River Plant) Quincy, Mass. | Wilmore S.S. Co. | 350·5 \| 50·1 \| 28·3 P 97' B 11' F 30' | New York Utd. States WB | 2 Steam Turbines D R geared to 1 Sc. Shaft Bethlehem S B Cor. Ld (Fore River Plant) Quincy, Mass | | R |
| 228882 | | | | | | | | | | | | | | | |
| WKDY | *Mchy. Aft* D.F. | 1 Dk | | | | | | | | | | | | | |
| 70808 | **Béryl** (ex Jules Rueff-38) | | 671 — 320 | | | | | 1920 | Chantiers de Provence Port de Bouc | Cie. Saïgonnaise de Nav. & de Transp. | 190·2 \| 28·5 \| 14·3 | Saïgon French WB | T. 3Cy. 14⅜", 21⅝" & 37⅜"–23⅝" 70 NHP Chantiers de Provence, Msl. | | V |
| TTCI | | 3 Dks | | | | | | | | | | | | | |
| 70809 | **Beryl** | 3 Mst ss Ayr. No. 3–1,36 ss Irv. No. 1–39 | 568 391 236 | ✠100A1 6,41 ~~8,00~~ BS ~~2,39~~ 12,40 | Irv LMC MS 7,39 | *h* | CL ~~4,38~~ 6,41 | 1924 11 mo | Ailsa S.B. Co. Ld. Troon | Wm. Robertson | 165·2 \| 26·6 \| 11·3 Q 94' B 9' F 27' BK 7' *F PT 60t* | Glasgow British WB | T. 3Cy. 13½", 21" & 35"–26" (s) 180lb 88 RH 3 B H Cem *A PT 5t* | 12 ″ 6 s 4 ″ 0½ 12 ″ 10 | |
| 147932 | | | | | | | | | | | | | 1 SB, *3cf*, GS 50, HS 1627 Ailsa S.B. Co. Ld. Troon | | |
| MNBZ | *Mchy. Aft* | 1 Dk (Stl) | | | | | | | | | | | | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | | | | | |
| 70810 | **Bes** (ex Spedit-35, ex Solfrid-34, ex Engelsberg) | | 542 400 294 | | | | | 1917 | Göteborgs Nya Verk. Gothenberg | Dampskslsk. "Bes" A/S (Oluf Svendsen) | 167·0 \| 27·3 \| 11·1 P 49' F 23' H 49t | Copnhagn Danish WB | T. 3Cy. 13⅜", 22¼" & 37⅜"–23½" 68 NHP Göteborgs Nya Verk. Got. | | V |
| OYGW | *Mchy. Aft* | 1 Dk | | | | | | | | | | | | | |
| 70811 | **Besholt** | *Oil Eng.* | 4977 4300 2959 | | | | | 1936 | Kockums M.V. Aktieb. Malmö | A/S Besco (S. Holter-Sörensen, *Mgr.*) | 401·4 \| 54·8 \| 25·1 P 29' F 34' | Oslo Norwegian WB | Oil Engines 2S.C.DA 5 Cy. 23⅜"–43⅞" 972 NHP Kockums M.V. Akt. Malmö | | N |
| LJGL | D.F. | 1 Dk & Shelter dk | | | | | | | | | | | | | |
| 70812 | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70813 | **Bess** | | 1116 | | | | | 1939 | A/S Akers Mek. Verks Oslo | A/S Ganger Rolf (Fred. Olsen & Co. *Mgrs.*) | 244·2 | 38·2 | 13·7 | Oslo Norwegian *WB* | Oil Engines 2S.C.SA 4Cy.19½"–35.7/8" 270NHP A/S Akers Mek. Verks. Oslo | | N |
| | Wireless | *Oil Eng.* | 828 | | | | | | | | B&P147' F58' | | | | | | |
| LKEU | *Mchy. Aft* *Cruiser Stern* | 1 *Dk* | 551 | | | | | | | | | | | | | | |
| 70814 | **Bessel** (*ex* Sorrento) | | 1878 | | | | | 1925 | Act. Ges. "Weser" Bremen | Dampfsch. Ges. "Neptun" | 283·7 | 41·7 | 16·5 | Bremen German *WB* | Oil Engines 4S.C.SA 6Cy.22 1/16"–39 3/8" 282NHP A.G. "Weser," Bremen | | G |
| | *Cruiser Stern* | *Oil Eng.* | 1499 | | | | | | | | P&B231' F35' | | | | | | |
| DOIE | D.F. | 1 *Dk* & *Shelter dk* | 915 | | | | | | | | | | | | | | |
| 70815 | **Bessemer** | | 4762 | ✠ ... | | | | 1919 | The Pusey & Jones Co. Gloucester City, N.J. | The Atlantic Refining Co. | 364·9 | 51·0 | 29·5 | Phildlphia Utd. States *WB* | Oil Engines connected to Elec. Motor & Sc. Shaft. | 31 " 3 | R † |
| 218155 | | *Oil Eng.* | 4449 | 2,21 | | | | 6mo | | | B34' F31' P95' | | | FK | | | |
| KIGT | *Mchy. Aft* | 2 *Dks* & *Web frames* | 2927 | | | | | | | | | | | | 1S.C.SA 553NHP 18Cy.17¾"–22" NE27 Ingersoll-Rand Co. N.Yk. | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 70816 | **Bessheim** Ⓟ | | 1774 | | | | | 1912 | Nylands Værksted Oslo | A/S Ganger Rolf (Fred. Olsen & Co. *Mgrs.*) | 256·0 | 36·1 | 22·8 | Oslo Norwegian *WB* | T.3Cy.21½", 34½" & 60"–39" 225NHP Nylands Værksted, Oslo | | N |
| | | | 1538 | | | | | | | | F33*t* H19 4*t* | | | | | | |
| LDAA | | 2 *Dks* | 1031 | | | | | | | | | | | | | | |
| 70817 | **Bestik** (*ex* Bestik 2–35, *ex* Annik–33) | | 2684 | ✠ 100A1 | NYk | *t* | CL 4,38 | 1920 | C. Hill & Sons Bristol | Skibs. A/S Manitowoc (K. Th. Einersen, *Mgr.*) | 310·8 | 44·3 | 21·6 | Oslo Norwegian | T.3Cy.21", 34" & 56"–36" (*s*) 180lb 242NHP 2SB, *6cf*, GS111, HS4246 Richardsons, Westgarth & Co. Ld. Hpl. | 23 " 10 / s 3 " 10 / 20 " 2½ | |
| | | *ss* Hav. No. 3–11, 32 | 2394 | 12,39 | | | | | | | 324·6 (O.L.) | | | | | | |
| LEZV | | *ss* Rot. No. 1–37 | 1568 | BS12,39 ✠LMC16,37 MS3,41 | | | | *Lloyd* | *sA&CP* | *Cell D* | P28 B87 F32' | | | FK | | | |
| | | 1 *Dk* (*Stl*) | | | | | | | | | *B*265' 622*t* *FPT* 90*t* | | | *APT* 90*t* | | | |
| 70818 | **Bestum** (*ex* Hessa–34) | | 2215 | ✠ ... | | | | 1919 | Dominion S.B.Co. Ld. Toronto | Skibs. A/S Gröm (K. Th. Einersen, *Mgr.*) | 251·6 | 43·9 | 22·3 | Oslo Norwegian *WB* | T.3Cy.20", 33" & 54"–40" 328NHP John Inglis Co. Ld. Toronto | 24 " 3 | N † |
| | | | 1989 | 10,23 | | | | 10mo | | | P25' B64' F20' | | | FK | | | |
| LEGA | | 1 *Dk* | 1316 | ✠ | | | | | | | | | | | | | |
| 70819 | **Beta** (*ex* Hisko) | | 5665 | ✠ ... | | | | 1917 | Chester S.B.Co. Ld. Chester, Pa. | Chas. Kurz & Co., Inc. (Pennsylvania Shipping Co. *Mgrs.*) | 400·8 | 54·3 | 31·4 | Wilmgton (Del.) Utd. States *WB* | 2 Steam Turbines D Rgeared to 1 Screw Shaft 628NHP Westinghouse Machine Co. East Pittsburg | 32 " 9 | R † |
| 215758 | | *Fitted for oil fuel* | 4550 | 9,20 | | | | 10mo | | | P99' B27' F50' | | | FK | | | |
| WEDB | D.F. | 1 *Dk* | 3516 | ✠ | | | | | | | | | | | | | |
| | *Mchy. Aft* | *Fitted with cylindrical tanks for carrying Petroleum* | | | | | | | | | | | | | | | |
| 70820 | — | **Iron Twin Sc Sp** | 393 | | | | | 1891 | T.A Walker Sudbrook | Manchester Ship Canal Co. | 145·5 | 30·4 | 10·7 | Manchestr British | Q.8Cy.9", 12", 16" & 25"–21½" NB05 96RHP Fleming & Ferguson, Psy. | | |
| 98920 | | | 382 | | | | | | | | | | | | | | |
| | *Mchy. Aft* | 1 *Dk* | 176 | | | | | | | | | | | | | | |
| 70821 | — | | 333 | | | | | 1935 | N.V. Noord Nederlndsch. Schpswerven Groningen | J. Tonkkes | 133·2 | 22·9 | 9·5 | Groningen Dutch *WB* | Oil Engines 4S.C.SA 6Cy.10 1/8"–15¾" 68NHP Mtrn Werke Mannheim AG | | V |
| | | *Oil Eng.* | 237 | | | | | | | | P34' F14' | | | | | | |
| PDBK | | 1 *Dk* | 198 | | | | | | | | | | | | | | |
| | D.F. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 70822 | **Betancuria** | **Twin Sc** | 2696 | | | | | 1933 | A/S Akers Mek. Værks. Oslo | A/S Ganger Rolf (Fred Olsen & Co. *Mgrs.*) | 343·6 | 48·7 | 18·8 | Oslo Norwegian *WB* | Oil Engines 2S.C.SA 12Cy.19 1/16"–35 7/16" 808NHP A/S Akers Mek. Værks. Oslo | | N |
| | | *Oil Eng.* | 1998 | | | | | | | | P96*t* H40 0*t* F23*t* | | | | | | |
| LITA | *Cruiser Stern* D.F. | 2 *Dks* | 1302 | | | | | | | | | | | | | | |
| 70823 | **Beth** | | 6852 | ✠ 100A1 | Rot | *a*† | CL N12,39 | 1930 | W Doxford & Sons, Ld. Sunderland | A/S Bill (L. Gill-Johannessen *Mgr.*) | 416·2 | 58·0 | 32·8 | Oslo Norwegian | Oil Engines 2.S.C.SA 4Cy.22 1/16"–85" 2DB *150lb* 598NHP W. Doxford & Sons, Ld. Sld. | 33 " 0 | |
| | | *Oil Eng.* | 5985 | 7,40 ~~12,39~~ | Cff | | | 9mo | | | P94' B32' F40' | FK | | | | | |
| LDPH | D.F. | *ss* Rot. No. 2–39 | 3960 | ✠LMC CS12,39 | | | | *Lloyd's* | *sA&CP* | | *Trunk in wells* | | | | | | |
| | *Mchy. Aft* | 1 *Dk* (*Stl*) & *Web frames* | | DBS12,39 12,36 | | | | | | *Cell D Bu E* 35' 157*t* | *DT f* 35' 538*t* *FPT* 1 | | | 51*t* *APT* 276*t* | | | |
| | *Longitudinal framing–bracketless system* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 70824 | **Bethlehem** (*ex* Midvale) | | 8271 | | | | | 1917 | Gt. Lakes Eng. Works Ashtabula, O. | Bethlehem Steel Corp. (Bethlehem Transptn. Corp. *Mgrs.*) | 580·0 | 60·0 | 32·0 | Wilmgton (Del.) Utd. States *WB* | T.3Cy.24½", 40" & 65"–42" Great 274NHP Lakes Eng. Works, Detroit | | R |
| 215153 | D.F. GyC. | | — | | | | | | | | | | | | | | |
| WCDR | *Mchy. Aft* | 1 *Dk* | 6564 | | | | | | | | | | | | | | |
| 70825 | **Bethore** | **Twin Sc** | 8257 | | | | | 1922 | Bethlehem S.B Corp. Ld Sparrow's Point, Md. | Ore S.S. Corp. | 550·3 | 72·2 | 43·7 | New York Utd. States *WB* | T.6Cy.25", 41" & 68"–48" 641NHP Bethlehem S.B. Corp. Sparrow's Pt. Md. | | R |
| 221913 | | *Fitted for oil fuel* | — | | | | | | | | P139' B82' F50' | | | | | | |
| KDWW | | 1 *Dk* | 4198 | | | | | | | | | | | | | | |
| | *Mchy. Aft* | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 70826 | **Betswood** | | 1051 | ✠ 100A1 | Bly | *m* | CL 10,39 | 1936 | W. Pickersgill & Sons, Ld. Sunderland | W. France, Fenwick & Co. Ld. | 218·0 | 34·0 | 12·5 | Shoreham British | T.3Cy.15", 25" & 42"–30" (*s*) 200lb FD *100lb* 150NHP 1SB(Spt), *3cf*, GS50, HS2262 N.E. Marine Eng. Co. Ld. Sld | 14 " 4 / s 4 " 1 / 13 " 11 | |
| 164885 | | | 695 | ~~Examined 6,41~~ Bly | | | | 7mo | | | Q139' B14' F28' | FK | | | | | |
| MLPL | *Mchy. Aft* | 1 *Dk* | 531 | ✠LMC 7,36 | | | | *Lloyd's* | *sA&CP* | *Cell D Bu* | *E*21' *f* 136' 320*t* *FPT* | | | 91*t* *APT* 36*t* | | | |
| | *Cruiser Stern* | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 70827 | **Betta** (*ex* Betty–37) | | 1567 | | | | | 1931 | Nakskov Skibs. A/S Nakskov | J. Lauritzen | 254·2 | 39·2 | 15·4 | Esbjerg Danish *WB* | C.4Cy.(2)14¾" & (2)31½"–31½" HS2350 164NHP A. Borsig, Berlin-Tegel | | G |
| | | | 1195 | | | | | | | | P16' Q71' B107' F36' | | | | | | |
| OZWE | Wireless D.F. | 1 *Dk* | 935 | | | | | | | | | | | | | | |
| 70828 | **Betty** (*ex* Hundvaagö, *ex* Kahei Maru) | | 2439 | | | | | 1919 | Yoshiura Shipbldng Yd Yoshiura | Bergens Privatbank (Eilert Lund, *Mgr.*) | 290·1 | 41·0 | 22·7 | Bergen Norwegian *WB* | T.3Cy.19½", 32" & 55"–36" 181NHP Takao Iron Works, Kobe | | N |
| | | | 2239 | | | | | | | | P42*t* H65*t* F38*t* | | | | | | |
| LCEQ | D.F. | 1 *Dk* | 1456 | | | | | | | | | | | | | | |
| 70329 | — | | 2339 | ✠ 100A1 | Sng | *r* | CL ~~12,38~~ 3,40 | 1918 | Superior S.B.Co. Superior, Wis | Hunt Steamship Corporation | 251·0 | 43·7 | 22·2 | Chinese | T.3Cy.19", 32" & 56 3/16"–36" (*s*) 180lb 330NHP 2SB, *6cf*, GS115, HS5467 FD Nordberg Mfg. Co. Milwkee | 24 " 4 | |
| | (*ex* Betty Weems, *ex* Lake Agomak) | *ss* Bal. No. 3–7, 36 | 1976 | 4,40 ~~12,38~~ | | | | 10mo | | | P25' B64' F20' | FK | | 4 *BH Cem* | | | |
| | D.F. | 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) *inholds* | 1420 | ✠LMC MS7,36 BS12,38 4,40 | | | | A&CP | | *Cell DB* 208' 539*t* *FPT* | | | | 68*t* *APT* 77*t* | | | |
| 70830 | **Betty H** (*ex* Kirktown, *ex* Broomfield) | | 2478 | ✠ 100A1 | Skm | *t* | N7,39 | 1902 | T Turnbull & Son Whitby | Porin Laiva O/Y (Werner Hacklin, *Mgr.*) | 310·7 | 44·0 | 19·7 | Björnebrg Finnish | T.3Cy22½", 36½" & 60"–39" (*s*) 160lb 224NHP 2SB, *6cf*, GS97, HS3350 Blair & Co. Ld. Stockton | 23 " 0 / s 3 " 6½ / 19 " 8 | |
| | | *ss* Cff. 2nd No. 3–9, 29 | — | ~~5,02~~ 10,40 | | | | 5mo | | | 301·1 | | | 6 *BH Cem* | | | |
| OHFL | D.F. | *ss* Skm. No. 2–38 | 1391 | BS2,39 ✠LMC1,38 | | | | *Lloyd's* | *sA&CP* | | P29' B84' F33' | FK | | 626*t* *APT* 62*t* | | | |
| | | 1 *Dk* (*Irn*) & *Web frames* | | No later survey reported | | | | | | | *DBa* 94' *u E* 24' *f* 118' | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 70831 | **Betty Mærsk** | | 2357 | | | | | 1922 | Odense Staalskibsvft Odense | Dampskibsselsk af 1912 (A.P. Möller. Copenhagen, *Mgr.*) | 299·8 | 42·4 | 19·9 | Aalborg Danish *WB* | T.3Cy.21½", 33 7/8" & 55½"–39 3/8" & LP Turbine Börsig A. Werke, Tegel | | V |
| | | | 2028 | | | | | | | | P20' B92' F34' | | | | | | |
| OXEB | D.F. | 1 *Dk* | 1423 | | | | | | | | | | | | | | |
| 70832 | **Beulah** (*ex* Heiren) | **Twin Sc 5 Mst** | *1389* | ✠ | SFo | | | 1923 | Randolph A/S Skibs. Fevig | Beulah Shipping Co. Inc. | 232·6 | 37·7 | 20·4 | Panama Pnamanian | Oil Engines 2S.C.SA 8Cy.15"–16½" DB *14 fitted* 32 137NHP J&C G Bolinders Co. Ld. Skm | 22 " 0 | |
| | | *Oil Eng* | *1216* | 7,37 | | | | | | | | | | *Cem* | | | |
| HPBF | *Mchy. Aft* | *ss* L.An. No. 3–10, 33 | *1042* | ✠ | | | | | | | P35' F34' | BK 8½" | | 2 *BH to U dk* | | | |
| | | 1 *Dk* (*Stl*) 2 *trB* | | | | | | | | | | | | 4 " " 2nd " | | | |
| | | | | | | | | | | *Intermediate 'tween dk B Hin* | | | | | | | |
| | | | | | | | | | | | *MT* 27' 350*t* *D* | | | *hold dispensed with* *Tf* 27' 350*t* *APT* 30*t* | | | |

(SUNK IN PORT 12,37 - REFLOATED & NOW TRADING)

Now "Heron," *see No.* 88383 *in Supplement*

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant en clerk. Lettre d'appareillement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Longueur où mesurée. Largeur hors tout. Tirant d'eau. Port. Bau. Tirant |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70833 | **Beursplein** | | 4368 | | Npt | | | 1920 | Deutsche Werft.Akt. Ges. Hamburg | NV.Scheepv Maats Millingen(G.A. Spliethoff, *Mgr.*) | 389·9 | 50·1 | 26·9 | **Rotterdam** | T.3Cy.27⅝",43⅜"&69⅜"-47½" ~~300lb~~ | | G |
| PDBR | | *2 Dks* | 4096 / 2780 | Examined L ~~7.40~~ ~~BS7.40~~ DS7.40(200lb) | 1.41 | | | | | | P37'B111'F49' | | | Dutch *WB* | 345NHP Ottensener Maschf. Altona | | |
| 70834 | **Beverwijk** (*ex* Terschelling) | | 2948 | | | | | 1909 | Bonn& Mees Rotterdam | N.V.Stoomv Maats Wijklijn(Erhardt & Dekkers, *Mgrs.*) | 327·0 | 47·3 | 21·8 | **Rotterdam** | T.3Cy.23½",38"&64"-42" | | V |
| PDBW | D.F. Sub.Sig. | *1 Dk* | 2744 / 1847 | | | | | | | | | | | Dutch *WB* | 265NHP Maats.de Schelde, Flushing | | |
| 70835 | **Bhadana** (*ex* Lighter) | | 320 | | | | | 1908 | Hong Kong & Whampoa Dock Co.Ld. Hong Kong | Sawad Sukhum Banij Ld. | 134·6 | 26·0 | 13·0 | **Bangkok** Thai | C.2Cy.12"&24"-16" | | |
| | *Mchy.Aft* | | — 219 | | | | | | | | | | | | 19NHP | | |
| 70836 | **Bhadravati** (P) | *ss* Bom.No.2-40 ~~*ss* Bom.No.1-39~~ | 1449 | ✠100A1 *Shelter dk* | Bom | *p* | CL ~~3.37~~ 3,40 | 1932 | Harland& Wolff,Ld. Glasgow | Bombay Steam Navigation Co.Ld. | 230·8 | 38·6 | 14·8 | **Bombay** British | T.3Cy.17",29"&48"-33" (*s*) | 16 " 0 | |
| 156048 | | | 940 | *with freeboard* | Krlr | | | 9mo | | | | | | | 200lb 269NHP | s " 4½ | |
| VTCG | | 1 *Dk&Shelter dk* (*Stl*-teak s) | 695 | 2.~~40~~,38 12,40 ~~10.40~~ ~~LMC~~ | 12,40 | | | *Lloyd's* | *SA&CP* | *Cell DBuE 25'50t* | F34' | | FK | 5 *BHCem* (2 „ *to Sh dk* 3 „ „ *U* „) | 2SB,*6cf*,GS131,HS4546 FD Harland& Wolff,Ld.Bel. | 16 " 1 | |
| | | | | *Fitted for oil fuel* | 9,32 | *F.P.a* | | *bove* 150°F. | | | *FPT55t APT62t* | | | | | | |
| 70837 | **Bhanurangsi** | Twin Sc | 686 | ✠100A1 *with freeboard* | Bgk | *l* | CL | 1927 | A/S Naks-kov Skibsvft. Nakskov | Thai Nav.Co.Ld. | 199·9 | 32·5 | 9·7 | **Bangkok** Thai | Oil Engines 4S.C.SA 12Cy.13"-23⅝" | 11 " 10 | |
| 312 | | *Oil Eng* | 504 | 10,40 ~~11,39~~ | | | 11,39 | 5mo | | | | | FK | 4 *BHpt Cem* | 196NHP | s 2 " 2 | |
| HSAN | | *ss* Bgk.No.3-11,39 1 *Dk*(*Stl*)&*Shaded k*(*Teak*) | 410 | ✠LMC ~~CS11.39~~ ~~2,40~~ | | | | *Lloyd's* | *SA&CP* | *Cell DBuE 27'f38'112t* | | | | *APT32t* | Akt.Burmeistr& Wain,Cpn | 9 8 | |
| | | | | *For Coasting Malay Penins* | *Service-ula & Sum* | *Gulf of Siam atra* | | | | | | | | | | | |
| 70838 | **Bhima** | | 5280 | ✠100A1 *with freeboard* | Lou Bom | *a*† | CL | 1939 | C.Connell &Co.Ld. Glasgow | James Nourse,Ld. | 415·6 | 55·2 | 25·6 | **London** British | Oil Engines 2S.C.SA 3Cy.20½"-31⅛" 387NHP | 28 " 9 | |
| 167212 | | *Oil Eng.* | 4661 | 2,41 ~~8,39~~ ~~LMC~~ | 2,41 | | | 4mo | | | 431·5(O.L.) | | | *Coll to Sh dk* | 2 DB *120lb* | s 3 " 3½ | |
| GSGM | | 1 *Dk&Shelter dk* *Cruiser Stern* | 3097 | | | | | *Lloyd's* | *SA&CP* | *One intermediate Cell DB* | F34' 353'1365t | FK | 5 „ 2nd „ *BH dispensed with FPT192t* | *APT260t* | Barclay,Curle&Co.Ld.Gls. | 25 " 8 | |
| 70839 | **Bhutan** | | 6104 | ✠ | Rot | | CL | 1929 | Harland& Wolff,Ld. Glasgow | Hain S.S.Co.Ld. | 436·0 | 57·6 | 29·6 | **London** British | Q4Cy30½",44",63½"&91"-60" LP Turbine with DR gearing&hydraulic coupling | 32 " 3 | |
| 161203 | | *Fitted for oil fuel* | 5496 | 4,32 | | | | | | | | | | 7 *BHpt Cem* | 1245NHP | | |
| GSYL | *Ref.Mchy.* D.F. E.S.D. | 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* | 2912 | ~~Lloyd's~~ ~~LMC~~ ~~11,40~~ | 11,40 | | | | | | F34' | FK | (*Coll to Sh dk* 6 „ 2nd „) | | 5SB,*15cf*,GS HS15050 Harland& Wolff,Ld.Gls. | | |
| | | | | | | | | | | *Cell* | *B368'1276t FPT168t* | | | *APT54t* | | | |
| 70840 | **Bia** (*ex* Onnetar-35,*ex* Ilse,*ex* Sailing Vessel) | *ss* Hfs.3rd No.3-5,34 | 428 | ✠100A1 | Bgn | *f* | ~~4.38~~ 12,40 | 1902 | Akt Lödöse Varf Lödöse A&CP | Rederi A/B Bia (~~A.B.Carlsson, Mgr.~~) (B.V. Brunulf, *Mgr.*) | 135·2 | 26·2 | 12·6 | **Gothenburg** Swedish | C.2Cy.12"&27"-18" (*s*) | 15 " 3 | |
| 4098 | | | 360 | 3,41 ~~4,38~~ | Got | | | 12mo | | | 140·2(O.L.) | | | | 125lb 31NHP | s 1 " 2½ | |
| SKXJ | | *ss* Osc.No.3-11,35 | 291 | ~~Lloyd's~~ ~~LMC~~ | | | | | | | P38'F18' | BK7' | | 3 *BH Cem* | 1SB,*2cf*,GS25,HS522 | 14 " 8 | |
| | *Mchy.Aft* | *ss* Got.No.1-41 1 *Dk*(*Stl*) *Cargo battens not fitted* | | NE&B9.08 | 3,41 | | | | | | len08 | | | | Akt.Lödöse Varf, Lödöse | | |
| | | | | | | | | | | *Cell DB* | *f19'30t FPT* | | | *21t APT11t* | | | |
| 70841 | **Biafra** | | 5405 | ✠100A1 | Shl | *y* | CL | 1919 | Harland& Wolff,Ld. Greenock | Elder Dempster Lines,Ld. | 400·4 | 52·3 | 28·5 | **Liverpool** | T.3Cy.25½",44"&73"-48" (*s*) | 31 " 0 | |
| 143285 | | *ss* Bkn.No.3-9,34 | 4782 | 9,40 ~~9,39~~ | Liv | | 9,39 | 6mo | | | 412·7(O.L.) | | | British | 180lb 517NHP | s 6 " 0 | |
| GQDC | | *ss* Shl.No.1-39 2 *Dks*(*Stl*) | 3298 | ~~Lloyd's~~ ~~LMC~~ | | | | *Lloyd's* | *SA&CP* | *Cell DB* | P50'B113'F39 | FK | 7 *BHpt Cem* | *APT220t* | 3SB,*9cf*,GS190,HS7668 FD Harland& Wolff,Ld.Grk. | 25 " 3 | |
| | | | | BS11,40 | | | | | | | 340'1051t FPT128t | | | | | | |
| 70842 | **Bianca** | | 5688 | | | | | 1926 | A.B.Göta-verken Gothenburg | Rederi A/S Mascot (Arth.H.Mathie-sen, *Mgr.*) | 380·7 | 55·2 | 32·1 | **Oslo** Norwegian | Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP | | N |
| | *Carrying Petroleum in bulk* | *Oil Eng.* | 5056 | | | | | | | | P228t F72t H333t | | | *WB* | A.B.Götaverken,Got. | | |
| LCER | D.F. *Mchy.Aft* | 1 *Dk* *Cruiser Stern* | 3340 | | | | | | | | | | | | | | |
| 70843 | **Biarritz** (P) | Twin Sc | 2388 | | | | | 1915 | W.Denny & Bros. Dumbarton | Southern Railway | 341·2 | 42·1 | 24·0 | **London** British | 4 Steam Turbines SR geared to 2 Sc.Shafts | | |
| 136809 | | 3 *Dks&Awng dk&tr B* | 1424 | | | | | | | | | | | *WB* | Denny&Co.Dumbarton | | |
| GPBT | *Fitted for oil fuel* | *Cruiser Stern* | 936 | | | | | | | | | | | | | | |
| 70844 | **Bibury** | | 4616 | ✠100A1 *with freeboard* | Cff | *a*† | CL | 1929 | R.Duncan &Co.Ld. Port Glasgow | Alexander Shppng. Co.Ld.(Capper, Alexander&Co. *Mgrs.*) | 408·0 | 55·0 | 25·9 | **London** British | T.3Cy.25",42"&70"-48" (*s*) | 28 " 5 | |
| 161323 | | | 4378 | | | | | 11mo | | | 420·5 (O.L.) | | | | 200lb HS7320 489NHP | s 3 " 6½ | |
| GMCJ | | 1 *Dk*(*Stl*)&*Shltr dk*(*Stl*) | 2898 | 8,40 ~~2,40~~ | | | | *Lloyd's* | *SA&CP* | | F38' | FK | 6 *BH Cem* (*Coll to Sh dk* 5 „ 2nd „) | | 2SB FD &1 Aux SB,*8cf* GS150 Rankin& Blackmore Ld. Grk. | 25 " 1½ | |
| | | | | BS2.40 | LMC9.38 | | | *Cell* | | | *DB352'1150t DTa* | | | *30'1150t APT115t* | | | |
| 70845 | **Bice** (*ex* Antonio Padre) | Aux Bk | 1459 | ✠ | Gen | *s* | | 1902 | N.Odero fu A. Sestri Pnente | Augusta Scarlatti &Vittorio Marchi | 233·8 | 37·7 | 20·6 | **Genoa** Italian | Oil Engines 4S.C.SA 6Cy.15"-21½" 131NHP | 22 " 1 | I |
| 814 | | *Oil Eng.* | 1317 | 3,24 | | | | 9mo | | | 217·5 | | | | NE *fitted* 19 | | † |
| IKWA | | *ss* Gen.No.3-7,14 *ss* Gen.No.1-19 | 1098 | DB9.02 | | | | | | | P65'F21' | BK9" | 2 *BH Cem* | | Officine Insobri,Milan | | |
| | (*See Sailing Ship Register*) | 1 *Dk2tr B* | | | | | | | | | | | | | | | |
| 70846 | **Bicol** (*ex* Borongan) | | 367 | | | | | 1901 | Lobnitz& Co.Ld. Renfrew | ~~Manila Railroad Co.~~ Madrigal& Co. | 150·2 | 26·0 | 9·5 | **Manila** Utd. States | C.2Cy.27"&56"-46" | | |
| KZAC | Wireless | 1 *Dk* | — 184 | | | | | | | | | | | | 177NHP Lobnitz&Co.Ld. Renfrew | | |
| 70847 | **Bidassoa** | | 558 | | | | | 1901 | Lobnitz& Co.Ld. Renfrew | ~~Worms&Cie~~ Ministry of Shipping (Bristol Steam Nav. Co.Ld. *Mgrs.*) | ~~170·5~~ | ~~27·2~~ | ~~14·1~~ | Falmouth British | C.2Cy.15"&35"-24" | | V |
| 114001 | | | ~~593~~ | | | | | | | | B40'F21' | 14 · 0 | | | B made 26 *fitted*- 50NHP | | |
| MLCF | | 1 *Dk* | 325 | | | | | | | | 169 · 6 \| 26 · 9 \| | | | *WB* | Lobnitz&Co.Ld.Renfrew | | |
| 70848 | **Biddlestone** | | 4910 | ✠100A1 | Nwc | *y* | CL | 1937 | Short Bros. Ld. Sunderland | Clarissa Radcliffe S.S.Co.Ld.(Evan Thomas Radcliffe &Co, *Mgrs.*) | 401·9 | 53·9 | 26·6 | London ~~Newcastle~~ | C.4Cy.(2)10½"&(2)20½"-13" | 29 " 0 | |
| 161606 | | | 4512 | 5,40 ~~12,00~~ | Hul | | 1½ 5,40 | 7mo | | | 414·8(O.L.) | | | British | SR geared & LP Turbine DR geared to Sc. Shaft | s 5 " 7½ | |
| GZZF | D.F. E.S.D. | 1 *Dk* *Cruiser Stern* | 2953 | ~~Lloyd's~~ ~~LMC~~ | 7.37 | | | *Lloyd's* | *SA&CP* | | P36'B123'F35' | FK | 6 *BH Cem* | | 240lb (*s*) 348NHP 2SB(Spt&FD)&1 Aux SB, | 23 " 7½ | |
| | | | | | | | | | | *Cell* | *DB350'1249t FPT* | | | *10t APT205t* | *9cf*,GS124,HS4936 White's Mar.Eng Co Ld Nwc | | |
| 70849 | **Bidelia** (*ex* Cardross-35) | | 1364 | ✠100A1 | Syd | *o* | CL | 1927 | J.Lewis& Sons,Ld. Aberdeen | John Burke,Ld. | 227·2 | 34·9 | 14·8 | **Brisbane** British | T.3Cy.17¾",28½"&48½"-33" | 16 " 9 | |
| 153919 | | *ss* Syd.No.3-3,39 | 907 | ~~5.40~~ ~~10,00~~ | | | ~~11,37~~ 10,40 | 9mo | | | 237·7(O.L.) | | | | 200lb (*s*) 179NHP | s " 5½ | |
| VJPL | Wireless | 1 *Dk*(*Stl*) | 775 | 4 *BH Cem* | | | | *Lloyd's* | *SA&CP* | *Cell DBa&* | Q85'B96'F27' | FK | | | 2SB *6pf*,GS102,HS3104 | 16 " 5½ | |
| | *Well deck* | *Cargo battens not fitted* | | BS5,40 | LMC3.39 | | | | | *uE54'f92'244t* | *DTa21'70t FPT32t* | | | *APT14t* | J.Lewis&Sons,Ld.Abn. | | |

Note "Llancarvan," see No. 88911 in Supplement

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70850 / — / LJVO | **Bidevind** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* | 4956 / 4403 / 2908 | | | | | 1938 | Flensburg Schiffsb. Ges. Flensburg | A/S Borgestad | 414·3 / F28′ | 55·7 | 25·0 | Porsgrunn Norwegian *WB* | Oil Engines 2S.C.DA 5Cy.23⅝″–43⅜″ 969NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | N |
| 70851 / 220637 / KESQ | **Bidwell** *Oil Eng.* *ss* Phl. No. 3-6, 32 *Mchy. Aft* *ss* Phl. No. 1-36 GyC. 2 *Dks (Stl) & web frames* *Longitudinal framing* | 6837 / 6269 / 4185 | 100A1 3,40 ~~9,39~~ ✠NE23 DBS ~~2,40~~ 2,41 *Carrying Petroleum in bulk* | Phl | *b*† | CL ~~4,37~~ 3,40 ✠LMC 9,36 | 1920 | Baltimore D.D.&S.B.Co Baltimore, Md. AP | SunOilCo. *CellDBuE&B 548t DT f40′456t* | 431·0 / P105′B36′F38′ FK 17 *BHptCem* (13 *to U dk* 4 „ *2nd* „) | 59·2 | 33·3 | Philadlphia Utd. States *FPT 232t APT 102t* | Oil Engines 2S.C.SA 4Cy.22½–33″–91½″ DB *200lb* 640NHP SunSB.&DD.Co. Chester Pa | 33 ″ 4 | |
| 70852 / *(ex* War Mastiff) / 142625 / GPSZ | **Biela** *ss* Liv. No. 3-2, 31 *ss* Liv. No. 1-34 D.F. 2 *Dks (Stl)* *Cargo battens not fitted in 'tween dks* | 5298 / 4853 / 3218 | ✠100A1 Examined ~~2-40~~ 1,41 ✠LMC MS 11,38 BS ~~8,37~~ 7,40 | Lon | *y* | CL 4,39 | 1918 / 9mo | Short Bros. Ld. Sunderland *Lloyd's* | Lamport&Holt Line, Ld. *CellDB* | 400·3 / P49′B113′F40′ FK 340′1067*t* | 52·4 | 28·5 | Liverpool British 7 *BHptCem* *APT 198t* | T.3Cy.27″,44″&73″–48″ (*s*). 180lb 517NHP 3SB, *9cf*, GS 190, HS 7668 FD N.E. Marine Eng. Co Ld Sld | 31 ″ 0 ~5 ″ 11⅜ 25 ″ 3½ | |
| 70853 / — | **Bienvenido** *ss* Jck. No. 2-21 1 *Dk (Stl) & Shade dk* | *944* / *732* / *482* | ✠ 8,25 ✠ | Jck | *m* | | 1912 / 9mo | A. Vuijk& Zonen Capelle a/d Ysel | P.N.& J.M.Carranza *CellDB* | 210·3 / FK | 32·1 | 14·9 | Ciudad Bolivar Venezuelan 4 *BHCem* | T.3Cy.17½″,28½″&47″–30″ NB27 144NHP 2SB, *4pf*, GS 69, HS 2406 G.T.Grey, South Shields | 17 ″ 0 | |
| 70854 / *(ex* Exarch–37, *ex* Naamhok) / 220989 / KDNE | **Bienville** *Fitted for oil fuel* 2 *Dks & Web frames* | 5491 / — / 3467 | ✠ ... 3,22 ✠ | | | | 1921 / 1mo | Merchant S.B.Corp. Harriman, Pa. | WatermanS.S. Corp. | 400·7 / P36′B124′F44′ FK | 54·2 | 30·4 | Mobile Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 645NHP Westinghouse Electric & Mfg. Co. E. Pittsburg | 32 ″ 10 | R † |
| 70855 / *(ex* Rotha–33) / 7913 / SDGT | **Bifrost** *ss* Got. No. 3-8, 33 *ss* Got. No. 1-37 *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted* | *1781* / *1329* / *991* | ✠100A1 ~~8,40~~ ~~4,39~~ 1,41 BS ~~7,39~~ 8,40 ✠LMC 7,37 | Got | *q* | CL 2,38 12,40 | 1923 / 1mo | Wood Skinner&Co. Ld Newcastle *Lloyd's* | RederiA/B Bifrost (J.R.Trapp) *CellDBa 77′uE1* | 258·5 / 260·5 FK Q153′B on Q52′F29′ 8′f102′448*t* | 37·7 | 16·3 | Gothenbrg Swedish 4 *BHCem* *FPT 92t APT 150t* | T.3Cy.20″,33″&54″–36″ (*s*) 180lb 208NHP 2SB, *6cf*, GS 99, HS 3440 N.E. Marine Eng Co Ld. Nwc | 18 ″ 7 s5 ″ 7 17 ″ 2 | |
| 70856 / 4163 / JDQB | **Bihuku Maru** (P) (*ex* Bifuku Maru-38, *ex* Kosai Maru) 2 *Dks & Spar dk (Stl*–teak s) | 2558 / 2446 / 1332 | ✠ 2,07 ✠ | Yka | *t* | | 1899 / 4mo | Lobnitz& Co.Ld. Renfrew | NipponSuisan K.K. *CellDBa 90′uE&* | 312·0 / B8′ 26·2 BK 10′ B90′*f* 88′468*t* | 39·2 | 18·7 5 *BHCem* *FPT 20t APT 14t* | Tokyo Japanese Swedish &LP turbine with reduction gear & chain drive 228NHP HS 3245 Moss Værft & Dokk, A/S | T.3Cy.25⅝″,42″&67″–48″ 377NHP 2DB, *6cf*, GS 233, HS 6300 Lobnitz&Co.Ld. Renfrew | 29 ″ 6 | |
| 70857 / PDCR | **Bilderdijk** *ss* Rot. No. 3-10, 31 *ss* Sch. No. 2-40 D.F. 2 *Dks (Stl) & Shelter dk (Stl)* | 6856 / 6383 / 4228 | ✠100A1 *Shelter dk with freeboard* 1,40 ✠LMC BS 4,40 MS 1,40 *Fitted for oil fuel* 8,22 | Sch | *z* | CL N8,38 *F.P. above* | 1922 / 8mo | C. van der Giessen& Zonen Krimpen a/d Yssel | Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn) *CellDB 325′ MT 1722t DT a577t* | 400·0 / F50′ *on Shelter dk* FK 1028*t* *Collision pt Cem nBH to Sh dk* 1 50° F. | 54·3 | 36·6 | Rottrdam Dutch *Lloyd's* | 3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 215lb 648NHP 3SB (Spt), *9cf*, HS 8481 FD Harland&Wolff, Ld. Bel. | 39 ″ 0 s9 ″ 0½ 30 ″ 2 | |
| 70858 / — / LKBZ | **Bill** *Fitted for oil fuel* 1 *Dk* *Cruiser Stern* | 2445 / 2079 / 1444 | | | | | 1939 | Moss Værft &Dokk, A/S Moss | A/S Bill (L.Gill-Johannessen) | 304·7 / P25′B184′F25′ | 47·7 | 18·5 | Oslo Norwegian *WB* | C.3Cy.(2)15¾″&39⅜″–31½″ &LP turbine with reduction gear & chain drive 228NHP HS 3245 Moss Værft & Dokk, A/S | | N |
| 70859 / — / PDCX | **Bill S.** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* *Cargo battens not fitted* | 466 / 351 / 252 | ✠100A1 9,39 ✠LMC 9,37 ✠LMC(M) 9,39 | Rot | *g* | 9,39 | 1937 / 9mo | NV Boele's Schpsw&Mch Bolnes *Lloyd's* | N.V.Zeevaart Maats. "Bill" (Rotterdamsche KustvaartCentrale N.V. *Mgrs.*) *CellDB 107′ 127t FPT 48t APT 11t* | 160·4 / 168·9 (O.L.) Q44′F21′ FK | 26·4 | 10·0 | Rottrdam Dutch 3 *BHptCem* | Oil Engines 4S.C.SA 8Cy.11″–17⅛″ 94NHP Humboldt-Deutzmotoren A.G. Köln-Deutz | 11 ″ 10 s1 ″ 2 10 ″ 8¾ | |
| 70860 / — / DHCK | **Bille** *Mchy. Aft* Sub.Sig. 1 *Dk* | 665 / 535 / 344 | | | | | 1920 | Stocks& Kolbe Kiel | Bugsier-Reed. u. Bergungs A.G. | 176·0 / P115′F23′ | 31·3 | 12·3 | Brmrhavn German *WB* | T.3Cy.12 9/16″,19 11/16″&32 5/16″–22 7/16″ 49NHP C.Wollheim, Breslau | | G |
| 70861 / 144936 / MKDW | **Bilton** *ss* Bly. No. 3-3, 33 *ss* Bly. No. 1-37 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted* | 746 / 505 / 375 | ✠100A1 4,40 ~~BS 2,40~~ 2,41 ✠LMC 1,37 *Fitted for oil fuel* 8,20 | Bly | | CL 4,40 *F.P. above* | 1920 / 8mo | J.S.White &Co.Ld. Cowes *Lloyd's* | Tyne-Tees Steam Shipping Co. Ld. *CellDBf 110′* | 180·6 / Q111′B11′F24′ FK | 29·3 | 11·5 | Middlsbro' British 3 *BHCem* 166*t FPT 38t* | T.3Cy.15″,25½″&41″–30″ (*s*) 180lb 93RHP 1SB, *3cf*, GS 49, HS 2127 J.S.White&Co.Ld. Cowes | 13 ″ 7 s 3 ″ 8¾ 13 ″ 6 | |
| 70862 / 141895 / GBMV | **Binfield** *ss* Bom. No. 3-8, 27 *ss* Cal. No. 2-35 1 *Dk (Stl) & Web frames* *Cargo battens not fitted* | 5180 / 4709 / 3170 | ✠100A1 Examined ~~3-40~~ 2,41 ✠LMC BS ~~7,39~~ 8,40 MS 2,40 | Bom | *y* | CL 12,39 | 1919 / 4mo | Sir Raylton Dixon&Co.Ld Middlesbro' *Lloyd's* | BritishIndiaStm. Nav.Co.Ld. *CellDB* | 400·3 / P49′B112′F39′ FK 345′1122*t* | 52·4 | 28·5 | Glasgow British 7 *BHptCem* *APT 177t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB, *9cf*, GS 190, HS 7668 FD Richardsons, Westgarth& Co.Ld. Mdb. | 31 ″ 0 s5 ″ 11½ 25 ″ 3¼ | |
| 70863 / 109652 / VLDZ | **Bingera** *Oil Eng.* Wireless *ss* Syd. No. 1-40 1 *Dk* *Cruiser Stern* | 922 / 584 / 399 | ✠100A1 2,40 ✠LMC CS 10,39 2,40 | Syd | *l* | CL 2,40 | 1935 / 9mo | Wm Denny &Bros.Ld. Dumbarton *Lloyd's* | Australasian United Steam Nav. Co.Ld. *CellD* | 200·2 / *35·9* 207·2 (O.L.) P26′Q86′ FK Bon Q46′F24′ *B158′ 267t* | 34·1 | 9·0 | Bundabrg British 4 *BHptCem* *APT 38t* | Oil Engines 4S.C.SA 6Cy.19 11/16″–35 7/16″ 224NHP J.G.Kincaid&Co.Ld. Grk. | 13 ″ 9 s 4 ″ 4½ 13 ″ 1 | |
| 70864 / — / PDDI | **Bintang** *Oil Eng.* D.F. 3 *Dks* | 6481 / 6050 / 4027 | | | | | 1916 | Maats. Fyenoord Rotterdam | N.V.Stoomv. Maats. "Nederland" | 420·0 / P59′F42′ | 54·7 | 33·6 | Batavia Dutch *WB* | Oil Engines 2S.C.SA 6Cy.30″–52 4/5″ NE25 940NHP Sulzer Bros. Winterthur | | V |
| 70865 / — / 172767 / ~~OXBC~~ VRDV | — Twin Scr 3 Mst ~~Twin Scr~~ *Oil Eng.* *ss* H.Kg. No. 3-11, 34 *ss* Bgk. No. 1-38 1 *Dk (Stl) & Awng dk* (*Stl*–teak s) | ~~2775~~ / ~~2580~~ / ~~1795~~ 2825 / 2560 / 1769 | ✠100A1 *Awng dk with freeboard* 7,40 ~~7,30~~ ✠LMC CS 7,39 5,39 3,40 | Bgk Sng | *s* | CL ~~8,37~~ ~~P1,38~~ 7,40 | 1922 / 5mo | A/S Nakskov Skibs. Nakskov *Lloyd's* | Ministry of Shipping (United Baltic Corp. Ld. *Mgrs*) *CellDB 243′ 574t* | 284·8 / F30′ *on Awng dk* FK *Collision & after pea* 2 „ „ *U* „ | 44·2 | 25·4 | Hong Kong British *pt Cem* *kBH to A dk* | Oil Engines 4S.C.SA 12Cy.19 11/16″–26″ 453NHP Akt. Burmeistr & Wain, Cpn | 28 ″ 0 s 7 ″ 6 20 ″ 10¾ | |
| 70866 / — / KOT | **Bintoehan** 1 *Dk* | 1021 / 844 / 554 | | | | | 1921 | N.V. Werf Hubertina Haarlem | Kon. Paketvaart Maats. | 229·6 / P25′B64′F25′ | 38·4 | 12·8 | Batavia Dutch *WB* | T.3Cy.15⅜″,25⅝″&43″–27″ 96NHP N.V. Werf Hubertina | | V |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme sanctionnant maintenant a pour. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70867 | **Birchbank** | TwinSc | 5151 | ✠100A1 | Bkn | *a*† | CL | 1924 | Harland& | BankLine,Ld.(A. | 420·4\|53·9\|26·5 | Glasgow | Oil Engines 4S.C.SA | 29 ″ 2 | |
| 47917 | *Oil Eng.* | | 4768 | *with freeboard* | Cdf 3,41 | | 8,39 | 9mo | Wolff,Ld. | Weir&Co. *Mgrs.*) | | British | 12Cy.24½″-37½″ | s 3 ″7½ | |
| GKLD | *ss*Ant.No.3–2,37 | | 3117 | 8,40 ~~8,39~~ | DBS3,40 | | | | Glasgow | | FK | | DB *110lb* 717NHP | 25 ″ 8 | |
| | 1 *Dk(Stl)&Shelter dk(Stl*–ws) | | | ~~DBS3,38~~ ✠LMC2,37 | | | | *Lloyd's* | *s&CP* | | 160·1(O.L.) | | arland&Wolff,Ld.Gls. | | |
| | | | | ✠LMC(M)2,39 | | | | | | *CellDB357'1121t* | 6 ,, 2nd ,,) | | | | |
| | | | | *Carrying vegetable oil in deep* | | | | | *tank* | *Tanks between* | *tunnels 115'251t D* | | *T/f 32' 1067t* | *FPT106t APT132t* | |
| 70868 | **Birchgrove Park** | | 640 | ✠100A1 | Syd | *i* | CL | 1930 | J.Lewis& | R.W.Miller&Co. | 153·4\|34·1\|10·7 | SydneyNSW | T.3Cy.14″,24½″&40″-27″ (*s*) | 12 ″ 7 | |
| 157592 | | *ss*Syd.No.2–39 | 450 | 10,40 ~~10,39~~ | | | ~~10,39~~ | 11mo | Sons,Ld. | Pty.Ld. | *34·3* | British | 200lb 93RHP | s ″ 9 | |
| VJFZ | *Mchy.Aft* | 1 *Dk(Stl)* | 247 | | ✠LMC | | 10,40 | | Aberdeen | | 160·1(O.L.) | | 1SB,*3cf*,GS60,HS2100 | 11 ″ 11 | |
| | Wireless | *Cargo battens not fitted* | | MS10,39 | BS~~11·39~~ | | | *Lloyd's* | *s&CP* | | Q67'F27' FK | *3BH pt Cem* | J.Lewis&SonsLd.Abn. | | |
| | | *Cruiser Stern* | | | 11,40 | | | | | *CellDBuE20'f82'* | 163*t DT*f4·15*t FPT* | *pt Asp* | | | |
| 70869 | **Birchton** | | 1732 | ✠ ... | | | | 1924 | A.McMil- | Gulf&LakeNav. | 250·0\|43·2\|15·5 | Montreal | T.3Cy.15″,26″&42″-30″ | 17 ″ 6 | R |
| 147893 | *Mchy.Aft* | | 1374 | 7,27 | | | | 4mo | lan&Son,Ld. | Co.Ld.(R.A. | Q92'F36' | British | 89RHP | | † |
| VCGN | *Well deck* | 1 *Dk* | 1006 | ✠ | | | | | Dumbarton | Carter, *Mgr.*) | FK | *WB* | J.G.Kincaid&Co.Ld.Grk. | | |
| 70870 | **Birger Jarl** Ⓟ | | *761* | | | | | 1893 | W.Lind- | Stockholms | 187·2\|28·6\|13·9 | Stockholm | T.3Cy.18½″,29¾″&48¾″-29½″ | | |
| 506 | | | *461* | | | | | | bergs,Aktieb. | Rederiaktieb.Svea | H72*t* 21·1 | Swedish | 128NHP | | |
| SEHA | Sub.Sig. | 1 *Dk&Shelterdk* | *479* | | | | | | Stockholm | (Eman.Högberg, | | *WB* | W.Lindbergs,M.V.Skm. | | |
| | | | | | | | | | | *Mgr.*) | | | | | |
| 70871 | **Birgit** | | 1971 | | | | | 1924 | Lübecker | A/S Dampskslsk | 280·0\|40·4\| 8·3 | Esbjerg | T.3Cy. | | G |
| | | | 1680 | | | | | | Maschb.Ges. | Dania(Chr. | | Danish | | | |
| OZIA | D.F. | 1 *Dk* | 1189 | | | | | | Lübeck | Andresen, *Mgr.*) | | *WB* | LübeckerMaschb.Ges. | | |
| 70872 | — | | 325 | | | | | 1921 | Schiffs.-u | MathiesReederei | 139·0\|22·5\|11·8 | Hamburg | C.2Cy.14¾″&22¾″-15¾″ | | G |
| | (*ex*Pentelikon) | | 283 | | | | | | Dckbauwerft | K.G. | B34'F21' | German | 17NHP | | |
| DHCL | | 1 *Dk* | 175 | | | | | | Flender | | | *WB* | G.Seebeck A.G. | | |
| | | | | | | | | | Lübeck | | | | Wesermünde-G. | | |
| 70373 | **Birgitta** (*ex*Anglos-34,*ex*Neath | | *1363* | ✠100A1 | Hbg | *o* | OG | 1921 | Kalund- | RederiA/B Berget | 233·7\|37·2\|16·1 | Lerberget | T.3Cy.16½″,25⅝″&42½″-29½″ | 18 ″ 0 | |
| 7982 | Abbey,*ex*Vardaas, | *ss*Hul.No.3–6,34 | *1135* | 9,40 ~~6,39~~ | Nwe | | 1,39 | 2mo | borgSkibs. | (Fänges&Pähl- | 244·0(O.L.) | Swedish | 185lb (*s*) 120NHP | s 1 ″ 11 | |
| SKVD | *ex*Moland) | *ss*Lkr.No.1–38 | *756* | | ✠LMC | | | | A/S. | ssonsRederier, | P13'B50'F29' FK | | 2SB,*4cf*,GS67,HS2028 | 16 ″ 2 | |
| | Wireless | 1 *Dk(Stl)* | | MS2,38 | BS~~6,39~~ | | | | Kalundborg | *Mgrs.*) | | *4BH Cem* | A/S Smith,Mygind& | | |
| | | *Cargo battens not fitted* | | | 10,40 | | | *Lloyd's* | *s&CP* | *CellD* | *B195'408t FPT63t* | *APT73t* | Hüttemeier,Copenhagen | | |
| 70874 | **Birgitte** | | 1595 | | | | | 1930 | Helsingörs | Ministry of Ship- | 253·5\|39·0\|15·4 | London | C.4Cy.(2)14¾″&(2)31½″- | | C |
| 158779 | | | 1212 | | | | | | Jernsk&Msk. | ping(W.A.Massey | P16'Q80'B106'F32' | British | 31½″ HS2350 144NHP | | |
| GLYL | Wireless D.F. | 1 *Dk* | 934 | | | | | | Elsinore | &Sons,Ld.*Mgrs.*) | | *WB* | HelsingörsJernsk.&Mskb. | | |
| 70875 | **Biri** | TwinSc | 940 | | | | | 1914 | Nylands | A/S GangerRolf | 221·0\|33·5\|12·2 | Oslo | T.6Cy.10″,17″&28″-18″ | | N |
| | | | 687 | | | | | | Værksted | (Fred.Olsen&Co. | | Norwegian | 66NHP | | |
| LCWC | Wireless D.F. | 1 *Dk* | 524 | | | | | | Oslo | *Mgrs.*) | Q64'B53'F28' | *WB* | NylandsVærksted,Oslo | | |
| 70876 | **Birk** | | 3664 | | | | | 1920 | R.Duncan | D/S A/S Storli | 359·8\|52·1\|23·6 | Bergen | T.3Cy.25″,41″&68″-48″ | | N |
| | | | 3359 | | | | | | &Co.Ld. | (A/SRederiet | P73*t*H218*t*F14*t* | Norwegian | 320NHP | | |
| LDDA | | 2 *Dks* | 2178 | | | | | | PortGlasgow | Odfjell, *Mgrs.*) | | *WB* | D.Rowan&Co.Ld.Gls. | | |
| 70877 | **Birka** | | 1000 | | | | | 1937 | Flensburgr | MathiesReederei | 240·3\|34·1\|12·2 | Hamburg | C.4Cy.(2)14⅝″(2)31½″- | | G |
| | Wireless D.F. | | 754 | | | | | | Schiffsb.Ges. | K.G. | P16'B&F214' | German | 31½″ HS2788 181NHP | | |
| DJUF | E.S.D. *Cruiser Stern* | 1 *Dk* | 508 | | | | | | Flensburg | | *UpperF22'* | *WB* | FlensburgerSchiffsb.Ges. | | |
| 70878 | **Birkaland** | | 2663 | ✠100A1 | Got | *w* | CL | 1935 | Eriksbergs | Ångf.A.-B.Tirfing | 353·2\|50·1\|19·4 | Gothenbrg | Oil Engines 2S.C.DA | 22 ″ 3 | |
| 8043 | | *Oil Eng.* | 2215 | *with freeboard* | | | 6,38 | 10mo | M.V.Aktieb. | (SvenskaOrient | 370·4(O.L.) | Swedish | 6Cy.17¾″-47¼″ 644NHP | s ″10½ | |
| SJKN | | *ss*Got.No.1–3 | 1372 | 10,40 ~~12,39~~ | | | | | Gothenburg | Linien)(T.E.J:son | FK | | *7BH* | 21 ″ 6 | |
| | D.F. *Ref.Mchy.* | 1 *Dk&Shelter dk* | | ✠LMC | GS6,39 | | | *Lloyd's* | *s&CP* | Broström, *Mgr.*) | | | DB *80lb* | | |
| | | *Cruiser Stern* | | DBS6,39 | 6,38 | | | | | *CellDB247'784t M* | *T24'297t* | *Coll to Sh dk* | | | |
| | | *Strengthened for Navigation in Ice* | | ✠Lloyd'sRMC | 4,40 | | | | | *Tanks in way of tunnel* | | 6 ,, 2nd ,,) | EriksbergsM.V.Aktieb Got | | |
| | | | | | | | | | | | | 167*t APT58t* | | | |
| | | | | for temp. 21° F. | | | | | | | | | | | |
| | | | | *Carrying oil fuel F. P. above* | | | | 150° F. | *or vegetable* | | | | | | |
| | | | | *oil in deep tanks in w ing DB t* | | | | *tanks in* | *ER* | | | | | | |
| 70879 | **Birkenau** (*ex*Barbara–33) | | 1990 | | | | | 1926 | Act.Ges. | BugsierReed.u. | 284·6\|43·4\|16·6 | Brmrhavn | 2 Oil Engines 4S.C.SA | | G |
| | | *Oil Eng.* | 1585 | | | | | | Weser | BergungsA.G. | | German | Coupled to 1 sc. shaft by | | |
| DIAQ | | 2 *Dks* | 1028 | | | | | | Bremen | | P&B228'F32' | *WB* | hydraulic transformers | | |
| | GyC. | *Cruiser Stern* | | | | | | | | | | | 12Cy.14⅜″-20½″ 235NHP | | |
| | | | | | | | | | | | | | Act.Ges.Weser,Bremen | | |
| 70880 | **Birkenfels** | | 6322 | | | | | 1922 | Act.Ges. | DeutscheDampfs. | 431·6\|56·5\|30·3 | Bremen | T.3Cy.29½″,47″&76½″-54″ | | G |
| | | | 5812 | | | | | | Weser | Ges."Hansa" | P60'B132'F53' | German | &L.P.turbine 430NHP | | |
| DOHT | Sub.Sig. | 2 *Dks* | 3851 | | | | | | Bremen | | | *WB* | Act.Ges.Weser,Bremen | | |
| 70881 | **Birkenhead** | | 6960 | ✠100A1 | NYk | *a*† | CL | 1921 | MooreS.B. | Socony-Vacuum | 425·0\|57·2\|33·1 | NewYork | T.3Cy.27¾″,46″&78″-51″ (*s*) | 33 ″ 0 | |
| 221700 | | *ss*Phl.No.3–12,33 | 6398 | ~~6,39~~ 10,39 8,40 | ~~Nyk~~ Bal | | ~~2,38~~ | 10mo | Co. | OilCo.Inc. | | Utd.States | 220lb 680NHP | s 5 ″10½ | |
| KDVL | | *ss*Bal.No.1–37 | 4297 | BS10,39 ✠LMC | 4,37 | | 8,40 | | Oakland,Cal. | | P106'B50'F41' FK | 16*BH pt Asp* | 3SB,*9cf*,HS9900 FD | 27 ″ 4 | |
| | *Mchy.Aft* | *Dks(Stl)&Web frames* | | *CarryingPetroleum in bulk* | | | | | A&CP | *CellDB* | | (9 *to U dk* | Hooven,OwensRent- | | |
| | D.F. GyC. | *Longitudinal framing* | | *Fitted for oil fuel 10·21 F.P. above* | | | | 150° F. | | *uE&B61'143t DT* | *f35'948t APT122t* | 7 ,, 2nd ,,) | schlerCo.Hamilton,O. | | |
| 70882 | **Birker Force** (*ex*Elloughton–35) | | 953 | ✠100A1 | Bkn | *l* | OG | 1919 | GooleS.B. | WestCoastShippng | 200·1\|32·1\|12·8 | Whitehvn | T.3Cy.15′,25″&40″-30″ (*s*) | 15 ″ 1 | |
| 142761 | | *ss*Hul.No.3–12,31 | 674 | 6,41 ~~5,39~~ | Shl | | 2,40 | 1mo | &RepgCo.Ld | Co.Ld.(W.S.Ken- | | British | 180lb 113NHP | s 4 ″10½ | |
| MJLN | | *ss*Liv.No.2–40 ~~*ss*Bwg.No.1–35~~ | 489 | ~~1,40~~ | ~~LMC~~ | | | | Goole | naugh&Co.*Mgrs.*) | Q118'B13'F24' FK | 3*BH Cem* | 2SB,*4pf*,GS62,HS2000 | 14 ″ 8 | |
| | *Mchy.Aft* | 1 *Dk(Stl)* | | BS~~7,40~~ 6,41 | MS2,40 | | | *Lloyd's* | *s&CP* | *CellDB/120' 195t FPT* | | 65*t APT54t* | Earle'sCo.Ld.Hull | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | | | | | |
| 70883 | **Birmania** | | 5305 | ✠100A1 | Ven | *a*† | CL | 1930 | Cantieri | "Italia"Soc.Anon. | 440·7\|56·2\|23·6 | Trieste | Oil Engines 2S.C.SA | 27 ″ 2 | |
| 418 | | *Oil Eng.* | 4149 | *with freeboard* | | | N11,37 | 11mo | RiunitiDell' | diNav. | 423·1 | Italian | 8Cy.29½″-49⅛″ 1219NHP | s 3 ″1½ | |
| IBRE | | *ss*Tri.No.2–39 | 3065 | 7,39 | | | | | Adriatico | | FK | 8*BH* | DB *100lb* | 24 ″ 2½ | |
| | | 1 *Dk(Stl)&Shelter dk(Stl)* | | ✠LMC | CS10,39 | | | | Monfalcone | | F35' | *Coll to Sh dk* | Soc.An.FiatS.G.M.Turin | | |
| | D.F. | 3rd *dk(Stl)in No.1 hold* | | DBS10,39 | 1,39 | | | *Lloyd's* | *s&CP* | *CellDB 340'1159t* | | 7 ,, 2nd ,,) | | | |
| | | | | *Fitted for carrying oil* | | | 11,30 | *F.P.a* | *bove150°F. in* | *deep tank* | *DTa 41' 1155t FPT133t* | *APT107t* | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned or Date of last Bottom Examination. Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Mutual Loss Trade Regs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70884 PDDL | **Birmingham** *Oil Eng.* ss Rot. No. 1–39 *Mchy. Aft* 1 *Dk* *Cruiser Stern* *Cargo battens not fitted* | 399 286 257 | ✠100A1 5,41 2,12 ~~5,40~~ ✠LMC 9,39 | Rot Liv | *f* | ~~2,40~~ 5,41 | 1934 11 mo | N V Rotterdam Droogd. Maats. Rotterdam *Lloyd's A&CP* | Internationale Kustvaart Maats. *Cell DB* | 153·3 P34′F16′ 97′ 148 *t* | 25·2 FK *FPT* | 8·5 25 *t* | Rottrdam Dutch *B H Cem* *APT* 23 *t* | Oil Engines 2 S.C.SA 5 Cy. 10⅛″–18⅞″ 102 NHP Geb. Stork & Co N V Hengelo | 11 ″ 0 s 1 ″ 1 9 ″ 11½ | |
| 70885 220160 KUTT GyC. | **Birmingham City** ss Bal. No. 3–4, 32 ~~ss Bal. No. 2–40~~ ~~ss Bal. No. 1–38~~ 1 *Dk (Stl)* & *Shelter dk (Stl)* & *Web frames* *Longitudinal framing* | 6194 5579 3844 | ✠100A1 *Shelter dk with freeboard* 4,40 ~~4,33~~ ~~MS10,35~~ ✠LMC 4,40 ~~BS9,30~~ *Fitted for oil fuel* 6,20 | Bos Bal | *z* | CL 4,39 *F.P. above* | 1920 6 mo | Chickasaw S.B.&Car Co. Chickasaw, Ala. | Isthmian S.S.Co. *Cell DB* | 395·5 P45′B110′F38′ 331′ 1508 *t* | 55·0 FK *FPT* | 31·4 187 *t* | New York Utd. States *pt Cem* *7 B H to Sh dk* *APT* 175 *t* | T.3Cy. 24½″, 41½″ & 72″–48″ (*s*) 587 NHP 3SB (Spt). *9cf*, GS 180 HS 8919 FD 1 50° F. Hooven, Owens Rentschler Co. Hamilton, O. | 34 ″ 11 s 7 ″ 10⅜ 27 ″ 2½ | |
| 70886 OXFA | **Birte** D.F. 1 *Dk* | 1741 1369 1027 | | | | | 1921 | Kjöbnhvns Flydk.&Skbs Copenhagen | D/S A/S Myren (Holm&Wonsild, *Mgrs.*) | 261·0 P15′Q77′B106′F30′ | 40·1 | 16·9 | Copnhagn Danish *WB* | T.3Cy. 18″, 29″ & 48″–33″ 132 NHP Kjbnhavns Flydk.&Skbs. | | V |
| 70887 145523 GBLQ | **Birtley** ss Shl. No. 3–8, 33 ~~ss Sld. No. 2–41~~ ~~ss Bly. No. 1–37~~ 1 *Dk (Stl* *Cargo battens not fitted* | 2873 2576 1696 | ✠100A1 ~~2,39~~ 1,39 7,41 ~~Nov 6~~ ~~BS11,38~~ ✠LMC ~~2,37~~ DBS 7,41 MS 7,41 | Shl ~~Sld~~ MBS 1,41 | *u* | CL ~~11,39~~ 6,41 | 1923 5 mo ½ *Lloyd's* | Wood Skinner & Co. Ld. Newcastle *A&CP* | Burnett S.S.Co. Ld. *Cell DB* | 334·3 P27′B70′F25′ 276′ 793 *t* | 44·6 FK *FPT* | 21·6 87 *t* | Newcastle British *5 B H pt Cem* *APT* 230 *t* | T.3Cy. 24″, 40″ & 65″–42″ (*s*) 180 lb *100 lb* 337 NHP 2SB (Spt) *8cf*, GS 140, HS 5732 N.E. Marine Eng. Co Ld. Sld | 24 ″ 0 s 4 ″ 1¼ 20 ″ 1 | |
| 70888 77 YLBB | **Biruta** (*ex* Wraymore, *ex* Pomaron) 1 *Dk* | 1823 1664 1100 | | | | | 1907 | Grngem'th & Greenock Dockyard Co. Grngemouth | P. Danneberg | 276·0 | 40·4 | 19·0 | Riga Latvian *WB* | T.3Cy. 20½″, 33″ & 54″–36″ 175 NHP Richardsons, Westgarth & Co. Ld. | | C |
| 70889 28721 JRUE | **Bisan Maru** Ⓟ 2 *Dks* | 344 288 201 | | | | | 1922 | Sanokawaya Yasutaro, Osaka | Setsuyo Syosen K.K. | 130·0 | 22·5 | 14·5 | Osaka Japanese | T.3Cy. 11½″, 17¾″ & 30″–20″ 40 NHP Ohara Zosen Tekkosho, Osaka | | |
| 70890 KZMX | **Bisayas** (*ex* Merritt) Twin Sc *Fitted for oil fuel* 1 *Dk & Awng dk* | 2832 — 1497 | | | | | 1912 | Shanghai Dk.&E.Co.Ld Shanghai | Manila S.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*) | 285·0 | 45·0 | 17·7 | Manila Utd. States *WB* | T.6Cy. 16½″, 27″ & 44″–33″ 111 NHP Shanghai Dck.&E.Co.Ld. | | V |
| 70891 FNGZ | **Biscarosse** (*ex* Sea Victory–37) ss Bkn. No. 3–4, 32 ss Gmh. No. 1–36 1 *Dk (Stl)* & *Shelter dk (Stl)* | *1937* *1634* *1002* | ✠ ... 2,40 *Shelter dk* ✠ | Rou | *s* | | 1919 12 mo | Clyde S.B. & Eng. Co. Ld Port Glasgow | Cie. France-Navigation S.A. (*in liq.*) (Worms & Cie. *Mgrs.*) *Cell DB* 244′ 564 *t* | 290·0 FK *FPT* 62 *t* | 42·4 *APT* | 26·9 79 *t* | Marseilles French *Cem* *2 B H to Sh dk* ¼ „ „ *U* „ | T.3Cy. 22″, 36″ & 61″–39″ 273 NHP 2SB, *6cf*, GS 129, HS 4502 Clyde S.B.&Eng.Co.Ld. | 21 ″ 2 | |
| 70892 LKGE | **Biscaya** Wireless 1 *Dk & Shelter dk* *Cruiser Stern* | 1323 1116 716 | | | | | 1939 | Kaldnes Mek. Verks Tönsberg | Dampskintsk Garonne og Fearnley & Egers Befragtningsforretning A/S (Fearnley & Eger, *Mgrs.*) | 249·4 | 42·2 | 15·7 | Oslo Norwegian *WB* | C.2Cy. 15¾″ & 31½″–30″ & LP Turbine with DR gearing & hydraulic coupling Kaldnes M.V. Tönsberg | | N |
| 70893 165468 | **Bishopdale** D.F. E.S.D. *Oil Eng.* *Mchy. Aft* 1 *Dk*, 2nd dk clear of *Cruiser Stern* cargo tanks *Longitudinal framing at bottom & at deck* | 8406 7484 5007 | ✠100A1 2,41 ~~1,39~~ ✠LMC 6,37 *Carrying Petroleum in bulk* | Grk Bermuda | *d* | CL *bulk* | 1937 6 mo *Lloyd's* | Lithgows Ld. Port Glasgow *A&CP* | The Admiralty *Cell DBu E* 78′ 178 *t* | 467·6 481·5 (O.L.) P105′B43′F46′ *DT* 34′ 427 *t* | 61·7 FK *FPT* | 33·9 209 *t* *APT* | London British 17 *B H pt Cem* *pt Asp* 198 *t* | Oil Engines 4 S.C.SA 6 Cy. 29⅛″–59 1/16″ 490 NHP 2 DB *150 lb* J.G. Kincaid & Co. Ld. Grk. | 34 ″ 0 s 6 ″ 8¾ 27 ″ 6½ | |
| 70894 6648 SLAG | **Bissen** (*ex* Kongsgaard–36, *ex* Isa–35, *ex* Odnes) Wireless D.F. 1 *Dk* | *1514* *1301* *854* | | | | | 1920 | Fredrkstad Mek. Værks Fredrikstad | And. Smith | 243·0 P27′B67′F29′ | 39·3 | 17·3 | Stockholm Swedish *WB* | T.3Cy. 18″, 29½″ & 49″–33″ 138 NHP Fredrikstad M.V. Frdstad. | | N |
| 70895 DHCM | **Bitterfeld** D.F. *Ref. Mchy.* Sub. Sig. 2 *Dks* | 7659 6750 4482 | | | | | 1930 | Frd. Krupp Akt. Ges. Kiel | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 477·5 P38′B& F429′ *Upper* F41′ | 63·2 | 28·4 | Hamburg German *WB* | 4 SR geared Steam Turbines E *made* 23 *refitted* 30 Blohm & Voss, Hamburg | | G |
| 70896 LKKV | **Biwi** Wireless D.F. *Mchy. Aft* 1 *Dk* *Electrically welded* *Cruiser Stern* *Carrying Petroleum in bulk* | 790 551 369 | | | | | 1939 | Glommens Mek Vrks A/S Fredrikstad | A/S Gijoh (L. Gill-Johannessen, *Mgr.*) | 209·0 | 31·8 | 11·9 | Oslo Norwegian | Oil Engines 2 S.C.SA 5 Cy. 13⅜″–22 7/16″ 156 NHP A/B Atlas-Diesel, Skm. | | |
| 70897 28158 JPDD | **Biyo Maru** ss Kob. No. 3–2, 34 ss Kob. No. 1–39 2 *Dks (Stl)* | 5480 4988 3922 | ✠100A1 ~~2,39~~ 12,40 ✠LMC ~~2,38~~ 12,40 | Kob | *z* | CL 9,38 | 1921 5 mo | Asano S.B. Co. Tsurumi A&CP | Toyo Kisen K.K. | 400·0 P33′B124′F41′ *Cell DB* 334′ 921 | 53·2 FK | 29·4 *APT* 28 *t* | Yokohama Japanese 6 *B H pt Cem* | 2 Turbo-Electric Motors SR geared to 1 Sc. Shaft (*s*) 220 lb HS 6152 FD 390 NHP 2SB (Spt), & 1 Aux SB (Spt) *8cf*, GS 160, Svenska Turbinfabriks, A/B Ljungström, Finspong | 32 ″ 0 s 6 ″ 7 25 ″ 9 | |
| 70898 ONBK | **Bizon** (*ex* Ellen–40) ss Cpn. 2nd No. 3–7, 29 ss Svb. No. 2–38 1 *Dk (pt Irn & pt Stl)* & *deep framing* | 783 677 441 | ✠100A1 3,40 BS 3,40 ✠LMC 12, 37 Surveys delayed | Ant | *l* | OG 12,39 | 1907 12 mo *Lloyd's* | Kjöbnhvns Flydk.&Skbs Copenhagen *A&CP* | "Sonaco" Soc. de Navigation et de Commerce S.A. ("Navex" Soc. Anon. (Société d'Expedition & de Navigation) *Mgrs.*) | 211·2 219·7 (O.L.) P22′B59′F21′ *Cell DBa & u E* 68′ *f* 88′ 237 *t* | 30·7 FK | 13·1 4 *B H Cem* *FPT* 39 *t* *APT* 26 *t* | Antwerp Belgian | T.3Cy. 14″, 23″ & 37″–24″ (*s*) 180 lb 79 NHP 2SB, *4cf*, GS 40, HS 1300 Kjbnhavns Flydk.&Skbsv. | 15 ″ 6 s 1 ″ 7¼ 14 ″ 0 | |
| 70899 LCYD | **Bjarköy** Ⓟ (*ex* Bjarkö–36) 1 *Dk & Awng dk* | 311 271 176 | | | | | 1907 | Trndhjms Mek. Værks Trondheim | A/S Troms Fylkes Dampskibsselskab | 128·0 H18 *t* | 21·6 | 15·4 | Tromsö Norwegian | T.3Cy. 11¼″, 18½″ & 30″–20″ 40 NHP Trondhjems Mek. Værks. | | |
| 70900 | | | | | | | | | | | | | | | | |
| 70901 | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite | 7 Remarques assignées maintenant et appliquées. Lettre explicative. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70902 LDLX | **Bjerka** (*ex*Levisa) *ss*Osl 2ndNo.3-8,39 ~~*ss*N.Yk.No.3-11,28~~ ~~*ss*Osl.No.1-35~~ Sub.Sig. | 1 *Dk*(*Stl*) | 1893 1671 1105 | ✠100A1 ~~8,40~~ 6,37 1,41 ✠LMC8,39 BS9,40 *Fitted for oil fuel* | Phl ~~Osl~~ Nwc | *r* | CL 3,40 | 1916 10mo | Detroit S.B.Co. Wyandotte A&CP | Skibs A/S Orion (M.Bruusgaard& H.Bødtker-Næss Jr. *Mgrs.*) *Cell* 50°F. | 251·0 \| 43·8 \| 18·2 P28′B65′F27′ FK *B212′ 512t FPT67t* | Oslo Norwegian | T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NH 2SB,6*cf*,GS126,HS5246 DetroitS.B.Co.Detroit | 20 ″ 2 s 2 ″ 6 17 ″ 10½ | |
| 70903 LIXZ | **Björn** (*ex*Bolivia–35) *ss*Cpn.No.2–29 D.F. | 3 *Dks*(*Stl*) | 5509 5044 3353 | 7,35 | Cpn | | *F.P. a* | 1921 *bove* | F.Schichau Danzig | RederiA/S Henneseid (ThoralfHolta, *Mgr.*) *Cell D Ba & u E* | 398·9 \| 55·9 \| 29·3 F54′ FK *190′1192t FPT138t* | Porsgrunn Norwegian | T.3Cy.23¼″,37⅞″&61″–39″ &LP Turbine with D R gearing & hydraulic coupling NE35 | 33 ″ 11 | N † |
| 70904 LCZK | **Björgvin** Ⓟ (*ex*Norge) | 2 *Dks* | 792 701 384 | | | | | 1909 | Fredrkstad Mek.Værks. Fredrikstad | A/S Arendals Dampskibsselskab *Cell D Ba & u E* | 180·8 \| 28·7 \| 20·4 H71t *190′1192t FPT138t* | Arendal Norwegian | 6 *BHpt Cem* (4 to 2nd *dk*) *APT46t* T.3Cy.18″,29″&49″–30″ Richardsons, Westgarth& Co.Ld.Mdb. FredrikstadM.V.Frdstad | | N † |
| 70905 LKBE | **Björkhaug** (*ex*StadZaandam–38) Sub.Sig. D.F. | 1 *Dk* | 2094 1800 1213 | | | | | 1919 | J.Meyer's Scheepsb.Mij. Zalt-Bommel | Rederi A/S Björkhaug (Elling Aarseth) | 280·7 \| 41·3 \| 19·2 P18′B69′F32′ | Aalesund Norwegian *WB* | 5 *BH WB* T.3Cy.21⅞″,32 3/16″&53½″–36½″ 170NHP Thyssen&Co.A.G.Mülheim | | G |
| 70906 79066 SDFT | **Björkö** (*ex*PhyllisSeed–33) *ss*Mmo.No.1–41 *ss*Mmo.No.3–3,37 | 1 *Dk*(*Stl*)& *Web frames* *Corrugated Sides* *Cargo battens not fitted* | *2240* *2005* *1296* | ✠100A1 3,41 ~~3,40~~ ✠LMC 3,41 ~~BS3,37~~ ~~BS3,36~~ 2,40 | Got Mmo | *s* | CL 3,40 | 1924 12mo | New Water -way S.B.Co. Schiedam *Lloyd's SA & CP* | RederiA/B Rex (K.M.Kallström, *Mgr.*) *Cell D* | 293·4 \| 45·0 \| 19·5 290·8 \| — P26′B74′F28′ FK *B246′ 559t FPT53t* | Stockholm Swedish | T.3Cy.21″,34½″&57″–39″ (*s*) 180lb *100lb* 249NHP 2SB,6*cf*,GS122,HS4234 NewWaterwayS.B.Co. | 21 ″ 6 s 3 ″ 0½ 18 ″ 6½ | |
| 70907 602 OHAI | **Björneborg** (*ex*Arnöy,*ex*Vestland, *ex*St.Andrew, *ss*Kel.3rdNo.3–8,33 *ex*Maria) *ss*AboNo.1–38 D.F. | 1 *Dk*(*Irn*)& *Web frames* & *pt Awng dk*(*Irn*) *Cargo battens not fitted* | 2466 1813 1401 | ✠100A1 *pt Awng dk with freeboard* 7,40 ~~7,30~~ ✠LMC MS6,38 ~~BS12,37~~ 12,39 | Hfs Got | *s* | CL 6,38 | 1894 2mo | Ropner& Son Stockton A&CP *Intermedi* | RederiA/B Suomi (G.B.Thorden, *Mgr.*) *ate BH in forward* | 305·1 \| 40·0 \| 26·1 293·6 \| 40·4 \| 17·9 P29′Q86′ *pt Awng dk* 180′ FK *Cell D B 242′ 466t hold dispensed with* | Helsingfrs Finnish *Cem* | T3Cy23½″36½″&62½″–39″ (*s*) 160lb NDB20 236NHP 2SB,6*rf*,GS99,HS3528 Blair&Co.Ld.Stockton *APT30t* 4 *BH* | 21 ″ 0 s 7 ″ 9 20 ″ 2 | |
| 70908 LJZP | **Björnvik** (*ex*Runa–38,*ex*Reiås–37, *ex*Elfi–36, *ex*Glynarthen, *ex*Kildress) *ss*Osl.No.3–7,31 *ss*Osl.No.1–36 | 1 *Dk*(*Stl*) *Cargo battens not fitted* | 812 677 386 | ✠100A1 ~~Abs~~ Examined 3,41 Cft BS3,41 ✠LMC7,36 | | *l* | CL ~~6,39~~ ~~3,41~~ 5,41 | 1918 11mo | Cochrane &Sons,Ld. Selby *Lloyd's SA & CP* | A.F.Björnstads RederiA/S (A.F.Björnstad) *Cell D Bu E 26′20t* | 213·1 \| 30·0 \| 15·2 218·6 (O.L.) B44′F27′ FK len20 *DT f42′100t* | Oslo Norwegian | T.3Cy.16″,26″&44″–26″ (*s*) 200lb NDB20 ~~160lb~~ 132NHP 1SB,3*cf*,GS51,HS1825 FD MacColl&Pollock,Ld.Sld. *APT30t* 4 *BH Cem* | 16 ″ 5 s 1 ″ 10 14 ″ 7½ | |
| 70909 LCRB | **Blaafjeld I** (*ex*Annemor) | 1 *Dk* | 1146 980 652 | | | | | 1918 | Trndhjms Mek.Værks. Trondheim | A/S D/S Blaafjeld (HaraldGrieg Martens, *Mgr.*) | 226·3 \| 36·5 \| 15·7 P32t H51t F29t | Bergen Norwegian *WB* | T.3Cy.17″,27½″&46″–30″ 116NHP TrondhjemsM.V. Trondheim | | N |
| 70910 ~~221039~~ ~~KDGB~~ D.F. | **Black Condor** (*ex*Ala–35) | 2 *Dks*& *Web frames* | 5358 4971 3386 | ✠ .. 4,22 ✠ | | | | 1921 2mo | Merchant S.B.Corp. Harriman,Pa | Ministry of Shipping(Cairn Line of Steamships. Ld. *Mgrs.*) | 400·7 \| 54·2 \| 30·4 P36′B124′F44′ FK | British *WB* | 2 Steam Turbines D R geared to 1 Sc. Shaft 661NHP Westinghouse Electric& Mfg.Co.Essington,Pa | 32 ″ 10 | R † |
| 220628 KDFH | **Black Eagle** (*ex*Tomalva–32) E.S.D. D.F. | *Fitted for oil fuel* 2 *Dks* | 5060 4598 3123 | | | | | 1920 | American International S.B.Corp. HogIslandPa | BlackDiamond ~~Lines,Inc.~~ SteamshipCo. | 390·0 \| 54·2 \| 27·0 P39′B121′F43′ | New York Utd.States *WB* | DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| 217365 KFFB | **Black Falcon** (*ex*SacCity–32) E.S.D. D.F. | *Fitted for oil fuel* 2 *Dks*& *Web frames* | 5049 4664 3114 | ✠ ... 6,20 ✠ | | | | 1919 1mo | American International S.B.Corp. HogIslandPa | BlackDiamond Lines,Inc. | 390·0 \| 54·2 \| 27·6 P39′B122′F43′ FK | New York Utd.States *WB* | DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| 219259 KONZ | **Black Gull** (*ex*City of Alton–32) E.S.D. D.F. | *Fitted for oil fuel* 2 *Dks* | 5029 4598 3124 | | | | | 1919 | American International S.B.Corp. HogIslandPa | BlackDiamond Lines,Inc. | 390·0 \| 54·2 \| 27·8 P39′B121′F43′ | New York Utd.States *WB* | DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| 217693 KEPI | **Black Hawk** (*ex*Saco–32) E.S.D. D.F. | *Fitted for oil fuel* 2 *Dks*& *Web frames* | 4988 4740 3085 | ✠ ... 6,20 ✠ | | | | 1919 4mo | American International S.B.Corp. HogIslandPa | BlackDiamond ~~Lines,Inc.~~ SteamshipCo. | 390·0 \| 54·2 \| 27·6 P39′B122′F43′ FK | New York Utd.States *WB* | DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| ~~217139~~ ~~KBJC~~ D.F. E.S.D. | **Black Heron** (*ex*Sacandaga–32) | *Fitted for oil fuel* 2 *Dks*& *Web frames* | 4926 4664 3051 | ✠ ... 6,20 ✠ | | | | 1919 1mo | American International S.B.Corp. HogIslandPa | ~~BlackDiamond~~ ~~Lines,Inc.~~ | 390·0 \| 54·2 \| 27·6 P39′B122′F43′ FK | ~~New York~~ ~~Utd.States~~ British *WB* | DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| 216019 WCDH D.F. | **Black Osprey** (*ex*West Arrow–35) | *Fitted for oil fuel* 2 *Dks* | 5589 — 3513 | ✠100A1 Bal (*Reclassification contemplated*) Examined 1,41 ✠ | Bal | | CL 12,40 | 1918 2mo | Skinner& Eddy Corp. Seattle,Wash | Ministry of Shipping(Cairn Line of Steamships. Ld. *Mgrs.*) | 409·6 \| 54·1 \| 27·1 P44′B115′F47′ FK | London British *WB* | DR Geared Steam Turbine 508NHP GeneralElectricCo. Schenectady,N.Y. | 29 ″ 9 | ~~R~~ † |
| 215957 WFDH | **Black Point** (*ex*Nebraskan, *ex*Fairmont) D.F. E.S.D. | *ss*Bos.No.3–7,30 *ss*N.Yk.No.2–39 1 *Dk*(*Stl*)& *Web frames* | 5353 4758 3363 | ✠100A1 ~~4,40~~ ~~5,00~~ 4,41 4,41 ✠LMC BS ~~4,37~~ ~~4,40~~ MS6,39 | NYk Bos | *y* | CL ~~4,38~~ 4,41 | 1918 2mo | New York S.B.Corp. Camden,N.J. A&CP | New England& Southern S.S.Co. *Cell D B 320′1832t* | 368·6 \| 55·2 \| 30·5 P27′B72′F31′ FK *FPT220t APT201t* | Boston Utd.States 7 *BH Cem* | T.3Cy.25″,39¾″&70″–46″ (*r*) 195lb 462NHP 3SB,9*cf*,GS154,HS6624 FD NewYorkS.B.Corp. | 34 ″ 5 s 7 ″ 10 27 ″ 0 | |
| 70918 LJWG | **Black Prince** Ⓟ D.F. E.S.D. | TwinSc Oil Eng. 1 *Dk*& *Shelter dk* *Ref.Mchy* Cruiser Stern | 5039 3431 2935 | | | | | 1938 | A/S Akers Mek.Verks. Oslo | A/S Ganger Rolf (Fred Olsen&Co. *Mgrs.*) | 365·1 \| 53·3 \| 26·5 F145′ | Oslo Norwegian *WB* | Oil Engines 2S.C.SA 18Cy.19¼⅛″–35 7/16″ 1215NHP A/S Akers Mek.Verks.Oslo | | N |
| ~~219020~~ ~~KGMS~~ D.F. E.S.D. | **Black Tern** (*ex*Coahoma County–32) | *Fitted for oil fuel* 1 *Dk*& *Shelter dk* | 5032 4598 3130 | | | | | 1919 | American International S.B.Corp. HogIslandPa | BlackDiamond ~~Lines,Inc.~~ | 390·0 \| 54·2 \| 27·8 P50′B121′F40′ | ~~New York~~ ~~Utd.States~~ British *WB* | DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| 70920 LKBP | **Black Watch** Ⓟ D.F. E.S.D. | TwinSc Oil Eng. 1 *Dk*& *Shelter dk* *Ref.Mchy.* Cruiser Stern | 5035 3431 2938 | | | | | 1939 | A/S Akers Mek.Verks. Oslo | A/S Ganger Rolf (Fred Olsen&Co. *Mgrs.*) | 365·1 \| 53·3 \| 26·5 F145′ | Oslo Norwegian *WB* | Oil Engines 2S.C.SA 18Cy.19¼⅛″–35 7/16″ 1215NHP A/S Akers Mek.Verks.Oslo | | N |

Now "Empire Lapwing," *see No.* 90952 *in Supplement*

Now "Mary Luckenbach," *see No.* 89086 *in Supplement*

Now "Nira Luckenbach," *see No.* 89316 *in Supplement*

Now "Empire Barracuda," *see No.* 88049 *in Supplement*

Now "Empire Hawk," *see No.* 90963 *in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now as pres. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70921<br>164668<br>GYXW | **Blackheath**<br>D.F. E.S.D. | 1*Dk & Shelter Dk*<br>*Cruiser Stern* | 4637<br>4191<br>2702 | ✠100A1<br>*with freeboard*<br>3,39 | Liv<br>✠LMC7,36 | *a*†<br>2 | CL<br>3,39 | 1936<br>7mo<br>*Lloyd's* | CaledonS. B.&E.Co.Ltd. Dundee<br>*SA&CP* | BritainS.S.Co.Ltd. (WattsWatts&Co. Ld.*Mgrs.*)<br>*Cell DB345'1035t FPT267t APT190t* | 418·5\|56·7\|24·6<br>434·5(O.L.)<br>FK | | | London<br>British<br>(*7 BH Asp Coll to Sh dk* 6 „ *2nd* „) | T.3Cy.23″,38″&65″–42″ (*s*)<br>220lb 404NHP<br>2SB(Spt)FD&1AuxB,*8cf*, GS130,HS6020<br>N.E.MarineEng.CoLdNwc | 28 ″ 0<br>s 2 ″ 11<br>25 ″ 2¼ | |
| 70922<br>102183<br>MQRN | **Blacksod** (*ex*Devonshire) 3Mst<br>*ss*Bel.3rdNo.3-12,31<br>*ss*Bel.No.~~1–36~~ 2–11<br>*Mchy. Aft* *Well deck* 1*Dk*(*Stl*) | | 500<br>355<br>199 | ✠100A1<br>1,41 ~~8,37~~<br>✠NB3,22 ✠LMC8,~~39~~<br>~~BS8,36~~ 1,41 3,40 | Bel | *h* | CL<br>3,40 | 1894<br>12mo | J.Fullerton &Co. Paisley<br>A&CP | JohnKelly,Ld. (W.Clint,*Mgr.*) | 175·0\|26·6\|10·3<br>*27·9*<br>Q94′B10′F32′ BK7″<br>*Cell DBf91′135t FPT745t* | Belfast<br>British<br>3*BH Cem* | C.2Cy.22″&44″–30″ (*s*)<br>1101b 81RHP<br>1SB.*3cf*,GS58,HS1564<br>Ross&Duncan,Glasgow | 12 ″ 10<br>s 4 ″ 4½<br>13 ″ 2 | |
| 70923<br>128873<br>MDGP | **Blacktoft**<br>*ss*Goo.2ndNo.3–5,34<br>Wireless D.F. *ss*Bly.No.1–38<br>*Cargo battens not fitted* 1*Dk*(*Stl*) | | 1103<br>939<br>654 | ✠100A1<br>~~3,40~~ 5,41<br>~~BS5,41~~<br>✠LMC<br>~~MS6,36~~ ~~BS5,39~~ 5,40 | Bly | *n* | OG<br>~~c7,39~~<br>4,41 | 1910<br>5mo | WoodSkinner&Co.Ld. Newcastle | "Toft"S.S.Co.Ltd. (T.H.Donking& Sons,Ld.*Mgrs.*)<br>*Cell DBa58′uE19′f91′286t FPT745t* | 225·2\|36·2\|14·5<br>P16′B48′F25′ FK | Middlsbro'<br>British<br>4*BH Cem* | T.3Cy.18½″,30″&50″–33″ (*s*)<br>180lb 169NHP<br>2SB,*6pf*,GS88,HS2776<br>G.Clark,Ld.Sunderland | 16 ″ 5<br>s 2 ″ 0<br>14 ″ 7 | |
| 70924<br>123129<br>MMMD | **Blackwater** 3Mst<br>*ss*Bel.2ndNo.3–11,32<br>*Well deck* *ss*Bel.No.~~1–36~~2–41<br>*Mchy. Aft* 1*Dk*(*Stl*) | | 678<br>459<br>259 | ✠100A1<br>1,41 ~~1,38~~<br>~~BS5,39~~ ✠LMC~~12,37~~<br>~~5,40~~ 1,41 | Bel | *j* | CL<br>~~2,36~~<br>~~5,40~~<br>1,41 | 1907<br>11mo | AilsaS.B. Co.Ld. Troon<br>*SA&CP* | JohnKellyLd. (W.Clint,*Mgr.*) | 185·1\|27·6\|11·0<br>Q103′B11′F34′<br>BK7½″<br>*Cell DBf103′145t FPT66t APT10t* | Belfast<br>British<br>4*BH Cem* | C.2Cy.21⅛″&46″–30″ (*s*)<br>1301b 87RHP<br>1SB,*3cf*,GS66,HS2133<br>AilsaS.B.Co.Ld.Troon | 13 ″ 7<br>s 4 ″ 8<br>13 ″ 10¾ | |
| 70925<br>148318<br>GSJY | **Blairangus** (*ex*Portregis–34)<br>*ss*Mch.No.2–38<br>D.F. E.S.D. 1*Dk*(*Stl*) | | 4409<br>4062<br>2649 | ✠100A1<br>3,40<br>BS~~6,38~~ ✠LMC5,38<br>5,40 | Npt | *y* | CL<br>9,37 | 1930<br>2mo | Craig,Taylor&Co.Ld. Stockton<br>*SA&CP* | ClydesdaleNav.Co. Ld.(G.Nisbet&Co. *Mgrs.*)<br>*Cell DBa&uE151′* | 380·3\|52·0\|25·3<br>392·5(O.L.)<br>P61′B227′F29′ FK<br>*f153′1068t FPT150t APT165t* | Glasgow<br>British<br>6*BH Cem* | T.3Cy.24½″,41″&67″–45′ (*s*)<br>180lb *100lb* 373NHP<br>2SB.*8cf*,GS154,HS6382<br>Blair&Co.(1926)Ld.Stk. | 27 ″ 8<br>s 3 ″ 9½<br>24 ″ 1½ | |
| 70926<br>148875<br>GLNX | **Blairatholl**<br>D.F. E.S.D. 1*Dk*(*Stl*) | | 3319<br>3026<br>2005 | ✠<br>9,26<br>✠ | Rot | *v* | | 1925<br>9mo | Napier& Miller,Ld. Glasgow | NisbetShippingCo. Ld.(G.Nisbet&Co. *Mgrs.*) | 340·1\|48·7\|22·5<br>P29′B104′F34′<br>FK<br>*Cell DB297′954t FPT86t APT195t* | Glasgow<br>British<br>6*BH Cem* | T.3Cy.22″,35½″&60″–39″<br>298NHP<br>2SB,*6cf*,GS123,HS5126<br>D.Rowan&Co.Ld.Gls. | 25 ″ 0 | C<br>† |
| 70927<br>165762<br>GLLG | **Blairclova** (*ex*Sutherland–39)<br>D.F. E.S.D. 1*Dk & Shelter dk*<br>*Cruiser Stern* | | 5083<br>4614<br>2953 | ✠100A1<br>*with freeboard*<br>8,39<br>BS8,39 ✠LMC5,38 | Mch | *a*† | CL<br>8,39 | 1938<br>5mo | J.Readhead&SonsLd SouthShields<br>*SA&CP* | ClydesdaleNavigationCo.Ld. (G.Nisbet&Co. *Mgrs.*)<br>*Cell DB341′1343t FPT128t APT218t* | 423·7\|56·7\|24·8<br>439·2(O.L.)<br>F31′ FK | Glasgow<br>British<br>7*BH pt Cem* | T.3Cy.25″,42″&71″–48″<br>220lb (*s*) 524NHP<br>2SB(Spt)&1AuxSB,*9cf*, GS167,HS7444 FD<br>J.Readhead&SonsLd.S.Shl | 27 ″ 10<br>s 3 ″ 0½<br>25 ″ 0 | |
| 70928<br>147946<br>GKZQ | **Blairdevon**<br>D.F. E.S.D. 1*Dk* | | 3282<br>2997<br>2006 | | | | | 1925 | Napier& Miller,Ld. Glasgow | NisbetShippingCo. Ld.(G.Nisbet&Co. *Mgrs.*) | 338·4\|48·7\|22·6<br>P29′B104′F34′<br>*WB* | Glasgow<br>British | T.3Cy.22″,35½″&60″–39″<br>225NHP<br>D.Rowan&Co.Ld.Gls. | | C |
| 70929<br>148841<br>GLJR | **Blairesk**<br>D.F. E.S.D. 1*Dk* | | 3300<br>3026<br>2018 | | | | | 1925 | Napier& Miller,Ld. Glasgow | NorthernNav.Co. Ld. (G.Nisbet&Co. *Mgrs.*) | 340·4\|48·7\|22·6<br>P29′B104′F34′<br>*WB* | Glasgow<br>British | T.3Cy.22″,35½″&60″–39″<br>225NHP<br>D.Rowan&Co.Ld.Glasgow | | C |
| 70930<br>160219<br>GSNB | **Blairmore**<br>D.F. 1*Dk* | | 4141<br>3679<br>2533 | | | | | 1928 | Ayrshire Dckyd.Co.Ld Irvine | ClydesdaleNav.Co. Ld.(G.Nisbet&Co. *Mgrs.*) | 371·7\|51·2\|24·3<br>P32′Q122′B128′<br>F35′ *WB* | Glasgow<br>British | T.3Cy 22″,38″&63″–42″<br>257NHP<br>D.Rowan&Co.Ld.Gls | | C |
| 70931<br>161901<br>GPMC | **Blairnevis**<br>D.F. E.S.D. 1*Dk* | | 4155<br>3690<br>2522 | | | | | 1930 | Ardrossan DockyardLd. Ardrossan | NisbetShippingCo. Ld.(G.Nisbet&Co. *Mgrs.*) | 371·8\|51·2\|24·3<br>P32′Q122′B128′<br>F35′ *WB* | Glasgow<br>British | T.3Cy.22″,38″&63″–42″<br>257NHP<br>J.G.Kincaid&Co Ld.Grk. | | C |
| 70932<br>161892<br>GNZD | **Blairspey**<br>D.F. 1*Dk* | | 4155<br>3690<br>2522 | | | | | 1929 | Ardrossan DD&SBCoLd Ardrossan | NorthernNav.Co. Ld.(G.Nisbet&Co. *Mgrs.*) | 371·8\|51·2\|24·3<br>P32′Q122′B128′<br>F35′ *WB* | Glasgow<br>British | T.3Cy.22″,38″&63″–42″<br>257NHP<br>J.G.Kincaid&Co.Ld.Grk. | | C |
| 70933<br>7642<br>SHVN | **Blankaholm**<br>*ss*Got.No.2–39<br>*Oil Eng.*<br>D.F. 1*Dk*(*Stl*)*& Shelter dk*(*Stl*)<br>*Strengthened for Navigation in Ice* | | *2845*<br>*2467*<br>*1553* | ✠100A1<br>*with freeboard*<br>~~3,40~~ ~~10,39~~ 4,41<br>✠LMC CS2,39<br>DBS~~6,36~~ 6,40 ~~7,34~~ 7,40 | Got<br>~~Lon Bry~~ | *v* | CL<br>~~2,38~~<br>4,41 | 1930<br>5mo | Eriksbergs M.V.Aktieb Gothenburg<br>*SA&CP* | A/BSvenska AmerikaMexiko Linien(E.Carlson, *Mgr.*)<br>*Cell DB289′877t APT109t* | 334·2\|46·9\|20·2<br>349·4(O.L.)<br>FK | Gothenbrg<br>Swedish<br>(*7 BH pt Cem Coll to Sh dk* 6 „ *2nd* „) | Oil Engines 4S.C.SA<br>8Cy.24⅛″–51$\frac{3}{16}$″ 473NHP<br>DB*80lb*<br>EriksbergM.V.Aktieb.Got | 22 ″ 11<br>s 1 ″ 5¼<br>21 ″ 8 | |
| 70934<br>YTNF | **Bled** Ⓟ (*ex*Slovenac–34,*ex*Piceno, *ex*Slovenac, *ex*Villám)<br>*ss*Spt 3rdNo.3–4,34<br>*ss*Ssk.No.1–38<br>*Well deck* 1*Dk* | | 854<br>—<br>373 | ✠100A1<br>9,40 ~~11,39~~<br>✠NB1,24 ✠LMC<br>MS9,38 BS11,39<br>No later survey reported | Spt | *k* | ~~11,38~~<br>9,40 | 1893<br>9mo | Gourlay Bros.&Co. Dundee<br>A&CP | Jadranska PlovidbaD.D. | 211·0\|28·5\|13·1<br>P&B128′F32′ BK7″<br>*DBa31′22t DTf15t FPT7t* | Susak<br>Yugoslav<br>1*BH Cem* | T.3Cy.19″,31″&51″–36″ (*s*)<br>170lb 173NHP<br>1SB.*3cf*,GS53,HS2233 FD<br>GourlayBros.&Co.Dundee | 14 ″ 1<br>s ″10¼<br>14 ″ 1½ | |
| 70935<br>7535<br>SDKE | **Blenda**<br>(*ex*TomI,*ex*Transport5,*ex*Bruxelles Maritime,*ex*Amstelveen) 1*Dk* | | *368*<br>*232*<br>*178* | | | | | 1919 | Gebr. Zwolsman Ylst | PederiA/BBia (A.B.Carlsson, *Mgr.*) | 133·4\|23·8\|11·2<br>P58*t*H5*t*F15*t* | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.13″&22⅝″–17⅜″<br>18NHP<br>Gebr.Stork&Co.Hengelo | | V |
| 70936<br>LCEU | **Blenheim** Ⓟ<br>D.F. 2*Dks* | | 1807<br>1528<br>1045 | | | | | 1923 | Nylands Værksted Oslo | A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*) | 255·4\|36·2\|23·0<br>H236*t*F25*t* | Oslo<br>Norwegian<br>*WB* | T.3Cy.22″,34½″&60″–39″<br>225NHP<br>NylandsVærksted,Oslo | | N |
| 70937<br>PKHO | **Blinjoe**<br>1*Dk* | | 1331<br>1094<br>716 | | | | | 1929 | N.V.Schps "deMaas" Slikkerveer | Konink.Paketv. Maats. | 252·4\|40·2\|13·5<br>P21′B78′F36′ | Batavia<br>Dutch<br>*WB* | C.4Cy.(2)14$\frac{5}{16}$″&(2)31½″–31½″ 93NHP<br>StorkBrothers,Hengelo | | V |
| 70938<br>LEGG | **Blink** (*ex*Arlette–33)<br>*ss*Bdx.No.3–12,32<br>*ss*Rot.No.1–37<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | | 2701<br>2412<br>1579 | ✠100A1<br>~~10,40~~ ~~2,39~~<br>~~BS10,38~~ ✠LMC9,37<br>*Fitted for oil fuel* 6,20<br>BS10,39 | Osl<br>NYk | *l* | CL<br>6,38<br>*F.P. above* 150° F. | 1920<br>6mo<br>*Lloyd's* | C.Hill& Sons Bristol<br>*SA&CP* | Skibs.A/S Manitowoc(K.Th.Einersen,*Mgr.*)<br>*Cell DBa&uE118′f126′561t FPT90t APT90t* | 310·8\|44·3\|21·6<br>P28′B87′F32′ FK | Oslo<br>Norwegian<br>5*BH pt Cem* | T.3Cy.21″,34″&56″–36″ (*s*)<br>180lb 242NHP<br>2SB,*6cf*,GS111,HS4246<br>Richardsons,Westgarth& Co.Ld.W.Hpl. | 23 ″ 10<br>s 3 ″ 10<br>20 ″ 2½ | |
| 70939<br>PDDS | **Blitar** Ⓟ<br>*Fitted for oil fuel*<br>D.F. *Cruiser Stern* 3*Dks* | | 7065<br>6697<br>4483 | | | | | 1923 | Maats Fyenoord Rotterdam | Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*) | 446·2\|54·3\|34·2<br>B68′F57′ | Rottrdam<br>Dutch | T.3Cy.27″,46″&77″–54″<br>&L.P Turbine 436NHP<br>Maats.Fyenoord,Rot. | | V<br>BT till 4.41 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné maintenant aspiré. Lettre d'Equipement. | 7* | Date de la dernière visite à flot ou sèche. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Transversal au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres où existe le navire. Lettre de la Liste. Lettre du Code. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70941 PDDV | **Bloemfontein** (P) *Oil Eng.* *ss* Ams. No. 1–38 E.S.D. D.F. 3 *Dks* *Ref. Mchy.* *Cruiser Stern* | **TwinSc** | 10081 7829 6160 | ✠100A1 Ams ~~Lloyd's RMC 11,37~~ 4,41 ✠LMC C8 11,39 ~~DBS 7,38~~ 4,39 10,38 ✠Lloyd's RMC 11,39 2,41 DBS 5,40 | | OG | 1934 10mo | NV Nederl. Schps. Maats. Amsterdam *Lloyd's* *A & CP* | N.V. Vereenigde Nederl. Scheep. Mij (~~Directie en Agentuur Maats. Holland Afrika Lijn, N.V. *Mgrs.*~~) | 457·2 \| 63·2 \| 34·9 P32′ B175 F35′ FK *Cell D Bu E & f* 239′6 *75t tanks in way of tunnels* | | | Batavia ~~The Hague~~ Dutch *S B Hpt Cem* | Oil Engines 2 S.C.D.A. 12 Cy. 23½″–43½″ 2334 NHP 2 DB *120lb* Gebr. Stork & Co. N.V. Hengelo *59t A P T 124t* | 38 ″ 8 s 8 ″ 0 30 ″ 9½ | |
| 70942 PDDX | **Blommersdijk** *ss* Rot. No. 3–1,35 *ss* Rot. No. 1–39 D.F. 2 *Dks* (*S l*) & *Shelter dk* (*Stl*) | | 6855 6383 4229 | ✠100A1 Rot Liv *Shelter dk with freeboard* 9,40 ~~12,39~~ ✠LMC 12,39 | | *z* CL 11,39 | 1922 2mo | N.V.C. van der Giessen & Zonen Krimpen a/d Ysel *Lloyd's* *A & CP* | Nederl. Amerik. Stoomv. Maats. (Holland-America Lijn) *Cell* | 400·0 \| 54·3 \| 36·6 F50′ *on Shelter dk* FK *Collision B Hto Sh dk 6 ″ ″ U ″* *D B* 325′ 1028 *t M T* 17 | Rotterdam Dutch *pt Cem* | 3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 215 lb FD 648 NHP 3 SB (Spt) *9rf*, GS 185, HS 8481 Harland & Wolff, Ld. Bel. 16′ *D T a* 577′ *F P T* 139 *t A P T* 149 *t* | 39 ″ 0 s 9 ″ 0½ 30 ″ 2 | |
| 70943 MKVY | **Bloomfield** (*ex* Swiftsure–38, 145469 *ex* Moland, *ex* Jomaas) *Well deck* *Mchy. Aft* *ss* Hpl. No. 3–12,33 *ss* Shl. No. 1–37 *Cargo battens not fitted* 1 *Dk* (*Stl*) | | 1417 1028 795 | *Fitted for oil fuel* 4,22 100A1 ~~9,40 10,39~~ 8,41 ~~2 Dec~~ Npt BS ~~10,38~~ 7,40 LMC 10,37 | | *F. P. a* *o* CL ~~10,39~~ 6,40 | 1920 | G. Brown & Co. Greenock *Lloyd's* *A & CP* | Harries Bros. & Co. Ld. *Cell D Bu E & f* B35′ | *above* 150′ F. 235·0 \| 35·3 \| 15·1 FK Pon Q75′ Q166′ F28′ *f* 161′ 355 *t F P T* 80 *t* | *Cell D B* 104′ 1496 *t F P T* 55 *t A P T* 83 *t* | Swansea British *4 B H Cem* *A P T* 83 *t* | T. 3 Cy. ~~10½~~″, 31″ & 52″–33″ (*s*) 180 lb 17½″ 179 NHP 2 SB, *6cf*, GS 97, HS 2896 McKie & Baxter, Glasgow | 17 ″ 1 s 4 ″ 10¾ 16 ″ 3½ | |
| 70944 MLXQ | **Blue Galleon** *Mchy. Aft* *Well deck* *ss* Nwc. No. 3–8,37 1 *Dk* (*Stl*) *Cargo battens not fitted* | | 712 493 337 | ✠100A1 Nwc 7,40 ~~9,39~~ BS ~~7,39~~ 7,40 ✠LMC 8,37 | | *j* CL ~~9,38~~ 7,40 | 1924 6mo | Cochrane & Sons, Ld. Selby *Lloyd's* *A & CP* | Galleon Shipping Co. Ld. (Heslop & Robson, *Mgrs.*) *Cell D B* 104′ 1496 *t F P T* | 180·2 \| 29·0 \| 11·4 *30·2* 185·0 (O.L.) Q103′ B11 F29′ FK *55 t A P T* 31 *t* | Newcastle British *3 B H pt Cem* | T. 3 Cy. 14½″, 24″ & 40″–27″ (*s*) 180 lb 82 RHP 1 SB, *3pf*, GS 51, HS 1800 Amos & Smith, Ld. Hull | 13 ″ 6 s 3 ″ 10¼ 13 ″ 2¾ | |
| 70945 WFFL | **Blue Sunoco** 228330 *Carrying Petroleum in bulk* D.F. *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Longitudinal framing* | **TwinSc** *Oil Eng.* | 1588 — 932 | | | | 1929 | Sun S.B. & D.D. Co. Chester, Pa. | Sun Oil Co. | 246·5 \| 43·0 \| 18·5 P47′ F33′ | Philadelphia Utd. States | Oil Engines 4 S.C.S.A. 12 Cy. 14″–18″ 229 NHP Bessemer Gas Engine Co. Grove City, Pa. | | R |
| 70946 MDYS | **Blush Rose** 135482 *Mchy. Aft* *Well deck* *ss* Bly. 2nd No. 3–7,37 1 *Dk* (*Stl*) | **3 Mst** | 645 454 281 | ✠100A1 ~~7,39~~ ~~5,38~~ 6,41 Bly ~~Cdf~~ Dub ~~BS 10,39~~ ✠LMC 7,37 ~~BS 6,40~~ 5,41 | | *j* OG ~~7,37~~ 5,40 6,41 | 1913 6mo | NV Schpsb. De Merwede Hardingxveld *Lloyd's* *A & CP* | Richard Hughes & Co. (Liverpool) Ld. *Cell D Bf* 103′ | 178·4 \| 28·1 \| 11·1 Q103′ B11 F22′ FK 139 *t F P T* 45 *t A P T* 4 *t* | Liverpool British *3 B H Cem* *W B* | T. 3 Cy. 15″, 25″ & 40″–27″ (*s*) ~~1501b~~ ~~T 501b~~ 150 lb 82 RHP 2 SB *4pf*, GS 59, HS 1800 Earle's Co. Ld. Hull | 13 ″ 5 s 4 ″ 4¼ 13 ″ 1¼ | |
| 70947 MPYB | **Blyth** ~~*ss* Gms. No. 2–47~~ ~~*ss* Goo. No. 1–36~~ Sub. Sig. 1 *Dk* (*Stl*) | | 1108 870 445 | ✠100A1 ~~Goo~~ Gms 3,41 ✠LMC 3,41 | | *o* OG ~~3,37~~ 2,41 | 1931 1mo | Cammell Laird & Co Ld Birkenhead *Lloyd's* *A & CP* | London Midland & Scottish Railway (Associated Humber Lines, *Mgrs.*) *Cell D Ba & u E* 73′ *f* | 240·6 \| 34·1 \| 15·4 249·2 (O.L.) P38′ B85′ F35′ FK 90′ 193 *t F P T* 17 *t A P T* 40 *t* | Goole British *5 B H Cem* | T 3 Cy 22″, 36″ & 61″–39″ (*s*) 200 lb 352 NHP 2 SB, *6cf*, GS 125, HS 5220 FD Cammell Laird & Co. Ld. Bkn | 16 ″ 5 s 1 ″ 8¾ 14 ″ 10½ | |
| 70948 GXZW | **Boardale** 165489 *Oil Eng.* D.F. E.S.D. 1 *Dk*, 2nd *dk* clear of *Mchy. Aft* *Cruiser Stern* cargo tanks *Longitudinal framing at bottom & at deck* | | 8334 7454 4973 | ✠100A1 Bom Grk 4,40 ~~3,39~~ ✠LMC 7,37 *Carrying Petroleum in bulk* | | *d*† CL 3,40 | 1937 7mo | Harland & Wolff, Ld. Glasgow *Lloyd's* *A & CP* | The Admiralty *Cell D Bu E* 78′ 175 *t D Tf* 34′ 434 *t F P T* 224 *t* | 467·8 \| 61·7 \| 33·8 483·1 (O.L.) P105′ B43′ F45′ FK 90′ 193 *t F P T* 17 *t A P* | London British *17 B H pt Cem* *pt Asp* *A P T* 200 *t* | Oil Engines 4 S.C.S.A. 6 Cy. 29½″–59⅞″ 490 NHP 2 DB *150lb* Harland & Wolff, Ld. Gls. | 34 ″ 0 s 6 ″ 9½ 27 ″ 5 | |
| 70949 VQYT | **Bobie** (*ex* Actif–37) 171303 1 *Dk* | **Iron** | 782 700 437 | ✠ 7,87 Shl | | *l* | 1883 4mo | A. Hall & Co. Aberdeen | W. H. McEwan | 202·4 \| 31·6 \| 14·2 Q67′ B48′ F22′ | Gibraltar British *W B* | C. 2 Cy. 27″ & 50″–33″ *B made 12 fitted*— 120 NHP Blaikie Bros. Aberdeen | | V † |
| 70950 CBBM | **Boca Maule** 1 31 *Well deck* *ss* Vpo. No. 3–7,34 *ss* Vpo. No. 1–39 1 *Dk* (*Stl*) *Cargo battens not fitted* | | 2156 — 1452 | ✠100A1 Vpo 11,39 ✠LMC MS 1,38 BS ~~1,40~~ 2,41 | | *s* CL 12,38 | 1922 2mo | Dublin Dkyd. Co. Ld. Dublin *Lloyd's* *A & CP* *Inter* | Cia. Carbonifera y de Fundicion Schwager *mediate B H in fore* *Cell D* | 290·2 \| 44·3 \| 18·5 Pon Q21′ Q228′ F32′ FK *hold dispensed with* *B* 239′ 663 *t F P T* 68 *t* | Valparaiso Chilian *Cem* *4 B Honly* *A P T* 91 *t* | T. 3 Cy. 20″, 33″ & 54″–36″ (*s*) 180 lb 254 NHP 3 SB, *9cf*, GS 152, HS 4788 D. Rowan & Co. Ld. Glasgow | 20 ″ 6 s 5 ″ 9½ 19 ″ 1 | |
| 70951 PUCR | **Bocaina** 1 *Dk* | **TwinSc** | *1695* *1570* *1404* | | | | 1909 | Workman, Clark & Co. Ld Belfast | Lloyd Brasileiro | 276·2 \| 44·9 \| 16·4 F29′ | R. Janeiro Brazilian *W B* | T. 6 Cy. 14″, 22″ & 37″–21″ 63 NHP Wrkman, Clark & Co. Ld Bel | | |
| 70952 DHCP | **Bochum** (P) *ss* Ham. No. 2–30 *Well deck* 2 *Dks* (*Stl*) 3rd *dk* D.F. *in No. 1 hold* | | 6121 5520 3772 | ✠ ... 2,34 Ham | | | 1922 2mo | Akt. Ges. "Vulcan" Hamburg | Hamburg-Amerik Packetf. Akt. Ges. (Ham-Amr. Linie) *Cell D* | 450·0 \| 58·2 \| 27·0 P & B 366′ F59′ FK *B* 405′ 1456 *t F P T* 63 *t* | Hamburg German *8 B H pt Cem* *pt Asp* | T 3 Cy. 31½″, 52⅝″ & 84½″–59½″ & L.P. Turb. with D R gear & hydraulic coupling 820 NHP 4 SB, *12cf*, GS 264, HS 11970 A.G. "Vulcan" Hamburg | 29 ″ 6 | G † |
| 70953 PDEJ | **Bodegraven** (P) *Fitted for oil fuel* D.F. 3 *Dks* *Cruiser Stern* | | 5593 4634 3381 | | | | 1929 | N.V.C. Van der Giessen & Zonen's Schps Krimpen | Koninkl. Nederl. Stoomb. Maats. N.V. | 401·1 \| 58·3 \| 26·3 | Amstrdam Dutch *W B* | T. 3 Cy. 27½″, 46½″ & 74½″–51⅜″ 384 NHP Rotterdam Droogd. Maats. Rot. | | V |
| 70954 LCRD | **Bodin** (P) 2 *Dks* | | 323 288 179 | | | | 1910 | Mjellem & Karlsen Bergen | A/S Saltens Dampskibsselskap | 129·3 \| 21·2 \| 15·1 H36′ | Bodö Norwegian | C. 2 Cy. 13½″ & 30″–22″ 35 NHP Mjellem & Karlsen. Bergen | | |
| 70955 GQCY | **Bodnant** 140634 *ss* Brw. No. 3–1,34 *ss* Npt No. 1–38 2 *Dks* (*Stl*) | | 5342 4747 3230 | ✠100A1 Ams 5,40 ~~6,39~~ Npt BS ~~10,39~~ 10,40 ✠LMC 12,38 | | *y* CL 12,38 | 1919 7mo | J. Brown & Co. Ld. Glasgow *Lloyd's* *A & CP* | Elder Dempster Lines, Ld. *Cell D B* | 401·0 \| 52·3 \| 28·5 P40′ B113′ F49′ FK 345′ 1134 *t F P T* 118 *t* | Liverpool British *7 B H pt Cem* *A P T* 176 *t* | T. 3 Cy. 25½″, 44″ & 73″–48″ (*s*) 180 lb 517 NH 3 SB. *9cf*, GS 190, HS 7668 FD J. Brown & Co. Ld. Glasgow | 31 ″ 0 s 6 ″ 0 25 ″ 3 | |
| 70956 | | | | | | | | | | | | | | | | |
| 70957 | | | | | | | | | | | | | | | | |
| 70958 | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of I.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70959 EEDB | **Bodon** (*ex*Mont-Sant-33) Comp 1*Dk* | 841 677 509 | | | | | 1920 | Astilleros de Tarragona Tarragona | FedericoG.-Fierro | 198·4 B38'F30' | 30·4 | 16·4 | S.Esteban Spanish | T.3Cy.12",20"&32"–24" Alexander 50NHP Hermanos,Barcelona | | V |
| 70960 PDEM | **Boekelo** *ss*Ams.No 2-37 1*Dk*(*Stl*) | 2118 1858 1253 | ✠100A1 9,39 MS9,37 | Sch ✠LMC BS9,39 | *s* | CL 9,39 | 1930 10mo *Lloyd's* | A.Vuijk& Zonen Capelle a/d Ysel | N.V.Stoomv. Maats. "Noordzee" *CellD* | 281·2 293·5(o.L.) P23'B62'F19' FK *B242' 531t FPT50t* | 42·7 | 19·0 *4BHCem APT42t* | Amstrdam Dutch | T.3Cy.19⅜"32"&52"–36" (*s*) 180lb 208NHP 2SB,*4cf*,GS77,HS3640 N.V.Verschure&Co.Ams. | 21 ″ 0 s 3 ″ 0⅝ 18 ″ 0½ | |
| 70961 PKHZ | **Boelongan** *Oil Eng.* 2*Dks* | 1053 840 578 | | | | | 1915 | Gebroeders Pot(Bolnes) Bolnes | Koninkl.Paketv. Maats. | 230·0 | 38·2 | 12·2 | Batavia Dutch | Oil Engines 6Cy.15"–27½" NederlandscheFab.Ams. | | V |
| 70962 DOTR | **Bogota** **TwinSc** *Oil Eng.* *Mchy.Aft* Wireless 1*Dk* *CruiserStern* | 1230 903 614 | | | | | 1937 | Schiffb.Ges 'Unterweser' A.G. Wesermunde-L. | Norddeutscher Lloyd *WB* | 249·0 P&B162'F44' | 34·7 | 14·0 | Bremen German | Oil Engines 4S.C.SA SRgeared 16Cy.14⅜"–19½" 322NHP Fr.Krupp Germaniawft AG | | G |
| 70963 22140 KDTB | **Bohemian Club** *Fitted for oil fuel* GyC. 2*Dks* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk* | 6906 — 4271 | | | | | 1921 | MooreS.B. Co. Oakland,Cal. | AtlanticRefining Co. *WB* | 425·0 P106'B40'F41' | 57·2 | 33·1 | Phildlphia Utd.States | T 3Cy.27½",46"&78"–51" 432NHP Hooven,Owens,Rentschler Co.Hamilton,O | | R |
| 70964 KZAH | **Bohol** (*ex*Sirius,*ex*Suva) 1*Dk*(*Stl*)&*Spar dk* (*ptStl–teaks*)&*deep framing* | 2126 — 1140 | ✠ 3,06 | Bel ✠ | *t* | | 1906 3mo | Workman, Clark&Co.Ld Belfast | Cia.Maritima (FernandezHnos. Inc.*Mgrs.*) *CellDBa65' uE25'* | 300·3 P&B197'F36' FK *f113' 275t FPT20t* | 41·1 19·7 *5BHCem APT15t* | 11·8 | Manila,P.I. Utd.States | T.3Cy.23½",39½"&67"–42" 414NHP 2SB,8*cf*,GS149,HS5946 Wrkman,Clark&Co.Ld Bel | 22 ″ 0 | |
| 70965 8364 SMDN | **Bohus** (*ex*Severoles-39,*ex*Terne) 1*Dk* | 1761 1325 999 | | | | | 1922 | OuseS.B. Co.Ld. Goole | RederiA/B Bifrost (J.R.Trapp,*Mgr.*) | 262·5 P49*t*Q122*t*H97*t* F11*t* | 40·0 | 15·7 *WB* | Gothenbrg Swedish | T.3Cy.19½",31"&53"–36" 169NHP Earle'sCo.Ld.Hull | | N |
| 70966 5592 SDKM | **Bohuslän** Ⓟ 1*Dk* | 330 166 142 | | | | | 1913 | Eriksbergs M.V.Aktieb. Gothenburg | MarstrandsNya Angf.Aktieb. (BertilEgnell, *Mgr.*) | 140·7 B62'F38' | 23·8 | 10·0 *WB* | Marstrand Swedish | T.3Cy.13¾",22 7/16"&36⅝"–24" 66NHP Eriksberg M.V.Aktieb.Got | | V |
| 70967 PKQA HPPM | **Boissevain** Ⓟ **TrpSc** *Oil Eng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern* | 14134 10241 8669 | ✠Lloyd'sRMC~~10,39~~ 11,40 ~~7,40~~ ~~7,45~~ | | | | 1937 | Blohm& Voss,K.a.A. Hamburg | Koninkl.Paketv. Maats. *WB* | 537·3 B352'F88'UprB 245' | 72·2 | 36·3 | Batavia Dutch | Oil Engines 2S.C.SA 24Cy.25⅝"–47½" 2734NHP Sulzer Bros Ld.Winterthur | | V |
| 70968 6956 SDKO | **Bojan** (*ex*Estrid,*ex*Selandia) 1*Dk* | 1046 834 609 | | | | | 1905 | Helsingörs Jernsk&Msk. Elsinore | RederiA/BMeteor (A.Christensen, *Mgr.*) *WB* | 226·3 P12'Q59'B106'F27 | 34·9 | 12·4 | Simrishmn Swedish | T.3Cy.16½",26½"&44"–30" 106NHP Helsingörs Jernsk.&Msk. | | V |
| 70969 ~~YTPU~~ HPPM | **Boka** (*ex*CanadianPlanter-36) *ss*Mtl.No.3-4,35 2*Dks*(*Stl*) | 5560 5021 3598 | ✠100A1 1,39 ~~BS5,39~~ 8,40 | Rot ✠LMC4,35 | *y* | CL 1,37 | 1920 1mo *Lloyd's* | Canadian Vickers,Ld. Montreal | "~~Zetska Plovidba~~" ~~A.B.~~ Cia.Centro-americana de Nav.Ltda *CellD* | 400·3 P49'B113'F39' FK *B333' 1025t FPT14* | 52·4 *6BHpt'em 9tAPT133t* | 28·6 | Panama Pnamanian | T.3Cy.27",44"&73"–48" (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD Canadian Vickers,Ld.Mtl. | 31 ″ 2 s 6 ″ 0 25 ″ 3¾ | |
| 70970 LCRE | **Bokn** (*ex*Granheim,*ex*Blidensol, *ex*Urda) *Well deck* 1*Dk2trB* | 697 528 393 | ✠ 12,93 | Gls ✠ | *j* | | 1890 3mo | Bergens Mek.Værks. Bergen | D/S A/S "Bokn" (ErikBakkevig) *Cell* | 195·0 Q46*t*B86*t*F25*t* BK7½ *DB90' 135t FPT30t* | 28·1 | 11·0 *4BHAsp APT11t* | Haugesnd Norwegian *WB* | T.3Cy.15½",25"&40"–27" 91NHP 1SB,2*cf*,GS41,HS1528 BergensMek.Verks.Bgn. | 13 ″ 9 | N † |
| 70971 142265 MJKL | **Bolbec** (*ex*Ardgirvan) *ss*Nwc.No.3-5,30 *ss*Shl.No.2-39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* | 1345 1029 806 | ✠100A1 4,41 ~~2,40~~ BS2,40 | Npt Bry ✠LMC1,39 | *o* | CL 2,40 | 1918 10mo *Lloyd's* | Campbel-t'wnSBCoLd Campbelt'wn | HarriesBros.&Co. Ld. | 230·0 Q79'B48'F28' FK *CellDB190'395t* | 35·8 *4BHCem APT85t* | 15·5 | Greenock British | T.3Cy.18",27½"&45"–33" (*s*) 180lb 142NHP 2SB,4*cf*,GS79,HS2386 Ross&Duncan,Glasgow | 17 ″ 7 s 1 ″ 3½ 16 ″ 6 | |
| 70972 LCEW | **Bolette** Wireless 1*Dk* | 1167 982 649 | | | | | 1920 | AkersMek Verksted Oslo | A/S "Ganger Rolf"(Fred.Olsen &Co.*Mgrs.*) *WB* | 226·5 P25'B58'F29' | 36·6 | 14·7 | Oslo Norwegian | T.3Cy.17",29"&47"–33" 127NHP AkersMek.Verks.Oslo | | N |
| 70973 YVAK | **Bolivar** **TwinSc** *ss*N.Yk.No.3-11,38 *Mchy.Aft* 1*Dk*(*Stl*) &*Web frames* *Longitudinal framing* | 2651 1890 1517 | ✠100A1 3,40 ~~10,39~~ ✠LMC MS11,38 BS~~10,39~~ 8,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,27 | NYk Aru | *t* | CL 11,38 *F.P. above* | 1927 7mo *Lloyd's* | Palmers' Co.Ld. Newcastle | MeneGrandeOilCo. C.A. *CellDBuE&S* | 305·3 P69'B22'F33' FK *Trunk 181' B42' 107t FPT194t* | 50·2 | 16·3 *11BHptCem APT85t* | Maracaibo Venezuelan | T.6Cy.13½",23"&37"–27" (*s*) 180lb 210NHP 2SB,6*cf*,HS4009 MacColl&PollockLd.Sld. | 16 ″ 6 s 2 ″ 0¼ 14 ″ 8 | |
| 70974 HPIO | — (*ex*Hwadah–38, *ex*Bolivar–37, *ex*LakeFackler) *Fitted for oil fuel* 1*Dk2trB* | 2606 2237 1612 | ✠ ... 2,21 | | | | 1919 11mo | Detroit S.B.Co. Wyandotte Mich. | Wallem&Co. *WB* | 251·0 P25'B64'F23' FK | 43·6 | 26·1 | Panama Pnamanian | T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit, Mich. | 28 ″ 2 | C |
| 70975 | — (*ex*Fylgia–34) **TwinSc** *Fitted for oil fuel* 1*Dk* | 1236 842 825 | | | | | 1919 | Nüscke& Co.A.G. Stettin | Cia.Anon.Venezolana de Nav. *WB* | 221·5 Q64'B54'F27' | 33·6 | 14·0 | Maracaibo Venezuelan | T.6Cy.11½",18⅝"&30½"–19⅝" *Emade*16 83NHP Christiansen&Meyer, Harburg | | V |
| 70976 LCEX | **Bollsta** 1*Dk* | 1832 1588 1075 | | | | | 1924 | Oddens Skibs. Grimstad | A/SGangerRolf (FredOlsen&Co. *Mgrs.*) | 266·6 P62*t*H117*t*F6*t* | 42·2 | 17·8 *WB* | Oslo Norwegian | T.3Cy.19",31"&53"–36" 169NHP AkersMek.Værks.Oslo | | N |
| 70977 DJVG | **Bollwerk** (*ex*Söderhamn–37, *ex*NailseaMoor–37, *ex*DavidLloydGeorge–32) 1*Dk*(*Stl*) D.F. | 4173 3727 2528 | ✠ ... 1,35 | HKg | *x* | | 1917 7mo | Craig,Taylor&Co.Ld Stockton | Aug.Bolten Wm.Miller'sNachf. *CellDB* | 371·9 P52'B&F248' FK *319' 1134t FPT106t* | 51·4 | 22·6 *6BHCem APT184t* | Hamburg German | T.3Cy.26",42½"&69½"–45" GS162,HS6830 400NHP 2SB&1Aux.SB,6*cf*&2*pf* N.E.MarineEng.Co.Ld.Sld | 26 ″ 6 | C † |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiels. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant et ayant. Lettre d'Appropriété. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Brackets où coté, si pas mis dans le L. R. Degree Cert. Is affixed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70978 | **Bolsena** (*ex* War Battery) | | 2384 | ✠ ... | | | | 1918 | Osbourne, | "Adriatica" Soc. | 297·5 | 42·0 | 19·0 | Trieste | T.3Cy.25″,41″&68″–45″ | 21 ″ 2 | I |
| 365 | | | 1787 | 4,20 | | | | 5mo | Graham&Co. | Anon.di Nav. | 285·0 | | | Italian | 420 NHP | | † |
| IBOE | *Well deck* 1 *Dk* | | 1324 | ✠ | | | | | Ld. Sunderland | | P25 Q72′B66′F32′ | | FB | *WB* | MacColl&Pollock Ld.Sld. | | |
| 70979 | **Bolshevik** (*ex* Neva, *ex* Bianca) | | 1412 | | | | | 1899 | Schiffsw.v. | U.S.S.R. | 241·2 | 36·0 | 16·2 | Odessa | T3Cy.16½″,27⅛″&44 7/16″–32 7/16″ | | |
| | | | 1164 | | | | | | Henry Koch Lübeck | | P15 B56′F22′ | | | Russian | 113 NHP | | |
| UNYK | 1 *Dk 2 tr B* | | 796 | | | | | | | | | | | *WB* | Ottensener Eisenwerk, Alt. | | |
| 70980 | **Bolshoy Tschantar** | | 3018 | | | | | 1923 | Schiffs.-u. | U.S.S.R. | 337·7 | 48·2 | 21·1 | Vladvostk | T.3Cy.23½″,38½″&61½″–41 7/16″ | | G |
| | (*ex* Neidenfels–35) | | 2681 | | | | | | Deckbauwerft Flender A.G. Lübeck | | F36′ | | | Russian | 246 NHP | | |
| UPKM | Sub.Sig. 2 *Dks* | | 1745 | | | | | | | | | | | *WB* | G.Seebeck A.G. Wsm. | | |
| 70981 | **Boltenhagen** (*ex* Dubbe) | | 3335 | | | | | 1912 | Rotterdam | Aug.Bolten, | 331·9 | 48·2 | 22·1 | Hamburg | T.3Cy.23″,38″&62″–42″ | | V |
| | | | 2984 | | | | | | Droogd.Maat | Wm.Miller's | P25′ | | | German | 249 NHP | | |
| DHCT | D.F. 1 *Dk* | | 2051 | | | | | | Rotterdam | Nachfolger | | | | *WB* | Rotterdam Droogd.Maats. | | |
| 70982 | **Boltenhof** (*ex* Dorie–35) | | 3307 | ✠ | Rot | *v* | | 1911 | Richardsn, | Aug.Bolten | 342·0 | 49·0 | 22·0 | Hamburg | T.3Cy.24″,40″&65″–42″ | 24 ″ 5 | |
| | *ss* Ham.2nd No.3–6,36 | | 3070 | 8,39 | | | | 3mo | Duck&Co. | Wm.Miller's | | | | German | 299 NHP | | |
| DJQE | 1 *Dk* (*pt Irn pt Stl*) | | 2064 | ✠ | | | | | Stockton | Nachfolger | P29 B98′F36′ | | FK | 6 *B H Cem* | 2SB,*6cf*,GS122,HS4612 | | |
| | D.F. | | | | | | | | | | *Cell DB* 305′890*t FPT* | | | 86*t APT* 76*t* | Blair&Co.Ld.Stockton | | |
| 70983 | **Bolton Castle** | | 5203 | ✠100A1 | Sld | *a*† | CL | 1939 | Sir J.Laing | Lancashire Shppg. | 438·5 | 57·1 | 24·3 | Liverpool | T.3Cy.23½″,38″&66″–45″ | 27 ″ 5 | |
| 166285 | | | 4563 | *with freeboard* | Mdb | 2 | | 12mo | &Sons,Ld. | Co.Ld.(J.Chambers | 454·3(O.L.) | | | British | 2201b Rht. (*s*) 466 NHP | s 2 ″ 11½ | |
| GWGF | D.F. E.S.D. 1 *Dk & Shelter dk* | | 3033 | 11.40~~12,39~~ | ✠LMC | 12,39 | | | Sunderland | &Co. *Mgrs.*) | F39′ | | FK | 7 *B H Cem* | 2SB(Spt)&1 Aux SB,*8cf*, | 24 ″ 8½ | |
| | *Cruiser Stern* | | | | | | | | *Lloyd's SA&CP* | | | | | *Coll to Sh dk* | GS122,HS6846 FD | | |
| | *Longitudinal framing at bottom & at decks* | | | | | | | | | | | | | 6 ,, 2*nd* ,, | N.E.Marine Eng.Co.(1938) | | |
| | | | | | | | | | | | | | | *APT* 168*t* | Ld.Nwc. | | |
| 70984 | **Boltonhall** | | 4824 | ✠100A1 | Bry | *z* | CL | 1935 | W.Gray& | Wiltonhall S.S. | 410·7 | 54·8 | 24·9 | W.Hartlpl | Q.4Cy.18½″,25½″,41″&61″– | 36 ″ 1 | |
| 160775 | *ss* Hpl.No.1–39 | | 4378 | *with freeboard* | Lou | | 3,40 | 12mo | Co.Ld. | Co.Ld.(Guthe | 423·5(O.L.) | | | British | 48″ 2601b (*s*) 467 NHP | s 10 ″ 6½ | |
| MKMM | D.F. 1 *Dk & Shelter dk* | | 2861 | 5,413~~,40~~ | ✠LMC | 5,39 | | | W Hartlepool | Brothers Ld. *Mgrs*) | F35′ | | FK | 7 *B H pt Cem* | 3SB(Spt),*9cf*,GS144, | 25 ″ 9¾ | |
| | *Tonnage opening closed '41 (W.E.)* | | | BS5,40 | | | | | *Lloyd's SA&CP* | *Cell DB* 358′1143*t* | | | | *Coll to Sh dk* | HS6811 FD | | |
| | | | | | | | | | | *DTa* 28′1076*t* | *FPT* 170*t APT* 152*t* | | | 6 ,, 2*nd* ,, | Cen.Mar.E.Wrks. | | |
| | | | | | | | | | | | | | | | (W.Gray&Co.Ld.) W Hpl | | |
| 70985 | **Bolzaneto** | | 2220 | | | | | 1918 | N.Odero& | Soc.Anon.Ilva | 297·8 | 41·2 | 20·8 | Genoa | T.3Cy.18 5/16″29 5/16″&47½″–27½″ | | CI |
| 864 | | | 1782 | | | | | | Co. | | 286·0 | | | Italian | 114 NHP | | |
| IBPE | *Mchy. Aft* 1 *Dk* | | 1285 | | | | | | Genoa | | | | | *WB* | N.Odero&Co.Genoa | | |
| 70986 | **Boma** | | 5408 | ✠100A1 | Cff | *y* | CL | 1920 | Harland& | Elder Dempster | 400·6 | 52·3 | 28·5 | Liverpool | T.3Cy.25¾″,44′&73″–48″ (*s*) | 31 ″ 0 | |
| 143615 | *ss* Shl.No.3–6,33 | | 4800 | 7,40~~,39~~ | Bel | | ~~12,38~~ | 2mo | Wolff,Ld. | Lines,Ld. | | | | British | 1801b 517 NHP | s 6 ″ 0½ | |
| GHSV | *ss* Liv.No.1–37 | | 3313 | ✠LMC | | | 7,40 | | Glasgow | | P49′B112′F39′ | | FK | 7 *B H Cem* | 3SB,*9cf*,GS190,HS7668 FD | 25 ″ 3 | |
| | 2 *Dks* (*Stl*) | | | MS12,37 | BS~~8,38~~ | 7,40 | | | *Lloyd's SA&CP* | *Cell DB* 342′ | 1059*t FPT* 127*t* | | | *APT* 218*t* | Harland&Wolff,Ld.Gls. | | |
| 70987 | **Bombardiere** (*ex* Collodi–34, | | 613 | — | Shl | | | 1918 | Smith's | Giuseppe Sereno | 179·0 | 30·0 | 15·6 | Genoa | T.3Cy.16″,26″&44″–26″ | 16 ″ 6 | I |
| 2197 | *ex* Bombardier–34, *ss* Sld.No.3–8,20 | | 494 | 1,34 | | | | | Dock Co.Ld. | &Luigi Casa | 172·2 | | | Italian | 116 NHP | | † |
| IKWD | *ex* Kilchrenan) *ss* Nwc.No.1–25 | | 243 | | | | | | Middlesbro' | | B50′ | | FK | 5 *B H Cem* | 1SB,*3cf*,GS51,HS1825 | | |
| | 1 *Dk* (*Stl*) | | | | | | | | | | | | | *Cell DBu* | Smith's Dock Co.Ld.Mdb. | | |
| 70988 | **Bombo** | | 540 | ✠100A1 | Syd | *h* | 12,39 | 1930 | H.Robb, | Quarries Pty.Ld. | 154·3 | 30·1 | 12·0 | Sydny NSW | T.3Cy.14½″,25″&40″–27″ (*s*) | 14 ″ 2 | |
| 157634 | *ss* Syd.No.2–38 | | 427 | 8,40~~,39~~ | | | | 2mo | Ld. | | *31·5* | | | British | 1801b 100 NHP | s ″ 11½ | |
| VLGN | Wireless *Mchy. Aft* 1 *Dk* (*Stl*) | | 282 | BS1,~~40~~ | ✠LMC | 1,38 | | | Leith | | | | | 4 *B H pt Cem* | 1SB,*3cf*,GS63,HS2176 | 13 ″ 4½ | |
| | *Cargo battens not fitted* | | | 1,41 | | | | | *Lloyd's SA&CP* | | Q49′B18′F22′ | | FK | *pt Asp* | Plenty&Son,Ld.Newbury | | |
| | | | | | | | | | | *Cell DB* 80′116*t* | *FPT* 35*t APT* 6*t* | | | | | | |
| 70989 | **Bomma** | | 1116 | | | | | 1938 | A/S Akers | A/S Ganger Rolf | 244·2 | 38·2 | 13·7 | Oslo | Oil Engines 2S.C.SA | | N |
| | Wireless D.F. *Oil Eng.* | | 828 | | | | | | Mek.Verks. | (Fred.Olsen&Co. | P57′B82′F56′ | | | Norwegian | 4Cy.19½″–35 7/16″ 270 NHP | | |
| LJZT | *Mchy. Aft Cruiser Stern* 1 *Dk* | | 550 | | | | | | Oslo | *Mgrs.*) | | | | *WB* | A/S Akers Mek.Verks.Oslo | | |
| 70990 | **Bona** (*ex* Lana–38, *ex* Djena–37, | | 3441 | ✠ ... | Rou | *w* | | 1898 | J.L.Thomp- | P.Feret | 347·8 | 48·3 | 23·1 | Marseilles | T.3Cy.24″,40″&66″–45″ | 25 ″ 8 | V |
| | *ex* Zingara) *ss* Rou.3rd No.3–10,31 | | — | 10,35 | | | | 12mo | son&Sons,Ld. | | P28′B100′F35′ | | | French | 310 NHP | | † |
| FPDU | 2 *Dks* (1 *Stl & U pt Irn & pt Stl*) *& Web frames* | | 2173 | ✠N38,19 ✠ | | | | | Sunderland | | | | FK | 6 *B H Cem* | 2SB,*6cf*,GS123,HS4690 | | |
| | | | | | | | | | | *Cell DBa* | 113′*u E & B* 39″*f* 147′ | | | 784*t APT* 87*t* | Blair&Co.Ld.Stockton | | |
| 70991 | **Bonalbo** | | 960 | | | | | 1925 | Lithgow's | North Coast Steam | 205·0 | 34·6 | 12·0 | Sydny NSW | T.3Cy.17″,28½″&47″–30″ | | C |
| 152003 | | | 616 | | | | | | Ld. | Nav.Co.Ld.(E.S. | Q127′F33′ | | | British | 121 NHP | | |
| VJGC | Wireless *Ref.Mchy.* 1 *Dk* | | 450 | | | | | | Port Glasgow | Crauford, *Mgr.*) | | | | *WB* | D.Rowan&Sons,Glasgow | | |
| 70992 | **Bonawe** 3 Mst | | 355 | ✠100A1 | Irv | *f* | CL | 1919 | Scott& | J.&A.Gardner& | 141·6 | 23·8 | 10·1 | Glasgow | C.2Cy.16″&34″–24″ (*s*) | 11 ″ 0 | |
| 141937 | *ss* Irv.No.3–12,31 | | 245 | 8,40~~1,39~~ | | | ~~12,38~~ | 12mo | Sons | Co.Ld. | 147·5 *25·1* | | | British | 1301b 47 RHP | s 3 ″ 4½ | |
| MJVX | *ss* Irv.No.2–40 ~~*ss* Irv.No.1–36~~ | | 137 | ~~MS9,38~~ | ✠LMC | ~~4,36~~ | | | Bowling | | (O.L.) | | BS7 | 3 *B H Cem* | 1SB,*2pf*,GS42,HS1388 | 11 ″ 3 | |
| | *Mchy. Aft Well deck* 1 *Dk* (*Stl*) | | | | | 8,40 | | *Lloyd's SA&CP* | | | Q81′B8′F24′ | | | | Fishers,Ld.Paisley | | |
| | | | | | | | | | | *Cell DBf* 47′50*t FPT* 31*t* | | | | *APT* 12*t* | | | |
| 70993 | **Bonde** | | 1570 | | | | | 1936 | Porsgrund | Henriksens Rederi | 246·6 | 37·9 | 18·2 | Oslo | C.2Cy.13¾″&27 7/16″–27 7/16″& | | N |
| | | | 1283 | | | | | | Mek.Værks. | A/S(Dagfin | P66′F29′ | | | Norwegian | LP Turbine with DR gear- | | |
| LJEL | Wireless D.F. 1 *Dk* | | 889 | | | | | | Porsgrunn | Henriksen, *Mgr.*) | | | | *WB* | ing & hydraulic coupling | | |
| | *Mchy. Aft Cruiser Stern* | | | | | | | | | | | | | | 63 NHP | | |
| | | | | | | | | | | | | | | | Porsgrund M.V. Porsgrunn | | |
| 70994 | **Bonden** (*ex* Enigheden) | | 695 | | | | | 1891 | Burmeister | Rederi A/B Bonden | 190·2 | 30·1 | 11·8 | Mariehmn | C.2Cy.25″&44″–27″ | | V |
| | | | 495 | | | | | | &Wain | (Arthur Ekbom, | 185·4 | | | Finnish | 84 NHP | | |
| ONYH | *Well deck* | | 368 | | | | | | Copenhagen | *Mgr.*) | Q62′B51′F27′H22*t* | | | | Burmeister&Wain,Cpn. | | |
| 70995 | **Bondicar** | | 1441 | ✠100A1 | Shl | *o* | CL | 1910 | J.Crown& | Broomhill | 240·3 | 36·5 | 14·4 | Newcastle | T.3Cy.18½″,30″&50″–36″ (*s*) | 16 ″ 6 | |
| 129741 | *ss* Shl.2nd No.3–3,37 | | 1079 | ~~10,38~~12,40 | | | 10,39 | 3mo | Sons.Ld. | Steamships,Ld. | | | | British | 1801b 182 NHP | s 5 ″ 3½ | |
| MDCS | Wireless | | 804 | BS~~10,39~~ | ✠LMC | 1,36 | | | Sunderland | | Q123′B10′F22′ | | FK | 4 *B H Cem* | 2SB,*4cf*,GS82,HS3060 | 15 ″ 1 | |
| | 1 *Dk* (*Stl*) | | | 12,40 | | | | *Lloyd's SA&CP* | | | | | | | Richardsons,Westgarth& | | |
| | *Cargo battens not fitted* | | | | | | | | | *Cell DB* | *a*65′*u E & B* 34″*f* 103′ | | | 384*t FPT* 36*t* | *APT* 97*t* Co.Ld.Sld. | | |
| 70996 | **Bonheur** | | 5327 | ✠100A1 | N Yk | *y* | CL | 1920 | Harland& | Lamport&Holt | 400·4 | 52·4 | 28·4 | Liverpool | 2 Steam Turbines DR | 31 ″ 0 | |
| 143672 | *ss* N.Yk.No.3–10,32 | | 4811 | 8,39 | | | 8,39 | 10mo | Wolff,Ld. | Line,Ld. | | | | British | geared to 1 Sc. Shaft (*s*) | s 5 ″ 10½ | |
| GCTS | *ss* Liv.No.1–37 | | 3170 | ✠LMC | | | | | Belfast | | | | | *B H Cem* | 2001b *120lb* | 25 ″ 4 | |
| | 2 *Dks* (*Stl*) | | | MS3,37 | BS9,39 | | | *Lloyd's* above | *SA&CP* | *Cell DB* 335′ 1051*t D* | P40′B128′F47′ | | FK | *APT* 215*t* | 3SB,*9cf*,HS7668 590 NHP FD | | |
| | | | | *Fitted for oil fuel* | | | 1,0,20 *F.P.* | | 150° F. | | *Ta* 26′587*t FPT* 111*t* | | | | Harland&Wolff,Ld.Bel. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired / Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard at midships. Corresponding draught. ft. in. | 15 Register is which classed. If not in L.R. Date of R. of Tr. Certt. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70997 | **Boniface** | | 4928 | ✠100A1 | ~~Liv~~ | *x* | CL | 1928 | Hawthorn | Booth S.S. Co. Ld. | 407·8 | 53·8 | 26·0 | Liverpool | T.3Cy.24½",43½"&73"-51" | 28 " 6 | |
| 149685 | | *ss* Liv. No. 2–36 | 4453 | *with freeboard* | Shl | 2 5/12 | 6,37 | 7mo | Leslie & Co. Ld | | | | | British | & L.P. Turbine with DR | s 3 " 3½ | |
| GNSK | **D.F.** | 2 *Dks (Stl) & Shelter dk (Stl)* | 3077 | ~~Exam. at 5,41~~ | | | 4,41 | | Newcastle | | F28' | | FK | 8 *B Hpt Cem* | gearing & hydraulic coup- | 25 " 5¼ | |
| | | | | BS~~2,39~~ 5,41 | ✠LMC9,36 | | | *Lloyd's* | *SA&CP* | *Cell D B350'990t D Ta32'712t* | *FPT86t APT32t* | | | *Coll to Sh dk* 6 „ *2nd* „ 1 „ *3rd* „ | *ling 215lb (s) 668 NHP* 3SB(Spt),*9cf*,GS195, HS8859 | FD | |
| | | *Carrying vegetable oil in deep tank* | | | | | | | | | | | | | Hwthrn, Leslie & Co Ld. Nwc | | |
| 70998 | **Bonifacio** (*ex* Cragganhill–37, | | *3566* | ✠100A1 | Bdx | *w* | CL | 1918 | J. Blumer | Cie. France-Navigation S.A. (*in liq.*) | 356·3 | 48·7 | 23·9 | Dieppe | T.3Cy.23",36⅛"&58"-42" | 25 " 11 | |
| | *ex* Wulsty Castle–36) | *ss* Ams. No. 3–9,36 | *3303* | 10,40 ~~11,39~~ | Msl | | 3,38 | 4mo | & Co. | (Cie. Générale | | | | French | 180lb *100lb* (*r*) 349 NHP | s 2 " 8¾ | |
| FNIB | | 1 *Dk (Stl)* | *2184* | BS2,40 | ✠LMC9~~,38~~ | | | *Lloyd's* | Sunderland | Transatlantique, *Mgrs.*) | P35'B&F281' | | FK | 6 *B H Cem* | 2SB,*6cf*,HS5548 | FD | |
| | | *ss* Msl. No. 1–40 | | ✠NE&B21 *refitted* 36 | ~~MS10,40~~ | | | | | *Cell D B288'786t D Ta27'805t FPT67t APT109t* | | | | | W. Beardmore & Co. Ld. Gls. | | |
| 70999 | **Bonita** (*ex* Skule) | | 3198 | | | | | 1930 | A/S Aalbrg | A/S Dampskibs- | 325·6 | 50·1 | 20·7 | Esbjerg | Oil Engines 4S.C.SA | | N |
| | | *Oil Eng.* | 2784 | | | | | | Msk. og Skibs. | sIskDania (Chr. | P60'H328t | | | Danish | 6Cy.21⅛"-59 1/16" 266 NHP | | |
| OYYQ | | 1 *Dk* | 1885 | | | | | | Aalborg | Andresen, *Mgr.*) | | | | *WB* | Akt. Burmeistr & Wain, Cpn | | |
| 71000 | **Bonn** | | 1265 | | | | | 1928 | Akers | A/S Jelölinjen | 240·5 | 37·2 | 15·2 | Oslo | T.3Cy.22",35"&60"-42" | | N |
| | | | 938 | | | | | | Mek. Værks. | (Fred Olsen & Co. | P59t H160t F6t | | | Norwegian | 234 NHP | | |
| LCEY | Wireless **D.F.** | 1 *Dk* | 487 | | | | | | Oslo | *Mgrs.*) | | | | *WB* | Akers Mek. Værks. Oslo | | |
| 71001 | **Bonneville** | | 4665 | | | | | 1929 | Odense | Skibs A/S Sjöstad | 386·3 | 54·2 | 25·7 | Oslo | Oil Engines 4S.C.SA | | N |
| | | *Oil Eng.* | 4261 | | | | | | Staalskibsv. | (A. F. Klaveness | P75t H310t F12t | | | Norwegian | 6Cy.29⅛"-59 1/16" 490 NHP | | |
| LDMF | **D.F.** | 1 *Dk & Shelter dk* | 2794 | | | | | | Odense | & Co. A/S, *Mgrs.*) | | | | *WB* | Akt. Burmeistr & Wain, Cpn | | |
| 71002 | **Bonnington** Ⓟ | **Stern Pad** | 1700 | | | | | 1911 | J. M. Bulger | Canadian Pacific | 202·5 | 39·1 | 7·5 | Vancouver | H.C.2Cy.16"&34"-96" | | |
| 130555 | | | — | | | | | | Nelson, B.C. | Railway Co. | | | | British | 99 RHP | | |
| | | *Mchy. Aft* | 955 | | | | | | | | | | | | Polson Iron Works, Tto. | | |
| 71003 | **Bonnington Court** | | 4909 | ✠100A1 | Lon | *a*† | CL | 1929 | R. Duncan | Court Line, Ld. | 405·5 | 55·5 | 25·8 | London | Oil Engines 4S.C.SA | 28 " 3 | |
| 161319 | | *Oil Eng.* | 4597 | *with freeboard* | | | 3,40 | 11mo | & Co. Ld. | (Haldin & Philipps, | 419·3 (O.L.) | | | British | 6Cy.29⅛"-59 1/16" 490 NHP | s 3 " 4¼ | |
| GCVT | | *ss* Sld. No. 2–38 | 3012 | 3,40 | | | | | Port Glasgow | Ld. *Mgrs.*) | F40' | | FK | 7 *B H pt Cem* | 2DB *130lb* | 25 " 1½ | |
| | | 1 *Dk (Stl) & Shelter dk (Stl)* | | | ✠LMC CS1,38 | | | *Lloyd's* | *SA&CP* | *Cell D B345' 1367t MT25'996t* | *FPT150t APT117t* | | | *Coll to Sh dk* 6 „ *2nd* „ | J. G. Kincaid & Co. Ld. Grk. | | |
| | **D.F.** | | | DBS2,40 | 1,38 | | | | | | | | | | | | |
| 71004 | **Bontekoe** | | 5033 | | | | | 1922 | J. & K. Smits | Koninkl. Paketv. | 383·4 | 49·4 | 26·8 | Batavia | T.3Cy.28½",47"&77"-54" | | V |
| | | *Fitted for oil fuel* | — | | | | | | Schps. | Maats. | | | | Dutch | 433 NHP | | |
| PKEF | **D.F.** | 3 *Dks* | 3044 | | | | | | Kinderdijk | | | | | *WB* | Werkspoor, Ams. | | |
| 71005 | **Bonzo** | **Twin Sc** | 8177 | 100A1 | Gen | | CL | 1931 | Cantieri | A. Zanchi | 483·8 | 60·2 | 34·6 | Genoa | Oil Engines 2S.C.SA | 34 " 6 | |
| 2021 | | *Oil Eng.* | 7648 | 12,39 | | | 6,39 | | Riuniti Dell' | | 465·0 | | | Italian | 8Cy.26¾"-43 1/16" 1000 NHP | | |
| IBFN | | *ss* Nap. No. 3–5,35 | 4917 | | LMC CS12,39 | | | | Adriatico | | | | | 16 *B H* | 2DB *130lb* | | |
| | *Mchy. Aft* | *ss* Gen. No. 1–39 | | DBS4,39 4,40 | 9,37 | | | | Monfalcone | | *Cell D Bu E78'* | P117'B30'F56' | FK | (11 *to U dk* | SocAn. "Fiat" S.G.M. Turin | | |
| | **D.F.** | 2 *Dks* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *CP* | 208t *DTf32'531t* | *FPT194t APT128t* | | | 5 „ *2nd* „) | | | |
| | | *Longitudinal framing at bottom & at decks* | | | | | | | | | | | | | | | |
| 71006 | **Bor** (*ex* Izrada–35, *ex* Poldennis, | | *3614* | 100A1 | Gen | *x* | CL | 1910 | W. Doxford | Brodarsko Akcio- | 360·2 | 50·3 | 21·5 | Susak | T.3Cy.26",42"&68"-42" (*s*) | 24 " 0 | |
| | *ex* Izrada) | *ss* Spt. 2nd No. 3–7,34 | *3265* | 1.10 | | | 3,39 | | & Sons, Ld. | narsko Drustvo | | | | Yugoslav | 160lb 346 NHP | s 3 " 1¼ | |
| YTBS | | *ss* Spt. No. 1–39 | 2276 | BS11,39 | LMC12,38 | | | | Sunderland | "Oceania" | P26'B232'F33' | | FK | 6 *B H Cem* | 2SB,*6cf*,GS129,HS5755 | 21 " 0¾ | |
| *ow "Radbury," see No. 89330 in Appx. to this vol.* | | *Mchy. Aft* 1 *Dk (Stl)* | | | | | | *Lloyd's* | *SA&CP* | *Cell D Ba&uE* | *129'f163'854t FPT* | | | 99t *APT20t* | W. Doxford & Sons, Ld. Sld. | | |
| 71007 | **Bör** | | 927 | | | | | 1918 | Jarlsö | A/S Ganger Rolf | 200·4 | 31·9 | 12·7 | Oslo | T.3Cy.16",25½"&44"-30" | | N |
| | | | 675 | | | | | | Verft | (Fred. Olsen & Co. | Q63'B54'F20' | | | Norwegian | 106 NHP | | |
| LDBO | Wireless **D.F.** | 1 *Dk* | 552 | | | | | | Tönsberg | *Mgrs.*) | | | | *WB* | Trondhjems Mek Værksted | | |
| 71008 | **Borbeck** (*ex* Berwindmoor) | | 6002 | ✠ | Bmn | *a*† | | 1923 | Workman, | Fried. Krupp A.G. | 419·0 | 56·3 | 27·6 | Bremen | T.3Cy.27½",45½"&76"-54" | 30 " 6 | |
| | | *ss* Kel. No. 3–3,37 | 5767 | 6,39 | | | | 9mo | Clark & Co. Ld. | (Fried. Krupp's | | | | German | 636 NHP | | |
| DOFL | *Mchy. Aft* | 1 *Dk (Stl) & Shelter dk (Stl)* | 3100 | | ✠ | | | | Belfast | Reed. en Transport- | | | FK | *pt Cem pt Asp* | 3SB,*12cf*,GS220,HS9768 | | |
| | | *Cantilever framed Topside tanks* | | | | | | | | bedrijf, N.V. *Mgrs.*) | | | | 6 *B Honly* | Wrkman, Clark & Co. Ld. Bel | | |
| | Sub. Sig. | | | | | | | | | *Intermediate* | *B Hin forehold dispensed with Coll* | | | *B H to Sh dk* | | | |
| | **D.F.** | | | | | | *Cell* | | | *D B356'290t Topside Tanks 275'1235t* | *FPT550t APT100t* | | | 5 „ „ *U* „ | | | |
| 71009 | **Borde** | | 2014 | ✠100A1 | Sld | *r* | CL | 1921 | J. Crown & | | 270·4 | 38·2 | 18·5 | | T.3Cy.19½",33"&54"-39" (*s*) | 20 " 6 | |
| | | *ss* Sld. No. 3–4,34 | 1548 | 5,39 | | | 4,37 | 3mo | Sons, Ld. | | 280·3 (O.L.) | | | British | 180lb 214 NHP | s 6 " 6½ | |
| GFMR | | *ss* Sld. No. 1–38 | 1099 | BS5,39 | ✠LMC6,38 | | | | Sunderland | | Q163'F28' | | FK | 4 *B H Cem* | 2SB,*6pf*,GS93,HS3524 | 18 "10½ | |
| | *Well deck* | 1 *Dk (Stl)* | | | | | | *Lloyd's* | *SA&CP* | *Cell D B225'5* | *06t MT10'252t FPT* | | | *149t APT77t* | N.E. Marine Eng. Co. Ld. Sld | | |
| | *Mchy. Aft* | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 71010 | **Bordeaux** | **Twin Sc** | 774 | | | | | 1912 | Atel. & Ch. | Chemins de Fer de | 206·7 | 27·9 | 15·9 | Dieppe | T6Cy 14",22 23/32" & 37 1/16"-29 15/16" | | V |
| | | | 650 | | | | | | de la Loire | l'Etat Français | B48'F31' | | | French | 156 NHP | | |
| FOOM | Wireless | 1 *Dk* | 262 | | | | | | St. Nazaire | (Southern Rly. | | | | | Atel. & Ch. de la Loire, Nts. | | |
| | | | | | | | | | | *Mgrs.*) | | | | | | | |
| 71011 | **Bordeaux Maru** | | 6567 | ✠100A1 | Yka | *z* | OG | 1923 | Kawasaki | Kawasaki Kisen | 405·0 | 53·0 | 37·0 | Kobe | 3 Steam Turbines DR | 37 " 0 | |
| 27895 | | *ss* Kob. No. 3–5,35 | 6157 | *Awng dk* | | | 11,39 | 12mo | Zosensho K.K | K.K. | | | | Japanese | geared to 1 Sc. Shaft (*s*) | s 8 "10½ | |
| JSYA | | *ss* Tama No. 1–39 | 4104 | *with freeboard* | | | | | Kobe | | F33' *on Awng dk* | | FK | *pt Cem* | 200lb HS7800 746 NHP | 28 " 5 | |
| | | 2 *Dks (Stl) & Awng dk (Stl)* | | 11,39 | ✠LMC11,39 | | | *Lloyd's* | *SA&CP* | *Cell D B342'* | *Collisio* | | | *a B H to A dk* | 3SB(Spt),*9cf*,GS190, | FD | |
| | | | | *Fitted for oil fuel* 12,23 | | | *F.P. above* | | 50° F. | 1234t *D Ta35'767t* | *FPT104t APT36t* | | | 5 „ „ *U* „ | KawasakiDkyd Co Ld Kobe | | |
| 1012 | **Border King** (*ex* San Jacinto) | **Wood** | 938 | | | | | 1908 | Matthews' | Border Line | 163·7 | 36·9 | 21·4 | Seattle | C.2Cy.14"&32"-24" | | |
| 04900 | | *Fitted for oil fuel* | — | | | | | | S.B. Co. | Transportation Co. | | | | Utd. States | 42 NHP | | |
| CJDP | | 1 *Dk* | 549 | | | | | | Hoquiam | | | | | | Union Iron Works, S.Fo. | | |
| 1013 | **Border Prince** Ⓟ (*ex* Chilkoot–34) | | 710 | | | | | 1919 | Wallace | Border Line Nav. | 172·6 | 30·2 | 12·9 | Vancouver | T.3Cy.15½",26"&44"-26" | | C |
| 41710 | | *Fitted for oil fuel* | 515 | | | | | | Shipyards, Ld | Co. Ld. (Dodwell & | P&B69'F19' | | | British | 96 RHP | | |
| YGV | Wireless | 1 *Dk* | 394 | | | | | | North Van- | Co. Ld. *Mgrs.*) | | | | *WB* | Iron Foundry, Providence, | | |
| | *Mchy Aft* | | | | | | | | couver, B.C. | | | | | | Rhode Island | | |
| 1014 | **Bordsee** (*ex* Fehmarn) | | 959 | | | | | 1926 | J. Frerichs | W. Schuchmann | 181·3 | 34·3 | 15·0 | Brmrhavn | T3Cy13",20½"&33 1/16"-22 13/16" | | G |
| | | *Cruiser Stern* | 772 | | | | | | & Co. A.G. | | Q&B66'F23' | | | German | J. Frerichs & Co. 52 NHP | | |
| CSF | *Mchy. Aft* | 1 *Dk* | 522 | | | | | | Einswarden | | | | | *WB* | AG. Osterholz-Scharmbeck | | |
| 015 | **Bordvik** (*ex* Dageid, *ex* Hufterö) | | 1623 | | | | | 1920 | Bergens | Skibs A/S Lunde- | 244·5 | 37·7 | 15·7 | Farsund | T.3Cy.18",29"&49"-33" | | N |
| | | | 1183 | | | | | | Mek. Værks. | gaard (Lundegaard | P46t Q125t B157t | | | Norwegian | 138 NHP | | |
| CGS | | 1 *Dk* | 935 | | | | | | Bergen | & Sönner, *Mgrs.*) | H83t | | | *WB* | Bergens Mek Værks Bergen | | |
| 016 | **Bore** | | *1216* | ✠100A1 | Skm | *o* | CL | 1910 | Campbeltn | Stockholms | 229·4 | 35·8 | 15·6 | Stockholm | T.3Cy.18",27½"&45"-33" (*s*) | 17 " 7 | |
| 167 | | *ss* Skm. 2nd No. 3–3,35 | *999* | ~~4,407,39~~ 9,40 | ~~Mme~~ Got | | 5,38 | 10mo | S.B. Co. | Rederiaktieb. Svea | 236·3 (O.L.) | | | Swedish | 180lb 136 NHP | s 1 " 3½ | |
| LG | *Well deck* | *ss* Skm. No. 1–39 | *700* | | ✠LMC | | 3,40 | | C'mpbeltown | (Eman. Högberg, | Q83'B50'F28' | | FK | 4 *B H Cem* | 2SB,*4cf*,GS70,HS2228 | 16 " 6 | |
| | | 1 *Dk (Stl)* | | BS~~4,39~~ 4,40 | MS7,39 | | | *Lloyd's* | *SA&CP* | *Mgr.*) | | | | *355t APT85t* | J. G. Kincaid & Co. Ld. Grk. | | |
| | | | | | | | | | | *Cell D Ba59'uE&B33'f98'* | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. / Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps. | 15 Registre où cesse, si ce n'est dans le L. R. Dans Cert. Red Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71017 | **Bore I.** (P) | (*ex*Hebe,*ex*Bore I, | 772 | ✠100A1 | Abo | *i* | OG | 1898 | Helsingörs | Ångf.-Aktieb.Bore | 188·5 | 29·2 | 12·6 | Åbo | T.3Cy 18½″,28″&47″-27″ (*s*) | 13 ″ 11 | |
| 1005 | (*ex*Bore) | *ss*Abo.3rdNo.3–11,33 | 335 | *pt A wng dk* | Skm | | 5,38 | 1mo | Jernsk&Msk | (Thr.Kramer, | 179·5 | 29·6 | | Finnish | 180lb 180NHP | *s* ″ 5½ | |
| OHAM | | *ss*Abo.No.1–37 | 294 | 6,40 ~~3,40~~ | LMC | | | | Elsinore | *Mgr.*) | F16′ | | BK7½′ | | NB10 *refitted*21 | 11 ″ 1 | |
| | Wireless D.F. | 1 *Dk(Stl)&pt A wng dk* | | MS10,37 | BS~~8,36~~ 6,40 | | | | A&CP | | *DB* | *uE & B*51′21*t FPT* | | 50*t APT*18*t* | 2SB,6*rf*,GS92,HS3548 | | |
| | | | | | | | | | | | | | | | HelsingörsJernsk&Mskb | | |
| 71018 | **Bore II.** (P) | | 1965 | ✠100A1 | Abo | *q* | OG | 1938 | Crichton- | Ångf.-Aktieb.Bore | 254·3 | 39·7 | 22·4 | Åbo | C.4Cy.(2)18 5/16″&(2)39⅜″- | 24 ″ 11 | |
| 1168 | | | — | *with freeboard* | | | | 12mo | Vulcan A.B. | (Thr.Kramer, | (O.L.) | | | Finnish | 39½″ 395NHP | *s* 9 ″ 0½ | |
| OFDH | D.F. | 3 *Dks* | 985 | 10,40 ~~7,00~~ | ✠LMC12,38 | | | | Åbo | *Mgr.*) | 236·9 | | FK | | 277lb(Spt256lb) *142lb* | 16 ″ 1½ | |
| | | *Strengthened for navigation in ice* | | | | | | *Lloyd's* | *SA&CP* | | F75′ *& Promenade dk* | | | 5 *to U dk* | 2WTB(Spt) HS1955 FD | | |
| | | | | *Fitted for oil fuel* | 12,38 | *F.P. a* | | above | 150°F. | | | | | 1 „ 2*nd* „ | Crichton-VulcanA.B.Åbo | | |
| | | | | | | | | | | *Cell* | *B*127′272*t DT&f*39 | | | 108*t APT*25*t* | | | |
| 71019 | **Bore III.** (*ex*Skuld–37) | | 1153 | | | | | 1915 | Trndhjms | Ångf.-Aktieb.Bore | 237·2 | 36·4 | 15·1 | Åbo | T.3Cy.17″,27½″&46″-30″ | | N |
| | | | — | | | | | | Mek.Værks. | (Thr.Kramer, | 226·7 | | | Finnish | 116NHP | | |
| OFAQ | Wireless D.F. | 1 *Dk* | 621 | | | | | | Trondheim | *Mgr.*) | P12′B52′H50*t*F25′ | | | *WB* | TrndhjemsM.V.Trndheim | | |
| 71020 | **Bore IV.** (*ex*Skotland, | | 1658 | | | | | 1907 | Akt.Bur- | Ångf.-Aktieb.Bore | 279·5 | 39·5 | 17·6 | Åbo | T.3Cy.18″,29″&50″-33″ | 20 ″ 4 | N |
| | *ex*Strandholm,*ex*LolyJensen,*ex*Olaf) | | 1442 | | | | | | meistr&Wain | (Thr.Kramer, | 268·7 | | | Finnish | 144NHP | | |
| OHZB | D.F. | 1 *Dk* | 956 | | | | | | Copenhagen | *Mgr.*) | H81*t*F33*t* | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| 71021 | **Bore V.** (P) | (*ex*Ægir) | 777 | | | | | 1896 | Nylands | Ångf.-Aktieb.Bore | 184·7 | 28·3 | 14·5 | Åbo | C.2Cy.17½″&36″-27″ | | V |
| 150 | | | 745 | | | | | | Værkstd. | (Thr.Kramer, | 177·6 | | 21·7 | Finnish | NB26 56NHP | | |
| OHDC | Wireless D.F. | 1 *Dk&Awng dk* | 465 | | | | | | Oslo | *Mgr.*) | | | | *WB* | NylandsMek.Vrkstd.Oslo | | |
| 71022 | **Bore VI.** (*ex*Bjarke,*ex*Arkö, | | 1466 | ✠100A1 | Abo | *p* | OG | 1919 | Kockums | Ångf.-Aktieb.Bore | 244·7 | 37·7 | 16·7 | Åbo | T.3Cy.18½″,28¾″&48⅛″-31½″ | 18 ″ 7 | |
| 950 | *ex*Ellwiron) | *ss*Abo.No.3–4,32 | — | 9,39 | ✠LMC | | 9,39 | 5mo | M.V.Aktieb. | (Thr.Kramer, | 235·0 | | | Finnish | 185lb (*s*) 157NHP | *s* 2 ″ 2½ | |
| OHGP | | *ss*Abo.No.1–36 | 832 | MS9,36 | BS6,39 | | | | Malmö | *Mgr.*) | P17′B63′F25′ | | FK | | 2SB,4*cf*,GS70,HS2546 | 16 ″ 7 | |
| | Wireless D.F. | 1 *Dk(Stl)* | | No later survey reported | | | | | | | *Cell* | *DB* 196′ 396*t FPT* | | 44*t APT*59*t* | KockumsM.V.Akt.Malmö | | |
| 71023 | **Bore VIII.** (*ex*FrankSutton, | | 4528 | ✠100A1 | Abo | *y* | CL | 1907 | W.Beard- | Ångf.-Aktieb.Bore | 406·3 | 51·8 | 26·6 | Åbo | T.3Cy.21½″,42″&70″-51″ (*s*) | 28 ″ 6 | |
| 990 | *ex*Huanchaco) | *ss*Kel.2ndNo.3–7,33 | 4130 | *Shelter dk* | | | ~~8,37~~ | 8mo | more&Co.Ld. | (Thr.Kramer, | 391·0 | 50·2 | | Finnish | 190lb 463NHP | *s* 3 ″ 4 | |
| OHAK | | *ss*Abo.No.1–37 | 2708 | *with freeboard* | | | 9,40 | | Glasgow | *Mgr.*) | | | FK&BK2′ | | 3SB,12*cf*,GS223,HS8121 | 25 ″ 6 | |
| | | 2 *Dks(Stl)&Shelter dk(Stl)* | | 9,40 ~~9,00~~ | BS10,40 | | | *Lloyd's* | *SA&CP* | *Cell* | *DBa*102′ *uE&B* | 63′ *f* 167′925*t FPT* | | 69*t APT*52*t* | W.Beardmore&Co.Ld.Gls. | | |
| | D.F. | *Lower dk(Stl) in No.1 hold* | | ~~BS11,39~~ | ✠LMC8,37 | | | | | | | | | | | | |
| 71024 | **Bore IX.** (*ex*Queensbury,*ex*Yonne, | | 4512 | | | | | 1910 | A M'Millan | Ångf.-Aktieb.Bore | 390·4 | 53·2 | 25·7 | Åbo | T.3Cy.25″,41″&68″-48″ | | C |
| 1052 | *ex*Strathan) | | 4101 | | | | | | &Son,Ld. | (Thr.Kramer, | 374·0 | | | Finnish | 320NHP | | |
| OHBZ | D.F. | 2 *Dks* | 2651 | | | | | | Dumbarton | *Mgr.*) | P36′B100′F39′ | | | *WB* | D.Rowan&Co.Glasgow | | |
| 71025 | **Bore X.** | | 5058 | ✠100A1 | Hfs | *a*† | CL | 1939 | A/B Göta- | Ångf.Aktieb.Bore | 442·7 | 56·7 | 24·2 | Åbo | Oil Engines 2S.C.DA | 28 ″ 8 | |
| 1169 | *Ref.Mchy.* | *Oil Eng.* | 4224 | *with freeboard* | Lis BAs | | | 1mo | verken | (Thr.Kramer, | 418·0 | | | Finnish | 5Cy.24 3/16″-55½″ 1026NHP | *s* 3 ″ 1½ | |
| OFDL | D.F. E.S.D. | 1 *Dk&Shelter dk,* | 2732 | 3,41 ~~7,00~~ | ✠LMC1,39 | | | *Lloyd's* | *SA&CP* | *Mgr.*) | F40′ | | FK | 7*BH* | DB85*lb* | 25 ″ 9 | |
| | *Cruiser Stern* | 3rd *dk except in No.5 hold* | | ✠Lloyd's RMC3,~~30~~ 5,40 | | | | | | *Cell* | *D B*325′1240*t* | *Tanks in way of* | ( | *Coll to Sh dk* | | | |
| | | *Strengthened for navigation in Ice* | | | 3,41 | | | | | | *tunnel*46′179*t* | *FPT*95*t APT*21*t* | | 6 „ 2*nd*„) | Götaverken,A/BGot. | | |
| | | | | for temp. 36° F. | | | | | | | | | | | | | |
| 71026 | **Boreas** (*ex*CanadianSquatter–34) | | 2801 | | | | | 1920 | British | Dampsk.A/S | 320·3 | 43·9 | 22·6 | Haugesnd | T.3Cy.21½″,38″&63″-42″ | | N |
| | | | 2520 | | | | | | American | Transport(Valde- | P28′B96′F31′ | | | Norwegian | 257NHP | | |
| LIUQ | | 2 *Dks* | 1674 | | | | | | S.B.Co. | marSkoglandA/S, | | | | *WB* | JohnInglisCo.Ld.Toronto | | |
| | | | | | | | | | Welland,Ont. | *Mgrs.*) | | | | | | | |
| 71027 | **Boreland** | | *2623* | ✠100A1 | Got | *u* | CL | 1938 | Eriksbergs | Ångf.A/B Tirfing | 353·6 | 50·2 | 19·3 | Gothenbrg | Oil Engines 2S.C.DA | 22 ″ 3 | |
| 8270 | | *Oil Eng.* | *2220* | *with freeboard* | | | | 6mo | M.V.Aktieb. | (SvenskaOrient | 370·3(O.L.) | | | Swedish | 6Cy.17 3/16″-47¼″ 644NHP | *s* ″ 10¾ | |
| SLEN | *Ref.Mchy.* | 1 *Dk&Shelter dk* | *1385* | 4,40 ~~7,30~~ | ✠LMC6,38 | | | *Lloyd's* | *SA&CP* | Linjen)(T.E.J:son | | | FK | 7*BH* | DB80*lb* | 21 ″ 6 | |
| | D.F. E.S.D. | *Cruiser Stern* | | ✠Lloyd's RMC7,~~30~~ 4,40 | | | | | | Broström,*Mgr.*) | | | ( | *Coll to Sh dk* | | | |
| | | *Strengthened for navigation in Ice* | | | | | | | | | | | | 6 „ 2*nd*„) | | | |
| | | *pt electrically welded* | | for temp. 21° F. | | | | | | *Cell* | *D B*252′815*t MT*24′ | | | 303*t Tanks in way of tunnel*171*t APT*60*t* | EriksbergM.V.Aktieb.Got | | |
| | | | | *Carrying fuel oil F.P. above* | | | | 150° F. | *or vegetable oil* | | | | | | | | |
| | | | | *in deep tank & in wing d* | | | | *double bottom* | *tank in ER* | | | | | | | | |
| 71028 | **Boren** | | *4528* | ✠100A1 | Got | *y* | OG | 1921 | Akt.Lind- | RederiA/B | 377·8 | 54·2 | 24·4 | Gothenbrg | T.3Cy.27″,44″&72½″-48″ (*s*) | 27 ″ 0 | |
| 6515 | | *ss*Got.No.3–12,33 | *4039* | *Shelter dk* | NYk | | 8,39 | 7mo | holmen- | Transatlantic | 393·6(O.L.) | | | Swedish | 185lb 450NHP | *s* 2 ″ 11½ | |
| SDTN | | *ss*Got.No.1–38 | *2704* | *with freeboard* | | | | | Motala | (G.Carlsson,*Mgr.*) | F38′*on Shelter dk* | | | | 3SB(Spt),9*cf*,GS144, | 24 ″ 2½ | |
| | D.F. | 1 *Dk(Stl)&Shelter dk* | | 3,40 ~~1,40~~ | ✠LMC | | | | Gothenburg | | | | FK | *pt Cem* | HS6150 FD | | |
| Now "Skans," *see No. 9000Z in Supplement.* | | *(Steel Masts)* | | MS5,38 | BS~~10,39~~ 12,40 | | | *Lloyd's* | *SA&CP* | | *Collision* | | | *B H to Sh dk* | Akt.Lindholmen-Motala | | |
| | | | | *Fitted for oil fuel* | 6,21 | *F.P. a* | | above | 150° F. | *Cell* | *D B*269′1145*t APT*86*t* | | | 5 „ „ *U* „ | | | |
| 71029 | **Borgå** | TwinSc3Mst | 4821 | | | | | 1923 | Akers | A/S Borgå(Petter | 362·4 | 51·4 | 22·5 | Oslo | Oil Engines 4S.C.SA | | N |
| | | *Oil Eng.* | 3259 | | | | | | Mek.Værks. | Olsen,*Mgr.*)(Den | H199*t* | 31·0 | | Norwegian | 12Cy.23 3/16″-35 3/16″ 625NHP | | |
| LCEZ | | 3 *Dks* | 2969 | | | | | | Oslo | NorskeSyd- | | | | *WB* | AkersMek.Værks.Oslo | | |
| | | | | | | | | | | AmerikaLinje) | | | | | | | |
| 71030 | **Borga** (*ex*Cyrene,*ex*SailingVessel) | | *430* | | | | | 1904 | Lödöse | Rederi A/B Bia | 138·7 | 25·9 | 12·8 | Gothenbrg | C.2Cy.12″&28″-18″ | | V |
| 4330 | | | *351* | | | | | | Varf | (BVBrunulf,*Mgr.*) | Q14′H36*t*F15*t* | | | Swedish | E&B *fitted*07 28NHP | | |
| SDLK | | 1 *Dk* | *292* | | | | | | Lödöse | | | | | *WB* | LödöseVarf,Lödöse | | |
| 71031 | **Borgestad** | TwinSc | 3924 | | | | | 1924 | Burmeister | A/S Borgestad | 351·3 | 51·4 | 24·2 | Porsgrunn | Oil Engines 4S.C.SA | | N |
| | D.F. | *Oil Eng.* | 3488 | | | | | | &Wain | | P103*t*H236*t*F9*t* | | | Norwegian | 12Cy.19½″-35 7/16″ 449NHP | | |
| LDYA | | 1 *Dk* | 2336 | | | | | | Copenhagen | | | | | *WB* | A/SBurmeister&Wain,Cpn | | |
| 71032 | **Borgfred** (*ex*Winroth–34,*ex*Rönnes, | | 2183 | | | | | 1920 | Swan,Hun- | SkibsA/SBorgholm | 285·3 | 41·5 | 20·2 | Farsund | T.3Cy.22″,35″&58″-39″ | | N |
| | *ex*Krosfond) | | 1956 | | | | | | ter&Wigham | (G.Gabrielsen, | P64*t*H111*t* | | | Norwegian | 210NHP | | |
| LCPZ | D.F. | 1 *Dk* | 1292 | | | | | | Richardson, | *Mgr.*) | | | | *WB* | Swan,Hunter&Wigham | | |
| | | | | | | | | | Ld Sunderlnd | | | | | | Richardson,Ld.Nwc. | | |
| 71033 | **Borgholm** | | *1557* | | | | | 1922 | Akers | A/SBorgå | 255·8 | 39·7 | 17·0 | Oslo | T.3Cy.19″,31″&53″-36″ | | N |
| | | | *1349* | | | | | | Mek.Værks. | (PetterOlsen | P41*t*H84*t*F27*t* | | | Norwegian | 168NHP | | |
| LCFC | Wireless | 1 *Dk* | *890* | | | | | | Oslo | *Mgr.*) | | | | | AkersMek.Værks.Oslo | | |
| 71034 | **Borgland** | TwinSc3Mst | 3636 | ✠100A1 | Osl | *x* | CL | 1918 | Akers | A/S GangerRolf | 362·0 | 51·5 | 31·0 | Oslo | Oil Engines 4S.C.SA | 34 ″ 0 | |
| | | *Oil Eng.* | 3302 | ~~3,40~~ 3,20 12,40 | PNI 4,38 | | ~~4,38~~ | 5mo | Mek.Værks. | (Fred.Olsen&Co. | | | | Norwegian | 12Cy.21¼″-28¾″ 528NHP | | |
| LDWA | | *ss*Osl.No.3–3,31 | 2211 | BBS5,40 | ✠LMC~~4,38~~ | | 11,40 | | Oslo | *Mgrs.*)(Den | P32′B&F309′ | | FK | 6*BH pt Cem* | DB80*lb* | | |
| | | *ss*Osl.No.2–39 ~~*ss*Osl.No.1–38~~ | | | ~~RMC(M)4,38~~ | | | *Lloyd's* | *SA&CP* | *Cell* | *D B*314′1021*t FPT* | | | 93*t APT*40*t* | AkersMek.Værks.Oslo | | |
| | | 2 *Dks(Stl)* | | | | | | | | NorskeSyd- | | | | | | | |
| | | | | | | | | | | AmerikaLinje) | | | | | | | |
| 71035 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Registd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — †for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 71036 LDIJ | **Borgny** *Oil Eng.* *ss* Bla. No. 2-37 *Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames* *Longitudinal framing–bracketless system* | 3015 2161 1686 | ✠100A1 12.39 ✠LMC CS5,38 DBS11,39 4,39 *Carrying Petroleum in bulk* | Got | *l* | CL N4,38 | 1929 3mo *Lloyd's* | A/S Aalb'rg Skibsbygger i Aalborg *SA&CP* | A/S Borgå (Petter Olsen, *Mgr.*) *Cell D Bu E 47'5* | 305·4 320·6 (O.L.) P67'B38'F31' *Trunk in wells* FK 0t *DT f* 29'210t *FPT* | 50·2 | 18·8 | Oslo Norwegian 12 *BHpt Cem* 154t *APT* 22t | Oil Engines 4S.C.SA 6Cy.19¾"–59½" 222NHP DB *185lb* Akt. Burmeistr & Wain, Cpn | 19 " 0 | |
| 71037 LDID | **Borgsten** Wireless 1 *Dk* | 1569 1355 914 | | | | | 1922 | Akers Mek. Værks. Oslo | A/S Borgå (Petter Olsen, *Mgr.*) | 255·9 P44t H91t F9t | 39·7 | 17·7 | Oslo Norwegian *WB* | T 3Cy.19",31"&53"–36" 168NHP Akers Mek. Værks. Oslo | | N |
| 71038 LCRM | **Borgund** (*ex* Tangbrand, *ex* Jerseydene, *ex* Suzanne & Madeleine, *ex* Barbeau) Wireless *Ref. Mchy.* 1 *Dk* | 341 280 170 | | | | | 1917 | Forg. & Ch. de la Médit La Seyne | Statens Kjölean-legg & Fryseri | 146·9 Q7t H24t F24t len39 | 24·1 | 10·9 | Aalesund Norwegian *WB* | C.2Cy.18"&36"–23½" Forges & Ch. de la Medit. La Seyne 52NHP | | V |
| 71039 173047 ~~OYDF~~ GNDM | **Boringia** (P) **TwinSc** D.F. *Oil Eng.* *Ref. Mchy.* *ss* Cpn. No. 2–38 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*-teak s) 3rd *dk* (*Stl*) *in frwd. holds* | 5821 4648 ~~3606~~ 3608 | ✠100A1 *with freeboard* ~~8,10~~ 2,40 3,41 ✠LMC CS12,38 DBS ~~8,38~~ 3,41 6,38 | Nkv Sng Cal | *b* † | CL P8,39 SN8,39 | 1930 4mo *Lloyd's* | Akt. Burmeistr & Wain Copenhagen *SA&CP* | Ministry of Shipping (United Baltic Corporation, Ld. *Mgrs.*) *Cell D B372'1326t* *way of tunnels* 10 | 426·5 442·3 (O.L.) B92' *tanks in* 0t *FPT* 95t *APT* 99t | 57·2 | 25·5 FK | Glasgow British 7 *BHpt Cem* *Coll to Shdk* 6 „ 2nd „) | Oil Engines 4S.C.SA 14Cy.24½"–51½" 827NHP DB *990lb* Akt. Burmeistr & Wain, Cpn | 28 " 0 s 3 " 4¾ 24 " 8½ | BT till 5,42 |
| 71040 230447 KGWQ | **Borinquen** (P) *Fitted for oil fuel* D.F. GyC. *Ref. Mchy.* 3 *Dks* | 7114 — 4249 | | | | | 1931 | Bethlehem S.B. Corp. Ld Quincy, Mass. | Coamo S.S. Corp. (New York & Porto Rico S.S. Co. *Mgrs.*) | 413·7 B249'F77' | 59·8 | 23·2 | New York Utd. States *WB* | 2 Steam Turbines SR Geared to 1 Sc. Shaft Bethlehem S.B. Corp. | | R |
| 71041 834 SVHI | **Boris** (*ex* Menapier-33, *ex* War Heather) *ss* Ant. No. 3–9,30 *ss* Ant. No. 2–38 1 *Dk* (*Stl*) | *5166* *4737* *3071* | ✠100A1 4,41 2,40 ✠LMC MS8,38 BS2,40 | Pir Vcr | *y* | CL ~~2,40~~ 4,41 | 1917 12mo | D & W Hendersons & Co. Ld Glasgow *SA&CP* | Soc. Commerciale et d'Armément S.A. *Middle line Bulkhead* | 400·5 P49'B113'F39' FK *Cell DB345'* | 52·3 | 28·5 | Piræus Greek 7 *BH pt Cem* *not oil-tight* | T.3Cy.27",44"&73½"–48" (*s*) 180lb 490NHP 3SB, 9*cf*, GS 190, HS 7020 FD D & W. Hendersons & Co Ld Gls 1132t *FPT* 114t *APT* 177t | 31 " 0 s 5 " 11½ 25 " 3½ | |
| 71042 PDFB | **Borneo** *Oil Eng* *Mchy. Aft* 1 *Dk* *Cruiser Stern* | 338 164 | | | | | 1937 | NV Schpsw "Voornit-gang" Foxhol | J. Wester *WB* | 133·0 P35'Q45 F21' | 23·9 | 9·5 | Paters-wolde Dutch | Oil Engines 4S.C.SA 6Cy.11¼"–16½" 74NHP Mtrn Werke Mannheim AG | | C |
| 71043 21145 JCLB | **Borneo Maru** 2 *Dks* & *Awng dk* | 5864 5586 4264 | ✠ ... 5,22 ✠ | | | | 1917 11mo | Kawasaki Dkyd. Co. Ld. Kobe | Osaka Syosen K.K. *WB* FK | 385·0 | 51·0 | 36·0 | Osaka Japanese *WB* | T.3Cy.26",43½"&72"–48" 440NHP Kawasaki Dkyd Co Ld Kobe | 36 " 0 | C † |
| 71044 165234 ~~OYOP~~ GLZG | **Bornholm** *Oil Eng.* *ss* Els. No. 2–37 D.F. 1 *Dk* (*Stl*) | 3177 ~~2730~~ ~~1927~~ 1928 | ✠100A1 3,41 ~~2,40~~ ✠LMC CS3,38 DBS ~~1,40~~ 5,41 3,38 | Abg Bos | *v* | CL 10,39 | 1930 6mo *Lloyd's* | Akt. Burmeistr & Wain Copenhagen *SA&CP* | Ministry of Shipping (T. Dunlop & Sons, *Mgrs.*) *Cell D B277' 824t MT 156t* | 326·2 340·8 (O.L.) P25'B155'F27' *Trunk in wells* FK | 50·1 | 20·8 | Aberdeen British 5 *BHpt Cem* *APT 110t* | Oil Engines 4S.C.SA 6Cy.21⅝"–59 1/16" 267NHP DB *100lb* Akt. Burmeistr & Wain, Cpn | 23 " 0 s 2 " 7⅜ 20 " 6½ | |
| 71045 — OXZE | (P) Wireless D.F. *Oil Eng.* 2 *Dks* | 1359 647 810 | | | | | 1930 | Akt. Burmeistr & Wain Copenhagen | A/S Dampskslsk. paa Bornholm af 1866 (Thorkil Lund, *Mgr.*) | 235·3 For *Awng dk* 32' | 37·9 | 11·4 | Rönne Danish *WB* | Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP Akt. Burmeistr & Wain, Cpn | | V |
| 71046 PDFH | **Bornriff** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* | 336 225 149 | | | | | 1939 | N.V. Noord Nederlndsch. Schpswerven Groningen | H. Salomons *WB* | 134·9 | 22·9 | 8·7 | Groningen Dutch *WB* | Oil Engines 2S.C.SA 4Cy.9 1/16"–14 5/16" 62NHP Appingedammer Brons Motorenfb. N.V. | | |
| 71047 132268 GRCW | **Borodino** (P) *Cruiser Stern* *Ref. Mchy.* D.F. 2 *Dks* | 2004 1650 1091 | | | | | 1911 | Earle's Co. Ld. Hull | Ellerman's Wilson Line, Ld. *WB* | 318·0 | 42·2 | 17·2 | Hull British *WB* | T.3Cy.22",36"&60"–42" 233NHP Earle's Co. Ld. Hull | | C |
| 71048 DGWC | **Borussia** **TwinSc** 1 *Dk* | 948 745 528 | | | | | 1912 | Nüscke & Co. A.G. Stettin | Rhein-London Linie A. Kirsten & Co. | 219·8 Q63'B53'F23' | 33·5 | 13·1 | Cologne German *WB* | T.6Cy.11½",18 5/10"&30 7/10"–18 7/10" 82NHP Atlas-Werke A.G. Bremen | | G |
| 71049 YTAJ | **Bosanka** *ss* Tri. 2nd No. 3–8,32 *ss* Spt. No. 1–37 *Spar dk* (*Stl*) 2tr B & deep framing | 3456 3291 2244 | ✠100A1 *Spar dk* *with freeboard* 10.39 MS8,40 BS10,39 ✠LMC ~~11,38~~ *Carrying Petroleum in bulk* *Fitted for oil* fuel 12,37 *F.P. above* | Spt | *r* | CL 10,39 | 1905 3mo *Lloyd's* | Nthmblnd S.B. Co. Ld. Newcastle *SA&CP* | Dubrovacka Plovidba A.D. *Cell DB* | 341·2 P30'B94'F30' a 110' *u* E 22' *f* 154'77 | 46·8 FK | 15·9 24·7 | Dubrvnik Yugoslav 6 *BHCem* 6t *APT* 61t | T.3Cy.24",40"&65"–45"(*s*) 160lb 300NHP 2SB, 6*cf*, GS 129, HS 4770 N.E. Marine Eng. Co Ld Nwc | 27 " 4 s 4 " 10 22 " 8 | |
| 71050 166326 GFFC | **Boscan** **TwinSc** *Mchy. Aft* 1 *Dk* *Cruiser Stern* | 3953 2955 1812 | ✠100A1 5,41 ~~11,40~~ ✠LMC 12,37 *Carrying Petroleum in bulk* *Fitted for oil* fuel 12,37 *F.P. above* | Aru | *w* | CL 10,38 | 1937 12mo *Lloyd's* | Furness S.B. Co. Ld. Haverton Hill-on-Tees *SA&CP* | Lago Shipping Co. Ld. (~~F. J. Wolfe, *Mgr.*~~) (R. A. Carder, *Mgrs.*) *Cell D Bu E 12'23t FPT* 50° F. | 355·9 365·2 (O.L.) P73'F41' *Trunk* 240' | 60·2 FK | 16·7 | London British 8 *BHpt Cem* *pt Asp* 64t *APT* 141t | T.6Cy.16",26"&43"–27" (*s*) 180lb 318NHP 2SB, 6*cf*, HS 5130 FD N.E. Marine Eng. Co Ld Nwc | 17 " 6 s 4 " 1½ 13 " 6½ | |
| 71051 PDFN | **Boschdijk** *ss* Rot. No. 3–8,31 D.F. *ss* Rot. No. 1–36 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) | 6872 6398 4240 | ✠100A1 *Shelter dk* *with freeboard* 12,38 ✠LMC MS4,36 BS11,39 *Fitted for oil* fuel 10,22 | Rot | *z* | CL 11,38 *F.P. above* | 1922 10mo *Lloyd's* | N.V. Werf de Noord Alblasserdam *SA&CP* | Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn) *Cell D B325'* *MT 671t D Ta 577t F* 50° F. | 400·2 P35'F50' *on Shelter dk* FK 1028t *Collision* *pt Cem* *n B Hto Shdk* 5 „ „ *U* „ | 54·3 | 36·6 | Rotterdam Dutch | 3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 215lb 648NHP 3SB (Spt), 9*cf*, GS 185, HS 8481 FD Harland & Wolff, Ld. Bel. | 39 " 0 s 9 " 0¾ 30 " 2 | |
| 71052 PDFP | **Boschfontein** (P) (*ex* Nieuwkerk–34) *Oil Eng.* *ss* Ham No. 2–37 D.F. E.S.D. 1 *Dk* (*Stl*) *Shelter dk* (*Stl*) & *Ref. Mchy.* 3rd *dk* (*Stl*) *in holds* *Cruiser Stern* | 7139 5048 4292 | ✠100A1 *with freeboard* 5,40 ~~2,40~~ ✠LMC CS12,37 DBS 8,38 11,38 ~~12,37~~ ✠NE 11,34 ✠Lloyd's RMC ~~12,39~~ 3,41 | Sba Sea | *b* † | OG 5,39 | 1928 10mo *Lloyd's* | N.V. Mch. & Scheepswrf. van P. Smit, Jr Rotterdam *SA&CP* | Vereenigde Nederlandsche Scheep. Maats. (~~Directie en Agentuur Maats. "Holland Afrika" Lijn N.V. *Mgrs.*~~) *Cell D B372'1099t FPT* | 453·7 472·4 (O.L.) P33'B134'F67' len34 | 59·5 FK | 27·2 | Batavia Dutch 8 *BHCem* (2 *to Sh dk* 6 „ 2nd „) 115t *APT* 62t | 2 Oil Engines 2S.C.SA 20Cy.22 1/16"–38 3/16" with S.R. gearing & hydraulic coupling 2 DB *225lb* 1705NHP NDB (WT) 84–*225lb* Kon Maats "De Schelde," Flushing | 31 " 0 s 4 " 6 26 " 7½ | |
| 71053 314 IBFA | **Bosforo** (*ex* Mayumbe–39) *ss* Ant. No 2–37 D.F. 1 *Dk* (*Stl*) & 2nd *dk* (*Stl*) *in peaks* & *Nos.* 1,2,4,5 & 6 *holds* | 3648 3128 2164 | ✠100A1 1.40 BS12,38 ✠LMC 11,37 *Fitted for oil* fuel 1,34 | Tri | | CL 1,40 *F.P. above* | 1929 9mo *Lloyd's* | Antwerp Eng. Co. Ld. Hoboken *SA&CP* | "Adriatica" Soc. Anon. di Nav. | 359·2 347·2 P37'F33'B118' FK *Cell D Ba/u* *E 123' f 150'8* | 49·3 | 23·6 | Venice Italian 7 *BH Cem* 1 „ to 2nd *dk* 11t *DT s* a 55' | T.3Cy.25",41"&68"–45" (*s*) 180lb FD 440NHP 3SB (Spt) 9*cf*, GS 165, HS 6564 N.E. Marine Eng. Co. Ld. Sld 1070t *FPT* 68t *APT* 31t | 25 " 9 s 4 " 2¾ 21 " 8 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenance extent. Lettre d'Avitaillement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HSP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 pd. Registre où coté, si ce n'est dans le L.R. Durée. Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71054 YTQA | **Bosiljka** (*ex*Falco-35, *ex*Bia, *ex*Augusta, *ex*Polycarp) — *ss*Got.3rdNo.3–9,33 *ss*SskNo.1–37 — 1*Dk(Stl)&Spar dk(Irn) &deep framing* | 3009 2842 1810 | ✠100A1 *Spar dk* 1,41 ~~12,39~~ BS~~10,39~~ 3,41 | Spt NYk | *u* | CL ~~10,37~~ 1,41 | 1896 3mo | Barclay, Curle&Co.Ld Glasgow A&CP | Parobrodarsko Drustvo,S.O.I. "Alcesu" — *Cell* | 322·0 \| 42·3 \| 16·9 25·6 FK *DBa&uE125′f138′* | Orebic Yugoslav *5BHCem 598tAPT40t* | T.3Cy.23½″,39½″&64′-42″(*s*) 160lb NDB11 277NHP 2SB(Spt)*6cf*,GS126,HS4328 Barclay,Curle&Co.Ld.Gls. | 28 ″ 0 s 5 ″ 7½ 22 ″ 7½ | |
| 71055 PDFS | **Boskoop** (P) — *ss*Ham.No.3–5,39 — 2*Dks(Stl)&Shelter dk(Stl) Cruiser Stern* | 5620 4634 3394 | ✠100A1 *with freeboard* 8,40 ~~12,30~~ MS5,39 | Rot Liv ✠LMC BS~~5,39~~ 8,40 | *a*† | CL 12,39 | 1927 7mo *Lloyd* | N.V.C.van derGiessen& Zonen'sSchps Krimpen *'sA&CP* | Koninkl.Nederl. Stoomb.Maats. — *Cell DB* | 400·6 \| 58·3 \| 26·3 417·3(O.L.) FK *323′1175t FPT106t* | Amstrdam Dutch *7BHCem (Coll&A P to Sh dk 5 „ 2nd „ ) APT66t* | C.4Cy.(2)29″&(2)47¼″–47¼″ 200lb (*r*) 522NHP 3SB(Spt)*9cf*,GS165,HS8220 FD RottrdamDryDockCo.Rot. | 30 ″ 0 s 3 ″ 7 26 ″ 7 | |
| | | | *Fitted for oil fuel* 7,27 | | *F.P. a* | | *above* 1 | 50° F. | | | | | | |
| 71056 YTJK | **Bosna** (P) (*ex*Bosnia) — *ss*Spt.3rdNo.3–7,34 *ss*Ssk.No.1–39 — 1*Dk(Stl–ws)* | 542 347 263 | A1 *For service in the Adriatic* 5,40 ~~BS4,40~~ LMC2,39 | Ssk | *h* | CL ~~10,37~~ 5,40 | 1899 | Lloyd Austriaco Trieste *'sA&CP* | JadranskaPlovidbaD.D. — *Lloyd's* | 162·8 \| 24·9 \| 11·6 174·2(O.L.) P49′B39′F45′ FK *CellDBa45′uE23′63t* | Split Yugoslav *5BHCem* 170lb 94NHP 2SB,*4cf*,GS80,HS1470 FD LloydAustriaco,Trieste | T.3Cy.13⅞″,22½″&36″–24″(*s*) 170lb 94NHP 2SB,*4cf*,GS80,HS1470 FD LloydAustriaco,Trieste | 12 ″ 5 s 1 ″ 0 11 ″ 9½ | |
| | | | No later survey reported | | | | | | | | | | | | | |
| 71057 LIXM | **Bosphorus** — *Oil Eng.* — D.F. 1*Dk&Shelter dk* — *Ref.Mchy.* *Cruiser Stern* | 2111 1647 1151 | | | | | 1934 | A/SAkers Mek.Værks. Oslo | DenNorskeMiddelhavslinjiA/S(Fred Olsen&Co.andOle R.Thoresen, *Mgrs.*) | 323·6 \| 44·2 \| 16·7 *P98tH320tF46t* | Oslo Norwegian *WB* | Oil Engines 2S.C.SA 6Cy.19½″–35½″ 404NHP A/SAkersMek.Værks.Oslo | | N |
| 71058 WECB | **Boston** (P) — *Cruiser Stern* — D.F. — *Fitted for oil fuel* 6*Dks* | 4989 — 2703 | | | | | 1924 | Bethlehem S.B.Corp.Ld. Sparrow'sPt. | Eastern Steamship Lines,Inc. — *WB* | 385·3 \| 72·5 \| 20·9 | Portsmth, N.H. Utd.States | 4SteamTurbinesSRgeared to2Sc.Shafts Bath Iron Works,Bath,Me. | | R |
| 71059 GDSB | **Boston City** — *ss*Brs.No.3–8,33 *ss*Brs.No.1–38 — D.F. 2*Dks(Stl)&Shelter dk(Stl)* 3*rd dk(Stl)in fore hold* *Tonnage opening closed'41(W.E.)* | 2870 2632 1707 | ✠100A1 *Shelter dk with freeboard* 8,40 ~~12,40~~ MS2,38 | Brs ✠LMC BS~~6,40~~ 6,41 | *u* | CL 1,38 | 1920 8mo *Lloyd's* | C.Hill& Sons,Ld. Bristol *'sA&CP* — *Cell DB268′601t* | BristolCityLine of Steamships,Ld. (C.Hill&Sons, *Mgrs.*) — *Collision FPT88tAPT89t* | 316·1 \| 43·8 \| 23·6 FK *P98tH320tF46t* | Bristol British *Cem BHtoSh dk 5 „ „ U „* | T.3Cy.24⅞″,39″&66″–45′ 180lb *100lb* (*s*) 357NHP 2SB,*6cf*,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.Hpl. | ~~26 ″ 0~~ ~~s 2 ″ 1½~~ ~~24 ″ 1½~~ 33 ″ 7 s 8 ″ 8½ 25 ″ 1½ | |
| | | | *Fitted for oil fuel* 8,20 | | *F.P. a* | | *above* 1 | 50°F. | | | | | | |
| 71060 JMCD | **Boston Maru** — *ss*Nag.No.3–3,32 *ss*Kob.No.1–37 — 2*Dks(Stl)* | 5477 4988 3407 | ✠ ... 6,39 ✠ | Smk | *z* | | 1919 10mo | Asano S.B.Co. Tsurumi | IshiharaSangyo KaiunKaisha,Ld. | 400·0 \| 53·2 \| 29·4 P33′B124′F41′ FK *CellDB339′942t* | Hutyu Japanese 513NHP *6BHCem APT27t* | T.3Cy.26¾″,43½″&72″–48′ 3SB,*9cf*,GS175,HS7376 Ishikawajima,Tokyo | 32 ″ 0 | |
| 71061 KLEL | **Boston Socony** — *Oil Eng.* — D.F. *Mchy.Aft* 1*Dk* — *Carrying Petroleum in bulk* *New middle body electrically welded 1935* | 1199 — 753 | | | | | 1924 | NewYork S.B.Corp Camden,N.J. Rebuilt1935 | Socony-Vacuum OilCo.Inc. | 252·0 \| 40·0 \| 12·8 | NewYork Utd.States *WB* | Oil Engines 4S.C.SA 6Cy.13″–18″ 98NHP McIntosh&SeymourCorp. Auburn,N.Y. | | R |
| 71062 MPPM | **Boston Trader** — *ss*Goo.No.1–40 — *Oil Eng.* — *Mchy.Aft* 1*Dk* — *Cargo battens not fitted* *Cruiser Stern* | 371 258 171 | ✠100A1 8,40 ~~11,38~~ ✠LMC~~11,38~~ 8,40 | Goo | *e* | OG 7,40 | 1936 11mo *Lloyd's* | GooleS.B. &RepgCo.Ld. Goole *'sA&CP* — *Cell* | Gt.Yarmouth ShippingCo.Ld. — *DBf32′52tFPT52t* | 143·5 \| 26·2 \| 8·9 P41′F15′ FK *APT23t* | Yarmouth British *3BHCem* | Oil Engines 2S.C.SA 6Cy.9½″–16⅞″ 101NHP BritishAuxiliaries,Ld.Gls. | 10 ″ 0 s ″ 11½ 9 ″ 2 | |
| 71063 GNSX | **Bosworth** (*ex*WarPeridot) — *ss*Shl.No.3–8,31 — D.F. *ss*Bry.No.2-40 ~~*ssC/E.No.1–36*~~ 1*Dk(Stl)&Shelter dk(Stl)* — *Cargo battens not fitted in 'tween decks* | 6672 6398 4140 | ✠100A1 *Shelter dk with freeboard* ~~4,40~~ 6,41 ~~11,38~~ ~~10,40~~ ✠LMC3,40 BS5,41 | Shl Bry Gls | *a*† | CL ~~10,38~~ 5,41 | 1919 3mo *Lloyd's* | JL Thompson&Sons,Ld Sunderland *'sA&CP* — *Cell DB366′1362t* | H.M.Thomson — *Ta26′997t* | 412·5 \| 55·5 \| 34·4 F *on Shelter dk 36′* FK *FPT154t* | London British *ptCem 6BHtoSh dk 2 „ „ U „ APT224t* | T.3Cy.27″,45″&75″–54″ (*s*) 180lb 619NHP 3SB,*12cf*,GS219,HS9525 FD J.Dickinson&Sons,Ld.Sld. | 37 ″ 0 s 8 ″ 9½ 28 ″ 6 | |
| 71064 GRQK | **Botavon** (*ex*Trade–39, *ex*Eurypylus–38, *ex*Indrakuala) — *ss*Liv.2ndNo.3–11,37 — 2*Dks(Stl)* — *Carrying oil fuel F.P.above*150°F.*in DB* | 5848 5307 3563 | ✠100A1 ~~5,40~~ ~~8,39~~ 3,41 ~~MS5,39~~ ~~BS5,40~~ 6,41 | Cff Hull Lon ✠LMC5,36 | *a*† | CL 8,39 | 1912 7mo *Lloyd's* | C.Connell &Co.Ld. Glasgow *'sA&CP* — *Cell DBa118′uE&F* | Ministry of Shipping(SirWm. ReardonSmith& Sons,Ld. *Mgrs.*) | 430·0 \| 54·0 \| 30·5 P80′B148′F80′ FK *75′f195′1260tFPT 98tAPT58t* | London British *7BHCem* | T.3Cy.26½″,45″&75½″–54″ 200lb HS13405 (*r*) 687NHP 2D&1AuxSB,*15cf*,GS300 Dunsmuir&Jackson,LdGls | 33 ″ 1 s 5 ″ 9½ 27 ″ 6½ | |
| 71065 PKOC | **Both** — 2*Dks* | 2608 2034 1517 | | | | | 1931 | Nederl. Schps.Maats. Amsterdam | Koninkl.Paketv. Maats. — *WB* | 299·4 \| 46·6 \| 19·3 P26′B83′F19′ | Batavia Dutch | C.4Cy.(2)16½″&(2)35½″– 35½″ 122NHP Gebr.Stork&Co.Hengelo | | V |
| 71066 GSLJ | **Bothnia** — *ss*Liv.No.2–35 — 2*Dks(Stl)* | 2407 2085 1209 | ✠100A1 8,39 ~~BS5,39~~ 9,40 ✠LMC5,35 | Liv | *t* | CL 12,37 | 1928 5mo *Lloyd's* | JLThompson&Sons,Ld. Sunderland *'sA&CP* | CunardS.S.Co.Ld. — *Cell DBa&uE 94′f139′526tFPT* | 292·3 \| 45·0 \| 20·3 B129′F28′ FK *43tAPT23t* | Liverpool British *5BHptCem* | T.3Cy.24″,40″&66″–45″ (*s*) 180lb *180lb* 403NHP 2SB,*8cf*,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld. | 22 ″ 6 s 3 ″ 0½ 19 ″ 8 | |
| 71067 SDLU | — (*ex*Freja) — 1*Dk* | *1343* *1144* *711* | | | | | 1918 | Limhamns Skeppsv.A.B. Limhamn | RederiA/B SvenskaLloyd(K. R.Bökman, *Mgr.*) — *WB* | 239·0 \| 37·6 \| 18·2 P19′B60′F30′ | Gothenbrg Swedish | T.3Cy.17¼″,29½″&48″–31½″ 130NHP LimhamnsSkeppsv.A.B. | | V |
| 71068 DHCY | **Botilla Russ** — Wireless Sub.Sig. 1*Dk* | 996 798 583 | | | | | 1922 | Atlas WerkeA.G. Bremen | ErnstRuss — *WB* | 224·0 \| 33·3 \| 13·7 P15′Q79′B61′F27′ | Hamburg German | T3Cy.18⅛″,29½″&48½″–29½″ 129NHP AtlasWerkeA.G.Bremen | | G |
| 71069 GQTZ | **Botlea** (*ex*PentridgeHill–39, *ex*AfricanPrince–36, *ex*Glennevis) — *ss*Liv.No.3–9,29 *ss*Pir.No.2–38 — 2*Dks(Stl)* | 5119 4800 3245 | ✠100A1 9,39 ✠LMC MS5,38 | Cff BS6,39 | *y* | CL 8,39 | 1917 5mo *Lloyd's* | Ayrshire Dckyd.Co.Ld Irvine *'sA&CP* — *'Twee Cell DB344′981t* | Ministry of Shipping(SirWm. ReardonSmith& Sons,Ld. *Mgrs.*) *n deck BH in after DTa* | 400·7 \| 53·4 \| 27·3 P35′B119′F46′ FK *hold dispensed with 33′867tAPT19t* | London British *Cem 5BHtoUdk 1 „ „ 2nd „* | T.3Cy.27″,43″&72″–48″ (*s*) 180lb *65lb* 510NHP 3SB,*9cf*,GS119,HS7647 FD Dunsmuir&JacksonLd.Gls *only* | 29 ″ 7 s 5 ″ 8 24 ″ 1 | |
| 71070 LCRN | **Botne** — 1*Dk* | 991 861 570 | | | | | 1922 | Hölens Verks. Larvik | JansensRederi A/S(Ingvar Jansen *Mgr.*) | 214·2 \| 34·3 \| 14·2 H59tP33t | Bergen Norwegian *WB* | T.3Cy.15⅝″,25″&42″–30″ 97NHP MossVærft.A/S.Moss | | N |
| 71071 | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Instead of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71072<br>143449<br>GCYJ | **Botusk** (*ex*Transit-39, *ex*Molton-38) | *ss*Cff.No.3-6,35<br>*ss*Cff.No.1-39<br>1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | 3091<br>2864<br>1873 | ✠100A1<br>11,40~~2,40~~<br>✠LMC6,39<br>BS11,40 | Trn<br>Hul | *u* | CL<br>4,39 | 1919<br>10mo | RopnerS.B &Repairing Co.(Stockt'n) Ld.Stockton | MinistryofShipping(SirWm.ReardonSmith&Sons, Ld. *Mgrs.*)<br>*Lloyd'sA&CP* *CellDB276'* | 331·5\|46·7\|23·2<br>P33'B98'F29'<br>FK<br>728*tFPT*111*t APT* | London<br>British<br>5*BHCem* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 359NHP<br>3SB,9*cf*,GS153,HS5829<br>Blair&Co.Ld.Stockton | 25 ″ 6<br>s 3 ″ 11½<br>21 ″ 9 | |
| 71073<br>137512<br>GPVX | **Botwey** (*ex*ManchesterProducer-39, *ex*StartPoint)<br>D.F. | *ss*Mch.No.3-9,28<br>*ss*Mch.No.2-37<br>2 *Dks*(*Stl*)&<br>*Shelter dk*(*Stl*)<br>*Tonnage opening closed '41* (*W.L.*) | 5106<br>4774<br>3174 | ✠100A1<br>*Shelter dk with freeboard*<br>5,40~~8,39~~<br>MS9,36 BS8,~~39~~ 8,40<br>Lloyd'sRMC9,38 | Mch | *a*† | CL<br>3,38 | 1916<br>5mo | SirJ.Laing &Sons,Ld. Sunderland | MinistryofShipping(P.Henderson&Co. *Mgrs.*)<br>*Lloyd'sA&CP* *CellD* | 420·3\|53·5\|27·8<br>432·5(O.L.)<br>FK<br>*Ba*135′*uE*31′*f* 172′ 1054*t D T a* 35′ 946*t* | Manchestr<br>British<br>7*BHCem*<br>*FPT* 109*t A* | T.3Cy.29″,49″&80″–54″ (*s*)<br>180lb 682NHP<br>3SB,12*cf*,GS234, FD<br>HS10300<br>Richardsons,Westgarth& *PT* 124*t* Co.Ld.Sld. | ~~30 ″ 0~~<br>~~s 3 ″ 8½~~<br>~~27 ″ 0~~<br>39 ″ 1<br>s 11 ″ 3½<br>28 ″ 0 | |
| 71074<br>153733 | **Bou Regreg**<br>*Mchy.Aft* | *ss*Cdz.No.3-11,34<br>*ss*Suz.No.1-38<br>1 *Dk* | 382<br>296<br>182 | Stbd. chambers for temp. 32° F.<br>100A1<br>12,40~~12,38~~<br>~~BS5,40~~2,41<br>*For Service at Suez*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 24 *F. P. above* 150° F. | Suz<br>PSd | *f* | CL<br>12,38<br>LMC12,38<br>*abo* | 1924 | Philip& Son,Ld. Dartmouth | TexasShipping Company(China) Ld.(Société CaliforniaTexas desPetrolesS.A.E. *Mgrs.*) | 140·0\|30·1\|8·3<br>*Trunk* 65′ FK<br>*FPT* 18*t*<br>*APT* 28*t* | HongKong<br>British<br>7*BHptCem*<br>*APT* 28*t* | C.2Cy.13½″&28″–20″<br>150lb 32RHP<br>1SB,2*cf*,HS1081<br>Philip&Son,Ld.Dartmouth | 9 ″ 6 | |
| 71075<br>FOHJ | **Boudjmel** (*ex*Zeus)<br>Wireless | 2 *Dks* | 1527<br>1257<br>943 | | | | | 1901 | Rijkee& Co. Rotterdam | L.Bérengier& Giannoni | 250·7\|34·6\|18·5<br>Q78'B60'F32' *WB* | Marseilles<br>French | T.3Cy.19″,32″&51″–36″<br>NB20 156NHP<br>Maats.Fyenoord,Rot. | | V |
| 71076<br>UPAG | **Boug** (*ex*AgnesDuncan-35)<br>*Mchy.Aft* | *ss*Cff.No.3-1,25<br>*ss*Cff.No.2-34<br>1 *Dk*(*Stl*) | 2496<br>2175<br>1407 | ✠<br>4,34<br>✠ | Cff | | | 1912<br>7mo | R.Duncan &Co.Ld. PortGlasgow | U.S.S.R. 2 *Int main* | 306·0\|43·2\|20·1<br>P71'F38' FK<br>*ermediateBHds in hold dispensed with CellD* | Archangel<br>Russian<br>*Cem*<br>3*BHonly*<br>*BuE&B52 f* | T.3Cy22″,36⅞″&59″–39″(*s*)<br>263NHP<br>2SB,6*cf*,GS126,HS4428<br>J.G.Kincaid&Co.Ld.Grk.<br>185′715*tFPT*305*tAPT*74*t* | 22 ″ 7 | |
| 71077<br>FNLR | **Bougainville** Ⓟ<br>*Ref.Mchy.* D.F. | 3 *Dks* | 7110<br>—<br>4363 | | | | | 1913 | Forg.&Ch. de la Médit. Havre | ChargeursRéunis | 414·0\|53·8\|34·8<br>B148′ *WB* | Havre<br>French | T.3Cy.28″,46″&76″–52″<br>416NHP<br>Forg.&Ch.de la Médit.Hav. | | V |
| 71078<br>FNGJ<br>D.F. E.S.D. | **Bougaroni** (*ex*SheafSpear-37)<br>*ss*Ant.No.2-10 ~~*ss*Rot.No.1-35~~ | *ss*Nwc.No.3-2,32<br>1 *Dk*(*Stl*) | *3050*<br>*2831*<br>*1913* | ✠100A1<br>10,40~~11,39~~<br>~~Surveys delayed~~<br>*Fitted for oil fuel* 2,20 | Mdb<br>Msl | *u* | CL<br>~~6,37~~<br>4,40<br>*F.P. a* | 1919<br>1mo | J.Blumer &Co. Sunderland | Cie.France-NavigationS.A. (*in lig.*)(ChargeursRéunis, *Mgrs.*)<br>*Lloyd'sA&CP* *CellD* 50° F. | 331·3\|46·8\|23·2<br>P33'B98'F28' FK<br>B276′734*t FPT*105*t APT*122*t* | Rouen<br>French<br>7*BHptCem* | T.3Cy.23″,41″&68″–45″ (*s*)<br>180lb 340NHP<br>2SB,*Ccf*,GS102,HS4203 FD<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 6<br>s 3 ″ 11½<br>21 ″ 9 | |
| 71079<br>160758<br>GSQD | **Boulderpool**<br>D.F. | *ss*Shl.No.2-36<br>1 *Dk*(*Stl*) | 4805<br>4552<br>2992 | ✠100A1<br>7,40~~11,39~~<br>✠LMC<br>MS3,37 BS6,~~39~~ 7,40 | Npt<br>Mch | *z* | CL<br>11,39 | 1928<br>10mo | Smith's DockCo.Ld. Middlesbro' | PoolShippingCo. Ld.(SirR.Ropner& Co.Ld. *Mgrs.*)<br>*Lloyd'sA&CP* *CellDB* | 405·0\|53·5\|26·4<br>417·3(O.L.)<br>P30'B229'F41' FK<br>352′1398*t FPT*168*t* | W.Hartlpl<br>British<br>6*BHCem*<br>*APT*159*t* | T.3Cy.25½″,40″&71″–48″ (*s*)<br>180lb FD 508NHP<br>3SB(Spt)9*cf*,GS169,HS7688<br>Smith'sDockCo.Ld.Mdb. | 29 ″ 5<br>s 4 ″ 9<br>24 ″ 11¼ | |
| 71080<br>FNQB | **Bourbonnais** (*ex*Baytigern, *ex*SaintKentigern, *ex*Port deBoulogne) D.F. | 2 *Dks* | 4484<br>—<br>2836 | | | | | 1914 | Greenock& Grangem'th DckydCo.Ld. Greenock | NouvelleCie. HavraisePéninsulaire deNav. | 375·8\|52·6\|25·6<br>P36′B99′F43′ *WB* | Marseilles<br>French | T.3Cy.25″,41″&68″–48″<br>320NHP<br>Rankin&Blackmore,Grk. | | V |
| 71081<br>LZDA | **Bourgas** (*ex*Carniolia) | *ss*Tri.2ndNo.3-3,28<br>1 *Dk*&*Spar dk* | 2941<br>2283<br>1674 | …<br>4,33 | | | | 1900 | Lloyd Austriaco Trieste | Soc.Commerciale Bulgare deNav.à Vap. | 315·3\|40·8\|21·5<br>P36′B86′F64′ FK | Varna<br>Bulgarian *WB* | T.3Cy.23½,39″&65½″–45″<br>356NHP<br>LloydAustriaco,Trieste | 24 ″ 3 | V<br>† |
| 71082<br>FNNG | **Bourges**<br>D.F. | 1 *Dk* | 2910<br>2538<br>1774 | ✠<br>…<br>7,22<br>✠ | | | | 1919<br>9mo | ForthS.B. &E.Co.Ld. Alloa | Cie.DelmasVieljeux | 324·4\|44·3\|23·1<br>P28′B85′F33′ FK | La Rochlle<br>French *WB* | T.3Cy.20½″,33″&54″–39″<br>284NHP<br>G.T.Grey&Co.Ld.S.Shl. | 25 ″ 6 | V<br>† |
| 71083<br>FOMW | **Bourgogne** (*ex*HöeghRay-38)<br>*Carrying Petroleum in bulk* *Oil Eng.*<br>*Mchy.Aft* D.F. 1 *Dk*<br>*Longitudinal framing at bottom & deck in*<br>*Cruiser Stern centre tanks* | | 9357<br>8680<br>5659 | ✠<br>…<br>10.38<br>✠ | Fal | *e*† | | 1937<br>10mo | Odense Staalskibsvft vedAPMöller Odense | Soc.Française de Transports PétroliersS.A. *CellDBuE81'329t* | 485·8\|65·7\|35·8<br>501·1(O.L.)<br>P98′B34′F37′ FK<br>*DTf*26′443*tFPT*16*tAPTs*230*t* | Havre<br>French<br>14*BH* | Oil Engines 4S.C.SA<br>7Cy.29⅜″–59 1/16″ 572NHP<br>Akt.Burmeistr&Wain,Cpn | 35 ″ 10 | V<br>† |
| 71084<br>124501 | **Bournemouth Queen** Ⓟ PadSp<br>1 *Dk*&*Promenade dk* | | 353<br>241<br>139 | | | | | 1908 | AilsaS.B. Co.Ld. Troon | Southamptn.I.ofW & S.ofEng.Royal MailStmPktCo.Ld | 200·1\|24·1\|8·0<br>Q10′ | S'thamptn<br>British | C.D.2Cy.23″&48″–51″<br>94RHP<br>Hutson&Sons,Ld.Glasgow | | BT till 5,41 |
| 71085<br>161439<br>MPVS | **Bovey Tracey**<br>Wireless | *ss*Shl.No.2-39<br>1 *Dk*(*Stl*) | 1212<br>921<br>613 | ✠100A1<br>10,40~~2,40~~<br>~~BS8,40~~<br>4,41<br>✠LMC2,39 | Shl | *n* | CL<br>2,39 | 1930<br>6mo | J.Crown& Sons,Ld. Sunderland | T.&C.Wilton&Co. Ld. *CellDBa§uE*75′*f*93′276*tFPT* | 222·0\|35·2\|14·6<br>232·9(O.L.)<br>P20′B49′F23′ FK<br>34*tAPT*66*t* | London<br>British<br>4*BHCem* | T.3Cy.17″,28″&46″–33″ (*s*)<br>180lb 158NHP<br>2SB,4*cf*,GS73,HS2792<br>N.E.MarineEng.CoLd.Sld. | 16 ″ 7<br>s 1 ″ 10½<br>14 ″ 10½ | |
| 71086<br>140355<br>GXVY | **Boxol**<br>*Mchy.Aft* | *ss*Mlt.No.3-10,29<br>*ss*Mlt.No.2-37<br>1 *Dk*(*Stl*)& *Web frames*<br>*Longitudinal framing* | 1115<br>861<br>667 | ✠100A1<br>8,40~~1,40~~<br>~~BS1,40~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9,17F. *P.abor* | Mlt<br>LMC12,37 | *n* | CL<br>11,37 | 1917<br>9mo | Barclay, Curle&CoLd Glasgow | TheAdmiralty<br>*Lloyd'sA&CP* *Middle line Bulkhead*<br>*CellDBuE&B45'6* 3*tDT f*30′245*tFPT*<br>*e* 1 50° F. | 210·0\|34·7\|15·6<br>220·0(O.L.)<br>P62′F57′ FK<br>35*tAPT*30*t* | London<br>British<br>12*BHptCem*<br>*not oil tight* | T.3Cy.15½″,25½″&41½″–27″<br>180lb (*s*) 87RHP<br>2SB,4*cf*,HS2206 FD<br>Barclay,Curle&Co.Ld.Gls. | 16 ″ 6<br>s 1 ″ 6<br>15 ″ 1 | |
| 71087<br>ONHT | **Brabant**<br>*Cruiser Stern* 2 *Dks* | *Oil Eng.* | *2483*<br>*2100*<br>*1287* | | | | | 1938 | Soc.Anon. Jhn.Cockerill Hoboken | CieNationaleBelge de Transp.Mar. AgenceMaritime InternationaleS.A. *Mgrs.*) | 307·6\|45·2\|27·7<br>F26′ *WB* | Antwerp<br>Belgian | Oil Engines 2S.C.SA<br>5Cy.19⅛″–35 7/16″ 337NHP<br>SocAn.J.Cockerill,Seraing | | V |
| 71088<br>LCFF | — Ⓟ<br>D.F. | TwinSc<br>*Cruiser Stern* *Oil Eng.*<br>2 *Dks* | 2335<br>1650<br>1345 | | | | | 1926 | Akers Mek.Værks. Oslo | A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*) | 270·5\|41·2\|20·3<br>P48′Q92′F49′ | Oslo<br>Norwegian *WB* | Oil Engines 4S.C.SA<br>12Cy.19⅜″–35 7/16″ 446NHP<br>AkersMek.Værks.Oslo | | N |
| 71089 | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Remarques où cote, si on l'est dans le L.R. Durée Cert. Not Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71090 | **Brabant** | 345 | | | | | 1927 | Gebr. Pot Bolnes | N.V. Motorschip Brabant (T. den Hartigh, *Mgr.*) | 147·9 \| 25·2 \| 8·7 P40′F20′ | | | Terneuzen Dutch *WB* | Oil Engines 4S.C.SA 1Cy.11″–17¾″ 47NH Motorenfabrik "Deutz" A.G. Köln-Deutz | | V |
| | *Oil Eng.* | 266 | | | | | | | | | | | | | | |
| PDGA | *Mchy. Aft* *Cruiser Stern* 1 *Dk* | 203 | | | | | | | | | | | | | | |
| 71091 | **Brabo** (*ex* Laimdota-40, *ex* Carnac, *ex* Federica) *ss* Tri. 2nd No. 3–1,22 *ss* Shl. No. 1–27 1 *Dk* & *Spar dk* & *deep framing* | *3658* *3363* *2313* | ✠ 8,30 ✠ | | | | 1899 10mo | Russell & Co. Port Glasgow | Armement Anversois S.A. (N. Aragon & L. Schellen S.N.C. *Mgrs.*) | 340·0 \| 46·1 \| 17·9 P21′B72′F36′ 25·9 FK *WB* | | | Antwerp Belgian | T.3Cy.24″,39″&65″–45″ 300NHP Rankin & Blackmore, Grk. | 28 ″ 5 | C † |
| 71092 | **Brackenfield** | 657 | ✠100A1 | Liv | *i* | CL | 1937 | Lytham SB & E.Co.Ld. Lytham | Zillah Shipping & Carrying Co. Ltd. (W.A. Savage, Ltd. *Mgrs.*) | 171·0 \| 28·8 \| 11·2 176·7 (O.L.) Q102′F25′ FK | | | Liverpool British | T.3Cy.12¾″,21″&36″–24″ (*s*) 200lb 68RHP 1SB, 2*cf*, GS38, HS1637 FD | 13 ″ 6 s 4 ″ 2 13 ″ 1½ | |
| 164147 | 442 | 8,40 ~~2,08~~ | | | | | 11mo | & E.Co.Ld. Lytham | | | | | 3 *BH Cem* | | | |
| MMNX | *Mchy. Aft* 1 *Dk* *Cruiser Stern* | 268 | ✠LMC11,37 | | | | *Lloyd's* *SA&CP* | | (W.A. Savage, Ld. *Mgrs.*) *Cell DB* 86′ 113*t* *FPT* 115*t* *APT* 47*t* | Q102′F25′ FK *Cell DB* 86′ 113*t* *FPT* 115*t* *APT* 47*t* | | | *WB* | Lytham S.B.&E.Co.Ld | | |
| 71093 | **Braconda** | 10204 | ✠100A1 | Phl | *f*† | CL | 1940 | Kockums | A/S Braconda (L.G. Braathen) | 513·0 \| 63·2 \| 38·7 533·1 (O.L.) P98′F68′ FK | | | Oslo Norwegian | Oil Engines 2S.C.DA 8Cy.23⅜″–43⅞″ 1556NHP 2DB 171*lb* IDB(WT) 171*lb* | 38 ″ 6 s 9 ″ 1½ 29 ″ 6 | |
| | *Oil Eng.* | 9406 | ~~10,40 2,40~~ 4,41 | LAn | 2¼ | 2,40 | 1mo | M.V. Aktieb. Malmö | | | | | 11 *BH pt Cem* | | | |
| LKJR | 1 *Dk*, 2nd *dk clear of cargo tanks* | 6097 | ✠LMC1,40 | | | | *Lloyd's* *SA&CP* | | *Cell DB* *Bu E* 70′151*t* | *DT f* 34′522*t* *FPT* 16 | | | 4*t* *APT* s 396*t* | Kockums M.V. Akt. Malmö | | |
| | *Mchy. Aft* *Longitudinal framing* *Electrically welded* *Cruiser Stern* | *Carrying l'eu leum in bulk* | | | | | | | | | | | | | | |
| 71094 | **Bradburn** | 4736 | | | | | 1930 | W. Gray & Co. Ld. W Hartlepool | Leeds Shipping Co. Ld. (Sir W. R. Smith & Sons, Ld. *Mgrs.*) | 400·4 \| 54·2 \| 25·6 F41′ | | | Bideford British *WB* | Q.4Cy.20″,28½″,41½″&61″–48″ 258NHP Cen. Mar. E Wrks. Ld W Hpl | | C |
| 161617 | *Fitted for oil fuel* | 4425 | | | | | | | | | | | | | | |
| GFQS | D.F. 1 *Dk* & *Shelter dk* | 2872 | | | | | | | | | | | | | | |
| 71095 | ~~**Braddock**~~ | 6629 | ✠100A1 | | | | 1919 | Federal S.B. Co. Kearny, N.J. | ~~United States Maritime Commission~~ | 395·5 \| 55·0 \| 31·4 P45′B110′F38′*on Shelter dk* FK | | | ~~Newark, N.J.~~ Utd. States British *WB* | DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. | 34 ″ 11 | R † |
| ~~GJDL~~ | ~~*Fitted for oil fuel*~~ | 5895 | (*Reclassification Contemplated*) | | | | 4mo | | | | | | | | | |
| ~~KJDL~~ | ~~Sub. Sig.~~ 1 ~~*Dk* & *Shelter dk*~~ | 4122 | ✠ | | | | | | | | | | | | | |
| Now "Empire Redshank," *see No. 30939 in Supplement* | | | | | | | | | | | | | | | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 71096 | **Bradford City** | 4953 | | | | | 1936 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Reardon Smith Line Ld. (Sir W.R. Smith & Sons, Ld. *Mgrs.*) | 426·5 \| 56·2 \| 25·3 F42′ | | | Bideford British *WB* | Oil Engines 2S.C.SA 1Cy.23⅝″–91 5/16″ 687NHP W. Doxford & Sons, Ld. Sld. | | C |
| 161622 | *Oil Eng.* | 4642 | | | | | | | | | | | | | | |
| GYWP | 1 *Dk* & *Shelter dk* | 2999 | | | | | | | | | | | | | | |
| 86 | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | |
| 71097 | **Bradfyne** | 4740 | | | | | 1928 | W. Gray & Co. Ld. W Hartlepool | Leeds Shipping Co. Ld. (Sir W.R. Smith & Sons, Ld. *Mgrs.*) | 400·2 \| 54·2 \| 25·6 F41′ | | | Bideford British *WB* | T.3Cy.25″,42″&70″–48″ 339NHP Cen. Mar. Eng. Wrks. WHpl | | C |
| 148834 | *Fitted for oil fuel* | 4421 | | | | | | | | | | | | | | |
| GFJN | D.F. 1 *Dk* & *Shelter dk* | 2872 | | | | | | | | | | | | | | |
| 71098 | **Bradglen** | 4741 | | | | | 1930 | W. Gray & Co. Ld W Hartlepool | Leeds Shipping Co. Ld. (Sir W.R. Smith & Sons, Ld. *Mgrs.*) | 400·4 \| 54·2 \| 25·6 F41′ | | | Bideford British *WB* | Q 4Cy.20″,28½″,41½″&61″–48″ 258NHP Cen. Mar. E Wrks. Ld W Hpl | | C |
| 161616 | *Fitted for oil fuel* | 4428 | | | | | | | | | | | | | | |
| GPVQ | D.F. 1 *Dk* & *Shelter dk* | 2874 | | | | | | | | | | | | | | |
| 71099 | **Braga** | 1671 | | | | | 1938 | Akt. Lindholmens Varv Gothenburg | Den Norske Middelhavslinji A/S (Fred Olsen & Co. & O.R. Thoresen, *Mgrs.*) | 285·4 \| 42·3 \| 16·3 F25′ | | | Oslo Norwegian *WB* | Oil Engines 2S.C.SA 7Cy.19 5/16″–35 7/8″ 454NHP Sulzer Bros. Ld. Winterthur | | N |
| | *Oil Eng.* | 1219 | | | | | | | | | | | | | | |
| LKAH | D.F. *Cruiser Stern* 1 *Dk* & *Shelter dk* | 812 | | | | | | | | | | | | | | |
| 71100 | **Braganza** (*ex* Pacific Trader–38) | *6327* | ✠100A1 | NYk | *b*† | CL | 1924 | W. Doxford & Sons, Ld. Sunderland | A/S Braganza (L.G. Braathen, *Mgr.*) | 420·0 \| 58·0 \| 28·1 436·6 (O.L.) F41′ FK | | | Oslo Norwegian | Oil Engines 2S.C.SA 4Cy.22½″–91½″ 640NHP NDB(s)38 *125lb* DB *125lb* | 30 ″ 11 s 3 ″ 11½ 27 ″ 1½ | |
| | *Oil Eng.* | *5298* | *with freeboard* | | | ~~5,35~~ | 5mo | | | | | | 8 *BH pt Cem* | | | |
| LJTS | D.F. E.S.D. *ss* Gls. No. 3–5,37 | *3935* | 2,40 | | | 5,40 | *Lloyd's* *SA&CP* | | *Duct keel forward of boiler space* 128′ | | | | *Cell to Sh dk* | W. Doxford & Sons, Ld. Sld. | | |
| | 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | ✠LMC CS1,38 | | | | | | 1284*t* *DT a* 16′614*t* | *DT f* 22′996*t* *FPT* 1 | | | 7 „ 2nd „ | | | |
| | 3rd *Dk* (*Stl*) *in Nos.* 1 & 2 *holds* | | DBS1,38 2,40 | | | | *Cell DB* 358′ | | | 20*t* *APT* 126*t* | | | | | | |
| | | | DBS(p) 2,40 | | | | | | | | | | | | | |
| 71101 | — **Wood** | 305 | | | | | 1917 | E. Lindstöl Lindstöl | U.S.S.R. | 118·5 \| 28·6 \| 13·7 Q16*t* H29*t* | | | Archangel Russian | C.2Cy.13⅝″&26⅝″–18 9/16″ 31NHP Kaldnæs M.V. Tönsberg | | |
| | *Mchy. Aft* | 260 | | | | | | | | | | | | | | |
| | 1 *Dk* | 143 | | | | | | | | | | | | | | |
| 71102 | **Brage** | 5954 | | | | | 1937 | Nordsee-werke Emden G.m.b.H. Emden | Seereederei "Frigga" A.G. | 437·1 \| 59·0 \| 23·6 B49′F35′ | | | Hamburg German *WB* | C.4Cy.(2)20 3/16″&(2)43 5/16″–43 5/16″&LP turbine with DR gearing & hydraulic coupling 313NHP A. Borsig, G.m.b.H. Berlin-Tegel | | G |
| | | 4995 | | | | | | | | | | | | | | |
| DJVM | D.F. E.S.D. 2 *Dks* *Cruiser Stern* | 3024 | | | | | | | | | | | | | | |
| 71103 | — | *1238* | ✠100A1 | Got | *q* | OG | 1937 | Öresunds-varvet A/B Landskrona | Stockholms Rederiaktieb. Svea (E. Högberg, *Mgr.*) | 266·6 \| 37·8 \| 13·1 273·0 (O.L.) FK | | | Stockholm Swedish | T.3Cy.18½″,29½″&48 3/16″–33½″ 200lb (*s*) 182NHP 2SB (Spt), *4cf*, GS60, HS2510 FD | 16 ″ 4 s 0 ″ 2 16 ″ 3½ | |
| 8146 | | *925* | *with freeboard* | | | | 4mo | | | | | | 4 *BH Cem* | | | |
| SJZN | Wireless 1 *Dk* & *Shelter dk* *Cruiser Stern* | *639* | 12,39 ✠LMC4,37 | | | | *Lloyd's* *SA&CP* | | *Cell DB* 220 395*t* *FPT* 111*t* *APT* 45*t* | | | | *Coll to Sh dk* 3 „ 2nd „ | Öresundsvarvet A/B, Lkr. | | |
| | *Strengthened for Navigation in Ice* | | | | | | | | | | | | | | | |
| 71104 | — **3 Mst** | 774 | | | | | 1903 | Chant. Nav Anversois Hoboken | Rederi A/B Stella (Ejnar Sjökvist, *Mgr.*) | 188·3 \| 30·1 \| 11·3 P67′Q87′B13′H35*t* F26′ | | | Gothenburg Swedish *WB* | T.3Cy.15″,25″&40″–27″ 83NHP N.E. Marine Eng Co Ld. Nwc | | V |
| 5192 | (*ex* Tanke) | 501 | | | | | | | | | | | | | | |
| SDJA | *Mchy. Aft* 1 *Dk* | 359 | | | | | | | | | | | | | | |
| 71105 | **Brageland** | *2608* | ✠100A1 | Got | *w* | CL | 1937 | Eriksbergs Ångf. A/B Tirfing (Svenska Orient Linjen) (T.E.J:son Broström, *Mgr.*) | | 353·6 \| 50·2 \| 19·4 370·3 (O.L.) FK | | | Gothenburg Swedish | Oil Engines 2S.C.DA 6Cy.17 1/16″–47½″ 644NHP DB *80lb* | 22 ″ 3 s ″ 10⅜ 21 ″ 6 | |
| 8202 | *Oil Eng.* | *2220* | *with freeboard* | ~~Lis~~ Bal | | 10,40 | 9mo | M.V. Aktieb. Gothenburg | | | | | 7 *BH* | | | |
| SKON | D.F. E.S.D. 1 *Dk* & *Shelter dk* | *1363* | ~~3,10 1,10~~ 10,40 | | | | *Lloyd's* *SA&CP* | | | | | | *Coll to Sh dk* 6 „ 2nd „ | Eriksberg M.V. Aktieb. Got | | |
| | *Ref. Mchy.* *Part electrically welded* | | ✠LMC9,37 | | | | | | *Cell DB* 252′ 780*t* *MT* 24′ 300*t* | | | | *Tanks in way of tunnel* 170*t* *APT* 59*t* | | | |
| | *Strengthened for navigation in ice* | | ✠Lloyd's RMC 2,40 10,40 | | | | | | | | | | | | | |
| | *Cruiser Stern* | | *Carrying oil fuel F. P. above* 150° F. *or vegetable oil in deep tank & in wing double bottom tanks in E.R.* | | | | | | | | | | | | | |
| 71106 | **Braheholm** | *5676* | ✠100A1 | Got | *z* | CL | 1920 | J. Coughlan & Sons, Ld Vancouver, B.C. A&CP | Aktieb. Svenska Amerika Mexiko Linien (E. Carlson, *Mgr.*) | 410·5 \| 54·1 \| 27·5 P44′B115′F47′ FK | | | Gothenburg Swedish | T.3Cy.27″,44′&73″–48″ (*s*) & exhaust turbine driving steam compressor 180lb 520NHP 3SB, 9*cf*, GS198, HS7743 FD | 29 ″ 9 s 5 ″ 9½ 24 ″ 2 | |
| 6340 | | *5106* | ~~5,40 5,10~~ | | | ~~6,00~~ 5,40 | 4mo | | | | | | *pt Cem* | | | |
| SGIN | D.F. *ss* Lkr. No. 3–6,38 | *3367* | ~~BS 4,30~~ 3,40 ✠LMC6,38 | | | | *Lloyd's* *SA&CP* | | *BH in foreheld & Intermediate 'tween dk* | | | | 5 *BH to U dk* | | | |
| | 2 *Dks* (*Stl*) | | | | | | | | *BH in after hold dispensed with* | | | | 1 „ „ 2nd „ | J.G. Kincaid & Co. Ld. Grk. | | |
| | | | *Fitted for oil fuel* 4,20 *F.P. above* 150° F. | | | | *Cell DB* 363′ 1239*t* | | *FPT* 124*t* *APT* 87*t* | | | | *only* | | | |
| 71107 | **Brajara** | 8116 | ✠100A1 | LAn | *c*† | CL | 1934 | Götaverken A/B Gothenburg | Rederi A/S Freikoll (L.G. Braathen, *Mgr.*) | 455·5 \| 59·2 \| 35·9 P101′F59′ FK | | | Oslo Norwegian | Oil Engines 4S.C.SA 8Cy.29½″–59 1/16″ 653NHP 2DB *150lb* | 35 ″ 6 s 8 ″ 1 27 ″ 8½ | |
| | *Oil Eng.* | 7462 | 1,11 ~~1,10~~ | Syd | | ~~6,80~~ 1,41 | 12mo | | | | | | 10 *BH pt Cem* | | | |
| LIWU | *ss* Sba. No. 1–38 | 4894 | ✠LMC CS5,40 | | | | *Lloyd's* *SA&CP* | | *Cell DB* *Bu E* 75′ 209*t* | *DT f* 22′ 375*t* *FPT* 95*t* *APT* 152*t* | | | | Götaverken A/B, Got. | | |
| | *Mchy. Aft* D.F. 1 *Dk* *Cruiser Stern* | | DBS ~~4,40~~ 4,38 *Carrying Petroleum in bulk* | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when t. sh. last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dist. of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71108 LDGT | **Bra-Kar** | Twin Sc Oil Eng. 2 Dks | 3778 3348 2275 | | | | | 1928 | Akers Mek. Værks. Oslo | A/S Ganger Rolf (Fred. Olsen & Co. Mgrs.) (Den Norske Syd Amerikalinje) | 365·5 P193t | 51·8 F33t | 21·9 | Oslo Norwegian WB | Oil Engines 4S.C.SA 12Cy.21⅜"–39⅜" 542NHP Akers Mek. Værks. Oslo | | N |
| 71109 DJUU | **Brake** | Oil Eng. Mchy. Aft 1 Dk, 2nd dk in mchy. space D.F. Cruiser Stern Carrying Petroleum in bulk | 9925 9173 5884 | ✠ 7,39 ✠ | Ham | e † | | 1937 10mo | Bremer Vulkan Vegesack | Jurgens Van den Bergh Margarine Verkaufs-Union G.m.b.H. (Schiffahrts- & Speditionskontor "Elbe," G.m.b.H. Mgrs.) | 489·3 510·7 (O.L.) P113'F75' Cell D B u E 75'222t | 66·0 FK | 36·4 12 B Hpt Cem pt Asp DTf 43'715t | Hamburg German | Oil Engines 2S.C.DA 6Cy.23¾"–43 5/16" 1167NHP Bremer Vulkan, Vegesack FPT 164t APT 258t | 35 ″ 11 | |
| 71110 DORB | — (ex Zent-36) D.F. Ref. Mchy. Sub. Sig. E.S.D. | ss Brs. No. 3–8, 32 ss Bhn. No. 1–36 3 Dks (Stl) & Shelter dk 1 Dk (Stl) | 5347 4653 3225 | ✠ 11,38 ✠ | Bhn | z | | 1920 10mo | Cammell Laird & Co. Ld Birkenhead | ("Union" Handels- u. Schiff. G.m.b.H. Mgrs.) | 396·6 400·3 P42'B154'F41' on Shelter dk Cell D B343'874t APT 211t | 51·1 FK | 30·3 | Bremen German Asp 6 B Hto Sh dk 1 „ „ U „ | T. 3Cy. 27½", 46½" & 78"–54" 750NHP 4SB, 16cf, GS 277, HS 11600 Cammell Laird & Co. Ld Bkn | 32 ″ 11 | |
| 71111 DHCZ | — (ex Munin, ex Fritzöe, ex Atlas) ss Got. No. 1–13 Mchy Aft 1 Dk (Stl) | | 617 508 336 | ✠ 12,19 ✠ | Osl | j | | 1909 4mo | Thorskogs Mek. Verks. Lödöse | Arthur Sommer (Joh. Ick., Mgr.) | 177·8 P58'H17t F21' Cell D B f 115' 151t FPT 22t | 29·6 FK | 12·4 3 B H Cem APT 23t | Hamburg German | C. 2Cy. 16" & 30"–22" 46NHP 1SB, 2cf, GS 23, HS 870 Thorskogs M.V. Lödöse | 14 ″ 4 | G † |
| 71112 LJFW | **Bralanta** Oil Eng. D.F. 1 Dk, 2nd dk clear of cargo tanks Mchy. Aft Part electrically welded including butts of shell, upper dks & longitudinal bulkhead plating Longitudinal framing Cruiser Stern | ss L.An. No. 1–41 | 9608 8885 5759 | ✠ 100A1 DBS 1,41 DBS (WT) 1,39 Carrying Petroleum in bulk ✠ LMC CS 1,41 10,39 | LAn | e † | CL 11,37 1,41 | 1936 9mo | Kockums M.V. Aktieb. Malmö Lloyd's SA & CP | A/S Bralanta (L.G. Braathen, Mgr.) Cell D B u E 70'187t D | 506·1 P97'B41'F59' Tf 34'517t FPT 168t | 63·1 FK | 36·4 11 B Hpt Cem APT 370t | Oslo Norwegian 2 DB 170lb DB (WT) 170lb Kockums M.V. Akt. Malmö | Oil Engines 2S.C.DA 7Cy.23⅜"–43 5/16" 1358NHP 2 DB 170lb DB (WT) 170lb D.Rowan & Co. Gls. 20'62t FPT 70t APT 90t | 36 ″ 7 s 8 ″ 4 28 ″ 4½ | |
| 71113 140287 GVDN | **Brambleleaf** D.F. 2 Dks (Stl) & Web frames Longitudinal framing | Twin Sc ss Mlt. No. 3–3,30 ss Mlt. No. 2–38 | 5917 5275 2498 | ✠ 100A1 2,40 1,39 BS 2,40 ✠ LMC 2,38 Carrying Petroleum in bulk Fitted for oil fuel 4,17 | Mlt Alx | a † | CL 2,38 | 1917 4mo | Russell & Co. Pt. Glasgow Lloyd's SA & CP above 150° F. | The Admiralty Cell D B u E & B 87'383t DTf | 405·4 425·2 (O.L.) P36'B33'F90' | 54·5 FK | 32·6 20 B Hpt Cem (2 to 2nd dk) 48'196t DTa | London British | T. 6Cy. 26", 42½" & 70"–45" (s) 200lb 1124NHP 6SB, 18cf, HS 17730 FD D.Rowan & Co. Gls. 20'62t FPT 70t APT 90t | 35 ″ 2 s 6 ″ 9½ 28 ″ 7½ | |
| 71114 145645 GFDS | **Bramhill** (ex Gwentland-36) Well deck 1 Dk (Stl) Cargo battens not fitted | ss Cff. No. 3–9,36 | 1834 1422 1093 | ✠ 100A1 4,40 3,30 BS 5,39 ✠ LMC 9,36 | Lon Bry | q | CL 2,41 | 1923 7mo | R. Thompson & Sons, Ld Sunderland Lloyd's SA & CP | Angel, Son & Co. Ld. Cell D Ba 78'183t u E 20'62t | 264·0 Q102'B57'F24' f 108'273t FPT 60t | 39·0 FK | 16·9 4 B H Cem APT 111t | Newport, Mon. British | T. 3Cy. 20", 33" & 54"–39" (s) 180lb 214NHP 2SB, 6cf, GS 92, HS 3526 N.E. Marine Eng. Co. Ld. Sld | 19 ″ 5 s 1 ″ 9¼ 17 ″ 10 | |
| 71115 LCTE | **Bramora** (ex Markland-36) Oil Eng. Mchy. Aft 1 Dk Cruiser Stern D.F. Carrying Petroleum in bulk | Twin Sc | 6361 5523 3769 | | | | | 1928 | Eriksbergs M.V. Aktieb. Gothenburg | A/S Bramora (Ludv. G. Braathen) | 408·3 P367t H389t F81t | 55·3 | 32·0 | Oslo Norwegian WB | Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP Eriksberg M.V. Aktieb. Got | | N |
| 71116 145456 GCKQ | **Bramwell** (ex Sheaf Garth-37) Arch deck D.F. Cruiser Stern 1 Dk (Stl) Cargo battens not fitted | ss Bly. No. 3–12,34 ss Cff. No. 1–39 | 1927 1665 1077 | ✠ 100A1 4,40 ✠ LMC MS 6,39 BS 2,40 | Gmh | q | OG 6,39 | 1921 9mo | Blyth S.B. & D.D. Co. Ld. Blyth Lloyd's SA & CP | G. Gibson & Co. Ld. Cell D B 220'523t side tanks in ER 20'95t | 260·5 271·8 (O.L.) P19'F19' | 38·7 FK | 22·3 4 B H Cem APT 72t | Leith British | T. 3Cy. 22½", 37" & 62"–39" (s) 180lb 314NHP 2SB, 8pf, GS 148, HS 5581 MacColl & Pollock, Ld. Sld. | 24 ″ 7 s 6 ″ 7¼ 18 ″ 2¼ | |
| Now "Glendinning" | | | | | | | | | | | | | | | | | |
| 71117 LCFG | **Brand** D.F. | Twin Sc Oil Eng. 2 Dks | 4819 4315 2829 | | | | | 1927 | A/B Götaverken Gothenburg | A/S Borgestad | 380·5 P146t H298t F28t | 54·7 | 25·7 | Porsgrunn Norwegian WB | Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP A/B Götaverken, Got. | | N |
| 71118 LKAY | **Brand IV** (P) Cruiser Stern | Wood Oil Eng. 1 Dk | 343 185 194 | | | | | 1938 | Skaalurens Skibsbyggeri Rosendal | A/S Brand III (B. Fauske, Mgr.) | 126·2 | 24·0 | 11·6 | Aalesund Norwegian | Oil Engines 2S.C.SA 4Cy.13 7/16"–15" 65NHP M. Haldorsen & Sön | | |
| 71119 LCFH | **Brandanger** 2 Dks | Twin Sc Oil Eng. | 4624 4201 2765 | | | | | 1926 | Akt. Burmeistr & Wain Copenhagen | Westfal-Larsen & Co. A/S | 381·6 P103t H259t F22t | 53·8 | 25·9 | Bergen Norwegian WB | Oil Engines 4S.C.SA 12Cy.21⅝"–39 5/16" 542NHP Akt. Burmeistr & Wain, Cpn | | N |
| 71120 129385 MDGJ | **Brandenburg** ss Lth. 2nd No. 3–6,34 ss Lth. No. 1–38 Well deck 1 Dk (Stl) & deep framing | | 1473 1114 802 | ✠ 100A1 7,40 BS 7,39 7,40 ✠ LMC 7,38 | Lth Liv | p | OG 7,39 | 1910 3mo | Greenock & Gr'ngemouth Dockyard Co. Gr'ngemouth Lloyd's SA & CP | Currie Line, Ld. Cell D B a 60'u E | 234·6 246·7 (O.L.) P21'Q118'F26' B on Q dk 56' & B34'f 104' 358t AP | 36·0 FK | 16·4 4 B H Cem T 82t 'Tween dk tanks 14'35t | Leith British | T. 3Cy. 18", 27½" & 45"–33" (r) 180lb 143NHP 2SB, 4cf, GS 80, HS 2440 Richardsons, Westgarth & Co. Ld. Mdb. | 18 ″ 4 s 5 ″ 5 17 ″ 1 | |
| 71121 DAPQ | — (ex Sedina) (P) Ref. Mchy Wireless D.F. 1 Dk | | 1112 738 642 | | | | | 1899 | Act. Ges. "Neptun" Rostock | Rud. Christ. Gribel | 226·8 P&B 133'F26' | 31·4 | 15·0 | Stettin German WB | T. 3Cy. 20", 32¼" & 52"–33" 155NHP A.G. "Neptun," Rostock | | G |
| 71122 207301 KJDV | **Brandon** Mchy. Aft | (Self-Unloader) 2 Dks | 2432 — 1431 | | | | | 1910 | Detroit S.B. Co. Wyandotte | Gartland S.S. Co. (D. Sullivan & Co. Mgrs.) | 244·0 | 43·2 | 27·2 | Wilmgton (Del.) Utd. States | Q.4Cy. 17½", 25½", 37" & 54"–36" 175NHP Detroit S.B. Co. Detroit | | |
| 71123 217210 WGUI | **Brandywine** Fitted for oil fuel E.S.D. 2 Dks & Web frames Mchy. Aft Longitudinal framing Carrying Petroleum in bulk | | 4931 4449 3003 | ✠ ... 2,21 ✠ | | | | 1919 1mo | Pusey & Jones Co Gloucester City, N.J | Hillcone S.S. Co. Ltd. | 364·9 P94'B34'F31' | 51·0 FK | 29·5 | S. Frncisco Utd. States WB | DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. | 31 ″ 3 | R † |
| 71124 SBTW | **Brännaren** Oil Eng. ss Skm. No. 1–37 Mchy. Aft Cruiser Stern 1 Dk (Stl) Strengthened for Navigation in Ice Part electrically welded, including deck | | 552 435 238 | ✠ 100A1 6,40 2,40 DBS 2,40 ✠ LMC (M) 2,40 Carrying Petroleum in bulk | Lkr Skm | h | OG 1,40 | 1933 9mo | Kockums M.V. Aktieb. Malmö Lloyd's SA & CP | Swedish Government (Kungl. Marinförvaltningen) Cell D B in ER 35'17t DT f 67t | 168·0 P54'F18' | 29·0 FK | 12·4 9 B Hpt Cem APT 23t | Stockholm Swedish | Oil Engines 2S.C.SA 4Cy. 13⅜"–22 7/16" 125NHP DB 100lb Atlas-Diesel A/B, Skm. | 13 ″ 1 s 1 ″ 2½ 12 ″ 0½ | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assignant matériel, Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 pd. Registres où coté, si ce n'est dans le L. Durée Cert. Roy. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71125 | **Brant County** (exLennep) | Twin Sc | 5001 | ... | | | | 1915 | Akt.Ges. "Neptun" Rostock | Det Bergenske Dampskibsselskab (County Line) | 419·4 \| 54·1 \| 26·3 | Bergen Norwegian | T.3Cy.29½",48¾"&80½"–55½" | 28 ″ 10 | N † |
| LCFI | *Well deck* 2 *Dks* | *ss* Nwc. No. 1–21 | 4567 | 12,23 | | | | | | P83*t* H218*t* F117*t* | | *WB* | 684 NHP | | |
| | D.F. E.S.D. | | 3064 | | | | | | | | FK | | A.G. "Neptun," Rostock | | |
| 71126 | **Brarena** (exScottish | Twin Sc | 6996 | | | | | 1923 | W. Denny & Bros. Ld. Dumbarton | A/S Braganza (L.G. Braathen, *Mgr.*) | 426·5 \| 56·9 \| 33·4 | Oslo Norwegian | Oil Engines 2S.C.SA 8Cy.23½"–41" 769 NHP | | C |
| LJRL | Borderer–38) | *Oil Eng.* | 6245 | | | | | | | P95'B37'F55' | | *WB* | W. Denny & Bros. Ld. Dmb. | | |
| | D.F. *Mchy. Aft* 2 *Dks* | | 4111 | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | |
| 71127 | **Brasil** | Twin Sc | 8130 | ✠100A1 | Gal | *c*† | CL | 1935 | Nakskov Skibs. A/S Nakskov | The Texas Co. (Norway) A/S (H.C. Mathiesen, *Mgr.*) | 461·0 \| 59·7 \| 34·5 | Oslo Norwegian | Oil Engines 4S.C.SA 12Cy.23½"–43⅞" 624 NHP | 34 ″ 0 | |
| | | *Oil Eng.* | 7352 | ~~11,10~~ ~~3,11~~ | NYk | | PN | 5mo | | | | | | s 6 ″ 9¾ | |
| LIYV | | *ss* NYk. No. 1–39 | 4667 | 4,41 ✠LMC CS4,39 | | | 10,40 | | | P106'B34'F54' FK | | 11 *B.H.pt Cem* | 2 DB *170lb* | 27 ″ 5½ | |
| | D.F. | 1 *Dk* | | DBS~~3,40~~ 4,41 ~~5,01~~ 1,40 | | | s10,40 | *Lloyd's* | *SA&CP* | *Cell D Bu E17'340t DT f 31' 478t FPT 218t APT 78t* | | | Akt. Burmeistr & Wain, Cpn | | |
| | *Mchy. Aft* | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | | | | | | |
| 71128 | — | Twin Sc | 5294 | ✠100A1 | Got | *a*† | OG | 1935 | Götaverken A/B Gothenburg | Rederiaktieb. Nordstjernan (A.A. Johnson, *Mgr.*) | 420·7 \| 55·9 \| 24·0 | Stockholm Swedish | Oil Engines 4S.C.SA 16Cy.24½"–51⅛" 945 NHP | 28 ″ 0 | |
| 8014 | | *Oil Eng.* | 4171 | *with freeboard* | NNsNYk | | ~~P9,07~~ | 5mo | | | 440·0 (O.L.) | | DB *85lb* | s 2 ″ 10½ | |
| SDAN | D.F. E.S.D. | *ss* Got. No. 1–39 | 2897 | 6,40 ~~6,30~~ 12,40 | | | s6,39 | *Lloyd's* | *SA&CP* | F80' FK | | *7 BH* (*Coll to Sh dk* | Götaverken A/B, Got. | 25 ″ 3½ | |
| | *Ref. Mchy.* | 2 *Dks & Shelter dk* | | ✠LMC CS7,39 | | | P6,40 | | | | | 6 ,, *2nd* ,,) | | | |
| | *Strengthened for Navigation in Ice* | | | DBS6,39 6,39 | | | | | | *Cell D B 307'1448t Tanks in way of tunnels 309t FPT 76t APT 52t* | | | | | |
| | | | | ✠Lloyd's RMC ~~L40,5,40~~ 12,40 | | | | | | | | | | | |
| | | | | No. 3 hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F. | | | | | | | | | | | |
| 71129 | **Brasil Maru** (P) | Twin Sc | 12752 | | | | | 1939 | Mitsubishi Jukogyo K.K Nagasaki | Osaka Syosen K.K. | 544·6 \| 68·9 \| 41·3 | Osaka Japanese | Oil Engines 2S.C.SA 22Cy.28⅜"–43½⅜" 3076 NHP | | |
| 46463 | | *Oil Eng.* | — | | | | | | | F70' | | *WB* | Mitsubishi Jukogyo K.K. Nag | | |
| JCZN | D.F. E.S.D. GyC. | 3 *Dks* | ~~7113~~ | | | | | | | | | | | | |
| | *Ref. Mchy.* | *Cruiser Stern* | 7020 | | | | | | | | | | | | |
| 71130 | **Brasilien** (exAtlanterhavet) | | 5334 | | | | | 1921 | Kjöbnhvns Flydk. & Skbs | Det Forenede Dampskibsselskab | 378·0 \| 52·2 \| 32·6 | Copnhagn Danish | D.R. geared Steam Turbines A/B | | V |
| | | *Fitted for oil fuel* | 5080 | | | | | | Copenhagen | | | *WB* | Lavals Ångturbin, Skm. | | |
| OXGB | D.F. | 1 *Dk & Shelter dk* | 4084 | | | | | | | | | | | | |
| 71131 | **Brask** (exBogen, exOrangemead, | | 4079 | | | | | 1911 | W. Doxford & Sons, Ld. Sunderland | A/S Brask (Nilssen & Sönner) | 350·8 \| 51·1 \| 24·0 | Oslo Norwegian | T.3Cy.26",42"&68"–45" 310 NHP | | N |
| | ex Orangemoor) | | 3434 | | | | | | | P80*t* H95*t* | | *WB* | W. Doxford & Sons. Ld. Sld. | | |
| LCFJ | *Turret deck* | 1 *Dk 2 tr B* | 2561 | | | | | | | | | | | | |
| 71132 | **Brastagi** | Twin Sc | 9246 | ✠100A1 | Sba | *e*† | OG | 1937 | N.V. Koninkl. Maats "DeSchelde" Flushing | Rotterdamsche Lloyd (~~W. Ruys~~ & ~~Zonen, Mgrs.~~) | 483·4 \| 62·8 \| 37·9 | ~~Rotterdam~~ Batavia Dutch | Oil Engines 2S.C.SA 16Cy.25½"–47¼" 1810 NHP | 40 ″ 8 | |
| | | *Oil Eng.* | 8499 | ~~P,10~~ 12,40 | | 2½e | 12,40 | 5mo | | | 513·2 (O.L.) 28·8 | | 2 DB *100lb* | s 10 ″ 2 | |
| PDGF | D.F. E.S.D. | 3 *Dks* | 5561 | ✠LMC5,37 | | | | | | F109' FK | | *pt Cem* | | 30 ″ 8 | |
| | *Ref. Mchy.* | *Cruiser Stern* | | ✠Lloyd's RMC ~~6,76,40~~ 12,40 | | | | *Lloyd's* | *SA&CP* | *Upper 'tween dk. bhds. except Coll B.H to Wthr dk 7 ,, ,, 2nd ,, Cell D B 284' 1317t MT s 72'3 488t DT f 63' Tanks in way of tunnels 769t FPT s 390t APT 125t* | | *Coll B.H dispensed with* | N.V. Koninkl. Maats. "DeSchelde" Flushing 477*t DT s* a 64' 945*t* | | |
| | *Tonnage opening closed '38* | | | | | | | | | | | | | | |
| | | | | *Carrying cargo oil F. P. above 150° F. in deep & fore peak tanks* | | | | | | | | | | | |
| 71133 | **Brasted** | | 1076 | ✠100A1 | Nwc | *m* | CL | 1938 | Burntisland S.B. Co. Ld. Burntisland | Hudson Steamship Co. Ld. | 223·4 \| 34·0 \| 11·9 | London British | T.3Cy.13½",23"&38"–27" 220 lb (*s*) 115 NHP | 14 ″ 3 | |
| 166344 | | | 740 | *with freeboard* | ~~Bly~~ Shl | | | 1mo | | | 229·6 (O.L.) | | 1SB, 3*cf*, gs 60, HS 2067 | s 4 ″ 4½ | |
| MMQL | *Mchy. Aft* | *Cruiser Stern* 1 *Dk* | 605 | 6,10 ~~7,30~~ 5,41 | ✠LMC1,38 | | | *Lloyd's* | *SA&CP* | *Cell D B 172'368t FPT 91t APT 28t* | Q156'F25' FK | *4 B.H Cem* | N.E. Marine Eng. Co. Ld Nwc | 13 ″ 6½ | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | |
| 71134 | **Bratland** | | 5000 | | | | | 1939 | Lübecker Flender-Werke A.G. Lübeck Siems | A/S Borgestad | 414·0 \| 55·0 \| 25·0 | Porsgrunn Norwegian | Oil Engines 2S.C.DA 5Cy.23⅝"–43⅛" 969 NHP | | |
| | | *Oil Eng.* | | | | | | | | | | *WB* | Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | |
| | | 1 *Dk & Shelter dk* | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | |
| 71135 | **Bratli** (exBomma–38, | | 805 | | | | | 1920 | Xiansands Mek. Værks. Xiansand | A/S Wilhelms Rederi (T. Wilhelms *Mgr.*) | 186·0 \| 31·2 \| 12·0 | Frdrikstad Norwegian | T.3Cy.14",23½"&38"–27" 75 NHP | | N |
| | ex Ingeborg Bakkevig) | | 582 | | | | | | | Q57*t* H46*t* B76*t* F28*t* | | *WB* | Xiansands M.V. Xiansand | | |
| LCRG | Wireless D.F. | 1 *Dk* | 461 | | | | | | | | | | | | |
| 71136 | **Brattdal** | *ss* L.An. No. 1–39 | 4968 | ✠100A1 | Bkn | *z* | CL | 1935 | Bremer Vulkan Vegesack | A/S Moltzau's Tankrederi (Moltzau & Christensen, *Mgrs*) | 414·3 \| 55·7 \| 25·0 | Oslo Norwegian | Oil Engines 2S.C.DA 5Cy.23⅝"–43⅛" 969 NHP | 28 ″ 6 | |
| | | *Oil Eng.* | 4403 | *with freeboard* | Mel | | 4,39 | 8mo | | | | | DB *100lb* DB(WT) *100lb* | s 3 ″ 3 | |
| LJAC | D.F. | 1 *Dk & Shelter dk* | 2995 | 12,40 ~~1,30~~ | | | | *Lloyd's* | *SA&CP* | F23' FK | | *7 BH* (*2 to Sh dk* | Bremer Vulkan, Vegesack | 25 ″ 5 | |
| | *Cruiser Stern* | 3rd dk in No. 1 hold | | DBS1,40 ✠LMC8,35 | | | | | | | | 5 ,, *2nd* ,,) | | | |
| | | | | *Carrying vegetable oil in deep tank* | | | | | | *Cell D B 366' 1267t MT 34' 1360t FPT 66t APT 169t* | | | | | |
| 71137 | **Brattfors** (exRegulus–37) | | 915 | | | | | 1919 | Helsingborg Varfs Akt. Helsingborg | Uddeholms Aktiebolag (Fritiof Olsson, *Mgr.*) | 205·1 \| 33·5 \| 12·7 | Uddeholm Swedish | T3Cy17¾",29½"&46½"–27½" 175 NHP | | V |
| 6203 | | | 722 | | | | | | | Q64'B56'F20' | | *WB* | Helsingborgs Vrfs A.B. Hbg. | | |
| SGAU | | 1 *Dk* | 485 | | | | | | | | | | | | |
| 71138 | **Braunfels** | | 7847 | | | | | 1927 | Deutsche Sch-u-Mschb. A.G. Werk A.G. "Weser" Bremen | Deutsche Dampfs. Ges. "Hansa" | 472·9 \| 60·5 \| 31·9 | Bremen German | Oil Engines 2S.C.SA 6Cy.27½"–47½" 794 NHP | | G |
| | E.S.D. | *Oil Eng.* | 7308 | | | | | | | P120'B143'F90' | | *WB* | A.G. "Weser," Bremen | | |
| DOGO | Sub.Sig. *Cruiser Stern* | 2 *Dks* | 4852 | | | | | | | | | | | | |
| 71139 | **Brave Coeur** | | 6458 | | | | | 1919 | Skinner & Eddy Corp. Seattle, Wash | ~~United States Maritime Commission~~ | 402·6 \| 54·2 \| 32·1 | ~~Seattle, Utd. States~~ British | T.3Cy.24½",42"&72"–48" 359 NHP | | R |
| | Ap. ~~Empire Gull~~, *see No. 91022 in Supplement* | | | | | | | | | P48'F42' | | *WB* | Skinner & Eddy Corp. | | |
| KQGN | Sub.Sig | 2 *Dks* | 4710 | | | | | | | | | | | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | |
| 71140 | **Bravo I** (exBarfond, exBravo) | | 1584 | | | | | 1908 | Fredrkstad Mek. Værks. Fredrikstad | A/S Bonheur (Fred. Olsen & Co. *Mgrs.*) | 241·4 \| 36·1 \| 20·7 | Oslo Norwegian | T.3Cy.18",29½"&50"–36" 150 NHP | 21 ″ 8 | N |
| | | | 1315 | | | | | | | P49*t* B143*t* H23*t* | | *WB* | Fredrikstad M.V. Frdstad. | | |
| LCFL | Wireless | 1 *Dk & Spar dk* | 947 | | | | | | | F17*t* | | | | | |
| 71141 | **Brazil** (P) (exVirginia–38) | Twin Sc | 20614 | | | | | 1929 | Nwprt News S.B. & D.D. Co Newprt News | United States Maritime Commission | 586·4 \| 80·3 \| 20·5 | New York Utd. States | 2 steam turbines connected to electric motors & sc. shafts 2833 NHP | | R |
| 227083 | | *Fitted for oil fuel* | — | | | | | | | B315'F57' 52·0 | | *WB* | General Electric Co. Schenectady, N.Y. | | |
| WSBW | D.F. GyC. | 5 *Dks* | 11319 | | | | | | | | | | | | |
| | Sub.Sig. *Ref. Mchy.* | *Cruiser Stern* | | | | | | | | | | | | | |
| 71142 | — (exRio–33, exBrazil) | Twin Sc | 2388 | | | | | 1914 | Akers. Mek. Værks. Oslo | Cia. Argentina de Nav. Mihanovich Ltda. | 308·3 \| 48·1 \| 18·4 | Bns. Aires Argentine | Oil Engines 4S.C.SA 12Cy.19⅞"–26" 452 NHP | | N |
| | | *Oil Eng.* | — | | | | | | | P61*t* H134*t* F14' | | *WB* | Akers. Mek. Værks. Oslo | | |
| LOHB | | 2 *Dks* | 1385 | | | | | | | | | | | | |
| 71143 | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* | 3 Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse Power by Society's formula; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Ex. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71144 | **Brazil** | | 2166 | | | | | 1890 1926 | UnionDry Dock Co Buffalo, N.Y. | IllinoisShip& DredgeCo. | 276·0 | 40·0 | 21·3 | Chicago Utd. States *WB* | T.3Cy.19½",32"&52"–45" 181NHP NB29*refitted*32 H.G.Trout.Buffalo | | |
| 3467 | (*ex*Glenbrae,*ex*Brazil) (*Self-Unloader*) | | 2091 | | | | | | | | | | | | | | |
| KJDW | *Mchy.Aft* | 1*Dk2trB* | 1655 | | | | | | | | | | | | | | |
| 71145 | **Brazil Maru** | | 5860 | ✠100A1 *Aumg dk* | Kob | *y* | OG 3,37 | 1919 | Kawasaki Dkyd.Co.Ld. Kobe A&CP | OnoShojiGomei Kaisha (Taiyo KaiunK.K. *Mgrs.*) | 385·0 | 51·0 | 36·0 | Hutyu Japanese | T.3Cy.26",43½"&72"–48" (*s*) 2001b 437NHP | 36 " 0 s 9 " 1½ | |
| 25457 | *ss*Kob.No.3–4,34 | | 5586 | | | | | 6mo | | | | | | *Cem* | | | |
| JBZD | *ss*Kob.No.1–38 | | 4260 | *withfreeboard* 6,40 4,39 ✠LMC4,40 6,40 | | | 6,40 | | | | | | | *Collision BHtoAdk* | 2SB(Spt)&1AuxSB(Spt), *8cf*,GS154,HS5636 FD | 27 " 1 | |
| | 2*Dks*(*Stl*)*&Awng dk*(*Stl*) | | | | | | | | | | *Cell DB*334'1118*t* | | | 5 " " *U* " | KawasakiDkydCoLdKobe | | |
| 71146 | **Brazilian Reefer** | | 1831 | | | | | 1936 | Nakskov Skibs.A/S Nakskov | J.Lauritzen | 292·8 | 44·7 | 16·2 | Esbjerg Danish | Oil Engines 2S.C.SA 6Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" 405NHP | | G |
| | D.F. *Oil Eng.* | | 1438 | | | | | | | | | | | *WB* | | | |
| OYZH | *Ref.Mchy.* *CruiserStern* | 2*Dks* | 999 | | | | | | | | | | | | Akt.Burmeistr&Wain,Cpn | | |
| 71147 | **Brazmor** (*ex*JollyNorman, *ex*Chelsham) | *ss*Nwc.No.3–3,31 | 355 264 | ✠100A1 9,39 | Hav | *e* | CL 9,37 | 1919 10mo | J.&D. Morris,Ld. Pelaw Main-on-Tyne | Soc.Auxiliaire du Port de Caen | 135·5 *24·6* | 23·6 | 10·0 | Nantes French | C.2Cy.17"&34"–24" (*s*) 1301b 62NHP | 11 " 0 s " 9¾ | |
| TTWT | *Mchy.Aft* | *ss*Hav.No.2–39 | 144 | ✠LMC9,39 | | | | | | | 141·0(O.L.) | | FK | *3BHCem* | 1SB,*2pf*,GS34,HS1109 | 10 " 4 | |
| | *Well deck* | 1*Dk*(*Stl*) | | | | | | | | | Q44'B8'F18' | | *FPT* | 35*t APT*12*t* | Shields.Eng.&DryDock Co.Ld.N.Shl. | | |
| | *Cargo battens not fitted* | | | Surveys delayed | | | | *Lloyd's A&CP* | | | | | | | | | |
| 71148 | **Brazos** (*ex*ElRio) | | 4497 | | | | | 1899 | Nwrt Nws S.B.&D.D.Co. NwportNews | AgwilinesInc. (Clyde-Mallory Lines, *Mgrs.*) | 391·9 | 48·3 | 26·0 | NewYork Utd. States | T.3Cy.32",52"&84"–54" NB20*fitted*30 518NHP | | R |
| 136761 | *Fitted for oil fuel* | | — | | | | | | | | | | 32·2 | | NewportNewsSB&DD.Co. | | |
| WHCB | | 2*Dks&Awng dk* | 2793 | | | | | | | | | | | | | | |
| 71149 | **Brazza** Ⓟ (*ex*Camranh) | TwinSc | 10387 | | | | | 1923 | Atel.&Ch. de la Loire Nantes | ChargeursRéunis | 474·4 | 59·1 | 29·1 | Havre French | Oil Engines 2S.C.SA 16Cy.25$\frac{3}{16}$"–46$\frac{7}{8}$" 1816NHP NE36 Cie.deConstr.Mecaniques Sulzer,St.Denis | | V |
| | D.F. *Oil Eng.* | | 8128 | | | | | | | | B193'F58' | | 37·0 | | | | |
| FNLS | *Ref.Mchy.* | 3*Dks* | 6206 | | | | | | | | len36 | | | *WB* | | | |
| 71150 | **Brechsee** (*ex*KapitänKross, *ex*AnnixHölken,*ex*MarieBremer, *ex*Luise) | | 688 539 394 | | | | | 1901 | Nüscke& Co.A.G. Stettin | W.Schuchmann | 189·6 | 29·1 | 12·2 | Brmrhavn German | T.3Cy.13¾",21⅝"&35¾"–23⅜" 61NHP | | G |
| DHDA | | 1*Dk* | | | | | | | | | Q65'B46'F23' | | | *WB* | "Kette"Ges,Uebigau | | |
| 71151 | **Breconshire** Ⓟ | TwinSc | 9776 | | | | | 1939 | Taikoo D.&E.Co.of H.Kg.Ld. HongKong | GlenLine,Ld. | 483·0 | 66·4 | 31·2 | Liverpool British | Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"–55½" 2469NHP | 38 " 0 s 7"10½ 30 " 5¾ | BT till 1,41 |
| 172758 | | *Oil Eng.* | 7798 | | | | | | | | P70'B217'F54' | | | | Akt.Burmeistr&Wain,Cpn | | |
| GSGF | D.F. E.S.D. | 2*Dks&Shelter dk* | 5908 | | | | | | | | | | | *WB* | | | |
| | *Ref.Mchy.* | *CruiserStern* | | | | | | | | | | | | | | | |
| 71152 | **Breda** Ⓟ | | 6941 | | | | | 1921 | New Waterway S.B.Co. Schiedam | Koninkl.Nederl. Stoomb.Maats. N.V. | 402·6 | 58·3 | 34·7 | Amstrdam Dutch | 2 Steam Turbines DR geared to 1 Sc. Shaft | | V |
| | *Fitted for oil fuel* | | 6563 | | | | | | | | F32' | | | *WB* | Met-VickrsElecCo Ld.Mch | | |
| PDGH | D.F. | 3*Dks* | 4387 | | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 71153 | — | 3Mst | 1260 | | | | | 1915 | Akers Mek.Værks. Oslo | A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*) | 220·3 | 34·7 | 20·8 | Oslo Norwegian | T.3Cy.17",29"&47"–33" 127NHP | | N |
| | Wireless D.F. | | 1185 | | | | | | | | | | | *WB* | AkersMek.Værks.Oslo | | |
| LDMA | | 2*Dks* | 760 | | | | | | | | | | | | | | |
| 71154 | **Breedijk** | | 6861 | ✠100A1 *Shelter dk* | Rot | *z* | CL 4,38 | 1922 2mo | NVBoele's Scheepsw. Bolnes | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerik Lijn) | 400·9 | 54·3 | 36·6 | Rotterdam Dutch | 3 Steam Turbines DR geared to1 Screw Shaft (*s*) 2151b FD 648NHP | 39 " 0 s 9 " 0⅜ 30 " 2 | |
| PDGM | | *ss*Rot.No.3–3,35 | 4229 | *withfreeboard* 8,40 4,39 | BS4,41 ✠LMC | | | | | | F50' *on Shelter dk* | | FK | *Coll BH to Shelter dk* | 3SB(Spt)*9cf*,GS185,HS8481 | | |
| | | *ss*Sch.No.1–38 | | MS4,38 BS3,39 4,40 | | | | *Lloyd's A&CP* | | | 5 *BH to U Dk pt Cem* | | | | Harland&Wolff,Ld.Bel. | | |
| | 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) | | | *Fitted for oil fuel* 3,22 | | | *F.P. above* | | | | *Cell DB*325' | | | *APT*149*t* | | | |
| | D.F. | | | | | | 150° F. | | | | 1028*t MT*67*t* | | | *DTa* 577*t FPT*139*t* | | | |
| 71155 | **Breeze** | | 622 | ✠100A1 11,39 | Ddn | *j* | CL N6,39 | 1933 11mo | Scott& Sons Bowling | CanterburyStm. ShippingCo.Ld. | 175·1 *31·6* | 30·1 | 10·3 | Lyttltn NZ British | Oil Engines 2S.C.SA 5Cy.13¾"–22$\frac{7}{16}$" 156NHP | 12 " 6 s 3 " 11 12 " 4¾ | |
| 132427 | | *ss*Ddn.No 1–37 | 419 | | | | | | | | | | | *3BHCem* | DB*100lb* | | |
| ZMBW | Wireless | *Oil Eng.* | 317 | ✠LMC CS11,37 | | | | *Lloyd's A&CP* | | | Q99'B11'F30' | | FK | | BritishAuxiliaries,Ld.Gls. | | |
| | *Mchy.Aft* *Well deck* | 1*Dk*(*Stl*) | | DBS11,39 9,38 | | | | | | | *Cell DB* 115'190*t FPT*44*t* | | | *APT*43*t* | | | |
| 71156 | **Breiviken** (*ex*Kronstad) | | 2669 | | | | | 1911 | W.Dobson &Co. Newcastle | Wallem&Co.A/S | 313·0 | 46·5 | 20·6 | Bergen Norwegian | T.3Cy.23",38"&62"–42" 249NHP | | N |
| | | | 2412 | | | | | | | | P61*t*H108*t* | | | *WB* | N.E.MarineEng.CoLdNwc | | |
| LCPB | | 1*Dk* | 1599 | | | | | | | | | | | | | | |
| 71157 | **Brem** (*ex*Fram–40) | | 428 | ✠100A1 7,40 1,40 | Ams | *f* | OG 1,40 | 1939 5mo | NVSchpsw "Foxhol" Foxhol | N.V.Hudig& ieters'Algemeene cheep.Maats. | 149·4 | 26·3 | 10·3 | Rottrdam Dutch | Oil Engines 4S.C.SA 5Cy.11⅞"–18⅞" 68NHP | 10 " 4 s 3 "5⅜ 10 " 3½ | |
| | *Oil Eng.* | | 265 | 5,41 CE Fal | | | | | | | 158·0(O.L.) | | | *3BHCem* | | | |
| PDGQ | D.F. | 1*Dk* | 224 | ✠LMC5,39 | | | | *Lloyd's A&CP* | | | P46'Q45'F27' | | FK | 54*t APTs*9*t* | WerkspoorN.V.Ams. | | |
| | *Mchy.Aft* | *CruiserStern* | | | | | | | | | *Cell DB*94'115*t FPT* | | | | | | |
| 71158 | **Bremen** Ⓟ | QuadSc | 51731 | | | | | 1929 | Deutsche Sch-u-Mschb. A.G.Weser, Bremen | Norddeutscher Lloyd | 898·7 | 101·9 | 48·2 | Bremen German | SR Geared SteamTurbines | | G |
| | GyC. *Fitted for oil fuel* | | 30868 | | | | | | | | B&F847' | | | *WB* | Akt.Ges.Weser,Bremen | | |
| DOAH | E.S.D. D.F. | 5*Dks* | 21609 | | | | | | | | | | | | | | |
| | Sub.Sig. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 71159 | **Bremerhaven** (*ex*Reventazon–36) | | 5355 | | | | | 1921 | Workman Clark&Co. Ld Belfast | ("Union"Handels-u.Schiff.G m.b.H. *Mgrs.*) | 399·5 | 51·3 | 30·0 | Bremen German | T.3Cy.27½",46½"&78"–54" 447NHP | | C |
| | *Ref.Mchy.* | | 4678 | | | | | | | | P42'B155'F41' | | | *WB* | Wrkman,Clark&Co.Ld.Bel | | |
| DORA | Sub.Sig. E.S.D. D.F. | 2*Dks*&2*ptDks* | 3236 | | | | | | | | | | | | | | |
| 71160 | — | | 1615 | | | | | 1920 | Bremer Vulkan Vegesack | Norddeutscher Lloyd | 237·8 | 35·9 | 19·5 | Bremen German | T.3Cy.16$\frac{3}{16}$",26½"&44$\frac{7}{16}$"– 29½" 106NHP | | G |
| | Tatun Maru " *ss* (*ex*IslandTrader–38, *ex*BrenthurRiver–37) | | 0. 90225 | *in Supplement* | | | | | | | H14'B37'F31' | | | *WB* | BremerVulkan,Vegesack | | |
| DOTV | Sub.Sig. | 2*Dks* | 959 | | | | | | | | | | | | | | |
| 71161 | **Breñas** | TwinSc | 2687 | | | | | 1933 | A/S Akers Mek.Værks. Oslo | A/SGangerRolf (FredOlsen&Co. *Mgrs.*) | 341·6 | 48·7 | 18·8 | Oslo Norwegian | Oil Engines 2S.C.SA 12Cy.19¾"-35$\frac{7}{16}$" 808NHP | | N |
| | D.F. *Oil Eng.* | | 1988 | | | | | | | | P96*t*H404*t*F22*t* | | | *WB* | A/SAkersMek.Værks,Oslo | | |
| LDTW | *CruiserStern* | 1*Dk&Shelter dk* | 1300 | | | | | | | | | | | | | | |
| 71162 | **Brennero** | | 4946 | | | | | 1921 | Soc.Eser-cizioBacini RivaTrigoso | ItalianNavy(operated by Soc. An. Cooperativa diNav. Garibaldi) | 343·5 | 59·3 | 26·7 | Genoa Italian | T.3Cy.26",42½"&69$\frac{7}{16}$"–48" 337NHP | | I |
| 1588 | *Carrying oil in bulk* | | 3965 | | | | | | | | 328·1 | | | *WB* | Soc.EsercizioBacini,Riva Trigoso | | |
| IADG | D.F. | 1*Dk2trB* | 2810 | | | | | | | | | | | | | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | | | |
| 71163 | | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Expédition. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté, si ce n'est dans le L. R. Darse. Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71164 | **Brennus** (*ex*Franc-39, *ex*Cherbourg, *ex*B.F.) | | 424 289 125 | ✝100A1 10,37 Surveys delayed | Msl | *g* | 9,37 | 1907 2mo | WoodSkinner&Co.Ld. Newcastle | EntrepriseJean Negri&Fils | 145·0 Q70′B19′F24′ BK7′ | 25·1 | 11·4 | Marseilles French | T.3Cy.14″,23″&39″–27″ (*s*) 180lb 92NHP | 12 ″ 3 s 7 ″ 3½ |
| TSJY | *ex*B.F.) *ssMsl.2ndNo.3–6,32* *ssMsl.No.1–37* | | | ✝LMC10.37 | | | | | | | | | | | 2SB,*4cf*,GS47,HS1494 | 12 ″ 7 |
| | *Well deck* 1*Dk*(*Stl*) | | | | | | | *Lloyd's* | *SA&CP* | *DB* | *a*21′*uBkr*7′19*t FPT* | | | | 10*t APT*4*t* | |
| 71165 | **Brenta** (*ex*Brenta II, *ex*Brenta) | | 5400 5022 3319 | ✝100A1 *Shelter dk with freeboard* 1,40 BS8,39 ✝LMC12.37 ✝Lloyd's sLMC1,40 | Tri | *y* | CL 3,37 | 1920 8mo | Cantiere SanRocco, S.A. Trieste | LloydTriestino Soc.Anon.di Nav. | 404·1 389·9 | 54·1 FK | 29·0 | Trieste Italian | T.3Cy.27″,42″&68″–48″ (*s*) 180lb FD 465NHP | 32 ″ 0 s 7 ″ 5½ |
| 92 | *ssTri.No.3–1,33* | | | | | | | | | | | | | | 3SB(Spt)*9cf*,GS158,HS7023 | 24 ″ 9 |
| IBTE | *ssTri.No.1–37* | | | | | | | | | | | | | | StabilimentoTecnico,Tri. | |
| | **D.F.** 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* | | | | | | | | | *CellDB*338′1296*t FPT*114*t APT*244*t* | | | | *Cem* 2*BHtoSh dk* 4 ″ ″ *U* ″ | | |
| 71166 | **Brescou** | | 325 256 167 | | | | | 1935 | N.V.Industrieele Maats. "De Noord" Alblasserdam | Cie.Méridionale de Navigation | 124·0 Q34′F16′ | 24·5 | 10·9 | Marseilles French *WB* | Oil Engines 4S.C.SA 6Cy.11″–18″ 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz | | V |
| TTQG | *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 71167 | **Brest** | **TwinSc** | 522 — 257 | | | | | 1900 | Forges&C. de la Médit. Havre | Chemins de Fer de l'Etat Français (Southern Rly. *Mgrs.*) | 204·0 | 26·0 | 15·0 | Dieppe French | T.6Cy.11″,17½″&25½″–18″ 55NHP Forges&C.de la Médit.Hav. | | V |
| FPFU | 1*Dk* | | | | | | | | | | | | | | | | |
| 71168 | **Brestois** (*ex*LyrasN.–37, *ex*Matadi–37) | | *3094* *2856* *1843* | ✝ ... 11,37 ✝ | Ant | *u* | | 1919 7mo | R.Thompson&Sons,Ld. Sunderland | Cie.Franco-Africaine de Nav. "Francafrica" (Soc.Anon.de Gérance etd'Armement, *Mgrs.*) | 331·3 P33′B100′F28′ FK | 46·8 | 23·2 | Rouen French | T.3Cy.25″,41″&68″–45″ 358NHP | 25 ″ 6 |
| | *ssAnt.No.3–6,31* *ssAnt.No.1–36* 1*Dk*(*Stl*)2*ndDk*(*Stl*) *in Nos.*1,2,4&5*holds* | | | | | | | | | *CellDB*276′729*t* | | | | 7*BHpt Cem* | 3SB,*9cf*,GS162,HS5814 N.E.MarineEng.Co.Ld.Sld *APT*44*t* | | |
| 71169 | **Bretagne** (P) | | 3285 2679 1960 | | | | | 1937 | A/S Akers Mek.Verks. Oslo | A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*) | 299·9 H573*t* | 46·2 | 26·9 | Oslo Norwegian | Oil Engines 2S.C.SA 9Cy.19¹¹⁄₁₆″–35⁷⁄₁₆″ 608NHP A/SAkersMek.Verks.Oslo | | N |
| | Sub.Sig. *Oil Eng.* | | | | | | | | | | | | | *WB* | | | |
| LJKY | **D.F. E.S.D.** *Cruiser Stern* 1*Dk*&*Shelter Dk* | | | | | | | | | | | | | | | | |
| 71170 | — | | 3177 2730 1931 | ✝100A1 3,40 ✝LMC CS5,36 DBS5,39 4,38 Surveys delayed | Osl | *v* | CL 12,39 | 1928 5mo | Akt.Burmeistr&Wain Copenhagen | Dansk-Franske Dmpsk.(A.N. Petersen&EHahn Petersen, *Mgrs.*) | 326·2 339·5(C.L.) P25′B155′F27′ FK | 50·1 | 20·8 | Copnhagn Danish | Oil Engines 4S.C.SA 6Cy.21⅛″–59 1/16″ 267NHP DB*100lb* | 23 ″ 0 s 2 ″ 7⅜ 20 ″ 6½ |
| | *Oil Eng.* | | | | | | | *Lloyd's* | *SA&CP* | *CellDB* | 277′824*t MT*212*t* | | | *5BH* | *APT*110*t* | | |
| OXHB | **D.F.** 1*Dk*(*Stl*) | | | | | | | | | | | | | | Akt.Burmeistr&Wain,Cpn | | |
| 71171 | **Bretwalda** | | 4906 4355 2766 | ✝100A1 *with freeboard* 2,41 ~~3,10~~ ✝LMC3,39 | Cff Mdb | *a*† | CL | 1939 3mo | J.L.Thompson&SonsLd. Sunderland | HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*) | 415·1 431·8(O.L.) F36′ | 58·2 FK | 24·8 (*Coll to Sh dk* | Newcastle British | T.3Cy.23″,38″&65″–42″ 220lb Rlft. (*s*) 365NHP | 27 ″ 10 s 3 ″ 0⅜ |
| 165766 | | | | | | | | | | | | | | 6*BHCem* | 2SB(Spt&FD)1AuxSB,8*cf* GS116,HS5075 | 24 ″ 11½ | |
| GRRV | **D.F. E.S.D.** 1*Dk*&*Shelter dk* *Cruiser Stern* | | | | | | | *Lloyd's* | *SA&CP* | *CellDB* 289′975*t* *tanks at sides of tunnel* | | | | 5 ″ *2nd* ″ ) 390*t FPTs*324*t* | N.E.MarineEng.Co.(1938) Ld.Sld. *APT*145*t* | | |
| 71172 | **Brian** | | 1074 791 606 | ✝100A1 ~~Goo~~ Examined 8,40 Sld ✝LMC MS6,39 BS7,40 | | *m* | CL ~~6,39~~ 1,41 | 1924 1mo | RThompson&Sons,Ld. Sunderland | J.J.Robson&Son | 210·4 Q102′B9′F20′ FK | 33·0 | 13·6 | Sundrland British | T.3Cy.17″,28″&46′–30″ (*s*) 180lb *100lb* 147NHP | 15 ″ 8 s 1 ″ 3½ |
| 146927 | *ssSld.No.3–2,36* | | | | | | | | | | | | | 3*BHCem* | 1SB,*3cf*,GS61,HS2555 | 14 ″ 6½ | |
| MLTS | *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* | | | | | | | *Lloyd's* | *SA&CP* | *CellDBf* 135′244*t FPT* | | | | 64*t APT*38*t* | N.E.MarineEngCo.Ld.Sld. | | |
| 71173 | **Briar** (*ex*RoyalFirth–33) | | 411 291 173 | ✝100A1 6,40 ~~8,39~~ ✝LMC MS~~1,36~~ 6,40 BS~~8,39~~ 10,40 | Bel | *f* | CL ~~2,86~~ 6,40 | 1921 5mo | Brown'sSB &D.D.Co.Ld. Hull | R.Neill&Sons,Ld. | 145·1 Q45′B11′F25′ FK | 24·1 | 10·9 | Belfast British | T.3Cy.12½″,21″&34″–24″ (*s*) 180lb 68RHP | 11 ″ 10 s ″ 10½ |
| 144263 | *ssApl.No.3–11,31* | | | | | | | | | | | | | 3*BHCem* | 1SB,*2pf*,GS35,HS1140 | 11 ″ 1 | |
| MLRE | *ssBel.No.2–39* ~~*ssBel.No.1–36*~~ *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* | | | | | | | *Lloyd's* | *SA&CP* | *CellDBf* 11′15*t FPT*40*t* | | | | *APT*9*t* | C.D.Holmes&Co.Ld.Hull | | |
| 71174 | **Briarfield** | | 446 318 172 | ✝100A1 8,39 BS~~7,39~~ ✝LMC6,38 8,40 | Liv | *g* | OG N8,39 | 1920 9mo | Lytham S.B.&ECo.Ld Lytham | ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) | 142·2 Q85′B9′F21′ BK6½′ | 26·0 | 11·5 | Liverpool British | T.3Cy.14″,22″&38″–24″ (*s*) 180lb 88NHP | 12 ″ 6 s 3 ″ 11 |
| 143669 | *ssLiv.No.3–6,33* | | | | | | | | | | | | | 4*BHCem* | 1SB,*3pf*,GS49,HS1520 | 12 ″ 11 | |
| MKYG | *ssLiv.No.1–38* *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* | | | | | | | *Lloyd's* | *SA&CP* | *DTf* 19′48*t FPT*12*t* | | | | *APT*21*t* | LythamS.B.&E.Co.Ld. | | |
| 71175 | **Briarwood** | | 4019 3663 2465 | ✝100A1 9,40 ~~9,30~~ Sld BS~~7,40~~ 3,41 ✝LMC6,38 | Cff | *w* | CL 9,39 | 1930 7mo | Nthmblnd S.B.Co. (1927)Ld. Newcastle | JosephConstantineS.S.Line,Ld. | 364·8 377·0(O.L.) P33′B113′F28′ FK | 51·0 | 24·9 | Middlsbro' British | T.3Cy.23″,38″&65″–42″ (*s*) 210lb 411NHP | 27 ″ 1 s 4 ″ 8½ |
| 160733 | *ssShl.No.2–38* | | | | | | | | | | | | | 6*BHCem* | 2SB(Spt)(FD)&1AuxB, *8cf*,GS138,HS6207 | 22 ″ 6½ | |
| GQYR | **E.S.D. D.F. Gy.C.** 1*Dk*(*Stl*) | | | | | | | *Lloyd's* | *SA&CP* | *CellDB* 318′938*t FPT*82*t* | | | | *APT*120*t* | N.E.MarineEng.CoLdNwc | | |
| 71176 | **Bricoldoc** (*ex*JamesH.Hoyt) | | 4364 4160 3278 | | | | | 1902 | Superior S.B.Co. W.Superior | PatersonSteamships,Ld. | 410·8 F40′ len10 | 50·2 *WB* | 23·7 | Ft William Ont. British | T.3Cy.17″,31″&55″–40″ 191NHP SuperiorS.B.Co. | | R |
| 153111 | *Mchy.Aft* 1*Dk2trB* | | | | | | | | | | | | | | | | |
| 71177 | **Bridgepool** | | 4845 4618 3009 | ✝100A1 Examined 6,41 Bkn BS6,41 ✝LMC8,36 | ~~Gls~~ | *y* | CL ~~11,36~~ ~~7,40~~ N4,41 | 1924 5mo | RopnerS.B &Repairing Co(Stockton) Ld. Stockton | PoolShippingCoLd (SirR.Ropner&Co. Ld. *Mgrs.*) | 390·0 403·1 (O.L.) P29′B221′F42′ FK | 55·5 | 26·4 | W.Hartlpl British | T.3Cy.25½″,40″&72″–48″ (*s*) 180lb ~~760~~ 438NHP | 28 ″ 9 s 4 ″ 5 |
| 139232 | *ssShl.No.3–8,36* | | | | | | | | | | | | | 6*BHCem* | 3SB(Spt)*9cf*,GS189,HS7420 | 24 ″ 6½ | |
| GKFS | **D.F.** 1*Dk*(*Stl*) | | | | | | | *Lloyd's* | *SA&CP* | *CellDBa*126′ *uE*25′*f* | 171′1059*t FPT*162*t* | | | *APT*194*t* | J.Dickinson&Sons,Ld.Sld. | | |
| 71178 | **Brier Rose** | **Steel&Iron** | 503 333 196 | ✝100A1 3,40 ✝NB2,25 ✝LMC MS4,36 BS~~3,493~~,41 | Npt | *q* | CL 3,40 | 1892 4mo | J.Shearer &Son Glasgow | RichardHughes& Co.(Liverpool)Ld. | 165·0 Q89′B12′F29′ BK7′ | 25·1 | 10·3 | Liverpool British | C.2Cy.19″&44″–30″ (*s*) 120lb 104NHP | 11 ″ 6 s 4 ″ 3 |
| 99394 | *ssHul.3rdNo.3–11,32* | | | | | | | | | | | | | 3*BHCem* | 1SB,*3cf*,GS55,HS1790 | 11 ″ 11 | |
| MPCW | *ssBly.No.1–36* *Well deck* *Mchy.Aft* 1*Dk*(*Irn*) *Irn framing Stl plating* | | | | | | | *Lloyd's* | *SA&CP* | | | | | 56*t* | Hutson&Corbett,Glasgow | | |
| 71179 | **Brighton** (P) | **TwinSc** | 2391 1914 971 | | | | | 1933 | W.Denny &Bros.Ld. Dumbarton | SouthernRailway | 298·1 | 38·6 | 22·7 | Newhaven British | 6 Steam Turbines | | |
| 160139 | *Fitted for oil fuel* | | | | | | | | | | | | | *WB* | W.Denny&Bros.Ld.Dmb | | |
| GQFK | **D.F. E.S.D.** 3*Dks* *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 71180 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of T. & Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71181 | **Brighton Belle** Ⓟ | Pad | 396 | | | | | 1900 | J.Scott& Co. Kinghorn | P.&A.Campbell, Ld. | 200·0 | 24·1 | 8·2 | Bristol British | C.2Cy.22$\frac{5}{16}$"&48"–54" NB*made19fitted*34 141NHP J.Scott&Co.Kinghorn | | |
| 99949 GKMC | (*ex*Lady Evelyn) Wireless | 2*Dks* | 288 152 | | | | | | | | P9' len04 | | | | | | |
| 71182 | **Brighton Queen** Ⓟ | Pad | 807 | | | | | 1905 | J.Brown& Co.Ld. Clydebank | P.&A.Campbell, Ld. | 245·0 | 29·0 | 9·7 | Bristol British | C.D.2Cy.34½"&71"–60" 325NHP J.Brown&Co.Ld.Clydebnk | | |
| 119968 GJTW | (*ex*Lady Moyra–33,*ex*Gwalia) Wireless D.F. | 2*Dks* | 433 319 | | | | | | | | | | | | | | |
| 71183 | **Brightside** | | 476 | ✠100A1 | Bly | *f* | CL | 1930 | Abdela-Mitchell Queensferry | FortisS.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) | 142·2 | 25·2 | 11·5 | Middlsbro' British | C.2Cy.18"&38"–27" (*s*) 130lb 69RHP 1SB,*3cf*,GS37,HS1380 Abdela–Mitchell, Brimscombe | 12 " 7 | |
| 162324 MJPM | *ssShl.No.2–38* *Mchy.Aft* *Well deck* | 1*Dk(Stl)* *Cargo battens not fitted* | 322 189 | 7,40 ~~8,39~~ ~~HS8,39~~ BS ~~7,40~~ 6,41 | Hul ✠LMC4,38 | | 3,38 | 8mo *Lloyd's* | | Q79'B9'F23' FK *FPT54t APT28t* | | | | 3*BHCem* | | s 4 " 4½ 12 " 3½ | |
| 71184 | **Brigida** | TwinSc | *2609* | ✠100A1 | Cco | *t* | CL P7,40 | 1927 | Harland& Wolff,Ld. Belfast | N.V.Curacaosche Scheepv.Maats. | 305·0 | 50·2 | 15·0 | Willmstad Dutch | T.6Cy.13½",23½"&36"–27" 180lb (*s*) 238NHP 2SB,*4cf*,HS3958 FD Harland&Wolff,Ld.Bel. | 15 " 0 | |
| 3654 PJAN | *ssCco.No.3–7,39* *Mchy.Aft* | 1*Dk(Stl)* *Longitudinal framing at bottom;at deck* | *1716* *1135* | 2,41 ~~B87,40~~ ~~LMC6,38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* | | | SN2,41 8,27 | 8mo *Lloyd's* above | | N.V.Curacaosche Scheepv.Maats. P87'F42' FK *Trunk*176' *FPT84t APT92t* | | | | 1*BHptCem* *ptAsp* | 180lb (*s*) 238NHP 2SB,*4cf*,HS3958 FD Harland&Wolff,Ld.Bel. | s 1 " 6½ 13 " 7¼ | |
| 71185 | **Brigitte** (*ex*Tullochmoor–36) | | 2740 | ✠ | Stn | *l* | | 1924 | BlythS.B. &D.D.Co.Ld. Blyth | F.L.Nimtz | 319·6 | 43·0 | 24·1 | Stettin German | T.3Cy.23½",38"&64"–42" 323NHP 2SB,*8cf*,GS126,HS5464 N.E.MarineEngCoLd.Nwc | 26 " 9 | |
| DAYR | *ssStn.No.3–1,37* | 1*Dk(Stl)* *Arch dk* *Cruiser Stern* | 2441 1683 | 1,39 | | | | 10mo | | | P21'F26' FK *Cell D B277'743t FPT48t* | | | 5*BHptCem* *APT99t* | | | |
| 71186 | **Brigitte Raabe** (*ex*Wanadis–33, *ex*Sambo) *(See Sailing Ship Register)* | WoodAux 3MstSr 1*Dk* *OilEng.* | 375 323 288 | | | | | 1920 | Gartha Vaerft Arendal | FritzRaabe (Renck&Hessen-müller,*Mgrs.*) | 137·2 | 28·0 | 13·0 | Rostock German | Oil Engines 4S.C.SA 6Cy.8$\frac{1}{8}$"–14$\frac{3}{16}$" 44NHP NE34 Humboldt-Deutzmotoren A.G.,Köln-Deutz | | N |
| 71187 | **Brika** | | 4412 | ✠100A1 | Nwc | *x* | CL | 1929 | JReadhead &Sons,Ld. SouthShields | LaTunisienneStm. Nav.Co.Ld.(F,C. Strick&Co.Ld. *Mgrs.*) | 370·6 | 52·3 | 25·9 | Swansea British | T.3Cy.24½",41"&66"–45" (*r*) 180lb *120lb* 341NHP 2SB,*6cf*,GS109,HS4460 FD J.Readhead&Sons,Ld. | 28 " 3 | |
| 143998 GSZW | *ssBry.No.2–37* D.F. | 1*Dk(Stl)* *Cargo battens not fitted* | 4094 2736 | ~~6,40~~ 3,40 5,41 ~~DBS5,46~~ MS5,37 | Mdb ✠LMC BS ~~7,39~~ 5,40 | | 3,40 | 5mo *Lloyd's* | | *Cell D Ba & u E144' f* P28'B104'F36' FK *160'1075t FPT135t APT115t* | | | | 6*BHCem* | | s 5 " 3¾ 23 " 1½ | |
| 71188 | **Brilliant** | | 9132 | ✠100A1 | NYk | *e*† | CL | 1930 | SunS.B.& D.D.Co. Chester,Pa. | Socony-Vacuum OilCo.Inc. | 480·5 | 66·0 | 36·8 | NewYork Utd. States | Oil Engines 2S.C.SA 4Cy.23$\frac{3}{4}$"–91$\frac{5}{16}$" 690NHP 2W.T.DB*200lb* SunSB&DDCo.ChesterPa. | 37 " 0 | |
| 230338 KGWS | *Oil Eng.* *Mchy.Aft* D.F. GyC. | *ssN.Yk.No.2–39* 2*Dks(Stl)&Web frames* *Cruiser Stern* *Longitudinal framing–bracketless system* | 8574 5561 | 8,40 ~~10,39~~ ✠LMC CS2,39 DBS ~~2,37~~ 7,40 2,39 *Carrying Petroleum in bulk* | Bal | | N2,39 | 11mo *Lloyd's* | | *after Bridge*77' B37'F48' FK *Cell D Bu E76'378t* | | | | 17*BHptCem* (12 *to U dk* 5 „ 2*nd* „) | | | |
| 71189 | **Brimanger** | TwinSc | 4883 | | | | | 1929 | Armstrong Whitworth &Co.Ld. Newcastle | Westfal-Larsen& Co.A/S | 398·0 | 54·7 | 26·1 | Bergen Norwegian | Oil Engines 4S.C.SA 12Cy.23¼"–43$\frac{5}{16}$" 625NHP J.G.Kincaid&Co.Ld.Grk | | N |
| LDKB | *OilEng.* D.F. *Ref.Mchy.* | 2*Dks* | 4372 2999 | | | | | | | | P70*t*H370*t*F35*t* | | | *WB* | | | |
| 71190 | **Brindisi** Ⓟ | TwinSc | 1976 | | | | | 1931 | Cantieri RiunitiDell' Adriatico Monfalcone | "Adriatica" Soc.Anon di Nav. | 267·4 | 40·2 | 22·6 | Bari Italian | Oil Engines 2S.C.SA 12Cy.17$\frac{1}{16}$"–29$\frac{1}{8}$" 654NHP Soc.An"Fiat"S.G.M.Turin | | I |
| 52 IBUE | *OilEng.* 2*Dks* *Cruiser Stern* | | 1597 1074 | | | | | | | | 257·5 F34' | | | *WB* | | | |
| 71191 | **Brinkburn** | | 1598 | ✠100A1 | Sld | *p* | CL | 1924 | SirJ Priest-man&Co. Sunderland | BrinkburnS.S.Co. Ld.(S.Marshall& Co.*Mgrs.*) | 245·2 | 37·1 | 18·2 | Sundrland British | T.3Cy.19",31"&52"–36" (*s*) 180lb 186NHP 2SB,*6cf*,GS100,HS3012 G.Clark,Ld.Sunderland | 20 " 4 | |
| 148346 MLYF | *ssSld.No.3–7,37* | 1*Dk(Stl)* *Cargo battens not fitted* | 1361 889 | 8,40 ~~10,39~~ BS ~~4,39~~ 7,40 ✠LMC3,37 | | | 10,39 | 7mo *Lloyd's* | | 255·0(O.L.) B50'F25' FK *Cell D B202'417t FPT* | | | | 4*BHptCem* 60*t APT142t* | | s 2*n*10½ 17 " 8 | |
| 71192 | **Brioni** Ⓟ | TwinSc | 1987 | | | | | 1931 | Cant. Riuniti dell' Adriatico Monfalcone | "Adriatica" Soc.Anon di Nav. | 267·3 | 40·2 | 22·6 | Bari Italian | Oil Engines 2S.C.SA 12Cy.17$\frac{1}{16}$"–29$\frac{1}{8}$" 654NHP Soc.An"Fiat"S.G.M.Turin | | I |
| 49 IBYD | *OilEng.* 2*Dks* *Cruiser Stern* | | — 1069 | | | | | | | | 257·5 F34' | | | *WB* | | | |
| 71193 | **Briquetas Zorroza** | | 1697 | ✠ ... | Bbo | | | 1889 | W.Gray& Co.Ld. W Hartlepool | A.Menchaca | 260·0 | 36·6 | 18·3 | Santander Spanish | T.3Cy.19",30½"&51"–36" NDB13 156NHP 2SB,*4rf*,GS66 Cen.Mar.Eng.Wrks.WHpl | 19 " 5 | |
| EAHV | (*ex*PeñaRocias–35, *ex*Norlands) | *ssBbo.3rdNo.3–10,26* *ssBbo.No.1–32* 1*Dk(Stl)&Web frames* | 1306 996 | 4,34 | | | | 5mo | | | P27'Q80'B104'F25' FK *DBa82'* | | | 4*BHCem* *f100'378t* | | | |
| 71194 | **Bris** | | 2027 | | | | | 1938 | Trndhjms Mek.Verks. Trondheim | DampskA/STruls (M.Thorvik,*Mgr.*) | 289·3 | 44·1 | 18·3 | Oslo Norwegian | T.3Cy.20½",33"&56"–36" 188NHP | | N |
| LJVU | D.F. | 1*Dk* *Cruiser Stern* | 1768 1174 | | | | | | | | P28'B155'F27' | | | *WB* | TrondhjemsM.V. | | |
| 71195 | **Brisbane Maru** | | 5425 | ✠100A1 | Osa | *y* | CL | 1930 | Yokohama DockCo.Ld. Yokohama | OsakaSyosen K.K. | 380·0 | 54·5 | 34·2 | Osaka Japanese | Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP 6*BH* DB*100lb* | 34 " 3 | |
| 35934 JJAC | *OilEng.* *ssOsa.No.2–39* *Ref.Mchy.* | 3*Dks(Stl)* | 4941 3220 | *with freeboard* ~~8,39~~ 11,40 ✠LMC CS8,39 DBS ~~8,35~~ 11,40 6,38 ✠Lloyd's RMC ~~12,39~~ 11,40 ~~5,40~~ | Kob | | 6,38 | 5mo *Lloyd's* | | B23'F43' FK *Cell D B317'805t FPT47t APT71t* | | | | *Coll to W dk* 5 „ 2*nd* „) | Akt.Burmeistr&Wain,Cpn | s 10 " 2½ 24 " 2¾ | |
| 71196 | **Brisbane Star** | TwinSc | 12791 | ✠100A1 | Liv | *i*† | CL | 1937 | Cammell Laird&Co.Ld. Birkenhead | UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) | 530·0 | 70·4 | 32·2 40·6 | London British | Oil Engines 2S.C.SA 20Cy.28$\frac{3}{8}$"–49.$\frac{3}{16}$" 2806NHP 2DB*100lb* | ~~35 " 0~~ ~~s 5 " 8~~ ~~29 " 6½~~ | |
| 165365 GZCJ | *Oil Eng.* D.F. E.S.D. GyC. *Ref.Mchy.* | ~~2*Dks*~~ ~~*Shelter dk*~~ ~~3rd dk~~ *except in No.1 hold,4th dk forward of mchy.space* *Tonnage opening closed'40* *Cruiser Stern* | *1614* 7948 | *with freeboard* 3,41 ~~8,39~~ ✠LMC1,37 ✠Lloyd's RMC ~~8,40~~ 3,41 | Lon | | 2,6 3,41 | 1mo *Lloyd's* | | *Duct keel forward of mchy.space* (*Coll to W dk* 7 „ 2*nd* „) *Upper 'tween dk B Hs except Coll B H dispensed with* *Cell D B380'1376t Tanks in way of tunnels 142't F P T116t APT166t* | | | | *Coll to W dk* 7 „ 2*nd* „) | SulzerBros.Ld.Winterthur | 43 " 4 s 13 " 0¾ 30 " 6½ | |
| 71197 | **Brisk** | | 1594 | | | | | 1923 | AkersMek. Verksted Oslo | A/S Bonheur (Fred.Olsen&Co. *Mgrs.*) | 255·0 | 39·5 | 17·0 | Oslo Norwegian | T.3Cy.19",31"&53"–36" 169NHP | | N |
| LDGU | Wireless D.F. | 1*Dk* | 1347 885 | | | | | | | | P62*t*H111*t*F12*t* | | | *WB* | AkersMek.Verksted,Oslo | | |
| 71198 | **Bristol City** | | 2864 | ✠100A1 | Brs | *u* | CL | 1920 | C.Hill& Sons,Ld. Bristol | BristolCityLine of Steamships,Ld.(C. Hill&Sons, *Mgrs.*) | 316·5 | 43·8 | 23·6 | Bristol British | T.3Cy.24½",39"&66"–45" (*s*) 180lb *100lb* 357NHP 2SB,*6cf*,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.Hpl. | ~~26 " 0~~ ~~s 2 " 1½~~ 24 " 1½ 33 " 6 ~~33 " 6~~ ~~25 " 1½~~ | |
| 134722 GDML | *ssBrs.No.2–30* *ssBrs.No.2–39* D.F. | 2*Dks(Stl)&Shelter dk* (*Stl*)*3rd dk(Stl)in forehold* *Tonnage opening closed'41(W.E.* | 2627 1711 | *Shelter dk* *with freeboard* 2,41 ~~1,38~~ ✠LMC MS1,39 BS ~~7,39~~ 2,41 *Fitted for oil fuel* 3,20 | | | 1,40 *F.P. a* | 3mo *Lloyd's* above | | Bristol Channel Steamships,Ld.(C. Hill&Sons, *Mgrs.*) *Collision B H to Shelter dk* *Cell D B268'601t FPT88t* | | | | *Cem* 5*BHto U dk* *APT89t* | | | |

| 1 Numéro d'Ordre. Numéro officiel. Signaux | 2 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 6 7 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite | Port de Visite. | Termes assignés maintenant au lieu. Lettre d'Appropriété | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. Navire. Mach. | Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francobord au milieu du navire. Tirant d'eau correspondant. | 15 Registres où cote ne figure plus. Date de la Table |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71199 OHDX | **Brita** (*ex*Maid of Corfu, *ex*Mecklenburg) D.F. 2 *Dks* | 2621 2484 1557 | | | | | 1907 | Akt.Ges. "Neptun" Rostock | SuomenKalastus O/YFinska FiskeriA/B | 301·8 \| 43·8 \| 23·5 287·9 H72′ | Lovisa Finnish *WB* | T3Cy20⅞″,35⅞″&55½″-37½″ 192NHP A.G."Neptun," Rostock | | N |
| 71200 7447 SDMI | — (*ex*Odland I, *ex*Odland) *Mchy. Aft* 1 *Dk* | *1252* *1639* *702* | | | | | 1908 | Sunderlnd S.B.Co.Ltd. Sunderland | RederiA/BVäsby (FängesPåhlssonsRederier, *Mgs*.) | 227·4 \| 38·1 \| 15·3 F43′B15′H21′F23′ *WB* | Lerberget Swedish | T.3Cy.17½″,29″&48″-33″ 132NHP N.E.MarineEng.Co.Ld.Sld | | V |
| 71201 OHWX | **Brita Thorden** (*ex*Gerdrun-35, *ex*Eidsbotten, *ex*Aries) D.F. 1 *Dk* | 1866 1600 1081 | | | | | 1920 | A/S Sör-andetsSkibs. Fevig | RederiA/B Steam (Gust.B.Thordén, *Mgr*.) | 277·2 \| 42·0 \| 17·7 264·5 P23′B71′F29′ *WB* | Helsingfrs *Brandö* Finnish | T.3Cy.18″,29½″&50″-36″ 150NHP Fredrikstad M.V.Frdstad. | | N |
| 71202 LKDC | **Britamer** D.F. E.S.D. *Oil Eng.* 1 *Dk* *Longitudinal framing at bottom & at deck* *Mchy. Aft* *Cruiser Stern* | 9976 ~~9,110,30~~ 5932 | ✝100A1 NOs 4,41 ~~Bal~~ ✝LMC3,39 *Carrying Petroleum in bulk* | *e*† | CL 2¼ N10,39 | 1939 3mo *Lloyd's* | Barclay, Curle&Co.Ld. Glasgow *SA&CP* | D/SA/SBaltimore (Halle&Peterson, *Mgrs*.) *Cell D Bu E* | 497·9 \| 66·9 \| 35·6 515·0(O.L.) P101′B35′F40″ FK *DTf* 29′770*t FPT* 17*0t APT* 102*t* | Oslo Norwegian 15*BH* | Oil Engines 2S.C.SA 4Cy.26⅝″-91⅞″ 861NHP 2DB*180lb* Barclay, Curle& Co.Ld.Gls. | 35 ″ 6 s 7 ″ 4½ 28 ″ 3½ | |
| 71203 157353 CYJG | **Britamlube** ss Tto.No.1–38 *Mchy. Aft* 1 *Dk(Stl)* *Longitudinal framing at bottom & at deck* | 1932 1465 1085 | ✝100A1 Tto *For Service on the Great Lakes & River St. Lawrence, also to St. John NB & St. John's* 4,40 ~~4,38~~ BS12,40 ~~BS12,38~~ ✝LMC12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,32 *F.P. above* 150° F. | | CL 4,40 | 1932 3mo *NFL Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees *SA&CP* | "Britamlube," Ld. *Cell D Bu E&* | 250·0 \| 43·2 \| 17·9 P62′F41′ *Trunk* 147′ FK B40′ 112*t FPT* 129*t APT* 47*t* | Toronto British 11*B Hpt Cem* | T.3Cy.17″,28″&46″-36″ (*r*) 180lb 188NHP 2SB,*4cf*,HS3600 N.E.MarineEngCoLd Nwc | 18 ″ 0 s 1 ″ 11¼ 16 ″ 2¾ | |
| 71204 157359 CYJF | **Britamoco** ss Tto.1–38 *Mchy. Aft* 1 *Dk(Stl)* *Longitudinal framing at bottom & at deck* | 1932 1465 1085 | ✝100A1 Tto *For Service on the Great Lakes & River St. Lawrence, also to St. John NB & St. John's* 4,40 ~~4,38~~ BS12,40 ~~BS12,38~~ ✝LMC12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,32 *F.P. above* 150° F. | | CL 4,40 | 1932 6mo *NFL Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees *SA&CP* | "Britamoco," Ld. *Cell D Bu E&* | 250·0 \| 43·2 \| 17·9 P62′F41′ *Trunk* 147′ FK B40′ 112*t FPT* 129*t APT* 47*t* | Toronto British 11*B Hpt Cem pt Asp* | T.3Cy.17″,28″&46″-36″ (*r*) 180lb 188NHP 2SB,*4cf*,HS3600 N.E.MarineEngCoLd.Nwc | 18 ″ 0 s 1 ″ 11¼ 16 ″ 2¾ | |
| 71205 157039 CYFV | **Britamoil** ss Tto.No.1–37 *Mchy. Aft* 1 *Dk(Stl)* *Longitudinal framing at bottom & at deck* | 1931 1469 1099 | ✝100A1 Tto *For Service on the Great Lakes* 4,39 BS12,40 ~~BS12,38~~ ✝LMC12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,31 *F.P. above* 150° F. | | CL 4,39 | 1931 6mo *Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees *SA&CP* | "Britamoil," Ld. *Cell D Bu E&* | 250·0 \| 43·2 \| 17·9 P62′ *Trunk* 147′ F41′ FK B40′ 112*t FPT* 129*t APT* 47*t* | Toronto British 11*B Hpt Cem* | T.3Cy.17″,28″&46″-36″ (*r*) 180lb 176NHP 1SB,*4cf*,HS3250 N.E.MarineEngCoLd.Nwc | 18 ″ (. s 1 ″ 7 16 ″ 7¼ | |
| 71206 157343 CYFW | **Britamolene** ss Tto.No.1–38 *Mchy. Aft* 1 *Dk(Stl)* *Longitudinal framing at bottom & at deck* | 1931 1469 1099 | ✝100A1 Tto *For service on the Great Lakes* ~~4,39~~ 8,40 ~~4,39~~ BS12,40 ~~BS12,38~~ ✝LMC12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,31 *F.P. above* 150° F. | | CL ~~N4,39~~ 8,40 | 1931 6mo *Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees *SA&CP* | "Britamolene" Ld. *Cell D Bu E&* | 250·0 \| 43·2 \| 17·9 P62′ *Trunk* 147′ F41′ FK B40′ 112*t FPT* 129*t APT* 47′ | Toronto British 11*B Hpt Cem* | T.3Cy.17″,28″&46″-36″ (*r*) 180lb 176NHP 1SB,*4cf*,HS3250 N.E.MarineEngCoLd.Nwc | 18 ″ 0 s 1 ″ 7 16 ″ 7¼ | |
| 71207 LKEA | **Britamsea** *Oil Eng.* D.F. E.S.D. *Cruiser Stern* 1 *Dk* *Butts of deck, sheerstrake & bottom shell* *Mchy. Aft* *plating electrically welded* | 8238 7571 4929 | ✝100A1 Hfx 4,41 ~~H4,39~~ Gal ✝LMC4,39 *Carrying Petroleum in bulk* | *c*† | CL 4mo | 1939 *Lloyd's* | A/B Göta-verken Gothenburg *SA&CP* | SkibsA/S Canada Tank(Hakon S.Onstad, *Mgr*.) *Cell D B* | 465·1 \| 59·4 \| 35·9 483·8(O.L.) P101′B38′F60″ FK *Tf* 22′ 356*t FPT* 78*t APT* 149*t* | Oslo Norwegian 9*B Hpt Cem* | Oil Engines 4S.C.S.A. 8Cy.29⅛″-59-⅞″ 653NHP 2DB*150lb* A/B Götaverken, Got. | 35 ″ 6 s 7 ″ 10½ 27 ″ 10¾ | |
| 71208 140915 MBKG | **Britanica** (*ex*Doon) **TwinSc** ss Lon.No.3–2,35 ss Lon.2nd No.3–4,39 *Ref. Mchy* 1 *Dk* | 1350 803 774 | ✝ A1 Lon *with freeboard* ~~1,1~~ Bkn 1,41 ~~1,39~~ ✝LMC3,39 Lloyd's RMC12,39 ~~12,40~~ BS ~~12,36~~ 12,41 12,40 ~~12,40~~ *For service between London, Brest & Hamburg* | *m* | CL 3,39 | 1913 4mo *Lloyd's* | Cammell Laird&Co.Ld Birkenhead *SA&CP* | BlueStarLine,Ld. *Cell D Ba* | 220·0 \| 42·1 \| 9·9 227·0(O.L.) B&F208′ FK 70′*f* 52′3 | London British 5*B HCem* 50*t FPT* 75*t* | C.4Cy.15″&32″-19″ (*s*) 140lb 181NHP 2SB,*6cf*,GS104,HS3465 FD Cammell Laird&Co Ld Bkn. | 12 ″ 7 s 3 ″ 11½ 8 ″ 11½ | |
| 71209 LKDK | **Britannia** **TwinSc** *Oil Eng.* D.F. E.S.D. 1 *Dk*, 2nd *dk in mchy. space* *Mchy. Aft* *Cruiser Stern* *Butts of shell & deck plating electrically welded* *Longitudinal framing at bottom & deck in centre tanks* | 9977 8921 5801 | ✝100A1 NYk ~~6,10~~ 1,41 Sba ✝LMC3,39 *Carrying Petroleum in bulk* | *e*† | CL 1,41 | 1939 3mo *Lloyd's* | Deutsche WerftAG Betr Finkenwrder Hamburg *SA&CP* | TheTexasCo. (Norway)A/S H.C.Mathiesen, *Mgr*.) *Cell D Bu E* | 503·8 \| 67·4 \| 34·3 522·0(O.L.) P123′B38′F60′ FK 79′261*t DTf* 27′338*t FPT* 129*t APT* 96*t* | Oslo Norwegian 17*B Hpt Cem* | Oil Engines 2S.C.SA 16Cy.20½″-35-⅞″ 1167NHP 2DB*171lb*&2DB(WT)*171lb* Maschinenfbrk.Augsburg-Nürnberg A.G. Augsburg | 34 ″ 2 s 6 ″ 8½ 27 ″ 8 | |
| 71210 148894 GLZN | — (P) *Fitted for oil fuel* D.F. E.S.D. 2 *Dks* | 8799 6636 5276 | | | | 1926 | A.Stephen &Sons,Ld. Glasgow | AnchorLine,Ld. | 460·0 \| 59·0 \| 29·4 P53′B164′F44′ *WB* | Glasgow British | Q.4Cy.29½″,42½″,60⅜″&87″-54″ 558NHP A.Stephen&Sons,Ld.Gls. | | C BT till ~~7,40~~ 7,41 |
| 71211 7544 SEMN | — (P) ss Got.No 2–37 D.F. E.S.D. 2 *Dks*(*Stl–Weather dk* ws) *Ref. Mchy.* 3rd *dk(Stl)* in Nos.2,3&4 *holds* *Strengthened for Navigation in Ice* | *4216* *3258* *2422* | ✝100A1 Got *with freeboard* 4,39 BS4,38 ✝LMC6,37 *Fitted for oil fuel* 1 0,37 *F.P.* | *x* | CL 10,38 | 1929 6mo *Lloyd's above* | Swan, Hunter&Wigham Richardson, Ld.Newcastle *SA&CP* 150°F. | Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr*.) *Cell D B* 301′468*t* tanks in way of | 373·5 \| 50·1 \| 28·6 360·0 \| 50·1 \| 29·1 376·3(O.L.) F67′ FK tunnel 42*t FPT* 28*t* | Gothenburg Swedish 7*B HCem B H to W dk* *APT* 54*t* | 3SteamTurbinesSRgeared to 1 Sc. Shaft 220lb HS11788 1043NHP 4SB(Spt),*12cf*,GS258, FD Parsons Marine Steam Turbine Co.Ld.Nwc. | 32 ″ 0 s 12 ″ 1½ 20 ″ 4 | |
| 71212 144900 MKBT | — (*ex*Thropton, *ex*Killiney) | 623 488 260 | 100A1 Lth 7,40 ~~4,39~~ Abn ~~BS4,38~~ 7,40 LMC2,37 | | CL 4,39 | 1918 *Lloyd's* | Smith's Dock Co Ld Middlesbro' *SA&CP* | CurrieLine,Ld. | 175·4 \| 30·0 \| 15·7 180·7(O.L.) B50′ FK *Cell D Bu E* 26′20*t* | Leith British 5*B HCem* *FPT* 20*t* | T.3Cy.16″,26″&44″-26″ (*s*) 200lb *100lb* NDB24 94RHP 1B,*3cf*,GS51,HS1825 Smith's Dock Co.Ld.Mdb. | 16 ″ 6 s 1 ″ 7½ 15 ″ 0½ | |
| 71213 102495 GFNP | — (P) **PadSk** Wireless 1 *Dk* | 483 378 183 | | | | 1896 | S M'Knght &Co. Ayr | P.&A.Campbell,Ld | 230·0 \| 26·6 \| 9·6 Q13′ *Promenade dk* 217′ | Bristol British | C.D.2Cy.37″&67″-66″ NB35 304NHP Hutson&Son,Glasgow | | BT till 4,40 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last tested. | 8 Built. When. — Ship. / Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L. R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71214 162316 GDXF | **Britannic** (P) Twin Sc. *Oil Eng.* D.F. GyC. *ss* Liv. No. 2-39 *Ref. Mchy.* 4 *Dks (Stl—weather dk ws)* Sub. Sig. 5*th dk (Stl) in holds, except* *Cruiser Stern* *aft most hold, 6th dk (Stl) in Nos. 1, 2 & 3 holds* | 26943 21122 16374 | ✠100A1 *with freeboard* 6,40 1,39 3,41 ✠LMC CS4,39 DBS12,39 11,39 Lloyd's RMC 14,39 6,40 No. 2 lower & Orlop dk. chambers for temp. 33° F. *Carrying vegetable oil in after deep tank forward* | Liv NYk Bom | | CL 12,38 | 1930 6mo *Lloyd's* | Harland & Wolff, Ld. Belfast *SA & CP* | Cunard White Star, Ld. *Cell D B582'3230t* | 683·6 \| 82·4 \| 48·6 B325'F110' *Upper bridge 118'* FK & BK 2½" *DT sf 56'1756t FPT* | | | Liverpool British 12 *B H Cem* 181t *A P T 23* | Oil Engines 4S.C.DA 20Cy.33 3/16"–63" 4214 NHP 2 DB *150lb* 5 DB (*upr.*) *100lb* Harland & Wolff, Ld. Bel. 1t | 52 ″ 10 s 18 ″ 4½ 35 ″ 0½ | BT till ~~1,40~~ ~~7,40~~ 6,41 |
| 71215 142718 GRSC | — (*ex* Mumbles Light, *ex* War Damson) D.F. 1 *Dk (Stl)* *Cargo battens not fitted* *Cruiser Stern* | 2490 2246 1443 | ✠100A1 5,39 BS5,39 ✠LMC 3,37 | Hpl | *t* | CL 5,38 | 1918 12mo *Lloyd's* | C. Hill & Sons Bristol *SA & CP* | W. H. Cockerline & Co. *Cell D B252'670t FPT 70* | 303·0 \| 43·0 \| 20·7 P33'B80'F33' FK *D B252'670t FPT 70* | | | Hull British 6 *B H Cem* 2 Water Tube Boilers FD W. Simons & Co. Ld. Renfrew | T. 3 Cy. 22", 36" & 59"–39" (*s*) 180lb *100lb* HS 5140 331 NHP *t A P T 180t* | 23 ″ 0 s 3 ″ 4½ 19 ″ 10 | |
| 71216 CHHF | — (*ex* Oceanic–33, *ex* Franz Haubuss, *ex* Ferro, *ex* Falkanger, *ex* Brynhild, *ex* Hirundo) 1 *Dk & deep framing* | 2242 1995 1278 | ✠ ... 1,11 ✠ | | | | 1899 10mo | Wood Skinner & Co. Ld. Newcastle | A/B Caledonia Steamship Co. O/Y (Carl Olsen, *Mgr.*) | 300·5 \| 42·0 \| 19·2 290·0 P23'B64'F30' FK *WB* | | | Helsingfrs Finnish | T. 3 Cy. 21½", 35½" & 58"–39" 215 NHP N.E Marine Eng Co Ld. Nwc | 21 ″ 9 | V † |
| 71217 146629 GJLM | **British Advocate** *ss* Fal. No. 3–4,35 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. E.S.D. *Longitudinal framing* | 6994 6549 4130 | ✠100A1 Examined ~~4,40~~ 9,40 BS12,40 ✠LMC MS12,34 ~~BS12,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 9,22 F.P. above 150° F.* | Nat | *b* † | OG 6,37 9mo 8,40 *Lloyd's* | 1922 | Sir J. Laing & Sons, Ld. Sunderland *SA & CP* | British Tanker Co. Ld. *Cell D Bu E & B74' 209t D T f 45'851t* | 440·3 \| 57·1 \| 33·9 456·4 (O.L.) P113'B32'F48' FK *F P T 205t A P T 259t* | | | London British 17 *B H pt Cem* (10 *to U dk* 7 „ 2nd „) | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 2000lb *120lb* 642 NHP 3SB (Spt), *12cf*, HS8256 FD G. Clark, Ld. Sld. | 33 ″ 11 s 6 ″ 4¾ 27 ″ 9 | |
| 71218 147595 GJWB | **British Ambassador** *ss* Bkn. No. 3–7,36 *Mchy. Aft* D.F. 2 *Dks (Stl) & Web frames* E.S.D. *Longitudinal framing* | 6940 6449 4110 | ✠100A1 Examined 11,40 Sou 5,40 ✠LMC 7,36 DBS6,39 MBS ~~5,39~~ 11,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,24 F.P. above 150° F.* | Bkn | *b* † | CL 10,38 5,40 *Lloyd's* | 1924 2mo | Sir J. Laing & Sons, Ld. Sunderland *SA & CP* *Cell D Bu E & B84'387t D T f 44'651t* | British Tanker Co. Ld. *F P T 204t A P T 154t* | 435·0 \| 57·3 \| 33·8 P110'B32'F49' FK | | | London British 16 *B H Cem* (11„ *to U dk* 5„ 2nd„) | T. 3 Cy. 28", 46" & 76"–51" 180lb *120lb* 581 NHP 3SB, *9cf*, HS8634 Palmers' Co. Ld. Newcastle | 33 ″ 10 s 6 ″ 5¾ 27 ″ 7¾ | |
| 71219 146680 GJNP | **British Architect** *ss* Nwc. No. 3–7,35 D.F. *Mchy. Aft* 2 *Dks (Stl)* | 7388 6819 4394 | ✠100A1 Examined 5,40 Bom BS3,41 ✠LMC 9,39 *Carrying Petroleum in bulk* *Fitted for oil fuel 12,22 F.P. above 150° F.* | Bom | *b* † | CL 9,39 *Lloyd's* | 1922 12mo | Blyths-wood S.B. Co. Ld. Glasgow *SA & CP* | British Tanker Co. Ld. *Cell D Bu E & B61' D T f 48'655t* | 440·4 \| 56·1 \| 34·6 P105'B35'F56' FK 183t *F P T 237t A P T 46t* | | | London British 15 *B H pt Cem* (9 *to U dk* 6 „ 2nd „) | T. 3 Cy. 25", 42½" & 72"–54" (*s*) 215lb *180lb* 616 NHP 3SB, *9cf*, GS194, HS9216 FD Dunsmuir & Jackson Ld. Gls | 34 ″ 2 s 6 ″ 7¾ 27 ″ 9½ | |
| 71220 160525 GKFX | **British Ardour** *ss* Fal. No. 2–36 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. GyC. *Longitudinal framing* E.S.D. | 7124 6522 4255 | ✠100A1 Examined 3,41 Shl ✠LMC 2,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 7,28 F.P. above 150° F.* | Fal | *b* † | CL 12,38 *Lloyd's* | 1928 7mo | Palmers' Co. Ld. Newcastle *SA & CP* | British Tanker Co. Ld. *Cell D Bu E & B80' 382t D T f 41'579t* | 440·6 \| 57·1 \| 33·9 P107'B34'F49' FK *F P T 136t A P T 99t* | | | London British 17 *B H pt Cem* (11 *to U dk* 6„ 2nd„) | Q. 4 Cy. 24", 35", 50½" & 73"–51" 225lb *120lb* (*r*) 553 NHP 3SB (Spt), *9cf*, HS7656 Palmers' Co. Ld. Newcastle | 33 ″ 11 s 6 ″ 6½ 27 ″ 7½ | |
| 71221 147700 GKTB | **British Aviator** *Oil Eng.* *ss* Fal. No. 3–4,37 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* E.S.D. | 6998 6457 4136 | ✠100A1 9,40 ~~12,30~~ ✠NE 2,30 ✠LMC CS4,37 DBS ~~5,39~~ 10,40 4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 7, 21 F.P. above 150° F.* | Lth Bom | *b* † | CL 5,39 *Lloyd's* | 1924 8mo | Palmers' Co. Ld. Newcastle *SA & CP* | British Tanker Co. Ld. *Cell D B u E 34' 75t D T f 45'224t* | 439·8 \| 57·1 \| 33·8 P110'B33'F50' FK *F P T 153t A P T 119t* | | | London British 17 *B H pt Cem* (11 *to U dk* 6„ 2nd„) | Oil Engines 2S.C.SA 4Cy. 23⅝"–91 5/16" 687 NHP 2 DB *150lb* W. Doxford & Sons, Ld. Sld. | 33 ″ 11 s 6 ″ 6½ 27 ″ 8¼ | |
| 71222 146691 GJRN | **British Captain** *ss* Fal. No. 3–6,35 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* E.S.D. | 6968 6472 4073 | ✠100A1 Examined 4,40 Liv ✠LMC MS2,34 BS4,36 5,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 2, 23 F.P. above 150° F.* | Fal | *b* † | OG 8,37 *Lloyd's* | 1923 2mo | Palmers' Co. Ld. Newcastle *SA & CP* | British Tanker Co. Ld. *Cell D Bu E & B87' 57t D T f 47' 729t* | 440·0 \| 57·1 \| 33·8 P113'B32'F50' FK *F P T 163t A P T 122t* | | | London British 17 *B H pt Cem* (11 *to U dk* 6 „ 2nd „) | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 2001b *120lb* 654 NHP 3SB (Spt), *12cf*, GS204, HS8511 FD Palmers' Co. Ld. Newcastle | 33 ″ 11 s 6 ″ 6 27 ″ 8¼ | |
| 71223 146197 GFVN | **British Chancellor** *ss* Shl. No. 3–8,31 *Mchy. Aft* *ss* Fal. No. 2–41 ~~ss Fal. No. 1–39~~ D.F. 2 *Dks (Stl) & Web frames* E.S.D. *Longitudinal framing* | 7085 6549 4211 4214 | ✠100A1 5,41 ~~4,39~~ ✠LMC 5,41 ~~MS4,39 BS10,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 12, 21 F.P. above 150° F.* | Fal | *b* † | OG ~~4,39~~ 11,40 *Lloyd's* | 1921 12mo | Sir J. Laing & Sons, Ld. Sunderland *SA & CP* | British Tanker Co. Ld. *Cell D Bu E & B74' D T f 45'851t* | 440·3 \| 57·1 \| 34·0 P113'B32'F48' FK 209t *F P T 205t A P T 259t* | | | London British 17 *B H pt Cem* *pt Asp* (10 „ *to U dk* 7 „ 2nd „) FD | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 2001b *120lb* 642 NHP 3SB (Spt), *12cf*, HS8256 G. Clark, Ld. Sunderland | 33 ″ 11 s 6 ″ 4¾ 27 ″ 9 | |
| 71224 148643 GLMC | **British Chemist** *Oil Eng.* *ss* Shl. No. 3–9,37 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* E.S.D. | 6997 6438 4129 | ✠100A1 Examined 6,41 Gls ✠NE 4,30 ✠LMC CS4,39 DBS ~~5,40~~ 6,41 3,40 *Carrying Petroleum in bulk* | Bom | *b* † | CL 11,39 *Lloyd's* | 1925 7mo | Palmers' Co. Ld. Newcastle *SA & CP* *Cell D Bu E 34' 75t D T f 45'224t* | British Tanker Co. Ld. *F P T 153t A P T 119t* | 439·7 \| 57·1 \| 33·8 P110'B33'F50' FK | | | London British 17 *B H pt Cem* (11 *to U dk* 6 „ 2nd „) | Oil Engines 2S.C.SA 4Cy. 23⅝"–91½" 687 NHP 2 DB *150lb* W. Doxford & Sons, Ld. Sld. | 33 ″ 11 s 6 ″ 6½ 27 ″ 8¼ | |
| 71225 161198 GBXL | **British Chivalry** *ss* Shl. No. 2–37 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. E.S.D. *Longitudinal framing* | 7118 6515 4238 | ✠100A1 Examined 4,41 PGl ✠LMC MS6,37 BS4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 2, 29 F.P. above 150° F.* | Fal | *b* † | CL 2,40 *Lloyd's* | 1929 2mo | Palmers' Co. Ld. Newcastle *SA & CP* | British Tanker Co. Ld. *Cell D Bu E & B80' 382t D T f 41'579t* | 440·8 \| 57·1 \| 33·9 P107'B34'F49' FK *F P T 136t A P T 99t* | | | London British 17 *B H pt Cem* (11 *to U dk* 6 „ 2nd „) FD | Q. 4 Cy. 24", 35", 50½" & 73"–51" 225lb *120lb* (*r*) 553 NHP 3SB (Spt), *9cf*, HS7656 Palmers' Co. Ld. Newcastle | 33 ″ 11 s 6 ″ 6 27 ″ 8¼ | |
| 71226 162399 GWQX | **British Coast** Twin Sc. *ss* Liv. No. 1–39 *Oil Eng.* *Mchy. Aft* 1 *Dk (Stl) & Shelter dk (Stl)* Wireless D.F. *Cruiser Stern* E.S.D. | 889 687 475 | ✠100A1 *with freeboard* ~~6,40~~ 1,39 3,41 ✠LMC CS1,39 ~~2,37~~ 3,41 | Liv Sws | *o* | OG ~~8,37~~ 6,40 *Lloyd's* | 1934 1mo | H. Robb Ld. Leith *SA & CP* | Coast Lines, Ld. *Intermediate B Hin hold dispensed with Cell D B176'318t D T f 12'5 8t F P T 18t A P T 24t* | 231·6 \| 35·2 \| 11·8 *36·7* 241·7 (O.L.) F28' FK | | | Liverpool British *Cem* *B H to Sh dk* 2 „ „ 2nd „ | Oil Engines 4S.C.SA 10Cy. 13¾"–22 7/16" 312 NHP British Auxiliaries, Ld. Gls. | 14 ″ 0 s ″ 2 13 ″ 11 | |
| 71227 145243 GFDB | **British Colonel** *ss* Sld. No. 3–12,33 *ss* Shl. No. 1–38 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* E.S.D. | 6999 6549 4136 | ✠100A1 3,40 ✠LMC MS6,38 BS3,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 7, 21 F.P. above 150° F.* | Fal | *b* † | OG 6,38 *Lloyd's* | 1921 7mo | Sir J. Laing & Sons, Ld. Sunderland *SA & CP* | British Tanker Co. Ld. *Cell D B u E 74' 209t D T f 45'851t F* | 440·8 \| 57·1 \| 34·0 P113'B32'F48' FK *P T 205t A P T 259t* | | | London British 17 *B H pt Cem* (10 „ *to U dk* 7 „ 2nd „) FD | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 2001b *120lb* 642 NHP 3SB (Spt), *12cf*, HS8256 G. Clark, Ld. Sunderland | 33 ″ 11 s 6 ″ 4¾ 27 ″ 9 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Termes assignés suivant Lists d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où sont si ce n'est dans le L. R. Durée Cert. Hull Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71228 149826 GHKW | **British Colony** ss Fal. No. 2–35 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* E.S.D. | 6917 6356 4135 | ✠100A1 ~~Fal~~ Examined 7,40 Bom ~~BS11,40~~ LMC 7,38 11,40 | | | *b*† | CL 5,38 | 1927 5mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | British Tanker Co. Ltd. | 440·2 \| 57·0 \| 33·7 P110 B32 F49′ FK | London British 18 *B Hpt Cem* (10 *to U dk* 8 „ *2nd* „) | T.3Cy.26½″,44″ & 74″–51″ (*s*) 200lb *120lb* 584 NHP 3SB, *12cf*, ,Hs8634 FD Swan, Hunter & Wigham Richardson, Ld. Nwc *f* 426 *t FPT* 158 *t APT* 104 *t* | 33 ″ 11 s 6 ″ 5 27 ″ 9½ |
| | *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,27 *F.P. above* 1 | | | | | | *Lloyd's* 50° F | *s & CP* | | | *Cell D Bu E & B* 83′ *f* 38′ 562 *t DT* | | | |
| 71229 LJHC | **British Columbia Express** Tw Sc *Oil Eng.* *Ref. Mchy.* 1 *Dk & Shelter dk* *Platform dk in forward holds* D.F. E.S.D. *Cruiser Stern* *Part electrically welded, including butts of shell, decks & inner bottom* | 3339 2611 1869 | ✠100A1 *with freeboard* 11,40 ~~7,38~~ LMC 11,38 Lloyd's 11,40 for temp. 31° F. | Rot Sea | *x* | CL P7,38 S7,39 | 1936 11mo | Götaverken A/B Gothenburg *Lloyd's* | Skibs A/S Victoria (S. Herlofson & Co. A/S, *Mgrs.*) | 364·4 \| 50·3 \| 21·3 B & F 210′ FK *Inter* | Oslo Norwegian *pt Cem* *Col l B Hto Sh dk* 4 „ „ *2nd* „ | Oil Engines 2S.C.SA 18Cy.19¹¹⁄₁₆″–35⅜″ 1213 NHP Gotaverken A/B, Got. 232 *t* | 25 ″ 6 s 2 ″ 1 23 ″ 6 |
| | | | | | | | | | | *mediate B Hin after* *Cell D Bu E & f* 172′ *hold dispensed with* 646 *t DT sa* 95′ 713 *t FPT* 61 *t APT* | | | | |
| 71230 146652 GJKV | **British Commander** ss Shl. No. 3–1,35 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* E.S.D. | 6901 6382 4075 | ✠100A1 9,38 LMC MS1,35 BS3,40 | Fal | *b*† | OG 1,39 | 1922 12mo | Caledon SB & Eng. Co. Ltd. Dundee *Lloyd's* | British Tanker Co. Ltd. | 440·0 \| 57·0 \| 33·8 P113′ B32′ F50′ FK | London British 16 *B Hpt Cem* (10 *to Up dk* 6 „ *2nd* „) | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 643 NHP FD 3SB (Spt), *12cf*, ,Hs8256 Met Vickers Elec. Co Ld Mch | 33 ″ 11 s 6 ″ 5½ 27 ″ 8½ |
| | *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,22 *F.P. above* 1 | | | | | | | *s & CP* 50° F. | *Cell D Bu E* 38′ 61 *t DT f* 46′ 699 *t* | | *FPT* 141 *t APT* 188 *t* | | | |
| 71231 146710 GJNQ | **British Commodore** ss Shl. No. 3–9,28 *Mchy. Aft* ss Shl. No. 2–36 D.F. 2 *Dks (Stl) & Web frames* *Longitudinal framing* | 6865 6382 4036 | ✠100A1 ~~Bom~~ Examined 1,41 Fal BS1,41 LMC MS10,36 | | *b*† | OG N2,40 | 1923 3mo | Caledon SB & Eng. Co. Ltd. Dundee *Lloyd's* | British Tanker Co. Ltd. | 440·0 \| 57·0 \| 33·8 P113′ B32′ F50′ FK | London British 16 *B H Cem* (10 *to U dk* 6 „ *2nd* „) | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 643 NHP 3SB (Spt), *12cf*, Hs8256 FD Met Vickers Elec Co Ld. Mch | 33 ″ 11 s 6 ″ 5½ 27 ″ 8½ |
| | *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,23 *F.P. above* 1 | | | | | | | *s & CP* 50° F. | *Cell D Bu E* 38′ 61 *t DT f* 46′ 699 *t* | | *FPT* 141 *t APT* 188 *t* | | | |
| 71232 164737 GZBV | **British Confidence** *Oil Eng.* D.F. 1 *Dk* 2 *nd dk clear of cargo tanks* E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 8494 7489 4993 | ✠100A1 6,40 ~~10,36~~ Sld Fal LMC 10,36 | | *d*† | CL 9,39 | 1936 10mo | Cammell Laird & Co. Ltd. Birkenhead *Lloyd's* | British Tanker Co. Ltd. | 466·9 \| 62·0 \| 34·0 482·0 (O.L.) P103′ B35′ F58′ FK | London British 17 *B Hpt Cem* 2 DB *150lb* | Oil Engines 2S.C.SA 4Cy.23⅝″–91⅞″ 687 NHP Wm. Doxford & Sons Ld. Sld. | 34 ″ 1 s 6 ″ 9 27 ″ 6½ |
| | *Carrying Petroleum in bulk* | | | | | | | *s & CP* | *Cell D Bu E* 75′ 249 *t* | | *DT f* 32′ 422 *t FPT* 251 *t APT* 250 *t* | | | |
| 71233 148511 GKWF | **British Consul** ss Fal No. 3–12,35 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* E.S.D. | 6940 6449 4115 | ✠100A1 ~~Nwc~~ Examined 2,40 Bom BS1,40 LMC 12,38 | | *b*† | CL N6,38 | 1924 11mo | Sir J. Laing & Sons, Ld. Sunderland *Lloyd's* | British Tanker Co. Ltd. | 435·0 \| 57·3 \| 33·8 448·5 (O.L.) P110′ B32′ F49′ FK | London British 16 *B Hpt Cem* (11 *to U dk* 5 „ *2nd* „) | T.3Cy.28″,46″ & 76″–51″ (*r*) 180lb *120lb* 581 NHP 3SB, *9cf*, Hs8634 FD Palmers' Co. Ld. Newcastle | 33 ″ 10 s 6 ″ 5½ 27 ″ 7½ |
| | *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,24 *F.P. above* 1 | | | | | | | *s & CP* 50° F. | *Cell D Bu E & B* 84′ 387 *t DT f* 44′ 651 *t* | | *FPT* 204 *t APT* 154 *t* | | | |
| 71234 146561 GJFV | **British Corporal** ss Fal. No. 3–7,33 ss Sou. No. 2–41 ~~Fal No. 1–39~~ *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* E.S.D. | 6972 6472 4075 | ✠100A1 ~~8,38~~ 6,41 Nwc Sou LMC 6,41 | | *b*† | OG ~~8,38~~ N6,41 | 1922 5mo | Palmers' Co. Ld. Newcastle *Lloyd's* | British Tanker Co. Ltd. | 440·0 \| 57·1 \| 33·8 P113′ B32′ F50′ FK 57 *t* | London British 17 *B Hpt Cem* (11 *to U dk* 6 „ *2nd* „) | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 654 NHP 3SB (Spt), *12cf*, Gs204, Hs8511 FD Palmers' Co. Ld. Newcastle | 33 ″ 11 s 6 ″ 6 27 ″ 8½ |
| | *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,22 *F.P. above* 1 | | | | | | | *s & CP* 50° F. | *Cell D Bu E & B* 87 *DT* 47′ 729 *t* | | *FPT* 163 *t APT* 192 *t* | | | |
| 71235 160390 GFXP | **British Courage** *Oil Eng.* *Mchy. Aft* ss Nwc. No. 2–36 D.F. 2 *Dks (Stl) & Web frames* E.S.D. *Longitudinal framing* | 6952 6487 4132 | ✠100A1 ~~Bkn~~ Examined 11,40 Bom LMC CS2,36 DBS11,40 6,38 | | *b*† | CL 3,39 | 1928 3mo | Lithgows, Ltd. Pt. Glasgow *Lloyd's* | British Tanker Co. Ltd. | 440·5 \| 57·0 \| 33·8 P112′ B34′ F47′ FK | London British 18 *B Hpt Cem* (10 *to U dk* 8 „ *2nd* „) | Oil Engines 4S.C.SA 8Cy.29⅝″–59³⁄₁₆″ 653 NHP 2 DB *150lb* J. G. Kincaid & Co. Ld. Grk. | 33 ″ 11 s 6 ″ 4 27 ″ 9½ |
| | *Carrying Petroleum in bulk* | | | | | | | *s & CP* | *Cell D Bu E* 86′ *f* 36′ 411 *t* | | *FPT* 178 *t APT* 93 *t* | | | |
| 71236 165385 GZGP | **British Destiny** *Oil Eng.* D.F. E.S.D. 1 *Dk*, 2 *nd dk clear of* *Mchy. Aft* *Cruiser Stern* *cargo tanks* *Longitudinal framing at bottom & at deck* | 8470 7454 4971 | ✠100A1 8,40 ~~8,39~~ Nwc LMC 1,37 | | *d*† | CL 8,40 | 1937 1mo | Harland & Wolff, Ld. Glasgow *Lloyd's* | British Tanker Co. Ltd. | 467·8 \| 61·7 \| 33·8 P105′ B43′ F45′ FK | London British 17 *B Hpt Cem* *pt Asp* | Oil Engines 4S.C.SA 6Cy.29⅝″–59³⁄₁₆″ 490 NHP 2 DB *150lb* Harland & Wolff, Ld. Gls. | 34 ″ 0 s 6 ″ 9½ 27 ″ 5½ |
| | *Carrying Petroleum in bulk* | | | | | | | *s & CP* | *Cell D Bu E* 78′ 175 *t* | | *DT f* 34′ 434 *t FPT* 224 *t APT* 200 *t* | | | |
| 71237 165486 GZPB | **British Diligence** *Oil Eng.* D.F. E.S.D. 1 *Dk*, 2 *nd dk clear of* *Mchy. Aft* *Cruiser Stern* *cargo tanks* *Longitudinal framing at bottom & at deck* | 8408 7423 4930 | ✠100A1 10,40 ~~4,40~~ Bkn Ayn LMC 6,37 | | *d*† | CL 10,40 | 1937 6mo | Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's* | British Tanker Co. Ltd. | 466·3 \| 61·9 \| 33·9 481·6 (O.L.) P107′ B43′ F45′ FK | London British 17 *B Hpt Cem* *pt Asp* | Oil Engines 2S.C.SA 4Cy.23⅝″–91⅞″ 687 NHP 2 DB *150lb* Wm. Doxford & Sons, Ld Sld | 34 ″ 0 s 6 ″ 8½ 27 ″ 6½ |
| | *Carrying Petroleum in bulk* | | | | | | | *s & CP* | *Cell D Bu E* 75′ 176 *t* | | *DT f* 34′ 397 *t FPT* 209 *t APT* 183 *t* | | | |
| 71238 148781 GFRY | **British Diplomat** Twin Sc *Oil Eng.* *Mchy. Aft* ss Nwc. No. 2–33 D.F. 2 *Dks (Stl) & Web frames* E.S.D. *Longitudinal framing* *Now used for oil fuel storage purposes* | 6498 4487 4521 | ✠100A1 10,37 Nwc LMC CS6,34 10,37 DBS6,39 | | *a*† | CL 10,35 | 1926 7mo | J. Brown & Co. Ld. Clydebank *Lloyd's* | British Tanker Co. Ltd. | 420·2 \| 54·4 \| 32·7 P95′ B35′ F47′ FK | London British 18 *B Hpt Cem* (12 *to U dk* 6 „ *2nd* „) | Oil Engines 2S.C.SA 8Cy.23½″–41½″ 776 NHP 2 DB *120lb* J. Brown & Co. Ld. Clydebank | 32 ″ 8 |
| | *Carrying Petroleum in bulk* | | | | | | | *s & CP* | *Cell D Bu E* 8′ 232 *t DT f* 34′ 388 *t* | | *FPT* 195 *t APT* 177 *t* | | | |
| 71239 160409 GLNV | **British Dominion** *Oil Eng.* *Mchy. Aft* ss Fal. No. 2–36 D.F. 2 *Dks (Stl) & Web frames* E.S.D. *Longitudinal framing* | 6983 6402 4141 | ✠100A1 Examined 11,40 ~~2,37~~ LMC CS2,37 ~~DBS12,38~~ 5,38 | Avn | *b*† | CL 11,40 | 1928 4mo | Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's* | British Tanker Co. Ltd. | 440·0 \| 57·0 \| 33·9 455·0 (O.L.) P104′ B33′ F54′ FK | London British 17 *B Hpt Cem* (11 *to U dk* 6 „ *2nd* „) | Oil Engines 2S.C.SA 4Cy.22½″–91½″ 642 NHP 2 DB *150lb* W. Doxford & Sons, Ld. Sld. | 34 ″ 0 s 6 ″ 5½ 27 ″ 9½ |
| | *Carrying Petroleum in bulk* DBS11,40 | | | | | | | *s & CP* | *Cell D Bu E* 77′ | | *f* 38′ 464 *t FPT* 148 *t APT* 108 *t* | | | |
| 71240 147647 GKMD | **British Duchess** ss Fal. No. 3–3,36 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* E.S.D. | 5973 5494 3477 | ✠100A1 ~~Fal~~ Examined 9,40 Bom LMC MS3,36 ~~BS10,36~~ 10,40 | | *z* | CL 2,40 | 1924 5mo | J L Thompson & Sons, Ld. Sunderland *Lloyd's* | British Tanker Co. Ltd. | 405·0 \| 54·8 \| 32·9 420·8 (O.L.) P104′ B33′ F54′ FK | London British 16 *B Hpt Cem* (10 *to U dk* 6 „ *2nd* „) | T.3Cy.28″,46″ & 76″–51″ (*r*) 180lb *120lb* 581 NHP 3SB, *9cf*, Hs8634 FD Palmers' Co. Ld. Newcastle | 33 ″ 0 s 5–10½ 27 ″ 4½ |
| | *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,24 *F.P. above* 1 | | | | | | | *s & CP* 50° F. | *Cell D Bu E & B* 79′ 402 *t DT f* 42′ 671 *t* | | *FPT* 146 *t APT* 120 *t* | | | |
| 71241 139156 GSBN | **British Emperor** ss Bom. No. 3–8,29 ss Shl. No. 2–37 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* | 3663 3344 2155 | ✠100A1 8,40 ~~10,39~~ Bom LMC MS11,37 ~~BS8,40~~ | | *v* | CL 10,39 | 1916 8mo | Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's* | British Tanker Co. Ltd. | 345·0 \| 49·1 \| 25·6 P88′ B39′ F46′ FK | London British 13 *B Hpt Cem* (8 *to U dk* 5 „ *2nd* „) | T.3Cy.23″,38″ & 62″–42″ (*r*) 180lb 380 NHP 3SB, *9cf*, Gs132, Hs5904 FD N.E. Marine Eng Co Ld. Nwc | 25 ″ 7 s 3 ″ 11½ 21 ″ 10 |
| | *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,16 *F.P. above* 1 | | | | | | | *s & CP* 50° F. | | | *Cell D Bu B* 38′ 70 *t DT f* 29′ 314 *t FPT* 69 *t APT* 34 *t* | | | |

Now used as oil fuel storage vessel, see No. 8793 in Supplement

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| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship, — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L. R. Dates of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71242<br>164726<br>MLZM | **British Endurance**<br>*Oil Eng.*<br>D.F. *Mchy. Aft* 1 *Dk, 2nd dk clear*<br>E.S.D. *Cruiser Stern* *of cargo tanks*<br>*Longitudinal framing at bottom & at deck* | 8406<br>7423<br>4918 | ✠100A1<br>~~14,39~~10,40 Bom<br>✠LMC10,36<br>*Carrying Petroleum in bulk*<br>DBS10,40 | Avn | *d*† | CL<br>6,38 | 1936<br>10mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | BritishTankerCo. Ld. | 466·3 \| 61·9 \| 33·9<br>483·0 (O.L.)<br>P107′B43′F45′ FK<br>*CellDBuE75′ 176t DTf 34′ 397t FPT 209t APT 183t* | | | London<br>British<br>17 *BHptCem ptAsp* | Oil Engines 2S.C.SA<br>4Cy. 23⅝″–91 5/16″ 687NHP<br>2DB *150lb*<br>W. Doxford & Sons, Ld. Sld. | 34 ″ 0<br>s 6 ″ 8½<br>27 ″ 6½ | |
| 71243<br>162588<br>GLBK | **British Energy**<br>*Oil Eng.*<br>*Mchy. Aft* *ss* Nwc. No. 1–35<br>D.F. 2 *Dks (Stl) & Web frames*<br>E.S.D. *Longitudinal framing* | 7209<br>6579<br>4197 | ✠100A1 ~~Fal~~<br>Examined 8,40 Avn<br>DBS8,40 ✠LMC 2,35<br>*Carrying Petroleum in bulk* | | *b*† | CL<br>12,39 | 1931<br>5mo | Greenock Dockyard Co. Ld. Greenock | BritishTankerCo. Ld. | 440·6 \| 59·4 \| 32·9<br>454·4 (O.L.)<br>P113′B43′F48′ FK<br>*CellDBuE85′ f38′ 424t FPT 195t APT 95t* | | | London<br>British<br>17 *BHptCem* (13 *to U dk* 4 „ *2nd* „) | Oil Engines 4S.C.SA<br>8Cy. 29⅛–59 1/16″ 653NHP<br>2DB *150lb*<br>J.G. Kincaid Co. Ld. Grk. | 33 ″ 0<br>s 5 ″ 11½<br>27 ″ 2½ | |
| 71244<br>146578<br>GJLN | **British Engineer**<br>*ss* Fal. No. 3–3,35<br>*ss* Nwc. No. 1–39<br>*Mchy Aft* 2 *Dks (Stl) & Web frames*<br>D.F. *Longitudinal framing* | 6993<br>6533<br>4066 | ✠100A1<br>~~7,40~~ 11,39 3,41 ~~Bom~~ Lon<br>✠LMC<br>MS 5,39 BS ~~7,39~~ 7,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,22 | Fal | *b*† | OG<br>12,37<br>*F.P. above* | 1922<br>6mo | Workman, Clark & Co. Ld. Belfast | BritishTankerCo. Ld. | 440·4 \| 57·0 \| 33·9<br>P113′B34′F65′ FK<br>*CellDBuE & B81′ 42t DTf 45′ 620t FPT 165t APT 224t* | | | London<br>British<br>17 *BHCem* (11 *to U dk* 6 „ *2nd* „) | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*)<br>200lb *120lb* 605NHP<br>3SB (Spt), *12cf*, GS 209, FD HS 8295<br>Wrkman, Clark & Co Ld. Bel | 33 ″ 11<br>s 6 ″ 4½<br>27 ″ 9½ | |
| 71245<br>149974<br>GLXQ | **British Faith**<br>*Oil Eng.*<br>*Mchy. Aft* *ss* Nwc. No. 2–37<br>D.F. GyC. 2 *Dks (Stl) & Web frames*<br>E.S.D. *Longitudinal framing* | 6955<br>6344<br>4129 | ✠100A1 ~~Fal~~<br>Examined 12,40 Shl<br>✠LMC CS 1,41<br>DBS 4,40 12,38<br>*Carrying Petroleum in bulk* | | *b*† | OG<br>~~9,37~~ 4,40 | 1928<br>1mo | Caledon S. B. & E. Co. Ld. Dundee | BritishTankerCo. Ld | 441·8 \| 56·9 \| 33·7<br>P104′B34′F54′ FK<br>*CellDBuE85′ 311t DTf 204t FPT 183t APT 90t* | | | London<br>British<br>17 *BHptCem* (11 *to U dk* 6 „ *2nd* „) | Oil Engines 4S.C.SA<br>8Cy. 29⅛–59 1/16″ 653NHP<br>2DB *150lb*<br>Burmeister & Wain, Cpn. | 33 ″ 11<br>s 6 ″ 6½<br>27 ″ 7¾ | |
| 71246<br>164701<br>GYYK | **British Fame**<br>D.F. E.S.D. *Oil Eng.*<br>1 *Dk, 2nd dk clear of cargo tanks*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | 8406<br>7423<br>4925 | ✠100A1<br>4,40<br>DBS ~~7,40~~ ✠LMC 8,36<br>*Carrying Petroleum in bulk* | Mch | *d*† | CL<br>11,39 | 1936<br>8mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | BritishTankerCo. Ld. | 466·3 \| 61·9 \| 33·9<br>P107′B43′F45′ FK<br>*CellDBuE75′ 176t DTf 34′ 397t FPT 183t APT 186t* | | | London<br>British<br>17 *BHptCem ptAsp* | Oil Engines 2S.C.SA<br>4Cy. 23⅝″–91 5/16″ 687NHP<br>2DB *150lb*<br>Wm. Doxford & Sons, Ld. Sld | 34 ″ 0<br>s 6 ″ 8½<br>27 ″ 6½ | |
| 71247<br>166592<br>GPGF | **British Fidelity**<br>*Oil Eng.*<br>D.F. 1 *Dk, 2nd dk clear of cargo tanks*<br>E.S.D. *Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | 8465<br>7454<br>4906 | ✠100A1<br>8,40 ~~11,39~~<br>Shl<br>✠LMC 10,38<br>*Carrying Petroleum in bulk* | Grk | *d*† | CL<br>6,38 | 1938<br>10mo | Harland & Wolff, Ld. Glasgow | BritishTankerCo. Ld. | 467·8 \| 61·7 \| 33·8<br>483·1 (O.L.)<br>P105′B43′F47′ FK<br>*CellDBuE78′ 175t DTf 34′ 434t FPT 224t APT 200t* | | | London<br>British<br>17 *BHptCem ptAsp* | Oil Engines 4S.C.SA<br>6Cy. 29⅛–59 1/16″ 490NHP<br>2DB *150lb*<br>Harland & Wolff, Ld. Gls. | 34 ″ 0<br>s 6 ″ 9<br>27 ″ 6 | |
| 71248<br>165448<br>GZNP | **British Fortitude**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk, 2nd dk clear of*<br>*Mchy. Aft* *Cruiser Stern* *cargo tanks*<br>*Longitudinal framing at bottom & at deck* | 8482<br>7489<br>4993 | ✠100A1<br>~~7,40~~ ~~11,39~~ 3,41 ~~Lon~~ Bkn<br>✠LMC 4,37<br>DBS 3,41<br>*Carrying Petroleum in bulk* | Fal | *d*† | CL<br>7,40 | 1937<br>4mo | Cammell Laird & Co. Ld. Birkenhead | BritishTankerCo. Ld. | 466·9 \| 62·0 \| 34·0<br>482·9 (O.L.)<br>P103′B35′F58′ FK<br>*CellDBuE75′ 249t DTf 32′ 422t FPT 205t APT 250t* | | | London<br>British<br>17 *BHptCem* | Oil Engines 2S.C.SA<br>4Cy. 23⅝″–91 5/16″ 687NHP<br>2DB *150lb*<br>Wm. Doxford & Sons, Ld. Sld | 34 ″ 1<br>s 6 ″ 9½<br>27 ″ 6½ | |
| 71249<br>162486<br>GTPD | **British Fortune**<br>*ss* Shl. No. 2–39<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. *Longitudinal framing*<br>E.S.D. | 4696<br>4089<br>2619 | ✠100A1<br>9,40 ~~12,39~~<br>Shl Gls<br>✠LMC<br>MS 2,39 BS ~~8,39~~ 9,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9,30 | | *x* | CL<br>6,38<br>*F.P.* | 1930<br>9mo | Lithgows Ld. Pt. Glasgow | BritishTankerCo. Ld. | 384·6 \| 50·2 \| 27·7<br>P94′B38′F44′ FK<br>*Cell DBuE & B66′ 30 lt DTf 31′ 359t FPT 111t APT 53t* | | | London<br>British<br>17 *BHptCem ptAsp* (13 *to U dk* 4 „ *2nd* „) | T.3Cy. 25″, 42″ & 70″–48″ (*s*)<br>200lb *150lb* 430NHP<br>2SB, *6cf*, HS 5732 FD<br>Rankin & Blackmre. Ld. Grk | 27 ″ 6<br>s 4 ″ 5<br>23 ″ 4½ | |
| 71250<br>160493<br>GKSM | **British Freedom**<br>*Oil Eng.*<br>*Mchy. Aft* *ss* Bkn. No. 2–36<br>E.S.D. D.F. 2 *Dks (Stl) & Web frames*<br>*Longitudinal framing* | 6985<br>6452<br>4164 | ✠100A1 ~~Gls~~<br>Examined 12,40 Gls<br>✠LMC CS 11,36<br>DBS 3,40 11,38<br>*Carrying Petroleum in bulk* | | *b*† | CL<br>3,40 | 1928<br>6mo | Palmers' Co. Ld. Newcastle | BritishTankerCo. Ld. | 440·1 \| 57·1 \| 33·9<br>P107′B34′F49′ FK<br>*CellDBuE83′ 253t DTf 41′ 254t FPT 136t APT 93t* | | | London<br>British<br>17 *BHptCem* (11 *to U dk* 6 „ *2nd* „) | Oil Engines 2S.C.SA<br>4Cy. 22½ 3/8–91 1/4″ 654NHP<br>2DB *150lb*<br>Richardsons, Westgarth & Co. Ld. Hpl. | 33 ″ 11<br>s 6 ″ 6½<br>27 ″ 8 | |
| 71251<br>146692<br>GJRC | **British Fusilier**<br>*ss* Shl. No. 3–5,35<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. GyC. *Longitudinal framing*<br>E.S.D. | 6943<br>6400<br>4083 | ✠100A1 ~~Fal~~<br>Examined 4,41 Lon<br>BS 4,41 ✠LMC 5 35<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1,23 | | *b*† | OG<br>N10,39<br>*F.P. above* | 1923<br>1mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | BritishTankerCo. Ld. | 440·0 \| 57·0 \| 33·7<br>P113′B33′F49′ FK<br>*CellDBuE38′ 61t DTf 46′ 709t FPT 132t APT 230t* | | | London<br>British<br>16 *BHCem* (10 *to U dk* 6 „ *2nd* „) | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*)<br>200lb *120lb* 642NHP<br>3SB (Spt), *12cf*, HS 8225 FD<br>Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 33 ″ 11<br>s 6 ″ 4<br>27 ″ 10½ | |
| 71252<br>146610<br>GJLB | **British General**<br>*ss* Sld. No. 3–4,36<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. *Longitudinal framing*<br>E.S.D. | 6989<br>6472<br>4102 | ✠100A1<br>11,39<br>BS ~~5,39~~ ✠LMC 4,36<br>5,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,22 | Sws | *b*† | OG<br>12,37<br>*F.P. above* | 1922<br>6mo | Palmers' Co. Ld. Newcastle | BritishTankerCo. Ld. | 440·2 \| 57·1 \| 33·8<br>454·8 (O.L.)<br>P113′B32′F50′ FK<br>*CellDBuE & B87′ 57t DTf 47′ 729t FPT 163t APT 192t* | | | London<br>British<br>17 *BHptCem* (11 *to U dk* 6 „ *2nd* „) | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*)<br>200lb *120lb* 654NHP<br>HS 8511 FD<br>3SB (Spt), *12cf*, GS 204,<br>Palmers' Co. Ld. Nwc. | 33 ″ 11<br>s 6 ″ 6<br>27 ″ 8½ | |
| 71253<br>167160<br>GPPG | **British Genius**<br>D.F. E.S.D. *Oil Eng.*<br>1 *Dk, 2nd dk clear of cargo tanks*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | 8553<br>7468<br>4961 | ✠100A1<br>1,41 ~~4,40~~<br>Bom<br>✠LMC 1,39<br>*Carrying Petroleum in bulk* | Fal | *d*† | CL | 1939<br>1mo | Wm. Doxford & Sons, Ld. Sunderland | BritishTanker Co. Ld. | 466·9 \| 62·0 \| 33·7<br>481·7 (O.L.)<br>P108′B44′F52′ FK<br>*CellDBuE75′ 176t DTf 40′ 408t FPT 238t APT 192t* | | | London<br>British<br>12 *BHptCem* | Oil Engines 2S.C.SA<br>4Cy. 23⅝″–91 5/16″ 687NHP<br>2DB *150lb*<br>Wm. Doxford & Sons, Ld. Sld | 34 ″ 0<br>s 6 ″ 7½<br>27 ″ 7½ | |
| 71254<br>160364<br>GLZR | **British Glory**<br>*Oil Eng.*<br>*Mchy. Aft* *ss* Shl. No. 2–37<br>D.F. 2 *Dks (Stl) & Web frames*<br>E.S.D. *Longitudinal framing* | 6993<br>6477<br>4159 | ✠100A1 ~~Fal~~<br>Examined 10,40 Gls<br>✠LMC CS 4,37<br>DBS ~~5,39~~ 10,40 5,39<br>*Carrying Petroleum in bulk* | | *b*† | CL<br>8,38 | 1928<br>2mo | Sir J. Laing & Sons Ld. Sunderland | BritishTankerCo. Ld. | 435·0 \| 57·3 \| 33·8<br>P105′B34′F53′ FK<br>*CellDBuE80′ 238t DTf 39′ 240t FPT 222t APT 106t* | | | London<br>British<br>16 *BHptCem* (10 *to U dk* 6 „ *2nd*„) | Oil Engines 2S.C.SA<br>4Cy. 22½ 3/8–91 1/4″ 642NHP<br>2DB *150lb*<br>W. Doxford & Sons Ld. Sld. | 33 ″ 10<br>s 6 ″ 5½<br>27 ″ 7½ | |
| 71255<br>149735<br>GKJR | **British Governor**<br>*ss* Shl. No. 3–3,39<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. *Longitudinal framing*<br>E.S.D. | 6840<br>6334<br>4037 | ✠100A1<br>6,41 ~~4,40~~<br>Shl Gls<br>BS ~~2,40~~ ✠LMC 3,39<br>5,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10,26 | | *b*† | CL<br>3,40<br>*F.P. above* | 1926<br>10mo | Swan, Hunter & Wigham-Richardson, Ld Newcastle | BritishTankerCo. Ld. | 440·2 \| 57·0 \| 33·7<br>P100′B32′F50′ FK<br>*Cell DBuE & B 83′ f 49′ 668t DTf 60 3t FPT 158t APT 104t* | | | London<br>British<br>17 *BHptCem* (11 *to U dk* 6 „ *2nd* „) | T.3Cy. 26½″, 44″ & 74″–51″ (*s*)<br>200lb *120lb* 584NHP<br>3SB, *12cf*, HS 8634 FD<br>Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 33 ″ 11<br>s 6 ″ 4½<br>27 ″ 9¾ | |
| 71256<br>146591<br>GFST | **British Grenadier**<br>*ss* Nwc. No. 3–10,34<br>*ss* Bkn. No. 1–39<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. *Longitudinal framing*<br>E.S.D. | 6857<br>6368<br>4020 | ✠100A1<br>6,40 ~~4,39~~<br>PN1<br>~~BS 3,40~~ ✠LMC 3,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7,22 | Mch | *b*† | OG<br>2,39<br>*F.P. above* | 1922<br>7mo | Swan, Hunter & Wigham-Richardson, Ld. Newcastle | BritishTankerCo. Ld. | 440·0 \| 57·0 \| 33·7<br>454·9 (O.L.)<br>P113′B35′F49′ FK<br>*CellDBaE38′ 61t DTf 46′ 709t FPT 132t APT 223t* | | | London<br>British<br>16 *BHptCem* (10 *to U dk* 6 „ *2nd* „) | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*)<br>200lb *120lb* 642NHP<br>3SB (Spt), *12cf*, HS 8225 FD<br>Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 33 ″ 11<br>s 6 ″ 6½<br>27 ″ 7¼ | |

| Numéro d'Ordre / Numero Officiel / Signaux | Nom du Navire. Matériaux. Gréement. etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Total. — Sous le P.pal. — Net. | Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Appliement. | Date de la dernière visite de la cote pour hélice. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | Inspection de coque. Si elle a eu lieu dans le Dock. Cert. Bd of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71257 146639 GPSV | **British Gunner** ss Fal. No. 3–8,35 | 6894 6368 4063 | ✠100A1 Fal b† Examined 2,41 Mch Bry BS2,41 LMC MS8,35 BS3,400 | | OG | 1922 9mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | British Tanker Co. Ltd. | 440·0 \| 57·0 \| 33·7 P113'B35'F49' FK | London British | 2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 120lb 642NHP 3SB(Spt),12cf,HS8225 FD Swan, Hunter & Wigham Richardson, Ld. Nwc. | 33 ft 11 s 6 ft 6½ 27 ft 7½ | |
| | Mchy. Aft D.F. E.S.D. | 2 Dks (Stl) & Web frames Longitudinal framing | Carrying Petr Fitted for oil | oleum in fuel 9,22 | bulk F.P. a | | Lloyd's SA & CP | 61t DT | Cell D Bu E 38' f 46' 709t FPT 132t APT 223t | | | | | |
| 71258 160530 GDZS | **British Honour** Oil Eng. ss Fal. No. 2–36 | 6991 6458 4174 | ✠100A1 Fal b† Examined 2,41 Mch LMC CS3,36 DBS2,40 4,39 | | CL 8,37 12,40 | 1928 7mo | Palmers' Co. Ld. Newcastle | British Tanker Co. Ltd. | 440·5 \| 57·1 \| 33·9 P107'B34'F49' FK | London British | Oil Engines 2S.C.SA 6Cy.26¾"–47½" 748NHP 2DB 150lb Sulzer Bros. Winterthur | 33 ft 11 s 6 ft 6½ 27 ft 7½ | |
| | Mchy. Aft D.F. E.S.D. | 2 Dks (Stl) & Web frames Longitudinal framing | Carrying Petr | oleum in | bulk | | Lloyd's SA & CP | Cell D Bu E 83'253t DT f 41'254t | FPT 136t APT 93t | | | | | |
| 71259 160382 GNTK | **British Hope** Oil Eng. ss Fal. No. 2–36 | 6951 6344 4163 | ✠100A1 Swn b† Examined 1,41 Bom LMC CS1,36 DBS5,40 7,41 6,39 | | OG N6,39 | 1928 3mo | Caledon S. B. & E. Co. Ld. Dundee | British Tanker Co. Ltd. | 441·8 \| 56·9 \| 33·7 P103'B34'F54' FK | London British | Oil Engines 4S.C.SA sCy.29½"–59⅛" 653NHP 2DB–150lb Burmeister & Wain, Cpn. | 33 ft 11 s 6 ft 7½ 27 ft 7 | |
| | Mchy. Aft D.F. | 2 Dks (Stl) & Web frames Longitudinal framing | Carrying Petr | oleum in | bulk | | Lloyd's SA & CP | Cell D Bu E 85'381t | DT f 36'204t FPT 183t APT 90t | | | | | |
| 71260 147844 GJVR | **British Hussar** ss Fal. No. 3–9,35 | 6944 6401 4098 | ✠100A1 Nwc b† Examined 1,41 Bom LMC MS6,36 BS3,40 | | OG 8,30 N1,41 | 1923 10mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | British Tanker Co. Ltd. | 440·2 \| 57·0 \| 33·7 P113'B32'F49' FK | London British | 2 Steam Turbines DR geared to 1 Sc. Shaft 200lb 120lb (s) 642NHP 3SB(Spt),12cf,HS8225 FD Swan, Hunter & Wigham Richardson, Ld. Nwc | 33 ft 11 s 6 ft 4 27 ft 10½ | |
| | Mchy. Aft D.F. | 2 Dks (Stl) & Web frames Longitudinal framing | Carrying Petr Fitted for oil | oleum in fuel 10,23 | bulk F.P. | | Lloyd's SA & CP above 150° F. | Cell D Bu E 38'61t | DT f 46'709t FPT 132t APT 230t | | | | | |
| 71261 149836 GCPL | **British Industry** ss Fal. No. 2–35 | 4297 3789 2425 | ✠100A1 Bkn w 5,39 LMC. MS4,35 BS9,300,40 | | CL 6,38 | 1927 5mo | Palmers' Co. Ld. Newcastle | British Tanker Co. Ltd. | 366·2 \| 49·2 \| 27·2 P91'B31'F60' FK | London British | T. 3Cy. 23", 39" & 66"–45" (r) 200lb 120lb 407NHP 2SB, 6cf, HS5772 FD Palmers' Co. Ld. Newcastle | 27 ft 3 s 4 ft 2 23 ft 3¾ | |
| | Mchy. Aft D.F. E.S.D. | 2 Dks (Stl) & Web frames Longitudinal framing | Carrying Petr Fitted for oil | oleum in fuel 5,27 | bulk F.P. a | | Lloyd's SA & CP above 150° F. | Cell D Bu E 28'f 30'153t DT f 30' | 227t FPT 95t APT 121t | | | | | |
| 71262 165562 GZPG | **British Integrity** D.F. E.S.D. Oil Eng. 1 Dk, 2nd dk clear of cargo tanks | 8412 7454 4940 | ✠100A1 Lon d† 12,83 11,40 Bkn LMC 9,37 | | CL 10,40 | 1937 9mo | Harland & Wolff, Ld. Glasgow | British Tanker Co. Ltd. | 467·8 \| 61·7 \| 33·8 483·1 (O.L.) P105'B43'F45' FK | London British | Oil Engines 4S.C.SA 6Cy.29½"–59 1/16" 490NHP 2DB 150lb Harland & Wolff, Ld. Gls. | 34 ft 0 s 6 ft 9½ 27 ft 5½ | |
| | Mchy. Aft Cruiser Stern Longitudinal framing at bottom & at deck | | Carrying Petr | oleum in | bulk | | Lloyd's SA & CP | Cell D Bu E 78' | 175t DT f 34'434t FPT 224t APT 200t | | | | | |
| 71263 148785 GMKQ | **British Inventor** ss Nwc. No. 3–12,38 | 7101 6560 4226 | ✠100A1 Lth b† 12,39 LMC MS12,38 BS12,39 | | CL 12,38 | 1926 7mo | Palmers' Co. Ld. Newcastle | British Tanker Co. Ltd. | 430·0 \| 58·1 \| 34·0 P103'B32'F47' FK | London British | T. 3Cy. 28", 46" & 76"–51" (s) 180lb 120lb 567NHP 3SB, 9cf, HS8317 FD Palmers' Co. Ld. Newcastle | 34 ft 3 s 6 ft 8 27 ft 10½ | |
| | Mchy. Aft D.F. E.S.D. | 2 Dks (Stl) & Web frames Longitudinal framing-bracketless system | Carrying Petr Fitted for oil | oleum in fuel 7,26 | bulk F.P. a | | Lloyd's SA & CP above 150° F. | Cell D Bu E & B 71' | 263t DT f 34'523t FPT 134t APT 225t | | | | | |
| 71264 146208 GFVP | **British Judge** ss Nwc. No. 3–12,32 ss Fal. No. 1–36 | 6735 6210 4011 | ✠100A1 Bom a† 10,40 1,40 BS8,40 BS5,32 LMC 6,36 | | CL 5,39 | 1921 12mo | Sir J. Laing & Sons, Ld. Sunderland | British Tanker Co. Ltd. | 420·5 \| 56·4 \| 33·4 P99'B35'F55' FK | London British | T. 3Cy. 28", 46" & 75"–51" (s) 180lb 120lb 560NHP 3SB. 9cf, HS8277 FD G. Clark, Ld. Sunderland | 33 ft 6 s 6 ft 1½ 27 ft 7½ | |
| | Mchy. Aft D.F. E.S.D. | 2 Dks (Stl) & Web frames Longitudinal framing | Carrying Petr Fitted for oil | oleum in fuel 12,21 | bulk F.P. a | | Lloyd's SA & CP above 150° F. | Cell D Bu E & B 71' 55t DT f 36'649t | FPT 227t APT 156t | | | | | |
| 71265 160548 GCWR | **British Justice** Oil Eng. ss Mch. No. 2–37 | 6982 6458 4122 | ✠100A1 Fal b† Examined 10,40 Sng LMC CS1,37 DBS6,39 10,40 5,38 | | CL 5,38 | 1928 8mo | Palmers' Co. Ld. Newcastle | British Tanker Co. Ltd. | 440·7 \| 57·1 \| 33·9 P107'B34'F49' FK | London British | Oil Engines 2S.C.SA 4Cy.22½"–45⅝" 654NHP 2DB 150lb Richardsons, Westgarth & Co. Ld. Hpl. | 33 ft 11 s 6 ft 5½ 27 ft 8½ | |
| | Mchy. Aft D.F. | 2 Dks (Stl) & Web frames Longitudinal framing | Carrying Petr | oleum in | bulk | | Lloyd's SA & CP | Cell D Bu E 83'253t | DT f 41'254t FPT 136t APT 93t | | | | | |
| 71266 146698 GJSF | **British Lady** ss Fal. No. 3–5,35 | 6098 5629 3520 | ✠100A1 Shl a† 10,30 6,40 Lth LMC 11,39 | | OG 4,39 | 1923 2mo | J. L. Thompson & Sons, Ld. Sunderland | | 412·0 \| 54·8 \| 32·9 P114'B35'F53' FK | London British | 2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 180lb 644NHP 3SB(Spt),12cf,HS8265 FD Met. Vickers Elec Co Ld Mch | 33 ft 0 s 5 ft 10½ 27 ft 4½ | |
| | Mchy. Aft D.F. | 2 Dks (Stl) & Web frames Longitudinal framing Modified Special Survey–39 Shl | Carrying hom fuel cargo in Fitted for oil | ogeneous oil bulk F.P. fuel 2,23 | above 150° F. above 150° F. | | Lloyd's SA & CP | Cell D Bu E & B 82'232t DT f 40'624t | FPT 148t APT 255t | | | | | |
| 71267 146658 GJNV | **British Lord** ss Fal. No. 3–7,34 ss Shl. No. 1–39 | 6098 5629 3520 | ✠100A1 Bom a† 9,40 8,40 Bkn BS12,40 LMC 2,38 | | OG 2,38 | 1922 11mo | J. L. Thompson & Sons, Ld. Sunderland | British Tanker Co. Ltd. | 412·0 \| 54·8 \| 32·9 427·0 (O.L.) P114'B35'F53' FK | London British | 2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 180lb 644NHP 3SB(Spt),12cf,HS8265 FD Met. Vickers Elec Co Ld Mch | 33 ft 0 s 5 ft 10½ 27 ft 4½ | |
| | Mchy. Aft D.F. E.S.D. | 2 Dks (Stl) & Web frames Longitudinal framing | Carrying Petr Fitted for oil | oleum in fuel 11,22 | bulk F.P. | | Lloyd's SA & CP above 150° F. | Cell D Bu E & B 82' 232t DT f 40'624t | FPT 148t APT 255t | | | | | |
| 71268 149977 GLFR | **British Loyalty** Oil Eng. ss Nwc. No. 3–4,40 | 6993 6458 4140 | ✠100A1 Nwc b† 2,41 4,10 Cal LMC CS4,40 DBS 4,00 2,41 4,40 | | CL 3,40 | 1928 1mo | Palmers' Co. Ld. Newcastle | British Tanker Co. Ltd. | 440·7 \| 57·1 \| 33·9 P107'B34'F49' FK | London British | Oil Engines 2S.C.SA 6Cy.26¾"–47½" 748NHP 2DB 150lb Sulzer Bros. Winterthur | 33 ft 11 s 6 ft 6¼ 27 ft 8 | |
| | Mchy. Aft D.F. E.S.D. | 2 Dks (Stl) & Web frames Longitudinal framing | Carrying Petr | oleum in | bulk | | Lloyd's SA & CP | Cell D Bu L 83'253t | DT f 41'254t FPT 136t APT 93t | | | | | |
| 71269 146530 GJFW | **British Mariner** ss Fal. No. 3–1,35 ss Fal. No. 1–39 | 6996 6472 4079 | ✠100A1 Shl b† 12,39 12,40 Sou LMC 5,39 BS7,40 | | OG 12,39 | 1922 3mo | Palmers' Co. Ld. Newcastle | British Tanker Co. Ltd. | 440·2 \| 57·1 \| 33·8 P113'B32'F50' FK | London British | 2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 120lb 654NHP 3SB(Spt),12cf,GS204 FD HS8511 Palmers' Co. Ld. Newcastle | 33 ft 11 s 6 ft 6 27 ft 8½ | |
| | Mchy. Aft D.F. | 2 Dks (Stl) & Web frames Longitudinal framing | Carrying Petr Fitted for oil | oleum in fuel 3,22 | bulk F.P. | | Lloyd's SA & CP above 150° F. | Cell D Bu E & B 87'57t | DT f 47'729t FPT 168t APT 192t | | | | | |
| 71270 146655 GFWN | **British Merchant** ss Shl. No. 3–3,35 ss Fal. No. 1–39 | 6994 6471 4015 | ✠100A1 Fal b† 7,40 10,30 Bom LMC MS10,39 BS2,40 3,41 | | OG 1,39 | 1922 11mo | W. Beardmore & Co. Ld. Glasgow | British Tanker Co. Ltd. | 440·7 \| 57·2 \| 34·1 P116'B35'F49' FK | London British | 2 Steam Turbines DR geared to 1 Sc. Shaft (r) 200lb 180lb 673NHP 3SB(Spt),12cf,HS8670 FD W. Beardmore & Co. Ld. Gls. | 33 ft 11 s 6 ft 5½ 27 ft 7½ | |
| | Mchy. Aft D.F. E.S.D. | 2 Dks (Stl) | Carrying Petr Fitted for oil | oleum in fuel 10,22 | bulk F.P. a | | Lloyd's SA & CP above 150° F. | Cell D Bu E & B 67' 248t DT f 45'701t | FPT 168t APT 240t | | | | | |
| 71271 146326 GBVR | **British Monarch** Fitted for oil fuel 2 Dks | 5661 5302 3532 | | | | 1923 | Napier & Miller, Ld. Glasgow | Monarch S.S. Co. Ld. (Raeburn & Verel, Ld. Mgrs.) | 420·6 \| 54·2 \| 29·1 P48'B129'F46' | Glasgow British | T. 3Cy. 26", 43" & 73"–48" Emade & fitted 29 269NHP D & W. Henderson & Co Ld Gls | | C |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now or pired. | Equipment Letter | 7* Date when tail shaft last seen | 8 9 Built. When. — Ship. — Engines | By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP.=Horse power by Society's formula; RHP.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Act of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71272<br>148491<br>GKVM | **British Motorist**<br>*Oil Eng.*<br>*ss* Bkn. No. 3–4, 37<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. E.S.D. *Longitudinal framing* | 6891<br>6337<br>4088 | ✠100A1<br>1,10<br>✠LMC CS4,37<br>DBS~~8,30~~ 1,40 8,39<br>*Carrying Petroleum in bulk* | Sws | *b*† | CL<br>12,37 | 1924<br>10mo<br>*Lloyd's* | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*CellDBuE15' f45'289t* | BritishTankerCo. Ld.<br>*FPT160t APT104t* | 440·2 \| 57·0 \| 33·8<br>453·3 (O.L.)<br>P106' B33' F49' FK | London<br>British<br>17 *BHpt Cem*<br>(10 *to U dk*<br>7 „ 2*nd*„) | Oil Engines 2S.C.SA<br>8Cy. 24"–50" 796NHP<br>2DB *150lb*<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 33 ″ 11<br>s 6 ″ 4½<br>27 ″ 9½ | |
| 71273<br>146646<br>GJLR | **British Officer**<br>*ss* Sld. No 3–6, 35<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. E.S.D. *Longitudinal framing* | 6990<br>6478<br>4078 | ✠100A1<br>Examined 4,40<br>✠LMC<br>MS6,35 BS8,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11,22 *F.P. above* 150° F. | Sws | *b*† | OG<br>5,38 | 1922<br>9mo<br>*Lloyd's* | Palmers' Co. Ld. Newcastle<br>*CellDBuE&B87' 57t DT f47'729t* | BritishTankerCo. Ld.<br>*FPT163t APT192t* | 440·2 \| 57·1 \| 33·8<br>P113' B32' F50' FK | London<br>British<br>17 *BHpt Cem*<br>(11 *to U dk*<br>6 „ 2*nd*„) | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*)<br>200lb *120lb* 654NHP<br>3SB (Spt), *12cf*, GS 204 FD<br>HS 8511<br>Palmers' Co. Ld. Newcastle | 33 ″ 11<br>s 6 ″ 6<br>27 ″ 8¾ | |
| 71274<br>148676<br>GLNJ | **British Petrol**<br>*Oil Eng.*<br>*ss* Nwc. No. 3–2, 38<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. E.S.D. *Longitudinal framing* | 6891<br>6377<br>4103 | ✠100A1<br>5,40~~12,30~~<br>DBS4,40 ✠LMC2,38<br>✠NE32 *fitted* 2,38<br>*Carrying Petroleum in bulk* | Fal<br>Grk | *b*† | CL<br>N1,38 | 1925<br>9mo<br>*Lloyd's* | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*CellDBuE15' f45'289t* | BritishTankerCo. Ld.<br>*FPT160t APT104t* | 440·2 \| 57·0 \| 33·8<br>P106' B33' F49' FK | London<br>British<br>17 *BHpt Cem*<br>(10 *to U dk*<br>7 „ 2*nd*„) | Oil Engines 2S.C.DA<br>6Cy. 23⅝"–35.7/16" 1168NHP<br>2DB *150lb*<br>Vickers Armstrongs, Ld. Brw. | 33 ″ 11<br>s 6 ″ 4½<br>27 ″ 9¾ | |
| 71275<br>165354<br>GZGG | **British Power**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk, 2nd dk clear of*<br>*Mchy. Aft Cruiser Stern cargo tanks*<br>*Longitudinal framing at bottom & at deck* | 8451<br>7454<br>4967 | ✠100A1<br>6,40 ~~9,30~~<br>✠LMC12,36<br>*Carrying Petroleum in bulk* | Fal<br>Grk | *d*† | CL<br>5,40 | 1936<br>12mo<br>*Lloyd's* | Harland & Wolff, Ld. Glasgow<br>*CellDBuE78' 175t DTf34' 434t FPT224t APT200t* | BritishTankerCo. Ld. | 467·8 \| 61·7 \| 33·8<br>P105' B43' F45' FK | London<br>British<br>17 *BHpt Cem*<br>*pt Asp*<br>*APT200t* | Oil Engines 4S.C.SA<br>6Cy. 29½"–59.3/16" 490NHP<br>2DB *150lb*<br>Harland & Wolff, Ld. Gls. | 34 ″ 0<br>s 6 ″ 9½<br>27 ″ 5½ | |
| 71276<br>146684<br>GJQM | **British Premier**<br>*ss* Shl. No. 3–1, 36<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>*Longitudinal framing*<br>D.F. E.S.D. | 5872<br>5395<br>3377 | ✠100A1<br>8,39<br>✠LMC<br>MS1,36 BS11,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 12,22 *F.P. above* 150° F. | Bom | *z* | OG<br>8,39 | 1922<br>12mo<br>*Lloyd's* | Palmers' Co. Ld. Newcastle<br>*CellDBuE33' 44t* | BritishTankerCo. Ld. | 400·6 \| 53·7 \| 32·7<br>416·0 (O.L.)<br>P107' B34' F49' FK<br>*DTf40' 560t*<br>*FPT130t APT80t* | London<br>British<br>16 *BHpt Cem*<br>(10 *to U dk*<br>6 „ 2*nd*„) | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*)<br>200lb *120lb* 523NHP<br>3SB (Spt), *9cf*, HS 7737 FD<br>Palmers' Co. Ld. Newcastle | 33 ″ 0<br>s 5 ″ 9¾<br>27 ″ 5 | |
| 71277<br>162553<br>GMBF | **British Prestige**<br>*Oil Eng.*<br>D.F. *ss* Fal. No. 2–39<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>*Longitudinal framing* | 7106<br>6526<br>4180 | ✠100A1<br>1,41~~4,40~~<br>Sld<br>✠LMC CS6,39<br>~~DBS4,40~~ 4,40<br>*Carrying Petroleum in bulk* | Fal | *b*† | CL<br>~~5,30~~<br>12,40 | 1931<br>3mo<br>*Lloyd's* | Lithgows, Ld. Port Glasgow<br>*CellDBuE85' f38'470t* | BritishTankerCo. Ld.<br>*FPT172t APT83t* | 440·6 \| 59·5 \| 33·0<br>P113' B43' F48' FK | London<br>British<br>17 *BHpt Cem*<br>(13 *to U dk*<br>4 „ 2*nd*„) | Oil Engines 4S.C.SA<br>8Cy. 29½"–59.3/16" 653NHP<br>2DB *150lb*<br>J.G. Kincaid & Co. Ld. Grk. | 33 ″ 0<br>s 6 ″ 0¼<br>27 ″ 2½ | |
| 71278<br>162533<br>GLYT | **British Pride**<br>*Oil Eng.*<br>D.F. E.S.D. *ss* Fal. No. 2–39<br>*Mchy Aft* 2 *Dks (Stl) & Web frames*<br>*Longitudinal framing* | 7106<br>6526<br>4180 | ✠100A1<br>12,40~~1,40~~<br>✠LMC CS7,39<br>DBS~~4,40~~ 6,41 2,38<br>*Carrying Petroleum in bulk* | Fal<br>Bom | *b*† | CL<br>6,39 | 1931<br>1mo<br>*Lloyd's* | Lithgows, Ld. Port Glasgow<br>*CellDBuE85' f38'470t* | BritishTankerCo. Ld. | 440·6 \| 59·5 \| 33·0<br>455·6 (O.L.)<br>P113' B43' F48' FK<br>*FPT172t APT83t* | London<br>British<br>17 *BHpt Cem*<br>(13 *to U dk*<br>4 „ 2*nd*„) | Oil Engines 4S.C.SA<br>8Cy. 29½"–59.3/16" 653NHP<br>2DB *150lb*<br>J.G. Kincaid & Co. Ld. Grk. | 33 ″ 0<br>s 6 ″ 0¼<br>27 ″ 2½ | |
| 71279<br>161576<br>GYDQ | **British Prince** (*ex* Sutherland–36)<br>*Oil Eng.*<br>*ss* Bel. No. 1–38<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*Tonnage opening closed '41 (W.E.) Cruiser Stern* | 4979<br>4580<br>3056 | ✠100A1<br>*with freeboard*<br>~~7,30~~ ~~8,30~~ 1,41<br>✠LMC CS13,38<br>DBS 4,40 11,38 | NYk<br>Lon | *a*† | CL<br>~~11,37~~<br>7,40 | 1935<br>1mo<br>*Lloyd's* | W. Doxford & Sons, Ld. Sunderland<br>*CellDB346' 1174t MT1236t* | RioCapeLine, Ld. (Furness Withy & Co. Ld. *Mgrs.*) | 412·2 \| 54·2 \| 26·1<br>FK | Newcastle<br>British<br>7 *BHpt Cem*<br>(*Coll to Sh dk*<br>6 „ 2*nd*„) | Oil Engines 2S.C.SA<br>3Cy. 20½"–81½" 388NHP<br>2DB *120lb*<br>W. Doxford & Sons, Ld. Sld. | 37 ″ 3<br>s 10 ″ 11¼<br>26 ″ 6¼ | |
| 71280<br>140298<br>GBMD | **British Princess**<br>*ss* Fal. No 3–9, 29<br>D.F. E.S.D. *ss* Shl. No. 2–38<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>*Longitudinal framing* | 7019<br>6477<br>4256 | ✠100A1<br>~~10,40~~ ~~12,30~~<br>~~BS8,30~~ ✠LMC5,38<br>10,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,17 *F.P. above* 150° F. | Lon<br>Bom | *a*† | CL<br>~~6,37~~<br>10,40 | 1917<br>5mo<br>*Lloyd's* | Armstrong Whitworth & Co. Ld. Newcastle<br>*CellDBuB41' 89t DTf40' 688t* | BritishTankerCo. Ld.<br>*FPT111t APT72t* | 430·0 \| 57·0 \| 33·7<br>P101' B32' F44' FK | London<br>British<br>18 *BHpt Cem*<br>(10 „ *to U dk*<br>8 „ 2*nd*„) | T. 3Cy. 27", 45" & 74"–54" (*r*)<br>180lb 618NHP<br>3SB, *12cf*, GS 204, HS 9639 FD<br>NE Marine Eng. Co. Ld. Nwc | 33 ″ 6<br>s 6 ″ 5½<br>27 ″ 3½ | |
| 71231<br>149926<br>GKPV | **British Progress**<br>*ss* Nwc. No. 2–36<br>*Mchy Aft* 2 *Dks (Stl) & Web frames*<br>D.F. E.S.D *Longitudinal framing* | 4581<br>4061<br>2639 | ✠100A1<br>~~Fal~~<br>Examined 8,40 Grk<br>BS8,40 ✠LMC<br>~~MS3,36~~ ~~BS8,30~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11,27 *F.P. above* 150° F. *CellDBuE&B51' f31'239t DTf31' 264t FPT135t APT69t* | Shl<br>Gls | *x* | CL<br>1,39 | 1927<br>11mo<br>*Lloyd's* | Armstrong Whitworth & Co. Ld. Newcastle | BritishTankerCo. Ld. | 381·2 \| 50·4 \| 27·6<br>P93' B30' F55' FK | London<br>British<br>16 *BHpt Cem*<br>(11 „ *to Udk*<br>5 „ 2*nd*„) | T. 3Cy. 25", 42" & 70"–48" (*s*)<br>200lb *120lb* 422NHP<br>2SB, *6cf*, HS 5538 FD<br>Wilsnd Slpwy. Co. Ld. Nwc. | 27 ″ 6<br>s 4 ″ 4½<br>23 ″ 4 | |
| 71282<br>167217<br>GPPP | **British Prudence**<br>*Oil Eng.*<br>1 *Dk, 2nd dk clear of cargo tanks*<br>*Mchy. Aft* D.F. E.S.D. *Cruiser Stern*<br>*Longitudinal framing at bottom & at decks* | 8620<br>7577<br>4903 | ✠100A1<br>3,41 ~~1,40~~<br>✠LMC4,39<br>*Carrying Petroleum in bulk* | Shl<br>Gls | *d*† | CL | 1939<br>4mo<br>*Lloyd's* | Sir J. Laing & Sons, Ld. Sunderland<br>*CellDB76 226t D* | BritishTankerCo. Ld. | 474·6 \| 62·0 \| 33·9<br>493·8 (O.L.)<br>P109' B44' F56' FK<br>*Tf36' 514t FPT300t* | London<br>British<br>12 *BHpt Cem*<br>*APT186* | Oil Engines 2S.C.SA<br>4Cy. 28⅝"–91.7/16" 687NHP<br>2DB *150lb*<br>Wm. Doxford & Sons, Ld Sld | 34 ″ 0<br>s 6 ″ 7<br>27 ″ 8¼ | |
| 71283<br>160357<br>GNSF | **British Reliance**<br>*Oil Eng.*<br>Sub. Sig. *ss* Shl. No. 3–1, 41 ~~*ss* Fal. No. 2–36~~<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. E.S.D. *Longitudinal framing* | 7000<br>6521<br>4132 | ✠100A1<br>1,41~~1,30~~<br>✠LMC CS6,36<br>DBS~~11,30~~ 1,41 ~~1,30~~ 1,40<br>*Carrying Petroleum in bulk* | Fal<br>Shl | *b*† | CL<br>~~N8,37~~<br>11,40 | 1928<br>2mo<br>*Lloyd's* | Greenock Dkyd. Co. Ld. Greenock<br>*CellDBuE86' 166t DTf36' 226t FPT180t APT97t* | BritishTankerCo. Ld. | 440·3 \| 57·0 \| 33·8<br>P111' B41' F53' FK | London<br>British<br>17 *BHpt Cem*<br>(10 „ *to Udk*<br>7 „ 2*nd*„) | Oil Engines 4S.C.SA<br>8Cy. 29½"–59.1/16" 653NHP<br>2DB *150lb*<br>J.G. Kincaid & Co. Ld. Grk. | 33 ″ 11<br>s 6 ″ 3¾<br>27 ″ 10 | |
| 71284<br>160397<br>GCRF | **British Renown**<br>*Oil Eng.*<br>*ss* Shl. No. 2–36<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. *Longitudinal framing* | 6997<br>6478<br>4143 | ✠100A1<br>~~Avn~~<br>Examined 8,40 Bkn<br>✠LMC CS6,36<br>DBS~~3,38~~ 3,40 3,39<br>*Carrying Petroleum in bulk* | | *b*† | CL<br>8,38 | 1928<br>4mo<br>*Lloyd's* | Sir J. Laing & Sons, Ld. Sunderland<br>*CellDBuE80' 238t DTf30' 235t* | BritishTankerCo. Ld.<br>*FPT222t APT106t* | 435·0 \| 57·3 \| 33·8<br>P105' B34' F53' FK | London<br>British<br>16 *BHpt Cem*<br>(10 *to Udk*<br>6 „ 2*nd*„) | Oil Engines 2S.C.SA<br>4Cy. 22⅛"–91⅛" 642NHP<br>2DB *150lb*<br>Richardsons, Westgarth & Co. Ld. Hpl. | 33 ″ 10<br>s 6 ″ 5¾<br>27 ″ 7½ | |
| 71285<br>165539<br>GZPF | **British Resolution**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk, 2nd dk clear of*<br>*Mchy. Aft Cruiser Stern cargo tanks*<br>*Longitudinal framing at bottom & at deck* | 8408<br>7423<br>4927 | ✠100A1<br>~~9,40~~ ~~12,30~~ 11,40<br>Syd<br>✠LMC8,37<br>*Carrying Petroleum in bulk* | Bkn | *d*† | CL<br>9,40 | 1937<br>8mo<br>*Lloyd's* | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*CellDBuE75' 176t* | BritishTankerCo. Ld. | 466·3 \| 61·9 \| 33·9<br>481·6 (O.L.)<br>P107' B43' F45' FK<br>*DTf34' 397t FPT209t APT183t* | London<br>British<br>17 *BHpt Cem*<br>*pt Asp* | Oil Engines 2S.C.SA<br>4Cy. 23⅝"–91.7/16" 687NHP<br>2DB *150lb*<br>Wm. Doxford & Sons, Ld. Sld | 34 ″ 0<br>s 6 ″ 8¾<br>27 ″ 6½ | |
| 71286<br>162547<br>GKZB | **British Resource**<br>*Oil Eng.*<br>*ss* Fal. No. 2–39<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. E.S.D. *Longitudinal framing* | 7209<br>6579<br>4197 | ✠100A1<br>~~3,40~~ 11,40<br>Npt<br>✠LMC CS3,39<br>DBS4,40 4,40<br>*Carrying Petroleum in bulk* | Bkn | *b*† | CL<br>~~11,37~~<br>11,40 | 1931<br>3mo<br>*Lloyd's* | Greenock Dkyd. Co. Ld. Greenock<br>*CellDBuE85' f38'424t* | BritishTankerCo. Ld.<br>*FPT195t APT95t* | 440·6 \| 59·4 \| 32·9<br>P113' B43' F48' FK | London<br>British<br>17 *BHpt Cem*<br>(13 *to U dk*<br>4 „ 2*nd*„) | Oil Engines 4S.C.SA<br>8Cy. 29½"–59.1/16" 653NHP<br>2DB *150lb*<br>J.G. Kincaid & Co. Ld. Grk. | 33 ″ 0<br>s 5 ″ 11¾<br>27 ″ 2¾ | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux. | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Forme assignée maintenant après Lettre Modifiement. | 7a Date de la dernière visite de Survie ou port-bâtiss. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant *pds. pt.* | 15 Inscrire ici cet si ce n'est dans la L. Durée Cert. Rad. Tr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71287<br>142723<br>GSBQ | **British Sailor** (*ex* War Rajah)<br>*ss* Fal. No. 3–4, 31<br>D.F. *ss* Bom. No. 2–39<br>1 *Dk(Stl)* 2 *tr B & Web frames*<br>*Longitudinal framing* | 5576<br>4706<br>3444 | ✠100A1<br>6,10 ~~7,00~~<br>✠LMC 7,39<br>BS 6,40<br>*Carrying oil fuel in bulk F. P. above 1*<br>*Fitted for oil fuel 12, 18 F. P. above 1* | Bom<br>Gls | *z* | CL<br>6,39<br>50° F.<br>50° F. | 1918<br>12mo<br>*Lloyd's* | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*Cell D Bu E & B 59' 2* | British Tanker Co. Ld.<br>*40t f 50' 65t F P T 95t* | 400·0 \| 52·3 \| 28·4<br>P 49' B 121' F 39' FK<br>*A P T 80t* | London<br>British<br>11 *B Hpt Cem* | T. 3 Cy. 27″, 44″ & 73″–48″ (*s*)<br>180 lb 517 NHP<br>3SB, *9cf*, GS 189, HS 7668 FD<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 31 ″ 0<br>*s* 5 ″ 7½<br>25 ″ 7 | |
| 71238<br>162532<br>GFCJ | **British Science**<br>*Oil Eng.*<br>*ss* Sld. No. 1–35<br>*Mchy. Aft* 2 *Dks (Stl)*<br>D.F. E.S.D. GyC. & *Web frames*<br>*Longitudinal framing* | 7138<br>6391<br>4172 | ✠100A1 Bkn<br>Examined ~~4,40~~ 10,40<br>DBS ~~10,40~~ ✠LMC 4,35<br>10,40<br>*Carrying Petroleum in bulk* | | *b*† | CL<br>4,40 | 1931<br>1mo<br>*Lloyd's* | Palmers' Co. Ld. Newcastle<br>*Cell D Bu E 79' 283t D T f 39' 227t* | British Tanker Co. Ld. | 441·2 \| 59·7 \| 33·0<br>P 108' B 42' F 49' FK<br>*F P T 149t A P T 89t* | London<br>British<br>17 *B Hpt Cem* (13 „ *to Udk* 4 „ 2nd „) | Oil Engines 2 S.C.S.A<br>4 Cy. 23⅜″–91 1/16″ 687 NHP<br>2 DB *150 lb*<br>W. Doxford & Sons, Ld. Sld. | 33 ″ 0<br>*s* 6 ″ 1½<br>27 ″ 0½ | |
| 71239<br>143979<br>GJKD | **British Scout**<br>*ss* Shl. No. 3–8, 35<br>*Mchy. Aft* 2 *Dks (Stl)* & *Web frames*<br>D.F. *Longitudinal framing* | 1507<br>1294<br>836 | ✠100A1 ~~Gmh~~ *p*<br>Examined ~~1,41~~ Bal Arm<br>BS ~~2,39~~ 7,40 ✠LMC 8,35<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 10, 22 F. P. above 1* | | | CL<br>6,38<br>50° F. | 1922<br>10mo<br>*Lloyd's* | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*Cell D Bu E 22' 23t* | British Tanker Co. Ld. | 245·0 \| 37·2 \| 19·8<br>254·8 (O.L.)<br>P 67' B 20' F 26' FK<br>*F P T 45t A P T 25t* | Swansea<br>British<br>11 *B Hpt Cem* (9 „ *to Udk* 2 „ 2nd „) | T. 3 Cy. 17½″, 29″ & 48″–33″ (*r*)<br>180 lb 182 NHP<br>2 SB, *4cf*, HS 2664 FD<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 20 ″ 0<br>*s* 2 ″ 4<br>17 ″ 10 | |
| 71290<br>166328<br>GZPD | **British Security**<br>*Oil Eng.*<br>1 *Dk*, 2nd dk clear of cargo tanks<br>D.F. E.S.D. *Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | 8470<br>7454<br>4979 | ✠100A1 Bkn<br>7,40 ~~7,40~~ Mch<br>✠LMC 12,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 10, 22 F. P. above 1* | | *d*† | CL<br>50° F. | 1937<br>12mo<br>*Lloyd's* | Harland & Wolff, Ld. Glasgow<br>*Cell D Bu E 75' 175t* | British Tanker Co. Ld. | 467·8 \| 61·7 \| 33·8<br>483·1 (O.L.)<br>P 105' B 43' F 45' FK<br>*D T f 34' 434t F P T 22 4t A P T 200t* | London<br>British<br>17 *B Hpt Cem pt Asp*<br>Harland & Wolff, Ld. Gls. | Oil Engines 4 S.C.S.A<br>6 Cy. 29½″–59 3/16″ 490 NHP<br>2 DB *150 lb* | 34 ″ 0<br>*s* 6 ″ 9½<br>27 ″ 5½ | |
| 71291<br>146647<br>GJLQ | **British Sergeant**<br>*ss* Shl. No. 3–11, 34<br>*ss* Shl. No. 1–39<br>*Mchy. Aft* 2 *Dks (Stl)* & *Web frames*<br>D.F. E.S.D. *Longitudinal framing* | 5868<br>5389<br>3387 | ✠100A1 Shl<br>~~4,108,30~~ 1,41 ~~Sus~~ Bom<br>BS 8,40 ✠LMC 6,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 10, 22 F. P. above 1* | | *z* | OG<br>6,39<br>50° F. | 1922<br>8mo<br>*Lloyd's* | Palmers' Co. Ld. Newcastle<br>*Cell D Bu E 33' 41t D T f 40' 560t* | British Tanker Co. Ld. | 400·6 \| 54·2 \| 32·7<br>P 122' B 34' F 49' FK<br>*F P T 130t A P T 80t* | London<br>British<br>16 *B Hpt Cem* (10 „ *to Udk* 6 „ 2nd „ ) | 2 Steam Turbines D R geared to 1 Sc. Shaft (*s*)<br>200 lb *120 lb* 593 NHP<br>3SB (Spt), *9cf*, HS 7737 FD<br>Palmers' Co. Ld. Newcastle | 33 ″ 0<br>*s* 5 ″ 10<br>27 ″ 5½ | |
| 71292<br>167168<br>GPPS | **British Sincerity**<br>*Oil Eng.*<br>D.F. 1 *Dk*, 2nd dk clear of cargo tanks<br>E.S.D. *Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | 8533<br>7493<br>4898 | ✠100A1 Npt<br>8,40 ~~8,40~~ Lon<br>✠LMC 2,39<br>*Carrying Petroleum in bulk* | | *d*† | CL<br>50° F. | 1939<br>2mo<br>*Lloyd's* | Cammell Laird & Co. Ld. Birkenhead<br>*Cell D Bu E 75' 249t* | British Tanker Co. Ld. | 466·9 \| 62·0 \| 34·0<br>482·5 (O.L.)<br>P 103' B 36' F 58' FK<br>*D T f 32' 422t F P T 25 1t A P T 250t* | London<br>British<br>17 *B H*<br>Wm. Doxford & Sons, Ld. Sld | Oil Engines 2 S.C S.A<br>4 Cy. 23⅝″–91 1/16″ 687 NHP<br>2 DB *150 lb* | 34 ″ 1<br>*s* 6 ″ 9½<br>27 ″ 6½ | |
| 71293<br>142707<br>GSBT | **British Soldier** (*ex* War Sikh)<br>*ss* Fal. No. 3–10, 30<br>*ss* Bom. No. 2–39<br>D.F. 1 *Dk(Stl)* 2 *tr B & G Web frames*<br>*Longitudinal framing* | 5564<br>4712<br>3503 | ✠100A1 Bom<br>~~6,10~~ 11,40<br>✠LMC<br>MS 4,39 ~~BS 12,39~~ 2,41<br>*Carrying oil fuel in bulk F. P. above 1*<br>*Fitted for oil fuel 11, 18 F. P. above 1* | | *z* | CL<br>2,40<br>50° F.<br>50° F. | 1918<br>11mo<br>*Lloyd's* | W. Gray & Co. Ld. W Hartlepool<br>*Middle line Bulkhead not oil-tight* FK<br>*Cell D Bu E & B 65'* | British Tanker Co. Ld. | 400·0 \| 52·3 \| 28·4<br>P 49' B 121' F 39'<br>*11 B Hpt Cem*<br>*262t f 50' 65t* | London<br>British | T. 3 Cy. 27″, 44″ & 73″–48″ (*s*)<br>180 lb 517 NHP<br>3SB, *9cf*, GS 190, HS 7668 FD<br>Cen. Mar. Eng. Wrks W. Hpl | 31 ″ 0<br>*s* 5 ″ 7½<br>25 ″ 7 | |
| 71294<br>140319<br>GSDY | **British Sovereign**<br>*ss* Shl. No. 3–8, 30<br>*ss* Shl. No. 2–38<br>*Mchy. Aft* 2 *Dks (Stl)* & *Web frames*<br>D.F. *Longitudinal framing* | 3657<br>3337<br>2176 | ✠100A1 Bom<br>5 ~~8,00~~ 3,41<br>BS ~~12,39~~ ✠LMC 12,38<br>12,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 5, 17 F. P. above 1* | | *v* | CL<br>~~11,38~~<br>5,40<br>50° F | 1917<br>7mo<br>*Lloyd's* | Armstrong Whitworth & Co. Ld. Newcastle<br>*Cell D Bu B 38' 70t D T f 29' 31t* | British Tanker Co. Ld. | 345·2 \| 49·1 \| 25·6<br>354·1 (O.L.)<br>P 88' B 39' F 46' FK<br>*F P T 69t A P T 34t* | London<br>British<br>13 *B Hpt Cem* (8 *to U dk* 5 „ 2nd „) | T. 3 Cy. 23″, 38″ & 62″–42″ (*r*)<br>180 lb 380 NHP<br>3SB, *9cf*, GS 132, HS 5904 FD<br>N. E. Marine Eng Co Ld Nwc | 25 ″ 7<br>*s* 3 ″ 11½<br>21 ″ 9½ | |
| 71295<br>162546<br>GFKM | **British Splendour**<br>*Oil Eng.*<br>*Mchy. Aft* *ss* Mch. No. 1–35<br>D.F. E.S.D. 2 *Dks (Stl)* & *Web frames*<br>*Longitudinal framing* | 7138<br>6391<br>4172 | ✠100A1 ~~Nwc~~ *b*†<br>Examined 11,40 Npt<br>✠LMC CS 6,40<br>DBS 6,40 2,39<br>*Carrying Petroleum in bulk* | | | CL<br>~~2,39~~<br>3,41 | 1931<br>2mo<br>*Lloyd's* | Palmers' Co. Ld. Newcastle<br>*Cell D Bu E 79' 283t D T f 39' 227t F P T 149t A P T 89t* | British Tanker Co. Ld. | 441·2 \| 59·7 \| 33·0<br>P 108' B 42' F 49' FK<br>*11 B Hpt Cem*<br>(13 *to U dk* 4 „ 2nd „) | London<br>British<br>17 *B Hpt Cem* | Oil Engines 2 S.C.S.A<br>4 Cy. 23⅝″–91 1/16″ 687 NHP<br>2 DB *150 lb* | 33 ″ 0<br>*s* 6 ″ 1½<br>27 ″ 1 | |
| 71296<br>146686<br>GJNR | **British Statesman**<br>*ss* Fal. No. 3–4, 35<br>*ss* Fal. No. 1–39<br>*Mchy. Aft* 2 *Dks (Stl)* & *Web frames*<br>D.F. E.S.D. *Longitudinal framing* | 6991<br>6549<br>4150 | ✠100A1 Mch<br>8,40 ~~8,40~~ Gls<br>✠LMC<br>MS 10,39 ~~BS 8,39~~ 1,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 1, 23 F. P. above 1* | | *b*† | OG<br>1,38<br>50° F. | 1923<br>1mo<br>*Lloyd's* | Sir J. Laing & Sons, Ld. Sunderland<br>*Cell D Bu E & B 74' 209t D T f 45' 851t* | British Tanker Co. Ld. | 440·3 \| 57·1 \| 33·9<br>457·5 (O.L.)<br>P 113' B 32' F 48' FK<br>*F P T 205t A P T 259t* | London<br>British<br>17 *B H Cem*<br>(10 „ *to U dk* 7 „ 2nd „) | 2 Steam Turbines D R geared to 1 Sc. Shaft (*s*)<br>200 lb *120 lb* 642 NHP<br>3SB (Spt) *12cf*, HS 8256 FD<br>G. Clark, Ld. Sunderland | 33 ″ 11<br>*s* 6 ″ 4½<br>27 ″ 9 | |
| 71297<br>162575<br>GFLK | **British Strength**<br>*ss* Nwc. No. 2–39 *Oil Eng.*<br>D.F. GyC. ~~*ss* Sld. No. 1–35~~<br>E.S.D. 2 *Dks (Stl)* & *Web frames*<br>*Mchy. Aft* *Longitudinal framing* | 7139<br>6391<br>4169 | ✠100A1 Sld<br>11,38<br>✠LMC CS 7,35<br>DBS ~~6,39~~ 9,40 2,38<br>*Carrying Petroleum in bulk* | | *b*† | CL<br>1,38 | 1931<br>4mo<br>*Lloyd's* | Palmers' Co. Ld. Newcastle<br>*Cell D Bu E 79' 283t D T f 39' 227t F P T 149t A P T 89t* | British Tanker Co. Ld. | 441·2 \| 59·7 \| 33·0<br>P 108' B 42' F 49' FK<br>*11 B Hpt Cem*<br>(13 *to U dk* 4„ 2nd „) | London<br>British<br>17 *B Hpt Cem* | Oil Engines 2 S.C.S.A<br>4 Cy. 23⅝″–91 1/16″ 687 NHP<br>2 DB *150 lb*<br>Richardsons, Westgarth & Co. Ld. Hpl. | 33 ″ 0<br>*s* 6 ″ 1½<br>27 ″ 1½ | |
| 71298<br>167170<br>GPPT | **British Tenacity**<br>D.F. *Oil Eng.*<br>E.S.D. 1 *Dk*, 2nd dk clear of cargo tanks<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | 8439<br>7423<br>4855 | ✠100A1 Mch<br>3,40<br>✠LMC 2,39<br>*Carrying Petroleum in bulk* | | *d*† | CL<br>50° F. | 1939<br>2mo<br>*Lloyd's* | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*Cell D Bu E 75' 176t* | British Tanker Co. Ld. | 466·3 \| 61·9 \| 33·9<br>481·6 (O.L.)<br>P 107' B 44' F 45' FK<br>*D T f 34' 397t F P T 209t A P T 183t* | London<br>British<br>17 *B Hpt Cem pt Asp* | Oil Engines 2 S.C.S.A<br>4 Cy. 23⅝″–91 1/16″ 687 NHP<br>2 DB *150 lb*<br>Wm. Doxford & Sons, Ld. Sld | 34 ″ 0<br>*s* 6 ″ 8<br>27 ″ 7½ | |
| 71299<br>143971<br>GFQL | **British Tommy**<br>*ss* Shl. No. 3–9, 33<br>*ss* Sws. No. 1–37<br>*Mchy. Aft* 2 *Dks (Stl)* & *Web frames*<br>Wireless *Longitudinal framing* | 1411<br>1158<br>805 | ✠100A1 Lth<br>~~6,10~~ ~~5,38~~ 2,41 Gmh<br>✠LMC<br>MS 12,37 ~~BS 3,40~~ 2,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 8, 21 F. P. above 1* | | *o* | CL<br>~~11,37~~<br>2,41<br>50° F. | 1921<br>8mo<br>*Lloyd's* | Lithgows, Ld. Port Glasgow<br>*Cell D B 23' 19t* | British Tanker Co. Ld. | 229·9 \| 36·2 \| 19·0<br>239·3 (O.L.)<br>P 65' B 22' F 29' FK<br>*F P T 38t A P T 22t* | Swansea<br>British<br>11 *L H Cem*<br>(9 *to U dk* 2 „ 2nd „) | T. 3 Cy. 17½″, 28″ & 47″–33″ (*r*)<br>180 lb 161 NHP<br>2 SB, *6cf*, GS 99, HS 2800<br>Rankin & Blackmore, Ld. Greenock | 19 ″ 3<br>*s* 1 ″ 10½<br>17 ″ 6½ | |
| 71300<br>146163<br>GFVQ | **British Trader**<br>*ss* Fal. No. 3–12, 33<br>*ss* Fal. No. 1–38<br>*Mchy. Aft* 2 *Dks (Stl)*<br>D.F. | 4204<br>3630<br>2314 | ✠100A1 Bom<br>5,10 ~~5,00~~<br>BS 11,40 ✠LMC<br>MS 4,38 ~~BS 11,39~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 11, 21 F. P. above 1* | | *w* | CL<br>4,38<br>50° F. | 1921<br>11mo<br>*Lloyd's* | W. Beardmore & Co. Ld. Glasgow<br>*Cell D Bu E 23' 68t D T f 35' 3 94t F P T 54t A P T 40t* | British Tanker Co. Ld. | 351·4 \| 49·1 \| 27·1<br>363·2 (O.L.)<br>P 82 B 40' F 57' FK<br>*14 B Hpt Cem*<br>(9 „ *to U dk* 5 „ 2nd „) | London<br>British | T. 3 Cy. 23″, 36½″ & 58″–42″ (*r*)<br>180 lb *180 lb* 349 NHP<br>2 SB. *6cf*, GS 548 FD<br>W. Beardmore & Co. Ld. Gls. | 27 ″ 0<br>*s* 4 ″ 1½<br>23 ″ 2 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Power, Assigned, Power applied, Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which Lt. B. claimed. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71301<br>167168<br>GPPV | **British Trust**<br>D.F. E.S.D. *Oil Eng.*<br>1 *Dk, 2nd dk clear of cargo tanks*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | | 8466<br>7454<br>4913 | ✠100A1<br>1,40<br>✠LMC1,39<br>*Carrying Petroleum in bulk* | Bom | *d*† | CL<br><br><br>*bulk* | 1939<br>1mo<br>*Lloyd's* | Harland & Wolff, Ld.<br>Glasgow<br>*CellDBu* | BritishTankerCo. Ld. | 467·8 \| 61·7 \| 33·8<br>483·1 (o.L.)<br>P105'B43'F52' FK<br>*E78'175t DTf38'5* | London<br>British<br>12 *BHptCem ptAsp*<br>*12t FPT224t APT200t* | Oil Engines 4S.C.SA<br>6Cy.29⅛"–59 1/16" 490NHP<br>2DB *150lb*<br>Harland & Wolff, Ld.Gls. | 34 " 0<br>s 6 " 8¼<br>27 " 6¾ | |
| 71302<br>149943<br>GKWD | **British Union**<br>*Oil Eng.*<br>D.F. *ss* Fal. No.2–35<br>E.S.D. 2 *Dks (Stl) & Web frames*<br>*Mchy. Aft* *Longitudinal framing* | | 6987<br>6402<br>4157 | ✠100A1 ~~Nwc~~ *b*†<br>Examined 10,40 Lon<br>✠LMC CS8,39<br>DBS8,40 10,40 8,39<br>*Carrying Petroleum in bulk* | | | CL<br>N5,38 | 1927<br>11mo<br>*Lloyd's* | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*CellDBuE71'* | BritishTankerCo. Ld. | 440·1 \| 57·0 \| 33·9<br>P104'B33'F54' FK<br>*f38'466t FPT148t APT108t* | London<br>British<br>17 *BHCem*<br>6 " *to 2nd dk* | Oil Engines 2S.C.SA<br>6Cy.26¾"–47½" 749NHP<br>2DB *150lb*<br>WllsndSlpwy.Co.Ld.Nwc. | 34 " 0<br>s 6 " 5¾<br>27 " 9½ | |
| 71303<br>167215<br>GPPW | **British Unity**<br>*Oil Eng.*<br>1 *Dk, 2nd dk clear of cargo tanks*<br>D.F. E.S.D. *Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | | 8407<br>7461<br>4881 | ✠100A1 Sld *d*†<br>6,40 ~~1,40~~ Grk<br>✠LMC4,39<br>*Carrying Petroleum in bulk* | | | CL<br>~~1,10~~<br>5,40 | 1939<br>4mo<br>*Lloyd's* | Lithgows Ld.<br>PortGlasgow<br>*sA&CP* | BritishTankerCo. Ld. | 467·9 \| 61·7 \| 33·9<br>481·5 (o.L.)<br>P105'B43'F52' FK<br>*CellDBa78'169t DTf38'499t FPT209t* | London<br>British<br>12 *BHptCem ptAsp*<br>*APT198t* | Oil Engines 4S.C.SA<br>6Cy.29⅛"–59 1/16" 490NHP<br>2DB *150lb*<br>J.G.Kincaid & Co.Ld.Grk. | 34 " 0<br>s 6 " 8<br>27 " 7 | |
| 71304<br>149945<br>GJMY | **British Valour**<br>*Oil Eng.*<br>*ss* Nwc. No.2–35<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. E.S.D. *Longitudinal framing* | | 6952<br>6487<br>4176 | ✠100A1 ~~Nwc~~ *b*†<br>Examined 1,41 Lon<br>✠LMC CS4,~~36~~<br>DBS1,41 5,39<br>*Carrying Petroleum in bulk* | | | CL<br>5,39 | 1927<br>11mo<br>*Lloyd's* | Lithgows, Ld.<br>PortGlasgow<br>*sA&CP*<br>*CellDBuE86'f36'411t* | BritishTankerCo. Ld. | 440·5 \| 57·0 \| 33·8<br>P112'B34'F47' FK<br>*FPT178t APT93t* | London<br>British<br>18 *BHCem*<br>(10 *to U dk*<br>8 " 2*nd* ") | Oil Engines 4S.C.SA<br>8Cy.29½"–59 1/16" 653NHP<br>2DB *150lb*<br>J.G.Kincaid & Co.Ld.Grk. | 33 " 11<br>s 6 " 4<br>27 " 9¾ | |
| 71305<br>162502<br>GTPF | **British Venture**<br>*ss* Shl. No.2–39<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. E.S.D. *Longitudinal framing* | | 4696<br>4089<br>2619 | ✠100A1 Fal *x*<br>~~12,40~~ 1,40 Bkn<br>✠LMC4,39<br>BS7,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11,30 | | | CL<br>~~10,37~~<br>12,40<br>*F.P. above* | 1930<br>11mo<br>*Lloyd's* | Lithgows, Ld.<br>PortGlasgow<br>*sA&CP*<br>*CellDBuE&B66'* | BritishTankerCo. Ld. | 384·6 \| 50·2 \| 27·7<br>P95'B38'F44' FK<br>*301t DTf31'359t* | London<br>British<br>17 *BHptCem ptAsp*<br>(13 *to U dk*<br>4 " 2*nd* ") | T.3Cy.25", 42 3/16" & 70"–48" (*s*)<br>200lb *150lb* 430NHP<br>2SB, *6cf*, HS5732 FD<br>Rankin & Blackmre, Ld. Grk | 27 " 6<br>s 4 " 4¾<br>23 " 4½ | |
| 71306<br>145236<br>GFDY | **British Viscount**<br>*ss* Fal. No.3–2,34<br>*ss* Fal. No.1–38<br>*Mchy. Aft* 2 *Dks (Stl) &*<br>D.F. E.S.D *Web frames*<br>*Longitudinal framing* | | 6895<br>6363<br>4073 | ✠100A1 Fal *b*†<br>~~5,10 12,30~~ 12,40 ~~Oil~~ Nwc<br>BS ~~12,30~~ ✠LMC1,38<br>1,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,21 | | | OG<br>~~11,39~~<br>~~N6,40~~<br>12,40<br>*F.P. above* | 1921<br>6mo<br>*Lloyd's* | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*sA&CP*<br>*CellDBuE38'61t* | BritishTankerCo. Ld. | 440·0 \| 57·0 \| 33·7<br>P113'B32'F49' FK<br>*Tf46'709t FPT132t APT223t* | London<br>British<br>17 *BHptCem*<br>(11 *to U dk*<br>6 " 2*nd* ") | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*)<br>200lb *120lb* FD 644NHP<br>3SB (Spt) *12cf*, GS—, HS8280<br>Swan, Hunter & Wigham Richardson Ld. Nwc | 33 " 11<br>s 6 " 6¾<br>27 " 7 | |
| 71307<br>146550<br>GJFX | **British Workman**<br>*ss* Shl. No.3–5,34<br>*ss* Bkn. No.1–38<br>*Mchy. Aft* 2 *Dks (Stl) &*<br>D.F. *Web frames*<br>E.S.D. *Longitudinal framing* | | 6994<br>6533<br>4066 | ✠100A1<br>10,40 ~~9,30~~<br>BS10,40 ✠LMC<br>MS10,37 ~~BS10,30~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,22 | Nwc | *b*† | OG<br>~~10,37~~<br>9,40<br>*F.P. above* | 1922<br>4mo<br>*Lloyd's* | Workman Clark & Co. Ld. Belfast<br>*sA&CP* *CellDBuE&B*<br>*81'42t DTf45'620t* | BritishTankerCo. Ld. | 440·4 \| 57·0 \| 33·9<br>P113'B34'F65' FK<br>*FPT165t APT224t* | London<br>British<br>17 *BHCem*<br>(11 *to U dk*<br>6 " 2*nd* ") | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*)<br>200lb *120lb* 605NHP<br>3SB (Spt), *12cf*, GS209, HS8295 FD<br>Wrkman, Clark & Co Ld Bel | 33 " 11<br>s 6 " 4¾<br>27 " 9¼ | |
| 71308<br>147491<br>GJVQ | **British Yeoman**<br>*ss* Fal. No.3–2,36<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. *Longitudinal framing*<br>E.S.D. | | 6990<br>6479<br>4092 | ✠100A1 ~~Swc~~ *b*†<br>Examined 1,41 Sou<br>BS1,41 ✠LMC<br>MS5,35 ~~BS10,30~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,23 | | | OG<br>2,39<br><br><br>*F.P. above* | 1923<br>6mo<br>*Lloyd's* | Palmers' Co. Ld. Newcastle<br>*sA&CP*<br>*CellDBuE&B87'* | BritishTankerCo. Ld. | 440·0 \| 57·1 \| 33·8<br>P113'B32'F50' FK<br>*57t DTf47'729t* | London<br>British<br>17 *BHptCem*<br>(11 *to U dk*<br>6 " 2*nd*,,) | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*)<br>200lb ~~*120lb*~~ *100lb* 654NHP<br>3SB (Spt), *12cf*, GS204, HS8511 FD<br>Palmers' Co. Ld. Newcastle | 33 " 11<br>s 6 " 6<br>27 " 8¼ | |
| 71309<br>165624<br>GZPC | **British Zeal**<br>*Oil Eng.*<br>1 *Dk, 2nd dk clear of cargo tanks*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck*<br>D.F. E.S.D. | | 8532<br>7484<br>5005 | ✠100A1 Mch *d*†<br>~~7,40~~ 11,40 Bkn<br>✠LMC12,37<br>*Carrying Petroleum in bulk* | | | CL<br>11,40 | 1937<br>12mo<br>*Lloyd's* | Lithgows Ld.<br>PortGlasgow<br>*sA&CP*<br>*CellDBuE78'178t* | BritishTankerCo. Ld. | 467·6 \| 61·7 \| 33·9<br>481·5 (o.L.)<br>P105'B43'F46' FK<br>*DTf34'427t FPT209t APT198t* | London<br>British<br>17 *BHptCem ptAsp* | Oil Engines 4S.C.SA<br>6Cy.29⅛"–59 1/16" 490NHP<br>2DB *150lb*<br>J.G.Kincaid & Co.Ld.Grk. | 34 " 0<br>s 6 " 8¾<br>27 " 6½ | |
| 71310<br><br>PDGZ | **Britsum**<br>*ss* Rot. No.2–37<br>D.F. 1 *Dk (Stl) & Shelter dk (Stl)* | | 5255<br>4902<br>3205 | ✠100A1 Sch *a*†<br>*with reeboard*<br>3,40 ✠LMC<br>MS1,37 BS3,40<br>*Fitted for oil fuel* 2,32 | | | CL<br>3,40<br><br><br>*F.P. above* | 1929<br>5mo<br>*Lloyd's* | N.V.C. Van der Giessen & Zonen's Schps Krimpen<br>*sA&CP*<br>50° F. *CellDB360'1286t DTf18'683t FPT78t APT101t* | Stoomv. Maats. "Oostzee" (Vinke & Co. *Mgrs.*)<br>1 *Intermediate*<br>5 *BH & 1 oil fuel* | 421·2 \| 56·2 \| 26·4<br>F32' FK<br>*BH dispensed with tank B H to 2nd dk* | Amstrdam<br>Dutch<br>*Cem Coll BH to Sh dk* | Q.4Cy 24", 34", 49" & 71"–48"<br>220lb (*s*) 549NHP<br>3SB (Spt), *9cf*, GS154, HS8004 FD<br>N.E. Marine Eng Co Ld. Nwc | 29 " 0<br>s 3 " 8<br>25 " 5½ | |
| 71311<br>6735<br>SFNE | **Britt** (*ex* Minna–35)<br>1 *Dk* | | *1544*<br>*1341*<br>*911* | | | | | 1922 | Nylands Værksted Oslo<br>*Mgr.*) | Kalmar Rederi A/B (H. Jeansson, | 252·8 \| 39·2 \| 16·6<br>P24'B64'F24' | Stockholm<br>Swedish<br>*WB* | T.3Cy.19", 31" & 51½"–33"<br>153NHP<br>Nylands Værksted, Oslo | | N |
| 71312<br>6893<br>SDGJ | **Britta Christensen** (*ex* Lennart–39, *ex* Astrid–35, *ex* Galicia)<br>1 *Dk* | | *1218*<br>*1066*<br>*658* | | | | | 1905 | Nylands Værksted Oslo | Rederi A/B Tobis (A. Thv. Christensen, *Mgr.*) | 237·0 \| 35·2 \| 16·2<br>P25*t* H51*t* F35*t* | Trelleborg<br>Swedish<br>*WB* | T.3Cy.16½", 27" & 44"–32"<br>109NHP<br>Nylands Værksted, Oslo. | | N |
| 71313<br>149681<br>GSNC | **Brittany**<br>*Oil Eng.*<br>D.F. 2 *Dks & Shelter dk* | | 4772<br>4178<br>2829 | | | | | 1928 | A. McMillan & Son, Ld. Dumbarton | Royal Mail Lines, Ld. | 400·4 \| 55·2 \| 25·7<br>P38'F36' | Liverpool<br>British<br>*WB* | Oil Engines 4S.C.SA<br>8Cy.29½"–72¾" 646NHP<br>Harland & Wolff, Ld.Gls. | | C |
| 71314<br>163616<br>MBDQ | — Ⓟ **TwinSc**<br>*Fitted for oil fuel*<br>Wireless 3 *Dks*<br>E.S.D. *Cruiser Stern* | | 1445<br>933<br>554 | | | | | 1933 | W. Denny & Bros. Ld. Dumbarton | Southern Railway | 249·8 \| 39·1 \| 14·0 | S'thamptn<br>British<br>*WB* | 4 Steam Turbines SR geared to 2 Screw Shafts<br>W. Denny & Bros. Ld. Dmb. | | BT till ~~4.40~~ 5.41 |
| 71315<br>143218<br>MPMD | **Brittany Coast** (*ex* Carlow–39, *ex* Lady Emerald–38)<br>E.S.D. 1 *Dk & Shelter dk* | | 1389<br>1100<br>551 | | | | | 1919 | Caledon S. B. & E. Co. Ld. Dundee | Coast Lines Ld. | 270·6 \| 38·1 \| 16·2 | Liverpool<br>British<br>*WB* | T.3Cy.21", 34" & 56"–39"<br>196NHP<br>Caledon S.B. & E. Co Ld. Dun | | C |
| 71316<br>149882<br>MNWC | **Brixton**<br>*ss* Shl. No.3–8,39<br>Sub. Sig. 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | | 1557<br>1300<br>878 | ✠100A1 Shl *p*<br>8,39<br>✠LMC8,39 | | | OG<br>N8,39 | 1927<br>8mo<br>*Lloyd's* | S.P. Austin & Son, Ld. Sunderland<br>*sA&CP* | South Metropolitan Gas Co.<br>*CellDB176'347t*<br>*Tank at sides* | 244·3 \| 36·7 \| 18·4<br>Q96'B51'F24' FK<br>*of tunnel 109t FPT* | London<br>British<br>4 *BHptCem*<br>*84t APT68t* | T.3Cy.18", 30" & 49"–36" (*s*)<br>180lb 185NHP<br>2SB, *6cf*, GS94, HS3260<br>N.E. Marine Eng Co Ld Nwc | 20 " 6<br>s 2 " 4½<br>18 " 3½ | |
| 71317<br><br>LDBB | **Bro** (*ex* Barbro)<br>*Mchy. Aft* 1 *Dk* | 3 Mst | 908<br>619<br>408 | | | | | 1901 | Framnes Mek. Værks. Sandefjord | D/S A/S Frithjof Eide (B. Pedersen & Sön, *Mgrs.*) | 200·5 \| 30·1 \| 13·0<br>P209*t* H20*t* | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.14", 24" & 37"–27"<br>71NHP<br>Akers Mek. Værks. Oslo | | N |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. Longueur où cesse le creux sur Quille. Distance, Cert. B. of Trade. pds. pe. | 15 pd. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71318<br>21598S<br>WSCJ | **Broad Arrow**<br>*ss*Phl.No.3–5,29<br>*ss*Bal.No.2–37<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* &*Web frames*<br>D.F. *Longitudinal framing* | | 7718<br>7210<br>4714 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,11 2,40<br>~~11,39 2,40~~ BS1,41 ✠LMC3,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,18 *F.P.above* 150° F. | Bal<br>NYk | *dt*† | CL<br>3,39 | 1918<br>3mo | New York S.B.Corp. Camden,N.J. A&CP | Socony-Vacuum OilCo.Inc. | 467·6\|62·7\|32·0<br>FK<br>*CellDBa*23'*uE*5 | New York<br>Utd.States<br>16*BHptCem*<br>10 *to U di*<br>6 „2*nd* „<br>*B*76'463*tDT* | Q.4Cy.24″,35″,51″&75′–51″<br>220lb (*r*) 568NH<br>3SB,9*cf*,GS177,HS7804 FI<br>NewYk.SBCorCamdenNJ<br>*f*40'440*tFPT*229*tAPT*131*t* | 32 ″ 0<br>-4 ″ 2<br>28 ″ 0½ | |
| 71319<br>164882<br>GYNR | **Broadhurst** (*ex*Phylwood–39)<br>*ss*Shl.No.1–39<br>Wireless *Mchy.Aft* 1*Dk*<br>*CruiserStern Cargo battens not fitted* | | 1013<br>708<br>567 | ✠100A1<br>6,40 ~~12,39~~<br>✠LMC11,39 | Shl<br>Sld | *m* | CL<br>~~8,38~~<br>6,40 | 1935<br>11mo | S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP* | StephensonClarke &Associated Companies,Ld. *CellDBu*E21 | 217·0\|34·0\|12·5<br>Q139'B13'F27' FK<br>*f*136'321*tFPT*93*t* | London<br>British<br>3*BHptCem*<br>*APT*36*t* | T.3Cy.15″,25″&42″–30″ (*s*)<br>200lb ~~100lb~~ FD 150NH<br>1SB,(Spt),3*cf*,GS50,HS2262<br>N.E.MarineEng.Co.Ld.Sld | 14 ″ 4<br>s 4 ″ 1<br>13 ″ 11 | |
| 71320<br>145702<br>VJNS | **Broadway** 3Mst<br>(*ex*Burley Hill, *ss*Adl.No.3–7,32<br>*ex*Lygia) *ss*Adl.No.1–37<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | | 722<br>568<br>375 | ✠100A1<br>11,38<br>BS12,39 LMC1,37 | Adl | *j* | OG<br>9,39 | 1921<br>10mo | Limhamns Skepps v. AB Limhamn *Lloyd'sA&CP* | The Adelaide SteamshipCo.Ld. *CellD* | 178·2\|30·6\|12·6<br>P56'F20' FK<br>*B*144'192*tFPT*56*t* | Melbourne<br>British<br>3*BHCem*<br>*APT*26*t* | T.3Cy.16″,26″&43″–30″ (*s*)<br>180lb ~~100lb~~ 119NH<br>1SB,3*cf*,GS48,HS1958<br>N.E.MarineEng.Co.Ld.Sld | 15 ″ 0<br>s 1 ″ 6½<br>13 ″ 7 | |
| 71321<br>145012<br>MKDV | **Brockley**<br>*ss*Shl.No.3–5,33<br>*ss*Shl.No.1–37<br>Sub.Sig. 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | | 1564<br>1336<br>820 | ✠100A1<br>~~10,~~~~93,40~~ 4,41<br>~~BS8,39~~ ✠LMC8,37<br>10,40 | Shl<br>Gms | *p* | CL<br>3,40 | 1920<br>9mo | Dublin Dkyd.Co.Ld. Dublin *Lloyd'sA&CP* | SouthMetro-politanGasCo. *CellDB*171'306*tD* | 240·2\|36·2\|19·1<br>B52'F23' FK<br>*Ta*29'121*tFPT*80*t* | London<br>British<br>6*BHCem*<br>*APT*38*t* | T.3Cy.18″,30″&50″–33″ (*s*)<br>180lb 172NH<br>2SB,6*cf*,GS97,HS2886<br>J.G.Kincaid&Co.Ld.Grk. | 21 ″ 4<br>s 2 ″ 9½<br>18 ″ 8 | |
| 71322<br>166039<br>MMXQ | **Brockley Combe**<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>*CruiserStern*<br>*Deck & butts of keel electrically welded* | | 662<br>516<br>423 | ✠100A1<br>*withfreeboard*<br>3,40 ✠LMC9,38<br>✠LMC(M)7,40 | Cff | *i* | OG<br>2,40 | 1938<br>9mo | C.Hill& Sons,Ld. Bristol *Lloyd'sA&CP* | AldShppingCo.Ld. *CellDB*116'175*tFPT*67*tAPT*30*t* | 172·6\|29·1\|13·2<br>*29·3*<br>177·1(O.L.)<br>P49'F26' FK | Bristol<br>British<br>3*BHptAsp*<br>Ruston&Hornsby,Ld.<br>Lincoln | Oil Engines 4S.C.SA<br>7Cy.12½″–15″ 107NH<br>Ruston&Hornsby,Ld.<br>Lincoln | 15 ″ 6<br>s 2 ″ 4½<br>13 ″ 2½ | |
| 71323<br>142712<br>GRRN | **Brockley Hill** (*ex*Penteli–39,<br>*ex*DavidDawson–37, *ss*Npt.No.3–12,31<br>*ex*Azul–36, *ss*Ams.No.1–36<br>*ex*Burgondier) D.F. 1*Dk*(*Stl*) | | 5297<br>4804<br>3205 | ✠100A1<br>~~Mchy.~~ 12,40 Grk<br>BS12,39 ✠LMC3,36 | ~~Mch~~ | *y* | CL<br>4,38 | 1919<br>4mo | Caird&Co. Ld. Greenock *Lloyd'sA&CP* | BrockleyHillS.S. Co.Ld.(Counties ShipManagement Co.Ld. *Mgrs.*) | 400·1\|52·3\|28·5<br>P50'B113'F39' FK<br>*CellDB*3 | London<br>British<br>7*BHptCem*<br>44'1062*tDT* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NH<br>3SB,9*cf*,GS190,HS7668 FD<br>Caird&Co.Ld.Greenock<br>*a*1135*tFPT*128*tAPT*44*t* | 31 ″ 0<br>s 5 ″ 11½<br>25 ″ 3½ | |
| 71324<br>204944<br>KJEB | **Brockton** (*ex*Valdez,*ex*Bennington)<br>*Mchy.Aft* *Fitted for oil fuel*<br>D.F. 2*Dks 3tr B* | | 2308<br>—<br>1729 | | | | | 1908 | Gt.Lakes Eng.Works Ecorse,Mich. | GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*) | 244·0\|43·2\|27·0<br>*WB* | Wilmgton (Del.)<br>Utd. States | Q.4Cy.16¾″,24″,35″&51″–36″<br>156NH<br>Gt.LakesEng.Wks.Detroit | | R |
| 71325<br>163448<br>GWPF | **Brodwal** (*ex*Katerina–33,<br>*ex*Immacolata) *ss*Pir.3rdNo.3–2,37<br>1*Dk*(*1rn*)2*tr B*&*deep framing*<br>3*Dk rule* | | 3385<br>3150<br>2152 | ✠100A1<br>1,38<br>BS6,39 ✠LMC2,37<br>Surveys delayed | Rot | *v* | CL<br>1,38 | 1900<br>8mo | R. Thomp-son&Sons Sunderland A&CP | BrodwalS.S.Co.Ld. (S.Catsell, *Mgr.*) *CellDBa*100'*uE*24 | 326·0\|48·0\|23·7<br>P31'B102'F36' FK<br>*f*134'794*tFPT*86*t* | London<br>British<br>5*BHCem*<br>*APT*169*t* | T.3Cy.24″,39″&64″–42″ (*s*)<br>160lb 285NH<br>2SB,6*pf*,GS122,HS4574<br>G.Clark,Ld.Sunderland | 26 ″ 4<br>s 4 ″ 3<br>22 ″ 3 | |
| 71326<br>OYBB | **Broholm**<br>1*Dk*&*pt Awng dk* | | 1544<br>1296<br>913 | | | | | 1925 | Frdrkshvn Skibs&Flydk Fredrikshavn | DetForenede Dampskibs.Selsk. | 280·7\|37·7\|16·0<br>*WB* | Copnhagn<br>Danish | C.4Cy.(2)14¾″&(2)31½″–35⅞″ & 1LP Turbine<br>SvendborgMsk.Svendborg | | V |
| 71327<br>LCFQ | **Brönnöy** TwinSc<br>*Oil Eng.*<br>D.F. 1*Dk* | | 4791<br>4315<br>2864 | | | | | 1926 | A/B Göta-verken Gothenburg | A/S Borgestad | 380·5\|54·7\|25·7<br>P123*tH*269*tF*43*t* | Porsgrunn<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.21⅝″–39⅜″ 543NHP<br>A/BGötaverken,Got. | | N |
| 71328<br>2143<br>IADJ | **Bronte** TwinSc<br>*Fitted for oil fuel*<br>*Carrying oil fuel in bulk* | | 4769<br>4430<br>2861 | | | | | 1905 | Flli. Orlando Leghorn | ItalianNavy (operated bySoc. Anon.Cooperativa diNav.Garibaldi) | 392·2\|47·1\|31·3<br>381·0 | Genoa<br>Italian | T.6Cy.22⅝″,36⅜″&60⅝″–39⅜″<br>460NHP<br>Flli.Orlando,Leghorn | | I |
| 71329<br>LDJE | **Bronxville**<br>*Oil Eng.*<br>D.F. 1*Dk*&*Shelter dk* | | 4663<br>4261<br>2793 | | | | | 1929 | Odense Staalskibs Odense. | Skibs A/S Sjöstad (A.F.Klaveness& Co.A/S,*Mgrs.*) | 386·3\|54·2\|25·7<br>P121*tH*316*tF*25*t* | Oslo<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.29½″–59″ 487NHP<br>Akt Burmeistr&Wain,Cpn. | | N |
| 71330<br>102687<br>MQPR | **Bronzite** (*ex*PrincessThyra, 3Mst<br>*ex*Citrine) *ss*Bwg.3rdNo.3–11,32<br>*ss*Irv.No.1–872–41<br>*Well deck Mchy.Aft* 1*Dk*(*Irn*)<br>*Cargo battens not fitted* | | 602<br>434<br>237 | ✠100A1<br>1,41 ~~1,40~~<br>✠NB3,38 ✠LMC1,41<br>~~MS4,37~~ ~~BS4,40~~ | Irv | *i* | CL<br>~~3,40~~<br>12,40 | 1894<br>5mo | Scott& Sons Bowling A&CP | Wm.Robertson | 180·0\|29·1\|10·6<br>187·0(O.L.)<br>Q90'B11'F37'<br>BK7½″<br>*WB* = *CellDB*95'1 | Glasgow<br>British<br>3*BHCem*<br>10*tFPT*22*t* | T.3Cy.17⅛″,27¼″&44″–30″<br>160lb (*s*) 108NHP<br>1SB,3*cf*,GS53,HS1700<br>Muir&Houston,Glasgow | 13 ″ 0<br>s -4½<br>13 ″ 3½ | |
| 71331<br>DHDD | **Brook**<br>Wireless D.F. 1*Dk* | | 1225<br>1074<br>690 | | | | | 1927 | Stettiner Oderwerke Stettin | H.M.Gehrckens | 239·5\|37·8\|14·4<br>P&B188'F27' | Hamburg<br>German<br>*WB* | T.3Cy.17¹⁵⁄₁₆″,28⅞″&45½″–33⅞″<br>121NHP<br>StettinerOderwerkeStettin | | G |
| 71332<br>217378<br>WXOA | **Brookings** (*ex*Cowiche)<br>*Fitted for oil fuel*<br>D.F. *Mchy.Aft* 1*Dk* | | 2327<br>—<br>1388 | | | | | 1919 | Gt.Lakes Eng.Works Ashtabula,O. | McCormickS.S.Co. | 253·4\|43·6\|25·1 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.21″,34½″&57″–42″<br>211NHP<br>Gt.LakesEng.Works, Ashtabula,O. | | R |
| 71333<br>111855 | **Brookton** (*ex*Dornoch,*ex*Colorado,<br>*ex*TheIroquois,*ex*Tadenac)<br>*Mchy.Aft* 1*Dk* | | 2286<br>2022<br>~~1694~~ | | | | | 1902 | Bertram E. Works Co.Ld. Toronto | DiamondS.S.Co. Ld. | 252·5\|43·2\|22·3 | Owen S'nd, Ont. British<br>*WB* | T.3Cy.16½″,28″&45″–36″<br>127NHP<br>BertramE.W.Co.Ld.Trnto. | | |
| | Now "George Hindman," *see No. 88204 in Supplement* | | | | | | | | | | | | | | | | |
| 71334<br>160724<br>GSZY | **Brookwood**<br>*ss*Shl.No.2–38<br>D.F. E.S.D. 1*Dk*(*Stl*)<br>GyC. | | 5100<br>4631<br>3138 | ✠100A1<br>4,39<br>~~BS5,39~~<br>5,40 ✠LMC4,38 | Sws | *z* | CL<br>4,39 | 1929<br>5mo | W.Gray& Co.Ld. W Hartlepool *Lloyd'sA&CP* | JosephConstan-tineS.S.Line,Ld. *CellDB* | 408·2\|53·5\|26·3<br>P34'B263'F34' FK<br>361'1117*tFPT*156*t* | Middlsbro'<br>British<br>7*BHCem*<br>*APT*141*t* | T.3Cy.24½″,37½″&68″–45″ & exhaust turbine driving steam compressor<br>200lb (*s*) 507NHP<br>2SB(Spt)(FD)&1AuxSB, 8*cf*,GS170,HS7363<br>Cen.Mar.EWrks.LdWHpl | 28 ″ 11<br>s 4 ″ 2<br>24 ″ 11½ | |
| 71335<br>160293<br>MBWS | **Broom**<br>*ss*Bwg.No.1–38<br>*Mchy.Aft* 1*Dk*<br>*Cargo battens not fitted* | | 347<br>253<br>121 | ✠100A1<br>6,41 ~~6,39~~<br>✠LMC4,38<br>~~BS5,40~~<br>5,41 | Bel<br>Dub | *f* | CL<br>~~4,38~~<br>6,41 | 1934<br>6mo | Scott& Sons Bowling *Lloyd'sA&CP* | FrontierTown S.S.Co.Ld. (J.Fisher&Sons, Ld. *Mgrs.*) | 142·7\|23·6\|10·5<br>148·2(O.L.)<br>Q81'B7'F20' BK6′<br>*FPT*54*t* | Newry<br>British<br>3*BHCem*<br>*APT*39*t* | T.3Cy.11¼″,20″&32″–24″ (*s*)<br>205lb 62NHP<br>1SB,3*cf*,GS51,HS1489<br>Aitchison,Blair,Ld.<br>Clydebank | 11 ″ 5<br>s 3 ″ 6½<br>11 ″ 8½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Transfer. Port. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71336<br>165594<br>GXZX | **Broomdale**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk* 2nd *dk* clear of *Mchy. Aft* *Cruiser Stern* cargo tanks<br>*Longitudinal framing at bottom & at deck* | | 8334<br>7454<br>4967 | ✠100A1 Nwc *d*† Grk<br>7,40 8,39<br>✠LMC11,37<br>*Carrying Petroleum in bulk* | | | CL | 1937<br>11mo<br>*Lloyd's* | Harland& Wolff,Ld. Glasgow<br>*Cell D Bu E 78' 175t* | The Admiralty | 467·8 \| 61·7 \| 33·8<br>483·1 (O.L.)<br>P105' B43' F45' FK<br>*DT f 34' 434t FPT 22 4t APT 200t* | London<br>British<br>17 *B Hpt Cem*<br>*pt Asp* | Oil Engines 4S.C.SA<br>6Cy.29⅛"–59 1/16" 490NHP<br>2 DB *150lb*<br>Harland&Wolff,Ld.Gls. | 34 ″ 0<br>s 6 ″ 9½<br>27 ″ 5 | |
| 71337<br>166230<br>MMSL | **Broomfield**<br>1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | | 657<br>442<br>268 | ✠100A1 Sws *i*<br>8,40 ~~4,39~~ Liv<br>✠LMC4,38 | | | CL | 1938<br>4mo<br>*Lloyd's* | Lytham SB &E.Co.Ld. Lytham<br>*Mgrs.*) *Cell D B86' 113t FPT 110t* | Zillah Shipping& Carrying Co.Ld. (W.A.Savage,Ld. | 171·0 \| 28·8 \| 11·2<br>176·7 (O.L.)<br>Q102' F25' FK<br>*APT 47t* | Liverpool<br>British<br>3 *BHCem* | T.3Cy.12¾",21"&36"–24" (*s*)<br>200lb FD 68RHP<br>1SB,*2cf*,GS38,HS1637<br>LythamS.B.&E.Co.Ld. | 13 ″ 6<br>s 4 ″ 2<br>13 ″ 1½ | |
| 71338<br>145094<br>MKGX | **Broomlands** (*ex* Alfred Harrison)<br>*ss* Shl No.3–11,32<br>*ss* Mdb. No.1–37<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Well dk* *Cargo battens not fitted* | | 518<br>379<br>284 | ✠100A1 ~~Mdb~~ *q*<br>Examined 3,41 Shl<br>✠LMC<br>~~BS3,41~~ MS11,37 | | | CL<br>7,39 | 1920<br>11mo<br>*Lloyd's* | Swan,Hunter & Wigham Richardson, Ld Newcastle<br>*Cell D Bf 35' 43t* | A.Chester | 157·7 \| 26·2 \| 12·1<br>Q104' F21' FK<br>*FPT 70t* | Middlesbro'<br>British<br>3 *BHCem* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 77RHP<br>1SB,*3cf*,GS46,HS1415<br>W.Beardmore&Co.Ld.Gls. | 13 ″ 0<br>s 3 ″ 4½<br>12 ″ 6 | |
| 71339<br>166988<br>GCBC | **Broompark**<br>D.F. E.S.D. 1 *Dk* & *Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed '41 (W.E.)* | | 5136<br>4637<br>3057 | ✠100A1 PGl *a*†<br>*with freeboard* ~~Nwc~~ Cff<br>~~5,40 10,39~~ 5,41<br>✠LMC10,38 | | | CL | 1939<br>10mo<br>*Lloyd's* | Lithgows Ld. Port Glasgow<br>*Cell D B 370' 1503t* | Denholm Line Steamers,Ld. (J.&J.Denholm, Ld. *Mgrs.*) | 431·9 \| 56·2 \| 24·8<br>447·5 (O.L.)<br>F39' FK<br>*FPT 110t APT 177t* | Greenock<br>British<br>7 *BHCem*<br>(*Coll to Sh dk* 6 „ 2*nd*,„) | T.3Cy.22½",36"&65"–48"<br>230lb (*s*) 468NHP<br>2SB(Spt&FD),&1AuxSB,<br>*9cf*,GS159,HS7086<br>D.Rowan&Co.Ld.Gls. | 36 ″ 10<br>s 11 ″ 3¼<br>25 ″ 9 | |
| 71340<br>147895<br>MLVY | **Brora**<br>2 *Dks* | | 1028<br>874<br>404 | | | | | 1924 | AilsaS.B. Co.Ld. Troon | W.Sloan&Co. | 242·2 \| 34·2 \| 16·0<br>P&B148' F43' | Glasgow<br>British<br>*WB* | T.3Cy.18",28¾"&50"–42"<br>162NHP<br>AilsaS.B.Co.Ld.Troon | | C |
| 71341<br>CYUA | **Brosund** (*ex* Danevirke,<br>*ex* Winneconne, *ss* Els.No.3–10,27<br>*ex* Aslaug, 2 *Dks (Stl)* & *Web frames*<br>*ex* General Wergeland, *ex* Yesaki Maru)<br>D.F. *Longitudinal framing* | | 2939<br>2703<br>1828 | ✠ —— Cpn *t*<br>12,32<br>✠ | | | | 1916<br>5mo | Osaka Iron Works,Ld. Osaka | D/S Hafnia A/S (T.C.Christensen, *Mgr.*) | 305·0 \| 43·7 \| 27·2<br>P19' B82' F32' FK<br>*Cell D B 255' 519t FPT 76t APT 20t* | Frdrkshvn<br>Danish<br>5 *BHCem* | T.3Cy.22",37"&61"–42"<br>288NHP<br>2SB,*6cf*,GS90,HS3824<br>OsakaIron Wrks,Ld.Osaka | 27 ″ 3 | V<br>† |
| 71342<br>LJSC | **Brott**<br>*Mchy. Aft* Wireless D.F. 1 *Dk*<br>*Cruiser Stern* | | 1583<br>1283<br>889 | | | | | 1937 | Porsgrund Mek.Værks. Porsgrunn | Henriksens Rederi A/S (Dagfin Henriksen, *Mgr.*) | 246·6 \| 37·9 \| 18·2<br>P66' B14' F29' FK<br>*WB* | Oslo<br>Norwegian | C.2Cy.13¾"&27 9/16"–27 9/16" & LPturbine with DR gearing & hydraulic coupling<br>63NHP<br>Porsgrund M V.Porsgrunn | | N |
| 71343<br>144705<br>MKVF | **Broughty**<br>*ss* Lth.No.3–12,27<br>*ss* Hul.No.2–36<br>Wireless<br>*Mchy. Aft* *Well deck* 1 *Dk (Stl)* | | 504<br>328<br>200 | ✠100A1 ~~Hul~~ *h*<br>Examined 12,40 Lth<br>~~BS7,39~~ 9,40 ✠LMC7,36<br>*Carrying bean or similar oil* | | | CL<br>~~7,38~~ 3,41<br>*Completed by Lloyd's Surveyor in Dock* | 1921<br>10mo | Larne S.B. Co.Ld. Larne<br>Scott&Sons, Bowling<br>*Cell D Bf 97' 104t Deep tanks* | Dundee,Perth& London Shipping Co.Ld. (G.C.Leitch, *Mgr.*) | 166·1 \| 25·3 \| 9·6<br>174·1 (O.L.)<br>Q96' B11' F23' FK<br>*f 36' 287t FPT 36t APT 2t* | Dundee<br>British<br>6 *BHCem* | T.3Cy.13",21"&35"–24" (*s*)<br>180lb 84RHP<br>1SB,*3cf*,GS51,HS1566<br>W.Beardmore&Co.Ld.Gls | 11 ″ 9<br>s 3 ″ 8<br>11 ″ 8 | N |
| 71344<br>160721<br>VGYT | **Brown Beaver** (*ex* Fulton–32)<br>D.F. *Mchy. Aft* 1 *Dk* | | 1892<br>1705<br>1190 | | | | | 1929 | Smith's Dock Co.Ld. Middlesbro' | Upper Lakes&St. Lawrence Transportation Co.Ld. (G.C.Leitch, *Mgr.*) | 253·0 \| 44·1 \| 18·6<br>F33' | Toronto<br>British<br>*WB* | T.3Cy.15",25"&40"–33"<br>95RHP<br>Smith's Dock Co.Ld.Mdb. | | C |
| 71345<br>140646<br>GCBL | **Browning**<br>*ss* Sld.No.3–10,34<br>D.F. 2 *Dks (Stl)* | | 5332<br>4784<br>3150 | ✠100A1 ~~Liv~~ *y*<br>Examined 10,40 Liv<br>✠LMC<br>MS10,38 BS4,~~39~~ 5,40 | | | CL<br>1,40 | 1919<br>9mo<br>*Lloyd's* | A.McMillan&Son,Ld. Dumbarton<br>*Cell D B 345' 1061t FPT 126t* | Lamport&Holt Line Ld. | 400·8 \| 52·2 \| 28·5<br>P49' B113' F39' FK<br>*APT 224t* | Liverpool<br>British<br>7 *BHpt Cem* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb *120lb* 517NHP<br>3SB.*9cf*,GS190,HS7668 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 ″ 0<br>s 6 ″ 0<br>25 ″ 3 | |
| 71346<br>189<br>YLFE | **Bru** (*ex* Oiekast,*ex* Os) **Wood**<br>*Oil Eng.*<br>1 *Dk* | | 572<br>438<br>322 | | | | | 1919 | A/S Rakkevik Rakkevik | A.Kalnins (Viktors Kalnins, *Mgr.*) | 154·6 \| 30·5 \| 15·2<br>Q36*t* B42*t* H19*t* F21*t* | Riga<br>Latvian | Oil Engines 2S.C.SA<br>4Cy.16½"–19 1/16" 192NHP<br>J&CG Bolinders Co Ld.Skm | | V |
| 71347<br>TFUA | **Bruarfoss**<br>Wireless D.F. *Ref. Mchy.* 3 *Dks* | | 1580<br>859<br>970 | | | | | 1927 | Kjöbnhvns Flydk&Skbs. Copenhagen | H/F Eimskipafjelag Islands | 236·8 \| 36·3 \| 21·1<br>F37' | Reykjavik<br>Icelandic<br>*WB* | T.3Cy.20¼",32½"&53¾"–36"<br>172NHP<br>KjbnhavnsFlydk.&Skbsv. | | V |
| 71348<br>158658 | **Bruce Hudson** **TwinSc**<br>(*ex* Sailing Vessel–39)<br>1 *Dk*<br>*Carrying Petroleum in bulk* | | 753<br>691<br>398 | | | | | 1935 | Horton Steel Wks.Ld. Fort Erie,Ont. | Lloyd Tankers,Ld. | 172·0 \| 30·0 \| 15·2 | Toronto<br>British<br>*WB* | T.6Cy.10½",16½"&27"–15"<br>E made 09 *fitted* 39 56NHP<br>B made 01 *fitted* 39<br>Collingwood Shipyards Ld | | |
| 71349<br>148354<br>GMZC | **Bruce M.** (*ex* Cemenco–40,<br>*ex* Baytree–34, *ss* Cff.No.3–4,40<br>*ex* Byrness) 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | | 1887<br>1496<br>1109 | ✠100A1 Cff *q*<br>5,41 ~~4,40~~<br>✠LMC4,40<br>LS5,41 | | | CL<br>N2,40 | 1927<br>2mo<br>*Lloyd's* | J.L.Thompson&Sons,Ld. Sunderland<br>*Cell D B 229' 523t MT s 109t FPT* | Mooringwell S.S. Co.Ld. | 270·8 \| 38·0 \| 18·0<br>281·2 (O.L.)<br>P21' Q126' B12' F22' FK<br>*47t APT 99t* | Cardiff<br>British<br>4 *BHCem* | T.3Cy.20",33"&54"–36" (*s*)<br>180lb 213NHP<br>2SB,*6cf*,GS107,HS3600<br>D.Rowan&Co.Ld.Glasgow | 20 ″ 1<br>s 6 ″ 1⅜<br>18 ″ 8½ | |
| 158/40<br>71350<br>OSYA | **Bruges** (*ex* Kybfels)<br>*ss* Ant.No.3–12,35<br>1 *Dk (Stl)* & *Spar dk (Stl–ws)*<br>& *deep framing* | | *4984*<br>*4713*<br>*3103* | ✠100A1 Ant *z*<br>*Spar dk*<br>7,39 ✠LMC<br>MS7,35 BS7,39 | | | CL<br>9,37 | 1904<br>9mo<br>*Lloyd's* | J.C.Tecklenborg A.G. Weser-münde-G.<br>*Cell D Ba 110' uE 2* | Armement Deppe | 400·9 \| 52·2 \| 20·2<br>28·2<br>P50' B117' F50'<br>FK&BK2"<br>5' *f* 177' 952*t* 'Tween *dk tanks* a4 | Antwerp<br>Belgian<br>6 *BHCem* | Q.4Cy.24",34⅜",50"&72½"–<br>53 7/16"213lb *120lb* (*s*) 505NHP<br>3SB,*9cf*,GS155,HS6669 FD<br>J.C.Tecklenborg A.G.Wsm<br>4'426*t* *f* 38' 387*t* *FPT* 95*t* | 31 ″ 0<br>s 5 ″ 11<br>25 ″ 4½ | |
| 88/40<br>71351<br>GDWJ | — Ⓟ **TwinSc**<br>2 *Dks* & *Shelter dk*<br>Sub.Sig. *Cruiser Stern* | | 2949<br>2373<br>1268 | ✠ ...<br>11,22<br>✠ | | | | 1920<br>7mo | J.Brown& Co.Ld. Glasgow | London&North Eastern Rly. | 321·6 \| 43·1 \| 17·9<br>F131' *on Shelter dk*<br>FK<br>*WB* | Harwich<br>British | 4 Steam Turbines SR geared to 2 Screw Shafts<br>1462NHP<br>J.Brown&Co.Ld.Glasgow | 26 ″ 6 | BT till 2,41 |
| 99/40<br>71352<br>FOTP | **Brumaire**<br>*Fitted for oil fuel*<br>*Mchy. Aft* D.F. 1 *Dk*<br>*Carrying Petroleum in bulk* | | 7638<br>6726<br>4349 | | | | | 1930 | Ch.et Atel. de St. Nazaire (Penhoët) Gnd.Quevilly | Société des Transp. Mar. Pétroliers | 427·3 \| 58·7 \| 33·8<br>P102' B34' F41' | Rouen<br>French<br>*WB* | C.4Cy.(2)20 7/16"&(2)43 5/16"–<br>43 5/16" 206NHP<br>Deutsche Werft,Hamburg | | V |
| 71353<br>459<br>IKXT | **Brundusium** (*ex* Deneb–34,<br>*ex* Ulefos)<br>1 *Dk* & *pt Awng dk* | | 1237<br>805<br>717 | | | | | 1906 | Nylands Værksted Oslo | A.Lauro | 230·6 \| 34·2 \| 13·2<br>220·0<br>Q74*t* H37*t* F289*t* | Naples<br>Italian<br>*WB* | T.3Cy.16½",27"&44"–30"<br>106NHP<br>Nylands Værksted,Oslo | | I |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Tonal. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Registres où coté, si ce n'est dans le L. R. Darke Cert. Ro Pr Fds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71354 | **Bruni** | | 352 | | | | | 1930 | Soc. Anon. des Chantiers Generaux Sete | Soc. Auxiliaire des Consommateurs de Produits Pétrolifères | 142·5 | 27·9 | 10·0 | Marseilles French | Oil Engines 4S.C.SA 3Cy.11″–17½″ 35NHP Motorenf. "Deutz" A.G. Köln-Deutz | | V |
| | *Carrying Petroleum in bulk* *Oil Eng.* | | 333 | | | | | | | | B13 | | | | | | |
| TTWW | 1 *Dk* | | 189 | | | | | | | | | | | | | | |
| 71355 | **Bruno Grammerstorf** | | 864 | | | | | 1920 | Nya Varvet A/B Helsingfors | Theodor Grammerstorf (Karl Grammerstorf, *Mgr.*) | 191·5 | 34·0 | 13·3 | Kiel German | T3Cy16⅛″,26¾″&43⅛″–27½″ 98NHP | | G |
| | (*ex*Cora–39, *ex*Reinhart, *ex*Dollart, | | 710 | | | | | | | | Q38′B28′F21′ | | | | | | |
| DHEK | *ex*Edgar, *ex*Stettin) 1 *Dk* | | 466 | | | | | | | | | | | *WB* | Christiansen & Meyer, Ham. | | |
| 71356 | **Brunswick** | | 8890 | ✠100A1 | Phl | *d*† | CL | 1928 | Scott's S.B. & E Co. Ltd. Greenock | Atlantic Oil Shppng Co. | 471·1 | 63·3 | 36·7 | Panama Pnamanian | 4 Oil Engines connected to Elec. Motor & ScShaft | 36 ″ 9 | |
| | *Oil Eng.* | | 8260 | 9,39 | | | 2,39 | 8 mo | | | | | | 16 *B Hpt Cem* | 4S.C.SA 888NHP | 18 ″ 9½ | |
| HPAP | *ss* Phl. No. 2–37 | | 5728 | ✠LMC | CS11,37 | | 7,40 | | | | P109′F40′ | | FF | (11 *to U dk* | 24Cy.19¼″–24″ DB *25lb* | 28 ″ 2 | |
| | *Mchy. Aft* 2 *Dks (Stl) & Web frames* | | | DBS3,36,40 | 6,38 | | | | | | *Lloyd's SA&CP* | | | 5 ,, *2nd* ,,) | NDB(*a*)34–*120lb* | | |
| | GyC. *Longitudinal framing* | | | | | | | | | | *Cell D Bu E65′221t* | | | | Soc. d'Elec. de Mec. Proc. | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | Thomson-Houston Carels, Ghent | | |
| 71357 | — **Wood** | | 532 | | | | | 1898 1903 | A. M. Simpson | Hammond Shipping Co. Ltd. | 161·8 | 34·4 | 12·2 | S. Frncisco | T.3Cy.14″,22½″&36″–24″ | | |
| 3749 | *Fitted for oil fuel* | | — | | | | | Nrth Bend, Or | | | | | | Utd. States | NB10 63NHP | | |
| KJED | *Mchy. Aft* 1 *Dk* | | 283 | | | | | Rebuilt by Hay & Wright, Alameda. | | | | | | | Gldn State & Minrs L.W.S Fo | | |
| 71358 | **Bruse** | | 2205 | | | | | 1933 | Nylands Værksted Oslo | Norges Statsbaner (Fred. Olsen & Co. *Mgrs.*) | 277·0 | 40·2 | 19·0 | Oslo Norwegian | C.4Cy.(2)12½″&(2)29½″–27⅝″&L.P. Turbine | | N |
| | *Cruiser Stern* | | 1677 | | | | | | | | P62*t* Q211*t* H194*t* | | | *WB* | Nylands Værksted, Oslo | | |
| LITH | D.F. E.S.D. *Mchy. Aft* 1 *Dk* | | 1096 | | | | | | | | | | | | | | |
| 71359 | **Bruse Jarl** | | 1890 | | | | | 1923 | Trndhjms Mek. Værks. Trondheim | Det Nordenfjeldske Dampskibsselskab | 265·8 | 42·2 | 17·9 | Tr'ndheim Norwegian | T.3Cy.20½″,33″&56″–36″ 188NHP | | N |
| | | | 1664 | | | | | | | | P67*t* H96*t* | | | *WB* | Trondhjems M.V. Trondheim | | |
| LCFO | D.F. 1 *Dk* | | 1079 | | | | | | | | | | | | | | |
| 71360 | **Bruselas** Ⓟ **PadK** | | 1179 | ✠ … | | | | 1911 | A. & J. Inglis Ltd. Glasgow | Cia. Argentina de Nav. Mihanovich Ltda. | 265·2 | 37·1 | 10·4 | Bns. Aires Argentine | T.3Cy.21½″,35″&54″–66″ 252NHP | 11 ″ 1 | |
| | *Fitted for oil fuel* | | — | 2,13 | | | | 12 mo | | | | | | | A. & J. Inglis, Ld. Glasgow | | |
| LOFI | Wireless 1 *Dk & Promenade dk* | | 502 | ✠ | | | | | | | | | FK | | | | |
| 71361 | **Brush** (*ex*Schroon) | | 5114 | ✠ … | | | | 1919 | American International S.B.Corp. Hog Island Pa | Ocean Dominion S.S.Corp. | 390·0 | 54·2 | 27·6 | Phildlphia Utd. States | DR Geared Steam Turbine 600NHP | 32 ″ 0 | R |
| 218200 | *Fitted for oil fuel* | | 4740 | 7,20 | | | | 6 mo | | | P39′B122′F43′ | | FK | *WB* | General Electric Co. Schenectady, N.Y. | | † |
| KLJM | Sub.Sig. 2 *Dks & Web frames* | | 3102 | ✠ | | | | | | | | | | | | | |
| *Now "Alcoa Master," see No. 87045 in Supplement* | | | | | | | | | | | | | | | | | |
| 71362 | — | | 1323 | | | | | 1939 | Fredrkstad Mek Vrks A/S Fredrikstad | A/S Bestum II (K.Th.Einersen, *Mgr.*) | 251·2 | 42·3 | 14·0 | Oslo Norwegian | 4Cy.(2)13″&(2)30⅝″–28¾″ 82NHP | | N |
| | *Fitted for oil fuel* | | 1043 | | | | | | | | | | | *WB* | Fredrikstad M.V.A/S Fredrikstad | | |
| LKDP | Wireless D.F. 1 *Dk & Shelter Dk* | | 715 | | | | | | | | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 71363 | **Bruxelles** (*ex*Southern) | | *5085* | | | | | 1919 | Bartram & Sons, Ld. Sunderland | Armement Deppe (Agence Maritime Internationale S.A. *Mgrs.*) | 400·3 | 52·3 | 28·5 | Antwerp Belgian | T.3Cy.27″,44″&73″–48″ 369NHP | | C |
| | | | *4788* | | | | | | | | P49′B112′F39′ | | | *WB* | J. Dickinson & Sons, Ld. Sld. | | |
| ORUA | 2 *Dks* | | *3127* | | | | | | | | | | | | | | |
| 71364 | **Bruyère** | | 5335 | ✠100A1 | Liv | *y* | CL | 1919 | A. McMillan & Son Dumbarton | Lamport & Holt Line Ld. | 400·9 | 52·3 | 28·5 | Liverpool British | T.3Cy.27″,44″&73″–48″ (*s*) 517NHP | 31 ″ 0 | |
| 143601 | *ss* Liv. No. 3–10,31 | | 4789 | 7,39 | | | 12,37 | 10 mo | | | | | | 180lb *120lb* | | s 6 ″ 0 | |
| GCBM | D.F. *ss* Liv. No. 1–36 | | 3156 | BS3,39 | ✠LMC | 10,36 | 11,40 | | | | P49′B113′F39′ | | FK | 3SB.*9cf*, GS190, HS7668 FD | | 25 ″ 3 | |
| | 2 *Dks (Stl)* | | | | | | | *Lloyd's SA&CP* | | *Cell D B* | 345′ 1061*t* | *FPT* 126*t* | *APT* 224*t* | | J.G.Kincaid & Co. Ld. Grk. | | |
| 71365 | **Brynhild** (*ex*Leif) | | 2195 | ✠100A1 | NYk | *s* | CL | 1907 | Sunderlnd S.B.Co.Ld. Sunderland | Ministry of Shipping (West Hartlepool Steam Nav. Co. Ld. *Mgrs.*) | 284·6 | 43·6 | 18·9 | London British | T.3Cy.22″,36½″&60″–39″ (*s*) 1801b *100lb* 237NHP | 21 ″ 3 | |
| 167436 | *ss* Cpn. 2nd No. 6–3,33 | | 1959 | 2,41 2,49 | Hul | | 2,40 | 5 mo | | | 295·4 (O.L.) | | 19·0 | | | s2 ″ 11½ | |
| ~~OXIA~~ | *ss* Els. No. 1–38 | | 1945 | BS2,39 | ✠LMC | 4,38 | | | | | P24′B78′F29′ | | FK | 5 *B HCem* | 2SB, *6cf*, GS96, HS3536 | 18 ″ 5 | |
| MNYM | D.F. 1 *Dk (Stl)* & *deep framing* | | 1349 | 2,40 | | | | *Lloyd's SA&CP* | | *Cell D Ba92′u E6* | B34′f120′599*t* | *FPT* 72*t* | *APT* 79*t* | | N.E.Marine Eng.Co.Ld.Sld | | |
| 71366 | — Ⓟ | | 1179 | | | | | 1914 | Akt. Burmeistr & Wain Copenhagen | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 217·6 | 34·2 | 11·0 | Stockholm Swedish | T.3Cy.16½″,27″&45″–27″ 105NHP | | V |
| 8088 | (*ex*Heimdal–36) | | 502 | | | | | | | | | | | *WB* | Akt.Burmeistr & Wain, Cpn. | | |
| SJON | Wireless D.F. 2 *Dks* | | 624 | | | | | | | | | | | | | | |
| 71367 | **Brynilen** Ⓟ | | 316 | | | | | 1912 | Mjellem & Karlsen Bergen | Finmarks Fylkesrederi | 128·4 | 21·5 | 15·6 | Hammrfst Norwegian | T.3Cy.12″,20″&33″–21″ 50NHP | | |
| | | | 291 | | | | | | | | | | | | Mjellem & Karlsen, Bergen | | |
| LDBF | 2 *Dks* | | 175 | | | | | | | | | | | | | | |
| 71368 | **Brynje** **TwinSc3Mst** | | 3916 | | | | | 1926 | Burmeister & Wain Copenhagen | A/S Borgestad | 351·3 | 51·4 | 24·2 | Porsgrunn Norwegian | Oil Engines 4S.C.SA 12Cy.19⅛″–35½″ 455NHP | | N |
| | *Oil Eng.* | | 3488 | | | | | | | | P104*t* H246*t* F9*t* | | | *WB* | Burmeister & Wain, Cpn. | | |
| LCFP | 1 *Dk* | | 2328 | | | | | | | | | | | | | | |
| 71369 | **Brynmill** (*ex*Malachite–39) 3Mst | | 743 | 100A1 | Bwg | *j* | CL | 1920 | N V Schspb. v/h T. Nedulof Sliedrecht | Cook Shipping Co. Ld. (Ambrose, Davies & Matthews Ld. *Mgrs.*) | 181·5 | 28·1 | 12·2 | London British | T.3Cy.15⅞″,25⅞″&40½″–27″ 180lb (*s*) 116NHP | 14 ″ 6 | |
| 141944 | *ss* Gls. No. 3–12,36 | | 532 | 1,41 1,88 | Goo | | 11,39 | | | | 188·0 (O.L.) | | | | | s 4 ″ 6½ | |
| MJWB | *Well deck* *Mchy. Aft* *ss* Goo. No. 1–41 | | 329 | BS3,41,40 | LMC | 12,36 | 1,41 | | | | Q107′B12′F21′ | | FK | 3 *B HCem* | 2SB, *4cf*, GS64, HS2140 | 14 ″ 1½ | |
| | *Cargo battens not fitted* 1 *Dk (Stl)* | | | BS5,41 | 1,41 | | | *Lloyd's SA&CP* | | *Cell D Bs* | *Bf* 103′180*t* | *FPT* 13*t* | *APT* 21*t* | | Penn & Bauduin, Dordrecht | | |
| 71370 | **Brynymor** | | 4771 | ✠100A1 | HKg | *z* | CL | 1936 | Burntislnd S.B.Co.Ld. Burntisland | Brynymor S.S.Co. Ld. (Ambrose, Davies & Matthews, Ld. *Mgrs.*) | 410·0 | 56·0 | 25·4 | Swansea British | T.3Cy.21½″,35″&62″–45″ (*s*) 220lb 377NHP | 36 ″ 1 | |
| 144008 | | | 4398 | *with freeboard* | Lon | | 10,39 | 6 mo | | | | | FK | 6 *B Hpt Cem* | 2SB&1AuxB, *8cf*, FD | s10 ″ 5 | |
| GYXF | D.F. 1 *Dk & Shelter dk* | | 2931 | Examined 6.41 | | | | *Lloyd's SA&CP* | | *Cell D B* | 346′1346*t* | *FPT* 136*t* | *APT* 159*t* | (*Coll to Sh dk* | GS143, HS5537 | 25 ″ 10¾ | |
| | *Cruiser Stern* | | | ✠LMC | 6,36 | | | | | | | | | 5 ,, *2nd*,,) | D. Rowan & Co. Ld. Gls. | | |
| | *Tonnage opening closed '41 (W.E.)* | | | | | | | | | | | | | | | | |
| 71371 | **Buarque** Ⓟ (*ex*Scanpenn–40, | | 5152 | ✠ … | | | | 1919 | American International S.B.Corp. Hog Island Pa | Lloyd Brasileiro | 390·0 | 54·2 | 28·0 | R. Janeiro Brazilian | DR geared steam turbine | 32 ″ 0 | R |
| | *ex*Bird City–32) *Fitted for oil fuel* | | — | 6,20 | | | | 9 mo | | | P39′B122′F43′ | | FK | *WB* | General Electric Co. Schenectady, N.Y. | | † |
| | D.F. E.S.D. 2 *Dks & Web frames* | | 3155 | ✠ | | | | | | | | | | | | | |
| | GyC. *Ref. Mchy.* Sub.Sig. | | | | | | | | | | | | | | | | |
| 71372 | **Buccaneer** (*ex*Duivendrecht–38) | | 6222 | ✠100A1 | Rot | *z* | CL | 1927 | New Waterway S.B.Co. Rotterdam | A.O.Andersen Shipping Co. A/S (A/S A.O.Andersen & Co's Efterfølger, *Mgrs.*) | 403·4 | 55·2 | 32·7 | Oslo Norwegian | Oil Engines 4S.C.SA 8Cy.29½″–59⅛″ 652NHP | 32 ″ 9 | |
| | *Oil Eng.* | | 5638 | 3,39 | | | 3,39 | 10 mo | | | | | | 14 *B Hpt Cem* | 3DB *142lb* | s 6 ″ 2 | |
| LJUR | *ss* Rot. No. 2–36 | | 3679 | DBS3,39 | ✠LMC | 1,36 | | | | | P102′F32′ | | FK | | Harland & Wolff, Ld. Gls. | 26 ″ 8½ | |
| | *Mchy. Aft* 2 *Dks (Stl)* | | | ✠LMC(M) | 11,37 | | | *Lloyd's SA&CP* | | *Cell D Bu E70′259t* | | *FPT* 186*t* | *APT* 100*t* | | | | |
| | D.F. *Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | *Longitudinal framing at bottom, decks & topsides* | | | Surveys delayed | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registered in which classed, if not in L.R. Date of ✠ or other cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71373<br>1916<br>IBME | **Buccari** (*ex*Lawbeath–33)<br>*ss*Gen.No.2–34<br>D.F. 2 *Dks*(*Stl*) | | 4543<br>4286<br>2912 | ✠ ...<br>6,36<br>✠ | Gen | *y* | | 1925<br>2mo | Lithgows Ld.<br>PortGlasgow | "Corrado"Soc. Anon.diNav.<br>*Intermediate 'tween n dk BH in after hold dispensed with*<br>*Cell DB* 331′1012*t DT* a30′760*t APT* 26*t h* | 397·5<br>385·0<br>P33′B112′F44′ FK | 52·0 | 26·6 | Genoa<br>Italian<br>*Cem* 5 *BHto U Dk*<br>1 „ „ *2nd* „ | T.3Cy.26″,42″&70″–48″ 437NHP<br>2SB,*8cf*,GS147,HS6152 FD<br>J.G.Kincaid&Co.Ld.Grk. | 29 „ 0 | I<br>† |
| 71374<br>LDQN | **Buccinum** (*ex*Berwindmoor)<br>*ss*Rot.2nd No.3–1,36<br>*Mchy. Aft* 1 *Dk*(*Stl*)<br>*Cantilever framed Topside tanks* | | 5237<br>4797<br>3082 | ✠100A1 ~~Npt~~<br>~~Examined 6,41 Bkn~~<br>~~BS 7,39~~ LMC1,36<br>11,40<br>*Fitted for oil fuel* 2, 17<br>*Fitted for carrying fuel* 150° F. *in Cyli* | | *z* | CL<br>1,39<br>*F.P.*<br>*above*<br>*above* | 1910<br>9mo<br>*Lloyd's SA&CP* | Sir Raylton Dixon&Co.Ld Middlesbro' | Carl Olsens Tank-rederi A/S<br>*Cell D Bu E & B* 69′*f* 272′1163*t*<br>*ndrical tanks and* | 405·0<br>P247′F42′ FK | 54·2 | 26·4 | Arendal<br>Norwegian<br>6 *BHCem*<br>1130*t FPT* | T.3Cy.28⅜″,46″&77″–48″ (*s*) 180lb 542NH<br>3SB,*9cf*,GS188,HS7743 FD<br>Richardsons,Westgarth<br>57*t APT* 60*t* &Co.Ld.Hpl. | 29 „ 3 | |
| 71375<br>17[illegible]<br>~~YQJG~~<br>ZNAG | **Bucegi**<br>2 *Dks* | | 4501<br>4056<br>2863 | 100A1 PSd<br>(Class Contemplated)<br>Examined 1,41 | | | CL<br>1,41 | 1913 | Greenock&Grngemouth Dockyard Co. Greenock | Ministry of Shipping (Counties Ship Management Co.Ld. *Mgrs.*) | 375·8<br>P36′B100′F41′ | 52·2 | 25·5 | Aden<br>British *WB* | T.3Cy.25″,41″&68″–48″ 321NHP<br>J.G.Kincaid&Co.Ld.Grk. | | V |
| 71376<br>243<br>IKYO | **Bucintoro** (*ex*Fernande–32)<br>*ss*Cff.No.3–6,19<br>*ss*Goo.No.2–27<br>*Well deck* 1 *Dk*(*Stl*) *& deep framing* | | 1273<br>950<br>686 | ✠ —<br>2,32<br>✠ | Hul | *o* | | 1909<br>4mo | J.Priestman&Co. Sunderland | Salvagno Anonima Navigazione<br>*Cell D Ba* 66′*u E & B* | 247·3<br>238·0<br>Q91 B56′F20′ FK | 34·0 | 14·3 | Venice<br>Italian<br>4 *BHCem*<br>*APT* 104*t* | T.3Cy.18″,30″&49″–36″ 177NHP<br>2SB,*4pf*,GS73,HS2998<br>N.E.Marine Eng.Co.Ld.Sld | 16 „ 6 | I<br>† |
| 71377<br>229778 | **Buckeye State** Twin Sc<br>*ss*Phl.No.2–40 *Oil Eng.*<br>~~*ss*Ogdensburg N.Y. No.1–39~~<br>*Mchy. Aft* 1 *Dk*(*Stl*) *& Web frames*<br>GyC. *Cargo battens not fitted* | | 1473<br>—<br>1180 | ✠ A1<br>*with freeboard*<br>4,40 ~~1,37~~<br>*For service between Chicago & Quebec via New York, also between Boston, & Norfolk, Va.* | Cgo | Phl 8,40<br>LMC 4,35<br>~~LMC(M) 1,38~~ | CL<br>~~12,36~~<br>SN 1,40<br>P 1,40<br>Canals, Mass., | 1930<br>6mo<br>*Lloyd's SA&CP* | St.Lawrence Marine Repair Dock Corp. Ogdensburg, N.Y. | Federal Motorship Corp. (Geo.D. MacDonald, *Mgr.*)<br>*Side ballast tanks* | 246·3<br>Q39′<br>FK<br>156′358*t FPT* 145*t* | 43·6 | 16·8 | Buffalo, N.Y.<br>Utd. States<br>7 *BH*<br>*APT* 47*t* | Oil Engines 2S.C.SA<br>12Cy.14″–17″ 413NHP<br>Fairbanks Morse&Co.Ld. Beloit,Wis. | 18 „ 0<br>s 5„10½<br>12 „ 7 | |
| 71378<br>HAAP | **Budapest** Twin Sc<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>Wireless | | 485<br>370<br>261 | | | | | 1934 | Ganz&Co. Ld. Budapest | Königlich ungarische Donau-See-schiffahrts A.G. | 177·1<br>F56′ | 27·9 | 9·8 | Budapest<br>Hungarian *WB* | Oil Engines 4S.C.SA<br>connected to Elec. Motors & Sc. Shafts<br>12Cy 6½″–8½″<br>Ganz&Co.Ld.Budapest | | V |
| 71379<br>UPIN | **Budenni** (*ex*Gull–35, *ex*Broompark–32)<br>*ss*Rot.No.3–2,35<br>1 *Dk*(*Stl*) | | 2482<br>2163<br>1870 | ✠<br>2,35<br>✠ | Rot | *s* | | 1923<br>9mo | Livingstne &Cooper,Ld. Hessle | U.S.S.R.<br>*Intermediate BH in fore hold dispensed with*<br>*Cell DB* 241′685*t FPT* 113*t APT* 125*t* | 295·4<br>P28′B90′F33′ FK | 43·7 | 20·4 | Archangel<br>Russian<br>*Cem* 4 *BH only* | T.3Cy.20½″,33″&54″–39″ 234NHP<br>2SB,*6cf*,GS238,HS4100<br>G.T.Grey&Co.Ld.S.Shields | 22 „ 8 | |
| 71380<br>219188<br>KOMC | **Buenaventura** (*ex*Lake Flattery)<br>**Tiusca,** *see No. 3705 in Part I.*<br>Sub.Sig. 1 *Dk2tr B* | | 2609<br>2261<br>1610 | ✠ ...<br>9,20<br>✠ | | | | 1919<br>11mo | McDougall Duluth Co. Duluth,Minn | Stockard S.S.Corp. | 251·0<br>P25′B64′F20′ FK | 43·7 | 25·8 | New York<br>Utd. States *WB* | T.3Cy.21″,35″&59″–42″ 352NHP<br>McDougall Duluth Co. | 28 „ 2 | R<br>† |
| 71381<br>DOET | **Buenos Aires** (*ex*Witram–37, *ex*Boonah, *ex*Melbourne)<br>*ss*Syd.No.3–4,25<br>*ss*Bhn.No.2–33<br>D.F. Sub.Sig. 2 *Dks*(*Stl*)<br>*Ref Mchy. Well deck 3rd dk in No.1 hold* | | 6097<br>5525<br>3806 | ✠ ...<br>2,37<br>✠ | Bhn | *a*† | | 1912<br>1mo | Flensburger Schiffsb.Ges. Flensburg | Hamburg-Sud-Amerik.Dampf-schiffahrts Ges. | 449·2<br>P&B378′F53′ | 58·2 | 26·8 | Bremen<br>German<br>8 *BHCem*<br>*Cell D Ba* 182′*u E &* | T.3Cy.30⅛″,50⅛″&84″–54″ 751NHP<br>4SB.*12cf*,GS264,HS11219<br>Flensburger Schiffsb.Ges.<br>*B* 72′*f* 149′1490*t* | 29 „ 6 | G<br>† |
| 71382<br>6212<br>SIUA | — Ⓟ Twin Sc 3 Mst<br>*Oil Eng.*<br>D.F. *ss*Got.No.3–5,32<br>*ss*Got.No.1–36<br>2 *Dks*(*Stl*) *&*<br>*Shelter dk*(*Stl*) | | 5646<br>4977<br>3411 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>1,40<br>DBS 8,39 LMC 11,36<br>LMC(M) 4,38 | Got | *a*† | OG<br>~~25,37~~<br>S 5,39<br>P 10,40 | 1920<br>2mo | Akt.Götaverken Gothenburg A&CP | Rederiaktieb. Nordstjernan (A.A. Johnson, *Mgr.*)<br>*Cell D B* 368′1506*t*<br>*Wing tanks aft* 340*t* | 426·9<br>440·0 (O.L.)<br>FK<br>*Collision*<br>*FPT* 94*t APT* 72*t* | 56·2 | 26·1 | Stockholm<br>Swedish<br>*Cem*<br>*n BH to S dk*<br>6 „ „ *U* „ | Oil Engines 4S.C.SA<br>12Cy.24½″–37½″ 717NHP<br>DB ~~800lb~~<br>Akt.Götaverken,Got. | 30 „ 0<br>s 3 „ 11½<br>26 „ 3¼ | |
| 71383<br>EACD | — Ⓟ<br>*ss*Cdz.3rd No.3–8,19<br>D.F. *ss*Bcl.No.2–28<br>3 *Dks*(2 *Stl-Uws*) | | 5205<br>4147<br>3226 | ✠<br>12,30<br>✠ | Bcl | *z* | | 1887<br>11mo | W.Denny &Brs. Dumbarton | Compañia Trasatlantica | 410·6<br>P42′B164′F48′ | 48·2 | 22·4<br>30·5<br>BK 11″ | Barcelona<br>Spanish<br>6 *BHCem*<br>*DB* 346′902*t* | Q4Cy32″,46½″,64½″&92″–60″ 738NHP<br>3DB,*18cf*,GS342,HS9630 FI<br>Denny&Co.Dumbarton | 32 „ 3 | |
| 71384<br>LCZN | — Twin Sc 4 Mst<br>(*ex*Argentino–39, *ex*Sud Atlantico) *Oil Eng.*<br>*ss*Bal.No.2–36<br>1 *Dk*(*Stl*) *& Shelter dk*(*Stl*)<br>3rd *dk*(*Stl*) *in No.1 hold* | | 4640<br>4119<br>2771 | ✠100A1<br>*with freeboard*<br>4,40 ~~7,00~~<br>LMC CS 8,37<br>DBS 8,39 1,37 | Bal | *z* | CL<br>~~7,37~~<br>~~8,38~~<br>4,40 | 1928<br>4mo<br>*Lloyd's SA&CP* | Akt.Burmeistr&Wain Copenhagen | A/S Ivarans Rederi (S.Holter-Sörensen *Mgr.*)<br>*Cell D B* 334′1062*t* | 381·8<br>FK<br>*FPT* 112*t APT* 156*t* | 53·8 | 25·1 | Oslo<br>Norwegian<br>6 *BH*<br>*Coll to Sh dk*<br>5 „ 2*nd* „) | Oil Engines 4S.C.SA<br>12Cy.21⅝″–59 1/16″ 534NHP<br>DB *100lb*<br>Akt.Burmeistr&Wain,Cpn | 28 „<br>s 2„11½<br>25 „ 11½ | |
| 71385<br>LOFJ | — Ⓟ<br>(*ex*Camarones, *ex*Taquary)<br>2 *Dks* | | 2263<br>—<br>904 | | | | | 1896 | Sir Raylton Dixon&Co. Middlesbro' | Argentina Cia. General de Nav. S.A. (A.M.Delfino y Cia. *Mgrs.*) | 298·8<br>P31′B96′F39′ | 41·2 | 23·6 | Bns.Aires<br>Argentine *WB* | T.3Cy.20″,33″&57″–45″ 218NHP<br>T.Richardson&Sns,Ld.Hpl. | | G |
| 71386<br>35178<br>JIAC | **Buenos Aires Maru** Ⓟ Twin Sc<br>*Oil Eng.*<br>*ss*Kob.No.3–7,35<br>*ss*Kob.No.1–39<br>3 *Dks*(*Stl–Weather dk–ws*)<br>*Ref. Mchy.* *Cruiser Stern*<br>GyC. | | 9626<br>7975<br>5829 | ✠100A1<br>*with freeboard*<br>~~3,40~~ 6,39 12,40<br>LMC CS 6,39<br>DBS ~~3,40~~ 12,40 8,38<br>Lloyd's RMC ~~3,40~~ 12,40 | Kob | *e*† | CL<br>~~8,37~~<br>8,40 | 1929<br>10mo<br>*Lloyd's SA&CP* | Mitsubishi Zosen Kaisha Ld. Nagasaki | Osaka Syosen K.K.<br>*Cell D B* 375′1449*t*<br>*tanks in way of t* | 461·3<br>B80′F51′ FK<br>*unnels* 340*t FPT* 144*t* | 62·0 | 39·5 | Osaka<br>Japanese<br>7 *BH*<br>*APT* 119*t* | Oil Engines 2S.C.SA<br>12Cy.26¾″–39⅜″ 1503NHP<br>DB *120lb*<br>Mitsubishi Zosen Kaisha Ld | 39 „ 6<br>s 13„11½<br>26 „ 0 | |
| 71387<br>LCFS | **Buesten**<br>*Oil Eng.*<br>*ss*Rot.No.3–6,39 ~~*ss*Rot.No.2–40~~<br>*Mchy. Aft* 2 *Dks*(*Stl*) *& Web frames*<br>*Longitudinal framing* | | 5187<br>4597<br>3041 | ✠100A1<br>~~5,40~~ 6,39 2,41<br>LMC CS 4,36<br>DBS ~~4,39~~ 5,40 ~~11,38~~ 4,39<br>*Carrying Petroleum in bulk* | Rot | *y* | CL<br>Gal 1,41<br>5,39 | 1927<br>11mo<br>*Lloyd's SA&CP* | Barclay, Curle&Co. Ld. Glasgow | Tönsbergs Rederi A/S (Rafen& Loennechen, *Mgrs*)<br>*Cell D Bu E* 64′<br>220*t DT f* 46′589*t* | 388·1<br>P85′B27′F43′ FK<br>(10 *to U dk*<br>4 „ 2*na* „) | 52·7 | 29·0 | Tönsberg<br>Norwegian<br>14 *BHpt Cem*<br>*FPT* 56*t APT* 27*t* | Oil Engines 2S.C.SA<br>3Cy.22⅞″–91⅛″ 482NHP<br>2 DB *120lb*<br>Barclay,Curle&Co.Ld.Gls. | 29 „ 3 | |
| 71388 | | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. | 3 *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à la prochaine visite. Lettre d'Applicament. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Donane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Registres où cette entrée a été faite dans le L. R. Dunlop Cert. Build Trials |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | 158 · 5 \| 27 · 4 \| 9 · 7 | | | |
| 71389 SOAW | **Bug** *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* Butts of keel plates & part deck plating elec. welded *Strengthened for navigation in ice* | | 504 ~~[illegible]~~ 505 316 303 | ✠100A1 5,11 ~~[illegible]~~ ✠LMC8,39 ✠LMC(M)9,40 | Gro ~~Shl~~ | *g* | 5,40 | 1939 8mo | N.V.E.J. Smit&Zoon Schpsw. Westerbroek | B.Kilaczycki& K.Rothert (B. Kilaczycki, *Mgr.*) *Lloyd's* | ~~156·2\|27·5\|9·9~~ 168·5 (O.L.) P40′Q53′F24′ FK *Cell DB* 96′114*t* *FPT* 59*t* *APT* 8*t* | Gdynia Polish | Oil Engines 4S.C.SA 8Cy. 11″–17½″ 94NHP 3 *BHpt Cem* ~~pt dup~~ Humboldt-Deutzmotoren A.G.Köln-Deutz | 11 ″ 6 s 3 ″ 7½ 11 ″ 4½ | |
| 71390 DHDH | **Bugsee** (*ex* Swinemünde) 1 *Dk* | | 2307 1771 1322 | | | | | 1927 | Nüscke& Co.A.G. Stettin | W.Schuchmann | 270·4\|42·8\|18·6 P31′B82 F34′ | Hamburg German *WB* | T.3Cy.19¾″,31½″,&51⅞″–35⅞″ 156NHP A.BorsigG.m.b.H.Berlin | | G |
| 71391 PDHL | **Buitenzorg** *Cruiser Stern* D.F. 3 *Dks* | | 7073 5081 4522 | | | | | 1916 | Kon.Maats deSchelde Flushing | Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*) | 446·5\|54·3\|34·2 B59′F56′ | Rotterdam Dutch *WB* | T.3Cy.29″,48″&82½″–54″ 500NHP Maats.deSchelde,Flushing | | V |
| 71392 | **Bukarest** *Oil Eng.* D.F. E.S.D. 1 *Dk* *Cruiser Stern* | | 4400 | | | | | 1939 | Deutsche Werft A.G Bet. Reihstgwrft Hamburg | Deutsche Levante-Linie Hamburg A.G. (Deutsche Levante-Linie G.m.b.H. *Mgrs.*) | 401·9\|55·7\|21·3 | Hamburg German *WB* | 2 SR geared oil engines 2S.C.SA 885NHP 12Cy.20½″–27 13/16″ Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg | | |
| 71393 147900 MLXC | **Bulan** *Fitted for oil fuel* 2 *Dks* (*Weather dk Teak, 2nd dk Stl* ws) | | 1048 751 442 | ✠ 8,27 ✠ | Sng | *o* | | 1924 6mo | A.Stephen &Sons,Ld. Glasgow | P.&O.Stm.Nav.Co. | 220·3\|35·1\|13·1 FK *Collision BH to W dk* *Cell DB* 176′248*t* *FPT* 14*t* *APT* 27*t* | Glasgow British | T.3Cy.17½″,29″&47″–30″ 165NHP 5 *BHpt Cem* 2SB,6*cf*,GS89,HS3083 A.Stephen&Sons,Ld.Gls. | 15 ″ 1 | |
| 71394 LZDC | **Bulgaria** *ss* Cpl.2nd No.3–6,21 Wireless *ss* Ist.No.2–30 1 *Dk* & *Spar dk* (*pt Stl–ws*) & *deep framing* | | 1108 945 753 | ✠ ... 11,33 ✠ | Varna | | | 1894 8mo | Wigham Richrdsn&Co Newcastle | Soc.Commerciale Bulgare deNav. à Vap. | 240·5\|33·5\|11·1 P48′B35′F35′ 18·6 BK 7½ *Cell DB* a 64′*f* 73′ | Varna Bulgarian | T.3Cy.20″,32″&53″–36″ NDB09 196NHP 4 *BHCem* 105*t* *APT* 10*t* 2SB,6*cf*,GS114,HS3366 Wighm Richrdsn&Co.Nwc | 20 ″ 9 | V † |
| 71395 160726 VGCW | **Bulkarier** (*Self-Unloader*) D.F. *Mchy Aft* 1 *Dk* *Fitted for oil fuel* | | 2376 2156 1392 | | | | | 1929 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | CanadaCement TransportLd. | 253·0\|43·3\|23·9 F35′ *WB* | Montreal British | T.3Cy.18″,30″&50″–36″ 150NHP Earle'sCo.Ld.Hull | | C |
| 71396 319 HSAT | **Bull** *ss* Bgk.2nd No.3–1,35 *ss* Bgk.No.1–38 *Mchy. Aft* 1 *Dk* (*Stl*) | | *452* *373* *303* | ✠100A1 ~~12,30~~ 12,40 BS ~~12,30~~ 12,40 ✠LMC12,38 | Bgk | *g* | CL 12,38 | 1907 1mo | G.Brown& Co. Greenock | A/S Det Östasia-tiske Kompagni *Lloyd's* | 160·0\|26·1\|11·4 B7′F21′ FK | Bangkok Thai | C.2Cy.14½″&30″–21″ (*s*) 130lb 50NHP 1SB,2*pf*,GS34,HS984 White&Hemphill,Grk. | 12 ″ 3 s 1 ″ 6½ 10 ″ 10 | |
| * 71397 6002 SHNA | **Bullaren** Twin Sc *Oil Eng.* *ss* Got.No.3–8,29 D.F. *ss* Got.No.2–37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) 2 *dks* (*Stl*) in *Nos.*1,2,3 & 4 holds *Cruiser Stern* | | *5722* *5136* *3428* | ✠100A1 *Shelter dk with freeboard* 9,39 ✠LMC CS9,37 DBS8,39 9,38 | Got | *a*† | OG S9,37 P2,37 | 1918 5mo | Aktieb. Götaverken Gothenburg | Rederiaktieb. Transatlantic (G.Carlsson, *Mgr*) | 436·8\|56·2\|26·9 F36′ on *Shelter dk* FK *Collision BH to Shltr dk* *Cell DB* 372′ 1188*t* *FPT* 89*t* *APT* 31*t* | Gothenbrg Swedish *Cem* | Oil Engines 4S.C.SA 12Cy.29⅜″–43 5/16″ 988NHP DB *80lb* 6 *BHtoU dk* Aktieb.Götaverken,Got. | 30 ″ 0 s 3 ″ 11¾ 26 ″ 3 | |
| 71398 165345 MMBY | **Bullfinch** *Oil Eng.* *Mchy. Aft* 1 *Dk* & *Shelter dk* *Cruiser Stern* | | 433 300 195 | ✠100A1 *with freeboard* 6,40 ~~12,30~~ ✠LMC12,36 ✠LMC(M)7,38 | Lon | *j* | OG 12,39 | 1936 12mo | CaledonS. B.&E.Co.Ld. Dundee | General Stm.Nav. Co.Ld. *Lloyd's* | 174·1\|31·1\| 8·3 B19′ FK *Cell DB* 122′174*t* *FPT* 54*t* *APT* 24*t* | London British | Oil Engines 2S.C.SA 6Cy.9 1/16″–16 5/16″ 53RHP 4 *BHpt Cem* (*Coll to Sh dk* 3 „ 2nd „) British Auxiliaries,Ld.Gls. | 11 ″ 0 s ″ 2 10 ″ 11½ | |
| 71399 149877 GMXT | **Bullmouth** *ss* Bkn.No.3–1,40 *Oil Eng.* D.F. E.S.D. ~~*ss* Anns. No.2–36~~ *Mchy. Aft* 1 *Dk* (*Stl*) *Longitudinal framing at bottom & at deck* | | 7519 6850 4340 | ✠100A1 4,40 ~~5,30~~ ✠LMC CS4,40 DBS4,40 6,39 *Carrying Petroleum* | Bkn | *b*† | CL 21 9,38 *in bulk* | 1927 10mo | Hawthorn, Leslie&Co.Ld Newcastle | Anglo-Saxon Petroleum Co.Ld. *Lloyd's* | 440·3\|59·5\|32·7 P99′B41′F63′ FK *Cell DB* u *E* 73′406*t* *DT* 32′367*t* *FPT* 20*t* *APT* 73*t* | London British | Oil Engines 4S.C.SA 6Cy.32¼″–59 1/16″ 602NHP 2 DB *180lb* Hwthrn,Leslie&Co Ld.Nwc | 32 ″ 9 s 6 ″ 3¾ 26 ″ 8¾ | |
| 71400 171245 VJPD | **Bulolo** Ⓟ Twin Sc *Oil Eng.* D.F. 2 *Dks*, 3rd dk forward *Ref. Mchy.* *Cruiser Stern* | | 6267 4519 3442 | ✠100A1 *with freeboard* 7,39 ✠LMC9,38 ✠Lloyd's RMC8,39 | Syd | *z* | CL 2 | 1938 9mo | Barclay, Curle&Co.Ld. Glasgow | Burns,Philp&Co. Ld. *Lloyd's* | 399·0\|58·2\|25·3 412·5 (O.L.) B266′F46′ FK *Cell DB* 325′1024*t* *Tanks at centre & sides of tunnels* | Sydny NSW British | Oil Engines 2S.C.SA 12Cy.24 7/16″–45¼″ 1241NHP DB *100lb* 8 *BHpt Cem* (6 *to W dk* 2 „ 2nd „) 265*t* *FPT* 89*t* *APT* 122*t* J.G.Kincaid&Co.Ld.Grk. | 30 ″ 9 s 7 ″ 10½ 23 ″ 0½ | |
| 71401 149818 GJBW | **Bulysses** *Oil Eng.* *ss* Bkn.No.3–3,40 D.F. E.S.D. *Mchy. Aft* 1 *Dk* (*Stl*) *Longitudinal framing at bottom & at deck* *Cruiser Stern* | | 7519 6850 4342 | ✠100A1 5,41 ~~5,40~~ ✠LMC CS4,40 DBS ~~4,40~~ 1,41 4,40 *Carrying Petroleum* | Bkn Shl | | CL 3,40 *in bulk* | 1927 5mo | Hawthorn, Leslie&Co.Ld Newcastle | Anglo-Saxon Petroleum Co.Ld. *Lloyd's* *Cell* | 440·3\|59·5\|32·7 455·8 (O.L.) P99′B41′F63′ FK *DB* u *E* 73′406*t* *DT* 32′367*t* *FPT* 209*t* *APT* 73*t* | London British | Oil Engines 4S.C.SA 6Cy.32¾″–59 1/16″ 602NHP 2 DB *180lb* Hwthrn,Leslie&Co Ld Nwc | 32 ″ 9 s 6 ″ 3½ 26 ″ 8½ | |
| 71402 159877 VLLN | **Bundaleer** 1 *Dk* *Hatch covers & webs dispensed with in bridge 'tween dks.* *Cruiser Stern* | | 4238 3416 2382 | ✠100A1 ~~6,10~~ ~~6,0~~ 1,41 ✠LMC3,39 | Syd | *w* | CL 11½ | 1939 3mo | CaledonS. B.&E.Co.Ld. Dundee | The Adelaide SteamshipCo.Ld. *Lloyd's* *Cell* | 367·1\|50·3\|24·6 378·3 (O.L.) P&B147′F43′ FK *DB* 300′756*t* *Tanks at sides of tunnel* 183*t* *FPT* 190*t* *APT* 199*t* | Melbourne British | T 3Cy.20½″,33″&54″–42″& LP turbine with DR gearing & hydraulic coupling FD 220lb (*s*) 390NHP 2SB(Spt)6*cf*,GS135,HS5406 J.G.Kincaid&Co.Ld.Grk. | 27 ″ 3 s 4 ″ 9½ 22 ″ 7 | |
| 71403 159564 VLJX | **Bungaree** D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern* | | 3043 2641 1592 | ✠100A1 *with freeboard* 2,40 ✠LMC5,37 | Syd | *w* | CL 11½ 11,38 | 1937 5mo | CaledonS. B.&E.Co.Ld. Dundee | The Adelaide SteamshipCo.Ld. *Lloyd's* *Cell DB* 287′748*t* *Tanks at sides of tunnel* | 357·2\|48·7\|20·5 370·0 (O.L.) F40′ FK (*Coll to Sh dk* 6 „ 2nd „) 95*t* *FPT* 225*t* *APT* 135*t* | Melbourne British | T.3Cy.20½″,33″&54″–42″& LP turbine with DR gearing & hydraulic coupling 220lb FD (*s*) 390NHP 2SB(Spt)6*cf*,GS135,HS5406 J.G.Kincaid&Co.Ld.Grk. | 23 ″ 10 s 1 ″ 7½ 22 ″ 3½ | |
| 71404 7396 SDNE | **Bungenäs** (*ex* Grete Larsen, *ex* Horst Hamelmann, *ex* Ellen, *ex* Nederwaard) 1 *Dk* *Mchy. Aft* | | *608* *450* *298* | | | | | 1920 | J.Koster, Hzn. Groningen | A/B Bungenäs Kalkbrott(E. Lilljequist, *Mgr.*) | 166·0\|27·8\|11·2 P65′H31*t*F19′ | Malmö Swedish *WB* | T.3Cy.11¼″,17¾″&28⅝″–20 5/16″ 37NHP NV.vorheen Schipper&van Dongen,Geertruidenberg | | G |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Year Assigned or Last Partic. Examined. Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When. — Ship. — Engines | By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of P. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71405 DHHB | **Bungsberg** (*ex*Götaälv-39, *ex*Eva-39) Sub.Sig. 1 *Dk* | 1504 1190 851 | | | | | 1924 | Howaldtswerke Kiel | Aug.Bolten,Wm. Miller'sNachfolger | 250·8 | 38·5 | 15·9 | Hamburg German *WB* | T.3Cy.18½",30⅝"&49⅛"–33 7/16" 143NHP Howaldtswerke,Kiel | | G |
| 71406 145211 MPTS | **Buoyant** (*ex*QueenGnat, *ex*Sailing Vessel) *Oil Eng.* 1 *Dk* | 300 205 129 | | | | | 1917 | Montrose S.B.Co. Montrose | B.W.Steamship. Tug&LighterCo. Ld.&W.Scott | 128·5 | 25·2 | 8·0 | Hull British *WB* | Oil Engines 4S.C.SA 4Cy.11"–17⅜" 47NHP *Emade&fitted*30 Motorenfabr."Deutz" A.G.Köln-Deutz | | C |
| 71407 LCFT | **Bur** (*ex*Sedbergh) *ss*N.Yk.No.3–10,29 *ss*Bgn.No.2–38 1 *Dk*(*Stl*) | 4343 3915 2618 | ✠100A1 NYk *x* 5,41 ✠LMC MS5,38 BS~~8,38~~ 10,40 | | | CL 6,37 4,41 | 1917 11mo *Lloyd* | Ropner& Sons,Ld. Stockton *sA&CP* | O.GrolleOlsen& I.HysingOlsens RederiA/S *CellDBa*115'*uE*26'*f*159'919*tFPT*140*tAPT*158*t* | 360 0 373·5(O.L.) P23'B102'F38' | 52·2 | 25·6 | Bergen Norwegian 6*BHCem* | T.3Cy.25",42"&68"–45" (*s*) 180lb 332NHP 2SB,6*cf*,GS127,HS5050 Blair&Co.Ld.Stockton | 28 " 0 s 5 " 1 23 " 1½ | N |
| 71408 6967 SLAN | — (*ex*Risvær) 1 *Dk* | *1956* *1673* *1095* | | | | | 1919 | Shanghai Dk.&E.CoLd. Shanghai | RederiA/B Disa (E.Brodin, *Mgr.*) | 265·1 | 42·2 | 17·8 | Stockholm Swedish *WB* | T.3Cy.18",29½"&50"–36" 150NHP ShanghaiDk.&E.Co.Ld. | | N |
| 71409 137224 VJTT | **Buranda** (*ex*Nalpa-38,*ex*Solholm) *ss*Syd.No.3–1,34 *ss*Syd.No.1–38 *Well deck Mchy. Aft* 1 *Dk*(*Stl*) Wireless *Cargo battens not fitted* | 685 532 365 | 100A1 Syd 3,41 LMC3,38 | | | CL 12,36 3,40 | 1918 11mo | Wortel-boer&Co. Delfzijl | Australasian UnitedS.Nav.Co. Ld. *CellD* | 180·8 *30·2* 190·6(O.L.) Q88'B11'F24' FK *B*115' 151*t FPT*25*t* | 28·7 | 12·6 | Bundaberg British 3*BHCem* *APT*3*t* | T3Cy.14¾",23⅜"&38⅝"–26½" 180lb (*s*) 84RHP 2SB,4*cf*,GS66,HS2002 Wortelboer&Co.Delfzijl | 14 " 4 s " 10½ 13 " 7 | |
| 71410 288 IBBG | **Burano** (*ex*IrmaSchindler–36, *ex*Masconomo, *ex*Winnebago, *ex*Kinsman) *ss*Ham.2ndNo.3–4,27 *Fitted for oil fuel* 2 *Dks*&*Web frames* *Carrying Petroleum in bulk* D.F. *Mchy.Aft* | 4450 4144 2565 | ✠ ... 3,33 ✠ | | | | 1901 11mo | Armstrong Whtwrth&Co Ld Newcastle | CompagniaItaliana Marittima | 373·3 359·4 P76'B25'F36' FK | 49·8 | 28·8 | Venice Italian *WB* | T.3Cy.24",40"&66"–48" 345NHP WllsndSlpwy.Co.Ld.Nwc. | 30 " 3 | I † |
| 71411 160559 GKFQ | **Burdwan** 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *Cruiser Stern* D.F. E.S.D. *Fitted for oil fuel* | 6069 5488 2879 | ✠ Rot 5,32 ✠ ✠Lloyd'sRMC~~3,40~~ ~~8,40~~ 1,41 | | | | 1928 9mo | Barclay, Curle&Co.Ld. Glasgow | HainS.S.Co.Ld. *CellDB*373'1197*tFPT*89*tAPT*55*t*( | 436·0 F34' FK | 57·5 | 29·8 | London British 7*BHptCem* *Coll to Sh dk* 6 „ 2*nd* „ | Q.4Cy.30½",44",63½"&91"–57"&L.P.TurbinewithD.R. gearing & hydraulic coupling 1237NHP 5SB,20*cf*,GS366,HS15165 Barclay,Curle&Co.Ld.Gls. | 32 " 3 | |
| 71412 UPAR | **Bureya** (*ex*Lettonia–34,*ex*Memel, *ex*Borussia,*ex*JohnSauber) Sub.Sig. 1 *Dk* | 2723 2085 1621 | | | | | 1908 | Schiffsw.v. H.KochA.G. Lübeck | U.S.S.R. | 306·6 | 42·2 | 17·9 | Leningrad Russian *WB* | T.3Cy.22½",35⅝"&59"–35½" 207NHP OttensenerMasch.Fab.Alt. | | |
| 71413 DIAV | **Burgenland** (P) *Oil Eng.* Sub.Sig. 2 *Dks* D.F. E.S.D. | 7320 6023 4321 | | | | | 1928 | Flensburgr Schiffsb.Ges. Flensburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 462·6 P30'B&F423' | 61·2 | 25·3 | Hamburg German *WB* | Oil Engines 2S.C.DA 6Cy.27½"–47¼" 790NHP Maschfbk.Augsburg-Nürnberg,Augsburg | | G |
| 71414 | **Burgeo** (P) *For full particulars see No. 57253 in Supplement* Wireless D.F. E.S.D. *Cruiser Stern* | 1400 | 100A1 (*Class Contem plated*) | | | | 1940 | Fleming& Ferguson,Ld. Paisley | Govt.of Newfoundland(Newfoundland Railway–SteamshipDept.) | 233·5 F35' | 37·1 | 19·7 | SJhns NFL British | T.3Cy.20",32½"&54"–30" Fleming&Fergusn,Ld.Psy. | 22 " 0 s 3 " 7¼ 18 " 9½ | |
| 71415 6391 SDYA | **Burgundia** (P) *ss*Got.No.3–4,33 *ss*Got.No.1–37 1 *Dk*(*Stl*) | *1668* *1301* *944* | ✠100A1 Got *q* 6,40 3,39 BS~~3,36~~ 1,40 ✠LMC3,37 *Fitted for oil fuel* 12 20 | | | OG 3,38 *F.P. a* | 1920 12mo *Lloyd* *above* 1 | M.V.Aktieb. Malmö *sA&CP* 50° F. | FörnyadeÅngfartygsA.B.Götha (H.Sternhagen, *Mgr.*) *CellD* | 256·0 268·4(O.L.) P20'B70'F25' FK *B*215' 450*t FPT*48*t* | 38·3 | 16·4 | Gothenbrg Swedish 4*BHCem* *APT*73*t* | T.3Cy.18⅛",28¾"&48 7/16"–31½" 185lb (*s*) 160NHP 2SB,4*cf*,GS56,HS2114 FD KockumsM.V.Akt.Malmö | 18 " 10 s 2 " 4⅜ 16 " 7 | |
| 71416 678 TCAO | **Burhaniye** (*ex*MariaP.Xila–33, 4Mst *ex*OthonStathatos) *ss*Nwc.2ndNo.3–1,27 *ss*Bla.No.1–31 1 *Dk*(*ptIrnptStl*)2*trB*&*deep framing* | 3254 2840 1958 | ✠ ... 2,36 ✠ | | Ist *r* | | 1902 5mo | J Readhead &Sons S.Shields | HantaloguTayyar Vapurlari *CellDBa*110'*uE*&*B*40'*f*140'760*tD Ta*40'426*tFPT*72*tAPT*29*t* | 326·0 P11'B150'F30' FK | 46·1 | 23·5 | Istanbul Turkish 6*BHCem* | T.3Cy.24½",40"&66"–45" NDB23 310NHP 2SB,6*rf*,GS121,HS4940 J.Readhead&Sons,S.Shl. | 26 " 0 | I † |
| 71417 223670 KLEM | **Burlington Socony** TwinSc *Mchy. Aft* *Oil Eng.* D.F. 1 *Dk* *Carrying Petroleum in bulk* *New middle body electrically welded* 1937 | 1199 — 753 | | | | | 1924 | SunS.B.& D.D.Co. Chester,Pa. *Rebuilt*1937 | Socony-Vacuum OilCo.Inc. | 252·9 | 40·1 | 12·8 | NewYork Utd.States *WB* | Oil Engines 4S.C.SA 6Cy.13"–18" 98NHP McIntosh&SeymourCorp. Auburn,N.Y. | | R |
| 71418 136333 GRLV | **Burma** (P) *Fitted for oil fuel* D.F. E.S.D. 2 *Dks* | 7821 6486 4955 | | | | | 1914 | W.Denny &Bros. Dumbarton | British&Burmese S.N.Co.Ld.(P.Henderson&Co. *Mgrs.*) | 466·5 P64'B156'F44' | 58·1 | 30·6 | Glasgow British *WB* | T.3Cy.29½",50"&84"–60" 546NHP Denny&Co.Dumbarton | | C BT till ~~4,40~~ ~~8,41~~ 1,42 |
| 71419 30 IBZE | — *ss*Fiu.2ndNo.3–8,34 *ss*Tri.No.1–39 D.F. 2 *Dks*(*UpIrnptStl*&*2nd dkStl*) | 4675 4302 2896 | ✠100A1 Mfl *y* 9,39 BS9,39 ✠LMC11,38 | | | CL N10,38 | 1912 6mo *Lloyd* | W.Gray& Co.Ld. WHartlepool *sA&CP* | Soc.Anon. diArmamento Maritt."Oriente" *CellDBa*138'*u* | 400·0 412·2(O.L.) P29'B228'F36' FK | 52·2 | 25·0 | Fiume Italian 6*BHCem* *FPT*98*tAP* | T.3Cy.26",42"&70"–48" (*s*) 180lb HS7461 FD 493NHP 2SB&1Aux.SB,8*cf*,GS159 Cen.Mar.Eng.Wrks.WHpl *T*134*t* | 27 " 7 s 4 " 2½ 23 " 7¼ | |
| 71420 19893 JYYD | **Burma Maru** (P) 2 *Dks*&*Shelter dk* | 4585 4201 2822 | ✠ ... 10,22 ✠ | | | | 1917 2mo | Kawasaki Dkyd.Co.Ld. Kobe | NanyoKaiunK.K. | 385·0 | 51·0 | 28·0 FK | Tokyo Japanese *WB* | T.3Cy.26",43½"&72"–48" 391NHP KawasakiDkydCoLdKobe | 28 " 0 | C † |
| 71421 129630 MDLB | **Burrington Combe** 3Mst *ex*Wheatvale, *ex*Bellavale) *Well deck Mchy.Aft* *ss*Apl.2ndNo.3–3,35 1 *Dk*(*pt Stl*) *ss*Bcl.No.1–40 | 448 ~~366~~ ~~176~~ 462 306 182 | ✠100A1 Brs *h* 6,40 ~~12,38~~ Bkn ~~BS4,38~~ ✠LMC~~5,35~~ 4,40 | | | CL, N~~12,36~~ 3,40 | 1910 1mo *Lloyd* | Mackie& Thomson,Ld. Glasgow *sA&CP* | ~~ZubiShippingCo. ltd.~~ S.WilliamCoe &Co.Ld. (W.J. Ireland,*Mgr.*) | 160·6 168·4 *26·5* (O.L.) Q88'B9'F34' BK7" *DBf*88'105*tFP* | 25·0 | 9·4 | London British 3*BHCem* *T*36*tAPT*5*t* | C.2Cy.19½"&42"–30" (*s*) 180lb 71RHP 1SB,3*pf*,GS54,HS1716 Muir&Houston,Ld.Gls. | 12 " 0 3 " 11½ 12 " 4½ | |
| 71422 | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés suivant Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cette navire est inscrit dans le L. R. During Curr. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71423 | **Bursa** (P) | (*ex*Lubiana, *ex*Ljubljana, *ex*Hegedüs Sandor) | 929 | ✠ ~~—~~ 4,31 | Mlt | *l* | | 1900 | Oderwerke | T.C.Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 210·6 | 30·0 | 20·1 | Istanbul Turkish | T.3Cy.19½″,31½″&51⅞″–35·7/8″ 202NHP | 14 ″ 0 | |
| TCAQ | Wireless | *ss*Flu.2ndNo.3–5,25 *ss*Mlt.No.3–3,28 1 *Dk(Stl–ws)&Shade dk* | 450 | ✠ | | | | 7mo | Mas.Sch.A.G. Grabow a/O | | | | FK | | 2SB,6*cf*,GS114,HS3661 Oderwerke,Grabow a/O | | |
| | | | | | | | | | | | *Cell D Ba40′ f 70′93t* | | | | *FPT17t* | | |
| 71424 | **Burwah** | | 2317 | ✠100A1 *Spar dk* | Syd | *s* | CL ~~6,37~~ | 1908 | J.Priest-man&Co. | Australian Steam-ships Proprietary, Ld. (*Man. Agents*, Howard Smith Ld) | 275·5 | 42·7 | 12·9 | Melbourne | T.3Cy.24″,40″&64″–45″ (*s*) | 23 ″ 1 | |
| 129749 | | *ss*Syd.2ndNo.3–4,34 | 1961 | | | | | 7mo | man&Co. | | 285·7 (O.L.) | | 20·8 | British | 180lb 339NHP | s 3 ″ 5½ | |
| VJBW | | *ss*Syd.No.1–38 | 1070 | *with freeboard* 5,40 ~~6,38~~ | | | 5,40 | | Sunderland | | B75′F33′ | | FK | 4 *BHCem* | 3SB,9*cf*,GS176,HS5794 | 19 ″ 10 | |
| | | 1 *Dk(Stl)&Spar dk(Stl)&deep framing* *Cargo battens not fitted* | | ~~BS6,39~~ BS5,40 | LMC7,37 | | | *Lloyd's SA&CP* | | | *Cell D Ba80′ u E&* | | | | G.Clark,Ld.Sunderland | | |
| | | | | | | | | | | | *B38′ f 110′455t* | | | | *FPT87t APT107t* | | |
| 71425 | **Bury** (*ex*Braeside–36, *ex*Penhill–35, *ex*Mellon) | | *3036* | ✠100A1 | Rio | | 1,40 | 1920 | Shanghai | Cia.Commercio e Navegação | 331·2 | 46·0 | 23·0 | R.Janeiro | T.3Cy.24″,41″&68″–45″ (*s*) | 25 ″ 6 | |
| | | *ss*Cff.No.3–3,33 | *2811* | 1,40 | | | | 7mo | Dk&E.Co.Ld. Shanghai | | | 46·8 | | Brazilian | 180lb 434NHP | | |
| PUQY | | *ss*Rio.No.1–36 | *1867* | BS1,40 | LMC7,36 | | | *Lloyd's SA&CP* | | | P33′B100′F29′ | | FK | 6 *BHCem* | 3SB,9*cf*,GS155,HS6420 FD | | |
| | | 1 *Dk(Stl)* | | *Fitted for oil fuel* 7 ,20 | | | *F.P. above* 1,50 | | | | *Cell D B284′745t* | | | | *FPT110t APT45t* | | |
| 71426 | — (P) | | 1686 | ✠100A1 | Gms | *q* | CL ~~12,37~~ | 1911 | Earle's Co. Ld. Hull | London&North-Eastern Rly. | 265·0 | 36·0 | 17·4 | Grimsby | T.3Cy.22″,35″&60″–42″ | 18 ″ 6 | BT |
| 132093 | | | 1098 | 11,38 | | | 5,41 | 1mo | | | | | | British | 180lb *100lb* 309NHP | s 1 ″ 6½ | ~~5,41~~ |
| GRNM | D.F. | 1 *Dk(Stl–ws)&pt deep framing* *Lower dk in Nos.1&3 holds* | 910 | ~~BS10,38~~ BS5,41 | ~~LMC8,35~~ 5,40 | | | *Lloyd's SA&CP* | | | | | BK9″ | 5 *BHCem* | 2SB,6*cf*,GS144,HS5540 Earle's Co.Ld. Hull | 18 ″ 0 | 5,42 |
| | | | | | | | | | | | *D Ba54′ u E21′ f 111′* | | | | *295t APT33t* | | |
| 71427 | **Buryat** (*ex*Lake Farley–32) | | 2599 | ✠ … | | | | 1919 | American S.B.Co. Cleveland,O. | U.S.S.R. | 252·3 | 43·6 | 26·1 | Vladvostk | T.3Cy.21″,35″&59″–42″ | 28 ″ 2 | |
| | | *Fitted for oil fuel* | 2243 | 4,22 | | | | 10mo | | | P25′B64′F23′ | | FK | Russian | 352NHP | | |
| UOGK | Sub.Sig. | 1 *Dk 2 tr B* | 1615 | ✠ | | | | | | | | | | *WB* | American S B Co Cleveland O | | |
| 71428 | **Bushwood** | | 2314 | ✠100A1 | Shl | *s* | CL | 1930 | S.P. Austin &Son,Ld. Sunderland | ~~W.France,Fenwick & Co.Ld.~~ | 283·0 | 41·5 | 18·9 | ~~London~~ | T.3Cy.18½″,31″&52″–39″ (*s*) | 21 ″ 0 | |
| ~~161350~~ | | *ss*Sld.No.2–38 | 1783 | 12,39 | | | 12,39 | 1mo | | | 293·5 (O.L.) | | | British | 200lb 204NHP | s 6 ″ 7 | |
| GKRB | D.F. *Mchy.Aft* | 1 *Dk(Stl)* | 1297 | | LMC | | | *Lloyd's SA&CP* | | | Q163′F32′ | | FK | 5 *BHCem* | 2SB(Spt),6*cf*,GS88,HS3280 | 19 ″ 0½ | |
| | *Well deck* | *Cargo battens not fitted* | | MS2,38 | BS2,39 | | | | | | *Cell D B228′510t* | | | *APT45t* | N.E.Marine Eng.Co.Ld.Sld | | |
| | | | | | | | | | | | | | | | *MT8′255t FPT180t* | | |
| 71429 | **Busiris** | | 943 | ✠100A1 | Gls | *m* | CL | 1929 | Ailsa S.B. Co.Ld. Troon | Moss Hutchison Line,Ld. | 215·7 | 32·1 | 12·3 | Glasgow | T.3Cy.16″,26½″&43″–33″ (*s*) | 14 ″ 6 | |
| 160272 | *Mchy.Aft* | *ss*Liv.No.2–38 | 634 | ~~5,41~~ ~~H6,39~~ | Liv | | ~~9,37~~ | 9mo | | | | | | British | 200lb 154NHP | s 4 ″ 8½ | |
| MPNQ | *Well deck* Wireless | D.F. 1 *Dk(Stl)* | 488 | ~~HS6,39~~ BS6,40 5,41 | ~~LMC5,38~~ | | 5,41 | *Lloyd's SA&CP* | | *Cell D Bu E21′* | Q117′B11′F27′ | | FK | 3 *BHCem* | 2SB,4*cf*,GS83,HS2800 | 13 ″ 11½ | |
| | | | | | | | | | | | *f 135′ 191t* | | | *APT5t* | *FPT22t* | | |
| 71430 | **Busk** | 3 Mst | 367 | ✠100A1 | Ard | *f* | CL | 1906 | Smith's Dock Co.Ld North Shields | | 144·0 | 24·1 | 10·4 | | C.2Cy.17″&36″–27″ (*s*) | 11 ″ 5 | |
| | | *ss*Nwc.2ndNo.3–10,31 | 243 | 9,39 | | | 6,38 | 6mo | | | | | | British | 140lb 85RHP | ~~s 4 ″ 1~~ | |
| MGCY | *Well deck* | *ss*Irv.No.1–36 | 142 | | LMC | | | *Lloyd's SA&CP* | | | Q81′B11′F27 | BK7″ | | 3 *BHCem* | 1SB,3*cf*,GS51,HS1600 | ~~11 ″ 10~~ | |
| | *Mchy.Aft* | 1 *Dk(Irn)* | | MS12,36 | BS3,39 | | | | | | | | | *APT3t* | *FPT28t* | | |
| 71431 | **Bussard** (*ex*Siegen) | | 986 | | | | | 1921 | Schiffb. Ges Unterweser m.b.H. Weser-münde-L. | Argo Reederei Richard Adler&Co. | 215·5 | 34·5 | 13·6 | Bremen | T.3Cy.16 7/16″,26″&41 3/16″–25⅝″ | | G |
| | Sub.Sig. | | 824 | | | | | | | | P13′Q58′B65′F22′ | | | German | 86NHP | | |
| DODQ | Wireless E.S.D. | 1 *Dk* | 568 | | | | | | | | | | | *WB* | A.Borsig,Berlin-Tegel | | |
| 71432 | **Bussum** | | 3636 | ✠100A1 | Ams | *w* | CL | 1917 | L.Vuijk& Zonen,Cap-elle a/d Ysel *Intermediate* A&CP | Stoomv.Maats. "Oostzee" (Vinke&Co. *Mgrs.*) *Bulkhead in after Cell D* | 360·0 | 48·2 | 22·8 | Amstrdam | T.3Cy.24½″,40″&67″–45″ (*s*) | 25 ″ 3 | |
| | | *ss*Ams.No.3–2,30 | 3315 | 7,40 ~~2,40~~ | Lon | | N11,38 | 3mo | | | | | | Dutch | 180lb 342NHP | s 4 ″ 6½ | |
| PDHV | D.F. | *ss*Rot.No.2–38 | 2214 | | LMC | | | | | | P27′B101′F27′ | | FK | *pt Cempt Asp* | 3SB,6*cf*,GS144,HS5490 | 20 ″ 11 | |
| | | 1 *Dk(Stl)* | | MS11,38 | BS2,40 7,40 | | | | | | *B310′ 966t* | | | 5 *BHonly* | *FPT74t* | | |
| | | | | | | | | | | | *hold dispensed with* | | | *APT81t* | Maats.de Schelde,Flushing | | |
| 71433 | **Bust** (*ex*Fidalgo–38) | | 1133 | | | | | 1918 | Trndhjms Mek.Værks. Trondheim | Skibs A/S Orient (T.B.Torgersen, *Mgr.*) | 226·3 | 56·5 | 15·7 | Oslo | T.3Cy.17″,27½″&46″–30″ | | N |
| | | | 983 | | | | | | | | P16′B57′F27′ | | | Norwegian | Trondhjems 116NHP | | |
| LDVJ | Wireless | 1 *Dk* | 648 | | | | | | | | | | | *WB* | M.V.Trondheim | | |
| 71434 | **Busyo Maru** (P) | | 2552 | ✠ … | | | | 1921 | Osaka Iron Works,Ld. Osaka | Osaka Syosen K.K. | 284·5 | 42·5 | 23·0 | Osaka | T.3Cy.21″,35″&58″–39″ | 23 ″ 0 | |
| 27480 | (*ex*Bushu Maru–38) | | 2009 | 7,23 | | | | 5mo | | | P45′B100′F34′ | | FK | Japanese | 288NHP | | |
| JCSB | | 2 *Dks* | 1534 | ✠ | | | | | | | | | | *WB* | Osaka Iron Wrks.Ld.Osaka | | |
| 71435 | **Busyu Maru** (*ex*Bushu Maru–38, *ex*Wakaba Maru) | | 1222 | | | | | 1918 | Asano Zosensho Tsurumi | Hinode Kisen K.K. | 217·0 | 34·0 | 18·5 | Tokyo | T.3Cy.16½″,27½″&45½″–30″ | | |
| 22297 | | | 1032 | | | | | | | | | | | Japanese | Hashimoto 114NHP | | |
| JCZE | *Mchy.Aft* Wireless | 1 *Dk* | 671 | | | | | | | | | | | | Tekkosho,Osaka | | |
| 71436 | **Buteshire** (*ex*Clan Macewen) | | 6590 | | | | | 1912 | Palmers' Co.Ld. Newcastle | British&South American Steam Nav.Co.Ld. (Houston Line (London) Ld. *Mgs.*) | 430·5 | 53·6 | 26·6 | Glasgow | T.3Cy.29″,49″&80″–60″& | | C |
| 133053 | | | 4736 | | | | | | | | | | | British | L.P.Turbine with D R gear-ing & hydraulic coupling | | |
| GNZP | D.F. E.S.D. | 2 *Dks&Shelter dk 3 tr B* | 4066 | | | | | | | | | | | *WB* | 746NHP | | |
| | *Ref.Mchy.* | | | | | | | | | | | | | | Palmers' Co.Ld. Newcastle | | |
| 71437 | **Butiá** (*ex*Fluminense–32, *ex*Meisonnier, *ex*Nanquitt) | *Fitted for oil fuel* | 3514 | — | | | | 1920 | Bethlehem S.B.Corp.Ld. (Moore Plant) Elizabeth, NJ | Cia.Carbonifera Rio Grandense | 328·0 | 46·2 | 22·9 | R.Janeiro | T.3Cy.22″,37½″&60″–42″ | | V |
| PUMA | | 1 *Dk* | 2003 | | | | | | | | P53′B110′F37′ | | | Brazilian | 233NHP | | |
| | Sub.Sig. | | | | | | | | | | | | | *WB* | Harlan&Hollingsworth Co Wilmington,Del. | | |
| 71438 | **Butt** (*ex*Ludwig Stahl, *ex*Webburn) | | 736 | ✠ | Rot | *k* | | 1909 | W.Harkess &Son,Ld. Middlesbro' | Argo Reederei Richard Adler&Co. | 190·0 | 30·0 | 13·0 | Bremen | T.3Cy.15½″,26″&44″–30″ | 15 ″ 0 | |
| | | *ss*Bmn.2ndNo.3–6,33 | 590 | 6,39 | | | | 5mo | | | | | | German | 124NHP | | |
| DHDJ | | *ss*Ant.No.1–37 | 408 | ✠ | | | | | | | Q98′B17′F22′ | | FK | 4 *BHCem* | 1SB,3*cf*,GS51,HS2100 | | |
| | Sub.Sig. | 1 *Dk(Stl)&deep framing* | | ✠NB02 *fitted* 33 | | | | | | *Cell D Ba40′ u E&* | *B31′ f 83′188t* | | | 18t *APT24t* | *FPT* | | |
| | | | | | | | | | | | | | | | Richardsons,Westgarth& Co.Ld.Mdb | | |
| 71439 | **Butterfly** (*ex*Suevier–32) | | 5127 | ✠ … | Gen | *y* | | 1920 | Bartram& Sons,Ld. Sunderland | I.N.S.A.-Industrie Navali Soc.Anon. | 412·9 | 52·3 | 28·5 | Genoa | T.3Cy.27½″,45″&75″–48″ | 31 ″ 0 | I |
| 1798 | | *ss*Gen.No.3–6,33 | 4810 | 9,35 | | | | 9mo | | | 400·0 | | | Italian | 476NHP | | † |
| IBXE | D.F. | 2 *Dks(Stl)* | 3176 | ✠ | | | | | | | P36′B117′F39′ | | FK | 7 *BHCem* | 3SB,9*cf*,GS204,HS8055 | | |
| | | | | | | | | | | *Cell D B119′ u E26′ f* | *176′ 1050t* | | | *APT220t* | *FPT135t* | | |
| 71440 | **Buyo Maru** | *ss*Osa.No.1–40 | 5447 | ✠100A1 | Kob | *z* | CL | 1919 | Asano S.B. Co.Ld. Tsurumi A&CP | Tamai Syosen K.K. | 400·0 | 53·2 | 29·4 | Hasidate | T.3Cy.26″,43½″&72″–48″ (*s*) | 32 ″ 0 | |
| 24999 | | *ss*Yka.No.3–10,36 | 4996 | 10,40 ~~1,40~~ | Osa | | 1,40 | 3mo | | | | | | Japanese | 200lb 513NHP | s 6 ″ 5½ | |
| JPXD | | 2 *Dks(Stl)* | 3407 | | ~~LMC1,40~~ 10,40 | | | | | | P33′B124′F41′ | | FK | 6 *BHCem* | 3SB,9*cf*,GS175,HS7376 FD | 25 ″ 9 | |
| | | | | | | | | | | | *Cell D B342′844t* | | | *APT28t* | Ishikawajima S.&E. Co. Ld. Tokyo | | |
| 71441 | **Buyskes** | | 1800 | | | | | 1910 | Maats. Fyenoord Rotterdam | Koninkl.Paketv. Maats. | 270·3 | 40·2 | 16·9 | Batavia | T.3Cy.19″,31½″&51½″–39″ | | V |
| | | *Fitted for oil fuel* | | | | | | | | | P32′B82′F33′ | | | Dutch | 165NHP | | |
| PKOU | | 2 *Dks* | 984 | | | | | | | | | | | *WB* | Maats.Fyenoord,Rot. | | |

186/40

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built When | 9 Built By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates if not Trad.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71442 | **Buzyun Maru** | 4804 | ✠ ... | Drn | *x* | | 1929 | OsakaIron | DairenKisenK.K. | 371·0 | 51·0 | 29·0 | Dairen | T.3Cy.22″,37″&61″–42″ | 29 ″ 0 | |
| 310 | (*ex*BujunMaru–38) *ss*Drn.No.1–34 | 3979 | 1,38 | | | | 2mo | Works | | | | | Japanese | 346NHP | | |
| JPRC | *Mchy.Aft* 1*Dk*(*Stl*) | 2730 | ✠ | | | | | Osaka | | P96′B19′F47′ FK | | | 6*BHptCem* | 2SB,6*cf*,GS115,HS5002 | | |
| | | | | | | | | | *CellDB*295′1004*t* | *FPT*529*t APT*232*t* | | | | OsakaIronWorks,Osaka | | |
| 71443 | — TwinSc | 801 | | | | | 1924 | A.F.Smul- | Minamimanshu | 145·1 | 39·3 | 21·4 | Dairen | C.4Cy.15″&29$\frac{2}{10}$″–15$\frac{3}{4}$″ | | |
| 236 | (*ex*BujunMaru–38) | 699 | | | | | | ders | TetsudoK.K. | | | | Japanese | 60NHP | | |
| JLZG | 1*Dk* | 374 | | | | | | Schiedam | | | | | | A.F.Smulders,Schiedam | | |
| 71444 | **Bygdöy** (*ex*Maisol–37,*ex*Roma, | 1252 | | | | | 1921 | Akt.Rödby | LudvigLorentzen | 236·1 | 37·2 | 14·7 | Oslo | T.3Cy.15″,24″&40″–27″ | | V |
| | *ex*Nordland,*ex*Freja) | 1083 | | | | | | Havns | | P10*t*H120*t*F34*t* | | | Norwegian | 83NHP | | |
| LEKT | 1*Dk* | 708 | | | | | | Jernskibsv. RödbyHavn | | | | | | A/SFricho,Aarhus | | |
| 71445 | **Bylayl** *ss*Bos.2ndNo.3–9,40 | 3289 | ✠100A1 | Bos | *v* | CL | 1916 | NewYork | PocahontasS.S.Co. | 318·5 | 49·5 | 24·2 | Wilmgton | T.3Cy.21″,33$\frac{3}{4}$″&58″–42″(*r*) | 27 ″ 6 | |
| 213834 | D.F. ~~*ssN.Ns.No.3–6,28*~~ | 2973 | 9,40 ~~9,39~~ | | | N9,39 | 1mo | S.B.Co. | | | | | (Del.) | 200lb 318NHP | | |
| KSOU | *Mchy.Aft* ~~*ssN.Ns.No.2–26*~~ | 1980 | | ✠LMC 9,40 | | | | Camden,N.J. | | P79′B18′F31′ FK | | | Utd.States | 2SB,6*cf*,GS110,HS4643 FD | | |
| | Sub.Sig. 1*Dk*(*Stl*) | | | ~~MS8,36~~ | ~~BS9,39~~ | | | A&CP | | | | | 7*BHCem* | NewYorkSBCo.CamdnNJ | | |
| | *Cargo battens not fitted* | | | | | | | | *CellD* | *BuE&B*53′*f*216′12 | | | 54*tDT*13′412*tFPT* | 293*tAPT*92*t* | | |
| 71446 | **Byron D. Benson** *ss*N.Yk.No.3–10,33 | 7953 | ✠100A1 | NYk | *c*† | CL | 1922 | Oscar | TideWater | 465·4 | 60·2 | 36·0 | Wilmgton | Q.4Cy.24″,35″,51″&75″–51″ | 36 ″ 3 | |
| 221861 | *ss*N.Yk.No.1–37 | 7661 | *Shelter dk* | | | 5,38 | 1mo | DanielsCo. | AssociatedOilCo. | | | | (Del.) | 220lb (*s*) 596NHP | *s*8″10½ | |
| KDWN | D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& | 4932 | *withfreeboard* | | | | | Tampa,Fla. | | | | FK | Utd.States | 3SB,9*cf*,HS8418 FD | 27 ″ 7½ | |
| | *Mchy.Aft* *Web frames* | | 8,40 ~~9,39~~ | BS8,40 | | | | A&CP | | | | | 17*BHptCem* | VulcanIronWorks, | | |
| | *Longitudinal framing* | | ~~BS9,39~~ | ✠LMC9,37 | | | | | | | | | (3 *to Sh dk* | JerseyCity,N.J. | | |
| | | | *CarryingPetr* | oleum | in | bulk | | | *CellDB in way of* | oil bunker 17 *uE&B* | | | 10 ,, *U* ,, | | | |
| | | | *Fitted for oil* | *fuel* 1, | 22 | *F.P. a* | bove 1 | 50° F. | 71′328*tDT*50′694*t* | *FPT*177*tAPT*26*t* | | | 4 ,, 2*nd* ,,) | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux. Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total — sous le Pont — Net | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant et figure. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Navires en cale et en mer dans le L. H. Dans Cert. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71447 | **C. A. Banck** (*ex*Kapolna, *ex*Gogasjü, *ex*Libra) | 4 Mst | *1825* | | | | | 1913 | Sörlandets Skibsbyggeri Fevig | ChristerBanck | 263·7 | 42·1 | 17·7 | Hlsngborg Swedish | T.3Cy.20½″,33″&56″–36″ | | V |
| 7459 | | | *1597* | | | | | | | | P50′H56′F29′ | | | | 219NHP | | |
| SFWA | | 1 *Dk* | *1063* | | | | | | | | | | | *WB* | Fredrikstad M.V.Frdstad. | | |
| 71448 | **C. A. Canfield** | *ss*Gal.No.1–41 | 6161 | ✠100A1 | Bal | *z* | CL | 1913 | Armstrong | StandardOilCo.of | 405·0 | 55·0 | 33·9 | Wilmgton | T.3Cy.27″,44½″&75″–51″ (*s*) | 32 ″ 10 | |
| 212628 | | *ss*Gal.2ndNo.3–11,37 | — | 1,41 ~~8,39~~ | Gal | | N8,39 | 4mo | Whitworth &Co.Ld. Newcastle | NewJersey | | | | (Del.) | 450lb (*r*) 459NHP | s 6 ″ 1 | |
| WPCA | | | 3783 | | ✠LMC1,41 | | | | | | P99′B25′F41′ | | FK | Utd.States | 2SB,*8cf*,GS139,HS5920 FD | 26′ 11½ | |
| | *Mchy.Aft* D.F. | 2 *Dks(Stl)&Web frames* | | ~~MS5,37~~ | ~~BS10,39~~ | | | | | *CellDBu* | *B25′60t DTf45′547t* | | | 15 *BHCem* | Wllsnd Slpwy.Co.Ld.Nwc. | | |
| | | *Longitudinal framing* | | *Carrying Petroleum in* | | | *bulk* | *Lloyd's* | *sA&CP* | | *FPT80t APT41t* | | | (9 *to U dk* | | | |
| | *Bottom shell plating part electrically welded '41* | | | *Fitted for oil fuel* | 4,13 | | *F.P. a* | *above* | 1 50° F. | | | | | 6 ,, *M* ,, ) | | | |
| 71449 | **C. A. Larsen** (*ex*SanGregorio) | | 13246 | ✠100A1 | Ham | *g*† | CL | 1913 | Swan, Hunter& Wigham Richardson, Ld Newcastle | Hvalfangstsel-skapetBlaahval A/S(JörgenKrag *Mgr.*) | 527·2 | 66·6 | 33·9 | Sandefjord | Q.4Cy.28½″,41″,58″&84″–54″ | 42 ″ 0 | |
| | *ss*Ham.2ndNo.3–10,38 | | 11807 | *Shelter dk* | | | 9,38 | 7mo | | | | | | Norwegian | 220lb (*r*) 787NHP | s 9 ″ 9 | |
| LCGD | | | 9614 | *with freeboard* | | | | | | | F50′ | | FK | 20 *BHCem* | NDB(*Upper*)'26 *200lb* | 32 ″ 5½ | |
| | *Mchy.Aft* D.F. GyC. | 3 *Dks(Stl)* | | 10,38 | | | | | | | | | | (10 *to U dk* | NDB(*Lower*)*made*'19 | | |
| | | *&Web frames* | | Pr.BS9,39 | ✠LMC10,38 | | | | | | | | | 10 ,, 2nd ,, ) | *refitted*'36 *200lb* | | |
| | | *Longitudinal framing* | | | BS9,39 | | | *Lloyd's* | *sA&CP* | *Cell* | *DBu B46′194t DT* | | | *APT46t* | 29PrB–*60lb* 2PrB–*43lb* | | |
| | *Tonnage opening closed 1918* | | | *Carrying Whale oil in* | | | *bulk* | | | | *f54′635t FPT 208t* | | | | 4SB*19cf*,GS288,HS11290 FD | | |
| | | | | *Fitted for oil fuel* | 8,18 | | *F.P. a* | *above* | 1 50° F. | | | | | | Wllsnd Slpwy Co.Ld.Nwc. | | |
| 71450 | **C. B. Watson** | *ss*Mob.No.1–40 | 5607 | 100A1 | NOs | *z* | CL | 1920 | South-Western S.B.Co. San Pedro, Cal | SabineTransportation Co.Inc.(M.T. Ball, *Mgr.*) | 410·5 | 54·3 | 27·2 | Baltimore | T.3Cy.24½″,41⅝″&72″–48″ | 29 ″ 9 | |
| 220900 | (*ex*Mary | *ss*Mob.No.3–1,36 | 5043 | ~~11,40 10,38~~ | Mob | 11,40 | ~~1,38~~ N10,40 | | | | 428·1(O.L.) | | | Utd.States | 210lb 549NHP | s 4 ″ 11½ | |
| KDLX | Luckenbach–36) | 1 *Dk* | 3382 | ~~BS1,40~~ | ~~LMC1,36~~ | | | | | *CellDBuE&B68′* | P109′B32′F47′ | | FK | 12 *BHpt Cem* | 3SB,*9cf*,HS8112 FD | 25 ″ 1 | |
| | D.F. *Mchy.Aft* | | | *Carrying Petroleum* | | | *bulk* | | | 121*t D* | *Tf38′495t FPT135t* | | | *APT280t* | Llewellyn Engine Works, Los Angeles | | |
| | | | | *Fitted for oil fuel* | *F.P.* | | *above* | 1 50° F. | | | | | | | | | |
| 71451 | **C. F. Liljevalch** | | 5492 | ✠100A1 | Lkr | *y* | OG | 1920 | Aktieb. Götaverken Gothenburg | Trafikaktieb. Grängesberg Oxelösund (M.Waldenström *Mgr.*) | 394·4 | 52·2 | 30·8 | Stockholm | T.3Cy.28″,42½″&72½″–48″ | 34 ″ 1 | |
| 6360 | | *ss*Got.No.3–6,32 | *5119* | *Shelter dk* | | | 8,39 | 9mo | | | | | | Swedish | 185lb (*s*) FD 430NHP | s 8 ″ 8 | |
| SLUA | | *ss*Got.No.1–36 | *2928* | *with freeboard* | | | | *Lloyd's* | *sA&CP* | | | | FK | *pt Cempt Asp* | 3SB(Spt)*9cf*,GS135,HS5664 | 25 ″ 7½ | |
| | D.F. | 1 *Dk(Stl)&Shelter dk(Stl)* | | 12,39 | ✠LMC | | | | | | | | *Collision* | *BH to Sh dk* | Lindholmens Motala Verks. | | |
| | | *Cruiser Stern* | | MS6,36 | BS2,40 | | | | | | | | | 5 ,, *U* ,, | | | |
| | *Cargo battens not fitted above lower stringer* | | | | | | | | | *Cell D* | *B at sides of tunnel* | | | 58′520t *DT* | *f66′ 645t FPT55t APT202t* | | |
| 71452 | **C. F. Tietgen** Ⓟ | | 1938 | | | | | 1928 | Helsingörs Jernsk& Msk. Elsinore | DetForenede Dampskibs.Selsk. | 271·2 | 41·1 | 14·0 | Aarhus | Oil Engines 4S.C.SA | | V |
| | | *Oil Eng.* | 927 | | | | | | | | | | | Danish | 8Cy.21⅜″–39⅜″ 361NHP | | |
| OZED | D.F. | *Cruiser Stern* 1 *Dk&Awng dk* | 1065 | | | | | | | | | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| 71453 | **C. H. Houson** | | 1927 | | | | | 1929 | Swan, Hunter& Wigham Richardson, Ld Newcastle | SarniaSteamships Ld.(R.Scott Misener, *Mgr.*) | 252·8 | 43·4 | 17·8 | SarniaOnt | T.3Cy.15″,25″&40″–33″ | | C |
| 149494 | | | 1627 | | | | | | | | | | | British | 92NHP | | |
| | *Mchy.Aft* | 1 *Dk* | 1147 | | | | | | | | | | | *WB* | Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | |
| 71454 | **C. H. McCullough, Jr.** | | 5750 | | | | | 1907 | Superior S.B.Co. Superior, Wis. | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 540·0 | 56·0 | 30·1 | Wilmgton (Del.) | Q.4Cy.18½″,28½″,43½″&66″ –42″ | | R |
| 204499 | (*ex*Ward Ames) | | — | | | | | | | | | | | | 282NHP | | |
| WNWM | D.F. GyC. *Mchy.Aft* | 1 *Dk* | 4422 | | | | | | | | | | *WB* | Utd.States | SuperiorS.B.Co.Superior | | |
| 71455 | **C.I.A.E. No. 3** | TwinSc | 551 | ✠ ... | | | | 1922 | Alley& MacLellan, Ld. Glasgow | Cia.General de Combustibles | 330·0 | 38·0 | 9·5 | Bns.Aires | Oil Engines 2S.C.SA | 10 ″ 6 | |
| | | *Oil Eng.* | — | 9,26 | | | | 9mo | | | | | | Argentine | 8Cy.11⅜″–14″ 194NHP | | |
| | | *Carrying oil fuel in bulk* | 496 | *Motor Barge* | | | | | | | | | FK | *WB* | W.Beardmore &Co.Ld.Gls. | | |
| | *Mchy Aft* | 1 *Dk&Web frames* | | | | | | | | | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 71456 | **C. I. P.** | | 6587 | | | | | 1921 | Ch.&Atel. deSt.Nazaire Rouen | Soc.Anon.Mazout Transports (Cie de Nav.Mixte, *Mgrs.*) | 422·5 | 57·6 | 30·1 | Marseilles | T.3Cy.27⅛″,44½″&75″–51″ | | V |
| | | *Fitted for oil fuel* | — | | | | | | | | P117′B33′F50′ | | | French | 402NHP | | |
| FNFB | D.F. *Mchy.Aft* | 2 *Dks* | 3641 | | | | | | | | | | | *WB* | Ch.&Atel.deSt.Nazaire, Penhoët | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 71457 | **C. J. Barkdull** (*ex*FredericEwing, | | 6773 | ✠100A1 | NYk | *b*† | CL | 1917 | Union Iron Works Co. San Francisco A&CP | PanamaTransport Co. | 435·0 | 56·0 | 32·0 | Panama | 1DRGearedSteamTurbine | 33 ″ 6 | |
| | *ex*WilhelmJebsen) | *ss*N.Yk.No.3–4,30 | 6416 | ~~1,39~~ 1,30 9,40 | ~~Bmb~~ | | ~~10,30~~ | 10mo | | | | | | Pnamanian | 220lb (*s*) 606NHP | s 6 ″ 4½ | |
| HPOM | | *ss*N.Yk.No.2–39 | 4157 | BS9,40 | ✠LMC11,39 | | 4,40 | | | | P134′B50′F42′ | | FK | 15 *BHpt Asp* | 3SB(Spt)*9cf*, HS8265 FD | 27 ″ 4 | |
| | *Mchy Aft* D.F. | 2 *Dks(Stl)&* | | ✠NE18 *refitted* | 8,30 | | | | | | | | | (11 *to U dk* | General Electric Co. | | |
| | | *Web frames* | | *Carrying Petroleum* | | | *bulk* | | | | | | | 4 ,, 2nd ,,) | Schenectady, N.Y. | | |
| | | *Longitudinal framing* | | *Fitted for oil fuel* | 9,17 | | *F.P. a* | *above* | 1 50° F. | *CellDBuE&B64′* | *197t DTf56′1038t* | | | *FPT97t APT74t* | | | |
| 71458 | **C. O. Stillman** | TwinSc | 13006 | ✠100A1 | NYk | *k*† | CL | 1928 | Bremer Vulkan Vegesack | PanamaTransport Co. | 564·9 | 75·3 | 44·5 | Panama | Oil Engines 2S.C.SA | 44 ″ 6 | |
| | *ss*N.Yk.No.3–8,40 | *Oil Eng.* | — | ~~Sailr~~ ~~7,39~~ 8,41 | | | ~~4,37~~ | 2mo | | | 584·8 75·6 | | | Pnamanian | 12Cy.27⅞″–47½″ 1595NHP | s 10 ″ 10½ | |
| HPGQ | *Mchy.Aft* E.S.D. | *ss*~~Rot.No.3–37~~ | 7765 | ✠LMC | CS8,40 | | 8,40 | | | | (O.L.) | | FK | 17 *BHpt Asp* | 2 Water Tube DB *250lb* | 33 ″ 10½ | |
| | Sub.Sig. GyC. | 2 *Dks(Stl)&Web frames* | | DBS~~8,40~~3,41 | S,403,41 | | | *Lloyd's* | *sA&CP* | | B40′F45′ | | | 4 ,, *to 2nd dk* | Bremer Vulkan, Vegesack | | |
| | *Longitudinal framing–bracketless system* | | | *Carrying Petroleum* | | | *bulk* | | | *CellDBuE74′431t DT* | *f68′1040t FPT444t* | | | *APT337t* | | | |
| 71459 | **C. S. Robinson** (*ex*LofusCuddy) | | 6829 | | | | | 1906 | American S.B.Co. Lorain, O. | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 525·0 | 55·0 | 31·0 | Wilmgton (Del.) | T.3Cy.22½″,36″&60″–42″ | | R |
| 202873 | D.F. *Mchy.Aft* GyC. | 1 *Dk* | — | | | | | | | | F46′ | | | Utd.States | 233NHP | | |
| WCVU | | | 5361 | | | | | | | | | | *WB* | | AmericanSB Co.Cleveland | | |
| 71460 | **C. T. Jaffray** (*ex*Muncy) | | 4055 | | | | | 1902 | Detroit S.B.Co. Wyandotte | GreatLakesTransitCorporation | 350·0 | 46·0 | 30·0 | Buffalo NY | Q.4Cy.19″,27½″,40″&58″–42″ | | |
| 93322 | | | — | | | | | | | | F32′ | | | Utd.States | 218NHP | | |
| | *Mchy.Aft* | 2 *Dks* | 2946 | | | | | | | | | | *WB* | | DetroitS.B.Co.Detroit | | |
| 71461 | **C. W. Cadwell** | | 564 | | | | | 1911 | Superior S.B.Co. Superior, Wis. | TeesTransitCo. (T.A.Tees, *Mgr.*) | 154·8 | 37·1 | 9·1 | WndsrOnt. | C.2Cy.16″&30″–26″ | | |
| 138579 | | (*Self-Unloader*) | 429 | | | | | | | | | | | British | *Emade*91 *refitted*11 27NHP | | |
| | *Mchy.Aft* | 1 *Dk* | 219 | | | | | | | | | | *WB* | | *Bmade*96 *fitted*34 | | |
| | | | | | | | | | | | | | | | Montague I.W.Milwaukee | | |
| 71462 | **C. W. S. Progress** | | 967 | ✠100A1 | Bkn | *m* | CL | 1931 | Armstrong Whitworth &Co.(Ship-builders)Ld. Newcastle | Co-operative WholesaleSociety, Ld. | 213·2 | 32·3 | 12·5 | Manchestr | T.3Cy.16½″,28′&47″–33″ (*s*) | 14 ″ 9 | |
| 147423 | | *ss*Bkn.No.2–40 | 654 | ~~2,40~~ ~~1,40~~ 2,41 | ~~Lit~~ Mch | | ~~5,37~~ | 2mo | | | | | | British | 200lb 174NHP | s 4 ″ 6½ | |
| MPYZ | *Mchy.Aft* | 1 *Dk(Stl)* | 514 | | ✠LMC | | 8,10 -2,41 | | | | B19′Q109′F44′ | | FK | 4 *BHpt Asp* | 2SB,*6cf*,GS100,HS3050 | 14 ″ 3½ | |
| | *Well deck* | | | BS~~4,39~~ 8,40 | MS8,39 | | | | | | | | | | Armstrong, Whitworth &Co.(Engineers)Ld.Nwc. | | |
| | | | | | | | | *Lloyd's* | *sA&CP* | *CellD* | *B135′ 219t FPT85t* | | | *APT71t* | | | |
| 71463 | **Cabarita** (*ex*Chronos) | | 4364 | ✠100A1 | ~~Cal~~ | *x* | CL | 1915 | W. Hamilton&Co.Ld. Pt.Glasgow | BankLineLd.(A. Weir&Co. *Mgrs.*) | 364·7 | 51·4 | 26·0 | Glasgow | T.3Cy.24½″,42″&70″–48″ (*s*) | 28 ″ 6 | |
| 132455 | | *ss*Mel.No.3–8,27 | 3954 | ~~Examined~~ 2,41 | Cal | | 7,39 | 4mo | | | | | | British | 180lb 421NHP | s 5 ″ 3½ | |
| GJRP | | *ss*Cal.No.2–35 | 2612 | BS~~2,40~~ 2,41 | ✠LMC11,35 | | | | | | P30′B81′F33′ | | FK | 6 *BHCem* | 3SB,*9cf*,GS186,HS7212 | 23 ″ 5 | |
| | | 2 *Dks(Stl)* | | | | | | *Lloyd's* | *sA&CP* | | | | | | D.Rowan&Co.Glasgow | | |
| | *Cargo battens not fitted* | | | | | | | | | *CellDBa* | *123′uE&B* | | | 60′ *f* 135′104 | *9t FPT91t APT212t* | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. Year Assigned or now expired. | 7 Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. tn. | 15 Registers in which closed. Date & Port Dated B.of T. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71464 | **Cabedello** (*ex*Prussia) | | 3557 / 3277 | | | | | 1912 | Flensburgr Schiffsb.Ges. Flensburg | LloydBrasileiro | 364·3 / H25′ | 51·0 | 22·0 | R.Janeiro Brazilian | T.3Cy.24¾″,40⅛″&67¾″–48″ 318NHP FlensburgerSchiffsb.Ges. | | V |
| PUAN | | 1*Dk&Shelter dk* | 2180 | | | | | | | | | | | | | | |
| 71465 | **Cabenda** | | 534 | †100A1 | Rot | *h* | OG | 1936 | GooleS.B. &Repg.Co. Ld. Goole | T.E.Evans&Co.Ld. | 183·6 / P42′Q100′F18′ FK | 27·1 | 8·0 | London British | Oil Engines 4S.C.SA 6Cy.12½″–19″ 91NHP | 10 ″ 5 | |
| 164672 | *OilEng.* | | 333 | 7,40 ~~4,39~~ | Cff | | 3,38 | 7mo | | | | | | | | s3 ″ 11½ | |
| MLMN | *Mchy.Aft* | 1*Dk* | 274 | ~~†LMC7,36~~ | | | N6,40 | | | | | | | | | 10 ″ 0¼ | |
| | *CruiserStern* | | | ~~†LMC(M)4,36~~ †LMC7,40 | | | | *Lloyd's* | *SA&CP* | *CellD* | *B*114′ 180*t* | *FPT*54*t* | *APT*41*t* | 3*BHCem* | Mirrlees,Bickerton&Day, Ld.Stockport | | |
| 71466 | **Cable Enterprise** | | 943 | †100A1 | Fal | *l* | CL | 1924 | A&J.Inglis Ld. Glasgow | Cable andWireless, Ld.(SirEdward Wilshaw K.C.M.G., *Mgr.*) | 198·9 / B40′ | 30·1 | 19·4 | London British | T.3Cy 16½″,27″&45″–33″ (*s*) 180lb 145NHP | 21 ″ 4 | |
| 147639 | (*CableVessel*) ssFal.No.3–7,37 | | 872 | *withfreeboard* | Cco | | 6,37 | 5mo | | | | FK | | | | s 7 ″ 5¼ | |
| GBZF | 2*Dks*(*Weather dk–ptStl* | | 357 | ~~3,40~~ ~~7,37~~ 2,41 | | | 3,40 | *Lloyd's* | *SA&CP* | *CellDBuE*26′ | *f* 100′151*t* | *FPT*12*t* | *APT*18*t* | 2*BHCem* | 2SB,*4cf*,GS60,HS1990 FD | 14 ″ 2½ | |
| | Wireless teak s)&2*nd dk*(*Stl*–ws) | | | BS8,40 †LMC7,37 | | | | above 1 | 50° F. | | | | | 2 ,, *to2nd dk* | A.&J.Inglis,Ld.Glasgow | | |
| | E.S.D. *Cruiser Stern* | | | *Fitted for oil* | *fuel* | 5,24 | *F.P. a* | | | | | | | | | | |
| 71467 | **Cabo Carvoeiro** Ⓟ (*ex*ElBoeiro–39, | | 1993 | †100A1 | Bbo | *r* | CL | 1909 | W.Dobson &Co. Newcastle | Ybarra&Co. | 265·8 / B50′ | 38·5 | 16·0 / 23·8 | Seville Spanish | T3Cy19½″,32½″&52½″–36″(*s*) 180lb *100lb* NDB21 187NHP | 26 ″ 0 | |
| | *ex*Cabo *ss*Bbo.2ndNo.3–4,33 | | 1920 | *Awng dk* | | | 5,38 | 2mo | | | | FK | | 5*BHCem* | 2SB,*4rf*,GS70,HS2980 | s 5 ″ 1½ | |
| EACG | Carvoeiro–37) *ss*Bbo.No.1–37 | | 1329 | *withfreeboard* 3,41 ~~3,39~~ | BS10,40 | | 3,41 | *Lloyd's* | *SA&CP* | *CellDB* | *a*84′*uE&B*36′*f* 106′ | | | 371*tAPT*24*t* | Blair&Co.Ld.Stockton | 21 ″ 0½ | |
| | 1*Dk*(*Stl*)&*Awng dk*(*Irn*)2*trB* | | | ~~BS8,39~~ | †LMC9,37 | | | | | | | | | | | | |
| 71468 | **Cabo Cervera** Ⓟ (*ex*Rachen–39, | | 2164 | †100A1 | Bbo | *r* | CL | 1912 | CiaEuskal-duna deCon.y Rp.deBuques Bilbao | Ybarra&Co. | 265·5 / B56′ | 38·7 | 24·1 | Seville Spanish | T.3Cy.19½″,32½″&52½″–36″ 180lb *100lb* (*s*) 188NHP | 26 ″ 4 | |
| | *ex*CaboCervera–37) *ss*Bbo.2ndNo.3–2,38 | | 2033 | *Awng dk* | | | 11,38 | 12mo | | | | FK | | 5*BHCem* | 2SB,*4cf*,GS71,HS3008 | s 4 ″ 10½ | |
| EACH | 2*Dks*(*UStl*)&*Awng dk*(*Irn*) | | 1499 | *withfreeboard* 1,40 | BS6,40 | | | *Lloyd's* | *SA&CP* | *CellDBa* | *82′uE18′f* 106′338*t* | | *APT*33*t* | | Blair&Co.Ld.Stockton | 21 ″ 9 | |
| | | | | ~~BS7,39~~ | †LMC2,38 | | | | | | | | | | | | |
| 71469 | **Cabo Corona** | | 1531 | † ~~——~~ 4,40 | Bbo | *o* | | 1903 | Grngem'th &Greenock DockyardCo. Grngemouth | Ybarra&Co. | 237·5 / B52′ | 34·6 | 14·9 / 22·6 | Seville Spanish | T.3Cy.18″,29½″&48½″–33″ 133NHP | 24 ″ 10 | |
| | *ss*Bbo.2ndNo.3–9,28 | | 1480 | | | | | 12mo | | | | BK8½″ | | 5*BHCem* | 2SB,*4rf*,GS53,HS1952 | | |
| EACI | *ss*Bbo.No.1–33 | | 1002 | † | | | | | | *CellDB* | *a*61′ *uE&B*33′ *f*94′ | | | 318*tAPT*11*t* | Blair&Co.Ld.Stockton | | |
| | Wireless 2*Dks*(1*Stl*)&*Awng dk*(*Irn*) | | | | | | | | | | | | | | | | |
| 71470 | **Cabo Creux** (*ex*Kardin–39, | | 3717 | † | Bbo | | | 1919 | Soc.Anon. Astilleros del Nervion Bilbao | Ybarra&Co. | 325·7 / P28′B100′F45′ FK | 47·1 | 22·0 | Seville Spanish | T.3Cy.24″,40″&65″–45″ 336NHP | 24 ″ 10 | |
| | *ex*CaboCreux) *ss*Bbo.No.3–7,31 | | 2923 | 9,35 | | | | 4mo | | | | | | 5*BHCem* | 2SB(Spt)&1AuxSB,8*cf*, GS159,HS5592 | | |
| EACJ | *ss*Bbo.No.1–35 | | 2343 | †AuxNB5,21 † | | | | | | *CellD* | *B*279′ 803*t* | *FPT*58*t* | *APT*98*t* | | Soc.Anon.Astilleros del Nervion,Bilbao | | |
| | 1*Dk*(*Stl*)2*nd Dk Stl in holds* | | | *(Reclassification contemplated)* | | | | | | | | | | | | | |
| 71471 | **Cabo Espartel** Ⓟ (*ex*Sparire–39, | | 4282 | †100A1 | Gen | *v* | CL | 1920 | Echevarri-eta&Larrin-aga Cadiz | Ybarra&Co. | 330·1 / B284′ 870*t* | 48·0 | 31·0 / 23·5 FK | Seville Spanish | T.3Cy.25″,41″&68″–45″ (*s*) 180lb *100lb* FD 417NHP | 33 ″ 5 | |
| | *ex*CaboEspartel–37) *ss*Bbo.No.3–4,32 | | 4085 | *withfreeboard* | | | ~~12,39~~ | 3mo | | | | | | 5*BHCem* | 2SB,*8cf*,GS147,HS6050 | s 7 ″ 4 | |
| EACK | *ss*Bbo.No.1–38 | | 2598 | 12,39 | †LMC | | 11,40 | | | | | FK | | *APT*175*t* | J.G.Kincaid&Co.Ld.Grk. | 26 ″ 3¾ | |
| | 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in holds*&*Web frames* | | | MS9,37 | BS6,39 | | | | | *CellD* | *B*284′ 870*t* | *FPT*63*t* | | | | | |
| | *Longitudinal framing* | | | | 12,40 | | | *Lloyd's* | *SA&CP* | | | | | | | | |
| | | | | *Fitted for oil* | *fuel* | 1,2 0 | *F.P.* | *above* | 150° F. | | | | | | | | |
| 71472 | **Cabo Huertas** Ⓟ (*ex*Tausend–39, | | 2776 | †100A1 | Bbo | *s* | CL | 1922 | Soc.Espan-ola deConst. Naval Bilbao | Ybarra&Co. | 280·0 / P22′B68′F26′ FK | 42·0 | 25·7 | Seville Spanish | T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 253NHP | 26 ″ 9 | |
| | *ex*CaboHuertas–38) *ss*Bbo.No.3–4,34 | | 2312 | *Awng dk* | | | ~~4,38~~ | 8mo | | | | | | *Cem* | 2SB,*6cf*,GS120,HS4120 | s 4 ″ 5½ | |
| EACL | *ss*Bbo.No.1–38 | | 1531 | *withfreeboard* | | | 8,40 | | | | | FK | | 5*BHto Adk* | Blair&Co,Ld.Stockton | 22 ″ 6 | |
| | 1*Dk*(*Stl*)&*Awng dk*(*Stl*) 2*nd dk in holds* | | | 9,40 ~~4,39~~ | BS7,40 | | | *Lloyd's* | *SA&CP* | *CellDB* | 246′559*t* | | *APT*18*t* | | | | |
| | *Longitudinal framing in DB* | | | ~~BS7,39~~ | †LMC4,38 | | | *above* | 150° F. | | | | | | | | |
| | | | | *Fitted for oil* | *fuel* | 7,22 | *F.P.* | | | | | | | | | | |
| 71473 | **Cabo La Plata** Ⓟ (*ex*Plaustra–39, | | 2002 | †100A1 | Bbo | *r* | CL | 1908 | Greenock& Grangem'th Dckyd.Co.Ld Grngemouth | Ybarra&Co. | 265·1 / *Boat dk*50′ | 38·6 | 16·0 / 23·0 FK | Seville Spanish | T3Cy19½″32½″&52½″–36″(*s*) 180lb *100lb* NDB22 187NHP | 26 ″ 0 | |
| | *ex*Cabo *ss*Bbo.2ndNo.3–5,33 | | 1926 | *Awng dk* | | | 4,40 | 11mo | | | | | | 5*BHCem* | 2SB,*4rf*,GS69,HS2980 | s 4 ″ 11¼ | |
| EACM | LaPlata–37) *ss*Bbo.No.1–37 | | 1323 | *withfreeboard* | BS2,41 | | | | | | | | WB= | | Blair&Co.Ld.Stockton | 21 ″ 3 | |
| | 2*Dks*(*M–Stl*) &*Awng dk*(*Irn–ptws*) | | | 4,40 ~~BS7,40~~ | †LMC10,37 | | | *Lloyd's* | *SA&CP* | *CellDBa* | 86′ *uE&B*36′*f* 106′419*t* | | *APT*18*t* | | | | |
| 71474 | **Cabo Menor** Ⓟ | | 2043 | †100A1 | Bbo | *r* | CL | 1912 | Greenock& Grngemouth Dckyd.Co.Ld Grngemouth | Ybarra&Co. | 265·2 / B52′ | 38·5 | 23·7 / FK | Seville Spanish | T.3Cy.19½″,32½″&52½″–36″ 180lb *100lb* (*s*) 188NHP | 26 ″ 0 | |
| | *ss*Bbo.2ndNo.3–6,39 | | 1962 | *Awng dk* | | | ~~8,37~~ | 10mo | | | | | | 5*BHCem* | 2SB,*4cf*,GS71,HS3008 | s 4 ″ 8½ | |
| EACN | 2*Dks*(*UStl*)&*Awng dk*(*Irn*) | | 1251 | *withfreeboard* | | | 7,40 | | | | | | | 407*tAPT*32*t* | Blair&Co.Ld.Stockton | 21 ″ 6 | |
| | | | | 6,39 | BS5,40 | | | | | *CellDB* | *a*88′*uE&B*34′*f* 106′ | | | | | | |
| | | | | ~~BBS10,39~~ | †LMC6,39 | | | *Lloyd's* | *SA&CP* | | | | | | | | |
| 71475 | **Cabo Ortegal** Ⓟ (*ex*Libero–39, | | 3660 | †100A1 | Gen | *u* | CL | 1919 | Soc.Anon. Astilleros del Nervion Bilbao A&CP | Ybarra&Co. | 325·7 / P28′B100′F45′ FK | 47·1 | 22·0 | Seville Spanish | T.3Cy.24″,40″&65″–45″ (*s*) 180lb 346NHP | 24 ″ 10 | |
| | *ex*Aketz–37, *ss*Bbo.No.3–5,31 | | 2923 | 2,40 | | | 5,38 | 12mo | | | | | | 5*BHCem* | 2SB(Spt)&1Aux.SB,8*cf*, GS164,HS5856 | s 3 ″ 11½ | |
| EACP | *ex*CaboOrtegal–37) *ss*Bbo.No.2–39 | | 2296 | 10,40 | †LMC | | | | | *CellDB* | 279′ | | | 743*tAPT*98*t* | J.G.Kincaid&Co.Ld.Grk. | 21 ″ 1 | |
| | 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in holds* | | | ~~BS5,39~~ | MS8,39 | | | | | | | | | | | | |
| | | | | †AuxNB7,20 | | | | | | | | | | | | | |
| 71476 | **Cabo Paez** (*ex*Malvarrosa, | Iron | 301 | † | Gls | *e* | | 1886 | Scott&Co. Bowling | CaboHermanos | 135·6 / Q52′B12′F20′ | 22·3 | 10·3 / BK7′ | Malaga Spanish | C.2Cy.21″&42″–30″ NB08 80NHP | 11 ″ 1 | |
| | *ex*AntoniaGarcia, *ss*Gls.No.3–4,95 | | — | 10,95 | | | | 2mo | | | | | | 3*BHCem* | 1SB,*2cf*,GS40 | | |
| EEEE | *ex*Teneriffe,*ex*Nigel) 1*Dk* | | 111 | † | | | | | | | | | | *FPT*23*t* | Muir&Houston,Glasgow | | |
| | *Mchy.Aft Well deck* | | | | | | | | | | | | | | | | |
| 71477 | **Cabo Prior** Ⓟ (*ex*RioTajo–35, | | 3367 | † ~~——~~ 3,39 | Bbo | *u* | | 1917 | CiaEuskal-duna deConst Bilbao | Ybarra&Co. | 316·0 / P33′B70′F35′ FK | 44·2 | 26·9 | Seville Spanish | T.3Cy.23″,36½″&62″–42″ 268NHP | 29 ″ 7 | |
| | *ex*MarTirreno) *ss*Bcl.No.3–10,28 | | 3175 | † | | | | 1mo | | | | | | 6*BHCem* | 2SB,*6cf*,GS104,HS4090 | | |
| EAPD | *ss*Bcl.No.1–33 | | 1896 | | | | | | | *CellD* | *B*268′623*t* | *FPT*123*t* | *APT*124*t* | | Cen.Mar.Eng.Wrks.WHpl | | |
| | 1*Dk*(*Stl*)&*Awng dk*(*Stl*)2*nd dk in holds* | | | *(Reclassification contemplated)* | | | | | | | | | | | | | |
| 71478 | **Cabo Quilates** Ⓟ | | 6629 | † | Bbo | *z* | | 1927 | CiaEuskal-duna deConst Bilbao | Ybarra&Co. | 397·0 / F41′ FK | 53·2 | 31·5 | Seville Spanish | Oil Engines 4S.C.SA 6Cy.27⅞″–55⅛″ 438NHP | 34 ″ 0 | |
| | *OilEng.* | | 5314 | 11,36 | | | | 3mo | | | | | | *ptCem* | | | |
| EACS | *ssBbo.No.2–36* | | 3992 | † | | | | | | | | | | 5*BHtoUdk* | Maschfbk.Augsburg-Nürnberg,Augsburg | | |
| | *Ref.Mchy.* 3*Dks*(*Stl*) | | | | | | | *Lloyd's* | *SA&CP* | *CellD* | *B*310′842*t* | *APT*17*t* | | 2 ,, 2*nd* ,, | | | |
| | D.F. *CruiserStern* | | | | | | | | | 2*AdditionalBHfi* | *tted in upper'tween* | | | *ecks* | | | |
| | **Last reported sailing as "IBAI"** | | | | | | | | | | | | | | | | |
| 71479 | **Cabo Quintres** (*ex*Baurdo–39, | | 2905 | †100A1 | Bbo | *l* | CL | 1916 | CiaEuskal-duna deConst Bilbao | Ybarra&Co. | 306·0 / P33′B70′F35′ FK | 44·2 | 21·8 | Seville Spanish | T.3Cy.23″,36½″&62″–42″(*s*) 180lb *100lb* 268NHP | 24 ″ 7 | |
| | *ex*CaboQuintres–37, *ss*Bbo.No.3–4,28 | | 2882 | 5,39 | | | N5,39 | 8mo | | | | | | 5*BHCem* | 2SB,*6cf*,GS104,HS4090 | s 3 ″ 8½ | |
| EAHH | *ex*Mouro) *ss*Bbo.No.2–36 | | 1639 | | †LMC | | | | | *CellD* | *B*260′633*t* | *FPT*150*t* | *APT*163*t* | | Cen.Mar.Eng.Wrks.WHpl | 21 ″ 0½ | |
| | 1*Dk*(*pt Irn pt Stl*) &2*nd Dk*(*Stl*)*in holds* | | | MS12,36 | BS5,39 ~~4,40~~ | | | *Lloyd's* | *SA&CP* | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned unless Letter d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | 15 Registres où cote, si ce n'est dans le L. R. Durée. Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71480 EACT | **Cabo Razo** (P) (*ex*Raggio-39, *ex*CaboRazo-37) *ss*Bbo.No.3-8,38 1*Dk*(*Stl*)2nd *dk*(*Stl*) *in holds* 3rd *dk in holds* | | 2879 2384 1663 | ✠100A1 4,40 BS~~7,39~~ 7,40 ✠LMC7,38 | Bbo | | CL 7,38 | 1926 3mo *Lloyd's* | Cia Euskal-duna deConst Bilbao *SA&CP* | Ybarra&Co. | 300·0\|43·2\|24·7 P30′B78′F30′ FK *Cell D Ba & u E 88′ f 132′ 465t A P T 48t* | | | Seville Spanish 6 *B H Cem* 1 ,, *to* 2nd *dk* | T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 253NHP 2SB,*6cf*,GS180,HS4120 Blair&Co.Ld.Stockton | 27 ″ 0 s 4 ″ 1 23 ″ 0⅜ | |
| 71481 EACV | **Cabo Roche** (P) (*ex*Gadofu-39, *ex*CaboRoche-37) *ss*Bbo.No.3-6,33 *ss*Bbo.No.1-38 1*Dk*(*Stl*)&*Awng dk*(*Stl*) 2nd *dk in holds* *Longitudinal framing in D B* | | 2776 2312 1531 | ✠100A1 *Awng dk with freeboard* ~~8,99~~ 10,40 BS6,40 ~~BS6,38~~ ✠LMC4,38 *Fitted for oil fuel* 6,22 | Bbo | *s* | CL 7,38 *F.P. a* | 1922 6mo *Lloyd's above* 1 | Soc. Español-ola deConst. Naval Bilbao *SA&CP* 50° F. | Ybarra&Co. | 280·0\|42·0\|24·5 P22′B68′F26′ FK *Cell D B 246′ 559t A P T 18t* | | | Seville Spanish *Cem* 5 *B H to A dk* | T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 253NHP 2SB,*6cf*,GS120,HS4120 Blair&Co.Ld.Stockton | 26 ″ 9 s 4 ″ 4½ 22 ″ 7 | |
| 71482 EADO | **Cabo Sacratif** (*ex*Zafra-39, *ex*CaboSacratif-38) *ss*Bbo.2nd No.3-6,34 *ss*Bbo.No.1-37 2*Dks*(*M Stl*)&*Awng dk*(*Irn*) | | 2174 2030 1332 | ✠100A1 *Awng dk with freeboard* 11,40 ~~7,39~~ ~~BS6,38~~ BS~~7,48~~ 5,41 ✠LMC12,37 | Bbo | *r* | CL 4,38 | 1909 9mo | Cia Euskal-duna deConst Bilbao *SA&CP* | Ybarra&Co. | 265·5\|38·6\|24·0 B56′ FK *Cell D Ba 82′ u E 18′ f 106′ 346t A P T 33t* | | | Seville Spanish 5 *B H Cem* | T3Cy19½″,32½″&52½″–36″(*s*) 180lb *100lb* 187NHP 2SB,*4rf*,GS70,HS2980 Blair&Co.Ld.Stockton | 26 ″ 3 s 5 ″ 0½ 21 ″ 5 | |
| 71483 EAND | **Cabo San Agustin** (P) TwinSc *Oil Eng.* D.F. 2*Dks*(*Stl–Weather dk pt* ws) 3*rd dk*(*Stl*) *in forward holds* | | 12589 8539 7521 | ✠ 6,35 ✠ | Gen | /† | | 1931 9mo | Soc. Español-ola deConst. Naval Bilbao | Ybarra&Co. | 482·5\|63·3\|34·3 B270′F54′ FK *Cell D B 418′ 1790t* | | | Seville Spanish 9 *B Hpt Cem* (3 ,, *to* 2nd *dk*) | Oil Engines 2S.C.DA 14Cy.23⅝″–35.7/16″ 2730NHP *Tanks in way of tunnels* 651*t* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | 37 ″ 0 | |
| 71484 EAPU | **Cabo San Sebastian** (P) (*ex*RioSegre-39, *ex*Santamaña) *ss*Bcl.No.3-6,34 2*Dks*(*Stl*) | | 2661 2070 1993 | ✠ ~~12,38~~ ✠ (*Reclassification contemplated*) | Bcl | *s* | | 1921 10mo | Echevar-rieta y Larrinaga Cadiz | Ybarra&Co. | 290·0\|44·0\|19·3 P25′B76′F31′ FK *Cell D B 248′ 600t F P T 72t* | | | Seville Spanish 5 *B H Cem* *A P T 73t* | T.3Cy.22″,36″&59″–39″ 252NHP 2SB,*6cf*,GS118,HS4120 J.G.Kincaid&Co.Ld.Grk. | 22 ″ 0 | |
| 71485 EAPB | **Cabo Silleiro** (P) (*ex*Roosile-39, *ex*Anzora-37, *ex*CaboSilleiro-37, *ex*RioMiño-35, *ex*MarMediterraneo) *ss*Bbo.No.3-6,28 *ss*Bbo.No.2-37 1*Dk*(*pt Irn pt Stl*)2nd *dk*(*Stl*) *in holds* | | 2896 2378 1657 | ✠100A1 4,40 ~~12,38~~ ✠LMC MS7,37 BS~~8,39~~ 8,40 | Bbo | *t* | CL ~~5,37~~ 4,40 | 1915 5mo *Lloyd's* | Cia Euskal-duna deConst Bilbao *SA&CP* *Cell* | Ybarra&Co. *D Ba 102′ u E 20′ f* | 306·0\|44·2\|21·8 P33′B70′F35′ FK 120′ 633*t F P T 150t* | | | Seville Spanish 5 *B H Cem* *A P T 163t* | T.3Cy.23″,36½″&62″–42″ (*s*) 180lb *100lb* 268NHP 2SB,*6cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl | 24 ″ 7 s 3 ″ 8½ 21 ″ 0½ | |
| 71486 EACZ | **Cabo Toriñana** (P) Wireless *ss*Bbo.2nd No.3-7,28 2*Dks*(1*Stl*)&*Awng dk*(*Irn*) | | 1506 1471 799 | ✠ ~~——~~ 4,40 ✠ | Bbo | *o* | | 1903 11mo | Grngem'th & Greenock Dockyard Co. Grngemouth | Ybarra&Co. | 236·9\|34·6\|14·8 22·6 B52′ BK 8¼′ *Cell D Ba 61′ u E & B 33′ f 94′ 318t A P T 11t* | | | Seville Spanish 5 *B H Cem* | T.3Cy18″,29½″&48½″–33″ 133NHP 2SB,*4rf*,GS53,HS1952 Blair&Co.Ld.Stockton | 24 ″ 10 | |
| 147 40 EABU | **Cabo Tortosa** (*ex*Atalaya-39) *ss*Bbo.No.2-2[illegible] 1*Dk*(*Stl*)2nd *Dk*(*Stl*) *in holds* &*Web frame* *Longitudinal framing* | | *3302* *3075* *2102* | ✠ ~~——~~ 1,35 ✠ (*Reclassification contemplated*) | Bbo | *v* | | 1921 5mo | Echevar-rieta y Larrinaga Cadiz | Ybarra&Co. | 331·0\|48·0\|23·3 P31′B91′F32′ FK *Cell D B 284′ 872t F P T* | | | Seville Spanish 5 *B H Cem* *A P T 175t* | T.3Cy.25″,41″&68″–45″ 411NHP 2SB,*8cf*,GS148,HS5882 J.G.Kincaid&Co.Ld.Grk. | 25 ″ 8 s 4 ″ 0½ 21 ″ 10 | C † |
| 71488 EADA | **Cabo Tres Forcas** *ss*Bbo.No.3-6,26 *ss*Bbo.No.2-34 2*Dks*(1*Stl*)&*Awng dk*(*Irn*) (*SUNK IN PORT BY AIRCRAFT 2,38*) | | 2265 2135 1600 | ✠ 9,37 ✠ | Bcl | *r* | | 1914 1mo | CiaEuskal-duna deConst Bilbao | Ybarra&Co. | 273·5\|38·7\|24·1 B *on Awng dk* 56′ FK *Cell D Ba 110′ u E 18′ f 86′ 366t* | | | Seville Spanish 5 *B H Cem* *A P T 33t* | T.3Cy.19½″,32½″&52½″–36″ 188NHP 2SB,*4cf*,GS71,HS3008 Blair&Co.Ld.Stockton | 26 ″ 4 | |
| 71489 CSAK | **Cabo Verde** (P) (*ex*SaoThiago, *ex*Santa Barbara) 1*Dk* | | 4696 3398 2950 | | | | | 1908 | Akt.Ges. "Neptun" Rostock | Cia.Nacional de Nav. | 353·2\|50·2\|23·4 P24′B216′F43′ | | | Lisbon Portuguese *WB* | T.3Cy.22.5/16″,36⅞″&60¼″–41⅜″ 231NHP A.G "Neptun," Rostock | | |
| 71490 EADB | **Cabo Villano** (P) (*ex*Waltraud-38, *ex*Contra-38, *ex*Cabo Villano-36) *ss*Bbo.No.3-6,32 ~~*ss*Hsm.No.1-39~~ 2*Dks*(*Stl*)&3*rd dk*(*Stl*) *in holds* & *ss*Bbo.No.2-41 *Web frames* *Longitudinal framing* | | 4282 4085 2598 | ✠100A1 *with freeboard* 2,41 ~~2,39~~ ~~BS1,40~~ ✠LMC ~~1,36~~ 2,41 *Fitted for oil fuel* 8,20 | Gen Bbo | *v* | CL ~~10,36~~ 1,41 *F.P. a* | 1920 8mo *Lloyd's above* 1 | Echevar-rieta y Larrinaga Cadiz *SA&CP* 50° F. | Ybarra&Co. *Cell D* | 330·4\|47·9\|31·0 341·3 (O.L.) 23·5 FK *B 284′ 870t F P T 63t* | | | Seville Spanish 5 *B H Cem* *A P T 175t* | T.3Cy.25″,41″&68″–45″ (*s*) 180lb *100lb* 447NHP 2SB(Spt),*8cf*,GS147, HS6050 FD J.G.Kincaid&Co.Ld.Grk. | 33 ″ 5 s 7 ″ 3½ 26 ″ 4 | |
| 71491 IBOF | **Caboto** (*ex*WarCelt) *ss*Ven.No.3-12,32 *ss*Tri.No.1-37 D.F. 1*Dk*&2*nd dk in Nos.*1&2 *holds* | | 133 5225 4878 3147 | ✠100A1 4,40 ~~12,39~~ BS~~2,39~~ 4,40 ✠LMC3,37 | Gen Tri | *y* | CL ~~8,37~~ 4,40 | 1919 2mo *Lloyd's* | W. Hamil-ton&Co.Ld PortGlasgow *SA&CP* | LloydTriestino Soc.Anon.diNav. | 400·5\|52·3\|28·5 409·5 P49′B113′F39′ FK *Cell D B 34 5′ 1131t D T a* | | | Venice Italian 8 *B Hpt Cem* | T.3Cy.27½″,44″&78″–48″ 180lb (*s*) 517NHP 3SB,*9cf*,GS190,HS7668 FD Caird&Co.Ld.Greenock 28′1182*t F P T 120t A P T 176t* | 31 ″ 0 s 5 ″ 11 25 ″ 8¾ | |
| 201058 WADK | **Cabrillo** (P) Wood Wireless 1*Dk* | | 611 — 387 | | | | | 1904 | W. Muller SanPedro,Ca. | Wilmington TransportationCo | 182·0\|32·0\|13·5 | | | LosAn-geles,Cal. Utd. States | T.4Cy 18½″,32″&(2)38″–26″ 147NHP Utd.Eng.Works,SanFsco. | | |
| 1320 CBCD | **Cachapoal** (*ex*Halstead-38, *ex*Jonathan C.Holt-37) *ss*Bkn.No.3-10,38 D.F. 2*Dks*(*Stl-Weather dk*-teak s) | | 3011 — 1924 | ✠100A1 *with freeboard* ~~10,00~~ ~~10,40~~ 4,41 BS~~11,39~~ 12,40 ✠LMC10,38 | Vpo NYk | | CL 6,39 | 1926 3mo *Lloyd's* | Smith's Dock Co.Ld. Middlesbro' *SA&CP* | Cia.Sud. Americana de Vap. *Cell D B 263′ 520t* | 310·0\|44·6\|24·3 F29′ FK *F P T 50t A P T 26t* | | | Valparaiso Chilian *Cem* 6 *B H to W dk* | T.3Cy.21½″,35″&59″–39″ (*s*) 180lb *100lb* 256NHP 2SB(Spt)6*cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb. | 26 ″ 4 s 6 ″ 6¾ 20 ″ 2¾ | |
| | **Cachoeira** (P) TwinSc 1*Dk* | | *317* *231* *165* | | | | | 1914 | Murdoch & Murray,Ld. Pt.Glasgow | Cia.deNav. Bahiana | 135·0\|25·1\| 9·6 | | | Bahia Brazilian | C.4Cy.12″&24″–18″ 40NHP J.G.Kincaid&Co.Ld.Grk. | | |
| 217145 WQOB | **Cacique** (*ex*NosaChief-35, *ex*Garfield) D.F. *ss*N.Os.No.3-2,31 *ss*N.Yk.No.2-39 1*Dk*(*Stl*) | | 2718 2355 1538 | ✠100A1 ~~4,39~~ ~~2,40~~ 1,41 ✠LMC MS4,39 BS~~8,39~~ 7,40 *Fitted for oil fuel* 5,20 | NYk | *t* | CL ~~2,38~~ 4,40 *F.P. a* | 1918 10mo A&CP *above* 1 | Bethlehem S.B.Corp.Ld. Elizabeth-port,N.J. 50° F. | GraceLineInc. *Cell* | 300·0\|45·2\|22·8 P24′B96′F39′ FK *D B 240′ 572t F P T* | | | NewYork Utd. States *B H Cem* *40t A P T 70t* | T.3Cy.21½″,35″&58″–42″ (*s*) 190lb 341NHP 2SB,*8cf*,GS133,HS5256 FD BethlehemS.B.Corp.Ld Elizabethport,N.J. | 25 ″ 3 | |
| 247 IKZY | **Cadamosto** (*ex*Dictator-32) 1*Dk* | | 1010 874 595 | | | | | 1905 | Stavanger Stöberi&Dok Stavanger | Salvagno Anon. Nav. | 242·1\|33·1\|15·1 231·6 P11*t* H46*t* F30*t* | | | Venice Italian *WB* | T 3Cy.17″,28″&47″–33″ 127NHP StavangerStöberi&Dok | | I |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years allowed now expired. Equipment Letter. | 7* Date when ball shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Register's in which class is to be In R. Diteof R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71497<br>217153<br>WLOO | **Cadaretta** | *Fitted for oil fuel*<br>1 *Dk* | 2648<br>—<br>1621 | | | | | 1918 | Albina<br>E.&M.Wrks.<br>Astoria,Or. | W.H.Wood | 289·0 | 44·1 | 19·2 | S.Francisco<br>Utd.States | T.3Cy.22⅝″,36½″&60½″–42″<br>AlbinaEng.&Mach.Wks.Astoria,Or. 234NHP | | R |
| 71498<br>140703<br>GQDX | **Cadillac** | *ss*Nwc.No.3–5,30<br>*ss*Nwc.No.2–38<br>*Mchy.Aft* 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)&<br>**E.S.D.** *Web frames*<br>*Longitudinal framing*<br>**D.F.** *Tonnage opening closed* 1917 | 12062<br>9024<br>7386 | ✠100A1 *Shelter dk*<br>*withfreeboard*<br>1,41~~12,39~~<br>BS4,39 ✠LMC6,38<br>*CarryingPet roleum in bulk*<br>*Fitted for oil fuel* 12,17 | Mdb<br>NYk | *g*†<br>*f* | CL<br>11,39<br>*F.P. above* 150° F. | 1917<br>12mo | Palmers'<br>Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | Anglo-American<br>OilCo.Ld.<br>~~(F.J.Wolfe,*Mgr.*)~~<br>(R.A.Carder,*Mgr*)<br>*Midship portion* | 530·2<br>FK<br>*CellDBuE&B*91′<br>(*cargo tanks*) | 66·3 | 33·8<br>353*tDTf*49′<br>*rened* 1930 | Newcastle<br>British<br>23*BHptCem* | Q4Cy.28½″,41″,58″&84″–54″<br>220lb (*s*) 793NHP<br>4SB(Spt),*16cf*,GS296, HS11392 FD<br>Palmers'Co.Ld.Newcastle<br>910*tFPT*203*tAPT*141*t* | 42 ″ 1<br>s12 ″ 2¼<br>30 ″ 2¼ | |
| 71499<br>117134<br>KFNN | —<br>(*ex*SteelKing)<br>**D.F.** *Mchy.Aft* 1 *Dk2trB* | | 3586<br>—<br>2855 | | | | | 1902 | American<br>S.B.Co.<br>Lorain,O. | Cleveland-Cliffs<br>S.S.Co.(Cleveland-<br>CliffsIronCo.*Mgrs*) | 380·0 | 50·0 | 24·0<br>*WB* | Wilmgton<br>(Del.)<br>Utd.States | T.3Cy.22″,35″&58″–40″<br>231NHP<br>AmericanS.B.Co.Clevelnd | | R |
| 71500<br>LCGC | **Cadmus** | *Fitted for oil fuel*<br>3 *Dks* | 1855<br>1013<br>1066 | | | | | 1926 | Kjöbnhvns<br>Flydk.&Skbs<br>Copenhagen | D/S A/S Bananfart<br>(L.Harboe-Jensen<br>&Co.*Mgrs.*) | 267·3<br>P63*tH*150*tF*44*t* | 39·2 | 22·0<br>*WB* | Oslo<br>Norwegian | T.3Cy 22½″,36½″&61″–39″<br>232NHP<br>KjbnhvnsFlydk.&Skbsv. | | N |
| 71501<br>149447<br>GKBD | **Caduceus**<br>*ss*Bry.No.2–36<br>**D.F.** 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 4364<br>4105<br>2645 | ✠100A1 *withfreeboard*<br>11,38 ✠LMC<br>MS12,35 BS9,38 | Bry | *z* | CL<br>~~2,38~~<br>N5,40 | 1927<br>11mo | Wm.Dobson&Co.<br>Newcastle<br>*Lloyd'sA&CP* | HallBros.S.S.Co.<br>Ld.(HallBros.<br>*Mgrs.*)<br>*CellDB*348′1188*t* | 400·4<br>412·2(O.L.)<br>F39′ | 53·0 | 25·3<br>FK<br>(*Coll to Sh dk*<br>5 „ 2*nd* „) | Newcastle<br>British<br>6*BHCem* | T.3Cy.25½″,42″&70″–48″ (*s*)<br>180lb 410NHP<br>3SB(Spt)*9cf*,GS178,HS6900<br>N.E.MarineEngCoLd Nwc | 27 ″ 10<br>s 3 ″ 3<br>24 ″ 10 | |
| 71502<br>2159<br>IBPF | **Caffaro**<br>**D.F.** | *Fitted for oil fuel*<br>3 *Dks* | 6476<br>4703<br>3908 | | | | | 1924 | Soc.Anon.<br>Ansaldo<br>SestriP'nente | LloydTriestino<br>Soc.Anon.diNav. | 408·8<br>394·5<br>B90′ | 53·7 | 28·2<br>*WB* | Genoa<br>Italian | 3 Steam Turbines DR<br>geared to 1 Sc. Shaft<br>Soc.Anon.Ansaldo,<br>Sampierdarena | | I |
| 71503<br>28<br>IBQF | **Cagliari** Ⓟ<br>**D.F.** 2 *Dks*&*Shade dk3trB* | | 2322<br>2068<br>1408 | | | | | 1907 | N.Odero fu<br>A.&Co.<br>SestriP'nente | "Tirrenia"Soc.<br>Anon.diNav. | 300·5<br>286·9<br>P15′B122′ | 38·5 | 17·2<br>*WB* | Palermo<br>Italian | T.3Cy.19⅝″,32⅛″&55½″–39⅜″<br>190NHP<br>N.Odero fuA.&Co. | | I |
| 71504<br>FOML | **Cagou** (*ex*Harraton–39)<br>*ss*Sld.No.2–37<br>*Mchy.Aft* 1 *Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | | 2795<br>2178<br>1586 | ✠ ... 5,40<br>~~✠LMC~~<br>MS4,38 ~~BS8,39~~ | Sld | *t* | CL<br>2,39 | 1930<br>3mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>*Lloyd'sA&CP* | Soc.Anon."Le<br>Nickel"<br>*CellDB*245′6 | 308·0<br>318·7(O.L.)<br>Q180′F35′<br>82*tMT*12′415*tFPT* | 44·5 | 19·6<br>FK<br>6*BHCem*<br>251*tAPT*67*t* | Havre<br>French<br>6*BHCem* | T.3Cy.21″,35″&58″–39″ (*s*)<br>180lb 261NHP<br>2SB,*6cf*,GS116,HS4476<br>N.E.MarineEng.CoLd.Sld | 21 ″ 9 | |
| 71505<br>TWBX | **Caïd Fasi** (*ex*Rebia,*ex*Wyoming)<br>*ss*Cff.No.1–11<br>*Well deck* 1 *Dk* | | 598<br>469<br>350 | ✠ ...<br>8,13<br>✠ | | | | 1907<br>5mo | R.Thompson&Sons,Ld<br>Sunderland | Union d'Entreprises Marocaines<br>(Cie.Orano<br>Marocaine,*Mgrs.*) | 176·0<br>Q85′B17′F23′ | 29·8 | 13·0<br>*WB* | Kénitra<br>Moroccan | T.3Cy.15½″,25″&41″–27″<br>Richardsons, 87NHP<br>Westgarth&Co.Ld.Mdb. | 13 ″ 0 | V<br>† |
| 71506<br>TWCF | **Caïd Hassan** **Iron&Steel**<br>(*ex*LaCorse, *ss*Lon.No.3–10,05<br>*ex*Hermes,*ex*Loukkos, *ss*Lon.No.1–09<br>*ex*Olive) 1 *DkIrnframingStlplating* | | 477<br>434<br>248 | ✠ ...<br>3,13<br>✠ | | | | 1893<br>8mo | W.Harkess<br>&Son<br>Middlesbro' | Union d'Entreprises Marocaines<br>(Cie.Orano<br>Marocaine,*Mgrs.*) | 173·1<br>P23′F21′<br>FK | 26·6 | 11·9<br>*WB* | Port Lyautey<br>Moroccan | T.3Cy.15½″,25″&41″–27″<br>92NHP<br>Wstgrth,Englsh&Co.Mdb. | 12 ″ 9 | V<br>† |
| 71507<br>TWDJ | **Caid-Kebir** (*ex*Memphis–38,<br>*ex*Smerdis) *ss*Liv.No.3–9,35<br>*ss*Csb.No.1–39<br>*Mchy.Aft* 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Tonnage opening closed* '40 | | 957<br>—<br>571 | ✠100A1 *Shelter dk*<br>*withfreeboard*<br>10,39 ✠LMC~~7,39~~<br>Surveys delayed | Csb | *l* | CL<br>10,39 | 1917<br>3mo | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>*Lloyd'sA&CP* | Union d'Entreprises Marocaines<br>*CellDBuB*40′ | 200·4<br>19·1<br>*f*100′196*t FPT*81*t* | 30·7 | 12·1<br>FK<br>3*BHCem*<br>*APT*13*t* | Casablnca<br>French<br>2SB,*4cf*,GS63,HS2712 | T.3Cy.16″,26″&44″–33″ (*s*)<br>180lb 149NHP<br>W.Beardmore&Co.Ld.Gls. | 21 ″ 4<br>s 6 ″ 2¼<br>15 ″ 4 | |
| 71508<br>167165<br>GGLS | **Cairndale**<br>(*Launched as* Erato) *Oil Eng.*<br>1 *Dk.2nd dk clear of cargo tanks*<br>*Longitudinal framing at bottom & at deck*<br>*Mchy.Aft* **D.F. E.S.D.** *CruiserStern* | | 8129<br>7219<br>4826 | ✠100A1<br>6,40 ~~8,39~~<br>✠LMC1,39<br>*CarryingPetroleum in bulk* | Gls<br>Grk | *c*† | CL | 1939<br>1mo | Harland&<br>Wolff,Ld.<br>Belfast<br>*Lloyd'sA&CP* | TheAdmiralty<br>*CellDBuE*70′ | 465·6<br>483·0(O.L.)<br>P90′B41′F51′<br>156*tDTf*25′282*tF* | 59·5 | 33·9<br>FK<br>*PT*145*tAPT*788*t* | London<br>British<br>17*BH* DB*180lb* | Oil Engines 4S.C.SA<br>8Cy.25⅞″–55½″ 502BHP<br>Harland&Wolff,Ld.Bel. | 34 ″ 0<br>s 6 ″ 8½<br>27 ″ 6¼ | |
| 71509<br>149412<br>GMKR | **Cairnesk**<br>*ss*Lth.No.3–4,39<br>*Ref.Mchy.* 2 *Dks*(*Stl*)&<br>**D.F.** *Shelter dk*(*Stl*)<br>*Strengthened for Navigation in Ice* | | 5007<br>4487<br>3015 | ✠100A1 *withfreeboard*<br>5,40 ~~4,39~~ ✠LMC<br>BS1~~,343~~3,40 MS4,39<br>✠Lloyd'sRMC~~3,40~~3,41 | Lth | *z* | CL<br>3,39 | 1926<br>7mo | W.Pickersgill&Sons,Ld<br>Sunderland<br>*Lloyd'sA&CP* | CairnLine ofStmships,Ld.(Cairns,<br>Noble&Co.*Mgrs.*)<br>*CellDB*343′1331*t*<br>*DTa*34′863*t* | 401·8<br>418·8(O.L.)<br>F49′<br>*FPT*107*tAPT*52*t* | 55·3 | 26·3<br>FK<br>(*Coll to Sh dk*<br>5 „ 2*nd* „<br>1 „ 3*rd*„) | Newcastle<br>British<br>7*BHCem* | 3 Steam Turbines DR<br>geared to 1 Sc. Shaft<br>180lb (*s*) 530NHP<br>3SB(Spt)*9cf*,GS150,HS6645<br>ParsonsMarineSteam FD<br>TurbineCo.Ld.Nwc. | 28 ″ 9<br>s 3 ″ 3¾<br>25 ″ 8 | |
| 165<br>40<br>71510<br>149417<br>GBKQ | **Cairnglen**<br>*ss*Lth.No.3–5,39<br>*Ref.Mchy.* 2 *Dks*(*Stl*)&<br>**D.F.** *Shelter dk*(*Stl*)<br>*Strengthened for Navigation in Ice* | | 5019<br>4493<br>3024 | ✠100A1 *withfreeboard*<br>2,40 ✠LMC<br>MS5,39 BS2,40<br>✠Lloyd'sRMC~~1,39~~<br>9,40 | Lth | *z* | CL<br>4,39 | 1926<br>9mo | W.Pickersgill&Sons,Ld<br>Sunderland<br>*Lloyd'sA&CP* | CairnLine of Stmships,Ld.(Cairns,<br>Noble&Co.*Mgrs.*)<br>*CellDB*343′1331*t* | 401·8<br>418·8(O.L.)<br>F46′<br>*DTa*34′863*t*<br>*FPT*107*tAPT*52*t* | 55·3 | 26·3<br>FK<br>(*Coll to Sh dk*<br>5 „ 2*nd* „<br>1 „ 3*rd*„) | Newcastle<br>British<br>*BHCem* | 3 Steam Turbines DR<br>geared to 1 Sc. Shaft<br>180lb (*s*) 530NHP<br>3SB(Spt)*9cf*,GS150,HS6645<br>ParsonsMarineSteam FD<br>TurbineCo.Ld Nwc. | 28 ″ 9<br>s 3 ″ 3¾<br>25 ″ 8 | |
| 71511<br>165950<br>MMXK | **Cairngorm**<br>*Oil Eng.*<br>*Mchy.Aft* 1 *Dk*<br>*CruiserStern* | | 394<br>261<br>202 | ✠100A1<br>7,41 ~~3,40~~<br>✠LMC~~9,38~~<br>~~✠Lloyd'sRMC13,39~~ | Trn<br>Npt | *f*<br>OG<br>~~N2,40~~<br>11,40 | 1938<br>9mo | A.Vuijk&<br>Zonen<br>Capelle a/d<br>Ysel<br>*Lloyd'sA&CP* | Wm.Robertson | 140·0<br>145·8(O.L.)<br>P37′Q52′F16′<br>*CellDB*81′92*tFPT*48*tAPT*19*t* | 25·5 | 9·2<br>FK<br>3*BHCem* | Glasgow<br>British | Oil Engines 4S.C.SA<br>8Cy.11″–17½″ 94NHP<br>Humboldt-Deutzmotoren,<br>A.G.Köln-Deutz | 11 ″ 6<br>s 3 ″ 8<br>11 ″ 5¼ | |
| 71512<br>140718<br>GQKM | **Cairnvalona**<br>*ss*Lth.No.3–3,30<br>*Ref.Mchy* *ss*Lth.No.2–38<br>**D.F.** 2 *Dks*(*Stl*)&<br>*Shelter dk*(*Stl*) | | 4929<br>4487<br>2971 | ✠100A1 *Shelter dk*<br>*withfreeboard*<br>11,40~~4,40~~ ✠LMC<br>MS2,38 BS~~8,39~~8,40<br>✠Lloyd'sRMC~~2,40~~9,40 | Lth | *z* | CL<br>N5,39<br>~~06,41~~ | 1918<br>8mo | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>*Lloyd'sA&CP* | CairnLine of Stmships,Ld.(Cairns,<br>Noble&Co.*Mgrs.*)<br>*CellDB*365′1250*t* | 415·2<br>430·0(O.L.)<br>*FPT*108*tAPT*155*t* | 53·1 | 25·2<br>FK<br>*Coll*<br>*BH to Sh dk*<br>5 „ „ *U* „<br>1 „ „ 2*nd* „ | Newcastle<br>British<br>*Cem* | T.3Cy.28″,46″&75″–51″ (*s*)<br>180lb 550NHP<br>3SB,*9cf*,GS184,HS8033 FD<br>Blair&Co.Ld.Stockton<br>*only* | 27 ″ 9<br>s 3 ″ 2¼<br>24 ″ 10 | |
| 71513<br>DORS | **Cairo**<br>*Oil Eng.*<br>**D.F. E.S.D.** 2 *Dks*<br>*CruiserStern* | | 4778<br>3707<br>2741 | | | | | 1936 | Frd.Krupp<br>Germaniawft<br>A.G. Kiel | Atlas-Levante<br>LinieA.G. | 408·5<br>F25′ | 56·6 | 21·4<br>*WB* | Bremen<br>German | Oil Engines 2S.C.SA<br>7Cy.25⅛″–49⅜″ 796NHP<br>Fr.KruppGermaniawftAG | | G |
| 71514<br>129183<br>GQCL | **Cairo City** Ⓟ (*ex*Iphigenia–33,<br>*ex*Elmina, *Fitted for oil fuel*<br>*ex*Albertville) 2 *Dks*&*Shelter dk* | | 4792<br>4249<br>2997 | | | | | 1906 | A.Stephen<br>&Sons,Ld.<br>Glasgow | FentonS.S.Co.Ld. | 380·4 | 47·4 | 22·9<br>*WB* | London<br>British | T.3Cy.29″,46″&77″–51″<br>424NHP<br>A.Stephen&Sons,Ld.Gls. | | V |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant exprès. Lettre d'Rattachement. | 7a Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Lettres en cote si ce n'est dans le L. R. Dans Cert. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71515 | **Caithness** | *ss*Nwc.No.1–40 | 4970 | ✠100A1 | Bry | *a*† | CL | 1935 | W.Doxford | B.J.Sutherland& | 412·2 | 54·2 | 26·1 | Newcastle | Oil Engines 2S.C.SA | 37 ″ 3 | |
| 161489 | | *Oil Eng* | 4580 | *with freeboard* | Hul | 2 | 11mo | | &Sons,Ld. | Co.Ld. | | | | British | 3Cy.20½″–81½″ 388NHP | 10 ″ 11½ | |
| GYPJ | D.F. | 1 *Dk&Shelter dk* | 3026 | 1,41 ~~8,39~~ | ✠LMC11,35 | | | | Sunderland | | | | FK | 7 *BHpt Cem* | 2DB *120lb* | 26 ″ 6½ | |
| | | *Cruiser Stern* | | | ✠LMC(M)1,38 | | | *Lloyd's A&CP* | | | | | | (*Coll to Ash d* | | | |
| | | *Tonnage opening closed '41 (W.E.)* | | | | | | | | | | | | 6 ,, 2nd ,, ) | W.Doxford&Sons,Ld.Sld. | | |
| | | | | | | | | | | *CellDB346'1174t* | *MT1236t APT191t* | | | | | | |
| 71516 | **Calabar** Ⓟ | | 1932 | | | | | 1935 | Harland& | ElderDempster | 249·4 | 41·2 | 16·3 | Liverpool | Oil Engines 2S.C.SA | | C |
| 164255 | | *Oil Eng.* | 1270 | | | | | | Wolff,Ld. | Lines,Ld. | P39′B96′F35′ | | | British | 5Cy.19⅝″–35½″ 404NHP | | |
| | | *Cruiser Stern* 1 *Dk* | 1097 | | | | | | Belfast | | | | *WB* | | Harland&Wolff,Ld.Bel. | | |
| 71517 | **Calabria** Ⓟ (*ex*Werra–35) TwinSc | | 9515 | | | | | 1922 | Akt.Ges. | LloydTriestino | 479·7 | 57·6 | 31·2 | Genoa | T6Cy.24⅝″,40⅝″&66⅝″–47″ | | I |
| 2050 | | *Corrugated sides* | 6441 | | | | | | "Weser" | Soc.Anon.diNav. | 458·7 \| 62·3 | | 30·8 | Italian | 604NHP | | |
| IBCF | Sub.Sig. | 3 *Dks* | 5572 | | | | | | Bremen | | P146′F44′ | | *WB* | | Akt.Ges."Weser," Bremen | | |
| 71518 | — | | *1277* | ✠100A1 | Got | *p* | OG | 1916 | Oskrshmns | Rederiaktieb | 236·2 | 37·7 | 24·0 | Gothenbrg | T3Cy.19 9/16″,31½″&51½″–33″ | 17 ″ 9 | |
| 5803 | | *ss*Abg.No.3–10,29 | *1097* | *Shelter dk* | Grk | | | 6mo | M.V.Aktieb. | Svenska Lloyd | | | 16·0 | Swedish | 185lb (*s*) 204NHP | s ″ 2 | |
| SMVA | | *ss*Sbg.No.2–38 | *709* | *with freeboard* | | | 4,38 | | Oskarshamn | (K.R.Bökman, | | | FK | 4 *BHCem* | 2SB(Spt),*6cf*,GS87,HS3636 | 17 ″ 9 | |
| | Wireless D.F. | 1 *Dk(Stl)&Shelter dk(Stl)* | | 2,41 ~~7,39~~ | ✠LMC | | | *Lloyd's A&CP* | | *Mgr.*) *Cell* | *DB 203'347t FPT* | | *22t APT21t* | | OskarshamnsM.V.Aktieb. | | |
| | | | | MS4,38 | BS3,40 | | | | | | | | | | | | |
| 71519 | **Calafatis** (*ex*Syria,*ex*WarSyren) | | 4443 | ✠100A1 | Pir | *x* | CL | 1917 | Uraga | Exors. of the late | 360·0 | 51·0 | 24·6 | Syra | T3Cy.24½″,40½″&67″–48″(*s*) | 28 ″ 3 | |
| 200 | | *ss*Bdx.No 3–4,30 | 4091 | 11,40 ~~10,39~~ | Bry | | ~~1,38~~ | 8mo | DockCo.Ld. | C.D.Calafatis | | | | Greek | 180lb 378NHP | s 5 ″ 5¾ | |
| SWGU | | *ss*Pir.No.2–38 | 2831 | BS ~~12,39~~ | ✠LMC12,38 | | 10,40 | | Uraga | (D.A.Psychoyos, | P33′B91′F33′ | | FK | 6 *BHCem* | 3SB,*9cf*,GS180,HS6382 | 23 ″ 0 | |
| | | 2 *Dks(Stl)* | | 11,40 | | | | *Lloyd's A&CP* | | *Mgr.*) *Cell* | *BD 291'934t FPT* | | *143t APT53t* | | Uraga Dock Co.Ld.Uraga | | |
| 71520 | **Calamares** Ⓟ | TwinSc | 7233 | | | | | 1913 | Workman, | UnitedFruitS.S. | 470·4 | 55·3 | 30·8 | NewYork | Q8Cy23¾″33½″47½″&68″–45″ | | C |
| 212654 | | *Fitted for oil fuel* | 5891 | | | | | | Clark&Co.Ld | Corp.(United | P48′B245′F47′ | | | Utd.States | 620NHP | | |
| KDAW | *Ref.Mchy.* Sub.Sig. | 2 *Dks&2pt Dks* | 3811 | | | | | | Belfast | FruitCo.*Mgrs.*) | | | *WB* | | Workman,Clark&Co.Ld. | | |
| | D.F. GyC. E.S.D. | | | | | | | | | | | | | | | | |
| 71521 | **Calchas** Ⓟ | TwinSc | 10305 | | | | | 1921 | Workman. | OceanS.S.Co.Ld. | 490·8 | 62·4 | 39·6 | Liverpool | 2SteamTurbinesDRgeared | | BT |
| 143742 | | | 9303 | | | | | | Clark&Co.Ld | (A.Holt&Co. | P67′B121′F58′ | | | British | to2Sc.Shafts NE29 | | till |
| GDPT | *Ref.Mchy.* D.F. | 3 *Dks* | 6329 | | | | | | Belfast | *Mgrs.*) | | | *WB* | | CammellLaird&Co.Bkn. | | 4,41 |
| 71522 | **Calcite** | | 3996 | | | | | 1912 | Detroit | BradleyTransptn. | 416·0 | 54·2 | 29·0 | Rogers | Q.4Cy.19″,27½″,40″&58″–42″ | | R |
| 209763 | | (*Self-Unloader*) | — | | | | | | S.B.Co. | Co. | F49′ | | | City,Mich. | 218NHP | | |
| KDZN | *Mchy.Aft* D.F. | GyC. 1 *Dk* | 2459 | | | | | | Wyandotte | | | | *WB* | Utd.States | DetroitSB CoDetroitMich. | | |
| 71523 | **Calcium** | | 613 | ✠100A1 | Liv | *i* | CL | 1918 | G.Brown & | I.C.I.(Alkali)Ld. | 180·4 | 28·1 | 10·8 | Liverpool | T.3Cy.15″,25″&40″–27″ (*s*) | 12 ″ 9 | |
| 140563 | Wireless | *ss*Liv.No.3–3,30 | 448 | 2,40 | | | 11,39 | 3mo | Co. | | 187·2(O.L.) | | | British | 180lb 81RHP | s 1 ″ 3½ | |
| MJBD | *Mchy.Aft* *Well deck* | *ss*Bkn.No.2–38 | 280 | | ✠LMC | | | | Greenock | | B′Q52′F27′ | | FK | 3 *BHCem* | 1SB,*3cf*,GS67,HS1798 | 11 ″ 7 | |
| | *Cargo battens not fitted* | 1 *Dk(Stl)* | | MS4,38 | BS ~~7,37~~ 4,40 | | | *Lloyd's A&CP* | | *CellDBf* 105'162t | *FPT62t APT38t* | | | | McKie&Baxter,Glasgow | | |
| 71524 | **Calcutta Maru** | | 5339 | ✠ ... | | | | 1917 | MitsuBishi | NipponYusen | 400·0 | 54·5 | 30·0 | Tokyo | T.3Cy.26½″,44½″&75″–48″ | 30 ″ 0 | C |
| 20373 | | | 4826 | 12,21 | | | | 7mo | Dkyd&EWks | K.K. | P39′B121′F40′ | | | Japanese | 490NHP | | † |
| JBCD | | 2 *Dks* | 3214 | | ✠ | | | | Nagasaki | | | | FK | *WB* | MitsuBishiD.&E.Wks.Nag | | |
| 71525 | **Caldare** | TwinSc | 760 | ✠100A1 | Syd | *j* | CL | 1930 | J.Lewis& | AustralianSteam- | 165·5 | 36·6 | 11·2 | SydnyNSW | T.6Cy.12″,21″&34″–24″ (*s*) | 13 ″ 3 | |
| 140618 | | *ss*Syd.No.2–39 | 551 | ~~7,40~~ ~~1,40~~ 1,41 | | | 1,40 | 12mo | Sons,Ld. | shipsProprietary, | | | | British | 180lb 175NHP | s 1 ″ 4½ | |
| VJGV | *Mchy.Aft* | 1 *Dk(Stl)* | 281 | BS ~~1,40~~ | ✠LMC1,39 | | | | Aberdeen | Ld.(*Man.Agents*, | P35′F32′ | | FK | 4 *BHCem* | 2SB,*4cf*,GS83,HS3406 | 12 ″ 0½ | |
| | Wireless | *Cruiser Stern* | | 1,41 | | | | *Lloyd's A&CP* | | HowardSmithLd.) | | | | | J Lewis&Sons,Ld.Abn. | | |
| | | | | | | | | | | *CellDBuET f86'1* | *66t DTf13'65t FPT* | | *s44t APT48t* | | | | |
| 71526 | **Caldea** | | 2703 | | | | | 1927 | Cant.San | "Adriatica"Soc. | 308·2 | 41·8 | 20·2 | Genoa | Oil Engines 4S.C.SA | | I |
| 2182 | | *Oil Eng.* | 1863 | | | | | | RoccoS.A. | Anon.diNav. | 290·8 | | | Italian | 6Cy.24½″–13⅝″ 357NHP | | |
| IBTI | D.F. | 2 *Dks* | 1622 | | | | | | SanRocco | | P&B185′F35′ | | *WB* | | StabilimentoTecnico,Tri. | | |
| 71527 | **Calderon** | | 1374 | | | | | 1919 | CaledonSB | MacAndrews& Co. | 270·6 | 38·1 | 16·2 | London | T.3Cy.21″,34″&56″–39″ | | C |
| 143442 | | | 1094 | | | | | | &E.Co.Ld. | Ld. | | | | British | 277NHP | | |
| GBWZ | Wireless | 1 *Dk&Shelter dk 2tr B* | 540 | | | | | | Dundee | | | | *WB* | | CaledonS.B.&E.Co.Ld. | | |
| 71528 | **Caledon** | | 1083 | ✠100A1 | Mel | *m* | CL | 1927 | Burntislnd | AustralianSteam- | 215·3 | 32·4 | 13·3 | SydnyNSW | T.3Cy.16″,26″&43″–33″ (*s*) | 15 ″ 6 | |
| 155314 | | *ss*Syd.No.3–6,39 | 739 | 5,40 ~~10,39~~ | Syd | | 6,38 | 7mo | S.B.Co.Ld. | shipsProprietary, | 223·5(O.L.) | | | British | 180lb 154NHP | s 4 ″ 6 | |
| VJGX | Wireless | | 582 | | ✠LMC6,39 | | | | Burntisland | Ld.(*Man.Agents*, | B11′Q132′F28′ | | FK | 3 *BHCem* | 2SB,*4cf*,GS67,HS2904 | 14 ″ 9 | |
| | *Well deck* | 1 *Dk(Stl)* | | BS5,40 | | | | *Lloyd's A&CP* | | HowardSmithLd.) | | | | | D.Rowan&Co.Ld.Glasgow | | |
| | *Mchy.Aft* | *Cargo battens not fitted* | | | | | | | | *CellDBuB&f 152'232t FPT* | | | *70t APT53t* | | | | |
| 71529 | **Caledonia** Ⓟ | TwinSc | 17046 | | | | | 1925 | A.Stephen | AnchorLineLd. | 553·0 | 70·4 | 38·7 | Glasgow | 6SteamTurbinesDRgeared | | C |
| 148878 | | *Fitted for oil fuel* | 12105 | | | | | | &Sons,Ld. | | B&F455′ | | | British | to2Sc.Shafts | | |
| GFJY | *Ref.Mchy.* E.S.D. | 4 *Dks* | 10036 | | | | | | Glasgow | | | | *WB* | | A.Stephen&Sons,Ld.Gls. | | |
| | D.F. Sub.Sig. GyC. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 71530 | — | | 9892 | | | | | 1936 | Deutsche | Lorentzen'sSkibs. | 492·9 | 66·1 | 36·4 | Oslo | Oil Engines 2S.C.DA | | N |
| | | | 9190 | | | | | | WerftA GBet | A/S(Lorentzen's | P130′F75′ | | | Norwegian | 6Cy.23⅜″–43 3/16″ 1165NHP | | |
| | D.F. | *Oil Eng.* | 5901 | | | | | | Finkenwrder | RederiCo.*Mgrs.*) | | | *WB* | | AllgemeineElecGes.Berlin | | |
| LJCO | *Mchy.Aft* *Cruiser Stern* | 1 *Dk* | | | | | | | Hamburg | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 71531 | — | | *1268* | ✠100A1 | Skm | *p* | OG | 1913 | Oskrshmns | Rederiaktieb. | 227·7 | 36·7 | 16·0 | Gothenbrg | T3Cy.19″,31½″&51½″–33″(*s*) | 18 ″ 0 | |
| 5545 | (*ex*Orvar) | *ss*Got.2ndNo.3–5,38 | *1061* | *Shelter dk* | Nwc | | 9,38 | 12mo | M.V.Aktieb. | SvenskaLloyd(K. | 240·0(O.L.) | | | Swedish | 185lb 204NHP | s -3¾ | |
| SMRA | Wireless D.F. | | *663* | *with freeboard* | | | | | Oskarshamn | R.Bökman,*Mgr.*) | B *on Shelter dk* 30′ | | | 4 *BHCem* | 2SB(Spt),*6cf*,GS87,HS3636 | 17 ″ 10½ | |
| | | 1 *Dk(Stl)&Shelter dk(Stl)* | | 6,40 ~~8,39~~ | ✠LMC | | | *Lloyd's AP* | | | H105*t* | FK | | | Oskarshamns M.V.Aktieb. | | |
| | | | | MS12,37 | BS ~~7,40~~ | | | | | *CellDBa66'uE&* | *B33′f 93'346t FPT* | | *37t APT83t* | | | | |
| 71532 | — Ⓟ | Pad | 624 | | | | | 1934 | W.Denny | CaledonianSteam | 223·6 | 30·1 | 9·4 | Glasgow | T.3Cy.20″,31½″&50″–60″ | | |
| 161981 | | | 437 | | | | | | &Bros.Ld. | PacketCo.Ld. | Q14′B114′ | | | British | 193NHP | | |
| | *Cruiser Stern* | 2 *Dks* | 282 | | | | | | Dumbarton | | | | | | W.Denny&Bros.Ld.Dmb. | | |
| 71533 | **Caledonian Monarch** | | 5851 | | | | | 1928 | Napier& | MonarchS.S.Co. | 430·6 | 56·2 | 28·0 | Glasgow | Q.4Cy.25″,35½″,51″&72″–51″ | | C |
| 160195 | | | 5441 | | | | | | Miller,Ld. | Ld.(Raeburn& | P49′B131′F45′ | | | British | 370NHP | | |
| GBNR | D.F. E.S.D. | 1 *Dk* | 3646 | | | | | | Glasgow | Vérel,Ld.*Mgrs.*) | | | *WB* | | J.Brown&Co.Ld.Glasgow | | |
| 71534 | **Caledonien** Ⓟ | | 7960 | | | | | 1939 | Soc.Pro- | CieGénérale | 469·3 | 61·6 | 38·8 | Havre | Oil Engines 2S.C.SA | | |
| | | *Oil Eng.* | | | | | | | vençale de | Transatlantique | P49′B164′F42′ | | | French | 10Cy.28⅜″–49 7/16″ 1310NHP | | |
| | *Ref.Mchy.* | 2 *Dks&pt.dk* | | | | | | | Cnst.Nav. | | | | *WB* | | Cie.deConstr.Mecaniques | | |
| | | *Cruiser Stern* | | | | | | | LaCiotat | | | | | | Sulzer,St.Denis | | |
| 71535 | **Calgarian** (*ex*Glenellah) | | 2272 | | | | | 1905 | CaledonS. | CanadaSteamship | 250·0 | 43·2 | 23·5 | Hamiltn,O | T.3Cy.19½″,33″&54″–36″ | | C |
| 112206 | | | 2041 | | | | | | B.&E.Co.Ld. | Lines,Ld. | F37′ | | | British | 175NHP | | |
| CYMS | D.F. *Mchy.Aft* | 2 *Dks* | 1454 | | | | | | Dundee | | | | *WB* | | CaledonSB.&E.Co.Ld.Dun | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Now expired. Engine Unit Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of B. of T. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71536<br>160725<br>VGCB | **Calgarolite**<br>*Oil Eng.* | **Twin Sc**<br>D.F. *Mchy. Aft* *ss* Hfx. No. 2–37<br>GyC. 2 *Dks (Stl) & Web frames*<br>*Cruiser Stern*<br>*Longitudinal framing–bracketless system* | 11941<br>11333<br>6270 | ✠100A1 1,11 Std NNs<br>✠LMC CS5,37<br>DBS ~~12,38~~ ~~4,40~~ ~~1,38~~ 5,39 12,40<br>*Carrying Petroleum in bulk* | Hfx | *h*† | CL ~~8,37~~ S5,39 P3,40 | 1929<br>7 mo | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees<br>*Lloyd's SA & CP* | Imperial Oil Ld., Marine Department (H.J.Rahlves, *Mgr.*)<br>*Cell D Bu E* 65′163*t D T* 44′1314*t F P* | 521·5 \| 70·4 \| 38·7<br>542·0 (O.L.)<br>B37′F41′<br>*After* B37′ FK<br>*T* 245*t A P T* 196*t* 4 | Montreal<br>British<br>17 *B H pt Cem pt Asp B H to 2nd dk* | Oil Engines 2S.C.SA<br>12Cy. 26¾″–51 3/16″ 1496NHP<br>2 DB (WT) *270lb*<br>Frd. Krupp A.G. Kiel | 38 ″ 9<br>s 8 ″ 8½<br>30 ″ 4½ | |
| 71537<br>143707<br>GFJT | **Calgary**<br>*ss* P.Nl.No.3–4,33<br>*ss* Ant.No.1–38 | D.F. *Ref. Mchy.* 2 *Dks (Stl)* | 7206<br>6582<br>4486 | ✠100A1 ~~6,29~~ 10,40 NYk<br>✠LMC<br>MS 5,38 BS ~~5,39~~ 5,40 | PNl | *b*† | CL ~~4,38~~ 10,40 | 1921<br>2 mo | J. Brown & Co. Ld. Clydebank<br>*Lloyd's SA & CP* | Elder Dempster Lines, Ltd.<br>*Cell D B* 378′1299*t F P* | 440·1 \| 59·2 \| 31·1<br>P37′B188′F49′<br>*T* 142*t A P T* 40*t* FK | Liverpool<br>British<br>7 *B H Cem* | 3 Steam Turbines DR geared to 1 Screw Shaft (*s*)<br>215lb 667NHP<br>4SB.12*cf*, GS 199, HS 9035 FD<br>J. Brown & Co. Ld. Clydebnk | 33 ″ 11<br>s 7 ″ 3½<br>26 ″ 9¾ | |
| 71538<br>215976<br>WQBR | **Caliche** (*ex* Chestnut Hill)<br>*Oil Eng.*<br>*Mchy. Aft* 2 *Dks & Web frames*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk* | | 4767<br>4449<br>2923 | ✠ ...<br>1,21 | | | | 1918<br>2 mo | Pennsylvania S.B.Co.<br>Gloucester, N.J. | American Petroleum Transpt. Corp. | 364·9 \| 51·0 \| 29·5<br>P95′B34′F31′<br>FK | New York<br>Utd. States<br>*WB* | Oil Engines 4S.C.SA<br>4Cy. 29″–48″<br>NE28 326NHP<br>McIntosh & Seymour Corp. Auburn, N.Y. | 31 ″ 3 | R<br>† |
| 71539<br>147871<br>GDJZ | **California** Ⓟ<br>*Fitted for oil fuel*<br>D.F. E.S.D. *Ref. Mchy.* 3 *Dks*<br>GyC. Sub.Sig. *Cruiser Stern* | **Twin Sc** | 16792<br>12093<br>9930 | | | | | 1923 | A. Stephen & Sons, Ld. Glasgow | Anchor Line Ld. | 553·0 \| 70·4 \| 38·8<br>B270′B&F457′ | Glasgow<br>British<br>*WB* | 6 DR Geared Steam Turbines<br>A. Stephen & Sons, Ld. Gls. | | C |
| 71540<br>306<br>ICPO | —<br>(*ex* Albania)<br>*Ref. Mchy.* 2 *Dks (Stl) & Shelter dk*<br>(*Stl*–ws) 3*rd dk (Stl) in No. 1 hold*<br>D.F. GyC. | Ⓟ **Twin Sc 4 Mst**<br>*ss* Tri.No.3–12,30<br>*ss* Nap.No.2–39 | 13060<br>11776<br>7519 | ✠100A1 *Shelter dk with freeboard* 2,40<br>✠LMC<br>MS 11,38 BS 1,40<br>Lloyd's RMC 12,39<br>Nos. 1 & 2 'tween dks not included.<br>*Fitted for oil fuel* 12,20 *F.P. above* 150° F. | Nap | *h*† | CL P2,38 S5,39 | 1920<br>12 mo | Scotts' S.B. & Eng.Co. Ld. Greenock<br>*Lloyd's SA & CP* | Lloyd Triestino. Soc. Anon di Nav.<br>*Cell D B* 446′2054*t* 1031*t D T a* 43′1395*t* | 539·0 \| 64·0 \| 43·9<br>521·9<br>F on Shltr dk 86′ FK<br>*D T* 25′ *Collision*<br>*F P T* 139*t A P T* 63*t* | Trieste<br>Italian<br>*pt Cem B H to S dk*<br>8 ,, ,, *U* ,, | 4 Steam Turbines DR geared to 2 Screw Shafts<br>200lb (*r*) 1458NHP<br>1 Aux. B *made 10 refitted* 30<br>3 DB (Spt), 1 Aux. B, *21cf*, G 8449, HS 19743 FD<br>Scotts' S.B. & E.Co.Ld. Grk. | 46 ″ 9<br>s 15″6½<br>31 ″ 9 | |
| 71541<br>221170<br>KDRC | —<br>(*ex* Helen Vinmont, *ex* Agwismith)<br>*Mchy. Aft* *Carrying Petroleum in bulk*<br>D.F. *Longitudinal framing* | **Twin Sc**<br>*Fitted for oil fuel*<br>3 *Dks* | 10388<br>10049<br>7886 | | | | | 1921 | Nwprt News S.B.&D.D.Co<br>Newprt News | The Texas Company | 500·0 \| 68·2 \| 29·3 | Wilmgton (Del.)<br>Utd. States<br>*WB* | T.6Cy. 20½″, 35″ & 60″–42″<br>457NHP<br>Newport News SB&DD.Co. | | R |
| 71542<br>219775<br>KUKV | —<br>(*ex* West Hixton)<br>*Fitted for oil fuel*<br>2 *Dks* | | 5441<br>—<br>3386 | | | | | 1920 | Ls. Angeles S.B.&D.D.Co. San Pedro, Cal | States Steamship Co. | 410·0 \| 54·4 \| 27·2<br>P43′B115′F47′ | Portlnd, Or<br>Utd. States<br>*WB* | T.3Cy. 28¾″, 47″ & 78″–48″<br>Los Angeles S.B. &D.D.Co. San Pedro, Cal. | 422NHP | R |
| 71543<br>OYCB | —<br>D.F. 1 *Dk & Awng dk* | **Twin Sc**<br>*Oil Eng.* | 4576<br>4011<br>2831 | | | | | 1913 | Akt. Burmeistr & Wain Copenhagen | Det Forenede Dampskibsselsk. | 405·4 \| 54·2 \| 31·6<br>P47′B86′F45′ 34·96 | Copnhagn<br>Danish<br>*WB* | Oil Engines 4S.C.SA<br>16Cy. 21¾″–28¾″ 704NHP<br>Akt. Burmeistr & Wain, Cpn | | V |
| 71544<br>LFDP | **California Express**<br>*Oil Eng.*<br>*Ref. Mchy.* 2 *Dks (Stl–Weather dk ws)*<br>Sub.Sig. 3*rd dk in forward holds*<br>D.F. *Cruiser Stern* | **Twin Sc**<br>*ss* Rot.No.1–38 | 3649<br>2956<br>2219 | ✠100A1 *with freeboard* ~~6,39~~ 7,07 ~~3,91~~ 1,40<br>✠LMC CS 7,38 7,39<br>✠Lloyd's RMC ~~1,40~~ ~~5,40~~ 11,40<br>for temp. 33° F. | Rot<br>Sea | *v* | CL 7,39 | 1934<br>1 mo | Götaverken A/B Gothenburg<br>*Lloyd's SA & CP* | A/S Wenoka (S. Herlofson & Co. A/S, *Mgrs.*)<br>*Cell D B U E & f* 158′427*t*<br>*D T s a* 695*t* | 338·4 \| 47·2 \| 27·1<br>334·4<br>F154′ FK<br>*F P T* 35*t A P T* 60*t* | Oslo<br>Norwegian<br>5 *B H pt Cem*<br>(*Coll to W dk*<br>4 ,, 2*nd* ,, ) | Oil Engines 4S.C.SA<br>16Cy. 21½″–39¾″ 724NHP<br>Götaverken A/B, Got. | 30 ″ 6<br>s 9 ″ 7<br>21 ″ 3 | |
| 71545<br>HPGA | **California Standard**<br>*Mchy. Aft* *Oil Eng.* *ss* Rot.No.3–6,38<br>1 *Dk (Stl)* 2*nd Dk (Stl) in fore hold*<br>2*nd* & 3*rd Dk (Stl) aft & Web frames*<br>D.F. GyC. *Cruiser Stern*<br>*Longitudinal framing–bracketless system* | **Twin Sc** | *11530*<br>*10904*<br>*6845* | ✠100A1 1,41 ~~1,39~~<br>DBS ~~5,39~~ 9,40 ✠LMC 6,38<br>*Carrying Petroleum in bulk* | SFo | *g*† | CL ~~8,40~~ P12,38 S9,40 | 1929<br>4 mo | Frd. Krupp Akt.Ges. Kiel<br>*Lloyd's SA & CP* | Foreign Tankship Corporation<br>*Cell D Bu E* 81′329*t D T f* 49′695*t F P T* 285*t* | 513·5 \| 68·1 \| 39·5<br>B39′F44′ FK<br>*A P T* 185*t* | Panama<br>Pnamanian<br>12 *B H pt Cem pt Asp*<br>2 DB *100lb* | Oil Engines 2S.C.SA<br>8Cy. 26¾″–51 1/16″ 995NHP<br>2 Water Tube DB *200lb*<br>Frd. Krupp A.G. Kiel | 39 ″ 5<br>s 9 ″ 10½<br>29 ″ 10½ | |
| 71546<br>166614<br>GQGD | **California Star**<br>*Oil Eng.*<br>2 *Dks*, 3*rd dk except in No. 5 hold*<br>D.F. E.S.D. *Cruiser Stern*<br>*Ref. Mchy.* | | 8300<br>7273<br>5032 | ✠100A1 *with freeboard* 2,41 ~~2,40~~<br>✠LMC 12,38<br>✠Lloyd's RMC ~~2,40~~ 3,40<br>No. 5 upper 'tween dk. chambers for temp. 5° F.<br>All other chambers for temp. 15° F. | Ant<br>Syd | *c*†<br>2½ | CL | 1938<br>12 mo | Akt. Burmeistr & Wain Copenhagen<br>*Lloyd's SA & CP* | Frederick Leyland & Co. Ld.<br>*Duct keel Cell* | 447·2 \| 60·2 \| 36·0<br>463·9 (O.L.)<br>P30′F54′ FK<br>*fwd. of machy. space D B* 387′1418*t Tanks* | London<br>British<br>*pt Cem*<br>7 *B H at sides of t* | Oil Engines 2S.C.DA<br>6Cy. 24 7/8″–55½″ 1236NHP<br>2 DB *80lb*<br>Akt. Burmeistr & Wain, Cpn<br>*unnel* 290*t F P T* 67*t A P T* 199*t* | 39 ″ 0<br>s 9 ″ 8½<br>29 ″ 8½ | |
| 71547<br>~~222051~~<br>~~WACB~~ | **Californian**<br>*Oil Eng.*<br>*ss* S.Fo.No.2–30<br>1 *Dk (Stl) & Shelter dk (Stl) 2nd dk*<br>D.F. GyC. (*Stl*) *in forward holds* | **Twin Sc** | 5908<br>5469<br>3651 | ✠100A1 Mob<br>(*Reclassification Contemplated*)<br>Examined 7,40 ✠ | | | | 1922<br>5 mo | Merchant S.B.Corp. Chester, Pa. | Ministry of Shipping (Runciman (London) Ld. *Mgs*)<br>*Cell D B* 380′1493*t* | 445·1 \| 59·8 \| 27·1<br>FK<br>*Coll*<br>*F P T* 231*t A P T* 185*t* | British<br>*pt Cem B H to S h dk*<br>6 ,, ,, *U* ,,<br>1 ,, ,, 2*nd* ,, | Oil Engines 4S.C.SA<br>12Cy. 29⅛″–45½″ 987NHP<br>Wm. Cramp & Sons S. & E.B.Co. Philadelphia | 31 ″ 0 | ~~R~~<br>~~†~~ |
| Now "Empire Kite," *see Vol. 1940 in Supplement* | | | | | | | | | | | | | | | | | |
| 71548<br>IBHN | **Calino** Ⓟ<br>*Oil Eng.*<br>D.F. GyC. 3 *Dks*<br>*Cruiser Stern* | **Twin Sc** | 5000 | | | | | 1939 | Cantieri Riuniti Dell' Adriatico Monfalcone | "Adriatica" Soc. Anon. di Nav. | 373·2 \| 52·6 \| 19·8<br>B69′F39′ | Venice<br>Italian<br>*WB* | Oil Engines 2S.C.SA<br>16Cy. 22 1/16″–33⅛″ 1360NHP<br>Cant. Riuniti Dell' Adriatico | | |
| 71549<br>204629<br>KJEN | **Calistoga** Ⓟ (*ex* Florida)<br>2 *Dks* | | 2680<br>—<br>1516 | | | | | 1907 | Maryland Steel Co. Sparro'Pt. Md | Puget Sound Nav. Co. | 298·0 \| 45·0 \| 16·1 | S.Frncisco<br>Utd. States | T.4Cy. 24¼″, 40″ & (2) 47″–42″<br>NB22 286NHP<br>Maryland Stl. Co. Sparr'Pt. | | |
| 71550<br>342<br>IBPI | **Calitea** Ⓟ<br>*Oil Eng.*<br>2 *Dks*<br>*Cruiser Stern* | **Twin Sc** | 4013<br>—<br>2086 | | | | | 1933 | Cantieri Riuniti Dell' Adriatico Monfalcone | "Adriatica" Soc. Anon. di Nav. | 334·1 \| 49·8 \| 31·5<br>328·1<br>B62′ | Trieste<br>Italian<br>*WB* | Oil Engines 2S.C.SA<br>14Cy. 20½″–32 5/16″ 1024NHP<br>Soc. An "Fiat" S.G.M. Turin | | I |
| 71551<br>HPFA | **Calliope**<br>*Oil Eng.*<br>D.F. *Mchy. Aft* *ss* N.Yk.No.3–7,39<br>Sub.Sig. 1 *Dk (Stl) & Shelter dk (Stl) &*<br>E.S.D. *Web frames*<br>*Longitudinal framing* | **Twin Sc** | 8426<br>—<br>5155 | ✠100A1 *Shelter dk with freeboard* 8,40 ~~12,39~~<br>✠LMC CS 7,39<br>DBS 12,39 12,39<br>*Carrying Petroleum in bulk* | NYk | *d*† | CL 12,39 | 1926<br>8 mo | Howaldts-werke Kiel<br>*Lloyd's SA & CP* | Panama Trans-port Co. | 470·2 \| 63·2 \| 35·3<br>B34′F39′ FK<br>*Cell D B a & u E* 93′ 287*t D T f* 36′275*t* | Panama<br>Pnamanian<br>18 *B H pt Cem pt Asp*<br>(13 *to U dk*) | Oil Engines 2S.C.SA<br>8Cy. 23¾″–41¾″ 776NHP<br>3 DB 70*lb*<br>2 Water Tube DB–*200lb*<br>Howaldtswerke, Kiel<br>*P T* 72*t* | 35 ″ 6<br>s 8 ″ 6<br>27 ″ 4 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à la machine. Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pr.* | 15 Registres où cotés et vus et dans la Liste des Cert. Bd of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71552 | **Calmar** (*ex* Albert Jeffress, | | 5787 | ✠ ... | | | | 1920 | Mitsui Bus- | Calmar S.S. Corp. | 385·0 | 51·0 | 33·7 | New York | T.3Cy.26″,43½″&72″–48″ | 36 ″ 0 | R |
| 220135 | *ex* Eastern Importer) *Fitted for oil fuel* | | 4123 | 6,21 | | | | 4mo | san Kaisha Ld | | | | | Utd. States | 554 NHP | | † |
| KDBY | D.F. *2 Dks & Awng dk* | | 3586 | ✠ | | | | | Tama Dkyd. | | | | FK | *WB* | Kobe Steel Works, Ld. Kobe | | |
| 71553 | **Caloria** (*ex* Chatham) | | 4095 | ✠100A1 NOs | | *x* | CL | 1906 | Armstrong | Standard Nav. Corp | 370·4 | 51·0 | 22·4 | N. Orleans | T.3Cy.26½″,44″&72″–48″ (*r*) | 32 ″ 11 | |
| 212642 | *ss* N.Os.2nd No.3–10,31 | | 3281 | *Shelter dk* | | | 8,08 | 3mo | Whitworth | (Standard Fruit & | | | | Utd. States | 180lb 422 NHP | s 9 ″ 1½ | |
| WKCP | D.F. *ss* N.Os.No.1–36 | | 2543 | *with freeboard* | | | 1,41 | | & Co. Ld. | S.S. Co. *Mgrs.*) | | | FK | 14 *BH Cem* | 3SB, *9rf*, GS177, HS6940 | 24 ″ 3 | |
| | 1 *Dk (Stl) & deep framing &* | | | 11,39 ✠LMC2,41 | | | | | Newcastle | | | | | | Blair & Co. Ld. Stockton | | |
| | *Shelter dk (Irn)* | | | MS6,36 BS11,40 | | | | *Lloyd's* | *SA & CP* | *Cell DB* | *u E24′90t FPT 105t* | | | *4 APT 91t* | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel 9,12* | | | *F.P. above* | | | | 150° F. | | | | | | |
| 71554 | **Calshot** Ⓟ | **TwinSc** | 679 | ✠ ... | | | | 1930 | J. I. Thorny- | Southamptn I. of W. | 147·8 | 33·1 | 18·1 | S'thamptn | T.6Cy.13½″21½″&35″–27″ | 21 ″ 0 | RT |
| 161681 | (*Tender*) *Fitted for oil fuel* | | 671 | 11,31 | | | | 1mo | croft & Co. Ld. | & S. of Eng. Royal | | | | British | 249 NHP | | till |
| GSJX | Wireless | *2 Dks* | 282 | ✠ | | | | | Southampton | Mail Stm Pkt Co. Ld. | | | BK8″ | *WB* | J. I. Thornycroft & Co. Ld. | | 12,40 |
| 71555 | **Calumet** | | 7268 | ✠100A1 Gls | | *b*† | CL | 1923 | J. Brown & | Elder Dempster | 440·2 | 59·2 | 31·1 | Liverpool | 3 Steam Turbines DR | 33 ″ 11 | |
| 147294 | *ss* P.N1.No.3–9,35 | | 6629 | 4,41 ~~4,40~~ | | | 4,40 | 3mo | Co. Ld. | Lines, Ld. | | | | British | geared to 1 Sc. Shaft (*s*) | s 7 ″ 3½ | |
| GCJV | *Ref. Mchy.* *ss* Gls.No.1–40 | | 4462 | BS4,41 ✠LMC3,40 | | | | | Clydebank | | | | P37′B188′F49′ FK | *7 BH Cem* | 2151b 667 NHP | 26 ″ 9½ | |
| | D.F. *2 Dks (Stl)* | | | ✠Lloyd's RMC ~~3,40~~ 12,40 | | | | *Lloyd's* | *SA & CP* | *Cell DB378′ 1421t FPT* | | | | *163t APT 34t* | 4SB, *12cf*, GS199, HS9035 FD | | |
| | | | | for temp. 25° F. | | | | | | | | | | | J. Brown & Co. Ld. | | |
| 71556 | — | | 4641 | | | | | 1907 | Detroit S. | Interlake S.S. Co. | 420·0 | 52·2 | 29·0 | Wilmgton | T.3Cy.22″,35″&58″–42″ | | R |
| 204447 | | | — | | | | | | B. Co. Wyan- | (Pickands, Mather | | | | (Del.) | 218 NHP | | |
| WNTV | D.F. GyC. *Mchy. Aft* *1 Dk* | | 3385 | | | | | | dotte, Mich. | & Co. *Mgrs.*) | | | *WB* | Utd. States | Detroit S.B. Co. Detroit | | |
| 71557 | **Calvados** (*ex* Eftychia Vergotti–38, | | *2993* | ✠100A1 Alg | | *u* | CL | 1909 | Irvine's S.B. | Soc. Européenne | 325·0 | 47·0 | 22·4 | Oran | T.3Cy.23½″,38″&64″–42″ (*s*) | 24 ″ 10 | |
| | *ex* Rowtor, *ex* Asiana) *ss* Nwc 2nd No.3–11,35 | | *2819* | *Spar dk* | | | 11,36 | 6mo | & D.D. Co. Ld. | de Navigation | 336·5 (o.l.) | | | French | 180lb 290 NHP | s 3·11½ | |
| FQRY | | | *1867* | *with freeboard* | | | | | W. Hartlepool | | P32′B101′F31′ FK | | | 5 *BH Cem* | 2SB, *6cf*, GS97, HS4488 | 21 ″ 1 | |
| Now "Tourquennois," *see No. 9023 in Supplement* | | | 4 | 5,38 | | | | *Lloyd's* | *SA & CI* | | | | | | Richardsons, Westgarth & | | |
| | | | | BS5,38 ✠LMC11,34 | | | | | | *Cell D Ba102′u E24′71* | | | | *38′573t FPT* | 60t *APT 77t* Co. Ld. Hpl. | | |
| 71558 | **Calvert** Ⓟ (*ex* Steamer) | | 545 | | | | | 1902 | Neafie & | Sound S.S. Lines, | 180·0 | 40·0 | 10·3 | Baltimore | Oil Engine 6Cy.15″–18″ | | |
| 127606 | *Oil Eng.* | | — | | | | | | Levy | Inc. | | | | Utd. States | NE39 | | |
| KJEO | *1 Dk* | | 370 | | | | | | Philadelphia | | | | | | Atlas-Imperial | | |
| 71559 | **Calypso** | | 2258 | | | | | 1911 | Nederl. | Koninkl. Nederl. | 300·0 | 42·0 | 19·2 | Amstrdam | T.3Cy.21″,35″&56″–39″ | | V |
| | *Fitted for oil fuel* | | 1653 | | | | | | Schps. Maats. | Stoomb. Maats. | Q107′B77′F42′ | | | Dutch | 196 NHP | | |
| PDIU | *2 Dks* | | 1415 | | | | | | Amsterdam | N.V. | | | | *WB* | Ned Fb.v.Wrk & Spoor, Ams | | |
| | *Ref. Mchy.* *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 71560 | **Camagüey** | | *1399* | ✠100A1 Hna | | *o* | CL | 1931 | Earle's S.B. | Empresa Nav. de | 240·6 | 37·1 | 12·6 | Havana | T.3Cy.18″,30″&50″–36″ (*s*) | 14 ″ 6 | |
| | *ss* Hna.No.2–39 | | *899* | *with freeboard* | | | ~~1,37~~ | 4mo | & E. Co. Ld. | Cuba, S.A. | | | | Cuban | 180lb 195 NHP | s 2·10½ | |
| | *1 Dk* | | *815* | 3,41 ~~3,35~~ ✠LMC | | | 3,41 | | Hull | | P&B143′F30′ FK | | | *4 BH pt Cem* | 2SB, *6cf*, ,HS3450 | 12 ″ 1¼ | |
| | *Well dk* | | | MS8,39 BS ~~9,30~~ 9,40 | | | | *Lloyd's* | *SA & CP* | *Cell DB201′295t FPT* | | | | *49t APT 41t* | Earle's S.B. & E. Co. Ld. Hull | | |
| | | | | *Fitted for oil fuel 4,31* | | | *F.P. above* | | | 150° F. | | | | | | | |
| 71561 | **Camamú** (*ex* Steiermark) | | *5546* | | | | | 1911 | Akt. Ges. | Lloyd Brasileiro | 399·8 | 52·7 | 24·4 | R. Janeiro | Q.4Cy.23″,31½″47″&71″–47″ | | V |
| | Sub.Sig. *Fitted for oil fuel* | | — | | | | | | "Vulcan" | | F33′ | | | Brazilian | NB30 345 NHP | | |
| PUAO | *Longitudinal framing* *2 Dks* | | *3510* | | | | | | Stettin | | | | | | A.G. "Vulcan," Stettin | | |
| 71562 | **Cambay Prince** (*ex* Jolly Iris–32, | | 455 | ✠ ... Bom | | | | 1913 | C. H. Wal- | Cambay Prince | 158·0 | 29·7 | 8·3 | Hong Kong | C.2Cy.15¼″&30″–20″ | 9 ″ 4 | C |
| 139631 | *ex* Hanil III, *ss* Bom.2nd No.3–10,34 | | 342 | 9,37 | | | | 6mo | ker & Co. Ld. | S.S. Co. Ld. (J. Man- | | | | British | 52 RHP | | † |
| VRBX | *ex* B.A.H.W.No.16) *1 Dk* | | 249 | ✠ | | | | | Sudbrook | ners & Co. Ld. *Mgrs*) | P55′Bon *Qdk* 13′ | | | 3 *BH Cem* | | | |
| | *Mchy. Aft* | | | | | | | | | | F20′ FK | | | | 1SB, *2pf*, GS36, HS1054 | | |
| | | | | | | | | | | | *FPT 38t APT 8t* | | | | Plenty & Son, Ld. Newbury | | |
| 71563 | **Camberwell** | | 1577 | ✠100A1 Shl | | *p* | CL | 1924 | Tyne I.S.B. | South Metro- | 244·1 | 36·7 | 18·5 | London | T.3Cy.18″,30″&49″–33″ (*s*) | 20 ″ 6 | |
| 147619 | *ss* Shl.No.3–7,36 | | 1309 | 3,40 | | | 2,40 | 4mo | Co Ld. | politan Gas Co. | | | | British | 180lb 182 NHP | s 2 ″ 4½ | |
| MLVR | *Well deck* *1 Dk (Stl)* | | 906 | BS ~~3,30~~ ✠LMC7,36 | | | | | Newcastle | *Cell D B175′352t* | Q96′B51′F22″ FK | | | 6 *BH pt Cem* | 2SB, *6cf*, GS90, HS3260 | 18 ″ 4 | |
| | Sub.Sig. *Cargo battens not fitted* | | | 9,40 | | | | *Lloyd's* | *SA & CP* | *DT29′105t at sides* | *s of tunnel FPT 86t* | | | *APT 45t* | N.E. Marine Eng. Co Ld Nwc | | |
| 71564 | **Camboinhas** (*ex* Tiara–33) | | *4068* | ✠100A1 Rio | | *w* | CL | 1913 | Sunderlnd | Cia. de Cabotagem | 364·0 | 50·8 | 24·2 | Prnmbuco | T.3Cy.25″,42″&68″–45″ (*r*) | 26 ″ 8 | |
| 133529 | *ss* Rio.2nd.No.3–6,38 | | *3747* | 7,40 ~~7,30~~ | | | 9,39 | 4mo | S.B. Co. Ld. | de Pernambuco | | | | Brazilian | 180lb 341 NHP | s 4 ″ 8½ | |
| PUNA | *Cargo battens not fitted* | | *2557* | BS ~~10,30~~ ✠LMC6,38 | | | | | Sunderland | | P29′B105′F34′ FK | | | 6 *BH Cem* | 2SB, *6cf*, GS121, HS5312 | 22 ″ 2 | |
| | *1 Dk (pt Irn pt Stl)* | | | 7,40 | | | | *Lloyd's* | *SA & CP* | *Cell D Ba119′u E & B4* | *0′ f158′900t FPT* | | | *7t APT 158t* | N.E. Marine Eng. Co. Ld. Sld | | |
| 71565 | **Cambraisien** | | 3151 | ✠ ... | | | | 1921 | Ardrossan | Cie. des Bateaux | 331·4 | 47·3 | 22·1 | Dunkirk | T.3Cy.24″,40″&65″–45″ | 24 ″ 6 | V |
| | | | 2919 | 6,25 | | | | 10mo | D.D. & S.B. | à Vap. du Nord | | | | French | 308 NHP | | † |
| FNWC | *2 Dks* | | 1964 | ✠ | | | | | Co. Ld. | (Soc. Anon. de Gér- | P29′B170′F39″ | | | *WB* | J. G. Kincaid & Co. Ld. Grk. | | |
| | | | | | | | | | Ardrossan | ance et d'Armem- | FK | | | | | | |
| | | | | | | | | | | ent, *Mgrs.*) | | | | | | | |
| 71566 | **Cambria** (*ex* E. H. Utley) | | 6287 | | | | | 1910 | Detroit | Bethlehem Steel | 504·0 | 54·2 | 31·0 | Wilmgton | T.3Cy.23½″,38″&63″–42″ | | R |
| 207568 | D.F. | | — | | | | | | S.B. Co. | Corp. (Bethlehem | | | | (Del.) | 257 NHP | | |
| WDDY | *Mchy. Aft* *1 Dk* | | 4861 | | | | | | Wyandotte | Transpn. Corp. | F44′ | | | Utd. States | Detroit S B Co. Detroit | | |
| | | | | | | | | | | *Mgrs.*) | | | *WB* | | | | |
| 71567 | — Ⓟ | **TwinSc** | 3462 | ✠ ... | | | | 1921 | W. Denny & | London Midland & | 380·6 | 45·2 | 17·2 | London | 4 Steam Turbines SR geared | 18 ″ 6 | BT |
| 144971 | | | 3010 | 2,23 | | | | 11mo | Bros. Ld. | Scottish Rly. | | | 26·2 | British | to 2 sc. shafts | | till |
| MQBB | E.S.D. D.F. *3 Dks* | | 1396 | ✠ | | | | | Dumbarton | | | | BK7″ | *WB* | 2717 NHP | | ~~11,40~~ |
| | Sub.Sig. *Tonnage opening closed '39* | | | | | | | | | | | | | | W. Denny & Bros. Ld. Dmb. | | 10,41 |
| 71568 | — | **TwinSc** | 1959 | ✠100A1 Ply | | *s* | CL | 1905 | Swan, Hun- | Cable & Wireless | 283·0 | 37·1 | 16·2 | London | T.6Cy.16″,26″&44″–33″ (*r*) | 18 ″ 6 | |
| 120498 | *Cable Vessel* *ss* Ply.2nd No.3–1,33 | | 1817 | *Spar dk* | Hfx | | ~~11,37~~ | 1mo | ter & Wigham | Ld. (Sir Edward | | | 23·8 | British | 1901b *110lb* 294 NHP | s 4 ″ 6½ | |
| GQXZ | *ss* Fal.No.1–38 | | 1004 | 7,40 ~~7,35~~ | | | 7,40 | | Richardson, | Wilshaw, K.C.M.G. | B84′ FK&BK2″ | | | 5 *BH Cem* | 2SB, *6cf*, GS109, HS4112 FD | 22 ″ 3 | |
| | D.F. *1 Dk (Stl) & Spar dk (Stl–teak s)* | | | BS ~~6,30~~ ✠LMC5,38 | | | | | Ld. Newcastle | *Mgr.*) *Cell D Ba52′* | *u E20′f122′ Tanks* | | | | Swan, Hunter & Wigham | | |
| | E.S.D. *& pt lower dk (Stl) in holds* | | | 7,40 | | | | *Lloyd's* | *SA & CP* | *between & at sides o* | *f tunnels 266t FPT* | | | *35t APT 70t* | Richardson, Ld. Nwc. | | |
| 71569 | — Ⓟ | **PadSp** | 436 | | | | | 1895 | H. Mc- | P. & A. Campbell Ld | 225·0 | 26·1 | 9·4 | Bristol | C.2Cy.37″&67″–66″ | | |
| 102489 | (*ex* Cambridge, *ex* Cambria) | | 333 | | | | | | Intyre & Co. | | Q10t H20t | | | British | NB12 304 NHP | | |
| MNSB | Wireless *1 Dk* | | 165 | | | | | | Alloa | | | | | | Hutson & Son, Glasgow | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years Assigned now specified by Symbol Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Registers in which classed, if not in L.R. Discontd. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71570<br>146282<br>MLCZ | **Cambrian Coast** (*ex* Kinsale-33, *ex* Cumberland Coast, *ex* Gorilla)<br>*ss* Brs.No.3–3,34 *ss* Liv.No.1–38<br>*Mchy.Aft* 1 *Dk*(*Stl*) | 763<br>594<br>343 | ✠100A1 *Shelter dk with freeboard*<br>2,41 ~~9,38~~ | Liv<br>Lth | *k* | CL<br>9,38 | 1922<br>2mo | Harland& Wolff,Ld. Glasgow | Coast Lines,Ld.<br>*Cell D Bu* | 200·2\|31·1\|11·9<br>212·0(o.L.) FK<br>*£21'f120'193t FPT* | | | Liverpool<br>British<br>*3 BHCem* | T.3Cy.16″,26″&42″–30″ (*s*)<br>180lb 123NHP<br>2SB(Spt).*4cf*,GS71,HS214.<br>A.&J.Inglis,Ld.Glasgow | 14 ″ 4<br>s ″ 6<br>14 ″ 0¼ | |
| 71571<br>144589<br>GDFR | **Cambridge** (*ex* Vogtland) **TwinSc**<br>*ss* Fal.No.3–11,34<br>*ss* Gls.No.1–39<br>D.F. 3 *Dks*(*Stl*) 4*th dk*(*Stl*)<br>*Ref.Mchy.* *in No.1 hold* | ~~11373~~<br>—<br>~~7080~~<br>10855<br>7253<br>6687 | 100A1 *with freeboard*<br>3,40<br>~~MS1,39~~ ~~BS5,39~~<br>✠NB(CR)11,18 *refitted* 12,23<br>✠Lloyd's RMC ~~1,408~~,4 0 | NYk<br>LMC | | CL<br>2,40 | 1916 | J.C.Tecklenborg A.G. Weser-münde-G. | Federal Stm.Nav. Co.Ld.<br>*Cell D B* | 524·5\|65·7\|37·3<br>544·5(o.L.)<br>P67'B140'F45' FK<br>482'2198*t FPT*129*t* | | | London<br>British<br>*9 BHpt Cem*<br>*APT*121*t* | T.6Cy.28⅛″,45½″&74″–51¼″<br>200lb (*s*) 1106NHP<br>6SB,*18cf*,GS348,HS15825FD<br>J.C.Tecklenborg A.G.Wsm | 40 ″ 5<br>s 10″9½<br>29 ″ 11 | |
| 71572<br>107216<br>WBCE | — Ⓟ<br>(*ex* Atlanta)<br>Wireless 2 *Dks* | 1568<br>—<br>1053 | *Fitted for oil fuel* 1,2 | | | 5 *F.P.* | *above* 150° F.<br>1896 | W.Cramp &Sons Philadelphia | Sound S.S.Lines, Inc. | 225·3\|42·1\|14·2 | | | New York Utd.States | T.3Cy.24″,38″&62″–36″<br>231NHP<br>W.Cramp&Sons,Phl. | | |
| 71573<br>126688 | — Ⓟ **Comp** | 834<br>—<br>692 | | | | | 1890 | Wm.E. Woodall&Co. Baltimore | Estate of Wm.M.Mills | 165·3\|37·5\|10·1 | | | New York Utd.States | C.2Cy.20″&36″–26″<br>55NHP | | |
| 71574<br>FOLB | **Cambronne**<br>*ss* Nts.No.3–3,32<br>D.F. *ss* Nts.No.1–36<br>1 *Dk*(*Stl*) 2*nd dk*(*Stl*) *in Nos.*1,2&3 *holds*<br>*Longitudinal framing in DB & at decks* | 3059<br>2803<br>1904 | ✠100A1<br>8,39<br>BS7,39 ✠LMC7,36<br>Surveys delayed | Nts | *u* | CL<br>11,38 | 1919<br>6mo | Grangemth Dkyd.Co.Ld. Gr'ngemouth | Cie.Générale Transatlantique<br>*Lloyd's SA&CP* | 331·4\|46·7\|23·2<br>P33'B97'F28' FK<br>*Cell D B*276'833*t FPT*113*t APT*36*t* | | | Nantes<br>French<br>*7 BHCem*<br>*APT*36*t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 433NHP<br>3SB,*9cf*,GS155,HS6420 FD<br>D.Rowan&Co.Ld.Glasgow | 25 ″ 7<br>s 4 ″0½<br>21 ″ 9 | |
| 71575<br>220909<br>KDKL | **Camden**<br>*ss* Mob.No.2–28<br>*Fitted for oil fuel*<br>*Mchy.Aft* 2 *Dks* & *W eb frames*<br>D.F. *Longitudinal framing*<br>*Carrying Petroleum in bulk* | 6653<br>6125<br>4153 | ✠ ...<br>1,32<br>✠ | | | | 1921<br>1mo | New York S.B.Corp. Camden, N.J. | Chas.Kurz&Co. Inc.(Pennsylvania Shipping Co. *Mgrs*) | 419·5\|56·5\|33·3<br>P101'B36'F34' FK | | | Wilmgton (Del.)<br>Utd.States<br>*WB* | T.3Cy.27⅞″,45″&75″–51″<br>601NHP<br>New York S.B.Corp. | 33 ″ 4 | R<br>† |
| 71576<br>164109<br>MMCT | **Cameo**<br>*Oil Eng.*<br>*Mchy.Aft* 1 *Dk*<br>*Cruiser Stern* | 946<br>667<br>504 | ✠100A1<br>8,40 ~~3,39~~<br>✠LMC2,37<br>✠LMC(M)3,39 | Liv | *l* | CL<br>8,40 | 1937<br>2mo | A&J.Inglis Ld. Glasgow | Wm.Robertson<br>*Cell D B* 129'20 | 202·2\|32·8\|12·7<br>210·8(o.L.)<br>P53'Q79'F28' FK<br>*6t FPT*88*t APT*37*t* | | | Glasgow<br>British<br>*3 BHCem* | Oil Engines 2S.C.SA<br>8Cy.11″–19 11/16″ 87RHP<br>Harland&Wolff,Ld.Gls. | 15 ″ 0<br>s 4 ″ 4½<br>14 ″ 8¾ | |
| 71577<br>144002<br>GMNV | **Camerata**<br>*ss* Rot.No.2–39<br>D.F. 1 *Dk*(*Stl*) | 4875<br>4559<br>3006 | ✠100A1<br>~~11,89~~ 12,40<br>✠LMC<br>MS3,39 ~~BS5,39~~ 4,40 | Shl<br>Mdb | *y* | CL<br>~~8,37~~ 7,40 | 1931<br>5mo | J Readhead &Sons,Ld. South Shields | La Tunisienne Stm. Navigation Co.Ld. (F.C.Strick&Co. Ld. *Mgrs.*)<br>*Lloyd's SA&CP* | 393·4\|53·8\|26·6<br>408·0(o.L.)<br>P30'B117'F39' FK<br>*Cell D B a&u E*147'*f* 175'1133*t FPT*142*t* | | | Swansea<br>British<br>*6 BHCem*<br>*APT*155*t* | T.3Cy.25″,42⅛″&69″–48″ (*r*)<br>200lb *120lb* 427NHP<br>2SB,*6cf*,GS127,HS5754 FD<br>J.Readhead&Sons,Ld.SShld | 29 ″ 0<br>s 5 ″7½<br>23 ″ 7½ | |
| 71578<br>144242<br>GDXS | **Cameronia** Ⓟ **TwinSc**<br>*ss* Gls.No.3–8,33<br>*ss* Gls.No.1–38<br>2 *Dks*(*Stl*) & *Shelter dk*<br>D.F. E.S.D. (*Stl-pt*ws)3*rd dk*(*Stl*)*in holds*<br>Sub.Sig. *Ref.Mchy.* *Cruiser Stern*<br>GyC. | 16297<br>12067<br>9607 | ✠100A1 *Shelter dk with freeboard*<br>~~3,40~~ 10,40 BS12,40<br>~~11124,34~~ ✠LMC10,37<br>✠Lloyd's RMC ~~1,408~~,4 0<br>*Fitted for oil fuel* 3,21 | Gls | | CL<br>5,39 | 1920<br>9mo | W.Beard-more&Co.Ld. Glasgow | Anchor Line Ld.<br>*Cell D B a&u E*147'*f*<br>*Nos.*1,3&4 *holds* 3451*t* | 552·4\|70·4\|38·8<br>575·0(o.L.)<br>B&F455'*on Shelter dk* FK<br>*E&B*258'*f*143'2035*t F.W. tanks at sio* | | | Glasgow<br>British<br>*pt Cem*<br>10 *BHtoS dk*<br>*DTs in es of tunnels* | 6 Steam Turbines DR geared to 2 sc.shafts (*s*)<br>220lb HS29164 2550NHP<br>3DB&3SB,*36cf*,GS744 FD<br>W.Beardmore&Co Ld.<br>80'421*t FPT*98*t APT*102*t* | 42 ″ 9<br>s 12·3¼<br>30 ″ 9¾ | BT till ~~42,40~~ 10,41 |
| 71579<br>137796<br>GQYX | **Camito** Ⓟ **TwinSc**<br>Sub.Sig.<br>*Ref.Mchy.* D.F. E.S.D. 4 *Dks* | 6833<br>5204<br>3972 | | | | | 1915 | A.Stephen &Sons,Ld. Glasgow | Elders&Fyffes,Ld. | 426·3\|54·2\|30·4<br>P40'B195'F47' | | | Glasgow<br>British<br>*WB* | T.6Cy.23½″,39½″&67″–48″<br>622NHP<br>A.Stephen&Sons,Ld.Gls. | | C<br>BT till 9,40 |
| 71580<br>220607<br>KDEW | **Camor** (*ex* Paco, *ex* Philip Publicker)<br>*ss* Bal.No.3–8,31<br>D.F. *ss* Bal.No.2–39<br>1 *Dk*(*Stl*) | 2398<br>1988<br>1439 | ✠100A1<br>~~7,40~~ ~~11,37~~ 2,41<br>✠LMC7,39<br>BS7,40<br>*Carrying oil fuel F.P.* *above* 150° F.<br>*Fitted for oil fuel* 9,20 *F.P. above* 150° F. | NYk | *r* | CL<br>7,39 | 1920<br>9mo | McDougall Duluth SB Co Duluth,Minn | Procter&Gamble Manufacturing Co.<br>*Cell D B*206'537*t FPT*60*t*<br>*A&CP or Molasses in bulk* | 251·0\|43·7\|22·2<br>P25'B64'F22' FK | | | Cincinnati<br>Utd.States<br>10 *BH*<br>*APT*82*t* | T.3Cy.19″,32¼″&54″–40″ (*s*)<br>190lb 262NHP<br>2SB,*4cf*,GS100,HS3828 FD<br>McDougall-Duluth S.B.Co. | 24 ″ 3<br>s 3″2¾<br>21 ″ 2¼ | |
| 71581<br>EEGP | **Campalans** **TwinSc**<br>*ss* Val.No.1–40<br>1 *Dk*<br>*Mchy.Aft*<br>*Longitudinal framing–bracketless system* | 1060<br>874<br>498 | ✠100A1<br>2,40<br>LMC2,40<br>*Carrying oil in bulk* *F.P. above* 150°F.<br>*Fitted for oil fuel* 8,34 *F.P. above* 150°F. | Val | | CL<br>2,40 | 1934<br>8mo | Hijos de J. Barreras S.A. Vigo | Cia.Arrendataria del Monopolio de Petroleos S.A.<br>*Lloyd's SA&CP*<br>*Cell D Bu E*19'20*t FPT*42*t* | 180·1\|35·1\|13·4<br>36·5<br>Q56'F34' FK<br>*Trunk*90'<br>*APT*31*t* | | | Barcelona<br>Spanish<br>*7 BHpt Cem*<br>*pt 4sp* | C.4Cy.13½″&27″–18″ (*s*)<br>125lb 140NHP<br>2B,*3cf*, HS2863 FD<br>NB22*fitted*40<br>Hijos de J.Barreras SA Vigo | 13 ″ 6<br>s ″ 9½<br>12 ″ 9½ | |
| 71582<br>FNBA | **Campana** Ⓟ **TwinSc**<br>*Ref.Mchy.* *Fitted for oil fuel*<br>D.F. 5 *Dks*<br>*Cruiser Stern* | 10816<br>7447<br>6463 | | | | | 1929 | Swan,Hunter&Wigham Richardson Ld Newcastle | Soc.Gén.de Transp. Mar.à Vap. | 510·6\|67·0\|32·1<br>P50'B233'F82' | | | Marseilles<br>French<br>*WB* | 6 Steam Turbines SR geared to 2 sc. shafts<br>Parsons Marine Steam Turbine Co.Ld.Nwc. | | IV |
| 71583<br>890<br>IBRF | **Campania** (*ex* War Bracken)<br>*ss* Gen.No.3–5,24<br>*ss* Gen.No.1–28<br>D.F. 1 *Dk* | 5247<br>4740<br>3184 | ✠ ...<br>10,32<br>✠ | | | | 1918<br>1mo | Caird&Co. Ld Greenock | Ditta Luigi Pitta-luga Vapori | 409·0\|52·3\|28·5<br>400·5<br>P50'B113'F39' FK | | | Genoa<br>Italian<br>*WB* | T.3Cy.27″,44″&73″–48″<br>490NHP<br>Caird&Co.Ld.Greenock | 31 ″ 0 | I<br>† |
| 71584<br>EAFA | **Campas** **TwinSc**<br>*ss* Bbo.No.1–37<br>D.F. *Mchy.Aft* *Oil Eng.*<br>1 *Dk*(*Stl*) 2*nd dk*(*Stl*) *clear of cargo tanks & Web frames*<br>*Longitudinal framing–bracketless system* | 6276<br>5343<br>3748 | ✠100A1<br>8,39<br>DBS8,39 ✠LMC12,35<br>*Carrying Petroleum in bulk* | Bbo | *z* | CL<br>9,37 | 1932<br>3mo | Echevarrieta y Larrinaga Cadiz<br>*Lloyd's SA&CP* | Cia.Arrendataria del Monopolio de Petroleos S.A.<br>*Cell D Bu* | 405·5\|57·8\|30·1<br>P102'B26'F35' FK<br>*E*79'464*t FPT*109*t* | | | Barcelona<br>Spanish<br>17 *BH*<br>2DB *150lb*<br>*APT*229*t* | Oil Engines 4S.C.SA<br>12Cy.23⅛″–47½″ 622NHP<br>Akt.Burmeistr&Wain,Cpr | 30 ″ 2<br>s 5 ″ 3<br>25 ″ 2 | |
| 71585<br>EACR | **Campeche** **TwinSc**<br>~~*ss* Bbo.No.2–41~~ *Oil Eng.*<br>*Mchy.Aft* ~~*ss* Bbo.No.1–39~~<br>1 *Dk* & 2*nd dk clear of cargo tanks*<br>*Longitudinal framing–bracketless system* | 6382<br>5477<br>3692 | ✠100A1<br>~~4,41~~ ~~7,89~~<br>~~DBS9,39~~ ~~✠LMC7,39~~<br>*Carrying Petroleum in bulk*<br>DBS5,41 ✠LMC5,41 | Bbo | *z* | CL<br>~~6,39~~ 4,41 | 1934<br>4mo | Soc.Españ-ola de Const. Naval Cadiz<br>*Lloyd's SA&CP* | Cia.Arrendataria del Monopolio de Petroleos S.A.<br>*Cell D B u E*79'223*t FPT*110*t* | 412·5\|57·7\|30·2<br>405·5<br>FK<br>P102'B26'F35' | | | Tarragona<br>Spanish<br>17 *BH*<br>2DB *150lb*<br>*APT*236*t* | Oil Engines 2S.C.SA<br>8Cy.23⅛″–40 1/16″ 776NHP<br>Soc Española de Const.Nav. Bbo. | 30 ″ 2<br>s 5 ″ 3<br>25 ″ 2 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettres d'appel. | 7* Date de la dernière visite de l'navire pour le Bélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pd. | 15 Registres où cote. si on est dans le L. U. Trade. Cert. Lett. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71586 XCBS | **Campeche** (P) (*ex*Belize–39) Wireless | **TwinSc** *Oil Eng.* *ss*Jck.2ndNo.3–4,38 1 *Dk & Shelter dk* *Fitted for oil fuel* | 1498 1191 780 | ✠ ~~—~~ 10,39 *Shelter dk* ✠ | Jck | *o* | 1914 6mo | Caledon S. B.&E.Co.Ltd Dundee | Mexican Govt. (Operated by Transportes Maritimos, S.C.O.P.) | 220·5 \| 37·1 \| 18·4 B94′F42′ *on Shltr dk* FK *Cell D B a 52′ u E* | Vera Cruz Mexican | T8Cy(2)12½″(2)20″ & (4)24″ –24″ 182 NHP 2SB, 4*cf*, GS 78, HS 2892 Caledon SB. & E. Co. Ltd. Dun 18′ *f* 88′ 224 *t F P T* 28 *t A P T* 18 *t* | 20 ″ 6 | |
| 71587 PUUF | **Campeiro** *ss*Rio.2ndNo.3–8,36 1 *Dk (Stl) & Awng dk (Stl)* | **TwinSc** | 2687 2545 1605 | ✠ 100A1 *Awng dk with freeboard* 10,38 DBS11,40 ✠ NB5,29 ✠ LMC MS8,36 ~~LMC11,40 6,40~~ | Rio | *s* | OG ~~10,80~~ 11,40 | 1912 2mo Wood Skinner & Co. Ltd. Newcastle *Lloyd's A & CP* | Lloyd Nacional Soc. Anon. | 295·3 \| 43·7 \| 23·4 FK *Cell D B a & u E 90′ 215 t F P T* | R. Janeiro Brazilian | T.6Cy.15″, 25′ & 41″ –27″ (*s*) 180 lb 244 NHP 2SB, *6cf*, GS 131, HS 4506 Richardsons, Westgarth & Co. Ld. Mdb. | 25 ″ 0 s 5 ″ 3 20 ″ 4 | |
| 71588 EACY | **Campero** E.S.D. *ss*Bbo.No.1–39 *Mchy. Aft* 1 *Dk & 2nd dk clear of cargo tanks* *Longitudinal framing–bracketless system* | **TwinSc** *Oil Eng.* | 6382 5477 3692 | ✠ 100A1 11,39 DBS11,39 ✠ LMC11,39 *Carrying Petroleum in bulk* | Bbo | *z* | CL 10,39 | 1934 5mo Echevarrieta y Larrinaga Cadiz *Lloyd's A & CP* | Cia. Arrendataria del Monopolio de Petroleos S.A. *Cell D B u E 79′ 234 t F P T 107 t* | 412·5 \| 57·7 \| 30·2 405·5 FK P102′B26′F35′ *A P T 225 t* | Malaga Spanish 17 *B H* | Oil Engines 2S.C.SA 8Cy.23⅜″–40⅛″ 776 NHP 2DB *150 lb* Soc Española de Const. Nav. Bbo. | 30 ″ 2 s 5 ″ 2¾ 25 ″ 2 | |
| 71589 PKER | **Camphuijs** *Fitted for oil fuel* 2 *Dks & Awng dk* | **2380** — 1492 | | | | | 1903 | Nederl. Schps. Maats. Amsterdam | Koninkl. Paketv. Maats. | 315·3 \| 41·4 \| 21·8 P67′F74′ *W B* | Batavia Dutch | T.3Cy.23⅝″, 37″ & 63″–43⅞″ 261 NHP Ned Fb.v.Wrk & Spoor Ams | | V |
| 71590 2164 IBRN | **Campidoglio** (P) (*ex*Gastein–35) *ss*Tri No.3–6,19 1 *Dk & Awng dk* D.F. *Fitted for oil fuel* 3 *trB* | **3702** 3035 2187 | ✠ ... 11,23 ✠ | | | | 1910 1mo | Lloyd Austriaco Trieste | "Adriatica" Soc. Anon. di Nav. | 346·3 \| 45·5 \| 26·0 335·0 B160′ FK *W B* | Genoa Italian | T.3Cy.23½″, 37″ & 66″–48″ 390 NHP Lloyd Austriaco, Trieste | 28 ″ 5 | I † |
| 71591 1705 ILAQ | — (*ex*Active, *ex*Ameise, *ex*Hella Daitz, *ex*Peter) *Oil Eng.* 1 *Dk* | 399 — 204 | | | | | | A.H. Arnold Germany | La Ligure Romana Soc. Anon. di Nav Marittima e Fluviale | 159·3 \| 28·1 \| 9·4 154·1 H13′ | Genoa Italian | Oil Engines 4S.C.SA 6Cy.10¼″–14½″ 60 NHP *Emade 20 fitted 23* Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | CI |
| 71592 EEGM | **Campilo** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Longitudinal framing–bracketless system* | **TwinSc** ~~3070~~ 3971 3074 2059 | ✠ 100A1 1,41 *(Class Contem. plated)* *Carrying Petroleum in bulk* ✠ LMC1,41 | Val | *v* | CL | ~~1940~~ Launched 1936 completed 1941–1mo | Union Nav. de Levante SA Valencia *Lloyd's A & CP* | Cia. Arrendataria del Monopolio de Petroleos S.A. *Cell D B u E 67′ 2* | 329·9 \| 54·1 \| 23·0 342·7 (O.L.) P94′B33′F31′ FK ~~11,36~~ *4t D T f 18′ 145t F P T 46t A P T 94t* | Valencia Spanish 14 *B H* | Oil Engines 4S.C.SA 12Cy. ~~13½″~~–39⅜″ 543 NHP 21⅛″ 2DB *150 lb* Maquinista Terrestre y Maritima, Bcl. | 23 ″ 0 s 3 ″ 8 19 ″ 6¼ | |
| 71593 YPAX | **Campina** (*ex*Principele Barbu Stirbey–39, *ex*Artur von Gwinner) *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. | **TwinSc** *3032* *2690* *1647* | 100A1 9,39 BS12,40 LMC9,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,27 | Gen | *f* | CL 8,39 *F.P. above* | 1912 | J. Frerichs & Co. A.G. Einswarden *Lloyd's A & CP* | Steaua Romana Soc. Anon. | 298·2 \| 44·2 \| 24·7 P71′F34′ FK *A P T 139 t 'Tween dk* | Constntza Roumanian 8 ,, *to 2nd dk tanks* | T6Cy.19⅞″, 30⅜″ & 47½″–29½″ 185 lb (*s*) 319 NHP 2SB (Spt), *6cf*, HS 4520 FD Ottensen Eisenwerk A/G. Altona 74 *t* | 26 ″ 3 | |
| 71594 DHZT | **Campinas** (*ex*Westerwald–37) 3 Mst D.F. Sub.Sig. *Fitted for oil fuel* 1 *Dk & Shelter dk* | 4541 4114 2759 | | | | | 1921 | Deutsche Werft A.G. Hamburg | Hamburg-Süd-Amerik. Dampfschifffahrts Ges. | 391·2 \| 50·4 \| 26·9 P&B238′F45′ *W B* | Hamburg German | T.3Cy.26 $\frac{5}{16}$″, 43 $\frac{5}{16}$″ & 76½″– 47 $\frac{5}{16}$″ 345 NHP Gute Hoffnungshütte, Oberhausen | | G |
| 71595 PUUG | — (*ex*Posteiro) *ss*Rio.2ndNo.3–4,33 *ss*Rio.No.1–39 1 *Dk (Stl)* | **TwinSc** *2306* *1604* *1390* | ✠ 100A1 2,41 ~~2,88~~ BS6,40 2,41 ✠ LMC2,39 | Rio | *r* | CL ~~1,39~~ 2,41 | 1909 11mo | Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's A P* | Lloyd Nacional Soc. Anon. | 275·0 \| 43·5 \| 16·0 P26′B161′F30′ FK *Cell D B a 68′ u E 16′* | R. Janeiro Brazilian | T.6Cy.15½″, 25½″ & 41½″–27″ 180 lb (*r*) 232 NHP 2SB, *6cf*, GS 122, HS 4160 Richardsons, Westgarth & Co. Ld. Mdb. | 17 ″ 6 s 1 ″ 6½ 16 ″ 4 | |
| 71596 EAAH | **Campoamor** *Oil Eng.* D.F. *ss*Bcl.No.1–35 *Mchy. Aft* 1 *Dk (Stl) 2nd dk (Stl)* *clear of cargo tanks & Web frames* *Longitudinal framing–bracketless system* | **TwinSc** 7873 6912 4445 | ✠ 100A1 5,38 ~~LMC6,40~~ ~~DBS6,40~~ ~~6,40~~ DBS ~~6,40~~ 6,40 ~~4,76~~ *Carrying Petroleum in bulk* | Bbo | *e* † | CL ~~5,88~~ 5,40 | 1931 2mo | Cia Euskalduna de Const. Bilbao *Lloyd's A & CP* | Cia. Arrendataria del Monopolio de Petroleos S.A. *Cell D B u E 79′ 293 t F P T 159 t A P T 224 t* | 455·0 \| 59·0 \| 34·0 P113′B31′F34′ FK | Bilbao Spanish 19 *B H pt Cem* | Oil Engines 4S.C.SA 14Cy.23⅜″–43 $\frac{7}{16}$″ 754 NHP 2DB–*150 lb* Maschfbk. Augsburg-Nürnberg, Augsburg | 34 ″ 0 s 7 ″ 4½ 26 ″ 9½ | |
| 71597 EAEC | **Campomanes** D.F. *ss*Bcl.No.2–40 *Mchy. Aft* 1 *Dk (Stl) 2nd dk (Stl)* *clear of cargo tanks & Web frames* *Longitudinal framing–bracketless system* ~~*Carrying Petroleum in bulk*~~ | **TwinSc** *Oil Eng.* | 6276 5343 3748 | ✠ 100A– 12,40 DBS6,40 ✠ LMC12,40 *Carrying Petroleum in bulk* ~~*(Restriction from time contemplated)*~~ | Bcl | *z* | CL 11,40 | 1932 3mo | Soc. Española de Const. Naval Cadiz | Cia. Arrendataria del Monopolio de Petroleos S.A. *Cell D B u E 79′ 464 t F P T 109 t A P T 229 t* | 405·5 \| 57·9 \| 30·2 P102′B26′F35′ FK | Cadiz Spanish 17 *B H* | Oil Engines 4S.C.SA 12Cy.23½″–47½″ 622 NHP 2DB–*150 lb* Akt. Burmeistr & Wain, Cpn | 30 ″ 2 | |
| 71598 104 IOVW | **Campopisano** (*ex*Isabella–36, *ex*Scheveningen) *Mchy. Aft* 1 *Dk* | 344 257 166 | | | | | 1917 | N.V.v.d. Kuy&v.d. Ree's Schpsw. Rotterdam | Società di Monteponi | 141·4 \| 23·1 \| 11·0 132·1 Q56′B9′F15′ *W B* | Savona Italian | T.3Cy.9½″, 15¾″ & 26¾″–20″ 32 NHP N.V.v.d.Kuy&v.d.Ree's Mch.Rot. | | I |
| 71599 PUAP | **Campos** (*ex*Asuncion) 2 *Dks 3 trB* | 4663 3824 3018 | | | | | 1894 | Blohm & Voss Hamburg | Lloyd Brasileiro | 376·1 \| 46·1 \| 27·2 P&B226′F54′ | R. Janeiro Brazilian | Q4Cy21½″, 31½″, 46″ & 66″–48″ 302 NHP Blohm & Voss, Hamburg | | |
| 71600 PUAQ | **Campos Salles** (P) (*ex*Alfenas, *ex*San Nicolas) *Fitted for oil fuel* 2 *Dks 3 trB* | 4739 3845 3041 | | | | | 1897 | Blohm & Voss Hamburg | Lloyd Brasileiro | 375·8 \| 46·3 \| 27·5 P&B226′F54′ *W B* | R. Janeiro Brazilian | Q.4Cy.21½″, 31½″, 46″ & 66½″– 50½″ 314 NHP Blohm & Voss, Hamburg | | C |
| 71601 EAXA | **Camprodon** *ss*Val.No.1–40 *Mchy. Aft* 1 *Dk* *Longitudinal framing–bracketless system* | **TwinSc** 1024 919 447 | ✠ 100A1 3,40 ✠ LMC3,40 ✠ NB3,6 *fitted* 6,38 *Carrying oil in bulk* *Fitted for oil fuel* 5,34 | Val | *k* | 2,40 *F.P. above* *F.P. above* | 1934 5mo | Corcho Hijos S.A Santander *Lloyd's A & CP* | Cia. Arrendataria del Monopolio de Petroleos SA. *Cell D B u E 19′ 20 t F P T* | 180·1 \| 35·1 \| 13·4 *36·5* FK Q56′F34′ *Trunk 90′* *12 t A P T 31 t* | Barcelona Spanish 7 *B H pt Cem* *pt Asp* | C.4Cy.13½″ & 27″–18″ (*s*) 125 lb 127 NHP 1SB, *3cf*, HS 2551 FD Hijos de J. Barreras SA Vigo | 13 ″ 6 | |
| 71602 148282 GBJW | **Campus** *ss*Cdf.No.1–39 *ss*Lth.No.3–3,35 D.F. 1 *Dk (Stl)* | 3667 3403 2250 | ✠ 100A1 ~~11,43~~ 11,40 ~~Cdf~~ Lth ~~4,30~~ ~~LMC5,38~~ BS ~~5,40~~ 5,41 5,39 | Bry | *w* | CL ~~12,37~~ 11,40 | 1925 3mo | Nthmblnd S.B. Co. Ld. Newcastle *Lloyd's A & CP* | Tempus Shipping Co. Ld (W.H. Seager & Co. Ld. *Mgrs.*) *Cell D* | 362·5 \| 50·9 \| 22·5 P33′B221′F30′ FK B317′1042 *t F P T 80 t* *A P T 100 t* | Cardiff British 6 *B H Cem* | T.3Cy.25″, 41″ & 68″–45″ (*r*) 180 lb 369 NHP 3SB, *9cf*, GS 165, HS 6120 N.E. Marine Eng. Co Ld Nwc | 24 ″ 8 s 3 ″ 0 21 ″ 10½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned; now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in. | 15 Registers of L.R. classed, if not in L.R. Date of Withdrawal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71603 / 145464 / CYKQ | **Campuzano** *ss*Bbo.No.2–41 TwinSc *Oil Eng.* ~~*ss*Cdr.No.1–37~~ *Mchy.Aft* 1*Dk*(*Stl*)2*ndk*(*Stl*) D.F. *clear of cargo tanks* *Web frames* *Longitudinal framing-bracketless system* | 6320 / 5471 / 3635 | ✠100A1 3,41 ~~11,38~~ DBS3,41 *Carrying Petroleum in bulk* | Bbo | *z* | CL ~~11,38~~ 3,41 | 1932 / 9mo / *Lloyd's* | Union Nav. de Levante SA Valencia | Cia. Arrendataria del Monopolio de Petroleos S.A. *Cell D Bu E* 79′ | 414·0 P103′ *FPT* 10*st* | 57·5 B31′ *APT* 224*t* | 31·0 F34′ FK 333*st* | Valencia Spanish *WB* | Oil Engines 4S.C.SA 12Cy.23¼″–47¼″ 622NHP 2DB *150lb* Akt.Burmeistr&Wain,Cpn | 30 ″ 2 s 5 ″ 3½ 25 ″ 1½ | |
| 71604 / 145464 / CYKQ | **Camrose** (*ex*Glenarm,*ex*Veulettes, *ex*S.N.Parent) *Mchy.Aft* 1*Dk* | 1564 / 1331 / 1005 | | | | | 1903 | Detroit S.B Co. Wyandotte | | 245·8 Q88′ | 41·0 F36′ | 15·3 | Montreal British *WB* | T.3Cy.18″,25″&42″–30″ 97RHP Detroit S.B.Co.Detroit | | |
| 71605 / 163555 / MBCC | **Camroux I** *Oil Eng.* *ss*Shl.No.1–39 *Mchy.Aft* 1*Dk* *Cruiser Stern* *Cargo battens not fitted* | 324 / 236 / 151 | ✠100A1 11,40 ~~1,39~~ ✠LMC CS2,39 ✠NE8,37 ~~8,37~~ 11,40 | Shl | *e* | OG ~~1,39~~ 10,40 | 1934 / 12mo / *Lloyd's* | J.Pollock Sons&Co.Ld. Faversham | Newcastle Coal& Shipping Co.Ld. *Cell D B* 77′11 | 130·0 P37′F19′ FK 3*t* *FPT* 5*t* | 25·1 B *APT* 25*t* | 8·7 | London British 3 *BH pt Cem pt Asp* | Oil Engines 4S.C.SA 6Cy.11 1/16″–17½″ 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 10 ″ 9 s 1 ″ 0¾ 9 ″ 9½ | |
| 71606 / 163567 / MBQY | **Camroux II** *Oil Eng.* *ss*Shl.No.1–39 *Mchy.Aft* 1*Dk* *Cruiser Stern* *Cargo battens not fitted* | 324 ~~164~~ 151 | ✠100A1 8,39 ✠LMC CS8,39 ✠NE11,37 8,39 | Shl | *e* | OG N8,39 | 1935 / 2mo / *Lloyd's* | J.Pollock Sons&Co.Ld Faversham | Newcastle Coal& Shipping Co.Ld. *Cell D B* 77′11 | 130·0 P37′F19′ FK 3*t* *FPT* 5*t* | 25·1 B *APT* 25*t* | 8·7 | London British 3 *BH pt Cem pt Asp* | Oil Engines 4S.C.SA 6Cy.11 1/16″–17½″ 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 10 ″ 9 s 1 ″ 0¾ 9 ″ 9½ | |
| 71607 / 164554 / MKMV | **Camroux III** *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* | 409 / 298 / 257 | ✠100A1 ~~Shl~~ Examined 9,40 Brs ✠LMC 11,35 | | *g* | OG 12,38 | 1935 / 11mo / *Lloyd's* | Smith's Dock Co.Ld. S.Bank,Mdb. | Q.M.Camroux&Co. Ld.(D.G.Harris, *Mgr.*) *Cell D B* 105′133*t* | 161·5 P37′F22′ FK *FPT* 6*t* | 26·1 B *APT* 19*t* | 9·4 | London British 4 *BH pt Cem* | Oil Engines 4S.C.SA 6Cy.11″–17 1/16″ 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 11 ″ 6 s 1 ″ 7½ 10 ″ 0 | |
| 71608 / 166428 / GMMF | **Camroux IV** *Oil Eng.* Wireless 1*Dk* *Mchy.Aft* *Cruiser Stern* | 590 / 361 / 306 | ✠100A1 9,40 7,38 Bly ✠LMC 4,38 | Shl | *h* | 9,40 | 1938 / 4mo / *Lloyd's* | N.V.T. van Duijvendijk's Schpsw. Lekkerkerk | New castle Coal& Shipping Co.Ld. *Cell D B* 102′163*t* | 162·5 170·0 (O.L.) P45′Q102′F17′ FK *FPT* 54*t* | 28·8 B *APT* 30*t* | 9·6 | London British 4 *BH Cem* | Oil Engines 4S.C.SA 8Cy.11″–17 1/16″ 94NHP Humboldt Deutzmotoren, A.G.Köln-Deutz | 11 ″ 10 s 4 ″ 2 11 ″ 5¾ | |
| 71609 / FOHB | **Canada** (P) TwinSc *Ref.Mchy.* D.F. 6*Dks* | 9684 / 8286 / 5668 | | | | | 1912 | Forg.&Ch. de la Médit. La Seyne | Cie.Générale de Nav.à Vap.Cyp. Fabre (Fabre Line) | 476·0 B207′ | 56·5 | 33·8 | Marseilles French *WB* | T.6.Cy.30 4/16″,49 13/16″&79 1/16″–51 7/16″ 900NHP Forg.&Ch.dela Medit.Msl. | | V |
| 71610 / 6413 / SDQN | — (P) TwinSc3Mst *Oil Eng.* D.F. *ss*Mmo.No.3–6,33 E.S.D. *ss*Cpn.No.1–38 2*Dks*(*Stl*) & *Shelter dk*(*Stl*) | 5527 / 4977 / 3412 | ✠100A1 *Shelter dk with freeboard* 1,40 DBS6,40 ~~DBS5,40~~ ✠LMC2,38 ✠LMC(M)1,40 | Got | *a*† | OG P11,38 S3,39 | 1921 / 2mo / *Lloyd's* | Aktieb. Götaverken Gothenburg | Rederi Aktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *Cell D B* 368′15 00*t* | 426·9 FK *Collision* *Wing tank a* 336*t* | 56·2 *BH to Sh dk* 6 ″ ″ *U* ″ *FPT* 9*4t* | 26·1 *APT* 72*t* | Stockholm Swedish *Cem* DB–*80lb* | Oil Engines 4S.C.SA 12Cy.24 1/16″–37 1/16″ 717NHP Aktieb.Götaverken,Got | 30 ″ 0 s 3 ″ 11½ 26 ″ 3½ | |
| 71611 / 6314 / SDNO | — (*ex*Federal–38, *ex*C.A.I.M.Primero) TwinSc *Oil Eng.* *Mchy.Aft* 1*Dk* | 991 — 754 | | | | | 1926 | Deutsche Werft A.G. Hamburg | Cia.Argentina de Nav.Mihanovich Ltda. | 217·6 Q19′B34′F20′ | 38·0 | 10·1 | Bns.Aires Argentine *WB* | Oil Engines 4S.C.SA 8Cy.9 13/16″–13¾″ 75NHP Motorenwerke vorm.Benz. Mannheim | | |
| 71612 / 6314 / SDNO | **Canadia** 1*Dk* | *1381* *1190* *730* | | | | | 1920 | Limhamns Skeppsv.A/B Limhamn | Rederiaktieb. Svenska Lloyd (K.R.Bökman, *Mgr.*) | 240·1 P&B185′F25′ | 38·1 | 16·0 | Gothenbrg Swedish *WB* | T.3Cy.18″,29½″&40″–31½″ 128NHP Limhamns Skeppsvarv A.B. | | V |
| 71613 / HPOA | **Canadian** (*ex*Golden West–37, *ex*West Ivan) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks* D.F. | 5802 5113 3639 | | | | | 1919 | J.F.Duthie & Co. Seattle,Wash | Cia.Colonial de Navegacion | 410·3 P44′B115′F47′ | 54·2 | 27·7 | Panama Pnamanian *WB* | T.3Cy.24¾″,41½″&72″–48″ 359NHP Hooven,Owens,Rentschler Co.Hamilton,O. | | R |
| Now "Hokusei Maru," see No. 83337 in Supplement | | | | | | | | | | | | | | | | |
| 71614 / 125427 / CYBJ | — D.F. *Mchy.Aft* 2*Dks* | 2214 2068 1444 | | | | | 1907 | W.Dobson & Co. Newcastle | Canada Steamship Lines,Ld. | 248·3 F43′ | 43·0 | 22·8 | Montreal British *WB* | T.3Cy.19″,32″&52″–36″ 162NHP Wllsnd Slpwy.Co.Ld.Nwc. | | C |
| 71615 / 150463 / VGNB | **Canadian Cruiser** (P) *ss*Mtl.No.3–8,33 *ss*Mtl.No.1–37 *Ref.Mchy.* 2*Dks*(*Stl*) & *Shelter dk*(*Stl*) | 7178 6664 4413 | ✠100A1 *Shelter dk with freeboard* 9,39 ✠LMC M85,38 BS ~~11,40~~ 10,40 *Fitted for oil fuel* 11,21 | NYk | *b*† | CL 11,37 *F.P. above* | 1921 / 11mo / *Lloyd's* | Halifax Shipyards,Ld Halifax,N.S. A&CP | Canadian Tramp Shipping Co.Ld. *Cell D B* 360′ 1159*t* | 430·0 P46′F45′ *on Shelter dk* FK 150° F. | 56·2 *Ta* 24′625*t* | 34·8 *FPT* 132*t* | Montreal British *pt Cem* 2 *BH to S dk* 5 ″ ″ *U* ″ *APT* 128*t* | T.3Cy.29½″,50″&80″–54″ (*s*) 180lb 705NHP 4SB.*12cf*,GS264,HS10848FD Tidewater Shipbuilders, Three Rivers,P.Q | 38 ″ 0 s 9 ″ 2½ 29 ″ 2 | |
| 71616 / 167188 / GQGV | **Canadian Star** *Oil Eng.* D.F. E.S.D. 2*Dks*,3*rd dk except* *Ref.Mchy.* *in No. 5 hold* *Cruiser Stern* | 8293 7273 5004 | ✠100A1 *with freeboard* 2,41 ~~3,40~~ ✠LMC2,39 ✠Lloyd's ~~LMC3,40~~ 7,41 2,41 ~~3,40~~ No. 5 upper 'tween dk. chambers for temp. 5° F. All other chambers for temp. 15° F. | Lon | *c*† | CL 2½ | 1939 / 2mo / *Lloyd's* | Akt.Burmeistr&Wain Copenhagen | Union Cold Storage Co.Ld.(Blue Star Line,Ld. *Mgrs.*) *Duct keel forward of mchy. space* *Cell D B* 387′ 1418*t* | 447·2 463·9 (O.L.) P30′F54′ FK *Tanks at sides of* | 60·2 | 36·0 | London British *pt Cem* 7 *BH to W dk tunnel* 290*t* | Oil Engines 2S.C.DA 6Cy.24 7/16″–55 1/8″ 1236NHP 2DB *80lb* Akt.Burmeistr&Wain,Cpn *FPT* 67*t* *APT* 199*t* | 39 ″ 0 s 9 ″ 8¾ 29 ″ 9 | |
| 71617 / 207479 | **Canadiana** (P) 2*Dks* | 974 — 427 | | | | | 1910 | Buffalo Dry Dock Co. Buffalo,N.Y. | Crystal Beach Transit Co.Inc. | 209·7 | 45·0 | 15·8 | Buffalo NY Utd.States | T.3Cy.20″,32″&50″–36″ 150NHP Detroit S.B.Co.Detroit | | |
| 71618 / 116576 | **Canadoc** (*ex*Mars,*ex*E.A.S.Clarke, *ex*H.C.Frick) *Mchy.Aft* 1*Dk2trB* | 4580 4340 2894 | | | | | 1899 | American S.B.Co. Cleveland,O. | Paterson Steamships Ld. | 421·9 | 50·2 | 23·9 | Ft.William Ont. British *WB* | T.3Cy.20 5/8″,37½″&63″–42″ 257NHP American SB.Co.Cleveland | | R |
| 71619 | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Forme assignée maintenant aspiré. Lettre d'Enrôlement. | 7* Date de la dernière visite de survie. | 8 9 Construit. Quand. Navire. Mach. | Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pi. | 15 Registres de cotes, si ce n'est dans le L. R. Durée Cert. R. of F. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71620 152787 VGDN | **Canadolite** Twin Sc *Oil Eng.* D.F. *ss* Mtl. No. 3–7, 38 GyC. 1 *Dk (Stl) & Shelter dk (Stl)* *Mchy. Aft* *& Web frames* *Longitudinal framing* *Cruiser Stern* | 11309 10782 5781 | ✠100A1 *Shelter dk* *with freeboard* 4,40 ~~5,80~~ ✠LMC CS5,39 DBS5,39 4,40 6,37 *Carrying Petroleum in bulk* | NNs | *f*† | CL ~~38,37~~ s87,38 r3,40 | 1926 4 mo *Lloyd's* | Frd. Krupp Act. Ges. Kiel *SA&CP* | Imperial Oil Ld., Marine Department. (H.J. Rahlves, *Mgr.*) *Cell D Bu E* 45′175 *t* 133 *t D T f* 37′321 *t* | 510·9 \| 68·2 \| 37·9 B34′F42′ FK | Montreal British 21 *B Hpt Cem* *pt Asp* 20 *B H to S dk* 1 ,, ,, *U* ,, | Oil Engines 2S.C.SA 8Cy. 25$\frac{5}{16}$″–51$\frac{1}{16}$″ 905 NHP 2 Water Tube DB–*200 lb* Frd. Krupp A.G. Kiel | 38 ″ 0 ~~9~~ ″ 1$\frac{1}{2}$ 29 ″ 2$\frac{1}{2}$ | |
| 71621 TCAY | **Canakkale** (P) (*ex* Chanak-Kale, *ex* Lizard) Wireless 2 *Dks* | 1332 — 634 | | | | | 1895 | WB Thmpson & Co. Ld. Dundee | T.C. Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 246·5 \| 33·7 \| 16·2 P150′F52′ *WB* | Istanbul Turkish | T.3Cy.23″,38″&61″–48″ 258 NHP W.B. Thompson & Co. Ld | | |
| 71622 141478 CYGK | **Canatco** (*ex* Canadian Gunner) 2 *Dks* | 2415 2044 1455 | | | | | 1919 | The Collng wood SB Co. Ld Collingwood | Canada Atlantic Transit Co. (C.H. Nicholson, *Mgr.*) | 251·0 \| 43·0 \| 23·6 P24′B64′F23′ *WB* | Montreal British | T.3Cy.18″,30″&50″–36″ 150 NHP Collingwood S.B.Co.Ld. | | R |
| 71623 132441 VJBX | **Canberra** (P) Twin Sc *ss* Syd. 2nd No. 3–4, 38 *Ref. Mchy.* 2 *Dks (U Stl–ws, 2nd pt Stl) o* *Shelter dk (Stl–ws) & Shade dk* *(Stl-teak s)* | 7710 6668 ~~4267~~ 4094 | ✠100A1 *Shelter dk* *with freeboard* ~~5,40~~ 4,39 3,41 ~~BS4,40~~ ~~DBS4,39~~ ✠LMC 4,38 | Syd | *b*† | CL ~~35,37~~ ~~32,39~~ P4,40 s3,41 | 1913 3 mo *Lloyd's* | A. Stephen & Sons, Ld. Glasgow *SA&CP* | Australian Steam-ships Proprietary Ld. (*Man. Agents*, Howard Smith Ld) *Cell D Ba* 88′ *u* | 410·0 \| 57·2 \| 38·4 426·5 (o.l.) *E & B* 97′ *f* 140′ 949 *t F* | Melbourne British 7 *B H Cem* | Q.8Cy.24½″,35″,50″&70″–48″ 215 lb (*s*) FD 1202 NHP 6SB.24*cf*, GS465, HS18808 A. Stephen & Sons, Ld. Gls. | 41 ″ 7 s18 ″ 6½ 23 ″ 6 | |
| 71624 41765 JPLK | **Canberra Maru** *ss* Kob. No. 1–40 *Oil Eng.* *Ref. Mchy.* 2 *Dks*, 3rd dk except in aftermost hold *Cruiser Stern* | 6477 5837 3858 | ✠100A1 *with freeboard* Kob 10,40 ✠LMC CS10,40 DBS10,40 10,40 ✠Lloyd's RMC 12,40 | Tama | *b*† | CL 7,39 | 1936 6 mo *Lloyd's* | Mitsui Bussan Kaishi, Ld. Tama *SA&CP* | Osaka Syosen K.K. *Cell D B* 327′939 *t* *Tanks in way of* | 424·7 \| 57·4 \| 36·1 F39′ FK *tunnel* 83 *t F P T* 40 *t* | Osaka Japanese 8 *B H* | Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$″–55$\frac{1}{2}$″ 1231 NHP DB *100 lb* Mitsui Bussan Kaisha, Ld. Tama | 36 ″ 1 s10 ″ 10$\frac{1}{2}$ 25 ″ 4$\frac{1}{2}$ | |
| 71625 EADL | **Candina** (*ex* Francisca Uravain, *ex* Petingandet, *ex* Gloxinia) D.F. 1 *Dk (Irn) & deep framing* *ss* Bbo. 2nd No. 3–6, 28 ~~*ss* Bbo. No. 2–39~~ *ss* Bbo. No. 3–10, 39 | 2587 2365 1616 | ✠100A1 10,39 ✠LMC BS5,39 MS10,39 | Bbo | *t* | OG 10,39 | 1897 1 mo *Lloyd's* | Tyne I.S.B. Co. Newcastle *SA&CP* | Cia. Nav. Bidasoa (A. Candina, *Mgr.*) *Cell D Ba* 100′ | 313·0 \| 45·0 \| 20·7 P28′B72′F33′ FK *u E & B* 38′ *f* 126′ 679 *t* | Bilbao Spanish 6 *B H Cem* | T.3Cy.23″,38″&61″–39″ (*r*) 180 lb NDB09 258 NHP 2SB, 6*cf*, GS90, HS4088 N.E. Marine Eng. Co Ld Nwc | 23 ″ 1 s 3 ″ 9 19 ″ 6 | |
| 71626 1314 CBCA | **Canelos** (*ex* Sonja–38) D.F. E.S.D. 1 *Dk (Stl)* *Cargo battens not fitted in tween dks & after holds* | 2794 — 1755 | ✠100A1 6,39 BS~~7,39~~ 10,40 ✠LMC 9,38 | Vpo | *s* | CL 9,38 | 1930 9 mo *Lloyd's* | Antwerp Eng. Co. Ld. Hoboken *SA&CP* | Haverbeck & Skalweit *Intermediate bulkhead* *in forward hold dispensed with* *Cell D B* 243′675 *t F P T* 59 *t A P T* 101 *t* | 295·3 \| 43·7 \| 17·9 308·0 (o.l.) P27′B165′F34′ FK | Valdivia Chilian 4 *B H Cem* | T.3Cy.21½″,35″&57″–39″ (*s*) 180 lb 242 NHP 2SB (Spt) 6*cf*, GS105, HS4044 N.E. Marine Eng. Co. Ld. Sld | 20 ″ 4 | |
| 71627 136147 GKWX | **Canford Chine** (*ex* Bryntawe–36) D.F. 1 *Dk (Stl)* | 3364 3082 2094 | ✠100A1 10,39 BS11,40 MS2,37 ✠LMC ~~BS10,39~~ | Bry | *v* | CL ~~10,39~~ ~~11,40~~ 12,40 | 1917 12 mo *Lloyd's* | Richardsn, Duck & Co. Ld. Stockton *SA&CP* | Chine Shipping Co. Ld. *Cell D Ba* | 345·1 \| 47·8 \| 22·3 356·4 (o.l.) P29′B100′F33′ FK 118′ *u E* 22′ *f* 149′ 854 *t* | Swansea British 6 *B H Cem* *A P T* 104 *t* | T.3Cy.24$\frac{7}{16}$″,40″&65″–42″ 180 lb 308 NHP 2SB.6*cf*, GS115, HS4900 Blair & Co. Ld. Stockton | 24 ″ 7 s 4 ″ 1½ 20 ″ 9 | |
| 71628 LFSG | **Canis** (*ex* Sophus Magdalon, *ex* Sailing Vessel Olga, *ex* Andrew Welch) *ss* S.Fo.2nd No. 3–8, 15 *Mchy. Aft* 1 *Dk 2 tr B* | 934 796 546 | ✠ 10,17 | Got | *p* | | 1888 9 mo | Russell & Co. Port Glasgow | Det Bergenske Dampskibsselskab | 185·6 \| 36·1 \| 17·5 P97 *t* H30 *t* BK10″ | Bergen Norwegian 1 *B H Cem* | Oil Engines 2S.C.SA. 4Cy.15$\frac{3}{8}$″–28$\frac{1}{16}$″ 172 NHP NDB08 A/B Atlas Diesel, Skm | 20 ″ 4 | N † |
| 71629 TCAX | **Cankaya** (*ex* Behar, *ex* Tchan-Kaya, *ex* Ogour, *ex* Meg) Trp Sc *Oil Eng.* *Carrying Petroleum in bulk* | 454 — 251 | | | | | 1917 | Atel. & Ch. de Bretagne Nantes | Isak Bahar | 114·8 \| 24·1 \| 10·1 | Istanbul Turkish | Oil Engines 4S.C.SA 6Cy.11″–13$\frac{3}{4}$″ Oil Engines 2S.C.SA 3Cy.11″–11$\frac{7}{16}$″ 135 NHP *fitted* 26 The Wolverine Motor Wks. Inc. Bridgeport, Conn. | | |
| 71630 145462 CYKR | **Canmore** (*ex* Glenfarn, *ex* Paramé, *ex* J.S. Keefe) *Mchy. Aft* 1 *Dk* | 1558 1326 1000 | | | | | 1903 | Buffalo Dry Dock Co. Buffalo, N.Y. | | 246·1 \| 41·0 \| 15·2 Q60′F36′ *WB* | Montreal British | T.3Cy.15″,25″&42″–30″ 97 RHP Detroit S.B.Co. Detroit | | |
| 71631 PUYA | **Cannaveiras** (P) Twin Sc 1 *Dk (Teak) & Shade dk (Teak)* | 760 482 395 | ✠ 9,13 ✠ | Trn | *l* | | 1910 9 mo | Ailsa S.B. Co. Ld. Troon | Cia. de Nav. Bahiana | 200·2 \| 32·1 \| 11·1 FK *FPT* 15 *t A P T* 36 *t* | Bahia Brazilian 4 *B H Cem* 1SB, 3*cf*, GS64, HS2542 Ailsa S.B. Co. Ld. Troon | T.6Cy.13$\frac{1}{2}$″,22″&36″–24″ 152 NHP | 11 ″ 10 | |
| 71632 125242 VJJC | **Canonbar** Wireless 1 *Dk* | 708 511 363 | | | | | 1910 | Ardrossan DD & E. Co. Ld. Ardrossan | John Burke, Ld. | 185·8 \| 32·1 \| 11·0 Q93′B12′F20′ | Brisbane British | T.3Cy.15″,25″&40″–27″ 83 NHP D. Rowan & Co. Glasgow | | |
| 71633 143660 GCKM | **Canonesa** *Fitted for oil fuel* *Ref. Mchy.* 3 *Dks* *Cruiser Stern* | 8286 5941 5102 | | | | | 1920 | Workman, Clark & Co. Ld Belfast | Furness-Houlder Argentine Lines Ld | 450·2 \| 58·3 \| 37·1 P35′F44′ *WB* | Liverpool British | 2 Steam Turbines DR geared to 1 sc shaft Wrkman, Clark & Co. Ld. Bel | | C |
| 71634 202141 WNPG | **Canopus** (*ex* George H. Russel) D.F. Gy C. *Mchy. Aft* 1 *Dk* | 4978 — 3770 | | | | | 1905 | Gt. Lakes Eng. Works St. Clair, Mich | Interlake S.S. Co. (Pickands, Mather & Co. *Mgrs.*) | 462·0 \| 50·0 \| 24·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.22″,36″&60″–40″ 228 NHP Great Lakes Eng. Wks. Det. | | R |
| 71635 OFBR | — (*ex* San Mateo–37) Wireless D.F. 1 *Dk & Shelter dk* | 1592 — 763 | | | | | 1911 | Wood Skinner & Co. Ld. Newcastle | Finska Ångf. A/B | 282·6 \| 40·8 \| 17·3 270·0 P83 *t* H112 *t* F10 *t* | Helsingfrs Finnish *WB* | T.3Cy 22″,36″&60″–39″ 225 NHP N.E. Marine Eng. Co Ld Nwc | | N |
| 71636 101490 ZMCL | — 3 Mst *Mchy. Aft* *Well deck* *ss* Lyt. No. 2–12 1 *Dk & deep framing* | 1337 1063 835 | ✠ ... 10,16 | | | | 1903 5 mo | C.S. Swan & Hunter, Ld Newcastle | ~~Westport Coal Co. Ld.~~ R.W. Miller & Co. Pty. Ld. | 250·4 \| 35·1 \| 15·7 Q144′F28′ FK *WB* | Sydny NSW British | T.3Cy.21″,35″&56″–39″ 222 NHP W Ilsnd Slpwy. Co. Ld. Nwc. | 18 ″ 5 | |
| 71637 174318 ~~PPMR~~ ~~VYZE~~ DCDB | **Cantal** (*ex* Unkai Maru No. 6) D.F. *ss* Hav. No. 3–9, 28 *ss* Dnk. No. 2–37 2 *Dks (Stl) & Web frames* *Longitudinal framing* | 3178 2712 1908 | ✠100A1 1,40 BS8,39 ✠LMC 5,37 | Hav | *t* | CL 1,40 | 1916 7 mo | Osaka Iron Works, Ld. Osaka *SA&CP* | ~~Cie. Gén. Trans-atlantique~~ Ministry of Shipping (Thos. H. Seed & Co. Ld. *Mgrs.*) *Cell D B* 255′ 519 *t F P T* | 305·2 \| 43·7 \| 24·9 P19′B82′F32′ FK *B H Cem* 76 *t A P T* 20 *t* | London British | T.3Cy.22″,37″&61″–42″ (*s*) 180 lb 288 NHP 2SB.6*cf*, GS90, HS3824 FD Osaka Iron Wks. Ld. Osaka | 27 ″ 3 s 4 ″ 3 23 ″ 2 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 6 Years Assigned now ex pired. Equipment Letter. | 7 Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed if built in U.K. Inspection of Tradesmen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71638 161199 GSXR | **Canterbury** (P) TwinSc *Fitted for oil fuel* *CruiserStern* 2*Dks*3*trB* | 2910 1678 1153 | ✠100A1 12,30 ~~9,39 10,40~~ ✠LMC7,39 DBS10,40 | Lth | *g* | CL ~~7,39~~ 12,40 | 1929 | W.Denny &Bros.Ld. Dumbarton | SouthernRailway | 329·6 | 47·1 | 16·9 | London British *WB* | 4 Steam Turbines SR geared to 2 sc shafts W.Denny&Bros.Dumbrtn. | | BT till 3,41 |
| 71639 146067 MKSQ | **Cantick Head** 3Mst (*ex*Oriole-38) *ss*Lon.No.3-7,34 *Mchy.Aft* *ss*Lth.No.1-39 *Well deck* 1*Dk*(*Stl*) | 488 316 217 | ✠100A1 12,30 ~~9,39 10,40~~ ✠LMC7,39 DBS10,40 | Lth | *g* | CL ~~7,39~~ 12,40 | 1921 8mo | J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP* | A.F.Henry& MacGregor,Ld. *CellDB*95′114*t* | 160·2 Q92′B11′F24′ *FPT*33*tAPT*12*t* | 25·2 FK | 9·7 ( | Leith British *3BHptAsp ptCem* | T.3Cy.12½″,21″&34″-24″ (*s*) 180lb 66RHP 1SB,3*pf*,GS52,HS1573 J.Lewis&Sons.Ld.Abn. | 11 ″ 9 s 3 ″ 8½ 11 ″ 8 | |
| 71640 166555 GDDT | **Canton** (P) TwinSc D.F. E.S.D. 3*Dks*,4*th dk in fwd.holds* *Ref.Mchy.* GyC. *CruiserStern* | 15784 12112 9255 | ✠100A1 *withfreeboard* 4.40 ✠LMC9,38 ✠Lloyd'sRMC6,39 *Fitted for oil fuel* 9,38 DBS6,35,40 2,38 | Gls | *k*† 2*g* | CL *F.P. above* | 1938 9mo | Alexander Stephen& Sons,Ld. Glasgow *Lloyd'sA&CP* | P.&O.Stm.Nav.Co. *DB*463′1771*t* *Tank tunnels*941*t* *Wing* *Cell* | 541·6 563·3(O.L.) B287′F91′ *s at sides of tanks f*301*t* | 73·3 FK ( *FPT*69*t* | 41·9 *APT*178*t* | London British *9BHptAsp* *Coll to W dk* 8 „2nd„ | 6 Steam Turbines SR geared to 2 sc shafts (*s*) 4032NHP 4WTB465lb(Spt435lb), HS31800 FD Alex.Stephen&Sons,Ld. | 46 ″ 0 s 16 ″ 8½ 29 ″ 6 | |
| 12/40 71641 6698 SGBN | — TwinSc3Mst *OilEng.* D.F. *ss*Cpn.No.3-8,32 *ss*Got.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) 2*nd dk*(*Stl*)*except in after hold* *Cruiser Stern* | 5779 5144 3432 | ✠100A1 *Shelter dk withfreeboard* 5,40 ~~8,39~~ ✠LMC C88,36 DBS~~6,35~~,40 2,38 | HKg Sba | *a*† SN P5,40 | CL ~~2,38~~ 12,38 | 1922 1mo | A/BÖre- sundsvarvet Landskrona A&CP | A/BSvenska Ostasiatiska Kompaniet (G.Borin,*Mgr.*) *CellDB*37 | 436·0 440·0(O.L.) F36′ *on Shelter dk* 6 „ „ *U* „ 2′1224*t* *Tanks at sides of tunnels* | 56·2 34·9 *Collision* | 27·0 FK | Gothenbrg Swedish *pt Cem* *BH to Sh dk* *es of tunnels* | Oil Engines 4S.C.SA 12Cy.29½″-43⅝″ NDB30-*80lb* 988NHP A/BGötaverken,Got. 49′259*tFPT*87*tAPT*60*t* | 30 ″ 0 s 3 ″ 11½ 26 ″ 3 | |
| 71642 FPDC | — (*ex*KongRing,*ex*Condor) Wireless 2*Dks* | 1581 — 976 | | | | | 1915 | G.Seebeck Akt.Ges. Weser- münde-G. | Cie.Asiatique deNavigation | 241·6 P77*t*B150*t*H86*t* F30*t* | 36·1 | 19·3 FK | Haiphong French *WB* | T.3Cy.23⅜″,37⅞″&59″-39½″ 218NHP G.SeebeckA.G.Wsm. | | V |
| 71643 33608 JFCA | **Canton Maru** (P) *ss*Kob.No.1-32 2*Dks*(*Stl-Weather dk* ws) | 2820 2179 1614 | ✠ ... 1,35 ✠ | Kob | *t* | | 1928 10mo | Uraga DockCo.Ld. Uraga | ToaKaiunK.K. *CellDB*257′559*t* | 300·0 P30′B108′F36′ *DTa*16′54*t* | 45·0 FK *FPT*29*t* | 24·7 *APT*17*t* | Osaka Japanese *6BHCem* | T.3Cy.23″,38½″&64″-39″ 435NHP 3SB,9*cf*,GS174,HS6843 UragaDockCo.Ld.Uraga | 24 ″ 9 | |
| 71644 FOZU | **Cantuaria** (P) (*ex*Scanstates-40, *ex*Saguache-32) *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks*&*Webframes* *Ref.Mchy.* Sub.Sig. | 5163 — 3164 | ✠ ... 6,20 ✠ | | | | 1919 1mo | American International S.B.Corp. HogIslandPa | LloydBrasileiro | 390·0 P39′B122′F43′ | 54·2 FK | 28·0 *WB* | R.Janeiro Brazilian | DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| 71645 DHDL | **Cap Arcona** (P) TwinSc *Fitted for oil fuel* Sub.Sig. *CruiserStern* 5*Dks* D.F. E.S.D. GyC. | 27561 17665 15056 | | | | | 1927 | Blohm& Voss Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 643·6 *Promenade dk* 560′ | 84·6 | 41·9 *WB* | Hamburg German | 8 Steam Turbines S.R. geared to 2 sc. shafts Blohm&Voss,Hamburg | | G |
| 71646 FOZT | **Cap Blanc** D.F. *Ref.Mchy.* 1*Dk* | 3317 2725 1764 | | | | | 1932 | Atel.&Ch. de laSeine Maritime Worms et Cie LeTrait,S.I. | Soc.Anon.de Gérance et d'Armement | 320·7 P28′B105′F30′ | 46·1 | 24·0 *WB* | Dunkirk French | T3Cy.21⅝″,35⅛⅜″&59½″-41¾″ NB38 225NHP Atel.&Ch.de laSeine Maritime Worms et Cie. | | V |
| 71647 FOZU | **Cap Cantin** D.F. *Ref.Mchy.* 1*Dk* | 3317 2725 1764 | | | | | 1933 | Atel.&Ch. de laSeine Maritime Worms et Cie LeTrait.S.I. | Soc.Anon.de Gérance et d'Armement | 320·7 P28′B107′F31′ | 46·1 | 24·0 *WB* | Dunkirk French | T.3Cy.21⅜″,35⅛⅜″&59½″-41¾″ 225NHP Atel.&Ch.de laSeine Maritime Worms et Cie. | | V |
| 71648 FOOQ | **Cap Corse** (P) *Fitted for oil fuel* D.F. 2*Dks*3*trB* | 2444 1657 1146 | | | | | 1929 | Atel.&Ch. deBretagne Nantes | Cie.deNavigation Fraissinet | 269·0 P33′B102′F41′ | 41·0 | 22·7 *WB* | Marseilles French | T.3Cy.24 7/16″,39 3/16″&64½″-39 3/16″ 260NHP Atel.&Ch.deBretagne,Nts. | | V |
| 71649 ~~FOQR~~ | **Cap des Palmes** (P) *OilEng.* D.F. 2*Dks*3*trB* *Ref.Mchy.* *CruiserStern* | 3082 2453 2068 | | | | | 1935 | Helsingörs Jernsk.&Msk Elsinore | ~~Cie.deNavigation~~ Fraissinet Ministry of Shipping | 335·6 F86′ | 44·0 | 25·6 | Hamilton, Bermuda. British *WB* | Oil Engines 2S.C.SA )Cy.19½-35 7/16″ 608NHP Akt.Burmeistr&Wain,Cpn | | V |
| 71650 166309 ~~ENTF~~ GNBX | **Cap el Hank** (*ex*Ardennes-38, *ex*NellyLasry) *ss*Msl.No.3-12,34 *ss*Dnk.No.~~1~~-39 D.F. 2*Dks*(*Stl*) | 2578 2144 ~~1473~~ | ✠100A1 1,41 ~~1,39~~ ✠LMC1,39 BS~~3,40~~1,41 | Ant Liv | *t* | CL ~~4,38~~ N12,40 | 1920 7mo | Burntisl'nd S.B.Co.Ld. Burntisland *Lloyd'sA&CP* | Ministry of Shipping(ElderDempsterLinesLd.*Mgs*) *Intermediate'tween dk BH in fore* *Cell*DB*a* | ~~300·7~~ 300·6 P28′B81′F29′ 86′*uE*20′*f*124′523*t* | 43·7 ~~22·5~~ 22·7 FK *hold dispensed with* *FPT*55*tAPT*42*t* | | Liverpool British *Cem* 4*BH to U dk* 1 „ „2nd„ | T.3Cy.22″,36″&59″-39″ (*s*) 180lb 286NHP 2SB.6*cf*,GS142,HS5091 Cooper&Greig,Ld.Dundee *only* | 25 ″ 0 s 4 ″ 2½ 21 ″ 0 | |
| 71651 FNEX | **Cap Falcon** (*ex*IngridSturm) *CruiserStern* 1*Dk* | 1778 1151 1052 | | | | | 1924 | Intrnation' SB.&E.Co.Ld Danzig | Armement L.Mazzella&Cie | 243·6 P24′Q69′ | 36·0 | 23·4 *WB* | Oran French | T.3Cy.17 5/16″,27⅞″&44¼″-31½″ International 110NHP S.B.&E.Co.Ld | | V |
| 71652 FOZV | **Cap Figalo** (*ex*Delta-33) 1*Dk*&*Shelter dk* | 2811 2641 1756 | | | | | 1905 | Akt.Ges. "Neptun" Rostock | Armement L.Mazzella&Cie | 292·1 H18′ | 41·3 | 18·5 25·7 | Oran French *WB* | T.3Cy.20 7/16″,35 4/16″&55 1/16″-35 4/16″ 181NHP A.G."Neptun,"Rostock | | V |
| 71653 FOQW | **Cap Guir** (*ex*Almazora-36) *ss*Gls.No.2-36 Wireless D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 1536 1260 802 | ✠ ... 1,37 ✠ | Gls | *r* | | 1927 4mo | R.Duncan &Co. PortGlasgow | Soc.Anon.de Gérance et d'Armement *CellDB*233′470*t* | 270·2 *FPT*45*tAPT*80*t* | 41·0 FK ( | 15·4 *Coll to Sh dk* | Dunkirk French 4*BHCem* 3 „ 2nd„) | T.3Cy.19″,32″&54″-36″ 247NHP 2SB,6*cf*,GS107,HS4406 D.Rowan&Co.Ld.Glasgow | 17 ″ 2 | V † |
| 71654 FNXD | **Cap Hadid** *Fitted for oil fuel* D.F. E.S.D. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern* | 1700 | | | | | 1938 | Frdrkshvn Værft og Flydk.A/S Fredrikshavn | Soc.Anon. de Gérance et d'Armement | 290·0 | 41·5 | 26·7 *WB* | Dunkirk French | C.3Cy (2)15⅜″&39⅜″-37⅜″& LPturbine with reduction gear & chain drive 269NHP HS4000 HelsingörsJcnsk.&Mskb | | V |
| 71655 FNXO | **Cap Lopez** (*ex*Nicolas Toussaint, *ex*Paso deTenelero, *ex*Sajonia,*ex*Mercurio, *ex*Francisco deIbarra) TwinSc *ss*B.As.No.3-7,17 *ss*DakarNo.2-26 1*Dk*&*Awngdk* Wireless | 1422 1151 787 | ✠ ... 4,30 ✠ | | | | 1906 10mo | J.Frerichs &Co.A.G. Einswarden | Messageries du Sénégal | 236·4 B80′F25′ | 36·1 FK | 18·4 *WB* | Dakar French | T.6Cy.11⅜″,17¾″&30″-22″ 122NHP J.Frerichs&Co.Osterholz | 19 ″ 2 | V † |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant en vigueur. Lettre d'Epreuve. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | 15 Registres où codés, si ce n'est dans le L. R. Dover, Cert. Bur. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71656 | **Cap Norte** (P) (*ex*Sierra Salvada–34, *ex*Cap Norte–32) | **TwinSc** *Fitted for oil fuel* D.F. GyC. *4 Dks.* | 13615 10179 8027 | | | | | 1922 | Vulcan Werke Hamburg | Ministry of Shipping (British India Stm. Nav. Co. Ld. *Mgrs.*) | 499·5 \| 64·0 \| 38·7 B&F402′ | | | British *WB* | Γ.6Cy.26$\frac{7}{16}$″,43$\frac{5}{16}$″&71″–51$\frac{3}{16}$″ & 2 LP Turbines 1200NHP Vulcan Werke A.G. Ham. | | G ~~T~~ |
| Note "Empire Skipper," *see No. 87532 in Supplement* | | | | | | | | | | | | | | | | | |
| 71657 | **Cap Padaran** (P) (*ex*D'Iberville) | | 8009 — 4891 | | | | | 1922 | Atel.&Ch. de la Loire St. Nazaire | Chargeurs Réunis | 417·7 \| 55·1 \| 34·4 B149′F45′ | | | Havre French *WB* | 3 Steam Turbines DR geared to Isc. shaft Atel.&Ch. de la Loire St Naz | | V |
| FNLV | D.F. *3 Dks* | | | | | | | | | | | | | | | | |
| 71658 | **Cap-Pinède** (*ex*Brush–38) | | 1320 | | | | | 1938 | Fredrkstad Mek Vrks A/S Fredrikstad | Cie. France-Navigation, S.A. (*in liq.*) (Cie. Générale Transatlantique, *Mgrs.*) | 251·2 \| 42·3 \| 14·0 F22′ | | | Marseilles French *WB* | C.4Cy.(2)13″&(2)30$\frac{1}{16}$″–28$\frac{3}{4}$″ 82NHP Fredrikstad M.V.A/S Fredrikstad | | VN |
| FNUW | Wireless | *Fitted for oil fuel* *1 Dk & Shelter dk Cruiser Stern* | 1043 714 | | | | | | | | | | | | | | |
| 71659 | **Cap St. Jacques** (P) (*ex*Guichen) | | 8009 — 4891 | | | | | 1922 | Atel.&Ch. de la Loire Nantes | Ministry of Shipping (British India Steam Nav. Co. Ld. *Mgrs.*) | 417·7 \| 55·1 \| 34·5 B148′F45′ | | | Aden ~~Hanoi~~ ~~French~~ British *WB* | 3 Steam Turbines DR geared to Isc. shaft Atel.&Ch. de la Loire, St Naz | | V |
| 174212 ~~FNLW~~ | D.F. *3 Dks* | | | | | | | | | | | | | | | | |
| 71660 | **Cap Sim** (*ex*Genale–37, *ex*I.K.Ward–34) | **TwinSc** *Oil Eng.* | 1906 1570 | | | | | 1929 | Akt. Lindholmen-Motala Gothenburg | Soc. Anon. de Gérance et d'Armement | 267·0 \| 37·5 \| 21·8 P41′*Lower* B66′ *Upper* B21′F29′ | | | Dunkirk French *WB* | Oil Engines 4S.C.SA 12Cy.19$\frac{1}{2}$″–35$\frac{7}{16}$″ 449NHP Gotaverken A/B, Got. | | V |
| FNXM | | *2 Dks* | 944 | | | | | | | | | | | | | | |
| 71661 | **Cap Tafelneh** (*ex*Ariege–38, *ex*Sydney Lasry) | *ss*Msl.No.3–12,34 *ss*Rou.No.1–38 | 2299 2093 1399 | ✠100A1 3,39 BS3,39 ✠LMC2,38 Surveys delayed | Ant | / | CL N1,38 | 1920 9mo | Burntisland S.B.Co.Ld. Burntisland | Soc. Anon. de Gérance et d'Armement | 300·7 \| 43·8 \| 22·5 P28′B81′F33′ FK | | | Dunkirk French | T.3Cy.22$\frac{5}{16}$″,36″&59″–39″ (*s*) 180lb 286NHP | 25 ″ 0 s 4 ″ 2½ | |
| FNUA | D.F. | *2 Dks (Stl)* | | | | | | *Lloyd's* | *A&CP* | *Intermediate tween dk B H in fore* | *hold dispensed with* | | | *Cem* (4 *B H to U dk* 1 ,, ,, *2nd* ,, | 2 SB, *8cf*, GS144, HS5091 Cooper&Greig, Ld. Dundee *only*) | 21 ″ 0 | |
| | | | | | | | | | *Cell D Ba* | 86′ *u E* 20′ *f* 124′ 523*t* | *FPT* 55*t* *APT* 42*t* | | | | | | |
| 71662 | **Cap Tarifa** (*ex*Maurice Bernard, *ex*Député Maurice Bernard) | | 2177 1709 | | | | | 1920 | Government Yard Lorient | Calédonickel Soc. Anon. | 270·3 \| 39·5 \| 19·6 P28′B54′F23′ | | | Dunkirk French *WB* | T.3Cy.18$\frac{1}{16}$″,29$\frac{5}{16}$″&49½″–37½″ 149NHP Atel.&Ch. de la Loire, Nts. | | V |
| FNZF | | *1 Dk* | 1187 | | | | | | | | | | | | | | |
| 71663 | **Cap Tourane** (P) (*ex*Jouffroy D'Abbans) | | 8009 — 4891 | | | | | 1923 | Atel.&Ch. de la Loire Nantes | Chargeurs Réunis | 417·7 \| 55·1 \| 34·5 B149′F45′ | | | Havre French *WB* | 3 Steam Turbines DR geared to Isc. shaft Atel.&Ch. de la Loire, St Naz | | V |
| FNLX | D.F. | *3 Dks* | | | | | | | | | | | | | | | |
| 71664 | **Cap Varella** (P) (*ex*Kersaint) | | 8009 — 4891 | | | | | 1921 | Atel.&Ch. de la Loire Nantes | Chargeurs Réunis | 417·7 \| 55·1 \| 34·5 B148′F45′ | | | Havre French *WB* | 3 Steam Turbines DR geared to Isc. shaft Atel.&Ch. de la Loire, St Naz | | V |
| FNLY | D.F. | *3 Dks* | | | | | | | | | | | | | | | |
| 71665 | **Capac** (*ex*Deuel) | | 5586 5113 3465 | | | | | 1919 | J.F.Duthie &Co. Seattle, Wash | Grace Line, Inc. | 410·3 \| 54·2 \| 27·7 P44′B115′F47′ | | | New York Utd. States *WB* | T.3Cy.24$\frac{1}{2}$″,41$\frac{1}{2}$″&72″–48″ 359NHP Hooven, Owens&Rentschler Co. Hamilton, O. | | R |
| 219209 | | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| KQMD | *Ref. Mchy.* | *2 Dks.* | | | | | | | | | | | | | | | |
| Note "Cardina," *see No. 87507 in Supplement* | | | | | | | | | | | | | | | | | |
| 71666 | **Capacitas** (*ex*Ansaldo San Giorgio Quarto) | | 5371 4566 | | | | | 1920 | Ansaldo San Giorgio Spezia | Soc. Anon. di Nav. "Mare Nostrum" | 393·2 \| 51·8 \| 28·1 378·5 | | | Genoa Italian *WB* | 3 Steam Turbines SR geared to Isc. shaft G. Ansaldo&Co. Smprdrna | | CI |
| 959 | | | | | | | | | | | | | | | | | |
| IBZB | *Mchy. Aft* D.F. | *2 Dks* | 2938 | | | | | | | | | | | | | | |
| 71667 | **Cape Breton** | | ~~5970~~ 5419 ~~5446~~ 6044 5480 3554 | ✠100A1 7,40 *(Class Contemplated)* ✠LMC7,40 | Hpl | *a*† 2 | CL 7mo | 1940 | W.Gray& Co.Ld. W Hartlepool | Bowring S.S.Co. Ld. (C.T.Bowring& Co.Ld. *Mgrs.*) | 432·0 \| 57·1 \| 29·0 448·2 (O.L.) P44′B133′F39′ FK | | | London British | T.3Cy.24″,38″&68″–48″ 225lb (*s*) 462NHP 3SB(Spt)*9cf*, GS142, HS6375 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl. | 31 ″ 5 s 6 ″ 6 25 ″ 1½ | |
| 167607 | | | | | | | | | | | | | | | | | |
| GLXG | D.F. E.S.D. | *1 Dk Cruiser Stern* | | | | | | *Lloyd's* | *A&CP* | *Cell D* | 376′*t* 1356*t* *FPT* 146*t* | | | *7 B H Cem* | | | |
| | | *Longitudinal framing at deck* *Cargo battens not fitted* | | | | | | | | | *APT* 242*t* | | | | | | |
| 71668 | **Cape Clear** | | 5085 4542 2976 ~~3,11~~ 4,41 | ✠100A1 *with freeboard* ~~Grk~~ 2,40 ✠LMC8,39 | Liv | *a*† | CL ~~2,11,40~~ 4,41 | 1939 8mo | Lithgows Ld. Port Glasgow | Cape York Motorship Co. Ld. (Lyle Shipping Co. Ld. *Mgrs.*) | 431·8 \| 56·2 \| 24·8 447·5 (O.L.) F40′ FK | | | Glasgow British | Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$″–35$\frac{1}{16}$″ 599NHP 2 DB *120lb* D.Rowan&Co.Ld.Gls. | 27 ″ 9 s 3 ″ 1 24 ″ 10½ | |
| 165968 | | | | | | | | | | | | | | | | | |
| GTTY | D.F. E.S.D. | *1 Dk & Shelter dk Cruiser Stern* | | | | | | *Lloyd's* | *A&CP* | *Cell D B* | 367′*t* 1407′*t* *MTs* 957′*t* | | | *7 B H pt Cem* (*Coll to Sh dk* 6 ,, *2nd* ,,) | | | |
| | | | | | | | | | | | *FPT* 101′*t* *APT* 192′*t* | | | | | | |
| 71669 | **Cape Corso** | | *3890* *3716* *2510* | ✠100A1 *Spar dk* 12,39 ✠LMC ✠NB(c)4,19 BS12,39 Surveys delayed | Pir | *x* M 5,39 | CL 5,39 | 1905 9mo | Russell& Co. Pt. Glasgow | Ath. Coulouras | 369·7 \| 49·0 \| 17·6 25·5 P32′B200′F40 FK | | | Hydra Greek | T.3Cy.25″,42″&68″–48″ (*s*) 180lb 384NHP 3SB, *9cf*, GS150, HS6517 D.Rowan&Co.Glasgow | 28 ″ 1 s 4 ″ 1½ 24 ″ 1½ | |
| 6 | | *ss*Pir.2nd No.3–9,30 *ss*Pir.No.2–39 *1 Dk (Stl) & Spar dk (Stl) & deep framing* | | | | | | *Lloyd's* | *A&CP* | *Cell D Ba* | 114′ *u E* & *B* 40′ *f* 164′ 925*t* *DTa* 36 800*t* *APT* 280*t* | | | | | | |
| SWKS | | | | | | | | | | | | | | | | | |
| 71670 | — | | 3807 3559 2338 | ✠100A1 1,412 ~~1,40~~ Phl ✠LMC MS1,38 ~~BS2,40~~ 3,41 | Mdb | *w* | CL N2,40 | 1929 8mo | Lithgows, Ld. Port Glasgow | Lyle Shipping Co. Ld. | 352·5 \| 50·5 \| 25·0 P34′B108′F38′ FK | | | Glasgow British | T.3Cy.24″,40″&66″–45″ (*s*) 180lb 389NHP 2SB(FD)&1 Aux SB, *8cf*, GS143, HS5588 D.Rowan&Co.Ld.Glasgow | 27 ″ 8 s 4 ″ 10½ 22 ″ 6½ | |
| 146654 | (*ex*Knight of St George–34) | *ss*Liv.No 2–38 *2 Dks (Stl)* | | | | | | *Lloyd's* | *A&CP* | *Cell D Ba & u E* | 133′*f* 155′849*t* *FPT* 87*t* *APT* 88*t* | | | | | | |
| GCTF | D.F. E.S.D. | | | | | | | | | | | | | | | | |
| 71671 | **Cape Horn** | | 5643 5374 3615 | ✠100A1 7,40 ~~2,00~~ DBS ~~7,30~~ 7,40 ✠LMC9,37 | Ver Syd | *a*† | CL ~~9,37~~ 7,40 | 1929 5mo | Lithgows, Ld. Port Glasgow | Cape York Motorship Co. Ld. (Lyle Shipping Co. Ld. *Mgrs.*) | 425·0 \| 56·0 \| 28·9 P38′B121′F37′ FK | | | Glasgow British *pt Cem* | Oil Engines 4S.C.SA 8Cy.29½″–59$\frac{1}{16}$″ 653NHP DB *100lb* J.G.Kincaid&Co.Ld.Grk. | 31 ″ 6 s 6 ″ 3 25 ″ 6½ | |
| 160250 | | *ss*Rot.No.2–37 *Oil Eng.* | | | | | | *Lloyd's* | *A&CP* | *Cell D B* | 1 *Intermediate B H forwd end* 1 *'tween dk B H aft dispensed with* 359′ 1345*t* *DT* a 33′ 975*t* *FPT* 170*t* *APT* 35*t* | | | 5 *B H to U dk* 1 ,, ,, *2nd* ,, | | | |
| GTDJ | D.F. E.S.D. | *2 Dks (Stl)* | | | | | | | | | | | | | | | |
| 71672 | **Cape Howe** (*ex*Knight Almoner–34) | | 4443 4105 2728 | ✠100A1 9,39 ✠LMC9,39 | Nwc | *x* | CL 9,39 | 1930 7mo | Lithgows, Ld. Port Glasgow | Lyle Shipping Co. Ld. | 375·0 \| 53·0 \| 25·6 P34′B108′F39′ FK | | | Glasgow British | T.3Cy 25″,41″&68″–48″ (*s*) 180lb HS6058 413NHP 2SB(FD)&1 Aux B *8cf* GS138 D.Rowan&Co.Ld.Gls. | 27 ″ 11 s 5 ″ 2½ 22 ″ 11 | |
| 145660 | | *ss*Nwc.No.2–39 | | | | | | *Lloyd's* | *A&CP* | *Cell D* | *B* 324′ 968*t* *FPT* 97*t* *APT* 95*t* | | | *6 B H pt Cem* | | | |
| GBCZ | E.S.D. D.F. 1 *Dk (Stl)* 2 *nd Dk (Stl) in holds* | | | | | | | | | | | | | | | | |
| 71673 | **Cape Leeuwin** (P) | *Fitted for oil fuel* | 1406 1165 495 | ✠ ... 8,27 | | | | 1925 5mo | Australian Commonwealth Shipp.g.Board Sydney | Commonwealth of Australia (Dept. of Commerce) | 225·0 \| 35·0 \| 20·3 B90′ FK&BK1½″ | | | Sydny NSW British *WB* | T.3Cy.18½″,30″&49″–36″ 226NHP Australian Commonwealth Shipping Board | 22 ″ 6 | |
| 152010 | Wireless | *2 Dks* | | | | | | | | | | | | | | | |
| VJBY | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 71674 | **Cape Nelson** (*ex* Knight of St Michael–34) | | 3807 3559 2338 | ✠100A1 12,40 ~~3,40~~ BS8,39 6,40 ✠LMC7,38 | Bry Phl | *w* | CL 3,40 | 1929 10mo | Lithgows, Ld. Port Glasgow | Lyle Shipping Co. Ld. | 352·5 \| 50·5 \| 25·0 P34′B108′F38′ FK | | | Glasgow British | T.3Cy.24″,40″&66″–45″ (*s*) 180lb 389NHP 2SB(FD)&1 Aux SB, *8cf*, GS143, HS5588 D.Rowan&Co.Ld.Glasgow | 27 ″ 8 s 4 ″ 10½ 22 ″ 6½ | |
| 146656 | | *ss*Ant.No.2–38 | | | | | | *Lloyd's* | *A&CP* | *Cell D Ba & u E* | 133′*f* 155′849*t* *FPT* 87*t* *APT* 88*t* | | | *6 B H pt Cem* | | | |
| GJYS | D.F. E.S.D. | *2 Dks (Stl)* | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned for equipment. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed if not in L.R. Dates of L.R. Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71675 157597 VJPK | **Cape Otway** (P) *Fitted for oil fuel* Wireless 2*Dks* | 996 626 841 | ✠ ... 2,32 ✠ | | | | 1931 9mo | Common-wealth Ship-ping Board Sydney | Commonwealth of Australia (Dept. of Commerce) | 197·1 P29′ | 34·1 B96′ | 15·1 F27′ FK&BK1″ | Sydny NSW British *WB* | T.3Cy.14¼″,23¾″&39½′–24″ 93RHP Commnwlth Shppng Board | 17 ″ 0 | |
| 71676 145658 GSJM | **Cape Race** (*ex* Knight of St. John–34) *ss* Sld. No. 2–38 D.F. E.S.D. 2*Dks* (*Stl*) | 3807 3559 2338 | ✠100A1 4,40 BS~~1,39~~ 2,41 | Cff | *w* | CL N4,40 | 1930 2mo | Lithgows, Ld. Port Glasgow | Lyle Shipping Co. Ld. | 352·5 P34′ | 50·5 B108′ | 25·0 F38″ FK | Glasgow British 6*BHptCem* | T.3Cy.24″,40″&66″–45″ (*s*) 180lb 389NHP 2SB(FD)&1AuxSB,8*cf*, GS143,HS5588 D.Rowan&Co.Ld.Glasgow | 27 ″ 3 s 4 ″ 10½ 22 ″ 6½ | |
| | | | *Lloyd's* LMC9,38 | | | | | | *Cell D Ba 5 uE* | 133′ | f 155′ | 849*t* | *FPT* 87*t* | *APT* 88*t* | | |
| 71677 164068 GYSC | **Cape Sable** D.F. E.S.D. 1*Dk*, 2*nd dk in holds* | 4398 4079 2708 | ✠100A1 5,39 ✠LMC3,36 | Cal | *x* | CL | 1936 3mo | Lithgows Ld. Port Glasgow | Lyle Shipping Co. Ld. | 375·0 P34′ | 53·0 B108′ | 25·6 F39″ FK | Glasgow British 6*BHCem* | T.3Cy.25″,41″&68″–48″ (*s*) 180lb 413NHP 2SB(FD)&1AuxSB,8*cf*, GS128,HS6058 D.Rowan&Co.Ld.Gls. | 27 ″ 11 s 5 ″ 2½ 22 ″ 11 | |
| | | | *Lloyd's* | | | | | | *Cell D* | B324′ | 968*t* | *FPT* 97*t* | *APT* 95*t* | | | |
| 179/40 71678 160385 GNSV | **Cape St. Andrew** *ss* P. Nl. No. 2–35 2*Dks* (*Stl*) | 5094 4771 3168 | ✠100A1 3,40 ✠LMC MS12,35 BS~~7,39~~ 7,40 | Nwc- | *z* | CL 6,39 | 1928 3mo | R. Duncan &Co.Ld. Port Glasgow | Sun Shipping Co. Ld (Mitchell Cotts & Co. Ld. *Mgrs.*) | 407·0 P37′ | 53·5 B241′ | 26·7 F34′ FK | London British 6*BHCem* | T.3Cy.26″,44″&73″–48″ (*s*) 200lb 545NHP 3SB,9*cf*, GS172, HS8001 FD D.Rowan&Co.Ld.Glasgow | 29 ″ 0 s 4 ″ 4¾ 24 ″ 10 | |
| | | | *Lloyd's* | | | | | | *Cell D B* | 351′ | 1240*t* | *APT* 197*t* | | | | |
| 71679 125702 VPFF | **Cape St. Francis** (*ex* Sutlej) *ss* H. Kg. 2nd No. 3–4,32 *ss* H. Kg No. 1–36 1*Dk* (*Stl*–ws) & *deep framing* & *Awng dk* (*Stl*–ws) *lower dk in fore hold* | 3549 3313 2170 | ✠100A1 *Awng dk with freeboard* 5,39 ~~BS8,39~~ ✠LMC3,36 | HKg | *v* | CL ~~4,38~~ 9,40 | 1908 7 mo | C. Connell &Co.Ld. Glasgow | Shun Hong S.S. Co. Ld. (Williamson & Co. *Mgrs.*) | 349·1 P41′ | 44·2 F45′ | 19·5 27·5 FK | Hong Kong British 6*BHCem* | T.3Cy.25 1/16″,40″&68″–45″ (*s*) 200lb 426NHP 2SB,6*cf*, GS124, HS6000 FD D.Rowan&Co.Glasgow | 30 ″ 0 s 6 ″ 2½ 24 ″ 3½ | |
| | | | *Lloyd's* | | | | | | *Cell D Ba* | 106′ *u E* | *B* 68′ *f* | 126′ 690*t* | *FPT* 49*t* | *APT* 36*t* | | |
| 124/40 71680 ~~160514~~ GNSW | **Cape St. George** *ss* Cal. No. 2–36 2*Dks* (*Stl*) | 5112 4789 3175 | ✠100A1 9,39 ✠LMC M84,36 BS9,39 | Sng | *z* | CL 11,38 | 1928 6mo | R. Duncan &Co.Ld Pt. Glasgow | Sun Shipping Co. Ld (Mitchell Cotts & Co. Ld. *Mgrs.*) | 407·0 P37′ | 53·5 B241′ | 26·7 F34′ FK | London British 6*BHCem* | T.3Cy.26″,44″&73″–48″ (*s*) 200lb 545NHP 3SB,9*cf*, GS172, HS8001 FD D.Rowan&Co.Ld.Gls. | 29 ″ 0 s 4 ″ 4¾ 24 ″ 10 | |
| | | | *Lloyd's* | | | | | | *Cell D B* | 351′ | 12 | 40*t* | *APT* 197*t* | | | |
| 71681 165975 GLTC | **Cape Wrath** D.F. E.S.D. | ~~4500~~ 4512 4094 2932 | 100A1 *with freeboard* (*Class Contem plated*) | | | | 1940 | Lithgows Ld. Port Glasgow | Cape of Good Hope Motorship Co. Ld. (Lyle Shipping Co. Ld. *Mgrs.*) | ~~411·5~~ 411·8 F36′ | 54·2 23·8 | ~~23·9~~ | Glasgow British | T.3Cy.22″,36″&65′–45″ Rankin&Blackmore Ld Grk | 26 ″ 3 s 8 2 ″ 7½ 23 ″ 9½ | |
| | | | | | | | | | | | | | | | | |
| 128/40 71682 148897 GMFZ | **Cape York** Twin Sc *Oil Eng.* D.F. E.S.D. *ss* Rot. No. 3–1,39 2*Dks* (*Stl*) & *Shelter dk* (*Stl*) | 5027 4762 3117 | ✠100A1 *with freeboard* Sld 5,40 ~~10,39~~ ✠LMC C81,39 DBS~~1,39~~5,40 1,39 | Cal | *a*† | CL ~~12,36~~ 5,40 | 1926 3mo | Lithgows Ld. Port Glasgow | Cape York Motor-ship Co. Ld. (Lyle Shipping Co. Ld. *Mgrs.*) | 410·0 P34′ | 54·0 B108′ | 27·0 FK | Glasgow British 7*BHptCem* | Oil Engines 4S.C.SA 12Cy.22 1/16″–39⅜″ 563NHP DB*100lb* Hwthrn, Leslie&C.Ld.Nwc | 29 ″ 6 s 3 ″ 6¼ 26 ″ 2¾ | |
| | | | *Lloyd's* | | | | | | *Cell D B* | 340′ | 1068*t* | *DT f* 39′ | 1627*t* | *FPT* 212*t* | *APT* 44*t* | *Coll to Sh dk* 6 „ 2*nd* „) |
| 71683 152017 VJBZ | — (P) Wireless *Fitted for oil fuel* 2*Dks* *Cruiser Stern* | 1406 1165 497 | ✠ ... 8,27 ✠ | | | | 1925 10mo | Australian Commonwlth Shppg Board Sydney, NSW | Commonwealth of Australia (Dept. of Commerce) | 225·0 B90′ | 35·0 | 20·1 FK&BK1½″ | Sydney NSW British *WB* | T.3Cy.18½″,30″&49″–36″ 225NHP Australian Commonwealth Shipping Board, Sydney | 22 ″ 6 | |
| 71684 148862 GLBD | **Cape of Good Hope** *Oil Eng.* D.F. E.S.D. *ss* Rot. No. 3–9,38 2*Dks* (*Stl*) | 4963 4571 3157 | ✠100A1 12,40~~,40~~ DBS~~8,39~~ 12,40 ✠LMC9,38 *Carrying oil in after deep* *F.P. a tank* | Suz Bal | *y* | CL 8,38 | 1925 6mo | Lithgows Ld. Port Glasgow | Cape of Good Hope Motorship Co. Ld. (Lyle Shipping Co. Ld. *Mgrs.*) | 405·0 P39′ | 52·2 B124′ | 27·5 F44′ FK | Glasgow British *pt Asppt Cem* 5*BH to Udk* | Oil Engines 4S.C.SA 6Cy.29⅜″–59 1/16″ 490NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk | 30 ″ 0 s 5 ″ 7½ 24 ″ 8 | |
| | | | *Lloyd's* | | | | F. *In* | | *Cell D B* | *ove* 150° 341′ | *een dk BH in after* 1062*t* | *hold dispensed with* *DT a* 35′ | 922*t* | *FPT* 111*t* | *APT* 19*t* | 2 „ „ 2*nd* „ *only* |
| 71685 7670 SIDN | **Capella** Twin Sc *ss* Got No. 3–8,40 *Oil Eng.* *Mchy. Aft* D.F. ~~S.B. An. No. 2–38~~ *Cruiser Stern* 2*Dks* (*Stl*) & *Web frames* *Longitudinal framing–bracketless system* | 9683 8911 5621 | ✠100A1 8,40~~5,38~~ DBS~~6,39~~ 8,40 ✠LMC8,38 *Carrying Petr* | LAn Got | *e*† | CL ~~10,37~~ ~~10,38~~ 6,40 *oleum in bulk* | 1930 9mo | Eriksberg M. V. Aktieb Gothenburg | Trelleborgs Ångf. Nya Aktieb. (J. Malmros, *Mgr.*) | 487·7 P101′ | 64·2 F42′ | 36·7 FK | Trelleborg Swedish 16*BHptCem* (11 „ *to Udk* 5 „ 2*nd* „) | Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 724NHP 2DB*150lb* Eriksberg M.V.Aktieb.Got | 37 ″ 0 s 8 ″ 10½ 28 ″ 4 | |
| | | | *Lloyd's* | | | | | | *Cell D Bu E* | 68′ | 226*t* | *DT f* 31′ | 555*t* | *FPT* 222*t* | *APT* 243 | |
| 71686 7559 SFHA | — (*ex* John Bakke) 1*Dk* | *1880* *1639* *1068* | | | | | 1923 | Bergens Mek. Værks. Bergen | Banck & Co. (S. Banck, *Mgr.*) | 265·8 P36′ | 42·2 B59′ | 17·9 F11′ | Hlsngborg Swedish *WB* | T.3Cy.19½″,30″&52″–36″ 162NHP Bergens Mek Værks Bergen | | N |
| 54/40 71687 LDBQ | — **Iron & Steel** 1*Dk* & *Awng dk 3 tr B* *plating pt Stl* | 877 844 465 | ✠ 12,85 | Bgn | *m* | | 1885 8mo | Martens, Olsen & Co. Bergen | Det Bergenske Dampskibsselskab | 191·9 H29*t* | 28·8 | 14·7 20·3 BK7½″ | Bergen Norwegian *Emade* 19, *fitted*— | T.3Cy.13½″,23″&37″–26″ NB01 69NHP Lobnitz, Renfrew | | |
| | | | | | | | | | | | | | *4 BHCem* *Cell DB* | 143′ 124*t* | | |
| 71688 166402 GKGM | **Capetown Castle** (P) Twin Sc GyC. Sub. Sig. *Oil Eng.* D.F. E.S.D. 3*Dks*, 4*th dk except in No. 7* *Ref. Mchy. hold*, 5*th dk in Nos.* 3, 5 & 6 *holds* *Cruiser Stern* | 27000 19715 16454 | ✠100A1 *with freeboard* 5,40~~12,39~~ ✠LMC4,38 | Sou | *s*† 3 | CL | 1938 4mo | Harland & Wolff, Ld. Belfast | Union-Castle Mail S.S. Co. Ld. | 702·9 734·0 (O.L.) P276′ | 82·5 B245′ | 42·0 FK F122′ | London British 11*BHptCem* | Oil Engines 2S.C.DA 20Cy.26″–59 1/16″ 4650NHP 4DB*100lb* Harland & Wolff, Ld. Bel. | 50 ″ 0 s 18 ″ 3 ~~12,10~~ 32 ″ 0½ ~~6,41~~ 10,41 | BT till ~~6,41~~ 10,41 |
| | | | *Lloyd's* | | | | | | *Cell D B* | 581′ | 3395*t* | *Tank between tu* | *joined by shade deck* *nnels* | 298*t* | *FPT* 145*t* | *APT* 426*t* |
| 71689 141709 CYGL | **Capilano** (P) Wood *Fitted for oil fuel* 3*Dks* | 374 173 200 | | | | | 1920 | B.C. Marine, Ld. Vancouver | Union Steamships Ld. | 135·0 | 26·9 | 8·2 | Vancouver British | T.3Cy.12″,19″&32″–16″ 51RHP Hutton Mach. Wks. Seattle | | C |
| 71690 219904 KUPN | **Capillo** *Fitted for oil fuel* Sub. Sig. 2*Dks* | 5135 4598 3127 | | | | | 1920 | American International Corp. Hog Island Pa | United States Maritime Commission | 390·0 P39′ | 54·2 B121′ | 27·8 F42′ | Phildlphia Utd. States *WB* | DR geared Steam Turbine General Electric Co. Schenectady, N.Y. | | R |
| 71691 FNFA | **Capitaine Damiani** *ss* Msl. No. 1–25 *Fitted for oil fuel* *Mchy. Aft* 2*Dks* & *Web frames* *Longitudinal framing* D.F. *Carrying Petroleum in bulk* | 4854 4049 2689 | ✠ ... 11,29 ✠ | | | | 1921 11mo | National S.B Corp. Three Rivers, P.Q. | Soc. Anon Mazout-Transports (Cie. de Nav. Mixte, *Mgrs.*) *Completed by* Soc. Naphtes Transport | 380·7 P101′ | 51·8 B35′ | 28·2 F44′ FK | Marseilles French *WB* | T.3Cy.27″,43⅜″&73″–48″ 317NHP Canadian Allis-Chalmers, Ld. Toronto, Ont. | 28 ″ 4 | |
| 71692 FNZH | **Capitaine Illiaquer** 1*Dk* | 2138 1707 1168 | ✠ ... 12,22 ✠ | | | | 1921 5mo | Anciens Chantiers Dubigeon Nantes | "Calédonickel" Soc. Anon. | 270·3 P20′ | 39·5 B57′ | 19·6 F25′ FK | Nouméa French *WB* | T.3Cy.18⅛″,29 1/16″&49 1/16′–37 1/16″ 187NHP Atel. & Ch. de la Loire, Nts. | 23 ″ 0 | V † |

For full particulars see No. 37512 in Steel Supplement.

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Ajournement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté, et si est dans le L. H. Surfré. Cert. Surfré. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71693 | **Capitaine Le Bastard** | | 3176 | | | | | 1923 | Chant.Nav Français Caen | Soc.Mar.deTransp. &d'Affrêt.(Soc. Mar.Nationale, *Mgrs.*) | 313·6 \| 45·9 \| 20·5 P&B164'F29' | Havre French | T.3Cy.18½",29½"&50½"–461' 173NHP Schneider&Co.Havre | | V |
| FOMP | D.F. | 1 *Dk* | 1661 | | | | | | | | | | | | |
| 71694 | **Capitaine Le Diabat** | 3Mst | 3107 | | | | | 1922 | Atel.&Ch. de laSeine Marit. LeTrait,S/I. | UnionIndustrielle &Mar.Soc.Fran-çaise d'Arm. | 311·8 \| 45·9 \| 23·6 P164'F29' | Havre French *WB* | T.3Cy.21½",36"&59"–42" 226NHP Atel.&Ch.de laLoire, St.Denis | | V |
| FOGG | D.F. | 1 *Dk* | 1613 | | | | | | | | | | | | |
| 71695 | **Capitaine Luigi** | | 3176 | ✠ … 9,25 ✠ | | | | 1922 11mo | Chant.Nav Français Caen | Soc.Mar.deTransp. &d'Affrêt(Soc. Mar.Nationale, *Mgrs.*) | 313·6 \| 45·9 \| 20·5 P15'Q90'B59'F29' FK | Havre French *WB* | T3Cy18½",29½"&50½"–37½" 235NHP Atel.&Chant.de laLoire, St.Denis | 23 " 0 | V † |
| FOGI | D.F. *Well deck* | 1 *Dk* | 1661 | | | | | | | | | | | | |
| 71696 * | **Capitaine Maurice Eugène** (*ex*Westminster–37, *ex*CapitaineMaurice Eugene–34) D.F. *Cargo battens not fitted* | *ss*Dnk.No.3–4,34 *ss*Rou.No.1–39 1 *Dk(Stl)2nd dk (Stl) in holds* | *4495* *4161* *2799* | ✠100A1 6,39 ✠LMC MS3,38 BS6,39 | Rou | *y* | CL 6,39 | 1921 9mo *Lloyd's* | Atel.&Ch. duSud-Ouest Bordeaux | LesCargos Algeriens,Soc. Anon. *CellDB* | 386·3 \| 52·6 \| 25·3 400·0(O.L.) P35'B110'F45' FK 340'1052t *FPT* 85t | Algiers French 6 *BHCem* *APT* 30t | T.3Cy.26",42"&70"–48' (*s*) 180lb 437NHP 3SB,*12cf*,GS224,HS7677 J.G.Kincaid&Co.Ld.Grk. | 28 " 4 s 5 " 6½ 23 " 0½ | |
| 71697 | **Capitaine Paul Lemerle** | | 4945 | | | | | 1921 | Atel.&Ch. duSud-Ouest Bordeaux | Soc.Générale de Transp.Mar.àVap. | 386·0 \| 52·5 \| 25·5 P35'B110'F46' | Marseilles French | T.3Cy.26",42"&70"–48' 340NHP J.G.Kincaid&Co.Ld.Grk | | V |
| FNBD | | | 3120 | | | | | | | | | | | | |
| 71698 | **Capitaine Prieur** | 3Mst | 3087 | | | | | 1922 | Atel.&Ch. de laSeine Marit. LeTrait,S/I. | UnionIndustrielle &Mar.Soc.Fran-çaise d'Arm. | 311·8 \| 45·9 \| 23·6 P164'F29' | Havre French *WB* | T.3Cy.18½",30"&49½"–37½" 148NHP Schneider&Co.Havre | | V |
| FNGD | D.F. | 1 *Dk* | 1599 | | | | | | | | | | | | |
| 71699 | **Capitaine Saint Martin** | | 3450 | | | | | 1938 | Smith's DockCo.Ld. S.Bank,Mdb. | UnionIndustrielle &MaritimeSoc. Française d'Arm. | 355·5 \| 48·5 \| 22·2 P22'B54'F31' | Rouen French *WB* | T.3Cy.18",28"&52"–36" & exhaust Turbine driving SteamCompressor 162NHP Smith'sDockCo.Ld.Mdb. | | V |
| | *Cruiser Stern* | 1 *Dk* | | | | | | | | | | | | | |
| 71700 | **Capitan Segarra** (P) | | 2252 | | | | | 1918 | CiaEuskal-dunadeConst Bilbao | Cia.Trasmediter-ranea | 265·0 \| 36·5 \| 23·9 P30'B76'F44' | Valencia Spanish *WB* | T.3Cy.22⅝",36½"&61½"–42" 248NHP Cen.Mar.Eng.Wrks.WHpl | | V |
| EAOH | | 3 *Dks* | 1791 1040 | | | | | | | | | | | | |
| 71701 1975 | **Capitano A. Cecchi** TwinSc *Oil Eng.* | | 2321 2048 | ✠ … 2,36 | Gen | *t* | | 1934 1mo | Eriksbergs M.V.Aktieb. Gothenburg | ItalianGovern-ment(Ministero dell'Africa Italiana–Regia AziendaMonopolio Banane) | 312·8 \| 40·7 \| 24·6 298·6 B80'F46' FK | Genoa Italian 5 *BHpt Cem* ( *Coll to W dk* 4 „ *2nd* „ ) | Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP | 26 " 9 | I † |
| IBLK | D.F. 2 *Dks(Stl–Weather dk* ws) | | 1396 | | | | | | | *CellDB* 218'503t *FPT* 23t *APT* 60t *Tanks in way of* | | | EriksbergM.V.Aktieb.Got *tunnels* 251t | | |
| 71702 1906 | **Capitano Bottego** TwinSc *Oil Eng.* | | 2316 2048 | ✠ … 2,36 | Gen | *t* | | 1933 10mo | Eriksbergs M.V.Aktieb. Gothenburg | ItalianGovern-ment(Ministero dell'Africa Italiana–Regia AziendaMonopolio Banane) | 312·8 \| 40·7 \| 24·6 298·6 B80'F46' FK | Genoa Italian 5 *BHpt Cem* ( *Coll to W dk* 4 „ *2nd*„) | Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP | 26 " 9 | I † |
| IBDL | *Ref.Mchy* D.F. | 2 *Dks(Stl–Wthr dk* ws) *Cruiser Stern* | 1401 | | | | | | | *CellDB* 218'503t *FPT* 23t *APT* 60t *Tanks in way of tunnels* 251t | | | EriksbergM.V.Aktieb.Got | | |
| 71703 142743 | **Capito** (*ex*Ardgarroch–37, | | 968 | ✠100A1 Lth | | CL | 1918 12mo | Ardrossan DD&SBCoLd. Ardrossan | BristolSteamNav. Co.Ld. | 200·2 \| 31·2 \| 13·2 Q139'F36' FK | Bristol British 3 *Btt Asp* | T.3Cy.17",28"&46"–33' (*s*) 180lb 149NHP | 15 " 6 s 4 " 5½ | |
| MJLD | *ex*PortlandHouse) | *ss*Grk.No.3–3,31 *ss*Bkn.No.1–35 | 671 501 | Examined ~~1446~~ 11,40 BS5,30 ✠LMC1,35 6,40 | | 3,40 | | *Lloyd's* | | *CellDB* 126' 186t *FPT* | 66t *APT* 48t | 2SB.*4cf*,GS90,HS2534 Aitchison,Blair&Co.Ld. Clydebank | 15 " 2½ | |
| | *Mchy.Aft* *Well deck* | 1 *Dk(Stl)* *Cargo battens not fitted* | | | | | | | | | | | | | |
| 71704 PUQD | **Capivary** (*ex*Cometa, *ex*Candelaria) Wireless | TwinSc *ss*Rio.2ndNo.3–12,34 *ss*Rio.No.1–39 1 *Dk(Stl)* | *897* *678* *449* | ✠ A1 *Brazilian Coasting* 2,39 ~~1383,40~~ ✠LMC2,39 BS4,41 | Rio | *m* | 12,38 | 1913 4mo *Lloyd's* | W.Harkess &Son,Ld. Middlesbro' | Cia.Commercio e Navegação *CellDBag* | 205·0 \| 40·0 \| 10·5 P17'Q86'F26' FK *uE66'110t FPT 54t* | R.Janeiro Brazilian 4 *BHCem* *APT* 18t | T.6Cy.11¾"×17⅞"&38⅛"–21" 180lb *100lb* (*s*) 115NHP 1SB,*3cf*,GS60,HS2298 MacColl&Pollock,Ld.Sld. | 11 " 3 | |
| 71705 2213 | **Capo Alga** (*ex*Munbeaver–38, *ex*Sudbury) | *ss*Mob.No.3–4,31 2 *Dks(Stl)* *Fitted for oil fuel* | 4723 4232 2891 | ✠ —— 1,38 | NOs | *y* | | 1918 3mo | Chester S.B.Co. Chester,Pa. | Cia.Genovese di Nav.aVap.S.A. | 403·8 \| 51·2 \| 28·0 384·8 P29'B104'F36' FK *CellDB* 320'1157t | Genoa Italian 6 *BHpt Cem* *FPT* 98t *APT* | 2 Steam Turbines DR geared to 1 Sc. Shaft 483NHP 3WTB,HS7989 WestinghouseMachineCo. T109t Pittsburgh,Pa. | 30 " 6 | I † |
| IBKZ | | | | | | | | | | | | | | | |
| 71706 1848 | **Capo Arma** (*ex*Assunzione–33, *ex*Chama) | *ss*Ham.2ndNo.3–6,29 *Fitted for oil fuel* 1 *Dk* & *Shelter dk* | 3172 2791 1939 | ✠ … 4,33 ✠ | | | | 1905 4mo | Palmers' Co.Ld. Newcastle | Cia.Genovese di Nav.aVap.S.A. | 363·3 \| 48·3 \| 20·8 350·0 F45' FK *Shade dk* 96' | Genoa Italian *WB* | T.3Cy.25",42"&70"–45" 478NHP Palmers'Co.Ld.Newcastle | 31 " 9 | I † |
| IBWC | | | | | | | | | | | | | | | |
| 71707 1639 | **Capo Faro** (*ex*Patani) | *Fitted for oil fuel* | 3476 3060 | | | | | 1905 | Workman, Clark&Co.Ld Belfast | Cia.Genovese di Nav.a Vap.S.A. | 384·7 \| 49·3 \| 21·8 370·3 30·3 B98'F48' | Genoa Italian *WB* | T.3Cy.26",44"&74"–48" 379NHP Wrkman,Clark&Co.LdBel | | I |
| ICAY | D.F. | 2 *Dks* & *Shelter dk* | 2134 | | | | | | | | | | | | |
| 71708 2073 | **Capo Lena** (P) (*ex*Astrolabe–35, *ex*Saint-Augustin, | *ss*Ant.No.2–30 | 4820 3980 | ✠ … 11,32 | | | | 1921 4mo | W.Gray& Co.(1918)Ld. W Hartlepool | Cia.Genovese di Nav.aVap.S.A. | 363·2 \| 52·6 \| 26·7 352·0 P30'B215'F36' FK | Genoa Italian *WB* | T.3Cy.26",42"&70"–48' 515NHP Cen.Mar.Eng.Wrks.WHpl | 29 " 4 | I † |
| IBVB | *ex*Avristan, *ex*Saint Rene) D.F. | *Fitted for oil fuel* 2 *Dks* | 2845 | | | | | | | | | | | | |
| 71709 2135 | **Capo Mele** (*ex*Georges et Henri–37, *ex*Sulima,*ex*Bassam) | | 3060 2779 | ✠ … 5,36 | Msl | *w* | | 1909 11mo | Irvine's SB &D.D.Co.Ld. W Hartlepool | Cia.Genovese di Nav.aVap.S.A. | 354·3 \| 46·6 \| 22·9 340·4 P29'F41' FK *Cell D Ba* 102'*uE26'f150'593t* | Genoa Italian 6 *BH Cem* *APT* 35t | T.3Cy.25",40"&67"–45" (*s*) 335NHP 2SB,*6cf*,GS131,HS5299 Richardsons,Westgarth& Co.Ld.Hpl. | 25 " 3 | IV † |
| IBWB | | *ss*Alg.2ndNo.3–4,32 | 1888 | | | | | | | | | | | | |
| | D.F. | 2 *Dks(Stl)* & *deep framing* & *Shelter dk(pt Stl pt Trn)* | | | | | | | | | | | | | |
| 71710 2131 | **Capo Noli** (*ex*Munardan–37) | | 3921 3563 | | | | | 1917 | Workman, Clark&Co.Ld Belfast | Cia.Genovese di Nav.aVap.S.A. | 385·6 \| 50·3 \| 25·4 370·2 P35'B108'F45' | Genoa Italian *WB* | T.3Cy.26½",43½"&71½"–48" 350NHP Wrkman,Clark&Co Ld.Bel | | I |
| IBQS | D.F. | 2 *Dks* | 2450 | | | | | | | | | | | | |

*Note* "Bic Island," *see No. 87266 in Supplement*

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of L. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71711 | **Capo Olmo** Ⓟ 2 Twin Msts | 4712 | ✠100A1 | Liv | | CL 8,40 | 1923 | W.Gray& | Ministry of Ship- | 362·8 | 52·6 | 26·7 | Liverpool | T.3Cy.26″,42″&70″–48″ | 29 ″ 4 | ✠ |
| 147461 | (*ex*Recherche–35, ~~*Fitted for oil fuel*~~ | 3983 | (*Reclassification Contemplated*) | | | | 4mo | Co.Ld | ping(Mos:Hutch- | 351·0 | 52·5 | | British | 200lb (*r*) 515NHP | 84 ″ 0½ | ✠ |
| GMYX | *ex*SaintRoch, *ss*Gls.No.1–27 | 2811 | Examined 10,40 | | | | | W Hartlepool | isonLineLd.*Mgrs*) | P30′B215′F35′ FK | | | *WB* | 8SB,9*cf*,HS7665 FD | 84 ″ 0½ | ✠ |
| | *ex*Bardistan) D.F. 2*Dks* | | ✠LMC11,40 | | | | | | | | | | | Cen.Mar.Eng.Wrks.WHpl | 25 ″ 6½ | |
| | | | *Fitted for oil fuel* 4,23 *F.P. above* 150° F. | | | | | | | | | | | | | |
| 71712 | **Capo Orso** (*ex*Munsomo–38) | 3149 | ✠ —— | Bal | *u* | | 1916 | Maryland | Cia.Genovese di | 327·2 | 46·2 | 22·9 | Genoa | T.3Cy.24¼″,41″&68″–48″ | 25 ″ 6 | I |
| 2212 | *Fitted for oil fuel* | 2732 | 1,38 | | | | 5mo | SteelCo.of | Nav.aVap.S.A. | | | | Italian | 449NHP | | ✠ |
| IBKW | *ss*N.Os.No.3–7,28 | 1887 | ✠ | | | | | Baltimore | | P35′B98 F39′ FK | | | *Cem* | 2SB,8*cf*,GS144,HS6397 | | |
| | *ss*Bal.No.1–33 | | | | | | | County | | *'Tween dk BH in* | | | 4*BH to U dk* | MarylandStl.Co.Sparr'.Pt. | | |
| | D.F. 2*Dks*(*Stl*)*&Web frames* | | | | | | | Sparro'Pt Md | *forward ho* | *ld dispensed with* | | | 1 ,, ,, 2nd ,, | *only* | | |
| | *Longitudinal framing* | | | | | | | | | | | | *CellDB*278′ | 768*t FPT*78*t APT*296*t* | | |
| 71713 | **Capo Rosa** (*ex*AfricanExplorer–39, | 4699 | ✠ ... | Liv | *y* | | 1919 | Lithgows | Cia.Genovese di | 397·9 | 52·0 | 26·7 | Genoa | T 3Cy.27″,44″&73″–48″ | 29 ″ 3 | I |
| 2276 | *ex*Musician–38, *Fitted for oil fuel* | 4290 | 9,39 | | | | 7mo | Ld. | Nav.aVap.S.A. | 384·9 | | | Italian | 517NHP | | ✠ |
| ICEE | *ex*SaintBede) *ss*Bkn.No.3–7,32 | 2953 | ✠ | | | | | PortGlasgow | | P49′B113′F38′ FK | | | 7*BH Cem* | 3SB,9*cf*,GS190,HS7668 | | |
| | *ss*Liv.No.1–37 | | | | | | | | *CellD* | B331′985*t FPT*132*t* | | | *APT*20*t* | Rankin&BlackmoreLdGrk | | |
| | 2*Dks*(*Stl*) | | | | | | | | | | | | | | | |
| 71714 | **Capo Vado** (*ex*Alderney,*ex*Dochra) | 4391 | ✠ ... | | | | 1906 | Swan,Hun- | Cia.Genovese di | 376·7 | 51·0 | 17·7 | Genoa | T.3Cy.25″,41″&68″–45″ | 28 ″ 2 | I |
| 1469 | *ss*NYk.No.3–1,20 | 4028 | 2,32 | | | | 9mo | ter&Wigham | Nav.aVap.S.A. | 360·0 | | 25·0 | Italian | 379NHP | | ✠ |
| IBAG | *ss*Rot.No.2–28 | 2713 | ✠ | | | | | Richardson, | | P33′B114′F38′ FK | | | *WB* | Swan,Hunter&Wigham | | |
| | *Fitted for oil fuel* | | | | | | | Ld Newcastle | | | | | | Richardson,Ld.Nwc. | | |
| | D.F. 1*Dk&Spar dk&deep framing* | | | | | | | | | | | | | | | |
| 71715 | **Capo Vita** (*ex*St.Winifred–39, | 5683 | ✠ | Npt | *y* | | 1916 | Nthmblnd | Cia.Genovese di | 400·0 | 53·0 | 32·3 | Genoa | T.3Cy.27″,45″&74″–48″ | 34 ″ 11 | I |
| 2227 | *ex*Manchester *ss*Mch.No.3–3,28 | 5461 | 5,38 | | | | 1mo | S.B.Co.Ld. | Nav.aVap.S.A. | 411·8(O.L.) | | | Italian | 532NHP | | ✠ |
| IBJQ | Hero–37) *ss*Mch.No.2–36 | 3536 | ✠ | | | | | Newcastle | | F*onShelter dk*37′ | | | | 3SB,9*cf*,GS181,HS7906 | | |
| | D.F. 1*Dk(Stl)&Shelter dk(Stl)* | | | | | | | | | FK | | | 6*BH Cem.* | Blair&Co.Ld.Stockton | | |
| | 2*nd dk*(*Stl*)*in No.1hold* | | | | | | | | *CellDBa*140′ | *uE&B*45′*f*166′1303*t* | | | *APT*112*t* | | | |
| | (*DAMAGED BY AIRCRAFT 6,38—NOW TRADING*) | | | | | | | | | | | | | | | |
| 71716 | **Caprella** Twin Sc | 8230 | ✠100A1 | Cff | † | CL | 1931 | Hawthorn, | Anglo-Saxon | 451·3 | 62·0 | 34·1 | London | Oil Engines 4S.C.SA | 34 ″ 0 | |
| 162602 | *Oil Eng.* | 7483 | 4,40 | | | 1,39 | 7mo | Leslie&Co.Ld | PetroleumCo.Ld. | 467·0(O.L.) | | | British | 12Cy.24½⅜″–43⅝⅛″ 714NHP | s 6 ″ 7⅞ | |
| GPMZ | *Mchy.Aft* D.F. *ss*Fal.No.2–39 | 4828 | ✠LMC CS12,39 | | | | | Newcastle | | P103′B35′F42′ FK | | | 2*DB150lb* | | 27 ″ 7¼ | |
| | E.S.D. 1*Dk*(*Stl*) | | DBS12,39 | 3,38 | | | *Lloyd'sA&CP* | | *CellDBuE*64′239*tD* | *Tf*32′365*t FPT*222*t* | | | 14*BH* | Hwthrn,Leslie&CoLd.Nwc | | |
| | 2*nd dk*(*Stl*)*clear of cargo tanks* | | | | | | | | | | | | *APT*62*t* | | | |
| | *Longitudinal framing at bottom& at deck* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 71717 | **Capri** | 1846 | | | | | 1927 | Akt.Ges. | Rob.M.Sloman,jr. | 287·9 | 41·1 | 16·9 | Hamburg | T.3Cy.21¼″,34⅜″&55⅞″–37⅜″ | | G |
| | | 1577 | | | | | | "Neptun" | | P&B227′F33′ | | | German | 190NHP | | |
| DHDO | D.F. 1*Dk* | 1037 | | | | | | Rostock | | | | | *WB* | A.G."Neptun,"Rostock | | |
| 71718 | — Ⓟ Twin Sc | 630 | | | | | 1930 | S.A.Bacini | Soc."Partenopea" | 190·5 | 29·6 | 13·6 | Naples | T6Cy.15⅜″26⅜″&43⅝″–27⅛″ | | I |
| 368 | *Fitted for oil fuel* | 444 | | | | | | e Scali | Anon.diNavi- | 175·5 | | | Italian | Offic.Mec.& 197NHP | | |
| ILCH | 2*Dks* | 309 | | | | | | Napoletani | gazione | Q37′ | | | | Navali diNapoli,Naples | | |
| | | | | | | | | Naples | | | | | | | | |
| 71719 | **Capsa** Twin Sc | 8229 | ✠100A1 | Fal | *c*† | CL | 1931 | Hawthorn, | Anglo-Saxon | 451·3 | 62·0 | 34·1 | London | Oil Engines 4S.C.SA | 34 ″ 0 | |
| 162649 | *Oil Eng.* | 7483 | 10,40 ~~10,39~~ | Bkn | | ~~4,37~~ | 10mo | Leslie&Co.Ld | PetroleumCo.Ld. | 467·0(O.L.) | | | British | 12Cy.24½⅜″–43⅝⅛″ 714NHP | s 6 ″ 7⅞ | |
| GPRY | *Mchy.Aft* ~~*ss*Bkn.No.2–10~~ ~~*ssStl.No.1–35*~~ | 4826 | ✠LMC CS10,39 | | | 85,39 | | Newcastle | | P103′B35′F42′ FK | | | 2*DB150lb* | | 27 ″ 7¼ | |
| | D.F. E.S.D. 1*Dk*(*Stl*)2*nd dk*(*Stl*) | | DBS10,39 | 10,39 | | F9,40 | *Lloyd'sA&CP* | | *CellDBuE*64′239*t* | *DTf*32′365*t FPT* | | | 22*t APT*62*t* | Hwthrn,Leslie&CoLd.Nwc | | |
| | *clear of cargo tanks* | | | | | | | | | | | | | | | |
| | *Longitudinal framing at bottom& at deck* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 71720 | **Captain A. F. Lucas** | 4188 | | | | | 1904 | W.R.Trigg | BalboaTransport | 360·0 | 50·0 | 28·5 | Panama | T.3Cy.25″,41″&68″–42″ | | R |
| | *Fitted for oil fuel* | — | | | | | | Co. | Corp. | | | | Pnamanian | 300NHP | | |
| | *Mchy.Aft* 2*Dks* | 3257 | | | | | | Richmond Va | - | | | | *WB* | W.R.TriggCo.Rchmnd,Va | | |
| | D.F. *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 71721 | **Capt. C. D. Secord** | 6922 | | | | | 1900 | Superior | MohawkNav.CoLd | 542·3 | 50·1 | 28·8 | Montreal | Q.4Cy.20½″,30″,43½″&63″– | | R |
| 158644 | (*ex*J.M.Oag–36,*ex*S.B.Way–36, | 6510 | | | | | | S.B.Co. | (R.A.Campbell, | alt.'19 | | | British | 42″ 257NHP | | |
| VGZF | *ex*A.E.R.Schneider, D.F. Sub.Sig. 1*Dk* | 5271 | | | | | | Wst.Superior | *Mgr.*) | | | | *WB* | 2B*made*16*fitted*– | | |
| | *ex*CharlesR.VanHise) *Mchy.Aft* | | | | | | | | | | | | | ChicagoS.B.Co.Chicago | | |
| 71722 | **Capt. Thomas Wilson** | 4318 | | | | | 1900 | JenksS.B. | TheWilsonTransit | 420·5 | 50·0 | 24·0 | Wilmgton | T.3Cy.22″,38″&68″–40″ | | R |
| 127469 | | — | | | | | | Co. | Co. | | | | (Del.) | NB15 251NHP | | |
| WOQA | *Mchy.Aft* D.F. GyC. 1*Dk2trB* | 3091 | | | | | | PortHuron | | | | | *WB* | Utd.States JenksS.B.Co. | | |
| 71723 | **Capulet** | 8190 | ✠100A1 | Mch | *c*† | CL | 1932 | Swan,Hun- | BearCreekOil& | 460·4 | 59·5 | 34·1 | Liverpool | Oil Engines 4S.C.SA | 34 ″ 1 | |
| 162337 | *Oil Eng.* | 7272 | 9,40 ~~9,39~~ | Gls | | 2,38 | 11mo | ter&Wigham | ShippingCo.Ld. | | | | British | 8Cy.29½″–59½⅛″ 653NHP | s 6 ″ 1½ | |
| GMJR | D.F. E.S.D. *ss*Fal.No.1–37 | 5005 | ~~DBS10,39~~ ✠LMC9,36 | | | | | Richardson, | (C.T.Bowring&Co. | P112′B30′F57′ FK | | | 18*BHpt Cem* | 2DB*150lb* | 28 ″ 2¼ | |
| | *Mchy.Aft* 2*Dks*(*Stl*)*&Web frames* | | *Carrying Petroleum in bulk* | | | | | LdNewcastle | Ld.*Mgrs.*) | *Trunk in after well* | | | (10 to *U* dk | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Longitudinal framing* | | DBS9,40 | | | | *Lloyd'sA&CP* | | *CellD* | *BuE*81′197*tDTf*41′ | | | 8 ,,2*nd* ,, ) | | | |
| | | | | | | | | | 435*t* | *FPT*161*t APT*128*t* | | | | | | |
| 71724 | **Capulin** | 4977 | | | | | 1920 | American | UnitedStates | 390·0 | 54·2 | 27·8 | Phildlphia | DR GearedSteamTurbine | | R |
| 220257 | Sub.Sig. *Fitted for oil fuel* | 4598 | | | | | | International | Maritime | P50′B121′F40′ | | | Utd.States | | | |
| KUZR | 2*Dks* | 3032 | | | | | | S.B.Corp | Commission | | | | *WB* | GeneralElectricCo. | | |
| | | | | | | | | HogIslandPa | | | | | | Schenectady,N.Y. | | |
| 71725 | **Cara** | 1760 | | | | | 1929 | Burntislnd | AdmiralShipping | 271·5 | 39·7 | 21·0 | Glasgow | T.3Cy.19″,31″&51″–36′ | | C |
| 160244 | | 1618 | | | | | | S.B.Co.Ld. | Co.Ld.(Glen&Co. | P17′B67′F29′ | | | British | 156NHP | | |
| GSZJ | D.F. 1*Dk* | 1078 | | | | | | Burntisland | Ld.*Mgrs.*) | | | | *WB* | D.Rowan&Co.Ld.Gls. | | |
| 71726 | **Carabao** (*ex*Le Norvégien–35, | 856 | | | | | 1915 | Stettiner | ColonialSteam- | 203·7 | 30·8 | 12·0 | PortLouis, | T.3Cy.13⅜″,21⅛⅛″&37⅛⅜″– | | V |
| 135617 | *ex*Rothenburg,*ex*Frieden) | 599 | | | | | | Oderwerke | ships,Ld.(Rogers | | | | Mauritius | 25⅛⅝″ 65RHP | | |
| VRWL | Wireless 1*Dk* | 479 | | | | | | Stettin | &Co.*Mgrs.*) | | | | British | StettinerOderwerke,Stn. | | |
| | | | | | | | | | | | | | *WB* | | | |
| 71727 | **Caracas** (*ex*Westerschelde–39) | 342 | | | | | 1937 | Scheeps. | Soc.Anon.Trans- | 126·6 | 24·2 | 10·0 | LaGuaira | Oil Engines 4S.C.SA | | C |
| | *Oil Eng.* | 205 | | | | | | deHaan& | porteMaritimo | P37′Q31′F17′ | | | Venezuelan | 6Cy.11″–17½½″ 70NHP | | |
| | *Mchy.Aft* *Cruiser Stern* | 170 | | | | | | Oerlemans | Nacional | | | | *WB* | Humboldt-Deutzmotoren | | |
| | | | | | | | | Heusden | | | | | | A.G.Köln-Deutz | | |
| 71728 | **Caradale** (*ex*Lestris–36) | 1881 | ✠ ... | Mch | *s* | | 1921 | Swan,Hun- | JamesPatrick& | 290·0 | 42·6 | 18·1 | SydnyNSW | T.3Cy.20½″,34″&56″–42″ | 21 ″ 2 | C |
| 146088 | *ss*Bkn.No.3–1,35 | 1626 | 11,36 | | | | 7mo | ter&Wigham | Co.Pty.Ld. | | | | British | 318NHP | | ✠ |
| VLJG | 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) | 937 | ✠ | | | | | Richardson | | FK | | | *Cem* | 3SB,6*cf*,GS126,HS5000 | | |
| | | | | | | | | Ld.Newcastle | *CellDB*226′ | *Collision* | | | *BH to Sh dk* | Swan,Hunter&Wigham- | | |
| | | | | | | | | | 464*t MT*18′129 | *t FPT*31*t APT*31*t* | | | 5 ,, ,, *U* ,, | Richardson,Ld.Nwc | | |

164
40

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant et périd. Lettre d'Equipement. | 7a Date de la dernière visite de la terre pour-bâtiment. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Fronto-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, et si cité dans le L. H. Index. Cert. Liste Va. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71729 | **Caraibe** (*ex*Allier–35) | | 4043 | | | | | 1932 | Atel.&Ch. de France Dunkirk | Compagnie Générale d'Armements Maritimes | 325·5 | 52·5 | 28·7 | Havre | 3 Steam Turbines SR geared to Sc. Shaft 667 NHP | | V |
| | D.F. *Fitted for oil fuel* | | 3272 | | | | | | | | P49′B99′F42′ | | | French | | | |
| FNUQ | *Ref. Mchy.* 3 *Dks* | | 1782 | | | | | | | | | | | *WB* | Atel.&Ch. de la Loire, St. N. | | |
| 71730 | **Caralis** Ⓟ | Twin Sc | 3510 | | | | | 1928 | Soc. Anon. Ansaldo Sestri Ponente | "Tirrenia" Soc. Anon. di Nav. | 330·2 | 43·8 | 21·4 | Naples | Oil Engines 4 S.C.SA | | I |
| 400 | *Oil Eng.* | | — | | | | | | | | 313·6 | | | Italian | 12 Cy. 20½″–38⅜″ 486 NHP | | |
| IBYJ | 3 *Dks* str *B* | | 2033 | | | | | | | | B179′ | | | *WB* | Franco Tosi S.A. Legnano | | |
| 71731 | **Caranza** (*ex*Ouse Hopper No. 2) | Iron & Steel *ss* Bbo. 4th No. 3–9,29 *ss* Bbo. No. 1–33 1 *Dk*(*Irn*) | 524 — 332 | ✠ ~~9,40~~ | Cdz | | 6,39 | 1885 10mo | W. Dobson & Co. Newcastle | J. Trujillo Zafra e Hijos | 158·6 | 28·6 | 12·3 | Ceuta Spanish | C. 2 Cy. 22″ & 44″–30″ (*s*) 90 lb 97 NHP | 13 ″ 1 | |
| EEFS | | | | ~~NB2,23~~ ~~B87,39~~ | ~~LMC~~ ~~MS2,39~~ | | | *Lloyd's SA&CP* | | | F19′ | | BK6″ 5 *BH Cem* | | 1 SB, *3pf*, GS 49, HS 1808 N.E. Marine Eng. Co. Ld. Nwc | | |
| 71732 | **Carare** Ⓟ | Twin Sc | 6878 | | | | | 1925 | Cammell Laird & Co. Ld. Birkenhead | Elders & Fyffes, Ld. | 425·2 | 55·1 | 29·9 | Liverpool | T. 6 Cy. 23¾″, 39¼″ & 67″–48″ 622 NHP | | C |
| 147345 | D.F. E.S.D. | | 5326 | | | | | | | | P42′B194′F49′ | | | British | | | BT till 10,40 |
| GMBN | *Ref. Mchy.* Sub. Sig. | 4 *Dks* | 4180 | | | | | | | | | | | *WB* | Cammell Laird & Co. Ld. | | |
| 71733 | **Carbet** | | 3689 | | | | | 1920 | Napier& Miller Glasgow | Cie. Générale Transatlantique | 365·0 | 49·0 | 24·6 | Havre | T. 3 Cy. 26″, 42½″ & 69″–48″ 330 NHP | | V |
| | | | — | | | | | | | | P&B219′F47′ | | | French | | | |
| FNRL | D.F. | 2 *Dks* | 2326 | | | | | | | | | | | *WB* | Dunsmuir & Jackson, Ld Gls | | |
| 71734 | **Carbonia** (*ex*Ardennia–39, *ex*Gothia–36, *ex*Roxen) | 4 Mst *ss* N.Yk. No. 3–10,29 *ss* Got. No. 2–38 1 *Dk*(*Stl*) | *1918* *1621* *1125* | ✠ … 5,39 | Got | | *r* | 1916 7mo | Lindholmens V.A. Gothenburg | Rederi A/B Sylvia (Alb. Billner, *Mgr.*) | 262·0 (o.l.) 277·5 P24′B65′F31′ FK *Cell DB* 224′471*t* | 42·7 | 18·1 | Gothenburg Swedish | T. 3 Cy. 20½″, 33″ & 55″–36″ 214 NHP 2 SB, *6cf*, GS 110, HS 3500 4 *BH Cem* *APT* 41*t* Lindholmens M.V. Got. | 20 ″ 6 | C |
| 5813 | | | | | | | | | | | | | | | | | |
| SMTN | | | | | | | | | | | | | | | | | |
| 71735 | — (*ex*Kalle H.–39, *ex*Adrien de Montgolfier–36, *ex*Monestoy, *ex*Grangetown, *ex*VanDyck) | 1 *Dk* & *deep framing* *Well deck* | 1237 1040 725 | ✠ … 7,23 | | | | 1904 6mo | Soc. Anon. Chant. Naval Anversois Hoboken | Pittaluga& Bertorello | 242·7 229·6 Q67′B64′F22′ | 35·0 | 14·9 FK | Genoa Italian | T. 3 Cy. 17″, 28″ & 46″–30″ 132 NHP B *made* 20, *fitted* 24 NE. Marine Eng. Co. Ld. Sld. | 17 ″ 2 | IV † |
| 2266 | | *ss* Ant. No. 3–3,12 *ss* Rot. No. 2–21 | | | | | | | | | | | | *WB* | | | |
| ILCM | | | | | | | | | | | | | | | | | |
| 71736 | **Cardena** Ⓟ | Twin Sc | 1559 | | | | | 1923 | Napier& Miller Glasgow | Union Steamships Ltd. | 226·8 | 37·1 | 18·4 | Vancouver | T. 6 Cy. 16″, 26½″ & 43″–30″ 202 NHP D. Rowan & Co. Ld. Gls. | | C |
| 150977 | *Fitted for oil fuel* | | 1134 | | | | | | | | | | | British | | | |
| VGFN | Wireless | 3 *Dks* | 842 | | | | | | | | | | | *WB* | | | |
| 71737 | **Cardiff** Ⓟ | Twin Sc *Oil Eng.* 1 *Dk* | 1507 — 859 | | | | | 1929 | A.&J. Inglis, Ld. Glasgow | Cia. Argentina de Nav. Mihanovich Ltda. | 275·1 P37′B46′F29′ | 43·2 | 12·3 | Bns. Aires Argentine | Oil Engines 4 S.C.SA 12 Cy. 15¾″–29½″ 287 NHP Harland & Wolff, Ld. Gls. | | |
| 71738 | **Cardita** | Twin Sc | 8237 | ✠ 100 A1 | Shl | *c*† | CL | 1931 9mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Anglo-Saxon Petroleum Co. Ld. | 451·3 467·0 (o.l.) P103′B35′F42′ FK 244*t* *DT* 32′ 365*t* *FPT* 213*t* | 62·0 | 34·0 | London British | Oil Engines 4 S.C.SA 12 Cy. 24½″–43⅛″ 714 NHP 2 DB *150lb* 14 *BH* Hwthrn, Leslie & Co. Ld. Nwc | 34 ″ 0 s 6 ″ 7¾ 27 ″ 7½ | |
| 162633 | *Oil Eng.* | | 7483 | 8,39 | | | P8,39 | | | | | | | | | | |
| GPWQ | D.F. E.S.D. | *ss* Shl. No. 2–39 | 4821 | ✠ LMC CS 8,39 | | | SN8,39 | | | | | | | | | | |
| | *Mchy. Aft* | 1 *Dk*(*Stl*) 2nd *dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck* | | DBS ~~3,40~~ 5,40 1,39 *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | *Cell DBu E* 69′ | | | | *APT* 55*t* | | | |
| 71739 | **Cardium** | Twin Sc | 8236 | ✠ 100 A1 | Bkn | *c*† | CL | 1931 12mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Anglo-Saxon Petroleum Co. Ld. | 451·3 P103′B35′F42′ FK | 62·0 | 34·0 | London British | Oil Engines 4 S.C.SA 12 Cy. 24½″–43⅛″ 714 NHP 2 DB *150lb* 14 *BH* Hwthrn, Leslie & Co. Ld. Nwc | 34 ″ 0 s 6 ″ 7¾ 27 ″ 7½ | |
| 162664 | *Oil Eng.* | | 7483 | 12,38 | | | 1,40 | | | | | | | | | | |
| GPWS | *Mchy. Aft* | *ss* Shl. No. 1–36 | 4828 | ✠ LMC CS 1,40 | | | | | | | | | | | | | |
| | D.F. E.S.D. | 1 *Dk*(*Stl*) 2nd *dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck* | | DBS 1,40 4,38 *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | *Cell DBu E* 69′ 24 | 4*t* *DT* *f* 32′ 365*t* *FPT* | | | 213*t* *APT* 55*t* | | | |
| 71740 | **Cardonia** | | 5104 | | | | | 1920 | American International S.B. Corp. Hog Island Pa | Lykes Bros. Steamship Co. Inc. | 390·0 P50′B121′F40′ | 54·2 | 27·8 | N. Orleans Utd. States | DR geared Steam Turbine | | R |
| 220186 | *Fitted for oil fuel* | | 4598 | | | | | | | | | | | *WB* | General Electric Co. Schenectady, N.Y. | | |
| KUVV | Sub. Sig. | 2 *Dks* | 3106 | | | | | | | | | | | | | | |
| 71741 | **Cardross** (*ex*Kittiwake–35) | *ss* Gls. No. 3–1,32 *ss* ~~Syd. No. 1–39~~ 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) *Cargo battens not fitted* | 1896 1629 982 | ✠ 100 A1 *Shelter dk* *with freeboard* 6,40 ~~10,39~~ | Syd | *s* | CL N10,39 | 1919 8mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | James Patrick& Co. Pty. Ld. | 290·3 301·0 (o.l.) FK *Cell DB* 248′399*t* | 42·5 | 18·9 *Collision* | Sydney, N.S.W. British *Cem* *FPT* 31*t* *APT* 39*t* | T. 3 Cy. 20½″, 34″ & 56″–42″ (*s*) 180 lb 318 NHP 3 SB, *6cf*, GS 126, HS 5000 FD *BH to Sh dk* 5 „ „ *U* „ Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 21 ″ 2 s 1 ″ 3 20 ″ 1½ | |
| 135724 | | | | | | | | | | | | | | | | | |
| VLFF | | | | MS 1,39 BS 11,39 ✠ LMC ~~10,39~~ | | | | *Lloyd's SA&CP* | | | | | | | | | |
| 71742 | **Carducci** (*ex*Kolozsvar) | *ss* Fiu. 2nd No. 3–11.26 *ss* Ant. No. 1–31 1 *Dk*(*Stl*) & *Spar dk*(*Irn*) & *deep framing* | 2028 1783 1236 | ✠ … 8,35 | Gen | | | 1902 3mo | W. Dobson & Co. Newcastle | "Tirrenia" Soc. Anon. di Nav. | 285·8 280·3 39·1 P33′B90′F35′ FK *Cell DBa* 92′*uE* & *f* 33′ *f* 121′425*t* *FPT* | 37·5 | 20·3 21·0 | Fiume Italian | T. 3 Cy. 19½″, 34″ & 57″–39″ 230 NHP 2 NDB 13 *refitted* 25 2 SB, *4rf*, GS 105, HS 3500 6 *BH Cem* *APT* 15*t* N.E. Marine Eng. Co. Ld Nwc | 23 ″ 3 | I † |
| 13 | | | | | | | | | | | | | | | | | |
| IBCG | D.F. | | | | | | | | | | | | | | | | |
| 71743 | **Carelia** | | 8082 | ✠ 100 A1 | Bry | *c*† | CL | 1938 5mo | NV Nederl. Schps. Maats. Amsterdam | Anglo-Saxon Petroleum Co. Ld. | 465·3 483·3 (o.l.) P91′B43′F66′ FK *Cell DBu E* 70′166*t* | 59·3 | 33·8 17 *BH pt Cem* | London British | Oil Engines 4 S.C.SA 8 Cy. 25⅞″–55½″ 502 NHP DB *180lb* 17 *BH* Werkspoor N.V. Ams. | 34 ″ 0 s 6 ″ 8½ 27 ″ 6 | |
| 167268 | *Oil Eng.* | | 7235 | 7,40 ~~14,39~~ | Bkn | | | | | | | | | | | | |
| GTGK | D.F. 1 *Dk*, 2nd *dk* *clear of cargo tanks* E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | | 4783 | ✠ LMC 5,38 *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | | *DT* *f* 25′264*t* *FPT* 135*t* | | | *APT* 83*t* | | | |
| 71744 | — | | 1123 | | | | | 1921 | Maskinoch Brobyg. Akt Helsingfors | Finska Ångfartygs A/B | 225·7 215·2 P23′B62′F29′ | 34·4 | 14·0 | Helsingfrs Finnish *WB* | T. 3 Cy. 15½″, 26″ & 41½″–27½″ Msk & Brbyggnads 89 NHP A/B Helsingfors | | N |
| 564 | | | 841 | | | | | | | | | | | | | | |
| OHGF | Wireless D.F. | 1 *Dk* | 631 | | | | | | | | | | | | | | |
| 71745 | **Carenero** (*ex*Tonijn–37) | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 366 250 184 | | | | | 1936 | NV Schpsw Delfzijl v/h Gebr. Sander Delfzijl | Cia. Anon. de Navegación de Carenero | 135·7 | 24·5 | 9·1 | La Guayra Venezuelan *WB* | Oil Engines 4 S.C.SA 6 Cy. 11″–17¾″ 70 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz | | V |
| | *Mchy. Aft* | | | | | | | | | | | | | | | | |
| | D.F. | | | | | | | | | | | | | | | | |
| 71746 | **Caribia** Ⓟ | Twin Sc *Oil Eng.* 5 *Dks* *Cruiser Stern* | 12049 8979 6989 | | | | | 1933 | Blohm& Voss, K.a.A. Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham. Amr. Linie) | 497·8 B& F334′ | 65·8 | 27·9 | Hamburg German *WB* | Oil Engines 2 S.C.DA 16 Cy. 23¾″–35 1/16″ 3122 NHP Blohm& Voss, K.a.A Ham. | | G |
| DJLP | GyC. E.S.D. D.F. Sub. Sig. | | | | | | | | | | | | | | | | |
| 71747 | — | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 312 210 148 | | | | | 1936 | Gebr. Niestern & Co. Delfzijl | C. van Wattum | 127·6 P30′B12′F15′ | 24·1 | 8·7 | Delfzijl Dutch *WB* | Oil Engines 2 S.C.SA 4 Cy. 9 7/16″–14 7/16″ 62 NHP Appingedammer Brons Motorenfb. N.V | | V |
| PDJC | *Mchy. Aft* | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when mail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Registers in which classed. If not in L.R. Date of R. of T. and Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71748<br>151660<br>VOLQ | **Caribou** Ⓟ | | 2222<br>1850<br>1362 | ✠100A1<br>*with freeboard*<br>~~7,38~~ 10,40<br>~~BS5,38~~ ✠LMC5,38<br>10,40 | NFL | *s* | CL<br>5,37<br>N9,40 | 1925<br>10mo<br>*Lloyd's* | NewWater-wayS.B.Co.<br>Schiedam | Newfoundland Government (Newfoundland Railway—Steam-shipDept.)<br>*Cell DB* 206′ 373*t FPT* | 266·0 \| 41·3 \| 23·4<br>276·5 (O.L.)<br>F37′ FK<br>*38t APT 39t* | SJhns NFL<br>British<br>*5 BHCem* | T.4Cy.23½″,40″&(2)46′–42″<br>200lb (*r*) 456NHP<br>2SB,*8cf*,GS137,HS7111 FD<br>NewWaterwayS.B.Co. | 25 ″ 6<br>s 7 ″ 7¾<br>18 ″ 6 | |
| 71749<br>27<br>IBMF | **Cariddi** Ⓟ<br>(*Train Ferry*) *Oil Eng.*<br>2 *Dks* | **TwinSc** | 2809<br>—<br>973 | | | | | 1931 | Cantieri RiunitiDell' Adriatico Trieste | ItalianState Railways | 365·4 \| 56·7 \| 17·5<br>350·6<br>B172′ | | | Messina<br>Italian<br>*WB* | 3 Oil Engines connected to 2 Elec. Motors & Sc. Shafts<br>4S.C.SA 985NHP<br>24Cy.20½″–21⅝″<br>StabilimentoTecnico,Tri. | | I |
| 71750<br>2145<br>IBDG | **Carignano** (*ex* War Pigeon)<br>*ss* Tri. No. 3-4,31<br>*ss* Gen. No. 1–35<br>D.F. 2 *Dks* (*Stl*) | | 5753<br>4802<br>3497 | ✠100A1<br>2,39<br>✠LMC6,39<br>*Adapted for oil fuel* 11,28 *F.P.* | Gen | *y* | CL<br>5,37 | 1918<br>9mo<br>*Lloyd's* above | Ropner& Sons,Ld. Stockton<br>150° F. | LloydTriestino Soc. Anon. diNav.<br>*Cell D* | 395·5 \| 52·2 \| 27·8<br>52·4<br>412·4 (O.L.)<br>P49′ B113′ F40′ FK<br>*B340′ 1072t FPT 13t APT 214t* | Genoa<br>Italian<br>*7 BHpt Cem* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 490NHP<br>3SB,*9cf*,GS190,HS7020 FD<br>Harland&Wolff,Ld.Gls. | 31 ″ 0<br>s 5 ″ 10½<br>25 ″ 4½ | |
| 71751<br>FNRM | **Carimaré** Ⓟ (*ex* Saint Aygulf)<br>D.F. 2 *Dks* | | 4459<br>—<br>2667 | | | | | 1920 | Napier& Miller,Ld. Glasgow | Cie.Générale Transatlantique | 364·6 \| 49·1 \| 24·1<br>F36′ | | | Havre<br>French<br>*WB* | T.3Cy.26″,42½″&69″–48″<br>330NHP<br>Dunsmuir&Jackson,LdGls | | V |
| 71752<br>7696<br>SIJN | **Carina**<br>E.S.D. *ss* Got. No. 2–40 ~~*ss* Got. No. 1–35~~<br>D.F. *Mchy. Aft* 1 *Dk* (*Stl*)<br>Sub.Sig. *Cruiser Stern*<br>*Special Surveys to date from* 12,31 | **TwinSc**<br>*Oil Eng.* | *6303*<br>*5720*<br>*3610* | ✠100A1<br>6,40 ~~9,39~~<br>✠LMC CS9,36<br>~~DBS6,36~~ 6,40 12,38<br>*Carrying Petroleum in bulk*<br>DBS4,41 | Gal<br>Got 6,40 | *z* | CL<br>~~P9,37~~<br>~~S9,39~~<br>5,40 | 1931<br>1mo<br>*Lloyd's* | Götaver-kenA/B Gothenburg | Rederiaktieb. Castella(Per Waller, *Mgr.*)<br>*Cell D Bu E* | 419·4 \| 55·2 \| 33·9<br>423·8 (O.L.)<br>P98′ F36′ FK<br>*63′ 260t DT f 17′ 221t* | Gothenbrg<br>Swedish<br>*10 BHpt Cem APT 429t* | Oil Engines 4S.C.SA<br>12Cy.21⅝″–39⅜″ 543NHP<br>2DB *150lb*<br>GötaverkenA/B,Got. | 33 ″ 7<br>s 7 ″ 2¾<br>26 ″ 6½ | |
| 71753<br>6691<br>SDNU | **Caring** (*ex* Vigdis, *ex* Heinrich,<br>*ex* Ecossaise) *ss* Got. 4th No. 3–8,33<br>*ss* Got. No. 1–38<br>*Well deck* 1 *Dk* (*Irn*) | | *881*<br>*664*<br>*518* | ✠100A1<br>3,41 ~~1,40~~<br>✠NB8,03 ✠LMC10,37<br>~~BS4,40~~ 3,41 | Got | *m* | CL<br>11,39 | 1883<br>3mo<br>*Lloyd's* | Ramage& Ferguson Leith | Ångf.A/B Caring (H.Bergelin *Mgr.*) | 210·5 \| 30·2 \| 13·3<br>Q70′ B57′ F23′ FK<br>*Cell DB 180′ 200t* | Gothenbrg<br>Swedish<br>*4 BHCem APT 12t* | C.2Cy.27″&50″–30″ (*s*)<br>87lb 116NHP<br>1SB,*3cf*,GS58,HS2034<br>Ramage&Ferguson,Lth. | 16 ″ 0<br>s ″ 11⅜<br>15 ″ 1½ | |
| 71754<br>147318<br>GLKY | **Carinthia** Ⓟ<br>*Ref. Mchy.* 2 *Dks* (*Stl*) & *Shelter dk*<br>D.F. Sub.Sig (*Stl–ptws*) & *Shade dk*<br>E.S.D. GyC. (*Stl–ptws*) 3*rd dk* (*Stl*) *in holds, except No.* 4 | **TwinSc**<br>*ss* Liv. No. 3–1,38 | 20277<br>14281<br>11971 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>1,39<br>BS1,39 ✠LMC1,37<br>✠Lloyd'sRMC7,39<br>*Fitted for oil fuel* 8,25 *F.P. above* 1 50° F. | Liv | *n*† | CL<br>1,39 | 1925<br>8mo<br>*Lloyd's*<br>*Cell D* | Vickers, Ld. Barrow | CunardWhite Star,Ld.<br>*B520′ 2578t DT f 47′* | 600·7 \| 73·8 \| 40·7<br>*Promenade dk 397′*<br>FK<br>*Coll BH*<br>*1640t Tanks at sides & between 9 tunnels 612t FPT* | Liverpool<br>British<br>*10 BHCem to Shade dk*<br>„ *Shelter* „<br>*112t APT 80t* | 4 Steam Turbines DR (*r*)<br>geared to 2 Sc. Shafts<br>220lb 2437NHP<br>3D&3SB,*36cf*,GS769, FD<br>HS29164<br>Vickers,Ld.Barrow | 45 ″ 0<br>s 12 ″ 9½<br>32 ″ 8 | |
| 71755<br>2630<br>1694 | **Carioca**<br>*Oil Eng.*<br>2 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | **TwinSc** | 2927<br>~~2,37~~ | ✠100A1<br>10,40 ~~12,37~~<br>✠LMC12,37<br>✠Lloyd'sRMC ~~6,38~~ 6,40<br>12,40 | Rot<br>Rio | *u* | OG | 1937<br>12mo<br>*Lloyd's* | NV. Industrieele Maats. "DeNoord" Alblasserdam<br>*Cell D* | LloydBrasileiro<br>*B238′ 647t FPT 66t* | 322·5 \| 47·4 \| 21·4<br>336·3 (O.L.)<br>P33′ B90′ F30′ FK<br>*Cell DB 238′ 647t FPT 66t* | Rio de Janeiro<br>Brazilian<br>*6 BHpt Cem APT 88t* | Oil Engines 2S.C.SA<br>14Cy.13⅜″–23⅝″ 463NHP<br>Gbr.Stork&CoNVHengelo | 24 ″ 0<br>s 3 ″ 8<br>20 ″ 5½ | |
| 71756<br>265<br>225 | **Caripiteño**<br>*Oil Eng.*<br>*ss* Aru. No. 1–38<br>1 *Dk* (*Stl–ws*)<br>*Cargo battens not fitted in after hold* | | 475<br>265<br>225 | ✠100A1<br>*with freeboard*<br>4,39 ✠LMC8,38<br>*For Venezuelan Coasting Service* | Aru | *g* | N3,39 | 1934<br>5mo<br>*Lloyd's* | Schiffsw. MemelLin-denau&Cie. Memel | StandardOilCo.of Venezuela<br>*Cell D Bf 11′ 10t Tanks at sides of Tun* | 150·9 \| 24·9 \|<br>F63′ FK | Cristobal Colon<br>Venezuelan<br>*4 BHpt Cem nel 13′ 15t* | Oil Engines 2S.C.SA<br>6Cy.14 7/16″–18⅛″ 212NHP<br>SulzerBros.Winterthur | 11 ″ 10<br>s 2 ″ 7¾<br>9 ″ 5½ | |
| 71757<br>209871<br>KJEV | **Carisco** (*ex* Baltimorean,<br>*ex* AtlanticCity)<br>2 *Dks* | | 927<br>—<br>630 | | | | | 1912 | StatenIsld. S.B.Co. Pt.Richmond N.Y. | ThamesRiverLine Inc. | 180·1 \| 28·4 \| 12·5 | NewYork<br>Utd.States | T.3Cy.15¼″,23¾″&37½″–26″<br>*Emade 84 fitted* 12 72NHP<br>GossMarineWks.Bath,Me. | | |
| 71758<br>OYYJ | **Carl** Ⓟ (*ex* Carl von Linné–38)<br>1 *Dk* | | 391<br>221<br>220 | | | | | 1884 | MotalaCo. Norrköping | Det Östborn-holmskeDamp-skibsslskA/S (E.SonneHansen, *Mgr.*) | 144·7 \| 24·6 \| 10·3<br>P47′ H109*t* F32′ | Nexö<br>Danish | C.2Cy.24″&43″–24″<br>NB04 75NHP<br>MotalaCo.Motala | | |
| 71759<br>OUPU | —<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | | 318<br>254<br>165 | | | | | 1924 | A/S Rödby-havnsDok og Skibsværft RödbyHavn | DeDanskeSukker-fabrikker | 131·0 \| 24·6 \| 10·0<br>B34′ F19′ | Copnhagn<br>Danish<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.12 7/16″–18½″ 111NHP<br>A/S Atlas,Stockholm | | V |
| 71760<br>DMAH | **Carl Cords**<br>*Mchy. Aft* 1 *Dk* | | 903<br>773<br>498 | | | | | 1910 | Akt.Ges. "Neptun" Rostock | Aug.Cords | 231·4 \| 33·8 \| 12·0<br>P&B177′ F25′ | Rostock<br>German<br>*WB* | T.3Cy.14⅜″,24 3/16″&38⅝″–26½″<br>77NHP<br>A.G."Neptun,"Rostock | | G |
| 71761<br>226776<br>WOBK | **Carl D. Bradley** Ⓟ<br>*ss* Clv. No. 2–40 ~~*ss* Clv. No. 1–34~~<br>(*Self-Unloader*)<br>*Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames*<br>D.F. GyC. *Cargo battens not fitted*<br>*Longitudinal framing at deck* | | 10028<br>8162<br>7706 | ✠100A1<br>*For Service on the Great Lakes*<br>4,40 ~~1,39~~<br>~~BS4,37~~ ✠LMC6,34<br>~~BS4,40~~ 3,41 4,40 | Clv | | OG<br>2,40 | 1927<br>7mo<br>*Lloyd's* | American S.B.Co. Lorain,O. | BradleyTransportationCo.<br>*Cell DB & Side Tanks 8679t FPT 347t* | 623·2 \| 65·2 \| 30·2<br>FK | Duluth<br>Utd.States<br>*3 BH APT 121t* | 1 Steam Turbine connected to Elec.Mot.&Sc.Shaft<br>325lb HS11260 985NHP<br>2 Water Tube Boilers FD<br>General Electric Co.<br>Lynn,Mass. | 33 ″ 0<br>s 10 ″ 8<br>22 ″ 6½ | |
| 71762<br>8388<br>SMFN | **Carl-Gorthon**<br>D.F. *Cruiser Stern* 1 *Dk* & *Shelter dk*<br>*Strengthened for Navigation in Ice*<br>*Butts of bottom shell plating elec. welded* | | *1811*<br>*1416*<br>*935* | ✠100A1<br>*with freeboard*<br>4,41 ~~11,39~~ ✠LMC11,39<br>*Fitted for oil fuel* 11,39 *F.P. above* 150° F. | Osl<br>NYk | *f* | CL | 1939<br>11mo<br>*Lloyd's* above | Fredrkstad Mek VrksA/S Fredrikstad | RederiA/B Activ (Joh.Gorthon, *Mgr.*)<br>*Intermediate BH in fwd. Cell D* | 292·4 \| 43·9 \| 15·4<br>300·0 (O.L.)<br>F22′ FK<br>(*Coll hold dispensed with 2*„ *2nd* „)<br>*B240′ 710t FPT 133t* | Hlangborg<br>Swedish<br>*4 BH & APto Sh dk APT 97t* | C.4Cy.(2)15⅜″&(2)37 13/16″–34 7/16″ 220lb (*s*) FD 277NHP<br>2SB(Spt),*6cf*,GS98,HS4117<br>FredrikstadM.V.A/S, Fredrikstad | 19 ″ 4<br>s ″ 7⅝<br>18 ″ 11 | |
| 71763<br>PUZB | **Carl Hoepcke** Ⓟ<br>Wireless | **TwinSc** | 1249<br>1063<br>653 | | | | | 1927 | F Schichau Elbing | EmprezaNacional deNavegação "Hoepcke" | 205·8 \| 36·0 \| 17·8 | Florian-opolis<br>Brazilian | C.8Cy.(4)12¾″&(4)27 7/16″–27 7/16″ 133NHP<br>F.Schichau,Elbing | | G |

85/40

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée Tonnage brut. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. Pf=Force en chevaux d'après les formules de la Société. Pf=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L.R. Dans Cert. Hors Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71764 DHCG | **Carl Jüngst** (ex Bernhard Blumenfeld-38, ex Dalewood) *Well deck* | ss Ham.No.3–4,33 ex Ham.No.1–37 1 *Dk (Stl)* | 2879 2284 1653 | ✠ 3,39 ✠ | Ham | *l* | | 1921 8mo | Eltringham's,Ld. Willington Quay | Krupp Reederei und Kohlenhandel G.m.b.H. *Intermediate* *Cell D* | 304·8 \| 44·1 \| 20·5 Pon Q21′ Q125′ B54′ F25′ FK 604*t* *DT a* 41′ 319*t D* *Ba* 59′ *u* *E* 23′ *f* 122 | Hamburg German *WB* | T.3Cy.23″,38″ & 62″–42″ 288 NHP 2SB,*6cf*,GS120,HS4690 Eltringham's,Ld. Willington Quay | 23 ″ 0 | |
| 71765 8100 SJPT | **Carl Matthiessen** (ex Columbus–36, ex Commodore Rollins–34) Wireless D.F. 2 *Dks 3 tr B* | | 1170 933 506 | | | | | 1911 | Bergens Mek. Værks. Bergen | A/B Banantransport (Sven Salén, *Mgr.*) | 244·5 \| 34·6 \| 14·2 H108*t* | Stockholm Swedish *WB* | T.3Cy.23″,37″ & 63″–39″ 248 NHP Bergens Mek Værks Bergen | | N |
| 71766 DCRO | **Carl Rehder** (ex Stubnitz, ex Frida Horn) | 1 *Dk* | 559 442 262 | | | | | 1920 | Union-Giesserei A.G Königsberg | Carsten Rehder | 166·0 \| 28·8 \| 11·9 P&B 112′ 121′ | Altona German *WB* | T.3Cy.13″,20¼″ & 33″–22½″ Union- 52 NHP Giesserei A.G. Königsberg | | G |
| 71767 DONZ | **Carl Vinnen** Sub.Sig. *Mchy.Aft* (*See Sailing Ship Register*) | Aux 5 Mst Sr *Oil Eng.* 2 *Dks* | 1827 1537 1524 | | | | | 1922 | Frd. Krupp Akt.Ges. Kiel | C.R.H.Vinnen (F.A.Vinnen & Co. *Mgrs.*) | 261·8 \| 44·3 \| 19·1 Q82′ F55′ | Bremen German *WB* | Oil Engines 4S.C.SA 4Cy.15¾″–21⅝″ 97 NHP Frd.Krupp A.G. Kiel | | G |
| 71768 134 IMXQ | **Carla** (ex Fede–37, ex Ester–33, ex Esther, ex *Sailing Vessel* Jenny, ex Louise Linnemann, ex Voorwaarts) *Mchy.Aft* (*See Sailing Ship Register*) | Aux 3 Mst Sr *Oil Eng.* 1 *Dk* | 347 303 259 | | | | | 1903 | Gebr. Verstockt Martenshoek | Carlo Landi | 145·4 \| 26·2 \| 10·6 129·1 Q17′ | Savona Italian | Oil Engines 2S.C.SA 2Cy.14⅛″–16⅞″ 79 NHP *Emade* 15 *fitted*— J.&C.G Bolinder's Co Ld Skm | | I |
| 71769 204701 WTQP | **Carle C. Conway** (ex R.L.Agassiz–34, ex William A.Hawgood) D.F. GyC. *Mchy.Aft* | 1 *Dk* | 6530 — 4910 | | | | | 1907 | Chicago S.B.Co. Chicago | National Steel Corp. (M.A.Hanna Co. *Mgrs.*) | 532·0 \| 56·2 \| 31·0 | Wilmgton (Del.) Utd. States *WB* | T.3Cy.23½″,38″ & 63″–42″ 257 NHP American S.B.Co. Cleveland | | R |
| 71770 ONIA | **Carlier** Ⓟ (ex Itauri) *Ref. Mchy.* D.F. Sub.Sig | 2 *Dks & Shelter dk* | *7217* — *4398* | | | | | 1915 | Flensburgr Schiffsb.Ges. Flensburg | Cie. Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale S.A. *Mgrs.*) | 471·1 \| 60·9 \| 28·6 H36′ F54′ 36·5 | Antwerp Belgian | T.3Cy.31 1/10″ 50⅝″ & 84″–53 3/10″ 518 NHP Flensburger Schiffsb.Ges. | | V |
| 71771 126961 MBVR | **Carlingford** *Well deck* *Mchy.Aft* | K ss Lan.2nd No.3–5,34 ss Apl.No.1–38 1 *Dk (Stl)* | 345 274 131 | ✠ 100 A1 4,41 ~~3,08~~ MS 9,38 | Apl Liv LMC BS ~~4,50~~ 5,40 | *f* | CL 7,38 | 1908 1 mo | Dublin Dockyard Co. Dublin | Ribble Shipping Co. Ltd. (W.J.Ireland, *Mgr.*) *Lloyd's SA&CP* | 145·6 \| 24·1 \| 10·4 *25·6* Q51′ B12′ F24′ BK 7″ *FPT* 41*t* | Liverpool British *Cem* 3 *BH* | C.2Cy.18 7/16″ & 38″–27″ (*s*) 130 lb 80 RHP 1SB,2*pf*,GS40,HS1477 Ross & Duncan, Glasgow | 11 ″ 6 s ″ 8 11 ″ 5 | |
| 71772 135725 VLDB | **Carlisle** (ex Merganser–34) *Shelter dk* *with freeboard* 1 *Dk (Stl) & Shelter dk (Stl)* *Cargo battens not fitted* | ss Mch.No.3–2,32 ~~ss Syd.No.2–40 ss Syd No.1–39~~ | 1881 1638 ~~934~~ | ✠ 100 A1 1,41 ~~10,00~~ MC3,37 | Syd LMC 1,40 ~~BS1,40~~ | *s* | CL 5,39 | 1919 11 mo | Swan, Hunter & Wigham Richardson, Ld Sunderlnd | James Patrick & Co. Pty. Ld. *Cell DB* 248′ 450 | 290·0 \| 42·5 \| 18·8 300·7 (O.L.) FK *Coll* 5 ,, ,, *U* ,, *t FPT* 31*t APT* 39*t* | Sydny NSW British *Cem* *BH to Sh dk* | T.3Cy.20½″,34″ & 56″–42″ (*s*) 180 lb 318 NHP 1SB.*6cf*,GS126,HS5000 FD Swan, Hunter & Wigham Richardson, Ld. Nwc. | 21 ″ 2 s 1 ″ 1½ 20 ″ 2½ | |
| 71773 143279 GBVM | **Carlo** (ex Las Palmas) | 1 *Dk* | 1737 1538 985 | | | | | 1911 | Schiffsw.v. H.Koch A.G. Lübeck | Ellerman's Wilson Line, Ld. | 277·7 \| 39·2 \| 17·9 P&B 220′ F35′ | Hull British *WB* | T.3Cy.22 1/10″,35⅝″ & 56 2/10″– 33½″ 163 NHP Schiffs.v.H.Koch.A.G. | | |
| 71774 372 IBDO | **Carlo Martinolich** (ex Honvéd–35) D.F. | ss Rot.No.2–35 1 *Dk (Stl)* | 4208 3918 2570 | ✠ 100 A1 10,39 BS 9,39 | Tri LMC 7,35 | *x* | CL 7,37 | 1928 6 mo | Swan, Hunter & Wigham Richardson, Ld Sunderlnd | Nav. Carlo Martinolich S.a.g.l. *Cell DB* | 385·3 \| 52·0 \| 24·9 370·1 P37′ B221′ F32′ FK 320′ 1110*t* *FPT* 113*t* *APT* 127*t* | Trieste Italian 6 *BH Cem* | T.3Cy.24″,39″ & 65″–45″ (*s*) 180 lb *120 lb* 331 NHP 2SB(Spt)*6cf*,GS130,HS5410 N.E.Marine Eng.Co Ld.Sld | 27 ″ 3 s 3 ″ 8¾ 23 ″ 8¾ | |
| 71775 254 ILFD | **Carlo Zeno** (ex Henri Delmas–33, ex Klio) *Well deck* 1 *Dk & deep framing* | | 1446 1144 869 | ✠ ... 2,11 ✠ | | | | 1906 11 mo | Mackay Bros. Alloa | Salvagno Anonima Navigazione | 244·6 \| 35·9 \| 16·4 234·8 Q87′ B56′ F29′ FK | Venice Italian *WB* | T.3Cy.18″,29″ & 48″–33″ 146 NHP MacColl & Pollock, Ld. Sld. | 18 ″ 6 | I † |
| 71776 PJAW | **Carlota** *Mchy.Aft* Longitudinal framing at bottom & at deck | Twin Sc ss Cco.No.3–11,36 ss Cco.No.1–41 1 *Dk (Stl)* | 2696 1798 1481 | ✠ 100 A1 ~~7,10~~ ~~8,46~~ 6,41 ~~MC12,36~~ LMC 11,36 Carrying Petroleum in bulk Fitted for oil fuel 9,24 F.P. above 150° F. | Cco BS 3,41 | *l* | CL 12,39 | 1924 9 mo | W. Beardmore & Co. Ld. Glasgow *Lloyd's SA&CP* | N.V. Curacaosche Scheepv. Maats. | 305·0 \| 50·2 \| 15·0 Q87′ *Trunk dk* 176′ F42′ FK *FPT* 109*t* *APT* 78*t* | Willemst'd Dutch 8 *BH pt Cem* | T.6Cy.14″,23″ & 38″–27″ (*s*) 180 lb 252 NHP 2SB,*4cf*,HS4100 FD W.Beardmore & Co.Ld. | 15 ″ 0 s 1 ″ 7 13 ″ 6¾ | |
| 71777 64 ILFP | **Carlotta** (ex Kopernik–34, ex Yorkdale, ex Ardgour) *Mchy.Aft* | *Oil Eng.* 1 *Dk* | 750 565 532 | | | | | 1914 | G.Brown & Co. Greenock | Onofrio Jacomino | 207·6 \| 29·1 \| 12·8 200·0 Q87′ F25′ *WB* | Torre del Greco Italian | Oil Engines 4S.C.SA 6Cy.12 7/16″–17⅜″ 87 NHP *Emade* 35 *fitted* 37 Mtrn Werke Mannheim A G | | CI |
| 199 40 71778 148059 GKPQ | **Carlton** | ss Nwc.No.3–5,37 1 *Dk (Stl)* | 5162 4750 3205 | ✠ 100 A1 11,40 ~~2,30~~ ~~BS5,30~~ MBS 5,40 | Cff Npt LMC 5,37 DBS 12,40 | *y* | CL N7,39 | 1924 4 mo | Short Bros. Ld. Sunderland *Lloyd's SA&CP* | R. Chapman & Son *Cell DB* 342′ 1524 | 390·0 \| 53·5 \| 28·6 402·0 (O.L.) P33′ B113′ F41′ FK *t FPT* 128*t APT* 167*t* | Newcastle British 6 *BH Cem* | T.3Cy.24″,41″ & 68″–48″ (*s*) 180 lb *190 lb* 363 NHP 2SB(Spt)*8cf*,GS155,HS5806 J.Dickinson & Sons, Ld. Sld. | 31 ″ 6 s 6 ″ 1½ 25 ″ 7¼ | |
| 71779 220550 KDDK | — D.F. | *Fitted for oil fuel* 2 *Dks* | 5127 4598 3124 | | | | | 1920 | American International S.S.Corp. Hog Island Pa | Tampa Interocean S.S.Co. | 390·0 \| 54·2 \| 27·8 P50′ B121′ F40′ | N.Orleans Utd. States *WB* | D R Geared Steam Turbine General Electric Co. Schenectady, N.Y. | | R |
| 71780 ~~HPNa~~ | **Carmar** (ex ~~Pionier~~–39) D.F. | ss Ant.No.3–6,31 ~~ss Smk.No.2–40 ss Ant.No.1–25~~ 2 *Dks (Stl)* | 5297 4730 3358 | ✠ 100 A1 5,40 ~~2,30~~ MS ~~10,35~~ 5,40 | Ant Smk LMC ~~BS 3,30~~ 3,40 | *y* | CL ~~3,39~~ 3,40 | 1919 10 mo | Hong K'ng & Whampoa Dock Co. Ld. Hong Kong *Lloyd's SA&CP* | ~~Agencia Maritima Carmar, Ltda.~~ *Cell DB* | 400·2 \| 50·0 \| 28·5 P49′ B113′ F40′ FK 340′ 1120*t* *FPT* 123*t* *APT* 175*t* | Japanese 8 *BH Cem* | T.3Cy.27″,44″ & 73″–48″ (*s*) 180 lb 517 NHP 3SB,*9cf*,GS190,HS7668 FD Hong Kong & Whampoa Dock Co.Ld. Hong Kong | 31 ″ 0 s 5 ″ 11½ 25 ″ 3½ | |
| Now "Kaimei Maru," *see No. 88766 in Supplement* | | | | | | | | | | | | | | | |
| 71781 66 ILFV | **Carmela** (ex Kathleen C.–38, ex Albert Kasimir, ex Volga, ex Arshaluis, ex Otterburn) | 1 *Dk* | 981 771 561 | ✠ 2,98 | | | | 1892 9 mo | J.Laing Sunderland | Carmine Vitiello | 212·7 \| 30·9 \| 14·4 204·0 \| 30·8 \| 14·1 FK | Torre del Greco Italian | T.3Cy.17½″,28″ & 46″–30″ 116 NHP W.Allan & Co. Sunderland | | I † |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Part of R. of T. applies |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71782 LJBH | **Carmelfjell** Wireless D.F. *Cruiser Stern* 1 *Dk & Shelter dk* | 1334 1101 716 | | | | | 1935 | Nylands Værksted Oslo | A/S Luksefjell (Olsen & Ugelstad, *Mgrs.*) | 250·9 \| 41·3 \| 14·8 | Oslo Norwegian *WB* | C.2Cy.16¾″&33 7/16″–33 7/16″& LP Turbine with DR gearing and hydraulic coupling 107 NHP Nylands Værksted, Oslo | | N |
| 71783 LOGY | **Carmelo** (P) Twin Sc *Fitted for oil fuel* | 320 — 133 | | | | | 1919 | ..... Germany | Cia. Uruguaya de Nav. Lda. | 180·7 \| 23·2 \| 10·2 | Bns. Aires Argentine | T 6Cy 13⅞″ 19 7/16″ &30 1/16″–17 7/16″ 80 NHP | | |
| 71784 2245 ILGW | **Carmen** 1 *Dk* | 1434 — 998 | | | | | 1925 | Cant. Nav. Scoglio Olivi Pola | Costa & Aste *WB* | 228·8 \| 38·2 \| 17·7 223·1 Q 24′ B 50′ F 31′ | Genoa Italian | T.3Cy.15″,24″&39″–25½″ N.Odero fu Aless & Co. Sestri Ponente 77 NHP | | I |
| * 71785 OYBJ | — (*ex* Catalonier) *ss* Els. No. 3–2,33 *ss* Abg. No. 1–37 Wireless D.F. 1 *Dk (Stl)* *Cargo battens not fitted* | 1206 999 731 | ✠ 100A1 6,39 ✠ LMC MS 10,37 BS 5,39 | Ant | *o* | OG 11,38 | 1920 10mo *Lloyd's* | Lloyd Royal Belge (Gt. Britain) Ld. Glasgow *A & CP* | J. Lauritzen *Cell D B 211′ 386t F P T 21 A P T* | 240·0 \| 35·7 \| 15·3 P 27′ B 57′ F 25′ FK | Esbjerg Danish *WB* | T.3Cy.15″,25″&40″–27″ (*s*) 18 lb 99 NHP 2 SB (Spt), *4cf*, GS 48, HS 1630 4 *B H Cem* McKie & Baxter, Glasgow 15 *t* | 17 ″ 3 s 1 ″ 11 15 ″ 6 | |
| 71786 | — (P) Wireless D.F. *Oil Eng.* | 906 — 636 | | | | | 1938 | Mihara S.B.Yd. Osaka | Aboitiz & Co. Inc. | 185·0 \| 31·0 \| 17·0 P 30′ B 43′ F 32′ | Utd. States | Oil Engines 2S.C.SA 6Cy.12 3/16″–19 1/16″ 172 NHP Nippon Hatsudoki K.K. Kob | | C |
| 71787 EEGA | — (*ex* Peveril) *ss* No. 3–3,04 *ss* No. 2–12 *Well deck* *Mchy. Aft* 1 *Dk* | 322 — 127 | ✠ ... 1,16 ✠ | | | | 1895 8mo | Scott & Sons Bowling | Cabo Hermanos | 135·0 \| 23·1 \| 10·3 Q 59′ B 10′ F 25′ BK 7″ | Malaga Spanish *WB* | C.2Cy.17½″&40″–27″ 80 NHP Muir & Houston, Glasgow | 11 ″ 0 | |
| 71788 | **Carmen Avellaneda** Twin Sc *Oil Eng.* (*Train Ferry*) 1 *Dk* | 2100 — 1525 | ✠ ... 3,32 ✠ | | | | 1929 12mo | A & J Inglis Ld. Glasgow | Entre Rios Railways Co. Ld. | 340·0 \| 57·7 \| 17·7 FK | Ibicuy Argentine | Oil Engines 4S.C.SA 16Cy.15¾″–29½″ 383 NHP Harland & Wolff, Ld. Gls. | 19 ″ 9 | |
| 71789 | **Carmen Sylva** (*ex* Frednes–36) 1 *Dk & Spar dk* | 1601 1462 998 | | | | | 1903 | Bergens Mek. Værks. Bergen | Capato & Macri | 245·1 \| 36·0 \| 15·5 B 60′ H 10 5*t* 20·8 *F 32t* | Constntza Roumanian *WB* | T 3Cy.19″,30″&50″–33″ 144 NHP Bergens Mk. Værks, Bergen | | N |
| 71790 215614 WOQR GyC. | **Carmi A. Thompson** 1 *Dk & Web frames* *Mchy. Aft* D.F. *Longitudinal framing* | 7039 6833 5658 | ✠ ... 12,21 ✠ | | | | 1917 9mo | American S.B.Co. Lorain, O. | Midland S.S. Line. Inc. | 525·0 \| 58·0 \| 31·0 F 48′ FK | Wilmgton (Del.) Utd. States *WB* | T.3Cy.23½″,38″&63″–42″ 376 NHP American S.B.Co. Lorain, O | 32 ″ 0 | R † |
| 71791 132028 MDYG | **Carnalea** *ss* Bel. 2nd No. 3–4,38 *Well deck* *Mchy. Aft* 1 *Dk (pt Stl)* | 579 423 233 | ✠ 100A1 7,41 ~~12,36~~ ~~BS 9,36~~ BS 7,40 7,41 ✠ LMC 4,38 | Bel | *j* | CL 8,38 6,41 | 1913 1mo *Lloyd's* | Scott & Sons Bowling *A & CP* | John Kelly, Ld. (W.Clint, *Mgr.*) *Cell D B f 101′ 154t F P T 45t A P T 7t* | 178·6 \| 28·1 \| 10·5 Q 101′ B 9′ F 33′ BK 7½″ | Belfast British 3 *B H Cem* | T.3Cy.15″,25½″&41″–30″ (*s*) 180 lb 85 RHP 1 SB, *3cf*, GS 60, HS 1938 Aitchison, Blair & Co. Ld Gls | 13 ″ 0 s 4 ″ 4½ 13 ″ 3¼ | |
| 71792 148766 GJSL | **Carnarvon Castle** (P) Twin Sc *Cruiser Stern* *Oil Eng.* *Ref. Mchy.* D.F. E.S.D. 6 *Dks* | 20122 15524 12089 | | | | | 1926 | Harland & Wolff, Ld. Belfast | Union-Castle Mail S.S. Co. Ld. | 661·1 \| 73·5 \| 41·7 len 38 P 100′ B 336′ F 130′ | London British *WB* | Oil Engines 2S.C.DA 20Cy.24 7/16″–55½″ 4100 NHP NE 38 Harland & Wolff Ld. Belfast | | |
| 71793 117 IBJG | **Carnia** *ss* Tri. No. 3–3,35 D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)* *Ref. Mchy.* | 5451 4984 3378 | ✠ 100A1 *Shelter dk with freeboard* 10,38 BS 5,30 ✠ LMC 3,35 ✠ Lloyd's RMC 1,40 | Tri | *y* | CL 9,38 | 1923 1mo | Cant. San Rocco S.A. Trieste A&CP | Lloyd Triestino Soc. Anon di Nav. *Cell D B 338′ 1339t D T a 35′ 980t* | 404·2 \| 54·0 \| 29·6 389·9 B 125′ *on Shltr dk* FK *F P T 114t A P T 244t* | Trieste Italian 7 *B H Cem* (2 „ *to S ak* 5 „ „ *U* „) | T.3Cy.27″,42″&68″–48″ (*s*) 180 lb 465 NHP 3 SB (Spt), *9cf*, GS 158, HS 7023 FD Stabilimento Tecnico Triestino, Tri. | 32 ″ 0 s 6 ″ 11¼ 25 ″ 3 | |
| 71794 826 OFCK GyC. | **Carolina Thordén** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk*, 3rd dk in forward hold *Strengthened for navigation in ice* *Cruiser Stern* | 3645 2776 1868 | *Carrying vegetable oil in deep tank* ✠ 100A1 *with freeboard* 11,40 ~~11,40~~ ✠ LMC 3,38 | Got | *x* | CL 11,40 | 1938 3mo *Lloyd's* | Crichton-Vulcan A.B. Åbo *A & CP* | Rederi A/B Suomi (G.B.Thordén, *Mgr.*) *Cell D B 286′ 95 6t D T a 31t F P T 69t* | 365·9 \| 51·4 \| 18·3 388·2 (O.L.) 21·6 FK | Helsingfrs *Brändö* Finnish 6 *B H* (*Coll to Sh dk* 5 „ *2nd* „) *A P Ts 155t* | Oil Engines 2S.C.SA 7Cy.25 3/16″–49 3/16″ 795 NHP DB *57lb* Fr. Krupp Germania wft A G Kiel | 25 ″ 5 s 1 ″ 9½ 23 ″ 8¾ | |
| 71795 OXTB D.F. | **Caroline Mærsk** Twin Sc *Oil Eng.* *ss* Rot. No. 2–37 *Mchy. Aft.* 1 *Dk (Stl)* & *Web frames* *Longitudinal framing* *bracketless system* | 7691 7232 4713 | ✠ 100A1 1,39 ✠ LMC CS 1,38 DB 3,39 4,36 | Rot | *c* † | CL PN 1,37 S 1,39 | 1928 11mo *Lloyd's* | Odense Staalskibsvft Odense *A & CP* | A/S D/S Svendborg & D/S af 1912 A/S (A.P.Möller, Copenhagen, *Mgr.*) *Cell D B u E 68′ 201t D T f 34′* | 456·8 \| 59·7 \| 33·7 P 101′ B 38′ F 36′ FK | Fredericia Danish 11 *B H pt Cem* | Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543 NHP 2 DB *180lb* Akt. Burmeistr & Wain, Cpn 605 *t F P T 225t A P T 120t* | 35 ″ 9 s 8 ″ 10½ 27 ″ 2 | |
| 71796 42326 JIYK | **Caroline Maru** *Mchy. Aft* *Oil Eng.* *Cruiser Stern* | 320 — 158 | *Carrying Petroleum in bulk* | | | | 1936 | Harada Zosen K.K. Osaka | Tokaisha K.K. | 130·2 \| 22·0 \| 13·0 | Tokyo Japanese | Oil Engines 2S.C.SA 4Cy.16 3/16″–18½″ 192 NHP Nippon Hatsudoki K.K. | | |
| 71797 221728 KDXI | **Carolinian** (*ex* Melville Dollar–36, *ex* Oriental) *Fitted for oil fuel* D.F. 3 *Dks* | 6997 — 4318 | | | | | 1921 | Kiangnan Dk & Eng Wks Shanghai | American-Hawaiian S.S.Co. | 429·0 \| 55·2 \| 34·0 | New York Utd. States *WB* | T.3Cy.26½″,43″&74″–48″ 377 NHP Kiangnan Dock & Eng. Wks | | R |
| 71798 OHHJ | **Carolus** 1 *Dk* *Cruiser Stern* | 2245 1945 1277 | | | | | 1919 | Osbourne, Graham & Co. Ld Sunderlnd | A/B Ohlson S.S. Co. O/Y (A/B Nielsen & Thordén O/Y. *Mgrs.*) | 296·2 \| 43·3 \| 19·1 283·6 P 35′ B 70′ F 33′ | Helsingfrs Finnish *WB* | T.3Cy.21″,35″&50″–39″ 156 NHP MacColl & Pollock, Ld. Sld. | | C |
| 71799 210278 WKCA | **Carolyn** *ss* N.Yk. No. 1–41 *ss* Bal. 2nd No. 3–11,36 Sub.Sig. 2 *Dks (Stl)* & *Web frames* *Longitudinal framing* | 3209 2759 2389 | ✠ 100A1 ~~9,39~~ 9,39 1,41 ~~Bal~~ BS ~~9,39~~ 9,40 ✠ LMC 2/37 MS 1,41 *Fitted for oil fuel* 9,22 | NYk | *u* | CL N 4,39 *F.P. above* | 1912 7mo | Nwprt Nws S.B.& D.D.Co Newprt News A&CP 150° F. | A.H.Bull Steamship Co. Inc. (A.H.Bull & Co. Inc. *Mgrs.*) *Cell D B a 100′ u E 20′ f 136′ 679t F P T 78t* | 313·5 \| 46·0 \| 22·7 P 36′ B 94′ F 31′ FK | New York Utd. States 5 *B H Cem* | T.3Cy.22″,37″&60″–42″ (*s*) 180 lb 279 NHP 2 SB, *6cf*, GS 138, HS 4680 Newport News SB & DD Co. | 25 ″ 6 s 4 ″ 5½ 21 ″ 3 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terms assigned maintenant après Lettre d'Équipement. | 7 | 7a Date de la dernière visite à la cale porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-Bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Appareils de sauvetage, &c. Radio. Dernière Cert. R. et T. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71800 YVAN | **Caroni** Twin Sc ss N.Yk.No.3–11,39 ~~ss Cee.No.2–36~~ *Mchy.Aft* 1 *Dk(Stl)* & *Web frames* *Longitudinal framing–bracketless system* | | 3164 2298 1671 | 8,40 ~~11,39~~ ✠100A1 BS8,40 ✠LMC ~~8,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,28 | N Yk MS11,39 P11,39 *bulk F.P. a* | CL ss 11,39 | | 1928 5mo *Lloyd's* | Palmers' Co.Ld. Newcastle *sA&CP* | MeneGrandeOilCo. C.A. *CellD Bu E&B* | 325·0 \| 55·2 \| 16·4 P73'B22'F40' FK *Trunk in wells* 149t *side tanks* 180' above 150° F. | Maracaibo Venezuelan 180lb 248 NHP *8 BHp t Cem* 2115t *FPT* 2 07t *APT* 126t | T.6Cy.14½" 24" & 39½" – 27" (s) 2SB, *6cf*, HS4808 Palmera Co.Ld.Newcastle | 16 ″ 6 s 2 ″ 0½ 14 ″ 8½ | |
| 71801 YQST | **Carpati** 2 *Dks* | | 4336 4056 2799 | | | | | 1913 | Greenock & Gr'ngemouth Dckyd Co.Ld. Greenock | RoumanianState MaritimeService | 375·8 \| 52·2 \| 25·5 P36'B100'F41' | Constntza Roumanian *WB* | T.3Cy.25", 41" & 68" – 48" 320 NHP D.Rowan & Co.Glasgow | | V |
| 71802 139257 GSLQ | **Carperby** ss Mdb.No.3–4,40 ~~ss Swa.No.2–36~~ D.F. E.S.D. 1 *Dk(Stl)* | | 4890 4616 3033 | ✠100A1 ~~7,40~~ 12,40 ✠LMC ~~3,40~~ MS7,38 BS8,40 | Shl Mdb NYk *z* | CL ~~5,38~~ 4,40 | | 1928 6mo *Lloyd's* | W.Gray & Co.Ld. W Hartlepool *sA&CP* | RopnerShipping Co.Ld. *CellDB* | 405·0 \| 53·5 \| 26·5 417·9 (O.L.) P30'B229'F41' FK 359'1402t *FPT* 188t | W.Hartlpl British *6 BHCem* *APT* 190t | T.3Cy.25½", 41" & 71" – 48" (s) 180lb 505 NHP 3SB(Spt), *9cf*, GS172, HS7614 FD Cen.Mar.Eng.Wrks.W Hpl | 29 ″ 5 s 4 ″ 9 24 ″ 11¼ | |
| 71803 146158 GFQZ | **Carpio** ss Lon.No.3–1,34 ss Ant.No.1–37 D.F. 1 *Dk(Stl)* & *Shelter dk(Stl)* | | 1847 1548 893 | ✠100A1 *Shelter dk* *with freeboard* 5,39 ✠LMC MS12,37 BS8,~~37~~ 10,40 *Fitted for oil fuel* 10,21 | Ant *r* | CL 5,39 | | 1921 8mo *Lloyd's* | H.&C. Grayson Liverpool *sA&CP* | MacAndrews & Co. Ltd. *CellDB* 222'4 | 264·8 \| 41·2 \| 18·8 FK *Collision BH to Sh dk* 14t *FPT* 63t *APT* 180 3 „ „ *U* „ *F.P. a* above 150° F. | London British *Cem* *BH to Sh dk* 3 „ „ *U* „ | T.3Cy.21", 34" & 56" – 36" (s) 180lb HS5370 280 NHP 2SB & 1 Aux B, *3cf*, GS145 McKie & Baxter, Glasgow | 21 ″ 0 s ″ 10½ 20 ″ 3½ | |
| 71804 220597 KDER | **Carrabulle** *Fitted for oil fuel* *Carrying Petroleum in bulk* D.F. 2 *Dks* | | 5030 4598 3105 | | | | | 1920 | American International S.B.Corp. Hog Island Pa | CubaDistillingCo. Inc.(International FreightingCorp. Inc. *Mgrs.*) | 390·0 \| 54·2 \| 27·8 P39'B121'F43' | Baltimore Utd. States *WB* | DR geared Steam Turbine GeneralElectricCo. Schenectady, N.Y. | | R |
| 71805 111 SVQT | **Carras** (*ex* Kinross–34, *ex* Taxandrier, *ex* War Spartan) ss Nwc.No.3–2,31 ss Rot.No.2–38 1 *Dk(Stl)* | | 5234 4750 3166 | ✠100A1 ~~11,39~~ 2,41 BS3,40 ✠LMC 12,38 | Ant ~~Cff~~ *y* | CL 12,39 | | 1918 10mo *Lloyd's* | Sir R Dixon & Co.Ltd. Middlesbro' *sA&CP* | C.J.Carras *CellDB* | 400·0 \| 52·3 \| 28·5 P49'B113'F39 FK 335'1122t *DTa* 28'11 *FPT* 123t | Chios Greek *7 BHCem* 20t *APT* 177t | T.3Cy.25", 44" & 73" – 48" (s) 180lb 517 NHP 3SB, *9cf*, GS190, HS7668 FD Richardsons, Westgarth & Co.Ld. Mdb. | 31 ″ 0 s 5 ″ 11½ 25 ″ 3 | |
| 71806 162409 MBXL | **Carrick Coast** *Oil Eng.* *Mchy.Aft* *Cruiser Stern* 1 *Dk* | | 369 247 193 | | | | | 1934 | Ardrossan Dockyard Ld. Ardrossan | CoastLines, Ld. *WB* | 135·5 \| 25·1 \| 9·4 B9'Q91'F19' | Liverpool British | Oil Engines 2S.C.SA 4 Cy. 13⅜" – 22.7⅞" 125 NHP Atlas-Diesel A/B, Skm. | | C |
| 71807 142744 MPSF | **Carrickmacross** (*ex* Olivine, 3 Mst *ex* Catherine Aïda) ss Gmh.No.3–10,29 ss Bel.No.2–38 *Well deck* *Mchy.Aft* 1 *Dk(Stl)* *Cargo battens not fitted* | | 754 517 337 | ✠100A1 6,40 ~~12,40~~ BS8,~~40~~ 6,40 ✠LMC 4,38 | Bel *j* | CL ~~5,37~~ 6,40 | | 1918 12mo *Lloyd's* | Forth S.B. & Eng.Co.Ld. Alloa *sA&CP* | JohnKelly, Ld. (W.Clint, *Mgr.*) *CellD* | 190·9 \| 29·2 \| 11·5 Q105'B8'F33' BK 7½" *Bf* 114'173t *FPT* 50t | Glasgow British *3 BHCem* *APT* 37t | T.3Cy.16", 26½" & 44" – 30" (s) 180lb 127 NHP 2SB, *4cf*, GS66, HS2128 Forth S.B. & E.Co.Ld. Alloa | 13 ″ 8 s 4 ″ 2½ 13 ″ 10 | |
| 71808 148144 MNFK | **Carrickmore** ss Bel.No.3–8,37 *Well deck* *Mchy.Aft* 1 *Dk(Stl)* | | 581 400 269 | ✠100A1 2,40 BS~~11,40~~ 2,41 ✠LMC 8,37 | Bel *h* | CL 8,37 | | 1925 4mo *Lloyd's* | J.Lewis & Sons, Ld. Aberdeen *sA&CP* | JohnKelly, Ld. (W.Clint, *Mgr.*) *CellD* | 165·0 \| 27·0 \| 11·1 Q94'B11'F28' FK *Bf* 97'125t *FPT* 44t | Belfast British *3 BHCem* *APT* 7t | T.3Cy.13", 23" & 37" – 26" (s) 200lb 70 RHP 1SB, *3pf*, GS48, HS1440 J Lewis & Sons, Ld. Abn. | 13 ″ 4 s 3 ″ 8½ 13 ″ 2½ | |
| 71809 LJHE | **Carrier** (*ex* Capitaine Bonelli–36) 1 *Dk* | | 3036 2403 1611 | | | | | 1921 | Atel.&Ch. de la Seine Marit. Le Trait | D/S A/S Anglo (Valdemar Skog-land A/S, *Mgrs.*) | 314·4 \| 46·3 \| 20·7 P164'F29' | Haugesnd Norwegian *WB* | T.3Cy.21⅝", 36" & 59" – 42" 226 NHP Atel.&Ch. de la Loire, St. Denis | | V |
| 71810 213652 KDAE | **Carrillo** D.F. Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* 2 *Dks* & 2pt *dks* 4 tr *B* | | 4593 3894 2590 | | | | | 1911 | Workman, Clark & Co Ld. Belfast | United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*) | 378·8 \| 50·3 \| 29·1 B160'F42' | New York Utd. States *WB* | T.3Cy.27", 45" & 75" – 54" 412 NHP Wrkman, Clark & Co Ld Bel | | C |
| 71811 200537 WDIP | **Carrollton** (*ex* Marquette & Bessemer No.1–37) *Mchy.Aft* GyC. 1 *Dk* | | 1525 — 925 | | | | | 1903 | Buffalo Dry Dock Co. Buffalo, N.Y. | Saginaw Dock & Terminal Co. | 241·0 \| 43·0 \| 18·3 | Wilmngtn (Del.) Utd. States | T.3Cy.17", 27½" & 46" – 36" 127 NHP Detroit S.B.Co. Detroit | | |
| 71812 102662 MQNT | **Carron** (*ex* Glasgow) ss Lth.No.2–02 2 *Dks* | | 1017 854 426 | ✠ ... 5,03 ✠ | | | | 1894 2mo | W B Thmpson & Co.Ld. Dundee | Carron Co. | 240·0 \| 32·0 \| 16·1 P43'B76'F57' BK 8" | Grngemth British *WB* | T.3Cy.21½", 34½" & 56" – 42" NB30 228 NHP W.B.Thompson & Co.Ld. | 16 ″ 10 | C † |
| 71813 132047 MFRD | **Carrowdore** ss Bkn.2nd No.3–2,38 *Ref.Mchy.* *Well deck* *Mchy.Aft* 1 *Dk(pt Stl)* | | 656 434 246 | ✠100A1 ~~5,40~~ ~~1,40~~ 11,40 BS~~1,40~~ 12,40 ✠LMC 2,38 | Bel *j* | CL ~~1,40~~ 5,40 | | 1914 2mo *Lloyd's* | Scott & Sons Bowling *sA&CP* | A. Guinness, Son & Co.Ld. *CellD* | 180·2 \| 29·1 \| 10·4 Q103'B9'F33' BK 7½" *Bf* 103'162t *FPT* 48t | Belfast British *3 BHCem* *APT* 24t | T.3Cy.14", 25½" & 41" – 30" (s) 180lb 85 RHP 1SB, *3cf*, GS60, HS2034 Aitchison, Blair & Co.Ld Gls | 13 ″ 0 s 4 ″ 3½ 13 ″ 3½ | |
| 71814 164092 GYXB | **Carsbreck** (*ex* Coulbeg–38) ss Hul.No.1–41 D.F. 1 *Dk* | | 3670 3393 2254 | ✠100A1 ~~5,41~~ ~~1,40~~ ✠LMC ~~3,36~~ 6,41 | Mdb Hul *w* | CL ~~2,39~~ 3,41 | | 1936 9mo *Lloyd's* | Ayrshire Dkyd.Co.Ld. Irvine *sA&CP* | Carslogie S.S.Co. Ld. (Honeyman & Co. *Mgrs.*) | 352·6 \| 50·2 \| 23·8 361·4 (O.L.) P28'B113'F36' FK *Cell DB* 303'783t | Glasgow British *6 BHCem* *APT* 157t | T.3Cy.22", 38" & 63" – 42" (s) 200lb *100lb* 346 NHP 2SB, *6cf*, GS118, HS4802 FD D.Rowan & Co.Ld.Gls. | 26 ″ 0 s 4 ″ 2½ 21 ″ 11½ | |
| 71815 148084 GDZY | **Carslogie** (*ex* Hartside–37) ss Shl.No.3–12,36 D.F. 1 *Dk(Stl)* | | 3786 3519 2317 | ✠100A1 5,40 ~~6,39~~ BS6,39 ✠LMC 12,36 | Cff Sws *w* | CL 5,39 | | 1924 8mo *Lloyd's* | J Readhead & Sons, Ld. South Shields *sA&CP* | Carslogie S.S.Co. Ld. (Honeyman & Co. *Mgrs.*) | 363·8 \| 50·5 \| 23·6 377·5 (O.L.) P25'B101'F35' FK *Cell DB* 318'989t | Glasgow British *6 BHpt Cem* *APT* 170t | T.3Cy.25", 42" & 69" – 45" (r) 180lb *75lb* 371 NHP 2SB, *6cf*, GS120, HS6044 J.Readhead & Sons, Ld. | 26 ″ 0 s 4 ″ 8½ 21 ″ 6 | |
| 71816 116 IBMG | **Carso** ss Tri.No.3–11,36 1 *Dk(Stl)* & *Shelter dk(Stl)* D.F. | | 6275 5224 3955 | ✠100A1 *Shelter dk* *with freeboard* 3,40 ✠LMC MS2,35 BS11,39 | Tri *z* | CL 6,38 | | 1923 1mo | Stabilmnto Tecnico Trieste A&CP | Lloyd Triestino Soc.Anon.di Nav. *CellD Ba* 132'u *E&B* 55'f 163'1542t *DTa* 40'1096t | 419·0 \| 54·0 \| 30·1 404·7 B130'F35' *on Shelter dk* FK (*6 to Sh dk* 1 „ *U* „) *FPT* 99t *APT* 185t | Trieste Italian *7 BHCem* 180lb FD (*s*) 483 NHP 3SB(Spt), *9cf*, GS148, HS7221 United Machine Factories, Smichow | T.3Cy.26⅝", 42⅛" & 70 1/16" – 48" 180lb FD (*s*) 483 NHP 3SB(Spt), *9cf*, GS148, HS7221 United Machine Factories, Smichow | 33 ″ 3 s 8 ″ 1½ 25 ″ 4 | |
| 71817 DHDT | **Carsten Russ** Wireless 1 *Dk* | | 994 787 576 | | | | | 1910 | Stettiner Oderwerke Stettin | Ernst Russ | 210·7 \| 33·9 \| 13·3 P12'Q86'B55'F19' | Hamburg German *WB* | T.3Cy 15 1/16" 25½" & 41 3/16" – 29½" 93 NHP Stettiner Oderwerke | | G |
| 71818 212584 KDAA | **Cartago** (P) (*ex* General Lee–38, *ex* Cartago–32) D.F. *Fitted for oil fuel* Sub.Sig. *Ref.Mchy.* 2 *Dks* & 2pt *Dks* | | 4732 3935 2782 | | | | | 1908 | Workman, Clark & Co.Ld Belfast | United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*) | 378·8 \| 49·8 \| 29·6 B154'F44' | New York Utd. States *WB* | T.3Cy.27", 45" & 75" – 54" 413 NHP Wrkman, Clark & Co Ld. Bel | | C |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Assigned to which class in R. Dated of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71819 162658 GRNX | **Carthage** (P) | TwinSc *Fitted for oil fuel* 3*Dks*(*Stl–Weather dk* ws) *Ref.Mchy.* 4*th dk*(*Stl*)*in forward holds* D.F. *Cruiser Stern* | 14182 11383 7665 | ✝ 10,35 ✝Lloyd's RMC6,39 | Lon | *j*† | | 1931 11mo | A.Stephen &Sons,Ld. Glasgow | P.&O.Stm.Nav.Co. *Cell* | 522·5 B246′F76′ *DB*448′2568*t FPT*7 | 71·4 FK 0*t APT*140*t* | 42·1 | London British 9 *BHpt Cem* Coll.,*to Wdk* | 6SteamTurbinesSRgeared to2sc.shafts 2997NHP 4WaterTubeBoilers A.Stephen&Sons,Ld.Gls. | 46 ″ 1 | BT till 6,40 |
| 71820 | — (*ex*Annita–39, *ex*Mydol–38,*ex*Robert–37, *ex*Signe,*ex*Mediana) | 1*Dk* | 2709 2302 1604 | | | | | 1897 | Sir Raylton Dixon&Co. Middlesbro' | P.G.Cottaropoulos &P.Canallas (P.G.Cottaropoulos,*Mgr.*) | 311·8 P31′B77′F30′ | 43·1 | 20·4 *WB* | Tunis Tunisian | T.3Cy.22½″,36½″&60″–42″ 233NHP SirC.Furness,Westgarth &Co.Ld.Middlesbro' | | V |
| 71821 128745 CGFP | **Cartier** (P) GyC. Wireless | TwinSc 2*Dks*(*Stl–U* ws) | 556 432 234 | ✝ 3,10 ✝ | Nwc | *i* | | 1910 3mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | CanadianGovernment(Department ofMines& Resources) *Cell* | 164·0 F40′ *DBuE* & 79*t DTf* 13′37*t FPT* | 29·2 FK 8*t APT*9*t* | 13·1 | Ottawa British 7*BHAsp* *B&Bnkr*62′ | T.6Cy.11½″,18″&31″–24″ 142NHP 2SB,*4cf*,GS62,HS2162 Swan,Hunter&Wigham Richardson,Ld.Nwc. | 15 ″ 0 | |
| 71822 149455 | **Cartierdoc** *Mchy.Aft* | 1*Dk* | 1919 1629 1142 | | | | | 1928 | Swan,Hunter&Wigham Richardson, Ld.Newcastle | PatersonSteamships,Ld. | 252·8 Q100′F35′ | 43·3 | 17·8 *WB* | Fort William British | T.3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc. | | C |
| 71823 EEGV | **Caruso** (*ex*Aitor,*ex*Saturnus) *Well deck* | 2*Dks* | 1022 — 567 | ✝ ... 9,87 ✝ | | | | 1883 8mo | Maats de Maas Delfshaven | V.Fernandez Balsera(A.Alvarez S.en C.*Mgrs.*) | 209·5 Q67′B47′F22′ | 29·6 *WB* | 14·8 | Aviles Spanish | C.2Cy.27″&50″–36″ 125NHP Maats deMaas,Delfshaven | | |
| 71824 CSBU | **Carvalho Araujo** (P) *ss*Lis.No.2–38 2*Dks*(*Stl–U* teak s)3*rd Dk* (*Stl*)*in Nos.1&2holds* *Cruiser Stern* | TwinSc 5575 ~~9649~~ 2694 | 4560 3575 ~~9649~~ 2694 | ✝100A1 5,41 ~~12,00~~ ~~BS12,39~~ 11,40 | Lis | *u* | CL 12,39 | 1930 3mo | Cant.Nav. Triestino Monfalcone *Lloyd's A&CP* | EmpresaInsulanadeNav.(Bensaude &Co.*Mgrs.*) *Cell* | 346·5 P30′B128′F65′ *after B*.32′ *DB*275′912*t FPT*6 | 50·2 FK | 26·6 *4t APT*135*t* | Lisbon Portuguese 6*BHCem* | T.6Cy.21″,36½″&60″–39″ 210lb (*r*) FD 735NHP 4SB(Spt),*12cf*,GS258, HS11164 J.G.Kincaid&Co.Ld.Grk. | 29 ″ 0 s 5 ″ 7¾ 23 ″ 9 | |
| 71825 DNBC | **Casablanca** D.F. E.S.D. *Ref.Mchy.* | 1*Dk* *Cruiser Stern* | 2313 1715 1223 | | | | | 1936 | Deutsche WerftAG Bet Reiihstwrft Hamburg | Oldenbrg-Portug. Dampfsch.Rhed. | 287·9 P16′B263′F34′ | 45·8 *WB* | 18·1 | Oldenburg German | C.4Cy.(2)16.⅝″&(2)35⅞″ –35⅞″&LPturbinewithDR gearing & hydraulic coupling 304NHP DeutscheWerftA.G.Ham. | | G |
| 71826 167807 GMQJ | **Casamance** *Ref.Mchy.* D.F. | 2*Dks* | 5817 4820 3455 | | | | | 1921 | Atel.&Ch. de laLoire St.Nazaire | Ministry of Shipping(R.R.Management Co.Ld.*Mgrs.*) | ~~390·6~~ P57′B124′F54′ 392·0 | 55·9 | 29·0 *WB* | Cardiff British | 3 Steam Turbines DR geared to 1 Sc. Shaft Atl.&Ch.delaLoire,StDenis | | V |
| 71827 147295 GKWZ | **Casanare** D.F. E.S.D. *Ref.Mchy* | Sub.Sig. 4*Dks* | 5376 4678 3297 | | | | | 1924 | Cammell Laird&Co.Ld. Birkenhead | Elders&Fyffes,Ld. | 400·3 P43′B157′F43′ | 51·4 *WB* | 30·4 | Liverpool British | T.3Cy.27½″,46½″&78″–54″ 447NHP CammellLaird&Co.Ld.Bkn | | C |
| 71828 3407 PJAX | **Casandra** *ss*Cco.No.3–10,37 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom & at deck* | TwinSc 1800 1482 | 2701 1800 ~~2310,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,24 | ✝100A1 12,40 ~~11,99~~ ~~BS12,40~~ ~~LMC9,36~~ | Cco | *t* | CL 85,39 P4,38 *F.P. above* | 1924 12mo | W.Beardmore&Co.Ld. Glasgow *Lloyd's A&CP* 150° F. | N.V.Curaçaoasche Scheep.Maats. | 305·0 Q87′F42′– *Trunk dk*176′ *FPT*109*t* | 50·2 FK | 15·0 *APT*87*t* | Willemstd Dutch 8*BHptCem* | T.6Cy.14″,23″&38″–27″ (*s*) 180lb 252NHP 2SB,*4cf*,HS4100 FD W.Beardmore&Co.Ld. Coatbridge | 15 ″ 0 s 1 ″ 7 13 ″ 6¾ | |
| 71829 2158 IBNG | **Casaregis** *Fitted for oil fuel* D.F. | 3*Dks* | 6485 — 3908 | | | | | 1924 | Soc.Anon. Ansaldo SestriPnente | LloydTriestino Soc.Anon.diNav. | 408·8 394·5 | 53·7 *WB* | 28·2 | Genoa Italian | 3 Steam Turbines DR geared to 1 sc. shaft Soc Anon. Ansaldo,Sampierdarena | | I |
| 71830 170613 | **Casca** (P) | WoodPad 1*Dk* | 1300 313 1033 | | | | | 1937 | British YukonNav. Co.Ld. Whitehorse, YukonTrty. | BritishYukonNav. Co.Ld. | 180·0 | 36·5 | 5·6 | Vict'riaBC British | H.2Cy.16″–72″ E*made*97, *fitted*37 17RHP B*made*07, *fitted*37 AlbionIronWorks, Victoria,B.C. | | |
| 71831 ~~216706~~ ~~KDIs~~ | **Cascade** (*ex*Lakebridge,*ex*War Rifle) Sub.Sig. | *ss*S.Fo.No.2–26 *Fitted for oil fuel* 1*Dk* | 1853 1631 1109 | ✝ ... 1,29 ✝ | | | | 1917 11mo | Toledo S.B.Co. Toledo | ~~E.K.WoodLumber Co.~~ Cia.Escandinava de Vapores.S.A. | 251·0 P21′B64′F30′ | 43·8 FK | 18·9 | ~~Panama~~ Pnamanian *WB* | T.3Cy.20½″,33″&54″–40″ 260NHP ToledoS.B.Co.Toledo | 21 ″ 0 | R † |
| 71832 PDJF | — *Mchy.Aft* D.F. | *Oil Eng.* 1*Dk* *Cruiser Stern* | 338 203 167 | | | | | 1937 | Scheepswrf Waterhuizen J.Pattje Waterhuizen | N.V."Cascade" (T.vanDijk,*Mgr.*) | 134·5 P40′B16′F20′ | 24·1 | 8·2 *WB* | Delfzijl Dutch | Oil Engines 4S.C.SA 4Cy.12.⅜″–13¾″ 58NHP AppingedammerBrons Motorenfb.N.V. | | C |
| 71833 160046 | **Casco** *Mchy.Aft* | 1*Dk* | 1831 1595 1153 | | | | | 1927 | Earle'sCo. Ld. Hull | Lakes&St.LawrenceNavigation Co.Ld.(Canada StarchCo.Ld. *Mgrs.*) | 252·7 Q94′F35′ | 43·2 | 17·8 *WB* | Montreal British | T.3Cy.17″,28″&46″–33″ 122NHP Earle'sCo.Ld.Hull | | C |
| 71834 200856 KJEY | **Caspar** (*ex*Nushagak) *ss*S.Fo.3rdNo.3–11,37 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* | | 739 584 479 | ✝100A1 1,39 BS10,38 ✝LMC11,37 *Fitted for oil fuel* 3,07 | SFo | | CL 10,37 *F. P. above* | 1904 5mo | United Eng.Works SanFrancisco A&CP 150° F. | CasparLumberCo. *Cell* | 175·5 P43′F38′ *DB*140′223*t* | 34·0 FK *uE & B*50′62*t FPT* | 14·5 75*t APT*27*t* | S.Frncisco Utd.States *3BH* | T.3Cy.14″,22″&38″–30″ (*s*) 180lb *120lb* 118NHP 2SB.*4cf*,GS60.HS2320 UnitedEng.Works.S.Fo. | | |
| 71835 160551 GSMK | **Caspia** *ss*Shl.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)*& Web frames* D.F. *Longitudinal framing* | | 6018 5520 3720 | ✝100A1 5,10~~10,00~~ BS7,39 5,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,28 | Cff Bry | *z* | CL ~~9,37~~ 5,40 *F.P. above* | 1928 8mo | Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP* 150° F. | OverseasOil& TransportCo.Ld. *Cell* | 412·0 427·2(O.L.) P108′B28′F46′ *DBuB*40′64*t* | 53·4 FK *DTf*38′338*t FPT* | 31·6 17*BHptCem* (10 *to U dk* 7 „ 2*nd* „) 66*t APT*59*t* | London British 17*BHptCem* (10 *to U dk* 7 „ 2*nd* „) 66*t APT*59*t* | T.3Cy.27″,45″&75″–48″ (*s*) 180lb *120lb* 533NHP 3SB,*9cf*,GS189,HS7773 FD WllsndSlpwy.Co.Ld.Nwc. | 31 ″ 6 s 5 ″ 5½ 26 ″ 3½ | |
| 71836 165893 ~~TKFJ~~ MKZS | **Cassard** Wireless | *ss*Nts.No.3–4,34 *ss*Nts.No.1–38 1*Dk*(*Stl*) *Longitudinal framing in DB & at dks* *Cargo battens not fitted* | ~~1595~~ ~~1383~~ ~~988~~ 1602 1386 966 | ✝100A1 12,40~~12,00~~ ✝LMC MS11,38 | StN Ply | *q* | CL ~~4,37~~ 10,40 ~~12,40~~ | 1920 2mo | Grangemth Dkyd.Co.Ld. Grngemouth *Lloyd's A&CP* | ~~Cie.Nantaise des Chargeurs de l'Ouest~~ Ministry of Shipping(HarriesBros &Co.Ld.*Mgrs*) | ~~253·4~~ 254·0 P27′B63′F26′ *CellDB*198′452*t* | ~~37·4~~ 37·7 FK | ~~18·4~~ 18·3 *4BHCem* *APT*47*t* | Plymouth British | T.3Cy.18″,29″&48″–33″ (*s*) 180lb 192NHP 2SB.*6cf*,GS115,HS3622 Ross&Duncan,Glasgow | 20 ″ 6 s 2 ″ 6½ 18 ″ 1 | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant appld. Lettre d'Symbolement. | 7a Date de la dernière visite de l'Arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si on l'y est dans le L. R. Thames, Port, Rof Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71837 | **Cassel** (P) | 6047 | ✠ ... | Ham | *h*† | | 1922 | Blohm& | Hamburg-Amerik | 450·0\|58·2\|27·0 | Hamburg | 4SteamTurbinesSRgeared | 29 ″ 6 | G |
| | *ssHam.No.2–30* | 5389 | 5,34 | | | | 5mo | Voss | Packetf.Akt.Ges. | P&B366′F59′ | German | to1Sc.Shaft 882NHP | | † |
| DHDV | *Well deck 2Dks(Stl)3rd dk in No.1hold* | 3672 | | | | | | Hamburg | (Ham.-Amr.Line) | FK | 8 *BHptCem* | 4SB,*12cf*,GS268,HS12272 | | |
| | D.F. | | | | | | | | *CellDB389′1560t* | *FPT60t APT11t* | *ptAsp* | Blohm&Voss,Hamburg | | |
| 71838 | **Cassequel** (*ex*Pangim,*ex*Numantia) | 4751 | ✠100A1 | Lis | *x* | N4,40 | 1901 | W.Gray& | Cia.Colonial de | 384·5\|52·1\|25·6 | Lisbon | T.3Cy.27″,43″&72″–45″ (*s*) | 28 ″ 4 | |
| | *ssLis.3rdNo.3–8,37* | 4051 | 12,40~~4,10~~ | NNs | | | 4mo | Co.Ld. | Navegaçao | P40′B145′F40′ | Portuguese | 180lb 369NHP | s 5 ″ 5½ | |
| CSAL | *Cell side tanks 2Dks(1Stl&Ulrn)* | 3325 | ~~BS1,40~~ ✠LMC8,37 | | | | | WHartlepool | *CellDBa126′uE* | '6′ FK | 6 *BHCem* | 3SB,*9cf*,GS157,HS5592 | 23 ″ 1½ | |
| | *amidships,deep framing at ends* | | 4,41 | | | | | | *f172′1068t* | *Cell side tanks217t* | *850tAPT55t* | Cen.Mar.Eng.Wrks.WHpl | | |
| 71839 | **Cassidaigne** (*ex*Schiaffino | 1417 | ✠ ... | | | | 1923 | Frd.Krupp | Cie.France-Navi- | 242·9\|36·1\|15·7 | Marseilles | T.3Cy.19½″,32½″&54½″– | 18 ″ 0 | V |
| | XXIII–37,*ex*Sofiliege, *ssRot.No.1–28* | 1075 | 4,30 | | | | 12mo | Act.Ges. | gationS.A.(*in liq.*) | Q79′P66′F24′ | French | 39½″ 224NHP | | † |
| FOID | *ex*Zeeland) Wireless *Fitted for oil fuel* | 817 | | ✠ | | | | Kiel | (CieGénéraleTrans- | FK | *WB* | Frd.Krupp,A.G.Kiel | | |
| | *Mchy.Aft Well deck 1Dk* | | | | | | | | atlantique,*Mgrs.*) | | | | | |
| 71840 | **Cassimir** | 5030 | | | | | 1920 | American | CubaDistillingCo. | 390·0\|54·2\|27·8 | Baltimore | DR Geared Steam Turbine | | R |
| 220574 | *Fitted for oil fuel* | 4598 | | | | | | International | Inc.(International | P39′B121′F43′ | Utd.States | | | |
| KDDZ | *Carrying Petroleum in bulk* | 3105 | | | | | | S.B.Corp. | FreightingCorp. | | *WB* | GeneralElectricCo. | | |
| | D.F. *2Dks* | | | | | | | HogIslandPa | Inc.*Mgrs.*) | | | Schenectady,N.Y | | |
| 71841 | **Castalia** (P) | 6601 | | | | | 1906 | Barclay, | AnchorLineLd. | 440·5\|53·2\|29·8 | Glasgow | T.3Cy.29½″,49″&81″–54″ | | C |
| 124140 | *Fitted for oil fuel* | 5583 | | | | | | Curle&Co.Ld. | | P48′B153′F49′ | British | 482NHP | | BT |
| GJZC | *2Dks* | 4171 | | | | | | Glasgow | | *Promenade dk153′* | *WB* | Barclay,Curle&Co.Ld.Gls. | | till 5.42 |
| 71842 | **Castana** | 5030 | | | | | 1920 | American | Commercial | 390·0\|54·2\|27·8 | NewYork | DR Geared Steam Turbine | | R |
| 220630 | *Fitted for oil fuel* | 4598 | | | | | | International | MolassesCorporation | P50′B121′F40′ | Utd.States | | | |
| KDFF | *Carrying Petroleum in bulk* | 3105 | | | | | | S.B.Corp. | | | *WB* | GeneralElectricCo. | | |
| | *2Dks* | | | | | | | HogIslandPa | | | | Schenectady,N.Y. | | |
| 71843 | **Castelbianco** (*ex*Pearlstone–39, | 4900 | ✠100A1 | Gen | *y* | CL | 1924 | Lithgows | Soc.Anon. | 400·0\|52·0\|27·3 | Genoa | T.3Cy.27″,44″&73″–48″ (*s*) | 29 ″ 9 | |
| 2247 | *ex*Ovingdean *ssRot.No.3–3,37* | 4580 | 4,40~~10,39~~ | | | 1,39 | 5mo | Ld. | "Sitmar"(Soc. | 412·0(O.L.) | Italian | 180lb FD 440NHP | s 5 ″ 9½ | |
| ICAF | Grange–36, 1*Dk(Stl)* | 3044 | ~~BS4,40~~ ~~MS8,36~~ ✠LMC ~~BS9,39~~ | | | | | Pt.Glasgow | ItalianaTrasporti | P33′B114′F41′ FK | 6 *BHptCem* | 2SB,*6cf*,GS123,HS5862 | 24 ″ 3 | |
| | *ex*Zapala–35) | | | | | | *Lloyd* | *'sA&CP* | Marittimi) | | | Rankin&BlackmoreLdGrk | | |
| | | | *Fitted for oil fuel* 5,24 | | *F.P. a* | | *bore* 1 | 50°F. | | *CellDB341′1032t* | *APT142t* | | | |
| 71844 | **Castellon** | 2086 | | | | | 1935 | Deutsche | Rob.M.Sloman,Jr. | 303·3\|43·6\|16·1 | Hamburg | C.4Cy.(2)16¾″&(2)35½″– | | G |
| | D.F. Sub.Sig | 1578 | | | | | | WerftAGBe- | | P23′B&F269′F41′ | German | 37½″&LP Turbine 210NHP | | |
| DJPP | E.S.D. *CruiserStern 2Dks* | 1044 | | | | | | Finkenwrder | | | *WB* | DeutscheWerftA.G.Ham. | | |
| | | | | | | | | Hamburg | | | | | | |
| 71845 | **Castelverde** (*ex*Sunstone–38, | 6666 | ✠100A1 | Gen | *a*† | CL | 1921 | Harland& | Soc.Anon | 428·8\|55·8\|34·4 | Genoa | T.3Cy.27″,44″&73″–48″ (*s*) | 38 ″ 0 | |
| 2216 | *ex*Inverleith–37) *ssRot.No.3–5,37* | 6239 | *Shelter dk* | | | 9,37 | 2mo | Wolff,Ld. | "Sitmar"(Soc. | 411·5 | Italian | 180lb 531NHP | s 10″0½ | |
| ICAD | 1*Dk(Stl)&Shelter dk(Stl)* | 4093 | *withfreeboard* | | | | | Belfast | ItalianaTrasporti | F40′*onShelter dk* FK | 7 *BHCem* | 4SB,*12cf*,GS251,HS9992 | 28 ″ 2½ | |
| | *Straight frames & bevelled bilge* | | 3,40 | | | | *Lloyd* | *'sA&CP* | Marittimi) | | *Coll to Sh dk* | Harland&Wolff,Ld.Bel. | | |
| | *Cruiser Stern* | | BS9,39 ✠LMC5,37 | | | | | | | | 6 ,, 2nd.,) | | | |
| | | | *Fitted for oil fuel* 3,2 1 | | *F.P. a* | | *bove* 150° | F. | *Cell* | *DB324′1482t FPT* | 87t *APT126t* | | | |
| 71846 | **Castilian** | 3067 | | | | | 1919 | SirRaylton | EllermanLines, | 331·3\|46·8\|23·2 | London | T.3Cy.25″,41′&68′–45″ | | C |
| 143384 | | 2836 | | | | | | Dixon&Co.Ld | Ld.(Westcott& | P33′B98′F29′ | British | 310NHP | | |
| GBVX | *2Dks* | 1849 | | | | | | Middlesbro' | LauranceLine, | | *WB* | Richardsons,Westgarth | | |
| | | | | | | | | | Ld.*Mgrs.*) | | | &Co.Ld.Mdb. | | |
| 71847 | **Castilla** (P) | 3910 | | | | | 1927 | Workman, | MayanS.S.Corp. | 341·9\|48·0\|28·2 | Tela | T.4Cy.27″,45′&(2)55′–45″ | | C |
| | *Fitted for oil fuel* | 3252 | | | | | | Clark&Co.Ld | (UnitedFruitCo. | P35′B115′F42′ | Honduran | 406NHP | | |
| HRAH | *Ref.Mchy.* D.F. *2Dks4trB* | 1823 | | | | | | Belfast | *Mgrs.*) | | *WB* | Wrkman,Clark&Co.LdBel | | |
| 71848 | — | 2159 | ✠100A1 | Vpo | *r* | CL | 1919 | Manitowoc | Martinez,Pereira | 250·5\|43·7\|20·1 | Santiago | T.4Cy.20″,33″&54′–40″ (*s*) | 23 ″ 0 | |
| 1235 | (*ex*Chipana–40, *ssN.Yk.No.3–12,29* | 1753 | ~~1,40 5,38~~ 2,41 | Tal | | 11,38 | 5mo | S.B.Corp. | &Cia.Lda. | | Chilian | 190lb 269NHP | | |
| CBIP | *ex*Corapeak) *ssVpo.No.2–38* | 1464 | ~~BS5,39~~ ✠LMC5,38 | | | | | Manitowoc, | | P27′B64′F26′ FK | 4 *BHCem* | 2SB,*6cf*,GS88,HS3992 FD | | |
| | GyC. 1*Dk(Stl)* | | ~~BS4,40~~4,41 | | | | | CP Wis. | *Cell* | *DB212′637t FPT* | 54t *APT51t* | ManitowocS.B.Corp. | | |
| 71849 | **Castillo Almansa** *For full particulars see* "**Stancroft.**" | | | | | | | | | | | | | |
| 71850 | **Castillo Ampudia** 2TwinMsts | 3209 | | | | | 1912 | Wrf.voorh. | Cia.Trasmediter- | 346·5\|48·5\|22·1 | | T.3Cy.23″,37″&62″–42″ | | |
| | (*ex*Katayama–39,*ex*Jason–34,*ex*Charon) | 2915 | | | | | | Rijkee&Co. | ranea | P24′B208′F43′ | Spanish | 249NHP | | |
| | *Longitudinal framing 2Dks* | 1989 | | | | | | Rotterdam | | | *WB* | Maats.Fyenoord,Rot. | | |
| 71850* | **Castillo Arevalo** (P) (*ex*Cadix–40, | *1374* | | | | | 1912 | Irvine'sSB | Cia.Trasmediter- | 260·2\|35·0\|14·3 | | T.3Cy.22½″,37″&61″–42″ | | |
| | *ex*Jann,*ex*Kenwood–37, Wireless | *924* | | | | | | &D.D.Co.Ld. | ranea | P&B137′F50′ | Spanish | Richardsons, 241NHP | | |
| | *ex*NewLondoner–36) 1*Dk* | *679* | | | | | | WHartlepool | | *BonP&B82′* | *WB* | Westgarth&Co.Ld.Hpl. | | |
| 71851 | **Castillo Bellver** | *4718* | ✠ | Hul | | | 1923 | JLThomp- | Cia.Trasmediter- | 366·2\|52·8\|24·3 | | T.3Cy.23½″,38″&64′–42′ | 26 ″ 8 | |
| | (*ex*Lensovet–39, *ssSyd.No.3–9,34* | *3608* | 2,35 | | | | 1mo | son&Sons,Ld. | ranea | P28′Q118′ B68′F28 | Spanish | 347NHP | | |
| | *ex*Kazan–35,*ex*Age–35) 1*Dk(Stl)* | *2864* | | ✠ | | | | Sunderland | | FK | 6 *BHCem* | 3SB,*9cf*,GS189,HS6156 | | |
| | *Well deck Fitted for oil fuel* | | | | | | | | *CellDB309′953t FPT70t* | | *APT221t* | ArmstrongWhitworth | | |
| | | | | | | | | | | | | &Co.Ld.Nwc. | | |
| 71851* | **Castillo Benisano** *For full particulars see* "**Lucky.**" | | | | | | | | | | | | | |
| 71852 | **Castillo Butron** (*ex*Pomaron–39, | 1840 | ✠ | Cff | *q* | | 1899 | A.Rodger | Cia.Trasmediter- | 259·9\|37·4\|16·9 | | T.3Cy.17¾″,31″&51″–36″ | 19 ″ 5 | V |
| | *ex*Copeman, *ssSld.2ndNo.3–6,19* | 1566 | 10,28 | | | | 12mo | &Co. | ranea | Q97′B62′F29′ | Spanish | NDB14 167NHP | | † |
| | *ex*Avontown, *ssApl.No.1–25* | 1103 | ✠NB6,14 ✠ | | | | | Pt.Glasgow | | FK | 4 *BHCem* | 1SB,*4pf*,GS77,HS2672 | | |
| | *ex*Citrine) 1*Dk(Stl)&Web frames* | | | | | | | | *CellDBa* | *76′f112′377t FPT66t* | *APT31t* | Muir&Houston,Ld.Gls. | | |
| 71853 | **Castillo Calatrava** | 825 | | | | | 1920 | N.V.Kuy& | Cia.Trasmediter- | 180·1\|28·3\|17·1 | Tarragona | T.3Cy.15″,24″&40″–24″ | | |
| | (*ex*Ciutat de Tarragona–39, | — | | | | | | Rees'Mch.& | ranea | Q105′B11′F24′ | Spanish | 78NHP | | |
| EEHR | *ex*MariTere) 1*Dk* | 475 | | | | | | Schpsw. | | | *WB* | N.V.Kuy&Rees'Mch.& | | |
| | *Mchy.Aft* | | | | | | | Schiedam | | | | Schpsw.Schiedam | | |
| 71854 | **Castillo Coca** (*ex*Jan–39) | 1739 | | | | | 1918 | Kjöbnhvns | Cia.Trasmediter- | 261·1\|40·1\|16·9 | | T.3Cy.18″,29″&48″–33″ | | V |
| | | 1376 | | | | | | Flydk.&Skbs. | ranea | P15′Q77′B106′F31 | Spanish | 132NHP | | |
| | 1*Dk* | 1036 | | | | | | Copenhagen | | | *WB* | KjbnhavnsFlydk.&Skbav. | | |
| 71855 | **Castillo Cuellar** (*ex*MariEli–39, | 1080 | ✠ | Bbo | *n* | | 1897 | Carmichael | Cia.Trasmediter- | 226·3\|33·1\|16·2 | Bilbao | T.3Cy.17′,27½′&44′–33′ | 16 ″ 0 | V |
| | *ex*Castellon, *ssBcl.2ndNo.3–1,16* | 830 | 9,20 | | | | 6mo | Maclean&Co. | ranea | Q81′B54′F27′ | Spanish | *Bmade18* 114NHP | | † |
| EEXY | *ex*Iturri-Ederra, 1*Dk(pt Irn pt Stl)* | 676 | | | | | | Greenock | | FK | 4 *BHCem* | Hutson&Son,Glasgow | | |
| | *ex*SantiagoMumbru,*ex* *&Web frames* | | | | | | | | *CellDBa&* | *uE71′f90′253t FPT* | *31t APT16t* | | | |
| | EnriquetadeMallol,*ex*Nautik) *Well deck* | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 6 7 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. | Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in B.I.S. classed. If not B.I.S. Dates of Re. of Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71856 | **Castillo Daroca** (*ex*Skulda-39) 1 *Dk & deep framing* | 1105 987 644 | ✠ ... 6,12 | | | | | 1910 2mo | Bergens Mek. Værks. Bergen | Cia. Trasmediterranea | 229·0 H50*t* | 35·1 F30*t* | 15·8 FK | Spanish *WB* | T.3Cy.16½″,26″&44″–30″ 122NHP BergensMekVærksBergen | 16 ″ 10 | |
| 71857 | **Castillo de Andrade** (*ex*Vigo-39, *ex*François, *ex*Pagasitikos-37, *ex*Sicily-33) 1 *Dk & Shelter dk* *Longitudinal framing* | 3457 3209 2146 | | | | | | 1914 | Richardsn, Duck & Co. Ltd. Stockton | Cia. Trasmediterranea | 380·5 P22′F40′ *on Shelter dk* | 48·0 | 22·4 | Spanish *WB* | T.3Cy.26″,42″&70½″–45″ 352NHP Blair & Co. Ltd. Stockton | | |
| 71858 | **Castillo de la Mota** (*ex*Hordena-39, *ex*Horden-37) *Well deck* ss Nwc. No. 3–11, 28 ss Shl. No. 1–33 1 *Dk (Stl)* | 2677 2150 1607 | ✠ — 12,37 | Shl | | *t* | | 1916 8mo | Wood Skinner & Co. Ltd. Newcastle | Cia. Trasmediterranea | 321·0 B*on* Q63′Q186′F32′ FK *Intermediate BH in fore* | 43·2 | 19·5 *hold dispensed with* | Spanish *Cem* 4 *BHonly* *CellDB* | T.3Cy.24″,40″&65″–42″ 329NHP 2SB,*8cf*,GS149,HS5524 N.E.MarineEngCoLd.Nwc 263′695*t* *FPT*130*t* *APT*151*t* | 21 ″ 9 | |
| 71859 | **Castillo Fuensaldana** (*ex*Everards-39, *ex*Ronturn-33, *ex*Camerata) 1 *Dk (Stl)* | 3705 — 2325 | ✠ 11,37 NE6,18 ✠ | Rot | | *w* | | 1910 6mo | W. Gray & Co. Ld. W Hartlepool | Cia. Trasmediterranea *CellDBa* | 350·1 P29′B67′F33′ 113′*u* E23′*f* 154′997*t* | 50·1 FK | 23·6 | Spanish 6 *BHCem* *APT*41*t* | T.3Cy.24″,38″&64″–42″ 314NHP 2SB,*6cf*,GS98,HS4172 Fullerton, Hodgart & Barclay, Ld. Psy. | 25 ″ 11 | |
| 71860 | **Castillo Gibralfaro** (*ex*Juss-39, *ex*Tolsta-37, *ex*Cairnnevis) 1 *Dk (Irn) & deep framing* | 1587 1440 977 | ✠ — 12,38 | Bly | | *q* | | 1905 7mo | Short Bros. Ld. Sunderland | Cia. Trasmediterranea *CellDBa* 82′*u* E & B34′*f* 102′418*t* | 259·0 P21′B62′F26′ | 36·8 FK *FPT* 46*t* | 18·0 *APT*39*t* | Spanish 4 *BHCem* | T.3Cy.19″,30″&48″–36″ 151NHP 1SB,*3cf*,GS62,HS2463 Blair & Co. Ltd. Stockton | 20 ″ 4 | |
| 71861 | **Castillo Madrigal** (*ex*NicolaouEleni-39, *ex*EleniNicolaou-37, *ex*Diadem-34) 1 *Dk (Stl) & Shelter dk (Stl)* | 4528 4186 2731 | ✠ 5,38 | Rot | | *y* | | 1920 9mo | Sunderlnd S.B. Co. Ld. Sunderland | Cia. Trasmediterranea *CellDB* 336′1187*t* | 390·0 *FPT*81*t* | 54·0 FK *Collision* | 24·6 *APT*114*t* | Spanish *Cem* *nBHtoShdk* 5 ,, ,, *U* ,, | T.3Cy.26″,43″&71″–48″ 450NHP 3SB,*9cf*,GS186,HS7917 Blair & Co. Ltd. Stockton | 27 ″ 0 | |
| 71862 | **Castillo Maqueda** (*ex*SkvortsovStepanov-39) *Oil Eng.* 2 *Dks* | 2152 1865 1075 | | | | | | 1931 | States S.B. Yd. "61 Kommunar" Nicolaieff | Cia. Trasmediterranea | 270·3 P31′B62′F28′ | 39·8 | 22·7 | Spanish *WB* | Oil Engines 2S.C.SA 6Cy.18½″–32½″ 357NHP States Eng. Wks. "Komintern," Kharkoff | | |
| 71863 | **Castillo Mombeltran** (*ex*Ellinico Vouno-39, *ex*Angelos L.-37, *ex*Cape Point. *ex*Stambul, *ex*Maria Rickmers) 2 *Dks (Stl)* | 3667 3344 2270 | — 12,36 | Ist | | | | 1904 | Rickmers Act. Ges. Bremerhaven | Cia. Trasmediterranea *CellDB* 296′682*t* | 354·2 P33′B94′F44′ | 45·2 FK *FPT* | 26·2 | Spanish 6 *BHAsp* 109*t* *APT*34*t* | T.3Cy.23⅝″,38⅜″&63⅞″–43⅝″ 329NHP 3SB,*9cf*,GS116,HS5610 Bremer Vulcan, Vegesack | 29 ″ 0 | |
| 71864 | **Castillo Monforte** (*ex*Nagos-39, *ex*Corbrae-34, *ex*Hillingdon) *Well deck* ss Sld. No. 3–9, 25 ss Pir. No. 2–34 1 *Dk (Stl)* | 1926 1489 1085 | ✠ 7,35 | Pir | | *q* | | 1912 8mo | S. P. Austin & Sons, Ld. Sunderland | Cia. Trasmediterranea *CellDBa* 73′*u* E & B35′*f* 110′439*t* | 267·0 P28′Q71′B51′F28′ FK *side tanks in ER* | 38·0 | 17·6 12′ 156*t* *FPT*11 9*t* *APT*106*t* | Spanish 4 *BHCem* | T.3Cy.20½″,33″&54″–39″ 199NHP 2SB,*6pf*,GS97,HS3090 G.Clark, Ld. Sunderland | 19 ″ 10 | |
| 71865 | **Castillo Montealegre** (*ex*MaxHoelts-39) *Oil Eng.* Sub. Sig. 2 *Dks* | 3972 3537 2261 | | | | | | 1930 | Severney S.B. Yard Leningrad | Cia. Trasmediterranea | 347·4 P31′B52′F34′ | 48·8 | 27·2 | Spanish *WB* | Oil Engines 2S.C.SA 4Cy.26¾″–35½″ 500NHP Russian Diesel Works, Len. | | |
| 71866 | **Castillo Olite** (*ex*Postishev-39, *ex*Zwartewater-35, *ex*Zaandijk) 1 *Dk (Stl)* | 3545 3272 2150 | ✠ ... 8,36 | Rot | | *w* | | 1921 2mo | Rotterdam Droogd Maat. Rotterdam | Cia. Trasmediterranea *CellD* | 361·3 P25′B214′F36′ B307′879*t* | 49·8 FK *FPT* 85*t* | 22·0 | Spanish 6 *BHCem* *APT*127*t* | T.3Cy.25″,41″&68″–45″ 342NHP 3SB,*9cf*,GS145,HS5379 Rotterdam Droogd. Maats. | 24 ″ 6 | |
| 71867 | **Castillo Olmedo** (*ex*Reina-39, *ex*Björnöy-37, *ex*Juan-34) 1 *Dk & Spar dk* | 1436 1192 845 | | | | | | 1908 | Nylands Værksted Oslo | Cia. Trasmediterranea | 243·4 P52*t* B135*t* F27*t* | 33·7 H19*t* | 21·7 | Spanish *WB* | T.3Cy.20½″33″&56″–36″ 188NHP Nylands Værksted, Oslo | | V |
| 71868 | **Castillo Oropesa** (*ex*Victoria-39, *ex*Ekaterini Nicolaou-38. *ex*General Church-32) 1 *Dk (Stl) & Shelter dk (Stl)* | 6600 4868 4148 | ✠ 3,38 | Ams | | *z* | | 1917 11mo | W. Doxford & Sons, Ld. Sunderland | Cia. Trasmediterranea | 420·0 434·5 (O.L.) | 54·0 34·4 FK | 26·4 | Spanish *Cem* | T.3Cy.27″,45″,&74″–54″ 572NHP 3SB,*9cf*,GS190,HS8556 N.E.MarineEng.CoLdNwc | 37 ″ 0 | |
| 71869* | **Castillo Sagunto** (*ex*Ciutat de Reus-40. *ex*Stella) 1 *Dk 3 tr B* | 943 722 642 | | | | | | 1920 | N.V. Werf "Zeeland" Hansweert | Cia. Trasmediterranea | 1 *Intermediate BH in fore* 212·9 P30′B60′F23′ | *hold dispensed with* 31·3 | 13·3 | 6 *BH only* Tarragona Spanish *WB* | *CellDB* 358′1151*t* *APT*128*t* T.3Cy.14⅜″,22″&35½″–23½″ N.V. Werf. 62NHP "Zeeland," Hansweert | | |
| 71870 | **Castillo Santacara** Iron (*ex*MariElvira-40, *ex*SanIreneo-36, *ex*Tanchin, *ex*Swansea Trader, *ex*Crathie) *Well deck* | 472 350 241 | ✠ 6,23 | Bbo | | *h* | | 1883 11mo | J. Key & Sons Kinghorn | Cia. Trasmediterranea | 145·0 Q54′B42′F20′ | 23·8 BK7″ *DBa*35′ | 15·4 *f* 33′98*t* | Gijon Spanish 5 *BHCem* | C.2Cy.21″&42″–27″ NDB97 77NHP 1SB,*3p*,GS54 J. Key & Sons, Kirkcaldy | 13 ″ 8 | |
| 71871 | **Castillo Simancas** (*ex*Coruna-39, *ex*Sydney, *ex* Polymnia-37, *ex*Kintyre, *ex*Den of Ruthven) 1 *Dk (Stl) & Spar dk (Stl)* *Wyncote, & deep framing* | 4937 4636 3116 | ✠ 10,37 | Rot | | *y* | | 1907 6mo | C. Connell & Co. Ld. Glasgow | Cia. Trasmediterranea *CellDBa* 130′*u* | 400·0 P41′B112′F44′ E & B46′*f* 172′ 1032*t* | 52·0 FK | 19·3 27·8 | Spanish 6 *BHCem* *APT*37*t* | T.3Cy.27½″,44″&71½″–48″ 470NHP 2SB,*8cf*,GS147 HS6556 D. Rowan & Co. Glasgow | 30 ″ 6 | |
| 71872 | **Castillo Tarifa** (*ex*Gardelaki-39, *ex*Cité de Reims, *ex*City of Rheims, *ex*Ivanhoe, *ex*Falshaw) 1 *Dk (Stl) 2 tr B* *Well deck* | 2282 1814 1431 | ✠ 6,24 | Gls | | *s* | | 1888 4mo | T. Turnbull & Sons Whitby | Cia. Trasmediterranea | 288·0 P28′Q76′B124′F32′ | 38·3 FK *DBa* | 21·0 | Spanish 6 *BHCem* 88′*f* 114′440*t* | T.3Cy.22″,36″&59″–39″ NDB20 219NHP 2SB,*6cf*,GS101,HS3301 Blair & Co. Ltd. Stockton | 22 ″ 2 | |
| 71873 | **Castillo Tordesillas** (*ex*España No. 5–39, *ex*Riga) D.F. 1 *Dk & Spar dk 2 tr B* | 2156 1789 1336 | | | | | | 1906 | Schiffsw. v. Henry Koch Lübeck | Cia. Trasmediterranea | 265·8 P15′B73′F38′ | 39·4 | 20·9 | Seville Spanish *WB* | T.3Cy.20½″,33½″&53½″–33½″ 164NHP Ottensener Masch. Altona | | |
| 71874 | **Castillo Villafranca** (*ex*Tsyurupa-39) *Oil Eng.* 2 *Dks* | 2081 1819 1064 | | | | | | 1932 | States S.B. Yd. "61 Kommunar" Nicolaieff | Cia. Trasmediterranea | 270·4 P31′B62′F28′ | 39·8 | 22·5 | Spanish *WB* | Oil Engines 2S.C.SA 6Cy.18½″–32½″ 358NHP Komintern Wks. Kharkov | | |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné après Levée d'Epaulement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course — Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers — Nom du Constructeur des machines. | 14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps. | 15 Registres où cote, et si est dans le L. H. Darée Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71875 | **Castle Combe** | | 454 | ✠100A1 | Brs | *g* | 6.36 | 1936 | C.Hill& | AldShippingCo.Ld. | 155·0 \| 27·6 \| 8·6 | | | Bristol | Oil Engines 4S.C.SA | 10 ″ 9 | |
| 163872 | | | 279 | 12,40 12,00 | C& | | 12,39 | 12mo | Sons,Ld. | | | 28·2 | FK | British | 7Cy.12½′–15′ 89NHP | s 3 ″ 11 | |
| MMGD | *Mchy.Aft* *CruiserStern* 1*Dk* | | 232 | ✠LMC12,36 | | | | *Lloyd's* | Bristol | | Q97′F21′ | | | 3*B Hpt Asp* | | 10 ″ 8 | |
| | *Part electrically welded including deck & butts of keel* | | | | | | | | *sA&CP* | | *CellDB95′ 132t FPT* | | | | Ruston&Hornsby,Ld.Lin. | | |
| 71876 | **Castle Harbour** Twin Sc | | 730 | ✠100A1 | Ber- | *k* | 6.37 | 1929 | Blythsw'd | Bermuda&West | 176·3 \| 33·7 \| 15·0 | | | Bermuda | T.6Cy.14′,23′&38′–27′ (*s*) | 16 ″ 0 | |
| 156175 | (*ex*Mid-Ocean) *ss*BermudaNo.2–37 | | 548 | *withfreeboard* | muda | ½ | 11,40 | 10mo | S.B.Co.Ld | IndiesS.S.Co.Ld. | | | | British | 180lb 279NHP | s 3 ″ 9½ | |
| VQJK | 1*Dk*(*Stl–ws*)2*nd dk*(*Stl–ws*) | | 294 | 11,10 12,20 ✠LMC | | | | | Glasgow | | F68′ | | FK | 6*B HC em* | HS4700 FD | 12 ″ 6¾ | |
| | Wireless *in fore hold* | | | MS11,37 BS12,36 1,41 | | | | *Lloyd's* | *sA&CP* | *CellDBuE21′36t* | *DTsf9′110t* | | | | 2 Water Tube Boilers | | |
| | | | | *Fitted for oil fuel* | | | 10,29 | *above* | 150° F. | *DTa above tu* | *nnel 19′103t FPT9t* | | | *APT12t* | J.G.Kincaid&Co.Ld.Grk. | | |
| 71877 | **Castlehill** | | 690 | ✠100A1 | Bel | *j* | CL | 1920 | Scott& | JohnKelly,Ld. | 187·4 \| 28·7 \| 11·0 | | | Belfast | T.3Cy.15″,25½″&41″–30′ (*s*) | 13 ″ 6 | |
| 142504 | | | 467 | 8,38 | | | 7,38 | 11mo | Sons | (W.Clint,*Mgr.*) | | | | British | 180lb 85RHP | s 4 ″ 5½ | |
| MKNT | | | 280 | BS7,39 ✠LMC8,38 | | | | | Bowling | | Q107′B9′F33′ | | BK 7¼′ | 3*B HC em* | 1SB,*3cf*,GS58,HS1938 | 13 ″ 8½ | |
| | *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | | | 6,40 | | | | *Lloyd's* | *sA&CP* | | | | | | AitchisonBlair,LdCldebnk | | |
| | | | | | | | | | | *CellD* | *Bf110′172t FPT46t* | | | *APT7t* | | | |
| 71878 | **Castor** *ss*Mmo.No.3–10,40 Twin Sc | | *8714* | ✠100A1 | Bkn | *d*† | CL | 1928 | Kockums | TrelleborgsÅngf. | 482·3 \| 61·8 \| 36·1 | | | Trelleborg | Oil Engines 4S.C.SA | 36 ″ 3 | |
| 7456 | *OilEng.* ~~*ssFal.No.2–36*~~ | | *7950* | 10,40 2,30 | Mmo | | ~~4,38~~ | 6mo | M.V.Aktieb. | NyaAktieb. | | | | Swedish | 12Cy.22 7/16″–39⅜″ 584NHP | s 8 ″ 2 | |
| SFXA | *Mchy.Aft* 2*Dks*(*Stl*)*& Web frames* | | *4851* | | | | ~~m7,38~~ | | Malmö | (J.Malmros, | P97′B36′F40′ | | FK | 17*B Hpt Cem* | 2DB*170lb* 1DB(*aft*) | ~~27 ″ 0~~ | |
| | D.F. *CruiserStern* | | | DBS10,40 ✠LMC10,40 | | | 7,40 | *Lloyd's* | *sA&CP* | *Mgr.*) | (12 *to U dk* | | | | KockumsM.V.Akt. Malmö | 28 ″ 3½ | |
| | *Longitudinal framing–bracketless system* | | | | | | | | | *CellDBuE60′* | 249*t DTf38′ 298t* | | | *FPT152t APT190t* | | | |
| | | | | *CarryingPetroleum in bulk* | | | | | | | 5 ,,2*nd* ,,) | | | | | | |
| 71879 | — | | 1830 | ✠100A1 | Ams | *s* | OG | 1939 | NVNederl. | Koninkl.Nederl. | 292·5 \| 41·1 \| 14·9 | | | Amsterdm | Oil Engines 2S.C.SA | 18 ″ 0 | |
| | *OilEng.* | | 1363 | *withfreeboard* | NYk | | | 11mo | Dok.Maats. | Stoomb.Maats. | 310·3(O.L.) | | | Dutch | 5Cy.19⅛″–35 7/16″ 338NHP | s ″ 2¾ | |
| PDJH | E.S.D. 1*Dk & Shelter dk.* | | 946 | ~~3,101 1,39~~ ✠LMC11,38 | | | | | Amsterdam | | F31′ | | FK | 6*B Hpt Asp* | DB*100lb* | 17 ″ 10½ | |
| | *Cruiser Stern* 3*rd dk in No.1 hold* | | | 12,40 | | | | *Lloyd's* | *sA&CP* | | | | | *Coll to Sh dk* | N V.Mch.&Scheepswerf | | |
| | *Butts of shell & deck plating elec. welded* | | | | | | | | | *CellDB232′47* | *5t FPT65t APT72t* | | | 5 ,, 2*nd* ,,) | vanP.Smit,Jr.Rot. | | |
| 71880 | — | | 1683 | | | | | 1920 | Helsingörs | Dst.Bergenske | 249·8 \| 38·3 \| 15·4 | | | Bergen | T.3Cy.18″,30′&50′–36″ | | N |
| | (*ex*Rödfaxe) | | 1177 | | | | | | Jernsk.&Msk. | Dampskibsselskab | P38′ Q104′ B242′ | | | Norwegian | 150NHP | | |
| LCGE | *Well deck* D.F. 1*Dk* | | 1039 | | | | | | Elsinore | | F31′H50′ | | | *WB* | HelsingörsJrnsk.&Mskb. | | |
| 71881 | — | | 1225 | ✠100A1 | Hfs | *n* | OG | 1906 | Laxevaags | FinskaÅngf. | 236·2 \| 33·4 \| 15·8 | | | Helsingfrs | T.3Cy.16″,25½″&43″–30″ (*s*) | 16 ″ 10 | |
| 366 | (*ex*Cettois,*ex*Saga) *ss*Abo.2ndNo.3–4,31 | | 974 | 4,39 | | | ~~7,37~~ | 8mo | Msk.&Jrnsk. | Aktieb. | 227·7 | | | Finnish | 175lb NDB36–*125lb* 113NHP | s 1 ″ 10½ | |
| OHGG | Wireless D.F. *ss*Hfs.No.2–39 | | 659 | ✠LMC4,39 | | | 8,40 | | Bergen | | P19′B61′F25′ | | FK | 4*B Hpt Cem* | 1SB,*3pf*,GS55,HS1824 | 15 ″ 1 | |
| | 1*Dk*(*Stl*)*& deep framing* | | | BS8,40 | | | | *Lloyd's* | *sA&CP* | *Cell DBa 63′ f119* | *′285t FPT40t APT* | | | 51*t pt Asp* | LaxevaagsMsk.&Jrns.Bgn | | |
| 71882 | — | | 519 | | | | | 1896 | Act.Ges. | Dampfschiffahrts | 163·0 \| 24·1 \| 9·6 | | | Bremen | C.2Cy.16 5/16″&30½″–20″ | | G |
| | | | 289 | | | | | | "Weser" | Ges.Neptun | Q16′F16′ | | | German | 36NHP | | |
| DOMA | 1*Dk & pt Awng dk* | | 320 | | | | | | Bremen | | *pt Awng dk 130′* | | | *WB* | A.G."Weser,"Bremen | | |
| 71883 | **Castore** | | 1016 | | | | | 1917 | N.Odero& | Soc.Anon.Ilva | 203·9 \| 31·9 \| 16·6 | | | Genoa | T.3 Cy.15½″,24⅝″&39⅜″–25⅝″ | | CI |
| | 822 | | 806 | | | | | | Co. | | 193·5 | | | Italian | 79NHP | | |
| ILIL | *Mchy.Aft* 1*Dk* | | 599 | | | | | | Foce, Genoa | | | | | | N.Odero&Co. | | |
| 71884 | **Catahoula** | | 5030 | | | | | 1920 | American | CubaDistillingCo. | 390·0 \| 54·2 \| 27·8 | | | Baltimore | DR Geared Steam Turbine | | R |
| | 220629 | *Fitted for oil fuel* | 4598 | | | | | | International | Inc.(International | P39′B121′F43′ | | | Utd.States | | | |
| KDFG | D.F. *Carrying Petroleum in bulk* | | 3105 | | | | | | S.B.Corp. | FreightingCorp. | | | | *Wb* | GeneralElectricCo. | | |
| | 2*Dks* | | | | | | | | HogIslandPa | Inc.*Mgrs.*) | | | | | Schenectady,N.Y. | | |
| 71885 | **Catala** Ⓟ Twin Sc | | 1476 | | | | | 1925 | CoasterCon | UnionSteamships | 217·9 \| 37·1 \| 18·4 | | | Vancouver | T.6Cy.16″,26″&44″–26″ | | C |
| 152822 | *Ref.Mchy.* Wireless *Fitted for oil fuel* | | 1065 | | | | | | -structnCoLd | Ld. | B120′ | | | British | 200NHP | | |
| VGNY | *CruiserStern* 2*Dks* | | 851 | | | | | | Montrose | | | | | | *Emade19rebuilt & fitted25* | | |
| | | | | | | | | | | | | | | | Campbell&CalderwoodPsy | | |
| 71886 | **Catalani** Ⓟ | | 2429 | ✠100A1 | Pla | *s* | CL | 1929 | Cant.Nav. | "Tirrenia"Soc. | 294·0 \| 40·2 \| 21·1 | | | Fiume | Oil Engines 4S.C.SA | 23 ″ 4 | |
| 59 | *OilEng.* | | 1838 | 2,40 | | | N8,37 | 1mo | Triestino | Anon.diNav. | (O.L.) | | | Italian | 6Cy.24⅛″–43 5/16″ 357NHP | s 3 ″ 1½ | |
| IBHG | *ssTri.No.2–37* | | 1422 | ✠LMC CS8,37 | | | | | Monfalcone | | 279·9 | | | 6*B Hpt Cem* | DB*100lb* | 20 ″ 5½ | |
| | 2*Dks*(*Stl*) | | | DBS11,39 | | | 12,38 | *Lloyd's* | *sA&CP* | | P29′B84′F36′ | | FK | *pt Asp* | StabilimentoTecnico,Tri. | | |
| | | | | | | | | | | *CellDB213′40* | *4t FPT58t APT57t* | | | | | | |
| 71887 | **Catalina** Ⓟ Twin Sc | | 1766 | | | | | 1924 | Ls.Angeles | Wilmington | 285·2 \| 52·1 \| 18·8 | | | Ls.Angeles | T.6Cy.20½″,35″&60″ 36″ | | |
| 223907 | *Fitted for oil fuel* | | — | | | | | | SB&DDCorp. | TransportationCo. | | | | Utd.States | Hooven,Owens& 432NHP | | |
| KFTP | 3*Dks* | | 1161 | | | | | | SanPedroCal | | | | | *WB* | RentschlerCo.Hamilton,O | | |
| 71888 | — | | 632 | 100A1 | Lis | | CL | 1918 | Smith's | C.A.Moreira&Cia. | 175·0 \| 30·0 \| 15·7 | | | Porto | T.3Cy.16′,26′&44″–26″ (*s*) | 16 ″ 6 | |
| | (*ex*Falconer, *ssLis.No.3–5,32* | | 487 | ~~9,40~~ 8,38 5,41 | | | ~~7,38~~ | | DockCo Ld. | Ltda. | | | | Portuguese | 200lb 116NHP | s 1 ″ 7½ | |
| CSBY | *ex*Kilkeel) *ss*Lis.No.2–40 ~~*ssLis.No.1–36*~~ | | 322 | BS~~10,36~~ LMC~~6,36~~ | | | 5,41 | | Middlesbro' | | B50′ | | FK | 5*B HC em* | 1SB,*3cf*,GS51,HS1825 | 15 ″ 0¼ | |
| | *Cargo battens not fitted* 1*Dk*(*Stl*) | | | 3,41 MS9,40 | | | | *Lloyd's* | *sA&CP* | | *CellDBuE26′20t* | | | *FPT20t* | Smith'sDockCo.Ld.Mdb. | | |
| 71889 | — | | 582 | | | | | 1913 | Soc.Anon. | Anglo-Ecuadorian | 164·0 \| 31·2 \| 13·1 | | | Guayaquil | T.3Cy12″,20″&32″–23″ | | V |
| | (*ex*Mazout–36, *Fitted for oil fuel* | | 493 | | | | | | Jhn.Cockerill | Oilfields,Ld. | P28′F23′ | | | Ecuadorian | 49NHP | | |
| | *ex*MazoutI) *Mchy.Aft* 1*Dk* | | 317 | | | | | | Hoboken | | | | | *WB* | Earle'sCo.Ld.Hull | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 71890 | **Catania** | | 2148 | | | | | 1935 | Neptun- | Rob.M.Sloman,jr. | 303·2 \| 43·7 \| 16·1 | | | Hamburg | C.4Cy.(2)16½″&(2)35 7/16″– | | G |
| | | | 1636 | | | | | | werftRostock | | | | | German | 35 7/16″ & LP Turbine with | | |
| DJPW | D.F. E.S.D. 2*Dks* | | 1105 | | | | | | G.m.b.H. | | P24′F272′ | | | *WB* | DR gearing & hydraulic | | |
| | Sub.Sig. *CruiserStern* | | | | | | | | Rostock | | | | | | coupling 205NHP | | |
| | | | | | | | | | | | | | | | NeptunwerftRostock | | |
| | | | | | | | | | | | | | | | G.m.b.H.Rostock | | |
| 71891 | **Catatumbo** Twin Sc | | *3163* | ✠100A1 | NYk | | CL | 1928 | Palmers' | MeneGrandeOil | 325·0 \| 55·2 \| 16·4 | | | Maracaibo | T.6Cy.14¼″,24″&39½″–27″ | 16 ″ 6 | |
| | *ssN.Yk.No.3–5,40* ~~*ssCee.No.2–36*~~ | | *2298* | ~~3,45~~ 3,39 5,41 | | | 5,40 | 4mo | Co.Ld. | Co.C.A. | 337·1(O.L.) | | | Venezuelan | 180lb (*s*) 248NHP | s 2 ″ 0½ | |
| YVAM | *Mchy.Aft* 1*Dk*(*Stl*)*& Web frames* | | *1671* | ~~BS9,39~~ ✠LMC~~5,36~~ | | | 5,41 | | Newcastle | | P73′B22′F40′ | | FK | 8*B Hpt Cem* | 2SB,*6cf*, HS4808 | 14 ″ 8½ | |
| | *Longitudinal framing–bracketless system* | | | *CarryingPetroleum in bulk* | | | | *Lloyd's* | *sA&CP* | *CellDBuE&B50′* | *Trunk in Wells* | | | | Palmers'Co.Ld.Newcastle | | |
| | | | | *Fitted for oil fuel* 4,28 | | | *F.P. a* | *above* | 150° F. | 149*t side tanks* | 180′2115*t FPT207t* | | | *APT126t* | | | |
| 71892 | | | | BS5,41 | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. now expired. Equipment Letter. | 7* In use when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L. R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62/40 | | | | | | | | | | | | | | | | | |
| 71893 | **Cate B.** (*ex* Unden–38) | *Fitted for oil fuel* | 4285 | | | | | 1920 | J. Priest-man & Co. Sunderland | Th. Brövig | 365·9 | 51·6 | 25·2 | Farsund Norwegian | T 3Cy. 25″, 41″ & 69″–48″ 330 NHP | | N |
| LJLS | D.F. | 1 *Dk & Shelter dk* | 3994 | | | | | | | | | | | *WB* | G. Clark, Ld. Sunderland | | |
| 71894 | **Caterina** (*ex* Fortunata–39, | | 4786 | | | | | 1920 | Todd D. D. & Const. Co. Tacoma | Nav. Carlo Martinolich S.a.g.I. | 396·4 380·4 P39′B102′F41′ | 53·1 | 27·0 | Trieste Italian *WB* | T. 3Cy. 24½″, 41½″ & 71¼″–48″ 352 NHP Hooven, Owens, Rentschler Co. Hamilton, O | | I R |
| 434 | *ex* Padnsay–38) | *Fitted for oil fuel* | 4372 | | | | | | | | | | | | | | |
| IBFM | Sub. Sig. | 2 *Dks* | 2492 | | | | | | | | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 71895 | **Caterina Gerolimich** | | 5430 | ✠ ... | Gen | *y* | | 1912 | Cantiere San Rocco Trieste | I.N.C.S.A. (Imprese Nav Commerciale Soc. Anon) *Cell D Ba & u E 145′* | 396·3 380·0 P31′B247′F41′ FK *f 159′ 1008 t APT 37 t* | 52·2 | 25·5 | Rome Italian *6 BHCem DTa 35′ 824 t* | T. 3Cy. 26″, 42″ & 70″–48″ 411 NHP 2SB. *6cf*, GS 118, HS 5534 Clyde S.B. & E. Co. Ld P. Gl. | 27 ″ 10 | I † |
| 156 | | *ss* Gen. No. 3–3,32 | 4158 | 5,36 | | | | 12mo | | | | | | | | | |
| IBRG | D.F. | 2 *Dks (Stl)* | 3326 | | | | | | | | | | | | | | |
| 71896 | **Caterina Madre** (*ex* Valnoce, | | 4019 | ✠ | Gen | *x* | | 1904 | Richardsn, Duck & Co Stockton | "Corrado" Soc. Anon. di Nav. *Cell D B a 113′ u E 20′ f 158′* | 362·5 355·0 P35′B213′F34′ FK *915 t DTf 21* | 48·7 | 25·9 | Genoa Italian *7 BHCem* | T. 3Cy. 26″, 42½″ & 69½″–45″ 349 NHP 2SB, *6cf*, GS 129, HS 5620 Blair & Co. Ld. Stockton *726 t FPT 137 t APT 168 t* | 28 ″ 5 | I † |
| 1145 | *ex* Iddesleigh) | *ss* Bry. No. 3–6,17 | 3765 | 8,27 | | | | 7mo | | | | | | | | | |
| IBSG | | *ss* Gen. No. 1–23 | 2427 | | | | | | | | | | | | | | |
| | D.F. | 1 *Dk (pt Irn & pt Stl) 2 tr B & deep framing* | | | | | | | | | | | | | | | |
| 71897 | **Catford** | | 1568 | ✠ 100 A1 | Shl | *p* | CL | 1919 | Dublin Dckyd. Co. Ld Dublin *Lloyd's SA & CP* | South Metropolitan Gas Co. *Cell D B 171′ 306 t* | 240·2 B52′F23′ FK *D Ta 29′ 118 t FPT 80 t* | 36·3 | 19·1 | London British *6 BHCem APT 38 t* | T. 3Cy. 18″, 30″ & 50″–33″ (*s*) 180 lb 172 NHP 2SB, *6cf*, GS 97, HS 2886 J. G. Kincaid & Co. Ld. Grk. | 21 ″ 3 s 2 ″ 9½ 18 ″ 8 | |
| 143334 | | *ss* Shl. No. 3–7,31 | 1345 | ~~2,46 6,30 12,46~~ Lon | | | 6,39 | 7mo | | | | | | | | | |
| MJQV | | *ss* Shl. No. 2–39 | 829 | 3,41 | LMC 6,39 | | 11,40 | | | | | | | | | | |
| | Sub. Sig. | 1 *Dk (Stl)* | | ~~BS 3,40 12,40~~ 3,41 | | | | | | | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 196/40 | | | | | | | | | | | | | | | | | |
| 71898 | **Catharina** | | 391 | ✠ 100 A1 | Rot | *f* | | 1939 | NV. Schpsf. v/h De Groot & Van Vliet Slikkerveer *Lloyd's SA & CP* | N.V. Solleveld's Scheepvaart & Agentuur Maats. *Cell D B 94′ 103 t FPT 32 t* | 147·0 P41′Q48′F18′ FK *D B 94′ 103 t FPT 32 t* | 25·1 | 8·4 | Rotterdam Dutch *3 BHpt Cem APTs 21 t* | Oil Engines 4S.C.SA 6 Cy. 11″–17½″ 71 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz | 10 ″ 3 s 3 ″ 7¾ 10 ″ 0 | |
| | | *Oil Eng.* | 250 | 4,40 | | | | 2mo | | | | | | | | | |
| PDJO | *Mchy. Aft* | 1 *Dk* | 194 | | LMC 2,39 | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 71899 | **Cathay** Ⓟ | **Twin Sc** | 15225 | ✠ | Lon | *j* † | | 1925 | Barclay, Curle & Co. Ld. Glasgow | Peninsular & Oriental Stm. Nav. Co. *Cell D B 443′ 1683 t at sides of tunn* | 523·5 B255′F92′ FK *Tanks Cell B els 69′ 580 t FPT 171 t* | 70·2 | 42·3 | Glasgow British *3 BHpt Cem Hto W thr dk APT 117 t* | Q. 8Cy. 29½″, 42½″, 60¾″ & 87″–54″ 1905 NHP 3D & 4SB, *40cf*, HS 29298 Barclay, Curle & Co. Ld. Gls | 46 ″ 0 | |
| 148843 | | 3 *Dks (Stl–Weather dk–pt* teak s) | 12242 | 8,28 | | | | 3mo | | | | | | | | | |
| GCDF | *Ref. Mchy.* | *4th dk (Stl) in forward holds* | 8730 | | | | | | | | | | | | | | |
| | E.S.D. D.F. | *Cruiser Stern* | | Lloyd's RMC 7,39 | | | | | | | | | | | | | |
| | | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| 71900 | **Cathcart** Ⓟ (*ex* Canadian Hunter) | | 3708 | ✠ 100 A1 | Mtl | *v* | CL | 1920 | Davie S.B. & Repg. Co. Ld Lauzon, P.Q. | Canadian Hunter, Ld. (Canadian National Steamships, *Mgrs.*) *Cell D B 266′ 674 t FPT 95 t APT 73 t* | 331·1 P&B215′F33′ FK | 46·7 | 23·2 | Montreal British *6 BHCem* | T. 3Cy. 25″, 41″ & 68″–45″ (*s*) 180 lb 470 NHP 3SB, *9cf*, GS 156, HS 7275 FD Tidewater Shipbuilders, Ld. Three Rivers, P.Q. | 25 ″ 6 s 7 ″ 2¾ 18 ″ 6 | |
| 141769 | | *ss* Hfx. No. 3–2,33 | 2915 | 5,40 ~~6,39~~ | BS 3,41 | | ~~5,38~~ | 8mo | | | | | | | | | |
| VGBX | | *ss* Hfx. No. 1–37 | 2217 | ~~BS 3,40~~ | LMC ~~MS 2,36~~ | ~~BS 4,39~~ | 5,40 | | | | | | | | | | |
| | *Well deck* | 1 *Dk (Stl)* 2nd dk | | Lloyd's RMC 12,39 | | | | | | | | | | | | | |
| | *Ref. Mchy.* | *(Stl) & platform dk in holds* | | 6,40 for temp. 20° F. | | | | | | | | | | | | | |
| | | | | *Adapted for oil fuel* | 4,29 | *F.P. above* | 150° F. | | | | | | | | | | |
| 71901 | **Catherine** Ⓟ (*ex* Lake Greenwood) | | 2286 | ✠ 100 A1 | Bal | *r* | CL | 1918 | Manitowoc S.B. Co. Manitowoc, Wis | A. H. Bull Steamship Co. Inc. (A. H. Bull & Co. Inc. *Mgrs.*) *Cell D B 212′ 637 t FPT 54 t* | 250·5 P27′B134′F26′ FK | 43·7 | 20·4 | New York Utd. States *8 BHCem* | T. 3Cy. 21″, 35″ & 59 7/16″–42″ (*s*) 190 lb 307 NHP 2SB, *6cf*, GS 138, HS 5486 Nordberg Mfg. Co. Milwaukee, Wis | 23 ″ 1 | |
| 216616 | | *ss* Bal. No. 3–2,37 | 1767 | ~~3,40 6,39~~ | | | 6,38 | 7mo | | | | | | | | | |
| KTOI | | 1 *Dk*, 2nd *Dk in No. 4 hold* | 1251 | BS 1,40 | LMC 2,37 | | | | | | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* | 1,23 | *F.P. above* | 150° F. | | | | | | | | | | |
| 71902 | **Catherine D.** Ⓟ | **Wood Twin Sc** | 2224 | | | | | 1918 | Pacif. Amr. Fisheries Co. Bellingham | Pacific American Fisheries, Inc. | 242·0 P50′ | 41·6 | 24·4 | Bellingham Utd. States | T. 6Cy. 13″, 21″ & 35″–27″ 126 NHP Seattle Mach. Works, Sea. | | R |
| 216216 | | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| KMAI | D.F. GyC. | 2 *Dks* | 1624 | | | | | | | | | | | | | | |
| 71903 | **Catherine Schiaffino** | | 1591 | | | | | 1930 | Howaldts-werke A.G. Hamburg | Soc. Algérienne de Nav. pour l'Afrique du Nord (Ch. Schiaffino & Cie. *Mgrs.*) | 243·9 P&B133′F30′ | 38·0 | 18·5 | Algiers French *WB* | T. 3Cy. 18½″, 30 5/16″ & 49½″–33½″ 140 NHP Howaldtswerke. Kiel | | V |
| | | *Fitted for oil fuel* | 1284 | | | | | | | | | | | | | | |
| FNWY | Wireless | 1 *Dk* | 813 | | | | | | | | | | | | | | |
| 71904 | **Cathlamet** | | 5869 | | | | | 1919 | Ames S.B. & Drydock Co Seattle, Wash | American West African Line Inc. (Barber S.S. Lines, Inc. *Mgrs.*) | 409·8 P44′B119′F47′ | 54·2 | 29·2 | New York Utd. States *WB* | T. 3Cy. 24⅝″, 41½″ & 72″–48″ 359 NHP Allis Chalmers, Milwaukee | | R |
| 219196 | | *Fitted for oil fuel* | 5113 | | | | | | | | | | | | | | |
| KOLP | Sub. Sig. | 2 *Dks* | 3635 | | | | | | | | | | | | | | |
| 100/40 | | | | | | | | | | | | | | | | | |
| 71905 | **Cathrine** (*ex* Silverlight–39, | | *1885* | ✠ 100 A1 | Shl | *r* | CL | 1904 | Osbourne, Graham & Co Sunderland | A. Inkapööl, E. Jakobson & others (A. Truuberg, *Mgr.*) *Cell D Ba 90′ u E & B 34′ f 108′ 488 t* | 275·1 P29′B68′F30′ FK | 40·1 | 18·1 | Panama Pnamanian *4 BHCem APT 55 t* | T. 3Cy. 20½″, 33″ & 54″–36″ (*s*) 180 lb 195 NHP 2SB, *4pf*, GS 80, HS 3080 G. Clark, Ld. Sunderland | 20 ″ 6 s 2 ″ 8½ 17 ″ 11½ | |
| | *ex* Engineer Avdåkoff) | *ss* Cff. 2nd No. 3–8,31 | *1680* | ~~10,38~~ | | | ~~8,40~~ | 3mo | | | | | | | | | |
| | | *ss* Cff. No. 1–36 | *1154* | BS ~~10,38~~ 8,39 | LMC 1,36 | | 4,40 | *Lloyd's SA & CP* | | | | | | | | | |
| | | 1 *Dk (Stl) & deep framing* | | | | | | | | | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 71906 | **Cathwood** | | 7072 | | | | | 1920 | Bethlehem S.B. Corp. Ld. Alameda, Cal | Union Oil Co. of California | 435·0 P123′B50′F33′ | 56·0 | 32·0 | L. Angeles Cal. Utd. States *WB* | T. 3Cy. 27″, 47″ & 78 5/16″–48″ 425 NHP Bethlehem S.B. Corp. S. Francisco | | R |
| 219956 | | *Fitted for oil fuel* 2 *Dks* | — | | | | | | | | | | | | | | |
| KURC | *Mchy. Aft* | *Carrying petroleum in bulk* | 4360 | | | | | | | | | | | | | | |
| | D.F | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 71907 | **Catrine** | | 5218 | 100 A1 | | | | 1940 | Wm. Dox-ford & Sons Ld Sunderland | Morel, Ld. | 427·6 | 56·5 | 26·5 | London British | Oil Engines 2 S.C.SA 3 Cy. 23⅜″–91 1/32″ Wm. Doxford & Sons, Ld Sld | 29 ″ 0 s 3 ″ 3¾ 25 ″ 10¾ | |
| | | *Oil Eng.* | 4697 | *with freeboard* | | | | | | | | | | | | | |
| | E.S.D. GyC. | | 3004 | (*Class Contemplated*) | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| *For full particulars see No. 87505 in Supplement* | | | | | | | | | | | | | | | | | |
| 71908 | **Caucaso** (*ex* Ostpreussen) | **Twin Sc** | 2065 | | | | | 1921 | Frd. Krupp Akt. Ges. Kiel | Nereide Soc. Anon. di Nav. | 286·8 276·0 F42′ | 40·5 | 23·4 | Genoa Italian *WB* | Oil Engines 4S.C.SA 12 Cy. 17¾″–16 13/16″ 371 NHP Maschf. Augsburg-Nürnberg A.G. Augsburg | | I |
| 1531 | | *Oil Eng.* | 1843 | | | | | | | | | | | | | | |
| IBTG | *Mchy. Aft* | 2 *Dks* | 1272 | | | | | | | | | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 71909 | **Caudebec** (*ex* Oldenburg) | | 1471 | ✠ ... | Hav | *p* | | 1910 | Greenock & Grangem'uth Dockyard Co Grngemouth *Cell D Ba 60′* | Worms & Co. *(E & B 34′ f 104′ 360 APT 82 t 'tween dk* | 235·2 P21′Q118′F26′ FK *3 on Qdk 56′* | 36·0 | 16·4 | Havre French *4 BHCem Tanks 14′ 34 t* | T. 3Cy. 18″, 27½″ & 45″–33″ 143 NHP 2SB, *4cf*, GS 80, HS 2440 Richardsons, Westgarth & Co. Ld. Mdb. | 18 ″ 4 | V † |
| 5mo | | *ss* Hav. 2nd No. 3–11,34 | 1125 | 3,39 | | | | 5mo | | | | | | | | | |
| FNCI | Wireless | | 796 | | | | | | | | | | | | | | |
| | *Well deck* | 1 *Dk (Stl)* | | | | | | | | | | | | | | | |
| 71910 | **Caupolican** | **Iron Twin Sc** | 2044 | ✠ | | | | 1881 | R. Duncan & Co. Pt. Glasgow | José Maritano | 264·5 | 39·8 | 23·4 | Valp'raiso Chilian | Oil Engines 2S.C.SA 12 Cy. 16½″–22″ 574 NHP E *fitted* 21 Mar. Pipe & Eng. Wrks. Sea. | | |
| | *ex Sailing Vessel* Patria, | *Oil Eng.* | — | 12,05 | | | | 6mo | | | | | BK 9½″ | | | | |
| | *ex* Poseidon) | 2 *Dks* | 1453 | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant expiré. Lettre d'échéance. | 7* Date de la dernière visite de l'hélice porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Inscriptions de classe, si cet est dans le Lt. H. (Mar. Cert. Letters). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71911 | **Cavalier** | | 3056 | | | | | 1938 | Pusey& Jones Corp. Wilmington, Del. | Philadelphia& Norfolk S.S.Co.Inc. | 280·2 | 48·7 | 13·5 / 32·2 | Wilmington Del. Utd. States | 2 Steam Turbines DR geared to Isc. shaft General Electric Co. Lynn, Mass. | | R |
| 23752 | *Fitted for oil fuel* | | — | | | | | | | | | | | | | | |
| WNOQ | | *4 Dks* | 1893 | | | | | | | | | | | *WB* | | | |
| 71912 | **Cavallo** | | 2269 | | | | | 1922 | Dundee S.B Co.Ld. Dundee | Ellerman's Wilson Line,Ld. | 312·0 | 44·7 | 18·7 | Hull British | T.3Cy.20½",35"&60"–42" 233NHP | | C |
| 146461 | | | 2039 | | | | | | | | | | | | | | |
| GDNS | *Cruiser Stern* | *2 Dks* | 1303 | | | | | | | | | | | *WB* | Earle's Co.Ld.Hull | | |
| 71913 | **Cavarna** Ⓟ | | 3495 | | | | | 1939 | Cant. Nav. Riuniti Palermo | Roumanian State Maritime Service | 360·9 | 50·8 | 31·5 | Roumanian | Oil Engines 2S.C.SA 6Cy.23¾"–41⅛" 583NHP | | |
| | D.F. | *Oil Eng* | 2836 | | | | | | | | B84'F34' | | | | Soc An "Fiat" S.G.M. Turin | | |
| | *Ref.Mchy.* | *Cruiser Stern* *2 Dks* | 2022 | | | | | | | | | | | *WB* | | | |
| 71914 | **Cavelier** Ⓟ (*ex* Canadian Aviator) | | 3663 | ✠100A1 | Mtl | *v* | CL | 1919 | Wallace Shipyards, Ltd | Canadian Aviator, Ltd. (Canadian National Steamships, *Mgrs.*) | 331·0 | 46·7 | 23·2 | Montreal British | T.3Cy.25",41"&68"–45" (*s*) 180lb 470NHP | 25 " 6 | |
| 141547 | | *ss* Hfx.No.3–3,33 | 2878 | 7,40 ~~6,39~~ | | | 5,38 | 11mo | | | | | | | 3SB,9*cf*,GS156,HS7275 FD | s 7 " 2½ | |
| VGKF | | *ss* Mtl.No.1–37 | 2213 | ✠LMC | | | | | | | P&B215'F33' FK | | | *7 BH Cem* | | 18 " 6 | |
| | *Well deck* | *2 Dks (Stl) & platform dk in holds* | | MS1,36 BS4,40 | | | | *Lloyd's SA&CP* | B.C. | *Cell DB 270'674t FPT* | | | | *95t APT 73t* | Wallace Shipyards, Ltd. | | |
| | *Ref.Mchy* | | | ✠Lloyd's RMC ~~12,36~~ 12,40 ~~6,40~~ | | | | | | | | | | | | | |
| | | | | for temp. 20° F. | | | | | | | | | | | | | |
| | | | | *Adapted for oil fuel* | | 4,29 | *F.P.* | *above* | 150° F. | | | | | | | | |
| 71915 | **Caverock** (*ex* Seamew–38) | | 1332 | ✠100A1 | Lth | *p* | CL | 1915 | Ailsa S.B. Co.Ld. Ayr | Verano S.S.Co. (F.V.Andlaw) | 250·0 | 37·5 | 14·2 | Gibraltar British | T.3Cy.22",35"&59"–39" (*s*) 180lb 266NHP | 16 " 6 | |
| 13673 | *ss* Gib.2nd No.3–6,39 | *ss* ~~Lon.No.3–2,27~~ | 982 | *Shelter dk* | | | 11,38 | 1mo | | | | | | | 2SB,6*cf*,GS126,HS4516 | s " 2 | |
| VQZK | *Mchy.Aft* | *ss* ~~Lon.No.2–25~~ | 656 | *with freeboard* 9,40 | | | | | | | | | FK | *4 BH Cem* | | 16 " 6 | |
| | | 1 *Dk (Stl) & Shelter dk (pt Stl–ws)* | | ✠LMC 11,39 | | | | *Lloyd's SA&CP* | | *Cell DB f 163'262t FPT* | | | | *20t APT 20t* | Ailsa S.B. Co.Ld. Troon | | |
| 71916 | **Cavina** Ⓟ | **Twin Sc** | 6907 | | | | | 1924 | A. Stephen &Sons,Ld. Govan | Elders& Fyffes,Ld. | 425·2 | 54·1 | 30·3 | Glasgow British | T.6Cy.23½",39½"&67"–48" 622NHP | | C |
| 14789 | *Ref.Mchy.* | Sub.Sig. | 5243 | | | | | | | | P42'B195'F48' | | | *WB* | A.Stephen&Sons,Ld.Gls. | | BT till 10,40 |
| GKFV | D.F. | E.S.D. *2 Dks* | 4002 | | | | | | | | | | | | | | |
| 71917 | **Caxambú** (*ex* Minneburg) | | 4748 | ✠ | Nts | *y* | | 1909 | J.C.Teck-lenborg A.G. Weser-münde-G | Lloyd Brasileiro | 399·3 | 54·2 | 17·0 | R.Janeiro Brazilian | T.3Cy.26",42½"&70"–48" 427NHP | 27 " 6 | C |
| | | *ss* Rio.No.3–6,18 | 4434 | 11,26 | | | | 5mo | | | P48'B116'F48' | | 25·0 FK | *6 BH Cem* | 2SB,6*cf*,GS123,HS5852 | | † |
| PUAS | | 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | 2999 | | | | | | | *Cell DB a 132'u t* | | *22'f 180'1225t FPT* | | *70t APT 47t* | J.C.Tecklenborg A.G.Wsm | | |
| 71918 | **Caxias** (*ex* Caruarú–34, *ex* Ines–33, | | *3106* | ✠ | Rio | *v* | | 1899 | A.McMil-lan&Son,Ld Dumbarton | Cia.Carbonifera Rio Grandense | 333·0 | 45·0 | 15·9 | R.Janeiro Brazilian | T.3Cy.25",42",&68"–45" NDB13 343NHP | 26 " 6 | V |
| | *ex* Mercuria, | *ss* Shl.2nd No.3–1,26 | *2937* | ~~3,31~~ | | | | 10mo | | | P28'B106'F38' | | 23·9 FK | *6 BH Cem* | 2SB,6*cf*,GS107,HS4308 | | † |
| PUMH | *ex* Kelvingrove) | 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | *1957* | | | | | | | *Cell DB a* | *104'f 140'742t FPT* | | | *156t APT 56t* | D.Rowan&Co.Glasgow | | |
| 71919 | **Cayru** Ⓟ (*ex* Scanmail–40, | | 5152 | | | | | 1919 | American International S.B.Corp. Hog Island Pa | Lloyd Brasileiro | 390·0 | 54·2 | 28·0 | R.Janeiro Brazilian | DR geared steam turbine | | R |
| | *ex* Chickasaw–32) | *Fitted for oil fuel* | — | | | | | | | | P39'B121'F43' | | | *WB* | General Electric Co. Schenectady,N.Y. | | |
| | *Ref.Mchy.* Sub.Sig. | *2 Dks* | 3156 | | | | | | | | | | | | | | |
| | E.S.D. D.F. GyC. | | | | | | | | | | | | | | | | |
| 71920 | **Cayuga** Ⓟ | **Twin Sc** | 2196 | | | | | 1907 | Canadian S.B.Co.Ld. Toronto | Canada Steamship Lines,Ld. | 305·0 | 36·6 | 14·2 | Toronto British | Q.8Cy.17½",25",36"&52"–30" 296NHP | | |
| 122219 | | | 1673 | | | | | | | | | | | *Wb* | Canadian S.B.Co.Ld.Tto. | | |
| VGNQ | | *2 Dks* | 1168 | | | | | | | | | | | | | | |
| 71921 | **Cebu** Ⓟ (*ex* Nuen Tung) | **Twin Sc** | 1408 | | | | | 1900 | G.Seebeck A.G. Bremerhaven | Cia.Maritima (Fernandez Hnos.Inc. *Mgrs.*) | 250·8 | 24·1 | 18·5 | Manila Utd. States | T.6Cy.14⅜",22⅛"&31⅛"–23⅝" 94NHP | | |
| | | | — | | | | | | | | H41' | | | *WB* | G.Seebeck A.G.Bhn. | | |
| KZAX | Wireless | *2 Dks* | 804 | | | | | | | | | | | | | | |
| 71922 | **Cecile Mapleson** | **Twin Sc** | 344 | | | | | 1924 | Bow,Mc-Lachlan&Co. Ld. Paisley | African Coasters (Pty.)Ld.(Grind-rod,Gersigny&Co. (Pty.)Ld. *Mgrs.*) | 142·5 | 26·8 | 9·3 | Durban British | Oil Engines 2S.C.SA 8Cy.10"–14½" 140NHP | | C |
| 147618 | (*ex* Halal–32) | *Oil Eng.* | 245 | | | | | | | | | | | *WB* | *Emade 38 fitted 40* | | |
| | *Mchy.Aft* | 1 *Dk & Shelter dk* | 187 | | | | | | | | | | | | Petters,Ld.Yeovil | | |
| 71923 | **Cedardale** | | 8132 | ✠100A1 | Grk | *c* † | CL | 1939 | Blythsw'd S.B.Co.Ld. Glasgow | The Admiralty | 464·9 | 59·5 | 33·9 | London British | Oil Engines 4.S.C.SA 8Cy.25½"–55½" 503NHP | 34 " 0 | |
| 167260 | | *Oil Eng.* | 7221 | 2,40 | | | | 5mo | | | 482·8 (O.L.) | | | | DB *180lb* | s 6 " 8½ | |
| GGLT | D.F. | 1 *Dk,2nd dk clear of cargo tanks* | 4780 | ✠LMC 5,39 | | | ~~11,38~~ 5,41 | | | | P93'B47'F51' FK | | | *4 TBHpt Cem* | J.G.Kincaid&Co.Ld.Grk. | 27 " 6½ | |
| | E.S.D. *Mchy.Aft* | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | *Cell DB u E 70'165t* | *DT f 25'297t FPT 143t* | | | *APT 89t* | | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 71924 | **Cedarton** | | 1732 | ✠ ... | | | | 1924 | A.McMil-lan&Son,Ld Dumbarton | Gulf&Lake Nav. Co.Ld.(R.A.Carter, *Mgr.*) | 250·1 | 43·2 | 15·5 | Montreal British | T.3Cy.15",26"&42"–30" 89RHP | 17 " 6 | R |
| 147891 | *Mchy.Aft* | | 1373 | 7,27 | | | | 4mo | | | Q92'F36' | | FK | *WB* | J.G.Kincaid&Co.Ld.Grk | | † |
| VCGM | *Well deck* | 1 *Dk* | 1005 | | | | | | | | | | | | | | |
| 71925 | **Cedartree** | | 1557 | ✠100A1 | Shl | *p* | CL | 1928 | J.Crown& Sons,Ld. Sunderland | Shamrock Shipping Co.Ld. (W.C.Lawson, *Mgr.*) | 245·0 | 36·6 | 16·0 | London British | T.3Cy.19",31"&51"–36" (*s*) 180lb 193NHP | 18 " 1 | |
| 160419 | Wireless | *ss* ~~Shl.No.3–4,40~~ ~~*ss* Shl.No.2–37~~ | 1154 | 5,41 ~~5,40~~ | | | ~~11,38~~ | 5mo | | | Q147'F27' | | FK | *4 BH Cem* | 2SB,6*cf*,GS93,HS3268 | s 5 " 5½ | |
| MNZT | *Well deck* | 1 *Dk (Stl)* | 824 | 5,41 ✠LMC | | | 5,41 | | | *Cell DB* | 202' 430t *FPT 127t* | | | *APT 158t* | G.Clark,Ld.Sunderland | 16 " 8½ | |
| | | *Cargo battens not fitted* | | ~~BS12,36~~ MS4,40 | | | | *Lloyd's SA&CP* | | | | | | | | | |
| 71926 | **Cedarwood** | | 899 | | | | | 1933 | Burntisl'nd S.B.Co.Ld. Burntisland | Joseph Constantine S.S.Line,Ld. | 193·1 | 32·2 | 12·5 | Middlsbro' British | T.3Cy.13",22"&36"–27" 98RHP | | C |
| 160737 | | | 612 | | | | | | | | Q115'B10'F25' | | | *WB* | N.E.Marine Eng.Co.Ld.Sld | | |
| MBDN | *Mchy.Aft* | *Cruiser Stern* 1 *Dk* | 498 | | | | | | | | | | | | | | |
| 71927 | **Cefalu** Ⓟ | | *5221* | ✠100A1 | NOs | *y* | OG | 1930 | Workman Clark(1928) Ld. | Standard Nav. Corp.(Standard Fruit&S.S.Co. *Mgrs.*) | 380·7 | 53·4 | 29·6 | Ceiba Honduran | Q.4Cy.25½",37",54"&78" –48" 260lb (*s*) 867NHP | 33 " 8 | |
| | | *ss* N.Os.No.2–38 | *4269* | *with freeboard* | | | ~~8,38~~ | 4mo | | | | | | *pt Cem* | 4SB,*16cf*, HS13300 FD | s 9 "6½ | |
| HRBF | *Ref.Mchy.* 2 *Dks (Stl–Weather dk teak s)* | | *3270* | 12,40 ~~11,40~~ ✠LMC | | | 12,40 | | | *Cell DB 308'734t* | P37'B138'F40' | | FK | 6*BH* | Workman Clark(1928) Ld. | 23 " 10 | |
| | | 3rd & 4th dks (*Stl*) in holds | | MS3,38 BS ~~4,40~~ 12,40 | | | | *Lloyd's SA&CP* | | *Tanks in way* | *of tunnel 289t FPT* | | | *48t APT 30t* | | | |
| | | | | ✠Lloyd's RMC ~~7,40~~ 9,40 | | | | | | | | | | | | | |
| | | | | for temp. 20° F. | | | | | | | | | | | | | |
| | | | | *Three lower decks for Fitted for oil fuel* | | 4,30 | *Fruit F.P.* | *Cargo above* | 150° F. | | | | | | | | |
| 71928 | | | | | | | | | | | | | | | | | |

JAS-TAS

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated R.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71929<br>167316<br>GQCW | **Cefn-y-Bryn**<br>D.F. | 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 5164<br>4604<br>3067 | ✠100A1<br>*with freeboard*<br>1,41~~4,40~~ ✠LMC8,39 | Sws<br>Npt | *a*†<br>2 | CL<br>3,40 | 1939<br>8mo | Burntisland S.B.Co.Ltd. Burntisland<br>*Lloyd's sA&CP* | CookShippingCo. Ltd.(Ambrose, Davies&Matthews, Ld.)<br>*Cell DB356'1360t* | 420·0\|58·0\|26·3<br>436·0(O.L.) FK<br>*FPT158t APT277t* | London<br>British<br>*(Coll to Sh dk 6 „ 2nd „)* | T.3Cy.22½″,36″&65″–48″ (*s*) 220lb 440NHP<br>2SB,8*cf*,GS159,HS6502<br>D.Rowan&Co.Ltd.Gls. | 28 ″ 9<br>s 3 ″ 2½<br>25 ″ 9 | |
| 71930<br>HRBE | **Ceiba**<br>*Ref.Mchy.*<br>1 *Dk(Stl)* 2 *tr B & Shelter dk(Stl-teaks)* | *ss*N.Os.No.1–40<br>*ss*N.Os.2ndNo.3–9,35 | 1698<br>1490<br>1054 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>9,40~~1,39~~ 1,40<br>~~BS1,40~~ ✠LMC9,~~35~~<br>✠Lloyd's RMC1~~,40~~ 12,40<br>for temp. 50° F. | Bal<br>NOs | *r*<br>4,~~39~~<br>4,41 | OG | 1911<br>4mo | Swan, Hunter & Wigham Richardson, Ld Newcastle<br>*Lloyd's sA&CP* | Seaboard S.S. Corp. (Standard Fruit & S.S.Co. *Mgrs.*)<br>*Cell DBa 41'u* | 309·6\|39·2\|16·6<br>len15 FK<br>*E20'f180'342t FPT 12t APT30t* | Ceiba<br>Honduran<br>*1 BHCem* | T.3Cy.23″,39″&66″–42″ (*r*) 195lb *100lb* 347NHP<br>2SB,8*cf*,GS163,HS5736<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 18 ″ 11<br>s 1 ″ 3½<br>17 ″ 9 | |
| 71931<br>PDJR | **Celebes**<br>*Mchy.Aft* | *Oil Eng.*<br>1 *Dk* | 453<br>325<br>269 | ✠100A1<br>3,40<br>✠LMC9,37<br>Fitted for oil fuel 3,20 | Ams | *f* | 9,39<br>*F.P. above* | 1937<br>9mo | E.J.Smit& Zoon Westerbroek<br>*Lloyd's sA&CP* | R.J.Kajuiter<br>*Cell DB95'113t FPT61t* | 145·7\|26·5\|10·2<br>156·2(O.L.)<br>P36′*Trunk*91′ FK<br>F16′<br>*APTs22t* | Groningen<br>Dutch<br>*3 BHpt Cem* | Oil Engines 4S.C.SA<br>6Cy.11″–17⅛″ 70NHP<br>Humboldt-Deutzmotoren, A.G.Köln-Deutz | 11 ″ 10<br>s 1 ″ 1½<br>10 ″ 10½ | |
| 71932<br>21395<br>JCED | **Celebes Maru**<br>*ss*Kob.No.3–11,29<br>*ss*Osa.No.2–36<br>2 *Dks(Stl)* & *Awng dk(Stl)* | | 5863<br>5586<br>4262 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>5,40 ~~1,39~~ ✠LMC1,~~39~~<br>5,40 | Osa | *y* | OG<br>N1,38 | 1917<br>12mo | Kawasaki Dkyd.Co.Ld. Kobe<br>*Lloyd's sA&CP* | OsakaSyosen K.K.<br>*CellDB* | 385·0\|51·0\|36·0<br>FK<br>334′1118*t FPT126t* | Osaka<br>Japanese<br>*6 BHCem* | T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 440NHP<br>2SB(Spt)&1AuxSB,8*cf*, GS154,HS5741 FD<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s 9 ″ 1⅜<br>27 ″ 1 | |
| 71933<br>1544<br>IBWI | **Celeno** (*ex*Saxoleine) 3Mst<br>*Mchy.Aft* 2 *Dks*<br>D.F. *Carrying Petroleum in bulk* | *Fitted for oil fuel* | 3741<br>3376<br>2329 | | | | | 1899 | Armstrong Whitworth &Co.Ld. Newcastle | CisterneItaliane Soliani& Saltamerenda | 335·9\|45·0\|28·5<br>P82′B23′F41′ | Genoa<br>Italian<br>*WB* | T.3Cy.24″,40″&64″–48″ 275NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | I |
| 71934<br>140348<br>GVFY | **Celerol**<br>*ss*Gmh.2ndNo.3–10,35<br>*ss*Mil.No.1–40<br>2 *Dks(Stl)* & *Web frames*<br>*Longitudinal framing*<br>*Cruiser Stern* | | 2649<br>2230<br>1136 | ✠100A1<br>2,41 ~~1,40~~<br>✠LMC1,40<br>*For Government Service*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9,17 | Mil<br>Grk | CL<br>11,37<br>*F.P. above* | | 1917<br>9mo | Short Bros. Ld. Sunderland<br>*Lloyd's sA&CP* | TheAdmiralty<br>*Cell DBuE&B68'1* | 320·0\|41·5\|23·2<br>P46′B107′F39′ FK<br>48*t DTf24'98t FPT* | London<br>British<br>16 *BHpt Cem*<br>(10 *to U dk* 6 „ *2nd*„)<br>48*t APT39t* | T.3Cy.26″,42½″&70″–45″ (*s*) 200lb 543NHP<br>3SB,9*cf*,HS8430 FD<br>G.Clark,Ld.Sunderland | 25 ″ 6<br>s 3 ″ 3⅜<br>22 ″ 4⅜ | |
| 71935<br>58<br>ILJV | **Celestina** WoodAuxBkn<br>(*ex Sailing Vessel* Cav.AnielloBonifacio–38) *Oil Eng.* 1 *Dk 2 tr B*<br>(*See Sailing Ship Register*) | | 379<br>—<br>322 | | | | | 1922 | Cantiere Bonifacio Castellam-mare | GiacomoDelfinofu Baldassane | 151·6\|28·2\|14·7<br>132·8 | Spezia<br>Italian | Oil Engines 4S.C.SA<br>4Cy.11″–16⅝″ 46NHP<br>*Emade37 fitted38*<br>DeutscheWerkeKielA.G. Kiel | | I |
| 71936<br>211948<br>WCDU | **Celilo** Ⓟ Wood<br>*Mchy Aft* Wireless 1 *Dk* | | 943<br>789<br>576 | | | | | 1913 | J.H.Price St.Helen's,O. | HarryBrown | 202·3\|40·2\|14·7 | S.Frncisco Utd.States | T.3Cy.13½″,23″&40″–30″ 88NHP<br>MainStreetIronWrks.S.Fo | | |
| 71937<br>529<br>IBVG | **Celio** Ⓟ (*ex*Bruenn)<br>D.F. 1 *Dk* & *Spar dk* & *deep framing* | *ss*Tri.No.3–3,21<br>*Fitted for oil fuel* | 3872<br>2822<br>2297 | ✠ ...<br>11,23<br>✠ | | | | 1908<br>12mo | Lloyd Austriaco Trieste | "Tirrenia"Soc. Anon.diNav. | 361·6\|44·1\|23·3<br>355·9<br>P&B246′F65′ FK | Naples<br>Italian<br>*WB* | T.3Cy.26″,43½″&73″–48″ 495NHP<br>LloydAustriaco,Trieste | 25 ″ 10 | I<br>† |
| 71938<br>419<br>IBXG | **Cellina** Ⓟ<br>*Ref.Mchy.* | *Oil Eng.*<br>*ss*Tri.No.3–10,37 | 6086<br>5353<br>3806 | ✠100A1<br>*with freeboard*<br>2,40 ✠LMC10,37<br>✠NP10,37 DBS2,40 | Gen | CL<br>N10,37 | | 1926<br>5mo | Stabilmnto Tecnico Trieste<br>*Lloyd's sA&CP* | "Italia"Soc.Anon. diNav.<br>*Cell DB377'1245t DTa30'748t* | 448·5\|55·4\|27·3<br>430·0\| 55·4\| 27·6<br>FK<br>*FPT121t APT39t* | Trieste<br>Italian<br>*8 BHpt Cem*<br>*BHto Sh dk*<br>6 „ *2nd* „<br>1 „ *3rd* „) | Oil Engines 2S.C.DA<br>6Cy.25⅜″–45⅛″ 1323NHP<br>DB25*refitted37–100lb*<br>Soc.Anon."Fiat"S.G.M., Turin | 30 ″ 2<br>s 4 ″ 0¾<br>26 ″ 4 | |
| | D.F. 2 *Dks(Stl)* & *Shelter dk(Stl)* | | | ✠Lloyd's RMC2,40 | | | | | | | | | | | |

*Now "Empire Sailor," see No. 8754 in Supplement.*

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71939<br>EEHH | **Celta**<br>*Well deck* | *ss*Bbo.No.3–8,39<br>1 *Dk(Stl)*<br>*Cargo battens not fitted* | *1194*<br>*975*<br>*721* | ✠100A1<br>7,40 ~~9,39~~<br>✠LMC7,39<br>BS7,40 | Bbo | *n* | CL<br>~~9,39~~<br>7,40 | 1924<br>4mo | R.Duncan &Co.Ld. PortGlasgow<br>*Lloyd's sA&CP* | M.M.DePinillos– Cia.Maritima Frutera,S.A. | 220·0\|34·7\|13·4<br>15·7<br>P13′Q50′B62′ FK<br>F24′<br>*CellDB180' 285t APT40t* | Cadiz<br>Spanish<br>*4 BHpt Cem* | T.3Cy.16″,27″&44″–30″ (*s*) 180lb *100lb* 140NHP<br>1SB,3*cf*,GS63,HS2505<br>D.Rowan&Co.Ld.Glasgow | 17 ″ 6<br>s 1 ″ 5½<br>16 ″ 2½ | |
| 71940<br>167103<br>BCDQ | **Celte**<br>Wireless | 1 *Dk* 2 ~~*Dks*~~ | 943<br>757<br>543 | | | | | 1893 | Sundrland S.B.Co.Ld. Sunderland | Ministry of Shipping(Elderman Wilson Lines,Ld., *Mgrs.*) | 210·0\|31·0\|15·5<br>P68′F17′ | Hull<br>British<br>*WB* | T.3Cy.18½″,30″&49″–33″ NB20 138NHP<br>N.E.MarineEng.CoLd.Sld. | | V |
| 71941<br>160233<br>GSRF | **Celtic Monarch**<br>D.F. E.S.D. 1 *Dk* | | 5824<br>5412<br>3682 | | | | | 1929 | D&W Hendersn&Co.Ld. Glasgow | MonarchS.S.Co.Ld (Raeburn&Verel, Ld. *Mgrs.*) | 430·0\|56·2\|28·1<br>P49′B131′F35′ | Glasgow<br>British<br>*WB* | Q.4Cy.25″,35½″,51″&72″–51″ 370NHP<br>D&WHendersn&CoLd.Gls | | C |
| 71942<br>142437<br>GNXD | **Celtic Star** (*ex*Celticstar, *ex*Camana)<br>*Ref.Mchy.*<br>D.F. E.S.D. 2 *Dks(Stl)* & *Awng dk(Stl)*<br>*Cruiser Stern* | *ss*Nwc.No.3–10,30<br>*ss*Nwc.No.2–38 | 5575<br>5158<br>3515 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>1,41 ~~2,40~~ ✠LMC<br>M~~S~~12,38 ~~DBS8,39~~<br>✠Lloyd's RMC~~3,40~~ 6,40<br>9,41 ~~3,40~~<br>*Fitted for oil fuel* 9,27 | Liv<br>Lon<br>BS10,40 | *y*<br>*F.P. above* | CL<br>11,38 | 1918<br>6mo | Dunlop, Bremner& Co.Ld. PortGlasgow<br>*Lloyd's sA&CP* | UnionColdStorage Co.Ld.(BlueStar Line,Ld. *Mgrs.*)<br>*CellDBa128'u* | 390·7\|53·2\|32·9<br>F50′*on Awng dk* FK<br>*E21'f172'973t FPT* | London<br>British<br>*6 BHCem*<br>*32t APT9t* | T.3Cy.25″,41½″&70″–48″ 200lb (*r*) 552NHP<br>3SB,9*cf*,GS150,HS8535 FD<br>DunlopBremnr&CoLdPG1 | 36 ″ 0<br>s 9 ″ 1½<br>27 ″ 1½ | |
| 71943<br>160732 | **Cementkarrier**<br>(*Self-Unloader*) *Oil Eng.* 1 *Dk* | | 1971<br>1665<br>1127 | | | | | 1930 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | CanadaCement Transport,Ld. | 253·0\|43·4\|18·6 | Montreal<br>British<br>*WB* | 2 Oil Engines connected to Elec. Motor & Sc. Shaft<br>2S.C.SA 250NHP<br>8Cy.13⅜″–22 7/16″<br>AtlasDieselCo.Skm. | | C |
| 71944<br>EARL | **Cementos Rezola No. 1** Iron<br>(*ex*Añorga, *ex*Aleson, *ex*RuiPerez, *ex*River Derwent, *ex*KatherineClark)<br>Wireless 1 *Dk(Irn)* 2 *tr B* | *ss*Lon.No.3–4,95<br>*ss*Sws.No.2–03 | 832<br>—<br>460 | ✠ ...<br>6,05<br>✠ | Cff | *l* | | 1882<br>4mo | R.Duncan &Co. PortGlasgow | CementosRezola S.A. | 207·8\|28·9\|13·9<br>Q114′F27′ BK7′<br>*DBa59'131t FPT 42t APT16t* | S.Sebast'n<br>Spanish<br>*4 BHCem* | C.2Cy.24″&48″–36″ NDB96 106NHP<br>1SB,3*pf*,GS54,HS1714<br>Kincaid&Co.Greenock | 14 ″ 9 | V<br>† |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel: Total — Sous le Pont — Net | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terres rares et matériaux spéciaux. Lettre d'Entretien. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Navires où cond. se trouvent dans le L. R. Durée Cert. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71945 | **Cementos Rezola No. 2** | | 551 | ✠ ... | Bbo | *h* | | 1919 | Soc.Anon. | CementosRezola | 159·9 | 26·1 | 11·0 | S.Sebast'n | T.3Cy.12½",20½&33"-23½" | 13 ″ 0 | |
| | *ex*Itxas-Zuri-39, *ss*Bbo.No.3-8,31 | | 446 | 3,39 | | | | 4mo | Astilleros | S.A. | | | | Spanish | 83NHP | | |
| EBHI | *ex*CementosRezolaNo.2,*ss*Bbo.No.1-36 | | 208 | | | | | | Ardanaz | | Q86'B16'F24' FK | | | | 4*BHCem* | | |
| | *ex*AmatxuBegoñakoa,*ex*MariaElena) | | | | | | | | Bilbao | | *CellDB*118'164*t FPT* | | | | 48*tAPT*13*t* | | |
| | *Well deck* 1*Dk*(*Stl*) | | | | | | | | | | | | | | NE&B17*refitted*36 | | |
| | | | | | | | | | | | | | | | 18SB,2*cf*,GS44,HS1640 | | |
| | | | | | | | | | | | | | | | FlensburgerSchiffsbauGes | | |
| | | | | | | | | | | | | | | | Flensburg. | | |
| 71946 | **Cens** | | 2384 | ✠100A1 | Dpe | *s* | 9,39 | 1926 | Ch.&Atel. | Cie.Nantaise des | 269·4 | 42·0 | 19·6 | Nantes | T.3Cy.18½",29½"&49⅞"- | 21 ″ 10 | |
| | *ss*Nts.No.3-10,38 | | 1775 | ~~7,09~~ 11,40 | Msl | | | 6mo | deSt.Nazaire | Chargeurs de | 280·9(O.L.) | | | French | 37½" 185lb (*s*) 198NHP | s 2 ″ 2 | |
| FNDT | *Well deck* D.F. 1*Dk*(*Stl*) | | 1262 | ✠NB6,26 LMC10,38 | | | | | (Penhoët) | l'Ouest | Q&B162'F25' FK | | | 4*BHCem* | 2SB,6*cf*,GS117,HS3498 | 19 ″ 9¼ | |
| | *Cargo battens not fitted* | | | BS9,39 | | | | | St.Nazaire | | | | | | EtabNational de laMarine, | | |
| | | | | | | | | *Lloyd's*A&CP | *CellD* | *BaşuE*84'*f*99'392*t* | *Tanks at sides of tu* | | | *nnel*64' 360*t* | *FPT*72*t* | Loire | |
| 71947 | **Centaur** Ⓟ | | 3222 | | | | | 1924 | Scotts'S.B. | OceanS.S.Co.Ld. | 315·7 | 48·2 | 21·5 | Liverpool | Oil Engines 4S.C.SA | | |
| 147275 | *Oil Eng.* | | 2469 | | | | | | &Eng.Co.Ld | (A.Holt&Co. | | | | British | 6Cy 24½"-51⅛" 355NHP | | |
| GMQP | *Ref.Mchy.* 2*Dks*&*Shade dk* | | 1901 | | | | | | Greenock | *Mgrs.*) | | | | *WB* | Burmeister&Wain,Cpn. | | |
| 71948 | **Centenario** Ⓟ (*ex*Fortuna, TwinSc | | 658 | | | | | 1899 | Forges&C. | Cia.Argentina- | 264·0 | 29·5 | 15·1 | M.Video | T.6Cy24½"35½"&53½"-25½" | | |
| | *ex*France) | | — | | | | | | de laMédit. | Uruguaya de Nav. | B160'F68' | | | Uruguayan | 285NHP | | |
| CXAB | 1*Dk* | | — | | | | | | Havre | Centenario,S.A. | | | | | Forges&C.de laMédit.Hav. | | |
| 71949 | **Ceramic** Ⓟ **TrpSc4Mst** | | 18713 | 100A1 Lon | | CL | | 1913 | Harland& | ShawSavill& | 655·1 | 69·4 | 43·8 | S'thamptn | T.8Cy.(2)26½",(2)42½", | 47 ″ 10 | BT |
| 135474 | *ss*Gls.2ndNo.3-8,36 | | 16388 | *withfreeboard* ~~Lloyd's~~ | | | P1,40 | | Wolff,Ld. | AlbionCo.Ld. | | | | British | (4)47⅞"-51" | s13 ″ 6½ | till |
| GLST | *Ref.Mchy.* 4*Dks* 5*th dk in Nos.* 1&2 *holds* | | 11582 | Examined 6,41 Liv | | | C7,40 | | Belfast | | B371' FK&NK2½" | | | 12*BHpt Cem* | 1 Low PressureTurbine | 34 ″ 9½ | 7.41 |
| | D.F. E.S.D. | | | BS3,41 LMC6,36 | | | ~~S.39~~ | *Lloyd's*A&CP | | *Cell DB*577'3034*t*, | | | | 215lb (*s*) 1692NHP | | | |
| | | | | ✠Lloyd'sR MC ~~M C7,41~~ | | | S8,39 | | | *tanks in way* | *of tunnels*116*t FPT* | | | 267*t APT*83*t* | 6DB,36*cf*,GS725,HS30090 | | |
| | | | | 5,41 | | | | | | | | | | | Harland&Wolff Ld.Belfast | | |
| 71950 | **Cerere** (*ex*Cambridge, **TwinSc** | | 1198 | | | | | 1920 | Soc.Anon. | Soc.Anon.Sbarchi, | 229·6 | 34·3 | 12·7 | Rome | T.6Cy.12",20"&31½"-16½" | | CI |
| 118 | *ex*Elbeuf,*ex*Debardeur) | | — | | | | | | deTravaux | Imbarchi e | 217·6 | | | Italian | 79NHP | | |
| ILKN | 1*Dk* | | 590 | | | | | | Dyle&Bac- | Trasporti | P75'F29' | | | *WB* | Soc.Anon.deTravaux | | |
| | *Mchy.Aft* | | | | | | | | alan | | | | | | Dyle&Bacalan | | |
| | | | | | | | | | Bordeaux | | | | | | | | |
| 71951 | **Ceres** | | 3073 | ✠ ... | | | | 1918 | Jos.T.El- | Cie.desAffrêteurs | 330·6 | 47·7 | 22·7 | Rouen | T.3Cy.24",39"&65"-42" | 24 ″ 10 | V |
| | *ss*Hav.No.3-4,25 | | 2963 | 7,26 | | | | 7mo | tringham& | Français | P33'B116'F40' | | | French | 289NHP | | † |
| FNCA | 2*Dks* | | 1887 | ✠ | | | | | Co.Ld.Wil- | (Heuzey& | FK | | | *WB* | | | |
| | | | | | | | | | lingtonQuay | Chastellain,*Mgrs*) | | | | | Jos.T.Eltringham&Co. Ld. | | |
| 71952 | — Ⓟ | | 2680 | | | | | 1919 | J.&K. | Koninkl.Nederl | 348·0 | 48·2 | 18·3 | Amstrdam | T.3Cy.23",37"&61"-45" | | V |
| | | | 2319 | | | | | | SmitsSchps. | Stoomb.Maats. | | | | Dutch | 250NHP | | |
| PDJT | *Fitted for oil fuel* | | 1561 | | | | | | Kinderdijk | N.V. | | | | *WL* | Mach.fab.Kinderdijk | | |
| | 2*Dks*&*Shelter dk* | | | | | | | | | | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 71953 | — **TwinSc** | | 1078 | | | | | 1936 | Schiffb.Ges | Dampfschifff.Ges. | 234·4 | 34·7 | 13·4 | Bremen | Oil Engines 2S.C.SA | | G |
| | *Oil Eng.* | | 833 | | | | | | "Unterweser" | "Neptun" | | | | German | 10Cy.11½"-16⅝" 245NHP | | |
| DORI | *Mchy Aft* 1*Dk* | | 553 | | | | | | A.G. Weser- | | P115'F36' | | | *WB* | Maschinenfbrk.Augsburg- | | |
| | Wireless D.F. *CruiserStern* | | | | | | | | münde-L. | | | | | | NürnbergA.G.Augsburg | | |
| 71954 | — | | 996 | ✠100A1 Hul | | *u* | OG | 1889 | Tynel.S.B. | FinskaÅngfAktieb | 217·5 | 31·2 | 15·3 | Helsingfrs | T.3Cy.17",25½"&40½"-30" | 16 ″ 1 | |
| 70 | | | 796 | Examined 4,40 BS6,39 | | | N7,38 | | Co.Ld. | | 209·5 | | | Finnish | 150lb *100lb* NDB19 114NHP | s 1 ″ 0½ | |
| OHGH | *Well deck* *ssHfs.No.1-35* | | 575 | ✠NB11,19 LMC5,35 | | | | | Newcastle | | Q77'B60'F23' FK | | | 4*BHCem* | 1SB,3*pf*,GS57,HS1753 (*s*) | 15 ″ 2¼ | |
| | Wireless 1*Dk*(*Irn*)&*Web frames* | | | No later survey reported | | | | *Lloyd's*A&CP | | *DL* | *a*64'*F*49'&*uE*&*B*35' | | | 291*t APT*15*t* | NEMarineE.Co.Ld.Nwc. | | |
| 71955 | **Cerigo** Ⓟ | | 1120 | | | | | 1922 | Schiffb.Ges | Hamburg-Amerik | 227·2 | 34·4 | 12·4 | Hamburg | T.3Cy.15⅝",27½"&45½"-27½" | | G |
| | | | 877 | | | | | | Unterweser | Packetf.Akt.Ges. | F29' | | | German | 110NHP | | |
| DHDY | Wireless Sub.Sig. 2*Dks* | | 522 | | | | | | m.b.H.Weser | (Ham.-Amr.Linie) | | | | *WL* | A.Borsig,G.m.b.H.Berlin | | |
| | | | | | | | | | -münde-L | | | | | | | | |
| 71956 | **Cerinthus** | | 3878 | ✠100A1 Mch | | *v* | CL | 1930 | Hawthorn, | HadleyShipping | 336·0 | 48·8 | 25·6 | London | T.3Cy.20",33"&55"-39" (*s*) | 25 ″ 6 | |
| 162481 | *ss*Nwc.No.2-38 | | 3146 | 2,41 ~~2,40~~ BS2,41 | | | ~~8,36~~ | 9mo | Leslie&Co.Ld | Co.Ld. | 350·0(O.L.) | | | British | 200lb 385NHP | s 3 ″ 1 | |
| GTNX | *Mchy.Aft* 1*Dk*(*Stl*)2*ndDk*(*Stl*) | | 2318 | ~~BS7,40~~ ✠LMC3,38 | | | 1,41 | | Newcastle | | P88'F49' FK | | | 13*BHpt Cem* | 2SB,6*cf*,HS6510 FD | 22 ″ 7½ | |
| | *in foreholds*&*Web frames* | | | *CarryingPetroleum in* | | | *bulk* | *Lloyd's*A&CP | | | *Trunk*198' | | | | thwthrn,Leslie&CoLdNwc | | |
| | D.F. *Longitudinal framing* | | | *Fitted for oil fuel* 9,30 | | | *F.P. a* | *above* 150° F. | | *CellDBuE*&*B*54'83*t* | *DTf*26'426*t FPT*8 | | | 9*tAPT*105*t* | | | |
| 71957 | **Cerion** | | 2588 | ✠100A1 Sng | | *l* | CL | 1938 | Smith's | Anglo-Saxon | 310·3 | 42·0 | 22·3 | London | Oil Engines 4S.C.SA | 25 ″ 1 | |
| 166610 | *Oil Eng* | | 2273 | 9,40 ~~10,39~~ | | | | 12mo | DockCo.Ld. | PetroleumCo.Ld. | 321·3(O.L.) | | | British | 6Cy.19½"-43⅞" 223NHP | s 4 ″ 0½ | |
| GJJC | E.S.D. D.F. 2*Dks* | | 1406 | ✠LMC12,38 | | | | | S.Bank,Mdb. | | *After bridge*55' FK | | | 4*BH to U dk* | DB-*18Olb* | 21 ″ 1½ | |
| | *Mchy.Aft* *CruiserStern* | | | | | | | *Lloyd's*A&CP | | *'Tween dk BH in* | B28'F41' | | | 1 ,, ,, 2*nd* ,, | WerkspoorN.V.Ams. | | |
| | | | | *Carrying fuel oil F.P. above* | | | | 150° F. | | *fwd. hold* | *dispensed with* | | | | | | |
| | | | | | | | | | | *CellDBuE*57'*a* | 81'*f*96'645*tMT*21'4 | | | 76*t FPT*175*t* | *APT*35*t* | | |
| 71958 | **Cerne** (*ex*Woodcote-34) | | 1257 | ✠100A1 Nwc | | *n* | CL | 1924 | Burntisind | StephensonClarke | 220·7 | 34·9 | 16·4 | London | T.3Cy.17",28"&46"-33" (*s*) | 18 ″ 6 | |
| 147672 | *ss*Sld.No.3-6,37 | | 990 | *withfreeboard* | | | ~~6,36~~ | 5mo | S.B.Co.Ld. | &AssociatedCom- | 226·5(O.L.) | | | British | 180lb 164NHP | s 7 ″ 0 | |
| MLXV | *Mchy.Aft* Wireless 1*Dk*(*Stl*) | | 670 | 2,41 ~~2,39~~ ✠LMC | | | 7,40 | | Burntisland | panies,Ld. | Q140'F23' FK | | | 4*BHpt Cem* | 1SB,3*cf*,GS56,HS2368 FD | 15 ″ 7½ | |
| | *Well deck* *Cargo battens not fitted* | | | MS12,36 BS~~7,39~~ 8,40 | | | | *Lloyd's*A&CP | | *Cell* | *DBuE*18'*f*138'485*t* | | | *FPT*160*t* | N.E.MarineEng.CoLdNwc | | |
| 71959 | **Ceronia** | | 8096 | ✠100A1 Sch | | *c*† | CL | 1939 | N.V. | N.V.Petroleum | 463·0 | 59·3 | 33·8 | TheHague | Oil Engines 4S.C.SA | 34 ″ 0 | |
| | *Oil Eng.* | | 7238 | 12,40 ~~11,39~~ Bry | | | | 4mo | Wilton- | Maats."La | 483·3(O.L.) | | | Dutch | 8Cy.25⅛"-55½" 502NHP | | |
| PDJW | D.F. E.S.D. 1*Dk*,2*nd dk clear of* | | 4710 | ✠LMC4,39 | | | | | Fijenoord | Corona" | P94'B44'F48' FK | | | 17*BH* | DB*180lb* | | |
| | *Mchy.Aft* *CruiserStern* *cargo tanks* | | | *Carrying Petroleum in* | | | *bulk* | | Schiedam | *CellDBuE*64'156*t* | *DTf*25'262*t* | | | | N.V.Wilton-FijenoordRot | | |
| | *Longitudinal framing at bottom*&*at deck* | | | | | | | *Lloyd's*A&CP | | | *FPT*135*t* | | | *APT*83*t* | | | |
| 71960 | **Cerons** | | 1045 | | | | | 1923 | Atel.&Ch. | Worms&Cie. | 216·0 | 30·7 | 12·7 | Havre | T.3Cy.18",30"&50"-33" | | V |
| | | | 644 | | | | | | de la Seine | | P&B126'F57' | | | French | 144NHP | | |
| POOZ | *Mchy.Aft* 1*Dk* | | 411 | | | | | | Marit. | | | | | *WB* | Atel.&Ch.de laSeineMarit. | | |
| | | | | | | | | | LeTrait,S.I. | | | | | | | | |
| 71961 | **Cerro-Azul** 3Mst | | 9059 | ✠ ... | | | | 1921 | SunS.B. | StandardOilCo. | 480·5 | 66·0 | 36·8 | Wlmngton | Q.4Cy.26",38½",56"&82"-54" | 37 ″ 0 | R |
| 221144 | *Fitted for oil fuel* | | 857 | 3,22 | | | | 4mo | Co. | ofNewJersey | F44'*on Shelter dk* FK | | | (Del.) | 819NHP | | † |
| KDQY | *Mchy.Aft* 1*Dk*&*Shelter dk*&*Web frames* | | 5665 | ✠ | | | | | Chester,Pa. | | | | | Utd.States | SunS.B.Co.Chester,Pa. | | |
| Now "Esso Pa | Fidence, *see Lloyd's Register of Shipping Supplement* | | | | | | | | | | | | | *WB* | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 71962 | — (*ex*Binta-40) | | 5873 | ✠100A1 Mob | | *z* | CL | 1928 | Armstrong | Distribuidora de | 396·4 | 55·0 | 32·3 | Coatza- | Oil Engines 2S.C.SA | 32 ″ 0 | |
| | *Oil Eng.* | | 5433 | 1,40 | | | 1,40 | 4mo | Whitworth | Petróleos | | | | coalcos | 6Cy.23⅝"-47½" 580NHP | s 5 ″ 9½ | |
| XCCT | D.F. *ssBgn.No.2-36* | | 3421 | ✠LMC CS4,36 | | | | | &Co.Ld. | Mexicanos | P97'B22'F35' FK | | | Mexican | 2DB*180lb* | 26 ″ 5 | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* | | | DBS~~5,35~~ 5,40 7,38 | | | | | Newcastle | *CellDBuE*68'161*t* | | | | 14*BHpt Cem* | AtlasDieselCo.Skm. | | |
| | *Longitudinal framing* | | | *Carrying Petroleum in* | | | *bulk* | *Lloyd's*A&CP | | *DTf*34'347*t* | *FPT*135*t APT*121*t* | | | (9 to *U dk* | | | |
| | | | | | | | | | | | | | | 5 ,, 2*nd* ,,) | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Explanation Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of Build Certificate. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71963<br>143327<br>GBXC | **Cervantes**<br>*ss*Gls.No.3–5,32<br>*ss*Ant.No.1–36<br>1 *Dk(Stl)* & *Shelter dk(Stl)*<br>*Tonnage opening closed '41 (W.E.)* | 1810<br>1561<br>991 | ✠100A1<br>*Shelter dk with freboard*<br>~~Examined 4.41~~<br>BS1,40 | ~~Liv~~<br>Lon<br>LMC10,36 | *r* | CL<br>4,40 | 1919<br>7mo<br>*Lloyd's* | H.&C. Grayson,Ld.<br>Garston<br>*SA&CP* | MacAndrews&Co. Ld.<br>*Colli sion B H to Shelter dk*<br>*Cell D B 224′408t F P T 63t* | 265·0\|41·2\|18·8<br>FK<br>*A P T 18t* | London<br>British<br>*Cem* | T.3Cy.21″,34″&56″–36″ (*s*)<br>180lb 271NHP<br>2SB,*6cf*,GS138,HS5112<br>D.Rollo&Sons,Liverpool | 28 ″ 10<br>s 8 ″ 4<br>20 ″ 8½ | |
| 71964<br>EEHM | **Cervera**<br>*Mchy.Aft* 1 *Dk* | 857<br>—<br>682 | | | | | | 1919 | Astilleros Cardona(SA) Barcelona | Hijo de Romulo Bosch,S.en C. | 187·0\|32·8\|12·9<br>B12′F25′ | Barcelona<br>Spanish | T.3Cy.12″,20″&32″–24″<br>50NHP<br>Alexander Hnos,Barcelona | | V |
| 71965<br>1115<br>IBZG | **Cervino** (*ex*Tatra)<br>*ss*Gen.No.3–1,26<br>*ss*Gen.No.1–30<br>D.F. 1 *Dk* *Fitted for oil fuel*<br>*2nd Dk Beams in Nos.1 & 4 holds* | 4363<br>4032<br>2599 | ✠ …<br>2,32 | | | | | 1913<br>7mo | J.Priest-man&Co.<br>Sunderland | A.Zanchi | 379·1\|53·0\|23·3<br>375·0<br>P32′B234′F39′<br>FK | Genoa<br>Italian<br>*WB* | T.3Cy.24″,39″&66″–45″<br>353NHP<br>Richardsons,Westgarth& Co.Ld.Sld. | 26 ″ 8 | I<br>† |
| 71966<br>271<br>IPFI | **Cervo Ligure** (*ex*Laura Moschini–38, *ex*Svarog–35, *ex*Diamant–34)<br>*ss*Spt.3rdNo.3–6,34<br>1 *Dk(Stl)*<br>*Well deck* | 976<br>738<br>579 | …<br>3,38 | Tri | | | 1901 | Oderwerke Act.Ges. Stettin | Soc.Anon.Tras-porti Marittimi e Affini | 215·6\|32·1\|13·9<br>206·3<br>Q63′B51′F28′ FK<br>*Cell D B a 43′u E17′f 94′226t F P T 46t A P T 8t* | Venice<br>Italian<br>*4 B H Cem* | T3Cy.14⅝″22 1/16″&38¼″–27⅝″<br>92NHP<br>2SB,*4pf*,GS56,HS1596<br>Oderwerke Act.Ges.Stettin | 16 ″ 1 | I<br>† |
| 71967<br>2255<br>IBXJ | **Cesco** (*ex*Gymeric–38)<br>*Fitted for oil fuel*<br>*ss*Ant.No.3–4,36<br>*Mchy.Aft* 2 *Dks(Stl)* & *Web frames*<br>*Longitudinal framing*<br>*Carrying petroleum in bulk* | 6161<br>5743<br>3757 | ✠ …<br>9,39 | Fal | *a*† | | 1917<br>8mo | Hawthorn, Leslie&Co.Ld Newcastle | "Corrado" Soc. Anon.di Nav. | 432·6\|54·6\|32·3<br>420·3<br>P99′B30′F48′ FK<br>*Cell D B u 41′ 116t D T f 46′577t* | Genoa<br>Italian<br>*16 B H pt Cem* | T.3Cy.27″,45″&74″–48″<br>536NHP<br>3SB,*9cf*,HS7983<br>Hwthrn,Leslie&Co Ld Nwc | 32 ″ 8 | I<br>† |
| 71968<br>HPKK | **Cesteriano** (*ex*Sunbeam–39)<br>*ss*Phl.No.3–9,31<br>*ss*Phl.No.1–35<br>*Mchy.Aft* 2 *Dks(Stl)* & *Web frames*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10,19 *F.P. above* 150° F. | 6664<br>6112<br>4148 | ✠100A1<br>9,39<br>MS10,35 | Gen<br>LMC<br>BS9,39 | *b*† | CL<br>11,38 | 1919<br>10mo | SunS.B. Co. Chester,Pa. | R.Arciti<br>*Cell D B u E & B60′ 259t D T f 40′552t* | 429·3\|59·2\|31·4<br>P133′B36′F40′ FK<br>*F P T 222t A P T 57t* | Panama<br>Pnamanian<br>17 *B H pt Cem* (13 *to U dk* 4 „ *2nd* „) | T.3Cy.27″,45½″&76″–51″ (*r*)<br>190lb 612NHP<br>3SB,*9cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33 ″ 3<br>s 6 ″ 7½<br>26 ″ 10½ | |
| 71969<br>200374<br>WDQC | **Cetus** (*ex*Samuel H.Squire,*ex*Cetus, *ex*Henry S.Sill)<br>D.F. GyC. *Mchy.Aft* 1 *Dk* 2 *trB* | 4390<br>—<br>2952 | | | | | 1903 | Superior S.B.Co. W.Superior | Interlake Steam-ship Co. | 416·0\|50·0\|28·0 | Wilmgton (Del.)<br>Utd.States | T.3Cy.22″,35″&58″–40″<br>213NHP<br>Superior S.B.Co. | | R |
| 71970<br>LJHX | —<br>(*ex*Moto–36)<br>*Well deck*<br>D.F. | 2614<br>1908<br>1422 | ——<br>12,36 | Sld | *l* | | 1920<br>4mo | Murdoch& Murray,Ld. Port Glasgow | A/S Dampskslsk Neptun (H.Öster-vold,*Mgr.*)<br>*Intermediate B H in fore hold dispensed with*<br>*Cell D B 224′633t D T a 42′228t F P T 113t* | 313·9\|44·2\|17·9<br>P27′Q214′F31′ FK<br>*A P T 114t* | Bergen<br>Norwegian<br>*Cem* | T.3Cy.25″,41″&68″–48″<br>431NHP<br>4SB,*12cf*,GS231,HS7780<br>J.G.Kincaid&Co.Ld.Grk. | 20 ″ 0 | N<br>† |
| 71971<br>181286<br>KZCS | —<br>(*ex*Inga)<br>Wireless<br>*Well deck* | 943<br>—<br>520 | …<br>2,13 | | | | 19 3/31<br>4mo | A.Vuijk Capelle a/d Ysel | Madrigal&Co. | 215·3\|31·5\|14·6<br>Q73′B57′F25′ FK | Manila P.I.<br>Utd.States<br>*WB* | T.3Cy.15¼″,25″&42″–30″<br>160NHP<br>G.T.Grey&Co.S.Shl. | 15 ″ 6 | |
| 71972<br>YTAN | **Cetvrti** (*ex*Admiral, *ex Depot vessel* Siegfried, *ex Steamer* Hungarian)<br>*ss* Syd.No.1–09<br>*Well deck* 1 *Dk* & *deep framing* | 1937<br>1846<br>1217 | | | | | 1884 | Reiherst'g Schiffsw. Hamburg | Parobrodarsko drustvo "Marović" s.o.j. (G.J.Marović, *Mgr.*) | 291·2\|35·4\|22·3<br>P44′B71′F38′ | Dubrovnik<br>YugoSlav<br>*WB* | T.3Cy.17 1/10″,28 1/10″&46 1/10″–32½″ NE&B18 121NHP<br>Dresdner Maschf&Schiffsw "Ubigau" Dresden | | G |
| *Now "Irish Beech," see No. 88519 in Supplement* | | | | | | | | | | | | | | | | |
| 71973<br>DNAX | **Ceuta**<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 2 *Dks* | 2719<br>2304<br>1603 | | | | | 1929 | Deutsche Werft A.G Hamburg | Oldenbrg-Portug. Dmpisch.Rhed. A.G. | 283·3\|45·9\|22·9<br>P21′B72′F32′ | Oldenburg<br>German<br>*WB* | C.4Cy.(2)18 1/16″&(2)39⅜″–39⅜″<br>162NH<br>Deutsche Werft A.G.Ham. | | G |
| 71974<br>FOCE | **Cevennes**<br>1 *Dk* | 2509<br>—<br>1499 | | | | | 1921 | Atel.&Ch. de Bretagne Nantes | Cie.Delmas Vieljeux | 290·0\|43·3\|22·0<br>Q111′B57′F52′ | La Rochlle<br>French<br>*WB* | DR Geared Steam Turbine<br>Atel.&Ch.de Bretagne,Nts. | | V |
| 71975<br>5244<br>SGYA | **Ceylon**<br>*ss*Got.2nd No.3–9,36<br>*Well deck*<br>D.F. 2 *Dks(Stl–Uws)* | *5235*<br>*4907*<br>*3267* | ✠100A1<br>11,39<br>~~MS9,36~~ | Got<br>LMC 6,40<br>~~BS5,36~~ | *a*† | CL<br>5,39 | 1911<br>9mo<br>*Lloyd's* | Hawthorn, Leslie&Co.Ld Newcastle | A/B Svenska Ostasiatiska Komp (G.Borin, *Mgr.*)<br>*Cell D B a 122′u* | 425·0\|54·1\|26·9<br>441·3(O.L.)<br>P&B349′F44′ FK<br>*E29′f 212′990t F P T 82t A P T 25t* | Gothenbrg<br>Swedish<br>*7 B H Cem* | T.3Cy.27″,45″&75″–51″ (*s*)<br>180lb 544NHP<br>3SB,*9cf*,GS184,HS7900 FD<br>N.E.Marine Eng Co Ld.Nwc | 29 ″ 6<br>s 4 ″ 3¼<br>25 ″ 5 | |
| 71976<br>8914<br>JDWD | **Ceylon Maru**<br>*ss*Yka.2nd No.3–6,27<br>2 *Dks* & *deep framing* | 4905<br>4065<br>2996 | ✠ …<br>6,31 | | | | 1904<br>2mo | Mitsu Bishi Dkyd&EWks Nagasaki | Nippon Yusen K.K. | 385·0\|48·6\|27·0<br>P44′B125′F48′ FK | Tokyo<br>Japanese<br>*WB* | T.3Cy.26½″,43″&72″–48″<br>442NHP<br>Mitsu Bishi D.&E.Wks.Nag | 29 ″ 9 | |
| 71977<br>1319<br>CBCW | **Chacao** Ⓟ<br>(*ex*Ostbornholm–38)<br>Wireless D.F. 1 *Dk* | 413<br>—<br>258 | | | | | 1924 | Kjöbnhvns Flydk.&Skbs. Copenhagen | Chilian State Railways | 133·2\|24·1\| 9·0<br>P89′F32′ | Valparaiso<br>Chilian<br>*WB* | T.3Cy.13″,21″&34″–21″<br>53NHP<br>KjbnhavnsFlydk.&Skbsv. | | V |
| 71978<br>LOBW | **Chaco** (*ex*Rio Claro)<br>*Fitted for oil fuel*<br>2 *Dks*<br>*Cruiser Stern* | 2162<br>1776<br>1268 | | | | | 1923 | Danziger Werft Danzig | Argentine Government | 260·8\|37·9\|22·0<br>F28′ | Bns.Aires<br>Argentine<br>*WB* | T.3Cy.22″,35″&59″–42″<br>225NHP<br>Danziger Werft,Danzig | | |
| 71979 | —<br>(*ex*Zayda)<br>1 *Dk(Stl)*<br>*Mchy.Aft* | Sk 389<br>—<br>277 | ✠<br>4,07 | Grk | | | 1907<br>4mo | G.Brown &Co. Greenock | Cia.Argentina de Nav.Mihanovich, Ltda. | 185·1\|34·1\| 9·4<br>B22′F25′<br>FK<br>*WB=* *F P T 28t* | Bns.Aires<br>Argentine<br>*3 B H Cem* | C.2Cy.14½″&30″–21″<br>47NHP<br>1SB,*2cf*,GS31,HS872<br>White&Hemphill,Ld.Grk. | 10 ″ 0 | |
| 71980<br>139575<br>VPDT | **Chak Sang** Ⓟ<br>*ss*H.Kg.No.3–12,29<br>*ss*H.Kg.No.2–38<br>2 *Dks(Stl–U* teaks) | 2358<br>2125<br>1470 | ✠100A1<br>~~7,407,39~~<br>7,40<br>BS7,~~39~~<br>7,40 | HKg<br>LMC6,38 | *s* | CL<br>~~6,38~~<br>7,40 | 1917<br>11mo<br>*Lloyd's* | Hong K'ng & Whampoa Dock Co.Ld. Hong Kong | Indo-China Steam Nav.Co.Ld. | 290·6\|42·1\|22·7<br>301·7(O.L.)<br>P29′B70′F33′ FK<br>*Cell D B 238′447t D T a 24′400t F P T* | Hong Kong<br>British<br>*5 B H Cem* | T.3Cy.21″,34″&56″–42″ (*s*)<br>180lb *100lb* 256NHP<br>2SB,*6cf*,GS119,HS3552 FD<br>Hong Kong&Whampoa Dock Co.Ld.Hong Kong | 25 ″ 0<br>s 3 ″ 7½<br>21 ″ 8 | |
| 71981<br>136340<br>GRZB | **Chakdina** Ⓟ<br>*ss*Bom.2nd No.3–5,40 ~~*ss* Cal.No.2–25~~<br>~~*ss* Cal.No.2–24~~<br>2 *Dks(Stl–Uws)* & *Shade dk(Stl*–teaks) | 3033<br>2387<br>1580 | ✠100A1<br>*Shade dk*<br>5,40~~,36~~<br>BS~~3,39~~<br>3,40 | Cal<br>Bom<br>LMC~~2,34~~<br>MS5,40 | *v* | CL<br>~~6,28~~<br>N3,40 | 1914<br>12mo<br>*Lloyd's* | Ramage& Ferguson,Ld. Leith | British India Stm. Nav.Co.Ld. | 330·7\|46·1\|22·1<br>F36′ *on Shade dk* FK<br>*B72′f 127′526t F P T* | Glasgow<br>British<br>*5 B H Cem* | T.3Cy.24″,41″&70″–48″ (*s*)<br>215lb 668NHP<br>4SB,*16cf*,GS271,HS10870 FD<br>Ramage&Fergusn,Ld.Lth. | 24 ″ 6<br>s 3 ″ 5¾<br>21 ″ 5 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenance et Date de l'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté et s'il est dans le Int. Durée, Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71982 137781 GRYZ | **Chakla** (P) | ssBom.No.3–9,27 ssCal.No.2–35 2*Dks*(*Stl–Uws*)&*Shade dk*(*Stl*–teak s) | 3081 2371 1727 | ✝100A1 *Shade dk* 12,38 BS12,38 ✝LMC11,38 | Cbo | *v* | CL 10,39 | 1914 12mo | A.Stephen &Sons,Ld. Glasgow *Lloyd's*A&CP | BritishIndiaStm. Nav.Co.Ltd. *CellDBa76'uEs* | 330·5\|46·2\|22·3 F44' *on Shade dk* FK *B65'f145'513tFPT* | Glasgow British 31t*APT*15t | T.3Cy.24″,41″&70″–48″ (*s*) 215lb 653NHP 4SB,*16cf*,GS271,HS10572 FD A.Stephen&Sons,Ld.Gls. | 24 ″ 6 s 3 ″1½ 21 ″ 9 | |
| 71983 238750 WCKQ | **Challenge** D.F. E.S.D. GyC. *Cruiser Stern* | *Fitted for oil fuel* 3*Dks* *pt Longitudinal framing* | 6085 — 3597 | | | | | 1939 | Federal S.B.&D.D.Co Kearny,N.J. | UnitedStates MaritimeCommission | 439·0\|63·2\|27·5 P39'B75'F47' | NewYork Utd.States *WB* | 2 steam turbinesSRgeared to 1 screwshaft 1000NHP GeneralElectricCo. Lynn,Mass. | | R |
| 71984 217003 WNII | **Challenger** *Oil Eng.* Sub.Sig. D.F. GyC. | ss Phl.No 3–6,31 ss Phl.No.1–25 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing* | 7667 — 5842 | ✝ ... 6,37 ✝NE1,24 ✝ | Phl | *a*† | | 1918 10mo | Bethlehem S.B.Corp.Ld. Alameda,Cal. | AmericanSouth AfricanLine,Inc. *CellDB325'1192t* | 410·0\|56·0\|29·0 FK *DTa30'228tFPT80t* | NewYork Utd.States *7BHpt Asp* *APT195t* | Oil Engines 2S.C.SA 4Cy.22½″–91½″ 640NHP NDB24 NDB26 SunS.B.&D.D.Co.ChestrPa | 32 ″ 0 | R † |
| 71985 167287 GTGM | **Chama** *Oil Eng.* D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 1*Dk*,2nd *dk clear of cargo tanks* | 8077 7234 4779 | ✝100A1 3,40 ✝LMC12,38 *Carrying Petroleum in bulk* | Npt | *c*† | CL | 1938 12mo | NVRotter-damDroogd. Maats. Rotterdam *Lloyd's*A&CP | Anglo-Saxon PetroleumCo.Ltd. *CellDBuE64'156t* | 465·3\|59·3\|33·9 483·3(O.L.) P93'B43'F48' FK *DTf25'262tFPT1* | London British 17*BH* 35t *APT*83t | Oil Engines 4S.C.SA 8Cy.25,$\frac{5}{8}$″–55½″ 502NHP DB*180lb* WerkspoorN.V.Ams.& Gbr.Stork&Co.N.V Hengelo | 34 ″ 0 s6 ″ 8½ 27 ″ 6 | |
| 71986 FPCB | **Champagne** (*ex*Marietta–38) *Carrying Petroleum in bulk* D.F. E.S.D. *Mchy.Aft* | *Oil Eng.* 1*Dk* *Cruiser Stern* | 9946 9191 5895 | | | | | 1938 | Deutsche WerftAGBet Finkenwrder Hamburg | Soc.Française de Transp.Pétroliers S.A. | 492·9\|66·1\|36·4 P112'F68' | Havre French *WB* | Oil Engines 2S.C.DA 6Cy.23⅜″–43$\frac{5}{16}$″ 1163NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | NV |
| 71987 FNXJ | **Champenois** (*ex*Lancastrian Prince–38, *ex*Tunisiana) D.F. | ss Mch.No.3–9,33 ss Hul.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames, bevelled bilge* *Cruiser Stern* | 3482 2897 1794 | ✝100A1 *Shelter dk* *withfreeboard* 3,41 ~~4,20~~ BS2,41 ~~BS11,39~~ ✝LMC9,37 *Fitted for oil fuel* 10,2 | Dnk Msl | *x* | CL 3,38 3,41 1 *F.P. above* | 1921 6mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP | Cie.desBateaux à Vapeur duNord (Soc.Anon.de Gérance et d'Armement, *Mgrs.*) *CellDB294'1303tFPT45t* | 363·3\|52·1\|22·3 F68' *on Shelter dk* *Collision BH to Sh dk* FK 6 ″ ″ *U* 5t*APT*43t ″ | Dunkirk French *Cem* 150° F | T.3Cy.26″,43″&73″–48″ (*s*) 180lb 538NHP 3SB,9*cf*,GS192,HS8166 FD Richardsons,Westgarth& Co.Ld.Sld. | 24 ″ 9 s 2 ″ 3¾ 22 ″ 8 | |
| 71988 103975 | **Champion** (P) **IronPad** 2*Dks* | | 482 343 304 | | | | | 1897 | J.L.Davie Levis,Quebec | ThousandIsland Nav.Co.Ltd. | 143·5\|25·6\| 7·8 | Kingston, Ont. British | C.2Cy.18″,36″&32″–40″ NB13 NE10 80RHP F.X.Drolet,Quebec | | |
| 92/40 71989 FNUN | **Champlain** (P) **TwinSc** *Fitted for oil fuel* D.F. *Ref.Mchy.* GyC. | 4*Dks* | 28124 17220 15096 | | | | | 1932 | Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire | Cie.Générale Transatlantique | 606·5\|83·0\|46·0 B525'. | Havre French *WB* | 6SteamTurbinesSRgeared to 2 Sc.Shafts Ch.&Atel.deSt.Nazaire | | V |
| 71990 FOAO | **Champollion** (P) **TwinSc** *Ref.Mchy.* D.F. *Fitted for oil fuel* 7*Dks* | | 12546 9881 7391 | | | | | 1924 | SocProven-çale deConst. Navales LaCiotat | Soc.desServices Contractuels des Messageries Maritimes | 531·3\|62·7\|40·5 B20' len35 | Marseilles French *WB* | T.6Cy.29½″.49$\frac{5}{8}$″&85″–53″ &LPTurbines 1025NHP Soc.Provençale deConst. Navales,LaCiotat | | V |
| 71991 138907 VTDS | **Chandbali** (P) (*ex*Trawler–32) 1*Dk* | | 362 291 148 | | | | | 1919 | Pt.Arthur S.B.Co.Ld. P.Arthur,Ont | ChandbaliSteamer ServiceCo.Ltd. | 145·3\|23·4\|11·8 len32 | Calcutta British | T.3Cy.12¾″,21½″,&35″–24″ 67RHP PortArthurS.B.Co.Ld | | |
| 71992 145463 CYKT | **Chandler** (*ex*Glendowan, *ex*Tregastel,*ex*Robert Wallace) *Mchy. Aft* 1*Dk* | | 1563 1331 1005 | | | | | 1903 | BuffaloDry DockCo. Buffalo,N.Y. | | 246·0\|41·0\|15·2 Q88'F36' | Montreal British *WB* | T.3Cy.18″,25″&42″–30″ 97RHP DetroitS.B.Co.Detroit | | |
| 71993 157373 VTFD | **Chandravati** (P) **TwinSc** 1*Dk* *Cruiser Stern* *Fitted for oil fuel* | | 556 474 205 | ✝ ... 7,37 ✝ | Bom | | | 1933 9mo | Harland& Wolff,Ld. Glasgow | BombaySteam Nav.Co.Ld. *CellD* | 199·7\|34·1\|10·9 *Shade dk* FK *BuE18'37tFPT14t* | Bombay British 8*BHp: Cem* *pt Asp* *APT23t* | T.6Cy.11½″,20″&34″–24″ 260NHP 1DB,6*cf*,GS121,HS4563 Harland&Wolff,Ld.Bel. | 11 ″ 6 | |
| 71994 | **Chang Tai** (*ex*WoSang) 2*Dks* | | 1794 — 1115 | | | | | 1891 | Lon.&Gls. Co.Ld. Glasgow | MingSingS.S.Co. Ld. | 260·0\|36·1\|22·0 B64' | Shanghai Chinese *WB* | T.3Cy.20″,32″&52″–39″ 181NHP Lon.&Gls.Co.Ld.Glasgow | | |
| 71995 154093 VPFX | **Changon** (*ex*Morava–34, *ex*Kouroussa–33,*ex*LuluBohlen) 2*Dks* | | 3619 2702 2235 | | | | | 1911 | Reiherst'g Schiffsw. Hamburg | ChangonSteam-shipCo.Ltd.(Peters &Co.Ld. *Mgrs.*) | 332·7\|44·7\|23·1 P&B215'F49' | HongKong British *WB* | Q4Cy.19⅝″29½″42¾″&61½″–42½″ 249NHP Reiherst.Maschinenf.Ham. | | V |
| 71996 151438 MCMW | **Changsha** (*ex*ChangSha) **TwinSc** 2*Dks* | | 2482 2017 1474 | | | | | 1922 | TaikooDk-yd.&E.Co.Ltd. HongKong | ChinaNav.Co.Ltd. | 290·1\|46·0\|17·3 | London British *WB* | T.6Cy.13″,21″&35″–24″ 120NHP TaikooDkyd&Eng.Co.Ltd. | | |
| 71997 153594 VPFK | **Changte** (P) ssH.Kg.No.3–2,38 *Ref.Mchy* 2*Dks*(*Stl-Upper dk* teak s) | | 4324 2946 2579 | ✝100A1 ~~0,38~~ 0,40 Cbo BS10,40 ~~BS9,39~~ ✝LMC4,37 ✝Lloyd'sR~~10,39~~ 10,40 *Fitted for oil fuel* 9,25 | Syd | *w* | CL 6,38 *F.P. above* | 1925 9mo | HongKong &Whampoa DockCo.Ld. HongKong *Lloyd's*A&CP | Australian-OrientalLine,Ld. *CellDB297'596t* *tanks at sides of tunnel* | 352·3\|48·2\|23·7 367·9 (O.L.) P&B225'F87' FK *74tFPT* 1 ″ *to2nd dk* | HongKong British 7*BHCem* 55t*APT*34t | T.3Cy.27$\frac{7}{16}$″,46″&77″–48″(*s*) 200lb 638NHP 3SB,9*cf*,GS216,HS9633 FD HongKong&Whampoa DockCo.Ld.HongKong | 26 ″ 0 s 2 ″ 9½ 23 ″ 6½ | |
| 7199? 14353 MKPJ | **Channel Fisher** (*ex*Torrington–36, *ex*Polmanter–33, *ex*Portlaurie) *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* | ss Brs.No.3–12,33 ss Nwc.No.1–38 | 700 454 345 | ✝100A1 10,40 ~~9,09~~ ~~BS7,39~~ ✝LMC10,37 BS7,40 6,41 | Liv Lth | *i* | CL 8,39 | 1921 1mo | J.Cham-bers,Ld. Lowestoft *Lloyd's*A&CP | JamesFisher& Sons,Ld. *CellDB f103'172tFPT85t* | 178·1\|27·6\|11·0 *28·9* 184·5 (O.L.) Q114'F23' FK *APT85t* | Barrow British *3BHCem* | T.3Cy.15″,25″&41″–27″ (*s*) 180lb 108NHP 1SB,3*cf*,GS55,HS1844 G.T.Grey&CoLd.S.Shields | 13 ″ 4 s 4 ″ 4 13 ″ 2 | |
| 71999 144216 GDNC | **Chantala** (P) ssCal.No.3–7,38 2*Dks*(*Stl U–ws*)&*Shade dk* (*Stl*–teak s) | | 3129 2399 1428 | ✝100A1 *Shade dk* 7,39 BS8,39 ✝LMC7,38 | Cal | *v* | CL N7,39 | 1920 8mo | Barclay, Curle&Co.Ld Glasgow *Lloyd's*A&CP | BritishIndiaStm. Nav.Co.Ltd. *CellDB269'569t* | 330·2\|46·0\|22·2 F *on Shade dk* 37' FK *DTa9'56tFPT39t* | Glasgow British 8*BHCem* *APT21t* | T.3Cy.24″,41″&70″–48″ (*s*) 215lb 678NHP 4SB,*16cf*,GS271,Hal1084 FD Barclay,Curle&Co.Ld.Gls. | 24 ″ 6 s 3 ″ 2¼ 21 ″ 9 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when last shell plate was seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of Ins. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72000<br>174719<br>~~TOAP~~<br>VPVC | **Chantilly** Ⓟ | Twin Sc<br>*Ref. Mchy.* D.F. 3 *Dks* | 9986<br>—<br>5959 | | | | | 1923 | Atel.&Ch. de la Loire St. Nazaire | Ministry of Shipping (British India Steam Nav. Co. Ltd. *Mgrs.*) | 478·5 \| 59·2 \| 27·3<br>B355′ F55′ | | | Gibraltar<br>British<br>*WB* | 6 Steam Turbines DR geared to 2 Sc. Shafts<br>966 NHP<br>Atel&Ch. de la Loire, St. N. | | V |
| 72001<br>UPEV | **Chapaev** (*ex* Vitebsk-35, *ex* Thuban-34)<br>1 *Dk* | | 3566<br>3260<br>2175 | | | | | 1915 | Rotterdam Droogd. Maat Rotterdam | U.S.S.R. | 345·8 \| 48·8 \| 23·2<br>P31′ B114′ F34′ | | | Leningrad<br>Russian<br>*WB* | T.3Cy.25″,41″&67″–35″<br>301 NHP<br>Rotterdam Droogd. Maats. | | |
| 72002<br>UPTL | —<br>*Oil Eng.*<br>1 *Dk* | | 2150<br>—<br>1055 | | | | | 1936 | SB. Yd. "61 Kommunar" Nicolaieff | U.S.S.R. | 268·3 \| 39·7 \| 24·9 | | | Odessa<br>Russian | Oil Engines<br>6Cy.18½″–32¼″<br>Nicolaieff | | |
| 72003<br>2GBT | **Chapaiev** (*ex* Commercial Navigator-38, *ex* Lake Farber) *Fitted for oil fuel*<br>Sub.Sig. D.F. 1 *Dk 2 tr B* | | 2638<br>2278<br>1634 | ✠ ...<br>4,21<br>✠ | | | | 1919<br>8mo | American S.B.Co. Cleveland, O. | U.S.S.R. | 251·0 \| 43·6 \| 26·2<br>P25′ B64′ F23′ FK | | | Vladvostk<br>Russian<br>*WB* | T.3Cy.21″,35″&59″–42″<br>352 NHP<br>American SB Co Clevelnd O. | 28 ″ 2 | |
| 72004<br>145461<br>CYKS | **Chapleau** (*ex* Glenealy, *ex* Cabourg, *ex* George C. Howe)<br>*Mchy. Aft* 1 *Dk 2 tr B* | | 1560<br>1330<br>1002 | | | | | 1903 | Chicago S.B.Co. Chicago | | 245·8 \| 41·0 \| 15·3<br>Q88′ F36′ | | | Montreal<br>British<br>*WB* | T.3Cy.18″,25″&42″–30″<br>NB10 97 RHP<br>Chicago S.B.Co. Chicago | | |
| 72005<br>2GRT<br>KJTZ | **Charcas** Ⓟ (*ex* West Inskip)<br>*Ref. Mchy.* 2 *Dks* | *Fitted for oil fuel* | 5555<br>—<br>3457 | | | | | 1919 | S. Western S.B.Co. San Pedro, Cal | Grace Line, Inc. | 410·5 \| 54·3 \| 27·2<br>P43′ B114′ F46′ | | | New York<br>Utd. States<br>*WB* | T.3Cy.24⅛″,41½″&72″–48″<br>Llewellyn Iron Works, Los Angeles, Cal. 359 NHP | | R |
| 72006<br>LJAE | **Charente**<br>Wireless D.F. E.S.D. 1 *Dk & Shade dk*<br>*Cruiser Stern* | | 1282<br>976<br>715 | | | | | 1935 | Porsgrund Mek. Værks. Porsgrunn | Dampskintslsk. "Garonne" (Fearnley&Eger, *Mgrs.*) | 249·4 \| 37·7 \| 15·2<br>P21′ F&B200′ | | | Oslo<br>Norwegian<br>*WB* | C.2Cy.15¾″&31½″–31½″&LP Turbine with D.R. gearing<br>102 NHP<br>Porsgrund M.V. Porsgrunn | | N |
| 72007<br>167417<br>GBDB | **Charlbury**<br>D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed '11 (W.E.)* | | 4836<br>4254<br>2801 | ✠100A1<br>*with freeboard*<br>2,41 ~~4,40~~<br>*Fitted for oil* | Lth<br>Cff<br>✠LMC 4.40<br>*fuel* 4,40 | *a*†<br>*F.P. above* | CL | 1940<br>4mo<br>*Lloyd's SA&CP* | Burntislnd S.B.Co.Ld. Burntisland | Alexander Shipping Co. Ltd. (Capper, Alexander&Co. *Mgrs.*)<br>*Cell D B* 350′ 1403*t* | 416·0 \| 57·0 \| 25·3<br>430·3 (O.L.) FK<br>*FPT* 96*t APT* 244*t* | | London<br>British<br>*6 B Hpt Cem Coll to Sh dk*<br>5 „ 2*nd* „ | T.3Cy.22½″,36″&65″–48″ (*s*)<br>220 lb 458 NHP<br>2SB (Spt&FD) & 1 Aux SB, 8*cf*, GS 159, HS 6912<br>D. Rowan&Co. Ld. Gls | 36 ″ 11<br>s10 ″ 9½<br>26 ″ 4 | |
| 72008<br>203974<br>WOKX | **Charles A. Paul** (*ex* Powhatan-37, *ex* E.J. Kulas-36, *ex* General Garretson-35)<br>D.F. GyC. *Mchy. Aft* 1 *Dk* | | 6297<br>—<br>4910 | | | | | 1907 | W.Bay City S.B.Co. W.Bay City | The Wilson Transit Co. | 520·0 \| 54·0 \| 26·2<br>*WB* | | | Wilmgton (Del.)<br>Utd. States | T.3Cy.22½″,36″&60″–42″<br>233 NHP<br>Detroit S.B.Co. Detroit | | R |
| 72009<br>225066<br>KFXK | **Charles C. West**<br>(*Self-Unloader*)<br>*Mchy. Aft* 1 *Dk*<br>D.F. GyC. *Cruiser Stern* | Twin Sc | 6644<br>—<br>5004 | | | | | 1925 | Manitowoc S.B.Corp. Manitowoc, Wis. | Rockport S.S.Co. | 456·2 \| 60·1 \| 29·1<br>F72′ | | | Wilmgton (Del.)<br>Utd. States<br>*WB* | T.6Cy.17½″,28¾″&48″–36″<br>276 NHP<br>Manitowoc S.B.Corp. Manitowoc, Wis. | | R |
| 72010<br>218628<br>KINP | **Charles Christenson** (*ex* West Hepburn)<br>*Fitted for oil fuel*<br>2 *Dks* | | 5630<br>5243<br>3495 | | | | | 1919 | J.F.Duthie &Co. Seattle, Wash | Christenson S.S.Co. Inc. | 409·7 \| 54·2 \| 27·7<br>P44′ B115′ F47′ | | | S. Frncisco<br>Utd. States<br>*WB* | T.3Cy.25½″,41⅞″&72″–48″<br>Hooven, Owens, Rentschler Co. Hamilton, O<br>359 NHP | | R |
| 72011<br>141678 | **Charles Dick**<br>1 *Dk* | | 2015<br>1735<br>651 | | | | | 1922 | The Collingwood S.B.Co. Ld. Collngwd Ont | National Sand & Material Co. Ld. (J.D. Payne, *Mgr.*) | 244·0 \| 43·2 \| 18·9 | | | Toronto<br>British<br>*WB* | T.3Cy.19″,32″&56″–36″<br>*Emade 18 fitted 22* 188 NHP<br>Prescott Co. Menominee, Mich. | | C |
| 72012<br>145786 | **Charles Donnelly** (*ex* Troy)<br>*Mchy. Aft* 1 *Dk & Spar dk* | | 3765<br>—<br>2966 | | | | | 1898 | Detroit Dry Dock Co Wyandotte | ~~M.M.Cohen~~ Nicholson Transit Co. | 398·4 \| 47·0 \| 28·0<br>*WB* | | | Detroit Mich<br>Utd. States | Q.4Cy.19″,27½″,40″&58″–42″<br>218 NHP<br>Detroit Dry Dock Co Detroit | | |
| 72013<br>220453 | **Charles E. Dunlap**<br>(*ex* L.M. Bowers-35) *Mchy. Aft*<br>*pt Longitudinal framing* 1 *Dk* | | 8262<br>—<br>6436 | | | | | 1920 | American S.B.Co. Lorain, O. | Continental S.S.Co. (G.A. Tomlinson, *Mgr.*) | 580·0 \| 60·2 \| 27·8<br>*WB* | | | Duluth, Minn.<br>Utd. States | T3Cy.24½″,41″&65″–42″<br>274 NHP<br>American S.B.Co. Lorain, O | | R |
| 72014<br>166606<br>~~VHCB~~<br>GMYM | **Charles F. Meyer**<br>*Oil Eng.*<br>D.F. E.S.D. GyC. 1 *Dk*, 2*nd dk clear of*<br>*Mchy. Aft* *Cruiser Stern* *cargo tanks*<br>*Longitudinal framing* | | 10516<br>9635<br>6077 | ✠100A1<br>5,40 ~~4,30~~<br>*Carrying Petr* | Sba<br>Sou<br>✠LMC 11.38<br>*oleum in bulk* | *f*†<br>*Lloyd's SA&CP* | CL | 1938<br>11mo | Blohm& Voss Hamburg | Oriental Trade& Transport Co. Ltd. ~~Hitachi Steamship Co. Ltd.~~ (*Mgrs.*)<br>*Cell D Bu E* 86′ 184*t D* | 490·5 \| 70·0 \| 37·0<br>506·7 (O.L.)<br>P107′ B39′ F35′ FK<br>*Tf* 24′ 648*t FPT* 196*t* | | London<br>British<br>16 *B Hpt Asp*<br>*APT* 214*t* | Oil Engines 2S.C.SA<br>8Cy.25 $\frac{5}{16}$″–49 $\frac{5}{8}$″ 912 NHP<br>DB (*f*) 207 lb 2DB (*a*) 200 lb<br>Fr. Krupp Germaniawft AG Kiel | 37 ″ 0<br>s 7 ″ 4½<br>29 ″ 11¼ | |
| 72015<br>226114<br>KGDD | **Charles G. Black**<br>(*ex* G. Harrison Smith)<br>*Mchy. Aft* 1 *Dk (Stl) & Web frames*<br>*Longitudinal framing*<br>D.F. E.S.D. GyC. | Twin Sc<br>*ss* N.Yk.No.3–7,38 | 14305<br>13434<br>9161 | 100A1<br>7,40 ~~4,40~~<br>LMC<br>MS 7.38<br>*Carrying Petr*<br>*Fitted for oil* | N Yk<br>BS 1.40<br>*oleum in bulk*<br>*fuel* 1921 | *f*†<br>*above* | CL<br>S 7,38<br>P 12,38<br>*F.P.* | 1921 | Bethlehem S.B.Corp. Ld. Sparrows Point, Md. | Standard Oil Co. of New Jersey<br>*Cell D Bu E & B* 73′ | 550·3 \| 72·2 \| 43·7<br>P119′ F51′ FK<br>346*t DT f* 27′ 1010*t F*<br>*PT* 720*t AP* | | Wilmgton (Del.)<br>Utd. States<br>7 *B Hpt Cem H in wings*<br>*T* 322*t* | T.6Cy.25″,41″&68″–48″ (*s*)<br>200 lb 928 NHP<br>3SB 12*cf*, HS 13491 FD<br>Bethlehem S.B.Corp.Ld. | 44 ″ 0 | |
| 72016<br>226711<br>KDHH | **Charles H. Cramp**<br>*ss* S.Fo.No.3–10,27<br>D.F. *Fitted for oil fuel*<br>2 *Dks & Shelter dk*<br>*Longitudinal framing* | | 6220<br>5850<br>3812 | ✠ ...<br>12,30<br>✠ | | | | 1920<br>10mo | W Cramp& Sons S&EB Co Philadelphia | ~~Argonaut Line,~~ Inc. American South African Line, Inc. | 404·6 \| 53·9 \| 34·2<br>F31′ *on Shelter dk*<br>FK<br>*WB* | | | New York<br>Utd. States | Q.4Cy.25½″,37″,52½″&76″–54″<br>633 NHP<br>W.Cramp&Sons S&EB Co. | 36 ″ 9 | R<br>† |
| 72017<br>203918<br>WDQE | **Charles Hubbard**<br>D.F. GyC. *Mchy. Aft* 1 *Dk* | | 4846<br>—<br>4287 | | | | | 1907 | Toledo S.B. Co. Toledo | Great Lakes S.S.Co Inc. | 438·7 \| 52·0 \| 23·9<br>*WB* | | | Oswego, N.Y.<br>Utd. States | Q.4Cy.16½″,24″,35″&50″–42″<br>162 NHP<br>Toledo S.B.Co. Toledo | | R |
| 72018<br>216368<br>KKAU | **Chas. Kurz** (*ex* Tracy Brothers-33, *ex* Avondale)<br>*Mchy. Aft* 1 *Dk*<br>*Fitted with cylindrical tanks for carrying Petroleum* | *Fitted for oil fuel* | 5731<br>4550<br>3511 | ✠ ...<br>7,21<br>✠ | | | | 1918<br>6mo | Chester S.B.Co. Chester, Pa | Paco Tankers, Inc. (Pennsylvania Shipping Co. *Mgrs.*) | 400·8 \| 54·3 \| 31·4<br>P99′ B27′ F50′ FK | | | Wilmgton (Del.)<br>Utd. States<br>*WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>Westinghouse Mach. Co. E. Pittsburgh | 32 ″ 9 | R<br>† |
| 72019<br>135620<br>~~FOQC~~<br>VRWQ | **Charles L. D.**<br>Sub.Sig. *Oil Eng.*<br>D.F. GyC. *Cruiser Stern* 2 *Dks* | | 5273<br>4632<br>3137 | | | | | 1933 | Götaverken A/B Gothenburg | ~~Louis Dreyfus&Cie.~~ Ministry of War Transport | 428·2 \| 56·6 \| 25·7<br>F35′ | | | Port Louis<br>British<br>*WB* | Oil Engines 4S.C.SA<br>8Cy.29½″–59 $\frac{1}{16}$″ 653 NHP<br>Götaverken A/B, Got. | | V |
| 72020<br>214499<br>WMIU | **Charles L. Hutchinson**<br>(*ex* Sir Trevor Dawson, *ex* William C. Moreland) *Mchy. Aft*<br>D.F. GyC. | | 7215<br>—<br>5505 | | | | | 1910 | American S.B.Co. Lorain, Ohio | Pioneer S.S.Co. (Hutchinson&Co. *Mgrs.*) | 580·0 \| 58·0 \| 32·0<br>F49′<br>*New fore end* 16 | | | Wilmgton (Del.)<br>Utd. States<br>*WB* | T.3Cy.24″,39″&65″–42″<br>274 NHP<br>American S.B.Co. Lorain, O. | | R |

Now "Garreta," see No. 87504 in this Supplement

Now "Venore," see No. 90015 in this Supplement

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à la Classification. Lettre indiquant l'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — — — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NBP = Force en chevaux d'après les formules de la Société. MHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Lettres de cote, si elle est dans le L. R. Dernier Cert. R. et Mde. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72021<br>217203<br>WMEA | **Charles L. O'Connor** (*ex*Costilla)<br>*Mchy. Aft* Sub. Sig. 2 *Dks* | | 2351<br>—<br>1433 | | | | | 1918 | Gt. Lakes Eng. Works Ecorse, Mich. | M. & J. Tracy, Inc. | 253·5 \| 43·5 \| 25·1<br>P115′ F25′ | | | New York Utd. States *WB* | T.3Cy. 19½″, 34½″ & 51″–42″ 211 NHP<br>Gt. Lakes Eng. Wks. Detroit | | R |
| 72022<br>216856<br>KPAA | **Charles L. Wheeler, Jr.**<br>(*ex* Point Judith) *ss* S. Fo. No. 2–26<br>D.F. *Fitted for oil fuel* 1 *Dk* | | 2205<br>1945<br>1348 | ✠ ...<br>4,29<br>✠ | | | | 1918<br>8mo | Albina Eng & Mach. Wks Portland, Or. | ~~McCormick S.S. Co.~~<br>Pope & Talbot, Inc. | 289·0 \| 44·1 \| 19·0<br>P24′ B144′ F32′ FK | | | S. Frncisco Utd. States *WB* | T.3Cy. 22″, 37½″ & 60″–42″ 313 NHP<br>Ellicott Machine Corp. Bal. | 21 ″ 6 | R<br>† |
| 72023<br>FNGY | **Charles Le Borgne** (*ex* Gladys–34, *ex* Terne–33, *ex* Tosto) *Fitted for oil fuel* 1 *Dk* | | 1789<br>1257<br>1042 | | | | | 1920 | Södra Varfvets Aktieb. Stockholm | Cie. Ch. Le Borgne | 244·1 \| 38·7 \| 16·0<br>P71 *t* H81 *t* F13 *t* | | | Havre French | T.3Cy. 18″, 30″ & 49″–33″ 138 NHP<br>Lindholmens V.A. Got. | | V |
| 72024<br>163562<br>MBBZ | **Charles M.**<br>*Oil Eng* *ss* Lon. No. 1–39<br>*Mchy. Aft* 1 *Dk* *Cruiser Stern* | | 403<br>299<br>195 | ✠100A1<br>5,39<br>✠LMC1,39<br>✠LMC(M)11,40 | Lon | *f* | OG<br>N5,39 | 1935<br>1mo<br>*Lloyd* | Burntisland S.B.Co.Ld. Burntisland *sA&CP* | ~~T. J. Metcalf~~<br>Metcalf Motor Coasters Ld. (T. J. Metcalf, *Mgr.*) | 141·5 \| 27·4 \| 9·8<br>Q83′ F19′ FK<br>*DTa* 142 *t FPT* 55 *t* | | | London British *3BH APT* 9 *t* | Oil Engines 4S.C.SA 6Cy. 11″–17½″ 70 NHP<br>Humboldt-Deutzmotoren, A.G. Köln-Deutz | 10 ″ 9<br>s 3 ″ 5<br>10 ″ 5½ | |
| 72025<br>223206<br>WPBD | **Charles M. Schwab**<br>D.F. GyC. *Mchy. Aft* 1 *Dk*<br>*Longitudinal framing at bottom & at deck* | | 7935<br>7573<br>6206 | | | | | 1923 | American S.B.Co. Cleveland, O. | Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*) | 586·3 \| 60·2 \| 28·0<br>*WB* | | | Wilmgton (Del.) Utd. States | T.3Cy. 24½″, 41″ & 65″–42″ American 274 NHP<br>S.B.Co. Cleveland, O. | | R |
| 72026<br>204306 | **Charles O. Jenkins**<br>D.F. *Mchy. Aft* 1 *Dk* | | 6285<br>—<br>4827 | | | | | 1907 | Detroit S.B.Co. Wyandotte | ~~Tower S.S.Co.~~<br>Midland S.S. Line, Inc. | 504·0 \| 54·2 \| 31·0<br>*WB* | | | Wilmgton (Del.) Utd. States | T.3Cy. 22½″, 36″ & 60″–42″ 233 NHP<br>Detroit S.B.Co. Detroit | | R |
| 72027<br>164688<br>MLTL | **Charles Parsons**<br>*Mchy. Aft* 1 *Dk*<br>Wireless *Cruiser Stern*<br>*Cargo battens not fitted* | | 1554<br>1149<br>915 | ✠100A1<br>7,40 ~~8,00~~<br>✠LMC8,36 | Cff<br>Shl | *p* | CL<br>8,39 | 1936<br>8mo<br>*Lloyd* | S. P. Austin & Son, Ld. Sunderland *sA&CP* | London Power Co. Ld. (Stephenson Clarke & Associated Companies Ld. *Mgrs.*) *Cell D B* | 239·0 \| 38·7 \| 16·2<br>B16 Q147′ F21′ FK<br>*Cell D B* 145 *t F* 23′ *f* 164′ 600 *t MT* | | | London British *4B H pt Cem* 100 *t FPT* 16 | T.3Cy. 16½″, 27½″ & 46″–33″ 200 lb *100 lb (s)* 180 NHP<br>1SB, *3cf*, GS59, HS2654 FD<br>N.E. Marine Eng. Co Ld. Sld. 0 *t APT* 10 *t* | 18 ″ 3<br>s 5 ″ 5<br>16 ″ 11½ | |
| 72028<br>171316<br>~~PFCD~~<br>DCFJ | **Charles Plumier** Ⓟ Twin Sc<br>E.S.D. *Oil Eng.*<br>*Ref. Mchy.* 2 *Dks*<br>*Cruiser Stern* | | 4504<br>3749<br>~~3589~~<br>2532 | | | | | 1938 | Ch. & Atel. de Provence S.A. Port de Bouc | Ministry of Shipping (Townsend Bros. (Shipping) Ld. *Mgrs.*) | 358·6 \| 51·8 \| 22·1<br>F29′ | | | Liverpool British *WB* | Oil Engines 2S.C.SA 8Cy. 20½″–35 $\frac{7}{8}$″ 584 NHP<br>Ch. & Atel. de St. Nazaire | | V |
| 72029<br>HPMZ | **Charles Pratt** Twin Sc 3 Mst<br>*ss* N.Yk. No. 3–8, 28<br>*ss* Gal. No. 2–37<br>*Mchy. Aft* 2 *Dks (Stl)* & *Shelter dk (Stl)*<br>D.F. GyC. *& Web frames*<br>*Longitudinal framing* | | 8982<br>7159<br>5644 | ✠100A1<br>*Shelter dk with freeboard*<br>10,39<br>~~BS4,38~~ BS11,40<br>✠LMC3,37<br>*Carrying Petroleum in*<br>*Fitted for oil fuel* 3,16 | Hfx | *f*† | CL<br>~~s 12,37~~<br>P10,38<br>SN<br>11,40<br>*bulk*<br>*F.P. above* 150° F. | 1916<br>3mo | Nwprt News S.B.&D.D.Co. Newprt News A&CP | Panama Transport Co. | 500·0 \| 68·0 \| 35·5<br>FK<br>*Cell D Bu E & B* 57 *t f* 17′ 255 *t*<br>*DTf* 54′ 673 *t FPT* 243 *t APT* 127 *t* | | | Panama Pnamanian 19 *B H Cem* 15 „ *to U dk* 4 „ „ *2nd* „ | T.6Cy. 20¾″, 35″ & 60″–42″ (*s*) 200 lb 628 NHP<br>3SB, *12cf*, GS213, HS8700 FD<br>Newport News SB&D.D.Co. | 38 ″ 3<br>s 10 ″ 0½<br>28 ″ 6 | |
| 72030<br>148898 | **Charles R. Huntley**<br>*Mchy. Aft* 1 *Dk* | | 1760<br>1604<br>1304 | | | | | 1926 | Napier & Miller, Ld. Glasgow | Upper Lakes & St. Lawrence Trans-portation Co. Ld. (G.C. Leitch, *Mgr.*) | 253·1 \| 43·2 \| 17·9<br>F36′ | | | S Cathrnes Ont. British *WB* | T.3Cy. 17″, 28½″ & 47″–33″ 127 NHP<br>D. Rowan & Co. Ld. Gls. | | C |
| 72031<br>220434<br>KDBZ | **Charles R. McCormick** (*ex*Apus)<br>*Fitted for oil fuel*<br>D.F. 1 *Dk* & *Shelter dk* & *Web frames*<br>*Longitudinal framing* | | 6027<br>—<br>3782 | ✠ ...<br>5,21<br>✠ | | | | 1920<br>8mo | G M Standi-fer Const Corp Vancouver, Wash. | McCormick Steamship Co. | 401·4 \| 53·2 \| 31·9<br>P34′ B114′ F38′ *on Shelter dk* FK | | | S. Frncisco Utd. States *WB* | T.3Cy. 24½″, 41½″ & 72″–48″ 552 NHP<br>Llewellyn Iron Works, Los Angeles, Cal. | 34 ″ 7 | R<br>† |
| 72032<br>LJOI | **Charles Racine** Twin Sc<br>*Oil Eng*<br>D.F. *Cruiser Stern* 1 *Dk*<br>*Longitudinal framing at bottom & at deck*<br>*Mchy. Aft* *in centre tanks* | | 9957<br>9288<br>5953 | ✠100A1<br>2,41 ~~2,40~~<br>✠LMC8,37<br>*Carrying Petroleum in bulk* | Mob<br>NYk | *e*† | CL<br>1,41 | 1937<br>8mo<br>*Lloyd's* | Odense Staalskibsvft ved A P Møller Odense *sA&CP* | Skibs A/S Snefonn (Sigval Bergesen d.y. & Co. *Mgrs.*) *Cell D Bu E* 79′ 300 *t* | 496·0 \| 66·1 \| 36·4<br>512·5 (O.L.)<br>P103′ B34′ F40′ FK<br>*DTf* 38′ 550 *t FPT* 18 2 *t APT* 181 *t* | | | Stavanger Norwegian 15 *B H* 2 DB *180 lb* | Oil Engines 4S.C.SA 12Cy. 23¾″–47¼″ 622 NHP<br>Akt. Burmeistr & Wain, Cpn | 36 ″ 3<br>s 7 ″ 11<br>28 ″ 7½ | |
| 72033<br>202889<br>WOKV | **Charles S. Hebard**<br>D.F.<br>GyC. *Mchy. Aft* 1 *Dk* | | 6291<br>—<br>4854 | | | | | 1906 | American S.B.Co. Cleveland, O | The Wilson Transit Co. | 504·0 \| 54·0 \| 30·0 | | | Wilmgton (Del.) Utd. States | T.3Cy. 23½″, 38″ & 63″–42″ 257 NHP<br>American SB.Co. Cleveland | | R |
| 72034<br>FNWV | **Charles Schiaffino**<br>*Fitted for oil fuel*<br>2 *Dks* | | 3664<br>3352<br>2158 | | | | | 1930 | Atel. & Ch. de la Seine Maritime Le Trait, S.I. | Soc. Algérienne de Nav. pour l'Afrique du Nord (Ch. Schi-affino & Cie. *Mgrs.*) | 363·6 \| 51·6 \| 22·9<br>P33′ B106′ F38′ | | | Algiers French *WB* | T.3Cy. 24″, 40″ & 64½″–45½″ 284 NHP<br>Atel. & Ch. de la Seine, Maritime, Le Trait | | V |
| 72035<br>207273<br>WPST | **Charles W. Galloway**<br>(*ex* Leonard B. Miller–37)<br>D.F. GyC. *Mchy. Aft* 1 *Dk* | | 6291<br>—<br>4921 | | | | | 1910 | American S.B.Co Cleveland, O. | Columbia Trans-portation Co. (John T. Kelly, *Mgr.*) | 504·0 \| 54·0 \| 30·0<br>*WB* | | | Wilmgton (Del.) Utd. States | T.3Cy. 23½″, 38″ & 63″–42″ 257 NHP<br>American S.B.Co. Clevelnd | | R |
| 72036 | **Charlotte** Twin Sc<br>*Mchy. Aft* 1 *Dk* | | 822<br>708<br>449 | | | | | 1910 | Forg. & Ch. de la Médit La Seyne | Herran, Decia & Muller | 235·0 \| 32·3 \| 13·4<br>P59′ B34′ F29′ | | | Montevideo Uruguayan *Wb* | C.4Cy. 14⅜″ & 25⅜″–15½″ 44 NHP<br>Forg. & Ch. de la Médit. Ms. | | |
| 72037<br>DIAX | —<br>*Oil Eng*<br>1 *Dk* | | 435<br>328<br>245 | | | | | 1915 | H. Pausch Akt. Ges. Landsberg | Red Star Linie G.m.b.H. | 137·9 \| 29·6 \| 10·1 | | | Hamburg German | Oil Engines 4S.C.SA 6Cy. 8½″–13⅜″ 42 NHP<br>M.A.N. Augsburg | | G |
| 72038<br>DMAE | **Charlotte Cords**<br>1 *Dk* | | 1779<br>1478<br>1049 | | | | | 1923 | Act. Ges. "Neptun" Rostock | Aug. Cords | 266·3 \| 40·2 \| 16·9<br>Q102′ B76′ F31′ | | | Rostock German *WB* | T.3Cy. 19 $\frac{5}{16}$″, 31½″ & 51 $\frac{5}{16}$″–35″ 156 NHP<br>A.G. "Neptun," Rostock | | G |
| 72039<br>DJZI | **Charlotte Schliemann** Twin Sc<br>(*ex* Sir Karl Knudsen–39) *Oil Eng*<br>D.F. *ss* Rot. No. 2–37<br>*Mchy. Aft* 2 *Dks (Stl)* & *Web frames*<br>*Cruiser Stern* *Longitudinal framing*<br>*Carrying Petroleum in bulk* | | 7747<br>7079<br>4581 | ✠ ...<br>5,39<br>✠ | Sba | *b*† | | 1928<br>12mo | A/S Nak skov Skibsv. Nakskov | Reederei Schlie-mann & Menzell A.G. | 450·5 \| 59·2 \| 34·7<br>P102′ B34′ F52′ FK<br>*Cell D Bu E* 74′ 282 *t DTf* 36′ 462 *t FPT* 103 *t APT* 118 *t* | | | Hamburg German 16 *B H pt Cem* (11 *to U dk* 5 „ *2nd* „) | Oil Engines 4S.C.SA 12Cy. 23¾″–43 $\frac{7}{16}$″ 624 NHP<br>Akt. Burmeistr & Wain, Cpn | 34 ″ 4 | G<br>† |
| 72040<br>DMBD | **Charlotte Schröder** (*ex* Liesbeth Zelck, *ex* Lena Larsen, *ex* Erica Fischer, *ex* Marie Gartz)<br>1 *Dk* | | 922<br>741<br>565 | | | | | 1901 | Schömer & Jensen Tönning | R. Schröder | 211·4 \| 32·4 \| 13·3<br>Q79′ B55′ F17′ | | | Rostock German *WB* | T.3Cy. 15″, 24¼″ & 40½″–28″ NB26 85 NHP<br>Schömer & Jensen, Tönning | | G |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or last renewed. Equipment Letter | 7a Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72041<br>154887<br>VGRS | **Charlottetown** (P) TrpSc<br>(*Ice Breaking Train Ferry*)<br>2 *Screws aft & 1 fwd.*<br>1 *Dk (Stl) 2nd dk (Stl)*<br>*clear of mchy. space Web frames*<br>*Fitted for oil fuel* | 5889<br>5117<br>3385 | ✠ ... 11,34 ✠ | Qbc | *x* | | 1931<br>7mo | Davie S.B. & Repairing Co. Ld. Levis, P.Q. | Canadian Government (Dept. of Transport) *Cell D* | 309·0 \| 59·3 \| 22·0<br>*Promenade dk* FK<br>*B* 231′ 569 *t FPT* 263 *t* | | | Charlottetown P.E.I. British<br>7 *BH APT* 114 *t* | T.9Cy.26″,41″&66″-36″ 1261NHP<br>8SB,*24cf*,HS20096<br>Canadian Vickers,Ld.Mtl. | 25 ″ 0 | |
| 72042<br>139636<br>MKFX | **Charlus** (*ex* Princenhage II) Sp<br>*Mchy. Aft* 1 *Dk* | 361<br>263<br>176 | | | | | 1917 | N.V. Kuy & Ree's Mch. & Schpsw. Rotterdam | J.M. Piggins | 132·3 \| 23·1 \| 10·9<br>Q59′ B9′ F15′ | | | Montrose British | T.3Cy.10½″,16¼″&27⅞″-20″ 32NHP<br>B made 33 *refitted* 35<br>N.V. Kuy & Ree's Mch. & Schpsw. Rot. | | C |
| 72043<br>136049<br>MFCL | **Charlwood** (*ex* Streatham) 3Mst<br>*ss* Apl. No. 3–7,27<br>*ss* Ant. No. 2–35<br>*Mchy. Aft* 1 *Dk (pt Irn pt Stl)*<br>*Well deck* *Cargo battens not fitted* | 1207<br>934<br>600 | ✠100A1 ~~Cff~~<br>~~Examined 4,41 Cff~~<br>✠LMC<br>~~BS4,41~~ MS12,35 | | *n* | CL 4,39 | 1914<br>3mo | Dublin Dkyrd Co. Ld. Dublin<br>*Lloyd's SA&CP* | Laverton S.S.Co. Ld. (Alliance Marine Transport Co. Ld. *Mgrs.*) *Cell D* | 226·2 \| 35·5 \| 14·4<br>236·0 (O.L.)<br>Q68′ B13′ F28′ FK<br>*Bf* 140′ 246 *t FPT* 12 *t APT* 37 *t* | | | London British<br>4 *BH Cem*<br>5 *t APT* 37 *t* | T.3Cy.17⅛″,27½″&45″-33″ 180lb *90lb (s)* 138NHP<br>1SB,*3cf*,GS69,HS2298<br>Ross & Duncan, Glasgow | 16 ″ 7<br>s 1 ″ 5¾<br>15 ″ 6¾ | |
| 72044<br>164308<br>GZJQ | **Charon** (P)<br>*Oil Eng.*<br>E.S.D. *Ref Mchy.* 2 *Dks & Shelter dk* | 3703<br>2554<br>2217 | | | | | 1936 | Caledon S.B. & E.Co.Ld. Dundee | Ocean S.S.Co.Ld. (A. Holt & Co. *Mgrs.*) | 320·3 \| 51·2 \| 21·6<br>*B on Shelter dk* 95′ | | | Liverpool British<br>*WB* | Oil Engines 2S.C.DA<br>6Cy.17 1/16″-47¼″ 580NHP<br>Akt. Burmeistr & Wain, Cpn | | |
| 72045<br>~~146145~~<br>GJBC | **Chartered**<br>*ss* Sld. No. 3–9,34<br>*ss* Nwc. No. 1–38<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | 2021<br>1555<br>1106 | ✠100A1 8,39<br>BS8,39 ✠LMC 5,38 | Nwc | *r* | CL 5,38 | 1921<br>10mo | J. Crown & Sons, Ld. Sunderland<br>*Lloyd's SA&CP* | ~~Gas Light & Coke Co. (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*)~~ *Cell DB* | 270·4 \| 38·2 \| 18·5<br>Q163′ F28′ FK<br>225′ 506 *t MT* 10′ 252 *t FPT* 149 *t A* | | | ~~London~~ British<br>4 *BH Cem*<br>*t PT* 77 *t* | T.3Cy.19½″,33″&54″-39″ (*s*) 180lb 214NHP<br>2SB,*6pf*,GS92,HS3524<br>N.E. Marine Eng. Co. Ld. Sld | 20 ″ 6<br>s 6 ″ 6¾<br>18 ″ 10¼ | |
| 72046<br>FOPI | **Chateau Larose**<br>2 *Dks* | 2047<br>1677<br>903 | | | | | 1930 | D & W Hendersn & Co. Ld Glasgow | Worms & Cie. | 274·7 \| 39·1 \| 20·9<br>P38′ B96′ F31′ | | | Havre French<br>*WB* | T.3Cy.20½″,34″&56″-42″ 203NHP<br>D & W. Hendersn & Co Ld Gls | | V |
| 72047<br>FOPB | **Château Latour**<br>2 *Dks* | 1912<br>1763<br>824 | | | | | 1914 | Atel. & Ch. de la Loire Nantes | Worms & Cie. | 274·0 \| 38·0 \| 23·0<br>P36′ B97′ F31′ | | | Havre French<br>*WB* | T.3Cy.21⅜″,35½″&59″-41 7/16″ 224NHP<br>Atel. & Ch. de la Loire, Nts. | | V |
| 72048<br>FOPC | **Château Palmer**<br>2 *Dks* | 1912<br>1763<br>823 | | | | | 1914 | Atel. & Ch. de la Loire Nantes | Worms & Cie. | 280·3 \| 38·1 \| 21·4<br>P36′ B97′ F31′ | | | Havre French<br>*WB* | T.3Cy.21⅜″.35½″&59″-41 7/16″ NB35 224NHP<br>Atel. & Ch. de la Loire, Nts. | | V |
| 72049<br>FOPJ | **Chateau Pavie**<br>2 *Dks* | 2047<br>1677<br>903 | | | | | 1930 | D & W Hendersn & Co. Ld. Glasgow | Worms & Cie. | 274·7 \| 39·1 \| 20·9<br>P38′ B96′ F32′ | | | Havre French<br>*WB* | T.3Cy.20½″,34″&56″-42″ 203NHP<br>D & W. Hendersn & Co Ld Gls | | V |
| 72050<br>FOPD | **Chateau Yquem**<br>D.F. 2 *Dks* | 2536<br>—<br>1290 | | | | | 1925 | Atel. & Ch. de la Seine Maritime Le Trait (S.I.) | Worms & Cie. | 279·8 \| 39·5 \| 19·7<br>P165′ F31′ | | | Havre French<br>*WB* | T.3Cy.21⅝″,36″&59″-42″ 225NHP<br>Atel. & Ch. de la Seine Maritime, Le Trait | | V |
| 72051<br>166318<br>~~FNNH~~<br>BFVL | **Chateauroux**<br>*Fitted for oil fuel*<br>D.F. 1 *Dk*<br>*Well deck* | ~~4765~~<br>3646<br>2783 | ✠ ... 7,22 ✠ | | | | 1921<br>2mo | Tyne Iron S.B.Co.Ld. Newcastle | ~~Ministry of Shipping (Elder Dempster Lines, Ld. *Mgrs.*)~~ | 364·1 \| 52·8 \| 24·5<br>P18′ Q128′ B68′ F29′ FK | | | Liverpool British<br>6 *BH Cem*<br>*WB* | T.3Cy.23½″,38″&64″-42″ 347NHP<br>Armstrong Whitworth & Co. Ld. Newcastle | 26 ″ 8 | V<br>† |
| 72052<br>225471<br>KGAN | **Chatham** (P)<br>*Ref. Mchy.* D.F. GyC. *Fitted for oil fuel*<br>Sub.Sig. *Longitudinal framing* 4 *Dks* | 5649<br>—<br>3456 | | | | | 1926 | Nwprt News S.B.& D.D Co. Nwprt News | Merchnts & Miners Transportation Co | 350·0 \| 52·0 \| 36·0 | | | Baltimore Utd. States<br>*WB* | T.4Cy.25″,42½″&(2)54 5/16″-48″ 409NHP<br>Newport News SB & DD Co. | | R |
| 72053<br>UOKV | **Chatir-Dag**<br>1 *Dk (Stl)* | 901<br>787<br>518 | ✠ 5,96 ✠ | Nwc | *m* | | 1896<br>5mo | Hawthorn, Leslie & Co. Ld Newcastle | U.S.S.R. | 220·0 \| 34·1 \| 12·3<br>B34′ F26′ FK<br>*Cell D Ba* 46′ *u E* | | | Odessa Russian<br>5 *BH Cem*<br>59 *t APT* 28 *t* | T.3Cy.16″,26″&43″-30″ 120NHP<br>2SB,*4cf*,GS70,HS2080<br>Hwthrn, Leslie & C. Ld. Nwc | 14 ″ 0 | |
| 72054<br>145465<br>CYKV | **Chatsworth** (*ex* Glendochart, *ex* Corseulles, *ex* H.G. Dalton)<br>*Mchy. Aft* 1 *Dk 2 tr B* | 1573<br>1331<br>1170 | | | | | 1903 | Superior S.B.Co. W. Superior | | 246·0 \| 41·0 \| 15·3<br>Q88′ F36′ | | | Montreal British<br>*WB* | T.3Cy.18″,25″&42″-30″ NB22 97RHP<br>Superior S.B.Co. | | |
| 72055<br>221643<br>KDUW | **Chattanooga City**<br>*Fitted for oil fuel*<br>GyC. 2 *Dks 3 tr B* | 5687<br>5081<br>3450 | | | | | 1921 | Chickasaw S.B.& Car Co. Chickasaw, Ala. | Isthmian S.S.Co. | 424·2 \| 56·2 \| 26·5<br>P58′ B&F350′ *WB* | | | New York Utd. States | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>W & A Fletcher Hoboken NJ | | R |
| 72056<br>161349<br>GSWX | **Chatwood**<br>*ss* Bly. No. 2–37<br>*Mchy. Aft* D.F. 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | 2768<br>2116<br>1557 | ✠100A1 11,40~~6,39~~<br>✠LMC<br>MS11,37 ~~BS6,39~~ 7,40 | Sld | *l* | OG N6,38 | 1929<br>6mo | S.P. Austin & Son, Ld. Sunderland<br>*Lloyd's SA&CP* | W. France, Fenwick & Co. Ld.<br>*Cell DB* 250 *t* | 306·0 \| 44·0 \| 19·3<br>Q177′ F34′ FK<br>623 *t MT* 8′ 285 *t FPT* | | | London British<br>6 *BH Cem*<br>211 *t APT* 44 *t* | T.3Cy.19¼″,33″&54″-39″ (*s*) 200lb 220NHP<br>2SB(Spt),*6cf*,GS96,HS3536<br>N.E. Marine Eng. Co. Ld. Sld | 21 ″ 6<br>s 7 ″ 1½<br>19 ″ 3½ | |
| 72057<br>161227<br>GSZC | **Chaucer**<br>*ss* Shl. No. 2–37<br>D.F. E.S.D. 2 *Dks (Stl)* | 5792<br>5466<br>3629 | ✠100A1 4,41 ~~2,40 2,40~~ ~~Nyt~~<br>~~BS12,39~~ ✠LMC 10,37 12,40 | Hul | *a*† | CL ~~10,37~~ ~~12,40~~ 4,41 | 1929<br>4mo | R. Duncan & Co. Ld. Pt. Glasgow<br>*Lloyd's SA&CP* | Shakespear Shipping Co. Ld. (South American Saint Line. Ld. *Mgrs.*)<br>*Cell DB* 360′ 133 | 420·0 \| 57·0 \| 28·2<br>P37′ B260′ F44′ FK | | | Newport, Mon. British<br>7 *BH Cem*<br>5 *t APT* 225 *t* | T.3Cy.27″,45″&74″-51″ (*s*) 180lb 557NHP<br>3SB,*9cf*,GS184,HS8334 FD<br>D. Rowan & Co. Ld. Glasgow | 30 ″ 6<br>s 4 ″ 9½<br>25 ″ 11½ | |
| 72058<br>Chaumian (*ex* Lady Elinor, *ex* Loutsch)<br>*ss* Tri. No. 3–10,95<br>*ss* Oda. No. 2–05<br>*Carrying Petroleum in bulk*<br>*Well deck* *Mchy. Aft* 1 *Dk 2 tr B* | | 1624<br>1255<br>923 | ✠ ... 11,06 ✠ | | | | 1886<br>10mo | Hawthorn, Leslie & Co. Ld Newcastle | U.S.S.R. | 254·8 \| 34·0 \| 17·9<br>P72′ F29′ B97′ FK | | | Odessa Russian<br>*WB* | T 3Cy.20″,32″&53″-36″ NB08 175NHP<br>Hwthrn, Leslie & C. Ld. Nwc | 19 ″ 0 | |
| 72059<br>211290<br>KJFL | **Chauncey M. Depew** (P)<br>(*ex* Rangeley)<br>1 *Dk* | 652<br>—<br>282 | | | | | 1913 | Bath Iron Works Bath, Me. | Hudson River Day Line | 185·1 \| 35·6 \| 13·5 | | | New York Utd. States | T.4Cy.16″,26″&(2)30′-24″ 88NHP<br>Bath Irn. Wks. Bath, Me. | | |
| 72060<br>UPKN | **Chavicha** (*ex* Hohenfels–35)<br>Sub.Sig. 2 *Dks* | 3021<br>2681<br>1742 | | | | | 1923 | Schiffs.-u Dckbauwerft Flender A.G. Lübeck | U.S.S.R. | 337·7 \| 48·2 \| 21·1<br>B36′ | | | Vladvostk Russian<br>*WB* | T.3Cy.28⅜″,38 3/16″&62″-41¾″ 248NHP<br>G. Seebeck A.G. Wesermünde-G. | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant à la Cote. Lettre d'Application. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Registres où n'est pas inscrit le Lt. Thwrte. Cert. Hull Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72061 | **Cheakamus** Ⓟ (*ex*Cheslakee) | | 689 | | | | | 1910 | Dublin Dockyard Co. Dublin | **Union Steamships Ltd.** | 145·3 | 28·1 | 10·0 | Vancouver British | T.3Cy.13½″,22″&36″–20″ 58RHP McColl&Co.Ltd.Belfast | | C |
| 130309 | *Fitted for oil fuel* | | 479 | | | | | | | | | | | | | | |
| CYGF | *2Dks* | | 403 | | | | | | | | | | | | | | |
| 72062 | **Chedabucto** Ⓟ | | 509 | ✠ ... | Hfx | | | 1910 | Dundee S.B.Co.Ld. Dundee | Foundation Maritime,Ld. | 145·0 | 24·5 | 9·1 | Liverpool British | C.2Cy.18″&40″–27″ 69RHP | 10 | 6 |
| 127785 | (*ex*Ellinis,*ex*Fogota) | *ss*Sld.No.3–12,21 | 458 | 8,33 | | | | 6mo | | | | | FK | 6 *BHCem* | 1SR,3*pf*,GS54,HS1778 | | |
| MKXG | | *ss*Hfx.No.2–29 | 269 | ✠ | | | | | | | | | *FPT*12*t* | *APT*11*t* | J.Abernethy&Co.Abn. | | |
| | | 1 *Dk & Shelter dk* | | | | | | | | | | | | | | | |
| 72063 | **Chef Mécanicien Armand Blanc** | | 3070 | | | | | 1922 | Atel.&Ch. de la Seine Marit. Le Trait,S.I. | Union Industrielle & Mar.Sté.Française d'Armement | 313·6 | 46·4 | 20·2 | Havre French | T.3Cy.21⅝″,35¾″&59″–41⅜″ 223NHP | | V |
| FOJF | D.F. | 1 *Dk* | 1586 | | | | | | | | P164′F29′ | | | *WB* | At.&Ch.de la Loire,St Denis | | |
| 72064 | **Cheik** (*ex*Nautik–36) | | 1058 | | | | | 1920 | Nüscke & Co. Stettin | Cie.Nouvelle de Nav.Busck | 225·8 | 32·8 | 13·9 | Marseilles French | T.3Cy.15⅞″,25⅝″&41⅜″–25⅜″ 110NHP | | V |
| | | | 805 | | | | | | | | P29′B63′F30′ | | | *WB* | Atlas Werke,Bremen | | |
| TSXC | | 1 *Dk* | 611 | | | | | | | | | | | | | | |
| 72065 | **Chêkiang** | | 2172 | | | | | 1914 | Taikoo Dckyrd&Eng Co.of HKg Ld HongKong | ChinaNav.Co.Ld. | 285·0 | 44·1 | 19·1 | London British | T.3Cy.19″,31″&53″–36″ 169NHP | | |
| 137675 | | | 1967 | | | | | | | | | | | *WB* | TaikooDkyrd&Eng.Co. of HongKong,Ld. | | |
| GKYN | | 2 *Dks* | 1313 | | | | | | | | | | | | | | |
| 72066 | **Chelatros** (*ex*Magdala) | | 3489 | ✠100A1 | ~~Ams~~ | *x* | CL | 1914 | Nthmblnd S.B.Co.Ld. Newcastle | KassosStm.Nav. Co.Ld.(Pneumatics,Rethymnis, Yannaghas,*Mgrs.*) | 360·0 | 52·0 | 23·6 | Syra Greek | T.3Cy.25″,41″&69″–48″ (*s*) 180lb 365NHP | 26 | 0 |
| 159 | | *ss*Rot.No.3–6,27 | 3330 | *Shelter dk* | ~~Hpl.~~ | | | 4mo | | | | | FK | 6 *BHCem* | 3SB,*9cf*,GS141,HS5700 | s 2 | 5 |
| SVDB | | *ss*Pir.No.2–35 | 2214 | *with freeboard* | Wrk | | 1,39 | | | | | | | | Richardsons,Westgarth& Co.Ld.Hpl. | 23 | 9½ |
| | | 1 *Dk (Stl) & Shelter dk(Stl)* | | Examined ~~Mch~~ 5,41 | | | | *Lloyd's* | *SA&CP* | | *Cell DBa*118′*uE*23′ | | *f*153′996*t* | *APT*45*t* | | | |
| | | | | BS9,40 ✠LMC ~~6,55~~ | | | 9,39 | | | | | | | | | | |
| 72067 | **Chella** Ⓟ | **TwinSc** | 8920 | | | | | 1934 | Forg.&Ch. de la Médit SA LaSeyne | Cie.de Nav.Paquet | 433·1 | 62·1 | 33·6 | Marseilles French | 6 Steam Turbines SR geared to 2 Sc.Shafts 2388NHP | | V |
| | D.F. E.S.D. | *Fitted for oil fuel* | 5972 | | | | | | | | B193′F106′ | | | *WB* | Forg.&Ch.de la Médit.S.A. | | |
| FNHL | GyC. *Cruiser Stern* | 4 *Dks* | 3860 | | | | | | | | | | | | | | |
| 72068 | **Chelma** (*ex*Bacchus) | | 4968 | ✠100A1 | Msl | *y* | CL | 1920 | Palmers' Co.Ld. Newcastle | Cie.Générale de Nav.àVap.Cyp. Fabre (FabreLine) | 386·4 | 52·5 | 26·3 | Marseilles French | T.3Cy.26″,43″&71″–48″ (*s*) 180lb 453NHP | 28 | 6 |
| | | *ss*Msl.No.3–7,33 | 4091 | ~~3,43~~ 2,40 5,41 | | | ~~12,38~~ | 9mo | | | | | | 8 *BHpt Cem* | 3SB,*9cf*,GS220,HS8007 | s 5 | 5½ |
| FOHC | | *ss*Msl.No.1–36 | 3106 | ✠LMC | | | 4,11 | | | | | | | | Palmers'Co.Ld.Newcastle | 23 | 4 |
| | | 2 *Dks (Stl)* | | MS2,38 | BS7,~~39~~ | 6,40 | | *Lloyd's* | *SA&CP* | | P36′*Aft B*21′ | | | | | | |
| | | | | *Fitted for carrying vegetable oil in bulk* | | | 5,28 *F.P. above* | | | | B113′*For'd B*21′ FK | | | | | | |
| | | | | | | | | | | | F42′ | | | | | | |
| | | | | | | | | | | | *Cell DB* 327′848*t* | | | | | | |
| 72069 | **Chelohsin** Ⓟ | **TwinSc** | 1134 | A1 | Vcr | | CL | 1911 | Dublin Dockyard Co. Dublin | **Union Steamships Ltd.** | 175·5 | 35·1 | 14·0 | Vancouver British | T.6Cy.13½″,22″&36″–25″ (*s*) 185lb 184NHP | 15 | 0 |
| 130805 | | *ss*Vcr.2nd.No.3–1,38 | 528 | *with freeboard* | BS12,40 | | ~~11,90~~ | | | | 182·5 (O.L.) | | | 5 *BHCem* | 2SB,*6cf*,GS104,HS4400 | s 2 | 0½ |
| VGKY | Wireless | 2 *Dks.* | 597 | ~~12,60~~ 10,40 5,41 | LMC1,38 | | SN5,41 | | | | B&F146′ | FK | | | MacColl&Co.Ld.Belfast | 13 | 0½ |
| | | | | ~~BS11,38~~ | | | P11,39 | | | | | | | | | | |
| | | | | *For Channels of Tacoma to Anyox* | *Sound Service* | | | | | | *Cell DBu E*24′32*t* | | *Tanks at sides of* | | *tunnel* 17*t FPT*11*t APT*11*t* | | |
| | | | | *Fitted for oil fuel* | *F.P.* | | *above* 150° F. | | | | | | | | | | |
| 72070 | **Chelsea** | | 4804 | ✠100A1 | Lon | *y* | CL | 1925 | Nthmblnd S.B.Co.Ld. Newcastle | SeaS.S.Co.Ld.(W. Brown,Atkinson& Co.Ld.*Mgrs.*) | 396·1 | 52·8 | 27·2 | Hull British | T.3Cy.25″,41″&69″–48″ (*s*) 180lb HS6459 390NHP | 29 | 8 |
| 149027 | | *ss*Shl.No.3–9,38 | 4533 | 5,40 ~~9,39~~ | Mch | | 8,38 | 11mo | | | P45′B119′F35′ | FK | | 6 *BHCem* | 2SB&1AuxSB(Spt), *9cf*,GS171 | s 5 | 6½ |
| GLWX | | 1 *Dk (Stl)* | 3005 | BS9,39 | ✠LMC7,37 | | | *Lloyd's* | *SA&CP* | *Cell DBa*133′*uE*23′*f* | 171′1196*t* | *FPT*131*t* | | *APT*152*t* | N.E.MarineEngCoLd.Nwc | 24 | 3½ |
| 72071 | **Chelwood** | | 2742 | ✠100A1 | ~~Shl~~ | *t* | OG | 1928 | S.P.Austin &Son,Ld. Sunderland | W.France, Fenwick&Co.Ld. | 306·0 | 44·0 | 19·3 | London British | T.3Cy.20″,33″&54″–39″ (*s*) 200lb 211NHP | 21 | 6 |
| 160583 | *Mchy.Aft* | *ss*Shl No.2–37 | 2116 | Examined 6,41 | Sld | | ~~8,38~~ | 9mo | | | Q177′F34′ | FK | | 6 *BHCem* | 2SB(Spt),*6cf*,GS88,HS3280 | s 7 | 1½ |
| GSNT | *Well deck* | 1 *Dk (Stl)* | 1543 | ✠LMC | | | 11,40 | *Lloyd's* | *SA&CP* | *Cell DB*250′ | 623*t MT*8′273*t FPT* | | | 211*t APT*44*t* | N.E.MarineEng.Co Ld.Sld | 19 | 3½ |
| | D.F. *Cargo battens not fitted* | | | MS4,36 | ~~BS6,39~~ | | ~~11,40~~ | | | | | | | | | | |
| 72072 | **Chelyskinets** | | 5115 | | | | | 1934 | Severney S.B.Yard Leningrad | U.S.S.R. | 381·3 | 53·2 | 29·4 | Leningrad Russian | Oil Engines 2S.C.SA 6Cy.26¾″–47⅞″ 746NHP | | |
| | | *Oil Eng.* | 4702 | | | | | | | | P30′B57′F23′ | | | *WB* | "Russian Diesel" Eng.Wks. Len. | | |
| UPTM | | 2 *Dks* | 2987 | | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 72073 | **Chemong** | | 1902 | | | | | 1924 | N.of Irelnd S.B Co.Ld. Londonderry | Sarnia Steamships Ld.(R.Scott Misener,*Mgr.*) | 252·0 | 42·6 | 18·0 | Montreal British | T.3Cy.16″,27″&44″–33″ 111NHP | | C |
| 148073 | | | 1574 | | | | | | | | Q100′F36′ | | | *WB* | J.G.Kincaid&Co.Ld.Grk | | |
| | *Mchy.Aft* | 1 *Dk* | 1126 | | | | | | | | | | | | | | |
| 72074 | **Chen Yuan** (*ex*Tung-Hwa–37, *ex*Tung Ning–35,*ex*Hua Tung–32, *ex*Hanoï) | | 1057 | | | | | 1893 | Sundrland S.B.Co.Ld. Sunderland | Yung Yuan S.S.Co. | 240·0 | 32·0 | 17·3 | Newchwang Chinese | T.3Cy.20″,32½″&53″–36″ NB14 169NHP | | |
| | | 2 *Dks* | 630 | | | | | | | | H— | | *WB* | | N.E.MarineEng.Co Ld.Sld | | |
| 72075 | **Chenglee** (*ex*MikakiMaru) | | 1200 | | | | | 1916 | Osaka Iron Works Osaka | Ching-Kee S.N.Co. Ld. | 230·0 | 33·5 | 18·5 | Chefoo Chinese | | | |
| | Wireless | | | | | | | | | | | | | | | | |
| XNCP | | 1 *Dk* | 841 | | | | | | | | | | | | | | |
| 72076 | **Chêngtu** Ⓟ | | 2219 | | | | | 1914 | Dunlop, Bremner& Co.Ld. Pt.Glasgow | ChinaNav.Co.Ld. | 285·4 | 44·1 | 19·1 | London British | T.3Cy.19″,31½″&53″–39″ 175NHP | | |
| 136889 | | | 1888 | | | | | | | | B65′F36′ | | | *WB* | Scotts'S.B.&E.Co.Ld.Grk. | | |
| GKNZ | | 2 *Dks* | 1338 | | | | | | | | | | | | | | |
| 72077 | **Chenonceaux** Ⓟ | **TwinSc** | 14825 | | | | | 1922 | Ch.et Atel. de la Gironde Bordeaux | Soc.des Services Contractuels des Messageries Maritimes | 543·4 | 65·1 | 41·1 | Marseilles French | T 6Cy.29⅝″,48½″&79½″–44½″ NE26 858NHP | | V |
| | (*ex*Aramis) | *Fitted for oil fuel* | | | | | | | | | | | | *WB* | Ch.et.Atel.de la Gironde | | |
| FOAQ | D.F. | 4 *Dks* | 8389 | | | | | | | | | | | | | | |
| | *Ref.Mchy.* | | | | | | | | | | | | | | | | |
| 72078 | **Chepadoa** | | 6035 | | | | | 1919 | Seattle N. Pacific S.B.Co Seattle,Wash | United States Maritime Commission | 402·4 | 53·1 | 32·0 | Seattle Utd.States | 2 Steam Turbines DR geared to 1 Sc.Shaft | | |
| 219022 | | *Fitted for oil fuel* | 5600 | | | | | | | | P34′F38′ | | | *WB* | W.A.Fletcher, Hoboken,N.J. | | |
| | | 1 *Dk 2 tr B* | 4475 | | | | | | | | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 72079 | **Chepita** | **TwinSc** | 2702 | ✠100A1 | Cco | *t* | CL | 1925 | W.Beardmore&Co.Ld. Glasgow | N.V.Curaçaosche Scheepv.Maats. | 305·0 | 50·2 | 15·0 | Willemstd Dutch | T.6Cy.14″,23″&38″–27″ (*s*) 180lb 252NHP | 15 | 0 |
| 3413 | *Mchy.Aft* | *ss*Cco.No.3–3,40 | 1800 | ~~3,43~~ 3,40 5,41 | BS3,41 | | P2,40 | 2mo | | | | | | 8 *BHpt Cem* | 2SB.*4cf*,HS4100 | s 1 | 6½ |
| PJAY | | 1 *Dk (Stl)* | 1482 | ~~BS6,40~~ | ✠LMC1,39 | | S8,38 | *Lloyd's* | *SA&CP* | | Q87′F42′ | *Trunk* | | FD | W.Beardmore&Co.Ld. | 13 | 7½ |
| | | *Longitudinal framing at bottom and at deck* | | *Carrying Petroleum in bulk* | | | | | | | *dk*176′ | FK | | | Coatbridge | | |
| | | | | *Fitted for oil fuel* | 2,25 | | *F.P. above* 150° F. | | | | | *FPT*109*t* | | *APT*87*t* | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 7 Port of Survey. | 7 Year Assigned. now expired. | 7 Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. / Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72080<br>144798<br>TTZF<br>MKWL | **Cherbourg** (*ex* Harlaw Plain)<br>*ss* Hav. No. 3–6, 33<br>*Mchy. Aft*<br>*Well deck* | 462<br>304<br>189 | ✠100A1<br>10,40 ~~10,39~~<br>~~BS6,39~~ ✠LMC6,37<br>~~BS10,40~~ 7,41 | Hav<br>Sws | *g* | CL<br>9,38 | 1921<br>1mo<br>*Lloyd's* | J. Lewis & Sons, Ld.<br>Aberdeen<br>*A&CP* | Ministry of Shipping (G.F. Cuthbert Brown & Co. Ld. *Mgrs.*)<br>*Cell DB* | 150·1 \| 25·2 \| 10·0<br>*26·3*<br>Q86'B11'F24'<br>*f* 84'104*t* *FPT* 40*t* *A* | FK<br>*PT* 17*t* | Swansea<br>British<br>3 *BH Cem* | T.3Cy. 12½", 21" & 34"–24" (*s*)<br>180lb 83 NHP<br>1SB, 3*pf*, GS 52, HS 1573<br>J. Lewis & Sons, Ld. Abn. | 12 ″ 1<br>s 3 ″ 8½<br>12 ″ 0 | |
| 72081<br>90<br>IBCH | **Cherca**<br>*ss* Tri. No. 3–4, 32<br>*ss* Tri. No. 1–36<br>D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*Ref. Mchy.* | 5346<br>4981<br>3309 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>12,38<br>BS7,39 ✠LMC 5,36<br>✠Lloyd's RMC 12,39 | Tri | *y* | CL<br>7,39 | 1920<br>6mo | Stabilmnto Tecnico Trieste<br>A&CP | Lloyd Triestino, Soc. Anon. di Nav.<br>*Cell DB* 337'1300*t* | 404·1 \| 54·0 \| 29·5<br>388·4<br>*FPT* 114*t* *APT* 244*t* | FK | Trieste<br>Italian<br>*Cem*<br>2 *B Hto Sh dk*<br>4 ,, ,, *U* ,, | T.3Cy. 27", 42" & 68"–48" (*s*)<br>180lb FD 465 NHP<br>3SB (Spt) *9cf*, GS 158, HS 7023<br>Stabilimento Tecnico, Tri. | 32 ″ 0<br>s 7 ″ 5½<br>24 ″ 9 | |
| 72082<br>26828<br>JCWD | **Cheribon Maru** (P)<br>*ss* Osa. No. 3–11, 35<br>*ss* Osa. No. 1–39<br>2 *Dks* (*Stl-Up tws*) | 4016<br>3476<br>2503 | ✠100A1<br>4,40 ~~6,39~~<br>✠LMC ~~6,39~~ 5,40 | Osa<br>Yka | *w* | OG<br>5,39 | 1921<br>2mo | Mitsubishi Zosen Kaisha, Ld.<br>Kobe<br>A&CP | NanyoKaiunK.K.<br>*Cell D* | 345·0 \| 50·0 \| 26·7<br>P33'B74'F40'<br>*Ba* 107'*u* B30'*f* 135'7 | FK | Tokyo<br>Japanese<br>6 *BH Cem*<br>02*t* *APT* 27*t* | T.3Cy. 23", 38" & 64"–48" (*s*)<br>200lb 342 NHP<br>2SB, 6*cf*, GS 109, HS 4394 FD<br>Mitsubishi Zosen Kaisha, Ld | 29 ″ 1<br>s 5 ″ 7½<br>24 ″ 0 | |
| 72083<br>UOJQ | **Chernomorets** (*ex* Ai-Petri)<br>1 *Dk* | 1048<br>854<br>532 | | | | | 1899 | Stabilmnto Tecnico Trieste | U.S.S.R. | 233·0 \| 34·3 \| 12·1<br>Q42'B42'F26' | | Odessa<br>Russian | T.3Cy 16", 26" & 42½"–26"<br>92 NHP<br>Stabilimento Tecnico, Tri. | | |
| 72084<br>UPLB | **Chernyshevski** (*ex* Pokrovski–38, *ex* Hagno–35)<br>1 *Dk* | 3588<br>3263<br>2160 | | | | | 1919 | Rotterdam Droogd. Maat Rotterdam | U.S.S.R. | 361·4 \| 49·9 \| 22·1<br>P24'B214'F36' | | Odessa<br>Russian<br>*WB* | T.3Cy. 25", 41" & 68"–45"<br>310 NHP<br>Rotterdam Droogd. Maats. | | |
| 72085<br>224642<br>WTCI | **Cherokee** (P)<br>*Fitted for oil fuel*<br>*Ref. Mchy.* 1 *Dk* & 2*nd dk in holds*<br>D.F. & *Promenade dks* | 5896<br>—<br>3514 | ✠ ...<br>12,27<br>✠ | | | | 1925<br>6mo | Nwprt News S.B. & DD. Co.<br>Newprt News | Cherokee-Semi-noleS.S.Corp. (Clyde-Mallory Lines. *Mgrs.*) | 387·5 \| 54·3 \| 20·0<br>P&B322'F53'<br>FK | | New York<br>Utd. States<br>*WB* | 2 Steam Turbines SR geared to 1 Sc. Shaft 981 NHP<br>Newport News SB. & DD. Co. | 23 ″ 6 | R<br>† |
| 72086<br>125973 | —<br>(P)<br>Twin Sc<br>1 *Dk* | 328<br>119<br>160 | | | | | 1907 | Canadian S.B. Co. Ld.<br>Toronto | Muskoka Lakes Nav. & Hotel Co. Ld. | 120·0 \| 23·0 \| 7·2 | | Toronto<br>British | T.6Cy. 8", 12½" & 20"–12"<br>41 RHP<br>Canadian S.B. Co. Ld. Tto. | | |
| 72087<br>140278<br>GVGL | **Cherryleaf**<br>Twin Sc<br>*ss* Ply. No. 3–5, 29<br>*ss* Mlt. No. 2–37<br>D.F. 2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing* | 5934<br>5283<br>2588 | ✠100A1<br>2,41 ~~10,39~~<br>~~BS12,40~~ ✠LMC<br>MS 9,37 ~~BS11,38~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,17 *F.P. above* 150° F. | Mlt<br>Alx | *a*† | CL<br>10,38 | 1917<br>4mo<br>*Lloyd's* | Sir Raylton Dixon & Co Ld<br>Middlesbro'<br>*A&CP* | The Admiralty<br>*Cell D Bu E &* | 405·3 \| 54·5 \| 32·5<br>425·4 (O.L.)<br>P36'B32'F90'<br>*B* 87'405 *t* *DT f* 48' 218*t* *FPT* 70*t* *APT* 174*t* | FK | London<br>British<br>20 *BHpt Cem*<br>6SB, *18cf*, HS 16800 FD<br>Richardsons, Westgarth & Co. Ld. Mdb. | T.6Cy. 26", 42½" & 70"–45" (*s*)<br>200lb 1082 NHP<br>Richardsons, Westgarth & Co. Ld. Mdb. | 35 ″ 2<br>s 6 ″ 9¾<br>28 ″ 7½ | |
| 72088<br>UOJU | **Chervoni Kazak**<br>(*ex* Prorok Jona)<br>Twin Sc<br>1 *Dk* | 472<br>407<br>314 | | | | | 1896 | Stabilmnto Tecnico Trieste | U.S.S.R. | 187·0 \| 31·0 \| 8·9 | | Odessa<br>Russian | C.4Cy. 13" & 24"–20"<br>NB35 43 NHP<br>Stabilimento Tecnico, Tri. | | |
| 72089<br>148155<br>GNMY | **Chesapeake**<br>*Oil Eng.*<br>*Mchy. Aft* *ss* Bel. No. 2–36<br>D.F. 2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing* | 8955<br>8155<br>5422 | ✠100A1<br>~~Renamed~~ 2,41 NYk<br>✠LMC CS 7,36<br>~~DBS1,40~~ 2,41 4,37<br>*Carrying Petroleum in bulk* | ~~Swa~~<br>Sws | *d*† | OG<br>~~4,37~~<br>2,41 | 1928<br>1mo<br>*Lloyd's* | Workman, Clark & Co. Ld<br>Belfast<br>*A&CP* | Anglo-American Oil Co. Ld.<br>(R. A. Carder, *Mgr*<br>*Cell D Bu E* 53'160*t*<br>*DT f* 36'492*t* | 476·8 \| 63·8 \| 35·1<br>P101'B33'F49'<br>*FPT* 227*t* *APT* 30*t* | FK | Belfast<br>British<br>18 *BHpt Cem*<br>(11 *to U dk*<br>7 ,, 2*nd* ,,) | Oil Engines 2S.C.SA<br>8Cy. 26¾"–47¼" 997 NHP<br>2 DB *150lb*<br>Wrkman, Clark & Co. Ld Bel | 34 ″ 10<br>s 6 ″ 9¾<br>28 ″ 3 | |
| 72090<br>149625<br>GLXV | **Cheshire** (P)<br>Twin Sc<br>*Oil Eng.*<br>*ss* Bkn. No. 2–35<br>Sub. Sig. 3 *Dks* (*Stl–U dk* ws)<br>D.F. *Cruiser Stern* | 10552<br>7735<br>6605 | ✠100A1<br>7,39<br>✠LMC CS 1,36<br>DBS 4,39 9,38 | Bkn | *e*† | CL<br>7,39 | 1927<br>7mo<br>*Lloyd's* | Fairfield Co. Ld.<br>Glasgow<br>*A&CP* | Bibby Line, Ld. (Bibby Bros. & Co. *Mgrs.*)<br>*Cell* | 483·6 \| 60·3 \| 31·8<br>P51'B265'F78'<br>*DB* 417' 172*4t* *FPT* 54*t* *APT* 113*t* | FK | Liverpool<br>British<br>8 *BHpt Cem*<br>DB *120lb*<br>Fairfield Co. Ld. Glasgow | Oil Engines 2S.C.SA<br>16Cy. 28"–39" 2196 NHP<br>2 WT B425lb (Spt 425lb)<br>Westinghouse Elec. & Mfg. Co. Phl. | 36 ″ 3<br>s 6 ″ 10¾<br>29 ″ 8½ | |
| 72091<br>137790<br>MFTV | **Cheshire Coast**<br>(*ex* Princess Irma)<br>*Mchy. Aft*<br>3 Mst<br>1 *Dk* & *Shelter dk* | 1122<br>865<br>466 | | | | | 1915 | Sir Raylton Dixon & Co Ld<br>Middlesbro' | Coast Lines, Ld. | 240·0 \| 34·9 \| 14·3 | | Liverpool<br>British<br>*WB* | T.3Cy. 19", 31" & 52"–36"<br>162 NHP<br>Richardsons, Westgarth & Co. Ld. Mdb. | | C |
| 72092<br>230959<br>WNGA | **Chester**<br>Twin Sc<br>*ss* Clv. No. 1–35<br>*Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames*<br>Gy C. | 1819<br>1819<br>1129 | ✠100A1<br>*with freeboard*<br>2,38<br>BS1,40 ✠LMC 12,35<br>*For Service between New York & Great Lakes via New York State Barge Canal, also between New York & Norfolk & Boston via Long Island Sound & Cape Cod Canal*<br>*Fitted for oil fuel* 8,31 *F.P. above* 150° F. | Clv | | CL<br>12,37 | 1931<br>8mo<br>*Lloyd's* | Gt. Lakes Eng. Works<br>Ecorse, Mich.<br>*A&CP* | Ford Motor Co.<br>*Cell DB* 234'780*t* *FPT* 223*t* *APT* 49*t* | FK | Detroit<br>Utd. States<br>5 *BH* | 6 Steam Turbines DR (*s*)<br>geared to 2 Sc. Shafts<br>376 NHP<br>HS 3480 FD<br>2 WT B425lb (Spt 425lb)<br>Westinghouse Elec. & Mfg. Co. Phl. | 20 ″ 0<br>s 7 ″ 8<br>12 ″ 6 | |
| 72093<br>227802<br>WRBK | **Chester O. Swain** (*ex* Albertolite)<br>*ss* NYk. No. 3–7, 33<br>*ss* Gal. No. 1–37<br>*Mchy. Aft* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)<br>D.F. & *Web frames*<br>Gy C. *Longitudinal framing* | 8146<br>6053<br>5101 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~4,40~~ ~~10,39~~ 5,41 BS10,40<br>~~BS10,39~~ ✠LMC 9,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,21 *F.P. above* 150° F. | Gal | *c*† | CL<br>~~2,39~~<br>5,41 | 1921<br>5mo | G M Standi-fer Cnst. Corp.<br>Vancouver, Wash.<br>A&CP | Standard Oil Co. of New Jersey<br>*Cell D Bu E* &<br>*B* & *bunker dk tanks a* 86'280<br>9'67 *t* | 463·2 \| 60·2 \| 36·7<br>FK<br>*DT f* 50' 335*t* 'tween<br>*FPT* 179*t* *APT* 103*t* | FK | Wilmgton (Del.)<br>Utd. States<br>18 *BHpt Cem*<br>(3 *to Sh dk*<br>11 ,, *U* ,,<br>4 ,, 2*nd* ,,) | Q.4Cy. 24", 35¼", 51 7/16" & 75"–51"<br>220lb (*r*) 581 NHP<br>3SB, 9*cf*, HS 8086<br>Hooven, Owens & Rentschler Co. Hamilton, O. | 37 ″ 3<br>s 10 ″ 3½<br>27 ″ 3 | |
| 72094<br>229362<br>KGMV | **Chester Sun**<br>*Oil Eng.*<br>*Mchy. Aft* *ss* Phl. No. 2–38<br>Gy C. 2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing–bracketless system* | 9097<br>8521<br>5523 | ✠100A1<br>~~5,40~~ ~~11,39~~ 10,40<br>✠LMC CS 6,38<br>DBS ~~11,39~~ 10,40 6,38<br>*Carrying Petroleum in bulk* | Phl | *e*† | CL<br>N 10,38 | 1930<br>2mo<br>*Lloyd's* | Sun S.B. & Dry Dock Co.<br>Chester, Pa.<br>*A&CP* | Motor Tanship Corporation<br>*Cell D Bu E* 76'*f* 40'488 *t* | 480·6 \| 66·0 \| 36·8<br>P79'F48'<br>*FPT* 186*t* *APT* 84*t* | FK | Wilmington<br>Del.<br>Utd. States<br>17 *BHpt Cem*<br>(13 *to U dk*<br>4 ,, 2*nd* ,,) | Oil Engines 2S.C.SA<br>4Cy 23⅝"–91 5/16" 690 NHP<br>2 Water Tube DB *200lb*<br>Sun S.B. & Dry Dock Co. | 37 ″ 0 | |
| 72095<br>219407<br>KOST | **Chester Valley**<br>*Fitted for oil fuel*<br>Sub. Sig. 2 *Dks* | 5078<br>4598<br>3110 | | | | | 1919 | American International S.B. Corp.<br>Hog Island Pa | Lykes Bros. Steamship Co. Inc. | 390·0 \| 54·2 \| 27·8<br>P39'B121'F43' | | N. Orleans<br>Utd. States<br>*WB* | DR Geared Steam Turbine<br>General Electric Co.<br>Schenectady, N.Y. | | R |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terminé assigné et explnt. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Hauteurs au-dessus, mesurés de L. H. Dunes. Cons. H. et Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72096 | **Chetverti Krabolov** | | 4304 | ✠ —— | Kob | *w* | | 1904 | Bartram& | **U.S.S.R.** | 362·4\|46·1\|26·7 | Vladvostk | T.3Cy.25″,42″&68″–48″ | 28 ″ 6 | |
| UOFH | (*ex*Benledi) *ss*Sld.2ndNo.3–5,28 | | 3603 | 9,31 | | | | 11mo | Sons | | P35′B104′F38′ | (Russian | 352NHP | | |
| | 1 *Dk(Stl)&Spar dk&pt Trnk&pt Stl)* | | 2574 | | | | | | Sunderland | | FK | 6 *BHCem* | 2SB,*8cf*,GS168,HS5500 | | |
| | *& deep framing* | | | | | | | | | *Cell DBa120′u E&B42′* | *f154′868t APT55t* | (5 *to Sp dk* 1 „ *M* „ ) | J.Dickinson&Sons,Ld.Sld. | | |
| 72097 | **Cheung Hing** (*ex*Vatie–33, *ex*WahTai,*ex*Sagara Maru,*ex*MikageMaru No.6,*ex*FushikiMaru) | **Iron** | 1806 | ✠ | Yka | *r* | | 1885 | TyneI.S.B. | **CheungHingS.S. Co.** | 275·0\|37·5\|20·4 | Shanghai | C.2Cy.35′&68″–45″ | 21 ″ 7 | |
| XNDU | *ss*Nag.No.3–2,98 *ss*Yka.No.2–06 1*Dk(Jrn)2trB* | | 1553 1098 | 9,07 | | | | 4mo | Co.Ld. Newcastle | *DBa84′f56′* | P29′B60′F30′ ptND04 12t*MT30′320t* | Chinese FK | 258NHP 2SB,*6pf*,GS115 | | |
| | | | | | | | | | | | *256t FPT36t APT* | 5*BHCem* | HwthrnLeslie&Co.Ld.Nwc | | |
| 72098 | **Chevington** | | 1537 | ✠100A1 | ~~Shl~~ | *p* | CL | 1923 | Furness | **Broomhill** | 244·8\|38·0\|17·5 | Newcastle | T.3Cy.17″,28″&46″–33″ (*s*) | 19 ″ 7 | |
| 148524 | *ss*Shl.No.3–11,35 | | 1260 | Examined 11,40 Shl | | | ~~2,37~~ | 5mo | S.B.Co.Ld | **Steamships,Ld.** | P19′B43′F23′ FK | 180lb | 150NHP | s 3 ″ 0½ | |
| GCWF | Wireless 1*Dk(Stl)* | | 920 | LMC | | | 11,40 | | Haverton Hill-on-Tees | *Cell* | *DB207′504t FPT51t* | 4*BHptCem* | 2SB,*6cf*,GS90,HS2570 | 16 ″ 8 | |
| | *Cargo battens not fitted* | | | MS11,35 BS~~7,32~~ 11,40 | | | | | | *Lloyd'sA&CP* | *APT103t* | | Earle'sCo.Ld.Hull. | | |
| 72099 | **Cheyenne** | | 1938 | | | | | 1929 | Swan,Hunter&Wigham Richardson, Ld Sunderlnd | **St.Lawrence Steamships,Ld.** | 252·8\|43·4\|17·8 Q100′F35′ | Montreal British *WB* | T.3Cy.15″,25″&40″–33″ 81RHP MacColl&Pollock,Ld.Sld. | | C |
| 149498 | (*ex*Phenicia) *Mchy.Aft* 1*Dk* | | 1638 1157 | | | | | | | | | | | | |
| 72100 | **Chialing Maru** Ⓟ | **TwinSc** | 366 | | | | | 1927 | Shanghai D.&E.Co. Shanghai | **ToaKaiunK.K.** | 130·0\|24·0\| 6·5 | Tokyo Japanese | Oil Engines | | |
| 33w95 JBNE | *Oil Eng.* 1*Dk* | | 155 198 | | | | | | | | | | | | |
| 72101 | **Chian Lee** (*ex*AlexanderKielland, *ex*LisgarCounty, *ex*AlexanderKielland, *ex*Samui) | | 2913 | ✠ ... | | | | 1907 | Akt.Burmeistr&Wain Copenhagen | **ChingKeeS.N.Co. Ld.** | 310·0\|44·2\|17·5 RFD33′ 25·2 FK | Chefoo Chinese *WB* | T.3Cy.21⅛″,34½″&60″–39″ 252NHP AktBurmeistr&Wain,Cpn. | 27 ″ 8 | C † |
| XNBP | *ss*Bry.No.3–6,20 *ss*Ham.No.1–25 1*Dk&deep framing& Awng dk* | | 2680 1839 | 1,29 | | | | | | | | | | | |
| 72102 | **Chicago Maru** Ⓟ | **TwinSc** | 5866 | ✠ ... | Smk | *z* | | 1910 | Kawasaki Dkyd.Co.Ld. Kobe | **OsakaSyosen K.K.** | 409·8\|51·2\|32·5 P26′B158′F42′ FK | Osaka Japanese | T.6Cy.19½″,32¾″&55″–46″ 544NHP | 32 ″ 6 | |
| 13069 JCCD | *ss*Osa.2ndNo.3–11,33 *ss*Osa.No.1–37 2*Dks(Stl)&deep framing* *Lower dk(Stl)in No.1hold* | | 5125 3642 | 8,39 | | | | 3mo | | *Cell DBa127′u E&B* | *63′f167′1175t FPT* | 7*BHCem* | 3SB,*9cf*,GS181,HS7498 | | |
| | | | | | | | | | | | | *106t APT26t* | KawasakiDkydCoLdKobe | | |
| 72103 | **Chicago Tribune** (*ex*Thorold–33) | | 2960 | | | | | 1930 | Earle'sCo. Ld. Hull | **Quebec&Ontario Transportation Co.Ld.** | 253·2\|43·6\|21·1 P56′*Trunk*164′ F37′ | Montreal British *WB* | Oil Engines 2S.C.SA 1Cy.18½″–32 7/16″ 238NHP SulzerBros.Winterthur | | C |
| 160881 VGDR | *Oil Eng.* *Mchy.Aft* 1*Dk&Trunk dk* D.F. *Cruiser Stern* | | 1985 2344 | | | | | | | | | | | | |
| 72104 | **Chicherin** Ⓟ (*ex*PrincessEugenie of Oldenburg) | | 1852 | ✠ ... | | | | 1903 | Howaldtswerke Kiel | **U.S.S.R.** | 266·0\|36·0\|18·4 FK | Odessa Russian *WB* | T.3Cy.22½″,34⅞″&56½″ –39⅜″ 201NHP Howaldtswerke,Kiel | 25 ″ 1 | |
| UOMN | 2*Dks&Awng dk* | | 1099 1085 | 5,07 | | | | 6mo | | | | | | | |
| 72105 | **Chickasaw City** | | 6196 | ✠100A1 | Mob | *z* | CL | 1920 | Chickasaw S.B.&CarCo. Chickasaw, Ala. | **IsthmianS.S.Co.** | 395·5\|55·0\|31·4 412·5(O.L.) P45′B110′F38′*on Shelter dk* FK | NewYork Utd.States *pt Cem* | T.3Cy.24½″,41½″&72″–48″ 2101b (*s*) 587NHP 3SB(Spt),*9cf*,GS181, HS8919 FD | 34 ″ 11 s 7 ″ 10½ 27 ″ 3 | |
| 219875 KUNZ | *ss*Bal.No.3–4,32 *ss*Mob.No.2–40 *ss*Bal.No.1–35 | | 5579 3849 | *Shelter dk* *with freeboard* 1,41 ~~3,40~~ | Bal | | ~~9,38~~ 1,41 | 5mo | | | | 7*BHtoSh dk* | | | |
| | GyC. 1*Dk(Stl)&Shelter dk(Stl)& Web frames* *Longitudinal framing* | | | LMC BS~~6,36~~,40 MS3,40 *Fitted for oil fuel* 7,24 | | | *F.P. above* | | | *Cell DB* | *331′1508t FPT187t* | *APT175t* | Hooven,Owens&Rentschler Co.Hamilton,O. | | |
| 72106 | **Chilbar** (*ex*Cabrille) | | 5030 | | | | | 1919 | Bethlehem S.B.Corp Ld. Wlmgtn,Del | **PacoTankers,Inc.** (Pennsylvania ShippingCo. *Mgrs.*) | 391·8\|51·3\|28·8 P99′B34′F44′ | Wilmgton (Del.) Utd.States *WB* | T.3Cy.27″,45″&75″–48″ 390NHP BethlehemS.B.Corp.Ld. | | R |
| 217676 KENS | *Carrying Petroleum in bulk* *Mchy.Aft* GyC. *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing* | | — 3690 | | | | | | | | | | | | |
| 72107 | **Chile** | **TwinSc** | 6956 | ✠100A1 | Liv | *a*† | CL | 1915 | Akt.Burmeistr&Wain Copenhagen | ~~A/S DetÖstasiatiske Kompagni~~ Ministry of Shipping (United BalticCorporation,Ld. *Mgrs.*) | 425·3\|55·2\|27·5 442·0(O.L.) 35·4 FK | London British | Oil Engines 4S.C.SA 12Cy.24½″–37⅛″ NDB10–*114lb* 717NHP | 38 ″ 6 s 11·0½ 28 ″ 0 | |
| 173041 ~~GMVB~~ ~~Vrcd~~ GMYP | *Oil Eng.* *ss*Cpn.No.3–6,28 *ss*Cpn.No.2–35 D.F. 2*Dks(Stl)&Shelter dk(Stl)* | | ~~5445~~ ~~4433~~ 6624 ~~4436~~ 4429 | *Shelter dk* *with freeboard* Examined 4,41 LMC CS7,37 DBS1,40 3,39 | | | ~~1,10~~ 4,41 | 12mo | | | *CellDBa* | 7*BHCem* *135′ u E42′ f* | Akt.Burmeistr&Wain,Cpn *201′1266t FPT93t APT73t* | | |
| 72108 | — | **TwinSc** | 5297 | ✠100A1 | Got | *a*† | OG | 1937 | Götaverken A/B Gothenburg | **Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.)** | 420·8\|55·9\|23·9 440·1(O.L.) F80′ FK | Stockholm Swedish | Oil Engines 4S.C.SA 16Cy.24½″–51 7/16″ 945NHP | 28 ″ 0 s 2 ″ 10½ | |
| 8216 SKUN | *Oil Eng.* D.F. E.S.D. 2*Dks&Shelter dk* *Ref.Mchy.* *Strengthened for navigation in ice* | | 4171 2904 | *with freeboard* ~~NYK~~ LAn 6,41 ~~12,40~~ LMC11,37 Lloyd'sRMC3,~~42~~,~~40~~ 3,41 | | | 12,40 | 11mo | | *Lloyd'sA&CP* | *CellDB307′ 1486t Tanks in way of tunnels 309t* | 7*BII* (*Coll to Sh dk* 6 „ 2*nd* „) | DB*85lb* GotaverkenA/B,Got. | 25 ″ 3½ | |
| | | | | No. 3 lower hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F. | | | | | | | *FPT76t APT52t* | | | | |
| 72109 | — Ⓟ | **TwinSc** | 3951 | ✠ —— | Vpo | *x* | | 1907 | W.Beardmore&Co.Ld. Glasgow | **SocAnonMaritima Chilena** | 361·4\|46·2\|22·2 P41′F55′ FK&BK2″ | Valparaiso Chilian | T.6Cy.20″,33″&55″–40″ 550NHP | 25 ″ 0 | |
| 1152 CBCI | (*ex*Quillota) *ss*Lon.No.3–3,20 *ss*Vpo.No.2–28 2*Dks(Stl U–teaks)pt deep framing &pt Web frames* | | — 2487 | 9,35 | | | | 2mo | | *CellDBa81′u E&* | *B59′f153′634t FPT* | 7*BHCem* | 4SB,*12cf*,GS270,HS10160 | | |
| | | | | | | | | | | | *65t APT31t* | *65t APT31t* | W.Beardmore&Co.Ld.Gls. | | |
| 72110 | **Chile Maru** | | 5860 | ✠100A1 | Yka | *y* | OG | 1919 | Kawasaki Dkyd.Co.Ld Kobe | **YamashitaKisen K.K.** | 385·0\|51·0\|36·0 FK | Kobe Japanese | T.3Cy.26″,43⅝″&72″–48″ (*s*) 2001b | 36 ″ 0 s 9 ″ 1½ | |
| 25451 JKED | *ss*Kob No.3–3,34 *ss*Yka No.1–37 2*Dks(Stl)&Awng dk(Stl)* | | 5586 4260 | *Awng dk* *with freeboard* 1,41 ~~4,10~~ | Kob | | ~~4,07~~ 8,40 | 5mo | A&CP | *CellDB334′1118t* | *Collision BHto A dk* *FPT126t APT93t* | *Cem* 5 „ „ *U* „ | 437NHP 2SB&1AuxSB,*8cf*,GS154, HS5636 FD | 27 ″ 1 | |
| | | | | BS~~4,36~~ 1,41 LMC~~4,37~~ Sng Shl | | | | | | | | | KawasakiDkydCoLdKobe | | |
| 72111 | **Chilean Reefer** | | 1739 | 1*Dk&Shelter dk* ~~1Dk~~ *Oil Eng.* | | | OG | 1936 | Nakskov Skibs.A/S Nakskov | Ministry of Shipping(A.Holt&Co. *Mgrs.*) | 292·8\|44·7\|~~46·7~~ 46·2 | Newcastle British | Oil Engines 2S.C.SA 6Cy.19½″–35 7/16″ 405NHP | | G |
| 157920 GMZL | *Ref.Mchy.* D.F. *Cruiser Stern* | | 1438 936 | Examined L.R.6,40 10,40 | | | 5.40 | | | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| 72112 | **Chilka** Ⓟ | **TwinSc** | 4360 | ✠100A1 | Cal | *y* | CL | 1922 | W.Denny &Bros.Ld. Dumbarton | **BritishIndia SteamNav.Co.Ld.** | 390·0\|52·7\|23·2 F56′*on Shade dk* FK | Glasgow British | 4 Steam Turbines DR geared to 2 Sc Shafts (*r*) | 26 ″ 0 s 4 ″ 6½ | |
| 146280 GDNJ | *ss*Cal.No.3–3,30 *ss*Cal.No.2–39 2*Dks(UStl–ws)* *&Shade dk(Stl–teaks)* | | 3363 2209 | *Shade dk* 3,40 BS3,40 LMC1,39 | | | 5,38 | | | *Lloyd'sA&CP* | *Collision BH to S dk* *CellDB342′752t* *Tanks between tunnels 47′74t Tanks at sides of tunnels 23′68t* | *Cem* 8 „ „ *U* „ | 215lb HS10032 FD 762NHP 3SB&1AuxSB,*11cf*,GS242, W.Denny&Bros.Ld Dmb. | 21 ″ 10 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned for Hull. Equipment. Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines. | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of P.O. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72113<br>137049<br>VGYN | **Chilliwack** (P) (*ex*Ardgarvel)<br>*ss*Vcr.No.3–5,29<br>*Mchy.Aft* *ss*Vcr.No.2–37<br>*Well deck* 1*Dk*(*Stl*)*&Web frames*<br>*Cargo battens not fitted*<br>Wireless | | 834<br>592<br>397<br>872<br>592<br>444 | ✠100A1 (1940 7,39) 10,40<br>BS[illegible] ✠LMC6,37<br>6,40<br>*Fitted for oil fuel* 3,27 | Vcr | *l* | CL<br>7,38<br>*F.P. above* | 1917<br>1mo<br>*Lloyd's* 50° F. | Ferguson Bros.(Port Glasgow) Ld. PortGlasgow<br>*S.&C.P* *Cell* | UnionSteamships, Ld. | 200·2\|30·2\|12·8<br>\|32·6\|<br>Q111'F26' FK<br>*DBf*123'241*tFPT*<br>60*tAPT*49*t* | Vancouver<br>British<br>3*BHCem* | T.3Cy.16″,26″&42″–27″ (*s*)<br>180lb 90RHP<br>1SB,*3cf*,GS60,HS1960<br>FergusonBros.(Port Glasgow)Ld.Pt.Gl. | 15 ″ 0<br>s 4·10½<br>14 ″ 3 | |
| 72114<br>1312<br>CBCH | **Chiloé** (P)<br>*ss*Vpo.2ndNo.3–5,35<br>*ss*Vpo.No.1–38<br>2*Dks*(*Stl–U* ws) | | 1941<br>—<br>1111 | ✠100A1 (1940)<br>BS5,41 ✠LMC<br>MS9,38 | Vpo | *r* | CL<br>9,38<br>N1,41 | 1909<br>11mo<br>*Lloyd's* | A.Rodger &Co.<br>Pt.Glasgow<br>*S.&C.P* *Cell* | CiaChilena de Nav. Interoceanica (H.R.Samsing, *Mgr.*) | 270·0\|37·4\|18·7<br>P29'B88'F41' FK<br>*DBa*54'*uE*28'*f*124'<br>300*tAPT*46*t* | Valparaiso<br>Chilian | T.3Cy.20″,33″&54″–36″ (*s*)<br>180lb 236NHP<br>2SB,*6cf*,GS115,HS4276<br>A.Rodger&Co.Glasgow | 21 ″ 0<br>s 2 ″ 9<br>18 ″ 9 | |
| 72115<br>219919<br>KUPV | **Chiloil** (*ex*Kehuku)<br>*Fitted for oil fuel* 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>GyC. *Longitudinal framing* | | 5228<br>—<br>3203 | | | | | 1920 | Bethlehem S B.Corp.Ld. WlmngtnDel | AmericanTankers Corp.of Delaware | 391·6\|51·2\|28·6<br>P89'B33'F43' | Wilmgton (Del.)<br>Utd.States<br>*WB* | T.3Cy.27″,45″&75″–48″<br>390NHP<br>BethlehemS.B.Corp.Ld. | | R |
| 72116<br>223031<br>KFIW | **Chilore** Twin Sc<br>*Fitted for oil fuel*<br>*Mchy.Aft* 1*Dk*<br>*Longitudinal framing* | | 8310<br>—<br>4565 | | | | | 1922 | Bethlehem S.B.Corp.Ld. AlamedaCal. | OreS.S.Corp. | 549·6\|72·2\|40·5<br>P118'F50' | NewYork<br>Utd. States | 2 Steam Turbines SR geared to 2 Sc. Shafts<br>Bethlehem S.B. Corp. | | R |
| 72117<br>HPGR | **Chiman** (*ex*Diana–39,*ex*Scotia–38,<br>*ex*Ring–37, *ss*Got.4thNo.3–6,35<br>*ex*LordRosebery) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | | *1196*<br>*886*<br>*695* | ✠100A1<br>11,38<br>NB2,09 ✠LMC<br>MS9,34 BS7,37 | Bdx | *n* | OG<br>2,38 | 1888<br>8mo<br>*Lloyd's* | Russell& Co.<br>Pt.Glasgow<br>*S.&C.P* | MargitS.S.Co.Inc. *DBa*56' | 231·3\|33·0\|17·0<br>P135'F31' BK8″<br>*f*84'245*tFPT*44*t* | Panama<br>Pnamanian<br>4*BII*(*Irn*)<br>*Cem* | T.3Cy.17″,28″&45″–36″ (*s*)<br>150lb *80lb* NDB03 115NHP<br>1SB,*3cf*,GS54,HS1710<br>Kincaid&Co.Greenock | 18 ″ 0<br>s 1 ″ 3½<br>17 ″ 4½ | |
| 72118<br>XNCO | **Chin Kiang** (*ex*NgoMei, Twin Sc<br>*ex*KiangKing) | | 1077<br>—<br>565 | | | | | 1920 | Kiangnan Dk&EngWks Shanghai | Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*) | 196·5\|31·0\| 9·6 | Shanghai<br>Chinese | T.6Cy.15″,22″&34″–18″<br>98NHP | | |
| 72119<br>969<br>HPIE | **China** Twin Sc<br>D.F. E.S.D. GyC. *Oil Eng.*<br>*Mchy.Aft* 1*Dk*,2*nd dk clear of cargo*<br>*Cruiser Stern* *tanks*,3*rd dk aft*<br>*Longitudinal framing-bracketless system* | | 10781<br>10212<br>6545 | ✠100A1<br>1,41 L40<br>✠LMC1,38<br>*Carrying Petroleum n bulk* | LAn<br>Sba | *g*† | CL<br>1,41 | 1938<br>1mo<br>*Lloyd's* | Frd.Krupp Germaniawft A.G. Kiel<br>*S.&C.P* *Cell DB* | BalboaTransport Corporation | 513·7\|68·1\|39·4<br>B39'F44' FK<br>*After bridge*58'<br>*DTf*31'89·2*tFPT*2<br>5*tAPT*205*t* | Panama<br>Pnamanian<br>12*BIIptCem*<br>*ptAsp*<br>2DB*200lb*<br>2DB*100lb* | Oil Engines 2S.C.SA<br>12Cy.23⅝″–45½″ 1165NHP<br>Fr KruppGermaniawftAG | 39 ″ 5<br>s 9 ″ 6½<br>30 ″ 2½ | |
| 72120<br>220680<br>KDGW | **China Arrow**<br>~~*ss*Bal.2ndNo.3–8,40~~ ~~nDk.No.2 7,34~~<br>~~2 N.Yk.No.1 37~~<br>*Mchy.Aft* 2*Dks*(*Stl*)*&Shelter dk*(*Stl*)<br>D.F. *&Web frames*<br>*Longitudinal framing* | | 8403<br>7543<br>5228 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~8,40~~ 3,41<br>~~BS4,38~~ ✠LMC~~4,37~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10,20 *F.P. above* | NYk<br>~~1st~~ SFo | *d*†<br>~~N1,36~~<br>~~4,40~~<br>N3,41 | CL<br>1920<br>10mo<br>1 50° F. | Bethlehem S.B.Corp.Ld. Quincy,Mass.<br>A&CP | Socony-Vacuum OilCo.Inc. *CellDBuE&B*80'2 *DTf*40'518*t* | 468·3\|62·7\|32·0<br>*85t*<br>FK<br>*FPT*270*tAPT*131*t* | NewYork<br>Utd.States<br>17*BHptCem*<br>(1 *to Sh dk*<br>10 „ *U* „<br>6 „ 2*nd*„) | Q.4Cy.24″,35″,51″&75″–51″<br>220lb (*r*) 636NHP<br>3SB,*9cf*,HS9315 FD<br>BethlehemS.B.Corp.Ld. | 32 ″ 0<br>s 4 ″ 1½<br>28 ″ 1½ | |
| 72121<br>26215<br>JCJD | **China Maru**<br>*ss*Kob.No.3–11,31<br>*ss*Yka.No.2–39<br>2*Dks*(*Stl*)*&Awng dk*(*Stl*) | | 5870<br>5590<br>4270 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>12,39 ✠LMC11,39 | Yka | *y* | OG<br>3,39 | 1920<br>4mo<br>1 50° F. | Kawasaki Dkyd.Co.Ld. Kobe<br>A&CP | KawasakiKisen K.K.<br>*CellDB*334'1118*t* | 385·0\|51·0\|36·0<br>FK<br>*Collision*<br>*FPT*126*tAPT*93*t* | Kobe<br>Japanese<br>*Cem*<br>*BHtoAwndk*<br>5 „ *U* „ | T.3Cy.26″,43½″&72″–48″ (*s*)<br>200lb 437NHP<br>2SB(Spt)&1AuxSB,*8cf*,<br>GS154,HS5636 FD<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s 9 ″ 1¾<br>27 ″ 1 | |
| 72122<br>—<br>—<br>— | **Chincha**<br>*Oil Eng.*<br>1*Dk*<br>*Mchy.Aft* *Cruiser Stern* | | 784<br>567<br>499 | | | | | 1937 | D.W.Kremer Sohn Elmshorn | Compania Administradora delGuano | 201·7\|31·2\|11·5<br>P56'F39'<br>*WB* | Callao<br>Peruvian | Oil Engines 2S.C.SA<br>6Cy.11 7/16″–19½″ 137NHP<br>SulzerBros.Ld.Winterthur | | G |
| 72123<br>CSAQ | **Chinde** (P) Twin Sc<br>Wireless 1*Dk&Awng dk* | | 1470<br>—<br>910 | ✠ ...<br>9,16 ✠ | | | | 1911<br>11mo | Russell& Co. PortGlasgow | Cia.Nacional de Navegação | 240·0\|33·5\|19·2<br>P40'F43'<br>FK | Lisbon<br>Portugnese<br>*WB* | T.6Cy.12″,20″&32″–27″<br>NB37 144NHP<br>J.G.Kincaid&Co.Ld.Grk. | 21 ″ 6 | |
| 72124<br>148782<br>GJSN | **Chinese Prince** Twin Sc<br>*ss*HKg.No.3–8,38<br>*Oil Eng.*<br>D.F. E.S.D. 3*Dks*<br>*Cruiser Stern*<br>*Tonnage opening closed'37* | | 8593<br>8083<br>5288 | ✠100A1<br>*withfreeboard*<br>~~8,39~~10,40<br>✠LMC CS9,38<br>~~OBS3,36~~ 9,40 8,39<br>*Carrying oil* 1 *F.P. above*<br>*Carrying vegetable oil or Late* | HKg<br>Shl | *d*†<br>~~P3,38~~<br>S1,39<br>P10,40 | CL<br>1926<br>6mo<br>*Lloyd's* | Deutsche Werft A.G. Hamburg<br>*S.&C.P* *Duct* | RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)<br>*keel forward of machinery space* *between dk bulkheads except Coll B dk* 7 *BH to 2nd dk*)<br>*weather*<br>*CellDB*367'1386*tM* | 441·6\|60·3\|29·2<br>39·2<br>F42' FK<br>159'<br>*Ts*73'2571*tF* | London<br>British<br>8*BHptCem*<br>*ptAsp*<br>*FPT*130*tAPT*156*t* | Oil Engines 4S.C.SA<br>16Cy.29½″–47½″ 1313NHP<br>DB*100lb* DB*43lb*<br>AllgemeineElecGes.Berlin<br>*BH dispensedwith Coll BH to*<br>*Ts* 2571*t* | 42 ″ 3<br>s 13·0<br>29 ″ 4½ | |
| 72125<br>XNDS | **Ching Ning** (*ex*ChinNing–34,<br>*ex*Chi-Tung, *ss*N.Yk.2ndNo.3–1,19<br>*ex*Oslo,*ex*Fiol, *ss*Osl.No.1–23<br>*ex*Talisman) 1*Dk*(*Stl*)2*trB&pt Awng dk*(*Irn*) | | 1878<br>—<br>1414 | ✠ ...<br>9,27 ✠ | Bgk | *r* | | 1896<br>3mo | Ropner& Son Stockton | HuaNingSteam-shipCo. *CellDB* | 270·0\|39·5\|14·4<br>P27'Q82'<br>*ptAwng dk* 161' FK<br>*a*94'*uE&B*30'*f*100' | Shanghai<br>Chinese<br>4*BHCem*<br>179*tAPT*34*t* | T.3Cy.19½″,32½″&52½″–36″<br>163NHP<br>2SB,*4rf*,GS60,HS2400<br>Blair&Co.Ld.Stockton | 17 ″ 6 | |
| 72126<br>143<br>SVZA | **Chios**<br>D.F. E.S.D. 1*Dk&Shelter dk*<br>*Cruiser Stern*<br>*Longitudinal framing at Shelter dk* | | *5643*<br>*5239*<br>*3364* | ✠100A1<br>*withfreeboard*<br>7,40~~10,39~~ ✠LMC3,39<br>*Fitted for oil fuel* 3,39 *F.P. above* | Hul<br>Vcr | *b*†<br>N7,40 | CL<br>1939<br>3mo<br>*Lloyd's* 1 50° F. | W.Gray& Co.Ld. WHartlepool<br>*S.&C.P* | LivanosMaritime Co.Ld.(N.G. Livanos,*Mgr.*)<br>*CellDB*378'1303 | 441·0\|57·7\|26·7<br>456·8(O.L.)<br>F48' FK<br>(*Collision*<br>*tFPT*231*tAPT*208 | Chios<br>Greek<br>7*BHCem*<br>*nBH to S dk*<br>6 „ 2*nd* „ )<br>*t* | T.3Cy.24″,40″&68″–48″<br>~~265lb~~ 200lb (*s*) 492NHP<br>3SB(Spt)*9cf*,GS145,<br>HS7020 FD<br>Cen.Mar.E.Wks.<br>(W.Gray&Co.Ld.)W.Hpl | 29 ″ 4<br>s 3 ″ 6¾<br>25 ″ 11¾ | |
| 72127<br>DHDZ | — (*ex*Ceuta)<br>*ss*Ham.No.3–5,21<br>*ss*Bkn.No.1–26<br>*Well deck* 1*Dk* | | 1731<br>1542<br>980 | ✠ ...<br>7,28 | | | | 1912 | Schiffsw. v. Henry Koch Lübeck | Deutsche Levante-LinieHamburg A.G. | 277·7\|39·2\|17·9<br>P&B224'F31'<br>FK | Hamburg<br>German<br>*WB* | T.4Cy.22″,35 7/16″&56½″–33 7/16″ 210NHP<br>OttenserMaschFab.Altona | 20 ″ 0 | G<br>† |
| 72128<br>137<br>SVCK | — (P)<br>(*ex*Arcadia–33, *ss*Dub.No.3–4,04<br>*ex*Sparrow,*ex*Duke of Fife) Wireless *ss*Pir.No.2–13<br>2*Dks*(*UStl–ws*) | | 1121<br>753<br>431 | ✠<br>1,20 ✠ | Pir | *n* | | 1892<br>4mo | AilsaS.B. Co. Troon | HellenicCoast LinesCo.Ld. | 244·0\|31·8\|15·5<br>P59'B88'F59'<br>DS04 BK8″ | Piræus<br>Greek<br>5*BHCem* | T.3Cy.26″,41″&66″–42″<br>332NHP<br>2DB,*12cf*,GS222,HS5741<br>Dunsmuir&Jackson,Gls. | 16 ″ 1 | |
| 72123<br>219833<br>KUML | **Chipana** (*ex*NosaPrince–35,<br>*ex*OklahomaCity) *Fitted for oil fuel*<br>D.F. 1*Dk* | | 3280<br>3005<br>1997 | | | | | 1920 | Mobile S.B.Co. Mobile,Ala. | GraceLine,Inc. | 324·0\|46·2\|25·0<br>P41'B90'F34' | NewYork<br>Utd.States<br>*WB* | T.3Cy.22″,37½″&60″–42″<br>EllicottMachine Corp.Baltimore,Md. 233NHP | | R |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant et plus récent. Lettre d'Appui. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cédé et si cet dans le Lloyd's Dunse, Cert. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72130 LMDH | **Chipka** D.F. E.S.D. *Ref.Mchy.* 2 *Dks* *Cruiser Stern* | 2304 1676 1244 | | | | | 1938 | Neptun-werft Rostock G.m.b.H. Rostock | Soc.Commerciale Bulgare de Nav.a Vapeur | 303·2 \| 43·6 \| 16·4 P24'F27' | | | Varna Bulgarian *WB* | C.4Cy.(2)16½″&(2)35 7/16″–35 7/16″ & LP turbine with DR gearing & hydraulic coupling HS4090 307NHP Neptunwerft Rostock G.m.b.H.Rostock | | G |
| 72131 22G83 KDJS | **Chippewa** *Fitted for oil fuel* 1 *Dk(Stl)* | 2310 1949 1440 | ✠ 6,27 | Qbc | *r* | | 1920 8mo | Detroit S.B.Co. Wyandotte | Standard Dredging Corp. | 251·0 \| 43·6 \| 22·2 P27'B64'F26' FK *Cell DB 204'53t FPT 58t APT 89t* | | | New York Utd. States *4B Hpt Cem* | T.3Cy.20″,38″&54″–40″ 265NHP 2SB,*4cf*,GS88,HS3940 Detroit S.B.Co.Detroit | 24 ″ 2 | R † |
| 72132 204955 WMCC | **Chirikof** Ⓟ (*ex*Lurline) 3Mst *ss*S.Fo.2nd No.3–5,33 *Mchy.Aft* *ss*S.Fo.No.1–37 *Well deck* 2 *Dks(Stl)&Web frames* D.F. *Lower dk(Stl) in fore hold* | 6509 — 4190 | ✠100A1 ~~(100A1 6,39~~ 5,41 ~~BS5,39~~ ✠LMC3,37 ~~BS5,40~~ 5,41 *Fitted for oil* | SFo *fuel* 3,08 | *a*† | CL 3,39 *F.P.a bove* 1 | 1908 3mo | Nwprt News S.B.&D.D.Co. Newprt News A&CP 50°F. | Alaska Packers Association | 412·8 \| 53·1 \| 29·2 P&B324'F43' FK *Cell DB u E&B 63' f 2* | | | S.Frncisco Utd. States *7B H* | T.3Cy.31″,50″&84″–54″ 1801b 640NHP 4SB,*16cf*,GS312,HS10928 Newport News SB&DD.Co *f* 43'1144*t FPT* 79*t APT* 64*t* 86'1353*t DT* | 33 ″ 6 s 8 ″ 1½ 25 ″ 7 | |
| 72133 231468 KDCH | **Chiriqui** Ⓟ Twin Sc *Fitted for oil fuel* *Ref.Mchy.* 4 *Dks* D.F. E.S.D. GyC. | 6963 — 3184 | | | | | 1932 | Nwprt News S.B&D.D.Co. Newprt News | United Mail S.S.Co. (United Fruit Co. *Mgrs.*) | 415·4 \| 60·2 \| 24·0 P36'B&F348' | | | New York Utd. States *WB* | 2 Steam Turbines connect'd to Electric Motor & Sc Shafts General Electric Co. Schenectady,N.Y. | | R |
| 72134 — | — *Oil Eng.* *Ref.Mchy.* *Mchy.Aft* 1 *Dk* Wireless *Cruiser Stern* | 360 230 139 | ✠100A1 9,39 ✠LMC12,36 ✠LMC(M)2,39 ~~✠Lloyd'sRMC12,39~~ ~~for temp. 37° F.~~ | Crs | *f* | CL ~~2,60~~ 1,41 | 1936 12mo | Oskrshmns Varv.A/B Oskarshamn *Lloyd's A&CP* | Elliot Shipping & Land Co.Inc. (Hans Elliot, *Mgr.*) | 140·5 \| 26·5 \| 8·8 F22' FK *Cell DB 88'71t FPT 36t* | | | Panama Pnamanian 3 *BH* | Oil Engines 2S.C.SA 5Cy.13⅜″–22 7/16″ 157NHP *APTs* 15*t* Atlas-Diesel A/B,Skm. | 11 ″ 0 s 1 ″ 2⅜ 10 ″ 1½ | |
| 72135 | **Chirripo** (*ex*Wesermünde–40, *ex*Chirripo–36) *Ref.Mchy.* Sub.Sig. D.F. 2 *Dks*&2*pt dks* | 5356 4676 3231 | | | | | 1920 | Workman Clark&Co.Ld Belfast | Mayan S.S.Corp. (United Fruit Co. *Mgrs.*) | 399·4 \| 51·3 \| 30·0 P42'B155'F41' | | | Tela Honduran *WB* | T.3Cy.27½″,46½″&78″–54″ 447NHP Wrkman,Clark&Co.Ld.Bel | | C |
| 72136 1759 IBRI | **Chisone** (*ex*Valtellina, *ex*Bagnoli I.) *Oil Eng.* *ss*Gen.No.1–28 *Mchy.Aft* 1 *Dk&Awng dk* D.F. 3*rd dk in No.1 hold* | 6168 5826 3692 | ✠ ... 4,30 ✠NE2,28 | | | | 1922 3mo | Cant.Nav. "Ilva" Naples | Soc.Commerciale di Nav. | 394·3 \| 51·7 \| 34·8 378·0 FK *WB* | | | Genoa Italian | Oil Engines 2S.C.SA 4Cy.29½″–49 3/16″ 610NHP Fiat S.G.M.Turin | 37 ″ 9 | I † |
| 72137 146861 GLKN | **Chitral** Ⓟ Twin Sc D.F. 3 *Dks(Stl) Wthr dk (pt teak s)* *Ref.Mchy.* 4*th dk(Stl) in forward holds* *Fitted for oil fuel* *Cruiser Stern* | 15346 12305 8757 | ✠ 4,29 ✠Lloyd'sRMC5,39 | Lon | | | 1925 6mo | A.Stephen &Sons,Ld. Glasgow | Peninsular& Oriental Stm.Nav. Co. | 526·3 \| 70·3 \| 42·3 B255'F89' FK *Cell DB 456'1752t Tanks at sides of Tunnels 302t FPT 17 7t APT 121t* | | | Glasgow British *9 B Hpt Cem Coll BH to W dk* | Q8Cy29½″42½″60¾″&87″–54″ &L.P.Turbines 2075NHP 3D&4SB,*40cf*,GS715, HS29376 A.Stephen&Sons,Ld.Gls. | 45 ″ 11 | BT till 5,40 |
| 72138 SVJU | **Chloe** (*ex*Rio Diamante–33) *ss*Sba.No.3-3,41 ~~*ss*Ant.No.2–37~~ 1 *Dk(Stl)&Shelter dk(Stl)&Web frames* *Corrugated sides* | *4641* *4324* *2815* | *✠100A1 with freeboard* 3,41 ~~3,40~~ BS ~~10,30~~ ✠LMC ~~10,36~~ 11,40 MS9,40 | PNl Sba | *z* | CL 3,40 | 1928 5mo *Lloyd's A&CP* | W.Gray& Co.Ld. W Hartlepool | N.D.Lykiardopulo | 400·0 \| 56·2 \| 24·9 FK *Cell DB 347'1501t* | | | Argostoli Greek *6 B HCem Coll to Sh dk* 5 „ 2*nd* „ | Q4Cy20″,28½″,41½″&61″–48″ 2601b (*s*) 394NHP 3SB(Spt).*9cf*,GS142, HS5259 FD Cen.Mar.Eng.Wks.WHpl. | 28 ″ 1 s 3 ″ 1½ 25 ″ 2¾ | |
| 72139 129113 MDJG | **Chloris** (*ex*Corncrake–37) *ss*Lon.2nd No.3–3,36 1 *Dk(Stl)&Shelter dk(pt Stl–ws)* *Mchy.Aft* *Lower dk in No.1 hold* Wireless D.F. | 1180 860 516 | *✠100A1 Shelter dk with freeboard.* ~~Lxt~~ 3,41 BS5,40 ✠LMC3,36 | ~~Liv~~ Hpl | *p* | CL 1,39 | 1910 7mo *Lloyd's A&CP* | Ailsa S.B. Co.Ld. Troon | Moss Hutchison Line,Ld. | 240·1 \| 35·2 \| 14·2 BK 7½ *Cell DB 144' 208t FPT 22t* | | | Liverpool British *4 BH Cem* | T.3Cy.22″,35″&59″–39″ (*s*) 1701b *50lb* 251NHP 2SB,*6cf*,GS116,HS4180 Ailsa S.B.Co.Ld.Troon | 16 ″ 6 s ″ 2 16 ″ 11½ | |
| 72140 216707 KLET | **Choctaw** *Oil Eng.* *Mchy.Aft* 1 *Dk* *Carrying Petroleum in bulk* | 350 — 269 | | | | | 1918 | Merrill-Stevens S.B. Corp. Jacksonville,Fla. | Gulf Oil Corporation | 145·0 \| 23·3 \| 12·0 | | | Phildlphia Utd. States | Oil Engines 4S.C.SA 6Cy. Standard Motor Co. Jersey City,N.J. | | |
| 72141 156133 | **Cholet** (*ex*Sailing Vessel) Twin Sc *Oil Eng.* *Carrying Petroleum in bulk* 1 *Dk* | 759 679 540 | | | | | 1917 | E.Finch& Co.Ld. Chepstow | Trinidad Leaseholds,Ld. | 180·1 \| 30·9 \| 13·0 | | | Kingstn Ja British *WB* | Oil Engines 2S.C.SA 6Cy. Kromhout Motorenfb.Ams | | V |
| 72142 1303 CBCL | **Chollin** (*ex*Este–37, *ex*Tabakhandel, *ex*Venetier, *ex*Lake Forest) *ss*Б.As.No.3–3,80 *ss*Vpo.No.2–38 Wireless 1 *Dk(Stl)* | 2033 — 1402 | ✠100A1 8,39 ~~BS5,39~~ ✠LMC8,38 9,40 | Vpo | *r* | CL 9,38 | 1917 11mo | Detroit S.B.Co. Wyandotte A&CP | Cia.Carbonifera y de Fundicion Schwager | 251·0 \| 43·8 \| 18·5 P25'B64'F23' FK *Cell DB 208'538t FPT 55t APT 69t* | | | Vlparaiso Chilian *4 BH Cem* | T.3Cy.20″,33″&54″–40″ (*s*) 1801b 274NHP 2SB,*6cf*,GS126,HS5246 Detroit S.B.Co.Detroit | 20 ″ 0 | |
| 72143 233737 WLFZ | **Choluteca** Ⓟ Twin Sc *ss*N.Os.No.3–9,33 *ss*N.Os.No.1–38 1 *Dk(Stl)&Shelter dk(Stl–ws)* | 2493 2213 1536 | ✠100A1 *Shelter dk with freeboard* 1,41 ~~2,30~~ BS1,41 ~~BS3,40~~ ✠LMC2,38 *Fitted for oil fuel* 3,21 | NOs | *s* | CL ~~2,38~~ 1,41 *F.P. above* 1 | 1921 3mo | Newburgh Shipyard.Inc. Newburgh, N.Y. A&CP 50° F. | United Fruit S.S. Corp.(United Fruit Co. *Mgrs.*) | 301·3 \| 42·3 \| 22·6 FK *Cell DB 256'391t* | | | New York Utd. States *Asp 3 B H to Sh dk* 2 „ „ *U* „ | T.6Cy.18″,30″&48 3/8″–33″(*s*) 1851b 492NHP 3SB.*9cf*,GS173,HS8280 FD Vulcan Iron Works, Jersey City,N.J | 25 ″ 0 s 8 ″ 9½ 16 ″ 7 | |
| 72144 150593 VGDF | **Chomedy** Ⓟ (*ex*Canadian Pathfinder–32, *ex*Canadian Freighter) *Fitted for oil fuel* 2 *Dks* *Ref.Mchy.* D.F. | 6136 4895 3828 | | | | | 1921 | J.Coughlan&Sons,Ld. Vancvr.B.C. | Canadian Pathfinder,Ld.(Canadian National Steamships, *Mgrs.*) | 400·0 \| 52·4 \| 28·7 P49'B113'F40' | | | Vancouver British *WB* | T.3Cy.27″,44″&73″–48″ 370NHP John Inglis Co.Toronto | | C |
| 72145 XNPL | **Chonglee** (*ex*Chosei Maru, *ex*Phan-Samud, *ex*Pitsanulok) 2 *Dks* | 2080 1865 1249 | | | | | 1901 | G.Seebeck Act.Ges. Bremerhaven | Ching Kee S.N.Co. Ld. | 290·0 \| 39·0 \| 22·3 P13'B82'H31'F43' | | | Shanghai Chinese | T.3Cy.20½″,34½″&55½″–35 5/16″ 180NHP G.Seebeck A.G.Bremerhvn | | |
| 72146 PIHZ | **Chorzow** (*ex*Helga) 1 *Dk* | 845 722 489 | | | | | 1921 | N.V.Werf Zeeland Hansweert | Zegluga Polska S.A.(Polish S.S. Agency,Ld. *Mgrs.*) | 212·9 \| 31·4 \| 13·2 P30'B60'F23' | | | Gdynia Polish *WB* | T3Cy14⅜″,22 1/16″&35 1/16″–28⅜″ 60NHP Mach.Delftshaven,Rot. | | V |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. | 3 No. of Decks, &c | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Register in which classed, if not in L.R. Dated Bo.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72147 | **Choukotka** (*ex*CharlesBrower, *ex*CarolynFrancis) Wireless | Wood Aux 3 Mst *ss*S.Fo.–22 *Oil Eng* 1 *Dk* *Salted & specially treated* (*See Sailing Ship Register*) | 569 415 325 | ✠ ... 3,25 ✠NE10,20✠ | | | | 1918 2mo | Barnes& Tibbitts Alameda,Cal. | U.S.S.R. | 146·0 P40′ | 38·0 F34′ | 13·7 | Vladvostk Russian | Oil Engines 4S.C.SA 6Cy.12″–18″ NE20 DB18 84NHP McIntosh&Seymour Corp.Auburn,N.Y. | 14 ″ 6 | |
| 72148 173233 YCWS | **Chr. J. Kampmann** D.F. | 1 *Dk* | 2260 2019 1333 | | | | | 1924 | Kjöbnhvns Flydk &Skbs. Copenhagen | CanadianGovernment(Canadian GovernmentMerchantMarine,Ltd.) (CanadianNational SteamShips,*Mgrs*) | 305·6 P23′B180′F35′ | 45·4 | 18·6 | Montreal British *WB* | T.3Cy.22½″,35½″&58½″–36″ 206NHP Kjbnhavns Flydk.& Skbsv. | | C |
| 72149 LCGH | **Chr. Knudsen** D.F. | Twin Sc *Oil Eng.* 1 *Dk* | 4904 4428 2939 | | | | | 1925 | Akt.Burmeistr& Wain Copenhagen | A/S Borgestad | 381·2 P382*t* | 54·7 H222*t* | 25·9 F8*t* | Porsgrunn Norwegian *WB* | Oil Engines 4S.C.SA 12Cy.19⅝″–35⅝″ 446NHP Burmeister&Wain,Cpn. | | N |
| 72150 OZAE | **Chr. Sass** D.F. | Twin Sc *Oil Eng.* *ss*Cpn.No.1–35 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) | 3812 3510 2319 | ✠100A1 *with freeboard* 7,38 ✠LMC CS11,35 DBS7,39 6,38 Surveys delayed | Cpn | *y* | CL P7,39 SN 12,39 | 1931 1mo *Lloyd's* | Akt.Burmeistr& Wain Copenhagen | D/S A/S Myren (Holm&Wonsild, *Mgrs.*) *Cell DB* 319′1002*t* | 365·5 F34′ FK | 53·6 *FPT* 98*t* | 23·3 *APT* 118*t* | Copnhagn Danish 6 *BH* (*Coll to Sh dk* 5 „ 2*nd*„) | Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ DB *100lb* 541NHP Akt.Burmeistr&Wain,Cpn | 25 ″ 6 s 2 ″ 3½ 23 ″ 3½ | |
| 72151 LDNN | **Chr. Th. Boe** *Mchy.Aft* D.F. *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk* | Twin Sc *Oil Eng.* | 6192 5545 3670 | | | | | 1930 | Akt.Götaverken Gothenburg | Skibs.A/S Truma (OlafBoe, *Mgr.*) | 408·3 P97′F39′ | 55·3 | 32·3 | Arendal Norwegian *WB* | Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 540NHP Akt.Götaverken, Gothenburg | | N |
| 72152 DOMP | **Christel Vinnen** (*ex*Aux.5Mst.Schooner–34) *Mchy.Aft* Sub.Sig. D.F. | *Oil Eng.* 2 *Dks* | 1874 1542 1313 | | | | | 1922 | Frd.Krupp Act.Ges. Kiel | F.A.Vinnen (F.A.Vinnen&Co., *Mgrs.*) | 256·3 Q101′F55′ | 44·4 | 19·0 | Bremen German *WB* | Oil Engines 4S.C.SA 6Cy.18⅛″–30½″ 190NHP NE34 Frd.KruppA.G Kiel | | G |
| 72153 PDKD | **Christiaan Huygens** (P) D.F. *Ref.Mchy.* *Cruiser Stern* | Twin Sc *Oil Eng.* 3 *Dks* | 16287 10677 9756 | | | | | 1927 | Nederl. Schps.Maats. Amsterdam | N.V.Stoomv. Maats.Nederland | 551·4 P62′B379′F87′ | 68·8 | 36·2 | ~~Amsterdam~~ ~~Dutch~~ Batavia *WB* Dutch | Oil Engines 2S.C.SA 20Cy.26¾″–47¼″ 2490NHP SulzerBros.Winterthur | | V |
| 72154 OXCS | **Christian IX.** (P) Wireless D.F. | Twin Sc (*Ferry*) 1 *Dk*&*Span dk* | 1590 1395 628 | | | | | 1908 | Akt.Burmeistr& Wain Copenhagen | DeDanskeStatsbaner | 290·0 | 48·6 | 17·2 | Korsör Danish *WB* | T.6Cy.17″,28″&45″–24″ 198NHP Akt.Burmeistr&Wain,Cpn | | |
| 72155 ~~OXIB~~ VSJG | **Christian Holm** (*ex*Christian) D.F. *Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames* *Cruiser Stern* *Longitudinal framing–bracketless system* | Twin Sc *Oil Eng.* *ss*Shl.No.2–36 | 9119 171462 8441 5605 | ✠100A1 ~~Shl~~ *d*† Examined6,41 Avn ✠LMC CS11,39 DBS~~14,39~~ 4,41 12,37 11,39 *Carrying Petroleum in bulk* ~~Surveys delayed~~ | | | CL 11,39 | 1927 8mo *Lloyd's* | Akt.Burmeistr& Wain Copenhagen | Ministry of Shipping(Anglo-American Oil Co. Ld. *Mgrs.*) *Cell DB* *uE* 71′310*t* *DT* | 471·1 488·5(O.L.) P121′B30′F38′ FK *f* 43′600*t* | 64·3 *FPT* 250*t* | 33·2 16 *BHpt Cem* 4 „ *to* 2*nd dk* *APT* 165*t* | Trinidad, B.W.I. British 2 *DB 180lb* Akt.Burmeistr&Wain,Cpn | Oil Engines 4S.C.SA 12Cy.23¼″–47½″ 622NHP s 7 ″ 5½ | 35 ″ 0 ~~s 7 ″ 5½~~ ~~27 ″ 10~~ s 7 ″ 5½ 27 ″ 10 |
| 72156 LCGI | **Christian Krohg** | 1 *Dk* | 1992 1729 1134 | | | | | 1917 | A.F.Smulders Schiedam | ÖrvigsDampskibsselskA/S (A.M.Wik, *Mgr.*) | 269·2 P28′B74′F28′ | 42·2 | 18·0 | Bergen Norwegian *WB* | T.3Cy.20″,32″&52″–39″ 169NHP A.F.Smulders,Schiedam | | N |
| 72157 LJLM | **Christian Radich** (*Training Ship*) Wireless E.S.D. *Mchy.Aft* 2 *Dks* (*See Sailing Ship Register*) | Aux S *Oil Eng.* | 676 547 208 | | | | | 1937 | Framnæs Mek.Værks. A/S Sandefjord | OsloSkoleskib | 192·1 P53′F33′ | 32·0 | 16·0 | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 4Cy.11″–16⅛″ 47NHP Deutsche Werke A.G.Ham. | | N |
| 72158 DHEA | **Christian Russ** Wireless | 1 *Dk* | 975 743 547 | | | | | 1907 | Stettiner Oderwerke Stettin | ErnstRuss | 211·0 Q75′B54′F25′ | 33·0 | 13·3 | Hamburg German *WB* | T.3Cy.16″,25″&41″–30″ 92NHP StettinerOderwerke | | G |
| 72159 LDCQ | **Christiania** (P) | 1 *Dk*&*Awng dk3trB* | 727 632 376 | | | | | 1895 | Helsingörs Jernsk&Msk. Elsinore | DetStavangerske Dampskibsselskab | 180·5 H77*t* | 27·4 | 12·7 19·8 | Stavanger Norwegian *WB* | T.3Cy.18½″,28″&47″–27″ 115NHP HelsingörsJernsk.&Mskb | | N |
| 72160 14466] GDKW | **Christine Marie** (*ex*Hesperia–38, *ex*Patria) D.F. | *ss*Gls.No.3–1,34 *ss*Bkn.No.1–38 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) 2nd *dk*(*Stl*) *in fore hold* | 3895 3570 2380 | 100A1 *Shelter dk* *with freeboard* ~~8,40~~ ~~11,39~~ 5,41 BS ~~11,39~~ 11,40 LMC3,38 | Lon Bry Gls | *x* | CL 11,39 | 1919 | Flensburgr Schiffsb.Ges. Flensburg | EuxineShipping Co.Ld. *Cell DB* 346′1140*t* | 384·5 399·5(O.L.) FK *Collision* | 52·0 *FPT* 40*t* | 22·5 *APT* 47*t* | Liverpool British *Cem* *BH to Sh dk* 5 „ „ *U* „ HS7537 | T.3Cy.28¾″,46⅞″&76″–48″ (*s*) 185lb 530NHP 3SB,9*cf*,Gs165, FD Flensburger Schiffsb.Ges. | 24 ″ 9 s 2 ″ 0½ 22 ″ 11 | |
| 72161 111 SVUA | **Christos Markettos** (*ex*QueenMaud–36, *ex*Evangelos) | *ss*Gls.No.3–9,33 *ss*Pir.No.1–39 2 *Dks*(*Stl*) | *5209* *4758* *3135* | ✠100A1 5,40 ~~10,39~~ ✠LMC6,39 BS8,40 | Sws Shi | *y* | CL ~~N10,38~~ 5,40 | 1919 9mo *Lloyd* | Taikoo Dkyd.&E.Co. (H.Kg.)Ld. HongKong | MarkettosS.S.Co. Ld.(C.Markettos, *Mgr.*) *Cell DB* | 400·2 P49′B113′F40′ FK 344′ 1108*t* | 52·3 *FPT* 123*t* | 28·5 *APT* 175*t* | Argostoli Greek 7 *BH Cem* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,Gs190,HS7668 FD Taikoo Dkyd.&Eng.Co.Ld. | 31 ″ 0 ~~s 5 ″ 11¾~~ 25 ″ 3 | |
| 72162 227520 WRBM | **Christy Payne** (*ex*Calgarolite) *Mchy.Aft* 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) GyC. D.F. | *ss*Bal.No.3–6,33 *ss*Gal.No.1–37 &*Web frames* *Longitudinal framing* | 8156 6238 5083 | ✠100A1 *Shelter dk* *with freeboard* ~~Cpt 10,40~~ 4,41 BS ~~6,39~~ ✠LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,21 | NYk Gal | *c*† | CL ~~s 7,37~~ N9,40 | 1921 5mo *above* 1 | GMStandiferConstCorp Vancouver, Wash. A&CP | StandardOilCo.of NewJersey *Cell DB u E&* 50° F. *B&bunker* 86′ 280*t* *dk tanks a* 9′67*t* | 463·3 FK | 60·2 *DT f* 50′335*t* *FPT* 179*t* | 36·6 *tween* *APT* 103*t* | Wilmgton (Del.) Utd.States 18 *BHpt Cem* (3 *to Sh dk* 11 „ *U* „ 4 „ 2*nd*„) | Q.4Cy.24″,35″,51″&75″–51″ 220lb (*r*) 581NHP 3SB,9*cf*, HS8086 FD Llewellyn Iron Works, Los Angeles,Cal. | 37 ″ 3 s 10 ″ 3½ 27 ″ 3 | |
| 72163 SPEG | **Chrobry** (P) D.F. E.S.D. GyC. *Ref.Mchy.* | Twin Sc *Oil Eng* 3 *Dks*&*Shade dk* *Cruiser Stern* | 11442 8991 7106 | ✠100A1 *with freeboard* 7,39 ✠LMC7,39 ✠Lloyd'sRMC3,40 | Nkv | *f*† 2¼ | CL | 1939 7mo *Lloyd's* | Nakskov Skibs.A/S Nakskov *Cell DB* | Gdynia-America ShippingLines,Ld. | 477·9 505·9(O.L.) F*on Shade dk* 65′ FK | 66·7 423′ 1575*t* *DT f* 34′9 | 32·8 20*t* *DT s* a 675*t* *FPT* 3 | Gdynia Polish 8 *BHpt Cem* 9*t* *APT* 101*t* | Oil Engines 2S.C.DA 16Cy.17⅛″–47¼″ 1716NHP DB *100lb* Akt.Burmeistr&Wain,Cpn | 36 ″ 3 s 10 ″ 3½ 26 ″ 1½ | |
| 72164 304 SZNG | **Chryssoroi** (*ex*SantaTereja) | *Oil Eng.* *Carrying Petroleum in bulk* | 379 — 233 | | | | | 1892 | ..... Utrecht | Vayannis& Cairactides | 154·0 len 36 | 23·1 | 13·9 | Piræus Greek | Oil Engines 2S.C.SA 6Cy.8⅝″–14½″ 80NHP *Emade–fitted* 36 Akt.Burmeistr&Wain,Cpn | | |
| 72165 | **Chuanchiu** | | 492 — 246 | | | | | 1892 | ..... United States | ChiangTehSeng | 164·5 | 23·4 | 13·6 | Amoy Chinese | C. | | |

| 1 Numéro d'Ordre — Numéro officiel | 2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel — Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés à la Cote. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Ports. Lettre où sont, si non est dans le L. d. l'entrée. Cert. R. à Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72166 154018 | **Chuen Chow** Ⓟ | **TwinSc** | 1088 425 670 | ✠100A1 | Bry | *a*† | CL | 1928 | Kwong FookCheong HongKong | ChuenOnSteam BoatCo.Ld. | 177·8 | 33·1 | 9·9 | Hong Kong British *WB* | T.6Cy.11″,19″&30″–21″ Kwong 96RHP FookCheong,H.Kg. | | |
| 72167 159182 VRBN | **Chuen Hing** 1*Dk* ~~2*Dks*~~ | **TwinScComp** | 504 283 ~~292~~ | | | | | 1937 | Kwong CheungHing HongKong | LawMan | 145·2 | 27·8 | 9·4 | HongKong British | C.4Cy.11″&22″–16″ *Emade—fitted*37 36RHP KwongSzeSang,H.Kg. | | |
| 72168 16644 GJGM | **Chulmleigh** D.F. 1*Dk*&*Shelter dk* *CruiserStern* | | 5445 4987 3202 | ✠100A1 *withfreeboard* ~~Sept 40~~ 3,41 | Bry ~~Sun~~ ✠LMC5,38 | *a*† Nwc | CL | 1938 5mo | W.Pickersgill&Sons,Ld Sunderland *Lloyd's*A&CP | AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*) | 430·1 447·2(O.L.) F38′ *CellDB*378′1206*t* | 56·2 FK | 26·8 *FPT* | London British *7BHCem* *Coll to Sh dk* 6 ,, *2nd* ,, *APT*288*t* | T.3Cy.24″,40″&69″–48″ (*s*) 220lb FD 502NHP 2SB(Spt)&1AuxSB,*9cf*, GS165,HS7225 Richardsons,Westgarth& Co.Ld.Hpl. | 29 ″ 4 s 3 ″ 9½ 25 ″ 9 | |
| 72169 XNBO | **Chun Lee** Wireless 2*Dks* | | 1176 — 665 | | | | | 1919 | Matsuo Irn Wrks&Dkyd Nagasaki | ChingKeeS.N.Co. Ld. | 200·0 P20′B53′F25′ | 33·0 | 20·0 *WB* | Chefoo Chinese | T.3Cy.14½″,24½″&40″–30″ 88NHP MatsuoIrn.Wrks.&Dkyd. | | |
| 72170 XNBS | **Chung Hwah** (*ex*HwahJah, *ex*China) 1*Dk*(*Stl*)&*Spar dk*(*Stl-ptws*)3*trB* | *ss*Tri.No.3–5,14 *ss*Shi.No.1–17 | 6021 5300 3858 | ✠ 4,23 ✠ | HKg | *z* | | 1900 4mo | Wigham Richrdsn&Co Ld Newcastle | HaiWaiTrading S.S.Co.Ld. *CellDBa* 133′ *uE*38′ | 417·0 P40′B120′F48′ *f*175′1125*t* | 52·6 FK | 28·5 20·3 *APT*50*t* | Chefoo Chinese *6BHCem* | Q.4Cy.24″,34″,51″&74″–54″ 495NHP 3SB,*9cf*,GS159,HS6309 FD WghmRchrdsn&C.Ld.Nwc | 31 ″ 4 | C † |
| 72171 116036 | **Chung On** Ⓟ (*ex*LinTan) 1*Dk*&*Shade dk* | **TwinSc** | 968 727 727 | | | | | 1904 | Hong K'ng &Whampoa Dock Co.Ld. HongKong | LauWaPing | 175·0 | 32·0 | 8·6 | HongKong British | C.4Cy.14″&33″–18″ 86RHP HongKong&Whampoa Dock Co.Ld.HongKong | | |
| 72172 XNBD | **Chung Woo** (*ex*Pentaff,*ex*Jenny) *ss*Bry.No.3–12,20 *ss*Cif.No.1–24 1*Dk*&*deep framing* | | 2032 — 1234 | ✠ ... 10,27 ✠ | | | | 1904 6mo | Craig, Taylor&Co. Stockton | HwaTungS.S.Co. Ld. | 279·3 P26′B72′F28′ | 38·3 FK | 18·4 *WB* | Shanghai Chinese | T.3Cy.18¾″,30½″&50½″–32½″ 167NHP N.E.MarineEng.Co.Ld.Sld | 20 ″ 7 | |
| 72173 | **Chungchow** (*ex*Skule,*ex*Bygdö) 1*Dk* | | 1333 — 803 | | | | | 1906 | Akers Mek.Værks. Oslo | ChinaUnitedNav. Co.Ld.(N.Tsu, *Mgr.*) | 235·4 P28*t*H52*t*F27*t* | 35·2 | 14·8 *WB* | Shanghai Chinese | T.3Cy.16½″,27″&44″–33″ 111NHP Akers.Mek.Værks,Oslo | | |
| 72174 137671 GMPV | **Chungking** 1*Dk* | | 2171 1967 1311 | | | | | 1914 | TaikooDkyd&EngCo.of HongK'ngLd HongKong | ChinaNav.Co.Ld. | 285·0 | 44·1 | 19·1 *WB* | London British | T.3Cy.19″,31″&53″–36″ 169NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld. | | |
| 72175 146187 GFRB | **Churruca** *ss*Gls.No.3–10,33 *ss*Mlt.No.1–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 1847 1548 893 | ✠100A1 *Shelter dk* *withfreeboard* 10,39 ✠LMC MS4,38 BS~~11,39~~12,40 | Alx | *r* | CL 4,37 | 1921 9mo *Lloyd's* | H.&C. Grayson,Ld. Liverpool *sA&CP* | MacAndrews& Co.Ld. *CellDB*222′414*t* | 264·8 FK *Collision* *FPT*63*t* | 41·2 | 18·8 *BHtoShdl* *APT*18*t* | London British *ptCem* 3 ,, ,, *U* ,, | T.3Cy.21″,34″&56″–36″ (*s*) 180lb 252NHP 2SB,*6cf*,GS118,HS4550 MacKie&Baxter,Ld.Gls. | 21 ″ 0 s ″10½ 20 ″ 3½ | |
| 72176 — | **Iron** Wireless *ss*Liv.No.3–3,9( *ss*Man.No.1–95 2*Dks*(1*Irn*) | | 788 582 404 | *Fitted for oil fuel* 11,21 ✠ 3,97 ✠NE&B90✠ | Man | *j* | *F.P. above* 1 | 1878 11mo | A.Leslie &Co. Newcastle | UnitedNavigation Inc. | 190·0 ND90 | 26·2 BK7½ | 16·0 4*BHCem* *WB* | Manila Utd.States | T.3Cy.18″,29″&46″–30″ NDB90 128NHP 1SB.*4rf*,GS66,HS2090 D.Rollo&Sons.Liverpool | | |
| 72177 — | (*ex*Audaz–36, *ex*Cautin) *Fitted for oil fuel* 2*Dks* | | 711 — 428 | | | | | 1892 | J.Reid& Co.Ld. Glasgow | FelipeGarcia | 165·5 | 29·1 | 16·5 | Callao Peruvian | T.3Cy.14″,23″&37″–27″ 71NHP Kincaid&Co.Ld.Grk. | | |
| 72178 PUMB | **Chuy** (*ex*Arana) *ss*Lon.No.3–8,32 *ss*Rio.No.2–39 *CruiserStern* 2*Dks*(*Stl*) | | *2504* *2272* *1457* BS~~5,41~~ | ✠100A1 10,39 ✠LMC10,39 | Rio | *t* | CL 10,39 | 1919 12mo *Lloyd's* | A.&J. Inglis,Ld. Glasgow *sA&CP* | Cia.Carbonifera Rio-Grandense *CellDB* | 303·4 P33′B81′F32′ 260′661*t* | 43·0 FK *FPT* 69*t* | 20·7 *BHptCem* *APT*180*t* | R.Janeiro Brazilian | T.3Cy.22″,36″&59″–39″ (*s*) 180lb 265NHP 2SB.*6cf*,GS124,HS4500 A.&J.Inglis,Ld.Glasgow | 23 ″ 0 | |
| 72179 EAHZ | **Ciaño** (*ex*Vircov–39,*ex*Ciaño–37, *ex*Vicen–34, *ex*PuraRasilla, *ex*Craonne, *ex*Turnwell, *ex*QueenAlexandra) | *ss*Bbo.3rdNo.3–7,34 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*Web frames* | 4264 4132 2778 | ✠ 6,40 *Spar dk* ~~Sept 40~~ ✠LMC ~~BS5,37~~ ~~MS11,37~~ | Bbo | *x* | CL 9,37 | 1901 7mo | Nthmblnd S.B.Co.Ld. Newcastle A&CP | Soc.Metalurgica Duro-Felguera *CellDBa*&*u* | 360·0 P32′B90′F33′ *E*138′*f*154′757*t* | 48·0 FK *AP* | 20·2 28·1 *T*65*t* | Gijon Spanish 6*BHCem* | T.3Cy.24½″,40″&68″–48″ (*s*) 180lb 356NHP 3SB,*9cf*,GS174,HS5630 N.E.Marine EngCoLd.Nwc | 30 ″ 10 ~~s 5 ″ 11~~ ~~26 ″ 11~~ | |
| 72180 146566 GJMF | **Cid** D.F. | *ss*Ham.No.3–7,34 *ss*Ant.No.1–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 1847 1548 893 | ✠100A1 *Shelter dk* *withfreeboard* 11,39 ~~15,39~~ ✠LMC12,38 *Fitted for oil fuel* 5,22 | Suz | *r* | CL 12,38 *F.P. above* 1 | 1922 4mo *Lloyd's* | H.&C. Grayson,Ld. Garston *sA&CP* *CellDB* | MacAndrews&Co. Ld. *a*&*uE*94′ *f*96′ 365*t* | 264·8 FK *Collision* *FPT*63*t* | 41·2 | 18·8 *BHtoShdk* *APT*18*t* | London British *ptCem* 3 ,, ,, *U* ,, | T.3Cy.21″,34″&56″–36″ (*s* 180lb ~~100lb~~ 252NHP 2SB,*6cf*,GS130,HS4558 D.Rollo&Sons,Ld.Liv. | 21 ″ 0 s ″10½ 20 ″ 3½ | |
| 72181 | **Cidade do Pará** | | 363 — 263 | | | | | 1889 | ..... England | HigsonBrooks &Cia. | 193·5 | 29·2 | 13·8 | Para Brazilian | | | |
| 72182 TCAU | **Cide** (*ex*Tekirda,*ex*Gazanfer, *ex*L'Ailette,*ex*Sophia,*ex*Jakobstad) | **Iron** 2*Dks* | 428 — 198 | | | | | 1876 | Bergsunds M.V.Aktieb Stockholm | Mahmud ve Esref | 174·4 | 25·7 | | Istanbul Turkish *WB* | C.2Cy.19¾″&38″–26½″ NB91 62NHP Bergsunds M.V.Aktb.Skm | | |
| Now "Mascot", see No. 89094 in Supplement | | Fitted for oil fuel | 1033 — 582 | | | | | 1919 | Atel.&Ch. de la Loire St.Nazaire | EmpresaNaviera deCubaS.A. | 216·6 | 34·2 | 13·1 *WB* | Havana Cuban | C.4Cy.16″&30″–19½″ Ch.&At.de 66NHP Penhoët,St.Nazaire | | |
| 72184 SPAL | **Cieszyn** Wireless D.F. *CruiserStern* | *ss*Lth.No.2–40 1*Dk*(*Stl*)2*nd dk*(*Stl*) in*Nos.1&2holds* *Strengthened for Navigation in Ice* | 1386 1096 734 | ✠100A1 *withfreeboard* 2,41 ~~4,40~~ ✠LMC BS~~4,40~~ MS4,40 2,41 | Lth Lon | *o* | CL 3,40 | 1932 2mo *Lloyd* | Nakskov Skibs.A/S Nakskov *sA&CP* | ZeglugaPolska S.A.(PolishS.S. Agency,Ld. *Mgrs.*) *CellDB*196′3 | 232·5 P28′B60′F23′ 32*t*Tank in way of | 35·8 FK tunnels 27*t* | 17·9 *FPT*21*t* | Gdynia Polish 4*BHCem* *APT*33*t* | C.4Cy.(2)16 7/16″&(2)35 7/16″–35 7/16″ 206lb (*s*) 218NHP 2SB(Spt),*4cf*,GS75,HS3122 A.Borsig,G.m.b.H. Berlin-Tegel | 20 ″ 4 s 4 ″ 6 15 ″ 10½ | |
| 72185 2091 IINF | **Cigno** Ⓟ (*ex*Sagitta–37, *ex*Yacht–36, *ex*Arrow, *ex*Sagitta) | **Iron&SteelSr** *ss*Gen.3rdNo.3–11,26 *ss*Nap.No.1–31 AnnualSurveyGen.7,84 2*Dks* | 440 403 224 | ✠ ... 5,35 *Yacht* ✠NB9,00 ✠ | Gen | | | 1894 6mo | Wm.Hamilton&Co. PortGlasgow | "Albaro"Soc. Anon.Ital.diNav. | 213·3 179·7 | 26·1 DK | 13·7 4*BHCem* | Genoa Italian | T.3Cy.17″,27″&45″–30″ NDB26 109NHP 1SB,*3cf*,GS51,HS1601 D.Rowan&Sons,Gls. | | 1 † |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. Years Assigned now expired. Numerals Letters. | 7 | Date when last classed. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed, if not in L.R. Date of Bot Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72186 | **Cilicia** (P) | TwinSc | 11136 | | | | | 1938 | Fairfield Co.Ld. Glasgow | AnchorLine,Ld. | 483·6\|66·4\|31·0 | Glasgow British | Oil Engines 2S.C.SA 8Cy.28 5/16"–88 1/16" 1110NHP | | C |
| 165934 | *CruiserStern* | *OilEng.* | 7906 | | | | | | | | | *WB* | | | |
| GDGL | D.F. E.S.D. | 2*Dks* | 6577 | | | | | | | | | | FairfieldCo.Ld.Glasgow | | |
| 72187 | — | | 2747 | | | | | 1927 | Cant.Nav. Scoglio Olivi Pola | "Adriatica"Soc. Anon.diNav. | 308·1\|41·8\|20·1 291·9 P&B181′F40′ | Genoa Italian *WB* | Oil Engines 4S.C.SA 6Cy.24 1/2"–43 5/8" 356NHP StabilimentoTecnico,Tri. | | I |
| 2165 | (*ex*Palestina–35) | *OilEng.* | 1876 | | | | | | | | | | | | |
| ICAN | D.F. | 2*Dks* | 1613 | | | | | | | | | | | | |
| 72188 | **Ciltvaira** (*ex*Twyford–35, | | 3779 | ✠100A1 | N Yk | *w* | CL | 1905 | J.L.Thompson&Sons,Ld Sunderland | LatvianShipping Co. | 346·7\|50·8\|23·0 361·1(O.L.) P23′B94′F31′ FK | Riga Latvian | T.3Cy.23",40"&66"–45" (*s*) 180lb NDB28 317NHP | 25 # 6 | |
| 203 | *ex*Vironia–34, *ss*Tln.2ndNo.3–6,33 | | 3461 | 1,41 ~~42,39~~ | Bal | | 12,39 | 3mo | | | | | 2SB,*6rf*,GS138,HS4870 | s 4 # 4 | |
| YLFT | *ex*Twyford–32, *ss*Rga.No.1–37 | | 2372 | ✠LMC | | | | | | | *Ba*119′*u*E21′*f*146′ | *Lloyd's* | G.Clark,Ld.Sunderland | 21 # 5 | |
| | *ex*President Bunge, 1*Dk(pt Irn&pt Stl)* | | | MS6,37 | BS ~~12,39~~ 1,41 | | | | | *CellD* | 843*t APT*94*t* | 6*BHCem* | | | |
| | *ex*Lindsleigh) 2*tr B deep framing & Web frames* | 3*Dk rud* | | | | | | | | | | | | | |
| 72189 | **Cilurnum** (*ex*Brescia–38, | | *3363* | ~~——~~ | Gms | | | 1919 | Sir Raylton Dixon&CoLd Middlesbro' | A.Menchaca | 331·4\|46·8\|23·2 P33′B98′F29′ FK | Bilbao Spanish | T.3Cy.25",41"&68"–45" 362NHP | 25 # 6 | CI |
| | *ex*Cilurnum) | *ss*Hul.No.3–3,29 | *2844* | 8,34 | | | | | | | | | | | † |
| EAKI | D.F. | 1*Dk(Stl)* | *2039* | | | | | | | *CellDB*284′736*t* | *FPT*112*t APT*112*t* | 5*BHCem* | 3SB,*9cf*,GS155,HS5925 Richardsons,Westgarth& Co.Ld.Mdb. | | |
| 72190 | **Cimbria** (*ex*S.N.A.6–35) | | 2653 | ✠100A1 | Shl | / | CL | 1921 | Osbourne, Graham& Co.Ld Sunderland | A/S Dampskibssel-skabetD.F.K.(De forenede Kulim-portører A/S *Mgrs*) *Interm* | 299·6\|46·0\|18·1 P19′Q106′B52′F23 FK | Copnhagn Danish | T.3Cy.23½",38"&64½"–42" 180lb (*s*) 317NHP | 20 # 3 | |
| 1981 | | *ss*Msl.No.3–10,33 | 1317 | 3,40 | | | 1,40 | 8mo | | | | | 2SB,*8cf*,GS143,HS5264 | s 2 # 1 3/8 | |
| OYLW | | *ss*Els.No.1–38 | | BS3,40 | ✠LMC3,38 | | | | | *ediate Bft in fore* | *hold dispensed with* | *Cem* | Richardsons,Westgarth& Co.Ld.Sld. | 18 # 3 3/8 | |
| | *Well deck* | 1*Dk(Stl)* | | | | | | | | *CellDBuE&B*40′*f*1 | 16′396*t DT a*106′870 | 4*BH only* | | | |
| | D.F. | *Cargo battens not fitted* | | | | | | *Lloyd's* | *SA&CP* | | | *tFPT*75*t AP* | *T*75*t* | | |
| 72191 | — (P) | | 1056 | | | | | 1897 | Lobnitz& Co.,Ld. Renfrew | DetForenede Dampskibsselsk. | 214·8\|32·1\|22·3 | Randers Danish *WB* | T.3Cy.19",32"&51"–39" 162NHP Lobnitz&Co.Ld.Renfrew | | V |
| | | | 655 | | | | | | | | | | | | |
| OXWD | Wireless | 1*Dk&Awng dk* | 540 | | | | | | | | | | | | |
| 72192 | **Cingalese Prince** | TwinSc | 8474 | ✠100A1 | Bal | /* | CL | 1929 | Blythsw'd S.B.Co.Ld. Glasgow | RioCapeLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) | 441·5\|60·3\|28·2 458·0(O.L.) 38·2 F44′ FK | London British | Oil Engines 2S.C.SA 8Cy.23 5/8"–70 1/2" 1350NHP | 42 # 5 | |
| 161263 | | *Oil Eng.* | 7918 | *with freeboard* | NYk | | s9,38 | 7mo | | | | *ɔtCem* | 2DB *125lb* | s13 # 4 1/2 | |
| GTFX | D.F. | *ss*HKg.No.2–37 3*Dks(Stl)* | 5257 | 5,40 ~~7,39~~ | ✠LMC CS9,38 | | P7,39 | *Lloyd's* | *SA&CP* | *Duct keel fwd. of* | *mchy. space (Coll* | *BHtoW dk* | Richardsons,Westgarth& Co.Ld.Hpl. | 29 # 3 | |
| | *Tonnage opening closed'38* | *Cruiser Stern* | | DBS ~~4,39~~ 7,40 | 3,37 | | | | | *Upper tween deck in deep &* | *BHdispensed with* | 7*BHto 2nd dk)* | | | |
| | | | | *Carrying oil* | *F.P. above* | | 150° F | *Lloyd's* | *SA&CP* | *peak tanks CellD* | *B*368′1477*t MT s* 73 | 2519*t FPT* | 08*t APT*166*t* | | |
| 72193 | **Circassia** (P) | TwinSc | 11136 | | | | | 1937 | Fairfield Co.Ld. Glasgow | AnchorLine,Ld. | 483·6\|66·4\|31·0 | Glasgow British *WB* | Oil Engines 2S.C.SA 8Cy.28 5/16"–88 1/16" 1110NHP FairfieldCo.Ld.Glasgow | | C |
| 165916 | *CruiserStern* | *OilEng.* | 7906 | | | | | | | | | | | | BT till 8,40 |
| GZMD | D.F. E.S.D. | 2*Dks* | 6580 | | | | | | | | | | | | |
| 72194 | **Circe** | | 2031 | ✠100A1 | Rot | *r* | CL | 1926 | Chant.Nav Français Caen | SociétéNavale Caennaise(G. Lamy& Cie. *Mgrs.*) | 269·3\|39·7\|17·5 P22′Q87′B50′F23′ FK | Caen French | T3Cy18½",29½"&50"–37½" 192NHP | 19 # 10 | |
| *Now* "Circe II," *see No.* 87519 *in Supplement* | | | | 2,39 | | | 2,39 | 11mo | | | | 4*BHCem* | (*s*) 2SB,*4cf*,GS95,HS3247 Atel.&Ch.de la Loire | s 1 # 11 1/2 | |
| FOPQ | D.F. | 1*Dk(Stl)* | 1110 | | LMC2,39 | | | *Lloyd* | *SCP* | *CellDB*191′185*t* | *Deep tanks aft* 34′2 | 05*t FPT*77*t* | *APT*22*t* | 18 # 0 1/2 | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | | | | | |
| 72195 | — | | 778 | | | | | 1912 | TaikooDkyd&EngCo.of HongK'ngLd HongKong | StraitsS.S.Co.Ld. | 195·7\|31·6\|12·4 | Singapore British *WB* | T.3Cy.15",25"&42"–30" 97NHP TaikooDkyd.&Eng.Co. of HongKong,Ld. | | |
| | | | 561 | | | | | | | | | | | | |
| 128715 | | | 314 | | | | | | | | | | | | |
| VPKW | | 1*Dk&Prom.dk2trB* | | | | | | | | | | | | | |
| 72196 | **Circe Shell** | TwinSc | 8207 | ✠100A1 | Bkn | † | CL | 1931 | Howaldts-werke A.G. Hamburg | Anglo-Saxon PetroleumCo.Ld. | 451·2\|62·1\|34·1 467·5(O.L.) P103′B35′F43′ FK | London British | Oil Engines 4S.C.SA 12Cy.24 3/4"–43 5/16" 713NHP | 34 # 0 | |
| 162641 | | *Oil Eng.* | 7463 | ~~8,39~~ 10,40 | Cff | | 12,39 | 10mo | | | | 14*BH* | 2DB *150lb* | s 6 # 8 | |
| GRDS | D.F. | *ss*Fal.No.2–39 ~~*ss*Rot.No.1–39~~ | 4817 | ✠LMC | CS12,39 | | | *Lloyd's* | *SA&CP* | *CellDBuE*64′260*t* | *DTf*32′335*t FPT*2 | 25*t APT*41*t* | NV Burgerhout'sM&S,Rot. | 27 # 6 1/2 | |
| | *Mchy. Aft* | 1*Dk(Stl)* 2*nd dk(Stl)* | | DBS ~~10,39~~ 11,40 | 12,38 | | | | | | | | | | |
| | E.S.D. | *clear of cargo tanks* | | *Carrying Petroleum in* | | | *bulk* | | | | | | | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | |
| 72197 | **Ciscar** | | 1809 | ✠100A1 | ~~Liv~~ | *r* | CL | 1919 | H.&C. Grayson,Ld. Liverpool | MacAndrews&Co. Ld. | 265·0\|41·2\|18·9 FK | London British | T.3Cy.21",34"&56"–36" (*s*) 180lb 271NHP | 21 # 0 | |
| 143855 | | *ss*Ant.No.3–3,32 | 1551 | *Shelter dk* | Liv | | ~~6,39~~ 5,41 | 12mo | | | | *Cem* | 2SB,*6cf*,GS138,HS5112 | s # 10 | |
| GCKB | D.F. | *ss*Ant.No.1–36 | 986 | *with freeboard* | | | | *Lloyd's* | *SA&CP* | *Collision BHtoShltrdk* | | 3*BH to Udk* | D.Rollo&Sons,Liverpool | 20 # 4 1/2 | |
| | | 1*Dk(Stl)&Shltr dk(Stl)* | | Examined 5,41 | | | | | | *CellDL* | 224′408*t FPT*63*t* | *PT*18*t* | | | |
| | | | | BS5,41 | ✠LMC10,36 | | | | | | | | | | |
| 72198 | **Cisil** (*ex*Sicilia) | | 1848 | ✠100A1 | Abo | *r* | 3,39 | 1889 | W.Pickers-gill&Sons Sunderland | Rederi A/B Steam (G.B.Thordén, *Mgr.*) | 280·4\|37·1\|17·1 270·3 | Helsingfrs *Brändö* Finnish | T.3Cy.21 5/16",34"&56"–39"(*r*) 160lb 198NHP | 19 # 8 | |
| 176 | | *ss*Abo.4thNo.3–4,39 | 1663 | 4,39 | | | | 11mo | | | | 4*BHCem* | 2SB.*6cf*,GS100,HS2990 | s 1 # 3 1/2 | |
| OHAL | | | 1038 | ✠NB3,03 | ✠LMC | | | | | | P29′Q80′B100′F32′ FK | | G.Clark(Lim.),Sunderland | 18 # 6 1/2 | |
| | *Well deck* | 1*Dk(Irn)* 2*tr B* | | MS4,39 | BS ~~7,39~~ 10,40 | | | | | | | | | | |
| | *Cargo battens not fitted* | | | | | | | | | *CellDB* 222′ 323*t* | *APT*45*t* | | | | |
| 72199 | **Cisneros** | | 1886 | ✠100A1 | Mlt | *s* | CL | 1926 | Antwerp Eng.Co.S.A. Hoboken | MacAndrews&Co. Ld. | 281·8\|40·2\|18·8 FK | London British | T.3Cy.20",33"&54"–36" (*s*) 180lb 222NHP | 28 # 1 | |
| 148733 | | *ss*Gls.No.3–6,38 | 1698 | *Shelter dk* | | | 6,38 | 3mo | | | | 4*BHCem* | 2SB,*6cf*,GS102,HS3874 | s 8 # 0 | |
| GMD1 | D.F. | 1*Dk(Stl)&Shltr dk(Stl)* | 1079 | *with freeboard* | | | | *Lloyd's* | *SA&CP* | *CellDBa&uE* | ( | *Coll to Shdk* | N.B.MarineEng.Co.Ld.Sld | 20 # 3 1/4 | |
| | *Tonnage opening closed'41(W.E.)* | | | 2,40 | ✠LMC | | | | | 108′*f*113′5 | 55*t FPT*46*t APT*68*t* | 3 „ „ *U* „) | | | |
| | | | | MS6,38 | BS2,40 | | | | | | | | | | |
| 72200 | **Ciss** | | 1159 | | | | | 1925 | Trndhjms Mek.Værks Trondheim | Th.Brövig | 226·3\|36·5\|15·7 P35′H55′F27′ | Farsund Norwegian *WB* | T.3Cy.17",27½"&46"–30" 116NHP Trondhjems MV.Trndheim | | N |
| | | | 988 | | | | | | | | | | | | |
| LDDY | Wireless D.F. | 1*Dk* | 671 | | | | | | | | | | | | |
| 72201 | **Cistula** | | 8097 | ✠100A1 | Sch | *c* † | CL | 1930 | N.V. Wilton-Fijenoord Schiedam | N.V.Petroleum Maats."La Corona" | 463·0\|59·3\|33·8 483·3(O.L.) P94′B44′F48′ FK | The Hague Dutch | Oil Engines 4S.C.SA 8Cy.25 5/16"–55 1/2" 502NHP | 34 # 0 | |
| | D.F. E.S.D. | *Oil Eng.* | 7238 | ~~5,40~~ 4,41 | Fal Nwc | | | 5mo | | | | 17*BH* | DB *180lb* | s 6 # 8 1/2 | |
| PDKL | 1*Dk,2nd dk clear of cargo tanks* | | 4710 | ✠LMC5,39 | | | | | | | | | Werkspoor N.V.Ams. | 27 # 6 | |
| | *Mchy. Aft* | *Cruiser Stern* | | *Carrying Petroleum in* | | | *bulk* | *Lloyd's* | *SA&CP* | *CellDB* | *uE*64′156*t DTf*25′2 | 62*t FPT*135*t* | *APT*83*t* | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | |
| 72202 | **Cities Service Boston** | 3Mst | 9348 | ✠100A1 | NYk | *a*† | CL | 1921 | Bethlehem S.B.Corp.Ld Sparrow's Pt Md. | CitiesServiceOil Co. | 468·3\|62·7\|32·0 485·6(O.L.) FK | New York Utd. States | Q.4Cy.24 3/16",35",51"&75"– 51" 220lb (*s*) 636NHP | 39 # 6 | |
| 221491 | (*ex*Agwipond) | *ss*N.Yk.No.3–7,32 | 7062 | *Shelter dk* | Bal | | ~~1,38~~ N3,40 | 4mo | | | | 17*BHpt Cem* | 3SB,*9cf*, HS9315 FD | s 10 # 3 1/4 | |
| KFKP | *ss*Bal.No.2–40 ~~*ss*N.Yk.No.1–37~~ | | 6785 | *with freeboard* | | | | | | | 480*t* | (3 *to Shdk* | BethlehemS.B.Corp.Ld. | 29 # 5 1/2 | |
| | *Mchy. Aft* | 2*Dks(Stl)&Shelter dk(Stl)* | | 12,40 ~~12,39~~ | ✠LMC 8,40 | | | A&CP | | *CellDBuE&B*80′ | 280*t* | 8 „ *U* „ | Sparrow'sPoint,Md. | | |
| D.F. | *& Web frames* | | | ~~MS5,36~~ | ~~BS9,39~~ | | | | | | *DTf*40′518*t* | *FPT*270*t APT*181*t* | 6 „ *2nd* „) | | |
| | *Longitudinal framing* | | | *Carrying Petroleum in* | | | *bulk* | | | | | | | | |
| | | | | *Fitted for oil fuel* | 3,21 | | *F.P. above* 1 | 50° F | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Tirant assigné maximal à l'eau d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Details des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | 15 Registres où coté, et si coté dans le L. R. Inscrits Cert. Tonnage. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72203 | **Cities Service Denver** | | 9316 | | | | | 1921 | Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md. | CitiesServiceOil Co. | 468·3 | 62·7 | 32·0 | New York Utd.States | Q.4Cy.24″,35″,51″&75″–51″ 402NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md. | | R |
| 221002 | (*ex*Agwilake) *Fitted for oil fuel* | | 7058 | | | | | | | | | | | | | | |
| KDNN | *Mchy.Aft* 3*Dks* | | 6707 | | | | | | | | | | | | | | |
| | D.F. *Carrying Petroleum in bulk* *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 72204 | **Cities Service Empire** | | 8103 | ✠100A1 | Mob | *c*† | CL | 1918 | Bethlehem S.B.Corp.Ld Sparrow's Pt. | CitiesServiceOil Co. | 464·7 | 60·2 | 33·3 | New York Utd.States | Q.4Cy.24″,35″,51″&75″–51″ 2201b (*s*) 560NHP 3SB,9*cf*,gs180,hs7641 FD 18*B.Hpt Cem* (14 *to U dk* 4 „ 2nd „) BethlehemS.B.Corp. | 36 ″ 3 s 9 ″ 0 27 ″ 5½ | |
| 216233 | (*ex*Ampetco) ~~ssN.Yk.No.3–8,39~~ | | 8040 | *Shelter dk* | NYk | | N10,39 | 5mo | S.B.Corp.Ld Sparrow's Pt. A&CP | | 481·4(o.L.) | | | | | | |
| KMAU | *Mchy.Aft* ~~ssN.Yk.No.2–37~~ | | 5020 | *withfreeboard* ~~9,10~~ 10,39 4,41 | BS4,41 ✠LMC10,39 | | | | | | FK | | | | | | |
| | D.F. 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) *&Web frames* *Longitudinal framing* ssMob.2ndNo.3–10,39 | | | *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,18 | | | *bulk* *F.P. a* | | | | *Cell DBa* 88′351*t* | | | *DT f* 50′724*t* | *FPT* 175*t APT* 28*t* | | |
| 72205 | **Cities Service Fuel** (*ex*Sucrosa) | | 5343 | ✠100A1 | Mob | | CL | 1916 | ForeRiver S.B.Cor. Quincy,Mass. A&CP | CitiesServiceOil Co. | 389·0 | 54·7 | 29·3 | New York Utd.States | 1DR GearedSteamTurbine 190lb (*s*) 517NHP 3SB,9*cf*,gs165,hs7407 GeneralElectricCo. Schenectady,N.Y. | 32 ″ 6 s 6 ·0½ 25 ″ 10¾ | |
| 214190 | ssMob.2ndNo.3–8,40 ~~ssN.Yk.No.3–7,97~~ | | 5141 | 11,38 | | | ~~8,40~~ | 7mo | | | | | | | | | |
| WHCP | *Mchy.Aft* ~~ssMob.No.2–35~~ | | 3296 | 3,40 ~~MS4,35~~ | ✠LMC BS10,39 | | 8,40 | | | | P106′B28′F28′ | FK | | | | | |
| | D.F. 2*Dks*(*Stl*)*&Web frames* | | | *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,26 | | | *bulk* *F.P. a* | | | | *Cell DBa* 88′329′1732*t* | | | *FPT* 217*t APT* 78*t* | | | |
| | | | | | | | | | | | *above* 1 50° F. | | | | | | |
| 72206 | **Cities Service Kansas** | | 7641 | | | | | 1920 | Baltimore DD.&SB.Co. BaltimoreMd | CitiesServiceOil Co. | 431·0 | 59·2 | 33·4 | New York Utd.States | 2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J. | | R |
| 220259 | (*ex*CecilCounty) *Fitted for oil fuel* | | — | | | | | | | | P123′B37′F39′ | | | | | | |
| KERZ | *Carrying Petroleum in bulk* 2*Dks* | | 4678 | | | | | | | | | | | *WB* | | | |
| | D.F. *Mchy.Aft* *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 72207 | **Cities Service Koolmotor** | | 6762 | ✠ ... | | | | 1918 | Bethlehem S.B.Corp.Ld. Alameda,Cal. | CitiesServiceOil Co. | 435·0 | 56·0 | 32·0 | New York Utd.States | T.3Cy.27″,47″&78⅝″–48″ 426NHP BethlehemS.B.Corp.Ld. S.Fo. | 33 ″ 6 | R † |
| 216788 | (*ex*Shreveport, *Fitted for oil fuel* | | 6444 | 4,22 | | | | 8mo | | | P101′B50′F42′ | | | | | | |
| WGAO | *ex*W.S.Rheem) 2*Dks&Web frames* | | 4186 | ✠ | | | | | | | | FK | | *WB* | | | |
| | *Mchy.Aft* *Carrying Petroleum in bulk* D.F. GyC. *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 72208 | **Cities Service Missouri** | | 7506 | | | | | 1920 | Baltimore D.D.&SB.Co. BaltimoreMd | CitiesServiceOil Co. | 431·0 | 59·2 | 33·4 | New York Utd.States | 2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J. | | R |
| 220733 | (*ex*ClementSmith) *Fitted for oil fuel* | | — | | | | | | | | P123′B37′F39′ | | | | | | |
| KDGO | D.F. *Mchy.Aft* 2*Dks* | | 4612 | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 72209 | **Cities Service Ohio** (*ex*Herman | | 7245 | | | | | 1921 | Baltimore D.D.&S.B.Co BaltimoreMd | CitiesServiceOil Co. | 431·0 | 59·2 | 33·4 | New York Utd.States | 2 Oil Engines 4S.C.SA geared to 1 Sc. Shaft 16Cy.18″–22½″ 506NHP NE21 *fitted* 27 FalkCorp.Milwaukee,Wis. | | R |
| 221127 | Falk,*ex*Tuxpanoil) *OilEng.* | | — | | | | | | | | P123′B37′F39′ | | | | | | |
| KDPQ | D.F. *Mchy.Aft* 2*Dks* | | 4398 | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 72210 | **Cities Service Oklahoma** | | 7529 | | | | | 1920 | Baltimore DD.&SB.Co. BaltimoreMd | CitiesServiceOil Co. | 431·0 | 59·2 | 33·4 | New York Utd.States | 2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J. | | R |
| 220925 | (*ex*HamptonRoads) *Fitted for oil fuel* | | — | | | | | | | | P123′B37′F39′ | | | | | | |
| KESR | D.F. *Mchy.Aft* 2*Dks* | | 4623 | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 72211 | **Cities Service Toledo** | | 8192 | ✠100A1 | NYk | *c*† | CL | 1918 | Bethlehem S.B.Corp Ld Wlmngtn Del A&CP | CitiesServiceOil Co. | 465·2 | 60·0 | 26·4 | New York Utd.States | Q.4Cy.24½″,35″,51″&75″–51″ 2201b (*r*) 557NHP 3SB,9*cf*,gs531,hs7553 FD 18*B.Hpt Cem* (14 *to U dk* 4 „ 2nd „) BethlehemS.B.Corp.Ld. | 36 ″ 3 s 9 ″ 0 27 ″ 5½ | |
| 216608 | (*ex*J.A.Bostwick) ssN.Yk.No.3–3,29 | | 7667 | *Shelter dk* | | | N8,38 | 7mo | | | | | 34·2 | | | | |
| WOCS | *Mchy.Aft* ssN.Yk.No.2–37 | | 5128 | *withfreeboard* ~~8,09~~ 9,10 | BS4,40 | | | | | | | FK | | | | | |
| | 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) D.F. GyC. *&Web frames* *Longitudinal framing* | | | ~~BS6,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,18 | ✠LMC4,37 | | *bulk* *F.P. a* | | | | *Cell DB* 88′351*t DT* *above* 1 50° F. | | | *f* 50′223*t FPT* 175*t APT* 28*t* | | | |
| 72212 | **Citrine** | | 783 | ✠100A1 | Rot | *j* | 7,40 | 1939 | NVSchpsw "DeMerwede"v/h van Vlist&Co. Hardinxveld | Wm.Robertson | 191·9 | 29·2 | 11·4 | Glasgow British | Oil Engines 4S.C.SA 6Cy.15⅝″–26″ 74RHP | 13 ″ 6 s 4 ·3½ 13 ″ 4½ | |
| 165956 | *OilEng.* | | 530 | 8,402~~,39~~ | Irv | | | 2mo | | | 199·6(o.L.) | | | | | | |
| MMYQ | *Mchy.Aft* 1*Dk* | | 416 | ✠LMC2,39 ✠LMC(M)8,40 | | | | | | | P49′Q79′F24′ | FK | | 3*BH Cem* | | | |
| | *CruiserStern* | | | | | | | | | *Cell DB* 123′ | 193*t FPT* 53*t APT* | | | 27*t* | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| | | | | | | | | *Lloyd's A&CP* | | | | | | | | | |
| 72213 | **Città di Agrigento** Ⓟ | | 2480 | | | | | 1930 | Cant.Nav. Riuniti Palermo | "Tirrenia"Soc. Anon. diNav. | 305·1 | 40·2 | 18·9 | Palermo Italian | Oil Engines 4S.C.SA 6Cy.24⅜″–38⅜″ 348NHP Soc.Anon.FrancoTosi Legnano | | I |
| 156 | *OilEng.* | | 1610 | | | | | | | | 288·6 | | | | | | |
| ICQC | 2*Dks* | | 1432 | | | | | | | | P&B191′F53′ | | | *WB* | | | |
| | *CruiserStern* | | | | | | | | | | | | | | | | |
| 72214 | **Città di Alessandria** Ⓟ | | 2498 | | | | | 1930 | Cant.Nav. FrancoTosi Taranto | "Tirrenia"Soc. Anon. diNav. | 303·1 | 40·1 | 18·8 | Palermo Italian | Oil Engines 4S.C.SA 6Cy.24⅜″–38⅜″ 348NHP Soc.Anon.FrancoTosi Legnano | | I |
| 155 | *OilEng* | | — | | | | | | | | 288·6 | | | | | | |
| ICQA | 2*Dks* | | 1427 | | | | | | | | P49′B94′F52′ | | | *WB* | | | |
| | *CruiserStern* | | | | | | | | | | | | | | | | |
| 72215 | **Città di Bari** Ⓟ | | 3339 | | | | | 1927 | Stabilmnto Tecnico Trieste | "Adriatica"Soc. Anon. diNav. | 331·9 | 44·7 | 21·8 | Bari Italian | Oil Engines 2S.C.DA 5Cy.25 3/16″–45½″ 1103NHP NE37 Soc.An.'Fiat'S.G.M.Turin | | I |
| 41 | (*ex*Egeo–34) *OilEng.* | | 2175 | | | | | | | | 317·2 | | | | | | |
| IBAL | 2*Dks* | | 1898 | | | | | | | | P&B222′F64′ | | | *WB* | | | |
| 72216 | **Città di Bastia** Ⓟ | | 2499 | | | | | 1930 | Cant.Nav. FrancoTosi Taranto | "Tirrenia"Soc. Anon.diNav. | 303·1 | 40·1 | 18·8 | Palermo Italian | Oil Engines 4S.C.SA 6Cy.24⅜″–38⅜″ 348NHP Soc.Anon.FrancoTosi Legnano | | I |
| 153 | *OilEng.* | | 1606 | | | | | | | | 288·6 | | | | | | |
| ICQB | 2*Dks* | | 1428 | | | | | | | | P49′B94′F52′ | | | *WB* | | | |
| | *CruiserStern* | | | | | | | | | | | | | | | | |
| 72217 | **Città di Bengasi** Ⓟ | | 2813 | | | | | 1917 | Cant.Nav. Riuniti Ancona | "Tirrenia"Soc. Anon.diNav. | 316·6 | 41·5 | 23·7 | Naples Italian | T.3Cy.19⅝″,32 7/16″&55″–39⅜″ 189NHP Cant.Nav.Riuniti,Ancona | | I |
| 388 | | | — | | | | | | | | 300·5 | | | | | | |
| IBFH | 2*Dks* | | 1523 | | | | | | | | P16′B215′F41′ | | | *WB* | | | |
| 72218 | **Città di Bergamo** Ⓟ | | 2163 | ✠ ... | Rot | *s* | | 1914 | Swan,Hunter& Wigham Richardson, Ld Newcastle | Ing.G.Angeloni | 310·5 | 40·0 | 20·8 | Genoa Italian | T.3Cy.22½″,37″&62″–42″ 370NHP 2SB,6*cf*,gs136,hs5640 Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 22 ″ 3 | I † |
| 1949 | (*ex*Imber–34) ssMch.No.3–4,27 | | 1828 | 7,39 | | | | 3mo | | | 298·4 | | | 5*BH Cem* | | | |
| IBGE | ssBrw.No.2–34 | | 1187 | ✠ | | | | | | | P&B174′F76′ | FK | | | | | |
| | 1*Dk*(*ptIrn ptStl*) 2*nd dk*(*Stl*)*in No.1hold* | | | | | | | | | *Cell DBa* 75′*u E3* | 4′*f* 128′495*t FPT* 61*t* | | | *APT* 36*t* | | | |
| 72219 | **Città di Catania** Ⓟ **TrpSc** | | 3355 | | | | | 1910 | Ansaldo, Armstrong& Co SestriPnte | "Tirrenia"Soc. Anon.diNav. | 363·5 | 42·1 | 19·1 | Palermo Italian | 3 Steam Turbines Ansaldo, Armstrong&Co.Smp. | | I |
| 43 | | | — | | | | | | | | 348·0 | | | | | | |
| IBIH | 2*Dks&Awng dk* | | 1314 | | | | | | | | F39′ | | | *WB* | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / &c. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated Boiler Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72220 154 IBSH | **Città di Genova** (P) | Twin Sc Oil Eng. 3 Dks Cruiser Stern D.F. | 5413 — 2914 | | | | | 1930 | Cant. Nav. Riuniti Palermo | "Tirrenia" Soc. Anon. di Nav. | 409·1 391·0 | 51·0 | 21·9 | Palermo Italian WB | Oil Engines 2S.C.SA 12Cy.29½"–49⅜" 1815 NHP S.A. Franco Tosi, Legnano | | I |
| 72221 150 IBZR | **Città di Livorno** (P) | Oil Eng. 2 Dks Ref. Mchy. Cruiser Stern | 2471 1602 1419 | | | | | 1930 | Cant. ed Officine Meridionali Baia | "Tirrenia" Soc. Anon. di Nav. | 304·2 288·6 P190' F53' | 40·1 | 18·9 | Palermo Italian WB | Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348 NHP S.A. Franco Tosi, Legnano | | I |
| 72222 146 IBFF | **Città di Marsala** (P) | Oil Eng. Ref. Mchy. Cruiser Stern 2 Dks | 2480 1610 1433 | | | | | 1929 | Cant. Nav. Riuniti Palermo | "Tirrenia" Soc. Anon. di Nav. | 305·1 288·6 P66' B94' F73' | 40·2 | 18·9 | Palermo Italian WB | Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348 NHP S.A. Franco Tosi, Legnano | | I |
| 72223 145 IBJH | **Città di Messina** (P) | Oil Eng. 2 Dks Ref. Mchy. Cruiser Stern | 2472 1603 1419 | | | | | 1929 | Cant. ed Officine Meridionali Baia | "Tirrenia" Soc. Anon. di Nav. | 304·2 288·6 P190' F53' | 40·1 | 18·9 | Palermo Italian WB | Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348 NHP S.A. Franco Tosi, Legnano | | I |
| 72224 151 IBWG | **Città di Napoli** (P) Ref. Mchy. D.F. Cruiser Stern | Twin Sc Oil Eng. 3 Dks | 5418 — 2922 | | | | | 1929 | Cant. del Tirreno Riva Trigoso | "Tirrenia" Soc. Anon. di Nav. | 410·6 391·0 B118' F52' | 50·9 | 21·9 | Palermo Italian WB | Oil Engines 2S.C.SA 12Cy.29½"–49¼" 1820 NHP S.A. Franco Tosi, Legnano | | I |
| 72225 158 IBEF | **Città di Palermo** (P) D.F. Cruiser Stern | Twin Sc Oil Eng. 3 Dks | 5413 2807 2914 | | | | | 1930 | Cant. Nav. Riuniti Palermo | "Tirrenia" Soc. Anon. di Nav. | 411·7 391·0 | 51·1 | 21·9 | Palermo Italian WB | Oil Engines 2S.C.SA 12Cy.29½"–49⅜" 1816 NHP S.A. Franco Tosi, Legnano | | I |
| 72226 147 IBGF | **Città di Savona** (P) Ref. Mchy Cruiser Stern | Oil Eng. 2 Dks | 2500 — 1428 | | | | | 1930 | Cant. Nav. Franco Tosi Taranto | "Tirrenia" Soc. Anon. di Nav. | 303·1 288·6 P49' B94' F52' | 40·1 | 18·9 | Palermo Italian WB | Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348 NHP S.A. Franco Tosi, Legnano | | I |
| 72227 142 IBUH | **Città di Spezia** (P) Ref. Mchy. | Oil Eng. 2 Dks Cruiser Stern | 2474 1607 1421 | | | | | 1929 | Cant. ed Officine Meridionali Baia | "Tirrenia" Soc. Anon. di Nav. | 304·3 288·6 P190' F53' | 40·1 | 18·8 | Palermo Italian WB | Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348 NHP S.A. Franco Tosi, Legnano | | I |
| 72228 141 IBVI | **Città di Trapani** (P) Ref. Mchy. Cruiser Stern | Oil Eng. 2 Dks | 2467 1607 1422 | | | | | 1929 | Cant. del Tirreno Riva Trigoso | "Tirrenia" Soc. Anon. di Nav. | 304·3 288·6 P&B204' F55' | 40·1 | 18·8 | Palermo Italian WB | Oil Engines 4S.C.SA 6Cy.24 7/16"–38⅜" 348 NHP S.A. Franco Tosi, Legnano | | I |
| 72229 389 IBOH | **Città di Trieste** (P) Ref. Mchy. | Twin Sc 3 Dks | 4658 — 2674 | | | | | 1915 | Cant. Nav. Riuniti Palermo | "Tirrenia" Soc. Anon. di Nav. | 361·9 344·5 | 46·1 | 23·3 | Naples Italian WB | T.6Cy.21¼",34½"&59⅜"–41⅛" 452 NHP Cant. Nav. Riuniti, Ancona | | I |
| 72230 392 IBPH | **Città di Tripoli** (P) Fitted for oil fuel Ref. Mchy. D.F. | Twin Sc 2 Dks | 2933 — 1586 | | | | | 1915 | Cant. Nav. Riuniti Ancona | "Tirrenia" Soc. Anon. di Nav. | 316·6 300·5 | 41·5 | 21·3 | Naples Italian WB | T.6Cy.19⅜",33⅜"&55 1/16"–39⅜" 378 NHP Cant. Nav. Riuniti, Ancona | | I |
| 72231 152 IBHF | **Città di Tunisi** (P) D.F. Cruiser Stern | Twin Sc Oil Eng. 3 Dks | 5419 — 2923 | | | | | 1929 | Cantieri del Tirreno Riva Trigoso | "Tirrenia" Soc. Anon. di Nav. | 410·6 391·0 B118' F52' | 51·0 | 21·9 | Palermo Italian WB | Oil Engines 2S.C.SA 12Cy.29½"–49 7/16" 1815 NHP S.A. Franco Tosi, Legnano | | I |
| 72232 143683 GDPX | **City of Adelaide** ss Liv. No. 3–6,33 ss Npt. No. 1–37 D.F. E.S.D. | 2 Dks (Stl) Cruiser Stern | 6589 6210 4178 | ✠100A1 ~~30.401~~ 1,39½,41 ✠LMC MS4,37 ~~BS4,39~~ BS6,41 ~~6,40~~ Fitted for oil fuel 12,20 | Liv NYk | b† F.P. above | CL 11,39 | 1920 11mo Lloyd's SA & CP 150° F. | Wear Shipyard of W. Gray & Co. (1918), Ld. Sunderland | Ellerman Lines, Ld. (Hall Line, Ld. Mgrs.) | 433·0 450·7 (O.L.) P89' B&F308' Cell DB385' 1468t | 57·4 FK | 30·2 | Liverpool British 7 B Hpt Cem DTa 27' 778t | 2 Steam Turbines DR geared to 1 Sc. Shaft 225lb (s) 767 NHP 3SB (Spt), 12cf, GS230, HS8946 FD Cen. Mar. Eng. Wrks. W Hpl | 32 ″ 10 s 5 ″ 0 28 ″ 0¾ | |
| 72233 164307 GZGR | **City of Agra** D.F. E.S.D. Cruiser Stern | Fitted for oil fuel 2 Dks | 6361 5877 3866 | | | | | 1936 | W. Denny & Bros. Ld. Dumbarton | Ellerman Lines, Ld. (Hall Line, Ld. Mgrs.) | 445·9 P80' B197' F42' | 56·2 | 30·6 | Liverpool British WB | 3SR geared Steam Turbines W. Denny & Bros. Ld. Dmb. | | C |
| 72234 219571 KUBP | **City of Alma** (P) Sub. Sig. | Fitted for oil fuel 2 Dks & Web frames | 5446 4971 3344 | ✠ ... 6,20 ✠ | | | | 1920 2mo | Merchant S.B. Corp. Harriman, Pa | Waterman S.S. Corp. | 400·7 P36' B124' F44' | 54·2 FK | 30·4 WB | Mobile Utd. States | 2 Steam Turbines DR geared to 1 Sc. Shaft Westinghouse Electric & Mfg. Co. Essington, Pa. | 32 ″ 10 | R † |
| 72235 148152 EIKC | **City of Antwerp** (ex General Leman, ex Minna) Wireless | 1 Dk 2 tr B | 947 728 555 | | | | | 1896 | J. W. Klawitter Danzig | Saorstat & Continental S.S. Co. Ld. | 218·3 Q71' B54' F23' | 30·9 | 13·0 WB | Dublin British | T.3Cy.17½",27⅞"&42"–27½" NE07 91 RHP J. W. Klawitter, Danzig | | C |
| 72236 147227 GJVC | **City of Athens** ss Hpl. No. 3–8,35 ss Gls. No. 1–39 E.S.D. D.F. | 2 Dks (Stl) Cruiser Stern | 6558 6243 ~~6,40~~ 8,39 9,40 4187 | ✠100A1 NYk Mel ✠LMC 8,39 BS2,41 Fitted for oil fuel 7,23 | Gls | b† F.P. above | CL 8,39 | 1923 7mo Lloyd's SA & CP 150° F. | W. Gray & Co. Ld. Sunderland | Ellerman Lines, Ld. (Hall Line, Ld. Mgrs.) | 433·0 450·7 (O.L.) P89' B&F308' Cell DB379' 1469t | 57·4 FK | 30·2 | Liverpool British 7 B Hpt Cem DTa 27' 700t | T.3Cy.26",45"&78"–54" (s) & LP. Turbine with DR gearing & hydraulic coupling 230lb HS9255 778 NHP 3SB (Spt), 12cf, GS236 Cen. Mar. Eng. Wrks W. Hpl FD | 32 ″ 10 s 5 ″ 0 28 ″ 0¾ | |
| 72237 201103 WFCJ | **City of Atlanta** D.F. | 3 Dks | 5269 — 3007 | | | | | 1904 | Delaware River Co. Chester, Pa. | Ocean S.S. Co. of Savannah | 377·5 | 49·0 | 15·8 27·0 | Savannah Utd. States WB | T.3Cy.28",46"&75"–48" 390 NHP Delaware River Co. Chester | | R |
| 72238 143083 GBDK | **City of Auckland** (ex Weissenfels) D.F. E.S.D. Sub. Sig. | ss Cal. 2nd No. 3–1,38 2 Dks (Stl–U teak s) & Web frames | 8336 7835 5288 | 100A1 with freeboard ~~Bkn~~ ~~1,10~~ ~~2,30~~ 5,41 LMC MS5,37 BS ~~4,39~~ 6,41 | Gls Liv | e† | CL ~~11,37~~ 5,41 | 1914 | Akt. Ges. "Weser" Bremen Intermediate | Ellerman Lines, Ld. (Hall Line, Ld. Mgrs.) BH in fore & after h Cell D Ba 155' u E33' f | 478·6 500·2 (O.L.) P45' B140' F59' holds dispensed with 179' 1458t | 62·2 FK 'tween dk tanks f 717t | 33·0 | Liverpool British Cem 6 B Honly 'tween dk tanks a 720t FPT 87t APT 82t | Q.4Cy.29½",40½",58¼"&85⅜"–55" 213lb (s) 845 NHP 4SB (Spt), 12cf, GS238, HS10320 FD Akt. Ges. "Weser," Bremen | 35 ″ 8 s 8 ″ 2½ 27 ″ 8½ | |
| 72239 144643 GDKQ | **City of Bagdad** (ex Geierfels) ss Hul. No. 3–6,34 ss Gls. No. 1–38 D.F. | 2 Dks (Stl) | 7506 7073 4713 | 100A1 4,10 5,~~38~~ MS5,38 | Gls Hul LMC BS12,39 | c† | CL 5,38 | 1919 | J. C. Tecklenborg A. G. Weser-münde-G. | Ellerman Lines, Ld. (W. S. Workman, Mgr.) 1 B Hin fore Cell D Ba 156' u E28' f 184' | 470·3 488·9 (O.L.) P67' B138' F59' hold dispensed with 1394t 'tween dk tanks a 46' 644t | 58·2 FK | 32·3 | Glasgow British Cem 6 B Honly FPT 88t | T.3Cy.27¾",50⅛"&82¼"–55" LP. Turbine with DR gearing & hydraulic coupling 200lb (s) 819 NHP 4SB (Spt), 12cf, GS204, HS10039 FD J. C. Tecklenborg A. G. Wsm | 35 ″ 0 s 7 ″ 11 27 ″ 4½ | |

116
40

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Yacht — Sous le Pont. — Nos. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigning maintenance and/or equipment. Lettre d'Entretien. | 7a Date de la dernière visite de classe ou porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd. | 15 Registres où coté. R. = Reg. Ord. BT. = Brit. Corp. R.T. = Trade. |
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| 72240<br>217921<br>WDEO | **City of Baltimore** (P)<br>(ex Steadfast)<br>D.F. E.S.D. GyC.<br>*Ref. Mchy.* | *Fitted for oil fuel*<br>1 *Dk & Shelter dk*<br>*& Web frames*<br>*Longitudinal framing* | 8378<br>—<br>5147 | ✠ ...<br>11,20 | | | | 1919<br>5mo | Bethlehem S.B. Corp. Alameda, Cal. | Baltimore Mail S.S. Co. | 486·5 len 31 | 56·0 | 35·2<br>FK | Baltimore Utd. States<br>*WB* | DR geared Steam Turbines NE & B 31<br>DeLaval Steam Turbine Co. Trenton, N.J. | 38 ″ 0 | R<br>† |
| 72241<br>161151<br>GTKR | **City of Barcelona**<br>*ss* Mch. No. 2–38<br>GyC. E.S.D. D.F.<br>2 *Dks (Stl) & Shelter dk (Stl)* | | 5787<br>5355<br>3524 | ✠100A1 Liv *b*†<br>*with freeboard* Lon<br>8,40 ~~4,40~~ B~~S9,40~~ 8,40<br>~~BS9,39~~ ✠LMC 7,38<br>*Fitted for carrying oil in deep tanks and for ward peak* | | CL<br>~~8·37~~<br>5,30 *F. & tank* | 1930<br>5mo | Barclay, Curle & Co. Ld. Glasgow<br>*Lloyd's SA & CP* | Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*)<br>*Cell DB 371′ 1267 t* | 428·0<br>444·4 (O.L.)<br>F 34′ | 58·2<br>FK | 27·3<br>(<br>*DT a 32′ 789 t FPT* | Liverpool<br>British<br>7 *B H Cem*<br>(*Coll to Sh dk*<br>6 „ *2nd*, „)<br>129 t *APT* 35 t | T 4 Cy. 23½″, 40½″ & (2) 50″–48″<br>& elec. drive from LP (*s*)<br>Turbine 265 lb 688 NHP<br>2 SB (Spt) & 1 Aux B (Spt).<br>*10cf*, GS 178, HS 7276 FD<br>Barclay, Curle & Co. Ld. Gls. | ~~29 ″ 9~~<br>~~8 ″ 7½~~<br>~~9″ 4~~<br>37 ″ 9<br>s 10 ″ 11<br>27 ″ 1 | |
| 72242<br>140594<br>GRCK | **City of Baroda** (P)<br>D.F.<br>2 *Dks*<br>*Cruiser Stern* | | 7129<br>6084<br>4500 | | | | | 1918 | Barclay, Curle & Co. Ld. Glasgow | Hall Line, Ld. | 433·4<br>P 90′ B 171′ F 85′ | 57·2 | 30·6<br>*WB* | Liverpool<br>British<br>447 NHP<br>Barclay, Curle & Co. Ld. Gls | T. 3 Cy. 26″, 44½″ & 78″–54″ | | C<br>BT till ~~11·40~~ 9,41 |
| 72243<br>147376<br>GMPY | **City of Bath**<br>*ss* Hul. No 3–3,39<br>D.F. E.S.D.<br>2 *Dks (Stl)*<br>*Special Quality Steel*<br>*Cruiser Stern* | | 5079<br>4788<br>3154 | ✠100A1 Hul *z*<br>~~3,39~~ 2,40 ~~Lin~~ Lon<br>5,41 ✠LMC<br>~~BS 5,40~~ MS 7,38<br>*Fitted for carrying oil* 16, 26 *F.P.* | | CL<br>~~12,37~~<br>12,40 | 1926<br>6mo | W. Gray & Co. Ld. W Hartlepool<br>*Lloyd's SA & CP* | Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*)<br>*Cell DB 345′ 1074 t* | 393·2<br>408·0 (O.L.)<br>P 38′ B & F 310′<br>*DT a 30′ 705 t FPT* | 52·2<br>FK | 28·2<br>Liverpool<br>British<br>7 *B H Cem*<br>2 „ *to 2nd dk*<br>132 t *APT* 49 t | Q. 4 Cy. 21½″ 30½″ 45″ & 66″–48″<br>265 lb (*s*) 532 NHP<br>3 SB (Spt), *0cf*, GS 168, HS 7572 FD<br>Cen. Mar. Eng. Wrks. W Hpl | s 4 ″ 3½<br>26 ″ 7½ | |
| 72244<br>147284<br>GKVY | **City of Bedford**<br>*ss* Gls. No. 3–12,36<br>D.F. E.S.D.<br>2 *Dks (Stl)*<br>*Cruiser Stern* | | 6402<br>6136<br>4100 | ✠100A1 Gls *a*†<br>9,40 ~~6,38~~ Cal<br>✠LMC<br>MS 12,36 BS 6 ~~,396~~ 4,40<br>*Fitted for oil fuel* 10, 24 *F.P. above* | | CL<br>~~6,39~~<br>9,40 | 1924<br>10mo | W. Gray & Co. Ld. Sunderland<br>*Lloyd's SA & CP* | Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*) | 430·0<br>447·5 (O.L.)<br>P 89′ B 162′ F 42′<br>*Cell DB 376′ 1308 t* | 55·1<br>FK | 31·1<br>Liverpool<br>British<br>8 *B H pt Cem*<br>1 „ *to 2nd dk*<br>*DT a 27′ 712 t* | Q. 4 Cy. 24″, 35″, 51″ & 74″–51″<br>& L.P. Turbine with DR<br>gearing & hydraulic coup-<br>ling (*s*) 844 NHP<br>250 lb FD<br>3 SB (Spt) & 1 Aux SB (Spt),<br>*14cf*, GS 245, HS 10913<br>Cen. Mar. Eng. Wrks. W Hpl | 33 ″ 9<br>s 6 ″ 3½<br>27 ″ 8½ | |
| 72245<br>164096<br>GZBW | **City of Benares** (P)<br>D.F. E.S.D.<br>3 *Dks*<br>*Cruiser Stern* | | 11031<br>9281<br>6712 | ✠100A1 Liv *f*†<br>*with freeboard* 2½<br>5,40 ~~11,39~~ ✠LMC ~~10,38~~<br>9,40<br>*Carrying oil fuel* F. P. *above* | | CL<br>10,39 | 1936<br>10mo | Barclay, Curle & Co. Ld Glasgow<br>*Lloyd's SA & CP* | Ellerman Lines, Ld. (City Line, Ld. *Mgrs.*)<br>*Cell DB 411′ 1443 t*<br>*DT a 33′ 85 3 t FPT 87 t APT 82 t* | 486·1<br>F 41′<br>(*Coll to W dk*<br>8 „ *2nd* „ ) | 62·7<br>FK | 30·8<br>Glasgow<br>British<br>9 *B H pt Cem*<br>5 SB (Spt), *20cf*, GS 328,<br>HS 15700 FD<br>Cammell Laird & Co. Ld. Bkn | 3 Steam Turbines SR<br>geared to 1 Sc. Shaft<br>275 lb (*s*) 1450 NHP<br>Cammell Laird & Co. Ld. Bkn | 43 ″ 3<br>s 15 ″ 2½<br>28 ″ 5½ | BT till ~~10,40~~ 5,41 |
| 72246<br>223293<br>WPCK | **City of Birmingham** (P)<br>D.F.<br>4 *Dks* | | 5861<br>—<br>4343 | | | | | 1923 | Nwprt Nws S.B. & D.D. Co. Newprt News | Ocean S.S. Co. of Savannah | 381·8 | 52·1 | 27·0<br>*WL* | Savannah<br>Utd. States | T. 3 Cy. 26″, 44″ & 76″–48″<br>398 NHP<br>Newport News SB & DD. Co. | | R |
| 72247<br>137887<br>GRQP | —<br>*ss* Mch No. 3–5,30<br>D.F. E.S.D. *ss* Gls. No. 2–38<br>2 *Dks (Stl)*<br>*Cruiser Stern* | | 5309<br>5086<br>3394 | ✠100A1 Gls *z*<br>4,40<br>BS 12,39 ✠LMC 12,38 | | CL<br>2,38 | 1917<br>9mo | W. Gray & Co. Ld. W Hartlepool<br>*Lloyd's SA & CP* | Ellerman Lines, Ld. (City Line Ld. *Mgrs.*)<br>*Cell DB 347′ 1271 t DT o* | 391·0<br>406·5 (O.L.)<br>P 48′ B & F 274′<br>25 709 t | 54·2<br>FK | 28·9<br>Glasgow<br>British<br>7 *B H Cem* | T. 3 Cy. 24½″, 42½″ & 73″–51″<br>220 lb (*s*) 581 NHP<br>2 SB & 1 Aux SB, *11cf*, GS 208,<br>HS 8341 FD<br>Cen. Mar. Eng. Wrks. W Hpl | 31 ″ 5<br>s 4 ″ 4½<br>27 ″ 3½ | |
| 72248<br>164342<br>GBGX | **City of Bombay**<br>*Fitted for oil fuel*<br>D.F. E.S.D. 2 *Dks*<br>*Cruiser Stern* | | 7140<br>6569<br>4270 | | | | | 1937 | Barclay, Curle & Co. Ld. Glasgow | Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*) | 464·3<br>P 73′ F 30′ | 59·2 | 31·2<br>*WB* | Liverpool<br>British | 3 steam turbines SR geared<br>to 1 screw shaft 750 NHP<br>Parsons Marine Steam<br>Turbine Co. Ld. Nwc. | | C |
| 72249<br>109276<br>EIKG | **City of Bremen** (*ex* Teelin Head–34, *ex* Audierne, *ex* Doonass, *ex* Whimbrel)<br>Wireless 1 *Dk* | | 903<br>763<br>370 | | | | | 1897 | Caledon S. B. & E. Co. Ld. Dundee | Saorstat & Continental S.S. Co. Ld. | 230·0<br>P & B 123′ F 59′ | 32·0 | 15·3<br>*WB* | Dublin<br>British | T. 3 Cy. 19″, 31″ & 50″–33″<br>114 NHP<br>Caledon SB & E. Co. Ld. Dun | | C |
| 72250<br>143641<br>GDNX | **City of Brisbane**<br>*ss* Nwc. No. 3–7,33<br>*ss* Mch. No. 1–37<br>*Ref. Mchy.* 2 *Dks (Stl)* 3 *rd tr Bin forehold*<br>D.F. E.S.D. *Cruiser Stern* | | 8006<br>6822<br>5062 | ✠100A1 Lon *c*†<br>1,40<br>✠LMC<br>MS 1,37 BS ~~4,39~~ 4,40<br>✠Lloyd's RMC 1,40<br>*Fitted for oil fuel* 6, 20 *F.P. above* | | CL<br>12,38 | 1920<br>6mo | Swan, Hunter & Wigham Richardson, Ld Newcastle<br>*Lloyd's SA & CP* | Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*)<br>*Cell DB 414′ 1388 t DT a 30′ 1147 t FPT 108 t APT 52 t* | 463·6<br>P 98′ B & F 332′ | 58·8<br>FK | 30·9<br>Liverpool<br>British<br>7 *B H pt Cem* | 2 Steam Turbines DR<br>geared to 1 Sc. Shaft<br>225 lb (*s*) 885 NHP<br>3 SB (Spt) & 1 Aux SB, *14cf*,<br>GS 270, HS 10718 FD<br>Wallsend Slpway & E. Co Ld | 33 ″ 5<br>s 5 ″ 7½<br>28 ″ 0½ | |
| 72251<br>148707<br>MNLW | **City of Brussels**<br>*ss* Ant. No. 3–6,38<br>*Mchy. Aft* 1 *Dk (Stl) pt 2nd dk (Stl)*<br>*Cargo battens not fitted in holds* | | 629<br>564<br>357 | ✠100A1 Ant *j*<br>*with freeboard*<br>3,40<br>✠LMC<br>MS 6,38 BS 11,39 | | OG<br>3,40 | 1925<br>11mo | Burntisland S.B. Co Ld. Burntisland<br>*Lloyd's SA & CP* | Brussels S.S. Co. Ld.<br>*Cell D* | 175·1<br>B 14′ F 21′ | 28·6<br>FK | 15·9<br>London<br>British<br>*B H pt Cem*<br>*B f* 70′ 116 t *FPT* 54 t<br>*APT* 26 t | T. 3 Cy. 15″, 25″ & 40″–27″ (*s*)<br>180 lb 88 RHP<br>1 SB, *3cf*, GS 63, HS 2030<br>W. Beardmore & Co. Ld. Gls. | 17 ″ 0<br>s 3 ″ 10<br>13 ″ 3½ | |
| 72252<br>137423<br>GQZY | **City of Cairo** (P)<br>*ss* Gls. 2nd No. 3–2,39<br>D.F.<br>E.S.D. 2 *Dks (Stl–Uws)*<br>*Cruiser Stern* | | 8034<br>6263<br>5088 | ✠100A1 Cal *c*†<br>4,41 ~~3,40~~ ~~Lin~~ ~~Elec~~ Gls<br>~~BS 2,39~~ ✠LMC 9,38<br>BS ~~6,40~~ 8,41 | | CL<br>N1,39 | 1915<br>1mo | Earle's Co. Ld. Hull<br>*Lloyd's SA & CP* | Ellerman Lines, Ld (Hall Line, Ld. *Mgrs.*)<br>*B = Cell D Ba 141′ u* | 449·9<br>465·2 (O.L.)<br>P 94′ B 191′ F 86′<br>*E & B 84′ f 179′ 1277 t* | 55·7<br>FK | 31·3<br>Liverpool<br>British<br>7 *B H Cem*<br>*DT a 33′ 937 t* | Q. 4 Cy. 26½″, 38″, 55″ & 80″–54″<br>225 lb (*s*) 774 NHP<br>3 SB (Spt) & 1 Aux SB (Spt),<br>*15cf*, GS 285, HS 14040 FD<br>Earle's Co. Ld. Hull | 33 ″ 11<br>s 6 ″ 1<br>28 ″ 1½ | BT till ~~9,40~~ ~~6,41~~ 4,42 |
| 72253<br>149651<br>GNLD | **City of Canberra** *ss* Shl. No. 3–10,40<br>~~*ss* Bkn. No. 2–35~~<br>*Special quality steel*<br>*Ref. Mchy.* 2 *Dks (Stl)*<br>D.F. *Cruiser Stern*<br>E.S.D. | | 7484<br>6853<br>4681 | ✠100A1 Liv *c*†<br>10,40 ~~9,39~~ Shl<br>5,40 ✠LMC<br>MS ~~6,35~~ BS ~~2,40~~ 1,41<br>✠Lloyd's RMC ~~2,40~~ ~~10,39~~ 5,41<br>*Fitted for oil fuel* 12, 27 *F.P. above*<br>*Fitted for carrying oil* | | CL<br>7,38 | 1927<br>12mo | W. Gray & Co. Ld. W Hartlepool<br>*Lloyd's SA & CP* | Ellerman Lines, Ld. (Ellerman & Buck-nall S.S. Co. Ld. *Mgrs.*)<br>*Duct keel* 144′ *fwd. of boiler space*<br>*Cell DB 395′ 1400 t DT a 35′ 1037 t FPT*<br>1 50° F.<br>*DT & FP*<br>*Cell DB 403′ 1312 t D* | 453·2<br>P 83′ B 162′ F 89′<br>*DT a 39′ 1068 t FPT 87 t* | 57·8<br>FK | 31·9<br>Liverpool<br>British<br>7 *B H pt Cem*<br>*APT 40 t* | Q. 4 Cy. 25¾″, 37½″, 54″ & 78½″–<br>54″ & Elec. drive from L.P.<br>Turbine 265 lb. (*s*) 984 NHP<br>4 SB (Spt), *16cf*, GS 277,<br>HS 12052 FD<br>Cen. Mar. Eng. Wrks. W Hpl | 34 ″ 6<br>s 6 ″ 4½<br>28 ″ 1½ | |
| 72254<br>146395<br>GJQZ | **City of Canterbury** (P)<br>D.F.<br>2 *Dks*<br>*Cruiser Stern* | | 8331<br>6415<br>5290 | | | | | 1922 | Swan, Hunter & Wigham Richardson, Ld Newcastle | City Line, Ld. | 448·4<br>P & B 295′ F 103′ | 56·4 | 31·4<br>*WB* | Glasgow<br>British | Q. 4 Cy. 26¾″, 38½″, 55½″ & 80″–<br>51″ & Elec. Drive from L.P.<br>Turbine 673 NHP<br>Wallsend Slpway & E. Co Ld | | C<br>BT till ~~6,40~~ 5,41 |
| 72255<br>137890<br>GRBJ | **City of Canton**<br>*ss* Sws. No. 3–12,28<br>D.F. E.S.D. *ss* Liv. No. 2–36<br>2 *Dks (Stl)* | | 6692<br>6373<br>4271 | ✠100A1 Liv *b*†<br>3,40<br>✠LMC<br>MS 4,36 BS ~~4,40~~ 4,41 | | CL<br>9,38 | 1916<br>9mo | Swan, Hunter & Wigham Richardson, Ld Newcastle<br>*Lloyd's SA & CP* | Ellerman Lines, Ld (Hall Line, Ld. *Mgrs.*)<br>*Cell DB 403′ 1312 t D* | 450·7<br>466·4 (O.L.)<br>P 89′ B 192′ F 89′<br>*Ta 39′ 1068 t FPT 87 t* | 56·9<br>FK | 31·1<br>Liverpool<br>British<br>7 *B H Cem*<br>*APT 40 t* | 2 Steam Turbines SR<br>geared to 1 Sc. Shaft<br>190 lb (*s*) 751 NHP<br>3 SB (Spt), *12cf*, GS 228,<br>HS 8940 FD<br>Wallsend Slpway & E. Co Ld | 33 ″ 5<br>5-11½<br>27 ″ 8½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or now explred. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72256<br>164340<br>GBBQ | **City of Cape Town** Twin Sc<br>D.F. E.S.D. 2 *Dks*, 3rd dk in No. 1 hold<br>*Cruiser Stern* | 8046<br>7229<br>3935 | ✠100A1 Hul<br>*with freeboard*<br>9,10 ~~9,30~~ ✠LMC 10,37<br>*Carrying cargo oil F.*<br>*Fitted for oil fuel* 10,37 | Mtl | *e* †<br>2¼<br>*P. above*<br>*F.P. a* | CL<br>*e* 150°<br>*bove* 1 50° F | 1937<br>10mo | Cammell Laird & Co. Ltd. Birkenhead<br>*Lloyd's SA&CP* | Ellerman Lines, Ltd. (Hall Line, Ltd. *Mgrs.*)<br>*Duct keel* | 496·7 \| 62·4 \| 31·3<br>515·5 (O.L.)<br>P 76' B & F 351' FK<br>*Cell D B* 422'1947 *t D T* a 30'721 *t*<br>*Tanks in way* | Liverpool<br>British<br>8 *B Hpt Cem*<br>*fwd. of mchy. space*<br>*of tunnels* 192 *t F P T* | 6 steam turbines SR geared to 2 screw shafts<br>2651b (*s*) 1867 NHP<br>6 SB (Spt), *24cf*, GS 414, FD HS 11900<br>*88 t A P T* 82 *t*<br>Cammell Laird & Co. Ltd. Bkn | 35 ″ 0<br>s 6 ″ 8½<br>28 ″ 6¼ | |
| 72257<br>140556<br>GMXP | **City of Cardiff** (*ex* Langton Hall)<br>*ss* Liv. No. 3-7, 30<br>D.F. E.S.D. *ss* Bkn. No. 2-38<br>2 *Dks* (*Stl*)<br>*Cruiser Stern* | 5661<br>5383<br>3601 | ✠100A1 Gls<br>1,40<br>✠LMC<br>MS 10,38 BS ~~2,39~~ 4,40 | | *z* | CL<br>12,39 | 1918<br>1mo | Craig, Taylor & Co. Ltd. Stockton<br>*Lloyd's SA&CP* | Ellerman Lines, Ltd. (Hall Line, Ltd. *Mgrs.*)<br>*Cell D B* 343'1240 *t D T* | 403·5 \| 54·4 \| 29·8<br>419·5 (O.L.)<br>P 88' B 153' F 85' FK<br>a 30'746 *t* | Liverpool<br>British<br>7 *B H Cem* | T 3 Cy. 24½″, 42¾″ & 73″–51″ (*s*)<br>220lb HS 7705 FD 552 NHP<br>2 SB & 1 Aux SB, *11cf*, GS 185,<br>NE. Marine Eng. Co Ld Nwc | 32 ″ 3<br>s 5 ″ 1¾<br>27 ″ 4 | |
| 72258<br>223221<br>WFCL | **City of Chattanooga** Ⓟ<br>D.F. 4 *Dks* | 5861<br>—<br>4343 | | | | | 1923 | Nwprt News S.B. & D.D. Co Newport News | Ocean S.S. Co. of Savannah | 381·8 \| 52·1 \| 27·0 | Savannah<br>Utd. States | T. 3 Cy. 26″, 44 5/16″ & 76 7/16″–48″ 404 NHP<br>Newport News SB & DD. Co. | | R |
| 72259<br>143488<br>GBDY | **City of Christchurch** (*ex* Lorenzo, *ex* Aschenburg)<br>*ss* Nwc. No. 3-6, 28<br>D.F. E.S.D. *ss* Gls. No. 2-36<br>1 *Dk* (*Stl*) 2nd *dk* (*Stl*) in No. 1 *hold* | 6009<br>5659<br>3749 | ✠100A1 Gls<br>4,39<br>BS ~~4,39~~ 2,40 ✠LMC 10,36 | | *d* † | CL<br>3,38 | 1915<br>7mo | J. C. Tecklenborg, A. G. Weser-münde-G. | Ellerman & Buckn all S.S. Co. Ltd. | 470·5 \| 62·1 \| 25·3<br>491·0 (O.L.)<br>P 62' *Upper* F 52' B & F 394' FK<br>*Cell D B* a 160' *u E* 40' *f* 202' 1612 *t F P T* | London<br>British<br>7 *B H Cem*<br>120 *t A P T* 81 *t* | Q. 4 Cy. 27 3/16″ 39 3/16″ 55 5/8″ & 82 1/16″ –55 7/16″ 213lb (*r*) 725 NHP<br>4 SB, *12cf*, GS 225, HS 10120 FD<br>J. C. Tecklenborg A. G. Wsm | 28 ″ 0<br>s 3 ″ 10<br>24 ″ 5 | |
| 72260<br>145882<br>GFMV | **City of Christiania**<br>*ss* Lon. No. 3-10, 33<br>D.F. E.S.D. *ss* Gls. No. 1-37<br>2 *Dks* (*Stl*)<br>*Cruiser Stern* | 4940<br>4627<br>3031 | ✠100A1 Phl<br>11,40 ~~1,30~~ Bom<br>BS 11,40 ✠LMC 12,37<br>*Fitted for oil fuel* 10,21 | | *y* | CL<br>11,~~37~~<br>11,40<br>*F.P. a* | 1921<br>8mo<br>*Lloyd's SA&CP*<br>*bove* 1 50° F. | Earle's Co. Ltd. Hull | Ellerman Lines, Ltd. (Hall Line, Ltd. *Mgrs.*)<br>*Cell D B* 320'965 *t D* | 380·1 \| 53·0 \| 28·5<br>P 85' B & F 266' FK<br>*Ta* 27' 660 *t F P T* 72 *t* | Liverpool<br>British<br>6 *B Hpt Cem*<br>*A P T* 69 *t* | T. 3 Cy. 24″, 41″ & 71″–48″ (*s*) 550 NHP<br>225lb<br>3 SB (Spt), *9cf*, GS 184, HS 7960 FD<br>Earle's Co. Ld. Hull | 30 ″ 9<br>s 4 ″ 0<br>26 ″ 11⅜ | |
| 72261<br>204080<br>WNCM | **City of Cleveland III** Ⓟ Pad<br>(*ex* City of Cleveland)<br>D.F. Gy.C. 4 *Dks* | 4568<br>—<br>2403 | | | | | 1907 | Detroit S.B. Co. Wyandotte | Detroit and Cleveland Nav. Co. | 390·0 \| 54·2 \| 22·3<br>*WB* | Detroit, Mich.<br>Utd. States | C. 3 Cy. 54″ & (2) 84″–96″ 1152 NHP<br>Detroit S.B. Co. Detroit | | |
| 72262<br>140655<br>GRBL | **City of Corinth**<br>*ss* Nwc. No. 3-2, 30<br>D.F. E.S.D. *ss* Bkn. No. 2-38<br>2 *Dks* (*Stl*)<br>*Cruiser Stern* | 5318<br>5085<br>3424 | ✠100A1 N Yk<br>1,41 ~~2,30~~ Liv<br>✠LMC<br>MS 3,38 BS ~~6,36~~ 7,40<br>*Carrying oil fuel F. P.* above 1<br>*Fitted for oil fuel* 5,19 *F.P. a* | | *z* | CL<br>12,39<br>*Lloyd's SA&CP*<br>50° F. in *D B*<br>50° F. | 1918<br>1mo | W. Gray & Co. Ld. W Hartlepool | Ellerman Lines, Ld (Hall Line, Ltd. *Mgrs.*)<br>*Cell D B* 347'1271 *t D* | 391·0 \| 54·2 \| 28·9<br>407·0 (O.L.)<br>P 84' B & F 274' FK<br>*Ta* 25'709 *t* | Liverpool<br>British<br>7 *B H Cem*<br>2 SB (Spt) & 1 Aux SB (Spt), *11cf*, GS 208, HS 8341 FD<br>Cen. Mar. Eng. Wrks. W Hpl | T. 3 Cy. 25½″, 42¾″ & 73″–51″ 220lb (*s*) 581 NHP<br>2 SB (Spt) & 1 Aux SB (Spt), | 31 ″ 5<br>s 4 ″ 4¼<br>27 ″ 3½ | |
| 72263<br>221006<br>KDNP | **City of Dalhart**<br>Sub. Sig. *Oil Eng.*<br>Gy.C. 2 *Dks*<br>*Longitudinal framing* | 5878<br>—<br>3689 | | | | | 1921 | Oscar Daniels Co. Tampa, Fla. | United States Maritime Commission | 401·9 \| 54·2 \| 31·3<br>P 34' B 118' F 38' | Tampa, Fla.<br>Utd. States<br>*W B* | Oil Engines 2 S.C.S.A 6 Cy. 30″–52″ 938 NHP<br>Busch-Sulzer Diesel Eng. Co. St. Louis, Mo. | | R |
| 72264<br>219277<br>KOPV | **City of Dallas** (*ex* Lake Fillion)<br>*Fitted for oil fuel*<br>Sub. Sig. 1 *Dk 2tr B* | 2559<br>2203<br>1586 | ✠ ...<br>11,20<br>✠ | | | | 1919<br>11mo | Toledo S.B. Co. Toledo, O | Southern S.S. Co. | 251·0 \| 43·6 \| 25·8<br>P 25' B 64' F 23' FK<br>*W B* | Phildlphia.<br>Utd. States<br>*W B* | T. 3 Cy. 22″, 36″ & 59″–42″ 315 NHP<br>Toledo S.B. Co. Toledo | 28 ″ 2 | R<br>† |
| 72265<br>148871<br>GLBW | **City of Delhi**<br>*ss* Liv. No. 3-5, 37<br>*Ref. Mchy.* 2 *Dks* (*Stl*)<br>D.F. *Cruiser Stern*<br>E.S.D. | 7443<br>7127<br>4731 | ✠100A1 Mtl<br>10,40 ~~11,30~~<br>~~BS 7,39~~ ✠LMC 5,37<br>~~Lloyd's RMC 7,~~ 4,40<br>BS 9,40<br>*Fitted for oil fuel* 7,25 | | *c* † | CL<br>10,38<br>*F.P. a* | 1925<br>7mo<br>*Lloyd's SA&CP*<br>*bove* 1 50° F. | Wear Ship-yard of W. Gray & Co. Ld. Sunderland | Ellerman Lines, Ld. (City Line, Ltd. *Mgrs.*)<br>*Cell D B* 396'1471 *t* | 450·5 \| 58·6 \| 32·1<br>P 74' B & F 317' FK | Glasgow<br>British<br>8 *B Hpt Cem*<br>1 ,, *to 2nd dk*<br>*D T a* 30'845 *t* | Q. 4 Cy. 24″, 35″, 51″ & 74″–51″<br>& L.P. Turbine with D.R. gearing & hydraulic coupling<br>250lb (*s*) 845 NHP<br>4 SB (Spt), *12cf*, GS 230, HS 10960 FD<br>Cen. Mar. Eng. Wrks. W Hpl | 34 ″ 9<br>s 5 ″ 11½<br>29 ″ 0⅜ | |
| 72266<br>146175<br>GFWC | **City of Derby** (*ex* Karonga)<br>*ss* Nwc. No. 3-5, 34<br>*ss* Bkn. No. 1-38<br>D.F. 2 *Dks* (*Stl*)<br>E.S.D. *Cruiser Stern* | 6616<br>6246<br>4190 | ✠100A1 Lon<br>7,40 ~~9,30~~ Gls<br>BS ~~10,30~~ ✠LMC 11,38<br>11,40<br>*Fitted for oil fuel* 11,21 | | *b* † | CL<br>10,38<br>*F.P. a* | 1921<br>11mo<br>*Lloyd's SA&CP*<br>*bove* 1 50° F. | W. Gray & Co. (1918) Ld. Sunderland | Ellerman & Buckn all S.S. Co. Ld. | 433·0 \| 57·4 \| 30·2<br>P 89' B & F 308' FK<br>*Cell D B* 385'1468 *t* | London<br>British<br>7 *B H Cem*<br>*D T a* 27'778 *t* | 2 Steam Turbines D R geared to 1 Sc. Shaft (*s*) 767 NHP<br>225lb HS 8946 FD<br>3 SB (Spt), *12cf*, GS 231,<br>Cen Mar E. Wrks. Ld. W. Hpl | 32 ″ 10<br>s 5 ″ 0<br>28 ″ 0⅜ | |
| 72267<br>209571<br>WNCN | **City of Detroit III** Ⓟ Pad<br>D.F. Gy.C. 1 *Dk 2tr B* | 6061<br>—<br>3328 | | | | | 1912 | Detroit S.B. Co. Wyandotte | Detroit and Cleveland Nav. Co. | 455·8 \| 55·5 \| 22·5<br>*WB* | Detroit, Mich.<br>Utd. States | C. 3 Cy. 62″ & (2) 92″–102″ 1425 NHP<br>Detroit S.B. Co. Detroit Mich | | |
| 72268<br>160254<br>GSVQ | **City of Dieppe**<br>*ss* Liv. No. 2-37<br>*Ref. Mchy.* 2 *Dks* (*Stl*)<br>D.F. E.S.D. *Cruiser Stern* | 7958<br>7215<br>4850 | ✠100A1 Mch<br>4,40 ~~8,30~~ Bermuda<br>✠LMC<br>MS 6,37 BS 12,39<br>✠Lloyd's RMC ~~8,30~~<br>4,41 ~~4,40~~<br>*Fitted for carrying oil in deep tank, f or repeak t* (6,29)<br>*Fitted for oil fuel* 6,29 *F.P. a* | | | CL<br>6,38<br>*F.P. a*<br>*bove* 150° F.<br>*bove* 1 50° F. | 1929<br>6mo<br>*Lloyd's SA&CP*<br>*fter pe ak tank* | W. Gray & Co. Ld. W Hartlepool | Ellerman Lines, Ld. (Ellerman & Buckn all S.S. Co. Ld. *Mgrs.*)<br>*Intermedia te B H dispensed with*<br>*Duct keel fwd. of mchy. space*<br>*Cell D B* 403'1455 *t D T a* 35'943 *t F P T* 3 | 501·8 \| 58·2 \| 32·2<br>P 84' B 180' F 107'<br>len 34 FK<br>94 *t A P T* 93 *t* | Glasgow<br>British<br>7 *B H Cem*<br>Cen. Mar. E. Wrks Ld. W Hpl | Q. 4 Cy. 26¼″, 38″, 54¾″ & 79½″<br>–54″ & LP Turbine with D R gearing & hydraulic coupling 255lb (*s*) 1088 NHP<br>4 SB (Spt), *16cf*, GS 291, FD HS 12792 | 35 ″ 0<br>s 6 ″ 4½<br>28 ″ 11½ | |
| 72269<br>85157<br>EIJY | **City of Dublin** (*ex* Mallard) Iron<br>*ss* Lon. No. 3-8, 95<br>*Well deck* Wireless 2 *Dks* | 1095<br>954<br>667 | ✠ ...<br>10,39<br>✠ | | | | 1882<br>5mo | Gourlay Bros. & Co. Dundee | Saorstat & Continental S.S. Co. Ltd. | 225·0 \| 33·1 \| 17·4<br>P 130' F 36'<br>BK 8' | Dublin<br>British<br>*WB* | C. 2 Cy. 30″ & 54″–36″ NB 07 130 NHP<br>Gourlay Bros. & Co. Dundee | 19 ″ 6 | C<br>† |
| 72270<br>143734<br>GDPY | **City of Dundee** (*ex* Sandon Hall)<br>*ss* Ant. No. 3-7, 33<br>D.F. E.S.D. *ss* Bkn. No. 1-37<br>2 *Dks* (*Stl*)<br>*Cruiser Stern* | 5273<br>4999<br>3309 | ✠100A1 Mch<br>8,40 ~~3,40~~ Lon<br>✠LMC<br>MS 8,37 BS ~~3,40~~ 7,41<br>*Fitted for oil fuel* 5,21 | | *z* | CL<br>3,40<br>*F.P. a* | 1921<br>3mo<br>*Lloyd's SA&CP*<br>*bove* 1 50° F. | Palmers' Co. Ld. Newcastle | Ellerman Lines, Ld. (Hall Line, Ltd. *Mgrs.*) | 406·0 \| 52·1 \| 29·2<br>423·3 (O.L.)<br>P 80' B 147' F 78' FK<br>*Cell D B* 349'1115 *t* | Liverpool<br>British<br>8 *B Hpt Cem*<br>*D T a* 27'668 *t* | 2 Steam Turbines D R geared to 1 Sc. Shaft (*s*) 609 NHP<br>220lb HS 7978 FD<br>2 SB (Spt) & 1 Aux SB (Spt), *10cf*, GS 202<br>Palmers' Co. Ld. Newcastle | 31 ″ 8<br>s 5 ″ 2¾<br>26 ″ 8 | |
| 72271<br>131464<br>GQZT | **City of Dunkirk**<br>*Fitted for oil fuel*<br>D.F. E.S.D. 2 *Dks* | 5861<br>5537<br>3759 | | | | | 1912 | Barclay, Curle & Co. Ltd. Glasgow | Ellerman Lines, Ltd. (Hall Line, Ltd. *Mgrs.*) | 420·7 \| 54·2 \| 30·3<br>P 82' B 150' F 41' | Liverpool<br>British<br>*WB* | T. 3 Cy. 24½″, 42¼″ & 74″–48″ 379 NHP<br>Barclay, Curle & Co. Ld. Gls. | | C |
| 72272<br>145892<br>GDSN | **City of Durban**<br>*ss* Cal. No. 3-9, 33<br>*ss* Bkn. No. 1-37<br>2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)<br>*Cruiser Stern* | 5850<br>4249<br>3672 | ✠100A1 Gls<br>*Shelter dk*<br>*with freeboard*<br>9,39<br>BS 6,39 ✠LMC 4,37<br>*Fitted for oil fuel* 1,22 | | *y* | CL<br>3,38<br>*F.P. a* | 1921<br>3mo<br>*Lloyd's SA&CP*<br>*bove* 1 50° F. | Earle's Co. Ld. Hull | Ellerman Lines, Ld. (Hall Line, Ltd. *Mgrs.*)<br>*Cem B H to Sh dk*<br>*Collision Cell D B* 319'938 *t* | 379·7 \| 52·1 \| 26·6<br>F 40' *on Shelter dk*<br>FK<br>5 ,, ,, *U* ,, | Liverpool<br>British | 3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 607 NHP<br>225lb<br>3 SB (Spt), *9cf*, GS 179, FD HS 7825<br>Earle's Co. Ld. Hull | 36 ″ 9<br>s 10 ″ 4½<br>26 ″ 7½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Tonn. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant exprimé. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Equipement ch. comp. si on l'a mis dans le L. R. Dunkerque. Lettre. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72273 | **City of Eastbourne** | | 5563 | ✝100A1 | Hul | z | CL | 1923 | W.Gray& | EllermanLines,Ld. | 406·2 | 54·2 | 28·8 | Liverpool | T.3Cy.24½",42½"&74"-51"(s) | 31 ″ 5 | |
| 147213 | | ssMdb.No.3–3,35 | 5300 | 2,41~~4,40~~ | Lon | | 8,40 | 5mo | Co.Ld. | (HallLine,Ld. | 421·9(o.L.) | | | British | Electric drive from L.P. | s 4 ″ 6½ | |
| GJVB | | ssHul.No.1–40 | 3509 | ✝LMC | | | | | W Hartlepool | *Mgrs.*) | P87'B&F287' FK | | | 8 *BHpt Cem* | Turbine 225lb 690NHP | 27 ″ 1½ | |
| | D.F. | 2 *Dks(Stl)* | | BS5,~~30~~ 8, ~~10~~ MS4,40 | | | | *Lloyd's* | *sA&CP* | | *CellDB355'1310t D* | | | *Ta28'1062t* | 3SB(Spt),*11cf*,GS212, FD | | |
| | | *Cruiser Stern* | | *Fitted for oil fuel* 5,23 | | *F.P. a* | | above 1 | 50° F. | | | | | | HS8544 | | |
| | | | | *Carrying vegetable oil in 'twe* | | | | en deck tanks | | | | | | | Cen.Mar.Eng.Wrks.W Hpl | | |
| 72274 | **City of Edinburgh** | TwinSc | 8036 | ✝100A1 | Gls | e† | CL | 1938 | Cammell | EllermanLines,Ld. | 496·7 | 62·4 | 31·3 | Glasgow | 6 steam turbines SRgeared | 35 ″ 0 | |
| 165945 | | | 7229 | *with freeboard* | Bal | | 2½ | 8mo | Laird&Co.Ld. | (CityLine,Ld. | 515·8(o.L.) | | | British | to 2 screw shafts | s 6 ″ 8½ | |
| GNGC | D.F. E.S.D. | | 3965 | 5,40 ~~9,30~~ | ✝LMC8,38 | | | | Birkenhead | *Mgrs.*) | P76'B&F351' FK | | | 8 *BHpt Cem* | 2650lb (*s*) 1867NHP | 28 ″ 5½ | |
| | | 2 *Dks* 3rd dk in No.1 hold | | | | | | *Lloyd's* | *sA&CP* | | *Duct keel fwd. of mchy.space* | | | | 6SB(Spt),*24cf*,GS414, FD | | |
| | | *Cruiser Stern* | | *Carrying Cargo oil* | *F.* | *P. above* | | e 150° | F. in deep tank | | *CellDB422'1941t DT* | | | *a30'721t* | HS19800 | | |
| | | | | *Fitted for oil fuel* 8,38 | | *F.P. a* | | bove 1 | 50° F. | | *Tanks in way* | | | *of tunnels 192t FPT* | 88t *APT82t* | | |
| 72275 | **City of Elwood** | | 6197 | | | | | 1920 | Doullut& | UnitedStates | 395·5 | 55·0 | 31·4 | N.Orleans | Oil Engines 2S.C.SA | | R |
| 226962 | | *Oil Eng.* | — | | | | | | Williams | Maritime | P60'B109'F37' | | | Utd.States | 6Cy.30"-52" NE29 945NHP | | |
| KDMV | Sub.Sig. GyC. | 2 *Dks* | 3822 | | | | | | S.B.Co.Inc. | Commission | | | | *WB* | Busch-SulzerBros.Diesel | | |
| | | *Longitudinal framing* | | | | | | | NewOrleans | | | | | | Eng.Co.St.Louis | | |
| 72276 | **City of Erie** (P) | Pad | 2499 | | | | | 1898 | Detroit Dry | Cleveland& | 316·0 | 44·0 | 18·0 | Wilmgton | B.C.2Cy.54"-96"&80"-144" | | R |
| 127242 | | | — | | | | | | Dock Co. | BuffaloTransitCo. | *78' overguards* | | | (Del.) | 640NHP | | |
| WTCS | | | 1280 | | | | | | Detroit,Mich. | | | | | Utd.States | W.&A.FletcherCo. | | |
| | | | | | | | | | | | | | | | Hoboken,N.J. | | |
| 72277 | **City of Evansville** | | 6528 | ✝100A1 | Gls | b† | CL | 1922 | W.Gray& | Ellerman Lines,Ld | 433·2 | 57·3 | 30·1 | Liverpool | T.3Cy.25½",42½"&74"-51" | 32 ″ 10 | |
| 145980 | | ssHul.No.3–3,35 | 6203 | 1,40 | | | N11,37 | 10mo | Co.Ld. | (HallLine,Ld. | 450·8(o.L.) | | | British | L.P.Turbine with DR gear- | s 5 ″ 0½ | |
| GJNF | | ssBkn.No.1–38 | 4141 | BS11,40 | ✝LMC | | | | W Hartlepool | *Mgrs.*) | P88'B&F307' FK | | | 8 *BHpt Cem* | ing&hydraulic coupling | 28 ″ 1½ | |
| | D.F. E.S.D. | 2 *Dks(Stl)* | | MS12,38 | ~~BS9,30~~ | | | *Lloyd's* | *sA&CP* | | *CellD B379'1475t DTa* | | | 27' 715t | 225lb (*s*) 729NHP | | |
| | | *Cruiser Stern* | | *Fitted for oil fuel* 10,22 | | *F.P. a* | | bove 1 | 50° F. | | | | | | 3SB(Spt),*12cf*,GS230, FD | | |
| | | | | | | | | | | | | | | | HS3946 | | |
| | | | | | | | | | | | | | | | Cen.Mar.Eng.Wrks.W Hpl | | |
| 72278 | **City of Exeter** (P) | TwinSc | 9654 | | | | | 1914 | Workman, | EllermanLines,Ld | 486·7 | 58·9 | 32·6 | Glasgow | Q.8Cy.22",31½",46"&66"-45" | | C |
| 136297 | | | 7568 | | | | | | Clark&Co.Ld | (CityLine,Ld. | P98'B219'F88' | | | British | 584NHP | | BT |
| GQZW | D.F. E.S.D. | 2 *Dks* | 6127 | | | | | | Belfast | *Mgrs.*) | | | | *WB* | Wrkman,Clark&Co.Ld Bel | | till ~~7,40~~ 3,41 ~~6,41~~ |
| 72279 | **City of Flint** | | 4963 | | | | | 1920 | American | UnitedStates | 390·0 | 54·2 | 27·8 | Phildlphia | DR Geared Steam Turbine | | R |
| 219614 | | *Fitted for oil fuel* | 4598 | | | | | | International | Maritime | P50'B121'F40' | | | Utd.States | | | |
| KUCV | Sub.Sig. | 2 *Dks* | 3033 | | | | | | S.B.Corp. | Commission | | | | *WB* | General Electric Co. | | |
| | | | | | | | | | Hog Island Pa | | | | | | Schenectady,N.Y. | | |
| 72280 | **City of Flint 32** (P) | TwinSc | 3327 | | | | | 1930 | Manitowoc | PereMarquette | 381·5 | 57·0 | 22·5 | Ludington | 2 Steam Turbines connec- | | |
| 229316 | | (*Car Ferry*) | — | | | | | | S.B.Corp. | Rly.Co. | | | | Mich. | ted to Elec.Motor&Screw | | |
| WDCI | | 2 *Dks* | 762 | | | | | | Manitowoc, | | | | | Utd.States | Shafts 1200NHP | | |
| | D.F. GyC. | | | | | | | | Wis. | | | | | | General Electric Co., | | |
| | | | | | | | | | | | | | | | Schenectady,N.Y. | | |
| 72281 | **City of Florence** | | 6862 | ✝100A1 | Bry | b† | CL | 1918 | W.Gray& | EllermanLines,Ld | 448·8 | 56·2 | 31·4 | Liverpool | T.3Cy.26½",44½"&77"-51" | 34 ″ 0 | |
| 140559 | | ssNwc.No.3–10,30 | 6512 | ~~6,10~~ 10,30 6,41 | ~~Gls~~ Lon | | ~~11,38~~ 7,40 | 2mo | Co.Ld. | (HallLine,Ld. | | | | British | 2201b (*s*) 621NHP | s 6 ″ 0½ | |
| GRCJ | D.F. E.S.D. | ssGls.No.2–39 | 4382 | BS12,40 | ✝LMC | | 6,41 | | W Hartlepool | *Mgrs.*) | P104'B171'F93' FK | | | 7 *BHCem* | 3SB(Spt),*12cf*,GS226, FD | 28 ″ 2½ | |
| | | *Cruiser Stern* 2 *Dks(Stl)* | | MS5,39 | ~~BS8,30~~ | | | *Lloyd's* | *sA&CP* | | *CellDB398'1636t DTa* | | | 24'806t | HS8726 | | |
| | | | | *Fitted for oil fuel* 1,23 | | *F.P. a* | | bove 1 | 50° F. | | | | | | Cen.Mar.Eng.Wrks.W Hpl | | |
| 72282 | **City of Fort Worth** | | 2606 | ✝ ... | | | | 1919 | McDougall | SouthernS.S.Co. | 251·0 | 43·7 | 25·8 | Phildlphia | T.3Cy.21",35"&59"-42" | 28 ″ 2 | R |
| 219248 | | (*ex La Crosse*) *Fitted for oil fuel* | 2261 | 9,20 | | | | 11mo | Duluth Co. | | P25'B64'F20' | | | Utd.States | 352NHP | | † |
| KONM | | Sub.Sig. 1 *Dk 2 tr B* | 1612 | ✝ | | | | | Duluth,Minn | | FK | | | *WB* | McDougall-Duluth Co. | | |
| 72283 | **City of Glasgow** | | 5321 | ✝100A1 | Hul | z | CL | 1920 | W.Gray& | EllermanLines,Ld. | 391·3 | 54·2 | 28·9 | Liverpool | 2 Steam Turbines DR geared | 31 ″ 5 | |
| 143700 | | ssNwc.No.3–6,33 | 5086 | ~~8,40~~ ~~1,10~~ 2,41 | | | 2,38 | 12mo | Co.(1918)Ld | (HallLine,Ld. | | | | British | to 1 Sc. Shaft | s 4 ″ 4½ | |
| GDRS | | ssMtl.No.1–37 | 3401 | | BS6,40 | | 1,41 | | W Hartlepool | *Mgrs.*) | P84'B&F274' FK | | | 8 *BHCem* | 225lb (*s*) 632NHP | 27 ″ 3½ | |
| | *Ref. Mchy.* | 2 *Dks(Stl)* | | ~~BS5,30~~ | ✝LMC6,37 | | | *Lloyd's* | *sA&CP* | | *CellD B342'1243t DTa* | | | 25'645t | 3SB(Spt),*10cf*,GS196, FD | | |
| | D.F. E.S.D. | *Cruiser Stern* | | ✝Lloyd's RMC~~1,40~~ ~~6,10~~ 2,41 ~~11,10~~ | | | | | | | | | | | HS7952 | | |
| | | | | *Fitted for oil fuel* 12,20 | | *F.P. a* | | bove 1 | 50° F. | | | | | | Cen.Mar.Eng.Wrks.W Hpl | | |
| 72284 | **City of Grand Rapids** (P) | | 3061 | | | | | 1912 | American | E.E.Taylor | 291·0 | 48·0 | 27·0 | Chicago | T.4Cy.26",42"&(2)51"-42" | | R |
| 210065 | | | — | | | | | | S.B.Co. | | | | | Utd.States | 337NHP | | |
| KFIS | *Mchy. Aft* | 3 *Dks* | 1572 | | | | | | Cleveland,O. | | | | | | American S.B.Co.Clevelnd | | |
| 72285 | **City of Guildford** (*ex Romeo*) | | 5157 | ✝100A1 | ~~Liv~~ | z | CL | 1919 | W.Gray& | EllermanLines,Ld. | 400·0 | 52·3 | 28·5 | Liverpool | T.3Cy.27",44"&78"-48" (*s*) | 31 ″ 0 | |
| 140630 | | ssNpt.No.3–1,32 | 4823 | Examined 2,41 | Lon | | N6,39 | 6mo | Co.(1918)Ld. | (HallLine,Ld. | 414·0(o.L.) | | | British | 1801b 517NHP | s 4 ″ 9½ | |
| GRBZ | D.F. E.S.D. | ssMch.No.1–36 | 3236 | | ✝LMC | | | | W Hartlepool | *Mgrs.*) | P49'B219'F39' FK | | | 7 *BHpt Cem* | 3SB,*9cf*,GS190,HS7668 FD | 26 ″ 5½ | |
| | | 2 *Dks(Stl)* | | MS12,35 | ~~BS5,30~~ 8,40 | | | *Lloyd's* | *sA&CP* | | *CellDB* | | | 345'1129t *FPT* 129t | *APT61t* | | |
| | | *Cargo battens not fitted in 'tween dks* | | | | | | | | | | | | | Cen.Mar.Eng.Wrks.W Hpl | | |
| 72286 | **City of Hamilton** | | 1665 | | | | | 1927 | Midland | CanadaSteamship | 230·0 | 38·1 | 20·7 | Montreal | T.3Cy.18",30"&50"-36" | | C |
| 153423 | | | 1506 | | | | | | S.B.Co.Ld. | Lines,Ld. | F37' | | | British | 150NHP | | |
| CYJT | D.F. | *Mchy. Aft* 2 *Dks* | 972 | | | | | | Midland,Ont. | | | | | *WB* | Richardsons,Westgarth | | |
| | | | | | | | | | | | | | | | &Co.Ld.Hpl. | | |
| 72287 | **City of Hankow** | | 7360 | ✝100A1 | ~~Lon~~ | c† | CL | 1915 | W.Gray& | EllermanLines, | 465·4 | 58·2 | 31·8 | Liverpool | Q4Cy26½",37½",54"&78"-54" | 34 ″ 8 | |
| 137452 | | ssGls.No.3–5,27 | 7108 | | | | ~~5,37~~ | 6mo | Co.Ld. | Ld.(HallLine, | 483·9(o.L.) | | | British | & L.P.Turbine with DR | s 6 ″ 4 | |
| GMDZ | D.F. | ssGls.No.2–35 | 4735 | Examined 1,42 | Mch | | 4,38 | | W Hartlepool | Ld. *Mgrs.*) | P107'B171'F100' FK | | | 7 *BHCem* | gearing & hydraulic coup- | 28 ″ 6½ | |
| | | 2 *Dks(Stl)* | | | ✝LMC | | | *Lloyd's* | *sA&CP* | | | | | | ling (*s*) 853NHP | | |
| | | *Cruiser Stern* | | MS8,~~34~~ | BS4,~~30~~ | | | | | | *Cell DBa 168'* | *uE&B45'f200'1733t* | | *DTa24'816t* | 225lb HS10936 FD | | |
| | | | | 1,40 | 4,40 | | | | | | | | | | 3SB(Spt)&1 Aux B(Spt), | | |
| | | | | | | | | | | | | | | | *15cf*,GS277, | | |
| | | | | | | | | | | | | | | | Cen.Mar.Eng.Wrks W.Hpl | | |
| 72288 | **City of Hereford** | ssBkn.No.3–1,40 | 5101 | ✝100A1 | Shl | y | CL | 1927 | Barclay, | EllermanLines,Ld. | 385·4 | 51·7 | 30·3 | Liverpool | T.3Cy.24",41½"&72½"-48" | 32 ″ 8 | |
| 149618 | | ssLiv.No.2–35 | 4825 | ~~1,10~~ ~~2,39~~ 1,41 | | | 6,38 | 5mo | Curle&Co.Ld | (Ellerman& | | | | British | 225lb (*s*) 523NHP | s 6 ″ 6½ | |
| GMXC | D.F. E.S.D. | 2 *Dks(Stl)* | 3215 | | MS1,40 | | | | Glasgow | Bucknall S.S. | P31'B111'F37' FK | | | 7 *BHCem* | 2SB(Spt)&1 Aux SB FD | 26 ″ 4 | |
| | | *Cruiser Stern* | | BS~~8,30~~ 8,40 | ✝LMC~~5,30~~ | | | *Lloyd's* | *sA&CP* | | Co.Ltd. *Mgrs.*) | | | 1 ,, *to 2nd dk* | (Spt),*9cf*,GS184,HS7183 | | |
| | | *Special Quality Steel* | | *Carrying oil fuel* | *F.* | *P. above* | | 50° F. | *in DT* | | *CellD B335' 976t DTa* | | | 28' 745t *FPT* 92t | Barclay,Curle&Co.Ld.Gls. | | |
| 72289 | **City of Hongkong** (P) | | 9606 | ✝100A1 | Mch | d† | CL | 1924 | Earle's Co. | EllermanLines Ld. | 470·2 | 61·5 | 32·2 | Hull | Q.4Cy.26½",38",55"&80"-54" | 34 ″ 9 | BT |
| 147140 | | ssBkn.No.3–8,36 | 7612 | 4,40 | | | 5,39 | 5mo | Ld. | (CityLine,Ld. | | | | British | & Electric drive from L.P | s 5 ″ 11½ | till |
| GJZN | | 2 *Dks(Stl)* | 6071 | | BS3,41 | | | | Hull | *Mgrs.*) | P40'B&F394' FK | | | 9 *BHpt Cem* | turbine 2251b (*s*) 955NHP | 29 ″ 0 | ~~4,40~~ 4,41 |
| | D.F. E.S.D. | *Cruiser Stern* | | ~~BS3,40~~ | ✝LMC9,36 | | | *Lloyd's* | *sA&CP* | | | | | 1 ,, *to 2nd dk* | 4SB(Spt),*16cf*,GS311, FD | | |
| | | | | *Fitted for oil fuel* 5,24 | | *F.P. a* | | bove 1 | 50° F. | | *CellD B412'1696t D* | | | *Ta36'1044t FPT 80t* | *APT80t* | | |
| | | | | | | | | | | | | | | | HS12840 | | |
| | | | | | | | | | | | | | | | Earle's Co.Ld.Hull | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of T. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72290<br>219228<br>KONS | City of Houston (*ex* Lake Strymon)<br>*Fitted for oil fuel*<br>Sub. Sig. | 2609<br>2261<br>1610 | ✠ ...<br>11,20<br>✠ | | | | 1919<br>11mo | McDougall<br>Duluth Co.<br>Duluth, Minn. | Southern S.S. Co. | 251·0 \| 43·6 \| 26·2<br>P 25′ B 64′ F 20′<br>FK | Philadlphia<br>Utd. States<br>*WB* | T. 3Cy. 21″, 35″ & 59″–42″<br>352 NHP<br>McDougall Duluth Co. | 28 ″ 2 | R<br>† |
| 72291<br>143712<br>GDVN | City of Johannesburg<br>(*ex* Melford Hall)<br>D.F. E.S.D. | 5669<br>5394<br>3583 | | | | | 1920 | Barclay, Curle & Co. Ld<br>Glasgow | Ellerman Lines, Ld.<br>(Hall Line, Ld.<br>*Mgrs.*) | 417·2 \| 54·8 \| 29·0<br>P 107′ B & F 287′ | Liverpool<br>British<br>*WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>Barclay, Curle & Co. Ld. Gls. | | C |
| 72292<br>219745<br>KUJR | City of Joliet<br>*Fitted for oil fuel*<br>D.F. 1 *Dk & Shelter dk & Web frames*<br>Sub. Sig. *Longitudinal framing* | 6167<br>5630<br>3804 | ✠ ...<br>7,21 | | | | 1920<br>5mo | G. A. Fuller Co.<br>Wilmington, N. Carolina | Lykes Bros.-Steamship Co. Inc. | 395·3 \| 55·1 \| 31·4<br>P 45′ B 110′ F 38′ *on Shelter dk* FK | Houston<br>Texas<br>Utd. States<br>*WB* | T. 3Cy. 24¾″, 41⅛″ & 72″–48″<br>590 NHP<br>Hooven, Owens Rentschler Co. Hamilton, O. | 34 ″ 11 | R<br>† |
| 72293<br>165925<br>GDGS | City of Karachi<br>*Fitted for oil fuel*<br>D.F. E.S.D. 2 *Dks*<br>*Cruiser Stern* | 7140<br>6569<br>4267 | | | | | 1937 | Barclay, Curle & Co Ld.<br>Glasgow | Ellerman Lines, Ld.<br>(City Line, Ld.<br>*Mgrs.*) | 464·3 \| 59·2 \| 31·2<br>P 74′ B 195′ F 31′ | Glasgow<br>British<br>*WB* | 3 steam turbines SR geared to 1 screw shaft 750 NHP<br>Parsons Marine Turbine Co. Ld. Nwc. | | C |
| 72294<br>225904 | City of Keansburg Ⓟ Twin Sc<br>1 *Dk* | 1038<br>—<br>551 | | | | | 1926 | H. A. Marvel<br>Newburg. NY | ~~Keansburg Steamboat Co~~ Delaware & New York Steamboat Co. | 231·0 \| 43·0 \| 12·0 | Perth Amboy, N.J<br>Utd. States | T. 6Cy. 15½″, 26″ & 44″–26″<br>NE 18 *refitted* 26 198 NHP<br>General Ordnance Co.<br>Denver, Cal | | |
| 72295<br>143445<br>GCLT | City of Keelung (*ex* Keelung–36)<br>2 *Dks* | 5186<br>4817<br>3199 | | | | | 1919 | Earle's Co. Ld.<br>Hull | Ellerman & Buck-nall S.S. Co. Ld. | 400·4 \| 52·2 \| 28·5<br>P 116′ F 44′ | London<br>British<br>*WB* | T. 3Cy. 27″, 44″ & 73″–48″<br>368 NHP<br>Earle's Co. Ld. Hull | | C |
| 72296<br>147293<br>GKYB | City of Khios (*ex* Rydal Hall)<br>*ss* Gls. No. 3–10, 37<br>D.F. E.S.D. 2 *Dks (Stl)*<br>*Cruiser Stern* | 5574<br>5283<br>3537 | ✠100A1 Liv *z* CL<br>~~9,10 4,40~~ 7,41 ~~New~~ Lon ~~4,39~~ 2,40<br>BS4,39 ✠LMC 4,37<br>9,40 | | | | 1925<br>1mo | Barclay, Curle & Co. Ld.<br>Glasgow | Ellerman Lines, Ld.<br>(Hall Line, Ld.<br>*Mgrs.*) | 400·0 \| 55·0 \| 29·7<br>417·5 (O.L.)<br>P 68′ B & F 269′ FK<br>1114 *t DT a* 27′ 726 *t* | Liverpool<br>British<br>7 *B Hpt Cem*<br>1 ,, *to 2nd Dk* | T. 3Cy. ~~27¾~~″, 40½″ & 71″–48″<br>& L.P. Turbine with D.R. gearing & hydraulic coupling 225 lb (*s*) 550 NHP<br>2SB (Spt), *8cf*, GS154, HS6284 FD<br>Barclay, Curle & Co. Ld. Gls. | 32 ″ 0<br>*s* 4 ″ 10<br>27 ″ 4 | |
| 72297<br>148579<br>GLCM | City of Kimberley<br>*ss* Nwc. No. 3–5, 37<br>2 *Dks (Stl)*<br>D.F. E.S.D. *Cruiser Stern* | 6169<br>5883<br>3954 | ✠100A1 NYk *a*† CL<br>~~7,10 10,30~~ 9,41 ~~Cdf~~ Bkn 2,39<br>BS10,40 ✠LMC<br>MS5,37 ~~BS9,39~~<br>*Fitted for oil fuel* 4,25 *F.P. a* | | | | 1925<br>4mo | W. Gray & Co. Ld.<br>W Hartlepool | Ellerman & Buck-nall S.S. Co. Ld. | 416·1 \| 56·3 \| 30·2<br>436·5 (O.L.)<br>P 68′ B & F 288′ FK<br>*t DT a* 24′ 704 *t* | London<br>British<br>*pt Cem*<br>6 *B H to Udk*<br>2 ,, ,, *2nd*,, | T. 3Cy. 24½″, 42½″ & 74″–51″ (*s*)<br>& Electric drive from L.P. turbine 225 lb 682 NHP<br>3SB (Spt), *12cf*, GS207, HS8379 FD<br>Cen. Mar. Eng. Wrks. W Hpl | 32 ″ 8<br>*s* 5 ″ 1⅜<br>27 ″ 9¼ | |
| 72298<br>152837<br>CYJV | City of Kingston<br>*Mchy. Aft* D.F. 2 *Dks* | 1690<br>1412<br>1013 | | | | | 1925 | Davie S.B. & Repg Co.<br>Quebec | Canada Steamship Lines, Ld. | 230·3 \| 38·1 \| 23·2<br>F 37′ | Montreal<br>British<br>*WB* | T. 3Cy. 18″, 30″ & 50″–36″<br>Richardsons, Westgarth & Co. Ld. Hpl. 150 NHP | | C |
| 72299<br>147242<br>GJZV | City of Lancaster<br>*ss* Nwc. No. 3–2, 29<br>*ss* Hul. No. 2–38<br>*Well deck* 1 *Dk (Stl)* 2 *nd Dk (Stl)*<br>*Cruiser Stern* *in Nos. 1 & 2 holds* | 3041<br>2774<br>1891 | ✠100A1 Liv *v* CL<br>~~5,10 9,39~~ 11,40 ~~Lpy~~ Hul ~~4,38~~ 11,40<br>✠LMC<br>MS1,38 ~~BS12,39~~ 2,41 | | | | 1924<br>2mo | Palmers' Co. Ld.<br>Newcastle | Ellerman Lines, Ld.<br>(Ellerman & Papayanni Lines, Ld.<br>*Mgrs.*)<br>*Cell D B* 285′ 805 *t D* | 335·2 \| 45·0 \| 22·6<br>348·2 (O.L.)<br>P & B 219′ F 41′<br>len 29 FK<br>*Tf* 23 462 *t A P T* 29 *t* | Liverpool<br>British<br>6 *B Hpt Cem* | T. 3Cy. 20″, 35″ & 60–42″ (*s*)<br>225 lb 362 NHP<br>3SB, 7*cf*, GS160, HS5198 FD<br>Palmers' Co. Ld. Newcastle | 24 ″ 10<br>*s* 4 ″ 3½<br>22 ″ 4½ | |
| 72300<br>147349<br>GMDK | City of Leicester<br>*ss* Ant. No. 3–1, 38<br>1 *Dk (Stl)* & *Shelter dk (Stl)*<br>*Cruiser Stern* | 3351<br>3103<br>1994 | ✠100A1 Hpl *w* CL<br>*with freeboard* Mch 1,38<br>10,40 ~~2,39~~<br>✠LMC<br>MS1,38 ~~BS8,39~~ 10,40 | | | | 1926<br>1mo | W. Gray & Co. Ld.<br>W Hartlepool | Ellerman Lines, Ld.<br>(Hall Line, Ld.<br>*Mgrs.*) | 345·0 \| 47·5 \| 23·6<br>FK<br>*Coll B H to Sh dk* | Liverpool<br>British<br>6 *B H pt Cem* | T. 3Cy. 21½″, 36″ & 62″–45″ (*s*)<br>220 lb 389 NHP<br>2SB, 6*cf*, GS127, HS5558 FD<br>Cen. Mar. Eng. Wrks. W Hpl | 26 ″ 0<br>*s* 2 ″ 2½<br>24 ″ 0 | |
| 72301<br>149679<br>GSLN | City of Lille<br>*Oil Eng.*<br>*ss* Gls. No. 2–36<br>Gy C. 2 *Dks (Stl)*<br>D.F. E.S.D. *Cruiser Stern* | 6588<br>6184<br>4052 | ✠100A1 ~~Gls~~ *c*† CL<br>~~Examined~~ 3,41 ~~Avg~~<br>✠LMC CS 9,37<br>~~DBS 10,39~~ 10,40 9,37<br>*Carrying oil in lowest & intermediate engine room, fwd DT & fore & aft DT* *F.P. above 150° F. above Tank Tops* | | | | 1928<br>7mo | Barclay, Curle & Co. Ld<br>Glasgow | Ellerman Lines, Ld.<br>(Hall Line, Ld.<br>*Mgrs.*)<br>*Duct keel Cell D B* 380′ | 447·7 \| 57·9 \| 30·1<br>465·7 (O.L.)<br>P 70′ B & F 312′ FK<br>1277 *t DT s a* 26′ 1316 *t* | Liverpool<br>British<br>8 *B Hpt Cem*<br>1 ,, *to 2nd dk*<br>*DT f* 22′ 710 *t* | Oil Engines 2S.C.SA<br>4Cy 26¾″–107″ 882 NHP<br>DB *100 lb* DB *20 lb*<br>Barclay, Curle & Co. Ld. Gls.<br>*F P T* 130 *t A P T* 77 *t* | 33 ″ 11<br>*s* 5 ″ 7½<br>28 ″ 7 | |
| 104/40<br>72302<br>129549<br>EILC | City of Limerick Ⓟ<br>(*ex* Ballycotton–36)<br>Wireless 2 *Dks* | 1359<br>1011<br>617 | | | | | 1911 | Caledon S. B. & E. Co. Ld.<br>Dundee | Saorstat & Continental S.S. Co. Ld. | 252·7 \| 35·6 \| 16·7<br>P & B 153′ F 50′ | Dublin<br>British<br>*WB* | T. 3Cy. 20″, 33 1/16″ & 53⅛″–39″<br>175 NHP<br>Caledon S.B. & E. Co. Ld Dun | | C |
| 72303<br>166624<br>GQQQ | City of Lincoln Twin Sc<br>D.F. E.S.D. 2 *Dks*, 3 *rd dk in No. 1 hold*<br>*Cruiser Stern* | 8039<br>7229<br>3963 | ✠100A1 Lon *e*† CL<br>*with freeboard* Bal 2¼<br>12,40 ~~1,40~~ ✠LMC 12,38<br>*Carrying cargo oil in Fitted for oil fuel* *F. above 150° F. 1 2,3* *P. abo 8 F.P.* | | | | 1938<br>12mo | Cammell Laird & Co. Ld.<br>Birkenhead | Ellerman Lines Ld.<br>(Ellerman & Buck-nall S.S. Co Ld. *Mgs*)<br>*Duct keel for Cell D B* 422′ 194 *Tanks* | 496·7 \| 62·4 \| 31·3<br>515·7 (O.L.)<br>P 76′ B & F 351′ FK<br>*ward of mchy space*<br>*t DT a* 30′ 721 *t*<br>*in way of tunnels* 192 *t F P T* 88 *t* | London<br>British<br>8 *B Hpt Cem*<br>6 steam turbines SR geared to 2 screw shafts 1867 NH<br>265 lb HS19800 (*s*)<br>6SB (Spt), 24*cf*, GS414, FD<br>Cammell Laird & Co. Ld Bkr.<br>*A P T* 82 *t* | 35 ″ 0<br>*s* 6 ″ 8½<br>28 ″ 5¾ | |
| 72304<br>124162<br>GCPX | City of London Ⓟ<br>D.F. E.S.D. 2 *Dks* | 8956<br>7084<br>5714 | | | | | 1907 | Workman, Clark & Co. Ld<br>Belfast | Ellerman Lines, Ld.<br>(City Line, Ld.<br>*Mgrs.*) | 491·0 \| 57·8 \| 32·5<br>P 85′ B 203′ F 83′ | Glasgow<br>British<br>*WB* | Q4Cy. 31⅜″ 45″ 64½″ & 92½″–60′<br>660 NHP<br>Wrkman, Clark & Co. Ld Be | | C<br>BT till ~~2,41~~ 11,44 |
| 72305<br>149965<br>MNYL | —<br>*ss* Lon. No. 3–11, 39<br>*Mchy. Aft* 1 *Dk (Stl)* *pt* 2 *nd dk (Stl)* | 633<br>567<br>356 | ✠100A1 Lon *j* OG<br>*with freeboard* 11,39<br>✠LMC 11,39<br>BS1,41 | | | | 1927<br>12mo | Burntisland S.B. Co. Ld.<br>Burntisland | Brussels S.S. Co. Ld. | 175·1 \| 28·6 \| 15·9<br>B 14′ F 22′ FK<br>*Cell D B f* 70′ 11 *t* | London<br>British<br>3 *B H Cem*<br>6 *t F P T* 54 *t A P T* 26 *t* | T. 3Cy. 15″, 25″ & 40″–27″ (*s*)<br>180 lb 88 RH<br>1SB, 3*cf*, GS63, HS1955<br>W. Beardmore & Co. Ld.<br>Coatbridge | 17 ″ 0<br>*s* 3 ″ 10<br>13 ″ 3½ | |
| 72306<br>217060<br>WXIA | City of Los Angeles Ⓟ<br>(*ex* City of Havre–38, *ex* Victorious)<br>*Fitted for oil fuel*<br>2 *Dks* & *Shelter dk*<br>D.F. E.S.D. Gy C. & *Web frames*<br>*Ref. Mchy.* *Longitudinal framing* | 8378<br>—<br>5147 | ✠ ...<br>12,20 | | | | 1918<br>10mo | Bethlehem S.B. Corp. Ld.<br>Alameda, Cal. | Baltimore Mail S.S. Co. | 493·0 \| 56·0 \| 35·3<br>B 151′<br>len 31 FK | Baltimore<br>Utd. States<br>*WB* | DR geared steam turbines NE & B 31<br>DeLaval Steam Turbine Co. Trenton, N.J | 38 ″ 0 | R<br>† |
| 72307<br>127035<br>WRCB | City of Lowell Twin Sc<br>D.F. 2 *Dks* | 2975<br>—<br>1877 | | | | | 1894 | Bath Iron Works<br>Bath, Me. | Trailerships, Inc. | 322·3 \| 49·7 \| 17·7 | Wilmgton (Del.)<br>Utd. States | T. 6Cy. 26″, 40″ & 64″–36″<br>492 NHP<br>Bath Iron Works, Bath, Me. | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Matériaux, Gréement, etc. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Machines assignées aux navires explos. Lettre d'Appropriement | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers — nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où voir, si ce n'est dans le L. R. Symbole Cert. H. attribué |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72308 147353 GMCN | **City of Lyons** ss Gls. No. 3–9,38 D.F. E.S.D. 2 Dks (Stl) Cruiser Stern | 7063 6795 4461 | ✠100A1 6,41 ~~6,40~~ MS9,38 | Cff Lon ✠LMC BS~~7,30~~ 5,40 | *c*† | CL 6,41 | 1926 2mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | EllermanLines, Ld. (HallLine, Ld. *Mgrs.*) | 455·5 \| 58·1 \| 31·8 P44′B&F309′ FK | Liverpool British | 3 Steam Turbines SR geared to 1 Sc. Shaft 9 *BHpt Cem* (2 to 2 *nd dk*) 3SB(Spt), *12cf*, GS228, HS9065 WllandSlpwy. Co. Ld. Nwc | 34 ″ 4 s 6 ″ 4 28 ″ 2½ | |
| 72309 123057 MCLS | **City of Malines** (*ex* Prince Léopold) ss Yar. 2nd No. 3–7,30 ss Yar. No. 2–38 1 *Dk (Stl)* | 373 275 150 | ✠100A1 11,39 9,40 ~~BS6,30~~ ✠LMC 8,38 | Yar | *f* | OG 8,38 | 1905 5mo | Mackay Bros Alloa | Great Yarmouth Shipping Co. Ld. | 135·0 \| 23·6 \| 11·9 P15′Q67′F21′ B on Q8′ FK | Yarmouth British | T.3Cy. 13″, 22½″ & 36″–24″ (*s*) 160 lb *50 lb* 78 RHP 1SB, *2pf*, GS43, HS1379 MacColl & Pollock, Ld Sld. | 12 ″ 6 s 3 ·4½ 11 ″ 11½ | |
| 72310 164262 MBWW | **City of Manchester** Twin Sc ss Bkn. No. 1–39 D.F. E.S.D. GyC. 2 *Dks & Shelter dk* 4 *th dk in No. 1 hold* *Ref. Mchy.* *Cruiser Stern* | 8917 7519 5572 | ✠100A1 *with freeboard* 8,40 ~~12,30~~ ✠LMC ~~12,30~~ 10,40 ✠Lloyd's ~~RMC 12,30~~ 10,40 | Bkn Syd | *f*† | CL 5,38 | 1935 7mo | Cammell Laird & Co. Ld. Birkenhead | Ellerman Lines, Ld. (Hall Line Ld. *Mgrs.*) | 498·5 \| 64·3 \| 29·9 F38′ FK | Liverpool British | 6 Steam Turbines SR geared to 2 Screw Shafts 275 lb 1625 NHP 5SB(Spt) & 1 Aux SB(Spt), *24cf*, GS422, HS18425 Cammell Laird & Co. Ld. Bkn | 33 ″ 9 s 5 ″ 0½ 28 ″ 11 | |
| 72311 137508 GRBF | **City of Manila** ss Bkn. No. 3–7,29 ss Bkn. No. 2–38 2 *Dks (Stl)* *Cruiser Stern* | 7452 7196 4804 | ✠100A1 9,40 ~~9,30~~ ✠LMC MS7,37 BS~~5,30~~ 5,40 | Mtl Gls | *d*† | CL 9,39 | 1916 6mo | W. Gray & Co. Ld. W Hartlepool | Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*) | 475·0 \| 58·2 \| 31·8 P107′B180′F101′ FK | Liverpool British | Q.4Cy. 26½″, 37½″, 54″ & 78″–54″ & L.P. Turbine with DR gearng & hydraulic couplng 225 lb (*s*) 859 NHP 3SB(Spt) & 1 Aux. B(Spt), *15cf*, GS281, HS11079 Cen. Mar. Eng. Wrks. W Hpl | 34 ″ 6 6 ″ 5½ 28 ″ 3 | |
| 72312 135436 GCPY | **City of Marseilles** (P) Twin Sc ss Gls. 2nd No. 3–1,38 D.F. E.S.D. 2 *Dks (Stl)* | 8317 6742 5309 | ✠100A1 1,41 ~~4,40~~ BS~~4,40~~ 4,40 ✠LMC 4,38 1,41 | Gls Mch | *c*† | CL 2,40 | 1913 1mo | Palmers' Co. Ld. Newcastle | Ellerman Lines, Ld. (City Line, Ld. *Mgrs.*) | 469·3 \| 57·0 \| 32·1 483·3 (O.L.) P92′B200′F53′ FK | Glasgow British | Q.8Cy 20¾″ 29¼″ 42½″ & 61″–45″ 225 lb HS12830 (*s*) 851 NHP 4SB & 1 Aux SB, *18cf*, GS375, Palmers' Co. Ld. Nwc. | 34 ″ 8 s 6 ″ 9 28 ″ 1½ | BT till ~~4,40~~ ~~2,41~~ 1,42 |
| 72313 140631 GBPR | **City of Melbourne** ss Ant. No. 3–7,31 ss Bkn. No. 2–39 1 *Dk (Stl)* & *Shelter dk (Stl)* *Cargo battens not fitted in 'tween decks* | 6630 6398 4125 | ✠100A1 *Shelter dk with freeboard* 1,41 ~~12,30~~ ~~BS7,30~~ 1,41 ✠LMC MS7,39 | Hpl Sou | *a*† | CL ~~3,30~~ 11,40 | 1919 6mo | J. L. Thompson & Sons, Ld. Sunderland | Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*) | 412·5 \| 55·5 \| 34·4 427·5 (O.L.) F36′ *on Shelter dk* FK | Liverpool British | T.3Cy. 27⅜″, 44″ & 73″–48″ (*s*) 180 lb HS9525 597 NHP 3SB(Spt). *12cf*, GS220 J. Dickinson & Sons, Ld. Sld. | 37 ″ 0 s 8 ″ 9½ 28 ″ 6 | |
| 72314 133304 GMWC | **City of Mobile** (*ex* Kentucky) D.F. 2 *Dks* | 6614 6314 4242 | | | | | 1912 | Workman Clark & Co. Ld Belfast | Ellerman & Buck-nall S.S. Co. Ld. | 447·3 \| 56·4 \| 31·4 P99′B153′F92′ | N. Shields British *WB* | Q.4Cy. 25″, 36″, 52½″ & 76″–51″ 412 NHP Wrkman, Clark & Co. Ld. Bel | | C |
| 72315 207362 WFCN | **City of Montgomery** (P) D.F. 4 *Dks* | 5656 — 3029 | | | | | 1910 | Nwprt News S.B. & D.D. Co Newport News | Ocean S.S. Co. of Savannah | 371·6 \| 49·7 \| 15·4 27·0 | Savannah Utd. States *WB* | T.3Cy. 26″, 43″ & 72″–48″ 359 NHP Newport News SB & DD. Co. | | R |
| 72316 153422 CYJW | **City of Montreal** *Mchy. Aft* 2 *Dks* | 1665 1506 972 | | | | | 1927 | Midland S.B. Co. Ld. Midland, Ont. | Canada Steamship Lines, Ld. | 230·0 \| 38·1 \| 20·7 F37′ | Montreal British *WB* | T.3Cy. 18″, 30″ & 50″–36″ 150 NHP Richardsons, Westgarth & Co Ld. Hpl. | | C |
| 72317 200531 WDCE | **City of Munising** (P) Twin Sc (*ex* Pere Marquette 20–38) (*Ferry*) D.F. 2 *Dks* | 2620 — 1546 | | | | | 1903 | American S.B. Co. Cleveland | State of Michigan (Highway Dept.) | 338·0 \| 56·0 \| 19·5 | Lansing, Mich. Utd. States | T.6Cy. 19″, 31″ & 52″–36″ 324 NHP American S.B. Co. Cleveland | | R |
| 72318 146310 GJLP | **City of Nagpur** (P) ss Hul. No. 3–6,34 D.F. E.S.D. ss Hpl. No. 1–38 2 *Dks (Stl U-ws)* & *Shelter dk (Stl-ws)* *Cruiser Stern* | 10146 8935 6280 | ✠100A1 *Shelter dk with freeboard* ~~2,40~~ 10,40 BS2,40 ✠LMC 6,38 | Hul Gls | *e*† | CL 5,38 | 1922 9mo | Workman, Clark & Co. Ld Belfast | Ellerman Lines, Ld (City Line, Ld. *Mgrs.*) | 469·9 \| 59·3 \| 40·0 FK | Glasgow British *pt Cem* 8 *BHto Sh dk* | Q.4Cy. 29″, 42″, 60″ & 86″–60″ 230 lb (*s*) 1038 NHP 5SB(Spt), *20cf*, GS376, HS15910 Wrkman, Clark & Co. Ld Bel | 42 ″ 8 s 12 ″ 7½ 30 ″ 7 | BT till ~~2,41~~ 10,41 |
| 72319 229268 WQDC | **City of New York** (P) Twin Sc *Oil Eng.* D.F. E.S.D. GyC. 3 *Dks* | 8272 — 5025 | | | | | 1930 | Sun S.B. & D.D. Co. Chester, Pa. | American South African Line, Inc. | 450·9 \| 61·8 \| 24·0 | New York Utd. States | Oil Engines 2 S.C.SA 8Cy. 23¾″–79½″ 1380 NHP Sun S.B. & D.D. Co. Chester Pa | | R |
| 72320 137421 GMFB | **City of Newcastle** ss Bkn. 2nd No. 3–10,39 D.F. E.S.D. *Cruiser Stern* 2 *Dks (Stl)* | 6921 6616 4462 | ✠100A1 ~~7,40~~ ~~BS11,30~~ 3,41 ~~1,40~~ BS11,40 ✠LMC 10,39 | Bkn Lon | *c*† | CL N10,39 | 1915 1mo | W. Gray & Co. Ld. W Hartlepool | Hall Line, Ld. | 456·5 \| 56·4 \| 31·0 473·1 (O.L.) P104′B171′F91′ FK | Liverpool British 7 *BHpt Cem* | T.3Cy. 26″, 44½″ & 77″–51″ (*s*) 220 lb 616 NHP 3SB(Spt), *12cf*, GS219, HS8612 Cen. Mar. Eng. Wrks. W Hpl | 33 ″ 9 s 6 ″ 1½ 27 ″ 10½ | |
| 72321 217500 WLCQ | **City of Newport News** (P) (*ex* Archer) Sub. Sig. 1 *Dk & Shelter dk* *Longitudinal framing* D.F. *Web frames* *Ref. Mchy.* E.S.D. GyC. *Fitted for oil fuel* | 8378 — 5147 | ✠ … 5,21 | | | | 1919 2mo | Bethlehem S.B. Corp. Ld. Alameda, Cal. | Baltimore Mail S.S. Co. | 486·5 \| 56·0 \| 35·2 len 31 FK | Baltimore Utd. States *WB* | DR geared Steam Turbines NE & B31 DeLaval Steam Turbine Co. Trenton, N.J. | 38 ″ 0 | R † |
| 72322 211·1·2 WJIO | **City of Norfolk** (P) (*ex* Independence) *Fitted for oil fuel* *Ref. Mchy.* 1 *Dk & Shelter dk & Web frames* D.F. E.S.D. GyC. *Longitudinal framing* | 8378 — 5147 | ✠ … 5,24 | | | | 1918 11mo | Bethlehem S.B. Corp. Ld. Alameda, Cal. | Baltimore Mail S.S. Co. | 486·5 \| 56·0 \| 35·2 len 31 FK | Baltimore Utd. States *WB* | DR geared Steam Turbines NE & B31 DeLaval Steam Turbine Co. Trenton, N.J. | 38 ″ 0 | R † |
| 72323 208414 KJFV | — (P) 2 *Dks* | 2379 — 1617 | | | | | 1911 | Maryland Steel Co. Sparro' Pt Md | Chesapeake S.S. Co. | 297·5 \| 46·5 \| 16·2 | Baltimore Utd. States | T.4Cy. 24½″, 40″ & (2) 47½″–42″ 289 NHP Maryland Stl. Co. Sparr' Pt. | | R |
| 72324 135479 GQZS | **City of Norwich** ss Hpl. 2nd No. 3–8,37 D.F. E.S.D. 2 *Dks (Stl)* *Cruiser Stern* | 6726 6115 4346 | ✠100A1 4,40 ✠LMC MS8,37 BS4,40 | Gls | *b*† | CL 8,38 11,18 | 1913 7mo | W. Gray & Co. Ld. W Hartlepool | Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*) | 434·4 \| 54·7 \| 31·2 P77′B165′F81′ FK | Liverpool British 7 *BHpt Cem* | T.3Cy. 24½″, 44½″ & 77″–51″ (*s*) 220 lb 606 NHP 3SB, *12cf*, GS214, HS8384 Cen. Mar. Eng. Wrks. W Hpl | 33 ″ 10 s 6 ″ 2½ 27 ″ 10½ | |
| 72325 219513 KOZI | **City of Omaha** *Fitted for oil fuel* Sub. Sig. 1 *Dk & Shelter dk* & *Web frames* *Longitudinal framing* | 6124 5614 3775 | ✠ … 9,20 | | | | 1920 3mo | George A. Fuller Co. Wilmington N.C. | Lykes Bros. Steamship Co. Inc. | 393·7 \| 55·1 \| 31·4 P45′B110′F38′ *on Shelter dk* FK | N. Orleans Utd. States *WB* | T.3Cy. 24¾″, 41½″ & 72″–48″ 590 NHP Hooven, Owens & Rentschler Co. Hamilton, O. | 34 ″ 11 | R † |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned (or altered). Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. / Engines | 9 Built. By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72326<br>137804<br>GMFC | **City of Oran**<br>*ss*Nwc.No.3–2,29<br>*ss*Hpl.No.2–37<br>D.F. E.S.D. 2*Dks*(*Stl*)<br>*Cruiser Stern* | 7323<br>7087<br>4728 | ✠100A1<br>12,10~~2.10~~<br>✠LMC<br>MS3,~~37~~ BS~~4.10~~4,41<br>*Fitted for oil fuel* 8,19 | Cal<br>Gla | *c*† | CL<br>11,39<br>9,40 | 1915<br>9mo<br>*Lloyd's* above 150° F. | W.Gray& Co.Ld. WHartlepool<br>*SA&CP* | EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)<br>*CellDBa*150′*u* | 465·5\|58·1\|31·7<br>P107′B171′F100′ FK<br>*E&B*69′*f*194′1759*t* | Glasgow<br>British<br>*F.P. a* | *7BHCem*<br>*DTa*27′876*t* | T.3Cy.27″,44½″&77″–54″ & electric drive from L.P. Turbine (*s*) 756NHP 220lb HS8726<br>3SB(Spt).*12cf*,GS225, FD Cen.Mar.Eng.Wrks.WHpl | 34 ″ 6<br>s 6 ″ 4½<br>28 ″ 4¼ | |
| 72327<br>149600<br>GMRZ | **City of Oxford**<br>*ss*Mch.No.3–8,39<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 2759<br>2533<br>1633 | ✠100A1<br>*withfreeboard*<br>11,40~~12.8~~<br>✠LMC<br>MS8,39 BS~~10,10~~ 4,41 | Liv | *v* | CL<br>8,38 | 1926<br>12mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>*SA&CP* | EllermanLines,Ld. (Ellerman&PapayanniLines,Ld. *Mgrs.*)<br>*CellDB*280′689*t* | 326·7\|46·4\|20·9<br>336·5(O.L.) FK<br>*FPT*74*t APT*61*t* | Liverpool<br>British<br>(*Coll BH to Sh dk* 6 ,, ,, 2*nd*,,) | *6BHptCem*<br>WllsndSlpwy.Co.Ld.Nwc | T.3Cy.22″,37″&62″–42″ (*s*) 185lb 306NHP<br>3SB.*8cf*,GS146,HS5152 | 23 ″ 2<br>s 1 ″ 5½<br>21 ″ 10¾ | |
| 72328<br>146256<br>GFQM | **City of Paris** Ⓟ<br>*ss*Gls.No.3–2,34<br>*ss*Nwc.No.1–38<br>D.F. E.S.D. 2*Dks*(*Stl*)&*Shelter dk*<br>(*Stl*-ws)3*rd tr B in No.*1 *hold* | 10902<br>9423<br>6855 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~10,39~~10,40 BS8,40<br>~~BS10,39~~ ✠LMC3,38<br>*Fitted for oil fuel* 9,21 | Lon<br>LNl | *e*† | CL<br>9,39<br>*F.P. a* | 1922<br>2mo<br>*Lloyd's* above 150° F. | Swan,Hunter&Wigham Richardson, LdNewcastle<br>*SA&CP* | EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)<br>*CellDB*425′1366*t* | 484·7\|59·3\|32·6<br>FK<br>*DTa*36′1032*t FPT*1 | Glasgow<br>British<br>05*t APT*89*t* | *ptCem*<br>8*BHtoSh dk* | 3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) s 225lb 1315NHP<br>5SB(Spt).*20cf*,GS392, FD HS15765<br>WllsndSlpwy.Co.Ld.Nwc. | 43 ″ 0<br>10 ″ 10¼<br>32 ″ 7 | BT till ~~10,40~~ 8,41 |
| 72329<br>133318<br>GMSL | **City of Perth** (*ex*Kandahar)<br>*ss*Bkn.2ndNo.3–3,39<br>D.F. 2*Dks*(*Stl*)<br>*Cruiser Stern* | 6415<br>6107<br>4153 | ✠100A1<br>8,40~~1.40~~<br>✠LMC3,39<br>BS5,40 | Liv<br>HKg | *b*† | CL<br>N4,38 | 1913<br>9mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>*SA&CP* | Ellerman&BucknallS.S.Co.Ld.<br>*CellDBa*148′ *uE&* | 434·6\|55·6\|31·5<br>P90′B174′F87′ FK<br>*B42′f*194′1155*t DT*<br>*a*33′445*t* | N.Shields<br>British | *7BHCem* | T.3Cy.25½″43½″&76″–51″(*s*) 220lb 568NHP<br>3SB(Spt),*12cf*,GS220, FD HS7676<br>WllsndSlpwy.Co.Ld.Nwc. | 33 ″ 10<br>s 5 ″ 11½<br>28 ″ 1 | |
| 72330<br>219256<br>KONT | **City of Philadelphia** (*ex*Lake Elsmere)<br>Sub.Sig. *Fitted for oil fuel*<br>1*Dk* | 2674<br>—<br>1663 | | | | | 1919<br>*Lloyd's* | Gt.Lakes Eng.Works Ashtabula,O.<br>*SA&CP* | SouthernS.S.Co. | 253·6\|43·7\|26·2<br>P32′B65′F24′ | Phildlphia<br>Utd.States | *WB* | T.3Cy.21″,35⅛″&59″–42″ GreatLakes 226NHP<br>Eng.Works,Ashtabula | | R |
| 72331<br>145898<br>GFSC | **City of Pittsburg**<br>*ss*Hpl.No.3–12,34<br>*ss*Bkn.No.1–39<br>D.F. 2*Dks*(*Stl*)<br>E.S.D. *CruiserStern* | 7377<br>7110<br>4719 | ✠100A1<br>~~9,40~~1.40<br>✠LMC<br>MS9,37 BS3,40<br>*Fitted for oil fuel* 1,22 | Liv<br>HKg | *d*† | CL<br>2,39<br>*F.P. a* | 1922<br>1mo<br>*Lloyd's* above 150°F. | Palmers' Co.Ld. Newcastle<br>*SA&CP* | EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)<br>*CellD* | 465·7\|58·6\|31·8<br>P98′B&F329′ FK<br>*B409′1698t DTa*30′ | Liverpool<br>British<br>984*t* | *8BHptCem* | 3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) s 225lb HS9669 759NHP<br>3SB(Spt),*12cf*,GS243, FD Palmers'Co.Ld.Newcastle | 34 ″ 6<br>s 5 ″ 11½<br>28 ″ 10½ | |
| 72332<br>165620<br>GDGR | **City of Pretoria** TwinSc<br>D.F. E.S.D. 2*Dks*,3*rd dk in No.*1*hold*<br>*Cruiser Stern* | 8049<br>7229<br>3977 | ✠100A1<br>*withfreeboard*<br>7~~11.30~~ 3,41<br>*Carrying cargo oil F.P.above*<br>*Fitted for oil fuel* 12,37 | Bom | *e*† | CL<br>~~8,30~~ 2½<br>3,41<br>*F.P. a* | 1937<br>12mo<br>*Lloyd's* above 150° | Cammell Laird&Co.Ld Birkenhead<br>*SA&CP*<br>*F.in deep tank* 150° F. | Ellerman&BucknallS.S.Co.Ld.<br>*Duct keel*<br>*CellDB*422′1944*t*<br>*Tanks in way* | 496·7\|62·4\|31·3<br>516·0(O.L.)<br>P76′B&F351′ FK<br>*fwd.of mchy. space*<br>*tDTa*30′721*t*<br>*of tunnels*192*t FPT* | London<br>British<br>88*t APT*82*t* | *8BHptCem* | 6SteamTurbinesSR geared to 2 Sc. Shafts 265lb (*s*) 1867NHP<br>6SB(Spt),*24cf*,GS414, FD HS19800<br>CammellLaird&Co.Ld.Bkn | 35 ″ 0<br>s 6 ″ 8½<br>28 ″ 6¼ | |
| 72333<br>135582<br>GQZX | **City of Rangoon**<br>*ss*H.Kg.No.3–9,26<br>D.F. E.S.D. *ss*Liv.No.2–34<br>2*Dks*(*Stl*)<br>*Cruiser Stern* | 6635<br>6305<br>4272 | ✠100A1<br>~~N.Yk~~<br>Examined 4.41 Liv<br>BS4,41 ✠LMC4,40 | | *b*† | CL<br>8,38 | 1914<br>6mo<br>*Lloyd's* | W.Gray& Co.Ld. WHartlepool<br>*SA&CP* | EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)<br>*CellDBa* 162′ | 443·0\|55·3\|31·2<br>P104′B165′F83′ FK<br>*uE&B*42′*f*188′1497*t* | Liverpool<br>British<br>*DTa*24′808*t* | *7BHCem* | T.3Cy.25¾″,44½″&77″–51″(*s*) 220lb 617NHP<br>3SB(Spt),*12cf*,GS216, FD HS8641<br>Cen.Mar.Eng.Wrks.WHpl | 34 ″ 0<br>s 6 ″ 1½<br>28 ″ 1⅜ | |
| 72334<br>220677<br>KDGS | **City of Rayville**<br>*Oil Eng.*<br>Sub.Sig. GyC. 2*Dks*<br>*Longitudinal framing* | 5883<br>—<br>3666 | | | | | 1920 | Oscar Daniels Co. Tampa,Fla. | UnitedStates Maritime Commission | 401·9\|54·2\|31·3<br>P34′B118 F38′ | Tampa,Fla<br>Utd.States | *WB* | Oil Engines 2S.C.SA 6Cy.30″–52″ NE27 938NHP<br>Busch-SulzerDieselEng. Co.St.Louis,Mo. | | R |
| 72335<br>211710 | **City of Richmond** Ⓟ<br>*ss*Bal.2ndNo.3–11,34<br>*ss*Bal.No.1–39<br>1*Dk*(*Stl*-ws)&*Web frames*<br>*Longitudinal framing* | 1924<br>1048<br>1127 | ✠ A1<br>*Service Chesapeake Bay*<br>~~2.40~~ ~~2.40~~5,41<br>✠NB11,30 ✠LMC<br>MS2,39 BS~~7.39~~ 10,40<br>*Fitted for oil fuel* 11,30 | Bal | | CL<br>~~2,38~~<br>9,40<br>*F.P. a* | 1913<br>11mo<br>*Lloyd's* above 150° F. | Maryland SteelCo. Sparro'PtMd<br>A&CP | ChesapeakeS.S.Co. | 261·6\|53·1\|14·1<br>FK | Baltimore<br>Utd.States | 5*BHAsp*<br>*FPT*55*t* | T.4Cy.23″,38″&(2)45″–36″ 200lb 430NHP<br>4W.T.B. HS8668<br>Maryland Stl.Co.Sparr'Pt. | 16 ″ 8 | |
| 72336<br>139278<br>GRCZ | **City of Ripon** (*ex*Lepanto–34)<br>*ss*Hul.No.3–9,27<br>*Ref.Mchy.* *ss*Gls.No.2–35<br>D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 6368<br>4440<br>4020 | ✠100A1<br>*Shelter dk*<br>*withfreeboard* ~~Liv~~<br>Examined 3,41 BS4,41<br>MS10,40 ✠LMC | Gls | *z* | CL<br>~~11,37~~<br>3,40 | 1915<br>11mo<br>*Lloyd's* | Russell& Co. Pt.Glasgow<br>*SA&CP* | Ellerman'sWilson Line,Ld.<br>*CellDBa*130′ | 410·2\|53·5\|33·8<br>424·9(O.L.) FK<br>*uE&B*43′*f*180′1290*t* | Hull<br>British | *7BHCem*<br>*APT*20*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb NDB27 495NHP<br>3SB(Spt).*9cf*,GS177, FD HS7152<br>J.G.Kincaid&Co.Ld.Grk. | 36 ″ 4<br>s 9 ″ 5½<br>27 ″ 2 | |
| 72337<br>149661<br>GNLX | **City of Roubaix** ~~ss Bkn.No.3–5,46~~<br>~~ss Gls.No.2–36~~<br>D.F. E.S.D. 2*Dks*(*Stl*)<br>*Cruiser Stern* | 7108<br>6754<br>4555 | ✠100A1<br>5,10~~8.20~~<br>~~BS7,30~~ ✠LMC~~8,36~~<br>5,40<br>*Fitted for oil fuel* 2,28<br>*Fitted for carrying oil*<br>*in forward & after* | Bal<br>Bkn | *c*† | CL<br>~~11,37~~<br>5,40<br>*F.P. a*<br>*F.P. a* | 1928<br>2mo<br>*Lloyd's* above 150°F.<br>*forward & after deep* | Swan,Hunter&Wigham Richardson, LdNewcastle<br>*SA&CP*<br>50°F.<br>*peaks&f* | EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)<br>*Duct keel*<br>*CellDB*<br>*tanks* | 456·1\|58·4\|32·1<br>P50′B&F310′ FK<br>*fwd.of mchy.space*<br>385′ 1287*t DTa*30′ | Liverpool<br>British<br>854*t DTf*18′ | *9BHptCem*<br>(7 ,, *to Udk* 2 ,, 2*nd* ,,)<br>*16cf*,GS267,HS11016 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>551*t FPT*180*t APT*63*t* | 3 Steam Turbines S.R geared to 1 Sc. Shaft (*s*) 300lb *150lb* 1029NHP<br>3SB(Spt)&1AuxSB(Spt), | 34 ″ 7<br>s 6 ″ 3½<br>28 ″ 6¼ | |
| 72338<br>107848 | **City of Sacramento** Ⓟ TwinSc<br>(*ex*AsburyPark) (*Ferry*)<br>2*Dks*&*Passenger dk* | 3016<br>1286<br>1829 | | | | | 1903 | WCramp& SonsS&EBCo Philadelphia | PugetSound Nav.Co. | 297·2\|50·0\|15·4 | S. Frncisco<br>Utd.States | | T.8Cy.23″,37½″&(2)43″–30″ NB19 405NHP<br>W.Cramp&SonsS&EBCo. | | |
| 72339<br>229150<br>WDCH | **City of Saginaw 31** Ⓟ TwinSc<br>(*Car ferry*)<br>D.F. GyC. 2*Dks* | 3327<br>—<br>762 | | | | | 1929 | Manitowoc S.B.Corp. Manitowoc, Wis. | PereMarquette Rly.Co. | 381·5\|57·0\|22·5 | Ludington, Mich.<br>Utd.States | | 2 Steam Turbines connected to Elec. Motors & Sc. Shafts 1200NHP<br>General Electric Co. Schenectady,N.Y. | | |
| 72340<br>207363<br>WFCP | **City of St. Louis** Ⓟ<br>D.F. 4*Dks* | 5425<br>—<br>4025 | | | | | 1910 | NwprtNws S.B.&D.D.Co. NewprtNews | OceanS.S.Co.of Savannah | 371·6\|49·7\|15·4<br>27·0 | Savannh<br>Utd.States | *WB* | T.3Cy.26″,43″&72″–48″ 359NHP<br>NewportNewsSB&DD.Co. | | R |
| 72341<br>217456<br>KEGF | **City of San Francisco** Ⓟ<br>(*ex*City of Hamburg–38,*ex*Eclipse) *Fitted for oil fuel*<br>2*Dks*&*Shelter dk*&<br>D.F. E.S.D. GyC. *Web frames*<br>*Ref.Mchy.* *Longitudinal framing* | 8378<br>—<br>5147 | ✠ ...<br>6,20 | | | | 1919<br>2mo | Bethlehem S.B.Corp,Ld. Alameda,Cal. | BaltimoreMail S.S.Co. | 493·0\|56·0\|35·3<br>B151′<br>len31 FK | Baltimore<br>Utd.States | *WB* | DRgearedSteam Turbines NE&B31<br>DeLavalSteamTurbine Co.Trenton,N.J. | 38 ″ 0 | R † |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enjoignement. | 7* Date de la dernière visite de la liste précédente. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd. | 15 Registres en cours de publication. Dans Cert. Lst. Trans. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72342<br>204437<br>WFCQ | **City of Savannah**<br>D.F. | 3 *Dks*<br>3680 | 5397<br>— | | | | | 1907 | Delaware RiverCo. Chester, Pa. | OceanS.S.Co.of Savannah | 381·5 | 49·0 | 15·8<br>27·0 | Savannah<br>Utd. States<br>*WB* | T.3Cy.28″,46″&75″–48″<br>390NHP<br>DelawareRiverCo. Chester | | R |
| 72343<br>140533<br>GRCF | **City of Shanghai**<br>D.F. E.S.D. | *ss*Mtl.No.3–6,36<br>2 *Dks*(*Stl*)<br>*CruiserStern* | 5828<br>5521<br>3748 | ✠100A1<br>Examined 5,41 Nwc<br>✠LMC<br>MS6,36 BS~~7,39~~ 8,40 | Gls | *a*† | CL<br>~~3,40~~<br>N3,41 | 1917<br>8mo<br>*Lloyd's* | Earle'sCo. Ld. Hull<br>*A&CP* | EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) | 418·5<br>P86′B212′F48′ FK<br>*CellDB*370′1136*t* | 55·0 | 29·4 | Liverpool<br>British<br>7 *BHCem*<br>*DTa*30′783*t* | T.3Cy.24½″,42½″&74″–51″<br>220lb (*s*) 565NHP<br>2SB(Spt)&1AuxSB(Spt), *14cf*,GS206,HS7860 FD<br>Earle'sCo.Ld.Hull | 31 ″ 9<br>s 5 ″ 2½<br>26 ″ 10 | |
| 72344<br>146973<br>GFQN | **City of Simla** (P) Twin Sc<br>D.F. E.S.D. | *ss*Gls.No.3–5,34<br>*ss*Gls.No.1–38<br>2 *Dks*&*Shelterdk*<br>*CruiserStern* | 10138<br>7132<br>6257 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,40 ~~8,38~~<br>✠LMC<br>MS2,38 BS~~9,39~~8,40<br>*Fitted for oil fuel* 12,21 | Bkn<br>Lon | *d*† | CL<br>~~42,38~~<br>~~45,38~~<br>8,40<br>*F.P. above* 150° F. | 1921<br>11mo<br>*Lloyd's* | W.Gray& Co.(1918),Ld W Hartlepool<br>*A&CP* | EllermanLines,Ld. (CityLine,Ld. *Mgrs.*) | 476·7<br>498·7(O.L.)<br>*BonShltr dk*78′ FK<br>*CellDB*416′1749*t* | 58·2<br>31·3<br>(*Coll to Sh dk* 8 ,, 2nd ,,<br>*DTa*36′920*t* | 39·8<br>FK<br>*FPT*126*t* | Glasgow<br>British<br>9 *BHCem*<br>*APT*119*t* | 4 SteamTurbinesDRgeared to 2 Sc.Shafts (*s*) FD<br>225lb HS14847 1243NHP<br>5SB(Spt),*20cf*,GS385<br>Cen.Mar.Eng.Wrks.W Hpl | 42 ″ 7<br>s 14 ″ 1½<br>28 ″ 11½ | BT till 8,40 2,41 |
| 72345<br>147197<br>GMCY | **City of Singapore**<br>D.F. | *ss*Hpl.No.3–4,38<br>2 *Dks*(*Stl*)<br>*CruiserStern* | 6555<br>6216<br>4161 | ✠100A1<br>~~7,41~~ ~~9,39~~ 4,41 ~~Gls~~ Hul<br>BS11,40 ✠LMC<br>MS4,38 ~~BS10,39~~<br>*Fitted for oil fuel* 3,23 | Sba | *b*† | CL<br>~~4,38~~<br>3,41<br>*F.P. above* 150° F. | 1923<br>3mo<br>*Lloyd's* | Wm.Gray &Co.Ld. W Hartlepool<br>*A&CP* | EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) | 433·0<br>450·7(O.L.)<br>P88′B&F807′ FK<br>*CellDB*379′1475*t* | 57·3 | 30·2<br>*DTa*2775*t* | Liverpool<br>British<br>8 *BHptCem* | T.3Cy.24½″,42½″&74″–51″<br>&Electric drive from L.P. Turbine 225lb (*s*) 724NHP<br>3SB(Spt),*12cf*,GS230, FD HS8946<br>Cen.Mar.Eng.Wrks.W Hpl | 32 ″ 10<br>s 5 ″ 0½<br>28 ″ 1½ | |
| 72346<br>161144<br>GSFM | **City of Sydney**<br>D.F. | *ss*Hul.No.2–38<br>2 *Dks*(*Stl*)<br>*CruiserStern* | 6986<br>6516<br>4326 | ✠100A1<br>~~2,40~~ ~~9,39~~3,41 ~~3·1·1~~ Bry<br>~~BS7,39~~ 8,40 ✠LMC6,38<br>*Fitted for carrying oil deep tanks aft below 2nd dk & fore&aft peaktanks*<br>*Fitted for oil fuel* 5,30 | Liv | *c*† | CL<br>1,38<br>5,30<br>*F.P. above* 150° F. | 1930<br>5mo<br>*Lloyd's*<br>*F.P.a* | Workman, Clark(1928) Ld. Belfast<br>*A&CP* | EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) – *CellDB* 388′1360*t* *DTs*a29′1212*t* *FPT*152*t* | 454·2<br>P58′B&F813′ FK | 58·4 | 31·7 | Liverpool<br>British<br>8 *BH pt Cem*<br>*APT*80*t* | T.4Cy.26½″,46″&(2)56″–51″<br>&L.P.Turbine with D.R. gearing & hydraulic coupling 265lb (*s*) 905NHP<br>4SB(Spt),*16cf*,GS286, FD HS11448<br>Workman,Clark(1928) Ld. | 34 ″ 6<br>s 6 ″ 0½<br>28 ″ 8½ | |
| 72347<br>145886<br>GFMW | **City of Tokio**<br>*Ref.Mchy*<br>D.F. E.S.D. | *ss*Mch.No 3–9,33<br>*ss*Bkn.No.1–37<br>2 *Dks*(*Stl*)<br>*CruiserStern* | 6993<br>6709<br>4426 | ✠100A1<br>1,41 ~~10,39~~<br>✠LMC<br>MS7,37 ~~BS10,39~~ 1,41<br>✠Lloyd'sRMC~~2,39~~ 1,41<br>*Fitted for oil fuel* 11,21 | Bkn<br>PNl | *c*† | CL<br>N9,39<br>*F.P. above* 150° F. | 1921<br>9mo<br>*Lloyd's* | Craig,Taylor&Co.Ld. Stockton<br>*A&CP* | EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) | 442·5<br>463·3(O.L.)<br>P97′ ~~2~~&F809′ FK<br>*CellDB*386′1475*t* | 59·0 | 31·6<br>*DT*<br>*a*24′823*t* | Liverpool<br>British<br>7 *BHptCem* | 3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*)<br>220lb 746NHP<br>3SB(Spt),*12cf*,GS244, FD HS9669<br>Palmers'Co.Ld.Newcastle | 34 ″ 3<br>s 5 ″ 7½<br>28 ″ 11 | |
| 72348<br>152838<br>CYJX | **City of Toronto**<br>*Mchy Aft* | 2 *Dks* | 1688<br>1410<br>1012 | | | | | 1925 | DavieS.B. &Repg.Co. Quebec | CanadaSteamship Lines,Ld. | 230·2<br>F37′ | 38·1 | 23·2 | Montreal<br>British<br>*WB* | T.3Cy.18″,30″&50″–36″<br>150NHP<br>Richardsons,Westgarth& Co.Ld.Hpl. | | C |
| 72349<br>147890<br>GKCQ | **City of Venice** (P)<br>D.F. E.S.D. | *ss*Bkn No.3–2,37<br>2 *Dks*(*Stl–Uptws*)<br>3 *trB in No.1hold*<br>*CruiserStern* | 8762<br>6757<br>5492 | ✠100A1<br>2,40<br>BS~~11,39~~ ✠LMC4,36<br>11,40 | Liv | *c*† | CL<br>5,38 | 1924<br>4mo<br>*Lloyd's* | Workman, Clark&Co.Ld Belfast<br>*A&CP* | EllermanLines,Ld. (CityLine,Ld. *Mgrs.*) *CellDB*385′1381*t* | 455·2<br>473·3(O.L.)<br>P&B315′F86′ FK<br>*DTa*36′1040*t* | 58·1 | 31·3<br>*FPT* | Glasgow<br>British<br>8 *BHCem*<br>156*t* *APT*86*t* | Q4Cy28¼″,39½″,57″&82″–54″<br>&Electric drive from L.P. Turbine 230lb (*s*) 972NHP<br>4SB(Spt),*16cf*,GS287, FD HS12044<br>Wrkman,Clark&Co.Ld.Bel | 34 ″ 0<br>s 5 ″ 10<br>28 ″ 4½ | BT till ~~10,39~~ ~~5,41~~ 11,41 |
| 72350<br>78110<br>EIKL | **City of Waterford** Iron<br>(*ex*FairHead–34) Wireless<br>*Well deck* | *ss*Bel.5thNo.3–2,38<br>1 *Dk*(*Irn*) 2 *trB* | 1071<br>835<br>629 | ✠100A1<br>~~5,40~~ ~~2,39~~6,41<br>~~BS4,40~~ ✠LMC2,38<br>✠NE&B9,25 BS4,41 | Ant<br>Dub | *n* | CL<br>~~4,37~~<br>5,40 | 1879<br>5mo | Harland& Wolff Belfast<br>A&CP | Saorstat& ContinentalS.S.Co. Ld. | 232·3<br>Q84′B65′F31′ BK8″ | 31·2 | 17·0 | Dublin<br>British<br>3 *BHCem*<br>*DBa*63′*f*67′ | T3Cy.16″,26″&44″–26″ (*s*)<br>180lb 122NHP<br>2SB,*4cf*,GS72, HS2086<br>Hawthorns&Co.Ld.Lth. | 18 ″ 5<br>s 1 ″ 4<br>17 ″ 9 | |
| 72351<br>220161<br>KLVC | **City of Weatherford**<br>*Fitted for oil fuel*<br>Sub.Sig. 2 *Dks*&*Web frames* | | 5401<br>4942<br>3364 | ✠ ...<br>12,21<br>✠ | | | | 1920<br>11mo | Pensacola S.B.Co. Pensacola | UnitedStates Maritime Commission | 400·7<br>P36′B124′F44′ | 54·2 | 30·2<br>FK | Pensacola<br>Fla.<br>Utd. States<br>*WB* | 2SteamTurbinesDRgeared to 1 Sc Shaft<br>WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. | 32 ″ 10 | R † |

*Now "Ponce De Leon," see No. 89559 in Supplement*

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72352<br>147340<br>GLQN | **City of Wellington**<br>D.F. E.S.D. | *ss*Gls.No.3–8,38<br>2 *Dks*(*Stl*)<br>*CruiserStern* | 5733<br>5463<br>3642 | ✠100A1<br>~~4,40~~1,40 Liv<br>BS11,40 ✠LMC<br>MS9,37 ~~BS8,38~~<br>*Fitted for carrying oil*<br>*Carrying vegetable oil* | Bom | *a*† | CL<br>1,40<br>11,25<br>*in DT* | 1925<br>11mo<br>*Lloyd's*<br>*F.P.* | Barclay, Curle&Co.Ld. Glasgow<br>*A&CP*<br>*above* 150° F. *forward &'tween deck* | EllermanLines,Ld. (HallLineLd. *Mgs*) *CellDB*338′1112*t* *DTf*18′544*t* *DT* *in FPT* *tanks aft* | 411·3<br>427·5(O.L.)<br>P68′B&F276′ FK<br>a27′1066*t* *FPT*110*t* | 55·0 | 29·7 | Liverpool<br>British<br>8 *BHptCem*<br>1 ,, *to2nd dk* | T.3Cy.24″,41½″&72″–51″ & Electric drive from L.P. Turbine 225lb (*s*) 647NHP<br>3SB(Spt),*9cf*,GS185, FD HS7737<br>Barclay,Curle&Co.Ld.Gls. | 32 ″ 0<br>s 5 ″ 0½<br>27 ″ 1½ | |
| 72353<br>140846<br>GRBK | **City of Winchester**<br>*Ref.Mchy.*<br>D.F. E.S.D. | *ss*Hpl.No.3–6,29<br>*ss*Liv.No.2–37<br>2 *Dks*(*Stl*)<br>*CruiserStern* | 7120<br>6843<br>4578 | ✠100A1<br>~~8,40~~ ~~2,40~~ 3,41 Liv Lon<br>✠LMC<br>MS6,37 ~~BS7,40~~ 4,41<br>✠Lloyd'sRMC~~7,40~~ 3,41 8,40 | Mch | *c*† | CL<br>7,38 | 1917<br>10mo<br>*Lloyd's* | Palmers' Co.Ld Newcastle<br>*A&CP* | EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) | 456·1<br>P99′B&F318′ FK<br>*CellDB*407′1480*t* | 57·9 | 31·3<br>*DTa*25′806*t* | Liverpool<br>British<br>8 *BHCem*<br>*DTa*25′806*t* | 2SteamTurbinesSR geared to 1 Sc.shaft (*s*) FD 200lb<br>3SB(Spt)&1AuxSB,*14cf*, GS276,HS10382 736NHP<br>Palmers'Co.Ld.Newcastle | 33 ″ 10<br>s 5 ″ 8½<br>28 ″ 4½ | |
| 72354<br>147560<br>GJYR | **City of Windsor** (*ex*Knaresbro')<br>D.F. E.S.D | *ss*Gls.No.3–8,36<br>2 *Dks*(*Stl*)<br>*CruiserStern* | 7218<br>6902<br>4616 | ✠100A1<br>6,40 ~~8,39~~<br>BS12,39 ✠LMC1,36 | Liv<br>Lon | *c*† | CL<br>~~8,38~~<br>11,40 | 1923<br>11mo<br>*Lloyd's* | Wear Ship-yard Ld. Sunderland<br>*A&CP* | Ellerman&Buck-nallS.S.Co.Ld. | 447·5<br>P38′B210′F92′ FK<br>*CellDB*393′1538*t* | 57·8 | 32·1<br>*MT*30′861*t* | London<br>British<br>8 *BHptCem*<br>*MT*30′861*t* | T.3Cy.26″,45″&78″–54″&LP Turbine with DR gearing& hydraulic coupling<br>230lb HS9225 (*s*) 777NHP<br>3SB(Spt),*12cf*,GS236 FD<br>Cen.Mar.E.Wrks.Ld W Hpl | 34 ″ 8<br>s 6 ″ 3½<br>28 ″ 7½ | |
| 72355<br>154463<br>CYJZ | —<br>*Mchy.Aft* D.F. | 2 *Dks* | 1905<br>1719<br>1168 | | | | | 1929 | DavieS.B. &Repg.Co.Ld Levis,P.Q. | CanadaSteam-shipLines,Ld. | 242·0<br>F37′ | 40·2 | 21·7 | Montreal<br>British<br>*WB* | T.3Cy.18″,30″&50″–36″<br>Richardsons, 150NHP<br>Westgarth&Co.Ld.Hpl. | | C |
| 72356<br>149638<br>GNJB | **City of Worcester**<br>D.F. E.S.D. | *ss*Bkn.No.3–2,40<br>*Special quality steel*<br>2 *Dks*(*Stl*)<br>*CruiserStern* | 5469<br>5052<br>3430 | ✠100A1<br>~~2,40~~11,40 Cal<br>✠LMC<br>BS~~5,39~~8,40 MS2,40<br>*Fitted for carrying oil* | Gls | *z* | CL<br>~~9,38~~<br>11,40<br>10,27 | 1927<br>10mo<br>*Lloyd's*<br>*F.P.* | Earle'sCo. Ld. Hull<br>*A&CP* | EllermanLines,Ld. (HallLineLd. *Mgrs.*) *CellDB*350′1073*t* *in FPT* | 397·2<br>412·5(O.L.)<br>P32′B&F313′ FK<br>*DTa* 30′ 800*t* *FPT* | 53·4 | 28·8<br>116*t* *APT*96*t* | Liverpool<br>British<br>7 *BHCem*<br>1 ,, *to2nd dk*<br>HS6640 | T.3Cy23¾″,40½″&70″–48″(*s*)<br>220lb 482NHP<br>2SB(Spt),*8cf*,GS157, FD<br>Earle'sCo.Ld.Hull | 31 ″ 4<br>s 4 ″ 4<br>27 ″ 2½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now explnd. Equipment Letter. | 7* Date when hull shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of T. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72357<br>145918<br>GFXL | **City of Yokohama**<br>ssLiv.No.3-4,34<br>D.F. E.S.D. ssLiv.No.1-38<br>2*Dks*(*Stl*)<br>*Cruiser Stern* | 7341<br>7084<br>4721 | ✠100A1 Liv *c*†<br>~~8,40~~ ~~7,39~~,41 ~~LKc~~ Gls 8,38<br>6,41 ✠LMC<br>~~BS8,38,46~~ MS9,38<br>*Fitted for oil fuel* 3,22 | CL<br>3mo<br>*Lloyd's* | 1922<br>W.Gray&Co.(1918)Ld.<br>W Hartlepool<br>*Mgrs.* | EllermanLines,Ld.<br>(HallLine,Ld.<br>*Mgrs.*) | 465·1\|58·1\|31·8<br>P107'B171'F97' FK<br>*Cell D B* 407'1692*t* | Liverpool<br>British<br>7 *B H Cem*<br>*D T a* 27'840*t* | 2 Steam Turbines D R geared to 1 Sc. Shaft (*s*) 225lb 917 NHP<br>3 SB (Spt) & 1 Aux. SB, *12cf*, GS 284, HS 11372 FD<br>W. Gray & Co, Ld. W. Hpl. | 34 ″ 8<br>s 6 ″ 4⅜<br>28 ″ 6½ | |
| 72358<br>EAPG | **Ciudad de Algeciras** Ⓟ (*ex* Miguel Primo De Rivera) Twin Sc<br>Wireless *ss* Cdz. No 3-3,41 *Oil Eng.*<br>*Cruiser Stern* ~~*ss* Mga. No. 2-35~~<br>1 *Dk*(*Stl*) 2*nd dk in holds* | 1029<br>602<br>481 | ✠100A1 Mga *l*<br>*with freeboard*<br>~~3,41~~<br>✠LMC3,41 | ~~12,34~~<br>3,41<br>1927<br>2mo<br>*Lloyd's* | UnionNav. de Levante SA Valencia | Cia. Trasmediterránea | 191·1\|31·7\|15·1<br>F30′ FK<br>*Cell D B u E* 45′51*t* | Valencia<br>Spanish<br>5 *B H Cem*<br>*F P T* 12*t* | Oil Engines 4S.C.SA<br>12Cy.18⅛″–24⅛″ 384NHP<br>Frd. Krupp A.G. Kiel | 17 ″ 0<br>s 5 ″ 0½<br>~~11 ″ 6~~ | |
| 72359<br>EARI | **Ciudad de Alicante** Ⓟ Twin Sc (*ex* Infante D. Juan) *Oil Eng.*<br>*ss* Cdz. No. 2-39<br>2 *Dks*(*Stl-Weather dk-ws*)<br>3*rd dk in forward holds*<br>*Cruiser Stern* | 2434<br>1795<br>1337 | *For Service between Gibr altars* Ceuta<br>✠100A1 Cdz *r* 12,39<br>*with freeboard*<br>12,39<br>~~DBS11,39~~ ✠LMC11,39 | 1930<br>6mo<br>*Lloyd's* | Union Naval de Levante SA Valencia | Cia. Trasmediterránea<br>*Cell D B* 175'257*t*<br>*way of tunnels* | 258·3\|40·9\|23·5<br>F39′ FK<br>*Tanks in* 69*t D T a* 10′70*t M T* 20′166*t D T f* 15′76*t* | Valencia<br>Spanish<br>6 *B H Cem*<br>(5 *to W dk*<br>1 ,, 2*nd* ,,) | Oil Engines 4S.C.SA<br>14Cy.18⅞″–27 5/16″ 486NHP<br>~~DB 26lb~~<br>Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg<br>*F P T* 34*t A P T* 57*t* | 25 ″ 9<br>s 11 ″ 0½<br>15 ″ 2 | |
| 72360<br>LOGO | **Ciudad de Asunción** Ⓟ Triple Sc<br>*Ref. Mchy.* E.S.D. 2*Dks* *Oil Eng.* | 2330<br>—<br>1263 | | 1929 | A.&J. Inglis, Ld. Glasgow | Cia. Argentina de Nav. Mihanovich, Ltda. | 306·4\|58·5\| 9·4<br>*W B* | Bns. Aires<br>Argentine | Oil Engines 4S.C.SA<br>18Cy.15¾″–29½″ 431NHP<br>Harland & Wolff, Ld. Gls. | | |
| 72361<br>LOFK | **Ciudad de Buenos Aires** Ⓟ Twin Sc<br>D.F. E.S.D. *ss* B.As.2nd No.3–6,38<br>2 *Dks*(*Upt Stl*–ws)<br>& *Shade dk*(*pt Stl*–teak s) | ~~3087~~<br>—<br>~~2236~~<br>3754<br>2088<br>2177 | ✠ A1 BAs OG<br>12,40~~12,89~~ 8,87<br>✠LMC 11,40<br>MS10,37 ~~BS4,39~~ 4,40<br>*For Service between Buenos Aires & Monte Video*<br>*Fitted for oil fuel* 12,14 *F P. above* 1 | 1914<br>11mo<br>*Lloyd's* | Cammell Laird & Co. Ltd. Birkenhead | Cia. Argentina de Nav. Mihanovich, Ltda.<br>*Cell* | 350·9\|44·2\|13·4<br>FK<br>*D B u E & B* 106′216*t* | Bns. Aires<br>Argentine<br>9 *B H Asp*<br>*F P T* 18*t* | 4 Steam Turbines S R geared to 2 Sc. Shafts (*s*) 663 NHP<br>170lb<br>4SB, *12cf*, GS 263, HS 9892 FD<br>Cammell Laird & Co. Ltd. Bkn | 15 ″ 0<br>s 3 ″ 0<br>12 ″ 6 | |
| 72362<br>EAOP | **Ciudad de Ceuta** Ⓟ Twin Sc (*ex* General Sanjurjo) *Oil Eng.*<br>*ss* Mga. No. 1–32<br>1 *Dk*(*Stl*) 2*nd dk in holds*<br>Wireless *Cruiser Stern* | 879<br>602<br>326 | ✠ —— Val *l*<br>10,39<br>(*Reclassification Contemplated*) | 1928<br>9mo | Union Naval de Levante S.A. Valencia | Cia. Trasmediterránea | 191·0\|31·7\|15·0<br>B29′F30′ FK<br>*Cell D B u E* 46′43*t* | Valencia<br>Spanish<br>5 *B H Cem*<br>*F P T* 12*t* | Oil Engines 4S.C.SA<br>12Cy.18⅛″–24⅛″ 384NHP<br>Frd. Krupp A.G. Kiel | 17 ″ 0 | |
| 72363<br>LOHK | **Ciudad de Colonia** Ⓟ Twin Sc<br>*Oil Eng.*<br>Wireless D.F. E.S.D. 2*Dks* | 814<br>285 | | 1939 | Cia. Arg. de Nav. Mihanovich, Ld. Carmelo, Uruguay | Cia. Argentina de Nav. Mihanovich Ltda. | 200·0\|33·0\|10·5<br>*W B* | Bns. Ayres<br>Argentine | 2 Oil Engines 2S.C.SA<br>14Cy.13⅜″–22 7/16″ operating 2 electric motors S R geared to screw shafts 438NHP<br>A/B Atlas-Diesel, Skm. | | |
| 72364<br>LOFB | **Ciudad de Concepción** Ⓟ<br>*Oil Eng.* Twin Sc<br>Wireless *Cruiser Stern* 1 *Dk* | 545<br>—<br>195 | | 1930 | A&J Inglis Ld. Glasgow | Cia. Argentina de Nav. Mihanovich, Ltda. | 200·0\|37·0\| 8·0<br>F30′<br>*Promenade* 167′<br>*W B* | Bns. Aires<br>Argentine | Oil Engines 4S.C.SA<br>12Cy.12 3/16″–21⅛″ 173NHP<br>Harland & Wolff, Ld. Gls. | | |
| 72365<br>LOFA | **Ciudad de Corrientes** Ⓟ Trp Sc E.S.D.<br>*Oil Eng.*<br>*Ref. Mchy.* 2*Dks* | 2330<br>—<br>1263 | | 1930 | A&J Inglis Ld. Glasgow | Cia. Argentina de Nav. Mihanovich, Ltda. | 306·4\|58·5\| 9·4<br>*W B* | Bns. Aires<br>Argentine | Oil Engines 4S.C.SA<br>18Cy.15¾″–29½″ 431NHP<br>Harland & Wolff, Ld. Gls. | | |
| 72366<br>EARK | **Ciudad de Ibiza** Ⓟ Twin Sc<br>*Oil Eng.*<br>*Cruiser Stern* 3 *Dks* | 2034<br>1347<br>1058 | | 1933 | Union Nav. de Levante SA Valencia | U.S.S.R. | 245·5\|36·6\|22·6<br>B135′F46′<br>*W B* | Russian | Oil Engines 4S.C.SA<br>12Cy.16 1/16″–26⅜″ 333NHP<br>Frd Krupp Germaniawf AG | | V |
| 72367<br>EARK | **Ciudad de Mahon** Ⓟ (*ex* General Berenguer) *Oil Eng.*<br>Wireless 2 *Dks* | 1550<br>1115<br>1006 | | 1930 | Echevarrieta y Larrinaga Cadiz | Cia. Trasmediterránea | 234·7\|36·3\|19·9<br>F46′ | Barcelona<br>Spanish<br>*W B* | Oil Engines 4S.C.SA<br>8Cy.22½″–33 1/16″ 405NHP<br>Maschfbk. Augsburg-Nürnberg, Augsburg | | V |
| 72368<br>EAPS | **Ciudad de Melilla** Ⓟ (*ex* Reina Victoria) *ss* Cdz. No. 2-16<br>2 *Dks* & *Awng dk*<br>Wireless | 1247<br>720<br>688 | ✠ ...<br>10,17 | 1907<br>11mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | Cia. Trasmediterránea | 247·0\|31·5\|20·3<br>F41′<br>BK8″ | Barcelona<br>Spanish<br>*W B* | T. 3Cy. 21″, 33½″ & 54″–39″<br>223NHP<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 23 ″ 1 | V<br>† |
| 72369<br>~~GXAL~~<br>LOGX | **Ciudad de Montevideo** Ⓟ Twin Sc<br>*ss* B.As.2nd No.3–10,38<br>D.F. E.S.D. 2 *Dks*(*Upt Stl*–ws) *Shade dk*(*pt Stl*–teak s) | ~~3087~~<br>~~2506~~<br>~~2236~~<br>3754<br>2088<br>2177 | ✠ A1 BAs OG<br>12,40~~12,89~~ 8,38<br>BS~~12,36~~ ✠LMC10,38 PN8,38<br>10,40<br>*For Service between Buenos Aires*<br>*Fitted for oil fuel* 12,24 *F P. above* 1 | 1915<br>1mo<br>*Lloyd's*<br>*Monte Video* | Cammell Laird & Co. Ltd Birkenhead | ~~Cia Uruguaya de Nav. Ltda.~~<br>Cia. Argentina de Nav. Mihanovich Ltda. | 350·9\|44·2\|13·4<br>FK<br>*Cell D B u E & B* 106′2 | Bns. Aires<br>Argentine<br>9 *B H pt Cem*<br>16*t F P T* 18*t* | 4 Steam Turbines S R geared to 2 Sc. Shafts (*s*) 663 NHP<br>170lb<br>4SB, *12cf*, GS 263, HS 9892 FD<br>Cammell Laird & Co. Ltd. Bkn | 15 ″ 0<br>s 3 ″ 0<br>12 ″ 6 | |
| 72370<br>338<br>277 | **Ciudad de Necochea** Aux 3 Mst Sr (*ex* Necochea, *ex* Johanna Ipland, *ex* Sailing Vessel) *Oil Eng.*<br>1 *Dk*<br>(*See Sailing Ship Register*) | 386 | | 1917 | Geb. G. & H. Bodewes Hoogezand | Cia. de Productos Agricolas | 135·2\|25·2\|12·4<br>P25′ | M. Video<br>Uruguayan | Oil Engines 2S.C.SA<br>4Cy.11⅜″–16 1/16″ 91NHP<br>*E made & fitted* 22<br>Benz & Co. Mannheim | | V |
| 72371<br>EARG | **Ciudad de Palma** Ⓟ Twin Sc (*ex* Principe Alfonso) *Oil Eng.*<br>*ss* Bcl. No. 3-5,41 *ss* ~~Bel. No. 1-34~~<br>2 *Dks*(*Stl–Wthr dk* ws)<br>3*rd dk*(*Stl*) *in Nos.* 1, 2 & 3 *holds* | 3959<br>2816<br>2405 | ✠100A1 Val *v*<br>*with freeboard* Bel<br>5,41~~2.36~~<br>✠LMC5,41<br>DBS5,41<br>~~NO LATER SURVEY REPORTED~~ | CL<br>~~9.38~~<br>3,41<br>1930<br>4mo<br>*Lloyd's* | Cant. Nav. Triestino Monfalcone | Cia. Trasmediterránea<br>*Cell D B* 245'658*t T*<br>*way of tunnels* 181*t* | 332·2\|49·0\|25·5<br>F66′ FK<br>*anks in* (*Cell to Wh dk*<br>*F P T* 41*t A P T* 113*t* | Palma de Mallorca<br>Spanish<br>6 *B H Cem*<br>5 ,, 2*nd* ,, ) | Oil Engines 4S.C.SA<br>16Cy.21⅜″–39⅜″ 722NHP<br>DB *100lb*<br>Stabilimento Technico, Tri. | 27 ″ 11<br>s 9 ″ 4½<br>18 ″ 11½ | |
| 72372<br>EAOT | **Ciudad de Sevilla** Ⓟ Twin Sc (*ex* Infanta Beatriz) *Oil Eng.*<br>*Ref. Mchy.* D.F. 3 *Dks* | 6279<br>4025<br>3720 | | 1927 | Frd. Krupp Akt. Ges. Kiel | Cia. Trasmediterránea | 393·3\|52·0\|25·4<br>B182′F82′ | Valencia<br>Spanish<br>*W B* | Oil Engines 2S.C.SA<br>12Cy.23 5/16″–45½″ 1155NHP<br>Frd. Krupp A.G. Kiel | | V |
| 72373<br>1347<br>1058 | **Ciudad de Tarragona** Ⓟ<br>*Oil Eng.* Twin Sc<br>*Cruiser Stern* 3 *Dks* | 2034 | | 1933 | Union Nav. de Levante SA Valencia | U.S.S.R. | 245·5\|36·6\|22·6<br>B125′F46′<br>*W B* | Russian | Oil Engines 4S.C.SA<br>12Cy.16 1/16″–26⅜″ 334NHP<br>Frd. Krupp A.G. Kiel | | V |
| 72374<br>EARH | **Ciudad de Valencia** Ⓟ Twin Sc (*ex* Infante D. Gonzalo) *Oil Eng.*<br>3 *Dks*<br>*Cruiser Stern* | 2497<br>1799<br>1379 | | 1931 | Union Nav. de Levante SA Valencia | Cia. Trasmediterránea | 265·8\|40·7\|25·8<br>F37′P74′ | Valencia<br>Spanish<br>*W B* | Oil Engines 4S.C.SA<br>14Cy.18⅛″–27 5/16″ 485NHP<br>Maschfbk. Augsburg-Nürnberg, Augsburg | | V |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Tonnage assigné maintenant expiré. Lettre d'Appropriement. | Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | Numéros où ces navires se trouvent dans le L. H. Transfer Cert. Book. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72375 | **Ciudad del Salto** Ⓟ | TwinSc | 1922 | | | | | 1928 | Harland& Wolff,Ld. Glasgow | CiaUruguaya de Nav.Lda. | 250·6 | 42·1 | 9·7 | M.Video Uruguayan | Oil Engines 4S.C.SA 12Cy.15½"-29.5/16" 286NHP Harland&Wolff,Ld.Gls. | | | |
| CXAL | | *Oil Eng.* 2 *Dks* | 708 | | | | | | | | | | | *WB* | | | | |
| 72376 | **Clairton** | | 6080 | ✠100A1 | | | | 1919 | Federal S.B.Co. Kearny,N.J. | ~~UnitedStates~~ ~~Maritime~~ ~~Commission.~~ | 395·5 | 55·0 | 31·4 | ~~Newark,N.J.~~ ~~Utd.States~~ British *WB* | DRgearedSteamTurbine GeneralElectricCo. Schenectady,N.Y. | 34 / 11 | | R |
| ~~21926~~ ~~21Oct~~ | Sub.Sig. | *1 Dk&Shelter* | 5895 | *(Reclassification Contemplated)* | | | | 7mo | | | P45'B110'F38'*on* | | | | | | | † |
| ~~21Oct~~ | GyC. | *dk&Web frames* *Longitudinal framing* | 3737 | | | | | | | | *Shelter dk* | | FK | | | | | |
| 72377 | **Clairy** (ex Romford-37, ex Ionia-37, ex Glenfield-35, ex Mirita-34) | ss Shl No.3-10.28 ss Rot.No.2-38 | *5838* *5808* *3713* | ✠100A1 11.39 BS3,39 | Nwc | *z* | CL N1,38 | 1916 7mo | Sir J. Laing &Sons,Ld. Sunderland | Cia.Primera de Nav.Ltda. | 407·0 | 52·4 | 31·5 | Panama Pnamanian | T.3Cy.26½",44"&73"-48" (*s*) 180lb 498NHP | 31 / 6 | s 5 / 10 | |
| HPHW | *Mchy.Aft* | *2 Dks(Stl)&4th fr.frames* | | ✠LMC3,38 | | | | | | | | | | 15 *B Hpt Cem* | 3SB,*9cf*,GS174,HS7212 FD | 25 / 9½ | | |
| Now "Santa Lucia," *see* 1940-41 | | *Long.Bulkhd Framing* | | *Carrying Petroleum in bulk* | | | *bulk* | *Lloyd's* | *SA&CP* | *CellDB* | | | | (8 *to U dk* | G.Clark,Ld.Sunderland | | | |
| | | | | *Fitted for oil fuel* 7,16 | | | *F. P.* | *above* | 150° F. | *uE&B*73'189*t DT* | *f*40'433*t APT*102*t* | | | 7 „ *2nd* „) | | | | |
| 72378 | **Clam** | | 7404 | ✠100A1 | Suz | *b*† | CL | 1927 | Nederl. | Anglo-Saxon | 440·4 | 59·5 | 32·7 | London | Oil Engines 4S.C.SA | 32 / 9 | | |
| 14784 | | *Oil Eng.* | 6761 | 1,41 ~~2,40~~ | Cff | 2½ | 11,37 | 3mo | Schps.Maats. | PetroleumCo.Ld. | | | | British | 6Cy.32½"-59" 600NHP | s 6 / 3½ | | |
| GJRK | | *ss* Sng.No.3-6,39 | 4283 | ✠LMC CS2,40 | | | | | Amsterdam | | P99'B34'F58' | | FK | 15 *B Hpt Cem* | 2 DB *180lb* | 26 / 7½ | | |
| | D.F. E.S.D. | 1 *Dk(Stl)* | | DBS ~~6,39~~ 6,39 | | | | *Lloyd's* | *SA&CP* | *CellDBuE*69'31 | 7*t DT f*32'284*t FPT* | | | 161*t APT*65*t* | NedFb.v.Wrk&Spoor,Ams | | | |
| | Sub.Sig. *Mchy.Aft* | *Cruiser Stern* | | 1,41 | | | | | | | | | | | | | | |
| | *Longitudinal framing at bottom & at deck* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | |
| 72379 | **Clan Alpine** | | 5442 | ✠100A1 | Lon | *z* | CL | 1918 | Greenock& Grngemouth Dkyd.Co.Ld Greenock | TheClanLine SteamersLd. (Cayzer,Irrine& Co.Ld.*Mgrs.*) | 410·2 | 53·5 | 28·4 | Glasgow British | T.3Cy.27",44"&73"-48" (*s*) &LPturbinewithDRgear-ing&hydraulic coupling 180lb 627NHP | 31 / 0 | s 5 / 0½ | |
| 141879 | | *ss* Gls.No.3-8,30 | 5032 | 3,41 ~~3,40~~ | | | 9,38 | 4mo | | | | | | *Cem* | | 26 / 2 | | |
| GQMR | D.F. | *ss* Grk.No.2-38 | 3390 | BS ~~10,30~~ 3,41 ✠LMC9,38 | | | | *Lloyd's* | *SA&CP* | *'Tween dk BH in after* | *hold dispensed with* | | | 6 *BH to U dk* | 3SB,*9cf*,GS186,HS8151 FD | | | |
| | E.S.D. | 2 *Dks(Stl)* | | | | | | | | *CellDB*346'1220*t D* | *Ta*33'985*t APT*45*t* | | | 1 „ „ *2nd d* | J.G.Kincaid&Co.Ld.Grk. | | | |
| | | | | *Carrying oil fuel* F. P. | | | *above* | 150° F. | | | | | | *k only* | | | | |
| | | | | *Fitted for oil fuel* F. P. | | | *above* | 150° F. | | | | | | | | | | |
| 72380 | **Clan Buchanan** | TwinSc | 7266 | ✠100A1 | Gls | *d*† | CL | 1938 | Greenock | TheClanLine | 463·7 | 63·0 | 29·9 | Glasgow | T.6Cy.26",42"&68"-48"& | 32 / 6 | | |
| 165929 | | | 6320 | *with freeboard* | | 2 3/16 | | 2mo | Dockyard Co.Ld. Greenock | Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) | 487·6(O.L.) | | | British | LPturbineswithDRgearing & hydraulic couplings | s 4 / 4½ | | |
| GJGL | D.F. E.S.D. GyC. | 2 *Dks&Shelter dk* *Cruiser Stern* | 3692 | 9,40 ~~11,30~~ ✠LMC2,38 | | | | | | | P31'B102'F69' | | FK | 7 *B Hpt Cem* | 220lb (*s*) 1370NHP | 28 / 4 | | |
| | | | | | | | | *Lloyd's* | *SA&CP* | *(Duct keel fwd.)* | *(Coll to Sh dk* | | | 6 „ 2nd„) | 5SB(Spt),*20cf*,GS402 | | | |
| | | | | | | | | | | *of mchy.space* | 6 „ 2nd„) | | | | HS17780 FD | | | |
| | | | | *Fitted for oil fuel* 2,38 | | | *F.P. a* | *above* | 150°F. | *CellDB*393'126 | 6*t MT*39'1360*t FPT* | | | 68*t APT*126*t* | J.G.Kincaid&Co.Ld.Grk. | | | |
| 72381 | **Clan Cameron** | TwinSc | 7243 | ✠100A1 | Grk | *d*† | CL | 1937 | Greenock | TheClanLine | 463·7 | 63·0 | 29·9 | Glasgow | T.6Cy.26",42"&68"-48"& | 32 / 6 | | |
| 164108 | | | 6318 | *with freeboard* | Gls | 2 5/16 | s4,39 | 2mo | Dockyard Co.Ld. Greenock | Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) | 484·6(O.L.) | | | British | LP turbines with DR gear-ing&hydraulic couplings | s 4 / 4½ | | |
| GZGK | D.F. E.S.D. GyC. | 2 *Dks&Shelter dk* *Cruiser Stern* | 3659 | 8,40 ~~8,30~~ ✠LMC2,37 | | | p8,39 | | | | P31'B99'F69' | | FK | 7 *B Hpt Cem* | 220lb (*s*) 1362NHP | 28 / 4 | | |
| | | | | BS3,41 | | | | *Lloyd's* | *SA&CP* | *Duct keel forward* | *(Coll to Sh dk* | | | 6 „ 2nd „) | 5SB(Spt),*20cf*,GS402, | | | |
| | | | | | | | | | | *of mchy.space* | *of mchy.space* | | | | HS17780 FD | | | |
| | | | | *Fitted for oil fuel* 2,37 | | | *F.P.* | *above* | 150°F. | *CellDB*393'1266*t* | *MT*39' 1360*t FPT* | | | 68*t APT*126*t* | J.G.Kincaid&Co.Ld.Grk. | | | |
| 72382 | **Clan Campbell** | TwinSc | 7255 | | | | | 1937 | Greenock | TheClanLine | 463·7 | 63·0 | 29·9 | Glasgow | T.6Cy.26",42"&68"-48"& | | | C |
| 164112 | | *Fitted for oil fuel* | 6318 | | | | | | Dockyard Co.Ld. Greenock | Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) | | | | British | LP turbines with DR gear-ing & hydraulic couplings | | | |
| GZLT | D.F. E.S.D. GyC. | 2 *Dks&Shelter dk* *Cruiser Stern* | 3662 | | | | | | | | | | | *WB* | HS17780 1362NHP J.G.Kincaid&Co.Ld.Grk. | | | |
| 72383 | **Clan Chattan** | TwinSc | 7262 | ✠100A1 | Gls | *d*† | CL | 1937 | Greenock | TheClanLine | 463·7 | 63·0 | 29·9 | Glasgow | T.6Cy.26",42"&68"-48"& | 32 / 6 | | |
| 165907 | | | 6320 | *with freeboard* | | 2 3/16 | | 7mo | Dockyard Co.Ld. Greenock | Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) | 487·6(O.L.) | | | British | LP turbines with DR gear-ing & hydraulic couplings | s 4 / 4½ | | |
| GZYT | D.F. E.S.D. GyC. | 2 *Dks&Shelter dk* *Cruiser Stern* | 3666 | ~~10,40~~ ~~12,30~~ ✠LMC7,37 | | | | | | | P31'B102'F69' | | FK | 7 *B Hpt Cem* | 220lb (*s*) 1362NHP | 28 / 4 | | |
| | | | | 4,41 | | | | *Lloyd's* | *SA&CP* | *Duct keel fwd.* | *(Coll to Sh dk* | | | 6 „ 2nd „) | 5SB(Spt),*20cf*,GS402, | | | |
| | | | | | | | | | | *of mchy.space* | 6 „ 2nd „) | | | | HS17780 | | | |
| | | | | *Fitted for oil fuel* 7,37 | | | *F.P. a* | *above* | 150° F. | *CellDB*393' 1266*t M* | *T*39' 1360*t FPT*68*t* | | | *APT*126*t* | J.G.Kincaid&Co.Ld.Grk. | | | |
| 72384 | **Clan Colquhoun** | TwinSc | 7914 | | | | | 1918 | Workman, Clark&Co.Ld Belfast | TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) | 450·0 | 58·5 | 37·1 | Glasgow British | T.6Cy.26½",44"&73"-48" 738NHP | | | C |
| 142741 | (*ex* Gallic-33, *ex* War Argus) | | 7581 | | | | | | | | P31'F43' | | | *WB* | Wrkman,Clark&Co.LdBel | | | |
| GPYV | *Ref. Mchy.* | 3 *Dks* | 4888 | Lloyd'sRMC ~~1,40~~ ~~8,40~~ 2,41 | | | | | | | | | | | | | | |
| | D.F. | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 72385 | **Clan Cumming** | TwinSc | 7264 | ✠100A1 | Npt | *d*† | CL | 1938 | Greenock | TheClanLine | 463·7 | 63·0 | 29·9 | Glasgow | T.6Cy.26",42"&68"-48"& | 32 / 6 | | |
| 165924 | | | 6320 | *with freeboard* | Gls | 2 3/16 | | 1mo | Dockyard Co.Ld. Greenock | Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) | 487·6(O.L.) | | | British | LP turbines with DR gearing & hydraulic couplings | s 4 / 4½ | | |
| GDGW | D.F. E.S.D. GyC. | 2 *Dks&Shelter dk* *Cruiser Stern* | 3676 | ~~9,40~~ ~~11,30~~ ✠LMC1,38 | | | | | | | P31'B102'F69' | | FK | 7 *B Hpt Cem* | 220lb (*s*) 1370NHP | 28 / 4 | | |
| | | | | 12,40 | | | | *Lloyd's* | *SA&CP* | *Duct keel fwd.* | *(Coll to Sh dk* | | | 6 „ 2nd „) | 5SB(Spt),*20cf*,GS402, | | | |
| | | | | | | | | | | *of mchy. space* | 6 „ 2nd „) | | | | HS17780 FD | | | |
| | | | | *Fitted for oil fuel* 1,38 | | | *F.P. a* | *above* | 150° F. | *CellDB*393'1266*t M* | *T*39'1360*t FPT*68*t* | | | *APT*126*t* | J.G.Kincaid&Co.Ld.Grk. | | | |
| 72386 | **Clan Farquhar** | TwinSc | 7958 | ✠100A1 | Gls | *c*† | CL | 1918 | Harland& Wolff,Ld. Belfast | TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) | 450·4 | 58·4 | 37·2 | Glasgow British | T.6Cy.26½",44"&73"-48" (*s*) 200lb 1138NHP | 40 / 0 | s 11 / 0½ | |
| 142695 | (*ex* Delphic-33, *ex* Mosaba, *ex* War Icarus) | *ss* Gls.No.3-2,33 *ss* Gls.No.1-37 2 *Dks(Stl)&Shelter dk* (*Stl-ptws*)&3*rd dk(Stl)* in No.4 *hold* | 7632 | *Shelter dk* | Liv | | S2,38 | 11mo | | | 462·0(O.L.) | | | *ptCem* | 3DB,*24cf*,GS439 HS17079 FD | 29 / 2½ | | |
| GMCX | | | 4897 | *with freeboard* | | | P11,39 | | | | P31'F43'*on Shltr dk* | | FK | 8 *B Hto Sh dk* | Harland&Wolff,Ld.Gls. | | | |
| | | | | 10,40 ~~11,30~~ BS3,41 | | | | *Lloyd's* | *SA&CP* | | | | | 119*t APT*76*t* | | | | |
| | | | | ~~BS11,30~~ ✠LMC9,37 | | | | | | *CellDB*392'1461*t FPT* | | | | | | | | |
| | | | | ✠Lloyd'sRMC ~~11,40~~ ~~9,40~~ 3,41 ~~10,40~~ | | | | | | | | | | | | | | |
| | D.F. E.S.D. | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 72387 | **Clan Ferguson** | TwinSc | 7347 | | | | | 1938 | Greenock | TheClanLine | 463·7 | 63·0 | 29·9 | Glasgow | T.6Cy.26",42"&68"-48" & | | | C |
| 165937 | | *Fitted for oil fuel* | 6321 | | | | | | Dockyard Co.Ld. Greenock | Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) | | | | British | LP turbines with DR gear-ing & hydraulic couplings | | | |
| GLLJ | D.F. E.S.D. GyC. | 2 *Dks&Shelter dk* *Cruiser Stern* | 3563 | | | | | | | | | | | *WB* | HS17780 1370NHP J.G.Kincaid&Co.Ld.Grk. | | | |
| 72388 | **Clan Forbes** | TwinSc | 7529 | ✠100A1 | Syd | | CL | 1938 | Greenock | TheClanLine | 463·7 | 63·0 | 29·9 | Glasgow | T.6Cy.26",42"&68"-48" & | ~~32~~ / 6 | | |
| 165951 | | | 6321 | *with freeboard* | ~~Lon~~ Gls | | | 12mo | Dockyard Co.Ld. Greenock | Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) | 487·6(O.L.) | | | British | LP turbines with DR gear-ing & hydraulic couplings | ~~s 4 / 4½~~ | | |
| GPGB | D.F. E.S.D. GyC. | 2 *Dks&Shelter dk* *Cruiser Stern* | 3524 | ~~8,50~~ ~~11,40~~ 9,41 ✠LMC12,38 | | | | | | | P31'B103'F69' | | FK | 7 *B Hpt Cem* | 220lb (*s*) 1370NHP | ~~28 / 4½~~ 40 / 9 | | |
| | | | | | | | | *Lloyd's* | *SA&CP* | *Duct keel forward* | *(Coll to Sh dk* | | | 6 „ 2nd „) | 5SB(Spt),*20cf*,GS402, | s 11 / 11 | | |
| | | *Tonnage opening closed '41 (W.E.)* | | | | | | | | *CellDB*393'1266*t* | *of mchy. space* *MT*30'1076*t FPT* | | | 68*t APT*126*t* | HS17780 FD J.G.Kincaid&Co.Ld.Grk. | 29 / 1½ | | |
| | | | | *Fitted for oil fuel* 12,38 | | | *F.P. a* | *above* | 150° F. | | | | | | | | | |

CIU-CLA

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey, Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now Expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registered in which classed, if not Dated 30.6 Trial Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72389<br>165960<br>GPPY | **Clan Fraser** | TwinSc<br>2 Dks & Shelter dk<br>Cruiser Stern | 7529<br>6321<br>3524 | ✠100A1<br>*with freeboard*<br>10,10 1,40 ✠LMC2,39<br>*Fitted for oil fuel* 2, 39 | Syd<br>Gls | | CL<br>*F.P. a* | 1939<br>2mo<br>*Lloyd's* | Greenock<br>Dockyard<br>Co.Ld.<br>Greenock<br>*s A & CP* | TheClanLine<br>Steamers,Ld.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*)<br>*Duct keel forward of mchy. space*<br>*bove* 1 50° F. *Cell D B* 393' 1266 *t M* | 463·7 \| 63·0 \| 29·9<br>487·6 (O.L.)<br>P31' B103' F69'<br>*T* 30' 1076 *t FPT* 68 *t* | FK | Glasgow<br>British<br>*7 B Hpt Cem*<br>*Coll to Sh dk*<br>6 „ 2nd „)<br>*APT* 126 *t* | T.6Cy.26″,42″&68″–48″&<br>LP turbines with DR gearing & hydraulic couplings<br>220 lb (*s*) 1370 NHP<br>5SB(Spt),*20cf*, GS 402, HS 17780 FD<br>J.G.Kincaid&Co.Ld.Grk | 32 ″ 6<br>*s* 4 ″ 4½<br>28 ″ 4½ | |
| 72390<br>165965<br>GTTD | **Clan Lamont**<br>D.F. E.S.D.<br>Gy.C. | TwinSc<br>*Fitted for oil fuel*<br>2 Dks & Shelter dk<br>*Cruiser Stern* | 7250 | | | | | 1939 | Greenock<br>Dockyard<br>Co.Ld.<br>Greenock | TheClanLine<br>Steamers,Ld.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*) | 463·7 \| 63·0 \| 29·9 | | | Glasgow<br>British<br>*WB* | T.6Cy.26″,42″&68″–48″ &<br>LP turbines with DR gearing & hydraulic couplings<br>HS 17780 1370 NHP<br>J.G.Kincaid&Co.Ld.Grk. | | C |
| 72391<br>161909<br>GQYP | **Clan Macalister**<br>D.F.<br>~~B.S.D.~~ Gy.C. | *Fitted for oil fuel*<br>2 Dks & Shelter dk | 6787<br>6200<br>4081 | | | | | 1930 | Greenock<br>Dockyard<br>Co.Ld.<br>Greenock | TheClanLine<br>SteamersLd.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*) | 453·8 \| 62·3 \| 28·9<br>F38′ | | | Glasgow<br>British<br>*WB* | T.3Cy.27″,45″&74″–54″&<br>1 L.P. turbine 719 NHP<br>J.G.Kincaid&Co.Ld.Grk. | | C |
| 72392<br>164066<br>GYPG | **Clan Macarthur**<br>D.F. E.S.D.<br>Gy.C. *Ref. Mchy.* | TwinSc<br>3 Dks<br>*Cruiser Stern* | 10528<br>9637<br>6105 | ✠100A1<br>*with freeboard*<br>~~Examined~~ 3,41<br>BS2,40 ✠LMC1,36<br>✠Lloyd's RMC2,40 ~~3,40~~ 3,41<br>*Fitted for oil fuel* 1, 36 | ~~Gls~~<br>Liv | *f*†<br>2¼<br>*F.P. a* | CL<br>8,39 | 1936<br>1mo<br>*Lloyd's* | Greenock<br>Dockyard<br>Co.Ld.<br>Greenock<br>*s A & CP* | TheClanLine<br>Steamers,Ld.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*)<br>*Duct keel fwd. of mchy. space*<br>*bove* 1 50° F. *Cell D B* 405′ 1391 *t FPT* 84 *t* | 477·1 \| 66·2 \| 40·2<br>498·5 (O.L.)<br>P33′ B119′ F69′<br>FK | | Glasgow<br>British<br>*8 B Hpt Cem*<br>1 „ *to 2nd dk*<br>*APT* 132 *t* | T.6Cy.26″,42″&73″–48″&2<br>LP turbines with DR gearing & hydraulic couplings<br>220 lb (*s*) 1552 NHP<br>6SB(Spt),*24cf*, GS 450, HS 19428 FD<br>N.E.MarineEng.CoLdNwc | 43 ″ 1<br>*s* 13 ″ 5⅝<br>30 ″ 1 | |
| 72393<br>164100<br>GZCS | **Clan Macaulay**<br>*Ref. Mchy.* Gy.C.<br>D.F. E.S.D. | TwinSc<br>3 Dks<br>*Cruiser Stern* | 10492<br>9637<br>6118 | ✠100A1<br>*with freeboard*<br>4,40 ✠LMC11,36<br>✠Lloyd's RMC ~~4,40~~ 7,40<br>*Fitted for oil fuel* 11, 36 | Gls | *f*†<br>2¼<br>*F.P. a* | CL<br>s11,39<br>P4,40 | 1936<br>11mo<br>*Lloyd's* | Greenock<br>Dockyard<br>Co.Ld.<br>Greenock<br>*s A & CP* | TheClanLine<br>Steamers,Ld.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*)<br>*Duct keel forward of machinery space*<br>*bove* 1 50° F. *Cell D B* 405′ 1391 *t* | 477·1 \| 66·2 \| 40·2<br>498·6 (O.L.)<br>P33′ B119′ F69′<br>FK | | Glasgow<br>British<br>*8 B Hpt Cem*<br>1 „ *to 2nd dk*<br>*FPT* 84 *t APT* 132 *t* | T.6Cy.26″,42″&73″–48″&2<br>LP turbines with DR gearing&hydraulic couplings<br>220 lb (*s*) 1585 NHP<br>6SB(Spt),*24cf*, GS 468, HS 20142 FD<br>N.E.MarineEngCoLd.Nwc | 43 ″ 0<br>*s* 13 ″ 5½<br>30 ″ 0 | |
| 72394<br>141876<br>GQMP | **Clan Macbean**<br>D.F.<br>E.S.D. | *ss* Grk. No. 3–2,31<br>~~*ss* Grk. No. 2–39 *ss* Gls. No. 1–35~~<br>2 Dks (*Stl*) | 5000<br>4697<br>3071 | ~~1,00 2,39 4,41~~<br>4,41<br>✠LMC<br>MS2,39 ~~BS11,39~~<br>*Fitted for oil fuel* 3, 18<br>BS5,41 | Lon | *y* | CL<br>9,38 | 1918<br>3mo<br>*Lloyd's* | Bartram&<br>Sons,Ld.<br>Sunderland<br>*s A & CP* | TheClanLine<br>SteamersLd.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*)<br>*bove* 1 50° F. *Cell D Ba* 137′ *u E* 26′ | 400·0 \| 52·4 \| 28·0<br>P36′ B118′ F40′<br>FK<br>*f* 175′ 1053 *t FPT* 191 *t* | | Glasgow<br>British<br>*6 B H Cem*<br>*APT* 168 *t* | T.3Cy.27½″,45½″&75″–48″<br>180 lb (*s*) 476 NHP<br>3SB,*9cf*, GS 204, HS 8055<br>J.Dickinson&Sons,Ld.Sld. | 30 ″ 6<br>*s* 5 ″ 10½<br>24 ″ 10½ | |
| 72395<br>137811<br>GQLY | **Clan Macbrayne**<br>D.F. E.S.D. | *ss* Rot. No. 3–4,28<br>*ss* Grk. No. 2–37<br>2 Dks (*Stl*) | 4818<br>4505<br>2978 | ✠100A1<br>~~Examined~~ 5,41 ~~Gls~~<br>BS2,41 ✠LMC<br>MS11,36 ~~BS10,39~~ | ~~Grk~~ | *y* | CL<br>6,37 | 1916<br>4mo<br>*Lloyd's* | Ropner&<br>Sons,Ld.<br>Stockton<br>*s A & CP* | TheClanLine<br>SteamersLd.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*)<br>*Cell D Ba* 135′ *u E* 23′ *f* | 390·0 \| 50·5 \| 28·0<br>402·0 (O.L.)<br>P38′ B115′ F37′<br>FK<br>168′ 1039 *t FPT* 120 *t* | | Glasgow<br>British<br>*6 B H Cem*<br>*APT* 197 *t* | T.3Cy.26″,43″&71″–48″ (*s*)<br>180 lb 403 NHP<br>3SB,*9cf*, GS 184, HS 6523<br>Blair&Co.Ld.Stockton | 30 ″ 6<br>*s* 5 ″ 9⅜<br>24 ″ 10 | |
| 72396<br>165971<br>GCPG | **Clan Macdonald**<br>D.F. E.S.D. Gy.C.<br>*Ref. Mchy.* | TwinSc<br>*Oil Eng.*<br>3 Dks<br>*Cruiser Stern* | 9653<br>8853<br>5719 | ✠100A1<br>*with freeboard* Bkn<br>4,41 ✠LMC12,39<br>✠Lloyd's RMC 5,41 | Grk | *f*†<br>2¼ | CL | 1939<br>12mo<br>*Lloyd's* | Greenock<br>Dockyard<br>Co.Ld.<br>Greenock<br>*s A & CP* | TheClanLine<br>Steamers,Ld.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*)<br>7 *divisional B Hs in upper 'tween dk*<br>*Duct keel fwd. of mchy. space*<br>*Cell D B* 407′ 1568 *t Centre & side tanks in way of tunnels* | 481·9 \| 64·7 \| 27·4<br>505·3 (O.L.) 35·7<br>P28′ B78′ F72′<br>FK | | Glasgow<br>British<br>*8 B Hpt Cem*<br>*Coll to W dk*<br>7 „ 2nd „)<br>373 *t FPT* 78 *t*<br>*APT* 161 *t* | Oil Engines 4S.C.SA<br>20Cy.29⅛″–59 1/16″ 1631 NHP<br>DB *100 lb*<br>J.G.Kincaid&Co.Ld.Grk | 41 ″ 2<br>*s* 12 ″ 11¼<br>28 ″ 6½ | |
| 72397<br>160234<br>GSTB | **Clan Macdougall**<br>*Ref. Mchy.*<br>D.F. E.S.D. | *Oil Eng.*<br>2 Dks & Shelter dk<br>*Cruiser Stern* | 6843<br>6206<br>4079 | | | | | 1929 | Greenock<br>Dockyard<br>Co.Ld.<br>Greenock | TheClanLine<br>SteamersLd.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*) | 454·0 \| 62·3 \| 28·9 | | | Glasgow<br>British<br>*WB* | Oil Engines 4S.C.DA<br>8Cy.26¾″–55⅛″ 1100 NHP<br>J.G.Kincaid&Co.Ld.Grk. | | C |
| 72393<br>146335<br>GDKZ | **Clan Macfadyen**<br>D.F.<br>E.S.D. | *ss* Npt. No. 3–9,35<br>2 Dks (*Stl*) & *Awng dk* (*Stl*)<br>*Cruiser Stern* | 6191<br>5910<br>3779 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>~~Examined~~ 12,40<br>BS12,40 ✠LMC9,35<br>*Fitted for oil fuel* 5, 23 | ~~Grk~~<br>Lon | *z* | CL<br>5,39 | 1923<br>5mo<br>*Lloyd's* | Ayrshire<br>Dkyd.Co.Ld.<br>Irvine<br>*s A & CP* | TheClanLine<br>SteamersLd.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*)<br>*Cell D B* 358′ 938 *t*<br>*bove* 1 50° F. *M T* 34′ 816 *t* | 418·2 \| 53·4 \| 33·6<br>432·5 (O.L.)<br>B60′ F38′ *on Awng dk*<br>FK<br>*Collision B H to A dk*<br>6 „ „ *U* „<br>*FPT* 115 *t APT* 14 *t* | | Glasgow<br>British<br>*Cem*<br>*F.P. a* | T.3Cy.27½″,46½″&78″–54″<br>&LP Turbine with DR gearing&hydraulic coupling<br>215 lb (*s*) 743 NHP<br>3SB,*12cf*, GS 214, HS 8730 FD<br>Dunsmuir&JacksonLd.Gls | 36 ″ 0<br>*s* 8 ″ 6½<br>27 ″ 9 | |
| 72399<br>146317<br>GJCY | **Clan Macfarlane**<br>D.F.<br>E.S.D. | *ss* Grk. No. 3–8,35<br>2 Dks (*Stl*) & *Awng dk* (*Stl*)<br>*Cruiser Stern* | 6193<br>5906<br>3735 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>8,39 ✠LMC<br>MS8,35 ~~BS4,36~~ 5,40<br>*Fitted for oil fuel* 11, 22 | Grk | *z* | CL<br>8,38 | 1922<br>11mo<br>*Lloyd's* | Ayrshire<br>Dkyd.Co.Ld.<br>Irvine<br>*s A & CP* | TheClanLine<br>SteamersLd.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*)<br>*bove* 1 50° F. *Cell D B* 358′ 938 *t M T* 34′ 816 *t* | 418·1 \| 53·4 \| 33·6<br>B60′ F38′ *on Awng dk*<br>FK<br>*Collision B H to A dk*<br>6 „ „ *U* „<br>*FPT* 115 *t APT* 14 *t* | | Glasgow<br>British<br>*Cem*<br>*F.P. a* | T.3Cy.27½″,46½″&78″–54″(*s*)<br>&LP Turbine with DR gearing&HydraulicCoupling<br>215 lb 743 NHP<br>3SB,*12cf*, GS 214, HS 8730 FD<br>Dunsmuir&JacksonLd Gls. | 36 ″ 0<br>*s* 8 ″ 6½<br>27 ″ 9 | |
| 72400<br>129596<br>GQLC | **Clan Macgillivray**<br>D.F.<br>E.S.D. | *Fitted for oil fuel*<br>2 Dks & Shelter dk | 6464<br>4873<br>4025 | | | | | 1911 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | TheClanLine<br>SteamersLd.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*) | 430·6 \| 53·6 \| 26·6 | | | Glasgow<br>British<br>*WB* | T.3Cy.29″,49″&80″–60″<br>496 NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | C |
| 72401<br>147931<br>GFJP | **Clan Macilwraith**<br>D.F.<br>E.S.D. | *ss* Gls. No. 3–10,37<br>2 Dks (*Stl*) | 4839<br>4449<br>2878 | ✠100A1<br>11,40 ~~8,39~~<br>BS11,40 ✠LMC<br>MS7,37 ~~BS8,39~~<br>*Carrying bean or similar oil in deep tank*<br>*Fitted for oil fuel* 11, 24 | Grk<br>Liv | *y*<br>*F.P. a* | CL<br>8,39 | 1924<br>11mo<br>*Lloyd's*<br>*bove* 1 | Greenock<br>Dkyd.Co.Ld.<br>Greenock<br>*s A & CP*<br>50° F. | TheClanLine<br>SteamersLd.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*)<br>*Cell D B* 327′ 826 *t* | 387·4 \| 52·2 \| 27·6<br>402·0 (O.L.)<br>P45′ B119′ F40′<br>FK<br>*D Tf* 37′ 980 *t FPT*<br>104 *t APT* 18 *t* | | Glasgow<br>British<br>*7 B H Cem* | T3Cy27½″,44″&73″–48″&LP<br>Turbine with DR gearing & hydraulic coupling<br>180 lb (*s*) 653 NHP<br>NE&B17 *refitted* 11,24<br>3SB,*9cf*, HS 8595 FD<br>McKie&Baxter,Glasgow | 30 ″ 0<br>*s* 5 ″ 6<br>24 ″ 8¼ | |
| 72402<br>144233<br>GDXN | **Clan Macindoe**<br>D.F.<br>E.S.D. | *ss* Gls. No. 3–3,33<br>*ss* Gls. No. 1–38<br>2 Dks (*Stl*) | 4635<br>4194<br>2775 | ✠100A1<br>8,40 ~~3,40~~<br>BS ~~10,39~~ ✠LMC9,37<br>2,41<br>*Fitted for oil fuel* 6, 21 | Gls | *y*<br>*F. P.* | CL<br>10,39 | 1920<br>12mo<br>*Lloyd's*<br>*above* 1 | Lithgows<br>Ld.<br>PortGlasgow<br>*s A & CP*<br>50° F. | TheClanLine<br>SteamersLd.<br>(Cayzer,Irvine&<br>Co.Ld. *Mgrs.*)<br>*Intermediate 'tween deck B H in after hold dispensed with*<br>*Cell D B* 331′ 958 *t D Ta* 30′ 77 | 384·8 \| 52·0 \| 26·5<br>P49′ B113′ F38′<br>FK<br>*4 t FPT* 122 *t APT* 19 *t* | | Glasgow<br>British<br>*Cem*<br>*6 B H to U dk*<br>1 „ „ 2nd „<br>*only* | T.3Cy.27″,44″&73″–48″&LP<br>Turbine with DR gearing & hydraulic coupling<br>180 lb (*s*) 613 NHP<br>3SB,*9cf*, GS 190, HS 7668 FD<br>Rankin&BlackmoreLdGrk | 29 ″ 0<br>*s* 5 ″ 2½<br>24 ″ 1 | |

| 1 Numero d'Ordre. / Numero Official. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné. | 7 Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. SHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Matières où cotés, si on est dans le L.L. Durée Cert. Ice Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72403 / 141840 / GCTP | **Clan Macinnes** ssGls.No.3–12,32 ssGrk.No.1–37 2 Dks (Stl) D.F. E.S.D. | | 4293 / 2826 | ✠100A1 6,40 ~~8,00~~ ✠LMC MS7,36 ~~BS11,30~~ 11,30 DS12,30 | Grk Gls | y | CL 7,38 | 1920 1mo | Lithgows Ld. Port Glasgow Lloyd's SA & CP | TheClanLine SteamersLd. (Cayzer, Irvine & Co.Ld. Mgrs.) Intermediate 'tween dk B H in aft Cell D B331 | 384·8 \| 52·0 \| 26·7 398·0 (o.L.) P49' B113' F38' FK 984t D T a 30' 774t hold dispensed with F P T 132t A P T 20t | Glasgow British Cem 6 B H to U dk 1 „ „ 2nd „ | T.3Cy.27", 44" & 73"–48" (s) 180lb 517 N H P 3SB, 9cf, GS190, HS7668 FD Rankin & Blackmore Ld Grk | 29 ″ 2 s 5 ″ 6½ 24 ″ 0 | |
| 72404 / 144253 / GFPY | **Clan Maciver** ssGls.No.3–9,33 ssGls.No.1–38 2 Dks (Stl) D.F. E.S.D. | | 4500 / 2725 | ✠100A1 8,40 ~~12,30~~ ✠LMC MS3,38 BS7,30 8,40 Fitted for oil fuel 6, 21 | Npt Gls | y | CL N11,37 F.P. above | 1921 6mo | Lithgows Ld. Port Glasgow Lloyd's SA & CP 1 50° F. | TheClanLine SteamersLd. (Cayzer, Irvine & Co.Ld. Mgrs.) Intermediate 'tween dk B H in after Cell D B32 | 384·8 \| 52·0 \| 26·5 397·5 (o.L.) P49' B113' F38' FK 2 9' 949t D T a 30' 774t hold dispensed with F P T 122t A P T 19t | Glasgow British Cem 6 B H to U dk 1 „ „ 2nd „ | T 3Cy.27", 44½" & 73"–48" (s) 180lb 517 N H P 3SB, 9cf, GS190, HS7668 FD Rankin & Blackmore, Ld. Greenock | 29 ″ 0 s 5 ″ 2½ 24 ″ 1 | |
| 72405 / 141890 / GQMT | **Clan Mackinlay** ssGls.No.3–4,31 ssGrk.No.2–38 2 Dks (Stl) & Shelter dk (Stl) & Web frames Longitudinal framing D.F. E.S.D. | | 6365 / 3936 | ✠100A1 Shelter dk with freeboard 9,39 ✠LMC MS12,38 BS1,40 Carrying oil fuel in D B tanks under hold ds F.P. above Fitted for oil fuel 11, 18 F.P. above Carrying vegetable oil in bulk in D T | Grk | a† | CL 11,37 | 1918 11mo | W. Hamilton & Co. Ld. Port Glasgow Lloyd's SA & CP 'tween dk B H in No 3 1185t D T a 32' 712t | TheClanLine SteamersLd. (Cayzer, Irvine & Co.Ld. Mgrs.) 150° F. Cell D | 420·0 \| 54·5 \| 34·0 433·0 (o.L.) FK hold dispensed with B362' F P T 64t A P T 15t | Glasgow British Cem 5 B H to U dk 1 „ „ Sh „ 1 „ „ 2nd „ | T.3Cy.29", 47" & 78"–54" (s) & LP Turbine with SR gearing & hydraulic coupling 180lb 781 N H P 4SB, 12cf, GS253, HS10224 FD D. Rowan & Co. Ld. Gls. only | 36 ″ 6 s 8 ″ 10½ 27 ″ 10 | 175 / 140 |
| 72406 / 144229 / GBYD | **Clan Macnab** ssGls.No.3–8,33 ssGrk.No.1–37 2 Dks (Stl) & Awng dk (Stl) Cruiser Stern D.F. E.S.D. | | 6076 / 3705 | ✠100A1 Awng dk with freeboard 1,41 ~~12,30~~ ✠LMC MS12,37 BS ~~7,30~~ 10,40 Fitted for oil fuel 12, 20 | Gls Bom | z | CL ~~12,30~~ 1,41 F.P. above | 1920 12mo | Ayrshire Dkyd. Co. Ld. Irvine Lloyd's SA & CP 1 50° F. Cell D | TheClanLine SteamersLd. (Cayzer, Irvine & Co.Ld. Mgrs.) B343' 898t M T 33 | 410·6 \| 53·3 \| 33·4 425·0 (o.L.) B60' F44' on Awng dk FK Collision 750t F P T 47t A P T 7t | Glasgow British Cem B H to Awd dk 6 „ „ U „ | T.3Cy.27½", 45½" & 75"–54" (s) & LP Turbine with D R gearing & hydraulic coupling 200lb 692 N H P 3SB, 9cf, GS181, HS7806 FD Dunsmuir & Jackson, Ld Gls | 36 ″ 0 s 8 ″ 6½ 27 ″ 9 | 52/4 |
| 72407 / 144259 / GFNK | **Clan Macnair** ssGls.No.3–8,34 ssGrk.No.1–38 2 Dks (Stl) & Awng dk (Stl) Cruiser Stern D.F. | | 6096 / 3719 | ✠100A1 Awng dk with freeboard 5,41 ~~1,40~~ ✠LMC MS11,38 BS ~~3,30~~ 11,40 Fitted for oil fuel 10, 21 | Grk Lon | z | CL 11,38 | 1921 10mo | Ayrshire Dkyd. Co. Ld. Irvine Lloyd's SA & CP 1 50° F. Cell D | TheClanLine SteamersLd. (Cayzer, Irvine & Co.Ld. Mgrs.) B343' 898t M T 33 | 410·7 \| 53·3 \| 33·4 425·0 (o.L.) B60' F44' on Awng dk FK Collision 750t F P T 47t A P T 7t | Glasgow British Cem B H to Awd dk 6 „ „ U „ | T.3Cy.27½", 45½" & 75"–54" & LP Turbine with D R gearing & hydraulic coupling 200lb (s) 639 N H P 3SB, 9cf, GS181, HS7806 FD Dunsmuir & Jackson, Ld Gls | 36 ″ 0 s 8 ″ 6 27 ″ 9½ | |
| 72408 / 146259 / GFZS | **Clan Macnaughton** ssGrk.No.3–3,34 ssGrk.No.1–38 2 Dks (Stl) & Awning dk (Stl) Cruiser Stern D.F. E.S.D. | | 6088 / 3689 | ✠100A1 Awng dk with freeboard 3,40 ~~BS4,40~~ BS7,41 ~~LMC~~ LMC 3,38 Fitted for oil fuel 10, 21 | Gls | z | CL ~~2,38~~ 3,41 F.P. above | 1921 10mo | Ayrshire Dkyd. Co. Ld. Irvine Lloyd's SA & CP Cell D B343' 897t M T 34' 816t 1 50° F. | TheClanLine SteamersLd. (Cayzer, Irvine & Co.Ld. Mgrs.) | 410·5 \| 53·3 \| 33·4 B60' F44' on Awng dk FK Collision F P T 60t A P T 7t | Glasgow British Cem B H to Awd dk 6 „ „ U „ | T.3Cy.27½", 45½" & 75"–54" L.P. Turbine with D R gearing & hydraulic coupling 200lb (s) 639 N H P 3SB, 9cf, GS181, HS7806 FD Dunsmuir & Jackson, Ld Gls | 36 ″ 0 s 8 ″ 6 27 ″ 9½ | |
| 72409 / 146281 / GFWP | **Clan Macneil** ssGls.No.1–39 ssGls.No.3–8,34 2 Dks (Stl) & Awng dk, Stl) Cruiser Stern D.F. | | 6111 / 3788 | ✠100A1 Awng dk with freeboard MS6,38 8,40 ~~1,38~~ ~~MS8,34~~ ✠LMC ~~BS11,30~~ 1,41 Fitted for oil fuel 2, 22 | Mdb Gls | z | CL 11,39 F.P. above | 1922 2mo | Ayrshire Dkyd. Co. Ld. Irvine Lloyd's SA & CP 1 50° F. Cell D B343 | TheClanLine SteamersLd. (Cayzer, Irvine & Co.Ld. Mgrs.) | 410·5 \| 53·3 \| 33·4 424·8 (o.L.) B60' F44' on Awng dk FK Collision 897t M T 34' 816t F P T 60t A P T 7t | Glasgow British Cem B H to Awd dk 6 „ „ U „ | T.3Cy.27½", 45½" & 75"–54" L.P. Turbine with D R gearing & hydraulic coupling 200lb (s) 691 N H P 3SB, 9cf, GS181, HS7806 FD Dunsmuir & Jackson, Ld Gls | 36 ″ 0 s 8 ″ 6 27 ″ 9½ | |
| 72410 / 129578 / GQLR | **Clan Macphee** Fitted for oil fuel 2 Dks & Shelter dk D.F. E.S.D. | | 6628 4814 4114 | | | | | 1911 | Irvines S.B. & D.D. Co. Ld. W Hartlepool | TheClanLine SteamersLd. (Cayzer, Irvine & Co.Ld. Mgrs.) | 430·0 \| 53·5 \| 26·4 | Glasgow British WB | T.3Cy.29", 49" & 80"–60" Richardsons, Westgarth & Co. Ld. Hpl. 497 N H P | | C |
| 72411 / 160249 / GKBW | **Clan Macpherson** ssGls.No.2–37 2 Dks (Stl) & Shelter dk (Stl) Cruiser Stern GyC. E.S.D. Tonnage opening closed '41 (W.E.) D.F. | | 6940 / 4078 | ✠100A1 with freeboard Gls Cal 3,41 ~~10,38~~ ✠LMC MS5,37 BS10,39 Fitted for oil fuel 5, 29 | Sws | d† | CL ~~1,30~~ 3,41 F.P. above | 1929 5mo | Greenock Dkyd. Co. Ld. Greenock Lloyd's SA & CP 1 50° F | TheClanLine Steamers Ld. (Cayzer, Irvine & Co.Ld. Mgrs.) Duct keel fwd Cell D B365' 1082t | 454·0 \| 62·3 \| 28·9 472·0 (o.L.) F35' FK of mchy. space D T f 30' 1008t F P T 134t A P T 41t | Glasgow British 7 B H pt Cem Coll to Shdk 6 „ 2nd „ | T.3Cy.30", 50" & 83"–54" & 1 L.P. Turbine with D R gearing & hydraulic coupling 220lb 100lb (s) 973 N H P 4SB (Spt), 16cf, HS12700 FD Rankin & Blackmre Ld. Grk. | ~~31 ″ 6~~ ~~4 ″ 8½~~ ~~27 ″ 6~~ 39 ″ 7 s 11 ″ 7½ 28 ″ 2½ | 124 / 140 |
| 72412 / 133157 / GQLB | **Clan Macquarrie** Fitted for oil fuel 2 Dks & Shelter dk D.F. E.S.D. | | 6471 4613 4007 | | | | | 1913 | A. Stephen & Sons, Ld. Glasgow | TheClanLine SteamersLd. (Cayzer, Irvine & Co.Ld. Mgrs.) | 429·2 \| 53·7 \| 26·6 | Glasgow British WB | T.3Cy.29", 49" & 80"–60" 496 N H P A. Stephen & Sons, Ld. Gls. | | C |
| 72413 / 144223 / GDPV | **Clan Mactaggart** ssGls.No.3–4,33 ssMdb.No.1–37 2 Dks (Stl) & Awng dk (Stl) Cruiser Stern D.F. E.S.D. | | 7622 / 4674 | ✠100A1 Awng dk with freeboard 11,40 ~~8,30~~ ✠LMC MS3,38 BS ~~4,40~~ 5,41 Fitted for oil fuel 11, 20 | Gls | b† | CL 3,38 F.P. above | 1920 11mo | Ayrshire Dkyd. Co. Ld. Irvine Lloyd's SA & CP 1 50° F | Scottish Shire Line, Ld. (Turnbull, Martin & Co. Ld. Mgrs.) Cell D B377' 968t | 452·7 \| 57·7 \| 35·2 468·6 (o.L.) B69' F38' on Awng dk FK M T 45' 1290t F P T 69t | Glasgow British Cem 7 B H to Awd dk | 2 Steam Turbines D R geared to 1 Sc. Shaft 200lb (s) 905 N H P 4SB. 16cf, GS272, HS12120 FD Scotts' S B & Eng. Co Ld. Grk | 37 ″ 6 s 9 ″ 11½ 27 ″ 9½ | |
| 72414 / 144252 / GDPW | **Clan Mactavish** ssGrk.No.3–2,34 ssGrk.No.1–38 2 Dks (Stl) & Awng dk (Stl) Cruiser Stern D.F. E.S.D. | | 7631 / 7262 / 4640 | ✠100A1 Awng dk with freeboard 12,40 ~~8,30~~ ✠LMC MS11,38 BS ~~4,30~~ 6,40 Fitted for oil fuel 6, 21 | Grk Iron Sws. | b† | CL 10,38 F.P. above | 1921 5mo | Ayrshire Dkyd. Co. Ld. Irvine Lloyd's SA & CP 1 50° F. | TheClanLine SteamersLd. (Cayzer, Irvine & Co.Ld. Mgrs.) Cell D B377' 968t M | 452·6 \| 57·7 \| 29·6 467·8 (o.L.) B69' F38' on Awng dk FK M T 45' 1290t F P T 69t | Glasgow British Cem 7 B H to Awd dk | 2 Steam Turbines D R geared to 1 Sc. Shaft 200lb (s) 905 N H P 4SB, 16cf, GS272, HS12120 FD Scotts' S. B. & E. Co. Ld. Grk. | 37 ″ 6 s 9 ″ 11½ 27 ″ 9½ | |
| 72415 / 142398 ex Halizones, GDLY ex Ypresville) | **Clan Macwhirter** (ex Willcasino, ssGrk.No.3–1,31 ssGrk.No.2–38 2 Dks (Stl) Longitudinal framing in double bottom & at decks D.F. E.S.D. | | 5941 / 5509 / 3702 | ✠100A1 ~~10,10~~ ~~8,40~~ 5,41 ~~Mch~~ Gls ✠LMC MS3,39 BS ~~4,40~~ 5,41 | Hul | a† | CL ~~10,30~~ 10,40 | 1918 7mo | Lloyd Royal Belge (Gt. Britain) Ld. Glasgow Lloyd's SA & CP | The Clan Line Steamers Ld. (Cayzer, Irvine & Co.Ld. Mgrs.) 1 Intermediate | 424·4 \| 55·8 \| 28·8 437·0 (o.L.) P41' B254 F44' FK 2 'tween dk B H ds dispensed with | Glasgow British Cem 4 B H to U dk 2 „ „ 2nd „ Cell D B | T.3Cy.27", 45" & 75"–48" (s) 180lb 549 N H P 3SB. 9cf, GS186, HS8151 FD J.G. Kincaid & Co. Ld. Grk. 363' 1481t A P T 20t | 31 ″ 4 s 4 ″ 11½ 25 ″ 7 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Late Name if any. | 3 Material, Rig, &c. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Nos. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Dated fr. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72416<br>141896<br>GQMW | **Clan Matheson**<br>*ss*Gls.No.3–5,32<br>*ss*Gls.No.1–37 | 5613<br>5348<br>3453 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>2,40 | Grk<br>✠LMC<br>MS1,37 BS8,38 | *y* | CL<br>N5,38 | 1919<br>4mo | W.Hamilton&Co.Ld.<br>PortGlasgow<br>*Lloyd's SA&CP* | TheClanLine SteamersLd.<br>(Cayzer,Irvine&Co.Ld. *Mgrs.*)<br>*CellDB326'* | 397·1\|51·4\|34·0<br>410·0(O.L.) FK | Glasgow<br>British<br>*Cem* | T.3Cy.26½",44"&73"–48"(*s*<br>180lb 517NH<br>3SB,*9cf*,GS190,HS7668 FI<br>D.Rowan&Co.Ld.Gls. | 36 ″ 6<br>s 9 ″ 3½<br>27 ″ 5 | |
| | D.F.<br>E.S.D. | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | 8,40 0 | | | | above 150° F. | 922*t* *MT36'87*6 | *t FPT66t APT15t* | | | | 3*BHtoSh dk*<br>4 ″ ″ *U* ″ | | |
| 72417<br>165947<br>GMGN | **Clan Menzies** **TwinSc**<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 2*Dks*&*Shelter dk*<br>*Cruiser Stern* | 7336<br>6321<br>3555 | | | | | | 1938 | Greenock Dockyard Co.Ld. Greenock | TheClanLine Steamers.Ld. (Cayzer,Irvine& Co.Ld. *Mgrs.*) | 463·7\|63·0\|29·9 | Glasgow<br>British<br>*WB* | T.6Cy.26",42"&68"–48"&<br>LPturbines withDRgear-<br>ing & hydraulic couplings<br>HS17780 1370NHP<br>J.G.Kincaid&Co.Ld.Grk | | C |
| 72418<br>141882<br>GQMD | **Clan Monroe**<br>*Fitted for oil fuel*<br>D.F. 2*Dks*&*Awng dk* | 5952<br>5671<br>3617 | | | | | | 1918 | Ayrshire Dkyd.Co.Ld. Irvine | TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) | 409·6\|53·4\|33·5 | Glasgow<br>British<br>*WB* | T.3Cy.27½",45½"&75"–54"<br>413NH<br>Dunsmuir&Jackson,LdGls | | C |
| | E.S.D. | | | | | | | | | | | | | | | | |
| 72419<br>141911<br>GQML | **Clan Murdoch**<br>*ss*Gls.No.3–1,32<br>*ss*Grk.No.1–36 | 5950<br>5680<br>3638 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>Examined 3,41 | ~~Grk~~<br>Gls<br>BS3,41 | *z* | CL<br>10,38 | 1919<br>7mo | Ayrshire Dkyd.Co.Ld. Irvine<br>*Lloyd's SA&CP* | TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) | 409·6\|53·5\|33·5<br>426·6(Q.L.) FK | Glasgow<br>British<br>*pt Cem* | T.3Cy.27½",45½"&75"–54"<br>&L.P.Turbine withDR<br>gearing&hydraulic coup-<br>ling 200lb (*s*) 674NH | 36 ″ 0<br>s 9 ″ 7½<br>26 ″ 8 | |
| | D.F.<br>E.S.D. | 2*Dks*(*Stl*)&<br>*Awng dk*(*Stl*) | MS10,35 ✠LMC<br>*Fitted for oil* | *fuel* 7,19 | *F.P. a* | | | above 150° F. | *CellDB346'898t M* | *BH to Awdk*<br>6 ″ ″ *U* ″<br>*T39'890t FPT46t APT7t* | | | | 3SB,*9cf*,GS181,HS7806 FI<br>Dunsmuir&Jackson,LdGls | | |
| 72420<br>141894<br>GQMV | **Clan Murray**<br>*Fitted for oil fuel*<br>D.F. 2*Dks*&*Awng dk3trB* | 5954<br>5675<br>3631 | | | | | | 1918 | Ayrshire Dkyd.Co.Ld Irvine | TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) | 409·5\|53·5\|33·5 | Glasgow<br>British<br>*WB* | T.3Cy.27½",45½"&75"–54"<br>&L.P.TurbinewithSRgear-<br>ing&hydraulic coupling<br>413NH<br>Dunsmuir&Jackson,LdGls | | C |
| | E.S.D. | | | | | | | | | | | | | | | | |
| 72421<br>137782<br>GQLF | **Clan Ogilvy**<br>*Fitted for oil fuel*<br>D.F. 2*Dks* | 5802<br>5348<br>3581 | | | | | | 1914 | W.Doxford &Sons,Ld. Sunderland | British&South AmericanS.NavCo. Ld.(HoustonLine (London)Ld.*Mgrs*) | 430·0\|54·2\|29·4<br>P41'B141'F43' | Glasgow<br>British<br>*WB* | T.3Cy.27½",45½"&75"–54"<br>413NHP<br>W.Doxford&Sons,Ld.Sld | | C |
| | E.S.D. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 72422<br>137833<br>GQMF | **Clan Ranald**<br>*ss*Gls.No.3–7,29<br>*ss*Grk.No.2–38 | 5447<br>5093<br>3379 | ✠100A1<br>7,10 ~~8,30~~<br>BS~~4,38~~ ✠LMC3,38<br>7,40 | Grk<br>Gls | *z* | CL<br>N7,38 | 1917<br>3mo | Napier& Miller,Ld. Glasgow<br>*Lloyd's SA&CP* | TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) | 409·1\|54·0\|28·9<br>422·0(O.L.)<br>P49'B120'F41' FK | Glasgow<br>British<br>*Cem* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 538NH<br>3SB,*9cf*,GS186,HS5151 FI<br>J.G.Kincaid&Co. Ld. Grk. | 31 ″ 5<br>s 6 ″ 1½<br>25 ″ 0 | |
| | D.F.<br>E.S.D. | 2*Dks*(*Stl*) | | | | | | | | 1*IntermediateBH*<br>0 1 *tween dkB*<br>*H dispensed with*<br>*CellD* | 5*BHto U dk*<br>1 ″ ″ 2nd ″<br>*B355' 1060t* | *only*<br>*DTa36'1075t APT45t* | | | | | |
| 72423<br>136330<br>GQLD | **Clan Ross**<br>D.F. 2*Dks*<br>E.S.D. *Cruiser Stern* | 5897<br>5402<br>3623 | | | | | | 1914 | Swan,Hunter&Wigham Richardson, Ld Newcastle | British&South AmericanS.Nav. Co.Ld.(Houston Line(London)Ld. *Mgrs.*) | 430·0\|54·3\|29·4<br>P40'B135'F43' | Glasgow<br>British<br>*WB* | T.3Cy.27½",45½"&75"–54"<br>413NH<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | | C |
| 72424<br>141893<br>GFVM | **Clan Skene** (*ex*Halocrates,<br>*ex*ClanSkene) *ss*Gls.No.3–5,31<br>D.F. *ss*Gls.No.1–35 | 5214<br>4808<br>3233 | ✠100A1<br>Examined 6,41<br>BS5,40<br>6,41 | ~~Gls~~<br>Gls<br>✠LMC5,35 | *y* | CL<br>1,39 | 1919<br>1mo | C.Connell &Co.Ld. Glasgow<br>*Lloyd's SA&CP* | TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld. *Mgrs.*) | 401·0\|52·3\|28·5<br>P49'B113'F39' FK | Glasgow<br>British<br>*7BHptCem* | T.3Cy.27",44"&73"–48"&LP<br>Turbine withDRgearing<br>&hydraulic coupling<br>180lb (*s*) 599NH | 31 ″ 0<br>s 5 ″ 11½<br>25 ″ 3½ | |
| | E.S.D. | 2*Dks*(*Stl*) | | | | | | | *CellDB* | 336'1088t *FPT123t* | *APT53t* | | | 3SB,*9cf*,GS190,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow | | |
| 72425<br>132036<br>MDYJ | **Clandeboye**<br>*ss*Bel.2ndNo.3–7,39<br>*Well deck Mchy.Aft* 1*Dk*(*ptStl*) | 614<br>439<br>233 | ✠100A1<br>7,39<br>✠LMC<br>MS7,39 BS4,40 | Bel | *j* | CL<br>6,39 | 1913<br>5mo | Scott& Sons Bowling<br>*Lloyd's SA&CP* | JohnKelly,Ld. (W.Clint,*Mgr.*) | 180·3\|28·2\|10·8<br>Q103'B9'F33' | Belfast<br>British | T.3Cy.15",25½"&41"–30" (*s*)<br>180lb 85RH<br>1SB,*3cf*,GS60,HS1938<br>Aitchison,Blair&Co.Ld Gls | 13 ″ 4<br>s 4 ″ 5<br>13 ″ 7 | |
| | | | | | | | | | *CellDB* | BK7¼<br>*f103' 158t FPT46t* | *3BHCem*<br>*APT7t* | | | | | |
| 72426<br>113967<br>MFRF | **Clapham** (*ex*Ville d'Eu) **3Mst**<br>*ss*Bel.3rdNo.3–3,40<br>*Well deck Mchy.Aft* 1*Dk*(*Irn*) | 763<br>542<br>316 | ✠100A1<br>3,40<br>✠LMC3,40<br>BS5,41 | Bel | *k* | CL<br>1,39 | 1901<br>7mo | SM'Knight &Co.Ld. Ayr<br>*Lloyd's SA&CP* | JohnKelly,Ld. (W.Clint,*Mgr.*) | 200·4\|30·6\|11·5<br>*31·7*<br>Q103'B13'F27' FK | Belfast<br>British | T.3Cy.17",27½"&44"–33" (*s*)<br>160lb 116NH<br>1SB,*3cf*,GS60,HS1830<br>Ross&Duncan,Glasgow | 14 ″ 0<br>s 4 ″ 8½<br>13 ″ 5 | |
| | | | | | | | | | *Cell* | *DB f115'183t FPT* | *3BHCem*<br>*70t APT8t* | | | | | |
| 72427<br>107<br>IBQH | **Clara**<br>*ss*Tri.No.3–8,35<br>D.F. 2*Dks*(*Stl*)&*Webframes*<br>Sub.Sig. | 6131<br>5022<br>3731 | ✠100A1<br>8,39<br>✠LMC<br>MS4,36 BS8,39 | Tri | *z* | CL<br>8,39 | 1922<br>11mo | Cant.Nav. Triestino Monfalcone<br>A&GP | "Italia"Soc.Anon. diNav. | 401·0\|54·2\|30·2<br>418·4(O.L.)<br>P36'B124'F44' FK | Trieste<br>Italian<br>*6BHCem* | T3Cy26⅜",42½"&70½"–48⅛"<br>180lb FD (*s*) 483NH<br>3SB(Spt)*9cf*,GS148,HS7221<br>UnitedMachineFactories,<br>Smichow,Prague | 32 ″ 10<br>s 7 ″ 8¾<br>25 ″ 4 | |
| | | | *Fitted for oil* | *fuel* 11,22 | *F.P. a* | | | above 150° F. | *CellDBa117'*<br>*uB&f198'1141t M* | *T27'816t FPT107t* | *APT135t* | | | | | |
| 72428<br>1070<br>OYBO | —<br>Sub.Sig. | 1398<br>1070<br>798 | | | | | | 1925 | Howaldts-werke Kiel | D/S A/S Myren (Holm&Wonsild, *Mgrs.*) | 246·1\|38·0\|14·4<br>P16'Q77'B95'F31' | Copnhagn<br>Danish<br>*WB* | T3Cy16½",27⅜"&43⅝"–29½"<br>102NH<br>Howaldtswerke,Kiel | | G |
| | | 1*Dk* | | | | | | | | | | | | | | | |
| 72429<br>550<br>ILOV | —<br>(*ex*Sailing Vessel, *ex*Elisa M.–35,*ex*Firenze)<br>(*See Sailing Ship Register*) | **WoodAuxBk**<br>*Oil Eng.*<br>1*Dk2trB* | 366<br>347<br>302 | | | | | 1921 | Flli. Picchiotti Viareggio | U.Tomei | 121·7\|29·2\|15·3<br>114·8 | Viareggio<br>Italian | Oil Engines 2S.C.SA<br>4Cy.9⅞"–13" 63NHP<br>*Emade&fitted36*<br>HanseatischeMotorenGes.<br>Bergedorf | | I |
| 72430<br>OYNH | **Clara Clausen**<br>(*ex*Chr.Matthiessen–37,*ex*Phaliron,<br>*ex*Thora) Wireless D.F. 1*Dk*&*Spar dk* | 1010<br>893<br>591 | | | | | | 1907 | A.Vuijk& Zonen Capelle/Ysel | C.Clausen | 215·7\|30·2\|18·6<br>H94*t* | Kolding<br>Danish<br>*WB* | T.3Cy.17½",28½"&47"–33"<br>127NH<br>G.T.Grey,SouthShields | | V |
| 72431 | | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned on maintaining class at Re-Classification. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres de cap. si ce n'est dans le L.R. Derrick. Cert. L.R. trials. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72432 | **Clara L.-M. Russ** | *Cruiser Stern* | 1600 | | | | | 1927 | Flensburg Schiffsb.Ges Flensburg | Schiffahrt-u. Assekuranz Ges.E.Russ&Co. | 263·6 | 41·9 | 15·4 | Hamburg German *WB* | T.3Cy.17½″,27½″&48″–37″ 141NH Flensburger Schiffsb.Ges. | | G |
| DHEC | Sub.Sig. | *1 Dk* | 1280 | | | | | | | | P16′Q84′B104′ | | | | | | |
| | | | 937 | | | | | | | | F32′ | | | | | | |
| 72433 | **Clara Monks** | 3 Mst | 577 | ✠100A1 | Bwg | *h* | CL | 1920 | Ailsa S. B. Co.Ltd. Ayr *Lloyd's SA&CP* | JohnS.Monks,Ld. | 170·2 | 26·1 | 11·7 | Liverpool British | T.3Cy.14″,23″&37″–30″ (*s* 180lb 70RH | 13 ″ 6 | |
| 143?6 | | *ss* Bwg.No.3–2,34 | 405 | 4,40 | | | 1,38 | 12mo | | | | | | | | | |
| MKRS | | *ss* Bkn.No.1–39 | 232 | BS3,40 ✠LMC2,39 | | | | | | | Q94′B12′F28′ BK7′ *FPT* 65t | | | | 1SB,3*cf*,GS56,HS1872 3 *BHCem* *APT* 30t | 3 ″ 11½ 13 ″ 2 | |
| | *Mchy.Aft* | *1 Dk(Stl)* | | | | | | | | | | | | | Ailsa S.B.Co.Ld.Troon | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 72434 | **Clare** | | 3372 | ✠100A1 | Bal | *u* | CL | 1915 | Maryland Steel Co. Sparro Pt Md | A.H.Bull Steamship Co. Inc.(A.H. Bull&Co.Inc. *Mgrs.*) | 327·2 | 46·2 | 22·9 | New York Utd. States | T.3Cy.22″,37½″&60½″–42″ 190lb (*s*) 293NH | 25 ″ 6 | |
| 213833 | | *ss* Bal.2nd No.3–3,40 ~~*ss* N.Yk.No.3–8,27~~ | 2842 | 9,40~~6,30~~ | | | 6,39 | 12mo | | | | | | | 2SB,*6cf*,GS144,HS4933 5 *BHCem* | 4 ″ 6½ 21 ″ 1½ | |
| WKCB | D.F. | ~~*ss* Bal.No.2–35~~ | 2139 | ✠LMC MS10,38 BS3,40 | | | | A&CP | | | P35′B98′F38′ FK | | | | | | |
| | Sub.Sig. | *2 Dks(Stl)&Web frames* | | *Fitted for oil fuel* | | | 12,15 | | *above* 150° F. | | | | | | Marylands Stl.Co.Sparr'.Pt. | | |
| | | *Longitudinal framing* | | | | | *F.P. o* | | | | *Cell DB* 490′ *uE* 20′) | | | | 146′691t *FPT* 78t *APT* 296t | | |
| 72435 | **Clare Lilley** (*ex* Modig–34, | | ~~3738~~ | ✠100A1 | Cff | *w* | CL | 1917 | J. Priest-man&Co. Sunderland *Lloyd's SA&CP* | Clare Shipping Co. Ld. | 350·0 | 50·9 | 23·5 / 31·5 | London British | T.3Cy.25″,41″&67″–45″ (*s* 180lb 325NH | 26 ″ 0 | |
| 13359 | *ex* Eastcliffe, | *ss* Osl.No.3–5,30 | 3531 | *Shelter dk* | | | ~~11,38~~ | 4mo | | | | | FK | | 6 *BHCem* | 2 ″ 5⅜ | |
| GWVL | *ex* Cliffside) | *ss* Cff.No.2–39 | **2306** | *with freeboard* | | | 1,41 | | | | | | | | 1SB,*6cf*,GS115,HS4995 | 23 ″ 9 | |
| | | *1 Dk(Stl)&Shelter dk(Stl)* | | 2,41~~3,30~~ ✠LMC MS7,39 BS~~12,30~~2,41 | | | | | | | *Cell DB* 324′862t *APT* 105t | | | | N.E.Marine Eng Co.Ld.Sld. | | |
| 72436 | **Clarecastle** | | 664 | ✠100A1 | Bkn | *j* | CL | 1914 | Scott& Sons Bowling *Lloyd's SA&CP* | A.Guinness,Son& Co.Ld. | 179·9 | 28·6 | 10·8 | Belfast British | T.3Cy.15″,25½″&41″–30″ (*s* 180lb 85RH | 13 ″ 6 | |
| 13634 | | *ss* Bkn.2nd.No.3–10,38 | 442 | 6,41~~10,39~~~~11,40~~ Bel Dub | | | ~~11,37~~ | 12mo | | | 189·4(O.L.) | | | | 3 *BHCem* | 4 ″ 4½ | |
| MFSC | *Well deck* | | 261 | BS~~10,39~~ ✠LMC10,38 11,40 | | | 10,40 | | | | Q103′B9′F33′ BK7¼″ | | | | 1SB,3*cf*,GS60,HS1938 | 13 ″ 9½ | |
| | *Mchy.Aft* | *1 Dk(Stl)* | | | | | | | | | *Cell DB f* 103′161t *FPT* 46t *APT* 71t | | | | Aitchison,Blair,Ld.Gls. | | |
| 72437 | **Claremont** | Wood | 1291 | | | | | 1917 | Mathews S.B.Co. Aberdeen, Wash. | Hart-Wood Lumber Co. | 225·5 | 43·0 | 16·2 | S. Frncisco Utd. States | T.3Cy.14″,23″&40′–30″ 88NHP Union Iron Works,San Francisco | | |
| 215907 | | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| KJFX | | *1 Dk* | — 712 | | | | | | | | | | | | | | |
| *Now* | "Alwill," *see No. 87065 in Supplement* | | | | | | | | | | | | | | | | |
| 72439 | **Clarence A. Black** | | 4150 | | | | | 1898 | Cleveland S.B.Co. Lorain,O. *WB* | Pittsburg S.S.Co. | 413·4 | 50·2 | 24·5 | Duluth, Minn. Utd. States | T.3Cy.22″,35″&58″–40″ NB20 213NHP Clevelnd S.B.Co.Clevelnd,O | | |
| 127300 | | | — 2555 | | | | | | | | F46′ | | | | | | |
| | *Mchy.Aft* D.F. GyC. | *1 Dk2tr b* | | | | | | | | | | | | | | | |
| 72439 | **Clarissa Radcliffe** (*ex* Gwent) | | 5754 | ✠100A1 | Cff | *z* | CL | 1915 | Craig,Tay-lor&Co.Ld. Stockton *Lloyd's SA&CP* | Clarissa Radcliffe SS Co Ld(E.Thomas Radcliffe&Co. *Mgrs.*) *Cell DB a* 13 | 415·0 | 55·5 | 26·7 | London British | T.3Cy.27½″,46″&75″–48″ 180lb *150lb* (*s*) 470NHP | 28 ″ 7 | |
| 139099 | | *ss* Sld.No.3–8,28 | 5217 | 10,39 | | | N10,37 | 11mo | | | | | | | 3SB,*9cf*,GS197,HS7891 | 3 ″ 9¾ | |
| GMXD | D.F. | *ss* Hul.No.2–37 | 3501 | BS10,39 ✠LMC10,37 | | | | | | | P45′B&F321′ FK | | | | 7 *BHCem* | 25 ″ 1 | |
| | | *1 Dk(pt Trn&pt Stl)* | | | | | | | | | *4′uE&B46′f* 184′172 | | | | 3t *FPT* 154t *APT* 183t | | |
| | | | | | | | | | | | | | | | Blair&Co.Ld.Stockton | | |
| 72440 | **Claudia M.** (*ex* Antonietta Accame) | | 3249 | ✠ | Gen | *u* | | 1899 | Cant.Nav. di Muggiano Muggiano *DB a* 94′ | Soc.Paulista de Nav.Matarazzo, Ltda. | 346·0 | 47·2 | 16·2 | San Paulo Brazilian | T.3Cy.21½″,35″&59″–39″ 228NHP | 24 ″ 3 | |
| | | *ss* Msl.No.3–11,11 | 2844 | 7,24 | | | | 10mo | | | P37′B106′F29′ 24·2 FK | | | | 6 *BHCem* | | |
| PUXA | | *ss* Gen.No.2–20 | 1982 | | | | | | | | | | | | 2SB,*6cf*,GS89,HS8416 | | |
| | | *1 Dk(Stl)&Spar dk(Stl)&Web frames* | | | | | | | | | *uE&B36′f* 142′945t | | | | T.Richardsn&Sns.Ld.Hpl | | |
| 72441 | **Claudius Magnin** | | 2310 | | | | | 1921 | Atel.&Ch. de France Dunkirk | Ministry of Ship-ping(Stockwood, Rees&Co.Ld. *Mgrs.*) | 292·6 | 41·0 | 20·9 | Port Talbot British | T.3Cy.21″,33″&56″–36″ 188NHP | | V |
| 125100 | | | 1970 | | | | | | | | | | | | | | |
| GMYD | | *1 Dk* | 1253 | | | | | | | | | | | *WB* | Atel.&Ch.de France,Dnk. | | |
| 72442 | **Claus** | | 302 | | | | | 1907 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 138·7 | 24·3 | 9·0 | Stettin German | T.3Cy.9½″,16½″&25½″–17⅞″ 28NHP | | G |
| | | | 231 | | | | | | | | P&B90′F17′ | | | | | | |
| DALW | | *1 Dk* | 153 | | | | | | | | | | | *WB* | Stettiner Oderwerke | | |
| 72443 | **Claus Horn** (P) (*ex* Minna Horn) | | 3177 | | | | | 1925 | Reiherst'g Schiffsw. Hamburg | H.C.Horn | 311·0 | 46·3 | 22·8 | Hamburg German | Oil Engines 2S.C.DA 4Cy.23⅜″–35⅜″ 778NHP NE30 | | G |
| | | *Oil Eng.* | 2526 | | | | | | | | P75′B81′F86′ | | | | | | |
| DIAY | D.F. | *2 Dks* | 1842 | | | | | | | | | | | *WB* | Maschinenfbrk Augsburg-Nürnberg A.G. Augsburg | | |
| 72444 | **Claus Rickmers** | | 5165 | | | | | 1924 | Nrddtsche Werftm.b.H. Weser-münde-G. | Rickmers Rhederei A.G. | 401·5 | 53·2 | 27·5 | Hamburg German | T.3Cy.28⅛″,45¼″&74″–53¾″ 400NHP | | G |
| | | | 4708 | | | | | | | | P50′B133′F42′ | | | | | | |
| DHEE | Sub.Sig. D.F. | *2 Dks* | 3170 | | | | | | | | | | | *WB* | A.G."Weser," Bremen | | |
| 72445 | **Clausina** | | 8083 | ✠100A1 | Cff | *c*† | CL | 1938 | NV Rotter-dam Droogd. Maats. Rotterdam *Lloyd's SA&CP* | Anglo-Saxon Petroleum Co.Ld. *Cell DB u* E64′156t | 465·3 | 59·3 | 33·8 | London British | Oil Engines 4S.C.SA 8Cy.25⅞″–55½″ 502NHP 17 *BH* DB *180lb* | 34 ″ 0 | |
| 167255 | | *Oil Eng.* | 7235 | 3,41 ~~4,40~~ Bkn | | | | 10mo | | | 483·3(O.L.) | | | | | 6 ″ 8½ | |
| GTGW | D.F. | *1 Dk,2nd dk clear of cargo tanks* | 4786 | ✠LMC10,38 | | | | | | | P90′B43′F48′ FK | | | | | 27 ″ 6 | |
| | E.S.D. *Mchy.Aft* | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | | *DT f* 25′ 262t *FPT* 135t *APT* 83t | | | | Werkspoor N.V. Ams. | | |
| | | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | |
| 72446 | **Clavella** | | 8097 | ✠100A1 | Rot | *c*† | CL | 1939 | NV Rotter-dam Droogd. Maats. Rotterdam *Lloyd's SA&CP* | N.V.Petroleum Maats."La Corona" *Cell DB u* E64′156t | 463·0 | 59·3 | 33·9 | The Hague Dutch | Oil Engines 4S.C.SA 8Cy.25⅞″–55½″ 502NHP 17 *BH* DB *180lb* | 34 ″ 0 | |
| | | *Oil Eng.* | 7238 | 10,40~~6,30~~ Shl | | | | 4mo | | | 483·3(O.L.) | | | | | 6 ″ 8½ | |
| PDKB | D.F. | *1 Dk,2nd dk clear of cargo tanks* | 4710 | ✠LMC4,39 | | | | | | | P94′B44′F48′ FK | | | | | 27 ″ 6 | |
| | E.S.D. *Mchy.Aft* | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | | *DT f* 25′ 262t *FPT* 135t *APT* 83t | | | | Werkspoor N.V. Ams. | | |
| | | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | |
| 72447 | **Clea** | | 8074 | ✠100A1 | Bkn | *c*† | CL | 1938 | NV Rotter-dam Droogd. Maats. Rotterdam *Lloyd's SA&CP* | Anglo-Saxon Petroleum Co.Ld. *Cell DB u* E64′156t | 463·0 | 59·3 | 33·9 | London British | Oil Engines 4S.C.SA 8Cy.25⅞″–55½″ 502NHP 17 *BH* DB *180lb* | 34 ″ 0 | |
| 167280 | | *Oil Eng.* | 7230 | 4,40 | | | | 5mo | | | 483·3(O.L.) | | | | | 6 ″ 8½ | |
| GTGN | D.F. | *1 Dk,2nd dk clear of cargo tanks* | 4783 | ✠LMC5,38 | | | | | | | P90′B43′F48′ FK | | | | | 27 ″ 6 | |
| | E.S.D. *Mchy.Aft* | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | | *DT f* 25′ 262t *FPT* 135t *APT* 83t | | | | Werkspoor N.V. Ams. | | |
| | | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | |
| 72448 | **Cleanthis** (*ex* Framlington Court) | | *4153* | ✠100A1 | Bry | *x* | CL | 1911 | Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's SA&CP* | Pindos S.S.Co.Ld. *Cell DB a* 114′*uE* 27′ | 375·7 | 51·3 | 24·3 | Piræus Greek | T.3Cy.26″,42″&70″–48″ (*s* 180lb 385NHP | 26 ″ 9 | |
| 946 | | *ss* Pir.2nd.No.3–1,36 | *3914* | 4,39 | | | ~~4,30~~ | 4mo | | | | | | | 3 *BHCem* | 3 ″ 5½ | |
| SVXS | | *1 Dk2tr B* | *2592* | BS4,38 ✠LMC1,36 | | | 3,40 | | | | P41′B231′F36′ FK | | | | 3SB,*9cf*,GS189,HS6169 | 23 ″ 5½ | |
| | | | | | | | | | | | *f* 160′ 808t *FPT* 96t | | | | Blair&Co.Ld.Stockton | | |
| | | | | | | | | | | | *APT* 176t | | | | | | |
| 72449 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now reported. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of last Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72450 162107 GYMZ | **Clearpool** | D.F. E.S.D. 1*Dk* | 5404 4992 3323 | | | | | 1935 | W.Gray& Co.Ld. W Hartlepool | PoolShippingCo. (SirR.Ropner&Co. Ld.*Mgrs.*) | 427·5 P62'B249'F42' | 55·2 | 27·2 | Cardiff British *WB* | 2 Steam Turbines DR geared to 1 screw shaft Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl. | | C |
| 72451 142845 GKSP | **Clearton** | *ss*Nwc.No.3–8,32 *ss*Nwc.No.1–36 1*Dk*(*Stl*) | 5219 4790 3209 | ✠100A1 11,39 ✠LMC12,36 BS4,38 MBS6,39 | Bry | *y* | CL 10,39 | 1919 9mo | Richards'n Duck&Co.Ld. Stockton | R.Chapman&Son *Lloyd's SA&CP* | 400·2 P49'B113'F40' FK *CellDB* 336'1058*t* | 52·4 | 28·4 | Newcastle British *7BHCem* *APT279t* | T.3Cy.26″,44″&73″–48″ (*s*) 180lb 397NHP 2SB(Spt)6*cf*,GS137,HS606( ND1038–*100lb* Blair&Co.Ld.Stockton | 31 ″ 0 s 6 ″ ( 25 ″ 3¼ | |
| 72452 219686 KUQD | **Clearwater** Ⓟ *Fitted for oil fuel* 2*Dks* | | 4970 4598 3038 | 100A1 NOs (*Classification Contemplated*) Examined 6,40 | | | | 1920 | American International S.B.Corp. HogIslandPa | MississippiShip-pingCo.Inc. | 390·0 P50'B121'F40' | 54·2 | 27·8 | N.Orleans Utd.States *WB* | DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y | | R |
| *Now* "Empire Shearwater," *see No. 87963 in Supplement* | | | | | | | | | | | | | | | | | |
| 72453 1635 IBGZ | **Clelia Campanella** (*ex*Oilvigor,*ex*Olvigore,*ex*Holden Evans) *Mchy.Aft* D.F. | TwinSc *ss*Gls.3–2,29 2*Dks&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel* | 3245 2955 1965 | ✠ ... 11,31 ✠NE*made*13*refitted*27 | | | | 1917 2mo | Baltimore D.D.&S.B.Co BaltimoreMd | TitoCampanella Soc.diNav. | 306·0 292·9 P76'F26' FK | 47·2 | 28·0 | Genoa Italian *WB* | T.3Cy.18″,26½″&42″–27″ 298NHP NB*made*20*refitted*27 London&GlasgowE.&S.B. Co.Ld.Gls. | 28 ″ 1 | I † |
| 72454 121205 WADE | **Clemens A. Reiss** (*ex*Frank T.Heffelfinger) *Mchy.Aft* D.F. GyC. 1*Dk*2*trB* | | 4378 — 3367 | | | | | 1901 | Chicago S.B.Co. Chicago | ReissS.S.Co. | 430·0 | 50·2 | 24·5 *WB* | Q4Cy15″,23¾″,36½″&56″–40″ 198NHP Utd.States | ChicagoS.B.Co Chicago | | R |
| 72455 PDKX | **Cleodora** *OilEng.* D.F. 1*Dk*, 2*nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | | 8026 7236 4724 | ✠100A1 3,39 ✠LMC7,38 *Carrying Petroleum in bulk* | Rot | *c*† | CL 7mo | 1938 | Kon.Maats "DeSchelde" Flushing *Lloyd's SA&CP* *Cell DBu* | N.V.Petroleum Maats"LaCorona" | 463·0 483·3(O.L.) P90'B43'F48' FK *E64' 156t DT* | 59·3 | 33·9 *f* 25'262*t* | TheHague Dutch 17*BH* *FPT135t* *APT83t* | Oil Engines 4S.C.SA 8Cy.25⅛″–55⅛″ 502NHP DB*180lb* WerkspoorN.V.Ams. | 34 ″ 0 s 6 ″ 8¼ 27 ″ 6 | |
| 72456 7920 SDIT | **Cleopatra** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk* D.F. *Cruiser Stern* | | 6627 6007 3883 | | | | | 1933 | Götaver-kenA/B Gothenburg | RederiA/B Transocean (G.Carlsson,*Mgr.*) | 429·8 417·0 | 55·2 | 33·9 *WB* | Gothenbrg Swedish | Oil Engines 4S.C.SA 6Cy.29½″–59⅛″ 490NHP GötaverkenA/B,Got. | | N |
| 72457 DHFW | — (*ex*Eider–35,*ex*Cleopatra) *Mchy.Aft* 1*Dk* | | 1305 1148 698 | | | | | 1920 | Reiherst'g Schiffsw. Hamburg | A.Kirsten | 258·6 P&B197'F37 | 37·7 | 14·7 *WB* | Hamburg German | T.3Cy.16½″,27½″&43″–33½″ 107NHP Reiherst.Maschinenf.Ham. | | G |
| 72458 149392 MNXZ | **Clermiston** (*ex*Vreewijk) *ss*Gmh.No.3–4,34 *ss*Gmh.No.1–38 1*Dk*(*Stl*) *Cargo battens not fitted* | | 1448 1283 848 | ✠100A1 1,41 2,40 BS2,40 ✠LMC9,38 | Lth Gmh | *p* | CL 9,38 | 1921 11mo | N.V.Mach &Scheeps. "DeWaal" Nijmegen A&CP | RavelstonS.S.Co. Ld.(Gillespie& Nicol,*Mgrs.*) | 244·9 258·0(O.L.) P20'B60'F24' FK *CellDB204'301t* | 37·1 | 16·6 *APT30t* | Grngemth British 4*BHCem* | T.3Cy.17⅛″,28½″&47½″–36″ 192lb *100lb* (*s*) 171NHP 2SB,4*cf*,GS76,HS2906 N.V.Machinef."DeWaal" | 19 ″ 0 s 2 ″ 6 16 ″ 8 | |
| 72459 145837 KMEO | **Cletus Schneider** (*ex*Thomas Adams) *Mchy.Aft* D.F. 1*Dk*2*trB* | | 3528 — 2665 | | | | | 1902 | CraigS.B. Co. Toledo,O. | Schneider TransportationCo. (ClevelandCliffs IronCo.,*Mgrs.*) | 370·8 F40' | 50·2 | 24·2 *WB* | Wilmgton (Del.) Utd.States | T.3Cy.20″,33½″&55″–40″ 191NHP CraigS.B.Co.Toledo | | R |
| 72460 236654 WPMR | **Clevedon** Ⓟ (*ex*Feltre–37) *OilEng.* D.F. *Ref.Mchy.* CyC. | *ss*Pld.No.3–11,37 3*Dks* *Tonnage opening closed* 38 | 7314 7026 5442 | ✠100A1 *with freeboard* ~~4,40~~ ~~4,39~~ 11,40 DBS~~4,39~~ 4,40 ✠LMC11,37 | Sea | *b*† | CL ~~N7,37~~ 3,40 | 1927 2mo | Stabilmnto Tecnico Trieste *Lloyd's SA&CP* *CellDB377* | PacificAmerican Fisheries,Inc. 1245*t* *DT*a42′ 981*t* 6 *addition* | 448·5 430·8 *FPT121t* *al BH fitted in Upp* | 55·4 | 35·3 27·3 FK *APT40t* *er'tween dks* | Bellinghm Utd. States 8*BHptCem* (*Coll to Wdk* 7 ,, 2nd ,,) | Oil Engines 4S.C.SA 6Cy.29¼″–59⅛″ 489NHP DB*100lb* StabilimentoTecnico,Tri. | 38 ″ 2 s 12·0½ 26 ″ 4½ | R |
| 72461 223241 KLEV | **Clevelander** (*ex*Twin Ports) *Mchy.Aft* | TwinSc *OilEng.* 1*Dk* | 1460 1388 840 | | | | | 1923 | Gt.Lakes Eng.Wrks. Ashtabula,O. | NationalMotor-shipCorp. | 250·6 | 42·2 | 15·7 | Wilmgton (Del.) Utd.States *WB* | Oil Engines connected to Elec.Motors&Sc.Shafts 4S.C.SA 6Cy.13″–19½″ LombardGovernorCo. Salem,Mass. 2S.C.DA 5Cy.15″–17″ *Made&fitted*31 494NHP Fairbanks,Morse,Co. Beloit,Wis | | |
| 72462 109684 MJBJ | **Clewbay** (*ex*G.Player) *ss*Gls.3rdNo.3–1,41 *Well deck* *Mchy.Aft* | 3Mst ~~*ss*Bel.2ndNo.3–12,27~~ ~~*ss*Bel.No.2–36~~ 1*Dk*(*Irn*) | 645 464 259 | ✠100A1 2,41 ~~8,38~~ ~~7,39~~ 7,40 ✠LMC~~4,36~~ 2,41 | Bel | *i* | CL ~~7,38~~ 1,41 | 1904 7mo | AilsaS.B. Co.Ld. Troon *Lloyd's SA&CP* | JohnKelly,Ld. (W.Clint,*Mgr.*) *Cell DBf* 103' 162*t* | 183·0 P19'Q83'B12'F25' FK&BK1¼″ *FPT* | 28·6 | 11·1 *58t APT8t* | Belfast British 3*BHCem* | C.2Cy.19½″&45″–30″ (*s*) 140lb ~~NDB11~~ 82NHP 1SB,3*pf*,GS68,HS2240 Muir&Houston,Ld.Gls. | 13 ″ 9 s 4 · 7½ 13 ″ 4½ | |
| 72463 109684 MJBJ | **Clifford** (*ex*Frango–40,*ex*Golaa) D.F. *Mchy.Aft* | *ss*Sfj.2ndNo.3–2,40 1*Dk*(*Stl*) | ~~6400~~ ~~5057~~ ~~4547~~ 6085 4909 3810 | ✠100A1 6,40 2,40 ✠NE7,30 *Fitted for oil fuel* 6,17 *Carrying Petroleum in* | Sfj NYk | *z* | CL 12,39 *F.P.above* 150°F. | 1917 5mo | ChesterS.B Co.Ld. Chester,Pa. A&CP | FrangoCorpora-tion *CellDB* | 401·9 P99'F27B50' FK 350' 1611*t* | 54·3 | 30·2 *FPT115t* *APT144t* | Panama Pnamanian 10*BH* | T.3Cy.27″,44″&73″–48″ (*r*) 180lb 569NHP 3SB,9*cf*,GS176,HS8862 FD LilleshallEngineeringCo. Oakengates,Staffs | 32 ″ 9 s 6 ″ 4⅝ 26 ″ 6½ | |
| *Now* "Hakko Maru," *see No. 88374 in Supplement* | | | | | | | | | | | | | | | | | |
| 72464 143740 MKRT | **Cliffville** (*ex*Isabeletta–35) *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | *ss*Bkn.No.1–26 | 424 294 162 | ✠ 7,29 NB7,26 | Bkn | *f* | | 1921 5mo | J.Crichton &Co.Ld. Chester | JohnS.Monks,Ld. | 143·2 Q87'B9'F23' FK *DT*15'33*t* | 24·1 | 10·8 *FPT9t* *APT28t* | Liverpool British 4*BHCem* | T.3Cy.13″,21″&34″–24″ 80NHP 1SB,3*pf*,GS49,HS1520 Hawthorns&Co.Ld Leith | 12 ″ 0 | |
| 72465 160779 GLLL | **Cliftonhall** *OilEng.* D.F. 1*Dk&Shelter dk* *Cruiser Stern* *Tonnage opening closed*'41(*W.E.*) | | 5063 4640 2968 | ✠100A1 *with freeboard* 10,40 ~~1,40~~ ✠LMC5,38 | Hul Nwc | *a*† | CL | 1938 5mo | Wm.Dox-ford&Sons Ld Sunderland *Lloyd's SA&CP* | WestHartlepool Stm.Nav.Co.Ld. *CellDB347'1174t* | 426·2 441·5(O.L.) F40' *MT29'1146t* *FPT133t* | 54·3 | 26·1 *APT177t* | W.Hartlpl British 7*BHptCem* *Coll to Sh dk* 6 ,, 2nd *dk*) | Oil Engines 2S.C.SA 3Cy.22½″–85½″ 449NHP 2DB*120lb* Wm.Doxford&Sons,Ld Sld | 37 ″ 3 s 10 · 11 26 ″ 6 | |
| 72466 139879 GPBZ | **Clintonia** D.F. | Steel&Iron 1*Dk* | 3106 2860 1882 | | | | | 1917 | W.Dobson &Co. Newcastle | StagLine,Ld. (J.Robinson& Sons,*Mgrs.*) | 331·0 P29'B97'F33 | 48·0 | 22·2 *WB* | N.Shields British | T.3Cy.22½″,36½″&62″–42″ 249NHP N.E.MarineEngCoLd Nwc | | C |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite. | 6 Terme assigné maintenant expiré. Lettre d'Empêchement | 7* Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | 11 Largeur. | 11 Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Registres de cotes, s ou n'est dans le L. R. Thames Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72467 | **Clio** | **TwinSc** | 8580 | ✠100A1 | N Yk | *d*† | CL | 1926 | Vulcan | Panama Trans- | 470·0 | 63·2 | 35·2 | Panama | Oil Engines 2S.C.SA | 35 ″ 6 | |
| | | *Oil Eng.* | — | *Shelter dk* | | | s11,38 | 2mo | Werke A.G | portCo. | 489·6(o.L.) | | | Pnamanian | 8Cy.25⅝″–47½″ 910NHP | s 8 ″ 7 | |
| HPFI | D.F. E.S.D. | *ss*Bmn.No.3–11,38 | 5175 | *with freeboard* | | | PN | | Stettin | | B34′F38′ | | FK | 2 Water Tube DB*2001b* | | 27 ″ 2 | |
| | *Mchy.Aft* | 1*Dk(Stl)Shelter dk(Stl)* | | ~~2,410~~10,40 | | | 11,38 | *Lloyd's* | *S.A&CP* | | | | ( | 19*BHptCem* | | | |
| | GyC. | *Cruiser Stern & Web frames* | | ✠LMC CS11,38 | | | | | | | | | | 13*BHtoSdk* | | | |
| | | *Longitudinal framing* | | DBS~~2,10~~10,40 3,40 | | | | | | | | | | 6 „ „ *U* „) | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | *Cell DBuE3* | 8′131*t* | *DTf* 36′ 280*t* | | *FPT* 190*t* | *APT* 108*t* | Maschfbk Augsburg-Nurnberg, Augsburg | | |
| 72468 | — | | 996 | ✠100A1 | Hfs | *m* | OG | 1897 | Caledon | Finska Ang. Akt. | 228·2 | 32·0 | 15·5 | Helsingfrs | T.3Cy.19″,31″&50⅝″–33″ (*s*) | 16 ″ 6 | |
| 57 | (*ex*Bittern) | *ss*Hfs.3rdNo.3–6,35 | — | 3,39 | | | 3,39 | 3mo | S.B.&E.Co.Ld | | 218·1 | | | Finnish | 160lb *125lb* NDN29 162NHP | s 1 ″ 5½ | |
| OHGI | | *ss*Hfs.No.1–39 | 550 | ✠NH4,23 ✠LMC3,39 | | | | | Dundee | | P&B121′F45 BK8″ | | | 4*BHCem* | 1 W.T.Boiler HS2721 | 15 ″ 9 | |
| | Wireless D.F. 1*Dk(Irn)lower dk forehold* | | | No later survey reported | | | | *Lloyd's* | *S.A&CP* | | *Cell DBa* 46′ | *f* 81′ 158*t* | | | Caledon SB.&E.Co.Ld.Dun. | | |
| | *Well deck* | *Web frames afterhold* | | | | | | | | | | | | | | | |
| 72469 | — | | 556 | | | | | 1922 | Danziger | Det Bergenske | 153·9 | 24·2 | 17·5 | Bergen | T.3Cy.12⅝″,20½″&32½″–22½″ | 19 ″ 6 | |
| | | | 537 | | | | | | Werft | Dampskibsselskab | H14*t* | | | Norwegian | 50NHP | s 6 ″ 6½ | |
| LDFC | | 2*Dks* | 298 | | | | | | Danzig | | | | | *WB* | Danziger Werft.Danzig | 13 ″ 1½ | |
| 72470 | — | | 374 | | | | | 1935 | Gebroeders | West Indische | 162·6 | 29·4 | 8·9 | Curaçao | Oil Engines 2S.C.SA | | V |
| | Wireless | *Oil Eng.* | 287 | | | | | | Pot | Scheepv.Maats. | P&B126′F21′ | | | Dutch | 7Cy.10½″–18½″ 132NHP | | |
| PJCA | *Mchy.Aft* | *Cruiser Stern* 2*Dks* | 168 | | | | | | Bolnes | | | | | *WB* | Machinefabriek Gebr.Stork &Co.N.V.Hengelo | | |
| 72471 | **Cliona** | **TwinSc** | 8375 | ✠100A1 | HKg | *c*† | CL | 1931 | Harland& | Anglo-Saxon | 456·6 | 62·0 | 34·1 | London | Oil Engines 4S.C.SA | 34 ″ 2 | |
| 162646 | | *Oil Eng.* | 7612 | 1,41 | NYk | | P12,39 | 10mo | Wolff,Ld. | Petroleum Co.Ld. | 472·0(o.L.) | | | British | 12Cy.27⅛″–55½″ 877NHP | s 6 ″ 8½ | |
| GPXC | *Mchy.Aft* D.F. | ~~*ss*Shl.No.1–36~~ | 4948 | ✠LMC CS1,40 | | | ~~P35,38~~ | | Glasgow | | P107′B34′F42′ FK | | | 14*BH* | 2DB*150lb* | 27 ″ 8½ | |
| | E.S.D. | 1*Dk(Stl)2nd dk(Stl)* | | DBS1,41 5,38 | | | s1,41 | *Lloyd's* | *S.A&CP* | *Cell DBuE* 71′ 282*t* | *DTf* 32′ 394*t* | *FPT* 23 | | 9*tAPT* 93*t* | Harland& Wolff,Ld.Gls. | | |
| | | *clear of cargo tanks* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | |
| 72472 | **Clive** | | 1068 | | | | | 1924 | Nordsee- | Ångfartygs A/B | 213·7 | 35·0 | 12·9 | Gothenbrg | T3Cy17¾″,29 5/16″&46 5/16″–31½″ | | G |
| 726? | | | 790 | | | | | | werke A.G. | "Ostersjön" (Adolf | P14′Q55′B54′F27′ | | | Swedish | 11 9NHP | | |
| SDPK | | 1*Dk* | 591 | | | | | | Emden | Bratt&Co. *Mgrs.*) | H110*t* | | | *WB* | Friedrich Wilhelms Hütte, Mülheim, Ruhr | | |
| 72473 | **Clizia** (*ex*Appalachee, | **3Mst** | 3698 | ✠ | NYk | *w* | | 1894 | Tyne I.S.B. | Ape Anonima | 348·8 | 44·2 | 28·4 | Genoa | T.3Cy.26″,41″&68″–48″ | 30 ″ 2 | IC |
| 1426 | *ex*Duffield) | *ss*Mdb.2ndNo.3–10,19 | 3391 | 9,26 | | | | 1mo | Co.Ld. | Petroliere | 340·0 | | | Italian | 349NHP | | † |
| IBVH | *Mchy.Aft* D.F. | *ss*Rot.No.1–23 | 2249 | ✠ | | | | | Newcastle | | P81′B38′F35′ | | FK | 14*BH Cem* | 3SB,*9rf*,GS150,HS5667 | | |
| | | *Fitted for oil fuel* | | | | | | | | | *Cell DB* 68′ 188*t* | *FPT* | 112*t* | *APT* 30*t* | Wllsnd Slpwy.Co.Ld.Nwc. | | |
| | | 1*Dk(Stl)& Spar dk(Irn)& Web frames* | | | | | | | | | | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 72474 | **Clonlara** | | 1203 | ✠100A1 | Liv | *q* | CL | 1926 | Caledon SB | Limerick S.S.Co.Ld | 253·1 | 37·2 | 16·6 | Limerick | T.3Cy.20″,33″&53″–39″ (*r*) | 17 ″ 6 | |
| 147373 | | *ss*Liv.No.3–10,38 | 984 | 9,40 ~~8,30~~ | | | 9,38 | 4mo | &E.Co.Ld. | (S.J.K.Roycroft, | | | | British | 185lb 239NHP | s 1 ″ 9 | |
| EIGX | *Ref.Mchy.* | 1*Dk(Stl)* | 485 | ✠LMC | | | | | Dundee | *Mgr.*) | P64′B78′F78′ | | FK | 5*BHCem* | 2SB,*6cf*,GS124,HS4325 | 16 ″ 0½ | |
| | | | | MS11,38 ~~BS7,30~~ 9,40 | | | | *Lloyd's* | *S.A&CP* | *Cell DBa&uE* | 71′ *f* 104′ 308*t* | *FPT* | | 31*tAPT* 31 | Caledon SB.&E.Co.Ld.Dun. | | |
| 72475 | **Clova** (*ex*Andoni-37) | *ss*Dun.No.1–35 | 310 | ✠100A1 | Dun | *e* | CL | 1935 | Goole S.B. | Dundee, Perth& | 140·5 | 24·6 | 7·8 | Dundee | Oil Engines 4S.C.SA | 10 ″ 1 | |
| 164495 | | *Oil Eng.* | 223 | 1,40 ~~1,38~~ | | | N1,40 | 6mo | &Repg.Co.Ld | London Shipping | | | | British | 6Cy.11″–17 1/16″ 70NHP | s ″11½ | |
| MBTM | *Mchy.Aft* Wireless | 1*Dk* | 157 | ~~✠LMC~~ | | | | | Goole | Co.Ld. | P36′F15′ | | FK | 3*BHCem* | | 9 ″ 2½ | |
| | | *Cruiser Stern* | | ✠LMC CS7,40 | | | | *Lloyd's* | *S.A&CP* | | *Cell DB* 91′ 114*t* | *FPT* | | 42*tAPT* 16*t* | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| | | | | 4,40 | | | | | | | | | | | | | |
| 72476 | **Clumberhall** | | 5198 | ✠100A1 | Bry | *a*† | CL | 1930 | W.Gray& | West Hartlepool | 425·2 | 55·3 | 25·6 | W.Hartlpl | Q.4Cy.20″,28½″,41½″&61″– | 36 ″ 10 | |
| 160767 | | *ss*Hpl..No.2–38 | 4739 | *with freeboard* | Lon | | ~~10,28~~ | 8mo | Co.Ld. | Stm.Nav.Co.Ld. | 438·5(o.L.) | | | British | 48″ 260lb (*s*) 441NHP | s 10 ″ 11½ | |
| GQZJ | D.F. | 1*Dk(Stl)& Shelter dk(Stl)* | 3097 | 4,412,40 | ✠LMC11,33 | | 4,41 | | W Hartlepool | | F37′ | | FK | 7*BHCem* | 3SB(Spt),*9cf*.GS145, | 26 ″ 1½ | |
| | | *Tonnage opening closed'41(W.E.)* | | ~~BS2,40~~ 4,41 | | | | *Lloyd's* | *S.A&CP* | *Cell DB* 373′ 1256*t* | *DTa* 29′ 1130*t* | *FPT* | 178*t* | *APT* 161*t* | HS6258 FD | | |
| | | | | | | | | | | | | | | | Cen.Mar.E Wrks.Ld W Hpl | | |
| 72477 | **Clunepark** | ~~*ss*Shl.No.3–11,40~~ | 3491 | ✠100A1 | Shl | *v* | CL | 1928 | Lithgows, | Denholm Line | 350·0 | 49·0 | 23·7 | Greenock | T.3Cy.22″,38″&63″–42″ (*s*) | 26 ″ 0 | |
| 160318 | | ~~*ss*Shl.No.2–37~~ | 3241 | 4,41 ~~4,39~~ 11,40 | Mdb | | ~~8,40~~ | 4mo | Ld. | Steamers,Ld. | 362·6(o.L.) | | | British | 200lb *100lb* 339NHP | s 4 ″ 7½ | |
| GNVJ | D.F. | 1*Dk(Stl)* | 2153 | BS~~5,30~~ ✠LMC1,37 | | | 11,40 | | Pt.Glasgow | (J.&J.Denholm, | P30′B98′F29′ FK | | | 6*RHCem* | 2SB,*6cf*,GS113,HS4650 FD | 21 ″ 7½ | |
| | | *Cargo battens not fitted* | | 8,40 | | | | *Lloyd's* | *S.A&CP* | Ld. *Mgrs.*) | *Cell DB* 301′ 800 | | | *APT* 99*t* | D.Rowan&Co.Ld.Gls. | | |
| 72478 | **Clyde** | | 439 | ✠100A1 | NFL | *g* | ~~4,38~~ | 1900 | A.&J. | Government of | 154·7 | 25·1 | 12·6 | SJhnsNFL | T.3Cy.15″,24″&40″–30″ (*r*) | 15 ″ 0 | |
| 111148 | | *ss*NFL.3rdNo.3–5,36 | 342 | 4,40 ~~5,39~~ | | | 3,40 | 2mo | Inglis | Newfoundland | 166·0(o.L.) | | | British | 160lb 99RHP | s 2 ″ 1½ | |
| VOBJ | | 1*Dk & Web frames &* | 199 | ✠NB5,28 ✠LMC5,36 | | | | | Glasgow | (Newfoundland | F18′ | | | 4*BHCem* | 1SB,*3cf*,GS51,HS1533 FD | 13 ″ 10 | |
| | | *'ower dk in Main hold* | | BS~~5,30~~ ~~8,10~~ | | | | | A&CP | Railway–Steam- | ND12 BK7″ | | | | A.&J.Inglis,Glasgow | | |
| | | | | 3,41 | | | | | | shipDept.) | *Cell DBa & uE & B* | | | 47′ *f* 61′ 84*t* | | | |
| 72479 | **Clyde Coast** | | 511 | ✠100A1 | Bkn | *k* | OG | 1938 | N.V.Indus- | Coast Lines,Ld. | 195·6 | 31·6 | 9·7 | Liverpool | Oil Engines 4S.C.SA | 11 ″ 8 | |
| 166243 | | *Oil Eng.* | 414 | *with freeboard* | Liv | | 7,39 | 7mo | trieele Maats. | | *32·9* | | | British | 6Cy.15¾″–26″ 144NHP | s ″ 2 | |
| GMGF | Wireless D.F. E.S.D. | 1*Dk & Shelter dk* | 253 | 8,40 ~~7,30~~ ✠LMC7,38 | | | | | "De Noord" | | 201·6(o.L.) | | FK | 3*BHptCem* | | 11 ″ 7½ | |
| | *Mchy.Aft* | *Cruiser Stern* | | | | | | | Alblasserdam | *Cell DB* 122′ 168*t* | F27′ | | ( | *Coll to Sh dk* | Humboldt Deutzmotoren, A.G.Köln-Deutz | | |
| | | | | | | | | *Lloyd's* | *S.A&CP* | | *DTf* 16′ 80*t* | *FPT* | 62*t* | *APT* 24*t* | | | |
| 72480 | **Clyde Maru** | | 5498 | ✠ ... | Osa | *z* | | 1920 | Asano | Nanyo Kaiun K.K. | 400·0 | 53·2 | 29·4 | Tokyo | T.3Cy.26″,43¾″&72″–48″ | 32 ″ 0 | C |
| 27090 | | | 4996 | 5,37 | | | | 5mo | S.B.Co. | | | | | Japanese | 513NHP | | † |
| JCZD | | *ss*Kob.No.3–1,33 | 3424 | ✠ | | | | | Tsurumi | | P33′B124′F41′ FK | | | 6*BHCem* | 3SB,*9cf*,GS175,HS7376 | | |
| | | 2*Dks(Stl)* | | | | | | | | | *Cell DB* 339′ 949*t* | | | *APT* 27*t* | Ishikawajima SB&ECo Tok | | |
| 72481 | **Clydebank** | **TwinSc** | 5156 | ✠100A1 | Liv | *a*† | CL | 1925 | Harland& | Bank Line,Ld. | 420·0 | 53·9 | 26·5 | Glasgow | Oil Engines 4S.C.SA | 29 ″ 1 | |
| 147943 | | *Oil Eng.* | 4768 | *with freeboard* | Shl | | s1,39 | 1mo | Wolff,Ld. | (A.Weir&Co. | 433·7(o.L.) | | | British | 12Cy.24½″–37½″ 717NHP | s 3 ″ 7½ | |
| GKLM | | *ss*Liv.No.3–3,37 | 3113 | 11,40 ~~11,40~~ DBS5,41 | | | f11,40 | | Glasgow | *Mgrs.*) | | | FK | 7*BHptCem* | DB*110lb* | 25 ″ 8 | |
| | | 1*Dk(Stl)& Shelter dk(Stl–ws)* | | ~~Lloyd's~~ ✠LMC3,37 | | | | *Lloyd's* | *S.A&CP* | | | | *Coll* | *BH to Sh dk* | Harland& Wolff,Ld.Gls. | | |
| | | | | ✠LMC(M)1,53 | | | | | | | | | | 6 „ „ 2*nd* „ | | | |
| | | | | *Carrying vegetable oil in deep tank* | | | | | | *Cell DB* 357′ 1121*t* | *DT* | *f* 32′ 1067*t* | *tanks between* | | 115′ 251*t* | *FPT* 106*t* | *APT* 132*t* |
| 72482 | **Clydebrae** | **Iron&Steel2Mst** | 515 | ✠100A1 | Bel | *h* | CL | 1891 | Scott&Co. | Hugh Craig&Co. | 175·4 | 26·7 | 10·7 | Belfast | T3Cy14 7/16″,23⅜″&36″–27″ (*s*) | 13 ″ 0 | |
| 98681 | (*ex*Princess | *ss*Bel.3rdNo 3–11,30 | 374 | 11,40 ~~4,39~~ | | | ~~3,26~~ | 12mo | Bowling | Ld. | | | | British | 180lb 70RHP | s ″ 8½ | |
| MKJG | Sophia.*ex*Topaz) | *ss*Bel.No.2–39 | 222 | ✠NB8,18 ✠LMC4,39 | | | 11,40 | | A&CP | | Q86′B10′F25′ | | | 3*BHCem* | 1SB,*3pf*,GS52,HS1321 | 12 ″ 11½ | |
| | *Mchy.Aft* | 1*Dk(pt Irn)* | | ✠NB6 *refitted* 8,18 | | | | | | | BK7½″ | | | | Douglas&Grant Ld. | | |
| | *Well deck* | *Irn framing & Stl plating* | | BS~~4,40~~ 4,41 | | | | | | | *Cell DB* 96′ | | | 120*t* | *FPT* 15*t* | | Kirkcaldy |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross / Under deck / Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now required. Equipment Letter. | 8 Date when tail shaft last seen. | 9 When Built. Ship / Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72483<br>149473<br>GSNK | **Clydefield**<br>*Oil Eng.*<br>*ss* Shl. No. 2–36<br>D.F. *Mchy. Aft* 1 *Dk (Stl)*<br>*Longitudinal framing at bottom & at deck* | 7365<br>6578<br>4329 | ✠100A1<br>12,39<br>✠LMC CS4,37<br>DBS12,39 7,36<br>*Carrying Petroleum in bulk* | Gls | | CL<br>2,39<br>*bulk* | 1928<br>7mo<br>*Lloyd's SA&CP* | D&W Hendersn&Co.Ld.<br>Glasgow<br>*Ld. Mgrs.*) | FieldTankS.S.Co. Ld (Hunting&Son, | 450·5 \| 57·8 \| 32·7<br>P89′B41′F44′ FK<br>len 35<br>*Cell D Bu E67′234t D Tf32′412t FPT185t* | Newcastle<br>British<br>16 *B Hpt Cem*<br>*APT261t* | Oil Engines 4S.C.SA<br>8Cy.29⅛″–72⅛″ 647NHP<br>2 DB *120lb*<br>Harland&Wolff,Ld.Gls. | 32 ″ 9<br>s 6 ″ 5½<br>26 ″ 7¼ | |
| 72484<br>121243<br>GWJM | **Clydesdale** Ⓟ<br>Wireless 1 *Dk* | 401<br>302<br>155 | | | | | 1905 | Scott&Sons<br>Bowling | DavidMacBrayne Ld. | 151·1 \| 26·1 \| 12·4<br>P&B95′F40′ | Glasgow<br>British<br>*WB* | T.3Cy.15″,25½″&41″–30″<br>85RHP<br>Ross&Duncan,Glasgow | | BT till ~~5,40~~ 9,41 |
| 72485<br>93690<br>MKPV | **Clydevalley** (*ex* Londoner, *ex* Balniel)<br>*ss* Bel. 3rd No. 3–10,23<br>*ss* Hfx. No. 1–29<br>1 *Dk* | Iron<br>460<br>363<br>223 | ✠ ...<br>7,32 ✠ | | | | 1886<br>7mo | M'Ilwaine<br>Lewis&Co.Ld<br>Belfast | A.S.Publicover | 174·0 \| 26·1 \| 12·6<br>Q95′F27′ FK | Lunenburg<br>N.S.<br>British<br>*WB* | C.2Cy.22⅝″&44″–30″<br>80RHP<br>M'Ilwne,Lewis&Co Ld.Bel | 13 ″ 5 | |
| 72486<br>161158<br>GPBY | **Clytoneus** Ⓟ<br>*Oil Eng.*<br>D.F. 2 *Dks & pt dk*<br>*Longitudinal framing at Upr & Bridge dk* | Twin Sc<br>6278<br>5191<br>3848 | | | | | 1930 | Scott's S.B. &E.Co.Ld<br>Greenock | OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*) | 432·5 \| 56·3 \| 26·3<br>P43′B260′F50′ | Liverpool<br>British<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.24 3/16″–51 3/16″ 700NHP<br>Scott's S.B.&E.Co Ld.Grk. | | BT till ~~11,40~~ 10,40 |
| 72487<br>147793<br>GNVT | **Coalfax**<br>(*Self-Unloader*)<br>*Mchy. Aft* 1 *Dk* | 2482<br>2136<br>1813 | | | | | 1927 | Furness<br>S.B.Co.Ld<br>Haverton<br>Hill-on-Tees | CoalCarriers Corporation,Ld. | 253·0 \| 43·3 \| 25·3<br>F35′ *Trunk* 147′ | Middlsbro'<br>British<br>*WB* | T.3Cy.16″,27″&44″–33″<br>111NHP<br>ShieldsE.&DD.CoLd NShl | | C |
| 72488<br>160508<br>VGLW | **Coalhaven**<br>(*Self-Unloader*)<br>D.F. *Mchy. Aft* 1 *Dk* | 2362<br>2119<br>1370 | | | | | 1928 | Furness<br>S.B.Co.Ld.<br>Haverton<br>Hill-on-Tees | CanadaS.S.Lines, Ld. | 252·5 \| 43·4 \| 22·8<br>F35′ *Trunk* 145′ | Montreal<br>British<br>*WB* | T.3Cy.18″,30″&50″–36″<br>150NHP<br>Earle'sS.B.Co.Ld.Hull | | C |
| 72489<br>207180<br>KJGB | **Coalinga**<br>*Fitted for oil fuel*<br>*Carrying Petroleum in bulk* 1 *Dk* | 875<br>563 | | | | | 1910 | Moore&Scott I.Wks.<br>Oakland | TideWater AssociatedOilCo. | 193·0 \| 38·0 \| 13·1 | S.Frncisco<br>Utd.States | C.2Cy.14″&32″–24″<br>Moore&Scott 42NHP<br>Iron Works,Oakland,Cal. | | |
| 72490<br>225135<br>WKCW | **Coamo** Ⓟ<br>*Fitted for oil fuel*<br>*Ref. Mchy.* D.F. 3 *Dks* | 7057<br>—<br>4208 | | | | | 1925 | NwprtNws S.B.&DD.Co<br>NewprtNews | CoamoS.S.Corp. (NewYork&Porto RicoS.S.Co. *Mgrs.*) | 429·0 \| 59·5 \| 35·0<br>B250′F71′ | NewYork<br>Utd.States<br>*WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>NewportNewsSB.&DDCo. | | R |
| 72491<br>218059<br>KIFQ | **Coast Banker** (*ex* PointBonita–37, *ex* BoundBrook)<br>*Fitted for oil fuel*<br>*ss* S.Fo.No.3–7,26<br>*ss* Sea.No.1–30<br>1 *Dk 2 tr B in fore & after holds & Web frames* | 3283<br>3005<br>2000 | ✠ ...<br>1,33 ✠ | | | | 1919<br>6mo | Submarine<br>BoatCorp.<br>Newark,N.J. | CoastwiseLine | 324·0 \| 46·2 \| 25·0<br>P30′B90′F35′ FK | Portlnd,Or<br>Utd.States<br>*WB* | DRGearedSteamTurbine<br>386NHP<br>WestinghouseElec.&Mfg. Co.Essington,Pa. | 28 ″ 6 | R † |
| 72492<br>219583<br>KUCD | **Coast Farmer** (*ex* PointArena–37, *ex* RiversideBridge)<br>*Fitted for oil fuel*<br>*ss* N.Ns.No.3–4,28<br>1 *Dk 2 tr B in fore & after holds & Web frames* | 3290<br>3005<br>2042 | ✠ ...<br>1,33 ✠ | | | | 1920<br>3mo | Submarine<br>BoatCorp.<br>Newark,N.J. | CoastwiseLine | 324·0 \| 46·2 \| 25·0<br>P30′B90′F35′ FK | Portlnd,Or<br>Utd.States<br>*WB* | DRGearedSteamTurbine<br>386NHP<br>WestinghouseElec.&Mfg. Co.Essington,Pa. | 28 ″ 6 | R † |
| 72493<br>218944<br>KOCN | **Coast Merchant**<br>(*ex* Point Montara–37, *ex* Federal Bridge)<br>*Fitted for oil fuel*<br>*ss* N.Ns.No.3–5,27<br>1 *Dk 2 tr B in fore & after holds & Web frames* | 3283<br>3005<br>2000 | ✠ ...<br>1,33 ✠ | | | | 1919<br>9mo | Submarine<br>BoatCorp.<br>Newark,N.J. | CoastwiseLine | 324·0 \| 46·2 \| 25·0<br>P30′B90′F35′ FK | Portlnd,Or<br>Utd.States<br>*WB* | DRGearedSteamTurbine<br>386NHP<br>WestinghouseElec.&Mfg. Co.Essington,Pa. | 28 ″ 6 | R † |
| 72494<br>219859<br>WSBK | **Coast Miller** (*ex* PointGorda–37, *ex* Neshobee)<br>*Fitted for oil fuel*<br>*ss* N.Ns.No.3–5,28<br>1 *Dk 2 tr B in fore & after holds & Web frames* | 3283<br>3005<br>1996 | ✠ ...<br>1,33 ✠ | | | | 1920<br>6mo | Submarine<br>BoatCorp.<br>Newark,N.J. | CoastwiseLine | 324·0 \| 46·2 \| 25·0<br>P30′B90′F35′ FK | Portlnd,Or<br>Utd.States<br>*WB* | DRGearedSteamTurbine<br>368NHP<br>WestinghouseElec.&Mfg. Co.Essington,Pa. | 28 ″ 6 | R † |
| 72495<br>219758<br>KURD | **Coast Shipper** (*ex* PointSur–37, *ex* EastChicago)<br>*Fitted for oil fuel*<br>*ss* S.Fo.No.3–7,26<br>*ss* S.Fo.No.1–30<br>1 *Dk 2 tr B in fore & after holds & Web frames* | 3286<br>3005<br>2030 | ✠ ...<br>1,33 ✠ | | | | 1920<br>4mo | Submarine<br>BoatCorp.<br>Newark,N.J. | CoastwiseLine | 324·0 \| 46·2 \| 25·0<br>P30′B90′F35′ FK | Portlnd,Or<br>Utd.States<br>*WB* | DRGearedSteamTurbine<br>386NHP<br>WestinghouseElec.&Mfg. Co.Essington,Pa. | 28 ″ 6 | R † |
| 72496<br>219588<br>KUCJ | **Coast Trader** (*ex* PointReyes–37, *ex* HolyokeBridge)<br>*Fitted for oil fuel*<br>*ss* S.Fo.No.3–6,26<br>*ss* S.Fo.No.1–30<br>1 *Dk 2 tr B in fore & after holds & Web frames* | 3286<br>3005<br>2030 | ✠ ...<br>1,33 ✠ | | | | 1920<br>5mo | Submarine<br>BoatCorp.<br>Newark,N.J. | CoastwiseLine | 324·0 \| 46·2 \| 25·0<br>P30′B90′F35′ FK | Portlnd,Or<br>Utd.States<br>*WB* | DRGearedSteamTurbine<br>386NHP<br>WestinghouseElec.&Mfg. Co.Essington,Pa. | 28 ″ 6 | R † |
| 72497<br>142362<br>MNTK | **Coast Wings** (*ex* Surreybrook–10, *ex* Ayresome–35, *ex* Boekelo)<br>*ss* Shl. No. 3–12,28<br>*ss* Shl. No. 2–37<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | 862<br>566<br>378 | ✠100A1<br>12,39<br>BS1,40 ✠LMC 8,37 | Lon | *j* | CL<br>9,39 | 1916<br>4mo | N.V.<br>Burgerhouts Mschfb.Schp<br>Rotterdam<br>A&CP | WingLine,Ld. (WingManagementCo.Ld. *Mgrs.*) | 180·0 \| 30·0 \| 12·2<br>RQD108′B13′F20 FK<br>*Cell D B f112′146t FPT59t APT41t* | London<br>British<br>3 *B H Cem* | T.3Cy.15¾″,25⅝″&41¾″–27½″<br>180lb (*s*) 108NHP<br>2SB,4*cf*,GS62,HS1804<br>N.V.BurgerhoutsMch.Shp. | 14 ″ 0<br>s 4 ″ 11<br>13 ″ 8½ | |
| 72498<br>137466<br>MFXL | **Coastville** (*ex* Pentland Coast–34, *ex* Wexford Coast)<br>*ss* Qns.No.3–6,28<br>*ss* Apl.No.2–36<br>*Shelter deck* *Mchy. Aft* 1 *Dk (Stl)*<br>*Cargo battens not fitted* | 3Mst<br>423<br>274<br>164 | ✠100A1<br>11,39<br>✠LMC<br>MS9,36 BS10,39 | Liv | | CL<br>~~6,38~~ 8,40 | 1915<br>7mo<br>*Lloyd's SA&CP* | J.Fullerton&Co.<br>Paisley | JohnS.Monks,Ld. | 150·2 \| 23·9 \| 10·5<br>Q86′B9′F26′ FK | Liverpool<br>British<br>3 *B H Cem*<br>3st *APT18t* | C.2Cy.18″&38″–27″ (*s*)<br>130lb 87RHP<br>1SB.3*pf*,GS53,HS1650<br>Ross&Duncan,Glasgow | 11 ″ 6<br>s 4 ″ 2<br>11 ″ 5 | |
| 72499<br>207187<br>WKCZ | **Coastwise**<br>*Mchy. Aft* 1 *Dk 2 tr B* | 4015<br>3552<br>2444 | | | | | 1910 | NewYork S.B.Co.<br>Camden,N.J. | CoastwiseTransportationCorp. | 359·0 \| 49·3 \| 23·9<br>P77′B17′F34′ 30·0 | Prtlnd,Me.<br>Utd.States<br>*WB* | T.3Cy.24½″,38½″&64″–45″<br>275NHP<br>NewYork SB.Co.Cmdn.NJ | | R |
| 72500<br>~~217158~~<br>~~WHUU~~ | **Coaxet**<br>*Fitted for oil fuel*<br>Sub.Sig. 1 *Dk*<br>*Longitudinal framing* | 6038<br>5500<br>3742 | | | | | 1919 | GMStandiferCnst.Corp.<br>Vancouver,<br>Wash. | ~~United States Maritime Commission~~ | 401·4 \| 53·2 \| 31·9<br>P48′B81′F37′ | ~~Portland,Or~~<br>~~Utd.States~~<br>British *WB* | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | | R |

Now "Lamlash," *see No. 88510 in Supplement*

Now "Empire Kingfisher," *see No. 90368 in Supplement*

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terms assigned maintenant appliqué Lettre à Vapeur/Moteur | 7a Date de la dernière visite de l'autre force-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après le formulaire de la Société. H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | Registres de cotes, si on en est dans le cas. Degrés (voir Introduction). | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72501 155346 VJZR | **Cobargo** *Ref.Mchy.* Wireless | TwinSc *CruiserStern* 1 *Dk* | 860 517 352 | | | | | 1929 | AilsaS.B. Co.Ld. Ayr | Illawarra&SCoast Stm.Nav.Co.Ld. (A.L.Miller, *Mgr.*) | 190·3 | 34·4 | 9·5 Q111'B61'F35' | Sydny NSW British *WB* | T.6Cy.12½",20"&32"-24" 100NHP AilsaS.B.Co.Ld.Troon | | | C |
| 72502 EADO | **Cobetas** (*ex*Guadalquivir, *ex*Adelina) D.F. | *ss*Bbo.2ndNo.3–9,39 2 *Dks(Stl)* | 3948 3706 2461 | ✠100A1 ~~3,40~~ 11,40 LMC BS4,346, 10MS8,39 | Bbo | *x* | CL ~~7,00~~ 11,40 | 1914 4mo *Lloyd's* | Russell& Co. PortGlasgow *SA&CP* | Cia.Naviera Vascongada *Cell DBa*115'*uE* | 359·7 P40'B102'F46' FK 26'*f*145'789*t FPT* | 49·9 | 26·4 | Bilbao Spanish *WB* | T.3Cy.25".41"&68"-45" (*r*) 1801b *100lb* 375NHP NDB19*refitted*30 2DB,*8cf*,gs138,hs6300 Rankin&Blackmore,Grk. | 29 ″ 4 s 5 · 2½ 24 ″ 4 | | |
| 72503 DHEG | **Cobra** (P) Sub.Sig. | TwinSc 2 *Dks3trb* | 2132 1575 906 | | | | | 1926 | Vulcan Werke,A.G. Stettin | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 270·3 | 40·1 | 20·6 | Hamburg German *WB* | 4SteamTurbinesSRgeared to 2 Sc.Shafts VulcanWerke,A.G.Stettin | | | G |
| 72504 DOFB | **Coburg** (P) (*ex*Havel–38) Sub.Sig. *Ref.Mchy* D.F. E.S.D. | 4Mst *OilEng* 2 *Dks* | 7400 6601 4521 | | | | | 1928 | F.Schichau Danzig | Norddeutscher Lloyd | 504·0 | 61·2 | 28·7 P25'B&F463' len38 UpperF56' | Bremen German *WB* | Oil Engines 2S.C.DA SR geared to 1 sc. shaft 16Cy.20½"-29½" 2440NHP NE38 DeutscheSchiff.-uMschb. A.G.Weser,Bmn. | | | G |
| 72505 146705 GFPX | **Cochrane** *ss*NYk.No.1–11 *ss*Nwc.No.3–3,36 D.F. *Ref.Mchy.* | 2 *Dks(Stl)* | 7203 6577 4485 | ✠100A1 2,41 ~~9,30~~ ~~In 11,37~~ LMC ~~1,36~~ 2,41 | PNl NYk | *b*† | CL 10,38 | 1923 3mo *Lloyd's* | J.Brown& Co.Ld. Clydebank *SA&CP* | ElderDempster Lines,Ld. *CellDB* | 440·0 455·0(O.L.) P37'B188'F49' FK 378'1299*t FPT* | 59·2 | 31·1 7 *BHCem* 142*t APT*40*t* | Liverpool British | 3 Steam Turbines DR Geared to 1 Sc. Shaft (*s*) 215lb 667NHP 4SB,*12cf*,gs199,hs9055 FD J.Brown&Co.Ld.Clydebnk | 33 ″ 11 s 7 ″ 3½ 26 ″ 9½ | | |
| 72506 ~~210000~~ ~~K1000~~ | **Cockaponset** Sub.Sig. | *Fitted for oil fuel* 1 *Dk&Shelter di* *Longitudinal framing* | 5995 — 4443 | | | | | 1919 | Pacific CoastS.B.Co. BayPoint, Cal. | ~~UnitedStates Maritime Commission~~ | 402·5 P34'B80'F38' | 53·0 | 32·0 | ~~S.Francisco~~ ~~Utd.States~~ British *WB* | DRGearedSteamTurbine KerrTurbineCo.Wellsville | | | R |
| 72507 | **Cocle** (*ex*America–37, *ex*VeraCruz–36,*ex*Santi–36, *ex*Hercule,*ex*WarGlen) | 1 *Dk* | 2958 — 1704 | | | | | 1918 | W.Dobson &Co. Newcastle | CiaNavieraAmaya (A.Davaris, *Mgr.*) | 331·0 P33'B100'F32' | 48·0 | 24·5 | Colon Panamanian *WB* | T.3Cy.25",41"&68"-45" 430NHP N.E.MarineEngCoLd.Nwc | 24 ″ 6 ~~s 1 ″ 0~~ 20 ″ 8½ | | V |
| 72508 219482 KQVV | **Coelleda** Sub.Sig. | *Fitted for oil fuel* 2 *Dks* | 4986 4598 3048 | | | | | 1920 | American International S.B.Corp. HogIslandPa | **Alcoa**S.S.Co.Inc. | 390·0 P50'B121'F40' | 54·2 | 27·8 | NewYork ~~Philidlphia~~ Utd.States *WB* | DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y. | | | R |

Now "Alcoa Trader," *see No. 87059 in Supplement*

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72509 PDKZ | **Coeta** (*ex*Spica) | *OilEng.* | 310 224 153 | — | | | | 1937 | Gebr.van Diepen Waterhuizen | H.Tattje | 130·6 | 24·1 | 9·7 | Groningen Dutch | Oil Engines 2S.C.SA 4Cy.9⅞"-14⅜" 62NHP AppingedammerBrons Motorenfb.N.V. | | | C |
| 72510 165498 GZZC | **Coimbra** D.F. E.S.D. GyC. *Cruiser Stern* *Mchy.Aft* *Longitudinal framing–bracketlesssystem* | 2 *Dks* | 6768 6244 3976 | ✠100A1 ~~3,41~~ ~~8,40~~ BS4,39 LMC7,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,37 | Fal Lon | *a*† 2 | CL 4,40 *F.P. a* | 1937 7mo *Lloyd's* *above* 1 | Howaldts-werkeA.G. Kiel | Socony–Vacuum Transportation Co.Ld. *CellDBuE*71'210*t* | 422·8 433·5(O.L.) P82'B35'F44' FK *DTf*28'388*t FPT*2 | 60·4 | 32·8 | London British 11*BHptCem* *pt Asp* 37*t APT*49*t* | C.4Cy.(2)22⅛"&(2)47¾"-47½" 2281b (*s*) 550NHP 3SB(Spt),*9cf*,hs8393 FD Rheinmetall-BorsigA.G. BerlinTegel | 33 ″ 0 s 6 ″ 0¾ 27 ″ 1½ | | |
| 72511 162135 GDKK | **Coity Castle** (*ex*Adria–39, *ex*Cottonwood–37) *Mchy.Aft* | 3Mst 1 *Dk* | 2767 2217 1797 | | | | | 1919 | Gt.Lakes Eng.Works Ecorse,Mich. | BranchS.S.Co.Ld. | 253·4 | 43·7 | 24·5 | Cardiff British *WB* | T.3Cy.21",34½"&57"-42" 211NHP Gt.LakesEng.Works,Det. | | | V |
| 72512 256 IBXH | **Col di Lana** D.F. | *OilEng.* *ss*Tri.No.3–7,37 2 *Dks(Stl)* | 5891 4431 3709 | ✠100A1 12,39 DB88,39 LMC7,37 | Gen | *y* | CL N7,37 | 1926 6mo *Lloyd's* | Cant.Nav. Triestino Monfalcone *SA&CP* | Nav.Gen.Gero-limich&Co.Soc.in Azioni *CellDB*325'1116*t* *DTa*52'1000*t* | 416·8 400·0 P34'B261'F44' FK *FPT*94*t APT*86*t* | 53·2 | 24·7 | Trieste Italian *SBHptCem* (1 *to* 2*nd dk*) | Oil Engines 4S.C.SA 6Cy.29½"-59½" 489NHP DB*100lb* StabilimentoTecnico,Tri. | 27 ″ 10 s 3 ″ 7½ 24 ″ 5 | | |
| 72513 220710 | **Colabee** (*ex*Pagasset–37) | *Fitted for oil fuel* 2 *Dks* | 5518 — 3420 | | | | | 1920 | Atlantic Corp. Prtsmth,N.H | ColabeeS.S.Co. (AmericanRange Lines,Inc. *Mgrs.*) *CellD* | 410·5 P44'B115'F47' *B*277'885*t FPT*118*t* | 54·2 | 27·0 *WB* | Wilmgton (Del.) Utd.States | T.3Cy.24½",41½"&72"-48" 359NHP AtlanticCorp.PrtsmthNH | | | R |
| 72514 128789 VJCD | **Colac** (*ex*Dinoga) | *ss*Mel.No.3–1,32 ~~*ss*Mel.No.1–37~~ 1 *Dk(Stl)&Web frames* *Longitudinal framing* *Cargo battens not fitted* | 3341 3010 1939 | ✠100A1 ~~5,40~~ ~~7,00~~ 1,41 ~~In 11,37~~ LMC ~~7,37~~ 5,40 | Mel | *v* | CL 2,40 | 1920 2mo *Lloyd's* | N.S.W. Govt.Dckyd. Newcastle, N.S.W. *SA&CP* | Huddart,Parker, Ld. *CellD* | 331·0 341·0(O.L.) P31'B95'F30' FK *B*277'885*t FPT*118*t* | 47·9 | 23·5 | Melbourne British 5*BHCem* *APT*204*t* | T.3Cy.25",41"&68"-45" (*s*) 1901b 520NHP 3 Water Tube Boilers HS8289 FD Govt.Dckyd.Nwc.N.S.W. | 26 ″ 1 s 4 ″ 5¾ 21 ″ 10 | | |
| 72515 150421 VGBW | **Colborne** (P) (*ex*Canadian Skirmisher–32) *Ref.Mchy.* D.F. | *ss*Mtl.No.3–6,33 *ss*Mtl.No.1–37 2 *Dks(Stl)* | 6230 4867 3886 | ✠100A1 8,40 ~~1,00~~ ~~BS3,41~~ ~~In 11,39~~ LMC4,37 ~~Lloyd's SMC8,39~~ 4,41 ~~1,00~~ *Fitted for oil fuel* 4,21 | Mtl | *y* | CL 4,39 *F.P. a* | 1921 4mo *Lloyd's* *above* 1 | WallaceSB &D.D.Co.Ld. Vancvr,B.C. *SA&CP* | CanadianSkir-misher,Ld. (Canadian NationalSteam-ships, *Mgrs.*) *CellD* | 400·0 P49'B113'F41' FK *B*329'920*t FPT*146*t* | 52·4 | 28·7 6 *BHCem* *APT*123*t* | Montreal British *WB* | T.3Cy.27",44"&73"-48" (*s*) 1801b 540NHP 3SB,*9cf*,gs198,hs8199 FD WallaceS.B.&D.D.Co.Ld. | 31 ″ 0 s 5 ″ 3½ 26 ″ 3 | | |
| 72516 219547 KUBB | **Cold Harbor** Sub.Sig. | *Fitted for oil fuel* 2 *Dks* | 5010 4598 3065 | | | | | 1920 | American International S.B.Corp. HogIslandPa | UnitedStates Maritime Commission | 390·0 P50'B121'F40' | 54·2 | 27·8 | Philidlphia Utd.States *WB* | DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | | | R |
| 72517 219293 KQQK | **Coldbrook** Sub.Sig. | *Fitted for oil fuel* 2 *Dks* | 5104 4598 3127 | | | | | 1919 | American International S.B.Corp. HogIslandPa | UnitedStates Maritime Commission | 390·0 P39'B121'F43' | 54·2 | 27·8 *WB* | Philidlphia Utd.States | DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | | | R |
| 72518 219546 KOZZ | **Collamer** Sub.Sig. | *Fitted for oil fuel* 2 *Dks* | 5112 4598 3133 | | | | | 1920 | American International S.B Corp. HogIslandPa | UnitedStates Maritime Commission | 390·0 P50'B121'F40' | 54·2 | 27·8 *WB* | Philidlphia Utd.States | DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | | | R |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey / Date of last Survey | 6 Port of Survey. | 7 Year built. Date when new applied. Equipment after. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of ✠ of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72519<br>146693<br>GJPS | **Collegian** (*ex* Royal Prince–35, *ex* London Commerce) *ss* Bkn. No. 3–7, 35<br>D.F. 2 *Dks (Stl) & Shelter dk (Stl)*<br>*Cruiser Stern*<br>*Cargo battens not fitted in Shelter 'tween dks* | 7886<br>7362<br>4934 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~Examined 7,40~~ BS5,41<br>~~[illegible]~~ LMC7,55<br>*Carrying vegetable oil in after F.P. above 1*<br>*Fitted for oil fuel 1,23* | ~~Gls~~<br>Liv | *c*† | CL<br>12,37 | 1923<br>1mo | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees | Charente S.S.Co. Ld. (T. & J. Harrison, *Mgrs.*) | 150·4 \| 58·0 \| 38·3<br>471·6 (O.L.)<br>F42′ *on Shelter dk*<br>*Lloyd's SA & CP*<br>*deep tanks*<br>*50° F.*<br>*Duct keel in Blr. space & forward*<br>*Cell D B366′ 1568t L 154′ Collision B Hto Shd dk*<br>*6 „ „ U „*<br>*Tf 33′ 967t D Ta 33′ 797t FPT 68t APT 82t* | FK | Liverpool<br>British<br>*pt Cem* | 2 Steam Turbines SR geared to 1 Sc. Shaft (*s*)<br>1901lb 1010 NH<br>4SB, *16cf*, GS 312, HS 13314 FD<br>Richardsons, Westgarth & Co. Ld. Mdb.<br>*Ta 33′ 797t FPT 68t APT 82t* | 41 ″ 0<br>s 11 ″ 1½<br>30 ″ 2 | |
| 72520<br>FONF | **Colleville** (*ex* Matelot Huguen)<br>1 *Dk* | 2012<br>—<br>1182 | | | | | 1922 | Government Yard Cherbourg | Soc. Nav. Caennaise (G. Lamy & Cie, *Mgrs.*) | 270·3 \| 39·5 \| 19·6 | | | Caen<br>French | T. 3 Cy. 18″, 30″ & 49″–38″<br>Etablissement Nationald'Indret, Indret<br>148 NH | | V |
| 72521<br>147662<br>VGMT | **Collier** (*ex* Collier No. 1)<br>D.F. (*Self-Unloader*)<br>*Mchy. Aft* 1 *Dk* | 1858<br>1633<br>930 | | | | | 1924 | Vickers, Ld. Barrow | Canada S.S. Lines, Ld. | 249·2 \| 43·2 \| 18·3<br>F38′ | | | Montreal<br>British<br>*WB* | C. 2 Cy. 24″ & 48″–36″<br>110 NH<br>Vickers Ld. Barrow | | C |
| 72522<br>147780<br>MNJY | **Collingdoc** (*ex* D.B. Hanna–39)<br>*Mchy. Aft* 1 *Dk* | 1780<br>1595<br>1285 | | | | | 1925 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Paterson Steamships, Ld. | 252·5 \| 43·2 \| 17·8<br>F34′ | | | Ft William Ont.<br>British<br>*WB* | T. 3 Cy. 16″, 27″ & 44″–33″<br>111 NH<br>Earle's Co. Ld. Hull | | C |
| 72523<br>219778<br>KUKX | **Collingsworth**<br>*Fitted for oil fuel*<br>Sub. Sig. 2 *Dks* | 5101<br>4598<br>3125 | | | | | 1920 | American International S.B.Corp. Hog Island Pa | United States Maritime Commission | 390·0 \| 54·2 \| 27·8<br>P50′ B121′ F40′ | | | Phildlphia<br>Utd. States<br>*WB* | D Rgeared Steam Turbine<br>General Electric Co. Schenectady, N.Y. | | R |
| 72524<br>117089<br>VGNZ | **Collingwood** Iron & Steel<br>*Mchy. Aft* 1 *Dk* | 4529<br>4209<br>3480 | | | | | 1907 | Collingw'd S.B.Co.Ld. Collingwood | Canada S.S. Lines, Ld. | 386·0 \| 50·0 \| 23·0 | | | Collingwd<br>British<br>*WB* | T. 3 Cy. 21″, 35″ & 57′–42″<br>211 NH<br>Collingwood S.B.Co.Ld. | | R |
| 72525<br>229<br>ILQN | **Colomba Lofaro** (*ex* Colomba L, *ex* Matteo Verderame, *ex* Oberon) | 897<br>763<br>543 | | | | | 1890 | Huijgens & van Gelder Amsterdam | Rosario Lofaro | 222·9 \| 30·6 \| 15·6<br>210·7<br>Q66′ H45′ F26′ | | | Naples<br>Italian<br>*WB* | T. 3 Cy. 15″, 25″ & 40″–36″<br>96 NH<br>Maats. de "Maas," Rot. | | I |
| 72526<br>PDLA | **Colombia** Ⓟ Twin Sc<br>*Oil Eng.*<br>*ss* Ham. No. 2–39<br>3 *Dks (Stl-weather dk teak s)*<br>*Ref. Mchy.* 4*th dk (Stl) in forehold*<br>D.F. *Cruiser Stern* | 10782<br>7649<br>6336 | ✠100A1<br>*with freeboard*<br>9,40 ~~12,39~~<br>✠LMC CS5,39<br>DB8 ~~59~~ 8,40 6,37<br>✠Lloyd's RMC 2,39 | NYl | *d*† | OG<br>P12,38<br>SN4,39 | 1930<br>10mo | N.V.Mch. & Scheepswrf. van P. Smit, Jr. Rotterdam | N.V. Koninklijke Nederlandsche Stoomboot My<br>*Lloyd's SA & CP* | 429·5 \| 61·7 \| 36·0<br>457·1 (O.L.)<br>P9′ B169′ F85′<br>*Cell D B385′ 1415t T tanks in way of tunnels 61t*<br>*D Ts a 14′ 295t FPT 110t APT 71t* | FK | Amstrdam<br>Dutch<br>*7 B Hpt Cem*<br>*pt Asp (Coll to W dk*<br>*6 „ 2nd „)* | Oil Engines 4S.C.SA<br>16Cy. 30½″–55½″ 1456 NHP<br>2 DB *115lb*<br>Werkspoor, Amsterdam | 39 ″ 6<br>s 13 ″ 0¾<br>26 ″ 8¼ | |
| 72527<br>8196<br>SKDT | — Twin Sc<br>*Oil Eng.*<br>D.F. E.S.D. 2 *Dks & Shelter dk*<br>*Ref. Mchy.*<br>*Strengthened for Navigation in Ice* | 5297<br>4171<br>2905 | ✠100A1<br>*with freeboard*<br>2,41 ~~2,40~~ ✠LMC 8,37<br>✠Lloyd's RMC 1,40<br>No. 3 lower hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F. | Got<br>NYk | *a*† | OG<br>P6,39<br>S6,40 | 1937<br>8mo | Götaverken A/B Gothenburg | Rederiaktieb. Nordstjernan (A. A. Johnson, *Mgr.*)<br>*Lloyd's SA & CP* | 420·7 \| 55·9 \| 23·9<br>440·1 (O.L.)<br>F80′<br>*Cell D B307′ 1486t Tanks in way of tunnels 309t* | FK | Stockholm<br>Swedish<br>*7 BH*<br>*Coll to Sh dk*<br>*6 „ 2nd „)* | Oil Engines 4S.C.SA<br>16Cy. 24½″–51⅜″ 945 NHP<br>DB *85lb*<br>Gotaverken A/B, Got.<br>*FPT 76t APT 52t* | 28 ″ 0<br>s 2 ″ 10¾<br>25 ″ 3¼ | |
| 72528<br>HPKI | —<br>*Oil Eng.*<br>Wireless D.F. 1 *Dk*<br>*Cruiser Stern*<br>*Flush covers to No. 2 hatchway in bridge*<br>*Butts of shell plating electrically welded* | *1176*<br>*587*<br>*626* | ✠100A1<br>~~3,40~~ ~~3,39~~ 1,41<br>✠LMC 3,39 | Crs<br>Boa | *m* | CL | 1939<br>3mo | Öresunds-varvet Aktiebolag Landskrona | Cia. de Nav. y Tierras "Elliot" S.A. | 207·5 \| 35·3 \| 12·5<br>214·7 (O.L.)<br>P18′ Q40′ B94′ F22′<br>*Lloyd's SA & CP*<br>*Cell D B156′ 218t FPT 44t* | FK | Panama<br>Pnamanian<br>*4 B Hpt Cem* | Oil Engines 2S.C.SA<br>8Cy. 13⅜″–22⅞″ 250 NHP<br>A/B Atlas-Diesel, Skm. | 15 ″ 3<br>s ″ 4½<br>14 ″ 11 | |
| 72529<br>LDFD | —<br>1 *Dk* | 794<br>607<br>456 | | | | | 1893 | Bergens Mek. Værks. Bergen | A/S Pretex (T. Evers, *Mgr.*) | 206·2 \| 29·7 \| 12·0<br>Q57t B97t H51t F30t<br>*APT 26t* | | Haugesnd<br>Norwegian<br>*WB* | T. 3 Cy. 16½″, 26½″ & 43″–30″<br>101 NH<br>Bergens Mek Værks Bergen | | N |
| 72530<br>FNTH | **Colombie** Ⓟ Twin Sc<br>*Fitted for oil fuel*<br>*Ref. Mchy.* D.F. GyC. 3 *Dks* | 13391<br>10390<br>7554 | | | | | 1931 | Atel. & Ch. de France Dunkirk | Cie. Générale Transatlantique | 488·0 \| 66·6 \| 42·2<br>B252′ | | Havre<br>French<br>*WB* | 6 Steam Turbines S.R. geared to 2 Sc. Shafts<br>Atel. & Chantiers de Penhoet, St. Nazaire | | V |
| 72531<br>1581<br>IBYH | **Colombo** Ⓟ Twin Sc<br>(*ex* San Gennaro) *ss* Gen. No. 3–1, 30<br>D.F. *ss* Gen. No. 2–39<br>3 *Dks (Stl) & Shade dk (Stl–ws)* | 11760<br>7509<br>6022 | ✠100A1<br>4,40<br>BS1,39 ✠LMC 11,37<br>*Fitted for oil fuel 1,30 F.P. above 150′* | Gen | *g*† | CL<br>P5,38<br>S12,39 | 1917<br>7mo | Palmers' Co. Ld. Newcastle | Lloyd Triestino Soc. Anon. di Nav. | 536·3 \| 64·0 \| 24·2<br>518·0 32·3<br>B242′ F56′ *on Shade dk*<br>*Lloyd's SA & CP*<br>*Cell D B451′ 1366t D T 24′ 257t FPT 98t* | FK | Genoa<br>Italian<br>*8 BH Cem* | Q. 8Cy. 28¼″, 40″, 57″ & 80″–51″<br>2201b (*s*) FD 1826 NHP<br>12SB, *36cf*, GS 775, HS 29604<br>Palmers' Co. Ld. Newcastle<br>*APT 62t* | 35 ″ 0<br>s 11 ″ 9½<br>23 ″ 9 | |
| 72532<br>2Dks | **Colon** (*ex* Vaccares–37) | 2997<br>—<br>1742 | | | | | 1924 | Atel. & Ch. de la Seine Marit. Le Trait (S.I.) | Hanseatica Aschpurwis & Veltjens S.A. (Hansegesellschaft Aschpurwis & Veltjens, *Mgrs.*) | 313·6 \| 45·9 \| 20·1<br>P164′ F29′ | | *WB* | T. 3 Cy. 21⅝″, 36″ & 59″–42″<br>225 NHP<br>Atel. & Ch. de la Seine Mar. Le Trait (S.I.) | 23 ″ 3<br>~~s 8 ″ 2½~~<br>~~20 ″ 1½~~ | V |
| 72533<br>143420<br>GCKD | —<br>*ss* Gls. No. 3–4, 32<br>D.F. *ss* Ant. No. 1–36<br>1 *Dk (Stl) & Shelter dk (Stl)* | 1803<br>1552<br>983 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>7,39<br>BS3,40<br>~~BS10,38~~ ✠LMC 11,36 | Liv | *r* | CL<br>7,39 | 1919<br>9mo | H & C. Gray-son. Ld. Liverpool | MacAndrews & Co. Ld. | 265·0 \| 41·2 \| 18·8<br>*Collision B H to Shelter dk*<br>*Cell D B224′ 408t FPT 63t* | FK | London<br>British<br>*Cem*<br>*3 B H to U dk* | T. 3 Cy. 21″, 34″ & 56″–36″ (*s*)<br>180lb 271 NHP<br>2SB, *6cf*, GS 138, HS 5112<br>D. Rollo & Sons, Liverpool<br>*APT 18t* | 21 ″ 0<br>s ″ 10<br>20 ″ 4¼ | |
| 72534<br>127852<br>WDDS | **Colonel**<br>*Mchy. Aft* D.F. 1 *Dk 2 tr B* | 3597<br>—<br>2992 | | | | | 1901 | Detroit S.B.Co. | Fontana S.S.Co. (Cleveland-Cliffs Iron Co. *Mgrs.*) | 356·0 \| 50·0 \| 28·0<br>*WB* | | Wilmgton (Del.)<br>Utd. States | T. 3 Cy. 18″, 29″ & 48″–40″<br>146 NH<br>Detroit S.B.Co. Detroit | | R |
| 72535<br>163389<br>MBJK | **Colonel Crompton**<br>*ss* Lth. No. 1–38<br>Wireless 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted*<br>*Mchy. Aft* | 1495<br>1119<br>844 | ✠100A1<br>~~3,40~~ ~~3,39~~ 1,41<br>~~BS9,39~~ ✠LMC ~~3,40~~<br>~~6,40~~ 1,41 | Sld<br>~~Nwc~~ | *p* | CL<br>~~8,39~~<br>1,41 | 1933<br>9mo | S.P. Austin & Son, Ld. Sunderland | London Power Co. Ld. (Stephenson Clarke & Associated Companies, Ld.)<br>*Lloyd's SA & CP*<br>*Cell D Bu E 23′ f 162′ 425t* | 237·0 \| 38·2 \| 15·9<br>244·2 (O.L.)<br>Q145′ B16′ F22′<br>*D Tf 142t FPT 158t* | FK | London<br>British<br>*4 B Hpt Cem* | T. 3 Cy. 17″, 28″ & 46″–33″ (*s*)<br>200lb *100lb* 158 NHP<br>1SB, *3cf*, GS 62, HS 2668<br>J. Dickinson & Sons, Ld. Sld.<br>*APT 25t* | 17 ″ 11<br>s 5 ″ 4¾<br>16 ″ 7¾ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. — Ex-nom, s'il y a lieu — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme adoptée maintenant ou ayant. Lettre d'Emplacement. | 7a Date de la dernière Visite de la Mise en service. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Cres sur Quil Franc bord au milieu d navire Tirant d'eau correspondant pds. ps | 15 Arguments de cote, si il en dans le L.R. Dark Cert. L.R. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72536<br>207033<br>WIFK | **Colonel E. M. Young**<br>(ex E. M. Young, ex Hoover & Mason)<br>*Mchy. Aft* (*Self-Unloader*)<br>D.F. 1 *Dk* | 6412<br>—<br>5362 | | | | | 1905 | Gt. Lakes Eng. Works, Ecorse, Mich. | United S.S. Co. (G. A. Tomlinson, *Mgr.*) | 504·0 \| 54·2 \| 31·0<br>*WB* | | | Wilmgton (Del.)<br>Utd. States | Q 4Cy 18″, 27′ 47′ & 63″–42″<br>NB11 251NHP<br>Gt. Lakes Eng. Wks. Detroit | | R |
| 72537<br>209185<br>WTBM | **Col. James M. Schoonmaker**<br>*Mchy. Aft* D.F. GyC. 1 *Dk* | 8603<br>—<br>6650 | | | | | 1911 | Gt. Lakes Eng. Works Ecorse, Mich. | Shenango Furnace Co. | 590·0 \| 64·2 \| 34·2<br>F56′ | | | Pitsbrg Pa<br>Utd. States<br>*WB* | Q 4Cy 22¾″, 33¼″, 48″ & 69″–42″<br>309NHP<br>Gt. Lakes Eng Wrks. Detroit | | R |
| 72538<br>225394<br>WPBE | **Colonel James Pickands**<br>*Mchy. Aft* D.F. GyC. 1 *Dk* | 8151<br>—<br>6442 | | | | | 1926 | American S.B. Co. Lorain, O. | Interlake S.S. Co. (Pickands, Mather & Co. *Mgrs.*) | 586·0 \| 60·0 \| 28·0<br>*WB* | | | Wilmgton (Del.)<br>Utd. States | T. 3Cy. 24½″, 41″ & 65″–42″<br>274NHP<br>American S.B. Co. Lorain, O. | | R |
| 72539<br>CSCW | **Colonial** Ⓟ (*ex* Assyria, **TwinSc** *ex* Ypiranga)<br>*Ref. Mchy.* 2 *Dks* | 8309<br>—<br>5218 | | | | | 1908 | Frd. Krupp Akt. Ges. Kiel | Cia Colonial de Nav. | 449·8 \| 54·9 \| 27·8<br>P290′ F79′ | | | Loanda<br>Portuguese<br>*WB* | Q 8Cy 21⅛″, 31½″, 45⅞″ & 65½″–47½″<br>332NHP<br>Frd. Krupp A.G. Kiel | | C |
| 72540<br>147355<br>GCRL | —<br>*ss* Bkn. No. 3–12, 38<br>2 *Dks* (*Stl*) | 5108<br>4747<br>3129 | ✠ 100A1<br>~~5-09~~ 4,41<br>~~BS 4,40~~<br>4,41 | Mch Liv<br>~~Nov~~<br>LMC12,38 | *y* | CL<br>9,39 | 1926<br>2 mo | D. & W. Henderson & Co. Ltd. Glasgow<br>*Lloyd's SA & CP* | Charente S.S. Co. Ltd (T. & J. Harrison, *Mgrs.*)<br>*Cell DB* 340′ 1130*t*<br>*DT a* 29′ 752*t* *FPT* 7 | 396·0 \| 52·6 \| 28·0<br>407·8 (O.L.)<br>P37′ B128′ F40′ FK<br>8*t* *APT* 24*t* 1 | | | Liverpool<br>British<br>*Cem*<br>*BH to U dk*<br>„ „ 2*nd* „ | T. 3Cy. 26″, 43″ & 73″–48″ (r)<br>200lb *120lb* 464NHP<br>2 DB (Spt), *12cf*, GS210, HS7706<br>D. & W. Henderson & Co. Ltd. | 30 ″ 7<br>s 5 ″ 9½<br>25 ″ 0 | |
| 72541<br>226701<br>KLEW | **Colonial Beacon** **TwinSc**<br>*Carrying petroleum in bulk* *Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | 1224<br>—<br>727 | | | | | 1927 | Sun S.B. & D.D. Co. Chester, Pa. | Colonial Beacon Oil Co. | 246·2 \| 40·1 \| 14·6 | | | Boston<br>Utd. States | Oil Engines 2S.C.SA<br>12Cy. 14″–17″ 413NHP<br>Fairbanks Morse Co. | | R |
| 72542<br>129051<br>CYFS | **Colony Trader** Ⓟ (*ex* Manisle–37, *ex* Manisle–33, *ex* Sambro–33, *ex* Pellegrini, *ex* Skerne) **TwinSc**<br>*ss* Hav. No. 3–5, 20<br>*ss* Hfx. No. 1–25<br>*Welldeck* 1 *Dk* (*Stl*) | 888<br>696<br>497 | ✠<br>9,28<br>✠ | Hfx | *k* | | 1909<br>6 mo | Short Bros. Ltd. Sunderland | Old Colony Steamships, Ltd.<br>*Cell DB a* 37′ | 195·7 \| 34·1 \| 11·5<br>Q92′ B17′ F22′ FK<br>*u* E15′ *f* 92′ 223*t* *FPT* 4 *BH Cem* 31*t* *APT* 20*t* | | | Halifax NS<br>British | T. 3Cy. 15″, 25″ & 41″–27″<br>84RHP<br>1 SB, 3*pf*, GS49, HS1600<br>G. T. Grey, South Shields | 13 ″ 6 | C<br>† |
| 72543<br>219989<br>KURM | **Coloradan** (*ex* Willboro–37, *ex* Eastern Admiral)<br>D.F. *Fitted for oil fuel*<br>1 *Dk* & *Shelter dk* & *Web frames*<br>*Longitudinal framing* | 6557<br>6089<br>4134 | ✠ ...<br>1,21<br>✠ | | | | 1920<br>3 mo | Osaka Iron Works, Ltd. Osaka | American-Hawaiian S.S. Co. | 414·7 \| 55·7 \| 31·9<br>P32′ B148′ F45′ *on Shelter dk* FK | | | New York<br>Utd. States<br>*WB* | T. 3Cy. 28½″, 45″ & 75″–51″<br>200lb *160lb* 461NHP<br>4 SB, *12cf*, GS226, HS8320<br>Newport News SB & DD. Co | 34 ″ 8 | R<br>† |
| 72544<br>1550<br>IBLH | **Colorado** (*ex* Wm. F. Herrin)<br>*ss* Gen. No. 3–6, 34<br>*M·hy. Aft* *ss* Gen. No. 1–39<br>D.F. 2 *Dks* (*Stl*) & *Web frames* | 5039<br>4510<br>3083 | ✠ 100A1<br>~~5,39~~ 5,40<br>BS 9,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* | Gen<br>~~7,37~~ 5,40<br>LMC 6,38<br>*above* 1 | *y* | CL<br>*bulk*<br>*F.P. a* | 1911<br>3 mo | Nwprt Nws S.B. & D.D. Co. Newport News A & CP | Petroleum Soc, Anon. di Nav. (G. Chiarella, *Mgr*)<br>*Cell DB*<br>*u* E & *B* 79′ *f* 56′ 381*t* | 386·2 \| 52·1 \| 29·5<br>378·0<br>P128′ B50′ F45′ FK<br>*FPT* 45*t* *APT* 109*t* | | | Genoa<br>Italian<br>11 *BH Cem* (8 *to U dk* 3 „ *M* „)<br>4 SB, *12cf*, GS226, HS8320<br>Newport News SB & DD. Co | T. 3Cy. 24½″, 40″ & 68″–48″ (r)<br>200lb *160lb* 461NHP<br>Newport News SB & DD. Co | 30 ″ 0 | |
| 72545<br>219701<br>KJGH | —<br>(*ex* Lake Galisteo) *Fitted for oil fuel*<br>*Ref. Mchy.* 1 *Dk* 2 *tr B* | 2689<br>2329<br>1667 | ✠ ...<br>10,20 | | | | 1920<br>6 mo | Manitowoc S.B. Co. Manitowoc | Agwilines, Inc. (Clyde-Mallory Lines, *Mgrs.*) | 253·5 \| 43·9 \| 25·9<br>P25′ B65′ F26′ FK<br>*WB* | | | New York<br>Utd. States | T. 3Cy. 21″, 35″ & 59″–42″<br>326NHP<br>Nordberg Mfg. Co. M'lw'kee | 28 ″ 4 | R<br>† |
| 72546 | — Ⓟ (*ex* Lemnos–39, *ex* Amvrakikos–37, *ex* Tessie–34, *ex* Lelia, *ex* Albâtre) **TwinSc**<br>Wireless 1 *Dk* | 626<br>—<br>327 | | | | | 1918 | Atel & Ch. de la Loire Nantes | Cia. Panamena de Remolcadores, Ltda. | 182·3 \| 25·0 \| 12·9<br>P28′ F26′ | | | Panama<br>Pnamanian | T. 6Cy. 12″, 20″ & 32″–19½″<br>90NHP<br>Etablissemnts Cochet, Paris | | |
| 72547<br>LDLK | **Columba**<br>Wireless D.F. 1 *Dk* | 1118<br>826<br>618 | | | | | 1929 | Bergens Mek. Værks. Bergen | Det Bergenske Dampskibsselskap | 223·8 \| 34·2 \| 14·1<br>Q77*t* B89*t* H75*t* F31*t* | | | Bergen<br>Norwegian<br>*WB* | T. 3Cy. 17¼″, 29″ & 49″–33″<br>138NHP<br>Bergens Mek Værks Bergen | | N |
| 72548<br>OZGD | **Columbia** **TwinSc**<br>D.F. *Oil Eng.*<br>*ss* Rot. No 2–36<br>2 *Dks*<br>*Tonnage opening closed '38* | 6049<br>4127<br>3760 | ✠ 100A1<br>*with freeboard*<br>6,39<br>~~LMC 6,40~~ LMC 8,38<br>~~DBS 6,40~~ 8,38 | Rot | *z* | CL<br>S6,39<br>P&S6,39 | 1928<br>12 mo | A/S Nakskov. Skibs. Nakskov<br>*Lloyd's SA & CP* | A/S D/S Orient<br>*'Tween dk BHs except Coll BH dispensed with*<br>*Cell DB* 339′ 1124*t* | 384·7 \| 54·4 \| 24·6<br>32·6<br>F38′ FK<br>*FPT* 110*t* *APT* 153*t* | | | Copnhagn<br>Danish<br>6 *BH pt Cem* 5 „ 2*nd* „ *BH to W dk*<br>DB *100lb*<br>Akt. Burmeistr & Wain, Cpn | Oil Engines 4S.C.SA<br>12Cy. 21⅛″–39⅜″ 541NHP | 35 ″ 4<br>s 9 ″ 4½<br>26 ″ 2 | |
| 72549<br>203813<br>WGCQ | — Ⓟ<br>(*ex* Dorothy Alexander–38, *ex* President) *Fitted for oil fuel*<br>3 *Dks* & *Shelter dk*<br>D.F. *Ref. Mchy.* | 5270<br>—<br>2217 | | | | | 1907 | New York S.B. Co. Camden, N.J. | Alaska S.S. Co. Inc. | 391·9 \| 48·2 \| 19·7 | | | New York<br>Utd. States<br>*WB* | T. 3Cy. 34″, 56″ & 90″–60″<br>601NHP<br>New York S.B. Co. | | R |
| 72550<br>127068 | — Ⓟ<br>1 *Dk* | 968<br>—<br>549 | | | | | 1902 | Detroit S.B. Co. Wyandotte | Bob-Lo Excursion Co. | 200·0 \| 45·0 \| 18·0 | | | Detroit, Mich.<br>Utd. States | T. 3Cy. 21½″, 34″ & 54″–36″<br>175NHP<br>Detroit S.B. Co. Detroit | | R |
| 72551<br>33079<br>JPZB | **Columbia Maru**<br>*Oil Eng.*<br>*ss* Kob. No. 3–7, 38<br>2 *Dks* (*Stl*) | 5618<br>5210<br>3524 | ✠ 100A1<br>2,41 ~~9,39~~<br>LMC 8,39<br>~~DBS 2,40~~<br>2,41 | Kob<br>9,39 | *z* | CL<br>3,39 | 1927<br>7 mo | Mitsubishi Zosen Kaisha Ld. Nagasaki<br>*Lloyd's SA & CP* | Mitsubishi Shoji Kaisha, Ld.<br>*Intermediate 'tween dk BH in after hold dispensed with*<br>*Cell DB* 347′ 1215*t* *DT a* 28′ 735*t* *FPT* 126*t* *APT* 33*t* | 405·0 \| 55·0 \| 32·0<br>P58′ B110′ F41′ FK | | | Tokyo<br>Japanese<br>*pt Cem*<br>4 *BH to U dk* 2 „ „ 2*nd* „<br>DB *100lb*<br>Mitsubishi Zosen Kaisha Ld | Oil Engines 2S.C.SA<br>6Cy. 23⅝″–41⅜″ 582NHP | 32 ″ 0<br>s 6 ″ 6½<br>25 ″ 7½ | |
| 72552<br>167259<br>GQGT | **Columbia Star**<br>*Oil Eng.*<br>2 *Dks*, 3rd *dk except in No. 5 hold*<br>*Ref. Mchy.* D.F. *Cruiser Stern*<br>E.S.D. | 8293<br>7273<br>5004 | ✠ 100A1<br>*with freeboard*<br>4,40 ~~4,40~~<br>LMC 5,39<br>Lloyd's RMC ~~4,40~~ 4,40<br>No. 5 upper 'tween dk. chambers for temp. 5° F.<br>All other chambers for temp. 15° F. | Lon | *e* † | CL | 1939<br>5 mo | Akt. Burmeistr & Wain Copenhagen<br>*Lloyd's SA & CP* | Union Cold Storage Co. Ld. (Blue Star Line, Ld. *Mgrs.*)<br>*Duct keel forward of mchy. space*<br>*Cell DB* 387′ 1418*t* *Tanks at sides of tunnel* 290*t* *FPT* 67*t* *APT* 199*t* | 447·2 \| 60·2 \| 36·0<br>463·9 (O.L.)<br>P30′ F54′ FK | | | London<br>British<br>7 *BHpt Cem*<br>2 DB *80lb* | Oil Engines 2S.C.DA<br>6Cy. 24⅞″–55½″ 1236NHP<br>Akt. Burmeistr & Wain, Cpn | 39 ″ 0<br>s 9 ″ 8½<br>29 ″ 9 | |
| 72553<br>211480<br>WACC | **Columbian** (*ex* Santa Clara)<br>*Fitted for oil fuel* *ss* N.Yk. No. 3–10, 25<br>D.F. *ss* Bos. No. 2–34<br>2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)<br>3rd *dk* (*Stl*) *in No. 1 hold only*<br>& *Web frames*<br>*Longitudinal framing* | 4954<br>4330<br>2861 | ✠ ...<br>6,34<br>✠ | SFo | *z* | | 1913<br>8 mo | W. Cramp & Sons S. & E.B. Co. Philadelphia | American-Hawaiian S.S. Co.<br>*Cell DB a* 131′ *u* E & *B* 49′ *f* | 404·6 \| 53·9 \| 34·2<br>FK | | | New York<br>Utd. States<br>7 *BH Cem*<br>3 SB, *12cf*, GS214, HS8446<br>W. Cramp & Sons S. & E.B. Co, *f* 27′ 1065*t* *FPT* 78*t* *APT* 20*t* | Q 4Cy 25½″, 37″, 52½″ & 76″–54″<br>611NHP<br>W. Cramp & Sons S. & E.B. Co, | 28 ″ 9 | R<br>† |
| 72554<br>134043<br>MJGQ | **Colwith Force**<br>*Mchy. Aft* *ss* Bkn. No. 3–1, 31<br>*Well deck* *ss* Bkn. No. 2–39<br>*Cargo battens not fitted* 1 *Dk* (*Stl*) | 805<br>549<br>374 | ✠ 100A1<br>6,41 ~~4,40~~<br>~~BS 4,40~~<br>5,41<br>LMC 8,39 | Ard<br>Cff | *k* | CL<br>8,39 | 1918<br>9 mo | R. William-son & Son Workington<br>*Lloyd's SA & CP* | West Coast Ship-ping Co. Ld. (W.S. Kennaugh & Co. *Mgrs.*) | 186·3 \| 29·4 \| 12·4<br>Q116′ B9′ F23′ FK<br>*Cell DB f* 112′ 162*t* | | | Whitehvn<br>British<br>3 *BH Cem*<br>2 SB, *4pf*, GS65, HS1790<br>W. Beardmore & Co. Ld. Gls. | T. 3Cy. 14″, 23″ & 38″–27″ (s)<br>180lb 100NHP<br>W. Beardmore & Co. Ld. Gls. | 14 ″ 7<br>s 4 ″ 10½<br>14 ″ 4½ | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 6 7 'articulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed. If not in L & I state Port of Register |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72555 | **Colytto** | | 4408 | | | | | 1926 | Rotterdam Droogd. Mij Rotterdam | N.V. Maats. Zeevaart (Hudig & Veder, *Mgrs.*) | 372·2 | 54·6 | 24·7 | Rotterdam Dutch | T.3Cy.25″,41″&68″–45″ 310NHP | | V |
| | | | 3990 | | | | | | | | P31′B222′F34′ | | | *WB* | RotterdamDrydk.Co.Rot. | | |
| PDLC | D F. E.S.D. | 1 *Dk* | 2659 | | | | | | | | | | | | | | |
| 72556 | **Comanche** | | 686 | | | | | 1913 | SeattleConstruction & DryDockCo. Seattle, Wash | PugetSoundNav. Co. (A.M.Peabody, *Mgr.*) | 133·7 | 28·5 | 18·5 | Seattle Utd. States | T.3Cy.11″,18″&31″–20″ 43NHP | | |
| 211319 | | *Fitted for oil fuel* | — | | | | | | | | | | | | E&B *made* 04 *fitted* 13 | | |
| | | | 447 | | | | | | | | | | | | Detroit D.D.Co.Detroit | | |
| 72557 | **Comanchee** | *ss*Bel.No.1–40 | 6837 | ✠100A1 | Bel | *b*† | OG | 1936 | J.Brown & Co.Ld. Clydebank | Anglo-American OilCo.Ld. (~~J.J. Wolfe, *Mgr.*~~) (R.A. Carder, *Mgr.*) | 450·2 | 61·2 | 27·4 | Glasgow British | Oil Engines 2S.C.SA 4Cy.24$\frac{7}{16}$″–91$\frac{5}{16}$″ 735NHP | 32 ″ 2 | |
| 164067 | | *Oil Eng.* | 6121 | 9,40 ~~1,40~~ | Lon | 2$\frac{1}{2}$ | 12,38 | 3mo | | | | | | | 1DB *200lb* | s 6 ″ 0$\frac{3}{4}$ | |
| GYRX | | 1 *Dk*, 2*nd dk clear of cargo tanks* | 3967 | DBS1,40 ✠LMC3,36 | | | | | | | P104′B30′F32′ | FK | | 17 *BH Asp* | 1DB *200lb* | 26 ″ 3$\frac{3}{4}$ | |
| | D.F. GyC. | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | | | | | | 1DB (*waste heat*) *125lb* | | |
| | *Mchy.Aft* | *Cruiser Stern* | | | | | | | | *Cell DB* 358′2677*t* | *DTf* 20′ 615*t FPT* 7 | | | 0*t APT* 185*t* | J. Brown & Co.Ld.Clydebnk | | |
| 72558 | **Comandante Bafile** | | 1790 | | | | | 1921 | G.Ansaldo & Co. S.A. Ital SestriP'nente | PeninsulareSoc. Italiana di Cabotaggio | 273·6 | 43·5 | 18·0 | Genoa Italian | T.3Cy.15$\frac{3}{8}$″,24″&39$\frac{3}{8}$″–27$\frac{1}{2}$″ 81NHP | | I |
| 1047 | | | 1339 | | | | | | | | 263·6 | | | | Soc.Anon.Coop.di Produzione, Sampierdarena | | |
| IBAI | *Mchy.Aft* | 1 *Dk* | 857 | | | | | | | | P76′F27′ | | | | | | |
| 72559 | **Comandante Paolini** | | 1104 | | | | | 1908 | Sunderlnd S.B.Co.Ld. Sunderland | Cia. Italiana di Nav. S.A.I (Chinese ItalianNav.Co.Ld) | 193·5 | 29·5 | 17·8 | Shanghai Italian | T.3Cy.14″,23″&38″–27″ 75NHP | | |
| | (*ex* Yi-Li-38, *ex* Okhotsk) | | — | | | | | | | | | | | | G.S.Grey, SouthShields | | |
| | | 1 *Dk* | 633 | | | | | | | | | | | | | | |
| 72560 | **Comara** | | 751 | | | | | 1937 | Harland & Wolff, Ld. Glasgow | NorthCoastSteam Nav.Co.Ld. (E.S. Crauford, *Mgr.*) | 173·0 | 35·6 | 9·1 | Sydny NSW British | Oil Engines 2S.C.SA 6Cy.11″–19$\frac{1}{2}$″ 126NHP | | C |
| 171215 | Wireless *Mchy.Aft* | *Oil Eng.* | 502 | | | | | | | | Q80′B10′F28′ | | | *WB* | Harland & Wolff, Ld.Gls. | | |
| VLJP | *Ref.Mchy.* *Cruiser Stern* | 1 *Dk* | 411 | | | | | | | | | | | | | | |
| 72561 | **Comayagua** | Twin Sc | 2493 | ✠100A1 | NOs | *s* | CL | 1921 | Newburgh Shipyard Inc. Newburgh, N.Y. | UnitedFruitS.S. Corp. (UnitedFruit Co. *Mgrs.*) | 301·3 | 42·3 | 22·7 | NewYork Utd. States | T.3Cy.18″,30″&48″–33″ (*s*) 185lb 492NHP | 25 ″ 0 | |
| 233731 | | *ss*N.Os No.3–4,33 | 2213 | *Shelter dk* | | | 2,40 | 6mo | | | | | FK | *pt Cem pt Asp* | 3SB,*9cf*, HS8280 FD | ~~8 ″ 9~~ | |
| WNFD | | *ss*N.Os.No.1–38 | 1536 | *with freeboard* 2,40 | | | | | | | | | | 3 *BH to Sh dk* | VulcanIron Works Inc. | 16 ″ 7 | |
| | | 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*–ws) | | BS2,40 ✠LMC2,38 | | | | | | | | | | 2 ″ ″ *U* ″ | JerseyCity, N.J. | | |
| | | | | *Fitted for oil fuel* 6,21 | | | *F.P. a* | *bove* 1 | A&CP 50°F. | *Cell DB* 256′391 | *t FPT* 22*t APT* 34*t* | | | | | | |
| 72562 | **Comber** | ~~*ss*Abn.2nd No.3–3,41~~ | 489 | ✠100A1 | Bel | *h* | CL | 1913 | Scott & Sons Bowling | JohnKelly,Ld. (W.Clint, *Mgr.*) | 160·1 | 25·6 | 12·3 | Belfast British | C.2Cy.18″&40″–27″ (*s*) 130lb 64RHP | 12 ″ 3 | |
| 132042 | | ~~*ss*Bel.No.3–1,25~~ | 333 | ~~5,38~~ 6,41 | Abn | | ~~6,38~~ | 9mo | | | | | | 3 *BH Cem* | ISB,*3cf*,GS57,HS1778 | s 4 ″ 3$\frac{3}{4}$ | |
| MPYP | *Well deck* | ~~*ss*Bel.No.2–30~~ | 187 | BS~~2,39~~ ✠LMC5,75 | | | N1,41 | | | | Q89′B9′F29′ | BK7$\frac{1}{4}$″ | | 3 *BH Cem* | ISB,*3cf*,GS57,HS1778 | 12 ″ 7 | |
| | *Mchy.Aft* | 1 *Dk*(*pt Stl*) | | 10,40 | MS3,41 | | | *Lloyd's SA&CP* | | | *DTf* 14′28*t FPT* 29*t APT* 19*t* | | | | Aitchison, Blair, Ld.Gls. | | |
| 72563 | **Comedian** | | 5122 | ✠100A1 | Liv | *y* | CL | 1929 | Charles Connell & Co.Ld. Glasgow | CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) | 395·5 | 52·5 | 28·0 | Liverpool British | T.3Cy.26″,43″&73″–48″ (*r*) 200lb *120lb* 464NHP | 30 ″ 6 | |
| 161119 | | *ss*Liv.No.2–38 | 4721 | ~~5,40 3,30~~ 11,40 | Hfx Mch | | ~~12,36~~ | 10mo | | | 409·6(O.L.) | | | *Cem* | 2DB(~~S.P.~~),*12cf*,GS210, | s 5 ″ 10$\frac{1}{2}$ | |
| GPTJ | | 2 *Dks*(*Stl*) | 3162 | BS~~2,39~~ ✠LMC1,38 | | | N3,40 | | | | P37′B127′F40′ | FK | | 7 *BH to U dk* | HS7706 | 24 ″ 10$\frac{1}{2}$ | |
| | | | | 5,40 | | | | *Lloyd's SA&CP* | | *Cell DB* 334′1122*t DTa* 30′762*t* | | | | 1 ″ ″ 2*nd* ″ | | | |
| | | | | | | | | | | | *FPT* 76*t APT* 26*t* | | | | D.Rowan & Co.Ld.Glasgow | | |
| 72564 | **Comet** | *ss*NYk.No.2–39 | 9154 | ✠100A1 | NYk | *e*† | CL | 1930 | SunS.B.& DryDockCo. Chester, Pa. | Socony-Vacuum OilCo.Inc. | 480·5 | 66·0 | 36·8 | NewYork Utd. States | Q.4Cy.27″,39″,56″&82″–54″ 220lb (*r*) 742NHP | 37 ″ 0 | |
| 230424 | | ~~*ss*NYk.No.1–35~~ | 8594 | 8,40 ~~3,38~~ | | | 2,39 | 12mo | | | | | | 17 *BH pt Cem* | 3SB,*9cf*, HS10558 FD | | |
| WBEL | *Mchy.Aft* | 2 *Dks*(*Stl*) & *Web frames* | 5583 | ✠LMC | | | | | | | B37′F48′ | | | (12 *to U dk* | SunS.B.& DryDockCo. | | |
| | D.F. GyC. | *Cruiser Stern* | | MS2,39 | BS~~3,30~~8,40 | | | | | | | | | 5 ″2*nd* ″) | | | |
| | *Longitudinal framing–bracketless system* | | | | | | | *Lloyd's SA&CP* | | | *after Bridge* 77′ | FK | | *APT* 127*t* | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 12,30 | | | *F.P. a* | *bove* 1 | 50°F. | *Cell DBu E&* | *B87′332t FPT* 186*t* | | | *APT* 127*t* | | | |
| 72565 | — | | 6035 | | | | | 1939 | Federal S.B.&D.D.Co Kearny, N.J. | UnitedStates Maritime Commission | 439·0 | 63·2 | 27·5 | NewYork Utd. States | 2 steam turbines DR geared to 1 screw shaft 1000NHP | | |
| 239245 | D.F. E.S.D. | *Fitted for oil fuel* | 5395 | | | | | | | | P38′B75′F47′ | | | *WB* | GeneralElectricCo. Lynn, Mass. | | |
| WDFH | GyC. | *Cruiser Stern* 3 *Dks* | ~~3573~~ | | | | | | | | | | | | | | |
| | *Ref.Mchy.* | *pt Longitudinal framing* | 8597 | | | | | | | | | | | | | | |
| 72566 | — | *ss*Clv.No.1–40 | 2987 | ✠100A1 | Clv | ~~*e*~~ | CL | 1913 | American S.B.Co. Lorain, O. | AlliedOilTransportCo.Inc. (Cleveland Tankers, Inc *Mgrs.*) | 322·0 | ~~43·0~~ | ~~26·6~~ | Wilmgton (Del.) | T.3Cy.19$\frac{3}{16}$″,31″&54″–42″ 200lb (*s*) 277NHP | 25 ″ 0 | |
| 211398 | (*ex* Cometa–34, *ex* Comet) | *ss*Mob.2nd No.3–8,34 | 2324 | 4,40 ~~BS3,41~~ | ~~4,40~~ ✠LMC~~3,34~~ | | 4,40 | 7mo | A&CP | | len 40 | 43·2 | 24·9 | Utd. States | 2SB,*6cf*,GS100,HS5052 | ~~3 ″ 3½~~ | |
| WJFN | *Mchy.Aft* | 1 *Dk* & *Web frames* | | *For service on the Great Lakes* | | | | | | | P83′F53′ | FK | | 14 *BH* | AmericanSBCo.Clevelnd O | ~~21 ″ 11½~~ | |
| | | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | *Cell DBa* 12′*u E&B* 54′*f* 30′26 | | | | ~~11 *BH Asp*~~ | | 8$\frac{4}{4}$ ″ 1$\frac{3}{4}$ | |
| | | | | | | | | | | | *t FPT* 77*t APT* 22*t* | | | | | 21 ″ 0$\frac{1}{4}$ | |
| 72567 | — Ⓟ | Trp Sc | 2153 | | | | | 1907 | Bath Iron Works, Ld. Bath, Me. | ColonialNav.Co. | 320·5 | 40·0 | 16·1 | NewYork Utd. States | 3 Steam Turbines BathIron Works, Ld. Bath, Me. | | |
| 204087 | (*ex* Camden–36) | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| WECD | | 1 *Dk* | 1143 | | | | | | | | | | | | | | |
| 72568 | **Comliebank** | Twin Sc | 5149 | ✠100A1 | Mch | | CL | 1924 | Harland & Wolff, Ld. Glasgow | BankLine,Ld. (A.Weir & Co *Mgrs.*) | 420·0 | 53·9 | 26·5 | Glasgow British | Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–37$\frac{13}{16}$″ DB *110lb* 717NHP | 29 ″ 2 | |
| 147937 | | *Oil Eng.* | 4768 | *with freeboard* | Ayr | | 6,38 | 12mo | | | 434·5(O.L.) | | | 7 *BH pt Cem* | | s 3 ″ 7$\frac{3}{4}$ | |
| GKLJ | | *ss*Cff.No.3–7,37 | 3119 | 9,40 ~~1,40~~ | DBS12,40 | | | | | | | | FK | (*Coll to Sh dk* | Harland & Wolff, Ld.Gls. | 25 ″ 8 | |
| | | 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*–ws) | | ~~LBS11,40~~ | ✠LMC8,37 | | | *Lloyd's SA&CP* | | *Cell DB* 357′1121*t DTf* 32′1067*t* | | | | 6 ″ 2*nd* ″) | | | |
| | | | | | ✠LMC(M)8,39 | | | | | *Tanks between tunnel* | *ls* 115′251*t FPT* 106*t* | | | *APT* 132*t* | | | |
| | | | | *Carrying vegetable oil in deep tank* | | | | | | | | | | | | | |
| 72569 | **Commandant Dorise** | | 5529 | ✠ ... | | | | 1917 | Mitsu Bishi Dkyd & EWks Kobe | Cie. des Messageries Maritimes | 400·0 | 54·5 | 30·0 | Marseilles French | T.3Cy.26$\frac{1}{2}$″,43″&72″–48″ 510NHP | 30 ″ 0 | V |
| | | | 4826 | 11,20 | | | | 6mo | | | P38′B121 F40′ | FK | | *WB* | MitsuBishiD & E.WksKobe | | † |
| FNYE | D.F. | 2 *Dks* | 3470 | ✠ | | | | | | | | | | | | | |
| 72570 | **Commandant Henri Riviere** | | 2615 | ✠ ... | | | | 1894 | NavalCon. & Arm.Co.Ld. Barrow | ShiuTsingHong (FarEastShipping Co.Ld. *Mgrs.*) | 312·0 | 40·2 | 24·7 | Canton Chinese | T.3Cy.23″,38″&63″–42″ 317NHP | 26 ″ 2 | |
| | (*ex* Yung Ning, *ex* Camira, *ex* Clan Campbell) | *ss*Syd.2nd No.3–3,19 | 2398 | 12,25 | | | | 10mo | | | P29′B62′F39′ | BK10″ | | *WB* | NavalC.&A.Co.Ld.Brw. | | |
| | | *ss*Syd.No.1–23 | 1611 | ✠ | | | | | | | | | | | | | |
| | | 2 *Dks* & *Web frames* | | | | | | | | | | | | | | | |
| 72571 | **Commandante Alcidio** Ⓟ | Twin Sc | 1858 | | | | | 1905 | Howaldtswerke Kiel | LloydBrasileiro | 269·0 | 37·9 | 11·6 | R.Janeiro Brazilian | T6Cy14$\frac{3}{16}$″24$\frac{7}{16}$″&39$\frac{3}{8}$″–27$\frac{9}{16}$″ 166NHP | | |
| (*ex* Rio) | | | 1753 | | | | | | | | | | | *WB* | Howaldtswerke, Kiel | | |
| PUAT | | 1 *Dk* & *Awng dk* | 970 | | | | | | | | | | | | | | |
| 72572 | **Commandante Capella** Ⓟ | Twin Sc | 1811 | | | | | 1904 | Howaldtswerke Kiel | LloydBrasileiro | 269·0 | 37·9 | 11·6 | R.Janeiro Brazilian | T6Cy14$\frac{3}{16}$″24$\frac{7}{16}$″&39$\frac{3}{8}$″–27$\frac{9}{16}$″ NB20, *fitted* 22 166NHP | | |
| (*ex* Servulo Dourado, *ex* Saturno) | | | 1543 | | | | | | | | | | | *WB* | Howaldtswerke, Kiel | | |
| PUAV | | | 923 | | | | | | | | | | | | | | |
| 72572* | **Comandante Lyra** | | 5052 | ✠ ... | | | | 1919 | American International S.B.Corp. Hog Island Pa | LloydBrasileiro | 390·0 | 54·2 | 27·6 | R.Janeiro Brazilian | DR geared steam turbine 600NHP | 32 ″ 0 | R |
| (*ex* Southmead–40, *ex* Excellency–36, *ex* Liberty Land) | | *Fitted for oil fuel*, 2 *Dks* & *Web frames* | 4740 | 9,20 | | | | 8mo | | | P39′B122′F43′ | FK | | *WB* | GeneralElectricCo. Schenectady, N.Y. | | † |
| | D.F. *Ref.Mchy.* Sub.Sig. | | 2093 | | | | | | | | | | | | | | |
| 72573 | **Commandante Ripper** Ⓟ | Twin Sc | 3324 | ✠ | Rio | | | 1907 | Workman, Clark & Co.Ld Belfast | LloydBrasileiro | 340·2 | 44·8 | 23·5 | R.Janeiro Brazilian | T.6Cy.18″,30″&49″–42″ 534NHP | 26 ″ 0 | |
| (*ex* Ceará) | | *ss*Rio No.2–14 Sc | 2687 | 11,17 | | | | 7mo | | | F67′ | FK&BK1$\frac{1}{4}$″ | | 6 *BH Cem* | 3SB,*12cf*,GS234,HS8754 FD | | |
| PUAW | | 2 *Dks*(*US tl*–teak s) & *deep framing lower dk in Nos.1 & 2 holds* | 2078 | | | | | | | *Cell DBa* 88′*u E* | 36′*f* 96′395*t FPT* 45*t* | | | *APT* 55*t* | Wrkman, Clark & Co.Ld Bel | | |
| | | *Fitted for oil fuel* | | | | | | | | | | | | | | | |

Now "Comandante Alcidio," *see No. 87*[illegible] *in Supplement*

Now "Comandante Capella," *see No. 87524 in Supplement*

See No. 87524 in Supplement

Now "Comandante Ripper," *see No. 87524 in Supplement*

| 1 Numéro d'Ordre. — Numéro officiel. — Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. | 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant expiré Lettre d'Equipement. | 7a Date de la dernière visite à l'eau pour bâtir | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pa. | 15 Registres de vols. a Bureau Veritas. L. Lloyd's Reg. Cert. Int. Tonn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72574 | **Commercial Bostonian** (exLake Elkwater) | *Fitted for oil fuel* | 2730 | ✠ ... | | | | 1919 | Gt.Lakes Eng.Works Ecorse,Mich. | LloydBrasileiro | 253·4 | 43·6 | 26·0 | R.Janeiro Brazilian | T.3Cy.21″,35″&59″–42″ 225NHP | | R |
| | Sub.Sig. | 1*Dk*2*trB* | 1693 | | | | | | | | P25′B65′F26′ | | | *WB* | Gt.LakesEng.Wks.Detroit | | |
| Note | "Ozorio," *see No. 89462 in Supplement* | | | | | | | | | | | | | | | | |
| 72575 | **Commercial Trader** | | 2606 | ✠ ... | | | | 1920 | Detroit | Moore-McCormack | 251·0 | 43·6 | 26·1 | NewYork | T.3Cy.21″,35″&59″–42″ | 28 ″ 2 | R |
| 21946 | exDelaware | *Fitted for oil fuel* | 2237 | 3,21 | | | | 2mo | S.B.Co. | Lines,Inc. | P25′B64′F23′ | | | Utd.States | 352NHP | | † |
| KJHT | (ex-39,exLakeTippah) | 1*Dk*2*trB* | 1612 | ✠ | | | | | Wyandotte | | | | FK | *WB* | DetroitS.B.Co. | | |
| 72576 | **Commercio** (exNornan-33, | | 766 | | | | | 1920 | Kallund-borgSkibs-værft Kallundborg | DavideZolezzi | 199·8 | 30·7 | 11·3 | Genoa | T.Cy.12⅝″,20⅞″&33½″– | | I |
| 1782 | exGunhild) | | 521 | | | | | | | | 189·9 | | | Italian | 19⅞″ 58NHP | | |
| ILQZ | | 1*Dk* | 445 | | | | | | | | P12′Q55′B50′F24′ | | | *WB* | Smith,Mygind&Hütte-meier,Copenhagen | | |
| 153/40 | | | | | | | | | | | | | | | | | |
| 72577 | **Commissaire Ramel** Ⓟ | | 10061 | | | | | 1920 | SocProven-çale de Const Navale LaCiotat | Soc.desServices Contractuels des MessageriesMari-times | 478·8 | 59·2 | 33·4 | Dunkirk French | T.3Cy27⅞″.46″&76½″–51⅞″ &L.P.Turbine | | V |
| | | | 7559 | | | | | | | | | | | *WB* | Soc.Provençale de Const. Nav.LaCiotat | | |
| FOAR | D.F. | 2*Dks* | 5947 | | | | | | | | | | | | | | |
| 72578 | **Como** | | 1205 | | | | | 1910 | Earle'sCo. Ld. Hull | Ellerman'sWilson Line,Ld. | 250·0 | 35·2 | 15·7 | Hull British | T.3Cy.16½″,27″&45″–33″ 116NHP | | C |
| 72291 | | | 1077 | | | | | | | | P16′B136′F61′ | | | *WB* | Amos&Smith,Ld.Hull | | |
| MDKJ | | 1*Dk* | 704 | | | | | | | | | | | | | | |
| 72579 | **Comodoro Rivadavia** Ⓟ | | 4482 | ✠ ... | | | | 1905 | Workman, | ArgentinaCia. | 400·4 | 50·1 | 19·1 | Bns.Aires | T.3Cy.29½″,49″&80″–60″ | 30 ″ 0 | G |
| | (exAnselm) | *ssLiv.No.3–10,17* | — | 8,22 | | | | 3mo | Clark&Co.Ld | GeneraldeNavS.A. | P&B279′F45′ | | 27·3 | Argentine | 819NHP | | † |
| LOFL | | *Fitted for oil fuel* | 1698 | ✠ | | | | | Belfast | (A.M.Delfino yCia. *Mgrs.*) | | | FK | *WB* | Wrkman,Clark&Co.Ld.Bel. | | |
| | *Ref.Mchy* | 1*Dk&Spar dk* | | | | | | | | | | | | | | | |
| 72580 | **Comol Cuba** (exDora–38, | | 5036 | | | | | 1919 | American | Commercial | 390·0 | 54·2 | 27·6 | | DR geared steam turbine | | R |
| | exInspector) | *Fitted for oil fuel* | 4572 | | | | | | International S.B.Corp. | MolassesCorp. | P39′B121′F43′ | | | Pnamanian | | | |
| HPJD | | 2*Dks* | 3076 | | | | | | HogIslandPa | | | | | *WB* | GeneralElectricCo. Schenectady,N.Y. | | |
| | | *Carrying Molasses in bulk* | | | | | | | | | | | | | | | |
| 72581 | **Comol Rico** (exKishacoquillas–39) | | 5034 | ✠ ... | | | | 1919 | American | Commercial | 390·0 | 54·2 | 27·6 | NewYork | DR geared steam turbine | 32 ″ 0 | R |
| 218039 | | *Fitted for oil fuel* | 4572 | 6,20 | | | | 6mo | International S.B.Corp. | MolassesCorp. | P39′B122′F43′ | | | Utd.States | 600NHP | | † |
| KIFJ | | 2*Dks&Web frames* | 3080 | ✠ | | | | | HogIslandPa | | | | FK | *WB* | GeneralElectricCo. Schenectady,N.Y. | | |
| | | *Carrying Molasses in bulk* | | | | | | | | | | | | | | | |
| 72582 | **Comorin** Ⓟ | TwinSc | 15241 | ✠ | Lon | *f*† | | 1925 | Barclay, | Peninsular& | 523·5 | 70·2 | 42·3 | Glasgow | Q8Cy29½″,42¼″60¾″&87″–54″ | 46 ″ 0 | |
| 148848 | D.F. | | 12248 | 6,28 | | | | 4mo | Curle&Co.Ld | OrientalStm.Nav. | B255′F92′ | | | British | &L.P.Turbines 2075NHP | | |
| GFDT | *Ref.Mchy.* | 3*Dks(Stl–Weather dk* | 8728 | ✠ | | | | | Glasgow | Co. | | | FK | 9*BHpt Cem* | 3D&4SB,*40cf*,HS29298 | | |
| | *CruiserStern* | *pt teak s)4th dk(Stl)in* | | ✠Lloyd'sRMC7.39 | | | | | | *CellDB443′1683t* | *Tanks Collision* | | | *BH to W dk* | Barclay,Curle&Co.Ld.Gls. | | |
| | *Fitted for oil fuel* | *forward holds* | | | | | | | | *at sides of tunnels69′580t* | | | | *FPT171t* | | | |
| | | | | | | | | | | | | | | *APT117t* | | | |
| 72583 | **Compañia de Filipinas** | | 784 | | | | | 1890 | Lobnitz& Co. Renfrew | Cia.Gen.deTabacos deFilipinas | 180·0 | 29·9 | 12·0 | Manila Utd.States | T.3Cy.15″,25″&40″–30″ 88NHP | | V |
| | | | — | | | | | | | | Q56′B44′F32′ | | | *WB* | Lobnitz&Co.Renfrew | | |
| KZEP | Wireless | | 445 | | | | | | | | | | | | | | |
| 72584 | **Cia.Swift de la Plata No.9** | | 300 | | | | | 1931 | G.Brown &Co. Greenock | Swift&Co.Ld. | 147·6 | 34·6 | 6·2 | London British | Oil Engines 4S.C.SA 12Cy.8¼″–12⅞″ 79NHP | | |
| 162542 | | TwinSc | 251 | | | | | | | | | | | *WB* | Motorenfabr."Deutz" A.G.Köln-Deutz | | |
| | | *OilEng* | 128 | | | | | | | | | | | | | | |
| | | 2*Dks* | | | | | | | | | | | | | | | |
| 72585 | **Compiègne** Ⓟ | TwinSc | 9986 | | | | | 192? | Atel.&Ch. de laLoire St.Nazaire | Soc.desServices Contractuels des Messageries Maritimes | 478·5 | 59·2 | 27·3 | Marseilles French | 4SteamTurbinesDRgeared to 2 Sc. Shafts 966NHP | | V |
| | | | — | | | | | | | | B355′F55′ | | | *WB* | Atel.&Ch.de laLoire,St.N. | | |
| FOAS | *Ref.Mchy.* | 3*Dks* | 5959 | | | | | | | | | | | | | | |
| | D.F. | | | | | | | | | | | | | | | | |
| 72586 | **Conakrian** | | 4876 | ✠100A1 | Liv | *a*† | CL | 1937 | Furness | Elmina,Ld.(United | 422·5 | 56·7 | 23·6 | Freetown, | T.3Cy.23″,38″&65″–45″ (*s*) | 26 ″ 2 | |
| 157536 | | | 4344 | *withfreeboard* | | | | 11mo | S.B.Co.Ld. | AfricaCo.Ld.*Mgrs*) | 438·3(O.L.) | | | Sierra | 220lb Rht. 456NHP | s 2 ″ 4½ | |
| VPTN | D.F. E.S.D. | 1*Dk&Shelter dk* | 2778 | 5,40 ~~9,30~~ | ✠LMC11.37 | | | | Haverton Hill-on-Tees | | F44′ | | FK | Leone British | 2SB(Spt&FD)&1AuxSB, *8cf*,GS142,HS7030 | 24 ″ 0 | |
| | | *Platform dk in part No.2 hold* | | | | | | *Lloyd's* | | | | | | 7*BHpt Asp* | N.E.MarineEngCoLd.Nwc | | |
| | | *Cruiser Stern* | | | | | | *above* | 50° F. | | | | | *Coll to Sh dk* | | | |
| | | | | *Fitted for oil fuel* | 11,37 | *F.P. a* | | | | | | | | 6 „2nd „) | | | |
| | | | | | | | | | | *CellDB296′* | | | | *f tunnel363t* | *FPT183t APT139t* | | |
| | | | | | | | | | | *1072tMT25′* | *931t Tanks in way o* | | | | | | |
| 181/40 | | | | | | | | | | | | | | | | | |
| 72587 | **Conch** | TwinSc | 8376 | ✠100A1 | Bkn | *c*† | CL | 1931 | Harland& | Anglo-Saxon | 456·4 | 62·0 | 34·1 | London | Oil Engines 4S.C.SA | 34 ″ 2 | |
| 162663 | | *ss*Bkn.No.2–40 | 7612 | 4,40 | | | 3,40 | 12mo | Wolff,Ld. | PetroleumCo.Ld. | 472·1(O.L.) | | | British | 12Cy.27½″–55½″ 877NHP | s 6 ″ 8½ | |
| GPXR | *Mchy.Aft* | *OilEng.* | 4953 | ✠LMC CS4.40 | | | | | Glasgow | | P107′B34′F42′ | | FK | 2DB*150lb* | Harland&Wolff,Ld.Gls. | 27 ″ 7⅝ | |
| | D.F. | 1*Dk(Stl)2nd dk(Stl)* | | DBS8.39 | 8.39 | | | *Lloyd's* | | | | | | *BH* | | | |
| | E.S.D. | *clear of cargo tanks* | | | | | | | | *CellDBu E71′282t D* | | | | *APT93t* | | | |
| | *Longitudinal framing at bottom & at deck* | | | *CarryingPetroleum in bulk* | | | | | | *Tf32′394t FPT239t* | | | | | | | |
| 72588 | **Conchita** | TwinSc | 2702 | ✠100A1 | Cco | *t* | CL | 1924 | W.Beard-more&Co.Ld | N.V.Curaçaosche Scheep.Maats. | 305·0 | 50·2 | 15·0 | Willemstd | T.6Cy.14″,23″&38″–27″ (*s*) | 15 ″ 0 | |
| 3346 | | *ss*Cco.No.3–2,37 | 1798 | ~~3,40~~ 10,20 12,40 | BS4.40 | | S3,38 | 6mo | Glasgow | | | | | Dutch | 180lb 252NHP | s 1 ″ 6½ | |
| PJAZ | *Mchy.Aft* | 1*Dk(Stl)* | 1481 | ~~DBS8.39~~ | LMC2.37 | | P3,39 | | | | Q87′ *Trunk dk* 176′ | | | 8*BH pt Cem* | 2SB,*4cf*,HS4100 FD | 13 ″ 7½ | |
| | | *Longitudinal framing at bottom and at deck* | | *CarryingPetroleum in bulk* | | | | *Lloyd's* | | | F42′ | | FK | | W.Beardmore&Co.Ld.Gls. | | |
| | | | | *Fitted for oil fuel* | 6,24 | *F.P. a* | | *above* | 50° F. | | | | *FPT* | 109*APT87t* | | | |
| 72589 | **Condé** Ⓟ | | 7202 | ✠100A1 | Hav | *a*† | CL | 1915 | Forg.& Ch. de la Médit. | NouvelleCie.Hav-raisePéninsulaire deNav. | 418·2 | 53·8 | 26·4 | Havre | T.3Cy.28⅛″,46⅛″&77⅛″– | 37 ″ 7 | |
| | | *ss*Hav.No.3–8,27 | 6442 | *Shelter dk* | | | 2,39 | 8mo | Havre | | | | 34·3 | French | 52½″ 200lb (*s*) 645NHP | s 10–11 | |
| FNQC | D.F. | *ss*Rou.No.2–34 | 4537 | *withfreeboard* | BS3.39 | | | | A&CP | | P43′B137′F47′ | | | 7*BHCem* | 3SB,1AuxSB,*11cf*,GS217, | 26 ″ 10 | |
| | *Ref.Mchy.* | 2*Dks(Stl)&Shelter dk(Stl)* | | 8,39 | ✠LMC3.39 | | | | | | *onShelter dk* | | FK | | HS9507 FD | | |
| | | | | Surveys delayed | | | | | | *CellDBa* | *s4′uE31′f199′1044t* | | | *APT81t* | Forg.&Ch.deLaMédit.Hav. | | |
| 72590 | **Conde de Zubiria** | | 3256 | ✠100A1 | Sws | *u* | CL | 1918 | Soc. | AltosHornos de VizcayaSoc.Anon. | 314·0 | 48·1 | 22·1 | Bilbao | 2 Steam Turbines SR | 24 ″ 4 | |
| | | *ss*Bbo.No.3–4,31 | 2873 | 9,38 | | | N9,38 | 1mo | Espanola de Const.Naval Bilbao | | P76′F39′ | | FK | Spanish | geared to 1 Sc. Shaft (*s*) | s 4 ″ 6½ | |
| EADR | | *ss*Bbo.No.1–35 | 2002 | ~~DBS.39~~ | ~~LMC3.37~~ 7,40 | | | | | | | | | 5*BHCem* | 200lb 261NHP | 20 ″ 1 | |
| | *Mchy.Aft* | 1*Dk(Stl)* | | | | | | *Lloyd's* | | *Cell* | *DB262′801t FPT19* | | | *APT46t* | 2SB,*6pf*,GS120,HS4220 | | |
| | D.F. | *Cargo battens not fitted* | | | | | | *above* | 50° F. | | | | | | SocEspanola de C.N.Ferrol | | |
| 72591 | **Condestable Celendon** | | 416 | ✠ | SFo | *g* | | 1892 | D.J.Dun-lop&Co. Pt.Glasgow | PeruvianGovern-ment(Minister of Marine) | 156·2 | 25·8 | 11·3 | Callao | T.3Cy.15″,23″&38″–27″ | 12 ″ 0 | |
| 99 | (exSantaElena–36, | *ssPly.2ndNo.3–6,12* | — | 3,20 | | | | 7mo | | | P83′F59′ | | BK6′ | Peruvian | 76NHP | | |
| | exMelmore) | 1*Dk* | 274 | ✠ | | | | | | | | | *FPT* | 5*BHCem* | 1SB,3*rf*,GS52,HS1516 | | |
| | *Well deck* | *Fitted for oil fuel* | | | | | | | | | | | 29*tAPT14t* | | D.J.Dunlop&Co.P.Gls. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned / now as given. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of Rule Perf |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72592 DGK | **Condor** (*ex*Rotarian) *Ref. Mchy.* | *Fitted for oil fuel* 2 *Dks* | 4747 4374 2925 | | | | | 1920 | Todd D.D. & Const. Corp. Tacoma, Wash | Grace Line, Inc. Larrinaga S.S. Co. Ltd. | 380·3 P52′ | 53·1 B102′ | 27·0 F41′ | Liverpool British *WB* | T.3Cy.24″,40″&70″–48″ 339NH Todd D.D.&Const.Corp. Tacoma, Wash | | R |
| 72593 DOGK | — (*ex*Koblenz) Wireless Sub.Sig. | 1 *Dk* | 889 708 448 | | | | | 1922 | Atlaswerke A.G. Bremen | Argo Reederei Richard Adler & Co. | 217·0 P&B124′ | 32·7 F32′ | 13·0 | Bremen German *WB* | T.3Cy.18¼″,29½″&49¾″–29½ 134NH Atlaswerke A.G. Bremen | | G |
| 72594 214 SVKF | **Condylis** (*ex*LowtherCastle–33) | *ss*Ant.No.3–6,27 *ss*Lgn.No.2–35 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames* *Longitudinal framing* | 4439 4101 2740 | ✠100A1 *Shelter dk with freeboard* Examined 6,40 MS6,40 BS12,39 ✠LMC5~~,36~~ | Rot Cff | *y* | CL ~~5,38~~ 5,40 | 1914 5mo *Lloyd's SA&CP* | Antwerp Eng.Co.Ld. Hoboken | G.N.Condylis *Cell D Ba1* | 400·0 FK 24′ *uE&B42′ f180′1* | 51·8 | 24·7 | Andros Greek 6 *BHCem* 244t *FPT66t* | T.3Cy.26″,43″&72″–48″ (*s*) 180lb 480NH 3SB.9*cf*,GS177,HS6910 FI Richardsons, Westgarth& *APT52t* Co.Ld. W.Hpl. | 27 ″ 0 ≈ 2 ″ 7 24 ″ 6½ | |
| 72595 1178 ICLL | **Confidenza** (*ex*Ulisse,*ex*Robilante) D.F. | *ss*Gen.No.2–28 1 *Dk* & *Shelter dk* *Cruiser Stern* | 6458 619~ 3970 | ✠ ... 8,32 ✠ | | | | 1920 8mo | Furness S.B.Co.Ld. Middlesbro' | "Corrado" Soc. Anon. di Nav. | 412·4 F40′ *on Shelter dk* | 55·6 | 34·4 FK | Genoa Italian *WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft 678NHP Richardsons, Westgarth& Co.Ld.Hpl. | 38 ″ 1 | I † |
| 156 40 72596 165782 GLSN | **Confield** ~~D.F.~~ | 1 *Dk* & *Shelter dk* *Cruiser Stern* | 4956 4355 2800 | ✠100A1 *with freeboard* 7,40 ~~4,40~~ ✠LMC4,40 | Sld Grk | *a*† | CL | 1940 4mo *Lloyd's SA&CP* | JL Thompson & Sons, Ld Sunderland | Confield S.S.Co.Ld. (E.J.Sutton & Co. *Mgrs.*) *Cell D B289′ 975t tanks at sides of t* | 415·1 431·8 (O.L.) F36′ | 58·2 | 24·8 FK | Newcastle British 7 *BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) *unnels 390t FPT324t APT145t* | T.3Cy.23″,38″&65″–42″ (*s*) 220lb Rht. 384NH 2SB(Spt&FD)&1AuxSB, 8*cf*,GS119,HS5495 N.E.Marine Eng.Co.(1938) Ld Nwc. ~~Ld.Slds~~ | 27 ″ 10 ≈ 3 ″ 0½ 25 ″ 0 | |
| 72597 149952 GCZW | **Congella** (*ex*Mindoro–33, *ex*Sagami,*ex*Secundus) Twin Sc *Oil Eng.* *ss*Rot.2nd No.3–1,38 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*–teak s) 3*rd dk* (*Stl*) *in No.1 hold* & *Web frames* *Longitudinal framing* | | 4533 4164 2752 | 100A1 *Shelter dk with freeboard* ~~8,00~~ 2,40 DBS~~4,36~~,40 LMC~~4,38~~ 1,41 | Cal | | CL 6,38 | 1914 | Blohm & Voss Hamburg | Bank Line, Ld. (A. Weir & Co. *Mgrs.*) *Cell D B345′ 1018t L* | 399·3 FK *Tf18′ 434t FPT64t* | 52·8 | 24·3 | London British 7 *BHCem* *Coll to Sh dk* *APT123t* | Oil Engines 4S.C.SA 12Cy.21⅝″–35 1/16″ 545NH W.T.DB *120lb* NE11,27 Deutsche Werke A.G. Kiel | 27 ″ 0 ≈ 2 ″ 9¾ 24 ″ 4¼ | |
| 72598 FPAL | **Congo** (*ex*Saint Michel–38) | 2 *Dks* | 5202 4289 3277 | | | | | 1914 | Atel.& Ch. de France Dunkirk | Cie. Navale Afrique du Nord (Comptoir Maritime Franco-Belge, *Mgrs.*) | 352·9 P40′ | 52·5 B100′ | 28·7 F35′ | Havre French *WB* | T.3y.26″,42″&70″–48″ 339NHP Atel.& Chnt. de France, Dnk | | V |
| 72599 CSAM | — (*ex*Ingraban,*ex*Clara Menzell) Sub.Sig. | 1 *Dk* & *Shelter dk* | 3110 2935 2309 | | | | | 1905 | Flensburger Schiffsb. Ges. Flensburg | Cia. Nacional de Nav. | 307·7 H70′ | 45·3 | 19·0 26·1 | Lisbon Portuguese *WB* | T3Cy20 1/16″,33 3/16″&55⅞″–37⅜″ 192NH Flensburger Schiffsb.Ges. | | |
| 183 40 72600 164299 GYZR | **Congonian** D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & deck in oil tanks* | *Oil Eng.* 1 *Dk* | 5065 4490 2953 | ✠100A1 1,40 ~~11,30~~ ✠LMC9,36 *Carrying Oil F.P. above 150°* | Bkn | *y* | CL ~~7,30~~ N4,40 | 1936 9mo *Lloyd's SA&CP* F. in *bulk* | Howaldtswerke A.G. Kiel | United Africa Co. Ltd. *Cell D Bu E56′ a50′ f54′ 198t FPT 107t APT49t* | 399·8 P144′ | 55·2 B26′ | 26·8 F76′ FK | Liverpool British 11 *BHpt Cem* *pt Asp* DB *180lb* Howaldtswerke A.G. Kiel | Oil Engines 4S.C.SA 6Cy.23⅝″–51 1/16″ 321NH DB *180lb* | 27 ″ 0 ≈ 4 ″ 8⅔ 22 ″ 5½ | |
| 72601 164614 MMKN | **Conida** *Mchy.Aft* *Cargo battens not fitted* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 413 266 218 | ✠100A1 ~~Lloyds~~ Examined 5,41 Gmb ✠LMC4,36 | | *f* | OG 1,40 | 1936 4mo *Lloyd's SA&CP* | Goole S.B. & Repg.Co Ld. Goole | The Steamship Den of Airlie Co.Ld. (Dundee, Perth & London Shipping Co.Ld. *Mgrs.*) *Cell D B100′ 131t FPT32t* | 156·1 P26′ Q66′ *after B on Q13′ F18′* | 26·4 | 7·9 FK | London British 3 *BHCem* | Oil Engines 4S.C.SA 6Cy.11″–17 1/16″ 70NH Humboldt-Deutzmotoren, A.G. Köln-Deutz | 10 ″ 0 ≈ 3 ″ 6 9 ″ 11 | |
| 72602 160706 | **Coniscliffe Hall** *Mchy.Aft* | 1 *Dk* | 1900 1701 1204 | | | | | 1928 | Smith's Dock Co.Ld Middlesbro' | Hall Corporation of Canada | 253·0 F35′ | 44·1 | 18·5 | Montreal British *WB* | T.3Cy.15″,25″&40″–33″ 81RH Smith's Dock Ld. Mdb. | | C |
| 72603 145470 MKWQ | **Conister** (*ex*Abington) Wireless *Mchy.Aft* | 3 Mst *ss*I.M.No.3–12,33 *ss*I.M.No.1–37 1 *Dk* (*Stl*) *Cargo battens not fitted* | 411 293 171 | ✠100A1 ~~4,10~~ ~~10,28~~ 8,40 BS3,40 ✠LMC12,37 | Bkn | *f* | CL 10,38 | 1921 11mo *Lloyd's SA&CP* | Brown's SB & D D.Co.Ld. Hull | Isle of Man Steam Packet Co.Ld. *Cell D Bf 11′ 15t FPT58t* | 145·0 Q45′ B11′ F25′ | 24·1 | 10·9 FK | Douglas IM British 3 *BHCem* *APT9t* | T.3Cy.12½″,21″&34″–24″ (*s*) 180lb 68RH 1SB,2*pf*,GS35,HS1140 C.D.Holmes & Co.Ld.Hull | 11 ″ 10 ≈ ″ 10½ 11 ″ 1 | |
| 72604 214061 WADV | **Conneaut** *Mchy.Aft* D.F. GyC. | (*Self-Unloader*) 1 *Dk* | 4749 — 3027 | | | | | 1916 | Gt.Lakes Eng.Works Ecorse, Mich. | Wyandotte Transportation Co. | 415·0 | 56·0 | 27·5 | Wyand'tte Mich. Utd.States | Q.4Cy.19″,28″,41″&60″–42″ 233NHP Gt.Lakes Eng.Wks.Detroit | | R |
| 72605 237981 WNZB | **Connecticut** D.F. E.S.D. GyC. *Mchy.Aft* *Longitudinal framing at bottom & deck in centre tanks* | 1 *Dk* *Cruiser Stern* | 8684 7617 5105 | ✠100A1 7,40 ~~12,30~~ BS12,39 ✠LMC12,38 *Carrying Petroleum in bulk Fitted for oil fuel 12,38 F.P.* | Bal NYk | *d*† 2⅞ | CL | 1938 12mo *Lloyd's SA&CP above* | Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md. | The Texas Company *Cell D B DTf38′ 552t FPT* | 468·1 490·5 (O.L.) P111′ B39′ F57′ | 65·3 | 34·1 FK | Wilmgton (Del.) Utd.States 14 *BHpt Cem* 156t *APT74t* | 2 steam turbines DR geared to 1 screw shaft 880NH 2WTB450lb(Spt424lb) FD HS5236 Bethlehem S.B.Corp.Ld. Quincy, Mass. | 34 ″ 3 | |
| 72606 141859 VGBK | **Connector** (*ex*Canadian Sapper) *ss*Hna.No.3–12,32 *ss*Boa.No.1,37 1 *Dk* (*Stl*) 2*nd dk* (*Stl*) *in No.1 hold* | | 1789 1442 1064 | ✠100A1 5,40 ~~5,39~~ BS5,41 ~~8,40~~ ✠LMC5,37 ✠Lloyd's RMC1~~3,39~~ ~~7,40~~ 11,40 *Fitted for oil fuel 6,29 F.P. above 150° F.* | Crs Boa. | *q* | CL 5,39 | 1920 12mo *Lloyd's SA&CP* N.S. | N va. Scotia Steel & Coal Co.Ld. New Glasgow | Canadian Sapper, Ld. (Canadian National Steamships, *Mgrs.*) *Cell D B213′ 466t FPT35t* | 270·0 P28′ B65′ F27′ | 38·2 | 17·9 FK | Montreal British 4 *BHCem* *APT13t* | T.3Cy.17½″,28¾″&47″–33″ 185lb (*s*) 191NH 2SB,4*cf*,GS84,HS2900 FD Canadian Ingersoll Rand Co.Ld.Sherbrook,Que. | 20 ″ 6 ≈ 3 ″ 1 17 ″ 7 | |
| 72607 37932 LOGU | **Conquistador** (*ex*Dosina) *Mchy.Aft* | *ss*B.As.No.3–5,34 *ss*B.As.No 1–39 2 *Dks* (*Stl*) 3*tr B&S* *Web frames* *Longitudinal framing* | 3911 — 2026 | ✠100A1 6,40 ~~11,30~~ LMC MS1,39 ~~BS1,39~~ 6,40 ✠NB(*f*)24*refitted*39 *Carrying Petroleum in bulk Fitted for oil fuel 2,22 F.P. above 150° F.* | BAs | | CL N11,38 | 1922 2mo *Lloyd's SA&CP* | Caledon S.B.& E.Co.Ld. Dundee | Estrella Maritima S.A. de Navegación y Comercio *Cell D Bu E&B90′ 254t DTf41′ 362t* | 400·3 *FPT139t* | 52·1 *APT52t* | 29·5 | Bns.Aires Argentine 15 *BHpt Cem* (11 *to U dk* 4 ,, 2*nd* ,,) | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 482~~517~~ NHP 3SB,9*cf*,HS~~7668~~ 6836 FD ~~Caledon S.B.& E.Co.Ld.Dun~~ NB(*p&s*)'29*refitted*40 Caledon S.B.&E.Co.Ld.Dun | 32 ″ 0 ≈ 7 ″ 3½ 25 ″ 1 | |
| 72608 | **Constantia** (*ex*Hanna Larsen, *ex*Cilondia,*ex*Anna Doretta Boog) | 1 *Dk* | 1777 1454 1065 | | | | | 1909 | Akt.Ges. "Neptun" Rostock | J.Jost | 266·2 Q102′ | 40·3 B106′ | 16·7 F31′ | Flensburg German *WB* | T.3Cy.19 5/16″,30½″&50″–35 7/16″ 150NHP A.G. "Neptun," Rostock | | G |

| 1 Numéro d'Ordre — Numéro Officiel. — Signaux. | 2 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel — Total — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant au lieu de l'ancienne Lettre d'Emplacement | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Marqueurs ou code. R ou R rel dans le Lt. Dans Cert. Rad Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72609 | **Constantine Svorono** Twin Sc (ex Ekaterina) *Mchy. Aft* | 449 — 312 | | | | | 1891 | Stabilmnto Tecnico Trieste | U.S.S.R. | 179·5 \| 28·7 \| 9·2 | | | Rostoff Russian | C.4Cy.13″&24″–20″ 41 NHP Stabilimento Tecnico, Tri. | | |
| 72610 EEIR | **Constantino Candeira** Wood (ex Sailing Vessel) Aux 3 Mst Sr *Oil Eng.* 1 *Dk* *(See Sailing Ship Register)* | 319 — 282 | | | | | 1918 | Armindo Sobrino Camposancos | A. & J. M. Fos Brull | 145·7 \| 30·7 \| 15·9 | | | Vigo Spanish | Oil Engines *E fitted 36* | | |
| 72611 673 SVAX | **Constantinos H.** (ex Anthemis–32, ex Nancéen, ex Christian Horn) *Dk & Shelter dk* | 2527 2360 1602 | | | | | 1905 | Akt.Ges. "Neptun" Rostock | I. & A. Iliopoulos (Ilias Iliopoulos, *Mgr.*) | 291·2 \| 44·0 \| 16·6 B12′ H27′ 23·7 | | | Piræus Greek | T3Cy.20½″,35⅞″&55½″–37″ 192 NHP A.G. "Neptun," Rostock | | V |
| 72612 218 SVLC | **Constantinos Louloudis** (ex Vlieland–33) *Fitted for oil fuel* *2 Dks* | 4697 4078 2786 | | | | | 1922 | A.F.Smulders Schiedam | Goulandris Brothers | 376·0 \| 51·8 \| 25·1 P38′ B227′ F83′ *WB* | | | Andros Greek | T.3Cy.25″,41″&67″–45″ 301 NHP A.F.Smulders, Schiedam | | V |
| 72613 1226 | **Constitucion** Iron & Steel Twin Sc (ex Draga) 1 *Dk* | 578 — 413 | | | | | 1880 | ..... | Cia. Naviera y Comercial de Chiloé | 179·7 \| 31·2 \| 10·5 | | | Puerto-Montt Chilian | C.4Cy.13″&23½″–20″ 42 NHP | | |
| 72614 165683 GCGQ | **Consuelo** D.F. E.S.D. 2 *Dks & Shelter dk* *Ref. Mchy.* *Cruiser Stern* *Strengthened for Navigation in Ice* | 4847 4126 2686 | ✠100A1 *with freeboard* 7,40 ~~4,30~~ ✠LMC10,37 | Hul NYk | z | CL | 1937 10mo | Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA & CP* | Ellerman's Wilson Line, Ld. | 401·5 \| 55·8 \| 25·7 419·6 (o.l.) B119′ F35′ FK *Carrying vegetable oil in deep tank* | | | Hull British *1 B Hpt Cem pt Asp (Coll to Sh dk 6 „ 2nd „ ) Cell D B 335′ 899t D Ta 28′ 706t F P T 63t A P T 48t* | T.3Cy.26½″,44″&73″–48″ & LP turbine with DR gearing & hydraulic coupling FD (s) 786 NHP 225lb 4SB(Spt), *12cf*, GS 248, HS 9870 Swan, Hunter & Wigham Richardson, Ld. Nwc | 28 ″ 3 s 2 ″ 10 25 ″ 7 | |
| 72615 EEIT | **Consuelo de Huidobro** (ex Larrasquitu) *Mchy. Aft* 1 *Dk* | 395 394 211 | | | | | 1912 | Cia. Euskalduna Bilbao | R. Trujillo & Hnos | 151·2 \| 27·2 \| 11·2 | | | Santa Cruz de Tenerife Spanish | T.3Cy.12″,20″&32″–23″ 49 NHP MacColl & Pollock, Ld. Sld. | | |
| 72616 5543 SDPO | **Consul Bratt** 1 *Dk* | *1117* *970* *624* | | | | | 1913 | Trndhjms Mek. Værks Trondheim | Ångf. Aktieb. Adolf (Adolf Bratt & Co., *Mgrs.*) | 225·4 \| 36·4 \| 14·3 P22′ B48′ F21′ *WB* | | | Gothenbrg Swedish | T.3Cy.17″,27½″&46″–30″ 116 NHP Trondhjems M V Trndheim | | N |
| 72617 DMAG | **Consul Cords** Sub. Sig. 1 *Dk* | 951 830 552 | | | | | 1920 | Atlas Werke A.G. Bremen | Partenreederei des Dampfers "Consul Cords" (Aug. Cords *Mgr.*) | 223·9 \| 32·8 \| 14·1 P29′ B120′ F28′ *WB* | | | Rostock German | T3Cy15⅞″,25½″&41⅞″–25½″ 88 NHP Atlas Werke A.G. Bremen | | G |
| 72618 7385 SFIA | **Consul Corfitzon** (ex Mikelis, ex Atlantis, ex Fullerton) *ss* Hbg. 2nd No. 3–4,38 1 *Dk* (*Stl*) | *2812* *2596* *1673* | ✠100A1 5,40 ~~5,30~~ BS ~~5,30~~ 5,40 ✠LMC4.38 | Hbg | u | CL 10mo *Lloyd's SA & CP* | 1912 | Sir Raylton Dixon & Co Ld Middlesbro' | Rederi A/B. Helsingborg (O. Hillerström, *Mgr.*) *Cell D Ba 100′ u E 3* | 325·0 \| 46·9 \| 21·3 336·7 (o.l.) P29′ B196′ F33′ FK *B35′ f 144′ 740t F P T 43t A P T 60t* | | | Hlsngborg Swedish 7 *B H Cem* | T.3Cy.24″,40″&65″–42″ (s) 180lb 3SB(Spt) *9pf*, GS 154, HS 4728 G. Clark, Ld. Sunderland | 23 ″ 6 s 2 ″ 5¾ 21 ″ 2½ | |
| 72619 DMCF | **Consul Hintz** (ex Marie Ferdinand, *ss* Ros. 4th No. 3–6,31 ex Thyra, *ss* Kel. No. 1–36 ex Parklands) 1 *Dk 2 tr b* *Well deck* | 1547 1302 932 | ✠ 6,39 ✠NB 4,03 ✠ | Hfs | q | | 1880 | W. Gray & Co. W Hartlepool | O. Wiggers | 256·6 \| 34·6 \| 19·8 P35′ Q68′ B65′ H35′ F29′ BK 9′ pt N D 01 *D B a 80′ f 94′ 335t* | | | Rostock German *4 B H Cem* | C.2Cy.33″&61″–33″ 159 NHP 2SB, *4pf*, GS 876, HS 2468 T. Richardson & Sons, Hpl. | 21 ″ 0 | |
| 72620 1347 DHIY | **Consul Horn** (P) Twin Sc (ex Gerolstein–39, ex Mamari) *ss* Lon. No. 3–3,18 *ss* Lon. No. 2–26 D.F. 2 *Dks & deep framing & Shelter dk* | 8384 6189 5135 | ✠ ... 1,29 ✠ | | | | 1904 11mo | Harland & Wolff, Ld. Belfast | H.C. Horn | 453·8 \| 56·4 \| 30·5 FK & BK 3′ | | | Hamburg German *WB* | Q8Cy.21¼″,30⅛″,43½″&62″–48″ 808 NHP Harland & Wolff, Ld. Bel. | 42 ″ 4 | G † |
| 72621 DHEJ | **Consul Poppe** (ex Amisia) Wireless 1 *Dk* | 1412 1083 877 | | | | | 1904 | Nüscke & Co. Act. Ges. Stettin | Johann M.K. Blumenthal | 239·0 \| 36·8 \| 16·1 Q83′ B58′ F29′ *WB* | | | Hamburg German | T.3Cy.17″,28″&43″–32″ 104 NHP Schiffs. Uebigau, Dresden | | G |
| 72622 207361 KDUB | **Consumers Power** (ex Harry Yates–34) (*Self-Unloader*) D.F. GyC. *Mchy. Aft* | 6391 — 5082 | | | | | 1910 | Gt. Lakes Eng. Works St. Clair, Mich | American S.S. Co. (Boland & Cornelius, *Mgrs.*) | 504·0 \| 56·0 \| 26·0 *WB* | | | Buffalo N Y Utd. States | T.3Cy.23″,37″&63″–42″ 257 NHP Gt. Lakes Eng. Works | | R |
| 72623 1347 IBCI | **Conte Biancamano** (P) Twin Sc *ss* Gen. No. 3–8,37 4 *Dks* (*Stl–W htr dk pt* teaks) *Ref. Mchy.* *5th dk* (*Stl*) *in No. 3 & after* D.F. GyC. *holds, 5 tr B in Nos. 1 & 2 holds* E.S.D. | 23255 16093 13682 | ✠100A1 *with freeboard* 4,40 BS 11,39 ✠LMC8.37 Lloyd's RMC 1,40 | Gen | p† | CL s 2,38 P 7,38 | 1925 11mo *Lloyd's SA & CP* | W. Beardmore & Co. Ld Glasgow | Lloyd Triestino Soc. Anon di Nav. | 650·9 \| 76·1 \| 27·5 625·0 76·3 43·7 B390′ F90′ FK *Cell D B 513′ 2558t D Ts f 39′ 990t F P T 122t A P T 95t* | | | Genoa Italian *10 B H pt Cem Coll B H to W dk* | 4 Steam Turbines D R geared to 2 Sc. Shafts 4421 NHP 220lb (s) FD 7DB(Spt) & 2SB(Spt), *64cf*, GS 1176, HS 50240 W. Beardmore & Co. Ld. Gls. | 48 ″ 1 s 5 ″ 11½ 26 ″ 0¾ | G † |
| 72624 155 IBHW | **Conte di Misurata** (ex British Marquis, ex Servian) D.F. *Carrying Petroleum in bulk* *Fitt-d for oil fuel* *2 Dks & Web frames* | 5014 4732 3137 | ✠ ... 7,30 ✠ | | | | 1908 5mo | Sir J. Laing & Sons, Ld. Sunderland | I.N.C.S.A. (Impresa Nav. Commerciale Soc. Anon.) | 397·1 \| 51·0 \| 27·7 385·0 P30′ B83′ F40′ FK | | | Rome Italian *WB* | T.3Cy.26½″,44″&72″–48″ 436 NHP J. Dickinson & Sons, Ld. Sld. | 30 ″ 2 | CI † |
| 72625 1801 IBLI | **Conte di Savoia** (P) Quad Sc *Ref. Mchy.* Sub. Sig. 4 *Dks* (*Stl–weather dk* D.F. *pt* teaks) *5th Dk* (*Stl*) *in holds* *Special quality steel* *Cruiser Stern* GyC. | 48502 29817 25948 | ✠100A1 *with freeboard* 2,40 BS 8,39 ✠LMC8.37 ✠Lloyd's RMC 11,39 | Gen | P a 12,38 S f 5,38 P f 5,38 | CL 11mo *Lloyd's SA & CP* | 1932 | Cantieri Riuniti Dell' Adriatico Trieste | "Italia" Soc. Anon di Nav. | 814·6 \| 96·1 \| 32·4 778·7 48·6 B & F 707′ FK Bridge on B & F 513′ Upper Bridge 460′ *Duct keel fwd. of mchy. space in E S 677′ 5813t D Ts* | | | Genoa Italian *12 B H pt Cem* | 12 Steam Turbines SR geared to 4 Sc. Shafts (s) 10 W T B 425lb (Spt) 22506 NHP 3 D B *180lb* HS 184550 FD Cant. Riuniti Dell' Adriatico *a 865t F P T s 270t A P T 127t* | 53 ″ 4 s 14 ″ 2¾ 31 ″ 2 | |
| 72626 1516 IBDI | **Conte Grande** (P) Twin Sc *ss* Gen. No. 2–36 4 *Dks* (*Stl–Weather dk* D.F. GyC. *5th dk* (*Stl*) *in holds* *Pef. Mchy.* | 23861 16420 14076 | ✠100A1 *with freeboard* 2,40 BS 2,39 ✠LMC10.36 Lloyd's RMC 12,39 | Gen | p† P 5,39 S N 5,39 | CL 2mo *Lloyd's SA & CP* | 1928 | Stabilmnto Tecnico Trieste | "Italia" Soc. Anon di Nav. | 652·2 \| 78·3 \| 27·2 625·0 48·0 B390′ F90′ FK *Duct keel forward of mchy. space f 78′ 991t F P T 112t Cell D B 507′ 2297t D T* | | | Genoa Italian *10 B H Cem Coll B H to W dk* *A P T 109t* | 4 Steam Turbines DR geared to 2 Sc. Shafts 220lb (s) 4512 NHP 7DB(Spt) & 2SB(Spt), FD HS 50290 Stabilimento Tecnico, Tri. | 48 ″ 0 s 5 ″ 5 26 ″ 7 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. How subdivided. Equipment Letter. | 7a Date when last seen. | 8 Built. When. / Ship. / Engines. | 9 Built. By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. | 15 Registers in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72627<br>318<br>IBEI | **Conte Rosso** (P) TwinSc<br>ssTri.No.3–8,36<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)q<br>*Ref.Mchy.* *Shade dk*(*Stl*–teak s)3*rd dk*<br>D.F. GyC. (*Stl*) *in holds* | 17879<br>11201<br>9909 | ✠100A1<br>*with freeboard*<br>4,40<br>MBS6,39 ✠LMC9,36<br>✠NB(AuxWT)9,36<br>✠NE(2Aux)9,36<br>BS(AuxWTB)11,39<br>BS(WTB)12,38<br>✠Lloyd'sRMC4,40<br>Outboard chamber for temp. 43° F.<br>*Fitted for oil fuel* 2,22 *F.P. above* 150° F. | Ven | *l*† | CL<br>6,38 | 1922<br>2mo | W.Beardmore&Co.Ltd.<br>Glasgow<br>*Lloyd'sA&CP* | LloydTriestino Soc.Anon.diNav.<br>*CellDB*453'1335*t* | 588·2\|74·2\|35·9<br>570·2<br>B327'F50' *on Shade dk*<br>*DT f* 13' 126*t FPT* 88*t APT* 78*t* | FK | Trieste<br>Italian<br*Cem*<br>9*BHtoSh dk* | 4SteamTurbinesDRgeared to 2 Sc. Shafts (*s*)<br>6DB(Spt)&1SB(Spt),*52cf*, HS39143<br>200lb 2 AuxTurbines& 1AuxW.T.B.(Spt), HS11395<br>1990lb FD 6000NHP<br>W.Beardmore&Co.Ltd.Gls. | 40 ″ 0<br>s 12 ″ 5¾<br>27 ″ 8½ | |
| 72628<br>327<br>IBGI | **Conte Verde** (P) TwinSc<br>ssHKg.No.3–11,37<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Ref.Mchy.* &*Shade dk* (*Stl*-teak s)<br>D.F. GyC. 3*rd dk*(*Stl*) *in holds* | 18765<br>11201<br>11527 | ✠100A1<br>*with freeboard*<br>3,40 ✠LMC<br>MS11,37 BS9,39<br>✠Lloyd'sRMC3,40<br>*Fitted for oil fuel* 4,23 *F.P. above* 150° F. | Gen | *l*† | CL<br>8,39 | 1923<br>4mo | W.Beardmore&Co.Ltd.<br>Glasgow<br>*Lloyd'sA&CP* | LloydTriestino Soc.Anon.diNav.<br>*CellDB*478'1468*t* | 570·2\|74·2\|35·9<br>592·3(O.L.)<br>B327'F50' *on Shade dk*<br>*DT f* 15' 676*t FPT* 85*t APT* 96*t* | FK | Trieste<br>Italian<br*Cem*<br>9*BHtoSh dk* | 4 Steam Turbines DR geared to 2 Sc.Shafts (*s*)<br>200lb FD 3650NHP<br>6DB(Spt)&2SB(Spt),*56cf*, HS42154<br>W.Beardmore&Co.Ltd.Gls. | 40 ″ 0<br>s 12 ″ 5¾<br>27 ″ 9 | |
| 72629<br>HRBC | **Contessa** (P)<br>ssN.Os.No.2–38<br>D.F. 2*Dks*(*Stl*–*Weather dk* teak s)<br>3*rd* & 4*th dk*(*Stl*) *in holds*<br>*Ref.Mchy.* | 5512<br>4404<br>3094 | ✠100A1<br>*with freeboard*<br>8,40 ~~12,39~~ ✠LMC<br>MS3,38 BS~~12,39~~ 12,40<br>✠Lloyd'sRMC~~12,39~~ 9,40<br>*Three lower decks for fruit cargoes*<br>*Fitted for oil fuel* 4,30 *F.P. above* 150° F. | NOs | *z* | OG<br>11,39 | 1930<br>4mo | Barclay, Curle&Co.Ltd.<br>Glasgow<br>*Lloyd'sA&CP* | StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*)<br>*Cell DB*323'722*t Tanks in way of tunnel* | 381·5\|53·7\|30·6<br>P36'B135'F41' FK<br>344*t FPT* 35*t APT* 33*t* | | Ceiba<br>Honduran<br*Cem*<br>6*BHptCem* | Q.4Cy.25¾″,37″,54½″&78″–48″ 260lb (*s*) 895NHP<br>4SB,*16cf*,GS307,HS13944 FD<br>Barclay,Curle&Co.Ltd.Gls. | 33 ″ 0<br>s 9 ″ 6¾<br>23 ″ 8½ | |
| 72630<br>DHOI | **Continent** (*ex*Königsau–39)<br>Sub.Sig.<br>1*Dk* | 966<br>709<br>560 | | | | | 1921 | H.C.Stülcken Sohn Hamburg | BugsierReed.& BergungsA.G. (Aug.Bolten,Wm. MillersNfl.*Mgrs.*) | 219·1\|32·5\|12·8<br>P127'F23' | | | Hamburg<br>German<br>*WB* | T.3Cy.17¾″,29½″&46⅛″–31½″ 119NHP<br>H.C.StülckenSohn,Ham. | | G |
| 72631<br>165768<br>VOCV | —<br>(*ex*Castor–35)<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>*CruiserStern* | 466<br>305<br>361 | | | | | 1931 | N.V.Schps v/hGebrG& H.Bodewes Martenshoek | JobBros.&Co.Ltd. | 149·7\|25·4\| 9·0<br>P36' | | | SJhns NFL<br>British<br>*WB* | Oil Engines 2S.C.SA<br>6Cy.11⅛″–15⅝″ 147NHP<br>NE38<br>NV.KromhoutMtrnfbAms. | | V |
| 72632<br>DCCO | **Continental** (*ex*Rhenus25)<br>1*Dk* | 542<br>519<br>305 | | | | | 1908 | P.vanSmit, Jr. Rotterdam | IversLinie.KommanditGes.(Paulsen&Ivers,*Mgrs.*) | 187·5\|23·1\|13·3 | | | Kiel<br>German<br>*WB* | C.2Cy.13″&28″–12″ 23NHP<br>P.vanSmit,Jr.Rotterdam | | G |
| 72633<br>124058<br>MCQG | **Continental Coaster** (*ex*Lyme Regis,*ex*Volpone) ssHul.2ndNo.3–2,33<br>ssShl.No.1–37<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 555<br>379<br>223 | ✠100A1<br>8,38<br>~~BS10,39~~ ✠LMC3,37<br>8,40 | Rot | *h* | CL<br>~~8,38~~<br>7,40 | 1907<br>3mo | R William-son&Son Workington<br>*Lloyd'sA&CP* | BritishIsles Coasters,Ltd. | 164·8\|26·6\|11·0<br>Q86'B11'F20' BK7'<br>*DB*/89'108*t FPT* | | | London<br>British<br>3*BHCem* | T.3Cy.14½″,22⅛″&37″–27″ 170lb (*s*) 99RHP<br>1SB,3*cf*,GS53,HS1898<br>Ross&Duncan,Glasgow | 13 ″ 4<br>s 4 ″ 8<br>13 ″ 4 | |
| 72634<br>216538<br>KSOJ | **Contoy** (*ex*LakeWimico)<br>1*Dk* | 1943<br>1646<br>1203 | ✠ ...<br>5,21<br>✠ | | | | 1918<br>7mo | American S.B.Co. Lorain,O | | 251·0\|43·5\|20·0<br>P25'B64'F23' FK | | | Utd.States<br>*WB* | T.3Cy.20″,33″&54″–40″ 274NHP<br>AmericanS.B.Co.Lorain,O | 20 ″ 2 | |
| 72635<br>162320<br>GTNC | **Contractor**<br>ssLiv.No.2–39<br>2*Dks*(*Stl*) | 6004<br>5575<br>3755 | ✠100A1<br>4,41 ~~4,40~~<br>Mch<br>✠LMC<br>MS6,39 BS~~4,40~~ 4,41 | Lon | *a*† | CL<br>4,40 | 1930<br>7mo | Cammell Laird&Co.Ltd<br>Birkenhead<br>*Lloyd'sA&CP* | CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*)<br>*Cell DB*362'1136*t DTa* | 420·3\|54·6\|30·4<br>434·1(O.L.)<br>P37'B137'F44' FK<br>32' 908*t FPT* 62*t APT* 24*t* | | | Liverpool<br>British<br>8*BHCem*<br>1 „ *to2nd dk*) | T.3Cy.27″,46″&77″–54″ (*r*) 210lb *120lb* 524NHP<br>2DB(Spt),*12cf*,GS215, HS8208<br>CammellLaird&Co.Ltd. | 32 ″ 7<br>s 6 ″ 4<br>26 ″ 5¾ | |
| 72636<br>162645<br>GQCB | **Conus** TwinSc<br>*OilEng.*<br>ssBry.No.2–10 ~~ssShl.No.1–36~~<br>*Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*)<br>D.F. E.S.D. *clear of cargo tanks*<br>*Longitudinal framing at bottom & at deck* | 8132<br>7510<br>4775 | ✠100A1<br>~~10,27~~ 1,37 3,41<br>✠LMC ~~CS6,38~~ 10,40<br>DBS6,39 10,40 8,38<br>*CarryingPetroleum in bulk* | Gls | *c*† | CL<br>~~10,38~~<br>~~11,39~~ 8,41 | 1931<br>12mo | Workman Clark(1928) Ld. Belfast<br>*Lloyd'sA&CP* | Anglo-Saxon PetroleumCo.Ld.<br>*Cell DBuE*64'1830 | 452·4\|62·1\|33·9<br>468·7(O.L.)<br>P103'B33'F42' FK<br>*DT f* 32' 338*t FPT* 20*t APT* 81*t* | | | London<br>British<br>14*BH* | Oil Engines 4S.C.SA<br>12Cy.24⅛″–43⅛″ 714NHP<br>2DB*150lb*<br>N.E.MarineEng.CoLdNwc | 34 ″ 0<br>s 6 ″ 7¾<br>27 ″ 7¼ | |
| 72637<br>6631<br>SGJN | **Convallaria**<br>ssHbg.No 3–7,33<br>ssSbg.No.1–38<br>D.F. 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | *1996*<br>*1760*<br>*1145* | ✠100A1<br>7,39<br>✠LMC<br>MS6,37 BS4,39 | Skm | *r* | OG<br>4,38 | 1921<br>1mo | Verschure &Co. Amsterdam<br>*Lloyd'sA&CP* | RederiA/B Activ (J.Gorthon,*Mgr.*)<br>*CellDB*240'459*t FPT* | 280·4\|40·2\|19·1<br>P22'B74'F32' FK<br>*DB* 67*t APT* 86*t* | | | Helsngbrg<br>Swedish<br>4*BHCem* | T.3Cy.20″,31½″&53″–36″ (*s*) 180lb *100lb* 194NHP<br>2SB,*4cf*,GS100,HS3177<br>Verschure&CoAmsterdam | 21 ″ 4<br>s 3 ″ 0½<br>18 ″ 5 | |
| 72638<br>145467<br>VJCF | **Coolana**<br>ssMel.No.3–3,34<br>ssMel.No.1–38<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2197<br>1965<br>1261 | 100A1<br>5,40 ~~3,39~~<br>LMC<br>MS3,38 ~~BS11,39~~<br>11,40 | Mel | *s* | CL<br>~~4,37~~<br>4,40 | 1921<br>10mo | Swan,Hunter&Wigham Richardson Ld Sunderlnd<br>*Lloyd'sA&CP* | MelbourneS.S.Co. Ld. | 285·2\|41·5\|20·2<br>294·5(O.L.)<br>P29'B74'F29' FK<br>*CellDB*242'574*t FPT* | | | Melbourne<br>British<br>4*BHCem* | T.3Cy.22″,35″&58″–39″ (*s*) 180lb 251NHP<br>2SB,*6cf*,GS130,HS4188<br>G.Clark,Ld.Sunderland | 22 ″ 6<br>s 3 ″ 2<br>19 ″ 6 | |
| 72639<br>131503<br>VLJM | **Coolebar** (*ex*Himatangi–38, *ex*Coolebar) TwinSc<br>Wireless 1*Dk* | 479<br>320<br>224 | | | | | 1911 | Ardrossan D.D.Co Ld. Ardrossan | NorthCoastSteam Nav.Co.Ld.(E.S. Crawford,*Mgr.*) | 150·3\|30·0\| 8·7<br>Q41'F27' | | | SydnyNSW<br>British<br>*WB* | C.4Cy.12½″&26″–18″ 89RHP<br>Dunsmuir&JacksonLd.Gls | | C |
| 72640<br>131537<br>VJJS | **Coombar** TwinSc<br>*Ref.Mchy.* Wireless 1*Dk* | 581<br>381<br>232 | | | | | 1912 | Murdoch& Murray,Ld. Pt.Glasgow | W.Crosby&Co. Pty.Ld. | 166·0\|30·1\|10·1 | | | Melbourne<br>British<br>*WB* | C.4Cy.14″&30″–18″ 99RHP<br>D.Rowan&Co.Glasgow | | C |
| 72641<br>UOAV | **Cooperatzia** (P)<br>*OilEng.*<br>D.F. 2*Dks*<br>*Ref.Mchy.* Sub.Sig. *CruiserStern* | 3767<br>2934<br>2164 | ✠ ...<br>2,31<br>✠ | | | | 1929<br>12mo | Severney S.B.Yard Leningrad | U.S.S.R. | 332·5\|48·0\|25·6<br>P34'B99'F41' FK | | | Leningrad<br>Russian<br>*WB* | Oil Engines 2S.C.SA<br>6Cy.25⅝″–33⅞″ 692NHP<br>RussianDieselWorks,Len. | 27 ″ 9 | |
| 72642<br>ONOR | **Copacabana** (P)<br>*OilEng.*<br>D.F. E.S.D.<br>*Ref.Mchy.* Sub.Sig. 2*Dks*&*Shelter dk*<br>*CruiserStern* | *7340*<br>*5403*<br>*4350* | ✠100A1<br>*with freeboard*<br>Ayr<br>10,~~8,30~~ ✠LMC5,38<br>✠Lloyd'sRMC~~7,40~~<br>10,40 | Ant | *c*† | CL<br>10,40 | 1938<br>5mo | Soc.Anon. Jhn.Cockerill Hoboken<br>*Lloyd'sA&CP* | Cie.MaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInternationale,*Mgrs.*)<br>*CellDB*365'1864*t* | 435·9\|61·5\|26·8<br>F49' FK<br>*Wing tanks in ER* 156*t FPT* 90*t* | | | Antwerp<br>Belgian<br>8*BHptCem* *ptAsp* (*Coll to Sh dk* 7 „ 2nd „) *APT* 92*t* | Oil Engines 2S.C.DA<br>5Cy.24⅞″–55½″ 1028NHP<br>DB*100lb*<br>SocAn.J.Cockerill,Seraing | 30 ″ 2<br>s 3 ″ 9<br>26 ″ 7½ | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage (Builder). Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Pont-abord au milieu du navire. Tirant d'eau correspondant. pds. pr. | 15 Hygiène des équipages, si elle est dans les Règles de Lloyd's. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72643 147874 GJVW | **Copeland** (P) Wireless | 2 *Dks* | 152 115 640 | ✠100A1 | | | | 1923 | CaledonS.B.&E.Co.Ld. Dundee | ClydeShippingCo. Ltd. | 270·0 \| 37·2 \| 17·4 P&B176′F43′ | Glasgow British *WB* | T.3Cy.21″,34″&56″–39″ 196NH CaledonSB.&E.Co.Ltd.Dun | | C |
| 72644 1310 CBCP | **Copiapó** (P) *Oil Eng.* 3 *Dks* *Ref.Mchy.* *Cruiser Stern* | | 7279 — *5155* | ✠100A1 *with freeboard* 9,~~4,41~~ ✠LMC12,37 ✠Lloyd'sRMC~~12,40~~ 2,41 ~~5,41~~ No. 3 hold & No. 5 lower 'tween dks. for temp. 10° F., all other chambers for temp. 32° F. | NYk | *a*† | CL 2 5,39 | 1937 12mo *Lloyd's* | Nakskov SkibsA/S Nakskov *A&CP* | CompañiaSud Americana deVap. *CellDB360′1373t* | 414·3 \| 58·3 \| 29·7 410·5(o.t.) 21·7 P45′F51′ FK *DT's a154t FPT42t* | Valparaiso Chilian *ptCem* *7BHtoWdk* *APT125t* | Oil Engines 2S.C.DA 5Cy.24$\frac{7}{8}$″–55$\frac{1}{2}$″ 1027NH Akt.Burmeistr&Wain,Cpt. | 33 ″ 9 10 ″ 6 23 ″ 7½ | |
| 72645 149312 GSND | **Coptic** *Oil Eng* *ssLon.No.2–36* 3 *Dks* *Tonnage opening closed'39* | **TwinSc** | 10629 9584 6597 | ✠100A1 *with freeboard* 2,40 ✠LMC CS3,38 DBS~~6,40~~ 6,40 3,~~5~~1,39 ✠Lloyd'sRMC~~12,40~~ 6,40 7,41 ~~8,41~~ | Syd | *f*† | CL 2,40 | 1928 7mo *Lloyd's* | Swan,Hunter&Wigham Richardson, Ld Newcastle | ShawSavill& AlbionCo.Ld. *CellDB408′1571t* *Upper 'tween dk B'lls except Coll B.Hds* | 482·6 \| 64·2 \| 30·8 499·5(o.t.) 39·3 B173′F61′ FK *FPT109t APT60t* | S'thamptn British *BHptCem* *Coll to Wdk* 7 ..2nd.. *spensed with* | Oil Engines 2S.C.SA 12Cy.31″–43″ 2020NH 2DR*100lb* WllsndSlpwy.Co.Ld.Nwc | 42 ″ 10 13–4½ 29 ″ 8½ | |
| 72646 146925 MLPG | **Coquetdale** *ssSld.No.3–9,36* 1 *Dk(Stl)* | | 1597 1363 886 | ✠100A1 11,39 ✠LMC MS9,36 BS11,39 | Nwc | *p* | CL 11,38 | 1923 7mo *Lloyd's* | J.Priestman&Co. Sunderland | EnfieldS.S.Co.Ld. (S.Marshall&Co. *Mgrs.*) *CellDB201′437t* | 245·0 \| 37·0 \| 18·3 B50′F22′ FK | Sundrland British *BHptCem* *4PT118t* | T.3Cy.19″,31½″&52″–36″ (*s*) 180lb 186NH 2SB,6*cf*,GS100,HS3012 G.Clark,Ld.Sunderland | 20 ″ 4 2–10½ 17 ″ 8 | |
| 72647 217871 WVAA | **Coquina** 1 *Dk* | | 2140 1753 1881 | ✠ ... 6,20 ✠ | | | | 1919 4mo | Manitowoc S.B.Co. Manitowoc, Wis | MatsonNavigation Co. | 250·5 \| 43·7 \| 20·1 P27′B64′F26′ FK | L.Angeles Utd.States *WB* | T.3Cy.20″,33″&54″–40″ 269NH ManitowocS.B.Co. Manitowoc,Wis. | 23 ″ 0 | R † |
| *Now "Cynthia Olson," see No. 87525 in Supplement* | | | | | | | | | | | | | | | |
| 72648 1340 IBHI | **Cor Jesu** (*ex*L'Erdre) *ssGen.2ndNo.3–9,33* 1 *Dk(Stl)2trBs Web frames* D.F. | | 3994 3579 2474 | ✠ ... 10,37 ✠ | Gen | *x* | | 1908 | Atel.&Ch. de la Loire Nantes | Ang.Gazzolo fuA. *CellDBa100′uE23′f148′925t FPT67t* | 375·6 \| 50·5 \| 25·6 362·4 P34′B110′F41′ FK | Genoa Italian *BHCem* *4PT46t* | T.3Cy.23$\frac{7}{16}$″,36″&59″–41½″ 284NH 2SB,1AuxSB,8*cf*,GS159, HS4919 Atel.&Ch.de la Loire,Nts. | 26 ″ 11 | I † |
| 72649 5 (*ex*Jupiter–35) ILRZ | **Cora** *OilEng* 1 *Dk* (*See Sailing Ship Register*) | **AuxSr** | 349 296 256 | | | | | 1917 | J.Th.Wilmink&Co. Groningen | GiuseppeRoggero | 140·3 \| 26·4 \| 11·4 129·4 P29′Q39′H36*t*F21′ | Imperia Italian | Oil Engines 4S.C.SA 6Cy.10$\frac{5}{8}$″–14$\frac{1}{2}$″ 66NH NE31 HumboldtDeutzmotoren A.G.Köln-Deutz | | I |
| 72650 165561 GBGF | **Corabella** 1 *Dk* *CruiserStern* | D.F. | 5682 5129 3378 | ✠100A1 12,39 ✠LMC8,37 | Bos | *z* | CL 13½ N4,39 | 1937 8mo *Lloyd's* | J.L.Thompson&Sons,Ld. Sunderland | Saguenay Terminals,Ld. *CellDB294′11* *42t Tank in way of* | 409·3 \| 57·6 \| 29·1 425·3(o.l.) P35′B122′F32′ FK *tunnel315t FPT165t* | London British *BHCem* *APT190t* | T.3Cy.22″,37$\frac{1}{2}$″&63″–45″(*s*) 220lb (*s*) FD 395NH 3SB(Spt)9*cf*,GS140,HS5580 GeorgeClark(1936)Ld.Sld | 31 ″ 7 6 ″ 9½ 25 ″ 0 | |
| 72651 147852 GJSZ | **Coracero** *ssGls.No.3–11,35* 2 *Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.* *3rd dk(Stl)in fore hold* D.F. E.S.D. *Platform dk in No.1 hold* | | 7252 ~~Gls~~ 6908 4533 | ✠100A1 *Shelter dk* Ava *with freeboard* Examined 10,40 MS7,40 BS3,40 ✠LMC~~11,39~~ ✠Lloyd'sRMC~~3,40~~ ~~10,40~~ 5,41 *Fitted for oil fuel* 5,23 *F.P. above* 150° F. | | *a*† | CL ~~7,37~~ 6,40 | 1923 5mo *Lloyd's* | Lithgows Ld. PortGlasgow | DonaldsonLine, Ld.(Donaldson Bros.&Black,Ld. *Mgrs.*) *CellDBa112′uE24uB39′* | 423·6 \| 56·0 \| 36·7 438·8(o.l.) F37′*on Shelter dk* *CollisionBHd* FK *f189′1254t FPT88t* | Glasgow British *ptCem* *4BHtoSh dk* 2 „ „ *U* „ *4PT30t* | T.3Cy.27″,42″&77″–51″ & exhaust turbine driving steam compressor (*s*) 200lb FD 831NH 4SB,12*cf*,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk. | 39 ″ 4 11 0½ 28 ″ 6 | |
| 72652 141928 MJSF | **Coral** (*ex*CromartyFirth) *ssAyr.No.3–9,32* *ssIrv.No.2–40* ~~ssIrv.No.1–36~~ *Mchy.Aft* 1 *Dk* *Stl* *Well deck* *Cargo battens not fitted* | | 638 424 300 | ✠100A1 8,40 ~~5,40~~ BS~~4,40~~ 5,41 ✠LMC~~4,36~~ MS8,40 | Irv | *i* | CL 3,~~4~~0 N8,40 | 1919 10mo *Lloyd's* | Ardrossan D.D.&S.B. Co.Ld. Ardrossan | Wm.Robertson *CellDBf97′148t FPT46t* | 175·4 \| 28·3 \| 10·1 183·4(o.l.) Q100′B11′F28′ FK *APT29t* | Glasgow British *BHptCem* *ptAsp* | T.3Cy.14″,23″&38″–27″ (*s*) 180lb 99RH 3SB,3*pf*,GS58,HS1780 W.Beardmore&Co.Ld. Coatbridge | 12 ″ 6 3 ″ 8 12 ″ 6½ | |
| 72653 137129 | **Coralia** D.F. *Mchy.Aft* | | 4349 — 3264 | | | | | 1896 | GlobeIron Works Cleveland,O. | NicholsonUniversalS.S.Co. | 413·2 \| 48·0 \| 24·0 *WB* | Wilmgton (Del.) Utd.States | T.3Cy.22″,39″&63″–42″ NB08 258NH GlobeIronWorks.Clevelnd | | R |
| 72654 128285 MCYW | **Corbet** (*ex*Buteman) *ssBel.2ndNo.3–6,32* *ssBel.No.1–36* *Well deck* *Mchy.Aft* 1 *Dk(Stl)* | | 468 334 183 | ✠100A1 6,40 ~~8,39~~ BS~~8,39~~ 6,40 ✠LMC8,36 | Bel | *h* | CL ~~6,38~~ 6,40 | 1909 6mo *Lloyd's* | Scott&Sons Bowling *&A&CP* | AlexanderKing,Ld | 160·0 \| 25·6 \| 11·3 Q89′B10′F26′ BK7 *DBf11′20t FPT45t* | Belfast British *BHCem* *APT23t* | C.2Cy.18″&40″–27″ (*s*) 130lb 98RH 18SB.3*pf*,GS56,HS1877 Ross&Duncan,Glasgow. | 12 ″ 3 4 – 3½ 12 ″ 7 | |
| 72655 162662 GQJK | **Corbis** *OilEng* *ssNwc.No.2–39* D.F. E.S.D. 1 *Dk(Stl)2nd dk(Stl)* *Mchy.Aft* *clear of cargo tanks* *Longitudinal framing at bottom & at deck* | **TwinSc** | 8132 7510 4776 | ✠100A1 ~~3,39~~ 10,40 ✠LMC CS9,39 DBS~~3,39~~ 10,40 9,39 *Carrying Petroleum in bulk* | Nwc Bkn | *c*† | CL 11,38 | 1931 12mo *Lloyd's* | Workman, Clark(1928) Ld. Belfast | Anglo-Saxon PetroleumCo.Ld. *CellDBuE64′183t* | 452·4 \| 62·1 \| 33·9 468·6(o.l.) P103′B33′F42′ FK *DTf32′338t* | London British *BH* *4PT206t APT81t* | Oil Engines 4S.C.SA 12Cy.24$\frac{1}{16}$″–43$\frac{3}{16}$″ 714NH 2DR*150lb* N.E.MarineEngCoLd.Nwc | 34 ″ 0 6 ″ 7½ 27 ″ 7½ | |
| 72656 ~~128285~~ GYNP | **Corbrae** E.S.D. *Mchy.Aft* 1 *Dk* *CruiserStern* *Cargo battens not fitted* | | 1789 1339 1005 | ✠100A1 10,39 ✠LMC12,35 | Shl | *q* | CL 2,38 | 1935 12mo *Lloyd's* | Burntisland S.B.Co.Ld. Burntisland | ~~CoryColliers.Ld.~~ ~~Wm.Cory&Son, Ld.~~ *Mgrs.* *CellDB214′500t* | 257·0 \| 39·5 \| 16·7 Q150′F25′ FK *MT9′166t FPT158t* | ~~Swansea~~ British *BHCem* *APT21t* | T.3Cy.16½″,26″&47″–33″(*s*) 220lb 171NH 2SB(Spt),3*cf*,GS76,HS2854 N.E.MarineEng.CoLd.Sld. | 18 ″ 9 6 ″ 1 17 ″ 4 | |
| 72657 149973 GNLY | **Corbridge** *ssShl.No.2–37* Sub.Sig. *Well deck* 1 *Dk(Stl)* E.S.D. *Cargo battens not fitted* | | 1703 1295 935 | ✠100A1 Examined 4,41 Sld BS~~4,39~~ 4,41 ✠LMC4,37 | ~~Shl~~ | *q* | CL ~~7,38~~ 8,41 | 1928 1mo *Lloyd's* | S.P.Austin &Son,Ld. Sunderland | CoryColliers.Ld. (Wm.Cory&Son, Ld. *Mgrs.*) *CellDB207′* | 255·0 \| 37·5 \| 16·8 P22′Q150′F21′ FK 440*t MTs*120*t FPT* | London British *BHCem* *70t APT150t* | T.3Cy.19″,31″&52″–36″ (*s*) 180lb 195NH 2SB,6*cf*,GS93,HS3268 J.Clark,Ld.Sunderland | 18 ″ 10 5 ″ 8½ 17 ″ 4½ | |
| 72658 | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned and Last Passed Re-Numeral Letter. | 7* Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|
| 72659 161286 GCTJ | **Corbrook** | *ss* Bly. No. 2–38 *Mchy. Aft* *Well deck* 1 *Dk(Stl)* Sub. Sig. *Cargo battens not fitted* E.S.D. | 1729 1312 983 | †100A1 2 40 †LMC MS10,38 BS7,39 | Sld | *q* | CL 2,40 |
| 72660 ~~161879~~ GYNQ | **Corburn** | E.S.D. *Cruiser Stern* 1 *Dk* *Mchy. Aft* *Cargo battens not fitted* | 1786 1339 1003 | †100A1 8,39 †LMC 2,36 | Shl | *q* | CL 8,39 |
| 72661 149801 GNBK | **Corchester** | *ss* Shl. No. 3–10, 40 ~~*ss* Shl. No. 2–36~~ Sub. Sig. *Well deck* 1 *Dk(Stl)* E.S.D. *Cargo battens not fitted* | 2374 1836 1335 | †100A1 10,40 †LMC 10.40 | ~~Bly~~ Shl | *s* | CL ~~3,38~~ 10,40 |
| 72662 140715 GRTJ | **Corcrest** (*ex* Hopecrest) | *ss* Nwc. No. 3–8, 30 *ss* Shl. No. 2–40 ~~*ss* Shl. No. 1–36~~ Sub. Sig. *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted* E.S.D. | 2373 ~~2,10 12,37~~ 1,41 1337 | †100A1 ~~BS2,40~~ †LMC ~~10,38~~ 2,40 | Sld Shl | *s* | CL ~~11,37~~ 8,40 |
| 72663 148129 GLKR | **Cordale** (*ex* Horsley–37) | *ss* Shl. No. 3–4, 38 Sub. Sig. E.S.D. 1 *Dk(Stl)* *Cargo battens not fitted* | 2143 1853 1244 | †100A1 10,10 ~~3,40~~ †LMC MS4,38 BS3,40 | Hpl Shl | *s* | CL 3,40 |
| 72664 162332 GKFC | **Cordelia** *Oil Eng.* | *ss* Nwc. No. 2–40 ~~*ss* Nwc. No. 1–36~~ *Mchy. Aft* 2 *Dks(Stl)* & *Web frames* D.F. E.S.D. *Longitudinal framing* | 8190 7272 5005 | †100A1 1.41 ~~1,40~~ †LMC CS1,41 ~~DBS2,40~~ 2,40 *Carrying Petroleum in bulk* | Nwc Gls | *c*† | CL 3.38 |
| 72665 — DHEL | — | 1 *Dk* | 1357 1149 723 | | | | |
| 72666 147668 GKNL | **Cordene** | *ss* Shl. No. 3–7, 37 Sub. Sig. E.S.D. 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted* | 2345 1876 1322 | †100A1 5,10 ~~7,30~~ BS ~~7,30~~ 5,40 †LMC 7,37 | Shl Nwc | *s* | CL 7,39 |
| 72667 DJMA | **Cordillera** (P) D.F. GyC. E.S.D. *Oil Eng.* Sub. Sig. *Cruiser Stern* 3 *Dks* | **Twin Sc** | 12055 8979 6902 | | | | |
| 72668 144239 GDRK | — | *ss* Gls. No. 3–10, 33 *ss* Gls. No. 1–37 2 *Dks(Stl)* & *Shelter dk(Stl)* *Ref. Mchy.* 3 *rd Dk(Stl)* in *fore holds* D.F. E.S.D. *Platform Dk(Stl)* in *Nos. 4 & 5 holds* | 6865 6573 ~~4248~~ | †100A1 *Shelter dk with freeboard* 9,40 ~~7,30~~ †LMC MS3,37 BS ~~4,30~~ 5,40 †Lloyd's RMC ~~14,39~~ 3,41 ~~9,40~~ ~~5,40~~ *Fitted for oil fuel* 2, 21 | Gls | *a*† | CL 6,39 *F.P. above* 150° F. |
| 72669 DHXK | **Cordoba** (*ex* Taunus–37, *ex* Lisa, *ex* Galtymore) D.F. Sub. Sig. | *ss* Liv. No. 2–27 2 *Dks* | 4611 4198 2784 | † ... 7,32 † | | | |
| 72670 209655 WCCS | **Cordova** (P) D.F. | *Fitted for oil fuel* 2 *Dks* | 2089 — 1269 | | | | |
| 72671 147566 GJXS | **Corduff** | *ss* Bly. No. 3–9, 36 E.S.D. 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted* Sub. Sig. | 2345 1876 1322 | †100A1 8,40 ~~8,30~~ BS ~~8,30~~ 8,40 †LMC 9,36 | Shl Nwc | *s* | CL ~~8,30~~ 8,40 |
| 72672 163532 GWWY | **Corfell** Sub. Sig. E.S.D. *Mchy. Aft* *Cruiser Stern* 1 *Dk* | | 1802 1354 1016 | | | | |
| 72673 167391 GCLG | **Corfen** Wireless E.S.D. 1 *Dk* *Mchy. Aft* *Cruiser Stern* | | 1848 1349 998 | | | | |
| 72674 165601 GDDW | **Corferry** *Mchy. Aft* E.S.D. 1 *Dk* Sub. Sig. *Cargo battens not fitted* *Cruiser Stern* | | 1788 1344 1003 | †100A1 6,40 8,38 †LMC 11,37 | Gmh Sld | *q* | CL N8,38 |
| 72675 ~~165809~~ MMKQ | **Corfield** *Mchy. Aft* *Cruiser Stern* 1 *Dk* E.S.D. *Cargo battens not fitted* | | 1791 1344 1004 | †100A1 7,39 †LMC 7,37 | Shl | *q* | CL 2,38 |
| 72676 163476 MBVN | **Corfirth** *Mchy. Aft* E.S.D. *ss* Sld. No. 1–38 *Well deck* Sub. Sig. 1 *Dk* *Cruiser Stern* *Cargo battens not fitted* | | 1803 1355 1016 | †100A1 ~~2,10 1,40~~ 2,41 ~~BS4,40~~ 5,41 †LMC 10,38 | Bly Nwc | *q* | CL 4,40 |

| 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of last Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|
| 1929 8mo | Cowpen Dry Dock & S.B.Co. Ltd. Blyth | Cory Colliers Ld. (Wm. Cory & Son, Ld. *Mgrs.*) *Cell DB 219' Lloyd's SA & CP* | 255·1 P21' Q135' F22' 508 *t MT 9' 227 t FPT* | 37·5 FK | 17·0 | London British 5 *B Hpt Cem* 62 *t APT 16 t* | T.3Cy.19", 31" & 52"–36" (*s*) 180 lb 197 NHP 2SB, *6cf*, GS87, HS3324 G.Clark, Ld. Sunderland | 19 " 0 s 5 " 7½ 17 " 7½ | |
| 1936 2mo | Burntisland S.B.Co. Ltd. Burntisland | ~~Cory Colliers, Ld.~~ (~~Wm. Cory & Son, Ld. *Mgrs.*~~) *Cell DB 214' 500 t Lloyd's SA & CP* | 257·0 Q150' F25' *MT 9' 166 t FPT* | 39·5 FK | 16·7 | ~~London~~ British 4 *BHCem APT 21 t* | T.3Cy.16½", 26" & 47"–33" (*s*) 220 lb 171 NHP 2SB (Spt), *6cf*, GS76, HS2854 N.E. Marine Eng. Co. Ld. Sld | 18 " 9 " 6 " 1 17 " 4 | |
| 1927 4mo | S.P. Austin & Son, Ld. Sunderland | Cory Colliers, Ld. (Wm. Cory & Son, Ld. *Mgrs.*) *B 234' 584 t side tanks Lloyd's SA & CP Cell D* | 285·0 Q165' F31' *ks in ER 168 t FPT* | 41·7 FK | 19·0 | London British 1 *BHCem* 05 *t APT 228 t* | T.3Cy.20½", 35" & 57"–39" (*s*) 180 lb 243 NHP 2SB (Spt) *6pf*, GS122, HS4060 G.Clark, Ld. Sunderland | 21 " 1 s 6 " 7½ 19 " 1½ | |
| 1918 5mo | Swan, Hunter & Wigham Richardson, Ld Sunderlnd | Cory Colliers Ld. (Wm. Cory & Son, Ld. *Mgrs.*) *Cell DB 236' 587 t Lloyd's SA & CP* | 285·3 P24' Q122' B20' F31' *side tanks in engine space 206 t* | 41·5 FK | 19·1 | London British 4 *BHCem* | T.3Cy.22", 35" & 58"–39" (*s*) 180 lb *100 lb* 288 NHP 2SB, *6cf*, GS107, HS4204 Swan, Hunter & Wigham-Richardson, Ld. Nwc. *FPT 111 t APT 196 t* | 21 " 4 s 6 " 4½ 19 " 2 | |
| 1925 7mo | Smith's Dock Co. Ld. Middlesbro' | Cory Colliers, Ld. (Wm. Cory & Son, Ld. *Mgrs.*) *Cell D B 234' 644 t FPT 160 t Lloyd's SA & CP* | 280·0 292·2 (O.L.) P24' B49' F26' | 41·6 FK | 20·1 | London British 4 *BHCem APT 117 t* | T.3Cy.20½", 33" & 54"–39" (*s*) 180 lb 228 NHP 2SB, *6cf*, GS103, HS3947 Smith's Dock Co. Ld. Mdb. | 22 " 3 s 3 " 2¼ 19 " 5 | |
| 1932 3mo | Swan, Hunter & Wigham Richardson Newcastle | Oil Tank S.S. Co. Ld. (C.T. Bowring & Co. Ld. *Mgrs.*) *Cell D B u E 81' 197 t Trunk in after well DT f 41' 435 t Lloyd's SA & CP* | 460·4 P112' B30' F57' *FPT 161 t APT 128 t* | 59·5 FK | 34·1 | Liverpool British 18 *B Hpt Cem* (10 *to U dk* 8 „ *2nd* „) | Oil Engines 4S.C.SA 8Cy.29⅛"–59 7/16" G52 NHP 2 DB *180 lb* J.G.Kincaid & Co. Greenock | 34 " 1 s 6 " 1½ 28 " 2¼ | |
| 1921 | Hamburg-gr- Elbe Schiffsw. Hamburg | A. Kirsten | 244·5 P&B 195' F31' | 36·2 FK | 16·1 | Hamburg German *WB* | T3Cy 17⅜", 28 3/16" & 47 7/16"–31½" Gute Hoff- nungshütte, Oberhausen 126 NHP | | G |
| 1924 6mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Cory Colliers, Ld. (Wm. Cory & Son, Ld. *Mgrs.*) *Cell DB 242' 549 t M Ts 14' 205 t FPT 104 t Lloyd's SA & CP* | 284·5 P20' Q164' F26' | 42·1 FK | 19·6 | London British 1 *BHpt Cem* *APT 146 t* | T.3Cy.21", 34" & 56"–39" (*s*) 180 lb 247 NHP 2SB, *6cf*, GS98, HS4215 G.T.Grey & Co. Ld. S.Shl. | 21 " 9 s 6 " 6¾ 19 " 4½ | |
| 1933 | Blohm & Voss, K.a.A. Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 497·8 B&F 344' | 65·9 | 27·9 | Hamburg German *WB* | Oil Engines 2S.C.DA 16Cy.23⅝"–35 7/16" 3120 NHP Blohm & Voss, K.a.A. Ham. | | G |
| 1920 10mo | Short Bros. Ld. Sunderland | Donaldson ~~South American~~ Line. Ld. (Donaldson Bros. & Black, Ld. *Mgrs.*) *Cell DB 344' 1198 t Lloyd's SA & CP* | 419·0 434·9 (O.L.) *FPT 89 t APT 251 t* | 54·8 FK | 35·7 | Glasgow British *Cem* 7 *B Hto Sh dk* | 3 Steam Turbines DR geared to 1 sc. shaft (*s*) 200 lb 862 NHP 1SB. *12cf*, GS240, HS10632 FD N.E. Marine Eng Co Ld. Nwc | 38 " 3 s 10 " 10¼ 27 " 8 | |
| 1919 5mo | Lithgows, Ld. Port Glasgow | Hamburg-Süd-Amerik. Dampfschiff fahrts Ges. | 384·6 P49' B113' F38' | 52·0 FK | 26·5 | Hamburg German *WB* | T.3Cy.27", 44" & 73"–48" 517 NHP Rankin & Blackmore Ld Grk | 29 " 0 | G † |
| 1912 | Harlan & Hollings-worth Cor. Wlmgtn. Del. | Alaska S.S. Co. Inc. | 243·0 P&B 150' F47' | 41·1 | 17·3 | New York Utd. States | T.3Cy.19", 30" & 50"–36" 150 NHP Harlan & Hollingswrth Cor. | | R |
| 1923 12mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Cory Colliers, Ld. (Wm. Cory & Son, Ld. *Mgrs.*) *Cell DB 242' 549 t M Ts 14' 205 t FPT 104 t Lloyd's SA & CP* | 284·5 P20' Q164' F26' | 42·0 FK | 19·6 | London British 4 *BHpt Cem* *APT 146 t* | T.3Cy.21", 34" & 56"–39" (*s*) 180 lb 247 NHP 2SB, *6cf*, GS98, HS4215 G.T.Grey & Co Ld. S.Shields | 21 " 9 s 6 " 6¾ 19 " 4½ | |
| 1934 | S.P. Austin & Son, Ld. Sunderland | Cory Colliers, Ld. (Wm. Cory & Son, Ld. *Mgrs.*) | 257·0 Q150' F24' | 39·5 | 16·7 | London British *WB* | T.3Cy.16½", 28" & 47"–33" 127 NHP N.E. Marine Eng. Co. Ld Sld | | C |
| 1940 | J. Crown & Sons, Ld. Sunderland | Cory Colliers, Ld. (Wm. Cory & Son, Ld. *Mgrs.*) | 257·2 | 39·5 | 16·7 | London British *WB* | T.3Cy.16", 25" & 45"–33" 114 NHP N.E. Marine Eng. Co. (1938) Ld. Sld. | | C |
| 1937 11mo | Burntisland S.B.Co. Ld. Burntisland | Cory Colliers, Ld. (Wm. Cory & Son, Ld. *Mgrs.*) *Cell DB 214' 500 t Lloyd's SA & CP* | 257·0 265·0 (O.L.) Q150' F25' *MT 9' 166 t FPT 158 t* | 39·5 FK | 16·7 | London British 4 *BHCem* *APT 21 t* | T.3Cy.16", 25" & 45"–33" 220 lb FD (*s*) 176 NHP 2SB (Spt), *6cf*, GS49, HS2506 N.E. Marine Eng. Co. Ld. Sld | 18 " 9 s 6 " 1 17 " 4 | |
| 1937 6mo | Burntisland S.B.Co. Ld. Burntisland | ~~Cory Colliers Ld.~~ (~~Wm. Cory & Son, Ld. *Mgrs.*~~) *Cell DB 214' 500 t Lloyd's SA & CP* | 257·0 265·0 (O.L.) Q150' F25' *MT 9' 166 t FPT 158 t* | 39·5 FK | 16·7 | ~~London~~ British 4 *BHCem* *APT 21 t* | T.3Cy.16", 25" & 45"–33" (*s*) 220 lb FD 176 NHP 2SB (Spt), *6cf*, GS49, HS2506 N.E. Marine Eng. Co Ld. Sld. | 18 " 9 s 6 " 1 17 " 4 | |
| 1934 5mo | S.P. Austin & Son, Ld. Sunderland | Cory Colliers, Ld. (Wm. Cory & Son, Ld. *Mgrs.*) *Cell DB 214' 492 t Lloyd's SA & CP* | 257·0 Q150' F25' *MT 9' 164 t FPT 159 t* | 39·5 FK | 16·7 | London British 1 *BHpt Cem* *APT 15 t* | T.3Cy.16½", 28" & 47"–33" (*s*) 190 lb 171 NHP 2SB (Spt), *6cf*, GS76, HS2854 N.E. Marine Eng. Co. Ld. Sld | 18 " 9 s 6 " 0¾ 17 " 4 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appel pour Signaux. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Navires construits pour la Marine Marchande pendant la Durée Cert. R. 27 Fév. 40. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72677 163484 GWTD | **Corfleet** | *ss*Sld.No.1–39 1 *Dk* *Mchy.Aft* *Cruiser Stern* Sub.Sig. **E.S.D.** *Cargo battens not fitted* | 1803 1355 1015 | ✠100A1 2,41 ~~2,49~~ BS11,40 | Shl | *q* | CL ~~7,40~~ 2,41 | 1934 6mo | S.P.Austin &Son,Ld. Sunderland *Lloyd's* | CoryColliers,Ld. (Wm.Cory&Son, Ld. *Mgrs.*) | 257·0\|39·5\|16·7 Q150'F25' FK 492*t MT*9'164*t FPT* ✠LMC3,39 | London British 220lb 171NHP 4 *BHpt Cem* 159*t APT*15*t* | T.3Cy.16½",28"&47"–33" (*s*) 2SB(Spt),*6cf*,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld | 18 " 9 s 6 " 0½ 17 " 4 | |
| 72678 162643 GRNW | **Corfu** (P) *Fitted for oil fuel* 3*Dks*(*Stl–Weather dk ws*) *Ref.Mchy.* 4*th dk*(*Stl*)*in forward holds* **D.F. E.S.D.** *Cruiser Stern* | Twin Sc | 14170 11383 7665 | ✠ 9,35 ✠Lloyd's RMC5,39 | Lon | *j*† | | 1931 9mo | A.Stephen &Sons,Ld. Glasgow *Cell* | P.&O.Stm.Nav.Co. | 522·5\|71·4\|33·1 B246'F76' FK *Coll.to Wdk* *DB*448'2568*t FPT* | London British 9 *BHpt Cem* 0*t APT*140*t* | 6SteamTurbinesSRgeared to2sc.shafts 2997NHP 4WaterTubeBoilers 2DB HS25200 FD A.Stephen&Sons,Ld,Gls. | 46 " 0 | |
| 72679 161301 GFZB | **Corglen** *ss*Sld.No.2–38 Sub.Sig. 1 *Dk*(*Stl*) *Mchy.Aft* **E.S.D.** *Well deck* *Cargo battens not fitted* | | 2322 2201 1632 | ✠100A1 10,10 ~~1,10~~ BS8,39 10,40 ✠LMC8,38 | Bly Shl | *t* | CL 8,38 10,40 | 1929 9mo | Cowpen D.D.&S.B. Co.Ld. Blyth *Lloyd's* | CoryColliers,Ld. (Wm.Cory&Son, Ld. *Mgrs.*) *Cell* | 306·4\|44·2\|19·9 Q186'F30' FK 6 *BHpt Cem* *DB*250'747*t* *MT* 10'347*t FPT* | London British 180lb 259NHP 2SB(Spt)*8pf*,GS128,HS4196 136*t APT*17*t* | T.3Cy.21½",36"&60"–39" (*s*) G.Clark,Ld.Sunderland | 22 " 0 s 7 " 0½ 19 " 10 | |
| 72680 163398 GWMN | **Corhampton** *Mchy.Aft* *Cruiser Stern* 1 *Dk* **E.S.D.** Sub.Sig. | | 2495 1899 1435 | | | | | 1933 | S.P.Austin &Son,Ld. Sunderland | CoryColliers,Ld. (Wm.Cory&Son, Ld. *Mgrs.*) | 292·0\|42·5\|19·2 Q184'F28' | London British *WB* | T.3Cy.18",30½"&51"–36" 156NHP N.E.MarineEng.CoLd.Sld | | C |
| 72681 163384 MBGT | **Corhaven** *Mchy.Aft* *ss*Nwc.No.1–38 *Well deck* Wireless 1 *Dk*(*Stl*) Sub.Sig. **E.S.D.** *Cargo battens not fitted* | | 991 707 532 | ✠100A1 12,39 BS12,39 ✠LMC7,38 | Nwc | *m* | CL 12,39 | 1933 8mo | S.P.Austin &Son,Ld. Sunderland *Lloyd's* | CoryColliers,Ld. (Wm.Cory&Son, Ld. *Mgrs.*) *Cell DB u E*18'*f*140' | 208·0\|34·0\|12·7 Q131'F23' FK 294*t MT*9'107*t FPT* | London British 4 *BHpt Cem* 64*t APT*15*t* | T.3Cy.13½",23"&38"–27" (*s*) 1SB,*3cf*,GS53,HS2231 N.E.MarineEng.Co.Ld.Sld | 14 " 8 s 4 " 6½ 14 " 0 | |
| 72682 165356 MMCD | **Corheath** **E.S.D.** Sub.Sig. 1 *Dk* *Mchy.Aft* Wireless *Cruiser Stern* *Cargo battens not fitted* | | 1096 783 577 | ✠100A1 8,40 ~~7,30~~ ✠LMC12,36 BS8,40 | Nwc | *m* | CL 8,40 | 1936 12mo | S.P.Austin &Son,Ld. Sunderland *Lloyd's* | CoryColliers,Ld. (Wm.Cory&Son, Ld. *Mgrs.*) *Cell DB*164'29 | 215·0\|34·5\|13·1 Q136'F22' FK 9*t MT*11'142*t FPT* | London British 5 *BHpt Cem* 82*t APT*42*t* | T.3Cy.14½",24"&41"–30"(*s*) 1SB(Spt),*3cf*,GS53,HS2254 N.E.MarineEng.Co.Ld.Sld | 15 " 0 s 4 " 6½ 14 " 4½ | |
| 72683 PDLL | **Corilla** *Oil Eng.* 1 *Dk*,*2nd dk clear of cargo tanks* **D.F. E.S.D.** *Cruiser Stern* *Mchy.Aft* *Longitudinal framing at bottom & at deck* | | 8096 7238 4710 | ✠100A1 6,10 ~~5,00~~ ✠LMC2,39 *Carrying Petroleum in bulk* | Sba HKg | *c*† | CL | 1939 2mo | N.V. Wilton-Fijenoord Schiedam *Lloyd's* | N.V.Petroleum Maats"LaCorona" *Cell DB*64'156*t D* | 463·0\|59·3\|33·9 483·3(O.L.) P94'B44'F48' FK *Tf*25'262*t FPT*135*t* | TheHague Dutch 17 *BH* *APT*83*t* | Oil Engines 4S.C.SA 8Cy.25$\frac{1}{16}$"–55½" 502NHP DB *180lb* N.V.Wilton-Fijenoord, Schiedam | 34 " 0 s 6 " 8½ 27 " 6 | |
| 72684 144248 GFDJ | **Corinaldo** *ss*Liv.No.3–2,34 *ss*Gls.No.1–39 2 *Dks*(*Stl*)*& Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in forward holds* **D.F. E.S.D.** *Platform dk in No.1 hold* | | 7131 6722 4417 | ✠100A1 *Shelter dk* *with freeboard* ~~1,10~~ 10,40 BS2,41 ~~BS2,40~~ ✠LMC3,38 ✠Lloyd's RMC4,40 ~~10,40~~ 7,41 | Gls Liv | *a*† | CL ~~6,38~~ N10,40 | 1921 2mo | Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd's* | DonaldsonSouth ~~American~~ Line,Ld. (Donaldson Bros.& Black,Ld. *Mgrs.*) *Cell DB*355'1107*t* | 414·5\|55·6\|36·7 28·7 FK *FPT*96*t APT*50*t* | Glasgow British *pt Cem* 6 *BH to S dk* 1 " " *U* " | 2SteamTurbinesDRgeared to 1 Sc. Shaft (*r*) 200lb 810NHP 4SB(Spt),*12cf*,GS229, FD HS10468 Scotts'S.B.&E.Co.Ld.Grk. | 39 " 3 s 10 " 8 28 " 8½ | |
| 72685 156014 MMFN | **Corinda** *ss*Syd.No.1–41 *Oil Eng.* **D.F.** *Ref.Mchy.* 2 *Dks* *Cruiser Stern* | | 3376 2838 1930 | *Fitted for oil fuel* 5,21 ✠100A1 ~~7,40~~ ~~12,30~~ 1,41 ~~NSW~~ ✠LMC CS1,41 DLS11,40 9,33 ✠Lloyd's RMC1,41 | Syd | *v* | *F.P. above* CL 7,40 | 1937 4mo | ShortBros. Ltd. Sunderland *Lloyd's* | Australas'n United Stm.Nav.Co.Ld. *Cell DB*286'766*t* | 345·6\|48·3\|21·0 356·8(O.L.) P33'B208'F27' FK *FPT*81*t APT*120*t* | P.Adelaide British 6 *BH Cem* | 150° F. Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"–85$\frac{1}{16}$" 449NHP 2DB *120lb* W.Doxford&Sons,Ld.Sld. | 25 " 0 s 2 " 8½ 22 " 6 | |
| 72686 140835 MPFX | **Corinia** *ss*Goo.No.2–37 *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck* | | 870 586 426 | ✠100A1 3,40 ✠LMC MS11,37 BS7,39 11,40 | Nwc | *k* | CL ~~3,40~~ 11,40 | 1928 10mo | R.William-son&Son,Ld. Workington *Lloyd's* | NorthwestShippng Co.Ld. | 188·3\|30·2\|12·4 Q116'B11'F23' FK *Cell DB*114' | Workingtn British 3 *BHpt Cem* 177*t FPT*44*t* | T.3Cy.14",24"&40"–27" (*s*) 1SB,*3pf*,GS52,HS1992 W.Beardmore&Co.Ld. Coatbridge | 14 " 7 s 4 " 9½ 14 " 4½ | |
| 72687 949 SWBA | **Corinthia** (P) (*ex*Oranje Nassau–39) *ss*Ams.2ndNo.3–4,35 *ss*Pir.No.1–39 2 *Dks*(*Stl–U* teaks)*3trB* **D.F.** *Well deck* | | 3879 2742 2195 | ✠100A1 10,39 ✠LMC10,39 *Fitted for oil fuel* 10,39 | Pir | *v* | OG N3,38 *F.P.* | 1911 6mo | Kon.Maats deSchelde Flushing A&CP | HellenicMediter-ranean LinesCo.Ld. *Cell DB* | 337·6\|44·2\|23·3 P&B218'F66' FK&BK2' 269'419*t APT*20*t* | Piræus Greek *above* 150°F. *Inter* | T.3Cy.25",41½"&68"–51"(*s*) 1SB,*9cf*,GS186,HS7827 FD Maats.deSchelde,Flushing *mediate bulkheads in fore & after holds dispensed with* *4B Honly* *Asp* | 26 " 0 s 2 " 9½ 23 " 6 | |
| 72688 217 SVKS | **Corinthiakos** (*ex*North Anglia–33, *ex*Bideford) 1 *Dk* | | *3562* *3293* *2214* | | | | | 1910 | Craig,Tay-lor&Co.Ld. Stockton | M.A.Embiricos | 362·3\|51·0\|21·0 P29'B232'F34' | Andros Greek *WB* | T.3Cy.25",42"&68"–45" 310NHP N.E.MarineEng.Co.Ld.Sld | | C |
| 72689 166246 GNGD | **Corinthian** **D.F. E.S.D.** 1 *Dk*&*Shelter dk* *Ref.Mchy.* *Cruiser Stern* | | 3122 2459 1425 | ✠100A1 *with freeboard* 3,40 ✠LMC8,38 ✠Lloyd's RMC4,40 | Gls | *w* | CL | 1938 8mo | W.Gray& Co.Ld. W Hartlepool *Lloyd's* | EllermanLinesLd. (Ellerman& PapayanniLines, Ld. *Mgrs.*) *Cell DB* | 345·7\|50·1\|20·7 358·7(O.L.) F30' FK 291'745*t FPT* | Liverpool British 7 *BHpt Cem* *Coll to Sh dk* 6 " 2nd " 24*t APT*14*t* | T.3Cy.23",38"&65"–48" & LPturbine withDRgearing & hydraulic coupling 225lb (*s*) FD 606NHP 3SB(Spt)*9cf*,GS166,HS7770 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl. | 23 " 3 s 1 " 3 22 " 2½ | |
| 72690 147155 GKNW | **Corinthic** *ss*Bry.No.3–6,37 1 *Dk*(*Stl*) | | 4823 4513 3023 | ✠100A1 ~~3,40~~ 12,40 Hul ✠LMC MS6,37 BS3,40 | Avn | *y* | CL 5,39 | 1924 6mo | IrvinesS.B. &D.D.Co.Ld. W Hartlepool *Lloyd's* | SirW.H.Cockerline *Cell DB* | 390·1\|55·5\|26·2 402·8(O.L.) P30'B221'F41' FK 335'1098*t FPT*120*t* | Hull British 6 *BH Cem* *APT*149*t* | T.3Cy.26",43"&72"–48" (*s*) 1SB(Spt),*9cf*,GS182 HS7551 Richardsons,Westgarth& Co.Ld.Hpl. | 28 " 9 s 4 " 5½ 24 " 6 | |
| 72691 128788 VJCG | **Corio** (*ex*Delungra) *ss*Syd.No.3–2,32 *ss*Syd.No.2–40 ~~*ss*Syd.No.1–37~~ 1 *Dk*(*Stl*)*& Web frames* *Longitudinal framing* *Cargo battens not fitted* | | 3346 3009 1934 | ✠100A1 5,10 ~~5,00~~ ✠LMC 5,40 ~~MS1,37~~ ~~BS8,39~~ | NSW Syd | *v* | ~~5,39~~ 5,40 | 1919 9mo | Govt.Dkyd Newcastle, N.S.W. A&CP | Huddart,Parker, Ld. *Cell DB*277'885*t* | 331·0\|47·9\|26·0 P31'B95'F30' FK *FPT*118*t APT*204*t* | Melbourne British 5 *BH Cem* | T.3Cy.25",41½"&68"–45" (*s*) 190lb HS8289 519NHP 3 Water Tube Boilers FD Govt.Dkyd.Nwc N.S.W. | 26 " 1 s 4 " 5½ 21 " 10 | |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* | 3 Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. — Corresponding draught. ft. in. | 15 Registers in which classed. Date of First Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72692 HRDA | **Jorisco** (*ex*Arwyco-34,*ex*Lancashire Coast,*ex*Annie Hough,*ex*Delta) Wireless | *ss*Vcr.3rdNo.3–5,34 *Well deck* 1 *Dk(Stl)2trB* | 1109 931 552 | ✠ —— 6,39 ✠ | Mob | *n* | | 1900 3mo | J.Scott& Co. Kinghorn | A.Garcia *CellDBa44'60t* | 225·4 \| 34·2 \| 15·2 P&B132'F35' FK *FPT50t APT50t* | | | Puerto Cortes Honduran | T.3Cy.17",27"&45"–33" 124NHP 2SB,*4cf*,GS72,HS1861 5 *BHCem* J.Scott&Co.Kinghorn | 16 ″ 6 s 1 ″ 3 15 ″ 5½ | |
| 72693 140362 GFCT | **Corland** (*ex*Buffs) Sub.Sig. E.S.D. | *ss*Shl.No.3–8,30 ~~*ss*Shl.No.1–35~~ 1 *Dk(Stl)* *Cargo battens not fitted* | 3431 3052 2001 | ✠100A1 2,41 BS2,41 | ~~Bly~~ Shl ✠LMC9,39 | *v* | CL 8,88 1,41 | 1917 10mo *Lloyd's* | S.P.Austin &Son,Ld. Sunderland | CoryColliers.Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell DB253'902t DTa31'161t FPT223t APT80t* | 341·0 \| 47·0 \| 22·8 P29'B66'F24' FK | | | London British 6 *BHCem* | T.3Cy.24",40"&65"–42" (*s*) 180lb 303NHP 2SB,*8pf*,GS138,HS4740 Richardsons,Westgarth& *board* 14'122t Co.Ld.Sld. | 25 ″ 3 s 4 ″ 5⅜ 20 ″ 11 | |
| 72694 135192 GRTB | **Corlock** (*ex*Corton-39) | *ss*Shi.2ndNo.3–4,39 1 *Dk (Stl)* *Cargo battens not fitted* | 3405 3028 2034 | ✠100A1 ~~[illegible]~~ 4,39 12,40 ✠LMC4,39 ✠NB(s)8,18 BS5,40 | Shi Cal | *v* | CL 4,30 11,40 | 1913 2mo *Lloyd's* | S.P.Austin &Son,Ld. Sunderland | G.E.Marden (Wheelock&Co. Ld.*Mgrs.*) *Cell DBa114'uE&B43'* | 341·0 \| 47·0 \| 22·8 P25'B59'F28' FK | | | Shanghai British 6 *BHCem* | T.3Cy.24",40"&65"–42" (*s*) 180lb 301NHP 2SB,*4pf*,*4cf*,GS140,HS4721 G.Clark,Ld.Sunderland *f*123'936t *Sidetank sin ER*10'6 14'195t *FPT*190t *APT*136t | 25 ″ 3 s 4 ″ 5⅜ 20 ″ 11 | |
| 72695 167356 GCNC | **Cormarsh** D.F. E.S.D. GyC. *Mchy.Aft* | 1 *Dk* *Cruiser Stern* *Cargo battens not fitted* | 2848 2149 1660 | ✠100A1 ~~7,38~~ 10,39 5,41 ✠LMC10,39 | Lth ~~Shl~~ Bly | *t* | OG 7,40 4,41 | 1939 10mo *Lloyd's* | Burntislnd S.B.Co.Ld. Burntisland | CoryColliersLd. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB266'990t FPT182t APT68t* | 315·0 \| 44·5 \| 22·2 325·7(O.L.) RQD190'F29' FK | | | London British 5 *BHpt Asp* 2SB(Spt),*6cf*,GS61,HS3396 N.E.MarineEng. Co.(1938) | T.3Cy.18½",29"&52"–39" (*s*) 220lb 244NHP 2SB(Spt),*6cf*,GS61,HS3396 N.E.MarineEng. FD Co.(1938)Ld.Sld. | 22 ″ 1 s 7 ″ 3⅜ 19 ″ 11¾ | |
| 72696 167369 GCLL | **Cormead** D.F. E.S.D. *Mchy.Aft* | *Cruiser Stern* *Cargo battens not fitted* | 2848 2149 1660 | ✠100A1 ~~10,41~~ 2,39 4,41 ✠LMC12,39 | Lth ~~LonSld~~ | *t* | OG | 1939 12mo *Lloyd's* | Burntislnd S.B.Co.Ld. Burntisland | CoryColliers.Ld. Wm.Cory&Son, Ld.*Mgrs.*) *Cell DB266'990t FPT18* | 315·0 \| 44·5 \| 19·9 325·7(O.L.) Q190'F29' FK | | | London British 5 *BHpt Asp* 2t *APT68t* | T.3Cy.18½",29"&52"–39" (*s*) 220lb FD 244NHP 2SB(Spt),*6cf*,GS61,HS3396 N.E.MarineEng.Co.(1938) Ld.Sld. | 22 ″ 1 s 7 ″ 3⅜ 19 ″ 11¾ | |
| 72697 160366 GNLZ | **Corminster** *Well deck* Sub.Sig. E.S.D. | *ss*Bly.No.2–37 1 *Dk(Stl)* *Cargo battens not fitted* | 1703 1295 935 | ✠100A1 ~~Examined~~ 3,41 Bly BS2,~~40~~ 3,41 ✠LMC7,37 | ~~Bly~~ | *q* | CL 3,40 | 1928 2mo *Lloyd's* | S.P.Austin &Son,Ld. Sunderland | CoryColliers.Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB207'* | 255·0 \| 37·5 \| 16·8 P22'Q150'F25' FK | | | London British 4 *BHCem* 70t *APT*150t | T.3Cy.19",31"&52"–36" (*s*) 180lb 195NHP 2SB,*6cf*,GS93,HS3268 G.Clark,Ld.Sunderland | 18 ″ 10 s 5 ″ 8½ 17 ″ 4¾ | |
| 72698 149963 MNXW | **Cormorant** *Ref.Mchy.* E.S.D. | *ss*Lon.No.2–36 2 *Dks(Stl)* *Cruiser Stern* | 1220 1069 714 | ✠100A1 ~~Lon~~ *withfreeboard* Lon ~~Examined~~ 11,40 BS~~4,41~~ ✠LMC4,36 ✠Lloyd'sRMC~~3,39~~ 4,41 | ~~Lon~~ | *n* | CL 9,38 | 1927 12mo *Lloyd's* | Earle'sCo. Ld. Hull | GeneralStm.Nav. Co.Ld. *CellDB176'200t* | 216·0 \| 32·1 \| 18·5 B62' BK6" *FPT27t APT20t* | | | London British 5 *BHCem* 1 *to2nd dk* | T.3Cy15½",25½"&42"–30" (*s*) 200lb 158NHP 2SB,*4cf*,GS79,HS3040 Earle'sCo.Ld.Hull | 20 ″ 9 s 7 ″ 3 14 ″ 0½ | |
| 72699 164700 GZBD | **Cormount** *Mchy.Aft* E.S.D. Sub.Sig. *Cruiser Stern* 1 *Dk* | | 2841 2159 1624 | —— | | | — | 1936 | Burntislnd S.B.Co.Ld. Burntisland | CoryColliers.Ld. (Wm.Cory&Son, Ld.*Mgrs.*) | 308·0 \| 44·5 \| 19·6 Q186'F26' | | | London British *WB* | T.3Cy.18½",29"&52"–39" 169NHP N.E.MarineEng.Co.Ld.Sld | | C |
| 72700 162132 MMYK | **Cornel** *Mchy.Aft* Wireless | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 353 254 163 | | | | | 1938 | N.V.E.J. Smit&Zoon Schpsw. Westerbroek | Lovering&Sons, Ld. | 143·5 \| 25·0 \| 8·9 P36'F23' | | | Cardiff British *WB* | Oil Engines 4S.C.SA 6Cy.11"–17⅛" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | | V |
| 72701 214382 WKCC | **Cornelia** Sub.Sig. *Ref.Mchy.* D.F. | *ss*Bal.2ndNo.3–8,38 2 *Dks(Stl)&Web frames* *Longitudinal framing* | 3129 2620 1944 | ✠100A1 ~~7,41~~ ~~3,40~~ 2,41 ~~BS7,38~~ ✠LMC8,38 ✠Lloyd'sRMC~~3,40~~ 4,41 ~~10,40~~ for temp. 38° F. *Fitted for oil fuel* 8,16 | Bal | *u* | CL ~~X10,37~~ 6,40 *F.P.a* | 1916 8mo A&GP | Bethlehem SteelCo. Sparro'PtMd | A.H.BullSteam-shipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *CellD* | 327·7 \| 46·7 \| 23·5 P38'B94'F37' FK *B255'662t FPT50t* | | | NewYork Utd.States 6 *BHCem* *APT*145t | T.3Cy.24¼",41⅜"&68⅛"–48" 200lb (*s*) 487NHP 3SB,*9cf*,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt *above* 150° F. | 26 ″ 3 s 4 ″ 6 21 ″ 11½ | |
| 72702 215234 KJOI | ~~**Wood**~~ (~~ex~~Pollux) Kirkpatrick–36,*ex*Robert C.Sudden,*ex*Hadrumète,*ex*Robert C Sudden) | *Fitted for oil fuel* 1 *Dk* Wireless | 1430 —— 809 | *Now West Coast," see No. 90603 in Supplement* | | | | 1917 | F.Stone Oakland,Cal. | KitsapS.S.Co. | 223·0 \| 43·6 \| 16·5 | | | Seattle Utd.States | T.3Cy.15½",26"&43"–33" 106NHP MainStr.IronWks.S.Fo. | | R |
| * 72703 PDLX | **Cornelia B.** *Mchy.Aft* | *Oil Eng.* *ss*Hrl.No.2–39 1 *Dk(Stl)* *Strengthened for Navigation in Ice* | 400 287 264 | ✠100A1 2,40 ✠LMC1,39 | Ant | *f* | N4,39 | 1931 7mo *Lloyd's* | N.V.Werf "Voornit" Spaarndam | O.Bosma *CellDB f*43'65t *FPT* | 147·8 \| 25·2 \| 10·0 P39'F15' FK | | | Groningen Dutch 3 *BHpt Cem* 16t *APT*15t | Oil Engines 4S.C.SA 4Cy.11"–17⅛" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 10 ″ 8 s 1 ″ 1½ 9 ″ 7¼ | |
| * 72704 OXJA | **Cornelia Mærsk** D.F. | *ss*Svb.No.3–1,38 1 *Dk(Stl)* | 1892 1683 1115 | ✠100A1 8,39 BS2,39 ✠LMC1,38 | Svb | *r* | CL 1,38 | 1925 4mo *Lloyd's* | F.Schichau Danzig | A/S D/S Svend-borg(A.P.Moller, Copenhagen,*Mgr*) *CellD* | 280·8 \| 40·2 \| 18·8 293·5 (O.L.) P27'B74'F32' FK *B240'541t FPT38t* | | | Kalundbrg Danish 4 *BHCem* *APT*79t | T.3Cy.19½",32⅝"&53½"–37⅞" & L.P. turbine with reduction gearing & chain drive 200lb (*s*) 243NHP 2SB(Spt),*4cf*,GS78, HS3014 FD F.Schichau,Elbing | 21 ″ 4 s 2 ″ 9 18 ″ 8½ | |
| 72705 127461 | **Cornell** D.F. GyC. *Mchy.Aft* | 1 *Dk2trB* | 4449 —— 3439 | | | | | 1900 | Chicago S.B.Co. Chicago | PittsburghS.S.Co. | 454·0 \| 50·2 \| 25·0 *WB* | | | Duluth, Minn. Utd.States | Q.4Cy.18",26¾",41"&63"–42" 257NHP ChicagoS.B.Co. | | |
| 72706 152301 VOQB | **Corner Brook** D.F. E.S.D. Sub.Sig. | *ss*Mob.No.3–4,37 2 *Dks(Stl)&Shelter dk(Stl)* *Strengthened for Navigation in Ice* | 5767 5244 3528 | ✠100A1 *withfreeboard* Mch 6,40 ~~5,30~~ ✠LMC MS4,37 BS~~6,39~~ 6,40 *Fitted for oil fuel* 9,25 | Lon | *b*† | CL 5,39 *F.P.a* | 1925 9mo *Lloyd's* *above* 1 | Armstrong Whitworth &Co.Ld. Newcastle | Bowater'sNew-foundlandPulp& PaperMills,Ld. *CellDB347'1082t DTa28'868t* | 424·8 \| 56·3 \| 28·6 439·4(O.L.) F50' FK *FPT223t APT170t* | | | S Jhns NFL British 8 *B Hpt Cem* *Coll to Sh dk* 6 ,, 2nd,, 1 ,, 3rd,, 50° F. | T.3Cy.28¾",46"&77"–51" (*r*) 180lb 620NHP 3SB,*12cf*,GS225,HS9420 FD ArmstrongWhitworth &Co.Ld.Nwc. | 31 ″ 3 s 4 ″ 1⅜ 27 ″ 3½ | |
| 72707 LCKE | **Corneville** D.F. | Twin Sc *Oil Eng.* *Cruiser Stern* 2 *Dks* | 4544 4202 2747 | | | | | 1930 | Akt.Bur-meistr&Wain Copenhagen | SkibsA/S Mandeville(A.F. Klaveness&CoA/S) | 391·0 \| 55·2 \| 24·4 P on *Shelter dk* 20' F27' | | | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 14Cy.23¼"–43⅛" 730NHP Akt.Burmeistr&Wain,Cpn | | N |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiels. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Force assignée aux Chaudières et autres Appareils d'Equipement. | 7a Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Inspirées ce cote, si ce n'est dans le L. R. Durée. Cert. Ll. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72708 | **Cornish** | | 1827 | | | | | 1923 | Bethlehem S.B.Corp.Ld. Sparrow's Point.Md. | EasternS.S. Lines. Inc. | 233·6 | 40·2 | 24·3 | Newport News Utd. States | T.3Cy.19″,32″&56″–36″ 187NHP Hooven,Owens&RentschlerCo.Hamilton,O. | | |
| 222746 | *Fitted for oil fuel* | | 1666 | | | | | | | | | | | | | | |
| KJGO | *2Dks* | | 1094 | | | | | | | | | | | | | | |
| 72709 | **Cornish City** | | 4952 | | | | | 1936 | Furness S.B.Co.Ld Haverton Hill-on-Tees | LeedsShippingCo. Ld.(SirW.R.Smith &Sons,Ld. *Mgrs.*) | 426·5 | 56·2 | 25·3 | Bideford British *WB* | Oil Engines 2S.C.SA 4Cy.23¾″–91⅛″ 687NHP W.Doxford&Sons,Ld.Sld. | | C |
| 161624 | *Oil Eng.* | | 4642 | | | | | | | | F42′ | | | | | | |
| GZDK | D.F. *1 Dk & Shelter dk* | | 2984 | | | | | | | | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 72710 | **Cornish Rose** (*ex* Cornish Trader) | | 471 | ✠100A1 Bly *f* | | | CL | 1920 | I.J. Abdela Mitchell,Ld. Queensferry | RichardHughes& Co.(Liverpool) Ld. | 141·9 | 25·1 | 11·6 | Liverpool British | C.2Cy.18″&38″–27″ (*s*) 130lb 80NHP | 12 ″ 7 | |
| 137210 | *ss* Hul.No.3–5,33 | | 319 | 2,41 ~~11,38~~ ~~12,10~~ ~~12,20~~ Sws | | | 11,38 | 11mo | | | Q79′B9′F19 FK | | | | 3BHCem | s 4 ″5½ | |
| MKNJ | *ss* Bly.No.1–36 | | 212 | ~~BS12,30~~ ✠LMC ~~12,35~~ 12,40 | | | 11,10 | | | | | | | | 1SB.2*cf*,Gs39,Hs1400 | 12 ″3½ | |
| | *Mchy. Aft* 1 *Dk (Stl)* | | | *Lloyd's* RMC | | | 2,41 | | | | *FPT* 50*t* | | | | *APT* 15*t* | | |
| | *Well deck* *Cargo battens not fitted* | | | | | | | | | | | | | | MacColl&Pollock,Ld.Sld. | | |
| 72711 | **Cornouaille** (*ex* Mahagi–38) | | *3324* | ✠ ... Ant *v* | | | CL | 1928 | Antwerp Eng.Co.Ld. Hoboken | Cie.Delmas-Vieljeux | 330·2 | 48·2 | 23·0 | La Rochlle French | T.3Cy.24″,39″&65″–42″ 344NHP | 25 ″ 3 | V |
| | *ss* Ant.No.2–37 | | *2947* | 11,38 | | | 11,38 | 9mo | | | P34′B100′F33″ FK | | | | 3BHCem | | † |
| FPGD | D.F. *1 Dk (Stl) & 2nd dk (Stl) in peaks & Nos.1,2,4 & 5 holds* | | *1924* | ✠ | | | | | | | *Cell DB* 280′80*t* | | | | 1 ,, *to 2nd dk* *DT sa FPT* 2*t APT* 21*t* | | |
| | | | | | | | | | | | | | | | 3SB,9*cf*,Gs159,Hs5961 N.E.MarineEngCoLd Nwc | | |
| 72712 | **Cornwall** Twin Sc | | 11288 | ✠100A1 Lon *f*† | | | CL | 1920 | W.Hamilton &Co.Ld Pt.Glasgow | FederalStm.Nav. Co.Ld. | 495·1 | 63·1 | 40·3 | London British | 4 Steam Turbines SR geared to 2 Sc. Shafts | 43 ″ 3 | |
| 148038 | *ss* Liv.No.3–11,32 | | 10125 | *Shelter dk* | | | ~~24,37~~ | 10mo | | | 508·1 (O.L.) | | | *Cem* | 180lb (*s*) 1206NHP | s 10 ″ 7½ | |
| GDQM | *ss* Liv.No.1–36 | | 7088 | *with freeboard* | | | ~~27,30~~ | | | | B185′F44′on *Shelter dk* FK | | | | 5SB,20*cf*,Gs385Hs16200FD | 32 ″ 11 | |
| | 2 *Dks (Stl) & Shelter dk (Stl-ws)* | | | 2,40 BS5,41 | | | 2,41 | *Lloyd's* | | | | | | | D.Rowan&Co.Ld.Glasgow | | |
| | D.F. *Ref. Mchy.* *Cruiser Stern* | | | ~~BS7,30~~ ✠LMC 10,36 ✠Lloyd's RMC ~~2,05~~ 5,41 | | | | | | *Inter* | *mediate B Hin fore hold dispensed with* | | | | 5 *B Hto Sh dk* | | |
| | | | | | | | | | | *Cell DB* 421′1671*t DT* a 114*t F* | *PT* 107*t APT* 103*t* | | | | 2 ,, ,, *U* ,, | | |
| | | | | *Adapted for oil fuel* 1,2 *S F.P. above* 150°F. | | | | | | | | | | | | | |
| 72713 | **Cornwallis** Ⓟ (*ex* Canadian Transporter–32) | | 5458 | | | | | 1921 | J.Coughlan&Sons,Ld. Vancvr.B.C. | CanadianTransporter,Ld.(CanadianNational Steamships, *Mgrs*) | 400·0 | 52·4 | 28·7 | Vancouver British *WB* | T.3Cy.27″,44″&73″–48″ 370NHP J.G.Kincaid&Co.Ld.Grk. | | C |
| | *Fitted for oil fuel* | | 4895 | | | | | | | | P44′B115′F47′ | | | | | | |
| VGBY | *Ref. Mchy.* *2 Dks* | | 3352 | | | | | | | | | | | | | | |
| 72714 | **Corona** | | 3264 | | | | | 1920 | Smith's Dock Co.Ld. Middlesbro' | Skibs-A/S Corona (H M.Wrangell& Co.A/S) | 334·2 | 48·0 | 24·9 | Haugesnd Norwegian *WB* | T.3Cy.24″,39″&65″–42″ 274NHP Smith'sDockCo.Ld.Mdb. | | N |
| | | | 2966 | | | | | | | | P32′B102′F34′ | | | | | | |
| LCGP | *1 Dk* | | 1952 | | | | | | | | H156*t* | | | | | | |
| 72715 | — | | 1569 | | | | | 1922 | Lübecker Maschb.Ges. Lübeck | FinskaÅngf.A/B | 273·3 263·0 | 37·7 | 14·1 | Helsingfrs Finnish | T3Cy.21⅜″,34½″&55½″–35⅝″ 201NHP | | G |
| | (*ex* Nelly–37, *ex* Margret, *ex* Ingrid Horn) | | — | | | | | | | | P16′Q75′B114′F29′ | | | | | | |
| OFAG | *Well deck* Wireless D.F. *1 Dk* | | 839 | | | | | | | | | | | | LübeckerMaschb.Ges. | | |
| 72716 | — | | 304 | ✠ ... | | | | 1905 | Hawthorns &Co.Ld. Leith | FerraroHermanos | 150·5 | 23·2 | 12·5 | Callao Peruvian | T.3Cy.12½″,21″&34″–24″ 74NHP | | |
| | (*ex* Yacht) *ss* N.Yk.2nd No.3–7,27 | | — | 1,29 | | | | 5mo | | | | | | | Hawthorns&Co.Ld. | | |
| | | | 133 | | | | | | | | | | | | | | |
| 72717 | **Coronda** (*ex* Politician) 4 Mst | | 7503 | ✠100A1 ~~Lth~~ *c*† | | | CL | 1899 | C.S.Swan& Hunter,Ld. Newcastle | SouthGeorgiaCo. Ld.(Chr.Salvesen &Co. *Mgrs.*) | 469·5 | 56·4 | 31·9 | Stanley FI. British | T.3Cy.27½″,45½″&75″–60″ 180lb (*s*) 571NHP | 34 ″ 10 | |
| 110533 | *ss* Lth.3rd No.3–9,35 | | 6690 | ~~7,37~~ Examined 5,40 Sh! | | | 5,40 | 1mo | | | P37′B165′F38′ FK | | | | 2D&1SB*15cf*,Gs308Hs10150 | s 8 ″ 1 | |
| VPNL | D.F. | | 4911 | BS8,39 ✠LMC9,35 | | | | *Lloyd's* | | | | | | | WllsndSlpwyCo.Ld.Nwc. | 27 ″ 0 | |
| | 2 *Dks (Stl) & deep framing & Webframes* | | | | | | | | | | | | | | | | |
| | | | | *Carrying whole oil ~~in bulk~~ or oil fuel* | | | | | | *Cell DB* | 137′*wE & B* 63′*f* 204′ | | | | 12 *B H to U dk* (9 *to U dk* 3 ,, 2*nd* ,, | | |
| | | | | *F.P. above* 150°F. *in bulk* | | | | | | | | | | | | | |
| 72718 | **Corozal** | | 3110 | ✠100A1 Mob *u* | | | CL | 1911 | NwprtNws S.B.&D.D.Co NewprtNews A&CP | Agwilines,Inc. (NewYork&Porto RicoS.S.Co. *Mgrs.*) | 335·0 | 46·8 | 22·7 | New York Utd. States | T.3Cy.21¾″,36½″&61″–42″ 190lb (*s*) 809NHP | 25 ″ 0 | |
| 208330 | *ss* Mob.2nd No.3–11,35 | | 2890 | 9,40 ~~2,30~~ NYk | | | 1,40 | 2mo | | | | | FK | *Cem* | 3SB,9*cf*,Gs184,Hs5040 | | |
| KJPJ | 2 *Dks (Stl)* | | 1920 | BS ~~1,40~~ 1,41 ✠LMC ~~11,35~~ MS9,40 | | | | | | *Cell DB* 295′*f* 147′845*t* | *uE & B* 41 *FPT* 85*t APT* 43*t* | | | | 4 *B H to U dk* 1 ,, 2*nd dk* | NewportNewsSB&DD.Co. | |
| 72719 | **Corrales** | | 5363 | | | | | 1930 | A.Stephen &Sons,Ld. Glasgow | Elders& Fyffes,Ld. | 400·6 | 51·2 | 30·1 | Glasgow British *WB* | T.3Cy.27½″,46½″&78″–54″ 447NHP A.Stephen&Sons,Ld.Gls. | | C |
| 161902 | *Ref. Mchy.* Sub.Sig. D.F. | | 4655 | | | | | | | | P42′B155′F41′ | | | | | | |
| GSJL | E.S.D. *2 Dks* | | 3316 | | | | | | | | | | | | | | |
| 72720 | — | | 2146 | ✠ ... | | | | 1918 | Manitowoc S.B.Co. Manitowoc, Wis | MatsonNavigation Co. | 250·5 | 43·7 | 20·4 | L.Angeles Utd. States *WB* | T.3Cy.20″,33″&54″–40″ 263NHP ManitowocS.B.Co. | 23 ″ 1 | R |
| 217197 | *Fitted for oil fuel* | | 1766 | 6,20 | | | | 11mo | | | P27′B64′F26′ | | FK | | | | † |
| WPIF | D.F. *1 Dk* | | 1287 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 72721 | **Corregidor** (*ex* Engadine–33) Trp Sc | | 1881 | | | | | 1911 | W.Denny &Bros. Dumbarton | Cia.Maritima (FernandezHermanosInc. *Mgrs.*) | 316·0 | 41·1 | 15·8 | Manila Utd. States *WB* | 3 Steam Turbines Denny&Co.Dumbarton | | |
| | *Fitted for oil fuel* | | — | | | | | | | | | | | | | | |
| KZGR | 2 *Dks & Awng dk* | | 871 | | | | | | | | | | | | | | |
| 72722 | **Corrib** (*ex* The Countess) 3 Mst | | 624 | ✠100A1 Bel *i* | | | CL | 1902 | AilsaS.B. Co.Ld. Troon | CullifordShippingCo.Ld. (Culliford&Clark, Ld. *Mgrs.*) | 181·4 | 27·3 | 11·0 | London ~~Belfast~~ British | C.2Cy.19¾″&44½″–30″ (*s*) 130lb 80NHP | 13 ″ 7 | |
| 115706 | *ss* Bel.3rd No.2–8,40 ~~*ss* Bel.2nd No.3–9,28~~ | | 428 | ~~3,30~~ 4,41 Hul | | | ~~9,37~~ | 9mo | | | 187·1 (O.L.) | | | British | 3BHCem | s 4 ″6½ | |
| MFMF | *Mchy. Aft* *ss* Bel.No.2–37 | | 251 | ~~BS1,39~~ ✠LMC ~~10,37~~ BS ~~3,40~~ 4,41 MS8,40 | | | 8,40 | | | *Lloyd's* | Q100′B9′F34′ | | BK 7⅛″ | | 1SB.3*pf*,Gs62,Hs1543 | 13 ″ 9 | |
| | *Well deck* 1 *Dk (Stl)* | | | | | | | | | | | | | | Muir&Houston,Ld.Gls. | | |
| | | | | | | | | | | | *DB f* 96′139*t FPT* 59*t APT* 9*t* | | | | | | |
| 72723 | **Corrientes** | | 6863 | ✠100A1 Gls *a*† | | | CL | 1920 | Short Bros. Ld. Sunderland | DonaldsonLine, Ld.(Donaldson Bros.&Black,Ld. *Mgrs.*) | 419·0 | 54·8 | 35·7 | Glasgow British | 3SteamTurbinesDRgeared to 1 Sc. Shaft | 38 ″ 3 | |
| 144218 | *ss* Gls.No.3–10,32 | | 6572 | *Shelter dk* | | | 8,39 | 7mo | | | | | FK | 7 *B H to Sh dk* *Cem* | 200lb (*s*) 756NHP | s 10 ″ 10½ | |
| GDMP | *ss* Gls.No.1–37 | | 4233 | *with freeboard* | | | | *Lloyd's* | | | | | | | 4SB,12*cf*,Gs240,Hs10632FD | 27 ″ 8 | |
| | 2 *Dks (Stl) & Shelter dk (Stl)* 3rd *dk (Stl)* *in fore holds Platform dk (Stl) in No.4 hold* | | | 6,40 ~~8,00~~ ✠LMC MS11,37 BS4,40 ✠Lloyd's RMC 4,40 | | | | | | *Cell DB* | 344′1198*t FPT* 89*t APT* 25*t* | | | | ParsonsMar.Stm.Turbine Co.Ld.Nwc. | | |
| | *Ref. Mchy.* D.F. E.S.D. | | | | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 11,20 *F.P. above* 150° F. | | | | | | | | | | | | | |
| 72724 | — Ⓟ (*ex* Münster–38, *ex* Nord-Friesland, *ex* Louisiana) | | 4565 | ✠ ... | | | | 1921 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Hamburg-Süd-Amerik.Dampfschifffahrts-Ges. | 362·6 | 52·2 | 31·0 | Bremen German *WB* | T.3Cy.26″,43″&73″–48″ 538NHP Richardsons,Westgarth& Co.Ld.Sld. | 24 ″ 9 | G |
| | | | 4221 | 7,28 | | | | 3mo | | | F68′ *on shelter dk* FK | | | | | | † |
| DORD | Sub.Sig. *Ss* Osl.No.1–25 | | 2783 | | | | | | | | | | | | | | |
| | D.F. *1 Dk & Shelter dk* *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 72725 | **Corriere del Tevere** Iron Twin Sc | | 423 | | | | | 1879 | Stabilmnto Tecnico Trieste | LaLigureRomana Soc.An.diNav. Maritt.eFluviale | 187·1 | 27·2 | 8·7 | Genoa Italian | C.4Cy.11½″&23½″–18″ 39NHP | | I |
| 1107 | (*ex* Gian Carlo, *ex* Tullio, *ex* Paul) | | 352 | | | | | | | | 173·8 | | | | | | |
| ILSV | *1 Dk* | | 226 | | | | | | | | | | | | | | |

Now "Barbara Olson," *see No. 87252 in Supplement*

147/40

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 6 Years Assigned now expired. | 7 Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard and/ships. Corresponding draught. ft. in. | 15 Register by which classed, if not in L.R. Date of b. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72726 131496 VJRD | **Corrimal** 3Mst *Mchy. Aft* 1*Dk* | 1140 890 682 | | | | | | 1911 | Greenock& Grangem'th DckyrdCoLd. Grangem'th | James Patrick&Co Pty. Ld. | 230·0 Q124′ | 34·7 B13′ | 13·9 F25′ | Sydny NSW British *WB* | T.3Cy.18″,30″&48″–33″ 132NHP Muir&Houston,Ld.Gls. | | C |
| 72727 146178 GFWQ | **Corsea** *ss*Bly.No.1-40 *ss*Shl.No.3–11,34 Sub.Sig. 1*Dk(Stl)* E.S.D. *Cargo battens not fitted* | 2764 2426 1596 | ✠100A1 ~~3,402,38~~ 1,41 ~~BS3,36~~ | Bly Shl | *t* Nwc ✠LMC ~~1,34~~ 7,40 | CL ~~2,38~~ 1,41 | | 1921 11mo *Lloyd's* | S.P.Austin &Son,Ld. Sunderland | Cory Colliers.Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB* | 312·5 322·6(O.L.) P25′B66′F28′ FK *Tin ER*(P.10′s 14′) 180*t* *DTa*22′117*t* | 45·3 | 20·8 | London British 5*BHCem* 180*t* 170*t* | T.3Cy.22½″,37″&61″–42″(*s*) 180lb 268NHP 2SB,*8pf*,GS125,HS4236 Richardsons,Westgarth& Co.Ld.Sld. | 23 ″ 1 s 3 ″ 9¼ 19 ″ 6 | I † |
| 72728 2147 *ex*Fortunata-57, *ex*Burriana–33) INFR | **Corso Fougier** (*ex*Obbedire–40, *ss*Lth.2ndNo.3–5,30 *ss*Pal.No.1–34 1*Dk(Stl)&deep framing* | 1348 1214 780 | ✠ ... 10,38 ✠ | Tri | *q* | | | 1906 10mo *Lloyd's* | R.Duncan &Co.Ld. PortGlasgow | Dott.Ing.Cav. MarioZoboli *CellDB* | 258·8 250·0 P23′B105′F29′ FK *a*72′*u E&B*32′*f* 110′ | 36·1 | 16·5 | Genoa Italian 4*BHCem* 414*t* | T.3Cy.20″,33″&54″–36″ NDB19 204NHP 2SB,*6cf*,GS100,HS3330 Muir&Houston,Ld.Gls. | 19 ″ 3 | |
| 72729 142745 GRTF | **Corstar** (*ex*WarDart) *ss*Shl.No 3-6,31 *ss*Shl.No.2–40 ~~*ss*Bly.No.1–38~~ *Well deck* Sub.Sig. 1*Dk(Stl)* E.S.D. *Cargo battens not fitted* | 2337 1756 1336 | ✠100A1 ~~2,19 5,00~~ 1,41 ~~6,38 8,8~~ 6,41 ~~MS8,36~~ | Shl Sld | *s* ~~BS7,39~~ ✠LMC 8,40 | CL ~~5,39~~ 8,40 1,41 | | 1918 12mo *Lloyd's* | CaledonS. B.&E.Co.Ld. Dundee | CoryColliers.Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellD* | 285·0 P28 Q77′B56′F32′ FK *B228′585t FPT* 100*t* | 42·0 | 18·9 | London British 7*BHptCem* *APT* 209*t* | T.3Cy.22″,36″&59″–39″ (*s*) 180lb 266NHP 2SB,*6cf*,GS124,HS4500 CaledonS.B.&E.Co.Ld.Dun | 21 ″ 2 s 1 ″ 1¼ 19 ″ 3 | |
| 72730 CSAG | **Corte Real** (*ex*Peursum–34) *ss*Rot.No.3–3,34 *ss*Ant.No.1–38 D.F. 1*Dk(Stl)&Shelter dk(Stl)* | 2044 1809 1212 | ✠100A1 *Shelter dk withfreeboard* ~~6,18 8,8~~ 6,41 BS6,39 6,40 | Sch Lis | *s* ✠LMC 4,38 | CL ~~8,39~~ 12,40 | | 1922 6mo *Lloyd's* | A.Vuijk& Zonen Capelle a/d Ysel A&CP | Cia.deNav. "Carregadores Açoreanos" *CellDB* | 281·7 F29′*on Shelter dk* FK *Collisio* 240′560*t* | 40·2 | 19·2 | Ponta Delgada Portuguese *Cem* *nBHtoSh dk* 3 ,, ,, *U* ,, *FPT* 80*t* *APT* 41*t* | T.3Cy.21″,35″&57″–39″ (*s*) 180lb 267NHP 2SB,*6cf*,GS110,HS3812 FD Maats.deSchelde,Flushing | 21 ″ 4 s 1 ″ 0¼ 20 ″ 6½ | |
| 72731 142505 MKNV | **Corteen** *ss*Bel.No.3–1,34 *ss*Bel.No.1–39 *Mchy. Aft* *Well deck* 1*Dk(Stl)* | 530 359 211 | ✠100A1 2,39 7,41 BS3,40 | Bel | *h* ✠LMC 2,39 | CL 1,39 | | 1920 11mo *Lloyd's* | W.Simons &Co.Ld. Renfrew | JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD* | 166·9 Q94′B9′F32′ BK 7½″ *Bf* 90′134*t* | 26·6 | 9·9 | Belfast British 3*BHCem* *APT* 23*t* | T.3Cy.14″,24″&40″–30″ (*s*) 180lb 88RHP 1SB,*3cf*,GS61,HS2009 W.Simons&Co.Ld Rnf. | 12 ″ 8 s 4 ″ 3⅜ 13 ″ 0½ | |
| 72732 238 IBXI | **Cortellazzo** *Oil Eng.* *ss*Tri.No.2–39 D.F. 1*Dk&Shelter dk* 3*rd dk in No.* 1 *hold* | 5292 4147 3061 | ✠100A1 *withfreeboard* 3,40 ✠LMC CS10,39 DBS3,40 1,39 *Fitted for carrying oil* | Tri | *a*† | CL 10,39 3,31 *F.* | | 1931 3mo *Lloyd's* *P. abo* | Cantieri RiunitiDell' Adriatico Monfalcone *sA&CP* ve 150°F. *in de* | LloydTriestino Soc.Anon.diNav. *ep tank* *CellD* | 440·6 420·0 F35′ *Wingtanks* | 56·2 23·5 FK ( | 33·2 *Coll to Shdk* 7 ,, 2nd,,) *FPT* 103*t* *APT* 43*t* | Venice Italian 8*BH* *DB100lb* 6*BHtoSh dk* 1 ,, ,, *U* ,, 1155*t* | Oil Engines 2S.C.SA 8Cy.29½″–49⅜″ 1219NHP Soc.An.FiatS.G.M.Turin 4SB(3Spt),*12cf*,GS246 FD Vickers,Ld.Barrow | 27 ″ 2 s 3 ″ 1½ 24 ″ 2¼ | |
| 72733 143354 GBXD | **Cortes** Wireless D.F. 1*Dk* | 1374 1094 542 | | | | | | 1919 | CaledonS. B.&E.Co.Ld. Dundee | MacAndrews&Co. Ld. | 270·6 | 38·1 | 16·2 | London British *WB* | T.3Cy.21″,34″&56″–39″ 196NHP CaledonSB&E.Co.Ld.Dun | | C |
| 72734 144237 GFDP | **Cortona** *ss*Gls.No.3–1,34 *ss*Gls.No.1–37 *Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)* D.F. 3*Dks(Stl)in forward holds* E.S.D. *Platform Dk(Stl)in Nos.*1&4*holds* | 7093 6679 4453 | ✠100A1 *Shelter dk withfreeboard* 9,40 ~~10,30~~ MS8,36 ~~BS12,38~~ 3,40 ✠Lloyd's RMC 12,39 7,41 ~~2,41~~ 9,40 ~~5,40~~ *Fitted for oil fuel* | BAs Gls | *a*† ✠LMC | CL 10,39 *P.* | *above* 50° F. | 1921 3mo *Lloyd's* | Vickers, Ld. Barrow | Donaldson ~~South American~~ Line, Ld. (Donaldson Bros.& Black,Ld.*Mgrs.*) *CellD* | 414·4 F35′ 6*BHtoSh dk* 1 ,, ,, *U* ,, *Wingtanks* *E&B space* 404*t* | 55·7 | 36·8 FK ( | Glasgow British *Cem* *Coll to Shdk* 7 ,, 2nd,,) *FPT* 103*t* *APT* 43*t* | 2 Steam Turbines DR geared to 1 Sc.Shaft (*r*) 200lb HS10332 804NHP 4SB(3Spt),*12cf*,GS246 FD Vickers,Ld.Barrow | 39 ″ 3 s 10 ″ 8 28 ″ 8⅜ | |
| 72735 LOHE | **Corumbá** (P) (*ex*Asuncion) Pad Wireless 1*Dk* | 630 — 252 | | | | | | 1906 | W.Denny &Bros. Dumbarton | Cia Argentina de Nav.Mihanovich, Ltda. | 200·0 | 30·1 | 8·8 | Bns.Aires Argentine | T.3Cy.16¾″,26½″&43″–54″ 136NHP Denny&Co.Dumbarton | | |
| 72736 148568 MNDZ | **Corundum** (*ex*Balcombe) *ss*Ayr.No.3–10,37 *Mchy. Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted* | 929 627 496 | ✠100A1 ~~5,10 4,30~~ 5,10 ~~Lev~~ Lev 8,41 ✠LMC MS10,37 ~~BS4,39~~ BS9,40 5,40 | Bkn | *l* | CL ~~4,39~~ 7,40 | | 1925 3mo *Lloyd's* | J.Lewis& Sons,Ld. Aberdeen | Wm.Robertson *CellDBuB* | 200·1 206·0(O.L.) Q139′F23′ FK *f* 133′223*t* | 30·8 | 12·7 *FPT* 42*t* | Glasgow British 3*BHCem* *APT* 35*t* | T.3Cy.16″,28½″&45″–27″ (*s*) 200lb 125NHP 2SB,*4pf*,GS66,HS1970 Gt.CenCo.-OpECoLdGms | 14 ″ 9 s 4 ″ 4⅜ 14 ″ 6½ | |
| 72737 CSEW | **Corvo** (*ex*Martha,*ex*Comp. Stm.Dva,*ex*Truma) TwinSc *Oil Eng.* *Mchy. Aft* 1*Dk* | 773 593 523 | | | | | | 1919 2 6 | Pusnæs Stöperi& Mek. Verk. Arendal | EmpresaInsulana deNavegaçao (Bensaude&Co. *Mgrs.*) | 182·9 P48′F25′ | 30·4 | 13·0 | Lisbon Portuguese *WB* | Oil Engines 2S.C.SA 8Cy.14½″–15⅜″ 281NHP *Emade*18*fitted*24 Atlas-DieselA/B,Skm. | | |
| 72738 200479 WDQA | **Corvus** (*ex*J.L.Weeks) D.F. GyC. *Mchy. Aft* 1*Dk*2*trB* | 4551 — 3451 | | | | | | 1903 | WestBay CityS.B.Co. W.BayCity | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 416·0 | 50·0 | 24·0 | Wlmngton (Del) Utd.States | T.3Cy.22″,35″&58″–40″ 213NHP DetroitS.B.Co.Detroit | | R |
| 72739 LDFH | — Wireless D.F. 1*Dk* | 1317 1092 765 | | | | | | 1921 | Kjöbnhvns Flydk.&Skbs Copenhagen | DetBergenske Dampskibsselskab | 241·4 P39*t* H72*t* | 36·2 F32*t* | 16·2 | Bergen Norwegian *WB* | T.3Cy.16½″,27″&44″–30″ 106NHP KjbnhavnsFlydk&Skibsv. | | V |
| * 72740 PDMF | **Coryda** D.F. E.S.D. *Oil Eng.* 1*Dk*,2*nd dk clear of cargo tanks* *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 8028 7238 4721 | ✠100A1 10,39 ✠LMC 8,38 *Carrying Petroleum in bulk* | Sch | *c*† | CL | | 1938 8mo *Lloyd's* | NVRotter- damDroogd. Maats. Rotterdam *sA&CP* | N.V.Petroleum Maats"LaCorona" *CellDBuE* 64′156*t* | 463·0 483·3(O.L.) P91′B43′F48′ FK *DTf* 25′262*t* | 59·3 | 33·9 *FPT* | TheHague Dutch 17*BH* 135*t* | Oil Engines 4S.C.SA 8Cy.25 3/8″–55½″ 502NHP DB*180lb* Werkspoor N.V.Ams. | 34 ″ 0 s 6 ″ 8½ 27 ″ 6 | |
| 72741 148303 GSPV | **Coryton** *ss*Bry.No.2-36 1*Dk(Stl)&Shelter dk(Stl)* D.F. | 4553 4236 2796 | ✠100A1 *withfreeboard* 4,40 ✠LMC MS5,36 ~~BS4,39~~ 7,40 | Hul | *z* | CL 2,39 | | 1928 9mo *Lloyd's* | W.Gray& Co.Ld. W Hartlepool *sA&CP* | BritishSteam ShippingCo.Ld. (J.Cory&Sons,Ld. *Mgrs.*) *CellDB* | 397·5 412·5(O.L.) F32′ ( *Coll* 351′1051*t* | 53·0 | 24·7 *BH to Sh dk* 5 ,, ,, 2*nd*,,) *APT* 129*t* | Cardiff British 6*BHCem* *BH to Sh dk* *APT* 129*t* | T.3Cy.26″,42″&70″–48″ (*s*) 180lb 423NHP 3SB(Spt)*9cf*,GS184,HS7281 Cen.Mar.Eng.Wrks.WHpl | 27 ″ 1 s 2 ″ 11½ 24 ″ 4⅜ | |
| 72742 PDMM | **Costa Rica** (P) TwinSc (*ex*Prinses Juliana) *ss*Ham.2ndNo.3–6,34 *ss*Ham.No.1–38 D.F. 2*Dks(Stl)&deep framing& Shelter dk(Stl*-teak s) *lower dk beams in No.* 1 *hold* | 8672 6432 4978 | ✠100A1 *Shelter dk withfreeboard* ~~12,40 4,40~~ MS1,38 ~~BS1,39~~ 1,40 ✠NB(1SB*f*)6.27 *Fitted for oil fuel* | Ams Liv | *c*† ✠LMC | OG 4,40 9,30 | *F.P. above* 150° F. | 1910 9mo *Lloyd's* | Nederl. Schps.Maats. Amsterdam *sA&CP* | N.V.Koninkl. Nederl.Stoomb. Maats. *CellDBa* 108′*u E* | 455·3 473·0(O.L.) P44′F73′ *Prom.dk* 273′ FK *on Shelter dk* 56′*f* 158′881*t* | 55·3 | 34·2 *FPT* | Amstrdam Dutch 7*BHCem* 68*t* | Q8Cy.24 7/8″,34 3/8″,47½″&70 3/8″ –47½″ 2101b (*s*) 1192NHP 3DB&3SB(2Spt),*27cf*, GS444,HS18345 NedFb.v.Wrk.&SpoorAms | 37 ″ 3 s 11 ″ 0 26 ″ 5 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. / Date de la dernière Visite. | 6 | 7 | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. | 15 Registres où coté, si ce n'est dans le L. R. Durée du Cert. R. et Tmax. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72743 | **Costanza** (ex Rina, ex Algethi) | | 582 | ✠ ... | | | | 1902 | Ardrossan | DittaGius.Dormio | 170·7 \| 27·2 \| 10·4 | | | Bari | T.3Cy.14″,22½″&37″–27″ | 12 ″ 6 | |
| 38 | ss Hul.No.3–7,14 | | 419 | 5,23 | | | | 3mo | DD&SBCoLd | | 167·3 | | | Italian | NDS19 61NHP | | |
| ILUX | ss Hul.No.1–19 | | 240 | ✠ | | | | | Ardrossan | | Q91′C10′F24′ | | | WB | BowMcLachlan&CoLdPsy | | |
| | *Mchy.Aft* *Well deck* 1 *Dk* | | | | | | | | | | | | BK7′ | | | | |
| 72744 | **Costeiro** (ex Lorient) | | 629 | ✠100A1 | Lis | *j* | CL | 1921 | Dibles | Soc.Geral deCommercioIndustria e | 178·5 \| 29·0 \| 11·3 | | | Lisbon | T.3Cy.14″,23″&39″–27″ (*s*) | 13 ″ 3 | |
| | ss Lis.No.2–40 ~~ss Lis.No.3–7,33~~ | | 464 | ~~8,00~~ 12,40 | | | 5·08 | 6mo | (1918) Ld. | Transportes,Ltda. | Q102′B11′F21′ FK | | | Portuguese | 180lb 75NHP | s 3 ″ 0 | |
| OSHW | ~~ss Lis.No.1–07~~ | | 339 | ~~8,39~~ ✠LMC~~3·37~~ | | | 12,40 | | Southampton | | *CellD Bf*112′196′*FPT*78*t* | | | *3BHCem* | 2SB,*4pf*,GS58,HS1930 | 12 ″ 8 | |
| | *Mchy.Aft* *Well deck* Wireless 1 *Dk*(*Stl*) | | | | 12,40 | | | *Lloyd's* | *SA&CP* | *D* | *BuE*15′22*t FPT*30*t* | | | *APT*28*t* | J.S.White&Co.Ld.Cowes | | |
| 72745 | **Costeiro Segundo** | | 486 | ✠100A1 | Lis | *g* | CL | 1933 | Companhia | Soc.Geral deCommercioIndustria e | 154·4 \| 27·1 \| 12·2 | | | Lisbon | T.3Cy.11½″,20″&34″–24″ | 12 ″ 7 | |
| | ss Lis.No.1–37 | | 393 | 7,40 ~~8,80~~ | | | ~~8,88~~ | 11mo | União Fabril | | | | | Portuguese | 220lb (*s*) 74NHP | s 1 ″ 6½ | |
| CSFV | 1 *Dk* | | 229 | ✠LMC | | | 7,40 | | Barreiro | Transportes,Ltda. | P12′F14′ FK | | | 6 *BHCem* | GS40,HS1220 | 11 ″ 2½ | |
| | *Cruiser Stern* | | | ~~MS7,37~~ ~~BS7,39~~ 7,40 | | | | *Lloyd's* | *SA&CP* | | *BuE*15′22*t FPT*30*t* | | | *APT*20*t* | 1 Water Tube Boiler Harland&Wolff,Ld.Bel. | | |
| 72746 | **Costeiro Terceiro** | | 1000 | 100A1 | | | | 1940 | Cia.União Fabril | Soc.Geral deCommercio,Industria e | 202·8 \| 36·0 \| 16·7 | | | Lisbon | Oil Engines 2S.C.SA | | |
| | *Oil Eng.* | | | (*Class Contemplated*) | | | | | Lisbon | Transportes,Lda. | P&B135′F25′ | | | Portuguese | 6Cy.11 7/8″–19 3/8″ | | |
| | Wireless | | | | | | | | | | | | | | | | |
| | *Mchy.Aft* *Cruiser Stern* | | | | | | | | | | | | | | SulzerBros.Winterthur | | |
| 72747 | **Cotati** | | 5963 | ✠100A1 | | | | 1919 | MooreS.B. | ~~United States~~ | 402·5 \| 53·0 \| 32·0 | | | ~~S.Frncisco~~ | 2SteamTurbinesDRgeared | 34 ″ 6 | R |
| ~~21876~~ | *Fitted for oil fuel* | | 5535 | (*Reclassification Contemplated*) | | | | 8mo | Co. | ~~Maritime~~ | P34′F39′*on Shelter* | | | ~~Utd.States~~ | to 1 Sc.Shaft | | † |
| KJQG | *Ref.Mchy.* 1 *Dk&Shelter dk&Web frames* | | 4385 | ✠ | | | | | Oakland,Cal. | ~~Commission~~ | *dk* FK | | | British | | | |
| | Sub.Sig. *Longitudinal framing* | | | | | | | | | | | | | *WB* | W&A FletcherCo.Hoboken | | |
| 72747* | **Côte d'Argent** (P) TwinSc | | 3047 | | | | | 1932 | Forg.&Ch. de la Médit SA | Soc.Anon.de Gérance& d'Armement | 325·8 \| 45·0 \| 26·0 | | | Havre | 4SteamTurbinesSRgeared | | V |
| | *Fitted for oil fuel* | | 2485 | | | | | | Havre | | B173′ | | | French | to 2 Sc.Shafts | | |
| FNXU | *Cruiser Stern* 2 *Dks* | | 1050 | | | | | | | | | | | *WB* | Forg.&Ch.de la Médit.S.A. | | |
| 72748 | **Côte d'Azur** (P) TwinSc | | 3047 | | | | | 1930 | Forg.&Ch. de la Médit. Havre | Soc.Anon de Gérance et d'Armement | 325·9 \| 45·0 \| 25·0 | | | Havre | 2SteamTurbinesSRgeared | | V |
| | *Fitted for oil fuel* | | 1549 | | | | | | | | B173′ | | | French | to 2 Sc.Shafts | | |
| FNXT | *Cruiser Stern* 2 *Dks* | | 1040 | | | | | | | | | | | *WB* | Forg.&Ch.de la Médit.Hav. | | |
| 72749 | **Coteaudoc** | | 1940 | | | | | 1929 | Barclay, Curle&Co.Ld | PatersonSteamships,Ld. | 252·7 \| 43·3 \| 17·8 | | | Fort William | T.3Cy.15″,25″&40″–33″ | | C |
| 149500 | | | — | | | | | | Glasgow | | Q100′F35′ | | | British | 93RHP | | |
| | *Mchy.Aft* 1 *Dk* | | 1160 | | | | | | | | | | | *WB* | Barclay,Curle&Co.Ld. | | |
| 72750 | **Cottica** (P) ss Ams.No.3–6,39 | | 3939 | ✠100A1 | Boa | *v* | CL | 1927 | NV Mach& Schpsw.van P.Smit,Jr. Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 315·2 \| 47·2 \| 27·4 | | | Amstrdam Dutch | T.3Cy.22 1/8″,36¾″&59 1/8″–43 3/8″ (*r*) | 30 ″ 6 | |
| | ~~ss Ams.No.3–36~~ | | 3245 | *with freeboard* | | | 6,39 | | | | | | | | | s 9 ″ 5½ | |
| PDMR | D.F. 3 *Dks*(*Stl–Wlhr dk* teaks) | | 2312 | ~~7,16~~ ~~4,11~~ | ✠LMC | | | | | | FK | | | *6BHptCem* | 205lb 385NHP | 21 ″ 1½ | |
| | *Cruiser Stern* | | | ~~MS3,39~~ | ~~BS~~ | | | | | | | | | *ptAsp* | 2SB(Spt),*6cf*,GS165, HS5920 | | |
| | | | | | 6,40 | | | | | | | | | (*Coll to Wdk* 5 „ 2*nd* „) | | | |
| | | | | *Fitted for oil fuel* | 9,27 | | *F.P. above* | *Lloyd's* | *SA&CP* | *CellDB*262′587*t* | *FPT*35*t APT*24*t* | | | | NV Mch&Schps.v PSmitJr | | |
| | | | | | | | | | | | 150° F. | | | | | | |
| 72751 | **Coulmore** | | 3670 | ✠100A1 | Shl | *w* | CL | 1936 | Ayrshire | DornochShipping | 352·6 \| 50·2 \| 23·8 | | | Glasgow | T.3Cy.22″,38″&63″–42″ (*s*) | 26 ″ 0 | |
| 164082 | | | 3393 | 12,39 | | | N12,39 | 6mo | D'kyd.Co.Ld. | Co.Ld.(Lambert | | | | British | 200lb *100lb* 346NHP | s 4 ″ 2½ | |
| GYXC | D.F. 1 *Dk* | | 2254 | ✠LMC~~6,36~~ | | | | | Irvine | Bros.Ld.*Mgrs.*) | P28′B113′F36′ FK | | | 6 *BHCem* | 2SB,*6cf*,GS118,HS4802 FD | 21 ″ 11½ | |
| | | | | BS4,41 | | | | *Lloyd's* | *SA&CP* | | *CellDB*303′783*t* | | | *APT*157*t* | D.Rowan&Co.Ld.Gls. | | |
| 72752 | **Coulouras-Xenos** (ex Wyndyke, | | *4914* | | | | | 1915 | Ropner& Sons,Ld. Stockton | Ath.Coulouras | 384·9 \| 53·0 \| 27·0 | | | Hydra | T.3Cy.26″,43″&71″–48″ | | C |
| 12 | ex HomerCity) | | *4533* | | | | | | | | P37′B125′F39′ | | | Greek | 349NHP | | |
| SVPK | 1 *Dk* | | *3051* | | | | | | | | | | | *WB* | Blair&Co.Ld.Stockton | | |
| 72753 | **Coultarn** | | 3759 | ✠100A1 | Shl | *y* | CL | 1938 | Lithgows Ld PortGlasgow | DornochShipping Co.Ld.(Lambert Bros.Ld.*Mgrs.*) | 386·5 \| 53·2 \| 22·8 | | | Glasgow | T.3Cy.21½″,35″&62″–45″(*s*) | 25 ″ 6 | |
| 165949 | | | 3407 | *with freeboard* | Gls | | 12,39 | 9mo | | | 401·2(O.L.) | | | British | 220lb 450NHP | s 2 ″ 4½ | |
| GNNZ | D.F. 1 *Dk&Shelter dk* | | 2155 | 11,10~~,10~~ | ✠LMC9,38 | | | | | | F33′ FK | | | *7BHCem* | 2SB(Spt&FD)&1AuxSB, | 23 ″ 3½ | |
| | *Cruiser Stern* | | | | | | | *Lloyd's* | *SA&CP* | | | | | (*Coll to Sh dk* 6 „ 2*nd*„) | *9cf*,GS148,HS7215 | | |
| | | | | | | | | | | | *CellDB*332′1132*t* | | | | Rankin&BlackmoreLdGrk | | |
| 72754 | **Courageous** | | 7573 | ✠ ... | | | | 1918 | Bethlehem S.B.Corp.Ld. Alameda,Cal. | UnitedStates Maritime Commission | 456·1 \| 56·0 \| 35·4 | | | S.Frncisco Utd.States | Oil Engines connected to | 38 ″ 0 | R |
| 217287 | *Oil Eng.* | | 7282 | 11,20 | | | | 12mo | | | P55′B63′F23′ | | | | ElecMotor&sc.shaftNE28 | | † |
| WVUA | 1 *Dk&Shelter dk&Web frames* | | 4826 | ✠ | | | | | | | len28 FK | | | *WB* | 32Cy.20″–24″ 1143NHP | | |
| | Sub.Sig. GyC. *Longitudinal framing* | | | | | | | | | | | | | | McIntosh&Seymour Auburn,N.Yk. | | |
| 72755 | **Courland** | | 1325 | | | | | 1932 | Barclay, Curle&Co.Ld. Glasgow | CurrieLine,Ld. | 251·2 \| 38·2 \| 15·9 | | | Leith | T.3Cy.21″,34″&56″–39″ | | C |
| 161828 | E.S.D. | | 986 | | | | | | | | | | | British | 196NHP | | |
| MJMC | Wireless D.F. *CruiserStern* 2 *Dks* | | 520 | | | | | | | | | | | *WB* | Barclay,Curle&Co.Ld.Gls. | | |
| 72756 | **Courtright** (ex Glengarnock, | | 1572 | | | | | 1903 | Chicago S.B.Co. Chicago | | 246·3 \| 41·0 \| 15·3 | | | Montreal | T.3Cy.18″,25″&42″–30″ | | |
| 145466 | ex Fouras, ex John Crerar) | | 1329 | | | | | | | | | | | British | 97RHP | | |
| GPSW | *Mchy.Aft* 1 *Dk* | | 1169 | | | | | | | | | | | *WB* | ChicagoS.B.Co.Chicago | | |
| 72757 | **Covalt** | | 2450 | | | | | 1919 | Gt.Lakes Eng.Works Ecorse,Mich. | MortonSaltCo.Inc. (RobertK.Warren. *Mgr.*) | 253·0 \| 43·8 \| 25·6 | | | Chicago Utd.States | T.3Cy.21″,34½″&57″–42″ | | R |
| 217774 | | | — | | | | | | | | P115′F25′ | | | | 210NHP | | |
| KJGT | *Mchy.Aft* 1 *Dk* | | 1485 | | | | | | | | | | | *WB* | Gt.LakesEng.Wks.Detroit | | |
| 72758 | **Cowrie** TwinSc | | 8197 | ✠100A1 | Shl | *c*† | CL | 1931 | Cantieri RiunitiDell' Adriatico Monfalcone | Anglo-Saxon PetroleumCo.Ld. | 451·2 \| 62·1 \| 34·1 | | | London British | Oil Engines 4S.C.SA | 34 ″ 0 | |
| 162651 | *Oil Eng* | | 7469 | ~~8,03~~ 11,40 | Bkn | | PW | 10mo | | | | | | | 12Cy.24½″–43 3/8″ 714NHP | s 6 ″ 7½ | |
| GQKJ | ~~ss Cff.No.2–39~~ ~~ss Shl.No.1–39~~ | | 4812 | ✠LMC~~8~~ CS11,40 | | | 11,40 | | | | P103′B35′F43′ FK | | | 14 *BH* | 2DB*150lb* | 27 ″ 6½ | |
| | *Mchy.Aft* 1 *Dk*(*Stl*) 2*nd dk*(*Stl*) | | | DBS11,40 | 6,39 | | SN6,39 | | | | | | | | N.V.Werkspoor,Ams. | | |
| | D.F. E.S.D. *clear of cargo tanks* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | *CellDBuE*69′24 | 5*t DTf*32′363*t FPT* | 223*t APT*53*t* | | | | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 72759 | **Coxwold** | | 1124 | ✠100A1 | Goo | *m* | OG | 1938 | GooleS.B. &RepgCo.Ld. Goole | YorkshireDaleS.S. Co.Ld.(Atkinson& PrickettLd *Mgrs.*) | 216·0 \| 33·0 \| 13·1 | | | Hull British | Oil Engines 2S.C.SA | 15 ″ 3 | |
| 165698 | *Oil Eng.* | | 759 | 7,10 ~~6,39~~ | Liv | | 6,39 | 3mo | | | 224·2(O.L.) | | | 3 *BHCem* | 4Cy.13⅜″–22 7/8″ 64RHP | s 4 ″ 11½ | |
| MMRJ | Wireless 1 *Dk* | | 629 | ✠LMC3,38 | | | | *Lloyd's* | *SA&CP* | *CellD* | Q158′F19′ FK | | | *APT*11*t* | | 14 ″ 10½ | |
| | *Mchy.Aft* *Cruiser Stern* | | | | | | | | | | *B*141′280*t FPT*117*t* | | | | BritishAuxiliaries,Ld.Gls. | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 72760 | **Coya** (ex Orcus) | | 4954 | | | | | 1919 | ToddD.D. &Const.Corp. Tacoma | | 380·2 \| 53·1 \| 27·0 | | | | T.3Cy.24″,40″&70″–48″ | | R |
| | *Ref.Mchy.* 2 *Dks* | | 4418 | | | | | | | | P52′B102′F41′ | | | | 339NHP | | |
| | *Longitudinal framing* | | 3074 | | | | | | | | | | | *WB* | ToddD.D.&Const.Corp. | | |
| 72761 | **Coyhaique** (P) (ex Jamaica) | | 1099 | ✠100A1 | Vpo | *n* | CL | 1908 | W.Harkess &Son.Ld. Middlesbro' | Soc.Industrialdel Aysen | 220·0 \| 34·0 \| 14·9 | | | Valparaiso Chilian | T.3Cy.18″,29″&48″–33″ (*s*) | 16 ″ 0 | |
| 1257 | ss Vpo.2ndNo.3–1,34 | | — | 9,39 | | | N11,38 | 10mo | | | | | | | 180lb 171NHP | s 2 ″ 2½ | |
| CBCQ | Wireless ss Vpo.No.1–37 | | 647 | ~~BS9,39~~ ✠LMC11,38 | | | | | | | P24′B79′F28′ FK | | | 4 *BHCem* | 2SB,*4rf*,GS83,HS3000 | 14 ″ 3½ | |
| | 2 *Dks*(*MStl–ws*) | | | 8,40 | | | | *Lloyd's* | *SA&CP* | | *DBf*42′491*t FPT* | | | 47*t APT*43*t* | MacColl&Pollock,Ld.Sld. | | |

Now "Empire Tiger," see No. 87927 in Supplement.

Now [illegible] see No. 87544 in Supplement.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 for Special Survey. Date of last Survey. | 7 Port of Survey. Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed, if not in L.R. Inscoff. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72762<br>148052<br>GCRS | **Crackshot** | ssShl.No.3–3,37<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2379<br>2077<br>1438 | ✠100A1<br>~~9,10~~11,39 11,40<br>BS3,40 | Shl<br>Nwc<br>✠LMC3,37 | *s*<br>~~10,39~~<br>10,40 | CL | 1924<br>2mo<br>*Lloyd's* | Smith's DockCo.Ld<br>South Bank-on-Tees<br>*SA&CP* | Witherington & Everett<br>*CellDB* | 290·0\|43·3\|20·3<br>P23'B50'F27' FK<br>248'585*t FPT86t A* | Newcastle<br>British<br>*BHCem* | T.3Cy.21″,35″&57½″–42″ (*s*)<br>180lb 263NHP<br>2SB,*6cf*,GS121,HS4462<br>Smith'sDockCo.Ld. | 22 ″ 6<br>s 3 ″ 3¾<br>19 ″ 5 | |
| 72763<br>146553<br>GFWL | **Craftsman** (*ex*ImperialPrince–35,<br>*ex*LondonMariner, *ss*Bkn.No.3–8,35<br>*ex*Feliciana) 2*Dks*(*Stl*)<br>*&Shelter dk*(*Stl*)<br>D.F. *CruiserStern* | 8022<br>7377<br>5075 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>Examined 8,40<br>~~BS7,39~~<br>*Fitted for oil*<br>*Adapted for c* | ~~Liv~~<br>Liv<br>BS5,40<br>✠LMC8,35<br>*fuel* 5,22<br>*arrying g o* | *c*†<br>*F.P. o*<br>*il* 3,29 | CL<br>11,38 | 1922<br>5mo<br>*Lloyd's*<br>*Duct keel in Boiler*<br>*F.P.* | Furness<br>S.B.Co.Ld.<br>Haverton Hill-on-Tees<br>*SA&CP*<br>*space&forward*<br>*above* 150° F.<br>*in after deep tank* | CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*)<br>*CellDB*368'1596*tDT* | 450·5\|58·0\|38·4<br>472·0(O.L.)<br>F42'*onShelterdk*<br>*Collisi*<br>*space&forward*154<br>*CellDB*368'1596*tDT* | Liverpool<br>British<br>*ptCem*<br>*BHtoShdk*<br>6 „ „ *U* „<br>*33'967tDT* | 2SteamTurbinesSR geared to I sc. shaft (*s*)<br>190lb FD 1004NHP<br>1SB,*16cf*,GS325,HS13168<br>J.Brown&Co.Ld.Glasgow<br>*33'790tFPT68tAPT82t* | 41 ″ 0<br>s 11 ″ 1½<br>30 ″ 2 | |
| 72764<br>160756<br>GSMB | **Cragpool**<br>D.F. 1*Dk* | | 5133<br>4845<br>3199 | | | | | 1928 | Cowpen DD&SBCoLd<br>Blyth | PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)<br>*WB* | 420·1\|54·1\|26·7<br>P34'B238'F41' | W.Hartlpl<br>British | T.3Cy.26½″,44″&73″–48″<br>369NHP<br>Blair&Co.(1926),Ld.Stk. | | C |
| 72765<br>149158<br>MBRY | **Cragside**<br>*ss*Bly.No.1–39<br>*Mchy.Aft* 1*Dk*<br>*Cargo battens not fitted* | | 496<br>358<br>223 | ✠100A1<br>3,41 ~~10,39~~<br>BS3,41 | Nwc<br>Bly<br>✠LMC5,39 | *g*<br>5,39<br>3,41 | CL | 1935<br>5mo<br>*Lloyd's* | Furness<br>S.B.Co.Ld.<br>Haverton Hill-on-Tees<br>*SA&CP* | Tyne-TeesSteam ShippingCo.Ld.<br>*CellDBuE1* | 161·2\|27·6\|10·0<br>Q37'B28'F15' FK<br>1'*F97'142tFPT38t APT27t* | Stockton<br>British<br>*3BHptCem*<br>*ptAsp* | T.3Cy.12″,20″&33″–24″ (*s*)<br>200lb 78RHP<br>2SB,*4cf*,GS40,HS1420<br>N.E.MarineEng.CoLd.Sld. | 12 ″ 0<br>s 1 ″ 0¼<br>11 ″ 1¼ | |
| 72766<br>147922<br>MNBD | **Cragsman** (*ex*CromartyFirth–35)<br>*ss*Ard.No.3–12,35<br>*Mchy.Aft* *ss*Bwg.No.1–40 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | | 377<br>254<br>143 | ✠100A1<br>~~12,39~~11,40<br>BS~~6,39~~ 9,40 | Bwg<br>✠LMC12,38 | *e*<br>~~5,38~~<br>8,40 | CL | 1924<br>9mo<br>*Lloyd's* | Bow,McLachlan&Co. Ld. Paisley<br>*SA&CP* | J.Kennedy&Sons<br>*CellDBf14'14tFPT30t* | 135·9\|24·1\| 9·7<br>*25·4*<br>142.1(O.L.)<br>Q49'B9'F23' FK<br>*APT21t* | Glasgow<br>British<br>*3BHCem* | T.3Cy.11″,18″&30″–22″ (*s*)<br>180lb 67RHP<br>1SB,*2cf*,GS38,HS1316<br>A.Hall&Co.Ld.Aberdeen | 10 ″ 9<br>s ″ 7½<br>10 ″ 3 | |
| 72767<br>145420<br>MKTV | **Craigolive**<br>*ss*Bel.No.3–5,34<br>*ss*Bel.No.1–38<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | | 605<br>404<br>271 | ✠100A1<br>6,40 ~~12,39~~<br>MS1~~2~~,37 | Bel<br>✠LMC<br>BS~~10,38~~ 3,41 | *i*<br>11,39 | CL | 1921<br>8mo<br>*Lloyd's* | Taw Shipyards,Ld Barnstaple<br>*SA&CP* | HughCraig&Co. Ld.<br>*CellDBf94'144tFPT* | 174·5\|28·6\|10·9<br>*29·8*<br>Q106'B11'F26' FK<br>*45tAPT22t* | Belfast<br>British<br>*3BHCem* | T.3Cy.14″,23″&38″–27″ (*s*)<br>180lb 72RHP<br>1SB.*3cf*,GS52,HS1761<br>Aitchison,Blair,Ld. Clydebank | 13 ″ 0<br>s 4 ″ 3½<br>12″10¾ | |
| 72768<br>218333<br>WXOO | **Craigsmere**<br>*Mchy.Aft* Sub.Sig. 1*Dk* | | 2496<br>—<br>1486 | | | | | 1919 | Gt.Lakes Eng.Works Ashtabula,O. | M.&J.Tracy,Inc. | 253·4\|43·6\|25·1<br>*WB* | NewYork<br>Utd.States | T.3Cy.21″,34½″&57½″–42″<br>214NHP<br>Gt.LakesEng.Works, Ashtabula,O. | | R |
| 72769<br>165376<br>MMCS | **Crane**<br>*OilEng.*<br>1*Dk&Shelter dk*<br>*CruiserStern* | | 785<br>567<br>368 | ✠100A1<br>*withfreeboard*<br>1,419~~,39~~ | Lon<br>Liv<br>✠LMC1,37<br>✠LMC(M)6,38 | *n*<br>9,39 | OG | 1937<br>1mo<br>*Lloyd's* | AilsaS.B. Co.Ld. Troon<br>*SA&CP* | GeneralStm.Nav. Co.Ld.<br>*CellDB168'206tF* | 214·3\|35·6\|11·5<br>*36·1*<br>B48' FK<br>*PT26tAPT36t* (*Coll* | London<br>British<br>*5BHptCem*<br>*BHtoShdk*<br>4 „ *2nd* „ ) | Oil Engines 2S.C.SA<br>5Cy.13¾″–22 7/16″ 81RHP<br>BritishAuxiliaries,Ld.Gls. | 14 ″ 0<br>s ″ 2<br>13 ″ 11½ | |
| 72770<br>141918<br>GBQS | **Cranfield**<br>*ss*Cal.No.3–8,27<br>*ss*Cal.No.2–35<br>*Cargo battens not fitted* 1*Dk*(*Stl*) | | 5332<br>4808<br>3213 | ✠100A1<br>8,39 | Bom<br>✠LMC11,39 | *y*<br>12,38 | CL | 1919<br>9mo<br>*Lloyd's* | W.Pickersgill&Sons,Ld Sunderland<br>*SA&CP* | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB* | 400·0\|52·3\|28·5<br>P49'B113'F38' FK<br>345'1047*t FPT132t* | Glasgow<br>British<br>*7BHptCem*<br>*APT218t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS189,HS7656 FD<br>G.Clark,Ld.Sunderland | 31 ″ 0<br>s 5 ″ 11½<br>25 ″ 3½ | |
| 72771<br>219203<br>KGLX | **Cranford**<br>*Fitted for oil fuel*<br>Sub.Sig. 1*Dk&Shelter dk*<br>*&Web frames*<br>*Longitudinal framing* | | 6096<br>—<br>3719 | ✠ ...<br>2,21 | | | | 1920<br>1mo | GeorgeA. FullerCo. Wilmington N.C. | LykesBros. SteamshipCo.Inc. | 393·7\|55·1\|31·4<br>P45'B110'F38' *on Shelter dk* FK | Lake CharlesLa<br>Utd.States<br>*WB* | T.3Cy.24½″,41½″&72 5/16″–48″<br>363NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | 34 ″ 11 | R<br>† |
| 72772<br>101755<br>MQTK | **Cranley** (*ex*LancasterCity–40,<br>*ex*Penrhyn–37) *ss*Bng.3rdNo.3–12,33<br>*ss*Lan.No.1–37<br>*Well deck* *Mchy.Aft* 1*Dk*(*Stl*) | | 354<br>253<br>134 | ✠100A1<br>8,40 ~~11,37~~<br>✠NB4,21<br>BS~~4,39~~ 9,40 | Lan<br>Cff<br>✠LMC11,37 | *f*<br>~~9,37~~<br>7,40 | CL | 1895<br>8mo | Scott&Sons Bowling A&CP | CranleyShipping Co.Ld.(Samuel Stewart&Co. (London)Ld *Mgrs*) | 145·0\|24·0\| 9·0<br>Q54'B10'F24' BK7'<br>*CellDBf67'72tFPT30t* | London<br>British<br>*3BHCem* | C.2Cy.18¾″&40″–27″ (*s*)<br>120lb 64RHP<br>1SB,*3pf*,GS45,HS1578<br>Ross&Duncan,Gls. | 11 ″ 2<br>s ″ 6½<br>11 ″ 3¼ | |
| 72773<br>161583<br>MBRZ | **Craster**<br>*ss*Shl.No.1–41<br>*Mchy.Aft* 1*Dk&Shelter dk*<br>E.S.D. *CruiserStern* | | 733<br>557<br>341 | ✠100A1<br>*withfreeboard*<br>2,41 | ~~Nwc~~<br>Shl<br>✠LMC2,41 | *m*<br>~~12,37~~<br>2,41 | CL | 1935<br>6mo<br>*Lloyd's* | Swan,Hunter&Wigham-Richardson, Ld.Newcastle<br>*SA&CP* *CellDBuE22'f118'193t* | Tyne-TeesSteam ShippingCo.Ld. | 207·9\|32·2\|11·9<br>F20' FK<br>*FPT14tAPT10t* | Newcastle<br>British<br>*3BHptCem*<br>*Coll toShdk*<br>2 „*2nd*„) | T3Cy.15¼″,24½″&40″–33″(*s*)<br>200lb 144NHP<br>2SB(Spt),*4cf*,GS80,HS2732<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 14 ″ 3<br>s ″ 2<br>14 ″ 2½ | |
| 72774<br>LCKO | **Crawford Ellis**<br>*Fitted for oil fuel*<br>D.F. 2*Dks* | | 2161<br>1831<br>1138 | | | | | 1930 | Swan,Hunter&Wigham Richardson, Ld Newcastle | A/S Hav(Helmer Staubo&Co. *Mgrs*)<br>*WB* | 280·8\|40·0\|23·4<br>Q22*t*B94*t*H111*t*<br>F35*t* | Oslo<br>Norwegian | T.3Cy.23½″,39″&65″–42″<br>274NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | N |
| 184/40<br>136468<br>GDGP | **Cree** (*ex*YohHsing–37,*ex*Ivanhoe–37,<br>*ex*Wollert–32,*ex*Biloela)<br>*Mchy.Aft* 1*Dk* | | 4791<br>4316<br>2757 | | | | | 1920 | Commonwealth Naval Dockyard Sydney NSW | CreeS.S.Co.Ld. (MuirYoung,Ld. *Mgrs.*)<br>*WB* | 372·0\|54·3\|25·6<br>*WB* | London<br>British | T.3Cy.26″,41½″&67″–48″<br>Commonwealth 311NHP<br>NavalDckyd.SydneyNSW | | C |
| 177/40<br>133032<br>GJJT | **Creekirk** (*ex*Hyphaestos–38,<br>*ex*Milcovul–33, *ss*Npt.2ndNo.3–2,38<br>*ex*Mariston)<br>D.F. 1*Dk*(*Stl*) | | 3917<br>3537<br>2408 | ✠100A1<br>2,40<br>BS2,40 | Shl<br>✠LMC2,38 | *w*<br>1,39 | CL | 1912<br>5mo<br>*Lloyd's* | R.Duncan &Co.Ld. Pt.Glasgow<br>*SA&CP* | CreeS.S.Co.Ld. (MuirYoung,Ld. *Mgrs.*)<br>*CellDBa115'* | 353·3\|51·1\|23·8<br>366·9(O.L.)<br>P21'B90'F36' FK<br>*uE&B36'f156'915t* | London<br>British<br>*6BHCem*<br>*APT105t* | T.3Cy.25″,41″&67″–45″ (*s*)<br>180lb 338NHP<br>2SB,*6cf*,GS130,HS5384<br>Rankin&Blackmore,Grk. | 26 ″ 3<br>s 4 ″ 7½<br>21 ″ 10 | |
| 177/40<br>148072<br>GKQF | **Creemuir** (*ex*Langleemere–38,<br>*ex*Medomsley) *ss*Nwc.No.3–5,37<br>D.F. 1*Dk*(*Stl*) | | 3997<br>3680<br>2466 | ✠100A1<br>2,40<br>MS6,37 | Lon<br>✠LMC<br>BS2,40 | *w*<br>4,39 | CL | 1924<br>6mo<br>*Lloyd's* | Palmers' Co.Ld. Newcastle<br>*SA&CP* | MuirS.S.Co.Ld. (MuirYoung,Ld. *Mgrs.*)<br>*Cell* | 360·2\|51·0\|24·7<br>P37'B102'F38' FK<br>*DB309'996tFPT88t* | Newcastle<br>British<br>*6BHCem*<br>*APT106t* | T.3Cy.25″,41″&66″–45″ (*s*)<br>180lb 352NHP<br>3SB,*9cf*,GS150,HS5908<br>Palmers'Co.Ld.Newcastle | 27 ″ 0<br>s 4″10½<br>22 ″ 4½ | |
| 72778<br>DOCQ | **Crefeld** 4Mst<br>D.F. E.S.D.<br>Sub.Sig. 3*Dks&Shelter dk* | | 8045<br>7457<br>4949 | | | | | 1922 | Flensburgr Schiffsb.Ges Flensburg | Norddeutscher Lloyd | 474·2\|60·9\|32·8<br>P82'B230'F107' | Bremen<br>German<br>*WB* | T3Cy32 7/16″,52½″&86¾″–55 1/16″<br>554NHP<br>FlensburgerSchiffsb.Ges. | | G |
| 72779 | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné ou maintenu au port. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le Lt. Dans Cert. Radio. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72780 PKBG | **Cremer** | *Oil Eng.* 2 *Dks* | 4608 3806 2770 | | | | | 1926 | Nederl. Schps. Maats. Amsterdam | Koninkl. Paketv. Maats. | 390·0 \| 52·3 \| 24·2 P16′B106′F64′ | Batavia Dutch *WB* | Oil Engines 4S.C.SA 12Cy.28¾″–51½″ 958NHP Werkspoor, Amsterdam | | V |
| 72781 DHBN | **Cremon** Wireless D.F. | 1 *Dk* | 935 760 538 | | | | | 1922 | Gebr. Goedhardt A.G. Lübeck | H.M. Gehrckens | 213·8 \| 33·0 \| 13·6 P11′Q53′B103′F21′ | Hamburg German *WB* | T.3Cy16$\frac{9}{16}$″,26½″&43$\frac{3}{16}$″–29½″ 101NHP Lübecker Maschb. A.G. Lübeck | | G |
| 72782 PDMT | **Crescendo** *Mchy. Aft* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 348 204 168 | | | | | 1938 | Gebr. van Diepen Waterhuizen | R. Kunst | 139·7 \| 24·8 \| 7·8 P34′Q54′F18′ | Groningen Dutch *WB* | Oil Engines 4S.C.SA 4Cy.12″–17½″ 55NHP N.V. Motorenfb. "De Industrie" Alphen a/dRijn | | V |
| 72783 127176 KGQO | **Crescent City** D.E. *Mchy. Aft* | 1 *Dk* 2 *tr* B | 4109 — 3052 | | | | | 1897 | Chicago S.B.Co. Chicago | Nicholson Universal S.S.Co. | 406·0 \| 48·2 \| 24·0 *WB* | Wilmgton (Del.) Utd. States | Q.4Cy.17¼″,24½″,35$\frac{5}{16}$″&58″–42″ NB22 218NHP Chicago S.B.Co. Chicago | | R |
| 72784 LDFI | **Cresco** | 1 *Dk* | 1270 1107 732 | | | | | 1916 | Huiskens & van Dyk Dordrecht | E.B. Aabys Rederi A/S | 237·9 \| 36·7 \| 16·0 P31′B56′F23′ | Oslo Norwegian | T.3Cy.17½″,29″&46″–36″ 127NHP Huiskens & van Dyk, Dor. | | V |
| 72785 144644 MKCD | **Cressado** (*ex* Cressida) *ss* Liv. No. 3–6,33 *ss* Bkn. No. 1–37 *Well deck* | 1 *Dk*(*Stl*) | 1228 1105 717 | 100A1 *with freeboard* 7,40~~10,39~~ MS7,37 | Hul Liv LMC ~~BS4,41~~ BS4,41~~40~~ | *p* | CL ~~6,37~~ 7,40 | 1913 | Schiffsw. v. Henry Koch Lübeck | Ellerman Lines, Ld. (Ellerman & Papayanni Lines, Ld. *Mgrs.*) *Lloyd's SA&CP* | 241·4 \| 36·2 \| 15·9 251·2 (O.L.) P&B186′F34′ FK *Cell DBa48′uE* 12′*f*118′319*t FPT* | London British 200lb (*s*) 154NHP *4 BH Cem* 70*t APT* 17*t* | T.3Cy18⅜″,29$\frac{15}{16}$″&46½″–32½″ 2SB4*cf*,GS72,HS2580 Ottensener M.Fab.G.mbH. Altona | 18 ″ 1 s 1 ″ 4½ 16 ″ 9½ | |
| 72786 164609 GYSF | **Cressdene** D.F. | 1 *Dk* *Cruiser Stern* | 4270 3905 2613 | ✠100A1 ~~Gf~~ Examined 5,41 Npt ✠LMC4,36 BS8,40 | | *y* | CL 4 mo 5,41 | 1936 | W. Gray & Co. Ld. W Hartlepool | Cressdene Shipping Co. Ld. (Dene Management Co. Ld. *Mgrs.*) *Lloyd's SA&CP* *Cell DB* | 385·5 \| 53·2 \| 24·6 P51′B237′F35′ FK 321′ 995*t FPT* 116*t APT* 104*t* | London British 200lb (*s*) 289NHP *6 BH Cem* | T 3Cy.21″,33½″&58″–42″ 2SB(Spt)6*cf*,GS110,HS4964 Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl. | 26 ″ 10 s 3 ″ 2¾ 23 ″ 10¼ | |
| 72787 DJZB | **Cressida** Wireless *Ref. Mchy.* | 1 *Dk* *Cruiser Stern* | 1046 742 477 | | | | | 1939 | Lübecker Maschb. Ges. Lübeck | A. Kirsten | 230·9 \| 34·6 \| 11·8 P23′B&F201′upper F27′ | Hamburg German *WB* | C.4Cy.(2)14″&(2)29½″–31½″ HS2368 160NHP Christiansen & Meyer, Harburg | | G |
| 72788 161289 GCVX | **Cressington Court** D.F. | *Oil Eng.* *ss* Rot. No. 2–38 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | 4971 4591 3033 | ✠100A1 *with freeboard* 2,11 ~~3,39~~ DBS~~2,39~~ 2,41 | Bry Ver ✠LMC4,38 | *a*† | CL ~~4,06~~ 1,41 | 1929 8mo | Nthmblnd S.B.Co. (1927) Ld. Newcastle *Lloyd's SA&CP* | Court Line, Ld. (Haldin & Philipps, Ld. *Mgrs.*) *Cell DB* 344′ 1322*t M* | 405·5 \| 55·5 \| 25·1 F41′ FK (*Coll to Sh dk* 6 ,, 2*nd* ,,) *T* 25′965*t FPT* 152*t APT* 120*t* | London British 7 *BHpt Cem* 2DB120lb | Oil Engines 2S.C.SA 3Cy.22⅜″–91½″ 482NHP W. Doxford & Sons, Ld. Sld. | 28 ″ 3 s 3 ″ 3½ 25 ″ 2 | |
| 72789 148598 MNFY | **Crested Eagle** (P) | Pad *Fitted for oil fuel* 1 *Dk* & *Prom. dk* | 1110 787 579 | ✠ ... 5,29 ✠ | | | | 1925 6mo | J. Samuel White & Co Ld Cowes | General Stm. Nav. Co. Ld. | 299·7 \| 34·6 \| 11·1 *Promenade dk* 288′ FK | London British *WB* | T.D.3Cy.30″,46″&69½″–66″ 538NHP J. Samuel White & Co. Ld. | 11 ″ 6 | |
| 72790 204587 WNPH | **Crete** D.F. *Mchy. Aft* GyC. | 1 *Dk* | 6030 — 4605 | | | | | 1907 | American S.B.Co. Lorain, O. | Interlake S.S. Co. (Pickands, Mather & Co. *Mgrs*) | 480·0 \| 52·0 \| 30·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.22½″,36″&60″–42″ 233NHP American S.B.Co Cleveland | | R |
| 72791 145428 MLNB | **Crewhill** *Well deck* *Mchy. Aft* | 3 Mst *ss* Bel. No. 3–5,36 1 *Dk*(*Stl*) *ss* Bel. No. 1–41 | 695 467 282 | ✠100A1 2,41~~3,40~~ BS~~10,39~~ 10,40 | Bwg Bel ✠LMC5,36 MS2,41 | *j* | CL ~~3,40~~ N1,41 | 1923 1mo | Scott & Sons Bowling *Lloyd's SA&CP* | John Kelly, Ld. (W. Clint, *Mgr.*) *Cell DB* | 187·3 \| 28·7 \| 11·0 Q107′B9′F33′ BK7¼″ *f* 110′172*t FPT* 46*t APT* 7*t* | Belfast British 180lb 85RHP *3 BH Cem* | T.3Cy.15″,25½″&41″–30″ (*s*) 1SB,3*cf*,GS58,HS1938 Aitchison Blair, Ld. Clydebk | 13 ″ 6 s 4 ″ 5¼ 13 ″ 8½ | |
| 72792 142015 MKCZ | **Crichtoun** Wireless D.F. | 1 *Dk* | 1097 896 457 | | | | | 1920 | John Cran & Somerville Ld. Leith | G. Gibson & Co. Ld. | 235·2 \| 34·0 \| 17·7 P28′B67′F31′ | Leith British *WB* | T.3Cy.18¼″,28½″&48½–28″ 123NHP John Cran & Somerville Ld. | | C |
| 72793 211044 KJGY | **Cricket** D.F. *Mchy. Aft* | *Fitted for oil fuel* 1 *Dk* | 1136 993 773 | | | | | 1913 | United Eng. Works Alameda, Cal. | Owens-Parks Lumber Co. Inc. | 210·0 \| 41·0 \| 15·4 | Ls. Angeles Utd. States | T.3Cy.16″,26″&44″–30″ 106NHP United Eng. Works | | |
| 72794 PDMV | **Crijnssen** (P) D.F. | *Fitted for oil fuel* 3 *Dks* | 4282 3081 2571 | | | | | 1919 | Maats. Fyenoord Rotterdam | Koninkl. Nederl. Stoomb. Maats. N.V. | 342·8 \| 47·7 \| 24·5 P28′B144′F61′ | Amstrdam Dutch *WB* | T.3Cy.25″,39″&67″–48″ 311NHP Maats. Fyenoord, Rot. | | V |
| 72795 219103 KOJL | **Cripple Creek** Sub. Sig. | *Fitted for oil fuel* 2 *Dks* *Longitudinal framing* | 6320 5872 4668 | | | | | 1919 | Skinner & Eddy Corp. Seattle, Wash | Lykes Bros. Steamship Co. Inc. | 402·6 \| 54·9 \| 32·1 P48′F42′ | Tampa, Fla Utd. States *WB* | T.3Cy.25$\frac{5}{8}$″,42″&72″–48″ 359NHP Skinner & Eddy Corp. Sea. | | R |
| 72796 164256 GYDZ | **Crispin** D.F. | *ss* Bkn. No. 1–38 *Cruiser Stern* 1 *Dk* & *Shelter dk* 3 *rd dk* except in Nos. 5 & 6 holds | 5051 4457 3082 | ✠100A1 *with freeboard* 9,40 2,40 ✠LMC6,39 *Carrying vegetable oil in deep tank* | Liv Mdb 2 | *a*† | CL 5,39 | 1935 3mo | Cammell Laird & Co. Ld. Birkenhead *Lloyd's SA&CP* *Cell DB* | Booth S.S. Co. Ld. | 412·2 \| 55·7 \| 26·0 F32′ FK (*Coll to Shdk* 7 ,, 2*nd* ,,) 349′964*t DT* a 34′7 72*t FPT* 80*t APT* 44*t* | Liverpool British 8 *BHCem* 3SB(Spt),9*cf*,GS189, HS7659 FD | T.3Cy.24¾″,40½″&67″–51″ &L.P. Turbine with DR gearing & hydraulic coupling 220lb (*s*) 603NHP Cammell Laird & Co. Ld. Bkn | 28 ″ 6 s 3 ″ 1¼ 25 ″ 7½ | |
| 72797 166611 GJGY | **Crista** D.F. E.S.D. *Mchy. Aft* | *Oil Eng.* 2 *Dks* *Cruiser Stern* | 2590 2275 1406 | ✠100A1 ~~5,40~~ 7,39 11,40 ✠LMC12,38 *Carrying fuel oil F. P. above* | Sng | *l* | CL | 1938 12mo | N.V. Werf. "Gusto" v/h A.F. Smulders Schiedam *Lloyd's SA&CP* | Anglo-Saxon Petroleum Co. Ld. *'Tween dk BH in forward* 50°F. *in deep tank* *Cell DB* 255′a81′ | 310·5 \| 42·0 \| 22·3 320·7 (O.L.) *After bridge* 55′ FK B28′F40′ *hold dispensed with* *f* 35′637*t MT* 21′487*t* | London British 4 *BH to U dk* 1 ,, ,, 2*nd* ,, *FPT* 175*t A* | Oil Engines 4S.C.SA 6Cy.19¼″–43$\frac{5}{16}$″ 223NHP DN180lb Werkspoor N.V. Amst. *PT* 35*t* | 26 ″ 0 s 4 ″ 0½ 21 ″ 2¼ | |
| 72798 147357 GMPF | **Cristales** *Ref. Mchy.* Sub. Sig. D.F. E.S.D. | 4 *Dks* | 5389 4678 3301 | | | | | 1926 | Cammell Laird & Co. Ld Birkenhead | Elders & Fyffes, Ld. | 400·3 \| 51·4 \| 30·4 P48′B157′F43′ | Liverpool British *WB* | T.3Cy.27½″,46½″&78″–54″ 447NHP Cammell Laird & Co. Ld Bkn | | C |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed A1 or A. Dated B.of T. Tests. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72799<br>EADT | **Cristina** (*ex*LandScout, *ex*Betzdorf)<br>*ss*Bbo.No.3–5,34<br>*ss*Bbo.No.1–39<br>1 *Dk(Stl)*<br>*Cargo battens not fitted* | 2421<br>—<br>1297 | 100A1<br>1,41 ~~1;40~~ | Bbo<br>LMC<br>BS4,39 MS7,39<br>BS ~~6,40~~ 1,41 | | OG<br>~~3,39~~<br>12,40 | 1920 | Frd.Krupp Akt.Ges. Kiel<br>*Intermediate Bulkhead in forehold* | Cia.Nav.Vascongada<br>P22'B80'F38' FK<br>*dispensed with ABH*<br>*Cell DB231'558t* | 288·5\|44·2\|20·3<br>*only pt Asp*<br>*DT 12'118t* | Bilbao<br>Spanish<br>*pt Asp* | T.3Cy.19¼",32½"&54¾"–39⅜" 185lb (*s*) 245NHP<br>2SB,*4cf*,GS86,HS3445 FD<br>Frd.KruppA.G.Essen<br>*FPT57t APT155t* | 22 " 6<br>s 3 " 3½<br>19 " 5 | |
| 72800<br>WCCH | **Cristobal** (P) (*ex*Tasmount) TwinSc<br>**Phillips**, *see No. 8995 in Appendix*<br>Sub.Sig. 3 *Dks*<br>D.F. GyC. | 9604<br>—<br>7026 | | | | | 1902 | Maryland SteelCo.<br>Sparro'PtMd | Permanente CementCo. | 489·5\|58·0\|28·9<br>B178' | NewYork<br>Utd.States<br>*WB* | T.6Cy.23¾",39½"&63"–45"<br>NB19 533NHP<br>MarylandStl.Co.Sparr.'Pt. | | |
| 72801<br>WCOQ | — (P) TwinSc<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 3 *Dks*<br>*Ref.Mchy.* *CruiserStern* | 10021<br>—<br>5925 | | | | | 1939 | Bethlehem SteelCo.S.B. Division Quincy,Mass. | PanamaRailroad Co.Inc. | 474·7\|64·1\|38·5 | NewYork<br>Utd.States<br>*WB* | 4 steam turbines DRgeared to 2 sc. shafts 1500NHP<br>BethlehemSteelCo.S.B. Division,Quincy,Mass. | | R |
| 72802<br>FOGM | **Criton**<br>*ss*Ant.No.3–4,39<br>D.F. 1 *Dk(Stl)&Shelter dk(Stl)* | 4564<br>4247<br>2727 | ✠100A1<br>*withfreeboard*<br>10,40 ~~3,40~~<br>LMC<br>BS ~~6,383~~,40 MS12,38<br>~~Survey's delayed~~ | Hav<br>Msl | *z* | CL<br>12,38 | 1927<br>7mo | W.Gray& Co.Ld. W Hartlepool<br>*Lloyd's* | Cie.deNavigation d'Orbigny<br>F35' FK<br>*Cell DB353'1001t* | 400·0\|53·0\|25·1<br>*FPT108t APT155t* | LaRochlle<br>French<br>*5 BHCem*<br>*Coll to Sh dk* | T.3Cy.26",43"&71"–48" (*s*)<br>180lb 439NHP<br>3SB,*9cf*,GS184,HS7590<br>Cen.Mar.Eng Wrks. W Hpl | 27 " 6<br>s 2 " 11⅜<br>24 " 9¼ | |
| 72803<br>MDRG | **Croham** (*ex*Risedale)<br>*ss*Nwc.2ndNo.3–1,38<br>*Mchy.Aft* *Well deck* 1 *Dk(Stl)*<br>*Cargo battens not fitted* | 391<br>263<br>154 | ✠100A1<br>5,41<br>LMC<br>MS1,38 BS5,41 | Nwc<br>Abn | *f* | CL<br>~~3,38~~<br>N5,41 | 1912<br>1mo | J.Fullerton &Co. Paisley<br>*Lloyd's* | J.S.Cole<br>Q81'B9'F25' BK6" | 142·4\|24·1\|10·5<br>*FPT108t APT155t* | Aberdeen<br>British<br>*3 BHCem*<br>*FPT25t* | C.2Cy.15½"&36"–24" (*s*)<br>130lb 53RHP<br>1SB,*2pf*,GS42,RS1388<br>Fishers,Ld.Paisley | 11 " 6<br>s 4 " 1½<br>11 " 10 | |
| 72804<br>GZBX | **Cromarty** (*ex*Skipsea–38)<br>*Oil Eng.*<br>D.F. 1 *Dk&Shelterdk*<br>*CruiserStern* | 4974<br>4629<br>3031 | ✠100A1<br>*withfreeboard*<br>5,40 ~~7,39~~<br>LMC9,36<br>LMC(M)2,39<br>*Carrying vegetable oil in deep tank* | Nwc<br>Vcr | | CL<br>1,38 | 1936<br>9mo | W.Doxford &Sons,Ld. Sunderland<br>*Lloyd's* | B.J.Sutherland &Co.Ld.<br>F40' FK<br>*Cell DB347'117t* | 426·8\|54·2\|26·1<br>*MT1146t APT177t* | Newcastle<br>British<br>*7 BHptCem*<br>*Coll to Sh dk*<br>6 ,, 2nd,,) | Oil Engines 2S.C.SA<br>3Cy.22 3/16"–85 1/16" 449NHP<br>2DB120lb<br>W.Doxford&Sons,Ld.Sld. | 28 " 8<br>s 3 " 4½<br>25 " 6 | |
| 72805<br>MMDV | **Cromarty Firth** *ss*Abn.No.1–41<br>*Oil Eng.*<br>Wireless 1 *Dk*<br>*Mchy.Aft* *CruiserStern*<br>*Cargo battens not fitted* | 538<br>367<br>275 | ✠100A1<br>1,41 ~~3,40~~<br>Abn<br>LMC2,37 | Shl | *h* | OG<br>2,40 | 1937<br>2mo | J.Lewis& Sons,Ld. Aberdeen<br>*Lloyd's* | NorthernCoasters, Ld.<br>P35'Q57'B9'F23' FK<br>*Cell DB99'155t FPT41t* | 161·5\|28·1\| 9·9<br>168·2(O.L.)<br>*APT14t* | Newcastle<br>British<br>*3 BHCem* | Oil Engines 2S.C.SA<br>6Cy.9½"–16 5/16"<br>52RHP<br>BritishAuxiliaries,Ld.Gls. | 12 " 4<br>s 3 " 8⅜<br>12 " 2¼ | |
| 72806<br>DHEO | **Cronshagen**<br>1 *Dk* | 1787<br>1487<br>1091 | | | | | 1904 | Act.Ges. "Neptun" Rostock | HeinrichF.C.Arp (S.Ollgaard& Thoersen) | 261·1\|38·1\|17·5<br>P20'Q83'B71'F24' | Hamburg<br>German<br>*WB* | T.3Cy.18 7/8"29 15/16"&50"–35 7/16"<br>149NHP<br>A.G."Neptun,"Rostock | | G |
| 72807<br>MBGL | **Crossbill** K<br>*ss*Shl.No.3–12,33<br>*ss*Shl.No.1–38<br>*Mchy.Aft* 1 *Dk(Stl)* | 309<br>210<br>127 | ✠100A1<br>10,40 ~~10,38~~<br>LMC<br>MS9,37 BS ~~3,39~~ 7,40 | Shl<br>Hul | *d* | ~~10,38~~<br>10,40 | 1920<br>12mo | Crabtree& Co.Ld. Gt Yarmouth<br>*Lloyd's* | R.&W.Paul,Ld. | 130·0\|23·2\| 9·5<br>Q42'B9'F16' FK<br>*FPT28t* | Ipswich<br>British<br>*3 BHCem*<br>*APT21t* | C.2Cy.16"&34"–23" (*s*)<br>140lb 47RHP<br>1SB,*2pf*,GS35,HS1120<br>Crabtree&Co.Ld.Gt.Yar. | 10 " 6<br>s " 9½<br>9 " 10 | |
| 72808<br>MMCB | **Crossgar** 3Mst<br>*Mchy Aft* 1 *Dk*<br>*CruiserStern* | 661<br>435<br>287 | ✠100A1<br>7,39<br>LMC11,36<br>BS3,41 | Bel | *i* | CL<br>7,39 | 1936<br>11mo | A&J.Inglis Ld. Glasgow<br>*Lloyd's* | JohnKelly,Ld. (W.Clint,*Mgr*) | 176·0\|27·9\|15·0<br>*29·4*<br>Q105'B11'F27'<br>*Cell DB90'126t FPT41t* | Belfast<br>British<br>*3 BHptCem*<br>*APT21t* | T.3Cy 13½",23"&38"–27" (*s*)<br>200lb 86RHP<br>1SB,*3cf*,GS56,HS1834<br>Aitchison,BlairLd.<br>Clydebank | 13 " 4<br>s 4 " 2¼<br>13 " 3 | |
| 72809<br>GBJK | **Crown Arun** (*ex*HannahBöge–39)<br>*ss*Lth.No.3–12,39<br>D.F. E.S.D. 1 *Dk*<br>*CruiserStern* | 2372<br>1850<br>1371 | 100A–<br>12,39<br>LMC12,39 | Lth | | OG<br>11,39 | 1938 | Neptun-werft Rostock G.m.b.H. Rostock | Ministry of Shipping(Chr. Salvesen&Co. *Mgrs.*)<br>*BH in fwd. holddispensed with CellDB241'583t* | 292·0\|45·2\|17·6<br>302·5(O.L.)<br>P22'Q90'B113' FK<br>F26'<br>*FPT63t APT83t* | London<br>British<br>*4 BHptCem*<br>*pt Asp* | C.4Cy.(2)14 3/16"&(2)31½"–31½" & LP turbine with DR gearing & hydraulic coupling 228lb (*s*) FD 223NHP<br>2SB(Spt),*4cf*,GS61,HS2933<br>OttensenerMch.G.m.b.H. Altona | 19 " 8<br>s 1 " 5½<br>18 " 4½ | |
| 72810<br>KUSP | **Crown City**<br>*Oil Eng*<br>Sub.Sig. 2 *Dks*<br>E.S.D. GyC. | 5433<br>—<br>3366 | | | | | 1920 | LosAngeles S.B.& D.D.Co. SanPedroCal. | UnitedStates Maritime Commission | 410·0\|54·4\|27·2<br>P43'B114'F46' | Ls Angeles<br>Cal.<br>Utd.States<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.32"–60" NE26 591NHP<br>M'Intosh&SeymourCorp. Auburn,N.Y. | | R |
| 72811<br>KJHB | **Crudoil** (*ex*Pancil) TwinSc<br>*ss*Clv.No.3–7,35<br>D.F. *Mchy.Aft* 1 *Dk*<br>*Longitudinal framing* | 1371<br>1090<br>761 | ✠100A1<br>*ForServiceon the Great Lakes*<br>4,41 ~~8,40~~ LMC7,35<br>NE&B2,21 BS ~~3,40~~ 1,41<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 2,21 *F.B. above* 150°F. | Clv<br>A&CP | | CL<br>1,41 | 1918<br>12mo | Alabama NewOrleans Transptn.Co Violet,La. | AlliedOilTransportCo.Inc. (Cleveland TankersInc. *Mgrs*) | 242·5\|36·9\|19·7<br>P72' FK<br>*Trunk128'F21'*<br>*FPT20t APT45t* | Wilmgton<br>(Del.)<br>Utd. States<br>*10 BHptAsp* | C.4Cy.14 7/16"&32 3/8"–24" (*r*)<br>165lb 166NHP<br>2SB,*4cf*,GS88,HS3414<br>StatenIslandS.B.Co. NewYork | 19 " 0<br>s 2 " 7<br>16 " 7½ | |
| 72812<br>LDRF | **Crux** TwinSc<br>*Oil Eng.*<br>*ss*Cpn.No.3–9,35<br>E.S.D. *ss*Got.No.1–39<br>2 *Dks(Stl)&Shelter dk(Stl)* | 3828<br>3416<br>2299 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>6,40 ~~5,39~~<br>LMC6,39 | Got<br>Liv | *x* | OG<br>5,39 | 1923<br>7mo | Akt.Burmeistr& Wain Copenhagen<br>A&CP | DetBergense Dampskibsselskab (DenNorskeSyd-AmerikaLinje)<br>FK<br>*Collision Cell DB329'1086t* | 367·5\|51·5\|22·6<br>*Tank between tunnels 98t*<br>*FPT54t APT68t* | Bergen<br>Norwegian<br>*pt Cem*<br>*BH to Sh dk*<br>5 ,, ,, *U* ,, | Oil Engines 4S.C.SA<br>12Cy.19¼"–35"<br>450NHP<br>Akt.Burmeistr&Wain,Cpn. | 25 " 6<br>s 2 " 3⅜<br>23 " 5 | |
| 72813<br>~~37709~~<br>~~HAAG~~ | **Csarda** (*ex*Vinocean,*ex*Leominster, *ex*Capelcastle)<br>*ss*Hul.No.3–2,31<br>*ss*Bla.No.1–35<br>1 *Dk(Stl)* | 3872<br>~~3486~~<br>2353 | ✠100A1<br>Examined ~~2,46~~ 6,41 Gls<br>LMC<br>MS2,39 BS ~~8,39~~ 6,41 | Cff | *w* | CL<br>1,40 | 1917<br>11mo | R.Thompson&Sons,Ld Sunderland<br>*Lloyd's* | Anglo-Hungarian ShippingCo.Ld.<br>*Cell DBa&uE131'* | 360·1\|50·0\|22·9<br>371·1(O.L.)<br>P33'B110'F33' FK<br>*f156'862t FPT153t* | Pnamanian<br>*6 BHCem*<br>*APT124t* | T.3Cy.25",42"&68"–45" (*r*)<br>180lb 341NHP<br>2SB,*8pf*,GS123,HS5302<br>N.E.MarineEng.Co.Ld.Sld | 25 " 5<br>s 4 " 2⅜<br>21 " 5 | |
| 72814<br>~~HAAQ~~ | **Csikós** (*ex*NorthPacific–34)<br>*ss*Rot.2ndNo.3–2,38<br>1 *Dk(Stl)&Shelter dk(Stl)* | ~~3938~~<br>~~3760~~<br>~~2468~~ | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,41 ~~1,40~~<br>LMC<br>MS2,38 BS1,40 | Bal<br>Gls | *x* | CL<br>1,40 | 1913<br>5mo | JLThompson&Sons,Ld. Sunderland<br>*Lloyd's* | Anglo-Hungarian ShippingCo.Ld.<br>*Cell DBa133'uE&B* | 379·5\|53·0\|22·8<br>393·8(O.L.)<br>38'*f*160'1139t *FPT* | Panama<br>Pnamanian<br>*6 BHCem*<br>*63t APT80t* | T.3Cy.26",42"&71"–48" (*s*)<br>180lb 399NHP<br>3SB,*6pf&3cf*,GS168,HS6449<br>J.Dickinson&Sons,Ld.Sld. | 25 " 4<br>s 2 " 4½<br>23 " 2 | |
| 72815<br>XCCQ | **Cuauhtemoc** (*ex*Amolco–38)<br>*ss*Bos.No.3–1,27<br>*ss*N.Os.No.2–35<br>*Mchy.Aft* 2 *Dks(Stl)&Web frames*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* | 3101<br>2779<br>1881 | ✠ ...<br>9,38 | Phl | *u* | | 1914<br>1mo | ForeRiver S.B.Corp. Quincy,Mass. | Petroleos MexicanosS.A.<br>P72'F32' FK<br>*Cell DBuE&B68'* 186t | 317·1\|46·0\|23·8<br>*FPT155t APT60t* | Tampico<br>Mexican<br>12 *BHCem*<br>*(8 to Upr dk*<br>4 ,, 2nd ,,) | T.3Cy.22",37"&60"–42" 291NHP<br>2SB,*6cf*,GS100,HS4001<br>ForeRiverS.B.Co.Quincy | 25 " 6 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné, maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registre où noté, si ce n'est dans celui de Darsc. Cert. Radiotele. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72816 171463 ~~ENRG~~ VSJK | **Cuba** Ⓟ *Fitted for oil fuel* D.F. | TwinSc 3 *Dks & pt dk* | 11337 — 6326 | ✠ 100A1 11,39 | Bcl | *s* | | 1923 | Swan, Hunter & Wigham Richardson, Ld Newcastle | ~~Cie. Générale Transatlantique~~ Ministry of War Transport *WB* | 476·0 \| 62·3 \| 35·1 B322′ | | | Trinidad, B.W.I. British | 4 Steam Turbines DR geared to 2 sc. shafts Swan, Hunter & Wigham Richardson, Ld. Nwc | | V |
| 72817 CMQE | — Ⓟ (*ex* Presidente Machado, *ex* San Carlos) *Fitted for oil fuel* TwinSc *ss* Cdz. No. 2–25 1 *Dk & Awng dk (Stl–teak s)* 2 *nd dk (Stl) in holds* | | 2492 2052 1196 | ✠ ~~8,30~~ ✠ | Bcl | *s* | | 1917 1mo | Soc. Española Const. Naval Cadiz | Empresa Naviera de Cuba S.A. *Cell DB 213′ 252t* | 291·2 \| 40·0 \| 26·5 F44′ *on Awning dk* FK *DTa 12′ 20t FPT 14t* | | | Havana Cuban | 4 Steam Turbines SR geared to 2 sc. shafts 8 *BH Cem* 341 NHP *APT 29t* 2SB, *6cf*, GS 108, HS 4480 Soc. Española Const. Nav. Ferrol | 27 ″ 6 | |
| 72818 221320 KDRT | — Ⓟ *Fitted for oil fuel* 2 *Dks & Shelter dk* *Cruiser Stern* | TwinSc | 2479 — 1100 | | | | | 1921 | W Cramp & Sons S & E B Co Philadelphia | Peninsular & Occidental S.S. Co. | 325·0 \| 47·2 \| 18·0 | | | New Haven Conn. Utd. States *WB* | T. 6Cy. 20½″, 34½″ & 56″–36″ 376 NHP W. Cramp & Sons S & E. B. Co | | R |
| 72819 31741 JHUB | **Cuba Maru** *Oil Eng.* *ss* Osa. No. 3–11, 39 2 *Dks (Stl)* *Cruiser Stern* | | 5950 5379 3650 | ✠ 100A1 11,39 ✠ LMC CS 11,39 DBS 11,39 ~~8,38~~ 11,39 | Osa | *z* | CL 7,38 | 1926 8mo | Kawasaki Dckyd Co. Ltd Kobe *Lloyd's SA & CP* | Kawasaki Kisen K.K. *Cell DB 331′ 1369t D* | 405·0 \| 53·0 \| 34·0 P32′ B166′ F37′ FK *T 38′ 1259t FPT 162t* | | | Kobe Japanese | Oil Engines 2S.C.SA 6Cy. 22″–66″ 902 NHP *7 BHpt Cem* DB *120lb* 2 ,, *to 2nd dk* *APT 149t* J. Brown & Co. Ld. Gls. | 34 ″ 0 s 7 ″ 2 27 ″ 1½ | |
| 72820 HPIZ | **Cubahama** *Oil Eng.* Wireless *Mchy. Aft* 1 *Dk & Shelter dk* *Cruiser Stern* | TwinSc | *932* *680* *500* | ✠ 100A1 *with freeboard* 10,40 ~~1,40~~ | Jck Bal ✠ LMC 8,38 | *q* | OG | 1938 8mo | Henry Robb, Ld. Leith *Lloyd's SA & CP* | Bahama Line, Ld. *Cell DB 188′ 337t* | 257·5 \| 38·2 \| 10·9 *39·3* 266·8 (o.L.) FK *Aft B49′ B27′ F42′* (*Coll B H to Shltr dk 3 B H to 2nd dk*) *FPT 33t APT 23t* | | | Panama Pnamanian | Oil Engines 2S.C.SA 14Cy. 13⅜″–22 7/16″ 436 NHP 4 *B Hpt Cem* British Auxiliaries, Ld. Gls. | 13 ″ 6 s ″ 2 13 ″ 5 | |
| 72821 CSAN | **Cubango** (*ex* Goa, *ex* Lichtenfels) *ss* Lis. 3rd No. 3–4, 37 1 *Dk (Stl)* & *Web frames* & *Spar dk (Stl–pt teak s)* | | 5820 5353 3668 | ✠ 100A1 *Spar dk* ~~4,40~~ 11,40 BS ~~5,39~~ 11,40 | Lis ✠ LMC 4,38 | *a*† | CL ~~10,37~~ N 11,40 | 1903 3mo | Flensburger Schiffsb. Ges. Flensburg *Lloyd's SA & CP* | Cia. Nacional de Navegação *Cell D* | 425·0 \| 53·0 \| 21·2 29·4 P59′ B119′ F50′ FK & BK 2½″ *Ba 138′ u E 25′ f 184* | | | Lisbon Portuguese | Q.4Cy. 24″, 34″, 51″ & 74″–54″ 213 lb (*s*) 506 NHP *7 BH Cem* 3SB, *9cf*, GS 145, HS 6500 FD Flensburger Schiffsb. Ges. 1110 *t D T f* | 32 ″ 2 s 7 ″ 1 25 ″ 5 | |
| 72822 LCGQ | **Cubano** *ss* N.Yk. No. 3–9, 33 *ss* Phl. No. 1–37 3 *Dks (Stl)* & *Shelter dk (Stl)* *Cruiser Stern* | | 5810 4140 3639 | ✠ 100A1 *Shelter dk with freeboard* 3,40 MS 2,37 *Carrying oil fuel F. P.* *Fitted for oil fuel* 7, 21 | Osl ✠ LMC BS 3,40 above 150° F *F. P. above* 150° F. | *y* 2¼ | CL 3,40 | 1921 3mo | J L Thompson & Sons, Ld. Sunderland *Lloyd's SA & CP* | Wilh. Wilhelmsen *Cell DB* | 395·1 \| 53·3 \| 24·7 32·7 F31′ *on Shelter dk* FK 2 *BH to W dk* 4 ,, ,, 2nd ,, *in DT* 342′ 882t *MT 36′ 852t* | | | Tönsberg Norwegian *Cem* *APT 82t* | T. 3Cy. 27″, 44″ & 73″–48″ & LP turbine with DR gearing & hydraulic coupling (*s*) 180 lb 603 NHP 3SB, *9cf*, GS 190, HS 7668 FD Palmers' Co. Ld. Newcastle | 35 ″ 0 s 9 ″ 4 25 ″ 11 | |
| 72823 PUAZ | **Cubatão** 1 *Dk* | TwinSc | *1808* *1670* *1080* | | | | | 1907 | Craig, Taylor & Co. Ld. Stockton | Lloyd Brasileiro | 275·0 \| 44·8 \| 16·5 F28′ | | | R. Janeiro Brazilian *WB* | T. 6Cy. 14″, 22″ & 37″–24″ 67 NHP Blair & Co. Ld. Stockton | | |
| 72824 219905 KUPP | **Cubore** D.F. *Mchy. Aft* *Fitted for oil fuel* 1 *Dk* *Longitudinal framing* | | 7051 — 4385 | | | | | 1920 | Bethlehem S.B. Corp. Ld. Quincy, Mass. | Ore S.S. Corp. | 450·6 \| 57·2 \| 34·0 P106′ B22′ F39′ | | | New York Utd. States | T. 3Cy. 24½″, 41½″ & 68″–84″ 320 NHP NE & B 20 *refitted* 37 Hooven, Owens, Rentschler Co. Hamilton, O. | | R |
| 72825 | **Cucuta** Ⓟ (*ex* Commercial Traveler–34, *ex* Crofton Hall –33) *ss* Boa. 2nd No. 3–1, 38 2 *Dks (Stl)* & *Web frames* *Longitudinal framing* (*Naval Training Ship*) | | 5378 4738 3322 | ✠ 100A1 12,40 ~~12,39~~ BS 1,40 *Fitted for oil fuel* 7, 23 | Boa ✠ LMC 1,38 *F. P. above* 150° F. | *z* | CL 1,38 | 1913 3mo | W Hamilton & Co. Ld. Port Glasgow *Lloyd's SA & CP* | Colombian Government *Cell D Ba 109′ u* | 405·2 \| 52·1 \| 27·9 P38′ B256′ F39′ FK *E & B 60′ f 175′ 1060t* | | | Cartagena Colombian | T. 3Cy. 27½″, 45″ & 75″–51″ (*s*) 180 lb 507 NHP 4SB, *12cf*, GS 215, HS 8800 D. Rowan & Co. Glasgow | 30 ″ 6 s 4 ″ 4½ 26 ″ 4 | |
| 72826 21954 KOZR | **Culburra** Hardwood treenails *Mchy. Aft* *Salted & specially treated* | WoodTwinSc *Oil Eng.* 1 *Dk 2 r B* | 2353 1872 1776 | ✠ ... 1,34 ✠ | Sea | | | 1917 3mo | Sloan Shipyards Corp. Olympia, Wash. | Santa Cruz Oil Corp. | 261·7 \| 46·6 \| 21·7 P64′ B36′ F38′ | | | Tacoma Utd. States | Oil Engines 4S.C.SA 12Cy. 16″–24″ 298 NHP 2 NDB 17, *refitted* 24 M'Intosh & Seymour, Auburn, N.Yk | 24 ″ 3 | |
| 72827 HPJO | **Culebra** (*ex* Heleni D.–39, *ex* Peebles–33) *ss* Mch No. 3–10, 31 *ss* Rou. No. 1–36 1 *Dk (Stl)* | | *5260* *4790* *3218* | ✠ 100A1 10,39 ✠ LMC 5,41 ~~MC 5,36~~ ~~B 3,39~~ | Ant | *y* | CL ~~5,38~~ 5,41 | 1919 5mo | Richards'n Duck & Co. Ld. Stockton *Lloyd's SA & CP* | Cia. de Vapores Portobello, Ltda. *Cell DB* | 400·1 \| 52·4 \| 28·4 P49′ B113′ F40′ FK 345′ ~~1056t~~ 978t *FPT 132t* | | | Panama Pnamanian | T. 3Cy. 27″, 44″ & 73″–48″ (*s*) 180 lb *100lb* 455 NHP *7 BHpt Cem* 2SB, *8cf*, GS 153, HS 6204 FD *APT 213t* Blair & Co. Ld. Stockton | 31 ″ 0 s 5 ″ 11¾ 25 ″ 3½ | |
| 72828 140660 GCNK | — (*ex* Riposto) D.F. 2 *Dks* | | 3044 2818 1834 | | | | | 1919 | Irvine's S.B. & D.D. Co. Ld W Hartlepool | Royal Mail Lines, Ld. | 331·0 \| 46·8 \| 23·1 | | | Liverpool British | T. 3Cy. 25″, 41″ & 68″–45″ Richardsons, Westgarth & Co. Ld. Hpl. 310 NHP | | C |
| 72829 469 IBLM | **Cuma** (*ex* Nictheroy–37) *Fitted for oil fuel* D.F. 3 *Dks* *Cruiser Stern* | | 8260 — 5168 | | | | | 1920 | Workman, Clark & Co. Ld Belfast | A. Lauro | 462·4 \| 58·3 \| 37·1 450·2 P35′ F44′ | | | Naples Italian *WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft Wrkman, Clark & Co. Ld Bel | | I |
| 72830 154137 GZPK | **Cumarebo** (*ex* Criollo Fiel–37) *Mchy. Aft* TwinSc *ss* Aru. No. 1–38 1 *Dk (Stl)* & *Web frames* | | 4085 2905 2001 | ✠ 100A1 ~~5,40~~ ~~11,39~~ 12,40 BS ~~1,39~~ 12,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6, 24 | Aru ✠ LMC 9,38 *Lloyd's SA & CP* *F. P. above* 150° F. | *w* | CL P 9,38 S 4,39 | 1934 6mo | Furness S.B. Co. Ld. Haverton Hill-on-Tees | Lago Shipping Co. Ld. ~~(P. J. Wolfe, Mgr.)~~ (R. A. Carder, *Mgr.*) *Cell DB* | 351·3 \| 60·2 \| 16·7 P73′ F41′ *Trunk 236′* FK *u E 12′ 19t FPT 155t* | | | London British *7 B Hpt Cem* *APT 63t* | T. 6Cy. 16″, 26″ & 43″–27″ (*s*) 180 lb 318 NHP 2SB, *6cf*, HS 5130 FD N.E. Marine Eng. Co Ld Nwc | 17 ″ 6 s 2 ″ 7 15 ″ 1½ | |
| 72831 145052 GDWC | **Cumberland** (*ex* Wendland) D.F. *Ref. Mchy.* TwinSc *ss* Gls. No. 3–2, 34 *ss* Sws. No. 1–38 3 *Dks (Stl)* 4th *dk (Stl)* in No. 1 hold | | 10939 10207 ~~6715~~ 6726 | 100A1 *with freeboard* 7,40 ~~2,40~~ ~~B 4,39~~ ✠ Lloyd's RMC 9,38 8,40 ~~2,40~~ *Fitted for oil fuel* 8, 24 | Lon Gls BS 8,40 LMC 3,38 *F. P. above* 150° F. | *g*† | OG P 8,37 S 9,38 | 1919 | Bremer Vulkan Vegesack | Federal Stm. Nav. Co. Ld. *Cell DB 477′ 2084t* | 520·0 \| 64·2 \| 37·6 P70′ B252′ F43′ FK *FPT 111t APT 121t* | | | London British *pt Asp* *8 B Hpt Cem* | T. 6Cy. 28¾″, 46¾″ & 75½″–51 7/16″ & L.P. turbines with D.R. gearing & hydraulic couplings 199 lb (*s*) 1270 NHP 5SB, *15cf*, GS 335, HS 15525 FD Bremer Vulkan, Vegesack | 41 ″ 4 s 9 ″ 8¾ 31 ″ 10 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* | 3 Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now ✠ spired. Equipment Letter | Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dated End of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72832 / TCAT | **Cumhuriyet** Ⓟ (*ex*Djumhouriet, *ex*QueenOlga) | 3*Dks*(1*Stl*-teak s ✠1*pt Stl*-ws) | 4179 3289 2479 | ✠ 1,94 | Grk | *w* | | 1894 1mo | W.Denny &Bros. Dumbarton | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 371·2\|45·1\|27·5 P36'B152'F40' FK *Cell DB308'356t* | Istanbul Turkish 7*BHCem* | T.3Cy.28¼",47½"&76"–54" NB13 501NHP Denny&Co.Dumbarton | 30 ″ 1 | |
| 72833 / CSAO | **Cunene** (*ex*Adelaide) *ss*Lis.No.1–40 *ss*Shl.2ndNo.3–2,36 *Well deck* 2*Dks*(*Stl*)3*rd dk in No.1hold* | | 5875 5454 3688 | ✠100A1 8,40 ~~11,39~~ ~~BS7,40~~ BS4,41 | Ant Lis | *b*† ✠LMC ~~2,36~~ 3,40 | CL N8,38 | 1911 7mo *Lloyd's* | Flensburgr Schiffsb.Ges. Flensburg | Soc.Geral de CommercioIndustria eTransportes, Ltda. *Cell* | 450·0\|58·0\|27·0 P&B385'F54' FK *DBa 182' u E&B72' f 149'150lt* | Lisbon Portuguese 8*BHCem* | T.3Cy.30 5/16",50 9/16"&84"–54" 185lb (*s*) 630NHP 3SB,*9cf*,GS198,HS8414 FD FlensburgerSchiffsb.Ges. *FPT48t APT3t* | 29 ″ 6 s4 ″ 3 25 ″ 6½ | |
| 72834 / 125776 | **Cupid** | 2*Dks*(*MStl*-teak s✠*Stl*-ws*aft Wood fwd*) | 611 379 243 | ✠ 4,09 ✠ | Dun | *i* | | 1909 4mo | CaledonS. B.&E.Co.Ld. Dundee | Cowasjee, Dinshaw &Bros. *Cell D* | 155·1\|27·8\|13·8 P23'B66'F26' FK *Ba 36' f 46' 62t FPT* | Bombay British 4*BHCem* 13*t APT6t* | T.3Cy.14",23"&38"–27" 72RHP 1SB,*3cf*,GS50,HS1334 FD CaledonSB.&E.Co.Ld.Dun | 14 ″ 6 | |
| 72835 / KDCN | **Curaca** (*ex*NosaQueen–35, *ex*AtlantaofTexas) D.F. | *Fitted for oil fuel* 1*Dk* | 3280 3005 1997 | | | | | 1920 | Mobile S.B.Co. Mobile,Ala. | GraceLineInc. | 324·0\|46·2\|25·0 P41'B90'F32' *WB* | NewYork Utd. States | T.3Cy.22",37½"&60"–42" EllicottMachine 233NHP Corp.Baltimore,Md. | | R |
| 72836 / WGCL | **Curaçao** Ⓟ (*ex*Hellenic Skipper," *see No. 87357 in Supplement* Wireless | 2*Dks* | 1548 1144 | | | | | 1895 | W.Cramp &Sons Philadelphia | AlaskaS.S.Co.Inc. | 241·3\|38·0\|16·3 F50' *WB* | NewYork Utd.States | T.3Cy.18",28"&45"–30" 111NHP W.Cramp&Sons,Phl. | | |
| 72837 / PUBA | **Curityba** (*ex*Walburg, *ex*LotteMenzell) Sub.Sig. | 1*Dk*&*Shelter dk* | 3081 2898 2362 | | | | | 1905 | Flensburgr Schiffsb.Ges. Flensburg | LloydBrasileiro | 301·4\|45·3\|26·0 H70' *WB* | R.Janeiro Brazilian | T3Cy20 1/16",33 3/16"&55 7/8"–37 7/8" 192NHP FlensburgerSchiffsb.Ges | | |
| 72838 / WJCA | **Currier** 3Mst *Mchy.Aft* | *ss*N.Yk.No.3–9,22 *ss*Mob.No.2–31 *Fitted for oil fuel* 1*Dk*(*Stl*)&*pt*2*nd Dk*(*Stl*)&*Web frames* | 4750 — 2814 | ✠ ... 7,37 ✠ | NYk | *x* | | 1910 12mo | ForeRiver S.B.Co. Quincy,Mass. | AmericanMarine ProductsCo. (L.B.Keplinger, *Trustee*) *Cell DB315'1819t* | 370·0\|52·1\|27·0 P98'B26'F30' FK *FPT225t APT120t* | S.Frncisco Utd.States 13*BHCem* 8*to U dk* 5,,2*nd*,,) | T.3Cy.23½",41"&68"–48" 448NHP 3SB,*9cf*,GS154,HS6501 ForeRiverS.B.Co.Quincy | 30 ″ 0 ~~6 ″ 03~~ ~~3 ″ 53~~ | |
| 72839 / | **Curupayty** (*ex*RioChubut, *ex*Curupayti) | 1*Dk*(*Stl*) | 490 — 279 | ✠ 9,15 ✠ | Bwg | | | 1911 5mo | Scott& Sons Bowling | MartinPujol | 175·6\|28·1\|10·0 F23' FK *FPT31t* | Bus.Aires Argentine 4*BHCem* *APT3t* | T.3Cy.13½",22"&36"–24" 95NHP 1SB,*3cf*,GS57,HS1811 Ross&Duncan,Glasgow | 10 ″ 6 | |
| 72840 / MGRR | **Cushendall** (*ex*TheEmperor) 3Mst *Well deck* *Mchy.Aft* | *ss*Dub.2ndNo.3–12,30 *ss*Bel.No.2–40 1*Dk*(*Stl*) | 626 436 248 | ✠100A1 6,41 ~~2,40~~ BS6,41 | Bel Nwc | *i* ✠LMC 2,40 | OG 1,40 | 1904 4mo *Lloyd's* | AilsaS.B. Co.Ld. Troon | BrookShipping Co.Ld.(Comben Longstaff&Co. Ld.*Mgrs.*) *Cell D* | 185·0\|27·6\|10·8 Q101'B10'F34' BK7½" *B f 99'145t FPT57t* | London British 3*BHCem* *APT10t* | C.2Cy.20½"&44"–30" (*s*) 130lb 80RHP 1SB,*3pf*,GS62,HS1543 Muir&Houston,Ld.Gls. | 13 ″ 7 s4 ·10¼ 13 ″ 8 | |
| 72841 / MCBY | **Cushendun** (*ex*TheSultan) 3Mst *Well deck* *Mchy.Aft* | *ss*Bel.2ndNo.3–4,31 *ss*Bel.No.~~1–36~~ 2–40 1*Dk*(*Stl*) | 646 438 256 | ✠100A1 6,406~~,37~~ Bel BS~~5,39~~ ✠LMC~~6,76~~ 6,40 | Rou | *i* | OG ~~2,37~~ 5,40 | 1904 11mo *Lloyd's* | AilsaS.B. Co.Ld. Ayr | BrookShipping Co.Ld.(Comben Longstaff&Co. Ld.*Mgrs.*) *Cell D* | 184·7\|27·6\|10·8 Q101'B10'F34' BK7½" *B f 99'145t FPT57t* | London British 3*BHCem* *APT10t* | C.2Cy.19 3/8"&44"–30" (*s*) 130lb 80RHP 1SB,*3pf*,GS62,HS1543 Muir&Houston,Ld.Gls. | 13 ″ 7 s4 ·10¼ 13 ″ 8 | |
| 72842 / GSMJ | **Custodian** | *ss*Liv.No.2–37 2*Dks*(*Stl*) | 5881 5483 3695 | ✠100A1 8,39 ✠LMC MS7,37 BS~~6,39~~9,40 | Liv | *a*† | CL ~~11,36~~ 8,40 | 1928 7mo *Lloyd's* | C.Connell &Co.Ld. Glasgow | CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *Cell DB361'1170t D* | 420·0\|54·5\|30·4 433·6(O.L.) P37'B139'F44' FK *Ta 32' 911t FPT63t* | Liverpool British 8*BHpt Cem* 1 ,, *to 2nd dk* *APT26t* | T.3Cy.27",46"&77"–54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*, GS215,HS8208 D.Rowan&Co.Ld.Glasgow | 32 ″ 7 s 6 ″ 4 26 ″ 6½ | |
| 72843 / PUBB | **Cuyabá** Ⓟ (*ex*Hohenstaufen) Sub.Sig. | 2*Dks* | 6489 4737 4086 | | | | | 1906 | Bremer Vulkan Vegesack | LloydBrasileiro | 409·3\|52·7\|28·0 P&B259'F48' *WB* | R.Janeiro Brazilian | Q.4Cy.24",34½",50 3/8"&72 3/8" –53 3/8" 387NHP BremerVulkan,Vegesack | | C |
| 72844 / 201012 | **Cuyler Adams** (*ex*Sahara) *Mchy.Aft* | 1*Dk*2*tr B* | 5785 — 4497 | | | | | 1904 | American S.B.Co. Lorain,O | GlobeS.S.Corp. (G.A.Tomlinson, *Mgr.*) *WB* | 474·0\|52·0\|29·0 | Michigan City, Ind. Utd.States | T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit | | R |
| 72845 / KJKM | **Cuzco** (*ex*WestKasson) *Now Caravaca," see No. 87503 in Supplement* | *Fitted for oil fuel* 2*Dks* *Ref Mchy.* | 5496 — 3443 | | | | | 1919 | LongBeach S.B.Co. LongBeach, Cal. | GraceLine,Inc. | 410·5\|54·3\|27·2 P46'B112'F46' *WB* | NewYork Utd.States | T.3Cy.24⅛",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles,Cal. | | R |
| 72846 / 171248 | **Cycle** | | 3952 3436 2229 | ✠100A1 ~~4,09~~ ~~7,39~~ 4,41 ✠LMC2,39 | Syd | *w* 1½ | CL | 1939 2mo *Lloyd's* | Hawthorn Leslie&Co.Ld Newcastle | AustralianSteamshipsProprietary, Ld.(*Man.Agents*, HowardSmith,Ld) *Cell D* | 358·0\|50·7\|24·7 370·9(O.L.) P41'B81'F31' FK *B304' 824t FPT71t* | SydnyNSW British 6*BHCem* *APT186t* | T.3Cy.22",37"&63"–45" (*s*) 220lb HS5884 409NHP 2SB(Spt).*6cf*,GS114, FD N.E.MarineEng.Co.(1938) Ld.Nwc. | 27 ″ 3 s 4 ″ 10¾ 22 ″ 6½ | |
| 72847 / VGLD | **Cyclo-Brave** (*ex*JohnIrwin–40) *Mchy.Aft* D.F. GyC. | ~~*ss*Mtl No.2–40~~ 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* | 1926 1470 1116 | ✠100A1 *For Service on the Great Lakes & River St. Lawrence, also Halifax,N.S. & St. John's, Nfld April to 30th November* 4,40 Mtl BS12,40 ✠LMC4,40 *Carrying Petroleum in bulk Fitted for oil fuel* 4,29 *F.P. above 150° F.* | Tto | CL N4,39 | 1929 4mo *Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees | S.S."Cyclo-Brave" Ld. *Cell D* | 250·0\|43·2\|18·0 P62'F41' *Trunk* 147' FK *Middle line B H not Bu E&B40' 112t FPT* | Toronto British 11*B Hpt Cem* *oil tight* 133t *APT48t* | T.3Cy.17",28"&46"–36" (*r*) 180lb 158NHP 1SB,4*cf*,HS2718 N.E.MarineEng.CoLdNwc | 18 ″ 0 s 1 ″ 11¼ 16 ″ 3 | |
| 72848 / VGCQ | **Cyclo-Chief** *Mchy.Aft* D.F. | *ss*Tto.No.2–38 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* | 2500 2033 1422 | ✠100A1 2,40 ~~BS1,39~~ ✠LMC12,37 BS 2,40 12,40 *Carrying Petroleum in bulk Fitted for oil fuel* 5,30 *F.P. above 150° F.* | Tto | *r* | CL 12,39 | 1930 5mo *Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees | S.S.Cyclo-Chief Ld. *Seams of centre line riveted & electrically welded Cell D Bu E&B40' 101t* | 250·0\|43·3\|24·2 P63'*Tr'nk* 148'F39' *B H single* FK *DTf 16'109t* | Toronto British 11*B Hpt Cem* *FPT179t APT62t* | T.3Cy.19",33"&54"–42" (*r*) 200lb 281NHP 2SB,*6cf*,HS5170 N.E.MarineEngCoLd.Nwc | 24 ″ 6 s 2 ″ 10½ 21 ″ 9¾ | |
| 72849 / VGMX | **Cyclo-Warrior** *Mchy.Aft* D.F. | *ss*Tto.No.2–38 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* | 2500 2033 1422 | ✠100A1 12,39 ~~BS12,39~~ ✠LMC12,37 BS ~~12,39~~ 12,40 *Carrying Petroleum in bulk Fitted for oil fuel* 6,30 *F.P. above 150° F.* | Tto | *r* | CL 12,39 | 1930 6mo *Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees | S.S.Cyclo-Warrior Ld. *Seams of centre line riveted & electrically welded Cell D Bu E&B40' 101t* | 250·0\|43·3\|24·2 P63'*Tr'nk* 148'F39' *B H single* FK *DTf 16'109t* | Toronto British 11*B Hpt Cem* *FPT179t APT62t* | T.3Cy.19",33"&54"–42" (*r*) 200lb 281NHP 2SB,*6cf*,HS5170 N.E.MarineEngCoLd.Nwc | 24 ″ 6 s 2 ″ 10½ 21 ″ 9¾ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terms assigned & maintenant as regd. Lettre d'équipement. | 7a Date de la dernière visite d'entretien ou de la dernière visite. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd. | 15 Registres où coté, si ce n'est dans le L. R. Divers. Lloyd's Reg. of Yachts |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72850 | **Cyclops** (P) | TwinSc | 9076 | ✠100A1 | Grk | *w* | CL | 1906 | D&W Hen- | OceanS.S.Co.Ld. | 485·0 | 58·2 | 39·5 | Liverpool | T.6Cy.23″,88½″&65″–48″ | | BT |
| 123978 | | | 8640 | | | | | | dersn&Co.Ld | (A.Holt&Co.*Mgrs*) | | | | British | 585NHP | | 1311 |
| GWZK | D.F. | 3*Dks* | 5786 | | | | | | Glasgow | | | | | *WB* | D&W Henderson&Co.Ld. | | 1942 |
| 72851 | **Cydonia** | | 3517 | ✠100A1 | Grk | *w* | CL | 1927 | J.Blumer& | StagLine,Ld. | 356·3 | 48·7 | 23·9 | N.Shields | T.3Cy.24″,40″&65″–42″ (*s*) | 25 ″ 11 | |
| 148802 | | *ss*Shl.No.3–2,39 | 3325 | ~~7,40~~ 8,30 2,41 | Hull | | 2,39 | 1mo | Co.Ld. | (J.Robinson&Sons | 365·0(O.L.) | | | British | 180lb *90lb* 301NHP | s 3 ″ 1½ | |
| GKTF | D.F. | 1*Dk*(*Stl*) | 2175 | | LMC2,39 | | 2,41 | | Sunderland | *Mgrs.*) | P34′B217′F32′ FK | | | 2SB(Spt)*6cf*,GS127,HS4690 | | 22 ″ 11½ | |
| | | | | BS4,40 | | | | *Lloyd's SA&CP* | | *Cell* | *DB*314′814t *FPT*7 | | | 0t *APT* 111t | J.Dickinson&Sons,Ld.Sld. | | |
| 72852 | **Cygnet** (ex Mirach-39) | | 3628 | | | | | 1917 | Rotterdam | HalcyonSteamship | 361·4 | 49·9 | 22·1 | Panama | T.3Cy.25″,41″&68″–45″ | | V |
| | | | *3868* | | | | | | Droogd.Maat | Co.Ld.~~(Goulandris | | | | | | | |
| HPKY | | 1*Dk* | *2344* | | | | | | Rotterdam | Bros.*Mgrs.*~~) | P24′B214′F34′ | | | Panamanian | 310NHP | | |
| | | | | | | | | | | | | | | *WB* | RotterdamDroogd.Maats | | |
| 72853 | **Cygnus** (ex Joseph C. Gilchrist) | | 4725 | | | | | 1903 | American | InterlakeS.S.Co. | 416·0 | 50·0 | 28·0 | Wilmgton | T.3Cy.22″,35″&58″–40″ | | R |
| 200414 | | | — | | | | | | S.B.Co. | (Pickands,Mather | | | | (Del.) | 213NHP | | |
| WDPZ | *Mchy.Aft* GyC. | 1*Dk*2tr*B* | 3393 | | | | | | Lorain,O. | &Co.*Mgrs.*) | | | | *WB* | Utd.States | AmericanS.B.Co.Clevelnd | |
| 72854 | — (ex Senegal,ex H. V. Fisker, | | *1704* | ✠ ... | | | | 1890 | W.Gray& | RederiA/B Brubor | 270·0 | 37·0 | 18·3 | Hlsingborg | T.3Cy.20½″,31½″&53″–36″ | 20 ″ 0 | V |
| 7155 | ex Oaklands) | *ss*Els.2ndNo.3–10,16 | *1418* | 4,29 | | | | 11mo | Co.Ld. | (R.Brunkman, | P29′Q72′B116′F31′ | | | Swedish | 168NHP | | † |
| SHNA | *Well deck* | *ss*Abg.No.2–25 | *996* | ✠ | | | | | W Hartlepool | *Mgr.*) | FK | | | *WB* | Cen.Mar.Eng.Wrks.W Hpl | | |
| | | 1*Dk*&*Web frames* | | | | | | | | | | | | | | | |
| 72855 | — | | 1333 | | | | | 1921 | Scheepswrf | DetBergenske | 238·9 | 36·4 | 16·0 | Bergen | T.3Cy.17½″,29″&46″–36″ | | N |
| | | | 1157 | | | | | | J.Huis de | Dampskibsselskap | | | | | | | |
| LDPJ | Wireless | 1*Dk* | 753 | | | | | | Merwede | | P59*t*H62*t*F16*t* | | | Norwegian | 127NHP | | |
| | | | | | | | | | Papendrecht | | | | | *WB* | | | |
| | | | | | | | | | | | | | | | NV.Machinefabrik.Bolnes | | |
| 72856 | **Cymbeline** | | 6317 | ✠100A1 | Fal | *a*† | CL | 1927 | W. Hamil- | OilTankS.S.Co.Ld. | 420·0 | 54·4 | 32·5 | Liverpool | T3Cy.25½″,43½″&76″–51″(*s*) | 32 ″ 8 | |
| 149647 | | *ss*Fal.No.3–5,40~~–Nwc.No.2–36~~ | 5857 | 5,40 ~~8,00~~ | | 2,39 | N1,39 | 12mo | ton&Co. | (C.T.Bowring&Co. | | | | British | 220lb 572NHP | s 6 ″ 0 | |
| GNLM | *Mchy.Aft* | 2*Dks*(*Stl*)&*Web frames* | 3743 | BS5,40 | LMC~~1,38~~ | | | | PortGlasgow | Ld.*Mgrs.*) | P108′B34′F47′ FK | | | 18*BHpt Cem* | 3SB,3*cf*,GS177,HS7901 FD | 26 ″ 10½ | |
| | D.F. E.S.D. | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | *Cell DB u E&B*48′ | | | | (14 *to U dk* | D.Rowan&Co.Ld.Glasgow | | |
| | | | | *Fitted for oil fuel* 12,27 | | | *F.P. above* | | | 130*t DT f*38′483*t* | *FPT*230*t APT*115*t* | | | 4 „ *2nd* „) | | | |
| | | | | | | | 150° F. | | | | | | | | | | |
| 72857 | **Cymbula** | | 8082 | ✠100A1 | Shl | *c*† | CL | 1938 | NV Nederl. | Anglo-Saxon | 465·3 | 59·3 | 33·8 | London | Oil Engines 4S.C.SA | 34 ″ 0 | |
| 167257 | | *Oil Eng.* | 7235 | 11,40 ~~12,30~~ | Bkn | | | 7mo | Schps. Maats. | PetroleumCo.Ld. | 483·3(O.L.) | | | British | 8Cy.25⅛″–55½″ 502NHP | s 6 ″ 8½ | |
| GTGV | D.F. | 1*Dk*,2*nd dk clear of cargo tanks* | 4783 | | LMC7,38 | | | | Amsterdam | | P91′B43′F66′ FK | | | 17*BHpt Cem* | DB*180lb* | 27 ″ 6 | |
| | E.S.D. | *Mchy.Aft* *CruiserStern* | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | *Cell DB u E*70′166*t* | *DT f*25′264*t FPT*1 | | | 35*t APT*83*t* | WerkspoorN.V.Ams | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 72858 | **Cypria** | TwinSc | 4366 | | | | | 1931 | Akt.Bur- | D/SA/S Hassel(A/S | 379·4 | 54·2 | 24·4 | Bergen | Oil Engines 4S.C.SA | | N |
| | | *Oil Eng.* | 3887 | | | | | | meistr&Wain | RederietOdfjell, | | | | | | | |
| LDSI | *CruiserStern* | 2*Dks* | 2603 | | | | | | Copenhagen | *Jgrs.*) | P65*t*H367*t*F19*t* | | | Norwegian | 12Cy.21⅛″-39⅜″ 543NHP | | |
| | | | | | | | | | | | | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| 72859 | **Cyprian Prince** | | 1988 | ✠100A1 | Mch | *t* | CL | 1937 | Furness | PrinceLineLd. | 296·5 | 44·2 | 16·4 | London | T.3Cy.19″,31″&55″–36″ | 19 ″ 1 | |
| 165374 | | | 1432 | *with freeboard* ~~Lnr~~ | Suz | | 10,39 | 1mo | S.B.Co.Ld. | (Furness,Withy& | | | | British | 220lb ns4830 (*s*) 315NHP | s ″ 4½ | |
| GZJW | *Ref.Mchy.* D.F. | 1*Dk*&*Shelter dk* | 1002 | ~~1,30~~ | LMC1,37 | | | | Haverton | Co.Ld.*Mgrs.*) | B90′F23′ FK | | | 5*BHpt Cem* | 2SB(Spt),*6cf*,GS121 FD | 18 ″ 10½ | |
| | E.S.D. | *CruiserStern* | | Lloyd's RMC4,40 | | | | | Hill-on-Tees | *Cell DB*234′486*t* | *FPT*72*t APT*58*t* | | | *pt Asp* | Richardsons,Westgarth& | | |
| | | | | | | | | *Lloyd's SA&CP* | | | | | | (*Coll to Sh dk* | Co.Ld.Hpl | | |
| | | | | | | | | | | | | | | 4 „ *2nd* „) | | | |
| 72860 | **Cyprus** (ex Salam-40,ex Curler–34, | | 627 | 100A1 | Suz | | CL | 1918 | Smith's | CyprianCoastal | 172·2 | 30·0 | 15·7 | Fmagusta | T.3Cy.16″,26″&44″–26″ (*s*) | 16 ″ 6 | |
| 144905 | ex Killowen) | *ss*Nwc.No.3–3,28 | 490 | 1,40 ~~2,30~~ | Alx | | ~~11,36~~ | | DockCo.Ld. | LineLd.(P.A.Man- | | | | British | 200lb 116NHP | s 1 ″ 7½ | |
| VQSK | | *ss*Suz.No.2–36 | 264 | ~~BS1,30~~ | LMC12,36 | | 1,40 | | Middlesbro' | tovani,*Mgr.*) | B50′ FK | | | 5*BHCem* | NDB17*fitted*35 ~~100lb~~ | 15 ″ 0 | |
| | | 1*Dk*(*Stl*) | | BS ~~1,40~~ 1,41 | | | | *Lloyd's SA&CP* | | *Cell DB u E*26′20*t* | *FPT*17*t* | | | | 1SB,3*cf*,GS51,HS1850 | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | N.E.MarineEng.Co.Ld.Sld | | |
| 72861 | **Cyril** | | 2116 | | | | | ~~1924~~ | Lübecker | Ministry of Ship- | 280·7 | 41·7 | 19·0 | ~~Esbjerg~~ | T3Cy.21⅝″,34¼″&55½″–35⅜″ | | G |
| 167415 | | | 1787 | | | | | 1925 | Maschb.Ges | ping(HallBros, | P20′B61′F26′ | | | Danish | 182NHP | | |
| ~~MNZZ~~ | D.F. | 1*Dk* | 1290 | | | | | | Lübeck | *Mgrs.*) | | | | London | | | |
| | | | | | | | | | | | | | | British *WB* | LübeckerMaschb.Ges. | | |
| 72862 | **Cyrnos** (P) | TwinSc | 2406 | | | | | 1929 | Akt.Ges. | FrenchGovern- | 293·4 | 41·1 | 23·1 | Marseilles | Oil Engines 2 S.C.DA | | V |
| | | *Oil Eng.* | — | | | | | | "Weser" | ment(Ministère de | | | | French | 12Cy.17⅞″–24⅝″ 1267NHP | | |
| FQOS | D.F. | 2*Dks* | 726 | | | | | | Bremen | la Marine Mar- | P62′B120′F62′ | | | *WB* | A.G."Weser,"Bremen | | |
| | | *Cruiser Stern* | | | | | | | | chande)(Cie.de | | | | | | | |
| | | | | | | | | | | Navigation | | | | | | | |
| | | | | | | | | | | Fraissinet,*Mgrs.*) | | | | | | | |
| 72862* | **Cyrus** | | 435 | | | | | 1922 | Ch.Nav. | Association | 150·7 | 25·7 | 12·3 | Marseilles | T.3Cy.9½″,15½″&26″–18″ | | V |
| | *Mchy.Aft* | *Fitted for oil fuel* | — | | | | | | Français | Pétrolière | P18′ | | | French | 29NHP | | |
| TSPB | *Carrying Petroleum in bulk* | 1*Dk* | 210 | | | | | | Caen | | | | | *WB* | Cooper&Grieg,Dundee | | |
| | *Longitudinal framing in bottom & at decks* | | | | | | | | | | | | | | | | |
| 72863 | **Cyrus Field** | TwinSc | 1288 | ✠100A1 | NYk | *n* | CL | 1924 | Ch.&Atel. | BritishWestern | 223·6 | 34·2 | 16·6 | London | T.6Cy.13½″,22½″&37″–27″(*s*) | 18 ″ 6 | |
| 147699 | ~~Bos.No.1-40~~ | *ss*N.Yk.No.3–9,36 | 881 | *with freeboard* | Bos | | 8,39 | 7mo | deSt.Nazaire | Union,Ld. | | | | British | 180lb *125lb* 207NHP | s 1 ″ 5⅝ | |
| GKQC | E.S.D. GyC. | (*Cable Vessel*) | 453 | 8,40 | MS8,40 | | | | St.Nazaire | | P&B136′F44′ FK | | | 6*BHCem* | 2SB,*4cf*,HS3107 FD | 17 ″ 1⅝ | |
| | Wireless | 2*Dks*(*Stl–U teaks*) | | BS2,40 | LMC | | | *Lloyd's SA&CP* | | *Cell DB u E*74′*f*72′136*t* | *DT f*24′75*t FPT* | | | 18*t APT*23*t* | Ch.&Atel.deSt.Nazaire | | |
| | *Well deck* | | | *Fitted for oil fuel* 7,24 | | | *F.P. a* | | | | | | | | | | |
| 72864 | **Czestochowa** (ex Roburlv-40) | | 1971 | ✠100A1 | Rot | *q* | OG | | | | | | | bore 150° F. | | | |
| | | *ss*Got.No.2–38 | 1500 | 6,40 ~~7,00~~ | Sld | | ~~8,37~~ | 1930 | Akt.Lind- | A.Falter(Wm. | 257·3 | 41·1 | 18·8 | Gdynia | C.4Cy.(2)14⅞″&(2)31½″– | 20 ″ 11 | |
| SPBB | *Mchy.Aft* | 1*Dk*(*Stl*) | 1067 | BS~~4,30~~ | LMC4,38 | | 6,40 | 6mo | holmen- | Cory&Son,Ld. | 263·7(O.L.) | | | British | 31½″ 207lb (*s*) 145NHP | s 3 ″ 3½ | |
| | *Cargo battens not fitted* | *CruiserStern* | | 6,40 | | | | | Motala | *Mgrs.*) | P72′F22′ FK | | | Polish | 2SB(Spt),*4cf*,GS18, | 17 ″ 9½ | |
| | D.F. | *Strengthened for navigation in ice* | | | | | | | Gothenburg | | *Trunk*154′ | | | 4*BHCem* | HS1940 FD | | |
| | | | | | | | | *Lloyd's SA&CP* | | *Cell DB*206′502*t FPT* 193*t* | | | | *APT*55*t* | Akt.Lindholmen-Motala | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or Renewed. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dated ✠ if Trial Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72865<br>214147<br>WTLI | **D. G. Kerr**<br>*ss* Clv. No. 3–12, 34<br>*Mchy. Aft* 1 *Dk (Stl) & Web frames*<br>GyC. *Longitudinal framing* | 7756<br>7446<br>6026 | ✠100A– Clv<br>*For Service on the Great Lakes*<br>11,37<br>~~BS12,39~~ ✠LMC12,34<br>~~BS2,40~~ 3,41 | | | | 1916<br>6mo | American S.B.Co.<br>Lorain, O. | Pittsburgh Steamship Co.<br>*Cell D Bu E & B55′ f side tanks* 479′872 *t* | 580·0 \| 60·0 \| 32·0<br>F53′<br>8′ *f in Hopper* FK<br>*FPT* 299 *t APT* 59 *t* | Duluth, Minn. Utd. States<br>*3 BH* | T. 3 Cy. 24½″, 41″ & 65″–42″ (*s*) 180 lb 414 NHP<br>3 SB, *6 cf*, Gs 137, Hs 6405 FD<br>American S.B.Co. Lorain, O | 32 ″ 0<br>s 10 ″ 4<br>21 ″ 10¾ | |
| 72866<br>214353<br>WOCA | **D. G. Scofield**<br>*ss* S. Fo. No. 3–1, 29<br>*Fitted for oil fuel*<br>*Mchy. Aft* 2 *Dks & Shelter dk*<br>D.F. GyC. *& Web frames*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk* | 8640<br>—<br>5266 | ✠ ...<br>6,32<br>✠ | | | | 1916<br>8mo | Union Iron Works Co.<br>San Francisco | Standard Oil Co. of California | 439·5 \| 58·0 \| 39·1<br>FK | S. Frncisco Utd. States<br>*WB* | Q. 4 Cy. 24 7/16″, 34″, 51″ & 74 7/16″–54″ 407 NHP<br>Union Iron Works Co. S. Fo. | 41 ″ 0 | R<br>✠ |
| 72867<br>151012 | **D. J. Purdy 1** (P) Wood Twin Sc<br>*Oil Eng.*<br>1 *Dk* | 582<br>162<br>396 | | | | | 1924 | Meteghan Marine Rly & S.B.Co.<br>Meteghan NS | Eastern Canada Coastal Steamships, Ltd. | 143·7 \| 25·5 \| 6·9 | S. John N.B. British | Oil Engines 4 S.C.SA<br>12 Cy. 11″–14″ 142 NHP<br>Wintore NE18 *fitted* 24<br>Motor Wrks, Cleveland, O. | | |
| 72868<br>167372<br>GDKD | **D. L. Harper** Twin Sc<br>*ss* Sou. No. 1–39 *Oil Eng.*<br>*Mchy. Aft* *ss* Ham. No. 3–11, 35<br>1 *Dk (Stl)* 2 *nd dk (Stl) clear of cargo tanks*<br>3 *rd dk (Stl) aft of cargo tanks*<br>*Longitudinal framing* *Cruiser Stern*<br>D.F. E.S.D. GyC. *Web frames* | 12223<br>11596<br>6571 | ✠100A1 Ham *g*†<br>~~8,39~~ 10,40 Cff<br>✠LMC CS12,39<br>~~DBS11,40~~ 12,39<br>*Carrying Petroleum in bulk* ✠ | | CL<br>2¾<br>3,39 | | 1933<br>9mo | Deutsche Werft AG Betr Finkenwrder Hamburg<br>*Lloyd's SA & CP* | Anglo-American Oil Co. Ld.<br>~~(P.J. Wolfe, Mgr.)~~<br>(R.A. Carder, *Mgr.*) | 522·0 \| 70·3 \| 38·7<br>542·0 (O.L.)<br>*aft* B55′ B40′ F39′ FK<br>*Cell D Bu E* 50′ | London British<br>16 *B Hpt Cem pt Asp*<br>119 *t DT s f* | Oil Engines 2 S.C.DA<br>8 Cy. 23½″–35 7/8″ 1560 NHP<br>4 DB *200 lb*<br>Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg<br>53′2308 *t FPT* 290 *t APT* 244 *t* | 38 ″ 9<br>s 8 ″ 6½<br>30 ″ 6¼ | |
| 72869<br>214599<br>WTLJ | **D. M. Clemson**<br>*ss* Clv. No 3–9, 34<br>*Mchy. Aft* 1 *Dk (Stl) & Web frames*<br>GyC. *Longitudinal framing* | 7728<br>7462<br>6020 | ✠100A– Clv<br>*For Service on the Great Lakes*<br>2,38<br>~~BS2,39~~ ✠LMC9,34<br>~~BS2,40~~ 3,41 | | | | 1917<br>1mo | American S.B.Co.<br>Lorain, O. | Pittsburgh Steamship Co. | 580·0 \| 60·0 \| 32·0<br>F53′ FK<br>*Cell D Bu E & B55′ 230 tf & in Hopper side tanks* 479′872 *t* | Duluth, Minn. Utd. States<br>*3 BH* | T. 3 Cy. 24½″, 41″ & 65″–42″ (*s*) 180 lb 414 NHP<br>3 SB, *6 cf*, Gs 137, Hs 6405 FD<br>American SB. Co. Lorain O | 32 ″ 0<br>s 10 ″ 4<br>21 ″ 10¾ | |
| 72870<br>131048 | **D. M. No. 8** Twin Sc<br>(*ex* M. & F. No. 8)<br>1 *Dk* | 1725<br>1501<br>1022 | | | | | 1906 | Canadian Government<br>Sorel, P.Q. | Canadian Government (Dept. of Transport) | 264·0 \| 45·8 \| 18·3<br>*WB* | Sorel, P.Q. British | T. 6 Cy. 15″, 24″ & 39″–24″ 74 RHP<br>Fleming & Ferguson, Psy. | | |
| 72871<br>203979 | **D. O. Mills**<br>*Mchy. Aft* D.F. GyC. 1 *Dk* | 6598<br>—<br>4850 | | | | | 1907 | Gt. Lakes Eng. Works<br>Ecorse, Mich. | Interlake S.S. Co. (Pickands, Mather & Co. *Mgrs.*) | 532·0 \| 58·2 \| 32·0<br>*WB* | Wilmgton (Del.) Utd. States | T. 3 Cy. 24″, 37″ & 65″–42″ 274 NHP<br>Gt. Lakes Eng. Wks. Detroit | | R |
| 72872<br>FOAT | **D'Artagnan** (P) Twin Sc<br>*Fitted for oil fuel*<br>*Ref. Mchy.* D.F. 6 *Dks* | 15105<br>—<br>9608 | | | | | 1924 | Ch. & Atel. de la Gironde<br>Bordeaux | Soc. des Services Contractuels des Messageries Maritimes | 543·5 \| 65·0 \| 41·4<br>B310′ F75′ | Marseilles French<br>*WB* | T 6 Cy. 29 13/16″, 49 5/16″ & 84 5/8″–53 1/8″ 1044 NHP<br>Ch. & Atel. de la Gironde Bdx | | V |
| 72873<br>FNME | **D'Entrecasteaux** (P)<br>*Ref. Mchy.* D.F. 3 *Dks* | 7291<br>—<br>4501 | | | | | 1922 | Forg. & Ch. de la Médit.<br>Havre | Chargeurs Réunis | 417·8 \| 55·3 \| 34·5<br>B147′ | Havre French<br>*WB* | T. 3 Cy. 27 9/16″, 46″ & 76″–51 5/16″ 416 NHP<br>Forg. & Ch. de la Médit, Hav. | | V |
| 72874<br>YQSD | **Dacia** (P) Twin Sc<br>*Fitted for oil fuel*<br>2 *Dks & Awng dk* | 3418<br>—<br>1364 | | | | | 1907 | Atel. & Ch. de la Loire<br>St. Nazaire | Roumanian State Maritime Service | 356·9 \| 41·9 \| 27·5 | Constanza Roumanian<br>*WB* | T. 6 Cy. 24 3/8″, 38 3/8″ & 64 3/8″–39 3/8″ 525 NHP<br>Atel. & Ch. de la Loire, Nts. | | V |
| 72875<br>143657<br>GNMR | **Dafila**<br>2 *Dks* | 1940<br>1680<br>969 | | | | | 1927 | D & W Henderson & Co Ld<br>Glasgow | British & Continental S.S. Co. Ld. | 291·5 \| 43·2 \| 19·1 | Liverpool British<br>*WB* | T. 3 Cy. 21″, 36″ & 59″–39″ 217 NHP<br>D. & W. Henderson & Co. Ld. | | C |
| 72876<br>LCYT | **Dageid** Twin Sc<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>D.F. *Cruiser Stern*<br>*Carrying Petroleum in bulk* | 6361<br>5623<br>3732 | | | | | 1931 | A/S Akers Mek. Værks.<br>Oslo | A/S Ocean (John P. Pedersen & Søn, *Mgrs.*) | 407·5 \| 56·2 \| 32·4<br>P220 *t* H407 *t* F58 *t* | Oslo Norwegian<br>*WB* | Oil Engines 4 S.C.SA<br>12 Cy. 21⅝″–39⅜″ 542 NHP<br>A/S Akers Mek. Værks. Oslo | | N |
| 72877<br>143424<br>GCDQ | **Dagenham**<br>*ss* Shl. No. 3–1, 32<br>*ss* Shl. No. 1–35<br>*Well deck* 1 *Dk (Stl)*<br>*Cargo battens not fitted* | 2178<br>1735<br>1260 | ✠100A1 Shl *r*<br>6,39<br>BS4,40 ✠LMC11,36 | | CL<br>6,39 | | 1919<br>9mo | Osbourne, Graham & Co. Ld.<br>Sunderland<br>*Lloyd's SA & CP* | Hudson SS. Co. Ld.<br>*Cell D B* 196′ 472 *t* | 280·0 \| 40·5 \| 18·5<br>P27′ Q90′ B52′ F26′ FK<br>*DT a* 38′ 95 *t FPT* 95 *t APT* 170 *t* | London British<br>6 *B Hpt Cem* | T. 3 Cy. 21″, 35″ & 58″–39″ (*s*) 180 lb 231 NHP<br>2 SB, *6 cf*, Gs 118, Hs 3616<br>MacColl & Pollock, Ld. Sld. | 20 ″ 9<br>s 2 ″ 0¼<br>18 ″ 11 | |
| 72878<br>LCXL | **Dagfred** Twin Sc<br>*Oil Eng.*<br>D.F. 2 *Dks* | 4434<br>4005<br>2683 | | | | | 1930 | Akers Mek. Værks<br>Oslo | A/S Ocean (John P. Pedersen & Søn, *Mgrs.*) | 385·2 \| 54·8 \| 24·4<br>P84 *t* H317 *t* F28 *t* | Oslo Norwegian<br>*WB* | Oil Engines 4 S.C.SA<br>12 Cy. 23¾″–43 7/16″ 626 NHP<br>Akers Mek. Værks. Oslo | | N |
| 72879<br>6670<br>SDPW | **Dagfrid** (*ex* Lionel)<br>1 *Dk* | 770<br>540<br>409 | | | | | 1921 | Langesnd's Mek Verk A/S<br>Langesund | Rederi A/B Ostersjön (A. Christensen, *Mgr.*) | 181·1 \| 30·0 \| 14·7<br>Q67′ B51′ F19′ | Trälleborg Swedish<br>*WB* | T. 3 Cy. 13½″, 22″ & 37½″–28″ 75 NHP<br>Langesunds M.V. A/S | | N |
| 72880<br>LCGU | **Daghild** Twin Sc<br>*ss* NNs. No. 3–11, 37<br>*Mchy. Aft* *Oil Eng.*<br>D.F. 2 *Dks (Stl) & Web frames*<br>*Cruiser Stern*<br>*Longitudinal framing–bracketless system* | 9272<br>8445<br>5557 | ✠100A1 Bal *d*†<br>~~5,41~~ ~~10,39~~ 12,40 NYk<br>DBS10,39 ✠LMC7,37<br>✠LMC (M) 10,39<br>*Carrying Petroleum in bulk* | | CL<br>3,39 | | 1927<br>12mo | Akt. Burmeistr & Wain<br>Copenhagen<br>*Lloyd's SA & CP* | A/S Ocean (John P. Pedersen & Søn, *Mgrs.*)<br>*Cell D Bu E* 65′ 328 *t DT f* 43′ 584 *t FPT* 250 *t* | 471·8 \| 64·2 \| 35·0<br>P106′ B30′ F45′ FK | Oslo Norwegian<br>16 *B Hpt Cem*<br>4 ,, *to 2 nd dk*<br>*APT* 165 *t* | Oil Engines 4 S.C.SA<br>12 Cy. 21⅝″–39⅜″ 543 NHP<br>2 DB *180 lb*<br>Akt. Burmeistr & Wain, Cpn | 35 ″ 0 | |
| 72881<br>OXXD | **Dagmar** (P) (*ex* Imperator Nicolai II, *ex* Iarkutsk)<br>*Ref. Mchy.* D.F. 1 *Dk & Awng Dk* | 2471<br>2469<br>1534 | *New Dagmar, see No. 31754 in Supplement* | | | | 1903 | R. Stephenson & Co. Ld.<br>Newcastle | Det Forenede Dampskibsselskab | 290·5 \| 40·0 \| 25·6<br>B46′ F32′ | Aalborg Danish<br>*WB* | T. 3 Cy. 22″, 38″ & 64″–42″ 265 NHP<br>Wllsnd Slpwy. Co. Ld. Nwc | | V |
| 72882 | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel: Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite. | 7 Ferme assigné matériaux et Equipement | 7a Nº de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Nº de Marque Load Line. Lettres en ( ) si ce n'est dans la Load Line Zone, Cert. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72883 | **Dagmar** | | 2149 | ✠100A1 Got | | *s* | OG | 1900 | Helsingörs | RederiA/B | 301·7 | 42·5 | 19·1 | Mariehmn | T.3Cy.20½″,35″&57″–39″ (*s*) | 21 ″ 10 |
| | | *ss*Lie.3rdNo.3–4,35 | 1721 | 10,40 ~~12,30~~ | Bal | | ~~12,38~~ | 6mo | Jernsk.&Msk. | Dagmar(A. | 288·2 | | | Finnish | 180lb 215NHP | s 3 ″ 2¾ |
| OHXU | | *ss*Lkr.No.1–39 | 1222 | ✠LMC5,39 | | | 10,40 | | Elsinore | Karlsson,*Mgr.*) | Q16′B70′F36′ FK | | | 5*BHCem* | 2SB,*6rf*,G876,HS3247 | 18 ″ 9 |
| | D.F. | 1*Dk*(*Stl*)*&deep framing* | | BS5,40 | | | | A&CP | *CellD* | *Ba58′a&uE54′f1* | 20′578*t FPT58t APT44t* | | | | Helsingörs Jernsk.&Msk.b. | |
| 72884 | — | | 844 | Trn | | | OG | 1922 | N.V.Werf. | ~~J.Lauritzen~~ | ~~212·8~~ | ~~31·3~~ | ~~13·5~~ | ~~Esbjerg~~ | T.3Cy.14¾″,22″&35½″–23½″ | G |
| 167450 | (*ex*Leonora) | | 722 | Examined 5.41 | | | | | Zeeland | Ministry of Ship- | P41′Q37′B60′F21′ | | | ~~Danish~~ | N.V.Delftshaven 85NHP | |
| MPDD | | 1*Dk* | ~~488~~ 498 | ~~BS5,41(200lb)~~ | | | | | Hansweert | ping(Wm.Robert- | 212·9 | 31·4 | 13·6 | London *WB* | Machinefab.Rot | |
| | | | | | | | | | | son,*Mgr.*) | | | | British | | |
| 72885 | **Dagmar Bratt** (*ex*Kapela) | | *1424* | ✠100A1 Got | | *p* | OG | 1920 | Kockums | Ångf.A/BAdolf(A. | 235·5 | 37·7 | 16·5 | Gothenbrg | T.3Cy.18½″,28¾″&48½″–31½″ | 18 ″ 7 |
| 7135 | | *ss*Got.No.3–5,33 | *1144* | ~~11,360~~ 3,41 Hfg | | | ~~1,87~~ | 8mo | M.V.Aktieb. | Bratt&Co.*Mgrs.*) | 245·5(O.L.) | | | Swedish | 185lb (*s*) 157NHP | s 1 ″ 8½ |
| SDQJ | | *ss*Got.No.1–37 | *808* | ~~BS7,39~~ ✠LMC4,37 | | | ~~10,10~~ | | Malmö | | P17′B64′F25′ FK | | | 4*BHCem* | 2SB,*4cf*,G870,HS2546 | 17 ″ 0½ |
| | | 1*Dk*(*Stl*) | | 11,40 | | | 3,41 | *Lloyd's* | *AP* | *Trunk* | *dk between erections* | | | | KockumsM.V.Akt.Malmö | |
| | | *Cargo battens not fitted* | | | | | | | | *CellD* | *8196′364t FPT44t* | | | | *APT59t* | |
| 72886 | **Dagmar Clausen** (*ex*Brunla–36) | | 677 | | | | | 1909 | AkersMek. | C.Clausen | 198·8 | 29·2 | 12·4 | Odense | T.3Cy.16″,25½″&43″–60″ | V |
| | | | — | | | | | | Værks. | | P68*t*H35*t*F16*t* | | | Danish | 101NHP | |
| OYPQ | *Mchy.Aft* | 1*Dk* | 366 | | | | | | Oslo | | | | | | AkersMek.Værks,Oslo | |
| 72887 | **Dagmar Salén** | | *5001* | ✠100A1 HKg | | *b*† | CL | 1937 | Öresunds- | RederiA/B Pulp | 442·2 | 57·2 | 21·1 | Stockholm | 4 Oil Engines 2S.C.SA | 29 ″ 0 |
| 8199 | | *Oil Eng.* | *4328* | *with freeboard* SFo | | | 10,39 | 9mo | varvet | (SvenSalén,*Mgr.*) | 453·7(O.L.) | | | Swedish | 24Cy.13⅜″–22⅞″ with | s 3 ″ 6½ |
| SKLN | D.F. | 1*Dk*&*Shelter dk* | *2852* | 8,40 ~~11,30~~ ✠LMC9,37 | | | | | Aktiebolag | | F40′ FK | | | 7*BHptCem* | electro-magnetic slip | 25 ″ 6¾ |
| | | *Cruiser Stern* | | | | | | | Landskrona | | | | | (*Coll to Sh dk* | couplings & SR gearing | |
| | | *Strengthened for Navigation in Ice* | | | | | | *Lloyd's* | *A&CP* | | | | | 6 „ 2*nd*„) | DB*85t*b 752NHP | |
| | | | | *Carrying vegetable oil in DT's* | | | | | *way of* | *CellDB328′1241t* | *DT's* | | | | Atlas-DieselA/B,Skm. | |
| | | | | *ER,&wing tanks in way of tunnel* | | | | | | *inER,p66′s28* | *550t Tanks at sides of tunnel 635t* | | | | *FPT110t APT44t* | |
| 72888 | **Dagny** (*ex*Nordstjernan, *ex*Costante,*ex* | **Iron** | 1115 | ✠ ... | | | | 1882 | H.McIn- | RederiA/BDagny | 243·2 | 32·3 | 16·3 | Mariehmn | C.2Cy.26½″&52⅜″–42″ | 17 ″ 6 |
| OHYJ | Bellmore) | *ss*Ros.3rdNo.3–7,20 | — | 1,30 | | | | 10mo | tyre&Co. | (Arvid | 241·3 | | 18·6 | Finnish | 135NHP | V |
| | | *ss*Mmo.No.2–29 | 597 | ✠NB9,12 ✠ | | | | | Paisley | Abrahamsson) | Q116′B15′F31′ | | | | | † |
| | *Well deck* | 1*Dk*2*trB* | | | | | | | | | FK | | | *WB* | Muir&Houston,Glasgow | |
| 72889 | — | | *804* | | | | | 19$^{06}_{18}$ | Soc.Eser- | RederiA/B Dagny | 185·1 | 30·5 | 15·3 | Säffle | T3Cy.11½″,18½″&29¾″–21⅝″ | N |
| 7382 | (*ex*Wawel,*ex*Karen,*ex*Hauk,*ex*Brisling, | | *690* | | | | | | cizioBacini | (BrorAndrén) | H63*t*F26′ | | | Swedish | 40NHP | |
| SDQM | *ex*Helvitia,*ex*Natale) *Mchy.Aft* | 1*Dk* | *384* | | | | | | RivaTrigoso | | | | | *WB* | Soc.EsercizioBacini,Gen. | |
| 72890 | **Dagny I** (*ex*Kinderdijk) | | 1392 | | | | | 1916 | L.Smit& | D/S A/S DagnyI. | 239·5 | 36·2 | 16·7 | Bergen | T.3Cy.17″,29″&46″–36″ | N |
| | | | 1207 | | | | | | Zoon | (J.KjödeA/S) | P58*t*H60*t*F29*t* | | | Norwegian | 127NHP | |
| LCLB | Wireless D.F. | 1*Dk* | 796 | | | | | | Kinderdijk | | | | | *WB* | L.Smit&Zoon.Kinderdijk | |
| 72891 | **Dagö** (*ex*Brodsworth,*ex*Elmpark) | | 1996 | ✠100A1 Abg | | *r* | CL | 1917 | Brys& | Dampskibssels- | 280·0 | 41·8 | 19·2 | Copenhagn | T.3Cy.21″,35″&57″–36″ (*r*) | 20 ″ 9 |
| | | *ss*Lie.No.3–4,30 | 1802 | 9,39 | | | 4,37 | 4mo | Gylsen,Ld. | kabetBalticA/S | 290·5(O.L.) | | | Danish | 180lb 228NHP | s 2 ″ 11 |
| QVFO | D.F. | *ss*Abg.No.2–38 | 1204 | BS4,39 ✠LMC2,38 | | | | | Glasgow | (Chr.Jensen, | P22′B68′F29′ FK | | | 4*BHCem* | 2SB,*6cf*,GS113,HS3734 | 18 ″ 1 |
| Note "Dagö II," *see No. 87752 in Supplement.* | | | | | | | | *Lloyd's* | *A&CP* | *Mgr.*) *CellD* | *B237′567t FPT55t* | | | *APT46t* | Cooper&Greig,Ld.Dundee | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | |
| 72892 | **Dago** | | 1757 | | | | | 1902 | CaledonSB | Ellerman'sWilson | 296·0 | 37·2 | 17·4 | Hull | T.3Cy.20″,33″&56″–39″ | C |
| 113645 | | | 1392 | | | | | | &E.Co.Ld. | Line,Ld. | P175′F33′ | | | British | 196NHP | |
| GRCY | *Ref.Mchy.* D.F. | 1*Dk* | 1057 | | | | | | Dundee | | len09 | | | *WB* | CaledonSB&E.Co.Ld.Dun. | |
| 72893 | **Dagomba** | | 3845 | ✠100A1 ~~Gms~~ | | *x* | CL | 1928 | A.McMil- | ElderDempster | 355·3 | 49·2 | 22·4 | Liverpool | Oil Engines 4S.C.SA | 24 ″ 8 |
| 149669 | | *ss*Ham.No.2–35 | 3089 | *with freeboard* ~~Lav~~ | | | 9,39 | 3mo | lan&Son.Ld. | Lines,Ld. | | | | British | 6Cy.29½″–59½″ 489NHP | s 2 ″ 2½ |
| GNQX | | *Oil Eng.* | 2106 | ~~Examined 5.41~~ | | | | | Dumbarton | | P37′F42′ FK | | | 6*BHptCem* | DB*100lb* | 22 ″ 7½ |
| | | 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) | | ✠LMC CS9,36 | | | | *Lloyd's* | *A&CP* | | *on Shelter dk* | | | (*Coll to Sh dk* | Harland&Wolff,Ld.Gls. | |
| | | | | DBS9,39 9,36 | | | | | | *CellDB292′* | *804t DT's a58′616t* | | | 5 „ 2*nd* „) | *FPT97t APT100t* | |
| | | | | *Carrying vegetable oil in deep tanks* | | | | | | | | | | | | |
| 72894 | **Dagrun** | | 4562 | | | | | 1928 | Kockums | A/S Ocean | 381·9 | 54·0 | 24·7 | Oslo | Oil Engines 4S.C.SA | N |
| | | *Oil Eng.* | 4027 | | | | | | M.V.Aktieb. | (JohnP.Pedersen | P118*t*H32*t*F25*t* | | | Norwegian | 6Cy.27$^{7}_{16}$″–55½″ 438NHP | |
| LDGQ | D.F. | 2*Dks* | 2760 | | | | | | Malmö | &Sön,*Mgrs.*) | | | | *WB* | KockumsM.V.Akt.Malmö | |
| 72895 | **Dah Pu** Ⓟ (*ex*ClaraJebsen–36) | | 1974 | | | | | 1922 | Howaldts- | Wallem&Co.A/S | 270·7 | 38·9 | 21·0 | Bergen | T.3Cy.20$^{15}_{16}$″,32¼″&51$^{13}_{16}$″–35$^{7}_{16}$″ | G |
| | | | 1772 | | | | | | werke | (HaakonJ.Wallem, | P23′B70′F38′ | | | Norwegian | 160NHP | |
| LJHL | Sub.Sig. | 2*Dks* | 1145 | | | | | | Kiel | *Mgr.*) | | | | *WB* | Howaldtswerke,Kiel | |
| 72896 | **Dahlia** | **4Mst** | *1057* | | | | | 1907 | Lindhol- | RederiA/B | 208·7 | 33·6 | 13·6 | Gothenbrg | T.3Cy.16″,26½″&44″–30″ | V |
| 4801 | | | *764* | | | | | | mensV.A. | SvenskaLloyd | Q77′B50′F32′ | | | Swedish | 106NHP | |
| SDQO | *Well deck* | 1*Dk* | *577* | | | | | | Gothenburg | (K.R.Bökman, | | | | *WB* | LindholmensV.A.Got. | |
| | | | | | | | | | | *Mgr.*) | | | | | | |
| 72897 | **Dahomey** | | 5851 | | | | | 1921 | Atel.&Ch. | ChargeursRéunis | 393·6 | 55·9 | 29·0 | Havre | T3Cy.25⅝″,42½″&70″–48″ | V |
| | *Ref.Mchy* | | | | | | | | de la Loire | | P56′B134 F54′ | | | French | 340NHP | |
| FNMC | D.F. | 2*Dks* | 3478 | | | | | | St.Nazaire | | | | | *WB* | Atel.&Ch.de la Loire,Nts. | |
| 72893 | **Dahomian** (*ex*Themoni–33) | | 5277 | ✠100A1 Hul | | *y* | CL | 1929 | Nthmblnd | UnitedAfricaCo. | 375·4 | 53·0 | 32·1 | Liverpool | T.3Cy.25″,41½″&70″–48″(*s*) | 34 ″ 6 |
| 162384 | | *ss*Liv.No.2–37 | 4991 | *with freeboard* ~~Liv~~ Lon | | | ~~8,87~~ | 6mo | S.B.Co. | Ld. | 390·0(O.L.) | | | British | 200lb 426NHP | s 10 ″ 11 |
| GWMF | D.F. E.S.D. | 2*Dks*(*Stl*) | 3316 | ~~1.41~~ ~~1,10~~ ✠LMC | | | 9,40 | | (1927)Ld. | | F35′ FK | | | 6*BHCem* | 3SB(Spt),*9cf*,GS167,HS7030 | 23 ″ 9½ |
| | *Longitudinal framing at bottom & at decks* | | | MS5,37 ~~BS6,34~~ 9,40 | | | | | Newcastle | | | | | (*Coll to Wdk* | Richardsons,Westgarth& | |
| | | | | | | | | *Lloyd's* | *A&CP* | *CellDB332′1050t* | *FPT76t APT135t* | | | 5 „ 2*nd*„) | Co.Ld.Sld. | |
| 72899 | **Daian Maru No. 2** (*ex*Mikage | | 1035 | | | | | 1918 | Takemoto | FujitaShinzo | 195·5 | 31·5 | 18·0 | Hutyu | T.3Cy.13¾″,22½″&37½″–28″ | |
| 22676 | MaruNo3,*ex*FukuiMaru No3) | | 834 | | | | | | Chukichi | | | | | Japanese | 74NHP | |
| JKLC | Wireless | 1*Dk* | 738 | | | | | | Osaka | | | | | *WB* | Fukushima Tekkosho,Osa. | |
| 72900 | **Daibosi Maru** (*ex*TaiseiMaru, | | 2388 | ✠ Syd | | *s* | | 1889 | Russell& | HashiyaK.K. | 290·2 | 37·9 | 22·0 | Hasidate | T.3Cy.22½″,35½″&58½″–39″ | 22 ″ 1 |
| 19824 | *ex*Mintaro, *ex*Larnaca) | *ss*N.S.W.No.2–97 | — | 7,98 | | | | 4mo | Co. | | P30′Q86′B118′F31′ | | | Japanese | 251NHP | |
| JHKB | | 1*Dk*(*Stl*) | 1668 | ✠ | | | | | Greenock | | BK10″ | | | 5*BHptAsp* | 2SB,*6pf*,GS74,HS3452 FD | |
| | *Well deck* | *&Web frames* | | | | | | | | *CellDB256′* | *448t′APT80t* | | | *ptCem* | J.Howden&Co.Glasgow | |
| 72901 | **Daibosi Maru No. 6** | | 3925 | ✠ Cal | | *x* | | 1902 | Palmers' | HashiyaK.K. | 360·7 | 48·8 | 24·6 | Takasago | T.3Cy.27″,15½″&74″–48″ | 27 ″ 6 |
| 27871 | (*ex*Gracchus) | *ss*Syd.No.2–10 | 3458 | 5,13 | | | | 9mo | Co.Ld. | | | | | Japanese | 483NHP | C |
| JSNA | | 2*Dks*(*Stl*)*&deep framing* | 2408 | ✠ | | | | | Newcastle | | FK&BK1⅝″ | | | 6*BHCem* | 3SB,*9cf*,GS151,HS6768 FD | † |
| | | *&Shelter dk*(*ptStl–teaks*) | | | | | | | | *CellDBa* | *116′uE&B48′f144′* | | | *849tAPT21t* | Palmers'Co.Ld.Newcastle | |
| 72902 | **Daido Maru** Ⓟ | | 2962 | | | | | 1935 | Uraga | OsakaSyosenK.K. | 297·7 | 45·0 | 23·8 | Osaka | C.4Cy.(2)11⅞″&(2)20½″– | |
| 41178 | | | 2270 | | | | | | DockCo.Ld. | | P23′B97′F32′ | | | Japanese | 13¾″SRgeared&LP Turbine | |
| JZUH | | 2*Dks* | 1726 | | | | | | Uraga | | | | | *WB* | DR geared to Sc. Shaft | |
| | | *Cruiser Stern* | | | | | | | | | | | | | 109NHP | |
| | | | | | | | | | | | | | | | UragaDockCo.Ld.Uraga | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of ✠ of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72903 JUMB | **Daigen Maru** (*ex*Baccarat) | *ss*Pld.No.1–27 (*Fitted for oil fuel*) 1*Dk* | 2221 1991 1318 | ✠ ... 12,28 | | | | 1920 7mo | American S.B.Co. Cleveland,O. | NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*) | 251·8 \| 43·6 \| 22·0 P27′B64′F26′ FK | | | Hutyu Japanese *WB* | T.3Cy.20″,33″&54″–40″ 267NHP AmericanS.B.Co.Clevelnd | 24 ″ 2 | C † |
| 72904 JUUB | **Daigen Maru No. 2** (*ex*Shoka Maru,*ex*Warawala, *ex*WarDance) 1*Dk*(*Stl*) | | 1999 1775 1162 | ✠ 9,20 ✠ | Bom | *r* | | 1917 11mo | Pt.Arthur S.B.Co.Ld. PortArthur, Ont. | YamatoKisenK.K. (TaiyoKaiunK.K. *Mgrs.*) *CellD* | 251·0 \| 43·8 \| 21·6 P27′B78′F27′ FK *B*210′581*t FPT*56*t APT*81*t* | | | Hutyu Japanese *4BHCem* | T.3Cy.20″,33″&54″–40″ 256NHP 2SB,*6cf*,GS126,HS4626 Pt.ArthurS.B.Co.Ld.Pt.A | 22 ″ 0 | C † |
| 72905 JHJB | **Daigen Maru No. 3** (*ex*Hasshu Maru,*ex*GeorgiaC., *ex*Georgia) 1*Dk*(*Stl*)&*Spar dk*(*Stl–ptws*) &*deep framing* | *ss*Kob.No.3–7,26 *ss*Kob.No.3–3,37 | 5256 4462 4042 | ✠ [illegible] *Spar dk* ✠LMC12,39 | Kob | *z* | CL 12,39 | 1908 9mo *Lloyd's A&CP* | Russell& Co. Pt.Glasgow | NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*) *CellDBa*134′*u* | 400·0 \| 52·0 \| 18·9 27·3 P78′B120′F41′ FK *E&B*43′*f*171′1264*t* | | | Hutyu Japanese *6BHCem APT*35*t* | T.3Cy.27¾″,44″&73″–48″ (*s*) 180lb 502NHP 3SB,*9cf*,GS173,HS7305 FD J.G.Kincaid&Co.Ld.Grk. | 30 ″ 0 s 5 ″ 7½ 24 ″ 7½ | |
| 72906 JZGH | **Daigen Maru No. 6** *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk* | | 510 — 243 | | | | | 1935 | Namura ZosenshoK.K Osaka | NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*) | 160·0 \| 28·0 \| 13·5 P&B59′F19′ | | | Osaka Japanese | Oil Engines 2S.C.SA 4Cy.20½″–23⅝″ 295NHP NipponHatsudokiKK.Kob | | |
| 72907 44016 JSTL | **Daigen Maru No. 7** | | 1290 — 708 | | | | | 1937 | Namura,G. Shipbldg.Yd. Osaka | NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*) | 219·3 \| 35·8 \| 18·5 | | | Osaka Japanese | T.3Cy.16¾″,27½″&46½″–36″ 130NHP Namura,G.S.B.Yard,Osa. | | |
| 72908 | **Daigen Maru No. 8** *Mchy.Aft* Wireless | | 1300 — — | | | | | 1938 | Namura Shipyd.Cc.Ld Osaka | NittoKogyoKisen K.K. | 224·4 \| 35·8 \| 19·0 | | | Japanese | T.3Cy.17⅛″,26⅛″&45⅛″–36″ 126NHP NamuraShipydCoLdOsaka | | |
| 72909 15183 JPME | **Daihakuzan Maru** (*ex*FukutomiMaruNo.2) 1*Dk* | K | 474 433 262 | | | | | 1911 *Rblt*15 | MitsuBishi Dkyd&EWks Nagasaki | NipponSuisanK.K. | 163·0 \| 22·4 \| 16·6 F21′ | | | Nishino-miya Japanese | T.3Cy.12″,20″&33″–24″ 53NHP MitsuBishiD&EWks.Nag | | |
| 72910 28533 JTKB | **Daiho Maru No. 3** (*ex*Hiyodori Maru–34,*ex*Polcrest,*ex*HeinzBlumberg, *ex*ElsezumBach) *ss*Cff.No.3–12,20 *ss*Nag.No.1–26 1*Dk*&*Shelter dk* | | 1868 1682 1320 | ... 7,27 | | | | 1906 | Schiffsw.v. HenryKoch Lübeck | HongoKisenK.K. | 251·0 \| 37·2 \| 22·2 B26′*onShelter dk* FK *WB* | | | Nishino-miya Japanese | T.3Cy.17⅛″,28¾″&46″–32½″ 142NHP J.F.Ahrens,Altona | 24 ″ 5 | C † |
| 72911 32315 JIJB | **Daihuku Maru** (*ex*DaifukuMaru–38, *ex*Gonzaga,*ex*Luna) *ss*Gen.No.3–3,20 *ss*Gen.No.1–24 1*Dk*&*deep framing* | | 3184 2570 2257 | ✠ ... 11,26 ✠ | | | | 1907 12mo | ClydeS.B. &E.Co.Ld. PortGlasgow | Daihuku-Kisen K.K. | 315·1 \| 46·5 \| 21·0 P37′B94′F31′ FK | | | Hutyu Japanese *WB* | T.3Cy.23″,38″&61″–42″ 269NHP ClydeS.B.&E.Co.Ld.P.Gl. | 23 ″ 4 | C † |
| 72912 33794 JDWE | **Daikoku Maru** 1*Dk* | | 598 586 238 | | | | | 1928 | Uraga DockK.K. Yokohama | Shinanogawa KaijoSeiriTimusho | 175·0 \| 35·0 \| 13·0 | | | Niigata Japanese | C.2Cy. | | |
| 72913 30536 JAQC | **Daikokuten Maru** (P) Wireless 1*Dk* | | 646 516 341 | | | | | 1927 | KobeSteel Works,Ld. Harima | IinoKisenK.K. | 170·0 \| 28·0 \| 15·5 P17′B46′F25′ | | | Kobe Japanese *WB* | T.3Cy.13″,20⅜″&33⅓″–24″ 54NHP OkanishiDengyo,Osaka | | |
| 72914 13189 JPCE | **Daikokuzan Maru** 1*Dk* | | 688 636 410 | | | | | 1911 | Mitsubishi Zosensho Nagasaki | TakarabeShoten K.K. | 188·3 \| 26·5 \| 18·0 | | | Shimo-noseki Japanese | T.3Cy.12″,20″&33″–24″ Mitsubishi 53NHP Zosensho,Nagasaki | | |
| 72915 26773 JCQB | **Daikyu Maru** (P) | | 1518 1256 892 | | | | | 1920 | Nagata Sanjuro Osaka | ToaKaiunK.K. | 250·0 \| 35·0 \| 21·0 P28′B54′F36′ | | | Osaka Japanese *WB* | T.3Cy.18½″,30½″&51½″–33″ 151NHP NagataSanjuro,Osaka | | |
| 72916 28537 JCVA | **Dainiti Maru** (*ex*DainichiMaru–38, *ex*IbukisanMaru–35) D.F. | *ss*Kob.No.3–10,32 *ss*Kob.No.1–37 2*Dks*(*Stl*)& *Awng dk*(*Stl*) | 5813 5514 4057 | ✠100A1 *Awng dk* *withfreeboard* ~~1,40~~ 10,40 *Fitted for oil fuel* 4,22 | Osa Smk | *y* | CL ~~6,37~~ 4,40 ✠LMC~~8,40~~ | 1922 1mo *Cell DB*323′986*t* *DTa*28′62 | MitsuiBus-sanKaisha Ld TamaDkyd. A&CP F.P. above 1 50° F. | ItayaSyosenK.K. | 385·0 \| 51·0 \| 36·0 FK *Coll BHto Awdk* 5*t FPT*119*t APT*68*t* 5 „ „ *U* „ | | | Kobe Japanese *ptCem* | T 3Cy.26″,43½″&72″–48″ (*s*) 200lb 488NHP 3SB,*9cf*,GS165,HS6836 FD MitsuiBussanKaisha,Ld. TamaDockyard,Uno | 36 ″ 1 s 9 ″ 1¾ 27 ″ 1 | |
| 72917 237 JGAB | **Dairen Maru** (P) TwinSc *CruiserStern* 2*Dks* | | 3748 3035 2021 | | | | | 1925 | Mitsubishi ZosenKaisha, Ld. Kobe | DairenKisenK.K. | 360·0 \| 46·0 \| 28·5 B36′F41′ | | | Dairen Japanese *WB* | 4SteamTurbinesSR geared to2Sc.Shafts MitsubishiZosenKaisha,Ld | | |
| 72918 21752 JJZF | **Dairyu Maru No. 2** Wood 1*Dk* | | 302 258 178 | | | | | 1917 | Hirata Tameji Misato | TazakaZenshiro | 129·1 \| 23·8 \| 13·4 | | | Nagahama Japanese | C.2Cy.14⅜″&26½″–15″ 22NHP OsakaIronWorks,Osaka | | |
| 72919 9742 JKHE | **Daisin Maru** (P) 2*Dks* | | 1307 1116 748 | | | | | 1905 | MitsuBishi Dkyd&EWks Nagasaki | OsakaSyosenK.K. | 228·0 \| 34·0 \| 16·6 P53′B67′F32′ | | | Osaka Japanese *WB* | T.3Cy.15½″,25¾″&42½″–30″ 98NHP MitsuBishiD&E.Wks.Nag | | |
| 72920 | — *OilEng* *Csuiser Stern* | | 300 — — | | | | | 1937 | Urabe Zosen Tekko-sho Osaka | OsumiDenfun KogyoK.K. | 120·0 \| 23·5 \| 11·5 | | | Kago-shima Japanese | Oil Engines 4S.C.SA 6Cy.10⅝″–15⅜″ 66NHP HanshinIronWorks,Kobe | | |
| 72921 23562 JRCE | **Daisin Maru No. 1** 1*Dk* | | 1307 1084 745 | | | | | 1918 | Osaka YogyoK.K Osaka | DaisinKisenK.K. | 228·0 \| 33·0 \| 18·7 *WB* | | | Amaga-saki Japanese | T.3Cy.14½″,24½″&40½″–30″ 90NHP HirotaniSeikosho,Osaka | | |
| 72922 22664 JILC | **Daisin Maru No. 2** (*ex*ShinkoMaru–37) Wireless 1*Dk* | | 1147 973 665 | | | | | 1918 | Chitose Shipyard Osaka | DaisinKisenK.K. | 224·5 \| 33·0 \| 17·6 P15′B50′F31′ | | | Kobe Japanese | T.3Cy.14⅛″,24⅛₁₆″&39″–28″ Takahashi 81NHP Tekkosho,Osaka | | |
| 72923 7571 SDQR | **Daisy** (*ex*Stokesley) Iron *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted* | *ss*Ant.4thNo.3–4,29 *ss*Got.No.2–37 | *1027* *815* *573* | ✠100A1 1,40 BS11,38 | Sbg | *n* | 1,40 ✠LMC7,37 | 1883 2mo | R.Craggs& Sons Middlesbro' A&CP | Rederi A/B "Alicia" (H.Bratt, *Mgr.*) *CellD* | 225·1 \| 32·0 \| 13·5 233·7(O.L.) Q88′B60′F28′ BK8″ *B*196′293*t FPT*40*t* | | | Gothenbrg Swedish *4BHCem APT*48*t* | C.2Cy.26″&48½″–36″ (*b*) 80lb *80lb* NDB98 110NHP 1SB,*3pf*,GS48,HS1734 Westgarth,English&Co. Mdb. | 16 ″ 0 s 1 ″ 3 15 ″ 5 | |
| 72924 203747 KJHF | **Daisy Freeman** Wood *Fitted for oil fuel* 1*Dk* | | 613 — 436 | | | | | 1906 | H.D.Ben-dixsen Fairhaven | SB.Co. Cal | W.S.Scammell | 173·5 \| 38·6 \| 13·3 | | | S.Frncisco Utd. States | C.2Cy.14″&32″–24″ UnitedEng.Wks. 42NHP Alameda,Cal. | | |

99/40

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant et pré. Lettre d'Equipement. | 8 Date de la dernière visite de renouvellement. | 9 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | 11 Largeur. | 11 Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nos. du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Les lettres avec ✠ et tout ce qui suit dans les 4 dernières colonnes sont expliqués dans le Vol. Derniers Cert. & Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72925 309439 KJHG | **Daisy Gadsby** *Fitted for oil fuel* 1 *Dk* | **Wood** | Total 818 — Net 478 | | | | | 1911 | Matthews S.B.Co. H'quiamWsh | F.Linderman | 189·5 | 41·1 | 14·3 | S.Frncisco Utd.States | T.3Cy.13½″,22″&36″–24″ UnitedEng.Wks. 64NHP Alameda,Cal. | | |
| 72926 222719 KJHH | **Daisy Gray** *Fitted for oil fuel* 1 *Dk* | **Wood 3 Mst** | 1187 — 655 | | | | | 1922 | Matthews S.B.Co. Portland,Or. | S.S.Freeman | 216·2 | 43·3 | 15·5 | S.Frncisco Utd.States | T.3Cy.15″,24″&43″–24″ UnitedEng.Wks. 91NHP Alameda,Cal. | | |
| 72927 214266 KJHJ | **Daisy Matthews** *Fitted for oil fuel* 1 *Dk* | **Wood** | 933 — 532 | | | | | 1916 | Matthews S.B.Co. H'quiamWsh | S.S.Freeman | 204·8 … | 42·1 | 14·2 … | S.Frncisco Utd.States | T.3Cy.13½″,22″&36″–24″ UnitedEng.Wks. 64NHP Alameda,Cal. | | |
| 72928 136795 GYDB | **Daisy Moller** (*ex* Wilfred–34, *ex* Huntscape, *ex* Pindos) 2 *Dks* | | 4087 3841 3061 | | | | | 1911 | Bremner Vulcan Vegesack | MollerLine,Ld. (Mollers'Ld. *Mgrs.*) | 337·6 H126′ | 48·2 F45′ | 29·2 | Shanghai British *WB* | T.3Cy.23⅜″,38⅜″&62″–41⅜″ 245NHP BremerVulkan,Vegesack | | C |
| 72929 21209 JKAC | **Daisyō Maru** (*ex* DaishoMaru–38, *ex* KaijoMaru–34) 1 *Dk* | | 1518 — 886 | | | | | 1918 | Yokohama DockCo.Ld. Yokohama | SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*) | 240·0 P24′ | 33·5 B46′ | 22·5 F30′ *WB* | Nishino-miya Japanese | T.3Cy.15½″,25½″&42″–80″ 97NHP YokohamaDockCo.Ld. | | |
| 72930 33211 JBCC | **Daisyu Maru** (*ex* DaishuMaru–38, *ex* Sunbank) *ss* Sld. No. 2–27 1 *Dk* | | 3322 ✠ … 2862 4,28 2050 | | | | | 1919 10mo | Burntislnd S.B.Co.Ld. Burntisland | Daihuku KisenK.K. | 331·6 P32′ | 46·7 B99′ | 24·8 F29′ FK *WB* | Hutyu Japanese | T.3Cy.25″,41″&68″–45″ NB18 *refitted* 27 398NHP Douglas&Grant,Ld. Kirkcaldy | 27 ″ 0 | C † |
| 72931 9677 JKGE | **Daiti Maru** Ⓟ (*ex* DaichiMaru–38) 2 *Dks* | | 1280 1073 725 | | | | | 1905 | Osaka IronWorks Osaka | OsakaSyosenK.K. | 228·0 | 34·0 | 19·5 | Osaka Japanese *WB* | T.3Cy.15½″,25½″&42½″–80″ 99NHP OsakaIronWorks,Osaka | | |
| 72932 24074 JTTH | **Daito Maru** Ⓟ | | 1233 1028 739 | | | | | 1918 | HarimaCo. Harima | Amagasaki Kisenbu GomeiKaisha | 228·0 | 33·0 | 18·7 *WB* | Aioi Japanese | T.3Cy.15½″,26″&42½″–82″ 102NHP TanakaEng.Works,Osaka | | |
| 72933 30455 JOFH | **Daitoku Maru** 1 *Dk* | | 1135 966 739 | | | | | 1917 | Tochigi ShojiK.K. Yawata | IwataShoten GoshiKaishi | 209·3 P8′ | 31·0 B51′ | 19·0 F23′ | Sasebo Japanese | T.3Cy. | | |
| 72934 7836 JOIB | **Daiya Maru** (*ex* Dai-yaMaru–38) *ss* Nag. No. 3–4,12 *ss* Nag. No. 2–20 1 *Dk* 2 *tr* B & *Web frames* *Cruiser Stern* | | 2760 ✠ … 2563 8,24 1680 ✠ | | | | | 1902 6mo | MitsuBishi Dkyd&EWks Nagasaki | SyowaKigyoGosi Kaisya | 332·1 P16′ | 41·3 F31′ | 22·2 FK *WB* | Tokyo Japanese | Q.4Cy.20½″,29″,42″&60″–45″ 278NHP MitsuBishiD.&E.WksNag | 25 ″ 1 | |
| 72935 22944 JJGC | **Daizyu Maru** (*ex* DaijuMaru–38) 1 *Dk* | | 1279 984 852 | | | | | 1918 | Y'maguchi Shinichi Osaka | OiyeZenroku | 217·0 | 32·0 | 18·9 *WB* | Hutyu Japanese | T.3Cy.14″,23′&38″–27″ 75NHP MiharaZosensho,Osaka | | |
| 72936 26933 JKWD | **Dakar Maru** D.F. *ss* Kob. No. 1–40 *ss* Yka. No. 3–11,35 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | 7170 6706 4384 | ✠100A1 *Shelter dk* *Kob* *with freeboard* ~~5,40~~ ~~2,20~~ 5,41 ✠LMC ~~11,35~~ BS2,39 BS5,41 5,40 | Yka | *a*† | CL ~~1,30~~ 5,41 | 1920 3mo | MitsuBishi ZosenKaisha Nagasaki A&CP | NipponYusenK.K. *CellDB* 358′1075*t* *DTa* 28′107*t* | 420·0 *FonShelterdk* 47′ *t FPT* 108 *t* | 56·0 FK *APT* 95*t* | 38·5 Tokyo Japanese *Cem* 6 *BHtoSh dk* 2 ″ ″ *U* ″ | T.3Cy.28″,47″&79″–51″ (*s*) 200lb 574NHP 3SB,9*cf*,6s192,HS7726 FD MitsuBishiZosenKaisha | 38 ″ 6 s10 ″ 4½ 28 ″ 4 | |
| 72937 210753 WACD | **Dakotan** *ss* S.Fo.2nd No. 3–7,30 *Fitted for oil fuel* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) 3 *rd dk in No. 1 hold & Web frames* D.F. *Longitudinal framing* | | 5220 ✠ … 4747 2,35 3154 ✠ | | SFo | *a*† | | 1912 11mo | Maryland SteelCo. Sparro'PtMd | American-HawaiianS.S.Co. *Intermediate'tu No. 2* *CellDB* a 122′*t* | 407·7 *een dk BHin hold dispensed with* *E&B* 54′ *f* 166′ 1234*t* | 53·7 *Coll* | 36·1 28·1 FK *BHto Sh dk* ″ ″ *U* ″ 1 ″ ″ 2nd ″ *DTf* 30′866*t* *only* *FPT* 125*t* *APT* 75*t* | NewYork Utd.States *Cem* | Q4Cy.25½″,37″,53½″&78″–54″ 666NHP 3SB,*12cf*,6s205,HS9519 MarylandStl.Co.Sparr'.Pt | 39 ″ 6 | R † |
| 72938 145910 GPNB | **Dakotian** *ss* Grk. No. 3–1,35 *ss* Sws. No. 1–39 D.F. E.S.D. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) | | 6426 6052 4065 | ✠100A1 *Shelter dk* *with freeboard* 3,40 ~~12,39~~ MS10,39 *Carrying veg* | Sws Mtl ✠LMC BS2,40 etable | *z* oil | CL 12,39 *in for* | 1922 1mo | D&W Hen-dersn&Co.Ld. Glasgow *Lloyd's A&CP* | DonaldsonLine,Ld. (DonaldsonBros. &Black,Ld. *Mgrs.*) *CellDB* 340′963*t* *L* | 400·4 413·4 (o.l.) B148′ *on Shelter dk* *Tra* 26′ 670*t* | 52·5 FK&BK2″ *FPT* 12 | 35·0 Liverpool British *ptCem* 6 *BHtoSh dk* 1 ″ ″ *U* ″ 3 *t APT* 30*t* | Q.4Cy.28½″,34″,49″&70″–51″ 215lb (*s*) 626NHP 4SB,*12cf*,6s240,HS9791 FD D&W.Hendersn&CoLdGls | 37 ″ 7 s 8 ″ 8¼ 29 ″ 2 | |
| 72939 DHER | **Dalälfven** (*ex* Grimm, *ex* Dalälfven, *ex* Steinbeis) 1 *Dk* | | 1439 1174 879 | | | | | 1911 | Howaldts-werke Kiel | Aug.Bolten Wm.Miller'sNchf. | 240·6 Q87′ | 36·1 B60′ | 17·1 F27′ | Hamburg German *WB* | C.3Cy.18½″&(2)26½″–29½″ 65NHP Howaldtswerke,Kiel | | V |
| 72940 7976 SKHJ | **Dalanäs** *Mchy. Aft* *Oil Eng.* *Strengthened for navigation in ice* | | *462* *350* *219* | ✠100A1 2,40 ✠LMC CS6,39 12,37 *Carrying Petroleum in bulk* | Skm | *g* | OG N2,40 | 1934 11mo | Nya Varvs-aktb. Öresund Landskrona *Lloyd's A&CP* | Rederiaktieb. Nordstjerman (A.A.Johnson, *Mgr.*) | 155·6 P40′ | 27·2 F25′ | 12·3 FK | Stockholm Swedish 1 *BH* *APT* 16*t* | Oil Engines 2S.C.SA 6Cy.9⅛″–16⅛″ 102NHP Reversible propeller Atlas-DieselA/B,Skm. | 12 ″ 3 s 1 ″ 0½ 11 ″ 3½ | |
| 72941 DKAM | **Dalbek** D.F. E.S.D. 1 *Dk* *Cruiser Stern* *Strengthened for navigation in ice* | | 2819 ✠ 2429 7,39 1592 ✠ | | Sch | *u* | | 1939 6mo | Lübecker Maschb.Ges. Lübeck | Knöhr&Burchard Nfl. *Intermediate BH in for* *CellD* | 325·7 345·3 (o.l.) P17′ B&F304′ Upper F33′ *ward hold dispensed* *B* 248/801*t* *FPT* 68*t* | 48·2 FK | 19·1 Hamburg German 4 *BHpt Cem* *ptAsp* *with* *APT* 71*t* | C.4Cy.(2)20⅛″&(2)43⅛″–43⅜″ 352NHP HS4926 2SB(Spt),*6cf*,6s121, Rheinmetall-BorsigA.G. BerlinTegel | 21 ″ 2 | |
| 72942 149413 GMNJ | **Dalblair** D.F. E.S.D 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | 4608 4208 2810 | ✠100A1 *with freeboard* 8,40 ~~14,30~~ ✠LMC 5,37 DBS11,39 MBS4,40 | Shl | *z* | CL 9,39 | 1926 8mo | Scott's S.B. &E.Co.Ld. Greenock *Lloyd's A&CP* *CellDB* 354 | UnitedSteamNav. Co.Ld.(Mungo Campbell&Co.Ld. *Mgrs.*) | 406·5 420·5 (o.l.) 1059*t* *DT* 25′906*t* *F* | 54·1 FK *Coll* *PT* 82*t* *APT* 125*t* | 24·7 Newcastle British 6 *BHCem* *BH to Sh dk* 5 ″ ″ 2nd ″ | T.3Cy.26½″,43″&70″–48″ (*r*) 180lb *100lb* 449NHP 2SB(Spt),*6cf*,6s120, HS6446 Scott'sS.B.&E.Co.Ld.Grk. | 27 ″ 3 s 3 ″ 0½ 24 ″ 4½ | |
| 72943 149424 GMNC | **Dalcairn** D.F. E.S.D. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | 4608 4208 2810 | ✠100A1 *with freeboard* 8,40 ~~1,40~~ BS ~~3,39~~ 5,40 ✠LMC 3,37 | Hfx Shl | *z* | CL 1,40 | 1927 3mo | Scott's S.B. &E.Co.Ld. Greenock *Lloyd's A&CP* *CellDB* 3 | UnitedSteamNav. Co.Ld.(Mungo Campbell&Co.Ld. *Mgrs.*) | 406·5 54′ 1059*t* *DT* 25′906*t* | 54·1 FK *Coll* *FPT* 82*t* *APT* 125*t* | 24·7 Newcastle British 6 *BHCem* *BH to Sh dk* 5 ″ ″ 2nd ″ | T.3Cy.26½″,43″&70″–48″ (*r*) 180lb *120lb* 449NHP 2SB(Spt),*6cf*,6s120, HS6446 Scott'sS.B.&E.Co.Ld.Grk. | 27 ″ 3 s 3 ″ 0½ 24 ″ 4½ | |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Special Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72944 161546 GBMQ | **Dalcross** | *ss*Bkn.No.2-37 1 *Dk(Stl)* & *Shelter dk(Stl)* D.F. E.S.D. *Tonnage opening closed '41 (W.E.)* | 4557 4247 2799 | ✠100A1 *with freeboard* 10,~~10~~,~~10~~ BS1,40 | Bkn | *z* | CL ~~12,37~~ 10,40 | 1930 1mo *Lloyd's* | Scott's S.B. &E.Co.Ld. Greenock *Cell D Ba* | United Steam Nav. Co.Ld. (Mungo, Campbell & Co.Ld. *Mgrs.*) (*Coll B H to Shelter E148′ f176′ 1065t D* | 406·5 420·0 (O.L.) FK *dk 5 B H to 2nd dk) Ta 25′ 904t F P T 82t* | 54·1 | 24·8 | Newcastle British 6 *B H Cem A P T 42t* | Q 4 Cy. 21½″, 31″, 45″ & 65″–48″ 250lb (r) 457 NH 3SB (Spt), *9cf*, GS127, HS6300 FD Scott's S.B. & E.Co.Ld. Grk. | ~~27 ″ 3~~ ~~s 3 ″ 0¾~~ ~~24 ″ 4~~ 35 ″ 0 s 9 ″ 10 25 ″ 4 | |
| 72945 161550 GSDW | **Dalcroy** | *ss*Shl.No.2-38 D.F. E.S.D. 1 *Dk(Stl)* & *Shelter dk(Stl)* | 4558 4247 2801 | ✠100A1 *with freeboard* ~~7,39~~ 4,41 BS~~2,40~~ 4,41 | PNl ~~Bkn~~ Shl | *z* | CL ~~2,38~~ 7,40 | 1930 3mo *Lloyd's* | Scott's S.B. &E.Co.Ld. Greenock | United Steam Nav. Co.Ld. (Mungo, Campbell & Co.Ld. *Mgrs.*) *Cell D B* 346′ 1065t *D Ta* | 406·5 (*Coll B H to S dk 5 B 25′ 904t A P T 42t F P T 82t* | 54·1 | 24·8 | Newcastle British 6 *B H Cem H to 2nd dk)* Scott's S.B. & E.Co.Ld. Grk. | Q.4 Cy. 21½″, 31″, 45″ & 65″–48″ 250lb (r) 457 NHP 3SB (Spt), *9cf*, GS128, HS6300 FD | 27 ″ 3 s 3 ″ 0¾ 24 ″ 4 | |
| 72946 161935 GRMK | **Daldorch** | *ss*Bkn.No.2-38 D.F. E.S.D. 2 *Dks(Stl)* | 5571 5232 3512 | ✠100A1 2,41 ~~2,41~~ BS~~2,39~~ 2,41 | Gls Hul | *z* | CL 12,38 | 1930 10mo *Lloyd's* | W. Beardmore & Co.Ld. Dalmuir | British & Burmese Steam Nav. Co.Ld. (P. Henderson & Co. *Mgrs.*) ~~*Mgrs.*~~ *Intermed in after Cell D B 346′ 1251t D Ta* | 407·8 420·8 (O.L.) P38′ B124′ F43′ FK *iate 'tween dk B H hold dispensed with 35′ 917t A P T 36t* | 55·2 | 28·7 | Glasgow British *Cem (5 B H to U dk* 1 „ 2nd „) | T.3Cy. 25½″, 42″ & 68″–48″ & L.P. Turbine with DR gearing & hydraulic coupling 200lb (s) 522 NHP 3SB, *9cf*, GS154, HS6570 FD W. Beardmore & Co.Ld. | 31 ″ 0 s 5 ″ 11 25 ″ 3 | |
| 72947 161316 GQKP | **Daleby** (*ex* Kitty Taylor–34) | *ss*Shl.No.2-38 D.F. E.S.D. 1 *Dk(Stl)* & *Shelter dk(Stl)* | 4640 4341 2785 | ✠100A1 *with freeboard* 1,41 ~~3,40~~ BS1,40 | Liv ~~M'b~~ | *z* | CL ~~1,38~~ N 12,40 | 1929 11mo *Lloyd's* | Armstrong Whitworth & Co. (Shipbuilders) Ld. Newcastle *Cell D B 338′ 1117t* | Ropner Shipping Co.Ld. | 395·1 F37′ FK *F P T 125t A P T 249t* | 53·8 | 25·7 | W. Hartlpl British 6 *B H Cem (Coll to Sh dk* 5 „ 2nd „) | T.3Cy. 25½″, 43″ & 72″–48″ (*s*) 180lb 419 NHP 3SB (Spt) *9cf*, GS192, HS6870 Armstrong, Whitworth & Co. (Engineers) Ld. Nwc. | 28 ″ 3 s 3 ″ 2½ 25 ″ 2½ | |
| 72948 140565 MJBF | **Dalegarth Force** 3 Mst (*ex* Croxteth) | *ss*Shl.No.3-12,29 *ss*Bkn.No.2-38 *Mchy. Aft* *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted* | 825 ~~562~~ 393 | ✠100A1 ~~7,40~~ 5,41 ~~BS5,39~~ BS~~7,40~~ 5,41 | Bkn Shl | *k* | CL ~~12,37~~ 7,40 | 1918 3mo *Lloyd's* | J Fullerton & Co. Paisley *Cell D B 114′ 171t* | West Coast Shppg. Co.Ld. (W.S. Kennaugh & Co. *Mgrs.*) | 195·0 201·6 (O.L.) Q109′ B13′ F26′ FK *F P T 125t A P T 249t* | 31·2 | 11·8 | Whitehvn British 3 *B H Cem 60t A P T 38t* | T.3Cy. 15″, 25½″ & 41″–30″ (*s*) 180lb 95 RHP 1SB, *3pf*, GS59, HS2187 Ross & Duncan, Glasgow | 14 ″ 0 s 4 ″ 6 13 ″ 7¾ | |
| 72949 146548 GJKZ | **Dalemoor** | *ss*Shl.No.3-1,35 *ss*Bly.No.1-39 1 *Dk(Stl)* & *Shelter dk(Stl)* | 5796 5577 3660 | ✠100A1 *Shelter dk* *with freeboard* ~~5,41~~ ~~12,39~~ BS6,40 | Gls Shl ~~Hul~~ | *y* | CL 3,39 | 1922 3mo *Lloyd's* | Nthmblnd S.B.Co.Ld. Newcastle *Cell D B a 140′ u E 23′ f* | Moor Line, Ld. (Runciman Shipping Co.Ld. *Mgrs.*) | 399·9 414·7 (O.L.) F38′ *on Shelter dk Collision* 166′ 1190t *A P T 110t* | 52·9 | 32·8 | London British *Cem B H to Sh dk* 5 „ „ *U* „ | T.3Cy. 27″, 45″ & 75″–51″ (*s*) 180lb 568 NHP 3SB (2Spt), *9cf*, GS194, HS8478 FD NE Marine Eng Co.Ld Nwc. | 35 ″ 5 s 9 ″ 4½ 26 ″ 4 | |
| 72950 166295 GLWW | **Dalesman** | 2 *Dks* *Cruiser Stern* | ~~6200~~ 5343 5848 3883 | ✠100A1 7,40 ~~(Class Contem. plated)~~ | PGl | *b*† | CL | 1940 7mo *Lloyd's* | Lithgows Ld. Port Glasgow *Cell D B 374′ 12* | Charente S.S. Co Ld (T. & J. Harrison, *Mgrs.*) | 445·1 459·6 (O.L.) P47′ B144′ F43′ FK *35t D Ta 34′ 732t F P T 71t A P T 62t* | 56·5 | 29·6 | Liverpool British 7 *B H Cem* | T.3Cy. 29″, 47″ & 81″–54″ & LP turbine with DR gearing & hydraulic coupling (*r*) 215lb GS345, HS13205 807 NHP 2DB (Spt) & 1SB (Spt) *15cf*. D. Rowan & Co.Ld. Gls. | 32 ″ 2 s 8 ″ 6¾ 25 ″ 9½ | |
| 72951 162534 GLNQ | **Dalewood** | *ss*Sld.No.2-39 *Mchy. Aft* D.F. *Well dk* 1 *Dk(Stl)* *Cargo battens not fitted* | 2774 2117 1561 | ✠100A1 12,39 BS12,40 | Sld | *t* | CL 2,39 | 1931 2mo *Lloyd's* | S.P. Austin & Son, Ld. Sunderland *Cell D B 250′ 626t M* | W. France, Fenwick & Co.Ld. | 306·0 Q177′ F35′ FK *78′ 285t F P T 211t* | 44·0 | 19·3 | London British 6 *B H Cem A P T 44t* | T.3Cy. 20″, 33″ & 54″–39″ (*s*) 200lb FD 245 NHP 2SB (Spt), *6cf*, GS65, HS3400 N.E. Marine Eng. Co Ld. Slc | 21 ″ 6 s 7 ″ 1½ 19 ″ 3¾ | |
| 72952 LCAL | **Dalfonn** Twin Sc *Oil Eng.* *Mchy. Aft* D.F. *Cruiser Stern* | *ss*Fal.No.2-36 1 *Dk(Stl)* | 9860 9090 5849 | ✠100A1 9,40 ~~12,39~~ ~~DBS~~ 12,40 *Carrying Petroleum in bulk* | Bal Liv | *e*† | CL 12,39 | 1928 12mo *Lloyd's* | Eriksbergs M.V.Aktieb. Gothenburg *Cell D Bu E 95′ 226t D T* | Skibsaktieselsk Dalfonn (Sigval Bergesen) | 475·0 P107′ F43′ FK *f 32′ 555t F P T 222t* | 64·2 | 37·5 | Stavanger Norwegian 16 *B H pt Cem pt Asp A P T 242t* | Oil Engines 4S.C.SA 12Cy. 24⅛″–51 3/16″ 708 NH 2 DB *150lb* Eriksberg M.V.Aktieb. Got | 37 ″ 0 | |
| 72953 161554 GDYF | **Dalfram** | *ss*Rot.No.2-38 D.F. E.S.D. 1 *Dk(Stl)* & *Shelter dk(Stl)* | 4558 4247 2802 | ✠100A1 *with freeboard* Bkn 5,40 ~~5,39~~ BS~~6,39~~ 5,40 | Shl | *z* | CL ~~6,38~~ 5,40 | 1930 4mo *Lloyd's* | Scotts' S.B. &Eng.Co.Ld. Greenock *Cell D B 346′ 1065t D* | United Steam Nav. Co.Ld. (Mungo, Campbell & Co.Ld. *Mgrs.*) | 406·5 FK *F P T 82t (Ta 25′ 904t A P T 42t* | 54·1 | 24·8 | Newcastle British 6 *B H Cem Coll to Sh dk* 5 „ 2nd „) | Q.4 Cy. 21½″, 31″, 45″ & 65″–48″ 250lb (r) 457 NH 3SB (Spt), *9cf*, GS128, HS6300 FD Scotts' S.B. & E.Co.Ld. Grk. | 27 ″ 3 s 3 ″ 0¾ 24 ″ 4 | |
| 72954 147851 GFTQ | **Dalgoma** Twin Sc *Oil Eng.* *Cruiser Stern* E.S.D. | *ss*Mdb.No.3-4,36 2 *Dks(Stl–U* teak s) | 5953 5373 3571 | ✠100A1 1,40 DBS~~1,39~~ 4,42 | Lon | *a*† | CL 4,39 | 1923 6mo *Lloyd's* | A. Stephen & Sons, Ld. Glasgow *Cell D* | British India Stm. Nav. Co.Ld. | 430·0 P46′ B102′ F52′ FK *B364′ 1226t F P T 64t* | 54·7 | 29·7 | Glasgow British 8 *B H pt Cem A P T 93t* | Oil Engines 2S.C.SA 8Cy. 26¾″–43 5/16″ 998 NHP DB *100lb* A. Stephen & Sons, Ld. Gls. | 32 ″ 5 s 7 ″ 2¼ 25 ″ 8 | |
| 72955 161930 GRLZ | **Dalhanna** | *ss*Bry.No.2-38 D.F. E.S.D. 2 *Dks(Stl)* | 5571 5232 3512 | ✠100A1 ~~4,39~~ 3,41 MS2,38 | Bkn | *z* | CL 2,38 | 1930 8mo *Lloyd's* | W. Beardmore & Co.Ld. Dalmuir *Cell D B 346′ 1251t D* | British & Burmese Steam Nav. Co. Ld. (P. Henderson & Co. *Mgrs.*) ~~*Mgrs.*~~ *Intermedi in after* | 407·8 P38′ B124′ F43′ FK *iate 'tween deck B H hold dispensed with Ta 35′ 917t A P T 36t* | 55·2 | 28·7 | Glasgow British *Cem 5 B H to U dk* 1 „ „ 2nd „ | T.3Cy. 25½″, 42″ & 68″–48″ & LP Turbine with DR gearing & hydraulic coupling 200lb (s) 522 NHP 3SB, *9cf*, GS154, HS6570 FD W. Beardmore & Co.Ld. | 31 ″ 0 s 5 ″ 11 25 ″ 3 | |
| 72956 7762 SITN | **Dalhem** *Oil Eng.* 1 *Dk(Stl)* & *Shelter dk(Stl)* *Cruiser Stern* *Strengthened for Navigation in Ice* | *ss*Got.No.1-36 | *2992* *2675* *1646* | ✠100A1 *with freeboard* 7,39 ~~5,38~~ 8,40 | Got | *v* | CL 7,39 | 1931 8mo *Lloyd's* | Eriksbergs M.V.Aktieb. Gothenburg *Cell D B 284′ 847t F T* | Rederiaktiebolaget Volo (G. Myrsten, *Mgr.*) | 341·9 333·0 FK *T 110t A P T 166t Collision B* | 48·9 | 20·6 | Slite Swedish 6 *B H pt Cem including H to 2nd dk* | Oil Engines 4S.C.SA 6Cy. 24⅛″–51 3/16″ 355 NHP DB *80lb* Eriksberg M.V.Aktieb. Got | 23 ″ 3 s 1 ″ 8 21 ″ 8¾ | |
| 72957 130312 VGYQ | **Dalhousie City** Ⓟ Wireless | 2 *Dks* | 1256 977 752 | | | | | 1911 | Collingw'd S.B.Co.Ld Collingwood | Dalhousie Nav Co. Ld. | 199·8 | 37·0 | 20·7 | Toronto British *WB* | T.3Cy. 18″, 29″ & 48″–30″ 126 NHP Collingwood S.B.Co. | | |
| 72958 150215 ZSDV | **Dalia** | *ss*Syd.No.2-38 E.S.D. 2 *Dks(Stl)* & *Shelter dk(Stl)* | 5188 4662 3219 | ✠100A1 *with freeboard* 1,41 ~~1,40~~ BS~~4,39~~ 7,40 | PNl | *a*† | CL ~~5,38~~ 1,41 | 1931 2mo *Lloyd's* | R. Duncan & Co.Ld. Port Glasgow *Intermediate* | Union Govt. of S. Africa (Railways & Harbours Administration, Durban) *Cell D B 351* | 408·0 421·0 (O.L.) F26′ FK *'tween dk B H in aft er hold dispensed with 1067t D Ta 35′ 907t A* | 55·0 | 25·8 | Durban British *Cem B H to Sh dk* 4 „ „ 2nd „ 1 „ „ 3rd „ *P T 223t* | T.3Cy. 27″, 44″ & 73″–48″ (*s*) 180lb 506 NHP 3SB, *9cf*, GS190, HS7401 FD D. Rowan & Co.Ld. Gls. | 28 ″ 3 s 3 ″ 5 25 ″ 0¾ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes analogues maintenant expiré. Lettre d'Equivalence | 7a Date de la dernière visite de l'arbre porte-hélice. | 9 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | 11 Largeur. | 11 Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où codé, si on n'est dans le L. R. Durée. Cert. Ro.Ft.Tds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72959 | **Dalila** | 3176 | ✠ ... | | | | 1923 | Ch.Navals | UnionIndust.& | 313·6 | 45·9 | 20·5 | Rouen | T3Cy18¾″,29½″&50⅝″–37½″ | 23 ″ 0 | V |
| | 1 *Dk* | — | 11,23 | | | | 9mo | Français | Mar.Sté.Fran- | P15′Q90′B59′ | | | French | 235NHP | | † |
| FNGF | *Well deck* D.F. | 1661 | ✠ | | | | | Caen | çaise d'Arm. | | | FK | *WB* | Schneider&Co.Havre | | |
| 72960 | **Dallas City** | 4952 | | | | | 1936 | Furness | ReardonSmith | 426·5 | 56·2 | 25·3 | Bideford | Oil Engines 2S.C.SA | | C |
| 161623 | *Oil Eng.* | 4642 | | | | | | S.B.Co.Ld. | Line,Ld.(SirWm. | F42′ | | | British | 4Cy.23⅝″–91⅞″ 687NHP | | |
| GYXX | D.F. 1 *Dk & Shelter dk* | 2988 | | | | | | Haverton | R.Smith&Sons,Ld. | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | |
| | *Cruiser Stern* | | | | | | | Hill-on-Tees | *Mgrs.*) | | | | | | | |
| 72961 | **Dallington Court** | 6889 | ✠100A1 | Bry | *a*† | CL | 1929 | Nthmblnd | Framlington | 420·0 | 56·5 | 33·8 | London | T.3Cy.27″,45″&75″–51″ (*r*) | 36 ″ 4 | |
| 161306 | *ss*Hul.No.3-3,41 ~~ss Bkn.No.2-37~~ | 6559 | *with freeboard* | Cle Hul | | ~~4,40~~ | 10mo | S.B Co. | Syndicate,Ld. | | | | *Cem* | 180lb 568NHP | s 9 ″ 0 | |
| GCWB | D.F. 2 *Dks(Stl)* | 4329 | ~~3,41~~ 3,41 | | | ~~5,40~~ | | (1927) Ld. | (Haldin&Philipps, | F42′ | | FK | *Coll* | 3SB,9*cf*,GS162,HS8466 FD | 27 ″ 1½ | |
| | | | ~~HS5,39~~ ✠LMC1,37 | | | 3,41 | | Newcastle | Ld. *Mgrs.*) | | | | *BH to W dk* | WllsndSlpwy.Co.Ld.Nwc. | | |
| | | | ~~BS4,40~~ 3,41 | | | | *Lloyd's* | *SA&CP* | *Upper 'tween deck* | | | | 6 ,, ,, 2nd ,, | | | |
| | | | | | | | | | *BHs except Coll* | *BH dispensed with* | | | *Coll DB369′* | 1477*t FPT*108*t APT*149*t* | | |
| 72962 | **Dalmatia L.** Ⓟ (*ex*Dalmatia) | 3252 | ✠ ... | | | | 1903 | Lloyd | LloydTriestino | 345·2 | 42·5 | 14·8 | Naples | T.3Cy.24″,40½″&68″–45″ | 25 ″ 4 | I |
| 483 | *ss*Tri.No.3–7,19 | 2487 | 11,23 | | | | 5mo | Austriaco | Soc.Anon.diNav. | 334·0 | | 23·0 | Italian | 394NHP | | † |
| IBAJ | D.F. 1 *Dk & Spar dk & deep framing* | 1891 | ✠ | | | | | Trieste | | P36′B96′F64′ | | FK | *WB* | LloydAustriaco,Trieste | | |
| 72963 | **Dalmazia** Iron | 342 | ✠ | Crk | *f* | | 1884 | Murray | Cia.Argentina de | 141·3 | 29·1 | 9·7 | Bns.Aires | C.2Cy.20″&40″–27″ | 10 ″ 2 | |
| | | 280 | 11,84 | | | | 9mo | Bros. | Nav.Mihanovich | Q18′B28′F19′ | | | Argentine | 69NHP | | |
| | *Mchy.Aft* 1 *Dk(Irn)* | 195 | ✠ | | | | | Dumbarton | Ltda. | *FPT*36*t* | | FK | *3 BH Cem* | Muir&Houston,Glasgow | | |
| 72964 | **Dalmore** | 5193 | ✠100A1 | Liv | *z* | CL | 1927 | Scotts'S.B. | UnitedSteamNav. | 406·9 | 52·3 | 28·3 | Newcastle | T.3Cy.26½″,43″&70″–48″ (*r*) | 30 ″ 9 | |
| 149428 | *ss*Shl.No.3–4,38 | 4761 | 12,40 ~~2,40~~ | Hul | | ~~4,08~~ | 4mo | &Eng.Co.Ld. | Co.Ld.(Mungo | | | | British | 180lb *200lb* FD 449NHP | s 6 ″ 1 | |
| GMNF | D.F. 1 *Dk(Stl)* | 3171 | ~~BS6,39~~ ✠LMC5,38 | | | 12,10 | | Greenock | Campbell&Co.Ld. | P35′B123′F39′ | | FK | 6 *B Hpt Cem* | 2SB(Spt)6*cf*,GS120,HS6446 | 24 ″ 10 | |
| | | | 6,40 | | | | *Lloyd's* | *SA&CP* | *Mgrs.*) | | | | *pt Asp* | Scotts'S.B.&E.Co.Ld.Grk. | | |
| | | | | | | | | | *Cell DBa&u* | *E*158′*f*174′1009*t D* | | | *Ta*25′1008*t FPT*85*t* | *APT*166*t* | | |
| 72965 | **Dalmuir** TwinScSp | 971 | ✠ ... | | | | 1904 | W.Beard- | Anglo-American | 234·0 | 38·2 | 13·4 | Glasgow | T.6Cy.11⅛″,22″&37″–24″ | 14 ″ 6 | C |
| 119151 | *Mchy.Aft* *ss*Gls.No.3–11,16 | 914 | 2,21 | | | | 8mo | more&Co.Ld. | OilCo.Ld. | | | | British | 158NHP | | † |
| MKPT | *Carrying Petroleum in bulk* 2 *Dks* | 555 | ✠ | | | | | Glasgow | ~~T.J.Wolfe,*Mgrs.*~~ | | | FK | *WB* | W.Beardmore&Co.Ld.Gls. | | |
| | *Fitted for oil fuel* | | | | | | | | (R.A.Carder,*Mgr*) | | | | | | | |
| 72966 | **Dalny** (*ex*Waldeck) | 6672 | | | | | 1914 | Bremer | ChargeursRéunis | 472·3 | 58·9 | 28·7 | Havre | T.3Cy.32⅞″,52¾″&86⅜″–55″ | | V |
| | | — | | | | | | Vulkan | | | | | French | 556NHP | | |
| FNMD | D.F. 3 *Dks* | 4116 | | | | | | Vegesack | | | | | *WB* | Bremer Vulkan,Vegesack | | |
| 72967 | **Dalriada** Ⓟ | 758 | ✠ ... | | | | 1926 | R.Duncan | Clyde&Campbel- | 230·0 | 34·7 | 14·8 | Glasgow | T.4Cy.22″,35½″&(2)40″–33″ | 15 ″ 6 | |
| 146911 | | 629 | 6,29 | | | | 5mo | &Co. | townShippingCo. | | | | British | 348NHP | | |
| MPQM | 1 *Dk* 2*nd dk in holds* | 298 | ✠ | | | | | PortGlasgow | Ld.(J.D.Rodger, | B90′F56′ | | FK&BK1½″ | *WB* | D.Rowan&Co.Ld.Glasgow | | |
| | | | | | | | | | *Mgr.*) | | | | | | | |
| 72968 | **Dalstroi** Ⓟ (*ex*Yagoda–39, | 6948 | | | | | 1918 | Kon.Maats | U.S.S.R. | 447·5 | 62·8 | 29·7 | Nogaevo | T.3Cy.31″,50″&82½″–54″ | | |
| | *ex*Almelo–35) *Fitted for oil fuel* | 6380 | | | | | | deSchelde | | P31′ | | | Russian | 500NHP | | |
| UPLA | Sub.Sig. 3 *Dks & Shelter dk* | 4191 | | | | | | Flushing | | | | | *WB* | Maats.de Schelde,Flushing | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 72969 | **Dalvangen** | 2412 | ✠100A1 | NOs | *s* | OG | 1931 | Internatnl | SkibsA/SKarai- | 291·2 | 45·7 | 18·5 | Oslo | C.4Cy.(2)16$\frac{9}{16}$″&(2)35$\frac{7}{16}$″– | 20 ″ 6 | |
| | *ss*N.Os.No.2-10 ~~ss N.Os.No.1-35~~ | 1993 | ~~7,40~~ ~~4,41~~ 3,41 | MS10,39 | | ~~11,89~~ | 10mo | S.B.&E.CoLd | bien(Görrissen& | | | | Norwegian | 35$\frac{7}{16}$″ 206lb (*s*) 229NHP | s 2 ″ 8½ | |
| LCSB | 1 *Dk(Stl)* | 1392 | ~~BS8,39~~ ✠LMC1,36 | | | 1,41 | | Danzig | Co.A/S,*Mgrs.*) | P28′B84′F33′ | | FK | 4 *B Hpt Cem* | 2SB,6*cf*,GS72,HS3380 FD | 17 ″ 11½ | |
| | *Cargo battens not fitted* | | 7,40 | | | | *Lloyd's* | *SA&CP* | *Inter* | *hold dispensed with* | | | 6 1*t APT*78*t* | InternationalSB&E.CoLd. | | |
| | | | *Fitted for oil fuel* | 10 | .31 | *F.P.* | above | 150° F. | | *Cell DB248′623t FPT* | | | | *Wing tanks in Bridge* 42*t* | | |
| 72970 | **Dalveen** | 5193 | ✠100A1 | Shl | *z* | CL | 1927 | Scotts'SB& | UnitedSteamNav. | 406·9 | 52·3 | 28·3 | Newcastle | T.3Cy.26½″,43″&70″–48″ (*r*) | 30 ″ 9 | |
| 149434 | *ss*Shl.No.3–12,38 | 4761 | 2,40 | | | 12,38 | 6mo | E.Co.Ld. | Co.Ld.(Mungo | | | | British | 180lb *120lb* FD 449NHP | s 6 ″ 1 | |
| GMND | D.F. E.S.D. 1 *Dk(Stl)* | 3171 | BS12,39 ✠LMC12,38 | | | | | Greenock | Campbell&Co.Ld. | P35′B123′F39′ | | FK | 6 *B Hpt Cem* | 2SB(Spt)6*cf*,GS120,HS6446 | 24 ″ 10 | |
| | | | | | | | *Lloyd's* | *SA&CP* | *Mgrs.*) | | | | *pt Asp* | Scotts'S.B.&E.Co.Ld.Grk. | | |
| | | | | | | | | | *Cell DBag* | *u E*158′*f*174′1009*t* | | | *DTa* 25′1008*t FPT* | 85*t APT*166*t* | | |
| 72971 | **Dalwarnic** (*ex*CanadianHarvester) | 2394 | | | | | 1920 | Pt.Arthur | CanadaAtlantic | 251·0 | 43·6 | 23·7 | Montreal | T.3Cy.18″,30″&50″–36″ | | R |
| 150348 | | 2044 | | | | | | S.B.Co.Ld. | TransitCo.(C.H. | | | | British | 150NHP | | |
| CYGJ | 2 *Dks* | 1428 | | | | | | PortArthur, | Nicholson,*Mgr.*) | | | | *WB* | PortArthurS.B.Co.Ld. | | |
| | | | | | | | | Ont. | | | | | | PortArthur,Ont. | | |
| 72972 | **Damaskini** (*ex*FofoMacri–37, | 1196 | | | | | 1903 | Soc.Anon. | P.G.Anghelatos | 221·8 | 37·0 | 13·5 | Piræus | T.3Cy.16¾″,26″&41$\frac{7}{16}$″–29½″ | | G |
| 644 | *ex*PortFouad,*ex*Damas, | — | | | | | | Jhn.Cockerill | | Q51′B42′F27′ | | | Greek | 93NHP | | |
| SZNB | *ex*Karaks) 1 *Dk* | 512 | | | | | | Hoboken | | | | | *WB* | SocAn.J.Cockerill,Seraing | | |
| 72973 | **Damia** | 1926 | | | | | 1929 | Swan,Hun- | InlandLines,Ld. | 252·8 | 43·4 | 17·8 | Montreal | T.3Cy.15″,25″&40″–33″ | | C |
| 161522 | | 1627 | | | | | | ter&Wigham | (K.A.Scott,*Mgr.*) | | | | British | 81RHP | | |
| | *Mchy.Aft* 1 *Dk* | 1147 | | | | | | Richardson, | | | | | *WB* | WllsndSlpwy.Co.Ld.Nwc. | | |
| | | | | | | | | Ld Newcastle | | | | | | | | |
| * 72974 | **Damsterdijk** Ⓟ TwinSc | 10155 | ✠100A1 | Rot | *f*† | CL | 1930 | Wilton's | Nederl.-Amerik. | 490·9 | 64·7 | 34·1 | Rottrdam | Oil Engines 4S.C.SA | 40 ″ 0 | |
| | *Oil Eng.* | 9039 | 12,39 | | | 5,38 | 9mo | Eng.&Slip. | Stoomv.Maats. | | | | Dutch | 16Cy.29½″–72⅛″ 1293NHP | s 9 ″ 4½ | |
| PDNJ | *ss*Rot.No.2–38 | 6337 | ✠LMC CS1,39 | | | | | Co. | (Holland-Amerika | P40′B149′F46′ | | FK | 8 *B Hpt Cem* | DB*100lb* | 30 ″ 9½ | |
| | *Ref.Mchy.* D.F. 3 *Dks(Stl)* | | DBS5,39 9,38 | | | | | Rotterdam | Lijn) | | | | | Harland&Wolff,Ld.Gls. | | |
| | *U*-ws *in after well* | | ✠Lloyd'sRMC12,39 | | | | *Lloyd's* | *SA&CP* | *Cell DB410′ 1666t* | *Tanks in way of tunnels* 522*t DTa* | | | | 36′1050*t FPT*140*t APT*165*t* | | |
| | | | *Carrying Vegetable oil in deep tank* | | | | | | | | | | | | | |
| 72975 | **Dan** Ⓟ | 799 | | | | | 1921 | Orlogs- | DeDanske | 222·9 | 34·5 | 14·1 | Fredericia | T.6Cy.14$\frac{9}{16}$″,23½″&39⅜″– | | V |
| | (*Ferry–Screw fore & aft*) | 719 | | | | | | værftet | Statsbaner | | | | Danish | 21⅛″ 136NHP | | |
| OXRS | 2 *Dks* | 310 | | | | | | Copenhagen | | | | | *WB* | Orlogsværftet,Copenhag'n | | |
| 72976 | **Danae II** (*ex*Danae–40) | 2660 | | | | | 1936 | Atel.&Ch. | ~~Soc.Navale~~ | 307·5 | 43·6 | 19·1 | PortTalbot | T.3Cy.21⅝″,35$\frac{13}{16}$″&59″–41¾″ | | V |
| 125097 | | 1967 | | | | | | de laSeine | ~~Caennaise~~ | P35′Q92′B61′ | | | British | 225NHP | | |
| ~~FQPB~~ | D.F. 1 *Dk* | 1393 | | | | | | Maritime | ~~(G.Lamy&Cie.~~ | | | | *WB* | | | |
| GMRV | | | | | | | | WormsetCie | *Mgrs.*) | | | | | Atel.&Ch.de laSeine | | |
| | | | | | | | | LeTrait,S.I. | Ministry of Ship- | | | | | MaritimeWormsetCie. | | |
| | | | | | | | | | ping(Ambrose, | | | | | | | |
| | | | | | | | | | Davies&Matthews, | | | | | | | |
| | | | | | | | | | Ld.*Mgrs.*) | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. / for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. now expired. Equipment Letter. | 7* Dt's when tail shaft last seen. | 8 9 Built. When | By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed in L.R. Dates Bk. of Trades &c. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72977 8399 SMOA | **Danaholm** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Ref. Mchy.* *Cruiser Stern* *Strengthened for Navigation in Ice* | 3643 2881 2011 | ✠100A1 *with freeboard* 3,40 12,39 ✠LMC12,39 ✠Lloyd's RMC12,39 for temp. 32° F. | Els NYk | z | CL 3,40 | 1939 12mo *Lloyd's SA&CP* | Helsingörs Jernsk&Msk. Elsinore *Cell DB 289' 10* | A/B Svenska Amerika Mexiko Linien (E. Carlson, *Mgr.*) *61 t Tanks in way of* | 410·0 \| 53·2 \| 20·4 428·5 (O.L.) F97 FK | Gothenburg Swedish 7 *B H* *Coll to Sh dk* 6 „ 2nd „ | Oil Engines 2S.C.DA 5Cy. 24 1/16–55½" 1026 NHP DB *85lb* *tunnel 210 t APT 75 t* Akt. Burmeistr & Wain, Cpn | 25 // 0 s 1 // 10½ 23 // 4½ | |
| 72978 862 ex Pensacola) SVIW | **Danapris** (ex Saima-36, ex Clapton, ex Pensacola) ss Shl. No. 2-22 *Arch deck* 1 *Dk (Stl)* | 2113 1923 1274 | ✠ 12,27 ✠ | Sld | r | | 1914 7mo | Osbourne, Graham & Co. Sunderland | S. Synodinos (Synodinos Bros. *Mgrs.*) *Cell DBa 84' uE 20'* | 279·2 \| 40·3 \| 22·6 P25' F29' FK *f 112' 475 t FPT 103 t* | Piræus Greek 4 *B H Cem* *APT 67 t* | T. 3Cy. 20½", 33" & 54" – 36" 206 NHP 2SB, *4pf*, Gs 82, Hs 3400 Richardsons, Westgarth & Co. Ltd. Sld. | 24 // 9 | C † |
| 72979 160776 GZSQ | **Danby** D.F. 1 *Dk* *Cruiser Stern* | 4281 3905 2614 | ✠100A1 3,41 ~~2,40~~ ✠LMC6,37 | Hul Gms | y | CL 3,41 | 1937 6mo *Lloyd's SA&CP* | W. Gray & Co. Ltd. W Hartlepool | Ropner Shipping Co. Ltd. *Cell D* | 385·5 \| 53·2 \| 24·6 396·4 (O.L.) P51' B237' F31' FK *B331' 995 t FPT 116 t* | W. Hartlpl British 6 *B H Cem* *APT 104 t* | T. 3Cy. 21", 33½" & 58" – 42" (*s*) 200 lb 289 NHP 2SB (Spt) *6cf*, Gs 109, Hs 4964 Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl. | 26 // 10 s 3 // 2¾ 23 // 10¼ | |
| 72980 159 IBCJ | **Dandolo** ss Tri. No. 3-3,33 ss Tri. No. 1-37 D.F. 1 *Dk (Stl) & Shelter dk (Stl)* 2nd *dk (Stl) in fore hold* | 4964 4425 2949 | ✠100A1 *Shelter dk* *with freeboard* 1,40 BS5,39 ✠LMC5,37 *Converted for oil fuel* | Gen | z | CL 1,40 2,31 *F.P. above* | 1921 6mo *Lloyd's SA&CP* | Swan, Hunter & Wigham Richardson, Ld Newcastle | Lloyd Triestino Soc. Anon. di Nav. *Cell DB 343' 1057 t* | 413·7 \| 53·2 \| 26·3 400·3 F48' *on Shltr dk* FK *FPT 128 t APT 160 t* | Venice Italian *pt Cem* *Collisio n BH to S dk* 5 „ „ *U* „ | T. 3Cy. 27", 44" & 73" – 48" (*s*) 1801b *110lb* 540 NHP 3SB, *9cf*, Gs 194, Hs 8190 FD Swan, Hunter & Wigham Richardson, Ld. Nwc. | 28 // 9 s 3 // 2½ 25 // 9½ | |
| * 72981 OYVH | **Dania** (ex Alacrity-36) ss Cpn. No. 3-7,36 1 *Dk (Stl)* *Cargo battens not fitted* | 2389 2070 1429 | ✠100A1 10,39 ✠LMC MS6,36 BS4,39 | Abg | s | CL 3,40 | 1924 4mo *Lloyd's SA&CP* | Smith's Dock Co. Ld. Middlesbro' | A/S Dampskibs-selskabet D.F.K. (De Forenede Kulimportører A/S *Mgrs.*) *Cell DB 248' 585 t FPT 86 t APT 83 t* | 290·0 \| 43·2 \| 20·3 301·5 (O.L.) P23' B50' F27' FK | Copnhagn Danish 5 *B H Cem* | T. 3Cy. 21", 35" & 57½" – 42" (*s*) 1801b 263 NHP 2SB, *6cf*, Gs 121, Hs 4462 Smith's Dock Co. Ld. Mdb. | 22 // 6 s 3 // 3¾ 19 // 5 | |
| 72982 OYUB Wireless | **—** *Fitted for oil fuel* *Mchy. Aft* 1 *Dk* *Carrying Petroleum in bulk* | 1099 736 588 | | | | | 1925 | Kjöbnhvns Flyd. & Skbs. Copenhagen | Det Danske Petroleums A/S (F. W. Kraft, *Mgr.*) | 206·1 \| 36·2 \| 14·2 P156' F26' | Nyborg Danish *WB* | T. 3Cy. 18", 28½" & 48" – 33" 132 NHP Kjbnhavns Flydk. & Skbsv. | | V |
| 72983 203807 KGBD | **Daniel J. Morrell** D.F. *Mchy. Aft* GyC. 1 *Dk* | 7239 — 5419 | | | | | 1906 | W. Bay City S.B.Co. West Bay City Mich | Cambria S.S.Co. (Bethlehem Transptn. Corp. *Mgrs.*) | 580·0 \| 58·0 \| 27·4 *WB* | Wilmgton (Del.) Utd. States | T. 3Cy. 24", 39" & 65" – 42" 274 NHP Detroit S.B.Co. Detroit | | R |
| 72984 164586 MKYY | **Daniel M.** ss Gms. No. 1-40 *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* *Cargo battens not fitted* | 448 319 242 | ✠100A1 7,40 ~~10,39~~ ~~✠LMC8,36~~ ~~✠LMC (M) 6,38~~ ✠LMC7,40 | Lon Gms | g | OG 5,38 | 1936 2mo *Lloyd's SA&CP* | Burntisland S.B.Co. Ld. Burntisland | ~~T. J. Metcalf~~ Metcalf Motor Coasters Ld. (T. J. Metcalf *Mgr.*) *Cell DB 55' 82 t FPT 62 t* | 149·5 \| 26·2 \| 9·7 P35' Q53' F16' FK *APT 22 t* | London British 3 *B Hpt Cem* | Oil Engines 4S.C.SA 6Cy. 11" – 17 1/16" 70 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz | 11 // 6 s 3 // 2 11 // 1½ | |
| 72985 112065 (ex *Sailing Vessel* Olivia) CYBF Sub.Sig. | **Daniel M. Munro** Aux Sr Barge *ss* Ham. No. 1-96 *Oil Eng.* 1 *Dk 2 tr B* (*See Sailing Ship Register*) | 1216 1138 888 | ✠ ... 8,00 | | | | 1892 8mo | A. McMillan & Son, Ld Dumbarton | Gypsum Packet Co. Ld. | 220·7 \| 35·0 \| 21·0 P28' F29' BK 8½" *WB* | Windsor, N.S. British | Oil Engines 2S.C.SA 4Cy. 16½" – 18⅞" 192 NHP J. & C.G. Bolinders, Skm. | | |
| 72986 204416 | **Daniel Willard** (ex Wissahickon) *Mchy. Aft* 2 *Dks* | 4253 — 3295 | | | | | 1907 | Buffalo DD Co. Buffalo | Great Lakes Transit Corporation | 350·0 \| 46·0 \| 30·9 | Buffalo NY Utd. States *WB* | Q. 4Cy. 19", 27", 40" & 58" – 42" 218 NHP Detroit S.B.Co. Detroit | | |
| 72987 LJOW | **Danio** (ex Baron Dalmeny-37) *Oil Eng.* ss Shl. No. 3-4,36 2 *Dks (Stl)* | ~~2496~~ ~~2817~~ ~~2180~~ 3533 3330 2148 | ✠100A1 ~~Bct~~ Examined 4,41 Cff DBS4,41 ✠NE7,29 ✠LMC4,36 | | w | CL 1,40½ | 1924 3mo *Lloyd's SA&CP* | W. Hamilton & Co. Ld. Port Glasgow | Dann's Skibs A/S (Clemeth Dann) *Intermediate 'tween in after* | 348·7 \| 50·0 \| 24·0 354·5 (O.L.) P36' B102' F39' FK *n deck B H hold dispensed with* *Cell DB 299' 914 t* | Oslo Norwegian *pt Cem* 5 *B H to U dk* 1 „ „ 2nd „ *DTa 37' 705 t* | Oil Engines 4S.C.SA 6Cy. 24 1/16" – 51 3/16" 355 NHP DB *100lb* J. G. Kincaid & Co. Ld. Grk. *FPT 85 t APT 57 t* | 26 // 4 s 4 // 6½ 21 // 11 | |
| 72988 13016 ~~OZUB~~ Vgtes MNFV | **Danmark** Twin Sc 4 Mst *ss* Cpn. No. 3-8,38 *Oil Eng.* D.F. 2 *Dks (Stl)* 3rd *dk (Stl)* *in Nos. 1 & 3 holds* | 8391 7783 ~~5340~~ 5348 | ✠100A1 2,41 ~~1,40~~ ✠LMC CS8,38 DBS ~~6,39~~ 7,40 1,40 *Carrying Vegetable Oil in DTs* | Nkv Cff | c† | CL 2,39 | 1925 12mo *Lloyd's SA&CP* *forward* *Cell tunnels* | A/S Burmeistr & Wain Copenhagen | Ministry of Shipping (United Baltic Corporation, Ld. *Mgrs.*) *Upper 'tween dk B* *Coll & AP B Hs dis* *DB 406' 1491 t Ta* *88 t DTs f 54' 1210 t* | 460·1 \| 59·7 \| 35·6 F43' FK *Hs except pensed with nks between* *FPT 125 t APT 136 t* | Liverpool British 7 *B H* *Coll to F'cl dk* *AP* „ *U* „ 5 „ 2nd „ | Oil Engines 4S.C.SA 12Cy. 29½" – 51 3/16" 983 NHP DB *80lb* A/S Burmeister & Wain *only* | 38 // 4 s 9 // 9½ 28 // 9½ | |
| 72989 OXDS | **—** (P) Sub.Sig. D.F. *Cruiser Stern* | 2727 2233 1092 | | | | | 1922 | Helsingörs Jernsk & Msk Elsinore | De Danske Statsbaner | 333·2 \| 51·5 \| 21·4 | Gjedsor Danish *WB* | T. 6Cy. 20⅜", 34 1/16" & 56½" – 31½" 355 NHP Helsingörs Jernsk. & Mskb. | | V |
| 72990 OXDK | **—** Aux S (*Training Ship*) *Oil Eng.* Wireless D.F. *Mchy. Aft* 2 *Dks* (*See Sailing Ship Register*) | 777 676 555 | | | | | 1933 | Nakskov Skibs A/S Nakskov | Den Danske Stat (Ministeriet for Handel, Industrie og Söfart) | 188·6 \| 33·0 \| 17·0 | Copnhagn Danish *WB* | Oil Engines 4S.C.SA 6Cy. 9 1/16" – 13⅜" 52 NHP A/S Frichs, Aarhus | | |
| 72991 219282 KOPD | **Dannedaike** *Fitted for oil fuel* *Mchy. Aft* 2 *Dks & Webframes* *Longitudinal framing* *Carrying Petroleum in bulk* | 4310 3808 2520 | ✠ ... 9,20 ✠ | | | | 1919 12mo | Baltimore D.D. & S.B.Co. Baltimore, Md. | Paco Tankers Inc. (Pennsylvania Shipping Co. *Mgrs*) | 340·1 \| 49·2 \| 27·1 P92' B35' F31' FK | Wilmgton (Del.) Utd. States *WB* | DR Geared Steam Turbine 390 NHP Westinghouse Electric & Mfg. Co. E. Pittsburgh, Pa. | 28 // 7 | R † |
| 72992 1696 ex Glenearn) IBZJ | **Dante** (ex Cambrian Princess, ss Ant. No. 3-4,27 D.F. 2 *Dks* | 4901 4555 3024 | ✠ ... 8,31 ✠ | | | | 1914 1mo | Bartram & Sons, Ld. Sunderland | "Corrado" Soc. Anon. di Nav. | 402·4 \| 50·5 \| 28·1 390·0 P33' B115' F36' FK | Genoa Italian *WB* | T. 3Cy. 26", 43" & 71" – 48" 401 NHP J. Dickinson & Sons, Ld. Sld. | 30 // 6 | I † |
| 72993 | | | | | | | | | | | | | | | |



* Surveys delayed. Vessel, when last reported in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire | 3 Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Pleine assignée maintenant expiré. Lettre d'allégement. | 7a Date de la dernière visite de Varfre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Marques de cote, si cet est dans le L. R. Durée. Cert. Dern. visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72994 105198 VQSB | **Danubian** (*ex* Haralampos P., *ex* Gileston, *ex* Euston) | *ss* Alx. 3rd No. 3–9,36 1 *Dk* (*Irn*) 2 *tr B Web frames* 3 *Dk rule* | 2728 2576 1747 | ✠100A1 *with freeboard* 10,36 BS~~10,36~~ 7,40 ✠LMC9,36 | Gtz | *u* | CL 10,39 | 1898 7mo | Ropner & Son Stockton A&CP | Cyprian Shipping Co. Ltd. *Cell D Ba* | 320·0 \| 44·0 \| 21·9 P29'B68'F37' FK 112'*u* E22'*f* 126'583*t* | | | Larnaca (Cyprus) British | T.3Cy.22", 37" & 61"–42" (*s*) 160lb 245 NHP 2SB, *6rf*, GS100, HS3760 Blair & Co. Ld. Stockton | 24 " 3 s 4 " 0½ 20 " 5 | |
| 72995 PHCS | **Danubius** (*ex* Basarabia–38, *ex* Lotte Reith, *ex* Otto Reith, *ex* Lotte Reith, *ex* Portimão) | 1 *Dk & Spar dk* | 1489 1258 923 | | | | | 1899 | Schiffsw. v. Henry Koch Lübeck | Matteo Levenson *WB* | 245·9 \| 35·2 \| 18·4 B69'F29' | | | Galatz Roumanian | T.3Cy.16½", 28" & 44½"–32½" 113 NHP J. F. Ahrens, Altona | | G |
| 72996 167382 GKLZ | **Dan-y-Bryn** D.F. | 1 *Dk & Shelter dk* *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | 5117 4604 3034 | ✠100A1 *with freeboard* ~~6,40 1,40~~ 5,41 *Fitted for oil fuel* 1,40 | Hul | *a*† 2 ✠LMU1,40 | CL *F.P. a* | 1940 1mo *Lloyd's* above 1 | Burntisland S.B.Co.Ld. Burntisland *SA&CP* 50° F. | Brynymor Steamship Co. Ld. (Ambrose, Davies & Matthews, Ld. *Mgrs.*) 1336*t* | 420·0 \| 58·0 \| 26·3 436·0 (O.L.) FK *Cell D B* 356' *FPT* 158*t* *APT* 277*t* | | | London British | T.3Cy.22½", 36" & 65"–48" 220lb (*s*) 458 NHP 2SB (Spt & FD), & 1 Aux SB, *Scf*, GS159, HS6912 D. Rowan & Co. Ld. Gls. | 37 " 10 a 11 " 3½ 26 " 9 | |
| 72997 DRBJ | **Danzig** | 1 *Dk* | 1062 820 589 | | | | | 1925 | Schiffs.-u Dckbauwerft Flender A.G Lübeck | Mathies Reed, K.G. *WB* | 220·7 \| 34·6 \| 12·5 P13'Q64'B92'F22' | | | Hamburg German | T.3Cy.16⅝", 27⅛" & 43⅞"–27⅛" 98 NHP Waggon-u. Maschinenbau A.G. Görlitz | | G |
| 72998 DAKM | — (*ex* Elsa) Wireless D.F. | 1 *Dk* | 797 550 476 | | | | | 1898 | Flensburger Schiffsb. Ges. Flensburg | Rud. Christ. Gribel *WB* | 198·6 \| 29·0 \| 12·0 P116'F23' | | | Stettin German | T.3Cy.10¾", 16½" & 27½"–19" NE18 NB13 34 NHP Görlitzer Mch.-Hnst Görlitz | | G |
| 72999 FOWV | **Daphné** (*ex* Rouennaise) *ss* Rot. No. 3–6,37 1 *Dk* (*Stl*) | | 1969 1541 1123 | ✠100A1 3,40 BS2,40 ✠LMC6,37 | Ant | *r* | CL 2,40 | 1925 8mo *Lloyd's* | Atel. & Ch. de la Loire Nantes *SA&CP* | Société Navale Caennaise (G. Lamy & Cie. *Mgrs.*) *Cell D B* 231'655*t* | 277·0 \| 40·7 \| 17·3 P24'Q84'B57'F23' FK *FPT* 64*t* *APT* 75*t* | | | Caen French | T 3Cy 18½" 29½" & 49⅞" –37½" 185lb (*s*) 205 NHP 6 *B Hpt Cem* *pt Asp* | 19 " 6 s 1 " 10½ 17 " 9 | |
| Now "Daphne II," *see No. 37760 in Supplement* | | | | | | | | | | | | | | | | | |
| 73000 OHZW | **Daphne** (*ex* Granheim–36, *ex* Avecappelle, *ex* Yselveer) | *ss* Osl. No. 3–4,33 *ss* Ant. No. 1–38 1 *Dk* (*Stl*) | 1939 — 1081 | ✠100A1 2,41 ~~10,30~~ BS~~7,30~~ 2,41 ✠LMC3,38 *Fitted for oil fuel* 11,20 | Ant NYk | *r* | OG 10,39 *F.P. a* | 1920 11mo *Lloyd's* above 1 | N V Schpsb. en Machfab. "de Klop" Sliedrecht A&CP 50° F. | Rederi A/B Daphne ~~(Tore Ulff A. D.)~~ ~~(Gunnar Eriksson, *Mgrs.*)~~ (Gunnar Eriksson, *Mgr.*) | 278·7 \| 42·1 \| 18·3 267·7 P26'B64'F21' FK *Cell D B* 225'476*t* | | | Brando Finnish | T.3Cy.19⅛", 31½" & 51"–36" 185lb (*s*) 238 NHP 4 *B H Cem* *A P T* 63*t* 2SB, *6cf*, GS110, HS3660 N.V. Scheepb. en Machfab. "de Klop" | 20 " 6 s 2 " 10½ 17 " 9½ | |
| 73001 166494 GJGS | **Daphnella** *Mchy. Aft* *Oil Eng.* D.F. E.S.D. | 1 *Dk*, 2nd dk clear of cargo tanks *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 8078 7235 4790 | ✠100A1 6,40 ~~9,30~~ ✠LMC7,38 *Carrying Petroleum in bulk* | Cff Fal | *c*† | CL | 1938 7mo *Lloyd's* | Hawthorn, Leslie & Co. Ld Newcastle *SA&CP* | Anglo-Saxon Petroleum Co. Ld. *Cell D Bu E* 64'160*t D* | 465·3 \| 59·3 \| 33·8 483·3 (O.L.) P91'B43'F69' FK *Tf* 25'271*t* *FPT* 138*t* | | | London British | Oil Engines 4S.C.SA 8Cy.25⅛"–55½" 502 NHP DB *180lb* 17 *BH* *APT* 86*t* Hwthrn. Leslie & Co Ld Nwc | 34 " 0 s 6 " 8 27 " 7 | |
| 73002 63 SPCB | **Dar Pomorza** (*ex* Pomorze, *ex* Sailing Vessel, *ex* Colbert, *ex* Prinzess Eitel Friedrich) Wireless D.F. GyC. (*See Sailing Ship Register*) | **Aux** *Oil Eng.* *ss* Cpn. 2nd No. 3–6,30 *ss* Dnz. No. 2–38 3 *Dks* (*U Stl*–teak s) | 1561 1351 525 | 100A1 7,39 ✠NE6,30 ✠LMC9,38 ~~DBS9,38~~ Surveys delayed | Dnz | | OG 9,37 | 1909 | Blohm & Voss Hamburg *Lloyd's SA&CP* | Polish Government (Ministry of Industry & Commerce) *MT* | 239·2 \| 41·1 \| 20·9 P78'F42' BK9" *DTa* | | | Gdynia Polish | Oil Engines 4S.C.SA 6Cy.13⅜"–19½" 106 NHP DB *100lb* 6 *B H Cem* (*5 to U dk* 1 " 2nd " ) Maschfbk. Augsburg-Nürnberg, Augsburg | 24 " 0 | |
| 70/40 | | | | | | | | | | | | | | | | | |
| 73003 160201 GNQZ | **Darcoila** | *ss* Hpl. No. 3–4,39 2 *Dks* (*Stl*) | 4084 3854 2544 | ✠100A1 4,40 ~~4,30~~ Shl ✠LMC4,39 BS4,40 | Hpl | *w* | CL 3,39 | 1928 4mo *Lloyd's* | Lithgows Ld. Port Glasgow *SA&CP* | Farco Shipping Co. Ld. (Douglas & Ramsey, *Mgrs.*) *Cell D Ba* | 370·0 \| 50·6 \| 24·9 P25'B108'F33' FK *Su E* 132'*f* 170'890*t* | | | Glasgow British | T.3Cy.25", 42" & 70"–48" (*s*) 200lb 424 NHP 6 *B Hpt Cem* *A P T* 158*t* 3SB, *9cf*, GS181, HS7008 D. Rowan & Co. Ld. Glasgow | 27 " 2 s 4 " 10½ 22 " 7 | |
| 73004 147220 GDRJ | **Dardanus** (P) (*ex* Flintshire–39, *ex* Dardanus–35) D.F. *Ref. Mchy.* | 2 *Dks* & 1 *pt dk* | 7726 6478 4859 | | | | | 1923 | Workman, Clark & Co. Ld Belfast | Ocean S.S. Co. Ld. (A. Holt & Co. *Mgrs.*) *WB* | 459·5 \| 58·4 \| 32·6 P53'B164'F63' | | | Liverpool British | 2 steam turbines SR geared to 1 sc. shaft Workman, Clark & Co. Ld. | | |
| 73005 ~~HPBR~~ HPFA | **Darien** (*ex* La Marea) Sub. Sig. *Ref. Mchy.* | *ss* N Yk. No. 1–40 *ss* N. Yk. No. 3–7,36 4 *Dks* (*Stl*–*Weather* ws) *Cruiser Stern* | 4281 3533 2276 | ✠100A1 *with freeboard* 8,40 ~~7,30~~ BS8,40 ~~MS7,30~~ MS7,39 ~~BS7,30~~ ✠LMC7,38 *Fitted for oil fuel* 6,30 | NYk | | CL 7,39 *F.P. a* | 1924 4mo *Lloyd's* above 1 | Cammell Laird & Co. Ld. Birkenhead *SA&CP* 50° F. | Balboa Shppg. Co. Inc. (United Fruit Co. *Mgrs.*) *Inter mediate B H in fore 'tween dk in after Cell D* | 352·7 \| 48·1 \| 28·3 P34'B135'F40' len30 FK & BK 1½ *hold & intermediate hold dispensed with* *B* 299'621*t* *FPT* 52*t* *APT* 13*t* | | | Panama Pnamanian *Cem* 1 " " 3rd " | 1 Steam Turbine connected to Electric Motor & Sc. Shaft 400lb HS8660 839 NHP *4 BH to Udk* 2 Water Tube Boilers (Spt) DB 24 *140lb* FD British Thomson-Houston Co. Ld. Rugby | 31 " 9 s 9 " 5 22 " 6½ | |
| 73006 167314 GSGD | **Darina** | 1 *Dk*, 2nd dk clear of cargo tanks *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 8113 7221 4755 | ✠100A1 6,10 ~~8,30~~ ✠LMC6,39 *Carrying Petroleum in bulk* | Gls Bkn | *c*† | CL 10,39 | 1939 8mo *Lloyd's* | Blythsw'd S.B.Co.Ld. Glasgow *SA&CP* | Anglo-Saxon Petroleum Co. Ld. *Cell D Bu E* 70'165*t* | 464·9 \| 59·5 \| 33·9 482·8 (O.L.) P93'B47'F51' FK *DT f* 25'297*t* | | | London British | Oil Engines 4S.C.SA 8Cy.25⅛"–55½" 503 NHP DB *180lb* 17 *BH* J. G. Kincaid & Co. Ld. Grk. *FPT* 143*t* *APT* 89*t* | 34 " 0 s 6 " 8½ 27 " 6½ | |
| 73007 164642 GYWD | **Darlington Court** D.F. | *Oil Eng.* 1 *Dk & Shelter dk* *Cruiser Stern* | 4974 4634 3014 | ✠100A1 *with freeboard* 3,39 DBS~~5,30~~ 7,40 ✠LMC6,36 | Lon | *a*† | CL 2,39 | 1936 6mo *Lloyd's* | Lithgows Ld. Port Glasgow *SA&CP* | Court Line, Ld. (Haldin & Philipps, Ld. *Mgrs.*) *Cell D B* 344'1268*t* *MT* 29'1183*t* | 414·5 \| 56·2 \| 25·6 431·3 (O.L.) F44' FK *FPT* 149*t* *APT* 144*t* | | | London British | Oil Engines 4S.C.SA 6Cy.29⅛"–59½" 490 NHP 2 DB *150lb* J. G. Kincaid & Co. Ld. Grk. | 28 " 0 s 3 " 1¾ 25 " 1 | |
| 73008 44 SVEJ | **Darmas** (*ex* Divis, *ex* Treherbert, *ex* Penarth) *Well deck* Wireless | *ss* Shl. 3rd No. 3–11,23 *ss* Pir. No. 2–31 1 *Dk* (*Stl*) & *Web frames 2 tr B* | *1595* *1322* *907* | ✠ ... 12,35 ✠NB7,11 ✠ | Pir | | | 1883 4mo | Palmers' Co. Newcastle | G. N. Pitta Bros. & Co. | 258·3 \| 36·2 \| 17·3 Q94'B60'F30' FK *D B* 220'365*t* *FPT* 120*t* | | | Chios Greek | C.2Cy.24½" & 50"–39" 155 NHP 4 *B H Cem* *A P T* 75*t* 2SB, *4pf*, GS82, HS2720 Palmers' Co. Ld. Newcastle | 19 " 2 | |
| 73009 167186 GQGH | **Daronia** D.F. E.S.D. *Mchy. Aft* | *Oil Eng.* 1 *Dk*, 2nd dk clear of cargo tanks *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 8139 7235 4784 | ✠100A1 6,40 ~~9,30~~ ✠LMC2,39 *Carrying Petroleum in bulk* | Fal | *c*† | CL | 1939 2mo *Lloyd's* | Hawthorn, Leslie & Co. Ld Newcastle *SA&CP* | Anglo-Saxon Petroleum Co. Ld. *Cell D B* 64'160*t D T* | 465·3 \| 59·3 \| 33·8 483·3 (O.L.) P93'B45'F50' FK *f* 25'271*t* *FPT* 138*t* *A* | | | London British | Oil Engines 4S.C.SA 8Cy.25⅛"–55½" 502 NHP DB *180lb* 17 *BH* *PT* 86*t* Hwthrn, Leslie & Co Ld Nwc | 34 " 0 s 6 " 8½ 27 " 6½ | |
| 73010 EALQ | **Darro** (*ex* Lealtad–39, *ex* Darro–37) D.F. | *Oil Eng.* *ss* Cdz. No. 2–39 ~~*ss* Val. No. 1–36~~ 2 *Dks* (*Weather dk–Stl*) | 2610 1849 1438 | ✠100A1 *with freeboard* 6,40 ~~6,30~~ ~~✠LMC 6,34~~ ~~5,35~~ ✠LMC6,39 | Cdz Bbo | *s* | CL ~~6,30~~ 6,40 | 1931 8mo *Lloyd's* | Cia Euskal-duna Bilbao *SA&CP* | ~~M. M. de Pinillos~~ Cia. Maritima Frutera, S.A. | 290·0 \| 42·0 \| 20·5 B98'F35' FK *Cell D B* 248'347*t* | | | Cadiz Spanish | Oil Engines 2S.C.SA 5Cy.23⅛"–41½" 487 NHP 5 *B H Cem* *A P T* 16*t* Gebr. Sulzer A G Ldwgshfn | 23 " 8 s 5 " 5 18 " 1 | |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulas; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Rel. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73011 162500 GTQY | **Dartford** | *ss* Shl. No. 2–39 E.S.D. D.F. 1 *Dk* (*Stl*) | 4093 3698 2414 | ✠100A1 ~~1,405~~,41 ~~Strd~~ BS~~3,40~~ 5,41 | Cff ✠LMC4,39 | *x* | CL ~~4,39~~ ~~1,1~~ 4,41 | 1930 10mo *Lloyd's* | Smith's Dock Co. Ltd. Stockton-on-Tees | Britain S.S. Co. Ltd. (Watts, Watts & Co. Ltd. *Mgrs.*) *Cell* | 366·4 \| 52·0 \| 24·7 P32′B129′F39′ FK *DB*312′1167*t FPT*1 | London British 6 *B Hpt Cem* 31*t APT*184*t* | T.3Cy.23½″,40″&67″–45″ (*s*) 185lb 368NHP 3SB(Spt) *9cf*, GS158, HS6173 Blair & Co. (1926) Ld. Stk. | 27 ″ 0 s 4 ″ 8½ 22 ″ 6¾ | |
| 73012 149652 GNLQ | **Daru** *Oil Eng.* *ss* Liv. No. 2–35 *2 Dks* (*Stl*) & *Shelter dk* (*Stl*) | | 3854 3090 2127 | ✠100A1 *with freeboard* Examined ~~5,41~~ ✠LMC CS6,36 DBS~~5,40~~ 5,38 *Carrying vegetable oil* | ~~Eel~~ Lon | *x* | CL 2,40 *in deep tanks* | 1927 12mo *Lloyd's* | A. McMillan & Son, Ld. Dumbarton *Cell DB*292′804*t DT*s *a*58′616 | Elder Dempster Lines, Ld. | 355·4 \| 49·2 \| 22·4 P37′F42′ FK *FPT*97*t APT*100*t* | Liverpool British 6 *B Hpt Cem* (*Coll* „ *to Sh dk* 5 „ „ *2nd* „) | Oil Engines 4S.C.SA 6Cy.29⅜″–59 1/16″ 489NHP DB *100lb* Harland & Wolff, Ld. Gls. | 24 ″ 8 s 2 ″ 2½ 22 ″ 7¾ | |
| 73013 151977 VPQC | **Darvel** *Fitted for oil fuel* *2 Dks* | | 1929 1411 1003 | | | | | 1924 | Caledon S.B. & E. Co. Dundee | Straits Steamship Co. Ltd. | 261·0 \| 41·1 \| 18·7 P&B158′F40′ *WB* | Singapore British | T.3Cy.20½″,33″&54″–36″ 175NHP Caledon S.B. & E. Co. Dundee | | |
| 73014 147596 GJKL | **Dashwood** *ss* Shl. No. 3–4,37 *Well deck* 1 *Dk* (*Stl*) D.F. *Cargo battens not fitted* | | 2154 1723 1263 | ✠100A1 4,40 BS~~1,40~~ 1,41 ✠LMC4,37 | Sld | *r* | OG ~~3,39~~ 5,41 | 1924 3mo *Lloyd's* | Vickers, Ld. Barrow *Cell DBa*48′*uE* & *B*39′*f*113′43 | W. France, Fenwick & Co. Ld. | 281·2 \| 40·2 \| 18·8 P20′Q113′B48′F19′ FK *3t DTa*37′249*t FPT* | London British 4 *BHCem* 50*t APT*55*t* | T.3Cy.20″,33″&54″–39″ (*s*) 180lb 203NHP 2SB, *6cf*, GS110, HS3210 Vickers, Ld. Barrow | 20 ″ 11 s 2 ″ 1½ 18 ″ 11 | |
| 73015 82 YLCI | **Daugava** (*ex* Vera, *ex* Ljubow) *ss* Lie. 3rd No. 3–12,33 *ss* Lie. No. 1–38 *Well deck* 1 *Dk* (*Stl*) 2 *tr B* | | 1430 1198 748 | ✠100A1 6,39 BS~~2,40~~ 4,40 ✠LMC5,38 | Lie | *o* | 6,39 | 1891 5mo *Lloyd's* | Helsingörs Jernsk. & Msk. Elsinore | Latvian Government (Valsts Kugu Parvalde, *Mgrs.*) | 250·3 \| 36·0 \| 15·2 258·0 (O.L) Q68′B121 BK 8½″ F27′ *APT*29*t* | Riga Latvian 4 *BHCem* *MT*42′400*t* | T.3Cy.18″,27½″&47″–33″ (*s*) 160lb *100lb* NDB12 134NHP 2SB, *4rf*, GS64, HS2120 Helsingörs Jernsk. & Msk b. | 16 ″ 9 s 1 ″ 1 16 ″ 5 | |
| 73016 86902 MPVP | **Davaar** (P) 1 *Dk* | | 495 422 202 | ✠ ... 5,89 ✠ | | | | 1885 5mo | Lon. & Gls. Co. (Lim.) Glasgow | Clyde & Campbeltown Shipping Co. Ld. (J. D. Rodger, *Mgr.*) | 217·8 \| 27·0 \| 12·9 Q56′B63′F48′ | Glasgow British *WB* | C.2Cy.29″&58″–42″ NB03 182NHP Lon. & Gls. Co. (Lim.), Gls. | 13 ″ 7 | |
| 73017 LCIE | **Davanger** *ss* Shl. No. 3–3,35 *Fitted for oil fuel* *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* | | 7102 6399 4434 | ✠ ~~Strd~~ 4,40 ✠ | Ant | *a*† | | 1922 1mo | W. Hamilton & Co. Ld. Port Glasgow | Westfal-Larsen & Co. A/S *Cell D* *Bu E* & *B*84′153*t D* | 425·0 \| 56·8 \| 33·0 P101′B27′F43′ FK *Tf*38′552*t ATP*56*t* | Bergen Norwegian 15 *B Hpt Cem* (9 *to U dk* 6 „ *2nd* „) | T.3Cy.27″,45″&74″–54″ 567NHP 4SB, *12cf*, GS205, HS8370 J.G. Kincaid & Co. Ld. Grk. | 33 ″ 0 | N † |
| 73018 219643 KUDR | **Davenport** *Fitted for oil fuel* *2 Dks* & *Web frames* | | 5491 4971 3370 | ✠ ... 6,20 ✠ | | | | 1920 3mo | Merchant S.B. Corp. Harriman, Pa | United States Maritime Commission | 400·7 \| 54·2 \| 30·4 P36′B124′F44′ FK *Tf*38′552*t ATP*56*t* | Phildlphia Utd. States *WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft 645NHP Westinghouse Electric & Mfg. Co. Essington, Pa. | 32 ″ 10 | R † |
| 73019 210507 KJHQ | — *Mchy. Aft* | **Wood** *Fitted for oil fuel* 1 *Dk* | 911 742 525 | | | | | 1912 | Kruse & Banks Coos Bay, Or. | A. B. Johnson Lumber Co. | 200·1 \| 40·0 \| 14·5 | S. Frncisco Utd. States | T.3Cy.13½″,23″&40″–30″ 88NHP United Eng. Works S. Frisco | | |
| 73020 218156 WOGB | **David H. Atwater** (*ex* W. J. Crosby–35, *ex* Crabtree) D.F. *Mchy. Aft* | 1 *Dk* | 2438 — 1468 | | | | | 1919 | Gt. Lakes Eng. Works Ashtabula, O. | Atwacoal Transportation Co. | 253·8 \| 43·6 \| 24·9 P115′P26′ *WB* | Fall River, Mass. Utd. States | T.3Cy.18½″,34½″&57″–42″ Gt. Lakes Eng. 211NHP Works, Ashtabula, O. | | R C |
| 73021 161146 GSJT | **David Livingstone** *Oil Eng.* D.F. *Ref. Mchy.* | 3 *Dks* | 5013 4514 3032 | | | | | 1930 | A. McMillan & Son, Ld. Dumbarton | Elder Dempster Lines, Ld. | 370·6 \| 51·6 \| 20·1 P37′F41′ 28·8 | Liverpool British *WB* | Oil Engines 4S.C.SA 8Cy.29⅜″–59 1/16″ 652NHP Harland & Wolff, Ld. Gls. | | |
| 73022 163342 MBDK | **David M.** *Oil Eng.* *ss* Lon. No. 1–37 *Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames* *Well deck* *Cruiser Stern* | | 350 245 168 | ✠100A1 6,39 ✠LMC7,37 ✠LMC(M)5,39 | Bly | *e* | 5,39 | 1933 5mo *Lloyd's* | J. Koster Hzn. Schpsw "Gideon" Groningen | Metcalf Motor Coasters. Ld. (T. J. Metcalf, *Mgr.*) *Bottom plating* | 130·5 \| 25·4 \| 9·1 Q77′ FK *not cemented in hold* *FPT*62*t APT*12*t* | London British 3 *B Hpt Cem* | Oil Engines 4S.C.SA 4Cy.11″–17½″ 47NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz | 9 ″ 9 s 4 ″ 10½ 9 ″ 6¼ | |
| 73023 203927 WNYA | **David M. Weir** (*ex* Edward A. Uhrig, *ex* Sheldon Parks) D.F. GyC. *Mchy. Aft* | 1 *Dk* | 6611 — 5049 | | | | | 1907 | Superior S.B. Co. Superior, Wis. | National Steel Corp. (M. A. Hanna Co. *Mgrs.*) | 532·0 \| 56·0 \| 31·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.23½″,38″&63″–42″ 257NHP American S.B. Co. Cleveland | | R |
| 73024 144648 MKCY | **David McIntosh** | **Twin Sc** 1 *Dk* | 449 353 249 | | | | | 1920 | Lytham S.B. & E. Co. Ld. Lytham | United Africa Co. Ltd. | 154·1 \| 29·1 \| 9·9 Q44′B47′F24′ *WB* | London British | C.4Cy.12½″&28″–18″ 28NHP Lytham S.B. & E. Co. Ld. | | |
| 73025 221427 KDTD | **David McKelvy** *ss* Bal. No. 3–4,33 *ss* Bal. No. 1–37 2 *Dks* (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing* D.F. | | 6821 6329 4242 | ✠100A1 ~~9,29~~ 10,40 BS4,40 ~~BS4,39~~ ✠LMC11,37 *Carrying Petr'oleum in bulk* *Fitted for oil fuel* 6,21 | N Yk | *b*† | CL 6,38 *F.P. above* | 1921 6mo *Lloyd's* | Sun S.B. Co. Chester, Pa. A&CP | Tide Water Associated Oil Co. *Cell D Bu E* & *B*59′*f*41′40 | 430·0 \| 59·2 \| 33·4 P133′B36′F40′ FK *8tFPT*222*t APT*57*t* (50°F. | Wilmgton (Del.) Utd. States 17 *B Hpt Cem* 13 „ *to U dk* 4 „ „ *2nd* „) | T.3Cy.27″,45½″&76″–51″ (*r*) 190lb 612NHP 3SB, *9cf*, GS207, HS9198 FD Sun S.B. Co. Chester, Pa. | 33 ″ 3 s 6 ″ 8½ 26 ″ 9½ | |
| 73026 204238 KGBP | **David P. Thompson** (*ex* Wilpen) D.F. GyC. *Mchy. Aft* | 1 *Dk* | 7612 — 5851 | | | | | 1907 | Gt. Lakes Eng. Works Ecorse, Mich. | Pioneer S.S. Co. (Hutchinson & Co. *Mgrs.*) | 554·0 \| 58·2 \| 33·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.24″,38″&65″–42″ 274NHP Gt. Lakes Eng Wks. Detroit | | R |
| 73027 214368 WNCW | **David W. Branch** (P) (*ex* Santa Olivia–37, *ex* Ecuador) 2 *Dks* (*Stl*) & *Awng dk* (*Stl*–teaks) D.F. *ss* Sea. 2nd No. 3–10,39 | ~~ss Fe. No. 3–8,27~~ ~~ss Sea. No. 2–37~~ | 5544 4740 3435 | ✠100A1 *Awng dk* *with freeboard* 10,39 ~~5,39~~ 5,40 ~~BS5,39~~ ✠LMC~~6,38~~ *Fitted for oil fuel* 7,16 | Sea | *y* | CL 10,39 *F.P. above* | 1915 9mo *Lloyd's* | Kon. Maats de Schelde Flushing *Cell* | Libby, McNeill & Libby *D Ba*94′*u E*36′*f*147′ FK | 380·6 \| 48·7 \| 32·6 *D*Ba94′*u E*36′*f*147′ 559*t FPT*93*t* | S. Frncisco Utd. States 6 *B H Cem* | T.3Cy.29″,47″&77″–48″ (*s*) 180lb 624NHP 4SB, *12cf*, GS248, HS9660 FD Maats. de Schelde, Flushing | 35 ″ 3 s 10 ″ 6½ 24 ″ 11½ | |
| 73028 202931 | **David Z. Norton** D.F. Gy.C *Mchy. Aft* | 1 *Dk* | 5667 — 4250 | | | | | 1906 | American S.B. Co. Cleveland | Columbia Transportation Co. (John T. Kelly, *Mgr.*) | 480·0 \| 52·0 \| 30·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.22½″,36″&60″–42″ 233NHP American S.B. Co Cleveland | | R I |
| 73029 1855 ILYK | **Davide Bianchi** (*ex* Oriens–34, *ex* Siracusa–33, *ex* Uranus) | 2 *Dks* | 1477 1250 869 | | | | | 1906 | Wrf. voorh. Rijkee & Co. Rotterdam | Fratelli Bianchi Soc. di Nav. | 264·1 \| 34·6 \| 18·5 251·8 Q75′B69′F34′ | Genoa Italian *WB* | T.3Cy.19″,32″&51″–36″ 156NHP Maats. Fyenoord, Rot. | | |

Now "Alcoa Shipper," *see Alc. 87050 in Supplement*

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres du nord et de l'est dans le L. M. Dar&e.Cert. B.of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73030 LCIF | **Daviken** (P) ssH.Kg.No.3–4,38 *Upper dk(pt Stl–teak s)2nd dk(Stl)* D.F. | | 2922 2656 1778 | ✠100A1 *withfreeboard* 3,40 B83,40 ✠LMC4,38 | HKg | *t* | CL N3,40 | 1926 1mo | W.Hamilton&Co.Ld PortGlasgow *Lloyd'sA&CP* | Wallem&Co.A/S (H.J.Wallem,*Mgr*) *CellDB250'502t* | 295·0\|45·7\|26·0 305·0(O.L.) B72'F31' FK 4 | Bergen Norwegian *Cem* | T.3Cy.20½",34"&56⅜"–36" 180lb (*s*) 244NHP *BHto2nd dk* 2SB,*6cf*,GS132,HS4302 Rankin&BlackmreLd.Grk | 28 ″ 3 9 ″ 8½ 18 ″ 8½ | |
| 73031 GJGQ | **Davila** *Oil Eng.* D.F. 1*Dk*,2nd dk clear of cargo tanks E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | | 8053 7235 4768 | ✠100A1 6,408~~,550~~ Cff ✠LMC5,38 *Carrying Petroleum in bulk* | HKg | *c*† | CL | 1938 5mo | Lithgows Ld. PortGlasgow *Lloyd'sA&CP* | Anglo-Saxon PetroleumCo.Ld. *CellDBuE69'162t* | 465·0\|59·2\|33·8 484·0(O.L.) P90'B42'F69' FK 17*BH* *DTf25'281tFPT14* 3t*APT94t* | London British DB*180lb* | Oil Engines 4S.C.SA 8Cy.25⅝"–55½" 503NHP 27 ″ 7½ J.G.Kincaid&Co.Ld.Grk | 34 ″ 0 s6 ″ 8½ | |
| 73032 GJSK | **Davisian** *ssLiv.No.3–10,36* *Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)* | | 6433 6051 4065 | ✠100A1 *Shelter dk* *withfreeboard* 3,40 BS11,39 ✠LMC10,36 | Liv | *z* | CL 10,39 | 1923 2mo | D&W Hendersn&Co.Ld. Glasgow *Lloyd'sA&CP* | CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB3* | 400·3\|52·5\|35·0 414·6(O.L.) B143'*on Shelterdk* FK 6*BHtoSh dk* 1 ,, ,, *U* ,, *FPT123tAPT30t* | Liverpool British *pt Cem* 4SB,*12cf*,GS240,HS9791 FD D&WHendersn&CoLd.Gls | Q.4Cy.23½",34",49"&70"–57" 215lb (*s*) 626NHP 29 ″ 2 | 37 ″ 7 s 8 ″ 8½ | |
| 73033 MBZW | **Daxhound** (*ex*Mitra–39) *ssSfj.No.2–39* *Mchy.Aft* *Cruiser Stern* 1*Dk(Stl)* *Longitudinal framing in double bottom* Wireless D.F. *Strengthened for Navigation in ice* | | 1127 910 526 | ✠100A1 4,41 ~~4,40~~ Nwc BS~~3,40~~ 4,41 ✠LMC3,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,31 *F.P. above* 50° F | Mch | *n* | CL 3,39 | 1931 10mo | Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd'sA&CP* | HadleyShipping Co.Ld. *Intermediate bulk centre tanks* *CellDB148'299t* | 228·9\|36·2\|13·3 P78'F27' FK *heads in electrically welded* *DTf20'37tFPT72t* *APT32t* | London British 11*BH* | T.3Cy.17½",27⅞"&45½"–27⅝" (*s*) 213lb FD 194NHP 2SB,*4cf*,GS73,HS3054 A.Borsig,Berlin-Tegel | 15 ″ 9 s 1 ″ 6 14 ″ 5 | |
| 73034 GDXJ | **Daydawn** D.F. 1*Dk&Shelter dk* *Cruiser Stern* | | 4768 4308 2772 | ✠100A1 *withfreeboard* 1,40 ✠LMC1,40 | Sld | *z* | CL | 1940 1mo | W.Pickersgill&Sons,Ld. Sunderland *Lloyd'sA&CP* | ClaymoreShipping Co.Ld. *CellDB351'1182t* | 406·0\|54·8\|25·6 421·0(O.L.) F37' FK *FPT103tAPT200t* | Cardiff British 6*BHCem* *(Coll to Sh dk* 5 ,,2nd,,) | T.3Cy.21¾",36"&63"–45" (*s*) 220lb 423NHP 2SB(Spt)&1AuxSB,*9cf*, GS149,HS6205 FD Richardsons,Westgarth& Co.Ld.Hpl. | 28 ″ 1 s 3 ″ 0½ 25 ″ 3½ | |
| 73035 WDEJ | **Daylight** D.F. GyC. *Oil Eng.* *CruiserStern* *ss*Bal.No.2–39 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing–bracketless system* | | 9180 230834 8555 5599 | ✠100A1 ~~6,447,390~~ 10,40 ~~NYL~~ Gal ✠LMC CS7,39 DBS~~7,39~~ 6,40 7,39 *Carrying Petroleum in bulk* | Bal | *e*† | CL 7,39 | 1931 6mo | SunS.B.& DryDockCo. Chester,Pa. *Lloyd'sA&CP* | Socony-Vacuum OilCo.Inc. *CellDBuE86'378t* | 480·5\|66·0\|36·8 500·1(O.L.) B37'F48' FK *AfterBridge77'* *FPT413tAPT127t* | NewYork Utd.States 16*BHptCem* *(11 to U dk* 5 ,,2nd,,) | Oil Engines 2S.C.SA 4Cy.23⅝"–91⅞" 690NHP 2WTDB*200lb* SunSB&DD.Co.Chester Pa | 37 ″ 0 | |
| 73036 | **Dayman** (*ex*UruguayII, *ex*AsuncionR,*ex*LaNivera) **Iron** 1*Dk* | | 444 349 289 | ✠ 3,88 | Bel | *f* | | 1883 2mo | Harland& Wolff Belfast | CiaUruguaya de Nav.Lda. | 154·9\|26·2\|11·0 Q18' *WB=APT11t* FK | M.Video Uruguayan 5*BHCem* | C.2Cy.16"&32"–24" NB05 42NHP Harland&Wolff,Belfast | | |
| 73037 GPQT | **Dayrose** *ssRot.No.2–37* 1*Dk(Stl)* | | 4113 3929 2606 | ✠100A1 9,40 ~~11,30~~ BS~~1,30~~ ✠LMC7,37 2,41 | Hul | *x* | CL ~~N10,36~~ 1,41 | 1928 10mo | R.Thompson&Sons,Ld. Sunderland *Lloyd'sA&CP* | ClaymoreShipping Co.Ld. *CellDBuS* | 380·2\|53·1\|24·1 391·8(O.L.) P34'B230'F36' FK *uE149'f163'1065t* | Cardiff British 6*BHCem* *APT135t* | T.3Cy.25",41"&68"–48" 180lb 376NHP 3SB,*9cf*,GS165,HS6174 N.E.MarineEng.Co.Ld Sld | 26 ″ 6 s 3 ″ 7½ 23 ″ 0½ | |
| 73038 VRXW | **Dayspring** **TwinSc** *Mchy.Aft* 1*Dk(Stl–teak s)* Wireless *Cruiser Stern* | | 1102 142876 895 520 | ✠ 8,28 | Nwc | *m* | | 1928 8mo | Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP* | Government of Nigeria *CellDB134'24* | 195·2\|36·1\|16·3 FK 1t*MT11'100t FPT* 70t*APT17t* | Lagos British 6*BHAsp* 2SB,*4cf*,GS66,HS1800 ShieldsEng.Co.Ld.N.Shl. | T.6Cy.11",19"&32"–21" 110NHP | 18 ″ 6 | |
| 73039 GFKQ | **Daytonian** *ssLiv.No.3–11,36* *Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)* | | 6434 145984 6052 4066 | ✠100A1 *Shelter dk* *withfreeboard* 6,40 ~~7,30~~ BS6,41 ~~B83,40~~ ✠LMC11,36 | Liv Mch | *z* | CL ~~11,36~~ 6,40 | 1922 10mo | D&W Hendersn&Co.Ld. Glasgow *Lloyd'sA&CP* *Cell* | CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *DB340'* 963t*DTa2* | 400·3\|52·5\|35·0 414·2(O.L.) B143'*on Shelter dk* FK 6'670t*DTf24'641t* | Liverpool British *pt Cem* 6*BHtoSh dk* 1 ,, ,, *U* ,, *FPT123tAPT30t* | Q.4Cy.23½",34⅝",49"&70"–51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&WHendersn&CoLdGls | 37 ″ 7 s8 ″ 8½ 29 ″ 2 | |
| 73040 FNRR | **De Grasse** (P) **TwinSc** *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. 4*Dks* | | 18435 13003 11053 | | | | | 1924 | Cammell Laird&Co.Ld. Birkenhead | Cie.Générale Transatlantique | 552·1\|71·4\|42·3 F129'B371' *WB* | Havre French | 4 Steam Turbines SR geared to 2 Sc. Shafts CammellLaird&Co.LdEkn | | V |
| 73041 PKOY | **De Klerk** *Fitted for oil fuel* 2*Dks&Shade dk* | | 1936 1690 1200 | | | | | 1900 | Nederl. Schpsb Maats Amsterdam | Koninkl.Paketv. Maats. | 300·0\|40·5\|21·5 P60'H68'F61' 29·2 *WB* | Batavia Dutch | T.3Cy.23",36"&60"–42" Ned.Fab. 233NHP v.Werkt.&SpoorMat.Ams. | | V |
| 73042 FNRS | **De La Salle** (P) **TwinSc** D.F. *Fitted for oil fuel* *Cruiser Stern* 3*Dks* | | 8400 — 5124 | | | | | 1921 | Barclay, Curle&Co. Ld Glasgow | Cie.Générale Transatlantique | 440·0\|56·7\|34·6 P58'B247'F46' *WB* | Havre French | T.6Cy.21½",37"&64"–48" 568NHP Barclay,Curle&Co.Ld.Gls | | V |
| 73043 PDPG | **De Ruyter** (*ex*Bergendal–38) *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* | | 458 355 291 | | | | | 1931 | N.V.Industrieele Maats. DeNoord Alblasserdam | Reed"DeNoord" (J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*) | 159·6\|25·7\|10·5 P43'F18' *WB* | Rotterdam Dutch | Oil Engines 4S.C.SA 6Cy.11"–20" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz | | V |
| 73044 PDPF | — *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* | | 348 211 170 | | | | | 1938 | N.V.Schpswerf "Foxhol" Foxhol | G.deRuiter *WB* | 137·0\|24·7\|8·0 P35'Q47'F21' | Schvningn Dutch | Oil Engines 2S.C.SA 6Cy.10¾"–14⅛" 110NHP N.V.Mchfb.Bolnes,Bolnes | | |
| 73045 WJDU | **De Soto** (*ex*PanAtlantic–38, *ex*Dorothy Cahill–38, *ex*West Wauneke) *Fitted for oil fuel* 2*Dks* | | 5591 5248 3457 | ✠ ... 4,22 | | | | 1919 1mo | Columbia RiverS.B.Cor Portland,Or. | WatermanS.S. Corp. | 410·0\|54·2\|27·6 P44'B115'F47' FK *WB* | MobileAla. Utd.States | T3Cy.24½",41½"&72½"–48" NE29 352NHP Hoovens,Owens&RentschlerCo.Hamilton,Ohio | 30 ″ 2 | R † |
| 73046 PKOZ | **De Weert** *Fitted for oil fuel* 2*Dks* | | 1805 — 985 | | | | | 1912 | Maats. Fyenoord Rotterdam | Koninkl.Paketv. Maats. | 270·3\|40·2\|17·0 P33' *WB* | Batavia Dutch | T.3Cy.19",31½"&51½"–39" 165NHP Maats.Fyenoord,Rot. | | V |
| 73047 KJHY | **De Witt Clinton** (P) **TwinSc** (*ex*Nopatin,*ex*Manhattan) 1*Dk(Stl)&Web frames* | | 3899 3539 2246 | ✠ 3,14 | Phl | | | 1913 10mo | Harlan& Hollingsworth Corp. Wlmgtn,Del. | HudsonRiverDay Line *CellDB* | 320·2\|48·1\|22·0 BK8' *a44'uE&B114'f86'* | NewYork Utd.States 7*BHCem* 522t | T.8Cy.(2)23½",(2)37⅛"&(4) 42"–36" 754NHP 6SB,*18cf*,GS264,HS11417 Harlan&Hollingswrth Cor | | |
| 73048 LCIG | **Dea** (*ex*Sangstad) D.F. 1*Dk* | | 2418 2238 1459 | | | | | 1911 | R.Thompson&Sons,Ld Sunderland | PartrederietDea (Th.Brövig) | 299·4\|44·5\|19·9 H75t F36t | Farsund Norwegian *WB* | T.3Cy.21½",36"&59"–39" 217NHP N.E.MarineEng.Co.LdSld. | | N |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or now expired. Equipment Letter. | 7* Rate when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Keel laid on or before 1st July, 1941 classed at full power by Lloyd's Register of Shipping. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73049<br>464<br>IBNA | **Dea Mazzella** (*ex*WelshPrince–36, *ex*SyrianPrince–36)<br>*ss*Bkn.No.3–6,32 *ss*Alx.No.1–36<br>D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in holds*<br>*Ref Mchy.* | | 3082<br>2831<br>1840 | ✝100A1<br>11,39<br>BS7,39 ✝LMC9,36 | Nap | *u* | CL<br>11,39 | 1919<br>11mo<br>*Lloyd's* | J.L.Thompson&Sons,Ld.<br>Sunderland | PasqualeMazzella<br>*CellD* | 342·5 \| 46·8 \| 23·2<br>330·4<br>P38′B98′F29′ FK<br>*B*274′727*t FPT*109*t* | Naples<br>Italian | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 358NH<br>3SB.*9cf*,GS153,HS5817<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 6<br>s 3 ″11¾<br>21 ″ 9 | |
| 73050<br>160387<br>MPBY | **Deal** TwinSc<br>*CruiserStern* 1*Dk* | | 691<br>627<br>267 | | | | | 1928 | D&W Hendersn&Co.Ld.<br>Glasgow | SouthernRailway | 220·5 \| 33·6 \| 14·2<br>B90′F37′ | London<br>British *WB* | T.6Cy.15″,25″&41″–24″<br>165NHP<br>D&W.Hendrsn&CoLd.Gls. | | |
| 73051<br>HPNL | **Dean Emery** (*ex*Sunshine)<br>*ss*N.Yk.No.3–2,32 *ss*Gal.No.1–36<br>*Mchy.Aft* 2*Dks*(*Stl*)*&Web frames*<br>D.F. *Longitudinal framing* | | 6664<br>6112<br>4148 | ✝100A1 ~~NYk~~<br>Examined 2,41 Bal<br>BS6,40 ✝LMC4,36<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11,19 *F.P. above* 150° F. | | *b*† | CL<br>11,38 | 1919<br>11mo | SunS.B. Co.<br>Chester,Pa. | PanamaTransport Co.<br>*CellD*<br>*BuE&B*60′ | 429·3 \| 59·2 \| 31·4<br>P133′B36′F40′ FK<br>259*t DTf*552*t*<br>*FPT*202*t APT*57*t* | Panama<br>Pnamanian<br>17*BHptCem*<br>(13 *to U dk*<br>4 „ *2nd* „) | T.3Cy.27″,44 1/16″&76″–51″ (*r*)<br>190lb 612NHP<br>3SB.*9cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33 ″ 3<br>s 6 ″ 9½<br>26 ″ 8½ | |
| 73052<br>146343<br>MLZX | **Dearne**<br>*ss*Goo.No.3–12,37<br>*Ref.Mchy.* 1*Dk*(*Stl*)<br>Wireless D.F. | | 1046<br>818<br>422 | ✝100A1<br>~~Bmkr~~11,40<br>BS~~2,40~~ 7,40 ✝LMC12,37 | Goo<br>Liv | *o* | OG<br>~~11,37~~<br>11,40 | 1924<br>9mo<br>*Lloyd's* | Vickers, Ld.<br>Barrow | London,Midland&ScottishRailway (AssociatedHumberLines,*Mgrs.*)<br>*CellD*<br>*Ba*58′*uE*15′*f*90′204*t FPT* | 240·3 \| 34·2 \| 15·4<br>P38′B88′F35′ FK | Goole<br>British | T.3Cy.22″,36″&61″–39″ (*r*)<br>180lb 333NHP<br>5*BHCem*<br>14*t APT*25*t* | 16 ″ 4<br>s 2 ″0½<br>14 ″ 9 | |
| 73053<br>166294<br>GRPR | **Debrett**<br>*Oil Eng.*<br>D.F. E.S.D. | | 8120<br>7387<br>5952 | 100A1<br>*withfreeboard*<br>(*Class Contemplated*) | | | | 1940 | Harland&Wolff,Ld.<br>Belfast | Lamport&Holt Line,Ld. | ~~438·6~~ \| 62·3 \| 33·9<br>438·8<br>B64′F87′ | Liverpool<br>British | Oil Engines 2S.C.DA<br>6Cy.20⅞″–49,⅜″<br>Harland&Wolff,Ld.Bel. | 28 ″ 9<br>s 10 ″10¼<br>28 ″ 1 | |
| *For full particulars see No. 8775 in Supplement* | | | | | | | | | | | | | | | | | |
| 73054<br>YTKD | **Dedinje** Ⓟ (*ex*Dubrovnik–38, *ex*Lovrjenac)<br>*ss*Spt.2ndNo.3–12,34 *ss*Spt.No.1–38<br>1*Dk&Shelter dk*<br>No later survey reported | | 1036<br>816<br>594 | ✝100A1<br>*withfreeboard*<br>12,~~40~~ ✝LMC5,38<br>✝NB1,27 BS~~2,40~~ 12,40<br>*Service in the Adriatic* | Spt | *l* | CL<br>N4,38 | 1909<br>8mo | Cant.Nav. Triestino<br>Monfalcone | Dubrovacka PlovidbaA.D<br>*CellD* | 208·9 \| 29·2 \| 18·7<br>30·8<br>BK6″<br>*BuE*23′80*t DTsf*27′ | Dubrovnik<br>Yugoslav<br>6*BHCem*<br>33*t APT*12*t* | T.3Cy.18⅛″,29½″&48″–30″<br>180lb (*s*) 203NHP<br>2SB,*4cf*,GS80,HS3229 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 13 ″ 0<br>s ″ 6<br>13 ″ 2¼ | |
| 73055<br>148166<br>GTDB | **Deebank**<br>*ss*Liv.No.2–38<br>1*Dk*(*Stl*)*&Shelter dk*(*Stl*–ws) | | 5060<br>4628<br>3001 | ✝100A1<br>*withfreeboard*<br>~~11,10~~12,39 4,41<br>BS~~4,40~~ ✝LMC4,37<br>*Carrying vegetable oil in deep tanks*<br>*Fitted for oil fuel* 6,29 *F.P. above* 150° F. | Auk<br>Liv Lon | *a*† | CL<br>N12,39 | 1929<br>6mo<br>*Lloyd's* | Workman, Clark(1928) Ld. Belfast | BankLine,Ld. (A.Weir&Co. *Mgrs.*)<br>*CellD*<br>*B*366′1176*t DTa*27′1105*t FPT* | 421·8 \| 56·7 \| 26·7<br>FK<br>(*Coll to Sh dk*<br>6 „ *2nd* „)<br>156*t APT*79*t* | Belfast<br>British<br>7*BHptCem*<br>HS8112 | Q4Cy.22″,32″,46¾″&68″–48″<br>260lb (*s*) 565NHP<br>3SB(Spt),*12cf*,GS214, FD<br>Workman,Clark(1928)Ld. | 29 ″ 3<br>s 3 ″ 9½<br>25 ″ 8 | |
| 73056<br>139306<br>MGJD | **Deedon** (*ex*Magrix–37) 3Mst<br>*W ell deck* *ss*Hul.No.3–7,29<br>*Mchy.Aft* *ss*Pet.No.2–38<br>1*Dk*(*Stl*) | | 314<br>220<br>124 | ✝100A1<br>~~7,10~~8,39 7,41<br>BS7,41 ✝LMC7,38<br>✝NB11,16 ~~BS9,39~~7,40<br>✝NE10,00*refitted*16 | Abn<br>~~Sld~~ | *e* | CL<br>~~7,38~~<br>7,41 | 1916<br>12mo<br>*Lloyd's* | Cochrane &Sons,Ld. Selby | A.M.Massie<br>*FPT*39*t* | 135·3 \| 23·1 \| 9·5<br>144·6(O.L.)<br>Q68′B*on*Q9′F20′ BK7″ | Aberdeen<br>British<br>3*BHCem* | T.3Cy.10⅝″,18⅜″&31½″–21″<br>180lb (*s*) 57RHP<br>1SB,*2pf*,GS29,HS1007<br>Hall,Russell&Co.Ld.Abn. | 10 ″ 6<br>s ″ 5½<br>10 ″ 8 | |
| 73057<br>162285<br>MBJQ | **Deemount**<br>*ss*Abn.No.1–37<br>*Well deck* *CruiserStern* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | | 569<br>367<br>274 | ✝100A1<br>10,40~~1,40~~<br>✝LMC<br>MS12,37 BS~~3,39~~ 10,40<br>✝NF&B*made*31*refitted*33 | Abn<br>Shl | *h* | CL<br>4,39 | 1933<br>9mo<br>*Lloyd's* | J.Lewis&Sons, Ld. Aberdeen | BorderShippingCo. Ld.<br>*CellD*<br>*B*104′15 | 165·5 \| 27·2 \| 9·7<br>Q112′B*on*Q9′F22′ FK<br>7*t FPT*41*t APT*20*t* | Aberdeen<br>British<br>3*BHptCem*<br>*ptAsp* | T.3Cy.12½″,21″&34″–24″ (*s*)<br>180lb 70RHP<br>1SB,*3pf*,GS52,HS1779<br>J.Lewis&Sons,Ld.Abn. | 12 ″ 1<br>s 3 ″ 8<br>12 ″ 1¼ | |
| 73058<br>218312<br>KIMD | **Deer Lodge**<br>*Fitted for oil fuel*<br>Sub.Sig. 2*Dks* | | 6187<br>5139<br>3832 | ✝ ...<br>9,20<br>✝ | | | | 1919<br>7mo | Northwest SteelCo. Portland,Or. | UnitedStates Maritime Commission<br>*WB* | 409·8 \| 54·2 \| 27·7<br>P44′B115′F47′ FK | Portlnd Or<br>Utd.States | DR Geared Steam Turbine<br>GeneralElectric 579NHP<br>Co.Schenectady,N.Y. | 30 ″ 2 | R † |
| 73059<br>143456<br>GPDQ | **Deerwood**<br>*ss*Sld.No.3–10,32 *ss*Shl.No.1–37<br>*Well deck* 1*Dk*(*Stl*)<br>D.F. *Cargo battens not fitted* | | 1914<br>1495<br>1128 | ✝100A1<br>~~7,10~~2,39 9,40<br>✝LMC<br>MS8,37 BS~~1,40~~ 1,41 | Bly<br>Shl | *q* | CL<br>~~2,38~~<br>7,40 | 1919<br>10mo<br>*Lloyd's* | J.Crown& Sons,Ld. Sunderland | W.France,Fenwick&Co.Ld.<br>*CellD* | 268·0 \| 37·9 \| 17·6<br>P24′Q82′B51′F30′ FK<br>*B*223′426*t FPT*105*t* | London<br>British<br>4*BHptCem*<br>*APT*100*t* | T.3Cy.20″,33″&54″–36″ (*s*)<br>180lb 192NHP<br>2SB.*6pf*,GS97,HS2977<br>McColl&Pollock,Ld.Sld. | 19 ″ 9<br>s 1 ″ 11<br>18 ″ 0 | |
| 73060<br>Now "Empire Caribou," | **Defacto** (*ex*NorthernStar, *ex*Waterbury) *Fitted for oil fuel*<br>Sub.Sig. 2*Dks*<br>*see No. 8790 in Supplement* | | 4800<br>—<br>2999 | | | | | 1919 | Downey S.B.Corp. Arlington, N.Y. | | 386·8 \| 52·2 \| 27·4<br>P36′B110′F39′ *WB* | | T.3Cy.24″,40″&70″–48″<br>339NHP<br>DowneyS.B.Corp. Arlington,N.Y | | R |
| 73061<br>137459<br>GQNC | **Defender**<br>*ss*Liv.No.3–12,27 *ss*Bkn.No.2–37<br>2*Dks*(*Stl*)*&3rd dk*(*Stl*)<br>*in No.*1 *hold* | | 8258<br>7396<br>5280 | ✝100A1 ~~Liv~~<br>Examined 7,40 Liv<br>✝LMC<br>MS2,37 BS~~9,39~~ 4,41 | | *d*† | CL<br>9,38 | 1915<br>6mo<br>*Lloyd's* | C.Connell &Co.Ld. Glasgow | CharenteS.S.Co. Ld.(T&JHarrison, *Mgrs.*)<br>*CellD*<br>*Ba*135′*uE&B*75′*f*210′1539*t* | 482·3 \| 58·3 \| 33·4<br>498·6(O.L.)<br>P54′B188′F51′ FK<br>*DTa*30′1066*t FPT* | Liverpool<br>British<br>9*BHCem*<br>101*t APT*49*t* | Q.4Cy.25½″,36½″,52½″&75″–54″ 220lb 720NH<br>2DB&2SB,*18cf*,GS379, HS13788<br>Dunsmuir&JacksonLdGls | 35 ″10<br>s 7 ″ 7<br>28 ″ 7 | |
| 73062<br>160370<br>GNQY | **Deido**<br>*Oil Eng.*<br>*ss*Liv.No.2–36<br>2*Dks*(*Stl*)*&Shelter dk*(*Stl*) | | 3894<br>3132<br>2143 | ✝100A1 ~~Hul~~<br>*withfreeboard* Liv<br>Examined 3,41<br>✝LMC CS10,37<br>DBS6,~~39~~ 7,40 8,38<br>*Carrying vegetable oil in deep tanks* | | *x* | CL<br>~~11,38~~<br>N3,41 | 1928<br>3mo<br>*Lloyd's* | Ardrossan DockyardLd. Ardrossan | ElderDempster Lines,Ld.<br>*CellD*<br>*B*284′834*t DTs a* 58′628*t* | 356·6 \| 49·2 \| 22·4<br>P37′F41′ FK<br>(*Coll to Sh dk*<br>5 „ *2nd* „) | Liverpool<br>British<br>6*BHptCem*<br>*FPT*91*t APT*100*t* | Oil Engines 4S.C.SA<br>6Cy.29⅛″–59 1/16″ 490NHP<br>DB*100lb*<br>J.G.Kincaid&Co.Ld.Grk. | 24 ″ 8<br>s 2 ″ 2½<br>22 ″ 7½ | |
| 73063<br>UVBM | **Dejnev** Ⓟ<br>2*Dks* | | 3578<br>—<br>1734 | | | | | 1937 | S.B.Yd. AndréMarti Leningrad | U.S.S.R. | 334·6 \| 49·2 \|<br>P234′ | Murmansk<br>Russian | T.3Cy19 1/16″,39⅜″&63″–43 5/16″<br>262NHP<br>WorksAndréMarti, Leningrad | | |
| 73064<br>UOML | **Dekabrist** (*ex*Anadyr, *ex*Franche-Comté) TwinSc<br>Sub.Sig. *ss*Kel.No.1–27 *ss*Kel.2ndNo.3–7,29<br>GyC. 2*Dks&Shelter dk* | | 7363<br>6654<br>4160 | ✝ ...<br>3,31<br>✝ | | | | 1903<br>4mo | Vickers,Ss. &Maxim,Ld. Barrow | U.S.S.R. | 475·8 \| 54·1 \| 32·6<br>B125′*on Shelter dk*<br>FK *WB* | Odessa<br>Russian | T.6Cy.27″,44″&72″–48″<br>855NHP<br>Vickers,Sons&Maxim,Ld. | 35 ″ 8 | |
| 73065<br>UOML | **Dekret** (*ex*Wassian, *ex*Elben, *ex*Laboe) Iron<br>1*Dk&Awng dk* | | 721<br>683<br>442 | | | | | 1883 | Gebr. Howaldt Kiel | U.S.S.R. | 187·0 \| 24·8 \| 18·9<br>H15*t* | Archangel<br>Russian | C.2Cy.23″&37½″–27″<br>NB97 61NHP<br>Gebr.Howaldt,Kiel *WB* | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Tonn. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite à la cloture porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Double Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd. | 15 Registres où cote, et où on doit lire le L. R. Survey Cert. & Rpts. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73066 26025 JDID | **Delagoa Maru** | *ss*Yka.No.3–1,31<br>*ss*Yka.No.2–40 ~~*ss*Yka.No.1–39~~<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 7148<br>6700<br>4373 | ✠100A1 *Shelter dk withfreeboard* 4,40~~2,40~~ ~~BS3,39~~ | Yka | *a*† | CL ~~1,37~~ 3,40 ~~LMC1,38~~ | 1919<br>10mo | Mitsubishi ZosenKaisha Nagasaki A&CP *CellDB*358′ | NipponYusen K.K. 1160*t DTa*28′1127*t* | 420·0\|56·0\|38·5<br>*FonShelter dk*47′ FK<br>*FPT*107*t APT*95*t* | Tokyo Japanese *Cem* 6*BHtoShdk* 2 „ „ *U* „ | T.3Cy.28″,47½″&79″–51″ (*s*) 200lb 620NHP 4SB,*12cf*,GS217,HS8788 FD MitsubishiZosenKaisha | 38 ″ 6<br>s 10 ″ 4½<br>28 ″ 4 | |
| 73067 217731 WNCV | **Delalba** (*ex*Saugerties–35) *Fitted for oil fuel* 2*Dks*&*Web frames* | ... 6,20 | 5101<br>4740<br>3093 | ✠ | | | | 1919<br>4mo | American International S.B.Corp. HogIslandPa | MississippiShippingCo.Inc. | 390·0\|54·2\|27·6<br>P39′B122′F43′ FK | N.Orleans Utd.States *WB* | DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| 73068 142371 GPSY | **Delambre** (*ex*WarDame) D.F. | *ss*Mdb.No.3–2,30<br>*ss*Liv.No.2–38<br>2*Dks*(*Stl*) | 7032<br>6522<br>4516 | ✠100A1 12,39 ~~LMC~~ MS4,38 BS12,39 | Liv | *b*† | CL N1,38 | 1917<br>11mo | Mitsubishi ZosenKaisha Nagasaki *Lloyd's A&CP* | Lamport&Holt Line,Ld. *CellDB*392′ | 444·8\|58·2\|31·4<br>P35′B138′F35′ FK<br>1316*t DTa*42′1226*t* | Liverpool British 7*BHCem* *APT*62*t* | T.3Cy.27½″,44½″&75½″–51″ 200lb FD (*s*) 524NHP 3SB(Spt)*9cf*,GS163,HS6591 MitsubishiZosenKaisha | 34 ″ 0<br>s 7 ″ 6<br>26 ″ 8½ | |
| 73069 164348 MMNW | **Delane** *Oil Eng.* D.F. 2*Dks*&*Shelter dk* *Cruiser Stern* | | 6054<br>5458<br>3744 | ✠100A1 *withfreeboard* 7,40~~10,08~~ ~~LMC~~1,38 | Liv | *c*† 2½ | CL | 1938<br>1mo | Harland& Wolff,Ld. Belfast *Lloyd's A&CP* | Lamport&Holt Line,Ld. *CellDB*350′1507*t* *tunnel*147*t* | 438·6\|62·3\|25·4<br>456·0(O.L.),<br>B83′F32′ FK<br>*FPT*66*t APT*53*t* | Liverpool British 8*BHptCem* *Coll to Shdk* 7 „ 2nd „ | Oil Engines 2S.C.DA 6Cy.20⅞″–49½″ 2DR*120lb* 898NHP Harland&Wolff,Ld.Bel. | 30 ″ 3<br>s 3 ″ 8½<br>26 ″ 8½ | |
| 73070 PJEH | **Delapan** (*ex*WarVessel) 1*Dk* *Carrying Petroleum in bulk* | **TwinSc** *OilEng.* | 528<br>416<br>157 | | | | | 1915 | SirR Dixon &Co.Ld. Middlesbro' | N.V.Curaçaosche Scheepsv.Maats. | 170·0\|31·2\|11·5<br>H90*t*F22*t* | Curaçao Dutch *WB* | Oil Engines 2S.C.SA 8Cy.16½″–18⅛″ 386NHP J&CGBolinder'sCoLdSkm | | |
| 73071 219770 KUKP | **Delarof** Ⓟ (*ex*Mohinkis) D.F. | *ss*S.Fo.No.3–5,30<br>*ss*S.Fo.No.2–38<br>2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* | 6021<br>5694<br>3842 | 100A1 *withfreeboard* 4,41 ~~5,40~~ ~~LMC1,40~~ BS12,40 LMC1,38 *Fitted for oil fuel* 1920 | SFo | *z* | CL ~~4,39~~ 3,41 *F.P. above* | 1920 | Pacific Coast S.B.Co. BayPoint,Cal | AlaskaPackers' Association 'Tween deck bulk machinery space dispensed with *CellDB*344′1351*t* | 402·5\|53·0\|32·0<br>P34′F39′ FK<br>*heads at ends of* 150° F. *MT*30′554*t FPT*73*t* | S.Frncisco Utd.States *pt Cem* 3*BHtoWdk* 4 „ „ 2nd „ *APT*46*t* | T.3Cy.24½″,41½″&72″–48″ 210lb 579NHP 3SB,*9cf*,HS8745 FD LlewellynIronWorks, LosAngeles | 34 ″ 6<br>s 8 ″ 3½<br>26 ″ 5½ | |
| 73072 634 OHAN | **Delaware** (*ex*Newa, *ex*Mickley) D.F. | *ss*Hbg.2ndNo.3–5,29<br>*ss*Hpl.No.2–38<br>1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted* | 2441<br>2249<br>1424 | ✠100A1 11,40~~5,38~~ ~~LMC~~ MS5,38 BS~~12,30~~ 1,40 | Osc NNs | *l* | CL ~~9,07~~ 11,40 | 1902<br>11mo | W.Dobson &Co. Newcastle *Lloyd's A&CP* | A/B Helsingfors SteamshipCo.Ld. (A/B Nielsen& Thorden O/Y,*Mgs.*) *CellDB* | 307·8\|43·5\|20·8<br>305·3<br>P27′B82′F35′ FK<br>a94′*uE&F*40′*f*132′ | Helsingfrs Finnish 5*BHCem* 608*t APT*18*t* | T.3Cy.22″,36″&58″–39″ (*s*) 160lb 233NHP 2SB,*6pf*,GS107,HS3840 N.E.MarineEng.CoLdNwc | 23 ″ 0<br>s 3 ″ 6½<br>19 ″ 7 | |
| * 73073 OYAA | — (*ex*Copenhagen) D.F. | *ss*Els.No.3–11,29<br>*ss*Els.No.2–39<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 2280<br>2029<br>1333 | ✠100A1 *Shelter dk withfreeboard* 2,39 ~~LMC~~2,39 | Els | *u* | OG 1,39 | 1919<br>12mo | A.B.Öre-sundsvarvet Landskrona | DetForenede DampskibsSelsk *Intermediate BH in fore* *CellD* | 310·0\|44·7\|19·5<br>FK<br>*Collision hold dispensed with* B262′543*t FPT*89*t* | Copnhagn Danish *Cem* *BHtoShdk* 3 „ „ *U* „ *APT*105*t* | 2Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 250NHP 2SB(Spt),*6cf*,GS82,HS3533 A.B.deLavalsAngturbin, Skm. | 22 ″ 0<br>s 1 ″ 2<br>21 ″ 0 | |
| 73074 149497 | — (*ex*Imari) *Mchy.Aft* 1*Dk* | | 1940<br>1638<br>1158 | | | | | 1929 | Swan,Hunter&Wigham Richardson, Ld Sunderlnd | St.Lawrence Steamships,Ld. | 252·8\|43·4\|17·8<br>Q100′F35′ | Montreal British *WB* | T.3Cy.15″,25″&40″–33″ 81RHP MacColl&Pollock,Ld.Sld. | | C |
| 73075 221893 KDWQ | **Delaware Sun** *Mchy.Aft* GyC. | *ss*Phl.No.3–5,34<br>*ss*Phl.No.1–38<br>1*Dk*(*Stl*)*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing* | 8964<br>8575<br>5617 | ✠100A1 *Shelter dk withfreeboard* ~~5,46~~10,40 ~~LMC~~ MS7,38 BS~~10,30~~10,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,22 *F.P. above* 150° F. | Phl | *e*† | CL 3,39 | 1922<br>1mo | SunS.B. Co. Chester,Pa. A&CP | SunOilCo. *CellDBuE&F*B74′ | 480·5\|66·0\|36·8<br>F44′*onShelter dk* FK<br>*f*40 395*t FPT*186*t* | Phildlphia Utd.States 19*BHptCem* (9 *to Shdk* 10 „ *U* „ ) *APT*84*t* | T.3Cy.27″,45½″&76″–51″ (*r*) 210lb 628NHP 3SB,*9cf*,GS197,HS9198 FD SunS.B.Co.Chester,Pa. | 37 ″ 0<br>s 9 ″ 2<br>28 ″ 1½ | |
| 73076 | **Delawarean** (*ex*GoldenCoast–37, *ex*WestNivaria) D.F. *Ref.Mchy.* | *Fitted for oil fuel* 2*Dks* | 5705<br>—<br>3625 | 100A1 (*ClassContemplated*) Examined 2,40 | NYk | | | 1920 | S.Western S.B.Co. SanPedro,Cal | Ministry of Shipping(Runciman (London)Ld. *Mgrs.*) | 410·5\|54·2\|27·2<br>P46′B112′F46′ | British | T.3Cy.24¾″,41½″&72″–48″ 359NHP LlewellynIron Works,LosAngeles,Cal. | | R |
| 73077 239616 WEWB | **Delbrasil** Ⓟ D.F. E.S.D. Sub.Sig. GyC. *Ref.Mchy.* | *Fitted for oil fuel* 2*Dks* | ~~8900~~<br>7977<br>—<br>4522 | | | | | 1939 | Bethlehem SteelCo.S.B. Division Sparrow's Pt. Md. | Mississippi ShippingCo.Inc. | ~~465·0\|65·5\|30·7~~<br>468·1\|65·7\|26·7<br>B&F441′ | N.Orleans Utd.States *WB* | DR geared steam turbine 1300NHP GeneralElectricCo. Lynn,Mass. | | R |
| 73078 UOWI | **Delegat** Wireless | **TwinSc** *OilEng.* 1*Dk*. | 979<br>—<br>434 | | | | | 1931 | StatesS.B. &Eng.Wks. 'André Marti' Odessa | U.S.S.R. | 229·6\|34·0\|10·8<br>P64′F32′ | Rostov Russian | Oil Engines 4S.C.SA 12Cy.13⅝″–19⅛″ 214NHP KolomenskieStateE.Wks. | | |
| 73079 2134 IBLF | **Delfin** (*ex*Camogli–35, *ex*Rovereto, *ex*WarAngler) D.F. | *ss*Nap.No.3–5,31<br>*Fitted for oil fuel* 1*Dk* | 5322<br>4823<br>3233 | ✠ ... 3,33 | | | | 1918<br>3mo | Scotts'S.B. & Eng.Co.Ld. Greenock | "Polena" Società diNavigazione | 421·5\|52·2\|28·2<br>400·3<br>P50′B113′F39′ FK | Genoa Italian *WB* | T.3Cy.27″,44″&73″–48″ 490NHP Scotts'S.B.&Eng.Co.Ld. | 31 ″ 0 | I † |
| 73080 21881 KIVS | **Delfina** | *Fitted for oil fuel* 1*Dk* | 3480<br>2991<br>2060 | ✠ ... 1,21 | | | | 1919<br>7mo | Hanlon D.D.&S.B.Co. Oakland,Cal | Baltimore InsularLine,Inc. (A.H.Bull&Co.Inc. *Mgrs.*) | 320·7\|46·0\|24·4<br>P26′B79′F34′ FK | Baltimore Utd.States *WB* | T.3Cy.24″,39″&63″–42″ 387NHP AllisChalmersMfg.Co. Milwaukee | 26 ″ 9 | R † |
| 73081 | **Delfina Mitre** (*Train Ferry*) | **TwinSc** *OilEng.* 1*Dk* | 2100<br>—<br>1525 | ✠ ... 9,29 | | | | 1928<br>5mo | A.&J. Inglis,Ld. Glasgow | EntreRiosRailwaysCo.Ld. | 340·0\|57·7\|17·7<br>FK | Ibicuy Argentine | Oil Engines 4S.C.SA 16Cy.15¾″–29½″ 383NHP Harland&Wolff,Ld.Gls. | 19 ″ 9 | |
| 73082 LDFS | **Delfinus** Wireless D.F. | 1*Dk* | 1293<br>976<br>751 | | | | | 1912 | Laxevaags Msk.&Jrnskb Bergen | DetBergenske Dampskibsselskab | 230·1\|35·2\|16·1<br>Q82′B58′F28′ | Bergen Norwegian *WB* | T.3Cy.17½″,29″&48″–33″ 12NHP LaxevaagsMsk.&Jrns.Bgn | | N |
| 73083 PDOC | **Delfshaven** D.F. | *ss*Ant.No.2–38<br>1*Dk*(*Stl*) | 5281<br>~~4934~~<br>3256 | ✠100A1 ~~8,10~~ 1,41 ~~LMC~~ MS6,38 BS~~11,30~~ 10,40 | Ant. ~~Hull~~ Nwc | *a*† | CL ~~5,08~~ 8,10 N1,41 | 1930<br>3mo | W.Gray& Co.Ld. Sunderland *Lloyd's A&CP* | N.V.Gebr.van Uden'sScheepv.en AgentuurMaats *CellDB* | 421·2\|54·3\|27·2<br>P32′B268′F36′ FK<br>378′1246*t FPT*117*t* | Rottrdam Dutch 7*BHCem* *APT*157*t* | Q4Cy.20″,28½″&41½″&61″–48″ 260lb (*s*) FD 463NHP 3SB(Spt)9*cf*,GS151,HS6696 Cen.Mar.EWrks.LdWHpl. | 29 ″ 8<br>s 4 ″ 8½<br>25 ″ 2½ | |

Now "Lone Star," *see No. 88313 in Supplement*

123/40

Now "Empire Hawksbill," *see No. 87905 in Supplement*

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. Equipment now expired. Equipment after. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnace Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed. If not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73084 PDOD | **Delftdijk** (P) | Twin Sc Oil Eng. ss Rot. No. 2–38 3 Dks (Stl U-ws in after well) Ref. Mchy. D.F. | 10220 9038 6385 | ✠100A1 6,40 ~~10,39~~ ✠LMC C87,38 DBS ~~6,38~~ 6,40 ~~7,38~~ 4,39 ✠Lloyd's RMC 5,40 Carrying vegetable oil in deep tank | Rot NYk | f† | CL S6,39 P10,39 | 1929 10mo Lloyd's | Wilton's E. & Slpway. Co. Rotterdam SA&CP | Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn) Cell DB | 490·9 \| 64·7 \| 34·1 P40'B149'F46' FK 410'1666t tanks in way of tunnels | | | Rottrdam Dutch 8 BHpt Cem 522t DTa 36' | Oil Engines 4S.C.SA 16Cy. 29⅛"–72⅛" 1293 NHP DB 100lb Harland & Wolff, Ld. Gls. 1050t FPT 140t APT 165t | 40 " 0 s 9 " 4⅜ 30 " 9½ | |
| 73085 7229 SEJA | **Delhi** | Twin Sc Oil Eng. ss Got. No. 3–3,38 1 Dk (Stl) & Shelter dk (Stl-ws) D.F. 3rd dk (Stl) in No. 1 hold | 4571 4042 2606 | ✠100A1 HKg with freeboard ~~6,10~~ 9,39 ~~12,40~~ ✠LMC C83,38 DBS ~~4,39~~ 1,41 3,38 | Hal Glas | z | CL S9,38 P9,39 | 1925 10mo Lloyd's | A/B. Lindholmen-Motala Gothenburg SA&CP | Aktieb. Svenska Ostasiatiska Komp (G. Borin, Mgr.) Cell DB 328' 995t T of tunnels 19'72t F | 391·7 \| 52·6 \| 25·0 409·1 (O.L.) F31' FK anks at sides ( PT 69t APT 49t | | | Gothenbrg Swedish 7 BHpt Cem Coll to Sh dk 6 „ 2nd „ | Oil Engines 4S.C.SA 12Cy. 24½"–39" DB 85lb 716 NHP Aktieb. Atlas-Diesel, Skm. | 28 " 0 s 2 " 11½ 25 " 2 | |
| 73086 28708 JHKA | **Delhi Maru** (P) | 2 Dks | 2182 1915 1332 | | | | | 1922 | Osaka Iron Works, Innoshima | Osaka Syosen K.K. | 270·0 \| 43·0 \| 22·5 B21'F28' | | | Osaka Japanese WB | T.3Cy. 21", 35" & 58"–39" Osaka 210 NHP Iron Works, Innoshima | | C |
| 73087 1144 ICLY | **Delia** (ex Valliorita–35, ex Buckleigh) | ss Gen. No. 3–4,31 2 Dks (Stl) | 5406 4577 3310 | ✠ ... 7,35 | Gen | y | | 1917 7mo | A. McMillan & Son Dumbarton | Giovanni Gavarone Cell DB 349'893' | 413·2 \| 52·0 \| 27·8 400·0 P36'B129'F48' FK DTf 36' 873t FPT | | | Genoa Italian 6 BHCem 82t APT 18t | T.3Cy. 27", 44" & 73"–48" 458 NHP 3SB, 9cf, GS 180, HS 7860 D. Rowan & Co. Glasgow | 30 " 0 | I † |
| 73088 DOMS | — Wireless Sub. Sig. | D.F. Cruiser Stern 2 Dks | 1297 899 592 | | | | | 1929 | Atlas-Werke A.G. Bremen | Dampfschifffahrts Ges. Neptun A.G. | 237·3 \| 37·5 \| 13·3 F26' | | | Bremen German WB | T.3Cy. 18½", 29½" & 49½"–29½" 134 NHP Atlas-Werke A.G. Bremen | | G |
| 73089 147207 GJSQ | **Delilian** | ss Gls. No. 1–40 ss Grk. No. 3–7,36 2 Dks (Stl) & Ref. Mchy. D.F. E.S.D. Shelter dk (Stl) | 6423 6052 4064 | ✠100A1 Shelter dk with freeboard ~~6,10~~ ~~4,39~~ 5,41 BS ~~6,40~~ MS 3,40 ~~BS 4,39~~ ✠LMC ~~7,38~~ Lloyd's RMC ~~1,40~~ 6,40 5,41 ~~12,40~~ | Gls | z | CL ~~3,39~~ 4,41 | 1923 4mo Lloyd's | D & W Hendersn & Co. Ld. Glasgow SA&CP | Donaldson Line, Ld. (Donaldson Bros. & Black, Ld. Mgrs.) Cell DB 340'963t DTa 26'670t | 400·4 \| 52·5 \| 35·0 412·0 (O.L.) B143' on Shelter dk FK FPT 123t APT 30t | | | Liverpool British pt Cem 6 BHto Sh dk 1 „ „ U „ | Q.4Cy. 23½", 34", 49" & 70"–51" 215lb (s) 626 NHP 4SB, 12cf, GS 240, HS 9791 FD D & W Hendersn & Co Ld. Gls | 37 " 7 s 8 " 8½ 29 " 2 | |
| 73090 218980 KIVT | **Delisle** | Fitted for oil fuel 1 Dk | 3478 2991 2064 | ✠ ... 6,20 | | | | 1919 9mo | Hanlon D.D. & S.B. Co. Oakland, Cal. | Baltimore-Insular Line, Inc. (A.H. Bull & Co. Inc. Mgrs.) | 320·7 \| 46·0 \| 24·4 P26'B79'F34' FK | | | Baltimore Utd. States WB | T.3Cy. 24", 39" & 65"–42" 397 NHP Allis Chalmers Mfg. Co. Milwaukee, Wis. | 26 " 9 | R † |
| 73091 164329 GZSY | **Delius** D.F. | Oil Eng. 2 Dks & Shelter dk Cruiser Stern Tonnage opening closed '41 (W.E.) | 6065 5458 3749 | ✠100A1 with freeboard ~~5,40~~ ~~6,39~~ 10,40 Npt ✠LMC 7,37 | Liv Npt | c† 2¼ | CL ~~6,39~~ 5,40 | 1937 7mo. Lloyd's | Harland & Wolff, Ld. Belfast SA&CP | Lamport & Holt Line, Ld. Cell DB 350'15 | 438·6 \| 62·3 \| 25·4 456·0 (O.L.) B83'F32' FK ( 07t Tanks in way of | | | Liverpool British 8 BHpt Cem Coll to Sh dk 7 „ 2nd „ tunnel 147t F | Oil Engines 2S.C.DA 6Cy. 20¾"–49 3/16" 898 NHP 2 DB 120lb Harland & Wolff, Ld. Bel. PT 66t APT 55t | ~~30 " 3~~ ~~s 3 " 8½~~ ~~26 " 8~~ 27 " 9 s 10 " 2½ 27 " 8¾ | |
| 73092 105964 VLGS | **Dellie** ~~(ex Sphene–35)~~ Wireless Mchy. Aft Iron Floors 1 Dk (Irn) Well deck Cargo battens not fitted | ss Mel. 3rd No. 3–11,32 ss Syd. No. 1–37 | 411 274 159 | ✠100A1 4,40 ~~4,40~~ ~~R310,38~~ ✠LMC ~~1,37~~ 12,40 | Syd | f | CL ~~1,40~~ 12,40 | 1895 11mo | Scott & Sons Bowling A&CP | Aulco Pty. Ld. | 142·5 \| 25·1 \| 10·7 147·8 (O.L.) Q68' Bo n Q9'F25' BK 7' | | | Sydny NSW British 3 BHCem FPT 18t | C.2Cy. 20" & 40"–27" (s) 110lb 65 RHP 1SB, 2pf, GS 40, HS 1270 Muir & Houston, Glasgow | 12 " 1 s " 5⅜ 12 " 3 | |
| 73093 219590 KUBZ | **Dellwood** (P) D.F. | Fitted for oil fuel 1 Dk | 3923 — 2489 | ✠ ... 5,22 | | | | 1919 12mo | Hanlon D.D. & S.B. Co Oakland, Cal. | Alaska S.S. Co. Inc. | 320·7 \| 46·0 \| 24·4 P & B249'F40' FK | | | New York Utd. States WB | T.3Cy. 24", 39" & 65"–42" Allis Chalmers Mfg. Co. Milwaukee, Wis. | | R † |
| 73094 143518 MKFV | **Dellwyn** (ex Madge Llewellyn–38) Wireless Mchy. Aft Well deck 1 Dk (Stl) (SUNK IN PORT BY AIRCRAFT 7,38 —REFLOATED) | ss Gmh. No. 3–6,34 | 1451 1119 886 | ✠ 1,38 | Cff | o | | 1920 9mo | J. Lewis & Sons, Ld. Aberdeen | Dillwyn S.S. Co. Ld. (Stockwood, Rees & Co. Ld. Mgrs.) Cell DB 192' 381t FPT 41t | 234·8 \| 35·7 \| 16·6 244·3 (O.L.) FK P16'Q67'B58'F23' APT 46t | | | Cardiff British 4 BHCem | T.3Cy. 18¼", 28½" & 48¼"–33" 86 RHP 2SB, 6pf, GS 104, HS 3210 J. Lewis & Sons, Ld. Abn. | 18 " 7 | |
| 73095 220716 KDHJ | **Delmar** (ex Bibbco–35) | Fitted for oil fuel 2 Dks | 5107 4598 3115 | | | | | 1920 | American International S.B. Corp. Hog Island Pa | Mississippi Shipping Co. Inc. | 390·0 \| 54·2 \| 27·8 P39'B121'F43' | | | N. Orleans Utd. States WB | DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. | | R |
| 73096 219292 KOQJ | **Delmundo** (P) (ex Casey–32) Ref. Mchy. | Fitted for oil fuel 2 Dks | 5032 4573 3127 | | | | | 1919 | American International S.B. Corp. Hog Island Pa | Mississippi Shipping Co. Inc. | 390·0 \| 54·2 \| 27·8 P39'B121'F43' | | | N. Orleans Utd. States | DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. | | R |
| 73097 218002 KIDQ | **Delnorte** (P) (ex Schoodic) Ref. Mchy. | Fitted for oil fuel 2 Dks & Web frames | 4982 4740 3054 | ✠ ... 6,20 | | | | 1919 5mo | American International S.B. Corp. Hog Island Pa | Mississippi Shipping Co. Inc. | 390·0 \| 54·2 \| 27·6 P39'B122'F43' FK | | | N. Orleans Utd. States WB | DR Geared Steam Turbine 600 NHP General Electric Co. Schenectady, N.Y. | 32 " 0 | R † |
| 73098 | **Delorleans** (P) Ref. Mchy. D.F. E.S.D. 2 Dks Sub. Sig. GyC. | Fitted for oil fuel | 8300 | | | | | 1940 | Bethlehem Steel Co. S.B. Division Sparrow's Pt. Md. | Mississippi Shipping Co. Inc. | 465·0 \| 65·5 \| 39·7 | | | N. Orleans Utd. States WB | DR Geared Steam Turbine 1300 NHP General Electric Co. Lynn, Mass | | |
| 73099 DHEU | **Delos** (ex Donau, ex Osterndorf) | 1 Dk | 2589 2300 1541 | —— 12,39 | Sld | v | | 1922 | Akt. Ges. "Neptun" Rostock | Deutsche Levante-Linie Hamburg A.G. | 311·0 \| 45·2 \| 19·6 P & B207'F31' | | | Hamburg German WB | T.3Cy. 21⅝", 34⅜" & 56"–37⅜" 192 NHP A.G. "Neptun," Rostock | | G |
| 73100 116786 | **Delos W. Cooke** (ex Starruca) Mchy. Aft | 1 Dk & Spar dk | 3398 — 2067 | | | | | 1897 | Union D.D. Co. Buffalo | ~~M.M. Cohen.~~ Nicholson Transit Co. | 326·5 \| 44·0 \| 14·9 29·3 | | | Detroit Mich. Utd. States WB | T.3Cy. 22", 38½" & 64"–42" 265 NHP King Iron Works, Buffalo | | |
| 73101 85 SVNH | **Delphin** (ex Amersham, ex Rochdale) | ss Pir. 2nd No. 3–7,30 ss Pir. No. 1–35 1 Dk (pt Irn & pt Stl) 2 tr B, deep framing & Web frames | 3816 3495 2373 | ✠ —— 12,39 | Sld | v | | 1906 4mo | Bartram & Sons Sunderland | S. & C. M. Los & E.C. Andreadis Cell DBa 119' uE & | 346·5 \| 50·8 \| 22·9 P31'B88'F37' FK B43'f 144'899t FPT | | | Chios Greek 6 BHCem 89t APT 50t | T.3Cy. 24½", 40" & 66"–45" NDB 27 307 NHP 2SB, 8pf, GS 142, HS 4600 J. Dickinson & Sons, Ld. Sld. | 25 " 6 | |

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40

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux. | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenance, equip. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du Navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Vitesse en Nœuds. Franc-bord au milieu du navire. Tirant d'eau correspondant pds de | 15 Longueur en pieds. M ou H est dans le L. H. Durée Cert. H. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73102 | **Delphin** Ⓟ | **Pad** | 404 | | | | | 1905 | Akt.Ges. "Weser" Bremen | Norddeutscher Lloyd | 190·2 | 23·7 | 9·4 | Bremen German | T3Cy.19½",30½"&50⅜"–47½" 174NHP | | G |
| DOMV | Wireless | 1 *Dk* | 320 140 | | | | | | | | B79′ | | | *WB* | A.G."Weser,"Bremen | | |
| 73103 | **Delphinula** | | 8120 | ✠100A1 | PGI | *c*† | CL | 1939 | Lithgows Ld. | Anglo-Saxon PetroleumCo.Ld. | 465·0 | 59·2 | 33·8 | London British | Oil Engines 4S.C.SA 8Cy.25½"–55½" 503NHP | 34 « 0 | |
| 167362 | | *Oil Eng.* | 7235 | 8,40 ~~12,30~~ | Shl | | | 12mo | PortGlasgow | | 483·0(O.L.) | | | 17 *BH* | DB *180lb* | « 6 « 8½ | |
| GCXC | | 1 *Dk*,2nd dk *clear of cargo tanks* | 4787 | ✠LMC12,39 | | | | | | | P23′B45′F51′ FK | | | 3 *BH Cem* | | 27 « 7½ | |
| | D.F. E.S.D. *Mchy.Aft* | *CruiserStern* | | *CarryingPetroleum in bulk* | | | | *Lloyd's SA&CP* | | *CellDBuE69′162t* | *DTf25′281t FPT1* | | | 43t *APT94t* | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 73104 | **Delphinus** | | 657 | | | | | 1919 | Eriksbergs M.V.Akties Gothenburg | O.F.Ahlmark&Co. Eftr.A/B | 180·6 | 28·9 | 11·6 | Karlstad Swedish | T3Cy.14¾",22⅛"&36¾"–24" 80NHP | | V |
| 6075 | | *Cruiser Stern* | 507 | | | | | | | | P55′F22′ | | | *WB* | EriksbergM.V.Aktieb,Got | | |
| SDRO | *Mchy.Aft* | 1 *Dk* | 336 | | | | | | | | | | | | | | |
| 73105 | **Delplata** (*ex*LorraineCross–36) | | 5127 | | | | | 1920 | American International S.B.Corp. HogIslandPa | Mississippi ShippingCo.Inc. | 390·0 | 54·2 | 27·8 | N.Orleans Utd.States | DR GearedSteamTurbine | | R |
| 220319 | | *Fitted for oil fuel* | 4598 | | | | | | | | P50′B121′F46′ | | | *WB* | GeneralElectricCo. Schenectady,N.Y. | | |
| KDDE | | 2 *Dks* | 3124 | | | | | | | | | | | | | | |
| 73106 | **Delrio** (*ex*Afel–36) | | 5052 | ✠ ... | | | | 1919 | American International S.B.Corp. HogIslandPa | Mississippi ShippingCo.Inc. | 390·0 | 54·2 | 27·6 | N.Orleans Utd.States | DRGearedSteamTurbine | 32 « 0 | R |
| 218681 | | *Fitted for oil fuel* | 4740 | 9,20 | | | | 8mo | | | P39′B122′F43′ | | | | | | † |
| KLSQ | | 2 *Dks&Web frames* | 3093 | ✠ | | | | | | | | | FK | *WB* | GeneralElectricCo. Schenectady,N.Y. | | |
| 73107 | **Delsud** Ⓟ (*ex*SalvationLass) | | 4982 | ✠ ... | | | | 1919 | American International S.B.Corp. HogIslandPa | Mississippi ShippingCo.Inc. | 390·0 | 54·2 | 27·6 | N.Orleans Utd.States | DR Geared Steam Turbine 600NHP | 32 « 0 | R |
| 218349 | | *Fitted for oil fuel* | 4740 | 6,20 | | | | 7mo | | | P39′B122′F43′ | | | | | | † |
| KIMN | *Ref.Mchy.* | 2 *Dks&Web frames* | 3054 | ✠ | | | | | | | | | FK | *WB* | GeneralElectricCo. Schenectady,N.Y. | | |
| 73108 | **Delta** (*ex*Ampat, *ex*WarVessel) | **TwinSc** | 494 | | | | | 1915 | Workman, Clark&Co.Ld Belfast | Cie.Fluviale et Mar.deTransp.de Pétrole(Soc.Anon. desPétrolesJupiter *Mgrs.*) | 170·0 | 31·1 | 8·6 | Marseilles French | T.6Cy.9",15"&24"–12" NB26 40NHP | | V |
| 396 | | | | | | | | | | | F59*t*H105*t* | | | *WB* | Wrkman,Clark&Co.Ld Bel | | |
| TVGM | | *Fitted for oil fuel* | 128 | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | 1 *Dk* | | | | | | | | | | | | | | | |
| 73109 | **Delvalle** Ⓟ (*ex*Clavarack–32) | | 5032 | | | | | 1919 | American International S.B.Corp. HogIslandPa | Mississippi ShippingCo.Inc. | 390·0 | 54·0 | 32·0 | N.Orleans Utd.States | DR Geared Steam Turbine | | R |
| 219184 | | *Fitted for oil fuel* | 4573 | | | | | | | | P50′B121′F40′ | | | | | | |
| KOLL | *Ref.Mchy.* | 2 *Dks* | 3127 | | | | | | | | | | | | GeneralElectricCo. Schenectady,N.Y. | | |
| 73110 | **Demeterton** | | 5251 | ✠100A1 | Nwc | *z* | CL | 1926 | ShortBros. Ld. Sunderland | CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) | 397·2 | 54·0 | 28·6 | Newcastle British | T.3Cy.25",41"&68"–48" (*s*) 180lb *180lb* 363NHP | 31 « 6 s 6 « 1½ | |
| 149406 | | *ss*Nwc.No.3–12,38 | 4792 | ~~7,40~~ 2,10 2,41 | Mch Bkn | | N2,40 | 2mo | | | 410·8(O.L.) | | | | | | |
| GFSW | D.F. | 1 *Dk(Stl)* | 3244 | ✠LMC12,38 | | | | | | | P32′B122′F39′ FK | | | 6 *BH Cem* | 2SB(Spt)8*cf*,gs155,hs5806 | 25 « 7½ | |
| | | | | BS1,40 | | | | *Lloyd's SA&CP* | | *CellDB* | 343′1502*t FPT151t* | | | *APT213t* | J.Dickinson&Sons.Ld.Sld. | | |
| 73111 | **Demir** (*ex*Eastpool–38, *ex*Eastville–37) | | 3709 | ✠100A1 | Ist | *v* | CL ~~2,38~~ | 1925 | J Readhead &Sons.Ld. SouthShields | T.C.Münakalât YekâletiDevlet Denizyollari Isletme U.M. | 347·0 | 49·1 | 25·1 | Istanbul Turkish | T.3Cy.24½",41"&66"–45"(*r*) 180lb *90lb* 328NHP | 26 « 9 s 4 « 8½ | |
| TCMC | D.F. | *ss*Cff.No.3–3,38 | 3414 | ~~1,10~~ 12,40 | | | 12,40 | 11mo | | | P30′B93′F35′ FK | | | 6 *BH Cem* | 2SB,6*cf*,gs120,hs5173 | 22 « 2½ | |
| | | 1 *Dk(Stl)* | 2278 | ✠LMC | | | | *Lloyd's SA&CP* | | *CellD* | *Ba* 110′*üE23′f*152 | | | 812t *APT54t* | J.Readhead&Sons,Ld.SShl | | |
| | | | | MS11,37 BS1,39.6, ) | | | | | | | | | | | | | |
| 73112 | **Demirhisar** (*ex*Cihat–38, *ex*Aydin–33,*ex*Aidin, *ex*Ihsanié,*ex*Fauvette, *ex*Chrysalis,*ex*Honfleur) | **Iron** | 440 | ✠ ... | | | | 1873 | Aitken& Mansel Glasgow | MehmetKasim Basak | 176·4 | 24·1 | 12·3 | Istanbul Turkish | Oil Engines E*fitted*36 | | |
| | | *Oil Eng.* | — | | | | | 11mo | | | Q91′B11′F25′ | | | | | | |
| TCAV | | *Well deck* | 325 | | | | | | | | | | | | | | |
| 73113 | **Demodocus** Ⓟ | | 6590 | | | | | 1912 | Workman, Clark&Co.Ld Belfast | ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co. *Mgrs.*) | 443·0 | 52·8 | 32·1 | Liverpool British | T.3Cy.30",50"&83"–60" NB19 532NHP | | BT till 9,40 |
| 131435 | | | 5553 | | | | | | | | P50′B162′F53′ | | | *WB* | Wrkman,Clark&Co.Ld Bel | | |
| GRPY | *Ref.Mchy.* D.F. | 2 *Dks* | 4173 | | | | | | | | | | | | | | |
| 73114 | **Dempo** Ⓟ | **TwinSc** | 17024 | | | | | 1931 | Kon.Maats deSchelde Flushing | NV.Rotterdamsche Lloyd(~~W.Ruys&~~ Zonen, *Mgrs.*) | 551·0 | 70·4 | 41·6 | ~~Rotterdam~~ ~~Dutch~~ Batavia *WB* Dutch | Oil Engines 2S.C.SA 20Cy.29½"–52½" 3090NHP Kon.Maats.deSchelde Flushing | | V |
| | | *Oil Eng.* | 12119 | | | | | | | | F101′ | | | | | | |
| PDOO | Sub.Sig. GyC. . | 4 *Dks* | 10211 | | | | | | | | | | | | | | |
| | D.F. | *CruiserStern* | | | | | | | | | | | | | | | |
| 73115 | **Denali** Ⓟ | **TwinSc** | 3365 | | | | | 1927 | NwprtNws S.B.&D.D.Co. Newprt News | AlaskaS.S.Co.Inc. | 323·0 | 51·0 | 22·0 | NewYork Utd.States | 2SteamTurbinesSR Geared to 2 sc. shafts NewportNewsSB.&DDCo. | | R |
| 226878 | (*ex*Caracas–38) | *Fitted for oil fuel* | — | | | | | | | | P51′B137′F36′ | | | *WB* | | | |
| WQCA | *Ref.Mchy.* | *CruiserStern* 2 *Dks* | 1961 | | | | | | | | | | | | | | |
| 73116 | **Denbigh Coast** | | 484 | ✠100A1 | Mch | *g* | OG | 1937 | NV.Indus-trieeleMaats. "DeNoord" Alblasserdam | CoastLines,Ld. | 163·7 | 26·4 | 10·0 | Liverpool British | Oil Engines 4S.C.SA 8Cy.11"–17¾" 94NHP | 11 « 10 s 1 « 1½ | |
| 164312 | | *Oil Eng.* | 367 | 3,40 | | | 3,40 | 1mo | | | *27·5* | | | 3 *BH pt Cem* | | 10 « 9 | |
| MMDG | *Mchy.Aft* | 1 *Dk* | 259 | ✠LMC1,37 | | | | | | | Q43′F23 FK | | | | Humboldt-Deutzmotoren A.G.Köln-Deutz | | |
| | Wireless D.F. E.S.D. | *CruiserStern* | | | | | | *Lloyd's SA&CP* | | *CellD* | *B*107′ 140*t FPT56t* | | | *APT9t* | | | |
| 73117 | **Denbighshire** Ⓟ | **TwinSc** | 8983 | | | | | 1938 | NV Nederl. Schps.Maats. Amsterdam | GlenLine,Ld. | 483·1 | 66·4 | 38·0 | Liverpool British | Oil Engines 2S.C.DA 12Cy.24½"–55½" 2469NHP | | C BT till 11,40 |
| 166276 | D.F. E.S.D. | *Oil Eng.* | 7791 | | | | | | | | P71′B215′F54′ | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| GQGW | *Ref.Mchy.* | *CruiserStern* 3 *Dks* | 5393 | | | | | | | | | | | | | | |
| 73118 | **Deneb** (*ex*Nordstjernen–36) | **Iron** | 856 | ✠ | Ham | *l* | | 1882 | Rostocker Akt.Ges. Rostock | DetBergenske Dampskibsselskab | 188·0 | 28·2 | 14·8 | Bergen Norwegian | T.3Cy.14",21½"&33½"–27½" NB07 59NHP | | 11,41 |
| | | | 825 | 11,83 | | | | 6mo | | | H9*t* | | 21·3 | 4 *BH Cem* | E*made*17,*fitted*24 | | |
| LENT | | 1 *Dk&Awng dk3trB* | 447 | ✠ | | | | | | | | | | *DBa* 53′*f*57′80*t* | Klawitzer,Danzig | | |
| 73119 | **Deneside** | | 327 | ✠100A1 | Bel | *d* | CL | 1910 | JTEltring-ham&Co. S.Shields | LarneS.S.Co.Ld. | 133·9 | 23·1 | 9·3 | Belfast British | C.2Cy.16"&34"–24" (*s*) 130lb 48RHP | 10 « 6 s « 7 | |
| 132051 | *Well deck* | *ss*Liv.2ndNo.3–5,35 | 226 | 10,40 ~~8,39~~ | | | 9,38 | 8mo | | | | | | 3 *BH Cem* | 1SB.2*pf*,gs40,hs1240 | 10 « 0 | |
| MDKG | 1 *Dk(Iron)* | *ss*Bel.No.1–39 | 124 | BS10,40 ✠LMC8,39 | | | | *Lloyd's SA&CP* | | | Q48′B9′F21′ FK | | | 33t *APT4t* | G.T.Grey,SouthShields | | |
| | *Mchy.Aft* | *Cargo battens not fitted* | | ✠NB10,20*refitted*1,34 | | | | | | | | | | | | | |
| 73120 | **Denmark** | | 5448 | | | | | 1909 | ToledoS.B. Co. Toledo | GreatLakesSS.Co. Inc. | 440·0 | 56·0 | 28·0 | OswegoNY Utd.States | T.3Cy.22½",36"&60"–42" 233NHP | | R |
| 206152 | *Mchy.Aft* | | — | | | | | | | | | | | *WB* | ToledoS.B.Co.Toledo | | |
| WDQD | Wireless D.F. GyC. | 1 *Dk* | 4434 | | | | | | | | | | | | | | |
| 73121 | **Denmark Maru** | | 5870 | ✠ ... | Kob | *y* | | 1920 | Kawasaki Dkyd.Co.Ld. Kobe | HakuyoKisenK.K. | 385·0 | 51·0 | 36·0 | Kobe Japanese | T.3Cy.26",43½"&72"–48" 437NHP | 36 « 0 | C † |
| 26195 | | *ss*Kob.No.3–1,33 | 5590 | 12,37 | | | | 1mo | | | | | FK | *Cem* | 2SB&1AuxSB | | |
| JDJD | | 2 *Dks(Stl)&Awng dk (Stl)* | 4264 | ✠ | | | | | | | | | *Collision* | *BH toAw dk* | 8*cf*,gs154,hs5636 | | |
| | | | | | | | | | | *CellDB*334′1118*t* | *FPT126t APT93t* | | | 5 „ „ *U* „ | KawasakiDkydCoLdKobe | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which Abstract is to be Delivered to Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73122 162328 MPXL | **Dennis Rose** *ss*Bly.No.2–38 *Mchy.Aft* *Well Deck* 1*Dk*(*Stl*) | 1600 1231 946 | ✠100A1 ~~7,40 2,40~~ 7,41 BS2,40 1,41 | Bly Bry | *p* ~~Cdf~~ ✠LMC12,38 | CL ~~12,38~~ 6,41 | 1930 11mo *Lloyd's* | D&W Hendersn&Co.Ld. Glasgow *sA&CP* | RichardHughes& Co.(Liverpool)Ld. *CellD* B169′ 373*t* *FPT*93*t* | 250·0\|37·2\|16·4 Q140′B15′F25′ FK 4*BHptCem* *APT*66*t* | | | Liverpool British 180lb 232NHP 2SB,6*cf*,GS132,HS4366 D&W.Hendersn&CoLdGls | T.3Cy.19″,31″&52″–36″ (*s*) 2SB,6*cf*,GS132,HS4366 D&W.Hendersn&CoLdGls | 18 ″ 6 s 5 ″ 5 17 ″ 3 | |
| 73123 | **Denny** (*ex*Tuxpam–39, *ex*Honduras–34) *Fitted for oil fuel* 2*Dks* | 1255 1086 704 | | | | | 1915 | Fredrkstad Mek.Værks. Fredrikstad | LietuvosBaltijos Lloydas | 235·0\|33·6\|19·9 *WB* | | | Sventoji Lithuanian | T.3Cy.20½″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad. | | V |
| 73124 160320 GNVK | **Denpark** *ss*Shl.No.2–36 D.F. 1*Dk*(*Stl*) | 3491 3241 2153 | ✠100A1 ~~Examined~~ 1,41 Hpt ~~2,34,39~~ ✠LMC3,36 MBS6,40 DBS1,41 5,41 | ~~Brw~~ | *v* | CL 12,39 | 1928 5mo *Lloyd's* | Lithgows Ld. PortGlasgow *sA&CP* | DenholmLine Steamers,Ld. (J.&J.Denholm, Ld. *Mgrs.*) | 350·0\|49·0\|23·7 P30′B98′F29′ FK *CellDB*301′800*t* | | | Greenock British 200lb *100lb* 339NHP 6*BHCem* *APT*99*t* | T.3Cy.22″,38″&63″–42″ (*s*) 2SB,6*cf*,GS97,HS4650 FD D.Rowan&Co.Ld.Gls. | 26 ″ 0 s 4 ″ 7½ 21 ″ 7½ | |
| 73125 2178 IBFP | **Dentice** (*ex*Adna–37, *ex*WarPatriot) *ss*Sba.No.3–5,30 *ss*Rot.No.1–34 *Carrying oil fuel in bulk* *Fitted for oil fuel* 1*Dk*(*Stl*) | 5281 4827 2784 | ✠ … 6,38 ✠ | Nwc | *y* | | 1918 4mo | Fairfield Co.Ld. Glasgow | "Polena"Società diNavigazione *Middle line Bulkhead* *CellDB* | 413·1\|52·3\|28·9 400·5 P49′B112′F38′ FK 345′1136*t* *FPT*118*t* | | | Genoa Italian 11*BHptCem* *not oil tight* *APT*185*t* 489NHP 3SB,9*cf*,GS190,HS7020 FairfieldCo.Ld.Glasgow | | 31 ″ 0 | I † |
| 73126 PDOY | **Deo Duce** *Oil Eng.* D.F. 1*Dk* *Mchy.Aft* *Cruiser Stern* | 346 222 170 | | | | | 1937 | D.&J.Boot Schps."De Industrie" Alphen a/d Rijn | J.Boll | 148·4\|25·7\| 7·1 P77 B16′F17′ | | | Winsum Dutch *WB* | Oil Engines 4S.C.SA 6Cy.11″–15¾″ 70NHP D.&J.BootMtrnfb."De Industrie"Alphen a/dRijn | | V |
| 73127 PDOZ | **Depa** *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* | 315 223 192 | | | | | 1935 | E.J.Smit& Zoon Westerbroek | E.H.Paap | 131·6\|24·2\| 9·0 P37′F17′ | | | Groningen Dutch *WB* | Oil Engines 4S.C.SA 6Cy.11″–17⅛″ 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz | | V |
| 73128 220449 KDBA | **Depere** *Fitted for oil fuel* 2*Dks* | 3475 2991 2063 | ✠ … 3,21 ✠ | | | | 1920 2mo | HanlonDD &S.B.Co. Oakland,Cal. | AlaskaS.S.Co.Inc | 320·7\|46·0\|24·4 P26′B79′F34′ FK | | | New York Utd.States *WB* | T.3Cy.24″,39″&65″–42″ Allis-Chalmers 397NHP Mfg.Co.Milwaukee,Wis. | 26 ″ 9 | R † |
| 73129 DOCM | **Der Deutsche** Ⓟ **TwinSc** (*ex*SierraMorena–34) *Corrugated sides* D.F. Sub.Sig. GyC. 4*Dks* | 11453 8270 6446 | | | | | 1924 | Bremer Vulkan Vegesack | DeutscheArbeits-frontG.m.b.H. (Norddeutscher Lloyd, *Mgrs.*) | 490·5\|61·8\|34·3 66·3 P&B380′F79′ | | | Bremen German *WB* | T.6Cy.28⅜″,46⅞″&75⅛″–51¼″ 818NHP BremerVulkan,Vegesack | | G |
| 73130 220599 KDDT | **Derblay** *Fitted for oil fuel* 2*Dks* | 3475 2991 2065 | ✠ … 11,20 ✠ | | | | 1920 7mo | HanlonDD &S.B.Co.Ld Oakland,Cal. | AlaskaS.S.Co.Inc. | 320·7\|46·0\|24·4 P26′B79′F33′ FK | | | New York Utd.States *WB* | T.3Cy.24″,39″&65″–42″ 397NHP Allis-ChalmersMfg.Co. Milwaukee,Wis. | 26 ″ 9 | R † |
| 73131 218639 KIRT | **Derbyline** *ss*N.Yk.No.3–6,35 *Mchy.Aft* *ss*N.Yk.No.1–39 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* | 6852 6509 4239 | 100A1 ~~3,40 7,39~~ 9,40 BS5,40 ~~MS12,38~~ LMC ~~BS5,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 4, 23 | N Yk | *b*† | CL N12,38 *F.P. above* | 1919 | Bethlehem S.B.Cpn.Ld. Alameda,Cal. | TheTexas Company 150° F. *CellD* | ~~435·0\|56·0\|32·0~~ 435·4\|56·1\|33·8 P106′B48′F43′ FK *BuE&B*62′202*tD* | | | Wilmgton (Del.) Utd.States 13*BHptCem* (9 *to U dk* 4 „ 2*nd* „) *Tf* *FPT*97*t* *APT*74*t* | T.3Cy.26⅜″,47½″&78¼″–48″ 220lb (*s*) 597NHP 3SB,6*cf*,HS8235 FD BethlehemS.B.Cpn.Ld. SanFrancisco | 33 ″ 6 | |
| *Now* "Vermont," *see No. 90508 in Supplement* | | | | | | | | | | | | | | | | |
| 73132 164273 GYMX | **Derbyshire** Ⓟ **TwinSc** *Oil Eng.* D.F. 3*Dks* *Cruiser Stern* | 11660 8007 7229 | ✠100A1 8,39 DBS8,39 ✠LMC10,35 | Bkn | *g*† 2⅜ | CL s10,38 P8,39 | 1935 10mo *Lloyd* | Fairfield Co.Ld. Glasgow *sA&CP* | BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellD* | 482·6\|66·2\|23·0 P51′B265′F78′ FK *B*422′1590*t* *FPT*36*t* | | | Liverpool British 8*BHptCem* *APT*101*t* | Oil Engines 2S.C.SA 16Cy.28⅜″–39″ 2252NHP DB*120lb* FairfieldCo.Ld.Glasgow | 36 ″ 6 s 7 ″ 5½ 29 ″ 4½ | |
| 73133 DHEV | **Derindje** (*ex*ChiefScout,*ex*Derindje) *ss*Gms.No.3–10,21 Sub.Sig. D.F. 1*Dk*&*Shelter dk* | 3063 2876 1838 | ✠ … 8,24 | | | | 1915 | Nordsee-werke Emden | DeutscheLevante-LinieHamburgAG. | 336·1\|48·3\|20·9 29·1 F36′ *on Shelter dk* FK | | | Hamburg German *WB* | T.3Cy.23½″,38″&62″–42″ 331NHP Reiherst.Maschinenf.Ham | 31 ″ 7 | G † |
| 73134 124 IBHJ | **Derna** Ⓟ *Fitted for oil fuel* 2*Dks* | 1769 1259 871 | | | | | 1912 | Cant.Nav. Riuniti Palermo | "Tirrenia"Soc. Anon. di. Nav. | 277·2\|36·4\|18·2 262·5 P43′B62′F38′ | | | Palermo Italian *WB* | T.3Cy 19⅜″,32⅜″&55½″–39⅜″ 191NHP N.OderofuA.StriPonente | | I |
| 73135 218888 KOBJ | **Deroche** *Fitted for oil fuel* *Carrying Petroleum in bulk* 2*Dks* *Mchy.Aft* D.F. *Longitudinal framing* | 7058 — 4349 | | | | | 1919 | Bethlehem S.B.Cpn.Ld. Alameda,Cal. | UnionOilCo.of California | 435·0\|56·0\|32·0 P123′B50′F44′ | | | LosAngeles Utd.States *WB* | T.3Cy.27″,47″&78″–48″ 594NHP BethlehemS.B.Cpn.Ld. SanFrancisco | | R |
| 73136 166384 GKGQ | **Derrymore** *Oil Eng.* D.F. 1*Dk*&*Shelter dk* *Cruiser Stern* | 4799 4360 2822 | ✠100A1 *with freeboard* 2,41 ~~4,40~~ ✠LMC4,38 | Hul Gal | | CL 2,41 | 1938 4mo *Lloyd's* | Burntislnd S.B.Co.Ld. Burntisland *sA&CP* | McCowen&Gross, Ld. *CellDB*351′1441*t* | 414·0\|56·9\|25·7 431·7(O.L.) FK *MT*30′1216*t* *FPT*147*t* *APT*262*t* | | | London British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „) | Oil Engines 2S.C.SA 3Cy.22 1/16″–85 1/16″ 449NHP 2DB*120lb* Wm.Doxford&Sons,Ld Sld | 28 ″ 1 s 3 ″ 0 25 ″ 3½ | |
| 73137 166532 GNNB | **Derrynane** *Oil Eng.* D.F. 1*Dk*&*Shelter dk* *Cruiser Stern* | 4896 4323 2920 | ✠100A1 *with freeboard* 1,41 ~~4,40~~ ✠LMC8,38 *Fitted for oil fuel* 8, 38 | Sws PNl | *a*† 2 | CL *F.P. above* | 1938 8mo *Lloyd's* | Burntislnd S.B.Co.Ld. Burntisland *sA&CP* 150° F. | McCowen&Gross, Ld. *CellDB*344′1200*t* | 414·7\|57·0\|25·7 430·5(O.L.) FK *FPT*172*t* *APT*207*t* | | | London British 6*BH* *BH to Sh dk* 5 „ 2*nd* „) | T.3Cy.22″,37″&63″–45″ (*s*) 220lb 394NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS143,HS5807 D.Rowan&Co.Ld.Gls. | 28 ″ 1 2 ″ 11 25 ″ 4½ | |
| 73138 160781 GBWG | **Derwenthall** *Oil Eng.* D.F. 1*Dk*&*Shelter dk* *Cruiser Stern* | 4934 4417 2849 | ✠100A1 *with freeboard* 4,40 ✠LMC4,40 | Sld | *a*† | CL | 1940 4mo *Lloyd's* | Wm.Dox-ford&Sons Ld Sunderland *sA&CP* | WestHartlepool Stm.Nav.Co.Ld. *CellDB*347′1114*t* *MT*32 1252*t* | 426·0\|54·3\|26·1 441·8(O.L.) F41′ FK *FPT*122*t* *APT*149*t* | | | W.Hartlpl. British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „) | Oil Engines 2S.C.SA 3Cy.23⅝″–91 5/16″ 516NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld | 28 ″ 7 s 3 ″ 3 25 ″ 6½ | |
| 73139 DHEW | **Desdemona** *Mchy.Aft* 1*Dk* | 1305 1148 698 | | | | | 1920 | Reiherst'g Schiffsw. Hamburg | A.Kirsten | 258·0\|37·4\|14·6 P&B199′F37′ | | | Hamburg German *WB* | T.3Cy.16½″,27½″&43″–33½″ 107NHP Reiherst.Maschinenf.Ham. | | G |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant figuré. Lettre d'Explication. | 7* Date de la dernière visite de l'arbre porte-hélice | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Donane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registre tous les quatre ans et de la date de la Dunée. Cert. Boil. Tube. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73140 | **Designer** | | 5945 | ✝100A1 | Liv | *a*† | CL | 1928 | D&W Hen- | Charente S.S.Co.Ltd | 419·8 | 54·6 | 30·4 | Liverpool | T.3Cy.27″,46″&77″–54″ (*r*) | 32 ″ 7 | |
| 161062 | | *ss*Liv.No.2–37 | 5530 | ~~12,37~~ 10,40 | Mch | | 5,37 | 9mo | dersn&Co.Ld. | (T.&J.Harrison, | 434·0(O.L.) | | | British | 210lb *120lb* 524NHP | s 6 ″ 3½ | |
| GSQK | | 2*Dks*(*Stl*) | 3720 | | ✝LMC | | 10,40 | Glasgow | | *Mgrs.*) | P37′B136′F44′ | | | | 2DB(Spt),*12cf*,GS215, | 26 ″ 6½ | |
| | | | | MS10,37 | ~~BS10,39~~ BS 6,41 | | | *Lloyd's*A&CP | | *CellDB* | 362′1181*t* | | FK | 8*BHCem* | HS8208 | | |
| | | | | | | | | | | | *DTa*32′904*t* | | | 1 ,, *to*2nd *dk* | D&W Hendersn&CoLdGls. | | |
| 73141 | **Désirade** (P) | TwinSc | 9645 | | | | | 1921 | Atel.&Ch. | ChargeursRéunis | 483·4 | 58·9 | 34·6 | Havre | T.6Cy.25½″,42½″&70″–48″ | | V |
| | | | — | | | | | | deFrance | | F56′ | | | French | 679NHP | | |
| FNMF | *Ref.Mchy.* | D.F. 3*Dks* | 6013 | | | | | | Dunkirk | | | | *WB* | Atel.&Ch.deFrance,Dnk. | | | |
| 73142 | **Deslock** (*ex*Despina–38, | | 5015 | ✝100A1 | Smk | *x* | CL | 1909 | Nthmblnd | G.E.Marden | 380·0 | 52·3 | 25·0 | Shanghai | T.3Cy.26″,42″&70″–48″ (*s*) | 28 ″ 0 | |
| 129030 | *ex*Bournemouth, | *ss*Ard.2ndNo.3–2,36 | 4230 | 8,40 ~~11,40~~ | Sng | | 10,38 | 8mo | S.B.Co.Ld. | (Wheelock&Co.Ld. | 483·0(O.L.) | | | British | 1801b HS7378 427NHP | s 5 ″ 3½ | |
| MBZK | *ex*Errington Court) | 1*Dk*(*Stl*)2*trBkt* | 3201 | | ✝LMC | | | Newcastle | | *Mgrs.*) | P45′B96′F34′ | | FK | 6*BHCem* | 2SB&1AuxSB,*8cf*,GS180 | 22 ″ 11 | |
| | | *deep framing*3*Dk rule* | | BS9,39 | MS11,39 | | | *Lloyd's*A&CP | | *CellDBa*&*uE*150′ | *f*167′1087*t* | *FPT*106*t* | *APT*134*t* | | Blair&Co.Ld.Stockton | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 73143 | **Desmoulea** | | 8120 | ✝100A1 | PGl | *c*† | CL | 1939 | Lithgows | Anglo-Saxon | 465·0 | 59·2 | 33·8 | London | Oil Engines 4S.C.SA | 34 ″ 0 | |
| 167378 | | *Oil Eng.* | 7235 | 12,39 | | | | 12mo | Ld. | Petroleum Co.Ld. | 483·0(O.L.) | | | British | 8Cy.25½″–55½″ 502NHP | s 6 ″ 8½ | |
| GCXX | | 1*Dk*,2*nd dk clear of cargo tanks* | 4788 | | ✝LMC12,39 | | | Port Glasgow | | | P93′B45′F51′ | | FK | 17*BH* | DR*1801b* | 27 ″ 7½ | |
| | | D.F. E.S.D. *Mchy.Aft* *CruiserStern* | | *Carrying Petroleum in bulk* | | | | *Lloyd's*A&CP | | | | | | | J.G.Kincaid&Co.Ld.Grk. | | |
| | | *Longitudinal framing at bottom & at deck* | | | | | | | | *CellDBuE*69′ | 162*t* *DTf*25′281*t* *F* | | | *PT*143*t* *APT*94*t* | | | |
| 73144 | **Desna** (*ex*Clio–34) | | 2926 | | | | | 1910 | Wrf.voorh. | U.S.S.R. | 326·9 | 44·3 | 19·0 | Leningrad | T.3Cy.21½″,33″&57″–39″ | | |
| | | | 2287 | | | | | | Rijkee&Co. | | Q106′B87′F40′ | | | Russian | 203NHP | | |
| UOYX | | 2*Dks* | 1830 | | | | | | Rotterdam | | | | *WB* | Maats.Feyenoord,Rot. | | | |
| 73145 | **Despina** | | 3016 | ✝ ... | | | | 1907 | BlythS.B. | Michalinos | 330·2 | 47·2 | 21·8 | Piræus | T.3Cy.24″,38″&64″–42″ | 24 ″ 5 | V |
| 762 | (*ex*AngelisCambitsis–34,*ex*DeGreve) | | — | 5,11 | | | | imo | Co.Ld. | Maritime& | P29′B168′F34′ | | | Greek | 287NHP | | † |
| SVLS | | 1*Dk*&*deep framing* | 1941 | | ✝ | | | | Blyth | CommercialCo.Ld. | | | FK | *WB* | N.EMarineEngCo LdNwc. | | |
| 73146 | **Dessau** (P) (*ex*Wido–36) | | 5933 | | | | | 1923 | Frd.Krupp | Norddeutscher | 393·5 | 54·3 | 31·4 | Bremen | T.3Cy.28½″,47″&75¾″–51″ | | G |
| | | | 5428 | | | | | | Act.Ges. | Lloyd | P26′B138′ | | | German | 408NHP | | |
| DOBO | Sub.Sig. D.F. | 2*Dks* | 3663 | | | | | | Kiel | | | | *WB* | Frd.KruppA.G.Essen | | | |
| 73147 | **Destro** | | 3553 | | | | | 1920 | Dunlop, | EllermanLines, | 314·0 | 45·2 | 28·7 | Hull | T.3Cy.21″,36″&62″–39″ | | C |
| 144046 | | *CruiserStern* | 3291 | | | | | | Brmnr&CoLd | Ld.(Ellerman& | | | | British | Dunlop, 240NHP | | |
| GDNT | | 1*Dk*&*Shelter dk* | 2177 | | | | | | PortGlasgow | PapayanniLines | | | | *WB* | Bremner&Co.Ld.PGl | | |
| | | | | | | | | | | Ld.*Mgrs.*) | | | | | | | |
| 73148 | **Detector** (P) | TwinSc | 584 | | | | | 1915 | Canadian | Canadian Govt. | 140·0 | 35·0 | 13·1 | Sorel,P.Q. | C.2Cy.14″&28″–21″ | | |
| 138457 | | | 480 | | | | | | Govt.Shipyrd | (Dept.of | | | | British | 33RHP | | |
| | | 1*Dk* | 281 | | | | | | (Dept.M.&F.) | Transport) | | | *WB* | | NewBurrellJohnsonIron | | |
| | | | | | | | | | Sorel,P.Q. | | | | | | Works,Yarmouth,N.S. | | |
| 73149 | **Detroiter** (*ex*TwinCities) | TwinSc | 1460 | | | | | 1923 | Gt.Lakes | National Motorship | 250·6 | 42·2 | 15·7 | Wilmgton | Oil Engines connected to | | R |
| 223349 | | *Oil Eng.* | 1388 | | | | | | Eng.Works | Corp. | | | | (Del.) | Elec. Motors & Sc. Shafts | | |
| KLFC | *Mchy.Aft* | 1*Dk* | 840 | | | | | | Ashtabula,O. | | | | | Utd.States | 4S.C.SA 12Cy.13″–19½″ | | |
| | *Ref.Mchy.* | | | | | | | | | | | | *WB* | | Lombard 197NHP | | |
| | | | | | | | | | | | | | | | GovernorCo.Salem,Mass. | | |
| 73150 | **Dettifoss** (P) | | 1564 | | | | | 1930 | Frdrkshvn | H.F.Eimskipa- | 237·1 | 36·2 | 21·2 | Reykjavik | C.4Cy.(2)16 7/16″&(2)35 7/16″– | | V |
| | | | 1308 | | | | | | Værft og | fjelagIslands | F39′ | | | Icelandic | 35 7/16″ 124NHP | | |
| TFDA | Wireless D.F. | 2*Dks* | 940 | | | | | | Flydk. | | | | *WB* | | Helsingörs | | |
| | | | | | | | | | Fredrikshavn | | | | | | Jernsk&Mskb.Elsinore | | |
| 73151 | **Deucalion** (P) | TwinSc | 7516 | | | | | 1930 | Hawthorn, | Ocean S.S.Co.Ld. | 460·0 | 59·4 | 29·3 | Liverpool | Oil Engines 4S.C.SA | | BT till 5,40 5,41 7,41 |
| 162329 | | *Oil Eng.* | 6478 | | | | | | Leslie&Co.Ld | (A.Holt&Co. | P44′B177′F51′ | | | British | 16Cy.29½″–59 1/16″ 1307NHP | | |
| GSWR | *Ref.Mchy.* D.F. | 2*Dks* | 4647 | | | | | | Newcastle | *Mgrs.*) | | | *WB* | | Akt.Burmeister&Wain, | | |
| | E.S.D. | | | | | | | | | | | | | | Cpn. | | |
| 73152 | — (P) | | 1796 | | | | | 1914 | Wrf.voorh. | Koninkl.Nederl. | 296·8 | 43·2 | 16·1 | Amstrdam | T.3Cy.21″,35″&56″–39″ | | V |
| | | | 1538 | | | | | | Rijkee&Co. | Stoomb.Maats. | | | | Dutch | 196NHP | | |
| PDPD | | 2*Dks* | 1031 | | | | | | Rotterdam | N.V. | | | *WB* | | Maats.Feyenoord,Rot. | | |
| 73153 | **Deutschland** (P) | TwinSc4Mst | 21046 | | | | | 1923 | Blohm& | Hamburg-Amerik. | 645·8 | 72·2 | 41·9 | Hamburg | 8 Steam Turbines SR | | G |
| | *Ref.Mchy.* E.S.D. | *Fitted for oil fuel* | 15089 | | | | | | Voss | Packetf.Akt.Ges. | 78·7 | | | German | geared to 2 Sc. Shafts | | |
| DJNB | *CruiserStern* | GyC. 5*Dks* | 12060 | | | | | | Hamburg | (Ham.-Amr.Linie) | P185′B306′F100′ | | | *WB* | Blohm&Voss,Hamburg | | |
| | D.F. Sub.Sig. | *Corrugated sides* | | | | | | | | | len33 | | | | | | |
| 73154 | — (P) | TwinScSr | 2972 | | | | | 1909 | Akt.Ges. | Deutsche Reichs- | 356·1 | 51·0 | 20·9 | Sassnitz | T.6Cy.23″,38″&63″–36″ | | G |
| | | (*Ferry*) | 2412 | | | | | | "Vulcan" | bahnGes.,Reichs- | F69′ | | | German | NB39 476NHP | | |
| DSPN | Sub.Sig GyC. | D.F. 2*Dks* | 1095 | | | | | | Stettin | bahnDirektion | *Promenade dk*275′ | | *WB* | | A.G."Vulcan," Stettin | | |
| | | | | | | | | | | Stettin | | | | | | | |
| 73155 | **Devis** | | 6054 | ✝100A1 | Gls | *c*† | CL | 1938 | Harland& | Lamport&Holt | 438·6 | 62·3 | 25·4 | Liverpool | Oil Engines 2S.C.DA | 30 ″ 3 | |
| 164350 | | *Oil Eng.* | 5458 | *withfreeboard* | | 2½ | | 2mo | Wolff,Ld. | Line,Ld. | 456·0(O.L.) | | | British | 6Cy.20⅞″–49 3/16″ 898NHP | s 3 ″ 8½ | |
| GFGJ | D.F. | 2*Dks*&*Shelter dk* | 3744 | 11,39 | ✝LMC2,38 | | | Belfast | | | B83′F32′ | | FK | 8*BHpt Cem* | 2DB*120lb* | 26 ″ 8¾ | |
| | | *CruiserStern* | | | | | | *Lloyd's*A&CP | | (*Coll BHtoShelterdk*7*BH to 2nd dk*) | | | | | Harland&Wolff,Ld.Bel. | | |
| | | | | | | | | | | *CellDB*350′ | 1507*t* *Tanks in way of tunnel* 147*t* | *FPT* | | 66*t* *APT*53*t* | | | |
| 73156 | **Devon** | TwinSc4Mst | 9036 | ✝100A1 | ~~Lon~~ | *d*† | CL | 1915 | Atel.&Ch. | BritishIndiaSteam | 473·3 | 59·9 | 36·7 | London | T.6Cy.23″,38½″&64½″–45″ | 39 ″ 5 | |
| 139098 | | *ss*Liv.No.3–12,27 | 8328 | *Shelter dk* | Cif | | ~~7,37~~ | 7mo | deFrance | Nav.Co.Ld. | 495·0(O.L.) | | | British | 200lb (*r*) FD 975NHP | s 9 ″ 4½ | |
| GLZQ | | *ss*Npt.No.2–35 | 5500 | *withfreeboard* | | | ~~9,37~~ 2,41 | | Dunkirk | | B189′F48′*on* | | FK | 7*BHCem* | 5SB,*20cf*,GS357,HS15336 | 30 ″ 4 | |
| | *Ref.Mchy.* | 2*Dks*(*Stl*)&*Shelter* | | Examined 11,40 | | 4,40 | | *Lloyd's*A&CP | | | *Shelter dk* | | | | Atel.&Ch.deFrance,Dnk. | | |
| | D.F. | *dk*(*Stl*–*ws*) | | ~~BS7,40~~ | ✝LMC ~~11,40~~ | | | | | | *CellDBa*110′*uE*&*B* 85′*f*193′ | | | | 1502*t* *FPT*101*t* *APT*75*t* | | |
| | | *CruiserStern* | | ✝Lloyd's RMC 4,40 | | | | | | | | | | | | | |
| | | | | 7,41 ~~11,40~~ | | | | | | | | | | | | | |
| 73157 | — (*ex*Aros–38) | | 926 | | | | | 1925 | Hlsingbrgs | RederiA/BGertrud | 204·8 | 33·6 | 12·7 | Stockholm | T3Cy16½″,24½″&42½″–27 7/16″ | | V |
| 7243 | | | 714 | | | | | | Varfs.Aktieb. | (M.Olows,*Mgr.*) | P29′Q50′B54′F20′ | | | Swedish | 93NHP | | |
| SDFE | | 1*Dk* | 493 | | | | | | Helsingborg | | | | *WB* | | HelsingborgsVarfsAktieb. | | |
| 73158 | **Devon City** | | 4928 | | | | | 1933 | Furness | ReardonSmith | 425·5 | 56·3 | 25·4 | Bideford | Oil Engines 2S.C.SA | | C |
| 161620 | | *Oil Eng.* | 4630 | | | | | | S.B.Co.Ld. | Line,Ld.(SirW.R. | F42′ | | | British | 4Cy.23¾″–91 5/16″ 687NHP | | |
| MBKL | D.F. | 1*Dk*&*Shelter dk* | 3007 | | | | | | Haverton | Smith&Sons,Ld. | | | *WB* | | W.Doxford&Sons,Ld.Sld. | | |
| | *Ref.Mchy.* | *CruiserStern* | | | | | | | Hill-on-Tees | *Mgrs.*) | | | | | | | |

106
40

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. |
|---|---|---|---|---|---|---|
| 73159 | **Devon Coast** | 646 | ✠100A1 | Liv | *m* | OG |
| 164297 | *Oil Eng.* | 499 | *with freeboard* | | | 7,39 |
| GYVD | Wireless E.S.D. D.F. 1 *Dk & Shelter dk* | 244 | 7,39 ✠LMC8,36 | | | |
| | *Mchy. Aft* *Cruiser Stern* | | | | | |
| 73160 | **Devonia** (P) **Pad** | 622 | | | | |
| 119970 | | 434 | | | | |
| GFNM | Wireless 2 *Dks* | 243 | | | | |
| 73161 | **Devonshire** (P) **TwinSc** | 11275 | ✠100A1 | Sou | *f*† | CL |
| 166272 | *Oil Eng.* | 7529 | *with freeboard* | Boat | 2⅝ | |
| GTTV | D.F. E.S.D. 3 *Dks, Platform dk fwd.* | 6758 | ~~4,40~~ ~~8,38~~ ✠LMC7,39 | | | |
| | *Cruiser Stern* | | 8,41 | | | |
| | *Cargo battens not fitted* | | | | | |
| 73162 | **Dewsbury** (P) | 1686 | ✠100A1 | Gms | *q* | CL |
| 127859 | *ss* Gms. 2nd No. 3–7,34 | 1102 | ~~6,40~~ 8,39 1,41 | Liv | | 2,39 |
| GRNK | *ss* Gms. No. 1–39 | 947 | ✠LMC3,39 | | | 1,41 |
| | 1 *Dk (Stl–ws) & pt deep framing* | | BS6,40 | | | |
| | D.F. *Lower dk in Nos. 1 & 3 holds* | | | | | |
| 73163 | **Dhamra** (P) (*ex* Rosamond) | 485 | | | | |
| 150004 | (*Screw fore & aft*) | 408 | | | | |
| VTFP | 1 *Dk* | 219 | | | | |
| 73164 | **Diala** | 8106 | ✠100A1 | Fal | *c*† | CL |
| 166601 | D.F. E.S.D. *Oil Eng.* | 7201 | 2,40 ~~3,40~~ | Mch | | |
| GJGX | 1 *Dk, 2nd dk clear of cargo tanks* | 4781 | ✠LMC11,38 | | | |
| | *Mchy. Aft* *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | |
| | *Longitudinal framing at bottom & at deck* | | | | | |
| 73165 | **Diamant** **TwinSc** | 715 | | | | |
| | *Cruiser Stern* | 528 | | | | |
| ONIC | 1 *Dk* | 401 | | | | |
| 73166 | **Diamantis** (*ex* Kostis–39, | 5253 | ✠100A1 | Liv | *y* | CL |
| 16 | *ex* Bathurst–33) *ss* Brw. No. 3–9,33 | 4777 | 1,41 ~~3,40~~ | Pir | | 7,38 |
| SVJW | *ss* Rot. No. 1–37 | 3181 | BS1,41 ✠LMC | | | 1,41 |
| | *Cargo battens not fitted* 1 *Dk (Stl)* | | M8 12,37 ~~BS7,38 8,38~~ | | | |
| 73167 | **Diamond Alkali** (*ex* Frank H. | 8417 | | | | |
| 215201 | Goodyear–39) (*Self-Unloader*) | — | | | | |
| KFEG | D.F. GyC. 1 *Dk* | 6632 | | | | |
| | *Mchy. Aft* Sub. Sig. | | | | | |
| 73168 | **Diamond Cement** (*ex* Eastern | 4005 | ✠ ... | | | |
| 220007 | Coast) *Fitted for oil fuel* | 3467 | 2,21 | | | |
| KURX | D.F. 2 *Dks* | ~~2433~~ | ✠ | | | |
| 73169 | **Diamond Head** (*ex* West Erral) | 5434 | | | | |
| 217540 | *Fitted for oil fuel* | — | | | | |
| KERJ | *Ref. Mchy.* D.F. 2 *Dks* | 3391 | | | | |
| 73170 | **Diana** (P) (*ex* Niobe) | 3347 | | | | |
| 302 | *Fitted for oil fuel* | 2921 | | | | |
| IBIJ | D.F. 2 *Dks* | 1929 | | | | |
| 73171 | — | 1892 | | | | |
| | (*ex* Blenda–34, *ex* Kennington, | — | | | | |
| OHWK | *ex* Grantley) D.F. 1 *Dk* | 1111 | | | | |
| 73172 | — | 1551 | | | | |
| | (*ex* Käthe) | 1237 | | | | |
| DDUD | Sub. Sig. 1 *Dk* | 906 | | | | |
| 73173 | — | 1359 | | | | |
| | | 1149 | | | | |
| DHEZ | 1 *Dk* | 725 | | | | |
| 73174 | — | 1154 | | | | |
| | | 790 | | | | |
| LDSS | Wireless 1 *Dk & pt Awng dk* | 699 | | | | |
| 73175 | — | 942 | | | | |
| 167511 | *Ref. Mchy.* 1 *Dk & Shelter dk* ~~1 Dk~~ | 689 | | | | |
| MCZZ | Wireless D.F. | 433 | | | | |
| 73176 | — | 516 | | | | |
| | | 403 | | | | |
| DOMU | 1 *Dk* | 299 | | | | |
| 73177 | — | 313 | | | | |
| | *Oil Eng.* | 210 | | | | |
| PDPQ | *Mchy. Aft* 1 *Dk* | 149 | | | | |
| | *Cruiser Stern* | | | | | |
| 73178 | **Dickenson** | 831 | ✠100A1 | Hono- | *k* | CL |
| 222822 | *Cable Vessel* *ss* Honolulu No. 3–6,35 | 742 | *Shelter dk* | lulu | 1½ | 9,38 |
| KFHG | *ss* Honolulu No. 1–39 | 391 | *with freeboard* | | | |
| | Wireless 1 *Dk (Stl) & Shelter dk (Stl–ws)* | | 9,40 ~~3,40~~ ✠LMC3,39 | | | |
| | 2 *nd dk (Stl) in No. 1 hold* | | BS3,40 | | | |
| | | | *Fitted for oil fuel* 4. 22 *F.P. above* 150° F. | | | |
| 73179 | **Dicky** (*ex* Hopeful, *ex* Point **3Mst** | 507 | ✠100A1 | Nwc | *h* | CL |
| 113939 | Clear) *ss* Goo. 3rd No. 3–8,38 | 365 | ~~7,40~~ ~~6,39~~ 5,41 | Goo | | ~~7,38~~ |
| MFDD | *Mchy. Aft* | 210 | ✠NB8,17 ✠LMC8,38 | | | 7,40 |
| | *Well deck* 1 *Dk (Stl)* | | BS ~~6,39~~ 6,40 | | | |

| 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of Fl. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|
| 1936 | Ardrossan | Coast Lines, Ltd. | 199·4 | 33·1 | 11·1 | Liverpool | Oil Engines 4S.C.SA | 13 ″ 8 | |
| 8mo | Dockyard Ld. | | *34·9* | | | British | 6Cy. 19½″–35 7/16″ 224NHP | s ″ 2 | |
| | Ardrossan | | 209·5 (O.L.) | | FK | 3 *BHCem* | | 13 ″ 7½ | |
| *Lloyd's A & CP* | | | F23′ B (*aft*) 33′ | | | *Coll to Sh dk* | | | |
| | | | *Cell D B 154′ 219t* | | | *FPT 55t APT 28t* | 2 ″ 2nd ″ | J.G. Kincaid & Co. Ld. Grk. | |
| 1905 | J. Brown & Co. Ld. Clydebank | P. & A. Campbell Ld | 245·0 | 29·0 | 9·7 | Bristol British | C.D.2Cy. 34½″ & 71″–60″ 325NHP | J. Brown & Co Ld Clydebank | |
| 1939 | Fairfield | Bibby Line, Ld. | 497·0 | 63·3 | 30·9 | Liverpool | Oil Engines 2S.C.SA | 35 ″ 1 | BT |
| 7mo | Co. Ld. | (Bibby Bros. & Co. | 516·8 (O.L.) | | | British | 16Cy. 23⅝″–40 1/16″ 1553NHP | s 11 ″ 6 | till |
| | Glasgow | *Mgrs.*) | *Shade dk* F94′ | | FK | 9 *BHpt Cem* | 2 DB *100lb* | 23 ″ 8½ | 8,40 |
| *Lloyd's A & CP* | | | | | | | Sulzer Bros. Ld. Winterthur | | |
| | | *Cell D* | *B 423′ 1449t MTs 2* | | | *0′ 535t Tanks at sides* | *20t FPT 130t APT 66t* | | |
| 1910 | Earle's Co. Ld. Hull | London & North Eastern Rly. | 265·0 | 36·0 | 17·4 | Grimsby British | T.3Cy. 22″, 35″ & 60″–42″ 1801b 309NHP | 18 ″ 6 | BT |
| 6mo | | | P41′ B115′ F32′ | | BK 9″ | 5 *BHCem* | | s 1 ″ 6⅜ | till |
| *Lloyd's A & CP* | | | | | | | 2SB, *6cf*, GS 144, HS 5540 | 17 ″ 11⅜ | 6,41 |
| | | | *D Ba 54′* | | | *uE 21′ f 111′ 295t AP* | *T 33t* | Earle's Co. Ld. Hull | |
| 1910 | R.I.M. Dockyard Calcutta | Chandbali Steamer Service Co. Ld. | 160·0 | 26·7 | 12·6 | Calcutta British *WB* | C.4Cy. 12″ & 24″–16″ NB25 48RHP | | |
| | | | | | | | A.G. Mumford Ld Colchestr | | |
| 1938 | Bremer Vulkan Vegesack | Anglo Saxon Petroleum Co. Ld. | 465·6 | 59·3 | 33·8 | London British | Oil Engines 4S.C.SA | 34 ″ 0 | |
| 11mo | | | 483·3 (O.L.) | | | 17 *BHpt Cem* | 8Cy. 25 7/16″–55½″ 502NHP | s 6 ″ 8½ | |
| *Lloyd's A & CP* | | | P91′ B48′ F51 | | FK | *pt Asp* | DB *180lb* | 27 ″ 6½ | |
| | | *Cell D Bu E 64′ 15* | *0t D Tf 25′ 340t FPT* | | | 139t APT 85t | Bremer Vulkan, Vegesack | | |
| 1919 | Soc. Anon. Jhn. Cockerill Hoboken | Soc. Anon. John Cockerill | 213·2 | 27·9 | 13·2 | Antwerp Belgian | T.3Cy. 16½″, 24½″ & 37½″–25¾″ 71NHP | | V |
| | | | Q75′ B52′ F34′ | | | | Soc An. J. Cockerill, Seraing | | |
| 1919 | Harland & Wolff, Ld. Greenock | P. D. Pateras | 400·1 | 52·3 | 28·5 | Patras Greek | T.3Cy. 27″, 44″ & 73″–48″ (*s*) 1801b 517NHP | 31 ″ 0 | |
| 3mo | | | P50′ B113′ F39′ | | FK | 7 *BHpt Cem* | 3SB, *9cf*, GS 190, HS 7668 FD | s 6 ″ 0¼ | |
| *Lloyd's A & CP* | | *Cell* | *DB 340′ 1051t FPT 1* | | | 28t APT 220t | Harland & Wolff, Ld. Grk. | 25 ″ 3 | |
| 1917 | Gt. Lakes Eng. Works Ecorse, Mich. | American S.S. Co. (Boland & Cornelius, *Mgrs.*) | 580·0 | 60·0 | 27·9 | Buffalo NY Utd. States *WB* | T.3Cy. 24½″, 40″ & 65″–42″ 274NH | | R |
| | | | F54′ | | | | Gt. Lakes Eng. Works, Det. | | |
| 1919 | Yokohama Dock Co. Ld. Yokohama | Pacific Coast Coal Co. | 345·0 | 50·0 | 29·0 | S. Frncisco Utd. States *WB* | T.3Cy. 23″, 38″ & 64″–48″ 343NHP | 29 ″ 1 | R † |
| 12mo | | | P33′ B77′ F41′ | | FK | | Yokohama Dock Co Ld. Yka | | |
| 1919 | Ls. Angeles S.B. & D.D. Co. San Pedro, Cal | Matson Nav. Co. | 410·0 | 54·4 | 27·2 | S. Frncisco Utd. States *WB* | T.3Cy. 28½, 47″ & 78″–48″ Los Angeles S.B. 422NHP & D.D. Co. San Pedro, Cal. | | R |
| 1923 | Cant. Nav. Riuniti Palermo | "Adriatica" Soc. Anon. di Nav. | 309·4 | 44·5 | 29·5 | Venice Italian *WB* | T.3Cy. 22 7/16″, 36⅜″ & 61⅛″–39⅜″ NE & B25 173NHP | | I |
| | | | 296·5 | | | | Soc. Vickers-Terni, Spezia | | |
| | | | B84′ F35′ | | | | | | |
| 1908 | Osbourne Graham & Co. Sunderland | Rederi A/B Diana (Tore Ulff A/B) | 289·1 | 40·0 | 18·0 | Brandö Finnish *WB* | T.3Cy. 20½″, 33″ & 54″–36″ 175NHP | | C |
| | | | 279·4 | | | | MacColl & Pollock, Ld. Sld. | | |
| | | | P25′ B60′ F29′ | | | | | | |
| 1924 | Flensburg Schiffsb. Ges. Flensburg | Flensburg Schiffs-parten-Vereinig. A.G. (H. Schmidt G.m.b.H. *Mgrs.*) | 262·5 | 39·4 | 15·2 | Flensburg German *WB* | T 3Cy. 17 11/16″, 29⅛″ & 48″–34 7/16″ 135NHP | | G |
| | | | P20′ Q81′ B104′ F32′ | | | | Flensburger Schiffsb. Ges. | | |
| 1922 | Hamburg Elbe Schiffsw Act. Ges. Hamburg | A. Kirsten | 244·5 | 36·2 | 16·1 | Hamburg German *WB* | T.3Cy. 17¾″, 28½″ & 47½″–31½″ 125NHP | | G |
| | | | P&B 193′ F30′ | | | | Gutehoffnungshütte, Sterkrade | | |
| 1904 | Bergens Mek. Værks. Bergen | Det Bergenske Dampskibsselskab | 225·2 | 32·1 | 13·5 | Bergen Norwegian *WB* | T.3Cy. 17″, 28″ & 46″–33″ 122NHP | | N |
| | | | Q71 H 26t F 27 8t | | | *pt Awng dk 153′* | Bergens Mek Værks Bergen | | |
| 1911 | Kjöbnhvns Flydk. & Skbs. Copenhagen | Ministry of Shipping (Ellerman's Wilson Line, Ld. *Mgrs.*) | 232·1 | ~~33·9~~ | ~~21·2~~ | ~~Aalborg~~ Danish London *WB* British | T.3Cy. 19½″, 32″ & 53″–36″ 169NHP | | V |
| | | | | 34·2 | 12·2 | | Kjbnhavns Flydk. & Skbsv. | | |
| 1901 | Act. Ges. "Weser" Bremen | Dampfschifffahrts Ges. Neptun | 167·6 | 26·1 | 11·7 | Bremen German *WB* | T 3Cy 12 3/16″, 19 11/16″ & 31½″–21⅝″ 46NHP | | G |
| | | | Q49′ B41′ F22′ | | | | A.G. "Weser," Bremen | | |
| 1936 | Gebr. Niestern & Co. Delfzijl | Jac. de Voogd | 127·6 | 24·1 | 8·7 | Schiedam Dutch *WB* | Oil Engines 2S.C.SA | | V |
| | | | P30′ F15′ | | | | 4Cy. 9 7/16″–14 3/16″ 62NHP | | |
| | | | | | | | Appingedammer Brons Motorenfb. N.V. | | |
| 1923 | Sun S.B. & D.D. Co. Chester, Pa. A&CP | Commercial Pacific Cable Co. | 174·3 | 30·1 | 21·8 | New York Utd. States *Cem* | T.3Cy. 17″, 25″ & 43″–30″ (*r*) 185lb 166NHP | 22 ″ 6 | |
| | | | | | FK | | 2SB, *4cf*, GS 82, HS 3303 | s 7 ″ 9¼ | |
| | | *Cell D B f 21′ 47t* | *Tank* | | *Collision* | 5 BH to S dk | Sun S.B. & D.D. Co. | 15 ″ 2 | |
| | | *uE 28t DTf 8′ 35t* | *FPT 20t APT 26t* | | | 5 ″ ″ ″ *U* ″ | Chester, Pa. | | |
| 1901 | Ritson & Co Maryport A&CP | ~~Cook & Hull Steam Towing Co. Ld.~~ Cullifordship-ping Co. Ld. (Cullifordand Clark, Ld. *Mgrs.*) | 166·0 | 27·2 | 11·4 | Liverpool British | T.3Cy. 14″, 22½″ & 37″–27″ (*s*) 160lb NDB 17 *50lb* 52RHP | 12 ″ 4 | |
| 2mo | | | 173·2 (O.L.) | | | 3 *BHCem* | 1SB, *3pf*, GS 46, HS 1366 | s 3 ″ 11⅜ | |
| | | | Q91′ B11′ F21′ | | BK 7″ | *FPT 43t* | Ross & Duncan, Glasgow | 12 ″ 6 | |
| | | | *DBf 12′ 23t* | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forces assignées aux Mâts. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | Registres de cond. et en dans le L. R. Durée. Cert. Ref. Trade. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73180 | **Dicto** | | 5263 | | | | | 1939 | A/B Götaverken Gothenburg | E.B.Aaby's Rederi A/S | 426·0 | 56·8 | 22·1 | Oslo Norwegian *WB* | Oil Engines 2S.C.SA 6Cy.26¾″–59$\frac{9}{16}$″ 740NHP A/B Götaverken,Got. | | | N |
| LKCR | D.F. *Cruiser Stern* 1 *Dk & Shelter dk* | | 4589 3108 | | | | | | | | P35′ | | | | | | | |
| 73181 | **Dido** | | 3554 | | | | | 1920 | Dunlop, Brmnr&Co.Ld PortGlasgow | Ellerman Lines,Ltd. (Ellerman& Papayanni Lines, Ld. *Mgrs.*) | 314·0 | 45·2 | 28·7 | Hull British *WB* | T.3Cy.21″,36″&62″–39″ Dunlop, Bremner&Co.Ld.PGl | | | C |
| 144038 | *Cruiser Stern* | | 3291 | | | | | | | | | | | | 240NHP | | | |
| GDTM | 1 *Dk & Shelter dk* | | 2175 | | | | | | | | | | | | | | | |
| 73182 | — | | 388 | | | | | 1937 | NV Schpsw Gebr.Pot. Bolnes | West-Indische Scheepv.Maats. | 179·7 | 29·9 | 8·2 | Curaçao Dutch | Oil Engines 2S.C.SA 8Cy.10$\frac{1}{2}$″–18$\frac{1}{2}$″ 151NHP Gbr.Stork&Co NV Hengelo | | | V |
| | *Oil Eng.* | | 293 | | | | | | | | P12′ | | | | | | | |
| PJCF | Wireless 1 *Dk & Shelter dk* | | 160 | | | | | | | | B&F156′ | | | | | | | |
| | *Mchy. Aft* *Cruiser Stern* | | | | | | | | | | | | | | | | | |
| 73183 | **Dieciocho de Marzo (18 de Marzo)** *see letter* **"E"** | | | | | | | | | | | | | | | | | |
| 73184 | **Dielpi** (*ex* Thelma–34, | | 1527 | ... | Gls | *o* | | 1912 | Stettiner Oderwerke Stettin | Marchesa Giulia Moncalvi ved. De la Penne&Figli | 254·4 | 35·6 | 14·4 | Genoa Italian | T.3Cy.18$\frac{1}{2}$″,28$\frac{3}{4}$″&45$\frac{1}{2}$″–33$\frac{1}{2}$″ 146NHP | 17 ″ 4 | | I |
| 1932 | *ex* Wandrahm) *ss* Gls.No.3–6,33 | | 1004 | 11,34 | | | | | | | 242·5 | | | | | | | † |
| IBGL | 1 *Dk (Stl) & pt Awng dk (Stl)* | | 901 | | | | | | | | P18′ Q68′ *pt Awng dk* 160′ FK | | | 4 *BHCem* | 2SB,*4cf*,GS67,HS2456 Stettiner Oderwerke | | | |
| | | | | | | | | | | *Cell D* | *B* 193′ 391*t* *FPT* 62*t* | | | *APT* 52*t* | | | | |
| 73185 | **Dieter Hugo Stinnes 12** | | 2545 | | | | | 1924 | Frd.Krupp Akt.Ges. Kiel | Hugo Stinnes Reed A.G. | 277·8 | 44·2 | 20·8 | Hamburg German *WB* | T.3Cy.21$\frac{1}{4}$″,33$\frac{7}{8}$″&55″–39$\frac{3}{8}$″ 190NHP Frd.Krupp A.G.Kiel | | | G |
| | Sub.Sig. D.F. E.S.D. | | 2048 | | | | | | | | P83′ F29′ | | | | | | | |
| DHFB | *Mchy. Aft* *Cruiser Stern* 1 *Dk* | | 1222 | | | | | | | | | | | | | | | |
| 73186 | **Dijonnais** | | 389 | | | | | 1934 | Atel.&Ch. de France Dunkirk | Cie. Maritime de la Seine | 161·9 | 23·4 | 11·8 | Rouen French *WB* | Oil Engines 4S.C.SA 6Cy.11$\frac{1}{2}$″–18$\frac{1}{2}$″ 81NHP Ziegler Frères,Dnk. | | | V |
| | *Oil Eng.* | | 343 | | | | | | | | P47′ B23′ F26′ | | | | | | | |
| TTAA | *Mchy. Aft* *Cruiser Stern* 1 *Dk* | | 185 | | | | | | | | | | | | | | | |
| 73187 | **Dikson** | | 2900 | | | | | 1936 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | U.S.S.R. | 321·5 | 48·0 | 20·3 | Archangel Russian *WB* | T.3Cy.20″,33″&57″–42″ 210NHP N.E.Marine Eng.Co Ld Nwc | | | |
| | | | 2500 | | | | | | | | P32′ B96′ F33′ | | | | | | | |
| UPOM | Sub.Sig. D.F. E.S.D. 1 *Dk* | | 1640 | | | | | | | | | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | | | |
| 73188 | **Dilga** | | 3308 | ✠100A1 | Syd | *v* | CL | 1920 | Govt. Dockyard Newcastle, A&CP N.S.W. | The Adelaide Steamship Co.Ld. | 331·0 | 47·9 | 23·5 | Melbourne British | T.3Cy.25″,41″&68″–45″ (*s*) 190lb HS8289 519NHP 3 Water Tube Boilers FD Government Dockyard Nwc.N.S.W. | 26 ″ 1 | s4 ″ 5$\frac{3}{4}$ | |
| 128791 | *ss* Syd.No.3–6,32 | | 3010 | 6,40 ~~6,39~~ | | | 6,38 | 5mo | | | 341·0 (O.L.) | | | | | 27 ″ 10 | | |
| VJCL | *ss* Syd.No.1–36 | | 1949 | ~~B35,39~~ ✠LMC4,~~36~~ 6,40 | | | | | | | P31′ B95′ F30′ FK | | | 5 *BHCem* | | | | |
| | 1 *Dk (Stl) & Web frames* *Longitudinal framing* *Cargo battens not fitted* | | | | | | | | | *Cell D* | *B* 277′ 885*t* *FPT* 118*t* *APT* 204*t* | | | | | | | |
| 73189 | **Dillwyn** | | 6913 | | | | | 1919 | Bethlehem S.B.Corp.Ld. Alameda, Cal. | Farr Spinning & Operating Co. | 435·0 | 56·0 | 32·0 | Wilmington (Del.) Utd. States | T.3Cy.27″,47″&78″–48″ 594NHP Bethlehem S.B.Corp.Ld. San Francisco | | | R |
| 219008 | D.F. *Carrying Petroleum in bulk* | | — | | | | | | | | P123′ B50′ F44′ | | | | | | | |
| KODX | *Mchy. Aft* *Fitted for oil fuel* 2 *Dks* *Longitudinal framing* | | 4262 | | | | | | | | | | | | | | | |
| 73190 | **Diloma** | | 8146 | ✠100A1 | Bkn | *e* † | CL | 1939 | Cammell Laird&Co.Ld. Birkenhead | Anglo-Saxon Petroleum Co.Ld. | 465·3 | 59·3 | 33·8 | London British | Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55$\frac{1}{2}$″ 502NHP DB *180lb* 17 *BHpt Cem* Hwthrn,Leslie&Co.Ld Nwc | 34 ″ 0 | s6 ″ 8 | |
| 167258 | D.F. E.S.D. *Oil Eng.* | | 7226 | 12,40 ~~12,39~~ | | | | 5mo | | | 483·3 (O.L.) | | | | | 27 ″ 7$\frac{1}{2}$ | | |
| GSGC | *Mchy. Aft* 1 *Dk 2nd dk* | | 4767 | ✠LMC5,39 | | | | | | | P93′ B45′ F50′ FK | | | | | | | |
| | *Cruiser Stern* *clear of cargo tanks* *Longitudinal framing at bottom & at deck* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | *Cell D* | *B* 70′ 160*t* *DT* | *f* 25′ 271*t* *FPT* 138*t* | | *APT* 86*t* | | | | |
| 73191 | **Dilwara** Ⓟ Twin Sc | | 11080 | ✠100A1 | Sou | *f* † | CL | 1936 | Barclay, Curle&Co.Ld. Glasgow | British India Stm. Nav.Co.Ld. | 496·5 | 63·2 | 31·0 | London British | Oil Engines 2S.C.SA 10Cy.22$\frac{9}{16}$″–66$\frac{1}{2}$″ 1510NHP 2 DB *100lb* 9 *BHpt Cem* Barclay,Curle&Co.Ld.Gls. | 35 ″ 0 | s11 ″ 10$\frac{1}{2}$ | BT till 6,40 |
| 164568 | D.F. E.S.D. *ss* Msl.No.1–40 *Oil Eng.* | | 7524 | *with freeboard* | PN | 2$\frac{1}{2}$ | 6,39 | 1mo | | | F61′ *Shade dk* FK | | | | | 23 ″ 4 | | |
| GYQV | *Ref. Mchy.* 3 *Dks* | | 6572 | ~~7,40~~ 3,41 | | | | *Lloyd's SA&CP* | | *Cell D* | *B* 423′ 1486*t* *Tanks at sides* | *of tunnels* 620*t* *FPT* | | 121*t* *APT* 43*t* | | | | |
| | *Cruiser Stern* *Platform dk forward* *Cargo battens not fitted* | | | DBS12,39 ✠LMC1,36 | | | | | | | | | | | | | | |
| 73192 | **Dilworth** | | 7045 | | | | | 1919 | Bethlehem S.B.Cpn.Ld. Alameda, Cal. | Paco Tankers, Inc. (Pennsylvania Shipping Co. *Mgrs*) | 435·0 | 56·1 | 32·0 | Wilmington (Del.) Utd. States *WB* | T.3Cy.27″,47″&78″–48″ 594NHP Bethlehem S.B.Cpn.Ld. San Francisco | | | R |
| 219462 | *Carrying Petroleum in bulk* | | — | | | | | | | | P123′ B50′ F44′ | | | | | | | |
| KOVJ | *Mchy. Aft* *Fitted for oil fuel* 2 *Dks* | | 4351 | | | | | | | | | | | | | | | |
| | Sub.Sig. *Longitudinal framing* | | | | | | | | | | | | | | | | | |
| 73193 | **Dimitrios Chandris** | | 4643 | ✠ —— | Rot | *z* | | 1910 | Flensburgr Schiffsb.Ges. Flensburg | J.D.Chandris | 395·9 | 54·0 | 25·3 | Piræus Greek | T.3Cy.28$\frac{3}{8}$″,47$\frac{1}{4}$″&78″–54″ 594NHP | 28 ″ 0 | | G |
| 781 | (*ex* Mont Kemmel–34, | | 4307 | 5,39 | | | | 6mo | | | | | | | | | | † |
| SVRL | *ex* Rendsburg) *ss* Msl.2nd No.3–8,34 | | 2892 | ✠ | | | | | | | P&B320′ F47′ FK | | | 7 *BHAsp* | 3SB,*9cf*,GS198,HS8414 | | | |
| | *Well deck* 2 *Dks (Stl) & pt deep framing* *& lower dk beams in No.1 hold only* | | | (*Reclassification Condemplated*) | | | | | | *Cell* | *DBa* 126′ *uE&B* 52′ | | | *f* 178′ 1211*t* | Flensburger Schiffsb.Ges. | | | |
| 73194 | **Dimitrios G. Thermiotis** | | *4271* | ✠100A1 | Pir | *x* | CL | 1906 | A.Stephen &Sons,Ld. Glasgow | A.M.Tatakis (J.P.Hadoulis, Ld. *Mgrs.*) | 385·5 | 50·0 | 26·0 | Andros Greek | T.3Cy.25″,41″&67″–48″ (*s*) 175lb 390NHP 2SB,*6cf*,GS128,HS5450 FD A.Stephen&Sons,Ld.Gls. | 28 ″ 8 | s 5 ″ 4 | |
| 172 | (*ex* Janeta) *ss* Pir.2nd No.3–11,30 | | *4063* | ~~30,39~~ ~~1,34~~ 5,41 | Bry | Npt | 10,38 | 11mo | | | P47′ B113′ F38′ FK | | | 4 *BH to Upper Dk* | | 23 ″ 6 | | |
| SWGG | *ss* Pir. No.2–39 | | 2779 | ✠LMC11,39 | | | | *Lloyd's SA&CP* | | | | | | 2 *BH to Middle Dk Cem* | A.Stephen&Sons,Ld.Gls. | | | |
| | 2 *Dks (Stl) & deep framing* | | | BS2,41 | | | | | | *Cell D* | *Ba* 121′ *uE & B* 38′ *f* 169′ | | | 902*t* *FPT* 123*t* *APT* 268*t* | | | | |
| 73195 | **Dimitrios Inglessis** (*ex* Burutu–34, | | *5275* | | | | | 1918 | Sunderlnd S.B.Co.Ld Sunderland | D.Inglessi Fils S.A. Nav.de Samos | 400·0 | 52·4 | 28·4 | Samos Greek *WB* | T.3Cy.27″,44″&73″–48″ 369NHP Blair&Co.Ld.Stockton | | | C |
| 7 | *ex* War Swan) | | *4831* | | | | | | | | P49′ B112′ F39′ | | | | | | | |
| SVOK | 2 *Dks* | | *3220* | | | | | | | | | | | | | | | |
| 73196 | **Dimitrios Nomicos** (*ex* Protos–33, | | *1171* | ✠ —— | Pir | *n* | | 1903 | W.Dobson &Co. Newcastle | Loucas Nomicos | 230·6 | 34·0 | 15·0 | Piræus Greek | T.3Cy.18″,29$\frac{1}{2}$″&48″–33″ 146NHP | 17 ″ 3 | | G |
| 745 | *ex* Anglos, *ss* Bla.2nd No.3–5,28 | | *913* | 7,37 | | | | 12mo | | | | | | | | | | † |
| SZIU | *ex* Buijerland) *ss* Pir. No.1–33 | | 707 | ✠ | | | | | | | Q87′ B59′ F24′ FK | | | 4 *BHCem* | 2SB,*4cf*,GS66,HS2352 | | | |
| | *Well deck* 1 *Dk (Stl) & Web frames* | | | | | | | | | *Cell D* | *Ba* 69′ *uE&B* 38′ *f* 88′ 298*t* *FPT* 44*t* | | | *APT* 19*t* | N.E.Marine Eng Co Ld Nwc | | | |
| 73197 | **Dimitris** (*ex* August–40, | | 5254 | | | | | 1911 | W.Gray& Co.Ld. W Hartlepool | S.A.&P.A.Lemos | 410·0 | 54·0 | 28·9 | Chios Greek *WB* | T.3Cy.26″,42″&70″–48″ 339NHP Cen.Mar.Eng.Wrks.W Hpl | | | C |
| | *ex* York County, *ex* August) | | 4912 | | | | | | | | P36′ B254′ F43′ | | | | | | | |
| | D.F. 2 *Dks* | | 3246 | | | | | | | | | | | | | | | |
| 73198 | **Dimitrov** Ⓟ (*ex* Haarlem–34) | | 3689 | ✠ ... | Ams | | | 1920 | Rotterdam Droogd. Maat Rotterdam | U.S.S.R. | 361·4 | 49·8 | 22·0 | Odessa Russian | T.3Cy.26″,40″&68″–45″ 386NHP | 24 ″ 6 | | |
| | *ss* Ams.No.3–8,32 | | 3272 | 4,34 | | | | 1mo | | | P25′ B214′ F36′ | | | 6 *BHCem* | 3SB,*9cf*,GS157,HS5279 | | | |
| UPAI | 2 *Dks (Stl)* | | 2361 | ✠ | | | | | | | FK | | | | Rotterdam Droogd.Maats. | | | |
| | *Fitted for oil fuel* | | | | | | | | | *Cell D* | *B* 309′ 929*t* *FPT* 85*t* | | | *APT* 127*t* | | | | |

91/40

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73199<br>YTFP | **Dinara** (*ex*Ruurlo-36,*ex*Uuras-35, *ex*Ruurlo-32, *ex*EigenHulpII) *ss*Ams.No.3–1,28 *ss*Tri.No.2–36 1 *Dk(Stl)* | *3192*<br>*2829*<br>*2066* | ✠100A1 5,39<br>BS4,39 | Rot | *u*<br>LMC4,36 | CL 5,39 | 1917<br>8mo | Wilton's E. & Slpwy.Co. Rotterdam A&CP | Brodarsko Akcionarsko Drustvo "Oceania" | 337·3\|47·2\|21·9<br>325·0 FK<br>P24'B206'F29'<br>*Cell DB278'662t* | | | Susak Yugoslav<br>5 *BHCem*<br>*APT48t* | T.3Cy.22¾",37"&62"–39"(*s*)<br>180lb *180lb* 270NHP<br>NB *made19fitted24* NDB24<br>2SB,*3cf*,GS132,HS4300<br>Wilton's E.&Slpwy.Co.Rot | 24 ″ 2<br>s 2 ″ 9<br>21 ″ 7½ | |
| 73200 | —<br>(*ex*Sailing Vessel–39, *ex*Antonio Montella–38)<br>Wireless D.F.<br>(*See Sailing Ship Register*) | Wood Aux Bkn<br>*Oil Eng.*<br>1 *Dk2trB*<br>308<br>—<br>276 | | | | | 1922 | Salv. Russo Piano di Sorrento | S.Segaric | 126·3\|27·8\|14·4 | | | Ist Yugoslav | Oil Engines 4S.C.SA<br>7Cy.8½"–13" 51NHP<br>*Emade38 fitted39*<br>Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg | | I |
| 73201<br>146991<br>GKTN | **Dinard** Ⓟ<br>E.S.D.<br>D.F. *Cruiser Stern* 2 *Dks* | Twin Sc<br>*Fitted for oil fuel*<br>2313<br>1165<br>939 | | | | | 1924 | W. Denny, & Bros. Ld. Dumbarton | Southern Railway | 316·0\|41·1\|13·9<br>P58'B&F245' | | | S'thamptn British *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts<br>W.Denny&Bros.Dmb. | | BT till 3,41 |
| 73202<br>142344<br>~~YTFD~~<br>BCFL | **Dinarić** (*ex*Coatsworth–38)<br>*ss*Nwc.No.3–11,32<br>*ss*Nwc.No.1–37<br>1 *Dk(Stl)*<br>D.F. *Cruiser Stern*<br>*Cargo battens not fitted* | *2555*<br>*2244*<br>*1418* | ✠100A1<br>Examined 3,41 Bty<br>✠LMC<br>MS11,37 ~~BS6,39~~ 10,40 | ~~Dub~~ | *t* | CL 11,38 | 1919<br>9mo | Dunlop, Bremner& Co.Ld. Port Glasgow<br>*Lloyd's SA&CP* | Ministry of Shipping (Stone& Rolle,Ld.*Mgrs.*)<br>*Cell D* | 302·9\|42·9\|20·7<br>P33'B80'F32' FK<br>*B260'669t FPT72t* | | | Cardiff British<br>6 *BHpt Cem*<br>*APT170t* | T.3Cy.22",36"&59"–39" (*s*)<br>180lb ~~*100lb*~~ *100lb* 262NHP<br>2SB,*6cf*,GS124,HS4426<br>Dunlop Bremnr&CoLd PG1 | 23 ″ 0<br>s 3 ″ 4⅜<br>19 ″ 10 | |
| 73203<br>1831<br>IBPG | **Dino** (*ex*Hendonhall,*ex*Montes, *ex*Sierra Belgrano)<br>D.F.<br>*ss*Shl.No.2–29<br>1 *Dk(Stl)* & *Shelter dk(Stl)*<br>*Fitted for oil fuel* | 5592<br>5377<br>3423 | ✠ —<br>8,33<br>✠ | Hpl | *y* | | 1920<br>6mo | Nthmblnd S.B.Co.Ld. Newcastle | "Corrado" Soc. Anon.di Nav.<br>*Cell DB351'1178t* | 413·5\|53·0\|32·8<br>399·6 FK<br>F37'*on Shelter dk*<br>*FPT60t APT90t* | | | Genoa Italian<br>*pt Cem*<br>2 *BHto Sh dk*<br>5 ,, ,, *U* | T.3Cy.27",44"&73"–48"<br>517NHP<br>3SB,*9cf*,GS190,HS7668<br>Palmers'Co.Ld.Newcastle | 35 ″ 5 | I<br>† |
| 73204<br>196<br>IMBP | **Dino Leoni** Ⓟ<br>1 *Dk* | 514<br>474<br>249 | | | | | 1930 | Soc. Odero-Terni-Orlndo Leghorn | Soc.Anon.Nav. Toscana | 168·4\|26·3\|17·6<br>157·4 | | | Leghorn Italian | T.3Cy.16 9/16",26 9/16"&40¾"–23⅜"<br>81NHP<br>Odero-Terni-Orlando, S.A. Genoa | | I |
| * 73205<br>PDPZ | **Dinteldijk** Ⓟ<br>*ss*Rot.No.3–12,34<br>*ss*Rot.No.1–38<br>D.F. *Oil Eng.*<br>2 *Dks(Stl)* & *Awng dk(Stl)*<br>*Ref.Mchy.*<br>*Cargo battens not fitted in B&F* | Twin Sc<br>9399<br>8534<br>5814 | ✠100A1<br>*Awng dk with freeboard*<br>2,39<br>✠LMC CS11,38<br>DBS6,39 11,38<br>✠Lloyd's RMC2,40 | Rot | *e*† | CL P10,38 S2,39 | 1922<br>2mo | Harland& Wolff,Ld. Glasgow<br>*Lloyd's SA&CP* | Nederl.-Amerik. Stoom.Maats. (Holland Amerika Lijn)<br>1 *BH dispens*<br>*Cell DB422'1667t DT* | 485·6\|62·3\|35·8<br>P40'B153'F58'*on Awng dk* FK &BK2"<br>*ed with7 BHonly,all a30' 706t FPT130t* | | | Rottrdam Dutch<br>*pt Cem*<br>*to Awng dk*<br>*APT75t* | Oil Engines 4S.C.SA<br>16Cy.29⅜"–45⅛"<br>DB–*100lb* 1317NHP<br>Harland&Wolff,Ld.Gls. | 38 ″ 9<br>s 9 ″ 4½<br>29 ″ 7½ | |
| 73206<br>145930<br>GCYR | **Diomed** Ⓟ<br>*Ref.Mchy.*<br>D.F. 3 *Dks* | Twin Sc<br>10374<br>9323<br>6354 | | | | | 1922 | Workman, Clark&Co.Ld Belfast | China Mutual Stm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*) | 491·0\|62·4\|39·6<br>P67'B121'F58' | | | Liverpool British *WB* | 4 Steam Turbines DR geared to 2 Sc. Shafts<br>Wrkman,Clark&CoLd.Bel | | BT till 2,41 |
| Now "Dione II," *see No. 37762 in Supplement*<br>FOPG | **Dioné**<br>D.F. 1 *Dk* | 2660<br>1967<br>1390 | | | | | 1936 | Atel.&Ch. de la Seine Maritime Worms et Cie Le Trait,S.I. | Sté.Navale Caennaise (G.Lamy&Cie. *Mgrs.*) | 307·6\|43·6\|19·1<br>P35'Q92'B61'F22' | | | Caen French *WB* | T.3Cy.21⅝",35 1/16"&59"–41¾"<br>225NHP<br>Atel.&Ch.de la Seine Maritime Worms et Cie. | | V |
| 73208<br>OFAZ | **Dione** (*ex*Småland–37,*ex*Sarmacja–36, *ex*Småland–35, *ex*Gallia)<br>D.F.<br>Sub.Sig.<br>*ss*Got.No.3–6,33<br>*ss*Abo.No.1–38<br>1 *Dk(Stl)* & *Shelter dk(Stl)*<br>*Cruiser Stern* | 1741<br>—<br>945 | ✠100A1<br>*Shelter dk with freeboard*<br>11,407 ~~,30~~<br>BS4,39 4,40<br>✠LMC4,38 | Hfs | *s* | OG 3,38 | 1920<br>10mo | Eriksbergs M.V. Aktieb Gothenburg<br>*Lloyd's SA&CP* | Finska Ångf. A/B<br>*Inter* | 299·9\|43·2\|23·3<br>302·9(O.L.) FK<br>*mediate B Hin fore*<br>*Cell DB256'540t* | | | Helsingfrs Finnish<br>*Cem*<br>1 *BHto Sh dk*<br>3 ,, ,, *U* ,,<br>*hold dispensed with*<br>*FPT29t APT31t* | T.3Cy.22 7/16",35 7/16"&58½–36"<br>185lb (*s*) 271NHP<br>2SB,*6cf*,GS103,HS3840 FD<br>Kockums M.V.A/B.Malmö | 19 ″ 0<br>s ″ 6⅜<br>18 ″ 7½ | |
| 73209<br>57<br>SWGZ | **Dioni** (*ex*Lesvos,*ex*Vasilissa Sofia, *ex*Asgard)<br>*ss*Pir.2ndNo.3–8,27<br>1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing* | 4227<br>4044<br>2710 | ✠ —<br>11,32<br>✠ | Dnz | *x* | | 1906<br>9mo | Nthmblnd. S.B.Co.Ld. Newcastle | G.F.Andreadis<br>*Cell DBa* | 360·0\|48·0\|20·2<br>P31'B93'F33' 28·0 FK<br>117' *u E&f B41'f157'* | | | Chios Greek<br>6 *BHCem*<br>*860t APT63t* | T.3Cy.25",41"&69"–48"<br>372NHP<br>3SB,*9cf*,GS150,HS5940<br>Richardsons,Westgarth& Co.Ld.Sld. | 31 ″ 10 | G<br>† |
| 1,92<br>40 | **Dionyssios Stathatos**<br>*ss*Hul.No.3–5,31<br>*ss*Kob.No.1–36<br>1 *Dk(Stl)* & *Web frames* | 5168<br>4720<br>3172 | ✠100A1<br>10,38<br>~~BS10,39~~ ✠LMC8,35<br>8,39 | Bry | *y* | CL 10,38 | 1919<br>9mo | Cammell Laird&Co.Ld. Birkenhead<br>*Lloyd's SA&CP* | A.D.Stathatos<br>*Cell DB343'1152t* | 400·0\|52·4\|28·4<br>P49'B113'F40' FK<br>*DTa28'1215t FPT* | | | Ithaca Greek<br>7 *BHpt Cem*<br>13t *APT166t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Cammell Laird&CoLd.Bkn | 31 ″ 0<br>s 5 ″ 11¾<br>25 ″ 3½ | |
| 73211<br>150005<br>VTFN | **Dipavati** Ⓟ<br>*ss*Bom.No.1–40 *Oil Eng.*<br>*Mchy.Aft* 1 *Dk*<br>*Cruiser Stern* | Twin Sc<br>840<br>773<br>439 | ✠ A1<br>*with freeboard*<br>9,40 ~~8,39~~ ✠LMC8,39<br>*For coasting services*<br>*Bombay&Alleppey,*<br>*Bombay&Bhavnagar* | Bom | | OG 8,39 | 1936<br>9mo | Harland& Wolff,Ld. Glasgow<br>*Lloyd's SA&CP* | Bombay Stm.Nav. Co.Ld.<br>*Cell D* | 224·8\|33·6\|15·5<br>*Shade dk* FK<br>*Bu E&f 118'73t FP* | | | Bombay British<br>8 *BHpt Cem*<br>*pt Asp*<br>*T6t APT16t* | Oil Engines 2S.C.SA<br>12Cy.13½"–24 7/16" 396NHP<br>Harland&Wolff,Ld.Gls. | 10 ″ 0<br>s1 ″ 10¾<br>8 ″ 4¼ | |
| 186<br>40 | **Diplomat**<br>*ss*Liv.No.3–7,34<br>*ss*Liv.No.1–39<br>2 *Dks(Stl)* 3rd *dk(Stl)* in *No.1 hold* | 8240<br>7407<br>5255 | ✠100A1<br>4,40<br>✠LMC<br>MS9,39 BS4,40 | Liv | *d*† | CL 4,40 | 1921<br>9mo | C.Connell &Co.Ld. Glasgow<br>*Lloyd's SA&CP* | Charente S.S.Co Ld (T.&J.Harrison, *Mgrs.*)<br>*Cell D B422'1554t DT* | 482·1\|58·4\|33·4<br>499·2(O.L.)<br>P54'B188'F51' FK<br>*a38'1324t FPT101t* | | | Liverpool British<br>9 *BHCem*<br>*APT49t* | 3 Steam Turbines DR geared to 1 Sc. Shaft (*s*)<br>200lb HS18452 871NHP<br>2DB(Spt)&2SB *18cf* GS379,<br>Dunsmuir&Jackson,Ld Gls | 35 ″ 10<br>s 7 ″ 7<br>28 ″ 7 | |
| 73213<br>147362<br>GBFZ | **Director**<br>*ss*Bkn.No.3–5,39<br>2 *Dks(Stl)* | 5107<br>4746<br>3128 | ✠100A1<br>12,40 ~~6,40~~<br>Mch<br>✠LMC<br>MS5,39 ~~BS4,40~~ 3,41 | Liv | *y* | CL N5,39 | 1926<br>4mo | D&W Henderson&Co Ld Glasgow<br>*Lloyd's SA&CP* | Charente S.S.Co.Ld. (T.&J.Harrison, *Mgrs.*)<br>*Cell D B3* | 395·7\|52·6\|28·0<br>407·9(O.L.)<br>P37'B128'F40' FK<br>40'1130t *DTa29'75* | | | Liverpool British<br>*Cem*<br>7 *BH to U dk*<br>1 ,, ,, *2nd* ,, | T.3Cy.26",43"&73"–48" (*r*)<br>200lb *120lb* 464NHP<br>2DB(Spt),*12cf*,GS210, HS7706<br>D&W Hendersn&CoLd.Gls | 30 ″ 6<br>s 5 ″ 9¾<br>25 ″ 0 | |
| 73214<br>217554<br>KEGM | **Dirigo**<br>*ss*Mob.No 3–4,30<br>*ss*N.Yk.No.2–38<br>*Mchy.Aft* 2 *Dks(Stl)* & *Web frames*<br>D.F. *Longitudinal framing*<br>*Now "Idaho," see No. 88517 in Supplement* | 6418<br>6126<br>3988 | ✠100A1<br>6,40 ~~11,00~~<br>BS3,40 ✠LMC2,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 2,19* | LAn | *a*† | CL 11,39<br>*F.P. above* 150° F. | 1919<br>2mo | Texas S.S.Co. Bath,Me. A&CP | The Texas Company | 416·8\|56·1\|31·1<br>P107'B35'F33' FK | | | Wilmgton (Del.) Utd. States<br>16 *BHCem*<br>*Cell D Bu E&f* | T.3Cy.26 7/16",44"&74"–51"(*s*)<br>200lb HS9969 556NHP<br>3 Water Tube Boilers (Spt)<br>H.G.Trout Co Buffalo,N.Y.<br>*B64'209t FPT229t APT130t* | 32 ″ 10<br>s6 ″ 3<br>26 ″ 9¾ | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant expiré. Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Locations où navire est inscrit dans la Liste. Dagger=Cert. Read'ness. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73215 | **Dirphys** (*ex*Theofano–37, | | *4240* | ✠100A1 ~~Hull~~ | | *y* | CL | 1917 | W.Pickers- | V.J.Pateras | 390·0\|53·3\|23·5 | | | Chios | T.3Cy.25½″,45″&74″–48″(*s*) | 26 ″ 0 |
| 96 | *ex*Harpalion, | *ss*Shl.No.3–4,31 | *4020* | 4,41 | Dub | | 9,39 | 3mo | gill&Sons Ld. | | 401·2(O.L.) | | | Greek | 180lb 466NHP | s 3 ″ 5¾ |
| SVOX | *ex*Avonmede, | ~~*ss*Ant.No.1–33~~ | *2661* | | ✠LMC | | | | Sunderland | | P40′B244′F35′ FK | | | 6 *B HCem* | 3SB,*9cf*,*as*204,*hs*7917 | 22 ″ 9 |
| | *ex*Cottesmore,*ex*Swindon) | 1 *Dk*(*Stl*) | | B85,40 | MS10,39 | | | *Lloyd's* | *SA&CP* | *Cell DB* | 338′ 1192*t* | *FPT*110*t* | *APT*77*t* | | J.Dickinson&Sons,Ld.Sld. | |
| | *Cargo battens not fitted* | | | 6,40 | | | | | | | | | | | | |
| | | *ss*Cpn.No.2–33 | | | | | | | | | | | | | | |
| 73216 | **Disa** (*ex*Solvær) | | *2002* | | | | | 1918 | Shanghai E | Rederi A/B Disa | 266·3\|42·3\|18·0 | | | Stockholm | T.3Cy.18″,29½″&50″–36″ | N |
| 7011 | | | *1674* | | | | | | S.B.&D.CoLd | (E.Brodin, *Mgr.*) | P30′B66′H164*t*F25′ | | | Swedish | 150NHP | |
| SKZA | | 1 *Dk* | *1091* | | | | | | Shanghai | | | | | *WB* | ShanghaiE.S.B.&DDCoLd | |
| 73217 | **Discovery** | **WoodAuxBk** | 736 | | | | | 1901 | Dundee | BoyScouts' | 179·3\|34·0\|18·5 | | | London | T.3Cy.14½″,22½″&36″–30″ | |
| 114675 | | | 670 | | | | | | Ship builders' | AssociationTrust | H22*t*F43*t* | | | British | 67RHP | |
| VPNQ | Wireless E.S.D. | 2 *Dks3trB* | 357 | | | | | | CoLd.Dundee | Corporation | | | | *WB* | Gourlay Bros.&Co.Dundee | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | |
| 73218 | **Discovery II.** | | 1036 | ✠100A1 | Lon | | OG | 1929 | Ferguson | Government of the | 221·1\|36·2\|16·6 | | | Stanley F.I | T.3Cy.18″,28½″&48½″–28″ | 20 ″ 0 |
| 161322 | | *ss*C.Tn.No.2–38 | 861 | 6,39 | | | 6,38 | 11mo | Bros.(Port | Falkland Islands | | | | British | 200lb (*s*) 221NHP | s 2 ″ 10½ |
| VPSJ | Wireless D.F. | 1 *Dk*(*Stl*–ws) | 344 | | ✠LMC6,38 | | | | Glasgow)Ld. | | P16′F43′ FK | | | 5 *B Hpt Cem* | 2SB,*6cf*,*hs*3556 FD | 17 ″ 5½ |
| | E.S.D. | 2nd *dk in holds* | | | | | | | PortGlasgow | | | | | *APT*29*t* | FergusonBros.(Port | |
| | *Strengthened for Navigation in Ice* | | | | | | | *Lloyd's* | *SA&CP* | *Cell DB* | *u E&B*53′*f*39′100*t* | | | | Glasgow)Ld.Pt.Gls. | |
| | | | | *Fitted for oil fuel* 11,29 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | |
| 73219 | **Disko** Ⓟ | | 1496 | | | | | 1927 | Kjöbnhvns | GrönlandsStyrelse | 221·9\|36·2\|21·5 | | | Copnhagn | Oil Engines 4S.C.SA | V |
| | | *Oil Eng.* | 1272 | | | | | | Flydk.&Skbs | | F32′ | | | Danish | 6Cy.19½⅛″–35 7/16″ 224NHP | |
| OXLA | Wireless D.F. | 2 *Dks* | 891 | | | | | | Copenhagen | | | | | *WB* | Akt.Burmeistr&Wain,Cpn | |
| 73220 | **Dispatch** | **TwinSc** | 469 | | | | | 1934 | Charleston | PetroleumNav.Co. | 140·8\|31·0\|11·0 | | | Seattle | Oil Engines 4S.C.SA | R |
| 233639 | (*ex*M.A.Powers–40) | *Oil Eng.* | — | | | | | | D.D.Co. | Inc. | | | | Utd. States | 12Cy.9″–12″ 95NHP | |
| WKPY | *Electrically welded* | 1 *Dk* | 355 | | | | | | Charleston, | | | | | | *E made*29 *re fitted*35 | |
| | *Mchy.Aft* | *Carrying Petroleum in bulk* | | | | | | | S.C. | | | | | | Cooper,BessemerCorp. | |
| | | *Longitudinal framing* | | | | | | | | | | | | | GroveCity,Pa. | |
| 73221 | **Distol** | | 1174 | ✠100A1 ~~Scan~~ | | *n* | OG | 1916 | W.Dobson | TheAdmiralty | 210·1\|34·8\|15·6 | | | London | T.3Cy.16″,26″&43″–27″ (*s*) | 16 ″ 6 |
| 139134 | | *ss*Lth.No.3–10,36 | 857 | Examined 3,41 Pts | | | 12,39 | 7mo | &Co. | | | | | British | 180lb 142NHP | s 1 ″ 5½ |
| GVSP | *Mchy.Aft* | 1 *Dk*(*Stl*)&*Web frames* | 571 | BS3,41 | ✠LMC10,36 | | | | Newcastle | | P44′F40′ FK | | | 13 *B Hpt Cem* | 2SB,*4cf*,*hs*2174 FD | 15 ″ 1½ |
| | *Carrying Petroleum in bulk* | | | | | | | *Lloyd's* | *SA&CP* | *M* | *iddle line Bulkhead* | | | *not oil-tight* | N.E.MarineEngCoLdNwc | |
| | *Fitted for oil fuel* 7,16 | | | | | | *F.P. a* | *bove* 1 | 50°F. | *Cell DBu E&B*43′66*t* | *DTf*30′257*t* | *FPT*36*t* | *APT*32*t* | | | |
| 73222 | **District of Columbia** | | 7162 | | | | | 1921 | Baltimore | StandardOilCo.of | 431·0\|59·2\|33·4 | | | S.Frncisco | 2 Steam Turbines DR | R |
| 221046 | | *Fitted for oil fuel* | — | | | | | | D.D.&S.B.Co. | California | P123′B37′F39′ | | | Utd. States | geared to 1 Sc.Shaft | |
| KDMZ | *Mchy.Aft* | *Carrying Petroleum in bulk* | 4329 | | | | | | BaltimoreMd | | | | | | W.&A.FletcherCo. | |
| | D.F. GyC. | 2 *Dks* | | | | | | | | | | | | | Hoboken,N.J. | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | |
| 73223 | — Ⓟ | | 2128 | | | | | 1924 | ThePusey | Norfolk&Washing- | 297·8\|51·0\|16·3 | | | Washngtn, | T.4Cy.23½″,37″&(2)43″–42″ | |
| 224391 | | *Fitted for oil fuel* | — | | | | | | &JonesCo. | tonSteamboatCo. | | | | D.C. | 239NHP | |
| KJIA | | 2 *Dks* | 1240 | | | | | | Wlmgtn,Del. | | | | | Utd.States | Pusey&JonesCo.Wlmngtn | |
| * 73224 | **Divatte** (*ex*WarWeapon) | | 2266 | ✠100A1 | Nts | *s* | CL | 1918 | J.Crown& | Cie.Nantaise des | 285·0\|42·0\|19·0 | | | Nantes | T.3Cy.25½″,41″&68″–45″ (*s*) | 21 ″ 2 |
| | | *ss*Nts.No.3–4,31 | 1762 | 12,39 | | | ~~7,39~~ | 10mo | Sons,Ld. | Chargeurs de | | | | French | 180lb 416NHP | s 2 ″ 1½ |
| FOMB | *Well deck* D.F. | *ss*Nts.No.2–39 | 1292 | | ✠LMC8,39 | | 8,41 | | Sunderland | l'Ouest | P25′Q72′B64′F32′ FK | | | 7 *B Hpt Cem* | 2SB,*8cf*,*gs*150,*hs*5998 FD | 19 ″ 3 |
| | *Cargo battens not fitted* | 1 *Dk*(*Stl*) | | | | | | *Lloyd's* | *SA&CP* | | | | | | N.E.MarineEng.CoLd.Sld. | |
| | | | | | | | | | | *Cell D* | *B*228′568*t* | *FPT*108*t* | *APT*234*t* | | | |
| 73225 | **Divona** (*ex*SierraVerde,*ex*WarClyde) | | 1530 | ✠ ... | | | | 1918 | A.McMil- | UnionIndust.& | 240·5\|36·1\|19·1 | | | Rouen | T.3Cy.18″,30″&50″–33″ | 21 ″ 3 |
| | | *ss*Ant.No.1–23 | — | 9,26 | | | | 10mo | lan&Son,Ld. | Mar.Sté.Française | B52′F23′ | | | French | 172NHP | V |
| FPHA | | 1 *Dk* | 815 | ✠ | | | | | Dumbarton | d'Arm. | | FK | | *WB* | Rankin&BlackmreLd.Grk | † |
| 73226 | **Dixcove** | | 3790 | ✠100A1 ~~Melb~~ | | *x* | CL | 1927 | A.McMil- | Elder Dempster | 355·4\|49·2\|22·4 | | | Liverpool | Oil Engines 4S.C.SA | 24 ″ 8 |
| 149641 | | *Oil Eng.* | 3090 | *with freeboard* | Lon | | ~~5,38~~ | 10mo | lan&Son,Ld. | Lines,Ld. | 367·6(O.L.) | | | British | 6Cy.29⅛″–59 1/16″ 489NHP | s 2 ″ 2 |
| GNJQ | | *ss*Ham.No.2–35 | 1995 | Examined 1,41 | | | 5,41 | 10mo | Dumbarton | | P37′F42′ FK | | | 6 *B Hpt Cem* | DB*100lb* | 22 ″ 7½ |
| | | 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) | | | ✠LMC CS9,35 | | | *Lloyd's* | *SA&CP* | | | | | (*Coll to Sh dk* | Harland&Wolff,Ld.Gls. | |
| | | | | DBS6,39 1,41 | 9,38 | | | | | | | | | 5 ,, 2nd ,, ) | | |
| | *Carrying Vegetable oil in deep tanks* | | | | | | | | | *Cell DB* | 292′778*t* | *DTs a*58′616*t* | *FPT* | 97*t* | *APT*100*t* | |
| 73227 | **Dixiano** | | 4323 | | | | | 1921 | StatenIsld. | AmericanSugar | 360·0\|50·2\|29·2 | | | NewYork | T.3Cy.23″,39″&66″–42″ | R |
| 221349 | | *Fitted for oil fuel* | — | | | | | | S.B.Co. | TransitCorp. | P91′B37′F33′ | | | Utd. States | 282NHP | |
| KDSP | *Mchy.Aft* | 2 *Dks* | 2613 | | | | | | Mariner's | | | | | *WB* | StatenIslandS.B.Co. | |
| | Sub.Sig. | *Carrying Petroleum in bulk* | | | | | | | Harbor,N.Y. | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | |
| 73228 | **Dixie** Ⓟ | | 8188 | | | | | 1927 | FederalS.B | SouthernPacific | 426·6\|60·2\|26·0 | | | NewYork | 2 Steam Turbines DR | |
| 227107 | | *Fitted for oil fuel* | — | | | | | | &D.D.Co. | S.S.Lines | | | | Utd.States | geared to 1 Sc. Shaft | |
| WICX | D.F. GyC. | 3 *Dks* | 4918 | | | | | | Kearny,N.J. | | | | | *WB* | DeLavalSteam | |
| | E.S.D. | *Longitudinal framing* | | | | | | | | | | | | | TurbineCo.Trenton,N.J | |
| 73229 | — | | 1571 | | | | | 1937 | Porsgrund | A/S Frank (Chr.J. | 246·6\|37·9\|18·2 | | | Porsgrunn | C2Cy13½″&27 1/16″-27 7/16″&LP | N |
| | | Wireless D.F. | 1283 | | | | | | Mek.Værks. | Reim, *Mgr.*) | P66′F29′ | | | Norwegian | turbine with DR gearing& | |
| LJMZ | *Mchy.Aft* | *Cruiser Stern* 1 *Dk* | 888 | | | | | | Porsgrunn | | | | | *WB* | hydraulic coupling 63NHP | |
| | | | | | | | | | | | | | | | PorsgrundM.V.Porsgrunn | |
| 73230 | **Dixie Arrow** | | 8046 | ✠100A1 | NYk | *d*† | CL | 1921 | NewYork | Socony-Vacuum | 468·3\|62·7\|32·0 | | | NewYork | Q.4Cy.24″,36″,51″&75″–51″ | 32 ″ 0 |
| 221735 | | *ss*Mob.No.3–11,33 | 7834 | *Shelter dk* | Bal | | 11,38 | 11mo | S.B.Corp. | OilCo.Inc. | | | | Utd. States | 220lb (*r*) 625NHP | s 4 ″ 1½ |
| KDVT | | *ss*Mob.No.1–37 | 4960 | *with freeboard* | | | | | Camden,N.J. | | | FK | | 16 *B Hpt Cem* | 3SB,*9cf*,*gs*173,*hs*9052 FD | 28 ″ 1½ |
| | *Mchy.Aft* | 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)& | | 6,40 ~~8,39~~ | | | | | A&CP | | | | | (*Coll to Sh dk* | NewYorkS.B.Corp. | |
| | D.F. | *Web frames* | | B89,39 | ✠LMC8,37 | | | | | *Cell DB*a19′*u* | *E&B*76′436*t* | *DTf*40′ | 644*t* | 9 ,, *U* ,, | Camden,N.J. | |
| | *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | | | | *aft*100*t* | *tween dk tank* | 6 ,, 2nd ,, ) | | |
| | | | | *Fitted for oil fuel* 11,21 | | | *F.P. a* | *bove* 1 | 50° F. | | | *FPT*229*t* | *APT*131*t* | | | |
| 73231 | **Dixie Sword** (*ex*Florida–37, | | 3283 | ✠ ... | | | | 1919 | Submarine | SwordS.S.Line, | 324·0\|46·2\|25·0 | | | NewYork | DR geared steam turbine | 28 ″ 6 |
| 218943 | *ex*PointFirmin–34, | *ss*N.Ns.No.3–7,26 | 3905 | 1,33 | | | | 9mo | BoatCorp. | Inc. | P30′B90′F35′ | | | Utd. States | | R |
| KOCP | *ex*ContinentalBridge) | *Fitted for oil fuel* | 2000 | ✠ | | | | | Newark,N.J. | | FK | | | *WB* | WestinghouseElectric | † |
| | | 1 *Dk*2*trB in* | | | | | | | | | | | | | &Mfg.Co.Essington,Pa. | |
| | | *fore&after holds&Web frames* | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse-power by Society's formula RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed if not in L.R. Date of L.R. Trade Certificate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73232 | **Djambi** | 6984 | | | | | 1919 | Maats. Fijenoord Rotterdam | N.V.Rotterdam-scheLloyd(W.Reys & Zonen, *Mgrs.*) | 445·6 | 54·3 | 34·4 | Batavia Rotterdam Dutch | Oil Engines 2S.C.DA | | V |
| | *OilEng.* | 5006 | | | | | | | | P7′F58′ | | | | 6Cy.27$\frac{7}{8}$″–47$\frac{1}{8}$″ 1590NH | | |
| PDQU | *Ref.Mchy.* D.F. 3*Dks* | 4404 | | | | | | | | | | | *WB* | NE31 Wilton-Fijenoord,Rot. | | |
| 73233 | **Djebel-Amour** (P) | 2908 | | | | | 1931 | Swan,Hunter&Wigham Richardson, Ld.Newcastle | Cie.deNav.Mixte (Cie.Touaché) | 325·0 | 44·6 | 24·4 | Marseilles French | 3 DR Geared Steam Turbines | | V |
| | *Fitted for oil fuel* | 2431 | | | | | | | | P35′B88′F48′ | | | | ParsonsMarineSteam | | |
| FNFC | 3*Dks* | 1545 | | | | | | | | | | | *WB* | TurbineCo.Ld.Nwc | | |
| 73234 | **Djebel-Aurès** (P) | 2835 | | | | | 1929 | Swan,Hunter&Wigham Richardson, LdNewcastle | Cie.deNav.Mixte (Cie.Touaché) | 325·0 | 44·6 | 24·4 | Marseilles French | 3 DR Geared Steam Turbines | | V |
| | *Fitted for oil fuel* | 2463 | | | | | | | | P35′B88′F43′ | | | | ParsonsMarineSteam | | |
| FNFS | D.F. 3*Dks* | 1551 | | | | | | | | | | | *WB* | TurbineCo.Ld.Nwc | | |
| 73235 | **Djebel-Dira** (P) | 2835 | | | | | 1930 | Swan,Hunter&Wigham Richardson, Ld Newcastle | Cie.deNav.Mixte (Cie.Touaché) | 325·0 | 44·6 | 24·4 | Marseilles French | 3 DR Geared Steam Turbines | | V |
| | *Fitted for oil fuel* | 2463 | | | | | | | | P35′B88′F45′ | | | | ParsonsMarineSteam | | |
| FNFH | D.F. 3*Dks* | 1551 | | | | | | | | | | | *WB* | TurbineCo.Ld.Nwc | | |
| 73236 | **Djebel Nador** | 3168 | ✠ 2,41 | | Msl | *u* | 1938 | Internatnl S.B.&E.CoLtd Danzig | Cie.deNav.Mixte (Cie.Touaché) | 324·8 | 45·6 | 26·5 | Marseilles French | Oil Engines2S.C.DA | 28 ″ 10 | |
| | *OilEng.* | 2764 | *withfreeboard* | | | | 2mo | | | 335·0(o.l.) | | | | 6Cy.23$\frac{3}{8}$″–35$\frac{7}{8}$″ 1170NH | ~~8 ″ 1~~ | |
| FNFR | D.F. 2*Dks*,3*rd dk in forward holds* | 1837 | ~~LMC2,38~~ | | | | *Lloyd's SA&CP* | | | F43′ FK | | | 5*BHptCem* | | ~~21 ″ 11½~~ | |
| | *Cruiser Stern* | | | | | | *CellDB267′54* | | *9t tanks at sides of* | *tunnel408t FPT20t* | | | *ptAsp APT61t* | Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | |
| 73237 | **Djenne** (P) **TwinSc** | 8790 | | | | | 1931 | Forg.&Ch. delaMéditSA LaSeyne | Cie.deNav.Paquet | 426·9 | 58·6 | 34·3 | Marseilles French | 6SteamTurbinesSRgearedc to 2 Sc. Shafts | | V |
| | *Fitted for oil fuel* | 6156 | | | | | | | | B192′F80′ | | | *WB* | Forg.&Ch.delaMédit.S.A. | | |
| FNHX | D.F. 3*Dks*(*4th dk in Nos.1&2holds*) | 4551 | | | | | | | | | | | | | | |
| | E.S.D. *CruiserStern* | | | | | | | | | | | | | | | |
| 73238 | **Djirak** (*ex*CreoleJefe–33) **TwinSc** | 3077 | ✠100A1 | | Bat | *u* | 1928 | Palmers' Co.Ld. Newcastle | N.V.Nederland-scheKoloniale TankvaartMaats. | 325·0 | 55·2 | 16·4 | Palembang ~~Cie.Hague~~ Dutch | T.6Cy.14$\frac{1}{2}$″,24″&39$\frac{1}{2}$″–27″ | 16 ″ 6 | |
| | *ss*Bat.No.3–2,41 ~~*ssSng.No.2–26*~~ | 2298 | 2,41 | | | | 9mo | | | 336·7(o.l.) | | | 180lb (*s*) 288NH | | s 2 ″ 0 | |
| PDRC | *Mchy.Aft* 1*Dk*(*Stl*)*&Web frames* | 2164 | B82,41 ✠LMC5,40 | | | | *Lloyd's SA&CP* | | | P73′B22′F40′ FK | | | 8*BHptCem* | 2SB,*6cf*, ,HS4808 FD | 14 ″ 8½ | |
| | *Longitudinal framing–bracketlesssystem* | | *Carrying Petroleum in bulk* | | | | *above* | | | *Trunk in wells* | | | | Palmers'Co.Ld.Newcastle | | |
| | | | *Fitted for oil fuel* 9,28 | | | | 150° F. | | *CellDBuE&B50′* | 149*t side tanks* 180′ | | | 2115*t FPT2* | 07*t APT126t* | | |
| 73239 | **Djurdjura** (*ex*PenrithCastle) | 3460 | ✠ ... | | | | 1922 | Ardrossan DD&SBCoLtd Ardrossan | Ministry ofShipping(Westbourne SnippingCo.Ld. *Mgrs.*) | ~~351·8~~ | 50·2 | ~~22·8~~ | Manchester British | T.3Cy.25″,41″&68″–45″ | 25 ″ 1 | V |
| 145822 | | 3238 | 5,27 | | | | 10mo | | | P42′B127′F46′ | | | 375NH | | | † |
| GMSS | D.F. 2*Dks* | 2098 | | | | | | | | 350 · 7 FK | | | *WB* | J.G.Kincaid&Co.Ld.Grk. | | |
| 73240 | **Djurma** (*ex*Brielle–35) | 6908 | | | | | 1921 | NewWaterway S.B.Co. Schiedam | U.S.S.R. | 402·6 | 58·3 | 34·7 | Nogaevo Russian | T.3Cy.30″,48″&79″–54″ | | |
| | *Fitted for oil fuel* | 4716 | | | | | | | | F33′ | | | | 458NHP | | |
| UPKZ | *CruiserStern* 3*Dks* | 3924 | | | | | | | | | | | *WB* | NewWaterwayS.B.Co. | | |
| 73241 | **Dnepr** (*ex*Miltonstar,*ex*Brodhurst) | 3071 | | | | | 1914 | ClydeS.B. &Eng.Co.Ld. PortGlasgow | U.S.S.R. | 304·3 | 44·7 | 27·2 | Vladvostk Russian | T.3Cy.23″,37″&61″–42″ | | |
| | | 2940 | | | | | | | | | | | | 241NHP | | |
| UOTQ | *Ref.Mchy.* 1*Dk&Shelter dk* | 1876 | | | | | | | | | | | *WB* | ClydeSB.&EngCoLd.P.Gl | | |
| 73242 | **Dneprostroi** (*ex*Dallas) | 4756 | ✠ ... | | | | 1919 | Standard S.B.Corp. Shooter's Island,N.Y | U.S.S.R. | 377·0 | 52·0 | 26·8 | Vladvostk Russian | T.3Cy.24″,40″&70″–48″ | 29 ″ 0 | |
| | | 4268 | 6,20 | | | | 1mo | | | P25′B106′F34′ | | | 478NHP | | | |
| UOBH | 2*Dks* | 2963 | | | | | | | | | | FK | *WB* | StandardS.B.Corp. | | |
| 73243 | **Dnestr** | 3580 | | | | | 1928 | Deutsche Sch.-u.Mschb A.G.Seebeck Wesrmünd-G | U.S.S.R. | 306·4 | 48·0 | 27·3 | Odessa Russian | T3Cy23″38$\frac{5}{8}$″&63″–43$\frac{3}{4}$″&LP | | |
| | *Fitted for oil fuel* | 3224 | | | | | | | | B83′F34′ | | | | Turbine with DR gearing& hydraulic coupling346NHP | | |
| UOUP | *Ref.Mchy.* 2*Dks* | 2061 | | | | | | | | | | | *WB* | DeutscheSch.u MschbA.G. Wesermünde-G | | |
| | *CruiserStern* | | | | | | | | | | | | | | | |
| 73244 | **Dobrina Nikitich** **TwinSc** | *1664* | ✠ ... | | | | 1916 | Swan,Hunter&Wigham Richardson, Ld.Newcastle | U.S.S.R. | 200·1 | 50·5 | 27·4 | Vladvostk Russian | T.6Cy.21½″,35½″&58″–36″ | 27 ″ 6 | |
| | (*Icebreaker*) | *1613* | 12,21 | | | | 9mo | | | | | | | 721NHP | | |
| UODW | 1*Dk&Awng dk* | *672* | | | | | | | | | | FK | *WB* | Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | |
| | 2 *dks in fore&after holds* | | | | | | | | | | | | | | | |
| 73245 | **Doce de Octubre (12 de Octubre).** | | *See letter* | | "T" | | | | | | | | | | | |
| 73246 | **Docilitas** (*ex*Eider–38, | 1246 | ✠100A1 | | Gen | *n* | 1906 | Campbel-townS.B.Co Campbeltwn A&CP | AdriaticoTirreno JonioLigure (A.T.J.L.)Soc. Anon diNav.(A. Ravano,*Mgr.*) | 239·0 | 32·7 | 16·0 | Genoa Italian | T.3Cy.18″,27½″&45″–33″ | 17 ″ 4 | |
| 2193 | *ex*Stanhill–37, *ss*Gen.3rdNo.3–5,38 | 910 | *ptAwng dk* | | | CL | 10mo | | | 230·5 | | | 4*BHCem* | 160lb 120NHP | s7 ″ 2½ | |
| IBOW | *ex*Eider–36) | 777 | *withfreeboard* | | | 5,38 | | | | Q79′ | | | | 1SB,3*pf*,GS65,HS1871 | 17 ″ 3 | |
| | Wireless 1*Dk*(*Stl*)*&deep framing* | | 5,40 ~~1,39~~ | | BS5,40 | | | | | *ptAwng dk151′* FK | | | | Hutson&Sons,Ld.Glasgow | | |
| | *&ptAwng dk*(*Stl–ptws*) | | ~~1935,39~~ | | ✠LMC5,38 | | | | | *CellDBa54′f94′* | | | 205*t APT80t* | | | |
| 73247 | **Doctor Lykes** | 7500 | | | | | 1940 | Federal S.B.&D.D.Co Kearny,N.J. | LykesBros.Steamship Co., Inc. | 468·3 | 69·7 | 29·1 | Tampa Utd. States | 2 steam turbinesDRgeared | | |
| 239517 | | 7773 | | | | | | | | F42′ | | | | to 1sc. shaft 1417NHP | | |
| WESK | *Fitted for oil fuel* | | | | | | | | | | | | *WB* | DeLavalSteam | | |
| | D.F. E.S.D. GyC. 3*Dks* | | | | | | | | | | | | | TurbineCo.Trenton,N.J. | | |
| | *ptLongitudinal framing* *CruiserStern* | 4585 | | | | | | | | | | | | | | |
| 73248 | **Doepel** **WoodTwinSc** | 389 | | | | | 1919 | G E.Beattie Brisbane Water,NSW. | NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*) | 145·0 | 33·0 | 9·2 | SydnyNSW British | C.2Cy.10″&20″–14″ | | |
| 150141 | | 314 | | | | | | | | F18′ | | | | E&B*made*13 33RHP | | |
| VLCP | *Mchy.Aft* Wireless 1*Dk* | 194 | | | | | | | | | | | *WB* | Chapman&Co.SydnyNSW | | |
| 73249 | **Dogan** (*ex*Mastrandreas–33, | *3281* | ✠ ... | | Cff | | 1901 | A.Rodger &Co. Pt.Glasgow | Barzilay& Benjamin | 325·5 | 48·2 | 23·8 | Istanbul Turkish | T.3Cy.24″,40″&65″–42″ | 26 ″ 4 | V |
| | *ex*Highgate, *ss*Rou.No.3–10,30 | *3133* | 12,33 | | | | 11mo | | | P29′B84′F30′ | | | | 278NHP | | † |
| TCBB | *ex*Dunolly) 1*Dk*(*Stl*)*2trBd* | *2127* | | | | | | | | | | FK | 6*BHCem* | NDB12*refitted*22 | | |
| | *deep framing* | | | | | | | | *CellDB* | *a&uE122′f138′781t* | | | *APT120t* | 2SB,*6cf*,GS118,HS4240 | | |
| | | | | | | | | | | | | | | ClydeS.B.&E.Co.Ld.PtGls | | |
| 73250 | **Dogu** (P) **TwinSc** | 6000 | | | | | 1939 | Blohm& Voss Hamburg | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 385·9 | 52·5 | 20·5 | Istanbul Turkish | T6Cy22$\frac{1}{16}$″,35$\frac{7}{16}$″&59$\frac{1}{16}$″– | | |
| | Sub.Sig. D.F. E.S.D. 4*Dks* | | | | | | | | | B16′F85′ | | | *WB* | 39$\frac{3}{8}$″ & LP turbines | | |
| | *Ref.Mchy.* GyC. *CruiserStern* | | | | | | | | | | | | | withDRgearing&hydraulic couplings HS12270 908NHP | | |
| | | | | | | | | | | | | | | Blohm&Voss,Ham. | | |
| 73251 | **Dokka** | 1168 | | | | | 1925 | Laxevaags Msk.&Jrnskb Bergen | D/S A/S Songa (KlausWiese Hansen,*Mgr.*) | 230·0 | 36·5 | 14·8 | Bergen Norwegian | T.3Cy.16$\frac{3}{4}$″,25$\frac{1}{4}$″&43″–30″ | | N |
| | | 1010 | | | | | | | | P47*t*H69*t* | | | | 101NHP | | |
| LDFV | Wireless D.F. 1*Dk* | 656 | | | | | | | | | | | *WB* | LaxevaagsMsk&Jrns.Bgn | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre-à-large. Lettre ajoutée. Lettre d'Appareillement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francobord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté, si ce n'est dans le L. R. Dernière Cert. Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73252 | **Dokter Wagemaker** | 374 / 272 / 169 | | | | | 1934 | N.V. Wilton-Fijenoord Rotterdam | N.V.Texel'sEigen Stoomboot Onderneming | 149·6 / 26·5 / 9·6 | | | Texel Dutch | T.3Cy.11″,17″&28½″–18½″ 29NHP N.V Wilton-Fijenoord, Rot. | | V |
| | 1 *Dk* | | | | | | | | | | | | | | | |
| 73253 | **Doktor Heinrich Wiegand,** *see* | Dr. | Heinrich | Wiegand | | | No. | 73359 | | | | | | | | |
| 73254 | **Dolabella** | 8142 | ✠100A1 | Nwc | *c*† | CL | 1939 | Hawthorn, Leslie&Co.Ld. Newcastle | Anglo-Saxon PetroleumCo.Ld. | 465·3 / 59·3 / 33·8 | London | Oil Engines 4S.C.SA | 34 ″ 0 | |
| 167358 | *Oil Eng.* | 7235 | ~~6,30 11,09 6,41~~ | | | | 11mo | | | 483·3 (O.L.) | British | 8Cy.25½″–55½″ 502NHP | 6 ″ 8½ | |
| GBZZ | D.F. E.S.D. 1 *Dk,2nd dk clear of Mchy.Aft Cruiser Stern cargo tanks Longitudinal framing at bottom & at deck* | 4800 | ✠LMC11.39 *Carrying Petroleum in bulk* | | | | | | *Lloyd's A&CP* | P98′B45′F50′ FK *Cell DB69′23t DT Tf25′271t FPT138t* | 17*BH* *APT85t* | DB1805 Hwthrn,Leslie&CoLdNwc | 27 ″ 6½ | |
| 73255 | **Dole** (*ex*Everhope 39, | 3811 | ✠100A1 | Sch | *w* | CL | 1912 | R.Duncan &Co.Ld. Pt.Glasgow | ~~Mrs.Z.Heinrich—sons~~ Mrs.E.Grauds | 354·3 / 51·1 / 23·8 | Riga | T.3Cy.25″,41″&67″–45″ (*s*) | 26 ″ 3 | |
| 192 | *ex*Maplegrove–33, | 3529 | 11.39 | | | 10.37 | 9mo | | | P22′B90′F36′ FK | Latvian | 180lb 338NHP | 14 ″ 7½ | |
| YLAO | *ex*BenClune, *ss*Rot.2ndNo.3–10,37 *ex*Oltul,*ex*Iriston) 1 *Dk(Stl)* | 2404 | BS9.39 ✠LMC10.37 No later survey reported | | | | | | *Lloyd's A&CP* | 115′*uE&B*36′*f*156′9 | *BHCem* 15*tAPT*105*t* | 2SB,*6cf*,GS130,HS5384 Rankin&Blackmore,Grk. | 21 ″ 10 | |
| 73256 | **Dolium** (*ex*President **TwinSc** | 1142 | ✠100A1 | Suz | *m* | CL | 1922 | J.Koster, Hzn.Schpsw. Gideon Groningen | Anglo-Saxon PetroleumCo.Ld. | 217·1 / 33·6 / 12·5 | London | T3Cy10½″17½″&28¾″–17½″ | 12 ″ 5 | |
| 154133 | Bolivar–32) *ss*Suz.No.3–11,34 | 730 | 5,41 1,39 | BS3.41 | | 1,40 | 7mo | | | | British | 199lb (*s*) 136NHP | s ″ 9½ | |
| MJQM | *ss*Suz.No.1–39 | 533 | ~~BS1.40~~ LMC1.39 | | | | | | | *Pon*Q67′Q67′F30′ FK | 2SB,*4cf*, ,HS2842 | | 11 ″ 8½ | |
| | *Mchy.Aft* 1 *Dk(Stl)&Web frames* | | *Carrying Petroleum in bulk Fitted for oil fuel* 7,22 | | | *F.P. o* | A&CP | Groningen | | *Cell DBuE*19′21t*DTf*13′ | 10*BHCem* 155t*APT*23t | L.Straatman,Dordrecht | | |
| | | | | | | | above | 150° F. | | | | | | |
| 73257 | **Dolius** **TwinSc** | 5507 | ✠ | Liv | *z* | | 1924 | Scott'sS.B. &E.Co.Ld. Greenock | OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*) | 407·0 / 52·2 / 28·4 | Liverpool | Stm.&OilEng.2S.C.DA | 32 ″ 0 | C |
| 147247 | *Oil Eng.* | 4922 | 11,25 | | | | 4mo | | | P39′B133′F42′ FK | British | 8Cy.22″–36″ 748NHP | | † |
| GJVM | D.F. 2 *Dks(Stl)* | 3319 | ✠ | | | | | | *Cell DB*336′ 1200t *DTa*30′ 713t *DTf*30′ | | *SBHptCem* 874t*APT*52t | 2Regenerators Scott'sS.B.&E.Co.Ld.Grk. | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | |
| 73258 | **Dollard** Ⓟ **TwinSc** | 761 | ✠ ... | | | | 1913 | Kingston S.B.Co. Kingstn,Ont. | CanadianGovernment(Dept.of Transport) | 178·6 / 31·9 / 15·3 | Ottawa | T.6Cy.12½″,21″&34″–21″ | 15 ″ 6 | |
| 133937 | *Fitted for oil fuel* | 596 | 7,15 | | | | 4mo | | | F29′ FK | British | 182NHP | | |
| CGSD | *Mchy.Aft* Wireless 1 *Dk* | 328 | ✠ | | | | | | *WB* | | | CollingwoodS.B.Co. | | |
| 73259 | **Dollart** | 535 / 433 | | | | | 1912 | Stettiner Oderwerke Stettin | Bugsier,Reed.& BergungsA.-G. | 165·8 / 28·6 / 11·5 | Brmrhavn German | C.2Cy.17$\frac{9}{16}$″&31½″–21½″ 38NHP | | G |
| DHFJ | 1 *Dk* | 268 | | | | | | | | P112′F22′ | *WB* | StettinerOderwerke | | |
| Now "Alkaliner," *see No. 87014 in Supplement* | **Dolomite I** **TwinSc** | 934 | | | | | 1933 | Dolomite MarineCorp. RochesterNY | All-Waterways Nav.Corp. | 205·6 / 32·0 / 13·1 | Rochester, N.Y. Utd.States | 2 Oil Engines 4S.C.SA connected to Elec.Motors& Sc.Shafts 12Cy.14½″–14½″ *Emade*17*refitted*33 239NHP Busch-Sulzer Bros. St.Louis,Mis. | | R |
| 332111 | *Oil Eng.* | — | | | | | | | | | | | | |
| WCFS | Wireless (*Self-Unloader*) | 478 | | | | | | | | | | | | |
| | *Electrically welded Mchy.Aft* 1 *Dk* *Carrying cargo oil in bulk* *Cruiser Stern* | | | | | | | | | | | | | |
| 73261 | **Dolomite 2** (*ex*Thomas **TwinSc** | 1958 | | | | | 1892 | Chicago S.B.Co. Chicago | RochesterS.B. Corp. | 286·0 / 41·2 / 18·8 | Rochester, N.Y. Utd.States | OilEngines4S.C.SA | | R |
| 145631 | Maytham–38) *Oil Eng.* | — | | | | | | | | Q60′F28′ | | 16Cy.12½″–13″ 245NHP | | |
| WPTC | *Mchy.Aft* 1 *Dk* | 1447 | | | | | | | | | *WB* | NE38 | | |
| | *Carrying petroleum in bulk* | | | | | | | | | | | AmericanLocomotiveCo. Auburn,N.Y. | | |
| 73262 | **Dolomite 4** **TwinSc** | 2189 | ✠100A1 | NYk | *s* | | 1938 | Dolomite MarineCorp. Rochester, N.Y. | All-Waterways Nav.Corp. | 290·5 / 43·3 / 18·9 | Rochester, N.Y. | 2 Oil Engines 4S.C.SA | 21 ″ 0 | |
| 237713 | *Oil Eng.* | 2133 | | | | | | | | 300 (O.L.) | Utd.States | SR geared to 2 ScrewShafts | s5 ″ 2½ | |
| WOAR | D.F. | 1603 | (*Class Contemplated*) | | | | | | | Q55′F28′ FK | | 16Cy.12½″–13″ 245NHP | 15 ″ 10½ | |
| | *Mchy.Aft* 1 *Dk* *Electrically welded* *Transverse channel construction* | | *For service on the Great Lakes. New York State Barge Canal, & coastwise from Eastport, Me., to the West Indies Carrying Petroleum in bulk* | | | | | | | | 10*BHptCem* | AmericanLocomotiveCo. Auburn,N.Y. | | |
| Now "Nickeliner," *see No. 89303 in Supplement* | | | | | | | | | *Cell DB*206′485t *FPT*87t*APT*50t | | | | | |
| 73263 | **Dolores De Urquiza** **TwinSc** | 2082 | ✠ ... | | | | 1926 | A.&J. Inglis,Ld. Glasgow | EntreRiosRailwaysCo.Ld. | 340·0 / 57·7 / 17·7 | Ibicuy Argentine | Oil Engines 4S.C.SA | 19 ″ 9 | |
| | (*Train Ferry*) *Oil Eng.* | — | 9,29 | | | | 10mo | | | FK | | 12Cy.15$\frac{3}{8}$″–29½″ 287NHP | | |
| | 1 *Dk* | 1509 | ✠ | | | | | | | | | Harland&Wolff,Ld.Gls. | | |
| 73264 | **Dom Pedro I** Ⓟ **TwinSc** | *6370* | ✠ | Syd | *a*† | | 1908 | A.Stephen &Sons,Ld. Glasgow | LloydBrasileiro | 400·4 / 54·2 / 30·6 | R.Janeiro Brazilian | T.6Cy.24½″,40″&68″–48″ 1038NHP | 33 ″ 3 | V |
| | (*ex*PedroI–35,*ex*Wyreema) | *5885* | 11,09 | | | | 2mo | | | FK&BK1½″ | *7BHCem* | 6SB,*18cf*,GS372,HS16002 | | |
| PUBV | 3 *Dks(Stl–U&M ws) Orlop beams forward Orlop dk(Stl) aft&Shade dk(Stl–teaks)* | *3291* | ✠ | | | | | | *Cell DBa*76′*uE&B*104′ | | | A.Stephen&Sons,Ld.Gls. *f*148′861t*FPT*56t*APT*57t | | |
| 73265 | **Dom Pedro II** Ⓟ **TwinSc** | *6129* | ✠ | Syd | *a*† | | 1910 | A.Stephen &Sons,Ld. Glasgow | LloydBrasileiro | 400·4 / 55·0 / 30·7 | R.Janeiro Brazilian | Q.8Cy.23″,33″,47″&67″–48″ 1031NHP | 33 ″ 3 | V |
| | (*ex*PedroII–35,*ex*Levuka) | *4587* | 9,11 | | | | 4mo | | | FK&BK1½″ | *7BHCem* | 6SB,*18cf*,GS354,HS15636 | | † |
| PUBW | 3 *Dks(Stl–U&M ws) Orlop dk (Stl) in fore & after holds & Shade dk(Stl–teaks)* | *3017* | ✠ | | | | | | *Cell DBa*92′*uE&B*115′ | | | A.Stephen&Sons,Ld.Gls. *f*150′809t*FPT*45t*APT*41t | | |
| 73266 | **Domala** Ⓟ **TwinSc** | 8441 | ✠ | Bom | *c*† | | 1921 | Barclay, Curle&Co.Ld Glasgow | BritishIndiaStm. Nav.Co.Ld. | 450·0 / 58·3 / 32·9 | Glasgow | Oil Engines 4S.C.SA | 35 ″ 6 | BT till 1,41 |
| 146966 | *Oil Eng.* | 6848 | 3,25 | | | | 6mo | | *Cell DB*389′1591t | P44′B153′F50′ FK | British | 16Cy.26½″–47″ 1085NHP | | |
| GDMV | *Ref.Mchy.* 2 *Dks(Stl U–teaks)* | 5125 | (*Reclassification Contemplated*) | | | | | | *Tanks between tunnels*122′201t *FPT* | | *SBHptCem* 125t*APT*73t | N.Brit.DieselEng.WrksLd | | |
| Now "Empire Attendant," *see No. 87971 in Supplement* | D.F. | | ✠LMC2,40 | | | | | | | | | | | |
| 73267 | **Domby** | 5582 / 5194 | | | | | 1932 | W.Gray& Co.Ld. W Hartlepool | RopnerShipping Co.Ld. | 421·2 / 55·4 / 28·0 | W.Hartlpl British | T.3Cy.26″,43½″&73″–48″ 369NHP | | C |
| 160771 | | | | | | | | | | P30′B128′F41′ | *WB* | Cen.Mar.E.Wrks.Ld. (W.Gray&Co.Ld.)WHpl | | |
| GTVD | D.F. 1 *Dk* | 3451 | | | | | | | | | | | | |
| 78 | **Dominante** (*ex*Floreal, | 907 | ✠ | Sws | *l* | | 1891 | Osbourne Graham&Co. Sunderland | Vincenzo Bottiglieri | 208·3 / 29·3 / 15·2 200·1 | Torre del Greco | T.3Cy.16½″,26½″&43½″–30″ NDN04 109NHP | 16 ″ 1 | I |
| IMDX | *ex*Lenuccia M, *ss*Apl 2ndNo.3–2,09 *ex*Usk) 1 *Dk(Stl)&Web frames* *Well deck* | 672 / 483 | 7,15 ✠NB2,05 | | | | 5mo | | | P118′F53′ BK7½″ *DBa*51′67t*FPT*21t | Italian *4BHCem* | 1SB,*3pf*,GS52,HS1720 G.Clark,Ld.Sunderland | | † |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when hull class last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73269<br>EGTT | **Domine** (P) TwinSc<br>ssBcl No.1–39 *Oil Eng.*<br>3*Dks & superstructure dk*<br>D.F.<br>*Ref. Mchy.* *Cruiser Stern* | 6914<br>4523<br>3866 | ✠100A1 *with freeboard*<br>DBS8,41 ~~5,40~~<br>~~6,41 7,36~~ ✠LMC4,40<br>✠Lloyd's RMC4,40<br>for temp. 28° F. | Bcl | *z* | CL<br>~~5,40~~<br>5,41 | 1935<br>9mo | Soc. Español-ola de Const. Naval<br>Bilbao<br>*Lloyd's* *A&CP* *Cell* | Cia. Trasmediterranea<br>*l* *DB* 285′7 41*t* *Tanks at sides of tunnels* 62′3 59*t* *FPT* 77*t* | 391·7 \| 53·8 \| 29·0<br>FK<br>*APT* 74*t* | Valencia<br>Spanish<br>8 *BHCem*<br>(1 *to* 2*nd dk*) | Oil Engines 2S.C.SA<br>12Cy.24⅞″–45½″ 1240NHP<br>DB *100lb*<br>LaMaquinistaTerrestre y Maritima, Bcl. | 29 ″ 0<br>s 7 ″ 7<br>21 ″ 10⅜ | |
| 73270<br>161123<br>GMWK | **Domingo de Larrinaga**<br>1 *Dk* | 5358<br>4888<br>3243 | | | | | 1929 | Lithgows, Ld.<br>PortGlasgow | LarrinagaS.S.Co. Ld. | 415·0 \| 55·0 \| 25·6<br>P38′B268′F38′ | Liverpool<br>British<br>*WB* | T.3Cy.25″,43″&72″–48″<br>359NHP<br>D.Rowan&Co.Ld.Glasgow | | C |
| 73271<br>166828<br>GRGG | **Dominion Monarch** (P) QuadSc<br>*Oil Eng.*<br>D.F. 3 *Dks, 4th dk in forward holds*<br>E.S.D. GyC. 5*th dk in No. 1 hold*<br>*Ref. Mchy.* *Cruiser Stern*<br>*Decks & butts of topside plating electrically welded* | 27155<br>18390<br>15813 | ✠100A1 *with freeboard*<br>~~11,39~~ 11,39 ✠LMC1,39<br>✠Lloyd's RMC ~~4,40~~ 4,41 ~~3,40~~<br>DBS8,40 | Lon<br>Syd | *r*†<br>2½ | CL<br>P&N<br>7,39 | 1939<br>1mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*Lloyd's* *A&CP* | ShawSavill& AlbionCo.Ld.<br>*Cell* *DB* 528′2689*t* *Tanks in way of tunnels* 590*t* *FPT* 136*t* | 657·6 \| 84·8 \| 44·4<br>682·1 (O.L.)<br>B&F575′Upr B397′<br>Upr. F64′ FK<br>*APT* 228*t* | S'thamptn<br>British<br>10 *BH* | Oil Engines 2S.C.SA<br>20Cy.28⅛″–88⅝″ 5056NHP<br>4DB *100lb*<br>2 by Swan, Hunter & Wigham Richardson, Ld. Nwc & 2 by Wm. Doxford & Sons, Ld. Sld. | 48 ″ 6<br>s 14 ″ 6½<br>34 ″ 1½ | BT till 12,40 11,41 |
| 73272<br>151086 | **Dominion Shipper** WoodAuxSr<br>*Oil Eng.*<br>1 *Dk*<br>(*See Sailing Ship Register*) | 339<br>264<br>268 | | | | | 1925 | F.S. Burgoyne<br>MahoneBay, N.S. | NovaScotia Shippers, Ld. | 140·3 \| 23·4 \| 12·0 | Halifax NS<br>British | Oil Engines 2S.C.SA<br>8Cy.10½″–12½″ 155NHP<br>FairbanksMorseCo.Ld.<br>Belvedere, Mich. | | |
| 73273<br>218816<br>KIZB | **Domino** (*ex* Delco)<br>*Fitted for oil fuel*<br>1 *Dk*<br>*Longitudinal framing* | 3170<br>2840<br>1903 | | | | | 1919 | Bethlehem S.B.Corp. Ld.<br>Wlmngtn Del | AmericanSugar TransitCorp. | 327·2 \| 46·2 \| 22·9<br>P32′B94′F37′ | NewYork<br>Utd. States<br>*WB* | T.3Cy.22″,37½″&60″–42″<br>233NHP<br>BethlehemS.B.Corp.Ld. | | R |
| 73274<br>148423<br>MNDP | —<br>ssHul.No.3–8,37<br>1 *Dk* (*Stl*) & 2*nd dk at aft end of No.2*<br>*Ref. Mchy.* *hold & fore part of No.3 hold*<br>*Cruiser Stern* | 1453<br>1155<br>711 | ✠100A1<br>~~11,40~~ 3,40 ~~4,41~~ 4,41<br>BS~~3,40~~ ✠LMC3,37 | Lon<br>Liv | *q* | OG<br>~~7,37~~<br>11,40 | 1925<br>2mo | NewWaterwayS.B.Co. Schiedam<br>*Lloyd's* *A&CP* | Ellerman'sWilson Line, Ld. | 255·3 \| 36·1 \| 16·7<br>P&B165′F48′ FK<br>*Cell* *DB* 208′332*t* | Hull<br>British<br>5 *BHCem*<br>*APT* 51*t* | T.3Cy.17¾″,30½″&53″–36″ (*s*)<br>225lb 280NHP<br>2SB, *6cf*, GS108, HS4178 FD<br>NewWaterwayS.B.Co. | 18 ″ 9<br>s ″ 11⅜<br>17 ″ 10⅜ | |
| 73275<br>LDLU | **Don** (*ex* Dunston)<br>ssOsl.No.3–4,37<br>1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | 2010<br>1709<br>1181 | ✠100A1<br>4,41<br>~~BS9,40~~ ✠LMC4,37 | Rot<br>Sld | *r* | CL<br>~~2,38~~<br>9,40 | 1924<br>5mo | Antwerp Eng.Co.Ld.<br>Hoboken<br>*Lloyd's* *A&CP* | A/S Don (Johannesen&FalckPedersen)<br>*Cell* *D* | 278·7 \| 40·2 \| 18·5<br>P22′B59′F23′ FK<br>*B* 238′555*t* *FPT* 746*t* | Oslo<br>Norwegian<br>4 *BHCem*<br>*APT* 68*t* | T.3Cy.20″,33″&54″–36″ (*s*)<br>180lb 214NHP<br>2SB, *6cf*, GS92, HS3632<br>N.E.MarineEng.Co.Ld.Sld | 20 ″ 7<br>s 3 ″ 0<br>17 ″ 9¼ | |
| 73276<br>UPLG | —<br>(*ex* Manto–35)<br>Wireless 1 *Dk* | 1598<br>1193<br>932 | | | | | 1922 | Laxevaags Msk.&Jrnskb<br>Bergen | U.S.S.R. | 246·2 \| 37·8 \| 15·5<br>P18′Q71′B59′F31′ | Vladvostk<br>Russian<br>*WB* | T.3Cy.18″,29″&49″–33″<br>138NHP<br>LaxevaagsMsk.&Jrns.Bgn. | | |
| 73277<br>146346<br>MNCD | —<br>ssGoo.No.3–9,37<br>1 *Dk* (*Stl*)<br>Wireless **D.F.**<br>*Ref. Mchy.* | 1037<br>817<br>421 | ✠100A1<br>6,40 ~~2,40~~<br>~~BS7,39~~ ✠LMC3,37<br>6,40 | Bel<br>Liv | *o* | OG<br>3,37 | 1924<br>11mo | Vickers, Ld.<br>Barrow<br>*Lloyd's* *A&CP* | LondonMidland& ScottishRly. (AssociatedHumberLines, *Mgrs.*)<br>*Cell* *D* *Ba* 58′ *u* *E* 13′ *f* 90′ 204*t* *FPT* 14*t* | 240·3 \| 34·2 \| 15·4<br>P38′B88′F35′ FK<br>*APT* 25*t* | Goole<br>British<br>5 *BHCem* | T.3Cy.22″,36″&61″–39″ (*r*)<br>180lb 333NHP<br>2SB, *6cf*, GS124, HS5000 FD<br>Vickers, Ld. Barrow | 16 ″ 4<br>s 2 ″ 0½<br>14 ″ 9 | |
| 73278<br>SSKB | —<br>(*ex* Eisvogel, *ex* Tergesteo, *ex* Istra)<br>1 *Dk*<br>*Mchy. Aft* *Ref. Mchy.* | 447<br>357<br>293 | | | | | 1920 | A/S Kalundborg Skb<br>Kalundborg | U.S.S.R. | 140·7 \| 30·1 \| 10·2<br>P60*t* F14*t* | Odessa<br>Russian<br>*WB* | Oil Engines 2S.C.SA<br>8Cy10½″–14⅜″ NE24 154NHP<br>Gross-Motorenwerke Hamburg-Mannheim, Ham | | |
| 73279<br>1221<br>CBDA | **Don Alberto** (*ex* Royalmoor)<br>ssVpo.No.3–3,38<br>*Well deck* 1 *Dk* (*Stl*) | *1907*<br>*1490*<br>*1089* | ✠100A1<br>8,40 8,30<br>~~BS3,39~~ ✠LMC3,38<br>BS~~3,40~~ 4,41 | Vpo<br>Tal | *q* | CL<br>N5,38 | 1924<br>11mo | J. Crown& Sons, Ld.<br>Sunderland<br>*Lloyd's* *A&CP* | Cia. Carbonifera e Industrial de Lota<br>*Cell* *D* *Ba* & *u* *E* 99′ *f* 106′382*t* *FPT* 2*t* | 268·0 \| 37·8 \| 17·6<br>Q105′B56′F30′ FK<br>*APT* 173*t* | Valparaiso<br>Chilian<br>4 *BHCem* | T.3Cy.20¼″,33″&54″–39″ (*s*)<br>180lb 216NHP<br>2SB, *6cf*, GS92, HS3594<br>N.E.MarineEng.Co.Ld.Sld | 19 ″ 9<br>s 2 ″ 0<br>18 ″ 0¾ | |
| 73280<br>1230<br>CBDB | **Don Benjamin Squella**<br>(*ex* Clytha) ssVpo.No.3–12,36<br>1 *Dk* (*Stl*)<br>*Well deck* *Cargo battens not fitted* | 2109<br>—<br>1517 | ✠100A1<br>2,40<br>~~BS3,39~~ ✠LMC12,36<br>3,40 | Vpo | *r* | CL<br>N1,39 | 1925<br>1mo | Clyde S.B. &E.Co.Ld. PortGlasgow<br>*Lloyd's* *A&CP* | Cia. Carbonifera e Industrial de Lota<br>*Cell* *D* *B* 229′502*t* *DTf* 13′320*t* *Deck T* 9′15″ *FPT* 83*t* | 275·2 \| 41·0 \| 18·9<br>Q111′B52′F27′ FK<br>*APT* 166*t* | Valparaiso<br>Chilian<br>5 *BHpt Cem* | T.3Cy.20″,32″&54″–36″ (*s*)<br>180lb 214NHP<br>2SB, *6cf*, GS100, HS3630<br>Clyde S.B.&E.Co.Ld. P.Gl. | 21 ″ 0<br>s 2 ″ 2½<br>19 ″ 1½ | |
| 73281<br>88<br>IMDZ | **Don Bosco** (*ex* Syria–34)<br>ssGoo.2nd No.3–3,24<br>ssGoo.No.2–32<br>*Well deck* 1 *Dk* (*Stl*) | 749<br>560<br>347 | ✠ ...<br>5,36<br>✠ | Gen | *l* | | 1898<br>11mo | Earle's Co. Ld.<br>Hull | Soc. Anon. Nav. "Mothia" | 218·8 \| 31·0 \| 13·6<br>210·0<br>Q99′B20′F29′ BK 8″<br>*DBa* 39′ *f* 50′100*t* | Trapani<br>Italian<br>5 *BHCem* | T.3Cy.19″,32″&52″–36″<br>175NHP<br>2SB, *4cf*, GS84, HS2670<br>Earle's Co. Ld. Hull | 14 ″ 3 | I † |
| 73282<br>SSKB | **Don Carlos**<br>*Mchy. Aft* 1 *Dk* (*Stl*) | 433<br>324<br>247 | ✠<br>7,10<br>✠ | Sou | *f* | | 1910<br>7mo | Day, Summers & Co. Ld.<br>Southampton | Liebig's Extract of Meat Co. Ld. | 140·0 \| 25·1 \| 11·6<br>F23′ FK<br>*WB* = *FPT* 27*t* | Bns. Aires<br>Argentine<br>3 *BHCem* | T.3Cy.14″,22″&37″–27″<br>91NHP<br>1SB, *3cf*, GS54, HS1656<br>DaySummers&Co.Ld.Sou. | 12 ″ 6 | |
| 73283<br>KZDR | **Don Esteban** (P) TwinSc<br>*Oil Eng.*<br>D.F. 1 *Dk*<br>*Part electrically welded including decks*<br>*Cruiser Stern* & *butts of shell plating* | 1616<br>—<br>900 | ✠100A1 *with freeboard*<br>~~4,40~~ ~~4,39~~ ✠LMC12,36<br>12,40 ✠LMC(M)4,38 | HKg | *q* | OG<br>4,39 | 1936<br>12mo | Frd. Krupp Germaniawft A.G. Kiel<br>*Lloyd's* *A&CP* | De la Rama S.S.Co. Inc. (E.H. Pirovano, *Mgr.*)<br>*Cell* *D* *Ba* & *u* *E* 115′ *f* 81′1 | 267·1 \| 37·4 \| 14·4<br>Q22′B&F243′ FK<br>*Upper Bridge* 120′<br>7 1*t* *DTs a* 114*t* *FPT* 10*t* | Iloilo<br>Utd. States<br>7 *BHpt Cem* | Oil Engines 4S.C.SA<br>16Cy.16⅛″–21⅝″ 447NHP<br>Fr.KruppGermaniawft A G | 17 ″ 6<br>s 3 ″ 7<br>14 ″ 0½ | |
| 73284<br>KZDR | **Don Isidro** (P) TwinSc<br>*Oil Eng.*<br>D.F.<br>*Cruiser Stern* | 3200 | 100A1<br>*with freeboard*<br>(*Class Contemplated*) | | | | 1939 | Frd. Krupp Germaniawft A.G. Kiel | De la Rama S.S.Co. Inc. (E.H. Pirovano, *Mgr.*) | | Iloilo<br>Utd. States | Oil Engines 4S.C.SA<br>18Cy.22 7/16″–29½″<br>Fr.KruppGermaniawft A G | 20 ″ 0<br>s 4 ″ 1⅜<br>15 ″ 11⅜ | |
| 73285<br>KZPF | **Don José** TwinSc4Mst<br>(*ex* Chief Capilano–37, *ss* H.Kg.No.3–2,37 *ex* Robert Dollar, *ex* Kurland)<br>2 *Dks (Stl)* & *Awng dk (Stl)*<br>&3*rd Dk (Stl) in No.1 hold* | *10893*<br>*10044*<br>*6791* | 100A1<br>*Awng dk*<br>*with freeboard*<br>5,40 ~~6,39~~ BS5,40<br>~~BS5,39~~ LMC2,37<br>*Fitted for oil fuel* | HKg | *g*† | CL<br>6,39<br>11,22 | 1920 | J.C. Tecklenborg A.G. Weser-münde-G. | Madrigal& Co.<br>*Cell* *DB* | 523·5 \| 65·7 \| 37·5<br>543·0 (O.L.)<br>P64′B14′F44′ FK<br>*FPT* | Manila P.I.<br>Utd. States<br>*pt Cem*<br>8 *BH to A dk*<br>1 ,, ,, 3*rd* ,,<br>*APT* | T.6Cy.28″,45¼″&74″–51½″<br>1020NHP<br>200lb<br>5SB, *15cf*, GS296, HS13993 FD<br>J.C.Tecklenborg A.G. Wsm<br>*F. P. above* 150° F. | 40 ″ 3<br>s 10 ″ 5⅜<br>30 ″ 1 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terrain assigné maintenant à la Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. Navire. Mach. Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Comm. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres ou coté si c'est mi dans le L. R. Interne. Cert. R. ou T. Mds. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 73286 KZCZ | **Don Juan O.** (ex Midget, ex Wiegand, ex Guadiana) Wireless 2 *Dks* | 498 429 257 | | | 19 2 2/95 Schiffsw. v. Henry Koch Lübeck | Rio y Olabarrieta | 150·0 \| 24·6 \| 16·2 | Manila Utd. States *WB* | C.2Cy. 15½" & 27½" – 19½" 27 NHP J.F. Ahrens, Altona | | |
| 73287 928 CBDL | **Don Luis** (ex Teno) *ss* Tal. 2nd No. 3–3,32 *ss* Vpo. No. 2–39 2 *Dks (Stl) & deep framing* | 2629 2394 1653 | ✠100A1 2,11 ~~10,39~~ BS10,40 | Vpo Tal ✠LMC10,39 *u* | CL N6,39 | 1906 Earle's Co. Ld. Hull *Lloyd's SA & CP* | Cia. Carbonifera e Industrial de Lota *Cell D B* | 340·0 \| 40·2 \| 21·5 P15' B72' F39' FK *n*88 *u E & B* 40' *f* 166' | Valparaiso Chilian 536 *t A P T* 13 *t* | T.3Cy. 23½", 37" & 61" – 42" (*s*) 170 lb 270 NHP 2SB, 6 *cf*, GS 135, HS 4382 Earle's Co. Ld. Hull | 24 ″ 0 |
| 73288 1170 CBDR | **Don Ricardo** (ex Nordvaag, ex Arly; ex Agerön, ex Lebu) *ss* Vpo. 2nd No. 3–11.34 *ss* Vpo. No. 1–38 2 *Dks (Stl) & deep framing* | 2629 — 1653 | ✠100A1 9,40 ~~10,39~~ ~~BS9,39~~ 2,41 ✠LMC 7,38 | Vpo Tal *u* | CL ~~7,38~~ N 9,40 | 1906 Earle's Co. Ld. Hull *Lloyd's SA & CP* | Cia. Carbonifera e Industrial de Lota *Cell D B* | 340·1 \| 40·1 \| 21·2 P15' B72' F39' FK *a* 88' *u E & B* 40' *f* 166' 536 *t A P T* 13 *t* | Valparaiso Chilian 4 *P T* 13 *t* | T.3Cy. 23", 37" & 61" – 42" (*s*) 170 lb 270 NHP 2SB, 6 *cf*, GS 135, HS 4382 Earle's Co. Ld. Hull | 24 ″ 0 |
| 73289 1300 CBDT | **Don Thompson** (ex Uskbridge–36) *ss* Sws. No. 3–12,36 1 *Dk (Stl)* *Cargo battens not fitted* | 2658 — 1628 | ✠100A1 7,40 ~~2,40~~ ✠LMC MS 10,36 ~~BS 3,39~~ 3,40 | Vpo Tal *t* | CL 2,40 | 1924 Burntisl'nd S.B Co. Ld. Burntisland *Lloyd's SA & CP* | Cia. Carbonifera e Industrial de Lota *Cell D B* 251' 831 *t* | 297·7 \| 43·9 \| 20;8 P25' B71' F27' FK *F P T* 122 *t A P T* 94 *t* | Valparaiso Chilian 5 *B Hpt Cem* | T.3Cy. 22", 36" & 60" – 39" (*s*) 180 lb 278 NHP 2SB, 6 *cf*, GS 122, HS 4762 N.E. Marine Eng. Co. Ld. Sld | 23 ″ 6 |
| 73290 | **Doña Angela C.** (ex Balsieger, ex Princen hage III) *Mchy. Aft* 1 *Dk* | *464* *332* *218* | | | 1918 A. Roorda Scheepsw. Sliedrecht | Soc. Anon. Angel Cassanello Lda. | 150·6 \| 25·0 \| 11·1 Q55' B9' F16' | Bns. Aires Argentine | C.2Cy. 16" & 30" – 16" 30 NHP Werf. Gusto, Schiedam | | |
| 73291 D.F. E.S.D. | **Dona Aniceta** *Oil Eng.* 1 *Dk & Shelter dk* 3rd *dk in No.* 1 *hold* *Cruiser Stern* | 5011 4467 2978 | ✠100A1 *with freeboard* HKg 6,40 ~~7,40~~ 1,41 ~~2,40~~ ✠LMG 1,40 *Carrying cargo oil F.P. above* 15 | Tri HKg *a*† | CL 6,40 | 1940 Cantieri Riuniti Dell' Adriatico Trieste *Lloyd's SA & CP* | De La Rama S.S. Co. Inc. (E.H. Pirovano, *Mgr.*) *Cell D B* 365' 885 *t* | 413·3 \| 55·7 \| 25·4 439·4 (O.L.) F35' FK (*Coll to Sh dk* 6 „ 2nd „) *Tanks at sides of tunnel* 620 *t F P T* 137 *t A P T* 178 *t* | Iloilo Utd. States 7 *B Hpt Cem* DB *100 lb* Cant. Riuniti Dell' Adriatico | Oil Engines 2S.C.SA 8Cy. 28⅜" – 49-⅓₂" 1122 NHP DB *100 lb* | 29 ″ 0 s 3 ″ 4½ 25 ″ 10½ |
| 73292 D.F. E.S.D. | **Dona Aurora** *Oil Eng.* 1 *Dk & Shelter dk* 3rd *dk in No.* 1 *hold* *Cruiser Stern* | 5011 4467 2977 | ✠100A1 *with freeboard* HKg 6,40 ~~6,40~~ ~~10,39~~ 10,40 ✠LMC 10,39 *Carrying cargo oil F.P. above* 15 | Tri HKg *a*† | CL 6,40 | 1939 Cantieri Riuniti Dell' Adriatico Trieste *Lloyd's SA & CP* | De La Rama S.S. Co. Inc. (E.H. Pirovano, *Mgr.*) *Cell D B* 365' 885 *t* | 413·3 \| 55·7 \| 25·4 439·4 (O.L.) F35' FK (*Coll to Sh dk* 6 „ 2nd „) *Tanks at sides of tunnel* 620 *t F P T* 137 *t A P T* 178 *t* | Iloilo Utd. States 7 *B Hpt Cem* DB *100 lb* Cant. Riuniti Dell' Adriatico | Oil Engines 2S.C.SA 8Cy. 28⅜" – 49-⅓₂" 1122 NHP DB *100 lb* | 29 ″ 0 s 3 ″ 4½ 25 ″ 10½ |
| 73293 147779 MLZB | **Dona Flora** *ss* Bly. No. 3–8,36 Wireless D.F. *Mchy. Aft* 2 *Dks* *Hatch covers & webs dispensed with in 'tween dks. Tonnage opening closed '40* | 1179 1088 649 | ✠100A1 *with freeboard* Nwc Examined 6,41 ✠LMC MS 12,36 ~~BS 11,37~~ BS 11,40 | Bly. Nwc *m* | CL ~~11,37~~ 11,40 | 1924 Furness S.B. Co. Ld. Haverton Hill-on-Tees *Lloyd's SA & CP* | Kingdon S.S. Co. Ld. (T.H. Donking & Sons, Ld. *Mgrs.*) *Cell D B* 152' 304 *t D T f* 14' 105 *t* | 201·0 \| 34·6 \| 11·5 209·1 (O.L.) 19·1 FK *F P T* 48 *t A P T* 44 *t* | Middlesbro' British 4 *B Hpt Cem* (3 *to W dk* 1 „ 2nd „) | T.3Cy. 16", 26" & 44" – 30" (*s*) 180 lb *100 lb* 134 NHP 1SB, 3 *cf*, GS 66, HS 2337 Ross & Duncan, Govan | 21 ″ 3 s 6 ″ 10 14 ″ 6¾ |
| 73294 147770 MLYK | **Dona Isabel** 2 *Dks* *Cargo battens not fitted in 'tween decks* *ss* Shl. No. 3–6,36 Wireless D.F. *Mchy. Aft* *ss* Bly. No. 1–40 *Hatch covers & webs dispensed with in 'tween dks. Tonnage opening closed '40* | 1179 1088 649 | ✠100A1 *with freeboard* 1,40 ✠LMC MS 5,36 BS 4,40 | Bly *m* | CL 1,40 | 1924 Furness S.B. Co. Ld. Haverton Hill-on-Tees *Lloyd's SA & CP* | Kingdon S.S. Co. Ld. (T.H. Donking & Sons, Ld. *Mgrs.*) *Cell D B* 152' 304 *t D T f* 14' 105 *t* | 201·0 \| 34·6 \| 11·5 19·1 FK *F P T* 48 *t A P T* 44 *t* | Middlesbro' British 4 *B Hpt Cem* (3 *to W dk* 1 „ 2nd „) | T.3Cy. 16", 26" & 44" – 30" (*s*) 180 lb *100 lb* 134 NHP 1SB, 3 *cf*, GS 66, HS 2337 Ross & Duncan, Govan | 21 ″ 3 s 6 ″ 10 14 ″ 6¾ |
| 73295 D.F. E.S.D. | **Dona Nati** *Oil Eng.* 1 *Dk & Shelter dk* 3rd *dk in No.* 1 *hold* *Cruiser Stern* | 5011 4467 2978 | ✠100A1 *with freeboard* HKg ~~6,40~~ ~~10,39~~ 11,40 ✠LMC 12,39 *Carrying cargo oil F.P. above* 15 | Tri HKg *a*† | CL 12,39 | 1939 Cantieri Riuniti Dell' Adriatico Trieste *Lloyd's SA & CP* | De La Rama S.S. Co. Inc. (E.H. Pirovano, *Mgr.*) *Cell D B* 365' 88 | 413·3 \| 55·7 \| 25·4 439·4 (O.L.) F35' FK (*Coll to Sh dk* 6 „ 2nd „) *5t Tanks at sides of tunnel* 620 *t F P T* 137 *t A P T* 178 *t* | Iloilo Utd. States 7 *B Hpt Cem* DB *100 lb* Cant. Riuniti Dell' Adriatico | Oil Engines 2S.C.SA 8Cy. 28⅜" – 49-⅓₂" 1118 NHP DB *100 lb* | 29 ″ 0 s 3 ″ 4½ 25 ″ 10½ |
| 73296 167349 GCMC | **Donacilla** *Oil Eng.* 1 *Dk*, 2nd *dk clear of cargo tanks* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 8113 7221 4755 | ✠100A1 ~~6,40~~ ~~10,39~~ 6,41 Eal Nwc ✠LMC 10,39 *Carrying Petroleum in bulk* | Gls Eal Nwc *c*† | CL | 1939 Blythsw'd S.B. Co. Ld. Glasgow *Lloyd's SA & CP* | Anglo-Saxon Petroleum Co. Ld. *Cell D B u E* 70' 165 *t* | 464·9 \| 59·5 \| 33·9 482·8 (O.L.) P93' B47' F51' FK *D T f* 25' 297 *t F P T* 43 *t A P T* 89 *t* | London British 17 *B H* DB *180 lb* J.G. Kincaid & Co. Ld. Grk. | Oil Engines 4S.C.SA 8Cy. 25-⅞" – 55½" 503 NHP DB *180 lb* | 34 ″ 0 s 6 ″ 8½ 27 ″ 6½ |
| 73297 165161 MMLV | **Donaghadee** 3 Mst *Mchy. Aft* 1 *Dk* *Cruiser Stern* | 662 434 284 | ✠100A1 4,39 ✠LMC 9,37 | Bel *i* | CL | 1937 A. & J. Inglis Ld. Glasgow *Lloyd's SA & CP* | John Kelly Ld. (W. Clint, *Mgr.*) *Cell D B* 97' 139 *t F P T* | 176·0 \| 27·9 \| 11·0 *29·4* 184·0 (O.L.) Q105' B11' F27' FK *p t Asp* 50 *t A P T* 19 *t* | Belfast British 3 *B Hpt Cem* 200 lb 86 RHP 1SB, 3 *cf*, GS 56, HS 1834 Aitchison, Blair Ld. Clydebank | T.3Cy. 13½", 23" & 38" – 27" (*s*) 200 lb 86 RHP 1SB, 3 *cf*, GS 56, HS 1834 | 13 ″ 5 s 4 ″ 2½ 13 ″ 3⅝ |
| 73298 140832 MNDS | **Donaghmore** *ss* Bel. No. 3–2,38 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* | 581 401 270 | ✠100A1 2,40 ✠LMC MS 1,38 BS 11,39 | Bwg *h* | CL 1,38 | 1925 J. Lewis & Sons, Ld. Aberdeen *Lloyd's SA & CP* | John Kelly, Ld. (W. Clint, *Mgr.*) *Cell D B f* 97' 125 *t F P T* 44 *t* | 165·2 \| 27·0 \| 11·1 171·5 (O.L.) Q94' B11' F28' FK *A P T* 7 *t* | Workngtn British 3 *B H Cem* 180 lb 82 RHP 1SB, 3 *pf*, GS 54, HS 1883 J. Lewis & Sons, Ld. Abn. | T.3Cy. 14", 24" & 39" – 27" (*s*) 180 lb 82 RHP 1SB, 3 *pf*, GS 54, HS 1883 | 13 ″ 4 s 3 ″ 8½ 13 ″ 3 |
| 73299 202635 KDXU | **Donald B. Gillies** (ex Joseph G. Butler, Jr.–35) *Mchy. Aft* D.F. GyC. 1 *Dk* | 6588 — 5174 | | | 1905 American S.B. Co. Lorain, O. | Pioneer S.S. Co. (Hutchinson & Co. *Mgrs.*) *WB* | 525·0 \| 55·0 \| 31·0 | Wilmgton (Del.) Utd. States | T.3Cy. 23½", 38" & 63" – 42" 257 NHP American S.B. Co. Clevelnd | | R |
| 73300 238599 WTYK | **Donald McKay** (P) *Oil Eng.* D.F. E.S.D. GyC. 2 *Dks & pt 3rd dk* *Ref. Mchy.* *Cruiser Stern* | 6200 — 3653 | | | 1939 Sun S.B. & Dry Dock Co. Chester, Pa. | Moore-McCormack Lines, Inc. | 438·3 \| 63·2 \| 27·5 P38' B77' F46' | New York Utd. States *WB* | Oil Engines 2S.C.SA 4Cy. 32"–95" 696 NHP Sun S.B & D.D. Co. Chester Pa | | R |
| 73301 147765 CYKN | **Donald Stewart** *ss* Tto. No. 3–4,36 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted* | 1781 1483 1074 | ✠100A1 *with freeboard* 6,39 ✠LMC MS ~~4,36~~ 4,39 BS ~~12,38~~ 1,40 *For Service on the Great Lakes, River & Gulf of St. Lawrence & to St. John's NFL April to 21st November* | Mtl *t* | CL 6,39 | 1923 Smith's Dock Co. Ld. Middlesbro' *Lloyd's SA & CP* | Canada Steamship Lines, Ld. 2 *intermediate* *Cell D* | 250·0 \| 42·7 \| 16·1 Q92' F36' FK *B Hs in holds (lower parts W T)* *B* 214' 673 *t F P T* 277 *t* | Montreal British *A P T* 13 *t* | T.3Cy. 16", 26" & 44" – 33" (*s*) 180 lb 179 NHP 3 *B H*; *also* 2SB, 4 *cf*, GS 78, HS 2850 FD Smith's Dock Co. Ld. Mdb. | 18 ″ 6 s 2-10½ 15 ″ 10 | |
| 73302 DOBR | **Donau** (P) 4 Mst D.F. E.S.D. 2 *Dks* *Ref. Mchy.* Sub. Sig *Cruiser Stern* | 9035 8138 5642 | | | 1929 Deutsche Sch. u. Mschb. A.G. Werk Vulcan Hamburg | Norddeutscher Lloyd | 521·0 \| 63·6 \| 31·1 | Bremen German *WB* | T.3Cy. 34½", 52½" & 86-⅞" – 57½" and L.P. Turbine 1000 NHP Deutsche Schiff.-u. Mschb. A.G. Werk, Vulcan, Ham. | | G |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck — Net | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Symbols Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in Lloyd's Register Port of Port |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73303 / DJZL | **Donau** D.F. 1 *Dk* *Cruiser Stern* | 2931 2526 1594 | | | | | 1939 | Neptun-werft Rostock G.m.b H. Rostock | Flensburger Dampfercom-pagnie Harald Schuldt & Co. K.G. | 332·1 \| 49·0 \| 19·1 P27 B & F298' Fon B26' | Hamburg German *WB* | C.4Cy.(2)16½″ & (2)35⅞″–35⅞″ & LP turbine 316NHP HS4112 Neptunwerft Rostock G.m.b.H. Rostock | | |
| 73304 / 166493 / GJGV | **Donax** *Oil Eng.* D.F. E.S.D. 1 *Dk*, 2nd *dk* clear of *Mchy. Aft* *Cruiser Stern* cargo tanks *Longitudinal framing at bottom & at deck* | 8036 7214 4760 | ✝100A1 ~~5.11 4.10~~ NYk DBS3,41 ✝LMC7,38 *Carrying Petroleum in bulk* | Fal | *c*† | CL | 1938 7mo | Harland & Wolff, Ld. Glasgow *Lloyd's SA&CP* | Anglo-Saxon Petroleum Co. Ld. *Cell l DBuE70'156t DT f25'289t FPT145t APT88t* | 465·6 \| 59·5 \| 33·9 483·3 (O.L.) P90'B41'F51' FK *17 BH* | London British *17 BH* | Oil Engines 4S.C.SA 8Cy.25⅛″–55½″ 502NHP DB *180lb* Harland & Wolff, Ld, Gls. | 34 ″ 0 s 6 ″ 8½ 27 ″ 6½ | |
| 73305 / UPTE | **Donbass** Twin Sc Sub.Sig. *Mchy. Aft* *Oil Eng* *Longitudinal framing* 2 *Dks* *Carrying Petroleum in bulk* | 7925 6802 4034 | | | | | 1935 | S.B. Yard "Andre Marti" Nicolaieff | U.S.S.R. | 446·0 \| 56·1 \| 35·4 P12'B47'F56' | Tuapse Russian | Oil Engines 2S.C.SA 12Cy.18¾″–35⅞″ 747NHP *Emade* 31 Gebr. Sulzer A.G. Ldwgshfn | | |
| 73306 / 220137 / WTBW | **Donie** (*ex* Rockland) *Fitted for oil fuel* Wireless | 300 — 156 | | | | | 1920 | Terry & Tench Co. Inc. Long Island City | De Bardeleben Coal Corp. (W.G. Coyle Co. *Mgrs.*) | 146·3 \| 20·2 \| 10·9 | N. Orleans Utd. States | C 2Cy.10″ & 24″–14″ 18NHP | | |
| 73307 / 57 / IBUJ | **Donizetti** Ⓟ *Oil Eng* *ss* Fiu. No. 2–36 2 *Dks* (*Stl*) | 2428 1838 1420 | ✝100A1 1,40 ✝LMC CS3,37 DBS11,39 1,39 | Tri | *s* | CL 2,37 | 1928 12mo | Cant. Nav. Triestino Monfalcone *Lloyd's SA&CP* | "Tirrenia" Soc. Anon. di Nav. *Cell DB213'404t* | 294·0 \| 40·2 \| 21·1 281·3 P29'B84'F36' FK *FPT58t APT57t* | Fiume Italian 6 *BHpt Cem* *pt Asp* | Oil Engines 4S.C.SA 6Cy.24⅛″–43⅞″ 357NHP DB *100lb* Stabilimento Tecnico, Tri. | 23 ″ 4 s 3 ″ 1½ 20 ″ 5½ | |
| 73308 / 220664 / KDGN | **Donna Lane** Wood Twin Sc *Oil Eng.* *ss* Sea.–23 2 *Dks* *Mchy. Aft* *Salted* | 2185 1843 1598 | ✝ 8,27 ✝ | Sea | *s* | | 1919 11mo | J.H. Price Const. Corp Seattle Wash. | Oceanic Fisheries, Inc. | 245·5 \| 46·7 \| 23·6 P57'F37' | Seattle Utd. States | Oil Engines 4S.C.SA 12Cy.16″–24″ 298NHP McIntosh & Seymour Corp. Auburn, N.Y. | 26 ″ 10 | |
| 73309 / 134015 / VGQF | **Donnacona** (*ex* W. Grant Morden) *ss* T to. No. 4–6,39 1 *Dk* (*Stl*) & *Web frames* *Mchy. Aft* D.F. *Longitudinal framing* | 8611 8075 6086 | ✝100A– *For Service on the Great Lakes* 6,39 ✝LMC BS~~6.41~~ 1,41 ~~LMS5,39~~ | Tto | | 6,39 | 1914 5mo | Western D. D&S B. Co. Ld P. Arthur, Ont *Cell DB* | Canada Steamship Lines, Ld. *a 55'f & side tanks* | 604·0 \| 59·0 \| 32·0 F44' FK 510'5546t *FPT250t* | Montreal British *4 BH* *APT48t* | T.3Cy.24″,39″ & 65″–42″ (*s*) 170lb 406NHP 2SB, *6cf*, GS132, HS6338 American SB Co. Clvelnd, O. | 32 ″ 0 11 ″ 2½ 21 ″ 0½ | |
| 73310 / 154499 | **Donnacona No. 1** Twin Sc *Oil Eng.* *Mchy. Aft* 1 *Dk* | 329 301 239 | | | | | 1928 | Canadian Vickers, Ld Montreal, PQ | Quebec Paper Sales & Transportation Co. Ld. | 140·8 \| 30·3 \| 9·3 | Quebec British *WB* | Oil Engines 2S.C.SA 4Cy.13⅞″–13¾″ 123NHP N.V. Kromhout Mtfb. Ams | | |
| 73311 / 154500 | **Donnacona No. 2** Twin Sc *Oil Eng.* *Mchy. Aft* 1 *Dk* | 330 302 240 | | | | | 1928 | Canadian Vickers, Ld. Montreal, PQ | Quebec Paper Sales & Transportation Co. Ld. | 140·9 \| 30·3 \| 9·3 | Quebec British *WB* | Oil Engines 2S.C.SA 4Cy.13⅞″–13¾″ 123NHP N.V. Kromhout Mtfb. Ams. | | |
| 73312 / 154984 | **Donnacona No. 3** Twin Sc *Oil Eng.* 1 *Dk* | 346 300 241 | | | | | 1929 | Davie S.B. & Repg. Co Ld Lauzon, P.Q. | Quebec Paper Sales & Transportation Co. Ld. | 143·5 \| 30·1 \| 9·4 | Quebec British *WB* | Oil Engines 2S.C.SA 6Cy.10½″–12⅞″ 124NHP Kromhout Motorenfb. Ams | | |
| 73313 / 147468 / VJKN | **Doomba** (*ex* Wexford) *ss* Dun. No. 1–23 *Cruiser Stern* 2 *Dks* | 750 690 264 | ✝ ... 10,24 | | | | 1919 10mo | W. Simons & Co. Ld. Renfrew | ~~Brisbane Tug & S.S. Co. Ld.~~ | 219·4 \| 28·6 \| 15·5 B31' FK | Brisbane British *WB* | T.6Cy.13¾″,21½″ & 34″–21″ 378NHP W.H. Allen, Son & Co. Bed. | 16 ″ 3 | |
| 73314 / HPMC | **Dora** Ⓟ (*ex* Tjaldur–39, *ex* Vega) *ss* Hfs. No. 1–02 1 *Dk* | 584 502 289 | ✝ ... 6,06 ✝ | | | | 1898 4mo | Murdoch & Murray Pt. Glasgow | Const. Atychides | 199·1 \| 30·0 \| 11·8 P48'B80'F51' FK | Panama Panamnian *WB* | T.3Cy.18″,29″ & 47″–33″ 160NHP Rankin & Blackmore, Grk. | 12 ″ 0 | V † |
| 73315 / 725 / IPRW | — Wood Aux Bkn (*ex Sailing Vessel* Luisa Madre–38, *ex* Mandolle) *Oil Eng* (*See Sailing Ship Register*) | 336 — 251 | | | | | 1922 | Soc. Anon. Motonautica, S. Bartolomeo del Cervo | Antonio Donatelli | 135·8 \| 28·5 \| 13·8 | Viareggio Italian | Oil Engines 4S.C.SA 4Cy.10⅞″–16½″ 42NHP *Emade & fitted* 38 Soc. An. Ansaldo, Gen. | | I |
| 73316 / DMBX | **Dora Ahrens** (*ex* Franziska Fischer, *ex* Marianne) 1 *Dk* | 858 706 529 | | | | | 1901 | Akt. Ges. "Neptun" Rostock | E. Ahrens | 209·6 \| 31·8 \| 13·0 Q65'B56'F20' | Rostock German *WB* | T.3Cy.14⅜″, 24¼″ & 38⅝″–26¾″ 77NHP A.G. "Neptun," Rostock | | G |
| 73317 / 103 / IBLJ | **Dora C.** (*ex* Dora) *ss* Tri. No. 3–3,35 *ss* Tri. No. 1–39 *Mchy. Aft* 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) D.F. | 5843 5039 3376 | ✝100A1 *Shelter dk with freeboard* 9,39 ✝LMC MS4,39 BS9,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,22 *F.P. above* | Ven | *y* | CL 1,38 | 1922 8mo | Cant. Nav. Triestino Monfalcone *Cell DBuE&B* A&CP | "Italia" Soc. Anon. di Nav. 70'236t *DT f34'221* | 408·2 \| 53·9 \| 29·5 389·9 P123'B36'F39' FK *FPT113t APT193t* | Trieste Italian 13 *BH Cem* (10 *to Sh dk* 3 „ *U* „) | T.3Cy.26⅜″, 42⅛″ & 70⅛″–48″ 180lb (*s*) 483NHP 3SB, *9cf*, GS148, HS7221 FD United Machine Factories. Smichow | 32 ″ 0 s 5 ″ 6½ 26 ″ 8¾ | |
| 73318 / DAZG | **Dora Fritzen** (*ex* Adamastos–37, *ex* Richmond Hill–37, *ex* Great City–36) D.F. 1 *Dk* & *Shelter dk* | 6888 6623 5200 | | | | | 1914 | Ropner & Sons, Ld. Stockton | Johs. Fritzen & Sohn. vorm W. Kunstmann | 419·4 \| 56·7 \| 34·2 | Stettin German *WB* | T.3Cy.28″, 46″ & 75″–48″ 390NHP Blair & Co. Ld. Stockton | | C |
| 73319 / DMAN | **Dora Oldendorff** (*ex* Erik Larsen–38, *ex* Karl Leonhardt, *ss* Rot. 2nd No. 3–4,23 *ex* Gustav Salling, *ss* Ros. No. 1–28 *ex* Eskasoni, *ex* Wilhelmina) 1 *Dk* 2 *tr B* & *deep framing* | 2730 2385 1672 | ✝ ... 3,30 ✝NB10,20✝ | | | | 1896 6mo | Short Bros. Sunderland | Egon Oldendorff | 313·2 \| 43·1 \| 21·0 P27'B42'F35' FK | Lübeck German *WB* | T.3Cy.22½″, 37″ & 61″–42″ 283NHP Blair & Co. Ld. Stockton | 23 ″ 10 | G † |
| 73320 / 166531 / GJGT | **Dorcasia** *Oil Eng.* 1 *Dk*, 2nd *dk* clear of cargo tanks D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 8053 7235 4768 | ✝100A1 4,41 Bkn DBS4,41 ✝LMC8,39 *Carrying Petroleum in bulk* | Rot | *c*† | CL 2,41 | 1938 8mo | Lithgows Ld. Port Glasgow *Lloyd* *SA&CP* | Anglo-Saxon Petroleum Co. Ld. *Cell DBuE69'162t DT f25'281t FPT143t APT94t* | 465·0 \| 59·2 \| 33·8 484·0 (O.L.) P90'B42'F69' FK *17 BH* | London British *17 BH* | Oil Engines 4S.C.SA 8Cy.25⅛″–55½″ 503NHP DB *180lb* J.G. Kincaid & Co. Ld. Grk. | 34 ″ 0 s 6 ″ 8½ 27 ″ 7½ | |
| 73321 / 225751 / KGBG | **Dorchester** Ⓟ Sub. Sig D.F. GyC. *Fitted for oil fuel* *Ref. Mchy.* *Longitudinal framing* 4 *Dks* | 5649 — 3456 | | | | | 1926 | Nwprt News S.B. & D.D. Co Newprt News | Merchant & Miners Transportation Co. | 350·0 \| 52·0 \| 36·0 | Baltimore Utd. States *WB* | T.4Cy.25″, 42½″ & (2)54″–48″ 404NHP Newport News SB. & DD. Co | | R |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-noms, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Jaug. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registre coté ✠ si en fer dans le L. pd. Double Fort. Rad Freins. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73322 | **Dordrecht** ss Shl. No. 3–10,40 | 4402 | ✠100A1 | Rot | *w* | CL | 1928 | N.V.C.Van | N.V. Maats. Motorschip "Dordrecht" | 351·1 | 50·2 | 24·8 | Rotterdam | Oil Engines 4S.C.SA | 25 ″ 0 | |
| | *Oil Eng.* ss Rot. No. 2–36 | 3371 | 10,40 ~~8,39~~ | Shl | | | 1mo | derGiessen& | (N.V. Phs. van Ommeren's Scheepv. | | | | Dutch | 6Cy.27$\frac{5}{8}$″–55$\frac{1}{2}$″ 438NHP | s 2 ″ 9$\frac{1}{2}$ | |
| PDRP | *Mchy. Aft* 1 *Dk (Stl) & Web frames* | 2515 | ~~LMC CS5,37~~ | | | 9,40 | | Zonen's Schps | Bedrijf, *Mgrs.*) | P78′ *Trunk* 234′ FK | | | 17 *B Hpt Cem* | 3DB *142lb* | 22 ″ 1$\frac{3}{4}$ | |
| | D.F. *Longitudinal framing* | | DBS8,~~38~~ 10,40 ~~6,38~~ 10,40 | | | | | Krimpen | | F38′ | | | Maats. Fyenoord, Rot. | | | |
| | | | ~~LMC(M)3,37~~ | | | | *Lloyd's* | *SA & CP* | | *Cell D Bu E* 52′ 128 *t* | | | *F P T* 173 *t A P T* 50 *t* | | | |
| | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 73323 | **Dorelian** ss Sws. No. 1–40 | 6431 | ✠100A1 | Sws | *z* | CL | 1923 | D & W Hen- | Donaldson Line, | 400·4 | 52·4 | 35·0 | Liverpool | Q4Cy.23$\frac{1}{2}$″,34″,49″ & 70″–51″ | 37 ″ 7 | |
| 147212 | ss Gls. No. 3–10,36 | 6054 | *Shelter dk* | Gls | | 7,39 | 5mo | dersn & Co. Ld. | Ld. (Donaldson | | | | British | 215lb (*s*) 626NHP | s 8 ″ 8$\frac{1}{2}$ | |
| GJTL | 2 *Dks (Stl) &* | 4069 | *with freeboard* | | | | | Glasgow | Bros. & Black, Ld. | B143′ *on Shelter dk* | | | 4SB, *12cf*, GS240, HS9791 FD | | 29 ″ 2 | |
| | D.F. E.S.D. *Shelter dk (Stl)* | | ~~5,40~~ 8,38 6,41 | | | | *Lloyd's* | *SA & CP* | *Mgrs.*) | FK | | | 6 *B H to S dk* | D & W Henderson & Co Ld. Gls | | |
| | *Ref. Mchy.* | | ~~BS10,38~~ ✠LMC ~~10,38~~ | | | | | | | | | | 1 ,, ,, *U* ,, | | | |
| | | | Lloyd's RMC ~~7,40~~ 7,40 | | | | | | *Cell D B* 340′ 963 *t D* | *Tf* 24′ 641 *t D T a* 26′ 67 | | | 70 *t F P T* 123 *t* | *A P T* 30 *t* | | |
| | | | 1,41 | | | | | | | | | | | | | |
| 73324 | **Dorine** | 3176 | ✠ ... | | | | 1923 | Chant. Nav | Ministry of Shipping (H. Gonneville, Ld. *Mgrs.*) | 313·6 | 45·9 | 20·5 | Belfast | T3Cy.18$\frac{1}{4}$″,29$\frac{1}{2}$″ & 50$\frac{1}{2}$″–37$\frac{1}{2}$″ | 23 ″ 0 | V |
| 165180 | | 2811 | 11,23 | | | | 5mo | Français | | P15′ Q90′ B59′ | | | British | 235NHP | | † |
| GMSQ | *Well deck* D.F. 1 *Dk* | 1661 | ✠ | | | | | Caen | | FK | | | *W B* | Atel & Ch. de la Loire, St. Dns. | | |
| 73325 | **Dorington Court** | 5281 | ✠100A1 | Cff | *b*† | CL | 1939 | J L Thomp- | Court Line, Ld. | 426·0 | 59·9 | 25·5 | London | T.3Cy.23″,38″ & 65″–45″ (*s*) | 28 ″ 7 | |
| 167241 | | 4824 | *with freeboard* | Shl | | 10,40 | 5mo | son & Sons, Ld | (Haldin & Philipps, | 443·6 (O.L.) | | | British | 220lb Rht. 420NHP | s 3 ″ 3$\frac{1}{2}$ | |
| GSST | D.F. 1 *Dk & Shelter dk* | 3113 | 10,40 ~~11,39~~ | ✠LMC 5,39 | | | | Sunderland | Ld. *Mgrs.*) | F39′ | FK | | 2 *B H Cem* | 2SB (Spt & FD), & 1 Aux SB | 25 ″ 5$\frac{1}{2}$ | |
| | *Cruiser Stern* | | | | | | *Lloyd's* | *SA & CP* | *Cell D B* 368′ | 1209 *t* | | | *Coll to Sh dk* | 8*cf*, GS131, HS6211 | | |
| | | | | | | | | | | *F P T* 165 *t A P T* 175 *t* | | | 6 ,, 2*nd* ,, ) | N.E. Marine Eng. Co. (1938) Ld. Nwc. | | |
| 73326 | **Doris** (*ex* Eastern City–33) | *4604* | | | | | 1917 | J L Thomp- | Nereus Steam Nav. | 400·0 | 53·0 | 24·7 | Syra | T.3Cy.25$\frac{1}{2}$″,46″ & 75″–51″ | | C |
| 259 | | *4262* | | | | | | son & Sons, Ld. | Co. Ld. (E.E. | | | | Greek | 402NHP | | |
| SVJV | 1 *Dk & Shelter dk* | *2768* | | | | | | Sunderland | Hadjilias, *Mgr.*) | | | | *W B* | Blair & Co. Ld Stockton | | |
| 73327 | — | 535 | | | | | 1901 | Nuescke & | Werner Peters | 167·2 | 26·4 | 11·2 | Hamburg | C.2Cy.17$\frac{3}{4}$″ & 30$\frac{3}{4}$″–19$\frac{3}{4}$″ | | G |
| | | 406 | | | | | | Co. | | Q49′ B52′ F23′ | | | German | 36NHP | | |
| DAQR | 1 *Dk* | 324 | | | | | | Stettin | | | | | *W B* | "Kette" Uebigau, Uebigau | | |
| 73328 | **Doris Ursino** (*ex* Swanhild, Silvia) Iron | 891 | | | | | 1886 | Reiherst'g | Francesco Ursino di F. | 207·2 | 30·0 | 14·9 | Catania | C.2Cy.25″ & 47″–33″ | | I |
| 143 | | 670 | | | | | | Schiffsw. | | 199·9 | | | Italian | 107NHP | | |
| IMEV | 1 *Dk 2 tr B* | 544 | | | | | | Hamburg | | P117′ F24′ | | | *W B* | Reiherst, Maschinenf. Ham | | |
| 73329 | **Dornoch** | 5186 | ✠100A1 | Hul | *a*† | CL | 1939 | Lithgows | Dornoch Shipping | 432·1 | 56·2 | 24·8 | Glasgow | T.3Cy.22$\frac{1}{2}$″,36″ & 65″–48″ | 27 ″ 9 | |
| 165959 | | 4639 | *with freeboard* | Shl | | | 2mo | Ld. | Co. Ld. (Lambert | 448·5 (O.L.) | | | British | 230lb (*s*) 482NHP | s 3 ″ 2$\frac{1}{2}$ | |
| GQQY | D.F. 1 *Dk & Shelter dk* | 3075 | 5,41 ~~4,40~~ | ✠LMC 2,39 | | | | Port Glasgow | Bros. *Mgrs.*) | F34′ | FK | | 2 *B H Cem* | 2SB (Spt) & 1 Aux SB, 9*cf*, | 24 ″ 9 | |
| | *Cruiser Stern* | | | | | | *Lloyd's* | *SA & CP* | | | | | *Coll to Sh dk* | GS162, HS7084 FD | | |
| | | | | | | | | | *Cell D B* 370′ 1521 *t F* | *P T* 110 *t A P T* 177 *t* | | | 6 ,, 2*nd*,, ) | Rankin & Blackmore Ld Grk | | |
| 73330 | **Doros** 3 Mst | 921 | | | | | 1939 | N V Boele's | Koninklyke Nederlandsche Stoomboot Maats. | 229·6 | 36·8 | 12·1 | Amstrdam | Oil Engines 2S.C.SA | | V |
| | *Cruiser Stern* *Oil Eng.* | 702 | | | | | | Schpsw & Mch | | P22′ B & F198′ | | | Dutch | 6Cy.14$\frac{1}{2}$″–23$\frac{1}{2}$″ 212NHP | | |
| PDRT | Wireless 1 *Dk & Shelter dk* | 434 | | | | | | Bolnes | | | | | *W B* | Gbr. Stork & Co N V Hengelo | | |
| 73331 | **Dorotea** (*ex* Adolf Bratt, *ex* Adolf) | *1818* | ✠100A– | Got | | OG | 1918 | Lindhol- | Rederi A/B Fredrika (Erik | 262·0 | 42·7 | 18·1 | Stockholm | T.3Cy.19$\frac{3}{4}$″,32″ & 52″–36″ (*s*) | 20 ″ 6 | |
| 6013 | ss Skm. No 3–5,30 | *1621* | ~~3,197,39~~ | 4,41 | B.As.M.Vo | ~~7,39~~ | 6mo | mens V.A. | Högberg, *Mgr.*) | | | | Swedish | 185lb FD 200NHP | s 1 ″ 8$\frac{1}{2}$ | |
| SKHA | ss Got. No. 2–39 | *1068* | | ✠LMC 7.39 | | 4,41 | | Gothenburg | | P26′ B151′ F24′ FK | | | 4 *B H Cem* | 2SB (Spt), 4*cf*, GS62, HS2700 | 18 ″ 11$\frac{1}{2}$ | |
| | 1 *Dk (Stl)* | | BS7,40 | | | | | | | *Cell D B* 223′ 470 *t* | | | *A P T* 41 *t* | Lindholmens M.V. Got. | | |
| 73332 | **Dorothy** (*ex* Cape Henry) | 4647 | ✠ ... | | | | 1918 | Bethlehem | A.H. Bull S.S. Co. | 376·4 | 52·3 | 27·0 | New York | T.3Cy.24$\frac{1}{2}$″,41″ & 68″–48″ | 29 ″ 6 | R |
| 216327 | *Fitted for oil fuel* | 4214 | 11,20 | | | | 5mo | S.B. Corp. Ld. | Inc. (A.H. Bull & Co. | P54′ B94′ F39′ | | | Utd. States | 486NHP | | † |
| KMIE | D.F. *Longitudinal framing* | 2858 | | | | | | Sparrow's Pt. | Inc. *Mgrs.*) | | FK | | *W B* | Bethlehem S.B. Corp. Ld. | | |
| | 2 *Dks & Web frames* | | | | | | | Md. | | | | | | | | |
| 73333 | **Dorothy Luckenbach** Twin Sc | 6370 | ✠100A1 | Bos | *b*† | CL | 1919 | Sun S.B. | Luckenbach S.S. | 448·9 | 60·2 | 28·2 | New York | 4 Steam Turbines S R geared | 31 ″ 3 | |
| 218199 | (*ex* Edellyn) Mst | 5766 | *Shelter dk* | Sea | | ~~9,37~~ | 7mo | Co. | Co. Inc. | 37·8 | | | Utd. States | to 2 Sc. Shafts (*r*) | s 4 ″ 3$\frac{1}{4}$ | |
| KIJL | D.F. ss Bos. No. 3–4,30 | 3999 | *with freeboard* | BS9,40 | | S6,39 | | Chester, Pa. | | | | FK | 8 *B H Cem* | 225lb FD 1076NHP | 27 ″ 4$\frac{1}{2}$ | |
| | ss Sea. No. 2–37 | | ~~4,38~~ 12,40 | ✠LMC 12,37 | | P8,40 | | A&CP | | | | | *Coll ,, to Sdk* | 3SB, *12cf*, GS239, HS12780 | | |
| | GyC. 2 *Dks (Stl) & Shelter dk (Stl)* | | ✠NB4,23 | ~~BS10,39~~ | | | | | *Cell D B* 389′ | 1831 *t* 'tween dk | | | 7 ,, ,, 2*nd* ,, ) | De Laval Steam Turbine Co. | | |
| | *Cruiser Stern* | | *Fitted for oil fuel* 7,19 | | | *F.P. o* | *bove* 1 | 50° F. | *tanks in* | *E & B space* 36′ 405 *t* | | | *F P T* 281 *t A* | *P T* 271 *t* Trenton, N.J. | | |
| 73334 | **Dorothy Philips** | 2119 | ✠ ... | | | | 1918 | Albina Eng | ~~Lawrence-Phillips~~ | 251·0 | 43·5 | 18·1 | L. Angeles | T.3Cy.20″,33″ & 54″–40″ | 19 ″ 11 | R |
| 216021 | (*ex* Point Loma–37) *Fitted for oil fuel* | 1746 | 10,20 | | | | 3mo | & Mach. Wrks | ~~S.S. Co.~~ Dorothy | P27′ B64′ F26′ | FK | | Utd. States | 279NHP | | † |
| KJVJ | 1 *Dk* | 1289 | | | | | | Portland, Or. | Phillips S.S. Co. | | | | *W B* | Albina Engine & Machine Works, Inc. Portland, Or. | | |
| 73335 | **Dorothy Rose** | 1600 | ✠100A1 | Bly | *p* | CL | 1929 | D & W Hen- | Richard Hughes & | 250·0 | 37·2 | 16·4 | Liverpool | T.3Cy.19″,31″ & 52″–36″ (*s*) | 18 ″ 6 | |
| 161129 | ss Shl. No. 2–38 | 1231 | 6,41 ~~4,40~~ | Cff | | 4,40 | 11mo | derson & Co Ld | Co. (Liverpool) Ld. | 258·0 (O.L.) | | | British | 180lb 232NHP | s 5 ″ 4$\frac{1}{2}$ | |
| MPQK | *Mchy. Aft* *Well deck* 1 *Dk (Stl)* | 946 | | ✠LMC | | | | Glasgow | | Q140′ B15′ F25′ | FK | | 4 *B H Cem* | 2SB, 6*cf*, GS132, HS4366 | 17 ″ 3$\frac{1}{2}$ | |
| | *Cargo battens not fitted* | | MS1,38 | BS2,40 | | | *Lloyd's* | *SA & CP* | *Cell D B* | 169′ 373 *t F P T* 93 *t A* | | | *P T* 66 *t* | McKie & Baxter, Ld. Gls. | | |
| 73336 | **Dorrien Rose** | 1039 | ✠100A1 | ~~Mch~~ | *m* | OG | 1922 | J Fullerton | Richard Hughes & | 210·4 | 33·2 | 12·9 | Liverpool | T.3Cy.17′,27$\frac{1}{2}$″ & 45″–33″ (*s*) | 15 ″ 3 | |
| 145985 | ss Bkn. No. 2–28 | 727 | ~~Examined~~ 3,41 Cff | | | 6,39 | 11mo | & Co. | Co. (Liverpool) Ld. | | | | British | 180lb 156NHP | s 4 ″ 10 | |
| MLDW | *Mchy. Aft* *Well deck* ss Bly. No. 2–37 | 563 | ✠LMC | | | | | Paisley | | Q115′ B11′ F26′ | FK | | 3 *B H Cem* | 2SB, *4cf*, GS82, HS2800 | 14 ″ 7 | |
| | *Cargo battens not fitted* 1 *Dk (Stl)* | | MS2,37 | ~~BS3,39~~ 7,40 | | | *Lloyd's* | *SA & CP* | *Cell D B f* 128′ 196′ *F P T* | 70 *t A P T* 35 *t* | | | | Ross & Duncan, Glasgow | | |
| 73337 | **Dorsanum** | 8050 | 100A1 | | | | 1939 | Deutsche | Anglo-Saxon | 465·0 | 59·4 | 33·8 | London | Oil Engines 4S.C.SA | | |
| | *Oil Eng.* | 7220 | | | | | | Werft A G Bet | Petroleum Co. Ld. | | | | British | 8Cy.25$\frac{1}{16}$″–55$\frac{1}{2}$″ | | |
| | | 4760 | (*Class Contem plated*) | | | | | Finkenwrder | | | | | | | | |
| | | | *Carrying Petroleum in bulk* | | | | | Hamburg | | | | | | | | |
| | D.F. E.S.D. | | | | | | | | | | | | | Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | |
| | *Mchy. Aft* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 73338 | **Dorset** Twin Sc | ~~1941~~ | ✠100A1 | Liv | *g*† | CL | 1934 | Workman | Federal Stm. Nav. | 493·5 | 68·6 | 34·5 | London | Oil Engines 2S.C.SA | 38 ″ 8 | |
| 163539 | ss Gls. No. 1–39 *Oil Eng.* | ~~1938~~ | *with freeboard* | ~~Cff~~ | 2$\frac{1}{2}$ | s3,38 | 11mo | Clark (1928) | Co. Ld. | 42·9 | | | British | 16Cy.28$\frac{3}{4}$″–49$\frac{1}{16}$″ 2236NHP | s 6 ″ 7 | |
| GWWL | D.F. E.S.D. 2 *Dks & Shelter dk* | ~~7820~~ | ~~5,38~~ 8,38 1,41 | Wlg | | P6,39 | | Ld. Belfast | *Duct keel fwd. of m* | *achinery space* FK | | | 8 *B H pt Cem* | 2DB *120lb* | 32 ″ 6$\frac{1}{2}$ | |
| | *Ref. Mchy.* *4th Dk in Nos. 1 & 2 holds* | 10624 | ✠LMC CS5,40 | | | | *Lloyd's* | *SA & CP* | *Cell D B* 386′ 1697 *t* | *tanks in way of* ( | | | *Coll to Sh dk* | Sulzer Bros. Winterthur | | |
| | *Cruiser Stern* | 9539 | DBS5,40 8,38 | | | | | | *tunnels* 966 *t* | *F P T* 70 *t A P T* 74 *t* | | | 7 ,, 2*nd*,, ) | | | |
| | ~~Tonnage opening above 100~~ | 6298 | ✠Lloyd's RMC5 ~~4,40~~ 9,40 | | | 4,41 | | | | | | | | | | |
| 73339 | **Dorset Coast** | 646 | ✠100A1 | Bkn | *m* | OG | 1936 | Ardrossan | Coast Lines, Ld. | 199·4 | 33·1 | 11·1 | Liverpool | Oil Engines 4S.C.SA | 13 ″ 8 | |
| 164303 | *Oil Eng.* | 499 | *with freeboard* | Liv | | ~~7,39~~ | 10mo | Dockyard Ld. | | 34·9 | | | British | 6Cy.19$\frac{1}{4}$″–35$\frac{7}{16}$″ 224NHP | s ″ 2 | |
| GZDL | Wireless D.F. 1 *Dk & Shelter dk* | 244 | 7,40 ~~7,39~~ | ✠LMC 10,36 | | 1,41 | | Ardrossan | | F23′ B (*aft*) 33′ | FK | | *B H Cem* | | 13 ″ 7$\frac{1}{2}$ | |
| | *Mchy. Aft* E.S.D. *Cruiser Stern* | | | | | | *Lloyd's* | *SA & CP* | | | | | *Coll to Sh dk* | J.G. Kincaid & Co. Ld. Grk | | |
| | | | | | | | | | *Cell D B* 154′ 219 *t* | *F P T* 55 *t A P T* 28 *t* | | | 2 ,, 2*nd*,, ) | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. — Late Name if any. — Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. How Supplied. Engine Symbol Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Dates of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73340<br>143659<br>GDKB | **Dorsetshire** Ⓟ — Twin Sc<br>*ss* Drt. No. 3–8,32<br>D.F. *Oil Eng.* *ss* Drt No. 1–36<br>3 *Dks (Stl–ws) & Shade dk*<br>*Platform dk in No. 1 hold* | 9717<br>8694<br>5969 | ✠100A1<br>4,40 ~~7,39~~<br>DBS6,39 ✠LMC8,37 | Sou | *c* † | CL<br>9,37 | 1920<br>8mo<br>*Lloyd's* | Harland & Wolff, Ld.<br>Belfast | BibbyLine, Ld. (BibbyBros. & Co. *Mgrs.*)<br>*Cell D Ba 1318t* | 450·3 \| 57·3 \| 33·7<br>41·6 FK<br>121′*u* E30′*f* 212′<br>*DT f* 32′ 560*t FPT* | Liverpool<br>British<br>*7 BHpt Cem*<br>85*t APT* 40*t* | Oil Engines 4S.C.SA<br>12Cy.29⅛″–45½″ 987NHP<br>DB *100lb*<br>Harland & Wolff, Ld. Gls. | 36 ″ 7<br>s 14·2½<br>22 ″ 9 | BT till 5,40 |
| 73341<br>DHFK | **Dortmund**<br>*ss* Ham. No 1–30<br>*Well deck* 2 *Dks (Stl)*<br>D.F. 3rd *Dk (Stl) in No. 1 hold* | 5138<br>4565<br>3047 | ✠ ...<br>10,34 ✠ | Ham | *z* | | 1926<br>10mo | Blohm & Voss<br>Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amer. Linie) *Cell DB 364′ 1203t FPT* | 406·9 \| 56·0 \| 25·7<br>P&B 328′ F 55′<br>FK | Hamburg<br>German<br>*8 BH Asp*<br>52*t APT* 16*t* | 4 Steam Turbines SR geared to 1 Sc. Shaft<br>639NHP<br>3SB, *9cf*, GS 200, HS 8880<br>Blohm & Voss, Hamburg | 28 ″ 7 | G † |
| 73342<br>166543<br>GJGW | **Doryssa**<br>*Oil Eng.*<br>D.F. 1 *Dk*, 2nd dk *clear of cargo tanks*<br>E.S.D. *Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | 8078<br>7235<br>4790 | ✠100A1<br>1,11 ~~4,40~~<br>✠LMC8,38<br>*Carrying Petroleum in bulk* | Gls<br>Sng | *c* † | CL | 1938<br>8mo<br>*Lloyd's* | Hawthorn, Leslie & Co. Ld.<br>Newcastle | Anglo-Saxon Petroleum Co. Ld. | 465·3 \| 59·3 \| 33·8<br>483·3 (O.L.)<br>P91′ B43′ F69′ FK<br>*DT f* 25′ 271*t FPT* 138*t APT* 86*t* | London<br>British<br>17 *BH* | Oil Engines 4S.C.SA<br>8Cy.25⅞″–55½″ 502NHP<br>DB *180lb*<br>Hawthrn, Leslie & Co. Ld. Nwc | 34 ″ 0<br>s 6 ″ 8<br>27 ″ 7 | |
| 73343<br>KZDH | **Dos Hermanos** Ⓟ — Iron<br>(*ex* Antonio Muñoz) *ss* Man. No. 3–10,95<br>Wireless 1 *Dk & Awng dk* | 838<br>761<br>541 | ✠<br>4,00 ✠ | Man | *l* | | 1882<br>6mo | R. Napier & Sons<br>Glasgow | Gutierrez Hermanos | 204·5 \| 26·4 \| 10·0<br>17·0<br>BK 7′<br>*Cell D Ba 22′ f 26′ 56t* | Manila<br>Utd. States<br>*4 BH Cem* | C.2Cy.26″&45″–36″<br>NB00 102NHP<br>R. Napier & Sons, Glasgow | | |
| 73344<br>166589<br>GPPR | **Dosinia**<br>*Oil Eng.*<br>D.F. 1 *Dk*, 2nd dk *clear of cargo tanks*<br>E.S.D. *Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | 8053<br>7235<br>4768 | ✠100A1<br>5,10 ~~7,39~~<br>✠LMC10,38<br>*Carrying Petroleum in bulk*<br>~~DBS5,40~~ | Sba<br>Sld | *c* † | CL<br>5,40 | 1938<br>10mo<br>*Lloyd's* | Lithgows Ld.<br>Port Glasgow | Anglo-Saxon Petroleum Co. Ld. | 465·0 \| 59·2 \| 33·8<br>484·0 (O.L.)<br>P90′ B42′ F69′ FK<br>*DT f* 25′ 281*t FPT* 143*t APT* 94*t* | London<br>British<br>17 *BH* | Oil Engines 4S.C.SA<br>8Cy.25⅛″–55½″ 503NHP<br>DB *180lb*<br>J.G. Kincaid & Co. Ld. Grk. | 34 ″ 0<br>s 6 ″ 8½<br>27 ″ 7½ | |
| 73345<br>164306<br>MMBX | **Dotterel**<br>*Cruiser Stern* 1 *Dk* | 1385<br>1093<br>580 | | | | | 1936 | Burntisland S.B. Co. Ld.<br>Burntisland | British & Continental Steamship Co. Ld. | 262·0 \| 40·0 \| 15·7<br>F60′ | Liverpool<br>British<br>*WB* | T.3Cy.17″,28″&50″–33″<br>144NHP<br>Rankin & Blackmore Ld Grk | | C |
| 73346<br>FNBP | **Douaisien** (*ex* Miliana–36, *ex* Mont Aigoual–34, *ex* Sunhaven, *ex* Danzig) *ss* Lth. No. 3–8,21<br>*ss* Msl. No. 2–30<br>1 *Dk (Stl) & Shelter dk (Stl)*<br>D.F. *Fitted for oil fuel* | 2954<br>2664<br>1748 | ...<br>10,34 | Msl | *v* | | 1920 | Nordseewerke A.G.<br>Emden | Cie. des Bateaux à Vap. du Nord. (Soc. Anon. de Gérance et d'Armement, *Mgrs.*)<br>*Cell DB 282′ 926t* | 338·7 \| 48·2 \| 20·8<br>29·1<br>F36′ *on Shelter dk* FK<br>*Cem*<br>*BH to Sh dk*<br>5 „ „ *U* „ | Dunkirk<br>French<br>*Coll*<br>*FPT 120t APT 69t* | T.3Cy.23⅝″,38⅝″&62″–41⅜″<br>320NHP<br>2SB, *6cf*, GS 101, HS 4413<br>Gebr. Sachsenberg A.G. Rosslau | 23 ″ 9 | V † |
| 73347<br>157552 | **Douglas Houghton**<br>*Mchy. Aft* GyC. 1 *Dk 3 tr B* | 4515<br>—<br>3070 | | | | | 1899 | Globe Iron Works Co. Cleveland, O. | Pittsburgh S.S. Co. | 456·0 \| 50·0 \| 23·9<br>*WB* | Duluth, Minn.<br>Utd. States | Q4Cy18½″,26½″,39″&56″–42″<br>NB10 203NHP<br>Globe Irn. Wrks. C. Clvnd. O | | |
| 73348<br>LDFY | **Douro** (*ex* Peik)<br>1 *Dk* | 928<br>670<br>544 | | | | | 1921 | A/S Jarlsö Værft Tönsberg | E.B. Aabys Rederi A/S | 200·4 \| 31·9 \| 12·7<br>B54′ Q63′ F25′ | Oslo<br>Norwegian<br>*WB* | T.3Cy.16″,25½″&44″–30″<br>Trondhjems 106NHP<br>M.V. Trondheim | | N |
| 73349<br>OYBY | —<br>1 *Dk & Awng dk* | 806<br>477<br>485 | | | | | 1889 | Burmeister & Wain, Copenhagen | Det Forenede Dampskibsselsk. | 181·2 \| 28·7 \| 23·2<br>19·9 | Copnhagn<br>Danish<br>*WB* | T.3Cy.14½″,23″&36″–24″<br>63NHP<br>Burmeister & Wain, Cpn. | | V |
| 73350<br>PJCO | —<br>*Oil Eng.*<br>1 *Dk & Shelter dk*<br>*Mchy. Aft* *Cruiser Stern* | 388<br>293<br>160 | | | | | 1937 | NV Schpsw Gebr. Pot. Bolnes | Koninkl. Nederl. Stoomb. Maats. N.V. | 179·7 \| 29·9 \| 8·2<br>P12′<br>B&F156′ | Willemstad<br>Dutch<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.10½⅜–18¼″ 151NHP<br>Gbr. Stork & Co NV Hengelo | | V |
| 73351<br>135091<br>MFPL | **Dover Abbey** (*ex* Briardale–37, *ex* La Santa Maria–36, *ex* Wendy–36) 1 *Dk*<br>Wireless | 958<br>798<br>537 | | | | | 1913 | Ramage & Ferguson, Ld. Leith | G. Gibson & Co. Ld. | 210·0 \| 33·2 \| 14·1<br>P15′ B69′ F26′ | Leith<br>British<br>*WB* | T.3Cy.16½″,27″&44″–30″<br>97RHP<br>Ramage & Ferguson, Ld Lth | | C |
| Now Woodbury — *see No. 90301 in Supplement* | | | | | | | | | | | | | | |
| 73352<br>141878<br>GQMN | **Dover Hill** (*ex* Clan Macvicar–36)<br>*ss* Grk. No. 3–8,30<br>*ss* Ams. No. 2–38<br>D.F. 1 *Dk (Stl) & Shelter dk (Stl)* | 5815<br>5600<br>3621 | ✠100A1<br>*Shelter dk with freeboard*<br>3,40 ✠LMC<br>MS 10,37 ~~BS 8,39~~ 8,40 | Bry | *y* | CL<br>~~12,37~~<br>8,40 | 1918<br>3mo<br>*Lloyd's* | Nthmblnd S.B. Co. Ld.<br>Newcastle | Dover Hill S.S. Co. Ld. (Counties Ship Management Co. Ld. *Mgrs.*)<br>*Cell DB 350′ 1300t APT 110t* | 400·1 \| 53·0 \| 32·8<br>F on *Shelter dk* 39′<br>FK | Glasgow<br>British<br>*7 BH Cem* | T.3Cy.27″,45″&75″–51″ (*s*)<br>180lb 569NHP<br>3SB, *9cf*, GS 193, HS 8478 FD<br>N.E. Marine Eng. Co Ld Nwc | 35 ″ 5<br>s 9 ″ 5½<br>26 ″ 2½ | |
| 73353<br>26804<br>JNUD | **Dover Maru**<br>*ss* Osa. No. 3–10,32<br>*ss* Kob. No. 1–37<br>2 *Dks (Stl)* | 3212<br>2676<br>1975 | ✠100A1<br>11,39<br>✠LMC ~~11,39~~ 12,40 | Kob | *u* | CL<br>11,39 | 1920<br>3mo | Ishikawajima S.B. & Eng. Co.<br>Tokyo<br>A&CP | Kuribayashi Syosen K.K. | 305·0 \| 43·7 \| 27·2<br>P25′ B92′ F30′ FK<br>*Cell DB 262′ 587t* | Okada<br>Japanese<br>*5 BH Cem*<br>*FPT 58t APT 56t* | T.3Cy.22″,37″&61″–42″ (*s*)<br>200lb 338NHP<br>2SB, *6cf*, GS 116, HS 4837 FD<br>Ishikawajima SB. & Eng. Co | 27 ″ 3<br>s 4 ″ 4<br>23 ″ 2 | |
| 73354<br>20997<br>KDUH | **Dow Chemical** (*ex* Diamond Alkali–39, *ex* Louis R. Davidson) 1 *Dk*<br>D.F. GyC. *Mchy. Aft* | 6612<br>—<br>5335 | | | | | 1912 | Gt. Lakes Eng. Works | American S.S. Co. (Boland & Cornelius, *Mgrs.*) | 511·1 \| 56·2 \| 26·2<br>F49′ | Buffalo NY<br>Utd. States<br>*WB* | T.3Cy.23″,37″&63″–42″<br>257NH<br>Gt. Lakes Eng. Works, Ashtabula | | R |
| 73355<br>148277<br>MFLN | **Downleaze** (*ex* Farleigh Combe–38, *ex* Southwell–36)<br>*ss* Apl. No. 3–1,38<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Well deck* | 486<br>309<br>195 | ✠100A1<br>~~1,38~~ 10,40<br>✠LMC<br>MS 1,38 ~~BS 9,39~~ 10,40 | Apl<br>Brs | *g* | CL<br>~~1,38~~<br>9,40 | 1924<br>12mo<br>*Lloyd's* | Goole S.B. & Repg Co. Ld.<br>Goole | Osborn & Wallis Ld. | 156·2 \| 25·6 \| 9·8<br>Q86′ B11′ F23′ FK<br>*Cell DB f 89′ 115t FPT* | Bristol<br>British<br>*3 BH Cem*<br>*37t APT 25t* | T.3Cy.13″,21″&35″–24″ (*s*)<br>180lb 82RHP<br>1SB. *3pf*, GS 46, HS 1510<br>C.D. Holmes & Co. Ld. Hull | 12 ″ 0<br>s 4 ″ 6⅜<br>11 ″ 9½ | |
| 73356<br>148142<br>MNDK | **Downshire** — 3 Mst<br>*ss* Bel. No. 3–8,37<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | 398<br>271<br>163 | ✠100A1<br>5,39<br>~~BS 7,39~~ 8,40 ✠LMC 8,37 | Bel | *f* | CL<br>5,39 | 1925<br>1mo<br>*Lloyd's* | Scott & Sons Bowling | East Downshire S.S. Co. Ld. | 147·0 \| 24·6 \| 10·0<br>Q86′ B9′ F25′ FK<br>*FPT 39t* | Belfast<br>British<br>*3 BH Cem*<br>*APT 4t* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 59RHP<br>1SB, *3cf*, GS 48, HS 1502<br>Aitchison, Blair, Ld. Gls. | 11 ″ 0<br>s 3 ″ 6½<br>11 ″ 0½ | |
| 73357<br>28836<br>JOHJ | **Dozan Maru**<br>1 *Dk* | 1679<br>—<br>975 | | | | | 1918 | Hashimoto Kizo<br>Kobe | Hashimoto Kisen K.K. | 249·5 \| 34·9 \| 21·7 | Moji<br>Japanese | | | |
| 73358 | **Dr. Colijn**<br>*Oil Eng.*<br>1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Now* "**Empire Crocus**," *see Supplement.* | 332<br>236<br>154 | | | | | 1936 | N.V. Noord Nederlndsch. Schpswerven Groningen | | 133·3 \| 23·1 \| 9·5<br>P41′ F15′ | *WB* | Oil Engines 4S.C.SA<br>6Cy.10⅛″–15¾″ 68NHP<br>Benz Mtrn. Werke Mannheim AG. | | V |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à la cat. Lloyd's d'Entretien | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Intervalle entre les Cloisons Étanches dans le Lieu de Chargement. Pieds. Cent. Millièmes. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73359 | **Dr. Heinrich Wiegand** | | 1421 | | | | | 1938 | Nylands Verkstad Oslo | ArgoReederei Richard Adler & Co. | 255·7 | 41·1 | 14·7 | Bremen German *WB* | C.2Cy.16¾″&33½″–33½″ & LPturbine with DR gearing & hydraulic coupling 54 NHP Nylands Verksted, Oslo | | GN |
| DOUR | Wireless E.S.D. | 2 *Dks* *Cruiser Stern* | 1197 797 | | | | | | | | F20′ | | | | | | |
| 73360 | **Drabant** (*ex* Brabant–38, | | 1765 | ✠100A1 | Skm | *r* | 5,37 | 1897 | W. Gray & Co. Ld. West Hartlepool | Rederi A/B Drabant (L. Ringborg, *Mgr.*) | 270·0 | 39·2 | 15·9 | Nrrköping Swedish | T.3Cy.19″,30½″&51″–36″ (*s*) 160lb 156 NHP | 18 ″ 2 | |
| 7361 | *ex* Inneröy, *ss* Skm. 3rd No. 3–6,37 | | *1376* | *pt Awng dk* | Got | | N8,40 | 9mo | A&CP | | P17′Q86′ FK | | | *pt Awng dk* 167′ | 2SB,4*rf*,GS54,HS2330 | s ″ 7½ | |
| SGHN | *ex* Volendam, *ss* Skm. No. 1–37 | | *1032* | *with freeboard* 8,40 ~~12,38~~ | | | | | | *Cell DB* | *a*/*u E* 106′ *f* 112′ 478*t* | | | *APT* 69*t* | Cen. Mar. Eng. Wrks. W Hpl | 17 ″ 8½ | |
| | *ex* Narva, *ex* Alpha) | 1 *Dk* (*Stl*) & deep framing & pt Awng dk (*Irn*) | | BS~~4,40~~ 4,40 ✠LMC4,38 | | | | | | | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 73361 | **Drachenfels** | | 6342 5834 | | | | | 1921 | Howaldts-werke A.G. Kiel | Deutsche Dmpfs-fahrts. Ges. Hansa | 430·3 | 56·5 | 30·4 | Bremen German *WB* | T.3Cy.28$\frac{5}{16}$″47½″&76½″–55$\frac{1}{16}$″ & L.P. Turbine 436 NHP Howaldtswerke, Kiel | | G |
| DOMQ | Sub. Sig. | 2 *Dks* | 3879 | | | | | | | | P60′B136 F55′ | | | | | | |
| 73362 | **Draco** | | 2018 | ✠100A1 | Hul | *r* | CL 3,37 | 1922 | Hall, Russell & Co. Ld. Aberdeen | Ellerman's Wilson Line, Ld. | 274·7 | 39·3 | 18·5 | Hull British | T.3Cy.17¾″,30½″&53″–36″ 225lb (*r*) 291 NHP | 20 ″ 9 | |
| 146435 | | *ss* Hul. No. 3–2,34 | 1565 | 12,38 | | | | 1mo | *Lloyd's* *SA&CP* | *Cell DB* 234′ 461*t* | P&B183′F51′ FK | | | *FPT* 27*t* *APT* 9*t* | 5 *BHpt Asp pt Cem* | s 1 ″ 5 | |
| GFQB | | *ss* Hul. No. 1–38 | 1177 | ~~BS8,39~~ ✠LMC5,38 5,40 | | | | | | | | | | | 2SB.6*cf*,GS112,HS4410 FD Hall, Russell & Co. Ld. Abn. | 19 ″ 7 | |
| | *Well deck* | 1 *Dk* (*Stl*) *Cruiser Stern* | | | | | | | | | | | | | | | |
| 73363 | — | *Oil Eng.* | 389 293 | | | | | 1938 | NV Schpsw Gebr. Pot. Bolnes | Koninkl. Nederl. Stoomb. Maats. | 179·7 | 29·9 | 8·2 | Amstrdam Dutch *WB* | Oil Engines 2S.C. 8Cy.10½$\frac{3}{8}$″–18$\frac{1}{8}$″ Gbr. Stork & Co N V Hengelo | | V |
| PDSA | *Mchy. Aft* *Cruiser Stern* | 2 *Dks* | 159 | | | | | | | | P13′B&F155′ | | | | | | |
| 73364 | **Drafn** | **Twin Sc** *Oil Eng.* | 8205 7667 | | | | | 1931 | Cant. Riuniti Dell' Adriatico Monfalcone | E.B. Aabys Rederi A/S | 468·0 | 60·2 | 34·7 | Oslo Norwegian *WB* | Oil Engines 2S.C.SA 8Cy.26½″–43$\frac{1}{16}$″ 1000 NHP Soc. An. Fiat S.G.M. Turin | | N |
| LGAV | D.F. | 2 *Dks* | 4802 | | | | | | | | P117′B30′F56′ | | | | | | |
| | *Mchy. Aft* | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 73365 | **Drake** | *Oil Eng.* | 531 370 | ✠100A1 *with freeboard* | Lon | *k* | CL | 1938 | J. Koster Hzn. Schpsw. "Gideon" Groningen | General Stm. Nav. Co. Ld. | 188·1 | 31·1 | 9·6 | London British | Oil Engines 4S.C.SA 6Cy.15½″–26″ 144 NHP | 12 ″ 1 | |
| 166618 | | | | 12,40 ~~12,38~~ | | | | 12mo | | | 192·7 (O.L.) | | | 4 *BHpt Cem* | | s ″ 2 | |
| MMYC | E.S.D. | 1 *Dk* & *Shelter dk* | 175 | ✠LMC12,38 | | | 2,39 | *Lloyd's* *SA&CP* | | | B39′ FK | | | (*Coll to Sh dk* 3 ,, 2*nd* ,,) | Humboldt-Deutzmotoren, A.G. Köln-Deutz | 12 ″ 0½ | |
| | *Cruiser Stern* | | | | | | | | | *Cell DB* 133′ 169*t* *DTsa* 3 | | | | *1t FPT* 57*t* *APT* 16*t* | | | |
| 73366 | **Drakepool** | | 4838 | ✠100A1 | Npt | *y* | CL | 1924 | Ropner S.B. | Pool Shipping Co. Ld. (Sir R. Ropner & Co. Ld. *Mgrs.*) | 390·0 | 55·5 | 26·4 | W. Hartlpl British | T.3Cy.25½″,40″&71″–48″ (*s*) 180lb ~~85*lb*~~ 437 NHP | 28 ″ 9 | |
| 139233 | | *ss* Sws. No. 3–5,37 | 4610 | 6,40 ~~11,39~~ | Cff | | 2,39 | 11mo | & Rpg. Co. (Stockton) Ld. Stockton | | 402·9 (O.L.) | | | 6 *BHCem* | 3SB(Spt),9*cf*,GS190,HS7526 | s ″ 5 | |
| GKXQ | D.F. | 1 *Dk* (*Stl*) | 2994 | ~~BS6,38~~ ✠LMC5,37 4,41 | | | | *Lloyd's* *SA&CP* | | *Cell DB* 126′ *u E* 25′ *f* | P29′B221′F41′ FK | | | 171′ 1059*t* *FPT* 162*t* | Blair & Co. Ld. Stockton. | 24 ″ 6½ | |
| | | | | | | | | | | *a* 171′ 1059*t* *FPT* 162*t* | | | | *APT* 194*t* | | | |
| 73367 | **Dramatist** | | 5443 | ✠100A1 | Liv | *z* | CL | 1920 | C. Connell & Co. Ld. Glasgow | Charente S.S. Co. Ld. (T. & J. Harrison, *Mgrs.*) | 410·0 | 52·3 | 30·5 | Liverpool British | 3 Steam Turbines DR geared to 1 Sc Shft 200lb (*s*) 7 *BHCem* | 32 ″ 10 | |
| 143695 | | *ss* Bkn. No. 3–8,33 | 5107 | 1,41 ~~11,39~~ | | | 11,39 | 12mo | | | 423·3 (O.L.) | | | | 2DB&1AuxSB,*15cf*,GS284, HS9592 | s 6 ″ 3 | |
| GDVY | | *ss* Liv. No. 1–38 | 3423 | ~~HS1,39~~ ✠LMC3,38 ~~BS6,40~~ 6,41 | | | | *Lloyd's* *SA&CP* | | *Cell DB* 354′ 1118*t* | P37′B138′F52′ FK | | | *DTa* 31′ 846*t* *FPT* 52*t* | J. Brown & Co. Ld. Clydebank | 26 ″ 11 | |
| | | 2 *Dks* (*Stl*) 3rd *dk* (*Stl*) in No. 1 hold | | | | | | | | | | | | *APT* 22*t* | | | |
| 73368 | **Drammensfjord** (*ex* Tatjana) | | 5339 4865 | | | | | 1920 | Canadian Vickers, Ld. Montreal | Den Norske Amerikalinje A/S | 400·9 | 52·4 | 28·4 | Oslo Norwegian *WB* | T.3Cy.25″,41″&68″–45″ 310 NHP Canadian Vickers, Ld. Mtl. | | N |
| LCIK | | 2 *Dks* | 3210 | | | | | | | | P73*t* H227*t* | | | | | | |
| 73369 | **Drava** (*ex* Essex Druid–38, | | *3508* | | | | | 1919 | Rotterdam Droogd Maat. Rotterdam | Jugoslavenska Oceanska Plovidba d.d. | 361·4 | 49·9 | 21·8 | Split Yugoslav *WB* | T.3Cy.25″,41″&68″–45″ 310 NHP Rotterdam Droogd. Maats. | | V |
| | *ex* Kediri) | | *3258* | | | | | | | | P24′B214′F34′ | | | | | | |
| YTTJ | | 1 *Dk* | *2139* | | | | | | | | | | | | | | |
| * 73370 | **Drechtdijk** (P) | **Twin Sc** *Oil Eng.* | 9338 8549 | ✠100A1 *Awning dk* *with freeboard* 8,39 | Sch | *et* | CL N8,38 | 1923 | Harland & Wolff, Ld. Greenock | Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn) | 485·5 | 62·3 | 35·5 | Rottrdam Dutch | Oil Engines 4S.C.SA 16Cy.29½″–45½″ 1317 NHP DB–*100lb* | 38 ″ 9 | |
| PDSG | | *ss* Rot. No. 3–8,32 *ss* Rot. No. 1–37 | 5808 | ✠LMC ~~BS8,37~~ | | | | 3mo | | | P40′B153′F59′ *on Awng dk* FK&BK2″ | | | *pt Cem* | Harland & Wolff, Ld. Gls. | 29 ″ 7½ | |
| | *Ref. Mchy* | 2 *Dks* (*Stl*) & *Awng dk* (*Stl*) | | DBS8,39 2,38 | | | | *Lloyd's* *SA&CP* | | | 1 *BH* dispensed with | | | 7 *BHonly* | *all to Awng dk* | | |
| | D.F. | *Cargo battens not fitted in bridge and forecastle* | | ✠Lloyd's RMC1,40 | | | | | | *Cell DB* 421′ 1619*t* *DT* | a30′ 706*t* *FPT* 130*t* | | | *APT* 75*t* | | | |
| | | | | *Carrying bean or similar oil in deep tank* | | | | | | | | | | | | | |
| 73371 | **Drepanum** (*ex* Roumelian–37) | | 2786 | ✠ —— 12,36 | Bkn | *u* | | 1914 | Palmers' Co. Ld. Newcastle | Count Salvatore Tagliavia | 324·0 | 43·0 | 23·9 | Palermo Italian | T.3Cy.20″,34½″&59″–42″ 331 NHP | 26 ″ 1 | I |
| 171 | | *ss* Liv. No. 3–8,27 | 2560 | | | | | 11mo | | | 312·0 | | | 6 *BHCem* | 2SB,6*cf*,GS111,HS4654 | | † |
| IBGV | D.F. | *ss* Bkn. No. 1–32 | 1714 | | | | | | | | P71′B103′F32′ FK | | | | Richardsons, Westgarth & Co. Ld. Mdb. | | |
| | | *Cruiser Stern* 2 *Dks* (*Stl*) | | | | | | | | *Cell DB* | 95′ *u E* & *B* 45′ *f* 135′ 6 | | | 21*t* *APT* 15*t* | | | |
| 73372 | **Dresden** (P) | | 5567 | | | | | 1937 | Bremer Vulkan Vegesack | Norddeutscher Lloyd | 431·1 | 56·3 | 23·1 | Bremen German *WB* | Oil Engines 2S.C.DA 7Cy.23½″–43$\frac{5}{16}$″ 1358 NHP Bremer Vulkan, Vegesack | | G |
| | D.F. E.S.D. | *Oil Eng.* | 4414 | | | | | | | | P21′B&F399′ | | | | | | |
| DOSL | *Ref. Mchy.* *Cruiser Stern* | 3 *Dks* | 3263 | | | | | | | | *upper* F39′ | | | | | | |
| 73373 | **Driebergen** | | 5231 4786 | | | | | 1923 | New Waterway S.B.Co. Schiedam | Zuid Hollandsche Scheepv. Maats. N.V. | 402·3 | 58·3 | 26·5 | Rottrdam Dutch *WB* | DR geared Steam Turbine Metropolitan Vickers Elec. Co. Ld. Manchester | | V |
| PDTD | D.F. | 2 *Dks* | 3148 | | | | | | | | F37′ | | | | | | |
| 73374 | **Drin** | **Wood Aux Bkn** | 435 | | | | | 1920 | A. Terrizzano Imperia II | Giorgio Noceti & Carlo Landi | 145·3 | 29·1 | 15·9 | Savona Italian | Oil Engines 4S.C.SA 6Cy.8½″–14$\frac{3}{16}$″ 42 NHP | | I |
| 139 | (*ex Sailing Vessel* | *Oil Eng.* | 391 | | | | | | | | 127·9 | | | | E *made* 37, *fitted* 38 | | |
| IUKC | Sorelle Leoni–38, *ex* Patria, *ex* Amelia M.) | 1 *Dk* 2 *tr E* | 360 | | | | | | | | P46′F14′ | | | | Deutsche Werke Kiel A.G. Kiel | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 73375 | **Driva** (P) | | 325 | | | | | 1909 | Trndhjms Mek. Værks. Trondheim | Møre Fylkes Ruteselskap | 136·9 | 21·2 | 9·6 | Xlansund Norwegian | T.3Cy.13¾″,23″&38″–22″ NB12 68 NHP | | |
| LDFZ | | 1 *Dk* | 182 | | | | | | | | F102*t* Q32*t* H31*t* | | | | Trondhjems M.V. Trondhm | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. Years since new, if not Equipment Letter. | 7 | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in British classes (if any) & Dated Bd of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73376 145586 MKSD | **Dromara** (*ex* Raylight-34) *ss* Gmh. No. 3–12, 33 *ss* Bel. No. 1–38 *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted* | 723 488 291 | ✠100A1 12,38 BS5,40 | Bel | *j* | | 1921 6mo | J. S. White & Co. Ltd. Cowes *Lloyd's SA&CP* | John Kelly, Ld. (W. Clint, *Mgr.*) *Cell DBf* | 181·0 \| 29·4 \| 11·4 *30·7* Q103′B11′F34′ FK 101′157*t* *FPT* | Belfast British 3 *BH Cem* 58*t APT* 43*t* | T. 3Cy. 15″, 25½″ & 41″–30″ (*s*) 180lb 98RHP 2SB, 4*cf*, GS66, HS2324 J. S. White & Co. Ltd. Cowes | 13 ″ 6 s 4 ″ 2½ 13 ″ 4½ | |
| 73377 143691 GDSF | **Dromore** *Fitted for oil fuel* D.F. E.S.D. 1 *Dk 2 tr B* | 4096 3571 2358 | | | | | 1920 | Irvines SB. & D.D. Co. Ld. W Hartlepool | Johnston Warren Lines, Ld. (Furness, Withy & Co. Ld. *Mgrs.*) | 360·0 \| 52·0 \| 24·6 P35′B171′F32′ | Liverpool British *WB* | T. 3Cy. 26″, 43″ & 73″–48″ Richardsons, 369NHP Westgarth & Co. Ld. Hpl. | | C |
| 73378 143836 GNWR | **Dromore Castle** *ss* Lon. No. 2–39 *ss* N. Yk. No. 3–12, 31 ~~*ss* Hul. No. 1–38~~ Sub. Sig. 2 *Dks* (*Stl*) & 3rd *dk* (*Stl*) in No. 1 hold | 5242 4782 3199 | ✠100A1 2,11 ~~8,39~~ MS1,~~36~~ 2,39 | NYk Hul ✠LMC BS~~9,30~~ 7,40 | *y* | CL ~~10,37~~ 1,41 | 1919 11mo *Lloyd's SA&CP* | Harland & Wolff, Ld. Greenock *Cell DB* | Union-Castle Mail S.S. Co. Ltd. | 400·3 \| 52·3 \| 28·5 412·5 (O.L.) P50′B113′F39′ FK 340′1051*t* *FPT* 132*t* | London British 7 *BH pt Cem* *APT* 220*t* | T. 3Cy. 27″, 44″ & 73″–48″ (*s*) 180lb 517NHP 3SB, 9*cf*, GS190, HS7668 FD Harland & Wolff, Ld. Grk. | 31 ″ 0 s 6 ″ 0½ 25 ″ 3 | |
| 73379 166560 GJGZ | **Dromus** *Oil Eng.* D.F. E.S.D. 1 *Dk*, 2nd *dk* clear of cargo *Mchy. Aft* *Cruiser Stern* *tanks* *Longitudinal framing at bottom & at deck* | 8036 7214 4760 | ✠100A1 ~~9,39~~ 9,41 ✠LMC 9,38 *Carrying Petroleum in bulk* | Bry Bkn | *c* † | CL | 1938 9mo *Lloyd's SA&CP* | Harland & Wolff, Ld. Glasgow *Cell DB* | Anglo-Saxon Petroleum Co. Ld. | 465·6 \| 59·5 \| 33·9 483·3 (O.L.) P90′B41′F51′ FK *u E* 70′ 156*t* *DT f* 25′2 | London British 17 *BH* *DB 180lb* 89*t FPT* 145*t* | Oil Engines 4S.C.SA 8Cy. 25½″–55½″ 502NHP Harland & Wolff, Ld. Gls. *APT* 88*t* | 34 ″ 0 s 6 ″ 8½ 27 ″ 6½ | |
| 73380 OXYD | **Dronning Alexandrine** (P) *Cruiser Stern* *Oil Eng.* *Ref. Mchy.* D.F. 3 *Dks* | 1854 1042 1090 | | | | | 1927 | Helsingörs Jernsk & Msk. Elsinore | Det Forenede Dampskibs Selsk. | 251·2 \| 39·0 \| 23·3 F33′ | Copnhagn Danish *WB* | Oil Engines 4S.C.SA 6Cy. Akt. Burmeistr & Wain, Cpn | | V |
| 73381 OXZD | **Dronning Maud** (P) *Ref. Mchy.* D.F. 2 *Dks* | 1779 1024 860 | | | | | 1906 | Akt. Burmeistr & Wain Copenhagen | Det Forenede Dampskibs Selsk. | 273·0 \| 38·2 \| 22·8 | Esbjerg Danish *WB* | T. 4Cy. 25″, 42½″ & (2) 51″–42″ 337NHP Akt. Burmeistr & Wain, Cpn | | V |
| 73382 LDTR | — (P) Wireless D.F. 2 *Dks* | 1488 68§ 754 | | | | | 1925 | Fredrkstad Mek. Værks. Fredrikstad | Det Nordenfjeldske Dampskibsselskab | 235·8 \| 37·7 \| 13·8 | Tr'ndheim Norwegian *WB* | T. 3Cy. 23⅝″, 37⅝″ & 63–39″ 284NHP Fredrikstad M.V. Frdstad. | | N |
| 73383 LDGY | **Dronningen** (P) 1 *Dk* & *Awng dk* | 661 625 400 | | | | | 1893 | Fevig Jernskibsbyggeri Arendal | A/S Arendals Dampskibsselskab | 186·6 \| 27·0 \| 20·1 H36*t* | Arendal Norwegian *WB* | T. 3Cy. 16½″, 26½″ & 43″–30″ NB06 101NHP Bergens Mek. Verkst. Bgn. | | N |
| 73384 DOCO | **Drossel** (*ex* Horneck) Wireless 1 *Dk* | 999 879 552 | | | | | 1924 | F. Schichau Elbing | Argo Reederei Richard Adler & Co. | 229·8 \| 33·6 \| 14·2 P14′B65′F31′ | Bremen German *WB* | T. 3Cy. 15″, 26⅝″ & 38⅝″–25½″ 75NHP F. Schichau, Elbing | | G |
| 73385 7434 SHDN | **Drotten** (P) *Cruiser Stern* Wireless D.F. 2 *Dks* | 847 372 571 | | | | | 1927 | Oskrshmns M.V. & Skppsdk A/B Oskarshamn | Ångf. A/B Gotland (C.E. Ekman, *Mgr.*) | 183·1 \| 30·8 \| 11·0 H159*t* | Visby Swedish *WB* | T. 3Cy. 18½″, 29 & 48″–30″ 126NHP Oskarshamns M.V. & Skeppsdk. Oschamn. | | C |
| 73386 540 SDUG | **Drottning Sophia** (P) Iron 2 *Dks* & *Shelter dk* | 728 401 526 | | | | | 1875 | Bergsunds Mek. Verkst. Stockholm | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 184·9 \| 25·0 \| 13·1 H58*t* 20·3 | Stockholm Swedish | C. 2Cy. 24″ & 48″–27″ 100NHP Bergsunds Mek. Vks. Skm. | | N |
| 73387 5044 SEBA | **Drottning Victoria** (P) TwinSc Sub. Sig. (*Ferry*) D.F. GyC. 1 *Dk 2 tr B* | 3190 2399 1118 | | | | | 1909 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Svenska Statens Jernvägar (E. von Friesen) | 368·3 \| 50·1 \| 22·2 H572*t* F64′ | Trelleborg Swedish *WB* | T. 6Cy. 23½″, 38½″ & 63″–36″ 476NHP Swan, Hunter & Wigham-Richardson, Ld. Nwc. | | G |
| 73388 6277 SJMA | **Drottningholm** (P) TrpSc (*ex* Virginian) *Fitted for oil fuel* D.F. Sub. Sig. 3 *Dks* *Ref. Mchy.* | *11055* *6546* *6485* | | | | | 1905 | A. Stephen & Sons Glasgow | A/B Svenska Amerika Linien (A. Jonsson, *Mgr.*) | 517·0 \| 60·0 \| 38·0 P70′B210′H1288*t* F113′ | Gothenbrg Swedish *WB* | SR. Geared Steam Turbines NE22 A/B De Lavals Ångturbin, Skm. | | C |
| 73389 92866 MKTF | **Drudge** *Mchy. Aft* | 418 400 272 | | | | | 1887 | Armstrong Mitchell & Co. Ld. Newcastle | Thomas Round & Sons | 125·0 \| 35·2 \| 12·5 | London British | T. 3Cy. 12″, 19½″ & 32″–20″ 52RHP Wallsend Slipway Co. Nwc. | | |
| 73390 112393 CGSW | **Druid** (P) TwinSc *ss* Qbc. No. 1–07 1 *Dk* (*Stl*–ws) Sub. Sig. Wireless | 503 367 193 | ✠ 4,07 ✠ | Qbc | *h* | | 1902 7mo | Fleming & Ferguson, Ld Paisley *Cell DBf* | Canadian Government (Department of Transport) *Shade dk* 63′ FK 35′31*t* *DT a* 22′ 44*t* *DT f* 13′27*t* *FPT* | 160·0 \| 30·1 \| 12·5 B28′F28′ 44*t* | Ottawa British 5 *BH Cem* 18*t APT* 11*t* | T. 6Cy. 13″, 21″ & 34″–24″ 59RHP 3SB, 6*cf*, GS95, HS2580 Fleming & Fergus n Ld. Psy. | 13 ″ 0 | |
| 73391 149997 MPRG | **Druid Stoke** *ss* Brs. No. 2–37 1 *Dk* (*Stl*) *Mchy. Aft* *Cargo battens not fitted* | 486 352 249 | ✠100A1 8,39 BS~~9,39~~ 10,40 ✠LMC 8,37 | Brs | *g* | 8,39 | 1929 8mo *Lloyd's SA&CP* | C. Hill & Sons, Ld. Bristol | Osborn & Wallis, Ld. | 145·0 \| 26·7 \| 11·3 *28·0* Q46′F16′ BK6″ *FPT* | Bristol British 3 *BH Asp* 81*t APT* 36*t* | T. 3Cy. 12¾″, 22″ & 34″–24″ (*s*) 180lb 66RHP 1SB, 3*pf*, GS51, HS1600 Plenty & Son, Ld. Newbury | 12 ″ 6 s 1 ″ 3½ 11 ″ 8½ | |
| 73392 148079 | **Drumahoe** *Mchy. Aft* 1 *Dk* | 1902 1574 1126 | | | | | 1924 | N. of Irelnd S.B. Co. Ltd. Londonderry | Sarnia Steamships Ld. (R. Scott Misener, *Mgr.*) | 252·0 \| 42·5 \| 18·0 Q100′F36′ | Montreal British *WB* | T. 3Cy. 16″, 27″ & 44″–33″ 111NHP J. G. Kincaid & Co. Ld. Grk. | | C |
| 73393 146263 MKVT | **Drumlough** *ss* Mil. No. 3–3, 34 *ss* Lth. No. 1–38 *Mchy. Aft* *Well deck* 1 *Dk* (*Stl*) | 311 206 118 | ✠100A1 9,40 ~~3,40~~ MS11,38 ✠LMC BS~~4,30~~ 2,40 | Abn | *d* | CL 2,37 | 1921 10mo *Lloyd's SA&CP* | Rennie, Ritchie & Newport S.B. Co Ld. Rutherglen | W. N. Lindsay, Ld. | 130·8 \| 22·6 \| 9·9 136·3 (O.L.) Q49′B8′F28′ FK *FPT* | Leith British 3 *BH Cem* 33*t APT* 16*t* | C. 2Cy. 15″ & 32″–24″ (*s*) 180lb 63RHP 1SB, 2*pf*, GS40, HS1240 Gauldie, Gillespie & Co. Ld. Gls. | 10 ″ 6 s ″ 7 10 ″ 0 | |
| 73394 167320 GJJB | **Drupa** *Oil Eng.* 1 *Dk*, 2nd *dk* clear of cargo tanks *Longitudinal framing at bottom & at deck* *Mchy. Aft* D.F. E.S.D. *Cruiser Stern* | 8102 7201 4754 | ✠100A1 9,40 ~~11,39~~ ✠LMC 8,39 *Carrying Petroleum in bulk* | Gls Shl | *c* † | CL | 1939 8mo *Lloyd's SA&CP* | Deutsche Werft A.G. Bet Finkenwrder Hamburg | Anglo-Saxon Petroleum Co. Ld. *Cell D Bu E* 74′159*t* | 465·7 \| 59·3 \| 33·8 P91′B48′F51′ FK *DT f* 25′378*t* *FPT* 1 | London British 17 *BH pt Cem* 34*t APT* 84*t* | Oil Engines 4S.C.SA 8Cy. 25⅞″–55½″ 502NHP *DB 180lb* Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 34 ″ 0 s 6 ″ 8½ 27 ″ 6½ | |
| 73395 LJYT | **Duala** *Oil Eng.* D.F. 1 *Dk* & *Shelter dk* *Ref. Mchy.* *Cruiser Stern* | 1800 1335 814 | | | | | 1938 | A/B Göta-verken Gothenburg | A/S Castillo (Chr. Gundersen & Co. *Mgrs.*) | 306·7 \| 40·4 \| 15·6 F33′ | Oslo Norwegian *WB* | Oil Engines 2S.C.SA 8Cy. 19¼⅛″–35⅞″ 541NHP A/B Gotaverken, Got. | | N |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 3 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Tonn. Sous le pont. Net. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné. Limite. Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. Navire. Mach. Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Lignes de cote si on est dans le L. R. Mark. Cert. Mast. trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 73396 YTAS | **Duba** (*ex*Collingham) *ss*Spt.2ndNo.3–5,36 1 *Dk(Stl)*2*tr B&Web frames* | *4115* *3330* *2535* | ✠100A1 7,39 BS7,39 ✠LMC5,36 | Spt | *w* | CL 5,38 | 1910 1mo | J.L.Thompson&Sons,Ld Sunderland *Lloyd's SA&CP* | SlobodnaPlovidba Drustvo s.o.j. *Cell DBa121′ uE&B4* | 351·7\|51·0\|25·7 P25′B145′F32′ FK *5′f145′1006t FPT 104t APT213t* | Dubrovnik Yugoslav *6 BHCem* | T.3Cy.25″,42″&68″–48″ (*s*) 180lb 350NHP 2SB,*6cf*,GS136,HS5415 J.Dickinson&Sons,Ld.Sld. | 28 ″ 2 *s4* ″ 8½ 23 ″ 8 | |
| *Now "Leda," see No. 88915 in Supplement* | | | | | | | | | | | | | | | |
| 73397 YTAT | **Dubac** *ss*Tri.2ndNo.3–5,26 *ss*Tri.No.1–30 1 *Dk(pt Irn&pt Stl) deep framing & Web frames* | 2819 2623 1804 | ✠ ... 11,34 ✠ | Spt | *u* | | 1901 8mo | J.Blumer &Co. Sunderland | Dubrovacka Plovidba A.D. *Cell D Ba1* | 319·7\|46·1\|21·2 P28′B91′F31′ FK *10′uE18′f128′749t APT110t* | Dubrovnik Yugoslav *5 BHCem* | T.3Cy.22½″,37″&61″–42″ NDB14 257NHP 2SB,*6cf*,GS118,HS4106 G.Clark,Ld.Sunderland | 23 ″ 9 | V † |
| 73398 | **Dublin** (P) **TwinSc** *Well deck* 1 *Dk* | 1258 — 758 | ✠ ... 10,13 ✠ | | | | 1912 10mo | CaledonS. B.&E.Co.Ltd Dundee | Cia.Argentina de Nav.Mihanovich, Ltda. | 250·2\|40·1\|10·7 Q73′B78′F26′ FK *WB* | Bns.Aires Argentine | T8Cy(2)12″,(2)20″&(4)24″ –24″ 182NHP CaledonSB.&E.Co.Ltd.Dun | 11 ″ 6 | |
| 73399 YTAU | **Dubravka** (*ex*MariaImmaculata) *ss*Tri.2ndNo.3–4,29 *ss*Spt.No.2–38 1 *Dk(pt Irn&pt Stl)2tr B&deep framing* 3 *Dk rule* | 3798 3451 2396 | ✠100A1 9,40~~12,30~~ LMC MS7,37 BS~~12,39~~ 5,41 | Bry Spt | *w* | CL 12,39 | 1905 12mo | J.Readhead&Sons SouthShields *Lloyd's SA&CP* | Dubrovacka Plovidba A.D. *Cell D Ba* | 347·0\|49·1\|25·2 P41′B142′F31′ FK *115′uE21′f146′1008t APT148t* | Dubrovnik Yugoslav *6 BHCem* | T.3Cy.24½″,41″&66″–45″ (r) 180lb 331NHP 2SB,*6cf*,GS126,HS5297 J.Readhead&Sons,S.Shl. | 26 ″ 9 *s4* ″ 2¾ 22 ″ 8 | |
| 73400 YTTD | **Dubrovnik** (P) D.F. 1 *Dk& Shelter dk Cruiser Stern* | 5156 4644 3053 | ✠100A1 *with freeboard* 2,39 ✠LMC2,38 *Fitted for oil fuel* 2,38 | Rot | *a*† | CL 6,38 *F.P. a* | 1938 2mo | Lithgows Ld. PortGlasgow *Lloyd's SA&CP* | Dubrovacka Plovidba A.D. *Cell D B367′1583t MT26′754t* | 432·5\|56·2\|24·8 448·5(O.L.) F34′ FK *FPT110t APT177t* | Dubrovnik Yugoslav *7 BHpt Cem Coll to Sh dk* 6 „ 2nd „ ) | T.3Cy.22½″,36″&65″–48″(*s*) 230lb 503NHP 2SB(Spt)&1AuxSB,*9cf*, GS159,HS7525 FD D.Rowan&Co.Ld.Gls. | 27 ″ 9 *s* 3 ″ 2½ 24 ″ 9 | |
| 73401 DDUB | **Duburg** (*ex*Hazelpark,*ex*Sayn) *ss*Kel.No.3–2,34 1 *Dk(Stl)* | 2675 2432 1572 | ... 9,38 | Ham | | | 1922 2mo | Frd.Krupp Akt.Ges. Kiel | Flensburger Dampfercompagnie HaraldSchuldt &Co.K.G. *Cell D B289′ 683t FPT56t* | 328·7\|44·2\|20·6 339·9(O.L.) P&B219′F37′ len34 FK *APT120t* | Hamburg German *pt Aspt Cem 5 BH* | T3Cy19½″,32½″&54½″–39½″ 245NHP 2SB,*4cf*,GS84,HS3445 Frd.KruppA.G.Essen | 22 ″ 6 | G † |
| 73402 FNRU | **Duc d'Aumale** (P) **TwinSc** D.F. 3 *Dks* | 4464 3228 1875 | | | | | 1912 | Atel.&Ch. dePrvence Marseilles | Cie.Générale Transatlantique | 364·6\|49·3\|20·0 28·2 P57′B189′F38′ *WB* | Marseilles French | T.8Cy.(2)23½″,(2)38½″& (4)47½″–43½″ 589NHP Atel.&Ch.dePrvence,Msl | | V |
| 73403 1911 IBVJ | **Duca degli Abruzzi** **TwinSc** *Oil Eng. Ref.Mchy.* 2 *Dks(Stl–Wthr dk* ws) D.F. *Cruiser Stern* | 2315 2048 1400 | ✠ ... 2,36 ✠ | Gen | *t* | | 1933 9mo | Eriksbergs M.V.Aktieb. Gothenburg | Italian Government(Ministero dell'AfricaItaliana Regia Azienda MonopolioBanane) *Cell D B218′503t Tanks in way of tunnels 251t* | 312·8\|40·7\|24·6 298·6 B80′F46′ FK *FPT23t APT60t* | Genoa Italian *5 BHpt Cem Coll to Wdk* 4 „2nd„) | Oil Engines 4S.C.SA 12Cy.21½″–39½″ 543NHP EriksbergM.V.Aktieb,Got. | 26 ″ 9 | I † |
| 73404 ~~108072~~ | **Duchess** (P) **Ctr** 1 *Dk& Shade dk* | 314 229 137 | ✠ 12,02 ✠ | Gls | *d* | | 1897 7mo | Mackie& Thomson Glasgow | ~~"Duchess" S.S.Co. Ltd.~~ | 133·6\|26·0\|10·3 F18′ BK7½″ *FPT9t* | ~~Auckland N.Z.~~ British *4 BHCem* | T.3Cy.15″,25″&40″–27″ NB23 106NHP Muir&Houston,Ld.Gls. | 11 ″ 3 | |
| 73405 121333 | **Duchess of Argyll** (P) **TrpScSp** 2 *Dks* | 593 445 238 | | | | | 1906 | W.Denny &Bros. Dumbarton | CaledonianSteam PacketCo.Ld. | 250·0\|30·1\|10·1 Q10′B&F240′ | Glasgow British | 3 Steam Turbines Denny&Co.Dumbarton | | BT till ~~1,41~~ 12,41 |
| 73406 160505 GNTS | **Duchess of Atholl** (P) **TwinSc** *ss*Liv.No.2–36 4 *Dks(Stl–Weather dk pt* ws)*5th dk(Stl)* *Ref.Mchy.* *in Nos.2,5&7 holds* D.F. E.S.D. *Cruiser Stern* | 20119 14457 11772 | ✠100A1 *with freeboard* 12,39 ~~BS10,39~~ MCH.35 10,40 *Fitted for oil fuel* 6,28 | Gls | | CL ~~1,38~~ 10,40 *F.P. a* | 1928 6mo | W.Beardmore&Co.Ld. Dalmuir *Lloyd's SA&CP* | CanadianPacific RailwayCo.(CanadianPacific Steamships,Ld. *Mgrs.*) *Cell D B510′2695t Prom.dk322′ Coll DTf43′751t Tanks in way of tunnels 501t FPT202t* | 582·0\|75·2\|41·7 B&F520′ FK *BHto Wdk* *APT270t* | London British 11 *BHpt Cem* 370lb 2DB*200lb* 3557NHP 6 Water Tube Boilers(Spt) HS30696 FD W.Beardmore&Co.Ld. | 6SteamTurbinesSRgeared to 2 Screw Shafts (*s*) 44 ″ 9 s17 ″ 6 27 ″ 6½ | BT till 12,40 |
| 73407 160482 GNTV | **Duchess of Bedford** (P) **TwinSc** *ss*Liv.No.2–37 4 *Dks(Stl-Weather dk pt* ws)*5th dk(Stl)* *Ref.Mchy.* *in Nos.2,5,&7 holds* D.F. E.S.D. *Cruiser Stern* | 20123 14366 11801 | ✠100A1 *with freeboard* 11,39 ~~BS11,39~~ BS12,40 ~~MCH.35~~ MC12,35 *Fitted for oil fuel* 5,28 | Liv | | CL 11,39 *F.P. a* | 1928 5mo | J.Brown &Co.Ld. Glasgow *Lloyd's SA&CP* | CanadianPacific RailwayCo.(CanadianPacificSteamships,Ld. *Mgrs.*) *Cell D B510′2685t Prom.dk325′ Coll DTf43′737t Tanks in way of tunnels 496t FPT203t* | 581·9\|75·2\|41·7 B&F520′ FK *BHto Wdk* *APT270t* | London British 11 *BH Cem* 370lb 2DB*200lb* 3557NHP 6 Water Tube Boilers(Spt) HS30696 FD J.Brown&Co.Ld.Glasgow | 6 SteamTurbinesSRgeared to 2 Sc.Shafts (*s*) 44 ″ 9 s17 ″ 6 27 ″ 6½ | BT till 11,40 |
| 73408 106903 MJQF | **Duchess of Cornwall** (P) **Pad** (*ex*Duchess of York) 1 *Dk* | 302 232 127 | | | | | 1896 | Barclay, Curle&Co.Ld Glasgow | Southamptn,I.ofW &S.of Eng.Royal MailStm.PktCo.Ld | 185·5\|22·1\| 8·6 | Sthampt'n British | D.2Cy.24″&45″–64″ 135NHP Barclay,Curle&Co.Ld.Gls. | | BT till 3,41 |
| 73409 115767 | **Duchess of Fife** (P) **Pad** 1 *Dk* | 336 291 138 | | | | | 1903 | Fairfield Co.Ld. Glasgow | CaledonianSteam PacketCo.Ld. | 210·3\|25·0\| 8·5 | Glasgow British | T.4Cy.(2)16½″,35″&52″–54″ NB28 199NHP FairfieldCo.Ld.Glasgow | | |
| 73410 161968 GMLF | **Duchess of Hamilton** (P) **TrpSc** 2 *Dks* | 795 542 314 | | | | | 1932 | Harland& Wolff,Ld. Glasgow | CaledonianSteam PacketCo.Ld. | 262·0\|32·1\|10·1 | Glasgow British | 3 Steam Turbines Harland&Wolff,Ld.Bel. | | BT till 4,41 |
| 73411 161921 MQVV | **Duchess of Montrose** (P) **TrpSc** 2 *Dks& Promenade dk* | 806 537 314 | | | | | 1930 | W.Denny &Bros.Ld. Dumbarton | CaledonianSteam PacketCo.Ld. | 262·0\|32·0\|10·2 | Glasgow British | 3 Steam Turbines W.Denny&Bros,Ld.Dmb. | | BT till ~~6,40~~ ~~1,41~~ 1,42 |
| 73412 160631 GSVR | **Duchess of Richmond** (P) **TwinSc** *ss*Sou.No.2–37 4 *Dks(Stl–Weather dk pt* ws)*5th dk(Stl)* *Ref.Mchy.* *in Nos.2,5&7holds* D.F. E.S.D. *Cruiser Stern* | 20022 14366 11737 | ✠100A1 *with freeboard* ~~4,40~~ 10,40 ~~BS11,39~~ BS10,40 ~~MCH.35~~ MC11,36 *Fitted for oil fuel* 12,28 | Liv Mtl | | CL ~~1,38~~ 10,40 *F.P. a* | 1928 12mo | J.Brown& Co.Ld. Clydebank *Lloyd's SA&CP* | CanadianPacific RailwayCo.(CanadianPacificSteamships,Ld. *Mgrs.*) *Cell D B510′2547t Prom.dk325′ Coll DTf43′700t Tanks in way of tunnels 474t FPT193t* | 581·9\|75·2\|41·7 B&F520′ FK *BH to Wdk* *APT269t* | London British 11 *BHpt Cem* 370lb 2DB*200lb* 3748NHP 6 Water Tube Boilers(Spt) HS32268 FD J.Brown&Co.Ld.Clydebnk | 6SteamTurbinesSRgeared to 2 Screw Shafts (*s*) 44 ″ 9 s17 ″ 6 27 ″ 6½ | BT till 1,42 |
| 73413 104622 | **Duchess of Rothesay** (P) **PadSk** 1 *Dk* | 338 309 127 | | | | | 1895 | J.&G. Thomson,Ld Clydebank | CaledonianSteam PacketCo.Ld. | 225·6\|26·1\| 8·6 H24t *Promenade dk* 212′ | Glasgow British | C.D.2Cy.27½″&58″–54″ NB14 206NHP J&GThomsonLdClydebnk | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed and in Lit. (Lloyd's Register of Yachts). Date of Entry. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73414<br>161202<br>GSYN | **Duchess of York** (P) TwinSc<br>ssLiv.No.2–37<br>4 *Dks (Stl–weather dk pt ws)*<br>*5th dk (Stl) in Nos. 2, 5, & 7 holds*<br>*Ref.Mchy.* *Cruiser Stern*<br>D.F. E.S.D. | 20021<br>14366<br>11722 | ✠100A1<br>*with freeboard*<br>3,40<br>MS1,37<br>*Fitted for oil* | Liv<br>✠LMC<br>BS12,39<br>*fuel* 3,29 | | CL<br>1,40<br>*F.P. a* | 1929<br>3mo<br>*Lloyd's* | J.Brown& Co.Ld. Clydebank<br>*s A & CP* | CanadianPacific RailwayCo.(Canadian PacificSteamships,Ld. *Mgrs.*)<br>*Cell DB* 510′2547*t D* | 581·9\|75·2\|41·7<br>B&F520′ FK<br>*Promenade dk* 325′ (*Coll* „ *to W dk*)<br>*Tf* 43′700*t Tanks in way of tunnels* 474*t F P T* 193*t A P T* 269*t* | London<br>British | 6 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 3748 NHP<br>370 lb 2 DB *200 lb* FD<br>6 Water Tube Blrs. (Spt)<br>HS 32268<br>J.Brown&Co.Ld Clydebank | 44 ″ 9<br>s 17 ″ 6<br>27 ″ 6½ | BT till 1,41 |
| 73415<br>413<br>IBRJ | **Duchessa d'Aosta** (P)<br>ssTri.No.3–8,33<br>ssTri.No.1–37<br>*Ref.Mchy* 2 *Dks (Stl) &*<br>D.F. *Shelter dk (Stl)* | 7872<br>6707<br>4953 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>3,40<br>MS3,37<br>✠Lloyd's RMC 3,40<br>*Fitted for oil* | Tri<br>✠LMC<br>BS11,39<br>*fuel* 9,30 | *b*† | CL<br>7,37<br>*F.P. a* | 1921<br>5mo<br>*bove* 1 | Stabilmnto Tecnico Triestino Trieste<br>A&CP<br>50° F. | LloydTriestino Soc.Anon.diNav.<br>*Cell DB* 398′16 | 464·2\|57·4\|22·0<br>450·0 \| \| 32·4<br>B168′ *on Shelter dk*<br>*Collision* FK<br>6 „ „ *U* „<br>30*t F P T* 56*t A P T* 63*t* | Trieste<br>Italian<br>*Cem*<br>*BH to Sh dk* | T.3Cy.32″,51½″&83″–54″ (*s*)<br>180 lb 681 NHP<br>4SB(Spt), *12cf*, GS 239,<br>HS 9851 FD<br>StabilimentoTecnico,Tri. | 35 ″ 0<br>s 8 ″ 4¾<br>26 ″ 10 | |
| 73416<br>161136<br>MCTN | **Dudley Rose**<br>ssBly.No.2–38<br>*Well deck* 1 *Dk (Stl)*<br>*Mchy.Aft* | 1600<br>1231<br>946 | ✠100A1<br>4,40<br>BS2,40<br>*Fitted for oil* | Nwc<br>✠LMC 1,38<br>*fuel* 9,30 | *p* | CL<br>1,39<br>*F.P. a* | 1929<br>12mo<br>*Lloyd's* | D&W Henderson&CoLd Glasgow<br>*s A & CP* | RichardHughes& Co.(Liverpool)Ld.<br>*Cell D* | 250·0\|37·2\|16·4<br>Q140′B15′F25′ FK<br>*B*169′ 373*t F P T* 93*t*<br>*bove* 1 50° F. | Liverpool<br>British | T.3Cy.19″,31″&52″–36″ (*s*)<br>180 lb 232 NHP<br>2SB.*6cf*, GS 132, HS 4366<br>McKie&Baxter,Ld.Gls. | 18 ″ 6<br>s 5 ″ 4½<br>17 ″ 3½ | |
| 73417<br>EEKR | **Duero** (*ex* Urbi–39, *ex* Duero–37, *ex* Switzerland, *ex* Monassir)<br>Wireless 2 *Dks* | 1332<br>1094<br>526 | | | | | 1920 | CaledonS. B.&E.Co.Ld. Dundee | ~~M.M.dePinillos~~ Cia.Maritima Frutera,S.A. | 270·6\|38·2\|23·9<br>*WB* | Cadiz<br>Spanish | T.3Cy.21″,34″&56″–39″<br>196 NHP<br>Dunsmuir&JacksonLd.Gls | | C |
| 73418<br>165760<br>GKKT | **Duffield**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk*, 2*nd dk clear of*<br>*Mchy.Aft* *cargo tanks*<br>*Cruiser Stern*<br>*Longitudinal framing at bottom & deck* | 8516<br>7687<br>5045 | ✠100A1<br>~~12/4/40~~ 3,40<br>✠LMC 3,38<br>*Carrying Petroleum in bulk* | Fal<br>Bom | *d*†<br>2½ | CL | 1938<br>3mo<br>*Lloyd's* | Odense Staalskibsvft vedAPMöller Odense<br>*s A & CP* | NorthernPetroleumTankS.S.Co. Ld.(Hunting&Son, Ld. *Mgrs.*)<br>*Cell DB u E* 82′304*t D* | 475·9\|61·8\|33·8<br>493·1 (O.L.)<br>P101′B42′F50′ FK<br>*Tf* 23′395*t F P T* 139*t*<br>*bove* 1 50° F. | Newcastle<br>British<br>16 *BH*<br>*A P T* 86*t* | Oil Engines 4S.C.SA<br>8Cy.29¾″–59 1/16″ 653 NHP<br>2 DB *150 lb*<br>Akt.Burmeistr&Wain,Cpn | 34 ″ 0<br>s 6 ″ 8¾<br>27 ″ 6½ | |
| 73419<br>1184<br>IBSJ | **Duilio** (P) QuadSc<br>ssGen.No.3–3,34<br>D.F. GyC. ssGen.No.1–38<br>*Ref.Mchy.* 4 *Dks (Stl) & Awng dk (Stl–teak s) & Shade dk (Stl–teak s)* | 23635<br>16377<br>14103 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>2,40<br>BS3,39<br>✠Lloyd's RMC 3,39<br>*Fitted for oil* | Gen<br>✠LMC 1,38<br>*fuel* 10,23 | *o*† | CL<br>P *f* 3,37<br>P *a* 1,39<br>S *f* 3,37<br>S *a* 1,39<br>*F.P. a* | 1923<br>10mo<br>*Lloyd's* | Ansaldo Soc.Anon. SestriPnente.<br>*s A & CP* | LloydTriestino Soc.Anon.diNav.<br>*Cell DB* 522′2756 *Side tanks f* | 635·6\|76·3\|46·3<br>602·4<br>FK<br>12 *BH*<br>3 „<br>„ 2*nd* „<br>*t F P T* 191*t A P T* 120*t*<br>6′164*t a* 21′174*t D T f* 34′286*t*<br>*bove* 1 50° F. | Genoa<br>Italian<br>*Cem*<br>*to Awng dk*<br>*Tf* 23′395*t F P T* 139*t* | 4 Steam Turbines (*s*)<br>200 lb 4297 NHP<br>4SB&6DB, *64cf*, GS 1264,<br>HS 53840 FD<br>G.Ansaldo&Co.Smp. | 50 ″ 2<br>s 20 ″ 5½<br>30 ″ 0 | |
| 73420<br>182<br>IBTJ | **Duino** (P)<br>Wireless 1 *Dk & Shade dk*<br>*Fitted for oil fuel* | 1334<br>1178<br>789 | ✠ ...<br>1,26 | | | | 1923<br>5mo | Stabilmnto Tecnico Trieste | "Adriatica" Soc. Anon.diNav. | 237·2\|34·4\|13·7<br>FK<br>*WB* | Venice<br>Italian | 2 Steam Turbines SR geared to 1 Sc. Shaft<br>345 NHP<br>StabilimentoTecnico,Tri. | 15 ″ 9<br>• | 1<br>† |
| 73421<br>DIBD | **Duisburg** (P)<br>Sub.Sig. *Oil Eng.*<br>D.F. E.S.D. *Cruiser Stern* 2 *Dks* | 7389<br>6164<br>4375 | | | | | 1928 | Deutsche Werft A.G. Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie.) | 463·6\|60·1\|28·0<br>P27′B&F426′<br>*WB* | Hamburg<br>German | Oil Engines 2S.C.DA<br>6Cy.27 9/16″–47¼″ 1585 NHP<br>AlgemeineElec.Ges.Berlin | | G |
| 73422<br>DGXQ | —<br>TwinSc<br>*Oil Eng.*<br>Wireless D.F.<br>*Mchy.Aft* *Cruiser Stern* | 1080<br>791<br>499 | | | | | 1936 | GuteHoffnungshütte A.G. Walsum | FranzHaniel&Cie. G.m.b.H. | 229·2\|33·6\|13·0<br>P56′B28′ | Duisburg-Ruhrort<br>German<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.11 13/16″–16 5/16″ 196 NHP<br>Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | G |
| 73423<br>LDJJ | **Dukat** | 1350<br>1136<br>761 | | | | | 1920 | TheNew Eng.&S.B. Works,Ld. Shanghai | A/S ArneSveens Rederi (ArneSveen *Mgr.*) | 242·7\|37·2\|15·0<br>P24′B62′F24′ | Oslo<br>Norwegian | T.3Cy.18½″,29″&49″–33″<br>138 NHP<br>TheNewEng.&Shipbdg. Works,Ld.Shanghai | | N |
| 73424<br>128316<br>GNVX | **Duke of Argyll** (P) TwinSc<br>2 *Dks (pt Stl–ws)*<br>D.F. E.S.D. *Cruiser Stern* | 3814<br>1998<br>1585 | ✠<br>10,28 | Brw | | | 1928<br>4mo | W.Denny &Bros.Ld. Dumbarton | LondonMidland& ScottishRailway<br>*D Ts f* 18′220*t D* | 349·1\|53·1\|18·5<br>P72′B170′F57′<br>BK 7′9 *BH Asp*<br>*Ts a* 42′102*t F P T* 49*t* | Lancaster<br>British<br>*A P T* 44*t* | 4 Steam Turbines SR geared to 2 Sc. Shafts 1628 NHP<br>6 Water Tube Boilers<br>GS 624, HS 19770<br>W.Denny&Bros.Ld.Dmb. | 19 ″ 7 | BT till ~~8-41~~ ~~6-42~~ 9,42 |
| 73425<br>128315<br>GCPQ | **Duke of Lancaster** (P) TwinSc<br>2 *Dks (pt Stl–ws)*<br>D.F. E.S.D. *Cruiser Stern* | 3794<br>1998<br>1534 | ✠<br>2,29 | Brw | | | 1928<br>3mo | W.Denny &Bros.Ld. Dumbarton | LondonMidland & ScottishRailway<br>*D Ts f* 18′220*t D* | 349·1\|53·1\|18·5<br>P72′B170′F57′<br>BK 7′9 *BH Asp*<br>*Ts a* 42′102*t F P T* 49*t* | Lancaster<br>British<br>*A P T* 44*t* | 4 Steam Turbines SR geared to 2 Sc. Shafts 1628 NHP<br>6 Water Tube Boilers<br>GS 624, HS 19770<br>W.Denny&Bros.Ld.Dmb. | 19 ″ 7 | BT till ~~11-40~~ ~~6-41~~ ~~9-41~~ 11,41 |
| 73426<br>128317<br>GNVL | **Duke of Rothesay** (P) TwinSc<br>2 *Dks (pt Stl–ws)*<br>D.F. E.S.D. *Cruiser Stern* | 3804<br>1999<br>1533 | ✠<br>8,28 | Gls | | | 1928<br>6mo | W.Denny &Bros.Ld. Dumbarton | LondonMidland& ScottishRailway<br>*D Ts f* 18′220*t* | 349·0\|53·1\|18·5<br>P72′B170′F57<br>BK 7′9 *BH Asp*<br>*D Ts a* 42′102*t F P T* 49*t A P T* 44*t* | Lancaster<br>British | 4 Steam Turbines SR geared to 2 Sc. Shafts 1628 NHP<br>6 W.T.Blrs. GS 624, HS 19770<br>W Denny&Bros.Ld.Dmb. | 19 ″ 7 | BT till ~~11-40~~ 10,41 |
| 73427<br>128318<br>GYKV | **Duke of York** (P) TwinSc<br>2 *Dks*<br>D.F. E.S.D. *Cruiser Stern* | 3743<br>1938<br>1547 | ✠<br>5,36 | Bel | | | 1935<br>6mo | Harland& Wolff,Ld. Belfast | LondonMidland& ScottishRailway<br>*Cell D Bu E* 42′*f* 86′ *Tanks in way of* | 339·2\|52·2\|17·9<br>P56′B172′F56′<br>FK<br>164*t MT s* 26′342*t tunnel* 46′150*t F P T* | Lancaster<br>British<br>8 *BH*<br>34*t A P T* 62*t* | 4 Steam Turbines SR geared to 2 Sc. Shafts<br>1494 NHP<br>4 W TB, GS 440, HS 15000<br>Harland&Wolff,Ld.Bel. | 19 ″ 6 | BT till ~~5-40~~ 9,41 |
| 73428<br>200593 | **Duluth**<br>*Mchy.Aft* 2 *Dks* | 4749<br>—<br>3785 | | | | | 1903 | Chicago S.B.Co. Chicago | GreatLakes TransitCorp. | 381·6\|50·2\|26·0<br>*WB* | Buffalo, N.Y. Utd.States | Q4Cy.20¾″,30″,43½″&63″–42″<br>257 NHP<br>DetroitS.B.Co.Detroit | | |
| 73429<br>162564<br>GTRB | **Dulwich**<br>ssShl.No.2–39<br>D.F. E.S.D. 1 *Dk (Stl)* | 4102<br>3698<br>2415 | ✠100A1<br>7,39 | Shl<br>✠LMC 7,39 | *x* | CL<br>7,38 | 1931<br>3mo<br>*Lloyd's* | Smith's Dock Co.Ld. Stockton-on-Tees<br>*s A & CP* | BritainS.S.Co.Ld. (Watts,Watts& Co.Ld. *Mgrs.*)<br>*Cell D B* | 366·4\|52·0\|24·7<br>376·5 (O.L.)<br>F39′P32′B129′ FK<br>312′1167*t F P T* 131*t* | London<br>British<br>6 *BH pt Cem*<br>*A P T* 184*t* | T.3Cy.23½″,40½″&67″–45″<br>185 lb (*s*) 368 NHP<br>3SB(Spt) *9cf*, GS 158, HS 6173<br>Blair&Co.(1926)Ld.Stk. | 27 ″ 0<br>s4 ″ 8½<br>22 ″ 6½ | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Tonnage assigné pour Canal de Panama. Date de Jaugeage. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. — Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nos. du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Lettres où cotés, et si est dans le Livre Bleu. Cert. Tonnage. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73430 14837 GDNY | **Dumana** (P) *Ref. Mchy.* D.F. | TwinSc *Oil Eng.* 2 *Dks (Stl–U teaks)* | 8427 6842 5110 | ✠ 8,26 ✠ Lloyd's RMC 1,39 | Mdb | *c* † | | 1923 3mo | Barclay, Curle & Co. Ld. Glasgow | BritishIndiaStm. Nav. Co. Ld. *Cell D B389'1581t* *Tanks between tunnels* | 450·0 / 58·3 / 32·9 P44'B153'F50' FK | | | Glasgow British 8 *B Hpt Cem* 125t *A P T 73t* | Oil Engines 4S.C.SA 16Cy.26½"–47" 1110NHP NB Diesel Eng. Wks. Ld. Gls. | 35 ″ 6 s 8 ″ 0¼ 27 ″ 11 | |
| 73431 16158 GYLT | **Dumfries** ss Bly. No. 1–39 D.F. 1 *Dk & Shelter dk* *Cruiser Stern* | | 5149 4720 3061 | ✠ 100 A1 *with freeboard* 8,40 10,39 1,41 | Bly Hull | *a* † 2 | CL N 9,38 | 1935 7mo | Hawthorn, Leslie & Co. Ld. Newcastle *Lloyd's SA & CP* | Gydnia America Shipping Lines (London) Ld. *Cell D Ba & u E160'f176'1284t* | 416·3 / 55·2 / 26·0 429·5 (O.L.) 452' FK *P T 797t A P T 188t* | | | Newcastle British 7 *B Hpt Cem* (*Coll to Sh dk* 6 ,, 2nd ,,) | Q 4 Cy. 23", 32½", 47" & 68"–48" 225lb *150lb (s)* 442 NHP 3 S B (Spt) 9 *cf*, Gs 161, Hs 7895 N.E. Marine Eng. Co Ld Nwc | 28 ″ 6 s 3 ″ 5 25 ″ 5 | |
| 73432 TCAZ | **Dumlupinar** (P) (*ex* Doumlou Pounar, *ex* Marga Hemsoth, *ex* Croatia) Sub. Sig. | 2 *Dks 3 tr B* | 1991 1802 1261 | | | | | 1888 | Blohm & Voss Hamburg | T.C. Münakalât Vekâleti Devlet Denizyollari Isletmé U.M. | 290·7 / 36·4 / 22·2 P50'B28'H50'F5' | | | Istanbul Turkish *WB* | T.3 Cy. 22", 35" & 58"–39½" 211NHP Blohm & Voss, Hamburg | | |
| 73433 132472 VJCQ | **Dumosa** ss Mel. No. 3–9, 32 ss Mel. No. 2–11 ~~ss Mel. No. 1–39~~ 1 *Dk (Stl) & Web frames* *Longitudinal framing* *Cargo battens not fitted* | | 3351 3012 1941 | 3,41 ~~1,40~~ ~~BS 3,40~~ 5,40 ✠ 100 A1 ✠ LMC ~~5,46~~ MS 3,41 | Mel | *v* | CL 1,40 | 1926 3mo A & CP | Common-wealth S.B. & Dockyard Williamstwn Victoria *Lloyd's* | J. Paterson & Co. Proprietary, Ld. *Cell D B277'882t F P T 118t* | 331·0 / 47·9 / 23·6 341·2 (O.L.) P31'B100'F29' FK *A P T 204t* | | | Melbourne British 5 *B H Cem* | T.3 Cy. 25', 41' & 68"–45" (*s*) 185lb HS 8289 516NHP 3 Water Tube Boilers FD Thompson & Co. (Castle-maine) Pty. Ld. Castlemaine | 26 ″ 1 s 4 ″ 5½ 21 ″ 10 | |
| 73434 146302 GFTN | **Dumra** ss Mombasa No. 3–2, 33 ss Mombasa No. 1–37 *Oil Eng.* 2 *Dks (Stl–U teaks)* *Cruiser Stern* | TwinSc | 2304 1893 1317 | ✠ 100 A1 3,39 ✠ LMC ~~CS 5,37~~ DB ~~3,39~~ 3,40 5,37 | Mom-basa | *s* | CL 3,39 | 1922 5mo *Lloyd's* | C. Hill & Sons, Ld. Bristol *SA & CP* | British India Stm. Nav. Co. Ld. *Cell D B224'295t F P T 41t* | 271·7 / 43·6 / 21·3 280·0 (O.L.) P37'B104'F33' FK *A P T 86t* | | | Glasgow British 5 *B H Cem* | Oil Engines 4S.C.SA 12Cy.15"–30" 259NHP DB *100lb* N. British Diesel E. Wks. (1922) Ld. Gls. | 24 ″ 0 s 3 ″ 7½ 20 ″ 9 | |
| 73435 HAAO | **Duna** (*ex* Marquise de Lubersac–34) *Mchy. Aft* Wireless | TwinSc *Fitted for oil fuel* 1 *Dk* | 966 816 563 | | | | | 1910 | Forg. & Ch. de la Médit. La Seyne | Königlich ungarische Donau-Seeschiffahrts-A.G | 235·0 / 32·3 / 13·4 P59'B34'F29' | | | Budapest Hungarian *WB* | C.4 Cy. 14 $\frac{3}{16}$" & 25 $\frac{3}{16}$"–15 $\frac{3}{4}$" 42NHP Forg. & Ch. de la Médit. Msl. | | V |
| 73436 136370 GNWF | **Dunaff Head** D.F. | 2 *Dks* | 5258 4845 3278 | | | | | 1918 | Workman, Clark & Co. Ld Belfast | Ulster S.S. Co. Ld. (G. Heyn & Sons, Ld. *Mgrs.*) | 390·4 / 51·8 / 29·8 P47'B114'F78' | | | Belfast British *WB* | T.3 Cy. 26½", 44" & 74"–48" 380NHP Wrkman, Clark & Co. Ld Bel | 32 ″ 6 | C |
| 73437 70319 GFNV | **Dunara Castle** (P) Wireless | Iron | 457 339 195 | | | | | 1875 | Blackwood & Gordon Pt. Glasgow | McCallum, Orme & Co., Ld. | 180·4 / 24·5 / 12·5 P50'B52'F46' | | | Glasgow British | C.2 Cy. 30" & 52"–30" NB94 123NHP *Cmp.* 82 Blkwd & Grdn P. Gl. | | |
| 73438 YTBP | **Dunav** (*ex* Izabrau–36, *ex* Polish Monarch, *ss* Tri. 2nd No. 3–12, 37 *ex* Polmont, *ex* Karpat) 1 *Dk (pt Irn pt Stl)* | | *4369* *3983* *2691* | ✠ 100 A1 11,40 ~~1,39~~ ~~BS 1,40~~ ✠ LMC 12,37 11,40 | Sch NYk | *x* | CL 3,39 | 1912 10mo *Lloyd's* | W. Dobson & Co. Newcastle *SA & CP* | Brodarsko Akcionarsko Drustvo "Oceania" *Cell D Ba 132'u* | 378·2 / 53·3 / 24·5 390·6 (O.L.) P35'B230'F42' FK *E21'f157'971t D Ta* | | | Susak Yugoslav 7 *B H Cem* *26'908t F P T* | T.3 Cy. 24", 39" & 66"–45" (*s*) 180lb 343NHP 3 S B, 9 *cf*, Gs 150, Hs 5658 N.E. Marine Eng. Co Ld Nwc *151t A P T 148t* | 26 ″ 11 s 3 ″ 10½ 23 ″ 2 | |
| 73439 133646 MFCZ | **Duncarron** (*ex* Whinhill–33) *Well deck* *Mchy. Aft* | ss Gmh. 2nd No. 3–1, 39 1 *Dk (Stl)* *Cargo battens not fitted* | 478 331 194 | ✠ 100 A1 11,40 ~~1,39~~ ✠ LMC MS 1,39 ~~BS 1,40~~ 2,41 | Gmh | *h* | CL ~~1,39~~ 11,40 | 1914 5mo *Lloyd's* | Hall, Russell & Co. Ld. Aberdeen *SA & CP* | ~~Buchan & Hogg~~ Duncarron S.S. Co. Ld. (Buchan & Hogg, Ld. *Mgrs.*) | 165·6 / 25·2 / 9·7 *26·4* Q95'B11'F27' BK 7' *Cell D Bf* | | | Grngemth British 3 *B H Cem* *100'151t* | T.3 Cy. 12", 20" & 34"–23" (*r*) 180lb 81RHP 1 S B, 3 *pf*, Gs 46, Hs 1543 Hall, Russell & Co. Ld. Abn. | 12 ″ 0 s 3 ″ 8½ 12 ″ 4½ | |
| 73440 159826 EIMT | **Dundalk** Wireless D.F. E.S.D. *Cruiser Stern* | *Oil Eng.* 2 *Dks* | 699 535 271 | | | | | 1939 | Ardrossan Dockyard Ld. Ardrossan | British & Irish Stm. Packet Co. Ld. | 186·2 / 35·2 / 12·6 P36'B76'F23' | | | Dublin British *WB* | Oil Engines 2S.C.SA 7Cy. 13$\frac{3}{8}$"–22 $\frac{7}{16}$" 218NHP British Auxiliaries, Ld. Gls. | | C |
| 73441 145519 CYKZ | **Dundas** (*ex* Glencassie) *Mchy. Aft* | 1 *Dk* | 1901 1573 1119 | | | | | 1923 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Canada Steamship Lines, Ld. | 252·0 / 42·5 / 18·0 Q100'F35' | | | Montreal British *WB* | T.3 Cy. 16", 26" & 44"–33" 111NHP Hwthrn, Leslie & C. Ld. Nwc. | | C |
| 73442 144713 GWRS | **Dundee** ss Shl. No. 1–38 Wireless D.F. E.S.D. 1 *Dk (Stl)*, *Shelter dk (Stl)* 3 *rd dk (Stl)* in No. 1 hold *Cruiser Stern* | | 1541 1178 625 | ✠ 100 A1 *with freeboard* 6,41 ~~10,39~~ ~~BS 3,41~~ Gmh LMC MS 10,38 *Carrying fuel oil F. P. & in No. 3 double bottom* | Dun | *s* | OG ~~5,37~~ 6,41 *above tank* | 1934 2mo *Lloyd's* 150° F. | Caledon S. B. & E. Co. Ld. Dundee *SA & CP* *in deep tanks* | Dundee, Perth & London Shipping Co. Ld. *Cell D Ba & u E85'* | 283·8 / 42·1 / 15·8 294·0 (O.L.) F24' FK & BK 3' *f 98'259t M T 116t* *D Ta 9'119t* | | | Dundee British 5 *B Hpt Cem* *Coll to S dk* 4 ,, ,, 2nd ,, *F P T 67t A P T 51t* | T.3 Cy. 20½", 35" & 59"–42" (*s*) 220lb 361NHP 3 S B (Spt) 9 *cf*, Gs 180, Hs 6651 A. Stephen & Sons, Ld. Gls. | 17 ″ 0 s ″ 2 17 ″ 0 | |
| 73443 144297 GNWT | **Dundrum Castle** ss Gls. No. 3–10, 32 ss N. Yk. No. 1–38 Sub. Sig. 2 *Dks (Stl)* & 3 *rd dk (Stl)* in No. 1 hold | | 5259 4796 3214 | ✠ 100 A1 2,40 BS 9,39 ✠ LMC 3,36 | Liv | CL 4,39 | | 1919 12mo *Lloyd's* | Harland & Wolff, Ld. Greenock *SA & CP* | Union-Castle Mail S.S. Co. Ld. *Cell D B* | 400·3 / 52·3 / 28·5 P50'B113'F39' FK *340'1051t F P T 132t* | | | London British 7 *B Hpt Cem* *A P T 220t* | T.3 Cy. 27", 44" & 73"–48" (*s*) 180lb 517NHP 3 S B, 9 *cf*, Gs 190, Hs 7668 FD J. G. Kincaid & Co. Ld. Grk. | 31 ″ 0 s 6 ″ 0½ 25 ″ 3 | |
| 73444 136462 VJCB | **Dundula** ss Syd. No. 3–9, 32 ss Syd. No. 1–36 1 *Dk (Stl)* & *Web frames* *Longitudinal framing* *Cargo battens not fitted* | | 3344 3016 1936 | ✠ 100 A1 5,40 6,39 ✠ LMC ~~5,36~~ 5,40 | NSW Syd | *v* | CL ~~6,37~~ 5,40 | 1920 1mo | Common-wealth Naval Dockyard Sydney, NSW A & CP | The Adelaide Steamship Co. Ld. *Cell D* | 331·0 / 47·9 / 23·5 341·0 (O.L.) P31'B95'F30' FK *B277'882t F P T 118t* | | | Melbourne British 5 *B H Cem* *A P T 204t* | T.3 Cy. 25', 41' & 68"–45" (*s*) 190lb HS 8289 520NHP 3 Water Tube Boilers FD Thompson & Co. (Castle-maine) Proprietary, Ld. Castlemaine, Vic. | 26 ″ 1 s 4 ″ 5½ 21 ″ 10 | |
| 73445 164578 MKMP | **Dunedin Star** *Tonnage opening closed '40* 1 *Dk & Shelter dk, 3 rd dk except in No. 1 hold, 4 th dk forward of Mchy. space* *Ref. Mchy.* D.F. E.S.D. GyC. | TwinSc *Oil Eng.* *Cruiser Stern* *ss* Lon. No. 1–40 | 14008 — 12891 11648 8020 | ✠ 100 A1 *with freeboard* ~~10314~~ 5,40 10,39 4,41 ✠ LMC CS 10,40 DES 1,40 1,39 ✠ Lloyd's RMC ~~10,40~~ 1,41 | Liv Lon Ayn | *i* † 2½ | CL 5,39 | 1936 2mo *Lloyd's* | Cammell, Laird & Co. Ld. Birkenhead *SA & CP* | Union Cold Storage Co. Ld. (Blue Star Line, Ld. *Mgrs.*) *Cell D B379'1347t* *Tunnels 1405t* *Duct keel for* | 530·0 / 70·4 / 32·3 551·0 (O.L.) 40·7 P83'B201'F70' FK *Tanks in way of* *F P T 116t A P T 166t* *ward of mchy. space* | | | London British 8 *B Hpt Cem* *Coll to Sh dk* 7 ,, 2nd ,, | Oil Engines 2S.C.SA 18Cy. 28$\frac{3}{8}$"–49$\frac{3}{16}$" 2516NHP 2 DB *100lb* Sulzer Bros. Ld. Winterthur | ~~35 ″ 0~~ ~~s 5 ″ 8½~~ ~~29 ″ 6½~~ 43 ″ 4 s 13 ″ 0½ 30 ″ 6½ | |
| 73446 160763 GNTJ | **Dunelmia** D.F. | *ss* Hpl. No. 2–38 1 *Dk (Stl)* | 5207 4929 3220 | ✠ 100 A1 ~~5,40~~ 6,39 4,41 ~~BS 3,39~~ 6,40 ✠ LMC 7,38 | Hpl | *z* | CL 5,39 | 1929 10mo *Lloyd's* | W. Gray & Co. Ld. W Hartlepool *SA & CP* | Metcalfe Shipping Co. Ld (Metcalfe, Son & Co. Ld. *Mgrs.*) *Cell D B* | 421·3 / 54·2 / 27·2 434·0 (O.L.) P30'B240'F43' FK *371'1413t F P T 175t* | | | W. Hartlpl British 8 *B H Cem* *A P T 167t* | T.3 Cy. 26', 43' & 71"–48" (*s*) 180lb 494NHP 3 S B, 9 *cf*, Gs 162, Hs 7356 FD Cen. Mar. E Wrks. Ld W Hpl | 30 ″ 1 s 5 ″ 0¾ 25 ″ 3½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned / now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 Built. By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. | 15 Register in which last entered. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73447 165552 GBBR | **Dunera** (P) *Ref. Mchy.* | TwinSc *Oil Eng.* D.F. E.S.D. 3 *Dks, Platform dk forward, Cruiser Stern, Cargo battens not fitted* | 11162 7524 6634 | ✠100A1 *with freeboard* 8,38 2,41 3,40 | Fal Syd LMC8,37 | *f*† 2½ | CL | 1937 8mo *Lloyd's* | Barclay, Curle & Co. Ld. Glasgow *SA&CP* | British India Stm. Nav. Co. Ld. *Cell DB 423' 148* | 496·5 \| 63·2 \| 31·0 516·8 (O.L.) F61' *Shade dk* FK *6t Tanks at sides of* | | | London British 9 *B Hpt Cem* *tunnels 620t* | Oil Engines 2S.C.SA 10Cy.22½"–66½" 2 DB *100lb* 1510 NHP Barclay, Curle & Co. Ld. Gls. *FPT 121t APT 43t* | 35 // 0 s 11 // 10½ 23 // 4 | BT till 8,40 |
| 73448 220280 KUZV | **Dungannon** *Mchy. Aft* D.F. *Note "Massachusetts," see No. 83038 in Supplement* | *ss* NYk. No. 3–4, 35 *ss* NYk. No. 1–39 2 *Dks (Stl) & Web frames, Longitudinal framing* | 6928 6670 4292 | 100A1 5,40 8,39 LMC BS8,39 MS8,39 *Carrying Petroleum in bulk, fitted for oil fuel* 4,23 | NYk *b*† | CL 1,38 *F.P. above* 1 | 1920 | Bethlehem S.B. Corp Ld. Alameda, Cal. *Cell DB u E & B 62' DT f 50' 885t* | The Texas Company 50° F. | 435·0 \| 56·0 \| 32·0 P106' B48' F43' FK 202t *FPT 97t APT 74t* | Wilmgton (Del.) Utd. States FD 13 *B Hpt Cem* (9 „ *to U dk* 4 „ „ *2nd* „) Bethlehem S.B. Corporation S. Francisco | T.3Cy.27", 48½" & 76¾"–48" (*s*) 220lb 597 NHP 3SB, *9cf*, HS8235 Bethlehem S.B. Corporation S. Francisco | 33 // 6 | |
| 73449 135580 MFDB | **Dungrange** (*ex* Yewbank–37, *ex* Okehampton, *ex* Aberdale) *Well deck* | 3Mst *ss* Bwg. 2nd No. 3–10, 37 *Mchy. Aft* 1 *Dk (Stl)* *Cargo battens not fitted* | 621 413 265 | ✠100A1 11,40 5,38 BS8,39 BS 4,40 5,41 LMC12,36 | Gmh PG1 | *i* 5,38 11,40 | CL | 1914 5mo *Lloyd's* | J. Fullerton & Co. Paisley *SA&CP* | Dungrange S.S. Co. Ld. (Buchan & Hogg, Ld. *Mgrs.*) *Cell D* | 175·0 \| 28·1 \| 10·4 Q96' B9' F32' BK 6" *B f 95' 137t FPT 51t* | | | Grngemth British 3 *BHCem* *APT 44t* | T.3Cy.14", 24" & 40"–27" (*s*) 180lb 90 RHP 1SB, *3pf*, GS54, HS1848 Fishers, Ld. Paisley | 13 // 0 s 4 // 4¾ 13 // 1½ | |
| 73450 164118 GZQQ | **Dunkeld** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* | | 4944 4558 2994 | ✠100A1 *with freeboard* 10,40 1,40 LMC5,37 *Carrying vegetable oil in deep tank* | Npt Mel | *a*† 2 | CL 10,40 | 1937 5mo *Lloyd's* | Barclay Curle & Co. Ld. Glasgow *SA&CP* | Lomond Shipping Co. Ld. (Robt. J. Dunlop, *Mgr.*) *Cell DB 36' 0' 1393t MT 32' 1284t* | 418·2 \| 55·2 \| 25·5 431·8 (O.L.) F40' FK *Coll to Sh dk* 6 „ *2nd* „) | | | Glasgow British 7 *B Hpt Cem* *FPT 119t APT 95t* | Oil Engines 2S.C.SA 3Cy.20½"–31½" 387 NHP 2 DB *120lb* Barclay, Curle & Co. Ld. Gls. | 29 // 0 s 3 // 6½ 25 // 8½ | |
| 73451 FPDV | **Dunkerque** (*ex* Duc de Brabant–38) D.F. | *ss* Ant. No. 3–10, 37 1 *Dk (Stl)* & *Shelter dk (Stl)* | 2477 2293 1466 | ✠100A1 *with freeboard* 9,38 BS9,38 LMC10,37 Surveys delayed | Rou | *u* | CL 8,38 | 1925 5mo *Lloyd's* | Swan, Hunter & Wigham Richardson, Ld. Newcastle *SA&CP* | Les Cargos Algériens Soc. Anon. *Cell D Ba 93' u E 21'* | 315·9 \| 45·1 \| 20·6 *f 142' 595t APT 57t* | | | Algiers French 5 *B Hpt Cem* *Coll to Sh dk* 4 „ *2nd* „) | T.3Cy.22", 37" & 61"–42" (*s*) 180lb 283 NHP 3SB, *6cf*, GS135, HS4662 Wllsnd. Slpwy. Co. Ld. Nwc. | 22 // 10 s 1 // 6 21 // 5½ | |
| 73452 FNWD | **Dunkerquois** | *ss* Dnk. No. 1–24 2 *Dks* | 3145 2919 1971 | ✠ ... 6,25 ✠ | | | | 1920 11mo | Ardrossan *SA&CP* | Cie. des Bateaux à Vap. du Nord. (Soc. Anon. de Gérance et d'Armement, *Mgs*) | 331·2 \| 47·3 \| 22·1 P29' B170' F39' FK *WB* | | | Dunkirk French | T.3Cy.24", 40" & 65"–45" 308 NHP J. G. Kincaid & Co. Ld. Grk. | 24 // 6 | V † |
| 73453 163853 MBTV | **Dunkerton** (P) *Mchy. Aft* *Cruiser Stern* | *ss* Brs. No. 1–38 1 *Dk (Stl)* *Cargo battens not fitted* | 505 366 182 | ✠100A1 7,40 8,39 LMC8,38 BS7,40 9,40 | Brs Cff | *g* CL 8,39 7,40 | 1934 4mo *Lloyd's* | Ailsa S.B. Co. Ld. Troon *SA&CP* | Bristol Sand & Gravel Co. Ld. (F.E. Peters, *Mgr.*) *Cell DB 81' 105t FPT 67t* | 148·0 \| 28·1 \| 11·4 Q56' B9' F24' FK *APT 44t* | Bristol British 4 *BHCem* | T.3Cy.13½", 21" & 35"–26" (*s*) 180lb 62 RHP 1SB, *3cf*, GS55, HS1560 Ailsa S.B. Co. Ld. Trn. | 13 // 3 s // 9½ 12 // 6½ | |
| 73454 149636 GNFK | **Dunkwa** *Oil Eng.* *ss* Drt. No. 2–35 3 *Dks* *Tonnage opening closed '39* | | 4752 4055 2841 | ✠100A1 *with freeboard* Exam'ned 11,40 LMC CS11,35 DBS1,39 5,40 1,38 *Carrying vegetable oil in deep tanks* | Cff Lon | *x* CL 4,38 | 1927 8mo *Lloyd's* | A. McMillan & Son, Ld. Dumbarton *SA&CP* | Elder Dempster Lines, Ld. *Cell DB 292' 77* | 355·3 \| 49·2 \| 22·4 367·5 (O.L.) 31·2 P37' F42' FK *8t DT sa 58' 616t FP* | Liverpool British 6 *B Hpt Cem* *Coll to W dk* 5 „ *2nd* „) | Oil Engines 4S.C.SA 6Cy.29½"–59½" 489 NHP DB *100lb* Harland & Wolff, Ld. Gls. | 33 // 5 s 10 // 11½ 22 // 7½ | |
| 73455 117530 MDGZ | **Dunleary** *Mchy. Aft* *Well deck* | *ss* Liv. 2nd No. 3–8, 30 *ss* Ard. No. 2–39 1 *Dk (Irn)* *Cargo battens not fitted* | 480 335 193 | ✠100A1 6,41 9,40 LMC1,39 BS6,40 6,41 | Trn Abn | *h* CL 1,39 6,41 | 1905 12mo *Lloyd's* | A. & J. Inglis Ld. Glasgow *SA&CP* | North of Scotland & Orkney & Shetland Steam Nav. Co. Ld. *Cell D Bf 84' 96t FPT 40t* | 159·9 \| 26·1 \| 10·4 Q86' B11' F32' BK 7" *DB f 84' 96t FPT 40t* | Aberdeen British 3 *BHCem* *APT 5t* | C.2Cy.20" & 42"–30" (*s*) 130lb 96 RHP 1SB, *3pf*, GS55, HS1619 A. & J. Inglis, Ld. Glasgow | 12 // 9 s 3 // 11 12 // 11 | |
| 73456 118450 GLWN | **Dunluce Castle** (P) *Ref. Mchy.* D.F. | TwinSc *ss* Lon. 2nd No. 3–10, 29 *ss* Lon. No. 1–35 3 *Dks (Stl–U teak s)* | 8131 6578 4999 | ✠100A1 9,37 BS7,38 LMC3,33 | Lon | *e*† CL PN9,36 8,36 | 1904 9mo *Lloyd's* | Harland & Wolff, Ld. Belfast *SA&CP* | *Cell D Ba 112' u E 37' f 191'* | 475·5 \| 56·9 \| 31·7 P&B315' F70' FK & BK 8" *1079t FPT 8t APT 50t* | London British 8 *BHCem* | Q8Cy.22½", 32", 46½" & 68"–51" 220lb (*s*) 965 NHP 3D & 1SB *21cf* GS411 HS16899 Harland & Wolff, Ld. Bel. | 35 // 1 s 8 // 10½ 27 // 0 | |
| 73457 129046 MDBZ | **Dunmoir** (*ex* Lowick–36, *ex* Continental Trader, *ex* Steersman) *Mchy. Aft* | *ss* Mdb. 2nd No. 3–10, 34 *ss* Gmh. No. 1–38 *Well deck* 1 *Dk (Irn)* *Cargo battens not fitted* | 562 384 254 | ✠100A1 4,40 8,39 LMC MS11,38 BS3,40 3,41 | Gmh | *i* CL 12,38 4,40 | 1909 10mo *Lloyd's* | Wood Skinner & Co. Ld. Newcastle *SA&CP* | Buchan & Hogg Dunmoir S.S. Co. Ld. (Buchan & Hogg, Ld. *Mgrs.*) *DB f 102'* | 170·2 \| 27·5 \| 10·7 177·1 (O.L.) Q80' B14' F22' FK *124t FPT 34t* | Grngemth British 3 *BHCem* | T.3Cy.15½", 25" & 41"–27' (*s*) 180lb 98 RHP 1SB, *3cf*, GS54, HS1912 N.E. Marine Eng. Co Ld Nwc | 13 // 0 s // 6¾ 12 // 6¾ | |
| 73458 109588 GKXL | **Dunmore Head** (*ex* Reval) | *ss* Bel. 3rd No. 3–6, 35 1 *Dk (Stl)* & *Spar dk (Irn)* & *deep framing* | 1682 1476 1056 | ✠100A1 *Spar dk* *with freeboard* 5,38 B811,39 LMC4,35 | Bel | *q* CL 10,39 | 1898 8mo *Lloyd's* | Ramage & Ferguson, Ld. Leith *SA&CP* | *Cell D Ba 59'* | 246·2 \| 37·6 \| 13·6 20·5 B60' F30' FK *u E & B 35' f 100' 357t* | Belfast British 4 *BHCem* *APT 22t* | T.3Cy.19", 31⅞" & 50"–36" (*s*) 175lb *90lb* 154 NHP 2SB, *4cf*, GS80, HS2272 Ramage & Fergusn, Ld. Lth. | 22 // 6 s 3 // 3 19 // 5 | |
| 73459 145344 MKYD | **Dunnet Head** (*ex* St. Senan) *Mchy. Aft* *Well deck* | *ss* Lth No. 3–4, 33 *ss* Lth. No. 2–40 *ss* Lth. No. 1–37 1 *Dk (Stl)* | 515 347 223 | ✠100A1 8,39 12,40 BS8,40 BS4,39 LMC4,37 NB12,18 *refitted* 6,21 BS12,40 | Lth | *g* CL 5,38 10,40 | 1921 6mo *Lloyd's* | J. J. Thornycroft & Co. Ld. Southampton *SA&CP* | A.F. Henry & MacGregor, Ld. | 155·7 \| 26·2 \| 11·4 161·0 (O.L.) Q86' B11' F25' FK *FPT 48t* | Leith British 3 *BHCem* *APT 20t* | T.3Cy.13½", 22" & 35"–27" (*s*) 185lb 70 RHP 1SB. *3cf*, GS51, HS1832 FD J. J. Thornycroft & Co. Ld Sou. | 12 // 6 s 3 // 8½ 12 // 5 | |
| 73460 164637 GYVM | **Dunnottar Castle** (P) *Ref. Mchy.* Sub. Sig. D.F. E.S.D. | TwinSc *Oil Eng.* 3 *Dks, 4th dk except in after hold, Cruiser Stern* | 15007 11585 9181 | ✠100A1 *with freeboard* 9,39 DBS2,39 LMC6,36 | Nwc | *f*† 2½6 | CL | 1936 6mo *Lloyd's* | Harland & Wolff, Ld. Belfast *SA&CP* | Union-Castle Mail S.S. Co. Ld. *Cell DB 417' 1818t Tanks at sides of tunnels 25' 196t* | 540·0 \| 71·9 \| 37·8 560·0 (O.L.) B234' F96' FK *FPT 98t A* | London British 9 *B Hpt Cem* *Coll to W dk* 8 „ *2nd* „) *PT 230t* | Oil Engines 2S.C.DA 18Cy.17½"–47½" 1931 NHP 2 DB *100lb* Harland & Wolff, Ld. Bel. | 43 // 6 s 15 // 6¾ 28 // 2 | |
| 73461 161013 GJYN | **Dunsley** | *ss* Cff. No. 2–38 1 *Dk (Stl)* | 3862 3481 2317 | ✠100A1 1,40 Sld NYk 1,40 LMC1,38 MBS2,41 DBS3,40 | Cff | *w* CL 1,40 8,40 | 1929 9mo *Lloyd's* | R. Thompson & Sons, Ld. Sunderland *SA&CP* | Headlam & Son's S.S. Co. Ld. (Headlam & Son, *Mgrs.*) | 360·2 \| 50·0 \| 23·1 P31' B217' F36' FK *Cell DB 307' 939t* | Whitby British 6 *BHCem* *APT 147t* | T.3Cy.25", 42" & 68"–45" (*s*) 180lb *180lb* 340 NHP 2SB, *8cf*, GS128, HS5276 N.E. Marine Eng. Co. Ld. Sld | 25 // 5 s 3 // 1½ 22 // 5½ | |
| 73462 147297 GYFK | **Dunstan** (*ex* A.D. Bordes–35, *ex* Saint Oswald) | *ss* Liv. No. 3–9, 37 2 *Dks (Stl)* | 5149 4804 3266 | ✠100A1 11,40 BS5,40 5,41 LMC10,36 | Cff Liv | *y* CL 7,38 | 1925 2mo *Lloyd's* *Cell DB* | R. Duncan & Co. Ld. Port Glasgow *SA&CP* | Booth S.S. Co. Ld. *Intermediate 'tween deck B Hin after hold dispensed with* 48' 1152t *DT a* 30' 860t *APT 102t* | 404·9 \| 53·0 \| 27·6 419·0 (O.L.) P38' B119' F39' FK 1 „ „ *2nd* „ | Liverpool British *Cem* 5 *B Hto U Dk* | T.3Cy.27", 44" & 73"–48" (*s*) 180lb 477 NHP 3SB, *9cf*, GS177, HS6735 FD D. Rowan & Co. Ld. Glasgow *only* | 30 // 0 s 5 // 8½ 24 // 7 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiels. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terres assignées maintenant après. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres de cotes, et si en usage dans la Lr. Divide Cert. Ref. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73463 | **Dunster Grange** | TwinSc | 9494 | ✠100A1 Examined 12,40 Liv | Sou | *d*† | CL | 1928 | Fairfield | HoulderLine,Ld. | 431·3 | 64·5 | 35·4 | London | Oil Engines 2S.C.SA | 38 ″ 2 | |
| 149981 | *Oil Eng.* | | 7548 | 3,41 ✠LMC CS5,37 | | | SN5,38 | 1mo | SB.&E.Co.Ld | (HoulderBrothers | | | | British | 12Cy.28½″–39″ 1708NHP | s 7 ″ 4½ | |
| GCSD | *ss*Lon.No.2–36 | | 6011 | DBS8,39 12,40 5,36 | | | P4,39 | | Glasgow | &Co.Ld. *Mgrs.*) | B250′F82′ | FK | | 8 *BHpt Cem* | 3DB *125lb* | 31 ″ 0½ | |
| | 3 *Dks*(*Stl–Uws*)4*th dk*(*Stl*) | | | ✠Lloyd'sRMC 4,36 6,41 | | | | *Lloyd's* | *sA&CP* | *Duct keel* | *fwd. of mchy.space* | | | | Fairfield S.B.&E.Co.Ld.Gls. | | |
| | *Ref. Mchy.* D.F. | *in holds* | | 5,41 12,40 5,36 7,41 | | | | | | *CellDB369′1672t* | *Tanks in way of tunnels 466t F* | | | | *PT78t APT113t* | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 73464 | **Duntroon** (P) | TwinSc | 10346 | ✠100A1 | Syd | *e*† | CL | 1935 | Swan,Hunter&Wigham | MelbourneSteamshipCo.Ld. | 455·0 | 65·2 | 30·2 | Melbourne | Oil Engines 2S.C.DA | 36 ″ 0 | |
| 159556 | *Oil Eng.* | | 6378 | *withfreeboard* | | 2½ | 7,38 | 8mo | Richardson, | | | | | British | 12Cy.17½″–47½″ 1288NHP | s 10 ″ 8 | |
| VLFB | D.F. E.S.D. | | 6137 | 8,40 2,40 12,40 | D1 S3,41 | | 12,40 | | Ld.Newcastle | | B&F438′ | FK | | 7 *BHCem* | DB *75lb* | 25 ″ 6 | |
| | *Ref. Mchy.* | 3 *Dks* | | ✠LMC CS8,39 | | | | *Lloyd's* | *sA&CP* | *CellDB345′* | 617*t* | | | *APT217t* | J.G.Kincaid&Co.Ld.Grk. | | |
| | | *Cruiser Stern* | | DBS8,39 4,40 | 10,38 | | | | | *Tanks at sides of tunnel 242t FPT74t* | | | | | | | |
| 73465 | **Dunvegan** (*ex*Spray–32) | Iron | 632 | ✠90A1 | Bkn | *j* | CL | 1872 | Hall,Russell&Co. | KyleShipping | 181·1 | 28·0 | 14·5 | Aberdeen | C.2Cy.28″&45½″–30″ (*s*) | 15 ″ 4 | |
| 67528 | *ss*Abn.5th No.3–9,28 | | 506 | 7,40 2,27 | Liv | | 1,37 | 6mo | Aberdeen | Co.Ld.(Monroe | | | | British | 80lb 200lb NDB01 90RHP | s 1 ″ 5½ | |
| MPQY | *ss*Bkn.No.2–37 | | 375 | ✠NB7,90 | LMC | | 2,40 | | A&CP | Bros. *Mgrs.*) | Q65′ | BK7½″ | | 4 *BHCem* | 1SB,3*pf*,GS60,HS1359 | 14 ″ 9 | |
| | *Cargo battens not fitted* | 1 *Dk*(*pt Stl*) | | MS8,36 | DBS3,36 | | | | | | | | | *DBa37′70t* | Hall,Russell&Co.Abn. | | |
| | | | | MBS7,38 | BS3,40 | | | | | | | | | | | | |
| 73466 | **Dunvegan Castle** (P) | TwinSc | 15007 | ✠100A1 | Lon | *j*† | CL | 1936 | Harland& | Union-CastleMail | 540·0 | 71·9 | 37·8 | London | Oil Engines 2S.C.DA | 43 ″ 6 | BT till 7,40 |
| 164702 | *Oil Eng.* | | 11585 | *withfreeboard* | | 2½ | | 8mo | Wolff,Ld. | S.S.Co.Ld. | | | | British | 18Cy.17½″–47½″ 1931NHP | s 15 ″ 6½ | |
| GYXG | D.F. E.S.D. | 3 *Dks*,4*th dk* | 9174 | 7,39 | | | | | Belfast | | B234′F96′ | FK | | 9 *BHpt Cem* | 2DB *100lb* | 28 ″ 2 | |
| | *Ref. Mchy.* | *except in after hold* | | DBS5,39 ✠LMC8,36 | | | | *Lloyd's* | *sA&CP* | *CellDB417′1818t* | *Tanks at sides of* | | | *Coll to W dk* | Harland&Wolff,Ld.Bel. | | |
| | Sub Sig. | *Cruiser Stern* | | | | | | | | *tunnels 25′196t* | *FPT98t APT230t* | | | 8 ,, 2*nd* ,,) | | | |
| 73467 | **Dunvegan Head** (*ex*Alouette–36, | | 638 | ✠100A1 | Lth | *i* | CL | 1920 | Ardrossan | A.F.Henry& | 175·4 | 28·3 | 10·1 | Leith | T.3Cy.14″,23″&38″–27″ (*s*) | 12 ″ 6 | |
| 141942 | *ex*PentlandFirth) | *ss*Lon.No.3–3,33 | 424 | 4,41 12,39 | | | 6,38 | 1mo | D.D.&S.B. | MacGregor,Ld. | 180·4(O.L.) | | | British | 180lb 99RHP | s 3 ″ 8 | |
| MJXN | | *ss*Lth.No.1–36 | 296 | DBS6,39 | ✠LMC12,36 | | | | Co.Ld. | | Q100′B11′F28′ | FK | | 3 *BHCem* | 1SB,3*pf*,GS58,HS1780 | 12 ″ 5½ | |
| | *Mchy. Aft* | 1 *Dk*(*Stl*) | | BS 7,40 4,41 | | | | | Ardrossan | *CellD* | *Bf 97′148t FPT46t* | | | *APT29t* | W.Beardmore&Co.Ld. | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | *Lloyd's* | *sA&CP* | | | | | | Coatbridge | | |
| 73468 | **Dupleix** (P) | | 7135 | | | | | 1914 | Atel.&Ch. | ChargeursRéunis | 417·9 | 54·0 | 37·6 | Havre | T3Cy27″,46½″&76″–51½″ | | V |
| | | | 6506 | | | | | | de la Loire | | B148′ | | | French | 416NHP | | |
| FNMG | *Ref. Mchy.* D.F. | 2 *Dks* | 4427 | | | | | | Nantes | | | | *WB* | | Atel.&Ch.de la Loire,Nts. | | |
| 73469 | **Duque de Caxias** (P) | | 4556 | | | | | 1904 | J.C.Tecklenborg | LloydBrasileiro | 361·2 | 46·7 | 26·2 | R.Janeiro | T.3Cy.22½″,38½″&65″–48″ | | V |
| | (*ex*Benevente,*ex*RioGrande) | | 3580 | | | | | | A.G.Weser- | | P236′F29′ | | | Brazilian | 300NHP | | |
| PUBC | Sub.Sig. | 2 *Dks* | 2879 | | | | | | münde-G. | | | | | | J.C.Tecklenborg A.G. Wsm | | |
| 73470 | **Duquesa** | TwinSc | 8651 | ✠100A1 | Sou | *c*† | CL | 1918 | Irvines S.B. | Furness-Houlder | 429·0 | 61·3 | 27·7 | Liverpool | T.6Cy.25″,41½″&70″–48″ (*s*) | 38 ″ 3 | |
| 140578 | | *ss*Lon.No.3–12,29 | 7529 | *Shelter dk* | | | 2,40 | 5mo | &D.D.Co.Ld. | ArgentineLines, | 451·0(O.L.) | | | British | 200lb 1076NHP | s 8 ″ 7½ | |
| GPDT | | *ss*Liv.No.2–39 | 5400 | *withfreeboard* | BS11,39 | | | | W Hartlepool | Ld. | B257′F37′*on* | FK | | 7 *BHCem* | 5SB(Spt).*20cf*,GS399, | 29 ″ 11½ | |
| | *Ref. Mchy.* | 3 *Dks*(*Stl*)&*Shelter dk* | | 2,40 | ✠LMC10,38 | | | *Lloyd's* | *sA&CP* | | *Shelter dk* | | | | HS16396 FD | | |
| | D.F. | (*Stl*–ws) | | ✠Lloyd'sRMC 2,40 | | | | | | *Cell* | *DB362′1121t FPT94t APT129t* | | | | Richardsons,Westgarth& | | |
| | | *Cruiser Stern* | | 0,40 5,40 | | | | | | | | | | | Co.Ld.Hpl. | | |
| 73471 | **Duquesne** | | 6262 | ✠ ... | | | | 1919 | Federal | ~~LykesBros.~~ | 395·5 | 55·0 | 31·4 | | DR Geared Steam Turbine | 34 ″ 11 | R |
| ~~21701?~~ | | *Fitted for oil fuel* | 5895 | 6,20 | | | | 3mo | S.B.Co. | ~~SteamshipCo.,Inc.~~ | P45′B110′F38′*on* | | | British | 619NHP | | † |
| ~~15100~~ | Sub Sig. | 1 *Dk&Shelter dk&Web frames* | 3872 | ✠ | | | | | Kearny,N.J. | | *Shelter dk* | FK | | | | | |
| *Now* Empire Rudu, *see Navigational Equipment* | | *Longitudinal framing* | | | | | | | | | | | *WB* | | GeneralElectricCo. | | |
| | | | | | | | | | | | | | | | Schenectady,N.Y. | | |
| 73472 | **Durango** | | 6986 | | | | | 1920 | Bethlehem | Farr Spinning& | 435·0 | 56·0 | 32·0 | Wilmington | T.3Cy.27″,47″&78″–48″ | | R |
| 220410 | | *Fitted for oil fuel* | — | | | | | | S.B.Corp.Ld. | Operating Co. | P123′B50′F33′ | | | (Del.) | 422NHP | | |
| KDBT | *Mchy. Aft* | *Carrying petroleum in bulk* | 4301 | | | | | | Alameda,Cal. | | | | | Utd. States | BethlehemS.B.Corp.S.Fo. | | |
| | D.F. | *Longitudinal framing* 2 *Dks* | | | | | | | | | | | *WB* | | | | |
| 73473 | **Durazzo** (P) | | 1153 | | | | | 1922 | J.L.Meyer | Hamburg-Amerik. | 227·5 | 34·5 | 12·5 | Hamburg | T.3Cy.17¾″,29½″&46″–31″ | | G |
| | | | 809 | | | | | | Schfw&Msch | Packetf.-Act.Ges. | B66′F31′ | | | German | 118NHP | | |
| DHFO | Wireless | 1 *Dk&Shelterdk* | 556 | | | | | | Papenburg | (Ham.Amr.Linie) | | | *WB* | | J.L.Meyer,Papenburg | | |
| 73474 | **Durban Castle** (P) | TwinSc | 17388 | ✠100A1 | Sou | *l*† | CL | 1938 | Harland& | Union-CastleMail | 570·7 | 76·4 | 39·5 | London | Oil Engines 2S.C.DA | 45 ″ 6 | BT till 10,40 11,41 |
| 166617 | *Ref. Mchy.* | *Oil Eng.* | 13385 | *withfreeboard* | Gls | 2½ | | 12mo | Wolff,Ld. | S.S.Co.Ld. | 594·6(O.L.) | | | British | 16Cy.24 7/16″–55⅜″ 3284NHP | s 16 ″ 6½ | |
| GPGP | D.F. E.S.D. GyC. | *Cruiser Stern* | 10435 | 12,40 3,40 | ✠LMC12,38 | | | | Belfast | | B283′F110′ | FK | | 9 *BHpt Cem* | 3DB *100lb* | 29 ″ 2 | |
| | Sub.Sig. 3 *Dks*,4*th dk except in after hold* | | | | | | | *Lloyd's* | *sA&CP* | *CellDB435′1944t* | *Tanks at sides of* | | | *Coll to W dk* | Harland&Wolff,Ld.Bel. | | |
| | *Weather dk pt electrically welded* | | | | | | | | | *tunnels 25′212t* | *FPT137t APT301t* | | | 8 ,, 2*nd* ,,) | | | |
| 73475 | **Durban Maru** | | 7164 | ✠100A1 | Yka | *a*† | CL | 1919 | Mitsubishi | NipponYusen | 420·0 | 56·0 | 38·5 | Tokyo | T.3Cy.28″,47″&79″–51″ (*s*) | 38 ″ 7 | |
| 26431 | | *ss*Yka.No.3–12,31 | *6700 | *Shelter dk* | | | 12,38 | 11mo | ZosenKaisha | K.K. | | | | Japanese | 200lb 574NHP | s 10 ″ 4½ | |
| JKQD | | *ss*Yka.No.2–40 | 4383 | *withfreeboard* | BS2,41 | | | | Ld.Nagasaki | | F47′ | FK | | *Cem* | 3SB,9*cf*,GS192,HS7726 FD | 28 ″ 5 | |
| | | 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 1,41 4,40 | ✠LMC1,40 | | | | A&CP | | | | | 8 *BHto Sh dk* | MitsubishiZosenKaishaLd | | |
| | | | | | | | | | | *CellDB365′1163t DT* | *a28′1128t FPT108t* | | | *APT95t* | | | |
| 73476 | **Durdham** | | 477 | ✠100A1 | Cff | *g* | CL | 1930 | AilsaS.B. | BristolSand& | 145·5 | 27·1 | 11·4 | Bristol | T.3Cy.13½″,21″&35″–26″ | 13 ″ 3 | |
| 149998 | | *ss*Cff.No.2–58 | 353 | 4,40 | | | 1,40 | 2mo | Co.Ld. | GravelCo.Ld. | | | | British | 180lb (*s*) 62RHP | s ″ 11 | |
| MPTC | *Mchy. Aft* | 1 *Dk*(*Stl*) | 176 | BS7,39 | ✠LMC7,38 | | | | Ayr | (F.E.Peters, *Mgr.*) | Q48′B9′F23′ | FK | | 4 *BHCem* | 1SB,3*cf*,GS55,HS1560 | 12 ″ 5 | |
| | | *Cargo battens not fitted* | | | | | | *Lloyd's* | *sA&CP* | *Cell* | *DB88′ 97t FPT39t* | | | *APT36t* | AilsaS.B.Co.Ld.Troon | | |
| 73477 | **Durenda** | TwinSc | 7241 | ✠100A1 | Mdb | *c*† | CL | 1922 | R.Duncan | BritishIndiaStm. | 450·1 | 58·3 | 32·8 | Glasgow | Oil Engines 4S.C.SA | 35 ″ 6 | |
| 146312 | | *ss*Mdb.No.3–12,34 | 6795 | 0,30 1,40 2,41 | Cnl Liv | | 4,38 | 9mo | &Co.Ld. | Nav.Co.Ld. | | | | British | 16Cy.26 5/16″–47″ 1070NHP | s 7 ″ 11 | |
| GFSL | | *ss*Fal.No.1–38 | 4454 | | ✠LMC CS5,38 | | | | PortGlasgow | | P45′B149′F41′ | FK | | 7 *BHpt Cem* | DB *100lb* | 27 ″ 10½ | |
| | | *Oil Eng* | | DBS9,30 9,40 | 4,38 | | | *Lloyd's* | *sA&CP* | *Cell* | *DB386′ 1519t FPT149t APT75t* | | | | NBDieselEng.Wks.Ld.Gls | | |
| | | 2 *Dks*(*Stl*) | | | | | | | | | | | | | | | |
| 73478 | **Durham** | TwinSc | ~~13053~~ | ✠100A1 | Lon | | CL | 1934 | Workman | FederalStm.Nav. | 493·5 | 68·6 | 34·5 | London | Oil Engines 2S.C.SA | ~~38 ″ 8~~ | |
| ~~163522~~ | *Oil Eng.* | | ~~11635~~ | *withfreeboard* | Syd | | ~~11,37~~ | 9mo | Clark(1928) | Co.Ld. | 513·0(O.L.) | 43·0 | | British | 16Cy.28⅜″–49 3/16″ 2236NHP | ~~s 9 ″ 7~~ | |
| GWWS | *ss*Liv.No.1–38 | | ~~7788~~ | ~~4,15~~ 3,40 4,41 | DBS11,40 | | 11,40 | | Ld. Belfast | | | FK | | 8 *BHpt Cem* | 2DB *120lb* | ~~62 ″ 01~~ | |
| | *Ref. Mchy.* | 2 *Dks*&*Shelter dk* | 10893 | | ✠LMC CS10,39 | | | *Lloyd's* | *sA&CP* | | | | | *Coll to Sh dk* | WorkmanClark(1928)Ld. | 47 ″ 2 | |
| | D.F. | 4*th dk in Nos.1&2 holds* | 9539 | | 4,39 | | | | | *Duct keel for* | *ward of mchy.space* | | | 7 ,, 2*nd* ,,) | | s14 ″ 1½ | |
| | E S.D. | *Cruiser Stern* | 6261 | DBS4,39 ✠Lloyd'sRMC | ~~4,40~~ 4,41 | | | | | *CellD* | *B386′ 1697t tanks* | | | *in way of tunnels 966t FPT70t APT74t* | | 33 ″ 6½ | |
| | *Tonnage opening closed '41 (W.E.)* | | | | 6,41 1,41 | | | | | | | | | | | | |
| 73479 | **Durnam Coast** (*ex*NewAbbotshall) | | 783 | ✠100A1 | Mch | *m* | CL | 1912 | GooleS.B. | CoastLines,Ld. | 215·0 | 32·0 | 12·3 | Liverpool | T.3Cy.18″,29″&48″–33″ (*s*) | 14 ″ 6 | |
| 131864 | | *ss*Bkn.2nd No.3–1,36 | 605 | Examined 1,41 | Lon | | ~~7,38~~ | 2mo | &Repg.Co.Ld | | | | | British | 180lb 191NHP | s ″ 2½ | |
| MDRK | *Well deck* *Mchy. Aft* | 1 *Dk*(*Stl*) | 328 | | ✠LMC | | 3,41 | | Goole | | Q68′B26′F91′ | FK | | 3 *BHCem* | 1SB,4*cf*,GS84,HS2881 FD | 14 ″ 4½ | |
| | Wireless D.F. E.S.D. | | | MS1,36 | BS ~~7,38~~ 8,40 | | | *Lloyd's* | *sA&CP* | *Cell* | *DBf131′145t FPT17t APT33t* | | | | Richardsons,Westgarth& | | |
| | | | | ✠NB16 *refitted* 5,37 | | | | | | | | | | | Co.Ld.Mdb. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. — Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of P.O. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73480 | **Durmitor** (*ex*Plutarch) | 5623 | | | | | 1913 | Russell& Co Pt.Glasgow | Dubrovacka Plovidba A.D. | 423·5 | 56·0 | 28·7 | Dubrovnik | T.3Cy.27″,44″&73″–48″ | | C |
| Now "Radwinter," *see No. 89832 in Supplement* | | | | | | | | | | P38′B123′F48′ | | | Yugoslav | 369NHP | | |
| YTAV | 2*Dks* | 3581 | | | | | | | | | | | *WB* | J.G.Kincaid&Co.Ld.Grk. | | |
| 73481 | **Dusit** **TwinSc** | 476 | ✠100A1 | Bgk | *g* | CL | 1911 | G.Brown & | A/SDet | 160·0 | 26·1 | 11·4 | Bangkok | C.4Cy.12″&24″–15″ (*s*) | 12 ″ 3 | |
| 275 | *ss*Bgk.2ndNo.3–2,35 | — | ~~7,10 5,39~~ 3,41 | | | ~~5,39~~ 7,40 | 4mo | Co. Greenock | Östasiatiske Kompagni | | | | Thai | 1301b 58NHP | s 1 ″ 6 | |
| HSAE | *ss*Bgk.No.1–39 | 243 | BS7,40 | ✠LMC8,39 | | | *Lloyd's SA&CP* | | | B7′F21′ | FK | 3*BHCem* | | 1SB,*2pf*,GS39,HS1192 | 10 ″ 10 | |
| | *Mchy.Aft* 1*Dk*(*Stl*) | | | | | | | | | *WB=FPT* | | 53*tAPT*27*t* | | Gauldie,Gillespie&Co.Gls. | | |
| 73482 | **Düsseldorf** **TwinSc** | 1217 | | | | | 1935 | Lübecker Flender-Werke A.G. Lübeck Siems | Schiffahrt-u. Assekuranz-Ges E.Russ&Co. | 242·4 | 36·2 | 14·3 | Hamburg | Oil Engines 4S.C.SA | | G |
| | *Oil Eng.* | 979 | | | | | | | | Q123′F29′ | | | German | 12Cy.13¾″–19½″ 220NHP | | |
| DJQA | 1*Dk* | 639 | | | | | | | | | | | *WB* | Linke-Hofmann-Werke A.G.Breslau | | |
| | Sub.Sig. *Cruiser Stern* | | | | | | | | | | | | | | | |
| 73483 | **Dux** | 1590 | | | | | 1934 | Trndhjms Mek.Værks. Trondheim | A/S Dux(V.L. Schage, *Mgr.*) | 244·2 | 40·2 | 16·9 | Oslo | C.4Cy.(2)12½″&(2)27⅞″– | | N |
| | | 1324 | | | | | | | | P45*t*H178*t* | | | Norwegian | 27⅞″ 66NHP | | |
| LIVK | Wireless D.F. *Cruiser Stern* 1*Dk* | 943 | | | | | | | | | | | *WB* | TrondhjemsMV Trondheim | | |
| 73484 | **Duymaer van Twist** | 1030 | | | | | 1925 | Wilton's E. &SlipwayCo. Rotterdam | Koninkl.Paketv. Maats. | 230·1 | 38·2 | 10·4 | Batavia | C.4Cy.(2)12¾″&(2)27⅞″– | | V |
| | | 712 | | | | | | | | P35′B80′F29′ | | | Dutch | 27⅞″ 67NHP | | |
| PKQL | 1*Dk* | 538 | | | | | | | | | | | *WB* | Gebr.Stork&Co.Hengelo | | |
| 73485 | **Dvina** (*ex*Svane) | 1773 | | | | | 1922 | OuseS.B. Co.Ld. Hook, nr.Goole | U.S.S.R. | 255·6 | 40·1 | 16·1 | Vladvostk | T.3Cy.19½″,31″&53″–36″ | | |
| | | 1351 | | | | | | | | P18′Q82′B57′F21′ | | | Russian | 169NHP | | |
| UOAM | 1*Dk* | 1026 | | | | | | | | | | | *WB* | Earle'sCo.Ld.Hull | | |
| 73486 | **Dvinoles** | 3946 | | | | | 1931 | StatesS.B. Yd."Marti" Leningrad | U.S.S.R. | 347·6 | 51·5 | 24·9 | Odessa | Oil Engines 2S.C.SA | | |
| | *Oil Eng.* | 3527 | | | | | | | | P29′B53′F30′ | | | Russian | 4Cy.26¾″–47⅞″ 497NHP | | |
| UNLE | 1*Dk* | 2194 | | | | | | | | | | | | RussianDieselWorks,Len. | | |
| 73487 | **Dwarssee** (*ex*Hannaburg,*ex*Hannah Hölken,*ex*Louisa) | 552 | | | | | 1920 | Gebr.van Diepen Waterhuizen | W.Schuchmann | 157·9 | 27·1 | 11·4 | Brmrhavn | T.3Cy.12½″,19⅞″&31½″–22″ | | G |
| | | 403 | | | | | | | | P55′H49′F22′ | | | German | 47NHP | | |
| DHFP | 1*Dk* | 287 | | | | | | | | | | | *WB* | CäsarWollheim,Breslau | | |
| 73488 | **Dynamo** | 809 | ✠100A1 | Lon | *k* | CL | 1920 | R.William-son&Son Workington | Ellerman'sWilson Line,Ld. | 186·3 | 29·4 | 12·4 | Hull | T.3Cy.14″,24″&39″–27″ (*s*) | 14 ″ 7 | |
| 144044 | *ss*Lon.No.3–3,33 | 548 | ~~9,10 4,40~~ 4,41 | Yar | | ~~4,40~~ 3,41 | 5mo | | | | | | British | 1801b *90lb* 76RHP | s 4 ″ 10½ | |
| MJXY | *ss*Lon.No.1–37 | 377 | BS8,40 | ✠LMC | | | *Lloyd's SA&CP* | | | Q116′B9′F23′ | FK | 3*BHptCem* | | 1SB,*3pf*,GS58,HS1809 | 14 ″ 4 | |
| | *Mchy.Aft* 1*Dk*(*Stl*) | | MS5,37 | ~~BS7,39~~ | | | | | | *CellDBf*112′ | 162*t* | *FPT*40*t* | | McKie&Baxter,Glasgow | | |
| | *Well deck* *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 73489 | **Dyrøy** Ⓟ (*ex*Dyrö–36) | 372 | | | | | 1915 | Trndhjms Mek.Værks. Trondheim | A/STromsFylkes Dampskibsselskab | 138·2 | 23·1 | 16·1 | Tromsö | T.3Cy.12″,20″&33″–21″ | | |
| | | 341 | | | | | | | | | | | Norwegian | 49NHP | | |
| LDLY | 2*Dks* | 201 | | | | | | | | | | | *WB* | TrondhjemsM.V.Trondhm | | |

** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Avertissement. | 7a Date de la dernière visite de flèche perpendiculaire. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. BHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | Registres où sont et ont été L.L. Dunl. Cert. Bur. Yacht |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73490 204264 WDQB | **E. A. S. Clarke** (*ex* H. P. Bope) D.F. GyC. *Mchy. Aft* 1 *Dk* | | 5750 — 4422 | | | | | 1907 | Superior S.B.Co. Superior, Wis | Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*) | 540·0 | 56·0 | 30·0 *WB* | Wilmgton (Del.) Utd. States | Q.4Cy. 18½″, 28½″, 43½″ & 66″–42″ 282 NHP Superior S.B.Co. Superior | | R |
| 73491 200666 KJIF | **E. C. Collins** (*ex* Edwin F. Holmes) D.F. GyC. *Mchy. Aft* 1 *Dk 2tr B* | | 4132 — 3517 | | | | | 1904 | American S.B.Co. Lorain, O. | Pittsburgh S.S.Co. | 420·0 | 50·0 | 28·0 *WB* | Duluth Utd. States | T.3Cy. 22″, 35″ & 58″–40″ 213 NHP American S.B.Co Cleveland | | |
| 73492 136192 KJIF | **E. C. Pope** 3 Mst (*Self-Unloader*) *Mchy. Aft* D.F. GyC. 1 *Dk 2tr B* | | 2787 — 1887 | | | | | 1891 | Detroit Dry Dock Co. Wyandotte | Nicholson Transit Co. | 317·2 | 42·2 | 20·5 *WB* | Detroit (Mich.) Utd. States | T.3Cy. 22″, 35″ & 56″–44″ NB22 208 NHP Detroit Dry Dock Co. Wynd. | | R |
| 73493 228388 WTVC | **E. G. B. Riley** (*ex* Seabord No. 1) *Oil Eng.* Wireless D.F. *Mchy. Aft* 1 *Dk* *Carrying Petroleum in bulk* | | 442 — 285 | | | | | 1929 | Bethlehem S.B.Corp. Ld. Quincy, Mass. | E. G. B. Riley Transportation Co. | 160·3 | 32·2 | 10·3 | Baltimore Utd. States | Oil Engines 2S.C.SA 6Cy. 11″–15″ 127 NHP Winton Engine Co. | | |
| 73494 107738 WDDP | **E. G. Mathiott** (*ex* D. E. Callender–37, *ex* Howard P. Eells, Jr.–34, *ex* S. B. Way, *ex* C. B. Nienaber, *ex* Sargent, *ex* A. G. Brower) *Mchy. Aft* GyC. 1 *Dk* (*Self-Unloader*) | | 3582 — 2778 | | | | | 1902 | Chicago S.B.Co. Chicago | Columbia Transpn. Co. (Oglebay, Norton & Co. *Mgrs.*) | 346·0 | 48·2 | 24·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy. 20″, 33½″ & 53″–40″ 178 NHP Chicago S.B Co. | | R |
| 73495 217173 WROO | **E. G. Seubert** (*ex* F. H. Wickett, *ex* E. L. Doheny Third) *Mchy. Aft* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F. & *Web frames* *Longitudinal framing* | *ss* N.Yk.No.3–11,30 *ss* Bal.No.2–39 | 9181 — 6746 | ✝100A1 *Shelter dk with freeboard* ~~7,11~~ 10,10 MS12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11, 18 | Bal ~~Gal~~ NOs ✝LMC BS1 ~~1,41~~ 1,41 | *d*† | CL 7,39 *bulk* *F.P. above* 1 | 1918 1 mo | New York S.B.Corp. Camden, N.J. A&CP | Standard Oil Co. of New Jersey (*Cell D B a 23′ u E & B* | 467·6 | 62·7 | 32·0 36·3 FK (*Cell B H to Sh dk* 10 „ „ *U dk* 6 „ „ 2*nd* „) 50° F. | Wilmgton (Del.) Utd. States 17 *B Hpt Cem* New York SB Corp, Camden | Q.4Cy. 24″, 35″, 51″ & 75″–51″ 220 lb (*r*) 568 NHP 3SB, *9cf*, GS 177, HS 7804 FD *Cell D B a 23′ u E & B* 76′463*t D T f* 40′441*t* | 39 ″ 6 s 10½ 3½ 29 ″ 5½ | |
| 73496 127944 MCWT | **E. Hayward** *ss* Liv. 2nd No. 3–9,34 *Well deck* *ss* Liv. No. 1–39 *Mchy. Aft* 1 *Dk* (*Stl*–pt teak-s) | | 444 355 161 | ✝100A1 6,39 ✝LMC 6,39 BS8,40 | Liv | *g* | OG 5,38 | 1908 11 mo | Ailsa S.B. Co. Ld. Ayr *Lloyd's A&CP* | Zillah Shipping & Carrying Co. Ld. (W. A. Savage, Ld. *Mgrs.*) *Cell* | 157·0 | 26·2 | 10·5 *Cell D B f* 81′ 120*t F P T* 54*t A P T* 6*t* | Liverpool British 1301 lb 64 RHP 3 *B H Cem* Ailsa S.B.Co. Ld. Troon | C.2Cy. 18″ & 40″–27″ (*s*) 1SB, *3pf*, GS 53, HS 1842 | 13 ″ 1 s 11½ 12 ″ 9 | |
| 73497 238988 WDGD | **E. J. Henry** *Carrying Petroleum in bulk* D.F. E.S.D. GyC. 1 *Dk* & 2*nd dk fwd* *Mchy. Aft* *Fitted for oil fuel* *Electrically welded* *Cruiser Stern* *Longitudinal framing–bracketless system* | | 11615 — 7240 | | | | | 1939 | Sun S.B.& Dry Dock Co Chester, Pa. | Atlantic Refining Co. | 523·5 | 70·2 | 39·7 P104′ B35′ F64 | Phildlphia Utd. States | 1 steam turbine connected to elec. motor & sc. shaft General Electric Co. Lynn, Mass. | | R |
| 73498 224662 WDDL | **E. J. Kulas** Ⓟ (*ex* William C. Atwater–36) D.F. GyC. E.S.D. 1 *Dk* *Mchy. Aft* | | 7768 — 6281 | | | | | 1925 | Gt. Lakes Eng. Works River Rouge, Mich. | The Wilson Transit Co. | 589·2 | 60·0 | 27·7 *WB* | Wilmgton (Del.) Utd. States | T.3Cy. 24½″, 40″ & 65″–42″ 274 NHP Gt. Lakes Eng. Wks. Detroit | | R |
| 73499 221181 KGAC | **E. J. Sadler** (*ex* Vancolite) Twin Sc *ss* N.Os.No.3–12,33 *ss* N.Yk.No.1–38 *Mchy. Aft* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F. GyC. & *Web frames* *Longitudinal framing* | | 9639 — 6014 | ✝100A1 *Shelter dk with freeboard* ~~3,10~~ 3,40 1,41 ~~BS9,30~~ BS8,40 ✝LMC 9,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4, 21 | NOs Gal ~~PN8,36~~ ~~8,38~~ 1,41 *F.P. above* 1 | *f*† | CL 1921 4 mo | Federal S.B.Co. Kearny, N.J. A&CP | Standard Oil Co. of New Jersey *Cell D B u E & B* 68′ 199*t D T f* 54′ 646*t* | 500·3 | 68·0 | 30·5 *F P T* 258*t A P T* 142*t* 50° F. | Wilmgton (Del.) Utd. States 19 *B Hpt Asp pt Cem* (4 *to Sh dk* 11 „ *U* „ 4 „ 2*nd* „) | T.6Cy. 20½″, 35″ & 60″–42″ (*s*) 210 lb 676 NHP 3SB, *12cf*, HS 9618 FD Federal SB.Co. Kearny N.J | 38 ″ 10 s 10 ″ 3 28 ″ 11 | |
| 73500 219952 KJIH | **E. M. Bunce** (*ex* Montfaucon) *Fitted for oil fuel* 1 *Dk* (*Stl*) | | 2310 1949 1440 | ✝ 10,27 ✝ | Wyan -dotte | *r* | | 1920 8 mo | Detroit S.B.Co. Wyandotte | Mid-West Trans-portation Co. Inc. | 251·0 | 43·6 | 22·2 P27′ B64′ F26′ FK *Cell D B* 204′ 531*t* | Detroit (Mich.) Utd. States 4 *B Hpt Cem* | T.3Cy. 20″, 33″ & 54″–40″ 265 NHP 2SB, *4cf*, GS 88, HS 3940 Detroit S.B.Co. Detroit | 24 ″ 2 | |
| Note "Intrepido," *see No.* 88509 *in Supplement* | | | | | | | | | | | | | | | | | |
| 73501 225482 KGAB | **E. M. Clark** (*ex* Victolite) Twin Sc *ss* N.Yk.No.3–6,33 *ss* N.Yk.No.1–38 *Mchy. Aft* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F. GyC. & *Web frames* *Longitudinal framing* | | 9647 — 6020 | ✝100A1 *Shelter dk with freeboard* ~~4,10~~ 11,39 1,40 ~~BS10,38~~ BS10,40 ✝LMC 9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7, 21 | Gal Mob PN BS10,40 10,39 S10,40 *F.P. above* 1 | *f*† | CL ~~8,37~~ 1921 7 mo | Federal S.B.Co. Kearny, N.J. A&CP | Standard Oil Co. of New Jersey *Cell D B u E & B* 68′ 199*t D T f* 54′ 646*t* *F P T* 258*t A P T* 142*t* | 499·2 | 68·1 | 30·5 FK (4 *to Sh dk* 11 „ *U* „ 4 „ 2*nd* „) 50° F. | Wilmgton (Del.) Utd. States 19 *B Hpt Asp pt Cem* | T.6Cy. 20½″, 35″ & 60″–42″ (*s*) 210 lb 676 NHP 3SB, *12cf*, HS 9618 FD Federal SB.Co. Kearny, N.J. | 38 ″ 10 s 10 ″ 3 28 ″ 11 | |
| 73502 OYIE | **E. M. Dalgas** D.F. 1 *Dk* | | 2836 2471 1702 | | | | | 1930 | Helsingörs Jernsk. & Msk. Elsinore | Dampskibs. Vendila (Svendsen & Christensen, *Mgrs*) | 326·8 | 48·3 | 19·8 P22′ B217′ F30′ *WB* | Copnhagn Danish | C.4Cy. (2) 18 5/16″ & (2) 39 3/8″–39 3/8″ 162 NHP Helsingörs Jernsk. & Msk b. | | C |
| 73503 221107 KDQD | **E. R. Kemp** *Fitted for oil fuel* *Mchy. Aft* *Carrying Petroleum in bulk* *Longitudinal framing* 2 *Dks* | | 4887 — 2847 | | | | | 1921 | Bethlehem S.B.Corp. Ld. (Harlan Plnt) Wlmngtn Del | Sinclair Refining Co. Inc. | 375·2 | 53·2 | 28·1 P94′ B37′ F39′ *WB* | New York Utd. States | T.3Cy. 25″, 41″ & 68″–48″ 320 NHP Bethlehem S.B.Corp. Ld. (Harlan Plnt) Wlmngtn Del | | R |
| 73504 DHFQ | **E. Russ** Wireless 1 *Dk* | | 993 789 573 | | | | | 1919 | Stettiner Oderwerke Stettin | Ernst Russ | 210·8 | 33·9 | 13·4 P12′ Q59′ B55′ F22′ *WB* | Hamburg German | T.3Cy. 15 3/8″, 25½″ & 41 7/16″–29½″ 92 NHP Stettiner Oderwerke | | G |
| 73505 164036 VRBS | **E. Sang** Ⓟ (*ex* Hai Heng–38) D.F. E.S.D. *ss* H.Kg.No.1–38 2 *Dks* | | 3370 2715 2001 | ✝100A1 *with freeboard* ~~3,10~~ 8,89 10,40 ✝LMC 6,38 BS10,40 | HKg ~~Sng~~ | *u* | CL 11½ ~~N6,39~~ 10,40 *Lloyd's A&CP* | 1934 9 mo | Barclay, Curle & Co. Ld. Glasgow | Indo-China Stm. Nav. Co. Ld. | 329·3 | 47·2 | 23·2 P35′ B125′ F45′ FK *Cell D B* 275′ 575*t D T a* 23′ 435*t F P T* 42*t* | Hong Kong British 200 lb *100 lb* FD 6 *B Hpt Cem A P T* 43*t* | T.3Cy. 22″, 36″ & 60″–42″ (*s*) 388 NHP 2SB (Spt) 6*cf*, GS 138, HS 6042 Barclay, Curle & Co. Ld. Gls. | 25 ″ 0 s 7 ″ 8 17 ″ 6½ | |
| 73506 221269 KDSB | **E. T. Bedford** Twin Sc *Oil Eng.* *ss* N.Yk.No.3–7,33 *ss* N.Yk.No.1–38 *Mchy. Aft* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F. GyC. & *Web frames* *Longitudinal framing* | | 9563 — 5978 | ✝100A1 *Shelter dk with freeboard* ~~8,10~~ ~~2,10~~ 3,41 ✝LMC CS4,38 4,38 ✝NE 12,26 *Carrying Petroleum in bulk* DDS 3,41 | NYk | *f*† | ~~S8,37~~ P1,40 88,40 | 1921 6 mo | Federal S.B.Co. Kearny, N.J. A&CP | Standard Oil Co. of New Jersey *Cell D B u E & B* 68′ 199*t D T f* 54′ 646*t* | 499·2 516·5 (O.L.) | 68·1 | 38·7 FK 19 *B H pt Cem pt Asp* (4 *to Sh dk* 11 „ *U* „ 4 „ 2*nd*, „) *F P T* 258*t A P T* 142*t* | Wilmgton (Del.) Utd. States Busch-Sulzer Diesel Engine Co. St. Louis Mo. | Oil Engines 2S.C.SA 8Cy. 30″–42″ 1162 NHP 2W.T. DB 26–250 lb | 38 ″ 10 s 10 ″ 3 28 ″ 11 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers B.Brit. classed. If built in U.K. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73507 | **E. W. Sinclair** | 4887 | | | | | 1921 | Bethlehem S.B.Corp.Ld. (Harlan Plnt) WlmngtnDel | SinclairRefining Co.Inc. | 375·2 | 53·2 | 28·1 | NewYork Utd.States | T.3Cy.25″,41″&68″–48″ 320NHP | | R |
| 221[illegible] | Daniel Pierce, *see No. 87777 in Supplement* | | *Fitted for oil fuel* | | | | | *WB* | | P94′B37′F39′ | | | | BethlehemS.B.Corp.Ld. | | |
| KDRN | *Mchy.Aft* *Longitudinal framing 2Dks* | 2847 | | | | | | | | | | | | | | |
| | D.F. *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 73508 | **Ea** (*ex*Corburn,*ex*Harborne) | 1269 | ✠ —— 3,35 ✠ | Bbo | *n* | | 1896 9mo | S. P. Austin &Son Sunderland | Cia.Marit.Elanchove | 235·1 | 34·1 | 14·3 | S.Sebast'n Spanish | T.3Cy.18½″,30″&49″–33″ 147NHP | 17 ″ 3 | G † |
| | *ss*Bbo.3rdNo.3–2,28 | | | | | | | | | P26′Q56′B46′F25′ FK | | | | 4 *BHCem* | | |
| EEKV | *Well deck* *ss*Bbo.No.1–32 | 758 | | | | | | | *Cell DBa57′uE&* | *B35′f96′370t FPT* | | | | 22t *APT*46t | 1SB,*4pf*,Gs69,Hs2350 J.Dickinson&Sons,Ld.Sld. | |
| | 1 *Dk(frn)&Web frames* | | | | | | | | | | | | | | | |
| 73509 | **Eagle** (*ex*Peerless,*ex*Eagle) | 6003 | ✠100A1 *Shelter dk* | NYk | *a*† | CL | 1917 4mo | Union Iron WorksCo. SanFrancisco A&CP | Socony-Vacuum OilCo.Inc. | 410·0 | 56·0 | 29·0 | NewYork Utd.States | T.3Cy.27⅜″,47″&78″–48″ (*s*) 220lb 594NHP | 32 ″ 0 s 3 ″ 5½ | |
| 214921 | *ss*N.Yk.No.3–11,30 | 5483 | *with freeboard* | | | 10,39 | | | | | | FK | | 15 *BHpt Asp* | 28 ″ 8¾ | |
| WSCL | *ss*N.Yk.No.2–39 | 3715 | 8,10~~10,00~~ ✠LMC10,39 | | | | | | | | | | FD | 3SB,*9cf*,Gs165,Hs8130 | | |
| | 2 *Dks(Stl)&* | | ~~DBS10,40~~ DBS8,40 | | | | | | | | | | | UnionIronWorksCo.S.Fo. | | |
| | D.F. *Shelter dk(Stl)&Web frames* | | | | | | | | *CellD* | *BuE&B48′207t DT* | | | | *nel 223t FPT80t APT200t* | | |
| | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | | *in way of tun* | | | | | | |
| | | | *Fitted for oil fuel* 4,17 | | | *F.P. above* | | | | 150° F. | | | | | | |
| 73510 | — **WoodSc** | 677 | | | | | 1902 rblt. 1908 | Christen-sen Sandefjord | BowringBros.Ld. | 176·2 | 29·8 | 15·1 | SJhnsNFL British | T.3Cy.18″,30″&49″–33″ NE05&NB31 82RHP | | |
| 118052 | (*ex*Sophie) Wireless | 545 | | | | | | | | | | | | J.S.Vaux&Co.Ld.Sld. | | |
| VOLZ | 1 *Dk2trB* | 458 | | | | | | | | | | | | | | |
| 73511 | **Eagle III.** Ⓟ **PadSp** | 441 | | | | | 1910 | Napier& Miller,Ld. Glasgow | Williamson-Buchanan Steamers (1936)Ld. | 215·0 | 25·1 | 8·1 | Glasgow British | D.1Cy.52″–72″ 176NHP | | |
| 129495 | | 317 | | | | | | | | | | | | A.&J.Inglis,Ld.Gls. | | |
| | 2 *Dks* | 186 | | | | | | | | | | | | | | |
| 73512 | **Eaglescliffe Hall** | 1900 | | | | | 1928 | Smith's DockCo.Ld Middlesbro' | HallCorporation of Canada | 253·0 | 44·1 | 18·5 | Montreal British | T.3Cy.15″,25″&40″–33″ 81RHP | | C |
| 160707 | | 1701 | | | | | | | | F35′ | | | | *WB* | Smith'sDockCo.Ld.Mdb. | |
| | *Mchy.Aft* 1 *Dk* | 1204 | | | | | | | | | | | | | | |
| 73513 | **Earl Thorfinn** Ⓟ | 345 | ✠ ... 10,31 ✠ | | | | 1928 5mo | Hall,Russ-sell&Co.Ld. Aberdeen | OrkneyStm.Nav. Co.Ld. | 150·7 | 27·2 | 11·5 | Kirkwall British | T.3Cy.12½″,21″&34″–27″ 69RHP | 12 ″ 0 | BT till ~~9,40~~ 9,41 |
| 132500 | | 306 | | | | | | | | B51′F35′ FK | | | | *WB* | Hall,Russell&Co.Ld.Abn. | |
| | 1 *Dk* | 180 | | | | | | | | | | | | | | |
| 73514 | **Earl of Zetland** Ⓟ | 548 | ✠100A1 | Abn | *h* | OG | 1939 8mo | Hall,Rus-sell&Co.Ld. Aberdeen | N.ofScotland& Orkney&Shetland Stm.Nav.Co.Ld. | 154·9 | 29·1 | 9·8 | Aberdeen British | Oil Engines 2S.C.SA 6Cy.13⅜″–22 7/16″ 187NHP | 12 ″ 0 s 2 ″ 4½ | BT till 8,40 |
| 165251 | *Oil Eng.* | 285 | 4,11 ~~2,40~~ | | | | | | | *30·8* | | | | *7BHptCem* | 10 ″ 3½ | |
| MPMX | E.S.D. 1 *Dk* | 267 | ✠LMC8,39 | | | | | | | 166·2(O.L.) BK7½″ F37′P&B90′ | | | | | | |
| | *Cruiser Stern* | | | | | | *Lloyd's* | *sA&CP* | *CellDB* | *uE20′f43′65t DTf* | | | | 16′21*t tanks* | BritishAuxiliaries,Ld.Gls. *at side of tunnel 23t FPT9t* | |
| 73515 | **Earlspark** | 5250 | ✠100A1 | Cff Sld | *z* | CL 4,39 | 1929 7mo | Scotts'S.B. &Eng.Co.Ld. Greenock | DenholmLine Steamers,Ld. (J.&J.Denholm, Ld. *Mgrs.*) | 407·3 | 53·3 | 28·5 | Greenock British | T.3Cy.26″,43″&73″–48″ (*r*) 200lb 534NHP | 31 ″ 0 s 6 ″ 1⅜ | |
| 161772 | *ss*Rot.No.2–38 | 4938 | 6,40~~3,40~~ | | | 5,40 | | | | | | | | *Cem* | 25 ″ 0¾ | |
| GTCL | D.F. E.S.D. 2 *Dks(Stl)* | 3304 | BS~~3,39~~ 6,40 ✠LMC3,38 | | | | *Lloyd's* | *sA&CP* | *In termediate 'tween dk BH in after CellDB356′* | *hold dispensed with 1089t DTa35′1021t* | | | | 3SB,*9cf*,Gs165,Hs7758 5*BH to U dk* 1 ,, ,, 2*nd* ,, *APT45t* | FD Scotts'S.B.&E Co.Ld.Grk. | |
| 73516 | **East Anglian** (*ex*Kylebank–39, | 870 | ✠100A1 | Bly | *k* | CL ~~7,37~~ 7,40 | 1917 5mo | W. Harkess &Son,Ld. Middlesbro' | GeorgeW.Grace& Co. | 198·0 | 30·7 | 12·5 | Lowestoft British | T.3Cy.16″,27″&44″–30″ (*s*) 180lb *75lb* 97RHP | 14 ″ 5 s 4 ″ 3 | |
| 140511 | *ex*SuffolkCoast–39) *ss*Bkn.No.3–7,29 | 622 | ~~2,40~~ S.39~~10,40~~ | | Nwc | 10,40 | | | | | | | | 3 *BHCem* | 13 ″11¾ | |
| MGRW | Wireless E.S.D. *ss*Liv.No.2–38 | 419 | BS~~10,40~~ 10,40 ✠LMC7,37 | | | | *Lloyd's* | *sA&CP* | *CellDB* | Q111′B13′F25′ FK *f118′166t FPT103t* | | | | 1SB,*3pf*,Gs59,Hs2060 *APT31t* | McColl&Pollock,Ld.Sld. | |
| | *Well deck* *Mchy.Aft* 1 *Dk(Stl)* | | | | | | | | | | | | | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 73517 | **East Coaster** K | 469 | ✠100A1 | Shl Cff | *g* | CL 9,38 | 1919 4mo | Swan,Hun-ter&Wigham Richardson, Ld.Newcastle | BritishIsles Coasters,Ld. | 157·2 | 26·1 | 11·0 | London British | T.3Cy.12″,20″&34″–24″ (*s*) 180lb 69NHP | 12 ″ 0 s ″10½ | |
| 143127 | (*ex*BorderFirth–39, *ss*Abn.No.3–8,30 | 343 | 12,40~~12,00~~ | | | | | | | | | | | 3 *BHCem* | 11 ″ 3 | |
| MJPC | *ex*Challacombe, *ex*WarTamar) *ss*Shl.No.2–39 | 250 | ✠LMC12,39 | | | | *Lloyd's* | *sA&CP* | | Q57′F25′ FK *CellDBf39′* | | | | 1SB,2*pf*,Gs33,Hs1175 *53t FPT61t* | ShieldsEng.&D.D.Co.Ld. | |
| | 1 *Dk(Stl)* *Mchy.Aft* | | BS12,40 | | | | | | | | | | | | | |
| 73518 | **East Indian** **TwinSc** | 8159 | ✠100A1 | NYk | *c*† | CL ~~9,38~~ | 1918 7mo | Uraga DockCo.Ld. Uraga A&CP | FordMotorCo. | 445·0 | 58·0 | 29·0 | Dearborn Utd.States | Oil Engines 2S.C.SA 8Cy.21¼″–85″ 1112NHP | 40 ″ 2 s11 ″ 9½ | |
| 216802 | *Oil Eng.* | 7815 | *Shelter dk* | | | PN1,41 | | | | | | 40·0 FK | | *Cem* | 28 ″ 8 | |
| WGEI | E.S.D. *ss*N.Yk.No.3–12,37 | 5160 | *with freeboard* ~~2,40~~ ~~3,00~~ ~~13,40~~ | | | 81,41 | | | | | | | | *DB150lb* | | |
| | D.F. 2 *Dks(Stl)&Shelter dk(Stl)* | | 1,41 ✠LMC CS9,38 | | | | | | | | | | | *Coll BH to Sh dk* | SunS.B.&D.D.Co. Chester,Pa. | |
| | GyC. | | DBS10,40 3,37 | | | | | | | | | | | 7 ,, ,, *U* ,, | | |
| | | | ✠NE1,26 DBS~~8,39~~ | | | | | | *CellDB382′1369t* | *FPT105t APT35t* | | | | | | |
| 73519 | **East Wales** | 4358 | ✠100A1 | Cff Bly | *z* | CL ~~1,40~~ | 1925 8mo | W.Dobson &Co. Newcastle | WestWalesS.S.Co. Ld.(Gibbs&Co. *Mgrs.*) | 400·1 | 53·0 | 25·3 | Cardiff British | T.3Cy.25¼″,45″&75″–48″ (*s*) 180lb *100lb* HS8460 490NHP | 27 ″10 s 3 ″ 2⅜ | |
| 148287 | *ss*Bry.No.3–1,38 | 4085 | *with freeboard* | | | 8,40 | | | | 412·0(O.L.) FK | | | | 6 *BHCem* | 24 ″ 9½ | |
| GLKS | D.F. 1 *Dk(Stl)&Shelter dk(Stl)* | 2633 | 9,40 ~~2,40~~ ~~BS1,39~~ ✠LMC1,38 | | | | *Lloyd's* | *sA&CP* | | | | | *Coll* | 3SB(Spt)*12cf*,Gs228, | N.E.MarineEngCoLd.Nwc | |
| | | | MBS~~2,40~~ DBS~~9,40~~ 2,40 | | | | | | *CellDB348′1059t* | *FPT118t APT198t* | | | | *BH to Sh dk* 5 ,, ,, 2*nd* ,, | | |
| 73520 | **Eastern Coast** | 1223 | ✠100A1 | Liv | *p* | CL | 1922 5mo | A.&J. Inglis,Ld. Glasgow | CoastLines,Ld. | 240·0 | 36·1 | 14·6 | Liverpool British | T.3Cy.18″,30″&50″–36″ (*s*) 180lb 204NHP | 17 ″ 0 s ″ 2 | |
| 145938 | *ss*Liv.No.3–4,35 | 988 | *Shelter dk* | | | 7,39 | | | | | | FK | | *Cem* | 16 ″11½ | |
| GWNV | *ss*Liv.No.1–39 | 568 | *with freeboard* 3,41~~3,00~~ ✠LMC | | | | *Lloyd's* | *sA&CP* | | | | | *Collisio* | 2SB(Spt)*6cf*,Gs102,Hs3702 *nBHtoSh dk* | A.&J.Inglis,Ld.Glasgow | |
| | *Mchy.Aft* 1 *Dk(Stl)&Shelter dk(Stl)* | | MS8,39 BS~~1,40~~ 3,41 | | | | | | *CellD* | *Bu E37′f144′351t* | | | | 3 ,, ,, *U* ,, | | |
| | Wireless D.F. E.S.D. | | | | | | | | | *FPT74t APT25t* | | | | | | |
| 73521 | **Eastern Crown** | 5241 | ✠100A1 | NYk | *z* | CL ~~12,37~~ | 1920 1mo | Mitsubishi ZosenKaisha, Ld. Nagasaki A&CP | NewEngland& SouthernS.S.Co. | 400·0 | 54·5 | 30·0 | Boston Utd.States | T.3Cy.26½″,~~44½″~~&75″–48″(*s*) 200lb 44½″ 494NHP | 30 ″ 0 | |
| 219870 | *ss*Bos.No.3–5,39 | 4292 | 6,40~~6,00~~ | Bos | | 6,40 | | | | P39′B121′F40′ FK | | | | 6 *BHCem* | 3SB,*9cf*,Gs172,Hs6584 | |
| KUNQ | D.F. 1 *Dk(Stl)* | 3266 | ✠LMC5,39 | | | | | | *CellDB347′1243t* | *DTa 11′387t FPT* | | | | MitsubishiZosenKaisha, *Wing tanks925t* | Nagasaki | |
| | | | ~~BS6,40~~ 5,41 | | | | | | | | | | | | | |
| 73522 | **Eastern Glade** | 5057 | ✠100A1 | NYk | | | 1919 12mo | UchidaS.B. &Eng.Co.Ld. Yokohama | Ministry of Shipping(SirW.R. Smith&Sons,Ld. *Mgrs.*) | 400·0 | 54·5 | 27·6 | London British | T.3Cy.26″,43½″&72″–48″ 513NHP | 30 ″ 0 | R † |
| | *Fitted for oil fuel* 2 *Dks* | — | *(Reclassification Contemplated)* | | | | | | | P39′B121′F40′ FK | | | | *WB* | IshikawajimaS.B.&Eng. Co.Ld.Tokyo | |
| | *Now "Empire Jaguar," see No. 87997 in Supplement* | 3171 | ~~Examined 8,40~~ | | | | | | | | | | | | | |
| 73523 | **Eastern Guide** | 3704 | ✠ ... 5,21 ✠ | | | | 1919 10mo | Yokohama DockCo. Yokohama | Prudential S.S. Corp. | 345·0 | 50·0 | 29·1 | NewYork Utd.States | T.3Cy.23¼″,38″&64″–48″ 343NHP | 29 ″ 1 | R † |
| 219597 | | 3467 | | | | | | | | P33′B77′F41′ FK | | | | *WB* | YokohamaDockCo.Yka. | |
| KUCN | D.F. Sub.Sig. 2 *Dks* | 2267 | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'Arrow porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté. ✠ Registre spécial. Lt. Lt. Dures. Cert. Lt. Pt. Hale. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73524 161245 GSXV | **Eastern Prince** Ⓟ TwinSc *Oil Eng.* *ss* N.Yk.No.2–37 *Ref.Mchy.* 3 *Dks (Stl–weather dk pt–ws)* GyC. *Cruiser Stern* D.F. E.S.D. | | 10926 9388 6499 | ✠100A1 *with freeboard* 3,40 ✠LMC CS8,38 DBS8,39 7,40 6,39 ✠Lloyd's RMC3,40 ~~7,40~~ 5,41 *Carrying vegetable oil in deep tanks* | Lon | *f* † | CL S4,38 P8,38 | 1929 6mo *Lloyd's* | Napier& Miller,Ld. Glasgow *SA&CP* | PrinceLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) *Duct keel fwd* *Cell DB* 416′1 | 496·2 516·4 (O.L.) F47′ FK *of mchy. space* 804 *t tanks in way of* | 64·8 | 35·4 *tunnels* 374 | London British 16Cy 26¾″–55½″ 2200 NHP 2 DB *120lb* *FPT* 120 *t APT* 213 *t* | Oil Engines 4S.C.DA 16Cy 26¾″–55½″ 2200 NHP 2 DB *120lb* J.G.Kincaid&Co.Ld.Grk. | 41 ″ 0 s 15·0½ 26 ″ 6 | ~~RT~~ ~~Lll~~ 2.33 |
| 73525 216706 | **Eastern Queen** (*ex* Tofuku Maru) *2 Dks & Awng dk* | | 5834 5586 4417 | ✠ … 6,21 ✠ | | | | 1918 2mo | Kawasaki Dkyd.Co.Ld. Kobe | United States Maritime Commission FK *WB* | 385·0 | 51·0 | 36·0 | Seattle Utd. States | T.3Cy.26″,43½″&72″–48″ 444 NHP KawasakiDkydCoLdKobe | 36 ″ 0 | |
| 73526 217291 | **Eastern Shore** *2 Dks & Shelter dk* | | 6731 6507 5124 | ✠ … 2,21 ✠ | | | | 1918 9mo | Harima Dkyd.Co. Harima | United States Maritime Commission FK *WB* | 425·0 | 53·6 | 37·6 | Seattle Utd. States | T.3Cy.27″,45″&75″–51″ 547 NHP KobeSteelWorks,Kobe | 37 ″ 6 | |
| 73527 LCJA | **Eastern Star** (*ex* Mabuhay III–38, *ex* Elr–37, *ex* Camilla Gilbert–38) *ss* Stn.No.1–23 *Fitted for oil fuel* 1 *Dk & Shelter dk* | | 5658 5453 3532 | ✠ … 1,28 ✠ | | | | 1920 4mo | NthmblndS.B.Co.Ld. Newcastle | JohanGran's Rederi A/S (Johan Gran, *Mgr.*) | 399·5 F37′ *on Shelter dk* | 53·0 | 32·8 | Bergen Norwegian *WB* | T.3Cy.27″,44″&73″–48″ 517 NHP Palmers' Co.Ld.Newcastle | 35 ″ 5 | N † |
| 73528 136981 WTCB | **Eastern States** Ⓟ Pad D.F. GyC. | | 3077 — 1566 | | Phl | | | 1902 | DetroitS.B.Co. Wyandotte,Mich. | Detroit and ClevelandNav.Co. | 350·0 | 44·0 | 19·9 | Detroit, Mich. Utd. States | C.3Cy.52″&(2)72″–84″ 792 NHP DetroitS.B.Co.Detroit | | |
| 73529 229853 KQGB | **Eastern Sun** *Oil Eng.* *Mchy.Aft* *ss* Phl.No.2–38 GyC. 2 *Dks (Stl) & Web frames* *Longitudinal framing–bracketless system* | | 9100 8521 5523 | ✠100A1 ~~1,10 11,20~~ 4,41 ✠LMC CS5,38 DBS5,39 4,41 5,38 *Carrying Petroleum in bulk* | Phl | *e* † | CL ~~3,37~~ ~~11,39~~ 4,41 | 1930 6mo | SunS.B. &DryDockCo Chester,Pa. | MotorTankship Corp. *Lloyd's SA&CP* *Cell DBu* E76′ *f* 40′48 | 480·6 P79′F48′ FK 8 *t FPT* 186 *t APT* 84 *t* | 66·0 | 36·8 | Wilmington Del. Utd. States 17 *B Hpt Cem* (13 *to U dk* 4 „ 2nd „) | Oil Engines 2S.C.SA 4Cy.23¾″–91.⅜″ 690 NHP 2 WTDB *217lb & 200lb (upper)* SunS.B &DryDockCo. Chester,Pa. | 37 ″ 0 | |
| 73530 220803 KDKB | **Eastern Sword** *Fitted for oil fuel* 1 *Dk & Awng dk* | | 3785 3252 2286 | ✠ … 10,23 ✠ | | | | 1920 8mo | Uraga DockCo.Ld. Uraga | SwordS.S.LineInc. | 330·3 P17′B84′F39′ | 46·1 | 27·6 FK *WB* | NewYork Utd. States | T.3Cy.24¾″,41″&63″–48″ 419 NHP KubotaIronWorks,Kobe | 30 ″ 0 | R † |
| 73531 *Now* **Empire Razorbill** | **Eastern Trader** (*ex* Erica Reed–39, *ex* Cypress Reed–38) *Fitted for oil fuel* *Lengthening, see No. 8398 in Sup. Vol.* | | 5117 3115 2596 | 100A1 NYk *Shelter dk* ~~Examined 6,40~~ | | | | 1920 | American InterntlCorp. HogIslandPa. | Ministry of Shipping (Douglas& Ramsey,Ld. *Mgrs.*) (Classification Contemplated) | 390·0 P39′B121′F43′ | 54·2 | 27·8 | London British *WB* | DR geared steam turbine GeneralElectricCo. Schenectady,N.Yk. | | R |
| 73532 148057 GCKY | **Eastlea** *2 Dks* | | 4267 3998 2582 | | | | | 1924 | J.Priest-man&Co. Sunderland | CliffsideShppg. Co.Ld.(J.Morrison &Son, *Mgrs.*) | 365·0 | 51·6 | 25·2 | Newcastle British *WB* | T.3Cy.23½″,41″&69″–48″ 330 NHP Richardsons,Westgarth& Co.Ld.Sld. | | N |
| 73533 146582 GJMT | **Eastmoor** *ss* Shl.No.3–8,35 *ss* Bly.No.1–38 1 *Dk (Stl) & Shelter dk (Stl)* | | 5812 5578 3667 | ✠100A1 *Shelter dk* ~~Cdf~~ Hul *with freeboard* ~~3,10 11,39~~ 1,11 BS11,40 ~~10,11,39~~ ✠LMC12,38 | Bkn | *y* | CL ~~12,38~~ ~~7,40~~ | 1922 6mo | NthmblndS.B Co.Ld. Newcastle *Lloyd's SA&CP* | MoorLine,Ld. (RuncimanShip-pingCo.Ld. *Mgrs.*) *Cell DB* a 140′ *u* E23′ *f* | 399·8 414·5 (O.L.) F38′ *on Shelter dk* 166′1190 *t APT* 110 | 52·9 *Collision* 5 „ „ | 32·8 *B Hto Sh dk* *U dk* | London British *Cem* FD | T.3Cy.27″,45″&75″–51″ (*s*) 180lb 569 NHP 3SB(2Spt),9*cf*,GS194, HS8478 N.E.MarineEngCoLd.Nwc | 35 ″ 5 s 9 ″ 4½ 26 ″ 4 | |
| 73534 132069 | **Easton** *Mchy.Aft* 1 *Dk* | | 1757 1478 1129 | | | | | 1912 | Sunderlnd S.B.Co.Ld. Sunderland | ColonialSteam-ships,Ld.(R.Scott Misener. *Mgr.*) | 250·0 Q97′F37′ | 42·6 | 16·4 | Toronto British *WB* | T.3Cy.17″,28″&46″–33″ 122 NHP N.E.MarineEng.Co Ld.Sld | | R |
| 73535 138870 | **Eastrich** (*ex* LaSalle) 3 Mst (*Self-Unloader*) *Mchy.Aft* 1 *Dk* | | 2027 1854 1214 | | | | | 1890 | Cleveland S.B.Co. Cleveland,O. | J.Richardson& Sons,Ld. *WB* | 266·0 | 38·0 | 19·9 | P.Arthur, Ont. British | T.3Cy.17″,29″&47″–36″ 133 NHP ClevelandS.B.Co.Clevelnd | | R |
| 73536 144887 MKBC | **Eastwick** *ss* Nwc.No.3–7,33 *ss* Sld.No.1–38 *Mchy.Aft* 1 *Dk (Stl)* *Well deck* | | 526 382 261 | ✠100A1 3,40 BS3,40 ✠LMC2,38 *Carrying Petroleum in bulk* | Shl | *g* | CL 3,39 | 1920 6mo *Lloyd's* | Swan,Hun-ter& Wigham Richardson, Ld.Newcastle *SA&CP* | Anglo-American OilCo.Ld. (~~F.J.Wolfe~~, *Mgr.*) (R.A.Carder, *Mgr.*) *Cell DB* *f* 7′6 *t MT* 5′60 *t* | 157·9 Q104′F21′ FK | 26·2 | 12·3 | Newcastle British *Cem* | T.3Cy.12″,20″&34″–23″ (*s*) 180lb 77 RHP 14 *B Hpt Cem* *FPT* 70 *t* | 13 ″ 0 s 3 ″ 2¾ 12 ″ 7¾ | |
| 73537 147680 GBVN | **Eastwood** (*ex* Taunton–33) *ss* Bly.No.3–7,37 *Well deck* 1 *Dk (Stl)* Wireless D.F. *Cargo battens not fitted* | | 1551 1161 905 | ✠100A1 ~~3,40 11,20~~ 3,41 Shl Lon ✠LMC MS7,37 BS~~1,40~~ 1,41 | Bly | *p* | CL ~~11,39~~ 12,40 | 1924 7mo *Lloyd's* | Craig,Tay-lor&Co.Ld. Stockton *SA&CP* | W.France,Fenwick &Co.Ld. *Cell DB* 206′ 432 *t FPT* | 244·0 Q184′F28′ FK | 36·7 | 15·8 | London British 4 *B HCem* 104 *t APT* 97 *t* | T.3Cy.17½″,29″&48″–33″ (*s*) 180lb 163 NHP 2SB,4*cf*,GS70,HS2792 N.E.MarineEng.Co.Ld.Sld | 18 ″ 1 s 4 ″ 10 17 ″ 0½ | |
| 73538 DHFR | **Eberhard** (*ex* Arnold Koepke) 1 *Dk* | | 749 593 423 | | | | | 1913 | Nüscke& Co. Stettin | ArthurSommer (Joh.Ick, *Mgr.*) | 202·2 Q62′B46′F22′ | 30·4 | 12·6 | Hamburg German *WB* | T.3Cy.13⅜″,21⅜″&35½″–23⅜″ Christiansen &Meyer,Harburg | 61 NHP | G |
| 73539 DHFS | **Eberstein** (*ex* Maldonado, *ex* Thuringia, *ex* California) D.F. 2 *Dks* | | 5226 4911 3215 | | | | | 1904 | Blohm& Voss Hamburg | ErnstKomrowski Reederei | 410·8 P&B250′F63′ | 50·9 | 28·5 | Hamburg German *WB* | Q.4Cy.24⅝″,35½″,50⅞″&72⅜″–54′ 390 NHP Blohm&Voss,Hamburg | | C |
| 73540 40188 JFQJ | **Ebisu Maru** (*ex* Yebisu Maru–38) *Oil Eng.* 1 *Dk* | | 490 — 340 | | | | | 1935 | Kasado Dk.K.K. Suitake Minami | KobeSanbashiK.K | 161·5 | 28·5 | 13·0 | Kobe Japanese | OilEngines | | |
| 73541 140439 GVSZ | **Ebonol** Sp *ss* Pts.No.3–1,31 *ss* H.Kg.No.2–39 *Mchy.Aft* 1 *Dk (Stl) & Web frames* | | 1158 854 501 | ✠100A1 ~~3,36 5,39~~ 4,41 BS5,41 ~~B6,41~~ ✠LMC5,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12, 17 *F.P. above* 150° F. | H Kg | *n* | CL ~~3,38~~ 4,41 | 1917 12mo *Lloyd's* *Cell DBu E&D* 43′ 74 | Clyde S.B. &Eng.Co.Ld. Pt.Glasgow *SA&CP* | TheAdmiralty | 210·1 P45′F40′ FK *t DT* f30′ 260 *t FPT* | 34·7 | 15·6 | London British 12 *B Hpt Cem* 37 *t APT* 33 *t* | T.3Cy.16″,26″&43″–27″ (*s*) 180lb 99 RHP 2SB,4*cf*,HS2254 FD ClydeS.B.&Eng.Co.Ld. | 16 ″ 6 s 1 ″ 4½ 15 ″ 2½ | |
| 73542 EABB | **Ebro** (*ex* Aniene–39, *ex* Ebro) *ss* Bbo.No.3–11,40 *Ref.Mchy.* ~~*ss* Mel. No.1–39~~ 2 *Dks (U dk–Stl)* | | 2522 1849 1375 | ✠100A1 *with freeboard* 11,40 ~~(Reclassification Contemplated)~~ | Msl Bbo ✠LMC6,40 | *s* | CL 11,40 | 1928 8mo *Lloyd's* | Cia Euskal-duna de Const Bilbao *SA&CP* | ~~M.M.de Pinillos~~ Cia. Maritima Frutera,S.A. *Cell DB* 248′ 347 t | 290·0 B98′F35′ FK | 42·2 | 21·0 | Cadiz Spanish 5 *B H* | Oil Engines 2S.C.SA 5Cy.23⅝″–41⅜″ 487 NHP Gebr. SulzerA.G.Ludwigshafen | 23 ″ 3 | ✝ ✝ |
| 73543 — 167438 ~~OZMK~~ MNYN | — *Fitted for oil fuel* *Ref.Mchy.* 1 *Dk & Shelter dk* Wireless D.F. | | 1547 1429 ~~914~~ 932 | | | | | 1920 | Hall,Rus-sell&Co.Ld. Aberdeen | ~~Det Forenede Dampskibsselsk.~~ Ministry of Shipping (Efferman's Wilson Line,Ld. *Mgrs.*) | 237·2 ~~21·1~~ | 36·1 | ~~14·0~~ | ~~Copenhagen~~ ~~Danish~~ London *WB* British | T.3Cy.18″,29″&48″–33″ 132 NHP Hall,Russell&Co.Ld.Abn. | | V |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned; now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse-power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73544<br>137227<br>VJCS | **Echunga**<br>*ss*N.S.W.No.3–9,33<br>*ss*Syd.No.1–38<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&<br>*Cargo battens not fitted Web frames*<br>*Longitudinal framing* | | 3362<br>3017<br>1924 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~3,41 4,10~~<br>✠LMC<br>~~MS8,37~~ ~~BS~~ 5,40 | Syd NSW | *v* | ~~5,39~~<br>4,41 | 1922<br>3mo | Walkers Ltd. Maryborough A&CP | InterstateSteamshipsProprietary, Ltd.<br>*CellDB*277'882 | 332·5\|47·9\|23·5<br>341·0(O.L.)<br>FK<br>*FPT*118*t APT*204*t* | Sydny NSW<br>British<br>*Cem*<br>*Collision BHtoSh dk*<br>4 „ „ *U* „ | T.3Cy.25″,41″&68″–45″ (*s*)<br>185lb HS8289 517NHP<br>3 Water Tube Boilers FD<br>Walkers,Ltd.Maryborough, Queensland | 26 ″ 1<br>*s* 2 ″ 4<br>23 ″ 11½ | |
| 73545<br>154063<br>~~VPFL~~<br>GMZP | **Eclipse**<br>*ss*Bom.No.2–39<br>*Mchy.Aft* *CruiserStern*<br>D.F. 2*Dks*(*Stl*)3rd*dk*(*Stl*)in<br>GyC. *Engine space*&*Web frames*<br>*Longitudinal framing–bracketless system* | | 9767<br>9191<br>5860 | ✠100A1<br>~~11,40 1,40~~<br>~~BS11,40~~ ✠LMC<br>~~MS3,39~~ ~~BS3,40~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 8,31 | Gal Sws | *e*† | CL<br>~~5,37~~<br>11,40<br>*F.P. above* | 1931<br>8mo | Scotts' S.B. &Eng.Co.Ld. Greenock<br>*Lloyd'sA&CP* | Socony-Vacuum Transportation Co.Ld.<br>*CellDBuE&B*90'3 61*t*<br>*DT f*23'756*t* | 484·7\|66·0\|36·9<br>500·0(O.L.)<br>*After bridge*84'<br>B37'F50' EK<br>*FPT*477*t APT*162*t* | London ~~Hong Kong~~<br>British<br>16*B Hpt Cem*<br>(12 „*to U dk*<br>4 „*2nd* „) | Q.4Cy.27″,39″,56″&82″–54″<br>2201b (*r*) 755NHP<br>3SB,*9cf*,HS10848 FD<br>Scotts'S.B.&E.Co.Ld.Grk. | 37 ″ 0<br>*s* 7 ″ 7½<br>29 ″ 6½ | |
| 73546<br>8409<br>SMUN | **Ecuador** Ⓟ TwinSc<br>*Oil Eng.*<br>D.F. E.S.D. GyC. 3*Dks*<br>*Ref.Mchy.*<br>*Strengthened for Navigation in Ice* | | *6980*<br>*4169*<br>*4065* | ✠100A1<br>*withfreeboard*<br>9,40 ~~3,40~~<br>✠LMC3,40<br>✠Lloyd'sRMC3,40 | Got Pld | *a*† | OG | 1940<br>3mo | A/BGötaverken Gothenburg<br>*Lloyd'sA&CP* | Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)<br>*CellDB*307'14 | 420·8\|55·9\|24·0<br>440·1(O.L.)<br>F85′ FK<br>86*t Tanks in way of tunnels* 309*t* | Stockholm<br>Swedish<br>7*BHtoW dk* | Oil Engines 4S.C.SA<br>16Cy.24⅛″–51⅜″ 945NHP<br>DB*55lb*<br>A/BGötaverken,Got.<br>*FPT*76*t APT*52*t* | 37 ″ 6<br>*s*11 ″ 5½<br>26 ″ 2½ | |
| | | No. 3 lower 'tween dks. for temp. 10° F., all other chambers for temp. 31° F. | | | | | | | | | | | | | | | |
| 73547<br>PDUQ | **Edam** Ⓟ<br>*ss*Rot.No.3–2,35<br>*ss*Rot.No.1–39<br>Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*<br>D.F. (*Stl*-ws) | | 8871<br>7898<br>5412 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~4,41 3,40~~<br>✠LMC<br>MS12,39 BS3,40<br>*Fitted for oil fuel* 9,21 | Sch Liv | *c*† | CL<br>3,40<br>*F.P. above* | 1921<br>7mo | Kon. Maats deSchelde Flushing<br>*Lloyd'sA&CP* | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>*CellDB*367' 1544*t*<br>*MT*27'714*t DT*30'682*t FPT*172*t APT*86*t* | 450·4\|58·2\|37·1<br>B81'F50' *on Shelter dk* FK | Rottrdam<br>Dutch<br>*ptCem*<br>8*BHtoSh dk* | 3 Steam Turbines DR geared to 1 Sc. Shaft (*s*)<br>215lb FD 880NHP<br>4SB(Spt),*12cf*,GS247, HS11308<br>J.Brown&Co.Ld.Clydebnk | 40 ″ 0<br>~10 ″ 2¾<br>30 ″ 3½ | |
| 73548<br>187<br>IBAK | **Edda**<br>*ss*Tri.No.3–1,37<br>*Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>D.F. | | 6167<br>5195<br>3883 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,40<br>BS1,39 ✠LMC1,37<br>✠Lloyd'sRMC10,39 | Gen Liv | *z* | CL<br>3,39 | 1924<br>11mo | Stabilmento Tecnico Trieste<br>*Lloyd'sA&CP* | LloydTriestinoSoc. Anon.di Nav.<br>*CellDB*348'1334*t* | 414·5\|53·9\|30·2<br>404·9<br>B134'F36' FK<br>*FPT*102*t APT*34*t* | Venice<br>Italian<br>*Cem*<br>6*BHtoSh dk*<br>1 „ „ *U* „ | 2 Steam Turbines DR (*s*) geared to 1 Sc Shaft<br>180lb FD 480NHP<br>3SB(Spt)*9cf*,GS178,HS7041<br>StabilmentoTecnico,Tri. | 33 ″ 3<br>*s* 8 ″ 2½<br>25 ″ 3 | |
| 73549<br>3170<br>SHIR | — (*ex*Utlängan–39, Iron<br>*ex*Wilton–38) *ss*Kel.4thNo.3–1,23<br>*ss*Got.No.3–2,28<br>*Well deck* 1*Dk*2*trB* | | *1587*<br>*1272*<br>*950* | ✠ ...<br>9,32 | | | | 1878<br>4mo | W.Gray& Co. WHartlepool | RederiA/B Edda (Arnold de Champs) | 260·8\|34·2\|19·6<br>Q100'B62'F34'<br>BK9′ | Stockholm<br>Swedish<br>*WB* | C.2Cy.32¼″&61″–33″<br>178NHP<br>T.Richardson&Sons,Hpl. | 21 ″ 0 | V<br>† |
| 73550<br>TFCB | —<br>(*ex*Amstelstroom–34,*ex*Merwede)<br>Wireless 2*Dks* | | 1451<br>1183<br>792 | | | | | 1919 | HaarlemscheScheepsb Mij.Haarlem | Eimskipafjelagid "Isafold" h/f(G. Gudjonsson,*Mgr.*) | 271·7\|36·7\|17·5<br>P42'B97'F26' | Reykjavik<br>Icelandic<br>*WB* | T.3Cy.21½″,33″&57″–39″<br>206NHP<br>Maats.Fyenoord,Rot. | | V |
| 73551<br>DANY | **Eddi**<br>1*Dk* | | 1121<br>921<br>647 | | | | | 1904 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 224·1\|35·4\|14·7<br>Q75'B98'F27' | Stettin<br>German<br>*WB* | T.3Cy.17″,28″&43″–32″<br>104NHP<br>StettinerOderwerke | | G |
| 73552<br>160177<br>GNJK | **Eddystone** Ⓟ<br>Wireless 2*Dks* | | 1550<br>1146<br>667 | | | | | 1927 | D&W Hendersn&Co.Ld. Glasgow | ClydeShppg.Co.Ld | 270·5\|37·1\|17·2<br>P&B177'F43' | Glasgow<br>British<br>*WB* | T.3Cy.21″,34″&56″–33″<br>180NHP<br>D&W.Hendersn&CoLdGls | | C |
| 73553<br>FOHP | **Edea**<br>*Fitted for oil fuel*<br>*Ref.Mchy.* 4*Dks*<br>D.F. *CruiserStern* | | 3747<br>3453<br>2149 | | | | | 1936 | Ch.&Atel. deProvence S.A. Port deBouc | Cie.Générale de Navigation à VapeurCyp. Fabre (FabreLine) | 330·8\|47·9\|22·0<br>30·3<br>B92′ | Marseilles<br>French<br>*WB* | T.3Cy.20 5/16″,32 3/8″&53 13/16″–39 3/8″ & LP Turbine with DR gearing & hydraulic coupling 410NHP<br>Ch.&Atel.deProvence,Msl. | | V |
| 73554<br>136076<br>MFXS | **Eden Force** (*ex*Edenwood)<br>*ss*Bkn.2ndNo.3–1,10 ~~*ss*Coo No.3–2,26~~<br>~~*ss*Bkn.No.2–26~~<br>*Mchy.Aft* *Well deck* 1*Dk*(*pt Stl pt Irn*)<br>*Cargo battens not fitted* | | 863<br>615<br>414 | ✠100A1<br>4,40 ~~1,39~~<br>~~BS7,36~~ ✠LMC ~~1,36~~<br>4,40 | Bkn | *k* | CL<br>~~7,38~~<br>3,40 | 1915<br>8mo | Ropner& Son,Ld. Stockton<br>*Lloyd'sA&CP* | WestCoastShppg. Co Ld.(W.S.Kennaugh&Co. *Mgrs.*)<br>*Cell DB f*118'180*t FPT* | 198·0\|30·7\|12·4<br>Q111'B13'F25' FK<br>105*t APT*34*t* | Whitehavn<br>British<br>3*BHCem* | T.3Cy.16″,27″&44″–30″ (*s*)<br>180lb *80lb* 132NHP<br>1SB,*3pf*,GS60,HS2262<br>Blair&Co.Ld.Stockton | 14 ″ 5<br>*s* 4 ″ 3½<br>14 ″ 0 | |
| 73555<br>156307<br>VSRN | **Edendale** (*ex*VanSwoll)<br>2*Dks*&*Shade dk* | | 1659<br>1327<br>1002 | | | | | 1897 | Wigham-Richrdsn&Co Newcastle | HeapEngMohS.S. Co.Ld. | 278·5\|36·7\|18·4<br>P54'F60' | Singapore<br>British<br>*WB* | T.3Cy.22″,34″&57″–42″<br>211NHP<br>WighmRchrdsn&Co.Nwc. | | V |
| 73556<br>144833<br>MKRC | **Edenside**<br>*ss*Hul.No.3–4,34<br>*ss*Nwc.No.1–38<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | | 366<br>264<br>148 | ✠100A1<br>~~5,40 8,39~~ 6,41<br>✠LMC<br>MS3,38 ~~BS8,39~~ 8,40 | Sld | *e* | CL<br>~~3,88~~<br>N6,41 | 1921<br>6mo | J.&D. Morris,Ld. Newcastle<br>*Lloyd'sA&CP* | RoseLine,Ld. (T.Rose, *Mgr.*) | 135·2\|23·6\|10·0<br>Q44'B8'F18' FK<br>*FPT*25*t APT*12*t* | Sundrland<br>British<br>3*BHCem* | C.2Cy.17″&34″–24″ (*s*)<br>130lb 48RHP<br>1SB,*2pf*,GS36,HS1180<br>G.T.Grey&Co.Ld.Shl. | 11 ″ 0<br>*s* ″ 9½<br>10 ″ 4 | |
| 73557<br>217336<br>KECB | **Edenton**<br>*Fitted for oil fuel*<br>3*Dks*<br>Sub.Sig. | | 6958<br>6643<br>5437 | | | | | 1918 | Skinner& Eddy Corp Seattle,Wash | UnitedStates Maritime Commission | 409·6\|54·2\|27·1<br>*WB* | Seattle<br>Utd.States | DRGearedSteamTurbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 73558<br>130064<br>EILF | **Edenvale** *ss*Dub.No.1–41<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>*CruiserStern* | | 444<br>345<br>243 | ✠100A1<br>9,41 ~~11,39~~<br>✠LMC5,36<br>~~✠LMC11,37~~<br>✠LMC5,41 | Liv Dub | *g* | OG<br>~~11,39~~<br>4,41 | 1936<br>5mo | N.V.Industrieele Maats "De Noord" Alblasserdam<br>*Lloyd'sA&CP* | WexfordSteamshipsCo.Ld.<br>*CellD* | 163·4\|26·4\|10·3<br>*27·6*<br>FK<br>Q43'F23'<br>*B*107'140*t FPT*56*t* | Wexford<br>British<br>3*BHCem*<br>*APT*9*t* | Oil Engines 4S.C.SA<br>8Cy.11″–17½″ 94NHP<br>Humboldt-Deutzmotoren A.G.,Köln-Deutz | 11 ″ 10<br>*s* 1 ″ 1⅜<br>10 ″ 9 | |
| 73559<br>375<br>ICPS | **Edera** (*ex*MistyLaw,*ex*Zuiderdijk,<br>*ex*Sharistan) *ss*Cff.No.3–1,25<br>D.F. *ss*Cff.No.1–29<br>2*Dks* | | 5254<br>4793<br>3259 | ✠ ...<br>2,33<br>✠ | | | | 1912<br>7mo | W.Gray& Co.Ld. WHartlepool | A.Lauro | 412·3\|53·5\|27·2<br>400·0<br>P30'B124'F49' FK | Naples<br>Italian<br>*WB* | T.3Cy.28″,46″&77″–48″<br>603NHP<br>Cen.Mar.Eng.Wrks.WHpl | 29 ″ 7 | I<br>† |
| 73560<br>143710<br>MKLY | **Edern** 3Mst<br>*ss*Bkn.No.3–2,34<br>*Mchy.Aft* *ss*Bkn.No.1–37<br>*Well deck* 1*Dk*(*Stl*) | | 466<br>321<br>192 | ✠100A1<br>1,39<br>~~BS1,39~~ ✠LMC11,37<br>BS~~2,40~~ 1,41 | Bkn | | CL<br>12,38 | 1921<br>1mo | Cochrane& Sons,Ld. Selby<br>*Lloyd'sA&CP* | OvertonS.S.Co.Ld. (R.R.Clark,*Mgr*) | 152·0\|25·2\|10·8<br>158·0(O.L.)<br>Q86'B9'F25' FK<br>*FPT*48*t APT*21*t* | Liverpool<br>British<br>3*BHCem* | T.3Cy.13″,23″&37″–24″ (*s*)<br>85RHP<br>180lb<br>1SB,*3pf*,GS46,HS1470<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 0<br>*s* 3 ″ 8½<br>11 ″ 10½ | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre-neuvas. Date de la dernière visite. Lettre d'appel. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres où code si ce n'est dans le L. R. Durée Cert. Bof Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73561 217422 KWPM | **Edgefield** | *Fitted for oil fuel* Sub.Sig. 3 *Dks* | 6990 6781 5511 | | | | | 1918 | Skinner& Eddy Corp. Seattle, Wash | ~~United States~~ ~~Maritime~~ ~~Commission~~ | 409·6 \| 54·2 \| 27·1 | ~~Seattle~~ ~~Utd. States~~ British *WB* | DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. | | R |
| 73562 217892 KETP | **Edgemont** | *Fitted for oil fuel* Sub.Sig. 3 *Dks* | 6865 6755 5257 | | | | | 1919 | Skinner& Eddy Corp. Seattle, Wash | United States Maritime Commission | 409·6 \| 54·2 \| 27·0 | Seattle Utd. States *WB* | DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. | | R |
| 73563 230960 WNGP | **Edgewater** Twin Sc *ss* Clv. No. 2–40 ~~*ss* Clv. No. 1–35~~ Gy C. 1 *Dk (Stl) & Web frames* *Mchy. Aft* | | 1819 1819 1129 | ✠100A1 *with freeboard* 8,40 ~~12,37~~ ~~1,40~~ ✠LMC ~~1939~~ *For Service between New York & Great Lakes via New York State Barge Canal, also between New York & Norfolk & Boston via Long Island Sound & Cape Cod Canal* *Fitted for oil fuel* 7, 31 | Clv BS2,41 1,40 | CL ~~12,37~~ 8,40 *F.P. above* | 1931 7mo | Gt. Lakes Eng. Works Ecorse, Mich. *Lloyd's* *SA&CP* | Ford Motor Co. | 292·0 \| 43·0 \| 20·0 FK *Cell D B* 234′ 780 *t FPT* 223 *t A P T* 49 *t* | Detroit Utd. States *5 BH* | 6 Steam Turbines DR (*s*) geared to 2 Sc. Shafts 425 lb FD 376 NHP 2 WTB (Spt 425 lb), HS 3480 Westinghouse Elec. & Mfg. Co. Phl. | 20 ″ 0 s 7 ″ 8 12 ″ 6 | |
| 73564 GLVR | **Edimburgo** (P) Twin Sc *Fitted for oil fuel* *Well deck* 1 *Dk (Stl)* | | 1258 — 758 | ✠ 11,12 ✠ | Dun | | | 1912 11 mo | Caledon S. B. & E. Co. Ltd. Dundee | Cia. Argentina de Nav. Mihanovich Ltda. | 250·2 \| 40·1 \| 10·7 Q33′ B78′ F26′ FK *FPT* 57 *t A P T* 23 *t* | Bns. Aires Argentine *5 BHCem* | T. 8 Cy. (2) 12″ (2) 20″ & (4) 24″ –24″ 182 NHP 2 SB, *4cf*, GS 78, HS 2892 FD Caledon S. B. & E. Co. Ltd Dun | 11 ″ 6 | |
| 73565 167022 MQGM | **Edina** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* | | 489 299 231 | ✠100A1 6,40 ~~11,39~~ ✠LMC 11,39 | Lth | *g* | OG | 1939 11 mo | Henry Robb, Ld. Leith *Lloyd's* *SA&CP* | Currie Line, Ld. | 162·7 \| 27·2 \| 8·3 169·1 (O.L.) P46′ Q57′ F26′ FK *Cell D B* 105′ 131 *t F P T* 49 *t A P T* 14 *t* | Leith British *3 BHpt Cem pt Asp* | Oil Engines 2 S.C.SA 6Cy. 9½ ⅛″ – 16 ⅛/₁₆″ 101 NHP British Auxiliaries, Ld. Gls. | 10 ″ 6 s 3 ″ 8 10 ″ 4½ | |
| 73566 ~~225088~~ GLVR | **Edinburgh Castle** (P) Twin Sc *ss* Sou. No. 3–10, 31 *Ref. Mchy.* *ss* Sou. No. 1–36 D.F. 4 *Dks (Stl–Uteaks)* | | 13329 10682 7358 | ✠100A1 8,39 BS8,38 ✠LMC 6,35 | Sou | *j*† | CL P5,37 S6,38 | 1910 4mo | Harland& Wolff, Ld. Belfast *Lloyd's* *SA&CP* | ~~Union-Castle~~ ~~Mail S.S. Co. Ltd.~~ *Cell D Ba* 127′ *u E&B* 186′ *f* 168′ 1783 *t* | 570·2 \| 64·7 \| 38·7 P83′ B115′ F116′ FK&BK3″ *FPT* 181 *t* | ~~London~~ British *9 BHCem* | Q 8 Cy. 32″, 46″, 66½″ & 96″ – 60″ 220 lb (*s*) HS 38982 2174 NHP 6D & 4SB, *52cf*, GS 1019 Harland & Wolff, Ld. Bel. | 42 ″ 5 s 11 ″ 8½ 31 ″ 6 | |
| 73567 431 OFEH | **Edit H** (*ex* Aristides L. Goula, ~~Miris–39~~, *ex* Calimeris, *ex* Harlech) *ss* Pir. 2nd No. 3–5, 30 *ss* Got. No. 2–39 1 *Dk (pt Irns & pt Stl) & deep framing* | | 3606 — 2487 | ✠100A1 8,40 BS8,40 ✠LMC 7,39 No later survey reported | Hul NNs | *w* | CL 8,40 *Lloyd's* | 1905 10 mo | W. Gray& Co. Ld. W Hartlepool *SA&CP* | Reposaaren Laiva O/Y (Werner Hacklin, *Mgr.*) *Cell D Ba* 111′ *u E&B* 40′ *f* 148′ 899 *t A P T* 42 *t* | 342·0 \| 49·5 \| 22·7 P23′ B210′ F34′ FK *FPT* 181 *t* | Pori Finnish *6 BHCem* | T. 3 Cy. 25½″, 40½″ & 67″ – 45″ 180 lb (*s*) 316 NHP 2 SB, *6rf*, GS 118, HS 4733 Cen. Mar. Eng. Wrks. W Hpl | 25 ″ 0 s 3 ″ 2½ 22 ″ 1½ | |
| 73568 213472 WKCD | **Edith** *ss* Bal. 2nd No. 3–3, 40 ~~*ss* N. Yk. No. 3–4, 28~~ D.F. ~~*ss* Bal. No. 2–36~~ 2 *Dks (Stl) & Web frames* Sub.Sig. *Longitudinal framing* | | 3382 2846 2121 | ✠100A1 ~~8,40~~ ~~6,39~~ 4,41 ✠LMC 3,40 ~~M 85,39~~ ~~B 87,76~~ *Fitted for oil fuel* 7, 15 | Bal NYk | *u* | CL N6,39 *F.P. above* | 1915 7mo | Maryland Steel Co. Sparro' Pt Md A&CP | A. H. Bull S.S. Co. Inc. (A. H. Bull & Co. Inc. *Mgrs.*) *Cell D Ba* 90′ *u E* 20′ 50° F. | 320·8 \| 45·2 \| 22·9 P35′ B98′ F38′ FK *f* 146′ 691 *t FPT* 78 *t A P T* 296 *t* | New York Utd. States *5 BHCem* | T. 3 Cy. 22″, 37½″ & 60½″ – 42″ 190 lb (*s*) 293 NHP 2 SB, *6cf*, GS 143, HS 4933 Maryland Stl. Co. Sparr'Pt. | 25 ″ 6 s 4 ″ 6½ 21 ″ 1½ | |
| 73569 7449 SDUR | — (*ex* N. F. Höffding) 1 *Dk* | | 1466 *1216* *823* | | | | | 1903 | Helsingörs Jernsk & Msk. Elsinore | Rederi A/B Signe (Aug Andersson, *Mgr.*) | 246·1 \| 37·0 \| 15·8 Q90′ B108′ F27′ *WB* | Hlsngborg Swedish | T. 3 Cy. 18″, 32″ & 53″ – 36″ 169 NHP Helsingörs Jernsk. & Mskb. | | V |
| 73570 OUKL | — (*ex* Rita Mærsk–39) 1 *Dk* | | 953 681 515 | | | | | 1925 | F. Schichau Elbing | Poseidon Shipping Co. A/S (V. Tholander, *Mgr.*) | 222·6 \| 32·5 \| 11·7 P25′ B94′ F28′ *WB* | Copnhagn Danish | T. 3 Cy. 15″, 24½″ & 38½″ – 25½″ 75 NHP F. Schichau, Elbing | | V |
| 73571 DDTQ | **Edith Howaldt** (*ex* Most, *ex* Julius Zelck, *ex* Wangard, *ex* Ingo, *ex* Elsa Menzell) D.F. 1 *Dk & deep framing* | | 2067 1891 1248 | | | | | 1903 | Akt. Ges. "Neptun" Rostock | B. Howaldt | 291·3 \| 41·2 \| 18·8 P17′ B172′ F34′ | Flensburg German *WB* | T. 3 Cy. 19⅛″, 35⅝″ & 55½″ – 35⅝″ 180 NHP A. G. "Neptun," Rostock | | V |
| 73572 ~~21082~~ ~~KOBG~~ | **Editor** Sub.Sig. *Fitted for oil fuel* 2 *Dks* *Longitudinal framing* | | 6326 ~~4082~~ 3972 | | | | | 1919 | Skinner& Eddy Corp. Seattle, Wash | ~~United States~~ ~~Maritime~~ ~~Commission~~ | 402·6 \| 54·8 \| 32·1 P27′ B61′ F19′ | ~~Seattle~~ ~~Utd. States~~ British *WB* | T. 3 Cy. 24½″, 41½″ & 72″ – 48″ 359 NHP Hooven, Owens & Rentschler Co. Hamilton, O. | | R |
| 73573 LEMB | **Edle** (*ex* Mona–35, *ex* Kolsaas, *ex* Spero) *Mchy. Aft* 1 *Dk* | | 654 527 366 | | | | | 1916 | Larvik Slip & Verksted Larvik | D/S A/S Asta (A. Salvesen, *Mgr.*) | 179·0 \| 30·2 \| 12·4 P44 *t* H27 *t* F16 *t* | Oslo Norwegian *WB* | T. 3 Cy. 14″, 23″ & 38″ – 27″ 75 NHP Fredrikstad M. V. Frdstad. | | N |
| 73574 122856 CYKB | **Edmonton** *Mchy. Aft* 2 *Dks* | | 1983 1846 1341 | | | | | 1906 | R. Stephenson & Co. Ld. Newcastle | Canada S.S. Lines, Ld. | 249·2 \| 42·7 \| 20·6 F36′ | Montreal British *WB* | T. 3 Cy. 17″, 28″ & 46″ – 33″ 122 NHP N.E. Marine Eng. Co Ld Nwc | | C |
| 73575 204815 KDVS | **Edmund P. Smith** (*ex* Harry Yates–39, *ex* Consumers Power–34, *ex* G. N. Wilson, *ex* Jacob T. Kopp) 1 *Dk* D.F. Gy C. *Mchy. Aft* | | 6035 — 4530 | | | | | 1907 | Gt. Lakes Eng. Works Ecorse, Mich. | American S.S. Co. (Boland& Cornelius, *Mgrs.*) | 480·0 \| 54·2 \| 31·2 | Buffalo NY Utd. States *WB* | T. 3 Cy. 22½″, 36″ & 60″ – 42″ 233 NHP Gt. Lakes Eng. Wks. Detroit | | R |
| 73576 208762 WCUY | **Edmund W. Mudge** (*ex* Quincy A. Shaw) *Mchy. Aft* 1 *Dk (Stl) & Web frames* Gy C. *Longitudinal framing* | | 6336 — 5013 | ✠100A– 1,37 ~~BS2,39~~ ✠LMC 11,35 BS ~~4,40~~ 4,41 *For Service on the Great Lakes* | Clv | | | 1911 6mo | American S.B. Co. Lorain, O. | National Steel Corp. (M. A. Hanna Co. *Mgrs.*) *Cell D B & Side tanks f* 410′ 447 1 *t C* | 504·0 \| 54·0 \| 30·0 F48′ FK *cell D Bu E&B* 48′ 297 *t FPT* 247 *t A P T* 47 *t* | Wilmgton (Del.) Utd. States *4 BH* | T. 3 Cy. 23½″, 38″ & 63″ – 42″ (*s*) 180 lb FD 349 NHP 2 SB, *6cf*, GS 115, HS 5086 American S.B. Co. Clevelnd. | 30 ″ 0 | |
| 73577 LDLZ | **Edna** (*ex* Kjell, *ex* Anund, *ex* Chr. Gylstorff) *ss* Bgn. 2nd No. 3–7, 29 *ss* Bgn. No. 2–37 1 *Dk (Stl) & deep framing* *Well deck* | | 915 659 494 | ✠100A1 ~~5,40~~ ~~7,00~~ 7,39 BS 10,39 ✠LMC 3,37 | Bgn | *l* | OG 7,39 | 1905 5mo | Sunderlnd S.B. Co. Ld Sunderland A&CP | Det Bergenske Dampskibsselskab *Cell D Ba* 42′ *u E&B* 31′ *f* 86′ 203 *t FPT* 26 *t* | 195·0 \| 32·0 \| 13·5 202·1 (O.L.) P14′ Q46′ B81′ F21′ FK *A P T* 31 *t* | Bergen Norwegian *4 BHCem* | T. 3 Cy. 15½″, 26′ & 43″ – 30″ (*s*) 180 lb 123 NHP 2 SB, *4cf*, GS 60, HS 2064 N.E. Marine Eng. Co Ld. Sld. | 15 ″ 8 s ″ 9 15 ″ 0½ | |
| 73578 ~~22440~~ ~~19380~~ 13210 | **Edna Christenson** 3 Mst (*ex* Santa Alicia, *ex* John A. Hooper) *Mchy. Aft* 1 *Dk* *Fitted for oil fuel* | | 2244 1938 1321 | | | | | 1912 | Harlan& Hollings-worth Cor. Wlmgtn, Del. | Yung Yuan S.S. Co. | 283·3 \| 44·0 \| 22·5 P55′ F33′ | Chefoo Chinese | T. 3 Cy. 21″, 34″ & 56″ – 42″ 203 NHP Harlan & Hollingsworth Cor | | |
| 73579 43646 JWOL | **Edo Maru** (*ex* Yedo Maru–38) Wireless *Mchy. Aft.* 1 *Dk* | | 1299 — 717 | | | | | 1937 | Osaka Zosen K.K. Osaka | Konan Kisen K.K. (Hinode Kisen K.K. *Mgrs.*) | 219·3 \| 35·8 \| 18·5 | Tokyo Japanese | T. 3 Cy. 17½″, 29½″ & 49 ⅞/₁₆″ – 35 ⅞/₁₆″ 145 NHP Osaka Chuzosho | | |

Note "Empire Idex," see No. 91054 in Supplement.

Note "Empire Dunlin," see No. 90998 in Supplement.

Note "Edna," see No. 91021 in Supplement.

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed with Lt. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73580 WDET | **Edouard Jéramec** (*Cable Vessel*) D.F. E.S.D. | Twin Sc 2316 1980 1116 | ✠100A1 *Awng dk with freeboard* 8,39 *Fitted for oil fuel* | Cpn | *p* | OG 6,39 10,22 *F.P. a* | 1913 | Forg.&Ch. de la Médit. Havre | All America Cables, Inc. | 289·2 B94′ *bove* 1 | 41·1 | 23·7 50° F. | New York Utd. States *WB* | T.6Cy.15″,24″&37″–28″ 290NHP Forg.&Ch. de la Médit. Hav. | | V |
| 73581 OZXB | **Edouard Suenson** (*Cable Vessel*) Wireless | *ss* Cpn. No. 3–6,35 *ss* Cpn. No. 1–39 1 *Dk* (*Stl-ws*) & *Awng dk* (*Stl-ws*) *Cruiser Stern* | 1552 1432 646 ✠100A1 *Awng dk with freeboard* 8,39 ✠LMC8,39 *Fitted for oil fuel* | Cpn | *p* | OG 6,39 10,22 *F.P. a* | 1922 10mo | Orlogs-værftet Copenhagen A&CP | A/S Det Store Nordiske Telegraf Selskab. *Cell D Ba* 27′20*t* *u E* 24′39*t* f 56′99*t* *Tank on s* | 244·6 FK&BK1⅛″ *DT f* 31′79*t* *FPT* 19*t* *tarboard side of tun* | 35·2 *Collisio* *nBH to A dk* | 21·8 *FPT* 78*t* *nel* 18′30*t* | Copnhagn Danish 6 *BHCem* 2SB(Spt),*4cf*,GS90, HS3337 FD Orlogsværftet,Cpn. | T.3Cy.16⅛″28⅜″&45½″-31½″ 185lb *100lb* (*s*) 204NHP 2SB(Spt),*4cf*,GS90, HS3337 FD Orlogsværftet,Cpn. | 24 ″ 2 s 8 ″ 6 16 ″ 1 | |
| 73582 DAPL | **Eduard Geiss** (*ex* Brünhilde, *ex* Brilliant) | 1 *Dk* & *Spar dk* | 1456 1325 863 | | | | 1903 | Nylands Værksted Oslo | C.E.Geiss | 231·7 H90*t* | 35·2 | 14·7 20·4 | Stolpmnde German *WB* | T.3Cy.16½″,27″&44″–32″ 109NHP Nylands Værksted,Oslo | 21 ″ 9 | G |
| 73583 167427 GQFZ | **Edv. Nissen** (*ex* Thorsdal) D.F. | *ss* Ard. No. 1–25 1 *Dk* | 2062 1845 1221 ✠ … 1,29 ✠ | | | | 1921 7mo | P Ph Stuhrs Msk.& Skbs. Aalborg | Ministry of Shipping (Witherington & Everett, *Mgrs.*) | 282·5 P16′B172′F32′ FK | 42·7 | 19·0 *WB* | London British A/S Frichs,Aarhus | T.3Cy.21″,33″&55″–36″ 222NHP | 21 ″ 5 | C † |
| 73584 161156 GJXT | **Edward Blyden** | *Oil Eng.* 3 *Dks* | 5003 4514 3024 | | | | 1930 | Harland& Wolff,Ld. Glasgow | Elder Dempster Lines,Ld. | 370·6 P37′F43′ | 51·6 | 28·8 *WB* | Liverpool British Harland&Wolff,Ld.Gls. | Oil Engines 4S.C.SA 8Cy.29⅛″–59 1/16″ 652NHP | | C |
| 73585 206229 | **Edward Chambers** (*ex* North Sea) | *Mchy.Aft* 2 *Dks* | 4113 — 3045 | | | | 1909 | Gt.Lakes Eng.Works Ecorse,Mich. | Great Lakes Transit Corporation | 351·2 F32′ | 46·2 | 31·0 *WB* | Buffalo NY Utd. States Gt.Lakes Eng Wks.Detroit | Q.4Cy.19″,27½″,40″&58″–42″ 218NHP | | |
| 73586 81733 | **Edward E. Loomis** (*ex* Wilkesbarre) | *Mchy.Aft* 1 *Dk* & *Awng dk* | 4279 — 3311 | | | | 1901 | Union D.D Co. Buffalo,N.Y. | Great Lakes Transit Corporation | 381·7 | 50·5 28·0 | 14·0 | Buffalo NY Utd. States | Q.4Cy.20½″,30″,43″&63″–42″ 257NHP Detroit S.B.Co.Detroit | | |
| 73587 227207 KLFG | **Edward F. Farrington** | *Oil Eng.* 1 *Dk* | 492 — 295 | | | | 1928 | Bethlehem Steel Corp. Quincy,Mass. | Norfolk-Baltimore & Carolina Line,Inc | 130·0 | 30·0 | 11·3 | Norfolk Va Utd. States | Oil Engines & Elec. Motors 6Cy. Winton Eng.Co.Clv. | | |
| 73588 165487 GZYM | **Edward F. Johnson** *Oil Eng.* 1 *Dk*,2*nd dk except in Nos.* D.F. E.S.D. GyC. 1,2,8&9 *cargo tanks* *Cruiser Stern* *Longitudinal framing* *Mchy.Aft* | | 10452 9642 6055 ✠100A1 ~~9,40 8,39~~ ✠LMC6,37 *Carrying Petroleum in* | Sba Avn | *f*† 2¼ | CL 5,39 *bulk* | 1937 6mo | NV Rotter-dam Droogd. Maats. Rotterdam *Lloyd's* *sA&CP* | Oriental Trade& Transport Co.Ld. ~~(T.H.Tomkins Mgrs)~~ *Cell D Bu E* 89′170*t* | 490·1 506·6(O.L.) P107′B39′F35′ FK *DT f* 24′628*t* | 70·0 | 37·0 16 *BH* 6*t* *APT* 169*t* | London British 16 *BH* 2 DB *200lb* DB *213lb* A.G.Kiel | Oil Engines 2S.C.SA 8Cy.25⅝″–49 1/16″ 912NHP Fr.Krupp Germaniawft. | 37 ″ 0 s 7 ″ 4½ 29 ″ 10¾ | |
| 73589 230184 | **Edward G. Seubert** *Fitted for oil fuel* D.F. GyC. 1 *Dk* *Mchy.Aft* *Carrying oil in bulk* *Longitudinal framing* | | 4432 — 2724 | | | | 1930 | Manitowoc S.B.Corp. Manitowoc, Wis. | Standard Oil Co. (Indiana) | 400·6 | 53·2 | 27·0 | Whiting, Ind. Utd. States | T.3Cy.23½″,38″&63″–42″ 257NHP Manitowoc S.B.Corp. | | R |
| 73590 224139 KFTY | **Edward J. Berwind** D.F. GyC. *Mchy.Aft* 1 *Dk* | | 8318 — 6517 | | | | 1924 | Gt.Lakes Eng.Works Michigan | Franklin S.S.Corp. (The M.A.Hanna Co. *Mgrs.*) | 590·0 | 60·0 | 32·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.25½″,41″&67″–42″ 291NHP Gt.Lakes Eng.Works | | R |
| 73591 212683 WPCP | **Edward L. Doheny** *ss* N.Os.No.1–40 *ss* Gal.2nd No.3–8,37 *Mchy.Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing* | | 5871 5785 4326 ✠100A1 ~~2,40~~ 12,40 ~~DS8,39~~ ✠LMC8,37 12,40 *Carrying Petroleum in* *Fitted for oil fuel* | NYk NOs | *z* | CL 2,40 *bulk* 9,13 *F.P. a* | 1913 9mo | Swan,Hunter& Wigham Richardson, Ld Newcastle A&CP | Standard Oil Co. of New Jersey *Cell D Bu E* 235*t* *DT f* 45′430*t* | 415·0 P88′B26′F42′ FK *& B* 61′ *FPT* 130*t* *APT* 20*t* *bove* 1 50° F. | 54·0 | 32·7 17 *BH Cem* (9 *to U dk* 8 „ 2*nd* „) | Wilmgton (Del.) Utd. States | T.3Cy.27″,45″&75″–48″ (*r*) 180lb 456NHP 2SB,*6cf*,GS139,HS6038 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. | 33 ″ 0 s 6 ″ 4 26 ″ 10¼ | |
| 73592 223641 KFSE | **Edward L. Shea** (*ex* Priscilla) *Fitted for oil fuel* 2 *Dks* & *Web frames* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing* | | 6746 — 4243 ✠ … 1,27 ✠ | | | | 1924 4mo | New York S.B.Corp. Camden,N.J. | Tide Water Associated Oil Co. | 419·5 P104′B36′F34′ FK | 56·6 | 33·3 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.27″,45″&75″–51″ 649NHP New York S.B.Corp. | 33 ″ 4 | R † |
| 73593 214560 WLCB | **Edward Luckenbach** *ss* N,Ns.No.3–6,30 *ss* Sea.No.2–38 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F. GyC. *Cruiser Stern* | | 7934 — 5041 ✠100A1 *Shelter dk with freeboard* ~~3,10 3,20~~ 12,40 ~~DS12,39~~ ✠LMC2,38 *Fitted for oil fuel* | Sea | *b*† BS12,40 | CL 9,38 11,16 *F.P. a* | 1916 11mo | Fore River S.B.Corp. Quincy,Mass. A&CP | Luckenbach S.S. Co.Inc. 1 *BH in fore* *Cell D* *B* 383′ 1651*t* *'tween* | 436·6 FK *hold dispensed with deck tanks in E&B* *bove* 1 50° F. | 57·2 | 37·6 *pt Cem* 6 *B Honly* *space* 51′598*t* | New York Utd. States 6 *BH* 6 *Honly* *space* 51′598*t* | 1 DR Geared Steam Turbine 195lb ~~185lb~~ (*r*) 824NHP 3SB,*12cf*,HS10640 FD Gen.Elec.Co.Schenectady, *FPT* 196*t* *APT* 319*t* N.Y. | 41 ″ 7 s 10 ″ 2¾ 31 ″ 7 | |
| 73594 205106 KFSW | **Edward N. Saunders, Jr.** (*ex* W.H.Becker–33,*ex* Alexis W.Thompson) *Mchy.Aft* GyC. D.F. | 1 *Dk* | 6436 — 4670 | | | | 1908 | West Bay City S.B.Co. W.Bay City | Midland S.S.Line, Inc. | 504·0 | 55·0 | 26·7 | Wilmgton (Del.) Utd. States *WB* | T.3Cy.23½″,38″&63″–42″ 257NHP Detroit S.B.Co.Detroit | | R |
| 73595 212758 KMOU | **Edward Peirce** D.F. *Mchy.Aft* | *ss* N.Yk.No.3–5,27 *ss* Bal.No.1–30 1 *Dk* | 4388 3900 3228 ✠ … 4,32 ✠ | | | | 1914 11mo | Nwprt Nws S.B.&D.D.Co. Newprt News | Koppers Coal Co. (Mystic S.S.Co. *Mgrs.*) | 354·2 P94′B19′F31′ FK | 49·0 | 27·4 *WB* | Boston Utd. States Newport News SB&DD.Co. | T.3Cy.23″,37½″&66¼″–45″ 295NHP | 30 ″ 0 | R † |
| 73596 203980 WOKW | **Edward S. Kendrick** (*ex* H.P.McIntosh-34) *Mchy.Aft* GyC. D.F. | 1 *Dk* | 6294 — 4910 | | | | 1907 | West Bay City S.B.Co. W.Bay City | The Wilson Transit Co. | 520·0 | 54·0 | 26·2 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.22½″,36″&60″–42″ 233NHP Detroit S.B.Co.Detroit | | R |
| 73597 203449 KGBE | **Edward Y. Townsend** D.F. GyC. *Mchy.Aft* | 1 *Dk* | 7438 — 5673 | | | | 1906 | Superior S.B.Co. Superior,Wis | Cambria S.S.Co. (Bethlehem Transptn.Corp. *Mgrs.*) | 580·0 | 58·0 | 32·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.24″,39″&65″–42″ 274NHP Detroit S.B.Co.Detroit | | R |
| 73598 215654 WLCN | **Edwin B. De Golia** (*ex* William Isom) *ss* Mob.2nd No.3–1,40 *Mchy.Aft* E.S.D. | *ss* ~~L.An.No.1–31~~ *Longitudinal framing* | 3322 2994 2032 ✠100A1 ~~9,40 6,37~~ 12,40 BS4,41 MS6,34 LMC4,40 BS3,39 *Carrying Petroleum in* *Fitted for oil fuel* | LAn | *t* | CL ~~6,37~~ 4,40 *bulk* 11,17 *F.P. a* | 1917 11mo | Baltimore SB&DD Co. Baltimore A&CP | Hillcone S.S.Co.Ld. *Cell D Bu E* 22′42*t* | 292·3 P76′F26′ FK *FPT* 73*t* *APT* 112*t* *bove* 1 50° F. | 47·2 | 26·9 (7 *to U dk* 4 „ 2*nd* „) | S.Frncisco Utd. States 11 *BH pt Cem* 160lb NB17 *refitted* 9,24 2 Water Tube Boilers HS3964 W&A Fletcher Co. Hoboken | 2 Steam Turbines SR (*s*) geared to 1 Sc. Shaft 241NHP | 28 ″ 1 ~~5 5~~ ~~23 0~~ 84 ″ 6½ 23 ″ 9 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Termes assignés maintenant après Lettre d'Appui. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. / Navire. / Mach. | Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Red Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73599 | **Edwin Christenson** (*ex*West | 5670 | ✠ ... | | | | 1918 | Northwest | ChristensonS.S. | 410·0 | 54·2 | 27·5 | S.Frncisco | T 3Cy.24½″,41½″&72″–48″ | 30 ″ 2 | R |
| 215918 | Wind) *Fitted for oil fuel* | 5268 | 11,20 | | | | 2mo | SteelCo. | Co.Inc. | P47′B115′F44′ | | | Utd.States | *Emade21 fitted*26 359NHP | | † |
| WCCG | *2Dks* | 3514 | | | | | | Portland,Or | | | | FK | *WB* | CanadianAllisChalmers Co.Ld | | |
| 73600 | **Edwin T. Douglass** | 1749 | | | | | 1923 | Napier& Miller | UpperLakes&St. LawrenceTrans- | 253·5 | 43·2 | 17·9 | SCathrnes | T.3Cy.16″,27″&44″–33″ | | C |
| 146334 | | 1594 | | | | | | Glasgow | portationCo.Ld. | F35′ | | | Ont. | 111NHP | | |
| | *Mchy.Aft* 1*Dk* | 1275 | | | | | | | (G.C.Leitch,*Mgr.*) | | | *WB* | British | D.Rowan&Co.Glasgow | | |
| 73601 | **Edwy R. Brown** | 10455 | ✠100A1 | Lon | *f*↑ | CL | 1938 | Cantieri | ~~OrientalTankers,~~ | 490·2 | 70·0 | 37·0 | London | Oil Engines 2S.C.SA | 37 ″ 0 | |
| 166409 | *OilEng* | 9637 | 1,11,~~40~~ | NYk | | | 4mo | RiunitiDell' | ~~Ld.~~OrientalTrade | 506·6(O.L.) | | | British | 8Cy.26¾″–43⅞″ 1003NHP | s 7 ″ 4½ | |
| GLGC | D.F. 1*Dk*,2*nd dk clear of cargo tanks* | 6068 | ✠LMC4,38 | | | | | Adriatico | &TransportCo.Ld. | P107′B41′F35′ | | FK | 16*BHptAsp* | 2DR*200lb* | 29 ″ 10½ | |
| | E.S.D. GyC. *Cruiser Stern* | | *CarryingPetroleum in bulk* | | | | | Monfalcone | (~~H.E.Pandiree—Mgr.~~) | | | | | | | |
| | *Mchy.Aft* *Longitudinal framing* | | | | | | *Lloyd'sA&CP* | *CellDBuE*89′175*tD* | *Tf*24′647*tFPT*196*t* | | | | *APT*169*t* | SocAn"Fiat"S.G.M.Turin | | |
| 73602 | **Elbeck,** '*see No. 91000 in Supplement* | 6318 | | | | | 1919 | Skinner& | ~~UnitedStates~~ | 401·7 | 54·8 | 32·5 | ~~Seattle~~ | T.3Cy.24½″,41½″&72″–48″ | | R |
| Now | ~~Empire Bunting,~~ *Fitted for oil fuel* | 4576 | | | | | | EddyCorp | ~~Maritime~~ | P48′F42′ | | | ~~Utd.States~~ | 359NHP | | |
| ~~KJNQ~~ | Sub.Sig. 2*Dks* | 4726 | | | | | | Seattle,Wash | ~~Commission~~ | | | | British *WB* | Hooven,Owens,Rent- schlerCo.Hamilton,O. | | |
| 73603 | **Eem** | 1316 | ✠100A1 | Rot | *o* | CL | 1920 | Verschure | N.V.Houtvaart | 238·7 | 36·6 | 15·7 | Rottrdam | T.3Cy.17½″,29″&46″–36″ (*s*) | 18 ″ 0 | |
| 2801 | | 1130 | 3,39 | | | 3,39 | 8mo | &Co'sSchpsw | (Vinke&Co.*Mgrs*) | | | | Dutch | 180lb 169NHP | s 2 ″ 2 | |
| PDUZ | *ss*Ams.No 3–4,33 | 738 | ✠LMC | | | | | & Machinfab. | | P24′B56′F23′ | | FK | 4*BHCem* | 2SB,4*cf*,GS86,HS3025 | 16 ″ 0 | |
| | *ss*Rot.No.1–38 | | MS1,38 BS8,39 | | | | | Amsterdam | *Cell* | *DB*194′394*tFPT*49*t* | | | *APT*63*t* | Verschure&Co.'sSchpsw.& Machinfab.Amsterdam | | |
| | 1*Dk*(*Stl*) | | | | | | *Lloyd'sA&CP* | | | | | | | | | |
| 73604 | **Eemland** Ⓟ (*ex*Linden) | 4188 | | Hul | | CL | 1906 | Flensburgr | N.V.totVoortzet- | 375·5 | 48·8 | 27·3 | Amstrdam | T.3Cy.27¾″,46½″&76″–48″ | | G |
| | | 3928 | Examined L.R.12,40 | | | 10,40 | | Schiffs.Ges. | ting van den Kon- | P&B309′F46′ | | | Dutch | 400NHP | | |
| PDVL | 3*Dks* | 2624 | BS12,40(180lb) | | | | | Flensburg | inklijkenHol- | | | | | FlensburgerSchiffsb.Ges. | | |
| | | | | | | | | | landschenLloyd | | | | | | | |
| 73605 | **Eestirand** (*ex*Glenbeath–32, | 4444 | | | | | 1910 | A.McMil- | T.Liimann&others | 376·5 | 52·2 | 25·5 | Tallinn | T.3Cy.25″,41″&68″–48″ | | C |
| 842 | *ex*HaroldDollar, D.F. 2*Dks* | 4123 | | | | | | lan&Son,Ld. | | P36′B100′F39′ | | | Estonian | 320NHP | | |
| ESCM | *ex*Strathardle) | 2754 | | | | | | Dumbarton | | | | *WB* | | D.Rowan&Co.Glasgow | | |
| 73606 | **Efes** Ⓟ **TwinSc** | 518 | | | | | 1938 | Atlas- | T.C.Münakalât | 145·5 | 26·5 | 9·2 | Izmir | Oil Engines 4S.C.SA | | G |
| | *OilEng.* | 331 | | | | | | WerkeA.G. | VekâletiDevlet | | | | Turkish | 12Cy.11″–16⅜″ 142NHP | | |
| | *CruiserStern* 2*Dks* | 224 | | | | | | Bremen | Denizyollari | | | | | FrKruppGermaniawftA.G. | | |
| | | | | | | | | | IsletmeU.M. | | | | | | | |
| 73607 | **Effie Mærsk** | 1308 | ✠100A1 | Cpn | *o* | OG | 1925 | Odense | A/S D/S Svend- | 233·3 | 37·3 | 15·9 | Aalborg | T.3Cy.16⅜″,25⅝″&42½″–29½″ | 18 ″ 2 | |
| | *ss*Svb.No.3–7,37 | 1086 | 12,39 | | | 12,39 | 1mo | Staalskibsvft | borg(A.P.Möller, | 244·2(O.L.) | | | Danish | 185lb (*s*) 120NHP | s 1 ″ 9½ | |
| OYCA | 1*Dk*(*Stl*) | 772 | BS8,39 ✠LMC7,37 | | | | | Odense | Copenhagen,*Mgr.*) | P12′B50′F26′ | | FK | 4*BHCem* | 2SB(Spt),4*cf*,GS67,HS2028 | 16 ″ 6 | |
| | | | | | | | *Lloyd'sA&CP* | | *Cell* | *DB*196′407*tFPT* | | | 50*tAPT*22*t* | A/S Smith,Mygind& Hüttemeier,Cpn. | | |
| 73608 | **Effingham** | 6421 | | | | | 1919 | Skinner& | LykesBros. | 402·1 | 54·8 | 32·1 | N.Orleans | T.3Cy.24¾″,42⅜″&72½″–48″ | | R |
| 219207 | *Fitted for oil fuel* | 5872 | | | | | | EddyCorp. | SteamshipCo.Inc. | P48′F42′ | | | Utd.States | 364NHP | | |
| KOLT | Sub.Sig. 2*Dks* | 4677 | | | | | | Seattle,Wash | | | | *WB* | | Skinner&EddyCorp.Sea. | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 73609 | **Effna** | 6461 | | | | | 1919 | Skinner& | ~~UnitedStates~~ | 402·6 | 54·8 | 32·1 | ~~Seattle~~ | T.3Cy.25″,42″&72″–48″ | | R |
| ~~GBQS~~ | | 5872 | | | | | | EddyCorp. | ~~Maritime~~ | P48′F42′ | | | ~~Utd.States~~ | 359NHP | | |
| ~~KQWB~~ | Sub.Sig. 2*Dks* | 4702 | | | | | | Seattle,Wash | ~~Commission~~ | | | | British *WB* | Skinner&EddyCorp.Sea. | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 73610 | **Efford** (*ex*NewVerdun–38, K | 339 | ✠100A1 | Shl | *f* | ~~2,38~~ | 1905 | Dublin | ~~DonDavidSand&~~ | 145·0 | 24·1 | 10·4 | London | C.2Cy.18″&38″–27″ (*s*) | 11 ″ 6 | |
| 107004 | *ex*Dellside–36, *ss*Goo.2ndNo.3–9,29 | 267 | 5,40~~12,30~~ | Sld | | 5,40 | 11mo | DockyardCo. | ~~GravelCo.Ld.~~ (~~Arl.~~ | | | | British | 125lb 80RHP | s ″ 8 | |
| MGVZ | *ex*Shellie–33) *ss*Rot.No.2–38 | 130 | ✠NB12,30 ✠LMC3,38 | | | | | Dublin | ~~Russell,Mgrs.~~) | Q51′B12′F24′ | | | 3*BHCem* | 1SB,2*pf*,GS40,HS1474 | 11 ″ 6 | |
| | *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) | | BS6,39 | | | | *Lloyd'sA&CP* | | EffordShipping | | | BK7½″ | | Ross&Duncan,Glasgow | | |
| | *Cargo battens not fitted* | | | | | | | | Co Ld. | *DBf*13·22*t FPT*42*t* | | | *APT*2*t* | | | |
| 73611 | **Effra** (*ex*Broompark) | 1446 | ✠100A1 | Hul | *p* | CL | 1910 | Greenock& | SouthMetro- | 243·8 | 37·2 | 16·3 | London | T.3Cy.18″,27½″&45″–33″ (*r*) | 17 ″ 5 | |
| 131844 | *ss*Shl.2ndNo.3–7,34 | 1130 | 2,40 | | | N8,38 | 9mo | Gr'ngemouth | politanGasCo. | | | | British | 160lb 132NHP | s 1 ″ 6 | |
| MDKF | *Well deck* *ss*Shl.No.1–38 | 847 | BS~~6,40~~ ✠LMC8,38 | | | | | Dkyd. Co. Ld. | | Q83′B60′F27′BK81″ | | | 6*BHCem* | 1SB,3*cf*,GS66,HS2227 | 16 ″ 8 | |
| | Sub.Sig. 1*Dk*(*Stl*) | | 6,40 | | | | | Greenock | | | | | | Dunsmuir&JacksonLd.Gls | | |
| | *Cargo battens not fitted* | | | | | | *Lloyd'sA&CP* | | *Cell DBa*61′*f*92′263*t* | | | | *APT*38*t* | | | |
| 73612 | **Efisia Serra** **WoodAuxSr** | 354 | | | | | 1921 | Cantiere | Soc.Anon.Italiana | 138·5 | 29·1 | 13·5 | Savona | Oil Engines 4S.C.SA | | I |
| 93 | (*ex*Sailing Vessel) *OilEng.* | 308 | | | | | | Francesco | Importazione | 115·1 | | | Italian | 6Cy.8½″–14⅜″ 44NHP | | |
| IMHP | 1*Dk* | 208 | | | | | | Serra | CarboneiNavig. | | | | | *Emade*~~*s*~~*fitted*35 | | |
| | (*See Sailing Ship Register*) | | | | | | | CervoLigure | | | | | | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| 73613 | **Efploia** (*ex*Podmladak–36, | 3867 | ✠100A1 | Cff | *w* | CL | 1911 | Irvine'sSB | G.C.Lemos | 350·0 | 51·1 | 23·9 | Chios | T.3Cy.25″,40″&67″–45″ (*s*) | 26 ″ 3 | |
| 130 | *ex*Doverton, *ss*Spt.2ndNo.3–6,33 | — | 3,40 | | | 1,38 | 11mo | &D.D Co.Ld. | | | | | Greek | 180lb 340NHP | s 4 ″ 5 | |
| SVUL | *ex*Severnmede, *ss*Pir.No.1–38 | 2431 | BS12,39 ✠LMC2,38 | | | | | WHartlepool | | P31′B101′F34′ | | FK | 6*BHCem* | 2SB,6*cf*,GS112,HS5438 | 22 ″ 0 | |
| | *ex*Glendene) 1*Dk*(*Stl*) | | | | | | *Lloyd'sA&CP* | | *CellDBa*113′*u* | *E*23′*f*156′808*tFPT* | | | 85*tAPT*117*t* | Richardsons,Westgarth& Co.Ld.Hpl. | | |
| 73614 | **Efthalia Mari** (*ex*Amarna–35) | *4195* | ✠100A1 | Shl | *x* | CL | 1919 | N.of Irelnd | N.Maris | 370·4 | 51·2 | 25·8 | Andros | 2 Steam Turbines DR | 28 ″ 2 | |
| 237 | *ss*Liv.No.3–8,31 | *3945* | 5,40~~12,00~~ | Liv | | 11,39 | 3mo | S.B.Co.Ld | | | | | Greek | geared to 1 Sc. Shaft (*s*) | s 4 ″ 4½ | |
| SVIJ | *ss*Shl.No.2–39 | *2600* | ✠LMC12,39 | | | | | Londonderry | | P32′B218′F34′ | | FK | 6*BHCem* | 180lb FD 506NHP | 24 ″ 0 | |
| | D.F. 1*Dk* | | | | | | *Lloyd'sA&CP* | | *CellDB*316′1048*tD* | *Ta*28′660*tFPT*107*t* | | | *APT*108*t* | 3SB(2Spt),9*cf*,GS160, HS6831 | | |
| | | | | | | | | | | | | | | WestinghouseCoManchstr | | |
| 73615 | **Egadi** Ⓟ | 861 | | | | | 1929 | SocItal.Er- | "LaMeridionale" | 205·7 | 29·7 | 13·1 | Trapani | C.4Cy.(2)12½″&(2)27⅞″– | | I |
| 46 | | — | | | | | | nestoBreda | Soc.Anon.diNav. | 192·9 | | | Italian | 27⅞″ 66NHP | | |
| IBEK | Wireless 1*Dk* | 440 | | | | | | Mestre | | P&B123′F24′ | | *WB* | | SocItalErnstoBreda,Milan | | |
| 73616 | **Egba** | ~~4989~~ | ✠100A1 | ~~PNI~~ | *z* | CL | 1914 | Harland& | ElderDempster | 405·9 | 54·3 | 23·5 | Liverpool | T.3Cy.26″,44″&74″–51″ (*s*) | 26 ″ 2 | |
| 136658 | | ~~3034~~ | *Shelter dk* | IAv | | 11,38 | 4mo | Wolff,Ld. | Lines,Ld. | 32·7 | | | British | 205lb FD 574NHP | ~~2 ″ 9½~~ | |
| GQCM | *Ref.Mchy.* *ss*Brw.No 2–34 | ~~2034~~ | *withfreeboard* | | | | | Glasgow | | P31′B82′F48′ | | | ~~7*BH*~~*Cem* | 3SB,9*cf*,GS186,HS8295 | ~~32 ″ 7~~ | |
| | 3*Dks* ~~2*Dks*(*Stl*)~~ | 6681 | Examined ~~L.R.~~ 11,40 | | | | | | | *onShelter dk* | | FK | | Harland&Wolff,Ld.Gls. | 95 ″ 5 | |
| | ~~*Shelter dk*(*Stl*—*wd*)~~ | 6044 | BS~~11,40~~ ✠LMC12,34 | | | | | | *WB*= *CellDBa*124′*uE*28′ | *f*176′961*tFPT*116*t* | | | *APT*65*t* | | ~~110 ″ 6½~~ | |
| | *Tonnage opening closed '40* | 4851 | 11,40 | | | | | | 7*BH*(*Coll* | *BHto Sh dk,G.I. Hfo* | | | 2nd*dk*) | | 25 ″ 1 | |
| | | | | | | | | | *Upper 'tween dk BHs except Coll BH dispensed with* | | | | | | | |

✠ Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships — Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. I.=of Ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73617 | **Egda** D.F. E.S.D. *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* pt *Longitudinal framing* *Carrying Petroleum in bulk* | 10050 | | | | | 1939 | Odense Staalskibsvft vedA P Möller Odense | A/S J. Ludwig Mowinckels Rederi | 502·2 | 66·1 | 32·9 P101′B34′F35′ | Bergen Norwegian *WB* | Oil Engines 2S.C.DA 7Cy.23⅝″–43⅜″ 1360NHP Kockums M.V.Akt. Malmö | | |
| 73618 | **Ege** Ⓟ (*ex* Tabanan) 3 *Dks* TCBC | 5275 3866 3246 | | | | | 1908 | Kon. Maats de Schelde Flushing | T.C. Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 400·5 | 49·2 | 27·4 P81′B177′F78′ | Istanbul Turkish *WB* | T.3Cy.30″,51″&88″–60″ 598NHP Maats. de Schelde, Flushing | | |
| 73618* | **Egee** 1 *Dk* 125099 GMTQ | 2667 1967 1395 | | | | | 1940 | Atel.&Ch. de la Seine Maritime Worms et Cie Le Trait, S.I. | Ministry of Shipping (J.T. Duncan, & Co. Ltd. *Mgrs.*) | 307·5 | 43·6 | 19·1 P35′Q92′B61′F21′ | Port Talbot British *WB* | T.3Cy.21⅝″,35⅛″&59″–41¾″ 225NHP Atel.&Ch. de la Seine Maritime Worms et Cie. | | |
| 73619 | **Egemen** Ⓟ **Twin Sc** D.F. E.S.D. 3 *Dks* *Ref. Mchy.* GyC. *Cruiser Stern* Sub.Sig. | 6000 | | | | | 1939 | Blohm & Voss Hamburg | T.C. Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 385·9 | 52·5 | 20·5 B16′F85′ | Istanbul Turkish *WB* | T.6Cy.22 1/16″,35 7/16″&59 1/16″–39⅜″&LP turbines with DR gearing & hydraulic couplings HS12270 908NHP Blohm&Voss, Hamburg | | |
| 73620 | **Egeo** Ⓟ (*ex* Città di Bari–34) 300 D.F. *Oil Eng.* 2 *Dks* IBEH | 3311 2139 1877 | | | | | 1927 | Stabilmnto Tecnico Trieste | "Adriatica" Soc. Anon. di Nav. | 331·7 314·9 | 44·8 | 21·3 P&B222′F55′ | Venice Italian | Oil Engines 2S.C.DA 5Cy.25 3/16″–45 1/16″ 1103NHP NE38 Soc An. "Fiat" S.G.M. Turin | | I |
| 73621 | **Egeria** 1 *Dk & Hur dk* DOMW | 627 617 382 | | | | | 1898 | Bremer Vulkan Vegesack | Dampfschifffahrts Ges. Neptun | 171·2 | 27·2 | 16·4 *WB* | Bremen German | T.3Cy.13⅜″,21⅛″&34⅝″–23⅝″ 58NHP Bremer Vulkan, Vegesack | | G |
| 73622 | **Egerland** **Wood Aux 3 Mst Sr** (*ex* Maj–39, *ex* Viis Ode–35, *Oil Eng.* *ex* Fünf Schwestern, 1 *Dk* *ex* Noatun) *Mchy. Aft* (*See Sailing Ship Register*) DCJE | 330 291 254 | | | | | 1919 | Skrubbens Værft Kragerö | Wilhelm Schneider | 135·1 | 28·5 | 12·4 Q29′F15′ | Kiel German | Oil Engines 2S.C.SA 2Cy.16½″–18 9/16″ 96NHP J.&C.G. Bolinder's Co. Ld. Skm | | |
| 73623 | **Egerö** *Oil Eng.* LDIQ *ss* Fal. No.2–38 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing* | 7590 7099 4525 | ✠100A1 8,40~~1,40~~ ✠LMC CS8,38 DBS5,~~38~~8,40 3,38 1,40 *Carrying Petroleum in bulk* | Sch PN1 | *c*† 3,38 | CL 12,39 | 1929 5mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP* | Skjelbreds Rederi A/S (Kr. Knudsen, *Mgr.*) *Cell D B u E* 82′ 258*t D T f* 38′461*t* | 450·8 P106′B30′F56′ FK *FPT* 156*t APT* 139*t* | 61·0 | 33·2 | Xiansand Norwegian 15 *B Hpt Cem* (10 *to U dk* 5 „ 2*nd*„ ) | Oil Engines 2S.C.SA 6Cy.31″–43″ 1010NHP 2DB *120lb* Wllsnd Slpwy. Co. Ld. Nwc. | 33 ″ 3 s6 ″ 5½ 27 ″ 0 | |
| 73624 | **Egholm** 2 *Dks* OYCE | 1317 1137 754 | | | | | 1924 | Frdrkshvn Skibs.& Flydk Fredrikshavn | Det Forenede Dampskibsselsk. | 254·6 | 37·2 | 16·0 *WB* | Copnhagn Danish | DR Geared Steam Turbine A/S Atlas, Copenhagen | | V |
| 73625 | **Egil** Ⓟ (*ex* Samuel Gustaf Hermelin) **Iron** 482 1 *Dk & Awng dk* SDVI | 749 419 542 | | | | | 1876 | Motala Co. Norrköping | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 174·4 H42*t* | 25·5 | 14·4 21·6 | Stockholm Swedish | 2Cy.27¼″&49½″–29½″ NB91 110NHP Motala Co. Motala | | |
| 73626 | **Egitto** Ⓟ *Oil Eng.* 307 2 *Dks* IBCK | 3329 — 1850 | | | | | 1927 | Stabil. Tecnico Trieste | "Adriatica" Soc. Anon. di Nav. | 331·9 314·9 | 44·8 | 21·8 P&B222′F55′ | Venice Italian *WB* | Oil Engines 2S.C.DA 5Cy.25 3/16″–45 1/16″ 1103NHP NE39 Soc An. "Fiat" S.G.M. Turin | | I |
| 73627 | **Eglantine** *Fitted for oil fuel* Sub.Sig. 2 *Dks* *Longitudinal framing* | 6312 4656 | 100A1 (*Classification Contemplated*) Examined 6,40 | NOs | | | 1919 | Skinner & Eddy Corp. Seattle, Wash | Ministry of Shipping (Lyle Shipping Co. Ld. *Mgrs.*) | 402·6 P48′F42′ | 54·8 | 32·1 | London British *WB* | T.3Cy.25″,42½″&72″–48″ 359NHP Hooven, Owens & Rentschler, Hamilton, O. | 34 ″ 6 s8 ″ 1 26 ″ 7 | R |
| 73628 | **Egle** (*ex* Ligure–37, *ex* Iris) 1352 2 *Dks* IPJO | 1143 958 711 | | | | | 1893 | Rijkee & Co. Katendrecht | Dott. Ing. Cav. Mario Zoboli | 238·9 227·9 | 32·1 H55′F27′ | 15·6 *WB* | Genoa Italian | T.3Cy.17½″,28″&45″–36″ 121NHP Maats "De Maas." Rot. | | I |
| 73629 | **Egon** (*ex* Largo–39, *ex* Falster) 1 *Dk* ESES | 608 443 334 | | | | | 1902 | Hlsingbrgs Varfs. Aktieb. Helsingborg | A. Utow | 164·5 Q55′B29′H27*t* | 28·4 | 11·0 F18′ *WB* | Tallinn Estonian | C.2Cy.17″&35″–26½″ 53NHP Helsingborgs Varfs Aktieb. | | V |
| 73630 | — (*ex* Skulda) 1 *Dk* 3555 SDVK | *531* *376* *291* | | | | | 1899 | Stavanger Stöberi & Dok Stavanger | Rederi A/B Egon (S.M. Stjerna) | 151·2 Q44′B46′H30*t* | 25·8 | 13·5 F20′ *WB* | Malmö Swedish | T.3Cy.13½″,22″&34″–27″ 60NHP Laxevaags Msk&Jrns. Bgn | | V |
| 73631 | **Egorlock** Ⓟ (*ex* Egori–39) 135588 *ss* Shi.2nd No.3–8,39 MNMJ *Ref. Mchy* 2 *Dks* (*Stl*) D.F. *Shelter dk* (*Stl–ws*) | 4998 4329 3023 | ✠100A1 *Shelter dk* *with freeboard* 8,39 ~~6839,40~~ | Shi BS2,41 ✠LMC1,39 | *z* | CL 8,39 | 1914 6mo | Harland & Wolff, Ld. Glasgow *Lloyd's SA&CP* | G.E. Marden (Wheelock & Co. Ld. *Mgrs.*) | 405·6 P31′B82′F48′ *Cell D B a* 124 | 54·3 *on Shelter dk* | 23·5 32·7 FK *u E* 28′ *f* 176′ | Shanghai British *7 B H Cem* | T.3Cy.26″,44″&74″–51″ (*s*) 205lb 574NHP 3SB, *9cf*, GS186, HS8295 FD Harland & Wolff, Ld. Gls. *961t FPT* 116*t APT* 65*t* | 26 ″ 2 s2 ″9½ 23 ″ 7 | V |
| 73632 | **Egra** Ⓟ **Twin Sc** 129570 *ss* Cal.2nd No 3–7,36 GCSF D.F. *ss* Cal. No.1–39 2 *Dks* (*U Stl–ws*) & *Shade dk* (*Stl–teaks*) | 5108 3725 2345 | ✠100A1 *Shade dk* 5,40~~,39~~ | Cal ✠LMC9,39 | *z* | CL ~~7,38~~ 8,40 PN5,40 | 1911 8mo | Workman, Clark & Co. Ld Belfast *Lloyd's SA&CP* | British India Stm. Nav. Co. Ld. *Cell D B a* 76′ *u* | 410·0 B on *Shade dk* 158′ *E & B* 108′ *f* 156′ 732*t* | 52·8 | 24·7 FK *t FPT* 58*t APT* 44*t* | Glasgow British *7 B H Cem* (*5 B H to U dk* 2 „ 2*nd* „ ) | T.6Cy.24½″,41″&69″–48″ (*s*) 200lb *100lb* FD 1062NHP 2DB&2SB, *24cf*, GS390, HS16302 Wrkman, Clark & Co. Ld Bel | 27 ″ 8 s 4 ″ 4 23 ″ 4 | |
| 73633 | **Egremont** *Fitted for oil fuel* 219307 KJIW Sub.Sig. 2 *Dks* (*Stl*) & *Shelter dk* | 6864 6613 5256 | | | | | 1919 | Skinner & Eddy Corp. Seattle, Wash | United States Maritime Commission | 410·1 | 54·2 | 35·1 *WB* | Seattle Utd. States | T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven, Owens, Rentschler, Hamilton, O | | R |
| 73634 | **Egret** 1 *Dk & Shelter dk* 164316 MMFC *Cruiser Stern* | 1391 1100 583 | | | | | 1937 | Burntislnd S.B. Co. Ld. Burntisland | British & Continental Steamship Co. Ld. | 264·0 F60′ | 40·0 | 15·7 *WB* | Liverpool British | T.3Cy.17″,28″&50″–33″ 144NHP Rankin&Blackmore Ld Grk | | C |
| 73635 | **Egton** 161025 MMRX D.F. E.S.D. 1 *Dk* *Cruiser Stern* | 4363 3981 2536 | ✠100A1 ~~2,40 11,38~~ ✠LMC4,38 | Shl ~~Brg~~ Npt | *y* | CL | 1938 4mo | W. Pickersgill & Sons, Ld. Sunderland *Lloyd's SA&CP* | Rowland & Marwood's S.S. Co. Ld. (Headlam & Son, *Mgrs.*) | 398·0 412·2 (O.L.) P33′B245′F42′ *Cell D B* 336′942*t FPT* 132*t* | 53·8 | 24·1 FK | Whitby British *6 B H Cem* *APT* 221*t* | T.3Cy.21½″,36½″&63″–42″ 220lb (*s*) 403NHP 2SB (Spt&FD) 1 Aux SB, *8cf*, GS144, HS6154 George Clark (1936) Ld Sld. | 26 ″ 3 s 3 ″ 3½ 23 ″ 3 | |
| 73636 | **Eguti Maru No. 6** 43550 JMOL *Oil Eng.* 1 *Dk* | 499 — 274 | | | | | 1937 | Kosaki Dock K.K. Kosaki | Egut i Kisen K.K. | 145·0 | 28·0 | 14·0 | Shimonoseki Japanese | Oil Engines | | |

Now "Empire Buffalo," see No.~~37039~~ in Supplement

Now "Calobre," see No.37550 in Supplement

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appui prov. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres où codé si ce n'est dans le L. Du'de Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73637 | **Eguti Maru No. 7** | *Oil Eng.* | 500 | | | | | 1938 | Saisaki Dock K.K. Saisaki | EgutiKisenK.K. | 145·0 | 28·0 | 14·0 | Shimonoseki Japanese | Oil Engines 4S.C.SA 6Cy.14⅝"–20⅛" 127NHP HanshinIronWorks,Kobe | | |
| | | *Cruiser Stern* 1 *Dk* | 270 | | | | | | | | B40'Q115'F24' | | | | | | |
| 73638 | **Egypte** (*ex* Mars) | | *2568* | | | | | 1905 | Eiderwerft Akt.Ges. Tönning | CieNationaleBelge deTransp.Marit. (ArmementDeppe, *Mgrs.*) | 283·4 | 41·9 | 24·9 | Antwerp Belgian | T.3Cy.20½",34⅛"&55½"–35½" 180NHP | | V |
| OREA | | 1 *Dk & Shelter dk* | *2408* *1601* | | | | | | | | | | | *WB* | EidrwrftAkt.Ges.Tönning | | |
| 73639 | **Egyptian** | | 2868 | | | | | 1920 | W. Harkess &Son,Ld. Middlesbro' | Ellerman Lines,Ld (Ellerman&Papayanni Lines,Ld. *Mgrs.*) | 316·3 | 44·1 | 23·3 | Liverpool British | T.3Cy.20½",35½"&60"–42" Richardsons, 233NHP | | C |
| 143646 | | *Cruiser Stern* | 2700 | | | | | | | | P72'B102'F73' | | | *WB* | Westgarth&Co.Ld.Mdb. | | |
| GDNY | | 2 *Dks* | 1794 | | | | | | | | | | | | | | |
| 73640 | **Egyptian Prince** | | 3490 | ✠100A1 *Shelter dk* | Mch | *x* | CL | 1922 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | PrinceLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) | 363·3 | 52·2 | 22·0 | London British | T.3Cy.26",43"&73"–48" (*s*) | 24 *n* 9 | |
| 146667 | | *ss*.Mch.No.3–10,34 | 2911 | *with freeboard* | | | 7,38 | 5mo | | | | | | | 180lb 538NHP | ~~22 n 2~~ | |
| GFXY | | *ss*Mdb.No.1–38 | 1804 | 11,40 ~~12,00~~ | BS11,40 | | | | | | F68'*on Shelter dk* | | | | 3SB,9*cf*,GS195,HS8151 FD | ~~22 n 8~~ | |
| | D.F. E.S.D. | 1 *Dk (Stl) & Shelter dk (Stl)* | | ~~[illegible]~~ | ✠LMC7,38 | | | *Lloyd's SA&CP* | | | FK | | | *Cem* | Richardsons,Westgarth& Co.Ld.Mdb. | 23 *n* 6 | |
| | | *Cruiser Stern* | | *Fitted for oil* | *fuel* 12,22 | | *F.P. a* | above 150° F. | | *Duct keel in Blr sp* | *ace & forward* 143' | | | *Coll'n B Ht to Sh dk* | | s 10·1½ | |
| | | *Tonnage opening closed '41 (W.E.)* | | *Carrying oil* | *fuel F.P.* | | *above* | | | *in Deep Tank aft* | *Cell DB* 294' 1141 t *D* | | | 6 " " *U* " | *Ta* 22'645t *FPT* 56t *APT* 46t | 23 *n* 7½ | |
| 73641 | **Egyptian Reefer** (*ex* Francine–37) | *Oil Eng.* | 3159 | | | | | 1936 | Odense Staalskibsvft vedA.P.Möller Odense | J.Lauritzen | 345·6 | 48·7 | 24·4 | Esbjerg Danish | Oil Engines 2S.C.SA 10Cy.19½"–35⅞" 673NHP | | V |
| OZCH | D.F. *Ref.Mchy.* | | 2680 | | | | | | | | F89' | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| | *Mchy.Aft* | *Cruiser Stern* | 1819 | | | | | | | | | | | | | | |
| 73642 | **Ehime Maru** (P) | | 4654 | ✠ ... | Kob | *x* | | 1920 | Uraga Dock Co.Ld. Uraga | YamashitaKisen K.K. | 360·0 | 51·2 | 28·5 | Kobe Japanese | T.3Cy.22",36½"&61"–48" 358NHP | 28 *n* 6 | C |
| 25094 | (*ex* YehimeMaru–38) | *ss*Kob.No.3–12,31 | 3927 | 3,39 | | | | 1mo | | | P20'B91'F35' | FK | | 6 *BH Cem* | 2SB,6*cf*,GS126,HS5067 | | |
| JAXD | | *ss*Kob.No.1–35 | 3367 | ✠ | | | | | | | *Cell DB* 291'919t *FPT* | | | 114t *APT* 46t | Uraga Dock Co.Ld.Uraga | | |
| | | 2 *Dks (Stl)* | | | | | | | | | | | | | | | |
| 73643 | — (P) | | 638 | | | | | 1903 | Kawasaki Dkyrd Co. Ld. Kobe | ToaKaiunK.K. | 178·1 | 25·3 | 16·0 | Tokyo Japanese | T.3Cy.15",24"&40"–27" 83NHP | | |
| 8689 | (*ex* YehimeMaru–38) | | — | | | | | | | | | | | | KawasakiDockyardCo. Ld | | |
| JJTE | | 2 *Dks* | 339 | | | | | | | | | | | | | | |
| 73644 | **Ehrenfels** | *Oil Eng.* | 7752 | | | | | 1935 | Deutsche Sch-u-Mschb. A.G.Weser Bremen | DeutscheDampfs. Ges."Hansa" | 485·6 | 61·2 | 31·1 | Bremen German | 2 Oil Engines 2 S.C.DA each 6Cy.20⅞"–29½" SR geared to 1 Sc. Shaft 1830NHP | | G |
| DORF | *Ref.Mchy.* D.F. E.S.D. | 2 *Dks* | 7040 | | | | | | | | P64'B207'F66' | | | *WB* | | | |
| | Sub.Sig. | *Cruiser Stern* | 4763 | | | | | | | | | | | | Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | |
| 73645 | **Eian Maru** (*ex* YeianMaru–38, | | 3826 | ✠ | Drn | *w* | | 1905 | J.L.Thompson&Sons,Ld. Sunderland | DairenKisenK.K. | 352·0 | 49·7 | 24·6 | Dairen Japanese | T.3Cy.24⅜" 40"&67"–45" 328NHP | 27 *n* 2 | |
| 228 | *ex* Oswestry) | *ss*Shl.No.3–8,19 | 3439 | 9,28 | | | | 11mo | | | P34'B100'F35' | FK | | 6 *BH Cem* | 3SB,9*pf*,GS129,HS5090 | | |
| JYLA | | *ss*Kob.No.1–24 | 2401 | ✠ | | | | | | | | | | 824t *APT* 36t | Richardsons,Westgarth& Co.Ld.Hpl. | | |
| | | 1 *Dk (pt Irn & pt Stl)* 1 *pt Dk (Stl)* & *deep framing* | | | | | | | | *Cell D* | *Ba* 115'*u E* 23' *f* 154' | | | | | | |
| 73646 | **Eibergen** | | 4801 | | | | | 1914 | W.Pickersgill&Sons,Ld Sunderland | ZuidHollandscheScheepvMaats N.V. | 385·0 | 52·1 | 27·2 | Rotterdm Dutch | T.3Cy.25",40"&68"–48" 320NHP | | C |
| | | | 4520 | | | | | | | | P36'B119'F41' | | | *WB* | Richardsons,Westgarth& Co.Ld.Sld. | | |
| PDWG | D.F. | 1 *Dk* | 2969 | | | | | | | | | | | | | | |
| 73647 | **Eidanger** | | 9432 | | | | | 1938 | Sir J. Laing &Sons,Ld. Sunderland | Westfal-Larsen& Co.A/S | 483·6 | 68·3 | 36·2 | Bergen Norwegian | Oil Engines 2S.C.SA 7Cy.28⅜"–49⅞" 978NHP | | N |
| | E.S.D. | *Oil Eng.* | 8796 | | | | | | | | P102'F34' | | | *WB* | WallsendSlpwy.&E.Co.Ld Wallsend | | |
| LJXV | *Mchy.Aft* | 1 *Dk* | 5686 | | | | | | | | | | | | | | |
| | *Longitudinal framing* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 73648 | **Eider** | | 3288 | | | | | 1937 | Deutsche Sch-u-Mschb. A.G.Weser Bremen | Norddeutscher Lloyd | 358·8 | 50·2 | 19·9 | Bremen German | 2 Oil Engines 2S.C.SA each 6Cy.20½"–27⅝" SR geared to 1 Sc. Shaft 885NHP | | G |
| | | *Oil Eng.* | 2622 | | | | | | | | P30'B313'F22' | | | *WB* | | | |
| DORY | D.F. E.S.D. | 1 *Dk* | 1804 | | | | | | | | | | | | Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 73649 | **Eidsvold** | | 4184 | | | | | 1934 | Götaverken A/B Gothenburg | SkibsA/S Eidsiva (SverreDitlev-Simonsen&Co. *Mgrs.*) | 382·3 | 55·2 | 22·9 | Oslo Norwegian | Oil Engines 4S.C.SA 6Cy.29½"–59½" 489NHP | | N |
| | | *Oil Eng.* | 3602 | | | | | | | | P92'H382t F20t | | | *WB* | GotaverkenA/B,Got. | | |
| LIVR | *Cruiser Stern* | 1 *Dk & Shade dk* | 2368 | | | | | | | | | | | | | | |
| | D.F. | | | | | | | | | | | | | | | | |
| 73650 | **Eifel** | | 1429 | | | | | 1924 | F.Schichau Elbing | Rabien&Stadtlander | 237·4 | 37·6 | 16·0 | Bremen German | T3Cy.16½",26⅝"&41⅞"–27½" 90NHP | | G |
| | (*ex* Rheingold) | | 1158 | | | | | | | | Q76'B108'F32' | | | *WB* | F.Schichau,Elbing | | |
| DOPF | Wireless | 1 *Dk* | 810 | | | | | | | | | | | | | | |
| 73651 | **18 de Marzo** (*ex* SanRicardo–39) | | 6439 | ✠100A1 | Mob | *z* | CL | 1913 | Armstrong Whitworth &Co.Ld. Newcastle | Petroleos MexicanosS.A. | 420·1 | 54·7 | 32·6 | Tampico Mexican | Q4Cy.24",35",50½"&73"–51" 220lb (*r*) 554NHP | 32 *n* 8 | |
| | | *ss*Mob.2nd No.3–3,39 | | 9,40 ~~9,39~~ | | | N6,37 | 6mo | | | 432·5 (O.L.) | | | 17 *BH* | 3SB,9*cf*,GS187,HS7740 FD | | |
| XCSG | *Mchy.Aft* | 2 *Dks (Stl)* & *Web frames* | 3995 | ✠LMC3,39 | | | | | | *Cell DBa* | P103'B26'F43' | FK | | (9 *to U dk* | WllsndSlpwy.Co.Ld.Nwc. | | |
| | D.F. | *Longitudinal framing* | | BS9,49 | | | | | | 43'70t *DTf* 83'4 | 05t *FPT* 36t *APT* 35t | | | 8 " *2nd* ") | | | |
| | | | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | | | | | | | | |
| | | | | *Fitted for oil* | *fuel* 9,16 | | *F.P. a* | *above* 150°F. | | | | | | | | | |
| 73652 | **Eiho Maru** (P) | | 741 | | | | | 1922 | Namura Gennosuke Osaka | ShiotaShojiK.K. | 180·0 | 27·5 | 17·0 | Osaka Japanese | T.3Cy.13½",23½"&39⅜"–28" 81NHP | | |
| 28704 | (*ex* YeihoMaru–38) | | 599 | | | | | | | | P21'B53'F22' | | | | | | |
| JHAA | Wireless | 2 *Dks* | 424 | | | | | | | | | | | | | | |
| 73653 | **Eihuku Maru** (P) | | 5866 | ✠100A1 | Yka | *y* | CL | 1918 | Kawasaki Dkyd.Co.Ld. Kobe | TodaiKisenK.K. (YamashitaKisen K.K. *Mgrs.*) | 385·0 | 51·0 | 36·0 | Kobe Japanese | T.3Cy.26",43½"&72"–48" (*s*) | 36 *n* 0 | |
| 22940 | (*ex* YeifukuMaru–38) | *ss*Yka.No.3–12,30 | 5586 | *Awng dk* | Kob | | 3,39 | 8mo | | | | FK | | *Cem* | 200lb 444NHP | s 9 *n* 1½ | |
| JFGD | | *ss*Yka.No.2–39 ~~*ss*Kob.No.1–35~~ | 4292 | *with freeboard* | | | | *Lloyd's SA&CP* | | | | | | (*Coll'n B Ht to Awdk* | 2SB,6*cf*,GS126,HS5809 FD | 27 *n* 1 | |
| | | 2 *Dks (Stl)* & *Awng dk (Stl)* | | 5,40 ~~F,38~~ | ✠LMC3,~~39~~ 5,40 | | | | | *Cell DB* 333'1118t | *FPT* 126t *APT* 98t | | | 5 " *to U* ") | KawasakiDkydCoLdKobe | | |
| 73654 | — | | 3520 | | | | | 1939 | Mitsubishi Jukogyo K.K. Yokohama | NipponYusenK.K. | 341·2 | 48·2 | 27·9 | Tokyo Japanese | T.3Cy.20⅛",34⅞"&57⅛"–43⅞" HS5083 294NHP | | |
| 45694 | | | | | | | | | | | P26'B80'F34' | | | *WB* | MitsubishiJukogyoK.K. Yka. | | |
| JZXM | | 2 *Dks* | 2067 | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73655<br>28949<br>JCGA | **Eihuku Maru** Ⓟ<br>(*ex* YeifukuMaru-38) | Wireless 1*Dk* | 756<br>616<br>428 | | | | | 1923 | Namura Gennosuke<br>Osaka | KitaNipponKisen K.K. | 183·8 P18′ | 27·5 B50′ | 17·0 F20′ | Hakodate<br>Japanese | T.3Cy.13⅝″,22⅛″&37½″–28″ 74NHP | ft. 23 in. 10 | |
| 73656<br>LDOD | **Eikhaug** (*ex* Brio) | Wireless **D.F.** 1*Dk* & *Spar dk* | 1436<br>1349<br>842 | | | | | 1903 | Nylands Værksted<br>Oslo | EikhaugsRederi A/S (KnutKnutsen, O.A.S *Mgr.*) | 231·6 H78*t* | 35·1 | 20·4 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.16½″,27″&44″–32″ 109NHP<br>NylandsVærksted, Oslo | | N |
| 73657<br>44035<br>JSXL | **Eiko Maru** Ⓟ | *Cruiser Stern* | 3026<br>—<br>1762 | | | | | 1937 | OsakaIron Works, Ld.<br>Innoshima | OsakaSyosen Kaisha | 303·0 | 45·3 | 24·4 | Osaka<br>Japanese | 1DRgeared steam turbine<br>IshikawajimaS.B.&E.Co. Ld.Tokyo | | |
| 73658<br>8788<br>JHUA | — Ⓟ<br>(*ex* YeikoMaru-38) | 1*Dk* & *Spar dk* (*Stl*–teaks) & *deep framing* | 1843<br>1585<br>1066 | ✠ 2,07 ✠ | Yka | *r* | | 1903<br>9mo | MitsuBishi Dkyd&EWks<br>Nagasaki | NipponYusenK.K.<br>*Cell DB a* 59′ *uE* & 54′ *f* 94′ 361*t FPT* | 262·0 P31′B82′F40′ | 35·5 21·3 FK | 14·1 | Tokyo<br>Japanese | T.3Cy.21⅝″,35′&58′–36″ 263NHP<br>2SB,*4cf*, GS82, HS3690<br>MitsuBishiD.&E.Wks.Nag | 23 ″ 10 | |
| 73659<br>1112<br>JEMG | — Ⓟ (*ex* YeikoMaru-38, *ex* SapporoMaruNo.2, *ex* HakodateMaru) | 1*Dk* | 1164<br>986<br>804 | | | | | 1918 | Hakodate Dockyard Co<br>Hakodate | ChosenYusenK.K. | 215·0<br>B49′F29′ | 31·5 | 18·5 | Jinsen<br>Japanese | T.3Cy.13½″,22½″&37½″–28″ 74NHP<br>TakedaTekkosho, Osaka | | |
| 73660<br>149396<br>MLZL | **Eildon**<br>Sub.Sig. 1*Dk* *Cruiser Stern*<br>*Mchy. Aft.* Wireless **D.F. E.S.D.** *Oil Eng.* | | 1447<br>1077<br>812 | | | | | 1936 | Grngemth Dkyd.Co.Ld.<br>Grngemouth | G.Gibson&Co., Ld. | 250·0<br>Q140′F25′ | 37·2 | 14·4 | Grngemth<br>British<br>*WB* | Oil Engines 2S.C.SA<br>6Cy.13⅜″–22⅞″ 187NHP<br>BritishAuxiliaries, Ld., Gls. | | C |
| 73661<br>166434<br>MMSS | **Eileen-M.**<br>*Oil Eng.*<br>*Mchy. Aft* 1*Dk*<br>*Cruiser Stern*<br>*Carrying Petroleum in bulk* | | 323<br>225<br>134 | | | | | 1938 | Scheepswrf Waterhuizen J.Pattje Waterhuizen | T.J. ~~Metcalf~~ MetcalfMotor Coasters, Ld. (T.J. Metcalf, *Mgr.*) | 131·6<br>P46′F15′ | 25·3 | 9·5 | London<br>British<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.11″–17½″ 70NHP<br>Humboldt-Deutzmotoren, A.G.Köln-Deutz | | C |
| 73662<br>DQOV | **Eilenau** (*ex* Garthorpe, *ex* ThomasHolt)<br>Wireless | *ss* Liv.No.3–1–23 *ss* Liv.No.1–27 1*Dk* & *Web frames* & *Shelter dk* *Longitudinal framing* | 1404<br>1217<br>767 | ✠ ... 2,30 ✠ | | | | 1910<br>8mo | W.Hamilton&Co.Ld.<br>Pt.Glasgow | Bugsier-Reed undBergungsA.G. | 249·5<br>P18′B32′ | 38·0 FK | 16·1 | Hamburg<br>German<br>*WB* | T.3Cy.18″,30″&50″–33″ NDB28 183NHP<br>D.Rowan&Co.Glasgow | 18 ″ 3 | G † |
| 73663<br>132894<br>MFQK | **Eilian Hill** 2Mst<br>(*ex* CardiganCoast–37, *ex* Patricia) | *ss* Bkn.2ndNo.3–6,39<br>*Mchy. Aft* *Well deck* 1*Dk* (*Stl*) | 781<br>557<br>342 | ✠ ~~100A1~~ ~~2,39~~ 2,41 ~~Bry~~ ✠ LMC6,39 ~~BS 7,40~~ 7,41 | Bkn | *k* | CL ~~11,37~~ ~~6,40~~ 3,41 | 1913<br>10mo | Dublin Dkyd.Co.Ld.<br>Dublin | W.Thomas&Sons<br>*Cell DB f* 113′ 148*t FPT*<br>*Lloyd's SA&CP* | 192·7<br>Q115′B9′F29′ | 30·6 BK7′ | 12·5 | Liverpool<br>British | C.2Cy.21½″&46″–30″ (*s*) 135lb 87RHP<br>1SB,*3cf*, GS69, HS2370<br>Ross&Duncan, Glasgow | 14 ″ 9<br>*s* 4 ″ 4¾<br>14 ″ 11½ | |
| 73664<br>LCIO | **Einar Jarl**<br>**D.F.** 1*Dk* | | 1858<br>1616<br>1091 | | | | | 1921 | A/SSörlandets Skibs. Fevig | DetNordenfjeldske Dampskibsselskab | 265·3<br>P81*t* H94*t* | 42·1 | 17·9 | Trndheim<br>Norwegian<br>*WB* | T.3Cy.21″,33″&56″–36″ 188NHP<br>FredrikstadM.V.Frdstad. | | N |
| 73665<br>LCWE | **Einvik** (*ex* Rendal–34, *ex* Femund, *ex* Cormount, *ex* WarTaurus)<br>1*Dk* | | 2000<br>1800<br>1161 | | | | | 1918 | PolsonIron Works Co.Ld.<br>Toronto | Skibs.A/S Einvik (Bjarne Tetlie) | 250·9<br>P62*t* H99*t* F21*t* | 43·4 | 20·9 | Trndheim<br>Norwegian | T.3Cy.20½″,33″&54″–36″ 175NHP<br>PolsonI.W.Co.Ld.Toronto | | N |
| 73666<br>104<br>SVAO | **Eirini Kyriakides**<br>*ss* Pir.No.3–12,34 *ss* Cff.No.1–40 1*Dk* (*Stl*) | | 3781<br>3488<br>2311 | ✠ ~~100A1~~ 2,41 ~~2,40~~ ✠ LMC MS2,39 BS11,39 | Cff<br>Npt | *w* | CL 2,39 | 1922<br>5mo | R.Thompson&Sons, Ld.<br>Sunderland | The heirs of the late N.G.Kyriakides<br>*Cell D*<br>*Lloyd's SA&CP* | 360·1<br>P33′B217′F36′<br>*B* 306′ 927*t FPT* 153*t* | 50·0 FK | 22·9 | Andros<br>Greek<br>6*BHCem*<br>*APT* 158*t* | T.3Cy.25″,42″&68″–45″ (*r*) 180lb *100lb* 340NHP<br>2SB,*8cf*, GS128, HS5276<br>N.E.MarineEng.Co.Ld.Sld | 25 ″ 5<br>*s* 3 ″ 1½<br>22 ″ 6½ | |
| 73667<br>33217<br>JEMI | **Eiryu Maru** Ⓟ (*ex* YeiruMaru–38)<br>1*Dk* | | 758<br>647<br>440 | | | | | 1928 | Yendo Hidekichi<br>Osaka | SanrikuKisenK.K. | 175·0<br>P11′B45′F22′ | 27·0 | 19·0 | Tokyo<br>Japanese | | | |
| 73668<br>DOFI | **Eisenach** Ⓟ (*ex* Alda–36)<br>Sub.Sig. **D.F.** 2*Dks* *Cruiser Stern* | | 4323<br>3886<br>2593 | | | | | 1921 | Akt.Ges. "Vulcan" Stettin | Norddeutscher Lloyd | 388·5<br>P43′B109′F63′<br>len39 | 51·0 | 26·1 | Bremen<br>German<br>*WB* | 2Steam turbines DRgeared to1Sc.Shft. 1068NHP<br>HS5780 NE&B39<br>DeutscheSchiff-u,Maschb-A.G., WerkA.G.Weser. Bremen | | G |
| 88/40<br>73669<br>44104<br>JDNM | **Eisyo Maru** (*ex* YongShyang–38, *ex* Rinos–37, *ex* Raisdale–33, *ex* Drammensfjord, *ex* ChilternRange)<br>2*Dks* (*Stl*)<br>*Cargo battens not fitted* | *ss* Kob.2ndNo.3–4,37<br>*ss* Kob.2ndNo.3–4,39 | 4383<br>4029<br>2738 | ✠ ~~100A1~~ 4,40 ~~5,39~~ ✠ LMC5 ~~5,39~~ 4,40 | Kob | *x* | CL 4,39 | 1911<br>12mo | Nthmblnd S.B.Co.Ld.<br>Newcastle | KyodoKaiunK.K.<br>*Cell D Ba* 129′<br>*Lloyd's SA&CP* | 379·7<br>P31′B94′F36′<br>*uE&B* 42′ *f* 59′ 1108*t* | 48·7 FK | 29·0 | Tokyo<br>Japanese<br>6*BHCem*<br>*APT* 42*t* | T.3Cy.25″,41″&69″–48″ (*s*) 180lb 372NHP<br>3SB.9*cf*, GS150, HS5940<br>Richardsons, Westgarth& Co.Ld.Sld. | 29 ″ 0<br>*s* 5 ″ 6¾<br>23 ″ 8 | |
| 73670<br>34540<br>JFAC | **Eiyo Maru** TwinSc<br>(*ex* YeiyoMaru–39) *Fitted for oil fuel*<br>*ss* Nag.No.3–4,36<br>*Mchy. Aft* 2*Dks* (*Stl*)<br>*Carrying Petroleum in bulk* | | 8674<br>8037<br>5102 | ✠ ... 7,39 ✠ | Yka | | | 1929<br>8mo | Yokohama Dock Co.Ld.<br>Yokohama | KantoTankerK.K.<br>*Cell D Bu E&B* 93′ 500<br>*f* 52′ *t FPT* 133*t APT* 130*t* | 460·9<br>P141′B33′F38′<br>(12 *to U dk* 3 „ 2*nd* „) | 60·0 FK | 37·5 | Tokyo<br>Japanese<br>15*BHptCem*<br>5SB, *15cf*, HS13825 FD | T.6Cy.25½″,42″&70″–51″ 975NHP<br>YokohamaDockCo.LdYka | 37 ″ 6 | C † |
| 73671<br>18657<br>JPVE | **Eizan Maru** (*ex* YeizanMaru–38, *ex* TaiunMaruNo.10–37)<br>1*Dk* & *2nd dk in No.1 hold* | *ss* Osa.No.3–2,27 | 1682<br>1396<br>1002 | ✠ ... 5,31 ✠ | | | | 1915<br>12mo | Kawasaki Dkyd.Co.Ld.<br>Kobe | Turumaru Hirotaro | 249·0<br>Q14′B59′F31′ | 37·5 FK | 20·9 | Nishinomiya<br>Japanese<br>*WB* | T.3Cy.17½″,28″&46″–36″ 172NHP<br>KawasakiDkydCoLd.Kobe | 20 ″ 11 | |
| 73672<br>29712<br>JSHB | **Eizyu Maru** (*ex* DaishinMaru No.5–38, *ex* Ribe, *ex* GeorgiosB. Panoutsos, *ex* Cresyl)<br>1*Dk* & *Web frames* | *ss* Kob.2ndNo.3–5,24 | 2455<br>2144<br>1829 | ✠ ... 1,27 ✠ | | | | 1897<br>12mo | W.Gray& Co.Ld.<br>W Hartlepool | KiharaSyosen KogyoK.K. | 302·0<br>P25′B69′F29′ | 43·1 FK | 19·7 | Tokyo<br>Japanese<br>*WB* | T.3Cy.22″,35″&59″–39″ 227NHP<br>Cen.Mar.Eng.Wrks.WHpl | 22 ″ 3 | |
| 73673<br>186<br>JKWA | **Eizyun Maru** (*ex* YeijunMaru–38, *ex* UragaMaru)<br>1*Dk* | | 2156<br>1886<br>1284 | | | | | 1916 | Uraga Dock Co.Ld.<br>Uraga | DairenKisenK.K. | 268·0<br>P13′B58′F27′ | 40·7 | 23·6 | Dairen<br>Japanese<br>*WB* | T.3Cy.19″,31½″&52″–39″ 169NHP<br>UragaDockCo.Ld.Uraga | 23 ″ 6 | |
| 73674<br>LCIP | **Ek**<br>Wireless 1*Dk* | | 995<br>707<br>578 | | | | | 1911 | Akers Mek.Værks.<br>Oslo | D/S A/S Ganger Rolf (Fred.Olsen& Co. *Mgr.*) | 220·0<br>F12*t* B121*t* Q84*t*<br>H70*t* | 34·6 | 13·7 | Oslo<br>Norwegian<br>*WB* | T.3Cy.16½″,27″&45″–33″ 116NHP<br>AkersMek.Værks.Oslo | | N |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Materiaux. Gréement. ex. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned as to Equipment. Letter d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cette ss est aussi inscrite. L. M. Under Core. Bel. Fr. Ita. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73675 | **Ekaterini Coumantarou** | 7777 | ✠100A1 | Bkn | *a*† | CL | 1917 | Union Iron | Coumantaros Bros. | 410·0 | 56·2 | 29·5 | Piræus | T.3Cy.27″,47½″&78″–48″ (*s*) | 41 ″ 0 | |
| 836 | (*ex*Talabot-35) *ss*Rot.No.3–11,29 | 7418 | *Shelter dk* | Bdx | | 12,37 | 1mo | Works Co. | (Th.&N.Coumantaros, Ld. *Mgrs.*) | | | 38·5 | Greek | 220lb 600NHP | s 10 ″ 8½ | |
| SVIA | D.F. *ss*Rot.No.2–38 | 5912 | *with freeboard* | | | | | Alameda, Cal | | | | FK | 7 *BH* | 3 *s*B(Spt).*9cf*,GS165, | 30 ″ 6 | |
| | 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* | | 5,40 ~~11,38~~ | | | | | A&CP | | | | | | HS8265 FD | | |
| | *Tonnage opening closed'39* | | BS8,39 ✠LMC1,38 | | | | | | | | | | | Union Iron Works Co. S.Fo. | | |
| | *Longitudinal framing* | | *Fitted for oil fuel* 1,17 | | | *F.P. above* | | | *Cell DB*355′1297*t* | *MT*25′792*t* | *DT*a30′ | 223*t* | *FPT*750*t* | *APT*200*t* | | |
| 73676 | **Eketian** Twin Sc | 1005 | ✠ ... | Ham | | | 1935 | Howaldts- | United Africa Co. | 197·5 | 34·7 | 11·3 | London | Oil Engines 4S.C.SA | 13 ″ 6 | |
| 164520 | *Oil Eng.* | 739 | 11,37 | | | | 9mo | werke A.G. | Ltd. | | | | British | 12Cy.11″–17½″ 70RHP | | |
| MKKV | *Mchy.Aft* 1 *Dk* | 506 | ✠ | | | | | Hamburg | | Q53′F22′ | | FK | 5 *BH Asp* | | | |
| | | | | | | | | | *Cell DB uMT*22′ | 57*t* | *MT*22′241*t* | *FPT* | 97*t* | *APT*31*t* | Humboldt-Deutzmotoren, A.G. Köln-Deutz | |
| 73677 | **Ekisin Maru** (*ex*YekishinMaru-38) | 993 | | | | | 1918 | ..... | Dairen Kisen K.K. | 208·0 | 31·0 | 18·5 | Dairen | | | |
| 140 | | — | | | | | | | | | | | Japanese | | | |
| JLUG | Wireless | 559 | | | | | | | | | | | | | | |
| 73678 | **Ekma** (P) Twin Sc | 5108 | ✠100A1 | Bom | *z* | CL | 1911 | Workman, | British India Stm. | 410·0 | 52·6 | 24·7 | Glasgow | T.6Cy.24½″,41″&69″–48″ (*s*) | 27 ″ 3 | |
| 132999 | *ss*Cal.2nd No.3–7,36 | 3724 | *Shade dk* | | | M2,39 | 12mo | Clark & Co Ld. | Nav.Co.Ld. | | | | British | 200lb *100lb* 1062NHP | s 4 ″ 4 | |
| GCSJ | D.F. 2 *Dks*(*UStl*–ws) | 2356 | 12,39 | | | s6,40 | | Belfast | | *Bon Shade dk*158′ | | | 7 *BH Cem* | 2D&2SB,*24cf*,GS390, | 23 ″ 5 | |
| | &*Shade dk*(*Stl*–teaks) | | MS7,36 ✠LMC | | | | | *Lloyd's SA&CP* | *Cell DBa* | 76′*uE&B* | | FK | (5 *to U dk* | HS16302 FD | | |
| | | | DBS11,39 MBS1,40 | | | | | | 108′*f*156′732*t* | *FPT*58*t* | *APT*44*t* | | 2 „ 2*nd* „) | Wrkman,Clark&Co.Ld Bel | | |
| 73679 | **Eknaren** | 5243 | ✠100A1 | Got | *a*† | CL | 1922 | W. Doxford | Rederiaktieb. | 420·0 | 54·0 | 25·0 | Gothenburg | Oil Engines 2S.C.SA | 29 ″ 0 | |
| 6858 | *Oil Eng.* | 4656 | *Shelter dk* | ~~Nyk~~ Bat | | 11,39 | 9mo | & Sons, Ld. | Transatlantic | 433·7(O.L.) | | | Swedish | 4Cy.22½″–91½″ | s 3 ″ 7½ | |
| SGIA | *ss*Got.No.3–4,34 | 3112 | *with freeboard* | NYk | | | | Sunderland | (G.Carlsson, *Mgr.*) | F41′ *on Shelter dk* | | FK | | DB *100lb* 640NHP | 25 ″ 7½ | |
| | *ss*Got.No.1–38 | | ~~11,38,40~~ | | | | | *Lloyd's SA&CP* | | | | | *pt Cem* | W.Doxford&Sons,Ld.Sld. | | |
| | D.F. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 12,40 ✠LMC CS3,38 | | | | | | | | | | *Collision* | | | |
| | | | DBS10,40 ~~11,42~~ | | | 7,39 | | | *Cell DB*364′1299*t* | *FPT*105*t* | *APT*127*t* | | *BH to Sh dk* | | | |
| 73680 | **El Aleto** Twin Sc | 7203 | ✠100A1 | Bkn | *b*† | CL | 1927 | Armstrong | Lobitos Oilfields Ld | 440·8 | 57·5 | 34·1 | 6 „ „ *U* „ | | | |
| 149886 | *ss*Bkn.No.3–11,39 *Oil Eng.* | 6706 | ~~3,30~~ ~~3,41~~ | ~~Liv~~ ~~Mch~~ | | ~~P8,39~~ | 8mo | Whitworth | (C.T.Bowring&Co. | 454·9(O.L.) | | | London | Oil Engines 4S.C.SA | 33 ″ 11 | |
| GNBZ | D.F. E.S.D. *ss*Bkn.No.2–36 | 4249 | 6,41 ✠LMC CS7,40 | | | SN5,38 | | &Co.Ld. | Ld. *Mgrs.*) | P98′B32′F46′ | | FK | British | 12Cy.24½″–51½″ 709NHP | s 6 ″ 7½ | |
| | *Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames* | | DBS11,39 3,39 | | | P6,40 | | Newcastle | | | | | 18 *BHpt Cem* | 2DB *180lb* | 27 ″ 7 | |
| | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | *Cell DB uE*25′182*t D* | *Tf*40′386*t* | *FPT*128*t* | | 7 *to 2nd dk* | J.G.Kincaid&Co.Ld.Grk. | | |
| | | | DBS10,40 | | | | | | | | | | *APT*131*t* | | | |
| 73681 | **El Almirante** | 5216 | | | | | 1917 | Nwprt Nws | Southern Pacific | 364·0 | 51·2 | 23·8 | New York | T.3Cy.24½″,41½″&72″–48″ | | |
| 215411 | *Fitted for oil fuel* | — | | | | | | S.B.&D.D.Co. | S.S.Lines | | | | Utd.States | 359NHP | | |
| WICE | 3 *Dks* | 4055 | | | | | | Newprt News | | | | *WB* | | NewportNewsSB&DD.Co. | | |
| 73682 | **El Amin** (P) | 746 | | | | | 1926 | Bow.Mc- | Halal Shipping Co. | 191·1 | 32·9 | 10·8 | London | Oil Engines 2S.C.SA | | C |
| 149736 | *Oil Eng.* | 496 | | | | | | Lachlan&Co | Ld. | | | | British | 5Cy.16½″–28½″ 237NHP | | |
| GMSC | Wireless *Mchy.Aft* 1 *Dk*&*Shelter dk* | 334 | | | | | | Ld. Paisley | | | | *WB* | | AtlasDieselCo.Ld.Skm. | | |
| 73683 | **El Amira Fawzia** Twin Sc | 1881 | ✠ ... | | | | 1929 | Swan, Hun- | Egyptian Govern- | 275·2 | 38·2 | 22·4 | Alexndria | T8Cy.(2)17″(2)28″&(4)32″ | 23 ″ 6 | |
| 10 | | 1541 | 10,31 | | | | 8mo | ter & Wigham | ment (Coast Guard | B110′F63′ | | | Egyptian | –27″ 348NHP | | |
| SUAK | 2 *Dks* | 888 | ✠ | | | | | Richardson, | &Fisheries | | | FK | | Swan,Hunter&Wigham | | |
| | *Fitted for oil fuel* | | | | | | | Ld Newcastle | Service) | | | *WB* | | Richardson,Ld.Nwc. | | |
| 73684 | **El Argentino** Twin Sc | 9501 | ✠100A1 | ~~Lon~~ | *d*† | CL | 1928 | Fairfield | Furness, Withy & | 431·3 | 64·5 | 35·4 | London | Oil Engines 2S.C.SA | 38 ″ 2 | |
| 160405 | *Oil Eng.* | 7548 | Examined 4,41 Liv | | | 2,40 | 4mo | Co.Ld. | Co.Ld. (Furness- | 453·2(O.L.) | | | British | 12Cy.28½″–39″ 1708NHP | s 7 ″ 4½ | |
| GNQD | *ss*Lon No.2–36 | 6023 | ✠LMC CS9,37 | | | | | Glasgow | Houlder Argentine | B250′F82′ | | FK | 8 *BHpt Cem* | 3DB *125lb* | 31 ″ 0½ | |
| | *Ref.Mchy* 3 *Dks*(*StlU*–ws) | | DBS12,39 3,39 | | | | *Lloyd's SA&CP* | | Lines, Ld. *Mgrs.*) | | | | | Fairfield Co.Ld.Glasgow | | |
| | *4th dk*(*Stl*)*in holds* | | ✠Lloyd's RMC2 ~~10,05,40~~ | | | | | | *Duct keel forward of machy.space* | | | | | | | |
| | D.F. *Cruiser Stern* | | 4,41 ~~4,42~~ ~~10,07,40~~ | | | | | | *Cell DB*369′167 | 2*t Tanks in way of* | *tunnels*466*t* | *FPT*78*t* | *APT*113*t* | | | |
| 73685 | **El-Biar** (P) | 4678 | | | | | 1927 | Forg.&Ch. | Cie.de Nav.Mixte | 381·0 | 49·4 | 26·6 | Marseilles | T.3Cy.33½″,53½″&85″–45½″ | | V |
| | | 3303 | | | | | | de la Médit. | (Cie.Touache) | P50′F55′ | | | French | &LPturbine 486NHP | | |
| FNFP | D.F. 2 *Dks* | 2464 | | | | | | La Seyne | | len35 | | *WB* | | Forg.&Ch.de la Médit.Msl. | | |
| 73686 | **El Capitan** | 5216 | | | | | 1917 | Nwprt Nws | Southern Pacific | 364·0 | 51·2 | 23·6 | New York | T.3Cy.24½″,41½″&72″–48″ | | |
| 215587 | *Fitted for oil fuel* | — | | | | | | S.B.&D.D.Co. | S.S.Lines | | | | Utd.States | 359NHP | | |
| WICF | 3 *Dks* | 4055 | | | | | | Newprt News | | | | *WB* | | Newport News SB&DD.Co. | | |
| 73687 | — | 2227 | | | | | 1919 | Albina Eng | E.K.Wood Lumber | 289·0 | 44·1 | 19·2 | S.Frncisco | T.3Cy.22″,36½″&60″–42″ | | R |
| 218284 | (*ex*Meriden) *Fitted for oil fuel* | 1963 | | | | | | & Mch.Works | Co. | P26′B148′F32′ | | | Utd. States | 256NHP | | |
| KILP | 1 *Dk* | 1340 | | | | | | Portland,Or. | | | | *WB* | | Albina Eng.&Mch.Works | | |
| 73688 | **El Caudal** | 847 | | | | | 1921 | Astilleros | A.Lajusticia | 201·7 | 29·8 | 13·9 | Bilbao | T.3Cy.13″,21″&34″–26″ | | V |
| | | 682 | | | | | | de Gijon | | B43′F30′ | | | Spanish | 59NHP | | |
| EELF | 1 *Dk* | 621 | | | | | | Gijon | | | | *WB* | | A.Sanjurjo Badia,Vigo | | |
| 73689 | **El Cedro** (*ex*Couparle) | 2512 | | | | | 1919 | Gt.Lakes | J.Griffiths&Sons, | 253·5 | 43·5 | 27·5 | Seattle | T.3Cy.21″,34½″&57″–42″ | | |
| 217605 | *Fitted for oil fuel* | — | | | | | | Eng.Works | Inc. | P115′F25′ | | | Utd.States | 210NHP | | |
| WVOE | *Mchy.Aft* 1 *Dk* | 1527 | | | | | | Ecorse,Mich. | | | | *WB* | | Gt.Lakes Eng.Wks.Detroit | | |
| 73690 | **El Ciervo** (*ex*Tricentrol) | 5841 | ✠100A1 | Bkn | *z* | CL | 1923 | Armstrong | Lobitos Oilfields,Ld | 407·4 | 52·2 | 31·4 | London | T.3Cy.27″,45″&75″–48″ (*r*) | 31 ″ 6 | |
| 146706 | *ss*Hfx.No.1–40 *ss*Fal.No.3–4,36 | 5228 | ~~3,42,40~~ 3,41 | ~~Hfx~~ Npt | | ~~1,39~~ | 3mo | Whitworth | (C.T.Bowring&Co. | 420·0(O.L.) | | | British | 180lb 551NHP | s 5 ″ 3½ | |
| GFKD | 2 *Dks*(*Stl*)&*Web frames* | 3542 | ~~BS7,39~~ ✠LMC ~~—~~ | | | N5,40 | | &Co.Ld | Ld. *Mgrs.*) | P105′B37′F60′ | | FK | 15 *BHpt Cem* | 3SB,9*cf*,GS201,HS8217 FD | 26 ″ 5 | |
| | *Mchy.Aft* *Longitudinal framing* | | 6,40 | | | | | Newcastle | | | | | (10 *to U dk* | Armstrong,Whitworth& | | |
| | D.F. E.S.D. | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | | | | | 5 „ 2*nd* „) | Co.Ld.Nwc | | |
| | | | *Fitted for oil fuel* 3,23 | | | *F.P. above* | | | 150° F. | *Cell DB uB*26′57*t* | | | *APT*30*t* | | | |
| 73691 | **El Condado** | 3472 | | | | | 1920 | W. Hamil- | Cia.General de | 330·2 | 48·7 | 24·0 | Bilbao | T.3Cy.23″,38″&63″–45″ | | C |
| | | — | | | | | | ton&Co.Ld. | Naveg.(A.Navajas | P27′B98′F34′ | | | Spanish | 266NHP | | |
| EAQE | 1 *Dk* | 2219 | | | | | | Pt.Glasgow | *Mgr.*) | | | *WB* | | Dunlop,Bremner&Co.Ld. Pt.Glasgow | | |
| 73692 | **El Coston** (*ex*Bienville) | 7286 | | | | | 1924 | Todd D.D. | Southern Pacific | 426·9 | 57·0 | 26·6 | New York | 2 Steam Turbines DR | | |
| 224284 | *Fitted for oil fuel* | — | | | | | | & Const.Corp. | S.S.Lines | | | | Utd. States | geared to 1 Sc. Shaft | | |
| WICH | 3 *Dks* | 4509 | | | | | | Tacoma | | | | | | De Laval Stm.Turb.Co. | | |
| | *Longitudinal framing* | | | | | | | | | | | | | Trenton,N.J. | | |
| 73693 | **El Dia** (*ex*Roanoke,*ex*El Dia) | 4504 | | | | | 1901 | Nwprt Nws | Southern Pacific | 391·7 | 48·3 | 26·0 | New York | T.3Cy.32″,52″&84″–54″ | | |
| 136916 | *Fitted for oil fuel* | — | | | | | | S.B.&D.D.Co. | S.S.Lines | | | 33·8 | Utd. States | 518NHP | | |
| WICI | 2 *Dks*&*Awng dk* | 2798 | | | | | | Newprt News | | | | | | Newport News SB&DD.Co | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned and Equipment Letter. | Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NH^P=Horse power by Society's formula; RH^P=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Registers in which classed if not in L.R. Details of Trade &c. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73694 | **El Djezair** (P) Twin Sc | 5790 | | | | | 1934 | Forg.&Ch. de la Médit SA LaSeyne | Cie.de Nav.Mixte (Cie.Touache) | 390·0 P289′ | 53·8 Bon P221′ | 23·8 F82′ | Marseilles French / *WB* | 6 Steam Turbines SR geared to 2 Sc. Shafts Forg.&Ch de la Médit.S.A. | | V |
| FNFV | D.F. E.S.D. *Fitted for oil fuel* | 3224 | | | | | | | | | | | | | | |
| | *Ref.Mchy. CruiserStern* 3 *Dks* | 2407 | | | | | | | | | | | | | | |
| 73695 | **El Estero** | 4219 | | | | | 1920 | Downey S.B.Corp. Staten Island | Southern Pacific S.S.Lines | 334·6 | 47·1 | 23·1 | New York Utd.States / *WB* | T.3Cy.24½″,41½″&72″–48″ 359NH^P Downey S.B.Corp. | | |
| 220829 | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| WICJ | 3 *Dks* | 2557 | | | | | | | | | | | | | | |
| 73696 | **El Fath** (*ex* Andrée Eddé-35, | **331** | | | | | 1918 | Forg.&Ch. de la Médit LaSeyne | Fahim Ayad | 131·4 F26′ | 24·1 | 11·2 | Alexndria Egyptian | C.2Cy.18″&36″–24″ 53NH^P Forg.&Ch.de la Médit.Msl. | | V |
| 83 | *ex* Cigogne, *ex* Loriot) | 247 | | | | | | | | | | | | | | |
| SUBX | 1 *Dk* | 147 | | | | | | | | | | | | | | |
| 73697 | **El Grillo** | 7264 | ✠100A1 | Bkn | *b*† | CL | 1922 | Armstrong Whitworth & Co.Ld. Newcastle | Lobitos Oilfields, Ld.(C.T.Bowring & Co.Ld. *Mgrs.*) | 440·5 P92′B32′F46′ | 57·5 | 34·0 FK | London British | T.3Cy.29″,48″&81″–54″ (*r*) 180lb 678NH^P 3SB *12cf*, GS246, HS10065 FD Armstrong, Whitworth & Co.Ld.Nwc. | 33 ″ 11 s 6 ″ 8½ 27 ″ 5 | |
| 14623 | *ss* Shl.No.3–4,35 | 6702 | ~~Spar 10,30~~ 7,41 | Sou | | ~~N 1,30~~ | 1mo | | | | | | 18 *BHpt Cem* | | | |
| GFRV | *ss* Nwc.No.1–39 | 4267 | ~~BS 7,40~~ 3,41 | ✠LMC | 4,39 | 4,41 | | | | | | | (11 *to U dk* 7 ,, *2nd* ,,) | | | |
| | 2 *Dks* (*Stl*) & *Web frames* | | | | | | | | | | | | | | | |
| | *Mchy.Aft* *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | D.F. E.S.D. | | *Fitted for oil fuel* 1,22 | | | *F.P. a* | *Lloyd's* 50° F. above 1 | *SA&CP* *Cell D* | *Bu E&B* 32′90*t DT* | *f* 45′439*t FPT* 125*t* | | | *APT* 38*t* | | | |
| 73698 | **El Hak** (P) | 1022 | | | | | 1929 | Hawthorn, Leslie&Co.Ld Newcastle | Halal Shipping Co. Ld. | 231·6 | 35·2 | 11·1 | London British / *WB* | Oil Engines 2S.C.SA 6Cy.16 1/16″–28⅜″ 287NH^P Atlas Diesel Co.Ld.Skm. | | C |
| 161327 | *Oil Eng.* | 689 | | | | | | | | | | | | | | |
| GJCL | *Mchy.Aft* Wireless 1 *Dk & Shelter dk* | 511 | | | | | | | | | | | | | | |
| 73699 | **El Hind** (P) | 5314 | ✠100A1 | Bom | *z* | CL | 1938 | Lithgows Ld. Port Glasgow | Scindia Steam Nav. Co.Ld. | 400·0 414·7 (O.L.) P37′B146′F33′ | 52·0 | 28·0 FK | Bombay British / *7 BHpt Cem* | T.3Cy.24½″,41″&70″–48″ (*r*) 220lb FD 524NH^P 3SB,*9cf*, HS7563 J.G.Kincaid&Co.Ld.Grk. | 30 ″ 6 s 5 ″ 6½ 25 ″ 2 | |
| 172583 | | 4658 | ~~3,10~~ ~~3,29~~ 1,10 | | 1½ | 11,10 | 6mo | | | | | | | | | |
| VWJN | D.F. 2 *Dks* | 3197 | | ✠LMC | 6,38 | | *Lloyd's* 50° F. above 1 | *SA&CP* *Cell D* | | *B* 343′1128*t FPT* 78*t* | | | *APT* 47*t* | | | |
| | *Cruiser Stern* | | *Fitted for oil fuel* | | 6, 38 | *F.P. a* | | | | | | | | | | |
| 73700 | **El Isleo** | 4219 | | | | | 1920 | Downey S.B.Corp. Staten Island. N.Y | Southern Pacific S.S.Lines | 334·6 | 47·1 | 23·1 | New York Utd.States / *WB* | T.3Cy.24½″,41½″&72″–48″ 359NH^P Downey S.B.Corp. | | |
| 220979 | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| WICK | 3 *Dks* | 2557 | | | | | | | | | | | | | | |
| 73701 | **El Kantara** (P) Twin Sc | 5079 | | | | | 1932 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Cie.de Nav.Mixte (Cie.Touache) | 381·7 | 53·8 | 23·4 | Marseilles French / *WB* | 6 Steam Turbines SR geared to 2 Sc. Shafts Parsons Marine Steam Turbine Co.Ld.Nwc. | | V |
| | *Fitted for oil fuel* | 3011 | | | | | | | | | | | | | | |
| FNFT | 3 *Dks* | 2317 | | | | | | | | | | | | | | |
| | E.S.D. *Cruiser Stern* | | | | | | | | | | | | | | | |
| 73702 | **El Lago** | 4219 | | | | | 1920 | Downey S.B.Corp. Staten Island | Southern Pacific S.S.Lines | 334·6 | 47·1 | 23·1 | New York Utd.States / *WB* | T.3Cy.24½″,41½″&72″–48″ 359NH^P Downey S.B.Corp. | | |
| 221014 | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| WICL | 3 *Dks* | 2557 | | | | | | | | | | | | | | |
| 73703 | **El Leon** | 329 | | | | | 1926 | Corcho Hijos Santander | Compania Arrendataria del Monopolio de Petroleos, S.A. | 124·6 F14′ | 23·5 | 10·9 | Barcelona Spanish | Oil Engines 4S.C.SA 3Cy.11″–17¾″ 35NH^P Gas Mfbk Deutz Köln Deutz | | V |
| | *Carrying Petroleum in bulk* *Oil Eng.* | 255 | | | | | | | | | | | | | | |
| EELK | 1 *Dk* | 242 | | | | | | | | | | | | | | |
| 73704 | **El Libertador** (P) Twin Sc | 1713 | | Cco | | | 1929 | Internat'nl S.B.&E.Co. Ld. Danzig | Koninkl.Nederl. Stoomb.Maats. N.V. | 240·6 B122′F41′ | 40·2 | 12·3 | Amstrdam Dutch / *WB* | T.6Cy.14⅜″,24″&39⅜″–26⅜″ 160NH^P International SB.&E.Co Ld | | G |
| | *Fitted for oil fuel* | 959 | Examined L.R. 10,40 | | | | | | | | | | | | | |
| PDXD | *Cruiser Stern* 1 *Dk* | 750 | | | | | | | | | | | | | | |
| 73705 | **El Madina** (P) Twin Sc | 3962 | ✠100A1 | Bom | *w* | CL | 1937 | Barclay, Curle&Co.Ld Glasgow | Scindia Steam Nav.Co.Ld. | 359·8 374·4 (O.L.) *Shade dk. Fon* FK *Shade dk* 44′ | 50·2 | 22·0 | Bombay British | T.6Cy.20″,31½″&53″–36″& LP turbines with DR gearing & hydraulic couplings 220lb (*s*) 916NH^P 4SB(Spt),*16cf*, GS320 HS13144 FD Barclay, Curle&Co.Ld.Gls. | 24 ″ 0 s 3 ″ 10½ 20 ″ 6 | |
| 159610 | | 2660 | 1,41 ~~1,29~~ | | 1½ | 1,41 | 11mo | | | | | | *6 BHCem* | | | |
| VWJL | 2 *Dks* | 1628 | | ✠LMC | 11,37 | | *Lloyd's* | *SA&CP* *Cell DB* | 295′609*t DTa* 26′31 | 6*t DTf* 12′205*t FPT* | | | 52*t APT* 60*t* | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 73706 | **El Mansour** (P) Twin Sc | 5818 | | | | | 1933 | Forg.&Ch. de la Médit SA LaSeyne | Cie.de Nav.Mixte (Cie.Touache) | 387·1 | 54·0 | 23·8 | Marseilles French / *WB* | 6 Steam Turbines SR geared to 2 Sc. Shafts Forg.&Ch.de la Médit.S.A. | | V |
| | D.F. *Fitted for oil fuel* | 3225 | | | | | | | | | | | | | | |
| FNFU | E.S.D. *Cruiser Stern* 3 *Dks* | 2435 | | | | | | | | | | | | | | |
| 73707 | **El Menzaleh** (*ex* Florentia, | 318 | | | | | 1917 | Forg.&Ch. de la Médit. LaSeyne | Soc.Misr de Navigation Maritime | 132·3 | 24·0 | 12·0 | Suez Egyptian | C.2Cy.18″&36″–23½″ 52NH^P Forg.&Ch.de la Médit.Msl. | | |
| 4 | *ex* Theodoros-Sophios, | — | | | | | | | | | | | | | | |
| SUCA | *ex* Caille II.) 1 *Dk* | 133 | | | | | | | | | | | | | | |
| 73708 | **El Mirlo** | 8092 | ✠100A1 | Bkn | *c*† | CL | 1930 | Blythsw'd S.B.Co Ld Glasgow | Lobitos Oilfields, Ld.(C.T.Bowring & Co.Ld. *Mgrs.*) | 459·7 | 60·0 | 34·5 | London British | Oil Engines 4S.C.SA 8Cy.29⅛″–59 1/16″ 652NH^P 2 DB *180lb* | 34 ″ 4 s 6 ″ 10½ 27 ″ 9½ | |
| 162487 | *Oil Eng.* | 7421 | 4,41 ~~3,40~~ | | | 3,40 | 9mo | | | | | | | | | |
| GTPQ | D.F. *ss* Bkn No.2–38 | 4928 | ✠LMC | CS8,38 | | | *Lloyd's* | *SA&CP* | *Cell D Bu E* 43′ 183*t DTf* 36′427*t* | P94′B32′F42′ FK *FPT* 247*t APT* 65*t* | | | 17 *BHpt Cem* (12 *to U dk* 5 ,, *2nd*,,) | J.G.Kincaid&Co.Ld.Grk. | | |
| | E.S.D. 2 *Dks* (*Stl*) & *Web frames* | | DBS ~~3,46~~ 4,41 | 8,38 | 3,40 | | | | | | | | | | | |
| | *Mchy.Aft* *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 73709 | **El Montecillo** | *3031* | | | | | 1920 | Dunlop, Bremner&Co. Ld Pt.Glasgw | Cia.General de Naveg.(A.Navajas *Mgr.*) | 329·2 P27′B98′F34′ | 48·9 | 24·3 | Bilbao Spanish / *WB* | T.3Cy.23″,38″&63″–45″ 266NH^P Dunlop, Bremner&Co.Ld. | | C |
| | *Fitted for oil fuel* | *2857* | | | | | | | | | | | | | | |
| EAQF | 1 *Dk* | *1918* | | | | | | | | | | | | | | |
| 73710 | **El Mundo** | 6008 | | | | | 1910 | Nwprt Nws S.B.&D.D.Co. Newprt News | Southern Pacific S.S.Lines | 405·6 | 53·1 | 27·4 | New York Utd.States / *WB* | T.3Cy.34½″,57″&96″–60″ 714NH^P Newport News SB&DD.Co. | | |
| 207947 | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| WICM | 3 *Dks* | 3747 | | | | | | | | | | | | | | |
| 73711 | **El Neptuno** (*ex* Chatton-34) | 3569 | ✠ ... | Bkn | *w* | | 1925 | W.Dobson & Co. Newcastle | Cia.Anon. Maritima "Union" (M.Urruchua, *Mgr.*) | 360·0 P30′B225′F33′ | 50·0 | 26·0 23·6 FK | Bilbao Spanish 6 *BHCem* | T.3Cy.25″,41″&68″–45″ 370NH^P 3SB,*9cf*, GS165, HS6165 NE Marine Eng Co.Ld.Nwc. | 26 ″ 0 | C † |
| | *ss* Nwc.No.1–30 | — | 8,34 | | | | 10mo | | | | | | | | | |
| EEJG | 1 *Dk* (*Stl*) | 2135 | ✠ | | | | | | *Cell D* | *B* 313′892*t FPT* 105*t* | | | *APT* 111*t* | | | |
| 73712 | **El Nil** (P) (*ex* Tjerimai-33, Twin Sc | 7769 | | | | | 1916 | Reiherst'g Schiffsw. Hamburg | Société Misr. de Navigation Maritime | 426·3 | 55·9 | 27·4 | Alexndria Egyptian | Q8Cy.22½″,33½″,49⅛″&71⅜″–49⅜″ 720NH^P Reiherstieg Maschf.Ham. | | V |
| 58 | *ex* Wadai, *ex* Marie, *ex* Marie Woermann) | 6470 | | | | | | | | | | | | | | |
| SUBQ | D.F. *Fitted for oil fuel* | 4702 | | | | | | | | | | | | | | |
| | 2 *Dks & Shelter dk* | | | | | | | | | | | | | | | |
| 73713 | **El Occidente** | 6008 | | | | | 1910 | Nwprt Nws S.B.&D.D.Co. Newport Nws | Southern Pacific S.S.Lines | 405·6 | 53·1 | 27·4 | New York Utd.States / *WB* | T.3Cy.34½″,57″&96″–60″ 714NH^P Newport News SB&DD.Co. | | |
| 208166 | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| WICP | 3 *Dks* | 3747 | | | | | | | | | | | | | | |
| 73714 | **El Oceano** | 6767 | | | | | 1925 | Federal S.B &D.D.Co Kearny, N.J. | Southern Pacific S.S.Lines | 415·0 | 56·1 | 29·1 | New York Utd.States | DR Geared Steam Turbines De Laval Steam Turbine Co. Trenton, N.J. | | |
| 224496 | *Fitted for oil fuel* | 4514 | | | | | | | | | | | | | | |
| WICO | | 4172 | | | | | | | | | | | | | | |

7775
6470
4719

| Numéro d'Ordre. — Numéro Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Tonn. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terms assigned maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière Visite de la Flèche porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | 15 Registres où noté, et cote et date de la L. M. Dock-Cert. R.=Certificat. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73715 | **El Oriente** | 6008 | | | | | 1910 | NwprtNws S.B.&D.D.Co. Newprt News | SouthernPacific S.S.Lines | 405·6 \| 53·1 \| 27·4 | | | NewYork Utd.States | T.3Cy.34½″,57″&96″–60″ 714NHP | | |
| 206080 | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| WICQ | *3 Dks* | 3747 | | | | | | | | | | | *WB* | NewportNewsSB&DD.Co. | | |
| 73716 | **El-Petrolero** | 617 | | | | | 1921 | Downey S.B.Corp. StatenIsland, N.Y. | Pan-AmericanOil ExportCorporation | 170·0 \| 35·0 \| 10·5 F28′ | | | M.Video Uruguayan | T.3Cy.13″,22″&36″–24″ 87NHP | | |
| 221121 | *Carrying Petroleum in bulk* | — | | | | | | | | | | | | DowneyS.B.Corp.Staten Island,N.Y. | | |
| | *Mchy.Aft* | 352 | | | | | | | | | | | | | | |
| 73717 | **El Rioplatense** | 1178 | ✠100A1 ~~Oc.'39~~ 1,41 | BAs | *r* | CL ~~11,87~~ | 1934 | Nakskov | "LaRioplatense" Cia.deNavegacion yTransportes,S.A. | 260·1 \| 41·1 \| 16·9 P64′B28′F25′ | | | Bns.Aires Argentine | Oil Engines 4S.C.SA 6Cy.21⅛″–39″ 271NHP | 18 ″ 0 | |
| | *Oil Eng.* | — | | | | | 12mo | Skibs.A/S Nakskov | | *Trunk* 140′ FK | | | 11 *BH* | | | |
| LOHP | Wireless D.F. *ss* B.As.No.1–38 | 604 | ✠LMC CS10,38 ~~4,40~~ 4,10 ~~11,37~~ | | | 4,10 | *Lloyd's* | *A&CP* | *Cell DB* | *uE* 57′ *f* 28′ 119*t* | *DT* | | | Akt.Burmeistr&Wain,Cpn | | |
| | *Mchy.Aft* 1 *Dk* | | | | | | | | | *in ER* 4′17*t* | *F* | | | *PT* 26*t APT* 41*t* | | |
| | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 73718 | **El Saturno** (*ex* Guipuzcoa–35, *ex* Bergsdalen) | 3450 | | | | | 1921 | Burntislnd S.B.Co.Ltd. Burntisland | Cia.AnonimaMa-ritimaUnion(M. Urruchua, *Mgr.*) | 331·9 \| 48·7 \| 25·1 P94′H12 1′ | | | Bilbao Spanish | T.3Cy.24″,40″&65″–42″ 274NHP | | C |
| | | 3197 | | | | | | | | | | | *WB* | Cooper&Greig,Ld.Dundee | | |
| EAEZ | 1 *Dk* | 2002 | | | | | | | | | | | | | | |
| 73719 | **El Segundo** | 3664 | ✠ ... | | | | 1912 | NewYork S.B.Co. Camden,N.J. | BalboaTransport Corporation | 321·7 \| 46·2 \| 27·5 P116′B30′F43′ | | | Panama Pnamanian | T.3Cy.21″,35″&58″–42″ 318NHP | 27 ″ 0 | R |
| 210635 | | 3168 | 6,32 | | | | 12mo | | | FK | | | *WB* | NewYorkSB.Co.CamdnNJ | | † |
| HPJN | *ss* S.Fo.No.3–7,25 | 2228 | ✠ | | | | | | | | | | | | | |
| | *ss* S.Fo.No.1–29 | | | | | | | | | | | | | | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| | *Mchy.Aft* 2 *Dks & Web frames* | | | | | | | | | | | | | | | |
| | D.F. *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 73720 | **El Valle** | 4605 | | | | | 1901 | NwprtNws S.B.&D.D.Co. NwportNews | SouthernPacific S.S.Lines | 391·7 \| 48·3 \| 26·0 33·8 | | | NewYork Utd.States | T.3Cy.32″,52″&84″–54″ NB12 518NHP | | |
| 136882 | *Fitted for oil fuel* | — | | | | | | | | | | | | NewportNewsSB&DD.Co. | | |
| WICS | 2 *Dks & Awng dk* | 2896 | | | | | | | | | | | | | | |
| 73721 | **Elax** | 7403 | ✠100A1 | Fal | *b*† | CL | 1927 | Nederl. Schps.Maats. Amsterdam | Anglo-Saxon PetroleumCo.Ld. | 440·4 \| 59·5 \| 32·7 456·5(O.L.) | | | London British | Oil Engines 4S.C.SA 6Cy.32½″–59″ 602NHP | 32 ″ 9 | |
| 149919 | *Oil Eng.* | 6761 | ~~3,40~~ 12,40 | Bkn | 21 | 8,39 | 10mo | | | P99′B34′F58′ FK | | | 15 *BHpt Cem* | 2DB *180lb* | s 6 ″ 3½ | |
| GNJV | Sub.Sig. *Mchy.Aft* *ss* Fal.No.3–3,40 | 4273 | ✠LMC CS5,40 | | | | *Lloyd's* | *A&CP* | *Cell DB uE* 69′ 317*t* | *DT f* 32′ 284*t* | *FPT* | | 161*t APT* 65*t* | Werkspoor,Amsterdam | 26 ″ 8 | |
| | D.F. E.S.D. *Cruiser Stern* 1 *Dk (Stl)* | | DBS3,~~42~~ 8,~~39~~ | | | | | | | | | | | | | |
| | *Longitudinal framing at bottom & at deck* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 73722 | **Elba** | 4671 | | | | | 1907 | American S.B.Co. Cleveland,O. | InterlakeS.S. Co.(Pickands, Mather&Co. *Mgrs.*) | 420·0 \| 52·0 \| 28·0 | | | Wilmgton (Del.) | T.3Cy.22″,35″&58″–42″ 218NHP | | R |
| 204727 | | — | | | | | | | | | | | *WB* | Utd.States | AmericanS.B.Co.Clevel'nd | |
| WNWN | D.F. GyC. *Mchy.Aft* 1 *Dk* | 3365 | | | | | | | | | | | | | | |
| 73723 | — | 1974 | ✠100A1 | Ard | *r* | CL | 1918 | Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth | GroveLine(Glas-gow)Ld.(David Alexander&Sons, *Mgrs.*) | 280·0 \| 41·9 \| 18·9 290·4(O.L.) | | | Glasgow British | T.3Cy.21″,35″&57″–36″ (*r*) 180lb *100lb* 231NHP | 20 ″ 9 | |
| 142260 | (*ex* Glenpark–32) *ss* P.Gl.No.3–1,31 | 1789 | 12,39 | | | 11,39 | 7mo | | | P21′B68′F29′ FK | | | 4 *BH Cem* | 2SB,*6cf*,GS112,HS8796 | s 2 ″ 10½ | |
| GQWM | D.F. *ss* Ard.No.2–39 | 1194 | ✠LMC | | | | *Lloyd's* | *A&CP* | *Cell DB a* 70′ *uE* | 28′ *f* 124′ 523*t* | *FPT* | | 55*t APT* 46*t* | Dunsmuir&Jackson,LdGls | 18 ″ 1 | |
| *Now "Aldergrove," see No. 8700 in Supplement* | *Cargo battens not fitted except in fwd.hold* | | BS3,39 MS12,39 | | | | | | | | | | | | | |
| 73724 | **Elbano Gasperi** Ⓟ | 742 | | | | | 1928 | Cant.Nav. OderoS.A. Genoa | Soc.Anon.Navi-gazioneToscana | 194·4 \| 28·3 \| 19·5 184·2 | | | Leghorn Italian | T.3Cy.16″,26½″&43″–30″ 101NHP | | I |
| 187 | | 704 | | | | | | | | | | | *WB* | CantieriNavaliOderoS.A. | | |
| IMIT | | 344 | | | | | | | | | | | | | | |
| 73725 | **Elbe** Ⓟ **TwinSc** | 9179 | ✠ ... | | | | 1929 | Deutsche Werke Kiel | Norddeutscher Lloyd | 487·3 \| 60·6 \| 39·6 len34 | | | Bremen German | Oil Engines 2S.C.DA 14Cy.23⅝″–43.⅝″ 2720NHP | | G |
| | (*ex* WenatcheeStar–34, *Oil Eng.* | 8630 | 2,34 | | | | 7mo | | | B31′F52′ FK | | | *WB* | NE34 | | † |
| DCHF | *ex* SudExpreso) 2 *Dks* | 5694 | | | | | | | | | | | | Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | |
| | *Ref.Mchy.* *Cruiser Stern* | | | | | | | | | | | | | | | |
| | D.F. E.S.D. | | | | | | | | | | | | | | | |
| 73726 | — **4Mst** | 1197 | | | | | 1921 | Werft. Nobiskrug G.m.b.H. Rendsburg | Bugsier,Reed.& BergungsA.G. | 250·0 \| 37·5 \| 12·8 P&B194′F27′ | | | Hamburg German | T.3Cy.17 7/10″,28½″&45 7/10″– 29½″ 110NHP | | G |
| | | 992 | | | | | | | | | | | *WB* | OttenserMaschf.Altona | | |
| DHGB | *Mchy.Aft* 1 *Dk* | 641 | | | | | | | | | | | | | | |
| | Wireless Sub.Sig. | | | | | | | | | | | | | | | |
| 73727 | **Elbert H. Gary** | 6331 | | | | | 1905 | Chicago S.B.Co. Chicago | PittsburghS.S.Co. | 557·8 \| 56·0 \| 26·5 | | | D'luth,Min Utd.States | T.3Cy.24″,39″&65″–42″ NB36 274NHP | | R |
| 202014 | | — | | | | | | | | | | | *WB* | AmericanS.B.Co.Clevelnd | | |
| | D.F. GyC. *Mchy.Aft* 1 *Dk* | 4988 | | | | | | | | | | | | | | |
| 73728 | **Elbhof** (*ex* Chusan) | 1253 | | | | | 1922 | Shanghai Dck&ECo.Ld Shanghai | Dr.AdoNolte, RudolfLaurenz& GustavRöhreke (Carlowitz&Co. *Mgrs.*) | 205·0 \| 33·0 \| 19·0 | | | Shanghai German | T.3Cy.16″,28″&48″–33″ 120NHP | | |
| | | 1025 | | | | | | | | | | | *WB* | ShanghaiDck.&E.Co.Ld. | | |
| DJXI | 2 *Dks* | 757 | | | | | | | | | | | | | | |
| 73729 | **Elbing** (*ex* Arcadia–34) | 1441 | | | | | 1922 | Deutsche WerftA.G. Hamburg | Kohlen-Import u. PoseidonSchiffahrt A.G. | 234·5 \| 36·8 \| 17·9 P30′B54′F22′ | | | Königsbrg German | C.4Cy.(2)13″&(2)27 7/10″– 27 7/10″ NE35 67NHP | | G |
| | Wireless | 1152 | | | | | | | | | | | *WB* | F.SchichauG.m.b.HElbing | | |
| DHBK | D.F. E.S.D. 1 *Dk* | 747 | | | | | | | | | | | | | | |
| 73730 | **Elbing I** (*ex* Fintel–33, *ex* Fritz Reichel, *ex* Elbing I) | 466 | | | | | 1893 | F.Schichau Elbing | A.Zedler | 164·4 \| 27·7 \| 11·9 B38′F10′ | | | Elbing German | T.3Cy.12½″,20½″&31½″–19¾″ 44NHP | | G |
| | | 400 | | | | | | | | | | | *WB* | F.Schichau,Elbing | | |
| DGXO | 1 *Dk* | 251 | | | | | | | | | | | | | | |
| 73731 | **Elbing II** (*ex* Rhenania–35, *ex* Krusau, *ex* Rhenania) | 826 | | | | | 1894 | Flensburgr Schiffsb.Ges. Flensburg | A.Zedler | 205·5 \| 33·9 \| 12·9 Q18′B44′F21′ | | | Elbing German | T.3Cy.14″,23″&37″–24″ NB24 69NHP | | G |
| | | 716 | | | | | | | | | | | *WB* | FlensburgerSchiffsb.Ges. | | |
| DGWF | 1 *Dk* | 480 | | | | | | | | | | | | | | |
| 73732 | **Elbing III** | 315 | | | | | 1898 | F.Schichau Elbing | A.Zedler | 144·8 \| 22·2 \| 9·7 Q37′B30′ len08 | | | Elbing German | T.3Cy.10⅜″,16½″&24″–11¾″ 20NHP | | G |
| | | 253 | | | | | | | | | | | *WB* | F.Schichau,Elbing | | |
| DAHN | 1 *Dk* | 186 | | | | | | | | | | | | | | |
| 73733 | **Elbing IV** | 314 | | | | | 1899 | F.Schichau Danzig | A.Zedler | 144·8 \| 22·4 \| 9·7 Q34′B30′ len07 | | | Elbing German | T.3Cy.10⅜″,16½″&24″–11¾″ 20NHP | | G |
| | | 254 | | | | | | | | | | | *WB* | F.Schichau,Elbing | | |
| DAHO | 1 *Dk* | 185 | | | | | | | | | | | | | | |
| 73734 | **Elbing VII** (*ex* Ottilie–36, *ex* Thalia) | 465 | | | | | 1896 | Act.Ges. "Weser" Bremen | A.Zedler | 150·6 \| 24·0 \| 16·2 Q38′B80′F17′ | | | Elbing German | C.2Cy.16 7/16″&30½″–20½″ 36NHP | | G |
| | | 458 | | | | | | | | | | | *WB* | A.G."Weser," Bremen | | |
| DHSU | 1 *Dk* | 286 | | | | | | | | | | | | | | |
| 73735 | **Elbing VIII** (*ex* Heinrich Grammerstorf–37, *ex* Elsa) | 590 | | | | | 1911 | Nüscke& Co.Act.Ges. Stettin | A.Zedler | 186·1 \| 30·2 \| 11·1 Q43′B67′F20′ | | | Elbing German | T3Cy.12⅝″,20½″&33½″–22 7/16″ 53NHP | | G |
| | | 492 | | | | | | | | | | | *WB* | OttenserMaschb.Altona | | |
| DCGF | 1 *Dk* | 335 | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of first entry |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73736 / DOLC | **Elbing IX** (*ex*Themis-39) *Mchy. Aft* | 1 *Dk* | 467 338 274 | | | | | 1891 | G. Evers Lübeck | A. Zedler | 159·1 Q40′ | 23·9 B39′ | 11·0 F21′ | Elbing German *WB* | C.2Cy.17¾″&32¾″–22″ Masch. NB07 42NHP Buckau A.G. Magdeburg | | G |
| 73737 / UOJS | **Elborus** Wireless | 1 *Dk* | 970 817 546 | | | | | 1898 | Howaldtswerke Kiel | U.S.S.R. | 220·7 Q18′ | 35·0 B42′ | 12·7 F30′ | Odessa Russian *WB* | T.3Cy.17⅛″,27⅝″&43¼″–25″ 94NHP Howaldtswerke, Kiel | | |
| 73738 / GVVZ / MMRF | **Elcano** Ⓟ *Oil Eng.* Wireless *Mchy. Aft* | 1 *Dk* *Cruiser Stern* | 1406 919 1002 | ✠100A1 12,38 ✠LMC12,38 | H Kg | *o* | CL 12mo | 1938 | Hong Kong & Whampoa Dock Co. Ld. Hong Kong *Lloyd's SA&CP* | La Naviera Filipina Inc. *Cell DB* | 218·8 228·0 (O.L.) F31′ *Bridges* *Promenade dk* FK *uE21′ f19′94t* | 38·6 | 13·5 *FPT* 36*t* | Cebu, P.I. Utd. States *4 BHCem* *APT60t* | Oil Engines 4S.C.SA 8Cy.16 5/16″–23⅝″ 213NHP Humboldt-Deutzmotoren, A.G. Koln-Deutz | 16 ″ 6 s 2 ″ 3½ 14 ″ 4½ | |
| 73739 / 217994 / KEVG | **Eldena** *Fitted for oil fuel* Sub. Sig. *2 Dks & Shelter dk* | | 6900 6884 5321 | | | | | 1919 | Skinner & Eddy Corpn. Seattle, Wash | United States Maritime Commission | 409·6 | 54·2 | 27·1 | Seattle Utd. States | DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. | | R |
| 73740 / 140314 / GVVZ | **Elderol** *ss* Ply. No. 3–12,29 *ss* Gls. No. 2–39 *Mchy. Aft* | 1 *Dk (Stl) & Web frames* *Longitudinal framing* | 1170 854 497 | ✠100A1 7,40 ~~1,39~~ Sou ✠LMC1,39 BS7,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,17 | Gls | *n* | CL 1,39 *F.P. above* | 1917 6mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP* 50° F. | The Admiralty *Cell DBuE & B39′ 62t DT f30′ 240t FPT* | 210·0 P44′ | 34·8 F40′ | 16·6 FK | London British 12 *BHpt Cem* *APT28t* | T.3Cy.13½″,22″&36″–30″ (*s*) 180lb 135NHP 2SB, *4cf*, HS2316 FD Swan, Hunter & Wigham Richardson, Ld. Nwc. | 16 ″ 6 s 1 ″ 6¼ 15 ″ 0¾ | |
| 73741 ~~216615~~ ~~KMOI~~ / *Mchy. Aft* | **Eldorado** *Fitted for oil fuel* | 2 *Dks* | 2180 — 1289 | | | | | 1918 | Lng Beach S.B.Co. Long Beach, Cal. | ~~China Trading Corporation~~ J.H. Hansen | 245·6 | 42·0 | 24·1 | ~~S. Francisco~~ ~~Utd. States~~ Panama Pnamanian | T.3Cy.19″,35″&46″–26″ 108NHP *E made 06 refitted 18* Watt & Hinds, New York | | |
| 73742 / LCIR | **Eldrid** D.F. | 1 *Dk* | 1712 1513 998 | | | | | 1915 | Nylands Værksted Oslo | D/S A/S Eldrid (Bachke & Co.) | 265·1 P22′ | 40·2 B65′ | 18·6 F29′ *WB* | Trondheim Norwegian Nylands Værksted, Oslo | T.3Cy.19″,31″&51½″–33″ 152NHP | | N |
| 73743 / 166370 / MMRF | **Eleanor Brooke** *Mchy. Aft* Wireless | 1 *Dk* *Cargo battens not fitted* *Cruiser Stern* | 1037 739 571 | ✠100A1 7,41 ~~3,40~~ ~~11,40~~ ~~Nwo~~ ✠LMC3,38 | Sld | *m* | CL 3mo 6,41 | 1938 | S.P. Austin & Son, Ld. Sunderland *Lloyd's SA&CP* | Stephenson Clarke & Associated Companies, Ld. *Cell DBuE1* | 211·3 220·5 (O.L.) Q120′ *Lloyd's SA&CP* *above 1* | 34·2 B11′ 50° F. | 13·4 F22′ FK 6′ *f 142′ 440t FPT 90t* | London British 3 *BHCem* *APT30t* | T.3Cy.14½″,24″&41″–30″ (*s*) 200lb *100lb* FD 141NHP ISB (Spt), *3cf*, GS48, HS2113 N.E. Marine Eng. Co. Ld. Sld. | 15 ″ 4 s 4 ″ 7½ 14 ″ 7 | |
| 73744 / DOHA | **Electra** (*ex*Douro, *ex*Ella) Sub. Sig. *Mchy. Aft* | 1 *Dk* | 654 — 349 | | | | | 1919 | Werft Nobiskrug Rendsburg | Dampfsch. Ges. "Neptun" *WB* | 175·6 | 30·7 | 12·5 | Bremen German | T.3Cy.13½″,20 5/16″&32 7/16″–22″ Steen & 50NHP Kauffman, Elmshorn | | G |
| 73745 / 3855 / PJAS | **Elena** *ss* Cco. No. 3–4,41 ~~*ss* Coo. No. 2–37~~ *Mchy. Aft* *Longitudinal framing at bottom & at deck* | Twin Sc 1 *Dk (Stl)* | 2609 1728 1147 | ✠100A1 4,41 ✠LMC4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,28 | Cco | *t* | CL P4,39 S9,39 *F.P. above 1* | 1928 11mo | Howaldtswerke A.G. Kiel *Lloyd's SA&CP* 50° F. | N.V. Curaçaosche Scheepvaart Maats. *Cell DBuE1* | 305·5 P87′ *Trunk* 6′ *f 142′ 440t FPT 90t* | 50·3 B89′ | 15·1 F29′ FK *APT 80t* | Willmstad Dutch 9 *BHpt Cem* 135*t* | T.6Cy.12 1/8″,20½″&34 1/16″– 24 7/16″ 180lb (*s*) 238NHP 2SB, *6cf*, GS ,HS4168 FD Howaldtswerke, A.G. Kiel | 15 ″ 0 s 1 ″ 6½ 13 ″ 7 | |
| 73746 / 55 / SVBL | **Eleni** (*ex*Polamhall, *ex*Rhode Island) | 2 *Dks* | *5655* *5292* *3530* | | | | | 1918 | Napier & Miller, Ld. Glasgow | A. Th. Callinicos | 420·7 P48′ | 54·2 B129′ | 29·0 F46′ *WB* | Ithaca Greek | T.3Cy.26½″,44″&73″–51″ 381NHP J. Brown & Co. Ld. Clydebnk | | C |
| 73747 / 507 / SZIY | — (*ex*Tschernomore) Wireless | *ss* Oda. No. 2–11 1 *Dk (Stl) & Spar dk & Web frames* *Fitted for oil fuel* | 1441 1325 987 | ✠ 12,13 ✠ | Oda | *q* | | 1903 4mo | Soc. Anon. Jhn. Cockerill Hoboken | G.M. Embiricos | 245·3 P49′ *Cell DBa67′ uE & B* | 33·1 B59′ | 13·8 19·9 F44′ FK *5 BHCem* *98′ f 12′ 246t* | Piræus Greek | T.3Cy.22 7/16″,35 1/16″&57½″– 43 5/16″ 300NHP 2SB, *6cf*, GS122, HS4576 Soc An. J. Cockerill, Seraing | 23 ″ 0 | |
| 73748 / 114947 / VQSJ | — (*ex*Quillebeuf-34, *ex*Verrier) *Mchy. Aft* | Twin Sc 1 *Dk* | 996 659 597 | | | | | 1921 | Ch. & Atel. Aug. Normnd Havre | | 219·0 | 34·5 | 12·5 | Famag'sta British *WB* | T6Cy.12⅝″,19 7/16″&31½″–16½″ 80RHP Ch. & Atel. Aug. Normand | | V |
| 73749 / 595 / SZJP | **Eleni Canavarioti** (*ex*Heraclis-39, *ex*Maria-34, *ex*Alster, *ex ss* Goo. No. 3–3,99 Nacka, *ex*LuiseBlume, *ex*Federation) *ex*Spetsopoula, *ex*Federation) *ss* Hpl. No. 2–07 1 *Dk* | | 797 601 426 | ✠ ... 7,09 ✠NB6,00 ✠ | | | | 1886 10mo | S.P. Austin & Son Sunderland | S.E. Canavariotis | 216·7 P39′ | 30·7 B66′ | 12·3 H19′ F29′ BK7″ | Piræus Greek *WB* | T.3Cy.19″,31″&51″–33″ 161NHP N.E. Marine Eng. Co. Ld. Sld | 14 ″ 5 | |
| 73750 / 452 / SZJB | **Eleni Kanellopoulou** (*ex*Casanovas, *ex*Vania, *ex*Mina) | Twin Sc 1 *Dk* | 464 — 242 | ✠ ... 10,08 ✠ | | | | 1904 9mo | J. Meyer Zalt Bommel | C.N. Papageorgiou & D.M. Lionetis | 184·0 | 28·0 | 9·0 FK | Piræus Greek | C.4Cy.11½″&22½″–16″ 33NHP Vauxhall I.W. Co. Ld. Lon. | 9 ″ 6 | |
| 73751 / 13 018 / ~~OZDH~~ / VQRM | **Eleonora Mærsk** *Oil Eng.* D.F. *Mchy. Aft* *Longitudinal framing at bottom & Cruiser Stern at deck in centre tanks* | 1 *Dk*, 2 *nd dk in mchy. space* | 10694 9731 6529 | ✠100A1 3,40 ~~DB6,39~~ ✠LMC12,36 *Carrying Petroleum in bulk* DBS12,40 | PNl | *f†* | CL N3,40 | 1936 12mo | Deutsche Werft A.G. Betr. Finkenwrder Hamburg *Lloyd's SA&CP* | Ministry of Shipping (Athel Line, Ld. *Mgrs.*) *Cell DBuE43′ 67t* | 504·3 P115′ | 68·7 B29′ | 34·1 F62′ FK *DT f 32′ 679t* | Colombo British 17 *BHpt Cem* *FPT 254t APT 106t* | Oil Engines 2S.C.DA 7Cy.23¾″–43 5/16″ 1356NHP 2 DB *1801b* DB (W.T.) *1801b* Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 36 ″ 4 s 7 ″ 5¾ 29 ″ 2¼ | |
| 73752 / ~~99394~~ Rock) / MKXM | **Eleth** (*ex*Black *ss* Liv. 4th No. 3–4,40 *Well deck* *Mchy. Aft* *Stl plating & Irn framing* | Steel & Iron 3 Mst 1 *Dk (Irn)* | 368 270 140 | ✠100A1 4,40 ✠NB1,29 ✠LMC MS5,38 BS4,40 | Liv | *f* | CL 2,38 | 1891 10mo | R. William-son & Son Workington | ~~W. Thomas & Sons~~ | 152·3 Q84′ | 23·6 B10′ | 8·7 F20′ BK7″ | Liverpool British 3 *BHCem* *DB 80′ 100t* | C.2Cy.18″&36″–24″ (*s*) 100lb 71RHP 1SB, *2cf*, GS39, HS1400 Dunsmuir & Jackson, Gls. | 11 ″ 3 s 2 ″ 9 11 ″ 3 | |
| 73753 / 73754 | **Elettra** (*ex*Sonderburg, *ex*Agdestein) *Mchy. Aft* | Twin Sc *Oil Eng.* 1 *Dk* | 493 — 395 | | | | | 1920 | Kalund-borg Skibsv. Kalundborg | Felix Fresone | 146·6 P56*t* | 30·1 F13*t* | 10·9 | Bns. Aires Argentine *WB* | Oil Engines 4S.C.SA 8Cy.12 3/16″–12″ 117NHP Frederikshvn. Jerns. & Msk. | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant expiré. Lettre d'Enfoncement. | 7* Date de la dernière visite de flotte pour hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Coarse. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milliers du navire. Tirant d'eau correspondant. *pds. pt.* | Registres où coté, si ce n'est dans le R. Darès. Cert. R. et T. Mds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73755 | **Elfriede Charlotte Becker** 3Mst | | 750 | | | | | 1921 | NV Schps. | Johs.Thode | 186·6 | 28·2 | 12·3 | Altona | T.3Cy.15″,25″&40″-24″ | | G |
| | (*ex*Charlotte,*ex*Leckwith, | | 551 | | | | | | v/hA.Baars | | | | | | 78NH | | |
| DGRP | *ex*MariaPeulen) 1*Dk* | | 386 | | | | | | &Zonen | | Q109′ | B11′ | F21′ | German | N.V.Mchfbk.deBiesbosch | | |
| | *Mchy.Aft* | | | | | | | | Sliedrecht | | | | | *WB* | Dordrecht | | |
| 73756 | **Elg** | | 4014 | | | | | 1930 | Götaver- | Dampskibsslsk. | 357·4 | 51·2 | 23·7 | Oslo | Oil Engines 4S.C.SA | | N |
| | | *OilEng.* | 3587 | | | | | | kenA/B | "Björn"(Thorvald | P77*t* | H207*t* | F29*t* | Norwegian | 4Cy.24½″–51½″ 354NHP | | |
| LCKU | *CruiserStern* 1*Dk* | | 2350 | | | | | | Gothenburg | Hansen,*Mgr.*) | | | | *WB* | GotaverkenA/B,Got. | | |
| 73757 | **Elgin** (*ex*Glengeldie) | | 1906 | | | | | 1923 | Swan,Hun- | CanadaSteamship | 252·0 | 42·5 | 18·0 | Montreal | T.3Cy16″,26½″&44″-33″ | | C |
| 145518 | | | 1577 | | | | | | ter&Wigham | Lines,Ld. | Q100′ | F36′ | | British | 111NHP | | |
| CYLB | *Mchy.Aft* 1*Dk* | | 1123 | | | | | | Richardson, | | | | | *WB* | Swan,Hunter&Wigham- | | |
| | | | | | | | | | Ld Newcastle | | | | | | Richardson,Ld.Nwc. | | |
| 73758 | **Elgö** (*ex*Bolheim,*ex*Elsa) | | *1888* | ✠100A1 | Hbg | *r* | OG | 1918 | Lindhol- | Rederi A/B Rex | 262·0 | 42·7 | 18·1 | Stockholm | T.3Cy.20½″,33″&55″-36″ (*s*) | 20 ″ 6 | |
| 6039 | *ss*Hbg.No.3–1,39 | | *1631* | 1,39 | | | 1,39 | 10mo | mensV.A. | (K.M.Källström, | 276·5 (O.L.) | | | Swedish | 185lb 210NHP | s 2 ″ 8½ | |
| SJDA | 1*Dk*(*Stl*) | | *1058* | | ✠LMC | | | | Gothenburg | *Mgr.*) | P24′B64′F28′ | | FK | 4*BHCem* | 2SB,6*cf*,GS102,HS3370 | 18 ″ 0 | |
| | *Cargo battens not fitted* | | | MS1,39 | BS6,39 | | | | A&C | | *CellDB*224′471*t* | | | *APT*41*t* | Lindholmens V.A.Got. | | |
| 73759 | **Eli** | | 4332 | | | | | 1931 | Eriksbergs | JörgensensRederi | 380·8 | 54·2 | 24·5 | Grimstad | Oil Engines 4S.C.SA | | N |
| | | *OilEng.* | 3935 | | | | | | M.V.Aktieb. | A/S(J.C.Jörgen- | P101*t* | H265*t* | F30*t* | Norwegian | 8Cy.24½″–51½″ 474NHP | | |
| LCGO | D.F. 2*Dks* | | 2629 | | | | | | Gothenburg | sensEftf.*Mgr.*) | | | | *WB* | EriksbergM.V.Aktieb.Got | | |
| 73760 | **Eli Knudsen** TwinSc | | 9026 | ✠100A1 | Bgn | *d*† | CL | 1925 | Blythsw'd | D/S A/S Jeanette | 470·0 | 62·2 | 35·3 | Haugesnd | Oil Engines 4S.C.SA | 34 ″ 9 | |
| | (*ex*O.A.Knudsen–37) *OilEng.* | | 8269 | 3,40 | | | 3,40 | 11mo | S.B.Co.Ld. | Skinner (Knut | 489·1(O.L.) | | | Norwegian | 12Cy.24½″–51½″ 709NHP | s 8 ″ 6 | |
| LCUP | *ss*Got.No.3–7,38 | | 5191 | DBS9,39 | ✠LMC7,38 | | | | Glasgow | Knutsen,O.A.S. | P94′B33′F40′ | | FK | 16*BHpt Cem* | 2DB*150lb* | 26 ″ 8½ | |
| | 2*Dks*(*Stl*) | | | | | | | *Lloyd's* | *SA&CP* | *Mgr.*) | | | | (10 *to U dk* | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Mchy.Aft* *CruiserStern* | | | *CarryingPetroleum in bulk* | | | | | | *CellDBuE*52′ | 187*t D T f* 47′ 624*t* | | | *FPT*245*t APT*215*t* | 6 „ 2*nd* „) | | |
| 73761 | **Elias** (*ex*Zetta, WoodAux3Mst | | 370 | | | | | 1918 | N'vaScotia | S.Kaltsos | 136·4 | 33·0 | 12·5 | Piræus | Oil Engines 2S.C.SA | | |
| 170 | *ex*JamesG.Joy) *OilEng.* | | 333 | | | | | | SB&Tr'nsptn | (G.H.Kokotos, | | | | Greek | 4Cy.10½″–12½″ 78NHP | | |
| SYRF | 1*Dk* | | 148 | | | | | | Co.Ld. | *Mgr.*) | | | | | Fairbanks-MorseCo.Ld. | | |
| | (*See Sailing Ship Register*) | | | | | | | | Liverp'l.N.S. | | | | | | ThreeRivers,Mich. | | |
| 73762 | **Elias F. Wilcox** Wood | | 329 | | | | | 1923 | R.Palmer& | H.W.Smith | 139·1 | 24·0 | 11·6 | NewYork | | | |
| 223087 | | | — | | | | | | Son | | | | | Utd.States | | | |
| KJIZ | Wireless 1*Dk* | | 164 | | | | | | Noank,Conn. | | | | | | | | |
| 73763 | **Elias G. Kulukundis** | | *5548* | ✠100A1 | Ant | *a*† | CL | 1938 | ShortBros. | AtlanticosS.S.Co. | 420·6 | 60·5 | 26·3 | Piræus | T.3Cy.23½″,38″&66″–45″(*s*) | 28 ″ 9 | |
| 934 | | | *4933* | *withfreeboard* | SFo | 2 | 1,39 | 5mo | Ld. | Ld.(Kulukundis | 433·5(O.L.) | | | Greek | 220lb 426NHP | s 3 ″ 0½ | |
| SVXI | D.F. E.S.D. 1*Dk&Shelter dk* | | *3234* | ~~4,10 7,80~~ | ✠LMC5,38 | | | | Sunderland | ShippingCo.S.A. | | | FK | *ptCem* | 2SB(Spt&FD)&1AuxSB | 25 ″ 11½ | |
| | *Longitudinal framing at bottom&at decks* | | | 11,40 | | | | *Lloyd's* | *SA&CP* | *Mgrs.*) 1 *Inter* | | | | | *Scf*, ,HS6254 | | |
| | *CruiserStern* "*Areform*" | | | *Fitted for oil fuel* 5,38 | | | *F.P. above* | | 150° F. | *BH* | *mediate* | | | *BH to Sh dk* | NE.MarineEng.CoLd.Nwc | | |
| | | | | | | | | | | *CellDB*350′ | 1101*t MT*14′ 615*t* | | | *FPT*171*t APT*303*t* | ,, ,, 2*nd* ,, | | |
| 73764 | **Elidir** | | 398 | ✠100A1 | Bng | *g* | ~~0,38~~ | 1903 | AilsaS.B. | W.W.Vivian(OT | 151·6 | 25·1 | 9·9 | Carnarvon | T.3Cy.14½″,22½″&37″-27″ | 12 ″ 6 | |
| 118502 | *ss*Liv.3rdNo.3-4,41 ~~*ss*Hbg.2ndNo.3–5,28~~ | | 300 | 4,41 ~~8,30~~ | Liv | | 2,41 | 10mo | Co.Ld. | Williams,*Mgr.*) | 159·1(O.L.) | | | British | 170lb (r) 91RHP | s ″10 | |
| MCFQ | *Well deck* ~~*ss*Bng.No.2–38~~ | | 152 | | ✠LMC4,41 | | | | Ayr | | Q55′B13′F23′ | | | 3*BHCem* | 1SB,3*cf*,GS50,HS1640 | 12 ″ 4 | |
| | *Mchy.Aft* 1*Dk*(*Irn*) | | | | ~~MS11,38~~ ~~BS8,38~~ | | | *Lloyd's* | *SA&CP* | | | | BK7½ | | Ross&Duncan,Glasgow | | |
| | | | | | | | | | | *Cell* | *DB*77′99*t FPT*43*t* | | | *APT*8*t* | | | |
| * 73765 | **Elie** | | 1873 | ✠100A1 | Cpn | *r* | OG | 1921 | Antwerp | A/S Dampskslsk. | 279·0 | 40·2 | 18·2 | Esbjerg | T.3Cy.20″,33″&54″-36″ (*s*) | 20 ″ 7 | |
| | | *ss*Cpn.No 3–6.34 | 1674 | 9,39 | | | 9,39 | 4mo | Eng.Co.Ld | Dania(Chr. | 289·4(O.L.) | | | Danish | 180lb 213NHP | s 3 ″ 0½ | |
| OXLB | | *ss*Cpn.No.1–38 | 1112 | BS8,39 | ✠LMC6,38 | | | | Hoboken | Andresen,*Mgr.*) | P22′B60′F30′ | | FK | 4*BHCem* | 2SB,6*cf*,GS92,HS3632 | 17 ″ 9 | |
| | | 1*Dk*(*Stl*) | | | | | | *Lloyd's* | *SA&CP* | | *CellDB*238′555*t FPT* | | | 46*t APT*68*t* | N.E.MarineEng.Co.Ld.Sld | | |
| 73766 | **Elima** (*ex*Ingeborg,*ex*Progress) | | 5264 | | | | | 1920 | Schiffsw.v. | Cie.Fluviale et | 386·7 | 52·6 | 29·9 | Havre | T.3Cy.27½″,43½″&67″–47½″ | | V |
| | | | 4881 | | | | | | H.KochA.G. | Marit.de l'Ouest | Q191′ | F45′ | | French | Ottensener 309NHP | | |
| FOYV | D.F. 2*Dks* | | 3941 | | | | | | Lübeck | Africain(L.Cor- | | | | *WB* | Mch.G.m.b.H.Altona | | |
| | | | | | | | | | | blet&Cie,*Mgrs.*) | | | | | | | |
| 73767 | **Elin** | | 596 | | | | | 1903 | Act.Ges. | Dampfschiffahrts | 179·7 | 27·2 | 11·9 | Bremen | T.3Cy.13″,20½″&33½″–21½″ | | G |
| | | | 463 | | | | | | "Weser" | Ges.Neptun | Q52′ | B43′F22′ | | German | 51NHP | | |
| DOMZ | 1*Dk*2*trB* | | 348 | | | | | | Bremen | | | | | *WB* | A.G."Weser,"Bremen | | |
| 73768 | — WoodAux3MstSr | | 317 | | | | | 1919 | N.A.Niel- | ~~RederiA/S Elin~~ | 120·5 | 28·2 | 13·7 | ~~Svendborg~~ | Oil Engines | | V |
| 167515 | (*ex*Fortuna–33,*ex*Else–33) *OilEng.* | | 296 | | | | | | sen | ~~(A.E.Sörensen)~~ | | | | Danish | 2Cy.14″–16½″ | | |
| ~~OXDX~~ | 1*Dk* | | 265 | | | | | | Thurö | Ministry of Ship- | | | | London | *Emade&fitted*33 | | |
| GLKB | (*See Sailing Ship Register*) | | | | | | | | | ping(F.T.Everard | | | | British | A/S Völund,Cpn. | | |
| | | | | | | | | | | &Sons,Ld.*Mgrs.*) | | | | | | | |
| 73769 | **Elin K.** *ss*NYk.No.1-41 | | 5214 | ✠100A1 | NYk | *a*† | CL | 1937 | Bremer | A/S Inger | 434·5 | 55·8 | 25·2 | Bergen | Oil Engines 2S.C.DA | 27 ″10 | |
| | | *OilEng.* | 4542 | *withfreeboard* | Bal | | ~~5,30~~ | 1mo | Vulkan | (JacobKjøde,A/S, | | | | Norwegian | 5Cy.23½″–33½″ 972NHP | s 2 ″10½ | |
| LJHZ | D.F. E.S.D. 1*Dk&Shelter dk* | | 3021 | 8,40 ~~12,30~~ | ✠LMC1,37 | | 3,41 | | Vegesack | *Mgrs.*) | | | FK | 7*BHpt Cem* | | 25 ″ 2 | |
| | | *CruiserStern* | | | | | | *Lloyd's* | *SA&CP* | | | | | *pt Asp* | BremerVulkan,Vegesack | | |
| | | | | *Carrying vegetable oil in deep tank* | | | | | | | | | | (*Coll to Sh dk* | | | |
| | | | | | | | | | | *CellDB*348′ | 1408*t MT* 20 783*t* | | | *FPT*197*t APT*65*t* | 6 „ 2*nd* „) | | |
| 73770 | **Elios** (*ex*HanningtonCourt–36) | | 5202 | ✠ ... | Ven | *y* | | 1912 | J.Priest- | A.Lauro | 413·1 | 53·5 | 26·6 | Naples | T.3Cy.27″,44½″&74″–48″ | 29 ″ 1 | I |
| 462 | *ss*Rot.2ndNo 3–1,37 | | 4867 | 3,38 | | | | 11mo | man&Co. | | 400·0 | | | Italian | 440NHP | | † |
| LBFO | D.F. | | 3189 | ✠ | | | | | Sunderland | | P47′B124′F38′ | | FD | 6*BHCem* | 3SB,9*cf*,GS192,HS7158 | | |
| Now "Empire Brigade," *see No. 87247 in Supplement* | | 1*Dk*(*See 2nd Bk*) | | | | | | | | *CellDBa*130′*uE*2 | 4′*f*173′1039*t FPT*120*t APT*218*t* | | | | Blair&Co.Ld.Stockton | | |
| 73771 | **Elisabeth** | | 945 | | Shl | | | 1920 | F.Schichau | Ministry of Ship- | 224·3 | 33·6 | 13·5 | ~~Copenhagen~~ | T.3Cy.15″,24½″&38½″–25½″ | | G |
| 167446 | | | 833 | Examined L.R. ~~5,40~~ 12,40 | | | | | Elbing | ping(Wm.Dickin- | P14′B59′F29′ | | | ~~Copenhagen~~ | 75NHP | | |
| MPCC | 1*Dk* | | 525 | BS3,40(200lb) | | | | | | son&Co.Ld.*Mgrs.*) | | | | London *WB* | F.Schichau,Elbing | | |
| 73772 | — | | 663 | | | | | 1920 | Howaldts- | R.J.Rühr(Aug. | 176·8 | 29·4 | 13·4 | Hamburg | T.3Cy.14⅜″,23½″&33⅞″– | | G |
| | (*ex*Werra–35) | | 497 | | | | | | Werke | BoltenWm.Millers | P16′Q38′B46′F23′ | | | German | 19½″ 65NHP | | |
| DHZS | 1*Dk* | | 363 | | | | | | Kiel | Nachf.*Mgr.*) | | | | *WB* | Howaldtswerke,Kiel | | |
| 73773 | — TwinSc | | 348 | | Dub | | 2,41 | 1918 | Wed.J.de | Rotterdamsche | 130·7 | 22·5 | 10·7 | Rottrdam | Oil Engines 4S.C.SA | | G |
| | (*ex*Eland–40,*ex*Andilette, *OilEng.* | | 260 | Examined L.R. 2,41 | | | | | Yong | KustvaartCentrale | | | | Dutch | 4Cy.11″–17¾″ NE27 47NHP | | |
| PDWU | *ex*DiegoRusso, 1*Dk* | | 188 | | | | | | Ruischerbrug | N.V. | | | | | Motorenfabr."Deutz" | | |
| | *ex*Daraghiati i Tret,*ex*Quo Vadis) | | | | | | | | | | | | | | A.G.Köln-Deutz | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Registered Tonnage: Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Surveys to which classed, if not in L.R. Register Book. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73774 LJJX | **Elisabeth Bakke** *ssGot.No.1-40* *Oil Eng.* D.F. 1 *Dk & Shelter dk 3rd dk in Ref.Mchy.* Nos.1&3 holds *Cruiser Stern* | 5450 4729 3262 | ✠100A1 *with freeboard* 6,4~~6,39~~ 11,10 ✠LMC3,37 ✠LMC(M)9,38 ✠Lloyd'sRMC~~13,39~~ 9,41~~6,40~~ | Got | *b*† | CL 9,38 | 1937 3mo *Lloyd's* | Götaverken A/B Gothenburg *sA&CP* | D/S A/S Jeanette Skinner (Knut Knutsen O.A.S. *Mgr.*) *Cell DB306 DTa42'310* | 435·9 453·2 (O.L.) F36' FK *1313t DTf19'70t (Coll to Shdk FPT53t APT150t* 6 „ 2nd „) | 58·8 | 26·0 | Haugesnd Norwegian *7BH* | Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55$\frac{1}{8}$" 1236NHP Götaverken A/B, Got. | 28 " 6 s 3 " 2 25 " 6 | |
| 73775 DOBP | **Elisabeth Bornhofen** (*ex*Konya-39, *ex*Angora-37, *ex*ElsbethKimme) Sub.Sig. 1 *Dk* | 2289 2011 1369 | | | | | 1923 | J.Frerichs & Co.A.G. Einswarden | Robert Bornhofen | 296·2 P15'Q36'B182'F33' | 42·8 | 19·6 | Hamburg German *WB* | T.3Cy.21$\frac{5}{8}$",35$\frac{3}{8}$"&55$\frac{7}{8}$"-35" J.Frerichs&Co. 185NHP A.G.Einswarden | | G |
| 73776 DGLM | **Elisabeth Hendrik Fisser** (*ex*Dunrobin-37) *ss*Bkn.No.3-3,37 2 *Dks(Stl)* | 5145 4759 3179 | ✠ 7,39 ✠ | Ant | *y* | | 1924 8mo *Lloyd's* | R.Duncan & Co.Ltd. Port Glasgow | Hendrik Fisser A.G.(Fisser&v. Doornum, *Mgrs.*) *Intermediate 'tween dk B Hm after Cell DB348'* | 403·0 426·9 (O.L.) P38'B119'F43' FK *hold dispensed with 1143t DTa30'860t* | 53·0 | 27·8 | Emden German *Cem* 5 *B H to U dk* 1 „ „ 2nd „ *APT102t* | T.3Cy.25$\frac{1}{8}$",42$\frac{1}{4}$",70$\frac{1}{4}$"-48" 410NHP 3SB,*9cf*,GS181,HS6900 D.Rowan&Co.Ld.Glasgow *only* | 30 " 0 | |
| 73777 129079 GNFP | **Elisabeth Lensen** (*ex*Monkswood-35, *ex*Maresfield) *ss*Rot.2nd No.3-9,36 D.F. 1 *Dk(Stl)* | 4212 3970 2633 | ✠100A1 8,40~~4,10~~ ✠LMC3,40 BS5,41 | Shl Swa | *x* | CL 3,40 | 1910 3mo *Lloyd's* | JL Thompson&Sons,Ld Sunderland *sA&CP* | Elisabeth Lensen Navigation,Ld. (A.C.Lensen, *Mgr*) *Cell DBa125'uE&B43'f* | 365·0 P23'B234'F31' FK *151'992t FT* | 51·4 | 25·9 | London British *6 BH Cem* | T.3Cy.26",42$\frac{1}{2}$"&70"-48"(*s*) 180lb 395NHP 3SB,*9cf*,GS162,HS6440 Richardsons,Westgarth& *f87t APT130t* Co.Ld.Sld. | 28 " 4 s 3 " 9$\frac{3}{4}$ 24 " 9 | |
| 73778 OXLC | **Elisabeth Mærsk** *ss*Cpn.No.3-5,38 D.F. 1 *Dk(Stl)* | 1892 1683 1116 | ✠100A1 5,39 ✠LMC MS4,38 BS11,39 | Cpn | *r* | CL 4,38 | 1925 5mo *Lloyd's* | F.Schichau Danzig *sA&CP* | Dampskibsselsk.af 1912 (A.P.Möller, Copenhagen, *Mgr*) | 280·8 293·0 (O.L.) P27'B74'F32' FK *Cell DB240'541t FPT* | 40·2 | 18·8 | Kalundbrg Danish *4 BH Cem* 38t *APT79t* | T.3Cy.20$\frac{1}{4}$",32$\frac{7}{16}$"&53$\frac{1}{8}$"-37$\frac{7}{16}$" &L.P.Turbine with reduction gear&chain drive 200lb (*s*) 245NHP 2SB(Spt),*4cf*,GS78,HS3014 F.Schichau,Elbing FD | 21 " 4 s 2 " 9 18 " 8$\frac{3}{4}$ | |
| 73779 OSBA | **Elisabeth van Belgie** (*ex*Elisabeth von Belgien) D.F. *ss*Ant.2nd No.3-9,34 *ss*Ant.No.1-39 2 *Dks(Stl) & deep framing lower dk in Nos.1&3 holds* | *4241* *3933* *2607* | ✠100A1 7,41~~1,40~~ ✠LMC2,39 BS~~4,40~~ ~~9,41~~ | Ant Lon Bry | *y* | CL 1,40 | 1909 1mo *Lloyd's* | Flensburger Schiffsb. Ges. Flensburg *sA&CP* | Cie.Maritime Belge (Lloyd Royal) SA (Agence Maritime Internationale S.A. *Mgrs.*) *Cell* | 387·0 P&B312'F50' FK *DBa122'uE&B41 175'1040t* | 51·0 | 25·2 | Antwerp Belgian *7 BH Asp* | T.3Cy.27$\frac{3}{4}$",46$\frac{1}{4}$"&76"-48" 180lb (*s*) 473NHP 3SB,*9cf*,GS147,HS6255 FD FlensburgerSchiffsb.Ges. | 27 " 9 s 3 " 3$\frac{1}{4}$ 24 " 8$\frac{1}{4}$ | |
| 73780 OPEA | **Elisabethville** (P) Twin Sc *ss*Ant.No.3-12,33 *ss*Ant.No.1-38 2 *Dks(Stl-Uws) & Shelter dk(Stl-teak s)* *Ref.Mchy.* D.F. | *8351* 6427 *4869* | ✠100A1 *Shelter dk with freeboard* 9,40~~10,20~~ ~~8,30~~ 8,30 Lloyd'sRMC2,40 | Ant Bry | *c*† | CL ~~11,38~~ 7,40 | 1921 11mo *Lloyd's* | Soc.Anon. Jhn.Cockerill Hoboken *sA&CP* | Cie.Maritime Belge (Lloyd Royal) SA (Agence Maritime Internationale, *Mgrs.*) *Cell DB377'1312t Tanks at sides of* | 439·1 P55'F89'*on Shelter dk* FK *tunnel78t FPT90t* | 57·0 | 34·1 | Antwerp Belgian *Cem* 7 *B H to Sh dk APT45t* | Q.8Cy.23",23",47"&67"-48" 215lb (*s*) 964NH 6SB(Spt),*18cf*,GS345, HS14100 Soc.An.J Cockerill,Seraing | 37 " 0 s 11"11 25 " 7 | |
| 73781 65 SVDR | **Elisavet** (*ex*Elisabeth) *ss*Pir.No.3-4,35 *ss*Pir.No.1-39 1 *Dk(Stl) & Shelter dk(Stl)* | 3553 3263 2159 | Centre aft chamber for temp. 30° F. ✠100A1 *Shelter dk with freeboard* 12,40~~9,40~~ ✠LMC5,39 ~~BS6,40~~ | Ven Ver | *w* | CL 3,40 | 1922 9mo | NV Burgerhouts M.&S. Rotterdam CP | A.&C.Mazaraki *Cell DB308'978t* | 360·3 373·8 (O.L.) FK *Collision FPT63t APT73t* | 50·3 | 22·0 | Argostoli Greek *Asp 7 B H to Sh dk* 5 „ „ *U* „ | T.3Cy.25$\frac{9}{16}$",41$\frac{5}{16}$"&66$\frac{15}{16}$"-45$\frac{1}{4}$" (*s*) 180lb 345NHP 3SB,*9cf*,GS150,HS5565 NV Burgerhouts M&S.Rot. | 24 " 6 - 2 " 1$\frac{3}{4}$ 22 " 7 | |
| 73782 LDRT | **Elise** *Oil Eng.* *ss*Sch.No.2-39 *Mchy.Aft* 2 *Dks(Stl) & Web frames* D.F. *Cruiser Stern* *Longitudinal framing* | 7910 7269 4719 | ✠100A1 11,10~~7,30~~ DBS~~7,30~~ 8,40 ✠LMC7,39 *Carrying Petroleum in bulk* | Sch Wln | *c*† | CL 6,39 | 1931 4mo *Lloyd's* | Armstrong Whitworth & Co.(Shipbuilders) Ld. Newcastle *sA&CP* | Bechs Rederi A/S (Alexander Bech, *Mgr.*) *Cell DBu E59'214t* | 461·0 475·0 (O.L.) P108'B29'F40' FK *DTf38'387t FPTs2* | 59·8 | 33·9 | Tvedstrnd Norwegian 17 *B Hpt Cem* (11 „ *to U dk* 6 „ 2nd „) 16t *APT179t* | Oil Engines 2S.C.SA 8Cy.23$\frac{1}{8}$"-41$\frac{1}{8}$" 2DB *150lb* 776NHP Armstrong,Whitworth &Co.(Engineers) Ld.Nwc. | 33 " 7 s 7 " 10 25 " 11$\frac{1}{2}$ | |
| 73783 865 SVIZ | — (*ex*Kamsa-36, *ex*Sara, *ex*Prairial, *ex*Shouragallus, *ex*WarRacoon) 1 *Dk* | 1986 1741 1183 | | | | | 1919 | British American S.B.Co. Welland,Ont. | A.G.Pappadakis | 250·5 P25'B68'F20' | 43·1 | 22·4 | Piræus Greek *WB* | T.3Cy.21",33"&54"-40" 184NHP Canadian Allis Chalmers, Ld.Toronto | | V |
| 73784 1007 ESRC | — (*ex*Industria-35, *ex*Nils, *ex*Winnie) *Well deck* | 1716 1506 994 | ✠100A1 8,39 ✠NB5,08 BS7,40 ✠LMC8,39 | Tln | *r* | CL 8,39 | 1889 6mo *Lloyd's* | Grngemth Dockyard Co. Grngemouth A&CP | A.Laane& F.Baltser *Cell DB228'387t* | 270·3 277·8 (O.L.) P25'Q78'B114'F33' BK9$\frac{1}{2}$" *FPT74t APT45t* | 36·9 | 17·1 | Pärnu Estonian *4 BH Cem* | T.3Cy.19$\frac{3}{4}$",31$\frac{1}{16}$"&51$\frac{7}{8}$"-36" 160lb 167NHP 2SB,*4cf*,GS68,HS2680 Hutson&Corbett,Glasgow | 19 " 5 s 1 " 4$\frac{1}{2}$ 19 " 1$\frac{1}{2}$ | |
| 73785 DGBE | **Elise Schulte** (*ex*Rounton Grange-34) 1 *Dk* | 4613 4239 2853 | | | | | 1913 | Nthmblnd S.B.Co.Ld. Newcastle | "Atlas" Reed.A.G. | 384·1 P35'B119'F37' | 52·2 | 27·0 | Emden German *WB* | T.3Cy.25",40"&68"-48" Richardsons, Westgarth&Co.Ld.Sld. 320NHP | | C |
| 73786 HPNN | **Elisha Walker** *Fitted for oil fuel* *Mchy.Aft* 2 *Dks & Web frames* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk* | 7007 6470 4346 | ✠ ... 9,24 ✠ | | | | 1920 9mo | SunS.B. Co. Chester,Pa. | Panama Transport Co. | 429·3 P133'B36'F40' FK | 59·2 | 33·2 | Panama Pnamanian *WB* | T.3Cy.27",45$\frac{1}{2}$"&76"-51" 612NHP SunS.B.Co.Chester,Pa. | 33 " 3 s 6 " 8$\frac{1}{4}$ 26 " 9$\frac{3}{4}$ | R † |
| 73787 ~~†26~~ ~~HDBS~~ 167830 GNVQ | **Elizabete** (*ex*Kurzeme-34, *ex*Valka, *ex*Kiowa) *ss*Rot.No.3-4,2~~1~~ *ss*Rga.No.2-38 1 *Dk(Stl)* | 2039 1678 126~~3~~ | ✠100A1 4,10~~12,30~~ ~~10,30~~ BS ~~4,10~~ 5,41 ✠LMC4,38 | Lth Bly | *r* | CL 4,40 | 1917 7mo | American S.B.Co. Cleveland,O. A&CP | Ministry of Shipping (Hudson S.S.Co.Ld. *Mgrs.*) *Cell D* | 251·0 261·7 (O.L.) P27'B64'F26' FK *B222'478t FPT67t* | 44·0 | 20·0 | Cardiff British *4 BH Cem* *APT77t* | T.3Cy.20$\frac{3}{4}$",33"&54"-40" (*s* 180lb 272NHP 2SB,*6cf*,GS126,HS5246 American S.B.Co.Cleve Inc | 20 " 2 - 2 " 7$\frac{1}{2}$ 17 " 8$\frac{1}{2}$ | |
| 73788 216220 KJII | **Elizabeth** (*ex*Floridian-36, *ex*Muscatine) *Ref.Mchy.* *Fitted for oil fuel* 2 *Dks* | 4727 — 2993 | ✠ ... 11,20 ✠ | | | | 1918 3mo | Standard S.B.Corp. Shooters Isld. N.Y. | A.H.Bull S.S.Co. Inc.(A.H.Bull&Co. Inc. *Mgrs.*) | 377·0 P25'B106'F37' FK | 52·0 | 26·8 | New York Utd.States *WB* | T.3Cy.24",40"&70"-48" 340NHP Standard S.B.Corporation | 29 " 0 | R † |
| 73789 200554 KJJA | — (P) Wood *Mchy.Aft* 1 *Dk* | 415 — 280 | | | | | 1903 | W.F.Stone San Francisco | Hobbs,Wall&Co. | 142·0 | 35·8 | 9·9 | S.Frncisco Utd.States | C.2Cy.12$\frac{1}{2}$"&27"-24" 30NHP Fulton Iron Works S.Frsco. | | |

Now "Evelyn B.," *see No. 91003 in Supplement*

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terre assignée marque Lettre d'Equipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L.R. Durée de Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73790 219899 KUPK | **Elizabeth Kellogg** (*ex*Darden) *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks&Web frames* Sub.Sig. *Longitudinal framing* *Carrying Petroleum in bulk* | 5189 4521 3150 | ✠ ... 8,23 ✠ | | | | 1920 5mo | TerryS.B. Corp. Savannah,Ga | KelloggS.S.Corp. | 391·9\|51·0\|28·5 P99′B34′F44 FK | | | NewYork Utd.States *WB* | T.3Cy.24½″,41½″&72″-48″ 550NHP Hooven,Owens,Rentschler&Co.Hamilton,O. | 30 ″ 2 | R † |
| 73791 166439 MMSJ | **Elizabeth Lysaght** Wireless *Mchy.Aft* 1*Dk* *Cruiser Stern* *Cargo battens not fitted* | 1037 739 572 | ✠100A1 ~~10,10 1,00~~ 6,41 ✠LMC5,38 | Sld | *m* | CL ~~6,38~~ 6,41 | 1938 5mo *Lloyd's* | S.P.Austin &Son,Ld. Sunderland *sA&CP* | StephensonClarke &Associated Companies,Ld. *CellDBuE16′* | 211·3\|34·2\|13·4 220·5(O.L.) Q120′B11′F22′ FK *f*142′440*t* *FPT*90*t* | | | London British 3*BHCem* *APT*30*t* | T.3Cy.14½″,24″&41″-30″(*s*) 200lb *100lb* FD 141NHP 1SB(Spt),3*cf*,GS48,HS2113 N.E.MarineEng.Co.Ld.Sld | 15 ″ 4 s 4 ″ 7½ 14 ″ 7 | |
| 73792 162690 GBRM | **Elizabeth Massey** *ex*Reaveley-39, *ex*Essex Noble-33,*ex*Juliet) 1*Dk*(*Stl*) D.F. | 4323 4004 2598 | ✠100A1 ~~0,11 10,10~~ 10,40 ~~B34,40~~ ~~MS5,41~~ ✠LMC5,41 | Sws Mob Shl | *x* | CL ~~11,37~~ ~~5,39~~ 5,41 | 1929 7mo *Lloyd's* | W.Doxford &Sons,Ld. Sunderland *sA&CP* | W.A.Massey& Sons,Ld. *CellDB* | 370·5\|51·7\|25·4 P30′B225′F34′ FK 319′880*t* *FPT*133*t* | | | Hull British 6*BHCem* *APT*168*t* | T.3Cy.25″,41″&68″-45″ (*s*) 180lb 385NHP 2SB(Spt)&1AuxSB,9*cf*, GS167,HS6582 N.E.MarineEng.Co.Ld.Sld | 27 ″ 9 s 3 ″ 9½ 24 ″ 2 | |
| 73793 121341 GQKY | **Elizabeth Moller** (*ex*Torbeath, *ex*Strathfillan) 1*Dk&Spar dk&deep framing* | 4353 4063 2816 | ✠ ... 7,32 ✠ | | | | 1906 6mo | W.Hamilton&Co.Ld. PortGlasgow | MollerLine,Ld. (Mollers'Ld. *Mgrs.*) | 369·8\|52·2\|17·5 P25′B92′F40′ 25·5 FK | | | Shanghai British *WB* | T.3Cy.25″,41″&68″-48″ 367NHP D.Rowan&Co.Gls. | 28 ″ 0 | C † |
| 73794 161282 | **Elkhound** *ss*Gmh.No.3–9,34 *ss*Hfx.No.1–39 *Mchy.Aft* 1*Dk* | 729 478 301 | ✠100A1 4,40 ~~4,30~~ ✠LMC4,39 ✠NE&B9,34 BS~~4,40~~4 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9, 34 | Hfx | *j* | CL 3,39 41 *F.P. above* 150° *F.* | 1929 10mo *Lloyd's* | C.Hill& Sons,Ld. Bristol *sA&CP* | IrvingSteamships Ld. *DTf*11′4 | 180·5\|31·6\|10·2 185·3(O.L.) P62′F18′ *Trunk in well* 100′ len34 FK 8*t* *FPT*46*t* *APT*40*t* | | | StJohnNB British 10*BHptCem* *ptAsp* | T.3Cy.14″,23″&38″-24″ (*s*) 180lb 83RHP 1SB,3*cf*,GS59,HS2040 Aitchison,Blair,Ld. Clydebank | 11 ″ 0 s ″ 8½ 10 ″ 5½ | |
| 73795 7536 SELN | **Ella** (*ex*Norburn) 1*Dk* | *2034* *1861* *1177* | | | | | 1908 | Craig,Taylor&Co.Ld. Stockton | RederiA/B Majviken(C.A.Berglund, *Mgr.*) | 281·0\|43·8\|18·4 P26′B68′F29′ | | | Gothenbrg Swedish *WB* | T.3Cy.22″,35″&58″-39″ Emade91refitted08 210NHP Cen.Mar.Eng.Wks.W.Hpl | | C |
| 73796 ESXD | — (*ex*Krusaa-37,*ex*Loke-34, *ex*I.D.S.Adolph) Wireless D.F. 1*Dk* | 1522 1266 869 | | | | | 1904 | Helsingörs Jernsk&Msk. Elsinore | KäsmuLaeva Omanikud(O. Tiedemann, *Mgr.*) | 249·1\|37·5\|15·9 P16′Q73′B106′F27′ | | | Käsmu Estonian *WB* | T.3Cy.19″,32″&53″-36″ 169NHP HelsingörsJernsk.&Mskb. | | V |
| 73797 7348 SDXE | — (*ex*Querida) *ss*Hbg.2ndNo.3–5,34 *ss*Hbg.No.1–38 1*Dk*(*Stl*)*&deep framing* *Cargo battens not fitted* | *1175* *1042* *690* | ✠100A1 8,40 ~~5,39~~ ~~BS5,39~~ 4,40 ✠LMC3,38 | Hbg Lkr | *o* | CL ~~11,37~~ 8,40 | 1909 9mo *Lloyd's* | Swan,Hunter& Wigham Richardson, LdNewcastle *sA&CP* | S.Banck *CellDBa* | 230·0\|36·5\|16·0 237·4(O.L.) P16′B60′F27′ FK 70′*uE&B* 32′*f*94′400*t* *FPT*45*t* *APT*40*t* | | | Helsingbrg Swedish 4*BHCem* | T.3Cy.17″,28″&46″-33″ (*s*) 180lb 145NHP 2SB,4*cf*,GS63,HS2404 N.E.MarineEng.CoLdNwc | 18 ″ 2 s 2 ″ 4 16 ″ 0 | |
| 73798 709 DGWJ | **Ella Halm** TwinSc 1*Dk* | 984 709 544 | | | | | 1929 | N.V.Mch. &Scheepswrf. vanP.SmitZn Rotterdam | KölnerReederei A.G. | 216·1\|33·2\|12·4 Q78′B50′F25′ | | | Cologne German *WB* | T.6Cy 11⅝″,17⅜″&28⅜″-16½″ 66NHP N.V.Mch.&Scheepswerf vanP.Smit,Zn.Rot. | | G |
| 73799 145491 VJCT | **Ellaroo** (*ex*AslaugHaaland) *ss*Mel.No.3–6,33 *ss*Mel.No.1–37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* | 4655 3605 2846 | ✠100A1 9,40 ~~10,30~~ ✠LMC MS5,37 ~~BS7,39~~ 9,40 *Fitted for oil fuel* 1, 21 | Mel | *x* | CL ~~N7,37~~ 9,40 *F.P. above* 150° *F.* | 1921 4mo *Lloyd's* | J.L.Thompson&Sons,Ld. Sunderland *sA&CP* | MelbourneS.S.Co. Ld. *CellDB* | 364·5\|52·8\|24·3 378·9(O.L.) P28′Q118′B68′F29′ FK 307′852*t* *FPT*70*t* *APT*221*t* | | | Melbourne British 6*BHptCem* | T.3Cy.23½″,38″&64″-42″ (*s*) 180lb 347NHP 3SB,9*cf*,GS189,HS6156 Armstrong,Whitworth& Co.Ld.Nwc. | 26 ″ 8 s 3 ″ 10½ 23 ″ 1 | |
| 73800 119195 MCDB | **Ellaroy** (*ex*Sagenite–40) 3Mst *ss*Lth.2ndNo.3–7,32 *ss*Gls.No.1–35 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft* *Cargo battens not fitted* | 712 518 288 | ✠100A1 2,40 ✠NB2,28 ✠LMC MS11,35 BS6,39 6,40 | Npt | *k* | CL 2,40 | 1905 1mo *Lloyd's* | J.Shearer& Sons,Ld. Glasgow *sA&CP* | B.J.Morgan *CellDBf* | 194·7\|30·2\|11·2 Q98′B11′F35′ BK7½′ 122′ | | | Glasgow British 4*BHCem* 183*t* *FPT*71*t* | T.3Cy.17⅞″,27½″&44″-33″ 160lb (*s*) 99RHP 1SB,3*cf*,GS55,HS1954 Ross&Duncan,Glasgow | 13 ″ 6 s 4 ″ 7½ 13 ″ 6 | |
| 73801 LDSY | **Ellavore** 1*Dk* | 1302 1134 740 | | | | | 1925 | Stavanger Stöberi&Dok Stavanger | A/S Vore(Gunstein Stray&Sönn, *Mgrs.*) | 243·0\|37·3\|16·0 P52*t*H64*t* | | | Farsund Norwegian | T.3Cy.17½″,28½″&48″-39″ 144NHP StavangerStöberi&Dok | | N |
| 73802 179 OFCT | **Elle** (*ex*Ellerdale–38) *ss*Nwc.2ndNo.3–2,38 D.F. 1*Dk*(*pt Irn pt Stl*) | 3868 — 2287 | ✠100A1 1,39 BS~~4,30~~ 1,40 ✠LMC2,38 | Rot | *w* | CL 1,39 | 1913 10mo *Lloyd's* | R.Thompson&Sons,Ld Sunderland *sA&CP* | O/Y WasaS.S.Co. Ld. *CellDBa* | 350·0\|50·1\|23·4 P35′B102′F35′ FK 106′*uE*25′*f*148′808*t* | | | Wasa Finnish 6*BHCem* *APT*127*t* | T.3Cy.25″,42″&68″-45″ (*r*) 180lb *80lb* 340NHP 2SB,8*pf*,GS125,HS5302 N.E.MarineEng.Co.Ld.Sld | 25 ″ 10 s 4 ″ 3½ 21 ″ 9 | |
| 73803 536 OFDR | **Ellen** Iron (*ex*Hathersage) *ss*Osc.4thNo.3–6,29 *ss*Got.No.2–37 1*Dk*(*Irn*)2*tr B* *Well deck* *Cargo battens not fitted* | 1588 — 893 | ✠100A1 ~~11,37~~ 12,40 BS~~7,39~~ 10,40 ✠LMC11,37 | Got Mmo | *q* Stg | OG ~~8,37~~ 10,40 | 1878 12mo | W.Gray& Co. WHartlepool A&CP | RederiA/BEllen (F.H.Andersson, *Mgr.*) | 256·9\|34·6\|18·9 266·3(O.L.) Q100′B61′F27′ ptND04 BK9″ *DBa* 84′*f*90′330*t* | | | Raumo Finnish 4*BHCem* | C.2Cy.30″&61″-33″ 75lb ~~8DB02~~ 178NHP 2B,GS80 T.Richardson&Sons,Hpl. | 20 ″ 7 s 1 ″ 10 19 ″ 7 | |
| 73804 DHGC | — (*ex*Granitz,*ex*HansCords) 1*Dk* | 565 441 268 | | | | | 1921 | Union Giesserei A.G. Königsberg | MathiesReed,K.G. | 165·6\|28·7\|11·9 P112′H9′F21′ | | | Hamburg German *WB* | T.3Cy.13″,20½″&33″-22½″ 52NHP UnionGiessereiA.G. | | G |
| 73805 230916 KLFJ | **Ellen Bushey** *Carrying oil in bulk* *Oil Eng.* *Mchy.Aft* 1*Dk* Wireless *Electrically welded* | 373 — 253 | | | | | 1931 | I.S.Bushey &Sons,Inc. BrooklynNY | DieselTankerEllen Bushey,Inc. | 144·5\|26·0\|10·0 len37 | | | NewYork Utd.States | Oil Engines 2S.C.SA 4Cy.10″–12½″ 70NHP FairbanksMorse&Co. Beloit,Wis. | | |
| 73806 DMAW | **Ellen Larsen** (*ex*Erik,*ex*Erik II.) *ss*Ham.No.3–5,39 1*Dk*(*Irn*)*&deep framing* | 1938 1684 1160 | ✠ 5,39 ✠ | Ham | *r* | | 1900 10mo | W.Gray& Co.Ld. WHartlepool | E.Larsen(Erich Ahrens, *Mgr.*) *CellDBa* | 279·1\|40·1\|18·2 289·5(O.L.) P25′B69′F29′ FK 88′*uE*20′*f*118′541*t* | | | Rostock German 4*BHCem* *APT*35*t* | T.3Cy.21″,33″&56″-36″ 194NHP 2SB,4*rf*,GS70,HS3008 Cen.Mar.Eng.Wrks.WHpl | 20 ″ 6 | |
| 73807 129543 GCSL | **Ellenga** (P) TwinSc *ss*Cal.2ndNo.3–12,37 D.F. 2*Dks*(*Stl*–ws)*&Shade dk* (*Stl*–teak s) | 5196 3692 2558 | ✠100A1 *Shade dk* ~~4,40~~ 5,39 0,40 BS~~4,30~~ 4,40 ✠LMC12,37 | Cal | *z* | CL ~~5,39~~ ~~11,38~~ 4,40 | 1911 3mo *Lloyd's* | A.Stephen &Sons,Ld. Glasgow *sA&CP* | BritishIndiaStm. Nav.Co.Ld. *CellDBa* *f* 165′ 781*t* | 410·0\|52·4\|24·7 B on *Shade dk* 157′ *uE&B* 121′ FK *FPT*37*t* *APT*47*t* | | | Glasgow British 7*BHCem* 5*BHto Updk* 2 ,, ,, 2*nd* ,, | T 6Cy.24½″,41″&69″-48″ (*s*) 200lb *100lb* 1078NHP 2DB&2SB,18*cf*,GS385, HS16668 FD A.Stephen&Sons,Ld.Gls. | 27 ″ 3 s 4 ″ 3½ 23 ″ 6 | |
| 73808 689 SZJH | **Ellenis** (P) (*ex*Molfetta) Wireless 1*Dk*2*tr B&Shelter dk* | 876 — 470 | | | | | 1902 | Flli. Orlando Leghorn | LakonikiS.N.Co. Ld. | 188·0\|26·7\|15·5 P35′B39′F41′ | | | Piræus Greek *WB* | T.3Cy.16″,26½″&43″-30″ 101NHP Flli.Orlando,Leghorn | | I |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned or last altered. Built. Letter. | 7* Date when tail shaft last Sent. | 8 Built. When. — Ship. Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of Regist'd Transf. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73809<br>219718<br>KUGX | **Ellenor** (*ex*MasonCity)<br>*ss*Bal.No.3–8,34<br>*ss*N.Yk.No.1–38<br>Sub.Sig. 1*Dk(Stl)&Webframes*<br>*Longitudinal framing* | 3483<br>2817<br>2112 | 100A1<br>10,10 ~~12,39~~<br>BS12,39 | Bal<br>NYk<br>LMC2,38 | *u*<br>*Fitted for oil fuel* 4,20 | CL<br>~~12,39~~<br>10,40<br>*F.P. u* | 1920<br>*above* 150° F. | Bethlehem S.B.Corp.Ld. WlmngtnDel A&CP | A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*)<br>*CellD* | 328·0\|46·2\|22·9<br>P26′B98′F37′ FK<br>*B232′ 666t FPT78t APT282t* | | | New York Utd.States<br>*7BHptCem* | T.3Cy.22″,37½″&60″–42″ (*s*) 190lb 292NHP<br>2SB,*6cf*,GS144,HS4933<br>BethlehemS.B.Corp.Ld. | 25 ″ 6 | |
| 73810<br>OYCL | **Ellensborg**<br>1*Dk* | 1259<br>948<br>729 | | | | | 1919 | P PhStuhrs Msk.ogSkbs, Aalborg | A/S D/S Dannebrog (C.K.Hansen, *Mgr*) | 238·7\|36·2\|13·4<br>P14′Q71′B94′F29′ | | | Copnhagn Danish<br>*WB* | T.3Cy.15″,24″&40″–27″ 83NHP<br>A/S"Frichs,"Aarhus | | V |
| 73811<br>928<br>SZNS | **Elli** (*ex*Relay–37) **TwinSc**<br>*ss*N.Yk.4thNo.3–7,22<br>Wireless *ss*Boa.No.1–26<br>*Mchy.Aft* 2*Dks&Awng dk* | 1114<br>—<br>520 | †<br>...<br>2,31<br>N137,22 † | | | | 1890<br>3mo | R.Thompson&Sons Sunderland | YannoulatosBros. (China) | 240·0\|32·2\|14·2<br>ND13 21·5<br>BK8′ | | | Piræus Greek<br>*WB* | T.6Cy.16½″,26½″&43½″–30″ 193NHP<br>G.Clark(Lim.),Sld. | 24 ″ 10 | |
| 73812<br>746<br>SVKT | **Ellinico** (*ex*Luchana–33)<br>*ss*Gls.2ndNo.3–11,29<br>*ss*Pir.No.2–39<br>1*Dk(Stl)&deep framing* | *3059*<br>*2861*<br>*1975* | †100A1<br>~~5,10~~ 11,40<br>~~1,30~~ 11,40<br>LMC11,39<br>BS11,40 | Pir<br>Mch | *v* | CL<br>~~11,39~~<br>11,40 | 1904<br>10mo<br>*Lloyd's* | Grngem'th &Greenock DockyardCo. Greenock | Sardi,Andreadaki&Stavridi (T.Papadimitriou, *Mgr.*)<br>*CellDBa* | 331·0\|48·0\|22·0<br>P28′B96′F35′ FK<br>*98′u E&B40′* | | | Piræus Greek<br>*5BHCem* | T.3Cy.24½″,40″&65″–42″ (*s*) 160lb *90lb* NDB20 285NHP<br>2SB,*6cf*,GS97,HS4454<br>D.Rowan&Co.Glasgow<br>*f140′898t FPT78t APT77t* | 24 ″ 4<br>s 3 ″ 10¾<br>20 ″ 8 | |
| 73813<br>840<br>454<br>1*Dk* | **Ellinor** (*ex*Hilda–39,*ex*Chersones) | *1071* | | | | | 1903 | Soc.Anon. Jhn.Cockerill Hoboken | RederiA/B Strim (SvenSalén,*Mgr.*) | 224·7\|37·0\|12·9<br>Q42′H55′F27′ | | | Stockholm Swedish<br>*WB* | T.3Cy.16¾″,26″&41½″–29½″ 93NHP<br>SocAn.J.Cockerill,Seraing | | V |
| 73814<br>148850<br>GLCP | **Elmbank** **TwinSc**<br>*Oil Eng.*<br>*ss*Ant.No.3–12,37<br>1*Dk(Stl)&Shelter dk(Stl–ws)* | 5156<br>4768<br>3117 | †100A1<br>*with freeboard*<br>7,40 ~~7,50~~<br>~~DBS10,38~~ DBS5,40<br>LMC12,37<br>LMC(M)1,40<br>*Carrying vegetable oil in deep tank* | Mch<br>Vcr | *a*†<br>PN | CL<br>S12,37<br>12,37 | 1925<br>4mo<br>*Lloyd's* | Harland& Wolff,Ld. Glasgow | BankLineLd.(A. Weir&Co.*Mgrs.*)<br>*CellDB357′1121t DT* | 420·1\|53·9\|26·5<br>FK<br>(*Coll to Sh dk* 6 „ *2nd* „)<br>*f32′1067t Tanks between tunnels* | | | Glasgow British<br>*7BHptCem* DB*110lb* 717NHP<br>Harland&Wolff,Ld.Gls.<br>115′251t FPT106t APT132t | Oil Engines 4S.C.SA<br>12Cy.24½″–37½″<br>29 ″ 2<br>s 3 ″ 7¾<br>25 ″ 8 | |
| 73815<br>150841<br>VCQL | **Elmbay** (*ex*Mantes, *ex*Perceur)<br>Wireless D.F. *Mchy.Aft* 1*Dk* | 1217<br>814<br>601 | | | | | 1919 | Ch.&Atel. deSt.Nazaire St.Nazaire | TreeLineNav.Co. Ld.(J.D.Calvin, *Mgr.*) | 218·6\|34·2\|13·1<br>P74′F30′ | | | Montreal British<br>*WB* | C.4Cy.16″&30″–19″ 77NHP<br>Ch.&Atel.deSt.Nazaire | | V |
| 73816<br>167414<br>GDNN | **Elmcrest** (*ex*Izgled–40, *ex*Auguszta Foherczegno)<br>*ss*Rot.2ndNo.3–2,36<br>1*Dk(ptStl&ptIrn)*<br>2*trBinNos.1&4holds* | 4343<br>3984<br>2659 | †100A1<br>6,39<br>BS4,40 LMC3,35 | Rot | *x* | CL<br>2,40 | 1911<br>3mo | W.Dobson &Co. Newcastle | CrestShippingCo. Ld.<br>*CellDBa* | 378·0\|53·5\|24·4<br>395·0(O.L.)<br>P39′B225′F41′ FK<br>*121′uE19′f166′955′t DTa26′908t FPT* | | | London British<br>*7BHCem* | T.3Cy.24″,39″&66″–45″ (*s*) 180lb 342NHP<br>3SB,*9cf*.GS150,HS5658<br>*151t APT39t*<br>N.E.MarineEngCoLd.Nwc | 26 ″ 11<br>s 3 ″ 10¾<br>23 ″ 2 | |
| 73817<br>167371<br>GCQC | **Elmdene**<br>D.F. E.S.D. 1*Dk&Shelter dk*<br>*CruiserStern*<br>*Longitudinal framing on Shelter dk*<br>*Tonnage opening closed* 41(*W.E.*) | 4853<br>4205<br>2875 | †100A1<br>*with freeboard*<br>~~5,10~~ ~~12,39~~<br>~~5,41~~ ~~7,11~~<br>LMC12,39<br>*Fitted for oil fuel* 1,2,39 | Snd | *a*†<br>2 | CL<br>*F.P.* | 1939<br>12mo<br>*Lloyd's* *above* | W.Gray& Co.Ld. W Hartlepool | ~~DeneShippingCo. Ld.~~<br>ElmdeneShippingCo.Ltd.(Dene ManagementCo. Ld.*Mgrs.*)<br>*CellDB358′1329t MT28′1060t* | 416·0\|56·1\|23·9<br>431·5(O.L.)<br>F40′ FK<br>(*Coll to Sh dk* 6 „ *2nd*„)<br>*FPT19′48t FPT122t APT174t* | | | London British<br>*7BHCem*<br>Cen.Mar.E.Wks.<br>(W.Gray&Co.Ld.)W.Hpl | T.3Cy.23½″,36½″&65″–48″ 200lb (*s*) 397NHP<br>2SB(Spt),*6cf*,HS5530 FD<br>~~27 ″ 10~~<br>~~s 3 ″ 1~~<br>~~25 ″ 0½~~<br>36 ″ 4<br>s 10 ″ 7<br>26 ″ 0½ | |
| 73818<br>147331<br>MNKX | **Elmfield**<br>*ss*Liv.No.3–4,38<br>*Well deck* 1*Dk(Stl)*<br>*Mchy.Aft* | 450<br>320<br>175 | †100A1<br>9,39<br>LMC<br>MS5,38 ~~BS11,38~~ BS1,40 | Liv | *q* | ~~CL~~<br>N9,39 | 1925<br>10mo<br>*Lloyd's* | LythamSB &Eng.Co.Ld. Lytham | ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)<br>*CellDBuE&B39′ 62t DT f30′ 240t FPT* | 142·5\|25·9\|11·5<br>Q85′B9′F23′ BK6½″<br>*30t APT28t* | | | Liverpool British<br>*4BHCem*<br>LythamS.B.&Eng.Co.Ld. | C.2Cy.17″&38″–24″ (*s*) 140lb 58RHP<br>1SB,*3pf*,GS52,HS1496 | 12 ″ 6<br>s 3 ″ 11<br>12 ″ 11 | |
| 73819<br>140340<br>GVTM | **Elmol**<br>*ss*Lon.No.3–6,30<br>*Mchy.Aft* *ss*Gmh.No.2–39<br>1*Dk(Stl)&Web frames*<br>*Longitudinal framing* | 1170<br>854<br>496 | †100A1<br>5,41 ~~5,10~~<br>BS3,40 LMC3,39<br>5,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,17 | Lth<br>Gmh | *n* | CL<br>N2,40<br>*F.P. a* | 1917<br>8mo<br>*Lloyd's* *above* | Swan,Hunter&Wigham Richardson, Ld Newcastle | TheAdmiralty<br>*CellDBuE&B39′ 62t DT f30′ 240t FPT* | 210·0\|34·8\|16·6<br>P44′F40′ FK<br>*30t APT28t* | | | London British<br>*12BHptCem* | T.3Cy.13½″,22″&36″–30″ (*s*) 180lb 135NHP<br>2SB,*4cf*,HS2316 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 16 ″ 6<br>s 1 ″ 6¼<br>15 ″ 0¾ | |
| 73820<br>860<br>ESCL | **Elna** (*ex*Lennuk–35,*ex*Remenham, *ex*Arlon, *ex*Caro] 1er)<br>*ss*Cpn.3rdNo.3–6,30<br>*ss*Tln.No.2–39<br>*Now "Elna II," see No. 83030 in Supplement*<br>*deep framing* | 3195<br>2967<br>1973 | †100A1<br>*Spar dk*<br>*with freeboard*<br>7,40 ~~5,10~~<br>LMC5,39<br>BS4,40 | Tln<br>Lon | *v* | CL<br>5,39 | 1903<br>8mo<br>*Lloyd's* | Sir Raylton Dixon&CoLd Middlesbro' | KäsmuLaevaOmanikud (O.Tiedemann, *Mgr.*)<br>*CellDBa96′uE&B36′f144′690t APT100t* | 325·0\|47·3\|15·6<br>23·6<br>P30′B88′F34′ FK | | | Käsmu Estonian<br>*6BHCem* | T.3Cy.24½″,42½″&69½″–45″ 180lb (*s*) 356NHP<br>3SB,*9cf*,GS159,HS5622<br>N.E.MarineEng.CoLdNwc | 26 ″ 0<br>s 4 ″ 7<br>21 ″ 7¾ | |
| 73821<br>220793<br>KJHM | —<br>(*ex*DanF.Hanlon–35) *Fitted for oil fuel*<br>Wireless D.F. *Mchy.Aft* 1*Dk* | 1435<br>1158<br>791 | | | | | 1924 | Hanlon D.D.&S.B.Co Oakland,Cal. | J.Ramselius | 240·0\|40·0\|17·5<br>P36′F32′ | | | S.Frncisco Utd.States<br>*WB* | T.3Cy.19″,32″&56″–36″<br>Hooven,Owens& RentschlerCo.Hamilton,O | 188NHP | |
| 73822<br>279<br>250<br>OHZI | —<br>(*ex*Omar–36,*ex*Mars–33,*ex*Stella, *ex*Chr.Schierloh, 1*Dk* *Oil Eng.* *ex*AlbertMou,*ex*Solstraalen)<br>(*See Sailing Ship Register*) | 339 | **WoodAux3MstSr** | | | | 1919 | Middlefart Skibsværft Middlefart | LaivaO/YElna (Yrjänen& Kumpp)<br>*CellDBa96′uE&B36′f144′690t APT100t* | 141·9\|29·9\|13·2<br>118·4<br>Q26′ | | | Raumo Finnish | Oil Engines 4S.C.DA<br>2Cy.13″–13¾″ NE36<br>66NHP<br>J.&C.G.Bolinders,Skm. | | V |
| 73823<br>1017<br>659<br>LDTH | **Elna E.**<br>Wireless D.F. 1*Dk* | 1174 | | | | | 1925 | Laxevaags Msk.&Jrnskb Bergen | D/S A/S Forto (LeifErichsen, *Mgr.*)<br>*P47tH68t* | 230·0\|36·5\|14·8 | | | Bergen Norwegian<br>*WB* | T.3Cy.16¾″,25¼″&43″–30″ 101NHP<br>LaxevaagsMsk&Jrns,Bgn | | N |
| 73824<br>164574<br>GYQY | **Elona**<br>*Oil Eng.*<br>D.F. 1*Dk*,*2nd dk clear of cargo tanks*<br>*Mchy.Aft* E.S.D. *CruiserStern*<br>*Longitudinal framing at bottom& at deck* | 6192<br>5496<br>3630 | †100A1<br>~~Cliff~~<br>Examined 1,41 Lon<br>LMC CS4,40<br>DBS4,40 2,39<br>*Carrying Petroleum in bulk* | | *a*† | CL<br>2,39 | 1936<br>1mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, LdNewcastle | Anglo-Saxon PetroleumCo.Ld.<br>*CellDBuE61′132′t DT f25′261t FPT* | 430·3\|54·5\|30·7<br>446·3(O.L.)<br>P87′B37′F48′ FK | | | London British<br>16*BH* DB*180lb*<br>*106t APT59t* | Oil Engines 4S.C.SA<br>6Cy.25⅞″–55½″ 377NHP<br>Hwthrn,Leslie&CoLd.Nwc | 31 ″ 0<br>s 5 ″ 7½<br>25 ″ 7 | |
| 73825<br>1336<br>987<br>PKQM | **Elout** | 1797 | | | | | 1910 | Maats. Fyenoord Rotterdam | Koninkl.Paketv. Maats. | 270·3\|40·2\|16·9<br>P&B175′F33′ | | | Batavia Dutch<br>*WB* | T.3Cy.19″,31½″&51½″–39″ 165NHP<br>Maats.Fyenoord,Rot. | | V |
| 73826<br>227<br>SVAB | **Elpis** (*ex*Buranda–34)<br>*ss*Syr.2ndNo.3–3,39<br>1*Dk(ptIrn&ptStl)* | *3651*<br>*3404*<br>*2276* | †100A1<br>3,39<br>MS3,39 LMC<br>DBS3,39 MBS9,39 | Syr | *w* | CL<br>10,37 | 1912<br>4mo<br>*Lloyd's* | Richardsn, Duck&Co.Ld. Stockton | J.N.Goulandris<br>*CellDBa115′uE25′f* | 352·0\|50·2\|22·7<br>P29′B104′F35′ FK<br>152′ 1031t FPT110t | | | Andros Greek<br>*6BHCem*<br>*APT95t* | T.3Cy.24″,40″&66″–45″ (*s*) 180lb *90lb* 321NHP<br>2SB,*6cf*,GS127,HS4985<br>Blair&Co.Ld.Stockton | 25 ″ 3<br>s 4 ″ 2¼<br>21 ″ 3 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière Visite de l'Arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francs-bord au milieu du navire. Tirant d'eau correspondant. Registres de cons. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73827 | **Elpis** | | 1492 | ✠100A1 | Pir | *p* | CL | 1919 | Dundee | A.M.Printezis | 240·0 | 36·2 | 19·2 | Piræus | T.3Cy.18″,30″&50″–33″ (*s*) | 21 ″ 3 | |
| 850 | | | 1333 | 10,39 | | | 6,38 | 12mo | S.B.Co.Ltd. | | | | | Greek | 180lb 172NHP | s 2 ″ 10 | |
| SZOD | *ex*Llanthony Abbey–34, *ex*Pir.No.1–37 | | 810 | BS7,39 ✠LMC5,37 | | | | | Dundee | | B52′F23′ | | FK | 4 *BHCem* | 2SB,*6cf*,GS97,HS2886 | 18 ″ 7 | |
| | *ex*Ochilbrae,*ex*Chaldon) 1 *Dk*(*Stl*) | | | 8,40 | | | | *Lloyd's* | | *CellDB*198′295*t* *FPT* | | | | 77*t* *APT*66*t* | Cooper&Greig,Ld.Dundee | | |
| | Wireless *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 73828 | **Elsa** | | 5381 | ✠100A1 | Osl | *y* | CL | 1928 | Barclay, | A/S Oljefart II. | 389·0 | 52·7 | 30·7 | Oslo | Oil Engines 2S.C.SA | 30 ″ 6 | |
| | *Oil Eng.* | | 4798 | ~~Spkd 10,(0)0~~ 4,41 | ~~Cbo~~ Syd | | ~~4,37~~ 4,41 | 4mo | Curle&Co.Ld | (Harry Borthen& | | | | Norwegian | 3Cy.22⅛″–91⅜″ 482NHP | | |
| LCJB | ~~*ss*Osl.No.3–10,39 *ss*Nwc.No.2–38~~ | | 3177 | ✠LMC CS4,37 | | | | | Glasgow | Co. A/S) | P85′B27′F45′ | | FK | 2DB *120lb* | | | |
| | *Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames* | | | DBS4,38 3,40 | 1,38 | | | *Lloyd's* | | *CellDBu E*64′ | | | | 14 *BH* (10 *to U dk* 4 ,, 2nd *dk*) | BarclayCurle&Co.Ld.Gls. | | |
| | D.F. *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | | 195*t* *DT*s *f*41′540*t* | *FPT*66*t* *APT*34*t* | | | | | | |
| 73829 | **Elsa Essberger** | | 6103 | ✠ | Rot | *c*† | | 1938 | Howaldts- | JohnT.Essberger | 446·4 | 61·3 | 23·8 | Hamburg | Oil Engines 2S.C.SA | 27 ″ 4 | |
| | *Oil Eng.* | | 5156 | 5,39 | | | | 9mo | werke A.G. | | 476·7(O.L.) | | | German | 8Cy.25½″–47¼″ 910NHP | | |
| DJXK | D.F. 1 *Dk*,2*nd dk in Nos.*1&3 *holds*&*in* | | 3476 | ✠ | | | | | Hamburg | | P29′B&F410′ | | FK | 7 *BHpt Asp* | | | |
| | E.S.D. *Cruiser Stern* *mchy.space* | | | | | | | | | | *Upper*F35′ | | | | HowaldtswerkeA.G.Kiel | | |
| | *Butts of keel electrically welded* | | | | | | | | | *CellDB* | 384′ 1323*t* *FPT* | 122*t* *APT*192*t* | | | | | |
| 73830 | **Elsa S.** (*ex*Alhama–36, | | 1220 | ✠100A1 | Els | *o* | CL | 1910 | Campbel- | RederiSohnA/B | 239·3 | 34·9 | 16·0 | Helsingfrs | T.3Cy.18″,27½″&45″–33″(*s*) | 18 ″ 4 | |
| 783 | *ex*Weser,*ex*Anna) *ss*Gls.2ndNo.3–4,34 | | — | 6,38 | | | 6,38 | 7mo | townS.B.Co. | (O/Y.ErnstSohn | 229·5 | | | Finnish | 180lb 136NHP | s 1 ″ 7½ | |
| OHYL | *Well deck* *ss*Hfs.No.1–38 | | 704 | BS4,39 ✠LMC4,38 | | | | | Campbltown | Ld.*Mgrs.*) | Q79′B58′F28′ | | FK | 4 *BHCem* | 2SB,*4cf*,GS72,HS2228 | 16 ″ 11 | |
| | 1 *Dk*(*Stl*)&*deep framing* | | | | | | | *Lloyd's* | | *CellDB* | a54′v *E*&*B*33′*f* 102′ | | | 315*t* *APT*95*t* | J.G.Kincaid&Co.Ld.Grk. | | |
| 73831 | **Else** (*ex*Kotonia–35) | | 1970 | | | | | 1906 | Helsingörs | J.Lauritzen | 281·7 | 42·1 | 17·9 | Esbjerg | T.3Cy.20″,32″&53″–36″ | | V |
| | | | 1786 | | | | | | Jernsk&Msk. | | | | | Danish | 192NHP | | |
| OYTB | D.F. 1 *Dk*&*Shelter dk* | | 1165 | | | | | | Elsinore | | | | | *WB* | HelsingörsJernsk.&Msbk. | | |
| 73832 | — | | 1360 | | | | | 1900 | Nüscke& | O/Y Else(A.K. | 248·3 | 37·4 | 16·0 | Wiborg | T.3Cy.17″,27½″&43″–31½″ | | V |
| | (*ex*Siwi,*ex*Aggersborg,*ex*Curt | | — | | | | | | Co. | Seppinen) | 238·0 | | | Finnish | 104NHP | | |
| ÖHEH | Retzlaff,*ex*Thuringia) 1 *Dk* | | 749 | | | | | | Stettin | | Q71′B59′F25′ | | | *WB* | Kette,Uebigau,Dresden | | |
| | Wireless D.F. | | | | | | | | | | | | | | | | |
| 73833 | **Else Hugo Stinnes 15** | | 3291 | | | | | 1927 | Nüscke& | HugoStinnes | 302·6 | 47·7 | 22·4 | Hamburg | C.4Cy.(2)18½″&(2)39⅝″ | | G |
| | *Mchy.Aft* *Cruiser Stern* | | 2619 | | | | | | Co.Akt.Ges | Reed.A.G. | P89′F27′ | | | German | –39⅝″ 194NHP | | |
| DHGF | Sub.Sig. D.F. E.S.D. 1 *Dk* | | 1687 | | | | | | Stettin | | | | | *WB* | A.Borsig,G.m.b.H.Berlin | | |
| * 73834 | **Else-Marie** (*ex*Gungner–33, | | 1885 | ✠100A1 | Bkn | *r* | 6,38 | 1917 | Superior | A/S Schanches | 251·1 | 43·8 | 18·2 | Bergen | T.3Cy.20″,33″&54″–40″ (*s*) | 20 ″ 3 | |
| | *ex*AngeSchiaffino, *ss*Nwc.No.3–10,29 | | 1672 | 12,38 | | | | 3mo | S.B.Co. | Rederi(S. | | | | Norwegian | 180lb 266NHP | s 2 ″ 6 | |
| LCOB | *ex*Cleveland) *ss*Bgn.No.2–38 | | 1099 | BS4,39 ✠LMC6,38 | | | | | Superior, Wis | Schanche,*Mgr.*) | P28′B65′F27′ | | FK | 4 *BHCem* | 2SB,*6cf*,GS132,HS5060 | 17 ″ 11½ | |
| | D.F. 1 *Dk*(*Stl*) | | | | | | | | A&CP | *CellDBa*&*uE*102′ | *f* 96′514*t* *FPT*68*t* | *APT*77*t* | | | DetroitS.B.Co.Detroit | | |
| | 73835 **Else Müller** (*ex*FredCleeves) | | 1598 | | | | | 1921 | W.Harkess | OttoA.Müller | 254·9 | 39·0 | 17·1 | Hamburg | T.3Cy.21½″,35″&59″–39″ | | C |
| | | | 1323 | | | | | | &Son,Ld. | | Q76′P25′B56′F24′ | | | German | Richardsons, 217NHP | | |
| DHGG | 1 *Dk* | | 649 | | | | | | Middlesbro' | | | | | *WB* | Westgarth&Co.Ld.Mdb. | | |
| 73836 | **Elsi** Ⓟ (*ex*LadyHudson-Kinahan) | | 1433 | ✠ | Pir | *p* | | 1891 | AilsaS.B. | JohnToyiasS.S.Co. | 273·5 | 34·1 | 16·6 | Piræus | T.3Cy.25″,40″&65″–42″ | 17 ″ 6 | |
| 282 | *ss*Pir.2ndNo.3–2,16 | | 1030 | 4,25 | | | | 10mo | Co. | | P67′B94′F50′ | | | Greek | NDB12 284NHP | | |
| SVFH | *ss*Pir.No.1–20 | | 649 | ✠ | | | | | Troon | | | | BK9″ | 5 *BHCem* | 2DB,*8cf*,GS130,HS4408 | | |
| | 2 *Dks*(*UStd*–ws) | | | | | | | | | | *CellDB*103′ | | | 157*t* *FPT*22*t* | Dunsmuir&Jackson,Gls. | | |
| 73837 | **Elsie** | | 1420 | | | | | 1906 | Howaldts- | OveSkou | 241·2 | 36·1 | 16·5 | Copenhgn | T.3Cy16¾″,26⅛″&42½″–29½″ | | |
| | (*ex*ElisabethMærsk,*ex*Tyskland) | | 1172 | | | | | | werke | | P13′Q73′B105′F29′ | | | Danish | 96NHP | | |
| OXWH | 1 *Dk* | | 854 | | | | | | Kiel | | | | | *WB* | Howaldtswerke,Kiel | | |
| 73838 | **Elster** (*ex*Freiburg) | | 1136 | | | | | 1922 | Schffb.Ges. | ArgoReederei | 230·6 | 34·5 | 14·4 | Bremen | T.3Cy.17¼″,27⅝″&45⅜″–30½″ | | G |
| | Wireless D.F. | | 956 | | | | | | Unterweser | Richard Adler&Co. | P31′B64′F26′ | | | German | 114NHP | | |
| DOEN | Sub.Sig. 2 *Dks* | | 655 | | | | | | m.b.H. Weser | | | | | *WB* | A.BorsigG.m.b.H.Berlin | | |
| | | | | | | | | | -münde-L. | | | | | | | | |
| 73839 | **Elstree Grange** (*ex*Abadesa) | | 6598 | ✠100A1 | Npt | *a*† | CL | 1916 | SirR.Dixon | HoulderLine,Ld. | 420·0 | 53·5 | 36·6 | Liverpool | T.3Cy.29″,49″&80″–54″ (*s*) | 39 ″ 3 | |
| 137495 | *ss*Fal.No.3–4,28 | | 6313 | *Shelter dk* | | | 5,39 | 3mo | &Co.Ld. | (HoulderBrothers | | | | British | 180lb 790NHP | s 10·0½ | |
| GBVT | *Ref.Mchy.* *ss*Npt.No.2–36 | | 4204 | *with freeboard* | | | | | Middlesbro' | &Co.Ld *Mgrs.*) | | | | 7 *BHCem* | 4SB,*15cf*,GS301,HS12817 FD | 29 ″ 6 | |
| | 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)& | | | 1,40 ✠LMC | | | | *Lloyd's* | | | *F on Shelter dk*34′ | | FK | | Richardsons,Westgarth& | | |
| | 3*rd dk*(*Stl*) *in Nos.*1&2 *holds* | | | ✠NB(PT)8,25 MS12,36 | | | | | | | *CellDB*358′10 | | | 53*t* *FPT*123*t* | *APT*98*t* Co.Ld.Mdb. | | |
| | | | | BS3,38 6,40 | | | | | | | | | | | | | |
| | | | | ✠Lloyd'sRMC1 ~~4,36,40~~ | | | | | | | | | | | | | |
| | | | | 1,41 ~~10,16~~ | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 8,25 *F.P. above* 150° F. | | | | | | | | | | | | | |
| 73840 | **Elswick Park** | | 4188 | ✠100A1 | Shl | *x* | CL | 1920 | BlythS.B. | Elswick Stm.Ship- | 364·0 | 51·0 | 26·3 | Newcastle | T.3Cy.26″,43″&72″–48″ (*s*) | 28 ″ 9 | |
| 144893 | *ss*Shl.No.3–10,32 | | 3942 | ~~3,31 1,38~~ 10,40 | Clf | | ~~12,36~~ | 7mo | &D.D.Co.Ld. | PingCo.Ld.(Weid- | | | | British | 180lb 474NHP | s 4 ″ 0½ | |
| GDQV | *ss*Shl.No.1–36 | | 2579 | BS4,39 ✠LMC12,36 | | | 6,40 | | Blyth | ner,Hopkins&Co. | P30′B219′F37′ | | FK | 6 *BHCem* | 3SB,*9cf*,GS156,HS6780 FD | 24 ″ 11 | |
| | 1 *Dk*(*Stl*) | | | 6,40 | | | | *Lloyd's* | | *Mgrs.*) | *CellDB*314′929*t* *FPT* | | | 83*t* *APT*109*t* | N.E.MarineEngCoLd.Nwc | | |
| 73841 | **Elton** (*ex*Miraflores–35, | | 1799 | | | | | 1919 | Fredrkstad | U.S.S.R. | 264·6 | 42·6 | 17·5 | Odessa | T.3Cy.18½″,29½″&50″–36″ | | |
| | *ex*Eidsfjeld, *Fitted for oil fuel* | | 1604 | | | | | | Mek.Værks. | | P22′B71′F29′ | | | Russian | 150NHP | | |
| UPLH | *ex*Olof Brodin) | | 1052 | | | | | | Fredrikstad | | | | | *WB* | FredrikstadM.V.Frdstad. | | |
| 73842 | **Elton Hoyt II.** (*ex*WilliamP. | | 6939 | | | | | 1906 | Gt.Lakes | InterlakeS.S.Co. | 530·0 | 56·2 | 32·0 | Wilmgton | T.3Cy.23½″,37″&63″–42″ | | R |
| 202859 | Snyder) | | — | | | | | | Eng.Works | (Pickands,Mather | | | | (Del.) | 257NHP | | |
| KGBO | D.F. GyC. *Mchy.Aft* 1 *Dk* | | 5492 | | | | | | Ecorse,Mich. | &Co.*Mgrs.*) | | | *WB* | Utd.States | GtLakesEngWrks,Detroit | | |
| 73843 | **Elusa** | | 6235 | ✠100A1 | ~~Sch~~ | *a*† | CL | 1936 | N.V. | N.V.Petroleum | 428·1 | 54·5 | 30·9 | TheHague | Oil Engines 4S.C.SA | 31 ″ 0 | |
| | D.F. *Oil Eng.* | | 5540 | ~~Examined 4,41~~ Bkn | | | 2,40 | 7mo | Wilton- | Maats."La | | | | Dutch | 6Cy.25⅜″–55½″ 377NHP | s 5 ″ 7½ | |
| PDXI | E.S.D. 1 *Dk*,2*nd dk clear of cargo tanks* | | 3593 | ~~DBS2,40~~ ✠LMC7,36 | | | | | Fijenoord | Corona" | P86′B38′F48′ | | FK | 16 *BH* | DB *120lb* | 25 ″ 7 | |
| | *Mchy.Aft* *Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | | Schiedam | | | | | | N.V.Wilton-Fijenoord,Rot | | |
| | *Longitudinal framing at bottom*&*at deck* | | | DBS1,41 | | | | *Lloyd's* | | | *CellDBu E*63′132*t* | *DTf*25′257*t* | | | *FPT*103*t* *APT*55*t* | | |
| 73844 | **Elvira** Ⓟ (*ex*Greta,*ex*Yacht) | | 372 | ✠ | Bkn | | | 1898 | Scott&Co. | EpirotikiS.Nav.Co. | 165·0 | 22·8 | 12·0 | Piræus | T.4Cy.12¾″,20″&(2)23″–26″ | | |
| 518 | Wireless *ss*Sou.No.3–8,09 | | — | 6,20 | | | | 4mo | Greenock | GeorgePotamianos | | | | Greek | 77NHP | | |
| SZIX | 1 *Dk*(*pt Stl*–teak s)2*rB* | | 215 | ✠ | | | | | | | | | | 4 *BHCem* | 1B,*3cf*,GS52,HS1473 | | |
| | | | | | | | | | | | | | | | Scott&Co.Greenock | | |
| 73845 | **ElviraVaselli** (*ex*PaolaBeverini–36, | | 647 | ✠ ... | | | | 1912 | C.H.Wal- | Soc.Anon.Italiana | 177·0 | 30·1 | 11·4 | Rome | T.3Cy.18″,22″&34″–22½″ | 12 ″ 3 | I |
| 185 | *ex*Alumine,*ex*B.A.H.W.No.11) | | 487 | 7,14 | | | | 5mo | ker&Co.Ld. | LavoriEdilie | 171·0 | | 11·1 | Italian | 79NHP | | † |
| IRTY | *Mchy.Aft* 1 *Dk* | | 357 | ✠ | | | | | Sudbrook | Marittimi | Q62′*Bon Qdk*17′ | | FK | *WB* | Plenty&Son,Ld.Newbury | | |
| | | | | | | | | | | | F24′ | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 9 Built. When. / Ship. / Engines | By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. / Flag. | 13 Engines. No. & Dis. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in Lr. Dates of Re. or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73846<br>215878<br>WPCS | **Elwood** (*ex*D.J.Moran–36, *ex*ChesterSun) *ss*Phl.No.3–5,29<br>D.F. *ss*Gal.No.2–37<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 7098<br>6112<br>4426 | ✠100A1<br>5,10 ~~9,39~~<br>~~BS3,38~~ 5,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* | NYk<br>Gal<br>✠LMC11,37 | *b*† | CL<br>~~3,39~~ 5,40<br>*F.P. above* | 1918<br>1mo | SunS.B. Co.<br>Chester,Pa.<br>A&CP | Chas.Kurz&Co.<br>Inc.(Pennsylvania<br>ShippingCo.*Mgrs*)<br>*CellDBuE*&*B*60′259*t*<br>*DTf*40′552*t* *FPT*222*t* *APT*57*t* | 429·3<br>P133′B36′F40′<br>1 50° F. | 59·2 | 31·4<br>FK | Wilmgton (Del.)<br>Utd.States<br>17*BHptCem*<br>(13 *to U dk*<br>4 „ *2nd* „) | T.3Cy.27″,45$\frac{15}{16}$″&76$\frac{15}{16}$″–51″<br>190lb (*s*) 532NHP<br>3SB,*9cf*,HS7331 FD<br>SunS.B.Co.Chester,Pa. | 33 ″ 3<br>s 6 ″ 10<br>26 ″ 7$\frac{3}{4}$ | |
| 73847<br>216934<br>KZSN | **Elwyn C. Hale** Ⓟ<br>(*ex*H.J.Lawrence, *ex*LakeErie) *see No. 8702 Dk Suppl.* | 2084<br>1750<br>1228 *nt* | ✠ …<br>9,20 | | | | 1918<br>9mo | GlobeS.B. Co.<br>Superior, Wis | ~~AlaskaSalmonCo.~~<br>OceanDominion<br>S.S.Corp. | 251·0<br>P27′B60′F23′ | 43·7 | 19·2<br>FK | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.19″,32″&56″–36″<br>276NHP<br>NordbrgMfgCoMilwaukee | 21 ″ 5 | R<br>† |
| 73848<br>128224<br>GCYM | **Elysia** Ⓟ<br>*Fitted for oil fuel*<br>2*Dks* | 6757<br>5560<br>4211 | | | | | 1908 | D&W Hendersn&Co.Ld<br>Glasgow | AnchorLine,Ld. | 440·5<br>P47′B157′F48′ | 53·3 | 29·7<br>*WB* | Glasgow<br>British | T.3Cy.29$\frac{1}{2}$″,49″&81″–54″<br>NB(1)19 482NHP<br>D&W.Hendersn&CoLdGls | | C<br>BT till ~~12,40~~ 1,42 |
| 73849<br>XCMR | **Emancipacion** Ⓟ<br>(*ex*Trujillo–37,*ex*LakeOgden)<br>1*Dk*<br>*Fitted for oil fuel* | 2114<br>1646<br>1282 | ✠ …<br>10,20 | | | | 1918<br>4mo | American S.B.Co.<br>Lorain,O. | Transportes Maritimos y Vias FluvialesS.C.M. deR.L. | 251·0<br>P25′B64′F23′ | 43·5<br>FK | 20·0<br>*WB* | VeraCruz<br>Mexican<br>AmericanS.B.Co.Lorain,O. | T.3Cy 20″,33″&54″–40″<br>274NHP | 20 ″ 2 | |
| 73850<br>OYCM | **Emanuel**<br>1*Dk* | 1290<br>831<br>784 | | | | | 1907 | Helsingörs Jernsk&Msk. Elsinore | D/S A/S Emanuel (Alfr.Petersen) | 226·3<br>P11′Q59′B105′F27′ | 34·9 | 12·4<br>*WB* | Marstal<br>Danish | T.3Cy.16$\frac{1}{2}$″,26$\frac{1}{2}$″&44″–30″<br>Helsingörs 106NHP<br>Jernsk.&Mskb. | | V |
| 73851<br>UOUS | **Emba** (*ex*Embaneft–34) TwinSc<br>*Oil Eng.*<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk* | 7886<br>6786<br>4550 | ✠ ——<br>12,33 | Ham | *b*† | | 1929<br>9mo | Nicolaieff StateS.B.Yd. 'AndreMarti' Nicolaieff | U.S.S.R.<br>*CellDBuE*61′142*t* | 437·9<br>P106′B44′F60′<br>*DTf*29′353*t* *FPT*230*t* | 58·5<br>FK | 32·3<br>*APT*s102*t* | Tuapse<br>Russian<br>18*BH*<br>(1 *to* 2*nd dk*) | Oil Engines 2S.C.SA<br>12Cy.21$\frac{1}{4}$″–35$\frac{7}{8}$″ 944NHP<br>Maschfbk.Augsburg-Nürnberg,Augsburg | 34 ″ 2 | |
| 73852<br>161587<br>GYMW | **Embassage**<br>D.F. 1*Dk*&*Shelter dk*<br>*Cruiser Stern* | 4954<br>4449<br>2912 | ✠100A1<br>*withfreeboard*<br>Examined 8,40<br>BS3.40 | Shl<br>Shl<br>✠LMC9,35 | *z* | CL<br>~~8,40~~ 8,41 | 1935<br>9mo | JLThomp-son&Sons,Ld. Sunderland<br>*Lloyd's* | HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*)<br>*CellDB*349′1114*t* | 409·2<br>F39′<br>*FPT*204*t* *APT*168*t* | 57·6<br>FK<br>(*Coll to Sh dk* 5 „ *2nd* „) | 24·0 | Newcastle<br>British<br>6*BHCem*<br>8*cf*,GS122,HS5087<br>N.E.MarineEng.Co LdSld. | T.3Cy.21$\frac{1}{2}$″,37″&62″–42″(*s*)<br>220lb 353NHP<br>2SB(Spt&FD)&1Aux.SB, | 27 ″ 0$\frac{1}{2}$<br>s 2 ″ 8$\frac{3}{4}$<br>24 ″ 6$\frac{1}{4}$ | |
| 73853<br>131994<br>MBQN | **Embassy** Ⓟ Pad<br>(*ex*Duchess of Norfolk–37)<br>1*Dk* | 381<br>303<br>154 | | | | | 1911 | D&W Hendersn&Co.Ld Glasgow | Cosens&Co.Ld. | 190·0 | 26·1 | 8·7 | Wymouth<br>British | C.D.2Cy.27″&51″–54″<br>159NHP<br>D&W.Hendersn&CoLdGls | | |
| 73854<br>258<br>SVMS | **Embiricos Nicolaos**<br>(*ex*Daphne–39, *ex*Sunland–34) *ss*Nwc.No.3–1,33 *ss*Ams.No.1–37<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted* | 3798<br>3514<br>2306 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~8,39~~<br>BS4,39<br>*Fitted for oil fuel* | Ams<br>Cal<br>✠LMC2,38 | *x* | CL<br>~~N2,39~~ 3,41<br>*F.P. above* | 1918<br>4mo | J.Priest-man&Co. Sunderland<br>*Lloyd's* | Geo.Nic.Embiricos<br>*CellDB*315′1077*t* | 365·0<br>FK<br>(*Coll to Sh dk* 5 „ *2nd*„)<br>*FPT*115*t* *APT*85*t* | 51·5 | 22·1<br>1 50°F. | Andros<br>Greek<br>6*BHCem*<br>8*cf*,GS114,HS5364 FD<br>G.Clark,Ld.Sunderland | T.3Cy.25″,41″&67″–45″ (*s*)<br>180lb 384NHP<br>3SB,*9pf*,GS114,HS5364 FD | 24 ″ 6<br>s 2 ″ 3$\frac{1}{2}$<br>22 ″ 5$\frac{1}{2}$ | |
| 73855<br>4931<br>SDXW | **Embla**<br>1*Dk* | *1040*<br>*891*<br>*578* | | | | | 1908 | Lindhol-mens V.A. Gothenburg | Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) | 227·2<br>H72*t* B60′F28′ | 33·6 | 14·1<br>*WB* | Stockholm<br>Swedish<br>Lindholmens V.A.Got. | T.3Cy.14$\frac{1}{2}$″,24″&40″–27″<br>83NHP | | V |
| 73856<br>DHGI | **Emden**<br>1*Dk* | 709<br>498<br>415 | | | | | 1907 | Stettiner Oderwerke Stettin | Bugsier,Reed.& BergungsA.-G. | 181·4<br>Q51′P11′B46′F21′ | 29·0 | 12·2<br>*WB* | Hamburg<br>German<br>StettinerOderwerke | T.3Cy.12$\frac{5}{8}$″,20$\frac{1}{2}$″&33$\frac{1}{2}$″–23$\frac{3}{8}$″<br>55NHP | | G |
| 73857<br>TCBK | **Emek** (*ex*Gazi–35,*ex*Ghazi,*ex*Mersine, *ex*Cossack) *ss*Oda.No.1–94<br>*Well deck* 1*Dk*(*Irn*) | 777<br>——<br>425 | ✠<br>6,00 | Oda | *k* | | 1890<br>4mo | Wood, Skinner&Co. Newcastle | HayikKelesyan<br>*CellDBa*42′53*t* *FPT*18*t* *APT*12*t* | 200·5<br>Q64′B53′F25′ | 30·0<br>FK | 12·6<br>4*BHCem* | Istanbul<br>Turkish<br>*B made—fitted*10 85NHP<br>2SB,*4pf*,GS46,HS1378<br>N.E.MarineEng.CoLdNwc | T 3Cy.14$\frac{1}{2}$″,23$\frac{1}{2}$″&39″–27″ | 13 ″ 8 | |
| 73858<br>119153<br>MCBD | **Emerald** 3Mst<br>*ss*Trn.2ndNo.3–2,29 *ss*Shl.No.2–37<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 736<br>532<br>305 | ✠100A1<br>10,38<br>✠NB2,29 MS6,37 | Irv<br>✠LMC<br>BS3,40 | *k* | CL<br>5,37 | 1904<br>8mo | A.Rodger &Co. Pt.Glasgow<br>*Lloyd's* | Wm.Robertson<br>*CellDBa*57′59′170*t* *FPT*75*t* | 195·0<br>202·1(O.L.)<br>Q103′B11′F32′<br>BK7″ | 30·1 | 11·2<br>*APT*10*t* | Glasgow<br>British<br>3*BHCem* | T.3Cy.16$\frac{5}{16}$″27$\frac{1}{2}$″&44″–33″(*s*)<br>160lb 99RHP<br>1SB,*3cf*,GS56,HS1902<br>A.Rodger&Co.Glasgow | 13 ″ 6<br>s 4 ″5$\frac{1}{4}$<br>13 ″8$\frac{1}{2}$ | |
| 73859<br>165464<br>MMGX | **Emerald Queen**<br>*Oil Eng*<br>*Mchy.Aft* 1*Dk*<br>Wireless D.F. E.S.D. *Cruiser Stern* | 481<br>366<br>258 | ✠100A1<br>5,10 ~~1,30~~<br>✠LMC5,37 | Lon<br>Gmh | OG<br>5,40 | | 1937<br>5mo | N.V.Indus-trieele Maats. "De Noord" Alblasserdam<br>*Lloyd's* | BritishChannel IslandsShipping Co.Ld.<br>*Cell DB*109′141*t* *FPT*56*t* | 163·8<br>27·5<br>169·1(O.L.)<br>Q43′F23′ | 26·4<br>FK | 10·0<br>*APT*12*t* | London<br>British<br>3*BHptCem*<br>Humboldt-Deutzmotoren A.G.,Köln-Deutz | Oil Engines 4S.C.SA<br>8Cy.11″–17$\frac{1}{16}$″ 94NHP | 11 ″10<br>s 1 ″ 1$\frac{3}{4}$<br>10 ″ 9 | |
| 73860<br>~~165416~~<br>GZNC | **Emerald Wings**<br>(*ex*NicolaosBaikas–36,*ex*Député PierreGoujon–34) 1*Dk*<br>Wireless | 2139<br>1701<br>1282 | | | | | 1920 | Govern-ment Yard Cherbourg | ~~Continental~~ ~~TransitCo.Ld.~~ | 269·9<br>P19′B54′F23′ | 39·6 | 19·6<br>*WB* | ~~London~~<br>British<br>Etablissements d'Indret, Indret | T.3Cy.18$\frac{1}{16}$″,29$\frac{5}{16}$″&49$\frac{1}{2}$″–37$\frac{1}{4}$″<br>149NHP | | V |
| 73861<br>ONJC | **Emeraude** (*ex*RioPardo,*ex*Gaucho, *ex*SanLorenzo) *ss*Rio.No.3–2,15<br>1*Dk*(*Stl*)&*Awng dk* | 613<br>——<br>297 | ✠<br>9,16 | Rio | *k* | | 1903<br>12mo | Craig, Taylor&Co. Stockton | Soc.Anon.John Cockerill<br>*CellDB*a48′ *u*E15′ *f*84′159*t* | 195·4<br>FK | 28·9 | 13·0<br>4*BHCem* *APT*24*t* | Antwerp<br>Belgian | T.3Cy.18″,30″&48″–33″<br>158NHP<br>2SB,*4pf*,GS78,HS2644<br>N.E.MarineEng.CoLd.Sld. | 20 ″ 0 | V<br>† |
| 73862<br>221460<br>KDTJ | **Emidio** (*ex*Hammac)<br>D.F. *Fitted for oil fuel*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>*Longitudinal framing*<br>2*Dks* | 6912<br>——<br>4309 | | | | | 1921 | Bethlehem S.B.Corp.Ld San Francisco | Socony-Vacuum OilCo.Inc. | 435·0<br>P122′B47′F43′ | 56·2 | 33·5<br>*WB* | New York<br>Utd. States | T.3Cy.27″,47″&78″–48″<br>422NHP<br>BethlehemS.B.Corp.Ld. | | R |
| 73863<br>FOGR | **Emile Baudot** TwinSc<br>(*Cable Vessel*)<br>Wireless 2*Dks* | 1149<br>1049<br>441 | | | | | 1917 | Swan,Hun-ter&Wigham Richardson, Ld.Newcastle | FrenchGovern-ment(Postes& Télégraphes) | 222·5<br>*WB* | 32·2 | 19·2 | LaSeyne s/Mer<br>French | T.6Cy.12$\frac{1}{2}$″,20″&33″–24″<br>107NHP<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | | V |
| 73864<br>TVQO | **Emile Deschamps** TwinSc<br>*Cruiser Stern* 1*Dk* | 349<br>——<br>103 | | | | | 1922 | Atel.&Ch. de la Loire Nantes | Cie.Normande de Nav.àVap. | 164·4<br>F20′ | 23·5 | 12·0 | Havre<br>French | T.6Cy.9$\frac{1}{2}$″,15$\frac{3}{8}$″&25$\frac{1}{4}$″–14$\frac{1}{2}$″<br>48NHP<br>Atel.&Ch.de la Loire,Nts. | | V |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terms assigned on maintenance certificate. Lettre d'équilibrement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. Navire. Mach. | Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP Force en chevaux d'après les formules de la Société. RHP Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où sont inscrits les Navires. Dans Cer. Boil. Trials |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73865 69 OPFB | **Emile Francqui** D.F. *Ref. Mchy.* *Cruiser Stern* *2 Dks & Tr B* | *5859* *5503* *3504* | | | 1929 | Flensburgr Schiffsb. Ges. Flensburg | Cie. Maritime Belge (Lloyd Royal) SA. (Agence Maritime Internationale S.A. *Mgrs.*) | 443·7 \| 57·2 \| 26·7 P94′ F49′ | Antwerp Belgian *WB* | Q.4Cy.27½″,39″,55⅞″ & 79⅛″ –35⅛″ 383NHP Flensburger Schiffsb. Ges. | | VG |
| 73866 216466 KREA | **Emilia** (*ex* Cape Romain) *2 Dks & Web frames* D.F. *Longitudinal framing* | 4719 4213 2918 | ✠ … 11,20 ✠ | | 1918 6mo | Bethlehem S.B. Corp. Sparro'Pt Md | A.H. Bull S.S. Co. Inc. (A.H. Bull & Co. Inc. *Mgrs.*) | 376·4 \| 52·3 \| 27·0 P54′ B94′ F89′ FK | New York Utd. States *WB* | T.3Cy.24″,41″ & 68″–48″ 486NHP Bethlehem S.B. Corp. Sparrow's Pt. Md. | 29 ″ 6 | R † |
| 73867 555 IMML | **Emilia Guidi** Aux 3 Mst Sr (*ex* Due Amici, *ex* Giovanna Verderame) *Mchy. Aft* *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*) | 472 426 362 | | | 1920 | Gebr. G. & H. Bodewes Martenshoek | Ang. Guidi fu P. | 160·4 \| 26·7 \| 12·9 147·6 | Viareggio Italian | Oil Engines 4S.C.SA 4Cy.12½″–13⅛″ 58NHP Brons Motorenfabriek, Appingedam | | I |
| 73868 OXMA | **Emilie Mærsk** D.F. 1 *Dk* | 2212 1914 1326 | | | 1922 | Odense Staalskibsv. Odense | Dampskibsselsk. af 1912 (A.P. Möller, Copenhagen, *Mgr.*) | 284·9 \| 42·4 \| 19·9 P19′ B72′ F31′ *WB* | Aalborg Danish | T.3Cy.20½″,33″ & 53½″–35½″ & 1 low pressure turbine NE28 A. Börsig, Berlin-Tegel | | V |
| 73869 1395 IMMX | **Emilio Morandi** (*ex* Sara) 1 *Dk & Spar dk* | 1523 988 886 | | | 1904 | Howaldts-werke Kiel | Federazione Italiana dei Consorzi Agrari | 246·0 \| 36·0 \| 13·2 241·3 P49′ F29′ 19·6 *WB* | Genoa Italian | T.3Cy.17½″,27½″ & 45½″–27½″ 117NHP Howaldtswerke, Kiel | | I |
| 73870 — OHWB | **Emily** (*ex* Mongolia, *ex* Thornycroft) Iron *ss* Hbg. 4th No. 3–1,32 *Well deck* *ss* Got. No. 1–36 *Cargo battens not fitted* 1 *Dk* (*Irn*) | 1565 — 930 | ✠100A1 Skm *q* 1,41 ~~6,39~~ LMC MS10,36 BS1,39 ~~No later survey reported~~ | CL 9,38 | 1882 8mo | W. Gray & Co. W Hartlepool | Rederi A/B Emily (A. Andersson) | 266·2 \| 35·7 \| 18·9 257·1 Q98′ B66′ F30′ BK 9′ *DB* A&CP | Mariehmn Finnish *4 BHCem* *a* 82′ *f* 92′ 316*t* | C.2Cy.28″ & 60″–39″ 80lb *70lb* NDB16 167NHP 28B, *4cf*, GS68, HS2602 Blair & Co. Ld. Stockton | 20 ″ 2 s 1 · 6½ 19 ″ 5 | |
| 73871 DKAI | **Emily Sauber** E.S.D. *Cruiser Stern* 1 *Dk* | 2485 1882 1323 | | | 1939 | Flensburgr Schiffsb. Ges. Flensburg | Sauber & Co. | 276·4 \| 44·5 \| 19·3 P26′ Q83′ B62′ F25′ *WB* | Hamburg German | T.3Cy 22⅜″, 34⅜″ & 56⅞–37⅝″ HS4198 292NHP Flensburger Schiffsb. Ges. | | G |
| 73872 | **Eminent** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern* | *500* *329* *329* | ✠100A1 Ant *g* 12,39 LMC 11,39 | ~~12,39~~ OG N4,40 | 1939 11mo | Bodewes Schpswerven Martenshoek *Lloyd's* *SA&CP* | "Armaco" Armement Maritime et Côtier SA ("Navex" Soc. Anon. (Société d'Expédition & de Navigation) *Mgrs.*) | 155·9 \| 27·8 \| 9·8 171·3 (O.L.) P48′ Q45′ F26′ FK *Cell DB* 96′ 128*t* *FP* 76*t* *APT* 8*t* | Antwerp Belgian *3 BHCem* 76*t* | Oil Engines 4S.C.SA 8Cy.11½″–16⅛″ 98NHP Maschinenfbrk. Augsburg-Nürnburg A.G. Augsburg | 11 ″ 6 s 3 ″ 10 11 ″ 5 | |
| 73873 1445 SGAD | **Emma** (*ex* Ragnar–39, *ex* Ingvar, *ex* Prins Oscar) Iron *ss* Mmo. 5th No. 3–1,31 *ss* Sbg. No. 2–40 1 *Dk & Awng dk 3 tr B* | *990* *819* *430* | ✠90A1 Sbg *Awng dk with freeboard* 1,40 NB4,00 LMC 1,40 | OG 1,40 | 1868 12mo | Schlesnger, Davis & Co. Newcastle | Rederi A/B Strim (Sven Salén, *Mgr.*) | 233·0 \| 28·5 \| 16·2 23·6 len 79 *M* 39′ | Stockholm Swedish *4 BHCem* 300*t* *Tpd* 00 | T.3Cy.16¾″, 26″ & 50″–33″ 150lb NDB10 *100lb* 136NHP 1SB, *2f*, GS41, HS2010 NE79 Lindholmens M.V. Got. | 17 ″ 2 s 1 ″ 6 16 ″ 3½ | |
| 73874 211442 WGCN | **Emma Alexander** (P) Twin Sc (*ex* Nanking, *ex* Congress) D.F. *Fitted for oil fuel* *Ref. Mchy.* *4 Dks & Shelter dk* | 7793 — 4428 | | | 1913 | New York S.B. Co. Camden, N.J. | Pacific S.S. Lines, Inc. | 423·8 \| 54·9 \| 17·4 | S. Frncisco Utd. States *WB* | T.6Cy.28½″, 46½″ & 78″–54″ 894NHP New York SB. Co. Cmdn, NJ. | | R |
| 73875 LJMI | **Emma Bakke** Twin Sc (*ex* Sveadrott–37) *Oil Eng.* *ss* Got. No. 2–37 Sub. Sig. 1 *Dk (Stl) & Shelter dk (Stl)* *3rd dk (Stl) in Nos. 1 & 3 holds* D.F. *Ref. Mchy.* | 4721 4153 2831 | ✠100A1 Got *with freeboard* 5,41 ~~6,39~~ Ver LMC 10,37 ~~35,37~~ Lloyd's RMC ~~10,36~~ 7,40 | CL ~~2×1,37~~ ~~35,37~~ 3N8,40 P8,40 | 1929 8mo | Kockums M.V. Aktieb. Malmö *Lloyd's* *SCP* | Skibs. A/S Hilda Knudsen (Knut Knutsen, O.A.S. *Mgr.s*) *Cell DB* 343′ 1400*t* *way of tunnels* 74*t* *tanks in Deck tanks* 54*t* | 397·0 \| 54·7 \| 24·9 414·5 (O.L.) P32′ F40′ FK ( *Coll to Sh dk* 6 „ *2nd* „) *FPT* 105*t* *APT* 114*t* | Haugesnd Norwegian *7 BHpt Cem* | Oil Engines 4S.C.SA 16Cy.22 7/16″–39⅜″ 778NHP Kockums M.V. Akt. Malmö | 28 ″ 10 s 3 ″ 2½ 25 ″ 9½ | |
| 73876 OYZA | **Emma Mærsk** Twin Sc *Oil Eng.* D.F. *ss* HKg. No. 2–36 *Mchy Aft* 1 *Dk (Stl) & Web frames* *Longitudinal framing–bracketless system* | 8278 7800 5064 | ✠100A1 Gal *f* † 11,38 LMC CS6,36 DBS1,39 4,37 *Carrying Petroleum in bulk* | CL 8,39 | 1928 2mo | Akt. Burmeistr & Wain Copenhagen *Lloyd's* *SA&CP* | A/S D/S Svendborg & D/S af 1912 A/S (A.P. Möller, Copenhagen, *Mgr.*) *Cell DB* u *E* 48′ 205*t* *D* | 466·3 \| 61·8 \| 34·2 P101′ B34′ F39′ FK *Tf* 38′ 640*t* *FPT* 185*t* | Nyborg Danish 12 *BHpt Cem* | Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 542NHP 2 DB *180lb* Akt. Burmeistr & Wain, Cpn | 36 ″ 3 s 8 ″ 4½ 28 ″ 1½ | |
| 73876* | **Emma Sauber** 1 *Dk* | 2548 2234 1473 | | | 1922 | Deutsche Werft A.G. Hamburg | Sauber & Co. | 291·8 \| 44·3 \| 22·7 P33′ B54′ F25′ | Hamburg German | D Rgeared Steam Turbine Allgemeine Elec Ges. Berlin | | G |
| 73877 PDXO | **Emmaplein** *ss* Rot. No. 3–2,39 D.F. 2 *Dks (Stl)* *Cargo battens not fitted* | 5436 5018 3156 | ✠100A1 Sch *y* 2,10 BS2,40 LMC 2,39 | CL 2,39 | 1926 12mo | NV Mach & Schpsw. van P. Smit, Jr. Rotterdam *Lloyd's* *SA&CP* | N.V. Scheepvaart Maats "Millingen" (GA. Spliethoff *Mg*) *Cell DB* a & u *E* 135′ *Deck tanks* 54*t* | 375·5 \| 52·3 \| 30·4 B98′ F30′ FK *f* 167′ 1218*t* *FPT* 385*t* *Tanks at sides of tunnels* 222*t* | Rottrdam Dutch *6 BHCem* *4 APT* 180*t* | T.3Cy.27 9/16″, 42½′ & 72 1/16″–51 3/16″ 180lb (*s*) 428NHP 3SB (Spt) *9cf*, GS210, HS6779 N.V. Maschf. & Scheepsw van P. Smit, Jr. Rot. | 33 ″ 0 s 6 ″ 10½ 26 ″ 3½ | |
| 73878 OFCC | **Emmi** (*ex* Soutra–37, *ex* Cairnavon) *ss* Gmh. 2nd No. 3–2,31 *ss* Gmh. No. 1–35 Wireless D.F. 1 *Dk (Irn) & deep framing* *Cargo battens not fitted* | 1592 — 921 | ✠100A1 Brs *q* 10,37 LMC MS3,35 BS4,38 No later survey reported | CL 5,39 | 1905 6mo | Short Bros. Ld. Sunderland *Lloyd's* *SA&CP* | O/Y Wildfart, Ld. (H. Liljestrand, *Mgr.*) *Cell DB* a 82′ u *E* & *B* 34′ | 259·0 \| 36·9 \| 18·0 270·0 (O.L.) P21′ B62′ F26′ FK *f* 102′ 418*t* *FPT* 46*t* | Munksnäs Finnish *4 BHCem* *APT* 39*t* | T.3Cy.19″, 30″ & 48″–36″ (*s*) 160lb *80lb* 151NHP 1SB, *3cf*, GS62, HS2463 Blair & Co. Ld. Stockton | 20 ″ 4 s 2 ″ 9 17 ″ 8 | |
| 73879 112 SVJP | **Emmy** (*ex* Tsiropinas–37, *ex* Wolverton) *ss* HKg. 2nd No. 3–11,37 1 *Dk (Stl)* | 3895 3687 2474 | ✠100A1 Sws *x* ~~5,40~~ 10,22 4,41 ~~Tin~~ BS ~~1,38~~ 7,40 LMC 11,37 | CL ~~10,39~~ 5,40 | 1914 1mo | Sir Raylton Dixon & Co Ld Middlesbro' *Lloyd* *SA&CP* *Cell* | A. Vergottis *D Ba* 120′ *u E & B* 39′ | 372·5 \| 52·3 \| 23·9 360·4 P22′ B221′ F46′ FK *f* 155′ 1015*t* *FPT* 55′ | Argostoli Greek *7 BHCem* *4 PT* 65*t* | T.3Cy.25″, 40″ & 67″–45″ (*s*) 180lb 332NHP 3SB, *9p/f*, GS174, HS5182 G. Clark, Ld. Sunderland | 26 ″ 5 s 3 ″ 6½ 23 ″ 0½ | |
| 73880 214318 KFKL | **Emory L. Ford** *Mchy. Aft* D.F. GyC *Longitudinal framing* 1 *Dk & Web frames* | 7986 7670 6226 | ✠ … 10,22 ✠ | | 1916 8mo | American S.B. Co. Lorain, O. | Franklin S.S. Corp. (The M.A. Hanna Co. *Mgrs.*) | 580·0 \| 60·0 \| 32·0 F53′ FK | Wilmgton (Del.) Utd. States | T.3Cy.24½″, 41′ & 65″–42″ 414NHP American S.B. Co. Lorain, O | 32 ″ 0 | R † |
| 73881 126654 VGQK | **Emperor** *Mchy. Aft* D.F. 1 *Dk* | 7031 6780 5408 | | | 1910 | Collingwd. S.B. Co. Collingwood | Canada Steamship Lines, Ld. *WB* | 525·0 \| 56·1 \| 27·0 | Midland, Ont. British | T.3Cy.23″, 38⅛″ & 63″–42″ 257NHP Collingwood S.B. Co. | | R |
| 73881* 119739 | **Emperor of India** (P) Pad (*ex* Princess Royal) *2 Dks & Promenade dk* | 482 326 206 | | | 1906 | J.I. Thorny-croft & Co. Ld. Southampton | Cosens & Co. Ld. | 217·2 \| 25·1 \| 8·5 Q20′ len 07 *Prom. dk* 133′ | Wymouth British | C.2Cy.30″ & 57″–60″ 210NHP J.I. Thornycroft & Co Ld Sou | | |
| 73882 167423 GQJY | **Empire Ability** (*ex* Uhenfels–40) E.S.D. 2 *Dks* Sub. Sig. *Cruiser Stern* | 7603 6728 4570 | | | 1931 | Deutsche Sch-u-Mschb. A.G. Weser Bremen | Ministry of Shipping (Elder Dempster Lines, Ld. *Mgrs.*) | 503·9 \| 62·2 \| 27·7 P67′ B & F 421′ *Upper* F32′ *WB* | London British | T.3Cy.30½″, 49½″ & 78⅜″–55⅜″ & LP turbine with D Rgearing & hydraulic coupling 672NHP Deutsche Schiff.-u Mschb. A.G. Weser, Bmn. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. | Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When. — Ship. — Engines | By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Register in which classed at 1st Reg. Dated B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73883 160368 GLVJ | **Empire Commerce** (*ex*Christoph v *ss*Lon.No.3–2,40 Doornum–40,*ex*Goodleigh–37) 1*Dk*(*Stl*) D.F. | 3857 3581 2302 | ✠100A1 2,40 ✠LMC2,40 | Lon | | *w* | CL 1,39 | 1928 3mo *Lloyd's* | R.Thompson&Sons,Ld. Sunderland *sA&CP* | Ministry of Shipping(H.Chisholm, *Mgr.*) *CellDBa&uE135'* | 360·0 371·7(O.L.) P34'B225'F33' *f156'869t FPT152t* | 50·0 FK | 23·9 | London British *6BHCem APT150t* | T.3Cy.24″,40″&66″–45″ (*s*) 180lb *100lb* 361NHP 2SB,*6cf*,GS113,HS4925 FD J.Dickinson&Sons,Ld.Sld. | 26 ″ 3 s 3 ″ 3½ 23 ″ 2½ | |
| 73884 156144 GLCC | **Empire Confidence** Ⓟ (*ex*Poland–40,*ex*Düsseldorf–40) *Oil Eng.* *Ref.Mchy.* *CruiserStern* 2*Dks* D.F. E.S.D. | 5023 — 2943 | 100A1 (*Class Contemplated*) Examined~~5-40~~ ~~8,40~~6,41 ~~12,40~~ for temp 32°F. Lloyd'sRMC6,41 | Lon | | | DBS6,41 | 1935 | Bremer Vulkan Vegesack | Ministry of Shipping(Royal MailLines,Ld. *Mgrs.*) | ~~409·0~~ P20'B&F378' 415·0 | 54·7 | 21·9 | London British *WB* | Oil Engines 2S.C.DA 6Cy.23½″–43½″ 1164NHP *80lb* Bremer Vulkan,Vegesack | 26 ″ 7 s 2 ″ 8 24 ″ 1¼ | |
| 73885 140672 GLTN | **Empire Conveyor** (*ex*Gloria–40, *ex*Mount *ss*Hav.No.3–11,29 Pentelikon–39, *ss*Rot.No.2–38 *ex*Illinois–34, 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ex*Farnworth) *Tonnage opening closed'37* | 5911 5639 3682 | ✠100A1 *Shelter dk with freeboard* 3,40 BS1,40 ✠LMC11,38 | Shl | | *y* | CL 11,38 | 1917 6mo *Lloyd's* | Richardsn, Duck&Co.Ld. Stockton *sA&CP* *CellDBa134'* | Ministry of Shipping(H.Hogarth& Sons, *Mgrs.*) *uE26' f 176' 1122t* | 400·3 413·5(O.L.) F35' *FPT114t* | 51·6 FK *APT141t* | 32·9 | London British *6BHCem Coll to Sh dk* 5 „ 2*nd*„ | T.3Cy.27″,44½″&74″–48″ 180lb (*s*) 440NHP 3SB,*9cf*,GS192,HS7171 Blair&Co.Ld.Stockton | 35 ″ 6 s 9 ″ 8¾ 25 ″ 11½ | |
| 73886 167405 MNCC | **Empire Crusader** (*ex*Leander–40) Sub.Sig. Wireless 1*Dk* | 1042 801 592 | | | | | | 1925 | Atlas-WerkeA.G. Bremen | Ministry of Shipping(JosephConstantineS.S.Line, Ld. *Mgrs.*) | 224·8 Q86'B66'F31' | 33·2 | 13·7 | London British *WB* | T.3Cy.18⅛″,29½″&48½″– 29½″ 127NHP Atlas-WerkeA.G.Bremen | | |
| 73887 167406 GCLR | **Empire Industry** (*ex*Henning *ss*Rot.No.3–1,29 Oldendorff–40) *ss*Rot.No.2–37 D.F. 1*Dk*(*Stl*) | 3721 3361 2313 | ✠100A1 ~~3-41~~ 11,40 Hul BS3,40 ✠LMC7,37 | Brw | | *w* | CL N3,38 | 1916 8mo *Lloyd* | A.Vuijk& Zonen Capelle a|d Ysel A&CP *CellDB310'966t* | Ministry of Shipping(DavidAlexander&Sons, *Mgrs.*) *Interme diateBH in after hold dispensed with FPT74t APT81t* | 361·5 P27'B101'F27' *FPT114t* | 48·3 FK *APT141t* | 22·9 | London British *Asp 5BH only* | T.3Cy.23″,40″&67″–45″ (*s*) 180lb 342NHP 3SB,*6cf*,GS144 HS5490 Maats.deSchelde,Flushing | 25 ″ 3 s 4 ″ 6½ 20 ″ 11 | |
| 73888 167412 GRDZ | **Empire Mariner** (*ex*Rheingold–40, *ex*Schwarzwald–35) *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*&*Shelter dk* *CruiserStern* | 4957 4472 2926 | | | | | | 1922 | Deutsche WerftA.G. Hamburg | Ministry of Shipping(H.Hogarth& Sons, *Mgrs.*) | 401·6 F41' | 54·4 | 27·4 | London British *WB* | 2 steam turbines DR geared to 1 sc. shaft 467NHP AllgemeineElecGes.Berlin | | C |
| 73889 167377 GBCX | **Empire Merchant** (*ex*Pomona–39) D.F. E.S.D. *Oil Eng* *Ref.Mchy.* *ss*Lon.No.3–12,39 *CruiserStern* 3*Dks* *Butts of keel & bottom plating elec. welded* | 4864 3905 2849 | 100A1 *with freeboard* 12,39 LMC12,39 Lloyd'sRMC12,39 | Lon | | *y* 2½ | CL 12,39 | 1938 | Deutsche WerftAG Bet Finkenwrder Hamburg | Ministry of Shipping(Kaye, Son&Co.Ld. *Mgrs.*) *CellDB335'459t FPT* | 398·6 422·7(O.L.) F50' *47tAPT76t* | 52·7 FK | 16·3 | London British *6BHptAsp Coll to W dk* 5 „ 2*nd*„ | Oil Engines 2S.C.DA 6Cy.23¾″–43½″ 1163NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | 29 ″ 0 s 11 ″ 6¾ 17 ″ 10½ | |
| 73890 167395 GQFC | **Empire Scout** (*ex*Eilbek–40) D.F. 1*Dk* *CruiserStern* *Strengthened for Navigation in Ice* | 2229 1660 1309 | ✠100A1 ~~Gls~~ Examined 5,41 Shl ✠LMC5,36 | | | *s* | CL 8,39 | 1936 5mo *Lloyd's* | Lübecker Maschb.Ges. Lübeck *sA&CP* | Ministry of Shipping(Capper, Alexander&Co. *Mgrs.*) *CellDB244'573t FPT* | 283·7 P15'Q81'B126'F32' | 44·1 FK *37tAPT61t* | 16·7 | London British *4BHptCem ptAsp* | C.4Cy.(2)16 5/16″&(2)35 7/16″– 35 7/16″ 214lb (*s*) 221NHP 2SB(~~Spt~~),*4cf*,GS72 HS3144 Rheinmetall-BorsigA.G. Berlin-Tegel | 19 ″ 0 s 1 ″ 1¼ 18 ″ 0½ | |
| 73891 143991 GQDR | **Empire Soldier** (*ex*KonsulHendrik Fisser–40, *ex*Aelybryn–37) 1*Dk*(*Stl*) D.F. | 4539 4202 2743 | ✠100A1 3,40 ✠LMC MS7,36 BS3,40 2,41 | Sws | | *y* | CL 5,38 | 1928 8mo *Lloyd's* | Lithgows Ld. PortGlasgow *sA&CP* | Ministry of Shipping(Wm.Cory& Son,Ld. *Mgrs.*) *CellDB329'954t FPT116t* | 385·0 P29'B238'F44' *APT140t* | 52·0 FK | 26·1 | London British *6BHptCem* | T.3Cy.25″,42″&70″–48″ (*s*) 200lb 477NHP 3SB,*9cf*,GS174,HS6789 FD Rankin&BlackmoreLdGrk | 28 ″ 6 s 4 ″ 0 24 ″ 8¾ | |
| 73892 163219 MKMN | **Empire Star** TwinSc *ss*Lon.No.1–40 *Oil Eng.* D.F. E.S.D. GyC.2*Dks*&1*Dk*&*Shelter dk* *Ref.Mchy.* 3rd dk except in No.1hold *CruiserStern* 4th dk forward of *Tonnage opening closed'40* *Mchy. space* | ~~13749~~ 10269 12656 11397 9182 | ✠100A1 *with freeboard* 3,41 ✠LMC CS10,40 DBS1,40 3,39 ✠Lloyd'sRMC3,41 | Lon Avo | | *i*† 2⅞ | CL 12,38 | 1935 12mo *Lloyd's* | Harland& Wolff,Ld. Belfast *sA&CP* | Frederick Leyland &Co.Ld. *Mgrs.*) *Duct keel forward of dkBHs except Col CellDB328'2* | 524·2 P64'B193'F72' *273t FPT95t* | 70·4 FK *APT101t* | 32·3 *of Mchy.space dispensed with* 7 „ 2*nd* „ | Belfast British *8BHptCem Coll to W dk* *57t* | Oil Engines 2S.C.DA 12Cy.24 7/16″–55½″ 2DB*100lb* 2463NHP Harland&Wolff,Ld Bel. | 43 ″ 5 s 12 ″ 9 30 ″ 10 | |
| 73893 228732 WTDT | **Empire State** TwinSc *OilEng.* *ssNYk.No.2–38* D.F. GyC. 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted* | 1692 1375 1355 | ✠ A1 *with freeboard* 1,38 LMC2,37 LMC(M)4,39 *For Service between New York, Chicago & Quebec, via Boston, Also between Norfolk, Mass & Norfolk, Va. with a freeboard corresponding extreme draught of 12 feet* | NYk | | | CL 1,38 | 1929 7mo *Lloyd's* | St Lawrnce MarineRepair DockCorp. Ogdensburg, N.Y *sA&CP* | FederalMotorship Corp.(Geo.D.Macdonald,*Mgr.*) *Wing & deep tanks f64t FPT* | 244·5 P40'*Trunk*168' F38' | 43·5 FK *10BH 26tAPT27t* | 14·7 | Buffalo,NY Utd. States | Oil Engines 4S.C.SA 12Cy.12½″–18″ 182NHP NE26–*refitted*7,29 NewLondonS.&E.Co. NewLondon,Conn. | 16 ″ 0 s 4 ″ 1½ 12 ″ 0 | |
| 73894 167430 GQFW | **Empire Success** (*ex*Ixia–40, *ex*Hagen–40) D.F. 2*Dks* *Sparred dk in No.1hold* | 6009 5502 3646 | 100A1 12,40 LMC5,40 BS6,41 | Hul | | 2⅞ | CL 4,40 | 1921 | Vulcan-Werke Hamburg | Ministry of Shipping(Union-CastleMailS.S.Co. Ld. *Mgrs.*) *CellDB405'14* | 451·5 469·2(O.L.) P&B365'F65' *56tFPT63t* | 58·2 FK *APT101t* | 26·8 | London British *8BHptAsp ptCem* | T3Cy.31½″,52½″&84⅜″–59⅛″ &LPturbine withDRgearing&hydraulic coupling 2061lb HS11970 (*s*) 820NHP 4SB(Spt)42*cf*,GS284 FD Vulkan-Werke,Hamburg | 29 ″ 6 ~~s 4 ″ 5½~~ ~~26 ″ 2~~ s 4 ″ 1 25 ″ 7½ | |
| 73895 124507 GMJK | **Empire Trader** Ⓟ TwinSc (*ex*Tainui–40) *ss*Lon.2ndNo.3–1,33 *ss*Nwc.No.1–37 *Ref.Mchy.* 2*Dks*(*Stl-MwsLptws*)*deep* D.F. E.S.D. *framing*&*Awng dk*(*Stl–ws*) | 9990 9014 6356 | ✠100A1 *Awng dk with freeboard* 8,40 ~~BS11,38~~ ✠LMC11,36 ✠Lloyd'sRMC~~11,40~~ 6,41 | Nwc | | *e*† 8yd | CL ~~7,37~~ 4,40 | 1908 10mo *Lloyd's* | Workman, Clark&Co.Ld Belfast *sA&CP* | Ministry of Shipping(ShawSavill &AlbionCo.Ld. *Mgrs.*) *CellDBa90uE&B86'f241'14* | 477·8 39·3 F49' | 61·1 FK&BK1¾″ *8BHCem* | 31·0 *90t* | London British | T.6Cy.25″,41½″&70″–48″ (*s*) 205lb 1080NHP 6SB,*24cf*,GS400HS16308 FD Wrkman,Clark&Co.LdBel | 42 ″ 6 s 12 ″ 0¼ 31 ″ 1 | |
| 73896 167396 GLJF | **Empire Unity** (*ex*Biscaya–40) *OilEng.* D.F. E.S.D. *ssHam.No.3–8,39* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* | 6386 5775 3670 | ✠100A1 2,40 ✠LMC CS8,39 DBS2,40 2,40 *Carrying Petroleum in bulk* | Shl | | *z* | CL 4,37 | 1927 4mo *Lloyd's* | Act.Ges. "Weser" Bremen *sA&CP* | Ministry of Shipping(Hunting& Son,Ld. *Mgrs.*) *CellDBuE64'142t* | 414·3 P123'B28'F41' *DTf25'164t* | 55·3 FK *FPT171t* | 32·9 *APT151t* | London British *18BHptCem 0„to2nddk* | Oil Engines 4S.C.SA 6Cy.27 3/16″–55½″ 438NHP 2DB(WT)*200lb* 1DB*71lb* A.G."Weser,"Bremen | 32 ″ 9 s 6 ″ 8½ 26 ″ 3½ | |
| 73897 167399 GNQR | **Empire Warrior** (*ex*Bianca–40, *ex*Elbe–32, *ex*Bianca) 1*Dk* *Cargo battens not fitted* | 1306 1153 721 | 100A– ~~5-42~~ ~~7,42~~ 4,41 ~~Gls~~ Shl LMC2,40 BS4,41 | Lth | | | CL ~~12,39~~ 4,41 | 1921 | Hamburg Elbe Schiffsw. Hamburg | Ministry of Shipping(Smith,Hogg &Co.Ld. *Mgrs.*) *CellDB199' 351t FPT38t* | 244·6 P&B190'F33' | 36·2 FK *4BHCem APT55t* | 15·8 | London British | T3Cy18″,28 3/16″&47 5/16″-31½″ 185lb 166NHP 2SB(Spt),*4cf*,GS75,HS2949 Gutehoffnungshütte, Oberhausen | 18 ″ 0 s ″ 11 17 ″ 3¼ | |
| 73898 135226 VGKT | **Empress of Asia** Ⓟ QuadSc *ssH.Kg.2ndNo.3–3,37* D.F. *CruiserStern* 4*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl–teaks*) | 16909 12545 8883 | ✠100A1 ~~3-39~~ ~~2,40~~ 1,41 ~~Gls~~ ~~7,40~~ BS~~4,40~~4,41 | HKg Ycr | | *k*† | CL *Pf*1,39 *Pa*3,40 *Sf*3,40 ~~Sea 39~~ *Sa* N1,41 | 1913 5mo *Lloyd's* | Fairfield Co.Ld. Glasgow *sA&CP* | CanadianPacific Rly.Co.(Canadian PacificSteamships,Ld. *Mgrs.*) | 570·1 590·0(O.L.) B&F394' *on Shelter dk* | 68·2 FK&BK3″ *12BHCem DBa63'uE&* | 42·0 | Vancouver British | 4 Steam Turbines (*s*) 190lb HS54251 3720NHP 6D&4SB.*64cf*,GS1344, FI FairfieldCo.Ld.Glasgow *B295'f100'1548t FPT160t* | 46 ″ 0 s 17 ″ 5½ 29 ″ 0 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terre-assaut Indicateur Limite d'Enfoncement | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Marque de cote et No. et date de la 1re visite dans le Dock. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73899 145300 GFSB | **Empress of Australia** (P) Twin *(ex*Empress of China, *ex*Tirpitz) S *ss*Gls.No.3–6,27 D.F. *ss*Sou.No.2–36 2 *Dks (Stl)* & *Shelter dk (Stl–pt* ws) 3 *rc dk (Stl)* in holds & cross bunker 4th *dk (Stl* *Ref.Mchy.* in forward & after holds | 21833 14149 12177 | 100A1 *with freeboard* Examined 1,41 NE & B6,27 BS12,40 *Fitted for oil* | Sou Liv LMC1,35 *fuel* 5,22 | | CL 10,37 *F.P. a* | 1914 *Lloyd* | Vulcan-werke A.G. Stettin | CanadianPacific Rly.Co. (Canadian PacificSteam-ships,Ld. *Mgrs.*) | 589·9 \| 75·2 \| 41·5 B *on Shltr dk* 3 F *on Shltr dk* 113′ *Prom.dk* 238′ FK *UpprProm.dk* 280 167′2210*t FPT* 183*t* *CellDB* | London British *Cem* 6 *BHtoSh dk* 5 „ „ *U* „ *APT* 238*t* | 6 Steam Turbines SR geared to 2 Sc. Shafts (r) 2201b 3603 NHP 6D(Spt) & 1SB(Spt), *40cf*, HS38075 FD FairfieldSB&E.Co.Ld.Gls. | 46 ″ 2 s 17 ″ 3 29 ″ 3 | |
| 73900 162582 GMBJ | **Empress of Britain** (P) Quadsc D.F. E.S.D. GyC. *ss*Sou.No.1–35 *Ref.Mchy.* 4 *Dks* *Stl–Weather dk* pt teak s) 5th & 6th *dks (Stl)* in *CruiserStern* holds, *Web frames* (*Topsides–Special quality steel*) | 42348 29081 22385 | 100A1 *with freeboard* 12,38 BS1,40 *Fitted for oil* | Sou LMC12,35 *fuel* 4,31 | P S | CL a 11,37 a 11,37 *f* 1,40 *s f* 1,40 *F.P. a* | 1931 4mo *Lloyd* | J.Brown& Co.Ld. Clydebank | CanadianPacific RlyCo.(Canadian PacificSteam-ships,Ld. *Mgrs.*) | 733·3 \| 97·8 \| 56·0 B&F 649′ *UpperBridge* 545′ FK *CellDB* 588′3742*t* above 1 50° F. | London British 13 *BHpt Cem* *DTf* 48′ 1050 | 12 Steam Turbines SR geared to 4 Sc. Shafts (s) 125lb 2DR *200lb* 12753 NHP 9 WTB(Spt) HS106393 FD J.Brown&Co.Ld.Clydebnk *FPT* 140*t APT* 227*t* | 60 ″ 8 s 28 ″ 3½ 32 ″ 8½ | BT 5111 4.40 |
| 73901 146218 GFXQ | **Empress of Canada** (P) TwinSc *ss*H.Kg.No.3–1,34 *ss*H.Kg.No.1–38 *Ref.Mchy.* 4 *Dks (Stl)* d D.F. *Shelter dk (Stl–pt* ws) Sub.Sig. *CruiserStern* | 21517 15170 12811 | 100A1 *Shelter dk* *with freeboard* 7,40 2,30 NE 5,29 BS 7,40 *Fitted for oil* | HKg Liv LMC1,37 *fuel* 5,22 | *o* † | CL 9,38 7,40 *F.P. a* | 1922 5mo *Lloyd* | Fairfield Co.Ld. Glasgow | CanadianPacific Rly.Co. (Canadian PacificSteam-ships,Ld. *Mgrs.*) | 627·0 \| 77·9 \| 42·2 B&F 529′ *on Shelter dk* FK *Promenade dk* 405′ *Collisio* *water Tanks in wa* above 1 50° F. *CellD* | London British *pt Cem* 9 *BHtoShdk* n „ „ *F* „ *y of tunnels* *B* 530′ 3020*t Fresh* | 8 Steam Turbines SR geared to 2 Sc. Shafts (r) 210lb HS49320 4592 NHP 8DB(7Spt) & 4SB(2Spt), *60cf*, GS1250, FD FairfieldSB&ECo.Ld.Gls. 96′ 560*t FPT* 109*t APT* 228*t* | 45 ″ 2 s 15 ″ 5 30 ″ 0 | |
| 73902 161430 GMLV | **Empress of Japan** (P) TwinSc *ss*H.Kg.No.2–38 3 *Dks (Stl-Weather dk* teak–s) 4th *Dk (Stl)* in hold; D.F. *Ref.Mchy.* 5th *Dk (Stl)* in Nos. 1 & 2 holds GyC. E.S.D. *CruiserStern* | 26032 17737 15725 | 100A1 *with freeboard* 7,40 2,30 12,40 NE 5,29 BS 7,40 *Fitted for oil* BS12,40 | HKg Bel LMC2,38 *fuel* 6,30 | *r* † | CL 1,38 12,40 *F.P. a* | 1930 6mo *Lloyd* *Cell D* | Fairfield Co.Ld. Glasgow | CanadianPacific Rly.Co. (Canadian PacificSteam-ships,Ld. *Mgrs.*) | 644·0 \| 83·8 \| 44·5 B&F 578′ Upr B 443′ FK above 1 50° F. B 541′ 3273*t Tanks in way* | London British 10 *BHpt Cem* *Room* 2006*t* | 6 Steam Turbines SR geared to 2 Sc. Shafts (s) 6475 NHP 6 WTB(Spt 425lb) 2DR *200lb*, HS52950 FairfieldCo.Ld.Glasgow *FPT* 148*t APT* 219*t* FD | 48 ″ 6 s 18·2½ 30 ″ 7½ | |
| 73903 135197 VGKW | **Empress of Russia** (P) QuadSc *ss*H.Kg.2nd No.3–1,37 *Ref.Mchy.* *Cruiser Stern* 4 *Dks (Stl)* d D.F. *Shelter dk (Stl–*teak s) | 16810 12557 8789 | 100A1 2,40 BS2,40 4,41 | HKg LMC2,36 | *k* † | CL Pa 1,41 Sa N1,41 *p f* 2,40 *s f* 2,40 | 1913 3mo *Lloyd* | Fairfield Co.Ld. Glasgow | CanadianPacific Rly.Co. (Canadian PacificSteam-ships,Ld. *Mgrs.*) | 570·2 \| 68·2 \| 42·0 590·0 (O.L.) B&F *on Shltr dk* 394′ FK&BK 3″ *WB = Cell* | Vancouver British 12 *BHCem* *DBa* 69′ *u E* 295′ *f* 100′ 1548*t FPT* 160*t* | 4 Steam Turbines (s) 190lb HS54251 3720 NHP 6D&4SB, *64cf*, GS1344 FD FairfieldS.B.&E.Co.Ld.Gls | 46 ″ 0 s 17·5½ 29 ″ 0 | |
| 73904 166047 GLVZ | **Empress Queen** (P) TwinSc *Fitted for oil fuel* Wireless D.F. 2 *Dks* *CruiserStern* | ~~1200~~ 1781 796 679 | | | | | 1940 | AilsaS.B. Co.Ld. Troon | P.&A.Campbell, Ld. | ~~269·5 \| 37·5 \| 12·0~~ B 122′ \| 37·7 \| 11·6 281·9 | Bristol British | 4 steam turbines SR geared to 2 sc. shafts 650 NHP Harland&Wolff,Ld.Bel. | | |
| 73905 | **Ems** *Oil Eng* D.F. E.S.D. 1 *Dk* *CruiserStern* | 3287 2621 1842 | | | | | 1937 | Deutsche Sch-u-Mschb. A.G.Weser Bremen | Norddeutscher Lloyd | 358·8 \| 50·2 \| 19·9 P30′ F313′ Upr. F22′ *B* | Bremen German *WB* | 2 Oil Engines 2S.C.SA each 6Cy.20½″–27½″ SR geared to 1 sc.shaft 885 NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg | | G |
| 73905* DBRQ | **Emsgatt** (*ex*Erika–39, *ex*Käthe, *ex*HansHenning) *Mchy.Aft* 1 *Dk* | 1046 834 643 | | | | | 1905 | Nüscke& Co. Stettin | Kauffahrtei Seereed.Adolf Wiards&Co. | 218·1 \| 34·7 \| 13·9 Q81′ B51′ F26′ | Hamburg German *WB* | T.3Cy.15″,24″&38″–27″ 75 NHP Schiffsw.Uebigau,Dresden | | G |
| 73906 DJMD | **Emshörn** (*ex*Karin–36, *ex*Antje Catharina–33, *ex*Trevethoe) D.F. 1 *Dk (pt Irn pt Stl)* | 4301 4038 2718 | 6,38 | Bmn | *x* | | 1913 2mo | J Readhead &Sons,Ld South Shields | Kauffahrtei Seereed.Adolf Wiards&Co. *CellD* | 369·6 \| 51·1 \| 25·5 P33′ B226′ F34′ FK *Ba* 119′ *u E* 26′ *f* 163′ | Hamburg German 6 *BHCem* 987*t APT* 62*t* | T.3Cy.26″,42″&69″–48″ 385 NHP 2SB, *6cf*, GS132, HS6330 J.Readhead&Sons,Ld S Shl | 27 ″ 8 | |
| 73907 DGCV | **Emsland** (*ex*Heinrich Hugo Stinnes 7, *ex*Drottning Sophia) *Trunk deck* D.F. Sub.Sig. 1 *Dk* | 5170 4222 3249 | | | | | 1901 | Howaldts-werke Kiel | Kauffahrtei Seereed.Adolf Wiards&Co. | 405·3 \| 52·4 \| 23·1 P28′ H326*t* F38′ | Hamburg German *WB* | T.3Cy.26½″,42″&69″–43″ 312 NHP Howaldtswerke,Kiel | | G |
| 73908 DJPK | **Emsriff** (*ex*Jolanthe–36, *ex*Finchley–35, *ex*Westra, *ex*Nantwen) D.F. E.S.D. | 4935 4547 3055 | 12,37 | Rot | *x* | | 1912 3mo | Richardsn, Duck&Co.Ld Stockton | Kauffahrtei Seereed.Adolf Wiards&Co. *CellD* | 379·0 \| 47·7 \| 27·8 P34′ B111′ F31′ FK *Ba* 130′ *u E* & *B* 45′ *f* 168′ 1117*t* | Hamburg German 6 *BHCem* *APT* 126*t* | T.3Cy.26″,42′&70″–48″ 385 NHP 3SB, *9cf*, GS173, HS6169 Blair&Co.Ld.Stockton | 30 ″ 4 | |
| 73909 DGCU | **Emsstrom** (*ex*Fritz Hugo Stinnes 5, *ex*Oscar Fredrik) D.F. Sub.Sig. 1 *Dk* & *Trunk dk* & *Web frames* | 4517 3770 2820 | | | | | 1900 | Howaldts-werke Kiel | Kauffahrtei Seereed.Adolf Wiards&Co. | 388·9 \| 52·1 \| 21·8 P28′ H180*t* F31′ *WB* | Hamburg German | T.3Cy.26½″,42″&69″–43″ 312 NHP Howaldtswerke,Kiel | | G |
| 73910 PDXQ | **Ena** *ss*Sng.No.1–40 *Oil Eng.* D.F. 1 *Dk*, 2nd *dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck* | 6229 5539 3589 | 100A1 12,40 LMC CS12,40 2,36 *Carrying Petr* DB 4,40 | Sng | *a* † | CL 7,39 *oleum in bulk* | 1936 6mo *Lloyd* *Cell* | Odense Staalskibsvft vedA.P.Möller Odense | N.V.Petroleum Maats. "La Corona" *DBuE* 66′ 132*t DT* | 428·0 \| 54·5 \| 30·9 446·3 (O.L.) P87′ B38′ F51′ FK *f* 25′ 257*t FPT* 103*t* | The Hague Dutch 16 *BH* | Oil Engines 4S.C.SA 6Cy.25½″–55½″ 377 NHP DR *180lb* WerkspoorN.V.Ams. *APT* 55*t* | 31 ″ 0 s 5 ″ 7½ 25 ″ 8 | |
| 73911 LDTU | — **WoodAux 3MstSr** (*ex*Joyce French, *ex*Mary Tamplin, *ex*Frances Hyde) 1 *Dk* (*See Sailing Ship Register*) | 785 652 526 | | | | | 1905 | Kelley-Spear Co. Bath,Me. | Brödr.Anda | 183·4 \| 39·4 \| 12·5 Q70*t* H54*t* | Stavanger Norwegian | C.2Cy.13″&27″–20″ 27 NHP Kelley-Spear Co.Bath,Me. | | V |
| 73912 147300 GLBQ | **Ena de Larrinaga** 2 *Dks* | 5200 4837 3170 | | | | | 1925 | F.Schichau Danzig | LarrinagaS.S.Co. Ld. | 387·5 \| 52·7 \| 32·2 P29′ F36′ | Liverpool British *WB* | T3Cy25⅝″,43⅛″&70½″–47½″ 346 NHP F.Schichau,Elbing | | C |
| 73913 226 JTRB | **Endai Maru** (*ex*Yendai Maru–38, *ex*CanadianSettler, *ex*Portmore, *ex*CanadianSettler) 1 *Dk (Stl)* | 3461 2867 2070 | ... 1,38 | Drn | *v* | | 1919 12mo | Tidewater Shipbldrs,Ld. ThreeRivers, P.Q. | DairenKisenK.K. | 331·3 \| 46·8 \| 22·9 P33′ B98′ F33′ FK *CellDB* 266′ 674*t FPT* 95*t APT* 73*t* | Dairen Japanese 6 *BHCem* | T.3Cy.25″,41″&68″–45″ 470 NHP 3SB, *9cf*, GS156, HS7275 Goldie,McCulloch,Ld. Galt,Ont. | 25 ″ 6 | |
| 73914 | **Enderta** (*ex*Lung Shan–38, *ex*Maud) *ss*Mob.No.1–11 1 *Dk (Stl)* & *deep framing* | 2278 — 1319 | 2,16 | Rot | *s* | | 1907 2mo | Fevigs Jernskibsbyg Fevig | Cia.Italiana di Nav S.A.I. (Chinese ItalianNav.Co.Ld.) *Inter* *Cell DBa* & *uE* 112′ | 298·9 \| 42·0 \| 19·4 289·1 P26′ B76′ F29′ FK *mediate BHin fore* *hold dispensed with* *uB* 12′ *f* 116′ 564*t AP* | Shanghai Italian *4BHonly* *T* 49*t* | T.3Cy.22″,36′&59″–39″ 230 NHP 2SB, *6pf*, GS111, HS3454 Richardsons,Westgarth & Co.Ld.Mdb. | 21 ″ 9 | |
| 73915 | **Endicott** *Fitted for oil fuel* Sub.Sig 2 *Dks* *Longitudinal framing* | 6319 5970 4720 | 100A1 (*Class Contemplated*) Examined 5,40 | NYk | | | 1919 | Skinner& Eddy Corp. Seattle,Wash | Ministry of Ship-ping (LyleShipping Co.Ld. *Mgrs.*) | 401·6 \| 54·9 \| 32·1 P34′ F43′ | London British *WB* | T.3Cy.24½″,41½″&72″–48″ 359 NHP Hooven,Owens&Rentsch-lerCo.Hamilton,O. | | R |

Note "Empire Mermaid," *see No. 87933 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L. R. Date of 1st Class Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73916 OYCO | **Energi** | 1 *Dk & Web frames* | 990 796 575 | | | | | 1898 | Flensburger Schiffsb. Ges. Flensburg | A/S H.C. Christensens Damp-og Seilskibs Rederi (Alfr. Petersen, *Mgr.*) | 219·8 \| 34·9 \| 12·6 Q68'B58'F25' | | | Marstal Danish *WB* | T.3Cy.16″,26″&43″–33″ 93NHP Flensburger Schiffsb, Ges. | | V |
| 73917 160692 MPFQ | **Energie** Twin Sc *Oil Eng.* *Mchy. Aft* *ss* Hul. No. 2–36 *Well deck* 1 *Dk (Stl) & Web frames* | | 501 300 313 | ✠100A1 ~~Examined 3,41~~ Sou ✠LMC3,36 ✠LMC(M)4,38 | ~~Fwl~~ | *g* | ~~5,39~~ 3,41 | 1928 9mo | I. J. Abdela & Mitchell (1925), Ld. Queensferry *Lloyd's SA & CP* | Shell-Mex & B.P. Ld. | 150·2 \| 27·6 \| 10·2 *27·9* P&B79′ FK F22′ *Trunk in well* | | | Rochester British 8 *BH APT22t* | Oil Engines 4S.C.SA 8Cy.11″–17$\frac{1}{16}$″ 94NHP Motorenfabr. "Deutz" A.G. Köln-Deutz | 10 ″ 9 s ″ 2$\frac{3}{4}$ 10 ″ 7$\frac{1}{2}$ | |
| 73918 PDYF | **Enggano** *ss* Ams. No. 3–9,33 *ss* Ams. No. 1–37 2 *Dks (Stl) & Shltr dk (Stl)* | *Carrying Petroleum in bulk* | 5412 4899 3187 | ✠100A1 *Shelter dk with freeboard* ~~8,39~~ 10,40 BS1,40 ✠LMC10,37 | Cal Bom | *a*† | ~~8,39~~ 9,40 | 1920 4mo | Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's SA & CP* | N.V. Stoomv. Maats. "Nederland" | 425·0 \| 55·0 \| 26·6 FK *Collision BH to Shelter dk* *Cell DB* 369′1270*t FPT* 124*t* | | | Batavia Dutch *Cem* 6 *BH to U dk* *APT* 205*t* | T.3Cy.28″,46½″&78″–54″ (*s*) 180lb 629NHP 4SB, *12cf*, GS268, HS11670 Blair & Co. Ld. Stockton | 29 ″ 0 s 3 ″ 6½ 25 ″ 8½ | |
| * 73919 OZTE | **England** (P) Twin Sc *Oil Eng.* *ss* Els. No. 1–37 D.F. 2 *Dks (Weather dk Stl–ws)* *Ref. Mchy.* Sub Sig. 3*rd dk in holds* | | 2767 2337 1543 | ✠100A1 *with freeboard* 5,39 ✠LMC CS2,36 3,37 DBS9,38 | Lon | *u* | OG P2,38 S3,37 | 1932 4mo | Helsingörs Jernsk & Msk. Elsinore *Lloyd's SA & CP* | Det Forenede Dampskibs. Selsk. *Cell DB* 238′364*t* | 306·3 \| 44·2 \| 25·9 323·7 (O.L.) F39′ FK *FPT* 56*t APT* 70*t* ( | | | Esbjerg Danish *Cem* 6 *BH pt Cem* 2 ,, *to 2nd dk)* | Oil Engines 4S.C.SA 12Cy.21$\frac{1}{16}$″–35$\frac{7}{16}$″ 545NHP DB 75*lb* Akt. Burmeistr & Wain, Cpn | 28 ″ 6 s 10 ″ 8½ 18 ″ 2 | |
| 73920 26173 JAGD | **England Maru** *ss* Osa. No. 3–2,36 2 *Dks (Stl) & Awng dk (Stl)* *ss* Kob. No. 1–40 | *Awng dk* | 5830 5590 4170 | ✠100A1 *with freeboard* 4,40 ~~2,41 12,39~~ ✠LMC ~~12,39~~ *Fitted for oil fuel* 7,2 | Kob Osa | *y* | OG 12,38 | 1919 11mo | Kawasaki Dkyd. Co. Ld. Kobe A & CP *Cell DB* 238′364*t* | Yamashita Kisen K.K. | 385·0 \| 51·0 \| 36·0 FK *Collision BH to Awng dk* 334′1118*t FPT* 126*t* | | | Kobe Japanese *Cem* 5 *BH to U dk* *APT* 93*t* | T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 437NHP 2SB(Spt)&1AuxSB, *8cf*, GS154, HS5636 FD Kawasaki Dkyd Co Ld Kobe | 36 ″ 0 s 9 ″ 1¾ 27 ″ 1 | |
| 73921 XNCU | **Englee** (*ex* Selun) Wireless 1 *Dk & Spar dk* | *3 F.P. above* ~~150° F.~~ | 1394 1297 863 | | | | | 1901 | Nylands Værksted Oslo | Ching Kee S.N.Co. Ld. | 231·3 \| 35·1 \| 20·4 H86*t* | | | Chefoo Chinese *WB* | T.3Cy.16$\frac{1}{2}$″,27″&44″–32″ 109NHP Nylands Værksted, Oslo | | |
| 73922 129345 VWCG | **Englestan** (P) (*ex* Intaba) *ss* Cal. 2nd No. 3–11,33 *ss* Cal. No. 1–37 2 *Dks (Stl-Uteaks) & Web frames* *Longitudinal framing* | | 4808 3907 2966 | ✠100A1 ~~10,39~~ 10,40 ~~BS10,39~~ ✠LMC3,37 10,40 | Cal | *y* | CL 10,39 | 1910 10mo | Hall, Russell & Co. Ld Aberdeen *Lloyd's SA & CP* | Bengal Burma Steam Nav. Co. Ld. | 386·1 \| 48·2 \| 27·1 P62′B145′F40′ FK & BK2$\frac{1}{2}$′ *Cell DB* a 114′ *u E & B* | | | Calcutta British 6 *BH Cem* 70′ *f* 145′795*t* | T.3Cy.27$\frac{1}{16}$″,45$\frac{5}{8}$″&75″–48″ 180lb (*r*) 510NHP 5SB, *15cf*, GS300, HS9055 Hall, Russell & Co. Ld. Abn. | 29 ″ 7 s 5 ″ 1$\frac{3}{8}$ 25 ″ 0½ | |
| 73923 145529 GBSM | **English Tanker** (*ex* Oilfield–37) *Fitted for oil fuel* *ss* Rot. No. 3–4,37 | | 5387 4407 3063 | ✠ 1,38 ✠ | Msl | *x* | | 1923 6mo | Tyne I.S.B. Co. Ld. Newcastle | Mid-Atlantic Shipping Co. Ld. (*In liq.*) | 365·2 \| 51·3 \| 30·7 P93′B36′F40′ FK | | | Newcastle British 10 *BH pt Cem* | 2 steam turbines DR geared to 1 sc. shaft 467NHP 2SB, *6cf*, HS5368 Wallsend Slipway & E. Co. Ld. Nwc. | 30 ″ 9 | |
| Now "Castillo Almenara" see No. 8754 in Supplement | | 2 *Dks (Stl) & W. Shelter* *Mchy. Aft* *Longitudinal framing* *Carrying petroleum in bulk* (*DAMAGED BY AIRCRAFT 6,38*) | | | | | | | | | *Cell D Bu E* 27′55*t D* | | | *Tf* 34′279*t FPT* 122*t* *APT* 22*t* | | | |
| 73924 163446 GWPT | **English Trader** (*ex* Arctees–36) *ss* Shl. No. 1–37 *Cruiser Stern* 1 *Dk (Stl)* *Longitudinal framing at bottom & decks* D.F. *& Bridge sides "Arcform"* *Locked steel interchangeable hatches* | | 3953 3666 2382 | ✠100A1 ~~10,39~~ ~~12,39~~ 4,41 ✠LMC ~~BS6,37~~ 5,40 MS10,37 4,41 | Hul | *x* | CL ~~2,38~~ 4,41 | 1934 3mo | Furness S.B.Co. Ld. Haverton Hill-on-Tees *Lloyd's SA & CP* | Trader Nav. Co. Ld. | 362·5 \| 57·5 \| 23·6 374·0 (O.L.) P33′B226′F31′ FK *Cell D* B303′ 704*t FPT* 75*t* New fore end 37 | | | London British 6 *BH pt Cem* *APT* 123*t* | T.3Cy.21½″,37″&62″–42″ (*s*) 220lb 357NHP 2SB (FD) &1AuxSB, *8cf*, GS113, HS5209 N.E. Marine Eng Co Ld. Nwc | 25 ″ 9 s 2 ″ 9½ 23 ″ 1½ | |
| 73925 143539 MKQV | **Enid Mary** *ss* Apl. No. 3–9,34 *ss* Shl. No. 1–38 1 *Dk (Stl)* *Mchy. Aft* *Cargo battens not fitted* | | 582 404 291 | ✠100A1 ~~10,38~~ ~~1,41~~ 3,41 ✠LMC BS5,39 MS10,38 5,40 | Shl | *i* | CL 10,38 | 1921 5mo | Taw Ship-yards, Ld. Barnstaple *Lloyd's SA & CP* | British Isles Coasters, Ld. | 174·5 \| 28·6 \| 10·9 *29·9* Q100′B11′F26′ FK *Cell DB f* 34′144*t FPT* 45*t* | | | Cardiff British 3 *BH Cem* *APT* 22*t* | T.3Cy.14″,23″&38″–27″ (*s*) 180lb 72RHP 1SB, *3cf*, GS52, HS1761 Aitchison Blair Ld. Clydbnk | 13 ″ 0 s 4 ″ 3½ 12 ″ 10½ | |
| 73926 OYCP | **Enigheden** Now "Rabel," see ~~No. 8378 in Supplement~~ *body of Register* 1 *Dk* | | 720 523 406 | | | | | 1918 | H.C. Christensen Marstal | A/S Det Store Nordiske Telegrafselskab | 199·9 \| 32·7 \| 12·5 P24′B62′F28′ | | | Copnhagn Danish *WB* | T.3Cy.16″,27″&45″–30″ 111NHP Akt. Burmeistr & Wain, Cpn. | | V |
| 73927 UOYQ | **Enisei** (*ex* Hillegom–34) | 1 *Dk* | 2139 1737 1179 | | | | | 1916 | A.F. Smulders Schiedam | U.S.S.R. | 268·9 \| 42·1 \| 18·1 P27′B78′F24′ | | | Leningrad Russian *WB* | T.3Cy.20″,32″&52″–39″ 169NHP A.F. Smulders, Schiedam | | |
| 73928 25286 | **Enmyo Maru No. 1** Wood | 1 *Dk* | 354 296 195 | | | | | 1918 | Hiroshima Seisakusho Nihoshima | Hiroshima Seisakusho K.K. | 137·0 \| 26·0 \| 13·4 B32′F14′ | | | Niho Japanese | C.2Cy.11½″&23″–14″ 16NHP Hiroshima Seisakusho, Niho | | |
| 73929 | **Enna** (*ex* Ming-Shin–38, *ex* Luen Ho–35, *ex* Li-Mao) Twin Sc 1 *Dk & Spar dk 3 tr B* *Promenade dk & Shade dk* | | 2868 2270 1735 | | | | | 1905 | Atel. & Ch. de France Dunkirk | Cia. Italiana di Nav. S.A.I (Chinese Italian Nav. Co. Ld) | 278·2 \| 42·9 \| 24·8 | | | Shanghai Italian *WB* | T.6Cy.15″,24″&39″–20″ 136NHP Caillard & Co. Havre | | |
| 73930 2195 IMOP | **Ennio** (*ex* Yacht Tenax–38, *ex* Goujon) *Oil Eng.* *ss* Rot. No. 3–6,28 *ss* Msl. No. 2–35 1 *Dk* *Carrying oil in bulk* | | 464 321 205 | … 1,36 | Msl | | | 1917 | Ch. & Atel. Aug. Normnd Havre | Davide Zolezzi | 163·0 \| 25·1 \| 10·9 150·0 B45′F31′ BK6$\frac{1}{2}$′ *Cell DB* 59′78*t* | | | Genoa Italian 6 *BH Cem* | Oil Engines 4S.C.SA 6Cy.16$\frac{1}{8}$″–21$\frac{5}{8}$″ 152NHP Ch. & Atel. Aug. Normnd Hav. | | I † |
| 73931 624 SZJI | **Enossis** (*ex* Bruna, *ex* Sava, *ex* Venezia, *ex* Ardgowan) Iron *ss* Fiu. 3rd No. 3–12,20 *ss* Fiu. No. 3–5,24 *Well deck* 1 *Dk (pt Irn)* *Mchy. Aft* | | 317 213 107 | ✠ 9,25 ✠NB4,91 ✠ | Fiu | | | 1883 1mo | Abercorn S.B.Co. Paisley | D. Kerambos & Co. | 137·5 \| 21·5 \| 10·6 145·0 \| 21·5 \| 10·1 Q54′B18′F20′ BK7′ pt ND02 | | | Piræus Greek 4 *BH Cem* *FPT* 20*t* | C.2Cy.18″&34″–28″ 53NHP 1SB, *2pf*, GS40, HS963 W. Lockhead & Co. Gls. | | |
| 73932 460 IMOU | **Enotria** (*ex* Maréchal Foch–34, *ex* Delta, *ex* Maréchal Foch, *ex* Constitucion, *ex* Zeebrugge, *ex* Arizona) *ss* Cff. No. 1–11 1 *Dk (Stl)* *Well deck* | | 852 767 483 | ✠ 7,11 ✠ | Cff | *i* | | 1907 7mo | R. Thomp-son & Sons, Ld Sunderland | A. Lauro | 182·5 \| 29·7 \| 17·4 176·6 Q85′B17′F23′ FK *D Ba* 33′*f* 41′116*t FPT* | | | Naples Italian 4 *BH Cem* 23*t APT* 16*t* | T.3Cy.15½″,25″&41″–27″ 95NHP 2SB, *4pf*, GS56, HS1558 Richardsons, Westgarth & Co. Ld. Mdb. | 13 ″ 0 | I † |
| 73933 2099 IAGU | **Enrichetta** (*ex* Presto–33, *ex* Alberto Fassini–32, *ex* Kossuth Ferencz) *ss* Pal. No. 3–11,22 *ss* Ant. No. 1–27 1 *Dk (pt Irn & pt Stl)* 2 *tr B* *deep framing & Web frames* | | 4652 4019 2979 | ✠ — 7,33 | Rot | *x* | | 1907 6mo | J.L. Thomp-son & Sons, Ld. Sunderland | Italian Navy (operated by Soc. Anon. Cooperativa di Nav. Garibaldi) | 386·0 \| 50·2 \| 24·5 378·0 P23′Q119′F30′ FK *Cell DB* a 135′ *u E & B* 44′ *f* 155′1055*t FPT* | | | Genoa Italian 6 *BH Cem* 127*t APT* 27*t* | T.3Cy.26″,42″&68″–48″ 392NHP 2SB, *8cf*, GS143, HS6650 Blair & Co. Ld. Stockton | 27 ″ 1 | I † |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Renouvellement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. ps.* | 15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. Boxf Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73934 709 IMPO | **Enrichetta Maddalena** Aux Bkn (*ex* Enrico Beraldo–37, *ex* Norge–35, *ex* Maracaibo) *Oil Eng. ex Sailing Vessel ss* Hnl. 2nd No. 3–8, 19 1 *Dk* (*See Sailing Ship Register*) | 357 309 212 | ✠ 5,25 | Hul | *i* | | 1892 6mo | Grngemth Dkyd Co. Grngemouth | Francesco Tomei | 147·9 141·4 F17′ | 27·1 | 10·8 BK7 | Viaroggio Italian | Oil Engines 4S.C.SA 6Cy.8½″–12½″ 40 NHP *Emade 30 fitted 35* 3 *BHCem* Motorenfbr. "Deutz" A.G. Köln-Deutz | 11 ″ 11 | I † |
| 73935 1825 IBKO | **Enrico** (*ex* Ginetto–37, *ex* Capri–33) *ss* Lth. No. 3–7, 21 *ss* Shl. No. 2–29 2 *Dks* (*Stl*) | 1817 1641 1083 | … 5,34 | Lon | *r* | | 1909 | Akt. Ges. "Neptun" Rostock | Dani & C. *Cell DB* 217′ 492*t* | 286·2 273·9 P29′ B75′ F37′ *FPT* 26′ FK | 39·1 | 19·8 | Genoa Italian | T.3Cy. 20½″, 33″ & 55½″–37½″ 235 NHP 4 *BHCem* 2SB, *4cf*, GS 89, HS 3948 A.G. "Neptun," Rostock | 22 ″ 6 | I † |
| 73936 1974 IBIQ | **Enrico Costa** (*ex* Cerasus–34) *ss* Hul. No. 1–31 D.F. 1 *Dk* (*Stl*) | 4080 3829 2508 | ✠ … 12,36 ✠ | Gen | *x* | | 1928 4mo | Burntislnd S.B.Co.Ld. Burntisland | G. Costa fu Andrea *Cell DB* 318′ 1126*t* | 380·8 370·0 P29′ B224′ F34′ FK *FPT* 77*t* | 51·4 | 25·1 | Genoa Italian *WB* | T.3Cy. 25″, 41″ & 68″–48″ 387 NHP 6 *BHCem APT* 189*t* 3SB, *9cf*, GS 173, HS 6504 D. Rowan & Co. Ld. Glasgow | 27 ″ 6 | I † |
| 73937 162149 ~~FNGM~~ GMTS | **Enseigne Marie Saint-Germain** *Well deck* 1 *Dk* D.F. | 3139 2494 1636 | ✠ … 5,25 ✠ | | | | 1923 2mo | Chant. Nav Français Caen | Ministry of Shipping (Sir W. R. Smith & Sons, Ld. *Mgrs.*) | 313·6 P15′ Q90′ B59′ F29′ FK | 45·9 | 20·5 | ~~Havre~~ ~~French~~ Newport Mon British | T3Cy. 18½″, 29½″ & 50½″–37½″ 234 NHP Soc. Mot. Chaleassiere St. Etienne | 23 ″ 0 | V † |
| 73938 167809 GMQQ | **Enseigne Maurice Prechac** D.F. 1 *Dk* | 4577 3539 2549 | | | | | 1924 | Atel. & Ch. de la Gironde Harfleur | Ministry of Shipping (Evan Thomas Radcliffe & Co. *Mgrs.*) | ~~3624~~ P231′ F28′ 363·2 | 49·1 | ~~24·4~~ 23·1 | ~~Havre~~ ~~French~~ Cardiff *WB* British | T.3Cy. 24″, 38½″ & 65½″–44″ 281 NHP Schneider & Co. Havre | | V |
| 73939 XCEK | **Ensenada** Ⓟ *ss* L.An. No. 1–41 *Oil Eng.* Wireless *Mchy. Aft* 1 *Dk* *Cruiser Stern* | 417 235 240 | ✠ 100A1 1,41 ~~12,38~~ ✠ ~~LMC 7,36~~ ~~LMC (M) 12,38~~ ✠ LMC 1,41 | LAn | *f* | ~~12,38~~ 1,41 | 1936 7mo | Gute Hoffnungshütte A.G. Walsum *Lloyd's SA&CP* | Abelardo L. Rodriguez *Cell DB* 94′ 89*t* | 132·4 P48′ F29′ FK *DTf* 13′ 25*t* | 26·0 | 9·6 | Ensenada Mexican | Oil Engines 2S.C.SA 6Cy. 11½″–16½″ 147 NHP 3 *BH* 18*t* *APT* 14*t* Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 11 ″ 6 s ″ 7½ 11 ″ 2½ | |
| 73940 165391 GZLP | **Ensis** *Oil Eng.* D.F. 1 *Dk*, 2nd dk clear of cargo tanks *Mchy. Aft* E.S.D. *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 6207 5501 3594 | ✠ 100A1 12,40 ~~12,38~~ ✠ LMC 2,37 *Carrying Petroleum in bulk* | Sng Bkn | *a*† | CL 12,39 | 1937 2mo | NV Rotterdam Droogd. Maats. Rotterdam *Lloyd's SA&CP* | Anglo-Saxon Petroleum Co. Ld. *Cell DBuE* 63′ 13*t* | 432·1 446·3 (O.L.) P87′ B38′ F48′ FK *DTf* 25′ 257*t* | 54·6 | 30·8 | London British 16 *BH* 103*t* | Oil Engines 4S.C.SA 6Cy. 25½″–55½″ 377 NHP DBI 80*lb* *APT* 55*t* Gbr. Stork & Co. N.V. Hengelo | 31 ″ 0 s 5 ″ 6½ 25 ″ 8½ | |
| 73941 220275 KUZS | **Ensley City** *ss* Bal No. 3–7, 32 GyC. *ss* Mob. No. 2–10 ~~*ss* Bal. No. 1–30~~ 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames* *Longitudinal framing* | 6157 5705 3801 | ✠ 100A1 *Shelter dk with freeboard* 12,40 ~~12,40~~ ✠ LMC BS ~~8,39~~ 8,40 MS 3,40 *Fitted for oil fuel* 7,20 | Mob Bal | *z* | CL ~~13,38~~ 12,40 *F.P.* | 1920 7mo | Chickasaw S.B.& Car Co. Chickasaw, Ala. *Cell DB* | Isthmian S.S. Co. | 395·5 P45′ B110′ F38′ *on Shelter dk* FK 331′ 1508*t* | 55·0 | 31·4 | New York Utd. States *pt Cem* 6 *BH to S dk* *above* | T3Cy. 24½″, 41½″ & 72″–48″ (*s*) 210 lb 587 NHP 3SB, *9cf*, GS 181, HS 8919 FD 150° F. *FPT* 187*t* *APT* 175*t* Hooven, Owens, Rentschler Co. Hamilton, O. | 34 ″ 11 s 7 ″ 10½ 27 ″ 2½ | |
| 73942 1258 IBNK | **Entella** (*ex* Berta, *ex* Livietta) *ss* Gen. No. 3–9, 12 1 *Dk* & *Awng dk* | 2691 2595 1678 | ✠ … 2,17 ✠ | | | | 1899 11mo | N. Odero fu A. Sestri Ponente | L. Mangiarotti & E. Ravano | 311·6 299·9 | 40·9 | 18·2 25·2 FK *WB* | Genoa Italian | T.3Cy. 20½″, 33½″ & 55″–39″ 224 NHP N. Odero fu A. Sestri Ponente | 27 ″ 6 | I † |
| 73943 DHGM | **Entrerios** Sub. Sig. 2 *Dks* | 5179 4798 3142 | | | | | 1923 | F. Schichau Danzig | Hamburg-Süd-Amerik. Dampfschifffahrts Ges. | 386·4 P30′ F31′ | 52·7 | 29·9 | Hamburg German *WB* | T.3Cy. 25⅝″ 43⅛″ & 70½″–47½″ 344 NHP F. Schichau, Danzig | | G |
| 73944 142873 VRXN | **Enugu** 4 Mst *Mchy. Aft* 1 *Dk* | 1425 1060 784 | | | | | 1920 | W. Harkess & Son, Ld. Middlesbro' | Government of Nigeria | 235·4 P16′ Q36′ B138′ | 36·1 | 15·7 | Lagos British *WB* | T.3Cy. 18″, 30″ & 50″–33″ Richardsons, Westgarth & Co. Ld. Mdb. 144 NHP | | |
| 73945 159416 ~~VPGX~~ GMZZ | **Eocene** (*ex* Schulau–35, *ex* Vacoil, *ex* Fort McHenry) *ss* Ham. No. 3–2, 35 *ss* Pal. No. 1–38 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing* | 4216 3777 2367 | ✠ 100A1 10,38 BS 10,39 ✠ LMC 10,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,22 *F.P. above* | Pal | *w* | CL 10,38 | 1922 8mo | Bethlehem Transportation Co. Ld. Baltimore A&CP | Socony-Vacuum Transportation Co. Ld. *Cell DBuE* & *B* 62′ 184*t* | 340·0 P92′ B35′ F31′ FK *FPT* 95*t* | 49·2 *APT* 187*t* | 28·6 | ~~Hong Kong~~ British 12 *BHpt Asp* (9 to *U* dk 3 ,, 2nd ,,) London | T.3Cy. 23″, 39″ & 65″–42″ (*s*) 200 lb 395 NHP 2SB, *6cf*, HS 5704 FD Ellicott Machine Corp. Balt | 28 ″ 7 s 4 ″ 5½ 24 ″ 3½ | |
| 73946 EALO | **Eolo** (*ex* Statira–36, *ex* Tynemouth–32) *ss* Bbo. No. 3–7, 39 1 *Dk* (*Stl*) | *4424* *4057* *2733* | ✠ 100A1 3,41 ~~7,00~~ BS ~~7,40~~ ✠ LMC 7,39 | Bbo Cdz | *y* | CL 6,39 | 1929 11mo | Nthmblnd S.B.Co. (1927) Ld. Newcastle *Lloyd's SA&CP* | Cia. Anon. Maritima "Union" (M. Urruchua, *Mgr.*) *Cell* | 390·6 403·0 (O.L.) P35′ B243′ F36′ FK *LDB* 343′ 1265*t* | 54·5 | 23·6 | Bilbao Spanish 6 *BHCem* 77*t* *APT* 136*t* | Q.4Cy. 21″, 29½″, 42″ & 61″–42″ 225 lb (*s*) 357 NHP 2SB & 1 Aux SB, *8cf*, GS 149, HS 6228 N.E. Marine Eng. Co Ld Nwc | 25 ″ 9 s 3 ″ 4 22 ″ 7½ | |
| 73947 35 IBII | — Ⓟ *Fitted for oil fuel* Wireless *Cruiser Stern* 2 *Dks* | 704 571 268 | | | | | 1936 | Cant. Nav. Riuniti Palermo | "Eolia" Soc. Anon. di Navigazione | 194·0 178·0 F28′ | 29·9 | 16·3 *WB* | Messina Italian | T.3Cy. 17½″, 28½″ & 45½″–33½″ 121 NHP Cantieri Navali Riuniti, Anc | | I |
| 73948 999 ESTW | **Eos** (*ex* Bolivia–34, *ex* Naparima) *ss* Abg. 4th No. 3–5, 32 *ss* Tln. No. 1–37 *Well deck* 1 *Dk* (*Stl*) & *Web frames* *Strengthened for Baltic Trn* | 1513 1367 883 | ✠ 100A1 7,39 ✠ LMC MS 5,37 BS 5,39 | Lon | *q* | OG 4,38 | 1890 2mo | Edwards S.B.Co.Ld. Newcastle A&CP | L-ü "Eeroo" (K. Mitt, *Mgr.*) | 260·0 269·8 (O.L.) P29′ Q66′ B106′ F29′ FK *Cell DB* 214′ 342*t* | 36·2 | 16·8 | Tallinn Estonian 4 *BHCem* | T.3Cy. 20″, 32½″ & 53″–36″ (*s*) 160 lb *100 lb* NDB 19 174 NHP 2SB, *6pf*, GS 84, HS 2700 N.E. Marine Eng. Co Ld Nwc | 19 ″ 3 s 1 ″ 2½ 18 ″ 2 | |
| 73949 193 SVLZ | **Epaminondas C. Embiricos** (*ex* Benton) *ss* Pir. No. 2–36 1 *Dk* (*Stl*) | *4385* *4008* *2582* | ✠ 100A1 10,39 ~~BS 8,39~~ 8,40 ✠ LMC 8,36 | Mdb | *x* | CL 7,38 | 1927 11mo | W. Pickersgill & Sons, Ld. Sunderland *Lloyd's SA&CP* | C.E. Embiricos *Cell DB* | 373·2 P32′ B224′ F35′ FK 320′ 1011*t* | 52·7 *FPT* 110*t* | 25·8 | Andros Greek 6 *BHCem* *APT* 240*t* | T.3Cy. 25½″, 41½″ & 69″–48″ (*s*) 180 lb 387 NHP 3SB, *9cf*, GS 189, HS 6363 G. Clark, Ld. Sunderland | 28 ″ 0 s 3 ″ 11½ 24 ″ 3½ | |
| 73950 378 SZMG | **Epiros** (*ex* Popi–35, *ex Yacht* Refalonia, *ex* Sayonara, *ex* Goize Ko-Izarra, *ex* Romola, *ex* Sans Peur, *ex* Catarina) Iron Wireless 2 *Dks* | 563 — 300 | | | | | 1880 3mo | R. Steele & Co. Greenock | Epirotiki S.N.Co. George Potamianos | 186·4 | 26·1 | 15·8 | Piræus Greek | C.2Cy. 28″ & 48″–36″ NB 97 91 NHP R. Steele & Co. Greenock | | |
| 73951 749 OHVD | **Equator** (*ex* Atlanta–39, *ex* Shahristan–34, *ex* Ninive, *ex* Turkistan) D.F. 2 *Dks* (*Stl*) | 4595 — 2701 | ✠ 100A1 5,39 ✠ LMC MS 10,37 BS 1,39 *Fitted for oil fuel* 4,23 | Abo | *x* | CL 5,38 *F.P. above* | 1911 11mo | W. Gray & Co. Ld. W Hartlepool *Lloyd's SA&CP* | A/B Finland-Amerika Linjen O/Y *Cell DBa* 119′ *uE* 23′ *f* | 385·7 373·0 P25′ B120′ F38′ FK 162′ 975*t* | 50·0 *DTa* 34′ 86 | 27·4 | Helsingfrs Finnish 6 *BHCem* 0*t* *APT* 36*t* | T.3Cy. 28″, 46″ & 77″–48″ (*s*) 180 lb 616 NHP 3SB, *12pf*, GS 213, HS 9469 FD Cen. Mar. Eng. Wrks. W Hpl | 30 ″ 0 s 5 ″ 7 24 ″ 7½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. / Engines. | 9 Built. By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed in L.R. Date of Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73952<br>673<br>IMQP | **Equità**<br>(*ex*SailingVessel) | WoodAuxBkn<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 409<br>—<br>321 | | | | | 1918 | E.Pic-chiotti Viareggio | GiuseppeTomei | 139·4 \| 29·4 \| 16·9<br>119·1 | | | Viareggio<br>Italian | Oil Engines 4S.C.SA<br>4Cy.9⅞"–15¾" 36NHP<br>*Emade&fitted*36<br>SocAn"Fiat"S.G.M.Turin | | I |
| 73953<br>132480<br>VJCW | **Era**<br>*ss*Syd.No.3–11,33<br>*ss*Syd.No.1–37 | 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 3148<br>2857<br>1891 | ✠100A1<br>4,10~~4,20~~<br>BS~~4,39~~<br>5,40 | Syd<br>✠LMC9,37 | *v* | CL<br>4,39 | 1921<br>8mo<br>*Lloyd's* | W.Hamil-ton&Co.Ld.<br>PortGlasgow | AustralianSteam-shipsProprietary, Ltd.(*Man.Agents*, HowardSmithLd.) | 330·8 \| 48·9 \| 22·1<br>343·0 (O.L.)<br>P31'B98'F30' FK<br>*CellDB*287'887*t* | | | Melbourne<br>British<br>5*BHCem*<br>*APT*83*t* | T.3Cy.24",40"&65"–45" (*s*)<br>180lb 323NHP<br>3SB,*9cf*,GS156,HS5205<br>D.Rowan&Co.Ld.Gls. | 24 " 3<br>s 3-11½<br>20 " 7 | |
| 73954<br>IBPK | **Erato** (*ex*ChinaExporter–38, *ex*CowdenLaw–33,*ex*Scottish Monarch) D.F. | 2*Dks* | 5904<br>—<br>3636 | | | | | 1918 | Napier& Miller Glasgow | J.Scarlatides | 419·6 \| 54·5 \| 29·0<br>P48'B129'F46' | | | Piræus<br>Greek<br>*WB* | T.3Cy.26½"44"&73"–51"<br>381NHP<br>Dunsmuir&Jackson,LdGls | | C |
| 73955<br>147108<br>MLQZ | —<br>*ss*Hul.No.3–10,36<br>*Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *CruiserStern* | | 1335<br>1066<br>735 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>6,40 ~~6,30~~<br>BS~~1,39~~ | Hul<br>Lon<br>3,41<br>BS~~1,46~~<br>✠LMC12,35 | *p* | CL<br>~~8,37~~<br>6,40 | 1923<br>10mo<br>*Lloyd's* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | Ellerman'sWilson Line,Ld.<br>*CellDB*209' | 247·3 \| 36·2 \| 14·6<br>FK<br>358*t* *FPT*24*t* *APT*4*t* | | | Hull<br>British<br>*Cem*<br>5*BHtoShdk* | T.3Cy.15½",26½"&46"–33"<br>225lb (*s*) 207NHP<br>2SB,*4cf*,GS77,HS3120 FD<br>W.Beardmore&Co.Ltd. Coatbridge | 16 " 10<br>s " 2<br>16 " 10 | |
| 73956<br>380<br>IBPK | **Ercole** (*ex*Waaldijk,*ex*Gramsbergen, *ex*Acara)<br>D.F. | *ss*Rot.2ndNo.3–4,30<br>2*Dks*(*Stl*)<br>&*deep framing* | 5027<br>4739<br>3146 | ✠ ...<br>11,33<br>✠ | Hul | | | 1904<br>3mo | Palmers' Co.Ld. Newcastle | A.Lauro<br>*CellDBa*131'*uE&B*48'*f*169'1081*t* | 415·0 \| 50·2 \| 29·4<br>400·0<br>P30'B144'F41' FK<br>*DTa*38'1016*t* *FPT*1<br>32*t* *APT*54*t* | | | Naples<br>Italian<br>6*BHCem*<br>2SB,*6cf*,GS115,HS3223<br>Palmers'Co.Ld.Newcastle | T.3Cy.26½",43"&71"–48"<br>317NHP | 32 " 3 | I<br>† |
| 73957<br>DOGC | **Erfurt** Ⓟ<br>D.F.<br>Sub.Sig. | *OilEng.*<br>2*Dks* | 4201<br>3770<br>2554 | | | | | 1923 | Vulcan WerkeA.G. Stettin | Norddeutscher Lloyd | 360·7 \| 51·0 \| 26·0<br>P43'B109'F42' | | | Bremen<br>German<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.28¾"–49½"<br>480NHP<br>VulcanWerkeA.G.Ham. | | G |
| 73958<br>869<br>OHGD | **Ergo** (*ex*Frano–34,*ex*Senegal–32,<br>*ex*I.P.Justesen, *ss*Hfs.3rdNo.3–7,34<br>*ex*DavidMainland) *ss*Osc.No.1–38<br>*Well deck* 1*Dk*(*Irn*)&*Web frames*<br>D.F. *Cargo battens not fitted* | | 1928<br>1499<br>1097 | ✠100A1<br>11,40~~12,30~~<br>~~BS12,39~~ | Osc<br>Dub<br>✠LMC~~2,38~~<br>11,40 | *r* | CL<br>~~12,39~~<br>~~7,40~~<br>6,41 | 1893<br>10mo | W.Gray& Co.Ld. WHartlepool | RederiA/BErgo<br>(~~A.Oström~~, ~~*Mgrs.*~~)<br>(A.Villamos,*Mgr*)<br>A&CP | 276·0 \| 37·0 \| 18·4<br>266·2<br>P27'Q74'B116'F27'<br>FK<br>*DBa*84'*f*106'463*t* | | | Helsingfors<br>~~Mariehamn~~<br>Finnish<br>4*BHCem*<br>*APT*25*t* | T.3Cy.19",31½"&51"–36" (*s*)<br>160lb 156NHP<br>2SB,*4rf*,GS48,HS2330<br>Cen.Mar.Eng.Wrks.WHpl | 19 " 6<br>s 1 " 3<br>18 " 5 | |
| 73959<br>154097<br>ZSCB | **Erica**<br>*ss*Syd.No.3–7,37<br>E.S.D. | 2*Dks*(*Stl*) | 5112<br>4804<br>3209 | ✠100A1<br>1,40<br>MS7,37 | PNl<br>✠LMC<br>BS~~6,39~~<br>9,40 | *y* | CL<br>5,38 | 1926<br>1mo<br>*Lloyd's* | R.Duncan &Co.Ld. Pt.Glasgow | UnionGovt.of SouthAfrica(Rail-ways&Harbours Administration, C.Tn.) | 404·9 \| 53·0 \| 27·6<br>P35'B128'F41' FK<br>*Intermediate'tween dk BH in hold dispensed with after*<br>*CellDB*350'1040*t* *DTa*30'860*t* | | | CapeTown<br>British<br>*ptCem*<br>5*BHtoUdk*<br>1 ,, ,,2*nd*,, | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 477NHP<br>3SB,*9cf*,GS177,HS6735 FD<br>D.Rowan&Co.Ld.Glasgow | 30 " 0<br>s 5 " 7⅜<br>24 " 7½ | |
| 73960<br>~~Now "Empire Defiance," see No. 87940 in Supplement~~<br>15NN | —<br>(*ex*Wasaborg–35,*ex*UnionCity,<br>D.F.<br>*Well deck* | 2*Dks*(*Stl*)&*deep framing*<br>*lower dk in Nos.1&3holds* | 4704<br>~~2,10~~<br>10,16<br>2832 | ✠ | Ham | *z* | | 1909<br>9mo | Reiherst'g Schiffsw. Hamburg | A.Lauro<br>*Cell* | 412·6 \| 53·8 \| 25·4<br>399·0 24·8<br>P&B329'F52' FK<br>*DBa*124'*uE&B*47'*f* | | | Naples<br>Italian<br>7*BHCem*<br>182'1288*t* | T.3Cy.26",47⅝"&76¾"–48"<br>597NHP<br>3SB,*9cf*,GS192,HS8490<br>Reiherst.Machinenf.Ham. | 28 " 0 | I<br>† |
| 73961<br>LDUF | —<br>(*ex*Kvernaas,*ex*Kaparika)<br>Wireless D.F. | 1*Dk* | 1592<br>1177<br>914 | | | | | 1919 | Laxevaags Msk.&Jrnskb Bergen | DampskA/SForto (LeifErichsen) | 245·7 \| 37·9 \| 15·5<br>P39*e*Q108*t*B126*t*<br>HC9*t*F40*t* | | | Bergen<br>Norwegian<br>*WB* | T.3Cy.18⅜",29"&49"–33"<br>138NHP<br>LaxevaagsMsk.&Jrns.Bgn | | N |
| 73962<br>155862<br>GKJN | **Erica Moller** (*ex*Commercial<br>Pathfinder,*ex*Osage, *ss*Ham.No.1–11<br>*ex*Serapis) *Fitted for oil fuel*<br>2*Dks*(*Stl U–ptws*)<br>&*deep framing* | | 4683<br>4344<br>3082 | ✠<br>11,15 | Ham | *y* | | 1906<br>4mo | Swan,Hun-ter& Wigham Richardson, Ld.Newcastle | MollerLine,Ld. (Mollers'Ld. *Mgrs.*) | 396·7 \| 49·7 \| 27·4<br>P38'B112'F49'<br>FK | | | Shanghai<br>British<br>7*BHCem*<br>*APT*45*t* | T.3Cy.27",43½"&73"–48"<br>448NHP<br>2SB,*6cf*,GS128,HS6040<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 29 " 9 | |
| 73963<br>86<br>IBBN | **Erice** (*ex*Lanital–38,*ex*Isobel–37,<br>*ex*IsobelWeems, *ss*Gen.2ndNo.3–5,37<br>*ex*Chappell) | 1*Dk*(*Stl*) | 2350<br>1974<br>1412 | 100A1<br>5,40~~3,30~~<br>MS4,37 | Shl<br>Nap<br>LMC<br>BS6,39 | *r* | CL<br>4,38 | 1919<br>*Lloyd's* | M'Dougall DuluthCo. Duluth,Minn | GiuseppeD'Ali&C. | 261·0 \| 43·5 \| 22·4<br>250·9<br>P25'B64'F23' FK<br>*CellDB*208'535*t* *FPT*60*t* | | | Trapani<br>Italian<br>4*BHCem*<br>*APT*85*t* | T.3Cy.20",33"&54"–40" (*s*)<br>185lb 262NHP<br>2SB,*4cf*,GS100,HS3828 FD<br>McDougallDuluthCo. | 24 " 2 | |
| 73964<br>136624 | **Ericsson** Ⓟ | 1*Dk* | 681<br>—<br>547 | | | | | 1897 | Neafie& Levy Co. Philadelphia | PortServiceCorp. | 198·2 \| 23·3 \| 9·2 | | | Wilmgton (Del.)<br>Utd. States | T.3Cy.14",21"&36"–26"<br>66NHP<br>Neafie&LevyCo.Phl. | | |
| 73965<br>OHHK | **Ericus** | *CruiserStern*<br>1*Dk* | 2214<br>1945<br>1268 | | | | | 1919 | Osbourne, Graham&Co. LdSunderlnd | A/B OhlsonS.S. Co.Ld.(A/B Niel-son&ThordenO/Y, *Mgrs.*) | 296·7 \| 43·4 \| 19·7<br>290·6<br>P23'B70'F32' | | | Helsingfrs<br>Finnish<br>*WB* | T.3Cy.21",35"&50"–39"<br>156NHP<br>MacColl&Pollock,Ld.Sld. | | C |
| 73966<br>FOAU | **Eridan** Ⓟ | TwinSc<br>*OilEng.*<br>*CruiserStern* | 9928<br>6738<br>5701 | | | | | 1928 | Soc.Pro-vençale de Cnst.Nav. LaCiotat | Soc.desServices Contractuels des Messageries Maritimes | 445·4 \| 61·1 \| 35·0<br>P56'B177'F46' | | | Dunkirk<br>French<br>*WB* | Oil Engines 2S.C.SA<br>16Cy.23⅝"–41⅜" 1555NHP<br>Cie.deConstr.Méc. (ProcédéSulzer),St.Denis | | V |
| 73967<br>1701<br>ICEN | **Eridano** (*ex*Risano,*ex*Zvir,<br>*ex*Monviso,*ex*Zvir) *ss*Gen,2nd.No.3–6,35<br>D.F. | 1*Dk*(*Stl*) | 3586<br>3276<br>2124 | ✠100A1<br>9,38<br>BS6,39<br>✠NB(Aux.)10,25 | Mdb<br>✠LMC7,35 | *w* | CL<br>8,39 | 1912<br>5mo<br>*Lloyd's* | R.Thomp-son&Sons,Ld Sunderland | "Ave"Soc.Anon. di Nav. | 352·9 \| 50·8 \| 21·6<br>362·4 50·9 21·0<br>P35'B215'F36' FK<br>*CellDBa*106'*uE*25'*f*152'866*t* *FPT*93*t* | | | Genoa<br>Italian<br>6*BHCem*<br>*APT*155*t* | T.3Cy.24½",40"&66"–45" (*s*)<br>180lb HS6004 355NHP<br>2SB&1Aux.SB,*8cf*,GS156<br>N.E.MarineEng.CoLd.Sld. | 24 " 0<br>s 3 " 0<br>21 " 4 | |
| 73968<br>122555<br>~~Now "Prince Nova," see No. 89594 in Supplement~~ | **Erie Isle** Ⓟ<br>(*ex*SteamerWaubic–38)<br>(Wood bottom) | TwinSc<br>*OilEng.*<br>1*Dk* | 451<br>183<br>297 | | | | | 1909 | Collingw'd S B.Co.Ld. CollngwdOnt | J.E.McQueen<br>*pt.re-constructed* '38 | 135·3 \| 25·0 \| 8·2 | | | Amherst-burg, Ont.<br>British | Oil Engines 2S.C.SA<br>12Cy.10"–12½" 210NHP<br>Fairbanks-Morse NE38 &Co.Beloit,Wis. | | |
| 73969<br>27078<br>JELD | **Erie Maru**<br>*ss*Kob.No.3–5,32 | 2*Dks*(*Stl*) | 5493<br>4996<br>3409 | ✠ ...<br>5,37 | Yka | *z* | | 1920<br>4mo | AsanoS.B. Co. Tsurumi | NanyoKaiunK.K. | 400·0 \| 53·2 \| 29·4<br>P33'B124'F41'<br>FK<br>*CellDB*339'949*t* | | | Tokyo<br>Japanese<br>6*BHCem*<br>*APT*27*t* | T.3Cy.26",43½"&72"–48"<br>513NHP<br>3SB,*9cf*,GS175,HS7376<br>IshikawajimaS.B.&E.Co. Ld.Tokyo | 32 " 0 | C<br>† |
| 73970<br>OUSC | **Erik** (*ex*Taurus,*ex*Snapp)<br>*Mchy.Aft* | Sp<br>*OilEng.*<br>1*Dk* | 300<br>249<br>163 | | | | | 1908 | Oskrshmns M.V.Aktieb Oskarshamn | A/S De Danske Sukkerfabrikker | 120·7 \| 22·8 \| 11·3<br>Q20'H14*t*F11'<br>len28 | | | Odense<br>Danish<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.7⅞"–12⅝"<br>43NHP<br>Akt.Diesel'sMotorer,Skm. | | V |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appropriement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres de code, et ce qui est dans le Livre Diurne, Cert. R. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73971 | **Erik Boye** | *ss*Els.No.3–11,36 | 2238 | ✠100A1 | Cpn | *t* | CL | 1924 | A/S Nak- | D/S Vendila | 305·3 | 45·4 | 18·5 | Copnhagn | T.3Cy.22½″,35½″&58½″–36″ | 20 ″ 10 | |
| | | | 9010 | 11,39 | | | N11,39 | 3mo | skovSkibs. | (Svendsen& | 319·3(O.L.) | | | Danish | 185lb (*s*) 275NHP | s 1· 10½ | |
| OZAA | D.F. | 1*Dk*(*Stl*) | 1344 | BS10,38 ✠LMC11,36 | | | | *Lloyd's* | Nakskov | Christensen *Mgrs*) | P21′B180′F36′ | FK | | *Cem* | 2SB,*6cf*,GS102,HS3910 FD | 19 ″ 3 | |
| | | | | | | | | *sA&CP* | | *Intermediate BH in fore* | *hold dispensed with* | | | 4*BH only* | Eriksberg M.V. Aktieb Got. | | |
| | | | | | | | | | | *Cell DB*260′687*t FPT* | 87*t APT*58*t* | | | | | | |
| 73972 | **Erik Frisell** | | *5066* | ✠100A1 | Bal | *y* | OG | 1926 | Aktieb. | Trafikaktieb. | 392·2 | 52·6 | 26·6 | Stockholm | Oil Engines 4S.C.SA | 30 ″ 0 | |
| 7990 | | *ss*Got.No.3–3,39 | *4394* | 1,40 | | 2¼ | 7,38 | 7mo | Götaverken | Grängesberg- | P39′B115′F41′ | FK | | Swedish | 6Cy.29⅛″–59½″ 489NHP | s 5 ″ 10½ | |
| SDKA | | *Oil Eng.* | *2862* | ✠LMC CS3,39 | | | | | Gothenburg | Oxelösund (M.Wal- | | | | 7*BHptCem* | DB*85lb* | 24 ″ 3½ | |
| | D.F. | 2*Dks*(*Stl*) | | DBS7,39 4,38 | | | | *Lloyd's* | *sA&CP* | denstrom, *Mgr.*) | | | | 1 ,, *to 2nd dk* | Aktieb. Götaverken, Got. | | |
| | | | | | | | | | | *Cell DB*335′1288*t DT* | *f* 39′1190*t FPT*125*t* | | | *APT*301*t* | | | |
| 73973 | **Erika Fritzen** (*ex*Dampfen, | | 4169 | | | | | 1905 | W.Doxford | Johs.Fritzen& | 349·0 | 50·9 | 24·0 | Emden | T.3Cy.26″,42″&68″–45″ | | V |
| | *ex*Hogland,*ex*Ryton) | | 3961 | | | | | | &Sons,Ld. | Sohn vormLexzau | P86*H*116*t* | | | German | 310NHP | | |
| DGAN | *Turret deck* D.F. | 1*Dk*2*trB* | 2630 | | | | | | Sunderland | Scharbau&Co. | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | |
| 73974 | **Erika Hendrik Fisser** | | 3347 | | | | | 1923 | Nordsee- | HendrikFisser | 332·7 | 46·5 | 20·6 | Emden | T.3Cy.24⅝″,38½″&62″–41½″ | | G |
| | (*ex*UrsulaSiemers–36) | | 2534 | | | | | | werke | A.G.(Fisser&v. | P29′B87′F33′ | | | German | Ottensener 248NHP | | |
| DHYJ | Sub.Sig. D.F. | 1*Dk* | 1930 | | | | | | Emden | Doornum, *Mgrs.*) | | | | *WB* | Mch.G.m.b.H.Altona | | |
| 73975 | **Erika Schünemann** (*ex*Iris,*ex* | | 1177 | ✠ | Hpl | *n* | | 1889 | StrandSlp- | E.HaubussSchif- | 225·9 | 34·2 | 15·0 | Stettin | T.3Cy.18″,29″&50″–30″ | 17 ″ 7 | G |
| | EngineerAvdakov, *ss*Fln.2ndNo.3–4,13 | | 915 | 11,15 | | | | 5mo | wayCo.Ld. | fahrtsges.m.b.H. | P27′Q61′B46′F30′ | BK8″ | | German | NB25 NDB97 137NHP | | † |
| DAVY | *ex*Washington) | 1*Dk*(*Irn*)2*trB* | 722 | | | | | | Sunderland | | | | | 4*BHCem* | N.E.MarineEng.Co.Ld.Sld | | |
| | *Well deck* | Sub.Sig. | | | | | | | | *Cell DB*182′368*t FPT* | 14*t APT*25*t* | | | | | | |
| 73976 | **Eriksborg** (*ex*Fylgia,*ex*Danebod, | | *1464* | ✠100A1 | Sbg | *q* | OG | 1890 | J.Blumer | A/B J.Leonards | 250·0 | 35·1 | 17·0 | Landskrna | T.3Cy.18½″,30″&49″–33″ (*s*) | 19 ″ 4 | |
| 7108 | *ex*Else,*ex*Lynton) *ss*Hbg.3rdNo.3–4,28 | | *1797* | 9,39 | | | 8,39 | 8mo | &Co. | Rederi&Skepps- | 259·3(O.L.) | | | Swedish | 160lb 135NHP | s 1 ″ 2 | |
| SDZG | | *ss*Hbg.No.2–37 | *839* | BS9,38 ✠LMC7,36 | | | | | Sunderland | mäkleri | P24′Q64′B110′F33′ | | | 4*BHCem* | 2SB,*4rf*,GS66,HS1984 | 18 ″ 4 | |
| | *Well deck* | 1*Dk*(*Irn*)&*Web frames* | | | | | | | A&CP | (J.Leonard, *Mgr.*) | | FK | | | G.Clark,Ld.Sunderland | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | *Cell DB*209′345*t* | | | |
| 73977 | **Erin** | | 5780 | ✠100A1 | Bel | *z* | CL | 1932 | Workman | MorantS.S.Co.Ld. | 415·0 | 54·7 | 30·4 | Belfast | T4Cy.28½″,47½″&(2)57″–51″ | 33 ″ 6 | |
| 161884 | | *ss*Avn.No.I–36 | 4999 | *with freeboard* | | | ~~8,09~~ | 5mo | Clark(1928), | (M.A.Kerwin, | | | | British | & electric drive from LP | s 8 ″ 9½ | |
| GRXC | | 2*Dks*(*Stl–weather dk*–teaks) | 2754 | 12,39 ✠LMC | | | 1,41 | | Ld. Belfast | *Mgr.*) | P34′B133′F42′ | FK | | 7*BHptCem* | Turbine | 24 ″ 11½ | |
| | D.F. | 3rd&4*th dks*(*Stl*)*in holds* | | MS12,39 BS3,40 | | | | *Lloyd's* | *sA&CP* | | | | | | 260lb (*s*) 1084NHP | | |
| | *Ref. Mchy.* | *Cruiser Stern* | | ✠Lloyd'sRMC3,46 8,40 | | | | | | *Cell DB*341′935*t* | | | | | 5SB(4Spt),*20cf*,HS14270FD | | |
| | E.S.D. | | | | | | | | | *Tanks in way* | *of tunnel* 393*t FPT* | | | 75*t APT*159*t* | Workman Clark (1928), Ld. | | |
| | | | | for temp. 20° F. | | | | | | | | | | | | | |
| | | | | *Three lower decks for fruit cargoes* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 5,32 | | | *F.P. above* 150° F. | | | | | | | | | | |
| 73978 | **Erindring** | | 747 | | | | | 1921 | HC.Christ- | A/S H.C.Christen- | 201·2 | 32·7 | 12·5 | Marstal | T.3Cy.16″,25½″&39½″–29½″, | | V |
| | | | 641 | | | | | | ensensStaal- | sensDampSeil- | | | | Danish | 83NHP | | |
| OYCR | | 1*Dk* | 425 | | | | | | skibsbyggeri | skibsreder (A. | | | | | A/S Smith&Mygind,Cpn. | | |
| | | | | | | | | | Marstal | Petersen, *Mgr.*) | | | | | | | |
| 73979 | **Erinna** | *ss*Bat.No.1–40 | 6233 | ✠100A1 | Bat | *at* | CL | 1936 | N.V.Kon- | N.V.Petroleum | 428·1 | 54·5 | 30·9 | Curacao | Oil Engines 4S.C.SA | 31 ″ 0 | |
| | | *Oil Eng.* | 5540 | 8,40 ✠LMC CS8,40 | | | ~~4,40~~ | 7mo | ink.Maats. | Maats."La | | | | Dutch | ~~TheHague~~ | s 5 ″ 7¼ | |
| PDYN | E.S.D. | 1*Dk*, 2*nd dk clear of cargo tanks* | 3591 | DBS8,40 4,38 | | | 8,40 | | "DeSchelde" | Corona" | P87′B38′F48′ | FK | | 16*BH* | 6Cy.25½″–55⅛″ 377NHP | 25 ″ 7 | |
| | *Mchy. Aft* | D.F. *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | *in bulk* | | Flushing | | | | | | DB*180lb* | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | *Lloyd's* | *sA&CP* | *Cell DBuE*63′ 132*t DT* | *f* 25′ 257*t FPT*103*t* | | | *APT*55*t* | Werkspoor N.V. Ams. | | |
| 73980 | **Erinpura** Ⓟ | TwinSc | 5143 | ✠100A1 | Cal | *z* | CL | 1911 | W.Denny | BritishIndiaStm. | 411·0 | 52·5 | 24·7 | Glasgow | T.6Cy.24½″,41″&69″–48″ (*s*) | 27 ″ 3 | |
| 132998 | | *ss*Cal.No.3–5,39 | 3725 | *Shade dk* | Sng | | 4,39 | 12mo | &Bros. | Nav.Co.Ld. | | | | British | 200lb *100lb* 1059NHP | s 4 ″ 3½ | |
| GJWN | D.F. | 2*Dks*(*U Stl*) | 2730 | ~~6,10~~ 5,39 ✠LMC5,39 | | | | | Dumbarton | | B*on Shade dk* 177′ | | | 7*BHCem* | 2D&2SB,*18cf*,GS381, | 23 ″ 5 | |
| | | &*Shade dk*(*Stl–teaks*) | | 12,40 | | | | *Lloyd's* | *sA&CP* | | new fore end 23 FK | | | (6 ,, *to U dk* | HS16280 FD | | |
| | | | | B35,40 | | | | | | *Cell DBa*89′ | *u E&B*116′ *f*160′74 | | | 1 ,, *2nd* ,,) | Denny&Co.Dumbarton | | |
| | | | | | | | | | | | 0*t FPT*95*t APT*63*t* | | | | | | |
| 73981 | **Eritrea** Ⓟ (*ex*RodiS,*ex*Rodi, | | 2517 | ✠ ... | | | | 1918 | BlythS.B. | LloydTriestino | 295·7 | 42·0 | 19·2 | Naples | T.3Cy.25″,41″&68″–45″ | 21 ″ 2 | I |
| 397 | *ex*WarBarrage) | *ss*Gen.No.1–22 | — | 4,26 | | | | 5mo | &D.D.Co.Ld. | Soc.Anon.diNav. | 285·0 | | | Italian | 417NHP | | † |
| IBRK | D.F. | *Fitted for oil fuel* | 1485 | ✠ | | | | | Blyth | | | FK | | *WB* | N.E.MarineEngCoLd Nwc | | |
| 73982 | **Erivan** Ⓟ | | 2692 | | | | | 1913 | NevskyS.B | U.S.S.R. | 286·1 | 40·7 | 26·6 | Vladvostk | T.3Cy.20″,32″&52″–39″ | | |
| | | | 1762 | | | | | | &Mch.Works | | B95′ | | | Russian | 169NHP | | |
| | | 2*Dks* | 1511 | | | | | | Leningrad | | | | | | NevskyS.B.&Mch.Works | | |
| 73983 | **Erlangen** | | 6101 | | | | | 1929 | Blohm& | Norddeutscher | 449·6 | 57·6 | 26·8 | Bremen | 1SRgearedSteamTurbine | | G |
| | D.F. E.S.D. | | 5402 | | | | | | Voss | Lloyd | P26′F412′ | | | German | | | |
| DOAJ | Sub.Sig. | 2*Dks* | 3654 | | | | | | Hamburg | | | | | *WB* | Blohm&Voss,Hamburg | | |
| 73984 | **Erling Brövig** | | 9970 | ✠100A1 | LAn | *e* † | CL | 1937 | Bremer | Partrederiet | 492·9 | 66·1 | 36·4 | Farsund | Oil Engines 2S.C.DA | 35 ″ 11 | |
| | D.F. E.S.D. | *Oil Eng.* | 9191 | ~~5,49~~ ~~11,29~~ 2,41 | Sba | | 2,41 | 12mo | Vulkan | "Brövigtank" | 510·7(O.L.) | | | Norwegian | 6Cy.23⅜″–43⅞″ 1167NHP | s 7 ″ 10 | |
| LJRB | *Mchy. Aft* | 1*Dk*,2*nd dk in mchy.space* | 5909 | ✠LMC12,37 | | | | | Vegesack | (Th.Brövig, *Mgr.*) | P113′F75′ | FK | | 12*BHptCem* | 2DB*170lb* | 28 ″ 4½ | |
| | *Cruiser Stern* | *Part electrically welded* | | DBS(WTB)3,39 | | | | *Lloyd's* | *sA&CP* | *Cell DBuE*75′ | | | | *pt Asp* | DB(WT)*170lb* | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | 222*t D* | *Tf*43′ 714*t FPT*164*t* | | | *APT*258*t* | Bremer Vulkan, Vegesack | | |
| 73985 | **Erling Jarl** Ⓟ | | 737 | | | | | 1895 | Trondhjms | DetNordenfjeldske | 196·2 | 26·8 | 12·0 | Tr'ndheim | T.3Cy.17½″,28″&46″–30″ | | |
| | | | 405 | | | | | | Mek.Verks. | Dampskibsselskab | H32*t* | | | Norwegian | NB09 116NHP | | |
| LDUK | | 1*Dk*&*Awng dk* | 427 | | | | | | Trondheim | | len09 | | | *WB* | TrondhjmsMek.Verks. | | |
| 73986 | **Erling Lindöe** | | 1281 | | | | | 1917 | N.V.Werf | A/S D/S Erling | 236·9 | 36·4 | 16·1 | Haugesnd | T.3Cy.17½″,29″&46″–36″ | | N |
| | | | 1122 | | | | | | deNoord | Lindöe(P.Lindöe& | P32′B65′F23′H76*t* | | | Norwegian | 127NHP | | |
| LDUL | Wireless | 1*Dk* | 751 | | | | | | Alblasserdm | Co.A/S) | | | | *WB* | AlblasserdamMsch.Fab. | | |
| 73987 | **Ermack** | TrpSc | 4955 | | | | | 1898 | SirW.G. | U.S.S.R. | 320·0 | 71·5 | 42·5 | Leningrad | T.9Cy.25″,39″&64″–42″ | | |
| | | (*Icebreaker*) | 2423 | | | | | | Armstrong, | | | | | Russian | NB27 796NHP | | |
| UNZO | | 3*Dks* | 2357 | | | | | | Whitworth | | | | | *WB* | Wllsnd Slipwy Co.Ld.Nwc | | |
| | | | | | | | | | &Co.Ld. | | | | | | | | |
| | | | | | | | | | Newcastle | | | | | | | | |
| 73988 | **Erminia** (*ex*Tirana–38, | TwinSc | 501 | | | | | 1921 | A/S Mar- | Soc.Anon.Agricola | 145·5 | 30·0 | 10·5 | Trieste | Oil Engines | | I |
| 424 | *ex*Mariu,*ex*Carlin,*ex*Fridius, | *Oil Eng.* | — | | | | | | stalSkibs. | Industriale per la | 141·0 | | | Italian | NE38 | | |
| IUWV | *ex*Vivien) | 1*Dk* | 406 | | | | | | Marstal | Produzione | | | | *WB* | Soc.Anon.Ansaldo,Genoa | | |
| | | | | | | | | | | Italiana di Cellu- | | | | | | | |
| | | | | | | | | | | losa (S.A.I.C.I.) | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Rs. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73989 510 ICIV | **Erminia Mazzella** (*ex*Mazic–38, *ex*Patrician–38, *ex*SaintJerome) | 5644 5291 3568 | ✠100A1 5,40 ~~12,39~~ BS12,39 ✠LMC10,38 | Yka Cal | *a*† | CL 9,38 | 1917 10mo | Russell& Co. Pt.Glasgow | P.Mazzella | 421·7 437·2 (O.L.) P38′B123′F53′ FK | 55·9 | 28·8 | Naples Italian | T.3Cy.27½″,45″&74″–51″(*r*) 180lb 561NHP 3SB,9*cf*,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk. | 31 ″ 4 s 6 ″ 0¾ 25 ″ 6 | |
| | | | | | | | | *Lloyd's SA&CP* | | | | | | | | | |
| | | | | | | | | *One inter mediate BH* | *and one 'tween dk Cell DB360′* | *BH dispensed with 1181t DTa36′1109t* | | | | 5 *BH to U dk* 1 ,, ,, 2nd,, *only* *APT31t* | | | |
| 73990 811 SZQY | **Ermioni** (*ex*Marinos–35, *ex*Ste.Marie–35, *ex*Oaktown–34, *ex*Par) 3Mst *ss*Bel.2ndNo.3–1,27 *ss*Bel.No.1–31 1*Dk*(*Stl*) | 440 293 237 | ✠ ... 2,36 ✠ | Ant | *g* | | 1902 3mo | J Fullerton &Co. Paisley | L.B.Delidimitris& M.K.Nicolaides | 155·5 Q85′B11′F25′ FK | 27·0 | 10·6 | Piræus Greek | C.2Cy.21″&42″–30″ 88NHP 3 *BH Cem* 1SB,*3pf*,GS53,HS1447 Ross&Duncan,Glasgow | 11 ″ 5 | |
| *Mchy.Aft* *Well deck* | | | | | | | | | | *DBamid* | | | | *FPT54t APT35t* | | | |
| 73991 DIBJ | **Ermland** Ⓟ D.F. Sub.Sig. TwinSc *Oil Eng.* 2*Dks* | 6523 6121 3802 | | | | | 1922 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 449·1 P&B371′F65′ | 58·4 | 25·6 | Hamburg German *WB* | Oil Engines 4S.C.SA 12Cy.28⅜″–51½″ 935NHP Blohm& Voss.Hamburg | | G |
| 73992 OZWA | **Erna** Wireless D.F. 1*Dk* | 1590 1212 940 | | | | | 1930 | Helsingörs Jernsk&Msk Elsinore | J.Lauritzen | 253·5 P16′Q80′B96′F33′ | 39·1 | 17·6 | Esbjerg Danish *WB* | C.4Cy.(2)14¾″&(2)31½″–31½″&LPTurbine HS2350 I84NHP HelsingörsJernsk.&Mskb. | | G |
| *New "Erna III," see No. 87945 in Supplement* | | | | | | | | | | | | | | | | | |
| 73993 DHGP | — Sub.Sig. 1*Dk* | 865 690 491 | | | | | 1922 | Howaldts- werke Kiel | ErnstRuss | 194·6 P12′Q43′B53′F24′ | 32·9 | 13·9 | Hamburg German *WB* | T.3Cy14⅜″,23¼″&38⅜″–25⅜″ 73NHP Howaldtswerke,Kiel | | G |
| 73994 DAXX | — (*ex*Prosper–33) *Mchy.Aft* 1*Dk&deep framing* | 751 643 404 | | | | | 1904 | Schömer& Jensen Tönning | Reederei "Erna" (F.Ivers&Co. G.m.b.H. *Mgrs.*) | 206·2 P155′F27′ | 31·0 | 13·0 | Stettin German *WB* | T.3Cy.15″,24¾″&40⅛″–28″ 85NHP Schömer&Jensen,Tonning | | G |
| 73995 | — *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* | 361 206 167 | | | | | 1940 | Zaanland- scheScheeps. Mij.Werf "CzaarPeter" Zaandam | J.J.Janssen& E.J.Hendriks | 136·1 P53′Q42′B43′F22′ | 24·0 | 8·3 | Haarlem Dutch *WB* | Oil Engines 2S.C.SA 4Cy.11⅛″–15¾″ 97NHP NV.KromhoutMtrnfbAms | | |
| 73996 OXYV | — (*ex*SailingVessel–39, *ex*Pepita–39) *Oil Eng.* (*See Sailing Ship Register*) | 319 270 250 | | | | | 1911 | L.Tranche- mer LaRichardais | ErikB.Kromann | 123·9 | 28·0 | 11·6 | Marstal Danish | Oil Engines 2S.C.SA 2Cy.15 15/16″–16 13/16″ 82NHP NE39 A/S Völund,Cpn. | | V |
| 73997 DJMQ | **Erna Gaulke** (*ex*Hartmut, *ex*Björnö) Comp *Oil Eng.* 1*Dk* | 400 318 204 | | | | | 1919 | A/S Frams Skibsbygger Larvik | ErnstGaulke& KarlernstGaulke | 145·1 P43′F22′ | 26·6 | 12·2 | Hamburg German | Oil Engines 4S.C.SA 4Cy.11″–16 15/16″ 46NHP NE38 DeutscheWerkeKielA.G. | | N |
| 73998 DMAV | **Erna Oldendorff** (*ex*Lena Petersen–39, *ex*Svend,*ex*SvendII) *ss*Nwc.No.3–6,37 *ss*Ros.No.1–27 D.F. 1*Dk&Web frames* | 2095 1899 1270 | ✠ ... 3,29 ✠ | | | | 1900 12mo | J.Priest- man&Co. Sunderland | EgonOldendorff | 289·8 P27′B68′F29′ | 42·2 | 20·4 | Lübeck German *WB* | T.3Cy.21″,35″&58″–39″ 205NHP N.E.MarineCo.Ld.Sld. | 21 ″ 7 | G † |
| 73999 IBOK | **Ernani** (*ex*Valacia,*ex*Luceric) 1735 D.F. *ss*Lon.No.3–2,23 *ss*Liv.No.1–27 2*Dks&deep framing&Shelter dk* | 6619 5981 4113 | ✠ ... 2,32 ✠ | | | | 1910 10mo | Russell& Co. Pt.Glasgow | GiovanniGavarone | 476·4 460·0 | 57·0 | 28·9 FK | Genoa Italian *WB* | T.3Cy.28½″,47″&78″–54″ 690NHP Rankin&Blackmore,Grk. | 31 ″ 6 | I † |
| 74000 165159 GZKZ | **Ernebank** *ss*Gls.No.1–41 D.F. E.S.D. 1*Dk&Shelter dk* 3*rd dk in No.1 hold* *Cruiser Stern* | 5388 4983 3323 | ✠100A1 *with freeboard* Gls 3,41 DBS1,41 ✠LMC1,41 *Carrying oil fuel F.P. above* *Carrying cargo oil F.P. above* | Cal | *b*† | CL 11,39 | 1937 2mo | Harland& Wolff,Ld. Belfast | BankLine,Ld. (A.Weir&Co. *Mgrs.*) | 431·7 448·4 (O.L.) | 57·3 | 24·9 FK | Belfast British | Oil Engines 4S.C.SA 6Cy.29½″–59 5/16″ 490NHP 2DB*120lb* | 29 ″ 10 s 3 ″ 7 26 ″ 5 | |
| | | | | | | | | *Lloyd's SA&CP* | *Cell DB360′1191t* | *FPT92t* | | | | *Coll to Sh dk* | | | |
| | | | | | | | | *150° F. in after peak* | *tank APT198t* | *DTsa30′1228t* | | | | 7 ,, 2*nd* ,, | | | |
| | | | | | | | | *150° F. or latex in* | *deep tanks aft & f* | *ore peak tank* | | | | | | | |
| 74001 216535 KJUI | **Ernest H. Meyer** (*ex*PointLobos) *ss*S.Fo.No.2–26 D.F. *Fitted for oil fuel* 1*Dk* | 2186 1944 1325 | ✠ ... 4,29 ✠ | | | | 1918 7mo | AlbinaEng &Mach.Wrks Portland,Or. | PortlandS.S.Co. (H.Lueddenmann, *Mgr.*) | 289·0 P24′B144′F32′ | 44·1 | 19·0 FK | Prtlnd, Or. Utd. States *WB* | T.3Cy.22″,37¾″&60″–42″ 313NHP EllicottMachineCorp.Bal. | 21 ″ 6 | R † |
| *New "Morlen," see No. 89065 in Supplement* | | | | | | | | | | | | | | | | | |
| 74002 222830 WOZQ | **Ernest T. Weir** (*ex*WorrellClarkson–36) *Mchy.Aft* D.F. GyC. Sub.Sig. 1*Dk* | 8203 — 6789 | | | | | 1923 | ToledoS.B. Co. Toledo,O. | NationalSteelCorp (M.A.HannaCo. *Mgrs.*) | 588·0 | 60·2 | 27·4 *WB* | Wilmgton (Del.) Utd.States | T.3Cy.25¾″,41½″&65″–42″ 274NHP ToledoS.B.Co.Toledo,O. | | R |
| 74003 277 IBIR | **Ernesto** (*ex*Arendskerk–35, *ex*St.Alban'sAbbey, *ex*Totmes) *ss*Rot.No.3–2,27 *ss*Rot.No.1–31 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*in No.1 hold* | 7272 6740 4564 | 5,34 | Rot | *d*† | | 1914 | Akt.Ges. "Neptun" Rostock | Soc.Italiana ErnestoBreda | 489·0 473·9 F50′*on Shelter dk* | 61·1 | 28·6 FK | Venice Italian *Cem* | T.3Cy.30¾″,48⅞″&81″–55″ 748NHP 4SB,*12cf*,GS240,HS11128 A.G."Neptun,"Rostock | 31 ″ 3 | I † |
| | | | | | | | | | *Cell DB424′1698t* | *Collision BH to Sh dk* *FPT90t APT22t* | | | | 8 ,, ,, *U* ,, | | | |
| 74004 LOFM | **Ernesto Tornquist** (*ex*Kom- mandörenI, *ex*Hampstead Heath, *ex*Craftsman) *ss*N.Yk.2ndNo.3–11,21 *ss*Osl.No.1–24 *Fitted for oil fuel* (*Whale Oil Factory*) 2*Dks&deep framing&Web frames* | 6547 5865 4028 | ✠ ... 11,27 ✠ | | | | 1897 7mo | C.Connell &Co. Glasgow | Cia.Argentina de Pesca | 450·0 P35′B158′F34′ | 52·5 | 30·7 FK | Bns.Aires Argentine *WB* | T.3Cy.27½″,45½″&75″–60″ 583NHP Dunsmuir&Jackson,Gls. | 33 ″ 9 | N † |
| 74005 DAQS | **Ernst** (*ex*Wolf) Iron *ss*Ham.No.2–92 1*Dk*(*Irn*) | 558 406 340 | ✠ 6,97 | Ham | *h* | | 1884 4mo | Kon.Maats deSchelde Flushing | WernerPeters | 170·8 *D Ba24′80t FPT* | 25·3 BK7″ | 13·2 *38t APT15t* | Stettin German *Cem* | C.2Cy.20½″&38⅜″–29 7/16″ NB04 66NHP Maats.deSchelde,Flushing | 14 ″ 1 | G † |
| 74006 DMBY | **Ernst Brockelmann** Sub.Sig. D.F. *Cruiser Stern* | 1900 1562 1120 | | | | | 1927 | Akt.Ges. "Neptun" Rostock | ErichAhrens | 266·7 P26′Q92′B110′F30′ | 42·2 | 16·9 | Rostock German *WB* | T3Cy19 9/16″31½″&51 1/16″–35 7/16″ 156NHP A.G."Neptun,"Rostock | | G |
| 74007 DHGQ | **Ernst Hugo Stinnes 11** 3Mst Sub.Sig. D.F. *Mchy.Aft* E.S.D. *Cruiser Stern* 1*Dk* | 3295 2619 1715 | | | | | 1928 | Nüscke& Co.Akt.Ges. Stettin | HugoStinnesReed A.G. | 302·6 P89′F27′ | 47·7 | 22·4 | Hamburg German *WB* | C.4Cy.(2)18⅛″&(2)39⅜″–39⅜″ 195NHP A.BorsigG.m.b.H.Berlin | | G |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Force assignée maintenant. | Lettre d'Équipement. | 7* Date de la dernière visite de l'acte porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Contre-Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francs-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | Registres de code, si ce n'est dans le L. R. Davis Cert. R. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74008 | **Ernst L.-M. Russ** | 2957 / 2628 / 1667 | | | | | | 1937 | Flensburger Schiffsb.Ges. Flensburg | Schiffahrt und Assekuranz Ges.E.Russ&Co. | 341·3 \| 52·7 \| 18·2 P27'B&F308' *UpperF28'* | | | Hamburg German *WB* | T.3Cy.22½",34½"&56½"–37½"&L.P.turbine with DRgearing & hydraulic coupling HS4844 365NHP FlensburgerSchiffsb.Ges. | | G |
| DJSX | D.F. 1 *Dk* *CruiserStern* | | | | | | | | | | | | | | | | |
| 74009 | **Erodona** | 6207 | ✠100A1 Bkn | Fal | *a*† | CL | | 1937 | N.V.C.Van derGiessen& Zonen'sSchps Krimpen | Anglo-Saxon PetroleumCo.Ld. | 432·1 \| 54·6 \| 30·8 446·3(O.L.) P87'B38'F48' FK | | | London British 16*BH* | Oil Engines 4S.C.SA 6Cy.25⅝"–55½" 377NHP DB*180lb* | 31 " 0 s 5 " 6¾ 25 " 8½ | |
| 165410 | D.F. E.S.D. *OilEng.* | 5501 | | | | | | 3mo | | | | | | | | | |
| GZLQ | *Mchy.Aft* 1 *Dk*,2nd *dk clear of* *CruiserStern* cargo tanks | 3594 | *CarryingPetroleum in bulk* | | | | | *Lloyd'sA&CP* | | *CellDBuE63' 132t D* | *Tf25'257t FPT103t* | | | *APT55t* | WerkspoorN.V.Ams. | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 74010 | **Erol** (*ex*Tello–35,*ex*Troja) | 2483 | ✠ 7,31 | Dnz | *s* | | | 1918 | Dominion S.B.Co.Ld. Toronto, Ont. | SirketiHayriye (BosphorusS.N. Co.) | 251·0 \| 43·5 \| 25·8 P25'B68'F20' FK | | | Istanbul Turkish | T.3Cy.20",33½"&55"–40" 253NHP | 28 " 2 | I † |
| TCGC | *ssOsl.No.2–28* 1 *Dk(Stl)* | 2224 1490 | ✠ | | | | | | | *CellDBa76'u* | *E26'f96'482t FPT* | | | *4BHCem 72t APT94t* | 2SB,*6cf*,GS126,HS4534 JohnInglisCo.Ld.Toronto | | |
| 74011 | **Eros** | 5888 | ✠100A1 Bkn | | *a*† | CL | | 1936 | Harland& Wolff,Ld. Belfast | MorantS.S.Co.Ld. (M.A.Kerwin, *Mgr.*) | 415·4 \| 54·8 \| 30·4 431·5(O.L.) P34'B133'F41' FK | | | Belfast British *7BHptCem* | T4Cy28½",47½"&(2)57"–51" &elec.drivefromLPturbine 260lb (*s*) FD 1084NHP 5SB(Spt),20*cf* GS357, HS14270 Harland&Wolff,Ld.Bel. | 33 " 6 s 8 " 8½ 24 " 10¾ | |
| 163222 | *with freeboard* | 5042 | | | 2 | | | 4mo | | | | | | | | | |
| GYSB | *Ref.Mchy.* 2 *Dks*,3rd&4th *dks in holds* | 2972 | 11,39 ✠LMC4,36 | | | | | *Lloyd'sA&CP* | | | | | | | | | |
| | D.F. E.S.D. *CruiserStern* | | ✠Lloyd'sRMC~~4,36~~ 5,40 | | | | | | | *CellDB344'945t* | *Tanks in way of tunnel 378t FPT70t* | | | *APT158t* | | | |
| | | | for temp. 20° F. | | | | | | | | | | | | | | |
| | | | *Three lower decks for fruit cargoes* | | | | | | | | | | | | | | |
| | | | *Fitted for oil fuel* 4,36 *F.P. above* 150° F. | | | | | | | | | | | | | | |
| 74012 | — | *2151* | ✠100A1 Got | | *s* | CL | | 1898 | R.Craggs &Sons Middlesbro' | Rederiet"Belos" (O.Hillerström, *Mgr.*) | 292·0 \| 43·2 \| 18·9 P27'B56'F33' FK | | | Hlsngborg Swedish | T.3Cy.21½",36"&58½"–39" 160lb *100lb* NDB14 233NHP | 21 " 4 s 3 " 5¼ | |
| 5531 | (*ex*Vessman, *ssGot.3rdNo.3–2,36* | *1944* | 9,39 | | | | | 8mo | | | | | | | | | |
| SDNT | *ex*Enon,*ex*Biarritz, | *1282* | BS4,39 ✠LMC2,36 | | | | | A&CP | | *CellDBa88'u* | *E&S B36'f114'607t* | | | *5BHCem APT148t* | 2SB(Spt)*6pf*,GS112,HS3786 Furness,Westgarth&Co. Ld.Mdb. | 18 " 1 | |
| | *ex*RoyalExchange) 1 *Dk(pt Iron& pt Stl)&deep framing* | | | | | | | | | | | | | | | | |
| | D.F. | | | | | | | | | | | | | | | | |
| 74013 | — | 974 | | | | | | 1922 | Pusnæs Stöperi&M.V Arendal | RasmusF.Olsens RederiA/S (RasmusF.Olsen) | 210·7 \| 33·2 \| 13·7 P37*t*Q80*t*B97*t*H47*t* | | | Bergen Norwegian *WB* | T.3Cy.15",25"&40"–30" 88NHP PusnæsStöperi&Mek.Verk | | N |
| | | 686 | | | | | | | | | | | | | | | |
| LDUM | 1 *Dk* | 560 | | | | | | | | | | | | | | | |
| 74014 | — **WoodAuxScSr** | 499 | | | | | | 1920 | Co.-op. NinoBixio Castellmmre | A.Zerauschek | 180·4 \| 31·0 \| 15·5 154·7 | | | Zara Italian | Oil Engine 4S.C.SA 8Cy8½"–14½" NE35 52NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | | I |
| 27 | (*ex*NuovaItalia–34) *OilEng.* | 469 | | | | | | | | | | | | | | | |
| IMQY | 1 *Dk2trB* | 367 | | | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 74015 | **Erpel** | 1771 / 1439 | | | | | | 1927 | Akt.Ges. "Neptun" Rostock | ArgoReederei RichardAdler&Co. | 276·1 \| 42·1 \| 15·6 P15'B&F255' | | | Bremen German *WB* | T.3Cy.21⅝",35"&57½"–37⅜" & 1 LP Turbine 223NHP A.G."Neptun,"Rostock | | G |
| DOET | D.F. E.S.D. Sub.Sig. 2 *Dks* *CruiserStern* | 817 | | | | | | | | | | | | | | | |
| 74016 | **Erria** (P) **TwinSc4Mst** ~~**TwinSc**~~ | 8786 | ✠100A1 ~~Cpn~~ | | *d*† | CL | | 1932 | Nakskov Skibs.A/S Nakskov | Ministry of Shipping(United BalticCorporationLd.*Mgrs.*) | 440·3 \| 62·2 \| 33·7 463·0(O.L.) P31'B225'F70' FK | | | Liverpool British *7BH* | Oil Engines 2S.C.DA 12Cy.17⅛"–47½" DB*120lb* 1283NHP Akt.Burmeistr&Wain,Cpn | 37 " 3 s10 " 0½ 27 " 4½ | BT till 8,41 |
| ~~1730~~ | *Oil Eng.* | 6886 | *withfreeboard* Liv | | | | | 1mo | | | | | | | | | |
| ~~Vssd~~ | *Ref.Mchy.* *ssCpn.No.1–36* | ~~6582~~ | Examined 2,41 | | | | | *Lloyd'sA&CP* | *CellD* | *B378'1384t tanks in* | *way of tunnels Ta12'280t FPT80t* | | | *APT100t* | | | |
| ~~Vssd~~ | D.F. E.S.D. 2 *Dks(Stl)* 3rd *Dk(Stl) in* | 5596 | ✠LMC CS12,36 | | | | | | | | | | | | | | |
| GNRM | *Nos.1 & 3 holds* | | DBS~~6,39~~6,40 9,37 | | | | | | | | | | | | | | |
| | 3rd *Dk for fruit cargoes in Nos.2 & 4 holds* | | ✠Lloyd'sRMC~~2,40~~ 12,40 | | | | | | | | | | | | | | |
| | | | No. 4 'tween dk. chambers for temp. 14°F., all other chambers for temp. 32° F. | | | | | | | | | | | | | | |
| 74017 | **Errington Court** | 4913 | ✠100A1 ~~Bry~~ | | *y* | CL | | 1925 | Workman, Clark&Co.Ld. Belfast | CourtLine,Ld. (Haldin&Philipps, Ld. *Mgrs.*) | 396·6 \| 53·1 \| 26·5 410·8 (O.L.) P46'B119'F41' FK | | | London British | T.3Cy.26",42"&70"–48" (*r*) 180lb 414NHP | 29 " 0 s 5 " 6½ | |
| 148611 | *ssCff.No.3–3,37* | 4560 | Examined 3,41 Hul | | | | | 6mo | | | | | | | | | |
| GLMS | D.F. 1 *Dk(Stl)* | 2988 | ~~BS6,406,41~~ ✠LMC2,37 | | | | | *Lloyd'sA&CP* | | *CellD B345'1057t FPT98t* | | | | *6BHCem APT174t* | 3SB,*9cf*,GS198,HS7017 Wrkman,Clark&CoLd.Bel | 23 " 8 | |
| 74018 | **Errol** (*ex*Kestor–39) | 311 | ✠100A1 Shl | | *e* | OG | | 1936 | GooleS.B. &Repg.Co. Ld. Goole | Dundee,Perth& LondonShipping Co.Ld. | 135·0 \| 24·6 \| 7·7 P34'Q47'F15' FK | | | Dundee British | Oil Engines 4S.C.SA 6Cy.11"–17⅛" 70NHP | 9 " 8 s 3 " 5 | |
| 164716 | *Oil Eng.* | 199 | 3,39 | | | | | 9mo | | | | | | | | 9 " 6¾ | |
| MLYM | *Mchy.Aft* 1 *Dk* *CruiserStern* | 164 | NE1,18 ✠LMC1,38 | | | | | *Lloyd'sA&CP* | | *CellDB84'104t FPT28t* | | | | *3BHCem APT15t* | Humboldt-Deutzmotoren A.G.Köln-Deutz | | |
| 74019 | **Ersilia** **WoodAuxBkn** | 370 | | | | | | 1920 | G.Picchiotti Forte dei Marmi | GiacomoDelfino | 138·7 \| 30·1 \| 13·9 121·3 | | | Spezia Italian | Oil Engines 4S.C.SA 6Cy.6½"–12⅝" 26NHP *Emade&fitted* SocAn"Fiat"S G.M.Turin | 35 | I |
| 84 | (*exSailingVessel* *OilEng.* | 343 | | | | | | | | | | | | | | | |
| IMRQ | Sant'Jacopo–35) 1 *Dk2trB* | 302 | | | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 74020 | **Erviken** | 6595 | ✠100A1 NNs | | *z* | CL | | 1921 | W.Doxford &Sons,Ld. Sunderland | Wallem&Co.A/S (H.J.Wallem, *Mgr.*) | 420·0 \| 54·0 \| 34·4 FK | | | Bergen Norwegian | T.3Cy.26",44½"&75"–54" (*s*) 180lb 577NHP | 37 " 0 s 8 " 11½ | |
| | *ssShi.No.3–12,33* | 6297 | *Shelter dk* ~~Cff~~ Gms | | ~~1,39~~ | | | 5mo | | | | | | *ptCem* | 3SB,*9cf*,GS189,HS8530 FD | 28 " 4 | |
| LCIT | *ssH.Kg.No.1–39* | 4134 | *withfreeboard* | | 11,40 | | | *Lloyd'sA&CP* | *Inter* | *mediate BH in fore* | *hold dispensed with* | | | *4BHtoSh dk* | W.Doxford&Sons,Ld.Sld. | | |
| | D.F. 1 *Dk(Stl)&Shelter dk(Stl)* | | ~~12,10~~ ~~1,40~~ 5,41 BS3,41 | | | | | | | *CellDB360'1165t* | *FPT105t APT127t* | | | 5 " " *U* " | | | |
| | | | ~~BS1,40~~ ✠LMC1,39 | | | | | | | | | | | | | | |
| | | | *Fitted for oil fuel* 5,21 *F.P. above* 150° F. | | | | | | | | | | | | | | |
| 74021 | **Erzurum** (P) (*ex*Souirah,*ex*Zafiro) | 2539 | ✠ ... | | | | | 1901 | D.J.Dunlop &Co. PortGlasgow | T.C.Münakalât VekâletiDevlet DenizyollariIsletmeU.M. | 294·6 \| 40·8 \| 15·2 P23'B121'F41' FK | | | Istanbul Turkish *WB* | T.3Cy.22¼",37"&60"–45" 340NHP D.J.Dunlop&Co.P.Gls. | 25 " 1 | |
| | *ssH.Kg.No.3–11,13* | — | 10,16 | | | | | 9mo | | | | | | | | | |
| TCBD | 1 *DkSpar dk&Web frames* | 1569 | ✠ | | | | | | | | | | | | | | |
| 74022 | **Esbjerg** (P) **TwinSc** | 2762 | ✠100A1 Lon | | *u* | OG | | 1929 | Helsingörs Jernsk&Msk. Elsinore | DetForenede Dampskibsselsk. | 306·3 \| 44·2 \| 25·9 F38' FK | | | Esbjerg Danish | Oil Engines 4S.C.SA 12Cy.21½"–35⅞" 545NHP | 28 " 6 s11 " 0½ 17 " 10 | |
| | *Oil Eng.* | 1519 | *withfreeboard* | | | | | 4mo | | | | | | *6BHCem* | DB*75lb* | | |
| OXCE | D.F. *ssEls.No.2–37* | 1553 | 5,39 | | | | | *Lloyd'sA&CP* | | *CellDB233'* | | | | *2 " to 2nd dk* | Akt.Burmeistr&Wain,Cpn | | |
| | *Ref.Mchy.* 2 *Dks(Weather dk Stl–ws)* | | ✠LMC CS6,37 | | | | | | | *367t twin* | *tanks 9'52t FPT56t* | | | *APT70t* | | | |
| | Sub.Sig. 3rd *dk in holds* | | DBS6,39 6,37 | | | | | | | | | | | | | | |
| 74023 | **Esbjörn** (*ex*Maderas,*ex*Richard) | 1905 | ✠100A1 Got | | *r* | CL | | 1904 | Craig,Taylor&Co.Ld. Stockton | RederiA/BEsbjörn (O/YKnudsen& LindforsA/B*Mgs.*) | 278·2 \| 38·2 \| 18·2 289·6(O.L.) P26'B72'F28' FK | | | Helsingfrs Finnish | T.3Cy.19",31"&51"–33" (*s*) 180lb NDB23 167NHP | 20 " 7 s 2 " 11½ | |
| | *ssGot.2ndNo.3–5,30* | — | ~~6,40~~ ~~1,40~~ 1,41 NYk | | | | | 8mo | | | | | | *4BHptCem* | 2SB,*4pf*,GS74,HS2654 | 17 " 10 | |
| OFBG | *ssGot.No.2–39* | 1021 | ✠LMC | | | | | *Lloyd'sA&CP* | *Cell* | *CellDBa* | | | | *ptAsp* | N.E.MarineEng.Co.Ld.Sld. | | |
| | D.F. 1 *Dk(Stl)&deep framing* | | MS5,39 BS~~1,41~~ 1,41 | | | | | | | *90'uE16'f116'406t* | *FPT79t APT87t* | | | | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed. (a) in L.R. (b) in Bk. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74024 / ONXH | **Escaut** | *Oil Eng.* / *Mchy. Aft* / Wireless D.F. / 1 *Dk & Shelter dk* / *Cruiser Stern* | 1087 / 936 / 529 | ✝100A1 Ant *o* / *with freeboard* Sus / 12,40 ~~,40~~ ✝LMC5,38 | | | CL 4,40 | 1938 / 5mo / *Lloyd's* | Soc. Anon. Jhn. Cockerill Hoboken / *SA&CP* | Cie. Nationale Belge de Transports Maritimes (L. Dens & Co. Ltd. *Mgrs.*) / *Cell D Bu E32′ f 157′ 370t* | 230·0 \| 36·3 \| 13·3 (O.L.) 246·7 / F18′ FK / *FPT 48t APT 59t* | Antwerp Belgian / *4 B Hpt Cem pt Asp* / (*Coll to Sh dk* 3 „ 2*nd* „ ) | Oil Engines 2S.C.SA 6Cy.13¾″–24 7/16″ 198NHP DB 75*lb* Soc. An. J. Cockerill Seraing | 15 // 6 s // 2 15 // 5¼ | |
| 74025 / PDYY | — | *Oil Eng.* / *Mchy. Aft* / 1 *Dk* / *Cruiser Stern* | 348 / 285 / 234 | | | | | 1929 | N.V. Schpw v. J. Smit, Czn Alblasserdam | W.H. Müller & Co. N.V. | 145·0 \| 24·5 \| 10·2 P36′ F13′ | | | Rottrdam Dutch / *WB* | Oil Engines 4S.C.SA 6Cy.11″–19½″ 70NHP Motorenfabr. "Deutz" A.G. Köln-Deutz | | G |
| 74026 / DROS | **Eschenburg** (*ex* Silvia, *ex* Sestri, *ex* Slien, *ex* Edna, *ex* Président Corty) | 1 *Dk* | 1000 / 806 / 598 | | | | | 1909 | Flensburger Schiffsb. Ges. Flensburg | Lübeck-Wyburger Dmpsfahrts. Ges. | 209·8 \| 34·2 \| 13·9 P22′ Q47′ B45′ F21′ | | | Lübeck German / *WB* | T.3Cy.15″,25⅝″&44½″–29½″ 106NHP Flensburger Schiffsb. Ges. | 15 // 11 | G |
| 74027 / EAOL | **Escolano** Ⓟ | 3 *Dks* | 3058 / — / 2248 | | | | | 1919 | Soc. Españ-ola de Cst Nav Carthagena | Cia. Trasmediter-ranea | 310·0 \| 43·4 \| 29·0 | | | Valencia Spanish | T.3Cy.24″,40″&65″–45″ 283NHP Soc. Española de Cnst. Nav. | | V |
| 74028 / EAOL | **Esja** Ⓟ — Twin Sc | Wireless D.F. E.S.D. *Oil Eng.* / *Ref. Mchy.* *Cruiser Stern* 2 *Dks* | 1347 / 995 / 740 | | | | | 1939 | Aalborg VærftA/S Aalborg | Government of Iceland (Skipaut-gerd Rikisins) | 214·0 \| 35·5 \| 21·4 B84′ F35′ | | | Reykjavik Icelandic / *WB* | Oil Engines 2S.C.SA 12Cy.13⅜″–22 7/16″ 376NHP A/B Atlas-Diesel, Skm. | | |
| 74029 / 164117 / GZRJ | **Eskbank** | *Oil Eng.* / 1 *Dk & Shelter dk* / 3*rd dk in No. 1 hold* / D.F. E.S.D. *Cruiser Stern* / *Tonnage opening closed '41 (W.E.)* | 5137 / 4697 / 3039 | ✝100A1 Shi *a*† / *with freeboard* ~~Shs~~ Grk / ~~3,41~~ 12,39 ✝LMC4,37 / 3,41 ✝LMC(M)5,39 / *Carrying cargo oil* F.P. abo / *Carrying later x in fore* peak t | | | CL 8,40 | 1937 / 4mo / *Lloyd's* / *ve* 150° / *tank* | Wm. Dox-ford & Sons Ld Sunderland | Inver Transport & Trading Co. Ltd. (A. Weir & Co, *Mgrs.*) / *SA&CP* / F. *in deep tank* *Cell D B347* | 423·2 \| 55·5 \| 24·7 438·6 (O.L.) FK / 1311*t* *DT* a29′ 1132*t FPT* 150*t* | Glasgow British / *8 BH* / (*Coll to Sh dk* 7 „ 2*nd* „ ) / *APT* 190*t* | Oil Engines 2S.C.SA 4Cy.23⅝″–91 5/16″ 687NHP 2 DB *120lb* Wm. Doxford & Sons, Ld. Sld | 37 // 3 s 11 // 1½ 26 // 6¼ | |
| 74030 / 137262 / MGTX | **Eskburn** (*ex* Northwick) | *ss* Shl. No. 3–10,33 / *Well deck* *ss* Shl. No. 1–38 / *Mchy. Aft* 1 *Dk* (*Stl*) / *Cargo battens not fitted* | 472 / 339 / 236 | ✝100A1 Shl *g* / ~~3,40~~ 12,40 Nwc / ✝LMC / MS3,38 BS3,40 | | | CL 6mo ~~8,40~~ 8,40 11,40 | 1917 / 6mo / *Lloyd's* | Swan, Hun-ter & Wigham Richardson, Ld Sunderlnd | British Isles Coasters, Ld. | 158·2 \| 26·1 \| 10·8 Q57′ F24′ FK | Middlsbro' British / *3 BHCem* *FPT 69t* | T.3Cy.12″,20″&34″–23″ (*s*) 180lb 70RHP 1SB, *2pf*, GS42, HS1303 W. Beardmore & Co. Ld. Gls. | 11 // 9 s 1 // 0 10 // 10 | |
| 74031 / 161403 / GFYL | **Eskdalegate** | *ss* Cff. No. 2–38 / 1 *Dk* (*Stl*) | 4250 / 3927 / 2684 | ✝100A1 Bkn *j* / 4,41 ~~4,40~~ Ltn / ~~BS5,39~~ 6,40 ✝LMC7,38 | | | CL 6,39 | 1930 / 4mo / *Lloyd's* | Burntislnd S.B. Co. Ld Burntisland | Turnbull Scott Shipping Co. Ld. (Turnbull, Scott & Co. *Mgrs.*) / *SA&CP* / *Cell D B317′ 1116t FPT 9 5t APT 141t* | 372·0 \| 52·4 \| 25·2 383·3 (O.L.) P48′ B226′ F32′ FK | London British / *6 BHpt Cem* *APT 141t* | T.3Cy.23″,39″&65″–45″ (*s*) 200lb HS5851 354NHP 2SB, &1 Aux B, *8cf*, GS167 D. Rowan & Co. Ld. Gls. | 27 // 6 s 3 // 4½ 24 // 4¾ | |
| 74032 / 163535 / GWXM | **Eskdene** | *ss* Sws. No. 1–38 / 1 *Dk* | 3829 / 3430 / 2281 | ✝100A1 Shl *n* / 10,40 ~~,40~~ ~~12,38~~ / ✝LMC12,38 / BS10,40 | | | CL ~~12,38~~ 6,40 | 1934 / 10mo / *Lloyd's* | Bartram & Sons, Ld. Sunderland | Eskdene Shipping Co. Ld. (Dene Management Co. Ld. *Mgrs.*) / *SA&CP* / *Cell D* | 371·0 \| 51·5 \| 22·4 384·1 (O.L.) P47′ B225′ F31′ FK / *B326′ 1021t FPT 10* | London British / *6 BHpt Cem* *1t APT 190t* | T.3Cy.24″,40″&66″–45″ (*s*) 200lb *120lb* 327NHP 2SB (Spt) *6cf*, GS127, HS4925 J. Dickinson & Sons, Ld. Sld. | 24 // 10 s 2 // 10¾ 22 // 1½ | |
| 74033 / UOET | **Eskimos** Ⓟ (*ex* Eastern Belle) | 2 *Dks* | 3108 ✝ / 2676 / 1870 | ... / 5,21 ✝ | | | | 1919 / 12mo / *Lloyd's* | Ishikawa-jima S.B.&E. Co. Ld. Tokyo | U.S.S.R. | 305·1 \| 43·7 \| 25·2 P25′ B92′ F30′ FK | Vladivostk Russian / *WB* | T.3Cy.22″,37″&61″–42″ 338NHP Ishikawajima SB&E Co. Ld. | 27 // 3 | |
| 74034 / 128813 / MDPW | **Eskwood** | *ss* Apl. 2nd No. 3–5,35 / *ss* Liv. No. 1–39 / *Mchy. Aft* 1 *Dk* (*pt Irn & pt Stl*) / *Well deck* *Cargo battens not fitted* | 791 / 562 / 370 | ✝100A1 Liv *k* / ~~11,39~~ 10,40 / ✝LMC / BS12,38 MS7,39 / 4,40 | | | CL 6,39 | 1911 / 8mo / *Lloyd's* | W. Harkess & Son, Ld. Middlesbro' | Mersey Ports Stevedoring Co. Ld. / *SA&CP* / *Cell* | 195·0 \| 30·0 \| 11·6 201·8 (O.L.) Q109′ B13′ F24′ FK / *D B f 117′ 158t FPT* | Goole British / *3 BHCem* *79t APT 3t* | T.3Cy.16″,27″&44″–30″ (*s*) 180lb *75lb* 131NHP 1SB, *3pf*, GS60, HS2262 Blair & Co. Ld. Stockton | 13 // 10 s 4 // 0¾ 13 // 4½ | |
| 74035 / 161898 / VOQV | **Esmond** (*ex* Traprain Law–33) | *ss* Npt. No. 2–39 / D.F. E.S.D. 1 *Dk* (*Stl*) | 4975 / 4587 / 3131 | ✝100A1 Mch *z* / ~~2,41~~ ~~2,40~~ 4,41 Lon Nwc / ✝LMC1,39 / ~~DBS10,39~~ ~~MBS2,40~~ / BS2,41 | | | CL 2,40 | 1930 / 1mo / *Lloyd's* | C. Connell & Co. Ld. Glasgow | Anglo-Newfound-land S.S. Co. Ld. (Donaldson Bros. & Black, Ld. *Mgrs.*) / *SA&CP* / *Cell D B344′* | 405·3 \| 53·4 \| 26·1 421·1 (O.L.) P35′ B255′ F40′ FK / 1037*t D T a* 27′10 | S Jhns NFL British / *6 BHCem* / *45t APT 33t* | T.3Cy.25″,38½″&70″–48″ & exhaust turbine driving steam compressor (*s*) 200lb *100lb* 442NHP 2SB, *8cf*, GS143, HS6002 FD D. Rowan & Co. Ld. Glasgow | 28 // 7 s 4 // 0 24 // 10 | |
| 74036 / 140654 / GDTF | **Esneh** (*ex* Western Coast) | *ss* Liv. No. 3–5,32 / *ss* Liv. No. 1–37 / D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | 1931 / 1620 / 955 | ✝100A1 Liv *s* / *Shelter dk* Liv / *with freeboard* / Examined 12,40 / ✝LMC 12,40 | | | CL 12,39 | 1919 / 9mo / *Lloyd's* | Swan, Hun-ter & Wigham Richardson, Ld Sunderlnd | Moss Hutchison Line, Ld. / *SA&CP* / *Cell D B248′ 501t* | 290·0 \| 42·5 \| 18·8 FK / *FPT 31t APT 39t* | Liverpool British / *pt Cem* *2 BH to S dk* 4 „ „ *U* „ | T.3Cy.22″,36″&59″–39″ (*s*) 180lb 324NHP 3SB, *6cf*, GS123, HS4960 FD Richardsons, Westgarth & Co. Ld. Sld. | 21 // 2 s 1 // 4¾ 19 // 11 | |
| 74037 / 01UA | **Espagne** (*ex* Turin) | 1 *Dk* | 1759 / 1560 / 1030 | | | | | 1911 | Akt. Ges. "Neptun" Rostock | Cie Nationale Belge de Transp. Marit. (Armement Deppe, *Mgrs.*) / *Cell D B344′* | 287·1 \| 41·1 \| 16·9 P & B226′ F31′ FK / 1037*t D T a* 27′10 | Antwerp Belgian / *WB* / *45t APT 33t* | T.3Cy.22⅛″,35 7/16″&55⅜″–37 7/16″ 192NHP A.G. "Neptun," Rostock | | V |
| 74038 / DHGT | **España** Ⓟ | *Fitted for oil fuel* / Sub. Sig. 2 *Dks & Shelter dk* / D.F. *Ref. Mchy.* *Corrugated sides* | 7465 / 5135 / 4532 | | | | | 1921 | Howaldts-werke Kiel | Hamburg-Süd-Amerik. Dampf-schifffahrts Ges. | 413·3 \| 55·2 \| 36·2 F43′ H– 60·2 | Hamburg German / *WB* | T.3Cy.28 1/16″,45 5/16″&74 3/16″–55 5/16″ & 1 LP Turbine 585NHP Howaldtswerke, Kiel | | G |
| 74039 / EAEJ | **España No. 3** (*ex* Roma) | D.F. 1 *Dk & Spar dk* | 2188 / 1985 / 1594 | | | | | 1906 | Akt. Ges. "Neptun" Rostock | Spanish Govern-ment | 260·1 \| 38·3 \| 22·5 H26′ | Carthagna Spanish / *WB* | T.3Cy.20 1/16″,32 3/16″&52″-35 3/8″ 160NHP A.G. "Neptun," Rostock | | |
| 74040 / 212606 / KDAO | **Esparta** | Sub. Sig. *Fitted for oil fuel* / D.F. *Ref. Mchy.* 3 *Dks & Shelter dk* | 3365 / 3095 / 1927 | | | | | 1904 | Workman, Clark & Co. Ld Belfast | United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*) | 330·6 \| 44·5 \| 28·9 | New York Utd. States / *WB* | T.3Cy.25″,41″&68″–48″ 320NHP Wrkman, Clark & Co. Ld Bel | | C |
| 74041 / 174202 / TNJG / ZAAL | **Espérance** Ⓟ (*ex* Saint Luc, *ex* Kohistan) | 2 Twin Msts / *ss* Lon. No. 1–27 / *Fitted for oil fuel* / D.F. 2 *Dks* | 5072 / 3949 / 3026 | ✝ ... / 12,31 ✝ | | | | 1923 / 6mo | W. Gray & Co. Ld. W Hartlepool | ~~Cie des Messageries Maritimes~~ Ministry of Shipping | 351·5 \| 52·4 \| 26·7 P30′ B215′ F35′ FK | Aden British / *WB* | T.3Cy.26″,42″&70″–48″ 515NHP Cen. Mar. Eng. Wrks. W Hpl | 29 // 4 | V ✝ |
| 74042 / 151802 / GSMP | **Esperance Bay** Ⓟ — Twin Sc (*ex* Hobsons Bay–36) | *ss* Lon. No. 3–5,34 / *ss* Lon. No. 1–38 / 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–ws) 3*rd dk* / *Ref. Mchy.* (*Stl*) *in forward holds* / D.F. E.S.D. | 14204 / 11883 / 8572 | ✝100A1 PNl *i*† / *Shelter dk* / *with freeboard* / 11,39 ✝LMC / MS10,37 BS7,39 / ✝Lloyd's RMC 7,39 | | | CL S9,37 P7,38 | 1922 / 1mo / *Lloyd's* | Vickers, Ld. Barrow | Aberdeen & Commonwealth Line, Ld. (Shaw Savill & Albion Co Ld. *Mgrs*) / *Cell D B458′ 2228t* / *Tanks between Tunn* | 530·6 \| 68·3 \| 39·9 549·0 (O.L.) B208′ F78′ *on Shelter dk* FK / *MT 24′ 1016t* *els 51′ 195t FPT 128t* | London British / *pt Cem* *9 BH to Sh dk* / *APT 142t* | 4 Steam Turbines DR geared (*r*) to 2 Sc. Shafts 220lb HS25923 FD 1977NHP 3 DB (Spt) & 2SB (Spt), *32cf* GS663 Vickers, Ld. Barrow | 43 // 6 s 10 // 8½ 33 // 1½ | |
| 74043 / 1499 / IBUK | **Esperia** Ⓟ — Twin Sc | D.F. Sub. Sig. *Fitted for oil fuel* 4 *Dks* | 11398 / 6643 / 5963 | *Fitted for oil fuel* 1,22 *F.P. above* 150° F. | | | | 1918 | Soc. Eserci-zio Bacini Riva Trigoso | "Adriatica" Soc. Anon. di Nav. | 527·9 \| 61·9 \| 31·0 493·9 P29′ | Genoa Italian / *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts N. Odero fu A. Sestri P. | | I |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 / 6 / 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné à l'entretien et expire. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 / 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille à Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registre de cote si ce n'est dans le L. R. Durée. Cert. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74044 | **Esperos** (P) (*ex*North Voyageur–37, | *1461* | ✠ ... | Qbc | | | 1918 | BlythS.B. | HellenicShipping& | 255·2 | 35·0 | 16·2 | Piræus | T.4Cy.22″,35″&(2)40″–30″ | 18 ″ 0 | |
| 918 | *ex*Nayarit,*ex*Sinaloa, *ss*Mtl.No.3–8,30 | *827* | 4,38 | | | | 4mo | &D.D.Co.Ld. | CommercialCo.Ltd. | | | | Greek | 237NHP | | |
| SZNR | *ex*Ivy) Wireless *ss*Qbc.No.1–34 | *850* | | | | | | Blyth | | P&B197′F33′ | | FK | *SBHptCem* | 1SB,*3cf*,GS77,HS3447 | | |
| | *Well deck* 1*Dk*(*Stl*–ws) | | | | | | | | *CellDBuB11′f11′* | *27tDT f34tFPT14t* | | | *APT20t* | Richardsons,Westgarth | | |
| | 2*nd dk*(*Stl*)*in Nos.1&3holds* | | | | | | | | | | | | | &Co.Ld.Hpl | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| 74045 | **Espiguette** (*ex*Dobesa–38, | 1109 | | | | | 1920 | N.V.Wilh. | Cie.France- | 212·6 | 33·9 | 14·1 | Marseilles | T.3Cy.16¾″,26½″&43⅛″– | | V |
| | *ex*Walborg–36, *Fitted for oil fuel* | 821 | | | | | | Hemsoth's | NavigationS.A. | P12′Q45′B65′F81′ | | | French | 27½″ 100NHP | | |
| FOJW | *ex*Miranda–36,*ex*Ouezzan, 1*Dk* | 663 | | | | | | Schps.enMch | (*in liq.*)(Worms | | | | *WB* | DresdnerMsch.&Schiffsw. | | |
| | *ex*GertrudSchünemann,*ex*Helmo | | | | | | | Delfzijl | &Cie.*Mgrs.*) | | | | | UbigauA.G | | |
| | Hemsoth) Wireless | | | | | | | | | | | | | | | |
| 74046 | **Esquel** (*ex*Cruz delSud, | 330 | ✠100A1 | BAs | *g* | OG | 1910 | J.Meyer's | PeiranoHermanos | 154·8 | 26·9 | 10·6 | Bns.Aires | Oil Engines 2S.C.SA | 12 ″ 6 | |
| | *ex*Cesare,*ex*Oistein, *Oil Eng.* | — | 12,37 | | | N7,39 | 11mo | S.B.Co. | | | | | Argentine | 4Cy.13¾″–21¾″ 125NHP | s 1 ″ 7½ | |
| | *ex*Steady, *ss*B.As.2ndNo.3–12,35 | 275 | DBS10,39 | LMC12,35 | | | | ZaltBommel | | F14′ | | FK | *3BHCem* | NDB27–*100lb* | 11 ″ 1 | |
| | *ex*Cornelis) 1*Dk*(*Stl*) | | | LMC(M)6,38 | | | | A&CP | | *CellDBf97′* | | | 124t*FPT21t* | NEmade20refitted26 | | |
| | | | DBS11,40 | | | | | | | | | | | Cant.Off.Savoia,Genoa | | |
| 74047 | ~~Empire Governor~~, *see No.9101* | | | | | | | | | | | | | | | |
| Now | **Esquilino** (P) TwinSc | 8657 | ✠100A1 | Gen | *c*† | CL | 1925 | Cant.San | ~~LloydTriestino~~ | 450·0 | 57·2 | 32·4 | Aden , | Oil Engines 4S.C.SA | 35 ″ 0 | |
| | ~~Empire Governor~~, *see No.9101* *Oil Eng.* | 6788 | *Shelter dk* | Bom | | s4,39 | 6mo | RoccoS.A. | ~~Soc.Anon.diNav.~~ | | | | British | 12Cy.29⅛″–47½″ | s 7 ″ 11½ | |
| | ~~HMVH~~ D.F. *ss*Gen.No.3–5,38 | 5355 | *withfreeboard* | | | P9,39 | | SanRocco | Ministry ofShip- | B185′F75′ | | FK | *pt Cem* | DB*100lb* 984NHP | 27 ″ 3½ | |
| | GyC. 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) | | 2,412~~,40~~ | | | | *Lloyd's* | *SA&CP* | ping | | | | 9*BHtoSh dk* | StabilimentoTecnico,Tri. | | |
| | 2*nd dk*(*Stl*)*in forward holds* | | | | | | | | | *CellDB3* | | | 93′1510t*FP* | *T172tAPT91t* | | |
| ZNAF | | | ✠LMC CS1,39 | | | | | | | | | | | | | |
| | | | DBS~~2,402~~,41 5,38 | | | | | | | | | | | | | |
| 74048 | **Essen** (P) | 5158 | ✠ ... | Ham | *a*† | | 1923 | Blohm& | Hamburg-Amerik. | 407·0 | 56·0 | 25·9 | Hamburg | 4 Steam Turbines SR | 28 ″ 6 | G |
| | *ss*Ham.No.2–31 | 4478 | 2,35 | | | | 2mo | Voss | Packetf.Akt.Ges. | P&B329′F53′ | | | German | geared to 1 Sc. Shaft | | † |
| DHGV | *Well deck* 2*Dks*(*Stl*)*3rd trB* | 3093 | | | | | | Hamburg | (Ham.-Amr.Linie) | | | FK | 8*BHAsp* | 634NHP | | |
| | D.F. *in No.1 Hold* | | | | | | | | *CellD* | *B353′924t FPT51t* | | | *APT16t* | 3SB,*9cf*,GS200,HS8880 | | |
| | | | | | | | | | | | | | | Blohm&Voss,Ham. | | |
| 74049 | **Essex** TwinSc | ~~13655~~ | ✠100A1 | Liv | *i*† | CL | 1936 | J'hnBrown | P.&O.Stm.Nav.Co. | 532·2 | 70·4 | 34·6 | London | Oil Engines 2S.C.SA | 39 ″ 0 | |
| 165362 | *Oil Eng.* | ~~18618~~ | *withfreeboard* | Avn | 2⅞ | 12,39 | 12mo | &Co.Ld. | | | | 43·1 | British | 10Cy.28⅜″–88⅜″ 2528NHP | s 6 ″ 8 | |
| MMBD | D.F. E.S.D. 2*Dks&Shelter dk* | ~~8260~~ | 6,40 ~~1,40~~ | ✠LMC12,36 | | | | Clydebank | | | | FK | 9*BH* | 2DB*120lb* | 32 ″ 6½ | |
| | *Ref.Mchy.* 4*th dk in forward holds* | 11063 | ✠Lloyd'sRMC1,40 | | | | *Lloyd's* | *SA&CP* | | *Duct keel forward* | | | *Coll to Sh dk* | JohnBrown&Co.Ld. | | |
| | *Cruiser Stern* | 10026 | 12,40 ~~1,40~~ | | | | | | *CellDB437′1834t* | *of mchy.space* | | | 7 „ 2*nd*„ | | | |
| | ~~*Tonnage opening closed '39*~~ | 6521 | | | | | | | *of tunnels939t* | *Tanks at sides* | | | 1 „ 3*rd*„) | Clydebank | | |
| | | | | | | | | | | *FPT93tAPT150t* | | | | | | | |
| 74050 | — Iron | 3018 | | | | | 1890 | W.Cramp | Merchnts&Miners | 295·0 | 40·0 | 23·7 | Baltimore | T.3Cy.24″,39″&59″–48″ | | |
| 136138 | | — | | | | | | &Sons | Transportation Co. | len06 | | 30·7 | Utd.States | 241NHP | | |
| WMCS | Sub.Sig. D.F. 3*Dks&Hur dk* | 2155 | | | | | | Philadelphia | | | | | | WCramp&Ss.Philadelphia | | |
| 74051 | **Essex Lance** (*ex*Glensanda, | 6625 | ✠100A1 | Avn | *a*† | CL | 1918 | Armstrong | EssexLine,Ld. | 412·2 | 55·8 | 34·2 | London | T.3Cy.27″,44″&73″–48″ (*s*) | 38 ″ 1 | |
| 142684 | *ex*WarCourage) *ss*Sld.No.3–7,30 | 6299 | *Shelter dk* | Hul | ~~9,38~~ | | 10mo | Whitworth | (Meldrum&Swin- | | | | British | 180lb 518NHP | s 10 ″ 1½ | |
| GPFR | *ss*Shl.No.2–39 | 4100 | *withfreeboard* | | | 11,40 | | &Co.Ld. | son,Ld.*Mgrs.*) | | | FK | *ptCem* | 3SB,*9cf*,GS190,HS7668 FI | 28 ″ 2 | |
| | 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)*&* | | 12,40~~1,40~~ | ✠LMC11,39 | | | | Newcastle | | | | | 6*BHtoSh dk* | Swan,Hunter&Wigham | | |
| | *Web frames* | | | | | | *Lloyd's* | *SA&CP* | | | | | 2 „ „ *U* „ | Richardson,Ld.Nwc. | | |
| | *Longitudinal framing bevelled bilge* | | BS11,40 | | | | | | *CellDB308′1460t DT* | *a31′1060t FPT141t* | | | *APT144t* | | | |
| | *Cargo battens not fitted in Shelter 'tween dks* | | | | | | | | | | | | | | | |
| 74052 | **Essex Queen** (P) Pad | 389 | | | | | 1897 | W.Denny | NewMedwayStm. | 230·0 | 26·2 | 9·2 | London | T.3Cy.20½″,30″&43″–60″ | | |
| 108220 | (*ex*WaltonBelle) *Fitted for oil fuel* | 350 | | | | | | &Bros. | PacketCo.Ltd. | *Promenade dk*104′ | | | British | NB*made29fitted*35 143NHP | | |
| MQYB | 1*Dk* | 162 | | | | | | Dumbarton | (SJShippick,*Mgr*) | | | | | Denny&Co.Dumbarton | | |
| 74052* | **Essi** (*ex*Sturmsee–37,*ex*Amanda, | 1192 | ✠ ... | | | | 1899 | R.Duncan | ~~MyronM.Levitt~~ | 233·1 | 34·7 | 16·5 | Panama | T.3Cy.18½″,30″&49″–33″ | 18 ″ 9 | G |
| | (*ex*IsabelHarrison, *ss*Rot.No.3–7,11 | 1110 | 2,24 | | | | 12mo | &Co.Ld. | Wallem&Co. | P34′B63′F28′ | | | Pnamanian | 141NHP | | † |
| HPHB | *ex*Pollcrea, *ss*Npt.No.2–20 | 719 | | | | | | PortGlasgow | | | | FK | *WB* | Hall-BrwnButtery&CoGls | | |
| | *ex*Grahamland, 1*Dks&deepframing* | | | | | | | | | | | | | | | |
| | *ex*Josephina) Wireless | | | | | | | | | | | | | | | |
| 74053 | **Esso Albany** TwinSc | 11316 | | | | | 1940 | Bethlehem | StandardOil | 529·0 | 75·3 | 39·0 | Wilmgton | 4 steam turbines DR geared | | |
| | D.F. E.S.D. GyC. *Fitted for oil fuel* | | | | | | | SteelCo.S.B. | Company ofNew | P135′B42′F68′ | | | (Del.) | to 2 Sc. shafts 2000NHP | | |
| | *Longitudinal framing* 1*Dk* | | | | | | | Division | Jersey | | | | Utd.States | BethlehemSteelCo.S.B. | | |
| | *Mchy.Aft* *Cruiser Stern* | | | | | | | Sparrow'sPt. | | | | | | Division,Quincy,Mass. | | |
| | *Carrying Petroleum in bulk* | | | | | | | Md. | | | | | | | | |
| 74054 | **Esso Annapolis** TwinSc | 11316 | | | | | 1940 | Bethlehem | StandardOilCo.of | 528·8 | 75·3 | 39·0 | Wilmgton | 4Steam turbines DR geared | | R |
| 239220 | *Fitted for oil fuel* | — | | | | | | SteelCo.S.B. | NewJersey | | | | (Del.) | to2Sc.Shafts 2000NHP | | |
| WTKE | D.F. 1*Dk* | 6613 | | | | | | Division | | P113′B35′F62′ | | | Utd.States | BethlehemSteelCo.S.B. | | |
| | E.S.D. GyC. *Cruiser Stern* | | | | | | | Sparrow'sPt. | | | | | | Division,Quincy,Mass. | | |
| | *Mchy.Aft* *Longitudinal framing* | | | | | | | Md. | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 74055 | **Esso Aruba** (*ex*PanBolivar–36) | 8773 | ✠100A1 | NYk | *e*† | CL | 1931 | Swan,Hun- | StandardOilCo.of | 484·2 | 65·5 | 36·8 | Wilmgton | T3Cy.27½″,45½″&76″–51″(*s*) | 36 ″ 9 | |
| 231080 | *ss*NYk.No.2–39 | — | ~~6,40~~ 1,40 12,40 | | | ~~6,37~~ | 7mo | ter&Wigham | NewJersey | | | | (Del.) | &LP turbine with DR gear- | s8 ″ 3½ | |
| WDEK | D.F. GyC. 2*Dks*(*Stl*)*&Web frames* | 5582 | BS~~6,39~~ | ✠LMC6,39 | | 6,40 | | Richardson, | | P117′B42′F50′ | FK | | Utd.States | ing & hydraulic coupling | 28 ″ 8½ | |
| | *Mchy.Aft* *Longitudinal framing* | | 6,40 | | | | | Ld.Newcastle | | | | | 16*BHptCem* | 220lb 713NHP | | |
| | *Carrying Petroleum in bulk* | | | | | | *Lloyd's* | *SA&CP* | *CellDBuE&B83′2* | 65t | | | (12 *to U dk* | 3SB(Spt),*12cf*,HS8640 FD | | |
| | *Fitted for oil fuel* 7,31 *F.P. a* | | | | | | *bove* 1 | 50° F. | *DTf45′623t* | *FPT227tAPT184t* | | | 4 „ 2*nd* „) | WallsendSlpwy&E.Co.Ld. | | |
| 74056 | **Esso Balboa** | 9554 | 100A1 | NYk | *e*† | CL | 1939 | Deutsche | PanamaTransport | ~~489·4~~ | ~~65·7~~ | ~~36·2~~ | Panama | Oil Engines 2S.C.DA | 35 ″ 11 | |
| | *Oil Eng.* | 8912 | ~~2~~12,40 | Bal | | | 10mo | WerftAG Bet | Co. | 489·5 | 66·0 | 36·3 | Pnamanian | 6Cy.23⅜″–43⅞″ 1167NHP | s 7 ″ 10 | |
| HPNF | D.F. E.S.D. 1*Dk*,2*nd dk in mchy space* | 6000 | ~~1 Class Contem plated~~ | | | | | Finkenwrder | | | | FK | 12*BH* | 2DB*170lb*.DB(WT)*170lb* | 28 ″ 4 | |
| | *Mchy.Aft* *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | Hamburg | | P114′F69 | | | | | | |
| | *Bults of shell&deck plating electrically welded* | | LMC10,39 | | | | *Lloyd's* | *SA&CP* | *CellDBuE75′210tDTf36′* | *706tFPT163tAPT* | | | | Machinenfbrk.Augsburg- | | |
| 74057 | **Esso Baltimore** | 7949 | 100A1 | Gal | | CL | 1938 | Bethlehem | StandardOilCo.of | 445·4 | 64·2 | ~~35·2~~ | Wilmgton | 2 steam turbines DR geared | 34 ″ 10 | |
| 237867 | | 6995 | ~~9,40~~ 3,40 1,41 | ~~NYk~~ | | | 9mo | S.B.Corp.Ld. | NewJersey | 463·0(o.L.) | | 34·9 | (Del.) | to 1 Screw Shaft (*s*) | | |
| WPKJ | D.F. E.S.D. GyC. 1*Dk* | 4711 | | LMC9,38 | | | | Sparrow'sPt | | P92′B35′F40′ | | FK | Utd.States | 450lb HS9856 985NHP | | |
| | *Mchy.Aft* *Cruiser Stern* | | BS9,40 | | | | | Md. | | | | | 14*BH* | 2WTB(Spt424lb) FD | | |
| | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | *CellDBuE66′63tD* | *Tf24′635tFPT361t* | | | *APT180t* | BethlehemS.B.Corp.Ld. | | |
| | *Part electrically welded* | | *Fitted for oil fuel* 9,38 *F.P. a* | | | | *bove* 1 | 50° F. | | | | | | Quincy,Mass. | | |
| 74058 | **Esso Baton Rouge** | 7989 | 100A1 | NOs | | CL | 1938 | Bethlehem | StandardOilCo.of | 445·4 | 64·2 | 35·2 | Wilmgton | 2 steam turbines DR geared | 34 ″ 10 | |
| 237082 | | 7036 | 7,40 ~~1,40~~ | NYk | | | 7mo | S.B.Corp.Ld. | NewJersey | 463·0(o.L.) | | | (Del.) | to 1 Screw Shaft 985NHP | | |
| WPKJ | D.F. E.S.D. GyC. 1*Dk* | 4738 | BS~~7,39~~,40 | LMC7,38 | | | | Sparrow'sPt. | | P92′B35′F40′ | FK | | Utd.States | 450lb (*s*) HS9856 | | |
| | Sub.Sig. *Mchy.Aft* *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | Md. | | | | | 14*BH* | 2WTB(Spt424lb) FD | | |
| | *Longitudinal framing* | | *Fitted for oil fuel* 7,38 *F.P. a* | | | | *bove* 1 | 50°F. | *CellDBuE66′63tD* | *Tf24′635tFPT361t* | | | *APT180t* | BethlehemS.B.Corp.Ld. | | |
| | *Part electrically welded* | | | | | | *Lloyd's* | *SA&CP* | | | | | | Quincy,Mass. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. | 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Entry of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74059<br>236723<br>WPKA | **Esso Bayonne** | D.F. E.S.D. GyC. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing—pt electrically welded* "*Arcform*" | 7698<br>6943<br>4654 | 100A1<br>~~12,00~~ 9,39 1,11<br>~~BS9,30~~ LMC9,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9, 37 *F.P. above* 1 | Gal<br>~~NYk~~ | CL<br>4,41 | | 1937<br>9mo | Federal S.B.&D.D.Co Kearny, N.J. | StandardOilCo.of NewJersey<br>*CellDB72'166t D* | 440·0 \| 66·8 \| 34·3<br>450·0 (O.L.)<br>P87'B33'F36' FK<br>50° F | Wilmgton (Del.)<br>Utd. States<br>12 *BH*<br>*Tf30'781t FPT232t* | 2 steam turbines DR geared to 1 Screw Shaft 912 NHP<br>450lb (*s*) FD<br>2 WTB (Spt424lb), HS9190<br>*APT247t*<br>DeLaval Steam TurbineCo. Trenton, N.J. | 34 " 6 | |
| 74060<br>236900<br>WPKK | **Esso Baytown**<br>D.F. E.S.D. GyC.<br>1 *Dk*, 2nd dk clear of cargo tanks<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing–bracketless system*<br>*Part electrically welded* | | 7991<br>—<br>4774 | 100A1<br>~~6,40 12,00~~ 12,40 Gal<br>BS12,40 LMC11,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11, 37 *F.P. above* 1 | NYk | CL<br>12,40 | | 1937<br>11mo | SunS.B.& Dry Dock Co. Chester, Pa. | StandardOilCo.of NewJersey<br>*CellDBuE69'102t* | 444·1 \| 65·3 \| 35·1<br>462·3 (O.L.)<br>P93'B35'F40' FK<br>50°F. | Wilmgton (Del.)<br>Utd. States<br>14 *BH*<br>*DTf26'738t FPT351t* | 2 steam turbines DR geared to 1 screw shaft 852 NHP<br>475lb (*s*) FD<br>2 WTB (Spt448lb), HS7192<br>*APT152t*<br>WestinghouseElec.&Mfg. Co. Phl. | 35 " 0 | |
| 74061<br>236844<br>WPKL | **Esso Bayway**<br>D.F. E.S.D. GyC. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing*<br>*Part electrically welded* "*Arcform*" | | 7699<br>6943<br>4654 | 100A1<br>~~7,00~~ 12,29 12,40 BS12,40<br>~~BS12,30~~ LMC11,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11, 37 *F.P. above* 1 | NYk<br>Gal | CL | | 1937<br>11mo | Federal S.B.&D.D.Co Kearny, N.J. | StandardOilCo.of NewJersey<br>*CellDB72'166t DT* | 440·0 \| 66·8 \| 34·3<br>450·0 (O.L.)<br>P87'B33'F36' FK<br>50° F. | Wilmgton (Del.)<br>Utd. States<br>12 *BH*<br>*f30'781t FPT232t* | 2 steam turbines DR geared to 1 sc. shaft 912 NHP<br>450lb (*s*) FD<br>2 WTB (Spt424lb), HS9190<br>*APT247t*<br>DeLaval Steam TurbineCo. Trenton, N.J. | 34 " 6 | |
| 74062<br>~~82V.A~~<br>HPQI | **Esso Belgium** TwinSc<br>*Oil Eng.*<br>D.F. 1 *Dk*, 2nd dk clear of cargo tanks<br>*Mchy. Aft* E.S.D. GyC. *Cruiser Stern*<br>*Longitudinal framing–"Arcform"* | | *10568*<br>*9675*<br>*5557* | ✠100A1<br>10,40 ~~4,40~~<br>DBS9,37 ✠LMC1,37<br>*Carrying Petroleum in bulk* | Ant<br>NYk | *f*†<br>CL<br>3,39 | | 1937<br>1mo | Akt.Bur-meistr&Wain Copenhagen<br>*Lloyd's SA&CP* | PanamaTrans-portCo.<br>*CellDBuE85'134t D* | 488·2 \| 74·9 \| 37·2<br>P108'B40'F36' FK<br>*Tf16'448t FPT320t* | Panama<br>Pnamanian<br>16 *BH*<br>*APT228t* | Oil Engines 2S.C.SA<br>14Cy.19½"–35⅞" 946NHP<br>2 DB *200lb* DB(C) *214lb*<br>Akt.Burmeistr&Wain, Cpn | 37 " 0<br>*s* 7 " 3¾<br>29 " 10½ | |
| 74063<br>933<br>HPGV | **Esso Bolivar**<br>D.F. E.S.D. GyC. *Oil Eng.*<br>*Mchy. Aft* 1 *Dk*, 2nd dk except in Nos.<br>*Longitudinal framing* 1,2,3,8,9 tanks<br>*Cruiser Stern* | | 10389<br>9365<br>6081 | ✠100A1<br>~~7,10~~ 1,40 2,41<br>DBS2,41 ✠LMC7,37<br>*Carrying Petroleum in bulk* | NYk | *f*†<br>CL<br>7,40 | | 1937<br>7mo | Frd.Krupp Germaniawft A.G. Kiel<br>*Lloyd's SA&CP* | PanamaTrans-portCo.<br>*CellDBuE86'175t* | 488·4 \| 70·0 \| 37·0<br>506·6 (O.L.)<br>P107'B50'F35' FK<br>*DTf24'214t FPT*<br>*96t APT215t* | Panama<br>Pnamanian<br>16 *BHpt Cem*<br>*pt Asp* | Oil Engines 2S.C.SA<br>8Cy.25,⅝"–49,⅜" 912NHP<br>3 DB *200lb*<br>Fr.KruppGermaniawftAG | 37 " 0<br>*s* 7 " 3¾<br>29 " 11½ | |
| 74064<br>237087<br>WPKM | **Esso Boston**<br>D.F. E.S.D. GyC. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing–"Arcform"*<br>*Part electrically welded* | | 7699<br>6943<br>4654 | 100A1<br>~~7,10~~ 9,39 1,41 Gal<br>~~BS3,39~~ 4,41 LMC3,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3, 38 *F.P. above* 1 | ~~NYk~~ | CL<br>4,41 | | 1938<br>3mo | Federal S.B.&D.D.Co Kearny, N.J. | StandardOilCo.of NewJersey<br>*CellDB72'166t* | 440·0 \| 66·8 \| 34·3<br>450·0 (O.L.)<br>P87'B33'F36' FK<br>50° F. | Wilmgton (Del.)<br>Utd. States<br>12 *BH*<br>*DTf30'781t FPT232t* | 2 steam turbines DR geared to 1 screw shaft 912 NHP<br>450lb (*s*) FD<br>2 WTB (Spt424lb), HS9190<br>*APT247t*<br>DeLaval Steam TurbineCo. Trenton, N.J. | 34 " 6 | |
| 74065<br>WPKB | **Esso Campana** TwinSc<br>(*ex* CriolloFiel–38, ~~ss(tco.No.2–38~~<br>*ex* PuntaBenitez–37) 1 *Dk*(*Stl*)<br>*Mchy. Aft* ~~ss~~M.Vo.No.3–~~7,40~~ | | *2394*<br>*1743*<br>*1243* | ✠100A1 MVo *t*<br>7,40 ✠LMC<br>MS7,40 BS1,~~40~~ 1,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3, 38 *F.P. above* 1 | | CL<br>1,40 | | 1928<br>3mo | Harland& Wolff,Ld. Belfast<br>*Lloyd's SA&CP* | Cia.Transporta-dora dePetroleos S.A.<br>*Wing tanks* | 305·7 \| 50·2 \| 14·3<br>P67'F34' FK<br>*Trunk* 204'<br>*s f 286t a 356t FPT*<br>*60t APT75t* | Bns.Aires<br>Argentine<br>7 *BHpt Cem* | T6Cy.13¼",23½"&36"–27" (*s*)<br>180lb 196NHP<br>2SB, 6*cf*, GS98, HS3702<br>Harland& Wolff,Ld.Gls. | 15 " 0 | |
| 74066<br>~~ss~~Bal.2nd No.3–3,40<br>D.F. | **Esso Caracas** (*ex* NormanBridge–40)<br>~~ss N.Yk.No.3–7,25~~<br>~~ss N.Yk.No.2–36~~<br>*Mchy. Aft* 2 *Dks*(*Stl*) & *Web frames*<br>*Longitudinal framing* | | 4323<br>4021<br>2673 | ✠100A1 NOs *w*<br>~~3,10 7,37~~ 0,40 Bal<br>BS3,41 ✠LMC3,40<br>~~(Reclassification Contemplated)~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4, 13 *F.P. above* 1 | | CL<br>2,40 | | 1913<br>4mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*Lloyd's SA&CP* | Cia.dePetroleo Lago<br>*CellDBuE&B53'2* | 365·4 \| 50·3 \| 28·6<br>P88'B25'F41' FK<br>13 *tFPT81t APT27t* | Caripito<br>Venezuelan<br>15 *BHCem*<br>(9 *to Upr dk*<br>6 " *2nd* ")<br>*DTf48'244t* | T.3Cy.23½",39"&66"–45"<br>180lb FD (*r*) 341NHP<br>2SB, 6*cf*, GS224, HS4473<br>Swan,Hunter&Wigham Richardson, Ld.Nwc. | 28 " 9<br>*s* 6 " 1½<br>22 " 10 | |
| 74067<br>237933<br>WPKN | **Esso Charleston**<br>D.F. E.S.D. GyC.<br>*CruiserStern* 1 *Dk*<br>*Mchy. Aft* *Longitudinal framing*<br>*Part electrically welded* | | 7949<br>6995<br>4711 | 100A1<br>~~7,10~~ ~~10,30~~ 10,40<br>BS10,39 LMC10,38<br>10,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10, 38 *F.P. above* 1 | NYk | CL | | 1938<br>10mo | Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.<br>*Lloyd's SA&CP* | StandardOilCo.of NewJersey<br>*CellDBuE66'63t* | 445·4 \| 64·2 \| ~~35·2~~<br>463·0 (O.L.) \| 34·9<br>P92'B35'F40' FK<br>50°F<br>*DTf24'635t FPT*<br>*361t APT180t* | Wilmgton (Del.)<br>Utd. States<br>14 *BH*<br>BethlehemS.B.Corp.Ld. Quincy, Mass. | 2 steam turbines DR geared to 1 sc. shaft (*s*)<br>450lb FD 985NHP<br>2 WTB (Spt424lb), HS9856<br>*APT180t* | 34 " 10 | |
| 74068<br>1040<br>HPKP | **Esso Copenhagen** TwinSc<br>*Oil Eng.*<br>D.F. 1 *Dk*, 2nd dk clear of cargo tanks<br>*Mchy. Aft* *CruiserStern*<br>*Longitudinal framing–bracketless system* | | 9245<br>~~8,10~~ ~~8,20~~<br>5811 | ✠100A1 NYk *d*†<br>03,41 Bal<br>✠LMC6,39<br>*Carrying Petroleum in bulk* | | CL | | 1939<br>6mo | Akt.Bur-meistr&Wain Copenhagen<br>*Lloyd's SA&CP* | PanamaTransport Co.<br>*CellDBuE76'329t D* | 479·7 \| 65·4 \| 35·3<br>501·1 (O.L.)<br>P101'B31'F44' FK<br>*Tf43'600t FPT97t* | Panama<br>Pnamanian<br>12 *BHpt Cem*<br>*APTs175t* | Oil Engines 2S.C.SA<br>14Cy.19½"–35⅞" 943NHP<br>2 DB–*180lb*<br>Akt.Burmeistr&Wain, Cpn | 35 " 4<br>*s* 7 " 2½<br>28 " 4¾ | |
| 74069<br>223537<br>KLHO | **Esso Delivery No. 10**<br>(*ex* PetroliaNo.10–38, *Oil Eng.*<br>*ex* J.H.Senior) 1 *Dk*<br>*Mchy. Aft* *Carrying Petroleum in bulk* | | 1155<br>—<br>728 | | | | | 1924 | NwprtNws S.B.&D.D.Co NewprtNews | StandardOilCo.of NewJersey | 207·5 \| 38·1 \| 16·0 | Baltimore<br>Utd. States | 2 Oil Engines connected to electric motor & screw shaft<br>12Cy.13"–18" 4S.C.SA<br>McIntosh& Seymour, Auburn, N.Y. | 197NHP | |
| 74070<br>236994 | **Esso-Delivery No. 11**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Carrying Petroleum in bulk*<br>*Electrically welded*<br>*Longitudinal framing at bottom & at deck* | | 1707<br>—<br>966 | | | | | 1938 | NwprtNws S.B.&D.D.Co. NewprtNews | StandardOilCo.of NewJersey | 251·8 \| 43·6 \| 18·2<br>P60'B24'F20' | Baltimore<br>Utd. States<br>*WB* | Oil Engines 4S.C.SA<br>16Cy.12½"–13" connected to electric motors and sc. shaft 245NHP<br>AmericanLoco.Co. Auburn, N.Y. | | R |
| 74070*<br>221125<br>KDQS | **Esso Dover** 3Mst<br>(*ex* Cerro-Ebano–40) *Fitted for oil fuel*<br>1 *Dk* & *Shelter dk* & *Web frames*<br>*Mchy. Aft* D.F. *Longitudinal framing*<br>*Carrying Petroleum in bulk* | | 8880<br>8572<br>5543 | ✠ ...<br>3,22<br>✠ | | | | 1921<br>3mo | SunS.B. Co. Chester, Pa. | StandardOilCo. of NewJersey | 480·5 \| 66·0 \| 36·8<br>F41'*on Shelter dk*<br>FK | Wlmngton (Del.)<br>Utd. States<br>*WB* | Q.4Cy.26",38¼",56"&82"–54" 819NHP<br>SunS.B.Co.Chester, Pa. | 37 " 0 | R<br>† |
| 74071<br>LOIV | **Esso Formosa** TwinSc<br>(*ex* CriolloLindo–38, *ss*B.As.No.2–37<br>*ex* CreoleLindo–33) 1 *Dk*(*Stl*) & *Mchy. Aft* *Web frames*<br>*Longitudinal framing–bracketless system* | | 3109<br>2298<br>1772 | ✠100A1 Arn *u*<br>6,40 ~~11,30~~ MS12,40<br>BS6,40 ✠LMC~~11~~7<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10, 28 *F.P. above* 1 | | CL<br>84,39<br>P3,41 | | 1928<br>10mo | Palmers' Co.Ld. Newcastle<br>*Lloyd's SA&CP* | Cia.Transporta-dora dePetroleos S.A.<br>*CellDBuE&B50'149t* | 325·0 \| 55·2 \| 16·4<br>P73'B22'F40' FK<br>*Trunk in wells*<br>*side tanks 180'2115t*<br>50° F. | Bns.Aires<br>Argentine<br>8 *BHpt Cem*<br>*FPT207t A*<br>*PT126t* | T.6Cy14½",24"&39½"–27" (*s*)<br>180lb 288NHP<br>2SB, 6*cf*, HS4808 FD<br>Palmers'Co.Ld.Newcastle | 16 " 6 | |
| 74072<br>236960<br>WPKO | **Esso Houston**<br>D.F. E.S.D. GyC. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing—"Arcform"*<br>*Part electrically welded* | | 7699<br>6943<br>4654 | 100A1<br>~~7,10~~ ~~1,40~~ 2,11 Gal<br>BS1,~~40~~ 2,41 LMC1,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1, 38 *F.P. above* 1 | NYk | CL<br>N2,41 | | 1938<br>1mo | Federal S.B.&D.D.Co Kearny, N.J. | StandardOilCo.of NewJersey<br>*CellDB72'166t D* | 440·0 \| 66·8 \| 34·3<br>450·0 (O.L.)<br>P87'B33'F36' FK<br>50° F. | Wilmgton (Del.)<br>Utd. States<br>12 *BH*<br>*Tf30'781t FPT232t* | 2 steam turbines DR geared to 1 screw shaft 912 NHP<br>450lb (*s*) FD<br>2 WTB (Spt424lb), HS9190<br>*APT247t*<br>DeLaval Steam TurbineCo. Trenton, N.J. | 34 " 6 | |
| 74073<br>238282<br>WTKG | **Esso New Orleans** TwinSc<br>*Mchy. Aft* *Carrying Petroleum in bulk*<br>D.F. E.S.D. GyC. *Fitted for oil fuel* 1 *Dk*<br>*CruiserStern* *Longitudinal framing* | | 11340<br>—<br>6694 | | | | | 1939 | Sun.S.B.& Dry Dock Co Chester, Pa. | StandardOilCo.of NewJersey | 528·9 \| 75·3 \| 38·9<br>P113'B35'F62' | Wilmgton (Del.)<br>Utd. States | 4 DR geared steam turbines 2000NHP<br>Westinghouse Elec.&Mfg. Co. Phl. | | R |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Tirant d'eau à pleine charge et autre. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-Bord au milieu du navire. Tirant d'eau correspondant. pds. pc | 15 Lettre d'équipement. Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74074 | **Esso Panama** (*ex*Motatan-39, | | 1964 | ✠100A1 | Boa | *s* | CL | 1925 | Palmers' | LagoShippingCo. | 280·0 47·2 16·2 | London | T.3Cy.19″,30″&49″-36″ (*s*) | 16 ″ 6 | |
| 148116 | *ex*Paraguaná-38) *ss*N.Yk.No.3-4,37 | | 1540 | ~~T.10 To be~~ 11,40 ~~Clas~~ | | | 5,39 | 1mo | Co.Ld. | Ltd.(R.A.Carder, | | British | 180lb 186NHP | s 2 ″ 1½ | |
| GNNV | *Mchy.Aft* 1 *Dk(Stl)&Web frames* | | 1150 | BS4,40 ✠LMC4,37 | | | | | Newcastle | *Mgr.*) | P69′B22′F81′ FK | | 2SB,*4cf*,HS3279 | 14 ″ 7½ | |
| | *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | *bulk* | *Lloyd's* | *SA&CP* | | *CellDBuE&B43′83t FPT149t* | | *APT68t* MacColl&Pollock,Ld Sld. | | |
| | | | | *Fitted for oil fuel* | | 12,2 | *F.P.* | *above* | 150° F. | | | | | | |
| 74075 | **Esso Raleigh** Twin Sc | | ~~11300~~ | | | | | 1940 | NwprtNws | StandardOilCo. | 528·9 75·3 38·9 | Wilm'ngtn | 4 steam turbines DR geared | | |
| 239656 | *Fitted for oil fuel* | | | | | | | | S.B.&D.D.Co. | of New Jersey | P138′ ~~B128′~~ F68′ | (Del.) | to 2 screw shafts 2250 NHP | | |
| | D.F. E.S.D. GyC. 1 *Dk* | | ~~6886~~ | | | | | | NewprtNews | | B42′ | Utd States | | | |
| | *Mchy.Aft* *CruiserStern* | | 11316 | | | | | | | | | *WB* | NewportNewsSB&DD.Co. | | |
| | Sub.Sig. *Longitudinal framing* | | — | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | 6613 | | | | | | | | | | | | |
| 74075* | **Esso Richmond** Twin Sc | | ~~11300~~ | | | | | 1939 | NwprtNws | StandardOilCo.of | 528·9 75·3 38·9 | Wilmingtn | 4 steam turbines DR geared | | R |
| 239416 | *Fitted for oil fuel* | | | | | | | | S.B.&D.D.Co | New Jersey | P138′B42′F68′ | (Del) | to 2 screw shafts 2250 NHP | | |
| WTKL | D.F. E.S.D. GyC. 1 *Dk* | | ~~6606~~ | | | | | | NewprtNews | | | Utd.States | NewportNewsSB&DD.Co. | | |
| | *Mchy.Aft* *CruiserStern* | | 11316 | | | | | | | | | *WB* | | | |
| | Sub.Sig. *Longitudinal framing* | | — | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | 6613 | | | | | | | | | | | | |
| 74076 | **Esso Salta** Twin Sc | | 3109 | ✠100A1 | BAs | *u* | CL | 1928 | Palmers' | Cia.Transporta- | 325·0 55·2 16·4 | Bns.Aires | T.6Cy.14¾″,24″&39½″-27″ | 16 ″ 6 | |
| | (*ex*CriolloBueno-38, *ss*B.As.No.2-37 | | 2298 | 1,40 | | | 3,39 | 11mo | Co.Ld. | dora de Petroleos | | Argentine | 180lb (*s*) 288NHP | s 2 ″ 6 | |
| LOHH | *ex*CreoleBueno) 1 *Dk(Stl)&* | | 1772 | BS1,40 ✠LMC1,37 | | | | | Newcastle | S.A. | P73′B22′F40′ FK | | 2SB,*6cf*,HS4808 FD | 14 ″ 4½ | |
| | *Mchy.Aft* *Web framing* | | | *Carrying Petroleum in bulk* | | | *bulk* | *Lloyd's* | *SA&CP* | | *Trunk in wells* | | Palmers'Co.Ld.Newcastle | | |
| | *Longitudinal framing–bracketless system* | | | *Fitted for oil fuel* | | 11,28 | *F.P. a* | *bove* | 150° F. | *CellDBuE&B50′* | *149t side tanks 180′* | | *2115t FPT* | | |
| 74077 | **Esso Tracto** (*ex*Petracto-38, | | 353 | | | | | 1916 | Montaldo | Cia.Transporta- | 164·0 29·5 10·0 | Bns.Aires | *207t APT126t* | | |
| | *ex*MinistroSalaberry) *Oil Eng.* | | — | | | | | | &Cia. | dora de Petroleos | | Argentine | Oil Engines 2S.C.SA | | |
| | *Mchy.Aft* 1 *Dk* | | 191 | | | | | | SanFernando | S.A. | | | 6Cy.10″-12½″ 105NHP | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | NE26 | | |
| | | | | | | | | | | | | | FairbanksMorse&Co. | | |
| | | | | | | | | | | | | | Beloit,Wis. | | |
| 74078 | **Esso Trenton** Twin Sc | | 11325 | | | | | 1939 | Federal | StandardOilCo. | 528·9 75·3 38·9 | Wilmgton | 4 Steam turbines DR geared | | |
| 239129 | *Fitted for oil fuel* | | 10180 | | | | | | S.B.&D.D.Co | of New Jersey | P110′B35′F66′ | (Del.) | to 2 sc. shafts 2250 NHP | | |
| WTKJ | D.F. E.S.D. GyC. 1 *Dk* | | 6646 | | | | | | Kearny,N.J. | | | Utd. States | General Electric Co. | | |
| | *Mchy.Aft* *Carrying Petroleum in bulk* | | | | | | | | | | | *WB* | Lynn,Mass. | | |
| | *Longitudinal framing* *Cruiser Stern* | | | | | | | | | | | | | | |
| 74079 | **Essodan** | | 350 | ✠100A1 | Abg | *f* | OG | 1939 | Aalborg | Det Danske | 142·2 25·1 9·9 | Nyborg | Oil Engines 2S.C.SA | 10 ″ 6 | |
| | *Oil Eng.* | | 250 | 6,39 | | | | 1mo | VærftA/S | Petroleums A/S | 154·4 (O.L.) | Danish | 6Cy.8½″-14 15/16″ 79NHP | s ″ 8½ | |
| OYZI | Wireless D.F. 1 *Dk* | | 131 | ✠LMC1,39 | | | | | Aalborg | (F.W.Kraft, *Mgr.*) | P49′F17′ FK | | DB *114lb* | 9 ″ 10½ | |
| | *Mchy.Aft* *CruiserStern* | | | *Carrying Petroleum in bulk* | | | *bulk* | *Lloyd's* | *SA&CP* | | *Trunk65′* | | 4 *BHpt Cem* Akt.Burmeistr&Wain,Cpn | | |
| | *Strengthened for navigation in ice* | | | | | | | | | *CellDBuE13′8tF* | *PT25t APT18t* | | | | |
| 74080 | **Essolene** (*ex*Transoil-38) | | 1572 | ✠100A1 | BAs | | CL | 1930 | Cant.Nav. | Cia.Transporta- | 255·8 40·1 16·3 | Bns.Aires | Oil Engines 2S.C.SA | 16 ″ 6 | |
| | *ss*M.Vo.No.2-38 | | 1369 | 6,39 | | | N6,39 | 2mo | Triestino | dora de Petroleos | | Argentine | 4Cy.15¾″-19½″ 175NHP | s 2 ″ 9 | |
| | *Mchy.Aft* *Oil Eng.* | | 923 | ✠LMC CS10,38 11,38 | | | | | Monfalcone | S.A. | F26′ FK | | *7BH pt Cem* | 13 ″ 10½ | |
| | 1 *Dk(Stl)&* web frames, wing cofferdam | | | | | | | *Lloyd's* | *SA&CP* | | | | Fiat.Stab.GrandiMotori, | | |
| | *Longitudinal framing at bottom & at deck* | | | *Carrying Petroleum in bulk* | | | | | | *CellD* | *BuE24′33t FPT92t* | | *APT12t* Turin | | |
| | | | | *For service on River Plate & to Bahia Blanca* | | | | | | | | | | | |
| 74081 | **Este** (P) | | 7915 | ✠ | Bmn | | | 1930 | Deschimag | Norddeutscher | 495·7 63·9 28·9 | Bremen | T.4Cy.34 7/16″,56 5/16″&(2)65¾″- | 33 ″ 0 | |
| | *ss*Bmn.No.2-38 | | 7119 | 7,38 | | | | 8mo | Akt.Ges. | Lloyd | | German | 59 7/16″& LP Turbine with | | |
| DODA | *Ref.Mchy.* E.S.D. 2 *Dks(Stl)* | | 4883 | ✠NB8,30 | | | | | "Weser" | | P25′B&F458′ | 10 *BHpt Cem* | DR gearing&hydraulic | | |
| | Sub.Sig. D.F. *CruiserStern* | | | | | | | | Bremen | | *Upper* F37′ FK | *pt Asp* | coupling NE26 *refitted* 30 | | |
| | | | | | | | | | | | | | 1250 NHP | | |
| | | | | | | | | | | | | | 5SB(Spt),*15cf*,GS350, | | |
| | | | | | | | | | | *CellDB430′1980t* | *DTa18′885t FPT98t* | | *APT734t* HS16146 | | |
| | | | | | | | | | | | | | Bremer Vulcan,Vegesack | | |
| 74082 | **Ester** (*ex*Fredericia) | | 1250 | | | | | 1917 | P.Ph. | A/S Christians- | 238·7 36·3 13·4 | Copenhagn | T.3Cy.15″,24″&40″-27″ | | V |
| | | | 949 | | | | | | Stuhr's Msk& | holms Fabriker | P14′Q71′B94′F29′ | Danish | 106NHP | | |
| OXEH | Wireless 1 *Dk* | | 725 | | | | | | SkbsAalborg | | | *WB* | Akties."Frichs,"Aarhus | | |
| 74083 | **Ester Thordén** (*ex*C.G.Thulin) | | 1940 | | | | | 1921 | Fredrkstad | Rederi A/B Ester | 271·8 42·1 17·6 | Helsingfrs | T.3Cy.18″,29½″&50″-36″ | | N |
| | | | — | | | | | | Mek.Værks | Thorden(G.B. | 264·7 | *Brändö* | 150NHP | | |
| OFBC | D.F. 1 *Dk* | | 1093 | | | | | | Fredrikstad | Thorden, *Mgr.*) | P30′B71′F29′ | Finnish | Fredrikstad M.V.Frdstad. | | |
| | | | | | | | | | | | | *WB* | | | |
| 74084 | **Esterel** | | 3100 | | | | | 1937 | Götaver- | Cie.Générale | 315·0 46·0 28·8 | LeHavre | Oil Engines 2S.C.SA | | V |
| | *Oil Eng.* | | — | | | | | | kenA/B | D'Armements | F50′ | French | 9Cy.19½″-35 7/16″ 608NHP | | |
| FPAV | D.F. E.S.D. *Ref.Mchy.* 1 *Dk&* Awning dk | | — | | | | | | Gothenburg | Maritimes | | *WB* | GotaverkenA/B,Got | | |
| | *Part electrically welded* *CruiserStern* | | | | | | | | | | | | | | |
| 74085 | **Esterina** (*ex*LuciaBottiglieri-40, | | 1213 | | | | | 1900 | Rijkee&Co | Sebastiano Tuillier | 243·4 34·6 15·4 | Lusinpiclo | T.3Cy.17½″,28″&45″-36″ | | IV |
| 20 | *ex*Cervinia-39,*ex*JulesHauzeur-37, | | 934 | | | | | | Rotterdam | | 231·5 | Italian | 122NHP | | |
| ILKR | *ex*Porvenir,*ex*Candelaria, 2 *Dks* | | 706 | | | | | | | | B60′F30′ | *WB* | | | |
| | *ex*Jan van Rijswijck) | | | | | | | | | | | | Maats.Fyenoord,Rot. | | |
| 74086 | **Estero** (*ex*PointEstero-39, | | 4743 | ✠100A1 | Phl | *y* | CL | 1920 | ToddD.D. | ~~Cia.Maritima~~ | 380·3 53·1 27·0 | Panama | T.3Cy.24″,40″&70″-48″ (*s*) | 29 ″ 4 | |
| | *ex*NelsonTraveler-36, *ss*S.Fo.No.3-4,33 | | — | 12,39 | | | N4,38 | 8mo | &Const.Corp. | ~~Tecmenia,Ltda~~. | 395·4 (O.L.) | Pnamanian | 190lb 472NHP | s 5 ″ 10 | |
| HPNY | *ex*Commercial *ss*Sea.No.1-36 | | 2946 | ~~BS4,39~~ 5,40 ✠LMC5,37 | | | | | Tacoma Wash | | P38′B102′F42′ FK | *6BHpt Cem* | 3SB,9*cf*,GS169,HS6831 FD | 23 ″ 9 | |
| | Traveler, 2 *Dks(Stl)&Web frames* | | | | | | | | CP | | *MT24′666t FPT91t* | | *APT318t* ToddD.D.&Const.Corp. | | |
| | *ex*RedHook) *Longitudinal framing* | | | *Fitted for oil fuel* | | 8,20 | *F.P. a* | *bove* | 150° F. | *CellDB328′1069t* | | | | | |
| 74087 | **Estevan** (P) Twin Sc | | 1161 | | | | | 1912 | Colling- | Canadian Govern- | 212·0 38·0 15·3 | Ottawa | T.6Cy.15″,25½″&42″-26″ | 17 ″ 6 | |
| 131136 | | | 846 | | | | | | woodSBCoLd | ment(Dept.of | | British | 188NHP | | |
| CGST | Wireless 1 *Dk* | | 607 | | | | | | Collingwood | Transport) | | | CollingwoodS.B.Co.Ld. | | |
| 74088 | **Esther** (*ex*Hinry-39, | | 319 | | | | | 1921 | Gebr. | P.Jörgensen& | 133·9 25·4 10·7 | Aalborg | Oil Engines 4S.C.SA | | G |
| | *ex*Johanna te Velde) | | 270 | | | | | | Niestern | others | Q23′F15′ | Danish | 6Cy.10⅝″-13¾″ 66NHP | | |
| OZCY | *Oil Eng.* | | 248 | | | | | | Delfzijl | | | *WB* | *Emade29* | | |
| | *Mchy.Aft* 1 *Dk* | | | | | | | | | | | | Humboldt-Deutzmot.A.G. | | |
| | | | | | | | | | | | | | Köln-Deutz | | |
| 74089 | **Esther Johnson** Wood | | 1104 | | | | | 1923 | G.F. | A.B.Johnson | 208·4 43·6 15·2 | S.Frncisco | T.3Cy.15″,24″&43″-24″ | | |
| 223313 | *Fitted for oil fuel* | | — | | | | | | Matthews | Lumber Co. | | Utd.States | 91NHP | | |
| KJJG | 1 *Dk* | | 611 | | | | | | Portland,Or. | | | | United Eng.Wks.S.Fo. | | |
| 74090 | **Estland** | | 1253 | | | | | 1918 | PPhStuhrs | A/S Det Dansk- | 238·7 36·2 13·4 | Copenhgn | T.3Cy.15″,24″&40″-27″ | | V |
| | | | 948 | | | | | | Maskinog | Franske D/S(A.N. | | Danish | 106NHP | | |
| OYCT | 1 *Dk* | | 724 | | | | | | Skibsbygger i | Petersen&E.Hahn- | | *WB* | A/S Frichs,Aarhus | | |
| | | | | | | | | | Aalborg | Petersen, *Mgrs.*) | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Signed now required. Engine Symbol Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Mercantile Marine Register. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74091<br>1055<br>ESRI | **Estonia** Ⓟ (*ex*KongGudröd–36)<br>Wireless | 1181<br>1052<br>697<br>2 *Dks* | | | | | 1910 | Trndhjms Mek. Værks. Trondheim | PärnuLaevaA/S | 215·3 \| 30·9 \| 21·8<br>H37*t* | Pärnu<br>Estonian<br>*WB* | T.3Cy.17″,28½″&48″–33″<br>132NHP<br>Trondhjems M.V.Trndheim | | N |
| 74092<br>220924<br>KDMG | **Estrada Palma** Ⓟ<br>(*Car Ferry*) | TwinSc<br>*Fitted for oil fuel*<br>1 *Dk* | 2639<br>—<br>1340 | | | | 1920 | W.Cramp& SonsS&EBCo Philadelphia | FloridaEastCoast CarFerryCo.Inc. | 336·7 \| 57·0 \| 18·5 | NewYork Utd.States<br>*WB* | T.6Cy.20″,33″&55″–36″<br>181NHP<br>W.Cramp&SnsS&EBCPhl | | |
| 74093<br>LCIU | **Estrella** (*ex*Athene)<br>*CruiserStern* | TwinSc<br>*OilEng.*<br>2 *Dks* | 3888<br>3501<br>2296 | | | | 1920 | Wrf.voorh. Rijkee&Co. Rotterdam | A/S NyeKristian-borg(A/S Rederiet Odfjell) | 375·7 \| 51·5 \| 22·7<br>P101*t*H262*t*F24*t* | Bergen<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.22⅜″–39⅜″ 563NHP<br>Werkspoor,Amsterdam | | N |
| 74094<br>143689<br>GDPK | **Estrellano**<br>*ssLiv.No.3–4,33*<br>*CruiserStern* *ssLiv.No.1–38*<br>1 *Dk(Stl)&2nd dk(Stl)in forward holds* | 1983<br>1333<br>1225 | ✠100A1<br>11,40 ~~12,30~~<br>BS4,40 | Lon Liv<br>✠LMC3,38 | *q* | CL N5,39 | 1920<br>11 mo<br>*Lloyd's SA&CP* | Hall,Russ-sell&Co.Ltd. Aberdeen | EllermanLines,Ltd. (Ellerman&Papa-yanniLines,Ltd. *Mgrs*). | 250·8 \| 38·2 \| 17·1<br>P&B157′F27′ FK<br>*CellDB210′428t APT12t* | Liverpool<br>British<br>*5BHCem* | T.3Cy.16¾″,29″&50″–33″ (*r*)<br>220lb 230NHP<br>2SB,*4cf*,GS78,HS3380 FD<br>Hall,Russell&Co.Ltd.Abn. | 20 ″ 4<br>s 1 ″ 6½<br>18 ″ 11½ | |
| 74095<br>OXJH | **Estrid**<br>Wireless D.F.<br>*Ref.Mchy.* 1 *Dk*<br>*CruiserStern* | 1397<br>1225<br>794 | | | | | 1933 | Helsingörs Jernsk&Msk Elsinore | Dampskslsk.Torm A/S(A.Schmie-gelow&A.Kampen, *Mgrs.*) | 262·2 \| 39·7 \| 15·5<br>P&B208′F35′ | Copnhagn<br>Danish<br>*WB* | C.4Cy.(2)14¾″&(2)31½″–31½″ & L.P. Turbine<br>HS2520 192NHP<br>HelsingörsJernsk.&Mskb. | | G |
| 74096<br>165444<br>GZPX | **Esturia** (*ex*Apache–37,<br>*ex*LaHabra–36) *ssAnt.2ndNo.3–1,40*<br>*Mchy.Aft* 2 *Dks(Stl)&Web frames*<br>D.F. E.S.D. *Longitudinal framing* | 6968<br>6366<br>4382 | ✠100A1<br>11,40 ~~11,40~~<br>✠LMC1,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,14 | Ant Gls | *a*† | CL 1,40<br>*F.P. above* 150°F. | 1914<br>3 mo<br>*Lloyd's SA&CP* | Sir J.Laing &Sons,Ld. Sunderland | Harris&Dixon,Ld.<br>*CellDB uE&B55′142t D Tf 38′518t APT53t* | 425·1 \| 57·0 \| 33·1<br>P101′B28′F49′ FK<br>*Topside tanks aft 128t* | London<br>British<br>15*BHptCem*<br>(9 *to U dk* 6 ,, 2nd ,,) | T.3Cy.27″,45″&74″–54″ (*s*)<br>180lb 555NHP<br>4SB,*12cf*,GS196,HS8150 FD<br>G.Clark,Ld.Sunderland | 33 ″ 0<br>s 6 ″ 2<br>27 ″ 0¾ | |
| 74097<br>24286<br>JHPD | **Esutoru Maru** (*ex*YesutoruMaru–38,<br>*ex*KibiMaruNo.6) | 3295<br>2747<br>2041 | | | | | 1918 | BingoDck. Co. Bingo | OtaniMokunosuke | 305·0 \| 44·5 \| 27·3 | Tokyo<br>Japanese | T.3Cy.22″,37″&61″–42″<br>*Emade98refitted18* 241NHP<br>KobeSteelWorks,Kobe | | C |
| 74098<br>Sub.Sig. | **Ethan Allen**<br>1 *Dk&Shelter dk&*<br>2*nd dk forward Web frames*<br>*Longitudinal framing* | 7777<br>4937 | ✠ ...<br>5,21 | | | | 1920<br>3 mo | Pusey& Jones Corp. Gloucester City,N.J. | | 439·6 \| 60·2 \| 33·7<br>P41′B134′F46′*on Shelter dk* | *WB* | Q4Cy25½″,37″,52½″&76″–54″<br>643NHP<br>W.CrampS.&E.B.Co.Phl. | 36 ″ 8 | R |
| 74099<br>5411<br>SDZW | **Ethel** (*ex*Malta) Iron<br>*Well deck* *ssLkr.4thNo.3–11,33*<br>*ssHbg.No.1–38*<br>1 *Dk(Irn)2trB*<br>*Cargo battens not fitted* | *1511*<br>*1223*<br>*908* | ✠100A1<br>6,40 ~~9,39~~<br>✠LMC<br>MS1,38 BS9,39 | Skm Oslo | *q* | OG 9,39 | 1882<br>9 mo | J Readhead &Co. SouthShields | RederiA/B Ethel (Arnold de Champs,*Mgr.*) | 259·0 \| 36·0 \| 17·5<br>266·9(O.L.) BK9″<br>Q136′B26′F32′<br>*DBa* | Stockholm<br>Swedish<br>4*BHCem*<br>78′*f* 72′340*t* | C.2Cy.26½″&58″–36″<br>80lb 161NHP<br>2SB,*4pf*,GS71,HS2706<br>J.Readhead&Co.S.Shields | 18 ″ 7<br>s 5 ″ 5½<br>17 ″ 11 | |
| 74100<br>8356<br>SFRG | —<br>(*ex*Sailing Vessel *OilEng.*<br>PèrePierre–38) 1 *Dk*<br>(*See Sailing Ship Register*) | WoodAux3MstSr<br>*339*<br>*289*<br>*238* | | | | | 1920 | Ch.&Atel. deSt.Malo St.Malo | IvarHermanson& others | 128·7 \| 28·6 \| 13·4 | Skärhamn<br>Swedish | Oil Engines 2S.C.SA<br>4Cy.9″–15¾″<br>NE39<br>A/SFredrikshavnsJernst. &Mask. | | V |
| 74101 | **Ethel Edwards** (*ex*Marcie, 3Mst<br>*ex*HelaNaval,*ex*Sneekermeer, *OilEng.*<br>*ex*Ubbekarspel) 1 *Dk*<br>*Mchy.Aft* | 395<br>361<br>209 | | | | | 1919 | Gebr.G&H Bodewes Martenshoek | SmithNav.Co. | 144·3 \| 25·4 \| 12·5 | Manila<br>Utd.States | Oil Engines 2S.C.SA<br>4Cy.10¼″–14 2/16″ 74NHP<br>*Emade21 fitted25*<br>MtrnWerkeMannheimAG. | | |
| 74102<br>145097<br>GDVX | **Ethel Radcliffe**<br>*ssCff.No.3–6,33*<br>*ssShl.No.1–36*<br>D.F. E.S.D. 1 *Dk(Stl)* | 5673<br>5209<br>3456 | ✠100A1<br>10,40 ~~11,40~~<br>✠LMC<br>MS10,36 BS ~~12,39~~ 1,41 | Bry Liv | *z* | CL ~~1,40~~ 9,40 | 1920<br>11 mo<br>*Lloyd's SA&CP* | Craig,Tay-lor&Co.Ltd. Stockton | AnthonyRadcliffe S.S.Co.Ld.&Ethel RadcliffeS.S.Co.Ld (EvanThomasRad-cliffe&Co.*Mgrs.*) | 415·2 \| 55·5 \| 26·6<br>P45′B&F321′ FK<br>*CellDB 360′1707t FPT135t* | London<br>British<br>7*BHCem* | T.3Cy.28″,46″&75″–48″ (*s*)<br>180lb *180lb* 471NHP<br>3SB,*9cf*,GS198,HS7917<br>Blair&Co.Ltd.Stockton | 28 ″ 7<br>s 3 ″ 9½<br>25 ″ 1 | |
| 74103<br>146293<br>GFTR | **Ethiopia** Ⓟ<br>*ssCal.No.3–1,30*<br>D.F. *ssCal.No.2–38*<br>2 *Dks(UStl–ws)&Shade dk*<br>(*Stl–teaks*) | TwinSc<br>5574<br>3832<br>2371 | ✠100A1<br>*Shade dk*<br>~~9,30~~ 9,30 3,41<br>BS3,39 ✠LMC2,38 | Cal Sng–Bom | *a*† | CL 2,39 | 1922<br>6 mo<br>*Lloyd's SA&CP* | W.Denny& Bros.Ld. Dumbarton | BritishIndiaStm. Nav.Co.Ld.<br>*Ba&uE&bunker178′f152′633t Collision Tank betw een tunnels 28′ 70t* | 410·6 \| 53·4 \| 24·7 FK<br>B182′*on Shade dk*<br>*CellDB FPT98t APT58t* | Glasgow<br>British<br>*ptCem*<br>*nBHtoSh dk*<br>8 ,, ,, *U* ,, | 4 Steam Turbines DR (*s*) geared to 2 sc. shafts<br>200lb FD 1152NHP<br>6SB,*15cf*,GS372,HS14274<br>W.Denny&Bros.Ld. | 27 ″ 3<br>s 4 ″ 4¾<br>23 ″ 3 | |
| 74104<br>164279<br>GYRP | **Ethiopian**<br>D.F. E.S.D. 1 *Dk&Shelter dk*<br>*CruiserStern* | 5424<br>4447<br>3203 | ✠100A1<br>*withfreeboard*<br>Examined 6,40<br>✠LMC3,36<br>*Carrying vegetable oil in deep tank*<br>*Fitted for oil fuel* 1,37 | ~~Hull~~ Liv | *a*† | CL 4,38<br>*F.P. above* 150°F. | 1936<br>3 mo<br>*Lloyd's SA&CP* | Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G | UnitedAfricaCo. Ld. | 417·5 \| 57·7 \| 23·6<br>433·0(O.L.)<br>F43′ FK<br>*CellDB337′1058t D Ta25′830t FPT226t* | Liverpool<br>British<br>7*BHCem*<br>(*Coll to Sh dk*<br>6 ,, 2nd ,,)<br>*APT205t* | T.3Cy.21⅝″,35 7/16″&57 1/16″–39⅜″ & LP Turbine with DR gearing & hydraulic coupling FD<br>220lb (*s*) 350NHP<br>2SB.(Spt)6*cf*,GS100.HS4476<br>DeutscheSchiff.-uMschb A.G.Seebeck,Wsm. | 25 ″ 8<br>s 1 ″ 11½<br>23 ″ 10½ | |
| 74105<br>145183<br>MKQB | **Ethylene**<br>*ssSld.No.3–5,34*<br>Wireless *ssSld.No.1–38*<br>*Mchy.Aft* 1 *Dk(Stl)*<br>*Well deck* *Cargo battens not fitted* | 936<br>746<br>489 | ✠100A1<br>~~5,36~~ 6,36 6,41<br>~~BS6,39~~ ✠LMC ~~6,36~~<br>~~7,40~~ 11,40 | Sld ~~New Lod~~ | *m* | CL ~~6,39~~ ~~7,40~~ 6,41 | 1921<br>5 mo<br>*Lloyd's SA&CP* | WoodSkin-ner&Co.Ld. Newcastle | GasLight&CokeCo (StephensonClarke &AssociatedCom-paniesLd. *Mgrs.*) | 217·3 \| 32·0 \| 13·4<br>224·7(O.L.)<br>Q106′B17′F25′ FK<br>*CellDBuE19′ f126′252t MT9′137t* | London<br>British<br>4*BHCem*<br>*FPT114t* | T.3Cy.16″,26″&43″–27″ (*s*)<br>180lb *100lb* 116NHP<br>1SB,*3cf*,GS57,HS2000<br>N.E.MarineEngCo.Ld Nwc | 15 ″ 6<br>s 1 ″ 9½<br>13 ″ 11 | |
| 74106<br>TCEA | **Eti** (*ex*Sürmene–36,*ex*HaciHuseyin–34,<br>*ex*AgiosSpyridon–33,*ex*Rita<br>Chandris–33,*ex*Johannes Bernhardt,*ex*Hamlet) 2 *Dks* | *1209*<br>*1075*<br>*647* | | | | | 1889 | Helsingörs Jernsk&Msk. Elsinore | YakupŞükrü Uzuner | 226·2 \| 32·2 \| 18·7<br>B57′ | Istanbul<br>Turkish | T.3Cy.18″,27½″&47″–33″<br>127NHP<br>HelsingörsJernsk.&Mskb. | | |
| 74107<br>1404<br>IBYF | **Etiopia** (*ex*CapoMele–36,*ex*<br>Francisca,*ex*Asp)<br>D.F. 1 *Dk* | 2153<br>1855<br>1269 | | | | | 1918 | PolsonIron Works&Co.Ld. Toronto | A.T.Rosasco | 261·8 \| 43·6 \| 21·1<br>250·9 | Genoa<br>Italian<br>*WB* | T.3Cy.20½″,33″&54″–36″<br>175NHP<br>PolsonI.W.Co.Ld.Toronto | | I |
| 74108<br>18188<br>JIDB | **Etizen Maru** TwinSc<br>(*ex*YetsuzenMaru–38*ex*Paling Maru–33,<br>*ex*TamoshimaMaru,*ex*Sui-Mow) 2 *Dks* | 2425<br>—<br>1676 | | | | | 1907 | W.Hamil-ton&Co.Ld. Pt.Glasgow | KitaNipponKisen K.K. | 294·4 \| 44·0 \| 13·3 | Hutyu<br>Japanese<br>*WB* | T.6Cy.16″,26½″&43″–30″<br>202NHP<br>Muir&Houston,Ld.Gls. | | |

Not "Empire Puma," *see No. 8*~~2224~~ *for all particulars*

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres de cold, si on n'est dans le L. R. Thurso, Cert. R. or Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74109 6044 SDXA | **Etna** (*ex*Arcturus) | *ss*Skm.No.3–4,39 1 *Dk*(*Stl*) | *2619* 2344 1537 | 100A1 10,40 2,40 NE3,27 BS2,40 | Lkr NNs | *t* | CL 2,40 | 1918 | Fredrkstad Mek.Værks. Fredrikstad *Lloyd's SP* | A/B Transmarin (S.Redig, *Mgr.*) *Cell DB* | 300·4 311·3 (O.L.) P31′B160′F31′ FK | 47·2 | 20·8 | Hisngborg Swedish | C 4Cy.(2)16$\frac{5}{16}$″&(2)35$\frac{7}{16}$″ –35$\frac{7}{16}$″ 213lb (*s*) 179NHP 2SB,4*cf*,GS56,HS2246 FD A.Borsig,Berlin | 23 ″ 1 | |
| 74110 211715 WMCG | **Etolin** Ⓟ (*ex*Matsonia–37) *ss*S.Fo.2ndNo.3–6,38 *Mchy.Aft* D.F. GyC. 2 *Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl*–ws) | | 9476 9102 6061 | 100A1 *Shelter dk with freeboard* 8,10 5,89 MS6,38 LMC BS4,39 5,40 *Fitted for oil fuel* 1 1,13 *F.P.* | SFo | *e*† | CL 5,39 | 1913 11mo | NwprtNws S.B.&D.D.Co. NewprtNews A&CP | Alaska Packers Association *Intermediate'* *above* 150° F. *Cell DB* | 480·0 *ween dk BH in fore* *a&u E124′f118′661t* | 58·1 | 36·5 | S. Frncisco Utd. States *Asp* *A BH to Sh dk* 6 ,, ,, *U* ,, 1 ,, ,, 2nd,, *u E&B117′f222′* | T.4Cy.35″,62″&(2)81″–66″ 250lb (*s*) 1580NHP 3SB&6Water tube boilers HS26400 NewportNewsSB&DD.Co. *only* 86t *DT f* 68′ 706t *FPT* 115t *APT* 166t | 45 ″ 0 s 14 ″ 11½ 30 ″ 6½ | |
| 74111 PDZP | **Etrema** *Oil Eng.* D.F. E.S.D. 1 *Dk*,2nd *dk clear of cargo* *Mchy.Aft* *Cruiser Stern* *tanks* *Longitudinal framing at bottom & at deck* | | 6236 5540 3606 | 100A1 1,40 LMC5,36 *Carrying Petroleum in bulk* | Sch | *a*† | CL 10,39 | 1936 5mo | NV Rotterdam Droogd. Maats. Rotterdam *Lloyd's A&CP* | N.V.Petroleum Maats. "La Corona" *Cell DB* | 428·1 P87′B38′F48′ FK *u E63′132t* | 54·5 | 30·9 | The Hague Dutch 16 *BH* *DT f* 25′257t | Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$″–55½″ 377NHP DB *180lb* WerkspoorN.V.Ams. *FPT* 103t *APT* 155t | 31 ″ 0 s 5 ″ 7½ 25 ″ 7 | |
| 74112 140639 GDTC | **Etrib** (*ex*BritishCoast) *ss*Liv.No.3–7,31 *ss*Liv.No.2–40 ~~*ex Liv.No.1–38*~~ D.F. 1 *Dk*(*Stl*)& *Shelter dk*(*Stl*) | | 1943 1633 966 | 100A1 *Shelter dk with freeboard* 2,40 3,38 LMC MS12,39 BS~~13,36~~ 12,40 | Liv | *s* | CL ~~6,37~~ 8,40 | 1919 7mo | Swan,Hunter & Wigham Richardson, Ld Sunderlnd *Lloyd's A&CP* | Moss Hutchison Line,Ld. *DB* 248′501t *FPT* 51t *APT* 39t | 290·0 FK | 42·5 | 18·8 | Liverpool British *pt Cem* 2 *BH to Sh dk* 4 ,, ,, *U* ,, | T.3Cy.22″,36″&59″–39″ (*s*) 1801b 324NHP 3SB,6*cf*,GS123,HS4960 FD Richardsons,Westgarth& Co.Ld.Sld. | 21 ″ 2 s 1 ″ 4½ 19 ″ 11 | |
| 74113 308 IBXK | **Etruria** (*ex*Este,*ex*Eger) 1 *Dk*& *Awng dk* | | 2633 2481 1632 | | | | | 1906 | Flensburgr Schiffsb. Ges. Flensburg | D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi | 302·6 291·4 H— | 44·0 23·7 | 16·6 *WB* | Trieste Italian | T.3Cy.20$\frac{1}{16}$″,33½″&55$\frac{7}{16}$″–37½″ 192NHP FlensburgerSchiffsb.Ges. | | I |
| 74114 TCLR | **Etrüsk** Ⓟ D.F. E.S.D. | TwinSc 3 *Dks* *Cruiser Stern* | 2992 2200 1630 | | | | | 1938 | Neptun-werftRostock VekâletiDevlet Denizyollari IsletmeU.M. G.m.b.H. Rostock | T.C.Münakalât | 306·6 B123′F71′ | 43·7 | 21·7 *WB* | Istanbul Turkish | T.6Cy.16½″,26″&41$\frac{5}{16}$″–27$\frac{9}{16}$″ & LP turbines with DR gearing & hydraulic couplings HS4973 328NHP Neptunwerft Rostock G.m.b.H.Rostock | | G |
| 74115 1698 IBIL | **Ettore** (*ex*Collington, *ex*Fairwater, *ex*Penthaw,*ex*Flixton) D.F. | *ss*Ant.No 3–4,23 *ss*Cff.No.1–27 1 *Dk* | 4270 4007 2669 | ... 7,32 | | | | 1912 8mo | W.Gray& Co.Ld. W Hartlepool | Soc.Anon.Naviga-zioneDeGregori &Schiaffino | 391·9 380·0 P27′B241′F37′ FK | 51·0 | 24·9 *WB* | Genoa Italian | T.3Cy.26″,42″&70″–48″ 404NHP Gen.Mar.Eng.Wrks.WHpl | 27 ″ 3 | I † |
| 74116 166625 GQGL | **Ettrick** Ⓟ D.F. E.S.D. | TwinSc *Oil Eng.* *Cruiser Stern* 3 *Dks* *Platform deck forward* *Ref.Mchy.* *Cargo battens not fitted* | 11279 7524 6709 | 100A1 *with freeboard* ~~1,11~~ 2,40 0,41 LMC12,36 | Bom Liv | *f*† 2½ | CL | 1938 12mo | Barclay, Curle&Co.Ld. Glasgow *Lloyd's A&CP* | P.&O.Stm.Nav.Co. *Cell DB* 423′1486t | 496·5 516·8 (O.L.) *Shade dk* F61′ FK *Tanks at sides of tunnels* 620t *FPT* | 63·2 | 31·0 | London British 9 *BHpt Cem* 2 DB *100lb* 121t *APT* 43t | Oil Engines 2S.C.SA 10Cy.22$\frac{1}{16}$″–66½″ 1510NHP 2 DB *100lb* Barclay,Curle&Co.Ld.Gls. | 35 ″ 0 s 11 ″ 10½ 23 ″ 4 | BT till 6,40 |
| 74117 165920 GDDS | **Ettrickbank** *Oil Eng.* D.F. E.S.D. 1 *Dk*& *Shelter dk* 3rd *dk in No.1 hold* *Cruiser Stern* | | 5138 4697 3040 | 100A1 *with freeboard* ~~Hel~~ Cal ~~7,40~~ ~~11,38~~ LMC11,37 1,41 LMC(M)10,39 *Carrying cargo oil* *F* *Carrying late* *x in fore* *peak* | Gal | *a*† | CL 12,38 | 1937 11mo | Wm.Doxford&SonsLd Sunderland *Lloyd's A&CP* *Mgrs.*) *e* 150° *tank* *Cell DB* 347′1311t *DT* | InverTransport& TradingCo.Ld. (A.Weir&Co. F.in deep tank | 423·2 438·6 (O.L.) *a* 29′1132t *FPT* 150t | 55·5 FK | 24·7 | Glasgow British 8 *BH* (*Coll to Sh dk* 7 ,, 2nd ,,) *APT* 190t | Oil Engines 2S.C.SA 4Cy.23$\frac{5}{8}$″–91$\frac{5}{16}$″ 687NHP 2 DB *120lb* Wm.Doxford&Sons,Ld.Sld | 28 ″ 7 s 3 ″ 3½ 25 ″ 6½ | |
| 74118 130 SVDW | **Eugena Cambanis** (*ex*NeaEllas, *ex*Sir W.T.Lewis) 1 *Dk*(*Irn*)2*tr B&* *Web frames* | *ss*Pir.3rdNo.3–11,32 | 3470 3245 2232 | 12,37 | Nap | *v* | | 1898 9mo | Richardsn, Duck&Co. Stockton *Cell DB* a 110′*u* E22 | Geo.Nic.Embiricos | 339·0 350·3 (O.L.) P33′B91′F32′ FK *f* 146′810t *FPT* 167t | 46·0 | 24·6 *APT* 165t | Andros Greek 6 *BH Cem* | T.3Cy.24″,40″&66″–45″ NDB23 306NHP 2SB,6*rf*,GS132,HS4800 Blair&Co.Ld.Stockton | 27 ″ 3 | C † |
| 74119 206147 WTLK | **Eugene J. Buffington** D.F. GyC. *Mchy.Aft* 1 *Dk* | | 7528 — 5839 | | | | | 1909 | American S.B.Co. Lorain,O. | PittsburghS.S.Co. | 580·0 | 58·0 | 32·0 | Dul'th,Min Utd. States *WB* | T.3Cy.24″,39″&65″–42″ 274NHP AmericanS.B.Co.Lorain,O. | | R |
| 74120 229306 WORJ | **Eugene P. Thomas** *Mchy.Aft* D.F. GyC. 1 *Dk* | | 7860 — 6201 | | | | | 1930 | Gt.Lakes Eng.Works River Rouge, Mich. | PittsburghS.S.Co. | 580·0 | 60·8 | 28·0 | Dul'th,Min Utd. States *WB* | T.3Cy.24½″,40″&65″–42″ Gt.LakesEng. 274NHP Works,River Rouge,Mich. | | R |
| 74121 220907 KDMA | **Eugene V. R. Thayer** *ss*NYk.No.3–2,33 *ss*NOs.No.1–37 *Mchy.Aft* 2 *Dks*(*Stl*)& *Web frames* Sub.Sig. *Longitudinal framing* | | 7138 10,40 ~~1,38~~ BS10,40 BS11,39 LMC2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,20 *F.P. above* 150° F. | 100A1 | NOs | *b*† | CL 11,39 | 1920 12mo A&CP | Bethlehem S.B.Corp.Ld. Wilmington, Del. *Cell DB u E&B* 62′200t *DT f* 40′588t | Sinclair Refining Co.Inc. | 430·2 P134′B36′F40′ FK *FPT* 228t *APT* 72t | 59·2 | 32·8 | New York Utd. States 17 *BH pt Cem* (13 *to U dk* 4 ,, 2nd ,,) | T3Cy.26½″ 44″&74$\frac{1}{16}$″–51″(*s*) 200lb 593NHP 3SB,9*cf*,HS8829 FD BethlehemS.B.Corp.Ld. | 33 ″ 3 s 6 ″ 8½ 26 ″ 10 | |
| 74122 214747 WTLL | **Eugene W. Pargny** *ss*Cgo.No.3–35 *Mchy Aft* 1 *Dk*(*Stl*)& *Web frames* D.F. GyC. *Longitudinal framing* | | 7724 7559 6020 | 100A– *For Service on the Great Lakes* 2,40 BS~~3,40~~ 3,41 LMC9,35 | Clv | N9,35 *Lakes* | | 1917 4mo | American S.B.Co. Lorain,Ohio | PittsburghS.S.Co. *Cell DB u E&B* 55′230t *f* &in hopper *sides tanks* 479′ | 580·0 F53′ FK 8724t *FPT* 299t *APT* 59t | 60·0 | 32·0 | Dul'th,Min Utd. States 3 *BH* | T.3Cy.24½″,41″&65″–42″(*s*) 1801b 414NHP 3SB,6*cf*,GS137,HS6405 FD American S.B.Co.Lorain,O | 32 ″ 0 s 10 ″ 4 21 ″ 10½ | |
| 74123 129 SVUF | **Eugenie Livanos** D.F. | *ss*Shi.No.1–40 1 *Dk*& *Shelter dk* *Cruiser Stern* | 4816 4379 2839 | 100A1 *with freeboard* 10,40 ~~8,38~~ LMC ~~7,36~~ 10,40 MS~~10,40~~ | Avn Shi | *a*† | CL 10,40 | 1936 8mo | W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP* | TheofanoMaritime Co.Ld.(N.G. Livanos, *Mgr.*) *Cell DB* 365′1202t | 419·2 F36′ FK *FPT* 198t *APT* 200t | 56·7 | 25·3 | Chios Greek 7 *BH Cem* (*Coll to Sh dk* 6 ,, 2nd ,,) | T.3Cy.22½″,39″&65″–45″(*s*) 225lb 460NHP 2SB(FD)&1 Aux B,9*cf*, GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl. | 27 ″ 10 s 3 ″ 0 25 ″ 1 | |
| 74124 91 SWUS | **Eugenie S. Embiricos** *ss*Pir.No.3–9,32 *ss*Rot.No.1–37 1 *Dk*(*Stl*)& *Shelter dk*(*Stl*) | | 4882 4535 2946 | 100A1 *Shelter dk with freeboard* 3,40 ~~6,39~~ ~~11,38~~ LMC11,37 *Fitted for oil fuel* 7,20 BS~~5,40~~ 2,41 | Rot NYk | *z* | CL ~~10,37~~ 2,41 | 1920 7mo | Short Bros. Ld. Sunderland *Lloyd's A&CP* *F.P. above* 150° F. | S.G.Embiricos *Cell DB* 360′1512t | 419·5 FK *Collision* *FPT* 180t *APT* 252t | 53·8 | 25·0 | Andros Greek *Cem* *BH to Sh dk* 6 ,, ,, *U* ,, | T.3Cy.25½″,43″&72″–48″ (*s*) 180lb 449NHP 3SB,9*cf*,GS204,HS7745 J.Dickinson&Sons,Ld.Sld. | 27 ″ 7 s 3 ″ 1 24 ″ 8½ | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Last Special Survey. Additional Equipment Letter. | 7* Date when tail shaft last drawn. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in. | 15 Registers if PMD. chased, if not in L.R. Date of Alt. of Trade Dept. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74125 659 IMTP | **Eugenio** (*ex*Liesbet, *ex*Carmen, *ex*Jeannette, *ex*HarryFrater) (*See Sailing Ship Register*) | **Aux3MstSr** *OilEng.* 1 *Dk* | 333 — 250 | | | | | 1917 | J.Smit& Zoon Foxhol | U.Tomei | 134·5 124·6 P29′ | 26·4 | 11·7 | Viareggio Italian | Oil Engines 2S.C.SA 3Cy.11¼″–16⅝″ NE37 HanseatischeMotorenGes., Bergedorf 68NHP | | I |
| 74126 1960 IBEL | **Eugenio C.** (*ex*Cedrus–34) *ss*Hul.No.1–31 **D.F.** 1 *Dk*(*Stl*) | | 4078 3829 2509 | ✠ … 12,36 ✠ | Gen | *x* | | 1928 10mo *Lloyd* | Burntislnd S.B.Co.Ld. Burntisland *sA&CP* | G Costa fuAndrea *CellDB* | 380·8 370·0 P29′B224′F34 FK 318′ 1126*t* | 51·4 *FPT*77*t* | 25·2 | Genoa Italian *6BHCem APT*189*t* | T.3Cy.25″,41″&68″–48″ 387NHP 3SB,9*cf*,GS173,HS6504 D.Rowan&Co.Ld.Glasgow | 27 ″ 6 | I † |
| 74127 DOME | **Euler** (*ex*Amalfi) *CruiserStern* **D.F.** 1 *Dk*&*Shelterdk* | *OilEng.* | 1879 1499 913 | | | | | 1925 | Act.Ges. "Weser" Bremen | Dampfsch.Ges. "Neptun" | 283·7 P&B231′F34′ | 41·7 | 16·5 | Bremen German *WB* | Oil Engines 4S.C.SA 6Cy.22″–39⅜″ 280NHP A.G."Weser," Bremen | | G |
| 74128 165402 GZLR | **Eulima** *ss*Nwc.No.1–41 **D.F.** 1 *Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* **E.S.D.** *CruiserStern* *Longitudinal framing at bottom & at deck* | *OilEng.* | 6207 5501 3594 | ✠100A1 1,2,13,40 DBS1,41 *CarryingPetroleum* | Bry Nwc LMC2,37 | *a*† | CL 3,40 *in bulk* | 1937 2mo *Lloyd's* | N.V. Wilton-Fijenoord Schiedam *sA&CP* | Anglo-Saxon PetroleumCo.Ld. *CellDBuE*63′132*t* | 432·1 446·3(O.L.) P87′B38′F48′ FK *DTf*25′257*t* | 54·6 *FPT*1 | 30·8 | London British 16*BH* 03*tAPT*55*t* | Oil Engines 4S.C.SA 6Cy.25⅞″–55½″ 377NHP DB*180lb* N.V.Wilton-Fijenoord | 31 ″ 0 s 5 ″ 6¾ 25 ″ 8½ | |
| 74129 145843 GDYW | **Eumaeus** (P) **D.F.** 2 *Dks* | | 7472 6370 4711 | | | | | 1921 | CaledonS. B.&E.Co.Ld. Dundee | OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*) | 459·2 P54′B164′F65′ | 56·3 | 32·5 | Liverpool British *WB* | DRGearedSteamTurbine 1000NHP Hwthrn,Leslie&Co.LdNwc | | BT till ~~5,40~~ 4,41 |
| 74130 139905 GKVF | **Euphorbia** **D.F.** 1 *Dk* | | 3380 3034 2011 | | | | | 1924 | Sunderlnd S.B.Co.Ld. Sunderland | StagLine,Ld. (J.Robinson& Sons,*Mgrs.*) | 331·0 P34′B97′F29′ | 48·0 | 23·2 | N.Shields British *WB* | T.3Cy.22½″,36½″&62″–42″ 249NHP N.E.MarineEng.CoLd.Sld. | | C |
| 74131 ~~217687~~ ~~KFAO~~ | **Eureka** (*ex*Glendoyle) *Fitted for oil fuel* 1 *Dk* | | ~~2243~~ — 1313 | | | | | 1919 | AlbinaEng &Machine Works Portland,Or. | ~~Hammond—ShippingCo.Ld.~~ Transpacific SteamshipCo.S.A. | 289·0 P26′B148′F32′ | 44·1 | 19·2 | ~~S.Frncisco~~ Utd.States Panama Panamanian | T.3Cy.22″,36½″&60″–42″ 313NHP AlbinaEng.& Mach.Wks.Portland,Or. | | R |
| 74132 210334 KJJL | — **Wood** 1 *Dk* | | 471 — 306 | | | | | 1912 | Kelley SpearCo. Bath,Me. | BostonSand& GravelCo. | 149·8 | 35·0 | 12·5 | Boston Utd.States | T.3Cy.15″,22″&36″–24″ 63NHP PortlandCo.Bath,Me. | | |
| 74133 1376 IBZK | **Euro** **D.F.** 1 *Dk*&*Shelterdk* | | 4687 4375 2957 | | | | | 1926 | Cant.Nav. Riuniti Palermo | Soc.Ligure diArmamento | 406·4 388·8 P14′F38′ | 51·7 *WB* | 34·6 | Genoa Italian | T.3Cy.26″,42½″&69⅞″–48″ 335NHP Cant.Nav.Riuniti,Palermo | | IC |
| 74134 DKAF | **Eurofeld** (*ex*Stanbridge–39, *ex*Ch.N.Kahan–37, *ex*Limicana, *ex*Beechleaf) *Mchy.Aft* ss Kel.No.3–9,29 ss Shl.No.2–37 1 *Dk*(*Stl*)&*Shelter dk* (*Stl*)&*Web frames* *Carrying petroleum in bulk* *Fitted for oil fuel* | | 5947 5490 3440 | ✠ *Shelter dk* 6,39 ✠ | Rot | *y* | | 1917 3mo | Richardsn, Duck&CoLd Stockton | Europäische Tankreederei G.m.b.H. *CellDB uE&B*79′239*t* | 380·8 P98′B27′F49′ FK *Tf*36′465*t* | 51·0 *FPT*136*t* | 32·7 | Hamburg German 15*BHptCem* *APT*102*t* | T.3Cy.26″,42″&70″–48″ 395NHP 3SB,9*cf*,HS6435 Blair&Co.Ld.Stockton | 35 ″ 4 | |
| 74135 DOAI | **Europa** (P) **QuadSc** *Fitted for oil fuel* **D.F.** **GyC.** 5 *Dks* Sub.Sig **E.S.D.** *CruiserStern* | | 49746 31125 20425 | | | | | 1928 | Blohm& Voss Hamburg | Norddeutscher Lloyd | 890·2 B&F842′ | 102·1 | 48·0 | Bremen German *WB* | 12SteamTurbines SR geared to4Sc.Shafts Blohm&Voss,Hamburg | | G |
| 74136 OZFE | — (P) *OilEng.* ss Cpn.No.2–39 2 *Dks*(*Stl*)3*rd dk*(*Stl*) *in motor space & forward holds* *Ref.Mchy.* **D.F.** | | 10224 8350 6432 | ✠100A1 *withfreeboard* 9,39 ✠LMC CS1,40 DBS~~3,39~~ 9,40 ~~3,37~~ 9,39 ✠Lloyd'sRMC~~9,39~~ ~~7,40~~ 12,40 No. 3 lower 'tween dk & No. 5 upper 'tween dk for temp. 18° F., all other chambers for temp. 32° F. *Carrying vegetable oil in forward deep tanks* | Cpn | *e*† | CL 2 11/16 N6,38 | 1931 5mo *Lloyd's* | Akt.Burmeistr&Wain Copenhagen *sA&CP* | A/S DetÖstasiatiskeKompagni *CellDB*405′1700*t* *DTs*f63′14 | 465·4 482·5(O.L.) B179′F73′ FK 48*t Tanks in way o* | 62·2 | 37·2 | Copnhagn Danish 8*BH* (6 *to W dk* 1 „ 2*nd* „ 1 „ 3*rd* „) *ftunnel* 255*t* | Oil Engines 2S.C.DA 6Cy.24⅜″–55½″ 1236NHP DB(*Upr*)*80lb* DB*100lb* Akt.Burmeistr&Wain,Cpn *FPT*138*t APT*184*t* | 40 ″ 0 s 11 ″ 9½ 28 ″ 4¾ | |
| 74137 DGCM | — (*ex*Trude, *ex*Greylight, *ex*Bessarabia, *ex*Selenga, *ex*Claudius) ss Hpl.2ndNo.3–8,19 ss Sws.No.1–23 1 *DkCell side tanks amidships,deep framing& 2tr Bat ends* | | 3767 3486 2190 | ✠ … 3,25 ✠ | | | | 1899 4mo | W.Gray &Co.Ld. W Hartlepool | AtlasReederei Akt.Ges. | 338·5 P37′B130′F42′ FK | 51·0 *WB* | 24·4 | Emden German | T.3Cy.25½″,40½″&67″–45″ 312NHP Cen.Mar.Eng.Wrks.WHpl | 26 ″ 11 | G † |
| 74138 PDZV | — *OilEng.* **D.F.** *Mchy.Aft* 1 *Dk* *CruiserStern* | | 339 241 160 | | | | | 1936 | N.V.Noord Nederlndsch. Schpswerven Groningen | T.Tammes | 133·7 P41′F14′ | 22·9 *WB* | 9·6 | Groningen Dutch | Oil Engines 4S.C.SA 6Cy.10½″–15¾″ 68NHP BenzDieselMotorenfb. Mannheim | | V |
| 74139 LIWT | **Europe** *OilEng.* ss NYk.No.1–38 **D.F.** *Mchy.Aft* **E.S.D.** 1 *Dk* *Longitudinal framing at bottom & deck in CruiserStern centre tanks* | | 8371 7611 5134 | ✠100A1 10,40 ~~1,40~~ ✠LMC CS11,38 DBS~~4,38~~ 10,40 11,38 *CarryingPetroleum* | NYk Gal | *c*† | CL ~~4,38~~ 10,40 *in bulk* | 1934 12mo *Lloyd's* | Odense Staalskibsvft vedA.P.Møller Odense *sA&CP* | TheTexasCo (Norway)A/S (H.C.Mathiesen, *Mgr.*) *CellDBuE*68′227*t* *FPT*13*tA* | 471·3 P99′B37′F36′ FK *DTf*22′1110*t* *PT*70*t Upper APTs* | 62·3 | 34·1 | Oslo Norwegian 14*BH* 119*t* | Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 490NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn | 34 ″ 3 s 7 ″ 6½ 26 ″ 11½ | |
| 74140 135488 GQBJ | **Euryades** (*ex*Indra) ss Gls.2ndNo.3–8,36 2 *Dks*(*Stl*) *Carrying oil fuel F.P.above* 150°*F.in DB* | | 5801 5311 3591 | ✠100A1 2,41 ~~2,40~~ 11,40 DBS~~8,36~~ ✠LMC6,36 MBS~~2,40~~ 2,41 | Liv NYk | *a*† | CL 8,39 | 1913 8mo *Lloyd's* | C.Connell &Co.Ld. Glasgow *sA&CP* | OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*) *Cell DBa* 118′ *uE&B* | 430·0 443·7(O.L.) P80′B153′F80′ FK 75′*f* 195′1260*t FPT* | 54·0 | 30·4 | Liverpool British 7*BHCem* 98*tAPT*58*t* | T.3Cy.26½″,45″&75″–54″ (*r*) 200lb *110lb* 592NHP 2DB,12*cf*,GS216,HS10730 Dunsmuir&JacksonLdGls | 33 ″ 1 s 5 ″ 9½ 27 ″ 7 | |
| 74141 149668 GKBS | **Eurybates** (P) **TwinSc** *OilEng.* **D.F.** 2 *Dks* *Fitted for oil fuel* | | 6276 5419 3879 | ✠ … 7,30 ✠ | — | | | 1928 4mo | Scott'sS.B. &E.Co.Ld. Greenock | OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*) | 431·9 P43′B150′F48′ FK | 54·8 *WB* | 29·1 | Liverpool British | Steam & Oil Engines 10OilCy.27″–45″ 2S.C.SA 4SteamCy.24″–45″1408NHP 1Regenerator Scott'sS.B &E.Co.Ld.Grk. | 32 ″ 9 | BT till ~~5,40~~ ~~2,40~~ ~~4,41~~ 3,42 |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terms assigned by maintenance, expiry, etc. Lettre d'applicement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Jaugue. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où cité et cas dans le L.R. Durée Cert. Rad. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74142 | **Eurylochus** (*ex*Indraghiri) | 5723 | ✠100A1 | Liv | *a*† | CL | 1912 | Lon.&Gls. | ChinaMutualStm. | 430·5 | 53·9 | 30·3 | Liverpool | T.3Cy.26½″,45″&75″–54″ (*r*) | 33 ″ 1 | |
| 131424 | *ss*Ham No.3–11,34 | 5277 | 1,41 ~~12,30~~ | Bkn | | 1,38 | 3mo | Co.Ld. | Nav.Co.Ld.(AHolt | | | | British | 200lb 672NHP | s 5·10½ | |
| GRQL | *ss*Bkn.No.1–38 | 3600 | | ✠LMC | | | | Glasgow | &Co.*Mgrs.*) | P79′B148′F85′ FK | | | 1*BHCem* | 2D&1SB*15cf*,GS300,HS12905 | 27·5½ | |
| | 2*Dks*(*Stl*) | | MS7,38 | ~~11·34,39~~ | | | *Lloyd's*s*A&CP* | | *CellDBa*96′*uE&B* | 93′*f*186′1160*tFPT* | | | 100*tAPT*70*t* | London&Glas.Co.Ld.Gls. | | |
| | | | BS7,40 | 11,40 | | | | | | | | | | | | |
| 74143 | **Eurymedon** (P) TwinSc | 6223 | | | | | 1924 | CaledonS. | OceanS.S.Co.Ld. | 431·8 | 54·7 | 30·1 | Liverpool | Oil Engines 4S.C.SA | | BT |
| 147291 | *Oil Eng.* | 5382 | | | | | | B.&E.Co.Ld. | (A.Holt&Co*Mgrs*) | | | | British | 16Cy.24½–43½″ 951NHP | | ~~111~~ |
| GLFJ | D.F. 2*Dks* | 3858 | | | | | | Dundee | | P40′B122′F45′ | | | *WB* | AktBurmeister&Wain,Cpn | | ~~10,40~~ 3,41 |
| 74144 | **Eusebio Coterillo** TwinSc | 799 | | | | | 1906 | Bow,Mc- | EmpresaNaviera | 211·2 | 34·1 | 10·8 | Havana | T.6Cy.11″,18″&30″–22″ | | |
| | (*ex*Perou,*ex*Peru) *Fitted for oil fuel* | 615 | | | | | | Lachlan&Co. | deCubaS.A. | F22′ | | | Cuban | 84NHP | | |
| | Orinoco, *see No. 89458 in Supplement* | 408 | | | | | | Ld. Paisley | | *Shade dk*52′ | | | *WB* | Bow,McLachln&CoLd.Psy | | |
| 74145 | **Euterpe** | 897 | | | | | 1903 | Rijkee&Co | Koninkl.Nederl. | 213·4 | 30·5 | 13·3 | Amstrdam | T.3Cy.15″,25″&40″–36″ | | V |
| | | 676 | | | | | | Rotterdam | Stoomb.Maats. | Q69′B48′F26′ | | | Dutch | 96NHP | | |
| PEAC | 2*Dks* | 543 | | | | | | | N.V. | | | | *WB* | Maats.Fijenoord,Rot. | | |
| 74146 | **Euthalia** (*ex*Marken) | 3553 | | | | | 1918 | Rotterdam | C.D.Coumarianos | 377·6 | 51·6 | 25·1 | Andros | T.3Cy.25″,41″&68″–45″ | | V |
| 197 | | 3398 | | | | | | Droogd.Maat | (GoulandrisBros. | P27′B223′F34′ | | | Greek | 310NHP | | |
| SVPW | 2*Dks*2*trB* | 2029 | | | | | | Rotterdam | *Mgrs.*) | | | | *WB* | RotterdamDroogd.Maats. | | |
| 74147 | **Eva** | 1599 | | | | | 1929 | Bergens | AugustKjerland& | 244·8 | 37·7 | 15·7 | Bergen | T.3Cy.17¼″,29″&49″–33″ | | N |
| | | 1168 | | | | | | Mek.Værks. | Co.A/S | P73*tQ*103*t* | | | Norwegian | 138NHP | | |
| LDUN | Wireless D.F. 1*Dk* | 937 | | | | | | Bergen | | B102*tH*73*t* | | | *WB* | BergensMekVærksBergen | | |
| 74148 | — (*ex*Elsborg–36,*ex*OveGjedde) | 1492 | | | | | 1907 | Howaldts- | RederiA/B Eva | 251·3 | 36·3 | 16·6 | Mariehmn | T.3Cy16¾″,29·⅝″&42½″–29½″ | | V |
| | | — | | | | | | werke | (AndersOström) | 242·0 | | | Finnish | 96NHP | | |
| OHZP | 1*Dk* | 837 | | | | | | Kiel | | P13′Q73′B105′F29′ | | | *WB* | Howaldtswerke,Kiel | | |
| 74149 | **Evagoras** (*ex*Darshiel) | 5197 | ✠100A1 | Cff | *y* | CL | 1929 | W.Hamil- | TroodosShipping | 405·0 | 52·4 | 27·5 | Famag'sta | T.3Cy.26″,44″&73″–48″ (*s*) | 29 ″ 10 | |
| 160232 | *ss*Ant.No.2–37 | 4911 | 6,40 ~~10,38~~ | PN1 | | ~~8,38~~ | 1mo | ton&Co. | Co.Ld. | 418·0(O.L.) | | | British | 200lb 523NHP | s 5 ″ 6½ | |
| VQSC | 2*Dks*(*Stl*) | 3282 | BS10,39 | ✠LMC2,37 | | 6,40 | | (1928)Ld. | | P36′B133′F40′ FK | | | *ptCem* | 3SB,9*cf*,GS181,HS7503 FD | 24 ″ 6 | |
| | | | | | | | | Port Glasgow | *Intermediate* | | | | 5*BHto Udk* | D.Rowan&Co.Ld.Glasgow | | |
| | | | | | | | *Lloyd's*s*A&CP* | | *'TweendkBHin after* | *hold dispensed with* | | | 1 ,, ,,2*nd* ,, | | | |
| | | | | | | | | | *CellDB*350′ 1025*t D* | *Ta*35′955*tAPT*178*t* | | | | | | |
| 74150 | **Evald** (*ex*Christian–38) | 957 | | | | | 1894 | Akt.Ges. | M.Utow | 206·3 | 31·2 | 13·9 | Tallinn | T.3Cy.13¾″,22½″&36½″–27½″ | | V |
| | | 720 | | | | | | "Neptun" | | Q63′B52′F26′ | | | Estonian | NB15 70NHP | | |
| ESXV | 1*Dk* | 556 | | | | | | Rostock | | | | | *WB* | A.G."Neptun,"Rostock | | |
| 74151 | **Evangeline** (P) TwinSc | 5043 | | | | | 1927 | W.Cramp | EasternS.S.Lines, | 365·4 | 55·7 | 26·8 | Boston | 4SteamTurbinesSRgeared | | R |
| 226690 | *Fitted for oil fuel* | — | | | | | | &SonsCo. | Inc. | B&F354′ | | | Utd.States | to 2 Sc. Shafts | | |
| KGAZ | D.F. E.S.D. *Ref.Mchy.* 2*Dks* | 2714 | | | | | | Philadelphia | | | | | *WB* | W.Cramp&SonsCo.Phl. | | |
| | *CruiserStern* | | | | | | | | | | | | | | | |
| 74152 | **Evangelistria** (*ex*Agioi | 321 | | | | | 1918 | Forg.&Ch. | Mme.Marg.P. | 132·3 | 24·0 | 11·9 | Piræus | Oil Engines 2S.C. | | |
| 240 | Anargyroi–39,*ex*Korydallos–34, *Oil Eng.* | 270 | | | | | | de la Médit. | Protopappa | | | | Greek | 4Cy. | | |
| SYBN | *ex*MariaSophion, 1*Dk* | 179 | | | | | | LaSeyne | | | | | | A/B Bolinder-Munktell, | | |
| | *ex*Evangelistria,*ex*Chardonneret) | | | | | | | | | | | | | Skm. | | |
| 74153 | **Evanger** | 3869 | | | | | 1920 | Irvine's | Westfal-Larsen | 365·4 | 52·2 | 23·7 | Bergen | T.3Cy.26″,42″&70″–48″ | | N |
| | *Fitted for oil fuel* | 3522 | | | | | | SB&DDCoLd | &Co.A/S(County | P90*tF*39*tH*219*t* | | | Norwegian | 340NHP | | |
| LCIV | 1*Dk&Shelter dk* | 2326 | | | | | | WHartlepool | Line) | | | | *WB* | Richardsons,Westgarth& | | |
| | | | | | | | | | | | | | | Co.Ld.Hpl. | | |
| 74154 | **Evanthia** (*ex*Algenib–37) | 3551 | | | | | 1915 | Rotterdam | Heirs of the late | 361·4 | 49·9 | 22·1 | Andros | T.3Cy.25″,41″&67″–45″ | | V |
| 249 | | 3263 | | | | | | Droogd.Maat | PetrosJ. | P24′B214′F34′ | | | Greek | 301NHP | | |
| SVUV | 1*Dk* | 2170 | | | | | | Rotterdam | Goulandris | | | | *WB* | RotterdamDroogd.Maats. | | |
| 74155 | **Evdokia** | 706 | ✠ ... | | | | 1928 | Werft | Soc.Commerciale | 168·2 | 28·7 | 11·3 | Varna | T.3Cy.17⅛″,27⅜″&45½″–29½″ | 12 ″ 0 | V |
| | | 347 | 1,33 | | | | 4mo | Nobiskrug | Bulgare deNav.à | P&B108′F46′ | | | Bulgarian | 173NHP | | † |
| | 1*Dk* | 266 | ✠ | | | | | G.m.b.H. | Vap. | *UpperB*51′ FK | | | *WB* | Christiansen&Meyer, | | |
| | | | | | | | | Rendsburg | | | | | | Harburg | | |
| 74156 | **Evdoxia** (*ex*Dionyssios–38, | *2018* | | | | | 1903 | Flensburgr | N.M.Andronicos& | 292·0 | 41·4 | 18·8 | Piræus | T.3Cy.20⅛″,35 $^{7}/_{16}$″&55½″– | | G |
| 229 | *ex*Hesbaye,*ex*AlbertKilling,*ex*Captain | *1839* | | | | | | Schiffsb.Ges. | J.Stephanopoulos | P16′B175′F34′ | | | Greek | 35 $^{7}/_{8}$″ 180NHP | | |
| SYGO | W.Menzell) 1*Dk&deep framing* | *1213* | | | | | | Flensburg | (Balkans&Near | | | | *WB* | FlensburgerSchiffsb.Ges. | | |
| | | | | | | | | | EastShipping | | | | | | | |
| | | | | | | | | | Agency,S.A.*Mgrs*) | | | | | | | |
| 74157 | **Eveleen** | 498 | ✠100A1 | Bel | *g* | CL | 1920 | Ardrossan | J.Milligen&Co.Ld. | 160·4 | 25·1 | 9·7 | Belfast | T.3Cy.18″,21″&35″–24″ (*s*) | 11 ″ 8 | |
| 142500 | *ss*Bel.No.3–9,32 | 333 | 1,41 ~~2,40~~ | | | ~~6,39~~ | 8mo | DD&SBCoLd | | 167·0(O.L.) | | | British | 180lb 62RHP | s 3 ″ 8 | |
| MKFD | *ss*Bel.No.2–41 ~~*ss*Bel.No.1–39~~ | 190 | BS6,39 | ✠LMC~~3,37~~ | | 1,41 | | Ardrossan | | 26·7 | | | 3*BHCem* | 1SB,3*cf*,GS51,HS1610 | 12 ″ 1½ | |
| | *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | | | 1,41 | | | *Lloyd's*s*A&CP* | | | Q95′B9′F21′ BK7′ | | | | AitchisonBlair&Co.Ld.Gls | | |
| | | | | | | | | | *CellD* | *Bf*84′ 108*t FPT*40*t* | | | *APT*26*t* | | | |
| 74158 | **Evelyn** | 3141 | ✠100A1 | NYk | *u* | CL | 1912 | Nwprt Nws | A.H.Bull | 313·6 | 46·1 | 22·9 | NewYork | T.3Cy.22″,37″&60″–42″ (*s*) | 25 ″ 6 | |
| 210004 | *ss*Bal.2ndNo.3–10,36 | 2759 | 6,40 ~~8,39~~ | Bal | | ~~6,37~~ | 6mo | S.B.&D.D.Co. | SteamshipCo.Inc. | | | | Utd.States | 180lb 280NHP | s 4 ″ 5½ | |
| WKCE | Snb.Sig. 2*Dks*(*Stl*)&*Web frames* | 2443 | ~~BS8,39~~ | ✠LMC10,36 | | 6,40 | | Newprt News | (A.H.Bull&Co.Inc. | P36′B94′F31′ FK | | | 5*BHCem* | 2SB,6*cf*,GS138,HS4680 | 21 ″ 3 | |
| | *Longitudinal framing* | | BS6,40 | 4,41 | | | | A&CP | *Mgrs.*) | | | | | NewportNewsSB&DD.Co. | | |
| | | | *Fitted for oil fuel* | | | 11,22 | *FP above* | 15 | 0″ F. | *E*20′*f*136′679*tFPT* | | | 78*tAPT*248*t* | | | |
| | | | | | | | | | *CellDBa*100′*u* | | | | | | | |
| 74159 | **Everagra** (*ex*Curonia–39, | 3702 | ✠100A1 | Ant | *w* | CL | 1911 | A.Rodger | F.Grauds | 360·3 | 49·6 | 23·5 | Riga | T.3Cy.24″,40″&65″–42″ (*s*) | 26 ″ 0 | |
| 181 | *ex*Glensloy) *ss*Shl.2ndNo.3–11,37 | 3449 | 2,41 ~~3,40~~ | NYk | | N2,39 | 11mo | &Co. | | | | | Latvian | 180lb 318NHP | s4 ″ 5 | |
| YLCA | D.F. 1*Dk*(*Stl*) | 2342 | BS8,~~39~~ | ✠LMC11,37 | | | | Pt.Glasgow | | P28′B93′F41′ FK | | | 6*BHCem* | 2SB,6*cf*,GS120,HS5196 | 21 ″ 9 | |
| | | | 2,41 | | | | *Lloyd's*s*A&CP* | | | *CellDBa* | | | | A.Rodger&Co.Glasgow | | |
| | | | | | | | | | | &*uE*137′*f*160′ | | | 879*tAPT*78*t* | | | |
| 74160 | **Everalda** (*ex*Mokta–32) | 3950 | ✠100A1 | Shl | *w* | CL | 1912 | W.Gray | ~~Mrs.Z.Heinrich-~~ | 350·0 | 50·0 | 27·9 | Riga | T.3Cy.24½″,38″&64″–42″ (*s*) | 27 ″ 8 | |
| 183 | *ss*Lie.2ndNo.3–12,37 | 3617 | ~~10,39~~ 3,41 | Bal | | ~~12,38~~ | 11mo | &Co.Ld. | ~~sons~~ F.Grauds | | | | Latvian | 180lb 312NHP | s 5 ″ 2 | |
| YLDB | | 2452 | BS~~5,39~~ | ✠LMC12,37 | | 3,41 | | WHartlepool | | P30′B67′F34′ FK | | | 6*BHCem* | 2SB,6*cf*,GS102,HS4142 FD | 22 ″ 9 | |
| | *Cargo battens not fitted* 1*Dk*(*Stl*) | | 6,40 | | | | *Lloyd's*s*A&CP* | | *CellDBa* | 113′ *uE*23′*f*154′10 | | | 35*tAPT*105*t* | Cen.Mar.Eng.Wrks.WHpl | | |
| 74161 | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned & now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Mutual Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74162 YLCO | **Everanna** (*ex*Disciplina,*ex*Amilcare 170 Cipriani,*ex*Stamboul) *ss*Gen.No.3–9,21 1*Dk&deepframing* | 2880 2435 1624 | ✠ ... 8,23 ✠ | | | | 1908 11mo | WoodSkinner&Co.Ld. Newcastle | Mrs.E.Grauds | 313·0\|45·0\|23·0 P27′B96′F29′ FK | | | Riga Latvian *WB* | T.3Cy.23″,37½″&61½″–39″ 276NHP N.E.MarineEng.CoLdNwc | 23 ″ 0 | CI † |
| 74163 YLGK | **Everasma** (*ex*Antonios Stathatos–39) *ss*Bry.No.3–8,32 *ss*Shl.No.1–36 1*Dk(Stl)* | 3644 3428 2260 | ✠100A1 Lie *w* 10,39 ✠LMC MS1,36 BS12,38 *Fitted for oil fuel* | | CL ~~9,39~~ ~~5,41~~ 5,41 11,20 | 1920 11mo *Lloyd's above* | R.Duncan &Co.Ld. Pt.Glasgow *sA&CP* 50° F. | F.Grauds | 364·9\|51·5\|22·6 P27′B219′F39′ FK *CellDB313′948t F.P. a* | Riga Latvian 6*BHCem* *APT63t* | T.3Cy.25″,41″&68″–45″ (*s*) 180lb 391NHP 3SB,*9cf*,GS177,HS6801 D.Rowan&Co.Ld.Glasgow | 25 ″ 0 s 3 ″ 2½ 22 ″ 0 | |
| 74164 YLGD | **Everelza** (*ex*CapeWrath–37, 217 *ex*Cycle–36) *ss*Syd.No.3–3,34 *ss*Lie.No.1–39 1*Dk(Stl)* *Well deck* *Cargo battens not fitted* | 4520 3583 2713 | ✠100A1 Mob *x* 1,40 ✠LMC4,39 *Fitted for oil fuel* | | CL 4,39 10,21 | 1921 6mo *Lloyd's above* | JLThompson&Sons,Ld Sunderland *sA&CP* 50° F. | Mrs.E.Grauds | 364·5\|52·8\|24·3 P28′Q118′B68′F29 FK *CellDB309′ 944t FPT70t APT221t* | Riga Latvian 6*BHCem* | T.3Cy.23½″,38″&64″–42″ (*s*) 180lb 347NHP 3SB,*9cf*,GS189,HS6156 Armstrong,Whitworth &Co.Ld.Nwc. | 26 ″ 8 s 3 ″ 11½ 23 ″ 0 | |
| 74165 204579 WJCQ | **Everett** 3Mst *Mchy.Aft* Sub.Sig. 1*Dk* | 5065 — 3097 | | | | | 1907 | ForeRiver S.B.Co Quincy,Mass | KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) | 373·2\|52·7\|29·8 | | | Boston Utd.States *WB* | T.3Cy.25″,44½″&73″–48″ 369NHP ForeRiverS.B.Co.Quincy | | R |
| 74166 YLGJ | **Everiga** (*ex*RitaChandris–39, *ex*HelenMoller–33, *ex*EgyptianTransport–33) 1*Dk* | *4648* *4380* *2923* | | | | | 1914 | Irvine'sSB &D.D.Co.Ld. WHartlepool | F.Grauds | 385·0\|52·0\|27·0 P36′B119′F36′ | | | Riga Latvian *WB* | T.3Cy.25″,40″&68″–48″ NB19 320NHP Richardsons, Westgarth&Co.Ld.Hpl. | | G |
| 74167 194 YLBF | **Everita** (*ex*Ethelaric–32) *ss*Nwc.No.3–8,29 *ss*Lie.No.2–38 1*Dk(ptIrn&ptStl)* | 3251 3011 1976 | ✠100A1 Lie *v* 5,38 ✠LMC MS5,38 BS3,39 No later survey reported | | CL 5,38 | 1917 2mo *Lloyd's* | Ropner& Sons,Ld. Stockton *sA&CP* | ~~Mrs.Z.Heinrichs sons~~ Mrs.E.Grauds *CellDBa* | 335·0\|48·1\|23·4 P31′B100′F35′ FK 110′*uE22′f145′812t* | Riga Latvian 5*BHCem* *APT96t* | T.3Cy.23½″,39″&64″–42″ (*s*) 180lb 278NHP 2SB,*6cf*,GS119,HS4142 Blair&Co.Ld.Stockton | 24 ″ 10 s 4 ″ 0½ 21 ″ 0 | |
| 74168 161347 GLSV | **Everleigh** *ss*Bry.No.2–38 1*Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed* '41 (*W.E.*) | 5222 4819 3153 | ✠100A1 Bry *a*† *with freeboard* ~~CS~~ Lth 4,41 ~~5,40~~ ✠LMC MS5,37 ~~BS5,39~~ BS4,41 ~~5,40~~ | | CL 1,39 | 1930 1mo *Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees *sA&CP* | AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*) | 406·3\|56·0\|26·9 F33′ FK *CellDBa& uE134′f188′ FPT139t APT104t* 1387*t* | London British 6*BHCem* *Coll to Sh dk* 5 „ 2*nd*„ | T.3Cy.26″,43″&73″–48″ (*s*) ~~29 ″ 6~~ 200lb ~~8 ″ 0½~~ 3SB,*9cf*,GS179,HS7569 FD ~~25″ 10½~~ Richardsons,Westgarth& Co.Ld.Sld. 37 ″ 11 s 11 ″ 3½ 26″10½ | |
| 74169 YLGM | **Everoja** (*ex*BrightWings–39, *ex*Delia–34, *ex*Middleham Castle) *ss*Rot.2ndNo.3–5,35 *ss*Lie.No.1–39 2*Dks(Stl)&* *Longitudinal framing* *Web frames* | 4530 4176 2878 | ✠100A1 Lie *y* 7,40 ~~8,39~~ Rot ✠LMC BS3,~~39~~ 4,40 BS3,39 ✠NB28*refitted35* | | CL ~~8,39~~ 3,40 | 1910 6mo *Lloyd's* | W.Hamilton&Co.Ld. PortGlasgow *sA&CP* | F.Grauds *CellDBa119′u* | 380·0\|50·0\|26·9 P35′B113′F42′ FK *E&B 36′f170′1000t* | Riga Latvian 6*BHCem* *APT27t* | T.3Cy.25½″,42″&70″–48″ (*s*) 180lb ~~120lb~~ NDB24 414NHP 2SB,*6cf*,GS125,HS5595 FD D.Rowan&Co.Ld.Glasgow | 29 ″ 6 s 5 ″ 4½ 24 ″ 4 | |
| 74170 193 YLAD | **Everolanda** (*ex*Berkdale–33, *ex*Wotan,*ex*Oswiga, *ex*St.Johann) *ss*Cff.No.3–9,20 *ss*Cff.No.2–29 1*Dk(Stl)*2*trB&deepframing &Web frames* | 3379 3170 2090 | ✠ — 4,34 ✠ | | Shl *v* | | 1908 6mo | Chant.Nav Anversois Hoboken | Mrs.E.Grauds | 347·0\|48·1\|23·1 P31′B180′F31′ FK *CellDBa108′uE&B42′f1* | Riga Latvian 6*BHCem* | T.3Cy.24″,40″&66″–45″ 320NHP 3SB,*9cf*,GS129,HS4986 N.E.MarineEng.Co.Ld.Sld 52′788t*FPT108tAPT81t* | 25 ″ 7 | V † |
| 74171 178 YLCX | **Everonika** (*ex*Tottenham,*ex*Apsley, *ex*DonCesar) *ss*Npt.No.3–7,19 *ss*Npt.No.2–28 1*Dk(ptIrn&ptStl)*2*trBdeep framing &Web frames* | 3743 3454 2340 | ✠ — 12,32 ✠ | | Hul *w* | | 1906 6mo | JLThompson&Sons,Ld. Sunderland | Mrs.E.Grauds | 350·0\|50·3\|23·2 P46′B94′F33′ FK *CellDBa119′uE 23′f148′864t* | Riga Latvian 6*BHCem* | T.3Cy.25″,41″&67″–45″ 322NHP 2SB,*6cf*,GS124,HS4900 Blair&Co.Ld.Stockton *FPT74tAPT100t* | 25 ″ 0 | V † |
| 74172 214 YLFW | **Evertons** (*ex*Faxen–36,*ex*Ovidia) *ss*Got.No.3–8,32 *ss*Bkn.No.1–37 D.F. 1*Dk(Stl)* | *4107* *3759* *2537* | ✠100A1 Lie *w* 11,38 ✠LMC MS7,37 BS~~11,38~~7,40 | | OG 11,38 | 1919 6mo *Lloyd's* | Lindholmens V.A. Gothenburg *sA&CP* | Mrs.E.Grauds | 355·6\|50·6\|28·2 P18′B91′F39′ FK *CellDB304′865t APT100t* | Riga Latvian 6*BHCem* | T.3Cy.26″,42″&69″–45″ (*s*) 185lb 389NHP 3SB,*9cf*,GS120,HS5205 FD Lindholmens V.A.Got. | 28 ″ 2 s 5 ″ 4½ 23 ″ 0 | |
| 74173 PEAD | **Evertsen** (*ex*FlyingScotsman–38) *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* | 392 291 230 | | | | | 1929 | N.V. Industrieele DeNoord Alblasserdam | Reed."DeNoord" (J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*) | 148·8\|25·3\| 9·2 P41′F17′ | | | Rottrdam Dutch *WB* | Oil Engines 4S.C.SA 4Cy.11⅛″–17⅛″ 54NHP Motorenfabr."Deutz" A.G.Köln-Deutz | | V |
| 74174 713 SVFL | **Evgenia** (*ex*PanagiotisTh. Coumantaros–40, *ex*Dryden–33) 2*Dks(Stl)&Web frames* *Longitudinal framing* | *5839* *5413* *3699* | ✠100A1 Sws *a*† 12,39 BS3,39 ✠LMC4,38 | | CL 3,38 | 1912 10mo | W.Hamilton&Co.Ld. Pt.Glasgow *sA&CP* | S.Niarchos | 424·4\|53·0\|29·9 P36′B145′F50′ FK *Intermediate BHin 6BH to U dk* *after hold omitted* 1 „ to 2nd „ *Cell DBa&uE148′f* 179′ 1064t *F* | Piræus Greek *Cem* | T.3Cy.27½″,45″&75″–51″(*s*) 180lb 536NHP 4SB,(Spt),*12cf*,GS231, HS9460 D.Rowan&Co.Glasgow *only* *PT64tAPT40t* | 32 ″ 6 s 6 ″ 4½ 26 ″ 3½ | |
| 74175 744 SVKN | **Evgenia Chandris** (*ex*Stadsdijk–32, *ex*RockyMaru) *ss*Rot.No.3–3,33 2*Dks(Stl)&Shelter dk (Stl)* | 5317 4885 3166 | ✠ — 5,38 ✠ | | Rot *a*† | 1920 3mo | Harima Dkyd.Co. O Harima | J.D.Chandris *CellDB371′1139t* | 425·1\|54·0\|26·7 FK *Coll BH to Sh dk* 6 „ „ *U* „ *FPT148tAPT225t* | Piræus Greek *Cem* | T.3Cy.27″,47″&79″–51″ 552NHP 2SB&1AuxSB,*11cf*, GS192,HS7227 KobeSteelWorks,Ld.Kobe | 29 ″ 0 | G † |
| 74176 137 SVXB | **Evi Livanos** D.F. E.S.D 1*Dk&Shelter dk* *Cruiser Stern* | *4839* *4379* 2870 | ✠100A1 Hpl *a*† *with freeboard* Bal 10,40 ~~8,38~~ ✠LMC11,37 | | CL | 1937 11mo *Lloyd's* | W.Gray& Co.Ld. W Hartlepool *sA&CP* | N.G.Livanos *CellDB* | 419·2\|56·7\|25·3 431·1(O.L.) F35′ FK *Coll to Sh dk* 6 „ 2*nd*„ 365′ 1200t *FPT217t* | Chios Greek 7*BHCem* *APT200t* | T.3Cy.22½″,39″&65″–45″ 225lb (*s*) 460NHP 2SB(Spt&FD)&1AuxSB, *9cf*,GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl. | 27 ″ 10 s 2 ″ 11⅜ 25 ″ 1½ | |
| * 74177 LDNQ | **Evina** *Oil Eng.* *Mchy.Aft* D.F. 2*Dks(Stl)&Web frames* *Longitudinal framing* *Progressive Survey of oil tanks* | 6121 5402 3570 | ✠100A1 CTn *z* 2,40 ✠LMC CS6,39 DBS2,40 4,38 *Carrying Petroleum in bulk* | | CL 3,38 | 1930 5mo *Lloyd's* | Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle *sA&CP* | A/S Hansen-Tangen's Rederi II. (H.E.Hansen-Tangen,*Mgr.*) *CellDBuE56′171tD* | 396·2\|55·1\|32·3 P97′B29′F36′ FK *Trunk238′* *Tf34′347t FPT135t* | Xiansand Norwegian 14*BHpt Cem* (9 *to U dk* 5 „ 2*nd*„) *APT121t* | Oil Engines 2S.C.SA 6Cy.23⅝″–41⅛″ 583NHP 2DB*180lb* Armstrong Whitworth& Co.(Engineers)Ld.Nwc. | 32 ″ 0 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pts. | 15 Registres où coté, si ce n'est dans le L. R. Inscrits Cert. R. or Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74178 | **Evinos** (*ex*Walhemo-34) | | 5627 | ✠100A1 | Rot | *y* | CL | 1919 | Nthmblnd | Livanos Maritime | 399·5 | 53·0 | 32·8 | Chios | T.3Cy.27″,44″&78″–48″ (*s*) | 35 ″ 5 | |
| 122 | *ss*Auk.No.3–2,32 | | 6448 | *Shelter dk* | | | N2,39 | 12mo | S.B.Co.Ld. | Co.Ld.(N.G. | | | | Greek | 180lb 517NHP | s 9 - 4½ | |
| SVPB | *ss*Pir.No.1–36 | | 3540 | *with freeboard* | | | | | Newcastle | Livanos, *Mgr.*) | | | | | 3SB,9*cf*,GS190,HS7668 FD | 26 ″ 3 | |
| | 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | | | 8,39 | ✠LMC | | | *Lloyd's* | *SA&CP* | | F *on Shelter dk* 38′ | | | | NE.MarineEng.CoLdNwc | | |
| | *Cargo battens not fitted* | | | MS5,36 | BS~~3~~7,40 | | | | | | FK | | | *pt Cem* | | | |
| | | | | *Carrying oil* | *fuel F.P.* | | above | 50° F. | *in DB* | *Cell D B* | 351′ 1290*t* | *F PT* | 60*t* *A PT* | 80*t* | *Collision B H to Shdk* | | |
| | | | | | | | | | | | | | | | 6 ″ ″ *U* ″ | | |
| 74179 | **Evita** (*ex*Dagland-36) | Twin Sc | 6346 | | | | | 1927 | A/B Göta- | A/S Ugland's | 408·3 | 55·3 | 32·0 | Grimstad | Oil Engines 4S.C.SA | | N |
| | | *Oil Eng.* | 5529 | | | | | | verken | Rederi (J.M. | | | | | 12Cy.21¾″–38¾″ 543NHP | | |
| LCGV | *Mchy. Aft* | *Cruiser Stern* 1 *Dk* | 3773 | | | | | | Gothenburg | Ugland, *Mgr.*) | P367*t* | H370*t* | F81*t* | Norwegian | A/B Gotaverken,Got. | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | *WB* | | | |
| 74180 | **Evoikos** (*ex*Maid of Psara) | | 4792 | ✠100A1 | Ant | *w* | CL | 1922 | Cammell | M.A.Embiricos | 360·0 | 50·2 | 30·1 | Andros | 2SteamTurbinesDRgeared | 32 ″ 9 | |
| 190 | *ss*Lis.No.1–40 *ss*Pir.No.3–5,35 | | 4456 | *Shelter dk* | Cdz | | ~~1,38~~ | 7mo | Laird&Co Ld. | | | | | Greek | to 1 Sc. Shaft (*s*) 359NHP | s 7 ″ 1½ | |
| SVOQ | 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | | 2957 | *with freeboard* | | | 10,40 | | Birkenhead | | F37′ *on Shelter dk* FK | | | *pt Cem* | 180lb HS6125 | 25 ″ 10 | |
| | *Cargo battens not fitted* | | | ~~12,38~~ 10,40 | ~~BS8,40~~ | | | *Lloyd's* | *SA&CP* | *Cell D B* 291′ 817*t* | *D Ta* 22′ 699*t* | *Collision* | | *n B H to S dk* | 2SB&1AuxSB,*scf*,GS190 | | |
| | | | | ~~BS8,39~~ | ✠LMC5~~,39~~ | | 8,40 | | | *D T f* 22′ 707*t* | *F PT* 185*t* | *A PT* 135*t* | | 7 ″ ″ *U* ″ | CammellLaird&Co Ld.Bkn | | |
| | | | | *Fitted for oil* | *fuel* 7,22 | | *F.P. above* | 1 50° F. | | | | | | | | | |
| 74181 | **Evros** (*ex*Ethelfreda-33, | | 5283 | ✠100A1 | Rot | *y* | CL | 1918 | J L Thomp- | J.G.Livanos | 400·3 | 52·3 | 28·4 | Chios | T.3Cy.27″,44″&73″–48″ (*s*) | 31 ″ 0 | |
| 106 | *ex*WarTulip) | *ss*Nwc.No.3–9,31 | 4804 | ~~3,40~~ ~~4,48~~3,41 | Pir. Cdz | | ~~11,39~~ | 9mo | son&Sons,Ld | (J.Livanos&Sons, | | | | Greek | 180lb 517NHP | s 5 ″ 11½ | |
| SVLN | *ss*Alx.No.2–39 ~~*ss*Rou.No.1–25~~ | | 3205 | BS~~3,39~~ | LMC~~10,36~~ | | 8,40 | | Sunderland | Ld. *Mgrs.*) | P49′ B113′ F39′ | FK | | *7 B H Cem* | 3SB,9*cf*,GS190,HS7668 FD | 25 ″ 8½ | |
| | *Cargo battens not fitted* | 1 *Dk*(*Stl*) | | 3,40 | MS11,39 | | | *Lloyd's* | *SA&CP* | *Cell* | *D B* 340′ 1081*t* | *F PT* | 1 | 34*t* *A PT* 212*t* | J.Dickinson&Sons,Ld.Sld. | | |
| 74182 | **Evviva** (*ex*EdvardGrieg) | | 1597 | | | | | 1921 | Laxevaags | Skibs A/S William | 245·9 | 37·9 | 15·5 | Bergen | T.3Cy.17¾″,29″&49″–33″ | | N |
| | | | 1194 | | | | | | Msk.&Jrnskb | Hansens Rederi | P59*t* | Q108*t* | B127*t* | | 138NHP | | |
| LDUO | Wireless D.F. | 1 *Dk* | 942 | | | | | | Bergen | (W.Hansen, *Mgr.*) | H76*t* | | | Norwegian | LaxevaagsMsk&Jrns.Bgn. | | |
| | | | | | | | | | | | | | | *WB* | | | |
| 74183 | **Ewa** (*ex*Tacoma-37, *ex*Eldridge) | | 7001 | | | | | 1919 | Skinner & | Matson Navigation | 409·5 | 54·2 | 27·1 | S.Frncisco | DR GearedSteamTurbine | | R |
| 218195 | | *Fitted for oil fuel* | 6749 | | | | | | Eddy Corpn. | Co. | | | | Utd.States | GeneralElectricCo. | | |
| KICN | D.F. | 2 *Dks* & *Shelter dk* | 5482 | | | | | | Seattle, Wash | | | | | *WB* | Schenectady,N.Y. | | |
| 74184 | **Ewell** | | 1350 | ✠100A1 | Shl | *0* | CL | 1926 | Burntislnd | Wandsworth & | 226·0 | 36·4 | 16·5 | London | T.3Cy.17″,28′&46″–33″ (*s*) | 18 ″ 6 | |
| 148788 | | *ss*Shl.No.3–6,38 | 1062 | *with freeboard* | Hul | | ~~1,10~~ | 7mo | S.B.Co.Ld. | District Gas Co. | 241·0(O.L.) | | | British | 180lb 156NHP | s 6 ″ 11½ | |
| MNQZ | *Well deck* Wireless | 1 *Dk*(*Stl*) | 727 | 5,41 ~~4,40~~11,40 | BS6,41 | | ~~11,40~~ | | Burntisland | | Q128′ B15′ F22′ | FK | | 4 *B H pt Cem* | 1SB,4*cf*,GS78,HS2738 | 15 ″ 8½ | |
| | *Mchy. Aft* | *Cargo battens not fitted* | | ~~BS6,39~~ | ✠LMC6,38 | | 4,41 | *Lloyd's* | *SA&CP* | *Cell D Bu* | *E* 18′ *f* 142′ 551*t* | *F PT* | | 90*t* *A PT* 8*t* | N.E.MarineEng.CoLdNwc | | |
| 74185 | **Examelia** (*ex*CoeurD'Alene) | | 4981 | | | | | 1920 | American | American Export | 390·0 | 54·2 | 27·8 | New York | DR GearedSteamTurbine | | R |
| 219481 | | *Fitted for oil fuel* | — | | | | | | International | Lines,Inc. | P50′ B121′ F40′ | | | Utd.States | | | |
| KOVT | | 2 *Dks* | 3093 | | | | | | S.B.Corp. | | | | | *WB* | GeneralElectricCo. | | |
| | | | | | | | | | HogIslandPa | | | | | | Schenectady,N.Y. | | |
| 74186 | **Examiner** (*ex*Sinsinawa) | | 4969 | | | | | 1919 | American | American Export | 390·0 | 54·2 | 27·6 | New York | DR Geared Steam Turbine | | R |
| 219077 | | *Fitted for oil fuel* | 4572 | | | | | | International | Lines,Inc. | P39′ B121′ F43′ | | | Utd.States | | | |
| KOJD | | 2 *Dks* | 3037 | | | | | | S.B.Corp. | | | | | *WB* | GeneralElectricCo. | | |
| | | | | | | | | | HogIslandPa | | | | | | Schenectady,N.Y. | | |
| 74187 | **Exbrook** (*ex*NewOrleans–40) | | 6172 | | | | | 1920 | Doullut & | American Export | 395·5 | 55·0 | 31·4 | New York | Oil Engines 2S.C.DA | | R |
| 220621 | | *Oil Eng.* | — | | | | | | Williams | Lines,Inc. | P45′ B109′ F38′ | | | Utd.States | 4Cy.27½″–47½″ 1053NHP | | |
| KDFB | Sub.Sig. GyC. | 2 *Dks* | 3834 | | | | | | S.B.Co.Inc | | | | | *WB* | NE29 | | |
| | | *Longitudinal framing* | | | | | | | NewOrleans | | | | | | Hooven,Owens,Rent-schler&Co.Hamilton.O. | | |
| 74188 | **Excalibur** Ⓟ | | 9359 | | | | | 1930 | New York | American Export | 450·0 | 61·6 | 42·3 | New York | 1SR GearedSteamTurbine | | R |
| 230363 | *Ref. Mchy.* | *Fitted for oil fuel* | — | | | | | | S.B.Co. | Lines,Inc. | B197′ | | | Utd.States | | | |
| KGWT | D.F. GyC. | 2 *Dks* | 5627 | | | | | | Camden,N.J. | | | | | *WB* | NewYorkSBCo.CamdnNJ | | |
| 74189 | **Excambion** Ⓟ | | 9360 | | | | | 1931 | New York | American Export | 450·0 | 61·6 | 42·3 | New York | 1SR GearedSteamTurbine | | R |
| 230991 | *Ref. Mchy.* | *Fitted for oil fuel* | — | | | | | | S.B.Co. | Lines,Inc. | B197′ | | | Utd.States | NewYorkS.B.Co.Camden, | | |
| WEEY | D.F. GyC. | 2 *Dks* | 5628 | | | | | | Camden,N.J. | | | | | *WB* | N.J. | | |
| 74190 | **Excellency** Ⓟ (*ex*Sawokla–40) | | 5882 | | | | | 1920 | Oscar | American Export | 401·9 | 54·2 | 31·3 | New York | Oil Engines 2S.C.SA | | R |
| 220420 | | *Oil Eng.* | — | | | | | | Daniels Co. | Lines,Inc. | P34′ B122′ 10″ F38′ | | | Utd.States | 4Cy.30″–52″ NE27 938NHP | | |
| KDBW | Sub.Sig. GyC. | 2 *Dks* | 3667 | | | | | | Tampa,Fla. | | | | | *WB* | Busch-Sulzer DieselEngCo St.Louis,Mo. | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 74191 | **Excello** (*ex*Luxpalile) | | 4990 ✠ | ... | | | | 1919 | American | American Export | 390·0 | 54·2 | 27·6 | New York | DR Geared Steam Turbine | 32 ″ 0 | R |
| 218486 | | *Fitted for oil fuel* | 4572 | 1,20 | | | | 7mo | International | Lines,Inc. | P39′ B122′ F43′ | | | Utd.States | 600NHP | | † |
| KJJP | | 2 *Dks* & *Web frames* | 3051 | | ✠ | | | | S.B.Corp. | | | FK | | *WB* | GeneralElectricCo. | | |
| | | | | | | | | | HogIslandPa | | | | | | Schenectady,N.Y. | | |
| 74192 | **Excelsior** Ⓟ (*ex*Unicoi–40) | | 5873 | | | | | 1920 | Oscar | American Export | 401·9 | 54·2 | 31·3 | New York | Oil Engines 2S.C.DA | | R |
| 219940 | | *Oil Eng.* | — | | | | | | Daniels Co. | Lines,Inc. | P34′ B122′ 10″ F38′ | | | Utd.States | 4Cy.28″–40″ NE27 1096NHP | | |
| KUQP | Sub.Sig. GyC. | 2 *Dks* | 3667 | | | | | | Tampa,Fla. | | | | | *WB* | Worthington Pump&Mchy Corp.Buffalo,N.Y. | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 74193 | **Exchange** | | 6736 | | | | | ~~1930~~ | Bethlehem | American Export | 451·9 | 66·2 | 28·9 | New York | 2DRgeared steam turbines | | R |
| 239263 | | *Fitted for oil fuel* | — | | | | | 1940 | Steel Co.S.B. | Lines,Inc. | | | | Utd.States | | | |
| WDVF | D.F. E.S.D. GyC. | 3 *Dks* | 3996 | | | | | | Division | | | | | *WB* | BethlehemSteelCo.S.B. Division,Quincy,Mass. | | |
| | *Ref. Mchy.* | | | | | | | | Quincy,Mass. | | | | | | | | |
| 74194 | **Exchester** (*ex*Winona) | | 4964 | | | | | 1920 | American | American Export | 390·0 | 54·2 | 27·8 | New York | DR Geared Steam Turbine | | R |
| 219873 | | *Fitted for oil fuel* | 4598 | | | | | | International | Lines,Inc. | P50′ B121′ F40′ | | | Utd.States | | | |
| KUNV | | 2 *Dks* | 3034 | | | | | | S.B.Corp. | | | | | *WB* | GeneralElectricCo. | | |
| | | | | | | | | | HogIslandPa | | | | | | Schenectady,N.Y. | | |
| 74195 | **Executive** (*ex*Carenco) | | 4978 | | | | | 1920 | American | American Export | 390·0 | 54·2 | 27·8 | New York | DR Geared Steam Turbine | | R |
| 220552 | | *Fitted for oil fuel* | — | | | | | | International | Lines,Inc. | P50′ B121′ F40′ | | | Utd.States | | | |
| KDDM | | 2 *Dks* | 3068 | | | | | | S.B.Corp. | | | | | *WB* | GeneralElectricCo. | | |
| | | | | | | | | | HogIslandPa | | | | | | Schenectady,N.Y. | | |
| 74196 | **Exermont** (*ex*Clontarf) | | 4969 | | | | | 1920 | American | American Export | 390·0 | 54·2 | 27·8 | New York | DR Geared Steam Turbine | | R |
| 219633 | | *Fitted for oil fuel* | 4598 | | | | | | International | Lines,Inc. | P50′ B121′ F40′ | | | Utd.States | | | |
| KUDP | | 2 *Dks* | 3037 | | | | | | S.B.Corp. | | | | | *WB* | GeneralElectricCo. | | |
| | | | | | | | | | HogIslandPa | | | | | | Schenectady,N.Y. | | |
| 74197 | **Exeter** Ⓟ | | 9360 | | | | | 1931 | New York | American Export | 450·0 | 61·6 | 42·3 | New York | 1 SR Geared Steam | | R |
| 230755 | *Ref. Mchy.* | *Fitted for oil fuel* | — | | | | | | S.B.Co. | Lines,Inc. | B197′ | | | Utd.States | Turbine | | |
| WCEZ | D.F. GyC. | 3 *Dks* | 5628 | | | | | | Camden,N.J. | | | | | *WB* | NewYorkS.B.Co.Camden, N.J. | | |

Now "Wolverine," *see No.* 90606 *in Supplement*

Now "Patricia Skakel," *see No.* 89577 *in Supplement*

Now "Ann Skakel," *see No.* 87033 *in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed in L.R. Date of Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74198 / 218991 / KJJV | **Exford** (*ex*Express-40,*ex*HogIsland) *Fitted for oil fuel* 2 *Dks* | 4969 — 3037 | | | | | 1919 | American International S.B.Corp. HogIslandPa | AmericanExport Lines,Inc. | 390·0 P39′ | 54·2 B121′6″ | 27·6 F42′7″ | New York Utd.States *WB* | DR GearedSteam Turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| 74199 / 217730 / WCDK | **Exhibitor** (*ex*Saucon) *Fitted for oil fuel* 2 *Dks & Web frames* | 4959 — 3076 | ✠ … 6,20 ✠ | | | | 1919 3mo | American International S.B.Corp. HogIslandPa | AmericanExport Lines,Inc. | 390·0 P39′B122′F43′ FK | 54·2 | 27·6 *WB* | New York Utd.States | DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| 74200 / 218136 / KJJQ | **Exilona** (*ex*Exchange-39,*ex*Blair) *Fitted for oil fuel* 2 *Dks & Web frames* | 4971 4740 3070 | ✠ … 9,20 ✠ | | | | 1919 6mo | American International S.B.Corp. HogIslandPa | AmericanExport Lines,Inc. | 390·0 P39′B122′F43′ FK | 54·2 | 27·6 *WB* | New York Utd.States | DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| 74201 / 218595 / KIQV | **Exiria** (*ex*Corson) *Fitted for oil fuel* 2 *Dks & Web frames* | 4999 4740 3074 | ✠ … 9,20 ✠ | | | | 1919 8mo | American International S.B.Corp. HogIslandPa | AmericanExport Lines,Inc. | 390·0 P39′B122′F43′ FK | 54·2 | 27·6 *WB* | New York Utd.States | DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| 74202 / 217938 / KJJT | **Exminster** (*ex*Saugus) *Fitted for oil fuel* 2 *Dks & Web frames* | 4985 4740 3048 | ✠ … 6,20 ✠ | | | | 1919 5mo | American International S.B.Corp. HogIslandPa | AmericanExport Lines,Inc. | 390·0 P39′B122′F43′ FK | 54·2 | 27·6 *WB* | New York Utd.States | DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| 74203 / 218960 / KJJU | **Exmoor** (*ex*Nobles) *Fitted for oil fuel* 2 *Dks & Web frames* | 4999 4573 3057 | ✠ … 6,20 ✠ | | | | 1919 10mo | American International S.B.Corp. HogIslandPa | ~~AmericanExport~~ ~~Lines,Inc.~~ Seas ShippingCo.Inc. | 390·0 P39′B122′F43′ FK | 54·2 | 27·6 *WB* | New York Utd.States | DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| 74204 / 219712 / KUGS | **Exmouth** (*ex*BlueTriangle) *Fitted for oil fuel* 2 *Dks* | 4979 — 3068 | | | | | 1920 | American International S.B.Corp. HogIslandPa | AmericanExport Lines,Inc. | 390·0 P50′B121′F40′ | 54·2 | 27·8 *WB* | New York Utd.States | DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| 74205 / 230435 / WBEF | **Exochorda** (P) *Ref.Mchy.* D.F. GyC. *Fitted for oil fuel* 2 *Dks* | 9359 — 5627 | | | | | 1931 | New York S.B.Co. Camden,N.J. | AmericanExport Lines,Inc. | 453·0 B197′ | 61·7 | 38·6 *WB* | New York Utd.States | ISR GearedSteamTurbine NewYorkSBCo.CamdnNJ | | R |
| 74206 / FOAW | **Explorateur Grandidier** (P) D.F. *Fitted for oil fuel* TwinSc *Ref.Mchy.* 4 *Dks* | 10268 — 5708 | | | | | 1924 | Ch.&Atel. dePenhoët St.Nazaire | Soc.desServices Contractuels des Messageries Maritimes | 455·8 | 60·7 | 38·0 *WB* | Marseilles French | T.6Cy.27$\frac{9}{16}$″,43$\frac{5}{8}$″&73″–47$\frac{1}{4}$″ 733NHP Ch.&Atel.dePenhoët | | V |
| 74207 / 239103 / WDLD | **Explorer** (P) D.F. E.S.D. GyC. *Fitted for oil fuel* 3 *Dks* *Ref.Mchy.* | 6736 5784 3996 | | | | | 1939 | Bethlehem SteelCo.S.B. Division Quincy,Mass. | AmericanExport Lines,Inc. | 451·9 | 66·1 | 29·2 *WB* | New York Utd.States | 2DR Geared Steam Turbines 1333NHP BethlehemSteelCo.S.B. Division,Quincy,Mass. | | R |
| 74208 — 164257 GYJX | — *ss*Liv.No.1–40 2 *Dks* *Cruiser Stern* | 6235 5810 3842 | ✠100A1 8,40~~10,38~~ BS6,39 | Mdb Mch | *a*† | CL 10,38 | 1935 5mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | CharenteS.S.Co. Ld.(T.&J.Harrison,*Mgrs.*) | 437·2 454·4(O.L.) P45′B144′F43′ FK | 56·0 | 29·5 *7BHCem* | Liverpool British | T.3Cy.28″,46″&81″–54″ (*r*) 215lb *120lb* 588NHP 2DB(Spt),*12cf*,GS272, HS9212 | 32 ″ 0 s 6 ″ 5$\frac{3}{4}$ 25 ″ 8$\frac{1}{2}$ | |
| *Lloyd's SA&CP* | | | | | | | | | *CellDB*365′126 | *7tDTa*32′850*tFPT* | | | *93tAPT69t* | WallsendSlpwy&E.Co.Ld. | | |
| 74209 / PEAO | **Export** *Mchy.Aft* *Well deck* *ss*Rot.No.3–7,30 *ss*Rot.No.2–38 1 *Dk(pt Woodpt Stl)* | 760 513 345 | ✠100A1 3,40 ✠LMC MS7,38 BS3,40 | Rot | *j* | OG 3,40 | 1918 7mo | NVScheeps H.H.Bodewes Millingen A&CP | N.V.Rotterdam LondonStoomv. Maats. | 181·3 Q52′B64′F19′ FK | 28·2 | 12·4 *CellD* | Rotterdam Dutch | T.3Cy.15$\frac{3}{4}$″,25$\frac{5}{8}$″&41$\frac{3}{8}$″–27$\frac{5}{8}$″ 180lb (*s*) 117NHP 2SB,*4cf*,GS67,HS2060 | 14 ″ 6 s ″ 5 14 ″ 2$\frac{1}{4}$ | |
| | | | | | | | | | | *Bf*103′137*tFPT*46*t* | | | *APT*45*t* | NVBurgerhoutMaschRot. | | |
| 74210 / 239017 / WDGB | **Exporter** *Fitted for oil fuel* D.F. E.S.D. GyC. 3 *Dks* *Ref.Mchy.* | 6736 5784 3996 | | | | | 1939 | Bethlehem SteelCo.S.B. Division Quincy,Mass. | AmericanExport Lines,Inc. | 451·9 | 66·1 | 29·2 *WB* | New York Utd.States | 2DR Geared Steam Turbines 1333NHP BethlehemSteelCo.S.B. Division,Quincy,Mass. | | R |
| 74211 / 239422 / WEPO | **Express** *Fitted for oil fuel* D.F. E.S.D. GyC. 3 *Dks* *Ref.Mchy.* | 6736 — 3996 | | | | | ~~1939~~ 1940 | Bethlehem SteelCo.S.B. Division Quincy,Mass. | AmericanExport Lines,Inc. | 451·9 | 66·2 | 28·9 *WB* | New York Utd.States | 2DR Geared Steam Turbines BethlehemSteelCo.S.B. Division,Quincy,Mass. | | |
| 74212 / 3724 / SEAM | **Express I** (P) (*ex*Express) Sp 1 *Dk* | 362 162 203 | | | | | 1900 | W.Lindbergs M.V. Stockholm | VaxholmsNya Angf.Aktieb.(O. F.Ekebohm, *Mgr.*) | 144·6 B68′H79*t* | 26·6 | 7·6 | Vaxholm Swedish | T3Cy.15$\frac{5}{16}$″,25$\frac{5}{16}$″&41$\frac{3}{8}$″-25$\frac{3}{8}$″ 86NHP W.LindbergsM.V.Skm. | | |
| 74213 / 5010 / SEAO | **Express II** (P) (*ex*Brevik) 1 *Dk* | 395 167 251 | | | | | 1909 | Eriksbergs Mek.Værks. Gothenburg | VaxholmsNya Angf.Aktieb.(O. F.Ekebohm, *Mgr.*) | 123·1 B84′H96*t* | 25·4 | 9·3 *WB* | Vaxholm Swedish | T.3Cy.13″,17$\frac{1}{2}$″&35″–24$\frac{7}{16}$″ 61NHP EriksbergsM.V.Gothnbrg. | | |
| 74214 / 219396 / KJJW | **Extavia** (*ex*CityofSt.Joseph) *Fitted for oil fuel* 2 *Dks* | 4986 — 3096 | | | | | 1919 | American International S.B.Corp. HogIslandPa | AmericanExport Lines,Inc. | 390·0 P50′B121′F40′ | 54·2 | 27·8 *WB* | New York Utd.States | DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| 74215 / 221111 / KDQB | **Exton** (P) (*ex*Ward-40) *Oil Eng.* Sub.Sig. GyC. 2 *Dks* *Longitudinal framing* | 6167 — 3835 | | | | | 1921 | Doullut& Williams S.B.Co.Inc NewOrleans | AmericanExport Lines,Inc. | 395·5 P44′9″B109′F38′ | 55·0 | 31·4 *WB* | New York Utd.States | Oil Engines 2S.C.SA 6Cy.30″–52″ NE29 941NHP Busch-SulzerBros.Diesel Eng.Co. | | R |
| 74216 / 2207 / IMVB | **Ezilda Croce** (*ex*Aar-38,*ex*Adler-38) *Ref.Mchy.* Sub.Sig. 2 *Dks* | 1230 1002 696 | | | | | 1900 | Bremer Vulkan Vegesack | F.ItaloCroce | 246·8 235·5 P31′B114′F25′ | 31·1 | 19·0 *WB* | Genoa Italian | T3Cy18$\frac{7}{8}$″,30$\frac{11}{16}$″&49$\frac{5}{16}$″-31$\frac{1}{2}$″ 136NHP BremerVulkan,Vegesack | | I |

*Now "Explositor," see No. 87985 in Supplement*

*Now "Robin Moor," see No. 89324 in Supplement*

*Now "Exmoor," see No. 91028 in Supplement*

* * Additional Ships are inserted in the Supplement at the end of the Register.

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Année assignée maintenant expiré. Lettre d'Appropriement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pss. | 15 pl. Registres où codé. si ce n'est dans le L. Docks, Cnst. Roy. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74217 | **F. A. Verdon** | | 768 | | | | | 1938 | J. H. Mathis Co. Camden, N.J. | Diesel Tanker "F.A. Verdon," Inc. | 205·1 | 31·5 | 13·0 | New York | Oil Engines 2S.C.SA | | |
| 237003 | *Mchy. Aft* *Electrically welded* *Oil Eng.* | | — | | | | | | | | P10′F20′ | | | Utd. States | 6Cy.12″–15″ 152NHP | | |
| WTIV | *Carrying Petroleum in bulk* 1 *Dk* | | 654 | | | | | | | | | | | | Fairbanks, Morse & Co. | | |
| | Wireless D.F. *Longitudinal framing* | | | | | | | | | | | | | | Beloit, Wis. | | |
| 74218 | **F. D. Guerrazzi** Ⓟ | | 637 | | | | | 1912 | Fratelli Orlando & Co. Leghorn | Soc. Anon. Nav. Toscana | 184·7 | 24·4 | 13·7 | Leghorn | T.3Cy.16″,26½″ & 43″–30″ | | I |
| 107 | | | 368 | | | | | | | | 171·9 | | | Italian | 100NHP | | |
| IMVL | | 2 *Dks* | 328 | | | | | | | | P33′B41′F30′ | | | *WB* | Fratelli Orlando & Co. | | |
| 74219 | **F. D. Underwood** (*ex* Ramapo) | | 3270 | | | | | 1896 | Union Dry Dock Co. Buffalo | Great Lakes Transit Corp. | 330·3 | 44·8 | 24·4 | Buffalo N.Y. | T.3Cy.23″,38½″ & 64″–42″ | | |
| 111123 | | | — | | | | | | | | | | | Utd. States | 266NHP | | |
| | *Mchy. Aft* | 1 *Dk & Spar dk* | 2878 | | | | | | | | | | | *WB* | King Iron Works, Buffalo | | |
| 74220 | **F. Escaño** Ⓟ (*ex* Panglima) **Comp** | | 452 | | | | | 1911 | ..... Sandakan, Borneo | La Naviera Filipina, Inc. | 180·0 | 27·0 | 12·0 | Cebu, P.I. | C.2Cy.20″ & 38″–26″ | | |
| | | | 353 | | | | | | | | | | | Utd. States | 61NHP | | |
| KZES | Wireless | 1 *Dk* | 244 | | | | | | | | | | | | | | |
| 74221 | **F. H. Bedford, Jr.** **TwinSc** | | 10844 | ✠100A1 | N Yk | *h*† | CL | 1930 | Furness S.B. Co. Ld Haverton Hill-on-Tees | Panama Trans-port Co. | 521·4 | 70·2 | 38·7 | Panama | Oil Engines 2S.C.SA | 38 ″ 9 | |
| | *Oil Eng.* | | — | ~~6,40~~ ~~1,40~~ 1,41 | | | 12,39 | 11mo | | | 542·5 (O.L.) | | | Panamanian | 12Cy.26¾″–51⅞″ 1496NHP | s 8 ″ 9 | |
| HPFN | D.F. E.S.D. GyC. *ss* Ham. No.2–39 | | 6641 | ✠LMC CS1,40 | | | | | | | *After* B65′B37′F41′ | | | 17 *B Hpt Cem* *pt Asp* | 2 Water Tube DB *200lb* 2 DB *100lb* | 30 ″ 3½ | |
| | *Mchy. Aft* 2 *Dks (Stl) & Web frames* *Cruiser Stern* | | | ~~DBS1,40~~ ~~6,40~~ ~~3,39~~ 1,38 ~~1,41~~ | | | | | | | FK | | | | Frd. Krupp A.G. Kiel | | |
| | *Longitudinal framing–bracketless system* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | | 4 *B Hto 2nd Dk* | | | 245*t* | *APT* 19 6*t* | | |
| | | | | | | | | | | *Cell D Bu E* 65′163*t* | *DTs* f 48′1951*t* | | *FPT* | | | | |
| 74222 | **F. H. Hillman** **TwinSc** | | 10837 | | | | | 1921 | Bethlehem S.B. Corp. Ld Alameda, Cal. | Standard Oil Co. of California | 500·0 | 68·2 | 30·0 | S. Frncisco | T.6Cy.24¼″,39″ & 65¼″–42″ | | R |
| 221695 | | *Fitted for oil fuel* | — | | | | | | | | | | | Utd. States | 552NHP | | |
| KDVK | D.F. GyC. 2 *Dks & Shelter dk* | | 7724 | | | | | | | | | | | *WB* | Bethlehem S.B. Corp. Ld. | | |
| | *Mchy. Aft* *Carrying Petroleum in bulk* *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 74223 | **F. J. Luckenbach** **TwinSc** | | 7821 | ✠100A1 | Sea | *b*† | CL | 1917 | Bethlehem Fore River Plant), Quincy, Mass | Luckenbach S.S. Co. Inc. | 446·0 | 56·1 | 27·8 | New York | 2 Steam Turbines DR geared | 40 ″ 8 | |
| 215668 | *ss* Bos. No.3–8,30 | | 5391 | *Shelter dk* | ~~Prd~~ SFo | | ~~2,38~~ 2,39 | 11mo | | | | | | Utd. States | to 2 Sc. Shafts 1008NHP | s 10·4½ | |
| WLCC | D.F. GyC. *ss* Sea. No.2–38 | | 4951 | *with freeboard* | BS3,41 | | P12,40 | | | | B61′ | FK | | *pt. Cem* | 4 Water Tube boilers (*s*) | 30 ″ 6 | |
| | 2 *Dks (Stl) & Shelter dk (Stl)* *Cruiser Stern* | | | ~~12,40~~ ~~1,40~~ | ✠LMC | | S12,40 | | | 1 *BH in forward* *Cell D B* 356′1631*t* | *hold dispensed with* | | | 6 *B H only* | 225lb HS 15520 FD | | |
| | | | | MS11,38 | ~~BS3,39~~ ~~1,40~~ | | | | | | | | | | Fore River S.B. Cor. Quincy | | |
| | | | | *Fitted for oil fuel* | | | 1,17 *F.P.* | *above* | | *DTa* 30′165*t* 'tween | *dk tanks in E & B spa* | | | *ces* 24′445*t F* | *PT* 220*t APT* 240*t* | | |
| 74224 | **F. J. Wolfe** **TwinSc** | | 12190 | ✠100A1 | Sou | | CL | 1932 | Bremer Vulkan Vegesack | Anglo-American Oil Co. Ld. (F. J. Wolfe, *Mgr.*) | 522·0 | 70·4 | 38·7 | London | Oil Engines 2S.C.DA | 38 ″ 9 | |
| 167373 | | *Oil Eng.* *ss* Ham. No.1–36 | 11594 | 12,39 | | | P6,39 | 8mo | | | 542·0 (O.L.) | | | British | 8Cy.23⅝″–35⅞″ 1560NHP | s 8 ″ 6½ | |
| GDKG | *Mchy. Aft* 1 *Dk (Stl)* 2nd *dk (Stl)* clear of | | 6569 | ~~DBS10,39~~ ✠LMC 2,36 | | | 611,40 | | | | *Aft* B55′B40′F39′ | | | 16 *B Hpt Cem* *pt Asp* | 2 DB (*a*) *200lb* 2 DB (*f*) *100lb* | 30 ″ 5¼ | |
| | D.F. *cargo tanks* 3rd *dk (Stl)* aft of | | | *Carrying Petroleum* | | | *in bulk* | *Lloyd's* | *SA&CP* | (R. A. Carder, *Mgr.*) | FK | | | | Bremer Vulkan, Vegesack | | |
| | E.S.D. GyC. *cargo tanks* *Web frames* | | | DBS11,40 | | | | | | | | | | | | | |
| | *Cruiser Stern* *Longitudinal framing* | | | | | | | | | *Cell D Bu E* 78′118*t* | *D Ts* f 53′2307*t* | | | *FPT* 295*t APT* 249*t* | | | |
| 74225 | **F. N. P.** (*ex* Getâ II, *ex* Aktiv I, *ex* Stjerne, *ex* Angeline) | *Oil Eng.* | 362 | | | | | 1910 | Zeeland Yard Hansweert | Fabrica Nacional de Papel | 138·9 | 25·4 | 10·6 | M. Video | Oil Engines 2S.C.SA | | |
| | | | 286 | | | | | | | | Q43′H35*t* | | | Uruguayan | 2Cy.14⅛″–16⅝″ 79NHP | | |
| | *Mchy. Aft* 1 *Dk* | | 204 | | | | | | | | | | | | Kromhout Works, Ams. | | |
| 74226 | **F. Q. Barstow** **TwinSc** | | 9003 | ✠100A1 | Gal | *f*† | CL | 1917 | Newprt News S.B. & D.D. Co. Newprt News | Standard Oil Co. of New Jersey | 500·0 | 68·2 | 35·5 | Wilmgton (Del.) | T.6Cy 20½″, 35½″ & 60″–42″ (*s*) | 38 ″ 3 | |
| 214873 | *ss* N.Yk. No.3–3,29 | | — | *Shelter dk* | NNs | | ~~12,37~~ | 4mo | | | | | | Utd. States | 200lb 628NHP | s 10 ″ 0½ | |
| WOCN | *ss* N.Yk. No.2–37 | | 5616 | *with freeboard* | 4,41 | | S7,39 | | | | | FK | | 19 *B Hpt Cem* | 3SB, *12cf*, GS 213, HS 8700 FD | 28 ″ 6 | |
| | *Mchy. Aft* 2 *Dks (Stl) & Shelter dk (Stl)* | | | ~~12,39~~ 10,40 | BS10,40 | | P10,40 | | | | | | | (15 „ *to Udk* | Newport News SB & DD. Co. | | |
| | D.F. GyC. *& Web frames* *Longitudinal framing* | | | ~~BS10,39~~ | ✠LMC 11,36 | | | | | | | | | 4 „ *2nd* „) | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | *Cell D Bu E & B* 59′184*t* | | | | *f* 17′71*t D Tf* | 54′673*t FPT* 243*t APT* 127*t* | | |
| | | | | *Fitted for oil fuel* 4,17 | | | *F.P. above* | 150° F. | | | | | | | | | |
| 74227 | **F. S. Loop** | **WoodSc** | 794 | | | | | 1907 | Kruse & Banks Marshfield, Or. | Marine Trading Co. | 193·0 | 39·0 | 13·6 | Los Angeles | Oil Engines 4S.C.SA | | |
| 204464 | (*ex* Steamer–37) | *Oil Eng.* | 642 | | | | | | | | | | | Utd. States | 12Cy.5″–7″ 29NHP | | |
| KJKB | Wireless *Mchy. Aft* | 1 *Dk* | 445 | | | | | | | | | | | | NE17 *refitted* 37 | | |
| | | | | | | | | | | | | | | | Auto Engineering Works, St. Paul, Minn. | | |
| 74228 | **F. V. Massey** | | 1895 | | | | | 1929 | Smith's Dock Co. Ld. Middlesbro' | Foote Transit Co. Ld. | 253·0 | 44·1 | 18·5 | Middlsbro' | T.3Cy.15″,25″ & 40″–33″ | | C |
| 160720 | | | 1705 | | | | | | | | F31′ | | | British | 95RHP | | |
| MPKB | *Mchy. Aft* | 1 *Dk* | 1190 | | | | | | | | | | | *WB* | Smith's Dock Co. Ld. Mdb. | | |
| 74229 | **F. W. Abrams** (*ex* Nora–34) | | 9310 | ✠100A1 | Gal | *d*† | CL | 1920 | New York S.B. Corp. Camden, N.J. | Standard Oil Co. of New Jersey | 467·6 | 62·7 | 31·3 | Wilmgton (Del.) | Q.4Cy.24″,36″,51″ & 75½″–51″ | 39 ″ 6 | |
| 220687 | | *ss* L. An. No.3–2,31 | — | *Shelter dk* | ~~Bat~~ | | ~~12,38~~ | 10mo | | | | | 39·5 | Utd. States | 220lb (*r*) 568NHP | s 10·3½ | |
| KDGZ | *Mchy. Aft* | *ss* Gal. No.2–38 | 6894 | *with freeboard* | | | 1,41 | | A&CP | *Cell D Bu E & B* 71′283 | | FK | | 16 *B Hpt Cem* | 3SB, *9cf*, GS 177, HS 7804 FD | 29 ″ 5½ | |
| | | 2 *Dks (Stl) & Shelter dk (Stl)* *& Web frames* | | ~~1,41~~ ~~12,39~~ | ✠LMC | | | | | | *& FPT* 229*t APT* 131*t* | | | (2 *to Sh dk* 8 „ *U* „ 6 „ *2nd* „) | New York S.B. Corp. Camden, N.J. | | |
| | D.F. *Longitudinal framing* | | | MS7,38 | ~~BS10,39~~ 10,40 | | | | | | | | | | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 10,20 | | | *F.P. above* | 150° F. | | | | | | | | | |
| 74230 | **Fabian** | | 3059 | ✠100A1 | Npt | *v* | CL | 1919 | W. Gray & Co. (1918) Ld. W Hartlepool | Ellerman Lines, Ld. (Ellerman & Papayanni Lines, Ld. *Mgrs.*) | 331·2 | 46·8 | 23·2 | Liverpool | T.3Cy.25″,41″ & 68″–45″ (*s*) | 25 ″ 6 | |
| 140655 | | *ss* Liv. No.3–8,32 | 2845 | *Shelter dk* | | | ~~7,37~~ | 9mo | | | 343·0 (O.L.) | | | British | 180lb 407NHP | s 2 ″ 0 | |
| GBWS | | *ss* Bkn. No.1–37 | 1861 | *with freeboard* | | | 10,40 | | | | | FK | | *pt Cem* | 3SB, *9cf*, GS 153, HS 5829 FD | 23 ″ 8¼ | |
| | | 1 *Dk (Stl) & Shelter dk (Stl)* | | 2,40 | ✠LMC | | | *Lloyd's* | *SA&CP* | | | | | *Coll BH to Sh dk* 4 „ *to U* „ | Cen. Mar. Eng. Wrks. W Hpl | | |
| | | | | MS8,37 | BS1,40 | | | | | *Cell D B* 284′748*t* | *FPT* | | | 105*t APT* 45*t* | | | |
| 74231 | **Fabio Filzi** | | 6500 | 100A1 | | | | 1940 | Cantieri Riuniti Dell' Adriatico Monfalcone | Lloyd Triestino Soc. Anon. di Nav. | 463·9 | 62·3 | 25·4 | Trieste | Oil Engines 2S.C.DA | | |
| | | *Oil Eng.* | | *with freeboard* | | | | | | | F40′ | | | Italian | 9Cy.25 $\frac{5}{16}$″–45 $\frac{1}{16}$″ | | |
| | D.F. E.S.D. | | | | | | | | | | | | | | | | |
| | *Ref. Mchy.* GyC. | | | (*Class Contemplated*) | | | | | | | | | | | Cant. Riuniti Dell' Adriatico | | |
| | *Longitudinal framing at decks* | | | | | | | | | | | | | | | | |
| 74232 | **Fabritzius** (*ex* Saïda, *ex* Emmy Friederich, *ex* Antigone) | | 2434 | ✠ | Rot | *l* | | 1906 | Craig, Taylor & Co. Ld. Stockton | U.S.S.R. | 306·1 | 44·3 | 19·7 | Odessa | T.3Cy.22″,36″ & 59″–39″ | 22 ″ 6 | |
| | *ss* Rot. No.3–9,20 | | 2211 | 8,29 | | | | 9mo | | | | | | Russian | 239NHP | | |
| UNJW | *ss* Kel. No.2–29 | | 1456 | ✠ | | | | | | | P26′B186′F29′ | FK | | 5 *B H Cem* | 2SB, *6pf*, GS 100, HS 3924 | | |
| | 1 *Dk (Stl) & deep framing* | | | | | | | | | *Cell D Ba* 94′*u E* 18′*f* 132′ | *D Ba* 94′*u E* 18′*f* 132′ | | | 569*t APT* 86*t* | N. E. Marine Eng. Co. Ld. Sld | | |
| 74232* | **Facto** (*ex* Octo) | | 1522 | | | | | 1921 | Larvik Slip & Værks. A/S Larvik | A/S D/S Facto (B. Stolt-Nielsen & Sönner A/S) | 244·8 | 39·5 | 17·1 | Haugesnd | T.3Cy.18″,29½″ & 49″–33″ | | N |
| | | | 1319 | | | | | | | | P64*t* H70*t* F5*t* | | | Norwegian | 138NHP | | |
| LCIY | Wireless | 1 *Dk* | 883 | | | | | | | | | | | *WB* | Larvik Slip & Værksted A/S | | |
| 74233 | **Fagerborg** (*ex* Emil) | | 398 | | | | | 1915 | Johs. Berg Delfzijl | Hans Storaas | 139·2 | 23·5 | 11·4 | Bergen | T.3Cy.12⅝″,20″ & 31½″–21 $\frac{5}{16}$″ | | G |
| | | | 285 | | | | | | | | P60*t* F16*t* | | | Norwegian | 46NHP | | |
| LDUT | *Mchy. Aft* | 1 *Dk* | 192 | | | | | | | | | | | | Johs. Berg, Delfzijl | | |
| 74234 | **Fagerbro** | | 994 | | | | | 1923 | Hölens Verksted Larvik | D/S A/S Fagerbro (Rob. Nilson & A. Nyquist) | 214·2 | 34·3 | 14·2 | Oslo | T.3Cy.15″,25″ & 40″–27″ | | N |
| | | | 862 | | | | | | | | P38*t* H62*t* | | | Norwegian | 83NHP | | |
| LDUU | | 1 *Dk* | 572 | | | | | | | | | | | *WB* | Swan, Hunter & Wigham Richardson, Ld. Nwc. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig. &c. *Late Name if any* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Build Certificates. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74235 LIYT | **Fagerfjell** *Oil Eng.* *Cruiser Stern* *Mchy. Aft* D.F. 2 *Dks* *Longitudinal framing–bracketless system* | 8072 7423 4758 | ✠100A1 1,11~~,40~~ DBS~~7,38~~ 7,41 ✠LMC3,39 *Carrying Petroleum in bulk* | Osl NOs | *c*† | CL ~~1,10~~ 1,41 | 1935 6mo *Lloyd's* | Kockums M.V.Aktieb Malmö *SA&CP* | Akties.Dovrefjell (Olsen&Ugelstad, *Mgrs.*) *Cell DBu E69'186t* | 461·6\|59·8\|34·6 P102'B37'F41' FK *DT f36'535t* *FPT147t APT168t* | | | Oslo Norwegian *WB* | Oil Engines 2S.C.DA 6Cy.23½"-43½" 1162NHP 2DB171*lb* Kockums M.V.Akt.Malmö | 34 ″ 7 s 7 ″ 5 27 ″ 4¼ | |
| 74236 LCIZ | **Fagersten** (*ex* Frithjof I) 1 *Dk* | 2342 2116 1412 | | | | | 1921 | Eltringhams, Ld. Willington Quay | SkipsA/S Akershus (Rob.Nilson&A. Nyquist, *Mgrs.*) | 290·0\|44·0\|20·8 P25'B88'F32' | | | Oslo Norwegian *WB* | T.3Cy.21″,34½″&57″-39″ 203NHP Eltringhams, Ld. | | N |
| 74237 5243 SLMA | **Fagervik** (*ex* Gloria, *ex* Rossija) *ss* Osc.2nd No.3–5,27 *ss* Got.No.2–36 1 *Dk(Stl)* & *deep framing* *Cargo battens not fitted* | *1912* *1668* *1084* | ✠100A1 5,39 ✠LMC MS12,35 BS4,39 | Rot | *r* | CL 5,39 | 1901 10mo | Osbourne, Graham&Co. Sunderland A&CP | RederiA/B Novator (E.Nilsson, *Mgr.*) *Cell DBa86* | 275·0\|40·2\|17·8 284·4(O.L.) P34'B66'F29' FK *uE & B34 f108'491t* | | | Nrrköpng Swedish *WB* | T.3Cy.20″,32½″&53″-36″ (*s*) 160lb 180NHP 2SB,*4pf*,GS61,HS2865 N.E.MarineEng.Co.Ld.Sld | 20 ″ 2 s 2 ″ 7½ 17 ″ 9 | |
| 74238 124004 GPQN | **Fair Head** (*ex* Zealand–35) ~~*ss* Brs.No.3–2,40 *ss* Liv.No.2–2,28~~ ~~*ss* Bel.No.2–36~~ 1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing* | 1719 1536 888 | ✠100A1 *Spar dk* 4,41 ~~2,40~~ BS2,40 4,41 ✠LMC~~3,36~~ 2,40 | Brs Bel | *r* | CL 2,40 | 1906 10mo *Lloyd's* | Barclay, Curle&Co.Ld. Glasgow *SA&CP* | UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld. *Mgrs.*) *Cell DBa58'uE* | 260·0\|36·0\|14·7 B73'F33' 22·2 FK&BK1⅛" 21′ *f* 116′ 258*t* *FPT* | | | Belfast British *WB* | T.3Cy.20½",34"&55"-42" (*r*) 180lb 247NHP 2SB,*6cf*,GS113,HS4288 Barclay,Curle&Co.Ld.Gls. | 24 ″ 6 s 3 ″ 7½ 21 ″ 1½ | |
| 74239 225957 KGCE | **Fairfax** (P) *Ref. Mchy.* *Fitted for oil fuel* *Longitudinal framing* 4 *Dks* D.F. GyC. | 5649 — 3456 | | | | | 1926 | NwprtNws S.B.&D.D.Co NewprtNews | Merchant&Miners Transptn.Co. | 350·0\|52·0\|36·0 | | | Baltimore Utd.States *WB* | T.4Cy.25″,42½″&(2)54″-48″ 404NHP NewportNewsSB.&DD.Co | | R |
| 74240 221143 KDPY | **Fairfield City** *Fitted for oil fuel* GyC. 2 *Dks* 3 *tr B* | 5686 5082 3450 | | | | | 1921 | Chickasaw S.B.&CarCo. Chickasaw | IsthmianS.S.Co. | 424·2\|56·2\|26·5 P58'B&F350' | | | NewYork Utd.States *WB* | 2 Steam Turbines DR geared to 1Sc. Shaft W&A FletcherHobokenNJ | | R |
| 74241 161520 | **Fairlake** 1 *Dk* | 1940 1634 1160 | | | | | 1929 | Barclay, Curle&Co.Ld. Glasgow | SarniaSteamships Ld.(R.Scott Misener, *Mgr.*) | 252·7\|43·3\|17·8 | | | Montreal British *WB* | T.3Cy.15″,25″&40″-33″ 81RHP Barclay,Curle&Co.Ld.Gls. | | C |
| 74242 68808 CYLD | **Fairmount** (*ex* Metcalfe) *Mchy. Aft* 1 *Dk* | 1851 1652 1302 | | | | | 1923 | Ayrshire DkydCo.Ld. Irvine | CanadaSteamship Lines,Ld. | 252·0\|43·1\|17·3 F37′ | | | Montreal British *WB* | T.3Cy.16″,26½″&44″-33″ 111NHP Bow,McLachln&CoLd.Psy | | C |
| 74243 161524 | **Fairriver** 1 *Dk* | 1940 1634 1160 | | | | | 1929 | Barclay, Curle&Co.Ld. Glasgow | SarniaSteamships Ld.(R.Scott Misener, *Mgr.*) | 252·7\|43·3\|17·8 Q100'F35′ | | | Montreal British *WB* | T.3Cy.15″,25″&40″-33″ 81RHP Barclay,Curle&Co.Ld.Gls. | | C |
| 74244 96684 KJKD | **Fairview** (P) Wood (*ex* Stony Creek, *ex* Huntingdon) 1 *Dk* & *Saloon dk* | 345 — 316 | | | | | 1903 | R.Palmer &SonS.B.Co. Noank,Conn. | NewarkSteamboat Co. | 120·4\|28·0\| 9·8 | | | Newark, N.J. Utd.States | C.2Cy.15″&30″-24″ 37NHP J.W.Sullivan,NewYork | | |
| 74245 148300 GLYW | **Fairwater** *ss* Bkn.No.2–36 1 *Dk(Stl)* | 4108 3929 2604 | ✠100A1 4,40 BS9,40 ✠LMC MS10,36 ~~BS9,36~~ | Cff | *x* | CL ~~2,38~~ 10,40 | 1928 8mo *Lloyd's* | R.Thompson&Sons,Ld. Sunderland *SA&CP* | FairwaterShipping Co.Ld. *Cell DBa* | 380·2\|53·1\|24·1 391·9(O.L.) P34'B230'F36' FK *&uE149' f163'1065t* | | | Cardiff British *WB* | T.3Cy.25″,41″&68″-48″ 180lb 376NHP 3SB,*9cf*,GS165,HS6174 N.E.MarineEng.Co.Ld.Sld | 26 ″ 6 s 3 ″ 7¾ 23 ″ 0¾ | |
| 74246 142476 MJBV | **Falavee** K *ss* Bel.No.3–5,30 *ss* Bel.No.2–38 *Well deck* 1 *Dk(Stl)* *Mchy. Aft* *Cargo battens not fitted* | 338 245 120 | ✠100A1 4,41~~,30~~ BS10,40 ✠LMC MS2,38 ~~BS11,39~~ | Bel | *e* | CL ~~2,30~~ 4,41 | 1918 4mo *Lloyd's* | A.Jeffrey& Co.Ld. Alloa *SA&CP* | Howdons,Ld. | 136·9\|23·2\| 9·8 *24·3* Q49'B10'F27 FK *FPT50t* | | | Belfast British *WB* | C.2Cy.16½"&36"-27" (*s*) 135lb 75RHP 1SB,*3pf*,GS47,HS1370 A.Jeffrey&Co.Ld.Alloa | 10 ″ 9 s ″ 6¾ 10 ″ 4 | |
| 74247 218427 KIND | **Falcon** (*ex* Rock Island) *Fitted for oil fuel* *Ref. Mchy.* 2 *Dks* | 2966 2459 1760 | ✠ ... 11,20 ✠ | | | | 1919 7mo | ThePusey &JonesCo. Wlmgtn,Del. | GraceLine,Inc. | 300·0\|44·1\|22·9 P37'B76'F29' FK *WB* | | | Wilmgton (Del.) Utd.States | T.3Cy.19¾",31½"&54¼"-36" 332NHP Pusey&JonesCo.Wlmngtn | 25 ″ 0 | R † |
| 74248 149946 MNXL | — *ss* Lon.No.3–12,40 ~~*ss* Lon.No.2–36~~ *Ref. Mchy.* 1 *Dk* & *Shelter Dk* E.S.D. *Cruiser Stern* | 1025 641 433 | ✠100A1 *with freeboard* 12,40 ~~0,07~~ ~~BS4,36~~ ✠LMC~~12,40~~ Lloyd'sRMC~~0,40~~ 12,40 | Lon | *n* | CL ~~5,27~~ 7,40 | 1927 11mo *Lloyd's* | AilsaS.B. Co.Ld. Troon *SA&CP* | GeneralStm.Nav. Co.Ld. *Cell DB176'220t* | 213·9\|35·7\|11·6 19·6 B40′ FK *FPT22t APT15t* | | | London British *WB* | T3Cy.17½",28½"&47"-30"(*s*) 200lb 196NHP 2SB,*6cf*,GS121,HS3780 AilsaS.B.Co.Ld.Troon | 13 ″ 9 s ″ 2 13 ″ 8¼ | |
| 74249 DAMU | **Falk** 1 *Dk* | 1459 1027 853 | | | | | 1911 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 230·9\|36·4\|15·0 Q75'B101'F25′ | | | Stettin German *WB* | T3Cy16 9/10"27⅞"&43 3/10"-31 1/10" 104NHP StettinerOderwerke | | G |
| 74250 DOBY | **Falke** (*ex* Düsseldorf, *ex* Poldorf, *ex* Düsseldorf, *ex* Toreador) Sub Sig. 1 *Dk(Stl)* Wireless D.F. | 997 832 480 | ✠ 1,17 ✠ | Gst | *o* | | 1909 8mo | Bremer Vulkan Vegesack | ArgoReederei Richard Adler&Co. *Cell DBa69'u* | 239·3\|33·4\|12·7 P27'B&F186' FK *E15' f102'284t FPT* | | | Bremen German *WB* | T.3Cy.15⅝",25½"&43 5/16"- 29½" 160NHP 2SB,*4cf*,GS84,HS3014 BremerVulkan,Vegesack | 14 ″ 9 | G † |
| 74251 LDSN | **Falkefjell** Twin Sc *Oil Eng.* D.F. *Mchy. Aft* *ss* HKg.No.2–38 *Cruiser Stern* 2 *Dks(Stl)* & *Web frames* *Longitudinal framing–bracketless system* | 7927 7338 4603 | ✠100A1 9,40~~2,40~~ DBS7,39 ✠LMC3,38 *Carrying Petroleum in bulk* | HKg Syd | *c*† | CL 3,38 | 1931 4mo *Lloyd's* | Kockums M.V.Aktieb. Malmö *SA&CP* | Akties.Falkefjell (Olsen&Ugelstad) *Cell DBu E65'242t* *DT f36'540t* | 462·0\|59·7\|34·3 P105'B39'F41' FK *FPT148t APT241t* | | | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 16Cy.22 7/8"-39⅜" 778NHP 2DB171*lb* KockumsM.V.Akt.Malmö | 34 ″ 7 s 8 ″ 9½ 26 ″ 0 | |
| 74252 577 SFWI | **Falken** (*ex* Orion–34, *ex* Falken) *ss* Hbg.4th No.3–4,39 1 *Dk(Irn)* & *Web frames* *Cargo battens not fitted* | *1308* *1026* *706* | ✠100A1 ~~4,39~~ 10,40 Got BS10,40 ✠LMC4,39 | Hbg | *o* | OG 1,40 | 1893 5mo | Craig,Taylor&Co. Stockton A&CP | RederiA/B Falken (N.M.Thore, *Mgr.*) *Cell D* | 237·0\|34·5\|15·3 243·4(O.L.) Q89'B58'H65*t*F29' FK *B190'273t FPT109t* | | | Jonstorp Swedish | T.3Cy.18½",30"&49"-33"(*s*) 160lb 136NHP 2SB,*4pf*,GS68,HS2000 N.E.MarineE.Co.Ld.Sld. | 17 ″ 9 s 1 ″ 7 16 ″ 4 | |
| 74253 OXME | — (P) Wireless 1 *Dk* | 369 253 159 | | | | | 1911 | Helsingörs Jernsk&Msk. Elsinore | DetForenede DampskibsSelsk. | 160·9\|26·1\| 9·6 P96'F24′ | | | Rudköbing Danish *WB* | T.3Cy.13½",22"&36"-24" 62NHP HelsingörsJernsk.&Mskb. | | V |
| 74254 5115 SBAW | — Sp *Mchy. Aft* 1 *Dk* | *368* *286* *173* | | | | | 1910 | Lindholmens M.V. Gothenburg | ÅngbåtsA/B Hallands (Harry Trapp, *Mgr.*) | 145·3\|24·7\|11·2 P44'F21'H8*t* | | | Gothenbrg Swedish *WB* | T.3Cy.12″,20″&33″-21″ 50NHP Lindholmens M.V.Got. | | V |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'équipement. | 7a Date de la dernière Visite de la Marque ponto-Hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. fs. | 15 Registrée en cotes si ce n'est dans le L. H. Dernière Cert. Ile of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74255 | **Falkenberg** (*ex*Cavalla–39, *ex*Frankfurt) | | 1570 / 1413 | | | | | 1912 | Bremer Vulkan Vegesack | Aug.Bolten,Wm. Miller'sNachfl. | 260·5 | 37·1 | 19·5 | Hamburg German *WB* | T.3Cy.23⅝″,38½″&61½″–41⅞″ 245NHP Bremer Vulkan, Vegesack | | G |
| DOCR | Wireless | 2 *Dks* | 954 | | | | | | | | B69′F33′ | | | | | | |
| 74256 | **Falkenfels** | | 6318 / 5812 | | | | | 1921 | Act.Ges. "Weser" Bremen | DeutscheDmpfs-fahrts.Ges.Hansa | 431·6 | 56·4 | 30·4 | Bremen German | T.3Cy.29½″,47⅞″&76⅞″–54″&L.P.turbine 607NHP A.G."Weser,"Bremen | | G |
| DOFM | Sub.Sig. | 2 *Dks* | 3852 | | | | | | | | P64′B135′F52′ | | | | | | |
| 74257 | **Falkvik** (*ex*Nordstjernan) | | *1216* / *1031* | | | | | 1899 | Howaldts-werke Kiel | RederiAktieb. Falkvik(Th. Carlsson) | 236·8 | 35·2 | 15·9 | Sölvesborg Swedish *WB* | T.3Cy.17″,27½″&43½″–24½″ 95NHP Howaldtswerke,Kiel | | V |
| 3453 | | | | | | | | | | | Q17′B64′H86*t*F23′ | | | | | | |
| SHBG | | 1 *Dk* | *631* | | | | | | | | | | | | | | |
| 74258 | **Falmouth** (*ex*LakeFloravista) | | 2606 | ✠ ... | | | | 1920 | McDougall DuluthCo. Duluth,Minn | EasternS.S.Lines, Inc. | 251·0 | 43·7 | 25·8 | Portsmth, N.H. Utd.States | T.3Cy.21″,35″&59″–42″ 352NHP McDougallDuluthCo. | 28 ″ 2 | R † |
| 219654 | | *Fitted for oil fuel* | 2261 | 10,20 | | | | 4mo | | | P25′B64′F20′ FK | | | | | | |
| KJKE | Sub.Sig. | 1 *Dk2trB* | 1612 | ✠ | | | | | | | | *WB* | | | | | |
| 74259 | **Falsterbo** | | *4085* | ✠100A1 Ver | | *w* | CL | 1925 | Eriksbergs M.V.Aktieb. Gothenburg | Ångb.Aktieb.Ferm (T.E.J:son Broström, *Mgr.*) | 349·5 | 50·6 | 25·3 | Krstnhmn Swedish | Oil Engines 4S.C.SA 6Cy.24½″–51⅛″ 355NHP | 28 ″ 0 | R † |
| 7226 | | *Oil Eng.* | *3661* | ~~7,40 8,39~~ 11,10 ~~Lon~~ NYk | | | ~~2,39~~ | 9mo | | | 365·0(O.L.) | | | 5 *BHpt Cem* | DB *80lb* | s 4 ″ 10 | |
| SHOA | | *ss*Got.No.3–2,39 | *2353* | ✠LMC CS2,39 | | | 10,40 | *Lloyd's* | *sA&CP* | *Inter* | P31′B120′F35′ FK | | | *hold dispensed with* | | 23 ″ 3½ | |
| | | 1 *Dk(Stl)* | | ~~DBS11,39~~ 5,41 2,39 | | | | | | | *mediate B Hn after* | | | *Cell DB297′972t FPT* | 55*t APT* 40*t* | Eriksberg M.V.Aktieb.Got | |
| 74260 | **Famiglia** (*ex*Wylam,*ex*Zorroza, | | 813 | ✠ Nap | | *l* | | 1888 | Sunderlnd S.B.Co.Ld. Sunderland | Alfio Napoli | 217·4 | 30·1 | 13·5 | Catania Italian | T.3Cy.16¾″,26″&43″–30″ NDB11 99NHP | 15 ″ 9 | I † |
| 170 | *ex*Wylam) | *ss*Nap.2ndNo.3–10,13 | 651 | 2.20 | | | | 6mo | | | 209·8 | | | | | | |
| IMWJ | | *Beams&CellDB Irn*1 *Dk(Irn)* | 496 | ✠NB7,09 ✠ | | | | | | | Q103′B15′F22′ BK8″ | | | *4BHCem Cell DB163′207t* | | 1SB,3*cf*,GS51,HS1498 N.E.MarineEng.Co.Ld.Sld. | |
| 74261 | **Famiglia Merica** | Wood Aux | 443 | | | | | 1920 | M.Tappani Chiavari | ErnestoLena | 151·7 | 30·2 | 15·4 | Genoa Italian | Oil Engines 2S.C.SA 4Cy.10¼″–17¾″ 73NHP *Emade&fitted*–36 Soc.AnFiatS.G.M.Turin | | I |
| 918 | (*ex Sailing Vessel* | 3 MstSr | 415 | | | | | | | | 136·1 | | | | | | |
| IMXF | Maddalena Beraldo–35) | *Oil Eng.* 1 *Dk2trB* | 313 | | | | | | | | P29′F13′ | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 74262 | **Fana** | | 1375 | | | | | 1939 | Nylands Verksted Oslo | SkibsA/SVilhelm TorkildsensRederi (V.Torkildsen, *Mgr.*) | 250·9 | 41·3 | 14·8 | Bergen Norwegian *WB* | C2Cy16¾″&33⅞″–33⅞″&LP turbine with DR gearing & hydraulic coupling 54NHP Nylands Verksted,Oslo | | N |
| | | *Fitted for oil fuel* | 1104 | | | | | | | | | | | | | | |
| LKGR | Wireless | 1 *Dk&Shelter dk* *CruiserStern* | 760 | | | | | | | | | | | | | | |
| 74263 | **Fanal** (*ex*Rhenus–24) | | 540 / 516 | | | | | | ..... | Ivers-Linie,Kom-manditGes.(Paul-sen&Ivers, *Mgrs.*) | 187·7 H– | 23·1 | 13·4 | Kiel German *WB* | C.2Cy.13″&30″–12″ 26NHP P.vanSmit,Jr.Rotterdam | | G |
| DCCU | | 1 *Dk* | 299 | | | | | | | | | | | | | | |
| 74264 | **Fanaraaken** Ⓟ | | 590 | | | | | 1937 | A/S Bergns Mek.Værks Bergen | Fylkesbaatane i Sogn&Fjordane | 157·1 | 26·5 | 13·2 / 20·2 | Bergen Norwegian *WB* | C.4Cy.(2)11⅝″&(2)27⅛″–25⅜″ 62NHP Fredrikstad M.V.A/S Fredrikstad | | |
| | | 2 *Dks&Shelterdk* | 284 | | | | | | | | | | | | | | |
| LJOL | | *CruiserStern* | 346 | | | | | | | | | | | | | | |
| 74265 | **Fanefjeld** | | 1354 / 1179 | | | | | 1920 | C.Vander Giessen& Zonen Krimpen a/d Ysel | D/S A/S Storfjeld (H.Grieg Martens, *Mgr.*) | 239·7 | 36·2 | 16·2 | Bergen Norwegian *WB* | T.3Cy.17½″,29″&46″–36″ 126NHP Pannevis&Zoon,Utrecht | | N |
| LDVC | Wireless D.F. | 1 *Dk* | 766 | | | | | | | | P51*t*H74*t*F16*t* | | | | | | |
| 74266 | **Faneromeni** (*ex*Thetis,*ex*Rooke, | | 3404 | ✠100A1 Cff | | *v* | CL | 1908 | Chant.Nav Anversois Hoboken | N.Th.Bulgaris | 345·9 | 48·1 | 23·0 | Andros ~~Syra~~ Greek | T.3Cy.24″,40″&66″–45″ (*s*) 180lb 320NHP | 25 ″ 7 | |
| 146 | *ex*Slawentzitz) | *ss*Pir.2ndNo.3–10,33 | 3192 | 10,39 | | | 10,39 | 1mo | | | | | | 6 *BHCem* | 3SB,9*cf*,GS129,HS4986 | s 3 ″ 2½ | |
| SVPU | | *ss*Pir.No.1–38 | 2130 | BS11,39 ✠LMC10,38 | | | | *Lloyd's* | *sA&CP* | | P31′B180′F31′ FK | | | | | 22 ″ 6½ | |
| | | 1 *Dk(Stl)*2*trB&deep framing &Web frames*3 *Dk rule* *Cargo battens not fitted* | | | | | | | | | | | | *CellDBa*l 08′ *uE&B*42′ | N.E.MarineEng Co.Ld.Sld. *f*152′788*t FPT*108*t APT*81*t* | | |
| 74267 | **Fanny Brunner** | | 2366 | ✠100A1 Pla | | *s* | CL | 1925 | Cant.Nav. Triestino Monfalcone | D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi | 303·5 | 41·7 | 20·6 | Trieste Italian | T.3Cy.20¼″,34⅜″&55½″–36″ 200lb HS4137 FD (*s*) 279NHP | 22 ″ 9 | |
| 241 | | *ss*Tri.No.3–7,37 | 1944 | 3,40 | | | 7,39 | 10mo | | | 290·0 | | | 5 *BHCem* | 1SB&1Aux.SB,6*cf*,GS97 | s 3 ″ 0 | |
| IBOL | | 2 *Dks(Stl)* | 1409 | ✠LMC MS11,37 BS7,39 | | | | *Lloyd's* | *sA&CP* | | P27′B97′F31′ FK | | | *APT*10*t* | Stabilimento Tecnico,Tri. | 19 ″10½ | |
| | | | | | | | | | | | | | | *CellDB*251′452*t* | | | |
| 74268 | **Fanö** | | 1889 / 1691 | | | | | 1922 | DeHaan& Oerlemans Heusden | Ministry of Ship-ping(W.A.Souter &Co.Ld. *Mgrs.*) | 268·1 | 42·2 | 17·9 | ~~Copenhagen~~ ~~Danish~~ London *WB* British | T.3Cy.20″,32″&51½″–35½″ 159NHP N.V.BurgerhoutsM&S,Rot | | V |
| 167462 | | | | | | | | | | | P24′B69′F25′ | | | | | | |
| ~~GLDT~~ | D.F. | 1 *Dk* | 1096 | | | | | | | | | | | | | | |
| 74269 | **Fantiman** | Twin Sc | 647 / 492 | | | | | 1924 | LythamSB &Eng.Co.Ld. Lytham | UnitedAfricaCo. Ld. | 180·0 | 32·1 | 10·7 | London British *WB* | T.6Cy.11″,17½″&29″–22″ 84RHP LythamS.B.&Eng.Co.Ld. | 11 ″ 3 | |
| 147598 | | 1 *Dk* | 402 | | | | | | | | P38′B62′F26′ | | | | | | |
| 74270 | **Fantoft** | | 964 / 680 | | | | | 1921 | Pusnæs Stob.&M.V. Arendal | RasmusF.Olsens RederiA/S(R.F. Olsen) | 210·6 | 33·2 | 13·7 | Bergen Norwegian *WB* | T.3Cy.15″,25″&40″–30″ 88NHP PusnæsStob&M.V.Arendal | | N |
| LDVF | | 1 *Dk* | 555 | | | | | | | | P87*t*Q76*t*B73*t*H49*t* | | | | | | |
| 74271 | **Far** (*ex*Ravnefjell–37) | | 2475 / 2191 | | | | | 1921 | ForthS.B. Co.Ld. Newcastle | A/S Skibsfart (Jac.Salvesen, *Mgr.*) | 295·5 | 43·7 | 22·5 | Farsund Norwegian *WB* | T.3Cy.20½″,33″&54″–39″ 182NHP G.T.Gray&Co.Ld.S.Shl. | | N |
| LCVU | D.F. | 1 *Dk* | 1420 | | | | | | | | P86*t*H255*t* | | | | | | |
| 74272 | **Faraday** | Twin Sc | 5533 | ✠100A1 Lon | | *y* | CL | 1923 | Palmers' Co.Ld. Newcastle | SiemensBros.&Co. Ld. | 394·3 | 48·3 | 34·6 | London British | T.6Cy.21″,34″&57″–39″ (*s*) 180lb 530NHP | 37 ″ 3 | |
| 147458 | (*Cable Vessel*) | *ss*Lon.No.3–7,36 | 5201 | *Shelter dk* | | | 7,38 | 4mo | | | | | | *pt Cem* | 3SB,9*cf*,HS7527 FD | s 10 ″ 0½ | |
| GPBF | | 1 *Dk(Stl)&Shelter dk(Stl-ws)* | 2639 | *withfreeboard* 7,38 ✠LMC | | | | *Lloyd's* | *sA&CP* | | B179′*on Shelter dk* FK | | | | Palmers'Co.Ld.Newcastle | 27 ″ 5½ | |
| | D.F. E.S.D. | *Mchy.Aft* *Cruiser Stern* | | MS1,35 BS11,38 *Fitted for oil fuel* 4,23 | | | *F.P. a* | | | | *CellDB*315′1095*t* *MT*226*t DTf*188*t* | | | *DTa*283*t* (*Collisio FPT*186*t APT*106*t* | *nBH to S dk* 6 „ „ *U*„) | | |
| | | | | | | | *bove* 1 | | | | 50° F. | | | | | | |
| 74273 | **Farfield** | 3 Mst | 468 | ✠100A1 Bkn | | *g* | CL | 1921 | Cook,Wel-t'n&Gemmell Ld. Beverley | CoppackBros.&Co. | 152·0 | 25·2 | 10·8 | Chester British | T.3Cy.18″,28″&37″–24″ (*s*) 180lb 85RHP | 12 ″ 0 | |
| 145696 | | *ss*Bkn.No.3–4,34 | 321 | 2,41 ~~7,39~~ ~~10,40~~ Cff | | | ~~6,37~~ ~~10,40~~ 2,41 | 7mo | | | | | | 3 *BHCem* | 1SB,3*pf*,GS46,HS1470 | s 3 ″ 8½ | |
| MKSX | | *ss*Bkn.No.1–39 | 192 | ✠LMC7,39 BS10,40 | | | | *Lloyd's* | *sA&CP* | | Q86′B9′F25′ FK | | | *APT*21*t* | C.D.Holmes&Co.Ld.Hull | 11 ″ 11 | |
| | | *Mchy.Aft* *Well deck* 1 *Dk(Stl)* | | | | | | | | | | | | *FPT*48*t* | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74274 | **Farmsum** | *ss* Rot. No. 2-37 | 5237 | ✠100A1 *with freeboard* | Sch | *a*† | CL | 1929 | A. Vuijk& Zonen Capelle a/d Ysel | Stoomv. Maats. "Oostzee" (Vinke&Co. *Mgrs*) | 421·7 | 56·2 | 26·5 | Batavia Amsterdam Dutch | Q.4Cy.24″,34″,49″&71″–48″ | 29 ″ 0 | |
| PEBB | | 1 *Dk (Stl) & Shelter dk (Stl)* | 3185 | 7,40 ~~4,40~~ | Bat | | N3,40 | 4mo | | 1 *Intermediate BH* | F32′ | | FK | *Cem* | 220lb (*s*) 549NHP | s 3 ″ 6½ | |
| | D.F. | *Cruiser Stern* | | ✠LMC MS2,37 | BS3,40 | | | | | 5 *B* | *dispensed with (Coll H & one oil fuel tank* | | | *BH to Sh dk* | 3SB(Spt),*9cf*,GS155, HS8004 FD | 25 ″ 7½ | |
| | | | | | | | | *Lloyd's* | *SA & CP* | *Cell DB* 372′ 1278 *t* | *DT* f 17′ 704 *t* | *FPT* 1 | „ „ 2*nd* „) 25 *t* | *APT* 188 *t* | N.E Marine Eng Co Ld. Nwc | | |
| | | | | *Fitted for oil fuel* 4,32 | | | *F.P. a* | *above* 1 | 50° F. | | | | | | | | |
| 74275 | **Fårösund** Ⓟ (*ex* Norrköping–38) | *ss* Skm. No. 2–38 | 537 | ✠100A1 | Skm | *g* | CL | 1930 | Hlsingbrgs Varfs&Svets-ningsAktieb. Helsingborg | SliteCement-och KalkA/B | 142·6 | 26·9 | 12·0 | Slite Swedish | T.3Cy 12 3/16″,20 11/16″ & 32¼″–24″ | 19 ″ 8 | |
| 7593 | | 1 *Dk (Stl)* | 291 | ~~1,7~~ 3,41 ~~3,40~~ | | | ~~1,39~~ | 1mo | | | | | | 4 *BH Cem* | 200lb (*s*) 84NHP | s 7 ″ 5 | |
| SFTR | | *Strengthened for navigation in ice* | 322 | BS ~~5,39~~ 5,40 | ✠LMC 2,38 | | ~~4,40~~ ~~5,40~~ | | | | Q44′ B&F94′ | | BK 6½″ | 1SB,2*cf*,GS52,HS1620 | FD | 13 ″ 0½ | |
| | | | | | | | 3,41 | *Lloyd's* | *SA & CP* | *Cell DBu E* | 18′ *f* 28′ 60 *t* | *FPT* 1 | 1 *t* | *APT* 11 *t* | Helsingborgs Varfs& Svetsnings A/B | | |
| 74276 | **Farrandoc** | | 1925 | | | | | 1929 | Swan, Hunter& Wigham Richardson, Ld Newcastle | PatersonSteam-ships, Ld. | 252·9 | 43·4 | 17·8 | Ft William British *WB* | T.3Cy.15″,25″&40″–33″ 92NHP | | C |
| 161526 | | | 1627 | | | | | | | | Q100′ F35′ | | | | | | |
| VCFG | *Mchy. Aft* | 1 *Dk* | 1143 | | | | | | | | | | | | Swan, Hunter& Wigham Richardson, Ld. Nwc. | | |
| 74277 | **Farrapo** | Twin Sc *Oil Eng.* 2 *Dks* | 2926 | ✠100A1 8,39 | Rio | *u* | OG | 1937 | NV Schpsb. en Machfab. "DeKlop" Sliedrecht | LloydBrasileiro | 322·5 | 47·4 | 21·3 | R. Janeiro Brazilian | Oil Engines 2S.C.SA | 24 ″ 0 | |
| | | | 2629 | | | | | 12mo | | | 336·3 (O.L.) | | | | 14Cy.13¾″–23⅝″ 463NHP | s 3 ″ 8 | |
| | | | 1694 | | ✠LMC 12,37 | | | | | | P33′ B90′ F30′ | | FK | 6 *BH Cem* | | 20 ″ 5½ | |
| | *Ref. Mchy.* | *Cruiser Stern* | | ✠Lloyd's RMC ~~3,38~~ ~~5,40~~ | | | 1,41 | *Lloyd's* | *SA & CP* | *Cell DB* 238′ 647 *t* | *FPT* 66 *t* | *APT* 88 *t* | | Gbr. Stork& Co NV Hengelo | | |
| 74278 | **Fasan** | | 1275 | | | | | 1936 | Howaldts-werke A.G. Kiel | Argo-Reederei Richard Adler &Co. | 245·2 | 38·5 | 12·4 | Bremen German *WB* | C.2Cy.17 11/16″&35 7/16″–35 7/16″& LP turbine with DR gearing & hydraulic coupling | | G |
| | | | 848 | | | | | | | | P44′ B&F195′ | | | | | | |
| DORO | *Ref. Mchy.* Wireless D.F. | 2 *Dks* | 622 | | | | | | | | *Upr.* B71′ *Upr.* F30′ | | | | Deutsche Schiff. u Mschb. A.G. Weser, Bmn | | |
| 74279 | **Fastnet** Ⓟ | | 1415 | | | | | 1928 | Caledon S. B.&E.Co.Ld. Dundee | Clyde Shipping Co. Ld. | 249·8 | 37·2 | 17·2 | Glasgow British *WB* | T.3Cy.20″,33″&53″–39″ 175NHP | | C |
| 160191 | | | 1045 | | | | | | | | | | | | | | |
| GNRD | *Ref. Mchy.* Wireless | 2 *Dks* | 582 | | | | | | | | | | | | Caledon SB.&E.Co.Ld. Dun | | |
| 74280 | **Fatima** (*ex* Algarve 5°–35, *ex* Sailing Vessel) | Wood Aux 3 Mst Sr *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*) | 331 | | | | | 1923 | J.P. de Sousa Portimão | JoséBrazAlves | 135·7 | 32·5 | 11·6 | Faro Portuguese | Oil Engines 2Cy.15⅜″–16 11/16″ *Emade & fitted* 35 A/S Volund, Copenhagen | | |
| | | | 316 | | | | | | | | | | | | | | |
| CSCH | | | 252 | | | | | | | | | | | | | | |
| 74281 | **Fatshan** Ⓟ | Twin Sc | 2639 | | | | | 1933 | Taikoo D.&E.Co. of H.Kg.Ld. Hong Kong | China Navigation Co.Ld. | 241·0 | 45·7 | 10·9 | London British *WB* | T.4Cy.16″,25″&(2)29″–18″ 71NHP | | |
| 154085 | | | 863 | | | | | | | | | | | | | | |
| MBKW | | 2 *Dks* *Cruiser Stern* | 1575 | | | | | | | | | | | | Taikoo D.&E.Co. of H.Kg.Ld. H.Kg. | | |
| 74282 | **Fauna** | | 1254 | | | | | 1912 | N.V. Werf Rijkee&Co Rotterdam | Koninkl. Nederl. Stoomb. Maats. NV | 251·5 | 36·2 | 16·0 | Amstrdam Dutch *WB* | T.3Cy.19½″,31″&50″–36″ 150NHP | | V |
| | | | 1081 | | | | | | | | | | | | | | |
| PEBE | Wireless | 1 *Dk & Shelter dk* | 728 | | | | | | | | | | | | Maats. Fyenoord, Rot. | | |
| 74283 | — | Iron *ss* Liv. 3rd No. 3–10,17 | 575 | ✠ ... | | | | 1880 | R. Craggs& Sons Middlesbro' | E. Milano&Co. | 187·5 | 25·6 | 13·7 | Trieste Italian *WB* | C.2Cy.23½″&44″–30″ 93NHP | 14 ″ 10 | I |
| 394 | | | 450 | 1,30 | | | | 8mo | | | 180·6 | | | | | | † |
| IMXN | | *ss* Gen. No. 2–26 | 334 | ✠NB11,18✠ | | | | | | | Q88′ B11′ F23′ | | BK 7½″ | | Blair&Co.Ld. Stockton | | |
| | | (*ex* Fratelli Testa–32, *ex* Palmaria, *ex* Dubrovnik, *ex* King's Lynn) 1 *Dk 2 tr B* | | | | | | | | | | | | | | | |
| 74284 | **Faunus** (*ex* Selene–39) | Twin Sc *Oil Eng.* | 3800 | ✠100A1 4,40 ~~4,30~~ | HKg Suz | *v* | CL 4,39 | 1914 | Caledon S. B.&E.Co.Ld. Dundee | Anglo-Saxon Petroleum Co. Ld. | 344·8 | 46·2 | 25·5 | London British | Oil Engines 4S.C.SA 12Cy.20½″–35 7/16″ 488NHP DB *120lb* | 27 ″ 7 | |
| 159510 | | | 3339 | | | | | 6mo | | | | | | | | s 4 ″ 11½ | |
| MPMQ | *Mchy. Aft* | *ss* Rot. 2nd No. 3–5,33 | 2706 | DBS ~~4,39~~ 4,40 | ✠LMC 12,36 | | | | | | P73′ F34′ | | FK | 14 *BH Cem* | | 22 ″ 9¾ | |
| | D.F. | *ss* Ams. No. 1–36 | | | | | | *Lloyd's* | *SA & CP* | *Cell DBu E* | *PT* 37 *t* | *DTf* 32′ 234 *t* | | (11 *to U dk* 3 „ 2*nd* „ *only*) | Ned. Fab.& Werk. Ams. | | |
| | | 2 *Dks (Stl) & Web frames* | | *Carrying Petroleum* | | *in bulk* | | | | 44′ 56 *t* | *FPT* 70 *t* | *A* | | | | | |
| 74285 | **Fausang** | | 2256 | ✠100A1 5,41 ~~4,40~~ | HKg | *s* | CL ~~5,30~~ 5,41 | 1921 | Dunlop, Bremner& Co.Ld. Pt. Glasgow | Indo China Stm. Nav. Co. Ld. | 285·0 | 42·6 | 20·0 | Hong Kong British | T.3Cy.21″,34″&57″–42″ (*s*) 180lb *100lb* 298NHP | 22 ″ 3 | |
| 146179 | | *ss* Shi. No. 3–4,34 | 1861 | | | | | 11mo | | | 299·0 (O.L.) | | | 4 *BH Cem* | | s 2 ″ 8¾ | |
| VPDR | E.S.D. | *ss* H.Kg. No. 1–38 | 1232 | BS ~~4,40~~ 5,41 | ✠LMC 6,38 | | | | | | P33′ B104′ F38′ | | FK | 33 *t* | 2SB,*6cf*,GS105,HS4435 FD | 19 ″ 11 | |
| | | 2 *Dks (Stl U-teaks)* | | | | | | *Lloyd's* | *SA & CP* | *Cell DB* 237′ 489 *t* | *DT a* 20′ 278 *t* | *FPT* | | *APT* 46 *t* | Dunlop, Bremner& Co.Ld. | | |
| 74286 | **Fausto** (*ex* Nedon–38, *ex* Heathfield–33, *ex* Briarwood, *ex* War Mallow) | 1 *Dk* | 5285 | | | | | 1919 | Ropner& Sons, Ld. Stockton | Hugo Trumpy | 413·1 | 52·3 | 28·4 | Genoa Italian *WB* | T.3Cy.27″,44″&73″–48″ 490NHP | | CI |
| 2205 | | | 4773 | | | | | | | | 402·0 | | | | | | |
| ICAG | | | 3198 | | | | | | | | P49′ B113′ F40′ | | | | Blair&Co.Ld. Stockton | | |
| 74287 | **Fauvette** | Twin Sc *Oil Eng.* | 614 | ✠100A1 *with freeboard* | Lon | *k* | CL 7,39 | 1935 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | General Stm. Nav. Co. Ld. | 183·2 | 33·7 | 10·7 | London British | Oil Engines 2S.C.SA 10Cy.13⅜″–22 7/16″ 312NHP | 11 ″ 9 | |
| 163558 | | | 410 | | | | | 1mo | | | *34·7* | | FK | 3 *BH pt Cem* | | s ″ 2 | |
| MBBT | | *ss* Lon. No. 1–39 | 218 | 5,40 ~~8,30~~ | ✠LMC 8,38 | | | | | | | | | *Coll to Sh dk* | | 11 ″ 8 | |
| | *Mchy. Aft* | 1 *Dk & Shelter dk* | | | | | | *Lloyd's* | *SA & CP* | *DB in ER* 11 *t* | *DT* 10′ 45 *t* | *FPT* 31 *t* | *APT* 46 *t* | 2 „ 2*nd* „) | British Auxiliaries, Ld. Gls. | | |
| | Wireless E.S.D. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 74288 | **Fauzon** | | *4376* | ✠100A1 | Ant | *z* | CL | 1938 | W. Gray& Co.Ld. W Hartlepool | Cie. de Navigation d'Orbigny | 410·8 | 55·0 | 22·7 | La Rochlle French | T.3Cy.24½″,42″&70″–48″ (*s*) | 25 ″ 0 | |
| | | | *3889* | *with freeboard* | Msl | | | 12mo | | | 425·1 (O.L.) | | | 7 *BH Cem* | 220lb 553NHP | s 2 ″ 3½ | |
| | D.F. | 1 *Dk & Shelter dk* | *2553* | 2,41 ~~3,30~~ | ✠LMC 12,38 | | | *Lloyd's* | *SA & CP* | | F37′ | | FK | *Coll to Sh dk* 6 „ 2*nd*,„) | 3SB,*9cf*,GS172,HS8220 FD Cen. Mar. E. Wks. (W. Gray&Co.Ld.) W. Hpl. | 23 ″ 0½ | |
| | | | | | | | | | | *Cell DB* 354′ 1024 *t* | *FPT* 108 *t* | *APT* 107 *t* | | | | |
| 74289 | **Favør** | | 1323 | | | | | 1940 | Langes'nds Mek Verk A/S Langesund | S. Ugelstads Rederi A/S (S. Ugelstad, *Mgr.*) | 251·2 | 41·7 | 14·8 | Oslo Norwegian *WB* | C.2Cy.16 11/16″&33½″–33½″& LP turbine with DR gearing & hydraulic coupling Langesund's Mek Verk A/S | | |
| | | | 1059 | | | | | | | | | | | | | | |
| LKKR | Wireless | 2 *Dks* *Cruiser Stern* | 709 | | | | | | | | | | | | | | |
| 74290 | **Favorit** (*ex* Ionier, *ex* Fishers Island) | *ss* Cbo. No. 3–2,33 | 2826 | ✠100A1 12,40 ~~1,40~~ | Stv Lon | *t* | CL ~~11,37~~ 12,40 | 1920 | The Pusey &Jones Co. Wlmgtn, Del. | Smedvigs Rederi A/S (P. Smedvig, *Mgr.*) | 300·6 | 44·2 | 22·9 | Stavanger Norwegian | T.3Cy.19¾″,31½″&54¼″–36″ | 25 ″ 0 | |
| 2475 | | | | | | | | 5mo | | | | | | | | s 3 ″ 11 | |
| LDNW | D.F. | *ss* Cbo. No. 1–36 | 1652 | ✠LMC | | | | | | | P37′ B76′ F29′ | | FK | 6 *BH Cem* | 200lb (*r*) 305NHP | 21 ″ 3 | |
| | | 2 *Dks (Stl)* | | MS1,36 | BS4,39 ~~5,40~~ | | | *Lloyd's* | CP | *Cell DB* 244′ 644 *t* | *DT a* 12′ 43 *t* | *FPT* 64 *t* | *APT* 99 *t* | 2SB,*6cf*,GS118,HS4842 FD Pusey&Jones Co. Wlmgtn | | |
| 74291 | | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'équilibrement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. H.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Matériaux où coté, si on en est dans le L. M. Dans Cert. Hull Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74292 1864 IBTR | **Favorita** (*ex*Kossuth-33) D.F. | | 3576 3326 2228 | ✠ ... 3,32 | | | | 1906 8mo | R.Craggs & Sons,Ld. Middlesbro' | I.N.S.A.(Industrie NavaliSoc.Anon.) | 349·8 P31'B100'F33' FK | 49·8 | 23·0 *WB* | Genoa Italian | T.3Cy.23½",39"&66"–45" 322NHP N.E.MarineEngCo.LdNwc | 25 ″ 10 | I † |
| | *1Dk2trB Web frames&deep framing* | | | | | | | | | | | | | | | | |
| 74293 | **Favorita Clara Primera** TwinSc (*ex*Jupiter,*ex*Tillie Godmann,*ex*Longston, *ex*FavoritaClara) | *ssCff.No.3–4,18 ssNpt.No.1–21 1Dk* | 460 — 262 | ... 2,24 | | | | 1907 | G.Seebeck Akt.Ges. Bremerhaven | Viuda deSantiago Ferrando eHijos | 154·0 P15'B37'F21' BK6½" | 29·7 | 11·5 *WB* | Bns.Aires Argentine | C.4Cy.11"&20"–15½" 26NHP G.SeebeckA.G.Bremerhvn | 11 ″ 7 | |
| 74294 | **Favorito Don Santiago** TwinSc | *1Dk* | 498 — 284 | | | | | 1911 | G.Seebeck Akt.Ges. Weser-münde-G. | Viuda deSantiago Ferrando eHijos | 164·0 | 31·2 | 12·1 *WB* | Bns.Aires Argentine | C.4Cy.14½"&22½"–15½" 34NHP G.SeebeckA.G. Wesermünde-G. | | |
| 74295 | **Favorito Santos Cosme y Damian** (*ex*Marga, *ex*Rochefort,*ex*Belgica,*ex*Alemania, *ex*Kurt) | TwinSc *1Dk* | 490 — 279 | | | | | 1898 | J.C.Tecklenborg A.G. Weser-münde-G. | Viuda deSantiago Ferrando eHijos | 204·0 B20'F24' | 32·4 | 9·7 *WB* | Bns.Aires Argentine | T.6Cy.10¼",16½"&26½"–18" 61NHP J.C.TecklenborgAG Wsm. | | |
| 74296 128889 MGCJ | **Faxfleet** *ssGoo.No.3–10,28 ssGoo.No.2–37* | | 863 588 425 | ✠100A1 6,40 ~~2,40~~ | Goo | *k* | ~~1,39~~ 2,41 | 1916 6mo | J Fullerton & Co. Paisley | OuseS.S.Co.Ld. (A.W.Atkinson, *Mgr.*) | 195·1 Q99'B11'F24' FK | 31·1 | 11·6 *WB* | Goole British | T.3Cy.16",26"&44"–33" (*s*) 180lb 96RHP | 14 ″ 3 s 4 ″ 9½ 13 ″ 7 | |
| | *1Dk(Stl)* | | | ✠LMC MS6,37 BS~~2,33~~5,4 ~~6,40~~ 1 | | | | *Lloyd's* | | *Cell DB f116'195t FPT* | | | *57t APT45t* | | 2SB,*4pf*,GS72,HS2246 Ross&Duncan,Glasgow | | |
| | *Well deck Mchy.Aft* | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 74297 207345 WEDF | **Fayette Brown** (*ex*Charles L. Hutchinson) *Mchy.Aft* D.F. GyC. | Sub.Sig. *1Dk* | 6377 — 4860 | | | | | 1910 | American S.B.Co. Lorain,O. | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 504·0 | 54·0 | 30·0 *WB* | Wilmgton (Del.) Utd.States | T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B Co.Cleveln d | | R |
| 74298 160703 | **Fealtie** | *Oil Eng.* *1Dk* | 351 282 271 | | | | | 1928 | N.V.Industrieele Maats. DeNoord Alblasserdam | MedwayOil& StorageCo.Ld. | 152·7 | 24·2 | 8·9 | Rochester British *WB* | Oil Engines 4S.C.SA 3Cy.11"–17½" 35NHP Motorenfbr."Deutz"A.G. Köln-Deutz | | |
| 74299 DHLO | **Fechenheim** (*ex*Hessen-35) E.S.D. *Ref.Mchy.* D.F. Sub.Sig. | 4Mst *2Dks* | 8116 7397 4887 | | | | | 1922 | Bremer "Vulkan" Vegesack | Unterweser ReedereiA.G. | 468·7 P55'B224'F41' | 58·3 | 32·7 *WB* | Bremen German | T.3Cy.32½",52¾"&86½"–55½" 560NHP BremerVulkan,Vegesack | | G |
| 74300 127462 ~~MPLL~~ | **Feddy** (*ex*Newburn,*ex*Sirius,*ex*Peter Pan,*ex*Harlingen) Wireless D.F. | *1Dk* | 938 829 ~~546~~ | | | | | 1909 | Osbourne, Graham&Co. Sunderland | Ministry of Shipping(Wm.Cory & Son,Ld.*Mgrs.*) | 210·0 P16'B65'F24' | ~~33·3~~ 14·1 ~~33·2~~ | ~~14·2~~ | ~~Copnhagn.~~ ~~Danish~~ London British *WB* | T.3Cy.16",27"&44"–30" Richardsons, Westgarth&Co.Ld.Sld. | 106NHP | C |
| 74301 512 IBJU | **Fede** D.F. E.S.D. *CruiserStern* | *Oil Eng.* *1Dk* | 7884 — 4459 | | | | | 1938 | Cantieri RiunitiDell' Adriatico Trieste | AchilleLauro | 483·3 465·2 P93'B47'F48' | 59·2 | 33·8 *WB* | Naples Italian | Oil Engines 2S.C.SA 8Cy.26¾"–43⅞" 1000NHP SocAn"Fiat"S.G.M.Turin | | I |
| | *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 74302 130908 KDWY | **Federal** (*ex*Northwestern) *Mchy.Aft* D.F. | *Fitted for oil fuel* *Carrying oil fuel in bulk* *1Dk&Spar dk* | 2881 2482 2159 | | | | | 1901 | Chicago S.B.Co. Chicago | Petroleum NavigationCo. | 303·2 len22 | 42·2 | 23·2 *WB* | NewYork Utd.States | T.3Cy.20",33"&54"–40" 184NHP ChicagoS.B.Co. | | V |
| 74303 1730 IMYF | **Federico** (*ex*Ilos,*ex*Emmapark) | *2Dks* | 1466 1304 865 | | | | | 1920 | Bremer Vulkan Vegesack | G.Costa fu Andrea | 247·3 238·2 | 33·9 | 19·4 *WB* | Genoa Italian | T3Cy.16½",26⅝"&44⅛"–29½" 106NHP BremerVulkan,Vegesack | | I |
| 74304 1213 CBFS | **Federico Schwager** (*ex*Jutland, *ex*Maindy Bridge) | *ssVpo.No.3–5,33* ~~*ssVpo.No.2–40*~~ | 2593 — 1569 | ✠100A1 ~~7,10~~ 2,30 8,40 Vpo. ~~BS7,39~~ 7,40 ✠LMC 8,37 | Tal | *t* | CL 2,39 | 1920 9mo | ClydeS.B. &Eng.Co.Ld. Pt.Glasgow | Cia.Carbonifera y deFundicion Schwager | 299·8 P25'B85'F34' FK | 45·1 | 20·2 *Cell DB255'602t FPT* | Valparaiso Chilian | T.3Cy.22",35"&59"–39" (*r*) 180lb *100lb* 266NHP 2SB,*6cf*,GS123,HS4502 | 22 ″ 6 s 3 ″ 4 19 ″ 6 | |
| | *1Dk(Stl)* | | | | | | | *Lloyd's* | | | | | *61t APT89t* | | 61t APT89t ClydeS.B.&E.Co.Ld.P.Gls. | | |
| 74305 YTBF | **Federiko Glavic** *Now "Radport," see No. 89331 in Supplement.* | *ssSvp.No.2–37* | *5269* *4899* *3286* | ✠100A1 *with freeboard* 10,40 ~~2,40~~ MS5,37 | Bal NNs ✠LMC BS2,40 | *a*† | CL 2,40 | 1925 2mo | Workman, Clark&Co.Ld. Belfast | Dubrovacka Plovidba A.D. | 420·6 F38' FK | 54·7 | 25·0 *APT131t* | Dubrovnik Yugoslav | T.3Cy.25⅛",42½"&70"–51" 180lb (*s*) 484NHP 3SB,*9cf*,GS177,HS7104 FD | 28 ″ 7 s 3 ″ 7½ 25 ″ 1½ | |
| | *1Dk(Stl) Shelter dk(Stl) 3rd dk in No.1 hold* | | | | | | | *Lloyd's* | | *Cell DB369'1484t* | | | *7BHptCem Coll to Sh dk* 6 „ 2nd „) | | 7BHptCem Wrkman,Clark&Co.Ld.Bel | | |
| 74306 171162 MBZJ | **Federlock** (*ex*Federal-38) | *ssOsa.2ndNo.3–5,38* *1Dk&Shelter dk&Web frames Longitudinal framing* | 6607 5614 3921 | ✠100A1 *Shelter dk with freeboard* 5,40 ~~5,30~~ BS~~5,39~~ 5,40 ✠LMC5,38 | Smk | *z* | CL 5,38 | 1918 11mo | Federal S.B.Co Kearny,N.J. | G.E.Marden (Wheelock&Co. Ld. *Mgrs.*) | 397·0 P45'B110'F38' FK | 55·2 | 31·1 *on Shelter dk* | Shanghai British *Cem* | DR geared steam turbine 210lb (*s*) 619NHP 3SB(Spt),*9cf*,GS175, HS8934 FD | 34 ″ 11 s 7 ″ 10½ 27 ″ 2½ | |
| | | | | | | | | | | *Cell DB331'1512t FPT187t APT175t* | | | | 7BHtoWdk | GeneralElectricCo. Schenectady,N.Y. | | |
| 74307 UNYZ | **Fedor Litke** (*ex*Canada,*ex*EarlGrey) | TwinSc (*Icebreaker*) *ssNwc.No.3–11,18* *2Dks(1DkStl–ws &UptStl–ws)3trB* | 2216 1668 375 | ✠ 7,21 | Shl | *t* | | 1909 8mo | Vickers,Ss. &Maxim,Ld. Barrow | U.S.S.R. | 250·0 B128'F36' FK | 47·9 | 24·0 *B97'f54'266t DTf 20'87t* | Archangel Russian | T.6Cy.27½",43"&70"–39" 956NHP 2D&2SB*18cf*GS396HS15024 VickersSs.&MaximLd.Brw | 26 ″ 6 | |
| | | | | | | | | | | *Cell DBu E& D tanks between tunn* | | | *els37'108t'Tween dk tankaft27'1* | | 71tFPT17tAPT108t | | |
| 74308 1093 ICME | **Fedora** (*ex*Vallescura–35, *ex*Cloutsham) D.F. | *1Dk* | 5016 4301 3072 | | | | | 1910 | W.Doxford &Sons,Ld. Sunderland | GiovanniGavarone | 387·4 378·4 P37'B123'F37' | 51·7 | 27·6 *WB* | Genoa Italian | T.3Cy.25½",43"&71"–45" 338NHP W.Doxford&Sons,Ld.Sld. | | I |
| 74309 166558 MMWT | **Felania** (*ex*Artemis–38) *Mchy.Aft* | TwinSc *Oil Eng.* *ssTri.2ndNo.3–7,33* *ssTri.No.1–38* | 3882 3328 2212 | ✠100A1 ~~6,40~~ ~~2,30~~ 1,41 ✠LMC CS9,38 DBS~~6,40~~ 5,40 10,37 | Tri Suz | *v* | CL 8,38 | 1914 1mo | Nederl. Schps.Maats Amsterdam | Anglo-Saxon PetroleumCo.Ld. | 346·5 360·0(O.L.) P74'F36' FK | 46·7 | 25·3 *Cell DBa41'50t APT53tDTf27'440t* | London British | Oil Engines 4S.C.SA 12Cy.20½"–35⅞" 488NHP DB*120lb* 14BHCem (11 *to U dk* 3 „ *2nd*„) | 27 ″ 5 s 4 ″ 9½ 22 ″ 9½ | |
| | D.F. | *2Dks(Stl)&Web frames* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | | | | | | | Ned.Fabriek van Werktuigen,Amsterdam | | |
| 74310 336 IBVL | **Felce** (*ex*Hadiotis,*ex*Freienfels) D.F. | *ssLon.No.3–6,23* *ssNap.No.2–31* *2Dks(Stl–Uteak s)* | 5639 5351 3518 | ✠ ... 3,34 | Ams | | | 1910 11mo | J.C.Tecklenborg A.G Weser-münde-G. | A.Lauro | 435·4 421·8 P60'B124'F51' FK | 55·1 | 28·6 *Intermediate B Hd in forehold dispensed with* | Naples Italian *Cem* | Q.4Cy.24½",34½",50½"& 74½"–53⅛" 517NHP 3SB,*9cf*,GS161,HS6780 | 31 ″ 3 | I † |
| | | | | | | | | | | *Cell DBa141'u E24'f183'1225t'tween dk* | | | *6BHonly &tanks a42'* | | J.C.TecklenborgA.G.Wsm 451tf40'496tFPT85t | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Engines in which classed at Lt. Dist. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74311 | **Felipa** | 2683 | ✠100A1 | Cco | *t* | CL | 1925 | A.F.Smulders | N.V.Curaçaosche Scheepv.Maats. | 305·0 | 50·2 | 15·1 | Willmstad Dutch | T.6Cy.12¾",20½"&33⅞"-24⅞" 180lb (*s*) 236NHP | 15 ″ 0 | |
| 3484 | | 1804 | ~~7,40 1,40~~ 2,41 | BS2,41 | | ~~12,37~~ | 10mo | Schiedam | | | | | | | s 1 ″ 6½ | |
| PJBD | *Mchy.Aft* 1*Dk*(*Stl*) | 1472 | ~~BS1,40~~ ✠LMC12,36 | | | ~~11,39~~ 2,41 | *Lloyd's* | *A&CP* | *Trunk dk* 189′ *Q* 87′ F 29′ FK | | | | 2SB,*4cf*,HS4168 FD | 13 ″ 7½ | |
| | *Longitudinal framing at bottom & at deck* | | *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,25 | | | *F.P. above* | | | | | | | *APT* 81*t* | A.F.Smulders,Schiedam | | |
| 74312 | **Felix** | 2047 | | | | | 1907 | W.Dobson & Co. | A/S Inger(Jacob KjödeA/S,*Mgrs.*) | 290·5 | 42·0 | 19·4 | Bergen Norwegian | T.3Cy.22",36"&60"-39" 225NHP | 21 ″ 10 | N |
| | | 1855 | | | | | | Newcastle | | P 68*t* | H 37*t* | F 36*t* | | | | |
| LCAC | *Mchy.Aft* 1*Dk* | 1054 | | | | | | | | | | | *WB* | N.E.MarineEng.CoLdNwc | | |
| 74313 | **Felix Dzerjinsky** Ⓟ | 3767 | ✠ ... | | | | 1929 | Severney S.B.Yard Leningrad | U.S.S.R. | 332·5 | 48·1 | 25·6 | Leningrad Russian | Oil Engines 2S.C.SA 6Cy.25¾"-33⅞" 692NHP | 27 ″ 9 | |
| | *Oil Eng.* | 2934 | 1,31 | | | | 9mo | | | Q 37′ B 100′ F 41′ | | | | | | |
| UOAT | *Ref.Mchy.* Sub.Sig. 2*Dks* | 2164 | ✠ | | | | | | | | | FK | *WB* | RussianDieselWorks,Len. | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 74314 | — Ⓟ **IronPad** | 727 | | | | | 1880 | Samuda | U.S.S.R. | 210·6 | 25·0 | 13·4 | Odessa Russian | C.2Cy.35"&65$\frac{3}{16}$"-51" B*made*93*fitted*— 253NHP | | |
| | (*ex*Dzerjinsky,*ex*NestorLetopisetz, | 520 | | | | | | London | | P 61′ B 69′ F 20′ | | | | MaudslaySons&Field,Lon. | | |
| UOJK | *ex*GrafTotleben) 1*Dk* | 399 | | | | | | | | | | | | | | |
| | *Elec.light* | | | | | | | | | | | | | | | |
| 74315 | **Felix-Henri** | 2526 | | | | | 1933 | Fredrkstad Mek.Værks. | Mme.Nicolardot (L.Martin,S.àr.l. | 300·9 | 46·6 | 22·5 | Nantes French | C.4Cy.(2)15⅜"&(2)37⅜"- 34$\frac{7}{16}$" 138NHP | | V |
| | *Fitted for oil fuel* | 2208 | | | | | | Fredrikstad | *Mgrs.*) | P 23′ F 23′ | | | | | | |
| FNAW | *Ref.Mchy.* 3*Dks* | 1477 | | | | | | | | | | | *WB* | FredrikstadM.V.Frdstad | | |
| 74316 | **Felix Heumann** (*ex*B.A.Sanne-33, | 2468 | | | | | 1921 | Livingstne &Cooper,Ld. Hessle | Kohlen-Import undPoseidon-Schifffahrt A.G. | 294·4 | 43·6 | 20·3 | Königsbrg German | T.3Cy.20⅜",33⅜"&54"-39" 182NHP | | G |
| | *ex*England,*ex*Thorhild) | 2213 | | | | | | | | P 38′ B 88′ F 30′ | | | | | | |
| DACW | D.F. E.S.D. 1*Dk* | 1422 | | | | | | | | | | | *WB* | Earle'sCo.Ld.Hull | | |
| 74317 | **Felix Roussel** Ⓟ **TwinSc** | 17083 | | | | | 1930 | Atel.&Ch. de la Loire St.Nazaire | Ministry of Shipping (Bibby Bros. &Co.*Mgrs.*) | 575·1 | 68·3 | ~~44·1~~ 44·0 | Aden British | Oil Engines 2S.C.SA 20Cy 26¾"-47¼" 2500NHP | | V |
| 174211 | *Oil Eng.* | 12965 | | | | | | | | B 333′ F 75′ | | | | Cie.Const.Mecan.St.Denis | | |
| VWJR | D.F. 3*Dks*6*trB* | 9400 | | | | | | | | len 36 | | | *WB* | | | |
| 74318 | **Felix Taussig** | 5965 | ✠100A1 | Bal | *z* | CL | 1917 | NwprtNws S.B.&D.D.Co | KoppersCoalCo. (MysticS.S.Co. | 395·0 | 55·1 | 31·0 | Boston Utd.States | T.3Cy.24½",41½"&72"-48"(*s*) 180lb 467NHP | 34 ″ 6 | |
| 14726 | *ss*Bal.2nd No.8-11,40 ~~*ss*Bos.No.8-2,30~~ | 5418 | 10,39 11,40 | | | 1,38 | 2mo | Newport News | *Mgrs.*) | | | | | | s 7 ″ 9 | |
| WJCR | D.F. ~~*ss*Bal.No.2-28*s*~~ | 3736 | ✠LMC11,46 | | | N10,40 | A&CP | | | P 27′ B 117′ F 37′ FK | | | 6*BHCem* | 3SB,*12cf*,GS240,HS8235 | 27 ″ 1 | |
| | 2*Dks*(*Stl*) | | ~~MS4,37~~ ~~BS10,39~~ | | | | | | *Cell DB* | 326′ 1711*t* | *FPT* 316*t* | | *APT* 334*t* | NewportNewsSB&DD.Co | | |
| | | | *Fitted for oil fuel* 1 0,23 | | | *F.P. above* | | | | | | | | | | |
| | | | | | | | | | | | | | | 150° F. | | |
| 74319 | **Felixstowe** | 892 | ✠ ... | | | | 1918 | Hawthrns &Co.Ld. | London&North EasternRailway | 215·1 | 33·2 | 16·0 | Harwich British | T.3Cy.21",33"&54"-36" 248NHP | 17 ″ 0 | |
| 1905 | | 754 | 1,23 | | | | 11mo | Leith | | P 49′ B 64′ F 59′ | | | | | | |
| MJQB | 1*Dk* | 360 | ✠ | | | | | | | | | FK | *WB* | Hawthorns&Co.Ld.Leith | | |
| 74320 | **Fella** Ⓟ | 6072 | ✠100A1 | Tri | | CL | 1926 | Stabilmnto Tecnico Trieste | "Italia" Soc.Anon. di Nav. | 448·5 | 55·4 | 27·3 | Trieste Italian | Oil Engines 2S.C.DA 6Cy.25$\frac{5}{16}$"-45½" 1328NHP | 30 ″ 2 | |
| 420 | *Oil Eng.* | 5353 | *with freeboard* | | | N9,37 | 3mo | | | 430·8 | 55·4 | 27·6 | | NDB25*refitted*37 *100lb* | s 4 ″ 0$\frac{3}{4}$ | |
| IBTL | *ss*Tri.No.3-9,37 | 3748 | 11,39 ✠LMC9,37 | | | | | | | | | FK | 8*BHpt Cem* | | 26 ″ 4 | |
| | D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | ✠NE9,37 DBS8,39 | | | | *Lloyd's* | *A&CP* | *Cell DB* 377′ 1245*t* | | | | *Coll to Sh dk* | Soc.Anon."Fiat"S.G.M. | | |
| | *Ref.Mchy.* | | ✠Lloyd'sRMC12,39 | | | | | | *DTa* 30′ 748*t* | *FPT* 121*t* | *APT* 39*t* | | 6 ,, 2*nd* ,, | Turin | | |
| | | | | | | | | | | | | | 1 ,, 3*rd* ,, | | | |
| | | | Port chamber in No. 3 'tween dk. for temp. 30° F. | | | | | | | | | | | | | |
| 74321 | **Fellowcraft** (*ex*Brignogan, | 1640 | | | | | 1903 | Detroit S.B.Co. Wyandotte | NicholsonTransit Co. | 241·0 | 41·1 | 18·8 | Detroit Utd.States | T.3Cy.15",25"&42"-30" 97NHP | | R |
| 200091 | *ex*AlbertM.Marshall) | — | | | | | | | | RQD 98′ F 36′ | | | | | | |
| KJKK | *Mchy.Aft* GyC. 1*Dk*2*trB* | 987 | | | | | | | | | | | *WB* | DetroitS.B.Co.Detroit | | |
| 74322 | **Fellside** (*ex*Blairbeg-40,*ex*Wynburn, | 3509 | ✠100A1 | Grk | *w* | CL | 1917 | J.Blumer & Co. Sunderland | TheQuayside ShippingCo.Ld. (Connell&Grace, Ld.*Mgrs.*) | 356·3 | 48·7 | 23·9 | Newcastle British | T.3Cy.24",40"&66"-45" (*s*) 180lb *120lb* 311NHP | 25 ″ 11 | |
| 139197 | *ex*Clifftower) *ss*Hpl.No.3-2,30 | 3304 | 1,40 | | | 12,39 | 2mo | | | 365·6(O.L.) | | | 6*BHCem* | 2SB,*6cf*,GS122,HS4700 | s 4 ″ 3 | |
| GKYP | *ss*Shl.No.2-38 | 2202 | ✠LMC2,38 | | | | *Lloyd's* | *A&CP* | | P 35′ B 108′ F 33′ FK | | | | N.E.MarineEng.Co.Ld.Sld. | 21 ″ 10 | |
| | D.F. 1*Dk*(*Stl*) | | ~~DBS1,39~~ ~~MBS4,39~~ | | | | | | *Cell D* | *B* 312′ 802*t* | *FPT* 67*t* | | *APT* 109*t* | | | |
| | *Cargo battens not fitted* | | BS4,40 | | | | | | | | | | | | | |
| 74323 | **Felspar** | 799 | ✠100A1 | Irv | *k* | CL | 1908 | A.Rodger & Co. Pt.Glasgow | Wm.Robertson | 199·0 | 30·1 | 11·3 | Glasgow British | T.3Cy.17",27½"&44"-33" (*s*) 160lb 99RHP | 13 ″ 7 | |
| 128199 | *ss*Gls.2nd No.3-6,34 | 580 | ~~11,38~~ 11,40 | Grk | | ~~4,37~~ 11,40 | 6mo | | | 206·0(O.L.) | | | 3*BHCem* | 2SB,*4pf*,GS79,HS2468 | s 4 ″ 5½ | |
| MCVJ | *Well deck* *ss*Irv.No.1-38 | 331 | ~~BS6,39~~ ✠LMC6,38 | | | 11,40 | *Lloyd's* | *A&CP* | | Q 110′ B 11′ F 35′ | | BK 8″ | | A.Rodger&Co.Glasgow | 13 ″ 10 | |
| | *Mchy.Aft* 1*Dk*(*Stl*) | | 11,40 | | | | | | *Cell* | *DB f* 117′ 175*t* | *FPT* 63*t* | | *APT* 12*t* | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 74324 | **Fendris** | 1018 | ✠100A1 | Gls | *n* | CL | 1925 | A&J Inglis, Ld. Glasgow | MossHutchison Line,Ld. | 220·3 | 34·3 | 20·6 | Glasgow British | T.3Cy.16",27"&44"-33" (*s*) 180lb 145NHP | 14 ″ 11 | |
| 147949 | *ss*Gls.No.3-4,37 | 785 | *with freeboard* | | | 6,39 | 2mo | | | 228·0(O.L.) | | 13·6 | | | s ″ 2 | |
| MNDL | *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 471 | ~~7,41 1,39~~ ✠LMC | | | 7,40 | *Lloyd's* | *A&CP* | | F 26′ | | FK | 3*BHCem* | 2SB,*4cf*,GS84,HS2570 | 14 ″ 10½ | |
| | Wireless D.F. | | MS4,37 BS6,39 | | | | | | *Cell DBu E* 24′ | *After peak* 27*t* | *DBf* 28′ 64*t* | | *BH to 2nd dk* 84*t* | A.&J.Inglis,Ld.Glasgow | | |
| | | | 7,40 | | | | | | | | | | *APT* 18*t* | | | |
| 74325 | **Fenella** Ⓟ **TwinSc** | 2376 | ✠ A1 | Bkn | | OG | 1937 | Vickers-Armstrongs, Ld. Barrow | Isle of Man Steam Packet Co. Ltd. | 314·6 | 46·1 | 17·1 | Douglas IM British | 4 steam turbines SR geared to 2 screw shafts | 18 ″ 0 | |
| 145310 | | 1567 | *with freeboard* | | | P 9,37 | 4mo | | | 328·9(O.L.) | | | 10*BHCem* | 250lb (*s*) 1379NHP | s 5 ″ 7¼ | |
| GZNY | D.F. E.S.D. 2*Dks*&*Shelter dk* | 932 | 6,39 | | | | | | | *Promenade dk* BK 9″ | | | | 3WTB HS13590 FD | 13 ″ 5 | |
| | *Cruiser Stern* | | BS10,39 ✠LMC4,37 | | | | | | | | | | | VickersArmstrongsLdBrw | | |
| | | | *For Irish Channel service* | | | | *Lloyd's* | *A&CP* | | | | | | *f* 10′ 33*t* *FPT* 55*t* *APTs* 135*t* | | |
| | | | *Fitted for oil fuel* 4,37 | | | *F.P. above* | | | *Cell* | *DBa&uE* 82′ *f* 78′ 15 | | | 9*t centre DT* | | | |
| | | | | | | | | | | | | | | 50° F. | | |
| 74326 | **Feng-Lee** (*ex*Pin-Samud,*ex*Samsen, | 2061 | | | | | 1902 | Rickmers Act.Ges. Bremerhaven | ChingKeeS.N.Co. Ld. | 253·1 | 37·4 | 19·6 | Tientsin Chinese | T.3Cy.18⅝",30$\frac{1}{16}$"&49$\frac{3}{16}$"- 33$\frac{7}{16}$" 140NHP | | |
| | *ex*Ellen Rickmers) | 1494 | | | | | | | | P&B 161′ F 16′ | | | | | | |
| XNBM | 1*Dk*&*Spar dk* | 1257 | | | | | | | | | | | *WB* | OttenserMasch.Ottensen | | |
| 74327 | **Feng Yang Maru** Ⓟ **TwinSc** | 3977 | | | | | 1915 | Osaka Iron Works Osaka | Toa Kaiun K.K. | 320·0 | 47·0 | 14·7 | Tokyo Japanese | T.6Cy.15½",26"&43"-30" 202NHP | | |
| 18186 | | 1680 | | | | | | | | | | | | | | |
| JBJE | 4*Dks* | 2803 | | | | | | | | | | | | OsakaIronWorks,Osaka | | |
| 74328 | **Fenicia** (*ex*LakeFife) | 2584 | ✠ ... | | | | 1919 | Toledo S.B.Co. Toledo,O. | "Adriatica"Soc. Anon. di. Nav. | 260·9 | 43·8 | 25·4 | Genoa Italian | T.3Cy.22",36"&59"-42" 315NHP | 28 ″ 2 | I |
| 2163 | *Fitted for oil fuel* | 2214 | 11,20 | | | | 9mo | | | 251·1 | | | | | | † |
| IBPM | D.F. 1*Dk*2*trB* | 1578 | ✠ | | | | | | | P 25′ B 64′ F 23′ FK | | | *WB* | ToledoS.B.Co.Toledo | | |
| 74329 | **Fenix** (*ex*Phönix-36) | 1852 | | | | | 1916 | Helsingörs Jernsk&Msk. Elsinore | RederiA/B Fenix (PaulKahre) | 291·3 | 41·5 | 17·9 | Mariehmn Finnish | T.3Cy.20",32"&53"-36" 168NHP | | V |
| | | 1679 | | | | | | | | 280·1 | | | | | | |
| OHZV | D.F. 1*Dk*&*Awng dk* | 1056 | | | | | | | | | | | *WB* | HelsingörsJernsk.&Mskb. | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Matériaux, Gréement, etc. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant exprimé. Lettre d'Explication. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pr. | 15 Registres de cotes et ce n'est dans le L. R. Durée. Cert. R. et Trials. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74330 | **Fenja** | | 8268 | ✠100A1 | Got | *c* † | CL | 1939 | A/B Götaverken | D/S A/S Stokke (N.Chr.Evensen, *Mgr.*) | 465·1\|59·4\|35·9 | Oslo | Oil Engines 4S.C.SA | 35 ″ 6 | |
| | D.F. E.S.D. | *Oil Eng.* | 7571 | ~~1,10 11,00~~ 4,41 | ~~N.V.~~ Bal | | | 11mo | Gothenburg | | 483·8(o.L.) | Norwegian | 8Cy.29½″–59½″ 653NHP | s 7″10½ | |
| LKIX | *Mchy.Aft* *CruiserStern* 1*Dk* | | 4922 | ✠LMC11,39 | | | | | | | P101′B38′F60′ FK | 9*BH* | 2DB*150lb* | 27 ″ 10 | |
| | *Butts of shell & deck plating elec.welded* | | | *CarryingPetroleum in bulk* | | | | *Lloyd's* | *CellDBuE224t D* | *Tf22′356t FPT79t* | *APT151t* | A/B Götaverken,Got. | | | |
| 74331 | — | | 847 | | | | | 1924 | Hlsingbrgs VarfsAktieb Helsingborg | SouthGeorgiaCo. Ld.(Chr.Salvesen &Co. *Mgrs.*) | 204·4\|32·8\|12·7 | Newcastle British | T.3Cy.16½″,24½″&42″–27½″ | | V |
| 165756 | | | 652 | | | | | | | | P20′B50′F21′ | | 93NHP | | |
| MMNY | | 1*Dk* | 463 | | | | | | | | | *WB* | HelsingbrgsVarfs.Aktieb. | | |
| 74332 | **Fenris** | | 9804 | ✠100A1 | ~~N.V.~~ | *e* † | CL | 1936 | Götaverken A/B | Skibs.A/SLampas (N.Chr.Evensen, *Mgr.*) | 488·2\|64·5\|37·5 | Oslo | Oil Engines 2S.C.DA | 37 ″ 0 | |
| | | *Oil Eng.* | 9029 | Examined 1,41 Sng | | | 10,38 | 12mo | | | P95′F59′ FK | Norwegian | 8Cy.17½″–47½″ 861NHP | s 8 ″ 9½ | |
| LJHR | *Mchy.Aft* D.F. | 1*Dk* | 5937 | ✠LMC12,36 | | | | | | | *DT f22′345t FPT* | 11*BHpt Cem* | 2DB*150lb* | 28 ″ 5½ | |
| | E.S.D. GyC. | *CruiserStern* | | *CarryingPetroleum in bulk* | | | | *Lloyd's* | *CellDBuE87′373t* | | | 62t*APT390t* | GötaverkenA/B,Got. | | |
| 74333 | — Ⓟ | | 760 | | | | | 1894 | Burmeister & Wain Copenhagen | DeDanskeStatsbaner | 180·0\|36·0\|17·9 | Korsör Danish | C.2Cy.30½″&57″–33″ | | |
| | (*ex*Jylland) | (*Icebreaker&Ferry*) | 721 | | | | | | | | | *WB* | 156NHP | | |
| OXJS | Wireless D.F. | 1*Dk* | 297 | | | | | | | | | | Burmeister&Wain,Cpn. | | |
| 74334 | **Feodosia** | | 3075 | | | | | 1922 | Akt.Ges. "Neptun" Rostock | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 337·7\|48·3\|20·9 | Hamburg German | T.3Cy.23⅝″,38½″&62″–41½″ | | G |
| | | | 2781 | | | | | | | | B42′ | *WB* | 246NHP | | |
| DHHV | D.F. Sub.Sig. | 1*Dk&Shelter dk* | 1775 | | | | | | | | | | A.G."Neptun," Rostock | | |
| 74335 | **Ferm** | | 6593 | | | | | 1933 | Götaverken A/B Gothenburg | SkibsA/S Ferm (N.Chr.Evensen, *Mgr.*) | 408·1\|55·2\|33·9 | Oslo Norwegian | Oil Engines 4S.C.SA | | N |
| | | *Oil Eng.* | 5949 | | | | | | | | P239*t*H286*t* | *WB* | 6Cy.29½″–59½″ 488NHP | | |
| LDTZ | *Mchy.Aft* *CruiserStern* 1*Dk* | | 3901 | | | | | | | | | | GötaverkenA/B,Got. | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 74336 | — | | *1026* | ✠100A1 | Got | *m* | OG | 1936 | A/S Aalborg | Ångb.Aktieb.Ferm (T.E.J:son Broström, *Mgr.*) | 209·0\|33·1\|12·5 | Krstnhmn Swedish | Oil Engines 2S.C.SA | 14 ″ 6 | |
| 8113 | | *Oil Eng.* | *621* | 10,39 | | | 10,35 10,40 | 10mo | Msk.ogSkibs. Aalborg | | P52′Q83′F28′ FK | 4*BHpt Cem* | 5Cy.13⅜″–22⅞″ 157NHP | s 4 ″ 3 | |
| SLAK | *Mchy.Aft* *CruiserStern* 1*Dk* | | *469* | | ✠LMC10,36 | | | *Lloyd's* | | *CellDB165′268t FPT* | | 83t*APT33t* | Atlas-DieselA/B,Skm. | 14 ″ 4¼ | |
| | *Strengthened for Navigation in Ice* | | | | | | | | | | | | | | |
| 74337 | **Fermain** (*ex*Nero–33,*ex*Jan Borremans) | 4Mst | 759 | | | | | 1920 | WedC. Boele&Zonen Slikkerveer | O.Dorey&Sons,Ld. &others | 181·8\|28·2\|12·2 | Guernsey British | T.3Cy.15″,24″&40″–24″ | | V |
| 163727 | | | 535 | | | | | | | | | *WB* | N.V.Overschiesche 63NHP | | |
| MBKR | | 1*Dk* | 359 | | | | | | | | | | Motorfab.Overschie | | |
| 74338 | **Fernando L. de Ybarra** | | 3308 | ✠100A1 | Bbo | *u* | CL | 1919 | Soc.Espanola deConst. Naval Bilbao | AltosHornos de VizcayaSoc.Anon. | 314·0\|48·1\|22·1 | Bilbao Spanish | T.3Cy.22″,35″&58″–39″ (*s*) | 24 ″ 4 | |
| | *ss*Bbo.No.3–10,38 | | 2673 | 4,40 | | | 8,38 | 10mo | | | P88′F44′ FK | 5*BH Cem* | 190lb *100lb* HS5528 304NHP | s 4 ″5½ | |
| EAEO | *Mchy.Aft* | 1*Dk(Stl)* | 1997 | BS11,39 | ✠LMC9,38 | | | | | *CellD* | *B267′801t FPT268t* | *APT88t* | 2 Water Tube Boilers Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 20 ″ 2 | |
| | *Longitudinal framing in double bottom* | | | | | | | *Lloyd's* | | | | | | | |
| | D.F. | *Cargo battens not fitted* | | | | | | | | | | | | | |
| 74339 | **Fernando Poo** Ⓟ | TwinSc | 6914 | ✠ | Bbo | *z* | | 1935 | CíaEuskalduna Bilbao | Cia.Trasmediterranea | 391·7\|53·8\|29·0 | Valencia Spanish | Oil Engines 2S.C.SA | 29 ″ 0 | |
| | | *Oil Eng.* | 4523 | 9,35 | | | | 9mo | | | P39′F68′ *connected* | 8*BH Cem* | 12Cy.24½″–45½″ 1240NHP | | |
| | D.F. *Ref.Mchy.* | *CruiserStern* | 3866 | ✠ | | | | | | | *by shade dk* FK | 1 ,, *to 2nd dk* | LaMaquinistaTerrestre y Maritima,Bcl. | | |
| | | 2*Dks*,3*rd dk in holds* | | | | | | | | *CellD* | *B285′755t* | | | | |
| | (*SUNK BY GUNFIRE 10,36*) | | | | | | | | | *tanks at sides of tunnels* | 62′364*t FPT78t* | *APT75t* | | | |
| 74340 | **Fernbank** | | 4333 | | | | | 1924 | Deutsche WerftA.G. Hamburg | A/SGlittre(Fearnley&Eger, *Mgrs.*) | 382·7\|53·4\|24·4 | Oslo Norwegian | Oil Engines 4S.C.SA | | N |
| | D.F. | *Oil Eng.* | 3920 | | | | | | | | P101*t*H285*t*F24*t* | *WB* | 6Cy.29½″–47½″ 493NHP | | |
| LCJD | *CruiserStern* | 2*Dks* | 2493 | | | | | | | | | | AlgemeineElec.Ges.Berlin | | |
| 74341 | **Fernbrook** | TwinSc | 4633 | | | | | 1932 | Akt.Burmeistr&Wain Copenhagen | A/SGlittre(Fearnley&Eger, *Mgrs.*) | 391·4\|55·2\|24·4 | Oslo Norwegian | Oil Engines 4S.C.SA | | N |
| | D.F. | *Oil Eng.* | 4188 | | | | | | | | P105*t*H326*t*F14*t* | *WB* | 12Cy.23¾″–43½″ 625NHP | | |
| LDQA | *CruiserStern* | 1*Dk&Shelter dk* | 2667 | | | | | | | | | | Akt.Burmeistr&Wain,Cpn | | |
| 74342 | **Ferncastle** | | 9940 | | | | | 1936 | Deutsche WerftAG Bet Finkenwrder Hamburg | A/SGlittre(Fearnley&Eger, *Mgrs.*) | 492·9\|66·1\|36·4 | Oslo Norwegian | Oil Engines 2S.C.DA | | N |
| | | *Oil Eng.* | 9191 | | | | | | | | P130′F75′ | *WB* | 6Cy.23⅝″–43½″ 1165NHP | | |
| LJEG | *Mchy.Aft* *CruiserStern* 1*Dk* | | 5986 | | | | | | | | | | Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 74343 | **Ferncliff** | | 4333 | | | | | 1924 | Deutsche WerftA.G. Hamburg | A/SGlittre(Fearnley&Eger, *Mgrs.*) | 382·7\|53·4\|24·4 | Oslo Norwegian | Oil Engines 4S.C.SA | | N |
| | D.F. | *Oil Eng.* | 3921 | | | | | | | | P101*t*H285*t*F24*t* | *WB* | 6Cy.29½″–47½″ 493NHP | | |
| LCJE | *CruiserStern* | 2*Dks* | 2493 | | | | | | | | | | AlgemeineElec.Ges.Berlin | | |
| 74344 | **Ferncourt** | | 9918 | | | | | 1938 | Deutsche WerftAG Bet Reihstgwrft Hamburg | SkibsA/S Marina (Fearnley&Astrup *Mgrs.*) | 492·9\|66·1\|36·4 | Oslo Norwegian | Oil Engines 2S.C.DA | | N |
| | | *Oil Eng.* | 9191 | | | | | | | | P113′B74′ | *WB* | 6Cy.23⅝″–43½″ 1163NHP | | |
| LJYK | D.F. E.S.D. GyC. *Mchy.Aft* 1*Dk* | | 5973 | | | | | | | | | | MaschinenfbrkAugsburg-NürnbergA.G.Augsburg | | |
| | *CruiserStern* *CarryingPetroleum in bulk* | | | | | | | | | | | | | | |
| 74345 | **Ferndale** | | 4302 | | | | | 1925 | Deutsche WerftA.G. Hamburg | A/SGlittre(Fearnley&Eger, *Mgrs.*) | 382·7\|53·4\|24·9 | Oslo Norwegian | Oil Engines 4S C.SA | | N |
| | D.F. | *Oil Eng.* | 3846 | | | | | | | | P112*t*H317*t*F24*t* | *WB* | 6Cy.29½″–47½″ 493NHP | | |
| LCJF | *CruiserStern* | 2*Dks* | 2450 | | | | | | | | | | AlgemeineElec.Ges.Berlin | | |
| 74346 | **Fernfield** (*ex*R.W.Hendry) | Wood | 335 | | | | | 1921 | B.N. Melanson P.Gilbert,NS | A.BryantHarding | 132·2\|28·4\|11·2 | SJhnsNFL British | T.3Cy.12½″,19⅝″&30½″–20″ | | |
| 141395 | | | 276 | | | | | | | | | | NewBurrell 50RHP | | |
| | | 1*Dk* | 188 | | | | | | | | | | JohnsonIrnCoYarmthNS | | |
| 74347 | **Fernglen** | | 5206 | | | | | 1936 | Götaverken A/B Gothenburg | A/SGlittre(Fearnley&Eger, *Mgrs.*) | 425·6\|56·8\|21·6 | Oslo Norwegian | Oil Engines 2S.C.DA | | N |
| | | *Oil Eng.* | 4503 | | | | | | | | F35′ | *WB* | 8Cy.17½″–47½″ 856NHP | | |
| LJDU | D.F. | 1*Dk&Shelter dk* | 3121 | | | | | | | | | | GotaverkenA/B,Got. | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | |
| 74348 | **Fernhill** | | 4116 | | | | | 1926 | Kockums M.V.Aktieb. Malmö | A/SGlittre(Fearnley&Eger, *Mgrs.*) | 377·6\|54·0\|22·9 | Oslo Norwegian | Oil Engines 4S.C.SA | | N |
| | | *Oil Eng.* | 3718 | | | | | | | | P112*t*H262*t*F24*t* | *WB* | 6Cy.27⅛″–55½″ 438NHP | | |
| LCJG | D.F. | 2*Dks* | 2454 | | | | | | | | | | KockumsM.V.Akt.Malmö | | |
| 74349 | **Fernie** | | 2419 | | | | | 1929 | Midland S.B.Co.Ld. Midland,Ont. | CanadaSteamship Lines,Ld. | 250·6\|42·9\|24·3 | Montreal British | T.3Cy.20″,33″&54″–40″ | | C |
| 154461 | | | 2233 | | | | | | | | F36′ | *WB* | E&B*made21 fitted29* | | |
| CYKD | D.F. *Mchy.Aft* | 2*Dks* | 1455 | | | | | | | | | | PortArthurS.B. 184NHP Co.Ld.PortArthur,Ont. | | |
| 74350 | **Fernlane** | | 4310 | | | | | 1927 | Akt.Burmeistr&Wain Copenhagen | Dampskintsk Garonne (Fearnley &Eger, *Mgrs.*) | 376·5\|53·8\|23·6 | Oslo Norwegian | Oil Engines 4S.C.SA | | N |
| | | *Oil Eng.* | 3827 | | | | | | | | P68*t*B87*t*H252*t* | *WB* | 6Cy.29½″–59⅛″ 489NHP | | |
| LCJL | D.F. | 2*Dks* | 2527 | | | | | | | | F28*t* | | Akt.Burmeistr&Wain,Cpn | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / *Late Name if any* / Special Surveys. | 3 Material, Rig, &c. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. now applied. Instrument Letter. | Date when last shaft last seen. | 8 9 Built. When. / Ship. / Engines | By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships. / Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Dated Roll of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74351<br>164569<br>GYPS | **Fernmoor**<br>*Oil Eng.*<br>*ss* Bkn. No. 1–39<br>1 *Dk & Shelter dk*<br>*Cruiser Stern* | | 4972<br>4580<br>3018 | ✠100A1<br>*with freeboard*<br>3,41 ~~12,39~~ ✠LMC12,39 | Bkn<br>Hpl | *a*† | CL<br>10,38 | 1936<br>1mo<br>*Lloyd's* | W. Doxford &Sons, Ld. Sunderland<br>*s A & CP* | Runciman Shipping Co. Ld.<br>*Cell D B 346' 1174t* | 412·2 \| 54·2 \| 26·1<br>FK<br>*MT 1236t APT 191t* | London<br>British<br>7 *B Hpt Cem*<br>*Coll to Sh dk*<br>6 „ *2nd* „ ) | Oil Engines 2S.C.SA<br>3Cy. 20½"–81⅛" 388NHP<br>2 DB *120lb*<br>W. Doxford & Sons, Ld. Sld. | 28 " 8<br>s 3 " 4½<br>25 " 6¼ | |
| 74352<br>LDGP | —<br>*Oil Eng.*<br>2 *Dks* | **Twin Sc** | 4268<br>3854<br>2498 | | | | | 1928 | Akt. Burmeistr & Wain<br>Copenhagen | A/S Glittre (Fearnley & Eger, *Mgrs.*) | 381·4 \| 53·8 \| 23·7<br>P 61*t* B 81*t* H 251*t*<br>F 21*t* | Oslo<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy. 23¼"–43 5/16" 624NHP<br>Akt. Burmeistr & Wain, Cpn | | N |
| 74353<br>LKIH | **Fernplant**<br>*Oil Eng.*<br>1 *Dk & Shelter dk*<br>*Cruiser Stern* | | 5274<br>4608<br>3125 | | | | | 1939 | Akt. Burmeistr & Wain<br>Copenhagen | Dampskintsk Garonne (Fearnley & Eger, *Mgrs.*) | 424·7 \| 56·4 \| 26·3 | Oslo<br>Norwegian | Oil Engines 2S.C.SA<br>9Cy. 24 7/16"–45¼" 935NHP<br>Akt. Burmeistr & Wain, Cpn | | N |
| 74354<br>LCKR | **Fernwood**<br>D.F.<br>*Cruiser Stern* | **Twin Sc**<br>*Oil Eng.*<br>2 *Dks* | 4695<br>4238<br>2727 | | | | | 1930 | A/S Nakskov Skibs.<br>Nakskov. | A/S Glittre (Fearnley & Eger, *Mgrs.*) | 390·5 \| 55·2 \| 25·7<br>P 83*t* H 352*t* F 22*t* | Oslo<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy. 23¼"–43 5/16" 625NHP<br>Akt. Burmeistr & Wain, Cpn | | N |
| 74355<br>147556<br>GBKS | —<br>*ss* Bly. No. 3–9,36<br>*Well deck* D.F. 1 *Dk (Stl)*<br>*Cargo battens not fitted* | | 1892<br>1532<br>1090 | ✠100A1<br>5,40 ~~4,30~~<br>✠LMC<br>MS 9,36 BS1 ~~3,39~~ 3,40<br>3,41 | Bly<br>Shl | *q* | OG<br>4,39 | 1923<br>11mo<br>*Lloyd's* | Sir J. Laing &Sons Ld. Sunderland<br>*s A & CP* | W. France Fenwick &Co. Ld.<br>*Cell D B 188' 374t* | 268·0 \| 37·8 \| 18·1<br>276·5 (O.L.)<br>P 21' Q 85' B 51' F 22'<br>FK<br>*D Ta 36' 195t FPT 70t APT 65t* | London<br>British<br>4 *B H Cem* | T.3Cy. 20½", 33" & 54"–39" (*s*)<br>180lb 199NHP<br>2SB, 6*cf*, Gs 94, Hs 3096<br>G. Clark Ld. Sld. | 20 " 3<br>s 2 " 0<br>18 " 5 | |
| 74356<br>DOHR | **Feronia** (*ex* Tejo, *ex* Hans)<br>*Mchy. Aft* 1 *Dk* | | 651<br>534<br>343 | | | | | 1919 | Werf. Nobiskrug<br>Rendsborg | Dampfsch. Ges. "Neptun" | 175·6 \| 30·7 \| 12·5<br>P & B 116' F 22' | Bremen<br>German<br>*WB* | T.3Cy. 13½", 20 15/16" & 32 7/16"–22"<br>Steen& 50NHP<br>Kauffmann, Elmshorn | | G |
| 74357<br>163303<br>MKFF | **Ferranti**<br>*ss* Lth. No. 1–37<br>Wireless *Mchy. Aft* 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | | 1317<br>985<br>729 | ✠100A1<br>~~5,40~~ 8,30 9,40<br>BS ~~8,39~~ 7,40 ✠LMC 6,37 | Shl<br>~~Clf~~ Bly | *o* | CL<br>~~7,39~~<br>6,40 | 1932<br>11mo<br>*Lloyd's* | Burntislnd S.B.Co.Ld. Burntisland<br>*s A & CP* | London Power Co Ld (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*)<br>*Cell D Bu E 25' f 151* | 227·0 \| 36·4 \| 15·4<br>235·0 (O.L.)<br>Q 138' B 16' F 21' FK<br>*369t D Tf 109t FPT 132t APT 27t* | London<br>British<br>5 *B H Cem* | T.3Cy. 17", 28" & 46"–33" (*s*)<br>200lb *100lb* 143NHP<br>1SB, 3*cf*, Gs 59, Hs 2254<br>D. Rowan & Co. Ld. Gls. | 17 " 5<br>s 4 " 11½<br>16 " 1 | |
| 74358<br>OHYO | **Ferrum** (*ex* Stad Zalt-Bommel–36)<br>D.F. Sub. Sig. 1 *Dk* | | 2089<br>—<br>1174 | | | | | 1918 | J. Meyer's Scheepsb. Mij. Zalt-Bommel | Lemlands Rederi A/B (Albert Jansson, *Mgr.*) | 293·7 \| 41·3 \| 19·1<br>281·5<br>P 18' B 69' F 32' | Mariehmn<br>Finnish<br>*WB* | T.3Cy. 20⅝", 32⅜" & 55"–35⅝"<br>80NHP<br>Werkspoor, Amsterdam | | G |
| 74359<br>497<br>INGM | **Fertilia** (*ex* Francesca R.–37,<br>*ex* Tosca–34, *ss* Sld. No. 2–02<br>*ex* Sara Minnola,<br>*ex* Maréchal Lyautey, 1 *Dk & Web frames*<br>*ex* Gloria, *ex* Belgica, *ex* Wearmouth)<br>*Well deck* | | ✠ ...<br>12,03<br>986<br>733<br>585 | ✠ | | | | 1894<br>12mo | Strand Slipway Co. Sunderland | Raffaele Romano | 220·1 \| 32·0 \| 13·2<br>211·6<br>P 22' Q 46' B 42' F 28'<br>BK 7' | Naples<br>Italian<br>*WB* | T.3Cy. 17", 28" & 46"–30"<br>120NHP<br>N.E. Marine Eng. Co. Ld. Sld | 15 " 7 | I<br>† |
| 74360<br>635<br>INBO | **Fiammetta** **Wood Aux 3 Mst Sr**<br>*Oil Eng.*<br>1 *Dk*<br>(*See Sailing Ship Register*) | | 393<br>321<br>306 | | | | | 1922 | Cant. Nav. Riuniti Ancona | M. Vannucci | 155·1 \| 30·8 \| 13·3<br>129·6<br>P 53' F 10' | Viareggio<br>Italian | Oil Engines 2S.C.SA<br>3Cy. 18 1/16"–14½"<br>NE 33<br>Akt. Burmeister & Wain, Cpn | | I |
| 74361<br>1495<br>IBYL | **Fianona**<br>(*ex Ital. Navy* Pola) 2 *Dks*<br>D.F. *Fitted for oil fuel* | | 6660<br>5729<br>3371 | | | | | 1915 | Stabilmnto Tecnico Trieste | Soc. Anon. Coop. di Nav. "Garibaldi" | 449·6 \| 57·3 \| 31·1<br>430·5<br>P 64' B 20' F 70' | Genoa<br>Italian<br>*WB* | T.3Cy. 26", 43½" & 73"–48"<br>370NHP<br>Stabilimento Tecnico, Tri. | | I |
| 74362<br>LCKN | **Fidelio**<br>1 *Dk* | | 1843<br>1618<br>1095 | | | | | 1930 | Burntislnd S.B.Co.Ld. Burntisland | A/S Fidelio (M. Hansen, *Mgr.*) | 265·8 \| 43·0 \| 18·0<br>P 59*t* H 83*t* | Xiansand<br>Norwegian<br>*WB* | T.3Cy. 18½", 30" & 49"–36"<br>144NHP<br>MacColl & Pollock, Ld. Sld. | | N |
| 74363<br>2239<br>ICEI | **Fidelitas** (*ex* Bolton Castle–39)<br>*ss* Gen. 2nd No. 3–5,39<br>2 *Dks (Stl) & Web frames*<br>*Longitudinal framing* | | 5740<br>5398<br>3595 | ✠100A1<br>1,40<br>✠LMC 5,39<br>*Carrying oil fuel* F.P. | NNs | *a*† | CL<br>6,38<br>above | 1914<br>5mo<br>*Lloyd's*<br>150°F. | W. Hamilton & Co. Ld. Pt. Glasgow<br>*s A & CP*<br>*in DB* | Soc. Anon. di Nav. "Mare Nostrum"<br>*Intermediate 'tween dk BH in No. 3 hold dispensed with*<br>*Cell D B a 124' u E & B 43' f 194'* | 439·4 \| 53·0 \| 29·9<br>423·5<br>P 36' B 145' F 48' FK<br>*Cem*<br>6 *B H to U dk*<br>1 „ 2*nd dk*<br>1231*t D Ta 27* | Genoa<br>Italian<br>*only* | T.3Cy. 28 5/16", 45" & 75"–51" (*s*)<br>180lb FD 568NHP<br>3SB (Spt) 9*cf*, Gs 161, Hs 8490<br>D. Rowan & Co. Glasgow<br>756*t FPT 64t APT 124t* | 32 " 6<br>s 6 " 4½<br>26 " 3½ | |
| 74364<br>LDLD | **Fido** (*ex* Lake Benton)<br>1 *Dk* | | ✠ ...<br>4,22<br>1857<br>1616<br>1079 | ✠ | | | | 1918<br>6mo | American S.B.Co. Lorain, O. | A/S Fido (M. Hansen, *Mgr.*) | 251·3 \| 43·7 \| 18·1<br>P 61*t* H 91*t* F 29*t*<br>FK | Xiansand<br>Norwegian<br>*WB* | T.3Cy. 20", 33" & 54"–40"<br>274NHP<br>American S.B.Co. Lorain, O | 20 " 2 | N<br>† |
| 74365<br>OHUK | **Fidra** (*ex* Eidsfos, *ex* Lisa Brodin)<br>D.F. 1 *Dk* | | *1827*<br>*1591*<br>*1066* | | | | | 1917 | Fredrkstad Mek. Værks. Fredrikstad | Rederi A/B Europa | 277·5 \| 42·1 \| 17·7<br>264·5<br>P 57*t* H 80*t* | Åbo<br>Finnish<br>*WB* | T.3Cy. 18½", 29½" & 50"–36"<br>150NHP<br>Fredrikstad M.V. Frdstad. | | N |
| 74366<br>164090<br>MLVL | —<br>3 Mst<br>Wireless<br>E.S.D. *Cruiser Stern* 1 *Dk* | | 1574<br>1346<br>913 | | | | | 1936 | Burntislnd S.B.Co.Ld. Burntisland | Scottish Nav. Co. Ld. (Glen & Co. Ld. *Mgrs.*) | 265·0 \| 40·5 \| 16·3<br>P 17' Q 41' B 110' F 30' | Glasgow<br>British<br>*WB* | T.3Cy. 15", 25½" & 44"–33"<br>111NHP<br>D. Rowan & Co. Ld. Gls. | | C |
| 74367<br>8336<br>SLMN | —<br>*Oil Eng.*<br>Wireless D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern*<br>*Butts of shell plating elec. welded*<br>*Strengthened for navigation in ice* | | *1479*<br>*1114*<br>777 | ✠100A1<br>*with freeboard*<br>12,39 ✠LMC 4,39 | Got | *r* | OG | 1939<br>4mo<br>*Lloyd's* | Finnboda Varf Akt. Stockholm<br>*s A & CP* | Stockholms Rederi A/B Svea (Eman. Högberg, *Mgr.*)<br>*Cell D B 227' 405t FPT 48t* | 279·8 \| 39·6 \| 14·8<br>287·3 (O.L.)<br>F 29' FK<br>3 „ 2*nd* „ )<br>*APT 55t* | Stockholm<br>Swedish<br>4 *B Hpt Cem*<br>*Coll to Sh dk*<br>DB *100lb* | Oil Engines 2S.C.SA<br>with electro-magnetic slip couplings & SR gearing<br>10Cy. 13⅜"–22 7/16" 312NHP<br>A/B Atlas-Diesel, Skm. | 18 " 0<br>s " 2¾<br>17 " 10½ | |
| 74368<br>162394<br>MBKT | **Fife Coast**<br>*Mchy. Aft* *Oil Eng.*<br>*Cruiser Stern* Wireless 1 *Dk* | | 367<br>246<br>188 | | | | | 1933 | Ardrossan Dockyard Ld. Ardrossan | Coast Lines, Ld. | 135·5 \| 25·2 \| 9·4<br>Q 91' B 9' F 19' | Liverpool<br>British<br>*WB* | Oil Engines 2S.C.SA<br>4Cy. 11 3/16"–15⅜"<br>J. G. Kincaid & Co. Ld Grk. | | C<br>V |
| 74369<br>OHYW | **Figge** (*ex* Wilhelm)<br>1 *Dk* | | 733<br>—<br>366 | | | | | 1904 | F. Schichau Danzig | O/Y Merenneito (A.K. Seppinen, *Mgr.*) | 204·5 \| 30·8 \| 10·9<br>196·3<br>Q 57' B 55' H 23*t* F 22' | Wiborg<br>Finnish<br>*WB* | T.3Cy. 15", 24¾" & 38½"–25½"<br>75NHP<br>F. Schichau, Danzig | | |

120/40

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Force assignée dans le navire. Date de l'Enrôlement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Longitudes où cet. et cot. sont de L.R. Dunsc. Cert. Bof. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74370 | **Filefjell** | | 7616 | ✠100A1 Sba c † | | | CL | 1930 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | A/S "Filefjell" (Olsen & Ugelstad) | 460·5 | 59·5 | 34·1 | Oslo | Oil Engines 2S.C.SA | 34 ″ 1 | |
| | | *Oil Eng.* | 7247 | 6,40 ~~2,50~~ Sng | | | ~~6,38~~ | 7mo | | | | | | Norwegian | 6Cy.31″–43″ 1010NHP | s 8 ″ 3½ | |
| LDON | D.F. | ssRot.No.2–38 | 4564 | ~~DBS8,30~~ ✠LMC6,38 | | | N5,40 | | | | P109′B30′F60′ FK | | | 16 *BHpl Cem* | 2DB *120lb* | 26 ″ 0 | |
| | *Mchy. Aft* | 2 *Dks (Stl) & Web frames* | | 4,40 ✠LMC(M)4,40 | | | | | | | | | | (10 *to U dk* | WllsndSlpwy.Co.Ld.Nwc. | | |
| | | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | *CellDBuE85′327t DTf41′623t* | *FPT199t APT146t* | | | 6 „ 2nd „) | | | |
| 74371 | **Filippo Grimani** (P) | TwinSc | 3431 | | | | | 1928 | Stab. Tecnico Triestino | "Adriatica" Soc. Anon. di Nav. | 329·3 | 44·4 | 20·9 | Venice | Oil Engines 2S.C.SA | | I |
| 220 | | *Oil Eng.* | — | | | | | | | | 310·0 | | | Italian | 12Cy.20½″–32¼″ 438NHP | | |
| IBRM | D.F. | 3 *Dks* | 1964 | | | | | | | | | | | *WB* | FiatSanGiorgio,Turin | | |
| 74372 | **Filleigh** | | 4856 | | | | | 1928 | W. Pickersgill & Sons, Ld. Sunderland | Atlantic Shipping & Trading Co. Ld. (W. J. Tatem, Ld. *Mgrs.*) | 395·5 | 55·4 | 25·9 | London | T.3Cy.25″,42″&70″–48″ | | C |
| 160584 | | | 4462 | | | | | | | | F34′ | | | British | 339NHP | | |
| GSQY | | 1 *Dk & Shelter dk* | 2936 | | | | | | | | | | | *WB* | G.Clark,Ld.Sunderland | | |
| 74373 | **Fina** (*ex* Patria–38, *ex* Virginia–38, *ex* Naukratousa–38, *ex* Stanmore–37, *ex* Morna–37) | | *1387* | | | | | 1919 | Forth S.B. & Eng.Co.Ld. Alloa | Margit S.S.Co.Inc. | 235·6 | 36·2 | 15·6 | Panama | T.3Cy.18″,30″&50″–33″ | | C |
| | | | *1053* | | | | | | | | Q136′B16′F30′ | | | Pnamanian | 144NHP | | |
| HPIM | | 1 *Dk* | *806* | | | | | | | | | | | *WB* | ForthS.B.&Eng.Co.Ld. | | |
| 74374 | **Findhorn** | | 1064 | | | | | 1903 | Ailsa S.B. Co.Ld. Troon | W. Sloan & Co. | 242·3 | 33·0 | 16·2 | Glasgow | T.3Cy.19″,32″&53″–42″ | | C |
| 115763 | | | 844 | | | | | | | | P151′F47′ | | | British | NDB15 183NHP | | |
| MGDG | | 2 *Dks* | 398 | | | | | | | | | | | *WB* | D.Rowan&Co.Glasgow | | |
| 74375 | **Fingal** | | 2137 | | | | | 1923 | A/S Moss Værft Moss | D/S A/S International (A.F.Klaveness&Co. *Mgrs.*) | 276·1 | 43·7 | 18·9 | Oslo | T.3Cy.20½″,33″&56″–36″ | | N |
| | | | 1848 | | | | | | | | P73*t*H119*t*F21*t* | | | Norwegian | 188NHP | | |
| LCJM | | 1 *Dk* | 1244 | | | | | | | | | | | *WB* | A/S Moss Værft,Moss | | |
| 74376 | **Finistère** (*ex* Teessider) | | 1158 | | | | | 1909 | Irvine's S.B. & D.D.Co.Ld. W Hartlepool | Soc. Algérienne de Nav. pour l'Afrique du Nord (Ch. Schiaffino & Cie. *Mgrs.*) | 250·7 | 34·5 | 13·9 | Algiers | T.3Cy.23½″,38″&64″–42″ | | V |
| | *Fitted for oil fuel* | | 833 | | | | | | | | P&B144′F44′ | | | French | 265NHP | | |
| FNWP | Wireless | 1 *Dk* | 482 | | | | | | | | | | | *WB* | Richardsons,Westgarth& Co.Ld.Hpl. | | |
| 74377 | **Fink** (*ex* Hornburg) | | 1004 | | | | | 1924 | F. Schichau Elbing | Argo Reederei Richard Adler & Co. | 229·9 | 33·5 | 14·2 | Bremen | T.3Cy.15″,26½″&38½″–25½″ | | G |
| | | | 883 | | | | | | | | P14′B65′F31′ | | | German | 75NHP | | |
| DOCZ | Wireless Sub.Sig. | 1 *Dk* | 556 | | | | | | | | | | | *WB* | F.Schichau,Elbing | | |
| 74378 | **Finkenau** (*ex* Cattaro) | | 916 | | | | | 1923 | Memeler Schiffsw. Lindenau & Co. Memel | Bugsier, Reed. & Bergungs A.G. | 227·2 | 34·3 | 12·5 | Brmrhavn | T.3Cy.15¾″,26″&43⅗″–27½″ | | G |
| | | | 774 | | | | | | | | B66′H21′F33′ | | | German | 98NHP | | |
| DQOY | | 2 *Dks* | 473 | | | | | | | | | | | *WB* | Vulcan-Werke A.G.Ham. | | |
| 74379 | **Finland** (*ex* Harry Coulby) | | 6495 | | | | | 1906 | Detroit S.B Co. Wyandotte | Great Lakes S.S. Co.Inc. | 549·0 | 56·1 | 32·0 | Oswego, N.Y. | T.3Cy.24″,39″&65″–42″ | | R |
| 202960 | | | — | | | | | | | | | | | | 274NHP | | |
| | D.F. GyC. *Mchy. Aft* | 1 *Dk* | 4939 | | | | | | | | | | | *WB* | Utd. States | DetroitS.B.Co.Detroit | |
| 74380 | — | | 2302 | ✠100A1 Abg s | | | CL | 1930 | Sir J Priestman & Co. Sunderland | A/S D/S Finland (O.H.Christensen) | 283·8 | 42·0 | 17·8 | Copnhagn | T.3Cy.20″,32″&53″–36″ (*s*) | 20 4 | |
| | | *ss* Abg.No.2–39 | 1754 | 12,39 | | | 12,39 | 10mo | | | 294·5(O.L.) | | | Danish | 180lb 198NHP | s 1 ″ 11 | |
| OYTE | *Well deck* D.F. | 1 *Dk (Stl)* | 1845 | ✠LMC | | | | | | | P26′Q85′B55′F28′ FK | | | 4 *BHpt Cem* | 2SB,*4cf*,Gs67,Hs3272 | 18 ″ 7¼ | |
| | *Strengthened for Navigation in Ice* | | | BS7,39 MS12,39 | | | | *Lloyd's* | *SA&CP* | | | | | | G.Clark,Ld.Sunderland | | |
| | | | | | | | | | | *CellDB236/611t* | *FPT74t APT145t* | | | | | | |
| 74381 | — | | 1333 | | | | | 1920 | Caledon S. B.&E.Co.Ld. Dundee | Currie Line, Ld. | 270·6 | 38·1 | 16·1 | London | T.3Cy.21″,34″&56″–39″ | | C |
| 144579 | (*ex* Mahmoudieh) | | 1094 | | | | | | | | | | | British | 196NHP | | |
| MJYZ | Wireless D.F. | 2 *Dks* | 552 | | | | | | | | | | | *WB* | Dunsmuir&JacksonLd.Gls | | |
| 74382 | **Finlandia** | 4Mst | 1146 | | | | | 1920 | Maskin och Brobyg. Akt. Helsingfors | Finska Ång-fartygs A/B | 226·0 | 34·5 | 13·9 | Helsingfrs | T.3Cy.15¾″,26″&41″–27½″ | | N |
| | | | 944 | | | | | | | | 217·2 | | | Finnish | Msk&Brbyggnads 87NHP | | |
| OHGK | Wireless | 1 *Dk* | 628 | | | | | | | | P21′B62′F26′ | | | *WB* | A/BHelsingfors | | |
| 74383 | **Finmarken** (P) | | 1119 | | | | | 1912 | Trndhjms Mek.Værks. Trondheim | A/S Vesteraalens Dampskibsselskab | 214·2 | 31·7 | 20·2 | Stokmark-næs | T.3Cy.19½″,30½″&52′–33″ | | N |
| | | | 988 | | | | | | | | H129*t* | | | Norwegian | Trondhjems 155NHP | | |
| LDVK | Wireless | 1 *Dk & Awng dk* | 659 | | | | | | | | | | | *WB* | M.V.Trondheim | | |
| 74384 | **Finn** | TwinSc | *1572* | | | | | 1920 | A/B Finnboda Varf. Stockholm | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 271·3 | 41·1 | 15·6 | Stockholm | Oil Engines 2S.C.SA | | V |
| 6394 | | *Oil Eng.* | *1266* | | | | | | | | | | | Swedish | 8Cy.15¾″–28½″ 345NHP | | |
| SDCA | *Mchy. Aft* Wireless D.F. | 2 *Dks* | *857* | | | | | | | | | | | *WB* | Aktiebolaget Atlas-Diesel, Stockholm | | |
| 74385 | **Finnanger** | TwinSc | 9551 | | | | | 1928 | Nederl. Schps. Maats. Amsterdam | Westfal-Larsen & Co. A/S | 474·4 | 64·5 | 36·5 | Bergen | Oil Engines 4S.C.SA | | N |
| | | *Oil Eng.* | 8842 | | | | | | | | P513*t*H181*t*F14*t* | | | Norwegian | 12Cy.26¾″–47½″ 806NHP | | |
| LCAH | *Mchy. Aft* D.F. | 2 *Dks* | 5714 | | | | | | | | | | | *WB* | Werkspoor,Amsterdam | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 74386 | **Finse** (*ex* Snar) | | 1618 | | | | | 1916 | Bergens Mek.Værks. Bergen | J.M.Johannesen's Rederi A/S (J.M.Johannesen, *Mgr.*) | 244·5 | 37·6 | 15·7 | Bergen | T.3Cy.17¾″,29″&49″–33″ | | N |
| | | | 1177 | | | | | | | | P32*t*Q105*t*B150*t* | | | Norwegian | 138NHP | | |
| LDTA | D.F. | 1 *Dk* | 939 | | | | | | | | F35*t*H87*t* | | | *WB* | BergensMek VærksBergen | | |
| 74387 | **Fintra** (*ex* Carcavellos, *ex* Tutshill) | | 2089 | ✠100A1 Sld s | | | CL | 1918 | E. Finch & Co.(1916) Ld. Chepstow | South Georgia Co. Ld. (Chr. Salvesen & Co. *Mgrs.*) | 284·8 | 41·7 | 19·4 | Leith | T.3Cy.21½″,35″&59″–39″ (*s*) | 21 ″ 6 | |
| 142444 | | *ss* Gmh.No.3–4,31 | 1865 | ~~7,05~~,15 4,41 ~~Bld~~ Lth | | | ~~9,37~~ | 5mo | | | | | | British | 180lb 259NHP | s 2 ″ 10½ | |
| GMXZ | | *ss* Shl.No.2–39 ~~*ss* Gla.No.1–35~~ | 1283 | ~~BS4,40~~ ✠LMC6,39 | | | N7,40 | | | | P29′B78′F28′ FK | | | 4 *BHCem* | 2SB,*6cf*,Gs110,Hs4300 | 18 ″ 10 | |
| | D.F. | 1 *Dk (Stl)* | | 4,41 | | | | *Lloyd* | *SA&CP* | | *CellDB244′* | *576t APT87t* | | | Richardsons,Westgarth& Co.Ld.Sld. | | |
| 74388 | **Finvoy** | K | 374 | ✠100A1 Bel e | | | CL | 1920 | Forth S.B. | Howdens Ld. | 145·3 | 23·2 | 9·8 | Belfast | C.2Cy.16½″&36″–27″ (*s*) | 10 ″ 9 | |
| 142409 | | *ss* Bel.No.3–8,32 | 272 | 9,40 ~~7,80~~ Irv | | | 7,38 | 6mo | Eng.Co.Ld. Alloa | | | | | British | 135lb 75RHP | s ″ 8½ | |
| MJZC | | *ss* Irv.No.2–40 ~~*ss* Bel.No.1–36~~ | 132 | ~~BS7,30~~ ✠LMC8,39 | | | | | | | Q49′B9′F26′ BK7′ | | | 3 *BHCem* | 1SB,*3pf*,Gs44,Hs1298 | 10 ″ 8 | |
| | *Well deck* | 1 *Dk (Stl)* | | 9,40 | | | | *Lloyd* | *SA&CP* | | *FPT54t* | | | *APT9t* | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | ForthS.B.&E.Co.Ld.Alloa | | |
| 74389 | **Fiona** | | 2198 | ✠100A1 Syd t | | | CL | 1933 | Caledon S. B.&E.Co.Ld. Dundee | Colonial Sugar Refining Co. Ld. | 286·3 | 44·1 | 19·1 | Sydny NSW | T.3Cy.20½″,33½″&57″–39″ | 21 ″ 4 | |
| 157604 | | *ss* Syd.No.1–37 | 1833 | *with freeboard* | | | 1,39 | 4mo | | | 299·0(O.L.) | | | British | 200lb (*s*) 258NHP | s ″ 10½ | |
| VJPS | *Mchy. Aft* | 1 *Dk (Stl) & Shelter dk (Stl)* | 1148 | ~~4,00~~ ~~8,80~~2,41 ~~BS4,40~~ ~~BS8,30~~ ✠LMC~~4,37~~2,41 | | | | *Lloyd* | *SA&CP* | | F30′ FK | | | (*Coll to Sh dk* | 5 *BHCem* 2SB(Spt),*4cf*,Gs66, Hs3386 | 20 ″ 7 | |
| | *Carrying Molasses in cantilever-framed side tanks and below 2nd dk.* | | | | | | | | | | | | | 4 „ 2nd „) | N.E.MarineEng.CoLdNwc | | |
| | | | | | | | | | | *CellDB241′507t* | *FPT116t APT97t* | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidship Corresponding draught. | 15 Surveyors in which classed, if not in L.R. Date of Fl. or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 74390 OZKB | **Fionia** Ⓟ *ex*Arclight–33) *Oil Eng.* *ss*Nkv.2nd No.3–6,39 D.F. 1 *Dk(Stl)* & *Awng dk* (*Stl*-teak s) | **TwinSc 4Mst** 5219 4297 3337 | ✠100A1 *Awng dk with freeboard* 6,39 ✠LMC DBS3,39 CS6,39 5,38 | Nkv | *y* | CL P6,39 SN6,39 | 1914 3mo | Akt.Burmeistr & Wain Copenhagen *Lloyd's* | A/S Det Östasiatiske Kompagni *Cell D B a* 68′ *u* | 394·4 \| 53·2 \| 27·0 414·3 (O.L.) P26′ B168′ F37′ *on Awng dk* FK E46′ *f* 213′ 988 *t FPT* | Copnhagn Danish 6 *B H pt Cem* 75 *t APT* 97 *t* | Oil Engines 4S.C.SA 12Cy.29½″–43 5/16″ 988NH DB–80lb Akt.Burmeistr & Wain, Cpr | 30 ″ 0 s 5 ″ 11 24 ″ 6 | |
| 74391 146204 | **Fircrest** (*ex*Preradović–40, *ex*Riol) *ss*Spt.2nd No.3–2,34 *ss*Rot.No.1–38 2 *Dks(Stl)* & *Web frames* | 5394 5020 3371 | 100A1 4,40 BS8,39 | Nwc LMC 4,38 | *a*† | CL N12,37 | 1907 | Bremer Vulkan Vegesack | CrestShipping Co. Ltd. *Intermediate bulkhead in forw'd Cell* | 420·5 \| 54·5 \| 27·9 P&B267′ F54′ FK *hold dispensed with* *l D B* 361′ 1290 *t FPT* | London British *Cem* 6 *B H only* 90 *t APT* 8 *t* | Q.4Cy.24″,34 3/8″,50″ & 72 13/16″–53½″ 227lb (*s*) 519NH 3SB,*9cf*,GS162,HS6804 FD Bremer Vulkan, Vegesack | 30 ″ 9 s 5 ″ 4 25 ″ 7½ | |
| 74392 LDVO | **Firda** Ⓟ 1 *Dk 3 tr B* | 589 554 344 | | | | | 1900 | Fevigs Jernskibsbyg Arendal | Fylkesbaatane i Sogn og Fjordane | 162·2 \| 24·4 \| 13·5 H34*t* 20·6 | Bergen Norwegian | T.3Cy.16½″,27″ & 44″–30″ SirC.Furness, 106NH Westgarth & Co.Ld.Mdb. | | |
| 74393 MKTR | **Fire Queen** (*ex*Arclight–33) *ss*P.Gl.No.3–9,33 *ss*Bkn.No.1–37 *Mchy. Aft* *Well deck* 1 *Dk(Stl)* | 650 433 249 | ✠100A1 9,40 ~~4,30~~ BS~~4,39~~ 10,40 | Bkn Liv ✠LMC | *i* | CL 8,37 10,40 | 1921 10mo | AilsaS.B. Co.Ld. Troon *Lloyd's* | GilchristsTraders (Steamships) Ld. (R.Gilchrist & Co. *Mgrs.*) *Cell D* | 175·2 \| 28·2 \| 11·2 *29·5* 182·0 (O.L.) BK 7¼″ Q100′ B9′ F33′ *Bf* 93′ 129 *t FPT* 78 *t* | London British 3 *B H Cem* *APT* 33 *t* | T.3Cy.15″,24½″ & 40″–30″ (*s*) 180lb 81RH 2SB,*4cf*,GS71,HS2398 AilsaS.B.Co.Ld.Troon | 13 ″ 6 s 4 ″ 4½ 13 ″ 8⅝ | |
| 74394 149359 | **Firecrest** *ss*Shl.No.2–38 *Well deck* *Mchy. Aft* 1 *Dk(Stl)* | 538 343 259 | ✠100A1 9,40 ~~4,40~~ BS1,40 | Lon Nwc ✠LMC 2,38 | *h* | CL ~~4,40~~ N9,40 | 1929 9mo | John Lewis & Sons, Ld. Aberdeen *Lloyd's* | R.&W.Paul, Ld. *Cell D B* 95′ 121 | 160·2 \| 26·6 \| 9·9 Q113′ B9′ F23′ FK *t FPT* 42 *t APT* 19 *t* | Ipswich British 3 *B Hpt Cem* *pt Asp* | T.3Cy.12″,21″ & 34″–24″ (*s*) 200lb 65RH 1SB,*2cf*,GS40,HS1484 JohnLewis & Sons, Ld. Abn | 12 ″ 0 s 3 ″ 8 11 ″ 11½ | |
| 74395 148642 MNJT | **Fireglow** *ss*Shl.No.3–7,38 Wireless *Mchy. Aft* 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted* | 1261 966 675 | ✠100A1 ~~6,40~~ ~~1,40~~ 4,41 ~~Stl~~ Lon ~~5,39~~ ~~6,40~~ 2,41 ~~1886,39~~ ✠LMC 7,38 BS~~6,40~~ 1,41 | Hul | *n* | CL ~~5,39~~ ~~6,40~~ 2,41 | 1925 8mo | S.P.Austin & Son, Ld. Sunderland *Lloyd's* | GasLight & CokeCo. (StephensonClarke & AssociatedCompanies, Ld. *Mgrs.*) *Cell D Bu E* 20′ *f* 137′ 335 *t* | 225·0 \| 36·0 \| 15·3 233·0 (O.L.) Q127′ B16′ F24′ FK *DT f* 9′ 154 *t* | London British 5 *B H Cem* | T.3Cy.18 1/16″,30″ & 49″–33″ (*s*) 180lb *100lb* 158NH 1SB,*4cf*,GS74,HS2550 N.E.MarineEngCo.Ld.Sld *FPT* 133 *t APT* 23 *t* | 17 ″ 3 s 5 ″ 2 15 ″ 8 | |
| 74396 396 IBBM | **Firenze** Ⓟ (*ex*Roma) **TwinSc** 2 *Dks 3 tr B* D.F. *Fitted for oil fuel* | 3952 — 2328 | | | | | 1912 | Soc.Escr-cizio Bacini Riva Trigoso | "Tirrenia" Soc. Anon. di Nav. *WB* | 360·9 \| 44·6 \| 24·5 344·6 P69′ B72′ F46′ | Naples Italian | T.6Cy.21¼″,34 3/4″ & 59 7/16″–41⅜″ Soc.Escerzio 454NH Bacini, Genoa | | I |
| 74397 121266 MCJT | **Firethorn** (*ex*Virago–36, *ex*Javelin) *ss*Liv.2nd No.3–3,33 *Well deck* *ss*Bel.No.1–37 *Mchy. Aft* 1 *Dk(Stl)* | 3Mst 321 223 125 | ✠100A1 1,41 ~~2,40~~ ✠LMC MS3,37 BS2,40 | Liv | *f* | CL 2,40 | 1905 10mo | J Fullerton & Co. Paisley *Lloyd's* | S.William Coe & Co. Ld. (W.J.Ireland, *Mgr.*) | 141·0 \| 23·8 \| 9·7 *24·0* 147·0 (O.L.) FK Q78′ B9′ F30′ *FPT* | Liverpool British 3 *B H Cem* 35 *t APT* 7 *t* | C.2Cy.18″ & 40″–27″ (*s*) 130lb 85RH 1SB,*3pf*,GS51,HS1461 Ross & Duncan, Glasgow | 10 ″ 10 s 4 ″ 2 10 ″ 9 | |
| 74398 216565 WQCF | **Firmore** *ss*Bal.No.3–9,30 *ss*Bal.No.2–39 *Mchy. Aft* 1 *Dk(Stl)* & *Web frames* *Longitudinal framing* *Cargo battens not fitted* | 3Mst 7117 6365 4431 | ✠100A1 ~~3,40~~ ~~2,30~~ 1,41 ✠LMC MS1,39 BS~~2,39~~ 1,41 *Fitted for oil fuel* 9,19 | Bal | *c*† | CL ~~12,38~~ N1,41 *F.P.* | 1918 7mo A&CP | Bethlehem S.B.Corp.Ld Sparro Pt.Md *Cell D Bu E & B* 58′ *f* 3 *above* 150° F. | OreS.S.Corp. 2 *Intermediate* 20′ 1622 *t side tanks* | 449·1 \| 57·2 \| 34·3 P106′ F39′ FK *te B Hds dispensed with* *Nos.*1,2 & 3 *P & S* 1950 *t* | New York Utd. States *Cem* 5 *B H only* *t FPT* 395 *t A* | 1DR Geared Steam Turbine 200lb (*s*) 556NH 3SB,*9cf*,GS185,HS7877 FD GeneralElectricCo. *PT* 213 *t* Schenectady, N.Y. | 37 ″ 0 | |
| 74399 140656 MJRX | **Firth Fisher** (*ex*Freeland–34) *ss*Lan.No.3–1,34 *Mchy. Aft* *ss*Brw.No.1–38 *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted* | 574 394 263 | ✠100A1 2,40 BS9,39 | Brw ✠LMC 8,38 | *h* | CL 1,40 | 1919 9mo | J.Lewis & Sons, Ld. Aberdeen *Lloyd's* | JamesFisher & Sons Ld. *Cell D B f* 97′ 125 *t FPT* | 164·8 \| 27·0 \| 11·1 Q94′ B11′ F21′ FK 44 *t APT* 19 *t* | Barrow British 3 *B H Cem* | T.3Cy.14″,24″ & 39″–27″ (*s*) 180lb 105NH 1SB,*3pf*,GS54,HS1894 J.Lewis & Sons, Ld. Abn. | 13 ″ 3 s 3 ″ 8⅜ 13 ″ 2¾ | |
| 74400 FOYM | **Firuz** *Fitted for oil fuel* D.F. *Mchy. Aft* 2 *Dks* E.S.D. *Longitudinal framing* *Carrying Petroleum in bulk* | 7327 6666 4005 | | | | | 1929 | Chant. Nav. Français Caen | Association Pétrolière *WB* | 446·8 \| 56·9 \| 33·8 P120′ B32′ F53′ | Dunkirk French | T.3Cy.26″,44″ & 74″–51″ 391NH N.E.MarineEngCoLd.Nwc | | V |
| 74401 148298 GNTB | **Fiscus** *ss*Shl.No.2–36 D.F. 1 *Dk(Stl)* & *Shelter dk(Stl)* | 4815 4409 2948 | ✠100A1 *with freeboard* 9,39 ~~BS6,39~~ ✠LMC 7,36 5,40 | Shi | *z* | CL 3,39 | 1928 4mo | Nthmblnd S.B.Co. (1927) Ld. Newcastle *Lloyd's* | Tempus Shipping Co. Ld. (W.H. Seager & Co. Ld. *Mgrs.*) *Cell D B* 348′ 1358 *t* | 399·0 \| 54·5 \| 25·2 F36′ FK *FPT* 106 *t APT* 195 *t* | Cardiff British 6 *B H Cem* *Coll to Sh dk* 5 „ 2nd „ | T.3Cy.26″,42″ & 71″–48″ (*r*) 180lb 432NHP 3SB(Spt) 9*cf*,GS175,HS7395 N.E.MarineEng.CoLd Nwc | 27 ″ 7 s 2 ″ 11⅜ 24 ″ 9¾ | |
| 74402 21694 KMWZ | **Fish Hawk** (*ex*Trawler–39) *Oil Eng.* 1 *Dk* | **WoodSr** 338 — 170 | | | | | 1918 | Portland S.B.Co. Portland, Me. | W.J.Townsend | 139·4 \| 24·4 \| 13·1 F30′ | Wilmgton (Del.) Utd.States | Oil Engines 4S.C.SA 8Cy.13″–18″ 132NHP *Emade* 19, *refitted* 29 Winton, Cleveland, O. | | |
| * 74402 234179 WOFX | **Fisherman II** (*ex*Kallisto) **TwinSc** 446 — 362 *Oil Eng.* Wireless *Ref. Mchy.* 1 *Dk* | | | | | | 1921 | Frd.Krupp Germaniawft A.G. Kiel | Wm.R.Dobbs | 183·0 \| 28·5 \| 16·0 | L.Angeles Utd.States | Oil Engines 12Cy.10¼″–11½″ *Emade* 30 | | |
| 74403 226004 | **Fishers Island** Ⓟ 1 *Dk* | 862 — 563 | | | | | 1926 | Bethlehem S.B.Corp.Ld. Wlmngtn Del | FishersIsland Nav.Co. | 150·1 \| 40·1 \| 14·4 | N.Lndn.Cn Utd.States *WB* | T.3Cy.17″,25″ & 43″–30″ 101NHP VulcanI.Wks, JersyCy.NJ | | |
| 74404 161827 VPRZ | **Fitzroy** (*ex*Lafonia–36) *ss*Stanley F.I.No.2–39 Wireless 1 *Dk(Stl)* 2nd *dk(Stl)* *Well deck* *in No.* 1 *hold* | 768 457 344 | ✠100A1 3,39 ✠LMC 3,39 BS11,40 | Stanley F.I. | | CL 9,38 | 1931 9mo | H.Robb Ld. Leith *Lloyd's* | FalklandIslands Co.Ld. *Cell D Ba* $ | 165·8 \| 32·7 \| 11·7 P&B109′ F18′ FK *u* E39′ *f* 69′ 128 *t FPT* | Stanley, F.I. British 5 *B H Cem* 18 *t APT* 25 *t* | T.3Cy.14″,24″ & 40″–27″ (*s*) 180lb 91RHP 2SB,*4cf*,GS74,HS2209 W.Beardmore & Co.Ld. Coatbridge | 13 ″ 6 s ″ 2⅜ 13 ″ 4½ | |
| 74405 308 IBTM | **Fiume** Ⓟ (*ex*Calitea–32, *ex*Prestolonas lednik Peter) Wireless *Fitted for oil fuel* 2 *Dks* | 662 564 386 | | | | | 1926 | Lübecker Masch.Ges Lübeck | "Adriatica" Soc. Anon. di Nav. | 164·9 \| 25·7 \| 17·7 158·0 | Venice Italian *WB* | T.3Cy.16⅛″,24 13/16″ & 41 5/16″–23⅝″ 83NHP Lübecker Masch.Ges. | | I V |
| 74406 PEBY | **Fivel** *Oil Eng.* D.F. *Mchy. Aft* 1 *Dk* *Cruiser Stern* | 306 195 153 | | | | | 1936 | J.Koster Hzn.Schpsw "Gideon" Groningen | J.Bont | 127·4 \| 24·0 \| 8·1 Q73′ F20′ | Loppersum Dutch *WB* | Oil Engines 2S.C.SA 5Cy.10 3/4″–14 9/16″ 92NHP N.V.Mchfb.Bolnes, Bolnes | | |
| * 74407 LDAD | **Fjeld** (*ex*Tela–36, *ex*Totai Maru) *ss*Rot.No.3–6,29 *ss*Cpn.No.2–38 2 *Dks(Stl)* & *Web frames* *Longitudinal framing* | 2960 2719 1834 | ✠100A1 8,39 ✠LMC 10,38 | Ams | *t* | CL 11,39 | 1916 5mo | Osaka Iron Works, Ld. Osaka *Lloyd's* | A/S D/S Fjeld (A.Meidell, *Mgr.*) | 305·3 \| 44·0 \| 25·0 P19′ B82′ F32′ FK *Cell DB* 255′ 519 *t FPT* | Bergen Norwegian 5 *B H Cem* 76 *t APT* 20 *t* | T.3Cy.22″,37″ & 61″–42″ (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD Osaka Iron Works, Ld. | 27 ″ 3 s 4 ″ 3 23 ″ 2 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Inscriptions spéciales. L.R. = au Lloyd's Reg. of Shipping. Derrick. Roof. Tonn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74408 | **Fjeldberg** TwinSc | 332 | | | | | 1919 | Gebr.v.d. Windt Vlaardingen | A/S Fjeldöy (Th.Joh.Kyvik,jr. *Mgr.*) | 132·1\|23·1\| 9·3 | | | Haugesnd Norwegian | Oil Engines 2S.C.SA | | NG |
| | (*ex* Nieuwendam–39, *ex* Schelde, *Oil Eng.* | 245 | | | | | | | | P46′H7′*t* F15′*t* | | | *WB* | 4Cy.13″–14$\frac{1}{16}$″ 119NHP | | |
| LJXT | *ex* Rijnveer, *ex* Nereus) | 169 | | | | | | | | | | | | NE39 DeFor.MotorplckA/S | | |
| 74409 | **Fjord** (*ex* Orla–37) | 4032 | ✠ ... | | | | 1914 | Tyne I.S.B. Co.Ld. Newcastle | A/S D/S Fjeld (A.Meidell, *Mgr.*) | 355·3\|50·8\|24·9 | | | Bergen Norwegian | T.3Cy.25″,41″&68″–45″ | 27 ″ 4 | N |
| | *ss* Shl.No.3–6,27 | 3833 | 1,29 | | | | 5mo | | | P32′B102′F34′ | | | *WB* | 355NHP | | † |
| LEOW | 1 *Dk* | 2536 | | | | | | | | | | FK | | N.E.MarineEngCoLd,Nwc | | |
| 74410 | **Fjordaas** TwinSc | 7361 | ✠100A1 | Rot | *b*† | CL | 1931 | Deutsche WerkeKiel A.G. Kiel | Mörland's TankrederiA/S (A.J.Mörland, *Mgr.*) | 424·2\|60·2\|34·6 | | | Arendal Norwegian | Oil Engines 4S.C.SA | 34 ″ 0 | |
| | *Oil Eng.* | 6916 | ~~6310~~ 5,39 12,40 ~~3·4 Rio~~ | | | P12,40 | 5mo | | | P92′B28′F35′ | | FK | | 16Cy.21$\frac{1}{2}$″–35$\frac{7}{16}$″ 726NHP | | |
| LDSQ | *ss* Rot.No.2–39 | 4360 | ~~DBS2,39~~ | ✠LMC1,38 | | ~~11,37~~ | | | | | | | *WB* | 2DB*114lb* | | |
| | D.F. *Mchy.Aft* 1 *Dk(Stl)* | | 3,40 | | | 8,40 | | | | | | | | DeutscheWerkeKielA.G. | | |
| | *CruiserStern* | | *Carrying Petroleum in bulk* | | | | *Lloyd'sA&CP* | | *CellDBuE60′207t D* | *Tf34′224t FPT244t* | | | *APT189t* | | | |
| 74411 | **Fjordheim** | 4115 | ✠100A1 | Mdb | *x* | CL | 1930 | Swan,Hunter&Wigham Richardson, Ld.Sunderlnd | A/S Theologos (N.Rögenæs, *Mgr.*) | 374·8\|51·5\|23·7 | | | Haugesnd Norwegian | T.3Cy.22$\frac{1}{2}$″,37″&60″–42″& | 26 ″ 0 | |
| | *ss* Stv.No.2–38 | 3721 | 7,40 ~~3,80~~ | NNs | | 4,38 | 6mo | | | 386·8(O.L.) | | | | LP Turbine with DR gearing & hydraulic coupling | | |
| LDOR | D.F. 1 *Dk(Stl)* | 2497 | ~~BS8,39~~ 7,40 | ✠LMC5,38 | | | | | | P38′B106′F28′ | | FK | *WB* | 180lb (*s*) 363NHP | | |
| | | | | | | | *Lloyd'sA&CP* | | *Intermediate BHs in fwd.&after Cell DB316′956t FPT* | *holds dispensed with* | | | 4*BHpt Cem* | 2SB,6*cf*,GS105,HS4342 FD | | |
| | | | | | | | | | | | | | *85t APT121t* | N.E.MarineEng.Co.Ld.Sld | | |
| 74412 | **Flachsee** (*ex* KapitänRuge) TwinSc | 757 | | | | | 1927 | Howaldts-werkeA.G. Kiel | W.Schuchmann | 181·4\|32·1\|12·1 | | | Hamburg German | Oil Engines 2S.C.SA | | G |
| | *Oil Eng.* | 566 | | | | | | | | P44′F23′ | | | *WB* | 4Cy.12$\frac{7}{16}$″–16$\frac{1}{2}$″ 45NHP | | |
| DIBM | *Mchy.Aft* 1 *Dk* *CruiserStern* | 355 | | | | | | | | | | | | Gebr.Sulzer,Ludwgshfn. | | |
| 74413 | **Flamingo** (*ex* Reiher–38) | 975 | | | | | 1909 | Bremer Vulkan Vegesack | ArgoReederei Richard Adler&Co. | 220·6\|32·4\|13·6 | | | Bremen German | T.3Cy.21$\frac{1}{2}$″,34$\frac{7}{16}$″&54$\frac{1}{2}$″–35$\frac{7}{16}$″ 179NHP | | G |
| | | 750 | | | | | | | | P&B138′F23′ | | | *WB* | BremerVulkan,Vegesack | | |
| DOAU | Wireless D.F. 1 *Dk* | 402 | | | | | | | | | | | | | | |
| 74414 | **Flaminian** | 2711 | | | | | 1917 | W.Harkess &Son,Ld. Middlesbro' | EllermanLines,Ld. (Ellerman&Papayanni Lines, *Mgrs*) | 315·0\|42·4\|23·6 | | | Liverpool British | T.3Cy.20$\frac{1}{2}$″,34$\frac{1}{2}$″&59″–42″ | | C |
| 140521 | *CruiserStern* | 2526 | | | | | | | | P73′B140′F33′ | | | *WB* | Richardsons, 226NHP | | |
| GRBV | 2 *Dks* | 1663 | | | | | | | | | | | | Westgarth&Co.Ld.Mdb. | | |
| 74415 | **Flandre** (P) QuadSc | 8571 | | | | | 1914 | Chant.de l'Atlantique St.Nazaire | Cie.Générale Transatlantique | 464·4\|57·0\|29·6 | | | St.Nazaire French | C.8Cy.25$\frac{1}{2}$″&43$\frac{11}{16}$″–35$\frac{1}{2}$″ | | V |
| | | 6439 | | | | | | | | P50′B220′F50′ | | | *WB* | & 2 LowPressureTurbines | | |
| FNRY | D.F. 5 *Dks* | 3187 | | | | | | | | | | | | Chant.del'AtlantiqueSt.N | | |
| 74416 | **Flashlight** | 934 | ✠100A1 | Sld | *m* | CL | 1920 | S.P.Austin &Son,Ld. Sunderland | GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*) | 216·5\|32·0\|13·4 | | | London British | T.3Cy.16″,27′&44″–30″ (*s*) | 15 ″ 6 | |
| 144598 | *ss* Sld.No.3–6,33 | 747 | 6,40 ~~7,30~~ | | | ~~7,30~~ | 6mo | | | 225·5(O.L.) | | | | 180lb *100lb* 117NHP | s 1 ″ 9½ | |
| MJZX | Wireless *ss* Sld.No.1–37 | 482 | ~~BS7,39~~ 6,40 | ✠LMC6,37 | | 6,40 | *Lloyd'sA&CP* | | *CellDBuE19′f* | Q106′B17′F25′ | | FK | 5*BHCem* | 1SB,3*cf*,GS50,HS1822 | 13 ″ 11 | |
| | *Mchy.Aft* 1 *Dk(Stl)* | | | | | | | | | 124′248*t MT*11′158*t* | | | *FPT114t* | Richardsons,Westgarth &Co.Ld.Sld. | | |
| | *Well deck* *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 74417 | **Flathouse** | 1546 | ✠100A1 | Shl | *p* | CL | 1931 | Swan,Hunter&Wigham Richardson, Ld.Sunderlnd | StephensonClarke &Associated Companies,Ld. | 244·0\|36·5\|16·0 | | | London British | T.3Cy.19″,31″&51″–36″ (*s*) | 18 ″ 0 | |
| 162665 | ~~*ss* Shl.No.1–25~~ | 1152 | ~~10,39~~ 4,41 | Sld | | ~~10,39~~ | 12mo | | | Q145′F28′ | | FK | 4*BHpt Cem* | 180lb 179NHP | s 5 ″ 5½ | |
| MQDJ | *Mchy.Aft* 1 *Dk(Stl)* | 837 | ~~BS10,39~~ | ✠LMC~~10,39~~ | | ~~8,40~~ | | | *CellDB19′* | 8′413*t MT*186*t FPT* | | | 2SB,6*cf*,GS101,HS2888 | | 16 ″ 10½ | |
| | *Well deck* *Cargo battens not fitted* | | | 9,40 | | 4,41 | *Lloyd'sA&CP* | | | | | | *93t APT35t* | Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | |
| | Wireless | | | | | | | | | | | | | | | |
| 74418 | **Fleetwood** (*ex* Wiarton–34, | 1593 | | | | | 1903 | Superior S.B.Co. W.Superior | NicholsonTransit Co. | 246·7\|41·2\|15·7 | | | Detroit, Mich. | T.3Cy.14″,25′&42″–30″ | | R |
| 77587 | *ex* Glenvegan, *ex* Cicoa, *ex* JohnSharples) | — | | | | | | | | Q88′F36′ | | | *WB* | NB10 97NHP | | |
| | *Mchy.Aft* GyC. 1 *Dk2trB* | 1124 | | | | | | | | | | | Utd.States | SuperiorS.B.Co. | | |
| 74419 | **Flensburg** 3Mst | 6421 | | Npt | | | 1922 | Flensburgr Schiffsb.Ges. Flensburg | Halcyon-LijnN.V. | 454·9\|60·1\|27·8 | | | Rottrdam Dutch | T.3Cy.28$\frac{3}{8}$″,46$\frac{3}{8}$″&76′–48′ | | ~~G~~ |
| | | 5836 | Examined L.R. ~~7,40~~ | | | | | | | | | | *WB* | 185lb 3SB 400NHP | | |
| PECJ | D.F. 2 *Dks* | 3515 | BS3,41 | | | 3,41 | | | | | | | | FlensburgerSchiffsb.Ges. | | |
| 74420 | — | 5450 | | | | | 1939 | Flensburgr Schiffsb.Ges. Flensburg | HugoStinnes G.m.b.H. | 419·0\| | | | Hamburg German | Oil Engines 2S.C.SA | | |
| | *Oil Eng.* | | | | | | | | | P25′B&F375′ | | | *WB* | 16Cy.20$\frac{1}{2}$″–27$\frac{9}{16}$″ 1178NHP | | |
| | *CruiserStern* 1 *Dk* | | | | | | | | | *Upper* F33′ | | | | Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | |
| | Sub.Sig. | | | | | | | | | | | | | | | |
| 74421 | **Fleswick** 3Mst | 610 | ✠100A1 | Bkn | *i* | CL | 1900 | AilsaS.B. Co. Troon | KyleShippingCo. Ld.(MonroeBros. *Mgrs.*) | 179·3\|28·0\|11·2 | | | Belfast British | C.2Cy.21″&47″–33″ (*s*) | 13 ″ 10 | |
| 102470 | *ss* Bkn.3rdNo.3–1,39 | 438 | 8,40 ~~1,30~~ | Liv | | 1,39 | 3mo | | | Q101′B10′F35′ | | | 3*BHCem* | 130lb 90RHP | s 4 ″ 5½ | |
| MCZV | *Mchy.Aft* *Well deck* 1 *Dk(Irn)* | 241 | | ✠LMC | | | | | | FK&BK1′ | | | | 1SB,3*pf*,GS63,HS1730 | 13 ″ 7½ | |
| | | | MS2,39 | BS2,40 | | | *Lloyd'sA&CP* | | | *DBf94′137t FPT* | | | *65t APT8t* | McKie&Baxter,Glasgow | | |
| 74422 | **Fleurus** (P) | 1122 | | | | | 1926 | At.&Ch.de la Seine Marit Le Trait | AnticostiShipping Co. | 189·8\|33·0\|20·8 | | | Quebec British | T.3Cy.18$\frac{1}{2}$″,29$\frac{1}{8}$″&50″–33$\frac{1}{16}$″ | | V |
| 153063 | *Fitted for oil fuel* | 976 | | | | | | | | P13′B&F155′ | | | *WB* | Atel.&Ch.de la Seine Maritime,Le Trait | 143NHP | |
| VGXD | Wireless 2 *Dks* | 652 | | | | | | | | | | | | | | |
| 74423 | **Flevo** | 389 | | | | | 1939 | NVSchpsw Gebr.Pot. Bolnes | West-Indische Scheepvaart Maats. | 179·7\|29·7\| 8·2 | | | Curacao Dutch | Oil Engines 2S.C. | | V |
| | Wireless *Oil Eng.* | 293 | | | | | | | | P13′B&F155′ | | | *WB* | 8Cy.10$\frac{1}{2}$″–18$\frac{1}{2}$″ | | |
| PJCS | *Mchy.Aft* *CruiserStern* 2 *Dks* | 59 | | | | | | | | | | | | Gbr.Stork&CoNVHengelo | | |
| 74424 | **Flimston** | 4674 | ✠100A1 | Cff | *y* | CL | 1925 | Bartram& Sons,Ld. Sunderland | PictonS.S.Co.Ld. (E.ThomasRadcliffe&Co. *Mgrs.*) | 385·4\|52·0\|26·0 | | | London British | T.3Cy.26$\frac{1}{2}$″,44$\frac{1}{2}$″&73″–48″ (*s*) | 27 ″ 10 | |
| 148584 | *ss* Cff.No.3–1,38 | 4272 | 1,41 ~~10,39~~ | Bal | | ~~10,39~~ | 5mo | | | P39′B&F306′ | | FK | 7*BHCem* | 180lb *180lb* 451NHP | s 3 ″ 1½ | |
| GKNF | D.F. E.S.D. 1 *Dk(Stl)* | 2794 | BS11,40 | ✠LMC | | 7,40 | *Lloyd'sA&CP* | | *CellDB* | 342′1110*t FPT*116*t* | | | *APT174t* | 3SB(Spt)9*cf*,GS194,HS7650 | 24 ″ 10¾ | |
| | | | MS11,36 | ~~BS10,36~~ | | | | | | | | | | Blair&Co.Ld.Stockton | | |
| 74425 | **Flint 2** (*ex* ElginCounty, *ex* Flint2, | 5614 | ✠ ... | | | | 1918 | J Coughlan &Sons Vancouver, B.C. | D/S A/S Flint (WillyKubon) | 410·5\|54·2\|27·4 | | | Bergen Norwegian | T.3Cy.27″,44′&73′–48′ | 29 ″ 9 | N |
| | *ex* Atlantis, *ex* Sierra *ss* Gen.No.2–27 | 5094 | 5,29 | | | | 9mo | | | P59′B115′F47′ | | FK | | 512NHP | | † |
| LCTM | Quemada) 2 *Dks* | 3345 | ~~NE7,24~~ | ✠ | | | | | | | | | *WB* | McKie&Baxter,Gls. | | |
| 74426 | **Flomar** (*ex* Corvus) | 5551 | ✠100A1 | Bal | *z* | CL | 1919 | Columbia RiverSBCorp Portland,Or. A&CP | CalmarS.S.Corp. | 410·0\|54·2\|27·5 | | | NewYork Utd.States | T.3Cy.24$\frac{1}{2}$″,41$\frac{1}{2}$″&72″–48″ | 30 ″ 3 | |
| 219269 | *ss* Bal.No.3–11,32 | 5144 | ~~5,37~~ 11,39 12,40 | | | ~~11,39~~ | 11mo | | | 423·8(O.L.) | | | | 210lb (*s*) 582NHP | s 6 ″ 5 | |
| KOPL | D.F. ~~*ss* Bal.No.1–06~~ *ss* Bal.No.2–40 | 3422 | ~~BS8,40~~ | ✠LMC | | 6,40 | | | | P44′B115′F47′ | | FK | | 3SB,9*cf*,GS196,HS8780 FD | 24 ″ 0½ | |
| | 2 *Dks(Stl)* | | MS2,37 | ~~BS4,39~~ | | | | | *Intermediate BH in fore hold & aft hold & intermediate 'tween dk BHs in after hold dispensed with* | *ptCem* 5*BH to U dk* 1 „ „ 2nd „ | | | | LlewellynIronWorks, LosAngeles,Cal. | | |
| | | | *Fitted for oil fuel* 12,19 | | | | *F.P. above* 150°F. | | | | | | | | | |
| | | | MS12,46 | BS3,41 | | | | | *CellDB355′1139t* | *MT29′745t FPT132t* | | | *APT143t* | | | |
| 74427 | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of T. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74428<br>7658<br>SIBN | **Flora**<br>*ss* Lkr. No. 2–38<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*Cargo battens not fitted*<br>*Strengthened for Navigation in Ice* | | 1770<br>*1589*<br>*1003* | ✠100A1 NYk *r*<br>*with freeboard* Skm<br>7,40~~9,40~~<br>~~BS5,39~~ ✠LMC5,38<br>1,40 | | | CL<br>5,39<br>5,40 | 1930<br>7mo | Fredrkstad Mek. Værks. Fredrikstad | A/B Transmarin (S. Redig, *Mgr.*)<br>*Lloyd's SA & CP* | 269·0 \| 42·2 \| 17·6<br>FK<br>*Cell D B* 212′ 54 | | Hlsngborg Swedish<br>(*Coli*<br>5 *t F P T* 35 *t A P T* 80 *t* | T.3Cy.18½″,29½″&50″–36″<br>190lb (*s*) 188 NHP<br>2SB, 6*cf*, GS 60, HS 2545 FD<br>*B H to Sh dk*<br>3 „ „ 2*nd* „)<br>Fredrikstad M.V. Frdstad. | 20 ″ 0<br>*s* ″ 8½<br>19 ″ 4½ | |
| 74429<br>PECR | —<br>*Ref. Mchy.* *Fitted for oil fuel*<br>Wireless *Cruiser Stern* 2 *Dks* | | 1417<br>1172<br>824 | | | | | 1921 | H. te Veld-huis Papendrecht | N.V. Koninklijke Nederl Stoomboot. Maats. | 265·8 \| 39·2 \| 14·8<br>*WB* | | | Amstrdam Dutch | T.3Cy.20″,31″&50″–36″<br>150 NHP<br>J. & K. Smit, Kinderdijk | | V |
| 74430<br>CXNB | — Ⓟ<br>Wireless D.F. *Ref. Mchy.* 2 *Dks* | | 1218<br>1040<br>655 | | | | | 1909 | Akt. Burmeistr & Wain Copenhagen | Det Forenede Dampskibs Selsk. | 253·5 \| 34·6 \| 16·8<br>P 19′ B 104′ F 25′<br>*WB* | | | Odense Danish | T.3Cy.21″,35″&60″–39″<br>225 NHP<br>Akt. Burmeistr & Wain, Cpn | | V |
| 74431<br>DONA | —<br>1 *Dk* | | 344<br>284<br>196 | | | | | 1891 | Eriksbergs Mek. Werks. Gothenburg | Tobis Filmkunst-Gesellschaft m.b.H. | 140·9 \| 22·4 \| 11·9<br>Q 31′ B 24′ F 12′<br>len 93 | | | Hamburg German | C.2Cy.13⅜″&26⅝″–17½″<br>NB03 24 NHP<br>Eriksbergs Mek. Wrks. Got. | | G |
| 74432<br>7542<br>SKJI | —<br>(*ex* Sailing Vessel) *Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>(*See Sailing Ship Register*) | **Wood Aux 3 Mst Sr** | *308*<br>*277*<br>*232* | | | | | 1919 | J. Ph. Jörgensen Thurö | J. Jönsson | 126·5 \| 29·2 \| 12·6<br>Q 26′ H 9*t* | | | Brantevik Swedish | Oil Engines 2 S.C.SA<br>2Cy.13¾″–16⅛″ 67 NHP<br>*E made & fitted* 33<br>Jönköpings Motorfbrk | | V |
| 74433<br>OHVJ | **Flora H.** (*ex* Jupiter–34)<br>*ss* Fln. No. 3–5, 09<br>D.F. Sub. Sig. *ss* Ams. No. 1–12<br>1 *Dk* & *deep framing* & *pt Awng dk* | | 2025<br>1374<br>1212 | ✠ ...<br>10,13<br>✠ | | | | 1899<br>2mo | Flensburg Schiffsb. Ges. Flensburg | Werner Hacklin | 284·0 \| 39·5 \| 23·5<br>267·0 16·0<br>P 16′ Q 84′<br>*pt Awng dk* 168′ FK<br>*WB* | | | Björnebrg Finnish | T.3Cy.19″,31½″&51″–36″<br>170 NHP<br>Flensburger Schiffsb. Ges. | 18 ″ 2 | G<br>† |
| 74434<br>788<br>SVOM | **Flora Nomicos** (*ex* Nicolas Jean–34,<br>*ex* Député Paul Proust)<br>1 *Dk* | | 1783<br>1586<br>1054 | | | | | 1921 | Ministère de la Marine Cherbourg | Loucas Nomicos | 266·4 \| 39·4 \| 23·0<br>P 19′ B 55′ F 23′<br>*WB* | | | Piræus Greek | T3Cy.18¾″,29 1/16″&49¼″–37⅛″<br>Etablissements 147 NHP<br>d'Indret, Indret | | G |
| 74435<br>333<br>319 | **Floreana** (*ex* Start, *ex* Olga, *ex* Sailing Vessel Vigilant)<br>*Oil Eng.*<br>1 *Dk*<br>(*See Sailing Ship Register*) | **Aux 3 Mst Sr** | 410<br>333<br>319 | ✠ ...<br>12,98 | | | | 1895<br>5mo | Cumming & Ellis Inverkeithng | Compañia Floreana Soc. Anon. | 150·0 \| 27·2 \| 11·3<br>Q 70′ F 16′ | | | Callao Peruvian | Oil Engines 4S.C.SA<br>6Cy. NE *fitted* 35<br>Motorenfbr. "Deutz" A.G. Köln-Deutz | 12 ″ 2 | |
| 74436<br>KZAY | **Florence D.** (*ex* Lake Farmingdale)<br>*Fitted for oil fuel*<br>1 *Dk* 2 *tr B* | | 2638<br>2261<br>1518 | ✠ ...<br>6,21<br>✠ | | | | 1919<br>7mo | Superior S.B.Co. Superior, Wis | Cadwallader-Gibson Lumber Co. | 247·4 \| 43·3 \| 25·6<br>P 25′ B 64′ F 23′ FK<br>*WB* | | | Manila P.I.<br>Utd. States | T.3Cy.21″,35″&59″–42″<br>352 NHP<br>Detroit S.B.Co. Detroit | 28 ″ 3 | R<br>† |
| 74437<br>210587<br>WLCL | **Florence Luckenbach**<br>(*ex* Damara) *ss* Sea. 2nd No. 3–7,34<br>D.F. *ss* Sea. No. 1–38<br>2 *Dks* (*Stl*) | | 5049<br>—<br>3217 | ✠100A1 Sea *y*<br>2,40<br>~~BS11,40~~ ✠LMC<br>~~MS1,38~~ ~~GS13,38~~<br>*Fitted for oil fuel* 12,13 *F.P. above* 15° F. | | | CL<br>2,40<br>*F.P. ab* | 1910<br>5mo | A. Stephen & Sons, Ld. Glasgow | Luckenbach S.S. Co. Inc.<br>*Lloyd's SA & CP* *Cell D B a* 131′ *u E & B* 42′ *f* 181′ 99 4 *t F P T* 141 *t* | 401·8 \| 52·2 \| 27·3<br>415·4 (O.L.)<br>P 45′ B 125′ F 38′ FK<br>*A P T* 265 *t* | | New York<br>Utd. States<br>6 *B H Cem* | T.3Cy.25″,41″&67 5/16″–51″(*s*)<br>175lb 425 NHP<br>3SB, 9*cf*, GS 150, HS 6144 FD<br>A. Stephen & Sons, Ld. Gls. | 29 ″ 10<br>*s* 5 ″ 9½<br>24 ″ 3 | |
| 74438<br>210812<br>KJKN | **Florence Olson** (*ex* Paraiso) Twin Sc<br>*Fitted for oil fuel*<br>*Mchy. Aft* Wireless 1 *Dk* | | 1437<br>—<br>891 | | | | | 1912 | Craig S.B. Co. Long Beach, Cal. | Oliver J. Olson & Co. | 216·5 \| 40·2 \| 14·1<br>*WB* | | | S. Frncisco<br>Utd. States | C.4Cy.13″&30″–24″<br>74 NHP<br>Craig S.B. Co. | | |
| 74439<br>147861<br>MLPB | **Florence Reynolds** 3 Mst<br>(*ex* Coniscrag–33) *ss* Foy. No. 3–2,38<br>*Mchy. Aft*<br>*Well deck* 1 *Dk* (*Stl*) | | 397<br>263<br>152 | ✠100A1 Cff<br>10,40~~2,40~~<br>~~BS10,40~~ ✠LMC<br>~~MS2,38~~ ~~GS10,38~~ | | | CL<br>~~8,38~~<br>9,40 | 1923<br>5mo | Pitcher's Ld. Gt. Yarmouth | Beynon Shipping Co. Ld.<br>*Lloyd's SA & CP* | 142·2 \| 24·1 \| 10·3<br>Q 48′ B 9′ F 26′ FK<br>*F P T* 45 *t A P T* 20 *t* | | Ipswich<br>British<br>3 *B H Cem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 66 RHP<br>1SB, 2*pf*, GS 34, HS 1090<br>Amos & Smith, Ld. Hull | 11 ″ 0<br>*s* ″ 8¾<br>10 ″ 4½ | |
| 74440<br>LOEB | **Florentino Ameghino**<br>*Fitted for oil fuel*<br>*Mchy. Aft* 2 *Dks*<br>*Carrying Petroleum in bulk*<br>*Cruiser Stern* *Longitudinal framing* | | *6948*<br>*6341*<br>*4429* | ✠ ...<br>10,28<br>✠ | | | | 1925<br>7mo | Fairfield Co. Ld. Glasgow | Argentine Government (Yacimientos Petroliferos Fiscales) | 431·2 \| 57·0 \| 33·2<br>P 104′ B 32′ F 49′ FK<br>*WB* | | | Bns. Aires<br>Argentine | T.3Cy.27″,45″&75″–54″<br>632 NHP<br>Fairfield Co. Ld Glasgow | 33 ″ 6 | |
| 74441<br>LDWD | **Flores**<br>1 *Dk* & *Spar dk* 3 *tr B* | | 3610<br>3430<br>2813 | | | | | 1899 | Nederl. Schp. Maats Amsterdam | Skibs A/S "Parana" (J. Jürgensen *Mgr*) | 339·6 \| 44·7 \| 28·5<br>B 78′ F 45′ | | | Oslo<br>Norwegian<br>*WB* | T.3Cy.23″,38″&62″–42″<br>249 NHP<br>Ned. Fab. v. Werk. Mat. Ams | | |
| 74442<br>166292<br>GBZB | **Florian**<br>1 *Dk* & *Shelter dk*<br>D.F. E.S.D.<br>*Ref. Mchy.* *Cruiser Stern* | | 3174<br>2455<br>1486 | ✠100A1 Hpl *w*<br>*with freeboard*<br>4,40 ✠LMC 4,40<br>✠Lloyd's RMC ~~4,40~~<br>1,41 | | | CL | 1940<br>4mo | W. Gray & Co. Ld. W Hartlepool | Ellerman Lines, Ld. (Ellerman & Papayanni Lines, Ld. *Mgrs.*)<br>*Lloyd's SA & CP*<br>*Cell D B* 291′ 7 45 *t F P T* 24 *t* | 345·7 \| 50·1 \| 20·7<br>358·8 (O.L.)<br>F 28′ FK<br>(*Coll to Sh dk*<br>6 „ 2*nd* „)<br>*A P T* 14 *t* | | Liverpool<br>British<br>7 *B H*<br>225lb (*s*) 606 NHP<br>3SB (Spt) 9*cf*, GS 166, HS 7770<br>Cen. Mar. E. Wks.<br>(W. Gray & Co. Ld.) W. Hpl. | T.3Cy.23″,38″&65″–48″&<br>LP turbine with DR gearing<br>& hydraulic coupling FD | 23 ″ 3<br>*s* 1 ″ 3<br>22 ″ 2½ | |
| 74443<br>FNBG | **Florida** Ⓟ Twin Sc<br>*Ref. Mchy.* *Fitted for oil fuel*<br>D.F. *Cruiser Stern* 3 *Dks* 4 *tr B* | | 9331<br>6659<br>5515 | | | | | 1926 | Atel. & Ch. de la Loire St. Nazaire | Soc. Gén. de Transp. Mar. à Vap. | 468·9 \| 60·6 \| 31·6<br>P 52′ B 232′ F 57′ | | | Marseilles<br>French<br>*WB* | 4 Steam Turbines DR<br>geared to 2 Sc. Shafts<br>Atel. & Ch. de la Loire, St. N. | | IV |
| 74444<br>236769<br>WPNJ | —<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk*<br>*Longitudinal framing at bottom & deck in*<br>*Mchy. Aft* *Cruiser Stern* *centre tanks* | | 8580<br>—<br>5082 | ✠100A1 Phl *d*†<br>~~6,40~~ ~~14,39~~ NYk 2⅞<br>~~LMC~~ ✠LMC 10,37<br>*Carrying Petroleum in bulk*<br>~~DBS 9,40~~ | | | CL | 1937<br>10mo | Sun S.B. & Dry Dock Co. Chester, Pa. | The Texas Company<br>*Lloyd's SA & CP*<br>*Cell D B u E* 82′ 277 *t F P T* 141 *t* | 468·1 \| 65·3 \| 34·3<br>490·5 (O.L.)<br>P 111′ B 39′ F 61′ FK<br>*A P T* 115 *t* | | Wilmgton (Del.)<br>Utd. States<br>14 *B H* | Oil Engines 2S.C.SA<br>4Cy.31″–86″ 1197 NHP<br>3 DB (WT) 227 *lb*<br>Sun SB & DD. Co. Chester Pa | 34 ″ 3 | |
| 74445<br>3450 | —<br>*Oil Eng.*<br>D.F. E.S.D. 2 *Dks*<br>*Cruiser Stern* | | 6150<br>3450 | | | | | 1939 | Bremer Vulkan Vegesack | Hamburg-Süd-Amerik. Dampf-schifffahrts Ges. | 454·8 \| 59·3 \| 23·5<br>P 38′ B 34′<br>*WB* | | | Bremen<br>German | Oil Engines 2S.C.SA<br>8Cy.26¾″–47¼″ 985 NHP<br>Bremer Vulkan, Vegesack | | G |
| 74446 | —<br>(*ex* Gibel Zerjon–39, *ex* Batavier VI)<br>2 *Dks* & *Awng dk* | | *1435*<br>*961*<br>*882* | | | | | 1903 | Mackie & Thomson Glasgow | Cia. Diana de Vapores Soc. Anon. | 240·0 \| 35·5 \| 15·5<br>P 54′ B & F 162′<br>*WB* | | | Panama<br>Pnamanian | T.3Cy.20″,32″&53″–36″<br>169 NHP<br>Hutson & Sons, Ld. Gls. | | V |
| 74447<br>230773<br>KGWR | — Ⓟ Twin Sc<br>*Fitted for oil fuel*<br>D.F. 6 *Dks* | | 4945<br>—<br>2689 | | | | | 1931 | Nwprt Nws S.B. & D.D. Co Newprt News | Peninsular & Occidental S.S. Co. | 365·0 \| 56·5 \| 28·5<br>*WB* | | | New Haven<br>Utd. States | 2 Steam Turbines SR geared<br>to 2 Sc. Shafts<br>Newport News SB & DD. Co | | R |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné Tirant d'eau maximum à l'équipement. | 7 | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté. R ce n'est dans le L. d. Dnrve, Cert. H. G. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74448 | **Florida II** (*ex* Fortunato Terzo, *ex* Nicolaos *ss* Gen. 2nd No. 3–10, 28 | | 3313 | ✠ ... | Gen | *u* | | 1905 | W. Gray & | A. T. Rosasco | 329·5 | 47·5 | 22·8 | Genoa | T. 3Cy. 24″, 38″ & 64″–42″ | 24 ″ 9 | I |
| 1491 | *ex* Nicolaos *ss* Gen. 2nd No. 3–10, 28 | | 3069 | 9,36 | | | | 10mo | Co. Ld. | | P29′B88′F33′ | | | Italian | NDR 25 283 NHP | | † |
| IBOM | Pateras, *ss* Gen. No. 1–32 | | 2072 | ✠ | | | | | W Hartlepool | | | | FK | | 2SB, *6cf*, GS 109, HS 4304 | | |
| | *ex* Tideway, *ex* Typhoon, *ex* Twilight) D.F. | 1 *Dk*(*Irn*)& *deep framing* | | | | | | | | *Cell D Ba* 108′ | *u E & B* 40′ *f* 140′ 828 *t* | | | | *APT* 39 *t* | Cen. Mar. Eng. Wks. W Hpl. | | |
| 74449 | **Florida Maru** | | 5845 | ✠ 100 A1 | Kob | *z* | CL | 1925 | Kawasaki | Kawasaki Kisen K.K. | 405·0 | 53·0 | 34·0 | Kobe | Oil Engines 2S.C.SA | 34 ″ 0 | |
| 30522 | *Oil Eng.* | | 5333 | 5,40 ~~11,38~~ | | | ~~11,38~~ | 3mo | Dkyd. Co. Ld. | | | | | Japanese | 6Cy. 22″–66″ 902 NHP | s 7 ″ 4½ | |
| JAIB | *ss* Kob. No. 3–11, 38 | | 3651 | ✠ LMC CS 8,36 | | | 4,40 | | Kobe | | P28′B116′F31′ | | FK | 6 *BH* | DR *120 lb* | 26 ″ 11 | |
| | 2 *Dks*(*Stl*) | | | DBS ~~11,39~~ 5,40 ~~1,38~~ 5,40 | | | | *Lloyd's* | *sA&CP* | *Cell DB* | 338′ 1452 *t* | *FPT* 104 *t* | | *APT* 55 *t* | J. Brown & Co Ld Clydebank | | |
| 74450 | **Floridian** (*ex* Stuart Dollar–36, | | 6998 | | | | | 1920 | Kiangnan | American-Hawaiian S.S. Co. | 429·0 | 52·2 | 26·6 | New York | T. 3Cy. 27⅝″, 44″ & 74½″–48″ | | R |
| 221227 | *ex* Mandarin) | *Fitted for oil fuel* | | — | | | | | Dk & Eng Wks | | | | | Utd. States | 384 NHP | | |
| KDXD | D.F. | 3 *Dks* & *Shelter dk* | 4319 | | | | | | Shanghai | | | | *WB* | | Kiangnan Dock & Eng. Wks | | |
| 74451 | **Floristan** | | 5478 | ✠ 100 A1 | Sou | *z* | CL | 1928 | J Readhead | Strick Line (1923) | 415·3 | 54·2 | 27·6 | London | T. 3Cy. 28″, 46″ & 77″–48″ (*r*) | 30 ″ 1 | |
| 160549 | *ss* Mdb. No. 2–36 | | 5065 | 8,40 ~~8,40~~ | | | ~~7,97~~ 7,40 | 8mo | & Sons, Ld. | Ld. (F.C. Strick & | | | | British | 200 lb 630 NHP | s 6 ″ 0½ | |
| GSPW | D.F. | 2 *Dks*(*Stl*) | 3483 | 8,40 ✠ LMC | | | | | South Shields | Co. Ld. *Mgrs.*) | P31′B126′F52′ | | FK | 7 *BHpt Cem* | 3SB, *12cf*, GS 191, HS 9411 FD | 24 ″ 3 | |
| | | | | MS ~~7,37~~ BS ~~3,46~~ 5,41 | | | | *Lloyd's* | *sA&CP* | | | | | | J. Readhead & Sons, Ld. S Shl | | |
| | | | | *Fitted for oil fuel* 8, 28 | | | *F.P. a* | *bove* 1 | 50° F. | *Cell DB* | 365′ 1192 *t* | *DTa* 37′ 9 | | 62 *t* | *FPT* 110 *t* | *APT* 24 *t* | | |
| 74452 | **Florya** (*ex* Resit–40, *ex* Adalet–38, | | 1334 | ✠ | Ply | *o* | | 1893 | Ramage & | Zonguldak Vapurculuk ve | 236·3 | 31·2 | 14·2 | Istanbul | T. 3Cy. 22″, 37″ & 62″–39″ | 23 ″ 3 | |
| | *ex* Riad, *ex* San Remo, *ss* Lth. No. 3–2, 01 | | | — 7,20 | | | | 2mo | Ferguson, Ld. | Kömürcülük | | | 22·2 | Turkish | 217 NHP | | |
| TCAH | *ex* Coronel, *ex* Tarapaca, *ss* Ply. No. 1–05 | | 762 | ✠ NB 2,01 ✠ | | | | | Leith | Limitet Sirketi | *Cell DB u E* 36′ 40 *f* 86′ | | BK 8″ | 6 *BHCem* | 1SB, *3cf*, GS 75, HS 2560 | | |
| | *ex* Inca, *ex* Monte Blanco, *ex* Rimac, *ex* Norse, *ex* Norseman) | 1 *Dk* & *Spar dk* *Web frames* *Fitted for oil fuel* | | | | | | | | | 62 *t* | *FPT* 110 *t* | | 62 *t* | *APT* 21 *t* | Ramage & Fergusn, Ld. Lth. | | |
| 74453 | **Flottbek** | | 1930 | ✠ | Ham | *r* | | 1926 | F. Schichau | Knöhr & Burchard, Nfl. | 279·7 | 40·2 | 19·1 | Hamburg | T. 3Cy. 19½″, 32⅜″ & 53½″– | 21 ″ 4 | |
| | *ss* Ham. No. 3–6, 38 | | 1728 | 7,39 | | | | 2mo | Danzig | | 293·2 (O.L.) | | | German | 37.⅞″ 223 NHP | | |
| DHHZ | D.F. | 1 *Dk*(*Stl*) | 1128 | ✠ | | | | | | | P27′B74′F32′ | | FK | 4 *BHCem* | 2SB(Spt), *4cf*, GS 78, HS 3014 | | |
| | | | | | | | | | | *Cell D B* | 240′ 541 *t* | *FPT* 38 *t* | | *APT* 78 *t* | | | |
| | | | | | | | | | | | | | | | F. Schichau, Elbing | | |
| 74454 | **Flowergate** (*ex* Schildturm) | | 5156 | ✠ 100 A1 | ~~Off~~ | *z* | CL | 1911 | J.C. Teck- | C. Strubin & Co. Ld. | 400·8 | 53·6 | 28·5 | London | T. 3Cy. 26¾″, 45¼″ & 74″–53½″ | 31 ″ 0 | |
| 143815 | *ss* Nwc. 2nd No. 3–8, 35 | | 4837 | ~~Examined~~ 8,40 Lou | | | ~~8,39~~ 8,40 | 6mo | lenborg A.G. | | | | | British | 192 lb *121 lb* (*r*) 474 NHP | s 5 ″ 10½ | |
| GBRW | 2 *Dks*(*Stl*–*Uteaks*) | | 3226 | BS ~~3,40~~ 3,41 ✠ LMC 8,35 | | | | | Weser- münde-G. | ~~Co. *Mgrs.*~~ *Cell DB* 1 | | | | 6 *BHCem* | 3SB (Spt), *9cf*, GS 129, HS 6120 | 25 ″ 4½ | |
| | | | | | | | | *Lloyd's* | *sA&CP* | *'Tween dk tanks* | 33′ *u E* 22′ *f* 172′ 1029 *t* | *a* 46′ *f* 42′ 903 *t* | *FPT* 75 *t* | 7 *t* | *APT* 53 *t* | J.C. Tecklenborg A.G. Ws | | |
| 74455 | **Fluor** | | 914 | ✠ 100 A1 | Gls | *l* | CL | 1925 | Ailsa S.B. | Wm. Robertson | 199·0 | 32·6 | 13·2 | Glasgow | T. 3Cy. 16″, 26″ & 42″ 33″ (*s*) | 15 ″ 0 | |
| 148864 | *ss* Trn. No. 3–11, 37 | | 638 | ~~1,40~~ ~~2,30~~ 5,41 | Irv | | ~~11,37~~ | 6mo | Co. Ld. | | 207·0 (O.L.) | | | British | 180 lb 90 RHP | s 4 ″ 7½ | |
| MNGW | *Mchy. Aft* | 1 *Dk*(*Stl*) | 453 | BS ~~3,39~~ ✠ LMC 11,37 | | | 10,40 | | Troon | | Q117′B9′F32′ | | FK | 3 *BHCem* | 2SB, *4cf*, GS 74, HS 2400 | 14 ″ 6¼ | |
| | | *Cargo battens not fitted* | | 10,40 | | | | *Lloyd's* | *sA&CP* | *Cell DB f* | 122′ 190 *t* | *FPT* | | 61 *t* | *APT* 35 *t* | Ailsa S.B. Co. Ld. Troon | | |
| 74456 | **Fluor Spar** | | 5055 | ✠ ... | | | | 1919 | American | ~~South Atlantic S.S.~~ | 390·0 | 54·2 | 27·6 | Savannh, G | DR Geared Steam Turbine | 32 ″ 0 | R |
| 218596 | | *Fitted for oil fuel* | 4740 | 6,20 | | | | 7mo | International | ~~Co. of Delaware~~ | P39′B122′F43′ | | | Utd. States | 600 NHP | | † |
| KIQX | Sub. Sig. | 2 *Dks* & *Web frames* | 3095 | ✠ | | | | | S.B. Corp. | South Atlantic | | | FK | *WB* | General Electric Co. | | |
| | | | | | | | | | Hog Island Pa | Steamship Line | | | | | Schenectady, N.Y. | | |
| 74457 | **Fluvior** | Twin Sc | 389 | ✠ 100 A1 | Pal | *f* | CL | 1930 | Cant. Fedl. | "La Columbia" | 157·5 | 25·6 | 9·7 | Genoa | Oil Engines 2S.C.SA | 10 ″ 3 | |
| 1627 | | *Oil Eng.* | 281 | 10,39 | | | N 10,39 | 2mo | per Costru- | Soc. Marit. per | 148·6 | | | Italian | 8Cy. 10¾″–17½″ 146 NHP | s 1 ″ 1½ | |
| INFA | *Mchy. Aft* | *ss* Tri. No. 2–38 | 191 | ✠ LMC CS 3,38 | | | | | zioni Navali | Trasporto di Petro- | | | | 9 *BHpt Cem* | | 9 ″ 2½ | |
| | | 1 *Dk*(*Stl*) & *Web frames* | | 4,37 | | | | | Pietra Ligure | lio e Derivati | P44′F24′ | | FK | *pt Asp* | Soc. Anon. Fiat, Turin | | |
| | | | | *Carrying Petr* | *oleum in* | | *bulk* | *Lloyd's* | *sA&CP* | | | | *APT* 22 *t* | | | | |
| 74458 | **Flying Cloud** | | 6085 | | | | | 1939 | Federal | ~~United States~~ | 439·0 | 63·2 | 27·5 | New York | 2 steam turbines D R geared | | R |
| Now "Santa Catalina" | | *see No. 9000A in Supplement* | 5355 | | | | | | S.B. & D.D. Co | ~~Maritime~~ | P38′B75′F47′ | | | Utd. States | to 1 screw shaft 1000 NHP | | |
| WDJB | D.F. E.S.D. | *Fitted for oil fuel* | 3597 | | | | | | Kearny, N.J. | ~~Commission~~ | | | | *WB* | General Electric Co. | | |
| | GyC. *Ref. Mchy.* | 3 *Dks* | | | | | | | | Grace Line, Inc. | | | | | Lynn, Mass. | | |
| | *pt Longitudinal framing* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 74459 | **Flying Fish** | | 7194 | | | | | 1939 | Federal | United States | 439·0 | 63·2 | 27·5 | New York | 2 steam turbines D R geared | | |
| Now "Mariposa" | *see No. 9000A in Supplement* | | | | | | | | S.B. & D.D. Co | Maritime | P38′B75′F47′ | | | Utd. States | to 1 screw shaft 1000 NHP | | |
| WDJB | D.F. E.S.D. | *Fitted for oil fuel* | 4344 | | | | | | Kearny, N.J. | Commission | | | | *WB* | General Electric Co. | | |
| | GyC. | 3 *Dks* | | | | | | | | | 280·1 | 40·0 | | | Lynn, Mass | | |
| | *Ref. Mchy.* | *pt Longitudinal framing* | | | | | | | | | | | | | | | |
| 74460 | **Flynderborg** | | 2022 | ✠ 100 A1 | Els | *r* | OG | 1930 | W. Gray & | Ministry of Ship- | ~~280·0~~ 280·1 | ~~40·1~~ 40·0 | 19·2 | Newcastle | T. 3Cy. 20″, 31½″ & 53″–36″ (*s*) | 21 ″ 4 | |
| 165793 | | *ss* Els. No. 2–38 | 1774 | ~~8,40~~ ~~9,39~~ 11,40 | Shl | | 9,39 | 5mo | Co. Ld. | ping (Hall Bros., | 289·6 (O.L.) | | | British | 180 lb 194 NHP | s 2 ″ 8½ | |
| ~~OYGB~~ | D.F. | 1 *Dk*(*Stl*) | 1203 | BS ~~7,39~~ ✠ LMC 7,38 | | | | | W Hartlepool | *Mgrs.*) | P22′B85′F27′ | FK | | 4 *BHCem* | 2SB (Spt), *4cf*, GS 79, HS 3134 | 18 ″ 9½ | |
| GMWM | | | | 8,40 | | | | *Lloyd's* | *sA&CP* | *Cell DB* | 240′ 515 *t* | *APT* 75 *t* | | 60 *t* | *APT* 75 *t* | Cen. Mar. E. Wrks Ld. W Hpl | | |
| 74461 | **Foam Queen** (*ex* River Exe) | | 811 | ✠ 100 A1 | Bly | *k* | CL | 1922 | London & | British Channel | 189·2 | 30·3 | 12·5 | London | T. 3Cy. 14½″, 24″ & 40″–27″ (*s*) | 14 ″ 7 | |
| 145716 | | *ss* Goo. No. 3–4, 35 | 577 | ~~4,40~~ ~~2,39~~ ~~6,40~~ | Lon | | ~~10,39~~ | 10mo | Montrose S.B. | Islands Shipping | | | | British | 180 lb ~~160 lb~~ 79 RHP | s 4 ″ 2½ | |
| MLDX | *Mchy. Aft* | *ss* Lon. No. 1–40 1 *Dk*(*Stl*) | 404 | 10,40 ✠ LMC 4,40 | | | 10,40 | | & R. Co. Ld. | Co. Ld. | Q109′B11′F24′ | | FK | 3 *BHCem* | 1SB, *3cf*, GS 59, HS 2102 | 14 ″ 2½ | |
| | *Well deck* | *Cargo battens not fitted* | | ~~MS 4,38~~ ~~BS 11,39~~ | | | | | Montrose | | *Cell DB f* | 119′ 171 *t* | *FPT* | 60 *t* | *APT* 75 *t* | W. Beardmore & Co. Ld. | | |
| | | | | BS 3,41 | | | | *Lloyd's* | *sA&CP* | | | | | | Coatbridge | | |
| 74462 | **Foamville** (*ex* Polly Bridge) | | 403 | ✠ 100 A1 | Liv | *f* | CL | 1916 | J.P. Ren- | John S. Monks, Ld. | 143·1 | 24·4 | 10·4 | Liverpool | C. 2Cy. 17″ & 36″–24″ (*s*) | 11 ″ 9 | |
| 139289 | | *ss* Lan. No. 3–7, 29 | 291 | ~~2,40~~ ~~10,39~~ 4,41 | | | ~~1,39~~ | 5mo | noldson & Sns. | | 147·7 (O.L.) | | | British | 130 lb 75 RHP | s ″10½ | |
| MGCD | *Mchy. Aft* | *ss* Apl. No. 2–37 | 163 | ✠ LMC | | | 3,41 | | Ld. S. Shields | | Q47′B9′F19′ | | FK | 4 *BHCem* | 1SB, *3pf*, GS 47, HS 1400 | 11 ″ 0 | |
| | *Well deck* | 1 *Dk*(*Stl*) | | MS 8,37 BS ~~3,39~~ | | | | *Lloyd's* | *sA&CP* | | | *FPT* 34 *t* | | *APT* 16 *t* | J P Rennoldsn & Sns Ld S Shl | | |
| | | *Cargo battens not fitted* | | 9,40 | | | | | | | | | | | | | |
| 74463 | **Foch** (*ex* Ha-ven–38, *ex* Maréchal | | 2894 | ✠ | Fiu | *t* | | 1905 | Napier & | Wallem & Co. | 314·1 | 41·9 | 13·3 | Panama | T. 3Cy. 20½″, 35″ & 59½″–42″ | 23 ″ 9 | C |
| | Foch–36, *ex* Buda II) | *ss* Fiu. No. 2–14 | — | 9,16 | | | | 3mo | Miller Ld. | | P40′B104′F34′ | 21·3 | | Pnamanian | 257 NHP | | † |
| HPIQ | | 1 *Dk*(*Stl*) & *Spar dk*(*Irn*) & *deep framing* | 1791 | ✠ | | | | | Glasgow | | | | FK | 6 *BHCem* | 2SB, *6rf*, GS 116, HS 3898 | | |
| | | | | | | | | | | *Cell D Ba* 108′ | *u E & B* 34′ | *f* 134′ 633 *t* | *FPT* 17 *t* | *APT* 21 *t* | D. Rowan & Co. Glasgow | | |
| 74464 | **Foch Rose** | | 1135 | ✠ 100 A1 | Bly | *n* | CL | 1922 | J Fullerton | Richard Hughes & | 220·2 | 34·2 | 13·2 | Liverpool | T. 3Cy. 16″, 26″ & 44″–33″ (*s*) | 15 ″ 6 | |
| 145960 | | *ss* Goo. No. 3–3, 35 | 801 | 5,40 ~~1,39~~ | Npt | | ~~1,39~~ | 7mo | & Co. | Co. (Liverpool) Ld. | 226·4 (O.L.) | | | British | 180 lb 96 RHP | s 1 ″ 1 | |
| MLBT | | *ss* Bly. No. 1–39 | 616 | ✠ LMC | | | 5,40 | | Paisley | | Q108′B15′F28′ | | FK | 3 *BHCem* | 2SB, *4cf*, GS 79, HS 2806 | 14 ″ 7½ | |
| | *Well deck* | 1 *Dk*(*Stl*) | | MS 1,39 BS ~~5,39~~ | | | | *Lloyd's* | *sA&CP* | *Cell DB f* | 136′ 215 *t* | *FPT* | | 80 *t* | *APT* 34 *t* | Ross & Duncan, Glasgow | | |
| | *Mchy. Aft* | | | 5,40 | | | | | | | | | | | | | |
| 74465 | **Fokion** Ⓟ (*ex* Lussino, *ex* Sarajevo) | | 1158 | ✠ ... | | | | 1910 | Cant. Nav. | Epirotiki Steam- | 224·3 | 33·2 | 15·1 | Piræus | T. 3Cy. 21″, 35″ & 56″–36″ | 16 ″ 5 | |
| 695 | | *ss* Tri. No. 3–2, 18 | 794 | 11,23 | | | | 2mo | Triestino | ship Nav. Co. | | | | Greek | 247 NHP | | |
| SZNA | Wireless | *ss* Tri. No. 1–22 | 527 | ✠ | | | | | Monfalcone | "George Potamianos" | | | FK | | Barclay, Curle & Co. Ld. Gls. | | |
| | | 1 *Dk* & *Shade dk* | | | | | | | | | | | | | | | |
| 74466 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Transfer to Port |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74467<br>145981<br>MLFR | **Folda** (*ex* Aintree, *ex* Atlas)<br>Wireless **D.F.** *ss* Lth. No. 3–11, 34<br>*Well deck* *ss* Gmh. No. 1–39<br>*Cargo battens not fitted* 1 *Dk* (*Stl*) | 1165<br>872<br>594 | **100A1**<br>10,40 ~~4,39~~<br>MS1,39 | Gmh<br>LMC<br>BS2,40 1,41 | *n* | CL<br>4,39 | 1920<br>*Lloyd's* | J.S. White & Co. Cowes | South Georgia Co. Ld. (Chr. Salvesen & Co. *Mgrs.*)<br>*Cell DB* 165′291 | 221·0 \| 34·2 \| 14·6<br>230·5 (O.L.)<br>Q119′B13′F21′ FK<br>*t FPT* 22 *t APT* 15 *t* | Leith<br>British<br>4 *BH*<br>*pt Cem* | T.3Cy. 15½″, 29″ & 49″–33″ (*s*)<br>180 lb 157 NHP<br>2SB, *4cf*, GS 72, HS 2530<br>J.S. White & Co. Ld. Cowes | 16 ″ 6<br>*s* 4 ″ 10<br>15 ″ 7½ | |
| 74468<br>200948<br>KFTW | **Fontana** (*ex* Frank Seither, *ex* R.W. England) (*Self-Unloader*)<br>*Mchy. Aft* **D.F.** 1 *Dk* 2 *tr B* | 3887<br>3680<br>2935 | | | | | 1904 | Gt. Lakes Eng. Works Ecorse, Mich. | American S.S. Co. (Boland & Cornelius, *Mgrs.*) | 362·8 \| 50·2 \| 29·0<br>F46′ | Buffalo, N.Y., Utd. States<br>*WB* | T.3Cy. 18⅛″, 32½″ & 54½″–42″<br>NB 18 *refitted* 35 189 NHP<br>*E made* 74 *Tpd* 89 *fitted* 04<br>S.F. Hodge & Co. Detroit | | R |
| 74469<br>XNCS | **Foo Lee** (*ex* Fri)<br>Wireless 1 *Dk & Spar dk* | 1398<br>1302<br>857 | | | | | 1900 | Nylands Værkstad Oslo | Ching Kee S.N. Co. Ld. | 231·5 \| 35·0 \| 20·4<br>H74 *t* | Chefoo<br>Chinese<br>*WB* | T.3Cy. 16½″, 27″ & 44″–32″<br>NB 29 109 NHP<br>Nylands Verks. Oslo | | C |
| 74470<br>118365<br>VPBY | **Foo Shing**<br>1 *Dk* (*Stl*) & *Spar dk* (*Stl*–teaks) *& deep framing* | 2284<br>2126<br>1423 | ✠<br>12,03 ✠ | Nwc | *t* | | 1903<br>12 mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Indo-China Steam Nav. Co. Ld.<br>*Cell DB* a 399 *t D T f* 18′ 256 *t* | 290·8 \| 42·1 \| 15·5<br>300·0 (O.L.)<br>B67′F38′ 22·7 FK<br>84′ *u* E22′ *f* 108′<br>*D T a* 24′ 374 *t FPT* 56 *t APT* 25 *t* | Hong Kong<br>British<br>5 *BH Cem* | T.3Cy. 21″, 34″ & 56″–42″<br>226 NHP<br>1SB, *4rf*, GS 76, HS 2913<br>Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 25 ″ 0<br>*s* 4 ″ 4½<br>20 ″ 10 | |
| 74471<br>153566 | **Fook On**<br>*Oil Eng.*<br>2 *Dks* | 738<br>533<br>560 | | | | | 1924 | Quan Lee Hong Kong | Lau Wa Ping | 160·6 \| 27·1 \| 8·4 | Hong Kong<br>British | Oil Engines 2S.C.SA<br>8Cy. 14½″–15″ 297 NHP<br>Vickers Petters, London | | |
| 74472<br>~~171177~~ | **Fook Sing** (P) **Wood**<br>2 *Dks* | 332<br>153<br>222 | | | | | 1909 | .....<br>Canton | ~~G.G. Skerrett-Rogers~~ | 114·8 \| 20·8 \| 6·7 | ~~Shanghai~~<br>British<br>Chinese | C.2Cy. 12″ & 24″–16″<br>19 NHP<br>Kwang Sing, Hong Kong | | |
| 74473<br>148929<br>VPJC | **Forafric** (*ex* Landvard, *ex* Songvaar, *ex* Landvard, *ex* Chumpon)<br>*Oil Eng.* ~~*ss* Shl. No. 3–6, 27~~ ~~*ss* HKg. No. 2–35~~<br>1 *Dk* (*Stl*) & *deep framing* & *ss* H.Kg. No. 3–8, 40 *Awng dk* (*Stl*–teaks) | 3475<br>3170<br>2187 | ✠ **100A1**<br>*Awng dk*<br>*with freeboard*<br>8,40 ✠ LMC CS 8,40<br>DBS 7,40 | HKg | *v* | CL<br>~~2,38~~<br>7,40<br>✠ NE 1,15<br>4,39 | 1909<br>2 mo<br>*Lloyd's* | Barclay, Curle & Co. Ld. Glasgow | Wing Ning S.S. Co. Ld. (Williamson & Co. *Mgrs.*)<br>*Cell DB a* 106′ *u E* | 330·1 \| 47·3 \| 25·7<br>P31′B65′F37′<br>alt. 15 FK<br>16′ *f* 146′ 702 *t FPT* | Hong Kong<br>British<br>5 *BH Cem*<br>20 *t APT* 12 *t* | Oil Engines 4S.C.SA<br>6Cy. 26¾″–39⅜″ 405 NHP<br>NDB 31 *120 lb*<br>Burmeister & Wain Oil Eng. Co. Gls. | 28 ″ 0<br>*s* 7 ″ 1⅜<br>21 ″ 1 | |
| 74474 | **Forbes Hauptman** (*ex* Western Ally) Sub. Sig.<br>D.F. 2 *Dks* | 5674<br>—<br>3545 | ✠ ...<br>9,20 ✠ | | | | 1919<br>1 mo | Ames S.B. & D.D. Co. Seattle, Wash | Ministry of Shipping (Sir R. Ropner & Co. Ld. *Mgrs.*) | 409·8 \| 54·2 \| 29·2<br>P44′B120′F47′ FK | British<br>*WB* | T.3Cy. 28½″, 46″ & 80½″–48″<br>449 NHP<br>Ames S.B. & D.D. Co. Seattle | 32 ″ 0 | R<br>† |
| *Now "Empire Kittiwake," see No. 87353 in Supplement* | | | | | | | | | | | | | | | | |
| 74475<br>166300<br>GMJP | **Forbin** (P)<br>*Ref. Mchy.*<br>D.F. 3 *Dks* | 7291<br>~~6743~~<br>4501 | | | | | 1922 | Forg. & Ch. de la Médit. Havre | ~~Chargeurs Réunis~~<br>Ministry of Shipping (J. Chambers & Co. *Mgrs.*) | ~~417·8~~ \| 55·2 \| ~~34·5~~<br>B45′ 34·6<br>417·7 FK | Liverpool<br>British<br>*WB* | T.3Cy. ~~27½″, 42½″~~ 28″, 46″ & 76″–52″<br>417 NHP<br>Forg. & Ch. de la Médit. Hav. | | V |
| 74476<br>LDWJ | **Force** (*ex* Mallin–32, *ex* Nicolas)<br>*ss* Bkn. No. 3–7, 19<br>*ss* Bkn. No. 1–24<br>*Well deck* 1 *Dk* | 499<br>375<br>248 | ✠ ...<br>6,27 ✠ | | | | 1906<br>9 mo | Van Vliet & Co. Hardinxveld | D/S A/S Force (M. Clausen) | 159·2 \| 26·2 \| 11·3<br>Q82′B14′F18′ FK | Haugesnd<br>Norwegian<br>*WB* | T.3Cy. 13″, 21″ & 34″–24″<br>75 NHP<br>G.T. Grey, South Shields | 12 ″ 0 | N<br>† |
| 74477<br>139633<br>MJDS | **Ford Fisher** (*ex* Jolly Diana, *ex* Hanil IV, *ex* B.A.H.W. No. 15)<br>*Mchy. Aft* 1 *Dk* (*Stl*)<br>*ss* Flt. 2nd No. 3–2, 41 | 449<br>342<br>222 | ✠ **100A1**<br>2,41 ~~2,13~~<br>✠ LMC 2,41<br>*For Coasting service Gt. Britain & Ireland & North European Ports* | Npt | Flt 1½ | CL<br>11,40 | 1913<br>2 mo | C.H. Walker & Co. Ld. Sudbrook | British Iron & Steel Corporation (Salvage) Ld. (A.H. Turner, *Mgr.*) | 158·0 \| 29·7 \| 8·3<br>*30·8*<br>164·3 (O.L.)<br>Q56′B *on Q dk* 13′ F20′ FK<br>*t FPT* 38 *t PT* 8 *t* | Barrow<br>British<br>3 *BH Cem*<br>~~*t PT* 8 *t*~~ | C.2Cy. 15″ & 30″–20″<br>125 lb (*s*) 52 RHP<br>1SB, *2pf*, GS 36, HS 1054<br>Plenty & Son, Ld. Newbury | 9 ″ 4<br>*s* ~~11½~~<br>8 ″ 6 | ~~V~~<br>~~‡~~ |
| 74478<br>160891<br>GCSY | **Forde** (P) (*ex* Ford) **Twin Sc**<br>*Cruiser Stern*<br>Wireless 2 *Dks* | 829<br>689<br>303 | | | | | 1919 | Dunlop, Bremner & Co. Ld. Port Glas. | Townsend Bros. (Ferries), Ld. | 219·7 \| 28·6 \| 15·5<br>B&F165′ | Hull<br>British<br>*WB* | T.6Cy. 13¾″, 21¼″ & 34″–21″<br>106 NHP<br>Ailsa S.B. Co. Ld. Troon | | C |
| 74479<br>151988<br>GSMW | **Fordsdale** **Twin Sc**<br>*ss* Lon. No. 3–6, 36<br>*Ref. Mchy.* 3 *Dks*, 4 *th dk in No. 1 hold*<br>E.S.D. *Tonnage opening closed '39*<br>*Cruiser Stern* | 11023<br>9198<br>6741 | ✠ **100A1**<br>*Shelter dk*<br>*with freeboard*<br>~~Lon Gls~~<br>**Examined 6,41**<br>BS 3,41 ✠ LMC 12,35<br>✠ Lloyd's R.MC 2,41<br>*Fitted for oil fuel* 3,24 *F.P. above* 150° F. | | *f*† | CL<br>8,38 | 1924<br>3 mo<br>*Lloyd's* | Common-wealth Dkyd Sydney NSW | Shaw, Savill & Albion Co. Ld.<br>*Cell DB* | 500·0 \| 63·2 \| 37·4<br>520·0 (O.L.) 41·2<br>F83′ FK<br>4 'tween dk *B Hs dispensed with* 4 *BH* (*including Coll BH*) *to Wdk*<br>409′ 1734 *t FPT* 199 *t* | London<br>British<br>*Cem*<br>5 *BH to 2nd dk*<br>*APT* 178 *t* | Q 8Cy 24½″, 34″, 48½″ & 70″–54″<br>220 lb (*s*) FD 1205 NHP<br>6SB, *24cf*, GS 437, HS 18150<br>Commonwealth Dkyd, Syd | 44 ″ 0<br>*s* 13 ″ 5½<br>30 ″ 9¾ | |
| 74480<br>167324<br>GSZF | **Foreland**<br>D.F.<br>*Mchy. Aft* 1 *Dk*<br>*Cargo battens not fitted* *Cruiser Stern* | 1870<br>1365<br>1023 | ✠ **100A1**<br>~~4,10~~ 12,10 Nwc<br>✠ LMC 9,39 | Shl | *g* | OG<br>1939<br>9 mo<br>*Lloyd's* | Burntisland S.B. Co. Ld. Burntisland | Shipping & Coal Co. Ld.<br>*Cell D* | 265·0 \| 39·5 \| 16·9<br>276·0 (O.L.)<br>Q155′F26′ FK<br>*B* 221′ 480 *t MT* 9′ 169 *t FPT* 135 *t APT* 20 *t* | London<br>British<br>4 *BH pt Cem*<br>*pt Asp* | T.3Cy. 17½″, 29″ & 48″–33″ (*s*)<br>220 lb 216 NHP<br>2SB, *6cf*, GS 99, HS 3206 FD<br>D. Rowan & Co. Ld. Gls. | 18 ″ 11<br>*s* 6 ″ 0½<br>17 ″ 6½ | |
| 74481<br>143795<br>MJSV | —<br>(*ex* Montazah)<br>Wireless **D.F.** 2 *Dks* | 1331<br>1094<br>524 | | | | | 1919 | Caledon S. B. & E. Co. Ld Dundee | Currie Line, Ld. | 270·6 \| 38·1 \| 16·1 | London<br>British<br>*WB* | T.3Cy. 21″, 34″ & 56″–39″<br>196 NHP<br>Caledon SB. & E. Co. Ld. Dun | | C |
| 74482<br>162124<br>GCGS | **Forest**<br>*Oil Eng.*<br>E.S.D. **D.F.** **Gy.C.** 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 4998<br>4634<br>3027 | ✠ **100A1**<br>*with freeboard*<br>~~2,13~~ ~~2,10~~ 3,41<br>✠ LMC 10,37 | Nwc<br>Bry 2 | *a*† | CL<br>9,40 | 1937<br>10 mo<br>*Lloyd's* | Wm. Doxford & Sons Ld Sunderland | Nolisement S.S. Co. Ld. (Morel, Ld. *Mgrs.*)<br>*Cell DB* 347′ 1174 *t MT* 29′ 1146 *t* | 424·0 \| 54·2 \| 26·1<br>439·2 (O.L.) FK<br>*FPT* 134 *t APT* 177 *t* | Cardiff<br>British<br>7 *BH pt Cem*<br>*Coll to Sh dk* 6 „ 2*nd*„ | Oil Engines 2S.C.SA<br>3Cy. 22 1/16″–85 1/16″ 449 NHP<br>2 *DB 120 lb*<br>Wm. Doxford & Sons, Ld Sld | 28 ″ 8<br>*s* 3 ″ 4<br>25 ″ 6½ | |
| 74483<br>FORB | **Formigny** (*ex* Frida Horn, *ex* Stettin)<br>2 *Dks* | 2166<br>—<br>1305 | | | | | 1915 | Nüscke & Co. A.G. Stettin | Cie. de Transp. Mar. & Fluviaux (Heuzey & Chastellain, *Mgrs.*) | 310·8 \| 42·5 \| 26·1<br>P35′B44′F35′ | Rouen<br>French | T.3Cy. 22¾″, 37″ & 57 7/16″–35⅜<br>Christiansen & Meyer, Harburg 194 NHP | | V |
| 74484<br>6722<br>SDMN | **Formosa** **Twin Sc**<br>*ss* Got. No. 3–5, 33<br>*ss* Mmo. No. 1–38<br>*Oil Eng.*<br>**D.F.** 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–ws) | *5656*<br>*5104*<br>*3430* | ✠ **100A1**<br>*Shelter dk*<br>*with freeboard*<br>~~8,10~~ ~~2,10~~ 2,11<br>✠ NE 12,38 ✠ LMC 12,38<br>*Carrying vegetable oil in deep tank* | Got<br>NYk | *a*† | OG<br>~~2,40~~<br>~~S3,40~~<br>S8,40<br>P2,41 | 1921<br>2 mo<br>*Lloyd's* | Akt. Burmeist & Wain Copenhagen | Aktieb. Svenska Ostasiatiska Komp (G. Borin, *Mgr.*)<br>*Cell DB* 370′ 1250 *t F* | 425·4 \| 55·1 \| 27·4<br>442·5 (O.L.) 35·4<br>F35 FK<br>*Collision*<br>*PT* 84 *t APT* 80 *t*<br>*DT* 35′ 1026 *t* | Gothenbrg<br>Swedish<br>*pt Cem*<br>*BH to Sh dk* 6 „ „ *U* „ | 4Oil Engines 2S.C.SA<br>28Cy. 13⅜″–22 7/16″ with electro-magnetic slip couplings and S.R. gearing<br>NDB 38–*100 lb* 876 NHP<br>Atlas Diesel A\|B. Skm. | 30 ″ 6<br>*s* 3 ″ 11⅜<br>26 ″ 9½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 Port de Visite. Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Navires qui ne se sont pas classés dans le Lt. Hse. Durée Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74485 | **Formosa** Ⓟ | Pad | 739 | ✠ | Dun | | | 1911 | Dundee | Cia. Argentina de | 215·0 | 32·1 | 8·6 | Bns. Aires | T.3Cy.18½″,30″&50″–60″ | 9 ″ 0 | |
| | (*ex* Porvenir) | | — | 12,11 | | | | 12mo | S.B.Co.Ld. | Nav. Mihanovich, | P58′F48′ | | FK | Argentine | 232NHP | | |
| LOHM | Wireless | 1 *Dk & Promenade dk* | 280 | ✠ | | | | | Dundee | Ltda. | | | | 5 *BH Asp* | 2SB, *4cf*, GS79, HS3087 | | |
| | | | | | | | | | | | | | | | Bow, McLachln & Co Ld Pay | | |
| 74486 | **Formose** Ⓟ | TwinSc | 9975 | | | | | 1921 | Forg. & Ch. de la Médit | ChargeursRéunis | 483·4 | 58·9 | 34·5 | Havre | T.6Cy.26″,42½″&70″–48″ | | V |
| | | | — | Lloyd's RMC~~9,40~~ | | | | | La Seyne | | B266′F56′ | | | French | 676NHP | | |
| FNMK | D.F. *Ref. Mchy.* | 3 *Dks* | 6136 | 5,40 | | | | | | | | | *WB* | | Forg. & Ch. de la Médit. | | |
| | | | | ~~Not to hold oil between dbs. for temp. 33° F.~~ | | | | | | | | | | | | | |
| 74487 | **Forresbank** | TwinSc | 5155 | ✠100A1 | Gal | *at* | CL | 1925 | Harland & | BankLineLd. (A. | 420·1 | 53·9 | 26·5 | Glasgow | Oil Engines 4S.C.SA | 29 ″ 2 | |
| 148857 | | *ss* Shl. No 3–3,37 | 4768 | *with freeboard* | ~~Hal~~ Lay | | ~~10,3~~ | 6mo | Wolff, Ld. | Weir & Co. *Mgrs.*) | | | FK | British | 12Cy.24½″–37½″ 717NHP | s 3 ″ 7½ | |
| GLMN | | *Oil Eng.* | 3115 | ~~9,30 12,39~~,41 | DB~~58~~,40 | | P10,39 | | Glasgow | | | | *Coll* | | *7 B Hpt Cem* DB *110lb* | 25 ″ 8½ | |
| | | 1 *Dk (Stl) & Shelter dk (Stl–ws)* | | ~~7,34 9,39~~ | ✠LMC3,37 | | S2,41 | | *Lloyd's SA & CP* | | | | | | *BH to Sh dk* | | |
| | | | | | ✠LMC(M)4,39 | | | | | *Cell D B 357½ 112 1t* | | | | | 6 ″ ″ 2nd ″ | | |
| | | | | *Carrying vegetable oil in deep tank* | | | | | *DT f 32′ 1067 tn* | *anks' tween tunnels* | 115′ 25 1*t* | | *FPT* 1066*t* | | *APT* 132*t* | | |
| 74488 | **Forshult** | | 658 | | | | | 1918 | Eksbergs | Uddeholms Aktieb. | 180·6 | 29·0 | 11·6 | Uddeholm | T.3Cy.14$\frac{3}{16}$″,22$\frac{7}{16}$″&36$\frac{3}{4}$″–24″ | | V |
| 6058 | | *Cruiser Stern* | 507 | | | | | | V. Aktieb. | (Fritiof Olsson, | P53′H54*t*F23′ | | | Swedish | 65NHP | | |
| SECU | *Mchy. Aft* | 1 *Dk* | 337 | | | | | | Gothenburg | *Mgr.*) | | | *WB* | | Eriksbergs M V Aktieb. Got | | |
| 74489 | **Forsvik** (*ex* Hildegard) | | *1248* | | | | | 1919 | A/B Ore- | Ångbåts-A/B | 232·0 | 37·2 | 15·0 | Krstnhmn | 2 Steam Turbines DR | | V |
| 6178 | | | *1019* | | | | | | sunds varvet | Ferm (T.E. | P20′B60′F22′ | | | Swedish | geared to 1 Sc. Shaft | | |
| SECW | | 1 *Dk* | *698* | | | | | | Landskrona | J:son Broström, | | | *WB* | | A/B De Lavals Ångturbin, | | |
| | | | | | | | | | | *Mgr.*) | | | | | Stockholm | | |
| Now "Skandia," *see No. 90019 in Supplement* | | | | | | | | | | | | | | | | | |
| 74490 | **Fort Amherst** Ⓟ | | 3489 | ✠100A1 | NYk | *u* | CL | 1936 | Blythsw'd | Furness Withy & | 314·9 | 45·1 | 24·5 | London | T.3Cy.22″,35″&63″–39″ & | 27 ″ 1 | |
| 164573 | | *ss* N.Yk. No.1–10 | 2476 | *with freeboard* | | | 11,38 | 1mo | S.B.Co.Ld. | Co.Ld. | | | | British | exhaust turbine driving | s 8 ″ 6½ | |
| GYPM | | 2 *Dks, 3rd dk in forward holds* | 1946 | 5,41 ~~10,40~~ | | | | | Glasgow | | P&B200′F47′ | | FK | | steam compressor | 18 ″ 8½ | |
| | D.F. E.S.D. GyC. | *Cruiser Stern* | | BS10,40 ✠LMC4,40 | | | | | *Lloyd's SA & CP* | | | | (2 ″ *to 2nd dk*) | | 220lb (*s*) 456NHP | | |
| | *Ref. Mchy.* | | | ✠Lloyd's RMC4,40 | | | | | | *Cell D B 247′ 435t FPT 23t* | | | | | *APT* 64*t* | | |
| | | | | *Fitted for oil fuel* 1,36 | | | *F.P. above* 150° F. | | | | | | | | 2SB, *6cf*, HS6100 FD | | |
| | | | | | | | | | | | | | | | D. Rowan & Co. Ld. Gls. | | |
| 74491 | **Fort Archambault** (*ex* Ariano, | | 5549 | ✠ ... | | | | 1918 | Harland & | ChargeursRéunis | 399·0 | 52·3 | 28·4 | Havre | T.3Cy.27″,44″&73″–48″ | 31 ″ 0 | V |
| | *ex* WarPython) | *ss* Qns. No 2–26 | 4677 | 8,29 | | | | 1mo | Wolff, Ld. | | P49′B113′F40′ | | | French | 518NHP | | † |
| FNMZ | D.F | 2 *Dks* | 3288 | ✠ | | | | | Belfast | | | | FK | | *WB* Harland & Wolff, Ld. Bel. | | |
| 74492 | **Fort Binger** (*ex* CornishCity) | | 5250 | ✠ ... | | | | 1919 | Craig, Tay- | ChargeursRéunis | 402·2 | 52·3 | 28·3 | Havre | T.3Cy.27″,44″&73″–48″ | 31 ″ 0 | V |
| | | | 4744 | 9,20 | | | | 6mo | lor & Co. Ld. | | P49′B113′F40′ | | | French | 517NHP | | † |
| FNLU | D.F. | 2 *Dks* | 3123 | ✠ | | | | | Stockton | | | | FK | | *WB* Blair & Co. Ld. Stockton | | |
| 74493 | **Fort de Douaumont** (*ex* WarDeer) | | 5266 | | | | | 1918 | W. Doxford | ChargeursRéunis | 399·9 | 52·2 | 28·5 | Havre | T.3Cy.27″,44″&73″–48″ | | V |
| | | | — | | | | | | & Sons, Ld. | | P49′B112′F39′ | | | French | 369NHP | | |
| FNML | D.F. | 2 *Dks* | 3142 | | | | | | Sunderland | | | | *WB* | | W. Doxford & Sons, Ld. Sld. | | |
| 74494 | **Fort de France** | TwinSc | 4279 | ✠100A1 | Rou | *w* | CL | 1935 | Odense | Compagnie | 343·5 | 48·6 | 24·5 | Havre | Oil Engines 4S.C.SA | 34 ″ 9 | |
| | | *Oil Eng.* | 3968 | *with freeboard* | | | s1,37 | 11mo | Staalskibsvft | Générale | | | 32·4 | French | 16Cy.21⅝″–39⅜″ 724NHP | s 14 ″ 10½ | |
| FOLJ | D.F. | 3 *Dks* | 2560 | 5,39 | ✠LMC11,35 | | PN7,38 | | ved A P Möller | Transatlantique | | | FK | | *5 BH* | 20 ″ 3 | |
| | *Ref. Mchy.* | *Sparred dk in forward holds* | | ✠Lloyd's RMC~~11,39~~ | | | | | Odense | | | | *Coll* | | *BH to W dk* | | Akt. Burmeistr & Wain, Cpn |
| | | *Cruiser Stern* | | 11,40 | | | | | *Lloyd's SA & CP* | | | | | | | | |
| | | | | for temp. 33° F. | | | | | | *Cell D Bu E & f 163′* | *401t DT sa 669t FPT* | | | | *51t APT 59t* | | |
| 74495 | **Fort de Souville** (*ex* WarFinch) | | 5229 | ✠ ... | | | | 1918 | Craig, Tay- | ChargeursRéunis | 400·0 | 52·2 | 28·5 | Havre | T.3Cy.27″,44″&73″–48″ | 31 ″ 0 | V |
| | | | — | 7,23 | | | | 10mo | lor & Co. Ld. | | P49′B113′F40′ | | | French | 517NHP | | † |
| FNMM | D.F. | 2 *Dks* | 3129 | ✠ | | | | | Stockton | | | | FK | | *WB* Blair & Co. Ld. Stockton | | |
| 74496 | **Fort de Troyon** (*ex* WarRider) | | 5206 | ✠ ... | | | | 1919 | J. Brown & | ChargeursRéunis | 400·0 | 52·2 | 28·5 | Havre | T.3Cy.27″,44″&73″–48″ | 31 ″ 0 | V |
| | | | — | 8,23 | | | | 1mo | Co. Ld. | | P49′B113′F43′ | | | French | 490NHP | | † |
| FNMN | D.F. | 2 *Dks* | 3114 | ✠ | | | | | Clydebank | | | | FK | | *WB* J. Brown & Co. Ld. Clydebnk | | |
| 74497 | **Fort de Vaux** (*ex* WarGnat) | | 5186 | | | | | 1918 | Ropner & | ChargeursRéunis | 400·0 | 52·2 | 28·5 | Havre | T.3Cy.27″,44″&73″–48″ | | V |
| | | | — | | | | | | Sons, Ld. | | P49′B113′F39′ | | | French | 369NHP | | |
| FNMO | D.F. | 2 *Dks* | 3151 | | | | | | Stockton | | | | *WB* | | Blair & Co. Ld. Stockton | | |
| 74498 | **Fort Lamy** (*ex* Portfield) | | 5242 | ✠ ... | | | | 1919 | Craig, Tay- | Ministry of Ship- | ~~400·5~~ | 52·3 | ~~28·3~~ | Newport | T.3Cy.27″,44″&73″–48″ | 31 ″ 0 | V |
| 139637 | | *ss.* Bry. No.2–27 | 4815 | 3,29 | | | | 8mo | lor & Co. Ld | ping (J. Cory & | P49′B113′F40′ | | 28·4 | British | 517NHP | | † |
| GMQD | D.F. | 2 *Dks* | 3219 | ✠ | | | | | Stockton | Sons, Ld. *Mgrs.*) | 400·1 | | FK | | *WB* Blair & Co. Ld. Stockton | | |
| 74499 | **Fort Médine** (*ex* BradfordCity) | | 5261 | ✠ ... | | | | 1919 | Craig, Tay- | ~~ChargeursRéunis~~ | ~~400·0~~ | ~~52·4~~ | 28·4 | Swansea | T.3Cy.27″,44″&73″–48″ | 31 ″ 0 | V |
| 140857 | | *Fitted for oil fuel* | 4817 | 9,20 | | | | 3mo | lor & Co. Ld. | Ministry of Ship- | P49′B113′F40′ | | | British | 517NHP | | † |
| GMRC | D.F. | 2 *Dks* | 3178 | ✠ | | | | | Stockton | ping (Sir W. R. | 400·1 | 52·3 | FK | | *WB* Blair & Co. Ld. Stockton | | |
| 74500 | **Fort Richepanse** | TwinSc | 3485 | ✠100A1 | Hav | *w* | CL | 1936 | Odense | Smith & Sons, Ld. | 343·5 | 48·6 | 24·5 | Belfast | Oil Engines 4S.C.SA | 26 ″ 10 | |
| 174322 | | *Oil Eng.* | 2859 | *with freeboard* | | | s6,38 | 1mo | Staalskibsvft | *Mgrs.*) | | | | British | 16Cy.21⅝″–39⅜″ 724NHP | s 6 ″ 9½ | |
| ~~PGHD~~ | D.F. *Ref. Mchy.* | 2 *Dks & Shelter dk* | 1826 | 1,40 | ✠LMC12,35 | | PN6,38 | | ved A P Möller | Ministry of Ship- | | | FK | | *5 BH* | 20 ″ 3½ | |
| ~~MFVL~~ | | *Sparred dk in forward holds* | | ✠Lloyd's RMC11,39 | | | | | Odense | ping (Canadian | | | *Coll* | | *BH to Sh dk* | | Gotaverken A/B, Got. |
| BFVZ | | *Cruiser Stern* | | | | | | | *Lloyd's SA & CP* | Pacific Steam- | | | | | *FPT* 51*t* | *APT* 59*t* | |
| | | | | for temp. 33° F. | | | | | | ships Ld. *Mgrs.*) | | | | | | | |
| | | | | | | | | | | *Cell D Bu E & f 163′* | *401t DT s a 669t* | | | | | | |
| 74501 | **Fort Royal** | TwinSc | 3485 | ✠100A1 | Rou | *w* | CL | 1935 | Götaver- | Compagnie | 343·5 | 48·6 | 24·5 | Havre | Oil Engines 4S.C.SA | 26 ″ 10 | |
| | | *ss* Msl. No.1–10 | 2859 | *with freeboard* | Msl | | s7,38 | 12mo | ken A/B | Générale | | | | French | 16Cy.21⅝″–39⅜″ 724NHP | s 6 ″ 9½ | |
| FOLQ | D.F. *Ref. Mchy.* | 2 *Dks & Shelter dk* | 1826 | 12,40 ✠LMC ~~CS~~11,40 | | | PN7,38 | | Gothenburg | Transatlantique | | | FK | | *5 BH* | 20 ″ 3½ | |
| | | *Sparred dk in forward holds* | | 1,40 | | | | | *Lloyd's SA & CP* | | | | *Coll* | | *BH to Sh dk* | | Gotaverken A/B, Got. |
| | | *Cruiser Stern* | | ✠Lloyd's RMC11,40 | | | | | | | | | | | | | |
| | | | | for temp. 33° F. | | | | | | *Cell D Bu E f 163′* | *401 t DT s a 687t* | | | | *6t DT s a 687t* | | |
| | | | | | | | | | | | | | | | *FPT* 52*t* | *APT* 59*t* | |
| 74502 | **Fort Townshend** Ⓟ | | 3489 | ✠100A1 | N Yk | *u* | CL | 1936 | Blythsw'd | Furness, Withy | 314·9 | 45·1 | 24·5 | London | T.3Cy.22″,35″&63″–39″ & | 27 ″ 1 | |
| 164593 | | *ss* N.Yk No.1–10 | 2476 | *with freeboard* | | | 12,38 | 4mo | S.B.Co.Ld. | & Co.Ld. | | | | British | exhaust turbine driving | s 8 ″ 6½ | |
| GYPN | | 2 *Dks, 3rd dk in forward holds* | 1944 | 12,40 ~~12,30~~ | ✠LMC ~~5,35~~ | | | | Glasgow | | P&B200′F47′ | | FK | | steam compressor (*s*) | 18 ″ 8½ | |
| | D.F. E.S.D. GyC. | *Cruiser Stern* | | ✠Lloyd's RMC ~~11,35~~ | | | | | *Lloyd's SA & CP* | | | | 2 ″ *to 2nd dk* | | 220lb 456NHP | | |
| | *Ref. Mchy.* | | | ~~B&L 10~~ 12,40 ~~6,40~~ | | | | | | *Cell D B 247′ 435t FPT 23t* | | | | | *APT* 64*t* | | |
| | | | | *Fitted for oil fuel* 4,36 | | | *F.P. above* 150° F. | | | | | | | | 2SB, *6cf*, HS6100 FD | | |
| | | | | | | | | | | | | | | | D. Rowan & Co. Ld. Gls. | | |
| 74503 | **Fort Willdoc** (*ex* Regulus, | | 4542 | | | | | 1900 | American | Paterson Steam- | 422·1 | 50·2 | 23·7 | Ft. William | T.3Cy.23″,37½″&63″–42″ | | R |
| 153114 | *ex* John J. Albright) | | 4332 | | | | | | S.B.Co. | ships, Ld. | | | | Ont. | 257NHP | | |
| VGXZ | *Mchy. Aft* Sub. Sig. | 1 *Dk 2 tr B* | 3055 | | | | | | Cleveland, O. | | | | *WB* | British | American SB. Co. Cleveland | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships — Corresponding draught. *ft. in.* | 15 Registers in which classed in L.R. Dates of L.R. Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74504<br>149391<br>MNYB | **Forth**<br>2 *Dks* | | 1058<br>878<br>410 | | | | | 1928 | ClydeS.B. & E.Co.Ld. PortGlasgow | TheCarronCo. | 240·0 \| 36·2 \| 16·0<br>P&B152'F57' | | | Grngemth<br>British<br>*WB* | T.3Cy.22″,36″&59″-42″<br>226NHP<br>ClydeS.B.&E.Co.Ld.P.Gls | | C |
| 74505<br>148169<br>GJQX | **Forthbank**<br>*ss* Bkn.No.2-39<br>1 *Dk(Stl)&Shelter dk(Stl-ws)* | | 5057<br>4628<br>3001 | ✠100A1 Syd Bat Ltn *a*†<br>*with freeboard*<br>~~7,40~~ 10,39 5,41 BS1,41<br>~~BS1,40~~ ✠LMC3,38<br>*Carrying vegetable oil in deep tank*<br>*Fitted for oil fuel* 12, 29 *F.P. above* 150° F. | | | CL<br>~~3,38~~<br>N7,40 | 1929<br>12mo<br>*Lloyd's* | Workman, Clark(1928) Ld. Belfast<br>*A&CP* | BankLineLd.(A. Weir&Co. *Mgrs.*)<br>*CellDBa366'1176t* | 421·8 \| 56·8 \| 26·7<br>FK<br>*DTa27'1105tFPT* | | | Belfast<br>British<br>156t | Q.4Cy.22″,32″,46¾″&68″-48″<br>260lb HS8112 (*s*) 565NHP<br>3SB(Spt),*12cf*,GS214, FD<br>Workman,Clark(1928)Ld.<br>*APT79t* | 29 ″ 3<br>s 3 ″ 9½<br>25 ″ 8 | |
| 74506<br>140341<br>GVNT | **Fortol**<br>D.F. *ss* Pts.No.3–1,30<br>*ss* Ply.No.2–39<br>2 *Dks(Stl)&Web frames*<br>*Longitudinal framing*<br>*Cruiser Stern* | | 2629<br>2195<br>1202 | ✠100A1 Ply Bom<br>5,40 ~~5,39~~<br>BS5,40 ✠LMC10,38<br>*For Government Service*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8, 17 *F.P. above* 150° F. | | | CL<br>~~1,37~~<br>4,40 | 1917<br>9mo<br>*Lloyd's* | A.McMillan&Son,Ld. Dumbarton<br>*A&CP* | TheAdmiralty<br>*CellDBuE&B68'148tD* | 320·0 \| 41·6 \| 23·1<br>P46'B107'F45' FK<br>*Tf24' 93t FPT53t* | | | London<br>British<br>16 *B Hpt Cem*<br>(10 *to U dk*<br>6 „ *2nd* „)<br>*APT36t* | T.3Cy.26″,42½″&70″-45″ (*s*)<br>200lb 562NHP<br>3SB,*9cf*,HS8865 FD<br>D.Rowan&Co.Glasgow | 25 ″ 6<br>s 3 ″ 4<br>22 ″ 4½ | |
| 74507<br>DHMK | **Fortuna** (*ex* Imbros–33, *ex* Isar, *ex* Helene, *ex* Erika)<br>D.F. 1 *Dk&Spar dk* | | 2700<br>2535<br>1651 | | | | | 1906 | Akt.Ges. "Neptun" Rostock | E.Behnke ("Orion" Schiffahrts-G.m.b.H. *Mgrs.*) | 291·1 \| 44·0 \| 16·6<br>23·8 | | | Hamburg<br>German<br>*WB* | T.3Cy.20½″,35 7/16″&55½–37⅝″<br>191NHP<br>A.G."Neptun,"Rostock | | G |
| 74508<br>KZDF | —<br>Wireless | TwinSc *Oil Eng.*<br>1 *Dk* | 527<br>390<br>297 | | | | | 1923 | Howaldtswerke Kiel | Rio y Olabarrieta | 151·1 \| 27·5 \| 12·6<br>P&B87'F33' | | | Manila P.I.<br>Utd. States<br>*WB* | Oil Engines<br>NE29<br>J&CG Bolinders Co Ld Skm | | |
| 74509<br>DOMY | —<br>1 *Dk* | | 513<br>385<br>304 | | | | | 1893 | Akt.Ges. "Weser" Bremen | Dampfschifffahrts Ges.Neptun | 159·1 \| 25·9 \| 11·9<br>Q44'B38'F21' | | | Bremen<br>German<br>*WB* | C.2Cy.18⅜″&31½″–21⅝″<br>NB10 38NHP<br>A.G."Weser,"Bremen | | G |
| 91/40 — 74510<br>167<br>IBMS | **Fortunata** (*ex* Eregli–39, *ex* Erinoula, *ex* Sweethope)<br>*ss* Bly.2nd No.3–5,31<br>*ss* Bly.No.1–36<br>1 *Dk(pt Irn&pt Stl)&deep framing* | | 2715<br>2513<br>1708 | ✠<br>2,36<br>✠ | Bly | *u* | | 1905<br>1mo | Sunderlnd S.B.Co.Ld. Sunderland | M.Scuderi<br>*CellDBa110'uE&B36'* | 314·0 \| 46·5 \| 20·6<br>P31'B152'F30'<br>FK<br>*f122'701tFPT100t* | Catania<br>Italian<br>5 *B HCem*<br>*APT125t* | T.3Cy.23″,38″&62″-42″<br>NDB27 262NH<br>2SB,*6pf*,GS111,HS4124<br>N.E.MarineEng.Co.Ld Sld | 23 ″ 0 | I<br>† |
| 74511<br>702<br>INFU | **Fortunato Pio** (*ex* Fimmo–34)<br>(*See Sailing Ship Register*) | Aux3MstSr *Oil Eng.*<br>1 *Dk* | 468<br>—<br>326 | | | | | 1917 | F.Lemm Boitzenburg | UmbertoTomei | 168·2 \| 26·9 \| 12·3<br>147·6<br>Q41'F23' | Viareggio<br>Italian | Oil Engines 2S.C.SA<br>2Cy.16½″–18 7/16″<br>J.&C.G.BolindersMVSkm. | | I |
| 74512<br>2271<br>IBHM | **Fortunstella** (*ex* Eboe–39)<br>*ss* Bkn.No.3–11,34<br>*Ref.Mchy.* 2 *Dks(Stl)&Shelter dk (Stl-ws)* | | 4864<br>4239<br>2934 | ✠100A1 Lon *z*<br>*Shelter dk*<br>*with freeboard*<br>1,38<br>BS12,39 ✠LMC11,34 | | | CL<br>1,38 | 1912<br>12mo<br>*Lloyd's* | Palmers' Co.Ld. Newcastle<br>*A&CP* | FratelliRizzuto<br>*CellDBa125'uE28'f172'1016tFPT* | 405·1 \| 54·1 \| 23·5<br>P31'B78'F47' FK<br>*on Shelter dk*<br>120t *APT80t* | Genoa<br>Italian<br>7 *B HCem* | T.3Cy.26″,44″&74″-51″ (*s*)<br>205lb 566NHP<br>3SB,*9cf*,GS191,HS8100 FD<br>Palmers'Co.Ld.Newcastle | 26 ″ 0<br>s 2 ″ 9½<br>23 ″ 5 | |
| 74513<br>82<br>IBZR | **Foscolo** (*ex* Maringa–34, *ex* Rogier)<br>D.F. *ss* Ant.No.3-2,32<br>*ss* Fiu.No.1–36<br>1 *Dk(Stl)2nd dk(Stl)in Nos.1,2,3&4holds* | | 3059<br>—<br>1830 | ✠100A1 Tri *u*<br>11,39<br>✠NB8,27 ✠LMC11,39 | | | CL<br>1,38 | 1919<br>3mo<br>*Lloyd's* | Lloyd Royal Belge, (Gt.Britain) Ld. Glasgow<br>*A&CP* | "Tirrenia"Soc. Anon.diNav.<br>*CellDBa284'738tFPT94tAPT124t* | 342·0 \| 46·7 \| 23·2<br>331·1<br>P33'B100'F28' FK | Fiume<br>Italian<br>7 *B Hpt Cem* | T.3Cy.25″,41″&68″–45″ (*s*)<br>181lb 390NHP<br>3SB,*9cf*,GS194,HS6717<br>Mackie&Baxter,Glasgow | 25 ″ 6<br>s 4 ″ 0<br>21 ″ 9 | |
| 74514<br>LDPW | **Fosna**<br>*ss* Got.No.2–38<br>*Mchy.Aft* 1 *Dk(Stl)* | TwinSc *Oil Eng.* | 8202<br>7534<br>4855 | ✠100A1 Got *c*†<br>12,38<br>DBS3,40 ✠LMC12,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8, 17 *F.P. above* 150° F. | | | CL<br>PN<br>12,38<br>s12,38 | 1930<br>11mo<br>*Lloyd's* | CaledonS. B.&E.Co.Ld. Dundee<br>*A&CP* | A/S.J.Ludwig Mowinckels Rederi<br>*CellDBuE70'279tD* | 451·1 \| 59·2 \| 35·9<br>P96'F37' FK<br>*Tf29'470tFPT114t* | Bergen<br>Norwegian<br>10 *B Hpt Asp*<br>*APT248t* | Oil Engines 4S.C.SA<br>14Cy.21⅝″–39⅜″ 633NHP<br>2DB *I50lb*<br>GotaverkenA/B,Got | 35 ″ 6 | |
| 74515<br>160730<br>GDRD | **Foss Beck** (*ex* Beldagny–38, *ex* Port Alfred)<br>D.F. *Cruiser Stern* 1 *Dk(Stl)*<br>*Cargo battens not fitted* | | 4918<br>3912<br>3174 | ✠100A1 Mdb<br>6,41 ~~12,39~~<br>BS~~12,39~~ 6,41 ✠LMC10,38 | Gls | | CL<br>9,38 | 1930<br>5mo<br>*Lloyd's* | Smith's DockCo.Ld Middlesbro'<br>*A&CP* | FossBeck Shipping,Ld.(A.C. Lensen,*Mgr.*)<br>*CellDB297'1270tFPT174tAPT177t* | 336·0 \| 60·2 \| 24·9<br>Q89'B72'F25'<br>*Trunk in well* FK | London<br>British<br>5 *B HCem* | T.3Cy.25″,39″&70″–48″<br>&exhaust turbine driving steam compressor<br>200lb (Spt) (*s*) 522NHP<br>3SB,*9cf*,GS148,HS6626 FD<br>Smith'sDockCo.Ld.Mdb. | 27 ″ 3<br>s 4 ″ 7½<br>22 ″ 10½ | |
| 74516<br>34522<br>JBCE | **Fou Ling Maru** Ⓟ<br>1 *Dk* | TwinSc | 621<br>349<br>259 | | | | | 1929 | Kiangnan Dk.&E.Co. Shanghai | TcaKaiunK.K. | 148·0 \| 29·0 \| 8·5<br>B111' | Tokyo<br>Japanese | T.6Cy.11¾″,17¼″&27¾″–16″<br>62NHP<br>KiangnanDock&E.Co. | | |
| 74517<br>145531<br>GCQF | **Fouadieh** Ⓟ (*ex* Hadrian–35)<br>*ss* Alx.No.3–6,35<br>*ss* Alx.No.1–39<br>2 *Dks(Stl)&*<br>D.F. *Shelter dk(Stl-pt ws)* | | 1853<br>1092<br>784 | ✠100A1 Alx *s*<br>*with freeboard*<br>8,40 ~~6,39~~<br>✠LMC6,39<br>BS8,40<br>*Fitted for oil fuel* 6, 35 *F.P. above* 150° F. | | | CL<br>5,39 | 1923<br>6mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*A&CP* | KhedivialMailS.S. &GravingDockCo. Ld.(*in liq.*) (Lord E.Hamilton,*Mgr.*)<br>*CellDBa62'uE30'f96'180tAPT35t* | 280·2 \| 40·2 \| 16·3<br>B108'F29' FK | London<br>British<br>5 *B HCem*<br>(2 *to Sh dk*<br>3 „ *2nd* „) | Q.4Cy.24″,33″,48″&71″–45″<br>210lb (*s*) 534NHP<br>3SB,*9cf*,GS186,HS7953 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 17 ″ 7<br>s ″ 8½<br>17 ″ 1 | |
| 74518<br>FNMQ | **Foucauld** Ⓟ (*ex* Hoedic)<br>*Fitted for oil fuel*<br>D.F. 3 *Dks* | TwinSc | 11028<br>—<br>6599 | | | | | 1922 | Forg.&Ch. de la Médit. LaSeyne | ChargeursRéunis | 483·4 \| 58·9 \| 34·9<br>B266'F56' | Havre<br>French<br>*WB* | T.6Cy.25⅝″,42½″&70″–48″<br>679NHP<br>Forg.&Ch.de la Médit.Msl. | | V |
| 93/41<br>74519<br>161527<br>GBSZ | **Fowberry Tower**<br>D.F. *ss* Sld.No.2–38<br>1 *Dk(Stl)&Shelter dk(Stl)* | | 4484<br>4212<br>2756 | ✠100A1 Bal *z*<br>*with freeboard*<br>8,41 ~~7,40~~<br>~~BS8,39~~ ✠LMC7,38<br>7,40 | Phl | | CL<br>~~2,40~~<br>5,41 | 1929<br>6mo<br>*Lloyd's* | Hawthorn, Leslie&Co.Ld Newcastle<br>*A&CP* | MilburnLine,Ld. (W.Milburn&Co. Ld. *Mgrs.*)<br>*CellDB348'1210tFPT126tAPT209t* | 400·7 \| 53·3 \| 25·0<br>414·0 (O.L.)<br>F41' FK | Newcastle<br>British<br>6 *B HCem*<br>(*Coll to Sh dk*<br>5 „ *2nd* „) | T.3Cy.25½″,42″&70″–48″ (*s*)<br>180lb 426NHP<br>3SB,*9cf*,GS190,HS7350<br>N.E.MarineEngCoLd.Nwc | 27 ″ 6<br>s 3 ″ 2<br>24 ″ 7 | |
| 74520<br>146387<br>MLRY | **Fowey Rose** (*ex* Cornish Merchant)<br>*ss* Bly.No.3–7,36<br>*Mchy.Aft* 1 *Dk(Stl)*<br>*Well deck* *Cargo battens not fitted* | | 470<br>317<br>183 | ✠100A1 Bly *f*<br>5,39<br>~~BS1,40~~ ✠LMC7,36<br>12,40 | | | CL<br>5,39 | 1923<br>11mo<br>*Lloyd's* | I.J.Abdela &Mitchell,Ld Queensferry<br>*A&CP* | RichardHughes& Co.(Liverpool)Ld. | 142·1 \| 25·0 \| 11·6<br>Q79'B9'F23' FK<br>*FPT45t* | Liverpool<br>British<br>3 *B HCem*<br>*APT24t* | C.2Cy.18″&38″–27″ (*s*)<br>74RHP<br>130lb<br>1SB,*2cf*,GS39,HS1400<br>I.J.Abdela&Mitchell,Ld. Brimscombe | 12 ″ 7<br>s 4 ″ 5<br>12 ″ 2½ | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant extérd. Lettre d'Equipement | 7* D. le de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Longueur en coupé. Largeur hors tout. Tirant d'eau. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74521 161870 GTQM | **Foylebank** Twin Sc<br>ss Bel. No. 2–39<br>Oil Eng.<br>*Ref. Mchy.* 1 Dk (Stl) & Shelter dk (Stl–pt ws) | | 5582<br>4959<br>3439 | ✠100A1 *with freeboard*<br>10,39<br>DBS11,39 ✠LMC11,39<br>✠Lloyd's RMC10,39<br>for temp. 20° F.<br>*Carrying vegetable oil in deep tanks and in tanks between tunnels* | Bel | *b* † | CL<br>9,39<br>b b | 1930<br>11 mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's SA & CP* | BankLine, Ld. (A. Weir & Co. *Mgrs.*)<br>*Cell D B351'1108t way of tunnels* | 426·8 \| 57·3 \| 25·8<br>FK<br>*Tanks in* 206t *MT* 57'2102t *FPT* | Belfast<br>British<br>7 *B H pt Cem*<br>*Coll to Sk dk*<br>6 „ 2nd „<br>64t *APT* | Oil Engines 4S.C.SA<br>16Cy.23½"–47½" 830 NHP<br>DH *120lb*<br>Harland & Wolff, Ld Bel.<br>127t | 29 ″ 10<br>s 3 ″ 7½<br>26 ″ 4½ | |
| 74522 | **Foynes** (*ex* Island Queen)<br>ss Bkn. No. 3–5,28<br>ss Bkn. No. 2–36<br>*Well deck* 1 Dk (Stl)<br>SUNK IN PORT BY AIRCRAFT 1,39<br>—REFLOATED | | 822<br>514<br>390 | ✠<br>3,38<br>✠ | Bkn | *j* | | 1916<br>4 mo | Goole S.B. & Repg Co. Ld. Goole | | 180·2 \| 30·1 \| 13·0<br>P19'Q35'B57'F26'<br>BK7'<br>*Cell D Ba* 35'*f* 70'111t *FPT* | 4 *B H Cem*<br>48t *APT* 41t | T.3Cy.15",25"&40"–30" (*s*) 82 RHP<br>2SB, *4cf*, Gs70, Hs2880<br>Earle's Co. Ld. Hull | 13 ″ 9 | |
| 74522* 798 SZJA | **Fragiscos** (*ex* Evangelos<br>Georgiou–40, *ex* Eleni–37, *ss* Cpl. No. 2–12<br>*ex* Kyril–34, *ex* Devonia) 1 Dk | | 441<br>—<br>211 | <br>3,16<br>✠ | Cpl | *h* | | 1903<br>2 mo | Grandes Chaud. d'Anvers, Hobokn | Sigalas Brothers | 172·5 \| 27·7 \| 10·3<br>P21'B70'F26'<br>FK<br>*DTf* 3·25t *FPT* | Piræus<br>Greek<br>5 *B H Asp*<br>22t *APT* 35t | T.3Cy.16",26½"&43"–30"<br>123 NHP<br>2SB, *4cf*, Gs74, Hs2174<br>Soc Anon Mt. d'Anvers Ant | 10 ″ 10 | |
| 74523 LCJR | **Fram**<br>1 Dk | | 2930<br>2584<br>1764 | | | | | 1907 | Tyne I.S.B. Co. Ld. Newcastle | Skibs A/S Corona (H. M. Wrangell & Co. A/S, *Mgrs.*) | 313·0 \| 47·1 \| 20·5<br>H77t F44t P76t<br>*WB* | Haugesnd<br>Norwegian | T.3Cy.23",38"&62"–42"<br>249 NHP<br>N.E. Marine Eng Co Ld. Nwc | | N |
| 74524 147622 GKCP | **Framlington Court**<br>ss Cff. No. 3–4,36<br>ss Mch. No. 1–40<br>D.F. 1 Dk (Stl) | | 4888<br>4527<br>2989 | ✠100A1<br>~~4,18~~ 4,41<br>~~Nwc~~ Shl<br>✠LMC3,40<br>BS4,41 | Mch | *y* | CL<br>~~2,39~~<br>4,41 | 1924<br>5 mo | Napier & Miller, Ld. Glasgow<br>*Lloyd's SA & CP* | Court Line, Ld. (Haldin & Philipps Ld. *Mgrs.*)<br>*Cell D B348'1139t FPT* | 396·7 \| 53·3 \| 26·7<br>P46'B119'F38' FK<br>81t *APT* 143t | London<br>British<br>6 *B H*<br>Engs by builders | T.3Cy.26",42"&70"–48" (*r*)<br>180 lb 411 NHP<br>3SB, *9cf*, Gs194, Hs6915<br>J. G. Kincaid & Co. Ld. Grk. | 29 ″ 0<br>s 5 ″ 5½<br>23 ″ 8½ | |
| 74525 LDWX | **Framnæs** (P) Iron<br>1 Dk | | 307<br>181<br>163 | | | | | 1858 | A. Denny Dumbarton | Fylkesbaatane i Sogn og Fjordane | 134·9 \| 21·0 \| 11·1<br>Q15t B49t H17t F30t | Bergen<br>Norwegian<br>*WB* | T.3Cy.11",18"&29"–20"<br>NE&B09 38 NHP<br>Akers M.V. Oslo | | |
| 74526 7784 SEFD | **Framnäs**<br>1 Dk | | *721*<br>*572*<br>*361* | | | | | 1931 | Framnæs Mek. Værks. A/S Sandefjord | Ång. Aktieb. Ferm (T. E. J:son Broström, *Mgr.*) | 181·8 \| 30·1 \| 12·6<br>P20'B57'F28' | Krstnhmn<br>Swedish<br>*WB* | T.3Cy.14",23"&38"–27"<br>75 NHP<br>Fredrikstad M.V. Frdstad. | | N |
| 74527 1361 IBGM | **Franca Fassio** (P) (*ex* Thule)<br>ss Got. 2nd No. 3–7,20<br>ss Gen. No. 2–29<br>D.F. 1 Dk & Spar dk | | 1858<br>1646<br>985 | ✠ ...<br>1,33<br>✠ | | | | 1892<br>5 mo | Wigham Richrdsn & Co Newcastle | Villain & Fassio Soc. Anon. Italiana di Nav. | 292·0 \| 37·2 \| 22·6<br>284·7 15·8<br>P9'B44'H160t<br>F28' FK | Genoa<br>Italian<br>*WB* | T.3Cy.26",42"&69"–48"<br>366 NHP<br>Wigham Rchrdsn & Co. Nwc. | 25 ″ 6 | I<br>† |
| 74528 PUXB | **Franca M.** (*ex* Chézine, *ex* Luise)<br>ss Rot. No. 3–5,13<br>ss Nts. No. 2–21<br>*Spar dk* | | 3383<br>3061<br>2122 | ✠ ...<br>2,23<br>✠ | | | | 1900<br>11 mo | W. Hamilton & Co. Pt. Glasgow | Soc. Paulista de Nav. Matarazzo, Lda. | 330·6 \| 45·7 \| 16·2<br>23·9<br>P31'B118'F39' FK | Sao Paulo<br>Brazilian<br>*WB* | T.3Cy.24",40"&65"–42"<br>302 NHP<br>D. Rowan & Co. Glasgow | 26 ″ 6 | |
| 74529 TTUZ | **Francaise II**<br>*Oil Eng.*<br>*Mchy. Aft* 1 Dk<br>*Carrying Petroleum in bulk* | | 584<br>461<br>229 | | | | | 1935 | Forg. & Ch. de la Médit SA La Seyne | Cie. Nav. des Pétroles | 190·2 \| 25·9 \| 12·1<br>P30'F35' | Marseilles<br>French | Oil Engines 2S.C.SA<br>4Cy.14⅜"–18½" 141 NHP<br>Forg. & Ch. de la Médit. S.A. Le Havre | | V |
| 74530 26168 JAJD | **France Maru**<br>ss Nag. No. 3–4,36<br>*Fitted for oil fuel*<br>2 Dks (Stl) & Awng dk (Stl) | | 5828<br>5590<br>4241 | ✠ ...<br>6,38<br>✠ | Nag | *y* | | 1919<br>11 mo | Kawasaki Dckyd Co. Ld. Kobe | Tochiki Shoji K.K. | 385·0 \| 51·0 \| 36·0<br>FK<br>*Coll*<br>*Cell D B334'1118t FPT* 126t *APT* 93t | Kobe<br>Japanese<br>*pt Cem*<br>*B H to Aw dk*<br>5 „ *U* „ | T.3Cy.26½",43½"&72"–48"<br>437 NHP<br>2SB (Spt) & 1 Aux SB, *8cf*,<br>Gs154, Hs5636<br>Kawasaki Dkyd Co Ld Kobe | 36 ″ 0 | C |
| 74531 Note "North Brook, see N 1934 Supplement" | **Frances** (*ex* Frances Weems, *ex* Chautauqua)<br>ss N. Ns. No. 3–10,29<br>ss Sdg. No. 2–39<br>1 Dk (Stl) & 2nd Dk (Stl) in holds<br>D.F. | | 2373<br>1983<br>~~2485~~ | 100A1<br>~~10 4,39~~ 10,40<br>Gls<br>LMC4,39<br>BS4,40 | Sng | *r* | CL<br>~~2,39~~<br>3,40 | 1919 | McDougall -Duluth Co. Duluth, Minn<br>*Lloyd's SA & CP* | Bowaters Newfoundland Pulp & Paper Mills Ltd.<br>*Cell D B208'552t FPT* 60t | 251·0 \| 43·5 \| 24·2<br>261·0 (O.L.)<br>P25'B64'F23' FK<br>*APT* 95t | British<br>4 *B H Cem* | T.3Cy.20⅞",33½"&54"–40"<br>185 lb (*s*) 262 NHP<br>2SB, *4cf*, Gs100, Hs3828 FD<br>McDougall-Duluth Co. | 24 ″ 2<br>s 3 ″ 2½<br>21 ″ 1½ | |
| 74532 145527 GFRZ | **Frances Dawson**<br>(*ex* Steelville–37) ss Nwc. No. 3–7,35<br>D.F. 1 Dk (Stl) | | 3724<br>3436<br>2300 | ✠100A1<br>Examined 9,40 Sws<br>✠LMC<br>MS7,35 ~~LS6,39~~ 9,40 | ~~Shd~~ | *v* | CL<br>~~5,38~~<br>9,40 | 1923<br>5 mo | J. Read-head & Sons, Ld. S. Shields<br>*Lloyd's SA & CP* | Beverley S.S. Co. Ld. (F. L. Dawson & Co. Ld. *Mgrs.*)<br>*Cell D Ba* | 347·0 \| 49·1 \| 25·1<br>P31'B93'F34' FK<br>110'*u* E23'*f* 152'810t | Newcastle<br>British<br>6 *B H pt Cem*<br>*APT* 54t | T.3Cy.24½",41"&66"–45" (*r*)<br>180 lb *90lb* 328 NHP<br>2SB, *6cf*, Gs120, Hs5173<br>J. Readhead & Sons, Ld. | 26 ″ 8<br>s 4 ″ 8½<br>22 ″ 3 | |
| 80/40 74533 160060 GBDZ | **Frances Massey**<br>ss Hul. No. 3–11,39<br>1 Dk (Stl) & Shelter dk (Stl) | | 4212<br>3946<br>2538 | ✠100A1<br>*with freeboard*<br>11,39<br>✠LMC<br>BS2,39 MS11,39 | Hul | *x* | CL<br>10,39 | 1927<br>9 mo | Sir J. Priest-man & Co. Sunderland<br>*Lloyd's SA & CP* | W. A. Massey & Sons Ld.<br>*Cell D B315'994t* | 365·0 \| 51·5 \| 25·1<br>377·3 (O.L.)<br>F35' FK<br>*FPT* 125t *APT* 247t | Hull<br>British<br>6 *B H Cem*<br>*Coll to Sk dk*<br>5 „ 2nd „ | T.3Cy.25",41"&69"–48" (*s*)<br>180 lb 375 NHP<br>3SB, *9cf*, Gs174, Hs6009<br>G. Clark, Ld. Sunderland | 27 ″ 6<br>s 2 ″ 10<br>24 ″ 10½ | |
| 74534 218832 KJNY | **Frances Salman** (*ex* James River–39, *ex* Lake Flambeau)<br>*Fitted for oil fuel*<br>1 Dk 2 tr *B* | | 2609<br>2261<br>1610 | ✠ ...<br>9,20<br>✠ | | | | 1919<br>10 mo | McDougall Duluth Co. Duluth, Minn. | Canadian Gulf Line Ld. Inc. | 251·0 \| 43·7 \| 25·8<br>P25'B64'F20'<br>FK<br>*WB* | Houston, Tex.<br>British<br>Utd. States | T.3Cy.19½",34½"&59"–42"<br>352 NHP<br>McDougall Duluth Co. | | R<br>† |
| 74535 | **Francesco Barbaro**<br>*Oil Eng.*<br>D.F. E.S.D. GyC.<br>*Cruiser Stern*<br>*Longitudinal framing at decks* | | 6342 | 100A1<br>*with freeboard*<br>(*Class Contemplated*) | | | | 1940 | Cantieri Riunitii Dell' Adriatico Monfalcone | Soc. Italiana di Armamento "Sidarma" | 451·3 \| 60·7 \| 26·0<br>F36' | Fiume<br>Italian | Oil Engines 2S.C.DA<br>6Cy.25½"–45½" | | |
| 74536 1438 IBJM | **Francesco Crispi** (P) Twin Sc<br>D.F. *Fitted for oil fuel*<br>*Ref. Mchy.* 2 Dks | | 7600<br>—<br>4295 | | | | | 1925 | Ansaldo San Giorgio Muggiano | Lloyd Triestino Soc. Anon. di Nav. | 447·1 \| 52·9 \| 26·8<br>429·3<br>F51'<br>*WB* | Genoa<br>Italian | Soc An "Fiat" S.G.M. Turin<br>6 Steam Turbines DR geared to 2 Sc. Shafts<br>S.A. Ansaldo, Samp. d'arena | | I |
| 74537 700 INHW | **Francesco Garrè** Aux 4 Mst Sr<br>*ex* Nini Podestà–34, *ex* Drogden) *Oil Eng.*<br>*Mchy. Aft* 1 Dk<br>(*See Sailing Ship Register*) | | 395<br>351<br>212 | | | | | 1917 | Svendborg Skibs. & Msk. Svendborg | Riccardo Garrè | 151·2 \| 29·7 \| 11·2<br>132·9<br>Q24' | Viareggio<br>Italian<br>*WB* | Oil Engines 4S.C.SA<br>4Cy.11⅞"–16½" 54 NHP<br>H. Christoffersen, Holeby | | I |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned / now expired. Equipment Letter. | 7* Ltr. when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Ft. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74538 223 IBQM | **Francesco Morosini** (P) | Twin Sc Oil Eng. 3 Dks D.F. | 2423 — 1016 | | | | | 1928 | Stabilmnto Tecnico Triestino Trieste | "Adriatica" Soc. Anon. di Nav. | 292·1 275·6 | 41·5 | 17·1 | Venice Italian WB | Oil Engines 2 S.C.SA 12 Cy. 20½"–32.5/16" 880 NHP Soc An "Fiat" S.G.M. Turin | | I |
| 74539 167812 EQFB GMVS | **Franche-Comté** (ex Loosdrecht–39) Oil Eng. Mchy. Aft Cruiser Stern 1 Dk Longitudinal framing at bottom & deck in centre tanks D.F. Carrying Petroleum in bulk | | 9314 8653 5592 | ✠ ... 2,39 ✠ | Rot | e † | | 1936 8 mo | Odense Staalskibsvft vedA P Møller Odense | Soc. Française de Transports Pétroliers S.A. Ministry of Shipping (J. L. Jacobs & Co. Ld. *Mgrs.*) | 483·9 P98' B34' F37' Cell D Bu E 81' 329t | 65·2 65·3 35·8 FK | 35·7 DT f 26' 443t | Cardiff British 14 BH | Oil Engines 4 S.C.SA 7 Cy. 29⅜"–59.3/16" 572 NHP 2 DB Akt. Burmeistr & Wain, Cpn FPT 167t APTs 230t | 35 ″ 10 | V † |
| 74540 ONQT | **Francine** Oil Eng. Mchy. Aft 1 Dk Wireless D.F. Cruiser Stern | | 544 417 266 | | | | | 1938 | Beliard Crighton & Co (Belgium) SA Ostend | Armement Alexander | 177·2 P47' Q45' F19' | 28·6 | 12·4 | Antwerp Belgium WL | Oil Engines 4 S.C.SA 6 Cy. 12"–18½" 84 NHP Soc. d'Elec & Mec (Thomson-Houston & Carels) Ghent | | V |
| 74541 203917 WTLM | **Francis E. House** (ex William B. Kerr) Sub.Sig. D.F. GyC. Mchy. Aft 1 Dk | | 7769 — 6376 | | | | | 1907 | Chicago S.B.Co. Chicago | Pittsburgh S.S.Co. | 605·0 | 60·0 | 32·0 | Duluth, Minn. Utd. States WB | T.3 Cy. 22¼", 37½" & 65"–42" NB35 274 NHP American S.B.Co. Cleveland | | R |
| 74542 221868 KFIG | **Francis E. Powell** (ex Macy Willis) Fitted for oil fuel Sub.Sig. 2 Dks & Web frames Mchy. Aft Carrying Petroleum in bulk GyC. Longitudinal framing | | 7096 6500 4825 | ✠ ... 2,24 | | | | 1922 2 mo | Baltimore Dry Docks Co Baltimore | Atlantic Refining Co. | 431·0 P123' B37' F39' | 59·2 FK | 33·4 WB | Philadelphia Utd. States | 2 Steam Turbines DR geared to 1 Sc. Shaft 593 NHP W. & A. Fletcher Co. Hoboken, N.J | | R † |
| 74543 163396 MBGN | **Francis Fladgate** ss Bly. No. 1–38 Mchy. Aft 1 Dk (Stl) Well deck Cargo battens not fitted | | 2268 1663 1280 | ✠ 100A1 4,41 BS8,40 ✠ LMC 9,38 | Bly | r | CL 8,38 4,41 | 1933 10 mo | Burntisland S.B.Co. Ld. Burntisland Lloyd's SA & CP | London Power Co. Ld. (Stephenson Clarke & Associated Companies Ld. *Mgs*) Cell D Bu E & B 38' f 193' 609t DT f 267t FPT 1 | 275·0 Q168' F27' | 41·0 FK | 18·8 WB 4 BHCem 60t APT 30t | London British | T.3 Cy. 20", 33" & 54"–36" (s) 200 lb 218 NHP 2 SB, 6cf, GS 107, HS 3600 D. Rowan & Co. Ld. Gls. | 21 ″ 0 s 7 ″ 4¾ 19 ″ 3¼ | |
| 74544 FNZA | **Francis Garnier** (ex Henli, ex Joan Craig, ex Bentinck) ss Nwc. No. 1–08 Well deck Wireless 1 Dk & Web frames | | 1243 1143 815 | ✠ ... 8,12 ✠ | | | | 1903 6 mo | Wood Skinner & Co Ld. Newcastle | Cie. Côtière de l'Annam | 229·3 Q120' B10' F25' | 33·1 FK | 17·3 WB | Saïgon French | T.3 Cy. 18½", 30" & 49"–33" 151 NHP N.E. Marine Eng. Co Ld Nwc | 16 ″ 10 | V † |
| 74545 HRBJ | **Francis R. Hart** D.F. E.S.D. Fitted for oil fuel Mchy. Aft Cruiser Stern 1 Dk Carrying Petroleum in bulk | | 7623 — 4013 | | | | | 1939 | Bremer Vulkan Vegesack | Mayan S.S.Corp. (United Fruit Co. *Mgrs.*) | 448·7 P116' B21' F37' | 60·3 | 34·5 WB | Tela Honduran | T.3 Cy. 27⅜", 42¼" & 67"–47½" & LP Turbine 480 NHP Bremer Vulkan, Vegesack | | R |
| 74546 DOCY | **Franciska Hendrik Fisser** (ex Lerche–35, ex Ilmar, ex Menkar) 2 Twin Msts Wireless 1 Dk Well deck Mchy. Aft | | 1128 866 657 | ✠ ... 7,21 | | | | 1918 3 mo | Wilton's E. & Slipwy. Co. Rotterdam | Hendrik Fisser Aktiengesellschaft (Fisser & v. Doornum, *Mgrs.*) | 229·5 Q132' B13' F34' | 34·7 FK | 13·2 WB | Emden German | T.3 Cy. 15½", 25½" & 41"–36" NB22 124 NHP Wilton's E. & Slpwy Co. Rot. | 16 ″ 0 | C † |
| 74547 IBKA | **Franco Martelli** Oil Eng. 1 Dk & pt 2nd dk Mchy. Aft Cruiser Stern Carrying Petroleum in bulk Longitudinal framing-bracketless system | | 10535 9327 6242 | | | | | 1939 | Cant. Nav. Riuniti Palermo | Azienda Generale Italiana Petroli | 491·1 P153' B53' F61' | 68·3 | 36·4 | Genoa Italian | Oil Engines 2 S.C.DA 6 Cy. 25.3/16"–45.1/16" 1323 NHP Soc. An "Fiat" S.G.M. Turin | | |
| 74548 FNLK | **Francois L.D.** Oil Eng. D.F. E.S.D. GyC. 2 Dks Cruiser Stern | | 5800 — — | | | | | 1938 | A tel. & Ch. de la Seine Maritime Worms et Cie Le Trait, S.I. | Louis-Dreyfus & Cie. | 440·0 F40' | 57·0 | 37·6 WB | Dunkirk French | Oil Engines 4 S.C.SA 8 Cy. 29½"–51.3/16" 656 NHP Schneider-Creusot, Creusot | | V |
| 74549 143191 ~~PHTV~~ MJXQ | **Francois Tixier** (ex Little Evy–35, ex Mona–32, ex Orpen, ex Ualan, ex Slikkerveer) ss Ant. No. 3–2,30 ss Rot. No. 2–38 Oil Eng. 1 Dk (Stl) | | 499 346 230 | 100A– 10,40 ~~3,10~~ DBS 3,40 | Bou Brs | | 3,39 LMC 7,38 LMC (M) 3,40 | 1918 5 mo | N.V. Schps. "DeMass" Slikkerveer | (Ministry of Shipping (Ald Shipping Co. Ld. *Mgrs.*) Cell D B u E 9' f 96' 11 | 155·4 P49' B13' F20' 5t FPT 22t APT 20t | 25·1 25·0 FK | 10·3 | Belfast British 3 BHCem | Oil Engines 4 S.C.SA 6 Cy. 12.1/16"–17.1/16" 87 NHP NE3,35 NDB 35 100 lb Mtrn Werke Mannheim AG | 12 ″ 8 s ″ 10 12 ″ 0 | |
| 74550 140441 GVNY | **Francol** ss H.Kg. No. 3–6,30 ss H.Kg. No. 2–38 2 Dks (Stl) & Web frames Cruiser Stern | | 2607 2187 963 | ✠ 100A1 3,40 BS3,40 ✠ LMC 5,38 For Government Service Carrying Petroleum in bulk Fitted for oil fuel 12,17 | HKg | t | CL 3,40 F.P. above 150° F. | 1917 12 mo | Earle's Co. Ld Hull | The Admiralty Lloyd's SA & CP | 320·0 335·0 (O.L.) P46' B106' F40' Cell D Bu E & B 69' 135t DT f 24' 90t FPT 48t APT 30t | 41·5 FK | 23·1 16 BHpt Cem (12 to U dk 4 „ 2nd „) | London British | T.3 Cy. 26½", 45" & 76"–45" (s) 200 lb 603 NHP 3 SB, 9cf, HS 9075 FD Earle's Co. Ld. Hull | 25 ″ 6 s 3 ″ 3½ 22 ″ 5 | |
| 74551 147216 GBRQ | **Franconia** (P) Twin Sc ss Sou. No. 3–12,35 ss Bkn. No. 1–40 D.F. 2 Dks (Stl) & Shelter dk Ref. Mchy. (Stl-ptws) & Shade dk Sub.Sig. (Stl-ptws) 3rd dk (Stl) in E.S.D. GyC. holds except No. 4 | | 20175 14266 12010 | ✠ 100A1 Shelter dk with freeboard 7,11 ~~3,40~~ MS 12,38 Lloyd's RMC ~~5,40~~ 8,40 Fitted for oil fuel 5, 23 | Bkn ~~Hrv~~ PN | n † PN 1,40 S 12,37 F.P. above 150° F. | CL | 1923 6 mo | J. Brown & Co. Ld Glasgow | Cunard White Star, Ld. Lloyd's SA & CP Cell D B 517' 2585t DT f 47' 1620t | 601·3 Prom dk 419' (Collision B H 9 „ Tanks at sides & between tunnels | 73·7 FK | 40·6 | Liverpool British 10 B HCem to Shade dk „ Shelter „) | 6 Steam Turbines DR geared to 2 Sc. Shafts (r) 2201b 2562 NHP 3 D & 3 SB, 36cf, HS 29163 FD J. Brown & Co. Ld. Glasgow 598t FPT 117t APT 67t | 45 ″ 0 s 12 ″ 9½ 32 ″ 7 | BT till ~~9,41~~ 8,41 |
| 74552 142539 GKVX | **Françunion** ss Fal. No. 3–5,34 ss Sou. No 1–39 Mchy. Aft 1 Dk (Stl) | | 737 668 472 | ✠ A1 with freeboard 11,10 7,39 For Coasting Dunkirk to Cherbourg Carrying Petroleum in bulk Fitted for oil fuel 5, 21 | Sou Fal | | CL 6,39 LMC 7,39 BS 7,40 services Dover also Southampton to Rouen F.P. above 150° F. | 1921 4 mo | Harland & Wolff, Ld. Glasgow | Anglo-American Oil Co. Ld. (R.A. Corder, *Mgr.*) Lloyd's SA & CP to Falmouth Middle line bulkhead not oil tight | 180·0 F30' | 40·1 FK | 12·2 9 B Hpt Cem | London British | C.2 Cy. 13½" & 27"–18" (s) 100 lb 74 RHP 1 SB, 3cf, HS 1654 FD A. & J. Inglis, Ld. Gls. | 12 ″ 9 s 2 ″ 11 9 ″ 11 | |
| 74553 (ex Comanchee–33) Mchy. Aft | **Françunion V** 3 Mst ss Nwc. No. 3–10,24 ss Liv. No. 1–29 2 Dks (Stl) & Web frames Carrying Petroleum in bulk Fitted for oil fuel (Fuel Depot Ship) | | 5805 4939 3929 | ✠ ... 12,33 ✠ | Shl | | | 1912 6 mo | Armstrong Whitworth & Co. Ld. Newcastle | Cie. Venture-Weir, S.A. Cell D Bu B 43' 89t DT f 49' 500t F | 392·7 P107' B26' F42' PT 54t APT 22t | 51·8 FK | 29·1 17 B Hpt Cem (12 to U dk 5 „ 2nd „) | Algiers French | Q.4 Cy. 23", 32½", 47" & 68"–48" 505 NHP 3 SB, 9cf, GS 163, HS 7377 N.E. Marine Eng Co Ld. Nwc | 30 ″ 9 | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Lloyd's Reg. of Shipping. Dir. Cert. Roy. Yacht Club. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74554 | **Françunion VI** (*ex*Winnebago-35) | 4667 | ✠ ... | Bel | *x* | | 1915 | Sir J. Laing | Cie. Venture-Weir, | 370·0 | 50·1 | 28·5 | Algiers | T.3Cy.25½″,41″&68″–48″ | 28 ″ 6 | |
| | *ss*Nwc.No.3–8,30 | *4069* | 9,35 | | | | 11mo | &Sons,Ld. | S.A. | P103′B35′F43′ | | | French | 413NHP | | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* | *2749* | ✠ | | | | | Sunderland | | | | FK | 15*BHptCem* | 2SB,*8cf*,GS136,HS5826 | | |
| | *Longitudinal framing* | | | | | | | *CellDBuE&B* | 59′171*tDTf*30′233*t* | *FPT*102*tAPT*121*t* | | | (10 *to U dk* | G.Clark,Ld.Sunderland | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | 5 ,, 2*nd* ,, ) | | | |
| | *Fitted for oil fuel* (*Fuel Depot Ship*) | | | | | | | | | | | | | | | |
| 74555 | **Frangoula B. Goulandris** | 6701 | ✠100A1 | Ant | *z* | CL | 1918 | J.L.Thomp- | GoulandrisBros. | 412·3 | 55·5 | 34·4 | Andros | T.3Cy.27½″,45″&76″–54″(r) | 37 ″ 0 | |
| 159 | (*ex*Brecon,*ex*Dunbridge) | 6414 | *Shelter dk* | | | 1,39 | 2mo | son&Sons,Ld | | 427·1(O.L.) | | | Greek | 180lb 558NHP | s 9 ″ 4½ | |
| SVBH | *ss*Pir.No.3–9,30 | 4203 | *withfreeboard* | | | | | Sunderland | | | | FK | 7*BHCem* | 4SB,*12cf*,GS248,HS9932 | 27*s*10½ | |
| | *ss*Rot.No.2–39 | | 12,39 | ✠LMC | | | | | | | | | *APT*229*t* | Blair&Co.Ld.Stockton | | |
| | *Tonnage opening closed*37 | | BS9,38 | MS5,39 | | | | *Lloyd'sA&CP* *Cell* | *DB*366′1360*tDT* | *a*27′1090*tFPT*101*t* | | | | | | |
| | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | | | | | | | | | | | | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 74556 | **Frank B. Baird** | 1748 | | | | | 1923 | Napier& | UpperLakes&St. | 253·5 | 43·2 | 17·9 | S Cathrnes | T.3Cy.16″,27″&44″–33″ | | C |
| 147854 | | 1594 | | | | | | Miller,Ld. | LawrenceTrans- | | | | Ont. | 111NHP | | |
| | *Mchy.Aft* 1*Dk* | 1276 | | | | | | Glasgow | portationCo.Ld. | | | *WB* | British | D.Rowan&Co.Ld.Glasgow | | |
| | | | | | | | | | (G.C.Leitch,*Mgr.*) | | | | | | | |
| 74557 | **Frank Billings** (*ex*Champlain) | 5494 | | | | | 1910 | Gt.Lakes | PioneerS.S.Co. | 444·0 | 56·2 | 31·0 | Wilmgton | T.3Cy.22½″,36″&60″–42″ | | R |
| 207284 | | — | | | | | | Eng.Works | (Hutchinson&Co. | F48′ | | | (Del.) | 233NHP | | |
| KDXM | *Mchy.Aft* D.F. GyC. 1*Dk* | 4153 | | | | | | Ecorse,Mich. | *Mgrs.*) | | | *WB* | Utd.States | GtLakesEngWrks.Detroit | | |
| 74558 | **Frank C. Osborn** 3Mst | 681 | | | | | 1912 | American | ErieSand&Gravel | 155·0 | 37·0 | 10·5 | Erie,Pa. | C.2Cy.17½″&38½″–30″ | | |
| 209997 | | — | | | | | | S.B.Co. | Co. | | | | Utd.States | 68NHP | | |
| | *Mchy.Aft* 1*Dk* | 345 | | | | | | Cleveland,O. | | | | | | AmericanS.B.CoCleveland | | |
| 74559 | **Frank E. Taplin** (*ex*Charles | 4650 | | | | | 1907 | American | TheWilsonTransit | 427·2 | 52·2 | 24·2 | Wilmgton | T.3Cy.22″,35″&58″–42″ | | R |
| 204799 | W.Kotcher) | — | | | | | | S.B.Co. | Co. | | | | (Del.) | AmericanS.B.Co. 218NHP | | |
| WOQC | *Mchy.Aft* D.F. GyC. 1*Dk* | 3446 | | | | | | Lorain,O. | | | | *WB* | Utd.States | Cleveland,O. | | |
| 74560 | **Frank G. Drum** | 7156 | ✠100A1 | SFo | *b*† | CL | 1921 | Bethlehem | TideWater | 435·0 | 56·2 | 33·5 | S.Frncisco | T.3Cy.27⅝″,47″&78½″–48″ | 33 ″ 6 | |
| 221147 | *ss*S.Fo.No.3–9,33 | 6412 | ~~7,10~~ 7,11 | | | ~~8,38~~ | 4mo | S.B.Corp.Ld. | AssociatedOilCo. | | | | Utd.States | 220lb (*s*) 600NHP | | |
| KDQZ | *ss*S.Fo.No.1–37 | 4349 | ✠LMC | | | 3,41 | | Alameda,Cal. | | P106′B50′F42′ | | FK | 13*BHptAsp* | 3SB,*9cf*,HS8235 FD | | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* | | MS8,37 | ~~BS10,38~~ BS11,40 | | | | A&CP | *CellDBuE&B*62′ | | | | (9 *to U dk* | BethlehemS.B.Corp.Ld. | | |
| | D.F. *Longitudinal framing* | | *CarryingPetroleum in bulk* | | | | | | 197*tDTf*50′884*t* | *FPT*104*tAPT*70*t* | | | 4 ,, 2*nd* ,,) | | | |
| | | | *Fitted for oil fuel* 4,21 | | | *F.P. above* 150° F. | | | | | | | | | | |
| 74561 | **Frank J. Peterson** (*ex*Crathorne) | 2241 | | | | | 1918 | Gt.Lakes | SaginawDock& | 253·6 | 43·5 | 22·5 | Wilmgton | T.3Cy.19″,32″&54″–40″ | | |
| 217189 | | — | | | | | | Eng.Works | TerminalCo. | | | | (Del.) | 184NHP | | |
| KJQL | GyC. 1*Dk* | 1349 | | | | | | Ashtabula,O. | | | | *WB* | Utd.States | GtLakesE.Wks.Ashtabula | | |
| 74562 | **Frank Seamans** | 4271 | | | | | 1928 | Sir J Priest- | RederiA/S Nidaros | 352·0 | 60·0 | 22·2 | Oslo | T.3Cy.23½″,39″&65″–45″ | | N |
| | | 3899 | | | | | | man&Co. | (Geo.Hansen, | P90*tH*127*t* | | | Norwegian | 283NHP | | |
| LGJA | 1*Dk* | 2635 | | | | | | Sunderland | *Mgr.*) | | | *WB* | | N.E.MarineEng.Co Ld.Sld | | |
| 74563 | **Franken** Ⓟ | 7789 | | | | | 1926 | Bremer | Norddeutscher | 491·5 | 63·9 | 29·0 | Bremen | T.4Cy.34½″,56⅛″&(2)65⅝″– | | G |
| | | 7110 | | | | | | Vulkan | Lloyd | | | | German | 59⅛″ 656NHP | | |
| DOGD | Sub.Sig. D F. E.S.D. 2*Dks* | 4821 | | | | | | Vegesack | | | | *WB* | | BremerVulkan,Vegesack | | |
| 74564 | **Frankfurt** | 5522 | | | | | 1929 | Bremer | Norddeutscher | 440·6 | 56·2 | 25·9 | Bremen | T.3Cy.29⅝″,48⅜″&78″–55½″ | | G |
| | | 4918 | | | | | | Vulkan | Lloyd | | | | German | &L.P.Turbine 627NHP | | |
| DOIS | Sub.Sig. D.F. E.S.D. 2*Dks* | 3304 | | | | | | Vegesack | | | | *WB* | | BremerVulkan,Vegesack | | |
| 74565 | — TwinSc | 1186 | | | | | 1914 | Stettiner | Schiffahrt-u. | 241·9 | 35·6 | 11·9 | Hamburg | T.6Cy.11⅝″,17 7/16″&26½″–18½″ | | G |
| | | 1017 | | | | | | Oderwerke | Assekuranz | B45′F26′ | | | German | 62NHP | | |
| DHIP | 1*Dk* | 687 | | | | | | Stettin | Ges.E.Russ&Co. | | | *WB* | | StettinerOderwerke | | |
| 74566 | **Franklin** | 602 | | | | | 1934 | SunS.B.& | AtlanticRefining | 194·5 | 34·1 | 11·3 | Phildlphia | Oil Engines 4S.C.SA | | R |
| 235238 | *OilEng.* | 538 | | | | | | DryDockCo. | Co. | P38′ | | | Utd.States | connected to electric motor | | |
| WIFV | *Mchy.Aft* 1*Dk* | 355 | | | | | | Chester,Pa. | | | | | | & Sc.Shaft | | |
| | *Electrically welded* | | | | | | | | | | | | | 6Cy.9½″–10½″ 53NHP | | |
| | *Longitudinal framing* | | | | | | | | | | | | | McIntosh&SeymourCorp. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | Auburn,N.Y. | | |
| 74567 | **Franklin K. Lane** | 6589 | ✠ ... | | | | 1920 | Bethlehem | StandardOilCo. | 435·0 | 56·0 | 32·0 | Wilmgton | T.3Cy.27″,47″&78″–48″ | 33 ″ 6 | R |
| 220865 | *Fitted for oil fuel* | — | 3,22 | | | | 11mo | S.B.Corp.Ld. | ofNewJersey | | | | (Del.) | 600NHP | | † |
| KDLH | *Mchy.Aft* 2*Dks*&*Web frames* | 4091 | ✠ | | | | | Alameda,Cal. | | P106′B50′F42′ | | FK | Utd.States | | | |
| | D.F. *Longitudinal framing* | | | | | | | | | | | *WB* | | BethlehemS.B.Corp.Ld. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 74568 | **Frankrig** | 1361 | ✠100A1 | Abg | *o* | CL | 1924 | A/S Rödby | Ministry of Ship- | 234·3 | 37·1 | 15·8 | London | T.3Cy.16½″,25½″&43″–30″(*s*) | 18 ″ 3 | |
| 167528 | *ss*Abg.No.3–8,37 | 1117 | ~~Bgtn~~ 3,30 ~~C.(t.)~~ | ~~Grvd~~ Nwc | | ~~3,30~~ N10,40 | 11mo | Havns | ping(T.&C.Wilton | 242·9(O.L.) | | | British | 185lb 129NHP | s 1 ″ 11 | |
| ~~OYCK~~ | 1*Dk*(*Stl*) | ~~778~~ | 10,40 | ✠LMC | | | | Jernskibs. | &Co.Ld.*Mgrs.*) | P12′B50′F25′ | | FK | 4*BHCem* | 2SB,*4cf*,GS68,HS2240 | 16 ″ 4½ | |
| MDSQ | *Cargo battens not fitted* | 780 | MS8,37 | ~~BS3,38~~ BS6,40 | | | | RödbyHavn | *CellD* | B195′400*tFPT*59*t* | | | *APT*73*t* | A/S"Frichs,"Aarhus | | |
| | | | | | | | | *Lloyd'sA&CP* | | | | | | | | |
| 74569 | **Franquelin** TwinSc | 2097 | ✠ A1 | Tto | | CL | 1936 | Swan,Hun- | Quebec&Ontario | 251·3 | 43·9 | 20·2 | Montreal | Oil Engines 2S.C.SA | 22 ″ 0 | |
| 161593 | *OilEng.* | 1970 | 2,39 | | | 7,10 | 5mo | ter&Wigham | TransportationCo. | | | | British | 12Cy.11⅛″–15½″ 294NHP | s 6 ″ 8 | |
| VGYP | *Mchy.Aft* 1*Dk* | 1597 | ✠LMC5,36 | | | | | Richardson, | Ltd. | P37′F31′ | | FK | 6*BH* | | 15 ″ 5 | |
| | *CruiserStern* | | *ForServiceontheGreat* | | | *Lakes* | | Ld.Newcastle | | | | | | SulzerBros.Ld.Winterthur | | |
| | *Electrically welded* | | *Gulf of St. Lawrence* | | | *(from* | | | *DB*214′493*tSide* | *ballast tanks*198′34 | | | 2*t FPT*166*t* | *APT*58*t* | | |
| | *Cargo battens not fitted* | | *April to 31st Oct.)at an* | | | | | *Lloyd'sA&CP* | | | | | | | | |
| | | | *extreme draught of* | | | 14′ | | | | | | | | | | |
| | | | *Carrying cargo oil F.P. above* | | | 150°F. | | | *inside tanks aft* | | | | | | | |
| 74570 | **Frans** | *1169* | | | | | 1924 | Skiens | Rederi-A/B Sylvia | 222·9 | 36·8 | 16·1 | Gothenbrg | T.3Cy.16″,25″&42″–30″ | | N |
| 7118 | | *1010* | | | | | | VerkstedA/S | (Alb.Billner,*Mgr.*) | P23′B50′F27′ | | | Swedish | 97NHP | | |
| SEDK | 1*Dk* | *668* | | | | | | Skien | | | | *WB* | | SkiensVerksted,Skien | | |
| 74571 | **Frans Gorthon** | 1824 | ✠100A1 | Osl | *l* | CL | 1937 | Fredrkstad | RederiA/B Gylfe | 304·4 | 44·2 | 15·6 | Hlsngborg | C.4Cy.(2)15⅝″&(2)37½″– | 19 ″ 1 | |
| 8194 | | 1437 | *withfreeboard* | Hbg | | 1,40 | 8mo | Mek VrksA/S | (Joh.Gorthon*Mgr*) | 315·3(O.L.) | | | Swedish | 34⅞″ 220lb (*s*) 277NHP | s ″ 4½ | |
| SKCT | D.F. 1*Dk*&*Shelter dk* | 932 | 10,40 ~~9,40~~ | ✠LMC8,37 | | | | Fredrikstad | | F26′ | | FK | | 2SB(Spt)6*cf*,GS98, FD | 18 ″ 9 | |
| | *CruiserStern* | | | | | | | *Lloyd'sA&CP* | | *forward hold* | | | | HS4120 | | |
| | *Strengthened for Navigation in Ice* | | *Fitted for oil fuel* 8,37 | | | *F.P. above* 150° F. | | | *IntermediateBHin* | *dispensed with Coll&Aft pk* | | | *BHstoShdk* | FredrikstadM.V.A/S | | |
| | | | | | | | | | *CellDB*242′535*t* | *FPT*80*tAPT*70*t* | | | 2 ,, ,, 2*nd* ,, | Fredrikstad | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* | 3 Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when last in last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L. R. Date of L. R. Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74572 DOVH | **Franz E. Schütte** D.F. E.S.D. Sub.Sig. *Ref.Mchy.* | 2 *Dks* *Cruiser Stern* | 2042 1398 1112 | | | | | 1939 | Rickmers Werft Wesrmünd-G | ArgoReederei RichardAdler&Co. | 299·8 P25′B71′F31′ | 42·8 | 14·6 | Bremen German *WB* | C.4Cy.(2)14$\frac{9}{16}$″&(2)31$\frac{1}{2}$″–31$\frac{1}{2}$″&LP turbine withDR gearing & hydraulic coupling HS3660 266NHP OttenserMch.G.m.b.H. Altona | | G |
| 74573 DHIE | **Franz Haniel** (*ex*Cornwood) *ss*Ham.2ndNo.3–5,36 *Well deck* | 1 *Dk*(*Irn*) | 2188 1683 1336 | ✠ 4,39 ✠ | Ham | *r* | | 1911 9mo | J.Blumer &Co. Sunderland | Haniel G.m.b.H. *Intermediate BHd in forehold dispensed with–4BHonly Cell DBa* 88′ *uE&B* 38′ *f* 120′ | 287·0 P20′Q114′B56′F26′ FK | 41·0 | 17·2 | Hamburg German *Cem* | T.3Cy.21½″,36″&59″–39″ 246NHP 2SB,*6cf*,GS101,HS3922 N.E.Marine Eng.CoLd.Sld. 602*t FPT*46*t APT*112*t* | 19 ″ 9 | |
| 74574 DAWK | **Franz-Jürgen** (*ex*Vasco, *ex*Brandenburg) D.F. | *ss*Kel.2ndNo.3–3,34 *ss*Stn.No.1–38 1 *Dk*(*Stl*) | 2166 1854 1233 | 3,38 | Stn | *r* | | 1910 | Stettiner Oderwerke Stettin | F.L.Nimtz *CellD* | 283·6 P24′B66′F30′ FK B229′546*t FPT*144*t* | 41·2 | 18·8 | Stettin German 6*BHAsp APT*71*t* | T.3Cy.21¼″,34½″&55⅛″–39½″ 235NHP 2SB,*6cf*,GS118,HS4080 StettinerOderwerke | 21 ″ 6 | |
| 74575 HPFY | **Franz Klasen** **TwinSc** *ss*NYk.No.2 ~~40~~ ~~*ssHam.No.1–80*~~ *OilEng.* *Mchy.Aft* 1 *Dk*(*Stl*)2*nd dk*(*Stl*)*clear of* D.F. *cargo tanks 3rd dk*(*Stl*)*aft of* GyC. E.S.D. *cargo tanks Web frames* *CruiserStern* *Longitudinal framing* | | 11194 ~~7,18~~ — 6912 | ✠100A1 ~~12,39~~ 1,41 NYk ✠LMC CS1,41 DBS7,40 1,42 *Carrying Petroleum in bulk* | Gal | CL ~~S7,37~~ P7,37 9,40 | 1932 7mo | Deutsche Werft AG Bet Finkenwrder Hamburg | PanamaTransportCo. *Lloyd's A&CP* *Cell DBuE*50′119*t D* | 521·4 542·0(O.L.) *Aft*B55′B40′F39′ FK | 70·4 | 38·7 | Panama Pnamanian 16*BHptCem ptAsp* *Tsf*53′2308*t* | Oil Engines 2S.C.DA 8Cy.23⅜″–35$\frac{7}{16}$″ 1560NHP 4DB*200lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg *FPT*290*t APT*244*t* | 38 ″ 9 s 8 ″ 6½ 30 ″ 6¼ | |
| 74576 UONZ | **Franz Mering** Ⓟ (*ex*Ekaterina, *ex*Mavis) Wireless | *ss*Rot.No.3–5,14 1 *Dk*(*Stl*–ws)*&pt2nd dk&* *Shelter dk*(*Stl*–ws) *Fitted for oil fuel* | 1573 855 950 | ✠ 8,19 ✠ | Rot | *p* | | 1912 1mo | AilsaS.B. Co.Ld. Troon | U.S.S.R. *CellD* | 244·9 B *onShelter dk*64′ BK7½′ *Ba*54′*uE&B*51′*f*96′ | 34·5 | 21·3 | Odessa Russian 5*BHCem* 310*t FPT*17*t* | T.3Cy.23″,37½″&62″–39″ NB28 359NHP 2SB,*9cf*,GS148,HS5504 AilsaS.B.Co.Ld.Troon | | |
| 74577 DHSM | **Franz Ohlrogge** (*ex*Orion–38, *ex*Jo.*ex*Kristofa,*ex*Soesterberg) *Well deck* | 1 *Dk*(*Stl*) | 647 468 350 | ✠ 9,22 ✠ | Rot | *g* | | 1917 6mo | E.J.Smit &Zoon Hoogezand | KarlGross *CellDBa*34′*uE*11′*f*54′110*t FPT* | 191·1 Q53′B44′F21′ len39 FK | 26·1 | 11·2 | Brake German 4*BHCem* 18*t APT*11*t* | T.3Cy.12¼″,19$\frac{5}{16}$″&32½″–17½″ 72NHP 1SB,*2cf*,GS41,HS1399 EJ.Smit&Zoon, Hoogeznd. | 13 ″ 0 | G † |
| 74578 DAVS | **Franz Rudolf** (*ex*Veratyr) 1 *Dk* | | 1419 1163 850 | | | | | 1906 | Howaldtswerke Kiel | F.L.Nimtz *WB* | 240·6 P13′Q71′B63′F30′ | 36·0 | 16·7 | Stettin German | T.3Cy.16¾″,26$\frac{9}{16}$″&42¼″–29½″ 96NHP Howaldtswerke,Kiel | | V |
| 74579 PJAI 3552 | **Frasca** **TwinSc** *ss*Cco.No.3–9,38 *Mchy.Aft* 1 *Dk*(*Stl*) *Longitudinal framing at bottom & at deck* | | 2602 1715 1131 | ✠100A1 ~~10,70~~ 3,40 9,41 ~~HS9,30~~ BS10,40 LMC9,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,26 | Cco | *t* CL 10,40 S5,41 *F.P. above* | 1926 10mo | A.F.Smulders Schiedam | N.V.Curacaosche Scheepv.Maats. *Lloyd's A&CP* 50° F. | 305·0 Q87′F29′ FK *Trunk*189′ | 50·2 | 15·1 | Wilemstad Dutch 9*BHptCem APT*81*t* | T.6 Cy.12⅜″20½″&33⅛″–24$\frac{7}{16}$″ 180lb (*s*) 236NHP 2SB,*4cf*,GS87,HS4168 FD A.F.Smulders,Schiedam | 15 ″ 0 s 1 ″ 6½ 13 ″ 7½ | |
| 74580 INKH | **Fratelli Bertolli** **WoodAuxBkn** 502 (*ex*SailingVessel) *OilEng.* 1 *Dk*2*trB* (*See Sailing Ship Register*) | | 429 400 365 | | | | | 1920 | L.Pegollo PietraLigure | Comm.EliaBertolli | 140·3 137·8 | 28·9 | 15·7 | Viareggio Italian | Oil Engines 4S.C.SA 6Cy.8¼″–12⅝″ 40NHP *Emade&fitted*33 Humboldt-Deutzmotoren A.G.Köln-Deutz | | I |
| 74581 INKZ | **Fratelli Garrè** **Aux3MstSr** 641 (*ex*Annen) *OilEng.* Sub.Sig. 1 *Dk* (*See Sailing Ship Register*) | | 413 336 299 | | | | | 1920 | Frd.Krupp Akt.Ges. Kiel | RiccardoGarrè fu F. | 155·8 147·6 Q37′F17′ | 29·6 | 12·5 | Viareggio Italian *WB* | Oil Engines 4S.C.SA 6Cy.10½″–14⅛″ 60NHP Maschf.Augsburg-Nürnberg,Augsburg | | I |
| 74582 MNKW 147039 | **Fratton** **TwinSc** *CruiserStern* 1 *Dk&pt dk* | | 757 624 305 | | | | | 1925 | D&W Hendersn&Co.Ld. Glasgow | SouthernRailway | 220·3 B90′F37′ | 33·6 | 14·1 | S'thamptn British *WB* | T.6Cy.15″,25″&41″–24″ 165NHP D.&W.Henderson&Co.Ld. | | |
| 74583 DOIA | **Frauenfels** Sub.Sig. 2 *Dks* | | 7487 7040 4679 | | | | | 1920 | J.C.Tecklenborg A.G. Wesermünde-G. | DeutscheDmpfsfahrts.Ges.Hansa | 468·7 P82′B138′F59′ | 58·5 | 32·4 | Bremen German *WB* | T3Cy31½″,50⅝″&82$\frac{7}{16}$″–55$\frac{1}{16}$″ & 1 L.P. Turbine 692NHP J.C.Tecklenborg AG.Wsm | | G |
| 74584 SVPB 697 | **Fred** (*ex*Hartington) *ss*Hul.No.3–9,29 *ss*Rot.No.2–37 1 *Dk*(*pt Irn&pt Stl*) *& deep framing* | | *4043* *3815* *2500* | ✠100A1 9,40 ~~1,40~~ BS2,30 8,40 LMC10,37 | NNs Cal | *x* CL 9,37 | 1907 7mo | W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP* | Exors. of the late C.D.Calafatis (D.A.Psychoyos, *Mgr.*) *CellDBa*117′*uE*27′ | 360·0 P31′B227′F35′ FK *f*154′1051*t FPT*158*t* | 50·0 | 25·7 | Piræus Greek 6*BHCem* *APT*191*t* | T.3Cy.26″,42″&70″–45″ (*r*) 180lb *90lb* NDB26 358NHP 2SB,*6cf*,GS134,HS5542 Cen.Mar.Eng.Wrks.W.Hpl | 28 ″ 4 s 3 ″ 10 24 ″ 9 | |
| 74585 141256 | **Fred B.** (*ex*BernardM, *ex*Trawler) 1 *Dk* | **Wood** | 370 305 194 | | | | | 1920 | H.T.Le Blanc Wedgeport, N.S | C.K.Stewart | 143·1 | 26·3 | 12·4 | Halifax NS British | T.3Cy.14″,22″&36″–24″ 66RHP NewBurrellJohnson IronCo.Yarmouth,N.S | | |
| 74586 222641 KFKJ | **Fred G. Hartwell** *Mchy.Aft* D.F. GyC. 1 *Dk* | | 9144 — 7108 | | | | | 1922 | American S.B.Co. Lorain,Ohio | FranklinS.S.Corp. (TheM.A.Hanna Co.*Mgrs.*) | 602·8 | 64·2 | 28·5 | Wilmgton (Del.) *WB* Utd.States | T.3Cy.25½″,41″&67″–42″ 291NHP AmericanS.B.Co.Lorain,O. | | R |
| 74587 217055 WNAI | **Fred W. Green** (*ex*Craycroft) (*Self-Unloader*) GyC. Sub.Sig. 1 *Dk* | | 2292 1884 1367 | | | | | 1918 | Gt.Lakes Eng.Works Ecorse,Mich. | NorthwesternCo. | 253·5 P27′B66′F26′ | 43·8 | 20·4 | Charlevoix Mich. Utd.States | T.3Cy.21″,35″&59″–42″ 226NHP Gt.LakesEng.Wks.Detroit | | R |
| 74588 202625 | **Fred W. Sargent** (*ex*Delaware) *Mchy.Aft* 2 *Dks* | | 3901 — 3250 | | | | | 1905 | Gt.Lakes Eng.Works Ecorse,Mich. | Gt.LakesTransit Corp. *WB* | 350·0 | 46·2 | 30·2 | Buffalo NY Utd.States | Q 4Cy.19″,27″,40″&58″–42″ 218NHP GtLakesEngWrks.Detroit | | |
| 74589 215847 WOCO | **Fred W. Weller** **TwinSc** *ss*N.Yk.No.3–10,29 *ss*N.Yk.No.2–38 *Mchy.Aft* 2 *Dks*(*Stl*)*&Shelter* D.F. GyC. *dk*(*Stl*)*&Web frames* *Longitudinal framing* | | 9485 7820 5899 | ✠100A1 *Shelter dk* *with freeboard* ~~10,40~~ ~~11,30~~ ~~BS7,30~~ BS10,40 ~~LMC5,38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,17 | NOs NNs | *ft* CL PN 12,38 ~~S7,35~~ S10,40 *F.P.above* | 1917 12mo | Bethlehem S.B.Corp. SanFrancisco | StandardOilCo. ofNewJersey A&CP *CellDBinE&B*85′ | 500·0 374*t DTf*54′ | 68·0 | 35·8 FK | Wilmgton (Del.) Utd.States 19*BHptAsp* 14*BHtoUdk* 5 ,, ,,2nd,, 626*t FPT*200*t AP T*164*t* | T.6Cy.20½″,35″&60″–42″ (*r*) 200lb 638NHP 3SB,*12cf*,HS8943 FD BethlehemS.B.Corp.S.Fo. | 38 ″ 0 s 9 ″ 7 28 ″ 8 | |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant en ajout. Lettre d'Additionnel. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. | 15 Registres où coté, et où il est dans le Lt. Div. Cert. Bot Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74590 | **Fredborg** (*ex* Elsie Mary) | *904* | | | | | 1918 | Hlsingbgs Varf. Aktieb. Helsingborg | Rederi A/B Ragne (Ragnar Nilsson) | 205·1 \| 33·6 \| 12·7 | | | Västervik Swedish | T 3 Cy. 17¾″, 29½″ & 46½″–27½″ | | V |
| 5993 | | *716* | | | | | | | | Q 64′ B 54′ F 19′ | | | | 110 NHP | | |
| SEDR | 1 *Dk* | *485* | | | | | | | | | | | *WB* | Helsingborgs Varf. Aktieb. | | |
| 74591 | **Freden** | *1172* | | | | | 1924 | A/S Moss Værft Moss | Rederi A/B Ferlef (And. Smith, *Mgr*.) | 224·6 \| 36·7 \| 15·2 | | | Stockholm Swedish | T. 3 Cy. 16″, 25″ & 42″–30″ | | N |
| 7586 | | *1010* | | | | | | | | P 23′ B 51′ F 27′ | | | | 97 NHP | | |
| SEDU | Wireless D.F. 1 *Dk* | *652* | | | | | | | | | | | *WB* | A/S Moss Værft, Moss | | |
| 74592 | **Fredenhagen** (*ex* Elsa–39) | 750 | | | | | 1938 | D. W. Kremer Sohn Elmshorn | Lübeck Linie A.G. | 188·9 \| 31·2 \| 12·0 | | | Rostock German | Oil Engines 4S.C.SA | | G |
| | *Oil Eng.* | 563 | | | | | | | | P 45′ F 23′ | | | | 6 Cy. 14½″–20½″ 124 NHP | | |
| DJYG | *Mchy. Aft.* D.F. E.S.D. 1 *Dk* | 376 | | | | | | | | | | | *WB* | Deutsche Werke Kiel A.G. Kiel | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 74593 | **Frederic** (*ex* Takis–40, *ex* Anna S.–39, *ex* Neraida–38, *ss* Rou. 2nd No. 3–1,32 *ex* Amazon, *ss* Pir. No. 1–37 *ex* Scarpa, *ex* Wilster) | *2742* | ✠100A1 | Pir | *u* | CL | 1903 | Irvine's SB & D.D. Co. Ltd. W Hartlepool | Soc. Anon. de Pont Brûlé | 320·0 \| 46·0 \| 21·3 | | | Vilvorde Belgian | T. 3 Cy. 23″, 38⅛″ & 62½″–42″ | 23 ″ 7 | |
| | *Spar dk* | *2560* | BS12,39 | | | N 3,40 | 10 mo | | | | | | | 160 lb *100 lb* (*s*) 278 NHP | s 3 ″ 8½ | |
| ONFU | *Spar dk (Irn) 2 tr B* | *1663* | *with freeboard* 9,39 | MS2,37 | LMO | | | | | P 30′ B 96′ F 30′ FK | | | *Lloyd's SA & CP* | NDB 16 5 *BHCem* | 20 ″ 1 | |
| | *& deep framing* | | Surveys delayed | | | | | | *Cell D Ba 98′ u E 22′* | | | | | 2 SB, *6cf*, GS 120, HS 4530 | | |
| | | | | | | | | | | *f* 140′ 736*t FPT* 80*t* | | | *APT* 75*t* | Blair & Co. Ld. Stockton | | |
| 74594 | **Frederic R. Kellogg** | 7127 | ✠ … | | | | 1917 | Moore & Scott Iron Works Oakland, Cal. | Standard Oil Co. of New Jersey | 425·8 \| 57·0 \| 31·4 | | | Wilmgton (Del.) | T. 3 Cy. 27″, 45½″ & 76″–51″ | 33 ″ 0 | R |
| 215424 | *Mchy. Aft* *Fitted for oil fuel* | 6564 | 3,22 | | | | 8 mo | | | P 97′ B 40′ F 41′ | | | | NDB 19 575 NHP | | † |
| WPCE | D.F. 2 *Dks & Web frames* | 4418 | ✠NE & B2,19 | ✠ | | | | | | | | | FK | Utd. States | | |
| | *Longitudinal framing* | | | | | | | | | | | | *WB* | Sun Ship building Co. Chester, Pa. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 74595 | **Fredericia** Ⓟ | 693 | | | | | 1930 | Frdkshvns. Værft & Flydedok A/S Frederikshvn | Det Forenede Dampskibs Selsk. | 189·4 \| 31·5 \| 10·9 | | | Kolding Danish | Oil Engines 4S.C.SA | | V |
| | Wireless D.F. *Oil Eng.* | 463 | | | | | | | | | | | | 6 Cy. | | |
| OYEE | 1 *Dk* | 389 | | | | | | | | | | | *WB* | Burmeister & Wain, Cpn. | | |
| 74595* | **Frederick Lykes** (*ex* Sea Hound–40) | ~~7500~~ | | | | | 1940 | Federal S.B. & D.D. Co Kearny, N.J. | Lykes Bros. S.S. Co. Inc. | 468·3 \| 69·7 \| 29·1 | | | New York Utd. States | 2 steam turbines D R geared to 1 sc. shaft 1417 NHP | | |
| 239334 | *Fitted for oil fuel* | 7772 | | | | | | | | F 42′ | | | *WB* | De Laval Steam Turbine Co. Trenton, N.J. | | |
| WDYU | D.F. E.S.D. GyC. 3 *Dks* | — | | | | | | | | | | | | | | |
| | *pt Longitudinal framing* *Cruiser Stern* | 4585 | | | | | | | | | | | | | | |
| 74596 | **Frederick S. Fales** | 10525 | ✠100A1 | Cff | *f*† | CL | 1939 | Cantieri Riuniti Dell' Adriatico Monfalcone | ~~Oriental Tankers~~, Ltd. Oriental Trade & Transport Co. Ltd. (H.J. Rahlves, *Mgr*.) | 490·4 \| 70·0 \| 37·0 | | | London British | Oil Engines 2S.C.SA | 37 ″ 0 | |
| 167276 | *Oil Eng.* | 9635 | 4,40 | | | | 6 mo | | | 506·6 (O.L.) | | | | 8 Cy. 26⅜″–43½″ 1000 NHP | s 7 ″ 4½ | |
| VRCQ | 1 *Dk, 2nd dk clear of cargo tanks* | 6065 | ✠LMC 6,39 | | | | | | | P 107′ B 41′ F 35′ FK | | | 16 *BHpt Asp* | 2 *DB 199 lb* | 29 ″ 11 | |
| GMYR | D.F. E.S.D. GyC. *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | | | | | *Lloyd's SA & CP* | Soc An "Fiat" S.G.M. Turin | | |
| | *Mchy. Aft* *Longitudinal framing* | | | | | | | | *Cell D Bu E 89′ 175t* | *DTf* 24′ 647*t FPT* 1 | | | 26*t APT* 169*t* | | | |
| 74597 | **Frederik** (*ex* Arend–38, *ex Lighter* Rasmil) | 363 | | | | | 1921 | Gebr. van Diepen Waterhuizen | G. Reumer | 132·8 \| 24·7 \| 11·2 | | | Zwartsluis Dutch | Oil Engines 4S.C.SA | | V |
| | *Oil Eng.* | 313 | | | | | | | | P 22′ F 15′ | | | | 4 Cy. 12⅞″–13¾″ 58 NHP | | |
| PEDY | 1 *Dk* | 199 | | | | | | | | | | | | *Emade* 31 | | |
| | *Mchy. Aft* | | | | | | | | | | | | | Appingedammer Brons Motorenfb. N.V. | | |
| 74598 | **Frederika Lensen** (*ex* Trevaylor–34) | 4283 | ✠100A1 | Rot | *x* | CL | 1912 | J Readhead & Sons, Ld. South Shields | Austin Friars Steam Shipping Co. Ld. | 369·9 \| 51·1 \| 26·1 | | | London British | T. 3 Cy. 26″, 42″ & 69″–48″ (*r*) | 27 ″ 8 | |
| 133214 | *ss* Rot. 2nd No. 3–12,37 | 4016 | 5,40~~3,40~~ | Mdb | | 3,39 | 12 mo | | | P 33′ B 226′ F 34′ FK | | | 6 *BHCem* | 180 lb 385 NHP | s 3 ″ 10½ | |
| GPJM | D.F. | 2713 | BS2,40 | ✠LMC 12,37 | | | | | | | | | 2SB, *6cf*, GS 132, HS 6330 | | 24 ″ 1½ | |
| | 1 *Dk (pt Irn pt Stl)* | | | | | | | | *Cell D Ba* 119′ *u* E 26′ *f* 163′ | | | | *Lloyd's SA & CP* | 987*t APT* 62*t* | J. Readhead & Sns. Ld. S. Shl | |
| 74599 | **Frederikshorg** 4 Mst | 1816 | | | | | 1916 | Akties Sör-landets Skibs. Fevig | A/S Dmpskselsk Dannebrog (C.K. Hansen, *Mgr*.) | 265·0 \| 42·2 \| 17·6 | | | Copnhagn Danish | T. 3 Cy. 20½″, 35″ & 56″–36″ | | N |
| | | 1600 | | | | | | | | P 22′ B 71′ F 29′ | | | | 188 NHP | | |
| OXSB | 1 *Dk* | 1106 | | | | | | | | | | | *WB* | Fredrikstad M.V. Frdstad. | | |
| 74600 | **Frederikshavn** Ⓟ | 1480 | | | | | 1914 | Burmeister & Wains. Msk. og Skibs. Act. Copenhagen | Det Forenede Dampskibs Selsk. | 254·6 \| 38·7 \| 21·5 | | | Frdrkshvn Danish | T. 3 Cy. 22″, 36″ & 60″–42″ | | V |
| | (*ex* Aalborghus–36) | 827 | | | | | | | | | | | | 233 NHP | | |
| OXQD | Wireless D.F. 2 *Dks* | 823 | | | | | | | | | | | | Burmeister & Wains. Msk. og Skibs. Act Copenhagen | | |
| 74601 | **Fredhem** (*ex* Grekland, *ex* Heinz Horn) | *2172* | | | | | 1923 | Schiffsw. v. H. Koch A.G. Lübeck | Rederi A/B Manhem (E. Högberg, *Mgr*.) | 290·6 \| 42·6 \| 18·2 | | | Stockholm Swedish | T. 3 Cy. 22½″, 34½″ & 58½″–39½″ | | G |
| 7452 | | *1881* | | | | | | | | P 14′ B 209′ F 31′ | | | | Lübecker 212 NHP | | |
| SFPA | *Well deck* Sub.Sig. D.F. 1 *Dk* | *1252* | | | | | | | | | | | *WB* | Maschinen Ges. Lübeck | | |
| 74602 | **Fredman** (*ex* Pandion, *ex* Thisted) | *1018* | | | | | 1917 | De Haan & Oerlemans Heusden | Rederi A/B Ostenia (A. Einar Ahlsiö. *Mgr*.) | 216·2 \| 34·6 \| 13·0 | | | Västervik Swedish | T. 3 Cy. 15″, 25″ & 40″–27″ | | V |
| 6282 | Sub.Sig. 1 *Dk* | *787* | | | | | | | | P 19′ Q 51*t* B 57″ | | | | 83 NHP | | |
| SEDW | | *545* | | | | | | | | H 109′ F 25′ | | | | Kuypers, Rotterdam | | |
| 74603 | **Freeman** | 3350 | ✠100A1 | Bos | *v* | CL | 1918 | New York S.B. Corp. Camden, N.J. | Pocahontas S.S. Co. | 318·5 \| 49·5 \| 24·2 | | | Wilmgton (Del.) | T. 3 Cy. 21⅛″, 35½″ & 58″–42″ | 27 ″ 6 | |
| 216032 | D.F. *ss* N. Ns. No. 3–9,30 | 2710 | 7,40 ~~7,39~~ | | | ~~6,39~~ N 7,40 | 4 mo | | | | | | | 200 lb (*r*) 318 NHP | | |
| WBCI | *Mchy. Aft* Sub.Sig. *ss* N. Ns. No. 2–38 | 1949 | ~~BS2,39~~ 7,40 | ✠LMC 6,38 | | | | | *Cell D B* 269′ | P 79′ B 18′ F 31′ FK | | | Utd. States | 2 SB, *6cf*, GS 110, HS 4643 FD | | |
| | *Cargo battens not fitted* 1 *Dk (Stl)* | | | | | | | | 254*t DT* 13′ 412*t* | *FPT* 293*t APT* 92*t* | | | *7 BHCem* | N York S B Corp Camden N J | | |
| 74604 | **Freeport Sulphur No. 5** | 4127 | | | | | 1920 | Federal S.B. Corp. Kearny, N.J. | Ministry of Shipping (Sir W. R. Smith & Sons, Ld. *Mgrs*.) | 355·5 \| 52·5 \| 24·8 | | | British | T. 3 Cy. 23″, 39″ & 66″–42″ | | R |
| Not | "Empire Toucan," *see Vol. 1939–40 in Supplement* | 2567 | | | | | | | | P 88′ B 37′ F 36′ | | | | 261 NHP | | |
| | D.F. 1 *Dk* | 2440 | | | | | | | | | | | *WB* | Hooven, Owens, Rentschler Co. Hamilton, Ont. | | |
| | *Mchy. Aft* *Longitudinal framing* | | | | | | | | | | | | | | | |
| * 74605 | **Freia** Ⓟ Twin Sc | 1429 | ✠100A1 | Cpn | | OG | 1936 | A/S Aalborg Msk. og Skibs Aalborg | De Danske Stats-baner | 240·4 \| 40·9 \| 15·7 | | | Korsor Danish | Oil Engines 4S.C.SA | 18 ″ 0 | |
| | *Oil Eng.* | 1007 | *Ferry Service Great Belt–Kattegat & Skagerak* | | | 9,37 | 9 mo | | | *Promenade dk & fr cle* 190′ BK 8′ | | | | 16 Cy. 15¾″–29½″ 382 NHP | | |
| OYLS | Wireless D.F. E.S.D. 2 *Dks* | 616 | 10,39 | ✠LMC 9,36 | | | | | | | | | *7 BHpt Cem* | 2 *DB 85 lb* | | |
| | *Cruiser Stern* | | | | | | | | *Cell D B* 150′ 152*t DTf* 30′ 65*t* | *DTa* 22′ 60*t Side Tanks in ER* 56*t* | | | *Lloyd's AP* | Akt. Burmeistr & Wain, Cpn | | |
| | *Strengthened for Navigation in Ice* | | | | | | | | | | | | | | | |
| 74606 | **Freiburg** Ⓟ | 5165 | ✠ … | Ham | *a*† | | 1923 | Blohm & Voss Hamburg | Hamburg-Amerik Packetf. Akt. Ges. (Ham.-Amr. Linie) | 407·0 \| 56·0 \| 25·9 | | | Hamburg German | 4 Steam Turbines S R geared to 1 Sc. Shaft 634 NHP | 28 ″ 6 | G |
| | *ss* Ham. No. 2–31 | 4478 | 3,35 | | | | 3 mo | | | P & B 329′ F 53′ FK | | | *8 BHAsp* | 3 SB, *9cf*, GS 200, HS 8880 | | † |
| DHIG | D.F. *Well deck* 2 *Dks (Stl)* 3 *rd tr B* | 3097 | ✠ | | | | | | *Cell D* B 353′ 924*t FPT* 51*t* | | | | *APT* 16*t* | Blohm & Voss, Hamburg | | |
| | *in No. 1 hold* | | | | | | | | | | | | | | | |
| 74607 | **Freidig** (*ex* Mesna–37, *ex* Melsomvik–33, *ex* Freidig, *ex* Haraldshaug *ex* Gerd) 1 *Dk & deep framing* | 1333 | ✠ … | | | | 1903 | Wood Skin-ner & Co. Ld. Newcastle | Trygve Skogland | 237·0 \| 35·2 \| 16·0 | | | Haugesnd Norwegian | T. 3 Cy. 18½″, 30″ & 49″–33″ | 18 ″ 6 | N |
| | | 1101 | 4,08 | | | | 3 mo | | | P 20′ B 29′ F 29′ FK | | | | 146 NHP | | † |
| LELP | | 788 | ✠ | | | | | | | | | | *WB* | N.E. Marine Eng Co Ld. Nwc | | |
| 74608 | **Freienfels** | 7563 | | | | | 1929 | Deutsche Sch-u-Mschb A.G. "Weser" Bremen | Deutsche Dampfs. Ges. "Hansa" | 506·4 \| 62·2 \| 27·9 | | | Bremen German | T. 3 Cy. 30¾″, 49½″ & 78½″–55½″ | | G |
| | | 6688 | | | | | | | | F 51′ | | | | & L.P. Turbine 785 NHP | | |
| DOHI | Sub.Sig. *Ref Mchy.* 2 *Dks* | 4589 | | | | | | | | | | | *WB* | A.G. "Weser," Bremen | | |
| | E.S.D. *Cruiser Stern* | | | | | | | | | | | | | | | |
| 74609 | **Frej** (*ex* Vladimir) | 561 | ✠100A1 | Abo | *h* | CL | 1900 | A. McMil-lan & Son, Ld. Dumbarton | Finska Ångf. A/B | 177·1 \| 26·0 \| 13·3 | | | Helsingfrs Finnish | T. 3 Cy. 15″, 25″ & 40½″–27″ (*s*) | 14 ″ 0 | |
| 616 | *ss* Hfs. 3rd No. 3–7,37 | 438 | 10,40 ~~7,38~~ | Hfs | | 8,38 | 2 mo | | | 168·3 | | | | 160 lb *100 lb* NDB 29 102 NHP | s 1 ″ 4½ | |
| OHKB | Wireless D.F. | 251 | ✠LMC | | | | | | | B 53′ F 23′ BK 5′ | | | *4 BHCem* | 1 SB, *3pf*, GS 63, HS 1800 | 13 ″ 0½ | |
| | 1 *Dk (Stl)* | | MS7,37 | BS~~8,38~~ 10,40 | | | | | | *FPT* | | | 62*t APT* 38*t* | McKie & Baxter, Glasgow | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. Years Assigned now overdue. Equipment letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. / in. | 15 Registers in which classed. If not in L.R. Date of ✠ Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74610<br>8288<br>SLKN | **Freja**<br>*Oil Eng.*<br>Wireless **D.F.** 1 *Dk & Shelter dk*<br>*Cruiser Stern*<br>*Strengthened for navigation in ice*<br>*Butts of shell plating electrically welded* | *1486*<br>*1114*<br>774 | ✠100A1<br>*with freeboard*<br>~~3,40~~ ~~4,38~~ 2,41 | Skm NYk<br>✠LMC9,38 | *r* | 1938<br>9mo<br>*Lloyd's* | A.B. Finnboda Varf. Stockholm<br>*sA&CP* | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)<br>*Cell D* | 279·8 \| 39·6 \| 14·8<br>287·3 (O.L.)<br>F27′ FK<br>*B227′405t FPT48t* | | | Stockholm<br>Swedish | 2 Oil Engines 2S.C.SA<br>with electro-magnetic slip couplings & SR gearing<br>4 *BHpt Asp* (*Coll to Sh dk*<br>3 „ 2nd „ )<br>10Cy.13¾″–22 7/16″ 312NHP<br>DB *100lb*<br>*APT55t*<br>Atlas-Diesel A/B, Skm. | 18 *n* 0<br>*s* „ 2¾<br>17 „ 10¼ | |
| 74611<br>OYXA | —<br>(*ex* Salvator)<br>Wireless 1 *Dk* | 347<br>317<br>122 | | | | 1915 | Akties. Moss Værft Bjergnings Enterprise Moss | A/S Em. Z. Svitzers Bjergnings Enterprise | 148·8 \| 24·1 \| 12·4 | | | Copnhagn<br>Danish<br>*WB* | T.3Cy.14″,23″ & 38″–27″<br>75NHP<br>Moss Værft, Moss | | |
| 74612<br>OZBA | **Frem** Ⓟ<br>*Oil Eng.*<br>Wireless **D.F.** 2 *Dks* | 1176<br>537<br>720 | | | | 1924 | Akt. Burmeistr & Wain Copenhagen | A/S Dampskslsk. paa Bornholm af 1866 (Thorkil Lund, *Mgr.*) | 230·2 \| 35·2 \| 10·7<br>len38 | | | Rönne<br>Danish | Oil Engines 4S.C.SA<br>6Cy.19 1/16″–35 7/16″ 225NHP<br>Akt. Burmeistr & Wain, Cpn | | V |
| 74613<br>1150<br>CBFR | **Fresia** Ⓟ (*ex* Guatemala) **TwinSc**<br>2 *Dks* | 3848<br>2359<br>1708 | | | | 1899 | Caird & Co. Ld Greenock | Soc. Marit. y Comercial R. W. James y Cia. | 359·3 \| 43·3 \| 19·1<br>P34′F59′ | | | Valparaiso<br>Chilian<br>*WB* | T.6Cy.19¾″,32″ & 52″–36″<br>324NHP<br>Caird & Co. Ld. Greenock | 22 *n* 3 | |
| 74614<br>216455 | **Fresno**<br>1 *Dk & Shelter dk & Web frames*<br>*Longitudinal framing* | 6002<br>5551<br>4492 | ✠ …<br>1,21<br>✠ | | | 1918<br>6mo | Moore S.B. Co. Oakland, Cal. | United States Maritime Commission | 402·5 \| 53·0 \| 32·0<br>P34′F39′ *on Shltr dk*<br>FK | | | S. Frncisco<br>Utd. States<br>*WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft 618NHP<br>W. & A. Fletcher Co.<br>Hoboken, N.J. | 34 *n* 6 | |
| 74615<br>226344 | — Ⓟ<br>(*Ferry–Screw fore & aft*) *Oil Eng.*<br>2 *Dks* | 2468<br>—<br>1604 | | | | 1927 | Bethlehem S.B. Corp. Ld. San Francisco | Puget Sound Navigation Co | 234·0 \| 46·1 \| 19·9 | | | Seattle<br>~~S. Frncisco~~<br>Utd. States | Oil Engines 4S.C.SA connected to Elec. motors & Sc. Shafts 24Cy.15″–22″ 525NHP<br>New London Ship & Eng. Co., New London, Con. | | |
| 178<br>40<br>74616<br>161613<br>GBNT | **Fresno City**<br>*Oil Eng.*<br>D.F. *Cruiser Stern* 1 *Dk & Shelter dk* | 4955<br>4626<br>3004 | | | | 1929 | W. Doxford & Sons, Ld. Sunderland | Reardon Smith Line Ld. (Sir W. R. Smith & Sons, Ld. *Mgrs.*) | 415·6 \| 55·0 \| 24·5<br>*F on Shelter dk* 41′ | | | Bideford<br>British<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.23⅝″–91 5/16″ 687NHP<br>W. Doxford & Sons, Ld. Sld. | | C |
| 74617<br>141930<br>GCFK | **Fresno Star** (*ex* Woodarra) **TwinSc**<br>*ss* Nwc. No. 3–10,32<br>*ss* Nwc. No. 1–36<br>*Ref. Mchy.* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)<br>D.F. E.S.D. *Cruiser Stern* | 7998<br>7599<br>5020 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~5,40~~ ~~10,39~~<br>✠LMC<br>MS9,36<br>✠Lloyd's RMC ~~1,40~~<br>5,41 ~~10,40~~ ~~7,40~~ | Liv<br>BS11,40<br>~~BS10,39.~~<br>~~BS9,38~~ | *c*† | CL 58,38 PN8,38<br>1919<br>11mo<br>*Lloyd's* | Barclay, Curle & Co. Ld Glasgow<br>*sA&CP* | Frederick Leyland & Co. Ld.<br>*Cell D B* | 449·5 \| 58·2 \| 37·1<br>P31′F43′ *on Shelter dk*<br>FK<br>386′ 1275t *FPT125t* | | | London<br>British<br>*Cem*<br>8 *BHtoSh dk*<br>*APT80t* | T.6Cy.26½″,44″ & 73″–48″ (*s*)<br>200lb 1162NHP<br>2D & 2SB. *24cf*, GS440, HS17604 FD<br>Barclay Curle & Co. Ld. Gls. | 40 *n* 0<br>*s* 11*n*0½<br>29 *n* 3 | |
| 74618<br>OZBH | **Fresone** (*ex* Frensham)<br>*Well deck* 1 *Dk* (*Stl*)<br>*Mchy. Aft*<br>D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 744<br>—<br>424 | ✠<br>9,26<br>✠ | BAs | *f* | 1922<br>7mo | C H Walker & Co. Ld. Sudbrook | F. Fresone<br>*Cell D B113′201t FPT45t APT21t* | 180·0 \| 32·2 \| 10·8<br>Q111′F22′<br>FK | | | Bns. Aires<br>Argentine<br>3 *BHpt Cem pt Asp* | T.3Cy.13″,22″ & 34″–22½″<br>83NHP<br>1SB, *3pf*, GS50, HS1610<br>Plenty & Son, Ld. Newbury | 12 *n* 11 | |
| 74619<br>5246<br>SEGD | **Frey**<br>*Well deck* 1 *Dk* | *1090*<br>*864*<br>*606* | | | | 1911 | Oskrshmns M.V. Aktieb. Oskarshamn | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 223·1 \| 35·3 \| 13·3<br>P18′Q59′B106′<br>H90*t*F27′ | | | Stockholm<br>Swedish<br>*WB* | T.3Cy.17½″,29″ & 48″–30″<br>126NHP<br>Oskarshamns M.V. Aktieb. | | V |
| 74620<br>OYDG | **Freya**<br>1 *Dk* | 1207<br>921<br>719 | | | | 1924 | A/S Nakskov Skibs Nakskov | Dampskslsk Torm A/S (A. Schmiegelow & A. Kampen, *Mgrs.*) | 235·4 \| 36·2 \| 13·7<br>P13′Q65′B102′F30′ | | | Copnhagn<br>Danish<br>*WB* | T.3Cy.15¾″,25⅝″ & 41⅜″–26¾″<br>Ottensener 89NHP<br>Mch. G.m.b.H. Altona | | C |
| 74621<br>OZBH | **Frida**<br>D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 1700<br>1463<br>973 | | | | 1936 | Helsingörs Jernsk & Msk. Elsinore | J. Lauritzen | 292·0 \| 41·7 \| 16·4 | | | Esbjerg<br>Danish<br>*WB* | C.3Cy.(2)15¾″ & 39⅜″–37⅜″ & LP Turbine with reduction gear & chain drive 234NHP<br>Helsingörs Jernsk. & Mskb. | | G |
| 74622<br>6488<br>SEGK | —<br>1 *Dk* | 677<br>*510*<br>*356* | | | | 1920 | Kalundborg Skibs. Kalundborg | Rederi-A/B Simrishamn (O. Modén, *Mgr.*) | 185·2 \| 30·7 \| 11·3<br>P12′B57′F23′ | | | Simrishmn<br>Swedish<br>*WB* | T.3Cy.13⅜″,20⅞″ & 33⅞″–19⅜″<br>Smith, 51NHP<br>Mygind & Hüttemeier, Cpn | | V |
| 74623<br>DIBO | **Frida Horn**<br>*Oil Eng.*<br>Sub.Sig. 2 *Dks* | 3184<br>2552<br>1903 | | | | 1925 | Flensburgr Schiffsb. Ges. Flensburg | H. C. Horn | 306·5 \| 45·8 \| 22·8<br>P25′B100′F33′ | | | Hamburg<br>German<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.25 5/16″–47¼″ 453NHP<br>Maschfbk. Augsburg-Nürnberg. Augsburg | | G |
| 74624<br>DOBI | **Friderun** Ⓟ<br>D.F. Sub.Sig. 1 *Dk* | 2464<br>2011<br>1470 | | | | 1922 | J. Frerichs & Co. A.G. Einswarden | Norddeutscher Lloyd | 296·2 \| 42·8 \| 19·6<br>P&B233′F37′ | | | Bremen<br>German<br>*WB* | T.3Cy.20″,31½″ & 53¼″–36″<br>NE28 190NHP<br>N.V. Verschure & Co.'s Scheepsbw. & Machf. Ams. | | G |
| 74625<br>DIBP | **Frieda**<br>(*ex* Sailing Vessel) *Oil Eng.*<br>1 *Dk* | 352<br>301<br>206 | | | | 1912 | F. Lemm Boizenburg | J. A. Reinecke | 132·3 \| 27·9 \| 9·9 | | | Hamburg<br>German | Oil Engines 2S.C.SA<br>4Cy.12⅛″–16½″ 104NHP<br>*Emade* 25, *fitted* 27<br>Gebr. Sulzer A.G.<br>Ludwigshaven | | G |
| 74626<br>DIZJ | **Frieda Peters** (*ex* L M.G.)<br>*Oil Eng.*<br>1 *Dk* | 465<br>414<br>249 | | | | 1920 | Lübecker Maschb. Ges. Lübeck | H. Peters | 150·4 \| 27·4 \| 11·5 | | | Hamburg<br>German | Oil Engines 4S.C.SA<br>6Cy.11″–17¾″ 70NHP<br>*Emade & fitted* 34<br>Humboldt-Deutzmotoren, A.G. Köln-Deutz | | G |
| 74627<br>DCRX | **Frieda Rehder** (*ex* Altenwerder, *ex* Alexanderpolder)<br>*Mchy. Aft* 1 *Dk* | 705<br>530<br>341 | | | | 1918 | Wortelboer & Co. Westerbroek | Carsten Rehder | 180·3 \| 26·9 \| 12·4<br>P25′Q89′B11′ | | | Altona<br>German<br>*WB* | T.3Cy.14¾″,23⅝″ & 38⅜″–26⅜″<br>N.V. Machfab. 77NHP<br>H.J. Koopman, Dordrecht | | G |
| 74628<br>DOTD | **Friedenau** (*ex* Adrar–37)<br>*Ref. Mchy.* 2 *Dks* | 5219<br>4811<br>3165 | | | | 1920 | Atel. & Ch. de la Loire, St. Nazaire | Bugsier-, Reederei-u. Bergungs-A.G. | 393·3 \| 56·1 \| 29·0<br>P56′B123′F50′ | | | Brmrhavn<br>German<br>*WB* | T.3Cy.25⅜″,42½″ & 70″–48″<br>340NHP<br>Atel. & Ch. de la Loire. Nts. | | G |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'équivalence. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pa. | 15 Engrenage ou accouplement de l'hélice dans le Lt. Dunes, Cert. Lloyd's Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74629 | **Friedrich Breme** | | 10397 | ✠ | Ham | *f*† | | 1936 | Deutsche | Deutsch-Amerikanische Petroleum Ges. Bremen | 487·3\|69·9\|37·1 | Hamburg German | Oil Engines 2S.C.SA | 37 ″ 0 | G |
| | | *Oil Eng.* | 9527 | 8,39 | | | | 8mo | Sch-n-Maschb. A.G. "Weser" | | | | 8Cy.25$\frac{9}{16}$″–47$\frac{1}{2}$″ 909NHP | | † |
| DJRR | D.F. | 1 *Dk*, 2nd *dk clear of cargo tanks* | 5762 | ✠ | | | | | | | P107′B39′F35′ FK | 16 *BHpt Cem pt Asp* | A.G. "Weser," Bremen | | |
| | E.S.D. GyC. | *Cruiser Stern* | | | | | | | | *Cell DB uE* 86′184*t D* | *Tf* 16′540*t FPT* 370*t* | *APT* 210*t* | | | |
| | *Mchy. Aft* | *Longitudinal framing Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 74630 | **Friedrich Engels** | | 3972 | | | | | 1930 | Severney S.B.Yard Leningrad | U.S.S.R. | 347·3\|48·7\|27·1 P14′B52′F38′ | Odessa Russian *WB* | Oil Engines 2S.C.DA 4Cy.23$\frac{1}{2}$″–35$\frac{7}{16}$″ 390NHP Maschfbk. Augsburg-Nürnberg, Augsburg | | |
| | | *Oil Eng.* | 3537 | | | | | | | | | | | | |
| UOBK | Sub.Sig. | 2 *Dks* | 2261 | | | | | | | | | | | | |
| 74631 | **Friedrich Karl** | | 1262 | | | | | 1938 | Neptunwerft Rostock G.m.b.H. Rostock | Reederei Wendenhof G.m.b.H. | 236·3\|35·5\|15·1 P17′B64′F32′ | Wismar German *WB* | T.3Cy.16$\frac{1}{8}$″,26″&41$\frac{7}{16}$″–27$\frac{9}{16}$″ HS2583 167NHP Neptunwerft Rostock G.m.b.H. Rostock | | G |
| | | | 1008 | | | | | | | | | | | | |
| DMXL | D.F. | 1 *Dk* | 589 | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | |
| 74632 | **Friesenland** | Twin Sc | 5434 | | | | | 1937 | Howaldtswerke A.G. Kiel | Deutsche Lufthansa, A.G. | 427·0\|54·3\|27·0 B&F358′ | Bremen German *WB* | Oil Engines 2S.C.SA 18Cy.20$\frac{1}{2}$″–27$\frac{1}{16}$″ 1328NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | G |
| | (*Aeroplane Service Ship*) | *Oil Eng.* | 4143 | | | | | | | | | | | | |
| DOSH | D.F. E.S.D. GyC. | 2 *Dks* | 2065 | | | | | | | | | | | | |
| 74633 | **Friesland** | | 6310 | | | | | 1925 | Blohm & Voss Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 449·1\|58·3\|27·0 | Hamburg German *WB* | 2 Oil Engines geared to 1 Sc. Shaft 4S.C.SA 20Cy.20$\frac{1}{2}$″–20$\frac{1}{2}$″ 856NHP | | G |
| | | *Oil Eng.* | 5613 | | | | | | | | | *Port by* | Vulcan-Werke, Ham. | | |
| DIBQ | D.F. Sub.Sig. | 3 *Dks* | 3780 | | | | | | | | | *Stbd. by* | Maschf Augsburg-Nünbrg. | | |
| 74634 | — | | 2662 | ✠100A1 | Sch | *s* | OG | 1930 | Cowpen D.D.&S.B. Co.Ld. Blyth | Scheepvaart en Steenkolen Maats. N.V. | 295·2\|44·0\|18·9 P69′Q108′F30′ FK | Rottrdam Dutch | T.3Cy.20″,33$\frac{1}{2}$″&57″–39″ (*s*) 200lb 270NHP | 21 ″ 0 | |
| | | *ss* Rot. No.2–39 | 1952 | 8~~108.40~~ 4,41 ~~Grk~~ | | | ~~8,38~~ | 1mo | | | | | | s 6 ″ 4 | |
| PEEK | D.F. *Mchy. Aft* | *Well deck* 1 *Dk(Stl)* | 1532 | ~~BS1,40~~ ✠LMC1,39 4,41 | | | 8,40 4,41 | | | *Trunk in Well & on Q dk* | | | 2SB, *6cf*, GS112, HS4640 N.E.MarineEng.CoLdNwc | 19 ″ 5½ | |
| | | | | | | | | | | *Lloyd'sA&CP* | | | | | |
| | | | | | | | | | | *Cell DB* 210′569*t M* | *T* 10′295*t FPT* 180*t* | *APT* 15*t* | | | |
| 74635 | — | | 1029 | ✠ ... | Kel | *n* | | 1904 | G.Brown & Co. Greenock | A.H.Schwedersky Nachf. | 229·8\|31·6\|12·4 221·3 Q154′B on Q18′F29′ BK7″ | Memel German *4BHCem* | T.3Cy.16″,26″&44″–33″ NDB16 122NHP NB23 *refitted* 37 1SB, *3cf*, GS51, HS1987 Ross&Duncan, Glasgow | 15 ″ 6 | G |
| | (*ex* Slotholm, *ex* Avessac, *ex* Cratloe, *ex* Wellpark) | *ss* Osl.2ndNo.3–5,28 *ss* Kel. No.2–37 | 775 585 | 7,38 | | | | | | | | | | | † |
| | *Well deck* | 1 *Dk(Stl)* & *Web frames* | | | | | | | | *DB* | *a* 55′ *f* 50′ 194*t FPT* 50*t* | *APT* 22*t* | | | |
| 74636 | **Frigg** (*ex* Emil R. Boman–34, *ex* Coranian) | *ss* Hbg.2ndNo.3–4,27 | 1248 | ✠ ... | | | | 1901 | W. Harkess & Son Middlesbro' | Ångfartygs A/B Kjell (H.Jeansson, *Mgr.*) | 223·4\|35·1\|14·0 Q85′B55′R FD85′ F21′H90*t* FK | Stockholm Swedish *WB* | T.3Cy.17″,28½″&46″–33″ 131NHP MacColl&Pollock, Sld. | 16 ″ 6 | V |
| 4790 | | | *865* | 4,32 | | | | 11mo | | | | | | | † |
| SDYE | | 1 *Dk* & *deep framing* | *706* | ✠ | | | | | | | | | | | |
| 74637 | **Frigga** | | 5831 | | | | | 1924 | Brückenbau Flender A.G. Lübeck | Seereederei "Frigga" A.G. | 401·4\|53·3\|26·9 P79′F41′ | Hamburg German *WB* | T3Cy27$\frac{9}{16}$″,43$\frac{7}{16}$″&70$\frac{1}{2}$″–47$\frac{1}{2}$″ 346NHP Ottenser Mch Gmb H Altona | | G |
| | | *Cruiser Stern* | 4922 | | | | | | | | | | | | |
| DHIJ | *Mchy. Aft* Sub.Sig. | 1 *Dk* | 3394 | | | | | | | | | | | | |
| 74638 | — | | 1095 | | | | | 1922 | Frdrkshvn Skibs & Flydk Fredrikshavn | Ministry of Shipping (Ellerman's Wilson Line, Ld. *Mgrs.*) | 236·2\|35·7\|14·2 | London British *WB* | T.3Cy.18″,30″&50′–36″ Helsingörs Jernsk. 150NHP & Mskb. Elsinore | | V |
| 167533 | Wireless D.F. | | 868 | | | | | | | | | | | | |
| MDWJ | *Ref. Mchy.* | 2 *Dks* | ~~574~~ | | | | | | | | | | | | |
| 74639 | — Ⓟ | | 557 | | | | | 1925 | Nüscke & Co. A.G. Stettin | Stettiner Dampfs. Ges. J.F. Braeunlich G.m.b.H. | 188·7\|28·1\|12·7 B136′F17′ | Stettin German *WB* | T.3Cy.18½″,29½″&47½″–31½″ 125NHP Waggon&Msch A G Gorlitz | | G |
| | (*ex* Deutschland) | | 468 | | | | | | | | | | | | |
| DARJ | Wireless | 1 *Dk* | 220 | | | | | | | | | | | | |
| 74640 | **Frigorifico Gualeguaychu No.1** | Twin Sc | 732 | | | | | 1929 | D.W.Kremer Sohn Hamburg | Frigorifico Gualeguaychu Soc.Anon. | 191·3\|36·0\| 9·8 | Gualeguay-chu Argentine | Oil Engines 4S.C.SA 12Cy.7$\frac{7}{8}$″–11$\frac{13}{16}$″ 72NHP Mot. Werke Mannheim | | |
| | (*ex* Faraon, *ex* Ibera) | 1 *Dk* *Oil Eng.* | 340 565 | Lloyd's RMC ~~10,39~~ ~~4,40~~ 10,40 | | | | | | | | | | | |
| | *Mchy. Aft* | *Ref. Mchy.* | | | | | | | | | | | | | |
| 74641 | **Frimaire** | | 9242 | | | | | 1929 | Deutsche Werft A.G. Bet Reihstgwrft Hamburg | Cie. Nationale de Nav. | 468·0\|61·8\|36·4 P107′B36′F39′ | Rouen French *WB* | C.4Cy.(2)22$\frac{1}{16}$″&(2)47$\frac{1}{2}$″–47$\frac{1}{2}$″ 256NHP Deutsche Werft A.G. Bet. Reiherstiegwerft, Ham. | | V |
| | | *Fitted for oil fuel* | 8322 | | | | | | | | | | | | |
| FOTG | *Mchy. Aft* Sub.Sig. | 1 *Dk* | 6447 | | | | | | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 74642 | **Frinton** Ⓟ (*ex* Kilkenny) | | *1361* | ... | Pir | *q* | | 1903 | Clyde S.B. &E.Co.Ld. Pt.Glasgow | D.Inglessi Fils S.A.Nav.de Samos | 269·7\|36·2\|16·3 P&B182′F73′ BK8″ | Samos Greek *8BHCem* | T.3Cy.26$\frac{9}{16}$″,43″&69″–42″ 542NHP 2DB, *12cf*, GS258, HS8813 FD Clyde S.B.&E.Co.Ld.P.Gl. | 17 ″ 3 | |
| 8 | | *ss* Ant.2ndNo.3–1,27 | *1034* | 6,35 | | | | | | | | | | | |
| SYGA | | *ss* Pir.No.1–31 | *576* | | | | | | | *Cell DB f* 56′90*t DTs* | *f* 33′212*t APT* 35*t* | | | | |
| | Wireless | 2 *Dks* (*U dk Stl–ws*) | | | | | | | | | | | | | |
| 74643 | **Frisco** (*ex* W.S.Porter) | 3 Mst | 4610 | ✠ ... | Pal | *x* | | 1906 | Newprt News S.B.&DD.Co. Newprt News | Petroleum Soc. Anon.di Nav. (G.Chiarella *Mgr.*) | 395·3\|49·6\|28·0 385·0 P69′B27′F34′ FK | Genoa Italian | T.3Cy.28″,44″&74″–54″ 497NHP 3SB, *12cf*, GS266, HS8502 Newport News SB&DD.Co. | 30 ″ 3 | I |
| 1321 | *Mchy. Aft* | *ss* Gen.2ndNo 3–3,31 | 4370 | 2,40 | | | | 11mo | | | | | | | † |
| IBKM | D.F. | *ss* Gen.No.1–37 | 2699 | ✠ | | | | | | *Cell DB* | *uE* & *B* 65′ 168*t FPT* | 12 *BHCem* 88*t APT* 62*t* | | | |
| | | *Fitted for oil fuel* | | | | | | | | | | | | | |
| | | 2 *Dks* (*Stl*) & *Web frames* | | | | | | | | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 74644 | — | | 1582 | | | | | 1939 | Porsgrund Mek.Værks. Porsgrunn | Chr.J.Reim | 246·6\|37·9\|18·2 P66′B14′F29′ | Porsgrunn Norwegian *WB* | C.2Cy.13$\frac{3}{4}$″&27$\frac{9}{16}$″–27$\frac{9}{16}$″& LP turbine with DR gearing & hydraulic coupling 63NHP Porsgrund M.V. Porsgrunn | | N |
| | Wireless D.F. | | 1283 | | | | | | | | | | | | |
| LKGV | *Mchy. Aft* | *Cruiser Stern* 1 *Dk* | 890 | | | | | | | | | | | | |
| 74645 | **Frisia** (*ex* Karlsborg) | | *1059* | ✠100A1 | Got | *n* | OG | 1909 | Bergens Mek.Værks. Bergen A&CP | Rederiaktieb. Svenska Lloyd (K.R.Bökman, *Mgr.*) | 222·8\|35·0\|13·5 236·3(O.L.) P24′B62′H92*t* F24′ FK | Gothenbrg Swedish *4BHCem* | T.3Cy.17″,26½″&46″–30″ (*s*) 180lb 139NHP 2SB, *4cf*, GS65, HS2317 Bergens Mek Værks Bergen | 15 ″ 10 | |
| 5056 | | *ss* Got.2ndNo.3–7,35 | *874* | 7.38 | | | 7,38 | 7mo | | | | | | s 1 ″ 11 | |
| SEGM | | 1 *Dk(Stl)* & *deep framing* | *583* | ✠LMC MS2,35 BS8,39 Surveys delayed | | | | | | *Cell DB a* 69′ | *uE* 13′*f* 88′209*t FPT* 77*t APT* 29*t* | | | 14 ″ 2 | |
| 74646 | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned, now expired, Equipment Letter. | 7a Date when tail shaft last worn. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Entered in the Book. If not classed, state reason. Date of Withdrawal. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 74647 PEBU | **Frisia** (*ex*Daxhound-38, *ex*CorneliaS.-37) *Mchy.Aft* Wireless D.F. | Twin Sc *Oil Eng.* 1 *Dk* *Cruiser Stern* | 953 729 581 | ✠100A1 7,39 *Carrying Petroleum in bulk* | Rot | *l* | 3,38 | 1936 12mo *Lloyd's* | Werft Nobiskrug G.m.b.H. Rendsburg | N.V.Maats. Zeeschip "Frisia" (N.V.Phs.van Ommeren's Scheepv Bedrijf. *Mgrs.*) *Cell D Bu Mchy* | 196·0 P54′F27′ *Trunk* 116′ *space* 28′38*t* | 33·0 FK | 15·4 *FPT* 80*t* | Rottrdam Dutch *APT* 31*t* | Oil Engines 4S.C.SA 14Cy.11¼″–16⅞″ 172NHP 12 *B Hpt Cem* DB *170lb* Maschinenfab.Augsburg-NürnbergA.G.Augsburg | 15 ″ 1 s 1 ″3½ 13 ″11½ | |
| 74648 DJUG | — (*ex*Advance-37, *ex*Argonaut-34) *Mchy.Aft* | *Oil Eng.* 1 *Dk* | 561 463 310 | ✠LMC12,36 ✠LMC(M)4,38 | | | | 1930 | Deutsche Werke A.G. Kiel | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 173·0 P46*t* | 30·1 F12*t* | 10·5 | Hamburg German *WB* | Oil Engines 2S.C.SA 6Cy.11″–15″ 127NHP NE34 Akt.Burmeistr&Wain,Cpn | | G |
| 74649 DGCE | **Frisia I.** Ⓟ | Twin Sc 2 *Dks* | 504 322 208 | | | | | 1928 | J.L.Meyer Papenburg | A.G.Reederei Norden-Frisia | 170·9 P115′F25′ | 28·2 | 9·0 | Norderney German *WB* | T.6Cy.9¾″,16½″&26⅜″–15¾″ 56NHP J.L.Meyer,Papenburg | | G |
| 74650 DGJJ | **Frisia X** | Twin Sc *Oil Eng.* 1 *Dk* *Cruiser Stern* | 331 204 136 | | | | | 1935 | Jos.L. Meyer Papenburg a.d.Ems | A.G.Reederei Norden-Frisia | 135·4 B57′ | 24·9 | 7·5 | Norderney German *WB* | Oil Engines 4S.C.SA 12Cy.8⅞″–14⅜″ 83NHP DeutscheWerke A.G.Kiel | | G |
| 74651 91 INMD | **Frisio** Ⓟ (*ex*Posillipo) | 1 *Dk* | 354 272 103 | | | | | 1912 | Cant.Nav. Riuniti Ancona | Soc.Partenopea Anon.di Nav. | 175·1 165·4 | 24·7 | 11·0 | Naples Italian | T.3Cy.11⅝″,18⅛″&30″–21⅝″ 42NHP Cant.Nav.Riuniti,Ancona | | I |
| 74652 OFCV | **Fritz S.** (*ex*Biscaya-38) | 1 *Dk* | 1475 — 855 | | | | | 1907 | Nylands Værksted Oslo | RederiSohn A/B (O/Y ErnstSohn, Ld. *Mgrs.*) | 258·6 P8′B144′F29′ | 37·3 *WB* | 16·9 | Helsingfrs Finnish | T.3Cy.19″,31″&51½″–33″ 152NHP NylandsVærksted,Oslo | | N |
| 74653 DAAR | **Fritz Schoop** Sub Sig. Wireless D.F. E.S.D. | | 1598 1294 902 | | | | | 1925 | Nuescke& Co.A.G. Stettin | KohlenImport-u. PoseidonSchiffahrt A.G. | 250·9 Q81′B67′F25′ | 37·8 | 17·0 | Königsbrg German | C4Cy(2)14¾″&(2)31½″–31½′ 93NHP A.Borsig,G.m.b.H.Berlin | | G |
| 74654 OXUC | **Frode** D.F. | 1 *Dk* | 2140 1909 1285 | | | | | 1918 | Nylands Værksted Oslo | DetForenede DampskibsSelsk. | 289·7 P25′B144′F32′ | 44·2 *WB* | 18·9 | Copnhagn Danish | T.3Cy.21½″,34½″&60″–39″ 225NHP NylandsVærksted,Oslo | | N |
| 74655 7458 SDLW | — (*ex*Bravo-34, *ex*E.M.Dalgas) | *ss*Lkr.3rdNo.3–12,33 *ss*Osc.No.1–38 1 *Dk(Stl)&deep framing* *Cargo battens not fitted* | *1535* *1335* *862* | ✠100A1 5,10 ~~5,30~~ ✠LMC MS5,38 BS~~2,39~~ 4,40 | Sbg Gos | *q* | 0G 4,39 | 1898 5mo *Lloyd's* | Grngemth Dockyard Co. Grngemouth | RederiA/B Frode (H.Selander) *Cell D Ba&u E* 94′*u* | 254·0 P25′B62′F25′ B16′*f* 94′391*t* | 36·8 FK *FPT* | 18·1 | Stockholm Swedish 4 *BHCem* 41*t APT* 176 | T.3Cy.19″,31″&51″–36″ 160lb 160NHP NDB06 *refitted 39–100lb* 1SB,*3cf*,GS62,HS2451 Hutson&Son,Glasgow | 20 ″ 4 s 2 ″7½ 17 ″11 | |
| 74656 LDXQ | — (*ex*HollandiaI.) *Well deck* *Mchy.Aft* | *ss*Rot.No.1–22 1 *Dk* | 697 508 360 | ✠ ... 6,25 ✠ | | | | 1917 10mo *Lloyd's* | NVScheep. De Merwede Hardinxveld | RederiA/S Steinmann (OttarHolter *Mgr.*) | 180·3 Q100*t* H20*t* | 28·2 B22*t* | 12·1 F17*t* FK *WB* | Sarpsborg Norwegian | T.3Cy.13½″,22½″&36″–27″ 100NHP Penn&Bauduin,Dordrecht | 14 ″ 6 | N † |
| 74657 TSUS | **Fronsac** *Mchy.Aft* | 1 *Dk2trB* | 518 355 174 | | | | | 1906 | Scott of Kinghorn,Ld. Kinghorn | Worms&Co. | 160·0 P106′F27′ | 26·1 *WB* | 11·5 | Havre French | T.3Cy.12″,19″&33″–24″ 53NHP Scottof Kinghorn,Ld.Kgn. | | V |
| 74658 223078 KFLJ | **Frontenac** *Mchy.Aft* D.F. | 1 *Dk* | 8158 7828 6531 | | | | | 1923 | Gt.Lakes Eng.Works River Rouge, Mich. | Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. *Mgrs.*) | 580·0 | 60·0 | 32·0 | Wilmgton (Del.) Utd.States *WB* | T.3Cy.24½″,40″&65″–42″ 274NHP GreatLakesEngineering Works,Detroit,Mich. | | R |
| 74659 LCTA | — *ss*Fal.No.2–35 *Mchy.Aft* D.F. | 2 *Dks(Stl)&Web frames* *Longitudinal framing* | 7350 6777 4397 | ✠100A1 12,39 BS~~2,39~~ 12,39 ✠LMC2,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,28 *F.P. above* 1 | N Yk | *b*† | CL 2,39 *Lloyd's* F.P. 50° F. | 1928 2mo *Lloyd's* | Swan,Hunter&Wigham Richardson, Ld.Newcastle | D/S A/S Baltimore (Halle&Peterson, *Mgrs.*) *Cell D Bu E&B* 66′ | 440·9 P105′B30′F40′ 254*t DT f* 34′551*t* | 58·4 FK *FPT* 126*t* | 33·7 *APT* 174*t* | Oslo Norwegian 16 *BHpt Cem* (11 *to U dk* 5 „2nd„) | T.3Cy.27⅞″,45″&75⅛″–54″ (*s*) 180lb 605NHP 3SB,*12cf*,GS226,HS9186 FD WllsndSlpwy.Co.Ld.Nwc. | 33 ″ 9 | |
| 74660 107868 | — Ⓟ | | 304 184 206 | | | | | 1899 | Carrier, Lainé&Co. Levis | LaCompagnie de Navigation "J.deV."Ltée. | 119·6 | 28·1 | 9·6 | Quebec British | 1Cy.12″–12″ 48RHP Carrier,Lainé&Co.Levis | | |
| *Transferred to No. 67005* | | 2 *Dks* | | | | | | | | | | | | | | | |
| 109/40 74661 HPJP | **Frossoula** (*ex*Kilbane–38, *ex*GeneralLeman, *ex*Hussar) | *ss*Msl.2ndNo.3–9,27 *ss*Msl.No.2–36 1 *Dk(Stl)&deep framing* *&Awng dk(Irn)* | 1282 1229 773 | ✠100A1 *Awng dk* *with freeboard* 12,38 ~~BS3,39~~ ✠LMC8,36 | Msl | *n* | 12,38 | 1903 6mo *Lloyd's* | Tyne Iron S.B.Co.Ld. Newcastle | PhœnixS.S.Co.Ld. (M.M.Xylas *Mgr.*) *Cell D Ba&u E* 73′*f* 96′22*t* | 220·0 *Cell D* | 33·0 FK | 21·6 *APT* 17*t* | Panama Pnamanian 5 *BHCem* | T.3Cy.17″,28″&46″–33″ (*s*) 180lb *70lb* 149NHP 1SB,*4cf*,GS72,HS2560 N.E.Marine EngCoLdNwc | 24 ″ 0 s 5 ″2¾ 19 ″ 0 | |
| 74662 6883 SEGW | **Frost** Wireless D.F. *Mchy.Aft* | Twin Sc *Oil Eng.* 1 *Dk&Shelter Dk* | *1573* *1265* *834* | | | | | 1922 | A/B Finnboda Varf Stockholm | Stockholms RederiaktiebSvea (Eman.Högberg, *Mgr.*) | 270·9 H82*t* | 41·1 | 15·6 | Stockholm Swedish *WB* | Oil Engines 2S.C.SA 8Cy.15⅜″–28⅜″ 345NHP Akt.Atlas-Diesel,Skm. | | V |
| 74663 8412 SMVN | **Froste** Wireless D.F. E.S.D. | *Oil Eng.* *Cruiser Stern* | 1190 550 | 100A1 (*Class Contem plated*) | | | | 1940 | Crichton-Vulcan A.B. Åbo | A/B Svenska Ostasiatiska Kompaniet (G.Borin, *Mgr.*) | 205·0 P20′Q52′B50′F23′ | 35·4 | 19·3 | Gothenbrg Swedish | Oil Engines 2S.C.SA 8Cy.13⅜″–22⅞″ A/B Atlas-Diesel,Skm. | 15 ″ 7 s ″ 7½ 15 ″ 0¾ | |
| *For full particulars see No. 88052 in Supplement* | | | | | | | | | | | | | | | | | |
| 74664 LDXS | **Fröya** Ⓟ | 2 *Dks* | 324 300 165 | | | | | 1912 | Trndhjems Mek.Værks. Trondheim | FosensAktie-Dampskibsselskab | 132·3 H24*t* len26 | 21·1 | 15·6 | Tr'ndheim Norwegian *WB* | T.3Cy.12″,20″&33″–21″ 50NHP TrondhjemsM.V.Trondhm | | |
| 74665 161547 GPNL | **Frumenton** *ss*Sld.No.2–38 1 *Dk(Stl)&Shelter dk(Stl)* | | 6675 5992 4059 | ✠100A1 *with freeboard* 5,11 ~~10,39~~ ~~11,0~~ BS~~2,39~~ 10,40 ✠LMC5,38 | N pt Nwc | *c*† | CL ~~N1,38~~ ~~2,10,40~~ 5,41 *Lloyd's* | 1930 2mo *Lloyd's* | Short Bros. Ld. Sunderland | CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) — *Cell DB* 369′1904*t F* | 436·3 452·9(O.L.) *PT* 305*t* | 60·3 FK *APT* 340*t* | 29·0 8 *BHCem* (*Coll to Sh dk* 7 „2nd„) | Newcastle British 2SB(Spt),*8cf*,GS147, HS5898 J.Dickinson&Sons,Ld.Sld. | 32 ″ 0 s 4 ″5½ 27 ″8½ | |
| 74666 EEON | **Frutero** (*ex*Normand, *ex*BellRock) *Well deck* *Mchy.Aft* | Steel&Iron 3 Mst 1 *Dk* *Irn framing Stl plating* | 341 273 205 | ✠ ... 1,23 ✠ | | | | 1893 2mo | R.William-son&Son Workington | J.Llovet | 153·8 Q84′B10′F20′ | 23·6 BK 7″ | 9·8 | Valencia Spanish *WB* | C.2Cy.19″&38″–27″ 68NHP Dunsmuir&Jackson,Gls. | 11 ″ 3 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel: Total / Sous le Pont / Net | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. WHP=Force en chevaux d'après les formules de la Société. iHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille: Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc. | 15 Registre du Yacht. Distinctions. Cert. Roll Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74667 | **Fryken** | | *1024* | ✠100A1 | Got | *m* | OG | 1938 | Aalborg | Ångb.AktiebFerm | 208·0 | 33·1 | 12·5 | Krstnhmn | Oil Engines 2S.C.SA | 14 ″ 5 | |
| 8289 | | *Oil Eng.* | *621* | 9,10 ~~9,39~~ | Skm | | 1,39 | 8mo | VærftA/S | (T.E.J: son | 216·3 (o.l.) | | | Swedish | 5Cy.13½″–22½″ 157NHP | s 4 ″ 2½ | |
| SDIE | D.F. | 1 *Dk* | *464* | ✠LMC8,38 | | | | | Aalborg | Broström, *Mgr.*) | P52′Q83′F28′ FK | | | 4 *BHptCem* | Atlas-DieselA/B,Skm. | 14 ″ 4½ | |
| | *Mchy.Aft* | *CruiserStern* | | | | | | *Lloyd's* | *SA&CP* | | *CellDB*166′268*t FPT* | | | 83*t APT*33*t* | | | |
| | | *Strengthened for Navigation in Ice* | | | | | | | | | | | | | | | |
| 74668 | **Fu Hai** (*ex*Wuchow–37, *ex*RobertLebaudy) | **TwinSc** | 358 | | | | | 1909 | Kwong SangLung HongKong | WahNamS.S.Co. | 123·6 | 22·0 | 8·0 | Canton Chinese | C.4Cy.10″&20″–14″ 25NHP | | |
| | | | — 207 | | | | | | | | | | | | KwongSangLungH.Kg. | | |
| 74669 | **Fu-Kwang** | **TrpSc** | 1559 | ✠100A1 | Shi | *p* | OG | 1922 | Rotterdam | AsiaticPetroleum | 257·8 | 37·4 | 15·6 | Shanghai | Oil Engines 4S.C.SA | 17 ″ 0 | |
| 146547 | | *Oil Eng.* | 1238 | ~~5,10~~ ~~10,39~~ 8,40 | | | ~~4,39~~ | 4mo | Droogd.Maat | Co.(NorthChina) | | | | British | 18Cy.12½″–15″ | s 3 ″ 5 | |
| MKYT | | *ss*Shi.No.3–2,34 | 792 | ✠NE1,39 | ✠LMC1,39 | | 5,40 | | Rotterdam | Ltd. | B54′F27′ FK | | | 11 *BHptCem* | *165lb* 275NHP | 13 ″ 9½ | |
| | Wireless D.F. | *ss*Shi.No.1–39 | | | DBS~~1,39~~ 5,40 | | | | A&CP | | | | | *APT*48*t* | NDB13*refitted*22 | | |
| | *Mchy.Aft* | 1 *Dk*(*Stl*)&*pt*2*nd dk*(*Stl*) & *Web frames* | | *Carrying Petroleum in bulk* | | | | | | | *FPT*100*t* | | | | Ruston&Hornsby,Ld. Lincoln | | |
| 74670 | **Fueloil** | **TwinSc** | 1370 | ✠ ... | | | | 1919 | National S.B.Co. Violet,La. | NantucketSound Transport | 242·5 | 36·9 | 19·7 | NewYork Utd.States | C.4Cy.16½″&32″–24″ 194NHP | 19 ″ 0 | R |
| 219302 | | *Fitted for oil fuel* | 1090 | 3,22 | | | | 5mo | | | P72′F21′ FK | | | *WB* | StatenIslandS.B.Co.N.Yk. | | † |
| KJKW | *Mchy.Aft* | 1 *Dk*&*Web frames* | 760 | ✠NE&B3,21 | | | | | | | | | | | | | |
| | | *Longitudinal framing* | | ✠ | | | | | | | | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 74671 | **Fuerteventura** (P) | | *478* | ✠100A1 | Val | *h* | CL | 1912 | Smith's Dock Co.Ld. Mid'tlesbro' | Cia.Trasmediterranea | 160·0 | 25·9 | 10·4 | L.Palmas Spanish | T.3Cy.13″,22″&36″–26″ (*s*) 180lb 100NHP | 11 ″ 0 s ″ 3 | |
| | | *ss*LaP.2nd No.3–12,36 | *270* | *Shelter dk* | Mga | | 1,40 | 4mo | | | | | FK | 4 *BHCem* | 1SB,*3cf*,GS57,HS1940 | 11 ″ 0 | |
| EAEP | Wireless | | *187* | *with freeboard* | | | | | | | | | | 10*t APT*10*t* | Smith'sDockCo.Ld.Mdb. | | |
| | | 1 *Dk*&*Shelter dk*(*Teak*) | | 12,40 ~~2,40~~ | ✠LMC MS12,36 | | | *Lloyd's* | *SA&CP* | *Cell DBa*33′ | *uE*14′ *f*66′ 87*t FPT* | | | | | | |
| 74672 | **Fuh Wo** | **TwinSc** | 955 | A1 | Sug | | OG | 1922 | Yarrow& Co.Ld. Glasgow | Indo-ChinaSteam Nav.Co.Ld. | 211·4 | 33·1 | 10·0 | Shanghai British | T.6Cy.18″,26″&39½″–18″ (*s*) 225lb HS8253 446NHP | 10 ″ 6 | |
| 151712 | | *ss*Shi.No.3–5,37 | 528 | *For River Service* | | | ~~3,37~~ | | | | 217·4 (o.l.) | | | 2 WaterTubeBoilers FD | | | |
| MNMF | | 1 *Dk*(*Stl*) | 502 | ~~6,20~~ ~~7,86~~ 6,40 | BS3,40 | | 3,40 | | | | F25′ FK | | | Yarrow&Co.Ld.Gls. | | | |
| | | | | ~~6,30~~ | ✠LMC5,37 | | | *Lloyd's* | *SA&CP* | | 8 *BHAsp* | | | | | | |
| | | | | *Fitted for oil fuel* | | | 3,29 | *above* | 150° F. | *MT*18′170*t* | *Tank between tunnels* 84*t* | | | | | | |
| 74673 | **Fuhsing** (*ex*WanTai–36, *ex*ChuseiMaru–34, *ex*SeiunMaruNo.10) | 2 *Dks* | 696 — 476 | | | | | 1910 | G.S.K.Harada Shoko Osaka | ShawHsingS.S. Co.Ld. | 171·9 | 25·7 | 18·6 | Lungkow Chinese | T.3Cy.13¾″,21¾″&36½″–24″ 64NHP | | |
| | | | | | | | | | | | | | | | G.S.K.HaradaShokoOsaka | | |
| 74674 | **Fulda** (P) | **TwinSc** | 7744 | | | | | 1924 | Act.Ges. "Weser" Bremen | Norddeutscher Lloyd | 458·8 | 57·6 | 31·3 | Bremen German | Oil Engines 2S.C.SA 12Cy.26¾″–47½″ 1493NHP | | G |
| | D.F. | *Corrugated sides* *Oil Eng.* | 6840 | | | | | | | | 62·3 | | | *WB* | Gebr.Sulzer,Ludwigshafen | | |
| DOBS | E.S.D. GyC. Sub.Sig. | 4 *Dks* | 4138 | | | | | | | | B139′F45′ | | | | | | |
| 74675 | **Fulgor** | | 6504 | ✠100A1 | Pal | *z* | CL | 1922 | Cant.Nav. della Spezia Spezia | "LaColumbia"Soc. Marit.perTrasporto diPetrolio e Derivati | 420·2 | 55·1 | 30·9 | Genoa Italian | Q.4Cy.21″,29½″,43″&62″–45″ 230lb *120lb* (*s*) 399NHP | 31 ″ 3 | |
| 1097 | | *ss*Pal.No.3–6,34 | 5636 | 10,39 | | | 10,39 | 6mo | | | 401·9 | | | 17 *BHptCem* | 3SB,*9cf*,GS135,HS5679 FD | s 5 ″ 4 | |
| IBMM | | *ss*Pal.No.1–38 | 3546 | ✠NB1,29 BS10,39 | ✠LMC8,38 | | | | A&CP | | P105′B30′F36′ FK | | | (14 *to U dk* 3 ,, 2*nd*,, ) | Mackie&Baxter,Glasgow | 26 ″ 1½ | |
| | | 2 *Dks*(*Stl*)&*Web frames* | | | | | | | | | | | | *tAPT*290*t* | | | |
| | *Mchy.Aft* | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | D.F. | Sub.Sig. | | *Fitted for oil fuel* | 12,22 | | *F.P. above* | 150° F. | *CellDBuE&B*58′ 200*t* | | *Tf*29′365*t FPT*290 | | | | | | |
| 74676 | **Fulham** | | 1599 | ✠100A1 | Lon | *p* | OG | 1936 | Burntisland S.B.Co.Ld. Burntisland | TheMayor,Aldermen&Councillors of the Metropolitan Borough ofFulham (Stephenson Clarke &AssociatedCompanies,Ld. *Mgrs.*) | 238·1 | 38·3 | 16·5 | London British | T.3Cy.16½″,27½″&46″–33″ 200lb *100lb* (*r*) 185NHP | 18 ″ 6 | |
| 164572 | | *ss*Shl.No.1–40 | 1202 | *with freeboard* | ~~Shl~~ Nwc | | 11,39 | 2mo | | | Q145′B16′F22′ FK | | | 4 *BHptCem* | 1SB,*3cf*,GS59,HS2750 FD | s 6 ″ 3½ | |
| MKVK | Wireless | 1 *Dk* | 879 | ~~8,40~~ ~~11,39~~ 4,41 | ✠LMC2,36 | | | *Lloyd's* | *SA&CP* | | *CellDBuE*24′*f*159′ 571*t* | | | | N.E.MarineEng.Co.Ld.Sld | 16 ″ 7½ | |
| | *Mchy.Aft* | *Cargo battens not fitted* | | | | | | | | | *Deck tank amids* 56*t FPTs*167*t APT*12*t* | | | | | | |
| 74677 | **Fulham II** | | 1596 | ✠100A1 | Nwc | *p* | OG | 1936 | Burntisland S.B.Co.Ld. Burntisland | TheMayor,Aldermen&Councillors of theMetropolitan Borough ofFulham (Stephenson Clarke &AssociatedCompanies,Ld. *Mgrs.*) | 238·1 | 38·3 | 16·5 | London British | T.3Cy.16½″,27½″&46″–33″ 200lb *100lb* (*r*) 185NHP | 18 ″ 6 | |
| 164639 | | *ss*Sld.No.1–41 | 1202 | *with freeboard* | ~~Cff~~ Sld | | 6,40 | 8mo | | | Q145′B16′F22′ FK | | | 4 *BHptCem* | 1SB,*3cf*,GS59,HS2750 FD | s 6 ″ 3½ | |
| MLSM | *Mchy.Aft* | 1 *Dk* | 877 | ~~6,40~~ ~~9,39~~ 1,41 | ✠LMC8,36 MS6,40 BS1,41 | | | *Lloyd's* | *SA&CP* | *CellDBuE*24′*f*159′ *Deck tank* | 571*t amids*56*t FPTs*167*t APT*12*t* | | | *pt Asp* | N.E.MarineEng.CoLd.Sld. | 16 ″ 7½ | |
| | Wireless | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 74678 | **Fulham III** | | 1594 | ✠100A1 | Nwc | *p* | OG | 1937 | Burntisland S.B.Co.Ld. Burntisland | TheMayor,Aldermen&Councillors of theMetropolitan Borough of Fulham (Stephenson Clarke &AssociatedCompanies,Ld. *Mgrs.*) | 238·3 | 38·3 | 16·5 | London British | T.3Cy.16½″,27½″&46″–33″ 200lb *100lb* (*r*) 185NHP | 18 ″ 6 | |
| 165452 | | | 1201 | *with freeboard* | | | 5,41 | 4mo | | | 245·3 | | | 4 *BHptCem* | 1SB,*3cf*,GS59,HS2750 FD | s 6 ″ 3½ | |
| MMFZ | *Mchy.Aft* | 1 *Dk* | 874 | 7,40 ~~7,39~~ | ✠LMC4,37 | | | *Lloyd's* | *SA&CP* | *CellDBuE*24′*f*159′ | Q145′B16′F22′ 571*t* | | | *pt Asp* | N.E.MarineEng.Co.Ld.Sld | 16 ″ 7½ | |
| | Wireless | *Cargo battens not fitted* | | | BS6,41 | | | | | | *Deck tank amids* 56*t FPTs*167*t APT*12*t* | | | | | | |
| 74679 | **Fulham IV** | | 1562 | ✠100A1 | Cff | *p* | OG | 1939 | Burntisland S.B.Co.Ld. Burntisland | TheMayor,Aldermen&Councillors of the Metropolitan Borough of Fulham (Stephenson Clarke &AssociatedCompanies,Ld. *Mgrs.*) | 247·5 | 39·6 | 16·6 | London British | T.3Cy.16½″,27½″&47″–33″ 200lb *100lb* (*r*) 196NHP | 18 ″ 6 | |
| 167157 | | | 1179 | *with freeboard* | Lon | 1½ | | 1mo | | | 265·8 (o.l.) | | | 4 *BHptAsp* | 1SB,*3cf*,GS65,HS2952 FD | s 5 ″ 11 | |
| MMYB | Wireless | 1 *Dk* | 902 | 7,40 ~~5,40~~ | ✠LMC1,39 | | | *Lloyd's* | *SA&CP* | *CellDBuE*24′*f*168′615*t* | Q149′B16′F27′ FK | | | | N.E.MarineEng.Co.(1938) Ld.Sld | 16 ″ 9 | |
| | *Mchy.Aft* | *Cruiser Stern* | | | | | | | | | *MT*58*t FPTs*154*t APT*18*t* | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 74680 | **Fulham V** | | 1562 | ✠100A1 | Lth | *p* | OG | 1939 | Burntisland S.B.Co.Ld. Burntisland | TheMayor,Aldermen&Councillors of the Metropolitan Borough of Fulham (Stephenson Clarke &AssociatedCompanies,Ld. *Mgrs.*) | 247·5 | 39·6 | 16·6 | London British | T.3Cy.16½″,27½″&47″–33″ 200lb *100lb* (*r*) 196NHP | 18 ″ 6 | |
| 167272 | | | 1179 | *with freeboard* | Cff | | | 6mo | | | 265·8 (o.l.) | | | 4 *BHptAsp* | 1SB,*3cf*,GS65,HS2952 FD | s 5 ″ 11 | |
| MNNX | Wireless | 1 *Dk* | 902 | 5,40 ~~6,30~~ | ✠LMC6,39 | | | *Lloyd's* | *SA&CP* | *CellDBuE*24′*f*168′ | Q149′B16′F27′ FK | | | | N.E.MarineEng.Co.(1938) Ld.Nwc. | 16 ″ 9 | |
| | *Mchy.Aft* | *Cruiser Stern* | | | | | | | | | 615*t MT*58*t FPTs*154*t APT*18*t* | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 74681 | **Fulton** (*ex*Hardanger) | | 1109 | | | | | 1905 | Bergens Mek.Værks. Bergen | RasmusF.Olsens RederiA/S (RasmusF.Olsen) | 226·8 | 35·2 | 15·9 | Bergen Norwegian | T.3Cy.16″,25″&43″–30″ 106NHP | | N |
| | | | 974 | | | | | | | | P12*tH*45*tF*31*t* | | | *WB* | BergensMekVærks.Bergen | | |
| LDXT | | 1 *Dk* | 655 | | | | | | | | | | | | | | |
| 74682 | **Funchalense** (*ex*Everhard) | | 374 | | | | | 1927 | Gebroeders Bos Groningen | Empresa de Navegaçao Madeirense Ltda. | 142·4 | 23·2 | 10·7 | Funchal Portuguese | Oil Engines 4S.C.SA 6Cy.11″–19½″ 70NHP | | V |
| | | *Oil Eng.* | 298 | | | | | | | | Q38′F15′ | | | *WB* | Motorenfabr."Deutz"A.G. Köln-Deutz | | |
| | *Mchy.Aft* | 1 *Dk* | 193 | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NBP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L. R. Date of P. of T. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74683 | **Furiere Consolini** (*ex* Heng-Shan–38, *ex* Vale, *ex* Girasol, *ex* Roumanier, *ex* Lake Duane) 1 *Dk* | 1922 — 1146 | ✠ ... 4,30 ✠ | | | | 1917 12mo | Detroit S.B.Co. Wyandotte | Cie. Italiana di Nav. S.A.I. (Chinese Italian Nav. Co. Ltd.) | 260·9 \| 43·6 \| 18·5 251·0 P24′B64′F23′ FK | | | Shanghai Italian *WB* | T.3Cy.20″,33″&54″–40″ 274NHP Detroit S.B.Co. Detroit | 20 ″ 0 | |
| 74684 TCBE | **Furuzan** Ⓟ (*ex* Kephalinia, *ex* Argostoli, *ex* Polis Myteline, *ex* Ville de Cette) **Iron** *ss* Cpl.2nd No.3–10,06 2 *Dks* | 1074 937 686 | ✠ ... 9,09 ✠NB4,95 ✠ | | | | 1880 9mo | Hodgson & Soulsby Blyth | Sadikoglu Nazim | 221·5 \| 31·3 \| 18·3 P36′B52′F29′ BK8″ | | | Istanbul Turkish *WB* | C.2Cy.29½″&55″–36″ 141NHP Black, Hawthorn & Co. Gts. | | |
| 74685 293 IBVM | **Fusijama** **Twin Sc** *Oil Eng.* *ss* Tri. No.2–38 D.F. 2 *Dks* (*Stl*) *Ref. Mchy.* | 6244 5025 3907 | ✠100A1 Tri *a*† 4,40 ~~11,39~~ ✠LMC CS5,38 DBS11.39 10,38 Lloyd's RMC 4,40 for temp. 43° F. | | | CL 10,38 | 1929 3mo *Lloyd's* | Stabilmnto Tecnico Trieste *A&CP* | Lloyd Triestino Soc. Anon. di Nav. *Cell D B365′1026t* | 448·3 \| 55·4 \| 27·7 430·0 55·4 27·7 P36′B283′F44′ FK *FPT114t APT47t* | | | Trieste Italian *8 B Hpt Cem* | Oil Engines 4S.C.SA 12Cy.29½″–47½″ 986NHP DB *100lb* Stabilimento Tecnico, Tri. | 30 ″ 2 s 4 ″ 6¾ 25 ″ 9 | |
| 74686 137086 GKSR | **Fylingdale** *ss* Cff. No.3–2,37 1 *Dk* (*Stl*) | 3918 3499 2322 | ✠100A1 Cff *x* 7,40 ~~11,39~~ ✠LMC MS2,37 ~~BS4,39~~ BS4,41 ~~4,40~~ | | | CL ~~11,37~~ 6,40 | 1924 12mo *Lloyd's* | J.L Thompson & Sons, Ld Sunderland *A&CP* | Rowland & Marwood's S.S.Co. Ltd. (Headlam & Son, *Mgrs.*) *Cell D B320′962t FPT* | 364·5 \| 51·5 \| 22·7 378·9 (O.L.) P33′B222′F33′ FK *APT194t* | | | Whitby British *6 B H Cem* 68 | T.3Cy.25″,42″&68″–45″ (*s*) 180lb *150lb* 345NHP 2SB, *6cf*, GS126, HS5423 Richardsons, Westgarth & Co. Ltd. Sld. | 25 ″ 0 s 3 ″ 0½ 22 ″ 2 | |
| 74687 167569 ~~OYDL~~ MCCT | **Fylla** *ss* Cpn.2nd No.3–4,29 *ss* Svb. No.2–37 1 *Dk* (*pt Irn & pt Stl*) & *deep framing* | 792 677 449 | ✠100A1 Cpn *l* 8,40 ~~4,39~~ Trn ~~BS7,39~~ 5,40 ✠LMC ~~5,37~~ 5,41 | | | OG ~~4,39~~ 4,41 | 1906 5mo *Lloyd's* | Kjöbnhvns Flydk. & Skbs. Copenhagen *A&CP* | Ministry of Shipping (J.T.Duncan & Co. Ld. *Mgrs.*) *Cell D Ba & uE68f* | 211·2 \| 30·7 \| 13·1 P13′B59′F28 FK *88′237t FPT* | | | London British *4 B H Cem* 39 *t APT26t* | T.3Cy.14″,22½″&37″–24″ (*s*) 180lb 79NHP 2SB, *4cf*, GS40, HS1300 Kjbnhavns. Flydk. & Skbsv. | 15 ″ 6 s 1 ″ 7½ 14 ″ 0 | |

*,*Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant ainsi que Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cote si ce n'est dans le L. R. Durée, Cert. Not. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74688 206423 | **G. A. Boeckling** Pad<br>*1 Dk* | | 328<br>—<br>157 | | | | | 1909 | Gt. Lakes Eng. Works Ecorse | Bay Transportation Co. | 155·2 \| 30·0 \| 9·1 | Sandusky Utd. States | C.2Cy. 25½" & 44½"–72"<br>*Emade—refitted* 09 140 NHP | | |
| 74689 206623 KDXJ | **G. A. Tomlinson**<br>*Mchy. Aft*<br>D.F. GyC. *1 Dk* | | 6361<br>—<br>4862 | | | | | 1909 | American S.B.Co. Lorain, Ohio | Pioneer S.S.Co. (Hutchinson & Co. *Mgrs.*) *WB* | 504·0 \| 54·0 \| 30·0 | Wilmgton (Del.) Utd. States | T.3Cy. 23½", 38" & 68"–42"<br>257 NHP<br>American S.B.Co. Lorain, O. | | R |
| 74690 LCPW | **G. C. Brövig** Twin Sc<br>*ss* Rot. No. 2 -38<br>Sub. Sig. *Oil Eng.*<br>*Mchy Aft* *Cruiser Stern* *1 Dk (Stl)*<br>D.F. *Progressive Survey of Oil tanks* | | 9718<br>8987<br>5860 | ✠100A1 ~~7,40 10,00~~<br>✠LMC C3'10, 35<br>DBS 11,39 11,39<br>*Carrying Petroleum in bulk* | NYk | *e*† | CL<br>10,39 | 1930<br>10mo | Götaverken A/B Gothenburg<br>*Lloyd's* *S.A.&C.P.* | Th. Brövig<br>*Cell D Bu E* 71'304*t* | 475·6 \| 64·2 \| 37·8<br>P 103' F 40' FK<br>*DTf* 33'622*t FPT* 19 | Farsund Norwegian<br>10 *B Hpt Cem*<br>6 *t A P T* 310*t* | Oil Engines 4S.C.SA<br>16 Cy. 21½"–39½"<br>2 DB *180lb* 724 NHP<br>Gotaverken A/B, Got. | 37 ″ 3 | |
| 74691 141783 WDDZ | **G. G. Post** (*ex* John Anderson–32, *ex* Luzon) *1 Dk 2 tr B*<br>D.F. GyC. (*Self Unloader*)<br>*Mchy. Aft* | | 3582<br>—<br>2778 | | | | | 1902 | Chicago S.B. Co. Chicago | Columbia Transportation Co. (John T. Kelly, *Mgr.*) | 346·0 \| 48·2 \| 24·0 | Wilmgton (Del.) Utd. States *WB* | T.3Cy. 20", 33½" & 55"–40"<br>191 NHP<br>Chicago S.B.Co. Chicago | | R |
| 74692 230210 KGRY | **G. Harrison Smith**<br>*Mchy. Aft* *Fitted for oil fuel*<br>D.F. E.S.D. GyC. *2 Dks*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk* | | 11752<br>11387<br>7328 | | | | | 1930 | Federal S.B.&D.D.Co Kearny, N.J. | Standard Oil Co. of New Jersey | 525·0 \| 74·3 \| 40·5<br>B 36' F 40' | Wilmgton (Del.) Utd. States *WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>De Laval Steam Turbine Co. Trenton, N.J. | | R |
| 74693 111930 VGQY | **G. R. Gray** (*ex* Traveller) Wood<br>*2 Dks* | | 438<br>388<br>248 | | | | | 1871 | A. Stokes Sheboygan, Wis. | Abitibi Power & Paper Co. Ltd. (*in liq.*) | 140·0 \| 24·0 \| 12·0 | Toronto British | C.2Cy. 25"&54"–36"<br>*Emade* 98 145 NHP<br>F.W. Wheeler, West Bay City, Mich. | | |
| 74694 136 SVYU | **G. S. Livanos**<br>D.F. E.S.D. *1 Dk & Shelter dk*<br>*Cruiser Stern* | | *4835*<br>*4379*<br>*2867* | ✠100A1 *with freeboard*<br>5,39 ✠LMC 10,37 | Rot | *a*† | CL | 1937<br>10mo | W. Gray & Co. Ld. W Hartlepool<br>*Lloyd's* *S.A.&C.P.* | Livanos Maritime Co. Ltd. (N.G. Livanos, *Mgr.*) | 419·2 \| 56·7 \| 25·3<br>431·1 (O.L.)<br>F 35' FK<br>(*Cell to Sh dk* 6 „ 2*nd* „)<br>*Cell DB* 365 1200*t FPT* 217*t APT* 200*t* | Chios Greek | T.3Cy. 22½", 39" & 65"–48" (*s*)<br>225 lb 466 NHP<br>2 SB (Spt & FD) & 1 Aux SB, *9cf*, GS 146, HS 7115<br>Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl. | 27 ″ 10<br>*s* 2 ″ 11½<br>25 ″ 1½ | |
| 74695 159441 VRHG GMYJ | **G. S. Walden** *ss* Gls. No. 1–40<br>D.F. E.S.D. GyC. *Oil Eng.*<br>*Mchy. Aft* *Cruiser Stern* 2 *Dks*<br>*Longitudinal framing–bracketless system "Arcform"* | | 10627<br>~~9,48 7,30~~ 9704<br>6292 | ✠100A1<br>~~Gls~~ NYk 1,41 6,38<br>DBS 7,39 ✠LMC 6,36<br>*Carrying Petroleum in bulk*<br>✠LMC CS2,40<br>~~9,39~~ 9,41 | Sng | | CL | 1935<br>8mo | NV Rotterdam Droogd Maats. Rotterdam<br>*Lloyd's* *S.A.&C.P.* | Oriental Trade & Transport Co. Ld. (H. J. Rahlves, *Mgrs.*)<br>*Cell D Bu E* 86'157*t* *FPT* 282*t APT* 130*t* | 489·1 \| 75·1 \| 37·0<br>505·2 (O.L.)<br>P 107' B 33' F 51' FK<br>*DTf* 31'895*t* | London British<br>16 *BH*<br>(12 *to U dk* 4 „ 2*nd* „) | Oil Engines 2S.C.SA<br>8 Cy. 25⅝"–49½" 908 NHP<br>3 DB *200lb*<br>Fr. Krupp Germaniawft AG Kiel | 37 ″ 0<br>*s* 6 ″ 11½<br>30 ″ 4½ | |
| 74696 PEFF | **Gaasterkerk** (*ex* Gaasterdijk)<br>*ss* Rot. No. 3–4, 55<br>*ss* Rot. No. 1–39<br>2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) | | 8679<br>8170<br>5444 | ✠100A1 *Shelter dk*<br>*with freeboard*<br>6,40 ~~6,39~~<br>✠LMC<br>BS ~~8,36~~ 8,40 MS 6,39<br>*Fitted for oil fuel* 10,22 *F.P. above* 150° F. | Rot<br>Lon | | CL<br>8,38 | 1922<br>10mo | New Waterway S.B.Co. Schiedam<br>*Lloyd's* *S.A.&C.P.* | N.V. Vereenigde Nederlandsche Scheepvaartmaatschappij (Directie en Agentuur Maats. Holland Oost Azie Lijn N.V., *Mgrs.*) | 493·3 \| 58·2 \| 37·2 \| 28·5<br>F 56' *on Shelter dk* len 32 FK<br>*Collision BHd* 7 „ „ *U* „<br>*Cell DB* 393'1574*t*<br>*MT* 27'1255*t* | The Hague Dutch<br>*pt Cem*<br>215 lb 965 NHP<br>4SB (Spt), *12cf*, HS 11308 FD<br>J. Brown & Co. Ld. Clydebank<br>*DTa* 30'682*t* *FPT* 158*t APT* 100*t* | 3 Steam Turbines DR geared to 1 Sc. Shaft (*s*)<br>*s* 4 ″ 7½<br>26 ″ 11½ | |
| 74697 PEFK | **Gaasterland**<br>*Oil Eng.*<br>D.F. *Ref. Mchy.* 1 *Dk & Shelter dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Butts of shell & deck plating elec. welded* | | 397<br>306<br>180 | ✠100A1 *with freeboard*<br>3,40 ✠LMC 3,40<br>✠Lloyd's RMC 2,40<br>for temp. 32°F. | Rot | *k* | OG | 1940<br>3mo | N.V.C. Van der Giessen & Zonen's Schps Krimpen a/d Yssel<br>*Lloyd's* *S.A.&C.P.* | Scheepvaart en Steenkolen Maats. N.V.<br>*Cell D B* 127' 193*t FPT* 22*t APT* 11*t* | 199·6 \| 29·7 \| 8·0<br>208·0 (O.L.)<br>FK<br>(*Coll to Sh dk* 3 „ 2*nd* „) | Rotterdam Dutch<br>*4 B Hpt Cem*<br>A/B Atlas-Diesel, Skm. | Oil Engines 2S.C.SA<br>5 Cy. 13⅜"–22 7/16" 157 NHP | 11 ″ 0<br>*s* 0 ″ 2<br>10 ″ 11 | |
| 74698 428 IBOP | **Gabbiano** (*ex* Grete–34)<br>*ss* Ham. No. 2–31<br>Sub. Sig *2 Dks* (*Stl*)<br>D.F. | | 6584<br>6090<br>3951 | ✠ ... 9,35<br>✠ | Nap | *b*† | | 1923<br>7mo | Akt. Ges. "Neptun" Rostock<br>*Inter* *CellD* | A. Lauro<br>*mediate BH in fore hold dispensed with* *Ba* 151'*u E* 25'*f* 191'1355*t DTa* 32'115*t* | 462·0 \| 57·1 \| 29·6<br>440·0<br>P 57' B 144' F 39' FK | Naples Italian<br>*Asp*<br>6 *B H only*<br>*FPT* 134*t* | T.3Cy. 29½", 48" & 78¾"–51 7/16"<br>& LP turbine with DR gearing & hydraulic coupling 720 NHP<br>3 SB, *9cf*, GS 198, HS 9041<br>A.G. "Neptun," Rostock | 32 ″ 2 | I † |
| *Now "Empire Energy," see No. 87932 in Supplement* | | | | | | | | | | | | | | | |
| 74699 LIXN | **Gabon** (*ex* Rose–36, *ex* Sunnanvik–34) Twin Sc<br>*ss* Msl. No. 2–39<br>*Oil Eng.*<br>1 *Dk (Stl)* & *Shelter dk (Stl)*<br>D.F. 3rd *dk (Stl)* in No. 1 *hold* | | 4651<br>4207<br>2796 | ✠100A1 *with freeboard*<br>12,39<br>✠LMC CS3,40<br>1,39<br>*Carrying vegetable oil in mid ship deep tanks* | Phl | *z* | CL<br>4,38 | 1931<br>4mo | Nya Varvsaktb. Öresund Landskrona<br>*Lloyd's* *S.A.&C.P.* | Skibsaksjesels-kapet av 1939 (A/S Rederiet Odfjell, *Mgrs.*)<br>*Cell D B* 328'1145*t* *of tunnels* 741*t* | 391·0 \| 54·7 \| 25·6<br>408·5 (O.L.)<br>F 30' FK<br>(*Tanks in way* *MTs* 2400*t FPT* 94*t*) | Bergen Norwegian<br>*8 B H pt Cem*<br>(*Coll to Sh dk* 7 „ 2nd „)<br>*APT* 104*t* | Oil Engines 4S.C.SA<br>14 Cy. 21⅛"–39⅜" 633 NHP<br>NDB 36–*100lb*<br>Gotaverken A/B, Got. | 28 ″ 6<br>*s* 3 ″ 0½<br>25 ″ 7½ | |
| | | | | Surveys delayed | | | | | | | | | | | |
| 74700 FNGE | **Gabriel Guist'hau** (*ex* Gorgona, *ex* Giuseppina Ilardi, *ex* War Platoon)<br>*Well deck*<br>D.F. | | 2352<br>1759<br>1306 | ✠ ... 10,29<br>✠ | | | | 1918<br>12mo | Forth S.&E. Co. Ld. Alloa | Consortium Commercial de Transports Maritimes (Union Industrielle & Mar. Soc. Française d'Arm. *Mgrs.*) | 284·6 \| 41·9 \| 19·1<br>P 28' Q 69' B 64' F 32' FK | Rouen French<br>*WB* | T.3Cy. 25", 41" & 68"–45"<br>310 NHP<br>MacColl & Pollock, Ld. Sld. | 21 ″ 3 | V † |
| 74701 180183 VJNJ | **Gabriella**<br>*ss* Wln. No. 3–11, 32<br>~~*ss* Wln. No. 1–36~~<br>*ss* Wln. No. 2–41 1 *Dk (Stl)*<br>*Cargo battens not fitted* | | 1587<br>1338<br>946 | ✠100A1<br>~~2,41 11,39~~<br>~~BS 11,39~~ ✠LMC ~~11,39~~<br>2,41 | Wln | *p* | OG<br>12,38 | 1920<br>5mo | Antwerp Eng. Co. Ld. Hoboken<br>*Lloyd's* *S.A.&C.P.* | Union S.S.Co. of New Zealand, Ld.<br>*Cell D B* 210'429*t FPT* | 252·0 \| 38·2 \| 17·4<br>P 22' B 59' F 26' FK | Sydney NSW British<br>4 *B H Cem*<br>65*t A P T* 24*t* | T.3Cy. 20", 33" & 54'–36' (*s*)<br>180 lb 207 NHP<br>2 SB, *6cf*, GS 100, HS 3438<br>N.E. Marine Eng. Co Ld Nwc | 19 ″ 6<br>*s* 2 ″ 5<br>17 ″ 3 | |
| 74702 4681 PEFM | **Gadila**<br>*ss* Rot. No. 1–39<br>*Mchy. Aft* *Cruiser Stern* *Oil Eng.*<br>D.F. 1 *Dk*, 2nd *dk clear of cargo tanks*<br>*Longitudinal framing at bottom & at deck* | | 7999<br>7235<br>4762 | ✠100A1<br>1,41 ~~1,40~~<br>✠LMC CS6,39<br>DBS 6,39 ~~9,38~~ 9,40<br>*Carrying Petroleum in bulk* | Swz<br>Sba | *c*† | CL<br>9,38 | 1935<br>4mo | Howaldtswerke A.G. Kiel<br>*Lloyd's* *S.A.&C.P.* | N.V. Petroleum Maats. "La Corona"<br>*Cell D Bu E* 64'137*t D* | 463·0 \| 59·3 \| 33·9<br>P 93' B 47' F 48' FK | The Hague Dutch<br>15 *B Hpt Cem*<br>*pt Asp*<br>*Tf* 25'247*t FPT* 150*t APT* 118*t* | Oil Engines 4S.C.SA<br>8 Cy. 25 7/16"–55½" 502 NHP<br>DB *180lb*<br>Howaldtswerke A.G. Kiel | 34 ″ 0<br>*s* 6 ″ 8½<br>27 ″ 6 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year when built. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in 1 Rich. classed. If not in L.R. Initials of Trade Part. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74703 Gaelic Star (*ex*Gaelicstar, 140302 *ex*Montilla) *ss*Nwc.No.3-9,29 GNXC D.F. E.S.D. *ss*Nwc.No.2-38 *Ref.Mchy.* 2*Dks*(*Stl*)*&Shelter dk* (*Stl–ptws*) *Cruiser Stern* | | 5596 5187 3527 | ✠100A1 *Shelter dk with freeboard* 9,405~~5,39~~ ✠LMC MS3,38 BS~~9,38~~,40 ✠Lloyd's RMC~~5,40~~1,40 3,41 *Fitted for oil fuel* 19 20 | Nwc Hul | *y* | CL 2,38 | 1917 8mo *Lloyd's* | Russell& Co. Pt.Glasgow *sA&CP* | UnionCold Storage Co.Ld.(BlueStar LineLd.*Mgrs.*) | 389·8\|53·2\|32·9 F on *Shelter dk* 50′ FK *CellD B*342′912*t FPT*48*t* | London British 6*BHCem* *APT*24*t* | T.3Cy.24½″,41½″&70″-48″ 200lb (*s*) 548NHP 3SB,9*cf*,GS150,HS8433 FD D.Rowan&Co.Glasgow | 36 ″ 0 s 9 ″1½ 27 ″1½ | |
| 74704 Gaeta (*ex*Benwell Tower-37) 493 *ss*Shl.No.2-36 IBRP 1*Dk*(*Stl*)*&Shelter Dk*(*Stl*) | | 4457 — 2707 | ✠ ... 11,38 ✠ | Avn | *z* | | 1927 7mo | Hawthorn, Leslie&Co.Ld Newcastle | Angelo Scinicariello *CellD B*348′1072*t* | 401·0\|53·2\|25·0 414·5(O.L.) F41′ FK *FPT*126*t APT*209*t* | Naples Italian (*Coll to S dk* 5 „ 2*nd* „) | T.3Cy.20½″,42″&70″-48″ 426NHP 2SB&1AuxSB,9*cf*,GS192 HS7350 N.E.MarineEngCoLdNwc | 27 ″ 6 | CI ✝ |
| 74705 Gaida (*ex*Maria,*ex*Orrik) Iron 74 YLCQ 1*Dk&Awng dk* | | 460 274 258 | | | | | 1885 | Jernsk.og Mskinbyggr Elsinore | KugniecibasSabiedriba"Gaida" (A.Behrsin,*Mgr.*) | 141·0\|23·8\|10·8 17·5 *W B* | Riga Latvian | C.2Cy.19¾″&35½″-22′ 50NHP HelsingörsJernsk.&Mskb. | | V |
| 74706 Gairsoppa 141924 *ss*Cal.No.3-3,32 GCZB *ss*Cal.No.1-35 2*Dks*(*Stl*) | | 5237 4754 3227 | ✠100A1 4,39 ✠LMC MS1,36 BS9,39 | Cal | *y* | CL N7,37 | 1919 10mo *Lloyd's* | Palmers' Co.Ld. Newcastle *sA&CP* | BritishIndiaStm. Nav.Co.Ld. *CellD B* | 399·3\|52·2\|28·5 P49′B113′F39′ FK 344′1112*t FPT* 122 | Glasgow British 7*BHCem* *tAPT*174*t* | T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle | 31 ″ 0 s 5″11½ 25 ″ 3½ | |
| 74707 Gaisma (*ex*Marietta,*ex*Penare) 129 *ss*Lie.3rdNo.3–5,39 YLCD *Cargo battens not fitted* 1*Dk*(*Iron*)2*trB&Web frames3Dk rule* | | 3077 2862 1906 | ✠100A1 *with freeboard* 5,40~~5,39~~ ✠LMC5,39 BS5,40 | Lie | *u* | CL ~~4,39~~ 4,40 | 1900 11mo | Ropner& Son Stockton A&CP | "Jura"Shipping Co.Ld.(Fr.Karklins,*Mgr.*) *CellD B* | 323·9\|48·1\|21·7 P29′B166′F36′ FK *a&uE*124′*f*136′626*t* | Ventspils Latvian 5*BHCem* *APT*104*t* | T.3Cy.23½″,39″&64⅜″-42″ 160lb (*s*) 273NHP 2SB,6*rf*,GS119,HS4200 Blair&Co.Ld.Stockton | 24 ″ 3 s 3 ″ 5 21 ″ 0 | |
| 74708 Gala (*ex*Lovart) 154 INOC *Well deck* | *ss*Gmh.3rdNo.3-4,31 *ss*Nap.No.1-35 1*Dk*(*Stl*)*&Web frames* | 1029 772 591 | ✠ ... 7,39 ✠ | Gen | *n* | | 1897 5mo | Crmichael, Maclean&Co. Greenock A&CP | S.Spampinato *CellD B* | 225·7\|34·1\|13·1 235·7(O.L.) Q77′B52′F27′ FK *a*50′ *f*88′ 215*t FPT* 36*t APT*24*t* | Catania Italian 4*BHCem* | T3Cy17⅞″,27½″&44″-33″ NDB13 110NHP 1SB,3*rf*,GS55,HS1660 Muir&Houston,Ld.Gls. | 15 ″ 3 | I ✝ |
| 74709 Galacum 133263 *Well deck* MFYW *Mchy.Aft* | 3Mst *ss*Nwc.2ndNo.3-9,39 1*Dk*(*Stl*) *Cargo battens not fitted* | 585 391 243 | ✠100A1 ~~10,109,39~~ 12,40 ~~Std~~ ✠LMC9,39 BS10,40 | Nwc | *h* | CL 9,39 | 1915 11mo *Lloyd's* | R.William-son&Son Workington *sA&CP* | Northwest ShippingCo.Ld. | 165·7\|26·6\|11·0 Q100′B9′F21′ FK *CellD Bf*97′ 123*t FPT*38*t* | Workngtn British 3*BHCem* | T.3Cy.13″,21½″&35″-27″ (*s*) 170lb 86RHP 1SB,3*pf*,GS50,HS1598 Ross&Duncan,Glasgow | 13 ″ 2 s 4 ″ 8½ 12 ″ 10 | |
| 74710 Galata 1553 (*ex*Leaside, INOF *ex*Kildavin) *Oil Eng.* *ss*Cws.No.3–10,21 *ss*Shl.No.1-26 1*Dk* | | 618 487 350 | ... 12,28 | | | | 1918 | Smith's Dock Co.Ld. Middlesbro' | TitoCampanella Soc.diNav. | 176·6\|30·0\|15·6 170·2 B35′F25′ FK *WB* | Genoa Italian | Oil Engines 2S.C.SA 4Cy.13¾″-21¼″ NE29 Cant.Offic. 125NHP SavoiaCornigliano | 16 ″ 6 | I ✝ |
| 74711 Galatasaray (*ex*Kismet-36,*ex*Ourla, *ex*Kydaris,*ex*Ortensia,*ex*Giacomo TCCC Grasso,*ex*Rescuer,*ex* Breidablik) 1*Dk2trB* *Well deck* | | 724 — 405 | ✠ ... 9,94 ✠ | | | | 1890 7mo | Bergens Mek.Værks. Bergen | SadikogluAslan Kaptan | 201·1\|31·8\|11·6 Q51′B55′F30′ | Istanbul Turkish *WB* | T.3Cy.15½″,25″&40″-27″ 92NHP BergensMek VærksBergen | 13 ″ 9 | |
| 74712 Galatea LDYD 1*Dk* | | 1152 997 671 | | | | | 1912 | Laxevaags Msk&Jrnskb Bergen | A/S D/S Galatea (Th.Gjesdahl) | 228·2\|35·2\|15·9 P10*t*H49*t*F32*t* | Bergen Norwegian *WB* | T.3Cy.16″,25½″&43″-30″ 101NHP LaxevaagsMsk&Jrns.Bgn | | N |
| 74713 — Ⓟ TwinSc 120924 MCLR *ss*Liv.2ndNo.3-5,34 *ss*Bkn.No.1-38 Wireless D.F. Sub.Sig. 2*Dks*(*Upt Stl–teaks*) | | 569 475 221 | ✠100A1 ~~5,38~~ 11,40 Liv ✠LMC5,38 BS5,40 | Bkn | *i* | CL ~~4,37~~ 11,40 | 1906 2mo *Lloyd's* | J.P.Ren-noldson&Sns. SouthShields *sA&CP* | MerseyDocks& HarbourBoard | 170·0\|30·3\|13·8 182·0(O.L.) BK7″ | Liverpool British 4*BHCem* *DT f*15′60*t* | T.6Cy.12¼″,21″&33″-24″ (*s*) 180lb 137NHP 2SB,4*cf*,GS71,HS2415 J.P.Rennoldsn&Sns,S.Shl. | 15 ″ 0 s 4 ″ 8 11 ″ 2 | |
| 74714 Galaxias (*ex*Treneglos–35) 843 SVIE D.F. | *ss*Cff.No.3–11,30 *ss*Ant.No.2–38 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) | *4393* *4147* *2753* | ✠100A1 *Shelter dk with freeboard* 2,40 ✠LMC12,38 | Cff | *y* | CL 1,40 | 1918 3mo | J.Read-head&Sons, Ld. S.Shields *sA&CP* | GalaxiasS.S.Co. Ld. *CellD Ba*1 | 400·0\|52·1\|25·2 FK 31′*uE*23′*f*175′1003*t* | Piræus Greek 6*BHCem* *APT*50*t* | T.3Cy.26″,43″&71″-48″ (*r*) 180lb 488NHP 3SB,9*cf*,GS177,HS7198 FD J.Readhead&SonsLd.SShl | 26″10 s 2″10¾ 24 ″ 2½ | |
| 74715 Galdames (*ex*Aldam–38, *ex*Galdames–38) EAET | *ss*Bbo.No.3–4,40 1*Dk*(*Stl*) *Cargo battens not fitted* | 3337 3092 2013 | ✠100A1 ~~4,10~~ 10,40 BS3,40 ✠LMC10,38 | Bbo | *u* | CL ~~10,38~~ 10,40 | 1918 9mo *Lloyd's* | Soc.Anon. Astilleros del Nervion Bilbao *sA&CP* | Auxiliar MaritimaS.A. | 325·7\|47·1\|22·5 P31′B80′F39′ FK *CellD B*280′818*t* | Bilbao Spanish 6*BHCem* *FPT*130*t* | T.3Cy.24″,40″&65″-45″ (*s*) 180lb *100lb* 295NHP 2SB,6*cf*,GS121,HS4374 Astilleros delNervion,Bbo | 24″11 s 4 ″ 4½ 20 ″ 9 | |
| 74716 Gale 132428 ZMLY Wireless *Mchy.Aft* | *ss*Ddu.No.1-40 3Mst *Oil Eng.* 1*Dk* | 622 419 314 | ✠100A1 9,40 ~~9,39~~ DBS9,39 ✠LMC9,35 ✠LMC CS9,40 7,40 | Ddn | *j* | CL ~~N9,39~~ 9,40 | 1935 9mo *Lloyd's* | Scott& Sons Bowling *sA&CP* | Canterbury SteamShipping Co.Ld. *CellD B*115′190*t* | 175·0\|30·1\|10·3 *31·6* Q99′B11′F30′ FK *FPT*44*t APT*43*t* | Lyttelton, N.Z. British 3*BHCem* | Oil Engines 2S.C.SA 5Cy.13⅜″-22⅞″ 156NHP DB*100lb* BritishAuxiliariesLd.Gls. | 12 ″ 6 s 3 ″ 11 12 ″ 4½ | |
| 74717 Galea EAES | *ss*Bbo.No.3–3,30 *ss*Bbo.No.2–38 1*Dk*(*Stl*) *Cargo battens not fitted* | 3353 3062 1974 | ✠100A1 1,40 ✠LMC MS9,38 BS1,40 | Bbo | *u* | CL 8,38 | 1918 4mo *Lloyd's* | Soc.Anon. Astilleros del Nervion Bilbao *sA&CP* | Cia.Naviera Guipuzcoana | 325·7\|47·1\|22·5 P31′B80′F39′ FK *CellD B*280′818*t* | S.Sebast'n Spanish 6*BHCem* *APT*130*t* | T.3Cy.24″,40″&65″-45″ (*s*) 180lb 295NHP 2SB,6*cf*,GS121,HS4374 Astilleros delNervion,Bbo | 24″11 s 4 ″ 4½ 20 ″ 9 | |
| 74718 Galeb YTFT | (*ex*PerseveranzaG.–35, *ss*Cff.No.3–12,17 *ex*Chrysallis, *ss*Npt.No.1–22 *ex*Freja,*ex*Svanen,*ex*Ester) *Well deck* Wireless D.F. 1*Dk* | 440 340 253 | ✠ ... 11,26 ✠ | | | | 1904 7mo | Thorskogs Mek.Verks. Thorskog | MarinFeric | 154·5\|25·3\|11·2 Q49′B33′F20′ FK *WB* | Split Yugoslav | C.2Cy.15⅝″&24⅜″-17½″ 32NHP ThorskogsM.V.Thorskog | 13 ″ 9 | V ✝ |
| 74719 Galeon (*ex*Hafsten–34, 5127 *ex*Alassio) SEQG *Well deck* | Iron *ss*Got.4thNo.3–11,34 *ss*Hbg.No.1–38 1*Dk*(*Irn*)*&Web frames* | *1167* *923* *653* | ✠100A1 5,40 ~~3,39~~ ~~BS5,39~~ ✠LMC3,38 5,40 | Lkr Hbg | *n* | CL 3,39 | 1883 9mo | Strand SlipwayCo. Sunderland A&UP | Rederi A/B Galeon(Torsten Hillerstrom) | 224·1\|34·9\|15·8 232·3(O.L.) Q81′B46′F27′ FK *DBa*57 *f*90′ | Malmö Swedish 4*BHCem* 338*t APT*20*t* | C.2Cy.26½″&52″-36″ 80lb *80lb* NDB02 135NHP 1SB,3*pf*,GS57 N.E.MarineEng.Co.Nwc. | 17 ″ 4 s 1 ″ 4½ 16 ″ 2 | |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiels. Total. / Sous le Pont. / Net. | 5 6 7 Détails de la Classification. Cote / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme auquel maintenance expire. Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | 11 Largeur. | 11 Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où sont si ce n'est dans le L. R. Distinc. Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74720 | **Galilea** (P) (*ex*Pilsna–35) **TwinSc** | 8040 | ✠100A1 | Tri | *b*† | CL | 1918 | Cantiere | "Adriatica" Soc. | 443·6 | 53·1 | 24·9 | Trieste | T6Cy.25½'.40½'&66"–48"(*r*) | 36 ″ 11 | |
| 87 | *ss*Tri.No.3–9,31 | 6050 | *Shelter dk* | | | PN | 4mo | SanRoccoS.A | Anon.diNav. | 432·7 | | 33·9 | Italian | 1801b | 853NHP | 11 ″ 5½ | |
| ICBJ | *ss*Tri.No.2–40 | 4829 | *withfreeboard* | | | 12,38 | | SanRocco | | | | FK | *Cem* | 5SB,*15cf*,GS314,HS12785 | | 25 ″ 11 | |
| | 2*Dks*(*Stl U–ws*) | | 4,40 | ✠LMC8,39 | | s10,39 | | A&CP. | | B213'F83' | *Collisio* | | *nBHtoSh dk* | Stabilimento | FD | | |
| | D.F. *&Shelter dk*(*Stl–ws*) | | *Fitted for oil* | *fuel* 9,22 | | *F.P. a* | | | *CellDB* | 6 „ „ *U* „ 368'1078*t APT*57*t* | | | | TecnicoTriestino,Tri. | | | |
| 74721 | — | 1927 | | | | | 1922 | Schiffs-u. | DeutscheLevante- | 287·7 | 41·7 | 17·5 | Hamburg | T.3Cy.21¼",34½"&55½"–37½" | | | G |
| | 2*Dks* | 1669 | | | | | | Dockbau- | LinieHamburg | | | | German | | 191NHP | | |
| DHIN | Sub.Sig | 1092 | | | | | | werft Flender | A.G. | H71'F33' | | | *WB* | A.G."Neptun,"Rostock | | | |
| | | | | | | | | A.G. Siems, | | | | | | | | | |
| | | | | | | | | Lübeck | | | | | | | | | |
| 74722 | **Galiola** (*ex*CarloMartinolich–35, | 1428 | 100A1 | Tri | *o* | CL | 1917 | N.V.Schps. | Nav.Carlo | 247·7 | 36·9 | 15·6 | Trieste | T.3Cy.18",29'&46½'–36" (*s*) | 18 ″ 0 | |
| 237 | *ex*Carlo,*ex*Stella *ss*Tri.No.3–10,37 | 1142 | 12,38 | | | 12,38 | | Werf | MartinolichS.a.g.l | 238·1 | | | Italian | 1801b | 181NHP | s 2 ″ 2 | |
| INOT | Capella,*ex*Maasveer, 1*Dk*(*Stl*) | 814 | BS11,39 | LMC12,36 | | | | "Baanhoek" | | P28'B56'F20' | | FK | 4*BHCem* | 2SB,*4cf*,GS86,HS3360 | | 15 ″ 11½ | |
| | *ex*Yselmonde) | | | | | | | Sliedrecht | *CellDBa§* | *uES1'f88'333t FPT* | | | 41*t APT*65*t* | Penn&Bauduin,Dordrecht | | | |
| 74723 | **Gallia** **TwinSc** | 9974 | ✠100A1 | Ams | *e*† | CL | 1939 | Deutsche | TheTexasCo. | 503·8 | 67·4 | 34·3 | Oslo | Oil Engines 2S.C.SA | 34 ″ 2 | |
| | D.F. E.S.D. *OilEng.* | 8921 | 10,40~~3,40~~ | NYk | | 3,40 | 6mo | WerftAG Bet | (Norway)A/S | 522·0(O.L.) | | | Norwegian | 16Cy.20½"–35½" 1166NHP | s 6 ″ 8½ | | |
| LKPJ | *Mchy.Aft* 1*Dk*,2nd *dk in Mchy.space* | 5798 | | ✠LMC6,39 | | | | Finkenwrder | (H.C.Mathiesen, | P123'B38'F60' | | FK | 2DB*171lb*&2DB(WT)*171lb* | | | 27 ″ 8 | |
| | *Longitudinal framing at bottom&deck in* | | *Carrying Petroleum in bulk* | | | | | Hamburg | *Mgr.*) | | | | 17*BHpt Cem* | Maschinenfbrk.Augsburg, | | | |
| | *Cruiser Stern* *centre tanks* | | | | | | *Lloyd's§A&CP* | | *CellDBuE*79'261*t* | *DTf*27'388*t FPT* | | | 29*t APT*96*t* | NürnbergA.G.Augsburg | | | |
| | *Butts of shell &deck plating elec. welded* | | | | | | | | | | | | | | | | |
| 74724 | — | *1855* | ✠ ... | | | | 1897 | W.Gray& | Rederi A/B Viken | 278·4 | 40·1 | 18·0 | Viken | T.3Cy.20",31½"&53"–36" | 20 ″ 6 | | V |
| 7037 | *ss*Cpn.2nd.No.3–10,22 | *1682* | 4,27 | | | | 2mo | Co.(Ld.) | (Fänge&Pählis- | P17'B72'F29' | | | Swedish | | 188NHP | | † |
| SLYA | 1*Dk&deep framing* | *1084* | ✠ | | | | | WHartlepool | sonsRederier, | | | FK | *WB* | Cen.Mar E.Wrks.W.Hpl. | | | |
| | | | | | | | | | *Mgrs.*) | | | | | | | | |
| 74725 | — | *1436* | | | | | 1926 | Howaldts- | RederiA/B | 245·9 | 37·9 | 14·6 | Gothenbrg | T3Cy.16½",27½"&43⅜"–29½" | | | G |
| 7763 | (*ex*Orion) | *1089* | | | | | | werke | SvenskaLloyd(K. | P28'Q71'B100'F30' | | | Swedish | | 101NHP | | |
| SRIK | 1*Dk* | 794 | | | | | | Kiel | R.Bökman,*Mgr.*) | | | | *WB* | Howaldtswerke,Kiel | | | |
| 74726 | **Gallipoli** (P) | 1049 | | | | | 1898 | Flli. | "Tirrenia"Soc. | 224·3 | 29·0 | 17·0 | Palermo | T.3Cy.17⅝",26¾"&45½"–33" | | | I |
| 138 | | 799 | | | | | | Orlando | Anon. di. Nav. | 215·8 | | | Italian | | 120NHP | | |
| IDGN | 2*Dks* | 612 | | | | | | Leghorn | | P&B122'F35' | | | *WB* | Flli.Orlando,Leghorn | | | |
| 74727 | **Gallium** | 1775 | ✠100A1 | Cff | *q* | CL | 1924 | BlythS.B. | SociétéNavale | 260·2 | 37·3 | 16·4 | Caen | T.3Cy.21",34"&56"–36" (*s*) | 18 ″ 7 | | |
| 1286 | *ss*Rot.No.3–4,37 | 6,39 | | | | 5,39 | 7mo | &D.D.Co.Ld. | Caennaise(G. | | | | French | 1801b | 244NHP | s 1 ″ 7 | |
| FOPS | *Well deck* D.F. 1*Dk*(*Stl*) | 880 | BS6,39 | ✠LMC4,37 | | | | Blyth | Lamy&Cie.*Mgrs.*) | *Pon* Q22'Q100'B54' | | | 2SB,*6cf*,GS105,HS4224 | | | 17 ″ 1½ | |
| | *Cargo battens not fitted* | | Surveys delayed | | | | *Lloyd's§A&CP* | | | F24' | | FK | 1*BHpt Cem* | N.E.MarineEng.Co.Ld.Sld | | | |
| | | | | | | | | | *CellDB*180'381*tD* | *Ta*37'118*t FPT*114*t* | | | *APT*110*t* | | | | |
| 74728 | **Gallois** (*ex*LordAberconway, | 2684 | ✠100A1 | Shl | *t* | CL | 1917 | WoodSkin- | Ministry of Ship- | 321·2 | 43·2 | ~~13·6~~ | London | T.3Cy.24",40"&65"–42" (*s*) | 21 ″ 9 | | |
| 133590 | *ex*Tynemouth) *ss*Nwc.No.3–8,29 | 2150 | ~~2,40~~12,40 | Nwc | | ~~1,38~~ | 1mo | ner&Co.Ld. | ping (Tredegar | | | 19·5 | British | 1801b | 329NHP | s 7 ″ 0½ | |
| ~~PVPC~~ | *ss*Gms.No.2–38 | 1611 | BS~~4,30~~ | ✠LMC3,38 | | 6,40 | | Newcastle | AssociatedColl- | Q186'B63'*on*RQD | | | Cem | 2SB,*8cf*,GS149,HS5524 | | 19 ″ 2 | |
| GMFM | *Well deck* 1*Dk*(*Stl*) | | 10,40 | | | | *Lloyd's§A&CP* | | lieries&Shipping | F32' | | FK | 4*BH only* | N.E.MarineEngCo.Ld Nwc | | | |
| | D.F. *Cargo battens not fitted* | | | | | | | *Inter* | Co.Ld.*Mgrs.*) | *mediate B Hin for* | | | *hold dispensed with* | *CellDB* | 263'695*t FPT*180*t APT*151*t* | | |
| 74729 | **Gallus** (*ex*Dalaskär) **Wood** | 338 | | | | | 1919 | Dalaskär | A/S M/S Gallus | 133·7 | 25·8 | 11·3 | Bergen | Oil Engines 2S.C.SA | | | V |
| | *OilEng.* | 269 | | | | | | VarvaA/B | (L.H.Torkildsen) | P41'F13' | | | Norwegian | 4Cy.15"–16½" | 159NHP | | |
| LIYJ | 1*Dk* | 210 | | | | | | Bergkvara | | | | | | J.&C.G.Bolinders,Skm. | | | |
| 74730 | **Saltesund** (P) (*ex*SkandiaII) | 623 | | | | | 1905 | Akt.Bur- | A/S Arendals | 170·1 | 27·6 | 18·2 | Arendal | T.3Cy.14½",24"&40"–24" | | | N |
| | | 557 | | | | | | meistr&Wain | Dampskibsselskab | | | | Norwegian | | 78NHP | | |
| LDYE | 1*Dk&Awng dk* | 293 | | | | | | Copenhagen | | | | | *WB* | Akt.Burmeistr&Wain,Cpn | | | |
| 74731 | **Galveston** | 6173 | | | | | 1921 | Doullut& | UnitedStates | 395·5 | 55·0 | 31·4 | N.Orleans | Oil Engines 4S.C.DA | | | R |
| 221110 | *OilEng.* | — | | | | | | WilliamsS.B. | MaritimeCom- | P60'B109'F37' | | | Utd.States | 5Cy.32"–52" NE29 992NHP | | | |
| KDQF | Sub.Sig. GyC. 2*Dks* | 3820 | | | | | | Co.Inc. | mission | | | | *WB* | McIntosh&SeymourCorp. | | | |
| | *Longitudinal framing* | | | | | | | NewOrleans | | | | | | Auburn,N.Y. | | | |
| 74732 | **Galway Coast** (*ex*Galway–39, | 1431 | ✠100A1 | ~~Ard~~ | *r* | CL | 1915 | ClydeS.B. | CoastLines,Ld. | 260·0 | 38·2 | 14·6 | Liverpool | T.3Cy.19½",31"&52"–36" (*s*) | 17 ″ 0 | | |
| 139074 | *ex*LadyWimborne–38) *ss*Dub.No.3–3,28 | 1062 | *Shelter dk* | Ldr | | ~~5,38~~ | 8mo | &Eng.Co.Ld. | | 271·0(O.L.) | | | British | 1801b | 216NHP | s ″ 2½ | |
| MPMF | *ss*Dub.No.2–36 | 588 | *withfreeboard* | | | 1,41 | | PortGlasgow | | B88'F33'*on Shelter* | | | 5*BHCem* | 2SB,*6cf*,GS116,HS3896 | | 16 ″ 10½ | |
| | 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) | | Examined 1,41 | | | | *Lloyd's§A&CP* | | | *dk* | | FK | | ClydeS.B.&E.Co.Ld.P.Gls | | | |
| | | | BS7,40 | ✠LMC4,36 | | | | | *CellDB* | *f*117'*uE&B*40'284*t* | | | *DTa* 56' 220*t* | *FPT*79*t APT*20*t* | | | |
| 74733 | **Gamaria** | 5255 | ✠100A1 | Cal | *y* | CL | 1920 | Palmers' | BritishIndiaStm. | 399·5 | 52·2 | 28·5 | Glasgow | T.3Cy.27',44"&73"–48" (*s*) | 31 ″ 0 | | |
| 141943 | *ss*Cal.No.3–12,31 | 4766 | 2,41 ~~5,30~~ | | | ~~5,07~~ | 2mo | Co.Ld. | Nav Co.Ld. | | | | British | 1801b | 517NHP | s 5 ″ 11½ | |
| GCZF | *ss*Cal.No.2–41 *ss*~~Cal.No.1–35~~ | 3232 | | ✠LMC1,41 | | 1,41 | | Newcastle | | P49'B113'F39' | | FK | 7*BHCem* | 3SB,*9cf*,GS190,HS7668 | FD | 25 ″ 3½ | |
| | 2*Dks*(*Stl*) | | ~~MS9,36~~ | ~~BS11,30~~ | | | *Lloyd's§A&CP* | | *CellDB* | 345'1112*t FPT*122*t* | | | *APT*174*t* | Palmers'Co.Ld. Newcastle | | | |
| 74734 | **Gambian** | 5452 | ✠100A1 | Lon | *b*† | CL | 1937 | Deutsche | ElminaLd. | 423·6 | 56·7 | 23·7 | Freetown, | 2 Oil Engines SR geared | 26 ″ 2 | | |
| 157832 | *OilEng.* | 4388 | *withfreeboard* | | | | 6mo | Sch.u-Mschb | (UnitedAfricaCo. | 438·9(O.L.) | | | Srra.eone | to 1 sc. shaft 2S.C.SA | s 2 ″ 4 | | |
| VPTL | D.F. 1*Dk&Shelter dk* | 3106 | 1,40 | ✠LMC6,37 | | | | A.G.Seebeck | Ld.*Mgrs.*) | F45' | | FK | British | 12Cy.16$\frac{5}{16}$"–22$\frac{1}{16}$" 577NHP | 24 ″ 0½ | | |
| | E.S.D. *pt 3rd dk in No.2hold* | | DBS(WTB)8,38 | | | | | Wesrmünd-G | | | | | 7*BHpt Asp* | DB*100lb* 2DB(WTB)*100lb* | | | |
| | *CruiserStern* | | Surveys delayed | | | | *Lloyd's§A&CP* | | | | | | *Coll to Sh dk* | DeutscheSchiff.u Mschb. | | | |
| | | | *Carrying vegetable oil in deep tank* | | | | | | *CellDB*349' | 1404*t M Ts*23'845*t* | | | *FPT*206*t APT*165*t* | 6 „ 2*nd* „) A.G.Weser,Bmn | | | |
| 74735 | **Gamma** (*ex*Brilliant–39) **3Mst** | 696 | ✠100A1 | Sou | | CL | 1901 | Scott& | K.H.Kopf&others | 185·0 | 29·2 | 10·8 | Tallinn | T.3Cy.15',25"&40"–27" (*s*) | 13 ″ 0 | | |
| 477 | *ss*Bwg.2ndNo.3–5,27 | 2,39 | | ✠LMC | | 3,38 | 12mo | Sons | | 192·5(O.L.) | | | Estonian | 1601b | 95NHP | s 4 ″ 3½ | |
| ESIE | *Well deck* *ss*Gls.No.2–35 | 260 | MS3,38 | BS2,39 | | | | Bowling | | Q99 B11'F35' | | | *BHCem* | 1SB,*3pf*,GS58,HS1600 | | 13 ″ 4 | |
| | *Mchy.Aft* 1*Dk*(*Irn*) | | | ✠NPT5,20*refitted*10,31 | | | *Lloyd's§A&CP* | | | | | BK7½' | | Muir&Houston,Ld.Gls. | | | |
| | *Cargo battens not fitted* | | No later survey reported | | | | | | *CellDBf* | 104' | | | 160*t FPT*60*t* | | | | |
| 74736 | **Gamo** **WoodAux3MstSr** | 318 | | | | | 1921 | L.Basilio | ParceriaGéral de | 129·8 | 30·8 | 12·8 | Lisbon | Oil Engines | | | |
| | (*ex*Sailing Vessel, *OilEng.* | 295 | | | | | | Funchal | Pescarias(Ben- | | | | Portuguese | 1Cy.7½"–10½" | | | |
| CSGK | *ex*Fernando) 1*Dk* | 237 | | | | | | | saude&Co.*Mgrs.*) | | | | | *Emade&fitted*33 | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | SulzerBros.Winterthur | | | |
| 74737 | **Gamtoos** | 794 | ✠100A1 | PNl | *k* | CL | 1937 | Scott& | Smith'sCoasters | 192·0 | 30·9 | 12·1 | Durban | T.3Cy.15',25½"&41"–30"(*s*) | 14 ″ 1 | | |
| 157932 | | 540 | 2,312~~,40~~ | | | 2,41 | 11mo | Sons | (Prop.)Ld.(C.G. | 199·1(O.L.) | | | British | 200lb *100lb* | 127NHP | s 4 ″ 1 | |
| ZSFB | *Mchy.Aft* 1*Dk* | 380 | | ✠LMC11,37 | | | | Bowling | Smith&Co.Ld. | Q105'B15'F35' | | FK | 3*BHCem* | 1SB,*3cf*,GS63,HS2224 | | 13 ″ 9½ | |
| | *CruiserStern* | | | | | | *Lloyd's§A&CP* | | *Mgrs.*) | | | | | Aitchison,Blair,Ld. | | | |
| | | | | | | | | | *CellDB* | 112'184*t FPT*66*t* | | | *APT*36*t* | Clydebank | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Registd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned, now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. United Kingdom Ports. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74738<br>161511 | **Ganandoc**<br>*Mchy. Aft* 1 *Dk* | 1924<br>1627<br>1144 | | | | | 1929 | Swan, Hunter & Wigham Richardson, Ld Newcastle | PatersonSteamships, Ld. | 252·8 \| 43·4 \| 17·8 | | | Ft William British *WB* | T.3Cy.15″,25″&40″–33″ 92NHP Swan, Hunter & Wigham Richardson, Ld. Nwc. | | C |
| 74739<br>OPGA | **Gand** (*ex* Langley)<br>*ss* Ant. No. 3–2, 33 *ss* Ant. No. 1–37 2 *Dks* (*Stl*) | 5086<br>4788<br>3140 | ✠100A1 5,40 11,40 Lon ✠LMC MS3,37 BS11,39 | Ant | *n* | CL 5,40 10,40 | 1919<br>12mo | Bartram & Sons, Ld. Sunderland | ArmementDeppe (AgenceMaritime Internationale S.A. *Mgrs.*) *Cell* | 400·3 \| 52·3 \| 28·5<br>P49′B113′F39′ FK<br>*DB*338′1114*t FPT* 1 33*t APT* 225*t* | | | Antwerp Belgian | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP<br>3SB, *9cf*, GS189, HS7668 FD<br>J. Dickinson & Sons, Ld. Sld. | 31 ″ 0<br>s 5 ″ 11½<br>25 ″ 3½ | |
| 74740<br>CSFW | **Ganda** (*ex* City of Milan, *ex* Plauen)<br>*ss* Ham. No. 1–11 2 *Dks* (*Stl*) & deep framing lower dk in Nos. 1 & 3 holds | 4333<br>3966<br>2704 | ✠ 6,16 ✠ | Ham | *y* | | 1907<br>4mo | Flensburgr Schiffsb. Ges. Flensburg | Cia. Colonial de Navegaçao *Cell* | 387·8 \| 51·0 \| 25·2<br>P&B315′F50′ FK<br>*DBa* 122′ *u E&B* 42′ | | | Loanda Portuguese | T.3Cy.27¾″,46¼″&76″–48″ 473NHP<br>3SB, *9cf*, GS147, HS6255 FD<br>Flensburger Schiffsb. Ges. | 27 ″ 9 | C<br>† |
| 74741<br>141925<br>GCMR | **Gandara**<br>*ss* Cal. No. 3–2, 32 *ss* Cal. No. 1–35 2 *Dks* (*Stl*)<br>*Cargo battens not fitted in 'tween dks* | 5281<br>4823<br>3190 | ✠100A1 2,40 ✠LMC 02 40 | Cal | *y* | CL N2,40 | 1919<br>10mo | Craig, Taylor & Co. Ld. Stockton | BritishIndiaStm. Nav. Co. Ld. *Cell DB* | 400·0 \| 52·4 \| 28·4<br>P49′B113′F40′ FK<br>336′ 1015*t FPT* 128*t* | | | Glasgow British | T.3Cy.27″,~~44~~″&73″–48″ (*s*) 180lb 44¼″ 517NHP<br>3SB, *9cf*, GS190, HS7668 FD<br>Blair & Co. Ld. Stockton | 31 ″ 0<br>s 5 ″ 11½<br>25 ″ 4 | |
| 74742<br>162497<br>GQZM | **Gandia** Ⓟ (*ex* Königstein–40, *ex* Arawa)<br>D.F. 2 *Dks* & deep framing & Shelter dk | 9626<br>8624<br>5912 | ✠ ... 1,29 ✠ | Twin Sc<br>*ss* Lon. No. 3–5, 20 *ss* Lon. No. 2–28 | | | 1907<br>2mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Ets. Van Heyghen FrèresS.A. (Cie. Maritime Belge (Lloyd Royal) S.A. *Mgrs.*) | 459·0 \| 59·9 \| 31·1<br>F48′ 39·2<br>FK & BK 1¾″ | | | Antwerp Belgian *WB* | T.6Cy.23¼″,38¾″&66″–48″ 899NHP<br>Wllsnd Slpwy. Co. Ld. Nwc. | 34 ″ 1 | GC<br>† |
| 74743<br>162497<br>GQZM | **Ganges** Ⓟ<br>*ss* Cal. No. 2–38 2 *Dks* (*Stl–U* teak s)<br>*Fitted for oil fuel* | 6246<br>5613<br>3912 | ✠100A1 ~~3,40 6,30~~ 8,41 Bcm ✠LMC MS2,38 ~~BS10,30~~ 10,30 BS3,41 | Cal | *a*† | CL ~~2,38~~ 8,40 Liv *F.P. above* 150° F. | 1930<br>10mo | Harland & Wolff, Ld. Glasgow | JamesNourse, Ld. *Cell DB* 358′ 1265*t DT* | 424·6 \| 56·0 \| 28·8<br>P43′B159′F40′ FK<br>a40′ 1024*t* 2 *FPT* 107*t APT* 22*t* | | | London British | T.3Cy.26½″,44½″&74″–54″ & LP Turbine with DR gearing & hydraulic coupling 2301b (*s*) 864NHP<br>3SB, *12cf*, HS10194 FD<br>D&W. Hendersn & Co Ld Gls | 31 ″ 4<br>s 6 ″ 1<br>25 ″ 7¾ | |
| 74744<br>23336<br>JEPD | **Ganges Maru** Ⓟ<br>*ss* Osa. No. 3–11, 30 *ss* Osa. No. 2–39 1 *Dk* (*Stl*) & Shelter dk (*Stl*) & Web frames Longitudinal framing | 4382<br>3677<br>2733 | ✠ ... 8,39 ✠ | Osa | *w* | | 1918<br>8mo | Osaka Iron Works, Ld. Innoshima | OsakaSyosenK.K. *Cell DB* 298′ 1095*t* | 345·0 \| 49·8 \| 28·1<br>P30′B99′F34′ on Shelter dk FK<br>*FPT* 115*t APT* 29*t* | | | Osaka Japanese *Cem* 3 *B Hto Sh dk* 3 ,, ,, *U* ,, | T.3Cy.24″,41″&67″–48″ 390NHP<br>2SB, *6cf*, GS126, HS5400<br>Osaka Iron Works Ld Osaka | 28 ″ 2 | |
| 74745<br>LDYH | **Gann** Ⓟ (*ex* Sandnæs)<br>1 *Dk* & Awng dk | 433<br>381<br>251 | | | | | 1903 | Stavanger Stöberi & Dok Stavanger | SandnæsDampskslskA/S | 143·1 \| 23·5 \| 17·6<br>B37*t* H16*t* | | | Sandnes Norwegian *WB* | T.3Cy.14½″,23″&38″–26″ 74NHP<br>Stavanger Stöberi & Dok | | |
| 74746<br>146190<br>MKWP | **Gannet**<br>*ss* Lon. No. 3–2, 34 *ss* Lou. No. 1–28<br>*Ref. Mchy.* 1 *Dk* (*Stl*) &<br>*Mchy. Aft* *Shelter dk* (*Stl*–ws) | 1336<br>982<br>619 | ✠100A1 *Shelter dk* Abn Ltb *with freeboard* 4,41 ~~4,40~~ 10,40 BS10,40 ~~BS4,40~~ ✠LMC 1,38 Lloyd's RMC 10,39 | Liv | *p* | CL 4,40 | 1921<br>12mo | Bow, McLachlan & Co. Ld. Paisley | GeneralStm. Nav. Co. Ld. *Cell DB f* 161′ 255*t* | 250·2 \| 37·2 \| 14·0<br>FK<br>*FPT* 20*t APT* 18*t* ( | | | London British | T.3Cy.22″,35″&57″–39″ (*s*) 180lb 273NHP<br>2SB, *6cf*, GS126, HS4939<br>Bow, McLachln & Co Ld Psy | 16 ″ 6<br>s ″ 2<br>16 ″ 5½ | |
| 74747<br>LDYG | **Gansfjord**<br>Wireless 1 *Dk* | 1087<br>918<br>602 | | | | | 1913 | Stavanger Stöberi & Dok Stavanger | A/S D/S Gansfjord (K. Olsen) | 237·5 \| 33·1 \| 15·2<br>P12*t* H48*t* F36*t* | | | Stavanger Norwegian *WB* | T.3Cy.19″,30½″&51″–33″ 149NHP<br>Stavanger Stöberi & Dok | | N |
| 74748<br>DOGV | **Ganter**<br>Sub. Sig. *ss* Bmn. No. 1–31<br>D.F. E.S.D. 1 *Dk* (*Stl*)<br>*Strengthened for Navigation in Ice* | 1770<br>1406<br>785 | ✠ ... 4,34 ✠ | Bmn | | | 1927<br>10mo | G. Seebeck A.G. Weser-münde-G. | ArgoReederei Richard Adler & Co. *Cell DB* 217′ 503*t* | 276·9 \| 42·1 \| 14·8<br>P15′B & F257′ FK<br>*FPT* 63*t APT* 73*t* | | | Bremen German 5 *B Hpt Cem pt Asp* | T.3Cy.23⅝″,38⅜″&62″–41⅝″ 344NHP<br>2SB, *6cf*, GS110, HS4844<br>G. Seebeck, A.G. Wsm. | 17 ″ 6 | G<br>† |
| 74749<br>PEFQ | **Ganymedes**<br>*Cruiser Stern*<br>*Fitted for oil fuel* 3 *Dks* | 2682<br>2319<br>1551 | | | | | 1917 | J. & K. Smit Kinderdijk | Koninkl. Nederl. Stoomb. Maats. N.V. | 347·9 \| 48·2 \| 18·3 | | | Amstrdam Dutch *WB* | T.3Cy.23″,37″&61″–45″ 249NHP<br>Werkspoor, Amsterdam | | V |
| 74750<br>6062<br>SEIU | **Gapern** (*ex* Gunborg, *ex* Torleif Hugo)<br>1 *Dk* | *906*<br>*718*<br>*482* | | | | | 1919 | Hlsingbrg Varvs Aktie. Helsingborg | O.F. Ahlmark & Co. Eftr. A/B | 208·2 \| 32·3 \| 12·4<br>Q64′B56′F20′ | | | Karlstad Swedish *WB* | T3Cy.17¾″,29~~5/16~~″&46¾″–27½″ 110NHP<br>Helsingborgs Varvs Aktieb | | V |
| 74751<br>LJZZ | **Gard**<br>*Oil Eng.*<br>D.F. *Cruiser Stern* 1 *Dk*<br>*Mchy. Aft* *Butts of shell & upper deck plating electrically welded* | 8259<br>7562<br>4959 | ✠100A1 10,40 ~~1,40~~ LAn NYk ✠LMC 11,38 *Carrying Petroleum in bulk* | LAn | *c*† | CL 1,40 | 1938<br>11mo | Eriksbergs M.V. Aktieb. Gothenburg | SkibsA/S Corona (H.M. Wrangell & Co. A/S, *Mgrs.*) *Cell DBuE* | 469·2 \| 61·1 \| 34·5<br>486·3 (O.L.)<br>P92′B28′F41′ FK<br>68′ 170*t DTf* 23′ 497*t* | | | Haugesnd Norwegian 12 *B Hpt Cem* | Oil Engines 2S.C.DA 6Cy.17½″–47½″ 644NHP 2DB *142lb*<br>Eriksberg M.V. Aktieb. Got | 34 ″ 0<br>s 7 ″ 5<br>26 ″ 9½ | |
| 74752<br>6649<br>SKJW | **Gärd** Wood Aux Bkn<br>(*ex* Sailing Vessel) *Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*(See Sailing Ship Register)* | 316<br>279<br>236 | | | | | 1921 | C. A. Ederström Djursvik | J. A. Mårtensson | 126·3 \| 28·7 \| 12·8 | | | Bergkvara Swedish | Oil Engines 2S.C.SA 2Cy.14½″–15¾″ 40NHP *Emade & fitted* 33 Skandiaverkna A/B, Lysekil | | V |
| 74753<br>148092<br>GBFP | **Garesfield** (*ex* Belle Marie–37)<br>*ss* Nwc. No. 3–7, 37 1 *Dk* (*Stl*)<br>D.F. *Cargo battens not fitted*<br>*Well deck* | 2168<br>1706<br>1211 | ✠100A1 ~~5,40 1,40~~ 11,40 ✠LMC MS7,37 ~~BS11,40~~ 9,40 | Shl | *r* | CL ~~4,40~~ 5,40 11,40 | 1924<br>10mo | W. Pickersgill & Sons, Ld. Sunderland | ConsettIronCo. Ld. (William Dickinson & Co. Ld. *Mgrs.*) *Cell DB* 228′ 5 | 279·2 \| 40·6 \| 18·7<br>291·0 (O.L.)<br>Q159′F27′ FK<br>80*t MT* 159*t FPT* 81*t* | | | Newcastle British 4 *B HCem* | T.3Cy.21″,35″&58″–39″ (*s*) 180lb *80lb* 243NHP<br>2SB, *6cf*, GS113, HS3952<br>Richardsons, Westgarth & Co. Ld. Sld. | 20 ″ 9<br>s 6 ″ 8½<br>18 ″ 9½ | |
| 74754<br>138277<br>VGKC | **Gargantua** Wood<br>1 *Dk* | 381<br>241<br>259 | | | | | 1923 | Toronto D.D. Co. Ld. Toronto | Abitibi Power & Paper Co. Ltd. (*in liq.*) | 130·0 \| 32·1 \| 15·4<br>*WB* | | | Toronto British | T.3Cy.17″,25″&48″–30″ Filer & Stowell Co. 75RH Milwaukee, Wis | | |
| 74755<br>221070<br>KDPE | **Gargoyle**<br>*ss* Phl. No. 3–12, 32 *ss* NYk. No. 1–37<br>*Mchy. Aft* 2 *Dks* (*Stl*) & Web frames<br>D.F. GyC. *Longitudinal framing* | 7003<br>6433<br>4303 | ✠100A1 7,40 ~~10,30~~ Bal NYk ✠LMC MS1,37 ~~BS10,30~~ 7,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 | Bal | *a*† | CL N8,38 | 1921<br>2mo | Moore S. B. Co. Oakland, Cal. A&CP | Socony-Vacuum Oil Co. Inc. *Cell DBuE & B* 61′ 143*t D* | 425·0 \| 57·2 \| 33·1<br>419·0 (O.L.)<br>P106′B50′F41′ FK<br>*Tf* 35′ 948*t APT* 122*t* | | | New York Utd. States 220lb (*s*) 680NHP<br>16 *B H pt Asp* (9 *to U dk* 7 ,, 2nd ,, ) FI | T.3Cy.~~27½~~ 27⅛″,46″&78″–51″<br>3SB, *9cf*, HS9900<br>Hooven, Owens, Rentschler Co. Hamilton, O. | 33 ″ 0<br>s 5 ″ 10¾<br>27 ″ 4 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'autre côté de l'océan. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille [Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Anglaises où cote, si on n'est dans le L. R. Hunter, Cert. R. et Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74756 | **Garibaldi** (P) | **TwinSc** | 5278 | | | | | 1906 | Soc. Esercizio Bacini Riva Trigoso | "Tirrenia" Soc. Anon. di Nav. | 381·4 \| 48·1 \| 26·0 | | | Naples Italian | T.6Cy 22½", 37½" & 61½"–40" 477NHP G.Ansaldo, Armstrong & Co. Sampierdarena | | I |
| 402 | (ex Virginia) | | 4580 | | | | | | | | 372·0 | | | | | | |
| IBPN | *Ref Mchy.* | *2 Dks & Shelter dk 4 tr B* | 3040 | | | | | | | | | | | | | | |
| | D.F. | | | | | | | | | | | | | | | | |
| 74757 | **Garlinge** (ex Petworth) | | 2012 | ✠100A1 | Cff | *s* | CL | 1918 | E. Finch & Co. (1916) Ld. Chepstowe | Constants (South Wales) Ld. (H. Constant, *Mgr.*) | 284·3 \| 41·7 \| 19·4 | | | London British | T.3Cy.21½", 35" & 59"–39" (*s*) 180lb 259NHP 2SB, 6*cf*, GS110, HS4300 Richardsons, Westgarth & Co Ld. Sld | 21 ″ 6 s 2 ″ 10½ | |
| 142319 | | *ss* Cff. No. 3–10, 30 | 1850 | ~~10,1910, 32~~ 2,41 | Shl | | ~~10,30~~ | 3mo | | | 293·9 (o.l.) | | | | | | |
| GQTF | | *ss* Cff. No. 2–39 | 1224 | | ✠LMC | | 2,41 | *Lloyd's* | | | P 29′ B 78′ F 28′ FK | | | | | | |
| | | 1 *Dk (Stl)* | | | MS10,39 BS~~7,40~~ 5,41 | | | | | | *Cell DB* 244′ 576 *t* | | | | *4 BHCem APT 87 t* | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 74758 | **Garm** | | *1231* | ✠100A1 | Skm | *o* | CL | 1912 | Campbeltown S.B. Co. Campbeltown | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 230·0 \| 35·8 \| 15·6 | | | Stockholm Swedish | T.3Cy.18½", 27½" & 45"–33" 180lb (*s*) 136NHP 2SB, 4*cf*, GS70, HS2228 J.G. Kincaid & Co. Ld. Grk. | 17 ″ 7 s 1 ″ 2¾ | |
| 5375 | | *ss* Skm. 2nd No. 3–5, 37 | *1008* | ~~2,109, 39~~ 1,41 | ~~Lcm~~ | Lis | ~~3,37~~ | 9mo | | | Q 79′ B 58′ F 28′ FK | | | | | | |
| SBIW | *Well deck* | 1 *Dk (Stl)* | *709* | | ✠LMC | | 8,40 | *Lloyd's* | | | *4 BHCem APT 85 t* | | | | | | |
| | | | | MS5,37 | BS~~8,30~~ 7,40 | | | | | | *Cell DB* a 56′ *f* 102′ 318 *t* | | | | | | |
| 74759 | **Garmula** | | 5254 | ✠100A1 | Bom | *y* | CL | 1920 | Palmers' Co. Ld. Newcastle | British India Steam Nav. Co. Ld. | 400·0 \| 52·3 \| 28·5 | | | Glasgow British | T.3Cy.27", 44" & 73"–48" (*s*) 180lb 517NHP 3SB, 9*cf*, GS190, HS7668 FD Palmers' Co. Ld. Newcastle | 31 ″ 0 s 5 ″ 11½ | |
| 144203 | | *ss* Cal. No. 3–4, 32 | 4766 | ~~9,30~~ ~~1,44~~ 2,41 | Cal | | N 12,39 | 5mo | | | P 49′ B 113′ F 39′ FK | | | | | | |
| GCZJ | | *ss* Bom. No. 2–40 | 3234 | | ✠LMC | | | *Lloyd's* | | | 345′ 1112 *t* *FPT* 122 *t* | | | | *7 BHpt Cem APT 174 t* | | |
| | | 2 *Dks (Stl)* | | BS~~9,39~~ 9,40 | MS1,40 | | | | | *Cell DB* | | | | | 3SB, 9*cf*, GS190, HS7668 FD Palmers' Co. Ld. Newcastle | 25 ″ 3½ | |
| 74760 | **Garnes** | | 1559 | | | | | 1930 | Bergens Mek. Værks. Bergen | A/S Kr. Jebsens Rederi (Kr. Jebsen, Jr. *Mgr.*) | 250·6 \| 39·3 \| 17·4 | | | Bergen Norwegian | T.3Cy.17¼", 29" & 49"–33" 188NHP Bergens Mek Værks Bergen | | N |
| | | | 1361 | | | | | | | | P 60 *t* H 81 *t* | | | | | | |
| LDYK | Wireless D.F. | 1 *Dk* | 888 | | | | | | | *WB* | | | | | | | |
| 74761 | **Garnet Hulings** (ex Salina) | | 7036 | ✠ ... | | | | 1920 | Moore S.B. Co. Oakland, Cal. | Continental S.S. Co. | 425·8 \| 57·0 \| 33·1 | | | Wilmington (Del.) U.S.A. | T.3Cy.24½", 41½" & 72"–48" 579NHP Llewellyn Iron Works, Los Angeles, Cal. | 33 ″ 0 | R † |
| 220256 | | *Fitted for oil fuel* | — | 4,21 | | | | 6mo | | | P 106′ B 40′ F 41′ FK | | | | | | |
| KUZQ | *Mchy. Aft* | 2 *Dks & Web frames* | 4363 | | | | | | | *WB* | | | | Utd. States | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 74762 | **Garoet** | | 7118 | | | | | 1917 | Kon. Maats deSchelde Flushing | Rotterdamsche Lloyd ~~(W. Ruys & Zonen, *Mgrs.*)~~ | 446·6 \| 54·3 \| 34·3 | | | Batavia ~~Rotterdam~~ Dutch | SR Geared Steam Turbines | | V |
| | | *Cruiser Stern* | 6745 | | | | | | | | B 75′ F 57′ | | | | | | |
| PEFV | D.F. | 3 *Dks* | 4550 | | | | | | | *WB* | | | | | Maats. deSchelde, Flushing | | |
| 74763 | **Garonne** | **TwinSc** | 7113 | ✠ ... | Rot | *b* † | | 1931 | Akt. Burmeistr & Wain Copenhagen | Dmpskibsinteresk Garonne (Fearnley & Eger) | 427·6 \| 58·8 \| 33·2 | | | Oslo Norwegian | Oil Engines 4S.C.SA 12Cy.23½"–43½" 625NHP Akt. Burmeistr & Wain, Cpn | 33 ″ 3 | N † |
| | | *Oil Eng.* | 6340 | 5,35 | | | | 3mo | | | P 92′ B 33′ F 39′ | | | | | | |
| LDRO | | 1 *Dk (Stl)* & 2nd *dk (Stl)* clear of | 4211 | | ✠ | | | | | | *Trunk in Wells* FK | | | | | | |
| | D.F. | *cargo tanks, Web frames* | | | | | | | | | | | | | | | |
| | *Mchy. Aft* | *Cruiser Stern* | | | | | | | | | *Cell DB u E* 70′ 345 | | | | *t DT f* 43′ 522 *t* *FPT* 137 *t* *APT* 137 *t* | | |
| | *Longitudinal framing–bracketless system* | | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 74764 | — | | *1234* | | | | | 1911 | Stettiner Oderwerke Stettin | Cie. Nationale Belge de Transp. Marit. (L. Dens & Co. Ld. *Mgrs.*) | 230·6 \| 36·5 \| 15·0 | | | Antwerp Belgian | T3Cy 16$\frac{5}{16}$", 27$\frac{1}{2}$" & 45$\frac{5}{16}$"–31½" 105NHP Stettiner Oderwerke | | V |
| | | | *1015* | | | | | | | | Q 75′ B 101′ F 29′ | | | | | | |
| ONKC | | 1 *Dk* | *694* | | | | | | | *WB* | | | | | | | |
| 74765 | **Gartbrattan** | | 1811 | | | | | 1931 | Barclay, Curle & Co. Ld. Glasgow | Gart Line, Ld. (Whimster & Co. *Mgrs.*) | 275·5 \| 42·1 \| 18·2 | | | Glasgow British | T.3Cy.19", 32" & 54"–36" 175NHP | | C |
| 161950 | | | 1517 | | | | | | | | F 27′ | | | | | | |
| GPLR | | 2 *Dks* | 923 | | | | | | | *WB* | | | | | Barclay, Curle & Co. Ld. Gls. | | |
| 74766 | **Gascony** | | 4716 | | | | | 1925 | A. McMillan & Son, Ld Dumbarton | Royal Mail Lines, Ld. | 385·4 \| 53·2 \| 25·5 | | | Liverpool British | Oil Engines 4S.C.SA 8Cy.29½"–59$\frac{1}{16}$" 652NHP Harland & Wolff, Ld. Gls. | | C |
| 147339 | *Longitudinal framing* | *Oil Eng.* | 3975 | | | | | | | | P 38′ F 33′ *on Shelter dk* | | | | | | |
| GLXS | D.F. | 2 *Dks & Shelter dk* | 2631 | | | | | | | *WB* | | | | | | | |
| 74767 | **Gasfire** | | 3001 | ✠100A1 | Nwc | *t* | CL | 1936 | S. P. Austin & Son, Ld. Sunderland | Gas Light & Coke Co (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*) | 318·4 \| 45·7 \| 20·0 | | | London British | T.3Cy.21", 36" & 59"–39" (*s*) 200lb FD 278NHP 2SB (Spt) 6*cf*, GS82, HS3732 Richardsons, Westgarth & Co. Ld. Sld. | 22 ″ 2 s 7 ″ 3½ | |
| 164730 | | *ss* Sld. No. 1–41 | 2269 | ~~8,40~~ ~~11,886~~ 5,41 | Sld | | ~~10,38~~ 8,40 | 10mo | | | Q 188′ F 32′ FK | | | | | | |
| GZCT | *Mchy. Aft* | 1 *Dk* | 1753 | | ✠LMC ~~1,36~~ | | 5,41 | *Lloyd's* | | | *dk tank* 55 *t* *FPT* 240 *t* | | | | *5 BHCem APT 57 t* | 19 ″ 10½ | |
| | | *Cargo battens not fitted* | | | ✠NE made 22 refitted 41 | | N 2,41 | | | *Cell DB* | 262′ 1065 *t* *Midship* | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 74768 | **Gaslight** | | 1696 | ✠100A1 | Sld | *q* | CL | 1920 | Wood Skinner & Co. Ld. Newcastle | Gas Light & Coke Co (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*) | 260·6 \| 37·7 \| 16·4 | | | London British | T.3Cy.18¼", 31' &51"–36" (*s*) 180lb 180NHP 2SB, 4*cf*, GS73, HS2000 N.E. Marine Eng. Co Ld Nwc | 18 ″ 7 s 5 ″ 7 | |
| 144696 | | *ss* Sld. No. 3–8, 33 | 1309 | 8,40 ~~7,30~~ 12,40 | Nwc | | 7.39 | 8mo | | | Q 153′ B *on* Q 52′ F 29′ FK | | | | | 17 ″ 2 | |
| GDSZ | | *ss* Shl. No. 1–37 | 997 | BS~~7,39~~ 8,40 | ✠LMC 7,37 | | | *Lloyd's* | | | *4 BHCem* | | | | | | |
| | *Well deck* | 1 *Dk (Stl)* | | | | | | | | *Cell DB* | 214′ 448 *t* *FPT* 92 *t* | | | | *APT* 150 *t* | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 74769 | **Gaspe County** (ex Tondern, | **TwinSc** | 491 | | | | | 1919 | Kalundborg Skibsværft Kalundborg | Ellis Shipping Co. Ld. (1929) | 140·9 \| 30·5 \| 10·5 | | | Montreal British | Oil Engines 2S.C.SA 4Cy.16½"–18$\frac{5}{16}$" 192NHP J & C G Bolinders Co Ld. Skm | | |
| 151049 | ex Thora Fredrikke) | *Oil Eng.* | 376 | | | | | | | | P 48′ F 18′ | | | | | | |
| CYFT | *Mchy. Aft* | 1 *Dk* | 364 | | | | | | | *WB* | | | | | | | |
| 74770 | **Gaspesia** (P) (ex Arbroath, | | 1014 | 100A1 | Mtl | *m* | CL | 1909 | Akt. Ges. "Neptun" Rostock | Clarke S.S. Co. Ld. | 214·6 \| 32·1 \| 13·7 | | | Quebec British | T3Cy.17½", 27$\frac{9}{16}$" & 46½"–31½" 200lb 182NHP 2SB, 4*cf*, GS76, HS3337 A.G. "Neptun," Rostock | 16 ″ 3 s 1 ″ 3½ | |
| 144625 | ex Alexandra) | *ss* Qbc. 2nd No. 3–5, 34 | 683 | ~~1905~~ 5,41 | | | ~~5,39~~ | | | | P & B 130′ F 25′ FK | | | | | 15 ″ 3 | |
| VGFK | Wireless | *ss* Qbc. No. 1–38 | 520 | BS~~5,36~~ 5,40 | ✠LMC 3,38 | | 5,41 | *Lloyd's* | | | *5 BHCem* | | | | | | |
| | *Well deck* | 1 *Dk (Stl)* | | 5,41 | | | | | | *Cell DB* | 176′ 279 *t* *FPT* 25 *t* | | | | *APT* 18 *t* | | |
| 74771 | **Gasray** (ex Springfal–40, ex Uhti–39, | | 1406 | | | | | 1919 | W. Harkess & Son. Ld. Middlesbro' | Gas Light & Coke Co. (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*) | 235·4 \| 36·2 \| 15·5 | | | London British | T.3Cy.18", 30" & 50"–33" Richardsons, Westgarth & Co. Ld. Mdb. | | C |
| 142840 | ex Whitworth–36) | | 1058 | | | | | | | | Q 138′ B 16′ F 30′ | | | | | | |
| MQJM | *Mchy. Aft* | 1 *Dk* | 740 | | | | | | | *WB* | | | | | | | |
| 74772 | **Gassan Maru** | | 4515 | | | | | 1938 | Uraga Dock Co. Ld. Uraga | ~~Kita Nippon Kisen K.K.~~ Nipponkai Kisen K.K. | 356·5 \| 49·2 \| 28·9 | | | Tokyo Japanese | 4Cy. (2) 13" & (2) 23½"–15½" & LP turbine with D R gearing HS6071 850NHP Uraga Dock Co. Ld. Uraga | | |
| 45139 | | | — | | | | | | | | P 51′ B 131′ F 36′ | | | | | | |
| JPDL | D.F. | *Cruiser Stern* 2 *Dks* | 2604 | | | | | | | *WB* | | | | | | | |
| 74773 | **Gaston Micard** (ex Spero–33, | | 982 | | | | | 1917 | Hölens Værks Akties Larvik | Sigurd S. Aarstads Rederi A/S | 214·4 \| 34·2 \| 14·2 | | | Bergen Norwegian | T.3Cy.15½", 25" & 42"–30" 97NHP | | N |
| | ex Sjöspröit, ex Dorothea, | | 862 | | | | | | | | P 39 *t* H 52 *t* | | | | | | |
| LDYL | ex Rövær) Wireless D.F. | 1 *Dk* | 568 | | | | | | | *WB* | | | | | Moss Værft, Moss | | |
| 74774 | **Gateshead** (ex The President–33, | | 744 | ✠100A1 | Nwc | *j* | CL | 1919 | Forth S.B. & Eng. Co. Ld. Alloa | Tyne-Tees Steam Shipping Co. Ld. | 190·9 \| 29·2 \| 11·5 | | | Newcastle British | T.3Cy.16", 26½" & 44"–30" (*s*) 180lb 127NHP 2SB, 4*cf*, GS66, HS2128 Forth S.B. & Eng. Co Ld. Alloa | 13 ″ 8 s 4 ″ 2½ | |
| 143040 | ex Catherine Annie) | *ss* Shl. No. 3–8, 31 | 506 | 6,39 | | | 6,39 | 2mo | | | Q 105′ B 9′ F 23′ | | | | | 13 ″ 10 | |
| MJNL | *Mchy. Aft* | *ss* Nwc. No. 2–39 | 323 | BS7,40 | ✠LMC 6,39 | | | *Lloyd's* | | | BK 7½" | | | | | | |
| | *Well deck* | 1 *Dk (Stl)* | | | | | | | | *Cell DB f* | 114′ 173 *t* *FPT* 50 *t* | | | | *APT* 37 *t* | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When. / Ship. / Engines. | By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74775<br>220623<br>KDFD | **Gateway City**<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 2 *Dks & Web frames* | 5432<br>4971<br>3335 | ✠ ...<br>3,22 | | | | 1920<br>9mo | Merchant S.B.Corp. Harriman, Pa | WatermanS.S. Corp. | 400·7 \| 54·2 \| 30·2<br>P36′B124′F44′ FK | | | Mobile<br>Utd.States<br>*WB* | 2SteamTurbinesDRgeared to 1 Screw Shaft 661NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32 ″ 10 | R<br>† |
| 74776<br>TVYZ | **Gatinais**<br>*Mchy.Aft* *Oil Eng.*<br>*CruiserStern* 1 *Dk* | 389<br>343<br>185 | | | | | 1933 | Ziegler Frères Dunkirk | CompagnieMaritime de laSeine | 161·9 \| 23·5 \| 11·8<br>Q42′B&F49′ | | | Rouen<br>French<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.11⅛″–18⅞″ 80NHP<br>ZieglerFrères,Dnk. | | V |
| 74777<br>HRBG | **Gatun** (P)<br>*ssPhl.No.3–11,37*<br>2 *Dks*(*Stl*) *Wthr dk* (teak s) &<br>*Ref.Mchy.* 2 *lower dks sparred for fruit cargo* | *3362*<br>*2970*<br>*2143* | ✠100A1 Bal *u* OG<br>*withfreeboard* NNs 6,39<br>8,40 ~~2,40~~ ✠LMC<br>MS10,37 BS2,40<br>✠Lloyd'sRMC ~~1,40~~ 8,40<br>for temp. 50° F.<br>*Lower dks for fruit cargoes*<br>*Fitted for oil fuel* 10,25 *F.P. above* 150° F. | | | | 1925<br>10mo | Workman, Clark&Co.Ld Belfast | StandardNavCorp. (StandardFruit& S.S.Co.,*Mgrs.*)<br>*mediateBH in fore hold dispensed with* | 315·6 \| 45·2 \| 29·4<br>F33′ FK<br>*CellDB255′ 362t FPT49t APT84t* | | | Ceiba<br>Honduran<br>*Lloyd'sA&CP Inter* | T.3Cy.23″,39″&66″–45″ (*s*)<br>200lb 525NHP<br>3SB,*12cf*,GS216,HS8448<br>Wrkman,Clark&Co LdBel | 31 ″ 6<br>s 11 ″ 9¼<br>20 ″ 1 | |
| 74778<br>1<br>YLCZ | **Gauja** (*ex*Norburg,*ex*Marie)<br>1 *Dk* | 1408<br>1214<br>829 | | | | | 1899 | Akt.Ges. "Neptun" Rostock | Government of Latvia(Valsts KuguParvalde, *Mgrs.*) | 241·5 \| 36·1 \| 16·9<br>P24′B58′F26′ | | | Riga<br>Latvian<br>*WB* | T.3Cy.18″,30½″&48″–33¾″<br>NB07 133NHP<br>A.G."Neptun,"Rostock | | V |
| 74779<br>LISZ | **Gausdal** Twin Sc<br>(*ex*HöeghTrader–36, *ssOsl.No.2–38*<br>*ex*Guldborg–33) *Oil Eng.*<br>D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | 4795<br>4271<br>2871 | ✠100A1 Ams *z* CL<br>*withfreeboard* Mel ~~8,30~~<br>4,40 ~~8,30~~ ~~11,30~~<br>DBS7,39 ✠LMC 2,38 12,40<br>*Fitted for carrying oil* 2,30 *F.P. above* 150° F. *in deep tank* | | | ~~8,30~~<br>~~11,30~~ | 1930<br>2mo | Odense Staalskibsvft Odense | SkibsA/S "Gausdal"(Boe& Pedersen, *Mgrs.*) | 386·3 \| 54·3 \| 25·7<br>P30′F33′ FK<br>*CellDB338′ Tanks in way of Tunnels 1138t 81t MT27′ 1085t FPT135t APT140t* | | | Oslo<br>Norwegian<br>*Lloyd'sA&CP* | Oil Engines 4S.C.SA<br>12Cy.21⅝″–39⅜″ 543NHP<br>7 *BH* DB *90lb*<br>*Coll to Sh dk* 6 „ *2nd* „)<br>Akt.Burmeistr&Wain,Cpn | 28 ″ 0<br>s 2 ″ 11½<br>25 ″ 3½ | |
| 74780<br>DOHJ | **Gauss**<br>Wireless *Oil Eng.*<br>Sub.Sig. *CruiserStern* 1 *Dk* | 1236<br>955<br>592 | | | | | 1925 | Deutsche Werke,A.G Kiel | Dmpfschifffarhts Ges.Neptun | 232·6 \| 36·1 \| 14·3<br>P&B151′F28′ | | | Bremen<br>German<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.19½″–37 7/16″ 224NHP<br>DeutscheWerkeA.G.Kiel | | G |
| 74781<br>CSAR | **Gaviota** (*ex*Haabet, Aux 3 Mst Sr<br>*ex*Gideon) *Oil Eng.*<br>1 *Dk*<br>(*See Sailing Ship Register*) | *394*<br>*340*<br>*293* | | | | | 1918 | J.Th.Wilmink&Co. Gideon | J.Boccardo | 144·6 \| 26·3 \| 11·6<br>P29′F14′ | | | Bluefields<br>Nicaraguan | Oil Engines 2S.C.SA<br>2Cy.15½″–16 7/16″ 83NHP<br>N.V.Steywal-Motorenfab. Overschie | | |
| 74782<br>EABD | **Gayarre** (*ex*Arichachu–39)<br>*ssBbo.No.3–4,39*<br>1 *Dk*(*Stl*) & *Web frames*<br>*Longitudinal framing*<br>*Cargo battens not fitted* | *3276*<br>*3062*<br>*2102* | ✠100A1 Bbo *v* CL<br>5,40 ~~4,30~~ 6,38<br>BS ~~4,30~~ 6,40 ✠LMC 6,38 | | | | 1920<br>12mo | Echevarrieta y Larrinaga Cadiz | A.Alvarez González | 331·0 \| 48·0 \| 23·3<br>P31′B91′F32 FK<br>*CellDB284′872t FPT63t APT175t* | | | Aviles<br>Spanish<br>*Lloyd'sA&CP* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb *90lb* 411NHP<br>2SB,*8cf*,GS148,HS5882 FD<br>J.G.Kincaid&Co Ld.Grk. | 25 ″ 8<br>s 4 ″ 0½<br>21 ″ 10 | |
| 74783<br>CSAR | **Gaza** (*ex*Hof)<br>*ssAnt.2ndNo.3–8,37*<br>2 *Dks*(*Stl*) & *lower dk*<br>*Well deck* *beams in No.1 hold* | 6037<br>4333<br>3802 | ✠100A1 Lis *z* CL<br>9,40 ~~3,40~~ Bal ~~6,30~~<br>✠LMC N3,40<br>MS8,37 ~~BS3,40~~ 3,41 | | | | 1914<br>3mo | Akt.Ges. "Neptun" Rostock | Soc.Geral deComercioIndustria e Transportes,Ltda. | 400·0 \| 53·9 \| 26·0<br>P&B321′F54′ FK<br>*CellDBa1* | | | Lisbon<br>Portuguese<br>*Lloyd'sA&CP* | T.3Cy.28¾″,47¾″&77½″–48″<br>213lb (*s*) 653NHP<br>3SB,*9cf*,GS261,HS9688 FD<br>A.G."Neptun,"Rostock<br>*f* 178′1254t *FPT85t APT5t* | 28 ″ 6<br>s 3 ″ 5¾<br>25 ″ 2 | |
| 74784<br>144132<br>GCYZ | **Gazana**<br>*ssCal.No.3–5,32*<br>*ssCal.No.1–36*<br>2 *Dks*(*Stl*) | 5284<br>4821<br>3191 | ✠100A1 ~~Cal~~ *y* CL<br>~~Examined~~ 2,41 ~~10,30~~ Bom 2,41<br>8,40 ✠LMC<br>~~BS7,30~~ MS11,39 | | | | 1920<br>3mo | Craig, Taylor&Co.Ld. Stockton | BritishIndiaStm. Nav.Co.Ld. | 400·0 \| 52·4 \| 28·4<br>412·3(O.L.)<br>P49′B113′F40′ FK<br>*CellDB336′1015t FPT128t APT207t* | | | Glasgow<br>British<br>*Lloyd'sA&CP* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Blair&Co.Ld.Stockton | 31 ″ 0<br>s 5 ″ 11½<br>25 ″ 4 | |
| 74785<br>FOZM | **Gazcon**<br>*ssMsl.No.2–40*<br>~~*ssAnt No.1–37*~~<br>D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | 4131<br>3746<br>2439 | ✠100A1 Ant *y* CL<br>*withfreeboard* Msl 9,38<br>~~8,30~~ 12,40 MS12,40<br>BS3,40 ~~✠LMC~~<br>~~Surveys delayed~~ | | | | 1932<br>7mo | A.Stephen &Sons,Ld. Glasgow | Cie.deNav. d'Orbigny | 394·5 \| 53·0 \| 22·7<br>F34′ FK<br>*CellDBa1 & uE152′ f 180′939t FPT77t APT124t* | | | LaRochlle<br>French<br>*Lloyd'sA&CP* | T.3Cy.24″,41″&68″–48″ (*s*)<br>210lb 493NHP<br>2SB&1Aux.SB,*9cf*,GS165 HS7511 FD<br>A.Stephen&Sons,Ld.Gls. | 25 ″ 0<br>s 2 ″ 3½<br>23 ″ 0 | |
| 74786<br>SPAG | **Gdansk** (P)<br>1 *Dk* | 538<br>350<br>234 | | | | | 1927 | Intrnational S.B.&E.CoLd Danzig | ZegługaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*) | 170·6 \| 30·4 \| 11·7<br>B29′F19′ | | | Gdynia<br>Polish<br>*WB* | T.3Cy.15½″25½″&41 7/16″–26″<br>International 89NHP<br>S.B.&Eng.Co.Ld.Danzig | | V |
| 74787<br>7980<br>SFDA | **Gdynia** (P)<br>*ssGot.No 1–39*<br>*Ref.Mchy.* *Oil Eng.*<br>*CruiserStern* 1 *Dk* & *Shelter dk*<br>D.F. *Strengthened for navigation in ice* | *1636*<br>*1207*<br>*750* | ✠100A1 Bal *s* CL<br>*withfreeboard* Liv 4,39<br>~~6,30~~ ~~10,30~~ 2,41<br>✠LMC CS4,39<br>DBS ~~2,30~~ 8,40 ~~2,30~~ 1,41<br>✠Lloyd'sRMC ~~10,30~~ 6,40 | | | | 1934<br>12mo | Kockums M.V.Aktieb. Malmö | Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) | 284·3 \| 41·2 \| 15·2<br>293·5(O.L.)<br>FK<br>*CellDB240′44 6t FPT23t APT27t* | | | Gothenbrg<br>Swedish<br>*Lloyd'sA&CP* | Oil Engines 4S.C.SA<br>7Cy.23⅜″–43 7/16″ 377NHP<br>5 *BHpt Cem* DB *40lb*<br>*Coll to Sh dk* 4 „ *2nd*„)<br>KockumsM.V. Akt.Malmö | 18 ″ 0<br>s „ 2<br>17 ″ 11½ | |
| 74788<br>353<br>236 | —<br>1 *Dk* | 538 | | | | | 1927 | Intrnational S.B.&E.CoLd Danzig | ZegługaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*) | 164·0 \| 30·4 \| 11·7<br>B94′F18′ | | | Gdynia<br>Polish<br>*WB* | T.3Cy.15½″,25½″&41 7/16″–26″<br>International 89NHP<br>S.B.&E.Co.Ld.Danzig | | V |
| 74789<br>7884<br>5101<br>DJLT | **Gedania**<br>*Fitted for oil fuel*<br>2 *Dks* & *Shelter dk*<br>E.S.D. *Carrying Petroleum in bulk*<br>D.F. *Longitudinal framing* | 8923 | | | | | 1919 | Howaldtswerke Kiel | WariedTankschiff RhedereiG.m.b.H. | 499·0 \| 64·1 \| 31·7 | | | Hamburg<br>German<br>*WB* | Q.4Cy.25⅜″,36⅜″,52″&74¾″–52″&L.P.Turbine 462NHP<br>Howaldtswerke,Kiel | | G |
| 74790<br>160564<br>GSQM | **Geddington Court**<br>*ssLon.No.2–36*<br>D.F. 2 *Dks*(*Stl*) | 6903<br>6562<br>4333 | ✠100A1 ~~Bry~~ *a†* CL<br>*withfreeboard* ~~Mdb~~ ~~2,30~~<br>~~Examined~~ 3,41 3,41<br>BS ~~7,30~~ ✠LMC 10,36<br>8,40 | | | | 1928<br>9mo | Nthmblnd S.B.Co. (1927),Ld. Newcastle | CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*)<br>*Upper 'tween dk collision* | 420·1 \| 56·5 \| 33·8<br>F42′ FK<br>*BH except Coll BH dispensed with*<br>*CellDB369′1477t FPT108t APT149t* | | | London<br>British<br>*Cem BH to Wdk*<br>6 „ „ 2*nd* „<br>*Lloyd'sA&CP* | T.3Cy.27″,45″&75″–51″ (*r*)<br>180lb 569NHP<br>3SB,*9cf*,GS162,HS8487 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 36 ″ 4<br>s 9 ″ 6<br>27 ″ 1½ | |
| 74791<br>LJUX | **Gefion**<br>*Oil Eng.*<br>D.F. 1 *Dk*,*2nd dk clear of cargo tanks*<br>*Mchy.Aft* *CruiserStern*<br>*Longitudinal framing*<br>*Part electrically welded including butts of shell, upper dk & longitudinal bulkhead plating* | 9475<br>8793<br>5562 | ✠100A1 Yka *e†* CL<br>9,40 ~~2,40~~ SF ~~6~~ 2¼<br>✠LMC 3,38<br>*Carrying Petroleum in bulk* | | | | 1938<br>3mo | Kockums M.V.Aktieb. Malmö | Tankrederiet GefionA/S(Eivind Evensen) | 505·4 \| 63·1 \| 36·4<br>523·4(O.L.)<br>P97′B41′F67′ FK<br>*CellDBuE70′180t DTf 34′469t FPT143t APT342t* | | | Oslo<br>Norwegian<br>*Lloyd'sA&CP* | Oil Engines 2S.C.DA<br>7Cy.23⅜″–43 7/16″ 1361NHP<br>11 *BHpt Cem* 2 DB *171lb*<br>DB(WT) *171lb*<br>KockumsM.V.Akt.Malmö | 36 ″ 7<br>s 8 ″ 5½<br>28 ″ 3½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appurement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | 15 Hivernes où cond. si ce n'est dans le L. H. Barre. Cert. H. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74792 | **Gefion** | | 640 | ✠100A1 | Skm | *i* | 8,39 | 1913 | VanVliet | Stockholms | 169·3 | 28·3 | 12·3 | Stockholm | T.3Cy.13½",23"&37"-24" (*s*) | 13 ″ 5 | |
| 5440 | | *ss*Skm 2ndNo.3–12,37 | 441 | 8,39 | | | | 2mo | &Co. | Rederiaktieb.Svea | | | | Swedish | 180lb *100lb* 94NHP | s 4 ″ 4½ | |
| SEJI | *Well deck* | 1*Dk*(*Stl*) | 260 | ~~BS1,38~~ ✠LMC12,37 | | | | | Hardinxveld | (Eman.Högberg, | Q89'B15'F24' FK | | | | 4*BHCem* | 13 ″ 1½ | |
| | | | | BS2,402,41 | | | | *Lloyd's* | *sA&CP* | *Mgr.*) *WB* | = *DBa*33'35t *FPT* | | | | 44t*APT*18t | | |
| | | | | | | | | | | | | | | | Shields Eng.Co.Ld.N.Shl. | | |
| 74793 | **Geier** | | 1174 | | | | | 1924 | Akt.Ges. | ArgoReederei | 221·5 | 34·9 | 14·2 | Bremen | T3Cy 17⅞",29½"&47½"-31½" | | G |
| | | | 887 | | | | | | "Neptun" | RichardAdler&Co. | P14'Q65'B52'F26' | | | German | 125NHP | | |
| DOBE | Wireless D.F. E.S.D. | 1*Dk* | 614 | | | | | | Rostock | | | | | *WB* | A.G."Neptun,"Rostock | | |
| 74794 | **Geierfels** | | 7605 | | | | | 1930 | Deutsche | DeutscheDmpfs. | 503·8 | 62·2 | 27·7 | Bremen | T.3Cy.30¾",49¼"&78¾"-55½" | | G |
| | | | 6728 | | | | | | Sch-u.Mschb. | Ges."Hansa" | P63'B&F421' | | | German | &LPTurbine withDRgear- | | |
| DOKU | E.S.D. | 2*Dks* | 4575 | | | | | | A.G.Weser | | | | | *WB* | ing&hydraulic coupling | | |
| | Sub.Sig | *Cruiser Stern* | | | | | | | Bremen | | *Upper*F32' | | | | 672NHP | | |
| | | | | | | | | | | | | | | | DeutscheSch.-uMschbA.G. Weser,Bremen | | |
| 74795 | **Geisha** | TwinSc | 5113 | | | | | 1921 | Nederl. | SkibsA/SPacific | 375·8 | 51·4 | 30·7 | Haugesund | Oil Engines 4S.C.SA | | N |
| | | *OilEng.* | 4751 | | | | | | Schps.Maats | (KnutKnutsen | B59'H331tF41' | | | Norwegian | 12Cy.26⅝"-39⅜" 810NHP | | |
| LCJZ | *Ref.Mchy* D.F. | 2*Dks* | 3125 | | | | | | Amsterdam | O.A.S., *Mgr.*) | | | | *WB* | Werkspoor,Amsterdam | | |
| 74796 | **Gem** | *ss*Irv.No.1–40 3Mst | 640 | ✠100A1 | Irv | *i* | CL | 1924 | Scott& | Wm.Robertson | 175·3 | 27·6 | 11·0 | Glasgow | T.3Cy.14",23"&38"-27" (*s*) | 13 ″ 4 | |
| 147915 | | *ss*AyrNo.3–10,36 | 428 | ~~2,40~~ 2,41 ~~3,42~~ | | | ~~2,40~~ | 8mo | Sons | | 182·0(O.L.) | | | British | 180lb 72RP | s 4 ″ 4 | |
| MLYZ | *Mchy.Aft* | 1*Dk*(*pt Stl*) | 289 | BS ~~10,38~~ ✠LMC ~~10,36~~ | | | 8,40 | | Bowling | | 27·8 BK7' | | | | 1SB,*6cf*,GS58,HS1830 | 13 ″ 7½ | |
| | *Well deck* | *Cargo battens not fitted* | | 8,40 MS11,40 | | | | *Lloyd's* | *sA&CP* | | Q101'B11'F27 | | | | Aitchison,Blair,Ld. | | |
| | | | | | | | | | | | *Cell* | *LDBf* 105'141t *FPT* | | | 34t*APT*8t | | |
| | | | | | | | | | | | | | | | Clydebank | | |
| 74797 | **Gemlock** (*ex*HaiYu–38, | | 3194 | ✠100A1 | Shi | *u* | CL | 1914 | J.Blumer& | G.E.Marden | 331·2 | 47·7 | 22·5 | Shanghai | T.3Cy.24",39"&65"-42" (*s*) | 24 ″ 6 | |
| 135316 | *ex*Kelsomoor–37, | *ss*Smk.2ndNo.3–2,39 | 2986 | 3,41 ~~3,38~~ ~~3,40~~ | HKg | | ~~3,38~~ | 1mo | Co. | (Wheelock&Co.Ld. | 428·0(O.L.) | | | British | 180lb NDB30 291NHP | s 3 ″ 8½ | |
| VRBQ | *ex*Kelsomead, | | 2022 | | | | 3,41 | | Sunderland | *Mgrs.*) | P27'B95'F29' FK | | | | 2SB,*6cf*,GS111,HS4400 | 21 ″ 0 | |
| | *ex*Kelsomoor) | 1*Dk*(*Stl*) | | BS11,40 | | | | *Lloyd's* | *sA&CP* | *Cell DBa* | 112'*uE*24'*f*136'830t | | | | N.E.MarineEng.Co.Ld.Sld | | |
| | | | | | | | | | | | | | | | *APT*182t | | |
| 74798 | **Gemstone** | | 4986 | ✠100A1 | Liv | *z* | CL | 1938 | Sir J.Laing | AlvaS.S.Co.Ld. | 412·5 | 57·7 | 24·0 | London | T.3Cy.21½",37"&62"-42" (*s*) | 35 ″ 3 | |
| 166359 | | *with freeboard* | 4463 | ~~Shi~~ Lon | | | N4,39 | 2mo | &Sons,Ld. | (Navigation&Coal | 428·0(O.L.) | | | British | 220lb 358NHP | s10 ″ 2½ | |
| GKGC | D.F. ~~S.S.D.~~ | 1*Dk*&*Shelter dk* | 2941 | ~~10,01,40~~ ✠LMC2,38 | | | | | Sunderland | TradeCo.Ld. | F39' FK | | | | 2SB(Spt&FD)&1AuxSB, | 25 ″ 3½ | |
| | | *Cruiser Stern* | | 7,41 | | | | *Lloyd's* | *sA&CP* | *Mgrs.*) | (*Coll* | | | | 6*BHCem* | | |
| | | *Tonnage opening closed* 41(*W.E.*) | | | | | | | | *Cell DB*349'1114t | *FPT*204t *APT*168t | | | | *BH to Sh dk* 8*cf*,GS122,HS5087 | | |
| | | | | | | | | | | | | | | | 5 ,, ,, 2*nd*,,) N.E.MarineEng.CoLd.Sld. | | |
| 74799 | **Genbu Maru** (P) | | 1872 | ✠ ... | | | | 1925 | Osaka Iron | NipponYusenK.K. | 255·0 | 39·0 | 22·7 | Tokyo | T.3Cy.18",30"&50"-36" | 22 ″ 9 | |
| 31340 | | 1*Dk*2*nd dk in* | 1615 | 3,28 | | | | 12mo | Works,Ld. | | P17'B66'F28' | | | Japanese | 211NHP | | |
| JCWB | | *forward hold&Web frames* | 1141 | ✠ | | | | | Osaka | | | | FK | *WB* | OsakaIron Wrks,Ld.Osaka | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 74800 | **Genç** (*ex*MiralayNazimBey–38, | | 322 | | | | | 1920 | Forg.&Ch. | AliveZiya | 132·3 | 24·0 | 11·9 | Istanbul | C.2Cy.18"&36"-24" | | |
| | *ex*Colibri,*ex*RougeGorge) | | | | | | | | de laMédit. | | | | | Turkish | 53NHP | | |
| TCIU | | 1*Dk* | 179 | | | | | | LaSeyne | | | | | | Forg.&Ch.de laMédit.Msl. | | |
| 74801 | **Generaal Michiels** | | 1282 | | | | | 1928 | Wilton'sE. | Koninkl.Paketv. | 230·2 | 38·7 | 15·0 | Batavia | C.4Cy.(2)14⅛"&(2)31½"- | | V |
| | | | 1031 | | | | | | &SlpwyCo | Maats. | P&B140'F33' | | | Dutch | 31½" 93NHP | | |
| PKFV | | 1*Dk* | 716 | | | | | | Rotterdam | | | | | *WB* | Gebr.Stork,&Co.Hengelo | | |
| 74802 | **Generaal v. d. Heyden** | | 1213 | | | | | 1928 | N.V.Haar- | Koninkl.Paketv. | 230·7 | 38·2 | 14·8 | Batavia | C.4Cy.(2)14⅝"&(2)31½"- | | V |
| | | | 988 | | | | | | lemsche | Maats. | P&B152'F35' | | | Dutch | 31½" 93NHP | | |
| PKFX | | 1*Dk* | 640 | | | | | | SchpsbMaats | | | | | *WB* | Gebr.Stork&Co.Hengelo | | |
| | | | | | | | | | Haarlem | | | | | | | | |
| 74803 | **Generaal van Geen** | | 1290 | | | | | 1928 | Wilton'sE. | Koninkl.Paketv. | 230·2 | 38·8 | 14·1 | Batavia | C.4Cy.(2)14⅛"&(2)31½"- | | V |
| | | | 1031 | | | | | | &SlpwyCo. | Maats. | P&B140'F34' | | | Dutch | 31½" 111NHP | | |
| PKFU | | 1*Dk* | 719 | | | | | | Rotterdam | | | | | *WB* | Gebr.Stork&Co.Hengelo | | |
| 74804 | **Generaal van Swieten** | | 1300 | | | | | 1928 | Wilton'sE. | Koninkl.Paketv. | 230·2 | 38·7 | 15·0 | Batavia | C.4Cy.(2)14⅝"&(2)31½"- | | V |
| | | | 1031 | | | | | | &SlpwyCo. | Maats. | P&B144'F33' | | | Dutch | 31½" 111NHP | | |
| PKFW | | 1*Dk* | 654 | | | | | | Rotterdam | | | | | *WB* | Gebr.Stork&Co.Hengelo | | |
| 74805 | **Generaal Verspijck** | | 1213 | | | | | 1928 | Haarlem- | Koninkl.Paketv. | 230·8 | 38·2 | 14·9 | Batavia | C4Cy(2)14½"&(2)31½"-31½" | | V |
| | | | 988 | | | | | | scheScheepsb | Maats. | F33'*pt Awng dk*140' | | | Dutch | 93NHP | | |
| PKFY | | 1*Dk* | 640 | | | | | | Mij Haarlem | | | | | *WB* | Gebr.Stork&Co.Hengelo | | |
| 74806 | **General** | | 571 | | | | | 1925 | Bethlehem | GeneralPetroleum | 170·0 | 32·0 | 14·0 | SFrancisco | Oil Engines connected to | | |
| 225327 | | *OilEng.* | 545 | | | | | | S.B.Corp.Ld | Corpn.ofCalifornia | | | | Utd. States | electric motor&screw shaft | | |
| | | 1*Dk* | 364 | | | | | | SanFrancisco | | | | | | 4S.C.SA | | |
| | *Mchy.Aft* | *Carrying Petroleum in bulk* | | | | | | | Cal. | | | | | | 12Cy.11½"-15" 154NHP | | |
| | | | | | | | | | | | | | | | AtlasImperialEng.Co. | | |
| 74807 | **General Alvear** (P) | Pad | 1717 | ✠ | BBl | | | 1914 | A&J.Inglis | CiaArgentina de | 320·4 | 40·1 | 12·3 | Bns.Aires | T.3Cy.31",52"&78"-84" | 13 ″ 0 | |
| | (*ex*CaboCorrientes) | *Fitted for oil fuel* | — | 2,18 | | | | 1mo | Ld. | Nav.Mihanovich | | | | Argentine | 597NHP | | |
| LOFP | | 1*Dk*(*Teak*) | 655 | ✠ | | | | | Glasgow | Lda. | FK | | | *7BH Asp* | 4SB,*8cf*,GS188,HS7260 FD | | |
| | | &*Promenade dk* | | | | | | | | | | | | | A.&J.Inglis,Ld.Glasgow | | |
| 74808 | **General Artigas** (P) | | 11254 | | | | | 1923 | Howaldts- | Hamburg-Süd- | 473·6 | 60·7 | 41·9 | Hamburg | 2 Steam Turbines DR | | G |
| | (*ex*Westphalia) | *Fitted for oil fuel* | 9874 | | | | | | werke | amerik.Dampf- | B148' | | | German | geared to 1 Sc. Shaft | | |
| DHIO | D.F. GyC. | 3*Dks*&*Shelter dk* | 6613 | | | | | | Kiel | schiff.Ges. | | | | *WB* | Brown,Boveri&Co Mnnhm. | | |
| | Sub.Sig. | | | | | | | | | | | | | | | | |
| 74809 | — (P) | Pad | 1717 | ✠ | Gls | | | 1913 | A&J.Inglis | Cia.Uruguaya de | 320·0 | 40·1 | 12·3 | Bns.Aires | T.3Cy.31",52"&78"-84" | 13 ″ 0 | |
| | (*ex*CaboSantaMaria) | *Fitted for oil fuel* | — | 11,17 | | | | 10mo | Ld. | Nav.Lda. | | | | Argentine | &L.P.Turbine 834NHP | | |
| LOGW | | 1*Dk*(*Teak*)& | 655 | ✠ | | | | | Glasgow | | FK | | | *7BH Asp* | 4SB,*8cf*,GS188,HS7260 | | |
| | | *Promenade dk* | | | | | | | | | | | | | A.&J.Inglis,Ld.Glasgow | | |
| 74810 | **Général Bonaparte** (P) | | 2796 | | | | | 1922 | Ch.&Atel. | Cie.deNavigation | 315·4 | 44·6 | 24·5 | Marseilles | T4Cy27⅛"45⅛"&(2)55"-51½" | | V |
| | D.F. | *Fitted for oil fuel* | — | | | | | | deProvence | Fraissinet | P56'B121'F79' | | | French | 434NHP | | |
| FOOE | *Mchy.Aft* | 2*Dks* | 1004 | | | | | | Port deBouc | | | | | *WB* | Ch.&Atel.deProvence,Msl. | | |
| 74811 | **Général Gassouin** | | 5011 | | | | | 1926 | Ch.&Atel. | StandardFrançaise | 377·7 | 52·6 | 28·9 | Rouen | Oil Engines 2S.C.SA | | V |
| | | *OilEng.* | 4399 | | | | | | de laGironde | desPétroles | | | | French | 4Cy.26½"-47½" 498NHP | | |
| FNDJ | D.F. GyC. | 2*Dks* | 1966 | | | | | | Bordeaux | | P110'B35'F39' | | | *WB* | Sulzer Bros.,Winterthur | | |
| | *Mchy.Aft* | *Carrying oil in bulk* | | | | | | | | | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material Rig, &c. *Late Name if any.* | 3 Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. Years Assigned, now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dated for Tbd/Cark. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74812<br>211610<br>WFDP | **General Markham** (*ex*Radiant)<br>~~*ss*Clv.2ndNo.3-4,10~~ ~~*ss*Clv.No.2-24~~<br>*Mchy.Aft* 1*Dk(Stl)&Web frames*<br>D.F. *Longitudinal framing* | | 2487<br>2137<br>1258 | ✝100A1 2,41<br>BS2,41 ✝LMC4,40<br>*For service on the Great Lakes*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9,13 | Clv | CL ~~1,38~~ 3,40<br>*F.P. above* | 1913<br>9mo | American S.B.Co. Cleveland,O. A&CP | AlliedOilTransportCo.Inc. (Cleveland Tankers,Inc.*Mgrs.*)<br>*CellDBa12'uE&B* | 250·0\|43·0\|26·0<br>P83'F53' FK<br>*54'f30'260tFPT77t APT22t* | Wilmgton (Del.)<br>Utd.States<br>11*BHAsp* | T.3Cy.19",31"&54"–42" (*s*) 200lb 277NHP<br>2SB,*6cf*,GS100,HS5052<br>AmericanSBCo.Clvelnd,O. | 25 " 0<br>s 3 " 3½<br>21 " 11½ | |
| 74813<br>FOAY | **Général Metzinger** (P) TwinSc<br>(*ex*Sobral,*ex*CapVilano)<br>D.F. *Ref.Mchy.* 2*Dks* | | 9312<br>6498<br>5492 | | | | 1906 | Blohm& Voss Hamburg | Soc.desServices Contractuels des Messageries Maritimes | 476·6\|55·2\|30·8<br>P&B376'F80' *WB* | Marseilles French | Q.8Cy.24½",35½",50½"&74"–54" 805NHP<br>Blohm&Voss,Hamburg | | V |
| 74814<br>86501 | **General Orlando M.Poe**<br>*Mchy.Aft* GyC. 1*Dk2trB* | | 4835<br>—<br>3705 | | | | 1900 | American S.B.Co. Cleveland,O. | PittsburghS.S.Co. | 470·0\|50·0\|29·0<br>*WB* | D'luth,Min Utd.States | Q.4Cy.17",25",38½"&60"–42" NB29 233NHP<br>AmericanS.B.Co.Clevelnd | | |
| 74815<br>DIBR | **General Osorio** (P) TwinSc<br>D.F. GyC. *OilEng.*<br>Sub.Sig. *Ref.Mchy. Cruiser Stern* 3*Dks* | | 11590<br>8274<br>6750 | | | | 1929 | Bremer Vulkan Vegesack | Hamburg-Südamerik.Dampfschiff.Ges. | 498·5\|66·0\|32·8<br>B&F492'*Uppr.*F62' *WB* | Hamburg German | Oil Engines 2S.C.DA 12Cy.23⅜"–35½" 2335NHP<br>BremerVulkan,Vegesack | | G |
| 74816<br>DHIR | **General San Martin** (P)<br>(*ex*Thuringia) *Fitted for oil fuel*<br>*Ref.Mchy.* 3*Dks&Shelter dk*<br>D.F. GyC. Sub.Sig. | | 11251<br>7882<br>6585 | | | | 1922 | Howaldtswerke Kiel | Hamburg-Südamerik.Dampfschiff.Ges. | 473·6\|60·7\|41·9<br>B148' *WB* | Hamburg German | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>Brown,Boveri&Co. Mannheim | | G |
| 74817<br>215110<br>WQCZ | **General W. C. Gorgas** (P)<br>(*ex*Prinz Sigismund) *ss*Sea.2ndNo.3-5,26<br>*ss*Sea.No.2-36<br>2*Dks*(*Stl Weather dk*-ws) | | 4636<br>3602<br>2723 | 100A1 *withfreeboard* 5,39<br>✝NB5,38 LMC5,39 | Sea | *x* CL 5,39 | 1902 | Akt.Ges. "Neptun" Rostock | Libby,McNeill& Libby | 370·1\|45·3\|26·8<br>P&B244'F51' FK<br>*CellDB* | S.Frncisco Utd.States<br>8*BHAsp* 305'750*t* | Q4Cy.22 7/16",32¼",47½"&68 7/16" –47½" 522NHP<br>2WTB210lb,GS224,HS9880<br>A.G."Neptun,"Rostock | 29 " 6<br>s 5 " 2⅜<br>24 " 5½ | |
| 74818<br>EAOQ | **Generalife** (*ex*EspañaNo.2, *ex*Javorina)<br>1*Dk2trB deep framing&Web frames* | | 3387<br>3189<br>2138 | ✝ ...<br>10,12<br>✝ | | | 1908<br>8mo | Chant.Nav Anversois Hoboken | Cia.Trasmediterranea | 345·9\|48·1\|23·0<br>P31'B180'F31' FK<br>*WB* | Barcelona Spanish | T.3Cy.24",40"&66"–45" 317NHP<br>N.E.MarineEngCo.LdNwc | 25 " 7 | |
| 74819<br>161600<br>GZJB | **Generton**<br>*ss*Nwc.No.1-40<br>D.F. 1*Dk&Shelter dk*<br>*Cruiser Stern* | | 4797<br>4274<br>2800 | ✝100A1 *withfreeboard* ~~10,10~~ 6,41<br>✝LMC~~12,36~~ 10,40 | Nwc<br>Cff | *z* CL ~~8,40~~ 8,40 | 1936<br>12mo | Short Bros. Ld. Sunderland *Lloyd'sA&CP* | CarltonSteamship Co.Ld.(R.Chapman&Son,*Mgrs.*)<br>*CellDB322'1391t* | 426·5\|54·0\|23·7<br>F22' FK<br>*DTf26'310t* (*Coll to Sh dk*<br>*FPT78tAPT270t* *F* 6 „ 2nd „ ) | Newcastle British<br>7*BHCem* | T.3Cy.21½",36½"&63"–45" 220lb (*s*) *220lb* 359NHP<br>2SB(Spt),*6cf*,GS110, HS4784 FD<br>GeorgeClark(1936)Ld.Sld. | 26 " 7<br>s 2 " 7½<br>24 " 1½ | |
| 74820<br>218718<br>KITP | **Genevieve Lykes** (*ex*Lake Gadsden) *Fitted for oil fuel*<br>1*Dk2trB* | | 2659<br>—<br>1772 | ✝ ...<br>11,20<br>✝ | | | 1919<br>9mo | Manitowoc S.B.Co. Manitowoc | LykesBros. SteamshipCo.Inc. | 253·5\|43·9\|25·9<br>P125'B65'F26' *WB* | Galveston Utd.States | T.3Cy.21⅛",35"&59½"–42" 228NHP<br>NordbergMfg.CoM'lw'kee | 28 " 5 | R † |
| 74821<br>45324<br>JXPM | **Genkai Maru**<br>2*Dks* | | 3851<br>—<br>2244 | | | | 1939 | TamaS.B. Co.Ld. Tama | ShimataniKisen K.K. | 340·4\|48·2\|26·2<br>P29'B100'F31' | Kobe Japanese | T.3Cy.22 7/16",33 7/16"&59 7/16" –44⅛" & exhaust turbine driving steam compressor 232NHP<br>TamaS.B.Co.Ld.Tama | | |
| 74822<br>20604<br>JBND | **Genmei Maru**<br>*ss*Kob.No.1-21<br>2*Dks* | | 3181<br>2674<br>1941 | ✝ ...<br>9,23<br>✝ | | | 1917<br>8mo | Mitsubishi Dkyd&EWks Kobe | NipponYusenK.K. | 305·0\|43·7\|27·2<br>P25'B94'F33' FK<br>*WB* | Tokyo Japanese | T.3Cy.19",32"&54"–48" 270NHP<br>MitsubishiD&E.WksKobe | 27 " 3 | |
| 74823<br>1419<br>INQY | **Gennargentu** (P) (*ex*Maddalena)<br>1*Dk&Shelter dk* | | 491<br>—<br>202 | | | | 1910 | Soc.Esercizio Bacini RivaTrigoso | "Tirrenia"Soc. Anon.diNav. | 167·3\|26·6\|13·3<br>155·3 | Genoa Italian | T.3Cy.13⅜",21⅜"&35⅜"–23⅜" 62NHP<br>Soc.EsercizioBacini | | I |
| 74824<br>25752<br>JSLD | **Genoa Maru**<br>*ss*Yka.No.3-7,30<br>*ss*Kob.No.2-40<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | 6785<br>6491<br>4894 | ✝100A1 *Shelter dk* 1 *withfreeboard* ~~0,10~~ ~~1,40~~ 4,41<br>✝LMC1,40 BS4,41 | Kob<br>Yka | *a*† OG ~~N6,37~~ 4,41 | 1919<br>6mo | Mitsubishi Zosen Kaisha,Ld. Nagasaki *Lloyd's* | NipponYusen K.K.<br>*CellDB349'1091t* | 425·0\|53·6\|37·5<br>FK<br>*FPT156tAPT229t* *Collision BH to Sh dk*<br>6 „ „ *U* „ | Tokyo Japanese<br>*Cem* | T.3Cy.26½",44½"&75½"–48" 200lb (*s*) 518NHP<br>3SB,*9cf*,GS196,HS7104 FD<br>MitsubishiZosenKaisha Ld | 37 " 6<br>s 9 " 1⅜<br>28 " 7 | |
| 74825<br>2136<br>IBGP | **Genoano** (*ex*Oyleric–37, *ex*Barneson) *ss*Fal.2ndNo.3–4,37<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing* | | 6067<br>5767<br>3664 | ✝100A1 1,40<br>BS1,40 ✝LMC4,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,14 | Pal | *a*† CL 4,37 | 1914<br>2mo | Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's* | DittaG.M.Barbagelata<br>*CellDBuB41'116t* *above* 150° F. | 433·5\|54·6\|32·4<br>420·3<br>P99'B26'F45' FK<br>*DTf42'510t* *FPT83tAPT38t* | Genoa Italian<br>17*BHCem* (9 to *U* dk 8 „2nd „) | T.3Cy.27",45"&74"–48" (*r*) 180lb 536NHP<br>3SB,*9cf*,GS180,HS7983 FD<br>Hwthrn,Leslie&C.Ld Nwc. | 32 " 8<br>s 5 " 11⅜<br>26 " 10½ | |
| 74826<br>PEHL | **Genota**<br>*OilEng.*<br>*ss*SbaNo.1-40<br>1*Dk,2nd dk clear of cargo tanks*<br>*Mchy.Aft* D.F. *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | | 7987<br>7233<br>4754 | ✝100A1 ~~11,40~~ 2,40<br>✝LMC ~~C~~82,40<br>DBS2,39<br>*Carrying Petroleum in bulk* | Sba<br>Sng | *c*† CL 2,40 | 1935<br>4mo | Deutsche Werft AG Bet Finkenwrder Hamburg *Lloyd's* | N.V.Petroleum Maats."La Corona"<br>*CellDBuE64'137tD* | 463·0\|59·3\|33·9<br>P93'B47'F48' FK<br>*Tf25'270tFPT136t APT83t* | Willemstad Dutch<br>15*BHptCem* | Oil Engines 2S.C.SA 8Cy.25 7/16"–55½" 502NHP<br>DB*180lb*<br>Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | 34 " 0<br>s 6 " 8⅜<br>27 " 6½ | |
| 74827<br>PEHS | **Genova** (P) TwinSc<br>*OilEng.*<br>1*Dk* | | 1507<br>—<br>859 | | | | 1930 | Harland& Wolff,Ld. Glasgow | Cia.Argentina de Nav.Mihanovich Ltda. | 275·0\|43·1\|11·7<br>Q24'B46'F28' *WB* | Bns.Aires Argentine | Oil Engines 4S.C.SA 12Cy.15¾"–29½" 288NHP<br>Harland&Wolff Ld.Gls. | | |
| 74828<br>EEPJ | **Genoveva-F.** (*ex*CaboSan Martin–32,*ex*La Giralda) *ss*Bbo.2ndNo.3–4,17<br>*ss*Bbo.No.2–25<br>2*Dks*(*Stl*)&*Awng dk* | | 1861<br>1799<br>1201 | ✝ —<br>4,31<br>✝ | Bbo | *q* | 1892 | Bartram, Haswell&Co. Sunderland | FedericoG.Fierro | 252·1\|36·0\|17·1<br>24·6<br>BK9"<br>*CellDB198'268t* | Seville Spanish<br>6*BHCem* | T.3Cy.19½",31½"&53"–36" NDB20 168NHP<br>1SB,*3pf*,GS60,HS2500<br>J.Dickinson,Sunderland | 26 " 10 | |
| 74829<br>DHIS | **Genua**<br>D.F. E.S.D. *Cruiser Stern* 2*Dks* | | 1949<br>1597<br>1130 | | | | 1930 | Flensburgr Schiffsb.Ges. Flensburg | R.M.Sloman,Jr. | 296·4\|42·7\|16·2<br>P21'F268' *WB* | Hamburg German | C.4Cy.(2)18½"&(2)39⅜"–39⅜" 162NHP<br>A.Borsig,G.m.b.H.Berlin | | G<br>C |
| 74830<br>JCZM | **Genyo Maru**<br>*CarryingPetroleum in bulk* *OilEng.*<br>*Mchy.Aft* *Cruiser Stern* | | 10019<br>—<br>5900 | | | | 1937 | Kawasaki Dkyd.Co.Ld. Kobe | AsanoBussanK.K. | 500·0\|65·0\|37·1 | Tokyo Japanese | Oil Engines 2S.C.DA 8Cy.28⅜"–47½" 2250NHP<br>KawasakiDkydCoLdKobe | | |
| 74831<br>44614<br>JLWM | **Genzan Maru** (*ex*PeiPing–38, *ex*DušanSilni–35, *ex*Cape St.Martin, *ex*Rotenfels) *ss*Spt.2ndNo.3–8,33<br>*ss*Kob.No.1–38<br>1*Dk(Stl)&Spar dk(Stl-pt teaks)&Webframes* | | 5709<br>5279<br>3584 | ✝100A1 *Spar dk*<br>12,~~40~~ ~~8,39~~ ✝LMC~~8,39~~ 12,40 | Tama<br>Smk | *a*† CL 6,38 | 1906<br>11mo | J.C.Tecklenborg A.G. Weser-münde-G. *Lloyd's* | MiyachiKisenK.K.<br>*CellDBa1* | 421·0\|55·1\|20·3<br>28·3<br>P58'B125'F51'<br>FK&BK2"<br>36'*uE*29'*f*181'1049*t* | Kobe Japanese<br>6*BHonly Cem*<br>*FPT85t* | Q.4Cy.24",34⅛",50⅜"&74"–53⅛" 213lb (*s*) 504NHP<br>3SB,*9cf*,GS156,HS6456 FD<br>J.C.Tecklenborg AG.Wsm | 31 " 2<br>s 6 " 5⅜<br>25 " 0¼ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Grément. etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / L Surveillance Spéciale. / A Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Agrément. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Voyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Bof Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74832 | **Georg** (*ex* China) **Iron** | 478 | ✠100A1 | Sbg | *h* | OG | 1877 | J. Read- | Reder iA/B Georg | 169·6 | 25·7 | 12·2 | Abo | C.2Cy.22½″&40″–27″ (*s*) | 13 ″ 0 | |
| | *ss* Sbg. 5th No. 3–4,39 | ~~9,40 4,00~~ 10,40 | | Abo | | 4,39 | 10mo | head & Co. | (J. Lindblom, | | | | Finnish | 80lb NDB05 *80lb* 80NHP | s 1 ″ 1½ | |
| OFDX | *Well deck* 1 *Dk* | 247 | ✠NB84 | | LMC4,39 | | | S. Shields | *Mgr.*) | Q77′B14′F19′ BK7′ | | | | 5 *BHCem* | 1SB.2*pf*,GS36,HS1600 | 12 ″ 9 | |
| | | | | | | | | A&CP | | | | | | *WB*= *DBa*30′*f*52′ | J. Readhead & Co. S. Shields | |
| 74833 | **Georg L-M. Russ** | 2980 | | | | | 1938 | Flensburger | Schiffahrt und | 341·4 | 52·7 | 18·2 | Hamburg | T.3Cy.22½″,34½″&56½″– | | G |
| | | 2627 | | | | | | Schiffsb.Ges. | Assekuranz, | P27′F305′ | | | German | 37½″ & LP turbine with | | |
| DJXT | D.F. E.S.D. 1 *Dk* | 1662 | | | | | | Flensburg | Ges. E. Russ & Co. | *Upr.* F28′ | | | *WB* | DR gearing & hydraulic | | |
| | *Cruiser Stern* | | | | | | | | | | | | | coupling HS4844 366NHP | | |
| | | | | | | | | | | | | | | Flensburger Schiffsb.Ges. | | |
| 74834 | **George B. Leonard** | 4037 | | | | | 1902 | Chicago | Great Lakes SS. Co. | 380·0 | 50·0 | 23·6 | Oswego NY | T.3Cy.22″,35″&58″–40″ | | R |
| 86671 | | — | | | | | | S.B.Co. | Inc. | F48′ | | | Utd. States | 218NHP | | |
| | D.F. *Mchy. Aft* 1 *Dk2trB* | 2844 | | | | | | Chicago | | | | | *WB* | Chicago S.B.Co. Chicago | | |
| 74835 | **George Balfour** | 1570 | ✠100A1 | Cff | *p* | CL | 1937 | S.P. Austin | London Power Co. | 239·0 | 38·7 | 16·2 | London | T.3Cy.16½″,27½″&46″–33″ | 18 ″ 3 | |
| 165466 | | 1153 | 1,41~~1,40~~ | Lon | | 4,40 | 5mo | &Son, Ld. | Ld. (Stephenson | 246·7 (O.L.) | | | British | 200lb *100lb* (*s*) 193NHP | s 5 ″ 5 | |
| MMGV | *Mchy. Aft* 1 *Dk* | 918 | ✠LMC5,37 | | | | | Sunderland | Clarke & Associated | Q147′B16′F21′ FK | | | | 4 *BHpt Cem* | 1SB,3*cf*,GS59,HS2952 FD | 16 ″ 11½ |
| | Wireless *Cruiser Stern* | | MBS1,41 | | | | *Lloyd's* | *A&CP* | Companies Ld. | *Cell D Bu E* 23′*f* 164′ | | | | *pt Asp* | NE. Marine Eng. Co. Ld. Sld. | |
| | *Cargo battens not fitted* | | | | | | | | *Mgrs.*) | 600*t MT* 100*t FPT* | | | | 150*t APT* 10*t* | | |
| 74836 | **George D. Dixon** (*ex* Allegheny) | 4090 | | | | | 1910 | Detroit | Great Lakes | 350·0 | 46·0 | 31·0 | Buffalo NY | Q.4Cy.19″,27½″,40″&58″–42″ | | |
| 207792 | | — | | | | | | S.B.Co. | Transit Corpn. | | | | Utd. States | 218NHP | | |
| | *Mchy. Aft* 2 *Dks* | 3159 | | | | | | Wyandotte | | | | | *WB* | Detroit S.B.Co. Detroit | | |
| 74837 | **George F. Baker** | 7210 | | | | | 1907 | Superior | Pittsburgh S.S.Co. | 586·0 | 58·0 | 25·5 | D'luth, Min | T.3Cy.24″,38″&65½″–42″ | | R |
| 204225 | | — | | | | | | S.B.Co. | | | | | Utd. States | 274NHP | | |
| WTOB | D.F. GyC. *Mchy. Aft* 1 *Dk* | 5459 | | | | | | Superior, Wis. | | | | | *WB* | American S.B.Co. Clevel'nd | | |
| 74838 | **George F. Rand** (*ex* William C. | 6533 | | | | | 1911 | American | American S.S.Co. | 532·0 | 58·0 | 31·0 | Buffalo NY | T.3Cy.23½″,38″&63″–42″ | | R |
| 208396 | Agnew) (*Self-Unloader*) | — | | | | | | S.B.Co. | (Boland & Cor- | F48′ | | | Utd. States | 257NHP | | |
| KFCT | D.F. GyC. *Mchy. Aft* 1 *Dk* | 4985 | | | | | | Lorain, O. | nelius, *Mgrs.*) | | | | *WB* | American S.B.Co. Clevel'nd | | |
| 74839 | **George G. Crawford** (*ex* LeGrand | 7699 | | | | | 1907 | American | Pittsburgh S.S.Co. | 585·0 | 60·2 | 27·4 | Duluth, | T.3Cy.22½″,37½″&65″–42″ | | R |
| 204251 | S. DeGraff) | — | | | | | | S.B.Co. | | | | | Minn. | NB36 274NHP | | |
| WTLN | D.F. GyC. *Mchy. Aft* 1 *Dk* | 6376 | | | | | | Lorain | | | | | Utd. States | American SB.Co. Cleveland | | |
| 74840 | **George G. Henry** | 6265 | ✠ ... | | | | 1917 | Union Iron | ~~Standard Oil Co. of New Jersey~~ | 435·0 | 56·0 | 32·0 | Panama | T.3Cy.27″,45½″&76″–51″ | 33 ″ 6 | R |
| ~~218154~~ | | — | 3,22 | | | | 6mo | Works Co. | | P106′B50′F42′ | | | Pnamanian | 574NHP | | † |
| ~~WPDH~~ | *Mchy. Aft* 2 *Dks & Web frames* | 3849 | ✠NE12,19✠ | | | | | S. Francisco | Panama Trans- | | | FK | *WB* | SunS.B.Co.Chester,Pa. | | |
| | D.F. *Longitudinal framing* | | | | | | | | portCo. | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 74841 | **George H. Ingalls** (*ex* William L. | 4904 | | | | | 1901 | Chicago S. | Automotive | 430·0 | 50·2 | 24·4 | Wilmgton | T.3Cy.23″,38″&64″–40″ | | R |
| 81747 | Brown) | — | | | | | | B.Co. | Trades S.S.Co. | | | | (Del.) | 259NHP | | |
| KPTO | D.F. *Mchy. Aft* 1 *Dk2trB* | 3879 | | | | | | Chicago | | | | | Utd. States | Chicago S.B.Co. | | |
| 74842 | **Geo. H. Jones** **3Mst** | 6914 | ✠100A1 | NYk | *b*† | CL | 1919 | The Sun | Panama Transport | 429·3 | 59·2 | 31·4 | Panama | T3Cy.27½″,45½″&76″–51″(*r*) | 33 ″ 3 | |
| | | 6133 | ~~4,10~~ 1,39 10,40 | ~~Stf~~ Bal | | ~~12,36~~ 4,40 | 9mo | S.B.Co. | Co. | | | | Pnamanian | 190lb 612NHP | s 6 ″ 9½ | |
| HPNB | *ss* Bal. No. 3–11,32 | 4273 | ✠LMC | | | | | Chester, Pa. | | P133′B36′F40′ FK | | | | 3SB,9*cf*,GS207,HS9198 FD | 26 ″ 8½ | |
| | *ss* NYk. No. 1–36 | | MS5,37 | BS1,~~79~~ 4,40 | | | A&CP | | | | | | | | | |
| | *Mchy. Aft* 2 *Dks (Stl) & Web frames* | | *Carrying Petroleum in bulk* | | | | | | *Cell D Bu E & f* B60′2 | 59*t DT* 40′552*t* | | | | 17 *BHpt Cem* | TheSunS.B.Co.Chester,Pa. | |
| | D.F. GyC. *Longitudinal framing* | | *Fitted for oil fuel* 9,19 | | | *F.P. above* 150° F. | | | | *FPT* 222*t APT* 57*t* | | | | (13 *to U dk* | | |
| | | | | | | | | | | | | | | 4 „ 2*nd* „ ) | | |
| 74843 | **George J. Goulandris** | 4345 | ✠100A1 | ~~Sld~~ | *x* | CL | 1913 | W. Gray | Goulandris | 365·2 | 50·8 | 26·0 | Andros | T.3Cy.25″,41″&68″–48″ (*s*) | 28 ″ 4 | |
| | (*ex* Lyming e–37, *ss* Cff. No. 3–9,35 | 4042 | ~~Exmiles~~ 8,40 Swa | | | ~~4,39~~ | 11mo | & Co. Ld. | Brothers | 377·0 (O.L.) | | | Greek | 180lb 371NHP | s 5 ″ 4½ | |
| SVUS | *ex* Portloe–35, *ex* Nigaristan) 1 *Dk (Stl)* | 2736 | BS5,38 | ✠LMC9,35 | | 12,40 | | W Hartlepool | | P27′B106′F36′ FK | | | | 6 *BHCem* | 2SB,8*cf*,GS147,HS6039 | 23 ″ 3 |
| | | | | | | | *Lloyd's* | *A&CP* | *Cell D Ba* | 119′*u E* 26′/159′966*t* | | | | *APT* 10*t* | Cen. Mar. Eng. Wrks. W Hpl | |
| 74844 | **George L. Eaton** | 1895 | | | | | 1929 | Smith's | Hall Corporation | 253·0 | 44·1 | 18·5 | Montreal | T.3Cy.15″,25″&40″–33″ | | C |
| 160717 | | 1705 | | | | | | Dock Co. Ld. | of Canada | F31′ | | | British | 95RHP | | |
| | *Mchy. Aft* 1 *Dk* | 1184 | | | | | | Middlesbro' | | | | | *WB* | Smith's Dock Co. Ld. Mdb. | | |
| 74845 | **George L. Olson** **Wood 3Mst** | 1428 | | | | | 1917 | F. Stone | Oliver J. Olson & Co. | 225·0 | 43·0 | 17·0 | S. Frncisco | T.3Cy.15½″,26″&43″–33″ | | |
| 215007 | (*ex* Gabriel, *Fitted for oil fuel* | — | | | | | | Oakland, Cal. | | | | | Utd. States | 106NHP | | |
| KJRB | *ex* Ryder Hamfy) Wireless 1 *Dk2trb* | 814 | | | | | | | | | | | | F. Stone, Oakland, Cal. | | |
| 74846 | **George L. Torian** | 1754 | | | | | 1926 | Earle's Co. | Upper Lakes & St. | 253·0 | 43·2 | 17·8 | S Cathrnes | T.3Cy.17″,28″&46″–33″ | | C |
| 149070 | | 1603 | | | | | | Ld. | Lawrence Trans- | F35′ | | | Ont. | 122NHP | | |
| | *Mchy. Aft* 1 *Dk* | 1126 | | | | | | Hull | portation Co. Ld. | | | *WB* | British | Earle's Co. Ld. Hull | | |
| | | | | | | | | | (G. C. Leitch, *Mgr.*) | | | | | | | |
| 74847 | **George M. Embiricos** | 5728 | ✠100A1 | Sch | *b*† | CL | 1921 | Short Bros. | S. G. Embiricos | 441·5 | 56·3 | 28·2 | Andros | T.3Cy.28″,46½″&77″–51″ (*s*) | 30 ″ 9 | |
| 103 | | *5272* | *Shelter dk* | NYk | | 11,39 | 9mo | Ld. | | | | | Greek | 180lb 522NHP | s 4 ″ 0½ | |
| SWFS | *ss* Nwc. No. 3–8,33 | *3445* | *with freeboard* | | | | | Sunderland | | | | FK | | *Cem* | 3SB,*12cf*,GS234,HS8902 | 26 ″ 10½ |
| | *ss* Ant. No. 1–37 | | ~~11,30~~ 11,40 | | | | *Lloyd's* | *A&CP* | *Cell D B* 379′1641*t* | | | *Collision* | | *BH to Sh dk* | J. Dickinson & Sons, Ld. Sld. | |
| | 1 *Dk (Stl) & Shelter dk (Stl)* | | BS11,39 | ✠LMC2,37 | | | | | *MT* 32′1232*t* | *FPT* 134*t APT* 21~~9~~*t* | | | | 6 „ „ *U* „ | | |
| | | | *Fitted for oil fuel* 9,21 | | | *F.P. above* 150° F. | | | | | | | | | | |
| 74848 | **George M. Humphrey** | 8004 | 100A– | Clv | | | 1927 | American | Kinsman Transit | 586·3 | 60·2 | 27·9 | Wilmgton | T.3Cy.24½″,41″&65″–42″ (*r*) | 32 ″ 0 | |
| 226376 | *ss* Clv. No. 2–10 ~~*ss* Clv. No. 1–31~~ | 7643 | 5,40 ~~12,25~~ | | 5,40 | | | S.B.Co.Ld. | Company (G.M. | | | | (Del.) | 185lb 450NHP | s 10 ″ 5½ | |
| | GyC. *Mchy. Aft* 1 *Dk (Stl) & Web frames* | 6311 | ~~4814,30~~ | ✠LMC~~8,35~~ | | | | Lorain, O. | Steinbrenner, | F48′ | | FK | Utd. States | 3SB,6*cf*,GS148,HS7155 FD | 21 ″ 9½ | |
| | *Longitudinal framing at bottom & at deck* | | *For Service on the Great Lakes* | | | | | | *Mgr.*) | | | | | 3 *BH* | American SB.Co. Lorain, O. | |
| | *Cargo battens not fitted* | | BS4,41 | | | | | | *Cell D Bu E & f* B56′242*t* | *Cell D B & side tanks in way* | | | | *of holds* 471′ | 7934*t FPT* 471*t APT* 68*t* | |
| 74849 | **George. M. Livanos** | 5482 | ✠100A1 | Ams | *b*† | CL | 1938 | W. Gray & | Livanos Maritime | 441·1 | 57·7 | 26·7 | Chios | T.3Cy.24″,40″&68″–48″ (*s*) | 29 ″ 4 | |
| 140 | | *4974* | *with freeboard* | | | | 8mo | Co. Ld. | Co. Ld. (N G Livanos | 456·8 (O.L.) | | | Greek | 225lb 492NHP | s 3 ″ 6½ | |
| SVXP | D.F. E.S.D. 1 *Dk & Shelter dk* | *3209* | 11,39 | ✠LMC8,38 | | | *Lloyd's* | *A&CP* | *Mgr.*) | F48′ | | FK | | 7 *BH Cem* | 3SB (Spt),9*cf*,GS145, | 26 ″ 0 |
| | *Cruiser Stern* | | | | | | | | | | | | | (*Coll to Sh dk* | HS7020 FD | |
| | *Longitudinal framing at upper dk* | | *Fitted for oil fuel* 11,39 | | | *F.P. above* 150° F. | | | | | | | | 6 „ 2*nd*, „) | Cen. Mar. E. Wks. | |
| | | | | | | | | | *Cell D B* | 378′1313*t FPT* 254*t* | | | | *APT* 21~~8~~*t* | (W. Gray & Co. Ld.) W. Hpl. | |
| 74850 | **George Peirce** | 5462 | ✠ ... | | | | 1920 | Merchant | United States | 400·7 | 54·2 | 30·4 | Philidlphia | 2 Steam Turbines DR | 32 ″ 10 | R |
| 220889 | | 4971 | 1,21 | | | | 12mo | S.B.Corp. | Maritime | P36′B124′F44′ | | | Utd. States | geared to 1 Sc. Shaft 635NHP | | † |
| KDLT | Sub Sig. *Fitted for oil fuel* | 3365 | ✠ | | | | | Chester, Pa. | Commission | | | FK | *WB* | Westinghouse Electric | | |
| | 2 *Dks & Web frames* | | | | | | | | | | | | | & Mfg. Co. Essington, Pa. | | |
| | *Now "La Salle," see No. 88909 in Supplement* | | | | | | | | | | | | | | | |
| 74851 | **George R. Fink** (*ex* J. J. Turner, | 6832 | | | | | 1906 | American | National Steel | 532·0 | 56·0 | 31·0 | Wilmgton | T.3Cy.23½″,38″&63½″–42″ | | R |
| 203377 | *ex* J. Q. Riddle) | — | | | | | | S.B.Co. | Corp. (M. A. Hanna | | | | (Del.) | 259NHP | | |
| WNXF | D.F. GyC. *Mchy. Aft* 1 *Dk* | 5376 | | | | | | Lorain, O. | Co. *Mgrs.*) | | | *WB* | Utd. States | American SB.Co. Cleveland | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter | Date when hull shift last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L. R. Dates of Prod. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74852 86367 WDGN | **George Stephenson** | *Mchy. Aft* 1 *Dk 2 tr B* | 3884 — 3503 | | | | | 1896 | F.W. Wheeler & Co. W. Bay City | Buckeye S.S. Co. (J.T. Hutchinson, *Mgr.*) | 407·4 \| 49·3 \| 23·8 *WB* | | | Wilmington (Del.) Utd. States | T. 3 Cy. 25″, 40″ & 67″–44″ 298 NHP F.W. Wheeler & Co. | | R |
| 74853 216388 KMUI | **George W. Barnes** | *ss* N.Yk. No. 3–7,30 *ss* Gal. No. 2–38 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* | 6214 5917 3804 | ✠100A1 ~~Liv 10.10~~ Bal ✠LMC BS4,41 MS10,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6, 18 | Gal | *a*† | CL 10,38 | 1918 6mo | Bethlehem S.B. Corp. Ld. Quincy, Mass. A&CP | Standard Oil Co. of New Jersey *Cell D B u E & B 50′ 200 t D T f 420 t* | 416·8 \| 56·1 \| 31·1 P107′ B35′ F33′ FK *F P T 229 t A P T 130 t* | | | Wilmington (Del.) Utd. States | T. 3 Cy. 26½″, 44″ & 74″–51′ (*s*) 190 lb 525 NHP 3 SB, 9 *cf*, HS 7425 FD 16 *B Hpt Cem* (12 *to U dk* 4 ,, 2 *nd* ,,) Bethlehem S.B. Corp. Ld. Quincy | 32 ″ 9 s 6 ″ 5½ 26 ″ 5½ | |
| 74854 166870 GCQM | **Geo. W. McKnight** Twin Sc D.F. *ss* Bmn. No. 1–37 *Oil Eng.* *Mchy. Aft* 1 *Dk (Stl)* 2nd *dk (Stl)* clear GyC. *of cargo tanks* 3rd *dk (Stl)* aft of E.S.D. *cargo tanks Web frames* *Cruiser Stern* *Longitudinal framing* | 12502 11787 6769 | ✠100A1 ~~7,40~~ ~~11,38~~ Fal Sou ~~10,38~~ 7,40 ~~DBS11,39~~ ✠LMC ~~1,38~~ *Carrying Petroleum in bulk* ✠LMC CS1,38 DBS8,40 11,39 | | | CL 1933 1mo | Frd. Krupp Germaniawft A.G. Kiel *Lloyd's SA & CP* | Anglo-American Oil Co. Ld. (~~F.J.~~ Wolfe, *Mgrs.*) (R.A. Carder, *Mgr.*) *Cell D B u E 77′ 228 t D T′ s f 53′ 2318 t F P T 285 t A P T 230 t* | 522·0 \| 70·2 \| 38·7 *aft* B55′ B40′ F39′ FK | | | London British 16 *B Hpt Cem* *pt Asp* | Oil Engines 2 S.C.S.A. 12 Cy. 23⅝″–45¼″ 1165 NHP 2 DB (*a*) *200 lb* 2 DB (*f*) *100 lb* Fr Krupp Germaniawft A.G. | 38 ″ 9 s 8 ″ 6½ 30 ″ 5½ | |
| 74855 201802 | **George W. Mead** (*ex* Francis L. Robbins) D.F. *Mchy. Aft* 1 *Dk* | | 4222 — 3036 | | | | | 1905 | American S.B. Co. Cleveland | T.J. McCarthy S.S. Co. | 380·0 \| 50·0 \| 28·0 *WB* | | | Detroit, Mich. Utd. States | T. 3 Cy. 18″, 30″ & 52″–40″ *Emade* 88 *fitted* 05 171 NHP Cleveland S.B. Co. Clevelnd | | R |
| 74856 202166 | **George W. Perkins** *Mchy. Aft* D.F. GyC. Sub.Sig. 1 *Dk* | | 6406 — 4922 | | | | | 1905 | Superior S.B. Co. Superior Wis. | Pittsburgh S.S. Co. | 558·2 \| 56·0 \| 26·5 *WB* | | | Duluth, Minn. Utd. States | T. 3 Cy. 24″, 39″ & 65″–42″ NB 36 274 NHP American S.B. Co. Cleveland | | R |
| 74857 215447 KDCL | **George Washington** (P) Twin Sc *Ref. Mchy.* 5 *Dks & 3 Prom dks* Sub.Sig. D.F. GyC. | | 23788 20816 13902 | | | | | 1908 | Akt. Ges. "Vulcan" Stettin | United States Maritime Commission | 699·1 \| 78·2 \| 50·1 B367′ F111′ *WB* | | | New York Utd. States | Q. 8 Cy. 38″, 57″, 80″ & 112″–67″ 2052 NHP A.G. "Vulcan," Stettin | | R |
| 74858 224216 WECJ | — (P) Sub.Sig. *Fitted for oil fuel* D.F. GyC. 4 *Dks* | | 5184 — 3167 | | | | | 1924 | Nwprt Nws SB. & D.D. Co. Newprt News | Eastern S.S. Lines, Inc. | 375·5 \| 54·0 \| 17·2 *WB* | | | New York Utd. States | 2 Steam Turbines SR Geared to 1 Sc. Shaft Newport News SB & DD. Co. | | R |
| 74859 214587 WODP | **Georgeanna** (*ex* Georgeanna Weems) *ss* N.Ns. No. 3–10,29 *ss* N.Ns. No. 1–33 D.F. *Well deck* 2 *Dks (Stl)* | | 2089 1273 1556 | ✠ ... 6,39 ✠ | Bal | *q* | | 1916 11mo | Harlan & Hollingsworth Cor. Wlmgtn. Del. | A.H. Bull S.S. Co. Inc. (A.H. Bull & Co. Inc. *Mgrs.*) | 242·2 \| 39·0 \| 18·0 P & B 191′ F41′ FK *F P T 32 t* | | | Baltimore Utd. States | T. 3 Cy. 17″, 27″ & 44″–30″ 150 NHP 4 *B H Cem* *A P T 11 t* 2 SB, *4 cf*, GS 87, HS 2793 Harlan & Hollingsworth Cor | 19 ″ 4 | |
| 74860 229164 WODY | **Georgene** (*ex* Przemysl) *Oil Eng.* Wireless 1 *Dk* | | 446 — 267 | | | | | 1921 | Wortelboer & Co. Delfzijl | Eastern Tankers Corp. | 142·9 \| 26·3 \| 12·2 P 28′ H 20′ | | | Boston Utd. States | Oil Engines E *fitted* 30 Standard Gas Eng. Co. | | |
| 174 47 SUBF | **Georges Mabro** (*ex* Bordeaux-32) *ss* Alx. No. 3–8,33 *ss* Alx. No. 1–38 1 *Dk (Stl)* *Cargo battens not fitted* | | 2555 *2301* *1563* | ✠100A1 12,39 ✠LMC MS11,37 BS8,39 | Alx | | CL N9,37 | 1918 1mo | Forth S.B. & Eng. Co. Ld. Alloa | T. Mabro *Intermediate B H in fore hold dispensed with* *Cell D* | 305·3 \| 42·8 \| 21·5 P 24′ B85′ F32′ FK *A B H only* *A P T 29 t* *B 256′ 548 t F P T 78 t* | | | Alexndria Egyptian *Cem* | T. 3 Cy. 20½″, 33″ & 54″–39″ (*s*) 180 lb 234 NHP 2 SB, *6 cf*, GS 126, HS 4104 G.T. Grey & Co. Ld. S. Shl. | 23 ″ 9 s 3 ″ 10½ 20 ″ 1 | |
| 74861 UOXQ | **Georgi Dimitrov** (*ex* Azbassein–36, *ex* Kostis–34, *ex* Thysa, *ex* Aden, *ex* Craigmore) *ss* Bla. 2nd No. 3–7,26 *ss* Pir. No. 1–30 *Spar dk (Stl)* 2 *tr B & deep framing* | | 2482 2309 1485 | ✠ 10,31 ✠ | Msl | *t* | | 1905 2mo | A. Rodger & Co. Pt. Glasgow | U.S.S.R. *Cell D B a & u E 118′ f 136′ 623 t* | 313·0 \| 43·0 \| 20·7 P 29′ B82′ F30′ FK | | | Rostov Russian *5 B H Cem* *A P T 67 t* | T. 3 Cy. 21″, 35″ & 57″–39″ 248 NHP 2 SB, *6 cf*, GS 110, HS 4210 A. Rodger & Co. Glasgow | 23 ″ 3 | |
| 74863 OXOD | **Georgia** (*ex* Yokohama) D.F. *ss* Cpn. No. 3–5,32 *ss* Els. No. 1–37 1 *Dk (Stl)* & *Shelter dk (Stl)* *Cruiser Stern* | | 2272 2029 1327 | ✠100A1 *Shelter dk with freeboard* 8,39 BS8,39 ✠LMC 8,36 | Cpn | *u* | OG N8,37 | 1920 5mo | Aktieb. Öresunds-varvet Landskrona | Det Forenede Dampskibs Selsk *Intermediate B H in fore hold dispensed with* *Cell D* | 310·0 \| 44·7 \| 19·5 320·0 (O.L.) FK *B 262′ 543 t F P T 89 t* | *Collision B H to Shdk* 3 ,, ,, *U* *A P T 105 t* | | Copnhagn Danish *Cem* | 2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 200 lb 364 NHP 2 SB (Spt), *6 cf*, GS 82, HS 3533 De Lavals Angturbin, Skm. | 22 ″ 0 s 1 ″ 2 21 ″ 0½ | |
| 74864 1280 INRW | — *ss* Gen. No. 1–25 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Fitted for oil fuel* | | 797 627 450 | ✠ 6,26 ✠ | Gen | *k* | | 1920 10mo | W.C. Boele & Zonen Slikkerveer | Soc. Anon. Ilva *Cell D B u B 30′ f* | 200·0 \| 30·2 \| 12·9 Q 122′ B11′ F23′ FK 121′ 252 t *F P T 38 t A* | | | Genoa Italian *4 B H Cem* *P T 8 t* | T. 3 Cy. 15″, 25″ & 40″–27″ 121 NHP 2 SB, *4 cf*, HS 2282 Verschure & Co Amsterdam | 15 ″ 0 | I † |
| 74865 219628 WACY | **Georgian** (*ex* Willsolo, *ex* Cajacet) *Fitted for oil fuel* D.F. 2 *Dks & Shelter dk* | | 5825 5479 3608 | ✠ ... 6,20 ✠ | | | | 1920 2mo | Sun S.B. Co. Chester, Pa. | American-Hawaiian S.S. Co. | 434·3 \| 57·7 \| 27·2 FK *W B* | | | New York Utd. States | T. 3 Cy. 27″, 45½″ & 76″–51″ 612 NHP Sun S.B. Co. Chester. Pa. | 30 ″ 3 Sus | R † |
| 74866 141863 CYMR | — (P) Twin Sc (*ex* Cape Eternity–35, *ex* Rochester) 1 *Dk 2 tr B* | | 2484 1949 1407 | | | | | 1910 | Detroit S.B. Co. Wyandotte | Lakeway Lines, Ld. | 246·8 \| 42·3 \| 15·9 *WB* | | | Montreal British | T. 8 Cy. (2) 16″, (2) 25″ & (4) 31″–22″ 180 NHP Detroit S.B. Co. Detroit | | |
| 74867 162365 GRLJ | **Georgic** (P) Twin Sc *ss* Liv. No. 1–36 *Oil Eng.* D.F. GyC. 4 *Dks (Stl–Weather dk–ws)* *Ref. Mchy.* 5 *th dk (Stl) in holds, except* Sub.Sig. *aftermost hold* 6 *th dk (Stl) in* *Cruiser Stern* *Nos. 1, 2 & 3 holds* | | 27759 21122 16716 | ✠100A1 *with freeboard* Examined 1,41 ✠LMC CS 8,37 DBS ~~10,39~~ 1,41 11,38 Lloyd's RMC ~~10,39~~ ~~7,40~~ 1,41 Nos. 2 & 3 lower dks. & No. 2 orlop dk. for temp. 33° F. *Carrying vegetable oil in after centre forward deep tank* | ~~Liv~~ Liv | | CL ~~S11,37~~ ~~†1,39~~ S7,40 PN 7,40 | 1932 6mo | Harland & Wolff, Ld. Belfast | Cunard White Star, Ld. *Lloyd's SA & CP* | 683·6 \| 82·4 \| 48·6 B327′ F114′ *Upper B 243′* FK & BK 2½″ *Cell D B 585 t 3374 t D T s f 56′ 2013 t* | | | Liverpool British *12 B H Cem* | Oil Engines 4 S.C.D.A. 20 Cy. 33 3/16″–63″ 4214 NHP 2 DB *150 lb* 4 DB (*Upr*) *100 lb* Harland & Wolff, Ld. Bel. | 52 ″ 10 s 18 ″ 4½ 35 ″ 0½ | BT till ~~6.40~~ ~~1.41~~ 7,41 |
| 74868 UNAD | **Georgij Sedow** (*ex* Beothic) *ss* Liv. No. 3–1,20 1 *Dk (Stl) Shelter dk (Stl)* & *deep framing* | | 1538 1420 598 | ✠ 7,21 ✠ | Liv | *p* | | 1909 2mo | D & W Hendersn & Co. Ld. Glasgow | U.S.S.R. *Cell D B a 65′ u E & f B 40′ f 94′ 331 t F P T* | 240·4 \| 35·8 \| 24·5 FK *32 t A P T 49 t* | | | Archangel Russian *6 B H Cem* NB 34 | T. 3 Cy. 22″, 36″ & 59″–39″ 328 NHP D & W. Hendersn & Co Ld Gls | 19 ″ 2 | |
| 74869 160 SVBP | **Georgios G.** (*ex* Kurdistan) *ss* Rot. No. 3–1,31 *ss* Ant. No. 2–39 1 *Dk (Stl)* | | *4289* *4035* *2682* | ✠100A1 ~~2,11~~ ~~12,39~~ DBS 5,39 ✠LMC MS 12,39 MBS 12,39 | Ant Dub | *y* | CL 11,39 | 1918 3mo | W. Gray & Co. Ld. W Hartlepool *Lloyd's SA & CP* | D.J. Dambassis | 380·1 \| 53·5 \| 24·1 P 27′ B 230′ F 36′ FK *Cell D B 317′ 1172 t* | | | Andros Greek *6 B H Cem* *A P T 130 t* | T. 3 Cy. 24″, 41″ & 68″–48″ (*s*) 180 lb *100 lb* 437 NHP NDB 31 *refitted* 37 2 SB, *8 cf*, GS 160, HS 6381 FD Cen. Mar. Eng. Wks. W Hpl. | 26 ″ 8 s 3 ″ 9½ 23 ″ 0½ | |
| 74870 | | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Dates de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné habituellement entre 2 visites d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. Dernier Port Rapport. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74871 | **Georgios Kyriakides** | | *4201* | ✠100A1 | Rot | *x* | CL | 1911 | J.Readhead | The Heirs of the late N.G.Kyriakides | 363·0 \| 51·1 \| 26·1 | Andros | T.3Cy.26″,42″&69″–48″ (*r*) | 27 ″ 8 | |
| 178 | (*ex*Trevalgan) *ss*Bry.2nd No.3–8,37 | | *3966* | 12,38 | | | N12,38 | 9mo | &Sons,Ld. | | 375·4 (O.L.) | Greek | 180lb 385NHP | s 3 ″ 9½ | |
| SVBF | 1 *Dk (pt Stl & pt Irn) 2 tr B* | | *2672* | ✠LMC MS12,36 BS1,40 | | | | *Lloyd's* *SA & CP* | South Shields | *Cell D Ba 1* | P31′B225′F32′ FK 19′*u* E 24′*f* 158′ 922*t* | *6 BHCem* *APT 62t* | 2SB,*6cf*,GS132,HS6330 J.Readhead&Sns,Ld.S.Shl. | 24 ″ 2¾ | |
| 74872 | **Georgios P.** (*ex*Crosby Hall) | | *4052* | | | | | 1903 | C.S.Swan& Hunter,Ld. Newcastle | D.G.Coucoumbanis (T.N.Epiphaniades *Mgr.*) | 365·0 \| 46·7 \| 27·3 P31′B94′F38′ | Piræus Greek *WB* | T.3Cy.23½″,39″&68″–48″ 320NHP Wllsnd.Slnwy.Co.Ld.Nwc | | C |
| 577 | | | *3799* | | | | | | | | | | | | |
| SVGT | 2 *Dks* | | *2597* | | | | | | | | | | | | |
| 74873 | **Georgios Potamianos** | | 4044 | ✠100A1 | Bkn | *x* | CL | 1913 | Antwerp | Epirotiki Steamship Nav.Co. "George Potamianos" | 370·4 \| 51·9 \| 24·3 | Piræus Greek | T.3Cy.25″,41″&68″–48″ (*s*) 180lb 374NHP | 26 ″ 9 s 2 ″ 9½ | |
| 738 | (*ex*Petros *ss*Ams.2nd No.3–5,39 | | 3719 | *Shelter dk* | NYk | | 9,39 | 9mo | Eng.Co.Ld. | | P22′F36′ *on Shelter dk* FK | *7 BHCem* | 3SB,*9cf*,GS177,HS6116 | 24 ″ 1 | |
| SVKM | Nomikos–39, 1 *Dk (Stl) & Shelter dk* | | 2561 | *with freeboard* | | | 8,10 | | Hoboken | | 1038*t* *APT 140t* | | G.Clark,Ld.Sunderland | | |
| | *ex*Amasis–33, (*pt Irn pt Stl*) *& Web frames* *ex*Glenrazan) *Longitudinal framing* | | | 8,10 ~~11,39~~ ✠LMC MS6,38 ~~BS7,40~~ | | | | *Lloyd's* *SA & CP* | | *Cell D Ba 115′u E 24′f 167* | | | | | |
| 74874 | **Georgios S. Krinis** (*ex*Isidoros | | 365 | | | | | 1918 | J.W.Boerma Martinshoek | Georgios S.Krinis | 138·8 \| 23·1 \| 11·1 P38′F17′ | Piræus Greek | T.3Cy 11⅜″,17¾″&29⅝″–17¾″ Machinefab. 37NHP Fulton,Hoogezand | | |
| 431 | Condoyannis–33,*ex*Marmaras, | | 290 | | | | | | | | | | | | |
| SZIS | *ex*Heerengracht) 1 *Dk* | | 184 | | | | | | | | | | | | |
| 74875 | **Georgos** (*ex*Agia-Marina–39, 3 Mst | | 667 | ✠ ... | Nwc | | | 1902 | R.William-son&Son Workington | G.Ch.Vlassis | 182·9 \| 27·8 \| 14·5 Q103′B11′F22′ BK7′ *DB f 96′134t* | Piræus Greek *3 BHCem* *FPT 50t* | T.3Cy.14″,22½″&37″–27″ 96NHP 1SB,*3pf*,GS56,HS1826 Ross&Duncan,Glasgow | 13 ″ 11 | |
| 747 | *ex*Seagull–34) *ss*Nwc.2nd No.3–2,25 | | *464* | 2,34 | | | | 12mo | | | | | | | |
| SZHB | *ss*Nwc.No.1–30 | | *270* | | | | | | | | | | | | |
| | *Well deck* *Mchy. Aft* 1 *Dk (Stl)* | | | | | | | | | | | | | | |
| 74876 | **Gera** Ⓟ | | 5155 | ✠ ... | Ham | *a*† | | 1923 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 407·0 \| 56·0 \| 25·9 P&B329′F53′ FK | Hamburg German | 4 Steam Turbines SR geared to 1 Screw Shaft 634NHP | 28 ″ 6 | G † |
| | *ss*Ham.No.2–31 | | 4478 | 5,35 | | | | 6mo | | | | | | | |
| DHIW | D.F. 2 *Dks (Stl) 3rd tr Bin No.1 hold* | | 3100 | ✠ | | | | | | | *Cell DB 353′924t FPT* | *8 BHAsp* *51t APT 116t* | 3SB,*9cf*,GS200,HS8880 Blohm&Voss,Hamburg | | |
| | *Well deck* | | | | | | | | | | | | | | |
| 74877 | **Geraldine Mary** | | 7244 | ✠100A1 | Lon | *b*† | CL | 1924 | Vickers, Ld. Barrow | Anglo-Newfoundland S.S.Co.Ld. (Donaldson Bros. &Black Ld. *Mgrs.*) | 425·1 \| 56·1 \| 36·0 438·5 (O.L.) 28·5 F49′ FK | S.Jhns NFL British | T3Cy26½″,44⅞″&74″–54″ (*r*) 200lb FD 724NHP 4SB(3Spt),*12cf*,GS276, HS11672 Vickers,Ld.Barrow | 38 ″ 6 s 11 ″ 6 27 ″ 1½ | |
| 151629 | *ss*Gls.No.3–4,37 | | 6723 | *with freeboard* | | | 4,40 | 10mo | Ld. | | | *7 BHCem* | | | |
| VOQD | D.F. E.S.D. 3 *Dks (Stl)* | | 4595 | 4,40 | | | | | Barrow | | | *Coll to W dk* | | | |
| | | | | BS1,40 ✠LMC4,37 | | | | *Lloyd's* *SA & CP* | | | | | | | |
| | | | | *Fitted for oil fuel* 10,24 | | | *F.P.* | *above* | 150° F. | | | | | | |
| | | | | | | | | | | *Cell DB 369′1335t* | *DTf 30′998t DTa 27′* | *845t FPT 14* | | | |
| 74878 | **Gerarchia** (*ex*Nazareno,*ex*Luigi | | 5342 | ✠ ... | | | | 1912 | J.C.Tecklenborg A.G. Weser-münde-G. | Soc Anon. Cooperativa di Nav. Garibaldi | 439·1 \| 55·5 \| 28·6 421·2 P78′B124′F54′ FK | Genoa Italian *WB* | Q4Cy.24″34⅝″50⅝″&74″–53½″ 510NHP J.C.Tecklenborg AG.Wsm | 31 ″ 3 | I † |
| 1151 | Rizzo,*ex*Ferrara,*ex*Sturmfels) | | — | 8,23 | | | | 11mo | | | | | | | |
| IBWN | *ss*Nap.No.2–22 | | 3306 | ✠ | | | | | | | | | | | |
| | D.F. 2 *Dks* | | | | | | | | | | | | | | |
| 74879 | **Gerassimos Vergottis** | | *6343* | | | | | 1920 | Craig,Taylor&Co.Ld. Stockton | Possidon Steamship ~~Co.Ltd.~~ & Trading Co.Ld | 412·2 \| 55·0 \| 33·5 F35′ | Argostoli Greek *WB* | T.3Cy.28″,46″&75″–51″ 402NHP Blair&Co.Ld.Stockton | | C |
| 113 | (*ex*Paris City–38) | | *6057* | | | | | | | | | | | | |
| SVXE | D.F. 2 *Dks* | | *3959* | | | | | | | | | | | | |
| 74880 | **Gerd** | | 1700 | | | | | 1935 | Helsingörs Jernsk&Msk. Elsinore | Dampskslsk.Torm A/S (A.Schmiegelow&A.Kampen, *Mgrs.*) | 292·3 \| 41·7 \| 16·8 P&B222′F37′ | Copnhagn Danish *WB* | C.3Cy.(2)15⅜″&39⅜″–37⅜″ &LP Turbine with reduction gear & chain drive HS3337 234NHP Helsingörs Jernsk&Mskb. | | V |
| | | | 1492 | | | | | | | | | | | | |
| OXZH | D.F. 1 *Dk* | | 961 | | | | | | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | |
| 74881 | **Gerda** | | 1151 | | | | | 1921 | Schiffb.Ges Unterweser m.b.H. Weser-münde-L. | J.Lauritzen | 231·5 \| 34·6 \| 14·1 P25′B56′F33′ | Esbjerg Danish *WB* | T.3Cy.15″,24″&40″–27″ NE26 105NHP Kjbnhavns Flydk. &Skbsv.Cpn. | | G |
| | | | 929 | | | | | | | | | | | | |
| OYDQ | Wireless D.F. 1 *Dk* | | 675 | | | | | | | | | | | | |
| 74882 | — Wood Aux 4 Mst Sr | | 334 | | | | | 1919 | Frdrkssnd Skibsværft Frderikssund | Rederi A/S Gerda (A.E.Sörensen) | 136·3 \| 29·3 \| 12·7 | Svendborg Danish | Oil Engines 2S.C.SA 3Cy.13″–16½″ NE36 89NHP A/S Völund,Cpn. | | V |
| | (*ex*Sailing Vessel–36) *Oil Eng.* | | 304 | | | | | | | | | | | | |
| OYLU | *Mchy. Aft* 1 *Dk* | | 264 | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | |
| 74883 | **Gerda Toft** | | 1960 | ✠100A1 | Hfx | *s* | CL | 1930 | Antwerp Eng.Co.Ld Hoboken | ~~D/S Jutlandia A/S~~ ~~(Jens Toft, *Mgrs.*)~~ | 294·9 \| 43·7 \| 18·0 306·5 (O.L.) P27′B165′F34′ FK | French | T.3Cy.20″,33″&54″–36″ (*s*) 180lb 204NHP 2SB(Spt),*6cf*,GS73,HS3344 N.E.Marine Eng.Co.Ld.Sld | 20 ″ 4 s 1 ″ 9 18 ″ 9¾ | |
| | *ss*Cpn.No.2–38 | | 1778 | 5,~~40~~ 39 | Bdx | | N6,39 | 6mo | | | | | | | |
| ~~SYSIS~~ FPHZ | 1 *Dk (Stl)* | | 1167 | ~~BS6,40~~ 5,40 ✠LMC4,38 | | | | *Lloyd's* *SA & CP* | | *Intermediate BH in fwd hold dispensed with* | | *4 BHCem* | | | |
| | | | | | | | | | | *Cell DB 243′624t FPT* | | *53t APT 58t* | | | |
| 74884 | **Gerda Vith** (*ex*Gerda–33, | | 1312 | | | | | 1903 | Flensburg Schiffsb.Ges. Flensburg | H.P.Vith | 245·6 \| 35·5 \| 15·3 P20′Q58′B112′F27′ | Flensburg German *WB* | T3Cy.15″,25⅜″&43⅝″–34⅞″ 110NHP Flensburger Schiffsb.Ges. | | G |
| | *ex*Gerda Vith–33,*ex*Merkator, | | 1087 | | | | | | | | | | | | |
| DDUH | *ex*Gustav Salling, 1 *Dk & deep framing* | | 771 | | | | | | | | | | | | |
| | *ex*Hollandia,*ex*Henner, *ex*Carl Menzell) Wireless D.F. | | | | | | | | | | | | | | |
| 74885 | **Gerhard** (*ex*Claus Horn,*ex*Immo) | | 661 | | | | | 1921 | J.Frerichs &Co.A.G. Einswarden | Mathies Reed.K.G. | 184·8 \| 29·7 \| 11·8 P66′F19′ | Hamburg German *WB* | T.3Cy.15 5/16″,24″&39⅜″–26¾″ 80NHP J.Frerichs&Co.A.G. Osterholz-Scharmbeck | | G |
| | | | 522 | | | | | | | | | | | | |
| DHIX | 1 *Dk* | | 335 | | | | | | | | | | | | |
| 74886 | **Germa** (*ex*Adderstone–37, | | 5282 | ✠100A1 | Cpn | *y* | CL | 1920 | Harland& Wolff,Ld. Belfast | Skibs A/S Germa (Johan Gerrard, Jr. *Mgr.*) | 400·5 \| 52·4 \| 28·4 413·0 (O.L.) P40′B128′F47′ FK | Kristinsnd Norwegian | C.4Cy.(2)12″&(2)22½″–15″ SR geared & LP Turbine DR geared to sc. shaft 200lb *120lb* (*s*) 399NHP 2SB,*6cf*,HS5112 FD White's Marine E Co Ld Nwc | 31 ″ 0 s 5 ″ 10½ 25 ″ 4 | |
| | *ex*Boswell–34) *ss*Nwc.No.3–3,34 | | 4808 | 11,40 ~~10,39~~ HKg | | | 3,39 | 11mo | | | | *6 BHCem* | | | |
| LJLW | *ss*Smk.No.1–38 | | 3116 | ✠NE3,34 ✠LMC4,39 | | | | *Lloyd's* *SA & CP* | | *Cell DB 335′1051t D* | *Ta 26′587t FPT 111t* | *APT 215t* | | | |
| | D.F. 2 *Dks (Stl)* | | | BS4,40 | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 11,20 | | | *F.P. a* | *bove* | 150° F. | | | | | | |
| 74887 | **Germania** Twin Sc | | 9977 | ✠100A1 | NYk | *e*† | CL | 1939 | Deutsche Werft A G Bet Finkenwrder Hamburg | The Texas Co. (Norway) A/S (H.C.Mathiesen, *Mgr.*) | 503·8 \| 67·4 \| 34·3 522·0 (O.L.) P123′B38′F60′ FK | Oslo Norwegian | Oil Engines 2S.C.SA 16Cy.20½″–35 7/16″ 1167NHP 2DB *171lb*,2DB(WT) *171lb* Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg | 34 ″ 2 s 8 ″ 8½ 27 ″ 8 | |
| | D.F. E.S.D. *Oil Eng.* | | 8921 | 3,40 | | | | 1mo | | | | | | | |
| LKCX | *Mchy. Aft* 1 *Dk*,2nd *dk in Mchy. space* | | 5800 | ✠LMC1,39 | | | | *Lloyd's* *SA & CP* | | *Cell DB u E 79′26* | *1t DT f 27′338t FPT* | 129*t APT 96t* | | | |
| | *Longitudinal framing at bottom & dk in centre tanks* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | |
| | *Butts of shell & dk plating elec. welded* *Cruiser Stern* | | | | | | | | | | | | | | |

*Now* "India," *see No.* 88514 *in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Nets. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NH^p=Horse power by Society's formula; RH^p=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft in. | 15 Registers in which classed, if not in L. R. Dates of Refs. to Tr. & Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74888 | **Germania** | *Oil Eng.* | 9851 / 9165 / 5885 | ✠ 5,39 ✠ | Ham | *e* † | | 1938 / 4mo | Deutsche Werft A.G. Bet Finkenwrder Hamburg | Oelfabric Gross Gerau-Bremen (Schiffahrts& Speditionskontor "Elbe" G.m.b.H. *Mgrs.*) | 490·0 / 510·7 (O.L.) / P114′F69′ FK | 65·9 | 36·3 | Hamburg German 12 *BHpt Cem* | Oil Engines 2S.C.DA 6Cy.23⅝″–43.5/16″ 1163NH | 35 ″ 11 | |
| DJWF | D.F. | 1 *Dk*, 2nd *dk in mchy. space* *Mchy. Aft* *Cruiser Stern* *Carrying Petroleum in bulk* | | | | | | | | | | | | | Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | |
| | | | | | | | | | | *Cell DB* 75′ 227 *t D* | *Tf* 36′ 724 *t FPT* 167 *t* | | | *APT* 262 *t* | | | |
| 74889 | **Germanic** | | 5352 / 4931 | ✠ 100A1 4,40 | Sws | *z* | CL 4,40 | 1936 / 11mo | W. Gray & Co. Ld. W Hartlepool | Sir Walter H. Cockerline | 413·3 / 425·2 (O.L.) / P34′B259′F33′ FK | 57·0 | 27·0 | Hull British 7 *BH Cem* | T3Cy.23½″,36½″&65″–45″ (*s*) 2001b 400NH^p 2SB(Spt)&1AuxSB,*10cf*, GS156,HS7144 Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl. | 29 ″ 3 / *s* 4 ″ 5½ / 25 ″ 0½ | |
| 59/41 | | | | | | | | | | | | | | | | | |
| GZDX | D.F. E.S.D. | 1 *Dk* *Cruiser Stern* | 3241 | ✠ LMC 11,36 | | | | *Lloyd's* | *SA&CP* | *Cell DB* 360′ 1207 *t FPT* 137 *t* | | | | *APT* 192 *t* | | | |
| 74890 | **Gertie** | | 341 / ~~264~~ / 132 | ✠ 100A1 ~~7,36~~ 6,41 ~~Barg~~ BS11,30 ✠ LMC ~~4,37~~ 7,40 | Liv | *f* | CL ~~5,30~~ 6,40 | 1902 / 11mo | Dublin Dockyard Co. Dublin | John S. Monks, Ld. | 150·0 / 155·7 (O.L.) / Q54′B14′F28′ BK7′ | 24·2 | 10·2 | Liverpool British 3 *BH Cem* *FPT* 47 *t* | C.2Cy.20″&42″–27″ (*s*) 130lb 94RH^p 1SB,*3pf*,GS52,HS1621 Ross&Duncan, Glasgow | 11 ″ 8 / *s* ″ 7½ / 11 ″ 8 | |
| 115333 | | *ss* Apl. 2nd No. 3–9,32 | | | | | | *Lloyd's* | *SA&CP* | | | | | | | | |
| MCVP | | *ss* Bwg. No. 2–10 ~~*ss* Apl. No. 1–37~~ | | | | | | | | | | | | | | | |
| | | *Mchy. Aft* *Cargo battens not fitted* *Well deck* 1 *Dk (Stl)* | | | | | | | | | | | | | | | |
| 74891 | **Gertrud** | *Oil Eng.* | 2282 / 1933 / 1285 | | | | | 1938 | Helsingörs Jernsk&Msk. Elsinore | Dampskslsk. Tormod A/S (A. Schmiegelow&A. Kampen, *Mgrs.*) | 326·8 / F76′ | 45·8 | 18·4 | Copnhagn Danish *WB* | Oil Engines 2S.C.SA 8Cy.19½″–35.7/16′ 540NH^p Helsingörs Jernsk.&Mskb. | | C |
| OYYV | D.F. | 1 *Dk* & *pt Shelter dk* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 74892 | — | | 373 / 302 | | | | | 1922 | Union Giesserei Königsberg | Mathies Reed. K.G. | 137·8 / P&B98′F21′ | 25·2 | 11·3 | Hamburg German *WB* | C.2Cy.13⅜″&23¼″–17¾″ 19NH^p Union Giesserei, Königsberg | | G |
| DHIZ | | 1 *Dk* | 176 | | | | | | | | | | | | | | |
| 74893 | **Gertrud Fritzen** | | 2999 / 2745 / 1843 | ✠ 4,36 | Lbc | *u* | | 1906 / 1mo | J. Blumer & Co. Sunderland | Johs. Fritzen& Sohn. vorm W. Kunstmann *Cell DB* *Ba* | 324·0 / P28 B90′F31′ FK / *f* 128′ 688 *t* | 46·7 | 21·3 | Stettin German 5 *BH Cem* *APT* 175 *t* | T.3Cy.23½″,39″&64″–42″ 288NH^p 2SB,*4pf*,*2cf*,GS120,HS4652 G.Clark, Ld. Sunderland | 23 ″ 10 | |
| DAXI | | (*ex* Arthur Kunstmann–38, *ex* Sortebavet, *ss* Kel. 2nd No. 3–5,32 *ex* St. Andrews) *ss* Lbc. No. 1–36 1 *Dk (pt Irn & pt Stl)* & *deep framing* | | | | | | | | | | | | | | | |
| 74894 | **Gertrud Rask** Ⓟ | Wood Aux 4 Mst Sr | 662 / 455 | | | | | 1923 | A/S Nakskov Skibs. Nakskov | Grönlands Styrelse | 155·5 / P93′F27′ | 34·5 | 14·5 | Copnhagn Danish | T.3Cy.12½″,21″&34½″–24″ Helsingörs 58NH^p Jernsk.&Msk. Elsinore | | V |
| OYDA | Wireless D.F. | 1 *Dk* | 378 | | | | | | | | | | | | | | |
| | | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | |
| 74895 | **Gertrude Kellogg** (*ex* Gladysbe) | *Carrying Petroleum in bulk* | 5159 / 4522 / 3170 | ✠ ... 3,24 ✠ | | | | 1920 / 9mo | Terry S.B. Corp. Savannah, Ga | ~~Kellogg S.S. Corp.~~ Spencer Kellogg & Sons, Inc. | 391·9 / P99′B34′F44′ FK | 51·0 | 28·5 | New York Utd. States *WB* | T.3Cy.24½″,41½″&72½″–48″ 562NH^p Ingersoll Rand Co. Phillipsburg, N.J. | 30 ″ 2 | R † |
| 220606 | | | | | | | | | | | | | | | | | |
| KDEV | *Mchy. Aft* | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| | D.F. Sub.Sig. | 2 *Dks* & *Web frames* *Longitudinal framing* | | | | | | | | | | | | | | | |
| 74896 | **Gertrude Mærsk** | Twin Sc *Oil Eng* | 5038 / 4622 / 3155 | ✠ 100A1 *with freeboard* 11,39 ✠ LMC CS12,37 ~~DBS9,39~~ DBS3,41 6,38 | HKg | *a* † | CL 9,37 | 1930 / 5mo | Odense Staalskibsvft Odense | A/S D/S Svendborg & D/S af 1912 A/S (A.P. Møller, Copenhagen, *Mgr.*) | 418·9 / 437·5 (O.L.) / F38′ FK | 54·7 | 25·4 | Svendborg Danish 8 *BH* (*Coll to Sh dk* 7 „ 2nd „) | Oil Engines 4S.C.SA 12Cy.24⅛″–51.3/16″ 709NH^p DB *100lb* Akt. Burmeistr&Wain, Cpn | 28 ″ 7 / *s* 3 ″ 2½ / 25 ″ 7 | |
| OYFE | | *ss* HKg. No. 2–37 | | | | | | *Lloyd's* | *SA&CP* | *Cell DB* 371′ 1266 *t* | *Tanks in way* | | | 11′ 281 *t MT* | | | |
| | D.F. | 1 *Dk (Stl)* & *Shelter dk (Stl)* 3rd *dk (Stl)* in No. 1 *hold* *Cruiser Stern* | | | | | | | | | | | | | | | |
| | | | | *Fitted for carrying oil* 5,30 *F.* | | | | *P. abo* | | *ve* 150° F *in deep tanks* | | | | | | | |
| | | | | *Carrying cargo oil* *F. P. abo* | | | | | | *ve* 150° F. *or Glycerine* | *in tank above FPT* | | | | | | |
| 74897 | **Gerusalemme** Ⓟ | Twin Sc | 8052 / 6050 / 4566 | ✠ 100A1 *Shelter dk* *with freeboard* 12,39 ✠ LMC MS7,37 BS3,39 | Tri | *b* † | CL sN 4,39 P 4,39 | 1920 / 11mo | Cant. San Rocco S.A. S. Rocco | "Adriatica" Soc. Anon. di Nav. | 443·6 / 430·0 / B213′F83′ *on* *Shelter dk* FK | 53·1 | 24·9 / 33·9 | Trieste Italian | 4 Steam Turbines SR geared to 2 Sc. Shafts (*r*) 180lb 904NH^p | 36 ″ 11 / *s* 3 ″ 7½ / 25 ″ 2¾ | |
| 94 | (*ex* Cracovia–34) | *ss* Tri. No. 3–7,33 | | | | | | *Lloyd's* | *SA&CP* | | | | *Collision* | *Cem* | 5SB,*15cf*,GS314,HS12735 FD | | |
| IBMJ | D.F. | *ss* Tri. No. 1–37 2 *Dks (Stl–U* ws) & *Shelter dk (Stl–ws)* | | | | | | | | *Cell DB* | 368′ 1110 *t APT* 57 *t* | | | *BH to Sh dk* 6 „ „ *U* „ | Stabilimento Tecnico, Tri. | | |
| | | | | *Fitted for oil fuel* 9,23 *F.P. a* | | | | *bove* 1 | 50° F. | | | | | | | | |
| 74898 | **Getuyo Maru** (*ex* Getsuyo Maru–38) | *Oil Eng.* | 7509 / 6070 / 5513 | ✠ 100A1 3,40 ✠ LMC CS3,40 DBS3,40 1,39 | Tama | *b* † | CL 3,40 | 1934 / 6mo | Mitsubishi Jukogyo K.K. Nagasaki | Toyo Kaiun K.K. | 436·3 / P30′B157′F41′ FK | 58·5 | 32·8 | Tokyo Japanese *pt Cem* 6 *BH to U dk* 1 „ „ 2nd „ | Oil Engines 2S.C.SA 6Cy.28⅜″–49.3/16″ 839NH^p DB *120lb* Mitsubishi Jukogyo K.K. | 32 ″ 9 | |
| 39102 | | *ss* Tama No. 1–38 2 *Dks* | | | | | | *Lloyd's* | *SA&CP* | *'Tween dk BH above deep tank* | *ve after* *BH dispensed with* | | | 1405 *t DTa* 36′ | 1145 *t FPT* 263 *t APTs* 227 *t* | | |
| JRHJ | | | | | | | | | | | *Cell DB* 369′ | | | | | | |
| | | | | *Carrying cargo oil* *F. P. abo* | | | | *ve* 150° F. *in deep tanks* | | | | | | | | | |
| 74899 | **Gezina** (*ex* Lake Erie) | *ss* Qns. No. 3–5,20 | 1828 / 1585 / 1054 | ✠ ... 7,24 ✠ | Cal | *y* | CL 1,39 | 1917 / 10mo | Detroit S.B.Co. Wyandotte | Partrederiet Gezina (Th Brövig) | 251·0 / P25′B64′F23′ FK | 43·8 | 18·5 | Farsund Norwegian *WB* | T.3Cy.20″,33″&54″–40″ 274NH^p Detroit S.B.Co. Detroit | 20 ″ 0 | N † |
| LCLC | D.F. | 1 *Dk* | | | | | | | | | | | | | | | |
| 74900 | **Gharinda** | | 5306 / 4844 / 3212 | 100A1 12,40 1,40 BS3,39 LMC 7,38 1,41 | Syd | | | 1919 / | Sunderlnd S.B.Co.Ld Sunderland | British India Stm. Nav.Co.Ld. | 400·0 / P50′B113′F40′ FK | 52·4 | 28·4 | Glasgow British 7 *BH Cem* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NH^p 3SB,*9cf*,GS189,HS7668 FD | 31 ″ 0 / *s* 5 ″ 11½ / 25 ″ 3 | |
| 141926 | | *ss* Cal. No. 3–10,26 | | | | | | *Lloyd's* | *SA&CP* | *Cell DB* | 338′ 1113 *t FPT* 118 *t* | | | *APT* 203 *t* | N.E. Marine Eng. Co. Ld. Sld | | |
| GCDP | | *ss* Cal. No. 3–2,39 2 *Dks (Stl)* | | | | | | | | | | | | | | | |
| 74901 | **Giacomo C.** (*ex* General Petitti–36) | | 4638 / — / 2849 | ✠ ... 12,36 ✠ | Pal | *y* | | 1920 / 5mo | Cantiere San Rocco Trieste | G. Costa fu Andrea | 396·3 / 382·8 / P34′B247′B39′ FK | 52·2 | 25·5 | Genoa Italian 6 *BH Cem* | T.3Cy.26″,42″&70″–48″ 411NH^p 2SB,*6cf*,GS118,HS5534 J.G. Kincaid&Co. Ld. Grk. | 27 ″ 10 | I † |
| 2028 | | *ss* Lgn. No. 3–4,33 | | | | | | | | | | | | | | | |
| IBSN | D.F. | 2 *Dks (Stl)* | | | | | | | | *Cell DB* 326′ | 1092 *t DTa* 35′ 248 *t* | | | *APT* 37 *t* | | | |
| 74902 | **Giampaolo** (*ex* Chryssula, | | 358 | | | | | 1920 / | Schiffs.-u. Dckbauwerft Flender A.G. Lübeck | Industria Marmifera-Impresa di Costruzioni e Trasporti | 147·6 / 139·6 / B34′F21′ | 22·5 | 11·5 | Trieste Italian *WB* | C.3Cy.14⅜″&22⅜″–15⅜″ 17NH^p Seebeck A.G. Wesermünde-G. | | I |
| 320 | *ex* Aldebaran, *ex* Wm. Minlos 2, *ex* Hebron) | | | | | | | | | | | | | | | | |
| INUK | | 1 *Dk* | 196 | | | | | | | | | | | | | | |
| 74903 | **Gianfranco** (*ex* Ouderkerk–34, 4 Mst | | 8181 / 7267 / 5163 | ... 10,22 | | | | 1915 / | Bremer Vulkan Vegesack | Soc. Anon. Compagnia Italiana Trasporti Marittimi | 493·2 / 476·1 / P28′B140′F87′ FK | 60·7 | 32·8 | Genoa Italian *WB* | T.3Cy.32.5/16″,52.1/16″&86½″–55½″ 819NH^p Bremer Vulkan, Vegesack | 35 ″ 6 | I † |
| 1988 | *ex* Orsino, *ex* Gera) | *ss* Hul. No. 3–7,21 | | | | | | | | | | | | | | | |
| IBMP | D.F. | 2 *Dks* & *3rd dk* in No. 1 *hold* | | | | | | | | | | | | | | | |
| 74904 | **Giang Ann** (*ex* Gouverneur | | 1063 / 817 / 560 | | | | | 1902 / | Nederl. Schps Maats. Amsterdam | Heap Eng. Moh S.S.Co.Ld. | 222·7 / P58′F50′ | 36·2 | 14·0 | Singapore British | T.3Cy.17″,27″&46″–36″ 127NH^p Ned Fb.v. Wrk&Spoor, Ams | | V |
| 156345 | Gen. eraal Daendels) | | | | | | | | | | | | | | | | |
| VSRP | | 1 *Dk* & *Shade dk* | | | | | | | | | | | | | | | |

Nov. "Mogamigawa Maru," *see No. 39038 in Supplement*

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiels. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné matériaux et app. Lettre d'équipement. | 7* Date de la dernière visite de flotte-flotte. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Ob. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74905 | **Giang Bee** (*ex*Reijniersz-39) | | 1646 | | | | | 1908 | Maats Fyenoord Rotterdam | HeapEng.Moh. S.S.Co.Ld. | 270·4 | 40·2 | 16·9 | Singapore British | T.3Cy.19″,31½″&51½″–39″ | | V |
| 157902 | | | 1330 | | | | | | | | P33′B73′F30′ | | | | 165NHP | | |
| VSPV | | 1*Dk* | 999 | | | | | | | | | | | *WB* | Maats,Fyenoord,Rot. | | |
| 74906 | **Giang Seng** (*ex*Mossel) | | 1811 | | | | | 1899 | N.V.Maats voorSch.en Werk "Fyenoord" Rotterdam | HeapEng.Moh S.S.Co.Ld. | 291·8 | 37·9 | 17·4 | Singapore British | T.3Cy.22″,34″&57″–42″ | | V |
| 156342 | *Fitted for oil fuel* | | 1473 | | | | | | | | P12′B61′F58′ | | | | NB13 211NHP | | |
| VSRQ | *2 Dks & Shade dk* | | 1085 | | | | | | | | | | | | N.V.Maats.voorSch.en Werk"Fyenoord"Rot. | | |
| 74907 | **Gianna M.** (*ex*Wotan) | | 5719 | ✠ … | Ven | *y* | | 1913 | Reiherst'g Schiffsw. Hamburg | "C.I.T.O.M." Cia. ItalianaTrasporto OliiMinerali | 420·0 | 52·7 | 26·8 | Genoa Italian | T.3Cy.26½″,43½″&71½″– | 29 ″ 6 | I |
| 1493 | *ss*Ham.No.3–11,27 | | 4920 | 12,38 | | | | 8mo | | | 405·0 | | | *Cem* | 47½″ 480NHP | | † |
| IBAO | *Mchy.Aft* *ss*Gen.No.2–35 | | 3396 | | | | | | | | P104′B33′F35′ FK | | | 11*BHto Udk* | 3SB,9*cf*,GS165,HS6889 | | |
| | D.F. 2 *Dks(Stl)&Web frames* | | | | | | | | | *CellDBuE65′* | 285*t DT*/31′390*t F* | | | 4 „ 2*nd* „ | Gutehoff- NE&B11,27 nungshütte,Oberhausen | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | | | |
| 74908 | **Giannoulis Gounaris** (*ex*Zanos | | 2238 | ✠100A1 | Npt | *s* | CL | 1901 | W.Gray& Co.Ld. WHartlepool | G.Z.Gounaris | 302·6 | 43·2 | 19·8 | Piræus Greek | T.3Cy.22⅝″,35″&59″–39″ (*s*) | 22 ″ 3 | |
| 46 | Sifneo, *ss*Syr.2ndNo.3–10,26 | | 2123 | Examined 4,40 | | | 3,40 | 1mo | | | 315·5(O.L.) | | | 160lb NDN16 | 222NHP | s 3 ″ 7 | |
| SVGN | *ex*Armanistan) *ss*Pir.No.2–36 | | 1396 | BS4,40 ✠LMC3,36 | | | | | A&CP | *CellDB* | P27′B69′F29′ FK | | | 5*BHCem* | 2SB,6*pf*,GS84,HS3383 | 18 ″ 10 | |
| | 1*Dk(Irn)&deep framing* | | | | | | | | | | *acfuE120′f124′621t* | | | *APT40t* | Cen.Mar.Eng.Wrks.WHpl | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 74909 | **Gibara** (*ex*Cecilia) | | 1288 | | | | | 1906 | Fredrkstad Mek.Værks. Fredrikstad | EmpresaNaviera de Cuba,S.A. | 230·3 | 36·1 | 14·4 | Havana Cuban | T.3Cy.16½″,27″&44″–32″ | | |
| | *Fitted for oil fuel* | | 994 | | | | | | | | P22*t*H83*t*F32*t* | | | *WB* | 109NHP | | |
| | 1*Dk* | | 721 | | | | | | | | | | | | FredrikstadM.V.Frdstad. | | |
| 74910 | **Gibel Dersa** | TwinSc | 1226 | | | | | 1897 | NavalCon. &Arm.Co.Ld. Barrow | M.H.Bland&Co.Ld | 300·0 | 35·1 | 15·7 | Gibraltar British | T.6Cy.21″,32″&50″–30″ | 15 ″ 0 | |
| 99041 | (*ex*Duchess of Devonshire) | | 970 | | | | | | | | P68′B131′F60′ | | | *WB* | NB10 273NHP | s 4 ″ 4½ | |
| VQYD | Wireless 2 *Dks* | | 498 | | | | | | | | | | | | NavalCon.&Arm.Co.Ld. | 12 ″ 8½ | |
| 74911 | **Gibel Dris** (*ex*CaidKébir–34, | 3Mst | 744 | ✠100A1 | Gib | *j* | CL | 1917 | W.C.Boele &Zonen Slikkerveer A&CP | M.H.Bland&Co.Ld | 181·0 | 28·2 | 12·5 | Gibraltar British | T.3Cy.15″,24″&40⅝″–24″ | 14 ″ 6 | |
| 148928 | *ex*Northfield,*ex*Dido, *ss*Shl.No.3–2,30 | | 526 | 9,38 | | | 6,37 | 6mo | | | Q105′B11′F23′ FK | | | 3*BHCem* | 192lb (*s*) 109NHP | s 4 ″ 5½ | |
| VQYJ | *ex*Aug.Borremans) *ss*Gib.No.2–38 | | 340 | ✠LMC | | | | | | *Cell* | *DBf* 103′140*t FPT* | | | 65*t APT*6*t* | 2SB,4*cf*,GS60,HS1943 | 14 ″ 1½ | |
| | *Well deck* *Mchy.Aft* 1*Dk(Stl)* | | | MS10,38 BS10,39 | | | | | | | | | | | N.V.Mchfb.Bolnes,Bolnes | | |
| 74912 | **Giglio** (*ex*Jug–37, | 3Mst | 1339 | | | | | 1918 | KibiShip-pingCo.Ld. Osaka | A.Lauro | 232·3 | 32·9 | 19·2 | Naples Italian | T.3Cy.14½″,24″&40″–30″ | | I |
| 475 | *ex*DéputéFrédéricChevillon, | | — | | | | | | | | 223·4 | | | | 88NHP | | |
| INVL | *ex*CommandantLeFauve, 1*Dk* | | 789 | | | | | | | | B52′F24′ | | | *WB* | Hashimoto IronWorks,Osaka | | |
| | *ex*CommandantLefebre) | | | | | | | | | | | | | | | | |
| 74913 | **Gigliola** (*ex*RinaCroce–37, | | 734 | ✠ … | Sld | | | 1908 | R.William-son&Son Workington | MarioVeronesi | 188·0 | 27·9 | 12·5 | Trieste Italian | T.3Cy.14″,25½″&41″–30″ | 14 ″ 7 | I |
| 436 | *ex*Alvernia–36, *ss*Lon.No.3–5,21 | | 516 | 10,33 | | | | 3mo | | | 182·7 | | | 3*BHCem* | 93NHP | | † |
| IJMI | *ex*Giannina–35, *ss*Shl.No.2–29 | | 291 | ✠ | | | | | | | Q101′B11′F22′ FK | | | 138*t FPT*53*t* | 1SB,3*pf*,GS58,HS2048 | | |
| | *ex*Lancing–33, *Mchy.Aft* 1*Dk(Stl)* | | | | | | | | | | *DBf* 101′ | | | | Ross&Duncan,Glasgow | | |
| | *ex*Ravonia) *Well deck* | | | | | | | | | | | | | | | | |
| 74914 | **Gihu Maru** | | 2933 | ✠ … | | | | 1921 | Toba Shipyard Toba | NipponYusenK.K. | 305·0 | 43·7 | 27·2 | Tokyo Japanese | T.3Cy.23″,38″&64″–48″ | 27 ″ 3 | |
| 28218 | (*ex*GifuMaru–38) | | 2670 | 5,24 | | | | 12mo | | | P22′B92′F32′ | | | | 350NHP | | |
| JOHB | 2 *Dks* | | 1753 | ✠ | | | | | | | FK | | | *WB* | KubataIronWorks,Osaka | | |
| 74915 | **Gijiga** | TwinSc | 987 | | | | | 1932 | S.B.Yard "André Marti" Odessa | U.S.S.R. | 229·6 | 34·0 | 10·8 | Vladvostk Russian | Oil Engines 4S.C.SA | | |
| | *Oil Eng.* | | 760 | | | | | | | | P64′F32′ | | | *WB* | 12Cy.13⅞″–19½″ 214NHP | | |
| UPTH | 1*Dk* | | 462 | | | | | | | | | | | | KolomenskieStateE.Wks. | | |
| 74916 | **Gilda** (*ex*FoamQueen,*ex*Boreas) | | 518 | ✠ | Lon | *g* | | 1906 | VanVliet &Co. Hardinxveld | FontbonayCordero Ltda. | 159·0 | 26·3 | 11·2 | Valparaiso Chilian | T.3Cy.13″,21″&34″–24″ | 12 ″ 0 | G |
| 942 | *ss*Lon.No.1–11 | | 367 | 1,13 | | | | 7mo | | | Q82′B14′F18′ | | | 4*BHCem* | 76NHP | | † |
| CBGI | *Well deck* Wireless 1*Dk(Stl)* | | 234 | ✠ | | | | | | | FK | | | *APT*58*t* | 1SB,3*pf*,GS44,HS1377 | | |
| | | | | | | | | | | | *FPT*56*t* | | | | G.T.Grey,SouthShields | | |
| 74917 | **Giliak** (*ex*EasternPilot) | | 3143 | ✠ … | | | | 1920 | Teikoku S.S.Co.Ld. OHarima | U.S.S.R. | 305·1 | 43·8 | 25·2 | Vladvostk Russian | T.3Cy.22″,37″&61″–42″ | 27 ″ 3 | |
| | | | 2650 | 11,20 | | | | 1mo | | | P23′B102′F33′ | | | | 298NHP | | |
| UOFM | Sub.Sig. 2 *Dks* | | 1886 | ✠ | | | | | | | FK | | | *WB* | KobeSteelWorks,Kobe | | |
| 74918 | **Gillhausen** | | 4339 | | | | | 1921 | Frd.Krupp Akt.Ges. Kiel | FriedKruppA.G. (FriedKrupp's Reederij enTrans-portbedrijfN.V. *Mgrs.*) | 380·1 | 47·4 | 26·4 | Bremen German | DRGearedSteamTurbines | | G |
| | | | 3798 | | | | | | | | P41′B115′F47′ | | | | | | |
| DOAP | Sub.Sig. D.F. 1*Dk* | | 2350 | | | | | | | | len32 | | | *WB* | Frd.KruppA.G.Kiel | | |
| 74919 | **Gimma** (*ex*Doride–37,*ex*Stralsund, | | 1542 | | | | | 1897 | Schiffs.v. HenryKoch Lübeck | ServizioItalo-PortogheseSoc. Anon.diNav. | 255·0 | 35·2 | 18·3 | Genoa Italian | T.3Cy.16½″,28″&44″–27½″ | | I |
| 1384 | *ex*Tanger) | | 1339 | | | | | | | | 245·9 | | | | 101NHP | | |
| IMEJ | 1*Dk & Spar dk* | | 913 | | | | | | | | B67′F28′ | | | *WB* | H.Paucksch,Landsberg | | |
| 74920 | **Ginette Le Borgne** (*ex*Breughel, | | 1619 | | | | | 1903 | Nthmblnd S.B.Co.Ld. Newcastle | Cie.Ch.LeBorgne | 245·0 | 36·6 | 18·3 | Havre French | T.3Cy.20½″,33″&54″–36″ | | V |
| | *ex*A.E.Ames) | | — | | | | | | | | | | | | 175NHP | | |
| FOGY | *Mchy.Aft* 2 *Dks* | | 978 | | | | | | | | | | | *WB* | WllsndSlpwyCo.Ld.Nwc. | | |
| 74921 | **Ginetto** (*ex*IrmaCalzi–37, | TwinSc | 1126 | | | | | 1920 | Soc.Anon. Chantiers Dubigeon Nantes | Cap.LuigiMonta | 229·6 | 34·2 | 12·7 | Genoa Italian | C.4Cy.16½″&30½″–19⅝″ | | I |
| 2142 | *ex*Spadaccino–35,*ex*TamazerI–34, | | 817 | | | | | | | | 217·7 | | | | 68NHP | | |
| IOVN | *ex*Neufchâtel,*ex*Tisserand) 1*Dk* | | 558 | | | | | | | | P74′F30′ | | | *WB* | Ateliers&Chantiers de la Loire,St.Denis | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | | | |
| 74922 | **Ginnheim** | | 4797 | ✠ | Ham | *z* | | 1937 | Burntislnd S.B.Co.Ld. Burntisland | Unterweser Reederei A.G. | 408·4 | 55·6 | 25·4 | Bremen German | T.3Cy.21½″,35″&62″–45″ | 28 ″ 0 | G |
| | | | 4386 | 5,38 | | | | 5mo | | | 422·0(O.L.) | | | | 377NHP | | † |
| DOSG | D.F. E.S.D. 1*Dk & Shelter dk* | | 2938 | ✠ | | | | | | | FK | | | 6*BHpt Cem* | 2SB(Spt&FD)&1Aux.SB, | | |
| | *Cruiser Stern* | | | | | | | | | | ( | | | *Coll to Sh dk* | 8*cf*,GS143,HS5537 | | |
| | | | | | | | | | | *CellDB*348′1346*t* | *FPT*136*t APT*159*t* | | | 5 „ 2*nd*,,) | D.Rowan&Co.Ld.Gls. | | |
| 74923 | **Ginouse** | | 688 | | | | | 1931 | Soc.Pro-vencale de Cnst.Nav. LaCiotat | Soc.Auxiliaire des Consommateurs de ProduitsPétroli-fères | 224·0 | 29·6 | 10·6 | Marseilles French | Oil Engines 4S.C.SA | | |
| | *Carrying Petroleum in bulk* *Oil Eng.* | | 607 | | | | | | | | | | | | 4Cy.17¾″–11⅞″ 47NHP | | |
| TTVL | *Mchy.Aft* 1*Dk* | | 472 | | | | | | | | | | | *WB* | Motorenfbr."Deutz"A.G. Köln-Deutz | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned; now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Roll Trs. & Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74924<br>28181<br>JBLA | **Ginyō Maru** Ⓟ TwinSc<br>*ss*Kob.No.3–10,33<br>*ss*Yka.No.1–38<br>2*Dks*(*Stl*)&*Shelter dk*<br>(*Stl*–ws) | 8613<br>7884<br>6128 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,413~~,440~~<br>~~BS5,40~~ ✠LMC12,38<br>*Fitted for oil* | Osa<br>Yka | *c*† | CL<br>12,38 | 1921<br>8mo | Asano S.B.Co.<br>Tsurumi<br>A&CP | NipponYusenK.K.<br>*CellDB*386′1562*t*DT*a*15′3 | 445·0\|58·0\|40·0<br>F49′*onShelter dk*<br>FK<br>93*t*MT15′430*t*FPT | Tokyo<br>Japanese<br>*Cem* | 4 Steam Turbines DR geared to 2 Sc. Shafts<br>200lb (*s*) 965NHP<br>4SB(Spt),*12cf*,GS242, HS10844 FD<br>7*BHtoSh dk*<br>84*t*APT66*t* | 40 ″ 0<br>s12 ″5½<br>28 ″ 0 | |
| 74925<br>383<br>IBOG | **Gioacchino Lauro** (*ex*Canadian Commander–32)<br>D.F. *ss*Gen.No.3–1,33<br>2*Dks*(*Stl*) | 5345<br>4853<br>3151 | ✠ ...<br>6,34<br>✠ | Rot | *y* | *F.P. above* | 1921<br>4mo | Canadian Vickers,Ld.<br>Montreal | A.Lauro<br>*CellDB*<br>333′1025*t* FPT149*t* | 413·1\|52·2\|28·5<br>400·0<br>P49′B120′F41′ FK<br>APT133*t* | Naples<br>Italian<br>6*BHptCem* | T.3Cy.27″,44″&73″–48″<br>520NHP<br>3SB,*9cf*,GS198,HS7743<br>Canadian Vickers,Ld.Mtl. | 31 ″ 2 | I<br>† |
| *Now* "Empire Engineer," *see No. 87944 in Supplement* | | | | | | | | | | | | | | | | |
| 74926<br>1461<br>IBMO | **Giorgio** (*ex*Sun)<br>*ss*Phl.No.3–5,26<br>*Fitted for oil fuel*<br>*Mchy.Aft* 2*Dks*&*Web frames*<br>D.F. *Carrying Petroleum in bulk* | 4887<br>—<br>2977 | ✠ ...<br>8,30 | | | | 1907<br>4mo | NwprtNws S.B.&D.D.Co.<br>Newprt News | "C.I.T.O.M."Cia. ItalianaTrasporto OliiMinerali<br>FK | 400·6\|49·9\|30·8<br>389·3<br>P77′B25′F33′<br>*WB* | Genoa<br>Italian | T.3Cy.24½″,43½″&72″–48″<br>416NHP<br>NB20*refitted*26<br>NewportNewsSB&DD.Co. | 30 ″ 3 | I<br>† |
| 74927<br>2244<br>ICEF | **Giorgio Fassio** (*ex*AtlanticSun–39)<br>*ss*Phl.No.3–4,32<br>*ss*Phl.No.1–36<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 6212<br>6038<br>4146 | ✠100A1<br>1,102~~,59~~<br>✠LMC1,40<br>~~MS3,36~~ ~~BS1,20~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,20 | Phl<br>Gen | *b*† | CL<br>~~2,28~~<br>1,40<br>*F.P. a* | 1920<br>4mo | SunS.B. Co.<br>Chester,Pa.<br>A&CP | Villain&Fassio Soc.Anon.Italiana diNav.Mercantile<br>*CellDBuE.&F.*B60′ 259*t*<br>*FPT*222*t APT*57*t* | 429·3\|59·2\|31·4<br>P133′B36′F40′ FK<br>(13 *to U dk*<br>4 „ 2*nd*„) | Genoa<br>Italian<br>17*BHptCem* | T.3Cy.27″,45½″&76″–51″(*r*)<br>~~165lb~~ 190lb 612NHP<br>3SB,*9cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33 ″ 3<br>s6 ″ 8½<br>26 ″ 10 | |
| 74928 | **Giotto** (*ex*Feng-Pu–38, *ex*Thong-Samud,*ex*Patani)<br>1*Dk*&*deep framing* | 1911<br>—<br>1172 | | | | | 1907 | Schiffsw.v. HenryKoch Lübeck | Cia.Italiana di Nav.S.A.I(Chinese ItalianNav.Co.Ld) | 265·8\|40·0\|16·5<br>P36′B75′F38′<br>*WB* | Shanghai<br>Italian | T.3Cy.17½″,28¾″&46½″–32½″<br>121NHP<br>J.F.Ahrens,Altona | | |
| 74929<br>88<br>IBWL | **Giovanni Boccaccio**<br>(*ex*Makala 38, *ex*European, *ex*Panagis)<br>D.F. *ss*Ant.No.3–6,32<br>*ss*Ant.No.1–37<br>2*Dks* | 3141<br>2791<br>1861 | ✠100A1<br>6,39<br>BS6,39 ✠LMC2,37 | Gen | *u* | CL<br>3,38 | 1919<br>12mo | Shanghai Dk.&E.CoLd. Shanghai | "Tirrenia"Soc. Anon.diNav.<br>*CellDB*284′745*t*F<br>*Lloyd'sA&CP* | 342·6\|46·7\|23·2<br>330·7<br>P33′B100′F29′ FK<br>*PT*110*t APT*45*t* | Fiume<br>Italian<br>6*BHCem* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 434NHP<br>3SB,*9cf*,GS153,HS6420 FD<br>ShanghaiDk.& Eng.Co.Ld. | 25 ″ 6<br>s4 ″ 0¼<br>21 ″ 8 | |
| 74930<br>73<br>INZO | **Giovanni Bottiglieri**<br>(*ex*Giovanni–39,*ex*Lyngstad–34, *ex*Magna,*ex*Siegrune,*ex*Livingstone)<br>1*Dk* | 990<br>763<br>586 | | | | | 1905 | Stavanger Stöberi&Dok Stavanger | MicheleBottiglieri | 230·9\|32·1\|12·5<br>221.0<br>Q115*t*B58*t*H14*t*<br>F33*t*<br>*WB* | Torre del Greco<br>Italian | T.3Cy.16″,26″&43½″–30″<br>103NHP<br>StavangerStöberi&Dok | | I |
| 74931<br>2172<br>IAJM | **Giove** TwinSc<br>*Carrying oil in bulk*<br>*Fitted for oil fuel*<br>*Mchy.Aft* 2*Dks*<br>*Longitudinal framing* | 5211<br>4482<br>2857 | | | | | 1916 | Cantieri Navali Riuniti Palermo | ItalianNavy (Operated by Soc. Anon.Cooperativa di Nav.Garibaldi) | 416·7\|51·2\|28·3<br>398·6<br>P59′B104′F56′ | Genoa<br>Italian | T.6Cy.23⅝″,38⅝″&63½″–35⅝″<br>484NHP<br>Cant.Riuniti,Ancona | | I |
| 74932<br>238<br>IBRO | **Giovinezza**<br>*ss*Tri.No.3–8,37<br>2*Dks*(*Stl*) | 2362<br>1944<br>1410 | ✠100A1<br>3,40<br>✠LMC<br>MS10,37 BS8,39 | Pla | *s* | CL<br>3,40 | 1925<br>8mo | Cant.Nav. Triestino Monfalcone | D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi<br>*Lloyd'sA&CP* | 303·5\|41·7\|20·6<br>290·0<br>P27′B97′F31′ FK<br>*CellDB*251′548*t*<br>*APT*10*t* | Trieste<br>Italian<br>5*BHCem* | T.3Cy.20¼″,34⅝″&55¹⁵⁄₁₆″–36″<br>200lb HS4137 (*s*) 279NHP<br>1SB&1Aux.SB,*5cf*,GS97,FD<br>StabilimentoTecnico,Tri. | 22 ″ 9<br>s3 ″ 0<br>19 ″10¾ | |
| 74933<br>ONRA | **Gironde**<br>*ss*Ant.No.3–1,33<br>*ss*Ant.No.1–37<br>2*Dks*(*Stl*) | *1770*<br>*1562*<br>*1039* | ✠100A1<br>8,40~~1,20~~<br>Cff<br>✠LMC<br>MS2,37 ~~BS11,20~~ 12,40 | Ant | *q* | CL<br>~~9,07~~<br>8,40 | 1920<br>11mo | Antwerp Eng.Co.Ld. Hoboken<br>*Lloyd'sA&CP* | CieNationaleBelge deTransportsMarit. (L.Dens&Co.Ld. *Mgrs.*)<br>*CellDB*209′439*t* | 249·3\|38·2\|19·7<br>P23′B60′F27′ FK<br>*APT*12*t* | Antwerp<br>Belgian<br>4*BHCem* | T.3Cy.20″,33″&54″–36″ (*s*)<br>180lb 213NHP<br>2SB,*6cf*,GS92,HS3632<br>N.E.MarineEng.CoLd.Sld. | 22 ″ 3<br>s3 ″ 0<br>19 ″ 5 | |
| 74934<br>DHJI | **Gisela** (*ex*GretchenMüller–38)<br>Sub.Sig. 1*Dk* | 1422<br>1098<br>726 | | | | | 1909 | Akt.Ges. "Neptun" Rostock | EmderDampfer-kompagnieA.G. (Wilh.Nübel, *Mgr*) | 256·1\|35·7\|14·7<br>Q94′B59′F30′<br>*WB* | Emden<br>German | T.3Cy.17⅛″,27⅛₆″&46⅞″–31½″<br>124NHP<br>A.G."Neptun,"Rostock | | G |
| 74935<br>DHJB | **Gisela L.-M. Russ**<br>*Mchy.Aft* Wireless 1*Dk* | 1175<br>1106<br>628 | | | | | 1922 | Stettiner Oderwerke Stettin | ErnstRuss | 230·9\|36·4\|14·6<br>P&B180′F27′<br>*WB* | Hamburg<br>German | T.3Cy.17⅛″,27⅜″&43⅜₁₆″–31½″<br>105NHP<br>StettinerOderwerke | | G |
| 74936<br>DRDL | **Gisela Oldendorff** (*ex*Peter Benoit–32)<br>*ss*Mdb.No.3–2,19<br>1*Dk*&*deep framing* | 1361<br>1245<br>824 | ✠ ...<br>10,23<br>✠ | | | | 1902<br>5mo | Soc.Anon. Chant.Naval Anversois Hoboken | EgonOldendorff<br>FK | 253·3\|36·2\|16·3<br>B50′F26′<br>*WB* | Lübeck<br>German | T.3Cy.19″,31″&51″–33″<br>158NHP<br>N.E.MarineEng.CoLdNwc | 19 ″ 2 | V<br>† |
| 74937<br>144082<br>GFQC | **Gitano**<br>*CruiserStern*<br>D.F. 2*Dks* | 3956<br>2561<br>2453 | | | | | 1921 | GooleS.B. &RepgCo.Ld. Goole | Ellerman'sWilson Line,Ld. | 333·0\|46·6\|29·0<br>*WB* | Hull<br>British | 2SteamTurbinesDRgeared to 1 Sc. Shaft<br>Earle'sCo Ld.Hull | | C |
| 74938<br>844<br>ICMK | **Giuan** (*ex*Valprato–35,*ex*NicolòII)<br>D.F. GyC. 1*Dk* | 5473<br>4564<br>3384 | | | | | 1918 | N.Odero &Co. Genoa | Giovanni Gavarone<br>*WB* | 382·9\|51·8\|27·5<br>378·0<br>P37′B113′F33′ | Genoa<br>Italian | T.3Cy.26″,42½″&69⁷⁄₁₆″–48″<br>337NHP<br>N.Odero&Co.Genoa | | I |
| 74939<br>2150<br>IBVO | **Giulia**<br>*ss*Gen.No.3–10,38<br>*OilEng.*<br>2*Dks*(*Stl*)*Weather dk*–ws<br>D.F. *Ref.Mchy.* | 5921<br>4955<br>3737 | ✠100A1<br>3,40<br>✠LMC CS10,38<br>DBS6,36 6,39<br>✠Lloyd'sRMC1,40 | Gen | *z* | CL<br>3,40 | 1926<br>1mo | Cant.Nav. Triestino Monfalcone | "Italia"Soc.Anon. di Nav.<br>*Lloyd'sA&CP* *Cell* *DB*335′1135*t*DT*a* | 407·7\|53·9\|29·1<br>389·4<br>P38′B137′F39′ FK<br>38′1010*t FPT*108*t A* | Genoa<br>Italian<br>7*BHptCem* (1*to*2*nd dk*)<br>*PT*30*t* | Oil Engines 4S.C.SA (*s*)<br>8Cy.29½″–59⅛″ 652NHP<br>2DB*100lb* NDB(*s*)27<br>StabilimentoTecnico,Tri. | 32 ″ 0<br>s6 ″ 1½<br>26 ″ 0½ | |
| 74940<br>1111<br>IBWO | **Giulio Cesare** Ⓟ QuadSc<br>*ss*Gen.No.3–2,34<br>*ss*Gen.No.1–39<br>4*Dks*(*Stl*)&*Awng dk*(*Stl*–teaks)&<br>*Shade dk*(*Stl*–teaks)&*Web frames*<br>*CruiserStern*<br>D.F. GyC. *Ref.Mchy.* | 21900<br>16326<br>12966 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>2,40<br>BS2,39 ✠LMC2,38<br>✠Lloyd'sRMC7,39<br>*Fitted for carrying oil* | Gen | *o*† | *F.P. above* 1<br>*Pf* 2,38<br>OG Pa4,37<br>CL *sf* 2,40<br>*sa* 2,40<br>*F.P. above* 1 | 1921<br>11mo | Swan,Hunter&Wigham Richardson, LdNewcastle<br>*Lloyd'sA&CP* | LloydTriestinoSoc. Anon.diNav.<br>*CellDB*488′2591*t*<br>*DTa*14′68*t* | 634·0\|76·1\|46·3<br>602·4 76·5<br>FK<br>1<br>*DTf*24′281*t*<br>*side tanks a*26′ 216*t* | Genoa<br>Italian<br>*Cem*<br>2*BHtoAwdk*<br>3 „ „ 2*nd* „<br>*FPT*153*tA* | 4SteamTurbinesSR geared to 4 Sc.Shafts (*s*)<br>220lb HS41034 3620NHP<br>6D&4SB,*48cf*,GS1020, FD<br>Wllsnd.Slpwy.Co.Ld.Nwc<br>*PT*29*t* | 50 ″ 2<br>s20 ″3<br>30 ″ 2 | |
| 74941 | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Verrue soigné maintenant expiré. Lettre d'Emploiement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Marques de classe et si c'est dans le Lt. Dure. Cert. Read Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74942 | **Giulio Giordani** | | 10000 | | | | | 1939 | Soc.Anon. Ansaldo Genoa-Sestri | AziendaGenerale ItalianaPetroli | 499·3 | 68·6 | 36·6 | Genoa Italian | Oil Engines 2S.C.DA | | |
| IBKG | D.F. E.S.D. *CruiserStern* 1*Dk* | | | | | | | | | | P116′B44′F55′ | | | *WB* | 6Cy.25$\frac{7}{16}$″–45$\frac{1}{2}$″ 1323NHP Soc An "Fiat" S.G.M.Turin | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| | *Mchy.Aft* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 74943 | **Giuseppe** WoodAuxSr | | 328 | | | | | 1904 | J.W.Phipps Belliveau's Cove,N.S. | GiuseppeGionta | 143·0 | 31·6 | 10·4 | Gaeta Italian | Oil Engines | | I |
| 406 | (*ex*SailingVessel–38, *OilEng.* | | — | | | | | | | | 123·0 | | | | 4Cy.10$\frac{1}{2}$″–12$\frac{1}{2}$″ | | |
| IOFA | *ex*Saint-Mathieu,*ex*Rothesay) 1*Dk* | | 247 | | | | | | | | | | | | *Emade—fitted*38 FairbanksMorse&Co. Beloit,Wis. | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 74944 | **Giuseppe Dormio** (*ex*Julius, | | 1008 | | | | | 1904 | Napier Miller,Ld. Glasgow | DittaGius.Dormio | 245·4 | 36·2 | 14·2 | Bari Italian | T.3Cy.18$\frac{1}{2}$″,30″&50″–33″ | | I |
| 42 | *ex*Italia) | | 903 | | | | | | | | 212·1 | | | | 144NHP | | |
| IOGQ | 1*Dk* | | 610 | | | | | | | | B61′F27′ | | | *WB* | D.Rowan&Co.Glasgow | | |
| 74945 | **Giuseppe Leva** (*ex*BalillaII.–32, | | 1430 | ✠ | Nwc | *o* | | 1907 | J.Crown& Sons,Ld. Sunderland | Lucio&LuigiLeva | 239·5 | 36·0 | 15·5 | Genoa Italian | T.3Cy 19$\frac{7}{16}$″,31$\frac{7}{16}$″&51″–36″ | 17 ″ 9 | I |
| 1577 | *ex*Alto,*ex*Tees) *ss*Shl.No.3–3,20 | | 1095 | 4,29 | | | | 4mo | | | P24′Q59′B50′F26′ | | | FK | 170NHP | | † |
| IOGW | *Well deck* *ss*Nwc.No.1–25 | | 815 | ✠ | | | | | | | | | | | 4*BHCem* | | |
| | 1*Dk(Stl)*&*deepframing* | | | | | | | | | | *CellDBa*65′*u* | | | | ISB,4*pf*,GS66,HS2746 | | |
| | *Cargo battens not fitted* | | | | | | | | | | E17′*f*104′350*t* | | | *FPT* | N.E.MarineEng Co.Ld.Sld | | |
| 74946 | **Giuseppe Magliulo** | | 846 | | | | | 1917 | Matsuda Kisen K.K. Osaka | GiuseppeMagliulo | 207·8 | 35·0 | 15·9 | Torre del Greco Italian | T.3Cy.14$\frac{1}{2}$″,24″&40″–30″ | | I |
| 63 | (*ex*Damocle–33,*ex*AnnaB.,*ex*Industria, | | — | | | | | | | | 199·9 | | | | 88NHP | | |
| IOGZ | *ex*KishiniMaruNo.3) 1*Dk* | | 473 | | | | | | | | P27′B50′F21′ | | | *WB* | Okamoto Kosakusho Osaka | | |
| 74947 | **Giuseppe Mazzini** (P) TwinSc | | 7669 | | | | | 1926 | Ansaldo SanGiorgio Spezia | LloydTriestinoSoc. Anon. di Nav. | 447·2 | 52·6 | 27·9 | Genoa Italian | 6 Steam Turbines DR geared to 2 Sc.Shafts | | I |
| 1421 | D.F. *Fitted for oil fuel* | | — | | | | | | | | 429·3 | | | *WB* | Soc.Anon Ansaldo,Smp. | | |
| IBYO | *Ref.Mchy.* 3*Dks*&*Shelter dk* | | 4398 | | | | | | | | | | | | | | |
| 74948 | **Giuseppe Messina** (*ex*Barion–38, | | 863 | ✠ ... | Ham | *l* | | 1900 | Mackie& Thomson Glasgow | MarcelloMessina | 219·1 | 30·6 | 12·5 | Genoa Italian | T.3Cy.16$\frac{5}{8}$″,29″&48″–33″ | 14 ″ 9 | I |
| 2196 | *ex*Jari–36,*ex*Ida *ss*Osc.2ndNo.3–1,26 | | 614 | 6,36 | | | | 4mo | | | 207·4 | | | | 158NHP | | † |
| ILAA | Zschimmer, *ss*Ham.No.2–34 | | 484 | ✠ | | | | | | | Q63′B64 F22′ | | | FK | 2SB,4*cf*,GS71,HS2686 | | |
| | *ex*Cambrian) *Well deck* 1*Dk(Stl)* | | | | | | | | | | | | | *CellDB* | A.Stephen&Sons,Glasgow | | |
| 74949 | **Giuseppe Orlando** (P) TwinSc | | 838 | | | | | 1936 | Odero Terni OrlandoS.A. Leghorn | Soc.Anon.Naviga-zioneToscana | 211·0 | 32·8 | 18·9 | Leghorn Italian | Oil Engines 2S.C.SA | | |
| 223 | *OilEng.* | | 772 | | | | | | | | 193·5 | | | *WB* | 8Cy.14$\frac{3}{16}$″–23$\frac{5}{8}$″ 280NHP | | |
| IOHG | 1*Dk*&*Shelter dk* | | 469 | | | | | | | | | | | | OderoTerniOrlandoS.A. Genoa-Sestri | | |
| 74950 | **Giuseppina** (*ex*Occident–37) | | 735 | | | | | 1889 | Flensburgr Schiffsb.Ges Flensburg | GiovanniMusicò fuMichele | 200·1 | 30·4 | 13·3 | Messina Italian | T.3Cy.14″,23″&40$\frac{1}{2}$″–27″ | | I |
| 37 | | | 610 | | | | | 6mo | | | 191·9 | | | | 85NHP | | |
| IRLE | 1*Dk* | | 487 | | | | | | | | Q64′B52′F26′ | | | *WB* | FlensburgerSchiffsb.Ges. | | |
| 74951 | — WoodAuxBkn | | 392 | | | | | 1922 | E.Gottuzo Chiavari | FratelliLuxardo, R.Scopini& M.Nesi | 136·4 | 29·2 | 14·2 | Zara Italian | Oil Engines 4S.C.SA | | I |
| 28 | (*ex*SailingVessel Basilio–38, *OilEng.* | | 366 | | | | | | | | 119·7 | | | | 4Cy.11″–16$\frac{5}{16}$″ 47NHP | | |
| IKQM | *ex*Fidente) 1*Dk2trB* | | 316 | | | | | | | | | | | | *Emade*&*fitted*38 | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | DeutscheWerkeKielA.G. Kiel | | |
| 74952 | **Giuseppina D.** WoodAuxBkn | | 431 | | | | | 1920 | Cantiere Pegollo PietraLigure | A.Dell'Acqua | 140·3 | 28·9 | 15·6 | Genoa Italian | Oil Engines 4S.C.SA | | I |
| 906 | (*ex*Sailing Vessel–39) *OilEng.* | | 399 | | | | | | | | 140·3 | | | | 4Cy.10$\frac{7}{16}$″–16$\frac{1}{2}$″ 42NHP | | |
| IOJE | 1*Dk2trB* | | 327 | | | | | | | | | | | | *Emade38 fitted*39 Soc.An.Ansaldo,Gen. | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 74953 | **Giuseppina Ghirardi** 3Mst | | 3319 | | | | | 1892 | Armstrong Mitchell& Co.(Lim.) Newcastle | Ing.L.Ghirardi | 342·5 | 42·6 | 28·5 | Genoa Italian | T.3Cy.24″,40″&65″–42″ | | I |
| 1657 | (*ex*Lucerna) | | 3148 | | | | | | | | 330·0 | | | | NB15 274NHP | | |
| IBOT | 2*Dks* | | 1902 | | | | | | | | B38*t*H34*t*F51*t* | | | | Blair&Co.(Lim.),Stockton | | |
| | *Mchy.Aft* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 74954 | **Giuseppina V.** WoodAux4Mst | | 367 | | | | | 1919 | Nakskov Skibsverft Nakskov | PietroRossetti | 144·6 | 31·1 | 12·9 | Genoa Italian | Oil Engines 2S.C.SA | | I |
| 1078 | (*ex*Carina–34,*ex*Dana) *OilEng.* | | 315 | | | | | | | | 137·7 | | | | 3Cy.14$\frac{1}{2}$″–15$\frac{1}{2}$″ 106NHP | | |
| IOJN | 1*Dk* | | 301 | | | | | | | | Q39*t* | | | | TuxhamA/SCopenhagen | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 74955 | **Giyu Maru** | | 878 | | | | | 1938 | Mihara S.B.Yd. Osaka | HakkoKisenK.K. | 185·0 | 31·0 | 17·0 | Kobe Japanese | Oil Engines 4S.C.SA | | |
| 44846 | *OilEng.* | | — | | | | | | | | | | | | 6Cy.12$\frac{1}{2}$″–19$\frac{1}{2}$″ 95NHP | | |
| JQYM | | | 611 | | | | | | | | | | | | NipponHatsudoki KK.Kob | | |
| 74956 | **Glacier** (P) (*ex*PortChalmers) | | 4043 | ✠ | Syd | | | 1891 | J.L.Thomp-son&Sons, Sunderland | AlaskaSalmonCo. | 371·0 | 46·1 | 27·7 | S.Frncisco Utd.States | T.3Cy.30″,48″&78″–54″ | 29 ″ 0 | |
| 224402 | *Fitted for oil fuel* | | — | 6,96 | | | | | | | P&B218′F49′ | | | | 459NHP | | |
| KFTR | *Well deck* 2*Dks*(1*Stl*)&*Upt*(*Stl*)3*trB* | | 2158 | ✠ | | | | | | | | | | *WB* | 3DB,18*pf*,GS246,HS7050 | | |
| | | | | | | | | | | | | | | | J.Dickinson,Sunderland | | |
| 74957 | **Gladonia** | | 360 | ✠100A1 | Goo | *e* | OG | 1939 | GooleS.B. &RepgCo.Ld. Goole | J.Wharton (Shipping),Ld. | 143·9 | 24·7 | 7·9 | Goole British | Oil Engines 4S.C.SA | 10 ″ 1 | |
| 164905 | *OilEng.* | | 227 | 7,39 | | | 2,41 | 7mo | | (Mollers'Ld. | 149·5(O.L.) | | | | 6Cy.11″–17$\frac{1}{16}$″ 71NHP | s3 ″ 7 | |
| GWGZ | *Mchy.Aft* 1*Dk* | | 178 | ✠ | LMC7,39 | | | | | *Mgrs.*) | P27′Q42′B11′F16′ | | | 3*BHCem* | | 9 ″ 9½ | |
| | Wireless E.S.D. *CruiserStern* | | | | | | | *Lloyd's*A&CP | | *CellD* | B91′114*t*FP | | | | Humboldt-Deutzmotoren, A.G Köln-Deutz | | |
| | | | | | | | | | | | T42*t*APT16*t* | | | FK | | | |
| 74958 | **Gladys** | | 358 | ✠ ... | | | | 1910 | GooleS.B. &Repg.Co.Ld Goole | SarawakS.S.Co. Ld. | 150·5 | 25·1 | 8·2 | Kuching Sarawak | C.2Cy.18″&36″–24″ | 9 ″0 | |
| | *ss*Sng.No.3–1,22 | | 236 | 1,26 | | | | 1mo | | | P13′B63′F31′ | | | FK | Richardsons, 53NHP | | |
| VSBF | 1*Dk* | | 173 | ✠ | | | | | | | | | | *WB* | Westgarth&Co.Ld.Mdb. | | |
| 74959 | **Gladys Moller** 2TwinMasts | | 5285 | 100A1 | Shi | *y* | CL | 1906 | A.Stephen &Sons,Ld. Glasgow | MollerLine,Ld. (Mollers'Ld. *Mgrs.*) | 400·0 | 52·0 | 27·1 | Shanghai British | T.3Cy.26$\frac{1}{2}$″,42″&70″–54″ (*s*) | 29 ″ 9 | |
| 124139 | (*ex*EthaRickmers–38, | | 4707 | 5.10 ~~9.09~~ | | | 6,37 | | | | | | | | 180lb 481NHP | s 5 ″ 4 | |
| MMZL | *ex*Bito, *ss*Ham.2ndNo.3–2,33 | | 3294 | | LMC | | | | | | P34′B173′F42′ | | | FK | 6*BHCem* | 24 ″ 8 | |
| | *ex*Centurion, *ss*Ham.No.1–37 | | | MS7,37 | BS~~5,39~~ 1,40 | | | *Lloyd's*A&CP | | *CellD* | B355′1113*t*FP T99*t* | | | | 3SB,9*cf*,GS173,HS6915 FD | | |
| | *ex*CrownofGalicia) 2*Dks*(*Stl U–pt* ws) | | | | | | | | | | | | | | A.Stephen&Sons,Ld.Gls. | | |
| 74960 | **Glaisdale** | | 3777 | ✠100A1 | Mtl | *w* | CL | 1929 | SirJ.Laing &Sons,Ld. Sunderland | Headlam&Son's S.S.Co.Ld. (Headlam&Son, *Mgrs.*) | 360·5 | 49·9 | 23·1 | Whitby British | T.3Cy.25″,42″&68″–45″ (*s*) | 25 ″ 5 | |
| 161012 | *ss*Bry.No.2–37 | | 3407 | ~~10,108,30~~ 3,41 | ~~Mch~~ Liv | | 8,39 | 9mo | | | | | | | 180lb *180lb* 341NHP | s 3 ″ 1½ | |
| GJYL | 1*Dk(Stl)* | | 2262 | ~~MS7,39~~ | ✠LMC10,37 | | | *Lloyd's*A&CP | | | P32′B219′F37′ | | | FK | 2SB,8*cf*,GS150,HS5304 | 22 ″ 6½ | |
| | | | | BS ~~5,496~~,41 | | | | | | | *CellD*B320′9286 | | | | G.Clark,Ld.Sunderland | | |

Nov. Cardella, *see No.8754S in Supplement*

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned now changed. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Instructions to Surveyors. Dates of Last Special Surveys. Date of Last Tail Shaft Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74961<br>144717<br>GZDN | **Glamis**<br>*Oil Eng.*<br>Wireless **D.F.** 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | 555<br>444<br>280 | ✠100A1 *with freeboard*<br>11,39 | Sou | *i* | OG<br>11,39 | 1936<br>10mo<br>*Lloyd's* | CaledonS. B.&E.Co.Ltd. Dundee<br>*SA&CP* | Dundee, Perth& London Shpg.Co Ltd | 167·9\|30·1\|11·8<br>*31·4*<br>176·0 (O.L.) FK<br>Q41'F21'<br>*Cell D B112' 142t FPT64t* | | | Dundee<br>British | Oil Engines 2S.C.SA<br>4Cy.13⅜"–22 7/16" 125NHP<br>4 *BHpt Cem*<br>*APT6t* | 14 ″ 0<br>s 3 ″ 6½<br>10 ″ 6 | |
| 74962<br>143533<br>MPZZ | **Glamorgan Coast** (*ex* Finola–39)<br>*ss* Dub.No.3–3,34<br>*ss* Ard.No.1–39<br>*Mchy. Aft* *Well deck* 1 *Dk* (*Stl*) | 879<br>621<br>374 | ✠100A1<br>~~L40~~ 6,41<br>~~BS3,39~~<br>BS 3,40 6,41 | Bkn<br>Liv<br>LMC3,38 | *l* | CL<br>5,39 | 1921<br>2mo<br>*Lloyd's* | Dublin Dkyd.Co.Ld. Dublin<br>*SA&CP* | CoastLines, Ld. | 200·0\|30·8\|13·2<br>*32·6*<br>207·6 (O.L.) BK7'<br>Q128'F28'<br>*Cell D Bu B32' f102'161t FPT123t* | | | Liverpool<br>British | T.3Cy.17½",27½"&45"–33"<br>180lb (*s*) 155NHP<br>3 *BHCem*<br>*APT49t* | 15 ″ 3<br>4 ″ 1½<br>15 ″ 2½ | |
| 74963<br>161543<br>GLJP | **Glanton**<br>*ss* Shl.No.2–37<br>1 *Dk* (*Stl*)<br>**D.F.** *Cargo battens not fitted* | 2822<br>2378<br>1662 | ✠100A1<br>11,40 ~~11,39~~<br>BS ~~11,39~~ 11,40 | Nwc<br>Sld<br>LMC12,37 | *t* | CL<br>~~11,39~~ 11,40 | 1929<br>11mo<br>*Lloyd's* | Smith's DockCo.Ld. Middlesbro'<br>*SA&CP* | SharpS.S.Co.Ld. (Sharp&Co. *Mgrs*) | 305·0\|45·5\|21·3<br>P23'B50'F23' FK<br>*Trunk in wells*<br>*Cell D B205'681t D Ta56'255t FPT164t* | | | Newcastle<br>British | T.3Cy.21",35"&57½"–42" (*s*)<br>180lb 266NHP<br>6 *BHCem*<br>*APT100t* | 23 ″ 6<br>s 3 ″ 1⅝<br>20 ″ 6½ | |
| 74964<br>LDGO | **Glarona** **TwinSc**<br>*Oil Eng.*<br>*ss* Got.No.2–37<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk* (*Stl*)<br>**D.F.** | 9912<br>9603<br>5921 | ✠100A1<br>~~3,40~~ 12,40<br>LMC CS1,38<br>DBS ~~4,40~~ 4,40 1,38<br>*Carrying Petroleum in bulk* | Pal<br>PNl | *e*† | CL<br>7,39 | 1928<br>12mc<br>*Lloyd's* | A.B.Götaverken Göthenburg<br>*SA&CP* | Henry Tschudis Tankrederi A/S (Tschudi&Eitzen, *Mgrs.*) | 475·4\|64·2\|37·5<br>P103'F39' FK<br>*Cell D Bu E71'304t DT/33'624t FPT196t* | | | Oslo<br>Norwegian | Oil Engines 4S.C.SA.<br>16Cy.21⅛"–39⅜"<br>2 DB *150lb* 724NHP<br>10 *BHpt Cem*<br>*APT310t*<br>A.B.Götaverken, Göt. | 37 ″ 0 | |
| 74965 | **Glasgow** Ⓟ **TwinSc**<br>*Oil Eng.*<br>1 *Dk* | 1507<br>—<br>859 | | | | | 1929 | A.&J. Inglis, Ld. Glasgow | Cia. Argentina de Nav. Mihanovich Ltda. | 275·1\|43·2\|12·3<br>P37'B46'F29' | | | Bns. Aires<br>Argentine | Oil Engines 4S.C.SA<br>12Cy.15⅜"–29½" 287NHP<br>Harland&Wolff, Ld.Gls. | | |
| 74966<br>24780<br>JSGD | **Glasgow Maru**<br>*ss* Nag.No.3–12,30<br>*ss* Smk.No.2–38<br>2 *Dks* (*Stl*) & *Awng dk* (*Stl*) | 5831<br>5586<br>4227 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>5,40 ~~3,39~~ 5,40<br>*Fitted for oil fuel* 6,23 | Yka<br>Smk<br>LMC ~~3,38~~ | *y* | OG<br>3,39<br>*F.P. above* | 1919<br>4mo<br>15 0°F. | Kawasaki Dkyd.Co.Ld. Kobe<br>A&CP | KokusaiKisen K.K. | 385·0\|51·0\|36·0<br>FK<br>*Collision BH to Awng dk*<br>*Cell D B334'1118t FPT126t* | | | Kobe<br>Japanese | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 437NHP<br>2SB(Spt)&1 AuxSB, *8cf*, GS154, HS5636 FD<br>5 *BH to U dk*<br>*APT93t*<br>Kawasaki Dkyd.Co.Ld. Kobe | 36 ″ 0<br>s 9 ″ 1⅜<br>27 ″ 1 | |
| 74967<br>DHJC | **Glattesee** (*ex* Marta Schröder, *ex* Farmsum)<br>1 *Dk* | 590<br>417<br>344 | | | | | 1921 | Johs. Berg Delfzijl | W.Schuchmann | 165·9\|25·8\|11·8<br>Q54'B42'F22' | | | Brmrhven<br>German | T.3Cy.12⅝",20"&31"–22"<br>45NHP<br>*WB* Johs.Berg, Delfzijl | | G |
| 74968<br>145852<br>GDYZ | **Glaucus** Ⓟ<br>*Fitted for oil fuel*<br>**D.F.** 2 *Dks* | 7586<br>6300<br>4783 | | | | | 1921 | Hawthorn, Leslie&Co.Ld Newcastle | OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs*) | 459·5\|56·3\|32·5<br>P53'B162'F57' | | | Liverpool<br>British | DR Geared Steam Turbine<br>1000NHP<br>*WB* Hwthrn, Leslie&C.Ld.Nwc | | |
| 74969<br>161584<br>MBXB | **Glen**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Cruiser Stern* | 471<br>371<br>234 | ✠100A1<br>Examined 4,41 Bel<br>LMC7,35 | ~~Bly~~ | *h* | CL<br>~~10,37~~ 4,40 | 1935<br>7mo<br>*Lloyd's* | Hawthorn, Leslie&Co.Ld Newcastle<br>*SA&CP* | Tyne-Tees Steam Shipping Co. Ld. | 165·2\|27·1\|10·4<br>171·0 (O.L.)<br>P45'F22' FK<br>*Cell D B 106'152t FPT65t* | | | Newcastle<br>British | Oil Engines 4S.C.SA<br>7Cy.11"–17½" 32NHP<br>3 *BHpt Cem*<br>*APT11t*<br>Humboldt-Deutzmotoren, A/G. Köln-Deutz | 12 ″ 4<br>s 1 ″ 2<br>11 ″ 3¼ | |
| 74970<br>129325<br>MKJS | **Glen Avon** Ⓟ **PadSk**<br>2 *Dks* | 509<br>351<br>203 | | | | | 1912 | AilsaS.B. Co.Ld. Troon | P&A.Campbell, Ld | 220·0\|27·1\| 8·9<br>*Promenade dk* 205' | | | Bristol<br>British | C.D.2Cy.26½"&52"–54"<br>165NHP<br>AilsaS.B.Co.Ld. Troon | | |
| 74971<br>145953<br>MLBV | **Glen Gairn** (*ex* Allerton, *ex* Acklam)<br>*ss* Lth.No.3–12,34<br>*ss* Lth.No.1–38<br>*Well deck* *Mchy. Aft* 1 *Dk* (*Stl*)<br>Wireless **D.F.** *Cargo battens not fitted* | 904<br>638<br>410 | ✠100A1<br>~~6,40~~ 6,39 10,40<br>LMC<br>MS12,38 | Gmh<br>~~Dn~~ Gls<br>~~BS6,39~~ 3,40 | *l* | CL<br>6,39<br>6,40 | 1922<br>6mo<br>*Lloyd's* | J.S.White &Co.Ld. Cowes<br>*SA&CP* | South Georgia Co. Ld. (Chr. Salvesen &Co. *Mgrs.*) | 198·3\|30·7\|12·2<br>205·1 (O.L.)<br>Q120'B13'F27' FK<br>*Cell D Bf130'227t FPT46t* | | | Aberdeen<br>British | T.3Cy.16½",27"&44"–30" (*s*)<br>180lb 127NHP<br>3 *BHCem*<br>*APT46t*<br>J.S.White&Co.Ld.Cowes | 14 ″ 5<br>s 3 ″ 11⅜<br>14 ″ 2½ | |
| 74972<br>143976<br>GFNT | **Glen Gower** Ⓟ **Pad**<br>Wireless **D.F.** 1 *Dk* & *Promenade dk* | 553<br>387<br>215 | | | | | 1922 | AilsaS.B.& E.Co.Ld. Troon | P&A.Campbell, Ld | 235·1\|28·5\| 9·1 | | | Bristol<br>British | C.2Cy.26"&55"–54"<br>*Emade 93 fitted* 21 184NHP<br>J.&G.Thomson, Ld.Gls. | | |
| 74973<br>127971<br>GMWJ | **Glen Head** (*ex* Penthames–37, *ex* Comtesse de Flandre, *ex* Neva)<br>**E.S.D.** 1 *Dk* & *Shelter dk* | 2011<br>1717<br>1084 | | | | | 1909 | ClydeS.B. &E.Co.Ld. Port Glasgow | UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld. *Mgrs.*) | 295·3\|42·1\|17·6 | | | Belfast<br>British | T.3Cy.22",35"&59"–39"<br>217NHP<br>*WB* ClydeS.B.&E.Co.Ld.P.Gl. | | C |
| 74974<br>138873<br>MJDG | **Glen Helen** (*ex* Mary Aiston) **K**<br>*ss* Liv.No.3–7,31<br>*ss* Sws.No.2–40<br>*Mchy. Aft* *Well deck* 1 *Dk* (*Stl*) | 315<br>211<br>131 | ✠100A1<br>4,40<br>BS ~~11,39~~ 4,41<br>*Fitted for carrying & pumping Sand in bulk* | Sws<br>LMC11,38 | *d* | OG<br>10,38 | 1918<br>7mo<br>*Lloyd's* | Crabtree& Co.Ld. Gt.Yarmouth<br>*SA&CP* | South Wales Sand& Gravel Co. Ld. (R.A.Bevan, *Mgr.*) | 130·5\|23·2\| 9·5<br>*24·4*<br>137·8 (O.L.)<br>Q44'B9'F16' FK<br>*FPT22t* | | | Swansea<br>British | C.2Cy.16"&33"–22" (*s*)<br>130lb 45RHP<br>1SB, *2pf*, GS37, HS1261<br>5 *BHCem*<br>*APT30t*<br>Crabtree&Co.Ld.Gt.Yar | 10 ″ 6<br>s ″ 9<br>9 ″ 10 | |
| 74975<br>145864<br>MLPD | **Glen-Mary**<br>*ss* Lon.No.3–1,34<br>*ss* Lon.No.1–38<br>*Well deck* *Mchy. Aft* 1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | 394<br>281<br>148 | ✠100A1<br>~~10,40~~ ~~2,40~~ ~~11,40~~ Abn<br>6,41<br>BS ~~7,39~~ 10,40 | Lon<br>LMC1,38 | *f* | OG<br>2,40 | 1921<br>8mo<br>*Lloyd's* | Crabtree& Co.Ld. Gt.Yarmouth<br>*SA&CP* | G.Couper&Co.Ld. | 143·2\|24·6\|10·5<br>Q50'B9'F19' FK<br>*FPT39t* | | | London<br>British | T.3Cy.13",21"&35"–24" (*s*)<br>180lb 61RHP<br>3 *BHCem*<br>*APT12t*<br>Crabtree&Co.Ld.Gt.Yar. | 11 ″ 6<br>s ″10½<br>10 ″ 9 | |
| 74976<br>148858 | **Glen Sannox** Ⓟ **TrpSc**<br>2 *Dks* | 664<br>465<br>267 | | | | | 1925 | W.Denny& Bros.Ld. Dumbarton | CaledonianSteam PacketCo.Ld. | 249·9\|30·1\|10·1<br>Q18' | | | Glasgow<br>British | 3 Steam Turbines<br>W.Denny&Bros.Ld.Dmb. | | BT till ~~3,41~~ 3,42 |
| 74977<br>134723<br>MJWS | **Glen Tilt** (*ex* Goodwill of Bristol)<br>*Mchy. Aft* Wireless **D.F.** 1 *Dk* | 871<br>628<br>426 | | | | | 1920 | W.Harkess &Son,Ld. Middlesbro' | SouthGeorgiaCo. Ld. (Chr.Salvesen &Co. *Mgrs.*) | 198·0\|30·6\|12·5<br>Q112'B13'F25' | | | Bristol<br>British<br>*WB* | T.3Cy.16",27"&44"–30"<br>Richardsons, 106NHP<br>Westgarth&Co.Ld.Mdb. | | C |
| 74978<br>135796<br>GFNS | **Glen Usk** Ⓟ **Pad**<br>Wireless 2 *Dks* | 524<br>367<br>209 | | | | | 1914 | AilsaS.B. Co.Ld. Troon | P.&A.Campbell, Ld | 224·3\|28·1\| 8·9<br>*Promenade dk* 212' | | | Bristol<br>British | C.2Cy.26½"&52"–54"<br>165NHP<br>AilsaS.B.Co.Ld. Troon | | |
| 74979<br>216529<br>KSIE | **Glen White**<br>*ss* Bos.No.3–7,30<br>**D.F.** *ss* Bos.No.2–38<br>1 *Dk* (*Stl*) & *Web frames*<br>*Cargo battens not fitted* | 5438<br>4795<br>3349 | ✠100A1<br>10,40 ~~10,39~~<br>BS ~~10,39~~ 10,40<br>LMC9,38 | Bal | *y* | CL<br>N9,38 | 1918<br>7mo<br>*Lloyd's* | New York S.B.Corp. Camden, N.J.<br>A&CP | Koppers Coal Co. (Mystic S.S.Co. *Mgrs.*) | 368·6\|55·2\|30·5<br>P27'B72'F31' FK<br>*Cell D B 320'1832t FPT220t* | | | Boston<br>Utd. States | T.3Cy.24½",41½"&70"-46"(*r*)<br>195lb 462NHP<br>3SB, *9cf*, GS154, HS6624 FD<br>7 *BHCem*<br>*APT201t*<br>New York S.B. Corporation | 34 ″ 5<br>s 7 ″10<br>27 ″ 0 | |
| 74980<br>143674<br>GDPS | **Glenaffaric** Ⓟ (*ex* Machaon–35)<br>**D.F.** 2 *Dks*<br>*Ref. Mchy.* | 7782<br>6370<br>4906 | | | | | 1920 | Caledon SB&E.Co.Ld. Dundee | GlenLine, Ld. | 459·2\|56·3\|32·5<br>P54'B164'F65' | | | Liverpool<br>British | T.3Cy.31",51½"&86"–60"<br>571NHP<br>*WB* CaledonSB.&E.Co.Ld.Dun | | BT till ~~12,40~~ 9,41 |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiels. Sous le Pont. Total. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à l'entretien maintenant exprimé. Lettre d'équipement. | 7* Date de la dernière visite de l'hélice porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Francs-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté si ce n'est dans le L.R. Durée Cert. Hoffres |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74981 140469 EIDV | **Glenageary** | | 446 318 170 | ✠100A1 8,40 ~~8,40~~ ~~10,39~~ ✠LMC 8,40 | Ard | *g* | CL N8,39 | 1920 5mo | Lytham S.B.&Eng. Co.Ld. Lytham | Alliance&Dublin ConsumersGasCo. | 142·0\|25·8\|11·5 Q85'B9'F21' BK6½' *DTf* 19'48*t FPT* 12( | Dublin British | T.3Cy.14",22"&38"-24" (*s*) 180lb 88NHP 1SB,*3pf*,GS49,HS1520 LythamS.B.&Eng.Co.Ld. | 12 ″ 6 s 3 ″ 11 12 ″ 11 | |
| | *Mchy.Aft* ss Ard.No.1–36 | | | | | | | *Lloyd's* | | | *APT* 21*t* | | | | |
| | *Well deck* 1 *Dk(Stl)* | | | | | | | | | | | | | | |
| | Wireless *Cargo battens not fitted* | | | | | | | | | | | | | | |
| 74982 144230 GDXT | **Glenapp** | **TwinSc** *Oil Eng.* | 9503 8534 5802 | ✠100A1 *Awng dk with freeboard* 3,41 ~~2,40~~ ~~DBS7,41~~ ✠LMC CS6,37 ~~DBS7,37 7,40~~ ~~10,37~~ 10, 38 ✠Lloyd's RMC ~~2,40~~ ~~5,40~~ 9 12,40 | HKg | *e*† | CL ~~5,38~~ 3,41 | 1920 12mo | Harland& Wolff,Ld. Glasgow | GlenLine,Ld. | 485·6\|62·3\|35·8 P40'B153'F58' *on Awng dk* FK&BK2' 1 *BH d* 7 *BH only, all D T a* 30'706*t FPT* *Cell DB* 422'1667*t* | Glasgow British | Oil Engines 4S.C.SA 16Cy.29½"-45½" 1317NHP DB *100lb* Harland&Wolff,Ld.Gls | 38 ″ 9 s 9 ″ 4½ 29 ″ 8½ | |
| | *Ref.Mchy.* 2 *Dks(Stl)* & *Awng dk(Stl)* *Cargo battens not fitted in bridge & forecastle* | | | | | | | *Lloyd's* | | | | | *pt Cem spensed with to Awng dk* 130*t APT* 75*t* | | |
| 74983 166297 GBLG | **Glenartney** Ⓟ | **TwinSc** *Oil Eng.* | 9795 7791 5044 | | | | | ~~1939~~ 1940 | Caledon S. B.&E.Co.Ld. Dundee | GlenLine,Ld. | 483·1\|66·4\|31·3 P47'B216'F51' | Liverpool British *WB* | Oil Engines 2S.C.DA 12Cy.24 7/8"-55½" 2460NHP Akt.Burmeistr&Wain,Cpn | | BT till 9,41 |
| | D.F. E.S.D. 3 *Dks* | | | | | | | | | | | | | | |
| | *Ref.Mchy.* *Cruiser Stern* | | | | | | | | | | | | | | |
| 74984 147907 GKLC | **Glenbank** | **TwinSc** *Oil Eng.* | 5151 4768 3116 | ✠100A1 *with freeboard* ~~6,40~~ ~~12,39~~ 1,40 DBS9,40 ~~DBS7,40~~ ✠LMC12,36 ✠LMC(3)12,36 *Carrying vegetable oil in deep tank* | Cal Hul | *a*† | CL 6,38 | 1924 6mo | Harland& Wolff,Ld. Glasgow | BankLine,Ld. (A.Weir&Co *Mgrs*) | 420·4\|53·9\|26·5 FK | Glasgow British | Oil Engines 4S.C.SA 12Cy.24½"-37½" DB *110lb* 717NHP 7 *BH pt Cem* *Coll to Sh dk* 6 ,, 2nd ,,) Harland&Wolff,Ld.Gls. | 29 ″ 2 s 3 ″ 7½ 25 ″ 8 | |
| | ss Liv.No.3–12,36 | | | | | | | *Lloyd's* | | | | | | | |
| | 1 *Dk(Stl)* & *Shelter dk(Stl–ws)* | | | | | | | | | *Cell DB* 357' 1121*t tanks 'twee* | *n tunnels* 115'251*t D* | | *Tf* 32'1067*t* | *FPT* 106*t APT* 132*t* | |
| 74985 146292 GBZK | **Glenbeg** | **TwinSc** *Oil Eng.* | 9461 8534 5789 | ✠100A1 *Awng dk with freeboard* ~~7,40~~ ~~1,39~~ ~~12,39~~ 1,41 ✠LMC CS7,39 DBS ~~1,39~~ 5,40 ~~4,36~~ 10,37 ✠Lloyd's RMC ~~12,37~~ 6,41 ~~11,40~~ ~~5,40~~ | Ant ~~Mdb~~ HKg | *e*† | CL 12,39 | 1922 4mo | Harland& Wolff,Ld. Glasgow | GlenLine,Ld. | 485·6\|62·3\|35·8 P40'B153'F58' *on Awng dk* FK&BK2' 1 *BH d* 7 *BH only, al* | Glasgow British | Oil Engines 4S.C.SA 16Cy.29½"-45½" 1317NHP *pt Cem* DB–*100lb* Harland&Wolff,Ld.Gls. | 38 ″ 9 s 9 ″ 4½ 29 ″ 8½ | |
| | *Ref.Mchy.* ss Hul.No.3–1,35 | | | | | | | *Lloyd's* | | | | | *spensed with l to Awng dk* | | |
| | 2 *Dks(Stl)* & *Awng dk(Stl)* *Cargo battens not fitted in bridge & forecastle* | | | | | | | | | *Cell DB* 422'1667*t* | *DT a* 30'706*t FPT* 13 | | 0*t APT* 75*t* | | |
| 74986 143608 MJTZ | **Glenbride** (*ex* Morion–39, *ex* Jessie Summerfield) | K | 423 314 162 | ✠100A1 ~~6,40~~ ~~11,39~~ 5,41 ~~BS5,39~~ BS5,41 ✠LMC ~~7,40~~ 6,40 | Bwg Bry | *f* | CL 2,39 | 1919 12mo | Ailsa S.B. Co.Ld. Ayr | Mohochang Exploration Co.Ld. (J. Galbraith, *Mgr.*) | 143·2\|25·1\|12·0 *26·3* 149·0(O.L.) P48'B10'F23' BK7' *FPT* | Glasgow British | C.2Cy.18"&36"-27" (*s*) 130lb 54RHP 3 *BH Cem* | 12 ″ 9 s ″ 10 12 ″ 6 | |
| | ss Irv.No.3–3,32 ss Ard.No.2–40 ~~ss Gle.No.1–36~~ | | | | | | | *Lloyd's* | | | | | 1SB,*3pf*,GS53,HS1827 Ailsa S.B.Co.Ld.Troon | | |
| | *Mchy.Aft* 1 *Dk(Stl)* | | | | | | | | | | | | | | |
| | *Well deck* *Cargo battens not fitted* | | | | | | | | | | | | 36*t APT* 4*t* | | |
| 74987 111142 VOLS | **Glencoe** | | 767 682 386 | ✠100A1 4,39 ✠NB 10,28 ✠LMC 8,36 ~~BS4,34~~ 4,40 | NFL | *l* | CL 3,39 | 1899 12mo | A&J Inglis Glasgow A&CP | Government of Newfoundland (Newfoundland Railway Steamship Dept.) | 208·0\|30·1\|16·7 F29' BK8' ND24 | SJhnsNFL British | T.3Cy.18",30"&50"-36" 160lb (*r*) FD 185NHP 2SB,4*cf*,GS76,HS2614 A.&J.Inglis,Glasgow | 19 ″ 0 s 2 ″ 11½ 17 ″ 1 | |
| | wireless | | | | | | | | | | | | | | |
| | 2 *Dks* & *Web frames* | | | | | | | | | *Cell DB* a 28'*u E* & | *B39' f* 71'135*t FPT* | | 17*t APT* 8*t* | | |
| 74988 159301 EIKR | **Glencree** | | 481 320 187 | ✠100A1 ~~5,40~~ ~~7,39~~ 11,40 BS11,40 ✠LMC 7,39 | Ard Dub | *g* | CL 3,38 | 1934 12mo | Dublin Dyd Co.(Vickers,Ireland) Ld. Dublin | Alliance&Dublin ConsumersGasCo. | 142·0\|26·0\|11·5 *27·0* Q81'B11'F22' BK7' *DTf* 18'45*t FPT* 10( | Dublin British | T.3Cy.13½",23"&38"-27" (*s*) 200lb 77RHP 3 *BH Cem* | 12 ″ 6 s 4 ″ 2 12 ″ 11½ | |
| | *Mchy.Aft* 1 *Dk* | | | | | | | *Lloyd's* | | | | | 1SB,*3cf*,GS50,HS1617 Aitchison,Blair,Ld. Clydebank | | |
| | Wireless *Cargo battens not fitted* | | | | | | | | | | *APTs* 22*t* | | | | |
| 74989 144974 EIKD | **Glencullen** | | 448 319 176 | ✠100A1 7,40 ~~7,39~~ ~~BS7,39~~ 7,40 ✠LMC 8,37 | Bkn Ard | *g* | CL ~~8,37~~ 7,40 | 1921 10mo | Lytham SB &Eng.Co.Ld. Lytham | Alliance&Dublin ConsumersGasCo. | 142·7\|26·0\|11·5 *27·3* 149·3(O.L.) BK6½' Q85'B9'F23' *DTf* 19'48*t FPT* 12( | Dublin British | T.3Cy.14",22"&38"-24" (*s*) 180lb 71RHP 4 *BH Cem* | 12 ″ 6 s 3 ″ 11 12 ″ 11 | |
| | wireless ss Ard.No.3–9,33 | | | | | | | *Lloyd's* | | | | | 1SB,*3pf*,GS49,HS1520 LythamS.B.&E.Co.Ld. | | |
| | *Well deck* ss Ard.No.1–37 | | | | | | | | | | | | | | |
| | *Mchy.Aft* 1 *Dk(Stl)* | | | | | | | | | | | | | | |
| | *Cargo battens not fitted* | | | | | | | | | | *APT* 21*t* | | | | |
| 74990 165155 GZCP | **Glendalough** | **3Mst** | 868 597 456 | | | | | 1936 | J.Lewis& Sons,Ld. Aberdeen | JohnKelly,Ld. (W.Clint, *Mgr.*) | 197·7\|30·7\|12·1 Q112'B11'F31' | Belfast British *WB* | T.3Cy.14½",25"&41"-30" HS2357 131NHP J.Lewis&Sons,Ld.Abn. | | C |
| | wireless | | | | | | | | | | | | | | |
| | *Mchy.Aft* *Cruiser Stern* 1 *Dk* | | | | | | | | | | | | | | |
| 74991 161015 GLTX | **Glendene** | | 4412 4056 2726 | ✠100A1 ~~10,41~~ 4,41 ~~BS7,39~~ ✠LMC 1,38 10,40 | Liv Npt | *y* | CL 5,39 | 1929 11mo | W.Gray& Co.Ld. Sunderland | Glendene Shipping Co.Ld. (Dene Management Co. Ld. *Mgrs.*) | 387·5\|52·5\|24·8 P55'B241'F31' FK | Whitby British | T.3Cy.24½",40"&65"-42" (*s*) 180lb(Spt) 360NHP 6 *BH Cem* | 27 ″ 2 s 3 ″ 7½ 23 ″ 9½ | |
| | D.F. 1 *Dk(Stl)* | | | | | | | *Lloyd's* | | *Cell DB* 340'1087*t FPT* | | | 109*t APT* 83*t* | | |
| 74992 152643 VGQW | **Gleneagles** | | 8233 7627 4780 | | | | | 1925 | Midland S.B.Co.Ld. Midland,Ont. | Canada Steamship Lines,Ld. | 582·0\|60·2\|28·2 P50'F44' | Midland, Ont. British *WB* | Sen.Mar.E Wrks.Ld.WHpl T.3Cy.24½",41½"&72"-48" *Emade* 18 359NHP Hooven,Owens&Rentschler Co.Hamilton,O. | | CR |
| | D.F. *Mchy.Aft* 1 *Dk* | | | | | | | | | | | | | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | |
| 74993 166254 GPGC | **Glenearn** Ⓟ | **TwinSc** *Oil Eng.* | 9784 7814 5907 | | | | | 1938 | Caledon S. B.&E.Co.Ld. Dundee | GlenLine,Ld. | 483·1\|66·4\|31·3 P47'B216'F51' | Liverpool British *WB* | Oil Engines 2S.C.DA 12Cy.24 7/8"-55½" 2469NHP Akt.Burmeistr&Wain,Cpn | | BT till 2,41 |
| | *Ref.Mchy.* D.F. E.S.D. 2 *Dks* & *pt dk* *Cruiser Stern* | | | | | | | | | | | | | | |
| 74994 150237 VGFX | **Glenelg** | (*Self-Unloader*) | 2099 1929 1200 | | | | | 1923 | Midland S.B.Co. Midland,Ont. | Canada Steamship Lines,Ld. | 252·0\|43·1\|23·3 F36' | Midland, Ont. British *WB* | T.3Cy.17",25"&43"-30" *Emade* 18 92RHP C.&G.Cooper Co. Mount Vernon,O. | | C |
| | D.F. *Mchy.Aft* 1 *Dk* | | | | | | | | | | | | | | |
| 74995 137536 GRQD | **Glenfinlas** Ⓟ (*ex* Elpenor–35) | | 7572 6298 4811 | | | | | 1917 | Hawthorn, Leslie&Co.Ld Newcastle | GlenLine Ld. | 455·3\|56·3\|32·5 P53'B162'F60' | Liverpool British *WB* | T.3Cy.31",51½"&86"-60" 572NHP N.E.Marine Eng.Co Ld Nwc | | BT till ~~1,41~~ 3,42 |
| | *Ref.Mchy.* 2 *Dks* | | | | | | | | | | | | | | |
| 74996 165154 GZCG | **Glengarriff** | | 868 597 456 | ✠100A1 2,39 ✠LMC 8,36 | Bel | *k* | CL 2,39 | 1936 8mo | J.Lewis& Sons,Ld. Aberdeen | JohnKelly,Ld.(W. Clint, *Mgr.*) | 197·7\|30·7\|12·1 *32·0* Q112'B11'F30' FK | Belfast British | T.3Cy.14½",25"&41"-30" (*s*) 200lb 131NHP 3 *BH pt Cem* *pt Asp* | 14 ″ 4 s 4 ″ 5½ 13 ″ 11½ | |
| | wireless 1 *Dk* | | | | | | | | | | | | | | |
| | *Mchy.Aft* *Cargo battens not fitted* *Cruiser Stern* | | | BS5,40 | | | | *Lloyd's* | | *Cell DB* 125'200*t* | *FPT* 73*t APTs* 26*t* | | 1SB,*3pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn. | | |
| 74997 GBMB | **Glengarry** | **TwinSc** *Oil Eng.* | 7100 | | | | | 1939 | Akt.Burmeistr&Wain Copenhagen | GlenLine,Ld. | 475·0\|66·0\|38·0 | British | Oil Engines 2S.C.DA 12Cy.24 7/8"-55½" 2469NHP Akt.Burmeistr&Wain,Cpn | | |
| | *Ref.Mchy.* 3 *Dks* *Cruiser Stern* | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dist. of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74998<br>166293<br>GBMZ | **Glengyle** (P)<br>*Ref. Mchy.* | TwinSc<br>*Oil Eng.*<br>D.F. E.S.D. 3 *Dks*<br>*Cruiser Stern* | 9919<br>7802<br>6054 | | | | | 1939 | CaledonS. B.&E.Co.Ltd. Dundee | GlenLine,Ld. | 483·1 \| 66·4 \| 31·3<br>P47′B216′F51′ | | | Liverpool<br>British<br>*WB* | Oil Engines 2S.C.DA<br>12Cy24$\frac{7}{8}$″–55$\frac{1}{8}$″ 2469NHP<br>Akt.Burmeistr&Wain,Cpn | | BT till 4.41 |
| 74999<br>139052<br>GPFN | **Gleniffer** (P)<br>ssH.Kg.2ndNo.3–10,3 ~~ssHam.No.3–10,27~~<br>*Ref. Mchy.* ssMdb.No.2–36<br>D.F. 2 *Dks*(*Stl*) 3*rd dk*(*Stl*) *in No.* 6 *hold* | TwinSc<br>9559<br>8712<br>6045 | ✠100A1<br>10,39<br>~~H&S2,40~~ ✠LMC9,35<br>✠Lloyd'sRMC~~2,40~~ 3,40<br>~~BS3,41~~ 3,41 | HKg *f*† | CL<br>10,39 | 1915<br>6mo | Hawthorn, Leslie&Co.Ld Newcastle<br>*Lloyd's A&CP* | GlenLine,Ld. | 500·1 \| 62·3 \| 34·6<br>P60′B192′F88′<br>FK&BK2$\frac{1}{2}$″<br>*CellDB* *a*132′*u*E45′*f*195′15 | London<br>British<br>8 *BHCem*<br>16 *tFPT*174 *t* | T.6Cy.24″,40$\frac{1}{2}$″&68″–48″ (*r*)<br>200lb 988NHP<br>5SB,*20cf*,GS380,HS14775FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>*APT*49 *tDTa*33′1170 *t* | 37 ″ 6<br>s 8 ″0$\frac{3}{4}$<br>29 ″ 9$\frac{1}{2}$ | BT till 1.41<br>3.42 |
| 75000<br>161557<br>GSML | **Glenlea**<br>*ss*Hul.No.1–35<br>1 *Dk*(*Stl*) *& Shelter dk*(*Stl*)<br>*Tonnage opening closed '41* (*W.E.*) | 4252<br>3945<br>2541 | ✠100A1<br>*withfreeboard*<br>Examined 4,41 ~~BS4,40~~<br>~~MS5,38~~ ✠LMC | Bry ~~Stl~~ *x* | CL<br>~~5,38~~<br>4,41 | 1930<br>8mo | Sir J Priestman&Co. Sunderland<br>*Lloyd's A&CP* | CliffsideShipping Co.Ld.(J.Morrison &Son, *Mgrs.*)<br>*CellDB*315′994 *t* | 367·5 \| 51·5 \| 25·1<br>380·0(O.L.)<br>F38′ FK<br>*FPT*134 *tAPT*247 *t* | Newcastle<br>British<br>6 *BHCem*<br>(*Coll to Sh dk*<br>5 „ 2*nd*„) | T.3Cy.25″,41″&69″–48″ (*s*)<br>180lb 375NHP<br>3SB,*9cf*,GS174,HS6009<br>G.Clark,Ld.Sunderland | 35 ″ 0<br>s 9 ″ 4$\frac{1}{2}$<br>25 ″ 10$\frac{1}{2}$ | |
| 75001<br>136361<br>MGNS | **Glenmaroon** 3Mst<br>*ss*Bel.No.3–8,30<br>*ss*Bel.No.2–39<br>*Mchy. Aft* *Well deck* 1 *Dk*(*Stl*) | 716<br>502<br>293 | ✠100A1<br>7,10~~4,39~~<br>✠LMC<br>MS4,39 ~~BS5,40~~ 4,41 | Bel *k* | CL<br>10,38 | 1917<br>4mo | J.Fullerton&Co. Paisley<br>*Lloyd's A&CP* | JohnKelly,Ld. (W.Clint, *Mgr.*)<br>*CellD* | 190·0 \| 29·6 \| 11·2<br>Q99′B9′F31′ FK<br>*Bf*109′164 *tFPT*48 *t*<br>*APT*40 *t* | Belfast<br>British<br>3 *BHCem*<br>*APT*40 *t* | T.3Cy.16″,25$\frac{5}{8}$″&44″–33″<br>180lb (*s*) 144NHP<br>1SB,*4cf*,GS75,HS2540<br>Ross&Duncan,Glasgow | 13 ″ 9<br>s 4 ″ 7<br>13 ″ 3$\frac{3}{4}$ | |
| 75002<br>160407<br>GNSY | **Glenmoor**<br>*Oil Eng.*<br>D.F. *ss*Bly.No.2–37<br>1 *Dk*(*Stl*) *& Shelter dk*(*Stl*)<br>*Cruiser Stern* | 4393<br>4070<br>2649 | ✠100A1<br>*withfreeboard*<br>2,39<br>DBS1,40 ✠LMC5,37<br>✠LMC(M)8,38 | Sws *y* | CL<br>8,38 | 1928<br>4mo | W.Doxford &Sons,Ld. Sunderland<br>*Lloyd's A&CP* | MoorLine,Ld. (RuncimanShppng Co.Ld. *Mgrs.*)<br>*CellDB*317′1011 *tMT*26′988 *tF* | 375·0 \| 52·6 \| 25·7<br>391·2(O.L.)<br>F30′ FK<br>*PT*140 *tAPT*220 *t* | London<br>British<br>7 *BHptCem*<br>(*Coll to Sh dk*<br>6 „ 2*nd*„) | Oil Engines 2S.C.SA<br>3Cy.21$\frac{1}{4}$″–85″ 417NHP<br>2DB *120lb*<br>W.Doxford&Sons,Ld.Sld. | 28 ″ 3<br>s 3 ″ 0$\frac{1}{2}$<br>25 ″ 5 | |
| 75003<br>144217<br>GDQW | **Glenogle**<br>*Oil Eng.*<br>*Ref. Mchy.* *ss*Hul.No.3–7,32<br>~~*ss*H.Kg.No.2–10~~ ~~*ss*Mdb.No.1–36~~<br>2 *Dks*(*Stl*) *& Awng dk*(*Stl*)<br>*Cargo battens not fitted in Bridge & Forecastle* | TwinSc<br>9513<br>8539<br>5826 | ✠100A1<br>*Awning dk*<br>*withfreeboard*<br>~~1,10 12,39~~ 10,40 2,41<br>✠LMC ~~CS2,36~~<br>DBS6~~,39~~9,40 ~~7,38~~ 6,38<br>✠Lloyd'sRMC~~12,36~~6,40<br>2,41 | Ant HKg *e*† | CL<br>~~5,37~~<br>P12,39<br>S~~N~~4,40 | 1920<br>8mo | Harland& Wolff,Ld. Glasgow<br>*Lloyd's A&CP* | GlenLine,Ld.<br>1 *BH dispensed with* 7 *BH only, all to Awning dk*<br>*CellDB*422′1667 *t DTa*30′706 *tFPT*130 *t* | 485·8 \| 62·3 \| 35·8<br>P40′B153′F58′<br>FK&BK2″<br>*APT*75 *t* | Glasgow<br>British<br>*ptCem* | Oil Engines 4S.C.SA<br>16Cy.29$\frac{1}{8}$″–45$\frac{1}{4}$″<br>DB *100lb* 1317NHP<br>Harland&Wolff Ld.Gls. | 38 ″ 9<br>s 9 ″ 4$\frac{1}{4}$<br>29 ″ 8$\frac{1}{4}$ | |
| 75004<br>172760<br>GSGQ | **Glenorchy** (P)<br>*Oil Eng*<br>D.F. E.S.D. 3 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | TwinSc<br>8982<br>7778<br>5383 | | | | 1939 | Taikoo D.&E.Co.of H.Kg.Ld. HongKong | GlenLine,Ld. | 483·0 \| 66·4 \| 31·2<br>P70′B217′F54′ | Liverpool<br>British<br>*WB* | Oil Engines 2S.C.DA<br>12Cy.24$\frac{7}{8}$″–55$\frac{1}{8}$″ 2469NHP<br>Akt.Burmeistr&Wain,Cpn | 38 ″ 0<br>s 7 ″ 8$\frac{1}{2}$<br>30 ″ 5$\frac{1}{2}$ | BT till ~~10.40~~ 10.41 |
| 75005<br>166989<br>GCBB | **Glenpark**<br>1 *Dk& Shelter dk*<br>D.F. E.S.D. *Cruiser Stern* | 5136<br>4637<br>3057 | ✠100A1<br>*withfreeboard*<br>9,40~~11,39~~ ✠LMC11,39 | PGl Lon *a*† | CL | 1939<br>11mo | Lithgows Ld. PortGlasgow<br>*Lloyd's A&CP* | DenholmLine Steamers,Ld. (J.&J.Denholm, Ld. *Mgrs.*)<br>*CellDB*370′1503 *tF* | 431·9 \| 56·2 \| 24·8<br>447·5(O.L.)<br>F39′ FK<br>*PT*110 *tAPT*177 *t* | Greenock<br>British<br>7 *BHCem*<br>(*Coll to Sh dk*<br>6 „ „ 2*nd*„) | T.3Cy.22$\frac{1}{2}$″,36″&65″–48″(*s*)<br>230lb 469NHP<br>2SB(Spt&FD)&1AuxSB,<br>9*cf*,GS162,HS7084<br>Rankin&BlackmoreLdGrk | 27 ″ 9<br>s 3 ″ 2$\frac{1}{2}$<br>24 ″ 9 | |
| 75006<br>213369<br>WOCP | **Glenpool** (*ex*Hagen)<br>*Mchy. Aft*<br>D.F. GyC. | TwinSc<br>5444<br>—<br>3333 | ✠100A1<br>~~6,40 10,38~~ 1,41<br>BS6,40 ✠LMC5,37<br>✠NE&B8,19 ~~H&S6,38~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,19 *F.P. above* 150° F. | NYk Gnl NDs *z* | OG<br>SN6,39<br>P6,39 | 1913<br>3mo | Frd.Krupp Akt.Ges. Kiel<br>*Lloyd's A&CP* | StandardOilCo.of NewJersey<br>*Cell DBu E*87′214 *t* | 400·0 \| 53·2 \| 30·0<br>P107′B42′F44′ FK<br>*DT f* 36′308 *tPT F*1 59 *tAPT*72 *t* | Wilmgton (Del.)<br>Utd. States<br>14 *BHCem* | T.6Cy.18$\frac{5}{8}$″,30″&51″–36″(*s*)<br>190lb 474NHP<br>3SB,9*cf*,GS189,HS7200 FD<br>StatenIslandS.B.Co. | 32 ″ 4 | |
| 75007<br>148134<br>CYJK | **Glenross**<br>*ss*Clw.No.3–6,39<br>*Mchy. Aft* 2 *Dks*<br>*Cargo battens not fitted* | 2357<br>2089<br>1851 | ✠100A1<br>*withfreeboard*<br>6,39 ✠LMC6,39<br>*For Service on the Great Lakes* | Clw | CL<br>6,39 | 1925<br>8mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*Lloyd's A&CP* | CanadaSteamship Lines,Ld.<br>*CellD* | 248·1 \| 43·7 \| 22·9<br>len.26shortened to orig.dim.39<br>F42′ FK<br>*B*220′562 *tFPT*133 *t*<br>*APT*8 *t* | MidlndOnt.<br>British<br>3 *BHptCem* | T.3Cy.18″,30″&49″–36″ (*s*)<br>200lb 185NHP<br>2SB,6*cf*,GS98,HS3126<br>McColl&Pollock,Ld.Sld. | 25 ″ 0<br>s 5 ″ 3$\frac{1}{2}$<br>19 ″ 10$\frac{1}{2}$ | |
| 75008<br>166256<br>GPPN | **Glenroy** (P)<br>*Oil Eng.*<br>D.F. E.S.D. 2 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | TwinSc<br>9809<br>7805<br>5875 | | | | 1938 | Scotts'S.B. &Eng.Co.Ld. Greenock | GlenLine,Ld. | 483·0 \| 66·4 \| 31·3<br>P43′B204′F49′ | Liverpool<br>British<br>*WB* | Oil Engines 2S.C.DA<br>12Cy.24$\frac{7}{8}$″–55$\frac{1}{8}$″ 2469NHP<br>Akt.Burmeistr&Wain,Cpn | 38 ″ 0<br>s 7 ″ 8<br>30 ″ 5$\frac{3}{4}$ | BT till 2.41 |
| 75009<br>145439<br>GKLN | **Glenshiel**<br>*ss*Lon.No.1–40 *Oil Eng.*<br>*ss*Mdb.No.3–12,35<br>2 *Dks*(*Stl*) *& Awng dk*(*Stl*)<br>D.F. *Ref. Mchy.* | TwinSc<br>9415<br>8505<br>5769 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>1,41 ~~7,39~~<br>✠LMC CS4,40<br>DBS4,~~40~~5,41 7,39<br>✠Lloyd'sRMC~~4,40~~ ~~10,40~~<br>5,41 | Ant HKg *e*† | CL<br>~~8,37~~<br>S8,39<br>P7,40 | 1924<br>5mo | Harland& Wolff,Ld. Belfast<br>*Lloyd's A&CP* | GlenLine,Ld.<br>*CellDB*421′ | 485·7 \| 62·2 \| 35·5<br>501·7(O.L.)<br>P40′B153′F58′*on Awng dk* FK&BK2″<br>1 *BH dispensed with* 7 „ *only, all to Awng dk*<br>1718 *t DTa*30′686 *t* *DT f* 28′864 *t FPT* 130 *t APT*78 *t* | Belfast<br>British<br>*Cem* | Oil Engines 4S.C.SA<br>16Cy.29$\frac{1}{8}$″–45$\frac{1}{4}$″ 1317NHP<br>DB *100lb*<br>Harland&Wolff Ld.Gls. | 38 ″ 9<br>s 9 ″ 4$\frac{1}{4}$<br>29 ″ 8$\frac{1}{4}$ | |
| 75010<br>146283<br>GCXD | **Glenstrae**<br>(*ex*Glengarry–39)<br>*Ref. Mchy.* | TwinSc<br>9460<br>8534<br>5772 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~1,10 12,38~~ 1,41<br>3,41 ✠LMC CS7,38<br>DBS~~8,39~~1,41 7,38 ~~3,40~~<br>✠Lloyd'sRMC~~3,40~~ 10,40 | HKg ~~Unk~~ *e*† | CL<br>~~7,38~~<br>2,41 | 1922<br>2mo | Harland& Wolff,Ld. Glasgow<br>*Lloyd's A&CP* | GlenLine,Ld.<br>1 *BH dispensed with* 7 *BH only, all to Awng dk*<br>*CellDB*422′1667 *t* *DTa*30′706 *tFPT*130 *tAPT*75 *t* | 485·6 \| 62·3 \| 35·2<br>P40′B153′ *on Awng dk*F58′ FK&BK2″ | Glasgow<br>British<br>*ptCem* | Oil Engines 4S.C.SA<br>16Cy.29$\frac{1}{8}$″–45$\frac{1}{4}$″ 1317NHP<br>DB *100lb*<br>Harland&Wolff,Ld.Gls. | 38 ″ 9<br>s 9 ″ 4$\frac{1}{4}$<br>29 ″ 8$\frac{1}{4}$ | |
| 75011<br>167415<br>GTKL | **Glenwood**<br>1 *Dk& Shelter dk*<br>D.F. E.S.D. *Cruiser Stern*<br>*Tonnage opening closed '41* (*W.E.*) | 4897<br>4355<br>2756 | ✠100A1<br>*withfreeboard*<br>~~1,10~~ ~~4,40~~ ✠LMC4,40<br>3,41 | Sld Mdb *a*† | CL | 1940<br>4mo | Sir J.Laing &Sons,Ld. Sunderland<br>*Lloyd's A&CP* | JohnI.Jacobs&Co. Ld.<br>*CellDB*289′9 | 415·1 \| 58·2 \| 24·8<br>431·8(O.L.)<br>F36′ FK<br>75 *t Tanks at sides of tunnel* 390 *tFPT*s3 | London<br>British<br>6 *BHCem*<br>(*Coll to Sh dk*<br>5 „ 2*nd* „)<br>24 *tAPT*145 *t* | T.3Cy.23″,38″&65″–42″ (*s*)<br>220lb Rht. 365NHP<br>2SB(Spt&FD)&1AuxSB,<br>8*cf*,GS117,HS5075<br>N.E.MarineEng.Co.(1938) Ld.Nwc. | 36 ″ 4<br>s 10 ″ 6$\frac{3}{4}$<br>36 ″ 0 | |
| 75012<br>8393<br>SMKN | **Glimmaren**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk& Shelter dk*<br>*Cruiser Stern*<br>*Upper 'tween dk in way of fwd. hold*<br>*Butts of shell & deck plating elec. welded*<br>*Strengthened for navigation in ice* | TwinSc<br>3173<br>2642<br>1731 | ✠100A1<br>*withfreeboard*<br>~~1,10~~ ~~11,39~~ ✠LMC11,39<br>6,417~~,40~~ | Got ~~NYk Sco~~ *x* | OG | 1939<br>11mo | Eriksbergs M.V.Aktieb. Gothenburg<br>*Lloyd's A&CP* | Rederi.A/B Transatlantic (G.Carlsson, *Mgr.*)<br>*Duct keel for ward of mchy. space*<br>*CellDB*305′ 1070 *t tanks at sides of tunnels* 65 *tFPT* | 368·1 \| 51·7 \| 20·2<br>380·7(O.L.)<br>FK<br>46 *tAPT*133 *t* | Gothenbrg<br>Swedish<br>7 *BH*<br>(*Coll to Sh dk*<br>6 „ 2*nd* „) | Oil Engines 2S.C.SA<br>12Cy.19$\frac{11}{16}$″–35$\frac{7}{8}$″ 810NHP<br>EriksbergM.V.Aktieb.Got | 25 ″ 6<br>s 1 ″ 11<br>23 ″ 8$\frac{1}{2}$ | |

New "Battleford," see N.D. 31276 in Supplement

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Nos. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné maintenant. Lettre ajoutée d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. Navire. Mach. | Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. nhp=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Registres où coté. N. si n'est dans le Livre Vert. Trans. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75013 7678 SEKU | **Glitt** (*ex*Ture, *ex*Ferlo, *ex*Dich-taoo) 1 *Dk* | *1124* *908* *596* | ✠ ... 7,10 ✠ | | 1907 5mo | Hawthorn, Leslie & Co. Ld Newcastle | RederiA/B Malmöhus (Ture Hillerstrom, *Mgr.*) | 242·4 \| 35·0 \| 12·7 Q29′B42′F42′ FK | Malmö Swedish *WB* | T.3Cy.16″,26″&44″–33″ 143NHP Ross & Duncan, Glasgow | 14 *ft* 10 | V † |
| 75014 OFPQ | **Glittertind** (*ex*Oddersjaa) **Wood** *Oil Eng.* 1 *Dk* | 429 411 276 | | | 1920 | Otterdals Interessen-skabs Skibs-byggeri, Xiansand | ÅboFiskeriA/B (E. M. Lundell, *Mgr.*) | 145·6 \| 28·6 \| 15·7 Q26*t* H14*t* | Åbo Finnish | Oil Engines 2S.C.SA 4Cy.15½″–17½″ 175NHP Lysekils Mek. Verksted A/B, Lysekil | | N |
| 75015 LCEB | **Glittre** **TwinSc** *Oil Eng.* D.F. *Cruiser Stern* 1 *Dk* *Mchy. Aft* *Carrying Petroleum in bulk* | 6409 5587 3788 | | | 1928 | Akt. Götaverken Gothenburg | SmedvigsTankrederiA/S Peder Smedvig, *Mgr.*) | 408·3 \| 55·3 \| 32·3 P358*t* H383*t* F82*t* | Stavanger Norwegian *WB* | Oil Engines 4S.C.SA. 12Cy.21½″–39½″ 543NHP Akt. Götaverken, Got. | | N |
| 75016 PEJC | **Globe** *Oil Eng.* *Mchy. Aft* D.F. 1 *Dk* *Cruiser Stern* | 314 200 151 | | | 1937 | N V Schpsw Delfzijl v/h Gebr. Sander Delfzijl | Joh. Beck | 126·8 \| 24·7 \| 8·3 P32′Q40′F16′ | Groningen Dutch *WB* | Oil Engines 2S.C.SA 3Cy.9 7/16″–14 3/16″ 47NHP Appingedammer Brons Motorenfb. N.V. | | C |
| 75017 8442 SDOA | **Glomdal** D.F. E.S.D. 1 *Dk* *Oil Eng.* *Butts of shell & deck plating elec. welded* *Mchy. Aft* *Cruiser Stern* | ~~3800~~ ~~4806~~ 3856 3322 2170 | ✠100A1 6,40 *Class Contemplated* *Carrying Petroleum in bulk* ✠LMC7,40 ✠NE made Sc. 7,40 | CL | 1940 7mo | Öresunds-varvet Aktiebolag Landskrona | RederiA/B Dalen ~~J. Lorentzen & B. Mokzon, *Mgrs.*~~ (J. Dalman, *Mgr.*) *Cell DB u E* 48′55*t* | 360·5 \| 47·7 \| 26·5 367·8 (O.L.) ~~P75′B84′F47′~~ FK P75′B84′F52′ *T* 729 289*t* *FPT* 126*t* | Gothenburg Swedish 11 *BH* | Oil Engines 2S.C.SA 3Cy.18½″–35 1/16″ 373NHP 2DB 150*lb* *APTs* 1971 Sulzer Bros. Ld. Winterthur | 26 *ft* 4 ~~24 ft 0~~ 22 *ft* 4½ | |
| 75018 2137 IBIS | **Gloriastella** (P) (*ex*Gloriastar–36, *ex*Klipfontein–35) 3 *Dks* | 5490 4750 2941 | ✠NE made Sc. 7,40 | | 1922 | Rotterdam Droogd. Maat Rotterdam | FratelliRizzuto | 419·0 \| 58·3 \| 26·4 402·4 F37′ *WB* | Genoa Italian | 2 Steam Turbines DR geared to 1 Sc. Shaft Met. Vickers Elec Co Ld Mch | | I |
| 75019 | **Glorioso** **TwinSc** (*ex*Sail Irmgard, *ex*Ostlinie 2) *Oil Eng.* 1 *Dk* | 889 —— 689 | | | 1921 | Deutsche Werft, A.G. Hamburg | Cia. Argentina de Nav. Mihanovich Ltda. | 219·1 \| 31·5 \| 11·8 len 28 | Bns. Aires Argentine | Oil Engines 2S.C.SA 8Cy 10⅝″–14⅛″ NE 28 158NHP Sulzer Bros. Winterthur | | |
| 75020 PEJ1 | **Glory** *Oil Eng.* *Mchy Aft* *Cruiser Stern* 1 *Dk* | 323 181 148 | | | 1939 | Bodewes Schpswerven v/h Gebr. G. & H. Bodewes Martenshoek | K. Veenma | 127·5 \| 24·1 \| 8·0 P34′Q49′F17′ *WB* | Groningen Dutch | Oil Engines 2S.C.SA 4Cy. N.V. Mchfb. Bolnes, Bolnes | | C |
| 75021 132592 GLWF | **Gloucester Castle** (P) **TwinSc** *ss* Lon. 2nd No. 3–2,39 *Ref. Mchy.* 2 *Dks* (*Stl–U* teak s& Sub. Sig. 2nd *dk*–ws) & 3rd *dk* (*Stl*) in D.F. *Nos.* 1,3,4 & 5 *holds* | 8006 6196 4880 | ✠100A1 ~~14,402,40~~ 6,41 Lon *c* † ~~Liv~~ Gls BS2,40 ✠LMC11,37 | CL 2,40 | 1911 8mo | Fairfield Co. Ld. Glasgow *Lloyd's* | Union-Castle Mail S.S. Co. Ltd. *Cell DB* a 85′ *u E* | 452·7 \| 56·2 \| 30·7 P&B272′F68′ FK & BK2″ 87′ *f* 191′ 1103*t* *FPT* 75*t* *APT* 80*t* | London British 8 *BHCem* | Q.8Cy.19¾″,28″,41″ & 60″–48″ 220lb (*s*) 722NHP 2D & 1SB *15cf* Gs325 Hs12570 Fairfield Co. Ld. Glasgow | 33 *ft* 9 ~~36 ft 8½~~ 27 *ft* 4 | BT till 2,41 6,42 |
| 75022 14284 GCMT | **Gloucester City** *ex*Cyprian Prince–36) *ss* Liv. No. 3–9,31 *Ref. Mchy* *ss* Mch. No. 1–35 D.F. 1 *Dk* (*Stl*) & 2 *nd dk* (*Stl*) *in holds* | 3071 2831 1853 | ✠100A1 ~~Brs~~ *u* Examined 6,41 Brs ✠LMO MS8,35 ~~BS6,41~~ | CL ~~5,37~~ 10,40 | 1919 9mo | J. Blumer & Co. Sunderland *Lloyd's* | Bristol City Line of Steamships, Ld. (C. Hill & Sons *Mgs*) | 331·3 \| 46·8 \| 23·2 342·2 (O.L.) P33′B98′F28′ FK *Cell DB* 276′734*t* *FPT* 105*t* *APT* 42*t* | Bristol British 7 *BHCem* *C* | T.3Cy.25″,41″ & 68″–45″ (*s*) 180lb 358NHP 4SB, *9cf*, Gs153, Hs5817 J. Dickinson & Sons, Ld. Sld. | 25 *ft* 6 ~~s3 ft 11½~~ 21 *ft* 9 | |
| 75023 139896 GDWB | **Gloxinia** *ss* Shl. No. 3–1,37 1 *Dk* (*Stl*) & *Web frames* D.F. *Longitudinal framing* | 3336 3038 1961 | ✠100A1 ~~Nwc~~ *v* Examined 4,41 Gls BS7,40 ✠LMC1,37 *Carrying oils also Molasses Fitted for oil* *in bulk in bulk fuel* 3,21 | CL 8,36 6,40 *F. P. above* 150° F. *F.P. above* 150° F. | 1920 9mo | Tyne I.S.B. Co. Ld. Newcastle *Lloyd's* | StagLine, Ld. (J. Robinson & Sons, *Mgrs.*) *Cell DB* a 19′ *u E & B* 39′ *f* 58′ 351*t* *FPT* 82*t* | 331·5 \| 47·9 \| 23·0 P34′B98′F29′ FK *sA & CP* | N. Shields British 12 *BHpt Cem* *APT* 163*t* | T.3Cy.22½″ 36½″ & 62″–42″ (*s*) 180lb 289NHP 2SB, *6cf*, Gs124, Hs4724 N.E. Marine Eng Co Ld Nwc | 25 *ft* 6 ~~s 3 ft 9~~ 21 *ft* 11½ | |
| 75024 DMDR | **Glückauf** (*ex*Ilves–39, *ex*Edenhurst–37) *ss* Hfs. No. 2–39 1 *Dk* (*Stl*) | 1599 1432 922 | ✠ 4,39 ✠ Hfs *p* | | 1930 6mo | Furness S.B. Co. Ld. Haverton Hill-on-Tees | "Glückauf" Kohlenhandels-gesellschaft m.b.H. *Cell DB* 1 | 245·3 \| 39·4 \| 19·6 P23′F28′ FK 73′464*t* *DT* a 36′176*t* | Rostock German 4 *BHpt Cem* *APT* 57*t* *FPT* 32*t* | T.3Cy.18″,30″ & 50″–33″ 182NHP 2SB, 4*cf*, Gs74, Hs3152 Blair & Co. (1926) Ld. Stk. | 21 *ft* 1 | |
| 75025 DCGU | — (*ex*Geheimrat Mahn, *ex*John S. Calvert, *ex*Eider, *ex*Gertrude, *ex*Marianne) 1 *Dk* *Well deck* | 1061 852 609 | | | 1907 | Nüscke & Co. Stettin | Zerssen & Co. | 218·1 \| 34·7 \| 13·8 Q74′B51′F29′ *WB* | Kiel German | T3Cy 14 3/16″, 23 5/16″ & 38 3/16″–27 9/16″ 77NHP Dresden Mch. Sch. Uebigau, Dresden | | G |
| 75026 DONF | — (P) **TwinSc** (*ex*Bubendey) Wireless Sub. Sig. 1 *Dk* | 981 552 434 | | | 1913 | Stettiner Oderwerke Stettin | Norddeutscher Lloyd | 213·7 \| 40·1 \| 12·3 B94′F20′ *WB* | Bremen German | T.6Cy.14⅛″, 22 1/16″ & 36 1/16″–25 9/16″ 133NHP Stettiner Oderwerke | | G |
| 75027 16515 MMCG | **Glynn** (*ex*Svint–36, *ex*Flaks–34, *ex*Enare, *ex*Ringfond, *ex*Margit Siemers, *ex*Graaf Adolf) 1 *Dk* (*Stl*) *Well deck* *Mchy. Aft* | 1134 853 660 | ✠ ... 8,34 ✠NB8,22 ✠ Cgo *n* | | 1918 5mo | Wilton's E. & Slipway Co. Rotterdam | Shamrock Shipping Co. Ld. (W. C. Lawson, *Mgr.*) *Cell DB* u E | 229·9 \| 34·2 \| 12·8 Q131′B13′F24′ FK 23′ *f* 152′ 389*t* *FPT* 88*t* *APT* 48*t* | Belfast British 4 *BHCem* | T.3Cy.15½″, 25½″ & 41″–36″ 120NHP 1SB, 3*cf*, Gs67, Hs1991 Wilton's E & Slpwy Co. Rot. | 16 *ft* 0 | N † |
| 75028 145573 MLNY | **Glynwen** *ss* Nwc. No. 3–7,35 *ss* Shl. No. 1–39 *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted* | 1076 843 629 | ✠100A1 9,39 Shl *m* ✠LMC9,39 | CL 8,39 | 1923 6mo | Osbourne, Graham & Co. Ld. Sunderland *Lloyd's* | S. & R. Steamships, Ld. (Stone & Rolfe, *Mgrs.*) | 210·0 \| 32·0 \| 15·4 Q108′B10′F24′ FK *Cell DB* 172′241*t* *FPT* 47*t* *APT* 82*t* | Llanelly British 4 *BHCem* | T.3Cy.16″, 27″ & 44″–30″ (*s*) 180lb *100lb* 130NHP 1SB, 3*cf*, Gs58, Hs2207 N.E. Marine Eng. Co. Ld. Sld | 17 *ft* 6 ~~s 4 ft 10½~~ 16 *ft* 3 | |
| 75029 DOQY | **Gneisenau** (P) **TwinSc** *Fitted for oil fuel* D.F. E.S.D. Sub. Sig. 3 *Dks* Gy C. *Ref. Mchy.* *Cruiser Stern* | 18160 13618 10713 | | | 1935 | Deutsche Sch-u-Mschb A.G. Weser Bremen | Norddeutscher Lloyd | 625·6 \| 74·1 \| 41·4 B251′F52′ *WB* | Bremen German | 2 geared Steam Turbines 4333NHP Deutsche Schiff.-u Mschb. A.G. Weser, Bmn. | | G |
| 75030 14191 GCBW | **Goalpara** *ss* Cal. No. 3–9,39 2 *Dks* (*Stl*) | 5314 4844 3216 | 100A1 8,~~40~~,39 Cal *y* ✠LMC9,39 Bs9,40 | CL 7,39 | 1919 | Sunderl'nd S.B. Co. Ld. Sunderland *Lloyd's* | British India Stm. Nav. Co. Ld. *Cell DB* | 400·0 \| 52·4 \| 28·4 413·0 (O.L.) P2·0′B113′F38′ FK 338′1113*t* *FPT* 118*t* | Glasgow British 7 *BHCem* | T.3Cy.27″, 44″ & 73″–48″ (*s*) 180lb 517NHP 3SB, 9*cf*, Gs189, Hs7668 FD N.E. Marine Eng. Co. Ld Sld | 31 *ft* 0 ~~s 5 ft 11½~~ 25 *ft* 4½ | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | Regist'd Tonnage Gross. — Under deck. — Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned not required. Maintenance Letter. | Date when tail shaft last seen. | Built. When. — Ship. — Engines. | Built. By Whom. — Where. | Owners. | Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught | Registered in which class at Lloyd's Register. Date of Build Certificate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75031 | **Goathland** | 3821 | ✠100A1 | Npt | *w* | CL | 1924 | R.Thompson&Sons,Ld. | Rowland&Marwood'sS.S.Co.Ld. | 364·8 | 50·5 | 22·5 | Whitby | T.3Cy.24½",42"&68"-45" (*s*) | 24 ″ 11 | |
| 137084 | *ss*Shl.No.3-5,36 | 3454 | 5,40~~6,39~~ | Cff | | 6,39 | 4mo | Sunderland | (Headlam&Son, | | | | British | 180lb *150lb* 340NHP | s 3 ″ 0⅜ | |
| GBZX | 1*Dk*(*Stl*) | 2273 | BS~~11,38~~ 11,39 ✠LMC5,36 | | | | *Lloyd's* | *SA&CP* | *Mgrs.*) | P33'B217'F36' FK | | | 6*BHCem* | 2SB(Spt),8*cf*,GS122,HS5276 | 22 ″ 0½ | |
| | | | | | | | | | | | | | | N.E.MarineEng.Co.Ld.Sld | | |
| 75032 | **Gobeo** | *3346* | ✠100A1 | Bbo | *v* | CL | 1921 | R.Duncan | Cia.Cantabrica | 330·2 | 47·8 | 22·4 | Bilbao | T.3Cy.24″,40″&65″-45″ (*s*) | 24 ″ 8 | |
| | *ss*Bbo.No.3-3,33 | *2889* | 12,39 | | | 11,39 | 3mo | &Co.Ld. | deNav.(J.deGobeo, | | | | Spanish | 180lb *80lb* 309NHP | s 3 ″ 4⅜ | |
| EAQD | *ss*Bbo.No.1-39 | *2088* | ✠LMC12,39 | | | | | PortGlasgow | *Mgr.*) | P38'B96'F23' FK | | | 7*BHptCem* | 2SB,6*cf*,GS126,HS4786 | 21 ″ 6 | |
| | 1*Dk*(*Stl*) | | | | | | *Lloyd's* | *SA&CP* | | *Cell DBuE* 26'*f* 22'62*t* | | | *APT*68*t* | ClydeS.B.&E.Co.Ld.P.Gl. | | |
| | *Mchy.Aft* | | *Carrying Petroleum in tanks* | | | | *cylindrical* | | | above 150° F. | | | | | | |
| | | | *Fitted for oil fuel* 3, | | | 21 | *F.P. above* | | | | | | | | | |
| 75033 | **Godafoss** (P) | 1542 | | | | | 1921 | Svendborg | H/FEimskipafelag | 230·0 | 34·6 | 20·5 | Reykjavik | T.3Cy.20″,32″&53″-36″ | | V |
| | | 1389 | | | | | | Skbs.&Msk | Islands | | | | Icelandic | A/SKjöbenhavns 168NHP | | |
| TFMA | Wireless D.F. 2*Dks* | 940 | | | | | | Svendborg | | | | | *WB* | Flydedok&Skibs.Cpr. | | |
| 75034 | **Goderich** (*ex*Marquette,*ex*Glenshee, | 5667 | | | | | 1908 | American | CanadaSteamship | 480·0 | 54·0 | 26·0 | MidlndOnt | T.3Cy 22½",36"&60"-42" | | R |
| 134511 | *ex*HowardM.Hanna,Jr.) | 5345 | | | | | | S.B.Co. | Lines,Ld. | | | | British | American NB15 233NHP | | |
| VGQZ | *Mchy.Aft* D.F. 1*Dk* | 3789 | | | | | | Cleveland | | | | | *WB* | S.B.Co.Cleveland | | |
| 75035 | **Godfrey B. Holt** | 3585 | ✠100A1 | Liv | | CL | 1929 | Cammell | J.Holt&Co.(Liver- | 330·5 | 47·1 | 25·3 | Liverpool | T.3Cy22½",36½"&62"-42"(*s*) | 27 ″ 6 | |
| 161103 | *ss*Liv.No.2-38 | 3108 | *withfreeboard* | | | 6,38 | 7mo | Laird&Co.Ld | pool)Ld. | | | | British | 180lb HS6666 401NHP | s 7 ″ 5⅜ | |
| GTCZ | D.F. 2*Dks* (*Stl-Weather dk* teaks) | 2191 | 12,40~~4,40~~ | | | | | Birkenhead | | P15'B126'F32' FK | | | 6*BHCem* | 2SB(Spt)FD&1AuxSB | 20 ″ 4½ | |
| | | | BS11,39 ✠LMC11,37 | | | | *Lloyd's* | *SA&CP* | | *Cell DB* 282'647*t FPT* | | | 56*t APT*20*t* | 9*cf*,GS173 | | |
| | | | | | | | | | | | | | | CammellLaird&Co.Ld.Bkn | | |
| 75036 | **Godfried Bueren** (*ex*Atna) | 4664 | | | | | 1911 | W.Doxford | "Atlas"Reederei | 390·3 | 53·4 | 26·6 | Emden | T.3Cy.27″,45½"&77"-54" | | G |
| | Sub.Sig. | 4368 | | | | | | &Sons,Ld. | Akt.Ges. | P101*t*H193*t* | | | German | 436NHP | | |
| DFZT | D.F. 1*Dk&Shelter dk* | 2831 | | | | | | Sunderland | | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | |
| 75037 | **Goffredo Mameli** (*ex*Myrza | 4370 | | | | | 1909 | Rickmers | Soc.Anon.Coope- | 376·3 | 47·7 | 27·0 | Genoa | T.3Cy23½",38⅝"&63"-43⅝" | | I |
| 989 | Blumberg,*ex*MaiRickmers, | — | | | | | | Akt.Ges. | rativa diNav. | 366·0 | | | Italian | 262NHP | | |
| IBCP | *ex*Hornstein) D.F. 2*Dks* | 2570 | | | | | | Bremerhaven | Garibaldi | B82'F36' | | | *WB* | BremerVulkan,Vegesack | | |
| 75038 | **Goggiam** (*ex*Alga-36, | 1934 | | | | | 1922 | Scheep.& | IgnazioMessina | 277·1 | 38·3 | 16·8 | Genoa | T.3Cy.17 5/16",27⅛"&45 1/16"- | | I |
| 1953 | *ex*Leonora-34) | — | | | | | | Machfbk.dc | &C. | 269·2 | | | Italian | 27⅛" 105NHP | | |
| IBDE | 1*Dk* | 1137 | | | | | | Liesbosch | | Q155'B12'F22' | | | *WB* | E*made*95*altrd*24&*refitted*26 | | |
| | *Mchy.Aft* | | | | | | | Utrecht | | | | | *Altered by* | Scheepsw.&Machinefb. | | |
| | | | | | | | | | | | | | | "DeLiesbosch,"Jutfaas | | |
| 75039 | **Gogovale** | 4586 | ✠100A1 | Mdb | *y* | CL | 1927 | Lithgows' | CrawfordShipping | 385·0 | 52·0 | 26·6 | Glasgow | T.3Cy.25⅝",42"&70"-48" (*s*) | 29 ″ 0 | |
| 160182 | *ss*Shl.No.3-3,39 | 4327 | 3,40 | | | 3,39 | 11mo | Ld. | Co.Ld(A.Crawford | | | | British | 200lb 477NHP | s 5 ″ 3⅜ | |
| GNKD | D.F. E.S.D. 2*Dks*(*Stl*) | 2918 | BS3,40 ✠LMC3,39 | | | | | PortGlasgow | &Co.Ld.*Mgrs.*) | P29'B112'F44' FK | | | *ptCem* | 3SB,9*cf*,GS138,HS6789 FD | 23 ″ 11 | |
| | | | | | | | *Lloyd's* | *SA&CP* | *Intermediate 'twee n dk BH in after hold dispensed with* | | | | 4*BH to U dk* | Rankin&BlackmreLd.Grk | | |
| | | | | | | | | | *CellDB* | 329'1010*t DTa*30' | | | 2 ,, ,, 2nd ,, 784*t APT*16*t* | | | |
| 75040 | **Gogra** | 5190 | ✠100A1 (Mch | | *y* | CL | 1919 | Workman, | BritishIndiaStm. | 400·2 | 52·3 | 28·4 | Glasgow | T.3Cy.27",44"&73"-48" (*s*) | 31 ″ 0 | |
| 141915 | *ss*Cal.No.3-11,31 | 4747 | Examined 2,40~~3,41~~ | | | 2,40 | 8mo | Clark&Co.Ld | Nav.Co.Ld. | 413·2(O.L.) | | | British | 180lb 517NHP | s 5 ″ 11½ | |
| GCLB | *ss*Cal.No.1-35 | 3126 | ✠LMC2,40 | | | | | Belfast | | P49'B113'F39' FK | | | 7*BHCem* | 3SB,9*cf*,GS190,HS7668 FD | 25 ″ 3¾ | |
| | 2*Dks*(*Stl*) | | BS3,41 | | | | *Lloyd's* | *SA&CP* | *CellDb* | 347'1120*t FPT*115*t* | | | *APT*170*t* | WorkmanClark&CoLdBel | | |
| 75041 | **Gokenzan Maru** (*ex*Abchurch) | 1649 | ✠ ... | | | | 1898 | Strand | HongoShoten | 257·9 | 36·5 | 19·0 | Kobe | T.3Cy.19″,31″&51″-33" | 19 ″ 2 | |
| 16938 | *ss*Sld.No.3-6,11 | 1308 | 6,14 | | | | 11mo | Slipway Co. | GoshiKaisha | P28'Q62'B50'F31 | | | Japanese | 159NHP | | |
| JPSE | *Well deck* 1*Dk2trB* | 1171 | ✠ | | | | | Sunderland | | FK | | | *WB* | N.E.MarineEng.CoLd.Sld. | | |
| 75042 | **Gol** (*ex*MargareteSchröder, | 985 | | | | | 1920 | Schiffb.Ges | AugustKjerland& | 216·4 | 34·6 | 13·5 | Bergen | T.3Cy.16½",26"&41 3/16"-25 | | N |
| | *ex*Margarete) | 824 | | | | | | Unterweser | Co.A/S | Q52*t*H56*t*F28*t* | | | Norwegian | 86NHP | | |
| LDYY | 1*Dk* | 564 | | | | | | m.b.H.Weser | | | | | *WB* | A.Borsig,Berlin-Tegel | | |
| | | | | | | | | -münde-L. | | | | | | | | |
| 75043 | **Gold Shell** TwinSc | 8208 | ✠100A1 | Nwc | *c*† | CL | 1931 | Bremer | Anglo-Saxon | 451·2 | 62·1 | 34·1 | London | Oil Engines 4S.C.SA | 34 ″ 0 | |
| 162635 | *ss*Cff.No.2-40 *Oil Eng.* | 7464 | 7,40~~8,39~~ | Cff | 7,40 | ~~7,37~~ | 9mo | Vulkan | PetroleumCo.Ld. | 467·4(O.L.) | | | British | 12*Cy*.24½"-43 5/16" 714NHP | s 6 ″ 7⅜ | |
| GRDP | D.F. E.S.D. ~~*ssRot.No.1-39*~~ | 4817 | ✠LMC CS~~1,36~~ | | | 6,40 | | Vegesack | | P103'B35'F43' FK | | | 14*BH* | 2DB*150lb* | 27 ″ 7¼ | |
| | *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) | | DBS~~10,37~~7,40 ~~12,37~~,40 | | | | *Lloyd's* | *SA&CP* | *CellDBuE*68'208 | *tDTf*32'355*t FPT* | | | 220*t APT*40*t* | BremerVulkan,Vegesack | | |
| | *clear of cargo tanks* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | |
| 75044 | **Goldbek** | 2900 | 100A1 | | | | 1939 | Lübecker | ReedereiKnöhr& | 323·2 | 48·1 | 18·8 | Hamburg | C.4Cy.(2)20 1/16"&(2)43 5/16" | | |
| | | 2500 | | | | | | Maschb.Ges. | BurchardNfl. | | | | German | -43 1/16" | | |
| | D.F. E.S.D. | 1600 | (*Class Contemplated*) | | | | | Lübeck | | P17'B299'F29' | | | | | | |
| | | | | | | | | | | | | | | Rheinmetall-BorsigA.G. | | |
| | | | | | | | | | | | | | | BerlinTegel | | |
| 75045 | **Golden Eagle** (P) Pad | 793 | ✠ ... | | | | 1909 | J.Brown& | GeneralSteamNav | 275·7 | 32·1 | 10·1 | London | D.3Cy.30½",46½"&71"-60" | 10 ′ 9 | |
| 129003 | *Fitted for oil fuel* | 585 | 7,13 | | | | 6mo | Co.Ld. | Co.Ld. | Q16' FK | | | British | 455NHP | | |
| MCZN | 1*Dk&Prom.dk* | 435 | ✠ | | | | | Clydebank | | *Promenade dk*259' | | | | J.Brown&Co.Ld.Clydebnk | | |
| 75046 | **Golden Sword** (*ex*Delecto-36, | 4078 | ✠100A1 | NYk | *v* | CL | 1918 | Bethlehem | SwordS.S.Line, | 341·0 | 48·2 | 24·5 | NewYork | T.3Cy.24",39"&65"-42" (*s*) | 27 ″ 3 | |
| 215963 | *ex*Redondo) *ss*Bal.No.3-2,30 | 3641 | 1,41 ~~1,40~~ | | | ~~9,38~~ | 2mo | S.B.Corp.Ld. | Inc. | | | | Utd.States | 180lb 339NHP | s 4″10½ | |
| WNCP | *ss*N.Yk.No.2-39 | 2414 | BS~~1,40~~ ✠LMC1,39 | | | 12,40 | | Alameda,Cal. | | P29'B73'F36' FK | | | 6*BHptCem* | 2SB,6*cf*,GS130,HS5800 | 22 ″ 7 | |
| | 1*Dk*(*Stl*)2*trB* | | 1,41 | | | | | A&CP | *CellDB*290'967*tD* | *Ta*14'240*t FPT*12*t* | | | *APT*102*t* | Bethlehem | | |
| | | | *Fitted for oil fuel* 2, | | | 18 | *F.P. above* | 150° F. | | | | | | S.B.Corp.Ld.Alameda | | |
| 75047 | **Goldenfels** | 7862 | | | | | 1937 | Bremer | DeutscheDampfs. | 488·1 | 61·3 | 31·1 | Bremen | 2 Oil Engines 2S.C.DA | | G |
| | *Oil Eng.* | 7106 | | | | | | Vulkan | Ges."Hansa" | | | | German | 12Cy.20⅞"-29½ 1/16" SR geared | | |
| DOTP | D.F. E.S.D. 2*Dks* | 4845 | | | | | | Vegesack | | P64'B207'F38' | | | *WB* | to 1 Sc.shaft 1830NHP | | |
| | *Cruiser Stern* | | | | | | | | | | | | | BremerVulkan,Vegesack | | |
| 75048 | **Goldfinch** | 454 | ✠100A1 | Lon | *j* | OG | 1937 | CaledonS. | GeneralStm.Nav. | 177·0 | 31·1 | 8·3 | London | Oil Engines 2S.C.SA | 11 ″ 0 | |
| 165373 | *Oil Eng.* | 302 | *withfreeboard* | Sou | | 6,40 | 1mo | B.&E.Co.Ld. | Co.Ld. | | | | British | 6Cy.9½"-16 5/16" 53RHP | s ″ 2 | |
| MMCR | 1*Dk&Shelter dk* | 206 | 6,40~~10,39~~ ✠LMC1,37 | | | | | Dundee | | B19' FK | | | 4*BHptCem* | | 10″11½ | |
| | *Mchy.Aft* *Cruiser Stern* | | ✠LMC(M)6,38 | | | | *Lloyd's* | *SA&CP* | | | | | *Coll to Sh dk* | BritishAuxiliaries,Ld.Gls. | | |
| | | | | | | | | | *CellDB*122'17 | *7tFPT*56*tAPT*22*t* | | | 3 ,,2nd,,) | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant aux lignes d'équirement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. shp = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registre où sont dans le L. R. Dans Cat. Lloyd Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75049<br>149838<br>GLRD | **Goldmouth**<br>*Oil Eng.*<br>*Mchy. Aft* *ss* Sng. No. 3–8, 38<br>D.F. E.S.D. *Cruiser Stern* 1 *Dk (Stl)*<br>*Longitudinal framing at bottom & at deck* | 7402<br>6758<br>4275 | ✠100A1<br>4,40<br>~~LMC CS4,40~~<br>DBS8,39 8,39<br>*Carrying Petroleum in bulk* | Bry | *b*† 2½ | CL 7,39 | 1927<br>6mo | Maats. Fyenoord Rotterdam<br>*Lloyd's SA&CP* | Anglo-Saxon Petroleum Co. Ltd.<br>*Cell D Bu E 69′ 285t D Tf 32′ 284t FPT 162t APT 67t* | 440·4 \| 59·5 \| 32·7<br>456·7 (O.L.)<br>P 99′ B 34′ F 58′ FK | London<br>British | Oil Engines 4S.C.SA<br>6Cy. 32½″–59½″ 600 NHP<br>2 DB *180 lb*<br>Werkspoor, Amsterdam | 32 ″ 9<br>s 6 ″ 3½<br>26 ″ 8½ | |
| 75050<br>(*ex* Tarragona–37)<br>D.F. 1 *Dk*<br>*Cruiser Stern* | **Golfo de Darien** | 2642<br>2333<br>1534 | | | | | 1928 | Frerichs-werft Akt. Ges Einswarden | Hanseatica Aschpurwis & Veltjens S.A. (Hansegesellschaft Aschpurwis & Veltjens, *Mgrs.*)<br>*WB* | 326·9 \| 46·1 \| 19·7<br>P 275′ F 43′ | | | T. 3Cy. 23½″, 38½″ & 62½″–41½″ 250 NHP<br>A. Borsig, G.m.b.H. Berlin | | G |
| 75051<br>(*ex* Cartagena–37)<br>D.F. 1 *Dk*<br>*Cruiser Stern* | **Golfo de Panama** | 2643<br>2333<br>1534 | | | | | 1927 | Frerichs-werft Akt. Ges Einswarden | Hanseatica Aschpurwis & Veltjens S.A. (Hansegesellschaft Aschpurwis & Veltjens, *Mgrs.*)<br>*WB* | 326·9 \| 46·1 \| 19·7<br>P 275′ F 43′ | | | T. 3Cy. 23½″, 38½″ & 62½″–41½″ & L.P. Turbine 332 NHP<br>A. Borsig, G.m.b.H. Berlin | | G |
| 75052<br>159772<br>VRVQ | **Golly** (*ex* Kate–38, *ex* Velaug, *ex* Star)<br>1 *Dk* | 627<br>525<br>345 | | | | | 1904 | Porsgrund Mek. Værks Porsgrunn | Ugo Pace<br>*WB* | 175·0 \| 28·5 \| 11·5<br>Q 45*t* B 104*t* H 27*t* F 23*t* | Malta<br>British | C. 2Cy. 13½″ & 29½″–23½″ 35 NHP<br>Porsgrund N.V. Porsgrunn | | N |
| 75053<br>EARP | **Gomera** Ⓟ (*ex* Gomera-Hierro)<br>*ss* La. P. No. 3–6, 24<br>Wireless *ss* La. P. No. 2–32<br>1 *Dk & Shelter dk (Teak)* | 447<br>270<br>237 | ✠ —<br>1,38 | LaP | *h* | | 1912<br>3mo | Caledon S. B. & E. Co. Ltd Dundee | Compañia Trasmediterranea<br>*Cell D Bo* | 160·3 \| 26·0 \| 10·1<br>FK<br>29′ *u E* 16′ *f* 61′ 101*t F PT* 7*t APT* 8*t* | Las Palmas<br>Spanish | T. 3Cy. 13″, 21½″ & 35″–27″ 100 NHP<br>4 *BHCem*<br>1SB, *3cf*, GS57, HS1964<br>Caledon S.B. & E. Co Ld. Dun | 18 ″ 3 | |
| 75054<br>(*ex* Balboa, *ex* Linmere)<br>CSAS | **Gonçalo Velho** (*ex* Balboa, *ex* Linmere) *ss* Ham. 2nd No. 3–8, 38<br>Wireless 1 *Dk (Stl) & Shelter dk (Stl)* | 1595<br>1330<br>832 | ✠100A1<br>*Shelter dk*<br>~~Anti~~ Lin<br>*with freeboard*<br>12,40 ~~6,39~~ LMC<br>MS8,38 ~~BS5,38~~ 5,40 | Ham | *r* | CL N6,39 | 1913<br>3mo | Murdoch & Murray, Ltd. Port Glasgow<br>*Lloyd's SA&CP* | Cia. de Nav. Carregadores Açoreanos<br>*Cell D Ba 67′ u E 16′* | 265·5 \| 38·6 \| 16·7<br>*f* 121′ 395*t*<br>FK<br>*FPT 29t APT 29t* | Ponta Delgada<br>Portuguese | T. 3Cy. 19½″, 33″ & 54″–36″ (*s*) 180 lb 211 NHP<br>2SB, *6cf*, GS107, HS3534<br>5 *BHCem*<br>Muir & Houston, Ltd. Gls | 18 ″ 11<br>s ″ 5½<br>18 ″ 7½ | |
| 75055<br>7451<br>SEGN | **Gondul**<br>Wireless 1 *Dk & Shelter dk*<br>*Ref. Mchy* Sub. Sig *Cruiser Stern* | *1322*<br>*1010*<br>*606* | | | | | 1928 | Helsingörs Jernsk & Msk. Elsinore | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)<br>*WB* | 264·2 \| 37·3 \| 14·1<br>H 157*t* | Stockholm<br>Swedish | T. 3Cy. 20″, 32″ & 53″–36″ 168 NHP<br>Helsingörs Jernsk. & Mskb. | | V |
| 75056<br>FOYT | **Gonneville** (*ex* Tetuan)<br>2 *Dks* | 2285<br>1511<br>1409 | | | | | 1912 | Schiffsw. v. Henry Koch Lübeck | Cie. Maritime Normande (Heuzey & Chastellain, *Mgrs*) | 278·8 \| 38·9 \| 17·7<br>P & B 220′ F 35′ | Rouen<br>French | T. 3Cy. 22½″, 35½″ & 53½″–33½″ 160 NHP<br>Ottensener Maschf. Altona | | V |
| 75057<br>816<br>OODK | **Good Gulf**<br>*Oil Eng.*<br>D.F. E.S.D. GyC. 2 *Dks*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing* | 7874<br>7198<br>4292 | ✠100A1<br>2,40<br>LMC 6,38<br>*Carrying Petroleum in bulk* | Ant | *c*† | CL 6,39 | 1938<br>6mo | Howaldts-werke A.G. Kiel<br>*Lloyd's SA&CP* | Belgian Gulf Oil Co. Soc. Anon.<br>*Cell D Bu E 66′ 128t D Tf 40′ 350t FPT 38t APT 38t* | 476·8 \| 59·5 \| 33·3<br>498·3 (O.L.)<br>P 108′ B 31′ F 36′ FK | Antwerp<br>Belgian | Oil Engines 2S.C.SA<br>6Cy. 26½″–47½″ 748 NHP<br>2 DB *180 lb*<br>Howaldtswerke A.G. Kiel | 33 ″ 0<br>s 6 ″ 8½<br>26 ″ 6 | |
| 75058<br>130056<br>MJTF | **Goodig**<br>*ss* Sws. No. 3–9, 31<br>*ss* Apl. No. 1–35<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | 752<br>512<br>340 | ✠100A1<br>~~Lon~~<br>Exam 4,02 ~~2,40~~ Bwg<br>~~BS3,38~~ LMC 3,55 | | *k* | CL 3,38 | 1919<br>12mo | Forth S.B. & E. Co. Ld. (Jeffreys) Alloa<br>*Lloyd's SA&CP* | Stone & Rolfe, Ld.<br>*Cell D Bf 156′ 174t FPT 49t* | 191·0 \| 29·2 \| 11·3<br>198·0 (O.L.)<br>Q 108′ B 11′ F 28′ FK | Llanelly<br>British | T. 3Cy 16″, 26½″ & 44″–30″ (*s*) 180 lb 127 NHP<br>2SB, *4cf*, GS66, HS2128<br>3 *BHCem*<br>Forth S.B. & Eng. Co. Ld. (Jeffreys) Alloa | 13 ″ 8<br>s 4 ″ 1½<br>13 ″ 5½ | |
| 75059<br>166586<br>GNNK | **Goodleigh**<br>D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 5448<br>4987<br>3208 | ✠100A1<br>*with freeboard*<br>10,40 ~~12,39~~ LMC 10,38 | Cff<br>Ver | *a*† | CL | 1938<br>10mo | W. Pickersgill & Sons, Ld. Sunderland<br>*Lloyd's SA&CP* | Tatem Steam Navigation Co. Ld. (W. J. Tatem, Ld. *Mgrs.*)<br>*Cell D B 378′ 1309t FPT 94t APT 28t* | 430·1 \| 56·2 \| 26·8<br>447·2 (O.L.)<br>F 38′ FK<br>(*Coll to Sh dk* 6 „ *2nd* „) | London<br>British | T. 3Cy. 24″, 39″ & 69″–48″ 220 lb (*s*) FD 502 NHP<br>2SB (Spt) & 1 Aux SB, *9cf*, GS165, HS7225<br>7 *BHCem*<br>Richardsons, Westgarth & Co. Ld. Hpl | 29 ″ 4<br>s 3 ″ 9½<br>25 ″ 9 | |
| 75060<br>126546<br>WTCU | **Goodtime** Ⓟ Pad<br>(*ex* City of Detroit II, *ex* City of Detroit)<br>2 *Dks* | 1919<br>849<br>1454 | | | | | 1889 | Detroit Dry Dock Co. Wyandotte | L. J. Omelian & C. C. Guerrein | 286·6 \| 40·8 \| 14·0 | Wilmgton (Del.)<br>Utd. States | B.C. 2Cy. 44″, 96″ & 98″–144″ W. & A. Fletcher & Co. Hoboken, N.J. 462 NHP | | R |
| 75061<br>137845<br>GFLX | **Goodwin** Ⓟ<br>Wireless 2 *Dks* | 1570<br>1160<br>698 | | | | | 1917 | Caledon S. B. & E. Co. Ld. Dundee | Clyde Shppg. Co. Ld | 270·3 \| 37·2 \| 17·3 | Glasgow<br>British | T. 3Cy. 21″, 34″ & 56″–39″ 196 NHP<br>Caledon SB. & E. Co. Ld. Dun | | C |
| 75062<br>114046<br>MGZM | **Goole**<br>*ss* Gms. 2nd No 3–12, 27<br>*ss* Bly. No. 2–37<br>1 *Dk (Stl)*<br>*Cargo battens not fitted* | 358<br>261<br>148 | ✠100A1<br>10,37<br>BS4,39 LMC 4,36 | Goo | *e* | ~~9,37~~ 5,40 | 1904<br>7mo | J. P. Rennoldson & Sns South Shields<br>*Lloyd's SA&CP* | Goole & Hull Steam Towing Co. Ld. | 145·0 \| 24·6 \| 10·0<br>151·1 (O.L.)<br>Q 51′ F 20′ FK | Goole<br>British | C. 2Cy. 19″ & 40″–26″ (*s*) 125 lb 75 RHP<br>1SB, *3pf*, GS45, HS1419<br>3 *BHCem*<br>*FPT 57t*<br>J. P. Rennoldsn & Sns. S. Shl. | 10 ″ 9<br>s 1 ″ 0<br>9 ″ 10 | |
| 75063<br>161512<br>GSWP | **Goolistan**<br>*ss* Shl. No. 2–37<br>D.F. E.S.D. 1 *Dk (Stl) & Shelter dk (Stl)* | 5851<br>5316<br>3531 | ✠100A1<br>*with freeboard*<br>Shl<br>3,40 ~~12,39~~<br>BS ~~LMC~~ LMC 9,37<br>1,40 | Bry | *b*† | CL ~~9,37~~ 8,40 | 1929<br>4mo | Short Bros. Ld. Sunderland<br>*Lloyd's SA&CP* | Hindustan Stm. Shppg. Co. Ld. (Common Bros. Ld. *Mgrs.*)<br>*Cell D B 380′ 1657t D Tf 28′ 1170t FPT 156t APT 300t* | 440·0 \| 57·5 \| 27·4<br>454·2 (O.L.)<br>F 38′ FK<br>(*Coll to Sh dk* 6 „ *2nd* „) | Newcastle<br>British | T. 3Cy. 25″, 41½″ & 72½″–48″ 220 lb *220 lb* (*s*) FD 472 NHP<br>2SB ~~(Spt)~~ *8cf*, GS158, HS6130<br>7 *BHCem*<br>J. Dickinson & Sons, Ld. Sld. | 30 ″ 0<br>s4 ″ 1<br>26 ″ 1½ | |
| 75064<br>8171<br>SKJN | **Goonawarra** Twin Sc<br>*Oil Eng.*<br>D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern* 3rd dk in No. 1 hold<br>*Strengthened for Navigation in Ice* | *5072*<br>*3993*<br>*2630* | ✠100A1<br>*with freeboard*<br>4,40 ~~10,39~~ LMC 6,37 | Syd<br>Got | *a*† | OG 8,38 | 1937<br>6mo | Götaverken A/B Gothenburg<br>*Lloyd's SA&CP* | Rederi A/B Transatlantic (G. Carlsson, *Mgr.*)<br>*Duct keel forward*<br>*Cell D B 355′ 1515t D Tf of mchy. space 28′ 1170t FPT 156t APT 300t*<br>*Tanks at sides of tunnels 590t* | 430·1 \| 56·7 \| 23·4<br>438·5 (O.L.)<br>FK<br>(*Coll to Sh dk* 6 „ *2nd* „) | Gothenbrg<br>Swedish | Oil Engines 2S.C.SA<br>16Cy. 24½″–45½″ 1659 NHP<br>7 *BH*<br>Götaverken A/B, Got. | 29 ″ 0<br>s 3 ″ 0<br>26 ″ 2 | |
| 75065<br>15198<br>VLDY | **Goondi** (*ex* Gartmore)<br>Wireless 1 *Dk (Stl)* | 339<br>261<br>162 | ✠<br>9,23 | Syd | | | 1923<br>9mo | Poole & Steele Sydney NSW | The Adelaide Steamship Co. Ld.<br>*Tank above fore peak 5t FPT 7t APT 27t* | 150·0 \| 29·0 \| 7·0<br>B 54′ F 22′<br>FK | Melbourne<br>British | T. 3Cy. 14½″, 22½″ & 36½″–27″ 65 RHP<br>*Emade 94, refitted 23*<br>1SB, *3cf*, GS55, HS1522<br>J. Scott & Co. Kinghorn | 8 ″ 0 | |
| 75066<br>162391<br>MBKC | **Gorgon** Ⓟ<br>*Oil Eng.*<br>*Ref. Mchy.* 3 *Dks* | 3533<br>2655<br>2120 | | | | | 1933 | Caledon S. B. & E. Co. Ld Dundee | Ocean S.S. Co. Ld. (A. Holt & Co. *Mgrs*) | 320·3 \| 51·2 \| 21·6<br>B 88′ *on Shelter dk* | Liverpool<br>British | Oil Engines 2S.C.DA<br>6Cy. 17½″–47½″ 580 NHP<br>Akt. Burmeistr & Wain, Cpn | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or Last Special Survey. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. (a=oil fuel, b=Trade Cert.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75067 CSKX | **Gorgulho** (*ex*Oceaan-35) *Oil Eng.* / *Mchy. Aft* *ss* Lis. No. 2–39 / *Cruiser Stern* 1 *Dk (Stl)* | 428 / 310 / 278 | ✠100A1 (~~Jan 10 11,39~~) 7,41 ✠LMC 11,39 ✠LMC (M) 7,41 | Lis | *f* | CL 11,~~39~~ 7,41 | 1931 10mo | J. Smit & Zoon Foxhol *Lloyd's A & CP* | Parceria Geral de Pescarias (Bensaude & Co. Ld. *Mgrs.*) *Cell D* | 150·0 \| 25·6 \| 9·5 P41′F19′ FK B108′ 123*t* *FPT* 18*t* | Lisbon Portuguese 3 *B H Cem* *APT* 14*t* | Oil Engines 4S.C.SA 6Cy. 12⅝″–17⅛″ 87NHP 3BSs, *12cf*, GS207, HS9756 Mtrn Werke Mannheim A.G | 11 ″ 4 s ″11½ 10 ″ 5½ | |
| 75068 161320 GPWZ | **Gorjistan** *ss* Bkn. No. 2–38 D.F. 2 *Dks (Stl)* | 5888 5443 3710 | ✠100A1 12,~~40~~ 10,40 ✠LMC MS6,38 BS1,40 *Fitted for oil fuel* 11,29 | Sws NYk | *a*† | CL 6,38 *F.P. above* | 1929 11mo | J. Read-head & Sns, Ld South Shields *Lloyd's A & CP* *Cell D B* 367′ 1237*t* | Strick Line (1923) Ld. (F.C. Strick & Co. Ld. *Mgrs.*) *Cell D B* 367′ 1237*t* | 425·6 \| 55·0 \| 28·5 P38′B131′F47′ FK *DT a* 38′ 903*t* *FPT* 1 50°F. | London British 7 *B Hpt Cem* 07*t* *APT* 38*t* | T.3Cy. 28″, 46″ & 78″–51″ & LP Turbine with D R gearing & hydraulic coupling 210lb (*r*) FD 787NHP 3SB, *12cf*, GS207, HS9756 J. Readhead & Sons Ld. S Shl | 31 ″ 0 s 6 ″ 3½ 24 ″ 11¼ | |
| 75069 UOUD | **Gornyak** Twin Sc Wireless 1 *Dk* | 965 — 435 | | | | | 1929 | Nicolaieff State S.B. Wks 'Andre Marti' Nicolaieff | U.S.S.R. | 230·1 \| 34·0 \| 12·1 P31′F13′ | Mariupol Russian | T.6Cy. 12⅝″, 19⅛″ & 31⅝″ – 21⅜″ 95NHP Nicolaieff State S.B. Wks. "Andre Marti," Nicolaieff | | |
| 75070 40172 JYOH | **Goro Maru** *Oil Eng.* 1 *Dk* / *Mchy. Aft* *Cruiser Stern* | 301 218 196 | | | | | 1935 | Urabe Zosen Tekkosho Osaka | Amagasaki Kisenbu Gomei Kaisha | 120·0 \| 23·0 \| 11·5 P22′F19′ *WB* | Osaka Japanese | Oil Engines 2S.C.SA 4Cy. 14¼″–16″ 143NHP Kobe Hatsudoki K.K. Kobe | | |
| 75071 147177 MLGD | **Gorsefield** *ss* Liv. No. 3–1,36 *Mchy. Aft* 1 *Dk (Stl)* & *Web frames* | 628 434 250 | ✠100A1 Exam ~~Sept~~ 8,40 Npt BS ~~7,39~~ 8,40 ✠LMC 1,36 | Liv | *i* | CL 7,38 | 1922 12mo | Lytham S.B. & E Co. Ld Lytham *Lloyd's A & CP* | Zillah Shipping & Carrying Co. Ld. (W.A. Savage, Ld. *Mgrs.*) *Cell D B* 88′ | 175·0 \| 28·2 \| 11·2 Q101′B9′F29′ FK 150*t* *DT f* 29′ 68*t* *FP* 7*t* *APT* 38*t* | Liverpool British 3 *B H Cem* | T.3Cy. 14″, 22″ & 38″–24″ (*s*) 180lb 71RHP 2SB, *4cf*, GS49, HS1820 FD Lytham S.B. & E. Co. Ld. Lyt. | 13 ″ 6 s 4 ″ 4 13 ″ 3¾ | |
| 75072 147570 MKCK | **Gorselands** (*ex*Rijn–34, *ex* Jolly Guy, *ex* Meerdrecht) *Mchy. Aft* 1 *Dk* | 503 371 277 | | | | | 1918 | Johs. Berg Delfzijl | A. Chester | 160·0 \| 25·7 \| 11·9 P49′F22′ *WB* | Middlsbro' British | T3Cy 12¾″, 19⅞″ & 31 7/16″–21⅝″ NB *made* 20 *fitted* 31 56RHP Johs. Berg. Delfzijl | | C |
| 75073 139308 MGJP | **Gorsethorn** (*ex*Jarrix-39) 3 Mst *ss* Hul. No. 3–3,30 *Well deck* *ss* Hul. No. 2–38 / *Mchy. Aft* 1 *Dk (Stl)* | 429 303 203 | ✠100A1 ~~5,39~~ 11,40 BS 9,39 | Hul Bel | *g* | CL 3,38 | 1917 2mo | Cochrane & Sons, Ld. Selby *Lloyd's A & CP* | Ribble Shipping Co. Ld. (W.J. Ireland, *Mgr.*) | 150·2 \| 24·6 \| 11·0 159·0 (O.L.) Q86′B9′F18′ BK 7½″ *FPT* 53*t* | Liverpool British 3 *B H Cem* *APT* 7*t* | T.3Cy. 12″, 20″ & 34″–24″ (*s*) 180lb 69RHP 1SB. *2pf*, GS33, HS1175 Shields E. & D D Co. Ld. N Shl | 12 ″ 0 s 3 ″ 8½ 12 ″ 5½ | |
| 75074 | **Goryu Maru** *Mchy. Aft* 1 *Dk* | 1925 1540 1086 | | | | | 1940 | Kawaminami Kogyo K.K. Nagasaki | Goyo Syosen K.K. | 271·6 \| 40·0 \| 20·3 P87′F29′ *WB* | Kobe Japanese | T.3Cy. 18⅛″, 30″ & 50″–36″ 150NHP Kawaminami Kogyo K.K. Nagasaki | | |
| 75075 160275 VTFY | **Goschen** Ⓟ Twin Sc *Fitted for oil fuel* 1 *Dk* & *Promenade dk* | 970 801 377 | ✠ … 4,31 ✠ | | | | 1929 9mo | D & W Hendersn & Co. Ld Glasgow | South Indian Railway Co. Ld. | 250·0 \| 38·1 \| 11·4 FK *WB* | Madras British | 2 Steam Turbines SR geared to 2 Sc. Shafts 353NHP Yarrow & Co. Ld. Glasgow | 12 ″ 0 | |
| 75076 43990 JWRL | **Gosei Maru** 1 *Dk* | 1931 — 1375 | | | | | 1937 | Tsurumi Seitetsu Zosen K.K., Yokohama | Koun Kisen K.K. (Yamashita Kisen K.K. *Mgrs.*) | 271·6 \| 40·0 \| 20·3 | Tokyo Japanese | Steam Tsurumi Seitetsu Zosen K.K. | | |
| 75077 DOBV | **Goslar** Sub. Sig. D.F. E.S.D. 2 *Dks* | 6040 5402 3613 | | | | | 1929 | Blohm & Voss Hamburg | Norddeutscher Lloyd | 449·6 \| 57·6 \| 26·8 P26′F412′ *WB* | Bremen German | 1SR Geared Steam Turbine Blohm & Voss, Hamburg | | G |
| 75078 500 SFWM | **Göteborg** *ss* Got. 3rd No. 3–7,29 *ss* Got. No. 2–38 / *Well deck* 1 *Dk (pt Stl)* & *Web frames* | 880 708 376 | ✠100A1 6,39 ✠LMC MS 9,37 BS ~~7,38~~ 1,40 | Got | *n* | OG 5,38 | 1893 4mo | Act. Ges. "Neptun" Rostock *Lloyd's A & CP* | Rederiaktieb. Svenska Lloyd (K.R. Bökman, *Mgr.*) | 221·2 \| 30·3 \| 14·4 232·5 (O.L.) P&B149′H34*t*F54′ FK 5 *B H Cem* *DB* 186′ 237*t* *Cell* | Gothenbrg Swedish 156lb (*s*) 181NHP 2SB, *4cf*, GS84, HS3075 A.G. "Neptun," Rostock | T3Cy 20½″ 32½″ & 51 3/16″–35 7/16″ | 16 ″ 10 s ″ 9½ 16 ″ 2½ | |
| 75079 738 SEQI | — Ⓟ 1 *Dk* & *pt Shelter dk* | 412 218 213 | | | | | 1891 | Bergsunds Mek. Verks Stockholm | Ångb. Aktieb. Bohuslänska Kusten (C. Thorburn) | 148·6 \| 25·2 \| 10·8 H59*t* 17·9 *pt Shelter dk* 143*t* *WB* | Uddevalla Swedish | T.3Cy. 15⅝″, 24⅜″ & 41″–27½″ NB98 88NHP Bergsunds M.V. Stockholm | | |
| 75080 DAOC | **Gotenhof** Wireless 1 *Dk* | 1454 1015 847 | | | | | 1914 | Stettiner Oderwerke Stettin | Rud. Christ. Gribel | 230·6 \| 36·4 \| 15·0 Q83′B101′F29′ | Stettin German | T3Cy 16 9/16″, 27⅜″ & 43⅜″–31½″ 105NHP Stettiner Oderwerke | | G |
| 75081 142748 GFVT | **Gothic** (*ex*Rigny–39, *ex* Clemenceau–38, *ex* War Mersey) D.F. *ss* Sld. No. 3–2,31 1 *Dk* & *Shelter dk* *Carrying oil fuel in bulk* *Fitted for oil fuel* | 2444 2330 1600 | ✠ … 4,33 ✠ | | | | 1919 1mo | H. & C. Grayson, Ld. Liverpool | Gothic S.S. Co. Ld. | 265·0 \| 41·2 \| 26·6 FK *WB* | London British | T.3Cy. 21″, 34″ & 56″–36″ 229NHP Richardsons, Westgarth & Co. Ld. | 28 ″ 10 | V † |
| 75082 161829 MJMS | **Gothland** Wireless D.F. E.S.D. 1 *Dk* & *Shelter dk* *Cruiser Stern* | 1286 968 504 | | | | | 1932 | H. Robb, Ld. Leith | Currie Line, Ld. | 251·5 \| 38·2 \| 15·9 23·3 *WB* | Leith British | T.3Cy. 21″, 34″ & 56″–39″ 196NHP Barclay, Curle & Co. Ld. Gls. | | C |
| 75083 7582 SHGN | **Gotland** *Oil Eng.* *ss* Got. No. 2–38 D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)* *Strengthened for Navigation in Ice* | *1946* *1567* *966* | ✠100A1 *with freeboard* 9,40 ~~7,39~~ ✠LMC CS4,38 DBS 7,39 *Carrying vegetable oil in No. 4 DB tank* | Got | *t* | CL 4,38 | 1929 12mo | Eriksbergs M.V. Aktieb. Gothenburg *Lloyd's A & CP* | Ångf. Aktieb. Tirfing (T.E. J:son Broström, *Mgr.*) (Svenska Orient Linien) *Cell D* | 289·3 \| 43·0 \| 16·6 305·2 (O.L.) FK B246′646*t* *APT* 25*t* ( | Gothenbrg Swedish 6 *B Hpt Cem* *Coll to Shdk* 5 „ 2*nd* „) | Oil Engines 4S.C.SA 6Cy. 24½″–51⅜″ 355NHP DB *80lb* Eriksberg M.V. Aktieb. Got | 19 ″ 0 s ″ 4½ 18 ″ 9 | |
| 75084 8083 SJMN | — Ⓟ *Oil Eng.* 3 *Dks* / *Cruiser Stern* *Part electrically welded* *Strengthened for Navigation in Ice* | *1669* *822* *820* | ✠100A1 *with freeboard* 3,39 ✠LMC 5,36 | Skm | *q* | OG 3,39 | 1936 5mo | Kockums M.V. Aktieb. Malmö *Lloyd's A & CP* *Cell* | Ångf. Aktieb. Gotland (C.E. Ekman, *Mgr.*) *DB* 78′ 83*t* Tank in tunnel 31′ 126*t* *DT f* | 240·0 \| 38·5 \| 22·2 F73′ FK 26′ 79*t* *APT* 42*t* | Visby Swedish 5 *B Hpt Cem* *pt Asp* *Coll to Wdk* ( | Oil Engines 2S.C.SA 6Cy. 20½″–27 3/16″ 442NHP DB *100lb* Kockums M.V. Akt. Malmö | 24 ″ 8 s 7 ″ 10½ 17 ″ 0½ | |
| 75085 | — 1 *Dk* | 981 752 434 | | | | | 1913 | Antwerp Eng. Co. Ld. Hoboken | Reed. Wiese & Co. G.m.b.H. (A.H. Schwedersky Nachf. *Mgr.*) | 210·0 \| 33·3 \| 13·6 Q70′B50′F22′ | Memel German *WB* | T.3Cy. 15¾″, 26″ & 44″–27″ 101NHP MacColl & Pollock, Ld. Sld. | | G |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. | 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant et périd. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Longueur de cote si oui et dans le L.R. Durée Cert. Ref Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75086 | **Gottfrid** | 1,40 | 1592 | ✠100A1 | Got | *q* | OG | 1899 | Strand | RederiA/B | 267·3 \| 37·4 \| 16·3 | Mariehamn | T.3Cy.19¼″31¼″51$\frac{3}{16}$″–33″(*s*) | 19 ″ 2 |
| | | 1,40 | — | | | | 7,39 | 6mo | SlipwayCo. | L'Avenir | 258·0 \| 36·8 | Finnish | 160lb *100lb* NDB32 159NHP | s 2 ″ 0½ |
| OFBZ | *Well deck* | 1*Dk*(*Iru*) | 887 | BS7,39 ✠LMC5,36 | | | | | Sunderland | (G.Erikson, *Mgr.*) | P26′Q64′B50′F31′ FK | 4*BHCem* | 1SB,4*pf*,G866,H82535 | 17 ″ 4 |
| | | *Cargo battens not fitted* | | No later survey reported | | | | | A&CP | | *CellDBa*68″ | *uE&B*34″ *f*112′476*c* | N.E.MarineEng.Co.Ld.Sld. | |
| 75087 | **Goulburn** | | 2367 | ✠100A1 | Mel | *t* | CL | 1915 | Sunderlnd | HuddartParker, | 295·0 \| 45·0 \| 20·1 | Melbourne | T.3Cy.23″,37½″&61″–42″ | 22 ″ 3 |
| 136742 | | ex Mel.2nd No.3–1,40 | 2101 | 11,40 ~~1,46~~ | | | 11,39 | 1mo | S.B.Co.Ld. | Ltd. | 305·4(O.L.) | British | 180lb *100lb* (*r*) 286NHP | s 3 ″ 3¾ |
| VJCZ | | 1*Dk*(*pt Iru & pt Stl*) | 1407 | ✠LMC1,46 | | | | | Sunderland | | P27′B68′F30′ FK | 5*BHCem* | 2SB,*Bcf*,G8128,H84750 | 19 ″ 2 |
| | | *Cargo battens not fitted* | | BS1,41 | | | | | *Lloyd's*A&CP | | *CellDBa*94″ | *uE&B*38″ *f*124′675*c* | *APT*66*t* G.Clark,Ld.Sunderland | |
| 75088 | **Goumier** (*ex*Gunver–36) | | 1058 | | | | | 1920 | Atlas | Cie.Nouvelle de | 225·8 \| 32·8 \| 13·9 | Marseilles | T.3Cy.15¾″,25½″&41¾″–25¾″ 110NHP | V |
| TSUW | | | 805 | | | | | | Werke | Nav.Busck | P34′B120′F23′ | French | | |
| | | | 611 | | | | | | Bremen | | | *WB* | AtlasWerke,Bremen | |
| 75089 | **Gourko** Ⓟ | 2*Dks* | 1975 | | | | | 1911 | Earle'sCo. | ~~Ellerman's~~Wilson Line,Ld. | 318·0 \| 42·2 \| 17·3 | ~~Hull~~ | T.3Cy.22″,36″&60″–42″ 233NHP | C |
| ~~189295~~ | | | 1653 | | | | | | Ld. | | | British | | |
| GRCQ | *Ref.Mchy.* D.F. | *Cruiser Stern* | 1073 | | | | | | Hull | | | *WB* | Earle'sCo.Ld.Hull | |
| 75090 | **Gouverneur Général A. Varenne** | | 3004 | | | | | 1909 | Nederl. | Soc.LesAffréteurs | 328·5 \| 43·9 \| 22·6 | Saigon | T.3Cy.22″,36″&60″–42″ NB19 233NHP | V |
| | (*ex* Van Linschoten–39) | | 2490 | | | | | | Schps.Maats. | Mar.Indochinois | F40′ *Shade dk*21′ | French | | |
| | | 2*Dk3trB* | 1886 | | | | | | Amsterdam | | | *WB* | NedFb.v.Wrk&Spoor,Ams. | |
| 75091 | **Gouverneur Général Cambon** Ⓟ | *Fitted for oil fuel* | 3509 | | | | | 1922 | Forg.&Ch. | FrenchGovern- | 346·4 \| 44·7 \| 21·8 | Marseilles | T.3Cy.34″,53″&85″–45″ 502NHP | V |
| | | | 2394 | | | | | | de la Médit | ment (Ministère de | P262′F74′ | French | | |
| FNFD | | 2*Dks* | 1745 | | | | | | LaSeyne | la Marine Marchande) (Cie. de Nav. Mixte, *Mgrs.*) | | *WB* | Forg.&Ch.de la Médit.Msl. | |
| 75092 | **Gouverneur Général Chanzy** Ⓟ | Twin Sc | 4397 | | | | | 1922 | Cammell | FrenchGovern- | 362·6 \| 53·4 \| 26·9 | Marseilles | 4 Steam Turbines DR | V |
| | | | 3202 | | | | | | Laird&Co.Ld. | ment (Ministère de | P225′F53′ | French | geared to 2 Sc. Shafts | |
| FNSD | D.F. *Fitted for oil fuel* | 3*Dks* | 1934 | | | | | | Birkenhead | la Marine Marchande) (Cie. Générale Trans-atlantique, *Mgrs.*) | | *WB* | CammellLaird&Co.Ld. | |
| 75093 | **Gouverneur Général de Gueydon** Ⓟ | Twin Sc | 4513 | | | | | 1922 | Ch.&Atel. | FrenchGovern- | 362·7 \| 53·2 \| 28·6 | Marseilles | 2 DR Geared Steam | V |
| | | | — | | | | | | de Provence | ment (Ministère de | P39′B164′F59′ | French | Turbines | |
| FNSE | D.F. *Fitted for oil fuel* | | 1791 | | | | | | Port-de-Bouc | la Marine Marchande) (Cie. Générale Trans-atlantique, *Mgrs.*) | | *WB* | Atel.&Ch.de Bretagne,Nts. | |
| 75094 | **Gouverneur Général Grevy** Ⓟ | Twin Sc | 4565 | | | | | 1922 | Arsenal de | FrenchGovern- | 361·1 \| 49·3 \| 26·8 | Havre | 2 DR Geared Steam | V |
| | (*ex* P.A.1) | | — | | | | | | la Marine | ment (Ministère de | P44′B191′F58′ | French | Turbines | |
| FNSF | D.F. *Fitted for oil fuel* | 3*Dks* | 1158 | | | | | | Brest | la Marine Marchande) (Cie. Générale Trans-atlantique, *Mgrs.*) | | *WB* | Atel.&Ch.de Bretagne,Nts. | |
| 75095 | **Gouverneur Général Jonnart** Ⓟ | Twin Sc | 4513 | | | | | 1923 | Arsenal de | FrenchGovern- | 362·6 \| 53·2 \| 28·6 | Brest | 2 DR Geared Steam | V |
| | (*ex* P.A.2) | | — | | | | | | la Marine | ment (Ministère de | | French | Turbines | |
| FNSG | L.F. *Fitted for oil fuel* | 3*Dks* | 1791 | | | | | | Brest | la Marine Marchande) (Cie. Générale Trans-atlantique, *Mgrs.*) | | *WB* | Atel.&Ch.de Bretagne,Nts. | |
| 75096 | **Gouverneur Général Laferrière** Ⓟ | Twin Sc | 3453 | | | | | 1923 | Forg.&Ch. | EtsA.Klaguine | 344·5 \| 44·5 \| 21·8 | Marseilles | 2 DR Geared Steam | V |
| | | | — | | | | | | de la Médit. | | B157′F46′ | French | Turbines | |
| FNBI | | 2*Dks* | 1728 | | | | | | Havre | | | *WB* | Forg.&Ch.de la Médit.Hav. | |
| 75097 | **Gouverneur Général Lépine** Ⓟ | *Fitted for oil fuel* | 3509 | | | | | 1923 | Forg.&Ch. | FrenchGovern- | 346·4 \| 44·6 \| 21·8 | Marseilles | T.3Cy.34″,53$\frac{7}{16}$″&85$\frac{3}{8}$″–45$\frac{3}{16}$″ 486NHP | V |
| | | | — | | | | | | de la Médit | ment (Ministère de | P262′B164′F74′ | French | | |
| FNFE | | 2*Dks* | 1746 | | | | | | LaSeyne | la Marine Marchande) (Cie. de Nav. Mixte, *Mgrs.*) | | *WB* | Forg.&Ch.de la Médit,Msl. | |
| 75098 | **Gouverneur Général Maurice Long** | | 1692 | | | | | 1908 | Maats. | Soc.lesAffréteurs | 270·5 \| 40·3 \| 18·0 | Saigon | T.3Cy.19″,31½″&51½″–39″ 165NHP | V |
| | | | 1329 | | | | | | Fyenoord | Maritimes | P33′B73′F30′ | French | | |
| FNZM | (*ex* Swaerdecroon–38) | 1*Dk* | 902 | | | | | | Rotterdam | Indochinois | | | Maats.Fyenoord,Rot. | |
| 75099 | **Gouverneur Général Merlin** | | 1543 | | | | | 1896 | Nederl. | Soc.lesAffréteurs | 278·5 \| 36·5 \| 19·2 | Saigon | T.3Cy.24″,36″&60″–42″ 233NHP | V |
| | (*ex* Van Outhoorn) | | — | | | | | | Schps.Maats. | Maritimes | P19′B46′F74′ | French | | |
| FNZW | Wireless | 2*Dks & Shade dk3trB* | 954 | | | | | | Amsterdam | Indochinois | | | NedFb.v.Wrk&Spoor,Ams. | |
| 75100 | **Gouverneur Général Pasquier** | | 1994 | | | | | 1906 | Nederl. | Soc.lesAffréteurs | 296·3 \| 38·0 \| 20·9 | Saigon | T.3Cy.21½″,36¼″&59″–43½″ NB09 229NHP | V |
| | (*ex* Van Noort–36, *ex* Pahud) | | 1427 | | | | | | Schps.Maats. | Maritimes | P76′H56′F76′ | French | | |
| FNZN | | 2*Dks* | 1235 | | | | | | Amsterdam | Indochinois | | *WB* | NedFb.v.Wrk&Spoor,Ams. | |
| 75101 | **Gouverneur Général Tirman** Ⓟ | *Fitted for oil fuel* | 3509 | | | | | 1922 | Forg.&Ch. | FrenchGovern- | 346·4 \| 44·6 \| 21·8 | Marseilles | T.3Cy.34″,53$\frac{7}{16}$″&85$\frac{3}{8}$″–45$\frac{3}{16}$″ 486NHP | V |
| | | | — | | | | | | de la Médit | ment (Ministère de | P262′B164′F74′ | French | | |
| FNFF | | 2*Dks* | 1746 | | | | | | LaSeyne | la Marine Marchande) (Cie. de Nav. Mixte, *Mgrs.*) | | *WB* | Forg.&Ch.de la Médit.Msl. | |
| 75102 | **Gouverneur Général Van Vollenhoven** | | 691 | | | | | 1909 | Maats. | Soc.lesAffréteurs | 174·0 \| 29·1 \| 16·2 | Saigon | T.3Cy.14¾″,24½″&40″–27″ 83NHP | V |
| | | | 589 | | | | | | Fyenoord | Maritimes | P20′F25′ | French | | |
| FNZR | (*ex* Atjeh) Wireless | 1*Dk2trB* | 393 | | | | | | Rotterdam | Indochinois | | *WB* | Maats.Fyenoord,Rot. | |
| 75103 | **Gouverneur Mouttet** | | 467 | | | | | 1931 | Lübecker | FrenchGovern- | 154·7 \| 28·0 \| 12·3 | Fort de | T.3Cy.16½″24½″&42½″–23½″ 85NHP | V |
| | *Fitted for oil fuel* | | 347 | | | | | | Flender-WerkeA.G. | ment (Ministère des Colonies) | Q14′B5′F22′ | France French | | |
| TTUH | | 1*Dk* | 175 | | | | | | Lübeck Siems. | | | *WB* | LübeckerMaschb.Ges. | |
| | | *Cruiser Stern* | | | | | | | | | | | | |
| 75104 | **Gouverneur Ponty** | | 434 | | | | | 1908 | A.Dubi-geon&fils | Messageries du Sénégal | 159·1 \| 24·6 \| 11·5 | Dakar | C.2Cy.18¼″&31½″–23½″ 40NHP | |
| | | | 300 | | | | | | Nantes | | P39′H41′F37′ | French | | |
| TSWM | | | 245 | | | | | | | | | | Brissonneau et Lotz.Nts. | |

Nov. 1940 Sanction to 90013 in Supplement

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Now expired. Equipment Letter. | 7a Date when last docked. Last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75105 | **Gouwe** | | 2119 | ✠100A1 | Rot | *s* | CL | 1927 | A. Vuijk& | N.V."Houtvaart" | 281·3 | 42·7 | 19·3 | Rottrdam | T.3Cy.21",34½"&57"-36" (*s*) | 21 " 4 |
| | *ss*Rot.No.2-36 | | 1892 | 6,39 | | | N1,39 | 9mo | Zonen | (Vinke&Co.*Mgrs.*) | | | | Dutch | 210lb 248NHP | s 3 " 1½ |
| PEJS | D.F. 1*Dk*(*Stl*) | | 1264 | | ✠LMC | | | | Capelle a/d | | P22'B64'F22' | | FK | 4*BHptCem* | 2SB,*6cf*,GS106,HS4054 | 18 " 3¾ |
| | *Cargo battens not fitted* | | | MS6,36 | BS9,39 | | | | Ysel | | | | | *ptAsp* | ArnhemscheStoom-sleephellingMij.Arnhem | |
| | | | | | | | | *Lloyd's*A&CP | | *CellD* | *B242' 542t FPT62t* | | | *APT54t* | | |
| 75106 | **Governor** | | 5571 | ✠100A1 | Lon | *z* | CL | 1918 | D&W Hen- | CharenteS.S.Co. | 410·3 | 52·2 | 30·2 | Liverpool | T.3Cy.24½",42½"&72"-54" | 32 " 7 |
| 140587 | *ss*Liv.No.3-3,31 | | 5242 | Examined6,40 Liv | | | 8,37 | 7mo | dersn&Co.Ld | Ld.(T.&J. | 425·0(O.L.) | | | British | 215lb (*s*) 536NHP | s 6 " 2 |
| GQPB | *ss*Liv.No.1-36 | | 3495 | BS12,40 ✠LMC | | | 11,40 | | Glasgow | Harrison,*Mgrs.*) | P34'B136'F53' | | FK | 7*BHCem* | 2DB(Spt)&1Aux.SB,*15cf*, | 26 " 7½ |
| | 2*Dks*(*Stl*)3*rd dk*(*Stl*) in No.1 hold | | | MS2,36 BS6,39 | | | | *Lloyd's*A&CP | | | | | | | GS281,HS9263 | |
| | | | | *Fitted for oil fuel* 7, 20 | | | *F.P. a* | *bove* 1 50° F. | | *CellDB* | *344'111 7t DTa31'830t FPT* | | | *64t APT24t* | D&W Henderson&Co.Ld. | |
| 75107 | **Governor Cobb** (P) TrpSc | | 2522 | | | | | 1906 | Delaware | Geo.T.Ellis | 289·1 | 54·0 | 18·0 | New Haven | SteamTurbines | |
| 203584 | *Fitted for oil fuel* | | — | | | | | | River Co. | | | | | Utd. States | | |
| WHCX | 1*Dk* | | 1556 | | | | | | Chester,Pa. | | | | | *WB* | W&A FletcherCo.Hoboken | |
| 75108 | **Governor John Lind** | | 3431 | ✠ ... | | | | 1918 | Hanlon | Baltimore-Insular | 305·0 | 46·0 | 24·5 | Baltimore | T.3Cy.24",39"&65"-42" | 26 " 9 |
| 216871 | *Fitted for oil fuel* | | 2306 | 5,21 | | | | 9mo | D.D.&S.B.Co | Line,Inc.(A.H.Bull | P33'B79'F26' | | | Utd. States | BethlehemS.B. 382NHP | |
| WREU | 1*Dk* | | 2039 | ✠ | | | | | Oakland,Cal. | &Co.Inc.*Mgrs.*) | | | FK | *WB* | Corp.Ld.Alameda,Cal. | |
| 75109 | **Governor Miller** | | 8240 | | | | | 1938 | American | Pittsburgh | 593·2 | 60·0 | 32·5 | Dul'th,Min | DR geared steam turbine | R |
| 237394 | | | — | | | | | | S.B.Co. | SteamshipCo. | F52' | | | Utd. States | 383NHP | |
| WNXZ | *Mchy.Aft* D.F. GyC. 1*Dk* | | 6072 | | | | | | Lorain,O. | | | | | *WB* | DeLavelSteam TurbineCo.Trenton,N.J. | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | |
| 75110 | **Governor Wright** (P) | | 506 | ✠ 3,40 | HKg | *g* | CL | 1938 | W.S.Bailey | VisayanTrans- | 157·6 | 28·1 | 9·1 | Cebu,P.I. | Oil Engines 4S.C.SA | 11 " 6 |
| 183487 | *Oil Eng.* | | 341 | | | | | 12mo | &Co.Ld. | portationCo.Inc. | 163·0(O.L.) | | | Utd. States | 6Cy.14⅜"-22½" 123NHP | ~~s 1 " 5½~~ |
| | Wireless 1*Dk* | | 308 | | ✠LMC12,38 | | | | HongKong | | F20'*Shade dk* | | FK | 4*BHCem* | | ~~10 " 2½~~ |
| | *Cruiser Stern* | | | | | | | *Lloyd's*A&CP | | | | *FPT17t* | | *APT25t* | Humboldt-Deutzmotoren, A.G.Köln-Deutz | |
| 75111 | **Goviken** (*ex*GoldenGate-36) | | 4854 | ✠100A1 | HKg | *y* | CL | 1917 | SeattleCon- | Wallem&Co.A/S | 381·5 | 53·1 | 27·0 | Bergen | T.3Cy.24",40"&70"-48" (*s*) | 29 " 4 |
| | *ss*Ham.No.3-2,37 | | 4441 | 1,41 ~~1,40~~ | | | 6,39 | 5mo | struction& | (H.J.Wallem, | 396·7(O.L.) | | | Norwegian | 190lb 472NHP | |
| LDEZ | 2*Dks*(*Stl*) | | 2950 | ~~BS3,39~~ ✠LMC2,37 | | | | | DryDockCo. | *Mgr.*) | P53'H149'F88' | | FK | *Cem* | 3SB,*9cf*,GS169,HS6831 | |
| | | | | 3,40 | | | | | Seattle,Wash | 1*BHin after* | *hold dispensed with* | | | 5*BHonly* | SeattleConstruction& | |
| | | | | | | | | | A&CP | *CellDB* | *325' 960t FPT115t* | | | *APT264t* | DryDockCo.Seattle,Wash. | |
| | | | | *Fitted for oil fuel* 5, 17 | | | *F.P. a* | *bove* 1 50° F. | | | | | | | | |
| 75112 | **Goyo Maru** | | 8469 | | | | | 1938 | Kawasaki | GoyoSyosenK.K. | 443·0 | 60·0 | 40·0 | Kobe | 2 steam turbines DR geared | |
| 45331 | | | — | | | | | | Dkyd.Co.Ld. | | | | | Japanese | to1Sc.Shaft 833NHP | |
| JXSN | *Ref.Mchy.* *Cruiser Stern* | | 5126 | | | | | | Kobe | | | | | | KawasakiDkydCoLd Kobe | |
| 75113 | **Gozan Maru** | | 3213 | ✠ ... | Yka | | | 1919 | Ishikawa- | Kuribayashi | 305·0 | 43·7 | 27·2 | Tokyo | T.3Cy.22",37"&61"-42" | 27 " 3 |
| 22317 | *ss*Kob.No.3-2,31 | | 2676 | 11,33 | | | | 1mo | jimaSBCoLd | SyosenK.K. | P25'B94'F33' | | | Japanese | 279NHP | |
| JIDD | 2*Dks*(*Stl*) | | 1986 | ✠ | | | | | Tokyo | | | | FK | 5*BHCem* | 2SB,*6cf*,GS93,HS3640 | |
| | | | | | | | | | | | *CellDB262'587t FPT* | | | *58t APT56t* | IshikawajimaS.B.Co.Ld. | |
| 75114 | **Gracefield** | | 4631 | ✠100A1 | Hpl | *y* | CL | 1928 | Swan,Hun- | ConfieldS.S.Co.Ld. | 390·0 | 53·5 | 25·4 | Newcastle | T.3Cy.25½",36½"&70"-48"& | 27 " 10 |
| 149477 | *ss*Hpl.No.3-4,40 | | 4290 | 4,40 | ✠LMC | | 4,40 | 8mo | ter&Wigham | (E.J.Sutton&Co. | 400·8(O.L.) | | | British | exhaust turbine driving | s 3 " 10¾ |
| GSPZ | 1*Dk*(*Stl*) | | 2852 | BS7,39 | MS4,40 | | | | Richardson, | *Mgrs.*) | P36'B250'F32' | | FK | 6*BHptCem* | steam compressor | 24 " 2 |
| | | | | | | | | | Ld Newcastle | | | | | *ptAsp* | 200lb (*s*) 457NHP | |
| | | | | | | | | *Lloyd's*A&CP | | *Cell* | *DB 344' 1192t FPT* | | | *83t APT195t* | 3SB(Spt)*9cf*,GS190,HS6836 | |
| | | | | | | | | | | | | | | | Swan,Hunter&Wigham Richardson,Ld.Nwc. | |
| 75115 | **Gracehill** | | 452 | ✠100A1 | Bel | *g* | CL | 1918 | Forth S.B. | Howdens,Ld. | 156·5 | 25·2 | 9·8 | Belfast | T.3Cy.15",25½"&42½"-27" | 12 " 0 |
| 142482 | *ss*Bel.No.3-8,31 | | 313 | ~~2,39~~ 12,40 | Irv | | ~~7,38~~ | 9mo | &EngCo.Ld. | | | | | British | 180lb (*s*) 52RHP | s 3 " 8 |
| MJKC | *ss*Shl.No.2-39 | | 172 | ✠LMC9,39 | | | 12,40 | | (Jeffrey's | | Q88'B9'F29' | | BK7" | 3*BHCem* | 1SB,*3cf*,GS53,HS1860 | 12 " 4¾ |
| | *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | | | BS10,40 | | | | | Yard),Alloa | | *CellDB82'95t FPT* | | | 26t *APT7t* | ForthS.B.&Eng.Co.Ld. (Jeffrey'sYard),Alloa | |
| | *Cargo battens not fitted* | | | | | | | *Lloyd's*A&CP | | | | | | | | |
| 75116 | **Gracia** | | 5642 | ✠100A1 | Gls | *a*† | CL | 1921 | Scotts'S.B. | DonaldsonSouth | 415·5 | 54·2 | 30·8 | Glasgow | 2SteamTurbinesDRgeared | 33 " 5 |
| 144258 | *ss*Gls.No.3-4,34 | | 5261 | 2,41 ~~1,40~~ | Mch | | ~~2,38~~ | 6mo | &E.Co.Ld. | AmericanLine,Ld. | | | | British | to1Sc.Shaft (*r*) | s 6 " 4¼ |
| GFDB | *ss*Mch.No.2-2,41 *ss*Gls.No.1-38 | | 3537 | ✠LMC 2,41 | | | 9,40 | | Greenock | (DonaldsonBros.& | P35'B151'F46' | | FK | *ptCem* | 200lb 736NHP | 27 " 2½ |
| | D.F. E.S.D. 2*Dks*(*Stl*)3*rd dk* | | | MS10,37 BS1,40 | | | | *Lloyd's*A&CP | | Black,Ld.*Mgrs.*) | | | | | 4SB,*12cf*,GS230,HS10468FD | |
| | *Ref.Mchy.* (*Stl*) in Nos.2 & 3 holds | | | ✠Lloyd'sRMC14,33 2, 41 | | | | | | *Inte* | *rmediate 'tween dk* | | | 6*BHtoUdk* | Scotts'S.B.&E.Co.Ld.Grk | |
| | | | | | | | | | | | *BH dispensed with* | | | 2*BHto* | | |
| | | | | *Carrying oil fuel F.P. above* 1 50° F. | | | | | | | *in deep tank a* | | | *CellDB355'* | 1123t *FPT* | |
| | | | | *Fitted for oil fuel* 6, 21 | | | *F.P. a* | *bove* 1 50° F. | | | *ft* | | | | 89t *APT46t* | |
| 75117 | **Gracie Fields** (P) Pad | | 393 | | | | | 1936 | J I Thorny- | Southampton,I.of | 195·9 | 24·9 | 8·0 | S'thamptn | C.2Cy.23"&48"-51" | BT till 4,40 |
| 165053 | | | 284 | | | | | | croft&CoLd | W.&S.ofEng.Royal | P5'F24' | | | British | 137NHP | |
| | 1*Dk* | | 180 | | | | | | Southampton | MailStm.PktCo.Ld | *Promenade dk*124 | | | | J.I.Thornycroft&Co.Ld. | |
| 75118 | **Graciosa** (*ex*Edfou,*ex*Rabymere) | | 1773 | ✠100A1 | Sba | *r* | CL | 1917 | Clyde S.B. | Skibs.A/S Fjeld | 265·2 | 42·2 | 17·8 | Drammen | T.3Cy.21",33"&57"-36" (*s*) | 20 " 0 |
| | *ss*Dun.No.3-8,29 | | 1592 | *Shelter dk* | Bgk | | 8,37 | 2mo | &Eng.Co.Ld. | (HansKiær&Co. | | | | Norwegian | 180lb 214NHP | s " 9 |
| LDJY | *ss*Hpl.No.2-37 | | 1029 | *withfreeboard* | | | 7,40 | | PortGlasgow | A/S.*Mgrs.*) | | | FK | 4*BHCem* | 2SB,*6cf*,GS105,HS3320 | 19 " 4½ |
| | 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) | | | 3,41 ~~2,39~~ | ✠LMC 8,40 | | | *Lloyd's*A&CP | | *Cell* | *DB223' 493t FPT52t* | | | *APT53t* | ClydeS.B.&E.Co.Ld.P.Gl. | |
| | | | | ~~MS2,36~~ | BS9,39 | | | | | | | | | | | |
| 75119 | **Graculus** (*ex*Bifrost) | | *1941* | 100A1 | Liv | *r* | OG | 1923 | N.V.Boele's | RederiA/B Brubor | 265·9 | 42·1 | 18·2 | Hlsngborg | T.3Cy.21",34½"&57"-36" (*s*) | 20 " 10 |
| 7048 | *ss*Lkr.No.3-1,36 | | *1708* | *withfreeboard* | Lkr | | | 2mo | Scheepsw. | (R.Brunkman, | | | | Swedish | 180lb 246NHP | ~~s 2 " 0½~~ |
| SGKA | 1*Dk* & *Shelter dk* 1*Dk*(*Stl*) | | *1045* | 3,41 | LMC6,40 | | | | Slikkerveer | *Mgr.*) | P28'B69'F24' | | FK | 4*BHCem* | 2SB,*6cf*,GS128,HS4272 | ~~18 " 2½~~ |
| | *Cargo battens not fitted* | | | ~~MS6,35~~ | ~~BS4,39~~ | | | A&CP | | | (*CollBHto Sh dk,3BHto 2nd dk*) | | | | N.V.v.d.Kuy&v.d.Ree,Rot | s "10 |
| | | | | | | | | | | | *CellDB219'436t FPT32t* | | | *APT77t* | | 20 " 2 |
| 75120 | **Gradisca** (P) TwinSc | | 13870 | ✠100A1 | Nap | *i*† | CL | 1913 | A.Stephen | LloydTriestino | 560·2 | 65·8 | 35·3 | Trieste | Q.8Cy.28",40",57"&82"-54" | 39 " 0 |
| 377 | (*ex*Gelria-35) *ss*Nap.2ndNo.3-11,37 | | 9451 | *Shelter dk* | | | ~~Pa2,37~~ | 10mo | &Sons,Ld. | Soc.Anon.diNav. | 541·1 | | | Italian | 220lb (*r*) 1725NHP | s 10 " 7½ |
| IBKV | *Ref.Mchy.* 2*Dks*(*Stl*) & *Shelter dk* | | 7315 | *withfreeboard* | | | 8,12,38 | | Glasgow | | | | | 8*BHCem* | 3D(Spt)&3SB(Spt)&3SB | 28 " 9 |
| | D.F. E.S.D. (*Stl*-teaks) | | | 5,40 ~~6,39~~ | ✠LMC | | P5,40 | *Lloyd's*A&CP | | *CellDB* | | | | | (Spt),*36cf*,GS718,HS27867 | |
| | GyC. | | | MS2,37 | BS6,39 | | | | | *a125'uE&B150'f* | P&B395'F99' | | FK | | FD | |
| | | | | | | | | | | | *206'1781t FPT147t* | | | *APT117t* | A.Stephen&Sons,Ld.Gls. | |
| | | | | *Fitted for oil fuel* 9, 28 | | | *F.P. a* | *bove* 1 50° F. | | | | | | | | |
| 75121 | **Grado** (*ex*LouisMercier-37,*ex* | | 3092 | ✠ ... | | | | 1918 | E.Finch& | Dampsk.A/S Iris | 331·0 | 46·7 | 23·2 | Oslo | T.3Cy.25",41"&68"-45" | 25 " 6 |
| | AndreasGerakis, *ss*Msl.No.2-26 | | 2832 | 4,29 | | | | 12mo | Co.(1916)Ld. | (HansFr.Grann, | P48'B100'F29' | | | Norwegian | 513NHP | |
| LJOS | *ex*Thermidor,*ex*Albergallus, | | 1842 | ✠ | | | | | Chepstow | *Mgr.*) | | | FK | *WB* | D.Rowan&Co.Ld.Gls. | |
| | *ex*WarForest) D.F. 1*Dk* | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Entretien. | 7a Date de la dernière visite de la face porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où cédé, s'il y a lieu, dans le U.K., Dans. Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75122 3740 SJUA | **Graecia** (*ex* Marietta N.) *ss* Abg. 2nd No. 3–1,36 1 *Dk* (*pt Irn pt Stl*) | *2951* *2693* *1727* | ✠100A1 3,39 ~~BS2,40~~ 3,41 | Rio | *u* | CL ~~3,39~~ 1,41 | 1911 11mo | J. Blumer & Co. Sunderland *Lloyd's* *s.a.* & *CP* | Rederiakt Svenska Lloyd (K. R. Bökman, *Mgr.*) | 331·0 \| 47·5 \| 20·7 P28′B176′F38′ FK *Cell D Ba* & *u E* 133·407*t* *f* 137·434*t* *FPT* 78*t* | Gothenbrg Swedish | T.3Cy.23½″,38″&64″–42″ (*s*) 180lb *180lb* 294 NHP 2SB(Spt) *6cf*, GS124, HS4619 J. Dickinson & Sons, Ld. Sld. | 23 ″ 2 s 2 ″ 8½ 20 ″ 8¼ | |
| 75123 205009 WEDG | **Graham C. Woodruff** (*ex* M. A. Bradley) D.F. Sub. Sig. 1 *Dk* *Mchy. Aft* | 5539 — 4127 | | | | | 1908 | Gt. Lakes Eng. Works Ecorse | Nicholson Universal S.S. Co. | 462·0 \| 52·0 \| 30·0 | Wilmgton (Del) Utd. States *WB* | T.3Cy.21½″,35″&58″–42″ 218 NHP Gt. Lakes Eng. Wks. Detroit | | R |
| 75124 145749 GBTC | **Graig** *ss* Ams. No. 3–2,37 1 *Dk* (*Stl*) | 3683 3505 2280 | ✠100A1 11,39 BS5,39 | Bry | *w* | CL 10,39 ✠LMC2,37 | 1924 4mo | R. Duncan & Co. Ld. Port Glasgow *Lloyd's* *s.a.* & *CP* | Graig Shipping Co. Ld. (I. Williams & Co. *Mgrs.*) | 365·0 \| 51·5 \| 23·0 P27′B220′F37′ FK *Cell D B* 332′790*t* | Cardiff British | T.3Cy.25″,41″&68″–45″ (*s*) 180lb HS6301 392 NHP 3SB(2Spt), *9cf*, GS177, D. Rowan & Co. Ld. Glasgow | 25 ″ 0 s 3 ″ 1¾ 22 ″ 1 | |
| 75125 167801 GDYG | **Graiglas** D.F. 1 *Dk* *Cruiser Stern* | 4312 3964 2549 | ✠100A1 9,40 ~~7,40~~ *Fitted for oil fuel* 5,40 | Sld Shl | *y* 1⅞ | CL ✠LMC5,40 *F.P. above* 150° F. | 1940 5mo | J. L. Thompson & Sons, Ld *Lloyd's* *s.a.* & *CP* | Graig Shipping Co. Ld. (I. Williams & Co. *Mgrs.*) *Cell D* | 389·3 \| 54·7 \| 24·2 404·7 (O.L.) P40′B234′F39′ FK *B* 334′828*t* *FPT* 103*t* | Cardiff British | T.3Cy.21½″,36″&62″–39″ (*s*) 220lb Rht 348 NHP 2SB(Spt & FD) & 1 Aux SB, *6cf*, GS100, HS5130 George Clark (1938) Ld. Sld. | 26 ″ 4 s 3 ″ 3½ 23 ″ 3½ | |
| 75126 148289 GLQZ | **Graigwen** *ss* Rot. No. 3–12,38 1 *Dk* (*Stl*) | 3697 3505 2277 | ✠100A1 1,40 BS1,40 | Cff | *w* | CL 6,37 ✠LMC12,38 | 1926 2mo | R. Duncan & Co. Ld. Port Glasgow *Lloyd's* *s.a.* & *CP* | Graig Shipping Co. Ld. (I. Williams & Co. *Mgrs.*) *Cell D B* 332′870*t* | 365·0 \| 51·5 \| 23·0 P27′B220′F40′ FK *APT* 140*t* | Cardiff British | T.3Cy.25″,41″&68″–45″ (*s*) 180lb HS6801 392 NHP 6 *BHCem* | 25 ″ 0 s 3 ″ 1¾ 22 ″ 1 | |
| 75127 154473 CYLF | **Grainmotor** *Oil Eng.* 1 *Dk* | 1829 1681 1093 | | | | | 1929 | Davie S.B. & Repairing Co. Ld. Levis, P.Q. | Canada Steamship Lines, Ld. | 251·9 \| 43·1 \| 18·3 | Montreal British *WB* | Oil Engines 4S.C.SA 8Cy.16″–22″ 199 NHP Bessemer Gas Engine Co. Grove City, Pa. | | C |
| 75128 149489 GSWB | **Grainton** *ss* Ams. No. 3–8,35 D.F. 1 *Dk* (*Stl*) | 6341 5804 3777 | ✠100A1 ~~Bry~~ Exam. ~~6.38~~ 8,40 Npt LMC8,35 MBS8,40 D ~~1.36~~ 6,41 | ~~Bry~~ | *a*† | CL ~~8,38~~ 5,41 | 1929 1mo | Short Bros. Ld. Sunderland *Lloyd's* *s.a.* & *CP* | Carlton S.S. Co. Ld. (R. Chapman & Son, *Mgrs.*) *Cell D B* | 423·0 \| 58·3 \| 29·8 439·0 (O.L.) P36′B132′F45′ FK 352′2020*t* *FPT* 350*t* | Newcastle British | Q.4Cy.22″,33″,48″&70″–48″ 240lb *220lb* (*s*) 462 NHP 3SB(Spt) *9cf*, GS190, HS7434 J. Dickinson & Sons, Ld. Sld. | 33 ″ 1 s 6 ″ 7¾ 26 ″ 7¾ | |
| 75129 LKAC | **Gran** *Oil Eng.* D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern* | 4140 3717 2428 | ✠100A1 *with freeboard* 12,39 Surveys delayed | NYk | *y* 1⅞ | CL ✠LMC12,38 | 1938 12mo | Burntisland S.B. Co. Ld. Burntisland *Lloyd's* *s.a.* & *CP* | A/S Nye Kristiansborg (A/S Rederiet Odfjell, *Mgrs.*) *Cell D B* 314′941*t* | 379·5 \| 53·8 \| 24·3 395·3 (O.L.) FK *FPT* 105*t* *APT* 185*t* | Bergen Norwegian | Oil Engines 2S.C.SA 3Cy.23⅝″–91⅛″ 516 NHP 2 DB *120lb* 6 *BHpt Cem* *Coll to Sh dk* 5 „ *2nd* „ ) Wm. Doxford & Sons, Ld Sld | 26 ″ 8 s 2 ″ 4½ 24 ″ 5½ | |
| 75130 | — (*ex* Ming-Shan–37, *ex* Gran–33, *ex* Kamiji Maru) 1 *Dk* | 1983 1006 1152 | ✠ ... 9,24 ✠ | | | | 1919 7mo | Teikoku S.S. Co. Ld. Toba | Wallem & Co. | 270·0 \| 39·0 \| 23·9 P16′B65′F31′ FK | Panama Pnamanian *WB* | T.3Cy.20″,33″&55″–39″ 254 NHP Kobe Steel Wks. Ld. Kobe | 23 ″ 11 | |
| 75131 DNPZ | **Gran Canaria** *Fitted for oil fuel* D.F. E.S.D. 3 *Dks* *Ref. Mchy* *Cruiser Stern* | 3866 3112 2023 | | | | | 1938 | Deutsche Werft A G Bet Finkenwrder Hamburg | Oldenbrg-Portug. Dmpssch. Rhed. | 379·7 \| 54·8 \| 23·8 F89′ | Oldenburg German *WB* | 2 steam turbines D R geared to 1 screw shaft 918 NHP HS3229 Allgemeine Elec Ges. Berlin | | G |
| 75132 LDZB | **Grana** 1 *Dk* | 1297 1115 728 | ✠ ... 7,25 ✠ | | | | 1920 6mo | N.V. Schbs. "Baanhoek" Sliedrecht | Rederi-A/S "Kragerö" (K. Sandaas, *Mgr.*) | 237·4 \| 36·7 \| 15·9 P23′B60′F24′ FK | Kragerö Norwegian *WB* | T.3Cy.17½″,29″&47″–36″ 175 NHP J. & A. v.d. Schuyts' Mch. Fab | 18 ″ 0 | N † |
| 75133 HRBA | **Granada** Ⓟ *ss* Phl. No. 3–11,37 2 *Dks* (*Stl–Wthr dk* teak s) & 2 *lower dks sparred for fruit cargoes* *Ref. Mchy.* | *3332* *2919* *2085* | ✠100A1 *with freeboard* ~~8,40~~ ~~2,40~~ 2,41 BS2,40 ✠LMC11,37 ✠Lloyd's RMC ~~2,40~~ 8,40 for temp. 50° F. *Lower decks for fruit cargoes* *Fitted for oil fuel* 12,25 *F.P. above* 150° F. | Phl | *u* | OG ~~10,37~~ 8,40 | 1925 12mo | Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's* *s.a.* & *CP* *Inter* | Standard Nav. Corp. (Standard Fruit & S.S. Co. *Mgrs.*) *mediate BH in fore* *Cell D* | 315·1 \| 45·2 \| 29·4 F34′ FK *hold dispensed with* *B* 255′405*t* *FPT* 47*t* | Ceiba Honduran *ABH* *APT* 55*t* | T.3Cy.23¼″,39″&66″–45″ (*s*) 200lb 510 NHP 3SB, *12cf*, HS8112 FD Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 31 ″ 6 s 11 ″ 8¾ 20 ″ 2 | |
| 75134 7972 SLOA | — (*ex* Kalfond, *ex* St. Roch) *Well deck* | *1781* *1339* *764* | ✠100A1 ~~4,40~~ ~~5,39~~ 5,41 ~~BS5,40~~ BS ~~4,40~~ 5,41 *Cargo battens not fitted* | Got | *q* | CL ~~4,38~~ ~~4,40~~ 5,41 ✠LMC4,38 | 1922 2mo | Osbourne, Graham & Co. Ld. Sunderland *Lloyd's* *s.a.* & *CP* | A/B Arafart (A. R. Appelqvist, *Mgr.*) *Cell D* | 258·9 \| 39·5 \| 16·2 272·5 (O.L.) P23′Q76′B62′F23′ FK *B* 222′460*t* *FPT* 25*t* | Stockholm Swedish *ABH Cem* *APT* 55*t* | T.3Cy.19½″,32″&53″–36″ (*s*) 180lb 197 NHP 2SB(Spt) *6cf*, GS105, HS3222 G. Clark, Ld. Sunderland | 18 ″ 6 s 1 ″ 6½ 17 ″ 2 | |
| 75135 | **Granatiere Padula** (*ex* Hua-Shan–38, *ex* Werribee–33) *ss* Shi. 2nd No. 3–1,34 *ss* H. Kg. No. 1–38 1 *Dk* (*pt Irn & pt Stl*) *Cargo battens not fitted* & *deep framing* | *3904* *3590* *2364* | ✠100A1 5,40 ~~3,30~~ ~~BS3,30~~ 5,40 ✠LMC3,38 | Shi | *w* | CL 3,38 | 1909 1mo | Blyth S.B. Co. Ld. Blyth *Lloyd's* *s.a.* & *CP* | Cia. Italiana di Nav. S.A.I. (Chinese Italian Nav. Co. Ld) *Cell D Ba* 98′*u E* & *B* 44′ | 354·8 \| 50·0 \| 23·7 P11′B85′F38′ FK *f* 165′941*t* *FPT* 135*t* | Shanghai Italian *7 BHCem* *APT* 240*t* | T.3Cy.24″,39″&66″–45″ (*r*) 180lb 327 NHP 3SB, *9cf*, GS165, HS5181 Richardsons, Westgarth & Co. Ld. Hpl | 26 ″ 5 s 4 ″ 11½ 21 ″ 8 | |
| 75136 150820 CYLG | **Granby** (*ex* Frank A. Augsbury) *Mchy. Aft* 1 *Dk* | 2051 1707 1221 | | | | | 1922 | Frazer, Brace, Ld. Three Rivers, P.Q. | Canada Steamship Lines, Ld. | 251·2 \| 43·1 \| 18·1 Q93′F34′ | Montreal British *WB* | Worthington Pump & Mchy. Corp. Ampere, N.J. | | C |
| 75137 202711 KFNA | **Grand Island** (*ex* Eugene Zimmerman) D.F. *Mchy. Aft* 1 *Dk* | 5446 — 4143 | | | | | 1905 | Craig S.B. Co. Toledo, Ohio | Cleveland-Cliffs S.S. Co. (Cleveland-Cliffs Iron Co. *Mgrs*) | 488·6 \| 52·0 \| 31·0 *WB* | Wilmgton (Del.) Utd. States | Q.4Cy.18″,26″,36″&55″–40″ 191 NHP Craig S.B. Co. Toledo, O. | | R |
| 75138 156702 | **Grand Manan II** Ⓟ *Oil Eng.* *ss* St. J. No. 2–38 1 *Dk* (*Stl*) | 841 363 508 | ✠100A1 *with freeboard* 5,40 ~~5,30~~ DBS ~~5,30~~ 5,40 ✠LMC ✠LMC 5,40 *For service in the Bay of Fundy* | St J | | CL 4,38 | 1930 2mo | St. John D.D. & S.B. Co. Ld. St. John N.B. *Lloyd's* *s.a.* & *CP* | Eastern Canada Coastal Steamships, Ld. | 144·3 \| 32·1 \| 12·5 152·0 (O.L.) B & F 120′ *Upper* F22′ FK *FPT* 28*t* *APT* 33*t* | St John NB British *4 BHCem* | Oil Engines 2S.C.SA 6Cy.16″–20″ 270 NHP DB *100lb* Fairbanks Morse & Co. Beloit, Wis. | 13 ″ 6 s 3 ″ 4½ 10 ″ 2½ | |
| 75139 FNHB | **Grand-Quevilly** (*ex* San Carlos–38, *ex* Rio de la Plata) 2 *Dks* | 2844 2395 1547 | | | | | 1914 | J. Blumer & Co. Sunderland | Cie. France-Navigation, S.A. (*inliq.*) (Worms & Cie, *Mgrs.*) | 333·6 \| 48·7 \| 19·6 P77*t* H191*t* F39*t* | Rouen French *WB* | T.3Cy.24″,40″&66″–42″ 282 NHP N.E. Marine Eng. Co. Ld. Sld | | V |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Register in which classed, if not in L.R. Date of Ref. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 75140 FOMC | **Grandlieu** (*ex* War Drummer) | D.F. | 3290 2814 2004 | ✠100A1 7,39 BS7,39 | Nts | *u* | CL 7,39 | 1919 2mo *Lloyd's SA&CP* | Hong K'ng & Whampoa Dock Co. Ltd. Hong Kong | Cie. Générale Transatlantique *Cell DB* | 325·0 P33'B90'F28' FK 274 *t* 644 *t* *FPT* 134 *t* *APT* 93 *t* | 45·2 | 23·9 | Nantes French 6 *BHCem* | T.3Cy.23″,38″&61″–42″ (*s*) 180lb *100lb* 259NHP 2SB,6*cf*,GS124,HS3946 Hong Kong & Whampoa Dock Co. Ltd. Hong Kong | 26 ″ 0 s 4 ″ 2½ 22 ″ 0 | |
| | *ss* Nts. No. 3–4,32 *ss* Nts. No. 1–36 1 *Dk(Stl)* & *Web frames* 2nd *dk(Stl)* in *Nos.* 1,2 & 3 *holds* | | | | | | | | | | | | | | | | |
| 75141 LDZE | **Granfoss** (*ex* Granfos–37) | 1 *Dk* | 1461 1327 890 | | | | | 1913 | Nylands Værksted Oslo | Skibs-A/S Thor Thoresens Linje (Thor Thoresen A/S *Mgr.*) | 254·2 P46 *t* H78 *t* | 39·2 | 16·5 | Oslo Norwegian *WB* | T.3Cy.19″,31″&51½″–33″ 152NHP Nylands Værksted, Oslo | | N |
| 75142 143746 GCNW | **Grangepark** | *ss* Shl. No. 3–5,32 *ss* Rot. No. 1–37 1 *Dk(Stl)* & *Platform dk(Stl)* in *Nos.* 1,2,4 & 5 *holds* | 5132 4720 3172 | ✠100A1 Examined 9,40 Bel ✠LMO MS9,40 BS4,40 | ~~Cff~~ | *y* | CL 11,39 | 1919 11mo *Lloyd's SA&CP* | Greenock Dkyd. Co. Ltd. Greenock *Mgrs.*) | Denholm Line Steamers, Ld. (J. & J. Denholm, Ld. *Cell DB* | 400·4 P51'B114'F39' FK 347′ 1296 *t* *FPT* 125 *t* *APT* 200 *t* | 52·3 | 28·5 | Greenock British 7 *BHpt Cem* | T.3Cy.27″,44½″&73″–48″ (*s*) 1801b 517NHP 3SB,9*cf*,GS190,HS7668 FD J.G. Kincaid & Co. Ld. Grk. | 31 ″ 0 s 5 ″ 11½ 25 ″ 3½ | |
| | D.F. *Longitudinal framing in double bottom & at decks* | | | | | | | | | | | | | | | | |
| * 75143 6480 SLTA | **Grängesberg** | *ss* Got. No. 3–7,33 *ss* Got. No. 1–37 Sub.Sig. D.F. 2 *Dks(Stl)* *Cargo battens not fitted* | *4575* *4130* *2460* | ✠100A1 9,39 BS1,40 ✠LMC1,37 | Got | *y* | CL 1,37 | 1921 3mo *Lloyd's SA&CP* | NV Lobith-scheScheepsb My Gebr. Bodewes Lobith | Trafik Aktieb. Grängesberg-Oxelösund (M. Waldenström *Mgr*) *Cell DB* 667 *t* | 385·2 399·0 (O.L.) P42'B242'F42' FK 66′ *u* *E* & *B* 45′ *f* 102′ *DT f* 51′ 420 *t* *DT f* 68′ 595 *t* *FPT* | 50·1 | 25·9 | Stockholm Swedish 6 *BHpt Cem* *pt Asp* 106 *t* *APT* 50 *t* | T.3Cy.26″,39″&70″–48″ (*s*) &LP Turbine with DR gearing & hydraulic coupling 1801b HS6660 518NHP 3SB,(Spt),9*cf*,GS148, FD Scheeps. Maats. Nieuwe Waterweg, Schiedam | 29 ″ 0 s 4 ″ 3½ 24 ″ 11 | |
| 75144 143530 MKLB | **Grangetoft** (*ex* Gledburn–36, *ex* Maindy Tower) *Mchy. Aft* Wireless | 1 *Dk* | 975 774 495 | | | | | 1920 | Rennie, Ritchie & Nwport S.B. Co. Ld. Wivenhoe | "Toft" S.S. Co. Ltd. (T.H. Donking & Sons, Ld. *Mgrs.*) | 207·5 | 33·6 | 13·5 | Middlsbro' British *WB* | T.3Cy.16½″,27″&34″–30″ 98RHP Plenty & Son, Ld. Newbury | | C |
| 75145 783 SVAJ | **Granicos** (Pencisely–34, *ex* Andree) | *ss* Cff. No. 3–9,28 *ss.* Ams. No. 2–36 1 *Dk(Stl)* | *3689* *3449* *2283* | ✠100A1 5,40 ~~9,39~~ ✠LMC BS ~~5,40~~ MS9,39 | Ssk Ant | *w* | CL ~~1,38~~ 5,40 | 1916 4mo *Lloyd's SA&CP* | W. Gray & Co. Ld. W Hartlepool | Granicos S.S. Co. Ltd. *Cell DBa* | 360·2 P29'B225'F35' FK 110′ *uE* 25′ *f* 165′ 991 *t* | 51·0 | 22·7 | Piræus Greek 6 *BHCem* *APT* 187 *t* | T.3Cy.25″,40½″&67″–45″ (*s*) 1801b HS6515 378NHP 2SB&1Aux.SB,8*cf*,GS165, Cen.Mar.Eng.Wrks.W Hpl | 25 ″ 1 s 3 ″ 1½ 22 ″ 2½ | |
| 5/41 75146 LIVS | **Granli** (*ex* Siredal–38) Wireless D.F. *Cruiser Stern* 1 *Dk* | | 1577 1316 910 | | | | | 1935 | Nylands Verksted Oslo | A/S Granli (Rolf Ugelstad) | 247·5 P44 *t* H97 *t* | 39·2 | 17·4 | Oslo Norwegian *WB* | C.4Cy.(2)12⅛⅛″&(2)29⅛⅛″–27⅞″ HS2035 142NHP Nylands Verksted, Oslo | | N |
| 75147 6296 SJPA | **Granö** (*ex* Fernebo–36, *ex* Brävalla) D.F. | *ss* Got. No. 3–5,33 *ss* Mmo. No. 1–37 1 *Dk(Stl)* | *1885* *1621* *1068* | ✠100A1 5,40 6,39 ✠LMC MS7,37 BS ~~4,40~~ 2,40 | Skm Mmo | *r* | OG 6,39 | 1920 6mo | Aktieb. Lindholmen-Motala Gothenburg A&CP | Rederi A/B Rex (K.M. Kallström, *Mgr.*) | 262·0 P26'B150'F24' FK *Cell DB* 223′ 470 *t* | 42·7 | 18·1 | Stockholm Swedish 4 *BHCem* *APT* 41 *t* | T.3Cy.20½″,33″&55″–36″(*s*) 185lb 216NHP 2SB,4*cf*,GS66,HS2850 FD Aktieb. Lindholmen-Motala, Got. | 20 ″ 6 s 1 ″ 8¾ 18 ″ 11 | |
| 75148 LKDE | **Granville** *Ref. Mchy.* Twin Sc *Oil Eng.* *Cruiser Stern* 2 *Dks* | | 5745 5193 3507 | | | | | 1930 | Odense Staalskibsv. Odense | Skibs A/S Sommerstad (A.F. Klaveness & Co. A/S, *Mgrs.*) | 426·4 P37'F36' | 58·5 | 26·6 | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 12Cy.24½⅛″–51⅛⅜″ 710NHP Akt. Burmeistr & Wain, Cpn | 29 ″ 0 | N |
| 75149 TUEU | — | *ss* Hav. No. 3–3,33 *ss* Hav. No. 1–37 *Mchy. Aft* 1 *Dk(Stl)* | 511 372 148 | ✠100A1 6,39 BS6,39 ✠LMC4,37 Surveys delayed | Hav | *h* | CL 8,38 | 1930 2mo *Lloyd's SA&CP* | Cochrane & Sons, Ld. Selby | Soc. Havraise de Transport et de Transit *Cell DB* 88′ 115 *t* *FPT* 67 *t* | 170·2 *30·0* P74'F21' FK | 28·6 | 8·9 | Havre French 3 *BHCem* *APT* 21 *t* | T.3Cy.13″,21½″&35″–24″ (*s*) 1801b 87NHP 1SB,3*cf*,GS50,HS1635 C.D. Holmes & Co. Ld. Hull | 11 ″ 3 s ″ 11¾ 10 ″ 4¾ | |
| 75150 167808 GMRW | **Graslin** D.F. | 1 *Dk* | 2323 1768 1334 | | | | | 1924 | Anciens Chantiers Dubigeon Nantes | Ministry of Shipping (Frank S. Dawson, Ld. *Mgrs.*) | ~~279·0~~ P22'F24' 279·8 | ~~41·3~~ 41·4 | ~~17·3~~ 21·5 | ~~Nantes~~ ~~French~~ Cardiff British *WB* | T.3Cy.18¼″,30″&49¼″–38¾″ 150NHP Atel. La Chaléassière, Lyon | | V |
| 75151 DDRU | **Gratia** Sub.Sig. | 1 *Dk* & *deep framing* | 2068 1780 1800 | | | | | 1905 | Eiderwerft Akt. Ges. Tönning | J. Jost | 274·0 P11'B82'F24' | 39·7 | 15·8 | Flensburg German *WB* | T.3Cy.18½″,30¾″&49¾″–33½″ 139NHP Eiderwerft A.G. Tönning | | G |
| 75152 166018 ~~FNIQ~~ GMRR | **Gravelines** (*ex* Roi Albert–38) D.F. | *ss* Ant No. 3–6,37 1 *Dk(Stl)* & *Shelter dk(Stl)* | 2491 2293 1537 | ✠100A1 *with freeboard* ~~8,46~~ 7,39 11,40 BS ~~4,40~~ 4,41 ✠LMC6,37 | Rou Bss Liv | *u* | CL 7,39 | 1925 4mo *Lloyd's SA&CP* | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Ministry of Ship ping (Frank S Dawson, Ld. *Mgrs*) *Cell DB* 93′ *u* *E* 21′ | 315·9 FK ( *f* 142′ 595 *t* *APT* 57 *t* | 45·1 | 20·6 | Bristol British 5 *BHpt Cem* *Coll to Sh dk* 4 „ 2nd „) | T.3Cy.22″,37″&61″–42″ (*s*) 1801b 283NHP 3SB,6*cf*,GS135,HS4662 Wllsnd Slpwy. Co. Ld. Nwc. | 22 ″ 10 s 1 ″ 6 21 ″ 5¾ | |
| 75153 DHJH | **Gravenstein** (*ex* Hansa, *ex* Tranquebar) D.F. | *ss* Gen. No. 3–5,19 *ss* Ham. No. 2–27 2 *Dks* & *deep framing* | 3505 3275 2182 | ✠ ... 2,28 | | | | 1906 6mo | Akt. Burmeistr & Wain Copenhagen | H.C. Horn | 369·0 P285'F39' | 47·5 | 23·5 | Hamburg German *WB* | T.3Cy.24¾″,42″&70″–45″ 380NHP Akt. Burmeistr & Wain, Cpn | 26 ″ 6 | C † |
| 75154 124395 GJCM | **Gray** (P) (*ex* Petriana) Wireless *Well deck* *Mchy. Aft* | *ss* Vcr. No. 2–17 1 *Dk(Stl)* | 707 511 280 | ✠ 7,22 | Vcr | | | 1909 3mo | R. Williamson & Son Workington | Consolidated Whaling Corporation, Ld. | 182·7 Q101'B11'F22' FK *DB* 101′ 138 *t* | 27·9 | 12·3 | Vict'ria BC British 3 *BHCem* *FPT* 53 *t* | T.3Cy.14″,25½″&41″–30″ 90RHP 1SB,3*pf*,GS58,HS2048 Ross & Duncan, Glasgow | 14 ″ 7 | C † |
| 75155 166570 GNNR | **Grayburn** D.F. *Tonnage opening closed '41 (W. E.* | 1 *Dk* & *Shelter dk* *Cruiser Stern* *Longitudinal framing at decks* | 6342 5804 3739 | ✠100A1 *with freeboard* 1,41 ~~2,40~~ ✠LMC9,38 *Fitted for oil fuel* 9,38 | Bry NYk | *c*† | CL 3,39 F.P. | 1938 9mo *Lloyd's SA&CP* above | Sir J. Laing & Sons, Ld. Sunderland | Wallem & Co. Ld. (Muir Young, Ld. *Mgrs.*) *Cell DB* 311′ 1647 *t* 150° F. | 453·2 471·4 (O.L.) FK *Tanks in way of tunnel* 557 *t* | 63·7 | 27·0 | London British 7 *BHCem* *Coll to Sh dk* 6 „ 2nd „) *FPT* 320 *t* *APT* 236 *t* | T.3Cy.25″,43″&72″–51″ (*s*) 2201b FD 523NHP 3SB (Spt) 9*cf*,GS146,HS7179 G. Clark (1938) Ld. Sld. | 39 ″ 0 s 11 ″ 2¾ 28 ″ 0¾ | |
| 75156 LCLP | **Graziella** (*ex* Keighley) | 1 *Dk* | 2137 1900 1274 | | | | | 1917 | Osbourne, Graham & Co. Sunderland | Dampskintsk. Garonne (Fearnley & Eger, *Mgrs.*) | 285·0 P26'B76'F33' | 43·3 | 19·0 | Oslo Norwegian *WB* | T.3Cy.21″,34″&56″–39″ 196NHP Richardsons, Westgarth & Co. Ld. Sld. | | N |
| 75157 163433 GWRD | **Great Western** (P) Sub.Sig. D.F. E.S.D. | Twin Sc *ss* Cff. No. 1–38 1 *Dk(Stl)* 2nd *dk(Stl)* *clear of machinery space* | 1659 1119 666 | ✠100A1 *with freeboard* 1,41 ~~2,40~~ ~~BS3,40~~ ✠LMC2,37 *For Irish Channel Service* | Cff | *s* | OG ~~3,40~~ ~~2,38~~ ~~1,41~~ | 1934 1mo *Lloyd's SA&CP* | Cammell Laird & Co. Ld. Birkenhead | Great Western Railway *Cell DB* a & *u* *E* 74′ *f* 40′ 97 *t* *DT a* 14′ | 282·9 297·7 (O.L.) P75'B92'F93' FK *Upper Bridge* 84′ *Upper Fo'c'sle* 43′ 12 *t* *MT* 10′ 98 *t* *DT f* 2 | 40·4 | 16·1 | London British 7 *BHCem* 2′ 63 *t* *FPT* 20 *t* *APT* 65 *t* | T.6Cy.13½″,22″&38″–24″ (*s*) 2001b 306NHP 2WTB,GS150,HS5280 FD Cammell Laird & Co. Ld Bkn | 17 ″ 1 s 4 ″ 0⅜ ~~3,41~~ 13 ″ 3½ ~~3,42~~ | BT till ~~3,41~~ ~~3,42~~ |

* Surveys delayed. Vessel, when last reported in port in enemy occupation.

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Date de la dernière visite de l'Arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où cotés. Si vu à sec dans le Dock Victoria Port, B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75158 | **Greatend** (*ex* Ville de Dannemarie) | | 1495 | ✠ | Nwc | *p* | 1920 | J I Thorny-croft & Co. Ld. Southampton | | 240·4 \| 36·1 \| 16·3 | | T.3Cy.18″,30″&50″–33″ 178 NHP | 18 ″ 6 | |
| | *ss* Nwc. No. 3–2,34 | | 1060 | 4,38 | | | | | | | Spanish | | | |
| | *Well deck* *ss* Nwc. No. 1–38 | | 771 | ✠ | | | | | | Q136′B10′F28′ FK | | 2SB, *4cf*, GS82, HS3000 | | |
| | 1 *Dk(Stl)* | | | | | | | | *Cell D* | *B*226′ 438*t* *FPT*29*t* | 4 *BHCem* | *APT*112*t* | J.I. Thornycroft & Co Ld. | |
| | *(SUNK IN PORT BY AIRCRAFT 5,38 —REFLOATED)* | | | | | | | | | | | | | |
| 75159 | **Greater Buffalo** Ⓟ | Pad | 7739 | | | | 1923 | American S.B.Co. Lorain, O. | Detroit and Cleveland Nav. Co. | 519·0 \| 58·0 \| 23·7 | Detroit Utd. States | C.3Cy.66″ & (2)96″–108″ American 1915 NHP | | R |
| 223603 | | | — | | | | | | | | | | | |
| WSBH | D.F. GyC. | | 3330 | | | | | | | | *WB* | S.B.Co. Detroit, Mich. | | |
| 75160 | **Greater Detroit** Ⓟ | Pad | 7739 | | | | 1923 | American S.B.Co. Lorain, O. | Detroit and Cleveland Nav. Co. | 519·0 \| 58·0 \| 23·7 | Detroit Utd. States | C.3Cy.66″(2),96″–108″ American 1900 NHP | | R |
| 223664 | | | — | | | | | | | | | | | |
| WSBI | D.F. GyC. | | 3330 | | | | | | | | | S.B.Co. Detroit, Mich. | | |
| 75161 | **Greathope** | | 2297 | ✠100A1 | Nwc | *s* | 1926 | Burntisland S.B.Co. Ld. Burntisland | Newbigin Steam Shipping Co. Ld. (E. R. Newbigin, Ld. *Mgrs.*) | 310·1 \| 41·9 \| 19·7 | Newcastle British | T.3Cy.22½″,37″&61″–42″ (*s*) 180lb ~~190lb~~ 300lb 302 NHP | 22 ″ 0 | |
| 149415 | *ss* Nwc. No. 3–12,39 | | 2015 | 1,41 ~~12,39~~ Shl | | CL 6,38 | 9mo | | | | | | s 3 ″ 4½ | |
| GJBF | D.F. 1 *Dk(Stl)* | | 1292 | ✠LMC | | | | | | P23′B67′F30′ FK | 4 *BHpt Cem* | 2SB(Spt), *6cf*, GS135, HS5210 | 18 ″ 10 | |
| | *Cargo battens not fitted* | | | MS2,39 BS ~~12,39~~ 1,41 | | | *Lloyd's* *SA&CP* | | | *Intermediate BH in hold dispensed with in ER* 128*t* *FPT* 147*t* | | | | |
| | | | | | | | | | *Cell DB* | 255′ 741*t* *side tanks fore* | *APT* 144*t* | N.E. Marine Eng Co Ld. Nwc | | |
| 75162 | **Green Island** | Twin Sc | 1946 | | | | 1937 | Gt. Lakes Eng. Works. River Rouge, Mich. | Ford Motor Co. | 290·7 \| 43·1 \| 18·2 | Detroit Utd. States | Oil Engines 4S.C.SA 16Cy.10½″–13½″ 172 NHP Cooper-Bessemer Corp. | | R |
| 236370 | *Oil Eng.* | | — | | | | | | | | | | | |
| WNGC | *Mchy. Aft* GyC. 1 *Dk* | | 1603 | | | | | | | | | | | |
| | *Electrically welded* | | | | | | | | | | | | | |
| 75163 | **Greenawn** | | 784 | ✠100A1 | Shl | *k* | 1924 | A. Hall & Co. Ld. Aberdeen | S. & R. Steamships, Ld. (Stone & Rolfe, Ld. *Mgrs.*) | 190·7 \| 29·1 \| 11·9 200·2 (O.L.) | Goole British | T.3Cy.16″,26½″&44″–30″ (*s*) 180lb 140 NHP | 14 ″ 1 | |
| 146341 | *ss* Bly. No. 3–3,37 | | 540 | 1,41 ~~1,20~~ | | OG 1,39 | 3mo | | | | | | s 4 ″ 0½ | |
| ML TX | *Mchy. Aft* 1 *Dk(Stl)* | | 405 | BS ~~9,39~~ 1,41 ✠LMC 3,37 | | | *Lloyd's* *SA&CP* | | *Cell DB* | Q125′B9′F21′ FK 126′ 212*t* *FPT* | 3 *BHCem* | 2SB, *4pf*, GS61, HS2506 | 13 ″ 7½ | |
| | *Well deck* *Cargo battens not fitted* | | | | | | | | | | 40*t* *APT* 38*t* | A. Hall & Co. Ld. Aberdeen | | |
| 75164 | **Greenland** (*ex* Desdemona) | | 1281 | 100A1 | Lth | CL | 1914 | Schiffsw. v. Henry Koch Lübeck | Currie Line, Ld. | 241·1 \| 36·2 \| 15·6 253·3 (O.L.) | London British | T3Cy.18½″,29¼″&46½″–32½″ 199lb (*s*) 162 NHP | 18 ″ 0 | |
| 144620 | *ss* Lth. 2nd No. 3–8,37 | | 1095 | *with freeboard* | Gls | ~~7,37~~ | | | | | | | s 1 ″ 4½ | |
| MKBS | | | 702 | ~~8,20 8,00~~ 3,41 | | 8,40 | | | | P&B186′F34′ FK | 4 *BHCem* | 2SB, *4cf*, GS72, HS2715 | 16 ″ 9½ | |
| | *Well deck* 1 *Dk(Stl)* | | | BS ~~8,58~~ 8,40 LMC 8,37 | | | | | *Cell D Ba* 55′ *u* E20′ | *f*106′ 322*t* *FPT* 56*t* | *APT* 17*t* | Ottensener Mch Fab. Altona | | |
| 75165 | **Gregalia** | | 5802 | ✠100A1 | Gls | *b*† CL | 1929 | Lithgows, Ld. Port Glasgow | Donaldson Line, Ld. (Donaldson Bros. & Black, Ld. *Mgrs.*) | 425·0 \| 56·0 \| 28·7 439·0 (O.L.) | Glasgow British | Q.4Cy.25½″,36½″,52½″&75″–51″ 220lb (*s*) 708 NHP | 31 ″ 3 | |
| 160261 | *ss* Gls. No. 2–37 | | 5321 | *with freeboard* | | 3,39 | 7mo | | | | | | s 4 ″ 1½ | |
| GTFK | 2 *Dks(Stl)* & *Shelter dk(Stl)* 4 *thdk(Stl)* in *Nos.* 1,2 & 3 *holds* | | 3580 | 2,41 ~~4,10~~ ✠LMC MS4,37 BS ~~4,64~~ 4,41 ✠Lloyd's RMC ~~12,30~~ 2,41 ~~6,40~~ | | | *Lloyd's* *SA&CP* | | | F38′ FK *Intermediate 'tween dk BH in after hold dispensed with* | *pt Cem* *BH to Sh dk* | 4SB, *12cf*, GS248, HS10924 FD 5 „ „ 2nd „ 1 „ „ 3rd „ | 27 ″ 5 | |
| | D.F. E.S.D. | | | | | | | | *Cell DB* | 362′ 1181*t* *DTa* 27′ 622*t* *FPT* | 9*t* *APT* 32*t* | D. Rowan & Co. Ld. Glasgow | | |
| | *Ref. Mchy.* | | | Nos. 2 & 3 holds for temp. 30° F. | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 7,29 *F.P. above* 150° F. | | | | | | | | | | |
| 75166 | **Greif** | | 996 | | | | 1923 | Atlaswerke A.G. Bremen | Argo Reederei Richard Adler & Co. | 235·8 \| 33·6 \| 13·5 P&B154′F30′ | Bremen German | T.3Cy.21⅝″,34½″&57½″–37½″ 198 NHP | | G |
| | | | 813 | | | | | | | | *WB* | Atlaswerke A.G. Bremen | | |
| DOBF | Wireless D.F. Sub.Sig. 1 *Dk* | | 430 | | | | | | | | | | | |
| 75167 | — | | 617 | | | | 1909 | Stettiner Oderwerke Stettin | Rud. Christ. Gribel | 177·8 \| 29·0 \| 11·5 Q52′B43′F21′ | Stettin German | T.3Cy.14″,22″&36″–25″ 65 NHP | | G |
| | | | 476 | | | | | | | | *WB* | Stettiner Oderwerke | | |
| DAMK | 1 *Dk* | | 337 | | | | | | | | | | | |
| 75168 | **Grelhead** (*ex* Beachy Head) | | 4274 | ✠100A1 | ~~Hnl~~ | *x* CL | 1915 | Richardsn, Duck & Co. Ld. Stockton | Cardigan Shipping Co. Ld. (W.T. Gould, *Mgr.*) | 380·0 \| 51·0 \| 24·8 P38′B244′F37′ FK | London British | T.3Cy.26″,42″&70″–48″ (*s*) 180lb 395 NHP | 27 ″ 3 | |
| 138090 | *ss* Sld. No. 3–4,28 | | 4001 | Examined 4,41 Bkn | | ~~10,37~~ | | | | | | | s 3 ″ 6½ | |
| GMBW | *ss* Bry. No. 2–36 | | 2602 | ✠LMC | | 4,41 | 9mo | | | | 6 *BHCem* | 3SB, *9cf*, GS178, HS6435 | 23 ″ 11½ | |
| | D.F. 1 *Dk(Stl)* | | | MS 12,35 BS ~~3,39~~ 10,40 | | | *Lloyd's* *SA&CP* | | *Cell D Ba* 123′ *u* E27′ | *f*173′ 1151*t* *FPT* 13 | 6*t* *APT* 154*t* | Blair & Co. Ld. Stockton | | |
| 75169 | **Grelrosa** (*ex* Archmel–35, *ex* Mendip Range) | | 4574 | | | | 1914 | Nthmblnd S.B.Co.Ld. Newcastle | Cardigan Shipping Co. Ld. (W.T. Gould, *Mgr.*) | 385·0 \| 51·9 \| 27·1 P36′B119′F37′ | London British | T.3Cy.25″,40″&68″–48″ Richardsons, Westgarth & Co. Ld. 320 NHP | | C |
| 135897 | | | 4270 | | | | | | | | *WB* | | | |
| GBZT | D.F. 1 *Dk* | | 2887 | | | | | | | | | Sld. | | |
| 75170 | **Grena** | | 8117 | ✠100A1 | Got | *c*† CL | 1934 | Götaverken A/B Gothenburg | A/S J. Ludwig Mowinckels Rederi | 455·5 \| 59·2 \| 35·9 | Bergen Norwegian | Oil Engines 4S.C.SA 8Cy.29½″–59⅛″ 653 NHP | 35 ″ 6 | |
| | *Oil Eng.* | | 7462 | ~~6,40 8,39~~ 3,41 | Sng Gal | ~~4,58~~ | 12mo | | | | | | s 8 ″ 1 | |
| LIXB | *Mchy. Aft* D.F. *ss* Got. No. 1–39 | | 4891 | DBS ~~4,39~~ 12,40 ✠LMC 8,39 | | 3,41 | | | | P101′F59′ FK | 10 *BHpt Cem* 2 DB *150lb* | | 27 ″ 8½ | |
| | 1 *Dk* | | | | | | *Lloyd's* *SA&CP* | | *Cell D Bu* E75′ 20′ | 9*t* *DTf* 22′ 375*t* *FPT* | 95*t* *APT* 152*t* | Gotaverken A/B, Got. | | |
| | *Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | | | | | | | |
| 75171 | **Grenaa** (*ex* Berta–39, *ex* Autom–37, *ex* Reidun–37, *ex* Wenchita–33, *ex* Hollandia, *ex* Raamsdonkveer, *ex* Jan van Steen) | | 1262 | | Lth | | 1917 | T. v. Duivendijk Lekkerkerk | Ministry of Shipping (Stone & Rolfe, Ld. *Mgrs.*) | 237·2 \| 36·3 \| 16·0 P40′H66′F33*t* | ~~Copnhagn~~ Danish London British | T.3Cy.17″,28″&46″–36″ 2SB 127 NHP N.V. v.d. Kuy & v.d. Rees Mchf. & Schpb. Rot. | | N |
| 167582 | | | 1097 | Examined L.E. 6,40 3,41 | | | | | | | *WB* | | | |
| GLSM | 1 *Dk* | | ~~764~~ | BS 10,40 ~~(180lb)~~ | | | | | | | | | | |
| | | | 727 | | | | | | | | | | | |
| 75172 | **Grenanger** | | 5393 | | | | 1939 | Cant. Nav. del Quarnaro Fiume | Westfal-Larsen & Co. A/S | 408·1 \| 55·9 \| 25·0 F29′ | Bergen Norwegian | Oil Engines 2S.C.SA 5Cy.28¾″–49⅛″ 701 NHP Cant. Riuniti Dell'Adriatico Trieste | | N |
| | *Oil Eng.* | | 4542 | | | | | | | | *WB* | | | |
| LKFY | 1 *Dk* & *Shelter dk* *Cruiser Stern* | | 3257 | | | | | | | | | | | |
| 75173 | **Greta** (*ex* Rolf) | | 1868 | | | | 1903 | Helsingörs Jernsk & Msk Elsinore | Lovisa Ångf. A/B (A/B. R. Nordström & Co. O/Y, *Mgrs.*) | 288·7 \| 39·9 \| 17·9 277·3 | Lovisa Finnish | T.3Cy.19″,32″&53½″–36″ 174 NHP | | N |
| | | | — | | | | | | | P17′B166′F32′ | *WB* | Helsingörs Jernsk. & Mskb. | | |
| OHCC | 1 *Dk* | | 1042 | | | | | | | | | | | |
| 75174 | — | 3 Mst | *304* | | | | 1914 | Eriksbergs M.V. Aktieb. Gothenburg | Rederi A/B Greta (Hugo Silvén) | 127·4 \| 22·5 \| 11·5 P30′H18*t*F15 | Sämie Swedish | C.2Cy.11½″&27¾″–16½″ 26 NHP | | V |
| 5623 | | | *254* | | | | | | | | *WB* | Eriksberg M.V. Aktieb. Got | | |
| SEKW | 1 *Dk* | | *191* | | | | | | | | | | | |
| 75175 | **Greta Force** | *ss* Liv. No. 3–3,40 | 914 | ✠100A1 | Bkn | *l* CL | 1928 | J. Fullerton & Co. Paisley | West Coast Shipping Co. Ld. (W.S. Kennaugh & Co. *Mgrs.*) | 195·5 \| 31·1 \| 12·5 202·5 (O.L.) | Whitehvn British | T.3Cy.15″,25½″&41″–30″ (*s*) 180lb 85 RHP | 14 ″ 7 | |
| 134949 | | ~~ss Bkn No 2–35~~ | 637 | ~~3,40 11,08~~ 4,41 | Liv Shl | ~~3,40~~ 4,41 | 2mo | | | | | | s 4 ″ 6½ | |
| MNYP | *Mchy. Aft* 1 *Dk(Stl)* | | 456 | ✠LMC | | | *Lloyd's* *SA&CP* | | | Q109′B13′F28′ FK | 3 *BHCem* | 2SB, *4cf*, GS75, HS2490 | 14 ″ 2½ | |
| | *Well deck* | | | MS ~~10,35~~ 3,40 BS ~~11,10~~ 12,40 | | | | | *Cell D* | *B*120′ 214*t* *FPT* 79*t* | *APT* 44*t* | Aitchison, Blair & Co. Ld. Glasgow | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | |
| 75176 | **Greta Thordén** (*ex* Greta, *ex* Frieda | | 2084 | | | | 1906 | Eiderwerft Akt. Ges. Tönning | Rederi A/B Thor (G.B. Thordén, *Mgr.*) | 287·0 \| 39·8 \| 19·8 272·3 | Brandö Finnish | T.3Cy.18½″,30½″&49½″–33½″ 140 NHP | | G |
| 699 | Fahrenheim, *ex* Regnator, | | 1807 | | | | | | | Q12′B79′F24′ | *WB* | Eiderwerft A.G. Tönning | | |
| OHCX | *ex* Rendsburg) D.F. 1 *Dk* & *deep framing* | | 1230 | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75177 160200 GNKF | **Gretavale** | *ssShl.No.3–1,39* 2 *Dks(Stl)* D.F. E.S.D. | 4586 4327 2918 | ✠100A1 3,41 ~~1,40~~ BS~~1,40~~ 3,41 | Hul Shl LMC1,39 | *y* | CL ~~12,38~~ 3,41 | 1928 4mo | Lithgows, Ld. PortGlasgow | CrawfordShipping Co.Ld.(A.Crawford&CoLd. *Mgrs.*) *Lloyd'sSACP* | 385·0\|52·0\|26·6 397·7(O.L.) P29'B112'F44' FK *Intermediate 'tween dk BH in after CellDB329'* | Glasgow British *ptCem* 4 *BH to U dk* 2 „ 2nd „ *hold dispensed with 1010t DTa30' 784t APT16t* | T.3Cy.25″,42″&70″–48″ (*s*) 200lb 477NHP 3SB,*9cf*,GS138HS6789 FD Rnkin,Blckmre&CoLdGrk | 29 ″ 0 s 5 ″ 3½ 23 ″ 11 | |
| 75178 OZME | **Grete** Wireless D.F. *Ref.Mchy.* 1 *Dk* | | 1563 1212 909 | | | | | 1931 | Helsingörs Jernsk&Msk. Elsinore | J.Lauritzen | 253·5\|39·1\|15·4 P24'Q66'B102'F33' | Esbjerg Danish *WB* | C.4Cy(2)14¾″(2)31½″–31½″ &L.P.Turbine 184NHP HS2350 HelsingörsJernsk.&Mskb. | | G |
| 75179 DIBU | **Grete Glad** (*ex*Stige) *Mchy.Aft* Wireless | *OilEng.* 1 *Dk* *Carrying oil in bulk* | 869 708 459 | | | | | 1916 | Soc.Esercizio Bacini Genoa | "Debag"Deutsche Betriebsstoff-A.G. (Europäische Tanklager u. Transp.A.G. *Mgrs.*) | 199·5\|30·8\|14·2 B54′ len32 | Hamburg German *WB* | Oil Engines 4S.C.SA 6Cy.14⅜″–22⅛″ 117NHP Motorenfabr. NE27 "Deutz"A.G Köln-Deutz | | G |
| 75180 OZJH | **Grete Mærsk** D.F. E.S.D. *Ref.Mchy.* 1 *Dk&Shelter dk* *3rd dk except in Nos. 2 & 5 holds* *CruiserStern* | TwinSc *OilEng.* | 6576 5624 4097 | ✠100A1 *withfreeboard* 3,40 LMC3,37 DBS(WTB)7,38 Lloyd'sRMC3,40 *Carrying vegetable oil in deep tanks* | Bal | *d*† | CL 3,40 | 1937 3mo | Bremer Vulkan Vegesack *Lloyd'sSACP* | A/SD/SSvendborg &D/S af1912A/S (A.P.Møller, Copenhagen, *Mgr.*) *CellDB372'1416t* | 471·9\|59·4\|26·9 497·3(O.L.) F59′ FK *DTsa68'1724t MTs68'1918t FP* | Copnhagn Danish *7BHptCem Coll to Sh dk* 6 „ 2nd „ ) *Ts231t APTs280t* | Oil Engines 2S.C.DA 10Cy.23⅝″–43⅞″ 1945NHP DB*114lb* 2DB(WT)*114lb* BremerVulkan,Vegesack | 30 ″ 5 s 3 ″ 10 26 ″ 9½ | |
| 75181 6713 SDWU | **Greth** (*ex*Ella–35) | 1 *Dk* | *1540 1341 916* | | | | | 1922 | Nylands Verksted Oslo | RederiA/B Mercurius (H.Selander, *Mgr.*) | 254·8\|39·2\|16·9 P23'B63'F25′ | Stockholm Swedish *WB* | T.3Cy.19″,31″&51½″–33″ 153NHP NylandsVerksted,Oslo | | N |
| 75182 160722 VGYX | **Grey Beaver** (*ex*Southton–32) *Mchy.Aft* | 1 *Dk* | 1892 1705 1190 | | | | | 1929 | Smith's Dock Co.Ld Middlesbro' | UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*) | 253·0\|44·1\|18·6 F33′ | Toronto British *WB* | T.3Cy.15″,25″&40″–33″ 95RHP Smith'sDockCo.Ld.Mdb. | | C |
| 75183 LCLQ | **Grey County** (*ex*Turkistan, *ex*WarLark) D.F. | | 5194 4738 3184 | | | | | 1918 | Earle'sCo. Ld. Hull | D/SA/S Songa (KlausWieseHansen)(CountyLine) | 400·2\|52·2\|28·5 P157*t*H191*t* | Bergen Norwegian *WB* | T.3Cy.27″,44″&73″–48″ 369NHP Earle'sCo.Ld.Hull | | C |
| 75184 145536 MLQN | **Greyfriars** *Mchy.Aft* *Well deck* | *ssNwc.No.3–3,36* 1 *Dk(Stl)* *Cargo battens not fitted* | 1142 843 625 | ✠100A1 2,40 ~~BS9,39~~ 9,40 LMC3,36 | Nwc | *n* | CL 10,38 | 1923 8mo | J.&D. Morris,Ld. Newcastle T. Mitchison, Ld. | NewbiginSteam ShippingCo.Ld. (E.R.Newbigin, Ld. *Mgrs.*) *Lloyd'sSACP* | 217·5\|33·9\|13·7 Q121'B15'F30′ FK *Completed by CellDB167' 304t FPT* | Newcastle British *4BHptCem* 110*t APT39t* | T.3Cy.16″,27″&44″–30″ (*s*) 180lb *100lb* 131NHP 2SB,*4cf*,GS67,HS2254 ShieldsE.&D.D.CoLd.NShl | 15 ″ 9 s 4 ″ 5½ 15 ″ 2½ | |
| 75185 221536 KDTV | **Greylock** (*ex*WestGreylock) | *Fitted for oil fuel* 2 *Dks&Shelter dk* | 7460 — 4520 | | | | | 1921 | LsAngeles S.B &D.D.Co. San Pedro,Cal | SeasShippingCo. Inc. | 430·7\|54·3\|26·2 | New York Utd.States *WB* | T.3Cy.28½″,47″&78″–48″ 422NHP LosAngelesS.B.&D.D.Co. | | R |
| 75186 121234 MJRS | **Greypoint** (*ex*Rathlin–33) | 2 *Dks* | 1128 1008 463 | | | | | 1905 | W.Beardmore&Co.Ld. Glasgow | Belfast,Mersey& ManchesterS.S.Co. Ld.(W.M.May, *Mgr.*) | 252·2\|35·1\|17·1 P&B156'F51′ | Belfast British *WB* | T 3Cy.25″,40″&65″–48″ 293NHP W.Beardmore&Co.Ld.Gls. | | C |
| 75187 149667 GNRW | **Greystoke Castle** D.F. E.S.D. *Longitudinal framing at bottom & decks* | TwinSc *OilEng.* *ssH.Kg.No.3–2,39* 2 *Dks(Stl)* | 5853 5328 3622 | ✠100A1 1,11~~10,39~~ LMC CS10,40 DBS7,40 12,39 *Fitted for carrying oil* | NYk Cal | *rl* | CL PN1,39 s1,39 3,28 *F.* | 1928 3mo | Cammell Laird&Co.Ld Birkenhead *Lloyd'sSACP P.above 150° F. in deep tanks* | LancashireShppg. Co.Ld(J.Chambers &Co.*Mgrs.*) *CellDB375'1376t* 107*t* | 428·0\|56·1\|28·9 440·0(O.L.) P28'B275'F39′ FK *Tanks in way of tunnels MTs37'1224t FPT* | Liverpool British *7BH* 136*t APT56t* | Oil Engines 4S.C.SA 12Cy.28¾″–59 1/16″ DB*135lb* 953NHP N.E.MarineEngCoLdNwc | 31 ″ 9 s 5 ″ 0½ 26 ″ 11 | |
| 75188 154731 VGCT | **Griffco** Ⓟ (*ex*ElAbeto,*ex*Cowan) *Mchy.Aft* | *Fitted for oil fuel* 1 *Dk* | 2518 2146 1485 | | | | | 1919 | Gt.Lakes Eng.Works Ecorse,Mich. | CoastwiseSteamship&BargeCo.Ld. (J.Griffiths&Sons, *Mgrs.*) | 253·4\|43·6\|24·5 P115'F25′ | Vict'ria BC British *Wb* | T.3Cy.21″,34½″&57″–42″ 210NHP Gt.LakesEng.Wks.Detroit | | |
| 75189 882 SVDP | **Grigorios C. II** (*ex*BaronAilsa–35, *ex*WarGuava) | *ssShl.No.3–7,31* *ssPir.No.1–36* *CruiserStern* 1 *Dk(Stl)* | *2546 2259 1428* | ✠100A1 6,39 NB3,27 LMC3,35 BS9,~~38~~ 1,40 | Rot | | CL 6,39 | 1919 4mo | C.Hill& Sons Bristol *Lloyd'sSACP* | P.G.Callimanopulos *CellDB* | 303·0\|43·0\|20·7 P33'B80'F33′ FK 252'670*t FPT70t APT180t* | Piræus Greek *6BHptCem* | T.3Cy.22″,36″&59″–39″ (*s*) 180lb 265NHP 2SB,*6cf*,GS119,HS4478 Richardsons,Westgarth& Co.Ld.Hpl. | 23 ″ 0 s3 ″ 4½ 19 ″ 10 | |
| 75190 | **Grijalva** (*ex*GulfTrader–37, *ex*MexicoTrader–36,*ex*HullTrader, *ex*Tonnay,*ex*Argentina) TwinSc 1 *Dk* | | *646 530 326* | | | | | 1904 | Grngem'th &Greenock DockyardCo. Grngemouth | Ricarevo,Arce& Gomez | 205·3\|33·8\| 9·7 B55'F17′ | Bluefields Nicaraguan | T.6Cy.11″,18″&30″–22″ 84NHP Muir&Houston,Ld.Gls. | | |
| 75191 6064 SELD | **Grim** | *ssSkm.No.3–4,31* *ssOsc.No.2–39* 1 *Dk(Stl)* | *1323 1139 758* | ✠100A1 ~~1,39~~ 11,40 Got LMC6,39 BS11,40 | Osc | *p* | OG 6,39 | 1919 2mo | Kockums M.V.Aktieb Malmö A&CP | Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *CellDB196'364t* | 232·7\|37·7\|16·5 P17'B63'F25′ FK *FPT44t APT59t* | Stockholm Swedish *4BHCem* | T.3Cy.18½″28¾″&48½″–31½″ 185lb (*s*) 157NHP 2SB,*4cf*,GS70,HS2546 KockumsM.V.Akt. Malmö | 18 ″ 7 s2 ″ 2½ 16 ″ 7 | |
| 75192 129760 MDKQ | **Gripfast** | *ssNwc.2ndNo.3–1,37* 1 *Dk(Stl)* *Cargo battens not fitted* | 1109 903 636 | ✠100A1 7,40~~11,39~~ LMC7,40 ~~MS1,37~~ ~~BS8,39~~ BS6,41 | Nwc | *n* | CL ~~7,39~~ 4,40 | 1910 9mo | J.Crown& Sons,Ld. Sunderland *Lloyd'sSACP* | NewbiginSteam ShippingCo.Ld.(E. R.Newbigin,Ld. *Mgrs.*) *CellDBa62'u E&B32'f96'338t FPT51t APT49t* | 225·0\|35·6\|13·6 P19'B45'F24′ FK | Newcastle British *4BHCem* | T.3Cy.18″,30″&49″–33″ (*s*) 180lb ~~*100lb*~~ 164NHP 1SB,*4cf*,GS67,HS2732 N.E.MarineEng.Co.Ld.Sld | 15 ″ 8 s 1 ″ 9½ 14 ″ 0 | |
| 75193 7236 SKBA | **Gripsholm** Ⓟ Sub.Sig. GyC. *Ref.Mchy.* D.F. | TwinSc *OilEng.* *ssGot.No.3–1,38* 3 *Dks(Stl–Wthr dk pt ws)* *4th dk(Stl) in Nos.1,2,3&4holds* | *18134* — *9485* | ✠100A1 *withfreeboard* 11,39 LMC CS6,38 DBS1,39 9,37 | Got | | CL 12,37 | 1925 11mo | Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sSACP* | A/B Svenska AmerikaLinien (A.Jonsson, *Mgr.*) *CellD,B481' 2192t Tanks* | 553·0\|74·4\|37·7 574·5(O.L.) B&F486′ *UpperBridge262'* FK *in way of Tunnels 1075t MT40'* | Gothenbrg Swedish 10*BHptCem* | 2 Oil Engines 4S.C.DA 12Cy.33 1/16″–59 1/16″ 2DB*120lb* 2533NHP Burmeister&Wain,Cpn. *157t FPT147t APT168t* | 42 ″ 6 s13 ″11 29 ″ 0 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Force assignée maintenant et Epre. Lestre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres où sont inscrits les Navires qui ne sont dans le Livre. Cert. Hull Tests |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75194 | **Griqua** (P) (*ex*Lingenstroom–38) | | 1352 | | | | | 1917 | Rotterdam Droogd Maat. Rotterdam | Thesen's S.S.Co. Ltd. (Mitchell Cotts & Co. (South Africa) Ltd. *Mgrs.*) | 243·2 | 37·2 | 17·3 | Cape Town British *WB* | T.3Cy.21½″,33″&57″–39″ 200NHP | | V |
| 159379 | | | 1048 | | | | | | | | | | | | | | |
| ZSCG | Wireless 1*Dk* | | 600 | | | | | | | | | | | | | | |
| | *Ref.Mchy.* | | | | | | | | | | | | | | | | |
| 75195 | **Grit** | | 501 | ✠100A1 | Goo | *g* | OG | 1934 | G.Brown & Co. Greenock | F.T.Everard & Sons, Ld. | 160·5 | 26·7 | 9·4 | London British | Oil Engines 2S.C.SA | 10 ″ 3 | |
| 163519 | *Oil Eng.* | | 322 | 1,39 | | | N10,39 | 9mo | | | | | | | 5Cy.12½″–15½″ 72RHP | s 3 ″ 11 | |
| MBYG | *Mchy.Aft* *ss*Goo.No.1–39 | | 254 | ✠LMC12,37 | | | | | | | Q102′F19′ FK | | | 3*BHAsp* | | 10 ″ 3 | |
| | 1*Dk* | | | ✠LMC(M)10,39 | | | | *Lloyd's* | | | | | | *APT56t* | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | Newbury Diesel Co.Ld. Newbury | | |
| 75196 | **Gro** (*ex*Tenterden) | | 4211 | ✠100A1 | Bal | *w* | CL | 1917 | J.L.Thomp-son & Sons, Ld Sunderland | O.Grolle Olsen & I.Hysing Olsens Rederi A/S. | 352·2 | 50·9 | 26·0 | Bergen Norwegian | T.3Cy.25″,42″&68″–48″ (*s*) | 28 ″ 5 | |
| 139/40 | *ss*Bgn.No.3–8,33 | | 3836 | 4,39 | | | N4,37 | 10mo | | | | | | | 180lb 365NHP | s 5 ″ 1½ | |
| LCLS | *ss*Shl.No 1–37 | | 2610 | ✠LMC | | | | | | | P23′B96′F31′ FK | | | 6*BHCem* | 2SB,*8cf*,GS147,HS5869 | 23 ″ 7 | |
| | 1*Dk*(*Stl*) | | | MS4,37 BS8,38 | | | | *Lloyd's* | | *Cell* | *DB*310′1014*t* | | | *FPT* 79*t* | *APT*146*t* | | |
| | | | | | | | | | | | | | | | J.Dickinson & Sons, Ld. Sld. | | |
| 75197 | **Grodno** | | 2458 | ✠100A1 | Hul | *t* | CL | 1919 | Wm.Gray & Co.Ld. W Hartlepool | Ellerman's Wilson Line, Ld. | 303·0 | 43·0 | 20·8 | Hull British | T.3Cy.22″,36″&59″–39″ (*s*) | 23 ″ 0 | |
| 139340 | *ss*Lon.No.3–10,31 | | 2270 | 11,40 ~~10,38~~ | | | 10,38 | 6mo | | | | | | | 180lb 266NHP | s 2 ″ 6 | |
| GBVY | *ss*Hul.No.2–40 ~~*ss*Hul.No.1–36~~ | | 1470 | ✠LMC 11,40 | | | | | | | P33′B162′F32′ FK | | | 6*BHptCem* | 2SB,*6cf*,GS124,HS4500 | 20 ″ 8½ | |
| | 1*Dk*(*Stl*) | | | ~~M6s.38~~ ~~BS8,38~~ | | | | *Lloyd's* | | *Cell D* | *B*260′647*t* | | | *FPT*70*t* | *APT*60*t* | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | Cen.Mar.Eng.Wrks W Hpl | | |
| 75198 | **Groenlandia** **WoodAux 3MstSr** | | 442 | | | | | 1922 | Ch.Navals Franco-Portugais Villa d'Conde | Armadores do Norte, Lda. (C.C. Da Rocha, *Mgr.*) | 146·5 | 31·1 | 14·4 | Lisbon Portuguese | Oil Engines 2S.C.SA | | |
| | (*ex Sailing Vessel* Viana–35) *Oil Eng.* | | 390 | | | | | | | | Q75′F8′ | | | | 6Cy.7$\frac{7}{16}$″–11$\frac{13}{16}$″ 52NHP | | |
| CSHU | 1*Dk2trB* | | 311 | | | | | | | | | | | | NE35 | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | Atlas Diesel A/B,Skm. | | |
| 75199 | **Groenlo** (*ex*Helsinki–35, | | 1984 | ✠100A1 | Sch | *r* | CL | 1926 | N.V.Boele's Schps&Mchfb Bolnes | N.V.Stoomv. Maats. "Noordzee" | 275·3 | 41·2 | 18·6 | Amsterdm Dutch | T.3Cy.18½″,31½″&51½″–36½″ | 20 ″ 9 | |
| | *ex*Groenlo–32) *ss*Ams.No.3–4,38 | | 1761 | 7,39 | | | 7,39 | 7mo | | | | | | | 180lb (*s*) 209NHP | s 2 ″ 11½ | |
| PEKX | 1*Dk*(*Stl*) | | 1169 | BS7,39 ✠LMG4,38 | | | | | | | P24′B65′F28′ FK | | | 4*BHCem* | 2SB,*6cf*,GS122,HS3654 | 17 ″ 11 | |
| | | | | 11,40 | | | | *Lloyd's* | | *Cell D* | *B*235′548*t* | | | *FPT*46*t* | *APT*41*t* | | |
| | | | | | | | | | | | | | | | NV.Boele's Schps&Machfb | | |
| 75200 | **Groix** (P) **TwinSc** | | 9975 | ✠Lloyd's RMC3,40 ~~3,40~~ | | | | 1922 | Forg.&Ch. de la Médit. La Seyne | Chargeurs Réunis | 483·4 | 58·9 | 34·5 | Havre French | T.6Cy.25½″,42½″&70″–48″ 676NHP | | V |
| FNMP | *Ref.Mchy.* **D.F.** 3*Dks* | | — 6136 | 3,41 | | | | | | | P27′B261′ | | | *WB* | Forg.&Ch.de la Médit.Msl. | | |
| 75201 | **Groningen** | | 1205 | ✠100A1 | ~~Lth~~ | *q* | CL | 1928 | AilsaS.B. Co.Ld. Troon | General Stm.Nav. Co.Ld. | 245·5 | 40·1 | 12·8 | London British | T.3Cy.21″,34″&56″–36″ (*s*) | 14 ″ 9 | |
| 160377 | *ss*Lon.No.2–36 | | 861 | *with freeboard* | Liv | | 1,39 | 3mo | | | | | | | 200lb 302NHP | s ″ 2 | |
| MNZD | *Ref.Mchy.* 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) | | 547 | Examined 3,41 | | | | | | | B62′ FK | | | 5*BHCem* | 2SB,*8cf*,GS153,HS5734 | 14 ″ 8½ | |
| | Wireless *Cruiser Stern* | | | BS(P)7,40 ✠LMC12,36 | | | | *Lloyd's* | | | | | | *Coll to Sh dk* | AilsaS.B.Co.Ld.Troon | | |
| | E.S.D. | | | | | | | | | *Cell DB*202′30 | | | | 4 „ 2*nd*„) | | | |
| | | | | ✠Lloyd's RMC 1,41 ~~5,40~~ | | | | | | | | | | | | | |
| 75202 | **Grönland** | | 1264 | | Lth | | | 1923 | Howaldts-werke Kiel | Ministry of Ship-ping (G.Gibson & Co.Ld. *Mgrs.*) | 238·0 | 37·2 | 13·7 | ~~Copnhagn.~~ ~~Danish~~ London British | T.3Cy.16$\frac{7}{16}$″,26$\frac{1}{16}$″&43$\frac{7}{16}$″– 29½″ 102NHP | | G |
| 167516 | | | 971 | Examined L.R.5,40 | | | | | | | P16′Q65′B98′F31′ | | | *WB* | Howaldtswerke,Kiel | | |
| ~~QTDT~~ GLKD | 1*Dk* | | 731 | | | | | | | | | | | | | | |
| 75203 | **Grootekerk** (*ex*Grootendijk) | | 8685 | ✠100A1 | Rot | | CL | 1923 | New Water way S.B.Co. Schiedam | N.V.Vereenigde Nederl.Scheepv. Maats. (Directie en Agentuur Maats. Holland Oost Azie Lijn N.V. *Mgrs.*) | 493·3 | 58·2 | 37·2 | The Hague Dutch | 3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) | 40 ″ 1 | |
| | *ss*Rot.No.3–1,36 | | 6023 | *Shelter dk* | Liv | | 7,38 | 3mo | | | 508·5(O.L.) 28·5 | | | *pt Cem* | 215lb FD 968NHP | s10 ″ 7½ | |
| PELC | *ss*Sch.No.1–39 | | 5444 | *with freeboard* | | | | | | | F56′ *on Shltr. dk* len32 FK | | | 4SB(Spt),*12cf*,HS11308 | J.Brown & Co.Ld.Gls. | 29 ″ 8 | |
| | 2*Dks*(*Stl*) & *Shelter dk*(*Stl*) | | | 7,40 ~~5,39~~ ✠LMC | | | | *Lloyd's* | | | | | | (*Coll B Hto Sh dk* | | | |
| | *Tonnage opening closed '38* | | | MS6,39 BS11,39 | | | | | | | | | | 2 „ „ *U*„) | | | |
| | | | | *Fitted for oil fuel* 3,23 | | | *F.P. above* | | | *Cell D* | *B*393′1574*t* | *MT*27′ | | 1255*t* *DT*a3 | 0′682*t* *FPT*158*t* *APT*100*t* | | |
| 75204 | **Grosvenor** (*ex*ElsieThomas–36, | | 305 | ✠100A1 | Yar | *d* | CL | 1922 | Ritchie, Graham & Milne Glasgow | ~~W.N.Lindsay,Ld.~~ Mrs E.M.M.G. Cubbin (R.A.Colby Cubbin, *Mgr.*) | 130·8 | 22·6 | 9·8 | Douglas, I.M. British | C.2Cy.15$\frac{3}{8}$″&32″–24″ (*s*) | 10 ″ 6 | |
| 140824 | *ex*Elizabeth Moffat) *ss*Bkn.No 3–4,34 | | 216 | 6,40 ~~4,40~~ | Lth | | ~~8,37~~ 6,40 | 1mo | | | 137·0(O.L.) | | | | 130lb 63RHP | s ″7½ | |
| MLGB | *Mchy.Aft* *ss*Lth.No.1–39 | | 114 | ✠LMC8,39 | | | | | | | Q48′B8′F22′ FK | | | 3*BHCem* | 1SB,*2pf*,GS40,HS1240 | 9 ″11½ | |
| | *Well deck* 1*Dk*(*Stl*) | | | B88,40 | | | | *Lloyd's* | | | | | | *APT*19*t* | Gauldie & Gillespie,Gls. | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | *FPT*22*t* | | | |
| 75205 | **Grozny** (*ex*Grozneft–34) **TwinSc** | | 4964 | | | | | 1916 | Poutilov Shipyard Leningrad | U.S.S.R. | 487·0 | 49·8 | 26·9 | Tuapse Russian | Oil Engines 2S.C.SA | | |
| | *Oil Eng.* | | 3956 | | | | | | | | P104′B59′F89′ | | | | 12Cy.16½″–19$\frac{11}{16}$″ 548NHP | | |
| UNZJ | *Mchy.Aft* 2*Dks* | | 3166 | | | | | | | | | | | | Russian NE26 | | |
| | *Carrying Petroleum in bulk* *Cruiser Stern* | | | | | | | | | | | | | | Diesel Works,Leningrad | | |
| 75206 | **Grundsee** (*ex*Holstein) | | 866 | | | | | 1926 | Deutsche Werke A.G. Kiel | W.Schuchmann | 181·3 | 33·0 | 15·0 | Hamburg German | T3Cy13$\frac{3}{8}$″,20$\frac{1}{2}$″&33$\frac{7}{16}$″–22$\frac{13}{16}$″ 52NHP | | G |
| | | | 711 | | | | | | | | Q58′F21′ | | | *WB* | Deutsche Werke A.G.Kiel | | |
| DHJN | *Mchy.Aft* 1*Dk* | | 478 | | | | | | | | | | | | | | |
| 75207 | **Gruziya** (P) **TwinSc** | | 4857 | | | | | 1928 | Frd.Krupp Act.Ges. Kiel | U.S.S.R. | 362·8 | 51·0 | 25·3 | Odessa Russian | Oil Engines 2S.C.SA | | |
| | Sub.Sig. *Oil Eng.* | | 3283 | | | | | | | | B&F280′ | | | *WB* | 12Cy.23$\frac{3}{8}$″–45½″ 1163NHP | | |
| UOUH | *Ref.Mchy.* *Cruiser Stern* 2*Dks* | | 2661 | | | | | | | | | | | | Frd.Krupp,Act.Ges.Kiel | | |
| 75208 | **Gryfevale** | | 4434 | ✠100A1 | Shl | *y* | CL | 1929 | Lithgows, Ld. Port Glasgow | Gryfevale S.S.Co. Ld. (A.Crawford & Co.Ld. *Mgrs.*) | 385·0 | 53·5 | 25·2 | Glasgow British | T.3Cy.23½″,40″&65″–45″& | 27 ″ 6 | |
| 160269 | *ss*Shl.No.3–5,40 ~~*ss*Shl.No.2–38~~ | | 4197 | ~~5,40~~ 1,39 9,40 Mdb | | | ~~4,38~~ 3,40 | 9mo | | | | | | 6*BHptCem* | LP turbine with DR gear-ing & hydraulic coupling | s3 ″ 7½ | |
| GTFR | **D.F.** **E.S.D.** 1*Dk*(*Stl*) & 2*nd dk*(*Stl*) | | 2761 | ~~MS1,39~~ ✠LMC ~~5,38~~ | | | | *Lloyd's* | | | P31′B239′F41′ FK | | | | 200lb (*s*) 473NHP | 24 ″ 1 | |
| | *in way of Mchy.space* | | | 5,40 | | | | | | *Cell DBa&uE*137′ | *f*173′986*t* | *FPT*114*t* | | *AIT*145*t* | 3SB,*9cf*,GS150,HS6171 FD | | |
| | | | | | | | | | | | | | | | Rankin & Blackmore Ld Grk | | |
| 75209 | **Guadeloupe** (*ex*Croisine–37) | | 2676 | | | | | 1936 | Eriksbergs M.V.Aktieb. Gothenburg | Compagnie Générale d'Armements Maritimes | 312·9 | 50·0 | 22·8 | Nantes French | Oil Engines 2S.C.SA | | V |
| | **D.F.** *Oil Eng.* | | 2229 | | | | | | | | | | | *WB* | 9Cy.19½″–35$\frac{7}{16}$″ 608NHP | | |
| FNAG | *Ref.Mchy.* *Cruiser Stern* 2*Dks* | | 1574 | | | | | | | | | | | | Eriksberg M.V.Aktieb.Got | | |
| 75210 | **Guanay** (*ex*Olga–36, *ex*Santa Julia, | | 551 | ✠ ... | | | | 1896 | Grngem'th Dockyard Co. Grngemouth | Cia. Administra-dora del Guano | 165·0 | 26·0 | 10·2 | Callao Peruvian | T.3Cy.16″,26″&42″–30″ | 18 ″ 3 | |
| | *ex*Princess) *ss*P.E.I.No.2–05 | | — | 10,07 | | | | 10mo | | | | | 17·7 | | 97NHP | | |
| | *Fitted for oil fuel* | | 250 | | | | | | | | | | BK7′ | *WB* | Muir & Houston,Ld.Gls. | | |
| | 1*Dk* & *Awng dk* | | | | | | | | | | | | | | | | |
| 75211 | **Guarahu** (*ex*RaceFisher–39, | | *484* | ✠100A1 | Lon | *g* | CL | 1919 | R.Cock & Sons, Ld. Appledore | Empreza Inter-nacional de Transportes, Ltda. | 150·0 | 25·7 | 12·0 | R.Janeiro Brazilian | T.3Cy.12″,22″&34″–22½″ (*s*) | 12 ″ 9 | |
| 775 | *ex*Orleigh–32) *ss*Lan.No.3–1,33 | | *336* | 1,41 ~~3,39~~ | Rio | | ~~2,39~~ 11,40 | 12mo | | | | | | | 180lb 72NHP | | |
| PVAC | *Mchy.Aft* ~~*ss*Lan.No.1–37~~ | | *188* | ~~MS1,37~~ ✠LMC ~~—~~ | | | | | | | Q83′B9′F24′ FK | | | 3*BHCem* | 1SB,*2cf*,GS38,HS1271 | | |
| | *Well deck* *ss*Rio.No.2–41 1*Dk*(*Stl*) | | | 1,41 | | | | *Lloyd's* | | | | | | *FPT*34*t* | Plenty & Son,Ld.Newbury | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tailshaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula RHP=power by Ship's Regist. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75212 | **Guarany** (P) | Pad | 953 | | | | | 1908 | A.&J. Inglis,Ld. Glasgow | Cia.Argentina de Nav.Mihanovich Ltda. | 240·0 | 34·0 | 17·7 | Bns.Aires Argentine | T.3Cy.21″,35″&54″–66″ 320NHP A.&J.Inglis,Ld.Glasgow | | |
| LOGQ | Wireless | *Fitted for oil fuel* 2*Dks* | — 407 | | | | | | | | | | | | | | |
| 75213 | **Guarapore** | TwinSc | *1219* | | | | | 1919 | Ch.&Atel. deSt.Nazaire Penhoët | Empreza Internacional de Transportes,Ltda. | 218·8 | 34·3 | 13·2 | R.Janeiro Brazilian | C.4Cy.16″&30″–19½″ 32NHP | | V |
| | (*ex*MariaThereza–39,*ex*Beechbay–39, *ex*Riveur) D.F. | 1*Dk* | *819* *658* | | | | | | | | P74′F30′ | | | *WB* | Ch.&Atel.deSt.Nazaire | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | | | |
| 75214 | **Guarapuava** (*ex*RiverFisher–39, | | *590* | ✠100A1 | Lon | | CL | 1920 | J.Duthie | Empreza | 162·2 | 27·1 | 11·0 | R.Janeiro | T3Cy.14½″,23½″&39″–24″ (*s*) | 13 ″ 0 | |
| 773 | *ex*JollyHugh–33, | *ss*Nwc.No.3–2,33 | *402* | 3,39 | | | 12,38 | 2mo | Torry SB Co. Aberdeen | Internacional de Transportes,Ltda. | Q94′B11′F25′ | | FK | Brazilian | 180lb NE96 *refitted* 2088NHP | | |
| PVAA | *ex*Striver) | *ss*Brw.No.1–37 | *293* | BS11,39 3,41 | LMC7,37 | | | *Lloyd's* | *sA&CP* | *CellD* | *B f* 93′142*t* | *FPT* 52*t* | | | 3*BHCem* 1SB.3*pf*,Gs48,Hs1440 *APT* 11*t* | | |
| | *Mchy.Aft* | 1*Dk*(*Stl*) | | | | | | | | | | | | | Richardsons,Westgarth& Co.Ld.Mdb | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 75215 | **Guarara** (*ex*StreamFisher–39, | | *483* | ✠100A1 | Brw | *g* | CL | 1919 | R.Cock& Sons,Ld. Appledore | Empreza Internacional de Transportes,Ltda. | 150·0 | 25·7 | 12·0 | R.Janeiro | T.3Cy.13″,22″&34″–22½″(*s*) | 12 ″ 9 | |
| 776 | *ex*Ortona–32) | *ss*Apl.No.3–10,31 | *335* | 9,401,39 | Rio | | 2,37 | 1mo | | | 157·1(O.L.) | | | Brazilian | 180lb 72NHP | | |
| PVAD | *Mchy.Aft* | *ss*Lan.No.1–35 | *191* | ✠LMC 9,40 | | | 4,10 | *Lloyd's* | *sA&CP* | | Q83′B9′F24′ | | FK | | 3*BHCem* *FPT* 34*t* | | |
| | *Well deck* | *ss*Rio.No.2–40 1*Dk*(*Stl*) | | MS9,35 | BS1,39 | | | | | | | | | | 1SB.2*cf*,Gs38,Hs1271 Plenty&Son,Ld.Newbury | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 75216 | **Guararema** (*ex*SoundFisher–39, | | *548* | ✠100A1 | Lan | *g* | CL | 1919 | Ardrossan D.D.&S.B. Co.Ld. Ardrossan | Empreza Internacional de Transportes,Ltda. | 154·8 | 26·1 | 10·9 | R.Janeiro | C.2Cy.18″&38″–27″ (*s*) | 12 ″ 3 | |
| 774 | *ex*Mavis, | *ss*Lan.No.3–2,31 | *359* | 11,408,38 | Rio | | 4,37 | 2mo | | | 161·0(O.L.) | len37 | | Brazilian | 130lb 91NHP | | |
| PVAB | *ex*Independance) | *ss*Lan.No.1–34 | *274* | BS1,40 | ✠LMCH,37 | | 9,40 | *Lloyd's* | *sA&CP* | | Q83′B10′F27′ | | BK7′ | | 3*BHCem* *APT* 26*t* | | |
| | *Mchy.Aft* | *ss*Rio.No.2–40 1*Dk*(*Stl*) | | | 11,40 | | | | | | | | *FPT* 51*t* | | 1SB,3*cf*,Gs59,Hs1786 Aitchison,Blair&CoLdGls | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 75217 | **Guaratan** | TwinSc | *1222* | | | | | 1919 | Ch.&Atel. deSt.Nazaire Gd.Quévilly | Empreza Internacional de Transportes,Ltda. | 218·0 | 34·2 | 13·2 | R.Janeiro | C.4Cy.16″&30″–17″ 32NHP | | V |
| | (*ex*MariaCecilia–39,*ex*Pinebay–39, *ex*Rouvray,*ex*Mineur) | | *829* *657* | | | | | | | | P74′F30′ | | | Brazilian *WB* | Ch.&Atel.deSt.Nazaire | | |
| | *Mchy.Aft* | 1*Dk* | | | | | | | | | | | | | | | |
| 75218 | **Guardian** | TwinSc | *1768* | ✠100A1 | Jck | *r* | CL | 1907 | Swan,Hunter& Wigham Richardson, LdNewcastle | Maya S.S.Corp. (United Fruit Co. *Mgrs.*) | 278·4 | 36·0 | 14·9 | Puerto Cortez Honduran | T.6Cy.15¾″,25″&43″–30″ (*r*) | 24 ″ 9 | |
| | *(Cable Vessel)* | *ss*N.Yk.2ndNo.3–9,31 | *1655* | *Spar dk* | | | P4,37 | 9mo | | | | | 22·5 | | 180lb 265NHP | s 4 ″ 7 | |
| HPW | | *ss*Jck.No.1–35 2–41 | *981* | 2,41 4,39 | | | S4,38 | | | | | | FK | | 2SB,6*cf*,Gs102,Hs3762 FD | 20 ″ 6 | |
| | E.S.D. | 1*Dk*(*Stl*)&*Spar dk* | | BS2,39 2,40 | ✠LMC3,35 | | 8,40 | | | *CellDB* a33′ | *u* E21′*f* 134′250*t* | | | 4*BHCem* | 2SB,6*cf*,Gs102,Hs3762 FD Swan,Hunter&Wigham | 20 ″ 6 | |
| | | (*Stl*–teaks) *deep framing amidships&lower dk*(*Stl*) *in holds* | | | 2,41 | | | *Lloyd's* | *sA&CP* | *Tank between* | *tunnels* 23′ 27*t* | *FPT* | | 25*t* *APT* 30*t* | Richardson,Ld.Nwc. | | |
| 75219 | **Guayana** (*ex*Edda–34) | TwinSc | *1235* | | | | | 1919 | Nüscke& Co.A.G. Stettin | Cia.Anon.Venezolana de Nav. | 221·5 | 33·6 | 14·0 | La Guaira | T.6Cy.11 13/16″,18⅞″&30 13/16″– 19 13/16″ *Emade* 15 83NHP | | V |
| | | *Fitted for oil fuel* | *842* | | | | | | | | Q64′B54′F27′ | | | Venezuelan *WB* | Christiansen&Meyer, Harburg | | |
| | | 1*Dk* | *824* | | | | | | | | | | | | | | |
| 75220 | **Guayaquil** (*ex*LakeFanquier) | | 2592 | ✠ ... | | | | 1919 | American S.B.Co. | Stockard S.S. Corp. | 251·0 | 43·6 | 26·1 | New York | T.3Cy.21″,35″&59″–42″ | 28 ″ 2 | R |
| | **Guaribstar**, *see No. 3* | *Fitted for oil fuel* | 2213 | 3,21 | | | | 10mo | | | Q25′B64′F23′ | | | Utd. States | 352NHP | | † |
| KEKN | Sub.Sig. | 1*Dk2trB* | 1613 | ✠ | | | | | Lorain,O. | | | | FK | *WB* | AmericanS.B.Co.Lorain,O. | | |
| 75221 | **Guayra** (P) | TwinSc | 785 | | | | | 1930 | A.&J.Inglis,Ld. Glasgow | Cia.Argentina de Nav.Mihanovich Ltda. | 170·0 | 36·0 | 8·0 | Bns.Aires Argentine | Oil Engines 4S.C.SA 12Cy.12 3/16″–21⅛″ 172NHP | | |
| | | *Oil Eng.* | — | | | | | | | | | | | *WB* | Harland&Wolff,Ld.Gls. | | |
| LOGS | Wireless | 1*Dk*&*promenade dk* *Cruiser Stern* | 447 | | | | | | | | | | | | | | |
| 75222 | **Gudmundrâ** | | *1776* | ✠100A1 | MVo | *s* | OG | 1921 | A/B Öresundsvarvet Landskrona | Rederiaktieb. Fredrika(E.Högberg, *Mgr.*) | 273·8 | 41·2 | 17·8 | Stockholm Swedish | 2 Steam Turbines DR | 20 ″ 6 | |
| 6504 | | *ss*Rio.No.3–1,34 | *1532* | *Shelter dk* | | | 1,38 | 5mo | | | 287·0(O.L.) | | FK | *pt Cem* | geared to 1 Sc.Shaft (*s*) | s ″ 9½ | |
| SDLN | | *ss*Lkr.No.1–37 | *984* | *with freeboard* 10,40 12,39 | BS5,40 | | 10,40 | *Lloyd's* | *sCP* | | | | *Coll* | *BH to Sh dk* | 200lb 229NHP | 19 ″ 10¾ | |
| | | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | BS4,39 | ✠LMC12,37 | | | | | *CellDB* 224′473*t* | *FPT* 58*t* | *APT* 66*t* | | 3 ,, ,, *U* ,, | 2SB(Spt),4*cf*,Hs3230 FD A/BdeLavalsAngtrbnSkm | | |
| | | | | *Fitted for oil fuel* 5,21 | | | *F.P.above* | 150° F. | | | | | | | | | |
| 75223 | **Gudrid** | | 1305 | | | | | 1922 | Stavanger Stöberi&Dok Stavanger | A/S Herdis (Bachke&Co. *Mgrs.*) | 242·9 | 37·3 | 16·1 | Tr'ndheim Norwegian | T.3Cy.17½″,28½″&48″–39″ 144NHP | | N |
| | | | 1139 | | | | | | | | P21*t* B141′F24′ | | | *WB* | StavangerStöberi&Dok. | | |
| LDZQ | Wireless D.F. | 1*Dk* | 728 | | | | | | | | | | | | | | |
| 75224 | **Gudrun** | | *1499* | | | | | 1924 | Fredrkstad Mek.Værks. Fredrikstad | A/B Transmarin (S.Redig, *Mgr.*) | 259·4 | 40·1 | 16·7 | Hlsngborg Swedish | T.3Cy.18¼″,29½″&49″–33″ 138NHP | | N |
| 7147 | | | *1321* | | | | | | | | P19′B161′F27′ | | | *WB* | FredrikstadMek.Værks. | | |
| SELM | Wireless | 1*Dk* | *844* | | | | | | | | | | | | | | |
| 75225 | — | | 1498 | | | | | 1924 | Howaldts-werke Kiel | Dampskslsk.Torm A/S(A.Schmiegelow& A.Kampen, *Mgrs.*) | 248·4 | 38·1 | 14·9 | Copnhagn Danish | T.3Cy.17½″,28 3/16″&46 7/16″– 33 7/16″ 123NHP | | G |
| | | | 1156 | | | | | | | | P16′Q&B173′F32′ | | | *WB* | Howaldtswerke,Kiel | | |
| OYDU | | 1*Dk* | 875 | | | | | | | | | | | | | | |
| 75226 | — | | 1485 | | | | | 1923 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 231·3 | 36·5 | 15·0 | Stettin German | T3Cy16 15/16″,27⅝″&43 3/16″–31½″ Stettiner 105NHP | | G |
| | | | 1018 | | | | | | | | Q76′B101′F29′ | | | | Oderwerke,Stettin | | |
| DAQJ | | 1*Dk* | 863 | | | | | | | | | | | | | | |
| 75227 | — | | 1128 | | | | | 1919 | Fredrkstad Mek.Værks. Fredrikstad | D/S A/S Frithof Eide(BirgerPedersen&Sön, *Mgrs.*) | 230·3 | 36·1 | 14·9 | Haugesnd Norwegian | T.3Cy.16½″,26″&44″–30″ 106NHP | | V |
| | (*ex*Ragnhild–35) | | 974 | | | | | | | | P20′B62′F26′ | | | *WB* | FredrikstadM.V.Frdstad. | | |
| LJBN | | 1*Dk* | 656 | | | | | | | | | | | | | | |
| 75228 | **Gudrun Mærsk** | | 2294 | ✠100A1 | Pir | *u* | CL | 1937 | Odense Staalskibsvft vedA.P.Möller Odense | Ministry of Shipping(T.Dunlop &Sons, *Mgrs.*) | 327·2 | 46·2 | 17·9 | Liverpool British | Oil Engines 4S.C.SA | 20 ″ 6 | |
| 1c6239 | | *Oil Eng.* | 1994 | *with freeboard* | Bom | PN | 5,40 | 1mo | | | 341·7(O.L.) | | FK | 5*BH* | 6Cy.24 11/16″–51 3/16″ 355NHP | s ″ 9 | |
| OZEH | D.F. E.S.D. | 1*Dk*&*Shelter dk* | 1344 | 2,40 3,39 | ✠LMC1,37 | | | | | | | | ( | DB*100lb* | | 19 ″ 11 | |
| GMLK | | *Cruiser Stern* | | 1,41 | | | | | | | | | | *Coll to Sh dk* | Akt.Burmeistr&Wain,Cpn | | |
| | | | | DBS1,41 | | | | *Lloyd's* | *sA&CP* | *CellDB* 282′838*t* | *FPT* 51*t* | *APT* 101*t* | | 4 ,, 2nd ,, ) | | | |
| 75229 | **Gudur** | | *1321* | | | | | 1928 | Helsingörs Jernsk&Msk. Elsinore | Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) | 264·2 | 37·3 | 14·1 | Stockholm Swedish | T.3Cy.20″,32″&53″–36″ 168NHP | | V |
| 7469 | Wireless | 1*Dk*&*Shelter dk* | *1010* | | | | | | | | H156*t* | | | *WB* | HelsingörsJernsk.&Mskb. | | |
| SFJA | *Ref.Mchy.* Sub.Sig. | *Cruiser Stern* | *559* | | | | | | | | | | | | | | |
| 75230 | **Gudvang** (*ex*Stalheim–36) | 4Mst | 1469 | | | | | 1912 | Fredrkstad Mek.Værks. Fredrikstad | Dampsk.A/S Gudvin(H.Gjerpen *Mgr.*) | 243·0 | 39·3 | 17·3 | Oslo Norwegian | T.3Cy.18″,29½″&50″–36″ 150NHP | | N |
| | | | 1311 | | | | | | | | P24′B98′F29′ | | | *WB* | FredrikstadM.V.Frdstad. | | |
| LEXU | Wireless D.F. | 1*Dk* | 876 | | | | | | | | | | | | | | |
| 75231 | **Gudvangen** (P) | | 575 | | | | | 1903 | Bergens Mek.Værks. Bergen | Fylkesbaatane i Sogn&Fjordane | 148·1 | 25·4 | 12·9 | Bergen Norwegian | T.3Cy.14″,23½″&38″–27″ 75NHP | | |
| | | | 530 | | | | | | | | H46*t* | | 19·0 | | BergensMekVærksBergen | | |
| LDZR | | 1*Dk*&*Spar dk* | 344 | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné relativement à l'esprit. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pr. | 15 Si pétrolier ou si transporte du pétrole en vrac. Lettre. Voir Introduction. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75232 | **Gudvin** (*ex*Sörland-33) | | 1824 | | | | | 1918 | Sörlandets Skibsbyggeri Fevik | D/S A/S Gudvin (H.Gjerpen) | 265·4 | 42·1 | 17·9 | Oslo Norwegian | T.3Cy.20½″,33″&56″–36″ 188NHP | | N |
| | | | 1625 | | | | | | | | P50′H82′ | | | *WB* | | | |
| LCZQ | D.F. 1 *Dk* | | 1086 | | | | | | | | | | | | | | |
| 75233 | **Gudvor** (*ex*St.Therese–37) | | *2280* | ✠100A1 | Bry | *s* | CL | 1928 | Swan, Hunter&Wigham Richardson, LdSunderlnd | D/S A/S Gudvin (H.Gjerpen, *Mgr.*) | 293·1 | 44·2 | 19·4 | Oslo Norwegian | T.3Cy.20½″,34″&56″–39″ (*s*) 180lb *100lb* 224NHP | 21 ″ 6 | |
| | *ss*Nwc.No.2–37 | | *2013* | 8,39 | | | 1,89 | 3mo | | *Intermediate bulkhead in forward hold dispensed with* | P26′B72′F25′ FK | | | *4 BH pt Cem* | 2SB,*6cf*,GS111,HS3614 | s 3 ″ 1½ | |
| LGIA | D.F. 1 *Dk*(*Stl*) | | *1354* | BS10,38 ✠LMC4,37 | | | 12,19 | | | | | | | | | | |
| | | | | MBS11,38 DBS7,40 12,40 | | | | *Lloyd's* | *sA&CP* | *Cell DB* | 250′ 624*t* *FPT* 29*t* | | | *APT* 85*t* | G.Clark,Ld.Sunderland | 18 ″ 6½ | |
| 75234 | **Guelder Rose** | | 700 | ✠100A1 | Sws | *j* | OG | 1913 | NV Scheep. | ~~Richard Hughes & Co.(Liverpool) Ltd.~~ | 180·0 | 28·1 | 12·2 | Liverpool British | T.3Cy.15′,25″&40″–27″ (*s*) 130lb 82RHP | 14 ″ 6 | |
| 135513 | *ss*Nwc.2ndNo.3–1,38 | | 504 | 6,40 ~~10,39~~ | Cli | | 1,38 | 11mo | DeMerwede v/h Van Vliet &Co. Hardinxveld | Williamstown Shipping Co.Ld. (Comben Longstaff&Co.Ld.*Mgrs*) | Q105′B11′F22′ FK | | | 3 *BH Cem* | 2SB,*4pf*,GS59,HS1800 | s 4 ″ 6 | |
| MDZW | | | 302 | BS2,40 ✠LMC1,38 6,40 | | | | | | | | | | | Earle'sCo.Ld.Hull | 14 ″ 1½ | |
| | *Well deck* 1 *Dk*(*Stl*) | | | | | | | *Lloyd's* | *sA&CP* | *Cell DB* | 105′144*t* *FP* 763*t* *APT* 7*t* | | | | | | |
| | *Mchy.Aft* *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 75235 | **Guelma** | *ss*Lon.No.3–7,40 | 4402 | ✠100A1 | Bry | *x* | CL | 1928 | J.Readhead &Sons,Ld. SouthShields | La Tunisienne Stm Nav.Co.Ld.(F.C. Strick&Co Ld *Mgrs*) | 370·2 | 52·3 | 25·9 | Swansea British | T.3Cy.24½″,41″&66″–45″ (*r*) 180lb *120lb* 341NHP | 28 ″ 3 | |
| 143989 | | ~~*ss*M.b.No.2–38~~ | 4080 | 2~~d 3,40~~ 6,41 | M~~ins~~ | | 6,37 | 3mo | | | P28′B104′F36′ FK | | | 6 *BH Cem* | 2SB,*6cf*,GS109,HS4460 FD | s 5 ″ 3½ | |
| GNSZ | D.F. 1 *Dk*(*Stl*) | | 2738 | ~~BS4,40~~ ✠LMC4,36 | | | 1,41 | *Lloyd's* | *sA&CP* | *Cell DB a/c uE* 144′/ | f160′1075*t* *FPT* 135*t* | | | *APT* 115*t* | J.Readhead&SonsLd.SShl | 23 ″ 1½ | |
| | *Cargo battens not fitted* | | | BS3,40 5,41 MS5,40 | | | | | | | | | | | | | |
| 75236 | **Guernsey Queen** | | 567 | ✠100A1 | Sws | *h* | OG | 1939 | Burntislnd | British Channel Islands Shipping Co.Ltd. | 169·8 | 28·1 | 9·7 | London British | Oil Engines 2S.C.SA 5Cy.13⅜″–22 7/16″ 157NHP | 11 ″ 11 | |
| 167240 | *Oil Eng.* | | 367 | 7,10 ~~9,30~~ | Sou | | | 5mo | S.B.Co.Ld. Burntisland | | 29·4 | | | 3 *BH* | | s 4 ″ 6½ | |
| MNNP | E.S.D. 1 *Dk* | | 277 | ✠LMC5,39 | | | | | | | 175·8(O.L.) FK | | | | | 11 ″ 9½ | |
| | Wireless D.F. *Cruiser Stern* | | | | | | | *Lloyd's* | *sA&CP* | | P53′Q51′F17′ | | | | A/B Atlas-Diesel,Skm. | | |
| | *Mchy.Aft* *Portable dk in No.2 hold* | | | | | | | | | *Cell DB* | 108′148*t* *DTa* 6′73*t* *F* | | | *PT* 60*t* *APT* 10*t* | | | |
| 75237 | **Guglielmo** **Aux3MstSr** | | 331 | | | | | 1918 | J.Th.Wilmink&Co. Groningen | Mario Benedetti fuGuglielmo | 136·0 | 26·4 | 11·2 | Viareggio Italian | Oil Engines 2S.C.SA 2Cy.15½–17 7/16″ 88NHP D.Goedkoop,Jr.Amstrdam | | I |
| 656 | (*ex*La Bonne Lorraine, *Oil Eng.* | | 284 | | | | | | | | 124·6 | | | | | | |
| IOME | *ex*Hermanos) 1 *Dk* | | 277 | | | | | | | | Q27′H13′F17′ | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 75238 | **Guglielmo Marconi** **WoodAuxBn** | | 304 | | | | | 1914 | B.Gino Viareggio | Salvatore Cardella | 134·5 | 27·4 | 14·5 | Viareggio Italian | Oil Engines 2S.C.SA 4Cy.7½″–11½″ 44NHP *Emade&fitted* 36 Humboldt-Deutzmotoren, A.G.Köln-Deutz | | I |
| 375 | (*ex*Sailing Vessel–36) *Oil Eng.* | | 303 | | | | | | | | 111·5 | | | | | | |
| IOMK | 1 *Dk* | | 251 | | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 75239 | **Guido** | | 3921 | | | | | 1920 | Goole S.B. &Repg Co.Ld. Goole | Ellerman's Wilson Line,Ld. | 333·0 | 46·6 | 29·0 | Hull British | 2DRgearedSteamTurbines | | C |
| 144063 | *Cruiser Stern* | | 3692 | | | | | | | | | | | *WB* | Earle'sCo.Ld.Hull | | |
| GDNV | 2 *Dks* | | 2405 | | | | | | | | | | | | | | |
| 75240 | **Guido Brunner** | | 1081 | ✠100A1 | Gen | *n* | CL | 1925 | Cant.Nav. Triestino Monfalcone | D.Tripcovich&Ci. Soc.Anon.di Nav. Rimorchi e Salvataggi | 222·2 | 35·0 | 13·0 | Trieste Italian | T.3Cy.17½″,29″&47″–33″ (*r*) 180lb 194NHP | 15 ″ 7 | |
| 231 | *ss*Gen.No.3–10,37 | | 767 | 9,39 | | | 10,37 | 6mo | | | 215·9 | | | | | s 1 ″ 0 | |
| IOMQ | *Well deck* 1 *Dk*(*Stl*) | | 630 | BS8,39 ✠LMC7,37 | | | | *Lloyd's* | *sA&CP* | *Cell DB a/c uE* | Q79′B56′F26′ FK | | | 4 *BH Cem* | 2SB,*4cf*,GS68,HS3000 FD | 14 ″ 9 | |
| | | | | | | | | | | | 25′*f*93′ | | | 246*t* *APT* 8*t* | Offic.Nav.TriestineS.A.Tri | | |
| 75241 | **Guidonia** (*ex*Eftychia–38, | | 5060 | ✠ | Rot | *z* | | 1913 | W.Doxford &Sons,Ld. Sunderland | A.Lauro | 434·2 | 54·1 | 26·3 | Naples Italian | T3Cy.27″,44½″&75″–54″ 577NHP | 29 ″ 0 | I |
| 499 | *ex*Sheaf Mount, *ss*Shl.No.3–9,26 | | 4783 | 11,31 | | | | 8mo | | | 420·0 | | | *Cem* | 3SB,*9cf*,GS189,HS8530 | | † |
| IBWT | *ex*Gifford) *ss*Rot.No.1–31 | | 3139 | ✠ | | | | | | | | FK | | 6 *BH only* | W.Doxford&Sons,Ld.Sld. | | |
| | D.F. *Fitted for oil fuel* | | | | | | | | | 1 *BH in fore hold dispensed with* | | | | | | | |
| | 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | | | | | | | | | *Cell DB a/c uE* | 132′& *B* 43′/ | | | *FPT* 109*t* *APT* 123*t* | | | |
| | (*STRANDED 7,32—REFLOATED—NOW TRADING*) | | | | | | | | | | f189′1179*t* | | | | | | |
| 75242 | **Guillermo Schulz** (*ex*Gatton) | | 2538 | ✠ | Bel | *s* | | 1892 | R.Thompson&Sons Sunderland | Soc.Anon.de Carbones Rosas | 295·0 | 41·0 | 18·5 | Santander Spanish | T.3Cy.23″,37½″&61½″–39″ NDB 04 238NHP | 21 ″ 0 | |
| | *ss*Bbo.2ndNo.3–3,19 | | 1915 | 8,24 | | | | 7mo | | | P29′Q83′ | | | *pt Awng dk* 184′ FK | | | |
| EEQJ | 1 *Dk*(*pt Stl pt Irn*) | | 1473 | ✠ | | | | | | | | | | *Cell DB* 242′ | 481*t* *APT* 51*t* | | |
| | & *Web frames & pt Awng dk*(*Irn*) | | | | | | | | | | | | | | G.Clark,Ld.Sunderland | | |
| 75243 | **Guilvinec** (*ex*Stanmore–37, | | 3181 | ✠ ... | Rou | *u* | | 1920 | Lloyd Royal Belge (Gt.Britain), Ld. Glasgow | Cie.France-Navigation S.A. (*in liq.*)(Worms &Cie.*Mgrs.*) | 331·0 | 46·5 | 23·3 | Bordeaux French | T.3Cy.22″,37″&62″–48″ 442NHP | 25 ″ 6 | V |
| | *ex*Mambika–37, *ss*Ant.No.3–8,35 | | 2868 | 1,40 | | | | 9mo | | | P32′B102′F33′ FK | | | 5 *BH Cem* | 3SB,*9cf*,GS161,HS6705 | | † |
| FOIK | *ex*Asier) 2 *Dks*(*Stl*) | | 1914 | ✠ | | | | | | | | | | *DB* 280′585 *h* | Dunsmuir&JacksonLd.Gls | | |
| | D.F. | | | | | | | | | | | | | *FPT* 86*t* *APT* 63*t* | | | |
| 75244 | **Guimba** | | 6100 | ✠ ... | | | | 1919 | Moore S.B. Co. Oakland, Cal. | ~~United States Maritime Commission~~ | 402·5 | 53·0 | 32·0 | | 2DRgearedSteamTurbines 652NHP | 34 ″ 6 | R |
| ~~418048~~ | Sub.Sig. *Fitted for oil fuel* | | 5657 | 5,21 | | | | 1mo | | | P34′F39′ *on Sh dk* FK | | | British | | | † |
| ~~HJLR~~ | *Ref.Mchy.* 1 *Dk* & *Shelter dk* & *Web frames* | | 4545 | ✠ | | | | | | | | | | *WB* | Westinghouse Electric& Mfg.Co.E.Pittsburgh,Pa. | | |
| | *Longitudinal framing* | | | (*Reclassification Contemplated*) | | | | | | | | | | | | | |
| 75245 | **Guiné** Ⓟ (*ex*San Miguel) **TwinSc** | | 2648 | ✠100A1 | Lis | *u* | CL | 1905 | Sir Raylton Dixon&Co Ld Middlesbro' | Cia.Colonial de Nav. | 300·0 | 42·0 | 16·4 | Lisbon Portuguese | T.6Cy 18½″,30″&50″–36″ (*s*) 180lb 386NHP | 27 ″ 0 | |
| | *ss*Lis.2ndNo.3–9,30 | | 2169 | *Spar dk* | | | ~~10,37~~ | 4mo | | | 24·3 | | | 5 *BH Cem* | 2SB,*6cf*,GS120,HS5424 FD | s 4·10½ | |
| CSBP | E.S.D. *ss*Ams.No.2–38 | | 1657 | ~~11,19 1,39~~ 5,41 | | | ~~8,37,38~~ 5,41 | | | | B102′F49′ BK 9′ | | | *APT* 36*t* | N.E.MarineEng.Co Ld.Sld | 23 ″ 2½ | |
| | 1 *Dk* & *Spar dk*(*Stl*–teak s) | | | | | | | *Lloyd's* | *sA&CP* | *Cell DB a/c uE* | 50′/B60′*f*136′425*t* | | | | | | |
| | *lower dk in Nos.1 & 2 holds* | | | ✠NB8,38 ✠LMC8,38 | | | | | | | | | | | | | |
| | *hold beams in No.3 hold* | | | | | | | | | | | | | | | | |
| 75246 | **Guinean** | | 5205 | ✠100A1 | ~~Rot~~ | *a*† | CL | 1936 | Howaldts-werke A.G. Hamburg | United Africa Co. Ld. | 402·8 | 57·7 | 23·2 | Liverpool British | T3Cy.24 7/16″,38 5/16″&65″–45¼″ (*s*) 372NHP | 25 ″ 6 | |
| 164280 | | | 4343 | *with freeboard* | Gls | | 6,39 | 3mo | | | | | | | | s 2 ″ 0½ | |
| GYRM | D.F. 1 *Dk* & *Shelter dk* | | 3069 | ~~Examined 12,40~~ | | | | | | | F45′ FK | | | 7 *BH pt Cem* | 220lb FD | 23 ″ 7½ | |
| | *Cruiser Stern* | | | ✠LMC3,36 | | | | | | | | | | *pt Asp* | 2SB(Spt)6*cf*,GS107,HS4800 | | |
| | | | | *Carrying vegetable oil in deep tank* | | | | *Lloyd's* | *sA&CP* | *Cell DB* | 341′/179*t* *DTa* 25′ 893*t* *F* | | | *PT* 248*t* *APT* 144*t* | *Coll to Sh dk* 6 ,, 2nd ,, | Howaldtswerke A.G.Kiel | |
| 75247 | **Guinness** | | 1151 | ✠100A1 | Bel | *m* | CL | 1931 | Ailsa S.B. Co.Ld. Troon | A.Guinness,Son& Co.Ld. | 211·8 | 34·4 | 16·6 | London British | T.3Cy.16½″,27½″&46″–33″ 200lb (*s*) 194NHP | 19 ″ 0 | |
| 162577 | *ss*Bkn.No.2–39 | | 959 | *with freeboard* | | | 4,40 | 5mo | | | | | | 3 *BH pt Cem* | 2SB,*6cf*,GS113,HS3710 | s 3 ″ 7½ | |
| MPZW | *Mchy.Aft* 1 *Dk*(*Stl–pt* ws) | | 556 | 4,40 | | | | | | | F27′ FK | | | | AilsaS.B.Co.Ld.Trn. | 15 ″ 9½ | |
| | *Ref.Mchy.* *Cruiser Stern* | | | ~~BS4,40~~ ✠LMC2,39 3,41 | | | | *Lloyd's* | *sA&CP* | *Cell DB* | 127′20′/ | | | *FPT* 91*t* *APT* 10*t* | | | |
| 75248 | **Gujarat** Ⓟ | | 4148 | ✠100A1 | ~~Cal~~ | *x* | CL | 1923 | Harland& Wolff,Ld. Glasgow | Bank Line,Ld.(A. Weir&Co.*Mgrs.*) | 370·4 | 48·2 | 25·6 | Glasgow British | Oil Engines 4S.C.SA 6Cy.29½″–59 1/16″ DB *100lb* 489NHP | 28 ″ 0 | BT till 9.42 |
| 147379 | *Oil Eng.* | | 3607 | *with freeboard* | Liv | | ~~12,38~~ | 12mo | | | F37′ FK | | | 7 *BH pt Cem* | | s 2 ″ 11½ | |
| GJZQ | *ss*Cal No.3–12,35 | | 2538 | ~~Examined 3,41~~ | | | 3,41 | | | *Cell DB* 309′1121*t* | | | | *Coll to Sh dk* 6 ,, 2nd ,, | Harland& Wolff,Ld.Gls. | 25 ″ 2 | |
| | 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*–ws) | | | ~~DBS5,41~~ ✠LMC11,35 ~~✠LMC11,41~~ 12,37 | | | | *Lloyd's* | *sA&CP* | *MT* 34′ 1140*t* *FPT* | 128*t* *APT* 95*t* | | | | | | |
| | | | | *Carrying vegetable oil in deep tank* | | | | | | | | | | | | | |

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| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Yours Assigned now extra Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed 1, 100 in L. R. Paterson's List Pref. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75249<br>TCBF | **Gülcemal** Ⓟ Iron 4 Mst<br>(*ex* Ottawa, *ex* Germanic)<br>3 *Dks* | 5122<br>—<br>3021 | | | | | 1874 | Harland& Wolff<br>Belfast | T.C. Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 455·0 \| 45·2 \| 34·0<br>P50′F104′ *WB*<br>8 *BH* 1 PBH | | | Istanbul<br>Turkish | T.3Cy.35½″,58½″&96″–69″<br>NE&B95 765NH<br>Harland&Wolff,Ld.Bel. | 36 ″ 1 | |
| 75250<br>215404<br>WJCB | **Gulf of Mexico**<br>*ss* N.Yk.No.3–1,29<br>*ss* Mob.No.2–37<br>2 *Dks*(*Stl*)& *Shelter dk*(*Stl*)<br>*Mchy.Aft* & *Web frames*<br>D.F. *Longitudinal framing* | 7807<br>7152<br>4867 | ✠100A1 *Shelter dk with freeboard*<br>12,40 ~~10,39~~ ✠LMC<br>MS10,36 ~~BS7,39~~ 5,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7,17 | NYk | *d*† | CL<br>~~8,38~~<br>12,40<br>*F.P. above* | 1917<br>8mo | NewYork S.B.Corp. Camden,N.J. A&CP | GulfOilCorporation<br>*CellDBa*23′ *uE&B DTf*40′441*tF* | 467·6 \| 62·7 \| 32·0<br>76′463*t* (<br>*PT*229*t APT*131*t* | Phildlphia Utd.States FK<br>16 *BHpt Cem* 10,, ,, *to Udk* 6,, ,, 2*nd*,,) | Q.4Cy.24″,35″,51″&75″–51″ 220lb (*r*) 568NH<br>3SB,9*cf*,GS177,HS7804 FD<br>NewYorkSBCorp.Camden | 32 ″ 0<br>s 4 ″ 2<br>28 ″ 0½ | |
| 75251<br>219527<br>KOZM | **Gulf of Venezuela** (*ex* Miskianza)<br>*OilEng.*<br>*Mchy.Aft* 2 *Dks*& *Web frames*<br>D.F. GyC. *Longitudinal framing*<br>*Carrying Petroleum in bulk* | 6910<br>—<br>4333 | ✠ ...<br>11,20 | | | | 1919<br>10mo | MooreS.B. Co.<br>Oakland,Cal. | GulfOilCorporation | 425·8 \| 57·0 \| 31·2<br>P106′B40′F41′ FK *WB* | | | Phildlphia<br>Utd.States | Oil Engines 2S.C.SA<br>4Cy.22½″–91½″ 615NHP<br>NE25<br>SunS.B.Co.Chester,Pa. | 33 ″ 0 | R<br>† |
| 75252<br>234903<br>WOJR | **Gulfbelle**<br>*Fitted for oil fuel*<br>*Mchy.Aft* *CruiserStern* 2 *Dks*<br>D.F. GyC. *Carrying Petroleum in bulk*<br>*Longitudinal framing-bracketless system*<br>"*Arcform*" | 7104<br>—<br>4346 | | | | | 1936 | Sun.S.B& DryDockCo. Chester,Pa. | GulfOilCorporation | 426·4 \| 64·2 \| 34·0<br>P92′B35′F38′ *WB* | | | Phildlphia<br>Utd.States | 2DRgearedSteamTurbines 467NHP<br>WestinghouseElec.&Mfg. Co.Phl. | | R |
| 75253<br>227796<br>WRBF | **Gulfbird**<br>~~*ss* N.Yk.No.3–2,41~~ *OilEng.*<br>~~*ssN.Yk.No.2–36*~~ *Mchy.Aft*<br>D.F. 2 *Dks*(*Stl*)& *Web frames*<br>*Longitudinal framing–bracketless system* | 10217<br>—<br>6329 | ✠100A1<br>2,41<br>✠LMC ~~CS2,41~~<br>~~DBS2,41~~ 2,41<br>*Carrying Petroleum in bulk* | NYk | *g*† | CL<br>9,39 | 1928<br>6mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees | GulfOilCorporation<br>*CellDBuE* 93′363*t* | 511·7 \| 69·5 \| 36·7<br>B40′F38′ FK<br>*FPT*203*t APT*246*t* | Phildlphia Utd.States<br>16 *BHpt Cem* 6,, *to 2nd dk* | Oil Engines 2S.C.SA<br>4Cy.25¾″–97⅝″ 785NHP<br>2DB *150lb*<br>Wm.Doxford&Sons,Ld. Sld. | 36 ″ 9 | |
| 75254<br>222750<br>KFDW | **Gulfbreeze** (*ex* Eurana)<br>*ss* N.Yk.No.1–26<br>D.F. *Fitted for oil fuel*<br>2 *Dks*& *Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>*Carrying Petroleum in bulk* | 6651<br>6125<br>4159 | ✠ ...<br>10,28<br>✠ | | | | 1922<br>1mo | NewYork S.B.Corp. Camden,N.J. | GulfOilCorporation | 419·5 \| 56·5 \| 33·3<br>P101′B36′F34′ FK *WB* | Phildlphia Utd.States | T.3Cy.27″,45½″&75″–51″ 649NHP<br>NewYorkS.B.Co Camden, N.J. | 33 ″ 4 | R<br>† |
| 75255<br>235835<br>WOQU | **Gulfcoast**<br>*Mchy.Aft* E.S.D. *Fitted for oil fuel*<br>D.F. GyC. *CruiserStern* 2 *Dks*<br>*Longitudinal framing–bracketless system*<br>*Carrying Petroleum in bulk* "*Arcform*" | 7140<br>—<br>4373 | | | | | 1937 | Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md. | GulfOilCorporation | 426·4 \| 64·2 \| 34·0<br>P107′B35′F41′ | Phildlphia Utd.States | 2DRgearedSteamTurbines<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 75256<br>225390<br>KFZY | **Gulfcrest** Twin Sc<br>*ss* N.Yk.No.1–30<br>*OilEng.*<br>2 *Dks*& *Web frames*<br>*Mchy.Aft* *CruiserStern*<br>D.F. GyC. *Longitudinal framing*<br>*Carrying Petroleum in bulk* | 8916<br>—<br>5537 | ✠ ...<br>8,31<br>✠ | | | | 1926<br>4mo | American Brown Boveri Elec.Corp. Camden,N.J. | GulfOilCorporation | 460·4 \| 65·3 \| 38·3<br>P69′B32′F48′ FK *WB* | Phildlphia Utd.States | Oil Engines 4S.C.SA<br>12Cy.27″–47″ 845NHP<br>AmericanBrownBoveri Elec.Corp.Camden,N.J | 38 ″ 4 | R<br>† |
| 75257<br>235070<br>WONK | **Gulfdawn**<br>*Fitted for oil fuel*<br>D.F. GyC. *Mchy.Aft* 2 *Dks*<br>*Longitudinal framing–bracketless*<br>*CruiserStern* *system*"*Arcform*"<br>*Carrying Petroleum in bulk* | 7096<br>—<br>4337 | | | | | 1936 | SunS.B.& DryDockCo. Chester,Pa. | GulfOilCorporation | 426·4 \| 64·2 \| 34·0<br>P92′B35′F39′ *WB* | Phildlphia Utd.States | 2DRgearedSteamTurbines 466NHP<br>WestinghouseElec.&Mfg. Co.Lester,Pa. | | R |
| 75258<br>236989<br>WPSU | **Gulfdisc**<br>*Mchy.Aft* E.S.D. *Fitted for oil fuel*<br>D.F. GyC. *CruiserStern* 2 *Dks*<br>*Longitudinal framing–bracketless system*<br>*Carrying Petroleum in bulk* "*Arcform*" | 7141<br>6545<br>4381 | | | | | 1938 | Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md. | GulfOilCorporation | 426·4 \| 64·2 \| 34·0<br>P106′B35′F42′ *WB* | Phildlphia Utd.States | 2 DRgeared steam turbines 466NHP<br>GeneralElectricCo. Lynn,Mass. | | R |
| 75259<br>220298<br>KDAD | **Gulfgem** (*ex* Agwisun)<br>*ss* N.Yk.No 3–1,32<br>D.F. *ss* Mob.No.2–40 ~~*ssMob.No.1–36*~~<br>2 *Dks*(*Stl*)& *Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 6917<br>—<br>4304 | ✠100A1<br>~~9,40 11,39~~ 3,41 ~~Mchy~~<br>✠LMC 7,40<br>MS7,36 ~~BS1,39~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,20 | NYk | *b*† | CL<br>9,39<br>*F.P. above* | 1920<br>6mo | SunS.B. Co. Chester,Pa. A&CP | GulfOilCorporation<br>*CellDBuE&B* 59′ *f* 41′408*t* | 429·3 \| 59·2 \| 33·2<br>445·4(O.L.)<br>P133′B36′F40′ FK<br>*FPT*222*t APT*57*t* | Phildlphia Utd.States<br>16 *BHpt Cem* (12 *to U dk* 4 ,, 2*nd*,,) | T.3Cy.27″,45½″&76″–51″ (*r*) 1901b 612NHP<br>3SB,9*cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33 ″ 3 | |
| 75260<br>227978<br>WJCO | **Gulfhawk**<br>*OilEng.*<br>*Mchy.Aft* *ssN.Yk.No.2–36*<br>D.F. 2 *Dks*(*Stl*)& *Web frames*<br>*Longitudinal framing–bracketless system* | 10211<br>—<br>6328 | ✠100A1<br>8,40 ~~12,39~~<br>~~DBS12,39~~ ✠LMC 9,36<br>8,40<br>*Carrying Petroleum in bulk* | NYk | *g*† | CL<br>2,38 | 1928<br>8mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees | GulfOilCorporation<br>*CellDBuE* 93′363*t* | 511·7 \| 69·5 \| 36·7<br>B40′F38′ FK<br>*FPT*203*t APT*246*t* | Phildlphia Utd.States<br>16 *BHpt Cem* (6 ,, *to 2nd dk*) | Oil Engines 2S.C.SA<br>4Cy.25¾″–97⅝″ 785NHP<br>2DB *150lb*<br>Richardsons,Westgarth& Co.Ld.Mdb. | 36 ″ 9 | |
| 75261<br>221003<br>KDNO | **Gulfking**<br>*Fitted for oil fuel*<br>D.F. 2 *Dks*& *Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>*Carrying Petroleum in bulk* | 6561<br>6048<br>4098 | ✠ ...<br>3,24<br>✠ | | | | 1921<br>2mo | UnionS.B. Co. Baltimore | GulfOilCorporation | 419·5 \| 56·4 \| 33·3<br>P102′B36′F35′ FK *WB* | Phildlphia Utd.States | T.3Cy.27″,45″&75″–51″ 601NHP<br>NewYorkSBCorp.Camden | 33 ″ 4 | R<br>† |
| 75262<br>216299<br>WJCD | **Gulfland**<br>*ss* Mob.No.3–7,30<br>*ss* Bal.No.2–38<br>*Mchy.Aft* 2 *Dks*(*Stl*)& *Web frames*<br>*Longitudinal framing* | 5277<br>4646<br>3207 | ✠100A1<br>2,40<br>BS2,40 ✠LMC 6,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,18 | Mob | *y* | CL<br>2,40<br>*F.P. above* | 1918<br>6mo | NewYork S.B.Corp. Camden,N.J. A&CP | GulfOilCorporation<br>*CellDBuE&B* 62′222*t* | 391·1 \| 51·2 \| 30·2<br>P97′B34′F32′ FK<br>*FPT*159*t APT*30*t* | Phildlphia Utd.States<br>14 *BHCem* (8 ,, *to U dk* 6 ,, ,,2*nd*,,) | T.3Cy.27½″,45⅝″&75″–48″ 1901b (*r*) 543NHP<br>3SB,9*cf*,GS173,HS7843 FD<br>NewYorkSBCorp.Camden | 30 ″ 2<br>s 5″ 9½<br>24 ″ 7 | |
| 75263<br>214827<br>WJCF | **Gulfmaid**<br>*ss* Mob.No.3–6,29<br>*ss* Mob.No.2–37<br>*Mchy.Aft* 2 *Dks*(*Stl*)& *Web frames*<br>*Longitudinal framing* | 5225<br>4646<br>3248 | ✠100A1<br>8,~~12,39~~<br>BS11,40 ✠LMC<br>~~MS12,36~~ ~~BS13,39~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,17 | Mob | *y* | CL<br>~~2,39~~<br>8,40<br>*F.P. above* | 1917<br>3mo | NewYork S.B.Corp. Camden,N.J. A&CP | GulfOilCorporation<br>*CellDBuE&B* 62′222*t* | 391·1 \| 51·2 \| 30·2<br>P97′B34′F32′ FK<br>*FPT*159*t APT*30*t* | Phildlphia Utd.States<br>14 *BHCem* (8,, *to Uprdk* 6,, ,, 2*nd*,,) | T.3Cy.27″,45″&75″–48″ (*r*) 1901b 543NHP<br>3SB,9*cf*,GS173,HS7843 FD<br>NewYorkSBCorp.Camden | 30 ″ 2<br>s 5 ″ 9½<br>24 ″ 7 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres où cette navire est inscrite dans le U. K. Inscrite Cert. Bs. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75264 | **Gulfoil** | 5189 | ✠100A1 | NYk | *y* | CL | 1912 | NewYork | GulfOilCorporation | 383·0\|51·2\|30·0 | Phildlphia | T.3Cy.27″,45′&75″–48″ (r) | 30 ″ 2 | R |
| 210514 | *ss*Bal.2ndNo.3–7,37 | 4591 | 4,41 | | | ~~4,88~~ | 12mo | S.B.Corp. | | 407·5(O.L.) | Utd.States | 190lb 543NHP | s 5 ″ 9½ | |
| WJCG | | 3202 | BS4,41 ✠LMC7,37 | | | 3,41 | | Camden,N.J. | | P98′B34′F32′ FK | | 3SB,9cf,gs173,hs7843 FD | 24 ″ 7 | |
| | 2 *Dks(Stl)&Web frames* | | *Carrying Petroleum in bulk* | | | *bulk* | | A&CP | | | | NewYorkSBCorp.Camden | | |
| | *Mchy.Aft* *Longitudinal framing* | | *Fitted for oil fuel* 12,12 | | | *F.P.a* | *bove 1* | 50° F. *Cell* | *DBuE&B62′222t* | *FPT159t APT80t* | | | | |
| 75265 | **Gulfpenn** (*ex*Agwihavre) | 8862 | ✠100A1 | NYk | *e*† | CL | 1921 | SunS.B. | GulfOilCorporation | 480·5\|66·0\|36·8 | Phildlphia | Q.4Cy.26″38¼″,56″&82″–54″ | 37 ″ 0 | |
| 221244 | *ss*N.Yk.No.3–4,33 | 8562 | *Shelter dk* | NNs | | N11,38 | 8mo | Co. | | 499·5(O.L.) | Utd.States | 220lb (r) 819NHP | s 9 ″ 2 | |
| KDRX | *ss*Mob.No.1–37 | 5522 | *with freeboard* | | | | | Chester,Pa. | | F44′ *on Shelter dk* | | 4SB,12cf,gs260,hs12264 FD | 28 ″ 1½ | |
| | 1 *Dk(Stl)&Shelter dk(Stl)* | | ~~6,40~~2,40 12,40 | BS5,40 | | | | A&CP | | FK | | SunS.B.Co.Chester,Pa. | | |
| | *Mchy.Aft* *&Web frames* | | ~~10,38~~8,38 | ✠LMC8,37 | | | | | *CellDBuE&B89′* | *f40′448t FPT* | | | | |
| | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | *bulk* | | | | 186t APT84t | | | | |
| | | | *Fitted for oil fuel* 8,21 | | | *F.P.a* | *bove 1* | 50° F. | | | | | | |
| 75266 | **Gulfpoint** (*ex*Hahatonka) | 6972 | | | | | 1920 | Bethlehem | GulfOilCorporation | 435·6\|56·2\|31·7 | Phildlphia | T.3Cy.27″,47″&78″–48″ | | R |
| 219890 | D.F. *Fitted for oil fuel* | — | | | | | | S.B.Corp.Ld. | | P106′B47′F42′ | Utd.States | 421NHP | | |
| KUPF | *Longitudinal framing* 2 *Dks* | 4293 | | | | | | Sparrow's Point,Md. | | | *WB* | BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md. | | |
| | *Mchy.Aft* *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 75267 | **Gulfpride** TwinSc | 12510 | ✠ ... | | | | 1927 | Federal | GulfOilCorporation | 525·0\|74·3\|31·6 | Phildlphia | Oil Engines 2S.C.SA | 40 ″ 6 | R |
| 226315 | *Oil Eng.* | 9249 | | | | | 4mo | S.B.&D.D. | | B36′F42′ | Utd.States | 8Cy.26″–48″ | | † |
| KGEJ | *ss*N.Yk.No.1–31 | 7834 | ✠ | | | | | Co. | | FK | *WB* | 939NHP | | |
| | *Mchy.Aft* 2 *Dks&Web frames* | | | | | | | Kearny,N.J. | | | | BethlehemSteelCo. Bethlehem,Pa. | | |
| | D.F. GyC. *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | *Longitudinal framing–bracketless system* | | | | | | | | | | | | | |
| 75268 | **Gulfprince** | 6561 | ✠ ... | | | | 1921 | Union S.B. | GulfOilCorporation | 419·5\|56·4\|33·3 | Phildlphia | T.3Cy.27″,45″&75″–51″ | 33 ″ 4 | R |
| 221213 | *Fitted for oil fuel* | 6048 | 3,24 | | | | 5mo | Co. | | P102′B36′F35′ | Utd.States | 600NHP | | † |
| KDRB | D.F. 2 *Dks&Web frames* | 4098 | ✠ | | | | | Baltimore Md | | FK | *WB* | | | |
| | *Mchy.Aft* *Longitudinal framing* | | | | | | | | | | | NewYorkSBCorp.Camden | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 75269 | **Gulfqueen** | 6599 | ✠100A1 | NYk | *a*† | CL | 1919 | NewYork | GulfOilCorporation | 419·5\|56·5\|31·7 | Phildlphia | T.3Cy.~~97~~″,45″&75″–51″ (r) | 33 ″ 4 | |
| 217775 | *ss*N.Yk.No.3–5,31 | 6250 | ~~2,40~~6,39 12,40 | Mob | | ~~10,38~~ | 4mo | S.B.Corp. | | 436·3(O.L.) | Utd.States | 195lb 27.3/12″ 600NHP | s 8 ″ 8½ | |
| WJGH | *ss*Mob.No.2–38 | 4117 | ✠LMC11,38 | | | 3,40 | | Camden,N.J. | | P101′B36′F34 FK | | 3SB,9cf,gs190,hs8952 FD | 26 ″ 10½ | |
| | *Mchy.Aft* 2 *Dks(Stl)&Web frames* | | BS3,40 | | | | | A&CP | | | | NewYorkSBCorp.Camden | | |
| | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | *bulk* | | | | | | | | |
| | | | *Fitted for oil fuel* 4,19 | | | *F.P.a* | *bove 1* | 50° F. *Cell* | *DBuE&B65′272t* | *FPT294t APT46t* | | | | |
| 75270 | **Gulfspray** TwinSc | 379 | 100A1 | Mob | | CL | 1927 | SunS.B.& | GulfOilCorporation | 136·2\|27·1\|11·2 | Phildlphia | Oil Engines 4S.C.SA | 11 ″ 6 | |
| 226286 | *Oil Eng.* | — | 9,39 | | | 9,39 | | D.D.Co. | | *28·0* | Utd.States | 12Cy.10″–13″ 117NHP | | |
| | *ss*Mob.No.3–9,39 | 197 | ✠NE10,39 ✠LMC10,39 | | | | | Chester,Pa. | | 142·0(O.L.) FK | | 9 *BHpt Cem* | | |
| | *Mchy.Aft* | | *Carrying Petroleum in bulk* | | | | | | | B32′F15′ *FPT17t* | | *APT8t* | | |
| | *Longitudinal framing at bottom & at deck* | | *For coastwise service between* | | | | | | | | | AtlasImperialDiesel Eng.Co.Oakland,Cal. | | |
| | | | *Port Arthur, Texas & Jacksonville Fla.* | | | | | | | | | | | |
| 75271 | **Gulfsprite** TwinSc | 426 | 100A1 | Bal | | N11,39 | 1927 | SunS.B.& | GulfOilCorporation | 152·2\|27·1\|11·2 | Phildlphia | Oil Engines 4S.C.SA | 11 ″ 6 | |
| 226287 | *Oil Eng.* | 355 | 4,40 | | | | | D.D.Co. | | *28·0* | Utd.States | 12Cy.10″–13″ 117NHP | | |
| | *ss*Bal.No.3–11,39 | 230 | ✠NE11,39 ✠LMC11,39 | | | | | Chester,Pa. | | 158·0(O.L.) FK | | 9 *BHpt Cem* | | |
| | *Mchy.Aft* | | *Carrying Petroleum in bulk* | | | | | | | P32′F15′ *FPT15t* | | *APT8t* | | |
| | *Longitudinal framing at bottom & at deck* | | *For coastwise service between* | | | | | | | len39 | | AtlasImperialDiesel Eng.Co.Oakland,Cal | | |
| | | | *Eastport, Me. & Norfolk, Va.* | | | | | | | | | | | |
| 75272 | **Gulfstar** | 6969 | ✠ ... | | | | 1920 | SunS.B. | GulfOilCorporation | 429·3\|59·2\|33·2 | Phildlphia | T.3Cy.27″,45½″&76″–51″ | 33 ″ 3 | R |
| 220575 | *Fitted for oil fuel* | 6595 | 3,24 | | | | 8mo | Co. | | P103′B36′F40′ | Utd.States | 612NHP | | † |
| KDEB | D.F. 2 *Dks&Web frames* | 4361 | ✠ | | | | | Chester,Pa. | | FK | *WB* | SunS.B.Co.Chester.Pa. | | |
| | *Mchy.Aft* *Longitudinal framing* | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 75273 | **Gulfstate** (*ex*Halway) | 6882 | | | | | 1920 | Bethlehem | GulfOilCorporation | 435·0\|56·0\|32·0 | Phildlphia | T.3Cy.27″,47″&78″–48″ | | R |
| 220675 | *Fitted for oil fuel* | — | | | | | | S.B.Corp.Ld. | | P106′B47′F42′ | Utd.States | 421NHP | | |
| KDFQ | *Longitudinal framing* 2 *Dks* | 4230 | | | | | | Alameda,Cal. | | | *WB* | BethlehemS.B.Corp. S.Francisco | | |
| | *Mchy.Aft* *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 75274 | **Gulftide** | 7140 | | | | | 1937 | Bethlehem | GulfOilCorporation | 426·4\|64·2\|34·0 | Phildlphia | 2DRgeared steam turbines | | R |
| 235922 | D.F. GyC. E.S.D. *Fitted for oil fuel* | — | | | | | | S.B.Corp.Ld. | | P107′B35′F41′ | Utd.States | | | |
| WOQK | *Mchy.Aft* *CruiserStern* 2 *Dks* | 4373 | | | | | | Sparrow'sPt. | | | | GeneralElectricCo. | | |
| | *Longitudinal framing–bracketless system* | | | | | | | Md. | | | | Schenectady,N.Y. | | |
| | *Carrying Petroleum in bulk* "*Arcform*" | | | | | | | | | | | | | |
| 75275 | **Gulftrade** | 6776 | ✠ ... | | | | 1920 | SunS.B. | GulfOilCorporation | 429·3\|59·2\|31·4 | Phildlphia | T.3Cy.27″,45½″&76″–51″ | 33 ″ 3 | R |
| 219453 | *Fitted for oil fuel* | 6334 | 3,24 | | | | 1mo | Co. | | P103′B36′F40′ | Utd.States | 612NHP | | † |
| KOVB | *Mchy.Aft* D.F. 2 *Dks&Web frames* | 4223 | ✠ | | | | | Chester,Pa. | | FK | *WB* | SunS.B.Co.Chester,Pa. | | |
| | *Longitudinal framing* | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 75276 | **Gulfwave** | 7141 | | | | | 1937 | Bethlehem | GulfOilCorporation | 426·4\|64·2\|34·0 | Phildlphia | 2DR geared steam turbines | | R |
| 236882 | D.F. E.S.D. GyC. *Fitted for oil fuel* | 6545 | | | | | | S.B.Corp.Ld. | | P106′B35′F41′ | Utd.States | 466NHP | | |
| WPPL | *Mchy.Aft* *CruiserStern* 2 *Dks* | 4381 | | | | | | Sparrow'sPt. | | | *WB* | GeneralElectricCo. | | |
| | *Longitudinal framing–bracketless system* | | | | | | | Md. | | | | Lynn,Mass. | | |
| | *Carrying Petroleum in bulk* "*Arcform*" | | | | | | | | | | | | | |
| 75277 | **Gulfwax** (*ex*Agwimex) | 8862 | ✠100A1 | NYk | *e*† | CL | 1921 | SunS.B. | GulfOilCorporation | 480·5\|66·0\|36·8 | Phildlphia | Q.4Cy.26″,38¼″56″&82″–54″ | 37 ″ 0 | |
| 221612 | *ss*N.Yk.No.3–11,33 | 8562 | *Shelter dk* | NNs | | N3,39 | 9mo | Co. | | | Utd.States | 220lb (r) 819NHP | s 9 ″ 2 | |
| KDUQ | *ss*N.Yk.No.1–37 | 5522 | *with freeboard* | | | | | Chester,Pa. | | F44′ *on Shelter dk* | | 4SB12cf,gs262,hs12264 FD | 28 ″ 1½ | |
| | *Mchy.Aft* 1 *Dk(Stl)&Shelter dk(Stl)&* | | 6,40~~2,40~~ | ✠LMC | | | | A&CP | | FK | | SunS.B.Co.Chester,Pa. | | |
| | D.F. *Web frames* | | MS5,38 | BS11,39 | | | | | *CellDBuE&B84′f40′448t* | *FPT186t APT84t* | | | | |
| | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | *bulk* | | | | | | | | |
| | | | *Fitted for oil fuel* 9,21 | | | *F.P.* | *above* | 150° F. | | | | | | |
| 75278 | **Gulfwing** | 10208 | ✠100A1 | NYk | *g*† | CL | 1928 | Furness | GulfOilCorporation | 511·7\|69·5\|36·7 | Phildlphia | Oil Engines 2S.C.SA | 36 ″ 9 | |
| 228046 | *ss*NYk.No.3-12,40 *Oil Eng.* | ~~4,07~~3,88 | 12,40 | | | ~~5,37~~ | 10mo | S.B.Co.Ld. | | | Utd.States | 4Cy.25-½″-97⅜″ 785NHP | | |
| WJCP | *Mchy.Aft* ~~*ss*N.Yk.No.2–39~~ | 6326 | ✠LMC CS12,40 | | | 4,40 | | Haverton | | B40′F33′ FK | | 2DB*150lb* | | |
| | D.F. 2 *Dks(Stl)&Web frames* | | DBS12,40 | 12,40 | | | | Hill-on-Tees | | | | 16 *BHpt Cem* | | |
| | *Longitudinal framing-bracketless system* | | *Carrying Petroleum in bulk* | | | *bulk* | *Lloyd's* | *SA&CP* | *CellDBuE93′363t* | *FPT203t APT246t* | | 6 „ *to2nddk* | | |
| | | | | | | | | | | | | Richardsons,Westgarth& Co.Ld.Mdb. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | Date when tail shaft* last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of ✠ or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75279 | **Gulhaug** (*ex*Activ) | 1243 | | | | | 1910 | Kjöbnhvns Flydk.&Skbs Copenhagen | A/S D/S Facto (B.StoltNielsen& SönnerA/S, *Mgrs.*) | 231·5 | 36·2 | 14·4 | Haugesnd Norwegian *WB* | T.3Cy.16½",27"&44"–30" 106NHP | | V |
| | | 960 | | | | | | | | P12'Q73'B42'F26' | | | | | | |
| LDZV | 1 *Dk* | 741 | | | | | | | | | | | | Kjbnhavns Flydk.&Skbsv. | | |
| 75280 | **Gullborg** Sp | 658 | ✠100A1 | Skm | *i* | OG | 1910 | Akers. Mek.Værks. Oslo | StockholmsRederiaktiebolagSvea (Eman.Högberg, *Mgr.*) | 183·7 | 29·0 | 12·3 | Stockhlm Swedish | T.3Cy.13½",22"&35¾"–26" 185lb 86NHP | 14 " 3 | |
| 5142 | *ss*Got.2ndNo.3–8,35 | *504* | ~~7,30~~ 7,40 | | | 5,39 | 8mo | | | P64'F27' FK | | | 1 *B H Cem* | 2SB,*4cf*,GS46,HS1514 | s 1 " 6½ | |
| SELR | *Mchy.Aft* *ss*Skm.No.3–6,39 1 *Dk(Stl)* | *365* | BS7,40 | | ✠LMC6,39 | | *Lloyd's* | | | len14 | | | *Cell D B* 132'180*t F P T* 27*t A P T* 18*t* | Akers.Mek.Værks.Oslo | 12 " 10 | |
| 75281 | **Gullfoss** | 1414 | | | | | 1915 | Kjöbnhvns Flydk.&Skbs. Copenhagen | H/F Eimskipafelag Islands | 230·1 | 35·2 | 21·1 | Reykjavik Icelandic *WB* | T.3Cy.20",32"&53"–36" 169NHP | | V |
| | | 1258 | | | | | | | | | | | | | | |
| TFGA | *Ref.Mchy.* Wireless **D.F.** 2 *Dks* | 886 | | | | | | | | | | | | Kjbnhavns Flydk.&Skbsv. | | |
| 75282 | **Gullkrona** Wood Aux 4 Mst Sr | 476 | | | | | 1921 | KärraVarv Dragsfjärd | PaulPåvals | 179·9 | 33·8 | 11·3 | Mariehmn Finnish | Oil Engines 2S.C.SA | | |
| 816 | *Oil Eng.* | 392 | | | | | | | | 165·7 | | | | 4Cy.13⅛"–14 3/16" 120NHP | | |
| OHNK | 1 *Dk* | 340 | | | | | | | | P44'B14' | | | | BergsundsM.V.Aktb.Skm. | | |
| | *(See Sailing Ship Register)* | | | | | | | | | | | | | | | |
| 75283 | **Gullmaren** Twin Sc | 3400 | ✠100A1 | PNl | *x* | CL | 1938 | Eriksbergs M.V.Aktieb. Gothenburg | Rederiaktieb. Transatlantic(G. Carlsson, *Mgr.*) | 367·9 | 51·7 | 20·2 | Gothenbrg Swedish | Oil Engines 2S.C.SA | 25 " 6 | |
| 8243 | *Oil Eng.* | 2644 | *with freeboard* ~~LYK~~ Bos | | | 3,41 | 3mo | | | 380·7(O.L.) FK | | | 7 *B H* | 12Cy.19¼"–35 7/16" 810NHP | s 1 " 11 | |
| SLCN | *Ref.Mchy.* **D.F. E.S.D.** 1 *Dk&Shelter dk, Cruiser Stern* 3rd *dk in No.* 3 *hold* | 1855 | ~~3,41~~ ~~3,80~~ | | ✠LMC3,38 | | *Lloyd'sA&CP* | | | ( | | | *Coll to Sh dk* 6 „ 2*nd* „ ) | EriksbergsM V.AktiebGot | 23 " 8½ | |
| | *Strengthened for navigation in ice* | | ✠Lloyd'sRMC3,40 | | | | | | *Duct keel forward of mchy. space* | | | | | | | |
| | *Part electrically welded including butts of shell & decks* | | for temp. 30° F. | | | | | | *Cell D B* 305'1087*t T anks at sides of tunnels* 65*t F P T* 46*t* | | | | *A P T* 134*t* | | | |
| 75284 | **Gullpool** | 4868 | | | | | 1928 | CowpenD. D.&S.B.CoLd Blyth | PoolShippingCo. Ld.(SirR.Ropner& Co.Ld. *Mgrs.*) | 405·1 | 53·6 | 26·4 | W.Hartlpl British *WB* | T.3Cy.26",43"&71"–48" 349NHP | | C |
| 139252 | | 4586 | | | | | | | | P30'B229'F41' | | | | | | |
| GNLS | **D.F.** 1 *Dk* | 3026 | | | | | | | | | | | | Blair&Co.(1926),Ld.Stk. | | |
| 75285 | **Gumbinnen** (*ex*Ambria–34) | 1381 | | | | | 1922 | Deutsche Werft A.G. Hamburg | KohlenImport u. PoseidonSchiffahrt A.G. | 234·5 | 36·8 | 17·9 | Königsbrg German *WB* | C.4Cy.(2)13"&(2)27 9/16"– 27 15/16" NE35 67NHP | | G |
| | **E.S.D.** *Fitted for oil fuel* | 1152 | | | | | | | | P30'B54'F22' | | | | | | |
| DHBA | Wireless **D.F.** 1 *Dk* | 800 | | | | | | | | | | | | FSchichauG.m.b.H.Elbing | | |
| 75286 | **Gun** (*ex*Siggen–34,*ex*Eina,*ex*Soltind, *ex*Belize,*ex*Elgin) | 670 | | | | | 1918 | Werf Zeeland Hanswert | Skibs.A/S Primo (Sig.Gulbrandsen, *Mgr.*) | 179·2 | 30·1 | 12·6 | Oslo Norwegian *WB* | T.3Cy.15½",25½"&41½"–27" 90NHP | | N |
| | | 547 | | | | | | | | P64*t* H9*t* F21*t* | | | | | | |
| LEUJ | 1 *Dk* | 351 | | | | | | | | | | | | N.V.Maschfab.v/hSchippr. vanDeugen,Gertruidenbrg | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | | |
| 75287 | **Gunbar** Twin Sc | 481 | | | | | 1911 | Ardrossan S.B.Co.Ld. Ardrossan | ~~Ex~~eightersPty.Ltd. NorthCoastSteam Nav.Co.Ld.(E.S. Crauford, *Mgr.*) | 150·3 | 30·0 | 8·7 | SydnyNSW British *WB* | C.4Cy.12½"&26"–18" 89RHP | | C |
| 131507 | | 319 | | | | | | | | Q41'F27' | | | | | | |
| VLFG | Wireless 1 *Dk* | 195 | | | | | | | | | | | | Dunsmuir&Jackson,LdGls | | |
| 75288 | **Gunborg** | 1572 | | | | | 1930 | Oskrshmns M.V.Aktieb. Oskarshamn | Rederi A/B Sylvia (Alb.Billner *Mgr.*) | 269·2 | 40·4 | 16·6 | Gothenbrg Swedish *WB* | T.3Cy.17⅞",28¾"&47½"–30"& 1 LP turbine with DR gearing & hydraulic coupling 122NHP | | N |
| 7692 | | 1372 | | | | | | | | | | | | | | |
| SELW | 1 *Dk&Shelter dk Cruiser Stern* | 835 | | | | | | | | | | | | OskarshamnsM.V.Aktieb. | | |
| 75289 | **Gunda** (*ex*Chantier) | 2241 | | | | | 1919 | McDougall Duluth,Co Duluth,Minn | A/S Olymp(Einar Lange, *Mgr.*) | 251·3 | 43·7 | 22·2 | Oslo Norwegian *WB* | T.3Cy.20",33"&54"–40" 184NHP | | N |
| | | 1984 | | | | | | | | P64*t* H103*t* F24*t* | | | | | | |
| LDIX | 1 *Dk* | 1328 | | | | | | | | | | | | McDougallDuluthCo. | | |
| 75290 | — | 1770 | ✠100A1 | Skm | *r* | CL | 1930 | Fredrkstad Mek.Værks. Fredrikstad | A/B Transmarin (S.Redig, *Mgr.*) | 269·0 | 42·2 | 17·6 | Hlsngborg Swedish | T.3Cy.18½",29½"&50"–36" 190lb (*s*) 188NHP | 20 " 0 | |
| 7664 | *ss*Lkr.No.2–38 | *1589* | *with freeboard* ~~Gls~~ Hul | | | ~~11,38~~ | 8mo | | | 273·4(O.L.) FK | | | 4 *B H Cem* | 2SB,*6cf*,GS60,HS2545 FD | s " 8¾ | |
| SICN | **D.F.** 1 *Dk(Stl)&Shelter dk(Stl)* | *1003* | ~~6,10~~ ~~7,30~~ 5,41 | | ✠LMC4,38 | 6,40 | *Lloyd's* | | | ( | | | *Coll to Sh dk* 3 „ 2*nd*„) | FredrikstadM.V.Frdstad. | 19 " 4¾ | |
| | *Cargo battens not fitted* | | BS~~7,30~~ 6,40 | | | | | | *Cell D B* 212'54 | | | | *5t F P T* 35*t A P T* 80*t* | | | |
| | *Strengthened for Navigation in Ice* | | | | | | | | | | | | | | | |
| 75291 | **Gundborg Segrell** (*ex*Agnes | *1435* | ✠100A1 | Skm | *p* | OG | 1914 | Antwerp Eng.Co.Ld. Hoboken | Ångf.A/B Kjell (H.Jeansson, *Mgr.*) | 243·2 | 38·2 | 15·7 | Stockholm Swedish | T.3Cy.19",31"&51"–36" (*s*) 180lb 185NHP | 18 " 0 | |
| 7277 | Harrison,*ex*Kalliope) *ss*Osc.No.3–4,34 | *1189* | 5,40 ~~4,30~~ | Got | | ~~4,39~~ | 6mo | | | P18'Q79'B50'F24' FK | | | 4 *B H Cem* | 2SB,*4cf*,GS66,HS3090 | s 1 " 4 | |
| SEMG | *Well deck* *ss*Osc.No.1–38 | *844* | | | ✠LMC11,38 | 4,40 | *Lloyd's* | | | | | | | N.E.MarineEng.Co.Ld.Sld | 16 " 10 | |
| | *Cargo battens not fitted* 1 *Dk(Stl)* | | BS4,40 | | | | | | *Cell D Ba* 75'u E & *B* 35'*f* 96'444*t F P T* | | | | 49*t A P T* 51*t* | | | |
| 75292 | **Gundega** (*ex*Wokingham,*ex*River | 3583 | ✠ ... | | | | 1906 | TyneI.S.B. Co.Ld. Newcastle | J.Freyman&Co. (LatvianShipping Co. *Mgrs.*) | 348·8 | 50·0 | 23·2 | Riga Latvian *WB* | T.3Cy.24",39"&66"–45" 311NHP | 25 " 8 | C † |
| 169 | Trent,*ex*Antar) *ss*Npt.No.3–7,19 | 3368 | 7,31 | | | | 7mo | | | P29'B102'F36' FK | | | | N.E.MarineEng.CoLdNwc | | |
| YLCY | *ss*Shl.No.2–28 | 2256 | ✠ | | | | | | | | | | | | | |
| | 1 *Dk2tr B&deep framing* | | | | | | | | | | | | | | | |
| 75293 | **Gundersen** Twin Sc | 1841 | | | | | 1927 | Aktieb. Götaverken Gothenburg | A/S Titchfield (Chr.Gundersen& Co. *Mgrs.*) | 269·0 | 37·6 | 21·9 | Oslo Norwegian *WB* | Oil Engines 4S.C.SA | | N |
| | **D.F.** *Oil Eng* | 1550 | | | | | | | | P30*t* Q17*t* B136*t* | | | | 12Cy.19 1/16"–35 7/16" 448NHP | | |
| LCLV | *Ref.Mchy.* 2 *Dks* | 1002 | | | | | | | | H50*t* F24*t* | | | | Aktieb.Götaverken,Got. | | |
| 75294 | **Güneysu** Ⓟ (*ex*Bulgaria–34,*ex*Graz) | 3845 | ✠ ... | | | | 1908 | Lloyd Austriaco Trieste | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 356·0 | 44·2 | 22·9 | Istanbul Turkish *WB* | T.3Cy.26",43¼"&73"–48" 495NHP | 25 " 10 | |
| | *ss*Tri.No.3–5,19 | 2822 | 11,23 | | | | 4mo | | | P&B 246'F65' FK | | | | LloydAustriaco,Trieste | | |
| TCFB | *ss*Tri.No.1–23 | 2247 | ✠ | | | | | | | | | | | | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| | 1 *Dk&Spar dk&deep framing* | | | | | | | | | | | | | | | |
| 75295 | **Gunhild** | 1142 | | | | | 1918 | Fredrkstad Mek.Værks. Fredrikstad | Dampskslsk. TormA/S(A. Schmiegelow&A. Kampen, *Mgrs.*) | 230·4 | 36·0 | 14·6 | Copnhagn Danish *WB* | T.3Cy.16½",26"&44"–30" 110NHP | | V |
| | | 975 | | | | | | | | | | | | | | |
| OYDW | 1 *Dk* | 682 | | | | | | | | | | | | FredrikstadM.V.Frdstad. | | |
| 75296 | **Gunlög** | *1396* | | | | | 1917 | J.&A.Van derSchuyt Papendrecht | StockholmsRederi Aktieb.Svea (Eman.Högberg, *Mgr.*) | 236·4 | 36·7 | 15·4 | Stockholm Swedish *WB* | T.3Cy.17½",29"&46"–36" 127NHP | | V |
| 5920 | | *1105* | | | | | | | | P27'B58'H107*t* F20' | | | | J.&A.Van derSchuyt | | |
| SEMB | 1 *Dk* | 770 | | | | | | | | | | | | | | |
| 75297 | **Gunnar** (*ex*Scotian) | *1258* | ✠ ... | | | | 1901 | Mackie& Thomson Glasgow | BlekingeÅngbåts A/B (O.E.Lundström, *Mgr.*) | 227·9 | 34·5 | 14·4 | Karlshmn Swedish | T.3Cy.17",27½"&46"–33" 135NHP | 16 " 7 | V † |
| 4472 | *ss*Mmo.No.3–5,13 | *926* | 1,20 | | | | 7mo | | | P16'Q67'B59'F30' FK | | | | W.V.V.Lidgerwood,Gls. | | |
| SEMU | *ss*Mmo.No.1–18 | *703* | ✠ | | | | | | | | | | | | | |
| | *Well deck* 1 *Dk* | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre-pleins, Barres, Epaisseurs, Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. I.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au maillet du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres ce code, si ce n'est dans la 1re, 2e, 3e ou 4e Partie. Cert. Hull Mach. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75298 | **Gunny** | | 2362 / 2104 | | | | | 1920 | Eltringham, Ld. Willington Quay | A/S Nesjar (Eilert Lund) | 290·4 \| 44·0 \| 20·8 P63t H126t F26t | Bergen Norwegian WB | T.3Cy.21″,34½″&57″–39″ 203NHP Eltringhams,Ld. Willington Quay | | N |
| LCLW | D.F. 1 *Dk* | | 1403 | | | | | | | | | | | | |
| 75299 | — Iron | | *1335* / *1044* / *764* | ✠ ... 1,31 ✠ | | | | 1882 4mo | Burrell & Son Dumbarton | | 245·4 \| 35·1 \| 16·9 Q77′B62′F30′ ptND05 BK8′ | German WB | C.2Cy.27½″&55″–36″ 144NHP Paul&Co.Dumbarton | 18 ″ 0 | V † |
| | (*ex* Greta–36, *ex* Neptunus–33, *ex* Tibor) *Well deck* | *ss* Bdx.3rd No.3–12,17 *ss* Hul.No.2–27 1 *Dk* 2 *trB* | *1044* / *764* | | | | | | | | | | | | |
| 75300 | **Günther Russ** Sub.Sig. | | 998 / 786 | | | | | 1921 | Stettiner Oderwerke Stettin | Schiffahrt-u. Assekuranz-Ges. E.Russ&Co. | 210·8 \| 33·9 \| 13·4 P23′Q59′B58′F25′ | Hamburg German WB | T.3Cy.15½″,25½″&34½″–29½″ 64NHP StettinerOderwerke | | G |
| DHJP | 1 *Dk* | | 575 | | | | | | | | | | | | |
| 75301 | **Gunvor** *Fitted for oil fuel* | | 1942 / 1699 | | | | | 1935 | Trndhjms Mek.Verks. Trondheim | A/S Herdis (Bachke & Co. *Mgrs.*) | 277·7 \| 43·2 \| 18·1 P23′B163′F29′ | Trndheim Norwegian WB | C.4Cy.(2)14½″&(2)31½″–31 7/16″ & LP Turbine HS2874 214NHP Trondhjems M.V., Trondheim | | N |
| LIWO | D.F. *Cruiser Stern* 1 *Dk* | | 1121 | | | | | | | | | | | | |
| 75302 | **Gunvor Mærsk** (*ex* Josephine | | 1984 | Shl | | | | 1931 | W.Gray & Co.Ld. W Hartlepool | Ministry of Shipping (Lambert Bros.Ltd. *Mgrs.*) | 276·4 \| 42·3 \| 18·7 P25′B68′F28′ | ~~Copnhagn~~ ~~Danish~~ London British WB | T.3Cy.20½″,34″&56″–39″ ~~1801b~~ 196NHP CenMar.E.Wrks.Ld W Hpl | | N |
| 160770 | Gray–34) | | 1767 | Examined L.R. 7,40 12,40 | | | | | | | | | | | |
| ~~OXNB~~ GLXV | D.F. 1 *Dk* | | 1178 | BS7,40 (180lb) | | | | | | | | | | | |
| 75303 | **Gurna** | | 5248 / 4754 / 3228 | ✠ 100A1 8,40 ~~12,39~~ LMC12,39 BS11,40 | Bom Cal | *y* | CL ~~15,39~~ 15,39 | 1919 10mo | Palmers' Co.Ld. Newcastle | British India Stm. Nav.Co.Ld. *Cell DB* | 399·3 \| 52·2 \| 28·5 P49′B113′F39′ FK 344′1122*t* *FPT* 122*t* *Lloyd's SA&CP* | Glasgow British 7 *BHCem* *APT* 174*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle | 31 ″ 0 s 5″11½ 25 ″ 3½ | |
| 141929 | *ss* Cal.No.3–2,32 | | | | | | | | | | | | | | |
| GCZD | *ss* Bom.No.2–39 2 *Dks* (*Stl*) | | | | | | | | | | | | | | |
| 75304 | **Gurupy** (*ex* Roman Prince) | | *1934* / *1539* / *1221* | ✠ 3,12 ✠ | Brs | *r* | | 1887 8mo | Short Bros. Sunderland | Cia. Commercio e Navegação *Cell* | 290·0 \| 38·8 \| 17·6 P33′Q68′B70′F27′ BK10″ *DBa* 80′ 107*t* *f* 110′ | R.Janeiro Brazilian 4 *BHCem* | T.3Cy.21″,34″&56″–42″ NDB02 198NHP NB12 *fitted* 14 2SB,*6cf*,GS116,HS3019 | 20 ″ 0 | |
| PUQF | *ss* N.Yk.No.3–1,00 *ss* Mch.No.2–08 | | | | | | | | | | | | | | |
| | *Well deck* 1 *Dk* (*Stl*) 2 *trB* | | | | | | | | | | | | | | |
| 75305 | **Gustaf** (*ex* Sailing Vessel, *ex* Fjeld, *ex* Elissa Eliasson) | Iron Aux Bk *Oil Eng.* | 399 / — / 296 | ✠ ... 9,99 | | | | 1877 10mo | A.Hall & Co. Aberdeen | Erik Nylund | 149·4 \| 27·9 \| 14·3 141·0 Q28′H13*t*F19*t* BK7′ | Mariehmn Finnish | 159*t* *APT* 25*t* G.Clark,Sunderland Oil Engines 2S.C.SA NE36 A/B Jönköpings Motorfbk. | 15 ″ 6 | V † |
| 820 | | *ss* Liv.No.3–12,90 *ss* Ant.No.1–95 | | | | | | | | | | | | | |
| OHNL | | 1 *Dk* | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | |
| 75306 | **Gustaf Wasa** | | *487* / *359* / *254* | | | | | 1895 | Helsingörs Skibsbyggeri Elsinore | Stockholm Rederiaktieb. Svea (Eman.Högberg, *Mgr.*) | 168·7 \| 25·2 \| 10·0 Q39′B51′H12*t*F26′ len04 | Stockholm Swedish WB | T.3Cy.13½″,22″&37″–24″ 67NHP HelsingörsMskbyggeri | | V |
| 2509 | 1 *Dk* | | | | | | | | | | | | | | |
| SENO | | | | | | | | | | | | | | | |
| 75307 | **Gustav Diederichsen** Ⓟ | | 2332 / 2061 | | | | | 1930 | Howaldts-werke A.G. Kiel | Rhederi M.Jebsen A/S (J.F.C.Jebsen, *Mgr.*) | 281·2 \| 41·9 \| 21·9 P21′B75′F37′ | Aabenraa Danish WB | T3Cy.22½″,37″&60½″–39″ 227NHP HowaldtswerkeA.G.Kiel | | G |
| OZND | 1 *Dk* | | 1353 | | | | | | | | | | | | |
| 75308 | **Gustav Holm** Ⓟ (*ex* Grönland, *ex* Fox II) | Wood 3 Mst | 409 / 354 | | | | | 1893 | Forenede Oplags Pladsr og Værfter Copenhagen | Grönlands Styrelse | 144·7 \| 28·0 \| 15·1 | Copnhagn Danish | C.2Cy.21½″&37″–18″ 48NHP Burmeister&Wain,Cpn. | | V |
| OYVB | Wireless 2 *Dks* | | 217 | | | | | | | | | | | | |
| 75309 | **Gute** | | 435 / 272 | | | | | 1926 | Nüscke & Co.A.G. Stettin | Ångf.Aktieb. Gotland (C.E.Ekman *Mgr.*) | 130·6 \| 26·2 \| 11·4 Q39′B&F90′ | Visby Swedish WB | T3Cy.13¾″22⅛″&36⅝″–25 5/16″ 68NHP A.Borsig,Berlin | | G |
| 7268 | | | | | | | | | | | | | | | |
| SEPG | *Cruiser Stern* | | 225 | | | | | | | | | | | | |
| 75310 | **Guyane** (*ex* Dora–36) *Ref.Mchy.* *Oil Eng.* | | 1794 / 1455 | | | | | 1934 | Akt.Burmeistr&Wain Copenhagen | Cie.Gén.d'Armements Maritimes | 284·5 \| 41·5 \| 15·4 | Rouen French WB | Oil Engines 2S.C.SA 6Cy.19½″–35 7/16″ 404NHP Akt.Burmeistr&Wain,Cpn | | V |
| FOLM | D.F. *Cruiser Stern* 2 *Dks* | | 996 | | | | | | | | | | | | |
| 75311 | **Gwalia** (*ex* Heimdal) | | *1258* / *830* / 722 | ✠ 100A1 *pt Awng dk with freeboard* 9,40 ~~1,40~~ DBS1,40 LMC3,39 MBS10,40 | Got Ard | *n* | CL 12,39 | 1907 6mo | S.P.Austin & Son,Ld. Sunderland | Rederiaktieb Svenska Lloyd (K.R.Bökman, *Mgr.*) *Cell DB* 63′ *u Eg* | 221·5 \| 34·5 \| 14·1 231·0(O.L.) P24′Q61′B124′ H53*t* FK *B33′ f88′ 320t FPT* | Gothenbrg Swedish 4 *BHAsp* 48 *t* *APT* 50 *t* | T.3Cy.17″,28″&46″–33″ (*s*) 180lb 141NHP 1SB,3*cf*,GS58,HS2305 N.E.MarineEng.Co.Ld.Sld | 16 ″ 3 s ″ 8 15 ″ 9 | |
| 4764 | | *ss* Stn.2nd No.3–1,31 *ss* Got.No.2–40 1 *Dk* (*Stl*) *¾ deep framing* | | | | | | *Lloyd's SA&CP* | | | | | | | |
| SEPI | | | | | | | | | | | | | | | |
| 75312 | **Gwenthills** | 3 Mst | 868 / 597 / 456 | ✠ 100A1 6,41 ~~2,40~~ LMC6,37 BS6,41 | Bry Npt | *k* | CL 2,40 | 1937 6mo | J.Lewis& Sons,Ld. Aberdeen | Mordey Son&Co. Ld. *Cell DB* 125′ 200*t* | 197·7 \| 30·7 \| 12·1 *32·0* 205·0(O.L.) Q112′B11′F30′ FK *FPT* 78*t* *APTs* 26*t* *Lloyd's SA&CP* | Newport Mon. British 3 *BHpt Cem* *pt Asp* | T.3Cy.14½″,25″&41″–30″(*s*) 220lb 131NHP 1SB,3*pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn. | 14 ″ 3 s 4 ″ 5½ 13 ″ 10½ | |
| 162144 | | | | | | | | | | | | | | | |
| GZYC | Wireless D.F. *Mchy.Aft* 1 *Dk* E.S.D. *Cruiser Stern* *Cargo battens not fitted* | | | | | | | | | | | | | | |
| 75313 | **Gwydir** Ⓟ (*ex* Hailoong, *ex* Morialta) | Twin Sc | 1929 / 1628 | | | | | 1911 | D&W Hendersn&Co.Ld. Glasgow | Newcastle& Hunter River S.S. Co.Ld. | 240·0 \| 40·3 \| 22·1 P&B162′F42′ | Newcastle N.S.W. British | T.6Cy.16″,27″&43″–33″ 212NHP D&W Hendersn&Co.Ld Gls | | |
| 132642 | | | | | | | | | | | | | | | |
| VLCK | 1 *Dk* | | 1108 | | | | | | | | | | | | |
| 75314 | **Gwynwood** | | 1177 / 865 / 659 | ✠ 100A1 2,40 LMC10,37 | Goo | *n* | CL 2,40 | 1937 10mo | S.P.Austin & Son,Ld. Sunderland | W France,Fenwick & Co.Ld. *Cell DB* | 230·8 \| 36·1 \| 13·3 240·0(O.L.) Q141′F27′ FK 191′ 342*t* *FPT* 98*t* *Lloyd's SA&CP* | London British 4 *BHCem* *APT* 45*t* | T.3Cy.14½″,24″&41″–30″ 220lb (*s*) FD 148NHP 2SB(Spt),*4cf*,GS38,HS2180 N.E.MarineEng.Co.Ld.Sld. | 15 ″ 6 s4 ″ 8½ 14 ″ 8 | |
| 165597 | | | | | | | | | | | | | | | |
| GDDQ | *Mchy.Aft* *Cruiser Stern* 1 *Dk* Wireless *Cargo battens not fitted* | | | | | | | | | | | | | | |
| 75315 | **Gyda** | | 1695 / 1492 | | | | | 1934 | Helsingörs Jernsk&Msk. Elsinore | Ministry of Shipping (Broomhill Steamships,Ld. *Mgrs.*) | 292·3 \| 41·7 \| 16·8 P&B218′F38′ | ~~Copnhagn~~ ~~Danish~~ London British WB | C.3Cy.(2)15¾″&39½″–37½″& LP Turbine with reduction gear and chain drive HS3337 234NHP HelsingörsJernsk.&Mskb | | C |
| 167364 | | | | | | | | | | | | | | | |
| ~~OXQH~~ GLRY | D.F. *Cruiser Stern* 1 *Dk* | | ~~959~~ 959 | | | | | | | | | | | | |
| 75316 | — (*ex* Gijonés) | | 1591 / 1190 | | | | | 1920 | Laxevaags Msk.&Jrnskb Bergen | Skibs.A/S William Hansens Rederi (W.Hansen, *Mgr.*) | 245·8 \| 37·9 \| 15·5 P59*t* H77*t* B124*t* Q106*t* | Bergen Norwegian WB | T.3Cy.18″,29″&49″–33″ 138NHP LaxevaagsMsk.&Jrns.Bgn | | N |
| LDFW | Wireless D.F. 1 *Dk* | | 933 | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. How explored. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75317 LDQL | **Gylfe** Oil Eng. ssBot. No. 2-38 ssGot. No. 1-39 Mchy. Aft 2 Dks (Stl) & Web frames D.F. Longitudinal framing | 6129 5412 3565 – | ✠100A1 7/40 4,38 ✠LMC C83,36 DBS11,39 4,38 Carrying Petroleum in bulk | Rot CTn | z | CL 12,38 | 1930 11mo Lloyd | Armstrong Whitworth & Co. (Shipbuilders) Ld. Newcastle sA&CP | Skibs. A/S Gylfe (E. Evensen) Cell D Bu E 56' 171t | 396·2 \| 55·1 \| 32·3 408·0 (o.l.) P 97' B 29' F 36' Trunk 238' FK DT f 34' 347t FP T 35t AP T 12t | Oslo Norwegian 14 B Hpt Cem (9 to U dk 5 „ 2nd „) WB | Oil Engines 2 S.C.S.A. 6Cy. 23⅝"–41⅓" 583 NHP 2 DB 180lb Armstrong, Whitworth & Co. (Engineers) Ld. Nwc. A.G. "Neptun," Rostock | 32 " 0 | |
| 75318 4478 SEPK | **Gylsboda** Mchy. Aft 1 Dk | 340 244 135 | | | | | 1905 | Act. Ges. "Neptun" Rostock | Svenska Granitindustri Aktieb. (Holger Fernström) | 131·7 \| 24·9 \| 10·4 Q 50' H 62t F 20' WB | Karlshmn Swedish | C.2Cy. 14 3/16" & 27 3/16" – 19 11/16" 27 NHP | | G |
| 75319 172 JHQA | **Gyoko Maru** (ex Gyokoh Maru-38, ex Tamaqua, ex Den of Glamis) ss Kob. 2nd No. 3-4, 34 ss Kob. No. 1-38 Fitted for oil fuel 2 Dks (Stl) | 5342 4713 3320 | ✠ ... 10,39 ✠ | Kob | z | | 1910 7mo | Napier & Miller, Ld. Glasgow | Yamashita Kisen Goshi Kaisha (Yamashita Kisen K.K. Mgrs.) Cell D Ba 134' u E & B 43' f | 405·0 \| 52·2 \| 28·0 P 38' B 119' F 50' FK 180' 1070t DTa 33' 8 | Dairen Japanese 6 BH Cem 80t APT 60t | T.3Cy. 27", 44" & 73"–48" 490 NHP 2SB, 8cf, GS 146, HS 7020 D. Rowan & Co. Glasgow | 30 " 6 | C † |
| 75320 160719 GSYM | **Gypsum Empress** (P) ss NYk. No. 2-36 D.F. GyC. E.S.D. 1 Dk (Stl) Mchy. Aft Longitudinal framing | 4034 3404 2071 | ✠100A1 5,40 2,38 2,41 BS2,38 ✠LMC4,38 5,40 2,41 Fitted for oil fuel 4,31 | NYk | w | CL ~~2,37~~ 5,40 F.P. above | 1929 4mo Lloyd's | Furness S.B.Co.Ld. Haverton Hill-on-Tees sA&CP 150° F. | Gypsum Packet Co. Ld. Side tanks through holds; one Interme Cell D Bu E & B 48' | 347·8 \| 52·8 \| 23·0 P 101' F 64' out main cargo FK diate B H in holds dispensed with f 243' 1755t Side ta | Middlsbro' British pt Cem 5 B H only nks 1136t FP | T.3Cy. 24½", 41" & 68"–45" (s) 190lb 409 NHP 2SB, 6cf, GS 139, HS 5712 FD Richardsons, Westgarth & Co. Ld. Hpl. T 177t APT 74t | 27 " 0 s 5 " 2⅜ 21 " 11⅜ | |
| 75321 147786 GNCK | **Gypsum King** (P) ss NYk. No. 3-3,39 ss ~~NYk. No. 2-35~~ Mchy. Aft 1 Dk (Stl) Longitudinal framing | 3915 3404 1970 | ✠100A1 4,40 ~~3,30~~ ✠LMC3,39 ~~MS1,35~~ ~~BS3,39~~ 4,40 Fitted for oil fuel 3,38 | NYk | w | CL ~~3,30~~ 3,40 F.P. above | 1927 3mo Lloyd's | Furness S.B.Co.Ld. Haverton Hill-on-Tees sA&CP 150° F. | Gypsum Packet Co. Ld. Side tanks through holds; one Interme Cell D Bu E & B 48' | 347·8 \| 52·8 \| 23·0 P 101' F 53' out main cargo FK diate B H in holds dispensed with f 243' 1765t Side ta | Middlsbro' British pt Cem 5 B H only nks 1136t FP | T.3Cy. 24⅝", 41" & 68"–45" (s) 190lb 409 NHP 2SB, 6cf, GS 139, HS 5712 FD Richardsons, Westgarth & Co. Ld. Hpl. T 177t APT 74t | 27 " 0 s 5 " 3⅜ 21 " 10⅜ | |
| 75322 147789 GNCM | **Gypsum Prince** (P) ss N.Yk. No. 3-1,39 ss ~~NYk. No. 2-35~~ D.F. Mchy. Aft 1 Dk (Stl) Longitudinal framing | 3915 3404 1970 | ✠100A1 ~~1,40~~ ~~1,39~~ 12,40 BS4,40 ✠LMC1,39 Fitted for oil fuel 4,31 | NYk | w | CL 1,39 F.P. above | 1927 4mo Lloyd's | Furness S.B.Co.Ld. Haverton Hill-on-Tees sA&CP 150° F. | Gypsum Packet Co. Ld. Side tanks through holds; one Interme Cell D Bu E & B 48' | 347·8 \| 52·8 \| 23·0 P 101' F 53' out main cargo FK diate B H in holds dispensed with f 243' 1765t Side ta | Middlsbro' British pt Cem 5 B H only nks 1136t FP | T.3Cy. 24½", 41" & 68"–45" (s) 190lb 409 NHP 2SB, 6cf, GS 139, HS 5712 FD Richardsons, Westgarth & Co. Ld. Hpl T 177t APT 74t | 27 " 0 s 5 " 3⅜ 21 " 10⅜ | |
| 75323 147787 GNCL | **Gypsum Queen** ss N.Yk. No. 3-1,39 Mchy. Aft GyC. 1 Dk (Stl) Longitudinal framing | 3915 3404 1969 | ✠100A1 1,41 3,40 BS3,40 ✠LMC1,39 Fitted for oil fuel 4,31 | NYk Gal | w | CL 3,40 F.P. above | 1927 4mo Lloyd's | Furness S.B.Co.Ld. Haverton Hill-on-Tees sA&CP 150° F. | Gypsum Packet Co. Ld. Side tanks through holds; one Interme Cell D Bu E & B 48' | 347·8 \| 52·8 \| 23·0 P 101' F 53'– out main cargo FK diate B H in holds dispensed with f 243' 1765t Side ta | Middlsbro' British pt Cem 5 B H only nks 1136t FP | T.3Cy. 24½", 41" & 68"–45" (s) 190lb 409 NHP 2SB, 6cf, GS 139, HS 5712 FD Richardsons, Westgarth & Co. Ld. Hpl T 177t APT 74t | 27 " 0 s 5 " 3⅜ 21 " 10⅜ | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Ferme assigné par la Loadline Assignment Authority | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Lettres ou code, si ce n'est dans le L. R. Poste Code Lloyd Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75324 | **H. A. Nolze** | 687 / 622 / 410 | | | | | 1893 | Flensburgr Schiffsb.Ges. Flensburg | Dampfschiffahrts Ges. "Neptun" | 179·0 / Q115 | 27·0 / B46 | 20·4 / F19′ | Bremen German *WB* | T.3Cy.14″,21½″&37″–24″ NB15 67NHP FlensburgerSchiffsb.Ges. | | G |
| DOHB | *1 Dk & Web frames* | | | | | | | | | | | | | | | |
| 75325 | **H. A. Scandrett** (*ex* North Star) | 4011 | | | | | 1909 | Gt. Lakes Eng. Works St. Clair, Mich | Great Lakes Transit Corporation | 350·0 / F32′ | 46·0 | 26·0 | Buffalo NY Utd. States *WB* | Q4Cy.19″,27½″,40″&58″–42″ 218NHP Gt.LakesEng.Wrks.St.Cl. | | |
| 207011 | *Mchy. Aft* *2 Dks* | 2928 | | | | | | | | | | | | | | |
| 75326 | **H. C. Folger** | 7086 / 6444 / 4389 | ✠100A1 11,40 / ✠NE6,21 ✠LMC MS9,36 BS10,36 6,40 *Carrying Petroleum in bulk Fitted for oil fuel* 12,16 | Phl | *b*† | CL 4,38 5,40 *F.P. above* 150° F. | 1916 12mo | Union Iron Works Co. San Francisco A&CP | Lloyd Brasileiro *Cell D B u E & B* 64′ 197*t* *D T* 56′ 10 | 435·0 / 12mo | 56·0 | 32·0 | R. Janeiro Brazilian *P* 134′ *B* 50′ *F* 42′ FK 38*t* *FPT* 97*t* *APT* 74*t* | 1 DR Geared Steam Turbine 22Olb (*s*) 672NHP 15 *B Hpt Asp* 3SB (Spt), *9cf*, GS165, HS8325 FD (10 *to U dk* 5 „ *2nd* „) DeLaval Steam Turbine Co. Ld. Trenton, N.J. | 33 ″ 6 s 6 ″ 5½ 27 ″ 3½ | |
| 75327 | **H. C. Horn** Ⓟ | 4132 / 3388 / 2511 | | | | | 1932 | Flensburgr Schiffsb.Ges. Flensburg | H.C.Horn | 327·1 / F35′ | 49·7 | 26·7 | Hamburg German *WB* | Oil Engines 2S.C.DA 7Cy.23⅝″–43⅞″ 1360NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | G |
| DJEC | *Oil Eng.* D.F. *2 Dks* | | | | | | | | | | | | | | | |
| 75328 | **H. D. Collier** | 8298 / — / 4934 | | | | | 1938 | Sun S.B. & Dry Dock Co. Chester, Pa. | Standard Oil Co. of California | 444·1 / P93′ | 65·3 / B35′ | 35·1 / F40′ | S. Frncisco Utd States | 2 steam turbines D Rgeared to 1 screw shaft 600NHP Westinghouse Elec. & Mfg. Co. Phl. | | R |
| 237051 | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| WPTD | D.F. E.S.D. *1 Dk (Stl) 2nd dk fwd* GyC. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 75329 | **H. Esref** (*ex* Charalambos Vaiannis–33, *ex* Maria M., *ss* Bdx. No. 1–95 *ex* Alpha, *ex* Lieutenant Corriol, *ex* Prado, *ex* Isafold, *ex* Pierre-Paul, *ex* Skinningrove) | 346 / — / 195 | ✠ 2,01 | Bdx | *e* | | 1891 12mo | Wood, Skinner & Co Newcastle | Cerrahoglu Mehmet Tahsin | 139·7 / Q69′ | 22·4 / B12′ | 10·9 / F26′ FK | Istanbul Turkish 4 *B H Cem* *FPT* 41*t* | T.3Cy.10½″,17″&28″–21″ NB12 36NHP N.E. Marine Eng. Co. Ld. Sld *APT* 10*t* | 11 ″ 8 | |
| TCBM | *1 Dk (Irn)* *Well deck* | | | | | | | | | | | | | | | |
| 75330 | **H. F. Alexander** Ⓟ **Trp Sc** | 8357 / 4071 / 3708 | ✠ 5,17 ✠ | SFo | | | 1915 1mo | W. Cramp Sons S & EB Co Philadelphia | Pacific S.S. Lines Inc. | 509·5 / *Prom dk* 482′ FK | 63·1 | 21·0 | S. Frncisco Utd. States 10 *B H Asp* | 3 Steam Turbines WTMB 12B, HS59808 W Cramp & Sns S & EB Co Phl 1005*t* *FPT* 24*t* *APT* 69*t* | 34 ″ 6 | R † |
| 212719 | (*ex* Great Northern) *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| WGCO | *Ref. Mchy.* *2 Dks (Stl) 3rd dk (Stl) forward & aft* D.F. GyC. *Shade dk (Stl)* | | | | | | | | | *Cell D Ba* 90′ *u E & B* 178′ *f* 130′ | | | | | | |
| 75331 | **H. H. Petersen** | 975 / 772 / ~~570~~ / 571 | | | | | 1927 | A/S H.C. Christensen's Staalskibs. Marstal | Ministry of Shipping (R. Rix & Sons, *Mgrs.*) | 221·7 / *Cell D Bu E & B* 57′ 184*t* *f* 17′ 71*t* *D T f* | 35·0 | 12·8 | ~~Marstal~~ Danish London *WB* British | T.3Cy.15⅝″,25⅝″&44⅛″–29½″ 105NHP FlensburgerSchiffsb.Ges. | | V |
| 167444 | | | | | | | | | | | | | | | | |
| ~~OYDV~~ | *1 Dk* | | | | | | | | | | | | | | | |
| MPBM | | | | | | | | | | | | | | | | |
| 75332 | **H. H. Rogers** **Twin Sc 3 Mst** | 8807 / 7159 / 5488 | ✠100A1 *Shelter dk with freeboard* 10,39 BS10,40 ✠LMC 9,36 *Carrying Petroleum in bulk Fitted for oil fuel* 5,16 | N Yk | *f*† | CL P10,34 s3,39 P4,40 BS11,40 *F.P. above* 150° F. | 1916 5mo | Nwprt News S.B. & D.D. Co. Newprt News A&CP | Panama Transport Co. | 500·0 / 19 *B H Cem* (15 *to U dk* 4 „ *2nd* „) *Cell D Bu E & B* 57′ 184*t* *f* 17′ 71*t* *D T f* | 68·0 | 35·5 FK | Panama Panamanian | T.6Cy.20½″,35″&60″–42″ (*s*) 200lb 628NHP 3SB, *12cf*, GS213, HS8700 FD Newport News SB & D D. Co 54′ 673*t* *FPT* 24*3t* *APT* 127*t* | 30 ″ 9 s 5 ″ 0½ 25 ″ 11½ | |
| 214066 | *ss* N.Os.No.3–3,28 *ss* N.Yk.No.2–36 *Mchy. Aft* *2 Dks (Stl) Shelter dk (Stl) & Web frames* D.F. GyC. *Longitudinal framing* | | | | | | | | | | | | | | | |
| HPNR | | | | | | | | | | | | | | | | |
| 75333 | **H. J. Kyvig** (*ex* Tormod Bakkevig) | 763 / 606 / 431 | | | | | 1921 | Mjellem & Karlsen Bergen | A/S Kyviks Rederi (Jakob Kyvik. *Mgr.*) | 187·9 / Q65*t* | 31·2 / H45*t* | 12·4 / F29*t* | Haugesnd Norwegian *WB* | T3Cy.14″,23½″&33″–27″ 56NHP Mjellem & Karlsen, Bergen | | N |
| LDKC | *1 Dk* | | | | | | | | | | | | | | | |
| 75334 | **H. M. Flagler** | 8208 / 8017 / 6183 | ✠100A1 *Shelter dk with freeboard* 11,39 ✠LMC 11,39 *Carrying Petroleum in bulk Fitted for oil fuel* 7,18 | St.J | *c*† | CL 11,38 *F.P. above* 150° F. | 1918 7mo | Nwprt News S.B. & D.D. Co. Newprt News A&CP | Panama Transport Co. *Cell D Ba* 17′ *u E & B* 69′ *f* 50′ 452*t* | 461·6 / 18 *B Hpt Cem* (3 *to Sh dk* 11 „ *U* „ 4 „ *2nd* „) *FPT* 173*t* *APT* 100*t* | 60·0 | 27·7 FK | Panama Panamanian | Q.4Cy.24″,36″,51⅜″&75″–51″ 220lb (*s*) 533NHP 3SB, *9cf*, GS177, HS7035 FD Newport News SB & D D. Co. | 37 ″ 2 s 10 ″ 2½ 27 ″ 3 | |
| HPNA | *ss* N.Os.No.3–4,30 *ss* St.J.No.2–39 *Mchy. Aft* *2 Dks (Stl) & Shelter dk (Stl) & Web frames* D.F. GyC. *Longitudinal framing* | | | | | | | | | | | | | | | |
| 75335 | **H. M. Fredrichsen** | 5189 / 4591 / 3202 | ✠100A1 ~~Spar~~ 1,33 7,40 ~~Cond~~ BS7,40 ✠LMC 1,39 *Carrying Petroleum in bulk Fitted for oil fuel* 1 0, 1 | Mob | *y* | CL 1,39 *F.P.* | 1914 10mo | New York S.B. Co. Camden, N.J. A&CP | Sabine Transportation Co. Inc. (M.T. Ball, *Mgr.*) *Cell D Bu E & B* 62′ 222 | 383·0 / 406·5 (O.L.) P97′ *B* 34′ *F* 33′ FK *tFPT* 159*t* *APT* 30*t* | 51·2 | 30·1 | Baltimore Utd. States 14 *B H Cem* (8 *to Up dk* 6 „ *2nd* „) | T.3Cy.27″,45″&75″–48″ (*r*) 190lb 543NHP 3SB, *9cf*, GS173, HS7843 FD New York SB Corp. Camden | 30 ″ 2 s 5 ″ 9½ 24 ″ 7 | |
| 212676 | (*ex* Gulfstream–36) *ss* Mob. 2nd No. 3–1,39 *Mchy. Aft* *2 Dks (Stl) & Web frames* *Longitudinal framing* | | | | | | | | | | | | | | | |
| WJCI | | | | | | | | | | | | | | | | |
| 75336 | **H. M. Storey** **Twin Sc** | 10763 / — / 7847 | | | | | 1921 | Bethlehem S.B. Corp. Ld. Alameda, Cal. | Standard Oil Co. of California | 500·0 / *Cell D Bu E & B* 62′ 222 | 68·2 | 30·0 | S. Frncisco Utd. States *WB* | T.6Cy.24″,39″&65½″–42″ 550NHP Bethlehem S.B. Corp. Ld. | | R |
| 221784 | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| KJLW | *Mchy. Aft* *Carrying Petroleum in bulk* *Longitudinal framing* D.F. GyC. *3 Dks* | | | | | | | | | | | | | | | |
| 75337 | **H. P. Hanssen** (*ex* Gertrud–38, *ex* Donator–33, *ex* Gorm, *ex* Nedenes) *1 Dk* | 1597 / 1418 / 958 | | | | | 1899 | Short Bros. Sunderland | Aabenraa Rederi A/S (P.F. Cleeman, *Mgr.*) | 254·4 / P15*t* | 37·0 / H58*t* | 18·1 / F36*t* | Aabenraa Danish *WB* | T.3Cy.19″,31″&51″–36″ 156NHP W. Allan & Co. Ld. Sld. | | N |
| OYVT | | | | | | | | | | | | | | | | |
| 75338 | **H. T. Harper** **Twin Sc** | 3803 / — / 2300 | | | | | 1921 | Moore S.B. Co. Oakland, Cal. | Standard Oil Co. of California | 329·9 / P88′ | 46·2 / B36′ | 25·7 / F55′ | S. Frncisco Utd. States *WB* | Oil Engines 4S.C.SA 12Cy.20½″–35½″ 488NHP Pacific Diesel Engine Co. Oakland, Cal. | | R |
| 221701 | *Oil Eng.* *Mchy. Aft* *2 Dks* D.F. *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| KDVM | | | | | | | | | | | | | | | | |
| 75339 | **Haakon Adalstein** Ⓟ **Iron** | 710 / 681 / 430 | | | | | 1873 | Mitchell & Co. Newcastle | Det Nordenfjeldske Dampskibsselskab | 180·2 / H29*t* | 26·4 | 16·7 / 21·2 | Trndheim Norwegian *WB* | T.3Cy.16½″,26″&44″–30″ NE & B02 106NHP Trondhjems M.V. Trndheim | | |
| LDKH | *2 Dks & Awng dk* | | | | | | | | | | | | | | | |
| 75340 | **Haakon Hauan** | 6582 / 6021 / 3705 | ✠100A1 ~~Osl~~ Examined 7,40 Bkn DBS 8,39 ✠LMC 7,35 *Carrying Petroleum in bulk* | | *a*† | CL N8,39 | 1935 7mo | A/S Akers Mek. Verk sted, Oslo *Lloyd's* | A/S Östlandske Petroleums Compagni *Cell D Bu E* 48′ 172*t* *D T f* 19′ 41*0t* *FPT* 185*t* | 409·1 / P96′ *B* 40′ *F* 34′ FK | 56·3 | 33·8 | Oslo Norwegian 12 *B H* *APT* 246*t* | Oil Engines 4S.C.SA 6Cy.29¼″–59½″ 489NHP 2DB *150lb* A/S Akers Mek. Værks. Oslo | 33 ″ 6 s 6 ″ 2½ 27 ″ 5½ | |
| LIZQ | *Oil Eng.* E.S.D. *1 Dk* *Mchy. Aft* D.F. *Cruiser Stern* | | | | | | | | | | | | | | | |
| 75341 | **Haakon Jarl** (*ex* San Telmo) | 1482 / 1331 / 899 | | | | | 1904 | Fredrkstad Mek. Værks. Fredrikstad | Det Nordenfjeldske Dampskibsselskab | 237·6 / B89*t* | 35·1 / H38*t* | 19·6 | Trndheim Norwegian *WB* | T.3Cy.17″,30″&49″–33″ NB12 188NHP Fredrikstad M.V. Frdstad. | | N |
| LDIR | Wireless D.F. *1 Dk & Spar dk* | | | | | | | | | | | | | | | |

*Now "Reconcavo," see No. 89819 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment letter. | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75342 LDXA | **Haalegg** (*ex*Fagervik–34) D.F. | 1 *Dk* | 1758 1542 1032 | ✠ | | | | 1922 | Hölens Verks.A/S Larvik | A/S Havlide (O.&H.Holta A/S, *Mgrs.*) | 261·2 P54*t* | 41·2 H82*t* | 17·8 | Skien Norwegian *WB* | C.4Cy.(2),14⅜″&(2)32¼″–30¼″ NE35 HS4258 248NHP Fredrikstad M.V.Frdstad. | | N |
| 75343 LDQE | **Haardraade** (*ex*Sfinx) *Fitted for oil fuel* *Mchy.Aft* | 1 *Dk* | 750 538 398 | | | | | 1922 | P.&A. Ruytenberg Raamsdonksveer | A/S Havlide (O.&H.Holta A/S, *Mgrs.*) | 184·8 Q115′B11′F23′ | 29·3 | 12·3 | Skien Norwegian *WB* | T.3Cy.13 3/16″,22 1/16″&36¾″–23⅝″ 54NHP N.V.Schpsw.&Maschf. "deKlop,"Sliedrecht | | V |
| * 75344 LDTN | **Haarfagre** (*ex*Belgica–32, *ex*Yzerhandel, *ex*Carabinier, *ex*Aurora) D.F. *ss*Ant.No.3–10,30 *ss*Osl.No.2–39 1 *Dk*(*Stl*) | | 2478 2161 1397 | ✠100A1 11,39 ✠NE5,33 | Bal | *t* ✠LMC4,39 | 3,39 | 1918 9mo | The Pusey & Jones Co. Wlmgtn,Del A&CP | A/S Havlide (O.&H.Holta A/S, *Mgrs.*) *CellD* | 300·3 P29′B75′F29′ FK *B254′702t FPT106t* | 44·2 | 19·9 FK *APT137t* | Skien Norwegian *WB* | C.4Cy (2),14⅜″&(2)32½″–30½″ 200lb 248NHP 2SB,*4cf*,GS84,HS4258 FD Fredrikstad M.V Frdstad. | 22 ″ 3 s 3 ″ 7 19 ″ 0 | |
| 75345 145562 MLGF | **Haarlem** (*ex*StadKampen) | 1 *Dk* | 970 775 565 | | | | | 1917 | N.V.Schpsb Mij.Ijselwerf Kampen | Currie Line,Ld. | 216·9 Q&B120′F28′ | 32·6 | 13·8 *WB* | Leith British | T.3Cy.14″,23″&38″–27″ E&B *made* 19 75RHP Machf.Utrecht,Utrecht | | G |
| 75346 EAAM | **Habana** (P) (*ex*AlfonsoXIII) Sub.Sig. D.F. GyC. | **TwinSc** *ss*Bbo.No.2–31 3 *Dks*(*Stl–Uws*)&*Shade dk* (*Stl*–teak s) *Cruiser Stern* | 10551 7238 5915 | ✠100A1 *Shade dk* 7,35 BS9,35 | Ferrol | *f*† ✠LMC MS11,35 | CL P1,36 S5,36 | 1923 8mo | Soc.Espanola deConstructn Naval Bilbao A&CP | Cia.Trasatlántica *CellD B403′1305t Tank between* | 480·6 F58′*on Shade dk* FK&BK1″ *tunnels* 31′60*t FPT84t* | 61·2 | 32·7 *APT79t* | Barcelona Spanish 10*BHCem* | 4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 1801b FD 1775NHP 7SB,*21cf*,GS481,HS20890 Soc.Espanola deConstn. Naval,Ferrol | 35 ″ 9 s 6 ″ 7½ 29 ″ 7½ | |
| | NO LATER SURVEY REPORTED | | | | | | | | | | | | | | | | |
| 75347 | — (P) *Fitted for oil fuel* | 1 *Dk* | 1501 1342 862 | | | | | 1906 | W.Hamilton&Co.Ld. Port Glasgow | Empresa Naviera de Cuba, S.A. | 235·0 P20′B165′F50′ | 35·2 | 15·5 | Havana Cuban | T.3Cy.19″,32″&52″–36″ 162NHP Muir&Houston,Ld.Gls. | | |
| 75348 DOTW | **Habicht** (P) Wireless D.F. E.S.D. *Ref.Mchy.* | 1 *Dk* *Cruiser Stern* | 1577 897 763 | | | | | 1938 | Nordseewerke Emden G.m.b.H. Emden | Argo Reederei Richard Adler&Co. | 245·3 P47′B&F192′ Upper B71′ Upper F27′ | 39·4 | 12·4 *WB* | Bremen German | C.2Cy.17 13/16″&35 7/16″–35 7/16″& LP turbine with DR gearing &hydraulic coupling 120NHP DeutscheSchiff.uMschb. A.G.Weser,Bmn. | | G |
| 75349 LCND | **Hada County** (*ex*Hada,*ex*Nordkyn) D.F. *Fitted for oil fuel* *Cruiser Stern* | 2 *Dks* | 4853 4415 2936 | ✠ ... 6,22 ✠ | | | | 1921 3mo | Craig,Taylor&Co.Ld. Stockton | A/S J.Ludwig Mowinckels Rederi (County Line) | 386·0 P49′B232′F34′ FK | 53·0 | 26·6 *WB* | Bergen Norwegian | T.3Cy.27″,45″&74″–51″ 528NHP Blair&Co.Ld.Stockton | 29 ″ 0 | N † |
| 75350 41321 JYZJ | **Hadati Maru** Wireless *Oil Eng.* *Cruiser Stern* 2 *Dks* *Carrying Petroleum in bulk* | | 999 850 633 | | | | | 1936 | Mitsubishi Jukogyo K.K Yokohama | Nakagawa Kisen K.K. | 216·4 P58′B16′F20′ | 32·8 | 17·4 | Japanese *WB* | Oil Engines 4S.C.SA 7Cy.14¾″–19½″ 141NHP Mitsubishi Jukogyo K.K. | | |
| 75351 220 SVFF | **Hadiotis** *ss*Syr.No.2–36 D.F. E.S.D. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing at bottom&at deck* | | *4386* *4024* *2639* | ✠100A1 *with freeboard* 8,39 BS8,39 | Cff | *z* ✠LMC9,36 | CL N8,39 | 1929 1mo *Lloyd's* | Nthmblnd S.B.Co. (1927) Ld. Newcastle *sA&CP* | Kassos Stm.Nav. Co.Ld.(Pnevmaticos,Rethymnis, Yannaghas,*Mgrs.*) *CellD B344′1550t* | 396·6 FK *FPT152t* | 53·4 | 24·1 ( *APT170t* | Syra Greek 6*BHCem* (*Coll to Sh dk* 5 ,, 2*nd*,,) | T.3Cy.25½″,43″&72″–48″ (*s*) 2001b 462NHP 3SB,*9cf*,GS192,HS7749 Richardsons,Westgarth& Co.Ld.Hpl. | 27 ″ 0 s 2 ″ 10½ 24 ″ 4½ | |
| 75352 161349 GLSY | **Hadleigh** *ss*Cff.No.2–37 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed '41*(*W.E.*) | | 5222 4819 3192 | ✠100A1 *with freeboard* Lon 3,41 3,40 BS8,39 3,40 | Bry | *a*† ✠LMC4,37 | CL 6,39 | 1930 1mo *Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees *sA&CP* | Atlantic Shipping &Trading Co.Ld. (W.J.Tatem,Ld. *Mgrs.*) *CellD Ba§* 1387*t* | 406·3 418·6(O.L.) F33′ FK *uE134′f188′* *FPT139t* | 56·0 | 26·9 ( *APT104t* | London British 6*BHCem* (*Coll to Sh dk* 5 ,, 2*nd*,,) | T.3Cy.26″,43″&73″–48″ (*s*) 2001b 527NHP 3SB,*9cf*,GS179,HS7569 FD Richardsons,Westgarth& Co.Ld.Sld. | 37 ″ 11 s 11 ″ 3½ 26 *a* 10½ | |
| 75353 219063 KOGP | **Hadnot** *Fitted for oil fuel* *Mchy.Aft* D.F. | 2 *Dks* *Carrying Petroleum in bulk* *Longitudinal framing* | 6257 — 3845 | | | | | 1919 | Bethlehem S.B.Corp.Ld Quincy,Mass | Cities Service Oil Co. | 416·9 P91′B38′F33′ | 56·2 | 31·0 *WB* | New York Utd.States | T.3Cy.26½″,44″&74″–51″ 391NHP Bethlehem S.B.Corp.Ld. | | R |
| 75354 LCUL | **Hadrian** (*ex*Nyhavn–33) D.F. | 1 *Dk* | 1620 1184 925 | | | | | 1919 | Bergens Mek.Værks. Bergen | Rederi A/S Hadrian (Hilmar Reksten,*Mgr.*) | 244·6 P72*t*Q105*t*B120*t*, H90*t*F31*t* | 37·7 | 15·8 *WB* | Bergen Norwegian | T.3Cy.18″,29″&49″–33″ 138NHP Bergens Mek Værks Bergen | | N |
| 75355 LDQG | **Hadsel** (P) **Iron&Steel** | 1 *Dk*&*Awngdk* | 330 293 185 | | | | | 1892 | Trondhjems M.V. Trondheim | Vesteraalens Dampskibsselskab | 129·2 H36*t* | 20·7 | 15·7 | Stkmrkns Norwegian | T.3Cy 12″,20″&32″–21″ 47NHP Trondhjems Mek.Verksted | | |
| * 75356 OYYA | **Hafnia** *ss*Cpn.No.3–6,36 *Well deck* *Mchy.Aft* | 1 *Dk*(*Stl*) | 2031 1458 1159 | ✠100A1 8,39 BS8,39 | Abg | *r* ✠LMC6,36 | CL 8,39 | 1924 2mo *Lloyd's* | Howaldts-werke Kiel *sA&CP* | A/S Dampskibsselskabet D.F.K.(De forenede Kulimportører A/S, *Mgrs.*) *CellD B222′706t Deck Tanks* 135 | 264·8 275·2(O.L.) P67′Q95′F30′ FK *t FPT92t* | 41·2 | 17·0 *APT24t* | Copnhagn Danish 4*BHpt Cem* | T.3Cy.20 1/16″,32 1/16″&54 5/16″–37⅜″ 185lb (*s*) 220NHP 2SB,*6cf*,GS104,HS3660 Howaldtswerke,Kiel | 19 ″ 9 s 5 ″ 4 18 *a* 5¾ | |
| 75357 LDQH | — | 1 *Dk* | 1315 1140 739 | | | | | 1920 | Verschure &Co. Amsterdam | Skibs A/S William Hansens Rederi II. (William Hansen, *Mgr.*) | 239·2 P25′Q60′ | 36·7 | 15·9 | Bergen Norwegian | T.3Cy.17½″,28 9/16″&46 1/16″–36″ Verschure&Co's 127NHP Scheepswerf,Amsterdam | | N |
| 75358 LDQI | **Hafthor** | 1 *Dk* | 1350 1136 761 | | | | | 1921 | The New E. &S.B.Wks. Shanghai | Bruusgaard Kiösterud Skibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*) | 243·0 | 37·0 | 15·0 | Drammen Norwegian | T.3Cy.18½″,29″&49″–33″ 138NHP The New E.&S.B.Wks.Shi. | | N |
| 66/40 75359 6032 SEQU | **Haga** *ss*Hbg.No.3–3,31 *ss*Hbg.No.2–39 1 *Dk*(*Stl*) *Cargo battens not fitted* | | *1296* *1157* 748 | ✠100A– 5,39 ✠LMC5,39 | Hbg | | OG 2,38 | 1918 8mo | Sölvesb'rgs Skeppsvarf Sölvesborg | Erik Bancks Rederi *CellD B201′368t FPT* | 242·7 251·0(O.L.) P19′B59′F25′ FK *46t APT40t* | 36·2 | 16·0 | Hlsngborg Swedish 4*BHCem* | T.3Cy.17½″,29″&48″–30″ (*s*) 2001b 159NHP 2SB,*4cf*,GS66,HS2624 SölvesborgsSkeppsvarf | 18 ″ 6 s 2 ″ 2½ 16 ″ 5 | |
| 75360 DJYW | — E.S.D. *Cruiser Stern* Wireless D.F. | 1 *Dk* | 1258 982 698 | | | | | 1938 | Flensburgr Schiffsb.Ges. Flensburg | Mathies Reederei K.G. | 270·4 P25′B&F240′ Upper F29′ | 37·7 | 12·7 | Hamburg German *WB* | C.4Cy.(2)14 1/16″&(2)31½″–31½″ HS2831 209NHP Flensburger Schiffsb.Ges. | | G |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Grément, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant aux Lettres d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau corres-pondant. *pds. pc.* | 15 Inscrites ce cote, si en cet dans le L. H. Dans Cert. H. ou Tonn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75361 219287 KQQC | **Hagan** *Fitted for oil fuel* *Mchy. Aft* *Carrying oil in bulk* Sub. Sig. *2 Dks* *Longitudinal framing* | | 6401 — 3941 | | | | | 1919 | Bethlehem S.B.Corp.Ld. Quincy, Mass. | PacoTankers, Inc. (Pennsylvania Shipping Co. *Mgrs.*) | 416·9 \| 56·2 \| 31·0 P92′B39′F33′ | Wilmgton (Del.) Utd. States *WB* | T.3Cy.26½″,44″&74″–51″ 391NHP BethlehemS.B.Corp.Ld. Quincy, Mass. | | R |
| 75362 45271 JKBN | **Hagane Maru** *Cruiser Stern* 1 *Dk* | | 1901 — 1080 | | | | | 1938 | Mukaishima Dk.KK Mukaishima | IkedaShojiK.K. | 281·5 \| 39·4 \| 20·7 P26′Q75′B48′F28′ | Osaka Japanese | T.3Cy.18½″,30½″&50″–36″ Mukaishima 150NHP Dock Co.K.K. Mukaishima | | |
| 75363 134250 VGRP | **Hagarty** (*ex* J.H.G.Hagarty) *Mchy. Aft* D.F. GyC. 1 *Dk* | | 7462 7078 5704 | | | | | 1914 | Collingwd S.B.Co.Ld. Collingwood | CanadaS.S.Lines, Ld. | 536·0 \| 58·3 \| 27·3 F47′ | Toronto British *WB* | T.3Cy.24″,40″&66″–42″ 282NHP CollingwoodS.B.CoLdOnt | | R |
| 75364 5888 SEQW | **Hagfors** (*ex* Uddeholm) *Cruiser Stern* *Mchy. Aft* 1 *Dk* | | *654* *507* *334* | | | | | 1917 | Eriksbergs M.V.Aktieb. Gothenburg | UddeholmsAktieb. (FritiofOlsson, *Mgr.*) | 180·5 \| 28·9 \| 11·6 P57′F22′ | Uddeholm Swedish *WB* | T3Cy.14 5/16″,22 7/16″&36⅜″–24″ 65NHP Eriksberg M.V.Aktieb.Got | | V |
| 75365 219418 KQQD | **Hagood** *Fitted for oil fuel* *Mchy. Aft* *2 Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing* | | 6866 — 4221 | | | | | 1919 | Bethlehem S.B.Corp.Ld. Sparrow's Point, Md. | CitiesServiceOil Co. | 435·6 \| 56·2 \| 31·7 P122′B50′F45′ | New York Utd. States *WB* | T.3Cy.27 3/32″,47 1/16″&78″–48″ 422NHP BethlehemS.B.Corp.Ld. | | R |
| 75366 145563 MLGJ | **Hague** (*ex* StadUtrecht) 1 *Dk* | | 974 773 574 | | | | | 1919 | N.V.Ysei-werf Kampen | CurrieLine, Ld. | 217·3 \| 32·6 \| 13·7 Q&B120′F29′ | Leith British *WB* | T.3Cy.14″,23″&38″–27″ N.V.Maschinef. 75RHP "Utrecht," Utrecht | | G |
| 75367 26273 JHXD | **Hague Maru** *ss* Osa. No.3–12,31 *ss* Osa. No.2–40 *2 Dks* (*Stl*) | | 5642 5149 3452 | ✠100A1 3,11 ~~2,40~~ | Osa | *z* | CL 2,39 | 1920 2mo | Osaka Iron Works, Ld. Innoshima A&CP | OsakaSyosenK.K. *CellDB358′980t* | 407·2 \| 50·8 \| 32·5 P40′B137′F46′ FK *DTa27′767t FPT10* | Osaka Japanese | T.3Cy.26½″,44⅛″&74½″–51″ 200lb (*s*) 559NHP 3SB,*9cf*,GS183,HS7988 FD *6t APT26t* | 32 ″ 7 s 6 ″ 10 26 ″ 1 | |
| | | | | ~~5,41~~ ✠LMC2,40 | | | | *Fitted for oil fuel* | | *above* | 150° F. | | OsakaIronWorks, Ld. | | |
| 75368 33611 JROB | **Haguro Maru** *ss* Kob. No.2–37 1 *Dk* (*Stl*) | | 3353 3071 2048 | ✠100A1 9,40 ~~7,38~~ | Tama | *v* | CL 7,39 | 1928 10mo | Yokohama Dock Co.Ld. Yokohama *Lloyd's* | ItayaSyosenK.K. *IntermediateBH in after Cell D* | 340·0 \| 49·0 \| 25·7 P32′B112′F35′ FK *hold dispensed with B287′ 748t FPT61t* | Hutyu Japanese *5 BHCem* *APT141t* | T.3Cy.23″,38″&64″–64″ (*s*) 200lb 392NHP 2SB,*6cf*,GS124,HS5530 FD YokohamaDockCo.Ld. | 25 ″ 9 s 4 ″ 3 21 ″ 8¼ | |
| | | | | ✠LMC7,38 ~~9,40~~ | | | | | | | | | | | |
| 75369 220242 KUZC | **Hahira** *Fitted for oil fuel* *Mchy. Aft* *2 Dks* GyC. *Carrying Petroleum in bulk* *Longitudinal framing* | | 6855 — 4234 | | | | | 1920 | Bethlehem S.B.Corp.Ld. Sparrow's Point, Md. | AtlanticRefining Co. | 435·5 \| 56·2 \| 33·5 P122′B50′F45′ | Philidlphia Utd. States | T.3Cy.27″,47¾″&78″–48″ 421NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint, Md. | | R |
| 75370 XNDQ | **Hai Chow** (*ex* Lerke, *ex* Dina Lea, *ex* Vitalia) Wireless 1 *Dk* | | 1471 — 888 | | | | | 1906 | Fredrkstad Mek.Værks. Fredrikstad | ChinaUnitedNav. Co.Ld. (N.Tsu, *Mgr.*) | 230·3 \| 36·1 \| 14·4 15·7 P24*t*H84*t*F34*t* | Shanghai Chinese *WB* | T.3Cy.16½″,27″&44″–32″ 109NHP FredrikstadM.V.Frdstad. | | |
| 75371 LDSB | **Hai Dah** (*ex* Havdrot–38, *ex* Hilda Lea, *ex* Cynus) 1 *Dk* | | 1186 1073 713 | | | | | 1906 | Wood Skin-ner&Co.Ld. Newcastle | Wallem&Co.A/S (HaakonJ.Wallem, *Mgr.*) | 235·0 \| 36·3 \| 15·8 P22*t*H47*t*F30*t* | Bergen Norwegian *WB* | T.3Cy.18½″,30″&49″–33″ 138NHP NE.MarineEng.CoLd.Nwc | | N |
| 75372 LDMW | **Hai Hing** Ⓟ TwinSc *Oil Eng.* *ss* H.Kg.No.2–37 1 *Dk* (*Stl–ws*) 2*nd dk in holds* *Cruiser Stern* | | 2561 1721 1445 | ✠100A1 1,41 ~~1,40~~ ✠LMC CS1,38 ~~1,40~~ 1,41 | HKg | *s* | OG 1,40 | 1929 10mo | Götaver-ken A/B Gothenburg *Lloyd's* | BruusgaardKiö-sterudSkibs-A/S (Bruusgaard,Kiö-sterud&Co. *Mgrs.*) *Cell D* | 287·2 \| 45·1 \| 17·0 P32′B166′F31′ FK *B230′607t FPT20t* | Drammen Norwegian *5 BHpt Cem* *APT63t* | Oil Engines 4S.C.SA 12Cy.21⅝″–39″ 543NHP Götaverken A/B,Got. | 20 ″ 3 | |
| 75373 | **Hai Hsiang** (*ex* Bestik–34, *ex* Lake Tulare) *ss* Osl. No.1–23 Sub. Sig. 1 *Dk* | | 2049 — 1185 | ✠ … 9,26 ✠ | | | | 1918 4mo | Superior S.B.Co. Superior, Wis. | Wm.Hunt&Co. (HuntSteamship Corp. *Mgrs.*) | 251·6 \| 43·6 \| 18·2 P25′B64′F23′ FK | Shanghai Chinese *WB* | T.3Cy.20″,33″&54″–40″ 274NHP DetroitS.B.Co.Detroit | 20 ″ 3 | |
| 75374 | **Hai Jui** (*ex* Bestum–34, *ex* Lake Lillian) *ss* Msl. No.1–23 Sub. Sig. 1 *Dk* | | 2049 — — 1185 | ✠ … 6,26 ✠ | | | | 1918 1mo | American S.B.Co. Cleveland, O. | Wm.Hunt&Co. (HuntSteamship Corp. *Mgrs.*) | 251·2 \| 43·6 \| 18·3 P25′B64′F23′ FK | Shanghai Chinese *WB* | T.3Cy.20″,33″&54″–40″ 274NHP AmericanSBCoClevelnd,O | 20 ″ 2 | |
| 75375 153708 MLDC | **Hai Kwang** TwinSc *Oil Eng.* Wireless *ss* Shi. No.3–8,39 *Mchy. Aft* 1 *Dk* (*Stl*) & *Awng dk* (*Stl*) | | 905 828 589 | ✠100A1 *Awng dk with freeboard* ~~1,41 8,38~~ ✠LMC8,39 ✠NE8,39 DBS8,39 ~~8,38~~ 8,40 *Carrying Petroleum in bulk* | Shi | *k* | OG ~~8,39~~ 8,40 | 1926 8mo | New Eng.& S.B.Wrks.Ld. Shanghai *Lloyd's* | AsiaticPetroleum Co. (NorthChina) Ld. *Cell DB12′11t F* | 190·0 \| 32·0 \| 16·7 FK *PT28t APT30t* (5 „ *to Awdk* 9 „ „ *2nd* „) | Shanghai British *14 BHpt Cem* DB *I60lb* | Oil Engines 4S.C.SA 12Cy.12½″–15″ 183NHP Ruston&Hornsby, Ld. Lincoln | 17 ″ 7 s 5 ″ 8½ 12 ″ 0¼ | |
| 75376 LIVC | **Hai Lee** Ⓟ TwinSc *Oil Eng.* *ss* H.Kg.No.1–38 *2 Dks*, *3rd dk in Nos.1 & 2 holds* D.F. *Cruiser Stern* | | 3616 3157 2160 | ✠100A1 *with freeboard* 12,40 ~~11,38~~ ✠LMC CS12,37 ~~11,39~~ | HKg | *v* | CL ~~11,38~~ P11,39 S12,40 | 1934 7mo | A/S Akers Mek.Værks. Oslo *Lloyd's* | BruusgaardKiö-sterudsSkibs-A/S (Bruusgaard,Kiö-sterud&Co. *Mgrs.*) *Cell DB including* | 337·7 \| 49·0 \| 26·1 349·5 (O.L.) F38′ FK *wing tanks in way* 255′757t *centre tanks* | Drammen Norwegian *6 BH* *of tunnels* *s in way of t* | Oil Engines 4S.C.SA 16Cy.21⅝″–39½″ 724NHP A/S Akers Mek.Værks.Oslo *tunnels 112t FPT55t APT90t* | 29 ″ 0 s 6 ″ 9 22 ″ 6½ | |
| 75377 LEJK | **Hai Ping** (*ex* Lisken–38) 1 *Dk* | | 1105 969 655 | | | | | 1911 | Trndhjms Mek.Værks. Trondheim | Wallem&Co.A/S (HaakonJ.Wallem, *Mgr.*) | 226·1 \| 36·5 \| 15·8 P15*t*H34*t*F26*t* | Bergen Norwegian *WB* | T.3Cy.17″,27½″&46″–30″ 115NHP Trondhjems M V Trndheim | | N |
| 75378 XNDA | **Hai Shun** (*ex* Takasago Maru, *ex* Vostok, *ex* Tai-Yick) 1 *Dk* & *Spar dk 2 tr B* | | 1744 — 1018 | | | | | 1897 | Akt.Ges. "Neptun" Rostock | Haichang Steam-ship Co.Ld. | 259·7 \| 34·8 \| 20·8 F35′ *WB* | Shanghai Chinese | T.3Cy.21″,35½″&55½″–36½″ 187NHP A.G. "Neptun," Rostock | | |
| 75379 LERW | **Hai Tung** (*ex* Mai–38, *ex* Roa–36, *ex* Albert Clement) 1 *Dk* | | 1187 976 701 | | | | | 1904 | Act.Ges. "Neptun" Rostock | Wallem&Co.A/S (HaakonJ.Wallem, *Mgr.*) | 234·2 \| 35·3 \| 14·5 P27*t*Q70*t*H59*t*F26*t* | Bergen Norwegian *WB* | T.3Cy.16½″,25½″&43½″–31½″ 98NHP A.G. "Neptun," Rostock | | C |
| 75380 | **Hai Yun** (*ex* Elsie–39, *ex* Hai Yun–38, *ex* Hung Yuen–35, *ex* Daphne–35, *ex* Seawall) *ss* Shl. 2nd No.3–4,35 *ss* H.Kg.No.1–38 1 *Dk* (*pt Irn pt Stl*) | | 3077 — 1871 | ✠100A1 6,40 ~~7,38~~ BS12,39 ✠LMC7,38 | HKg | *u* | CL ~~7,37~~ 6,40 | 1910 5mo | Richardsn, Duck&Co. Stockton *Lloyd's* | ChinaMerchants' Steam Nav.Co.Ld. *Cell D Ba* | 325·1 \| 47·0 \| 22·5 P27′B173′F31′ FK 112′*u* E24′*f* 140′703*t* | Shanghai Chinese *5 BHCem* *APT103t* | T.3Cy.23½″,39″&64″–42″ 180lb (*s*) 278NHP 2SB,*6cf*,GS118,HS4142 Blair&Co.Ld. Stockton | 24 ″ 10 s 3 ″ 2½ 21 ″ 10½ | |

*Now* "Seawall," *see No. 90012 in Supplement*

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. — Late Name if any. — Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in Lloyd's Register. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75381 | **Haichang** (*ex*GouverneurGénéral MauriceLong,*ex*Speelman) | 2 *Dks&Shade dk* | 955 — 524 | | | | | 1890 | Koninklijke Fabriek Amsterdam | HaichangS.S.Co. Ld. | 219·8 | 31·3 | 15·6 | Shanghai Chinese | T.3Cy.17″,26″&43″–39″ 115NHP KoninklijkeFabriek,Ams. | | |
| 75382 107029 VPFJ | **Haiching** Ⓟ | 1 *Dk&Spar dk3trB* | 2183 1893 1321 | ✠ ... 10,02 | | | | 1898 12mo | D.J.Dunlop &Co. Pt.Glasgow | DouglasS.S.Co.Ld. | 280·9 P62′B70′F50′ | 38·2 23·9 BK8″ | 16·9 | HongKong British *WB* | T.3Cy.22″,35″&57″–39″ 239NHP D.J.Dunlop&Co.P.Gl. | 25 ″ 0 | |
| 75383 137040 VWBF | **Haideri** (*ex*Doros,*ex*Julianapark) | 2 *Dks* | 1510 1324 912 | | | | | 1920 | Bremer Vulkan Vegesack | EasternStm.Nav. Co.Ld.(*Man. Agents*,Shariff Hassum&Co.) | 239·7 P12′B&F24?′ | 34·2 | 19·5 | Bombay British *WB* | T.3Cy.16⅝″,26¾″&44″–29½″ 106NHP BremerVulkan,Vegesack | | V |
| 75384 ~~VSQG~~ | **Haifa Trader** (*ex*Tregothnan–39) | *ssShl.No.3–7,16 ssShl.No.1–20 1 Dk2trB&deepframing* | *3076 2904 2056* | ✠ ... 6,24 | | | | 1903 4mo | J.Readhead &Sons S.Shields | ~~PalestineTrans-port&Shipping Co.Ld.(N.W. Purvis,*Mgr.*)~~ IrishShipping,Ld. | 323·0 P31′B92′F32′ FK | 47·1 | 23·7 | ~~Haifa~~ ~~Palestine~~ British *WB* | T.3Cy.24″,40″&64″–42″ NDB21 281NHP J.Readhead&Sons,S.Shl. | 25 ″ 0 | V † |
| 75385 143705 MKJZ | **Haig Rose** 4Mst *Mchy.Aft* *Well deck* | *ssGoo.No.3–2,33 ssNwc.No.1–37* 1 *Dk(Stl)* *Cargo battens not fitted* | 1117 801 608 | ✠100A1 1,40 BS7,39 | Bry ✠LMC3,37 | *m* | CL 1,40 | 1920 12mo | J Fullerton &Co. Paisley *Lloyd's A&CP* | RichardHughes& Co.(Liverpool)Ld. *CellDB* | 220·2 Q108′B15′F28′ FK *f*136′ 215*t* | 34·2 | 13·1 *FPT*80′ | Liverpool British 3*BHCem* *APT*34*t* | T.3Cy.16″,26″&44″–33″ (*s*) 180lb 96RHP 2SB,*4pf*,GS78,HS2550 W.Beardmore&Co.Ld.Gls. | 15 ″ 6 s 1 ″ 1 14 ″ 7¼ | |
| 75386 ONKA | **Hainaut** (*ex*Marksburg) | *ssAnt.No.3–12,36* 1 *Dk(Stl)&Spar dk(Stl–ptws) &Web frames* | *4312 4041 2661* | ✠100A1 *Spar dk* Exam~~ined~~ 2,41 ~~BS9,39~~ 10,40 | ~~Ant~~ Hul ✠LMC7,36 | *y* | CL 8,38 | 1905 2mo | Blohm& Voss Hamburg *Lloyd's A&CP* | Cie.Royale Belge Argentine(Agence Maritime Internationale S.A. *Mgrs.*) *CellDBa*122′*u* | 387·1 403·9(O.L.) P48′B116′F40′ FK&BK2″ *E*22′*f*174′946*t* | 51·7 25·0 | 24·6 *FPT* 93*t* | Antwerp Belgian 6*BHCem* *APT*18*t* | Q.4Cy.23″,31½″,48″&71″–48″ 213lb *120lb* (*s*) 447NHP 2SB,*6cf*,GS127,HS5842 FD Blohm&Voss,Hamburg | 27 ″ 6 s 5 ″ 3 22 ″ 6¾ | |
| 75387 145944 VPJB | **Haitan** Ⓟ (*ex*Silvia–35,*ex*Orel) D.F. E.S.D. | *ssHKg.2ndNo.3–5,35 ssHKg.No.1–39* 2 *Dks(U–pt teak s&pt ws) &lower dk(Stl)* | 3554 3278 2225 ~~1,10~~ 1,41 ~~10,39~~ 10,40 | ✠100A1 *with freeboard* ~~LMC6,39~~ BS6,40 1,41 | HKg | *w* | CL ~~5,37~~ 6,40 | 1909 8mo | F.Schichau Danzig *Lloyd's A&CP* | DouglasS.S.Co.Ld. *CellDBa*62′*u*E&B | 336·7 347·0(O.L.) 104′*f* | 45·3 30·1 FK 108′43 | 29·6 1*tFPT*35*t* | HongKong British *APT*18*t* | T.3Cy.27½″,46½″&76½″–47½″ 200lb (*s*) 644NHP 4SB,*12cf*,GS245,HS9900 FD F.Schichau,Elbing | 32 ″ 6 s 11 ″ 10 21 ″ 0 | ½ |
| 75388 127001 VPGQ | **Haiyang** Ⓟ | 1 *Dk&Spar dk(Stl–teak s)3trB* | 2343 2033 1420 | ✠ 7.10 | | HKg *l* | | 1908 9mo | D.J.Dunlop&Co. PortGlasgow | DouglasS.S.Co.Ld. *CellDBa*84′*u* | 300·5 B71′F48′ FK&BK1½″ *E*20′*f*124′390*t* | 38·1 22·6 | 15·1 5*BHCem* 45*t* | HongKong British *APT*24*t* | T.3Cy.21½″,35″&57″–39″ 247NHP 2SB,*6cf*,GS120,HS4176 D.J.Dunlop&Co.Pt.Gls. | 25 ″ 0 | |
| 75389 7595 SERD | **Hakefjord** (*ex*Baltic) | 1 *Dk&deep framing* | *1072 902 595* | | | | | 1907 | Laxevaags Msk.&Jrnskb Bergen | RederiA/B Fjord (TorkelSanne, *Mgr.*) | 231·2 P24′H34*t* | 32·2 | 14·6 | Gothenbrg Swedish *WB* | T.3Cy.16″,25½″&43″–30″ 101NHP LaxevaagsMsk&Jrns.Bgn | 17 ″ 1 | V |
| 75390 671 JQJG | **Hakka Maru** Ⓟ Wireless *Mchy.Aft* | 1 *Dk* | 1531 — 724 | | | | | 1937 | Osaka Iron Works,Ld. Osaka | DairenKisenK.K. | 246·5 | 39·0 | 18·0 | Dairen Japanese | T.3Cy.17⅛″,28⅜″&47¼″–31½″ 125NHP OsakaIronWorks,Osaka | | |
| 75391 | — Wireless *Mchy.Aft* | *Oil Eng.* *Cruiser Stern* | 870 | | | | | 1939 | Nakata Zosensho Osaka | SankoKisenK.K. | 185·0 | 31·0 | 17·0 | Japanese | Oil Engines 4S.C.SA 6Cy.14⅛″–22⅛″ 130NHP NaniwaDkydCo.Kizugawa | | |
| 75392 45320 JXBM D.F. | **Hakkai Maru** *Ref.Mchy.* | *Oil Eng.* 2 *Dks* *Cruiser Stern* | 5114 4409 2966 | | | | | 1938 | Tama S.B.Co.Ld. Tama | ItayaSyosenK.K. | 422·4 F35′ | 58·1 | 27·2 | Kobe Japanese *WB* | Oil Engines 2S.C.DA 8Cy.17⅛″–47½″ 855NHP TamaS.B.Co.Ld.Tama | | C |
| 75393 43358 JHGL | **Hakkaisan Maru** | 2 *Dks* *Cruiser Stern* | 3311 — 1903 | | | | | 1937 | Harima S.B.&Eng. Co.Ld Harima | KaburagiKisen K.K. | 318·5 P35′B81′F34′ | 45·9 | 24·6 | Tokyo Japanese *WB* | T3Cy.20 1/16″,33 1/16″&55½″–39″ 190NHP HarimaS.B.&Eng.CoLdOh | | C |
| 75394 26015 JMBD | **Hakodate Maru** | *ssYka.No.3–2,31 ssYka.No.2–39* 2 *Dks(Stl)* | 5303 5,40 ~~4,29~~ 4826 3226 | ✠100A1 BS6,40 | Yka ✠LMC4,39 | *z* | OG 4,39 | 1919 9mo | Mitsubishi ZosenKaisha, Ld. Kobe A&OP | NipponYusenK.K. *CellD* | 400·0 P38′B121′F40′ FK B350′996*t* | 54·5 | 30·0 *FPT*132*t* | Tokyo Japanese 6*BHCem* *APT*89*t* | T.3Cy.26⅞″,43″&72″–48″(*s*) 180lb 510NHP 3SB,*9cf*,GS183,HS7618 FD MitsubishiZosenKaishaLd | 30 ″ 0 s 5 ″ 6¾ 24 ″ 8 | |
| 75395 28453 JHGD | **Hakone Maru** Ⓟ TwinSc *Ref.Mchy.* | *ssYka.No.3–6,33 ssYka.No.1–37* 2 *Dks(StlU–ws)3rd dk(Stl) inNos.1,3&4holds* | 10420 8392 6307 | ✠100A1 5,40 ~~7,39~~ ~~2&7,39~~ ✠Lloyd'sRMC ~~2,37~~ 2,40 *Fitted for carrying oil F.P.above* 150° F. *in* | Yka BS5,40 ✠LMC4,37 | *f*† | CL S5,38 PN3,39 11,21 *Nos.*2,3&7 *double* | 1921 11mo | Mitsubishi ZosenKaisha, Ld. Nagasaki *Lloyd's A&CP* *CellDB*416′1877*t* | NipponYusenK.K. *Tanks at sides of tunnels* 6′90*t* *FPT*168*t* *bottom tanks* | 495·0 P94′B186′F56′ FK | 62·0 | 37·0 *APT*110*t* | Tokyo Japanese 9*BHCem* | 6 Steam Turbines DR geared to 2 Sc.Shafts (*s*) 200lb FD 1510NHP 7SB(Spt),*21cf*,GS448, HS18027 MitsubishiZosenKaishaLd. | 37 ″ 0 s 8 ″ 4½ 29 ″ 2 | |
| 75396 34431 JDUC | **Hakonesan Maru** TwinSc *Ref.Mchy.* | *OilEng.* *ssTamaNo.2–38* 2 *Dks(Stl)* | 6674 5922 4079 | ✠100A1 2,40 ✠LMC CS5,38 DBS2,40 2,40 ✠Lloyd'sRMC5,38 *Carrying cargo oil F.P. above* 150° F. *in deep tanks* | Tama | *a*† | CL P1,40 SN1,40 | 1929 6mo | MitsuiBus-sanKaisha,Ld TamaDkyd. *Lloyd's A&CP* | MitsuiBussan Kaisha,Ld. *Intermediate 'tween dk BH in fwd.* *CellDB*373′1355*t* | 437·6 P31′B121′F34′ FK *hold dispensed with MTs*33′1117*t* | 56·5 | 33·0 *Tanks* | Kobe Japanese *ptCem* 6*BH to U dk* 1 ,, 2nd ,, *in way of tunnels* 95*t* | Oil Engines 4S.C.SA 16Cy.24½″–43 5/16″ 951NHP DB*100lb* MitsuiBussanKaisha,Ld. *FPT*103*t* *APT*184*t* | 33 ″ 0 s 6 ″ 11½ 26 ″ 3¼ | |
| 75397 28858 JHHD D.F. | **Hakozaki Maru** Ⓟ TwinSc *Ref.Mchy.* | *ssYka.No.3–9,34 ssYka.No.1–39* 2 *Dks(Stl–ws)&3rd dk(Stl) inNos.1,3&4 holds* | 10413 8392 6310 | ✠100A1 6,40 8,~~39~~ BS6,40 ~~Lloyd'sRMC1,40~~ 2,40 *Fitted for carrying oil* | Yka ✠LMC8,39 | *f*† | CL 1,38 6,22 *F.P. above* 150° F. *in* | 1922 6mo | Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd's A&CP* *CellDB*416′1862*t* | NipponYusenK.K. *Tanks at sides of Tunnels* 6′90*t* *Nos.2&7 D.B.tanks* | 495·0 P94′B186′F56′ FK | 62·0 | 37·0 *FPT*168*t* *APT*110*t* | Tokyo Japanese 9*BHCem* | 6 Steam Turbines DR geared to 2 Sc. Shafts (*s*) 200lb FD 1590NHP 7SB(Spt),*21cf*,GS448, HS18157 MitsubishiZosenKaisha,Ld | 37 ″ 0 s 8 ″ 4½ 29 ″ 2 | |
| 75398 45870 JGUN | — D.F. | *Cruiser Stern* | 3949 — 2296 | | | | | 1939 | Mitsubishi JukogyoK.K. Kobe | NipponSeitetu K.K. | 353·2 | 49·2 | 26·5 | Tokyo Japanese | C.4Cy.(2)20 1/16″&(2)43 1/16″–43 5/16″ 206NHP MitsubishiJukogyoK.K. Kobe | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'appel passé. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. (Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pt.* | 15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Ice Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75399 3863 JOFA | **Hakuai Maru** *ss*Yka.No.2–06 2*Dks*&*Spar dk*(*Stl*–teak s) | | 2615 2484 1252 | ✠ 11,06 ✠ | Yka | *t* | | 1898 12mo | Lobnitz& Co.Ld. Renfrew | NipponSuisan K.K. | 312·0 B8′ | 39·2 | 18·7 26·2 BK10′ | Habumi-nato Japanese | T.3Cy.25″,42″&67″–48″ 374NHP 2DB,*12cf*,GS233,HS6300 Lobnitz&Co.Ld.Renfrew | 29 ″ 6 | |
| 75400 34004 JCRC | **Hakubasan Maru** TwinSc *Oil Eng.* *ss*Kob.No.2–37 *Ref.Mchy.* 2*Dks*(*Stl*) D.F. GyC. | | 6650 5922 4070 | ✠100A1 12,40~~10,30~~ ✠LMC C88,37 DB~~20,30~~12,10 ~~10,30~~12,4 0 ✠Lloyd'sRMC10,39 | Tama | *a*† | CL ~~10·03~~ 10,39 | 1928 12mo | MitsuiBus-sanKaisha,Ld Tama *Lloyd'sA*&*CP* | MitsuiBussan Kaisha,Ld. *Intermediate 'tween BH in fwd Cell DB373'1355t* | 437·6 P31′B121′F34′ *n dk hold dispensed with MT30'1024t Tanks in* | 56·5 FK | 33·0 Kobe Japanese *ptCem* 6*BH to U dk* 1 ,, 2nd ,, *way of tunnels* | Oil Engines 4S.C.SA 16Cy.24½″–43⅞″ 951NHP DB*100lb* Akt.Burmeistr&Wain,Cpn *95t FPT 103t APT 184t* | 33 ″ 0 s 7 ″ 0½ 26 ″ 2 | |
| 75401 40871 JZKH | **Hakugin Maru** (*ex*Navy Vessel) *Oil Eng.* 1*Dk* | | 316 — 174 | | | | | | | KumagaiHachiro | 126·9 | 25·1 | 12·0 | Osaka Japanese | Oil Engines | | |
| 75402 29444 JDXD | **Hakusan Maru** Ⓟ TwinSc *ss*Yka.No.1–10 *Ref.Mchy.* 2*Dks*(*Stl U–ws*)3*rd dk*(*Stl*) D.F. GyC. *in Nos.*1,3&4*holds* | | 10380 8390 6271 | ✠100A1 9,40 ~~10,30~~ ~~B810,39~~ ✠LMC9,~~39~~ ~~Lloyd'sRMC9,39~~ *Fitted for carrying oil in F.P.above 150° F. in D.B.tanks* | Yka | *f*† | CL P8,38 S9,39 9,23 Nos.2,3&7 | 1923 9mo | Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd'sA*&*CP Cell DB 416' 1839t* | NipponYusenK.K. *Tanks at sides of tunnels 6'90t FPT 164t* | 495·0 P94′B186′F56′ | 62·0 FK | 37·0 Tokyo Japanese 9*BH Cem* *APT 107t* | 6 Steam Turbines DR geared to 2 Sc.Shafts (*s*) 2001b FD 1607NHP 7SB(Spt),*21cf*,GS448, HS18027 MitsubishiZosenKaisha,Ld | 37 ″ 0 s 8 ″ 4½ 29 ″ 1½ | |
| 75403 27151 JYHA | — (*ex*SapporoMaruNo.8) *ss*Kob.No.1–24 1*Dk*(*Stl*) | | 2197 1863 1320 | ✠ 12,25 ✠ | Yka | *r* | | 1920 5mo | UchidaSB. &Eng.Co. Yokohama | TomoeGumi SenpakubuK.K. *Cell DBa 227'423t FPT 70t* | 270·0 P16′B65′F29′ | 39·0 FK | 23·9 Hasidate Japanese 4*BH Cem* *APT 89t* | T.3Cy.19″,31½″&52″–39″ 216NHP 2SB,*4cf*,GS81,HS3019 FD UchidaS.B.&Eng.Co.Yka. | 23 ″ 11 | C † |
| 75404 20805 JBXD | **Hakusika Maru** (*ex*Hakus LikaMaru–38) TwinSc *ss*Osa.No.3–10,29 *ss*Kob.No.2–37 2*Dks*(*Stl*)& *Shelter dk*(*Stl*–ws) | | 8151 7734 5037 | ✠100A1 *Shelter dk with freeboard* 1,41 ~~12,30~~ ✠LMC~~10,39~~ 1,41 | Kob ~~Osa~~ | *c*† | CL 8,38 | 1917 10mo | AsanoS.B. Co.Ld. Tsurumi A&CP | TatuumaKisen K.K. *Cell DB 389' 1318t FPT 92t* | 445·0 | 58·0 | 40·0 FK | Nisino-miya Japanese 7*BH* *APT 32t* Tokyo | T.6Cy.22″,36½″&61″–48″ (*s*) 2001b 703NHP 4SB,*12cf*,GS233,HS9835 FD IshikawajmaSB&EC | 40 ″ 1 s 12 ″ 0 28 ″ 7 | |
| 75405 106 JLQG | **Hakusin Maru** Ⓟ Wireless 1*Dk*,2*nd dk in No.2 hold only* *Mchy.Aft* *ss*Drn.No.2–24 *Cruiser Stern* | | 1482 1161 827 | ✠ ... 5,28 ✠ | | | | 1914 5mo | MitsuBishi Dkyd&EWks Kobe | DairenKisenK.K. | 253·9 P58′B15′F27′ | 38·3 | 15·0 FK | Dairen Japanese *WB* | T.5Cy.16″,26¼″&43″–30″ 150NHP MitsuBishiD&EWks.Kobe | 17 ″ 8 | |
| 75406 20910 | **Hakutetu Maru No. 1** (*ex*KounMaru) 1*Dk* | | 626 — 403 | | | | | 1917 | Aizawa Iwakichi Osaka | HakatawanTet-sudoKisenK.K. | 179·1 | 25·0 | 15·7 | Shiga-shima Japanese | T.3Cy.11⅜″,18⅛″&30″–24″ 44NHP AizawaIwakichi,Osaka | | |
| 75407 17764 | **Hakutetu Maru No. 3** (*ex*NagauraMaru) 1*Dk* | | 763 627 450 | | | | | 1915 | MitsuBishi Dkyd&EWks Kobe | HakatawanTet-sudoKisenK.K. | 182·0 P12′Q47′B49′F15′ | 32·0 | 15·5 | Hasidate Japanese *WB* | T.3Cy.12″,20″&33″–24″ 53NHP MitsuBishiD&EWks.Kobe | | |
| 75408 38850 JEBJ | **Hakutetu Maru No. 5** *Mchy.Aft* 1*Dk* | | 800 — 435 | | | | | 1933 | Namura ZosenK.K. Osaka | HakatawanTet-sudoKisenK.K. | 190·0 P63′B11′F23′ | 29·0 | 17·0 | Shikajima Japanese | T.3Cy.13½″,22¾″&37½″–27″ 73NHP NagaokaIrnWks.Nagaoka | | |
| 75409 41804 JMFK | **Hakutetu Maru No. 7** *Mchy.Aft* 1*Dk* | | 1018 790 540 | | | | | 1936 | Namura Zosensho Osaka | HakatawanTet-sudoKisenK.K. | 206·0 P61′B18′F28′ | 31·0 | 18·0 | Hakata Japanese *WB* | T.3Cy.14¼″,24½″&40″–30″ 88NHP NamuraZosensho,Osaka | | |
| 75410 44184 JAFM | **Hakutetu Maru No. 11** (*ex*NaniwaMaru–37) Wireless *Mchy.Aft* 1*Dk* | | 1297 — 721 | | | | | 1937 | Osaka Zosensho Osaka | HakatawanTet-sudoKisenK.K. | 219·3 P78′F25 | 35·8 | 18·5 | Kashii Japanese *WB* | T.3Cy.16½″,29½″&49½″–35⅞″ 145NHP NakamichiKikai Seisakusho,Osa | | |
| 75411 36098 JOTH | **Hakuun Maru** Ⓟ (*ex*SanogawaMaruNo.2–38,*ex* SanogawaMaru,*ex*WarVessel) 1*Dk* | | 594 523 360 | | | | | 1903 | Howaldts-werkeA.G. Kiel | HakatawanUnyu K.K. | 155·0 | 28·7 | 16·4 | Nishino-miya Japanese | T.3Cy. HowaldtswerkeA.G.Kiel | | |
| 75412 41985 JIXK | **Hakuun Maru No. 2** 1*Dk* | | 861 — 513 | | | | | 1936 | Sanoyasu DockGoshi Kaisha Osaka | HakatawanUnyu K.K. | 200·0 | 30·0 | 17·2 | Japanese | T.3Cy.14½″,23⅝″&38½″–28½″ 79NHP *Emade—refitted36* | | |
| 75413 35384 JFCC | **Hakuyo Maru** Ⓟ TwinSc *Oil Eng.* *Ref.Mchy.* Sub.Sig. 2*Dks*4*trB* | | 1327 979 620 | | | | | 1929 | Kawasaki Dkyd.Co.Ld. Kobe | Govt.ofJapan (Dept.ofAgricul-ture&Forestry) | 225·0 P139′F44″ | 36·0 | 20·0 | Tokyo Japanese *WB* | Oil Engines 4S.C.SA 12Cy.16⅞″–25⅝″ 320NHP KobeSeikoK.K.Kobe | | |
| 75414 31281 IDVE | **Halaban Maru** (*ex*Halaban) *ss*Sng.No.3–3,10 *ss*Sng.No.2–19 *Mchy.Aft* 1*Dk*(*Stl*)&*pt Shade dk*(*pt Stl*) *Carrying Petroleum in bulk* *Fitted for oil fuel* | | 682 424 458 | ✠ 12,21 ✠ | Sng | *h* | CL 11,20 | 1897 8mo | Rijkee&Co Rotterdam | MiyakoKisenK.K. | 185·5 F20′ *pt Shade dk 150′* | 25·9 FK | 10·3 Yokohama Japanese 11*BH Cem* *FPT 40t* | T.3Cy.12½″,20″&33¾″–21″ 64NHP 1SB,*2cf*,GS28,HS1115 Maatschappij deMaas,Rot. | 11 ″ 0 | |
| 75415 HPKT | **Halcyon** (*ex*Sirrah–39) 1*Dk* | | 3531 3263 2140 | | | | | 1917 | Rotterdam Droogd.Maat Rotterdam | HalcyonS.S.Co.Ld. ~~(GoulandrisBros. Mgrs.)~~ | 361·4 P24′B214′F34′ | 49·9 | 22·1 Panama Pnamanian *WB* | T.3Cy.25″,41″&68″–45″ 310NHP RotterdamDroogd.Maats. | | V |
| 75416 151436 VPBC | **Haldis** Ⓟ *ss*H.Kg.No.3–5,15 *ss*H.Kg.No.1–19 1*Dk*&*Spar dks*&*deep framing* | | 1819 1577 1144 | ✠ ... 4,23 ✠ | | | | 1902 5mo | J.Priest-man&Co. Sunderland | WingHingS.S.Co. Ld. | 265·0 B66′F24′ | 37·0 FK | 12·2 19·8 HongKong British *WB* | T.3Cy.20⅜″,33″&56″–36″ *Bmade25 fitted*– 189NHP G.Clark,Ld.Sunderland | 22 ″ 0 | |
| 75417 222695 KJLX | **Haleakala** Ⓟ *Fitted for oil fuel* 2*Dks* | | 3679 — 1546 | | | | | 1923 | SunS.B. Co. Chester,Pa. | Inter-IslandStm. Nav.Co.Ld. | 345·2 F92′ | 46·2 | 27·0 Honolulu Utd.States *WB* | T.4Cy.30″,52″&(2)65″–54″ 620NHP SunS.B.Co.Chester.Pa. | | R |
| 75418 OYEG | **Halfdan** *ss*Cpn.No.3–3,32 *ss*Els.No.1–37 1*Dk*(*Stl*)&*2nd dk*(*Stl*) *in holds* | | 1448 1151 854 | ✠100A1 8,39 ~~B88,39~~ ✠LMC7,37 | Cpn | | OG 8,38 | 1919 1mo | Kockums M.V.Aktieb. Malmö *Lloyd'sA*&*CP* | DetForenede DampskibsSelskab *Cell DB 196'364t FPT* | 235·6 244·6(O.L.) P17′B63′F35′ | 37·7 FK | 16·3 Middelfart Danish 4*BH Cem* *44t APT 59t* | T.3Cy.18½″28¾″&48½″–31½″ 185lb (*s*) 157NHP 2SB,*4cf*,GS64,HS2546 KockumsM.V.Akt.Malmö | 18 ″ 7 s 1 ″ 7½ 17 ″ 2 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75419<br>1840<br>IBVP | **Haliotis** | TwinSc<br>*Oil Eng.*<br>D.F. *ss* Ven. No. 2–39<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Longitudinal framing at bottom & at top of trunk* | 2093<br>1394<br>1081 | ✠100A1<br>10,39<br>DBS6,39 ✠LMC10,39<br>*Carrying Petroleum in bulk* | Ven | *r* | CL<br>1,39 | 1931<br>5mo | N.V.Wrf. v.Rijkee&Co. Rotterdam<br>*Lloyd's SA&CP* | "Nafta"Soc.Italiana pelPetrolio edAffini(Soc.Anon diNav."Haliotis," *Mgrs.*)<br>*Cell D Bu E 48'81t FPT* | 271·9\|48·0\|15·0<br>260·4<br>P31'F47' FK<br>*Trunk* 129'<br>*9 B Hpt Cem*<br>*27t APT 107t* | Genoa<br>Italian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.15¾"–31½" 286NHP<br>DB *150lb*<br>Werkspoor, Amsterdam | 14 ″ 9<br>s ″ 7<br>14 ″ 3½ | |
| 75420<br>143626<br>GCKX | **Halizones**<br>D.F.<br>E.S.D. | *ss* Mdb. No. 3–4,32<br>*ss* Gls. No. 1–37<br>2 *Dks (Stl)* | 5298<br>4787<br>3137 | ✠100A1<br>~~Examined 5,41~~ Lon<br>BS3,41 ✠LMC<br>MS2,37 ~~BS10,39~~<br>Gmh<br>Examined L.R. 5,40 | ~~Gls~~ | *y* | CL<br>N3,39 | 1920<br>4mo | Ayrshire Dkyd.Co.Ld. Irvine<br>*Lloyd's SA&CP* | Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London) Ld. *Mgrs*)<br>*Cell D B 340'1134t FPT 128t* | 400·7\|52·2\|28·5<br>412·5(O.L.)<br>P49'B113'F39' FK<br>*7 B H Cem*<br>*t APT 200t* | Liverpool<br>British<br>*WB* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB.*9cf*,GS190,HS7668 FD<br>Dunsmuir&JacksonLdGls | 31 ″ 0<br>s 5″ 11½<br>25 ″ 3½ | |
| 75421<br>167168<br>~~OYEI~~<br>MCBL | **Halland**<br>1 *Dk* | | 1264<br>971<br>~~727~~<br>729 | Examined L.R. 5,40 | | | | 1923 | Howaldtswerke Kiel | Ministry of Shipping (G.Gibson& Co.Ld. *Mgrs.*) | 238·0\|37·2\|13·7<br>P23'Q90'B100'F30' | ~~Copenhagen~~<br>Danish<br>London *WB*<br>British | T.3Cy.16$\frac{9}{16}$″,26$\frac{13}{16}$″&43$\frac{5}{16}$″–29½″ 102NHP<br>Howaldtswerke, Kiel | | G |
| 75422<br>8367<br>SFXU | Vik," *see No. 90020 in Supplement*<br>Wireless *Mchy. Aft* 1 *Dk*<br>*Strengthened for Navigation in Ice* | *Oil Eng.*<br>*Cruiser Stern* | 649<br>402<br>303 | ✠100A1<br>8,39<br>✠LMC 8,39<br>*Carrying Petroleum in temporary tanks* | Lkr | *j* | OG | 1939<br>8mo | N.V.T.van Duijvendijk's Schpsw. Lekkerkerk<br>*Lloyd's SA&CP* | A.B.Rederi Motorfart<br>*Cell D B 119'164t* | 180·6\|29·6\|10·2<br>187·3(O.L.)<br>P&B112'F31' FK<br>*4 B Hpt Cem*<br>*FPT 48t APT 18t* | Gothenbrg<br>Swedish<br>*WB*<br>A/B Atlas-Diesel, Skm. | Oil Engines 2S.C.SA<br>4Cy.13⅜"–22$\frac{7}{16}$" 125NHP | 12 ″ 3<br>s ″ 3½<br>12 ″ 0½ | |
| 75423<br>LFWA | **Hallanger**<br>*Mchy. Aft* D.F. 2 *Dks*<br>*Carrying Petroleum in bulk*<br>*Longitudinal framing at bottom & at deck* | TwinSc<br>*Oil Eng.* | 9551<br>8842<br>5714 | | | | | 1928 | Nederl. Schps.Maats. Amsterdam | Westfal-Larsen& Co.A/S | 474·4\|64·5\|36·5<br>P513*t* H182*t* F14*t* | Bergen<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.26⅜"–47¼" 806NHP<br>Werkspoor, Amsterdam | | N |
| 75424<br>7538<br>SEON | **Hallaren**<br>*ss* ~~Got. No. 3–6,40~~ *ss* ~~Got. No. 2–37~~<br>D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)*<br>*Strengthened for Navigation in Ice*<br>*Cruiser Stern* | *Oil Eng.* | 2749<br>2338<br>1462 | ✠100A1<br>*with freeboard*<br>6,40 ~~2,39~~ 1,41<br>✠LMC CS ~~10,37~~ 8,39<br>DBS ~~8,39~~ 6,40 ~~5,38~~ | Mmo<br>Got | *v* | CL<br>12,39 | 1929<br>6mo | Eriksbergs M.V.Aktieb. Gothenburg<br>*Lloyd's SA&CP* | Rederiaktieb. Transatlantic (G. Carlsson, *Mgr.*)<br>*Cell D B 280'842t* | 337·1\|45·7\|20·3<br>340·3(O.L.)<br>FK (<br>*FPT 131t APT 155t* | Gothenbrg<br>Swedish<br>*6 B Hpt Cem*<br>*Coll to Sh dk*<br>5 ,, 2*nd*,, | Oil Engines 4S.C.SA<br>6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP<br>DB *80lb*<br>Eriksberg M.V.Aktieb.Got | 22 ″ 11<br>s1 ″ 7½<br>21 ″ 5½ | |
| 75425<br>LCYB | **Hallbjörg** (*ex* Thuhaug–36, *ex* Canadian Voyageur) *ss* Hfx. No. 2–28<br>1 *Dk* | | 2850<br>2539<br>1701 | ✠ ...<br>2,32 | | | | 1919<br>1mo | Canadian Vickers,Ld. Montreal | SkibsA/S Hallbjörg (P.Kleppe, *Mgr.*) | 320·0\|44·3\|22·5<br>P43'B96'F36' FK | Oslo<br>Norwegian<br>*WB* | T.3Cy.25″41″&67″–45″<br>Goldie& McCulloch Co.Ld. Galt, Ont | 25 ″ 0 | N<br>† |
| 75426<br>LEAD | **Halldor**<br>1 *Dk* | | 1515<br>1285<br>840 | | | | | 1925 | F.Schichau Elbing | BruusgaardKiösterudsSkibs-A/S (BruusgaardKiösterud&Co., *Mgrs.*) | 261·7\|40·1\|15·6<br>P61*t* H101*t* F36*t* | Drammen<br>Norwegian<br>*WB* | T3Cy18$\frac{5}{16}$″,31$\frac{5}{16}$″&51⅜"–29½"<br>141NHP<br>F.Schichau, Elbing | | N |
| 75427<br>LKCK | **Hallfried** (*ex* Fairfield–39, *ex* Catherine Weems, *ex* Garibaldi) *ss* Phl. No. 3–5,26 *ss* N. Ns. No. 2–34<br>1 *Dk (Stl)*<br>*Fitted for oil fuel* | | 2968<br>2629<br>1722 | ✠ ——<br>6,39 | NOs | *u* | | 1918<br>6mo | Bethlehem S.B.Corp.Ld. Wlmngtn Del | P.Kleppe<br>*Cell D B 263'701t FPT 78t* | 310·4\|48·5\|21·3<br>P25'B96'F38' FK<br>*7 B H Cem* | Oslo<br>Norwegian<br>*WB* | T.3Cy 21½",35″&58″–42″<br>329NHP<br>2SB,*6cf*,GS121,HS4970<br>Bethlehem S.B.Corp.Ld. | 24 ″ 0 | N<br>† |
| 75428<br>LDMS | **Hallingdal**<br>D.F. 1 *Dk* | *Oil Eng.* | 3180<br>2747<br>1930 | | | | | 1929 | Akt.Burmeistr&Wain Copenhagen | A/S Vesterhav (Boe&Pedersen, *Mgrs.*) | 326·5\|50·0\|21·0<br>P25'B155'F27' | Oslo<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>6Cy 21⅝"–59$\frac{1}{16}$" 258NHP<br>Akt.Burmeistr&Wain, Cpn | | N |
| 75429<br>7907<br>SKRD | **Halmstad** (*ex* Spigerborg–33, *ex* Henrik Bjelke)<br>1 *Dk* | | *1546*<br>*1160*<br>*909* | | | | | 1907 | Howaldtswerke Kiel | RederiA/B Halmstad (C.O.Johansson) | 238·8\|36·3\|16·8<br>P13'Q73'B105'F29' | Halmstad<br>Swedish<br>*WB* | T3Cy.16¾",29$\frac{5}{16}$"&42⅛"–29½"<br>96NHP<br>Howaldtswerke, Kiel | | V |
| 75430<br>DHJY | —<br>1 *Dk* | | 814<br>625<br>471 | | | | | 1909 | Akt.Ges. "Neptun" Rostock | BissmarkLinie | 216·1\|30·6\|12·0<br>P13'Q62'B52'F23' | Hamburg<br>German<br>*WB* | T.3Cy.16⅛",25⅝"&41⅜"–29½"<br>95NHP<br>A.G."Neptun," Rostock | | G |
| 75431<br>220521<br>KDCF | **Halo**<br>D.F. *Fitted for oil fuel*<br>*Mchy. Aft* *Carrying Petroleum in bulk*<br>Sub.Sig. *Longitudinal framing* 2 *Dks* | | 6986<br>—<br>4301 | | | | | 1920 | Bethlehem S.B.Corp.Ld. Alameda, Cal | CitiesServiceOil Co. | 435·0\|56·0\|32·0<br>P123'B50'F33' | NewYork<br>Utd.States<br>*WB* | T.3Cy.27″,47″&78″–48″<br>421NHP<br>BethlehemS.B.Corp.Ld.<br>S.Francisco | | R |
| 75432<br>143426<br>GCLX | —<br>*ss* Sld. No. 3–7,32<br>*ss* Shl. No. 1–37<br>1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | | 2365<br>1780<br>1348 | ✠100A1<br>5,10 ~~7,39~~<br>BS ~~7,39~~ 8,40 | Nwc<br>Hul<br>LMC 8,37 | *s* | CL<br>7,39 | 1919<br>9mo | Dublin Dkyd.Co.Ld Dublin<br>*Lloyd's SA&CP* | GasLight&Coke Co.(Stephenson Clarke&Associated CompaniesLd. *Mgrs.*) *Cell D B 228'576t FPT 102t* | 284·4\|41·9\|19·0<br>297·9(O.L.)<br>PonQ28'Q98'B66'<br>F31' FK<br>*6 B H Cem*<br>*APT 234t* | London<br>British<br>*WB* | T.3Cy.19″,32″&52″–36″ (*s*)<br>180lb 162NHP<br>2SB,*6cf*,GS98,HS2960<br>J.G.Kincaid&Co.Ld.Grk. | 21 ″ 3<br>s 2 ″ 1½<br>19 ″ 3 | |
| 75433<br>LCNE | **Halse** (*ex* Quernstad, *ex* Signe)<br>*ss* Liv. No. 1–14<br>1 *Dk* | | 2136<br>1934<br>1317 | ✠ ...<br>10,19 | | | | 1910<br>9mo | Sunderland S.B.Co.Ld. Sunderland | J.Ö.Bugge | 290·1\|42·1\|19·3<br>P57*t* H73*t* F28*t* FK | Mandal<br>Norwegian<br>*WB* | T.3Cy.22″,36″&59″–39″<br>232NHP<br>N.E.MarineEng.Co.Ld.Sld | 21 ″ 6 | N<br>† |
| 75434<br>220585<br>KDDR | **Halsey**<br>D.F. *Fitted for oil fuel*<br>Sub.Sig. *Carrying Petroleum in bulk*<br>*Mchy. Aft* *Longitudinal framing* 2 *Dks* | | 7088<br>—<br>4389 | | | | | 1920 | Bethlehem S.B.Corp.Ld. Alameda, Cal. | Farr Spinning& Operating Co. | 435·0\|56·0\|32·0<br>P128'B50'F33' | Wilmgton (Del.)<br>Utd.States<br>*WB* | T.3Cy.27″,47″&78″–48″<br>421NHP<br>BethlehemS.B.Corp.Ld.<br>S.Francisco | | R |
| 75435<br>5369<br>SEXM | **Hälsingborg** Ⓟ<br>Wireless 1 *Dk* | | *669*<br>*471*<br>*234* | | | | | 1912 | Kjöbnhvns Flydk.&Skbs. Copenhagen | SvenskaRederiaktieb.Oresund (E.Hain, *Mgr.*) | 195·1\|33·0\|12·7<br>B69'H194*t* F28' | Malmö<br>Swedish | T.3Cy.16½",27″&44″–30″<br>106NHP<br>KjbnhavnsFlydk.&Skbsv. | | G |
| 75436<br>7621<br>SERK | **Halvard Bratt** (*ex* Maj) | | *1023*<br>*833*<br>*530* | Lon<br>Examined L.R. 3,41 | | | | 1921 | F.Schichau Elbing | ÅngfartygsA/B Adolf (A.Bratt& Co. *Mgrs.*) | 224·3\|33·6\|13·5 | Gothenbrg<br>Swedish | T.3Cy.15",24⅜"&38⅜"–25½"<br>72NHP<br>F.Schichau, Elbing | | G |
| 75437<br>LEAE | **Halvdan**<br>1 *Dk* | | 1350<br>1136<br>761 | | | | | 1920 | New Eng.& S.B.Works Shanghai | BruusgaardKiösterudsSkibs-A/S (BruusgaardKiösterud&Co., *Mgrs.*) | 242·6\|37·1\|15·0<br>B52'F23' | Drammen<br>Norwegian | T.3Cy.17½",28½"&48"–33"<br>New Eng.&S.B. Works, Shanghai 132NHP | | N |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite et lettre postérieure. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | Registered with Lloyd's Register of Shipping | 15 Dards Cert. Rudd'g. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75438 | **Hamakua** (*ex*Olympia–37,*ex*City of | | ~~6392~~ ~~6406~~ | | | | | 1919 | Skinner& | MatsonNavigation | 401·7 | 54·8 | 32·1 | S.Frncisco | T.3Cy.24½″,41½″&72″–48″ | | | R |
| 218545 | Spokane) *Fitted for oil fuel* | | 5062 | | | | | | Eddy Corp. | Co. | P48′F43′ | | | Utd.States | 359NHP | | | |
| KILL | D.F. *2Dks* | | ~~4774~~ | | | | | | Seattle,Wash | | | | | *WB* | Hooven,Owens&Rentschler Co.Hamilton,O. | | | |
| | *Longitudinal framing* | | 4708 | | | | | | | | | | | | | | | |
| 75439 | **Hamal** | | 978 | ✠100A1 | Mmo | *l* | CL | 1937 | Deutsche | TrelleborgsÅngf. | 205·0 | 32·3 | 15·1 | Trelleborg | Oil Engines 4S.C.SA | 15 ″ 0 | | |
| 8220 | Wireless D.F. *ss*Skm.No.1–40 *Oil Eng.* | | 714 | 9,40 ~~3,00~~ | Skm | | 7,40 | 12mo | WerftAG Bet | NyaAktieb. | 209·8(O.L.) | | | Swedish | 6Cy.15¾″–26¾′ 144NHP | s 1 ″ 2½ | | |
| SKXN | *Mchy.Aft* 1*Dk* | | 444 | ✠LMC CS9,40 9,40 | | | | | Reihstgwrft Hamburg | (J.Malmros, *Mgr.*) | P54′F29′ | FK | | 11*BHptCem* | *DBu1421b* | 13 ″ 11½ | | |
| | *CruiserStern* | | | | | | | *Lloyd's* | | *Trunk*116 | *DBuE*22′20*t* | | *FPT* | 39*tAPT*43*t* | Fr.KruppGermaniawftAG Kiel | | | |
| | *Strengthened for Navigation in Ice* | | | *Carrying Petroleum in bulk* | | | | *A&CP* | | *Cell* | | | | | | | | |
| 75440 | **Hamburg** (P) TwinSc | | 22117 | | | | | 1926 | Blohm& | Hamburg-Amerik. | 645·6 | 72·4 | 42·1 | Hamburg | 8SteamTurbinesSRgeared | | | G |
| | *Ref.Mchy.* *Fitted for oil fuel* | | 17687 | | | | | | Voss | Packetf.Akt.Ges. | F78′ | 79·0 | len33 | German | to 2 Sc. Shafts | | | |
| DHJZ | D.F. GyC. Sub.Sig. *5Dks* | | 12109 | | | | | | Hamburg | (Ham.-Amr.Linie) | | | | *WB* | NE&B29 | | | |
| | *CruiserStern* E.S.D. *Corrugated sides* | | | | | | | | | | | | | | Blohm&Voss,Hamburg | | | |
| 75441 | **Hamburg Maru** | | 5220 | ✠100A1 | Osa | *z* | CL | 1920 | Uchida S.B | OsakaSyosenK.K. | 400·0 | 54·5 | 30·0 | Osaka | T.3Cy.26″,43½″&72″–48″ (*s*) | 30 ″ 0 | | |
| 27468 | *ss*Osa.No.3–8,32 | | 4774 | 3,40 | | | 2,40 | 12mo | &Eng.Co. | | | | | Japanese | 200lb 513NHP | s 5 ″ 8½ | | |
| JHRD | *ss*Osa.No.2–10 | | 3159 | ✠LMC3,40 | | | | A&CP | Yokohama | | P39′B121′F40′ | FK | | 7*BHCem* | 3SB,*9cf*,GS175,HS7376 FD | 24 ″ 8 | | |
| | 2*Dks*(*Stl*) | | | *Fitted for oil fuel* 12,20 *F.P. above* | | | | 150° F. | | | | | | (1,,*to2nd dk*) | Ishikawajima SB&ECoTok | | | |
| | | | | | | | | | | *CellDB* | 340′1106*t* | *FPT*133*t* | | *APT*92*t* | | | | |
| 75442 | **Hamburgo** (P) TwinSc | | 1507 | | | | | 1930 | A.&J.Inglis,Ld. Glasgow | Cia.Argentina de Nav.Mihanovich, Ltda. | 275·1 | 43·2 | 12·3 | Bns.Aires | Oil Engines 4S.C.SA | | | |
| | *Oil Eng.* | | | | | | | | | | P37′B46′F21′ | | | Argentine | 12Cy.15¾″–29½″ 286NHP | | | |
| | 1*Dk* | | 859 | | | | | | | | | | | | Harland&Wolff,Ld.Gls. | | | |
| 75443 | **Hameln** (P) (*ex*Roland–36) | | 4351 | | | | | 1921 | Akt.Ges. "Vulcan" Stettin | Norddeutscher Lloyd | 388·4 | 51·0 | 26·0 | Bremen | 2 Steam Turbines DR | | | G |
| | | | 3886 | | | | | | | | len.39 | | | German | geared to 1 Sc. Shaft | | | |
| DOEK | D.F. Sub.Sig. *2Dks* | | 2609 | | | | | | | | P43′B109′F63′ | | | *WB* | HS5780 NE&B39 1068NHP | | | |
| | *CruiserStern* | | | | | | | | | | | | | | DeutscheSchiff-u.Maschb-A.G.WerkA.G.WeserBmn | | | |
| 75444 | **Hamildoc** | | 1926 | | | | | 1927 | Swan,Hunter&Wigham Richardson, Ld Sunderlnd | PatersonSteamships,Ld. | 252·8 | 43·4 | 17·8 | Ft.William Ont. British | T.3Cy.15′,25′&40″–33″ | | | C |
| 149433 | | | 1638 | | | | | | | | Q100′F35′ | | | | 92NHP | | | |
| | *Mchy.Aft* 1*Dk* | | 1151 | | | | | | | | | | | *WB* | MacColl&Pollock,Ld.Sld. | | | |
| 75445 | **Hamilton** Pad | | 344 | | | | | 1896 | Bertram E. Works Co. SandPnt.Ont | UpperOttawa ImprovementCo. Ld. | 118·0 | 23·6 | 7·3 | Ottawa British | C.2Cy.20″&38″–54″ | | | |
| 103842 | | | 169 | | | | | | | | | | | | 75RHP | | | |
| | 2*Dks* | | 146 | | | | | | | | | | | | BertramE.WorksCo.Tto. | | | |
| 75446 | **Hamla** | | 4416 | ✠100A1 | Bry | *x* | CL | 1929 | J Readhead &Sons,Ld. South Shields | Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld. *Mgrs.*) | 370·4 | 52·3 | 25·9 | London British | T.3Cy.24½″,41″&66″–45″ (*r*) | 28 ″ 3 | | |
| 161290 | *ss*Rot.No.2–36 | | ~~4098~~ | ~~3,10 11,30 12,10~~ | | | 11,39 | 8mo | | | 383·8(O.L.) | | | | 180lb *120lb* 341NHP | s 5 ″ 3½ | | |
| GSZX | D.F. 1*Dk*(*Stl*) | | 2737 | 7,41 ~~3,11~~ | | | | *Lloyd's* | | | P28′B104′F36′ | FK | | 6*BHCem* | 2SB,*6cf*,GS109,HS4460 FD | 23 ″ 1½ | | |
| | | | | ✠LMC8,40 ~~CS8,70~~ ~~BS8,70~~ | | | | *A&CP* | | *CellDBa&uE*144′ | *f*160′1075*t* | *FPT*135 | *tAPT*115*t* | | J.Readhead&Sons,Ld.SShl | | | |
| 75447 | **Hamlet** (*ex*Abu–37) TwinSc | | 6578 | | | | | 1934 | Götaverken A/B Gothenburg | Bruusgaard KiösterudsSkibs A/S(Bruusgaard Kiösterud&Co. *Mgrs.*) | 408·5 | 55·2 | 33·9 | Drammen Norwegian | Oil Engines 4S.C.SA | | | N |
| | D.F. *Oil Eng.* | | 5954 | | | | | | | | P225*t*H197*t*F87*t* | | | *WB* | 12Cy 21¾″–39¾″ 561NHP | | | |
| LITZ | *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) | | 3994 | | | | | | | | | | | | Gotaverken A/B,Got. | | | |
| | *CarryingPetroleum in bulk* | | | | | | | | | | | | | | | | | |
| 75448 | **Hamlin F. McCormick** (*ex*Castle | | 3317 | ✠ ... | | | | 1919 | Pusey& JonesCo. Gloucester City,N.J. | McCormickS.S.Co. | 321·7 | 50·0 | 21·6 | S.Frncisco Utd.States | T.3Cy.19¾″,31½″&54½″–36″ | 24 ″ 9 | | R |
| 217449 | Pcmt) *Fitted for oil fuel* | | 2750 | 9,20 | | | | 2mo | | | P37′B82′F31′ | | | *WB* | 354NHP | | | † |
| KESD | D.F. Sub.Sig. 1*Dk* | | 2025 | ✠ | | | | | | | | | | | Pusey&JonesCo.Wil.Del. | | | |
| 75449 | **Hamm** (*ex*Hannover) | | 5874 | ... | Ham | | | 1921 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie) | 449·4 | 58·2 | 26·9 | Hamburg German | 4 Steam Turbines SR | 29 ″ 6 | | G |
| | *ss*Ham.No.2–30 | | 5389 | 6,33 | | | | 4mo | | | P&B366′F59′ | | | 9*BHptCem* | geared to 1 Sc. Shaft | | | † |
| DHKA | 2*Dks*(*Stl*)3*rd dk* | | 3556 | | | | | | | | | FK | | *pt Asp* | 882NHP | | | |
| | D.F. *Well deck* *in*No.1*hold* | | | | | | | | | *CellDB* | 389′1560*t* | *FPT*60*t* | | | 4SB,*12cf*,GS268,HS12272 Blohm&Voss,Hamburg | | | |
| 75450 | **Hammaren** TwinSc | | *3220* | ✠100A1 | Got | *w* | CL | 1930 | A/B Götaverken Gothenburg | Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*) | 354·1 | 50·1 | 21·7 | Gothenbrg | Oil Engines 4S.C.SA | 25 ″ 6 | | |
| 7594 | *Oil Eng.* *ss*Got.No.2–38 | | *2743* | *withfreeboard* | Bom | | P2,38 | 2mo | | | 361·8(O.L.) | FK | | Swedish | 12Cy.21⅞″–39⅜″ 543NHP | s 2 ″ 2 | | |
| SHKN | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | *1781* | 9,40 ~~6,30~~ | | | SN6,39 | *Lloyd's* | | *CellDB*290′841*tT* | *anks in way of* | | | 7*BHptCem* | *Coll to Shdk* | 23 ″ 5½ | | |
| | D.F. E.S.D. *CruiserStern* | | | ✠LMC CS2,38 9,39 | | | | *A&CP* | | *tunnel*88*tF* | *PT*141*tAPT*122*t* | | | *Coll to Shdk* | 6 ,, 2nd,,) | | | |
| | *Strengthened for Navigation in Ice* | | | | | | | | | | | | | | A/B Götaverken,Got. | | | |
| 75451 | **Hammarland** (*ex*JurkoTopić–37, | | 3875 | ✠100A1 | Sch | *w* | CL | 1911 | JLThompson&Sons,Ld Sunderland | CurtMattson RederiA/B(Curt Mattson,*Mgr.*) | 363·7 | 50·2 | 23·6 | Helsingfrs Finnish | T.3Cy.24⅝″,40″&66′–45″ | 25 ″ 11 | | |
| | *ex*Wien–36, *ss*Spt.2ndNo.3–5,37 | | 3440 | 1,10 | | | 4,39 | 11mc | | | 348·3 | | | | 180lb (*s*) 305NHP | s 4 ″ 5½ | | |
| OFBK | *ex*Jurko 1*Dk*(*pt Irn pt Stl*)&*Web frames* | | 2350 | ✠LMC1,37 | | | | *Lloyd's* | | *CellDBa* | P23′B94′F33 | FK | | 6*BHCem* | NDB17*refitted*37 | 21 ″ 8 | | |
| | Topic–34, *Longitudinal framing* | | | ✠NB(s)1,19 ~~BS8,30~~ BS1,41 | | | | *A&CP* | | | 125′*uE*&*B*38′*f*143′ | | | 895*tAPT*25*t* | 2SB,*4pf*,*3cf*,GS132,HS4553 | | | |
| | *ex*Cento) *Cargo battens not fitted* | | | | | | | | | | | | | | J.Dickinson&Sons,Ld.Sld | | | |
| 75452 | **Hammershus** (P) | | 1775 | | | | | 1936 | Akt.Burmeistr&Wain Copenhagen | A/S Dampskslsk paa Bornholm af 1866(Thorkil Lund,*Mgr.*) | 250·8 | 40·1 | 12·9 | Rönne Danish | Oil Engines 2S.C.SA | | | V |
| | *Oil Eng.* | | | | | | | | | | F42′ | | | *WB* | 6Cy.19⅛″–35$_{16}$″ 405NHP | | | |
| OYSH | D.F. *CruiserStern* 2*Dks* | | 1078 | | | | | | | | | | | | Akt.Burmeistr&Wain,Cpn | | | |
| 75453 | **Hammonia** (*ex*ClaraBlumenfeld–38, | | 2543 | ✠ | Ham | *s* | | 1910 | WoodSkinner&Co.Ld. Newcastle | Norddeutsche Kohlen-und Cokes-WerkeA.G. | 304·4 | 42·2 | 18·7 | Hamburg German | T.3Cy.21½″,35″&58″–39″ | 20 ″ 11 | | |
| | *ex*Marsden) *ss*Ham.2ndNo.3–2,35 | | 1970 | 5,38 | | | | 10mo | | | Q116′Bon*Q.dk*55′ | | | *Cem* | 254NHP | | | |
| DHEB | *Well deck* | | 1467 | ✠ | | | | | | | F31′ | FK | | | 2SB,*6cf*,GS117,HS4274 | | | |
| | | | | | | | | | | *Intermediate BH in fore* | *hold dispensed with* | | | *4BH only* | N.E.MarineEngCoLdNwc | | | |
| | 1*Dk*(*pt Irn&pt Stl*) | | | | | | | | | | *CellDBa*92′*uE*&*B*41′*f*121′ | | | 631*tFPT*128*tAPT*185*t* | | | | |
| 75454 | **Hamonic** (P) | | 5265 | | | | | 1909 | Collingw'd S.B.Co.Ld. Collingwood | CanadaSteamship Lines,Ld. | 349·7 | 50·0 | 32·0 | Collingw'd British | Q.4Cy.24″,35″,52″&80″–42″ | | | R |
| 122583 | | | 5053 | | | | | | | | | | | | 415NHP | | | |
| VGRQ | D.F. *Mchy.Aft* 4*Dks* | | 3295 | | | | | | | | | | | *WB* | CollingwoodS.B.Co.Ld. | | | |
| 75455 | **Hampden** | | 4725 | ✠100A1 | NYk | *x* | CL | 1914 | New York S.B.Co. Camden,N.J. A&CP | CoastwiseTransportationCorp. | 369·0 | 50·1 | 28·0 | Prtlnd,Me. Utd.States | T.3Cy.24½″,38½″&67″–45″(*r*) | 32 ″ 0 | | |
| 211888 | *ss*N.Yk.2ndNo.3–9,39 | | 4108 | ~~5,40 7,10~~ 5,41 ~~Bow~~ | | | N8,39 | 1mo | | | | | | | 185lb 357NHP | | | |
| WXUI | *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* | | 2779 | | | | | | | | P80′B18′F34′ | FK | | 8*BHCem* | 2SB,*8cf*,GS204,HS5838 | | | |
| | GyC. *Cargo battens not fitted* | | | ~~BS8,30~~ ✠LMC6,38 ~~BS7,40~~ 5,41 | | | | | | *CellDBuE*&*B*43′*f*265′16 | 36*tMT*4′294*tFPT* | | | 300*tAPT*86*t* | NewYorkSBCo.Camdn.NJ | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage: Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Dates of Transf. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75456 164317 MMFM | **Hampshire Coast** *Mchy. Aft* Wireless D.F. | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 485 366 257 | ✠100A1 12,40~~11,38~~ ✠LMC3,37 | Lon Bkn | *g* | OG ~~10,37~~ 11,40 | 1937 3mo *Lloyd's* | N.V. Industrieele Maats. "De Noord" Alblasserdam *sA&CP* | CoastLines, Ld. *Cell DB* 1 | 163·8 (O.L.) 169·1 Q43'F23' 09'141*t FPT* | 26·4 *27·5* FK 56' *AP* | 10·0 *T* 12*t* | Liverpool British *3 BHpt Cem* *pt Asp* | Oil Engines 4S.C.SA 8Cy.11"–17½" 94NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz | 11 ″ 10 s 1 ″ 1¾ 10 ″ 9 | |
| 75457 163542 GYBL | **Hampton Ferry** Ⓟ **TwinSc** (*Train Ferry*) E.S.D. | 1 *Dk* & 2nd dk at ends *Cruiser Stern* | 2839 2014 1044 | ✠ ... 11,35 ✠ | Sou | | | 1934 11mo *Cell* | Swan, Hunter & Wigham Richardson, Ld Newcastle *l DB* u *E* 34'58*t* | Southern Railway *DT f* 18'180*t Wing t* | 346·8 62·3 B&F319' *anks abreast ER* 44' | 60·7 FK | 18·2 *T* 12*t* | London British *8 BHpt Cem* *pt Asp* 376*t APT* 63*t* | 4 Steam Turbines SR geared to 2 Sc. Shafts 4 WTB, GS 248, HS 9416 Parsons Marine Steam Turbine Co. Ld. Nwc. | 20 ″ 0 | |
| 75458 219118 KJLY | **Hampton Roads** (*ex* Lake Galien) *Fitted for oil fuel* 1 *Dk* 2 tr *B* | | 2689 2329 1667 | ✠ ... 9,20 ✠ | | | | 1920 3mo | Manitowoc S.B.Co. Manitowoc | Polar S.S. Corp. | 253·5 P25'B65'F26' *WB* | 43·9 FK | 25·9 | Wilmgton (Del.) Utd. States | T.3Cy.21″,35″&59″–42″ 326NHP Nordberg Mfg. Co. M'lw'kee | 28 ″ 5 | R † |
| 75459 9999 JBTB | **Hanasaki Maru** Ⓟ (*ex* Gisla) 1 *Dk* (*Stl*) & *Spar dk* (*Stl*–ws) Wireless *& deep framing* | | 1464 1348 879 | ✠ 5,07 ✠ | Yka | *p* | | 1905 12mo *Cell* | Fevigs Jernskibsbyg Fevig | Nippon Yusen K.K. *DBa* 61' *uE* 19' *f* 88' | 235·0 B64' *304t APT* 15*t* | 35·2 21·6 FK | 14·5 | Tokyo Japanese *4 BHCem* | T.3Cy.16⅞″,28″&48″–33″ 176NHP 1SB, *3cf*, GS 59, HS 2417 Richardsons, Westgarth & Co. Ld. Mdb. | 22 ″ 9 | |
| 75460 DHKB | **Hanau** *ss* Ham. No. 2–29 2 *Dks* (*Stl*) 3rd dk in No. 1 hold D.F. *Well deck* | | 5892 5389 3597 | ... 6,33 | Ham | | | 1921 6mo | Blohm & Voss Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham. Amr. Linie) *Cell DB* 389'1560*t* | 450·0 P&B366'F59' *FPT* 60*t APT* 11*t* | 58·2 FK | 27·0 | Hamburg German *8 BHpt Cem* *pt Asp* | 4 Steam Turbines SR geared to 1 Sc. Shaft 882NHP 4SB, *12cf*, GS 268, HS 12272 Blohm & Voss, Hamburg | 29 ″ 6 | G † |
| 75461 4627 SKTG | **Hanesström IV** (*ex* Astriana–34, 3 Mst *ex* Inga, *ex* Fermia) *Mchy. Aft* | *ss* Bgn. 2nd No. 3–5, 33 *ss* Got. No. 1–37 1 *Dk* (*Stl*) | 522 417 274 | ✠100A1 5,40 ~~4,39~~ ~~BS11,38~~ 5,40 ✠LMC 10,37 | Got | *i* | OG ~~2,37~~ 5,40 | 1906 8mo | Eriksbergs M.V. Aktieb. Gothenburg A&CP | A/B Götaelfdals Tegelbruk (G. Ryding, *Mgr.*) *Cell DBf* 106' 166*t FPT* | 166·5 P54'H28*t*F22' *29t APT* 23*t* | 28·2 FK | 12·0 | Göta Swedish *3 BHCem* | T.3Cy.13¾″,22″&36″–24″ (*s*) 180lb *75lb* 65NHP 1SB, *2cf*, GS 36, HS 959 Eriksberg M.V. Aktieb. Got | 13 ″ 10 s 1 ″ 2 12 ″ 9 | |
| 75462 4965 SEKO | **Hanesström V** (*ex* Godhem–34) *Mchy. Aft* | 1 *Dk* | *515* *390* *251* | | | | | 1908 | Gøteborgs Nya M.V.A.B Gothenburg | A/B Götaelfdals Tegelbruk (G. Ryding, *Mgr.*) | 160·7 P50'H48*t*F23' *WB* | 27·5 | 11·1 | Göta Swedish | T.3Cy.13⅜″,22¼″&37⅜″–23½″ 68NHP Göteborgs Nya. M.V. Got. | | V |
| 75463 | **Hang Cheong** Ⓟ **TwinSc** | 2 *Dks* | *1086* *765* *666* | | | | | 1923 | Taikoo Dkyd. & E. Co. Ld Hongkong | Tung Yick S.S. Co. Ld. | 178·1 | 35·5 | 10·7 | Macau Portuguese *WB* | T.6Cy.10″,16″&26″–18″ 57NHP Taikoo Dkyd. & Eng. Co. Ld. | | |
| 75464 ~~11477~~ VPDZ | **Hang Sang** Now "Taiposhan," *see letter T. No. 84353* Sub.Sig. | 1 *Dk* (*Stl*) & *Spar dk* (*Stl–pt* teak s) & *deep framing* | 2143 2010 1356 | ✠ 10,01 ✠ | Gls | *s* | | 1901 10mo | Lon. & Gls. Co. Ld. Glasgow | Pang Kwok Sui *Cell DBa* 84 *f* 108'285*t* | 290·3 B60'F36' *DT a* 20'358*t FPT* | 42·0 22·5 FK | 15·5 | Hong Kong British *5 BHCem* *25t APT* 22*t* | T.3Cy.21″,34″&56″–42″ NB22 224NHP 1SB, *4cf*, GS 71, HS 2868 London & Glas. Co. Ld. Gls. | 25 ″ 0 | |
| 75465 25454 JNND | **Hankow Maru** *ss* Kob. No. 3–3, 32 *ss* Kob. No. 2–10 ~~*ss* Yka. No. 1–37~~ 1 *Dk* (*Stl*) & *Awng dk* (*Stl*) | | 4105 3613 2518 | ✠100A1 *Awng dk* *with freeboard* 9,40~~8,39~~ ✠LMC~~8,39~~ 9,40 | Osa Kob | *v* | OG ~~6,38~~ 9,40 | 1919 6mo *Lloyd's* | Kawasaki Dkyd. Co. Ld. Kobe *sA&CP* | Yamashita Kisen K.K. *Cell DB* 294'778*t F* | 345·0 P29'B74'F41' *on Awng dk* *PT* 62*t APT* 31*t* | 48·0 FK | 30·0 | Kobe Japanese *Cem* *6 BHto A dk* | T.3Cy.23½″,39″&65″–48″ (*s*) 200lb 356NHP 2SB, *6cf*, GS 121, HS 4610 FD Kawasaki Dkyd Co Ld. Kobe | 30 ″ 0 s 6 ″ 1¼ 24 ″ 2 | |
| 75466 220936 KDIF | **Hanley** *Fitted for oil fuel* D.F. GyC. 1 *Dk & Shelter dk* Sub.Sig. *Longitudinal framing* | | 7583 — 4825 | | | | | 1920 | Bethlehem S.B. Corp. Ld. S. Francisco | Weyerhaeuser S.S. Co. | 440·0 | 56·0 | 35·2 | Everett, Wash. Utd. States *WB* | T.3Cy.27″,47″&78″–48″ 421NHP Bethlehem S.B. Corp. Ld. S. Francisco | | R |
| 75467 DJYR | **Hanna** (*ex River Vessel* Chuan Shan, 1 *Dk* *ex* Tah Hsing) | | 1040 — 638 | | | | | 1927 | Hong-chang Eng. & Ship b. Wrks. Shanghai | Dr. A. Nolte, Rudolf Laurenz & Gustav Röhreke | 205·0 | 28·0 | 12·6 | Shanghai German | T.3Cy.12″,24″&36″–35″ 78NHP Kiangnan Dock & Eng. Works, Shanghai | | |
| 75468 DMAK | **Hanna Cords** Sub.Sig. *Cruiser Stern* 1 *Dk* | | 1891 1569 1129 | | | | | 1926 | Akt.Ges. "Neptun" Rostock | Aug. Cords | 266·3 P14'Q87'B108'F31' *WB* | 42·2 | 16·9 | Rostock German | T.3Cy.19 5/16″,31½″&51 3/8″–35 7/16″ 156NHP A.G. "Neptun," Rostock | | G |
| 166/40 75469 7705 SERU | **Hannah** (*ex* Achroite) *Well deck* | *ss* Hul. 3rd. No. 3–7, 33 *ss* Yar. No. 1–38 1 *Dk* (*Stl*) & *Web frames* *Cargo battens not fitted* | *1196* *939* *710* | ✠100A1 6,40~~6,39~~ ✠NB9,25 MS8,37 ✠LMC BS9,39 | Gmh Bry | *n* | CL 6,39 | 1898 8mo | J. Shearer & Son Glasgow A&CP | Rederi A/B Hannah (Stig Gorthon, *Mgr.*) | 230·0 237·8 (O.L.) Q77'B56'F27' BK 8' *Cell DBa* 51'*f* 95' | 34·1 | 14·2 | Hlsngborg Swedish *4 BHCem* *256t FPT* 66*t* | T3Cy.17⅜″27¾″&44⅜″–33″ (*s*) 160lb 126NHP 1SB, *3cf*, GS 63, HS 2400 Muir & Houston, Ld. Gls. | 16 ″ 9 s 1 ″ 1⅜ 16 ″ 4 | |
| 75470 129546 GPZD | **Hannah Moller** (*ex* Hexham–32, *ex* Amphion) | *ss* Syd. No. 3–1, 23 *ss* N.S.W. No. 2–31 1 *Dk* (*Stl*) & *deep framing* | 2931 2785 1835 | ✠ ... 9,33 ✠ | NSW | | | 1911 2mo | Cmpbltwn S.B.Co. Campbeltwn | Moller Line, Ld. (Mollers' Ld. *Mgrs.*) *Cell D* | 331·4 P29'B178'F33' *Ba* 102'*uE* 20'*f* 146' | 45·5 FK | 22·0 *T* 12*t* | Shanghai British *5 BHCem* *686t APT* 95*t* | T.3Cy.24″,40″&65″–42″ 287NHP 2SB, *6cf*, GS 129, HS 4278 D. Rowan & Co. Glasgow | 24 ″ 7 | C † |
| 75471 118913 MCXZ | **Hanne** (*ex* City of Bradford–36) Wireless 1 *Dk* (*Stl*–ws) *lower dk fore & after holds* *deep framing main hold* | *ss* Gms. 2nd No. 3–1, 29 *ss* Bla. No. 2–37 | 1360 967 677 | ✠100A1 4,40 ✠NB12,20 MS3,37 ✠LMC BS3,40 *Fitted for oil* | Cza | *p* | CL 9,37 F.P. a | 1903 9mo *Lloyd's* *above* 1 | Earle's Co. Ld. Hull *sA&CP* 50°F. | Near East Shipping Co. Ld. | 256·5 P61'B75'F39' *DBa* 48'*uE* 21'*f* 114' | 34·5 BK 9' | 15·7 | London British *5 BHCem* *254t APT* 6*t* | T.3Cy.24½″,38″&64″–42″ 180lb (*r*) 356NHP 2SB, *6rf*, GS 132, HS 5152 FD Earle's Co. Ld. Hull | 18 ″ 7 s 1 ″ 9¾ 17 ″ 10½ | |
| 75472 167222 GSSC | **Hannington Court** *Oil Eng.* D.F. 1 *Dk & Shelter dk* *Cruiser Stern* | | 5449 4945 3247 | ✠100A1 *with freeboard* 1,41 ~~2,40~~ ✠LMC 4,39 | Vcr Shl | *a* † | CL | 1939 4mo *Lloyd's* | Wm. Doxford & Sons Ld Sunderland *sA&CP* *Cell DB* 344' | Court Line, Ld. (Haldin & Philipps, Ld. *Mgrs.*) 1257*t MT* 32' 1350*t* | 429·7 447·6 (O.L.) F43' *FPT* 85*t APT* 160*t* | 57·7 FK | 26·5 *T* 12*t* (*Coll to Sh dk* 6 ,, 2nd ,, ) | London British *7 BH* | Oil Engines 2S.C.SA 3Cy.23⅝″–91 5/16″ 2DB *120lb* 516NHP Wm. Doxford & Sons, Ld Sld | 29 ″ 1 s 3 ″ 6½ 25 ″ 9¾ | |
| 75473 DOVB | **Hannover** Ⓟ Now "Sinbad," *see No. 89959 in Supplement* D.F. E.S.D. 2 *Dks* *Cruiser Stern* | | 5537 4397 3243 | | | | | 1939 | Bremer Vulkan Vegesack | Norddeutscher Lloyd | 441·9 P22'B&F405' Upper F38' | 56·3 | 23·1 | Bremen German | Oil Engines 2S.C.DA 7Cy.23 5/8″–43 7/16″ 1357NHP Bremer Vulkan, Vegesack | | G |
| * 75474 ESHL | **Hanonia** (*ex* Hanö–39, *ex* Småland, *ex* Drott, *ex* Alexey Goriainow) *ss* Osc. 3rd No. 3–1, 37 1 *Dk* (*Stl*–ws) *& deep framing* | | 1781 1647 1084 | ✠100A1 7,38 ✠LMC MS1,37 BS12,38 | Gms | *r* | CL 1,37 | 1900 10mo *Cell DBa* 72' | Grngem'th Dockyard Co. Grngemouth A&CP | N. Lopato *uE & B* 34'*f* 104'485*t* | 279·5 269·2 B52'F30' *4 BHCem* *APT* 23*t* | 42·2 FK | 17·1 | Kures-saare Estonian | T.3Cy.19⅝″,33″&53″–36″ (*s*) 160lb 204NHP 2SB, *6cf*, GS 96, HS 3576 Hutson & Sons, Ld. Glasgow | 19 ″ 10 s 3 ″ 2¼ 16 ″ 10 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. On. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté si ce n'est dans le Lt. Durée Cert. Ref Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75475 DHKD | **Hans Arp** ss Ham. No. 1–30 *Well deck* 1 *Dk(Stl)* | | 2645 2393 1507 | ✠ ... 7,35 | Ham | *u* | | 1926 9mo *Compl* | A/S Rödby Havns Jernskibs RödbyHavn *eted by* N.V.H | HeinrichF.C.Arp (S.Ollgaard& Thoersen, *Mgrs.*) | 316·6\|44·0\|21·2 P&B248′F33′ FK *Cell DB*262′545*t FPT* olland, Hendrik-I | Hamburg German | T.3Cy.21½″,33½″&57½″–39½″ 316NHP 3SB,*6cf*,GS109,HS5005 | 23 ″ 6 | G † |
| 75476 OYAB | **Hans Broge** ss Abg. No. 2–31 D.F. 1 *Dk(Stl)* | | 2095 1881 1253 | ✠ 11,35 | Abg | *s* | | 1922 9mo *Compl* | A/S Köge VærftSkibs. &Mask. Kjöge *Inter* | D/S A/S Progress (M.O.Nielsen& Son, *Mgrs.*) *mediate BH in fore* *Cell* | 289·9\|43·1\|19·5 P30′B72′F32′ FK *hold dispensed with DB* 254′ 620*t FPT* | Copnhagn Danish | T.3Cy.22⅞″,34⅛″&57½″–36½″ 228NHP *pt Cem* 2SB,*6cf*,GS108,HS3480 *4 B Honly* | 21 ″ 9 | V † |
| 75477 OZCR | — Ⓟ D.F. *CruiserStern* | *Oil Eng.* 2 *Dks* | 2013 967 1156 | | | | | 1939 | Helsingörs Jernsk& Msk. Elsinore | DetForenede DampskibsSelsk. | 272·9\|43·1\|12·7 F52′ *WB* | Aarhus Danish | Oil Engines 2S.C.SA 9Cy.19½″–35⅞″ 608NHP HelsingörsJernsk.&Mskb. | | V |
| 75478 DHKE | **Hans-Carl** (*ex*Groningen) *Mchy.Aft* 1 *Dk* | | 462 336 220 | | | | | 1918 | Erven Aller Hasselt | L.F.Mathies&Co. | 149·9\|25·0\|11·3 B9′F16′ *WB* | Hamburg German | T.3Cy.10½″,16½″&27½″–18″ 32NHP Mchfbk.Delfshaven,Rot. | | V |
| 75479 DDTZ | **Hans Christophersen** (*ex*Quinta–38) Sub.Sig. 1 *Dk* | | 1599 1263 945 | | | | | 1928 | Flensburgr Schiffsb.Ges. Flensburg | H.W.Christophersen | 262·6\|40·2\|15·3 P16′Q92′B108′ F32′ *WB* | Flensburg German | T.3Cy.15⅞″,25½″&44″–29½″ 105NHP FlensburgerSchiffsb.Ges. | | G |
| 75480 OXYA | **Hans Egede** Ⓟ 3 Mst Wireless D.F. *Mchy.Aft* 2 *Dks* | | 900 723 506 | | | | | 1905 | Akt.Burmeistr& Wain Copenhagen | GrönlandsStyrelse | 184·0\|34·7\|17·8 Q52′F24′ *WB* | Copnhagn Danish | T.3Cy.14½″,23″&40″–33″ 92NHP Akt.Burmeistr&Wain,Cpn | | V |
| 75481 DJXD | **Hans Leonhardt** D.F. E.S.D. 2 *Dks* *CruiserStern* | | 4174 3711 2346 | | | | | 1938 | Neptun-werftRostock G.m.b.H. Rostock | Leonhardt& Blumberg | 399·8\|55·9\|20·7 F36′ *WB* | Hamburg German | C.4Cy.(2)18½″&(2)39½″–39½″ & LP turbine with DR gearing & hydraulic coupling HS4951 367NHP NeptunwerftRostock G.m.b.H.Rostock | | G |
| 75482 OYEB | **Hans Mærsk** ss Rot. No. 3–10,29 D.F. ss Svb. No. 2–38 1 *Dk(Stl)* | | 1930 1745 1136 | ✠ 100A1 7,39 ✠LMC M82,38 BS12,39 | Shl | *r* | CL 7,38 | 1916 8mo *Lloyd's* | A.Vuijk& Zonen,Capelle a/d Ysel *sA&CP* | Dampskibsselsk 1912A|S (A.P.Möller, Copenhagen, *Mgr*) *Cell DB*252′535*t FPT* | 281·3\|40·2\|19·1 292·7(O.L.) P22′B74′F31′ FK *78t APT*82*t* | Kalundbrg Danish | T.3Cy.20″,31½″&53″–36″ (*s*) 180lb *140lb* 187NHP 4*BHCem* 2SB(Spt),*2pf*,*2cf*,GS74, HS2940 G.Clark,Ld.Sunderland | 21 ″ 4 s 3 ″ 0½ 18 ″ 6 | |
| 75483 DJWH | **Hans Rickmers** (*ex*Trelyon–38) ss Fal. No. 3–6,35 D.F. 2 *Dks(Stl)* | | 5226 4760 3129 | ✠ 1,39 | Ham | *y* | | 1919 8mo *Lloyd's* | J Readhead &Sons,Ld. S.Shields | Rickmers RhedereiA.G. *Cell DB* | 399·0\|52·4\|28·1 414·3(O.L.) P49′B117′F39′ FK 345′1085*t FPT*130*t* | Hamburg German | T.3Cy.27⅝″,44″&73″–48″ 513NHP 7*BHCem* 3SB,*9cf*,GS190,HS7563 *APT*205*t* J.Readhead&Sons,Ld S Shl | 31 ″ 0 | |
| 75484 SETG | **Hans Schmidt** (*ex*Albireo–39) ss Rot. No. 3–8,33 ss Rot. No 1–38 2 *Dks(Stl)* D.F. Wireless 1 *Dk* & *Shelter dk* | | 4427 4074 2690 | ✠ 6,39 | Rot | *x* | | 1920 2mo | New Waterway, S.B.Co. Schiedam | HeinrichSchmidt, G.m.b.H. *CellD* | 370·0\|50·1\|26·5 P33′B122′F37′ FK B319′833*t FPT*120*t* | Flensburg German | T.3Cy.26″,42″&70″–48″ 402NHP 6*BHCem* 3SB,*9cf*,GS186,HS6660 *APT*64*t* NewWaterwayS.B.Co. Schiedam | 29 ″ 0 | |
| 75485 DGWD | **Hans Schulte** Twin Sc (*ex*West–38,*ex*Energie–37) 1 *Dk* | | 985 804 534 | | | | | 1920 | F.Schichau Elbing | Schulte&Bruns | 221·2\|33·5\|13·6 Q66′B53′F23′ *WB* | Emden German | T.6Cy.11⅝″,19⅞″&31½″–17⅞″ 83NHP F.Schichau,Elbing | | G |
| 75486 DHAO | **Hansa** Ⓟ Twin Sc 4 Mst (*ex*AlbertBallin–35) *Fitted for oil fuel* *Ref.Mchy.* D.F. *CruiserStern* 5 *Dks* Sub.Sig. E.S.D. GyC. *Corrugated sides* | | 21131 15180 12101 | | | | | 1923 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie) | 645·8\|72·2\|41·9 78·7 P185′B306′F93′ len34 | Hamburg German *WB* | 8 Steam Turbines SR geared to 2 Sc. Shafts NE&B29 Blohm&Voss,Hamburg | | G |
| 75487 DMSK | — (*ex*Ragnar–33,*ex*AntonStub, *ex*Theodora) 1 *Dk* | | 831 587 434 | | | | | 1917 | Burger-houtsMchfbk &Scheeps. Rotterdam | A.L.Busecke | 200·4\|30·2\|15·9 Q124′B12′F20′ *WB* | Wismar German | T3Cy.15¾″,25½″&41⅜″–27½″ 89NHP BurgerhoutsMchfabriek& Scheepswerf,Rotterdam | | G |
| 75488 7922 SETD | — Ⓟ Wireless D.F. 1 *Dk* | | *762* *455* *363* | | | | | 1925 | Schiffsw.v. H.KochA.G. Lübeck | HallandsÅngbåts A/B(HarryTrapp, *Mgr.*) | 191·9\|29·4\|12·5 P&B102′F33′H95*t* | Gothenbrg Swedish *WB* | T.3Cy.16½″,26¾″&43⅝″–29½″ 102NHP LübeckerMsch.GesLübeck | | V |
| 75489 3542 SETG | — Ⓟ Wireless 1 *Dk* & *Shelter dk* | | 563 255 406 | | | | | 1899 | W.Lind-bergsAktieb. Stockholm | Ångf.Aktieb.Gotland(CarlE. Ekman, *Mgr.*) | 157·2\|25·8\|11·4 H70*t* len04 18·4 | Visby Swedish *WB* | T.3Cy.15″,24″&39″–26″ 77NHP W.LindbergsAktieb.Skm. | | |
| 75490 HPFK | **Hanseat** *Oil Eng.* ss Ham. No. 2–38 *Mchy.Aft* 1 *Dk(Stl)* & *Web frames* Sub.Sig. *CruiserStern* D.F. E.S.D. GyC. *Longitudinal framing* | | ~~7932~~ ~~7220~~ ~~4712~~ *8241* *7593* *4614* | ✠ 100A1 ~~12,39~~ 10,40 ✠LMC CS1,38 DBS ~~12,39~~ 10,40 12,393, 41 *Carrying Petroleum in* 12 *Rectangular comp* and 5 pairs of *Round* | NYk | *c*† | CL. ~~1,38~~ 10,40 *bulk* *artments* *Tanks of* | 1929 12mo *Lloyd's* *small* | Deutsche Sch.-u.Mschb-A.G.Vulcan Hamburg *sA&CP* *diameter* | PanamaTransportCo. *Cell DB*325′1500*t* | 442·0\|64·2\|32·3 461·5(O.L.) P114′B36′F38′ FK *DTf*37′275*t FPT*16 | Panama Pnamanian 13*BHptAsp* | Oil Engines 2S.C.SA 7Cy.28¾″–47½″ 983NHP Water Tube DR*250lb* DB*86lb* DeutscheSch.u.MschbA.G. *9t APT*101*t* | 35 ″ 3 s 6 ″ 11½ 28 ″ 5½ | |
| 75491 DATI | **Hansestadt Danzig** Ⓟ Twin Sc *Oil Eng.* Sub.Sig. 2 *Dks* D.F. E.S.D. GyC. *CruiserStern* | | 2431 1662 1303 | | | | | 1926 | Vulcan-Werke,A.G Stettin | Reichsverkehrs-ministerimn (Norddeutscher Lloyd, *Mgrs.*) | 296·8\|38·3\|19·1 B&F288′ len33 *WB* | Stettin German | Oil Engines 4S.C.SA 20Cy.20½″–23½″ 814NHP Vulcan-Werke,A.GStettin | | G |
| 75492 DRBH | **Hansestadt Lübeck** (*ex*Lübeck–37) 1 *Dk* | | 1704 1365 1007 | | | | | 1925 | Schiffsw.v. H.KochA.G. Lübeck | LübeckLinieA.G. | 261·4\|40·7\|16·0 F14′Q83′B61′F31′ *WB* | Lübeck German | T.3Cy.18½″,29½″&47½″–31½″ 125NHP LübeckerMaschb.Ges. | | G |
| 75493 LEAL | **Hansi** (*ex*Otranto) Wireless D.F. 1 *Dk* | | 1028 815 571 | | | | | 1921 | Verein. Elbe u.Norderwerft A.-G. Boizenburg | D/S A/S Forto (L.Erichsen, *Mgr.*) | 221·4\|34·6\|13·4 Q67*t*H83*t*F41*t* | Bergen Norwegian *WB* | T.3Cy.17⅜″,27½″&45⅞″–27½″ 109NHP A.BorsigG.m.b.H.Berlin-Tegel | | N |

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L. R. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75494 44571 JFNM | **Hansin Maru No. 1** | | 678 — 267 | | | | | | ..... | HansinTikkoK.K. | 190·0 | 36·0 | 13·0 | Osaka Japanese | | | |
| 75495 131803 GPBL | **Hantonia** (P) *Cruiser Stern* E.S.D. Wireless Sub.Sig. | TwinSc 2*Dks* | 1560 957 662 | | | | | 1911 | Fairfield Co.Ld. Glasgow | SouthernRailway | 290·3 P46′B160′F48′ | 36·1 | 15·3 | S'thamptn British *WB* | 2 Sets SR geared Steam Turbines FairfieldCo.Ld.Glasgow | | BT till 3,41 |
| 75496 172774 VRFD | **Hanyang** (P) D.F. | 2*Dks* | 2876 2348 1654 | | | | | 1940 | Taikoo D.&E.Co.of H.Kg.Ld. HongKong | ChinaNav.Co.Ld. | 299·7 P37′B88′F39′ | 44·2 | 23·1 *WB* | HongKong British TaikooD.&E.Co. | T.3Cy.20″,32″&53″–39″ 175NHP ofH.Kg.Ld.H.Kg. | | |
| 75497 DHKJ | **Haparanda** Wireless D.F. | 1*Dk* | 999 708 533 | | | | | 1903 | Schiffsw.v. HenryKoch Lübeck | H.M.Gehrckens | 210·6 Q62′B62′F28′ | 32·5 | 12·8 *WB* | Hamburg German J.F.Ahrens,Altona | T.3Cy.17¾″,29½″&47½″–33½″ 130NHP | | G |
| 75498 114941 VQSF | **Har Zion** (P) (*ex*Risveglio–35, *ex*Nickerie–32, *ex*St.Jan) *Well deck* *ss*Ant No.1–40 | *ss*Ist.2ndNo.3–7,35 D.F. 2*Dks* *Cargo battens not fitted* | 2508 1760 1539 | †100A– 4,10 ~~2,38~~ ~~BS1,30~~ *Fitted for oil fuel* | Ist Ant 4,40 LMC7,37 | CL 12,39 | 1907 6mo | Akt.Burmeistr&Wain Copenhagen | PalestineMaritime Lloyd,Ld. *CellDBa84′uE22′f140·435t* F. | 310·8 P&B213′F33′ FK *FP ve150°* | 40·7 | 18·8 *5BHCem T20t APT5t* | Famag'sta British (r) 281NHP | T.3Cy.21½″,34½″&60″–39″ 180lb 2BS,6*cf*,GS126,HS4840 FD Akt.Burmeistr&Wain,Cpn | 21 ″ 9 s2 ″ 0¼ 21 ″ 9 | |
| 75499 29791 JSUA | **Harada Maru** (P) (*ex*Bharata) 3*Dks*(1*Stl*-ws&*UStl*-teak s) *Ref.Mchy.* | | 4109 3244 2002 | † 1,03 | Grk | *x* | | 1903 1mo | Scotts'S.B. &Eng.Co.Ld. Greenock | ToaKaiunK.K. *CellDBa94′ uE&B94′f142·603t* | 373·5 P75′B130′F84′ FK&BK1″ *DTf22′513t* | 45·2 | 26·3 *6BHCem 80t APT24t* | Kobe Japanese | T.3Cy.33″,55″&88″–54″ 870NHP 5SB,*15cf*,GS330,HS13515 Scotts'S.B.&EngCoLdGrk | 29 ″ 6 | |
| 75500 25469 JJIC | **Harada Maru No. 7** (P) Wireless | 1*Dk* | 1269 1015 852 | | | | | 1919 | Harada Zosensho Osaka | HaradaKisenK.K. *Lloyd's* | 224·8 B54′F25′ *WB* | 31·5 | 19·0 | Amagasaki Japanese | T.3Cy.14¼″,24 1/16″&39 1/16″–27″ 79NHP HaradaZosensho,Osaka | | |
| 75501 167435 GLBP | **Harald** *ss*Cpn.2ndNo.3–2,29 *ss*Cpn.No.2–37 | 1*Dk*(*Irn*)& *deep framing* | 1970 1717 1207 | †100A1 10,38 BS10,38 | Cpn †LMC12,37 | *r* | CL 12,37 | 1903 6mo | W.Gray& Co.Ld. WHartlepool *Lloyd's* | Ministry of Shipping(Stott,Mann& Fleming,Ld.*Mgrs*) *A&CP* | 280·5 P24′B69′F29′ FK *CellDBa88′uE20′f118′* | 40·3 | 18·4 *541t APT28t* | London British | T.3Cy.21″,33″&56″–36″ (*s*) 160lb 194NHP 2SB,*4rf*,GS62,HS3008 Cen.Mar.Eng.Wrks.WHpl | 20 ″ 6 s 2 ″ 11¼ 17 ″ 9 | |
| 75502 DHKL | — Sub.Sig. | 1*Dk* | 1064 883 612 | Surveys delayed | | | | 1921 | Schiffsw(v. J.&Sch)A.G. Hamburg | BismarkLinie | 215·6 Q70′B59′F26′ | 34·1 | 14·1 *WB* | Hamburg German Hannover- ischeMschA.G.Hannover | T3Cy18½″,29½″&47 5/16″–33 7/16″ 130NHP | | G |
| 75503 DMBE | **Harald Schröder** (*ex*Warnow–37, *ex*Trost,*ex*SpicaII, *ex*Import,*ex*Fusilier) *Well deck* | *ss*Bly.No.3–6,17 *ss*Bgn.No.1–21 1*Dk*2*trB* | 922 749 551 | † ... 7,25 | | | | 1900 11mo | J.P.Rennoldsn&Sons SouthShields | RichardSchröder | 206·2 Q100′B21′F20′ FK | 32·2 | 14·3 *WB* | Rostock German J.P.Rennoldsn&Sns,S.Shl. | T.3Cy.17½″,28″&47″–33″ 138NHP | 16 ″ 7 | N † |
| 75504 LCBA | **Haraldsvang** (*ex*ThomasHaaland) | 1*Dk* | 3112 2823 1865 | † ... 5,24 | | | | 1920 3mo | Craig,Taylor&Co.Ld. Stockton | Skibs.A/S Corona (H.M.Wrangell& Co.A/S,*Mgrs.*) | 325·3 P91*t*H158*t* FK | 48·0 | 22·4 *WB* | Haugesnd Norwegian N.E.MarineEng.Co.Ld.Sld | T.3Cy.24″,39″&64″–42″ 324NHP | 24 ″ 3 | N † |
| 75505 161432 GMXJ | **Harberton** *ss*Shl.No.2–38 D.F. | 1*Dk*(*Stl*) | 4585 4215 2728 | †100A1 ~~4,41~~ ~~1,40~~ 7,41 ~~BS1,40~~ 1,41 | Hul ~~Npt~~ Liv LMC11,38 | *z* | CL 1,40 | 1930 6mo | Short Bros. Ld. Sunderland *Lloyd's* | NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *A&CP* *CellDB* | 400·0 P35′B261′F33′ FK 349′1370*t FPT144t* | 54·5 | 24·3 *6BHCem APT180t* | London British 2SB(Spt)&1AuxB,*9cf*, GS186, G.Clark,Ld.Sunderland | T.3Cy.25″,41″&68″–45″ (*r*) 180lb HS7551 417NHP 2SB(Spt)&1AuxB,*9cf*, GS186, G.Clark,Ld.Sunderland | 27 ″ 6½ s 3 ″ 8 24 ″ 1 | |
| 75506 17691 JHBD | **Harbin Maru** (P) *ss*Kob.No.3–5,27 *ss*Osa.No.2–35 D.F. 1*Dk*(*Stl*) *Shelter dk*(*Stl*-ws) &2*nd Dk*(*Stl*) *in No.1 hold* | TwinSc | 5167 4102 3103 | † ... 6,38 | Osa | *y* | | 1915 1mo | Kawasaki Dkyd.Co.Ld. Kobe | ~~KitaNippon~~ ~~KisenK.K.~~ NipponkaiKisen K.K. *CellDBa102′u E&* | 400·0 B170′F47′*on Shelter dk* *B61′f174′686t FPT* | 50·0 | 27·6 FK *52t APT50t* | ~~Osaka~~ Tokyo Japanese | T.6Cy.21″,35″&59″–48″ HS9219 659NHP 4SB(Spt),*12cf*,GS242 KawasakiDkydCoLdKobe | 30 ″ 0 | |
| 75507 163338 MBDJ | **Harbledown** *ss*Shl.No.1–37 D.F. 1*Dk*(*Stl*) *Cruiser Stern* | | 5414 4948 3207 | †100A1 ~~7,40~~ ~~10,30~~ BS5,30 2,40 | Syd Clf LMC5,37 | *a*† | CL 8,38 | 1933 5mo | Lithgows Ld. PortGlasgow *Lloyd's* | NationalS.S.Co.Ld (J.&C.Harrison Ld.*Mgrs.*) *A&CP* *Cell DBa&uE160′f* | 428·0 443·3(O.L.) P41′B270′F38′ FK 189′1409*t FPT167t* | 56·2 | 26·0 *7BHCem APT240t* | London British | T.3Cy.23½″,39″&72″–48″ (*r*) & exhaust turbine driving steam compressor 544NHP 220lb GS152, HS6850 2SB(Spt)&AuxB,*9cf*, FD D.Rowan&Co.Ld.Gls. | 28 ″ 9 s 4 ″ 2 24 ″ 9¾ | |
| 75508 LDIT | **Harboe Jensen** D.F. | TwinSc *OilEng.* 2*Dks* | 1862 1575 1071 | | | | | 1929 | A/B Götaverken Gothenburg | D/S A/S Bananfart (L.Harboe-Jensen &Co.*Mgrs.*) | 269·3 P44*t*B148*t*F24*t* H49*t* *WB* | 37·7 | 21·9 | Oslo Norwegian | Oil Engines 4S.C.SA 12Cy.19 1/16″–35 7/16″ 455NHP A/B Götaverken,Got. | | N |
| 75509 162745 GTWR | **Harborough** ~~*ss*Shl.No.2–41~~ ~~*ss*Nwc.No.1–37~~ D.F. 1*Dk*(*Stl*) *Cruiser Stern* | | 5415 4948 3205 | †100A1 ~~6,30~~ ~~10,30~~ 5,41 ~~BS10,39~~ | Shi ~~Hul~~ Shl LMC4,37 5,41 | *a*† ~~1,38~~ 3,41 | CL 8mo | 1932 Lithgows Ld. PortGlasgow *Lloyd's* | WillisS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *A&CP* *CellDBa&uE160′f* | 428·0 445·0(O.L.) P41′B270′F38′ FK 189′1409*t FPT167t* | 56·2 | 26·0 *7BHCem APT240t* | London British 2SB(Spt)&1AuxB,*9cf*, GS157 D.Rowan&Co.Ld.Gls. | T.3Cy.23½″,39″&68″–48″ (*r*) 220lb HS6850 FD 481NHP 2SB(Spt)&1AuxB,*9cf*, GS157 D.Rowan&Co.Ld.Gls. | 28 ″ 9 s 4 ″ 2 24 ″ 9¾ | |
| 75510 163399 GWQP | **Harbury** *ss*Shl.No.1–37 D.F. 1*Dk*(*Stl*) *Cruiser Stern* | | 5081 4530 3033 | †100A1 6,40 ~~9,30~~ BS2,40 | Bal Mdb LMC4,37 | *z* | CL ~~4,37~~ 6,40 | 1933 10mo | Lithgows Ld. PortGlasgow *Lloyd's* | NationalS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *A&CP* *CellD* | 418·0 433·5(O.L.) P39′B276′F34′ FK *B353′1336t FPT140t* | 56·2 | 24·6 *7BHCem APT212t* | London British | T.3Cy.22½″,36″&65″–48″ (*r*) 220lb HS6348 444NHP 2SB(Spt)&AuxSB,*9cf*, GS145 D.Rowan&Co.Ld.Gls. | 27 ″ 3 s 3 ″ 6½ 23 ″ 11¾ | |
| 75511 163410 GWNY | **Harcalo** *ss*Shl.No.1–38 D.F. 1*Dk*(*Stl*) *Cruiser Stern* | | 5031 4530 3033 | †100A1 4,40 BS1,40 | Mdb LMC1,38 | *z* | CL 4,40 | 1933 11mo | Lithgows Ld. Port Glasgow *Lloyd's* | NationalS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *A&CP* *CellDB* | 418·0 432·4(O.L.) P38′B276′F34′ FK *B353′1336t FPT140t* | 56·2 | 24·6 *7BHCem APT212t* | London British 2SB(Spt)&1AuxB,*9cf*, GS145 D.Rowan&Co.Ld.Gls. | T.3Cy.22½″,39″&65″–48″ (*r*) 220lb HS6348 444NHP 2SB(Spt)&1AuxB,*9cf*, GS145 D.Rowan&Co.Ld.Gls. | 27 ″ 3 s 3 ″ 6½ 23 ″ 11¾ | |
| 75512 LCNI | **Hardanger** *Fitted for oil fuel* 1*Dk*& *Shelter dk* | | 4000 3625 2485 | | | | | 1924 | Lithgows Ld. PortGlasgow | Westfal-Larsen& Co.A/S | 375·3 P104*t*H241*t*F30*t* | 52·3 | 23·9 | Bergen Norwegian *WB* | T.3Cy.26″,42″&70″–48″ 339NHP J.G.Kincaid&Co.Ld.Grk. | | N |
| 75513 LEAP | **Hardangerfjord** (P) (*ex*KongCarl) | Iron 2*Dks* | 664 633 382 | | | | | 1868 | C.Mitchell &Co. Newcastle | Hardanger-Sunnhordlandske Dampskibsselskab | 170·2 H19*t* | 25·2 | 21·0 | Bergen Norwegian *WB* | T.3Cy.14½″,23½″&38″–27″ NE&B05 61NHP BergenMek.Værks.Bergen | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Matériaux, Gréement, etc. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Survelliance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Marque assignée maintenant ou après expiration. Lettre d'Equipement. | 7 Date de la dernière visite de survie. Lettre de poste-allège. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Lettres où cela, si on l'est dans le Livre Durée Cert. Rad Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75514 163310 GTWV | **Hardingham** *ex*Shl.No.1–37 1 *Dk(Stl)* D.F. *Cruiser Stern* | | 5415 4948 3208 | ✠100A1 ~~5,40 9,30~~ BS9,39 | Shl Mdb ✠LMC2,37 | *a*† | CL 2,39 | 1933 2mo | Lithgows Ld. PortGlasgow *Lloyd's* | WillisS.S.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*) *CellDBa§uE160'* | 428·0\|56·2\|26·0 P41'B270'F38' FK *f*189'1409*t FPT* | London British 7*BHCem* 67*tAPT*240*t* | T.3Cy.23½",43"&72"–48" (*r*) & exhaust turbine driving steam compressor 544NHP 220lb GS152,HS6850 FD 2SB(Spt)&1AuxB,*9cf*, D.Rowan&Co.Ld.Gls. | 28 ″ 9 s 4 ″ 2 24 ″ 9½ | |
| 75515 146177 GFQD | **Hardwicke Grange** TwinSc *ss*Lon.No.3–11,33 *ss*Lon.No.1–38 *Ref.Mchy.* 3*Dks(Stl)*& D.F. *Shelter dk(Stl–ws)* *Cruiser Stern* | | 9005 7466 5628 | ✠100A1 *Shelter dk with freeboard* 1,41 ~~12,30~~ ✠LMC MS10,38 ~~BS8,39~~ 7,40 ✠Lloyd'sRMC ~~7,40 12,40~~ ~~12,40 13,30~~ *Fitted for oil fuel* 11,21 *F.P. above* 150° F. | Cff Lon Mch | *c*† CL P6,38 S11,39 | 1921 10mo | W.Hamilton&Co.Ld. PortGlasgow *Lloyd's* | HoulderLine,Ld. (HoulderBrothers &Co.Ld. *Mgrs.*) *CellDB375'1188t FPT* | 430·0\|61·1\|35·7 B257'F41'*on Shelter dk* FK 47*tAPT*132*t* | London British *ptCem* 7*BHtoSh dk* | T6Cy.26¾",42½"&70"–45" (*s*) 200lb 1086NHP 6SB(Spt),*20cf*,GS404, HS16890 FD D.Rowan&Co.Ld.Gls. | 38 ″ 3 s 8 ″ 8½ 29 ″ 9 | |
| 75516 109510 VRCP | **Hareldawins** (*ex*Harelda–39) *Well deck* 2*Dks(UptStl&ptIrn)* Wireless | *ss*Mch.3rdNo.3–11,38 | 1523 1141 912 | ✠100A1 ~~8,40 9,30~~ 10,40 ✠NB8,26 BS8,40 ✠LMC11,38 | HKg | *p* | ~~CL 12,37~~ 8,40 | 1901 8mo | Wigham Richrdsn&Co Ld Newcastle *Lloyd's* | TaiYauS.S.Co.Ld. (MakManSang, *Mgr.*) *CellDB a*67' *f*96'217*t FPT* | 255·0\|33·7\|18·6 266·5(O.L.) P&B143'F26' BK9' 27*tAPT*17*t* | HongKong British 5*BHCem* 16*tAPT*17*t* | T.3Cy.21⅞",33½"&54"–39" 160lb *80lb* (*s*) 197NHP NDB16*fitted*26 2SB,*8cf*,GS98,HS8180 WghmRchrdsn&C.LdNwc | 19 ″ 9 s 1 ″ 8 18 ″ 9½ | |
| 75517 141901 GBQR | **Haresfield** ~~*ss*Cal.No.3–8,40 *ss*Cal.No.3–5,37~~ ~~*ss*Bon.No.2–35~~ *Cargo battens not fitted* 1*Dk(Stl)* | | 5299 4830 3212 | ✠100A1 8,40 ~~8,08~~ 8,40 ~~BS8,39~~ LMC MS11,39 | Cal | *y* | CL N8,39 | 1919 7mo | W.Doxford &Sons,Ld. Sunderland *Lloyd's* | BritishIndiaStm. Nav.Co.Ld. *CellDB* | 400·0\|52·4\|28·5 P49'B113'F38' FK 340'1098*t FPT* 133*t APT*204*t* | Glasgow British 7*BHptCem* | T.3Cy.27",44"&73"–48" 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld. | 31 ″ 0 s 6 ″ 0 25 ″ 3½ | |
| 75518 ESXC | **Harjurand** (*ex*Margot–37, *ex*Tento–34,*ex*Camberway–33, *ex*PerSkogland,*ex*Olesa) 1*Dk* *Mchy.Aft* | | 812 665 415 | | | | | 1919 | Astilleros Cardona,S.A. Barcelona | T.Liimann&others | 187·8\|32·9\|12·8 B12'F25' | Tallinn Estonian *WB* | T.Cy.12",20"&32"–24" 50NHP AlexanderHnos.Barcelona | | V |
| 75519 122580 | **Harland** (P) WoodTwinSc 1*Dk* | | 352 352 217 | | | | | 1908 | NwBurrell JhnsnI.CoLd YrmouthN.S. | ~~SeatonShipping&~~ ~~ContractingCo.Ld.~~ MaritimeTowing &Salvage,Ld. | 113·0\|27·0\| 6·7 | Charlotte-townP.E.I. British | C.4Cy.10"&20"–16" NewBurrell 33RHP JohnsonI.CoLd.Yrmth,NS | | |
| 75520 139632 MDQN | **Harlaw** (*ex*Swift,*ex*DeanSwift, *ex*Swift) *ss*Abn.2nd.No.3–3,35 *ss*Abn.No.1–39 2*Dks(UStl)*& *Shelter dk(Stl–ws)* | | 1141 899 466 | ✠100A1 *Shelter dk with freeboard* 1,41 ~~3,36~~ ✠LMC ~~MS5,35~~ ~~BS8,37~~ 8,40 | Abn MS3,39 | *q* | CL ~~4,40~~ 12,40 | 1911 11mo | Ramage& Ferguson,Ld. Leith *Lloyd's* | AberdeenSteam Nav.Co.Ld. *CellDBa45'uE§B53'f94'* | 244·8\|34·6\|14·2 258·8(O.L.) BK8½' 5*BHCem* 286*tFPT*36*t* | Aberdeen British | T.3Cy.23",37½"&62"–39" (*s*) 180lb 337NHP 2SB,*8cf*,GS148,HS5052 FD Ramage&Fergnsn,Ld.Lth. | 16 ″ 6 s ″ 3½ 16 ″ 11½ | |
| 75521 162738 GTWZ | **Harlesden** *ss*Shl.No.1–37 D.F. 1*Dk(Stl)* *Cruiser Stern* | | 5483 4963 3219 | ✠100A1 5,40 ~~5,30~~ ✠LMC MS5,37 BS8,39 8,40 | Gls Ltn | *a*† | CL 9,38 | 1932 7mo | Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's* | J.&C.Harrison,Ld. *CellDBa§uE164'* | 427·7\|56·3\|26·0 P41'B270'F37' FK *f*196'1347*t FPT*19*t* | London British 7*BHCem* 1*tAPT*252*t* | T.3Cy.23½",40"&68"–48" (*r*) 220lb HS6876 482NHP 2SB(Spt)&1AuxB,*9cf*, GS139 FD N.E.MarineEngCoLd.Nwc | 28 ″ 9 s 4 ″ 2½ 24 ″ 9½ | |
| 75522 163468 | **Harley** (*ex*Hondene–37,*ex*Condor–34) *Mchy.Aft* 1*Dk* | | 400 295 185 | | | | | 1919 | A.deYong Vlaardingen | WatergateSteam ShippingCo.Ld. (R.S.Dalgliesh& R.I.James, *Mgrs.*) | 133·3\|24·1\|11·2 P49'B9'F14' | London British *WB* | T.3Cy.10",16"&27½"–21" 35RHP My.Hera,Ymuiden | | V |
| 75523 163305 GTWS | **Harlingen** *ss*Shl.No.1–37 D.F. 1*Dk(Stl)* *Cruiser Stern* | | 5415 4948 3205 | ✠100A1 ~~7,40 8,30~~ 4,41 BS8,40 ~~5,41~~ ✠LMC8,37 | Shi Gls Npt | *a*† | CL 5,38 | 1933 1mo | Lithgows Ld. PortGlasgow *Lloyd's* | WillisS.S.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*) *CellDBa§uE160'* | 428·0\|56·2\|26·0 443·4(O.L.) P41'B270'F38' FK 0'*f*189'1409*t FPT*1 | London British 7*BHCem* 67*tAPT*240*t* | T.3Cy.23½",39"&72"–48" (*r*) & exhaust Turbine driving steam compressor 544NHP 220lb HS6850 FD 2SB(Spt)&1AuxB,*9cf*, GS152 D.Rowan&Co.Ld.Gls. | 28 ″ 9 s 4 ″ 2 24 ″ 9½ | |
| 75524 | **Harm Fritzen** (*ex*Laleham–39, *ex*DoringtonCourt–37) *ss*Shl.No.2–6,27 *ss*Shl.No.2–36 1*Dk(Stl)*2*tr B* | | *4818* *4546* *3632* | ✠ 4,39 ✠ | Avn | *y* | | 1915 2mo | Richardsn, Duck&Co.Ld Stockton | Johs.Fritzen& Sohn vorm.W. Kunstmann *CellDBa130'uE* | 389·6\|53·4\|26·4 P45'B108'F35' FK 26'*f*165'1091*t FPT* | Stettin German 6*BHCem* 90*tAPT*165*t* | T.3Cy.26",42"&70"–48" HS7167 419NHP 2SB&1AuxSB,*10cf*,GS209 Blair&Co.Ld.Stockton | 28 ″ 10½ | |
| 75525 164536 GYMM | **Harmala** *ss*Shi.No.1–39 D.F. E.S.D. 1*Dk§Shelter dk* *Cruiser Stern* *Tonnage opening closed '41(W.E.)* | | 5730 5027 3382 | ✠100A1 *with freeboard* ~~3,10 10,30~~ 4,41 ✠LMC10,39 *Fitted for oil fuel* 9,35 *F.P. above* 150° F. | Shi Bos | *b*† 2½ | CL 10,39 | 1935 9mo | Lithgows, Ld. PortGlasgow *Lloyd's* | GowlandS.S.Co. Ld.(J.&C. Harrison,Ld. *Mgrs.*) *CellDB FP* | 433·2\|58·2\|26·0 F35' FK 356'1345*t* ( *T174tAPT292t* 6 „ 2nd „) | London British 7*BHptCem* *Coll to Sh dk* | T.3Cy.23½",37½"&68"–48" 220lb (*r*) 475NHP 2SB(Spt)&Aux.B,*9cf*, GS149,HS6706 FD D.Rowan&Co.Ld.Gls. | 38 ″ 4 s 11 ″ 9½ 26 ″ 9½ | |
| 75526 162711 GTWP | **Harmatris** *ss*Shl.No.1–36 D.F. 1*Dk(Stl)* *Cruiser Stern* | | 5395 4931 3230 | ✠100A1 ~~Cff~~ Examined 5,41 Lth BS5,39 8,40 ✠LMC6,36 | | *a*† | CL 8,38 | 1932 5mo | Lithgows Ld. PortGlasgow *Lloyd's* | WillisS.S.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*) *CellDBa§uE158'* | 428·0\|56·2\|26·0 443·2(O.L.) P41'B270'F38' FK *f*189'1397*t FPT*167*t* | London British 7*BHCem* *APT*240*t* | T.3Cy.23½",39"&68"–48" (*r*) 220lb HS6850 FD 481NHP 2SB(Spt)&1AuxB,*9cf*, GS157 D.Rowan&Co.Ld.Gls. | 28 ″ 9 s 4 ″ 2½ 24 ″ 9½ | |
| 75527 161438 GNYD | **Harmattan** *ss*Shl.No.2–38 D.F. 1*Dk(Stl)* | | 4558 4208 2709 | ✠100A1 ~~5,40 4,40~~ 5,41 BS9,40 MS10,38 ✠LMC ~~BS9,39~~ | Cff Swn PNl | *y* | CL ~~12,37~~ 5,41 | 1930 6mo | R.Thompson&Sons,Ld. Sunderland *Lloyd's* | NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDBa§uE146'* | 395·4\|54·5\|24·6 407·8(O.L.) P33'B264'F32' FK *f*180'1162*t FPT*126*t* | London British 6*BHCem* *APT*210*t* | T.3Cy.25",41"&68"–45" (*r*) 180lb 408NHP 2SB(Spt)&1AuxB,*9cf*, GS180,HS7277 N.E.MarineEng.Co.Ld.Sld | 27 ″ 0 s 3 ″ 5½ 23 ″ 8½ | |
| 75528 140657 GCBX | **Harmodius** *ss*Lon.No 3–6,32 *ss*Gls.No.1–37 D.F. E.S.D. 2*Dks(Stl)* | | 5229 4737 3179 | ✠100A1 9,39 BS2,40 ✠LMC12,36 | Avn | *y* | ~~CL 10,37~~ 10,40 | 1919 10mo | Ayrshire Dkyd Co.Ld Irvine *Lloyd's* | Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld.*Mgrs*) *CellDB* | 400·7\|52·3\|28·5 412·5(O.L.) P42'B127'F39' FK 340'1142*t FPT*121*t* | Liverpool British 7*BHptCem* *APT*177*t* | T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Dunsmuir&JacksonLdGls | 31 ″ 0 s 5 ″ 11½ 25 ″ 3½ | |
| 75529 161490 GRFN | **Harmonic** *ss*Shl.No.2–38 D.F. 1*Dk(Stl)* | | 4558 4208 2709 | ✠100A1 ~~11,40 12,30~~ 3,41 ~~BS7,39~~ 9,40 | Shl Mdb Gms ✠LMC7,38 | *y* | CL 12,39 | 1930 8mo | R.Thompson&Sons, Ld. Sunderland *Lloyd's* | NationalSSCo.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDBa§uE146'f* | 395·4\|54·5\|24·6 407·8(O.L.) P33'B264'F32' FK 180'1162*t FPT*126*t* | London British 6*BHCem* *APT*210*t* | T.3Cy.25",41"&68"–45" (*r*) 180lb HS7277 408NHP 2SB(Spt)&1Aux.B,*9cf*, GS180 N.E.MarineEng.Co.Ld.Sld | 27 ″ 0 s 3 ″ 5½ 23 ″ 8½ | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of ✠ or maker's cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75530<br>143610<br>GCKW | **Harmonides**<br>*ss*Gls.No.3–10,32<br>*ss*Grk.No.1–36<br>D.F. E.S.D. 2*Dks*(*Stl*) | 5237<br>4775<br>3098 | ✠100A1<br>6,40 ~~12,80~~<br>~~BS4,39~~ ✠LMC12,37<br>~~2,40~~<br>BS4,40 | Gls<br>Lon | *y* | CL<br>7,39 | 1920<br>1mo<br>*Lloyd's* | Ayrshire DkydCo.Ld. Irvine<br>*sA&CP* | Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld.*Mgrs*)<br>*CellDB* | 400·2\|52·3\|28·5<br>412·5(O.L.)<br>P49'B113'F39' FK<br>340' 1134*t*FPT128*t* | Liverpool<br>British<br>*WB* | T.3Cy.27″,44″&73′-48″ (*s*)<br>&L.P.Turbine with D.R. gearing & hydraulic coupling 180lb 599NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 ″ 0<br>s 5″11½<br>25 ″ 3½ | |
| 75531<br>230548<br>KLFU | **Harmony** TwinSc<br>*OilEng.*<br>*Longitudinal framing* 1*Dk*<br>*Mchy.Aft* *Carrying oil in bulk* | 890<br>—<br>520 | | | | | 1931 | Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md. | GulfOilCorporation | 219·0\|37·0\|13·7<br>P43′ | Phildlphia<br>Utd. States | Oil Engines 4S.C.SA<br>12Cy.12½″–18″ 182NHP<br>ElectricBoatCo.Groton, Conn. | | |
| 75532<br>162538<br>GTQK | **Harpa** TwinSc<br>*OilEng.*<br>E.S.D. *ss*Sng.No.2–39<br>*Mchy.Aft* D.F. 1*Dk*(*Stl*)<br>*Longitudinal framing at bottom & at deck* | 3007<br>2251<br>1630 | ✠100A1<br>9,40 ~~12,80~~<br>✠LMC CS12,39<br>DBS ~~12,30~~ 9,40 ~~11,38~~ 12,39<br>*Carrying Petroleum in bulk* | Sng | *l*<br>2 | CL<br>4,38 | 1931<br>2mo | Hawthorn, Leslie&Co.Ld Newcastle<br>*Lloyd's* | Anglo-Saxon PetroleumCo.Ld. | 305·0\|50·1\|19·2<br>315·8(O.L.)<br>P86'F50' FK<br>*Trunk*169′<br>*CellDB*49′112*t*FPT 11*BHpt*Cem 52*t*APT56*t* | London<br>British | Oil Engines 4S.C.SA<br>12Cy.18⅛″–35⅞″ 380NHP<br>DB*150lb*<br>Hwthrn,Leslie&CoLd.Nwc | 19 ″ 3<br>s 1″9½<br>17 ″ 7½ | |
| 75533<br>164488<br>GYKS | **Harpagon**<br>*ss*Npt.No.1–39<br>D.F. 1*Dk*&*Shelter dk*<br>E.S.D. *Cruiser Stern*<br>*Tonnage opening closed '41* (*W.E.*) | 5719<br>5026<br>3378 | ✠100A1<br>*with freeboard*<br>7,40 ~~8,80~~<br>3,41<br>*Fitted for oil fuel* | Npt<br>Hul<br>✠LMC9,39<br>6,35 | *b*†<br>2⅛<br>*F.P. a* | CL<br>10,38 | 1935<br>6mo<br>*Lloyd's*<br>*bove* 1 | Lithgows Ld. PortGlasgow<br>*sA&CP*<br>50° F. | NationalS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs*.)<br>*CellDB*356′1345*t* | 428·8\|58·2\|26·0<br>F55′ FK<br>*FPT*174*t*APT292*t* | London<br>British<br>(*Coll to Sh dk* 6 ,, 2*nd*,,) | T.3Cy.23½″,37½″&68″–48″<br>220lb (*r*) 475NHP<br>2SB(Spt)&1AuxB,*9cf*,<br>GS149,HS6706 FD<br>D.Rowan&Co.Ld.Gls | 38 ″ 4<br>s11″9¾<br>26 ″ 9¾ | |
| 75534<br>167421<br>GBKK | **Harpagus**<br>D.F. E.S.D. 1*Dk*&*Shelter dk*<br>*Cruiser Stern* | 5173<br>4521<br>2980 | ✠100A1<br>*with freeboard*<br>10,40 ~~4,40~~ ✠LMC4,40<br>*Fitted for oil fuel* | Sld<br>Shl<br>4,40 | *b*†<br>2⅛<br>*F.P. a* | CL<br>4mo<br>*Lloyd's*<br>*bove* 1 | 1940<br>4mo<br>*Lloyd's*<br>*bove* 1 | Bartram& Sons,Ld. Sunderland<br>*sA&CP*<br>50° F. | GowlandS.S.CoLd. (J.&C.Harrison, Ld.*Mgrs*.)<br>*CellDB*365′1497*t* | 437·0\|58·5\|25·0<br>450·8(O.L.)<br>F34′ FK<br>*MT*23′977*t*FPT150*t*APT245*t* | London<br>British<br>(*Coll to Sh dk* 6 ,, 2*nd*,,) | T.3Cy.23½″,38″&66″–45″(*r*)<br>220lb Rht. 470NHP<br>2SB(Spt)&1AuxSB,*9cf*,<br>GS144,HS6940 FD<br>N.E.MarineEng.Co.(1938) Ld.Sld. | 28 ″ 9<br>s 3 ″ 2½<br>25 ″ 9¼ | |
| 75535<br>162707<br>GTWX | **Harpalion**<br>*ss*Shl.No.1–36<br>D.F. 1*Dk*(*Stl*)<br>*Cruiser Stern* | 5486<br>4963<br>3220 | ✠100A1<br>~~Gls~~<br>Examined 6,41 Sws<br>BS4,40 ✠LMC5,36 | | *a*†<br>*Cellular* | CL<br>10,38 | 1932<br>5mo<br>*Lloyd's* | Hawthorn, Leslie&Co.Ld Newcastle<br>*sA&CP* | J.&C.Harrison,Ld.<br>*CellDBa&uE*16 | 427·7\|56·3\|26·0<br>P41'B270'F37' FK<br>4′*f*196′1347*t*FPT 91*t*APT252*t* | London<br>British | T.3Cy.23½″,40″&68″–48″ (*r*)<br>220lb 482NHP<br>2SB(Spt)&1AuxB,*9cf*,<br>GS139,HS6876 FD<br>N.E.MarineEngCoLd.Nwc | 28 ″ 9<br>s 4 ″ 2½<br>24 ″ 9¼ | |
| 75536<br>*For full particulars see No. 83356 in Supplement* | **Harpalyce**<br>D.F. E.S.D. *Cruiser Stern* | 5280<br>3150 | 100A1<br>*with freeboard*<br>(*Class Contemplated*) | | | | 1940 | Bartram& Sons,Ld. Sunderland | GowlandSteamshipCo.Ld.(J.&C. HarrisonLd.*Mgrs*) | 437·0\|58·5\|25·0<br>F34′ | London<br>British | T.3Cy.23½″,38″&66″–45″ Rht.<br>N.E.MarineEng.Co.(1938) Ld. | 28 ″ 9<br>s3 ″ 2½<br>25 ″ 9¼ | |
| 75537<br>164552<br>GYNB | **Harpalycus**<br>*ss*Shi.No.1–39<br>D.F. E.S.D. 1*Dk*&*Shelter dk*<br>*Tonnage opening closed '41* (*W.E.*) *Cruiser Stern*<br>*Longitudinal framing at shelter dk* | 5629<br>4931<br>~~3344~~ | ✠100A1<br>*with freeboard*<br>~~7,40~~ 11,39 ✠LMC11,39<br>2,41<br>*Fitted for oil fuel* | Shi<br>Hul<br>11 | *b*†<br>2⅛<br>*F.P. a* | CL<br>12,38 | 1935<br>11mo<br>*Lloyd's*<br>*bove* 1 | Hawthorn, Leslie&Co.Ld Newcastle<br>*sA&CP*<br>50° F. | NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs*.)<br>*CellDB*371′1378*t* | 434·6\|58·3\|25·9<br>F33′ FK<br>*FPT*201*t*APT213*t* | London<br>British<br>(*Coll to Sh dk* 6 ,,2*nd*,,) | T.3Cy.23½″,40″&68″–48″(*r*)<br>220lb 471NHP<br>2SB(Spt)&1AuxSB,*9cf*,<br>GS137,HS6633 FD<br>N.E.MarineEng.CoLdNwc | 38 ″ 4<br>s11″9¼<br>26 ″ 9¼ | |
| 75538<br>163434<br>GWRC | **Harpasa**<br>*ss*Shl.No.1–38<br>D.F. 1*Dk*(*Stl*)<br>*Cruiser Stern* | 5082<br>4530<br>3035 | ✠100A1<br>~~11,40~~ 6,41<br>BS3,40 ✠LMC3,38 | Gls<br>Bry Lov | *z* | CL<br>2,40 | 1934<br>1mo<br>*Lloyd's* | Lithgows Ld. PortGlasgow<br>*sA&CP* | NationalS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs*.)<br>*CellDB*353′1336*t* | 418·0\|56·2\|24·6<br>P39'B276'F34′ FK<br>*FPT*140*t*APT212*t* | London<br>British | T.3Cy.22½″,36″&65″–48″& exhaust turbine driving steam compressor (*r*)<br>220lb 472NHP<br>2SB(Spt)&1AuxSB,*9cf*,<br>GS140,HS6058 FD<br>D.Rowan&Co.Ld.Gls. | 27 ″ 3<br>s 3 ″ 6½<br>23 ″ 11¾ | |
| 75539<br>161434<br>GNXK | **Harpathian**<br>*ss*Shl.No 2–38<br>D.F. 1*Dk*(*Stl*) | 4671<br>4306<br>2775 | ✠100A1<br>~~1,40~~11,40<br>~~BS8,39~~ ✠LMC7,38<br>11,40 | Cff | *z* | CL<br>~~12,80~~<br>10,40 | 1930<br>6mo<br>*Lloyd's* | Bartram& Sons,Ld. Sunderland<br>*sA&CP* | NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs*.)<br>*CellDB* | 400·9\|54·5\|24·6<br>414·4(O.L.)<br>P34'B257'F34′ FK<br>356′1148*t*FPT149*t* | London<br>British<br>6*BHCem*<br>*APT*210*t* | T.3Cy.25″,41″&68″–45″ (*r*)<br>180lb 408NHP<br>2SB(Spt)&1AuxB,*9cf*,<br>GS180,HS7277<br>N.E.MarineEng.Co.Ld.Sld | 27 ″ 1<br>s 3 ″ 7<br>23 ″ 8½ | |
| 75540<br>LKBR | **Harpefjell**<br>Wireless D.F. 1*Dk*&*Shelter dk*<br>*Cruiser Stern* | 1333<br>1116<br>720 | | | | | 1939 | Kaldnes Mek.Verks. Tönsberg | A/S Luksefjell (Olsen&Ugelstad, *Mgrs*.) | 249·4\|42·2\|15·7 | Oslo<br>Norwegian<br>*WB* | C.2Cy.15¾″&31½″–30″&LP turbine with DR gearing & hydraulic coupling<br>KaldnesM.V.Tönsberg | | N |
| 75541<br>~~102474~~<br>GRKS | **Harpenden**<br>*ss*Shl.No.2–39<br>D.F. 1*Dk*(*Stl*) | 4678<br>4306<br>2774 | ✠100A1<br>7,40 ~~5,39~~<br>BS7,40 ✠LMC5,39 | Shl<br>Hul | *z* | CL<br>~~1,07~~<br>7,40 | 1930<br>9mo<br>*Lloyd's* | Bartram& Sons,Ld. Sunderland<br>*sA&CP* | ~~NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs*.)~~<br>*CellDB* | 400·9\|54·5\|24·6<br>P34'B257'F34′ FK<br>356′1148*t*FPT149*t* | ~~London~~<br>British<br>6*BHCem*<br>*APT*210*t* | T.3Cy.25″,41″&68″–45″ (*r*)<br>180lb 408NHP<br>2SB(Spt)&1AuxB,*9cf*,<br>GS180,HS7277<br>N.E.MarineEng.Co.Ld.Sld | 27 ″ 1<br>s 3 ″ 7<br>23 ″ 8½ | |
| 75542<br>161459<br>GRCT | **Harperley**<br>*ss*Shl.No.2–38<br>D.F. 1*Dk*(*Stl*) | 4586<br>4225<br>2724 | ✠100A1<br>~~7,40~~ 6,30 3,41<br>~~BS10,38~~ ✠LMC10,38<br>12,40 | Cff<br>~~Bry~~ | *z* | CL<br>10,38 | 1930<br>7mo<br>*Lloyd's* | W.Gray& Co.Ld. W Hartlepool<br>*sA&CP* | NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs*.)<br>*CellDB* | 400·2\|54·5\|24·5<br>P36'B261'F32′ FK<br>355′1385*t*FPT115*t* | London<br>British<br>6*BHCem*<br>*APT*214*t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 425NHP<br>2SB(Spt)&1AuxSB,*9cf*,<br>GS173,HS7774<br>Cen.Mar.EWrks.Ld.W Hpl | 27 ″ 3<br>s 3 ″ 9<br>23 ″ 9¼ | |
| 75543<br>LOFQ | **Harpon** (*ex*Zaandijk,*ex*Silesia, *ex*Wally) *ss*Rot.3rdNo.3–8,31<br>D.F. *ss*Sfj.No.2–39 ~~*ss*Osl.No.1–35~~<br>*Well deck* 2*Dks*(*Stl–Uteaks*)3*trB* | 4940<br>4018<br>2816 | ✠100A1<br>9,40<br>BS4,41<br>*Carrying Wh or Carrying 150°F.in Nos Fitted for oil* | ~~Wo~~<br>✠LMC<br>MS4,40<br>*ale oil fuel . 1,2,3, l fuel* | *y*<br>*in 5 & 6 tanks* 8,31 | CL<br>3,40<br>*bulk bulk F. F.P. a* | 1897<br>2mo<br>*Lloyd's*<br>*P. above only*<br>*bove* 1 | Blohm& Voss Hamburg<br>*sA&CP*<br>50°F. | Cia.Argentina de Pesca | 401·5\|46·5\|27·4<br>P&B264'F44′ BK11′<br>*CellDBa*106′*uE*30′ | Bns.Aires<br>Argentine<br>11*BHCem*<br>4 ,, *to 2nd dk*<br>*f*184′722*t* | T.3Cy.26¾″,43¼″&71¼″–48″<br>170lb *170lb* (*s*) 430NHP<br>2DB,*I2cf*,GS232,HS7386<br>Blohm&Voss,Hamburg | 30 ″ 3<br>s 5 ″ 5½<br>26 ″ 0¼ | |
| 75544<br>*Now "Empire Tarpon," see No. 168039 in Supplement* | **Harpoon** (*ex*Hopatcong)<br>Sub.Sig. *Fitted for oil fuel*<br>D.F. *Longitudinal framing* | 5964<br>3797 | ✠100A1<br>NYk<br>*Strengthened for ice, 1A, tail shaft with freeboard*<br>(*Reclassification Contemplated*)<br>Examined 5,40 | | | | 1920<br>12mo | Groton Iron Works Groton,Conn. | Ministry of Shipping(Douglas& Ramsey,*Mgrs*.) | 402·6\|53·0\|33·2<br>P48'F57′ | British<br>*WB* | 2SteamTurbinesDRgeared to 1 Sc. Shaft 467NHP<br>VulcanIronWorks,Inc. JerseyCity | 34 ″ 6 | R<br>† |
| 75545<br>133617<br>MDYV | **Harptree Combe** (*ex*Cromwell, *ex*NorahElsmie) *ss*Apl.2ndNo.3–3,38<br>*Mchy. Aft* 1*Dk*(*Stl*)<br>*Well deck* | 439<br>309<br>171 | ✠100A1<br>5,41 2,40<br>✠LMC<br>MS3,38 ~~BS4,40~~<br>12,40 | Brs<br>Cff | *g* | CL<br>2,40 | 1912<br>12mo<br>*Lloyd's* | Hall, Russell&Co.Ld. Aberdeen<br>*sA&CP* | AldShippngCo.Ld. | 155·3\|25·1\|10·7<br>163·0(O.L.)<br>Q91'B9'F22′ BK7′ | Bristol<br>British<br>3*BHCem*<br>*FPT*30*t* | T3Cy12½″,21½″&34″–24″(*r*)<br>180lb 75RHP<br>1SB,*2pf*,GS40,HS1345<br>Hall,Russell&Co.Ld.Abn. | 11 ″ 8<br>s 3 ″7½<br>12 ″ 2 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appel actuel. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Lettres de code, si le navire est dans le Lr. de Cert. R. et T. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75546 | **Harriet** | 1144 | | | | | 1922 | Schiffb.Ges. Unterweser m.b.H. Weser-münde-L. | J.Lauritzen | 230·6 | 34·6 | 14·1 | Esbjerg Danish | C.4Cy.(2)12¾″&(2)27½″–27½″ NE30 141NHP | | G |
| OYEM | Wireless D.F. 1*Dk* | 929 671 | | | | | | | | P21′B56′F28′ | | | *WL* | Christiansen&Meyer, Harburg | | |
| 75547 | **Harrogate** | 1029 | ✠100A1 | Gms | *o* | OG | 1925 | Ramage& Ferguson,Ld. Leith | Wilsons&N.E.Ry. ShippingCo,Ld. (The Associated HumberLines) | 240·4 | 33·9 | 14·2 | Hull British | T.3Cy.16¾″,28¼″&50″–33″(*s*) 225lb 257NHP | 16 ″ 3 s ″ 6½ | |
| 148414 | *ss*Gms.No.3–8,37 | 870 | 1,41 ~~12,00~~ | Gls | | 4,38 | 1mo | | | | | | | | | |
| MNDB | *Well deck* 1*Dk(Stl)* | 552 | ✠LMC MS8,37 BS7,~~40~~10,40 | Bos | | | *Lloyd's A&CP* | | *CellDB200′251t FPT13t APT32t* | P&B157′F48′ | | FK | | 2SB,6*cf*,GS99,HS3956 FD 5*BHpt Cem* | 15 ″ 10½ | |
| | *Cruiser Stern* | | | | | | | | | | | | | Ramage&Ferguson,Ld. | | |
| 75548 | **Harry Bowen** (*ex*Norfolk) | 3522 | ✠100A1 | NNs | *v* | CL | 1913 | NewYork S.B.Co. Camden,N.J. | PocahontasS.S.Co. | 310·7 | 48·1 | 25·5 | Wilmgton (Del.) | T.3Cy23¾″,38½″&64″–45″(*r*) 180lb 373~~928~~NHP | 29 ″ 1 | |
| 210861 | *ss*Bos.2ndNo.3-5,39 *ss*~~N.Yk.No.3–1,37~~ | 3050 | ~~7,10 6,08~~ 5,41 | Bos | | 4,39 | 1mo | | | 319·7 | | | Utd.States | 2SB,8*cf*,GS175,HS5426 FD | | |
| WZUA | *ss*~~Bos.No.1–35~~ | 1986 | ✠LMC5,39 BS~~5,40~~ 5,41 | | | | A&CP | | | P79′B18′F30′ | | FK | | NewYorkS.B.Co.CmdnNJ 6*BHCem* | | |
| | *Mchy.Aft* 1*Dk(Stl)* | | | | | | | | | *CellDBuE&B5* | | | | *MT235t FPT304t APT110t* | | |
| | D.F. *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 75549 | **Harry Coulby** | 9467 | ✠100A1 | Cgo | | | 1927 | American S.B.Co. Lorain,O. | InterlakeSteam-shipCo.(Pickands, Mather&Co.*Mgrs*) | 615·2 | 65·2 | 28·6 | Wilmgton (Del.) | T.3Cy.25½″,41″&67″–42″ (*s*) 220lb 573NHP | 33 ″ 0 s10 ″ 8½ | |
| 226742 | D.F. GyC. *ss*Clv.No.1–32 | — | *For Service on the Great Lakes* | | | | 9mo | | | F66′ | | FK | | | | |
| WPBF | *Mchy.Aft* 1*Dk(Stl)&Web frames* | 7485 | 9,37 | | | | *Lloyd's A&CP* | | *CellDB&SideTanks in way of holds 9060t FPT496t* | | | | Utd.States | 3 Water Tube Boilers FD | 22 ″ 5½ | |
| | *Longitudinal framing at bottom & at deck* | | ~~BS2,35~~ ✠LMC4,35 BS~~4,40~~3,41 | | | | | | | | | | | GS191,HS9345 | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | American S.B.Co.Lorain,O | | |
| 75550 | **Harry F. Sinclair, Jr.** | 6151 | ✠100A1 | NOs | *a*† | CL | 1931 | Bethlehem S.B.Co. Quincy,Mass. | Sinclair RefiningCo.Inc. | 416·5 | 57·1 | 31·9 | NewYork | 2 Steam Turbines DR (*s*) | 32 ″ 0 | |
| 230411 | D.F. GyC. *ss*NOs.No.2–39 | 5525 | 12,40 ~~1,40~~ | BS12,40 | | 10,39 | 2mo | | | P91′B36′F35′ | | FK | Utd.States | geared to 1 Sc. Shaft | | |
| KGOK | *Mchy.Aft.* 1*Dk(Stl)&Web frames* Sub.Sig. | 3796 | ~~BS1,40~~ ✠LMC1,39 | | | | *Lloyd's A&CP* | | *CellDBuE&B* | | | | 15*BHpt Cem* | 3WTB(Spt) 400lb 996NHP HS10116 FD | | |
| | *Longitudinal framing-bracketless system* | | *Carrying Petroleum in bulk Fitted for oil fuel* 2,31 | | | *F.P. a* | | | *DT* 70′172t | | | | | DelavalSteamTurbineCo. Trenton,N.J. | | |
| | | | | | | | | | *f*31′221t *FPT*219t | | | | *APT*176t | | | |
| 75551 | **Harry G. Seidel** Twin Sc | 10354 | ✠100A1 | NYk | *g*† | CL | 1930 | Frd.Krupp Akt.Ges. Kiel | PanamaTransport Co. | 513·2 | 68·1 | 39·4 | Panama Pnamanian | Oil Engines 2S.C.SA | 39 ″ 5 | |
| | *Oil Eng.* | — | 7,10 ~~1,40~~ | | | ~~11,37~~ 7,40 | 10mo | | | | | | | 8Cy.26¾″–51⅜″ 997NHP | s 9 ″ 7½ | |
| HPFO | E.S.D. GyC. *ss*NYk.No.2–39 | 6315 | ✠LMC CS6,39 | | | | *Lloyd's A&CP* | | *after Bridge 47′ B39′ F44′* | | | FK | | 2WTDB*200lb* 2DB*100lb* | 30 ″ 1½ | |
| | D.F. 1*Dk(Stl)*2*nd Dk(Stl) in fore hold* 2*nd&3rd Dks(Stl) Aft&Web frames* | | DBS~~6,35~~7,40 | | 6,39 7,40 | | | | | | | | *pt Asp* | Frd.KruppA.G.Kiel | | |
| | *Mchy.Aft* *CruiserStern* | | | | | | | | *CellDBuE92′417t DT* | | | | | | | |
| | *Longitudinal framing–bracketless system* | | *Carrying Petroleum in bulk* | | | | | | *s*53′2163t *FPT*285t | | | | *APT*189t | | | |
| 75552 | **Harry L. Findlay** (*ex*Matthew | 7014 | | | | | 1907 | American S.B.Co. Cleveland,O. | KinsmanTransit Co.(G.M.Stein-brenner,*Mgr.*) | 532·0 | 56·0 | 31·0 | Wilmgton (Del.) | T.3Cy.23½″,38″&63″–42″ 257NHP | | R |
| 203907 | Andrews–33) | — | | | | | | | | | | | *WL* | Utd.States | | |
| | D.F. *Mchy.Aft* Sub.Sig. 1*Dk* | 5497 | | | | | | | | | | | | AmericanS.B.Co.Clevelnd. | | |
| 75553 | **Harry Luckenbach** Twin Sc | ~~6355~~ | ✠100A1 | Sea | *b*† | CL | 1919 | SunS.B.Co Chester,Pa. A&CP | LuckenbachS.S. Co.Inc. | 448·9 | 60·2 | 37·8 | NewYork Utd.States | 4SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 968NHP | 31 ″ 3 s 4 ″ 3½ | |
| 218157 | (*ex*SolNavis) 6 Twin Msts | — | *Shelter dk* | 5,31 | | 6,38 | 7mo | | | | | FK | | 300lb(Spt.300lb) HS8652 | 27 ″ 4½ | |
| KIGS | *ss*Bos.No.3–4,31 | ~~3967~~ | *with freeboard* | BS~~3,40~~ | | 12,40 | | | *Intermediate B.H.* | *dispensed with* | | | *Coll to Sh dk* | 4 Water Tube Boilers FD | | |
| | *ss*Sea.No.2–39 | 6366 | ~~4,19~~ 6,39 | ✠LMC6,39 | | ~~12,40~~ | | | *CellDB389′1831t* | | | | 5 ,,2nd,, | DeLavalSteamTurbineCo. | | |
| | 2*Dks(Stl)&Shelter dk(Stl)* | — | 5,41 ~~7,40~~ | | | | | | *'tween dk tanks* | *in E & B space 36′* | | | 05t*FPT*281t | *APT*271t Trenton,N.J. | | |
| | D.F. GyC. *CruiserStern* | 3929 | *Fitted for oil fuel* 7,19 | | | *F.P. a* | *bove 1* | 50° F. | | | | | | | | |
| 75554 | **Harry R. Jones** (*ex*D.G.Kerr) | 5265 | | | | | 1903 | Superior S.B.Co. Superior | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 468·0 | 52·0 | 28·0 | Wilmgton (Del.) | Q4Cy15″,23¾″,36½″&56″–40″ 198NHP | | R |
| 187696 | GyC. | — | | | | | | | | F48′ | | | *WL* | Utd.States | | |
| WDPY | *Mchy.Aft* Sub.Sig. 1*Dk2trB* | 4205 | | | | | | | | | | | | SuperiorS.B.Co.Superior | | |
| 75555 | **Harry T. Ewig** (*ex*John W.Ailes, | 3582 | | | | | 1902 | Chicago S.B.Co. Chicago | ColumbiaTrans-portationCo. (John T.Kelly,*Mgr.*) | 346·0 | 48·2 | 24·0 | Wilmgton (Del.) | T.3Cy.20″,33½″&55″–40″ 191NHP | | R |
| 81803 | *ex*Baltic,*ex*W.W.Brown) *Self-Unloader* | — | | | | | | | | | | | *WL* | Utd.States | | |
| WDL. | *Mchy.Aft* GyC. 1*Dk* | 2778 | | | | | | | | | | | | ChicagoS.B.Co. | | |
| 75556 | **Harry W. Croft** (*ex*Fred.G. | 6223 | | | | | 1908 | ToledoS.B. Co. Toledo | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 514·0 | 58·0 | 25·6 | Wilmgton (Del.) | Q.4Cy.20″,29″,42″&61″–42″ 241NHP | | R |
| 204987 | Hartwell) | — | | | | | | | | | | | *WL* | Utd.States | | |
| WEDD | D.F. GyC. *Mchy.Aft* 1*Dk* | 4865 | | | | | | | | | | | | ToledoS.B.Co.Toledo | | |
| 75557 | **Harry Wm. Hosford** | 5156 | | | | | 1903 | JenksS.B. Co. Port Huron,Mich. | BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*) | 512·9 | 50·2 | 24·0 | Wilmgton (Del.) | T.3Cy.22½″,38″&63″–40″ 251NHP | | R |
| 200560 | (*ex*F.B.Squire–36) D.F. | — | | | | | | | | | | | Utd.States | | | |
| WOFY | GyC. Sub.Sig. *Mchy.Aft* 1*Dk2trB* | 3951 | | | | | | | | | | | | JenksS.B.Co.Pt.Huron | | |
| 75558 | **Harry Yates** | 5141 | | | | | 1908 | Gt.Lakes Eng.Works Ecorse,Mich. | AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*) | 444·0 | 56·2 | 29·0 | Buffalo NY | T.3Cy.22½″,36″&60″–42″ 233NHP | | R |
| 206045 | (*ex*TheodoreH.Wickwire–39) | — | | | | | | | | F49′ | | | Utd.States | | | |
| KDZC | *Mchy.Aft* D.F. GyC. 1*Dk* | 3894 | | | | | | | | | | | *WL* | MarineBlr.Wks.Toledo,O. | | |
| 75559 | **Hartbridge** | 5080 | ✠100A1 | Shl | *z* | CL | 1927 | W.Gray& Co.Ld. W Hartlepool | North ofEngland SSCo.Ld.(Crosby, Son&Co.Ld.*Mgrs*) | 390·1 | 55·0 | 27·7 | W.Hartlpl British | T.3Cy.26″,43″&71″–48″ (*s*) 180lb HS8542 472NHP | 30 ″ 0 s 4 ″ 6½ | |
| 139242 | *ss*Shl.No.3–1,40 | 4781 | 1,40 | | | 12,39 | 4mo | | | | | | | | | |
| GNBM | 1*Dk(Stl)* | 3132 | ✠LMC1,40 | | | | *Lloyd's A&CP* | | *CellDB* | P30′B247′F33′ | | FK | 6*BHCem* | 2SB&1AuxSB,*11cf*,GS210, | 25 ″ 8½ | |
| | | | | | | | | | | 343′1037t *FPT*123t | | | *APT*162t | Cen.Mar.Eng.Wrks.WHpl | | |
| 75560 | **Hartford Socony** Twin Sc | 1199 | | | | | 1924 | NewYork S.B.Corp. Camden,N.J. | Socony-Vacuum OilCo.Inc. | 252·9 | 40·1 | 12·8 | NewYork Utd.States | Oil Engines 4S.C.SA | | R |
| 223671 | *Oil Eng.* | — | | | | | | | | P39′ | | | | 6Cy.13″–18″ 99NHP | | |
| KLFV | *Mchy.Aft* 1*Dk* | 753 | | | | | | | | | | | *WB* | McIntosh&SeymourCorp. Auburn,N.Y. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| | *Electrically welded in tank spaces* | | | | | | | | | | | | | | | |
| 75561 | **Hartington** | 5496 | ✠100A1 | Cff | *a*† | CL | 1932 | W.Gray& Co.Ld. W Hartlepool | J.&C.Harrison,Ld. | 425·5 | 56·2 | 26·0 | London British | Q.4Cy.20″,28½″,41½″&61″–48″ 260lb (*r*) FD 470NHP | 28 ″ 9 s 4 ″ 2½ | |
| 162716 | *ss*Shl.No.2–39 | 4973 | 11,40 ~~2,40~~ | Bal | | 4,37 | 6mo | | | | | | | | | |
| GTWY | D.F. 1*Dk(Stl)* | 3250 | ✠LMC7,39 | | | 11,40 | *Lloyd's A&CP* | | | P39′B270′F39′ | | FK | 7*BHCem* | 2SB(Spt)&1AuxB,8*cf*, GS147,HS6867 | 24 ″ 9½ | |
| | *CruiserStern* | | | | | | | | *CellDBa&uE169′* | | | | | Cen.Mar.E.Wrks. (W.Gray&Co.Ld.)WHpl | | |
| | | | | | | | | | | *f*187′1412t *FPT*204t | | | *APT*184t | | | |
| 75562 | **Hartismere** | 5498 | ✠100A1 | Bry | *a*† | CL | 1933 | W.Gray& Co.Ld. W Hartlepool | J.&C.Harrison,Ld. | 425·5 | 56·2 | 26·0 | London British | Q4Cy20″,28¾″,41½″&61″–48″ 260lb (*r*) 470NHP | 28 ″ 9 s 4 ″ 2½ | |
| 163309 | *ss*Shl.No.1–37 | 4970 | ~~8,20~~ ~~10,39~~ 1,41 | Cff | | ~~6,37~~ | 1mo | | | 441·8(O.L.) | | | 7*BHCem* | 2SB(Spt)&1AuxB,8*cf*, | 24 ″ 9½ | |
| GTXC | D.F. 1*Dk(Stl)* | 3260 | ~~11,39~~ ✠LMC1,37 | | | ~~1,40~~ | *Lloyd's A&CP* | | | P39′B270′F39′ | | FK | | GS146,HS6867 FD | | |
| | *CruiserStern* | | ~~11,39~~ | | | 10,40 1,41 | | | *CellDBa&uE169′* | | | | | Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl. | | |
| | | | | | | | | | | *f*189′1426t *FPT*204t | | | *APT*184t | | | |
| 75563 | **Hartlebury** | 5082 | ✠100A1 | Cff | *z* | CL | 1934 | Lithgows Ld. Port Glasgow | NationalSSCo.Ld. (J.&C.Harrison, Ld. *Mgrs.*) | 418·0 | 56·2 | 24·6 | London British | T.3Cy.22½″,36″&65″–48″ (*r*) | 27 ″ 3 s 3 ″ 6½ | |
| 163443 | *ss*Shl.No.1–38 | 4530 | ~~6,10~~ ~~12,39~~ 11,40 | Bry | | 7,38 | 3mo | | | 433·0(O.L.) | | | 7*BHCem* | & exhaust turbine driving steam compressor 472NHP | 23 ″ 11½ | |
| GWQS | D.F. 1*Dk(Stl)* | 3035 | ✠LMC | | | | *Lloyd's A&CP* | | | P38′B276′F34′ | | FK | | 220lb GS140,HS6058 FD | | |
| | *CruiserStern* | | MS3,39 ~~BS8,39~~ 10,40 | | | | | | *CellDB* | | | | | 2SB(Spt)&1AuxSB,9*cf*, D.Rowan&Co.Ld.Gls. | | |
| | | | | | | | | | | *s*53′1336t *FPT*140t | | | *APT*212t | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Dagger † if Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75564<br>162759<br>GTXB | **Hartlepool**<br>ssCff.No.1–36<br>D.F. | 1Dk(Stl)<br>Cruiser Stern | 5500<br>4972<br>3262 | ✠100A1<br>6,10 ~~6,50~~<br>BS~~6,50~~ 6,40 | Syd<br>Shl | *a*†<br>LMC2,36 | CL<br>11,38 | 1932<br>9mo | W.Gray&Co.Ld.<br>WHartlepool | J.&C.Harrison,Ld.<br>*Lloyd's* | 425·5\|56·2\|26·0<br>P39′B270′F39′ FK<br>*f*189′1426*t* *FPT*20<br>*CellDBa§uE*169′ | | | London<br>British<br>7*BHCem*<br>4*tAPT*184*t* | Q.4Cy.20″,28½″,41½″&61″–48″ 260lb (*r*) 470NHP<br>2SB(Spt)&1AuxB,*8cf*, FD GS146,HS6867<br>Cen.Mar.E.Wrks.(W.Gray&Co.Ld.)WHpl | 28 ″ 9<br>s 4 ″ 2½<br>24 ″ 9½ | |
| 75565<br>222133<br>WJDV | **Hartwelson** (*ex*Astoria,*ex*Frieda Leonhardt,*ex*Burbo Bank)<br>ssLiv.No.3–9,09<br>ssShl.No.1–14<br>1*Dk*(*pt Irn§pt Stl*)*deep framing§Web frames* | | 3078<br>2610<br>1921 | ✠<br>10,16<br>✠ | Ham | *u* | | 1902<br>6mo | J.Blumer&Co.<br>Sunderland | HartwelsonS.S.Co.(H.N.Hartwell&Sons,Inc.*Mgrs.*)<br>*CellDBa*108′ | 319·7\|46·0\|21·2<br>P28′B91′F31′ FK<br>*u E§B*42′*f*124′802*t* | | | Boston<br>Utd.States<br>5*BHCem*<br>*APT*110*t* | T.3Cy.23″,38″&63″–42″ 276NHP<br>2SB,*8cf*,GS117,HS4190<br>J.Dickinson&Sons,Ld.Sld. | 23 ″ 9 | CR<br>† |
| 75566<br>28462<br>JIND | **Haruna Maru** Ⓟ TwinSc<br>ssYka.No.3–3,35<br>ssYka.No.1–38<br>*Ref.Mchy.* 2*Dks*(*Stl*)*U*–ws§3*rd dk*<br>D.F. (*Stl*)*in*1,3§4*holds* | | 10421<br>8392<br>6311 | ✠100A1<br>10,40 ~~10,30~~<br>~~BS11,30~~ ✠LMC1,39<br>✠Lloyd'sRMC ~~10,30~~ 10,40 ~~4,46~~<br>*Fitted for carrying oil in Nos.* 2 *&* 7 *double bottom tanks* | Yka<br>BS10,40 | *f*†<br>CL<br>~~6,37~~ 10,40 | 2,22 *F.P. above* 150° F. | 1922<br>2mo | Mitsubishi<br>ZosenKaisha<br>Ld. Nagasaki | NipponYusenK.K.<br>*CellDB*416′1877*t*<br>*Tanks at sides of tunnels*6′90*t* *FPT*168*t*<br>*Lloyd's§A&CP* | 495·0\|62·0\|37·0<br>P94′B186′F56′ FK<br>9*BHCem*<br>*APT*110*t* | | Tokyo<br>Japanese | 6SteamTurbinesDRgeared to 2 Sc.Shafts 1615NHP<br>200lb (*s*) FD<br>7SB(Spt),*21cf*,GS448, HS18157<br>MitsubishiZosenKaisha,Ld | 37 ″ 0<br>s 8 ″ 4½<br>29 ″ 2 | |
| 75567<br>29173<br>JNWA | —<br>Ⓟ<br>*Mchy.Aft* *Ref.Mchy.*<br>Wireless 1*Dk*<br>*Fitted for oil fuel* | | 1549<br>1200<br>845 | | | | | 1923 | Yokohama<br>DockCo.<br>Yokohama | NichiroGyogyo<br>K.K. | 250·0\|37·0\|19·0<br>P56′B60′F38′ | | | Yokohama<br>Japanese<br>*WB* | T.3Cy.17″,28½″&48″–30″ 126NHP<br>YokohamaDockCo.Yka. | | C |
| 75568<br>96507 | **Harvard**<br>GyC. *Mchy.Aft* 1*Dk2trB* | | 4565<br>—<br>3435 | | | | | 1900 | Detroit<br>S.B.Co.<br>Wyandotte | PittsburghS.S.Co. | 461·0\|50·2\|29·5 | | | D'luth,Min<br>Utd.States<br>*WB* | Q.4Cy.18″,26¾″,41″&63″–42″ 257NHP<br>DetroitS.B.Co.Detroit | | |
| 75569<br>220700<br>KDHC | **Harvester**<br>ssMob.No.3–2,30<br>*Mchy.Aft* ssN.Yk.No.2–38<br>D.F. GyC. 2*Dks*(*Stl*)*&Web frames*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | | 6416<br>6071<br>3991 | ✠100A1<br>10,~~3~~,40<br>BS10,40 ✠LMC<br>MS4,38 ~~BS12,30~~ | N Yk | *a*†<br>CL<br>3,40 | | 1920<br>10mo | TexasS.S.Co.<br>Bath,Me.<br>A&CP | TheTexasCompany<br>*CellDBu* | 416·8\|56·1\|31·1<br>P107′B35′F33′ FK<br>*E§B*209*t* *FPT*229*t* | | | Wlmngton (Del.)<br>Utd.States<br>16*BH*<br>*APT*130*t* | T.3Cy.26½″,44″&74″–51″ (*s*) 549NHP<br>190lb FD<br>3SB,*9cf*,HS7979<br>H.G.TroutCo.Buffalo,N.Y | 32 ″ 10<br>s 6 ″ 3¼<br>26 ″ 9 | |
| Now "Mississippi," *see Naval Additions Supplement* | | | | | | | | | | | | | | | | | |
| 75570<br>205072<br>WEDA | **Harvey H. Brown** (*ex*HarryA. Berwind)<br>D.F. GyC. *Mchy.Aft* 1*Dk* | | 6634<br>—<br>4927 | | | | | 1908 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | InterlakeS.S.Co.<br>(Pickands,Mather&Co.*Mgrs.*) | 532·0\|58·3\|32·0 | | | Wlmngton (Del.)<br>Utd.States<br>*WB* | T.3Cy.24″,38″&65″–42″ 274NHP<br>GtLakesEngWrks.Detroit | | R |
| 75571<br>PEOF | **Hasewint**<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>*Cruiser Stern* | | 352<br>215<br>172 | | | | | 1936 | NV.Schpsf v/hDeGroot&VanVliet Slikkerveer | J.Cremer | 137·4\|24·0\| 9·7<br>P39′Q46′F15′ | | | Groningen<br>Dutch<br>*WB* | Oil Engines 4S.C.SA<br>3Cy.11″–17⅛″ 70NHP<br>Humboldt-Deutzmotoren, A.G.Köln-Deutz | | V |
| 75572<br>144926<br>VTCL | **Hashemi** (*ex*Padma,*ex*Wearmouth, *ex*Kildorough)<br>ssBom.No.3–8,33<br>ssBom.No.1–38<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | | 634<br>489<br>298 | 100A1<br>12,38<br>LMC12,38 | Bom | CL<br>1,37 | | 1918<br>6mo | Smith's DockCo.Ld.<br>Middlesbro' | EasternSteam Nav.Co.Ld.(*Man. Agents*,Shariff Hassum&Co.)<br>*CellDBuE*26′20*t* *FPT*20*t* *APT*15*t* | 175·4\|30·0\|15·7<br>B50′ FK<br>*Lloyd's§A&CP* | | | Bombay<br>British<br>5*BHCem*<br>*APT*15*t* | T.3Cy.16″,26″&44″–26″ (*s*) 94RHP<br>200lb<br>1SB,*3cf*,GS51,HS1825 FD<br>Smith'sDockCo.Ld.Mdb. | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 | |
| * 75573<br>PEOH | **Haskerland** (*ex*Zwartewater–39)<br>*Oil Eng.*<br>1*Dk§Shelter dk*<br>*Mchy.Aft* D.F. *Cruiser Stern*<br>*Ref.Mchy.* | | 374<br>307<br>195 | ✠100A1<br>*with freeboard*<br>11,39 ✠LMC3,37<br>✠Lloyd'sRMC11,39<br>for temp. 32° F. | Rot | *k*<br>2,39 | | 1937<br>3mo | N.V.C.Van derGiessen& Zonen'sSchps Krimpen | Scheepvaart en SteenkolenMaats. N.V.<br>*CellDB*127′194*tF* | 198·3\|29·6\| 8·1<br>205·8(O.L.) FK<br>*PT*22*t* *APT*10*t* | | | Rottrdam<br>Dutch<br>4*BHpt Cem*<br>*Coll to Sh dk*<br>3 „ 2*nd* „) | Oil Engines 2S.C.SA<br>6Cy.13¾″–23⅝″ 197NHP<br>GbrStork&CoNV Hengelo | 11 ″ 0<br>s ″ 2<br>10 ″ 11 | |
| 75574<br>148636<br>MNJP | **Haslemere** TwinSc<br>Wireless *Cruiser Stern* 1*Dk* | | 756<br>624<br>305 | | | | | 1925 | D&W Hendersn&Co.Ld.<br>Glasgow | SouthernRailway | 220·3\|33·6\|14·1<br>B90′F37′ | | | London<br>British<br>*WB* | T.6Cy.15″,25″&41″–24″ 165NHP<br>D&WHendersn&CoLd.Gls | | |
| 75575<br>7741<br>SETM | **Hasting** (*ex*Danevirke,*ex*Vilja, *ex*Capax)<br>1*Dk* | | *1106*<br>*964*<br>*629* | | | | | 1916 | Akers<br>Mek.Værks.<br>Oslo | RederiA/BHasting (E.Håkanson) | 223·7\|36·6\|15·4<br>P34*t*H54*t*F5*t* | | | Hlsngborg<br>Swedish<br>*WB* | T.3Cy.17″,29″&47″–33″ 127NHP<br>Akers.Mek.Værks.Oslo | | V |
| 75576<br>220551<br>KDDL | **Hastings**<br>Sub.Sig. *Fitted for oil fuel*<br>*Ref.Mchy.* D.F. 2*Dks§Web frames* | | 5401<br>4942<br>3364 | ✠ ...<br>12,21<br>✠ | | | | 1920<br>11mo | Pensacola S.B.Co.<br>Pensacola, Fla. | WatermanS.S.Corp. | 400·7\|54·2\|30·2<br>P36′B124′F44′ FK | | | Mobile<br>Utd.States<br>*WB* | 2SteamTurbinesDRgeared to 1 Sc.Shaft 674NHP<br>WestinghouseElectric&Mfg.Co.E.Pittsburg,Pa. | 32 ″ 10 | R<br>† |
| 75577<br>145533<br>CYLK | —<br>(*ex*Glencalvie)<br>*Mchy.Aft* 1*Dk* | | 1906<br>1574<br>1128 | | | | | 1923 | N.ofIrel'nd S.B.Co.Ld.<br>Londonderry | CanadaSteamship Lines,Ld. | 252·0\|42·5\|18·0<br>Q100′F36′ | | | Montreal<br>British<br>*WB* | T.3Cy.16″,27″&44″–33″ 111NHP<br>J.G.Kincaid&Co.Ld.Grk. | | C |
| 75578<br>140430<br>GRZW | **Hatarana** (*ex*WarSailor) TwinSc<br>ssCal.No.3–10,29<br>ssCal.No.2–37<br>2*Dks*(*Stl*) | | 7522<br>6476<br>4592 | ✠100A1<br>8,10 ~~10,30~~<br>BS~~7,30~~ 8,40 ✠LMC8,37 | Cal | *b*†<br>OG<br>~~8,37~~ ~~10,30~~ 8,40 | | 1917<br>8mo | Kawasaki Dkyd.Co.Ld.<br>Kobe | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB*375′1192*tD* | 445·0\|58·3\|31·3<br>P34′B138′F37′ FK<br>*T*a42′1312*t* *FPT*55*t* | | | London<br>British<br>7*BHCem*<br>*APT*60*t* | T.6Cy.21″,35″&59″–48″ (*s*) 659NHP<br>200lb<br>4SB,*12cf*,GS242,HS9219 FD<br>KawasakiDkyd.Co.Ld. | 34 ″ 0<br>s 7 ″ 8¾<br>26 ″ 5¼ | |
| 75579<br>145893<br>GFZX | **Hatasu**<br>ssLiv.No.3–5,34<br>ssLiv.No 1–38<br>D.F. 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)<br>*Tonnage opening closed'41*(*W.E.*) | | 3198<br>2915<br>1890 | ✠100A1<br>*Shelter dk with freeboard*<br>2,40<br>BS10,39 ✠LMC9,38 | Liv | *w*<br>CL<br>~~11,37~~ 1,41 | | 1921<br>11mo | J.Blumer&Co.Ld.<br>Sunderland | MossHutchison Line,Ld.<br>*CellDB*304′ 776*tDTa*25′7 | 352·7\|50·4\|21·9<br>FK<br>*Collision BH to Sh dk*<br>50*t* *FPT*95*t* *APT*21*t* | | | Liverpool<br>British<br>*Cem*<br>6 „ „ *U* „ | T.3Cy.25″,41″&68″–45″ (*s*) 367NHP<br>180lb<br>3SB(Spt),*9cf*,GS162, HS6072<br>J.Dickinson&Sons,Ld.Sld. | 33 ″ 1<br>s9 ″ 2<br>24 ″ 1½ | |
| 75580<br>TCAK | **Hatay** (*ex*Abuislah–37,*ex*Ab-Isslah, *ex*CapNègre,*ex*IroMaru)<br>1*Dk* | | 667<br>491<br>378 | | | | | 1913 | BingoSen-kyoK.K. Mitsumosho | OsmanKaptan | 175·2\|27·1\|13·0 | | | Istanbul<br>Turkish | T3Cy13¾″,20⅛″&32½″–23″ Emade05*refitted*14 49NHP<br>MacColl&Pollock,Sld. | | |
| 75581<br>142722<br>GRZX | **Hatimura** (*ex*WarOpal)<br>ssBom.No.3–4,30<br>ssCal.No.2–38<br>1*Dk*(*Stl*)*&Shelter dk*(*Stl*)<br>*Cargo battens not fitted in Shelter 'tween dks* | | 6690<br>6398<br>4158 | ✠100A1<br>*Shelter dk with freeboard*<br>9,40 ~~10,39~~<br>BS9,39 ✠LMC10,38 | Cal<br>Bom | *a*†<br>CL<br>N9,38 | | 1918<br>12mo | JLThomp-son&Sons,Ld<br>Sunderland | BritishIndiaStm. Nav.Co.Ld. | 412·5\|55·5\|34·4<br>F on *Shelter dk* 36′<br>FK<br>*CellDB*366′1362*t* | | | London<br>British<br>*pt Cem*<br>6*BHto Sh dk*<br>2 „ „ *U* „<br>*MT*27′994*t* | T.3Cy.27″,45″&75″–54″ (*s*) 566NHP<br>180lb<br>3SB,*10cf*,GS200,HS8287 FD<br>J.Dickinson&Sons,Ld.Sld.<br>*FPT*154*t* *APT*224*t* | 37 ″ 0<br>s 8 ″ 9½<br>28 ″ 6 | |



*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. — Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termo assigné maintenant expiré. Lettre d'Appropriété. | 7a Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milliers du navire. Tirant d'eau correspondant. pds. ps. | 15 Lettres où cela n'est pas dans le L. Divers Cert. Ref. Tests |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75582 | **Hattenzan Maru** | | 1180 | | | | | 1918 | NittaCo. Osaka | Turumaru Hirotaro | 220·0 | 33·5 | 18·5 | Amino Japanese | T.3Cy.14½",24½"&40"–30" 88NHP | | |
| 22530 JAXC | (*ex*HattenMaru–38,*ex*TsugaruMaru–36, *ex*BanyeiMaruNo.10) Wireless 1*Dk* | | 1007 801 | | | | | | | | P16′B50′F30′ | | | *WB* | | | |
| 75583 | **Hatterlock** (*ex*Hatteras–38) | | 5138 | ✠100A1 10,39 | Smk | *x* | CL 6,38 | 1917 12mo | Bethlehem S.B.Corp.Ld. Sparro'PtMd. *Lloyd's SA&CP* | G.E.Marden (Wheelock&Co. Ld. *Mgrs.*) *Cell* | 379·5 | 52·4 | 26·4 | Shanghai British | T.3Cy.23",39"&64½"–45"(*s*) 170lb 410NHP 2SB,*6cf*,GS132,HS6010 FD *DB*342′1133*t*,*FPT*1 16*t*,*APT*206*t* | 29 ″ 6 s 5 ″ 8 24 ″ 0 | |
| 17116 MBZL | *ss*Shi.2ndNo.3–7,38 2*Dks*&*Web frames* *Longitudinal framing* | | 4324 3908 | BS~~11.38~~ ✠LMC7.38 7,40 | | | | | | | P54′B94′F39′ FK | | | | | | |
| 75584 | **Haugarland** (*ex*Sandefjord) | | 6049 5420 | | | | | 1911 | Armstrong Whitworth& Co.Ld. Newcastle | Skits A/S Corona (H.M.Wrangell& Co.Akties.*Mgrs.*) | 440·0 | 58·1 | 24·6 | Haugesnd Norwegian | T.3Cy.28½",47"&78"–54" 447NHP N.E.MarineEngCoLdNwc | | N |
| LCNM | 1*Dk*&*Shelter dk* *Longitudinal framing* | | 3569 | | | | | | | *WB* | P138*t*H366*t*F29*t* | | | *WB* | | | |
| 75585 | **Haughton Hall** | | 5103 | ✠100A1 Mch | | *a*† | CL | 1937 | SirJ.Laing &Sons,Ld. Sunderland | StanhopeS.S.Co. Ld. (J.A.Billmeir& Co.Ld.*Mgrs.*) | 440·6 | 57·1 | 24·3 | London British | T.3Cy.23",37"&66"–45" 220lb (*s*) 434NHP 3SB(Spt),*9cf*,HS6150 FD Richardsons,Westgarth& Co.Ld.Hpl. | 27 ″ 5 s 2 ″ 11 24 ″ 8 | |
| 18433S QZZX | D.F. 1*Dk*&*Shelter dk* | | 4563 2968 | *withfreeboard* 1,40 | ✠LMC7.37 | 2 | | 7mo | | | F39′ FK | | | (*Coll to Sh dk* | | | |
| | *Longitudinal framing at bottom & decks* | | | *Fitted for oil* | *fuel* 7,37 | | *F.P. above* | *Lloyd's SA&CP* | | *Cell DB*370′1219*t* | *FPT*174*t*,*APT*168*t* | | | 6 „ 2nd„) | | | |
| 75586 | **Haukefjell** | | 2495 2200 | | | | | 1921 | ForthS.B. &Eng.Co.Ld. Alloa | A/S Rudolf (Olsen&Ugelstad. *Mgrs.*) | 295·8 | 43·6 | 20·7 | Oslo Norwegian | T.3Cy.20½",33"&54"–39" 182NHP | | N |
| LCNO | D.F. 1*Dk* | | 1426 | | | | | | | | P89*t*H131*t* | | | *WB* | ForthS.B.&E.Co.Ld.Alloa | | |
| 75587 | **Haulerwijk** | | 3278 | ✠100A1 | Sch | *v* | CL | 1924 | ClydeS.B. &E.Co.Ld. PortGlasgow | N.V.Stoomvaart Maats'Oisterwijk' (Erhardt&Dekkers *Mgrs.*) | 325·0 | 48·2 | 23·7 | Rottrdam Dutch | T.3Cy.24",40"&65"–42" (*s*) 180lb *100lb* 307NHP 2SB,*6cf*,GS132,HS4850 | 26 ″ 1 s 4 ″ 3½ 21 ″ 11½ | |
| | *ss*Rot.No.3–5,37 | | 2947 | 9,40 ~~1,40~~ | Npt | | 1,40 | 8mo | | | P34′B90′F34′ FK | | | 5*BHCem* | | | |
| PEOJ | D.F. 1*Dk*(*Stl*) | | 1951 | ✠LMC MS5,37 BS11,39 | | | | *Lloyd's SA&CP* | | *Cell DB*275′716*t*,*FPT*104*t* | *APT*130*t* | | | *APT*130*t* | ClydeS.B.&E.Co.Ld.P.Gls. | | |
| 75588 | **Hauraki** | TwinSc | 7113 | ✠100A1 | Syd | *c*† | CL | 1922 | W.Denny &Bros.Ld. Dumbarton | UnionS.S.Co.of NewZealand,Ld. | 450·3 | 58·2 | 31·4 | London British | Oil Engines 4S.C.SA 16Cy.26½"–47" 1085NHP *DB–100lb* | 34 ″ 0 s 5 ″ 8½ 28 ″ 6 | |
| 146533 | *Oil Eng.* | | 6489 | *Shelter dk* | SFo | | ~~P4,37~~ | 3mo | | | F49′*on Shelter dk* | | | | | | |
| GJFR | *ss*Syd.No.3–9,34 | | 4425 | *withfreeboard* | | | ~~S12,37~~ | | | | FK&BK1′ | | | *pt Cem* | | | |
| | *ss*Syd.No.1–38 | | | 7,40~~6,39~~ | | | P5,40 | *Lloyd's SA&CP* | | | *Collision* | | | *BHto Sh dk* | | | |
| | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | | ✠LMC CS10,38 | | | S7,40 | | | *Cell DB*392′1248*t* | | | | 6 „ „ *U* „ | | | |
| | *Cargo battens not fitted* | | | DBS2,395,40 | ~~HS8~~10,38 | | | | | *MT*50′1741*t* | *FPT*189*t*,*APT*54*t* | | | | North British Diesel Eng. Works,Ld.Gls. | | |
| 75589 | **Hauxley** | | 1595 | ✠100A1 | Shl | *p* | CL | 1925 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Broomhill Steamships,Ld. | 245·6 | 39·4 | 19·1 | Newcastle British | T.3Cy.17½",29"&48"–33" (*s*) 180lb 163NHP 2SB,*4cf*,GS80,HS2802 | 21 ″ 1 s 5 ″ 0½ 16 ″ 3 | |
| 149404 | *ss*Shl.No.3–11,38 | | 1449 | *withfreeboard* | | | 11,38 | 12mo | | *Cell DB*176′482*t* | F24′ FK | | | 4*BHptCem* | | | |
| GWBD | Wireless 1*Dk*(*Stl*) | | 937 | 11,38 ✠LMC | | | | *Lloyd's SA&CP* | | *Tank at sides of* | *tunnel* 178*t* | *FPT*84*t* | *APT*44*t* | | G.Clark,Ld.Sunderland | | |
| | *Cargo battens not fitted* | | | MS11,38 | BS10,39 | | | | | | | | | | | | |
| 75590 | **Hav** | | 5062 | ✠100A1 | Ver | *a*† | CL | 1939 | Swan,Hunter&Wigham Richardson, Ld Newcastle | A/S Havtank & A/S Hav.(Helmer Staubo&Co.) | 420·8 | 57·5 | 24·5 | Oslo Norwegian | Oil Engines 2S.C.SA 4Cy.23½"–91⅞" 687NHP 2DB*120lb*&DB(WT)*120lb* | 29 ″ 6 s 3 ″ 7½ 26 ″ 1 | |
| | *Oil Eng.* | | 4471 | *withfreeboard* | Shi | 2 | | 9mo | | | 432·4(O.L.) | | | | | | |
| LKHH | 1*Dk*&*Shelter dk* | | 2939 | 10,10~~3,40~~ | ✠LMC8,39 | | | | | | F34′ FK | | | 7*BHptCem* (*Coll to Sh dk* | | | |
| | *Deck plating & butts of shell plating elec.* | | | | | | | *Lloyd's SA&CP* | | *Cell DB*306′1223*t* | | | | 6 „ 2nd„) | Swan,Hunter&Wigham Richardson,Ld.Nwc. | | |
| | *Open beams lugged to deck welded* | | | | | | | | | *MT*25′1046*t* | *Wing tanks at tunnel sides* | | | 50*t*,*APT*198*t* | | | |
| | *CruiserStern* | | | *Carrying oil* | *F.P. above* | | 150°F | | | *in deep tank* | | | | *FPT*1 | | | |
| 75591 | **Havana Maru** | | 5652 | ✠100A1 | Osa | *z* | CL | 1920 | OsakaIron Works,Ld. Innoshima | OsakaSyosen K.K. | 407·2 | 50·8 | 30·0 | Osaka Japanese | T.3Cy.26½",44½"&74½"–51" 200lb (*s*) 559NHP | 32 ″ 7 s 6 ″ 10 | |
| 26750 | *ss*Osa.No.3–4,34 | | 5148 | 11,40~~6,39~~ | | | ~~5,37~~ | 4mo | | | A&CP | | | 7*BHCem* | | | |
| JHCD | *ss*Osa.No.1–38 | | 3450 | | ~~✠LMC~~ 11,40 | | 11,40 | | | *Cell DB*358′980*t*,*DTa*27′767*t*,*FPT*106*t* | | | | 3SB,*9cf*,GS183,HS7988 FD *APT*26*t* | OsakaIron Wrks.Ld.Osaka | | |
| | 2*Dks*(*Stl*) | | | | | | | | | | P40′B137′F46′ FK | | | | | | |
| | ~~*Fitted for oil fuel*~~ | | | ~~12,2~~ | ~~*F.P. above*~~ | | ~~150° F.~~ | | | | | | | | | | |
| 75592 | **Havbör** | | 7614 | ✠100A1 | Rot | *c*† | CL | 1930 | Swan,Hunter&Wigham Richardson, Ld.Newcastle | A/S "Havbör" (P.Meyer) | 460·5 | 59·5 | 34·1 | Oslo Norwegian | Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB*120lb* | 34 ″ 0 | |
| | *Oil Eng.* | | 7247 | 6,40 ~~6,30~~ | Sng | | N8,39 | 7mo | | | P109′B30′F60′ FK | | | 16*BHptCem* | | | |
| LCNC | *ss*Rot.No.2–39 | | 4503 | ✠LMC CS8,39 | | | | | | | | | | (10 *to U dk* | | | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* | | | ~~DBS10,38~~ ~~–39~~ 12,37 | | | | | | | | | | 6 „2*nd* „) | | | |
| | D.F. *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | *Cell DBuE*85′327*t*,*DTf*41′523*t*,*FPT*199*t* | | | | *APT*146*t* | | | |
| | | | | DBS6,40 | | | | | | | | | | | | | |
| 75593 | **Havborg** (*ex*Standart) | | 1234 1078 | | | | | 1924 | A/S Rödby Havns Jernskibsv. RödbyHavn | LykkesRederi A/S (PerT.Lykke, *Mgr.*) | 236·9 | 37·2 | 14·8 | Tr'ndheim Norwegian | T.3Cy.16",25"&42"–30" 96NHP | | N |
| LEAY | 1*Dk* | | 707 | | | | | | | | H67*t*F34*t* | | | *WB* | A/S Moss Værft,Moss | | |
| 75594 | **Havbris** (*ex*Hindöy) | | 1315 1121 | | | | | 1918 | Stavanger Stöberi&Dok Stavanger | AlbertHarloff's Rederi A/S (A. Harloff,*Mgr.*) | 242·3 | 37·2 | 16·0 | Bergen Norwegian | T.3Cy.17½",28½"&48"–33" 132NHP | | C |
| LEAZ | Wireless D.F. 1*Dk* | | 742 | | | | | | | | P53*t*B60′H71*t*F14*t* | | | *WB* | StavangerStoberi&Dok | | |
| 75595 | **Havda** Ⓟ (*ex*Hjörungavaag, *ex*Christianssund) | Iron | 678 379 | | | | | 1881 | Lobnitz &Co. Renfrew | Indherreds Aktiedampskibs-selskap | 180·9 | 25·3 | 13·0 | Stenkjær Norwegian | C.2Cy.24"&44"–30" 88NHP | | |
| LEBC | *Well deck* Wireless 1*Dk*&*Awng dk* | | 400 | | | | | | | | H28*t* 20·2 | | | | Lobnitz&Co.Renfrew | | |
| 75596 | **Havelland** Ⓟ | TwinSc | 6334 | | | | | 1921 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 449·0 | 58·3 | 26·9 | Hamburg German | GearedOilEngines4S.C.SA 20Cy.20⅝"–20⅝" 856NHP | | G |
| | *Oil Eng.* | | 5592 | | | | | | | | P&B381′F57′ | | | *WB* | *E made 16 fitted 21* | | |
| DIBZ | Sub.Sig. 2*Dks* | | 3886 | | | | | | | | | | | | Mchfb.Augsburg-Nürnberg A.G.Augsburg | | |
| | D.F. | | | | | | | | | | | | | | | | |
| 75597 | **Havenstein** | 4Mst | 7974 7472 | | | | | 1921 | Flensburger Schiffsb.Ges. Flensburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 471·2 | 58·2 | 32·4 | Hamburg German | T.3Cy.32⅞",52½"&86½"–55⅞" 558NHP | | G |
| DHKP | D.F. Sub.Sig. 2*Dks* | | 4994 | | | | | | | | P74′B102′F43′ | | | *WB* | FlensburgerSchiffsb.Ges. | | |
| 75598 | **Havfru** | TwinSc | 7923 | ~~✠100A1~~ ~~Sng~~ | | *c*† | CL | 1931 | Kockums M.V.Aktieb. Malmö | P.MeyersTankrederiA/S. (P.Meyer,*Mgr.*) | 462·0 | 59·7 | 34·3 | Oslo Norwegian | Oil Engines 4S.C.SA 16Cy.22⅞"–39½" 778NHP | 34 ″ 7 ~~s 8 ″ 11~~ ~~26 ″ 0~~ | |
| | *Oil Eng.* | | 7338 | Bs~~ummed~~ 12,40 Bat | | | 8,39 | 6mo | | | 480·5(O.L.) | | | | 2DB*171lb* | | |
| LDGH | *ss*Fal.No.1–34 | | 4602 | ✠LMC CS5,35 | | | | | | | P105′B39′F41′ FK | | | 16*BHptCem* | | | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* | | | DBS8~~,35~~ 8,40 | 4,38 | | | *Lloyd's SA&CP* | | *Cell DBuE*65′242*t* | *DTf*36′540*t* | | | (10 *to U dk* | Kockums M.V.Akt.Malmö | s 8 ″ 9½ | |
| | D.F. *CruiserStern* | | | *Carrying Petroleum in bulk* | | | | | | | *FPT*148*t*,*APT*241*t* | | | 6 „ 2nd„) | | 26 ″ 0 | |
| | *Longitudinal framing–bracketless system* | | | | | | | | | | | | | | | | |
| * 75599 | **Havik** | | 479 | ✠100A1 1,39 | Rot | *g* | | 1938 | N.V.Gebr. van Diepen Waterhuizen | J.van der Laan (J.J.Onnes,*Mgr.*) | 154·5 | 27·4 | 9·6 | Groningen Dutch | Oil Engines 4S.C.SA 7Cy.11"–17½" 82NHP | 11 ″ 6 s 3 ″ 10 11 ″ 5½ | |
| | *Oil Eng.* | | — | | | | | 3mo | | | 162·4(O.L.) | | | | | | |
| PEOM | *Mchy.Aft* 1*Dk* | | 251 | ✠LMC3,38 | | | | | | | P39′Q54′F24′ FK | | | 3*BHCem* | | | |
| | *CruiserStern* | | | ✠LMC(M)10,39 | | | | *Lloyd's SA&CP* | | *Cell DB*58′97*t*,*FPT*61*t*,*APT*12*t* | | | | | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |

Now "Stanpark," see letter S. N.O. 6/41

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. — Late Name if any. — Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Allowed. Now explod. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed if not in L.R. Descriptive Notes. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75600 | **Havkong** | | 9666 | ✠100A1 | Osl | *e*† | CL | 1937 | Kockums | A/S Havtor | 506·1 | 63·1 | 36·4 | Oslo | Oil Engines 2S.C.DA | 36 // 7 | |
| | | *Oil Eng.* | 8889 | 8,40~~11,39~~ | PNl | 2¼ | N11,39 | 1mo | M.V.Aktieb. | (P.Meyer, *Mgr.*) | | | | Norwegian | 7Cy.23⅝"–43⅝" 1358NHP | s 8 // 3½ | |
| LJIC | D.F. | 1 *Dk*, 2*nd dk clear of cargo tanks* | 5714 | ✠LMC1.37 | | | | | Malmö | | P97'B41'F59' FK | | | 11 *BHpt Cem* | 2DB *170lb* | 28 // 5¼ | |
| | *Part electrically welded including butts of shell upper deck & longitudinal* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | *Cell DBuE 70'187t D* | *Tf 31'517t FPT 168t* | | | *APT 160t* | Kockums M.V.Akt.Malmö | | |
| | *Mchy. Aft* | *bulkhead plating* | | | | | | | | | | | | | | | |
| | *Longitudinal framing* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 75601 | **Havmöy** | | 1342 | | | | | 1937 | Nylands Verksted | A/S Havbör (P.Meyer, *Mgr.*) | 250·9 | 41·3 | 14·8 | Oslo | C.2Cy.16¾"&33$\frac{7}{16}$"–33$\frac{7}{16}$"& | | N |
| | | | 1104 | | | | | | Oslo | | | | | Norwegian | LP turbine with DR gearing | | |
| LJNF | Wireless D.F. | 1 *Dk & Shelter dk* | 744 | | | | | | | | | | | *WB* | & hydraulic coupling | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | 107NHP | | |
| | | | | | | | | | | | | | | | Nylands Verksted, Oslo | | |
| 75602 | **Havnia** (*ex* Bertil, *ex* Schiehallion) | | 1571 | ✠ | Skm | *q* | | 1888 | Russell & | Rederi A/B Havnia | 264·5 | 36·0 | 16·8 | Marieh'mn | T.3Cy.18⅝",30$\frac{5}{16}$"&48"–36" | 19 // 3 | V |
| | | *ss* Mmo.2nd No.3–2,13 | 1204 | 9,19 | | | | 5mo | Co. | (Algot Johansson, | 256·0 | | | Finnish | NDB00 144NHP | | † |
| OXHR | Wireless | 1 *Dk (Irn) & Web frames* | 849 | | | | | | Pt.Glasgow | *Mgr.*) | Q100'B92'F31' | | | 4 *BHCem* | 2SB, *3rf, 1cf*, GS76, HS2249 | | |
| | *Well deck* | | | | | | | | | | ptND05 BK9" | | | | Kincaid & Co.Ld.Greenock | | |
| | | | | | | | | | | | *Cell DB 212'400t* | | | *APT 42t* | | | |
| 75603 | **Havörn** (*ex* Ulrikka II, *ex* Örn) | | 1527 | | | | | 1902 | Laxevaags | D/S A/S Havörn | 257·6 | 36·3 | 17·0 | Haugesnd | T.3Cy.17½",24"&48"–33" | | N |
| | | | 1347 | | | | | | Msk.&Jrnskb. | (Jacob Odland & | | | | Norwegian | 132NHP | | |
| LEBN | | 1 *Dk* | 913 | | | | | | Bergen | Sön A/S, *Mgrs.*) | P11*t* H63*t* F43*t* | | | *WB* | Laxevaags Msk.&Jrns.Bgn | | |
| 75604 | **Havprins** | *ss* Osl.No.1–39 | 8066 | ✠100A1 | ~~N.Yk~~ | *c* † | CL | 1935 | Kockums | Akties Havprins | 461·6 | 59·8 | 34·6 | Oslo | Oil Engines 2S.C.DA | 34 // 7 | |
| | D.F. | *Oil Eng.* | 7423 | 12,40 ✠LMC ~~'37~~ 8,40 | | | ~~1,40~~ | 9mo | M.V.Aktieb. | (P.Meyer, *Mgr.*) | | | | Norwegian | 6Cy.23⅝"–43⅝" 1162NHP | s 7 // 5 | |
| LJAG | *Mchy. Aft* *Cruiser Stern* | 2 *Dks* | 4754 | DBS8,38 11,38 | | | 11,40 | | Malmö | *Cell DBuE 69'186t* | P102'B37'F41' FK | | | 16 *BHpt Cem* | 2DB *171lb* | 27 // 4¼ | |
| | *Longitudinal framing–bracketless system* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | *DTf 36'535t* | *FPT 147t APT 168t* | | | (10 *to U dk* 6 ,, 2*nd* ,,) | Kockums M.V.Akt.Malmö | | |
| 75605 | **Havre** | | 2073 | ✠100A1 | Sng | *s* | CL | 1905 | W.Gray & | Anglo-Saxon | 288·0 | 39·0 | 22·4 | London | T.3Cy.22",35"&59"–39" (*s*) | 22 // 4 | |
| 118720 | | *ss* Sng.2nd No.3–10,30 | 1828 | ~~9,10~~ 9,~~39~~ 12,40 | | | ~~8,37~~ | 9mo | Co.Ld. | Petroleum Co.Ld. | 299·0 (O.L.) | | | British | 180lb 274NHP | s 3 // 3½ | |
| GFRN | | *ss* Sng.No.2–38 | 1201 | BS~~9,39~~ 12,40 | LMC8,38 | | 5,10 | | W Hartlepool | | P67'B14'F35' FK | | | | NB8,18 *refitted* 11,20 | 19 // 3 | |
| | *Mchy. Aft* | 1 *Dk (Stl) & deep framing* | | | | | | *Lloyd's* | *SA&CP Interm* | *ediate bulkhead in* | *fore hold dispenses with, A B Hon ly* | | | 2SB, *6pf*, GS103, HS3650 FD | | | |
| | | | | *Fitted for oil fuel* 5,12 | | | *F.P. a* | *bove* 1 | 50° F. | *Cell DB* | *f 184'456t FPT 224t* | | | *APT 36t* | Cen.Mar.Eng.Wrks.WHpl | | |
| 75606 | **Havre Maru** | | 5652 | ✠100A1 | Osa | *z* | CL | 1920 | Osaka Iron | Osaka Syosen K.K. | 407·2 | 50·8 | 30·0 | Osaka | T.3Cy.26½",44½"&74½"–51" | 32 // 7 | |
| 26757 | | *ss* Kob.No.3–3,32 | 5148 | 4,41~~9,39~~ ~~10,40~~ | Kob | 10,40 | 9,38 | 5mo | Works,Ld. | | | | | Japanese | 200lb (*s*) 559NHP | s 6 // 8½ | |
| JDLD | | *ss* Osa.No.2–39 | 3450 | | ✠LMC~~7,38~~ | | 9,10 | | Innoshima | | P40'B137'F46' FK | | | 7 *BHCem* | 3SB, *9cf*, GS183, HS7988 FD | 26 // 1 | |
| | | 2 *Dks (Stl)* | | | | | | | A&CP | *Cell DB 358'980* | *t DTa 27'767t FPT* | | | 106*t APT 26t* | Osaka Iron Works Ld.Osaka | | |
| | | | | ~~*Fitted for oil fuel* 12,28~~ | | | ~~*F.P. a bove* 1~~ | | ~~50° F.~~ | | | | | | | | |
| 75607 | — | | 5467 | ✠ —— | Nag | *z* | | 1920 | Asano S.B. | Ishihara Sangyo | 400·0 | 53·2 | 29·4 | Hutyu | T.3Cy.26½",43½"&72"–48" | 32 // 0 | |
| 27164 | | *ss* Kob.No.3–5,33 | 4996 | 1,39 | | | | 5mo | Co. | Kaiun Kaisha,Ld. | | | | Japanese | 513NHP | | |
| JEJD | | 2 *Dks (Stl)* | 3409 | | | | | | Tsurumi | | P33'B124'F41' FK | | | 6 *BHCem* | 3SB, *9cf*, GS175, HS7376 | | |
| | | | | | | | | | | | *Cell DB 339'941t* | | | *APT 28t* | Kubota Ironworks, Osaka | | |
| 75608 | **Havsten** | | 6161 | ✠100A1 | Nwc | *a*† | CL | 1930 | Barclay, | Skibsaktieselskap | 420·8 | 58·5 | 31·2 | Tönsberg | Oil Engines 2S.C.SA | 31 // 3 | |
| | | *Oil Eng.* | 5794 | 9,39 | | | 9,39 | 8mo | Curle&Co.Ld. | Havsten (Rafen & | 437·0 (O.L.) | | | Norwegian | 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP | | |
| LDPG | D.F. | *ss* Nwc.No.2–39 | 3720 | ✠LMC ~~'39~~ CS9,39 | | | | | Glasgow | Loennechen) | P105'B27'F38' FK | | | 15 *BHpt Cem* | 2DB *120lb* | | |
| | *Mchy. Aft* | 2 *Dks (Stl) & Web frames* | | DBS9,39 5,37 | | | | *Lloyd's* | *SA&CP* | *Cell DBuE 76'* | | | | (10 *to U dk* | Barclay, Curle&Co.Ld Gls. | | |
| | | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | *275t DTf 38'498t* | *FPT 113t APT 87t* | | | 5 ,, 2*nd* ,,) | | | |
| 75609 | **Havtor** | | 1524 | | | | | 1930 | Porsgrund | A/S Havtor | 245·7 | 37·9 | 18·3 | Oslo | C.4Cy.(2)12¾"&(2)27½"– | | N |
| | Wireless D.F. | | 1234 | | | | | | Mek.Værks. | (P.Meyer) | P65'F31' | | | Norwegian | 27½" 66NHP | | |
| LEBM | *Mchy. Aft* | *Cruiser Stern* 1 *Dk* | 867 | | | | | | Porsgrunn | | | | | *WB* | Porsgrund M.V.Porsgrunn | | |
| 75610 | **Hawaii** (P) | | 851 | | | | | 1924 | Bethlehem | Inter-Island | 190·0 | 36·2 | 12·1 | Honolulu | T.3Cy.17",27"&45½"–30" | | R |
| 224252 | Wireless | *Fitted for oil fuel* | — | | | | | | S.B.Corp.Ld. | Steam Nav.Co.Ld. | P75'F31' | | | Utd.States | 113NHP | | |
| KJME | *Mchy. Aft* | 1 *Dk* | 433 | | | | | | (Union Plnt) | | | | | *WB* | Bethlehem S.B.Corp.Ld. | | |
| | | | | | | | | | San Francisco | | | | | | | | |
| 75611 | **Hawaii Maru** (P) | **Twin Sc** | 9467 | ✠100A1 | Kob | *d*† | CL | 1915 | Kawasaki | Osaka Syosen K.K. | 475·0 | 61·0 | 38·1 | Osaka | T.6Cy.26",43½"&73"–48" (*s*) | 40 // 9 | |
| 18436 | | *ss* Kob.2nd No.3-6,40 ~~*ss Kob.No.3–9,37*~~ | 8830 | *Shelter dk* | | | 9,38 | 8mo | Dkyd.Co.Ld. | | 32·7 | | | Japanese | 200lb HS11524 895NHP | s 13 // 6½ | |
| JHWD | | ~~*ss Kob.No.2–36*~~ | 5916 | *with freeboard* | | 6,40 | | | Kobe | | P33'B30'F46' FK | | | 8 *BHCem* | 5SB(Spt), *15cf*, GS302 FD | 27 // 9 | |
| | | 2 *Dks (Stl) & Shelter dk (Stl–ws)* | | 6,40 ~~2,39~~ | ✠LMC ~~'37~~ 5,39 | | | *Lloyd's* | *SA&CP* | | *on Shelter dk* | | | | Kawasaki Dkyd Co Ld Kobe | | |
| | *Ref. Mchy.* | 3*rd dk (Stl) in Nos.1 & 4 holds* | | *Fitted for oil fuel* 10,24 | | | *F.P. a* | *bove* 1 | 50° F. | *Cell L* | *Ba 144' uE & B 84' f* | | | 180'1819*t D* | *Ta 45'735t FPT 97t APT 53t* | | |
| 75612 | **Hawaiian** (*ex* Santa Malta) | | 4868 | ✠ ... | SFo | *z* | | 1919 | W.Cramp | American- | 404·6 | 53·9 | 26·2 | New York | Q4Cy25½",37",52½"&76"–54" | 28 // 9 | R |
| 217933 | | *ss* S.Fo.No.3–9,31 | 4353 | 11,34 | | | | 5mo | &Sons | Hawaiian S.S.Co. | F31' *on Shelter* 36·7 | | | Utd.States | 633NHP | | † |
| WACG | D.F. | 2 *Dks (Stl) & Shelter dk (Stl)* 3*rd dk* | 2899 | | | | | | S.&E.B.Co. | | *dk* FK | | | *Cem* | 4SB, *12cf*, GS215, HS8923 | | |
| | | *(Stl) in No.1 hold only & Web frames* | | | | | | | Philadelphia | | | | | *Col* | W.Cramp&Sns S&EBCPhl | | |
| | | *Fitted for oil fuel* | | | | | | | | | | | | *lB Hto Sh dk* | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | 5 ,, ,, *U* ,, | | | |
| | | | | | | | | | | *Cell DB 314'1188t* | *FPT 69t APT 17t* | | | 1 ,, ,,2*nd* ,, | | | |
| 75613 | **Hawaiian Standard** | | 1223 | | | | | 1925 | Bethlehem | Standard Oil Co.of | 210·0 | 36·1 | 14·3 | S.Frncisco | Oil Engines connected to | | R |
| 224456 | | *Oil Eng.* | — | | | | | | S.B.Corp.Ld. | California | P50'B94'F32' | | | Utd.States | Electric Motor & Sc. Shaft | | |
| WOCD | Wireless D.F. | 1 *Dk* | 539 | | | | | | San Francisco | | | | | *WB* | 4S.C.SA | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | 4Cy.16$\frac{5}{16}$"–24⅝" 107NHP | | |
| | | | | | | | | | | | | | | | Pacific Diesel Eng.Co. | | |
| | | | | | | | | | | | | | | | Oakland,Cal. | | |
| 75614 | **Hawkinge** (*ex* Pentraeth) | | 2475 | ✠100A1 | Bry | *l* | CL | 1924 | Burntisl'nd | Constants (South | 298·5 | 44·0 | 21·2 | London | T.3Cy.22",36"&60"–39" (*s*) | 23 // 6 | |
| 147713 | | *ss* Cff.No.3–2,37 | 2256 | 5,40 | | | 1,39 | 8mo | S.B.Co.Ld. | Wales) Ld.(H. | 308·5 (O.L.) | | | British | 180lb 251NHP | s 3 // 5⅜ | |
| GKRD | | 1 *Dk (Stl)* | 1493 | | ✠LMC | | | | Burntisland | Constant, *Mgr.*) | P23'B79'F26' FK | | | 5 *BHCem* | 2SB, *6cf*, GS115, HS3970 | 20 // 2½ | |
| | | | | MS2,37 | BS1,40 | | | *Lloyd's* | *SA&CP* | *Cell DB 250'663t* | *FPT 94t* | | | 122 *t APT 94t* | D.Rowan&Co.Ld.Glasgow | | |
| 75615 | **Hawkwood** | | 2024 | ✠100A1 | Shl | *r* | CL | 1934 | S.P.Austin | W.France Fenwick | 267·8 | 41·0 | 17·4 | London | T.3Cy.17½",29"&48"–36" (*s*) | 19 // 6 | |
| 163545 | D.F. | *ss* Shl.No.1–39 | 1491 | 7,10 ~~6,39~~ | | 1½ | 6,39 | 11mo | &Son,Ld. | &Co.Ld. | | | | British | 200lb FD 202NHP | s 6 // 2¼ | |
| GYBM | *Mchy. Aft* | 1 *Dk* | 1143 | | | | | | Sunderland | | Q160'F30' FK | | | 5 *BHCem* | 2SB (Spt), *6cf*, GS60, HS2904 | 18 // 0 | |
| | *Cruiser Stern* | *Cargo battens not fitted* | | | ✠LMC6,39 | | | *Lloyd's* | *SA&CP* | *Cell DB 224'613t M* | *T8'208t FPT 139t A* | | | *PT 90t* | N.E.Marine Eng.Co.Ld Sld | | |
| | | | | BS7,40 | | | | | | | | | | | | | |
| 75616 | | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Force assignée maintenant expiré. Lettre d'Appropriété. | 7* Date de la dernière visite à l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75617 | **Haxby** | | 5207 | ✠100A1 | Liv | z | CL | 1929 | W.Gray& | RopnerShipping | 421·2\|54·2\|27·2 | WHartlpl | T.3Cy.26",40"&73"-48" (s) | 30 " 1 | |
| 160760 | | ssBkn.No.2-37 | 4930 | 1,40 | | | 7,39 | 5mo | Co. | Co.Ld. | 438·4(o.L.) | British | 180lb 529NHP | s 5 " 0½ | |
| GTCB | D.F. | 1Dk(Stl) | 3222 | BS9,39 ✠LMC8,37 | | | | | WHartlepool | | P30'B240'F43' FK | | 3SB(Spt),9cf,GS172, FD | 25 " 3½ | |
| | | | | | | | | Lloyd's | SA&CP | CellDBa&uE | 173'f180'1413t | | HS7932 | | |
| | | | | | | | | | | | FPT175t | APT167t | Cen.Mar.E.Wrks.Ld.WHpl | | |
| 75618 | **Hayataka Maru** (P) (exHokkai | | 836 | | | | | 1923 | Mitsui | AwanokuniKyodo | 190·0\|31·5\|18·2 | Nishino- | T.3Cy.14½",24"&40"-30" | | |
| 22622 | MaruNo.2) | | — | | | | | | Bussan | KisenK.K. | F32' | miya | 88NHP | | |
| JDCG | Wireless | | 446 | | | | | | Kaisha,Ld. | | | Japanese | HaseTekkosho,Osaka | | |
| | | | | | | | | | TamaDkyd. | | | | | | |
| 75619 | **Hayatomo Maru** (P) | | 697 | | | | | 1925 | Mitsubishi | SetsuyoSyosen | 170·0\|28·6\|18·0 | Osaka | Oil Engines 4S.C.SA | | |
| 30368 | | OilEng. | 570 | | | | | | ZosenK.K. | K.K. | | Japanese | 6Cy.18¼"-27" 194NHP | | |
| JMRE | | 2Dks | 379 | | | | | | Kobe | | | | Vickers,Ld.Barrow | | |
| 75620 | **Hayo Maru** | | 5446 | ✠100A1 | Tama | z | CL | 1921 | AsanoS.B. | ToyoKisenK.K. | 400·0\|53·2\|29·4 | Yokohama | T3Cy.26½",43½"&72"-48"(s) | 32 " 0 | |
| 27962 | | ssYka.No.3-5,34 | 4988 | 7,10 ~~8,39~~ | Kob | | 6,38 | 3mo | Co. | | | Japanese | 200lb 513NHP | s 6 " 5½ | |
| JFAD | | ssKob.No.1-38 | 3311 | 7,40 | | | | | Tsurumi | | P33'B124'F41' FK | | 3SB,9cf,GS181,HS7376 FD | 25 " 9 | |
| | | 2Dks(Stl) | | ✠LMC~~8,37~~ | | | | | A&CP | | CellDB334'886t | | KubotaIronWorks,Osaka | | |
| | | | | *Fitted for oil fuel* ~~4,21~~ *F.P. above* ~~1·50~~ *Pa* | | | | | | | | | | | |
| 75621 | **Haytor** | | 1189 | ✠100A1 | Shi | n | CL | 1925 | J.Crown& | T.&C.Wilton&Co. | 220·0\|35·2\|14·6 | London | T.3Cy.17",28"&46"-33" (s) | 16 " 7 | |
| 148603 | | ssShl.No.3-11,37 | 921 | 12,39 | | | 12,39 | 6mo | SonsLd. | Ltd. | | British | 180lb 158NHP | s 1 " 10½ | |
| MNGP | | 1Dk(Stl) | 592 | BS8,39 ✠LMC3,37 | | | | | Sunderland | | P20'B49'F23' FK | | 2SB,4cf,GS74,HS2792 | 14 " 10½ | |
| | | Cargo battens not fitted | | 5,40 | | | | Lloyd's | SA&CP | CellDBa&uE76'f | 93'276tFPT76tAP | 752t | N.E.MarineEng.Co.Ld.Sld | | |
| 75622 | **Hazen Butler** (exFrankSeither-33, | | 4871 | | | | | 1906 | American | MidlandS.S.Line, | 420·0\|52·0\|28·0 | Wilmgton | T.3Cy.22",35"&58"-40" | | R |
| 203473 | exJoshuaW.Rhodes) | | — | | | | | | S.B.Co. | Inc. | | (Del.) | 158NHP | | |
| | Mchy.Aft D.F. | 1Dk | 3586 | | | | | | Lorain,O. | | WB | Utd.States | AmericanSB.Co.Cleveland | | |
| 75623 | **Hebble** | | 1040 | ✠100A1 | Goo | o | OG | 1924 | W.Beard- | LondonMidland& | 240·5\|34·2\|15·4 | Goole | T.3Cy.22",36"&61"-39" (s) | 16 " 4 | |
| 146342 | | ssGoo.No.3-2,38 | 828 | 11,39 | | | 9,38 | 9mo | more&Co.Ld | ScottishRly. | | British | 180lb 333NHP | s 2 " 0½ | |
| MLZS | Sub.Sig. | 1Dk(Stl) | 425 | ✠LMC | | | | | Glasgow | (Associated | P39'B88'F34 FK | | 2SB,6cf,GS124,HS5000 FD | 14 " 9 | |
| | | | | MS7,37 BS5,40 | | | | Lloyd's | SA&CP | HumberLines,Ld. | | | W.Beardmore&Co.Ld. | | |
| | | | | | | | | | | Mgrs.) | | | | | |
| | | | | | | | | | | CellDBa&uE73'f90'198tFPT | 12tAPT24t | | | | |
| 75624 | **Hebe** | | 1684 | ✠100A1 | Nts | q | CL | 1920 | BlythS.B. | SociétéNavale | 260·3\|37·3\|16·4 | Caen | T.3Cy.21",34"&56"-36" (s) | 18 " 7 | |
| | | ssShl.No.3-6,32 | 1263 | 2,40 | | | 10,38 | 6mo | &D.D.Co.Ld. | Caennaise(G. | | French | 190lb 244NHP | s 1 " 7 | |
| FOPT | | ssRot.No.1-37 | 884 | BS2,40 ✠LMC5,37 | | | | | Blyth | Lamy&Cie., Mgrs) | P22'Q100'B54' FK | | 2SB,6cf,GS106,HS4224 | 17 " 3 | |
| | Well deck | 1Dk(Stl) | | | | | | Lloyd's | SA&CP | | F24' | | N.E.MarineEng.Co.Ld.Sld | | |
| | | Cargo battens not fitted | | | | | | | | CellDB180'381tD | Ta36'118tFPT114t | | | | |
| | | | | | | | | | | | | APT110t | | | |
| 75625 | — | | 1140 | | | | | 1916 | Boele's | Koninkl.Nederl. | 250·0\|36·5\|23·0 | Amsterdm | T.3Cy.18½",30"&48"-36" | | V |
| | | Cruiser Stern | — | | | | | | Schpsw&Mch | Stoomb.Maats. | | Dutch | 138NHP | | |
| PBOT | Wireless | 2Dks | 628 | | | | | | Bolnes | N.V. | WB | | Boele'sSchps&Mch.Bolnes | | |
| 75626 | — | | 957 | | | | | 1912 | Kjöbnhvns | DetForenede | 232·1\|33·9\|21·2 | Aalborg | T.3Cy.19½",32"&53"-36" | | V |
| | Now "Hebe II" see No. 83352 in Supplement | 2Dks | 689 | | | | | | Flydk.&Skbs. | DampskibsSelsk. | | Danish | 169NHP | | |
| OYQA | Wireless D.F. | | 436 | | | | | | Copenhagen | | WB | | KjbnhavnsFlydk.&Skbsv | | |
| 75627 | — | | 910 | | | | | 1906 | Grngem'th | OttoHellstenA/B | 207·8\|34·6\|12·8 | Stockholm | T.3Cy.16½",27"&44"-30" | | N |
| 5711 | (exSandar,exEmmaFernström, | | 741 | | | | | | &Greenock | | Q79tB103tH47t | Swedish | 106NHP | | |
| SETR | xPolstream,exEmma | 1Dk | 510 | | | | | | DockyardCo. | | F21t | WB | Cooper&Greig,Dundee | | |
| | Fernström,exPolstream,exMargarete) | | | | | | | | Grngemouth | | | | | | |
| 75628 | — | | 716 | | | | | 1911 | Hlsingbrgs | FinskaÅngfartygs | 184·7\|30·3\|10·3 | Helsingfrs | C2Cy.16¾"&31½"-21⅞" | | V |
| 766 | (exAlice-35,exTensift,exRubin) | | — | | | | | | VarfsAktiet. | A/B | 175·6 | Finnish | 38NHP | | |
| OHXG | Wireless D.F. | 1Dk | 434 | | | | | | Helsingborg | | P25tQ38tB85tH18t | WB | HelsingbrgsVarfs.Aktieb. | | |
| | | | | | | | | | | | F13t | | | | |
| 75629 | **Hebrides** (P) | | 585 | ✠100A1 | Irv | i | ~~2,35~~ | 1898 | AilsaS.B. | McCallum,Orme& | 180·0\|28·1\|13·2 | Glasgow | T.3Cy.16",26"&42"-30" (s) | 13 " 10 | |
| 108735 | | ssIrv.3rdNo.3-2,37 | 428 | 11,39 | | | 3,41 | 5mo | Co. | Co.Ld. | 30·0 | British | 160lb 80lb NDB24 90RHP | s 1 " 1½ | |
| GFTC | | | 234 | ✠NB2,37 ✠LMC~~3,37~~ | | | | | Troon | | BK7½" | | 1SB,3cf,GS54,HS1900 | 13 " 7½ | |
| | Wireless | 2Dks | | DBS~~3,37~~ 3,40 | | | 3,41 | | A&CP | | P50'B70'F46' | 4BHCem | A.&J.Inglis,Glasgow | | |
| | | | | | | | | | | | | FPT16t | | | |
| 75630 | **Hecht** (exBrun von Warendorp) | | 999 | | | | | 1915 | Atlas | Argo Reederei | 216·5\|32·8\|13·1 | Bremen | T.3Cy.18⅛",29½"&45⅞"- | | G |
| | | | 714 | | | | | | WerkeA.G. | RichardAdler&Co. | P&B113'F29' | German | 29½" 113NHP | | |
| DOAF | Wireless | 1Dk | 600 | | | | | | Bremen | | WB | | AtlasWerke,A.G.Bremen | | |
| 75631 | **Hecksee** (exSchleswig) | | 865 | | | | | 1926 | Deutsche | W.Schuchmann | 181·3\|32·9\|15·0 | Hamburg | T.3Cy.13⅞",20⅜"&33"-22⅛" | | G |
| | | | 711 | | | | | | WerkeA.G. | | Q51'F21' | German | 52NHP | | |
| DHKR | Mchy.Aft | 1Dk | 478 | | | | | | Kiel | | WB | | DeutscheWerkeA.G.Kiel | | |
| 75632 | **Hector** (P) | TwinSc | 11198 | | | | | 1924 | Scotts'S.B. | OceanS.S.Co.Ld. | 498·8\|62·3\|34·9 | Liverpool | SR geared Steam Turbines | | BT |
| 147282 | Ref.Mchy. | Fitted for oil fuel | 8572 | | | | | | &E.Co.Ld. | (AHolt&Co.Mgrs) | P57'B195'F60' | British | | | till |
| GCBQ | D.F. | 3Dks | 6841 | | | | | | Greenock | | | WB | Scotts'S.B.&E.Co.Ld.Grk. | | 6,40 |
| 75633 | — | | 1828 | ✠100A1 | Rot | s | OG | 1939 | NVSchpsw | Koninkl.Nederl. | 292·5\|41·1\|14·9 | Amstrdam | Oil Engines 2S.C.SA | 18 " 0 | |
| | | OilEng. | 1363 | with freeboard | NYk | | | 12mo | Gebr.Pot. | Stoomb.MaatsN.V. | 310·8(o.L.) | Dutch | 5Cy.19½"-35⅞" | s " 2½ | |
| PEPA | | 1Dk&Shelter dk | 944 | 12,40 ~~12,39~~ | | | ✠LMC12,39 | | Bolnes | | F31' FK | 6BHptAsp | DB100lb 338NHP | 17 " 10½ | |
| | | 3rd dk in No.1 hold | | | | | | | | | | Coll to Sh dk | N.V.Mch.&Scheepswerf. | | |
| | | Butts of bottom plating elec. welded | | | | | | Lloyd's | SA&CP | CellDB233'438t | FPT65tAPT72t | 5 " 2nd " | vanP.Smit,Jr.Rot. | | |
| | D.F. E.S.D. | Ref.Mchy. | | | | | | | | | | | | | |
| | Mchy.Aft | Cruiser Stern | | | | | | | | | | | | | |
| 75634 | — | | 872 | ✠ ... | | | | 1890 | Bonn& | Dampfschifffahrts | 199·1\|31·2\|12·7 | Bremen | T.3Cy.15",24"&45"-30" | 15 " 3 | G |
| | (exDoelwijk) | ssRot.No.1-95 | 610 | 8,98 | | | | 6mo | Mees | Ges.Neptun | P127'F54' | German | NB08 114NHP | | † |
| DOHD | Well deck | 1Dk(Irn)&deepframing | 527 | ✠ | | | | | Rotterdam | | BK7½" | WB | Knik.Mts.deScheldeFlsng | | |
| 75635 | — | TwinScCtr | 316 | ✠ ... | | | | 1903 | Day,Sum- | Southamptn.I.ofW | 129·5\|25·1\|11·9 | S'thamptn | C.4Cy.19"&38"-30" | 12 " 6 | |
| 114589 | | | 278 | 8,08 | | | | 7mo | mers&Co.Ld. | &S.ofEng.Royal | B33' | British | 184NHP | | |
| MGGR | | 1Dk | 35 | ✠ | | | | | Southampton | Mail StmPktCo.Ld | BK9" | WB | Day,Summers&Co.Ld.Sou. | | |
| 75636 | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dis'ce of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75637 7738 SETU | **Hedda** (*ex*Jomaas,*ex*MarieNielsen) 1*Dk* | *1502* *1288* *835* | | | | | 1920 | Larvik Slp. Verksted A/S Larvik | RederiA/B Kullaberg(Axel Sjösten,*Mgr.*) | 242·9 P64*t* | 39·5 H73*t* | 16·9 F9*t* | Höganäs Swedish *WB* | T.3Cy.18″,29½″&49″–33″ 138NHP LarvikSlipVerks.A/S,Lar. | | V |
| 75638 3578 SIJA | **Hedera** (*ex*Baltia–35,*ex*Varna, *ex*Daland, *ss*Got.3rdNo.3–5,37 *ex*Helsingborg) *ss*Lkr.No.3–2,40 1*Dk*(*Irn*)*&deep framing* | 2327 2103 1402 | ✠100A1 ~~2,40~~ 11,40 BS6,41 | Lkr Sws ✠LMC2,40 | *s* | CL 1,40 | 1900 1mo | W.Gray& Co.Ld. WHartlepool A&CP | RederiA/B Kullaberg(A.Sjösten, *Mgr.*) *CellDBa98′* | 300·5 312·7(O.L.) P21′B79′F31′ *uE&B40′f122′692t* | 43·3 FK | 19·6 *5BHCem APT40t* | Höganäs Swedish *Cem* | T.3Cy.22″,35″&59″–39″ (*s*) 160lb 221NHP 2SB,*6rf*,GS82,HS3378 Cen.Mar.Eng.Wks.W.Hpl | 22 ″ 3 s 3 ″ 6½ 18 ″ 11½ | |
| 75639 6359 SMFA | **Hedrun** (*ex*HjalmarBlomberg) *ss*Skm.No.3–6,33 *ss*Skm.No.1–38 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *CruiserStern* | *2325* *2044* *1311* | ✠100A1 *Shelter dk withfreeboard* 10,39 BS9,39 ✠LMC9,38 | Skm | *u* | OG 10,39 | 1920 9mo | Aktb.Oresundsvarvet Landskrona | Stockholms Rederiaktiebolag Svea(Eman. Högberg,*Mgr.*) *Intermediate* *CellDB262′546t* | 317·5 *BHin forehold dispensed with(Collision FPT91t APT106t* | 44·9 FK | 19·4 *nBHtoShdk 3 ,, ,, U ,,)* | Stockholm Swedish *Cem* | 2SteamTurbinesDRgeared to 1 Sc Shaft (*s*) 200lb FD 252NHP 2SB(Spt),*6cf*,GS82,HS3533 A.B.deLavalsAngturbin, Skm. | 22 ″ 0 s 1 ″ 2 21 ″ 0¼ | |
| 75640 LEED | **Hedvig I** (*ex*IngerElisabeth–39, *ex*Arthur) *Well deck* Wireless *ss*Bgn.2ndNo.3–5,32 *ss*Bgn.No.1–36 1*Dk*(*Stl*)*&deep framing Cargo battens not fitted* | 1287 1037 751 | ✠100A1 12,39 BS4,39 ✠LMC5,36 | Bgn | *o* | 12,39 | 1908 11mo | Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd'sA&CP* | SkibsA/S Fønix (GunnarKjøde, *Mgr.*) *CellD* | 230·4 239·8(O.L.) Q86′B52′F25′ *Ba67′uE&B31′f94′* | 36·1 FK | 15·0 *4BHCem 321tFPT48t* | Bergen Norwegian | T.3Cy.19″,31″&51″–36″ (*s*) 160lb *80lb* 159NHP 1SB,*3pf*,GS55,HS2424 Richardsons,Westgarth& *APT75t* Co.Ld.Hpl. | 17 ″ 2 s 1 ″ 3½ 16 ″ 0½ | |
| 75641 DOAC | **Hedwig Pannbacker** Aux3MstSr (*ex*HansPaul–39,*ex*Niedersachsen–38,*ex*Hermina,*ex*Rebecca) *OilEng.* 1*Dk* (*See Sailing Ship Register*) | 334 297 239 | | | | | 1917 | Pattje& Zonen Waterhuizen | HeinoPannbacker | 134·1 | 27·2 | 10·9 | Hamburg German *WB* | Oil Engines 2S.C.SA 5Cy.9⅞″–13¾″ 85NHP NE39 Hanseat.Motorenges., Hamburg-Bergedorf | | G |
| 75642 DHK1 | **Hedwigshütte** Sub.Sig. 1*Dk* | 2221 1856 1211 | | | | | 1922 | Stettiner Oderwerke Stettin | Hedwigshütte Kohlen-u.Kokesw, A.G.(Kohlen-, Koks-u.Anthracitwerke G.Schulze G.m.b.H.,*Mgrs.*) | 284·0 P26′B61′F33′ | 41·1 | 18·8 | Hamburg German *WB* | T.3Cy.22⅞″,35½″&57 $\frac{3}{10}$–39⅜″ 205NHP StettinerOderwerke | | G |
| 75643 PEPK | **Heemskerk** Ⓟ (*ex*Witram) D.F. 2*Dks* | 6516 6037 4065 | | | | | 1919 | Neptunwerft Rostock | N.V.Vereenigde Nederlandsche Scheepvaart Maats(Directie-en AgentuurMaats. "Holland-Afrika Lijn"N.V.,*Mgrs.*) | 438·0 P55′B97′F43′ | 57·2 | 30·2 | The Hague Dutch *WB* | Q.4Cy.26⅝″38⅜″55 $\frac{9}{10}$″&80 $\frac{7}{10}$″–55 $\frac{1}{10}$″ 482NHP Neptunwerft,Rostock | | V |
| 75644* PEPL | — (*ex*ApollinarisV.–37) *ss*Rot.No.2–39 *Oil Eng.* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* *Cruiser Stern* | 315 — 229 | ✠100A1 8,39 ✠LMC4,38 | Rot | *d* | N4,38 | 1931 4mo | N.V.Industrieele Maats. DeNoord Alblasserdam *Lloyd'sA&CP* | HollandscheZeereed(J.Vermaas' Scheepvaart Bedrijf,*Mgrs*) *CellDBf28′ 28tFPT* | 131·9 Q26′B8′F16′ | 23·5 FK | 8·8 *10tAPT4t* | Rottrdam Dutch *WB* | Oil Engines 4S.C.SA 3Cy.11″–17 $\frac{1}{16}$″ 35NHP Motorenfbr."Deutz"A.G. Köln-Deutz | 9 ″ 6 s ″ 11 8 ″ 8 | |
| 75645 PEPM | **Heenvliet** *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* | 346 226 169 | | | | | 1939 | J.Koster Hzn.Schpsw. "Gideon" Groningen | Soetermeer& FekkesCargadoorskantoorN.V. | 140·9 P41′F17′ | 24·7 | 8·6 | Rottrdam Dutch *WB* | Oil Engines 4S.C.SA 6Cy.11″–17 $\frac{1}{16}$″ 70NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz | | |
| 75646 2179b2 WBAI | **Heffron** D.F. *Fitted for oil fuel* GyC. 1*Dk*&*Shelter dk*& *Longitudinal framing* *Web frames* | 7611 7553 4886 | ✠ ... 3,21 ✠ | | | | 1919 5mo | Bethlehem S.B.Corp.Ld. Alameda,Cal | Weyerhaeuser S.S.Co. | 440·0 | 56·0 | 35·2 FK *WB* | Everett, Wash, Utd.States | T.3Cy.27″,47″&78″–48″ 598NHP BethlehemS.B.Corp.Ld. | 38 ″ 0 | R † |
| 75647 218209 KIDF | **Hegira** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*&*Web frames* GyC. *Longitudinal framing* | 7588 7553 4818 | ✠ ... 3,21 ✠ | | | | 1919 6mo | Bethlehem S.B.Corp.Ld Alameda,Cal | Weyerhaeuser S.S.Co. | 440·0 | 56·0 | 35·2 FK *WB* | Everett, Wash. Utd.States | T.3Cy.27″,47″&78″–48″ 598NHP BethlehemS.B.Corp.Ld. | 38 ″ 0 | R † |
| 75648 36813 JGZC | **Heian Maru** Ⓟ TwinSc *Oil Eng.* *ss*Osa.No.2–39 *Ref.Mchy.* 3*Dks*(*Stl–weather dk* ws) D.F. GyC. 4*th dk*(*Stl*)*in No.3hold* | 11616 9381 6789 | ✠100A1 *withfreeboard* ~~10,40~~ 11,39 3,41 ✠LMC CS11,39 ~~DBS1–39~~ 10,40 ~~1,39~~ 10 ✠Lloyd'sRMC3,40 10,40 *Fitted for carrying oil above 150° F.* | Osa ~~Kob~~ | *h*† | CL ~~31,38~~ P11,39 63,41 11,30 *tanks* | 1930 11mo | OsakaIron Works,Ld. Osaka *Lloyd'sA&CP* | NipponYusenK.K. *CellDB424′2189t Tunnels319tD* *F.P. aft* | 511·6 B226′F76′ *Tanks in way of Tsa39′1309tFPT11* | 66·0 FK | 41·0 *9BHptCem 6tAPT176t* | Tokyo Japanese | Oil Engines 4S.C.DA 16Cy.26⅜″–63″ 2190NHP 2DB *120lb* Akt.Burmeistr&Wain,Cpn | 41 ″ 1 s 10 ″ 11¾ 30 ″ 3½ | |
| 75649 44297 JJOK | — Ⓟ (*ex*PingAn–38, *ex*CanadianBritisher–36) *Ref.Mchy.* 2*Dks* | 5346 — 3857 | | | | | 1921 | Prince RupertD.D. &Eng.Co. PrinceRupert | AmakasuSangyo K.K. | 400·0 P49′B113′F40′ | 52·0 | 28·5 *WB* | Yokohama Japanese | T.3Cy.27″,44″&73″–48″ 369NHP J.Inglis&Sons,Ld.Toronto | | C |
| 75650 467 JCXC | — Ⓟ Wireless 2*Dks* | 1507 — 920 | | | | | 1917 | Kawasaki Dkyd.Co.Ld. Kobe | ChosenYusenK.K. | 240·0 P14′B44′F32′ | 36·0 | 21·0 *WB* | Jinsen Japanese | T.3Cy.16″,26″&43″–30″ 101NHP KawasakiDkydCoLd.Kobe | | |
| 75651 DAPO | **Heidelberg** Wireless 1*Dk* | 692 499 381 | | | | | 1925 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 184·8 Q53′B45′F19′ | 28·9 | 11·4 *WB* | Stettin German | T3Cy.14″,22 $\frac{13}{16}$″&38 $\frac{3}{16}$″–27 $\frac{9}{16}$″ 77NHP StettinerOderwerke | | G |
| 75652 36240 JBBE | **Heiei Maru No. 6** (*ex*HeiyeiMaruNo.6–38, *ex*HakataMaruNo.1) 1*Dk* | 468 429 272 | | | | | 1910 | OsakaIron Works Osaka | TakarabeSyoten K.K. | 168·9 | 23·8 | 16·5 | Tokyo Japanese | T.3Cy.11⅜″,19″&32″–22″ 48NHP OsakaIron Works | | |
| 75653 29341 JTVA | **Heiei Maru No. 7** (*ex*Heiyei MaruNo.7–38, *ex*Ravenrock,*ex*Rabenfels) *ss*Kob.2ndNo.3–5,24 2*Dks*&*Web frames* | 4815 4415 2971 | ✠ ... 6,25 | | | | 1903 12mo | Swan,Hunter&Wigham Richardson, Ld Newcastle | InuiK[illegible]K.K. | 390·4 P50′B123′F53′ | 51·5 BK10″ | 27·5 | Tokyo Japanese *WB* | Q.4Cy.23″,32″,48″&72″–54″ 492NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 30 ″ 3 | C † |
| 75654 LEBP | **Heien** Wireless D.F. 1*Dk* | 995 862 561 | | | | | 1926 | Hölens Verks.Hölen, nr.Larvik | D/SA/SHeitmanns Rederi(H.Heitmann&Son,*Mgrs.*) | 214·2 P39*t* | 34·3 H56*t* | 14·1 *WB* | Oslo Norwegian | T.3Cy.14½″,25″&40″–27″ W.Beardmore &Co.Ld.Coatbridge 83NHP | | N |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Forme assignée maintenant après Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Les lettres en vedette indiquent les Lettres de Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75655 | **Heilo** (*ex* Kristine Tysland) | | 989 | | | | | 1921 | Hölens Verksted A/S Larvik | D/S A/S Heitmanns Rederi (H. Heitmann & Son) | 214·2 | 34·3 | 14·2 | Oslo | T.3Cy.15½″,25″&42″–30″ | | N |
| LEBR | | 1 *Dk* | 861 569 | | | | | | | | P39*t* H67*t* | | | Norwegian *WB* | 96 NHP Moss. Værft, Moss | | |
| 75656 | **Heimdal** (*ex* Minna Horn) | | 2186 | | | | | 1921 | Nordsee-werke A.G. Emden | Seereederei "Frigga," A.G. | 283·0 | 40·9 | 20·5 | Hamburg | T.3Cy.20″,31½″&51½″–35½″ | | G |
| DHKU | | 1 *Dk* | 1834 1257 | | | | | | | | P20′ B58′ F24′ | | | German *WB* | 155 NHP Cäsar Wollheim Breslau | | |
| 75657 | — Ⓟ Twin Sc (*Ferry*) *Oil Eng.* | | 978 | | | | | 1930 | A/S Aalborg Msk-og Skibs. Aalborg | De Danske Statsbaner | 246·1 | 38·6 | 14·6 | Korsör Danish *WB* | Oil Engines 4S.C.SA 12Cy.14 7/8″–23⅝″ 247 NHP A/S Frichs, Aarhus | | V |
| OXHS | Wireless D.F. *Cruiser Stern* | 1 *Dk* | 821 335 | | | | | | | | | | | | | | |
| 75658 | **Heimdall** Ⓟ | | *1386* | | | | | 1914 | Oskrshmns M.V. Aktieb. Oskarshamn | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 225·0 | 36·0 | 14·4 | Stockholm Swedish *WB* | T.3Cy.21½″,35½″&58½″–36″ 205 NHP Oskarshamns M.V. Aktieb. | | V |
| 5715 | | | *742* | | | | | | | | P&B147′ F47′ | | | | | | |
| SGHA | Sub. Sig. Wireless | 1 *Dk* | *644* | | | | | | | | | | | | | | |
| 75659 | **Heimei Maru** | | 4364 | ✠ ... | Nag | *w* | | 1919 | Osaka Iron Works, Ld. Innoshima | Tochiki Shoji K.K. | 345·0 | 49·8 | 28·2 | Waka-matsu | T.3Cy.24″,41″&67″–48″ | 28 ″ 2 | |
| 24982 | | *ss* Kob. No. 3–7,31 | 3677 | 10,35 | | | | | | | P30′ B98′ F34′ *on Shelter dk* FK | | | Japanese *Cem* | 391 NHP 2SB, *6cf*, GS 126, HS 5400 | | |
| JKPD | | 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames* *Longitudinal framing* | 2734 | ✠ | | | | | | | *Cell DB* 294′ 1120*t* *DTa* 32′ 690*t* | | | *BH to Sh dk* 5 ,, ,, *U* ,, | Osaka Iron Wrks. Ld. Innoshima | | |
| | | | | | | | | | | | | | | Collision *FPT* 115*t* *APT* 29*t* | | | |
| 75660 | **Heimgar** (*ex* Sparreholm–36, *ex* Sulina) | *Oil Eng.* *ss* Got. No. 3–5,34 *ss* Ant. No. 1–39 | 2978 2741 1790 | ✠ 100 A1 *Shelter dk* *with freeboard* ~~1,40~~ 10,40 | NOs | *l* | CL ~~2,40~~ 10,40 | 1921 9mo | A/B Öre-sundsvarvet Landskrona | Stamers Rederi A/S (Claus Stamer, *Mgr.*) | 312·7 | 44·5 | 26·2 | Bergen Norwegian | Oil Engines 4S.C.SA 6Cy.24½″–51 1/16″ 365 NHP DB *1001b* | 28 ″ 11 = 6 ″ 9½ 22 ″ 3 | |
| LJHA | D.F. | 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Strengthened for Navigation in Ice* | | ✠ LMC CS 5.39 DBS ~~5,40~~ 5,40 5.39 | | | | | | | F32′ *on Shelter dk* FK *Cell DB* 260′ 633*t* | | | Collision *pt Cem* *BH to Sh dk* 4 ,, ,, *U* ,, *FPT* 55*t* *APT* 62*t* | A/B Götaverken, Got. | | |
| 75661 | **Heimvard** | *Oil Eng.* | 4851 | | | | | 1930 | Kockums M.V. Aktieb. Malmö | Klosters Rederi A/S (Lauritz Kloster, *Mgr.*) | 396·9 | 54·8 | 25·1 | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 8Cy.27 7/8″–55½″ 587 NHP Kockums M.V. Akt. Malmö | | N |
| LCUY | D.F. | 1 *Dk* & *Shelter dk* | 4299 2745 | | | | | | | | P140*t* H396*t* F16*t* | | | | | | |
| 75662 | **Heina** | *Oil Eng.* | 4028 | | | | | 1925 | Kjöbnhvns Flydk. & Skbs Copenhagen | A/S J. Ludwig Mowinckels Rederi | 377·8 | 52·2 | 24·5 | Bergen Norwegian *WB* | Oil Engines 4S.C.SA 8Cy.24½″–51 7/16″ 473 NHP Akt. Burmeistr & Wain, Cpn | | N |
| LEVA | D.F. | 2 *Dks* | 3695 2417 | | | | | | | | P101*t* H202*t* F30*t* | | | | | | |
| 75663 | **Heino** (*ex* Gautatyr–36, *ex* Austa) | | 1107 | | | | | 1906 | Sunderlnd S.B. Co. Ld. Sunderland | M. Utow | 229·0 | 35·0 | 15·2 | Tallinn Estonian *WB* | T.3Cy.16½″,27″&44″–33″ 111 NHP N.E. Marine Eng. Co. Ld. Sld | | V |
| 1084 | | | 1005 | | | | | | | | P21′ B61′ F26′ | | | | | | |
| ESVE | | 1 *Dk* | 640 | | | | | | | | | | | | | | |
| 75664 | **Heinrich Arp** | | 1428 | | | | | 1923 | F. Schichau Elbing | H.F.C. Arp (S. Ollgaard & Thoersen, *Mgrs.*) | 237·2 | 37·6 | 16·0 | Hamburg German *WB* | T3Cy.16 1/16″ 27½″&42 7/16″–27½″ 95 NHP F. Schichau, Elbing | | G |
| DHKV | | 1 *Dk* | 1160 813 | | | | | | | | Q77′ B97′ F26′ | | | | | | |
| 75665 | **Heinrich Jessen** Ⓟ | | 3335 | ✠ 100 A1 | HKg | *u* | CL | 1940 | Hong Kong & Whampoa Dock Co. Ld. Hong Kong | Ministry of Shipping (British India Steam Nav Co. Ld. *Mgrs.*) | 305·0 | 46·6 | 25·4 | Hong Kong British | T.3Cy.21½″,32″&60″–39″&– | 27 ″ 3 | |
| 172773 | | | 2745 | *with freeboard* | | 1½ | | 9mo | | | 319·5 (O.L.) | | | | 2200*b* (*s*) FD 35 NHP | s 8 ″ 0½ | |
| VRFC | D.F. E.S.D. | 2 *Dks* *Cruiser Stern* | 1917 | 9,40 (*Class Contem. plated*) ✠ LMC 8,40 | | | | | *Lloyd's* 5/46 *CP* | | *Cell DB* 258′ 554*t* *FPT* 15*t* *APT* 61*t* | | | 6 *BH Cem* | 2SB (Spt) *6cf*, GS 110, HS 5140 Hong Kong & Whampoa Dock Co. Ld. Hong Kong | 19 ″ 6 | |
| 75666 | **Heinrich Schmidt** | | 1560 | | | | | 1936 | Flensburgr Schiffsb. Ges. Flensburg | Flensburger Schiffsparten-Vereinigung A.G. (H. Schmidt, G.m.b.H., *Mgrs.*) | 258·8 | 41·3 | 14·4 | Flensburg German *WB* | T.3Cy.17½″,29⅜″&48″– 34 7/16″ 135 NHP Flensburger Schiffsb. Ges. | | G |
| DDUS | Wireless D.F. | 1 *Dk* *Cruiser Stern* | 1185 889 | | | | | | | | P21′ Q85′ B106′ F22′ | | | | | | |
| 75667 | **Heinrich Schulte** | | 5056 | ✠ | Bmn | *y* | | 1918 | Harland & Wolff, Ld. Glasgow | "Atlas" Reederei A.G. | 399·3 | 52·3 | 28·5 | Emden German | T.3Cy.27″,44″&73″–48″ | 31 ″ 0 | |
| | (*ex* Mount Ossa–37, | *ss* Fal. No. 3–12,32 | 4654 | 9,38 | | | | 6mo | | | P49′ B112′ F38′ FK | | | 7 *BH pt Cem* | 517 NHP 3SB. *9cf*, GS 190, HS 7668 | | |
| DGLD | *ex* Grelbank–32, *ex* War Legate) | *ss* Rou. No. 1–37 1 *Dk* (*Stl*) | 3104 | ✠ | | | | | *Cell DB* 344′ 1136*t* *DT* | | a 28′ 1200*t* *FPT* 118*t* | | | *APT* 185*t* | D & W Hendersn & Co Ld Gls | | |
| 75668 | **Heinrich v. Riedemann** | | 11020 | ✠ 100 A1 | NNs | *g*† | CL | 1930 | Bremer Vulkan Vegesack | Panama Transport Co. | 521·1 | 70·2 | 38·8 | Panama Pnamanian | Oil Engines 2S.C.SA 12Cy.27 7/8″–47½″ 1592 NHP | 38 ″ 9 | |
| 852 | | Twin Sc | — | ~~2,40~~ 10,40 | NYk | | ~~X 12,37~~ 10,40 | 11mo | | | | | | 17 *B Hpt Cem* | 2 Water Tube DB *200lb* | s 8 ″ 5½ | |
| HPFV | | *Oil Eng.* | 6749 | ✠ LMC CS 12,38 | | | | | | | *after Bridge* 55′ FK | | | *pt Asp* | 2 DB *100lb* | 30 ″ 6½ | |
| | D.F. GyC. | *ss* NYk. No. 2–39 | | DBS ~~10,30~~ 3,40 ~~10,30~~ 10,40 | | | | | | | B40′ F41′ | | | 4 *BH to 2nd dk* | Bremer Vulkan, Vegesack | | |
| | E.S.D. | 2 *Dks* (*Stl*) & *Web frames* *Mchy. Aft* *Cruiser Stern* *Longitudinal framing–bracketless system* | | *Carrying Petroleum in bulk* | | | | | | | *Cell D Bu E* 62′ 216*t* | | | *DTs f* 48′ 199 | 7*t* *FPT* 270*t* *APT* 290*t* | | |
| 75669 | **Heinz Horn** Ⓟ | *Oil Eng* | 3994 | | | | | 1928 | F. Schichau Elbing | H.C. Horn | 314·0 | 48·7 | 27·7 | Hamburg German *WB* | Oil Engines 2S.C.SA 6Cy.26¾″–47½″ 745 NHP F. Schichau, Elbing | | G |
| DICC | D.F. | 2 *Dks* | 3332 2397 | | | | | | | | H130′ F37′ | | | | | | |
| 75670 | **Heire** (*ex* Stend) | | 807 | | | | | 1917 | Pusnes Stob. & M.V. Arendal | Dampsk. A/S Heitmann's Rederi (H. Heitmann & Son, *Mgrs.*) | 211·0 | 33·2 | 13·5 | Oslo Norwegian *WB* | T.3Cy.15″,25″&40″–30″ 88 NHP Pusnes Stob. & M.V. Arendal | | N |
| LEBU | | 1 *Dk* | 682 449 | | | | | | | | P36*t* H46*t* F12*t* | | | | | | |
| 75671 | **Heiryo Maru** (*ex* Daitoku Maru No. 2) | | 1224 | | | | | 1918 | Osaka Zosensho K.K. Osaka | Tanaka Shoji K.K. | 225·0 | 33·0 | 18·7 | Osaka Japanese *WB* | T.3Cy.16½″,26½″&42½″–30″ 97 NHP Sanyo Tekkosho, Osaka | | |
| 24151 | | | 1039 | | | | | | | | P16′ B54′ F28′ | | | | | | |
| JJCE | Wireless | 1 *Dk* | 699 | | | | | | | | | | | | | | |
| 75672 | | | | | | | | | | | | | | | | | |
| 75673 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. | in. | 15 Registers in which classed, if not in L.R. Date of Ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75674 / 40872 / JZDH | **Heito Maru** Ⓟ — 2 *Dks* | 4468 / 4033 / 2588 | | | | | 1935 | Mitsubishi Jukogyo K.K Nagasaki | OsakaSyosenK.K. | 357·0 / B79′F38′ | 49·2 | 32·8 | Osaka Japanese *WB* | 2 DR Geared Steam Turbines 500NHP MitsubishiJukogyoK.K. Nag | | | |
| 75675 — 14 / JLHG | — 1 *Dk* | 570 / — / 220 | | | | | 1910 | ..... | Minamimanshu TetsudoK.K. | 170·0 | 35·0 | 13·0 | Dairen Japanese | | | | |
| 75676 / 41417 / JLJK | **Heiwa Maru** *Oil Eng.* 1 *Dk* | 313 / — / 216 | | | | | 1936 | Matsuura Ryoichi,Tona | KanpuRenraku KisenK.K. | 128·6 / 24′1 | 11′1 | | Shimonoseki Japanese | Oil Engines | | | |
| 75677 / 35365 / JRXB | **Heiyō Maru** Ⓟ — Twin Sc *Oil Eng.* D.F. GyC. *ss* Kob.No.2–38 3 *Dks* (*Stl–Weather dk* ws) | 9816 / 7990 / 5871 | ✠100A1 *withfreeboard* 5,40 2,41 ✠LMC CS12,38 DBS8,39 4,40 | Kob Osa | *e*† | CL ~~F0,37~~ s12,38 P9,40 | 1930 3mo *Lloyd's SA&CP* | Osaka Iron Works Osaka | NipponYusenK.K. *Cell DB* 384′ 1596*t of tunnels* 7 | 460·0 / 481·8(O.L.) B58′F47′ *Tanks in way* 4*t DT* a8′217*t FPT* 106*t APT* 86*t* | 60·0 | 40·5 FK | Tokyo Japanese 7 *BHpt Cem* | Oil Engines 2S.C.SA 16Cy.26¾″–39⅜″ 2004NHP 2DB *100lb* MitsubishiZosnKaishaNag | 40 ″ 6 s 10″ 9¾ 30 ″ 2⅝ | |
| 75678 / 24078 / JIHE | **Heiyu Maru** 1 *Dk* | 973 / 851 / 575 | | | | | 1918 | Hakemoto Chukichi Osaka | MatumotoHirosi | 199·2 / 31′5 | 18′0 | | Hakodate Japanese *WB* | T.3Cy.13½″,22½″&37⅜″–28″ 74NHP YutaniKoshakuso,Osaka | | | |
| 75679 / TFAB | **Hekla** (*ex* Kong Inge–32, *ex* Clothilde Cuneo) 1 *Dk* & *Spar dk* Wireless D.F. | 1215 / 1053 / 676 | | | | | 1907 | Fredrkstad Mek. Værks. Fredrikstad | H/F Eimskipafjelag Reykjavikur (Faaberg& Jakobsson, *Mgrs.*) | 225·0 / H101*t* F24*t* | 33′7 | 20′3 | Reykjavik Icelandic *WB* | T.3Cy.17″,28″&49″–33″ 138NHP FredrikstadM.V.Frdstad. | | | N |
| * 75680 / LCNT | **Hektor** *ss* Got.No.3–8,34 *ss* Osl.No.1–38 2 *Dks* (*Stl*) | 5243 / 4742 / 3184 | ✠100A1 4,39 ✠LMC MS9,38 BS3,39 | NYk | *y* | CL N9,38 | 1921 3mo *Lloyd's SA&CP* | Hong Kong & Whampoa Dock Co.Ltd. Hong Kong | Bruusgaard Kiösterud Skibs-A/S (Bruusgaard Kiösterud&Co. *Mgrs.*) *Cell DB* 340′ 1105*t FPT* 117*t* | 400·2 / P49′B113′F40′ | 52·2 | 28·5 FK | Drammen Norwegian 7 *BHCem* *APT* 177*t* | T.3Cy.27″,40″&73″–48″ (*s*) &exhaust Turbine driving steam compressor 180lb 568NHP 3SB,*9cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld. | 31 ″ 0 | | |
| 75681 / 110573 / GBQL | **Hektoria** (*ex* Medic) Twin Sc *(Whale Oil Factory) Fitted for oil fuel* D.F. GyC. 3 *Dks* & *Shelter dk* *Fitted for carrying whale oil in bulk* | 13797 / 13611 / 9564 | | | | | 1899 | Harland& Wolff,Ld. Belfast | Hektoria,Ld. | 550·2 / H132*t* | 63·3 | 32·0 / 47·9 | London British *WB* | Q.8Cy.22″,31½″,46″&67″–51″ 641NHP Harland&Wolff,Ld.Bel. | | | N |
| 75682 / 244 / OHAS | **Hektos** *ss* Hfs.3rdNo.3–4,35 *ss* Hfs.No.1–38 1 *Dk* (*Stl*) & *Web frames* & *pt Awng dk* (*Stl*) | 2108 / 1524 / 1233 | ✠100A1 *pt Awng dk withfreeboard* 4,39 ✠LMC MS10,38 BS12,40 | Hfs | *s* | CL 6,38 | 1903 3mo *Lloyd's SA&CP* | R.Craggs& Sons,Ld. Middlesbro' | Finska Ångf. Aktiebolaget *Cell DBa* | 290·6 / 280·0 Q103′ *pt Awng dk* 175′ 88′*uE* 24′ *f* 114′457*t* | 40·3 FK | 16·7 | Helsingfrs Finnish 4 *BHCem* *APT* 15*t* | T.3Cy.21″,34″&56″–39″ (*s*) 165lb 217NHP 2SB,*6pf*,GS108,HS3542 N.E.MarineEng.CoLdNwc | 19 ″ 6 s 7 ″ 9 19 ″ 0 | | |
| 75683 / SPAO | **Hel** *ss* Dnz.No.1–39 Wireless D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern* *Strengthened for Navigation in Ice* | *1066* / *825* / *504* | ✠100A1 *withfreeboard* 6,40 6,30 ✠LMC 6,39 | Dnz Shl | *p* | CL 6,39 | 1935 4mo *Lloyd's SA&CP* | Swan,Hunter&Wigham Richardson, Ld.Newcastle | ZeglugaPolska S.A.(PolishS.S. Agency,Ld. *Mgrs.*) *Cell DB* 192′ | 233·1 / B51′F22′ | 36·4 FK (*Coll* | 13·1 *BH to Sh dk* 4 ,, 2*nd* ,,) 293*t APT* 35*t* | Gdynia Polish 5 *BHpt Cem* | C.2Cy.17″&34″–28″ & LP Turbine with D.R gearing & hydraulic coupling 210lb (*s*) FD 152NHP 2SB(Spt),*4cf*,GS60,HS1925 Swan,Hunter&Wigham Richardson,Ld.Nwc | 15 ″ 0 s ″ 2 15 ″ 0½ | | |
| 75684 / PEPQ | **Helder** Ⓟ *ss* Ams.No.3–5,32 *ss* Ams.No.1–36 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) | 3629 / 3288 / 2234 | ✠100A1 *Shelter dk withfreeboard* Examined 4,41 ✠LMC 6,36 ✠NB(f) 2,39 BS2,40 *Fitted for oil fuel* 6, 20 *F.P. above* 15 | ~~Ams~~ Liv | *w* | CL N2,39 | 1920 6mo *Lloyd's SA&CP* | Rotterdam Droogd. Maats. Rotterdam | Koninkl.Nederl. Stoomb.Maats. *Cell D* | 361·5 / 372·0(O.L.) B309′ 929*t FPT* 85*t* | 49·8 FK *Coll* | 22·0 *Cem* *BH to Sh dk* 5 ,, ,, *U dk* *APT* 127*t* | Amstrdam Dutch | T.3Cy.25″,39¾″&68″–45″ (*s*) 180lb FD 465NHP 4SB (Spt) *12cf*,HS7171 RotterdamDroogd.Maats. | 24 ″ 6 s 2 ″ 0¾ 22 ″ 8½ | | |
| 75685 — 145564 / MLGK | — (*ex* Stad Schiedam) Sub.Sig.Wireless D.F. 1 *Dk* | 979 / 786 / 581 | | | | | 1920 | Flensburgr Schiffsb.Ges. Flensburg | CurrieLine,Ld. | 210·7 / P17′Q47′B48′F27′ | 34·2 | 13·4 | Leith British *WB* | T.3Cy.15⅝″,25⅜″&44½″–29½″ 106NHP FlensburgerSchiffsb.Ges. | | | G |
| 75686 / 214503 / WKCF | **Helen** *ss* Bal.2ndNo.3–8,40 ~~*ss* N.Yk.No.3–7,28~~ ~~*ss* N.Yk.No.2–6?~~ *Ref.Mchy.* 2 *Dks* (*Stl*) & *Web frames* Sub.Sig. *Longitudinal framing* | 3129 / 2620 / 1944 | ✠100A1 8,40 ~~9,30~~ 8,40 ~~9,30~~ ~~1,40 6,30~~ ✠LMC ~~1,40 6,30~~ ✠Lloyd's RMC 3,40 ~~3,41 13,40~~ for temp. 38° F. *Fitted for oil fuel* 10, 16 *F.P. above* 15 | Bal | *u* | CL ~~9,30~~ 8,40 | 1916 10mo A&CP | Bethlehem Steel Co. Sparro'Pt Md | A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *Cell DB* 255′ 662*t* | 327·7 / P38′B94′F37′ | 46·7 FK | 23·5 *FPT* 50*t APT* 145*t* | NewYork Utd. States 6 *BHCem* | T.3Cy.24½″,41″&68⅛″–48″ 200lb (*s*) 487NHP 3SB,*9cf*,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt | 26 ″ 3 s 4 ″ 6 21 ″ 11½ | | |
| 75687 — 877 / OHZG | — (*ex* Irene–36) D.F. *ss* Hbg.3rdNo.3–3,34 *ss* Osc.No.1–38 1 *Dk* (*Stl*) & *deep framing* *Cargo battens not fitted* | 1850 / — / 1072 | ✠100A1 8,39 ✠LMC MS2,38 BS8,39 | Ant | *r* | CL 6,38 | 1899 6mo A&CP | Grangmth Dockyard Co. Gr'ngemouth | RederiA/B Ziva (Alb.Jansson, *Mgr.*) *Cell DBa* 76′ | 279·5 / 269·7 P23′B54′F32′ | 40·6 FK | 18·3 *uE* & *B* 36′ *f* 104′477*t* | Mariehmn *Saltvik* Finnish 4 *BHCem* *APT* 24*t* | T.3Cy.20″,32½″&53″–36″ 160lb 177NHP 2SB,*4pf*,GS71,HS2790 Hutson&Sons,Ld.Glasgow | 20 ″ 6 s 2 ″ 10½ 17 ″ 10 | | |
| 75688 — 219562 / WTCF | — (*ex* Herkimer) *Mchy. Aft* *Fitted for oil fuel* | 300 / — / 155 | | | | | 1920 | Terry& Tench Co.Inc. Long Island City | DeBardeleben Coal Corp.(W.G.Coyle Co. *Mgrs.*) | 146·3 | 20·2 | 10·9 | N.Orleans Utd. States | C.2Cy.10″&24″–14″ 18NHP | | | |
| 75689 / 96270 / MQGY | **Helen Craig** *ss* Bel.3rdNo.3–11,33 *ss* Bel.No.1–37 *Well deck* 1 *Dk* (*pt Stl* & *pt Irn*) | 417 / 307 / 169 | ✠100A1 11,38 BS ~~11,~~ 3,41 ✠LMC 2,37 | Bel | *g* | 11,38 | 1891 1mo *Lloyd's SA&CP* | Workman, Clark&Co.Ld. Belfast | Hugh Craig&Co. Ltd. *Cell D* | 165·3 / Q91′B44′F24′ BK6″ *B* 74′70*t deep tank f* 20*t APT* 11*t* | 24·1 | 9·9 | Belfast British 4 *BHCem* | C.2Cy.21″&42″–30″ (*s*) 90lb 68RHP 1SB,*3pf*,GS58,HS1425 V.Coates&Co.,Belfast | 12 ″ 3 s ″ 7½ 12 ″ 2 | | |
| 75690 / 142660 / GWRB | **Helen Moller** (*ex* Sierentz–33, *ex* War Cateran) D.F. E.S.D *ss* Liv.No.3–12,29 *ss* Shi.No.2–39 1 *Dk* (*Stl*) | 5259 / 4800 / 3427 | ✠100A1 ~~3,10 1,30~~ 3,41 LMC 1,39 BS3,41 | Shi | *y* | CL ~~8,35~~ 3,40 3,41 | 1918 10mo *Lloyd's SA&CP* | C.Connell & Co.Ld. Glasgow | Moller Line,Ld. (Mollers' Ld. *Mgrs.*) *Cell DB* 343′ 1093*t DT* a28′1167*t FPT* 118*t* | 400·9 / P49′B117′F39′ | 52·3 FK | 28·5 7 *BHpt Cem* *APT* 184*t* | Shanghai British 3SB,*9cf*,GS190,HS7020 FD Dunsmuir&Jackson,LdGls | 31 ″ 0 s 5 ″ 11¾ 25 ″ 3 | | |
| 75691 | | | | | | | | | | | | | | | | | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Longueur de cote, si on en est dans le L. R. Dunes Cert. Restreint. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75692<br>161281<br>KJMI | **Helen P. Drew** *Fitted for oil fuel*<br>*Mchy. Aft* 1 *Dk* | **Wood** | 309<br>—<br>142 | | | | | 1904 | J.R. Hitchings Hquiam, Wsh | Gardenia Packing Co. | 134·6 \| 32·2 \| 10·5 | | | S. Frncisco Utd. States | C.2Cy. 12″ & 26″–20″<br>Fulton Iron Works, 25 NHP<br>San Francisco | | |
| 75693<br>500<br>OHNO | **Helena** (ex Schleswig–33, ex Dronning Thyra) *Mchy. Aft* 1 *Dk*<br>*(See Sailing Ship Register)* | **Wood Aux 4 Mst Sr**<br>*Oil Eng.* | 466<br>410<br>359 | | | | | 1920 | A/S I. Koefoed Faxe | T.W. Blomqvist | 155·0 \| 31·4 \| 14·6<br>141·4<br>Q27′ | | | Raumo Finnish | Oil Engines 2 S.C.SA<br>3Cy. 15⅝″–15⅝″ 122 NHP<br>A/S Tuxham, Cpn. | | V |
| 75694<br>164556<br>MKMZ | **Helena Margareta** (ex Larenberg–35) *ss* Ams. No. 3–7, 28 *ss* Ant. No. 2–37<br>D.F. 1 *Dk (Stl)*<br>*Cargo battens not fitted* | 3316<br>2956<br>2063 | ✠100A1<br>10,39<br>MS8,37 | Sch<br>✠LMC<br>BS7,39<br>10,40 | *u* | CL 7,07 N10,10 | 1915<br>3 mo | A. Vuijk & Zonen Capelle a/d Ysel<br>*Lloyd's* | Euxine Shipping Co. Ld. | 326·6 \| 48·2 \| 22·9<br>P22′ B88′ F22′ FK<br>*Cell D B a* | London British<br>5 *B Hpt Cem pt Asp*<br>96′ *u* E 20′ *f* | T.3Cy. 23½″, 38″ & 64″–42″ (*s*)<br>180 lb 290 NHP<br>2SB, 6*pf*, GS 132, HS 4490<br>G.T. Grey, South Shields<br>147′ 8 20 *t* FPT 70 *t* APT 105 *t* | 25 *w* 0<br>*s* 4 *w* 2<br>21 *e* 0 | |
| 75695<br>OZSE | **Helene** (ex Ceres, ex Mimi Horn)<br>Sub. Sig. D.F. | 2414<br>2073<br>1412 | | | | | | 1922 | Schiffsw. v. H. Koch A.G. Lübeck | J. Lauritzen | 296·4 \| 42·5 \| 20·2<br>P14′ Q39′ H71′ F31′<br>*WB* | | | Esbjerg Danish | T.3Cy. 20 1/16″, 33½″ & 52⅜″–35⅜″<br>187 NHP<br>Ottensener Maschf. Altona | | G |
| 75696<br>DDTD | —<br>(ex Druidstone, ex Queenmoor) 1 *Dk (Irn)* & *deep framing* | 2160<br>1952<br>1324 | ✠<br>7,16<br>✠ | Cff | *s* | | 1898<br>9 mo | J. Blumer & Co. Sunderland | H.W. Christophersen<br>*Cell D Ba* | 290·0 \| 42·0 \| 19·2<br>P27′ B75′ F31′ FK<br>90′ *u* E 20′ *f* 114′ 527 *t* | Flensburg German<br>5 *B H Cem*<br>*APT* 43 *t* | T.3Cy. 22″, 36″ & 59″–39″<br>227 NHP<br>2SB, 6*pf*, GS 102, HS 3525<br>J. Dickinson & Sons, Ld. Sld. | 21 *w* 6 | G<br>† |
| 75697<br>DCIP | —<br>*Oil Eng.*<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk* | 400<br>314<br>197 | | | | | 1937 | Frd. Krupp Germaniawft A.G. Kiel | Sartori & Berger | 156·7 \| 26·7 \| 10·5<br>P78′ F16′ | Kiel German<br>*WB* | Oil Engines 4S.C.SA<br>6Cy. 14⅝″–19½″ 121 NHP<br>Fr. Krupp Germaniawft A G | | G |
| 75698<br>533<br>ESKC | —<br>(ex Sailing Vessel–35, ex Ilford–34, ex Estonaval) 1 *Dk*<br>*(See Sailing Ship Register)* | **Wood Aux 3 Mst Sr**<br>*Oil Eng.* | 306<br>263<br>232 | | | | | 1903<br>1922 | K. Karkling Wandsen | J. Remmelgas | 118·0 \| 29·4 \| 13·0 | Tallinn Estonian | Oil Engines<br>2Cy.<br>NE35 | | V |
| 75699<br>935<br>SVXN | **Helene Kulukundis**<br>D.F. E.S.D. 1 *Dk* & *Shelter dk*<br>*Longitudinal framing at bottom & at decks*<br>*Cruiser Stern* "*Arcform*" | 5548<br>4933<br>3234 | ✠100A1<br>*with freeboard*<br>~~6,10 11,09~~<br>7,41 ~~7,41~~<br>*Fitted for oil fuel* | Hul<br>Lis<br>✠LMC 7,38<br>7,38 | *a*†<br>2<br>*F.P. a* | CL 7,41 | 1938<br>7 mo | Short Bros. Ld. Sunderland<br>*Lloyd's* | Atlanticos S.S. Co. Ld. (Kulukundis Shipping Co. S.A. *Mgrs.*) 1 *Inter*<br>*SA & CP*<br>*BH* | 420·6 \| 60·5 \| 26·3<br>433·5 (O.L.)<br>FK<br>*mediate* | Piræus Greek<br>*pt Cem* | T.3Cy. 23½″, 38″ & 66″–45″ (*s*)<br>220 lb 426 NHP<br>2SB (Spt & FD) & 1 Aux SB, 8*cf*, HS 6254<br>N.E. Marine Eng. Co. (1938) Ld. Nwc. | 28 *w* 9<br>*s* 3 *e* 0½<br>25 *e* 11½ | |
| 75700<br>DHKX | **Helene Russ**<br>Wireless 1 *Dk* | 993<br>788<br>577 | | | | | | 1909 | Stettiner Oderwerke Stettin | Ernst Russ | 211·0 \| 33·9 \| 13·4<br>P12′ Q59′ B57′ F21′ | Hamburg German | T.3Cy. 15 7/16″, 25½″ & 41 3/16″–29½″ 93 NHP<br>Stettiner Oderwerke | | G |
| 75701<br>135519<br>GPZY | **Helenus** Ⓟ<br>D.F. 2 *Dks* | 7366<br>6306<br>4665 | | | | | 1913 | Scotts' S.B. & Eng. Co. Ld. Greenock | Ocean S.S. Co. Ld. (A. Holt & Co *Mgrs.*) | 455·2 \| 56·2 \| 32·5<br>P54′ B162′ F60′<br>*WB* | Liverpool British | T.3Cy. 31″, 51½″ & 86″–60″<br>572 NHP<br>Scotts' SB. & Eng. Co Ld Grk | | BT till 1/41 10,41 |
| 75702<br>7998<br>SKVM | **Helfrid** (ex Bill–35)<br>1 *Dk* | *1304*<br>*1114*<br>*719* | | | | | 1922 | Trosvik Mek. Verks. Brevik | Rederi A/B Sylvia (Alb. Billner, *Mgr*) | 247·7 \| 37·1 \| 16·0<br>P53 *t* H70 *t* F14 *t* | Gothenbrg Swedish<br>*WB* | T.3Cy. 17½″, 28½″ & 48″–33″<br>132 NHP<br>Stavanger Stöberi & Dok Stv | | N |
| 75703<br>6608<br>SEHI | —<br>(ex Fyrileif–39)<br>1 *Dk* | *924*<br>*714*<br>*495* | | | | | 1921 | Helsingbrg Warfs Aktieb Helsingborg | Rederi AB Östersjön i Trelleborg (Axel Christensen, *Mgr.*) | 205·0 \| 33·5 \| 15·2<br>Q67′ B56′ F19′<br>*WB* | Trelleborg Swedish | T.3Cy. 18½″, 29½″ & 46½–27½″<br>110 NHP<br>Helsingborg Warfs A/B | | V |
| 75704<br>OZNH | **Helga**<br>D.F. E.S.D. 2 *Dks*<br>*Cruiser Stern* | 1700<br>1463<br>973 | | | | | 1937 | Helsingörs Jernsk & Msk Elsinore | J. Lauritzen | 292·0 \| 41·7 \| 16·4 | Esbjerg Danish<br>*WB* | C3Cy (2) 15¾″ & (1) 39⅜″–37⅞″ & LP turbine with reduction gear & chain drive 234 NHP HS 3340<br>Helsingörs Jernsk. & Mskb. | | G |
| 75705<br>DHKZ | **Helga Böge**<br>1 *Dk* | 2181<br>1804<br>1290 | | | | | 1925 | Lübecker Maschb. Ges. Lübeck | Joh. M.K. Blumenthal | 279·7 \| 41·7 \| 19·1<br>P27′ B69′ F38′<br>*WB* | Hamburg German | T.3Cy. 21⅝″, 34¼″ & 55¼″–35 1/16″<br>181 NHP<br>Lübecker Maschb. Ges. | | G |
| 75706<br>DMBH | **Helga Ferdinand** (ex Ursula Fischer–33, *ss* Shl. 2nd No. 3–10, 22 ex Ambassador) *ss* Bmn. No. 1–25<br>D.F. 1 *Dk* 2 *tr B* & *Web frames* | 2566<br>2395<br>1598 | ✠<br>...<br>11,29<br>✠ | | | | 1897<br>7 mo | W. Gray & Co. (Lim.) W Hartlepool | Hugo Ferdinand | 314·0 \| 44·1 \| 20·8<br>P27′ B70′ F31′<br>FK<br>*WB* | Rostock German | T.3Cy. 23″, 36½″ & 62″–39″<br>242 NHP<br>Cen. Mar. Eng. Wrks. W Hpl | 23 *w* 3 | G<br>† |
| 75707<br>DHLA | **Helga L.-M. Russ**<br>Sub. Sig. 1 *Dk*<br>*Cruiser Stern* | 1709<br>1399<br>1001 | | | | | 1926 | Akt. Ges. "Neptun" Rostock | Schiffahrt. u. Assekuranz-Ges. E. Russ & Co. | 256·9 \| 41·1 \| 16·2<br>P25′ Q81′ B107′ F28′<br>*WB* | Hamburg German | T.3Cy. 19 1/16″, 31½″ & 51 3/16″–35 1/16″<br>156 NHP<br>A.G. "Neptun," Rostock | | G |
| 75708<br>139049<br>MMZG | **Helga Moller**<br>(ex Deike Rickmers–38, ex Aker, ex Istok, ex Kurmark) *ss* Ham. 2nd No. 3–5, 35 *ss* Shi. No. 1–38<br>2 *Dks (Stl U-pt* teak *s)* | 5546<br>4883<br>3348 | 100A1<br>~~8,39~~ 8,39 12,40 Ist<br>~~18S 39~~ LMC 8,38<br>6,40 | Shi | *z* | CL N7,38 | 1912 | Rickmers Akt. Ges. Bremerhaven<br>*Lloyd's* | Moller Line, Ld. (Mollers' Ld. *Mgrs*)<br>*Cell D Ba* 129′ *u* E & B 49′ *f* 178′ 11 | 404·8 \| 53·3 \| 27·4<br>P50′ B134′ F35′ FK<br>63 *t* FPT 46 *t* APT 84 *t* | Shanghai British<br>6 *B Hpt Cem pt Asp* | T.3Cy. 28″, 45″ & 74″–54″<br>192 lb FD 510 NHP<br>3SB (Spt) 9*cf*, GS 225, HS 6943<br>A.G. "Weser," Bremen | 30 *w* 0<br>*s* 5 *e* 0½<br>24 *s* 5½ | |
| 75709<br>DMAS | **Helga Schröder** (ex Rugia–37, ex Liti Larsen, ex Franz Fischer, ex Käte Vick) 1 *Dk* | 656<br>501<br>349 | | | | | 1904 | Akt. Ges. "Neptun" Rostock | Richard Schröder | 171·4 \| 28·7 \| 12·7<br>Q53′ B58′ F19′<br>*WB* | Rostock German | T.3Cy. 12⅝″, 19 11/16″ & 33⅛″–23⅝″ 55 NHP<br>A.G. "Neptun," Rostock | | G |
| 75710<br>DOCA | **Helgoland** (ex Riol–36, ex Arcturus)<br>Sub. Sig. D.F. 2 *Dks* | 3664<br>3279<br>2204 | | | | | 1922 | Nordsee-werke A.G. Emden | Norddeutscher Lloyd | 369·7 \| 50·8 \| 21·8<br>B25′ F37′ | Bremen German<br>*WB* | T.3Cy. 24″, 38 1/16″ & 63″–43 3/16″<br>262 NHP<br>Deutsch-Luxemb. Bergw- & Hütten A.G. Mülheim | | G |
| 75711<br>DKAZ | — Ⓟ<br>*Fitted for oil fuel*<br>D.F. E.S.D. *Cruiser Stern* 3 *Dks* | **Twin Sc** | 2947<br>—<br>1564 | | | | | 1939 | P Lindenau Memel | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 347·8 \| 43·4 \| 21·6<br>B58′ | Hamburg German<br>*WB* | 2 steam turbines connected to elec. motors & sc. shafts<br>Allgemeine Elec. Ges Berlin | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of Fr. & Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75712 | **Helgoland** (*ex*NormanQueen, *ex*Abbotshall) *ss*Goo.2ndNo.3–9,11 *Mchy.Aft Well deck* Wireless 1*Dk*(*Irn*) | | 498 / 393 / 243 | ✠ 3,16 ✠ | Lbc | | *h* | 1890 1mo | J.Scott& Co. Kinghorn | Reed.K.K.Skriver G.m.b.H. | 189·6 Q59′B48′F54′ len20 *DBf*35′ | 25·1 BK7″ | 12·3 *5BHCem 27tFPT33t* | Lübeck German | T.3Cy.16″,25″&42″–30″ NB20 97NHP J.Scott&Co.Kirkcaldy | 12 ″ 10 | G † |
| 75713 | **Helgöy** (*ex*Theodore Roosevelt–36) D.F. *Oil Eng.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | TwinSc | 5614 / 5195 / 3455 | ✠ ... 4,36 ✠ | Rot | | *a*† | 1920 8mo | A/S Burmeister& Wain Copenhagen | ErlingH.Samuelsen'sRederiII.A/S (ErlingH.Samuelsen,*Mgr.*) *CellDB*377′1266*t* | 425·5 FK *FPT*90*t* | 55·2 *Collisio* | 27·8 35·8 *APT*82*t* | Oslo Norwegian *ptCem* | Oil Engines 4S.C.SA 12Cy.24½″–37½″ 717NHP A/S Burmeister&Wain | 38 ″ 6 | N † |
| 75714 139573 VPBZ | **Helikon** Ⓟ *ss*H.Kg.No.3–3,29 *ss*H.Kg.No.2–37 2*Dks*(*Stl U*–teak s) | | 2036 / 1786 / 1220 | ✠100A1 3,40 BS3,40 | HKg | | *r* CL N2,38 | 1917 9mo | HongK'ng & Whampoa DockCo.Ld HongKong *Lloyd's*A&CP | TaiHingS.S.Co.Ld. *CellD* | 270·6 281·5(O.L.) P26′B76′F26′ FK *B231′442t FPT*34*t* | 40·1 | 19·4 *APT*71*t* | Hong Kong British *5BHCem* | T.3Cy.20″,33″&54″–39″ (*s*) 180lb 215NHP 2SB,*6cf*,Gs119,Hs3552 HongKong&Whampoa DockCo.Ld.HongKong | 21 ″ 6 s 2 ″ 9½ 18 ″ 11¼ | |
| 75715 DJTO | **Helios** (*ex*BoscombeChine–37, *ex*NailseaBrook–35, *ex*CymricQueen, *ex*Apsleyhall,*ex*Newfield) D.F. 1*Dk*(*Stl*) | | 3821 / 3566 / 2379 | ✠ — 8,34 ✠ | Shl | | *w* | 1912 10mo | Irvine'sSB &D.D.Co.Ld. W.Hartlepool | Wachsmuth& Krogmann(August Bolten,WmMiller's Nachf.*Mgrs.*) *CellD* | 348·9 P31′B101′F34′ FK *Ba*113′*uE*27′*f*157′ | 51·1 | 23·9 *APT*117*t* | Hamburg German *6BHCem* 822*t* | T.3Cy.25″,40″&67″–45″ 341NHP 2SB,*6cf*,Gs112,Hs5438 Richardsons,Westgarth& Co.Ld.Hpl. | 26 ″ 3 | C· † |
| 75716 DOIH | — D.F. Sub.Sig. 2*Dks* *Cruiser Stern* | | 2883 2552 1616 | | | | | 1929 | Deutsche Sch.u-Mschb. A.G."Weser" Bremen | Dampfschifff.Ges. "Neptun" | 296·9 F28′B45′ | 46·0 | 23·3 *WB* | Bremen German | T.3Cy19½″31½″&50″–35⅞″ &LP turbine 180NHP DeutscheSchiff.-u.Mschb. A.G."Weser,"Bremen | | G |
| 75717 LCNV | — Ⓟ 2*Dks* | | 1922 1647 1113 | | | | | 1925 | Fredrkstad Mek.Værks. Fredrikstad | BruusgaardKiösterudsSkibs-A/S (BruusgaardKiösterud&Co.*Mgrs.*) | 280·3 P59*t*H149*t*F51*t* | 42·1 | 18·0 *WB* | Drammen Norwegian | T.3Cy.21″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad. | | N |
| 75718 1038 ESUR Now "Selene" | — (*ex*Edvard–35,*ex* Barbro,*ex*Bolero,*ex* Barbro,*ex*Elorrio) *Well deck* *Cargo battens not fitted* | | 1309 / 1148 / 770 | ✠100A1 ~~Tin~~ Examined 5,40 Hpl BS5,39 | Lmc | | *o* CL 5,38 | 1894 7mo | W.Pickersgill&Sons Sunderland A&CP | L-ü"Eeroo"(Karl Mitt,*Mgr.*) | 240·2 Q87′B58′F30′ FK *DBa*69 | 35·8 | 16·0 *f*88′309*t* | Tallinn Estonian *4BHCem* | T.3Cy.19⅝″,31⅝″&51″–36″ 160lb (*r*) 171NHP 2SB,*4pf*,Gs69,Hs2797 G.Clark,Ld.Sunderland | 17 ″ 0 s 1 ″ 3 15 ″ 11 | |
| 75719 137548 MGLY | **Helium** *Well deck* Wireless *Mchy.Aft* 1*Dk*(*Stl*) | K | 301 / 206 / 113 | ✠100A1 7,40 ~~9,39~~ BS6,41 MS2,37 | Bkn | | *e* OG 11,38 | 1917 5mo | Cochrane Sons,Ld. Selby *Lloyd's*A&CP | I.C.I.(Alkali),Ld. | 135·2 141·1(O.L.) Q50′B9′F21′ FK *FPT*38*t* | 23·1 | 9·4 *APT*17*t* | Liverpool British *3BHCem* | T.3Cy.12″,20″&34″–24″ (*s*) 180lb 69RHP 1SB,*2cf*,Gs33,Hs1175 ShieldsEng.Co.Ld.N.Shl. | 10 ″ 6 s ″ 6¾ 10 ″ 1¼ | |
| 162½ 40 162725 GCTX | **Helka** (*ex*Mijdrecht) *ss*Rot.2ndNo.3–6,35 D.F. 1*Dk*(*Stl*)&*Web frames* | 3Mst | 3471 / 2840 / 2457 | ✠100A1 *Trunk dk* BS11,40 ~~5,87~~ Examined 11,40 ✠NB12,22✠LMC6,35 | Suz | | *u* OG ~~5,87~~ 11,40 | 1912 12mo | Rotterdam Droogd.Maat Rotterdam *Lloyd's*A&CP | EuxineShipping Co.Ld. | 325·9 P71′F33′ | 47·2 FK | 22·6 | London British 15*BHpt.Asp* | T.3Cy.23″,38″&62″–42″ (*s*) 180lb 324NHP 2SB,*6cf*,Gs113,Hs4598 FD RotterdamDroogd.Maats. | 24 ″ 0 s 2 ″ 11 21 ″ 3¼ | |
| 7744 75721 604 SVBV | **Hellas** Ⓟ (*ex*IraM.–33, *ex Yacht* Valiant) 2*Dks*(*UdkStl*–ws)&*Spar dk*(*Stl*–ws) | TwinSc | 2295 / — / 1227 | ✠ 1,14 ✠ | *Carrying Petroleum in bulk* Sou | | | 1893 | LairdBros. Birkenhead | HellenicCoast LinesCo.Ld. | 307·7 F42′ *Prom.dk*128′ *Cell* | 39·1 | 13·8 *DB*158′180*t* | Piræus Greek *9BHCem* | T.6Cy.23″,36″&55″–36″ 820NHP 2DB,*12cf*,Gs288,Hs9595 LairdBros.Birkenhead | | |
| 75722 817 SVCP | — (*ex*Adele–34,*ex*Ashantian,*ex*Fördefjord, *ex*Kaggefos) 1*Dk*&*Shelter dk* | | *2081* *1869* *1206* | | | | | 1916 | Nylands Værksted Oslo | HellenicLines,Ld. (P.G.Callimanopulos,*Mgr.*) | 300·9 P32*t*H113*t*F69*t* | 44·8 | 18·0 | Piræus Greek *WB* | T.3Cy.21½″,34½″&60″–39″ 225NHP NylandsVærksted,Oslo | | N |
| 75723 LEOA | — 2*Dks* *Cruiser Stern* | | 1921 1647 1114 | | | | | 1925 | Fredrkstad Mek.Værks. Fredrikstad | BruusgaardKiösterudsSkibs-A/S (BruusgaardKiösterud&Co. *Mgrs.*) | 280·3 P59*t*H147*t*F51*t* | 42·1 | 18·0 *WB* | Drammen Norwegian | T.3Cy.21″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad. | | N |
| 75724 LDTO | **Helle** (*ex*Ganda–32,*ex*Marconier, *ex*Piqua) D.F. *ss*Ant.No.3–11,30 1*Dk*(*Stl*) | | 2467 / 2162 / 1398 | ✠ — 12,35 ✠NE4,33✠ | Gls | | *t* | 1918 5mo | Pusey& Jones Co. Wilmington, Del. | RederiA/S Henneseid(Thoralf Holta,*Mgr.*) *CellDB* | 300·5 P29′B75′F29′ FK 254′ 702*t* *FPT* 106*t* | 44·2 | 19·9 *APT*137*t* | Porsgrunn Norwegian *5BHCem* | C.4Cy.(2)14⅜″&(2)32½″–30½″ 248NHP 2SB,*4cf*,Gs84,Hs4258 FredrikstadM.V.Frdstad. | 22 ″ 3 | N † |
| 75725 7020 SEUK | — (*ex*Marguerite, *ex*Adrana,*ex*Lilleborg, *ex*Washington) *Well deck* 1*Dk*(*Stl*) | | 866 / *708* / *484* | ✠100A1 5,39 BS~~5,40~~ 5,40 | Got | | *m* OG ~~6,37~~ 8,40 | 1908 2mo | Akt.Burmeistr&Wain Copenhagen *Lloyd's*A&CP | SvenskaSockerfabriksA/B(C.F. Tranchell,*Mgr.*) *CellDBa* | 215·5 223·0(O.L.) Q69′B58′F23′ FK 46′*uE*14′*f*107′246*t* | 35·1 | 12·3 *APT*15*t* | Malmo Swedish *4BHCem* | T.3Cy.16″,26″&45″–30″ (*s*) 180lb 116NHP 2SB,*4cf*,Gs45,Hs1720 AktBurmeister&Wain,Cpn | 14 ″ 9½ s 1 ″ 1½ 13 ″ 10½ | |
| 75726 LCNX | **Hellen** *ss*Got.No.3–6,34 *ss*Hul.No.1–38 2*Dks*(*Stl*) | | 5289 / 4742 / 3151 | ✠100A1 ~~7,408,39~~ 3,41 ~~2 Yds~~ LMC MS4,38 ~~BS6,38~~ BS4,41 3,40 | Bal | | *y* CL 8,39 | 1921 6mo | HongK'ng & Whampoa DockCo.Ld. HongKong *Lloyd's*A&CP | BruusgaardKiösterudsSkibs-A/S (BruusgaardKiösterud&Co.*Mgrs.*) *CellDB* | 400·2 412·2(O.L.) P49′B113′F40′ FK 340′1105*t* *FPT*117*t* | 52·2 | 28·5 *APT*177*t* | Drammen Norwegian *7BHCem* | T.3Cy.27″,40″&73″–48″&exhaust turbine driving steam compressor (*s*) 180lb 517NHP 3SB,*9cf*,Gs190,Hs7668 FD HongKong&Whampoa DockCo.Ld.HongKong | 31 ″ 0 s 5 ″ 11 25 ″ 3¾ | |
| 75727 New "Fo102u," | **Hellenic City** (*ex*WinOn–39, *ex*LakeGeorge–37) *Mchy.Aft* 1*Dk Topside tanks* *see No. 8806* *Cargo battens not fitted* | | 2486 / 2046 / 1782 | ✠100A1 7,40 ~~5,39~~ BS~~4,40~~ 3,40 | Shi | | *s* CL ~~7,37~~ 7,40 | 1917 11mo | Gt.Lakes Eng.Works Ashtabula,O. *Lloyd's*A&CP | E.P.Yannoulatos (ChinaHellenic Lines,Ld.*Mgrs.*) *CellD* | 253·0 P115′F26′ FK *B209′600t Topside* | 43·5 *tanks* | 27·5 124′330*t* *FPT* | Piræus Greek *4BHCem* 180*t* | T.3Cy.21″,34½″&57″–42″ 175lb (*s*) 284NHP 2SB,*6cf*,Gs104,Hs4160 FD Gt.LakesEWks,Ashtabula | 27 ″ 6 s4 ″ 1 23 ″ 7¾ | |
| 75728 | **Hellenic Trader** (*ex*CatherineG.Sudden–39, *ex*Thorbjörg,*ex*GeorgeW. Fenwick) *Mchy.Aft* | 3Mst 1Dk | 2052 1770 1218 | | | | | 1907 | NwprtNws S.B.&DD.Co. NewprtNews | EmmanuelP. Yannoulatos (ChinaHellenic Lines,Ld.*Mgrs.*) | 277·0 P50′B27′F31′ | 43·0 | 17·3 *WB* | Piræus Greek | T.3Cy 19″,36″&52″–40″ 171NHP NewportNewsSB.&DD.Co | | |
| 75729 LJIW | **Hellesund** (*ex*Steamer–39,*ex*San CristobalMartir–37, *ex*SanJuan,*ex*Chasna, *ex*BurfordBridge, *ex*Eikundasund,*ex*Feie) *Mchy.Aft* | *Oil Eng.* 1*Dk*(*Stl*) | 363 / 283 / 221 | 100A1 2,40 LMC11,39 | Osl | | CL 2,40 | 1916 | Johs.Berg Delfzijl | D/S A/S Veritas (O.Börresen,*Mgr*) | 139·3 P48′F19 FK *FPT*60*t* | 23·5 *APT*30*t* | 11·5 | Oslo Norwegian *3BHCem* | Oil Engines 2S.C.SA 7Cy.9⅛″–16⅛″ 118NHP NE39 NDB39–*100lb* A/B Nydqvist&Holm, Trollhättan | 12 ″ 5 s ″11½ 11 ″ 7¾ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenue (—) ou exprimé. Lettre d'équivalent. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Logiciens où cela n'est pas dans le L.R. Dagger=Cert. hors classe |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75730 | **Helmi** | **WoodAux4MstSr** | 386 | | | | | 1920 | Codan | HelmiO/Y | 145·6 | 30·3 | 12·8 | Rauma | Oil Engines 4S.C.SA | | V |
| | (*ex*Mentor-36,*ex*Rösen) | *OilEng.* | 338 | | | | | | Værftet A/S | (T.W.Blomqvist) | 134·8 | | | Finnish | 4Cy.11⅞"-16½" 54NHP | | |
| OHYS | *Mchy.Aft* | 1*Dk* | 285 | | | | | | Köge | | Q34' | | | | Holeby Diesel Motor Fabrik Holeby | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 75731 | **Helmond** (*ex*StadVlaardingen) | | 983 | | | | | 1921 | Flensburgr | CurrieLine,Ld. | 210·5 | 34·2 | 13·5 | Leith | T.3Cy.15½",25½"&44½"-29½" | | G |
| 145563 | | | 788 | | | | | | Schiffsb.Ges. | | P17'Q47'B48'F27' | | | British | 105NHP | | |
| MLGN | Sub.Sig. Wireless D.F. | 1*Dk* | 581 | | | | | | Flensburg | | | | | *WB* | FlensburgerSchiffsb.Ges. | | |
| 75732 | **Helmspey** | | 4764 | ✠100A1 | Ant | *z* | CL | 1931 | JL Thomp- | StrathS.S.Co.Ld. | 401·0 | 54·5 | 25·0 | Cardiff | T.3Cy.26",43"&72"-48" (*s*) | 27 " 5 | |
| 162092 | | | 4424 | ~~4,40 4,30~~ 3,11 | Hrd Lon | | ~~N6,30~~ | 6mo | son&Sons,Ld. | (E.R.Management | | | | British | 180lb 424NHP | s 3 " 9½ | |
| GQXR | D.F. | 1*Dk*(*Stl*) | 2885 | ✠LMC | | | 4,40 | | Sunderland | Co.Ld.*Mgrs.*) | P29'B250'F38' FK | | | 6*BHCem* | 3SB,*9cf*,GS178,HS6999 | 23 " 9½ | |
| | | | | MS12,38 BS~~1,36~~ 9,40 | | | | *Lloyd* | *SA&CP* | *CellDB* | 351'1204*t*FPT106*t* | | | *APT*190*t* | J.Dickinson&Sons,Ld.Sld. | | |
| | | | | *Fitted for oil fuel* 7,39 | | | *F.P. a* | *above* 150° F. | | | | | | | | | |
| 75733 | **Helmwood** | | 2156 | ✠100A1 | Sld | *r* | OG | 1923 | Vickers, | W.FranceFenwick | 281·2 | 40·2 | 18·8 | London | T.3Cy.20",33"&54"-39" (*s*) | 20 " 11 | |
| 147546 | | *ss*Shl.No 3–10,36 | 1723 | 5,40 ~~5,30~~ | | | ~~2,37~~ | 10mo | Ld. | &Co.Ld. | 293·0(O.L.) | | | British | 180lb 203NHP | s 2 " 1½ | |
| GCMD | *Well deck* D.F. | 1*Dk*(*Stl*) | 1278 | ~~MS11,38~~ ✠LMC 10,36 | | | 5,40 | | Barrow | | P20'Q113'B48'F19' FK | | | 4*BHCem* | 2SB,*6cf*,GS110,HS3210 | 18 " 11 | |
| | *Cargo battens not fitted* | | | BS ~~11,36~~ 11,40 | | | | *Lloyd* | *SA&CP* | *CellDBa*48'*uEf* | | | | | Vickers,Ld.Barrow | | |
| | | | | | | | | | | *B*39'*f*113'433*tD* | *Ta*37' 249*t* FPT50*t* | | | *APT*55*t* | | | |
| 75734 | **Helny** (*ex*Helios–36, | **Iron** | 1506 | ✠ —— | Skm | *q* | | 1886 | J Readhead | RederiA/B Helny | 268·1 | 36·3 | 16·1 | Marienhmn | C.2Cy.30"&58"-36" | 19 " 1 | V |
| 881 | *ex*Tremayne) | *ss*Kel.3rdNo.3–5,25 | — | 3,38 | | | | 6mo | &Co. | (A.Abrahamsson, | 259·1 | | | Finnish | NDB99 160NHP | | † |
| OHZT | *Well deck* | *ss*Hbg.No.2–34 | 867 | ✠ | | | | | S.Shields | *Mgr.*) | Q100'B64'F33' | | | 4*BHCem* | 2SB,*4pf*,GS70,HS2701 | | |
| | | 1*Dk*(*Irn*)2*trB* | | | | | | | | | BK9" | | | | J.Readhead&Co.S.Shields | | |
| | | | | | | | | | | | *DBa*78' | | | | | | |
| | | | | | | | | | | | *f*72'340*t* | | | | | | |
| 75735 | **Helsingborg** Ⓟ | | 530 | | | | | 1902 | Helsingörs | DeDanskeStats- | 177·0 | 32·1 | 13·9 | Copnhagn | C.4Cy.19"&38"-20" | | |
| | (*Ferry–Screw fore & aft*) | | 490 | | | | | | Jernsk&Msk. | baner | | | | Danish | 108NHP | | |
| OXVS | | 1*Dk* | 213 | | | | | | Elsinore | | | | | *WB* | HelsingörsJernsk.&Mskb. | | |
| 75736 | **Heluan** | | 1505 | | | | | 1936 | Frd.Krupp | ErnstKomrowski | 250·8 | 38·1 | 14·9 | Hamburg | Oil Engines 4S.C.SA | | G |
| | Wireless D.F. | *OilEng.* | 1163 | | | | | | Germaniawft | Reederei | Q90'B55'F25' | | | German | 8Cy.16½"-26" 222NHP | | |
| DJRT | *CruiserStern* | 1*Dk* | 816 | | | | | | A.G. Kiel | | | | | *WB* | Fr.KruppGermaniawft AG | | |
| 75737 | **Helvig** | | 2250 | | | | | 1937 | Helsingörs | Ministry of Ship- | ~~326·8~~ | ~~45·8~~ | ~~18·4~~ | ~~Copnhagn~~ | Oil Engines 2S.C.SA | | C |
| 167598 | | *OilEng.* | 1925 | | | | | | Jernsk&Msk. | ping(PrinceLine | F75' | 15·9 | 18·6 | ~~Danish~~ | 8Cy.19½"-35½" 540NHP | | |
| GLVM | D.F. | | 1257 | | | | | | Elsinore | Ld.*Mgrs.*) | 331·0 | | | London | Akt.Burmeistr&Wain,Cpn | | |
| | *CruiserStern* | 1*Dk*&*Shelter dk* | | | | | | | | | | | | British *WB* | | | |
| 155/40 | | | | | | | | | | | | | | | | | |
| 75738 | **Heminge** (*ex*Rudchester–34, | | 2499 | ✠100A1 | Cff | *t* | CL | 1919 | W.Gray& | Constants | 303·0 | 43·0 | 20·8 | Newcastle | T.3Cy.22",36"&59"-39" (*s*) | 23 " 0 | |
| 143063 | *ex*Leicester,*ex*War | *ss*Shl.No.3–4,34 | 2269 | 5,40 ~~5,30~~ | | | ~~5,80~~ | 4mo | Co.Ld. | (SouthWales)Ld. | | | | British | 180lb 266NHP | s 3 " 4½ | |
| GBCP | Currant) | *ss*CffNo.1–39 | 1466 | ✠LMC | | | 6,40 | | WHartlepool | (H.Constant,*Mgr*) | P33'B81'F32' FK | | | 6*BHCem* | 2SB,*6cf*,GS124,HS4500 | 19 " 10 | |
| | | 1*Dk*(*Stl*) | | MS5,39 BS2,40 | | | | *Lloyd* | *SA&CP* | *CellDB*260'647*t* | FPT70*t* | | | *APT*60*t* | Cen.Mar.E.Wrks.Ld WHpl | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 75739 | **Hemland** | | 4767 | | | | | 1939 | Kockums | ÅngfAktiebTirfing | 430·4 | 58·2 | 21·6 | Gothenbrg | Oil Engines 2S.C.DA | | C |
| 8392 | D.F. E.S.D. | *OilEng.* | 4110 | | | | | | M.V.Aktieb. | (T.E.J:son | P33' | | | Swedish | 6Cy.23¾"-13⅝" 1163NHP | | |
| SMLN | *CruiserStern* | 2*Dks* | 2670 | | | | | | Malmö | Broström,*Mgr.*) | F on *Shelter dk* 82' | | | *WB* | Kockums M.V.Akt.Malmö | | |
| 75740 | **Hemlock** | | 4684 | | | | | 1907 | WestBay | InterlakeS.S.Co. | 420·0 | 52·0 | 24·4 | Wilmgton | T.3Cy.22",35"&58"-42" | | R |
| 204346 | | | — | | | | | | CityS.B.Co. | (Pickands,Mather | | | | (Del.) | 218NHP | | |
| WCGH | D.F. GyC. | 1*Dk* | 3390 | | | | | | W.BayCity | &Co.*Mgrs.*) | | | | Utd.States | DetroitS.B.Co.Detroit | | |
| | *Mchy.Aft* Sub.Sig. | | | | | | | | | | | | | *WB* | | | |
| 75741 | **Hemsö** (*ex*Tyr–38) | **TwinSc** | *1347* | | | | | 1901 | O.ABrodin | RederiA/BNord | 226·5 | 42·2 | 16·0 | Härnosand | C.4Cy.20½"&32"-21¼" | | V |
| 3936 | | | *1163* | | | | | | Gefle | Sverige | B52'F24' | | | Swedish | 94NHP | | |
| SHAE | | 1*Dk* | *696* | | | | | | | (J.Fr.Andersson) | | | | *WB* | Jönköpings M.V.Jönköpg. | | |
| 75742 | **Henca** | | 305 | | | | | 1936 | Gebr. | H.J.A.Krijt | 127·4 | 24·1 | 8·6 | Heemstede | Oil Engines 2S.C.SA | | V |
| | *Mchy.Aft* | *OilEng.* | 211 | | | | | | Niestern&Co. | | P30'F23' | | | Dutch | 4Cy.11½"-15⅜" 98NHP | | |
| PEQI | D.F. *CruiserStern* | 1*Dk* | 153 | | | | | | Delfzijl | | | | | *WB* | NV.KromhoutMtrnfbAms | | |
| 75743 | **Hendrick Hudson** Ⓟ | **Pad** | 2847 | | | | | 1906 | T S.Marvel | HudsonRiverDay | 379·1 | 45·1 | 13·4 | NewYork | C.3Cy.45"&(2)70"-84" | | |
| 203424 | | | — | | | | | | &Co. New- | Line | | | | Utd.States | 750NHP | | |
| | | | 1598 | | | | | | burgh,N.Y. | | | | | | W&AFletcherCoHbkn.NJ | | |
| 75744 | **Hengist** | | 984 | | | | | 1928 | CaledonS. | CurrieLine,Ld. | 231·4 | 35·6 | 16·0 | Leith | T.3Cy.20",33"&54"-36" | | C |
| 160648 | *Ref.Mchy.* Wireless D.F. E.S.D. | | 823 | | | | | | B.&E.Co.Ld. | | | | | British | 175NHP | | |
| MPCX | *CruiserStern* | 1*Dk*&*Shelter dk* | 400 | | | | | | Dundee | | | | | *WB* | CaledonS.B&E.Co.Ld.Dun | | |
| 75745 | **Hennepin** (*ex*GeorgeG.Barnum–37, | | 6272 | | | | | 1905 | WestBay | Cleveland-Cliffs | 504·0 | 54·0 | 26·7 | Wilmgton | T.3Cy.23¾",36"&60"-42" | | R |
| 202088 | *ex*Socapa) | | — | | | | | | CityS.B.Co. | S.S.Co.(Cleveland- | | | | (Del.) | 233NHP | | |
| WOTD | *Mchy.Aft* | 1*Dk* | 4826 | | | | | | W.BayCity | CliffsIronCo. | | | | Utd.States | DetroitS.B.Co.Detroit | | |
| | | | | | | | | | | *Mgrs.*) | | | | *WB* | | | |
| 75746 | **Henning Mærsk** | | 10000 | 100A1 | | | | 1940 | Nakskov | A/S D/S Svendborg | 485·0 | 66·5 | 35·9 | Copnhagn | Oil Engines 4S.C.SA | | |
| | D.F. | *OilEng.* | 9100 | | | | | | Skibs.A/S | & D/S af 1912 A/S | | | | Danish | 9Cy.29½"-59½" | | |
| | *Mchy.Aft* *CruiserStern* | | 6100 | (*Class Contem plated*) | | | | | Nakskov | (A.P.Möller, | | | | | | | |
| | *Longitudinal framing at bottom & at deck in centre tanks* | | | *Carrying Petroleum in bulk* | | | | | | Copenhagen,*Mgr.*) | | | | | Akt.Burmeistr.&Wain,Cpn | | |
| 75747 | **Henny** | | 764 | | | | | 1906 | Stettiner | Rud.Christ.Gribel | 202·9 | 30·3 | 12·4 | Stettin | T.3Cy.14",22"&35"-26" | | G |
| | | | 600 | | | | | | Oderwerke | | Q64'B45'F22' | | | German | 62NHP | | |
| DALK | Wireless | 1*Dk* | 450 | | | | | | Stettin | | | | | *WB* | StettinerOderwerke | | |
| 75748 | **Henri Barbusse** (*ex*Sklyanski–39) | | 2105 | | | | | 1932 | Sevastopol | U.S.S.R. | 270·4 | 39·8 | 22·5 | Odessa | Oil Engines 2S.C.SA | | |
| | | *OilEng.* | 1819 | | | | | | Marine | | P31'B62'F28' | | | Russian | 6Cy.18½"-32½" 358NHP | | |
| UOWS | | 2*Dks* | 1052 | | | | | | Works | | | | | *WB* | Komintern Works, | | |
| | | | | | | | | | Sevastopol | | | | | | Kharkov | | |
| 75749 | **Henri Estier** Ⓟ | | 1984 | | | | | 1930 | Swan,Hun- | Cie.deNav.Mixte | 253·6 | 38·6 | 18·8 | Marseilles | T.3Cy.20",33"&54"-36" | | V |
| | | | 1384 | | | | | | ter&Wigham | (CieTouache) (Soc. | P19'B74'F26' | | | French | 175NHP | | |
| FOMV | D.F. | 2*Dks* | 1037 | | | | | | Richardson, | Mar.Nat.Médit, | | | | *WB* | Swan,Hunter&Wigham | | |
| | | | | | | | | | Ld.Sunderlnd | *Mgrs.*) | | | | | Richardson,Ld.Nwc. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Beller Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed. If not in L.R. Date of H. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75750 | **Henri Gerlinger** | 1219 | ✠100A1 | Ant | *o* | CL | 1906 | Chant.Nav | CieNationaleBelge | 229·7 \| 35·7 \| 14·7 | Antwerp | T.3Cy.17″,28″&46″–33″ (*s*) | 17 ″ 3 | |
| | *ssAnt.2ndNo.3–1,33* | 1013 | 4,40 | | | 4,40 | 9mo | Anversois | deTransportsMarit | | Belgian | 160lb *100lb* 133NHP | s 1 ″ 2¼ | |
| OSBC | *ssAnt.No.1–37* | 755 | | LMC5,37 | | | | Hoboken | (L.Dens&Co.Ld. | Q87'B54'F26' FK | 4*BHCem* | 1SB,*3cf*,GS57,HS2159 | 16 ″ 3¼ | |
| | *Well deck* 1*Dk(Stl)&deep framing* | | DB~~S5,39~~ | MBS2,~~40~~ | | | *Lloyd's* | *sA&CP* | *Mgrs.*) *Cell* | *DBa65'uE27'f92* | 317*tAPT12t* | N.E.MarineEng.Co Ld.Sld. | | |
| | *Partial lower dk(Stl)at ends* | | ~~10,40~~ | 1,41 | | | | | | | | | | |
| 75751 | **Henri Jaspar** | 5760 | ✠100A1 | NYk | *c*† | CL | 1929 | Rotterdam | CieMaritimeBelge | 440·2 \| 57·2 \| 26·1 | Antwerp | Q.4Cy.27¾″,39″,56⅛″&80⅛″– | 29 ″ 6 | |
| 93 | *ssAnt.No.2–38* | 5079 | *withfreeboard* | Cff | | ~~11,38~~ | 7mo | DroogdMaat | (LloydRoyal) | | Belgian | 51 15/16″ 225lb (*s*) 765NHP | s 4 ″ 0½ | |
| OPJB | *Ref.Mchy.* 1*Dk(Stl)&Shelter dk(Stl)* | 3465 | 1,41 ~~11,39~~ | LMC | | 1,41 | | Rotterdam | Soc.Anon.(Agence | P71'F46' FK | 7*BHCem* | 4SB(Spt),*12cf*,GS272, FD | 25 ″ 7¾ | |
| | D.F. 3*rdDk(Stl)inNos.1&3holds* | | MS1,37 | BS~~10,39~~ | 12,40 | | *Lloyd's* | *sA&CP* | MaritimeInter- | (*Coll to Sh dk* | | HS11342 | | |
| | *PlatformDkinNo.2hold* | | Lloyd'sRMC~~4,40~~ | 1,41 | | | | | nationale,*Mgrs.*) | 6 ,, 2*nd* ,,) | | RotterdamDroogd.Maats. | | |
| | *CruiserStern* | | | | | | | | | *CellDBa&uE135'f* | 203'1253*tF* | *PT118tAPT92t* | | |
| | | | for temp. 35° F. | | | | | | | | | | | |
| 75752 | **Henri-Jean** (*ex*General | 461 | ✠ ... | | | | 1912 | JohsBerg | AndréBrauuens | 165·9 \| 25·2 \| 9·9 | Dakar | C.2Cy.14 3/16″&29 5/16″–16½″ | 11 ″ 4 | |
| | Archinard–34) *ssDakarNo.2–20* | 343 | 5,25 | | | | 10mo | Delfzijl | | P23'B58'F27' | French | 66NHP | | |
| TSVK | 1*Dk* | 296 | | | | | | | | FK | | JohsBerg,Delfzijl | | |
| 75753 | **Henri Mory** (*ex*Martine, 4Mst | 2564 | | | | | 1920 | Atel.&Ch. | Ministry of Ship- | 292·6 \| 43·5 \| 19·7 | Swansea | DRGearedSteamTurbine | | V |
| 144011 | *ex*Thorium) | 1884 | | | | | | deBretagne | ping(H.Gonne- | Q111'B57'F26' | British | | | |
| GMSQ | D.F. 1*Dk* | 1517 | | | | | | Nantes | ville,Ld.*Mgrs.*) | | *WB* | Atel.&Ch.deBretagne,Nts. | | |
| 75754 | **Henrica** (*ex*Neptunus–37) | 420 | ✠100A1 | Rot | *f* | 1,39 | 1931 | J.Smit& | Hammerstein's | 149·2 \| 25·5 \| 9·7 | Rottrdam | Oil Engines 4S.C.SA | 11 ″ 4 | |
| | *OilEng.* | 309 | 6,39 | | | | 6mo | Zoon | ReederijbedrijfNV | 156·5(O.L.) | Dutch | 6Cy.11⅞″–19 11/16″ 71NHP | s 1 ″ 0½ | |
| PEQX | *Mchy.Aft* *ssRot.No.2–39* | 286 | | LMC6,39 | | | | Foxhol | | P39'F19' FK | 3*BHCem* | | 10 ″ 4½ | |
| | 1*Dk(Stl)* | | | | | | *Lloyd's* | *sA&CP* | | *CellDB108'123tFPT* | 18*tAPT14t* | Humboldt-Deutzmotoren, | | |
| | *CruiserStern* | | | | | | | | | | | A.G.Köln-Deutz | | |
| 75755 | **Henriette** TwinSc | 379 | | | | | 1909 | Helsingörs | A/S DeDanske | 152·5 \| 27·0 \| 8·6 | Copnhagn | C.4Cy.11″&22″–14″ | | V |
| | | 316 | | | | | | Jernsk&Msk. | Sukkerfabrikker | B29' | Danish | 30NHP | | |
| OYEX | *Mchy.Aft* 1*Dk* | 164 | | | | | | Elsinore | | | *WB* | HelsingörsJernsk.&Mskb. | | |
| 75756 | **Henrik** | 1350 | | | | | 1920 | NewEng. | Bruusgaard | 242·7 \| 37·2 \| 15·0 | Drammen | T.3Cy.17½″,28½″&48″–33″ | | N |
| | | 1136 | | | | | | &Shipbldg. | KiösterudsSkibs | P24'B62'F24' | Norwegian | 132NHP | | |
| LEBZ | 1*Dk* | 761 | | | | | | Works.Ld | A/S(Bruusgaard, | | *WB* | NewEng.&S.B.Works,Ld. | | |
| | | | | | | | | Shanghai | Kiösterud&Co. | | | Shanghai | | |
| | | | | | | | | | *Mgrs.*) | | | | | |
| 75757 | **Henrik Ibsen** | 4671 | ✠ ... | | | | 1906 | SirRaylton | SkibsA/SSolvang | 383·9 \| 52·8 \| 17·7 | Stavanger | T.3Cy.25″,41″&67″–45″ | 28 ″ 4 | N |
| | *ssN.Yk.No.3–7,18* | 4356 | 8,26 | | | | 12mo | Dixon&CoLd | (A.GowartOlsen, | 25·7 | Norwegian | 376NHP | | † |
| LCNY | *ssOsl.No.1–21* | 2903 | | | | | | Middlesbro' | *Mgr.*) | P33'B114'F36' FK | *WB* | N.E.MarineEng.CoLdNwc | | |
| | 1*Dk&Spar dk&deep framing* | | | | | | | | | | | | | |
| 75758 | **Henrik Wergeland** IronSc | 488 | | | | | 1883 | G.Howaldt | Nordenfjeldske | 150·5 \| 24·5 \| 17·0 | Tr'ndheim | C.2Cy.21½″&35½″–23½″ | | |
| | | 475 | | | | | | Kiel | Dampskibsselskab | H15*t* | Norwegian | NB92 51NHP | | |
| LECB | 1*Dk&Awng dk* | 283 | | | | | | | | | *WB* | GebrüderHowaldt,Kiel | | |
| 75759 | **Henry** (*ex*Wasa) | 626 | | | | | 1907 | Eriksbergs | D/S A/S "Henry" | 172·6 \| 28·2 \| 12·0 | Haugesnd | T.3Cy.13¼″,22″&36½″–24″ | | V |
| | | 482 | | | | | | M.V.Aktieb. | (E.Krogh) | P91*t*H12*t*F23*t* | Norwegian | 65NHP | | |
| LECC | 1*Dk* | 336 | | | | | | Gothenburg | | | *WB* | Eriksberg M.V.Aktieb.Got | | |
| 75760 | **Henry Böge** | 1995 | | | | | 1938 | Trndhjms | JohannM.K. | 287·4 \| 44·1 \| 18·4 | Hamburg | T.3Cy.20½″,33″&56″–36″ | | GN |
| | | 1740 | | | | | | Mek.Verks. | Blumenthal | P28'B155'F27' | German | 188NHP | | |
| DJXL | *CruiserStern* 1*Dk* | 1158 | | | | | | Trondheim | | | *WB* | TrondhjemsM.V. | | |
| 75761 | **Henry C. Daryaw** TwinSc | 1265 | | | | | 1919 | Ch.de | H.Daryaw | 219·2 \| 35·0 \| 13·2 | Montreal | C.4Cy.15″&30″–18″ | | V |
| 150837 | (*ex*Oakbay–35,*ex*Marinier) | 858 | | | | | | Normandie | &H.C.Daryaw | P63'F25' | British | 66NHP | | |
| | 1*Dk* | 694 | | | | | | Gnd.Quevilly | | | *WB* | Ch.dePenhoët,St.Nazaire | | |
| 75762 | **Henry C. Frick** | 6753 | | | | | 1905 | WestBay | PittsburghS.S.Co. | 549·0 \| 56·0 \| 26·4 | D'luth,Min | T.3Cy.24″,39″&65 1/16″–42″ | | R |
| 202443 | D.F. GyC. | — | | | | | | CityS.B.Co. | | | Utd.States | NB37 274NHP | | |
| | Sub.Sig. *Mchy.Aft* 1*Dk* | 5379 | | | | | | W.BayCity | | | *WB* | AmericanS.B.Co.Clevelnd | | |
| 75763 | **Henry D. Whiton** TwinSc | 4548 | ✠100A1 | NNs | *x* | CL | 1921 | Newburgh | UnionSulphurCo. | 356·0 \| 51·6 \| 30·0 | NewYork | 2 Steam Turbines DR | 32 ″ 5 | |
| 221211 | *ssN.Yk.No.3–7,33* | 3977 | ~~3,40~~ 1,40 12,40 | Phl | | ~~s10,37~~ | 5mo | ShipyardsInc | Inc. | | Utd.States | geared to 2 Sc. Shafts | | |
| KDRM | *ssPhl.No.1–38* | 2600 | B~~S2,41~~ | LMC | | PN7,39 | | Newbrgh,NY | *CellDB299'1186t* | Q19'F23' FK | 7*BHCem* | 210lb (*s*) 663NHP | | |
| | D.F. 1*Dk(Stl)* | | MS10,37 | ~~BS3,40~~ | | s12,40 | | A&CP | *Topside tanks* | 304'1368*t FPT178t* | *APT152t* | 3SB,*9cf*,HS8916 FD | | |
| | *Cargo battens not fitted* | | *Fitted for oil fuel* 5,21 | | | *F.P. above* | | 50° F. | | | | W&AFletcherCoHoboken | | |
| 75764 | **Henry Desprez** TwinSc | 9805 | | | | | 1932 | Akt.Bur- | Cie.Auxiliaire de | 489·9 \| 65·2 \| 36·7 | Havre | Oil Engines 4S.C.SA | | V |
| | *OilEng.* | 8930 | | | | | | meistr&Wain | Navigation | P115'B37'F43' | French | 16Cy.21⅝″–59 1/16″ 712NHP | | |
| FOEP | *Mchy.Aft* *CruiserStern* 1*Dk* | 5038 | | | | | | Copenhagen | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| | D.F. *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | *Longitudinal framing–bracketless system* | | | | | | | | | | | | | |
| 75765 | **Henry Dundas** | 10448 | ✠100A1 | Lon | *f*† | CL | 1937 | Frd.Krupp | ~~OrientalTankers,~~ | 490·1 \| 70·0 \| 37·0 | London | Oil Engines 2S.C.SA | 37 ″ 0 | |
| 165438 | D.F. E.S.D. *OilEng.* | 9642 | 5,11 ~~2,40~~ | NYk | 2½ | N2,40 | 4mo | Germaniawft | ~~Ld.~~ | 506·6(O.L.) | British | 8Cy.25 9/16″–49 3/16″ 912NHP | s7 ″ 4½ | |
| GZNK | GyC. 1*Dk,2nd dk clear of cargo tanks* | 6055 | | LMC4,37 | | | | A.G. Kiel | OrientalTrade& | P107'B39'F35' FK | 16*BHptCem* | 3DB*200lb* | 29 ″ 11¼ | |
| | *Mchy.Aft* | | *CarryingPetroleum in bulk* | | | | *Lloyd's* | *sA&CP* | TransportCo.Ld. | | *ptAsp* | Fr.KruppGermaniawftAG | | |
| | *Longitudinal framing* *CruiserStern* | | | | | | | | (~~Trdg.Agts.Mgrs.~~ | *CellDBuE* | S6'175*tDTf* | 24'647*tFPT195tAPT215t* | | |
| 75766 | **Henry Ford II** Ⓟ | 8877 | ✠ ... | Clv | | | 1924 | American | FordMotorCo. | 597·5 \| 62·2 \| 27·8 | Dearborn | Oil Engines 2S.C.SA | 32 ″ 0 | |
| 223980 | *OilEng.* | 8428 | 1,37 | | | | 8mo | S.B.Co. | | F60' | Utd.States | 4Cy.23⅝″–91 5/16″ 688NHP | | |
| KFTD | GyC. *Mchy.Aft* *ssClv.No.1–31* | 7074 | | | | | | Lorain,O. | *CellDBuE82'f* | 468'4092*t* FK | 4*BH* | | | |
| | D.F. 1*Dk(Stl)2ndDk(Stl)inNo.1hold* | | | | | | | | *Sidetanks2233tFPT* | | 413*tAPT38t* | SunS.B.Co.Chester,Pa. | | |
| | *Longitudinal framing at bottom&at deck* | | | | | | | | | | | | | |
| 75767 | **Henry G. Dalton** | 7810 | ✠100A– | Clv | | 12,32 | 1916 | American | InterlakeSteam- | 580·0 \| 60·0 \| 32·0 | Wilmgton | T.3Cy.24½″,41″&65″–42″ (*s*) | 32 ″ 0 | |
| 214051 | *ssCgo.No.3–12,32* | 7445 | *ForServiceon the Great Lakes* | | | | 5mo | S.B.Co. | shipCo.(Pickands, | | (Del.) | 180lb 414NHP | | |
| KGAE | *Mchy.Aft* 1*Dk(Stl)&Web frames* | 6092 | 4,37 | | | | | Lorain,O. | Mather&Co.*Mgrs*) | F33' FK | Utd.States | 3SB,*6cf*,GS137,HS6405 FD | | |
| | D.F. GyC. *Longitudinal framing* | | ~~BS3,39~~ | LMC3,31 | | | | | | | 3*BH* | AmericanS.B.Co.Lorain,O. | | |
| | Sub.Sig. | | ~~BS 3,40~~ | 3,41 | | | | | *CellDB u E&B55'f&* | *in Hopper side tanks* | 479'8724*t* | *FPT299t APT59t* | | |
| 75768 | **Henry H. Rogers** | 7053 | | | | | 1906 | Chicago | PittsburghS.S.Co. | 580·0 \| 58·0 \| 27·4 | Duluth, | T.3Cy.24″,39″&65″–42″ | | R |
| 203332 | D.F. GyC. | — | | | | | | S.B.Co. | | | Minn. | 274NHP | | |
| | Sub.Sig. *Mchy.Aft* 1*Dk* | 5444 | | | | | | Chicago | | | *WB* | Utd.States AmericanSB.Co.Cleveland | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiels. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant exprimé par lettre d'Appréciation. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 Creux sur Quille. Francs-bord au milieu du navire. Tirant d'eau correspondant. pds. pu. | 15 Lettres de code, si ce n'est dans le L. M. Durée Cert. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75769 | **Henry Horn** (P) | | 3164 | | | | | 1926 | Reiherst'g Schiffsw. Hamburg | H.C.Horn | 311·0 P29′ | 46·3 B81′ | 22·8 F41′ | Hamburg German WB | Oil Engines 2S.C.SA 4Cy.23⅝″–41¾″ 390NHP Emade22 SulzerBros.Winterthur | | G |
| DIFN | (exPresidente Gomez–36, exWaldtrautHorn–36) | *Oil Eng.* 2 *Dks* | 2526 1857 | | | | | | | | | | | | | | |
| 75770 | **Henry Lütgens** | | 1141 | | | | | 1920 | Nüscke& Co.A.G. Stettin | BugsierReed.u. BergungsA.G. | 250·8 F25′ | 37·7 P&B192′ | 12·9 | Hamburg German WB | T3Cy16⅞″,26⅝″&43⅜″–27½″ Christiansen 97NHP &Meyer,Harburg | | G |
| DHLF | Wireless | 2 *Dks* | 958 631 | | | | | | | | | | | | | | |
| 75771 | **Henry M. Dawes** (exOscarD. | | 4710 | ✠100A1 7,10 ~~7,00~~ | Mob | *y* | CL ~~7,39~~ 7,40 | 1916 | Harlan& Hollings-worthCor. Wlmgtn.Del. A&CP | SabineTransport-ationCo.Inc. (M.T.Ball, *Mgr.*) *CellDBuE&B* 72′2 16*t* 18*tFPT*89*tAPT*30*t* | 391·8 406·4(O.L.) P99′B34′F44′ FK | 51·3 | 28·8 | Baltimore Utd.States | T.3Cy.27″,45″&75″–48″ (*s*) 190lb 511NHP 14 *BHptCem* (7 *to U dk* 7 „ 2nd „) | 30 *n* 2 *s* 5 *x* 4½ 24 *x* 11½ | |
| 214161 | Bennett–32, | *ss*N.Yk.No.3–12,30 | 4293 | ~~BS11,40~~ MS7,39 | ✠LMC | | 7,40 | 6mo | | | | | | | | | |
| WPCK | exGeorgeE. Paddleford) | *ss*Mob.No.2–39 2 *Dks*(*Stl*) | 3587 | ~~BS11,39~~ | | | | | | | | | | | | | |
| | *Mchy.Aft* D.F. | *& Web frames* *Longitudinal framing* | | *Carrying Petroleum in Fitted for oil fuel* 7,16 | | | *bulk F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| 75772 | **Henry M. Flagler** | TwinSc | 2699 | | | | | 1914 | W Cramp& SonsS&EBCo Philadelphia | FloridaEastCoast CarFerryCo. | 336·8 | 59·0 | 18·8 | NewYork Utd.States WB | T.6Cy.20″,32½″&54″–36″ 350NHP W.Cramp&SnsS&EBCPhl | | |
| 212826 | (*CarFerry*) | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| WCCK | | 3 *Dks* | 878 | | | | | | | | | | | | | | |
| 75773 | **Henry Moon** | | 1091 | ✠100A1 4,40 | Shl | *m* | CL 8,39 | 1936 | W.Pickers-gill&Sons,Ld. Sunderland | TheMayor,Alder-men&Burgesses of theCountyBorough ofBrighton (StephensonClarke &AssociatedCom-panies,Ld. *Mgrs.*) | 210·5 218·7(O.L.) Q120′B11′F19′ FK | 33·2 | 14·0 | Shoreham British | T.3Cy.14½″,24″&41″–30″ (*s*) 200lb *100lb* 124NHP 1SB,*3cf*,GS42,HS1722 FD | 15 *n* 10 *s* 4 *x* 8½ 15 *x* 0 | |
| 164886 | | | 782 | | | | | 12mo | | | | | | | | | |
| GZJJ | | 1 *Dk* | 622 | ✠LMC12,36 | | | | *Lloyd's* | *SA&CP* | *CellDBuE&B* 18′*f* 142′ 358*tFPT* | | | | 3 *BHptCem* | N.E.MarineEng.Co.Ld.Sld | | |
| | *Mchy.Aft* Wireless | *Cruiser Stern* *Cargo battens not fitted* | | | | | | | | 102*tAPT*32*t* | | | | | | | |
| 75774 | **Henry Phipps** | | 7240 | | | | | 1907 | WestBay CityS.B.Co. BayCty,Mich | PittsburghS.S.Co. | 580·0 | 58·0 | 27·5 | Duluth, Minn. Utd.States WB | T.3Cy.24″,39″&65″–42″ 274NHP AmericanSB.Co.Cleveland | | R |
| 204136 | D.F. GyC. | | — | | | | | | | | | | | | | | |
| | Sub.Sig. *Mchy.Aft* | 1 *Dk* | 5450 | | | | | | | | | | | | | | |
| 75775 | **Henry R. Mallory** (P) | | 6063 | | | | | 1916 | NwprtNws S.B.&D.D.Co. Newprt News | Agwilines,Inc. (Clyde-Mallory Lines, *Mgrs.*) | 424·3 | 54·5 | 22·3 | NewYork Utd.States WB | T.3Cy.29″,49″&84″–54″ 518NHP NewportNewsSB&DD.Co. | | R |
| 214458 | D.F. | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| WHCF | *Ref.Mchy.* | 3 *Dks* | 4519 | | | | | | | | | | | | | | |
| 75776 | **Henry S. Grove** | | 6220 | ✠ ... | | | | 1921 | W Cramp& SonsS&EBCo Philadelphia | ~~ArgonautLine,Inc.~~ AmericanSouth AfricanLine,Inc. | 404·6 F31′ FK | 53·9 *onShelter dk* | 34·2 | NewYork Utd.States WB | Q4Cy25½″,87″,52½″&76″–54″ 633NHP W.Cramp&SonsS.&E.BCo. | 36 *n* 9 | R † |
| 220879 | *ss*Bal.No.2–29 | | 5850 | 12,30 | | | | 2mo | | | | | | | | | |
| KDLN | D.F. | *Fitted for oil fuel* 2 *Dks&Shelter dk* *Longitudinal framing* | 3812 | ✠ | | | | | | | | | | | | | |
| 75777 | **Henry Stanley** | | 5026 | | | | | 1929 | Ardrossan DD&SBCoLd Ardrossan | ElderDempster Lines,Ld. | 370·5 P36′F43′ | 51·6 | 20·1 28·8 | Liverpool British WB | Oil Engines 4S.C.SA 8Cy.29½″–59½″ 650NHP J.G.Kincaid&Co.Ld.Grk. | | C |
| 161382 | | *Oil Eng.* | 4531 | | | | | | | | | | | | | | |
| GSJV | *Ref.Mchy.* | 3 *Dks* | 3044 | | | | | | | | | | | | | | |
| 75778 | **Henry Steinbrenner** | | 4345 | | | | | 1901 | JenksS.B. Co. PortHuron | KinsmanTransit Co.(G.M.Stein-brenner, *Mgr.*) | 420·0 | 50·0 | 24·0 | Wilmgton (Del.) Utd.States WB | T.3Cy.23″,38″&63″–40″ 251NHP JenksS.B.Co. | | R |
| 96584 | | | — | | | | | | | | | | | | | | |
| WEOS | D.F. GyC. *Mchy.Aft* | 1 *Dk2trB* | 3178 | | | | | | | | | | | | | | |
| * 75779 | **Henry Tegner** | | 1457 | ✠100A1 4,38 | Cpn | *p* | OG 4,38 | 1914 | Helsingörs Jernsk &Msk Elsinore | D/S A/S Progress (MariusNielsen& Sön, *Mgrs.*) | 249·2 259·5(O.L.) P16′Q79′B96′F31′ FK | 38·1 | 15·1 | Copnhagn Danish | T.3Cy.18″,30″&50″–36″ (*s*) 170lb 158NHP 2SB,*4cf*,GS56,HS2430 HelsingörsJernsk.&Msk.b. | 17 *n* 6 *s* 11½ 16 *x* 8½ | |
| | *ss*Svb.No.3–3,27 | | 1158 | BS11,38 ✠LMC5,36 | | | | 3mo | | | | | | | | | |
| OYEY | *ss*Svb.No.2–36 | | 865 | | | | | *Lloyd's* | *SA&CP* | | | | | | | | |
| | *Well deck* | 1 *Dk*(*Stl*) | | | | | | | | *WB*=*CellDBa* | 77′*uE&B*31′ | | | | *f*100′421*tFPT*31*tAPT*76*t* | | |
| 75780 | **Henzada** | | 4161 | | | | | 1934 | D & W Hen-dersn&Co.Ld Glasgow | British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co. *Mgrs.*) | 392·7 P42′B236′F40′ | 53·2 | 24·0 | Glasgow British WB | T.3Cy.20½″,34½″&58″–42″ 218NHP D&W.Hendersn&CoLdGls | | C |
| 164040 | | 1 *Dk* | 3836 | | | | | | | | | | | | | | |
| GWYB | D.F. E.S.D. | *Cruiser Stern* | 2444 | | | | | | | | | | | | | | |
| 75781 | **Hera** | | *1531* | ✠100A1 | Hbg | *r* | CL | 1935 | Nya Varvs-aktb.Oresund Landskrona | A/B Transmarin (S.Redig, *Mgr.*) | 269·2 274·5(O.L.) | 40·4 | 16·0 FK | Helsingbrg Swedish | T.3Cy.18½″,29½″&48⅞″– 331″ 200lb (*s*) 175NHP 2SB,*4cf*,GS60,HS2379 FD | 19 *n* 2 *s* *x* 6½ 18 *x* 8½ | |
| 8035 | | *ss*Lkr.No.1–39 | *1312* | *withfreeboard* | ~~Plkt~~ NYk | | 1,40 | 8mo | | | | | | 4 *BHCem* | | | |
| SKWO | Wireless D.F. | 1 *Dk&Shelter dk* | *810* | ~~4,40 2,40~~ 4,41 ~~3,40~~ | ✠LMC7,39 | | | *Lloyd's* | *SA&CP* | | | | | *(Coll to Sh dk* 3 „ 2nd „) | NyaVarvsaktieb.Öresund | | |
| | | *Cruiser Stern* *Cargo battens not fitted* *Strengthened for Navigation in Ice* | | | | | | | | *CellDB*221′603*tAPT*98*t* | | | | | | | |
| 75782 | — | Iron | 1379 | ✠100A1 3,38 | Ant | *p* | CL ~~2,38~~ 6,40 | 1882 | J Readhead &Co. SouthShields | RederiA/B Hera (A.Jansson, *Mgr.*) | 256·8 249·0 Q96′B52′F31′ BK9″ ptND08 | 36·1 | 15·3 *DBa* | Mariehmn Finnish | C.2Cy.29″&54″–36″ 80lb *100lb* NDN13 135NHP 1SB,*4pf*,GS61,HS2196 | 18 *n* 7 *s* 1 *x* 6½ 17 *x* 10½ | |
| (*ex*Cairnalt, | | *ss*Skm.4thNo.3–5,32 | — | | | | | 5mo | | | | | | 4 *BHCem* | | | |
| OHXK *ex*Sarah) | | *ss*Skm.No.1–36 | 762 | ~~BS5,38~~ | ✠LMC4,36 | | 7,40 | *Lloyd's* | *SA&CP* | | | | | *Coll to Sh dk* 3 „ 2nd „) | J.Readhead&Co.S.Shields | | |
| | | 1 *Dk*(*Irn*)2*trB* *Cargo battens not fitted* | | No later survey reported | | | | | | | | | | | | | |
| 75783 | **Heraklea** | | 1927 | | | | | 1922 | Schiffs-u. Dockbauw. FlenderA.G. Siems Lübeck | DeutscheLevante-LinieHamburg A.G. | 287·7 H71′F33′ | 41·7 | 17·5 | Hamburg German WB | T.3Cy.21¼″,34⅝″&55½″–37″ 191NHP Act.Ges."Neptun"Rostock | | G |
| | | | 1669 | | | | | | | | | | | | | | |
| DHLH | Sub.Sig. | 2 *Dks* | 1092 | | | | | | | | | | | | | | |
| 75784 | **Herakles** (*ex*Vinstra–36, | | 5103 | ✠100A1 6,39 | Hfs | *z* | CL N12,38 | 1910 | Russell& Co. Pt.Glasgow | Aktieb.Oceanfart (BirgerKrogius, *Mgr.*) | 423·1 410·0 P37′B249′F44′ FK | 52·2 | 25·7 | Helsingfrs Finnish | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 497NHP 2SB,*8cf*,GS146,HS7200 FD | 28 *n* 3 *s* 4 *x* 3 24 *x* 2½ | |
| *ex*Drumcraig) | | *ss*Osl.2ndNo.3–4,35 | — | | | | | 10mo | | | | | | *Cem* 6 *BHonly* | D.Rowan&Co.Glasgow | | |
| OHYR | D.F. | 2 *Dks*(*Stl*) | 3031 | ✠LMC6,39 | | | | *Lloyd's* | *SA&CP* | *Intermediate* *Bulkhead in fore* | | | | | | | |
| | | | | *Fitted for oil fuel* 7,21 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | 126′ *u E24′ f* | 184′1131*tFPT*70*tAPT*73*t* | |
| 75785 | **Heranger** | TwinSc | 4877 | | | | | 1930 | Akt.Bur-meistr&Wain Copenhagen | Westfal-Larsen& Co.A/S. | 398·1 P74*t*H394*t*F35*t* | 54·8 | 26·1 | Bergen Norwegian WB | Oil Engines 4S.C.SA 12Cy.23½″–43⅛″ 625NHP Akt.Burmeistr&Wain,Cpn | | N |
| | | *Oil Eng.* | 4313 | | | | | | | | | | | | | | |
| LCGM | *Ref.Mchy.* D.F. | 1 *Dk&Shelter dk* | 2994 | | | | | | | | | | | | | | |
| 75786 | | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Build Certificate. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75787<br>215969<br>WFCX | **Herbert L. Pratt**<br>*ss* Phl. No. 3–5, 30<br>*Mchy. Aft*<br>GyC. | *ss* N. Ns. No. 2–38<br>2 *Dks (Stl) & Web frames*<br>*Longitudinal framing* | 7118<br>6410<br>4477 | ✠100A1 Bal *b*†<br>~~7,39~~ 12,40<br>✠NE5,21 ✠LMC2,38<br>~~BS7,39~~ 12,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3, 18 *F.P. above* 150° F. | CL<br>~~7,39~~<br>4,40<br>*F.P. a* | 1918<br>2mo | Bethlehem S.B.Corp. Alameda, Cal. A&CP | Atlantic Refining Co.<br>*Cell D Bu E & B* 57′ 179*t DT* 56′ 10 | 435·0 \| 56·0 \| 32·0<br>453·3 (O.L.)<br>P122′ B50′ F42′ FK<br>38*t FPT* 97*t APT* 74*t* | Phildlphia Utd. States | 1 DR Geared Steam Turbine 2501b 763 NHP<br>15 *B Hpt Asp*<br>3 WTB (Spt), HS 9750 FD<br>(11 *to U dk* 4 „ *2nd* „)<br>DeLaval Steam Turbine Co Trenton, N.J. | 33 ″ 6<br>*s* 6 ″ 6½<br>27 ″ 2½ | |
| 75788<br>140106<br>MKVD | **Herbert W. Walker** 3 Mst<br>(*ex* Lightning–35, *ex* Clyde Firth, *ex* Elise Mellonie, *ex* Millwater)<br>*Mchy. Aft* *Well deck*<br>*ss* Lth. No. 3–2, 34<br>*ss* Bkn. No. 1–37<br>1 *Dk (Stl)*<br>*& Web frames* | 365<br>248<br>136<br>✠100A1 Bkn *e*<br>8,40 ~~7,38~~<br>✠LMC<br>MS11,37 ~~BS6,39~~ 7,40 | CL<br>~~14,37~~<br>8,40 | 1921<br>10mo | Willoughby (Plymouth) Ld. Plymouth *Lloyd's A & CP* | Wilson S.S. Co. Ld. (T.W. Dixon, *Mgr.*) | 135·0 \| 23·4 \| 9·9<br>142·5 (O.L.)<br>Q47′ B9′ F22′ FK | Whitehvn British | T.3Cy. 11½″, 18½″ & 30″–21″<br>160lb (*s*) 67 RHP<br>3 *B H Cem*<br>1SB, *3pf*, GS 50, HS 1400<br>*FPT* 49*t*<br>Willoughby (Plm'th), Ld. | 10 ″ 7<br>*s* ″ 6<br>10 ″ 2 | |
| 75789<br>LCDS | **Herborg** Twin Sc<br>*Oil Eng.*<br>D.F. *ss* Bat. No. 2–41 *ss* ~~Fal. No. 1–35~~<br>2 *Dks (Stl) & Web frames*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing–bracketless system*<br>*Special Surveys to date from* 2, 32 | 7892<br>7368<br>4694<br>✠100A1 Suz *c*†<br>1, 41 ~~12,39~~<br>✠LMC CS 3, 36<br>DBS ~~8,39~~ 12,40 6,38<br>*Carrying Petroleum in bulk* | CL<br>~~2,39~~<br>12,40 | 1931<br>11mo | Akt. Burmeistr & Wain Copenhagen *Lloyd's A & CP* | Skibsaktieselskapet "Jölund" (S. Herlofson & Co. A/S, *Mgrs.*)<br>*Cell D Bu E* 68′ 318*t DT f* 43′ 512*t F* | 457·2 \| 59·7 \| 34·9<br>472·5 (O.L.)<br>P93′ B28′ F43′ FK<br>*PT* 138*t APT* 166*t* | Moss Norwegian | Oil Engines 4S.C.SA<br>12Cy. 23¾″–43 5/16″ 625 NHP<br>16 *B H*<br>2 DB *I80lb*<br>(11 *to U dk* 5 „ *2nd* „)<br>Akt. Burmeistr & Wain, Cpn | 35 ″ 0<br>~~0 ″ 9½~~<br>~~2½ ″ 0~~<br>*s* 7 ″ 10½<br>27 ″ 4¼ | |
| 75790<br>LIYG | **Herbrand** (*ex* Mosvold–37) Twin Sc<br>*Mchy. Aft* *ss* Gal. No. 1–39 *Oil Eng.*<br>D.F. *Cruiser Stern* 2 *Dks*<br>*Longitudinal framing–bracketless system* | 9108<br>8551<br>5573<br>✠100A1 Gal *d*†<br>~~1,38~~ 10,38 10,40<br>✠LMC CS 4, 40<br>DBS 10,38 12,39<br>*Carrying Petroleum in bulk* | CL<br>1·3, 39<br>10,40 | 1935<br>2mo | Akt. Burmeistr & Wain Copenhagen *Lloyd's A & CP* | Skibs A/S Herbjörn (S. Herlofson & Co. A/S, *Mgrs.*)<br>*Cell D Bu E* 71′ 361*t DT f* | 471·8 \| 64·4 \| 34·9<br>487·7 (O.L.)<br>P101′ B29′ F44′ FK<br>43′ 629*t APT* 150*t* | Moss Norwegian | Oil Engines 2S.C.SA<br>12Cy. 19½″–35 7/16″ 807 NHP<br>16 *B H*<br>2 DB *I80lb*<br>(12 *to U dk* 4 „ *2nd* „)<br>Akt. Burmeistr & Wain, Cpn | 35 ″ 0 | |
| 75791<br>YTBK | **Hercegovina**<br>*ss* Ssk. 2nd No. 3–12, 34<br>*ss* Ssk. No. 1–39<br>1 *Dk (Stl)* | 748<br>554<br>426<br>✠100A1 Ssk *k*<br>10,39<br>✠LMC 3, 39<br>BS 4,40<br>No later survey reported | CL<br>4,39 | 1913<br>12mo | Akers Mek. Værks. Oslo *Lloyd's A & CP* | Jadranska Plovidba D.D.<br>*Cell D Ba* 35′ | 184·2 \| 30·1 \| 14·2<br>193·2 (O.L.)<br>P22′ B54′ F27′ FK<br>*u* E22′ *f* 66′ 136*t FPT*<br>*DT a* 10′ 101*t* | Split Yugoslav | T.3Cy. 13½″, 22″ & 37½″–28″<br>180lb (*s*) 115 NHP<br>4 *B H Cem*<br>2SB, *2cf*, GS 40, HS 1801 FD<br>18*t APT* 16*t* Akers Mek. Værks. Oslo | 14 ″ 11<br>*s* 1 ″ 3<br>13 ″ 2¾ | |
| 75792<br>YLGI | **Hercogs Jekabs** (*ex* Aakre–39, *ex* Childar–35)<br>*ss* Sea. No. 1–29<br>*Oil Eng.*<br>D.F. 1 *Dk (Stl) & Shelter dk (Stl)* | 4117<br>3789<br>2380<br>✠ Abg *y*<br>8,33 | | 1926<br>2mo | Kockums M.V. Aktieb. Malmö *Lloyd's A & CP* | Apvienotā Kugniecibas Akc. Sab.<br>*Cell D B* 313′ 1028*t* | 377·6 \| 54·0 \| 22·9<br>F38′ FK<br>*sides of tunnel* 255*t* | Riga Latvian | Oil Engines 4S.C.SA<br>6Cy. 27 7/16″–55½″ 438 NHP<br>6 *B H pt Cem*<br>(*Coll to Sh dk* 5 „ *2nd* „)<br>*Tanks at* | 26 ″ 7 | N †<br>V |
| 75793<br>DONX | **Hercules**<br>2 *Dks*<br>Sub. Sig. D.F. *Cruiser Stern* | 2883<br>2552<br>1616 | | 1929 | Akt. Ges. "Weser" Bremen | Dampfschifffahrts Ges. Neptun | 296·9 \| 46·0 \| 23·3<br>B29′ F28′ | Bremen German *WB* | T.3Cy. 19½″, 31½″ & 50½″–35½″<br>& LP Turbine 180 NHP<br>A.G. "Weser," Bremen | | G |
| 75794<br>PEQZ | —<br>3 *Dks* | 2317<br>2056<br>1388 | | 1914 | A. Vuijk & Zonen, Capellea/dYsel | Koninkl. Nederl. Stoomb. Maats. N.V. | 326·9 \| 45·1 \| 18·5 | Amstrdam Dutch *WB* | T.3Cy. 21½″, 34″ & 56″–42″<br>203 NHP<br>G.T. Grey, South Shields | | V |
| 75795<br>94188 | —<br>Twin Sc<br>1 *Dk* | 895<br>840<br>347 | | 1900 | Armstrong Whitworth & Co. Ld. Newcastle | Government of Queensland (Harbours & Marine Dept.) | 230·5 \| 39·3 \| 11·0 | Brisbane British *WB* | T.6Cy. 10″, 16″ & 28″–18″<br>66 NHP<br>Wllsnd Slpwy. Co. Ld. Nwc. | | |
| 75796<br>OXXH | **Herdis**<br>*Oil Eng.*<br>D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 1659<br>1406<br>925 | | 1935 | Helsingörs Jernsk & Msk. Elsinore | Dampsksl sk. Torm A/S (A. Schmiegelow & Axel Kampen) | 301·9 \| 42·7 \| 16·5 | Copnhagn Danish *WB* | Oil Engines 2S.C.SA<br>6Cy. 19 1/16″–35 7/16″ 404 NHP<br>Akt. Burmeistr & Wain, Cpn | | C |
| 75797<br>212605<br>KDAH | **Heredia** Ⓟ (*ex* General Pershing–38, *ex* Heredia–32)<br>D.F. *Ref. Mchy.*<br>*Fitted for oil fuel*<br>2 *Dks & 2 pt Dks* | 4732<br>3936<br>2732 | | 1908 | Workman, Clark & Co. Ld Belfast | United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*) | 378·8 \| 49·8 \| 29·6<br>B154′ F44′ | New York Utd. States *WB* | T.3Cy. 27⅛″, 45″ & 75″–54″<br>413 NHP<br>Wrkman, Clark & Co Ld. Bel | | C |
| 75798<br>152185<br>ZMNM | **Herekino**<br>*Well deck*<br>*Mchy. Aft* 1 *Dk* | 464<br>302<br>185<br>✠ ...<br>10,25 | | 1924<br>9mo | Scott & Sons Bowling | Wilsons (N.Z.) Portland Cement Ld. | 140·1 \| 29·1 \| 9·9<br>Q57′ F23′ BK 6½″ | Auklnd NZ British *WB* | T.3Cy. 12″, 20″ & 32″–24″<br>76 RHP<br>Aitchison, Blair Ld. Gls. | 10 ″ 9 | |
| 75799<br>LECF | **Herfinn**<br>*Mchy. Aft* 1 *Dk* | 860<br>627<br>483 | | 1920 | Porsgrund Mek Værks. Porsgrunn | A/S Herdebred (O. & H. Holta A/S, *Mgrs.*) | 202·4 \| 32·0 \| 12·1<br>Q113*t* B21*t* H32*t*<br>F27*t* | Skien Norwegian *WB* | T.3Cy. 14″, 23″ & 38″–27″<br>75 NHP<br>Porsgrund Mek Værks. | | N |
| 75800<br>166364<br>GJJV | **Herisle** (*ex* Fairisle–38, *ex* Annie Murphy–32, *ex* Lake Falama)<br>*ss* Bkn. 2nd No. 3–2, 38<br>1 *Dk 2 tr B* | 2640<br>2265<br>1605<br>✠100A1 Ist *s*<br>~~4,10~~ ~~2,39~~ 12,40 ~~Blm~~ P.N.1<br>~~BS7,39~~ 5,40 ✠LMC 2, 38 | CL<br>1,38 | 1919<br>10mo | Superior S.B.Co. Superior, Wis *Lloyd's A & CP* | Hercoal Shipping Co. Ld.<br>*Cell D B* 204′ 4 | 251·0 \| 43·7 \| 26·0<br>261·6 (O.L.)<br>P25′ B64′ F20′ FK<br>36*t DT a* 12′ 80*t FPT* | London British | T.3Cy. 21″, 35″ & 59″–42″<br>185lb (*s*) 305 NHP<br>4 *B H Cem*<br>2SB, 6*cf*, GS 115, HS 5467<br>72*t APT* 96*t* Superior S.B.Co. Superior | 28 ″ 3<br>*s* 3 ″ 11½<br>24 ″ 6 | |
| 75801<br>166404<br>GKKG | **Herland** (*ex* Fairland–38, *ex* Lake Treba–33)<br>*ss* Npt. 2nd No. 3–4, 38<br>1 *Dk 2 tr B* | 2645<br>2264<br>1564<br>✠100A1 Ist *s*<br>5,40 ~~8,39~~<br>Bly<br>~~BS7,39~~ 5,40 ✠LMC 4, 38 | CL<br>2,38 | 1920<br>2mo | Detroit S.B.Co. Wyandotte *Lloyd's A & CP* | Hercoal Shipping Co. Ld.<br>*Cell D B* 204′ 4 | 250·9 \| 43·7 \| 26·0<br>P25′ B64′ F23′ FK<br>72*t DT a* 12′ 89*t FPT* | London British | T.3Cy. 21″, 35½″ & 59″–42″<br>185lb (*r*) 352 NHP<br>4 *B Hpt Cem*<br>2SB, 6*cf*, GS 115, HS 5467 FD<br>72*t APT* 107*t* Detroit S.B.Co. Detroit | 28 ″ 2<br>*s* 3 ″ 10¾<br>24 ″ 5½ | |
| 75802<br>HPCL | **Herleik** (*ex* Mai, *ex* Wigmore, *ex* Venice)<br>1 *Dk* | 1893<br>1717<br>1130 | | 1914 | Greenock & Grangem'th Dkyd. Co. Ld Grngemouth | Wallem & Co. | 279·0 \| 40·3 \| 18·8<br>P45*t* H110*t* | Panama Pnamanian *WB* | T.3Cy. 20½″, 33″ & 54″–36″<br>175 NHP<br>Richardsons, Westgarth & Co. Ld. Mdb. | | C |
| 75803<br>LJLQ | **Herma** (*ex* Beldisa–37, *ex* Beldis–36) 3 Mst<br>*Oil Eng.*<br>D.F. *Mchy. Aft* *ss* Npt. No. 3–3, 36<br>1 *Dk (Stl)* | 2406<br>1999<br>1284<br>✠ ...<br>5,37 | | 1924<br>6mo | Armstrong Whitworth & Co. Ld. Newcastle | Leif Erichsens Rederi A/S (Leif Erichsen, *Mgr.*)<br>*Cell D B* 236′ 509*t B* | 294·1 \| 45·3 \| 19·1<br>P88′ B26′ F32′ FK<br>*One Intermediate B Hin holds dispensed with ridge 'tween dk tank* | Bergen Norwegian *Cem*<br>4 *B H only* 26′ 242*t FPT* | Oil Engines 2S.C.SA<br>4Cy. 23⅜″–41¾″ 387 NHP<br>Armstrong, Whitworth & Co. Ld. Newcastle<br>165*t APT* 84*t* | 21 ″ 6 | N † |
| 75804<br>DAQQ | —<br>1 *Dk* | 519<br>408<br>311 | | 1905 | Howaldtswerke Kiel | Pommersche landw Hauptgenossenschaft G.m.b.H. | 165·3 \| 27·1 \| 12·7<br>Q43′ B39′ F20′ | Kiel German *WB* | T.3Cy. 11 1/16″, 19⅜″ & 29½″–17¾″<br>37 NHP<br>Howaldtswerke, Kiel | | G |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné (Machines) Date de l'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Cargo sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Lignes on coté, si ce n'est dans le L. & Dimensions of L. & T. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75805 | **Herma Gorthon** | | *1827* | ✠100A1 | Hbg | *t* | CL | 1936 | Fredrkstad | RederiA/BGylfe | 304·4\|44·2\|15·6 | Hlangborg | C.4Cy.(2)15⅜″&(2)37½″–34⅞″ 220lb (*s*) 277NHP | 19 ″ 1 | |
| 8122 | | | *1435* | *with freeboard* | ~~C1.~~ ~~Mrk~~ | | ~~11,37~~ | 12mo | Mek.Verks. | (Joh.Gorthon, | 315·0(o.l.) | Swedish | 2SB,*6cf*,GS92,HS4120 FD | s ″ 4½ | |
| SJWN | D.F. 1*Dk&Shelter dk* | | *930* | ~~9,11~~ 11,38 12,40 | Smk | | ~~5,40~~ | | Fredrikstad | *Mgr.*) | FK | | Fredrikstad M.V.Frdstad. | 18 ″ 9 | |
| | *CruiserStern* | | | BS12,40 ✠LMC12,36 | | | 6,49 | *Lloyd's* | *SA&CP* | *Intermediate BH* | *in Coll&Aft Pk* | *BHtoSh dk* | | | |
| | *Strengthened for Navigation in Ice* | | | ✠NB3,*refitted*'36 | | | | | | *forward* | *hold dispensed with* | 2 ,, ,, 2nd ,, | | | |
| | | | | *Fitted for oil fuel* 12,36 | | | *F.P. a* | | | *CellDB* | 242′ 535*t FPT* 80*t A* | *PT* 70*t* | | | |
| 75806 | **Hermada** (*ex*Carventum, | | 4421 | ✠ ... | | | | 1907 | W.Hamil- | "Corrado" Soc. | 385·4\|52·2\|17·5 | Genoa | T.3Cy.25″,41″&68″–48″ | 28 ″ 0 | I |
| 1172 | *ex*Strathness) *ss*Bry.No.3–11,18 | | 4105 | 7,30 | | | | 5mo | ton&Co.Ld. | Anon.diNav. | 370·0 25·5 | Italian | 367NHP | | † |
| IBTP | *ss*.Gen.No.2–27 | | 2778 | ✠ | | | | | Port Glasgow | | P25′B92′F40′ FK | *WB* | D.Rowan&Co.Glasgow | | |
| | D.F. 1*Dk&Spar dk* | | | | | | | | | | | | | | |
| 75807 | **Herman F. Whiton** | | 5557 | ✠100A1 | Phl | *z* | CL | 1919 | Northwest | UnionSulphurCo. | 409·8\|54·2\|27·7 | NewYork | T.3Cy.24½″,42″&72″–48″ (*s*) | 30 ″ 2 | |
| 219221 | (*ex*J.R.Gordon) *ss*N.Yk.No.3–7,31 | | 5138 | ~~9,10~~ ~~10,09~~ 10,40 | Sea.Na | | 4,39 | 11mo | SteelCo. | Inc. | | Utd.States | 210lb 582NHP | s 6 ″ 4¾ | |
| KOML | *ss*Phl.No.2–39 ~~*ex*Gal.No.1–35~~ | | 3430 | 12,39 ✠LMC | | | | | Portland,Or. | | P44′B115′F47′ FK | 7*BHptCem* | 3SB,*9cf*,GS196,HS8780 FD | 24 ″ 0 | |
| | D.F. 2*Dks*(*Stl*) | | | MS~~7,38~~ BS~~9,40~~ 12,40 | | | | A&CP | *CellDB*355′1139*t M* | | *T*29′745*t FPT* 132*t* | *APT* 143*t* | Hooven,Owens,Rent- | | |
| | *Cargo battens not fitted* | | | *Fitted for oil fuel* 11,19 | | | *F.P. a* | *bove* 1 | 50° F. | | | | schlerCo.Hamilton,Ohio | | |
| 75808 | **Herman Frasch** TwinSc | | 4494 | ✠100A1 | Phl | *x* | CL | 1920 | Newburgh | UnionSulphurCo. | 356·0\|51·6\|30·0 | NewYork | 2SteamTurbinesDRgeared | 32 ″ 5 | |
| 220895 | *ss*N.Yk.No.3–4,33 | | 3977 | 1,41 ~~2,40~~ | NYk | | ~~P1,38~~ | 12mo | Shipyrds,Inc. | Inc. | | Utd.States | to 2 Sc. Shafts (*s*) | s 7 ″ 5 | |
| KDLW | *ss*Sea.No.1–37 | | 2641 | BS7,40 ✠LMC | | | 88,39 | A&CP | Newburgh, | *CellDB*299′1186*t* | | 7*BH ptCem* | 2100lb FD 663NHP | 25 ″ 4 | |
| | 1*Dk*(*Stl*) | | | MS10,36 ~~BS9,76~~ | | | P1,41 | | N.Y. | *Topside tanks* | 302′1368*t FPT* 178*t* | *APT* 152*t* | 3SB(Spt)*9cf*,GS181,HS8916 | | |
| | D.F. *Cargo battens not fitted* | | | *Fitted for oil fuel* 12,20 | | | *F.P. a* | *bove* 1 | 50° F. | | | | W.&A.Fletcher,Hoboken | | |
| 75809 | **Herman Sauber** | | 2474 | | | | | 1936 | Flensburgr | Sauber&Co. | 274·9\|44·4\|19·3 | Hamburg | T.3Cy.22½″,34½″&56½″ | | G |
| | | | 1877 | | | | | | Schiffsb.Ges. | | P26′Q83′B51′F25′ | German | 37½″ HS4198 292NHP | | |
| DJSM | D.F. E.S.D. *CruiserStern* 1*Dk* | | 1307 | | | | | | Flensburg | | | *WB* | FlensburgerSchiffsb.Ges. | | |
| 75810 | **Herman Winter** Iron | | 2625 | | | | | 1887 | W.Cramp | EasternS.S.Lines, | 271·8\|41·6\|19·2 | Portsmth | T.3Cy.23″,39″&66″–42″ | | |
| 98903 | | | — | | | | | | &Se.S.&E.Co. | Inc. | 29·9 | N.H. | NE&B25 284NHP | | |
| KJMS | 2*Dks&Spar dk* | | 1768 | | | | | | Philadelphia | | *WB* | Utd.States | Hooven,Owens,Rent- | | |
| | | | | | | | | | | | | | schlerCo.Hamilton,Ohio | | |
| 75811 | **Hermann** (*ex*RückforthOtto | | 400 | | | | | 1897 | J.H.N. | Ippen-Linie | 151·4\|25·5\|11·2 | Lübeck | C.2Cy.13⅝″&24½″–15½″ | | G |
| | Ippen17,*ex*RückforthI,*ex*Westfalia, | | 365 | | | | | | Wichhorst | Reederie-A.G. | B8′ | German | 20NHP | | |
| DRBC | *ex*Köln) 1*Dk* | | 242 | | | | | | Hamburg | | | | OttenserMaschf.Altona | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | |
| 75812 | **Hermann Andersen** TwinSc | | 1171 | | | | | 1936 | Lübecker | C.Andersen | 228·5\|34·5\|14·4 | Hamburg | Oil Engines 4S.C.SA | | G |
| | Wireless D.F. *OilEng.* | | 876 | | | | | | Flender- | | P55′B33′F34′ | German | 16Cy.11″–16⅞″ 189NHP | | |
| DJSJ | *Mchy.Aft* *CruiserStern* 1*Dk* | | 593 | | | | | | WerkeA.G. | | | *WB* | DeutscheWerkeKielA.G. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | Lübeck | | | | | | |
| 75813 | **Hermann Fritzen** | | 3845 | | | | | 1906 | W.Doxford | Johs.Fritzen& | 349·4\|50·2\|22·2 | Stettin | T.3Cy.24″,41″&68″–45″ | | C |
| | (*ex*WernerKunstmann–38, | | 3130 | | | | | | &Sons,Ld. | Sohn.vorm | P32′F30′ | German | 310NHP | | |
| DATB | *ex*Efstathios,*ex*Clearway, D.F. | | 2387 | | | | | | Sunderland | W.Kunstmann | | *WB* | W.Doxford&Sons,Ld.Sld. | | |
| | *ex*Nonsuch) *Turret deck* 2*Dks* | | | | | | | | | | | | | | |
| 75814 | **Hermann Schulte** (*ex*Nord–38, | | 1305 | | | | | 1904 | Akt.Ges. | Schulte&Bruns | 239·3\|35·8\|15·2 | Emden | T.3Cy.16½″,25⅜″&41¾″–31½ | | G |
| | *ex*WalterLeonhardt–36,*ex*Christel | | 1072 | | | | | | "Neptun" | | P14′Q60′B108′F27 | German | 98NHP | | |
| DHZH | Salling,*ex*HansCords,*ex*Gustav | | 815 | | | | | | Rostock | | | *WB* | A.G."Neptun," Rostock | | |
| | Boldt) 1*Dk* | | | | | | | | | | | | | | |
| 75815 | **Hermelin** | | 2500 | | | | | 1939 | HongK'ng | Bruusgaard, | 270·0\|43·0\|25·5 | Drammen | Oil Engines 2S.C.SA | | |
| | *OilEng.* | | | | | | | | &Whampoa | KiösterudSkibs. | F78′ | Norwegian | 5Cy.19½″–35⅞″ 337NHP | | |
| LKIZ | 2*Dks* | | | | | | | | DockCo.Ld | A/S(Bruusgaard, | | *WB* | HongKong&Whampoa | | |
| | *CruiserStern* | | | | | | | | HongKong | Kiösterud&Co. | | | DockCo.Ld.HongKong | | |
| | | | | | | | | | | *Mgrs.*) | | | | | |
| 75816 | **Hermes** (*ex*Heraclides–39, | | 9036 | ✠100A1 | Ant | *c*† | CL | 1916 | ShortBros. | HermesS.S.Co.Ld. | 470·5\|58·3\|37·8 | London | Q.4Cy.26″,36½″,53″&76″–54″ | 40 ″ 4 | |
| 139163 | *ex*AngloChilean) *ss*Shl.No.3–12,29 | | 8614 | *Shelter dk* | | | 2,39 | 11mo | Ld. | | 491·0(o.l.) | British | 225lb *120lb* (*s*) 633NHP | s 10 ″ 1 | |
| GPYK | D.F. E.S.D. *ss*Grk.No.2–38 | | 5680 | *withfreeboard* | | | | | Sunderland | | FK | 7*BHCem* | 3SB(Spt),*9cf*,GS183, FD | 30 ″ 6 | |
| | 2*Dks*(*Stl*)*&Web frames* | | | 11,39 | | | | *Lloyd's* | *SA&CP* | | (*CollBHtoSh dk* 6*BH* | *to Upper dk*) | HS8880 | | |
| | *Shelter dk*(*Stl*) | | | ✠NB8,28 ✠LMC8,38 | | | | | | | | | G.Clark,Ld.Sunderland | | |
| | *Longitudinal framing* | | | BS11,39 | | | | | | | *CellDB*397′1610*t* | *DT a* 36′1183 | *FPT* 186*t APT* 53*t* | | |
| | *Tonnage opening closed* '39 | | | Surveys delayed | | | | | | | | | | | |
| 75817 | — TwinSc | | 3768 | ✠100A1 | Rot | *v* | CL | 1914 | Palmers' | N.V.Petroleum | 344·6\|46·1\|25·5 | TheHague | Oil Engines 4S.C.SA | 27 ″ 6 | |
| | *OilEng.* | | 3373 | 12,40 ~~3,40~~ | Lis | | 3,40 | 10mo | Co.Ld. | Maats."La | | Dutch | 12Cy.20½″–35⅞″ 375NHP | s 4·10¾ | |
| PERE | E.S.D. *ss*Sba.2ndNo.3–2,34 | | 2313 | ✠LMC CS10,38 | | | | | Newcastle | Corona" | H73′F34′ FK | 14*BHptCem* | DB*120lb* | 22 ″ 10 | |
| | *ss*Suz.No.1–38 | | | DBS3,40 ~~6,38~~ 12,40 | | | | *Lloyd's* | *SA&CP* | *Midship portion* | (*cargo tanks*) *renewed* 1934 | 11*BHtoUdk* | NedFb.v Wrk&Spoor,Ams | | |
| | *Mchy.Aft* 2*Dks*(*Stl*)*&Web frames* | | | *CarryingPetroleum in bulk* | | | | | | *CellDBuE*44′55*t DT f* | 30′270*t APT* 70*t* | 3 ,, ,, 2nd,, | ) | | |
| 75818 | — | | 2746 | | | | | 1920 | NVBoele's | Koninkl.Nederl. | 345·8\|48·3\|18·6 | Amstrdam | T.3Cy.23″,37″&61″–45″ | | V |
| | | | 2392 | | | | | | Schps.&Mchf | Stoomb.Maats. | | Dutch | 250NHP | | |
| | *Fitted for oil fuel* | | | | | | | | Bolnes | N.V. | | *WB* | N.V.Boele'sSchp.&Machf. | | |
| PERG | *CruiserStern* 3*Dks* | | 1559 | | | | | | | | | | | | |
| 75819 | —,, *see No. 88368 in Supplement* | | 1545 | ✠100A1 | Dnz | *p* | ~~11,37~~ | 1901 | WoodSkin- | Rederi A/B | 250·0\|37·2\|16·2 | Stockholm | T.3Cy.20½″,33½″&54″–36″ | 18 ″ 5 | |
| Now "Hermes" | (*ex*Ernst–36,*ex*Margit,*ex*Bolbek, | | 1352 | 6,40 ~~8,38~~ | Got | | 4,40 | 5mo | ner&Co.Ld. | Hermes | | Swedish | 160lb (*s*) 180NHP | s 5 ″ 4½ | |
| | ~~Sold~~ *ex*Margit, ~~*ss*Hbg.2ndNo.3–1,27~~ | | 880 | ✠LMC | | | | | Newcastle | (I.Fagreus,*Mgr.*) | P28′Q110′B12′F27′ | 4*BHCem* | 2SB,*6pf*,GS90,HS2800 | 17 ″ 3½ | |
| 5284 | *ex*DeuxCharentes) ~~*ss*Tln.No.2–36~~ | | | MS~~6,36~~ BS~~10,70~~ | | | | A&CP | | | FK | | N.E.MarineEng.CoLdNwc | | |
| SDZK | *Well deck* 1*Dk*(*Irn*)*&deep framing* | | | 5,40 1,40 | | | | | | *CellDBa*74′*uE&* | *B*36′*f* 194′391*t FPT* 61*t APT* 67*t* | | | | |
| | *Cargo battens not fitted* | | | *ss*Got.3rdNo.3–6,40 | | | | | | | | | | | |
| 75820 | — | | 829 | ✠ —— | Lon | *l* | | 1911 | Dundee | NorthernSteam- | 200·1\|32·1\|13·4 | Helsingfrs | T.3Cy.15½″,25″&42″–27″ | 14 ″ 6 | V |
| | (*ex*Kongean–39, | | — | 2,37 | | | | 1mo | S.B.Co.Ld. | shipCo.Ld.(O.S. | P&B121′F25′ | Finnish | 109NHP | | † |
| OFEO | *ex*Tinto–37) *ss*Hul.No.2–31 | | 383 | ✠ | | | | | Dundee | Nylund,*Mgr.*) | FK | 4*BHCem* | 2SB,*4pf*,GS66,HS1820 | | |
| | *Well deck* 1*Dk*(*Stl*) | | | | | | | | | *CellD* | *Ba&uE*45′68*t FPT* | 29*t APT* 41*t* | Amos&Smith,Ld.Hull | | |
| 75821 | **Hermia** | | 1068 | | | | | 1891 | Howaldts- | Cie.Tunisienne | 211·2\|29·3\|19·6 | | T.3Cy 14¾″,22½″&36½″–19¾″ | | V |
| | | | — | | | | | | werke | d'Arm.(Louis | B46′ 17·9 | French | 59NHP | | |
| | 1*Dk&Spar dk* | | 760 | | | | | | Kiel | Delom,*Mgr.*) | | | Howaldtswerke,Kiel | | |
| 75822 | — | | 997 | | | | | 1909 | Flensburgr | A.Kirsten | 226·3\|33·3\|15·2 | Hamburg | T.3Cy.16″,26½″&44″–33″ | | G |
| | | | 897 | | | | | | Schiffsb.Ges. | | P&B139′F30′ | German | 111NHP | | |
| DHLJ | 1*Dk* | | 604 | | | | | | Flensburg | | *WB* | | FlensburgerSchiffsb.Ges. | | |

HER

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned. how expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Roll of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75823 | **Hermion** | *Oil Eng.* | 5202 / 4535 | | | | | 1937 | Bremer Vulkan Vegesack | BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co. *Mgrs.*) | 434·5 | 55·8 | 25·2 | Drammen Norwegian *WB* | Oil Engines 2S.C.DA 5Cy.23⅝"–43⅞" 972NHP BremerVulkan,Vegesack | | N |
| LJNW | D.F. E.S.D. | 1 *Dk & Shelter dk* *Cruiser Stern* | 2980 | | | | | | | | | | | | | | |
| 75824 | **Hermiston** | | 4813 / 4284 | ✠100A1 *with freeboard* | Sld | *z* | CL | 1939 | ShortBros. Ld. Sunderland | CarltonS.S.Co.Ld. (R.Chapman& Son, *Mgrs.*) | 427·0 / 439·2 (O.L.) | 54·0 | 23·7 | Newcastle British | T.3Cy.21½",36½"&63"–45" 220lb *220lb* (*s*) 359NHP | 26 ″ 7 | |
| 165773 | | | 4284 | 11,40 ~~10,39~~ ✠LMC10,39 | Bry Nwc | | 5,41 | 10mo | | | F32' | | | FK | 2SB(Spt)6*cf*,GS110,HS4784 | s2 ″ 7¾ | |
| GPLZ | D.F. | 1 *Dk & Shelter dk* *Cruiser Stern* | 2765 | 5,41 | | | | *Lloyd's SA&CP* | | *Cell DB322'1* | *391t DT f 26'310t F* | | | ( *Coll to Sh dk* 6 „ 2nd „ ) FD | 24 ″ 2¼ GeorgeClark(1938)Ld.Sld. | | |
| 75825 | **Hermod** (*ex*EssexEnvoy–39, *ex*ThereseHorn) | *ss*Shl.No.3–6,35 2 *Dks*(*Stl*) | 5193 / 4815 / 3160 | ... 7,39 | Shl | | | 1922 | F.Schichau Danzig | Seereederei "Frigga" A.G. | 387·0 / 405·0 (O.L.) | 52·7 | 29·8 | Hamburg German | T.3Cy.24",40"&64"–47⅛" HS1905 227NHP | 32 ″ 2 | |
| DKAA | | | | | | | | | | *Cell D Ba§* | P30'F32' | | | FK | 3SB,6*cf*,GS132 | | |
| | | | | | | | | | | | *uE136'f183'1033t* | *FPT141t APT142t* | | 3 „ *to 2nd dk* | F.Schichau,Elbing | | |
| 75826 | — | | 1515 / 1285 | | | | | 1925 | F.Schichau Elbing | BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co. *Mgrs.*) | 261·7 | 40·1 | 15·6 | Drammen Norwegian *WB* | T.3Cy.19",32"&51½"–29½" 141NHP F.Schichau,Elbing | | N |
| LECJ | | 1 *Dk* | 840 | | | | | | | | P61*t*B74'H101*t* F36*t* | | | | | | |
| 75827 | — | | *1495* / *1223* / *771* | | | | | 1919 | Södra VarfetsA/B Stockholm | Stockholms Rederi A/B Svea(Eman. Högberg, *Mgr.*) | 246·8 | 38·3 | 16·0 | Stockholm Swedish | T.3Cy.18",30"&49"–33" Lindholmens 138NHP M.V.A/B Gothenburg | | V |
| 6074 | | | | | | | | | | | P33'B140'H145*t*F9' | | | | | | |
| SEVJ | | 1 *Dk* | | | | | | 1935 | Bremer Vulkan Vegesack | Hamburg-AmerikanischePacketf. A.G. | 409·9 | 54·6 | 21·9 | Hamburg German *WB* | Oil Engines 2S.C.DA 6Cy.23⅝"–43⅞" 1165NHP BremerVulkan,Vegesack | | G |
| 66 41 75828 | **Hermonthis** (P) | | 4833 / 3857 / 2819 | | | | | | | | P20'F379' | | | | | | |
| | D.F. E.S.D. | *Oil Eng.* | | | | | | | | | | | | | | | |
| DJOS | *Ref.Mchy.* *Cruiser Stern* | 3 *Dks* | | | | | | | | | | | | | | | |
| 75829 | **Hernani** | **Iron** | 398 / — / 216 | | | | | 1876 | Cunliffe& Dunlop Pt.Glasgow | Fabrica Municipal de Gas | 155·8 | 24·3 | 11·8 | S.Sebast'n Spanish | C.2Cy.23"&40"–27" NB90 69NHP Cunliffe&Dunlop,Pt.Glas. | | |
| EEQV | | 1 *Dk* | | | | | | | | | P74*t*F19*t* | | | | | | |
| 75830 | **Hernia** (*ex*Markelo) | | 717 / 516 | 4,39 | Ham | | | 1918 | NV Burger -hout's | HaraldA.O.Becker (Johs.Thode, *Mgr.*) | 181·4 | 28·1 | 12·3 | Hamburg German | T3Cy.15⅝",25⅜"&41⅝"–27½" 126NHP | | |
| 6281 | *Well deck* | *ss*Ham No.3–8,29 | | | | | | 1mo | M.&S. Rotterdam | | Q106'B9'F22' | | | FK | 2SB,4*cf*,GS70,HS2303 | | |
| DHLK | *Mchy.Aft* | *ss*Ham.No.2–38 1 *Dk*(*Stl*) | 332 | | | | | | | | *Cell D Bf 114'142t* | | | | N.V.Burgerhout'sM.&S. | | |
| 75831 | **Hernodia** | | *1293* / *1110* / *709* | | | | | 1918 | Huiskens &VanDyk Dordrecht | Rederi A/B Patria (C.H.Witt, *Mgr.*) | 234·6 | 37·1 | 15·5 | Hlsngborg Swedish | T.3Cy.17½",29"&46"–36" 127NHP Eluishens&VanDyk | | V |
| 7038 | | | | | | | | | | | P27'B55'F14' | | | | | | |
| SEVK | | 1 *Dk* | | | | | | | | | *FPT55t* | | | | | | |
| 75832 | **Hernösand** | | 953 / 792 / 569 | | | | | 1894 | Helsingörs Skibsbyggeri Elsinore | H.M.Gehrckens | 224·9 | 33·1 | 13·5 | Hamburg German *WB* | T.3Cy.18",27½"&47"–33" NB25 127NHP HelsingörsMaskinbyggeri | | G |
| DHLL | | 1 *Dk 2tr B* | | | | | | | | | Q68'B105'F24' | | | | | | |
| 75833 | **Hero** | | 1375 / 1136 | | | | | 1918 | NewEng. &S.B.Works Shanghai | BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co. *Mgrs.*) | 242·7 | 37·2 | 14·7 | Drammen Norwegian *WB* | T.3Cy.17½",28½"&48"–33" NewEngineering 132NHP &S.B.Works,Shanghai | | N |
| LECK | | 1 *Dk* | 823 | | | | | | | | | | | | | | |
| 75834 | — | | 989 / 797 | | | | | 1924 | Atlas WerkeA.G Bremen | Dampfschifffahrts Ges.Neptun | 224·0 | 33·2 | 13·7 | Bremen German *WB* | T.3Cy.18⅛",29½"&48⅛"–29½" 129NHP AtlasWerkeA.G.Bremen | | G |
| | Wireless | | | | | | | | | | Q86'B66'F31' | | | | | | |
| DOIM | Sub.Sig. *Mchy Aft* | 1 *Dk* | 589 | | | | | | | | | | | | | | |
| 75835 | **Heron** | *Oil Eng.* | 2374 / 1771 | ✠100A1 *with freeboard* | Lon | *t* | CL 6,40 | 1937 | CaledonS. B.&E.Co.Ld. Dundee | GeneralStm.Nav. Co.Ld. | 302·2 | 45·2 | 17·0 | London British | Oil Engines 2S.C.SA 4Cy.23⅝"–41" 389NHP DB *100lb* | 19 ″ 9 | |
| 165588 | | | | | Glas | | | 10mo | | | 314·5 (O.L.) | | | | | s ″ 7 | |
| GCGN | D.F. | 1 *Dk & Shelter dk* | 1395 | 6,40 ~~7,39~~ ✠LMC10,37 | | | | | | | F26' | | | FK | | 19 ″ 3¾ | |
| | *Ref.Mchy.* | 3rd *Dk in No.1 hold* *Cruiser Stern* | | ✠Lloyd'sRMC3,39 | | | | *Lloyd's SA&CP* | | *Cell DB2* | ( *Coll to Sh dk* 5 „ 2nd „ ) 59'534*t Tanks* | *at sides of tunnel* | | | 96*t FPT49t APT70t* | SulzerBros.Ld.Winterthur | |
| | | | | ✠LMC(M)6,40 | | | | | | | | | | | | | |
| 75836 | — | | 1516 / 1224 | | | | | 1906 | Werf.vrhn Rijkee&Co. Rotterdam | Dem.N.Koufos | 251·5 | 34·6 | 18·5 | Piræus Greek *WB* | T.3Cy.19",32"&51"–36" 156NHP Maats.Fyenoord,Rot. | | V |
| 683 | (*ex*Hollandia–36,*ex*Heron–35, | | | | | | | | | | Q78'B62'F32' | | | | | | |
| SVEL | *ex*Neptunus) Wireless | 2 *Dks* | 877 | | | | | | | | | | | | | | |
| 75837 | **Heron Bay** (*ex*RobertP.Durham–40, | | 3525 / 3310 | | | | | 1902 | Collingw'd S.B.Co.Ld. Collingwood | Quebec&Ontario TransportationCo. Ld. | 377·0 | 46·1 | 22·1 | Montreal British *WB* | T.3Cy.20",33½"&55"–40" NE&B07 191NHP CollingwoodS.B.Co.Ld. | | R |
| 111807 | *ex*Agawa,*ex*SailingVessel) | | | | | | | | | | 261·5 (O.L.) | | | | | | |
| CYPB | *Mchy.Aft* D.F. | 1 *Dk 2tr B* | 2508 | | | | | | | | P25'B64'F23' | | | FK | | | |
| 48 41 75838 | **Herport** (*ex*Fairport–38, | | 2633 / 2271 | ✠100A1 1,11 ~~4,40~~ | Msl Bry | *s* | CL 4,40 | 1919 12mo | Detroit S.B.Co. Wyandotte | HercoalShipping Co.Ld. | 251·3 | 43·8 | 26·1 | London British | T.3Cy.21",35"&59"–42" (*r*) 185lb 352NHP | 28 ″ 2 | |
| 166374 | *ex*LakeFairport) | *ss*Hul.2ndNo.3–3,38 | | | | | | | | | | | | | 2SB,6*cf*,GS115,HS5467 FD | s 3″10¾ | |
| GJJY | | 1 *Dk 2tr B* | ~~1618~~ 1616 | BS4,40 ✠LMC3,38 | | | | *Lloyd's SA&CP* | | *Cell DB204'472t* | *DTa12'89t FPT72t* | | | | *APT107t* | DetroitS.B.Co.Detroit | 24 ″ 5¾ |
| 75839 | **Herstein** | *Oil Eng.* | 5100 / 4608 | | | | | 1939 | Akt.Burmeistr&Wain Copenhagen | SkibsA/SHerstein (SigurdHerlofson &Co.A/S, *Mgrs.*) | 424·7 | 56·4 | 26·3 | Oslo Norwegian | Oil Engines 2S.C.DA 8Cy.17½"–47½" 855NHP Akt.Burmeistr&Wain,Cpn | | N |
| LKCE | *Cruiser Stern* | 1 *Dk & Shelter dk* | 3050 | | | | | | | | F35' | | | | | | |
| 75840 | **Herta Engeline Fritzen** | | 5100 / 4753 | ✠ 1,38 | Stn | *y* | | 1906 8mo | Richardsn Duck&Co. Stockton | Johs.Fritzen& Sohn.vorm W.Kunstmann | 377·6 | 52·1 | 27·7 | Stettin German | T.3Cy.27",44½"&73"–48" NDB27 419NHP | 30 ″ 4 | |
| | (*ex*HeinzW. | *ss*Stn.2ndNo.3–8,32 | | | | | | | | | P28'B111'F27' | | | FK | 3SB,9*cf*,GS175,HS6700 | | |
| DAXP | Kunstmann–38, | *ss*Ham.No.1–36 | 3104 | ✠ | | | | | | | *Cell D Ba126'uE* | | | *6 B Hpt Cem* *pt Asp* | Blair&Co.Ld.Stockton | | |
| | *ex*SevenSeasTransport, *ex*Picton) | 1 *Dk* (*Irn*) 2 *tr B & deep framing* | | | | | | | | | *§B43' f169'* | | | | 1260*t FPT177t APT193t* | | |
| 75841 | **Herta Mærsk** | *Fitted for oil fuel* | 1890 / 1623 | | | | | 1939 | Frdrkshvn Værft og Flydk.A/S Fredrikshavn | A/SD/S Svendborg (A.P.Möller, Copenhagen, *Mgr.*) | 287·9 | 43·5 | 17·4 | Aalborg Danish *WB* | C.3Cy.(2)15¾"&39⅜"–37⅜"& LPturbine HS3519 240NHP HelsingörsJernsk.&Mskb. Elsinore | | V |
| OZEI | D.F. | 1 *Dk & Shelter dk* *Cruiser Stern* | 1038 | | | | | | | | | | | | | | |
| 75842 | **Hertford** (*ex*Friesland) | **TwinSc** | ~~11785~~ 10183 | 100A1 *with freeboard* | Fal Syd | | OG S8,38 P11,39 | 1917 | Bremer Vulkan Vegesack | FederalSteamNav. Co.Ld. | 520·7 | 64·2 | ~~38·1~~ 38·2 | London British | T.6Cy.28⅝",46⅞"&75⅝"–51½" L.P.Turbines withDR | 41 ″ 4 | |
| 144656 | | *ss*Gls.No.3–7,34 | 7362 | 6,40 ~~11,39~~ | LMC | | | | | | 533·0 (O.L.) | | | | gearing&hydraulic coup- | s 9″ 8¾ | |
| GDKP | *Ref.Mchy.* | *ss*Gls.No.1–38 | 10923 | MS8,38 | BS4,40 | | | | | | P70'B254'F44' | | | FK | lings 1991b (*s*) 1290NHP | 31 ″ 10 | |
| | D.F. | 3 *Dks*(*Stl*) 4th *dk*(*Stl*) in *No.1 hold* | | ✠Lloyd'sRMC4 ~~4,40~~ 10,40 | | | | | | | *Cell D B477'2082t* | | | *8 B Hpt Cem* *pt Asp* | 5SB,*15cf*,GS337,HS15525 FD BremerVulkan,Vegesack | | |
| | | | ~~6738~~ 6776 | *Fitted for oil fuel* LI ,23 | | | | *F.P. above* 150° F. | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté, si on l'est dans le L. R. Durée Cert. Rest. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75843 | **Hertha** (*ex*Venus2) | | 1365 | | | | | 1917 | NVSchpb-wrf Baanhoek Sliedrecht | Skibs A/S William Hansens Rederi II. (*W.Hansen, Mgr.*) | 240·1 \| 36·7 \| 15·8 P23′B56′F21′ | | | Bergen Norwegian *WB* | T.3Cy.19$\frac{5}{16}$″,29$\frac{1}{16}$″&46$\frac{1}{16}$″–35$\frac{5}{16}$″ 127NHP J.&A.v.d.Schuijt,Ppndrcht | | N |
| LECL | Wireless **D.F.** 1*Dk* | | 1120 707 | | | | | | | | | | | | | | |
| 75844 | — Ⓟ **TwinSc** | | 1221 | | | | | 1905 | Stettiner Oderwerke Stettin | Stettiner Dampfsch.Ges.J.F. Braeunlich G.m.bH | 250·3 \| 33·9 \| 13·4 H117′ 21·8 | | | Stettin German *WB* | T.6Cy.18″,28″&46″–28″ 224NHP StettinerOderwerkeStettin | | G |
| DALD | Sub.Sig. Wireless 1*Dk*&*Hur.dk3trB* | | 633 487 | | | | | | | | | | | | | | |
| 75845 | **Hertta** (*ex*Apollo–39,*ex*Jirina, *ex*Natividad,*ex*Apollo, *ex*Wigala,*ex*Else) *(See Sailing Ship Register)* | **WoodAux4MstSr** *Oil Eng* 1*Dk* | 343 323 266 | | | | | 1917 | R.Rasmussen Nakskov | HerttaO/Y(T.W. Blomqvist) | 138·2 \| 30·2 \| 12·8 Q27′ | | | Raumo Finnish | Oil Engines 2S.C.SA 3Cy.14$\frac{1}{2}$″–15$\frac{3}{8}$″ 116NHP A/S Maskinfabr. Tuxham,Copenhagen | | V |
| OFDV | | | | | | | | | | | | | | | | | |
| 75846 | **Hertzen** Ⓟ (*ex*Castro,*ex*Michail, *ex*Sappho) | | 1336 | | | | | 1898 | CaledonS. B.&E.Co.Ld. Dundee | U.S.S.R. | 267·0 \| 33·6 \| 14·5 P&B116′F34′ | | | Archangel Russian *WB* | T.3Cy.18″,32″&56″–36″ 188NHP CaledonS.B.&E.CoLd.Dun | | |
| UNYL | *Ref.Mchy.* Wireless 1*Dk* | | 844 805 | | | | | | | | | | | | | | |
| 75847 | **Herval** (*ex*Alvarado–33) | | *2478* | ✠100A1 | Rio | *t* | CL | 1920 | A.&J. Inglis,Ld. Glasgow | Cia.Carbonifera Rio-Grandense | 303·0 \| 43·0 \| 20·7 P33′B81′F32′ FK | | | R.Janeiro Brazilian | T.3Cy.22$\frac{1}{4}$″,36″&59″–39″ (*s*) 180lb 265NHP | 23 ″ 0 | |
| PUMC | *ss*Npt.No.3–3,33 *ss*Rio.No.1–38 2*Dks*(*Stl*) *Cruiser Stern* | | *2242* *1448* | 8,40 ~~1,38~~ BS ~~1,40~~ 8,40 | LMC1,38 | | | 10mo | B.&E.Co.Ld. | NorthernLight-houses | 210·5 (O.L.) P&B18′F31′ FK&BK1″ | | | 6*BHpt Cem* 4*t APT* 180*t* | 2SB,*6cf*,GS124,HS4500 A.&J.Inglis,Ld.Glasgow | | |
| | | | | | | | | *Lloyd's* | *SA&CP* | *Cell DB* 260′661*t FPT* 9 | | | | | | | |
| 75848 | **Hesperus** (*ex*Kilstroom–33) | | 2175 | | | | | 1922 | Maats. Fyenoord Rotterdam | FinskaÅngfartygs A/B | 288·3 \| 40·0 \| 16·8 273·6 P58′Q93′B79′F34′ | | | Helsingfrs Finnish *WB* | T.3Cy.19$\frac{1}{2}$″,31″&52″–36″ 612NHP Maats.Fyenoord,Rot. | | V |
| OHHD | **D.F.** 2*Dks* | | 1231 | | | | | | | | | | | | | | |
| 75849 | — **TwinSc** | | 844 | ✠100A1 | Dun | | GG | 1939 | CaledonS. B.&E.Co.Ld. Dundee | Commissioners of NorthernLight-houses | 202·5 \| 35·2 \| 13·4 210·5 (O.L.) P&B18′F31′ FK&BK1″ | | | Leith British 5*BHCem* | Oil Engines 2S.C.SA 16Cy.13$\frac{3}{8}$″–22$\frac{7}{16}$″ 250NHP | 15 ″ 6 | |
| 167021 | *Oil Eng.* 2*Dks* | | 592 306 | 7,40 ~~8,30~~ | LMC6,39 | | 7,40 | 8mo | | | | | | | | | |
| MPMZ | **E.S.D.** Wireless **D.F.** *Cruiser Stern* | | | | | | | *Lloyd's* | *SA&CP* | *Cell DB f* 65′45*t a* 28′26*t FPT* 19*t APT* 21*t* | | | | | BritishAuxiliaries,Ld.Gls. | | |
| 75850 | **Hester** (*ex*Aud–37,*ex*Frances) | | 1199 | | | | | 1908 | Laxevaags Msk.&Jrnsk. Bergen | CullifordShipping Co.Ld.(Culliford& Clark,Ld.*Mgrs.*) | 228·8 \| 36·2 \| 15·9 | | | London British *WB* | T.3Cy.16$\frac{3}{4}$″,27″&44″–30″ 106NHP Laxevaags Msk.&Jrns.Bgn | | V |
| 166336 | | | 998 | | | | | | | | | | | | | | |
| MMQD | 1*Dk* | | 669 | | | | | | | | | | | | | | |
| 75851 | **Hestia** | | 2883 | | | | | 1929 | Deutsch Schiff-u.-Maschfk A.G. "Weser" Bremen | Dampfschifffahrts Ges.Neptun | 296·9 \| 46·0 \| 23·3 F28′ | | | Bremen German *WB* | T.3Cy19$\frac{3}{8}$″,31$\frac{1}{2}$″&50$\frac{3}{8}$″–35$\frac{3}{8}$″& LP Turbine with DR Gearing & Hydraulic Coupling 180NHP A.G."Weser,"Bremen | | G |
| DOII | **D.F.** Sub.Sig. 2*Dks* *Cruiser Stern* | | 2552 1616 | | | | | | | | | | | | | | |
| 75852 | **Hestmanden** | | 979 | | | | | 1911 | Laxevaags Msk.&Jrnskb Bergen | Vesteraalens Dampskibsselskab | 186·1 \| 30·1 \| 20·4 H39*t* | | | Stokmark-næs Norwegian *WB* | T.3Cy.14$\frac{1}{2}$″,23″&39″–27″ 79NHP Laxevaags Msk&Jrns.Bgn | 22 ″ 8 | N |
| LECN | *Mchy.Aft* 2*Dks* | | 921 671 | | | | | | | | | | | | | | |
| 75853 | **Hetton** *ss*Sld.No.1–40 | | 2714 | ✠100A1 | Sld | *t* | CL | 1924 | S.P.Austin &Son,Ld. Sunderland | TanfieldS.S.Co.Ld. (W.B.Nisbet, *Mgr.*) | 308·0 \| 44·5 \| 20·8 P21′B60′F28′ FK | | | Newcastle British | T.3Cy.21″,35″&58″–39″ (*s*) 180lb 261NHP | 23 ″ 0 s 3 ″ 8$\frac{1}{4}$ | |
| 148068 | *ss*Sld.No.3–5,36 | | 2345 | 2,41 | | | ~~5,27~~ 6,40 | 5mo | | | | | | 6*BHCem* | 2SB,*6cf*,GS116,HS4476 | 19 ″ 6 | |
| GKQD | **D.F.** 1*Dk*(*Stl*) *Cargo battens not fitted* | | 1541 | | LMC7,40 | | ~~9,40~~ 2,41 | *Lloyd's* | *SA&CP* | *Cell DB* 255′755*t MTp* 16′ *s* 12′172*t FPT* 163*t APT* 130*t* | P21′B60′F28′ FK | | | *oop tank* 110*t* | N.E.MarineEng.Co.Ld.Sld | | |
| 75854 | **Hetton Bank** (*ex*Coralstone–34) | | 1375 | ✠100A1 | Syd | *o* | CL | 1924 | Swan,Hunter&Wigham Richardson, Ld.Newcastle | McIlwraith McEacharnLd. | 235·1 \| 36·1 \| 15·3 *37·7* Q145′F25′ FK | | | SydnyNSW British | T.3Cy.15″,25$\frac{1}{8}$″&40″–27″ (*s*) 180lb 120NHP | 17 ″ 6 s 5 ″ 3$\frac{1}{4}$ | |
| 147676 | *ss*Syd.No.3–1,37 | | 1032 | 1,41 ~~1,30~~ ~~1,10~~ BS11,40 | | | 11,39 | 6mo | | | | | | 4*BHpt Cem* | 2SB,*4cf*,GS49,HS1820 FD | 16 ″ 4$\frac{1}{4}$ | |
| VLDV | *Mchy.Aft* Wireless 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* | | 791 | ~~[illegible]~~ LMC ~~1,37~~ NE&B*made* 3,20 *refitted* 6,24 MS5,40 | | | | *Lloyd's* | *SA&CP* | *Cell DB* 198′380*t FPT* 102*t APT* 82*t* | | | | | Davey,Paxman&Co.Ld.Col | | |
| 75855 | **Hever** (*ex*Adjutor,*ex*Alliance) | | 441 | | | | | 1909 | Stavanger Stöberi& Dok Stavanger | BugsierReed.& Bergungs A.-G. | 141·5 \| 27·0 \| 10·7 P84*t* H6*t* F8*t* | | | Bremerhvn German *WB* | T.3Cy.11$\frac{1}{4}$″,17$\frac{1}{2}$″&30″–20″ 40NHP StavangerStöberi&Dok | 13 ″ 0 | G |
| DHLP | *Mchy.Aft* 1*Dk* | | 328 228 | | | | | | | | | | | | | | |
| 75856 | **Heworth** | | 2855 | ✠100A1 | Sld | *u* | CL | 1924 | Irvine'sSB &D.D.Co.Ld. W Hartlepool | TanfieldS.S.Co. Ld.(W.B.Nisbet, *Mgr.*) | 334·2 \| 44·5 \| 21·1 348·6(O.L.) P36′B78′F30′ FK | | | Newcastle British 5*BHCem* | T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 350NHP 2SB,*8cf*,GS168,HS6120 | 24 ″ 3 s 4 ″ 0$\frac{1}{4}$ 20 ″ 5$\frac{1}{4}$ | |
| 148063 | *ss*Sld.No.3–5,37 | | 2490 | 5,40 ~~5,20~~ | | | 5,39 | 4mo | | | | | | | | | |
| GKDZ | **D.F.** 1*Dk*(*Stl*) *Cargo battens not fitted* | | 1682 | BS ~~5,30~~ 5,40 | LMC5,37 | | | *Lloyd's* | *SA&CP* | *Cell D* *B* 281′1072*t FPT* 77*t APT* 193*t* | | | | | N.E.MarineEng.CoLdNwc | | |
| 75857 | **Hibernia** Ⓟ **TwinSc** | | 3467 | ✠ ... | | | | 1920 | W.Denny &Bros.Ld. Dumbarton | LondonMidland& ScottishRly. | 380·6 \| 45·2 \| 17·2 26·2 BK7′ | | | London British *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts 2714NHP W.Denny&Bros.Ld.Dmb. | 18 ″ 6 | BT till ~~'39~~ 10,41 |
| 144969 | | | | | | | | 9mo | | | | | | | | | |
| GRPS | Sub.Sig. **D.F. E.S.D.** 3*Dks* *Tonnage opening closed '39* | | 3009 1405 | 12,21 ✠ | | | | | | | | | | | | | |
| 75858 | **Hibueras** | | 1445 | ✠100A1 | NOs | *o* | CL | 1920 | Standard S.B.Corp. Shooters Island,N.Y. | UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) | 234·3 \| 34·1 \| 20·8 B88′ FK | | | NewYork Utd. States *ptCem* | T.3Cy.19″,30″&50″–33″ (*s*) 185lb 200NHP | 23 ″ 6 s 8 ″ 2 | |
| 233749 | *ss*Gal.No.3–10,32 | | 1391 | *Shelter dk* | | | ~~4,37~~ 4,40 | 8mo | | | | | | | | | |
| WNFF | *ss*N.Os.No.2-41 ~~*ss*N.Os.No.1–37~~ Wireless 1*Dk*(*Stl*)&*Shelter dk* | | 819 | *withfreeboard* ~~4,10~~ ~~4,30~~ 4,41 ~~BS4,40~~ ~~[illegible]~~ LMC ~~[illegible]~~ 4,41 | | | | *Lloyd's* | *SA&CP* | *Cell DB* 197′306*t FPT* 34*t APT* 36*t* | | | | 2*BHtoSh dk* 2 „ „ *U* „ | H.G.TroutCo.Buffalo,N.Y. | | |
| | | | | *Fitted for oil fuel* 8,20 *F.P. above* 1 50° F. | | | | | | | | | | | | | |
| 75859 | **Hickorol** | | 1176 | ✠100A1 | Gmh | *n* | CL | 1918 | A.McMillan&Son,Ld. Dumbarton | TheAdmiralty | 210·2 \| 34·7 \| 16·6 220·9 (O.L.) P62′F57′ FK | | | London British 12*BHpt Cem* | T.3Cy.15″,25$\frac{1}{2}$″&41″–30″ (*s*) 180lb 141NHP 2SB,*4cf*, HS2202 FD | 16 ″ 6 s 2 ″ 9$\frac{1}{4}$ 13 ″ 9$\frac{1}{2}$ | |
| 142314 | *ss*Lon.No.3–2,31 | | 858 | 3,39 | | | 5,37 | 3mo | | | | | | | | | |
| | *Mchy.Aft* *ss*Gmh.No.2–39 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* | | 451 | BS5,40 ~~[illegible]~~ LMC3,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 1 50° F. | | | | *Lloyd's* | *SA&CP* | *Middle line Bulkhead not oil-tight* *Cell DBuE&B* 39′64*t D T f* 30′243*t FPT* 33*t* | | | | J.G.Kincaid&Co.Ld.Grk. *APT* 29*t* | | | |
| 75860 | **Hidalgo** Ⓟ (*ex*EthelM. Sterling–34,*ex*SailingShip, *ex*Hawaii) | **TwinSc** *Oil Eng.* *ss*S.Fo.No.3–7,12 *ss*Adl.No.1–17 1*Dk*(*Stl*) | 1060 | ✠ | SFo | | | 1900 | A.McMillan&Son,Ld. Dumbarton | Cia.Naviera del PacificoSoc.Anon. (KeeneLine, *Mgrs.*) | 206·3 \| 42·2 \| 17·9 P30′F22′ BK12″ | | | Ensenada Mexican 1*BHCem* | Oil Engines 2S.C.SA 8Cy.14″–17″ 275NHP E*made*00*fitted*26 FairbanksMorseCo.Inc. Seattle | | |
| XCHA | | | — 762 | 7,26 | | | | | | | | | | | | | |
| 75861 | **Hide Maru** | | 5256 | | | | | 1930 | HarimaS. B.&E.Co.Ld. Hyogo-ken | TochikiShojiK.K. | 400·9 \| 53·0 \| 31·0 P36′B119′F31′ | | | Kobe Japanese *WB* | T.3Cy.25″,43$\frac{1}{4}$″&75″–48″ E*made*14 390NHP WllsndSlpwy,Co.Ld. Nwc. | | C |
| 35845 | | | 4774 | | | | | | | | | | | | | | |
| JIOC | 2*Dks* | | 3231 | | | | | | | | | | | | | | |
| 75862 | **Hideyosi Maru** Ⓟ **Iron** | | 712 | ✠ ... | | | | 1877 | W.F.Pile & Co. Sunderland | Amagasaki KisenbuGomei Kaisha | 191·2 \| 26·4 \| 11·4 Q26′F23′ BK7″ | | | Osaka Japanese *WB* | C.2Cy.24$\frac{1}{2}$″&44$\frac{1}{2}$″–30″ NB86 90NHP Pattison&Atkinson,Sld. | 14 ″ 4 | |
| 100 | (*ex*Orduna) | *ss*Shi.No.3–4,90 | — | 10,97 | | | | 11mo | | | | | | | | | |
| JNVH | | *ss*Shi.No.1–94 1*Dk*2*trB* | 427 | ✠ | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / *Late Name if any.* / Special Surveys. | 3 Material, Rig, &c. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned / now explained. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Bot. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75863 LCOI | **Hidlefjord** | Twin Sc *Oil Eng.* *ss* Sbа. No. 2–35 2 *Dks (Stl) & Web frames* D.F. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing-bracketless system* | 7639 7038 4489 | ✝100A1 3,40 ✝LMC CS12,36 DBS6,39 6,40 7,38 *Carrying Petroleum in bulk* | Bat | *b* † | CL 6,38 | 1928 8mo *Lloyd's* | Akt. Burmeistr & Wain Copenhagen *sA&CP* | A/S M/S "Hidlefjord" (K. Olsen) *Cell D Bu E 70'324t DT f 45'518t* | 451·9 P93' B28' F42' *FPT 176t APT 144t* | 59·2 FK | 33·9 | Stavanger Norwegian | Oil Engines 4S.C.SA 12Cy. 24½"–43.5" 714NHP 2 DB *180lb* Akt. Burmeistr & Wain, Cpn | 34 ″ 0 | |
| 75865 EARO | **Hierro** Ⓟ (*ex* Vojvodina) Wireless | 2 *Dks* | 648 — 449 | | | | | 1922 | Danziger Werft Danzig | Cia. Trasmediterránea | 154·1 | 24·1 | 17·6 | Las Palmas Spanish | T.3Cy. 12⅝", 20½" & 32¼"–22⅝" 50NHP *WB* Danziger Werft, Danzig | | |
| 75866 148164 GJKN | **Highland Brigade** Ⓟ | Twin Sc *Oil Eng.* *ss* Lon. No. 2–37 E.S.D. 4 *Dks (Stl) 5th dk (Stl) in* D.F. *Ref. Mchy.* *Nos. 1, 2, 3, 4 & 6 holds* *Cruiser Stern* | 14134 11605 8714 | ✝100A1 *with freeboard* 2,41 ✝LMC CS2,38 DBS 2,40 12,38 ✝Lloyd's RMC 5,41 7,40 | Lon Gls | *i* † | CL 11,38 | 1929 4mo *Lloyd's* | Harland & Wolff, Ld. Belfast *sA&CP* | Royal Mail Lines, Ld. *Duct keel fwd of mchy space Cell DB 438' 1993t FPT 70t APT 234t* | 523·4 544·3 (O.L.) B97' F101' FK | 69·4 | 37·1 | Belfast British | Oil Engines 4S.C.DA 16Cy. 26¾"–63" 2190NHP DB *100lb* Coll to U dk Harland & Wolff, Ld. Bel. | 43 ″ 9 s 15 ″ 4¾ 28 ″ 8½ | BT till 2,42 |
| 75867 148161 GCTY | **Highland Chieftain** Ⓟ | Twin Sc *Oil Eng.* *ss* Lon. No. 2–36 4 *Dks (Stl) 5th Dk (Stl) in* D.F. *Ref. Mchy* *Nos. 1, 2, 3, 4 & 6 holds* E.S.D. *Cruiser Stern* | 14135 11605 8713 | ✝100A1 *with freeboard* 11,40 ✝LMC CS11,38 DBS 4,41 11,38 ✝Lloyd's RMC 6,41 | Lon Liv | *i* † | CL P1,39 S10,40 | 1929 1mo *Lloyd's* | Harland & Wolff, Ld. Belfast *sA&CP* | Royal Mail Lines, Ld. *Duct keel fwd of mchy space Cell DB 438' 1993t FPT 70t APT 234t* | 523·4 B97' F101' FK | 69·4 | 37·1 | Belfast British | Oil Engines 4S.C.DA 16Cy. 26¾"–63" 2190NHP 9 *BHpt Cem* DB *100lb* Coll to W dk Harland & Wolff, Ld. Bel. | 43 ″ 9 s 15 ″ 4¾ 28 ″ 8½ | BT till 7,41 |
| 75868 148158 GMZF | **Highland Monarch** Ⓟ | Twin Sc *Oil Eng.* *ss* Lon. No. 2–36 *Ref. Mchy.* 4 *Dks (Stl) 5th dk (Stl) in* D.F. *Nos. 1, 2, 3, 4 & 6 holds* E.S.D. *Cruiser Stern* | 14139 11605 8714 | ✝100A1 *with freeboard* 8,40 ✝LMC CS11,38 DBS 1,40 5,39 ✝Lloyd's RMC 7,41 10,40 8,40 | Liv Sws | *i* † | CL P5,38 S8,40 | 1928 10mo *Lloyd's* | Harland & Wolff, Ld. Belfast *sA&CP* | Royal Mail Lines, Ld. *Duct keel fwd of mchy space Cell DB 438' 1993t FPT 70t APT 234t* | 523·4 544·8 (O.L.) B97' F101' FK | 69·4 | 37·1 | Belfast British | Oil Engines 4S.C.DA 16Cy. 26¾"–63" 2190NHP 9 *BHpt Cem* DB *100lb* Coll to W dk Harland & Wolff, Ld. Bel. | 43 ″ 9 s 15 ″ 4¾ 28 ″ 8½ | BT till 5,41 |
| 75869 161883 GJQT | **Highland Patriot** Ⓟ | Twin Sc *Oil Eng.* *ss* Lon. No. 1–36 *Ref. Mchy.* 4 *Dks (Stl) 5th dk (Stl)* D.F. *in Nos. 1, 2, 3, 4 & 6 holds* E.S.D. *Cruiser Stern* | 14172 11605 8731 | ✝100A1 *with freeboard* 5,40 ✝LMC CS4,36 DBS 5,40 3,38 2,38 ✝Lloyd's RMC 7,41 10,40 7,40 | Lon Liv | *i* † | CL 5,40 | 1932 5mo *Lloyd's* | Harland & Wolff, Ld. Belfast *sA&CP* | Royal Mail Lines, Ld. *Duct keel fwd of mchy space Cell DB 443' 2033t FPT 70t APT 234t* | 523·4 544·8 (O.L.) B97' F101' FK | 69·4 | 37·1 | Belfast British | Oil Engines 4S.C.DA 16Cy. 26¾"–63" 2190NHP 9 *BHpt Cem* DB *100lb* Coll to W dk Harland & Wolff, Ld. Bel. | 43 ″ 9 s 15 ″ 4¾ 28 ″ 8½ | BT till 5,41 |
| 75870 161859 GMFN | **Highland Princess** Ⓟ | Twin Sc *Oil Eng.* *ss* Lon. No. 2–38 *Ref. Mchy.* 4 *Dks (Stl) 5th Dk* D.F. *(Stl) in Nos. 1, 2, 3, 4 & 6 holds* E.S.D. *Cruiser Stern* | 14133 11605 8714 | ✝100A1 *with freeboard* 10,39 4,41 ✝LMC CS4,39 DBS 4,41 11,39 ✝Lloyd's RMC 6,41 9,40 | Lon Liv | *i* † | CL 9,40 | 1930 2mo *Lloyd's* | Harland & Wolff, Ld. Belfast *sA&CP* | Royal Mail Lines, Ld. *Duct keel fwd Cell DB 438' 1993t FPT 70t* | 523·4 544·7 (O.L.) B97' F101' FK | 69·4 | 37·1 | Belfast British | Oil Engines 4S.C.DA 16Cy. 26¾"–63" 2190NHP DB *100lb* Coll to W dk Harland & Wolff, Ld. Bel. | 43 ″ 9 s 15 ″ 4¾ 28 ″ 8½ | BT till 4,42 |
| 75871 137187 GBMX | **Highlander** Ⓟ *Well deck* Wireless E.S.D. | *ss* Abn. No. 3–5, 28 *ss* Abn. No. 2–36 2 *Dks (UStl–ws)* | 1216 825 618 | ✝100A1 10,39 BS ✝LMC 5,36 7,40 | Lth | *p* | OG 10,39 | 1916 2mo *Lloyd's* | Caledon SB & E. Co. Ld. Dundee *sA&CP* | North of Scotland & Orkney & Shetland Steam Nav. Co. Ld. *Cell DBa 54'6* | 243·3 *36·9* 253·0 (O.L.) P&B161' F64' BK8" *E20' f 92' 160t FPT* | 34·9 | 15·2 | Aberdeen British | T.3Cy. 18", 30½" & 50"–36" (*r*) 185lb 214NHP 2SB, *6cf*, GS 126, HS 3967 Caledon S.B. & E. Co. Ld. Dun | 16 ″ 3 s 1 ″ 6½ 15 ″ 5 | BT till 5,40 |
| 75872 ~~219561~~ ~~RUBY~~ Sub. Sig. | **Higho** *Fitted for oil fuel* 2 *Dks* *Longitudinal framing* | | 4828 4265 2988 | | | | | 1920 | Todd Dry Dock & Const. Corp. Tacoma | ~~United States Maritime Commission~~ | 380·5 P39' B102' F41' | 53·1 | 27·0 | ~~British~~ *WB* | T.3Cy. 24", 40" & 70"–48" 340NHP Skinner & Eddy Cpn. Seattle, Wash. | | R |
| 75873 164652 MLMR | **Highwear** (*ex* Springwear–37) *Mchy. Aft* 1 *Dk* *Cargo battens not fitted* | | 1173 859 655 | ✝100A1 4,39 ✝LMC 4,39 | Gls | *n* | CL N3,39 | 1936 6mo *Lloyd's* | Short Bros. Ld. Sunderland *sA&CP* | High Hook Shipping Co. Ld. (Culliford & Clark, Ld. *Mgrs.*) *Cell D* | 221·3 230·5 (O.L.) Pon Q59' Q136' Bon Q11' F21' *B178'283t FPT 120t* | 36·2 FK | 14·1 *4 BHpt Cem APT 37t* | London British | T.3Cy. 13½", 23" & 38"–27" (*s*) 200lb 119NHP 2SB (Spt), *4cf*, GS 81, HS 1820 N.E. Marine Eng. Co. Ld. Sld | 16 ″ 0 s 4 ″ 11 15 ″ 3 | |
| 75874 161679 MLQQ | **Highwood** (*ex* Springwood–37) *Mchy. Aft* 1 *Dk* *Cargo battens not fitted* | | 1177 859 657 | ✝100A1 5,40 ~~11,39~~ ✝LMC 7,36 BS 10,40 | Nwc | *n* | CL ~~11,39~~ 4,40 6,41 | 1936 7mo *Lloyd's* | Short Bros. Ld. Sunderland *sA&CP* | High Hook Shipping Co. Ld. (Culliford & Clark, Ld. *Mgrs.*) *Cell D B* | 221·3 ~~Bon~~ Q59' Q136' Bon Q11' F21' *B178'283t FPT 120t* | 36·2 FK | 14·1 *4 B Hpt Cem APT 37t* | London British | T.3Cy. 13½", 23" & 38"–27" (*s*) 200lb 119NHP 2SB (Spt), *4cf*, GS 81, HS 1820 N.E. Marine Eng. Co. Ld. Sld | 16 ″ 0 s 4 ″ 11 15 ″ 3 | |
| 75875 937 ESTY | **Hiiula** (*ex* Aviateur–35, *ex* Relli–34, *ex* Virurand–34, *ex* Relis–32, *ex* Hanseat 2, *ex* Duddon) *Well deck* | Iron *ss* Osl. 3rd No. 3–12, 17 *ss* Bgn. No. 2–27 1 *Dk* | 350 278 166 | ✝ — 1,31 NB 2,89 ✝ | Stv | | | 1882 10mo | R. Smith Preston | Laevaühing G. Sergo & Ko. | 144·6 Q79' B14' F19' *DBa 28' f 54' 80t* | 23·3 | 10·6 | Tallinn Estonian | C.2Cy. 17¼" & 34"–24" 45NHP 1SB, *2pf*, GS 30, R. Smith, Preston | 11 ″ 2 | G † |
| 75876 35370 JGXC | **Hikawa Maru** Ⓟ | Twin Sc *Oil Eng.* *ss* Osa. No. 2–39 D.F. GyC. 3 *Dks (Stl–weather dk ws)* *Ref. Mchy.* *4th Dk (Stl) in No. 3 hold* | 11622 9388 6788 | ✝100A1 *with freeboard* 2,41 ✝LMC CS7,39 DBS 2,40 7,40 ✝Lloyd's RMC 11,40 *Fitted for carrying oil* 5,30 *F. P. above 150° F. in 3 Deep Tanks Aft* | Osa Kob | *h* † | CL 7,39 | 1930 5mo *Lloyd's* | Nippon Yusen K.K. Yokohama *sA&CP* | Nippon Yusen K.K. *Cell D B 424' 2020t of tunnels 249t D Tks a 39' 1307t FPT 110t APT 166t* | 511·6 B228' F74' *Tanks in way FK* | 66·0 | 41·0 *9 B Hpt Cem* | Tokyo Japanese | Oil Engines 4S.C.DA 16Cy. 26¾"–63" 2 DB *120lb* 2187NHP Akt. Burmeistr & Wain, Cpn | 41 ″ 0 s 10 ″ 11½ 30 ″ 3½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant et ajoutés. Lettre d'Appel. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté, si c'est dans le L. Dunoc, Cert. Hor. Trials. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75877 | **Hikosan Maru** (*ex*NiitagaMaru–34, | | 2073 | ✠ ... | | | | 1902 | S.P.Austin | TomoeGumi | 289·0 | 43·1 | 18·7 | Tokyo | T.3Cy.21″,35″&57½″–39″ | 21 ″ 6 | C |
| 29828 | *ex*ElvaSeed, *ss*Kob.2ndNo.3–5,21 | | 1915 | 2,29 | | | | 6mo | &Son,Ld. | KisenK.K. | P27′ | B72′ | F28′ | Japanese | 215NHP | | |
| JSCB | *ex*Relentless, *ss*Osa.No.3–11,24 | | 1253 | ✠ | | | | | Sunderland | | | | FK | *WB* | G.Clark,Ld.Sunderland | | † |
| | *ex*Alto) 1*Dk*&*deep framing* | | | | | | | | | | | | | | | | |
| 75878 | **Hikosima Maru** | | 977 | | | | | 1918 | BingoDock | IinoTorakichi | 208·0 | 31·0 | 18·4 | Tokyo | T.3Cy.14½″,24″&40½″–30″ | | |
| 22808 | | | 869 | | | | | | Co. | | | | | Japanese | 90NHP | | |
| JLGF | 1*Dk* | | 670 | | | | | | Mitsunosho | | | | | *WB* | ShinzaikeTekkosho,Saigo | | |
| 75879 | **Hilary** Ⓟ | | 7403 | ✠100A1 | Bkn | *b*† | CL | 1931 | Cammell | BoothS.S.Co.Ld. | 424·2 | 56·2 | 34·2 | Liverpool | T.3Cy.29″,48½″&81½″–57″& | 37 ″ 0 | BT |
| 162350 | *ss*Bkn.No.2–39 | | 6184 | *withfreeboard* | ~~Lkr~~ Shl | | 4,39 | 8mo | Laird&Co.Ld. | | | | | British | LP Turbine with DR Gear- | s12 ″9½ | till |
| GQVM | D.F. 3*Dks*(*Stl–Weather dk* ws) | | 4350 | ~~(5,40 5,30)~~ | ✠LMC5,39 | | | | Birkenhead | | F81′ | | FK | 9*BHCem* | ing&hydraulic coupling(*s*) | 24 ″ 7½ | 7,40 |
| | E.S.D. | | | 1,41 | | | | | | | | | | *Coll to W dk* | 230lb FD 1033NHP | | 6,31 |
| | | | | BS5,40 | | | | | *Lloyd'sA&CP* | | | | | 8 ,, 2*nd*,, | 5SB(Spt),*15cf*,GS298, | | |
| | | | | | | | | | | *CellDB*365′1167*t* | *DTs a*8 123*t FPT*8 | | | 2*APT*112*t* | HS13200 | | |
| | | | | | | | | | | | | | | | CammellLaird&CoLd.Bkn | | |
| 75880 | **Hild** (*ex*Kristin,*ex*Ruhr,*ex*Saar, | | 1356 | | | | | 1919 | Naam.Ven. | Skibs A/S Hild | 238·4 | 36·8 | 15·8 | Farsund | T.3Cy.17½″,29″&46″–36″ | | N |
| | *ex*MontCenis) | | 1163 | | | | | | Scheepsb | (Jac.Salvesen) | P58*t* | H69*t* | F35*t* | Norwegian | 127NHP | | |
| LECO | 1*Dk* | | 772 | | | | | | "DeMaas" | | | | | | N.V.Machinefabrik | | |
| | | | | | | | | | Slikkerveer | | | | | | Th.v.Cappelle,Bolnes | | |
| 75881 | **Hilda** | | 4901 | ✠100A1 | Ven | *z* | CL | 1927 | Cant.San | Soc.Anon.diNav.a | 424·8 | 54·1 | 31·2 | Lussin- | Oil Engines 4S.C.SA | 27 ″ 1 | |
| 17 | *Oil Eng.* | | 4296 | *withfreeboard* | | | 7,39 | 3mo | RoccoS.A. | Vap."Lussino" | 404·8 | | | piccolo | 6Cy.29½″–59½″ 489NHP | s 3 ″ 1½ | |
| IBUP | *ss*Trl.No.2–36 | | 2974 | 12,38 | | | | | SanRocco | | | | | Italian | DB*100lb* | 24 ″ 1½ | |
| | D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | | ✠LMC CS5,36 | | | | *Lloyd'sA&CP* | | *CellDB*341′1153*t* | *DTa*33′ | | FK | 8*BHptCem* | StabilimentoTecnico,Tri. | | |
| | 3*rd dk*(*Stl*) *in No.*1 *hold* | | | DBS7,39 | 1,37 | | | | | 1037*t FPT*208*t* | *APT*121*t* | | ( | *Coll to Sh dk* | | | |
| | | | | | | | | | | | | | | 7 ,, 2*nd*,, | | | |
| 75882 | — | | 1237 | | | | | 1925 | Trndhjms | A/S Djerv(Bachke | 232·6 | 36·5 | 15·7 | Tr'ndheim | T.3Cy.17″,27½″&46″–30″ | | N |
| | | | 1011 | | | | | | Mek.Værks. | &Co.*Mgrs.*) | P51*t* | H71*t* | | Norwegian | 116NHP | | |
| LECP | 1*Dk* | | 705 | | | | | | Trondheim | | | | | *WB* | TrondhjemsMV.Trondhm. | | |
| 75883 | — | | 1144 | | | | | 1915 | Trndhjms | Laiva O/Y Hilda | 237·0 | 36·5 | 15·6 | Raumo | T.3Cy.17″,27½″&46″–30″ | | N |
| | (*ex*Bommestad–34,*ex*Remus) | | 970 | | | | | | Mek.Værks. | (K.F.Homeri | 226·7 | | | Finnish | 116NHP | | |
| OHWV | Wireless D.F. 1*Dk* | | 634 | | | | | | Trondheim | *Mgr.*) | P12′ | B51′ | F27′ | *WB* | TrondhjemsM.V.Trondhm | | |
| 75884 | — (*ex*Aghios TwinSc | | 792 | ✠ | Cly | *i* | | 1884 | David J. | PiræusCommercial | 180·1 | 30·2 | 11·0 | Piræus | C.4Cy.18″&35″–24″ | 11 ″ 7 | |
| 350 | Nicolaos–40,*ex*SophiaCostala–35, | | — | 6,84 | | | | 5mo | Dunlop&Co. | &MaritimeCo. | P44′ | B46′ | F33′ FK | Greek | 100NHP | | |
| SZHE | *ex*Centavros) 1*Dk* | | 403 | ✠ | | | | | PortGlasgow | | *FPT*25*t APT*15*t* | | | 4*BHCem* | DavidJ.Dunlop&Co.P.Gls. | | |
| 75885 | **Hilda Knudsen** TwinSc | | 9178 | ✠100A1 | NNs | *d*† | CL | 1928 | Nakskov | Skibs A/S Hilda | 470·3 | 64·5 | 35·6 | Haugesnd | Oil Engines 4S.C.SA | 35 ″ 4 | |
| | *Oil Eng.* | | 8457 | 11,39 | DBS11,40 | | ~~6,36~~ | 7mo | Skibsværft | Knutsen(Knut | 489·0(o.L.) | | | Norwegian | 12Cy.24½″–43½″ 714NHP | | |
| LGVA | *ss*Got.No.2–36 | | 5472 | DBS7,39 | ✠LMC10,36 | | 12,40 | | Nakskov | KnutsenO.A.S. | P100′ | B31′ | F47′ FK | 17*BHptCem* | 2DB*150lb* | | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* | | | | ✠LMC(M)7,38 | | | *Lloyd'sA&CP* | | *Mgr.*) | 67′286*t DT f*38′426*t* | | | (10 *to U dk* | Akt.Burmeistr&Wain,Cpn | | |
| | *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | *CellDBuE* | | | | | 7 ,, 2*nd*,, | | | |
| 75886 | **Hilda Moller** (*ex*Orator,*ex*Saint | | 4622 | ✠ ... | | | | 1912 | Russell& | MollerLine,Ld. | 385·5 | 52·0 | 26·5 | Shanghai | T.3Cy.26″,42″&70″–48″ | 29 ″ 0 | C |
| 133076 | Fillans,*ex*Hawkhead) *ss*Liv.No.3–4,25 | | 4299 | 7,32 | | | | 10mo | Co. | (Mollers'Ld. | P37′ | B115′ | F45′ | Shanghai | 381NHP | | † |
| GQNV | 2*Dks* | | 2947 | ✠ | | | | | PortGlasgow | *Mgrs.*) | | | FK | *WB* | Rankin&Blackmore,Grk. | | |
| 75887 | **Hilde** | | 1595 | | | | | 1930 | Helsingörs | Ministry of Ship- | 253·5 | 39·1 | 15·4 | ~~Copenhagen~~ | C.4Cy.(2)~~14½″~~ 14⅝″&(2)31½″– | | V |
| 167542 | | | 1212 | | | | | | Jernsk&Msk. | ping(Sharp&Co, | P16′ | Q70′ | B106′ F34′ | ~~Danish~~ | 31½″ HS2350 144NHP | | |
| GLJW | Wireless D.F. 1*Dk* | | ~~935~~ 936 | | | | | | Elsinore | *Mgrs.*) | | | | London *WB* | HelsingörsJernsk.&Mskb. | | |
| | | | | | | | | | | | | | | British | | | |
| 75888 | — | | 491 | | | | | 1907 | Nordswrke | Ippen-LinieReed. | 132·2 | 26·6 | 13·5 | Stettin | C.2Cy.12⅝″&22⅛″–13½″ | | G |
| | (*ex*RudolfOttoIppen16,*ex*MargotKunst- | | 444 | | | | | | A.G. | A.G. | Q18′ | B69′ | F44′ | German | NB10 15NHP | | |
| DAMW | mann) *Mchy.Aft* 1*Dk* | | 290 | | | | | | Emden | | | | | *WB* | DresdenerMsch&SchiffAG | | |
| 75889 | — (*ex*Hilda–38, | | 489 | ✠ ... | | | | 1894 | J.L.Thomp- | M.Utow | 155·0 | 26·8 | 11·7 | Tallinn | T.3Cy 13″,21″&34″–24″ | 12 ″ 3 | V |
| 213 | *ex*Valve–34, *ss*Sld.2ndNo.3–4,20 | | 439 | 5,33 | | | | 4mo | son&Sons | | P16′ | Q84′ | F19′ | Estonian | 57NHP | | † |
| ESEQ | *ex*Gledhill, *ss*Tln.No.2–29 | | 225 | ✠ | | | | | Sunderland | | | | FK | *WB* | J.Dickinson,Sunderland | | |
| | *ex*Taywood, *Well deck* 1*Dk* | | | | | | | | | | | | | | | | |
| | *ex*Cattersty) | | | | | | | | | | | | | | | | |
| 75890 | **Hildegaard** (*ex*Butetown,*ex*Eda) | | 2362 | ✠100A1 | Shl | *t* | CL | 1906 | Richardsn. | Rederi A/B | 322·8 | 44·0 | 20·0 | Mariehmn | T.3Cy.23″,38″&62½″–42″ (*s*) | 23 ″ 1 | |
| 859 | *ss*Rot.2ndNo.3–2,31 | | — | 6,40 ~~1,38~~ | Lkr | | ~~2,39~~ | 3mo | Duck&Co. | Hildegaard(A. | 311·4 | | | Finnish | 160lb 257NHP | s 3 ″ 6½ | |
| OHXI | D.F. *ss*Ant.No.2–39 ~~*ex*Hfs.No.1–86~~ | | 1380 | ✠ | ✠LMC4,39 | | 6,40 | | Stockton | Karlsson,*Mgr.*) | P32′ | B78′ | F36′ FK | 5*BHCem* | 2SB,*6cf*,GS110,HS3900 | 19 ″ 9 | |
| | 1*Dk*(*pt Irn*&*pt Stl*) | | | BS6,40 | | | | *Lloyd'sA&CP* | | *CellDBa*110′*uE*22′ | *f* 128′694*t FPT*74*t* | | | *APT*75*t* | Blair&Co.Ld.Stockton | | |
| | *Cargo battens not fitted* &*deep framing* | | | | | | | | | | | | | | | | |
| 75891 | **Hildegard** (*ex*Gerhilde,*ex*Randhulf | | 1260 | ✠ | Bdx | *p* | | 1906 | Fevigs | Lübeck-Wyburger | 245·2 | 35·6 | 17·6 | Lübeck | T.3Cy.18″,29″&48″–33″ | 18 ″ 9 | G |
| | Hansen) *ss*Sld.No.2–14 | | 1123 | 11,19 | | | | 6mo | Jernskibsbyg | Dampfsch.-Ges. | P26′ | B70′ | F24′ | German | 159NHP | | † |
| DAPT | 1*Dk*(*Stl–pt* ws)& | | 770 | ✠ | | | | | Fevig | | | | FK | 4*BHCem* | 2SB,*dcf*,GS78,HS2650 | | |
| | *deep framing* | | | | | | | | | | | | | | Richardsons,Westgarth& | | |
| | | | | | | | | | | | *CellDBa*50′*uE* | | 20′*f*102′284*t* | *APT*51*t* | Co.Ld.Mdb. | | |
| 75892 | **Hildur** (*ex*Colombia,*ex*Brei,*ex*Nord) | | *2195* | | | | | 1906 | Kockums | RederiA/B Atos | 279·8 | 43·7 | 18·0 | Hisingborg | T.3Cy.21″,35″&58″–39″ | | V |
| 4656 | | | *1795* | | | | | | M.V.Aktieb. | (AllanBörjesson, | Q76′ | B104′ | H143*t* | Swedish | 210NHP | | |
| SLKA | 1*Dk* | | *1159* | | | | | | Malmö | *Mgr.*) | F26′ | | | *WB* | Richardsons,Westgarth& | | |
| | | | | | | | | | | | | | | | Co.Ld.Sld. | | |
| 75893 | — (*ex*Monark–38,*ex*Helgöy, | | 1856 | | | | | 1914 | Fredrkstad | KäsmuLaeva | 264·6 | 42·1 | 17·7 | Käsmu | T.3Cy.20½″,33″&56″–36″ | | N |
| | *ex*Freda) | | 1630 | | | | | | Mek.Værks. | Omanikud(Oscar | P22′ | B71′ | F29′ | Estonian | 188NHP | | |
| ESTA | 1*Dk* | | 1108 | | | | | | Fredrikstad | Tiedemann,*Mgr.*) | | | | *WB* | FredrikstadM.V.Frdstad. | | |
| 75894 | **Hildur I** (*ex*Grenland–37, | | 1497 | | | | | 1919 | Laxevaags | J.H.Wessels | 245·2 | 37·9 | 15·6 | Drammen | T.3Cy.18″,29″&49″–33″ | | N |
| | *ex*ErichLindöe) | | 1187 | | | | | | Msk.&Jrnskb. | Kulforretning A/S | P39*t* | Q108*t* | H69*t* | Norwegian | 138NHP | | |
| LDIZ | Wireless D.F. 1*Dk* | | 848 | | | | | | Bergen | (Pehrson&Wessel, | F40*t* | | | *WB* | LaxevaagsMsk&Jrns.Bgn | | |
| | | | | | | | | | | *Mgrs.*) | | | | | | | |
| 75895 | **Hill** Wood | | 496 | | | | | 1920 | Tvdestrnds | A/SMemento | 149·1 | 29·7 | 14·2 | Xiansand | T.3Cy.13⅜″,21⅛″&35½″ | | V |
| | | | 380 | | | | | | Verk.A/S | (Osw.Rosenvold, | Q49*t* | B55*t* | H32*t* | Norwegian | –25½″ 65NHP | | |
| LECR | 1*Dk* | | 281 | | | | | | Tvedestrand | *Mgr.*) | F22*t* | | | | Emade05*fitted*20 | | |
| | | | | | | | | | | | | | | | Qvillebäckens Mek. | | |
| | | | | | | | | | | | | | | | Verksted,Gothenburg | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not R. Date of Trade Mark. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75896<br>144452<br>GWDK | **Hillfern** (*ex*TyneBell)<br>Wireless | *ss*Npt.No.2–29<br>1*Dk* | 1535<br>1343<br>827 | ✠ ...<br>1,33 ✠ | | | | 1920<br>3mo | C.Rennoldson&Co. SouthShields | AngelSon&Co. Ld. | 240·0\|36·2\|19·1<br>B52'F23' FK | Newcastle<br>British<br>*WB* | T.3Cy.18″,30″&50″–33″<br>174NH<br>ShieldsEng.Co.Ld.S.Shl. | 21 ″ 3 | C<br>† |
| 75897<br>214694<br>KJMT | **Hillsborough**<br>*Fitted for oil fuel*<br>1*Dk* | **Wood** | 328<br>—<br>223 | | | | | 1916 | F.A.Verdon &Co.W.Brighton,N.Y. | ~~U.S.Gypsum Transptn.Co.Inc.~~ U.S.GypsumCo. | 106·3\|30·5\|11·8 | New York<br>Utd. States | C.2Cy.13″&28″–18″<br>NE&B*made18fitted23*<br>UnionIronWorks, 28NHP<br>Hoboken,N.J. | | |
| 75898<br>216290<br>KJUA | **Hilton** (*ex*Georgian–36, *ex*IceKing, *ex*Passaic)<br>*Fitted for oil fuel*<br>*Ref.Mchy.* D.F. Sub.Sig. 2*Dks* | | 4741<br>—<br>2970 | ✠ ...<br>4,22 ✠ | | | | 1918<br>5mo | Standard S.B.Corp. Shooter's Island | A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*) | 377·0\|52·0\|26·8<br>P25'B104'F34' FK | New York<br>Utd. States<br>*WB* | T.3Cy.24″,40″&70″–48″<br>485NHP<br>StandardS.B.Corp. | 29 ″ 0 | R<br>† |
| 75899<br>PERQ | **Hilversum**<br>*ss*Rot.No.3–5,33<br>*ss*Rot.No.1–37<br>D.F. 1*Dk*(*Stl*) | | 3717<br>3362<br>2226 | ✠100A1<br>4,40<br>✠LMC<br>MS5,36 ~~BS4,40~~ 7,47<br>*Fitted for oil fuel* 9,20 | Ams | *w* | OG<br>4,40<br>*F.P. above* | 1920<br>9mo<br>A&CP | A.Vuijk& Zonen Capelle a/d Ysel *Inter* 50° F. | Stoomv.Maats. "Oostzee"(Vinke &Co.*Mgrs.*) *mediate B Hinafter Cell D* | 359·9\|48·3\|23·0<br>P30'B229'F27' FK *hold dispensed with* B312' 950*t* *FPT* 74*t* | Amstrdam<br>Dutch<br>*Cem*<br>5*BH to U dk*<br>*APT* 81*t* | T.3Cy.25½″,41″&67″–45″ (*s*)<br>180lb FD 388NHP<br>3SB(Spt)6*cf*,GS144,HS5490<br>Kon.Maats.deSchelde, Vlissingen | 25 ″ 3<br>*s* 3 • 2¾<br>22 ″ 3 | |
| 75900<br>298<br>IBDQ | **Himalaya**<br>*OilEng.*<br>*Ref.Mchy.*<br>D.F. | **TwinSc**<br>*ss*Tri.No 2–37<br>2*Dks*(*Stl*) | 6240<br>5021<br>3904 | ✠100A1<br>12,39<br>✠LMC CS9,37<br>DBS12,39 6,38<br>Lloyd'sRMC12,39<br>for temp. 43° F. | Tri | *a*† | CL<br>7,39 | 1929<br>5mo | Stabilmento Tecnico Trieste | LloydTriestino Soc.Anon.diNav. | 448·3\|55·5\|27·7<br>430·0\| 55·4\| 27·7<br>P36'B283'F44' FK *Cell DB* 365'1026*t* | Trieste<br>Italian<br>8*BHpt Cem*<br>*FPT* 114*tA* | Oil Engines 4S.C.SA<br>12Cy.29½″–47¼″ 986NHP<br>DB*100lb*<br>StabilimentoTecnico,Tri.<br>*PT*47*t* | 30 ″ 2<br>*s* 4 ″ 6¾<br>25 ″ 9 | |
| 75901<br>23554<br>JFND | **Himalaya Maru**<br>*ss*OsaNo.3–5,38<br>2*Dks*(*Stl*) | | 5229<br>4844<br>3187 | ✠100A1<br>10,10~~5,39~~<br>~~BS6,30~~ ✠LMC~~5,38~~ 10,40 | Yka<br>Osa | *z* | OG<br>5,39 | 1918<br>9mo<br>A&CP | Mitsubishi ZosenKaisha Ld.Nagasaki | OsakaSyosenK.K. *Cell* | 400·0\|54·5\|30·0<br>P39'B121'F40' FK *DB* 350'1075*t* *FPT* 130*t* | Osaka<br>Japanese<br>6*BHCem*<br>*APT* 87*t* | T.3Cy26½″,44½″&75″–48″ (*s*)<br>200lb 494NHP<br>3SB,9*cf*,GS163,HS6591 FD<br>MitsubishiZosenKaisha | 30 ″ 0<br>*s* 5 ″ 8½<br>24 ″ 8 | |
| 75902<br>LDKC | **Hindanger**<br>*OilEng.*<br>*Ref.Mchy.*<br>D.F. | **TwinSc**<br>2*Dks* | 4884<br>4372<br>3005 | | | | | 1929 | Armstrong Whitworth &Co. (Shipbuilders)Ld Newcastle | Westfal-Larsen& Co.A/S | 398·0\|54·7\|26·1<br>P70*t*H371*t*F22*t* | Bergen<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.23¼″–43$\frac{5}{16}$″ 624NHP<br>J.G.Kincaid&Co.Ld.Grk. | | N |
| 75903<br>DHLR | **Hindenburg**<br>D.F. Sub.Sig | **4Mst**<br>2*Dks* | 7880<br>7384<br>4836 | | | | | 1921 | Bremer Vulkan Vegesack | Hamburg-Amerik-Packetf.Akt.Ges. (Ham.-Amr.Linie) | 468·8\|58·3\|32·7<br>P56'B101'F41' | Hamburg<br>German | T.3Cy.32$\frac{3}{16}$″,53¼″&86½″–<br>55$\frac{5}{16}$″ 554NHP<br>Bremer Vulkan,Vegesack | | G |
| 75904<br>139256<br>GSLP | **Hindpool**<br>*ss*Shl.No.3–4,40<br>D.F. 1*Dk*(*Stl*) | | 4897<br>4621<br>3040 | ✠100A1<br>~~1,10~~ 1,40,41<br>Gls<br>✠LMC4,40 | Shl | *z* | CL<br>~~6,39~~<br>12,40 | 1928<br>5mo | W.Gray& Co.Ld. WHartlepool | PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.*Mgrs.*) *Cell CB* | 405·0\|53·5\|26·5<br>P30'B229'F41' FK *DB* 359'1402*t* *FPT* 188*t* | W.Hartlpl<br>British<br>6*BHCem*<br>*APT* 190*t* | T.3Cy.25½″,41″&71″–48″ (*s*)<br>180lb FD 505NHP<br>3SB,9*cf*,GS172,HS7614<br>Cen.Mar.Eng.Wrks.WHpl | 29 ″ 5<br>*s* 4 ″ 9<br>24 ″ 11¼ | |
| 75905<br>167568<br>GLPL | **Hindsholm**<br>*ss*Cpn.No.1–39<br>*ss*Cpn.No.3–5,35<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 1512<br>1336<br>~~876~~<br>878 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~9,39~~ 9,284,41<br>~~BS8,39~~ BS9,40<br>~~LMC5,38~~ 8,39 | Hpl | *q* | OG<br>9,38 | 1922<br>3mo | Frdrkshvn Værft.&Flyd. Frederikshvn | Ministry of Shipping(Ellerman's Wilson Line.Ld.*Mgrs.*) *Cell DB* 215'512*t* | 253·2\|39·1\|16·2<br>263.0(O.L.) FK<br>*FPT* 62*t* *APT* 65*t* | London<br>British<br>*Cem*<br>*nBH to Sh dk*<br>3 „ „ *U* „) | T.3Cy.18½″,30″&50″–36″ (*s*)<br>185lb 169NHP<br>2SB,4*cf*,GS63,HS2652 (Spt)<br>HelsingörsJernsk &Mskb. Elsinore | 18 ″ 8<br>*s* ″10<br>18 ″ 1 | |
| 75906<br>165784<br>GLVP | **Hindustan**<br>*OilEng.*<br>D.F. E.S.D. 1*Dk*&*Shelter dk*<br>*CruiserStern* | | ~~5500~~<br>5245<br>4772<br>3035 | ✠100A1<br>*with freeboard*<br>11,~~10,40~~<br>(*Class Contem plated*)<br>✠LMC6,40 | Sld<br>Shl | *a*†<br>2 | CL | 1940<br>6mo | ShortBros. Ld. Sunderland | HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *Cell DB* 331'1090*t* *MT* 28'112 | 437·0\|56·5\|25·5<br>450·0(O.L.) FK<br>(*Collision B Hto Sh dk*<br>*Cell DB* 215'512*t* *FPT* 62*t* *APT* 65*t* | Newcastle<br>British<br>7*BHpt Cem*<br>3 *ft 2 in. dk*)<br>*APT* 202*t* | Oil Engines 2S.C.SA<br>3Cy.23⅝″–91$\frac{5}{16}$″ 510NHP<br>2DB*120lb*<br>Wm.Doxford&Sons,Ld Sld | 27 ″ 11<br>*s* 3 ″ 1½<br>25 ″ 0 | |
| 75907<br>69016<br>ZMBK | **Hinemoa** Ⓟ<br>2*Dks* | **Iron** | 559<br>478<br>234 | ✠ ...<br>6,76 | Cly | | | 1876<br>5mo | Scott&Co. Greenock | D.W.McKay | 207·4\|25·2\|15·2 | Wellingtn<br>British N.Z.<br>4*BHCem* | C.2Cy.29¾″&58¼″–36″<br>NB88 NDB05 171NHP<br>GreenockFndry.Co.Grk. | | |
| 75907*<br>588<br>JQDG | **Hinko Maru**<br>*Mchy.Aft* 1*Dk*<br>*CruiserStern* | | 5419<br>—<br>3152 | | | | | 1936 | Harima S.B.&Eng. Co.Ld. Harima | DairenKisenK.K. | 398·4\|57·4\|30·0<br>P121'B24'F30' | Dairen<br>Japanese | T.3Cy.23⅝″,39⅜″&66⅛″–48$\frac{1}{16}$″<br>&LP turbine with DR gearing&hydraulic coupling<br>449NHP<br>KobeSteelWorks,Kobe | | |
| 75908<br>34872<br>JDYC | **Hino Maru**<br>*OilEng.*<br>1*Dk*&*2nd dk in fwd. holds* | | 2666<br>2329<br>1604 | ✠ ...<br>3,33 ✠ | | | | 1929<br>8mo | Mitsubishi ZosenKaisha, Ld. Kobe | HinomaruKisen K.K. | 315·0\|46·0\|25·0<br>P32'B62'F43' FK | Tarumi<br>Japanese<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.23⅝″–41⅜″ 388NHP<br>MitsubishiZosenKaisha | 25 ″ 0 | C<br>† |
| 75909<br>41347<br>JGXJ | **Hino Maru No. 2.**<br>*OilEng.*<br>Wireless *CruiserStern* | | 1002<br>—<br>534 | | | | | 1935 | Mitsubishi JukogyoK.K Kobe | NipponShokuen K.K. | 200·1\|35·1\|17·1 | Kobe<br>Japanese | Oil Engines 4S.C.SA<br>6Cy.15¾″–23⅝″ 144NHP<br>MitsubishiJukogyoK.K. | | |
| 75910<br>44160<br>JCSM | **Hino Maru No. 3**<br>*Cruiser Stern* | | 4391<br>—<br>2622 | | | | | 1937 | Mitsubishi JukogyoK.K Kobe | HinomaruKisen K.K. | 360·1\|50·0\|29·0 | Kobe<br>Japanese | 2 steam turbines DR geared to 1 screw shaft 383NHP<br>MitsubishiJukogyoK.K. | | C |
| 75911<br>35883<br>JCBH | **Hinode Maru**<br>*OilEng.*<br>*Mchy.Aft* *ss*Osa.No.2–39<br>*CruiserStern* 1*Dk*(*Stl*)& *Web frames* | | 321<br>222<br>129 | ✠100A1<br>*Coasting Service Japan*<br>3,41 ✠LMC3,39 ✠LMC(M)3,41<br>*Carrying Petroleum in bulk* | Yka | *e* | CL<br>3,41 | 1930<br>2mo | MitsuiBussan Kaisha, Tama | TeikokuSenpaku K.K.(The Rising Sun Petroleum Co. Ld.*Mgrs.*) | 135·5\|23·5\| 9·5<br>Q58'F18' FK<br>PonQ49' *FPT* 20*t* | Yokohama<br>Japanese<br>8*BHpt Cem*<br>*APT* 6*t* | Oil Engines 2S.C.SA<br>4Cy.15¾″–17$\frac{1}{16}$″ 175NHP<br>KromhoutMotorenfb.Ams. | 9 ″ 6 | |
| 75912<br>45115<br>JWFM | **Hinoki Maru**<br>*OilEng.* | | 500<br>—<br>262 | | | | | 1939 | Kozaki Dock K.K. Kozaki | UwazimaUnyu K.K | 145·0\|28·0\|14·0 | Uwazima<br>Japanese | Oil Engines | | |
| 75913<br>DCBJ | **Hinrich** (*ex*Roon)<br>1*Dk* | | 523<br>389<br>308 | | | | | 1909 | Nüscke& Co. Stettin | Sartori&Berger | 167·8\|26·7\|11·1<br>Q48'B41'F18' | Kiel<br>German<br>*WB* | C.2Cy.18″&31″–20″<br>36NHP<br>OttensenerMasch.Ottensen | | G |
| 75914<br>DHLS | **Hinrich Peters** (*ex*Bornholm, *ex*Rimfaxe)<br>*Well deck* 1*Dk* | | 856<br>*s* 686<br>483 | | | | | 1908 | Helsingörs Jernsk&Msk Elsinore | H.Peters | 210·4\|32·1\|12·7<br>P13'Q52'B90'F24' | Hamburg<br>German<br>*WB* | T.3Cy.15″,24″&40″–27″<br>83NHP<br>HelsingörsJernsk.&Mskb. | | G |
| 75915<br>LCOL | **Hiram**<br>2*Dks* | | 1930<br>1646<br>1108 | | | | | 1926 | Fredrkstad Mek.Værks. Fredrikstad | BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*) | 280·3\|42·1\|18·0 | Drammen<br>Norwegian<br>*WB* | T.3Cy.21″,33″&56″–36″<br>188NHP<br>FredrikstadM.V.Frdstad. | | N |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiels. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Temps assigné maintenant expiré. Lettre d'Appuiement. | 7 | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registre des sous-marins. ✠ Navire Cert. H. Trinity. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75916 30479 JPIA | **Hiran Maru** Ⓟ D.F. | Twin Sc (*Ferry*) 2 *Dks* | 3459 2363 1269 | | | | | 1923 | Uraga Dock K.K. | Government of Japan (Dept. of Railways) | 350·0 | 52·0 | 22·0 | Tokyo Japanese | SR geared Steam Turbines | | |
| 75917 19224 JLNB | **Hirano Maru** Ⓟ Wireless | 1 *Dk* | 1227 1006 849 | | | | | 1916 | Osaka Iron Works, Ld. Osaka | Shimatani Kisen K.K. | 220·0 P24′ | 33·5 B35′ | 18·5 F30′ | Yesumi Japanese *WB* | T. 3 Cy. 13½″, 23′ & 38″–30″ 79 NHP Osaka Iron Wks. Ld. Osaka | | |
| 75918 138908 VTCM | **Hiravati** Ⓟ *Fitted for oil fuel* | Twin Sc 1 *Dk* | 580 470 246 | ✠ ... 12,30 ✠ | | | | 1930 10 mo | Bow, McLachlan & Co. Ld. Paisley | Bombay Stm. Nav. Co. Ld. | 199·7 *Shade dk* | 33·1 | 10·9 FK | Bombay British *WB* | T. 6 Cy. 12″, 20″ & 33″–21′ 240 NHP Bow, McLachln & Co Ld Psy. | 11 ″ 6 | |
| 75919 LJKJ | **Hird** (*ex* Hoperange–37, *ex* Swanley–32) D.F. | *Oil Eng.* ss Gls. No. 3–12, 30 ss Ant. No. 2–38 1 *Dk (Stl) & Shelter dk (Stl) Cruiser Stern* | *4950* *4646* *3058* | ✠ 100 A1 *with freeboard* 6,403 ~~6,440~~ ✠ LMC ✠ NE 12,27 DBS ~~12,06~~ 6,40 | Liv Cff | *a* † | CL 9,38 | 1924 6 mo | Barclay Curle & Co. Ld. Glasgow *Lloyd's SA & CP* | D/S A/S Vard (Jacobsen & Salvesen, *Mgrs.*) *Duct keel in way of mediate B Hin fore Cell DB 352′ 1204* | 411·9 F40′ *Lloyd's SA & CP* 1 *Inter* | 55·4 FK *No. 2 hold 134′ (Coll to Sh dk 5 ,, 2nd ,, ) hold dispensed with t DTa 26′ 1049 t FPT* | 26·3 | Oslo Norwegian 6 *B Hpt Cem* 5 ,, 2nd ,, ) 147 *t APT* 58 *t* | Oil Engines 2S.C.SA 3Cy. 22½″–91½″ 482 NHP NDB (*f*) 32–*120lb* NDB (*a*) made 16 *refitted* 32–*125lb* Barclay, Curle & Co. Ld. Gls. | 29 ″ 0 s 3 ″ 7½ 25 ″ 7 | |
| 75920 32826 TKMB | **Hiro Maru** Ⓟ | 1 *Dk* | 549 443 330 | | | | | 1927 | Namura Gennosuke Osaka | Kita Kyushu Syosen K.K. | 170·0 | 25·0 | 15·0 | Fukuoka Japanese | T. 3 Cy. | | |
| 75921 230942 KLKA | **Hirondelle** (*ex* Yacht) | | 1243 — 845 | | | | | 1911 | Forg & Ch. de la Médit. SA La Seyne | ~~Viking Maritime Corp., Inc.~~ Vincente Madrigal | 291·7 P38 | 36·2 F35′ | 17·1 | Manila, P.I. Utd States | T. 3 Cy. 11′, 30″ & 46–30″ 116 NHP Forg. & Ch. de la Médit. S.A. | | |
| 75922 148710 GWDR | — | ss Lon. No 3–4, 38 1 *Dk (Stl) & Shelter dk (Stl) Cruiser Stern* | 893 703 391 | ✠ 100 A1 *with freeboard* 8,404 ~~8,88~~ ✠ LMC MS 7,38 BS ~~7,38~~ 5,40 | Lon Abn | *n* | CL N 3,38 | 1925 12 mo | Greenock Dkyd. Co. Ltd. Greenock *Lloyd's SA & CP* | General Stm. Nav. Co. Ltd. *Cell DB 182′ 273 t FPT* | 210·7 B60′ *Lloyd's SA & CP* | 34·7 FK *5 B Hpt Cem Coll to Sh dk 32 t APT 22 t* | 12·1 ( | London British 200 lb 2SB, *4cf*, GS 82, HS 2804 Ross & Duncan, Glasgow | T. 3 Cy. 16″, 27½′ & 45′–33′ (*s*) 159 NHP s ″ 2 13 ″ 11½ | 14 ″ 0 | |
| 75923 23352 JMGE | **Hirosi Maru No. 3** (*ex* Kirishima Maru No. 20) Wireless | 1 *Dk* | 940 800 631 | | | | | 1918 | Namura Co Osaka | Kosin Kisen Gosi Kaisya | 190·0 | 31·0 | 18·5 | Yesumi Japanese *WB* | T. 3 Cy. 13½″, 22¼′ & 37½″–27′ 73 NHP Nagaoka Irn. Fndry. Nag. | | |
| 75924 39715 JWXI | **Hirota Maru** | *Oil Eng.* 1 *Dk* | 479 — 319 | | | | | 1934 | Kasado Dck. K.K. Suyetakeminami | Kobe Sanbashi K.K. | 140·8 | 28·5 | 13·0 | Kobe Japanese | Oil Engines | | |
| 75924* 46629 JPYN | **Hirotama Maru** | | 1911 — 1058 | | | | | 1939 | Kawaminami Kogyo K.K. Koyagi | Tal Syosen K.K. | 271·7 | 40·0 | 20·3 | Tokyo Japanese | Steam Engines | | |
| 75925 37279 JCDH | **Hisi Maru** (*ex* Mitsubishi Maru) *Mchy. Aft* *Carrying Petroleum in bulk* | *Oil Eng.* 1 *Dk* | 492 413 305 | | | | | 1931 | Mitsubishi Zosen Kaisha Ld. Kobe | Ogimachi Tanker K.K. | 159·0 Q42′ | 27·5 F20′ | 15·0 | Yokohama Japanese *WB* | Oil Engines 4S.C SA 6Cy. 9½″–15″ 57 NHP Mitsubishi Zosen Kaisha Ld | | |
| 75926 42695 JKML | **Hisi Maru No. 2** *Carrying Petroleum in bulk* *Cruiser Stern* | *Oil Eng.* 1 *Dk* | 857 — 552 | | | | | 1936 | Mitsubishi Jukogyo K.K. Kobe | Ogimachi Tanker K.K. | 190·2 P17′ | 32·8 F6′ | 16·1 | Tokyo Japanese *WB* | Oil Engines 4S.C.SA 6Cy. 16¾″–24⅞″ 164 NHP Mitsubishi Jukogyo K.K. Kobe | | |
| 75927 5396 SEWG | **Hispania** | 2 *Dks* | *1323* *1096* *603* | | | | | 1912 | Antwerp Eng. Co. Ltd. Hoboken | Rederi A/B Svenska Lloyd (K. R. Bökman, *Mgr.*) | 236·8 H95 *t* | 37·3 23·2 | 16·2 | Gothenbrg Swedish *WB* | T. 3 Cy. 20″, 33″ & 54″–36′ 175 NHP N.E. Marine Eng Co Ld Nwc | | V |
| 75928 147290 GKYF | **Historian** | ss Liv. No. 3–12, 37 2 *Dks (Stl)* | 5074 4720 3156 | ✠ 100 A1 ~~5,40~~ 1,40 2,41 ✠ LMC MS 12,37 BS ~~9,40~~ 9,40 | Liv Gls | *y* | CL N 12,37 | 1924 12 mo | C. Connell & Co. Ld. Glasgow *Lloyd's SA & CP* | Charente S.S. Co Ld (T. & J. Harrison, *Mgrs.*) *Cell DB 340′ 1122 t* | 395·5 409·5 (O.L.) P38′ B128′ F40′ *DTa 30′ 762 t FPT 76 t APT 26 t* | 52·5 FK | 28·0 | Liverpool British *Cem 7 B Ht to Udk* 1 ,, ,, 2 *nd* ,, | T. 3 Cy. 26″, 43″ & 73′–48′ (*r*) 200 lb *120lb* 464 NHP 2 DB (Spt), *12cf*, GS 210, HS 7706 D. Rowan & Co. Ld. Glasgow | 30 ″ 6 s 5 ″ 10½ 24 ″ 10½ | |
| 75929 8124 JKWB | **Hitaka Maru** | ss Yka. No. 2–09 1 *Dk & Awng dk* | 740 687 426 | ✠ ... 10,13 ✠ | | | | 1901 7 mo | Kawasaki Dockyard Co. Ld. Kobe | Taiyo Syosen K.K. | 188·5 | 25·5 19·8 BK 7″ | 12·8 | Kago-shima Japanese *WB* | T. 3 Cy. 16¼″, 26″ & 43″–30″ 118 NHP Kawasaki Dockyd Co. Kobe | 13 ″ 8 | |
| 75930 45868 JZWM | **Hitati Maru** D.F. Gyc. *Cruiser Stern* 2 *Dks* | | 6540 — 3891 | | | | | 1939 | Osaka Iron Works, Ld. Innoshima | Nissan Kisen K.K. | 424·1 P41′ B154′ F45′ | 57·4 | 34·4 | Tokyo Japanese *WB* | 2 steam turbines D R geared to 1 sc. shaft 517 NHP Hitati Seisaku-syo, Tokyo | | |
| 75931 42939 JNIL | **Hiyosi Maru** *Cruiser Stern* 2 *Dks* | | 4046 — 2363 | | | | | 1937 | Kawasaki Dkyd. Co. Ld. Kobe | Azuma Kisen K.K. | 352·0 P29′ B90′ F30′ | 50·0 | 27·5 | Kobe Japanese *WB* | 2 DR geared steam turbines 333 NHP Kawasaki Dkyd Co Ld Kobe | | C |
| 75932 42353 JJHK | — Wireless *Mchy. Aft* | 1 *Dk* | 1287 — 690 | | | | | 1936 | Asano S.B. Co. Yokohama | Konan Kisen K.K. (Hinode Kisen K.K. *Mgrs.*) | 219·4 P38′ F12′ | 35·8 | 18·5 | Tokyo Japanese *WB* | T. 3 Cy. 16⅜″, 27½′ & 46½″–36″ 130 NHP Asano S.B. Co. Yka. | | |
| 75933 43729 JYNL | — | *Oil Eng.* 1 *Dk* | 362 — 212 | | | | | 1936 | Kanasashi Zosensho Shimizu | Hitaka Waichiro | 134·8 | 23·0 | 12·5 | Kobe Japanese | Oil Engines | | |
| 75934 24710 | — | Wood Aux Sr 1 *Dk* | 328 269 206 | | | | | 1918 | Yamamoto Shikakichi Sakihama | Miwa Kisen K.K. | 111·5 B21′ F19′ | 25·6 | 13·5 | Ushioye Japanese | C. 2 Cy. 13½″ & 24½″–16″ 18 NHP | | |
| 75935 9449 JLGB | **Hizen Maru** Ⓟ (*ex* Mathilde) Wireless | 1 *Dk & Spar dk* | 946 — 682 | | | | | 1891 | Blohm & Voss Hamburg | Omati Kitazo | 222·1 B31′ H— | 29·3 | 17·0 | Otaru Japanese *WB* | T. 3 Cy. 15¼″, 24⅝″ & 39½″–33″ 90 NHP Blohm & Voss, Hamburg | | |
| 75936 LIZS | **Hjalmar Wessel** *Mchy. Aft* D.F. | 1 *Dk* *Cruiser Stern* | 1742 1312 985 | | | | | 1935 | Framnæs Mek. Værks. A/S Sandefjord | A/S Borregaard | 253·3 P72′ | 39·7 B22′ F33′ | 17·5 | Sarpsborg Norwegian *WB* | C. 4 Cy. (2) 13½″ & (2) 32½″–30½″ 96 NHP Fredrikstad M.V. Frdstad | | N |
| 75937 6869 SMHA | **Hjelmaren** D.F. | *Oil Eng.* ss Got. No. 3–6, 35 ss Got. No. 1–38 1 *Dk (Stl) & Shelter dk (Stl)* | *2467* *2030* *1186* | ✠ 100 A1 *Shelter dk* *with freeboard* ~~7,40~~ 1,40 ~~1,89~~ 1,41 ✠ LMC CS 4,39 DBS ~~6,39~~ 7,40 ~~5,39~~ 7,40 | Skm McN Ns | *u* | OG ~~2,38~~ 6,40 | 1922 10 mo | A/B Göta-verken Gothenburg *Lloyd's CP* | Rederi A/B Transatlantic (G. Carlsson, *Mgr.*) *Cell DB 223′ 780 t* | 312·3 FK *Collision* | 45·6 | 19·8 | Gothenbrg Swedish *pt Cem n B Ht to Sh dk* 4 ,, ,, *U* ,, | Oil Engines 2S.C.SA 6Cy. 23½″–35 5/16″ DB–*80lb* 585 NHP Aktieb. Atlas Diesel, Stockholm | 22 ″ 9 s 1 ″ 5 21 ″ 7½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter. | 7* Date when rail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75938 155922 MMZB | **Ho Kwang** Twin Sc *Oil Eng.* *ss* Shi. No. 2–39 *Mchy. Aft* 1 *Dk (Stl) & Web frames* | 684 537 372 | ✠ **A1** *Carrying Petroleum in bulk & petroleum prod* 10,409~~,20~~ DBS~~—~~ 10,40 | Shi | OG 9,39 | 1931 5mo | New E. & S.B. Wks. Ltd. Shanghai *Lloyd's* | Asiatic Petroleum Co. (North China), Ltd. | 200·0 F26′ | 32·3 | 10·5 FK | Shanghai British 11 *BH pt Asp* | Oil Engines 2S.C.SA 12Cy. 11½″–13½″ 276 NHP DB *160lb* H. Widdop & Co. Ld. Kghley | 11 ″ 3 s 2 ″ 9½ 8 ″ 7½ | |
| | | | ~~LMC 9,39~~ *For Service on the Yangtze River, draught not to exceed 8ft. 10ins. & to Wenchow, or between Singapore & Rangoon or Kuantan (S.S.N.B.) summer moulded draught not to exceed 8ft. 6 ins* | | | | | | | *DTf* 41′ *FPT* 7*t* | | | | *APT* 38*t* | | |
| 75939 | **Ho Shun** (*ex* Nakagawa Maru) | 886 — 484 | | | | 1901 | Boyd & Co. Shanghai | Ta Tung Hsing S.S. Co. | 216·0 | 30·0 | 20·0 | Shanghai Chinese | T. 3Cy. 16¾″, 27′ & 43″ Boyd & Co., Shanghai | | |
| 75940 138074 | **Hochelaga** Ⓟ (*ex* Yacht, *ex* Waturus) *ss* Hfx. 3rd No. 3–4, 34 Sub. Sig. *2 Dks* | 628 — 427 | ✠ — 5,38 ✠ | Hfx | | 1900 4mo | Hawthorns & Co. Ld. Leith | Hochelaga Shppg. & Towing Co. Ld. | 192·6 Q54′ | 27·6 BK 7″ | 14·8 | Ottawa British *4 BH Cem* | T. 3Cy. 18″, 28″ & 49″–33″ 162 NHP 1B, *4cf*, GS 91, HS 2682 Hawthorns & Co. Ld. | | |
| 75941 DHLV | **Hochsee** (*ex* Rheinland) *1 Dk* *Cruiser Stern* | 2245 1859 1341 | | | | 1926 | Schiffsw. v. H. Koch A.G. Lübeck | W. Schuchmann | 282·8 Q99′ B69′ F31′ | 45·3 *WB* | 17·8 | Hamburg German | T. 3Cy. 21⅝″, 35 7/16″ & 55 1⅛″–35 7/16″ 186 NHP J. Frerichs & Co. Osterholz-Scharmbeck | | G |
| 75942 | **Hock Lee** *2 Dks* | 422 392 233 | | | | 1908 | Bow, McLachlan & Co. Ld. Paisley | Tsang Kok Wah | 135·0 P24′ F20′ *Shade dk* 66′ | 22·2 | 16·0 | Macao Portuguese *WB* | C. 2Cy. 16″ & 34″–24″ 47 NHP Bow, McLachln & Co Ld Psy. | | |
| 75943 128872 MDFN | **Hodder** *ss* Goo. 2nd No. 3–9,35 *ss* Goo. No. 1–40 *1 Dk (Stl) & deep framing* | 1016 833 421 | ✠ 100A1 5,40 1,35 ~~5,40~~ ~~1,35~~ 6,40 ~~LMC 8,35~~ 5,40 | Goo | *o* OG ~~8,35~~ 4,40 | 1910 2mo | W. Dobson & Co. Ld. Newcastle *Lloyd's* | London Midland & Scottish Rly. (Associated Humber Lines Ld. *Mgrs*) *Cell DB* 58′ | 240·2 P38′ B88′ F35′ | 34·2 FK | 15·4 | Goole British *5 BH Cem* | T. 3Cy. 22″, 36″ & 61″–39″ (*r*) 180 lb 331 NHP 2SB, *6cf*, GS 124, HS 4948 FD Wllsnd Slpwy. Co. Ld. Nwc. | 16 ″ 4 s 1 ″ 10½ 14 ″ 9½ | |
| 75944 DJQX | **Hödur** (*ex* Haggersgate–36, *ex* Chalister) D.F. *ss* Rot. No. 3–9,26 *ss* Cff. No. 2–34 *1 Dk (Stl) & Shelter dk (Stl)* | 5386 4973 3361 | ✠ ... 6,36 ✠ | Liv | *a*† | 1913 8mo | D & W Hendersn & Co. Ld. Glasgow | Seereederei "Frigga" A.G. | 424·5 *uE* 15′ *f* 91′ 182*t* *FPT* 9′ *f* 184′ 137*3t* *FPT* 14*t* *APT* 31*t* *Cell DBa* 144′ *uE & B* 3 | 54·8 FK | 25·5 | Hamburg German *7 BH* 167*t* *APT* 80*t* | T. 3Cy. 24½″, 46″ & 74″–48″ 470 NHP 3SB, *12cf*, GS 240, HS 8057 D & W. Hendersn & Co Ld Gls | 28 ″ 6 | G † |
| 75945 LJAF | **Höegh Carrier** *Oil Eng.* D.F. *1 Dk & Shelter dk* *Cruiser Stern* | 4906 4405 2965 | ✠ 100A1 *with freeboard* 5,39 DBS 3,39 ~~LMC 8,35~~ *Carrying Cargo Oil F. P. abo* | Ams | *z* CL N 5,39 | 1935 8mo | Akt. Burmeistr & Wain Copenhagen *Lloyd's* ve 150° | Skibs A/S Arnstein (Leif Höegh & Co. A/S & Per Holm, *Mgrs.*) F. *in deep tank* *Cell DB* 342′ 1282*t* *MT* 28′ 1086*t* | 392·9 408·7 (O.L.) P31′ F32′ | 54·3 FK | 26·1 | Oslo Norwegian *7 BH* (*Coll to Sh dk* 6 ,, *2nd* ,,) *FPT* 130*t* *APT* 192*t* | Oil Engines 2S.C.DA 6Cy. 17 1/16″–47¼″ 644 NHP DB *90lb* Akt. Burmeistr & Wain, Cpn | 28 ″ 4 s 3 ″ 1 25 ″ 5¼ | |
| 75946 LJJN | **Höegh Giant** *Oil Eng.* D.F. E.S.D. *1 Dk, 2nd dk in mchy. space* *Mchy. Aft* *Progressive Survey of oil tanks* *Longitudinal framing at bottom & Cruiser Stern at deck in centre tanks* | 10990 10114 6590 | ✠ 100A1 10,40 ~~4,40~~ NYk DBS 2,39 ~~LMC 2,37~~ *Carrying Petroleum in bulk* | Sba | *f*† CL 3,40 | 1937 2mo | Deutsche Werft A.G. Bet Finkenwrder Hamburg *Lloyd's* | Skibs A/S Abaco, Aruba, Astrea & Noruega (Leif Höegh & Co. A/S, *Mgrs.*) *Cell DBu E* 43′ 67*t* *D* | 508·1 (O.L.) P115′ B29′ F62′ *Tf* 32′ 679*t* | 69·2 FK | 36·5 | Oslo Norwegian 17 *BH pt Cem* *FPT* 254*t* | Oil Engines 2S.C.DA 7Cy. 23⅝″–43 7/16″ 1362 NHP 2 DB *180lb* DB (WT) *180lb* Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg *APT* 106*t* | 36 ″ 4 s 7 ″ 5¾ 29 ″ 2¼ | |
| 75947 LJIA | **Höegh Hood** *Oil Eng.* D.F. *Cruiser Stern* *1 Dk* *Progressive Survey of oil tanks* *Longitudinal framing at bottom & Mchy. Aft deck in centre tanks* | 9351 8680 5652 | ✠ 100A1 3,40 DBS 12,40 ~~LMC 12,36~~ *Carrying Petroleum in bulk* | Bom | *e*† CL 8,39 | 1936 12mo | Odense Staalskibsvft ved A P Möller Odense *Lloyd's* | A/S Atlantica (Leif Höegh & Co. A/S, *Mgrs.*) *Cell DBu E* 81′ 29*t* *D* | 485·8 P98′ B34′ F37′ *Tf* 26′ 443*t* | 65·7 FK | 35·8 | Oslo Norwegian 14 *BH* *FPT* 167*t* *APT* s 230*t* | Oil Engines 4S.C.SA 7Cy. 29½″–59 1/16″ 572 NHP 2 DB *180lb* Akt. Burmeistr & Wain, Cpn | 35 ″ 10 s 8 ″ 1 28 ″ 0 | |
| 75948 LIWC | **Höegh Merchant** *Oil Eng.* *ss* Liv. No. 1–38 D.F. 1 *Dk & Shelter dk* *Cruiser Stern* | 4858 4362 2921 | ✠ 100A1 *with freeboard* 10,40 ~~3,40~~ ~~LMC CS 12,39~~ DBS ~~3,35~~ 10,40 ~~3,35~~ 5,39 *Carrying cargo oil F. P. abo* | Vcr | *z* CL N 3,40 | 1934 9mo | Akt. Burmeistr & Wain Copenhagen *Lloyd's* ve 150° | Skibs A/S Abaco, Aruba, Astrea & Noruega (Leif Höegh & Co. A/S, *Mgrs.*) F. *in deep tank* *Cell DB.* 33′ 1256*t* *MT* | 387·9 P31′ F34′ | 54·2 FK | 26·0 | Oslo Norwegian 7 *BH* (*Coll to Sh dk* 6 ,, *2nd* ,,) 7′ 1079*t* *FPT* 133*t* *APT* 190*t* | Oil Engines 2S.C.DA 6Cy. 17 1/16″–47¼″ 644 NHP DB *90lb* Akt. Burmeistr & Wain, Cpn 28′ | 28 ″ 3 s 3 ″ 0½ 25 ″ 4½ | |
| 75949 LKCY | **Höegh Scout** *Oil Eng.* *1 Dk* *Mchy. Aft* *Cruiser Stern* *Carrying Petroleum in bulk* | 9924 9191 5983 | | | | 1939 | Deutsche Werft A.G. Bet Reihstgwrft Hamburg | A/S Atlantica & Skibs-A/S Arnstein (Leif Höegh & Co. A/S, *Mgrs.*) | 492·9 P113′ F74′ | 66·1 | 36·4 | Oslo Norwegian *WB* | Oil Engines 2S.C.DA 6Cy. 23⅝″–43 5/16″ 1163 NHP Maschinenfbrk. Augsburg-Nürnburg A.G. Augsburg | | N |
| 75950 LKEC | **Höegh Silvercloud** *Ref. Mchy.* *Oil Eng.* D.F. E.S.D. *1 Dk & Shelter dk* *Cruiser Stern* | 5287 4401 3145 | | | | 1939 | Flensburgr Schiffsb. Ges. Flensburg | Skibs A/S Arizona (Leif Höegh & Co. A/S, *Mgrs.*) | 414·3 F28′ | 55·7 | 24·9 | Oslo Norwegian *WB* | Oil Engines 2S.C.DA 5Cy. 23⅝″–43 5/16″ 969 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | N |
| 75951 LKLL | **Höegh Silverdawn** *Oil Eng.* *2 Dks, 3rd dk in Nos. 2 & 4 holds* *Platform dk in No. 3 hold* *Ref. Mchy.* *Cruiser Stern* E.S.D. | 7715 — 4730 | ✠ 100A1 5,41 ~~3,40~~ Vcr ~~LMC 3,40~~ ~~Lloyd's RMC 3,40~~ The fish chamber & No. 4 hold port fwd. chamber for 5° F., No. 4 hold aft port chamber for 14° F., all other chambers for 32° F. *Carrying cargo oil in fore & after peak tanks F. P. above 150° and D* | Cpn Vcr | *b*† CL | 1940 3mo | Akt. Burmeistr & Wain Copenhagen *Lloyd's* *Cell* | Skibs A/S Arizona (Leif Höegh & Co. A/S, *Mgrs.*) *Duct keel* *DB* 379′ 1411*t* *DTa* *space* 8′ 254*t* *MT* 30′ *F.* *Ts* | 444·3 465·5 (O.L.) P35′ F80′ *fwd. of mchy. space* 55′ 1166*t* *wing tanks* 1146*t* *DTf* 47′ 1176*t* | 58·3 FK | 35·0 | Oslo Norwegian 8 *BH pt Cem* *in mchy.* *FPT* 134*t* *APT* 140*t* | Oil Engines 2S.C.DA 5Cy. 21⅝″–63″ DB *90lb* 1064 NHP Akt. Burmeistr & Wain, Cpn | 37 ″ 6 s 8 ″ 11 28 ″ 10 | |
| 75952 LJIB | **Höegh Silverlight** *Oil Eng.* D.F. E.S.D. *1 Dk & Shelter dk* *Ref. Mchy.* *3rd dk in No. 1 hold* *Butts of keel electrically welded* *Cruiser Stern* | 5197 4361 3186 | ✠ ... 6,38 ✠ | Vcr | *z* CL | 1936 12mo | Deutsche Werft A.G. Bet Reihstgwrft Hamburg *Cell DB* 349′ 1094*t* *DTf* 41′ 1163*t* *MT* 32′ 1203*t* *D* | Skibs A/S Abaco, Aruba, Astrea & Noruega (Leif Höegh & Co. A/S, *Mgrs.*) | 409·6 F30′ (3 *BH including Coll* *Ta* 43′ 1338*t* | 55·8 FK | 25·1 | Oslo Norwegian 7 *BH pt Cem* *to Sh dk* 4 ,, *2nd* ,,) *FPT* 88*t* *APT* 158*t* | Oil Engines 2S.C.DA 5Cy. 23⅝″–43 5/16″ 973 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 28 ″ 6 | N † |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Arrmt assigné. Maintenant expiré. Lettre d'Entrement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au milieu du navire. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où ce navire est dans le L. R. Durée Cert. Ref. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75953 | **Höegh Silverstar** | *Oil Eng.* | 5415 | ✠ ... | Cpn | *b*† | CL | 1938 | Akt. Burmeistr & Wain | SkibsA/S Abaco, Aruba, Åstrea & Noruega (LeifHöegh&Co. A/S, *Mgrs.*) | 442·0 | 58·4 | 25·4 | Oslo | T. 3 Cy. 17½″–47½″ 860 NHP | 29 *ft* 0 | N |
| LJSX | D.F. E.S.D. | 1 *Dk & Shelter dk* | 4725 | 9,38 | | | | 1 mo | Copenhagen | | 459·5 (o.l.) | | | Norwegian | 8 Cy. 17½″–47½″ 860 NHP | s 3 *ft* 6¾ | † |
| | *Ref. Mchy.* | *Cruiser Stern* | 3261 | ✠ | | | | | | | P32′F72′ FK | | | | 7 *B Hpt Cem* | 25 *ft* 7½ | |
| | | | | | | | | | | | | | | | *Coll to Sh dk* | | |
| | | | | | | | | | | | | | | | 6 „ 2nd„) | | |
| | | | | | | | | | | *Cell D B* 379′1432*t* | *D Ta* 55′1171*t* | *M T* 30′1148*t* | | | | | |
| | | | | | | | | | | *D Ts in mchy. space* 8′254*t* | *D T f* 47′1180*t* | *F P T* 1 34*t* | | *A P T* 136*t* | | | |
| 75954 | **Hoeisan Maru** (*ex* Hoyeisan | | 6032 | ✠ ... | Tama | *z* | | 1918 | Osaka Iron | Yamashita Kisen | 407·2 | 50·8 | 32·5 | Kobe | T. 3 Cy. 27″, 45″ & 75″–51″ | 32 *ft* 7 | C |
| 23650 | Maru–38) | *ss* Kob. No 3–9,31 | 5183 | 2,39 | | | | 10 mo | Works, Ld. | K.K. | | | | Japanese | 553 NHP | | † |
| JFQD | | *ss* Kob. No. 1–35 | 3799 | ✠ | | | | | Innoshima | | P40′B138′F46′ FK | | | | 3SB, *9 cf*, GS 190, HS 8100 | | |
| | D.F. | *Fitted for oil fuel* 2 *Dks* (*Stl*) | | | | | | | | *Cell D B* 360′980*t* | *D Ta* 27′767*t* | *F P T* 106*t* | | *A P T* 26*t* | Osaka Iron Works, Ld. | | |
| 75955 | **Hoggar** Ⓟ | | 5146 | | | | | 1923 | Forg. & Ch. de la Médit. La Seyne | Cie. de Navigation Fraissinet | 390·2 | 50·2 | 25·9 | Marseilles | T. 3 Cy. 27½″, 44½″ & 74″–47½″ | | V |
| | *Ref. Mchy.* | *Fitted for oil fuel* | — | | | | | | | | P85′B161′F54′ | | | French | 375 NHP | | |
| FOOG | D.F. | 2 *Dks* | 3109 | | | | | | | | | | | *WB* | Forg. & Ch. de la Médit. Msl. | | |
| 75956 | **Hogland** (*ex* Kingswood, *ex* Rumney, | | 4360 | ✠ 100 A1 | Ams | *x* | CL | 1914 | J Readhead & Sons, Ld. South Shields | Curt Mattson Rederi A/B (Curt Mattson, *Mgr.*) | 374·8 | 50·4 | 26·3 | Helsingfrs | T. 3 Cy. 24″, 43″ & 71″–48″ (*r*) | 28 *ft* 9 | |
| | *ex* Onwen) | *ss* Ams. 2nd No. 3–6,39 | — | 6,39 | | | 5,39 | 1 mo | | | 362·9 | 51·0 | | Finnish | 180 lb 400 NHP | s 5 *ft* 4½ | |
| OHCE | | 1 *Dk* (*pt Irn pt Stl*) | 2590 | ✠ LMC | | | | | | | P32′B110′F34′ FK | | | 6 *B H Cem* | 3SB, *9 cf*, GS 173, HS 6467 | 23 *ft* 7 | |
| | | *Cargo battens not fitted* | | BS ~~3-4~~ 4,40 MS 6,39 | | | | *Lloyd's* | *A & CP* | *Cell D Ba* 110′ *u E & B* | 42′ *f* 161′1017*t* | *F P T* 75*t* | | *A P T* 61*t* | J. Readhead & Sons, Ld S Shl | | |
| 75957 | **Hohenfels** | | 7862 | | | | | 1938 | Bremer Vulkan Vegesack | Deutsche Dampfs Ges. "Hansa" | 488·1 | 61·3 | 31·1 | Bremen | Oil Engines 2S.C.DA | | G |
| | | *Oil Eng.* | 7106 | | | | | | | | | | | German | 12 Cy. 20½″–29½″ SR geared | | |
| DOTY | D.F. E.S.D. | 2 *Dks* | 4845 | | | | | | | | | | | *WB* | to 1 sc. shaft 1830 NHP | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | Bremer Vulkan, Vegesack | | |
| 75958 | **Hohsing** (*ex* Zira, *ex* Tanglin) | | *2030* | | | | | 1900 | Workman, Clark & Co. Ld. Belfast | Shaw Hsing S.S. Co. Ld. | 278·6 | 41·2 | 20·9 | New-chwang | T. 3 Cy. 19″, 32″ & 52″–30″ | | |
| | | *Fitted for oil fuel* | *1795* | | | | | | | | P74′Q26′ | | | Chinese | 148 NHP | | |
| XNAC | | 2 *Dks* | *1303* | | | | | | | | | | | *WB* | Workman, Clark & Co. Ld. | | |
| 75959 | **Hohuku Maru** | | 5825 | ✠ 100 A1 | Kob | *y* | OG | 1918 | Kawasaki Dkyd. Co. Ld. Kobe | Kokusai Kisen K.K. | 385·0 | 51·0 | 36·0 | Hasidate | T. 3 Cy. 26″, 43½″ & 72″–48″ (*s*) | 36 *ft* 0 | |
| 24035 | (*ex* Hofuku Maru–38) | *ss* Kob. No. 3–5,31 | 5586 | *Awng dk* | | | ~~6,38~~ | 11 mo | | | | | | Japanese | 200 lb 436 NHP | s 9 *ft* 1¾ | |
| JHMD | | *ss* Kob. No. 2–40 ~~*ss Yka. No 1–39*~~ | 4243 | *with freeboard* | | | 10,40 | | | | FK | | | *Cem* | 2SB (Spt) & 1 Aux SB, *8 cf*, | 27 *ft* 1 | |
| | | 2 *Dks* (*Stl*) & *Awng dk* (*Stl*) | | ~~6,38~~ 11,40 | | | | | | A & CP | | | | 5 *B H to U dk* | GS 154, HS 5636 FD | | |
| | | | | ~~[6,38]~~ 11,40 | | | | | | | *Collision B H to Awng dk* | | | *Cell D B* 334′1118*t* | *F P T* 126*t* | *A P T* 93*t* | Kawasaki Dkyd Co Ld Kobe |
| | | | | ~~[6,38]~~ ✠ LMC ~~[6,40]~~ | | | | | | | | | | | | | |
| | | *Fitted for oil fuel* 3,23 | | *F. P. above* 150° F. | | | | | | | | | | | | | |
| 75960 | **Hoi Nam** | **Wood Twin Sc** | 777 | | | | | | ..... Hong Kong | Teung Kwong Kee | 175·0 | 29·9 | 19·4 | Canton | C. 2 Cy. 13″ & 26″–13″ | | |
| | (*ex* Chinese Gunboat) | | — | | | | | | | | | | | Chinese | 20 NHP | | |
| | | 2 *Dks* | 484 | | | | | | | | | | | | | | |
| 75961 | **Höiaas** | **Wood Aux 3 Mst Sr** | 351 | | | | | 1921 | Mölhaugens Verft og Skibsbyggeri Porsgrunn | A/S Congo (Halvdan Realfsen, *Mgr.*) | 123·6 | 27·5 | 13·1 | Porsgrunn | Oil Engines 2S.C.SA | | |
| | | *Oil Eng.* | 283 | | | | | | | | | | | Norwegian | 2 Cy. 16½″–18½″ 96 NHP | | |
| LGJY | *Mchy. Aft* | 1 *Dk* | 247 | | | | | | | | P42*t* | Q6*t* | H10*t* | | J & C G Bolinders Co Ld. Skm | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 75962 | **Hoihow** Ⓟ | | 2798 | | | | | 1933 | Taikoo D. & E. Co. of H. Kg. Ld. Hong Kong | China Nav. Co. Ld. | 299·7 | 44·2 | 23·1 | London | T. 3 Cy. 20″, 33″ & 53″–39″ | | |
| 154079 | | | 2348 | | | | | | | | P37′B83′F39′ | | | British | 175 NHP | | |
| GCTK | | 2 *Dks* | 1629 | | | | | | | | | | | *WB* | Taikoo D. & E. Co. of H. Kg. Ld. H. Kg. | | |
| 75963 | **Hokkai Maru** | **Twin Sc** | 8416 | ✠ 100 A1 | Kob | *d*† | CL | 1933 | Mitsubishi Zosen Kaisha Ld. Nagasaki | Osaka Syosen K.K. | 446·8 | 60·5 | 40·7 | Osaka | Oil Engines 2S.C.SA | 40 *ft* 9 | |
| 38123 | | *Oil Eng.* | 7813 | *with freeboard* | | | 4,39 | 3 mo | | | | | | Japanese | 12 Cy. 28½″–49½″ 1678 NHP | s 13 *ft* 0½ | |
| JKVE | | *ss* Kob. No. 3–4,39 | 5105 | ~~5,40~~ ~~4,38~~ 3,41 | | | | | | | F40′ FK | | | 8 *B H* DB *100 lb* | | 28 *ft* 2½ | |
| | *Ref. Mchy.* GyC. | 3 *Dks* (*Stl*) | | ✠ LMC ~~C~~ 4,39 | | | | | | | | | | *Coll to W dk* | Mitsubishi Zosen Kaisha Ld. Nag. | | |
| | | *Cruiser Stern* | | DBS ~~4,37~~ 5,41 ~~4,39~~ 5,40 | | | | *Lloyd's* | *A & CP* | *Cell D B* 373′1316*t* | *Tanks in way of tunnels* | | | 7 „ 2nd„) | | | |
| | | | | ✠ Lloyd's ~~RMC 9,38~~ ~~5,40~~ ~~10,40~~ 5,41 | | | | | | | 1063*t* | *M Ts* 36′1185*t* | *F P T* 96*t* | *A P T* 89*t* | | | |
| | | *Carrying cargo oil* | | *F. P. above* 150° F. *in deep tanks* | | | | | | | | | | | | | |
| 75964 | **Hokki Maru** (*ex* War Begum–38, | | 5601 | ✠ 100 A1 | Nag | *z* | CL | 1919 | Palmers' Co Ld Newcastle | Kitagawa Sangyo Kaiun K.K. | 400·0 | 52·3 | 28·4 | Osaka | T. 3 Cy. 27″, 44″ & 73″–48″ (*s*) | 31 *ft* 0 | |
| 44561 | *ex* Thelma–37, | *ss* Yka. No. 3–1,31 | 4803 | 8,405,~~40~~ | Osa | ~~4,38~~ 8,40 | | 8 mo | | | | | | Japanese | 180 lb 517 NHP | s 5 *ft* 7½ | |
| JFGM | *ex* Herborg, | *ss* Kob. No. 2–38 | 3996 | ✠ LMC ~~[8,40]~~ 8,40 | | | | *Lloyd's* | *A & CP* | | P50′B121′F39′ FK | | | 11 *B Hpt Cem* | 3SB, *9 cf*, GS 190, | 25 *ft* 7 | |
| | *ex* Conus, | 1 *Dk* (*Stl*) 2 *tr B & W* | | *Carrying oil fuel in bulk F. P. above* 150° F. | | | | | | | | | | | HS 7668 FD | | |
| | *ex* War Begum) | *Longitudinal framing* | | *Fitted for oil fuel* 7,19 | | | | *F. P. above* 150° F. | | *Cell D Bu E & B* | 59′*f* 50′313*t* | *F P T* 99*t* | | *A P T* 68*t* | Palmers' Co. Ld. Newcastle | | |
| 75965 | **Hokko Maru** (*ex* Hokkoh Maru–38, | | 5347 | ✠ 100 A1 | Kob | *y* | CL | 1918 | Short Bros. Ld. Sunderland | Yamashita Kisen Goshi Kaisha (Yamashita Kisen K.K., *Mgrs.*) | 400·0 | 52·4 | 28·5 | Dairen | T. 3 Cy. 27″, 44″ & 73″–48″ (*s*) | 31 *ft* 0 | |
| 178 | *ex* Castellano–22, | *ss* Yka. No. 3–5,31 | 4795 | 3,412,~~40~~ | | ~~2,40~~ | 7 mo | | | | | | | Japanese | 180 lb 517 NHP | | |
| JHWA | *ex* War Spaniel) | *ss* Kob. No. 2–39 | 3253 | | | 3,41 | | | | | P49′B113′F40′ FK | | | 7 *B Hpt Cem* | 3SB, *9 cf*, GS 189, HS 7668 FD | | |
| | GyC. | 2 *Dks* (*Stl*) | | ✠ LMC ~~2,40~~ | | | | *Lloyd's* | *A & CP* | *Cell D B* 340′1137*t* | *F P T* 120*t* | *A P T* 203*t* | | | N.E. Marine Eng. Co. Ld. Sld. | | |
| | | *Cargo battens not fitted* | | 3,41 | | | | | | | | | | | | | |
| 75966 | — | | 4471 | | | | | 1907 | Ropner & Son Stockton | Kitagawa Sangyo Kaiun K.K. | 355·0 | 51·2 | 26·1 | Osaka | T. 3 Cy. 25″, 42½″ & 69″–48″ | | C |
| 44351 | (*ex* Athanasios–38, *ex* Cardigan) | | — | | | | | | | | F32′ | | | Japanese | 330 NHP | | |
| JQSL | *Trunk deck* | 1 *Dk* | 3484 | | | | | | | | | | | *WB* | N.E. Marine Eng. Co. Ld. Sld | | |
| 75967 | **Hoko Maru** | | 1514 | | | | | 1923 | Yokohama Dock Co. Yokohama | Nichiro Gyogyo K.K. | 250·5 | 37·0 | 19·0 | Shina-gawa | T. 3 Cy. 17″, 28½″ & 48″–30″ | | C |
| 29318 | Wireless | | 1159 | | | | | | | | P42′B58′F36′ | | | Japanese | 126 NHP | | |
| JNCA | *Mchy. Aft* | *Ref. Mchy.* 1 *Dk* | 798 | | | | | | | | | | | *WB* | Yokohama Dock Co. Yka. | | |
| 75968 | **Hokoku Maru** Ⓟ | **Twin Sc** | 10439 | | | | | 1939 | Tama S.B. Co. Ld. Tama | Osaka Syosen K.K. | ~~402·1~~ 400·5 | 66·3 | 40·7 | Osaka | Oil Engines 2S.C.SA | | |
| 46833 | D.F. E.S.D. GyC. | 3 *Dks* *Oil Eng.* | — | | | | | | | | | | | Japanese | 24 Cy. 24½″–45½″ 12490 NHP | | |
| JCSN | *Ref. Mchy.* | *Cruiser Stern* | 6159 | | | | | | | | | | | | Tama S.B. Co. Ld. Tama | | |
| 75969 | — | | 2800 | | | | | 1938 | Osaka Zosen K.K. Osaka | Toa Boeki K.K. | 270·0 | 40·0 | 20·3 | Japanese | T. 3 Cy. 18″, 29″ & 50″–39″ | | |
| | *Mchy. Aft* | | | | | | | | | | | | | | 156 NHP | | |
| | | | | | | | | | | | | | | | Kubota Iron Works Ld. Osa. | | |
| 75970 | — | | 1275 | | | | | 1936 | Tsurumi Seitetsu Zosen K.K. Yokohama | Hinode Kisen K.K. | 217·8 | 35·7 | 18·5 | Tokyo | T. 3 Cy. 16½″, 27½″ & 46½″–36″ | | |
| 42690 | | | 990 | | | | | | | | P26′F25′ | | | Japanese | 130 NHP | | |
| JJJK | Wireless *Mchy. Aft* | 1 *Dk* | 692 | | | | | | | | | | | *WB* | Tsurumi Seitetsu Zosen K.K. Yka. | | |
| 75971 | **Hokuan Maru** | | 3712 | | | | | 1938 | Tama S.B. Co. Ld. Tama | Dairen Kisen K.K. | 350·7 | 50·2 | 24·5 | Dairen | Oil Engines 4S.C.SA | | |
| 768 | | *Oil Eng.* | — | | | | | | | | P34′B82′F31′ | | | Japanese | 10 Cy. 21⅝″–39½″ 453 NHP | | |
| JQPG | D.F. | 2 *Dks* | 2084 | | | | | | | | | | | *WB* | Tama S.B. Co. Ld. Tama | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter | 7a Date when hull was last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L. R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75972<br>3033!<br>JYNA | **Hokurei Maru** Ⓟ<br>2 *Dks* | 2408<br>1751<br>1614 | | | | | 1924 | Yokohama DockCo. Yokohama | ToaKaiunK.K. | 274·5 \| 41·5 \| 22·8<br>P35′B84′F37′ | | | Tokyo<br>Japanese | T.3Cy. | | |
| 75973<br>36396<br>JJMC | **Hokuroku Maru** Twin Sc<br>*Oil Eng.*<br>*ss* Kob. No. 3–1,37<br>D.F. GyC. 3 *Dks (Stl)*<br>*Ref. Mchy.* *Cruiser Stern* | 8360<br>7812<br>5045 | ✠ 100 A1<br>*with freeboard*<br>~~5,40~~ 10,40<br>✠ LMC CS 1,36<br>DBS ~~2,39~~ 5,40 2,39<br>✠ Lloyd's RMC ~~1,38~~ ~~5,40~~ 10,40 | Kob | *d*† | CL<br>1,37<br>4,40 | 1930<br>1 mo | Mitsubishi ZosenKaisha Ld. Nagasaki | OsakaSyosenK.K.<br>*Lloyd's sA&CP* | 446·0 \| 60·5 \| 40·7<br>F40′ FK<br>*CellDB373′1295t Tanks in way of tunnels 978t* | | | Osaka<br>Japanese<br>*B Hpt Cem (Coll to Wdk 7 „ 2nd „ )* | Oil Engines 2S.C.SA<br>12Cy 26¾″–47½″ 1495NHP<br>DB *100lb*<br>Mitsubishi ZosenKaishaLdNag | 40 ″ 9<br>s 13 ″ 0½<br>28 ″ 2 | |
| | | | *Fitted for carrying oil* | | | 11,30 | | | *F.P. above 150° F. in deep tanks* | | *MTs 36′1185t FPT 96t APT 89t* | | | | | |
| 75974<br>20606<br>JFCD | **Hokuryu Maru**<br>(*ex* FukuMaru–38) *ss* Kob. No. 3–2,30<br>*ss* Kob. No. 1–33<br>1 *Dk (Stl)* & *Shelter dk (Stl)*<br>*Longitudinal framing* & *Web frames* | 4378<br>3692<br>2767 | …<br>5,37<br>✠ | Kob | *w* | | 1917<br>8 mo | OsakaIron Works, Ld. Innoshima | KitaNipponKisen K.K.<br>*CellDB298′ 1136t D Ta 32′693t FPT 115t* | 345·0 \| 49·8 \| 28·2<br>P30′B99′F34′ FK<br>*on Shelter dk*<br>*APT 29t* | | | Otaru<br>Japanese<br>6 *BHCem* | T.3Cy.24″,41″&67″–48″ 390NHP<br>2SB, *6cf*, GS 126, HS 5400<br>OsakaIronWorksLdOsaka | 28 ″ 2 | C<br>† |
| 75975<br>22307<br>JQUE | **Hokusei Maru**<br>(*ex* NanyoMaruNo.1–34)<br>Wireless 2 *Dks* | 1390<br>1137<br>821 | | Kob | | | 1918 | Uraga DockCo. Ld Uraga | OgawaGomei Kaisha | 200·0 \| 32·0 \| 22·9<br>B42′F22′ | | | Hakodate<br>Japanese<br>*WB* | T.3Cy.15½″,26″&43″–33″ 106NHP<br>UragaDockCo.Ld.Uraga | | |
| 75976<br>32485<br>JDVA | —<br>Ⓟ (*ex* NanyoMaru<br>No.3, *ex* Nagpur, *ex* NanyoMaruNo.3)<br>Wireless 2 *Dks* | 1285<br>1061<br>746 | | | | | 1918 | Uraga DockCo.Ld Uraga | HinodeKisenK.K. | 228·0 \| 33·0 \| 16·3 | | | Fusan<br>Japanese<br>*WB* | T.3Cy.15½″,26″&43″–33″ 106NHP<br>UragaDockCo Ld.Uraga | | |
| 75977<br>29845<br>JHDA | **Hokusen Maru** Ⓟ<br>(*ex* ChokyuMaru–35, *ex* SouthAmerican) *ss* Kob. No. 1–24<br>1 *Dk* | 2256<br>1846<br>1312 | ✠ …<br>5,28<br>✠ | Kob | *w* | | 1920<br>10 mo | Canadian Allis-Chalmers, Ld. Bridgeburg, Ont. | ~~KitaNipponKisen K.K.~~ Nipponkai KisenK.K. | 252·0 \| 43·6 \| 20·5<br>P27′B64′F24′ FK | | | Tokyo<br>Japanese<br>*WB* | T.3Cy.20″,33″&54″–40″ 274NHP<br>CanadianAllis-Chalmers Ld.Toronto | 23 ″ 0 | |
| 75978<br>26771<br>JNED | **Hokusin Maru** Ⓟ (*ex* Hokushin Maru–38, *ex* Honolulu Maru–34)<br>*ss* Osa. No. 3–8,32<br>*ss* Kob. No. 1–36<br>2 *Dks (Stl)*<br>*(Crab Canning Factory '39)* | 5820<br>—<br>3600 | ✠ …<br>1,39<br>✠<br>✠ NE&B 09 *refitted* 20 | Kob | *z* | | 1920<br>7 mo | OsakaIron Works, Ld. Innoshima | NipponSuisanK.K.<br>*CellDB36 2′1098t D Ta 27′756t* | 407·2 \| 50·8 \| 30·0<br>P40′B137′F46′ FK<br>*FPT 106t APT 26t* | | | Osaka<br>Japanese<br>*Cem*<br>7 *BH to U dk*<br>1 „ „ 2 *nd* „ | T.3Cy 27 3/16″,46½″&76⅜″–47½″ 651NHP<br>4SB, *12cf*, GS 234, HS 10032<br>F.Schichau, Elbing | 32 ″ 7 | |
| 75979<br>33177<br>JATC | —<br>(*ex* RyuguMaru–34, *ex* TamiMaru–33, *ex* DeikeRickmers, *ex* Cartagena, *ex* Cette) 1 *Dk* Wireless | 1997<br>1283<br>1446 | | | | | 1910 | Akt.Ges. "Neptun" Rostock | OgawaGomei Kaisha | 272·9 \| 37·6 \| 16·0<br>P200′F33′ | | | Tokyo<br>Japanese<br>*WB* | T3Cy22 1/16″,35 7/16″&55½″–37⅜″ 192NHP<br>A.G. "Neptun," Rostock | | |
| 75980<br>13094<br>JDLG | —<br>2 *Dks* | 469<br>—<br>277 | | | | | 1910 | S.Ono Osaka | FujiyamaKaiun K.K. | 156·4 \| 22·8 \| 16·1 | | | Otaru<br>Japanese | T.3Cy.12″,19½″&31½″–22″<br>E&B *made* 03 *refitd* 10 47NHP<br>S.Ono, Osaka | | |
| 75981<br>10742<br>JBJA | **Hokusui Maru** Ⓟ (*ex* Yetorofu Maru–34, *ex* Aphrodite) *ss* Kob. 2nd No. 3–9,23<br>*ss* Kob. No. 2–32<br>1 *Dk (Stl)* & *Spar dk (Irn)* & *deep framing* | 3945<br>3648<br>2849 | ✠ …<br>1,36<br>✠ | Kob | *w* | | 1898<br>1 mo | Russell& Co. Pt.Glasgow | AmakasuSangyo KisenK.K.<br>*CellDBa 112′ uE 18′ f146′* | 344·9 \| 49·8 \| 17·8<br>P20′B72′F36′ 25·8 FK<br>*APT 71t* | | | Habu<br>Japanese<br>6 *BHCem* | T.3Cy.25″,41″&66″–45″ 346NHP<br>2SB, *6cf*, GS 112, HS 4804<br>Rankin&Blackmore, Grk. | 28 ″ 5 | |
| 75982<br>41737<br>JDYG | **Hokusyo Maru**<br>(*ex* HokushoMaru–38)<br>2 *Dks*<br>*Cruiser Stern* | 4211<br>3550<br>2510 | | | | | 1937 | Uraga DockCo.Ld. Uraga | KitaNipponKisen K.K. | 359·3 \| 49·1 \| 28·9<br>P44′B108′F36′ | | | Tokyo<br>Japanese<br>*WB* | C.4Cy.(2)13″&(2)26″–15¾″<br>SR geared & LP turbine<br>DR geared to Sc. Shaft<br>350NHP<br>UragaDockCo.Ld.Uraga | | |
| 75983<br>44368<br>JZXL | **Hokutai Maru** (*ex* PeiTai–38, *ex* Galvan–37, *ex* Fororic, *ex* Verentia, *ex* WarLemur) *ss* Npt. No. 3–2,31<br>*ss* Ams. No. 1–35<br>2 *Dks (Stl)* | 5220<br>4803<br>3818 | ✠ …<br>4,39<br>✠ | Nag | *y* | | 1918<br>5 mo | Harland& Wolff, Ld. Belfast | KitagawaSangyo KaiunK.K.<br>*CellDB* | 400·4 \| 52·3 \| 28·4<br>P49′B113′F40′ FK<br>345′1123t *FPT* 112t | | | Osaka<br>Japanese<br>7 *BHpt Cem*<br>*APT* 181t | T.3Cy.27⅛″,44″&73″–48″ 518NHP<br>3SB, *9cf*, GS 190, HS 7668<br>Harland&Wolff, Ld.Bel. | 31 ″ 0 | C<br>† |
| 75984<br>28138<br>JIYB | **Hokuto Maru**<br>1 *Dk* | 2270<br>1935<br>1368 | | | | | 1923 | Hakodate DkydCo. Hakodate | NipponYusenK.K. | 270·0 \| 40·8 \| 24·0<br>P26′B62′F33′ | | | Tokyo<br>Japanese<br>*WB* | T.3Cy.20″,33″&55″–39″<br>Hakodate 189NHP<br>DockyardCo.Hakodate | | C |
| 75985<br>39934<br>JDUG | **Hokuyo Maru**<br>D.F. E.S.D. 2 *Dks*<br>*Cruiser Stern* | 4217<br>3561<br>2524 | | | | | 1936 | Uraga DockCo.Ld. Uraga | KitaNipponKisen K.K. | 357·0 \| 49·2 \| 28·9<br>P30′B110′F32′ | | | Tokyo<br>Japanese<br>*WB* | C4Cy.(2)13″&(2)23⅝″–15¾″<br>SR geared & LP turbine DR<br>geared to Sc. Shaft 350NHP<br>UragaDockCo.Ld.Uraga | | |
| 75986<br>23866<br>JTTB | —<br>(*ex* ShunkaiMaru)<br>Wireless | 1590<br>1312<br>1062 | | | | | 1919 | NittaKisen K.K. Osaka | KyodoKaiunK.K. | 240·0 \| 36·0 \| 20·9<br>P13′B55′F32′ | | | Moto<br>Japanese<br>*WB* | T.3Cy.17″,26⅝″&45″–30″ 111NHP<br>InnariIronWorks, Kobe | | |
| 75987<br>28504<br>JALB | **Hokuyu Maru** Ⓟ<br>Wireless 1 *Dk* | 1450<br>1197<br>808 | | | | | 1924 | Toba Shipyard Toba | HokurikuKisen K.K. | 233·0 \| 34·0 \| 20·0<br>P20′B59′F39′ | | | Fushiki<br>Japanese | T.3Cy.15½″,26″&42½″–32″ 102NHP | | |
| 75988<br>44556<br>JFFM | **Hokuzyu Maru** (*ex* HokujuMaru–38, *ex* CampdenHill–37, *ex* Umlazi–36, *ex* RosythCastle, *ex* WarEarl) *ss* Mdb. No. 3–4,31<br>*ss* Mdb. No. 1–36<br>1 *Dk (Stl)* | 4246<br>3915<br>3004 | ✠ …<br>7,39<br>✠ | Kob | *x* | | 1918<br>8 mo | Canadian Vickers, Ld. Montreal | KitagawaSangyo KaiunK.K.<br>*CellDB316′1367t FPT 102t* | 380·4 \| 49·2 \| 26·7<br>P43′B102′F41′<br>*APT 136t* | | | Osaka<br>Japanese<br>6 *BH* | T.3Cy.26″,44″&73″–48″ 474NHP<br>3SB, *9cf*, GS 174, HS 6660<br>CanadianVickers, Ld.Mtl. | 30 ″ 1 | C<br>† |
| 75989 | **Holanda** (*ex* Falucho)<br>1 *Dk* | 728<br>—<br>415 | ✠ …<br>12,10<br>✠ | | | | 1907<br>5 mo | J. Fullerton&Co. Paisley | Cia. Argentina de Nav. Mihanovich, Ltda. | 200·7 \| 36·1 \| 10·1<br>F32′ FK | | | Bns. Aires<br>Argentine<br>*WB* | C.2Cy.15″&32″–24″ 65NHP<br>McKie&Baxter, Glasgow | 10 ″ 0 | |
| 75990<br>147317<br>MNJS | **Holburn Head** (*ex* Ribblemere)<br>*ss* Lth. No. 3–5,38<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Well deck* | 489<br>317<br>220 | ✠ 100 A1<br>7,10 ~~8,10~~<br>~~DS 5,39~~ ✠ LMC 5,38<br>DS ~~7,40~~ 6,41 | Lth | *g* | CL<br>8,39 | 1925<br>7 mo | J.Lewis& Sons, Ld. Aberdeen | A.F.Henry& MacGregor, Ld.<br>*Lloyd's sA&CP* | 160·5 \| 25·2 \| 9·7<br>166·0 (O.L.)<br>Q92′B11′F24′ FK<br>*CellDB 95′114t FPT 33t APT 12t* | | | Leith<br>British<br>3 *BHCem* | T.3Cy.12½″,21″&34″–24″ (*s*)<br>180lb 66RHP<br>1SB, *3pf*, GS 52, HS 1618<br>J.Lewis&Sons, Ld.Abn. | 11 ″ 9<br>s 3 ″ 8<br>11 ″ 8 | |
| 75991 | **Holger Struckmann** Twin Sc<br>*Carrying Cement in bulk* *Oil Eng.*<br>(*Self-Unloader*) *Mchy. Aft* 1 *Dk* | 967<br>763<br>— | | | | | 1929 | A/S Aalborg Msk.og Skibs Aalborg | CubanPortland CementCorp. | 210·0 \| 34·0 \| 15·5<br>P52′F22′ | | | Havana<br>Cuban<br>*WB* | Oil Engines 2S.C.SA<br>12Cy.14″–17″ 413NHP<br>FairbankMorseCo.Chicago | | R |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de classe porte-bâbord. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. R.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds.* *pa.* | 15 Inscriptions au code, &c. et qui est dans le Code Int. Sig. Book. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75992<br>167443<br>~~MHBB~~ | **Holland** (*ex*Dansted)<br>1 *Dk* | | 1251<br>948<br>~~723~~ | | | | | 1919 | Akt.P.Ph.<br>Sturh<br>Aalborg | H.A.Christensen<br>Ministry of Shipping(R.S.Dalgliesh,Ld.*Mgrs.*) | 238·7 \| 36·2 \| 13·4<br>P15′Q71′B94′F29′ | | | ~~Copenhagen~~<br>~~Danish~~<br>British *WB* | T.3Cy.15″,24″&40″–27″<br>83NHP<br>A/SFrichs,Aarhus | | V |
| 75993<br>(*ex*HeinrichSchuldt) | —<br>1 *Dk* | | 984<br>737<br>658 | | | | | 1891 | Flensburgr Schiffsb.Ges. Flensburg | A.H.Schwedersky<br>Nachf. | 218·9 \| 32·3 \| 13·2<br>Q75′B51′F20′ | | | Memel<br>German *WB* | T.3Cy.15″,22½″&43″–30″<br>NB19 101NHP<br>FlensburgerSchiffsb.Ges. | | G |
| 75994<br>PESM<br>Wireless | —<br>*ss*P.Nl.No.1–40<br>*ss*.P.Nl.No.3–1,36<br>1 *Dk*(*Stl*)&*Shelter dk*(*Stl*–teak s)<br>*Cruiser Stern* | | 895<br>582<br>312 | ✠100A1<br>*withfreeboard*<br>4,40 ~~8,00~~<br>~~MS5,39~~ ✠LMC ~~1,36~~ 4,40 | PNl | *n* | CL<br>~~11,36~~<br>3,40 | 1923<br>9mo<br>*Lloyd's* | New Waterway S.B.Co. Schiedam | VereenigdeNederlandscheScheep. Maats.(Directie enAgentuur Maats.“Holland AfrikaLijn”N.V. *Mgrs.*) *CellD* | 211·0 \| 33·4 \| 10·8<br>221·0(O.L.)<br>B66′F22′ FK<br>*B*180′ 230*t* *FP*721*t* | | | TheHague<br>Dutch<br>*ABHptCem* &*ptAsp*<br>(*Coll BH to Sh dk* 3 „ „ 2nd „ )<br>*APT*26*t* | T.3Cy.16½″,26″&43″–30″(*s*)<br>200lb 142NHP<br>2SB,4*cf*,GS59,HS2028 FD<br>NewWaterwayS.B.Co. | 13 ″ 5<br>s ″ 2<br>13 ″ 5½ | |
| 75995<br>TSYM | —<br>~~*ss*Bou.3rdNo.2–5,40~~ ~~*ss*Bou.3rdNo.3–12,36~~<br>~~*ss*Bou.No.2–35.~~<br>1 *Dk* | **TwinScSp** | 446<br>348<br>140 | ✠100A1<br>5,40 ~~9,28~~<br>BS5,40 ~~MS4,35~~ | Bou<br>✠LMC 2,39<br>~~BS2,34~~ | *g* | CL<br>5,39 | 1902<br>4mo<br>*Lloyd's* | JTEltring-ham&Co. SouthShields | Cie.Franco-Hollando-Américaine | 150·0 \| 28·1 \| 12·3<br>B112′ BK7′<br>*DeepTanks f*11′15*t* | | | Boulogne<br>French<br>4*BHCem*<br>&16′20*t* | T.6Cy.13″,21″&35″–24″ (*s*)<br>180lb 143NHP<br>2SB,4*cf*,GS70,HS2482<br>G.T.Grey,SouthShields | 13 ″ 0<br>s 2 ″ 9<br>11 ″ 2 | |
| 75996<br>26199<br>JORD | **Holland Maru**<br>*ss*Yka.No.3–9,31<br>*ss*Nag.No.1–36<br>2 *Dks*(*Stl*)&*Awng dk*(*Stl*) | | 5870<br>5590<br>4266 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>6,39 ✠LMC ~~6,39~~ 5,40 | Kob | *y* | OG<br>~~1,37~~<br>5,40 | 1920<br>1mo | Kawasaki DockydCoLd Kobe<br>A&CP | KawasakiKisen K.K. | 385·0 \| 51·0 \| 36·0<br>FK<br>*CellD*B334′1118 | *Collision*<br>*tFPT*126*t* *APT*93*t* | | | Kobe<br>Japanese<br>*Cem*<br>*BHto A dk*<br>5 „ „ *U* „ | T.3Cy.26″,43½″&72″–48″ (*s*)<br>200lb 437NHP<br>2SB(Spt)&1Aux.SB,8*cf*,<br>GS154,HS5741 FD<br>KawasakiDckydCoLdKob | 36 ″ 0<br>s 9 ″ 1½<br>27 ″ 1 | |
| 75997<br>6790<br>SLHA | **Hollandia** 4Mst<br>(*ex*Wellam deBesche–36,<br>*ex*Merwede) 1 *Dk* | | *1932*<br>*1651*<br>*1068* | | | | | 1917 | J.&A.van derSchuyt Papendrecht | FörnyadeÅngf.A/B Götha(H.Sternhagen,*Mgr.*) | 265·4 \| 42·3 \| 17·7<br>P35′B57′F11′ | | | Gothenbrg<br>Swedish *WB* | T.3Cy.17½″,29″&46″–36″<br>127NHP<br>J.&A.van derSchuyt | | V |
| 75998<br>868<br>SVUI | —<br>(*ex*Cano–36, *ex*Melilla)<br>*ss*Ant.2ndNo.3–8,33<br>*ss*Pir.No.1–38<br>1 *Dk*(*Stl*) | | *1759*<br>*1536*<br>*1014* | 100A1<br>*withfreeboard*<br>8,40 ~~1,40~~<br>~~BS9,30~~ | Liv<br>Pir<br>BS8,40<br>LMC6,38 | | OG<br>~~5,37~~<br>N8,40 | 1911 | Schiffsw.v. Henry Koch Lübeck | HellenicLines,Ld. (P.G.Callimanopulos,*Mgr.*)<br>*Cell D Ba*82′*u* | 278·0 \| 39·2 \| 17·9<br>P&B222′F35′ FK<br>*E*18′*f*112′390*t* *FPT* | | | Piræus<br>Greek<br>4*BHCem*<br>78*t* *APT*14*t* | T3Cy.22½″,35½″&56½″–33½″<br>185lb (*s*) 209NHP<br>2SB(Spt),4*cf*,GS90,HS3360<br>OttenserMsch.Fab.Altona | 20 ″ 0<br>s 1 ″ 7<br>18 ″ 7 | |
| 75999<br>161553<br>GTKF | **Hollinside**<br>*ss*Shl.No.2–38<br>D.F. 1 *Dk*(*Stl*) | | 4172<br>3747<br>2467 | ✠100A1<br>3,40<br>MS11,38 | Shl<br>✠LMC<br>~~BS8,30~~ 11,40 | *x* | CL<br>3,40 | 1930<br>3mo<br>*Lloyd's* | ShortBros. Ld. Sunderland | CharltonSShpg.Co Ld.(Charlton,McAllum&Co.Ld. *Mgrs.*) *CellD* | 365·0 \| 52·3 \| 24·2<br>P36′B105′F33′ FK<br>*B*312′984*t* *FPT*116*t* | | | Newcastle<br>British<br>6*BHCem*<br>*APT*230*t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb *125lb* 368NHP<br>2SB(Spt)8*cf*,GS132,HS6108<br>N.E.MarineEng.CoLd.Sld. | 26 ″ 6<br>s 4 ″ 6½<br>22 ″ 2½ | |
| 76000<br>220527<br>KDCS | **Hollywood**<br>*Fitted for oil fuel*<br>*Ref.Mchy.* D.F. 2 *Dks* | | 5498<br>—<br>3429 | | | | | 1920 | South-Western S.B.Co, L.AngelesCal | ~~PacificArgentine~~<br>~~BrazilLineInc.~~<br>Pope&Talbot,Inc. | 410·5 \| 54·3 \| 27·2<br>P43′B114′F46′ *WB* | | | S.Frncisco<br>Cal.<br>Utd. States | T.3Cy.24½″,41½″&72″–48″<br>Hooven,Owens, 359NHP<br>RentschlerCo.Hamilton,O. | | R |
| 76001<br>147323<br>GLPK | **Holmbury** (*ex*Wirral–34)<br>*ss*Shl.No.3–1,38<br>2 *Dks*(*Stl*) | | 4566<br>4325<br>2894 | ✠100A1<br>1,41 ~~4,40~~<br>BS4,40 | Shl<br>Bal<br>✠LMC2,38 | *y* | CL<br>~~12,37~~<br>1,41 | 1925<br>8mo<br>*Lloyd's*<br>*Intermediate 'tw* | Lithgows Ld. PortGlasgow | AlexanderShippng Co.Ld.(Capper, Alexander&Co. *Mgrs.*)<br>*een dk BH in after* *CellD* | 385·0 \| 52·0 \| 26·6<br>397·7(O.L.)<br>P33′B112′F44′ FK<br>*hold dispensed with*<br>*B*331′1012*t* *DTa*30′ | | | Liverpool<br>British<br>*ptCem*<br>5*BHto U dk*<br>1 „ „ 2nd „<br>767*t* *APT*52*t* | T.3Cy.26″,42″&70″–48″ (*s*)<br>180lb 488NHP<br>3SB,9*cf*,GS178,HS7345 FD<br>Rankin&BlackmoreLdGrk | 29 ″ 0<br>s5 ″ 3½<br>23 ″ 11½ | |
| 76002<br>146275<br>ZMJQ | **Holmdale** (*ex*Kylebeg)<br>*Oil Eng.*<br>*Mchy.Aft* *ss*Ddn.No.1–26<br>*Well deck* 1 *Dk* | | 676<br>455<br>334 | ✠ ...<br>2,30 | | | | 1921<br>12mo | Dublin Shipbuilders, Ld.Dublin | DunedinWanganui ShippingCo.Ld. (Holm&Co.Ld. *Mgrs.*) | 180·0 \| 29·0 \| 10·8<br>Q105′B12′F24′ FK | | | Dunedin, N.Z.<br>British *WB* | OilEngines2S.C.SA<br>5Cy.13⅜″–22½″ 157NHP<br>NE37<br>A\|BAltas–Diesel,Skm. | 13 ″ 4 | |
| 76003<br>134950<br>MPRC | **Holme Force** 4Mst<br>*ss*Bkn.No.2–39<br>*Mchy.Aft* 1 *Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | | 1216<br>840<br>645 | ✠100A1<br>7,40 ~~6,20~~<br>~~BS11,30~~ 6,40 | Goo<br>Shl<br>✠LMC<br>MS6,39 | *n* | CL<br>6,39 | 1930<br>2mo<br>*Lloyd's* | GooleS.B. &R.Co. (1927)Ld Goole | WestCoastShippingCo.Ld.(W.S. Kennaugh&Co. *Mgrs.*) *CellD* | 216·0 \| 34·2 \| 13·6<br>*37·8*<br>Q128′B13′F30′<br>*B*139′255*t* *FPT*96*t* | | | Whitehvn<br>British<br>4*BHCem*<br>*APT*60*t* | T.3Cy.16″,27″&44″–30″ (*s*)<br>180lb 144NHP<br>2SB,4*cf*,GS81,HS2625<br>MacColl&Pollock,Ld.Sld. | 15 ″ 9<br>s 4 ″ 10½<br>15 ″ 2½ | |
| 76004<br>149476<br>GSNQ | **Holmelea**<br>*ss*Liv.No.2–37<br>1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 4223<br>3946<br>2535 | ✠100A1<br>*withfreeboard*<br>3,40<br>MS8,37 | Shl<br>✠LMC<br>~~BS4,30~~ 10,40 | *x* | CL<br>2,38 | 1928<br>8mo<br>*Lloyd's* | SirJ Priestman&Co. Sunderland | CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*)<br>*CellD*B315′994*t* | 365·0 \| 51·5 \| 25·1<br>377·5(O.L.)<br>F35′ FK<br>*FPT*125*t* *APT*247*t* | | | Newcastle<br>British<br>6*BHCem*<br>(*Coll to Sh dk* 5 „ 2*nd* „) | T.3Cy.25,″41″&69″–48″ (*s*)<br>180lb 375NHP<br>3SB,9*cf*,GS174,HS6009<br>G.Clark,Ld.Sunderland | 27 ″ 6<br>s 2 ″ 10<br>24 ″ 10½ | |
| 76005<br>157647<br>ZMFZ | **Holmglen** (*ex*Argus)<br>*Oil Eng.*<br>*Mchy.Aft* Sub.Sig. 1 *Dk* | | 448<br>337<br>290 | | | | | 1928 | Gebr.Bodewes Foxhol | HolmShippingCo. Ld.(Holm&Co.Ld. *Mgrs.*) | 138·0 \| 26·1 \| 12·1<br>P36′F28′ | | | Wellingtn, N.Z.<br>British *WB* | OilEngines 2S.C.SA<br>4Cy.9½″–16⅛″<br>*Emade*36*fitted*37 67NHP<br>Atlas-DieselA\|B,Skm | | |
| 76006<br>144938<br>ZMDF | **Holmlea** (*ex*Parera–36,*ex*Glenside)<br>*ss*Wln.No.3–3,34<br>*Well deck* *Mchy.Aft* 1 *Dk*(*Stl*) | | 555<br>380<br>251 | ✠ ...<br>7,37<br>✠ | Wln | *h* | | 1921<br>8mo | GooleS.B. &Repg.Co.Ld Goole | Holm&Co.Ld. | 165·0 \| 27·1 \| 10·7<br>*28·4*<br>FK<br>Q94′B11′F23′<br>*CellDBf*97′113*t* | | | Wellingtn, N.Z.<br>British<br>3*BHCem*<br>*FPT*37*t* | T 3Cy.13″,21½″&35″–27″<br>85RHP<br>1SB,3*pf*,GS47,HS1530<br>W.Beardmore&Co.Ld. Coatbridge | 13 ″ 0 | |
| 76007<br>149372<br>GMZN | **Holmpark**<br>*ss*Shl.No.3–6,38<br>D.F. E.S.D. 2 *Dks*(*Stl*) | | 5780<br>5510<br>3685 | ✠100A1<br>0,40 ~~11,00~~<br>BS5,40 | Liv<br>Hul<br>✠LMC6,38 | *a*† | CL<br>5,38 | 1927<br>3mo<br>*Lloyd's* | Lithgows, Ld. PortGlasgow | DenholmLine Steamers,Ld.(J&J DenholmLd.*Mgrs*)<br>*BH & 1 'tween dk*<br>*CellDBa&uE*162′ | 423·5 \| 56·0 \| 28·8<br>P38′B123′F41′ FK<br>*BH dispensed with*<br>*f*186′1241*t* *DTa*36′ | | | Greenock<br>British<br>*Cem*<br>5*BHto U dk*<br>1 „ „ 2nd „<br>1114*t* *APT*8 | T.3Cy.27″,45″&74″–51″ (*s*)<br>180lb 563NHP<br>3SB,9*cf*,GS190,HS8489<br>J.G.Kincaid&Co.Ld.Grk. | 31 ″ 4<br>s 6 ″ 2½<br>25 ″ 5 | |
| 76008<br>161556<br>GQWT | **Holmside**<br>*ss*Bly.No.2–37<br>D.F. 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | 3433<br>2932<br>2038 | ✠100A1<br>12,40 ~~1,00~~<br>MS8,38 | Shl<br>Mch<br>✠LMC<br>BS2,40 | *v* | CL<br>~~5,37~~<br>12,40 | 1930<br>8mo<br>*Lloyd's* | Cowpen D.D.&S.B. Co.Ld. Blyth | BurnettS.S.Co.Ld. | 338·0 \| 48·0 \| 22·4<br>P29′B77′F34′ FK<br>*Trunk in Wells*<br>294′1198*t* *FPT*107*t* | | | Newcastle<br>British<br>6*BHCem*<br>*APT*162*t* | Q.4Cy.20″,28″,40″&58″–42″<br>225lb (*s*) 298NHP<br>2SB(Spt)6*cf*,GS115,HS4968<br>N.E.MarineEngCoLd Nwc | 25 ″ 5<br>s 3 ″ 9½<br>21 ″ 10½ | |
| 76009<br>DCIV | **Holnis** (*ex*Luksefjell–37)<br>Wireless D.F.<br>*Mchy.Aft* *Cruiser Stern* 1 *Dk* | | 1467<br>1231<br>834 | | | | | 1930 | Porsgrund Mek.Værks. Porsgrunn | Zerssen&Co. | 244·4 \| 37·9 \| 18·3<br>P38*t*H145*t* | | | Rendsburg<br>German *WB* | C.4Cy.(2)12¾″&(2)27½″–27½″<br>66NHP<br>PorsgrundM.V.Porsgrunn | | N |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of P. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76010 DHLZ | **Holstenau** (*ex* Maas) Wireless | 1 *Dk* | 904 741 466 | ✝ | Osl | *f* | | 1904 | Bremer Vulkan Vegesack | Bugsier, Reed. & Bergungs A.G. | 212·1 P120′ | 31·6 F58′ | 14·6 | Hamburg German *WB* | T 3Cy 16⅝″, 26¾″ & 44⅝″–29½″ 108 NHP Bremer Vulkan, Vegesack | | G |
| 76011 DRCU | **Holstentor** (*ex* Naiga, *ex* City of Brussels, *ex* Prince Charles) | *ss* Osl. 2nd No. 3–3,31 *ss* Osl. No. 2–39 1 *Dk* (*Stl*) | 370 278 157 | ✝ 6,39 ✝ | Osl | *f* | | 1905 5mo | Mackay Bros. Alloa | Lübeck-Oslo Linie m.b.H. | 135·0 P15′ Q67′ F21′ FK B *on* Q8′ | 23·6 | 11·7 | Lübeck German | T. 3Cy. 13″, 22″ & 36″–24″ 65 NHP 1SB, *2pf*, GS 43, HS 1379 MacColl & Pollock, Ld. Sld. | 12 ″ 6 | |
| 76012 149450 GMBC | **Holystone** *ss* Shl. No. 2–36 D.F. E.S.D. | 1 *Dk* (*Stl*) | 5462 4956 3336 | ✝ 100A1 5,39 BS 2,40 ✝ LMC 4,36 | Cff | *z* | CL 4,40 | 1927 12mo *Lloyd's* | Short Bros. Ltd. Sunderland *sA&CP* | Northumbrian Shipping Co. Ltd. (Common Bros. Ltd. *Mgrs.*) *Cell D B* 342′ 1444 *t D T* | 397·4 P33′ B113′ F36′ FK *a* 28′ 1190 *t FP T* 242 *t* | 54·0 | 28·6 | Newcastle British 7 *B H Cem* *A P T* 210 *t* | C 4Cy. (2) 20½″ & (2) 43⅜″–43⅜″ 220 lb *180 lb* (*s*) 332 NHP 2SB (Spt) *8cf*, GS 137, HS 5500 J. Dickinson & Sons, Ld. Sld. | 31 ″ 6 s 6 ″ 2¾ 25 ″ 5¾ | |
| 76013 DGXS | **Homberg** Wireless D.F. *Mchy. Aft* | Twin Sc *Oil Eng.* 1 *Dk* *Cruiser Stern* | 1261 994 653 | | | | | 1939 | Gutehoffnungshütte A.G. Rheinrft Walsum, Walsum | Franz Haniel & Cie. G.m.b.H. | 253·1 P55′ Q135′ F27′ | 37·8 | 14·0 | Duisburg-Ruhrort German *WB* | Oil Engines 4 S.C.S.A. 12 Cy. 14¾″–21⅝″ 252 NHP Mtrn Werke Mannheim A.G. | | G |
| 76014 113024 VOBG | **Home** *ss* NFL. 3rd No. 3–5,36 1 *Dk* & *Web frames*, *lower dk in main hold* | | 439 343 200 | ✝ 100A1 5,46 6,39 BS 4,39 ✝ LMC 5,36 ✝ NB 1,00 *refitted* 5,22 BS 5,40 | NFL | *g* | CL 3,38 | 1900 10mo | A. & J. Inglis Glasgow A&CP | Government of Newfoundland (Newfoundland Railway Steamship Dept.) | 154·7 167·1 (O.L.) F15′ BK 7″ *Cell D Ba* & *u E* & *B* 47′ *f* 61′ 84 *t* | 25·1 | 12·6 | SJhns NFL British 4 *B H Cem* | T. 3Cy. 15″, 24″ & 40″–30″ (*s*) 160 lb 99 RHP 1SB, *3cf*, GS 52, HS 1411 FD A. & J. Inglis, Glasgow | 15 ″ 0 s 2 ″ 1½ 13 ″ 10 | |
| 76015 141900 GRZS | **Homefield** *ss* Cal. No. 3–12,38 1 *Dk* (*Stl*) *Cargo battens not fitted* | | 5324 4822 3228 | ✝ 100A1 ~~12,39~~ 10,40 Cal BS ~~11,39~~ 10,40 ✝ LMC 12,38 | Bom | *y* | CL ~~11,38~~ 10,40 | 1919 5mo *Lloyd's* | W. Doxford & Sons, Ld. Sunderland *sA&CP* | British India Stm. Nav. Co. Ltd. *Cell D Ba* & *u E* 143′ | 400·0 P49′ B113′ F38′ FK *f* 180′ 1028 *t FP T* 133 *t* | 52·4 | 28·5 | Glasgow British 7 *B H pt Cem* *t A P T* 204 *t* | T. 3Cy. 27″, 44″ & 73″–48″ 180 lb 517 NHP 3SB, *9cf*, GS 189, HS 7668 FD Blair & Co. Ld. Stockton | 31 ″ 0 s 5 ″ 11¾ 25 ″ 3¾ | |
| 76016 148688 MNKY | **Homefire** *ss* Shl. No. 3–8,38 *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted* | | 1262 967 675 | ✝ 100A1 ~~7,40~~ 12,39 10,40 BS ~~7,39~~ 7,40 ✝ LMC 8,38 | Sld | *n* | CL ~~7,39~~ 7,40 | 1925 10mo *Lloyd's* | S.P. Austin & Son, Ld. Sunderland *sA&CP* | Gas Light & Coke Co (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*) *Cell D Bu E* 20′ *f* 137′ 3 | 225·0 Q127′ B16′ F24′ FK 33 *t D T f* 9′ 154 *t FP T* | 36·0 | 15·3 | London British 5 *B H Cem* 133 *t A P T* 23 *t* | T. 3Cy. 18″, 30″ & 49″–33″ (*s*) 180 lb *100 lb* 156 NHP 1SB, *4cf*, GS 75, HS 2490 G. Clark, Ld. Sunderland | 17 ″ 3 s 5 ″ 2 15 ″ 8 | |
| 76017 144906 ZSJT | **Homeford** (*ex* Killygordon) *ss* P. Nl. No. 3–12,32 *ss* P. Nl. No. 1–37 1 *Dk* (*Stl*) *Cargo battens not fitted* | | 629 492 287 | 100A1 5,40 ~~8,39~~ BS ~~6,39~~ 4,40 LMC 4,37 | CTn PNl | | CL ~~8,37~~ 4,40 | 1918 *Lloyd's* | Smith's Dock Co. Ld. Middlesbro' *sA&CP* | Smith's Coasters (Prop.), Ld. (C.G. Smith & Co. Ld. *Mgrs.*) | 175·4 B50′ FK *Cell D Bu E* 26′ | 30·0 | 15·7 | Durban British 5 *B H Cem* 2 0 *t F P T* 20 *t* | T. 3Cy. 16″, 26″ & 44″–26″ (*s*) 200 lb 94 RHP 1SB, *3cf*, GS 51, HS 1825 N.E. Marine Eng. Co. Ld. Sld | 16 ″ 6 s 1 ″ 8½ 14 ″ 11 | |
| 76018 215159 WTLO | **Homer D. Williams** D.F. Gy.C. *Mchy. Aft* | *ss* Clv. No. 3–36 1 *Dk* (*Stl*) & *Web frames* *Longitudinal framing* | 7742 7471 6029 | ✝ 100A– *For Service on the Great Lakes* 1,41 ~~12,36~~ BS ~~3,40~~ 1,41 ✝ LMC 4,36 | Clv | | | 1917 6mo | American S.B. Co. Lorain, O. | Pittsburgh Steamship Co. *Cell D Bu E* & *B* 55′ *hopper side tanks* | 580·0 F53′ FK 230 *t f* & *in* 479′ 8724 *t FP T* 299 *t* | 60·0 | 32·0 | Duluth, Min Utd. States 3 *B H* *A P T* 59 *t* | T. 3Cy. 24½″, 41″ & 65″–42″ (*s*) 180 lb 414 NHP 3SB, *6cf*, GS 137, HS 6405 FD American S.B. Co. Lorain, O | 32 ″ 0 s 10 ″ 4 21 ″ 10¾ | |
| 76019 148100 GKXB | **Homeside** D.F. | *ss* Shl. No. 3–8,37 1 *Dk* (*Stl*) & *Web frames* *Longitudinal framing* | 4617 4256 2859 | ✝ 100A1 ~~11,39~~ 12,40 BS 7,40 ✝ LMC 8,37 | Npt Gls | *y* | CL ~~8,37~~ 11,40 | 1924 10mo *Lloyd's* | Short Bros. Ltd. Sunderland *sA&CP* | Charlton Stm. Shpg Co. Ld. (Charlton, McAllum & Co. Ld. *Mgrs.*) *Cell D* | 384·0 P36′ B118′ F39′ FK *B* 339′ 1304 *t FP T* 99 *t* | 52·2 396·4 (O.L.) | 26·5 | Newcastle British 6 *B H Cem* *A P T* 166 *t* | T. 3Cy. 25½″, 42″ & 70″–48″ (*s*) 180 lb 406 NHP 3SB, *9cf*, GS 174, HS 6774 N.E. Marine Eng. Co. Ld. Sld | 28 ″ 9 s 5 ″ 3¾ 23 ″ 8¼ | |
| 76020 2088 IBAR | **Honestas** (*ex* Gudrun Mærsk–36) *ss* Abg. No. 3–5,34 *ss* Gen. No. 1–38 Sub. Sig. 1 *Dk* (*Stl*) & *Awng dk* (*Stl*) D.F. | | 4959 4729 3005 | 100A1 *Awng dk with freeboard* 2,40 ✝ LMC MS 6,38 BS 7,39 *Fitted for oil fuel* 12,20 | Npt | *x* | 2,40 *F.P. above* | 1920 12mo | F. Schichau Danzig *Cell D B* 3 | Soc. Anon. di Nav. "Mare Nostrum" | 374·6 360·0 FK 09′ 918 *t M T* 13′ 430 *t* | 51·4 *F P T* 110 *t* | 31·5 *A P T* 164 *t* | Genoa Italian *pt Cem* 4 *B H to A w dk* 2 ,, ,, *U* ,, | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 185 lb 357 NHP 3SB, *6cf*, GS 132, HS 5700 FD F. Schichau, Elbing | 34 ″ 0 s 8 ″ 4¾ 25 ″ 9½ | |
| 76021 FNCB | **Honfleuraise** (*ex* Nivelle) *ss* Rot. No. 3–7,36 *Mchy. Aft* *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted* | | 1782 1381 955 | ✝ 100A1 3,39 ✝ LMC MS 7,36 BS 3,39 Surveys delayed | Rot | *q* | CL 4,38 | 1923 5mo *Lloyd's* | S.P. Austin & Son, Ld Sunderland *sA&CP* | Société Navale Caennaise (G. Lamy & Cie. *Mgrs.*) | 260·0 Q154′ F30′ FK *Cell D B* 215′ 503 *t* | 37·5 *M T* 10′ 224 *t* | 17·5 | Caen French 5 *B H Cem* | T. 3Cy. 20½″, 33″ & 54″–39″ (*s*) 180 lb 206 NHP 2SB, *6cf*, GS 88, HS 3296 N.E. Marine Eng. Co. Ld. Sld *F P T* 140 *t A P T* 56 *t* | 19 ″ 8 s 6 ″ 5 18 ″ 2½ | |
| 76022 142385 VPKF | **Hong Kheng** (P) (*ex* Ling Nam, *ex* Field Marshal, *ex* Feldmarschall) Sub. Sig. D.F. | Twin Sc *ss* H. Kg. 3rd No. 3–9,35 *ss* H. Kg. No. 1–39 2 *Dks* (*Stl–U* teak s) 3rd *dk in Nos.* 1, 2 & 4 *holds* *Web frames in Nos.* 3, 5 & 6 *holds* *Well deck* | 6167 4719 3975 | 100A1 ~~12,39~~ 12,40 Slf. ~~11,39~~ P 12,40 BS ~~11,39~~ 12,40 LMC 11,38 | HKg | *z* | CL ~~11,38~~ Slf. 39 P 12,40 | 1903 | Reiherst'g Schiffsw. Hamburg A&CP | Ho Hong S.S. Co. (1932) Ld. *Cell D B* 342′ 756 *t M* | 415·8 431·8 (O.L.) P&B 274′ F86′ FK&BK 3′ *T* 52′ 1358 *t FW Tanks at sides & between Tunnels* 73 *t* | 50·4 | 28·1 | Singapore British 9 *B H Cem* | T. 6Cy. 23½″, 38½″ & 64½″–48″ 180 lb (*s*) 763 NHP 3DB, *18cf*, HS 10473 FD Reiherst. Maschinenf. Ham. | 31 ″ 0 s 5 ″ 1¼ 26 ″ 6 | |
| 76023 123658 VPNX | **Hong Peng** (P) (*ex* Bloemfontein, *ex* Daker, *ex* Anversville) *Well deck* D.F. | Twin Sc *ss* H. Kg. 3rd No. 3–3,33 *ss* H. Kg. No. 1–37 2 *Dks* (1 *Stl-pt* w s & *U Stl–ws*) & *deep framing* | 4055 2977 2525 | ✝ 100A1 6,40 ~~12,39~~ BS ~~10,39~~ 6,40 ✝ LMC 10,36 | Sng | *w* | CL ~~9,37~~ 6,40 | 1899 5mo | Sir Raylton Dixon & Co Ld Middlesbro' A&CP | Ho Hong S.S. Co. (1932) Ld. *Cell D Ba* 100′ *u* | 370·1 383·1 (O.L.) P&B 261′ F42′ FK *E* 26′ *f* 144′ 532 *t FP T* | 46·1 | 22·8 | Singapore British 7 *B H Cem* 4 7 *t A P T* 26 *t* | T. 6Cy. 21½″, 34″ & 59″–42″ (*s*) 180 lb 584 NHP 4SB, *12cf*, GS 199, HS 8240 FD Wllsnd Slpwy. Co. Ld. Nwc. | 25 ″ 4 s 3 ″ 4½ 22 ″ 5½ | |
| 76024 133505 VSRW | **Hong Siang** (P) (*ex* Dimboola–35) *Ref. Mchy.* D.F. E.S.D. | *ss* H. Kg. 2nd No. 3–2,36 2 *Dks* & *Shelter dk* | 3703 2863 2140 | ✝ 100A1 ~~Cbo~~ *with freeboard* Cbo Examined 2,41 BS ~~1,39~~ 2,41 ✝ LMC 2,36 | ~~Cbo~~ | *x* | CL N 11,38 | 1912 7mo *Lloyd's* | Swan, Hunter & Wigham Richardson, Ld Newcastle *sA&CP* | Ho Hong S.S. Co. (1932) Ld. (*Coll* *Cell D Ba* | 360·2 371·2 (O.L.) *B H to Shelter dk* 6 *B* 116′ *u E* & *B* 69′ *f* 131′ | 50·1 | 23·6 | Singapore British 7 *B H Cem* *H to 2nd dk*) 595 *t A P T* 55 *t* | Q 4Cy 23½″, 31½″, 48″ & 71″–45″ 210 lb (*r*) FD 553 NHP 3SB, *12cf*, GS 216, HS 8379 Swan, Hunter & Wigham Richardson, Ld. Nwc. | 26 ″ 0 s 2 ″ 5½ 23 ″ 11 | |
| 76025 41513 JPHK | **Hongkong Maru** (P) | | 2797 — 1559 | | | | | 1935 | Mitsubishi Jukogyo K.K Kobe | Toa Kaiun K.K. | 298·5 | 44·9 | 25·3 | Osaka Japanese | DR geared Steam Turbine 367 NHP Mitsubishi Jukogyo K.K. Kobe | | |
| 76026 221385 KDSX | **Honolulan** (*ex* Golden Hind–37, *ex* West Faralon) | *Fitted for oil fuel* 2 *Dks* & *Shelter dk* | 7493 — 4595 | | | | | 1921 | Ls. Angeles S.B. & D.D. Co San Pedro Cal | American-Hawaiian S.S. Co. | 430·7 | 54·3 | 26·2 | New York Utd. States *WB* | T. 3Cy. 28½″, 47″ & 78″–48″ Los Angeles S.B. & D.D. Co. San Pedro, Cal. 422 NHP | | R |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 6 7 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. / Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Registres où existent les rapports sur le navire dans le L. Durée. Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 76027 21841? KILJ | **Honomu** (exGraysHarbor-37, exEdmore) D.F. | 6977 6752 5415 | ✠100A1 *Shelter dk with freeboard* 3,41?,39 MS4,37 | CL 5,38 | 1919 Skinner& Eddy Corp. Seattle, Wash | MatsonNavigation Co. | 409·6 \| 54·2 \| 27·1 *Fitted for oil fuel* 2 *Dks & Shelter dk 3 to B* | S. Frncisco Utd. States *WB* | T.3Cy.24½",41½"&72"–48" Hooven,Owens& Rentschler Co. Hamilton,O. | | R |
| 76028 1610 IDXP | **Honor** (exBakana) D.F. 1 *Dk* | 5303 4746 3195 | | | 1919 Ropner& Sons,Ld. Stockton | FratelliLagorara | 413·3 \| 52·3 \| 28·5 400·4 P49'B113'F40' | Genoa Italian *WB* | T.3Cy.27",44"&73"–48" Richardson, 369NHP Westgarth&Co.Ld.Mdb. | | CI |
| 76029 PESY | **Hontestroom** *Ref.Mchy.* 1 *Dk* | 1857 1496 1075 | | | 1921 N.V.Haarlemsche Scheepsb.My. Haarlem | N.V.Hollandsche Stoomb.Maats. | 265·5 \| 37·2 \| 20·2 Q88'*pt A wng dk* 176' | Amstrdam Dutch | T.3Cy.21",33"&57"–39" 203NHP Maats.Fyenoord,Rot. | | V |
| 76030 PETD | **Hoogkerk** (exSt.AugustineAbbey, exAtto) ss Rot.2nd No.3–4,37 2 *Dks (Stl) & Shelter dk (Stl)* | 5132 4817 3155 | ✠100A1 *Shelter dk with freeboard* 3,41?,39 MS4,37 ✠LMC BS 10,40 | *at* CL 5,38 | 1911 Flensburg Schiffsb.Ges. Flensburg *Lloyd's A&CP* | VereenigdeNederlandscheScheep. Maats. (Directie en Argentuur Maats. "HollandBritsch-IndieLijn," N.V. *Mgrs.*) | 410·0 \| 54·9 \| 26·7 *For Shelter dk* 41' FK *Cell D Ba* 134' *u E* 30' *f* 181' 1195*t FPT* | The Hague Dutch 7 *B H Cem* | Q4Cy24½",34",51"&74"–54" 213lb (*s*) 563NHP 3SB,9*cf*,GS183,HS7808 FD FlensburgerSchiffsb.Ges. | 29 ″ 3 s 3 ″ 5½ 26 ″ 0½ | |
| 76031 PETM | **Hoogland** ss Rot.No.3–7,28 *Well deck* ss Rot.No.2–36 1 *Dk (Stl)* *Cargo battens not fitted* | 1298 961 783 | ✠100A1 ~~Rot~~ Examined 2,41 Nwc ✠NB7,32 ✠LMC 2,41 ~~MS8,36~~ ~~BS8,36~~ | *o* OG ~~8,38~~ 1,41 | 1916 N.V.Werf DeNoord Alblasserdam A&CP | Scheepvaart en Steenkolen Maats. N.V. | 232·0 \| 34·6 \| 15·2 Q79'B56'F26' FK *DB* 188' 272*t FPT* | Rottrdam Dutch *A B H Cem* 41*t APT* 22*t* | T.3Cy.17½",29½"&46"–36" 180lb (*s*) 164NHP 2SB,4*cf*,GS83,HS2884 Alblasserdam.Msch.Fab. | 17 ″ 3 s 1 ″ 0 16 ″ 5½ | |
| 76032 160408 GNST | **Hooiberg** ss Cco.No.2–36 1 *Dk (Stl)* *Mchy.Aft* | Twin Sc 2395 1743 1244 | ✠100A1 ~~Rot~~ Examined 9,40 BS1,40 ✠LMC 11,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,28 | *t* CL PN 9,40 S8,40 *Lloyd's A&CP above* 150° F. | 1928 Harland& Wolff,Ld. Belfast *F.P. abv* | LagoShippingCo. Ltd.(R.A.Carder, *Mgr.*) *Wing tanks* *f* 286*t Wing t* | 305·7 \| 50·2 \| 14·3 P67'F34' FK *Trunk* 204' *anks a* 356*t FPT* 60*t* | London British *7 B Hpt Cem* *APT* 75*t* | T.6Cy.13½",23½"&36"–27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Gls. | 15 ″ 0 s 1 ″ 10½ 13 ″ 3½ | |
| 76033 203969 | **Hook Mountain** Ⓟ (exMachigonne) | 425 — | | | 1907 Neafie& Levy Co. Philadelphia | McAllisterNav.Co. | 136·5 \| 29·0 \| 9·6 | New York Utd. States *WB* | T.3Cy.11",18"&32"–22" 48NHP Neafie&LevyS&E.BCoPhl | | |
| *Now* | Rock Island, *see No. 87267 in Supplement* | 1 *Dk* 289 | | | | | | | | | |
| 76034 | **Hoong-Chen** Oil Eng. 1 *Dk* | Twin Sc 555 356 298 | | | 1930 The San PehEng. Works Shanghai | HoongOnS.N.Co. Ltd. | 168·0 \| 26·6 \| 11·6 | Shanghai Chinese | Oil Engines 4S.C.SA 8Cy.9¾"–15¾" 74NHP Benz Motorf Mannheim | | |
| 76035 | **Hoong-Heng** Oil Eng. 1 *Dk* | Twin Sc 504 310 272 | | | 1929 The San PehEng. Works Shanghai | HoongOnS.N.Co. Ltd. | 168·0 \| 26·0 \| 9·6 | Shanghai Chinese | Oil Engines 8Cy.10¼"–15¾" Koerting | | |
| 76036 | **Hoong-Li** Oil Eng. 1 *Dk* | Twin Sc 555 356 298 | | | 1930 The San PehEng. Works Shanghai | HoongOnS.N.Co. Ltd. | 168·0 \| 26·6 \| 11·6 | Shanghai Chinese | Oil Engines 4S.C.SA 8Cy.9¾"–15¾" 74NHP Benz Motorf Mannheim | | |
| 76037 | **Hoong-Yuan** Oil Eng. 1 *Dk* | Twin Sc 479 307 276 | | | 1929 The San PehEng. Works Shanghai | HoongOnS.N.Co. Ltd. | 168·0 \| 26·0 \| 9·6 | Shanghai Chinese | Oil Engines 4S.C.SA 6Cy.9¾"–16½" 55NHP Motorenfbr."Deutz"A.G. Köln-Deutz | | |
| 76038 PETR | **Hoop** *Mchy.Aft* Oil Eng. 1 *Dk* Cruiser Stern | 385 256 233 | | | 1938 NV Schpsw "Foxhol" Foxhol | H.Damhof | 140·1 \| 25·5 \| 9·1 P36'F17' | Hoogezand Dutch *WB* | Oil Engines 2S.C.SA 3Cy.11 7/16"–17⅛" 69NHP Appingedammer Brons Motorenfb.N.V. | | V |
| 76039 161604 GZSB | **Hopecastle** D.F. 1 *Dk & Shelter dk* *Part electrically welded* Oil Eng. Cruiser Stern | 5178 4784 3130 | | | 1937 Swan,Hunter&Wigham Richardson, Ld.Newcastle | Novocastria Shipping Co.Ld. (Stott,Mann& Fleming Ld. *Mgrs.*) | 418·9 \| 57·4 \| 25·6 F29' | Newcastle British *WB* | Oil Engines 2S.C.SA 4Cy.23⅜"–91 7/16" 687NHP Swan,Hunter&Wigham Richardson,Ld.Nwc. | | C |
| 76040 161581 GYKC | **Hopecrest** D.F. E.S.D. 1 *Dk & Shelter dk* Cruiser Stern Oil Eng. | 5099 4757 3106 | | | 1935 Barclay, Curle&Co.Ld. Glasgow | HopemountShppg. Co.Ld.(Stott,Mann &FlemingLd. *Mgrs.*) | 418·0 \| 57·4 \| 25·6 F29' | Newcastle British *WB* | Oil Engines 2S.C.SA 4Cy.23⅜"–91 7/16" 688NHP Barclay,Curle&Co.Ld.Gls. | | C |
| 76041 161607 GZZG | **Hopecrown** D.F. 1 *Dk & Shelter dk* Cruiser Stern Oil Eng. | 5180 4784 3131 | | | 1937 Swan,Hunter&Wigham Richardson, Ld.Newcastle | CliveShippingCo. Ld.(Stott,Mann& FlemingLd. *Mgrs.*) | 418·9 \| 57·4 \| 25·6 F29' | Newcastle British *WB* | Oil Engines 2S.C.SA 4Cy.23⅜"–91 7/16" 687NHP Swan,Hunter&Wigham Richardson,Ld.Nwc. | | C |
| 76042 149490 GSWF | **Hopemount** *Mchy.Aft* D.F. Oil Eng. ss Nwc.No.2–38 2 *Dks (Stl) & Web frames* *Longitudinal framing* | 7434 7057 4529 | ✠100A1 ~~Nwc~~ Examined 3,41 Sou DBS 10,40 ✠LMC 2,38 *Carrying Petroleum in bulk* | *c* † CL N8,39 *Lloyd's A&CP* | 1929 Swan,Hunter&Wigham Richardson, Ld Newcastle | HopemountShppg. Co.Ld.(Stott,Mann &FlemingLd. *Mgs*) *Cell D Bu E* 82' 258*t DT f* 38'461*t* | 450·8 \| 61·1 \| 33·2 P106'B30'F56' FK 15 *B Hpt Cem* (10 *to U dk* 5 „ *2nd* „) *FPT* 156*t APT* 139*t* | Newcastle British 2 DB *120lb* | Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP Wllsnd Slpwy.Co.Ld.Nwc. | 33 ″ 3 s 6 ″ 4½ 27 ″ 0½ | |
| 76043 165761 GKGJ | **Hopepeak** D.F. E.S.D. 1 *Dk & Shelter dk* Cruiser Stern Oil Eng. | 5179 4784 3130 | | | 1938 Swan Hunter&Wigham Richardson, Ld.Newcastle | HopemountShppg. Co.Ld.(Stott,Mann &FlemingLd. *Mgs*) | 418·9 \| 57·4 \| 25·6 F29' | Newcastle British *WB* | Oil Engines 2S.C.SA 4Cy.23⅜"–91 7/16" 687NHP Swan,Hunter&Wigham Richardson,Ld.Nwc. | | C |
| 76044 165765 GQGC | **Hoperange** D.F. E.S.D. 1 *Dk & Shelter dk* Cruiser Stern Oil Eng. | 5177 4784 3122 | | | 1939 Swan,Hunter&Wigham Richardson, Ld.Newcastle | Hopemount Shppg. Co.Ld.(Stott,Mann &FlemingLd. *Mgs*) | 418·9 \| 57·4 \| 25·6 F29' | Newcastle British | Oil Engines 2S.C.SA 4Cy.23⅜"–91 7/16" 688NHP Swan,Hunter&Wigham Richardson,Ld.Nwc. | | C |
| 76045 | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Dᵗᵉ when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates Bs. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76046<br>165772<br>GJXR | **Hoperidge** | *Oil Eng.*<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 5222<br>4784<br>3133 | | | | | 1939 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Hopemount Shppg. Co. Ld. (Stott, Mann & Fleming Ld, *Mgrs*) | 418·9 \| 57·4 \| 25·6<br>F34′ | | | Newcastle British<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.23⅝″–91 5/16″ 688NHP<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | | C |
| 76047<br>161592<br>GYRL | **Hopestar** | D.F. 1 *Dk & Shelter dk*<br>*Part electrically welded,*<br>*Cruiser Stern including decks*<br>*Cargo battens not fitted*<br>*Tonnage opening closed' 41 (W.E.)* | 5267<br>4885<br>3192 | ✠100A1<br>*with freeboard*<br>12,39 ✠LMC 2,36 | Nwc | *a*†<br>2 | CL<br>9,38 | 1936<br>2mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | Wallsend Shipping Co. Ld. (Stott, Mann & Fleming Ld. *Mgs*)<br>*Lloyd's SA & CP* | 416·8 \| 57·4 \| 27·0<br>F30′ FK<br>*Cell D B356′1215t* | *D Ta33′1366t*<br>*F P T100t A P T106t* | | Newcastle British<br>*7 B Hpt Cem*<br>(*Coll to Sh dk*<br>6 „ 2*nd* „ ) | 2 Steam Turbines DR<br>to 1 Sc. Shaft (*s*)<br>285lb ~~180lb~~ 400NHP<br>2SB(Spt), *6cf*, GS118, HS4238 FD<br>Parsons Marine Steam Turbine Co. Ld. Wallsend | ~~29 ″ 6~~<br>~~s 8 ″ 7½~~<br>~~26 ″ 0½~~<br>38 ″ 0<br>s11 ″ 2½<br>27 ″ 0½ | |
| 76048<br>165778<br>GDPD | **Hopetarn** | *Oil Eng.*<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 5231<br>4784<br>3135 | | | | | 1939 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Clive Shipping Co. Ld. (Stott, Mann & Fleming, Ld. *Mgrs.*) | 418·9 \| 57·4 \| 25·6<br>F34′ | | | Newcastle British<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.23⅝″–91 5/16″ 688NHP<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | | C |
| 76049<br>203508<br>KJMX | **Hoquiam** | **Wood 3 Mst**<br>*Fitted for oil fuel*<br>*Mchy. Aft* 1 *Dk* | 644<br>—<br>440 | | | | | 1906 | M. Turner Fairhaven, Cal. | Oakland Scavenger Co. | 174·0 \| 38·2 \| 13·3 | | | S. Frncisco Utd. States | C.2Cy.14″ & 32″–24″<br>42NHP<br>United Eng. Wks. S.Fo. | | |
| 76050<br>228899<br>WOYS | **Horace Johnson**<br>*Mchy. Aft* D.F. GyC. 1 *Dk* | | 7918<br>—<br>6157 | | | | | 1929 | American S.B.Co. Lorain, O. | Pittsburgh S.S. Co. | 580·0 \| 60·8 \| 28·0 | | | D'luth, Min Utd. States<br>*WB* | T.3Cy.24½″, 41″ & 65″–42″<br>610NHP<br>American S.B.Co. Lorain, O. | | R |
| 76051<br>219796<br>KULK | **Horace Luckenbach** **Twin Sc**<br>(*ex* Eastern Trader) *ss* Bos. No. 3–9, 31<br>D.F. *ss* N.Yk. No. 2–38<br>GyC. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) | | 6475<br>—<br>4008 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>9,40 ~~1,40~~ ✠LMC<br>MS 11,38 BS ~~7,36~~ 6,40<br>*Fitted for oil fuel* 1 2,1 9 *F.P. above* 150° F. | Sea | *c*†<br>~~s2,38~~<br>~~s5,38~~<br>- - | CL<br>9,40 | 1919<br>12mo | Asano S.B. Co. Ld. Tsurumi A&CP | Luckenbach S.S. Co. Inc.<br>*Cell D B386′1401t*<br>*tanks 18′272t* | 445·0 \| 58·0 \| 32·0<br>FK<br>*'tween dk*<br>*F P T88t A P T35t* | | New York Utd. States<br>*Cem*<br>*4 B H to Sh dk*<br>3 „ „ *U* „ | T.6Cy.22″, 36½″ & 61″–48″ (*s*)<br>200lb 703NHP<br>4SB, *12cf*, GS233, HS9835 FD<br>Kubota Iron Works, Kobe | 32 ″ 1<br>s 4 ″ 8½<br>27 ″ 6 | |
| 76052<br>215122<br>WPLJ | **Horace S. Wilkinson**<br>*Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames*<br>D.F. GyC. | | 8338<br>—<br>6829 | ✠<br>5,24<br>✠ | Toledo | | | 1917<br>5mo | Toledo S.B. Co. Toledo, O. | Great Lakes Steamship Co. Inc.<br>*Cell D B528′3960t Hopper side tanks 438′2866t* | 588·3 \| 60·0 \| 27·0<br>F61′ FK | | | Oswego NY Utd. States<br>*3 B H*<br>*F P T375t* | Q.4Cy.21½″ 30½″ 43″ & 61″–42″<br>402NHP<br>3SB, *6cf*, GS132, HS6033<br>Toledo S.B. Co. Toledo, O. | 32 ″ 0 | R<br>† |
| 76053<br>29715<br>JTRA | **Horai Maru** Ⓟ (*ex* Pays **Twin Sc**<br>de Waes, *ex* Indarra)<br>2 *Dks* (*U Stl* & *2nd dk pt Stl*)<br>& *Awng dk* (*Stl*-teak s)<br>*3rd dk in No. 2 hold* | | 9192<br>7493<br>5597 | ✠<br>1,13<br>✠ | Syd | *d*† | | 1912<br>11mo | W. Denny & Bros. Dumbarton | Osaka Syosen K.K. | 451·0 \| 60·1 \| 37·4<br>B215′F51′*on*<br>*Awng dk* FK & BK1″<br>*Cell D B a64′u E & B151′f163′* | | | Osaka Japanese<br>7 *B H Cem* | Q.8Cy.26½″, 38″, 54″ & 76″–48″<br>1378NHP<br>7SB, *28cf*, GS560, HS21420<br>Denny & Co. Dumbarton<br>*976t F P T122t A P T73t* | 40 ″ 0 | |
| 76054<br>18942<br>JIGD | — (*ex* Kotsu Maru–36)<br>*ss* Osa. No. 3–2, 28<br>2 *Dks* & *Web frames*<br>*Longitudinal framing* | | 3198<br>2757<br>1996 | ✠ ...<br>7,30<br>✠ | | | | 1916<br>3mo | Osaka Iron Works, Ld. Osaka | Toho Kisen K.K. | 305·0 \| 43·9 \| 27·3<br>P19′B82′F32′ FK | | | Osaka Japanese<br>*WB* | T.3Cy.22″, 37″ & 61″–42″<br>288NHP<br>Osaka Iron Wks. Ld. Osaka | 27 ″ 3 | C<br>† |
| 76055<br>46259<br>JPUN | —<br>*Carrying alcohol in bulk*<br>Wireless 1 *Dk*<br>*Cruiser Stern* | | 1083<br>—<br>720 | | | | | 1939 | Tsurumi Seitetsu Zosen K.K. Yokohama | Horai Tanker K.K. | 202·6 \| 32·8 \| 16·7<br>P70′F20′ | | | Tokyo Japanese<br>*WB* | T.3Cy.16¾″, 27½″ & 46½″–36″<br>130NHP<br>Tsurumi Seitetsu Zosen K.K. Yokohama | | |
| 76056<br>26751<br>JODE | **Horaizan Maru**<br>(*ex* Daiho Maru No. 1–37) *ss* Osa. No. 2–29<br>1 *Dk* | | 1999<br>1802<br>1167 | ✠ ...<br>2,32<br>✠ | | | | 1920<br>4mo | Teikoku S.S. Co. Ld. Toba | Turumaru Hirataro | 270·0 \| 39·0 \| 23·9<br>P16′B65′F36′ FK | | | Tokyo Japanese<br>*WB* | T.3Cy.20″, 33″ & 55″–39″<br>256NHP<br>Kobe Steel Works, Kobe | 23 ″ 11 | |
| 76057<br>LCPA | **Hörda**<br>*ss* Osl. No. 3–2, 31<br>*ss* Yka. No. 2–39 ~~*ss* Shl. No. 1–35~~<br>1 *Dk* (*Stl*) | | 4301<br>3980<br>2606 | ✠100A1<br>~~1,30~~ 10,40<br>✠LMC 7,39<br>BS 9,40<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | Yka | *y* | CL<br>~~1,39~~<br>10,40 | 1920<br>7mo | W. Gray & Co. (1918) Ld. W Hartlepool<br>*Lloyd's SA & CP* | A/S J. Ludwig Mowinckel's Rederi<br>*Cell D* | 380·1 \| 53·5 \| 24·1<br>P27′B230′F36′ FK<br>*B338′1172t F P T96t* | | | Bergen Norwegian<br>6 *B H Cem*<br>*A P T130t* | T.3Cy.25″, 41″ & 68″–48″ (*s*)<br>180lb 413NHP<br>3SB, *9cf*, GS184, HS7278<br>Cen. Mar. Eng. Wrks. W Hpl | 27 ″ 0<br>s 3 ″ 9½<br>23 ″ 0½ | |
| 76058<br>27635<br>JFCI | **Horei Maru**<br>*Mchy. Aft* 1 *Dk* | | 658<br>512<br>324 | | | | | 1920 | Toba Zosensho Toba | Asahi Sekiyu K.K. | 182·0 \| 28·5 \| 13·5<br>P65′F24′ | | | Tokyo Japanese<br>*WB* | T.3Cy.13½″, 23″ & 38″–30″<br>Hashimota 79NHP<br>Tekkosho, Osaka | | |
| 76059<br>162671<br>GRDW | **Horn Shell** **Twin Sc**<br>*Oil Eng.*<br>*ss* Shl. No. 1–36<br>*Mchy. Aft* 1 *Dk* (*Stl*) 2*nd dk* (*Stl*)<br>D.F. E.S.D. *clear of cargo tanks*<br>*Longitudinal framing at bottom & at deck* | | 8272<br>7515<br>4837 | ✠100A1<br>~~Examined 8,40~~ ~~Bkn 3,40~~<br>✠LMC CS ~~8,38~~<br>~~DBS 8,38~~ 3,38<br>*Carrying Petroleum in bulk* | Shl | *c*† | CL<br>N3,38 | 1931<br>12mo | Deutsche Werft A G Bet Finkenwrder Hamburg<br>*Lloyd's SA & CP* | Anglo-Saxon Petroleum Co. Ld.<br>*Cell D Bu E70′318t* | 456·1 \| 62·1 \| 34·0<br>474·0 (O.L.)<br>P103′B35′F43′ FK<br>*D Tf32′373t F P T20 9t A P T54t* | | | London British<br>14 *B H*<br>2 DB *150lb*<br>Algemeine Elec. Ges. Berlin | Oil Engines 4.S.C.SA<br>12Cy.29⅛″–51 3/16″ 983NHP | 34 ″ 0<br>s 6 ″ 8½<br>27 ″ 7 | |
| 76060<br>143340<br>GCDL | **Hornchurch**<br>*ss* Shl. No. 3–2, 32<br>*ss* Shl. No. 1–37<br>*Well deck* 1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | | 2162<br>1735<br>1250 | ✠100A1<br>7,39<br>✠LMC<br>MS 4,37 ~~BS 7,39~~<br>5,40 | Shl | *r* | CL<br>7,39 | 1919<br>7mo | Osbourne, Graham & Co. Ld. Sunderland<br>*Lloyd's SA & CP* | Hudson S.S. Co. Ld.<br>*Cell D B196′472t* | 280·0 \| 40·5 \| 18·5<br>P23′Q94′B52′F27′ FK<br>*D Ta42′153t F P T95t* | | | London British<br>6 *B H Pt Cem*<br>*A P T120t* | T.3Cy.21″, 35″ & 58″–39″ (*s*)<br>180lb 231NHP<br>2SB, *6cf*, GS119, HS3616<br>MacColl & Pollock, Ld. Sld. | 20 ″ 9<br>s 2 ″ 0½<br>18 ″ 11 | |
| 76061<br>23050<br>JRFB | **Horonai Maru** (*ex* Tsukuba Maru)<br>Wireless 1 *Dk* | | 999<br>840<br>671 | | | | | 1918 | Senba Zosensho Osaka | Hokkaido Tanko Kisen K.K. | 195·5 \| 31·5 \| 18·0 | | | Kobe Japanese<br>*WB* | T.3Cy.13½″, 22½″ & 37½″–28″<br>74NHP<br>Senba Zosensho, Osaka | | |
| 76062<br>160651<br>MPFJ | **Horsa**<br>*Ref. Mchy.* 1 *Dk* & *Shelter dk*<br>Wireless D.F. E.S.D. *Cruiser Stern* | | 979<br>824<br>392 | | | | | 1928 | Ramage & Ferguson, Ld. Leith | Currie Line, Ld. | 231·4 \| 35·6 \| 16·0 | | | Leith British<br>*WB* | T.3Cy.20″, 33″ & 54″–36″<br>175NHP<br>Ramage & Fergusn, Ld. Lth. | | C |
| 76063<br>161354<br>MPQV | **Horseferry**<br>*ss* Sld. No. 2–38<br>*Mchy. Aft* 1 *Dk* (*Stl*)<br>*Well deck* *Cargo battens not fitted* | | 951<br>751 8,40 ~~3,40~~<br>496 | ✠100A1<br>~~BS 7,40~~<br>3,40<br>✠LMC 9,38 | Sld | *m* | CL<br>3,40 | 1930<br>1mo | J. Crown & Sons, Ld. Sunderland<br>*Lloyd's SA & CP* | Gas Light & Coke Co (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*)<br>*Cell D Bu E19′f133′262t MT128t F P T120t A P T19t* | 217·0 \| 32·0 \| 13·5<br>Q105′B17′F25′ FK | | | London British<br>4 *B H Cem* | T.3Cy.16″, 27″ & 44″–30″ (*s*)<br>180lb *100lb* 115NHP<br>1SB, *3cf*, GS55, HS1786<br>G. Clark, Ld. Sunderland | 15 ″ 6<br>s 1 ″ 11⅜<br>13 ″ 10½ | |

| 1 Numero d Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'hélice porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc | 15 Registres où cotés. Lettres de L. Turc & Cert. Lettres. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76064 PEUD | **Horst** | *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern* | 400 270 258 | ✠100A1 12,39 ✠LMC12,36 | Gro | | 0G | 1939 12mo | NV Schpsw "Foxhol" Foxhol *Lloyd's SA & CP* | H.Schothorst *Cell D B 91'1* | 149·8 \| 27·0 \| 8·8 159·1 (O.L.) P39'Q52'F26' FK 10t *F P T* 65t *A P T* 10t | Groningen Dutch *3 B H* | Oil Engines 4S.C.SA 6Cy.11$\frac{7}{16}$"–17$\frac{1}{16}$" 76NHP Appingedammer Brons Motorenfb.N.V. | 10 " 4 s 3 " 5$\frac{1}{2}$ 10 " 3$\frac{1}{2}$ | |
| 76065 FPDH | **Hortensia Bertin** (*ex* King David–39, *ex* Gundomar) *Well deck* D.F. | *ss* Shl. 2nd No. 3–5,37 2 *Dks* (*Stl–Uws*) & *Web frames* | *3721* *3335* *2257* | ✠100A1 9,40 ~~1,00~~ BS~~8,30~~ 9,40 ✠LMC5,37 | Cal | *x* | CL ~~5,37~~ 9,40 | 1912 9mo | Akt. Ges. "Weser" Bremen *Lloyd's SA & CP* | O.E.Bertin *Cell D B a 116'u* | 355·1 \| 50·4 \| 23·2 P226'F43' FK *E26'f164'830t F P T* | Shanghai French *6 B H Cem* *18t A P T 14t* | T.3Cy.25$\frac{3}{16}$",41$\frac{3}{16}$" & 67$\frac{1}{16}$"–47$\frac{1}{2}$" 192lb (*s*) 432NHP 3SB,*9cf*,GS129,HS6135 FD A.G. "Weser," Bremen | 26 " 0 s 3 " 3$\frac{1}{2}$ 22 " 10$\frac{1}{2}$ | |
| *Note* | "Nicaragua," *see No. 89218 in Supplement* | | | | | | | | | | | | | | |
| 76066 146539 VPCB | **Hosang** (P) | *ss* H.Kg.No.3–7,34 *ss* H.Kg.No.1–38 D.F. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–teak s) | 5698 4990 3293 | ✠100A1 *Shelter dk with freeboard* 12,40 ~~2,00~~ ~~BS7,30~~ ✠LMC8,36 *Fitted for oil* | HKg | *a*† | CL ~~7,38~~ 11,40 *fuel* 3,22 | 1922 3mo *F.P. above* | N. of Ireland SB.Co Ld Londonderry *Lloyd's SA & CP* 150° F. | Indo-China Steam Nav.Co.Ltd. *Cell D B 350'1137t F W tanks in 'tween Coll dks aft* | 411·0 \| 53·8 \| 28·3 F37' *on Shelter dk* FK *t 13'88t D T a 23'592t F P T 86t A P T 122t* | Hong Kong British *Cem* *B H to Sh dk* 8 " " *U* " | T.3Cy.27",46" & 77"–51" (*s*) 200lb 708NHP 4SB,*12cf*,GS247,HS11044 FD J.G.Kincaid & Co.Ld.Grk. | 31 " 0 s 4 " 0$\frac{1}{2}$ 27 " 2 | |
| 76067 21737 JDFB | **Hosei Maru** (*ex* Nichiro Maru, *ex* Leonora) | *ss* Rot.No.3–5,08 *ss* Kob.No.2–16 1 *Dk* 2 *tr B & Web frames* | 2670 2441 1903 | ✠ ... 5,21 ✠ | | | | 1895 9mo | Richardsn, Duck & Co. Stockton | Shoyo Kisen K.K. | 315·0 \| 43·0 \| 21·1 P29'B62'F33' FK | Amagasaki Japanese *W B* | T.3Cy.23",37" & 61$\frac{1}{16}$"–42" 246NHP Blair & Co.Ld. Stockton | 23 " 8 | |
| 76068 277 JPJC | **Hoten Maru** (P) Twin Sc | 2 *Dks* *Cruiser Stern* | 3975 3024 2120 | | | | | 1928 | Mitsubishi Zosen Kaisha Kobe | Dairen Kisen K.K. | 360·0 \| 46·0 \| 28·5 B36'F41' | Dairen Japanese *W B* | S.R.geared Steam Turbines Mitsubishi Zosen Kaisha, Kobe | | |
| 76069 1893 | **Houlee** (*ex* Jervaulx Abbey–36) (P) | *ss* Gms.2nd No.3–3,32 *ss* Drn.No. ~~1–36~~ 2–40 Wireless 1 *Dk* (*Irn*) & *deep framing* *Well deck* *Lower dk in No. 1 hold* | 1340 — 603 | ✠100A1 ~~11,40 9,30~~ 3,41 ~~BS10,30~~ ✠LMC ~~11,40~~ 11,40 | Drn | *p* | 0G 8,37 | 1908 7mo | W.Gray & Co.Ld. W Hartlepool *Lloyd's SA & CP* | Ching Kee Steam Nav.Co.Ltd. *Cell D B a* | 255·1 \| 33·7 \| 15·5 P29'Q40'B98'F34' BK7" 42'*f*61'119t *F P T* 13t *A P T 7t* | Chefoo Chinese *5 B H Cem* | T3Cy.25$\frac{1}{4}$",40$\frac{1}{2}$" & 67"–42" (*s*) 185lb 504NHP 3SB,*9rf*,GS176,HS8223 FD Cen.Mar.Eng.Wrks.W Hpl | 16 " 3 s " 10 16 " 0$\frac{1}{2}$ | |
| 76070 | **Houn Maru** | 1 *Dk* *Mchy. Aft* | 1925 1540 1086 | | | | | 1940 | Kawaminami Kogyo K.K. Nagasaki | Toho Kisen K.K. | 271·6 \| 40·0 \| 20·3 P87'F29' | Osaka Japanese *W B* | T.3Cy.18$\frac{3}{16}$",30" & 50"–36" 150NHP Kawaminami Kogyo K.K. Koyagisima | | |
| 76071 ~~1210~~ JFEI | — | Iron Ctr | 528 | | | | | 1890 | Kawasaki Dkyd.Co.Ld. Kobe | Houn Maru Unpanbu K.K. | 160·8 \| 27·2 \| 13·4 | Tokyo Japanese | C.2Cy.21"&39"–24" 62NHP Kawasaki Dkyd Co Ld Kobe | | |
| *Now* | "~~Ta~~gyo Maru," *see No. 89983 in Supplement* | | | | | | | | | | | | | | |
| | | 1 *Dk* *Mchy. Aft* | 368 | | | | | | | | | | | | |
| 76072 586 | **Houn Maru No. 3** Wood Aux Sr | *Oil Eng.* 1 *Dk* *Mchy. Aft* | 301 277 215 | | | | | 1918 | Takami Yoshitaro Antoken | Nakano Hatsutaro | 114·0 \| 29·0 \| 13·0 | Shingishu Japanese | Oil Engines 2S.C.SA 2Cy.15$\frac{1}{2}$"–17" 85NHP Yamamoto Tekkosho, Osa. | | |
| 76073 589 | **Houn Maru No. 5** Wood Aux Sr | *Oil Eng.* 1 *Dk* *Mchy. Aft* | 336 304 258 | | | | | 1918 | Takami Yoshitaro Antoken | Morikami Uhei | 122·1 \| 29·3 \| 12·8 | Shingishu Japanese | Oil Engines 2S.C.SA 2Cy.15$\frac{1}{2}$"–17" 85NHP Yamamoto Tekkosho, Osa. | | |
| 76074 143298 GCDN | **Housatonic** (*ex* War Dogra) | *ss* Shl.No.3–7,32 *ss* Nwc.No.1–36 1 *Dk* (*Stl*) 2 *tr B & Web frames* D.F. *Longitudinal framing* | 5559 4696 3425 | ✠100A1 3,40 BS2,39 ✠LMC12,36 *Carrying oil in bulk* *Fitted for oil* | Mdb | *z* | CL N11,37 *F.P. above* *F.P. above* *fuel* 6,19 | 1919 7mo | W.Hamilton & Co.Ld. Pt.Glasgow *Lloyd's SA & CP* 150° F. 150° F. | Anglo-American Oil Co.Ld. ~~(P.J. Wolfe, *Mgr.*)~~ (R.A. Carder, *Mgr.*) *Middle line bulkhead* *Cell D B u E & B* | 400·3 \| 52·2 \| 28·4 P50'B121'F39' FK *not oil-tight* 64'277t *f* 50' | London British 10 *B H p t Cem* 63t *F P T* 97t *A P T* 13t | T.3Cy.27",44" & 73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan & Co.Ld.Glasgow | 31 " 0 s 5 " 7$\frac{1}{2}$ 25 " 7 | |
| 21/3 | | | | | | | | | | | | | | | |
| 76075 161621 GWRF | **Houston City** | *Oil Eng.* 1 *Dk* & *Shelter dk* *Cruiser Stern* | 4935 4637 3009 | | | | | 1934 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Leeds Shipping Co. Ld. (Sir W.R.Smith & Sons, Ld. *Mgrs.*) | 425·5 \| 56·3 \| 25·4 F42' | Bideford British | Oil Engines 2S.C.SA 4Cy.23$\frac{3}{8}$"–91$\frac{5}{16}$" 687NHP W.Doxford & Sons, Ld. Sld | | C |
| 76076 PEUF | **Houtman** (*ex* Flying Norseman–38) | *Oil Eng.* *ss* Irv.No.2–40 ~~*ss* Rot.No.1–35~~ 1 *Dk* (*Stl*) *Cruiser Stern* *Cargo battens not fitted* | 394 290 196 | ✠100A1 ~~3,30~~ ~~1,98~~ 3,41 ✠LMC ~~BS~~ | Rot | *f* | ~~12,37~~ ~~8,70~~ 3,41 | 1931 6mo | N.V. Industrieele Maats. De Noord Alblasserdam *Lloyd's SA & CP* | Reed "De Noord" (J.Vermaas' Scheepvaart Bedrijf, *Mgrs.*) *Cell D B f* 102' | 148·8 \| 25·2 \| 9·1 P40'F21' FK 115t *F P T* 25t | Rottrdam Dutch *3 B H Cem* *A P T* 20t | Oil Engines 4S.C.SA 6Cy.12$\frac{1}{4}$"–14$\frac{3}{16}$" 88NHP Mtrn Werke Mannheim A.G | 11 " 0 s 1 " 0 10 " 1 | |
| 76077 7645 SGQO | **Hövding** (*ex* Sundsborg–36, *ex* T.M.Werner) | 1 *Dk* | *1516* *1241* *831* | | | | | 1905 | Helsingörs Jernsk.& Msk Elsinore | Rederi A/B Hasting (Erik Håkanson, *Mgr.*) | 246·6 \| 37·4 \| 15·8 P17'Q73'B106'F28' | Hlsingborg Swedish *W B* | T.3Cy.19",32"&53"–36" 169NHP Helsingörs Jernsk.& Msk. | | V |
| 76078 133629 MDYW | **Hove** (*ex* Collairnie) | *ss* Bng.2nd No.3–2,39 *Well deck* 1 *Dk* (*Stl*) *Mchy. Aft* *Cargo battens not fitted* | 435 311 170 | ✠100A1 3,39 ✠LMC BS~~5,40~~ 5,40 HS2,39 | Bwg | *g* | CL 2,39 | 1913 7mo | Ardrossan DD&SB Co Ld Ardrossan *Lloyd's SA & CP* | Coppack Bros.& Co. | 155·8 \| 25·2 \| 10·8 163·4 (O.L.) Q91'B9'F21' BK7" | London British *3 B H Cem* *F P T* 54t | T.3Cy.12$\frac{1}{2}$",21$\frac{1}{2}$" & 34"–24" 180lb (*s*) 59RHP ~~NDB26~~ 1SB,*2pf*,GS86,HS1354 W.V.V.Lidgerwood,Gls. | 11 " 8 s 3 " 7$\frac{1}{2}$ 12 " 2 | |
| 76079 96308 WMCV | **Howard** Sub.Sig. D.F. | 3 *Dks* & *Hurricane dk* | 3581 — 2278 | | | | | 1895 | Harlan & Hollingsworth Co. Wilm.Del. | Merchnts & Miners Transportation Co. | 310·5 \| 42·0 \| 26·0 len 09 | Baltimore Utd. States | T.3Cy.28",46" & 72"–48" NB09 359NHP Harlan & Hollingsworth Co. | | |
| 76080 172356 | **Howard L. Shaw** | D.F. GyC. *Mchy. Aft* 1 *Dk* 2 *tr B* | 4769 4584 3547 | | | | | 1900 | Detroit S.B.Co. Wyandotte | Upper Lakes & St. Lawrence Transportation Co.Ld. (G.C.Leitch, *Mgr.*) | ~~435·5 \| 51·5 \| 28·0~~ 439·5 \| 51·4 \| 23·9 *WB* | Toronto British | T.3Cy.22",~~36"~~ 36" & 58"–42" NB20 218NHP Detroit S.B.Co. Detroit | | |
| 76081 212353 WPSR | **Howard M. Hanna, Junior** | *Mchy. Aft* GyC. 1 *Dk* | 6204 — 4689 | | | | | 1914 | American S.B.Co. Cleveland, O. | Columbia Transportation Co. (John T.Kelly, *Mgr.*) | 504·0 \| 54·0 \| 30·0 F60' *WB* | Wilmgton (Del.) Utd. States | T.3Cy.23$\frac{1}{2}$",38"&63"–42" 257NHP American S.B.Co. Lorain, O | | R |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76082 146304 GFSJ | **Howra** | *ss*Cal. No. 3–3,34 *ss*Cal. No. 1–38 1 *Dk (Stl) & Shelter dk (Stl) & Web frames* *Cruiser Stern* *Longitudinal framing* | 6709 6252 4096 | ✠100A1 *Shelter dk with freeboard* ~~1,1~~ 1 ~~6,08~~ 5,11 BS ~~11,39~~ 1,41 | Bom Cal | *a*† | CL ~~9,26~~ 6,40 LMC 11,38 | 1922 8mo *Lloyd's* | Armstrong Whitworth & Co.Ld. Newcastle | British India Stm. Nav. Co. Ld. *Cell DB 320'1367t DT a 31'1080t* | 412·2 \| 55·8 \| 34·7 P42'F36' *on Shelter dk* FK *6 BH to Sh dk 2* „ „ *U* „ | | | Glasgow British *Cem* *FPT 112t APT 247t* | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 600 NHP 3SB, *9cf*, GS 190, HS 7890 FD C.A. Parsons Ld. Nwc. | 38 „ 1 s 9 „ 11½ 28 „ 4¼ | |
| 76083 218221 KIJQ | **Hoxbar** | *Fitted for oil fuel* *Carrying Petroleum in bulk* 2 *Dks* D.F. *Mchy. Aft* *Longitudinal framing* | 6958 — 4329 | | | | | 1919 | Bethlehem S.B. Corp. Ld Sparrow's Pt. Md. | Farr Spinning & Operating Co. | 434·8 \| 56·2 \| 31·8 P92'B50'F42' | | | Wilmington (Del.) Utd. States | T. 3Cy. 27¼", 47" & 78"–48" 422 NHP Bethlehem S.B. Corp. Ld. Sparrow's Point, Md. | | R |
| 76084 ~~217616~~ ~~KRMK~~ | **Hoxie** | D.F. Sub. Sig. „ 2 *Dks* *Longitudinal framing* | 4623 4213 2838 | | | | | 1918 | Bethlehem S.B. Corp. Ld. Sparrow's Pt. Md. | ~~United States Maritime Commission~~ | 377·0 \| 52·0 \| 29·5 P41'B94'F38' | | | British *WB* | T. 3Cy. 24", 41" & 68"–48" 320 NHP Bethlehem S.B. Corp. Ld. | | R |
| 76085 LCOQ | **Höyanger** | Twin Sc *Oil Eng.* 2 *Dks* | 4624 4201 2765 | | | | | 1926 | Akt. Burmeistr & Wain Copenhagen | Westfal-Larsen & Co. A/S | 381·6 \| 53·8 \| 25·9 P103*t* H259*t* F22*t* | | | Bergen Norwegian *WB* | Oil Engines 4S.C.SA 12Cy. 21⅝"–39⅜" 542 NHP Akt. Burmeistr & Wain, Cpn | | N |
| 76086 42349 JJGK | **Hoyo Maru** D.F. 1 *Dk*, 2nd dk clear of cargo tanks *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | *Oil Eng.* | 8692 7993 6042 | ✠100A1 4,40 ~~11,38~~ ~~LBS 12,38~~ ✠LMC 12 *Carrying Petroleum in bulk* DBS 3,40 | Yka | *d*† 2⅝ 37 | CL ~~10,37~~ 3,40 | 1936 11mo *Lloyd's* | Mitsubishi Jukogyo K.K. Yokohama | Nippon Tanker K.K. *Cell DBu* | 474·0 \| 61·0 \| 37·5 P137'B37'F40' FK *E56'200t DT f 38'29 0t APT 143t* | | | Tokyo Japanese 14 *BH* 2 DB *163lb* | Oil Engines 2S.C.DA 6Cy. 23⅝"–43 5/16" 1163 NHP Mitsubishi Jukogyo K.K. Yka. | 37 „ 6 | |
| 76087 22541 JEOC | — Wireless | Wood Aux Sr 1 *Dk* | 479 414 338 | | | | | 1918 | Hatohama Senkyo Ir Wk Hatohama | Tashiro Magoichi | 140·6 \| 28·2 \| 15·7 | | | Niigata Japanese | C.2Cy. 11½" & 25"–16" 21 NHP Yutani Kusakusho, Osaka | | |
| 76088 10349 JFFA | **Hozan Maru** Ⓟ | 2 *Dks* | 2344 1920 1384 | | | | | 1907 | Kawasaki Dckyrd Co. Ld Kobe | Osaka Syosen K.K. | 305·9 \| 39·7 \| 21·6 P25'B106'F41' | | | Osaka Japanese *WB* | T. 3Cy. 23", 38" & 63"–39" 248 NHP Kawasaki Dkyd Co. Ld Kobe | | |
| 76089 45691 JGEN | — (*ex*Bodö–39, *ex*Dampfem–35, *ex*Goodspeed) Sub. Sig. | 1 *Dk* | 2260 — 1343 | ✠ ... 4,22 ✠ | | | | 1918 9mo | Detroit S.B Co. Wyandotte | Kokoku Sangyo K.K. | 251·2 \| 43·8 \| 22·5 P62*t* H104*t* F24*t* FK | | | Tokyo Japanese *WB* | T. 3Cy. 20", 33" & 54"–40" 267 NHP Detroit S.B. Co. Detroit | 24 „ 2 | CV † |
| 76090 16928 JAXC | — | 1 *Dk* | 1176 1029 831 | | | | | 1914 | Osaka Iron Works Osaka | Houn Kisen K.K. | 218·7 \| 32·2 \| 17·3 *WB* | | | Nishino-miya Japanese | T. 3Cy. 13½", 23" & 38"–30" 79 NHP Osaka Iron Works, Osaka | | |
| 76091 1565 JTRE | **Hozukawa Maru** Wood | 1 *Dk & Awng dk* | 339 297 194 | | | | | 1896 | Osaka Iron Works Osaka | Tosa Domei Kisen K.K. | 143·0 \| 18·9 \| 14·8 | | | Osaka Japanese | T. 3Cy. 11⅝", 16⅜" & 26½"–20" 30 NHP Ross & Duncan, Glasgow | | |
| 76092 359 JPHC | **Hozyo Maru** (*ex*Hojo Maru–38, *ex*Gard Maru, *ex*Gard, *ex*Athelstane, *ex*Theodore F. Reynolds) | *ss*Ams. No. 2–28 *Fitted for oil fuel* 1 *Dk* *Carrying oil fuel in bulk* | 2417 2012 1292 | ✠ ... 4,33 ✠ | | | | 1920 8mo | McDougall Duluth S.B Co Duluth, Minn | Dairen Kisen K.K. | 251·0 \| 43·7 \| 22·2 P25'B64'F22' FK | | | Dairen Japanese *WB* | T. 3 Cy. 19", 30¼" & 54"–40" 262 NHP McDougall Duluth S.B. Co. | 24 „ 3 | |
| 76093 OYMA | **Hroar** Ⓟ Wireless D.F. *Ref. Mchy.* | 2 *Dks* | 1401 1107 748 | | | | | 1923 | Frdkshvns. Værft & Flydedok A/S Frderikshavn | Det Forenede Dampskibs Selsk. | 253·7 \| 37·2 \| 16·9 | | | Copnhagn Danish *WB* | T. 3Cy. 21", 33½" & 56"–39" 196 NHP Helsingörs Jernsk. & Mskb. | | V |
| 76094 YTKJ | **Hrvatska** Ⓟ (*ex*Croatia) *ss*Ssk. 3rd No. 3–12,29 *ss*Ssk. No. 2–38 1 *Dk (Stl)* | | 492 — 303 | ✠100A1 6,40 ~~4,09~~ LMC MS 5,38 BS ~~3,39~~ 5,40 Not at Survey reported | Ssk | *h* | OG ~~4,37~~ 6,40 | 1891 11mo *Lloyd's* | Howaldts-werke Kiel | Jadranska Plovidba D.D. | 167·9 \| 25·0 \| 10·6 180·1 (O.L.) P45'B38'F41 BK 7" *Cell DB a & u E 52'51t* | | | Susak Yugoslav 4 *BH Cem* NDB 91 *refitted* 23 1 Water Tube Boiler | T. 3Cy. 17", 27½" & 43⅜"–24¾" 172lb *80lb* (*s*) 174 NHP s NB 06 *refitted* 23 HS 2998 FD GS 55 Howaldtswerke, Kiel | 12 „ 8 s „ 5½ 12 „ 9¾ | |
| 76095 | **Hsin An** (*ex*Tenbu Maru–34, *ex*Vorwärts) | 2 *Dks* | 1030 787 563 | | | | | 1895 | Howaldts-werke Kiel | Ying Kee Hong | 231·3 \| 32·8 \| 15·1 P28'B69'F29' | | | Tsingtao Chinese *WB* | T. 3Cy. 17", 27⅝" & 43⅜"–24 7/16" 93 NHP Howaldtswerke, Kiel | | |
| 76096 151743 MNMC | **Hsin Chang Wo** Twin Sc (*ex*Kingwo–33) | 2 *Dks* *DAMAGED BY AIRCRAFT 8,39* | 582 247 242 | | | | | 1923 | Kiangnan D&E. Wks. Ld Shanghai | Indo-China Steam Nav. Co. Ld. | 147·1 \| 28·0 \| 7·8 | | | Shanghai British | T. 6Cy. 11½", 17¼" & 27¾–16" B *made* 17 *fitted* 23 40 RHP Kiangnan D&E Wks Ld. Shi | | |
| 76097 XNAP | **Hsin Hua An** (*ex*Hua An 1–36, *ex*Hua An–35, *ex*Hwah Kun, *ex*Keong Wai) | 2 *Dks* | *1777* *1638* *1115* | | | | | 1895 | Fairfield Co. Ld. Glasgow | Hsin Chang An S.S. Co. Ld. | 289·0 \| 37·8 \| 21·5 P10'B22'F42' | | | Shanghai Chinese | T. 3Cy. 22", 36" & 57"–42" 211 NHP Fairfield Co. Ld. Glasgow | | |
| 76098 XNCW | **Hsin Lee** Wireless | 2 *Dks* | 1174 — 704 | | | | | 1916 | Osaka Iron Works Osaka | Ching-Kee S.N. Co. Ld. | 230·7 \| 33·5 \| 18·5 P24'B35'F30' | | | Chefoo Chinese | T. 3Cy. 13¾", 23" & 38"–30" 79 NHP Osaka Iron Wrks. Ld. Osaka | | |
| 76099 133255 GLJY | **Hsin Peking** (*ex*Tungchow–36) | 2 *Dks & Shade dk* | 2104 1592 1263 | | | | | 1914 | Taikoo Dkyd & Eng Co. of Hong K'ng Ld Hong Kong | China Nav. Co. Ld. | 280·0 \| 40·1 \| 17·8 P8'F28' | | | London British *WB* | T. 3Cy. 21", 34" & 56"–39" 196 NHP Taikoo Dkyd. & Eng. Co. of Hong Kong, Ld. | | |
| 76100 | **Hsin Tai** (*ex*Tungus) Iron | 2 *Dks* | 481 — 281 | | | | | 1840 | Nevsky S.B & M. Wks Leningrad | Tung Shun S.S. Co. Ld. | 168·9 \| 26·6 \| 15·0 | | | Tientsin Chinese *WB* | C.2Cy. 22" & 37"–24" 56 NHP E&B *made* 03 *refitted* 18 Crichton Eng. Works, Abo | | |
| 76101 125176 MMZP | **Hsin Tseangtah** (*ex*Min Ho–37, *ex*Beulah–35) *Well deck* *Mchy. Aft* | *ss*Osa. 2nd No. 3–2,35 1 *Dk (Irn) & deep framing* | 933 684 530 | ✠ ... 7,39 ✠ | Shi | *l* | | 1908 9mo | Clyde S.B. & E. Co. Ld. Pt. Glasgow | China Import & Export Lumber Co. Ld. *Cell DBu* | 210·0 \| 30·5 \| 13·2 218·0 (O.L.) *32·3* Q122'B9'F27' FK & BK 1½" *E24'f 134'227t FPT 51t APT 8t* | | | Shanghai British 3 *BH Cem* | T. 3Cy. 17", 28" & 46"–33" 151 NHP 2SB, *4cf*, GS 86, HS 2588 Clyde S.B. & E. Co. Ld. P. Gls | 15 „ 6 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux. | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés aux machines après visite. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd. | 15 Longueurs où cote le fer entre L. P. et Doubl. Cert. R. et r. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76102 34530 JBQE | **Hsin Yang Maru** Ⓟ TwinSc 1 Dk | 1674 1290 774 | | | | | 1929 | Shanghai Dck&ECo.Ld Shanghai | ToaKaiunK.K. | 239·0 B194′ | 39·9 | 10·0 | Tokyo Japanese | T.6Cy.10½″,17′&28′–16″ 54NHP ShanghaiDck.&E.Co.Ld. | | |
| 76103 155840 GMXL | **Hsin Yangtse** 2 Dks Wireless | 921 649 341 | ✠ … 10,31 | ✠ | | | 1927 6mo | Shanghai Dk&En.CoLd Shanghai | ShanghaiPilot BoatCo.(1928)Ld. | 180·8 FK | 34·0 | 15·2 WB | Shanghai British | T.3Cy.18½″,29′&49′–33″ 187NHP ShanghaiDk.&Eng.Co.Ld | 16 ″ 6 | |
| 76104 | **Hsing Shih** (*ex*Kwang-ping) 2 Dks | 2018 — 1239 | | | | | 1898 | J.Scott& Co. Kinghorn | SanPehSteamNav. Co.Ld. | 265·0 B69′F41′ | 40·2 | 20·9 WB | Shanghai Chinese | T.3Cy.20″,32″&54″–36″ 175NHP J.Scott&Co.Kinghorn | | |
| 76105 46800 JDGO | **Hsing Tung Maru** Ⓟ | ~~3500~~ 3364 — 1923 | | | | | 1939 | Harima S.B.&Eng. Co.Ld. Harima | ~~KiyohinKisenK.K.~~ ToaKaiunK.K. | ~~318·4~~ 322·1 | ~~57·4~~ 60·0 | ~~13·4~~ 15·4 | Tokyo Japanese | Steam Engines | | |
| 76106 XNBS | **Hsing Yuan** (*ex*ChunHwa–36, *ex*Francesco Vazzana–34, *ex*LotharBohlen) 1 Dk&Spar dk 3 tr B | 2223 2059 1388 | | | | | 1898 | Blohm& Voss Hamburg | YungYuanS.S.Co. | 303·4 P80′F35′ | 38·3 | 23·0 | Chefoo Chinese | T.3Cy.19″,30″&50″–39½″ 157NHP Blohm&Voss,Hamburg | | |
| 76107 XNDK | **Hsu Chow** (*ex*Escondido, *ex*Hallgjerd) 1 Dk | 1658 — 926 | 99/394 15 6/44 | | | | 1917 | Laxevaags Msk.&Jrnskb Bergen | ChinaUnitedNav. Co.Ld.(N.Tsu, *Mgr.*) | 246·0 P39*t*Q109*t*B127*t* H69*t*F38*t* | 38·0 | 15·6 WB | Shanghai Chinese | T.3Cy.18⅝″,29″&49″–33″ 138NHP LaxevaagsMsk&Jrns.Bgn | | |
| 76108 31667 JBJB | **Hua Shan Maru** Ⓟ *Longitudinal framing* 2 Dks | 2089 1707 1284 | | | | | 1926 | OsakaIron Works,Ld. Osaka | ToaKaiunK.K. | 280·0 P23′B80′F30′ | 41·0 | 21·0 WB | Tokyo Japanese | T.3Cy.18″,30″&50″–36″ 150NHP OsakaIron Works,Ld. | | |
| 76109 228613 KJMY | **Hualalai** Ⓟ TwinSc *Fitted for oil fuel* 2 Dks *Cruiser Stern* | 3088 — 1803 | | | | | 1929 | Bethlehem S.B.Corp.Ld. SanFrancisco Cal. | Inter-IslandStm. Nav.Co.Ld. | 295·0 F34′ | 48·1 | 25·6 WB | Honolulu Utd.States | DRgearedSteamTurbines 666NHP Westinghouse Elec.&Mfg. Co.Phl.Pa. | | R |
| 76110 DJZZ | **Huascaran** Ⓟ *Oil Eng.* D.F. E.S.D. 3 Dks *Cruiser Stern* | 6951 5272 4026 | | | | | 1939 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 464·8 P33′F88′ | 60·3 | 26·9 WB | Hamburg German | 3 Oil Engines 2S.C.SA 22Cy.(2–8Cy.&1–6Cy. 20½″–27½″) 1621NHP &electric drive Blohm&Voss,K.a.A.Ham. | | G |
| 76111 743 CBHU | **Huasco** Ⓟ 3 Mst 2 Dks&deep framing *Promenade dk&Shade dk* | 3798 2575 2218 | ✠ … 11,10 | ✠ | | | 1906 5mo | J.Reid& Co. Glasgow | CompaniaSud Americana deVap. | 379·7 BK11″ | 44·3 | 21·5 WB | Valparaiso Chilian | T.3Cy.29″,47″&78″–57″ 596NHP Dunsmuir&Jackson LdGls | 25 ″ 0 | |
| * 76112 145131 MKLF | **Hubbastone** *ss*Sws.No.3–7,33 *ss*Bly.No.1–37 *Mchy.Aft* 1 Dk(*Stl*) *Well deck* *Cargo battens not fitted* | 873 592 431 | ✠100A1 2,39 BS5,38 | Shl ✠LMC5,37 | *k* | CL 2,39 | 1921 1mo | HansenSB &ShipRep. Co.Ld. Bideford *Lloyd's SA&CP* | S.&R.Steamships, Ld.(Stone&Rolfe, Ld. *Mgrs.*) *CellDBf*126′239*t* *FW tank in* | 190·0 199·3(O.L.) Q120′BonQ14′F26′ FK *break* 7′14*t* *FPT*53*t* | 30·1 | 12·6 3 *BHCem* *APT*30*t* | London British | T.3Cy.15″,25″&41″–27″ (*s*) 180lb 84RHP 2SB,*4cf*,GS69,HS1824 LythamS.B.&Eng.Co.Ld. | 14 ″ 6 ″ 4 ″ 6½ 14 ″ 1½ | |
| 76113 216355 GBTS | **Hubert Schafer** (*ex*Robert Johnson,*ex*Lake Santa Monica, *see No. 89990 in Supplement* 1 Dk | 2010 1631 1287 | ✠ … 9,20 | ✠ | | | 1918 5mo | ToledoS.B. Co. Toledo,O. | SchaferBros.S.S. Lines | 252·0 P21′B64′F30′ | 43·5 FK | 18·9 WB | S.Frncisco Utd.States | T.3Cy.20½″,33″&54″–40″ 260NHP ToledoS.B.Co.Toledo,O. | 21 ″ 0 | |
| 76114 DHPJ | **Hubert Schröder** (*ex*Ljusneälf–38, *ex*Tilburg) 1 Dk | 1391 1208 808 | | | | | 1917 | L.Smit& Zoon Kinderdijk | RichardSchröder | 239·1 P27′B56′F24′ | 36·3 | 16·6 WB | Rostock German | T.3Cy.17½″,29¼″&46¾″–36″ 120NHP L.Smit&Zoon,Kinderdijk | | V |
| 76115 | **Hudiksvall** *Now "Cossipore," see No. 87517 in Supplement* 1 Dk | *782* *589* *487* | | | | | 1892 | Burmeister &Wain Copenhagen | IndianRivercraft Mart. | 197·5 Q74′B53′F25′ | 31·0 | 12·9 British WB | | C.2Cy.25½″&46″–30″ 97NHP Burmeister&Wain,Cpn. | | V |
| 76116 1287 CBHE | **Huellelhue** Wireless *Mchy.Aft* | 381 301 170 | | | | | | N.V.Werf. "Gusto" v/h A.F.Smulders Schiedam | Soc.Anon. Industrial y Comercial Hoffmann | 140·0 | 23·3 | 11·9 | Valparaiso Chilian | C.2Cy.15″&29½″–19¼″ 32NHP | | |
| 76117 1219 CBLU | **Huemul** Ⓟ (*ex*Luisa,*ex*Albaro, *ex*Skutari,*ex*Serapis) *ss*HamNo.3–10,02 *ss*Gen.No.2–10 2 Dks | 2854 2206 1666 | ✠ … 1,20 | ✠ | | | 1890 8mo | Blohm& Voss Hamburg | Soc.Maritima y ComercialR.W. James yCia. | 321·1 P&B217′F34′ | 40·2 BK10′ | 23·4 WB | Valparaiso Chilian | T.3Cy.23¾″,38″&63″–42″ NB27 261NHP Blohm&Voss,Hamburg | 26 ″ 2 | |
| 76118 7141 SDEA | **Hugin** *Cruiser Stern* Wireless D.F. 2 Dks | *1276* *992* *578* | | | | | 1924 | Helsingörs Jernsk&Msk. Elsinore | Stockholms RederiA/B"Svea" (Eman.Högberg, *Mgr.*) | 260·4 | 37·1 | 14·3 | Stockholm Swedish | T.3Cy.20″,32″&53″–36″ 168NHP HelsingörsJernsk.&Mskb. | | V |
| 76119 DHKM | **Hugo Oldendorff** (*ex*Baltia–39, *ex*Harald–33) *ss*Shl.No.2–12 1 Dk(*Stl*)&deep framing | 1876 1627 1091 | ✠ 4,16 | ✠ Bmn | *r* | | 1904 6mo | Craig,Tay-lor&Co. Stockton | EgonOldendorff *CellDBa*90′*u* *f*116′406*t* | 278·5 P26′B72′F28′ *E*16′ FK *FPT*79*t* *APT*87*t* | 38·4 | 18·5 4 *BHpt Cem* *pt Asp* | Lübeck German | T.3Cy.19″,31″&51″–33″ 167NHP 2SB,*4pf*,GS74,HS2654 N.E.MarineEng.Co.Ld.Sld | 20 ″ 7 | G † |
| 76120 218579 KIQR | **Hugoton** *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Longitudinal framing* 2 Dks | 6943 — 4267 | | | | | 1919 | Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md. | FarrSpinning& Operating Co. | 434·8 P122′B56′F38′ | 56·2 | 31·7 WB | Wilmgton (Del.) Utd.States | T.3Cy.27″,47″&78″–48″ 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md. | | R |
| 76121 218771 KIVQ | **Huguenot** *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* Sub.Sig. *Longitudinal framing* 2 Dks | 6964 — 4282 | | | | | 1919 | Bethlehem S.B.Corp.Ld. Sparrow's Pt Md. | RichfieldOilCorp. | 434·8 P122′B50′F45′ | 56·2 | 31·7 WB | Ls.Angeles Utd.States | T.3Cy.27″,47″&78″–48″ 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md. | | R |
| 76122 24469 JPMB | **Huki Maru** (*ex*FukiMaru–38) 1 Dk | 2453 — 1705 | | | | | 1918 | Asaki S.B.Co. Osaka | Kuribayashi SyosenK.K. | 284·0 | 41·0 | 24·5 WB | Tokyo Japanese | T.3Cy.19½″,31″&54″–36″ 175NHP HirotaniSeikosho,Osaka | 24 ″ 6 | |
| 76123 26548 JFJD | **Hukkai Maru** (*ex*FukkaiMaru–38) *ss*Kob.No.3–5,32 2 Dks(*Stl*) | 3830 3460 2326 | ✠ 9,37 | Kob | *w* | | 1920 1mo | Yokohama Dock Co. Yokohama | MeijiKaiunK.K. | 345·0 P33′B77′F41′ *CellDB*316′793*t* | 50·0 FK *FPT* | 29·1 6 *BHCem* 56*t* *APT*29*t* | Tarumi Japanese | T.3Cy.23″,38″&64″–48″ 343NHP 2SB,*6cf*,GS106,HS4414 YokohamaDk.Co.Yka. | 29 ″ 1 | C † |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or renewed. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NBP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Port of Trade Certificates |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76124 30509 JAKB | **Hukko Maru** (*ex*FukkoMaru-38) | TwinSc *Oil Eng.* *ss*Kob.No.3-7,36 1 *Dk*(*Stl*) | 3834 3385 2290 | ✠100A1 6,40 ~~8,38~~ ✠LMC DBS~~8,38~~ 6,40 | Kob | *w* 2⅜ LMC CS7,36 8,38 | CL ~~8,38~~ ~~8,36~~ 6,40 | 1924 12mo *Lloyd's* | KobeSteel Works Harima *A&CP* | HukkoSyosenK.K. (TaiyoKaiunK.K. *Mgrs.*) *CellDB*280'81 | 350·7 P21'B97 F35' FK *4t DTa*29'855t *FPT* | 50·0 | 27·0 | Hasidate Japanese | Oil Engines 2S.C.SA 8Cy.18½"–29½" 478NHP DB *120lb* 6 *BHptCem* 91t *APT*75t | 27 ″ 0 s 4 ″ 9½ 22 ″ 5 | |
| 76125 44837 JQLM | **Hukoku Maru** (*ex*FooKing-38, *ex*Otter-35, *ex*CanadianOtter-34, *ex*Chomedy-32, *ex*CanadianOtter) | 2 *Dks* | 2852 2512 1696 | | | | | 1920 | British American S.B.Co. Welland,Ont. | NisshinKaiun Shokai,Ld. | 320·0 P28'B96'F31' | 43·8 | 25·1 | Kobe Japanese *WB* | T.3Cy.23″,38″&63″–42″ 257NHP JohnInglisCo.Ld.Toronto | | C |
| 76126 44792 JMPM | **Hukuei Maru** *Mchy.Aft* | | 1869 — 1094 | | | | | 1938 | Osaka Zosen-sho Osaka | ToaBoekiK.K. | 271·7 | 40·0 | 20·3 | Tokyo Japanese | T.3Cy.18″,29″&50″–39″ 156NHP KubotaIronWorks,Osaka | | |
| 76127 22720 JPKB | — (*ex*FukuyeiMaru-38) | 1 *Dk* | 1114 985 772 | | | | | 1918 | Hakodate Dockyard Hakodate | Kuribayashi SyosenK.K. | 215·0 B49'F28' | 31·5 | 18·5 | Tokyo Japanese *WB* | T.3Cy.14½″,24½″&40″–30″ 88NHP HakodateDockyard | | |
| 76128 45587 JBQN | **Hukuei Maru No. 2** *Mchy.Aft* | 1 *Dk* | 1899 1540 1050 | | | | | 1939 | Kawami-namiKogyo K.K. Nagasaki | ToaBoekiK.K. | 271·7 P87'F29' | 40·0 | 20·3 | Hirosima Japanese *WB* | T.3Cy.18″,30″&50″–36″ 150NHP KawaminamiKogyoK.K. Nagasaki | | |
| 76129 4071 JGKJ | **Hukuei Maru No. 9** (*ex*FukuyeiMaruNo.9-38) *Mchy.Aft* | *Oil Eng.* | 617 — 402 | | | | | 1935 | Mihara S.B.Yd. Osaka | MansenUnyuK.K. | 170·0 | 28·0 | 14·9 | Kobe Japanese | Oil Engines 4S.C.SA 6Cy.14 3/16″–20⅞″ 117NHP HanshinTekkosho,Kobe | | |
| 76130 42056 JGKL | **Hukuei Maru No. 10** (*ex*FukuyeiMaruNo.10-38) | *Oil Eng.* | 847 — 598 | | | | | 1936 | Mihara S.B.Yd. Osaka | KashimaKisen K.K. | 185·0 | 31·0 | 17·0 | Kobe Japanese | Oil Engines 2S.C.SA 6Cy.12 3/16″–19 1/16″ 172NHP NipponHatsudokiK.K. | | |
| 76130* 46382 JYJN | **Hukuei Maru No. 15** | *Oil Eng.* | 867 — 602 | | | | | 1939 | Mihara Zosensyo K.K. Osaka | MansenUnyuK.K. | 185·0 | 31·0 | 17·6 | Kobe Japanese | Oil Engines | | |
| 76131 19585 JATB | **Hukui Maru No. 2** (*ex*FukuiMaruNo.2-38) | 1 *Dk* | 1578 1332 1111 | | | | | 1917 | Hakodate Dock,K.K Hakodate | TeikokuKisenK.K. | 235·0 | 36·0 | 21·5 | Tokyo Japanese *WB* | T.3Cy.18″,29″&49″–33″ 138NHP HakodateDk.Co.Hakodate | | |
| 76132 27463 JFIA | **Hukuken Maru** Ⓟ (*ex*FukukenMaru-38) | 2 *Dks* | 2558 2009 1570 | ✠ … 7,23 | | | | 1920 10mo | OsakaIron Works,Ld. Osaka | ToaKaiunK.K. | 284·5 P41'B100'F34' | 42·5 FK | 23·0 | Osaka Japanese *WB* | T.3Cy.21″,35″&58″–39″ 288NHP OsakaIronWrks,Ld.Osaka | 23 ″ 0 | |
| 76133 44521 JMIM | **Hukusei Maru** (*ex*FooShong–38, *ex*Canadian Victor–37) | *ss*Mtl.No.3-7,33 2 *Dks*(*Stl*) | 5802 — 4123 | ✠ … 3,38 ✠ | Gls | *y* | | 1920 8mo | Canadian Vickers,Ld. Montreal | TaiheiyoGyogyo K.K. *CellDB* | 400·1 P50'B120'F51' FK 333' 1025t *FPT*149t | 52·2 6 *BHptCem* | 31·1 *APT*123t | Tokyo Japanese | T.3Cy.27″,44″&73″–48″ 520NHP 3SB,*9cf*,GS198,HS7800 CanadianVickers,Ld.Mtl. | 31 ″ 2 | C † |
| 76134 23570 JRDE | — (*ex*FukuseiMaru-38) | 1 *Dk* | 1233 1039 716 | | | | | 1918 | Osaka Zoseusho Osaka | MeijiKaiunK.K. | 225·0 | 33·0 | 18·7 | Tazumi Japanese *WB* | T.3Cy.16″,26″&42″–30″ 97NHP LettsuTekkosho,Osaka | | |
| 76135 9445 JCWC | **Hukusyu Maru** (*ex*Fukushu Maru-38, *ex*Standard) | 1 *Dk*&*Spar dk* | 1455 1335 989 | | | | | 1903 | Framnes Mek.Værks. Sandefjord | KitaNipponKisen K.K. | 237·1 | 34·2 | 19·2 | Hutyu Japanese *WB* | T.3Cy.16½″,27″&44″–33″ 111NHP Akers.Mek.Værks Oslo | | |
| 76136 9395 JTVB | **Hukuura Maru** (*ex*Fukuura Maru-38, *ex*Bogstad) | 1 *Dk*2*tr B*&*Web frames*&*pt Awng dk* | 3177 2345 1943 | | | | | 1894 | Nylands Værksted Oslo | IinoKisenK.K. | 325·0 P28'Q100' BK10″ *pt Awng dk*194' | 41·8 | 21·2 | Takuma Japanese *WB* | T.3Cy.23″,37½″&61½″–42″ NB06*refitted*10 258NHP NylandsVærksted,Oslo | 24 ″ 0 | |
| 76137 42632 JHDL | **Hukuyama Maru** (*ex*FukuyamaMaru-38) | 1 *Dk* *Cruiser Stern* | 3581 2122 | | | | | 1936 | Harima S.B.&Eng. Co.Ld. Harima | KaiyoKisenK.K. | 334·9 P29'B94'F39' | 48·0 | 26·0 | Kobe Japanese *WB* | T.3Cy.22 1/16″,37″&61″–42½″ 241NHP KobeSteelWorks,Kobe | | C |
| 76138 27732 JTHD | **Hukuyo Maru** (*ex*FukuyoMaru-38, *ex*HoshuMaru) | *ss*Kob.No.3-5,34 *ss*Kob.No.1-40 2 *Dks*(*Stl*) | 5463 4996 3405 | ✠100A1 1,40 ✠LMC1,40 | Kob | *z* | CL 1,40 | 1920 12mo | AsanoS.B. Co. Tsurumi A&CP | ToyoKisenK.K. *CellDB*339'944t | 400·0 P33'B124'F41' FK | 53·2 6 *BHCem* | 29·4 *APT*28t | Yokohama Japanese | T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD | 32 ″ 0 s 6 ″ 7 25 ″ 9 | |
| 76139 OYXZ | **Hulda Mærsk** D.F. E.S.D. *Ref.Mchy.* | *Oil Eng.* 1 *Dk*&*Shelter dk.* 3rd dk in No. 1 hold *Cruiser Stern* | 5601 4899 3390 | ✠100A1 *with freeboard* 1,40 ✠LMC11,38 ✠Lloyd'sRMC3,40 *Carrying cargo oil F.P. deep tanks. Carrying cargo oil or glycerine in tank above F.P.* | HKg | *b*† above 150° F. | CL above 150° F. | 1938 11mo *Lloyd's* | Odense Staalskibsvft vedAPMöller Odense *A&CP* | A/S D/S Svendborg &D/S af 1912 A/S (A.P.Möller, Copenhagen, *Mgr.*) *Cell DB* 374' 1538t | 439·0 466·3(O.L.) F45' *DTs f*65'1907t *DTa*36'1171t *tank* | 57·7 FK (*Coll to Sh dk* 8 ,, 2nd ,, *above APT* | 25·4 9 *BH* 2 DB *100lb* | Copnhagn Danish | Oil Engines 4S.C.SA 9Cy.29⅛″–59 1/16″ 731NHP 2 DB *100lb* Akt.Burmeistr&Wain,Cpn 126t *FPT*83t *APT*71t | 28 ″ 7 s 3 ″ 4¾ 25 ″ 5¼ | |
| 76140 OHBY | **Hulda Thordén** (*ex*Herbert Fischer, *ex*Woodburn) D.F. | *ss*Skm.3rdNo.3-9,39 1 *Dk*(*Irn*)&*deep framing* *Cargo battens not fitted* | 2255 — 1349 | ✠100A1 9,39 ✠LMC BS5,39 MS9,39 | Skm | *t* | CL 8,38 | 1900 11mo *Inter* | BlythS.B. Co.Ld. Blyth A&CP | RederiA/B Thor (G.B.Thordén, *Mgr.*) *CellDBa*120' *mediateBHinfor'd* | 313·8 302·0 P25'B78'F34' FK *uE*&*B*16' *f*120'690t *hold dispensed with* | 43·1 | 19·7 | Helsingfrs Finnish | T.3Cy.23¾″,37″&61″–39″ (*s*) 180lb 257NHP 4 *BHCem* *APT*116t | 22 ″ 4 s 3 ″ 3¾ 19 ″ 3 | |
| 76141 139312 MNJG | **Hull Trader** (*ex*Edith) *ss*Bly.2ndNo.3-12,40 *Mchy.Aft* *Well deck* | ~~*ss*Lon.No.3-4,39~~ ~~*ss*Bly.No.3-7,39~~ 1 *Dk*(*Stl*) *Cargo battens not fitted* | 717 538 297 | ✠100A1 ~~1,40~~12,40 Bly ~~BS6,39~~ ✠LMC ~~12,40~~ 12,40 *Fitted for carrying Vegetable Oil in fore & after peaks* | Mdb | *j* | CL ~~1,40~~ 12,40 | 1917 2mo *Lloyd's* | J.P.Ren-noldsn&Sons, Ld. S.Shields *A&CP* | FreeTradeWharf Co.Ld. *CellDB f*61'64t *FPT* | 178·2 Q92'B15'F18' FK 4 *BHCem* 60t *APT*40t | 30·0 | 13·1 | London British | T.3Cy.16″,26½″&43″–30″ (*s*) 180lb 98RHP 2SB,4*pf*,GS68,HS2432 J.P.Rennoldson&Sons,Ld | 14 ″ 6 s 4 ″ 2 13 ″ 11½ | |
| 76142 151649 VOQC | **Humber Arm** Sub.Sig. D.F. E.S.D. | *ss*Rot.No.3-3,38 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice* | 5758 5244 3504 | ✠100A1 *with freeboard* 2,39 ✠LMC MS2,38 BS4,39 *Fitted for oil fuel* 7,25 | Lon | *b*† *F.P. above* | CL 2,39 | 1925 7mo *Lloyd's* | Armstrong Whitworth &Co.Ld. Newcastle *A&CP* | Bowater'sNew-foundlandPulp& PaperMills,Ld. *CellDB*347' | 424·9 F50' 1082t *DTf* | 56·3 FK ( | 28·6 *Coll to Sh dk* 6 ,, 2nd ,, 1 ,, 3rd ,, | SJhnsNFL British *SBHptCem* *Coll to Sh dk* Armstrong,Whitworth& Co.Ld.Nwc. | T.3Cy.28 1/16″,46″&77″–51″(*r*) 180lb 620NHP 3SB,*12cf*,GS225,HS9420 FD 30'1018t *DTa* 28'868t | 31 ″ 3 s 4 ″ 1½ 27 ″ 3½ | |
| 76143 228877 KJNA | **Humuula** Ⓟ *Mchy.Aft* Wireless | *Fitted for oil fuel* 1 *Dk* *Cruiser Stern* | 961 — 507 | | | | | 1929 | Bethlehem S.B.Corp.Cal. (UnionPlnt) S.FrncscoCal | Inter-IslandStm. Nav.Co.Ld. | 210·7 P58'F33' | 38·0 | 14·2 | Honolulu Utd.States *WB* | 1 DR Geared Steam Turbine WestinghouseElec.&Mfg. Co.Phl.Pa. | | R |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre-assigné maintenant en Équivoque. Lettre d'Équivoque. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Longueur sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Si le vol dans le L. Dépos. Cert. Ice Class |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76144 | **Hunagawa Maru** | 869 | | | | | 1929 | Asano Zosensho Tsurumi | NakagawaKisen K.K. | 185·0 \| 29·5 \| 15·7 | Yokohama Japanese | T.3Cy.13″,21″&36½″–27″ | | |
| 34833 | (*ex*FunagawaMaru–38) | 647 | | | | | | | | P65′F21′ | | 67NHP | | |
| JDZE | *Carrying Petroleum in bulk* | 461 | | | | | | | | | *WB* | AsanoS.B.Co.Ld.Tsurumi | | |
| | *Mchy.Aft* 1*Dk* | | | | | | | | | | | | | |
| 76145 | **Hunan** Ⓟ | 2827 | | | | | 1932 | Scotts'S.B. &Eng.Co.Ld. Greenock | ChinaNav.Co.Ld. | 299·9 \| 44·2 \| 23·1 | London British | T.3Cy.20″,33″&53″–39″ | | |
| 163304 | | 2374 | | | | | | | | P37′B83′F39′ | | 175NHP | | |
| GPQL | 2*Dks* | 1621 | | | | | | | | | *WB* | Scotts'S.B.&E.Co.Ld.Grk. | | |
| 76146 | **Hundseck** (*ex*Girgenti–37) | 1456 | | | | | 1923 | F.Schichau Elbing | DeutscheDampfs. Ges."Hansa" | 253·0 \| 38·2 \| 16·6 | Bremen German | T.3Cy.19½″,31½″&51½″–29½″ | | G |
| | | 1360 | | | | | | | | P&B200′F33′ | | 143NHP | | |
| DHJA | Wireless D.F. 2*Dks* | 816 | | | | | | | | | *WB* | F.Schichau,Elbing | | |
| 76147 | **Hundvaag** (*ex*Haaland,*ex*Friesland) | 690 | ✠ — Stv | | *j* | | 1908 | Van Vliet &Co. Hardinxveld | D/S A/S Isbjörn (P.Smedvig,*Mgr.*) | 183·2 \| 29·0 \| 11·8 | Stavanger Norwegian | T.3Cy.15″,25⅞″&41″–27″ | 14 ″ 0 | N |
| | *ss*Stv.No.3–5,28 | 518 | 5,33 | | | | 5mo | | | Q92′B15′F21′ FK | | 110NHP | | † |
| LEDO | *Well deck* 1*Dk*(*Stl*) | 323 | ✠ | | | | | | | *CellD* *Ba*37′*f*75′139*t* *FPT* | | 4*BHCem* 18*tAPT*18*t* | | |
| | | | | | | | | | | | | 1SB,3*cf*,GS50,HS1915 | | |
| | | | | | | | | | | | | N.E.MarineEng.Co.Ld.Sld. | | |
| 76148 | **Huntingdon** TwinSc | ~~11849~~ 10210 | 100A1 | Fal | *g*† | OG ~~10,37~~ | 1920 | Bremer Vulkan Vegesack | FederalStm.Nav. Co.Ld. | 520·7 \| 64·2 \| 38·1 | London British | T.6Cy.28½″,46½″&75½″–51½″ | 41 ″ 4 | |
| 146104 | (*ex*Munsterland) *ss*Fal.No.3–6,34 | ~~7420~~ | *withfreeboard* | Ddn | | 9,40 | | | | 533·0(O.L.) | | &L.P.Turbines withDR | s 9 ″ 8½ | |
| GJFZ | *ss*Fal.No.1–37 | 10946 | 9,40 ~~11,39~~ BS1,41 | | | | | | | P62′B255′F43′ FK | | gearing & hydraulic | 31 ″ 10 | |
| | *Ref.Mchy.* 3*Dks*(*Stl*)4*thdk*(*Stl*)*in* | 10210 | BS11,39 LMC11,37 | | | | | | | *CellDB*473′2084*t* | | couplings | | |
| | D.F. E.S.D. *No.1hold* | 6806 | ✠Lloyd'sRMC ~~11,736,40~~ 1,41 | | | | | | | *FPT*111*t APT*121*t* | | 199lb (*s*) 1270NHP | | |
| | | | *Fitted for oil fuel* 2,25 | | *F.P. a* | bove 150° F. | | | | | | 5SB*15cf*,GS338,HS15600 FD | | |
| | | | | | | | | | | | | BremerVulkan,Vegesack | | |
| 76149 | **Hunze IX** | 445 | ✠100A1 | Abn | *f* | CL 5,36 | 1917 | N.V.Werf Hubertina Haarlem | GroningerRotter-dammerStoomboot Maats. | 141·1 \| 23·9 \| 10·8 | Groningen Dutch | T.3Cy.11⅝″,17¾″&29½″–24″ | 11 ″ 6 | |
| | *ss*Ham.No.3–8,30 | 286 | 2,38 | | | | 9mo | | | Q51′B44′F15′ FK | | 185lb (*s*) 59NHP | s ″ 3½ | |
| PEUS | *ss*Ham.No.1–36 | ~~234~~ | BS6,37 ✠LMC5,36 | | | | | | A&CP | *BuE*12′16*tFPT*10*t* | | 1SB,2*cf*,GS35,HS1069 | 11 ″ 3½ | |
| | *Well deck* 1*Dk*(*Stl*) | | | | | | | | | *CellD* | | 4*BHCem* *APT*11*t* | | |
| | | | | | | | | | | | | NVWrf HubertinaHaarlm | | |
| 76150 | **Hupeh** Ⓟ | 2801 | | | | | 1933 | Taikoo D.&E.Co.of H.Kg.Ld. HongKong | ChinaNav.Co.Ld. | 299·7 \| 44·2 \| 23·1 | London British | T.3Cy.20″,33″&53″–39″ | | |
| 154087 | | 2348 | | | | | | | | P37′B83′F39′ | | 169NHP | | |
| GWRN | 2*Dks* | 1628 | | | | | | | | | *WB* | TaikooD.&E Co. ofH.Kg.Ld.H.Kg. | | |
| 76151 | **Hurlbut W. Smith** | 4662 | | | | | 1903 | American S.B.Co. Lorain,O. | GreatLakesS.S.Co. Inc. | 414·0 \| 50·0 \| 28·0 | OswegoNY Utd.States | T.3Cy.22″,35″&58″–40″ | | R |
| 96669 | | — | | | | | | | | F48′ | | 213NHP | | |
| | *Mchy.Aft* 1*Dk2trL* | 3415 | | | | | | | | | *WB* | AmericanSBCo.ClevelndO | | |
| 76152 | **Huron** | 4810 | | | | | 1914 | Gt.Lakes Eng.Works. Detroit | Wyandotte TransportationCo. | 415·0 \| 56·0 \| 27·5 | Detroit, Mich. | Q.4Cy19½″,28¾″,41″&60″–42″ | | R |
| 212089 | *Mchy.Aft* (*Self-Unloader*) | — | | | | | | | | F60′ | | 233NHP | | |
| WBCC | D.F. GyC. 1*Dk* | 3051 | | | | | | | | | *WB* | Utd.States | Gt.Lakes Eng.Wks.Detroit | |
| 76153 | **Huronic** Ⓟ | 3330 | | | | | 1902 | Collingwood S.B.Co. Collingwood | CanadaSteamship Lines,Ld. | 321·0 \| 43·0 \| 23·4 | Collingwd Ont. | T.3Cy.26″,42″&70″–42″ | | R |
| 107188 | 2*Dks*&*Awng dk* | 3330 | | | | | | | | | *WB* | British | 318NHP | |
| YGRT | D.F. *Mchy.Aft* | 2211 | | | | | | | | | | J.Inglis&Sons,Toronto | | |
| 76154 | **Hurunui** | ~~10023~~ | ✠100A1 | Liv | *e*† | CL | 1920 | Sir Raylton Dixon&Co Ltd Middlesbro' | NewZealandShip-pingCo.Ld. | 470·0 \| 62·5 \| 37·7 | Plymouth British | 2 Steam Turbines DR | 40 ″ 9 | |
| 145100 | *ss*Liv.No.3–1,33 | — | *Shelter dk* | | | 12,37 | 10mo | | | 482·0(O.L.) | *Cem* | geared to1Sc.Shaft (*s*) | s 9 ″ 9½ | |
| GFCZ | *ss*Fal.No.1–38 | ~~8200~~ | *withfreeboard* | | | | | | | B150′F47′ *on* FK | *Col* | 190lb 1018NHP | 31 ″ 2 | |
| | *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 9331 | 2,40 | | | | *Lloyd* | | *sA&CP* | *Shelter dk* | *BH to Sh dk* | 5SB,*15cf*,GS325,HS13335FD | | |
| | D.F. *CruiserStern* | 6916 | BS11,38 ✠LMC5,37 | | | | | | | *CellDB*396′1385*t* | 6 ″ ″ *U* ″ | Richardsons,Westgarth | | |
| | | 5794 | ✠Lloyd'sRMC ~~3,40~~ 9,40 | | | | | | | *FPT*173*t APT*65*t* | | &Co.Ld.Hpl. | | |
| 76155 | **Husimi Maru** Ⓟ TwinSc | 10936 | ✠100A1 | Yka | *g*† | CL ~~11,38~~ | 1914 | MitsuBishi Dkyd&EWks Nagasaki | NipponYusenK.K. | 504·9 \| 63·3 \| 37·4 | Tokyo Japanese | T.6Cy.28″,47″&79″–51″ (*s*) | 37 ″ 6 | |
| 17741 | (*ex*Fushimi *ss*Yka.2ndNo.3–3,39 | 8371 | 7,408,38 | | | s8,39 | 12mo | | | | | 200lb FD 1337NHP | s 8 ″ 11½ | |
| JFMD | Maru–38) 2*Dks*(*Stl–Uws*)&3*rdDk* | 6846 | ✠LMC8,39 | | | P1,41 | | | | P99′B191′F56′ FK | | 7SB,*21cf*,GS443,HS19742 | 29 ″ 0 | |
| | (*Stl*) *in Nos.*1,3&4*holds* | | BS7,40 | | | | *Lloyd* | | *sA&CP* | | | MitsuBishiD.&E.Wks.Nag | | |
| | | | | | | | | | | *CellDBa*157′*uE* | | 2056*tFPT*148*tAPT*57*t* | | |
| 76156 | — | 4936 | | | | | 1937 | Osaka Iron Works,Ld. Innoshima | NaigaiKisenK.K. | 369·8 \| 54·1 \| 29·2 | Kobe Japanese | &*B*92′*f*193′ | | C |
| 43717 | (*ex*FushimiMaru–38) | 4201 | | | | | | | | P36′B86′F39′ | | 1 DR geared steam turbine | | |
| JTTL | D.F. GyC. 2*Dks* | 2939 | | | | | | | | | *WB* | 1 433NHP | | |
| | *CruiserStern* | | | | | | | | | | | IshikawajimaS.B.&E.Co. Ld.Tokyo | | |
| 76157 | — Ⓟ | 2542 | ✠ | Mel | *t* | | 1902 | W.Gray& Co.Ld. WHartlepool | MasudaKyugoro | 306·4 \| 45·1 \| 20·1 | Kobe Japanese | T.3Cy.22″,35″&59″–39″ | 22 ″ 5 | C |
| 29815 | (*ex*FushimiMaru–38, *ss*Mel.No.3–5,15 | 2287 | 9,24 | | | | 10mo | | | P25′*pt Shltrdk*&18′ | | 231NHP | | † |
| JPMA | *ex*Hobart) *ss*Mel.No.1–19 | 1539 | ✠ | | | | | | | B80′*pt Shltrdk f*18′ | 5*BHCem* | 2SB,6*rf*,GS91,HS3510 | | |
| | 1*Dk*(*Irn*)&*deepframing* | | | | | | | | | F31′ FK | | Cen.Mar.EngWrks.WHpl. | | |
| | | | | | | | | | | *CellDBa*98′ | | *uE*22′*f* 128′671*tAPT*129*t* | | |
| 76158 | — IronBg | 1229 | | | ... | | 1864 | A.Denny Dumbarton | Amagasaki KisenbuGomei Kaisha | 233·7 \| 30·3 \| 22·5 | Shimono-seki Japanese | Oil Engines NE35 | 24 ″ 3 | |
| 10293 | (*ex*FushimiMaru–38, | 1165 | | | | | | | | F54′ BK8″ | | NipponHatsudokiK.K. | | |
| JOJE | *ex*SunChangMaru,*ex*Fushimi *OilEng.* | 982 | | | | | | | | | | | | |
| | Maru,*ex*Veteran, 2*Dks*&*Spar dk* | | | | | | | | | | | | | |
| | *ex*Thales) | | | | | | | | | | | | | |
| 76159 | **Huso Maru** Ⓟ TwinSc | 8196 | ✠ ... | Kob | *e*† | | 1908 | Barclay, Curle&Co.Ld Glasgow | OsakaSyosenK.K. | 475·0 \| 57·7 \| 32·6 | Osaka Japanese | T.6Cy.26″,45″&76″–54″ | 35 ″ 6 | |
| 29718 | (*ex*FusoMaru–38, 7,38 | — | | | | | 5mo | | | | | 1130NHP | | |
| JYJA | *ex*Latvia, *ss*Kob.No.1–36 | 4989 | ✠ | | | | | | | P47′B199′F83′ FK | 8*BHCem* | 3D&1SB,*21cf*,GS409 | | |
| | *ex*Russ,*ex*Rossija,*ex*Russia) 3*Dks*(*Stl–* | | | | | | | | | *CellDBa*115′*uB*&*f*248′1174*t* | | HS16040 | | |
| | *MwsUteaks*) | | | | | | | | | *Tank betwe en tunnels*135*t FPT* | | 6*1tAPT*36*t* | | |
| | | | | | | | | | | | | Barclay,Curle&Co.Ld.Gls | | |
| 76160 | — | 997 | | | | | 1909 | Osaka Iron Works Osaka | MiyakoKisenK.K. | 217·7 \| 29·1 \| 19·0 | Shimoda Japanese | T.3Cy.13″,21½″&36″–27″ | | |
| 12181 | (*ex*FusoMaru–38) | 923 | | | | | | | | | | 67NHP | | |
| JKMC | 1*Dk* | 570 | | | | | | | | | | OsakaIronWorks,Osaka | | |
| 76161 | **Husvik** (*ex*Danekonge) TwinSc | 1744 | ✠100A1 | ~~NOs~~ | *t* | OG ~~11,38~~ | 1920 | Akt.Rödby HavnsJern-skibsv. RödbyHavn | HusvikMotorship Co.Ld.(J.S.Web-ster&Sons,*Mgrs.*) | 250·6 \| 40·6 \| 22·1 | Georget'n CaymanIs. British | Oil Engines 2S.C.SA | 23 ″ 8 | |
| 160663 | *OilEng.* | 1516 | Examined 3,41 Kgn | | | ~~11,40~~ | 1mo | | | P44′B66′F42′ BK9″ | | 8Cy.13⅜″–21½″ 243NHP | s 2 ″ 9 | |
| GKTQ | *ss*Gal.No.3–8,32 | 1301 | DBS2,41 LMC2,37 | | | ~~2,7,40~~ | | | | | *3BHptCem* | DB*100lb* | 21 ″ 8½ | |
| | *ss*Gal.No.1–37 | | LMC(M)10,38 | | | ~~2,7,40~~ | | | | *CellD* *BuE*32′*a*8′*f*76′188*t* *FPT*63*t* | *APT*50*t* | NEmade19*refitted*7,29 | | |
| | *Mchy.Aft* 1*Dk*(*Stl*)2*trB* | | | | | 5,41 | | | | | | SulzerBros.Winterthur | | |
| 76162 | **Hüxter** | 991 | | | | | 1924 | Union Giesserei Königsberg | H.M.Gehrckens | 230·6 \| 35·6 \| 13·5 | Hamburg German | T.3Cy.18½″,29½″&47⅞″–29½″ | | G |
| | | 858 | | | | | | | | P187′F23′ | | 120NHP | | |
| DHMC | 1*Dk* | 537 | | | | | | | | | *WB* | UnionGiesserei,Königsbrg | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of L.R. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76163 | **Huybrecht** | *Oil Eng.* *Mchy. Aft* *Cruiser Stern* | 400 — 240 | 100A1 (*Class Contem plated*) | | | | 1940 | Bodewes Schpswerven Martenshoek | C. Holscher's Kustvaartbedrijf N.V. | 141·3 P37′ | 26·0 Q50′ | 10·8 F20′ | Rottrdam Dutch | Oil Engines | | |
| 76164 40717 JGNJ | **Huyo Maru** (*ex* Fuyo Maru-38) | *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* | 377 — 272 | | | | | 1935 | Urabe Zosen Tekkosho Osaka | Towa Kisen K.K. | 129·9 Q12′F23′ | 26·0 | 13·0 | Kobe Japanese | Oil Engines 2S.C.SA 1Cy.16$\frac{9}{16}$″–18½″ 193NHP Nippon Hatsudoki K.K. Kobe | | |
| 76165 44588 JCLM | **Huzan Maru** Ⓟ (*ex* Fu Ho-38, *ex* Komata-35) | 1 *Dk* | 1972 — 1184 | | | | | 1907 | Swan, Hunter & Wigham Richardson Ld. Newcastle | Miyachi Kisen K.K | 286·0 P24′B68′F30′ | 42·1 | 18·5 | Kobe Japanese *WB* | T.3Cy.22″,35″&58″–39″ 210NHP Swan, Hunter & Wigham Richardson, Ld. Nwc. | | |
| 76166 954 JUXB | — Ⓟ (*ex* Fusan Maru-38) | 2 *Dks* | 1633 1374 951 | | | | | 1920 | Osaka Tekkosho Habu | Chosen Yusen K.K. | 260·0 P21′B80′F31′ | 35·0 | 21·0 | Jinsen Japanese | T.3Cy.18″,30″&50″–36″ 150NHP Osaka Tekkosho | | |
| 76167 42703 JKCL | **Huzi Maru** Ⓟ (*ex* Fuji Maru-38) *Refr. Mchy.* D.F. | Twin Sc 3 *Dks* *Cruiser Stern* | 9138 — 5081 | | | | | 1937 | Mitsubishi Jukogyo K.K Nagasaki | Nippon Yusen K.K. | 452·8 F105′ | 60·4 | 36·1 | Tokyo Japanese *WB* | 4 Steam Turbines DR geared to 2 Sc. Shafts 1333NHP Mitsubishi Jukogyo K.K. Nag. | | |
| 76168 37065 JUFH | — (*ex* Fuji Maru-38) *Mchy. Aft* *Refr. Mchy.* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 703 603 368 | | | | | 1932 | Mitsubishi Zosen Kaisha Ld. Kobe | Osaka Syosen K.K. | 170·0 P44′F20′ | 30·0 | 17·5 | Osaka Japanese *WB* | Oil Engines 4S.C.SA 6Cy.16$\frac{3}{4}$″–24$\frac{7}{16}$″ 163NHP Mitsui Zosen Kaisha, Ld. Kobe | | |
| 76169 45067 JMHM | **Huzikawa Maru** | *Oil Eng.* 2 *Dks* | 6938 — 4961 | | | | | 1938 | Mitsubishi Jukogyo K.K Nagasaki | Toyo Kaiun K.K. | 437·4 P30′B157′F41′ | 58·5 | 32·8 | Tokyo Japanese *WB* | Oil Engines 2S.C.SA 6Cy.28$\frac{3}{8}$″–49$\frac{3}{16}$″ 839NHP Mitsubishi Jukogyo K.K. Nag. | | C |
| 76170 36743 JJAC | **Huzisan Maru** (*ex* Fujisan Maru-38) | *Oil Eng.* *ss* Kob. No.1–35 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) *clear of cargo tanks* *Mchy. Aft* *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* | 9525 8605 5440 | ✠ … 10,39 ✠ | Yka | *f*† | | 1931 8mo | Harima S.B.&Eng. Co.Ld. Harima | Iino Shoji K.K. *Cell D Bu E89′358t D* | 493·4 P147′B38′F40′ FK *Tf65′709t FPT172t* | 65·0 | 37·0 | Tokyo Japanese 12 *B Hpt Cem* *APT23t* | Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$″–47½″ 1857NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 37 ″ 0 | C † |
| 76171 YTKK | **Hvar** Ⓟ (*ex* Zara) *Well deck* | *ss* Spt. 2nd No.3–11,28 *ss* Spt. No.2–37 1 *Dk* (*pt Stl*) | 345 281 193 | ✠ 100A1 3,40 ✠ NB4,08 MS4,37 ✠ LMO BS3,40 No later survey reported | Spt | *f* | CL 3,40 | 1903 2mo *Lloyd's SA&CP* | Rttrdmsch D.D.Maats. Rotterdam | Jadranska Plovidba D.D. | 140·9 Q52′B18′F19′ FK *Tanks at sides of tu* | 23·3 | 11·3 | Split Yugoslav *nnel 16t* | T3Cy.12½″,20″&33$\frac{3}{4}$″–21″(*s*) 1651b 70NHP 1SB,2*cf*,GS38,HS1251 Rot. Droog Dok Maats. Rot. | 12 ″ 0 s 1 ″ 0½ 11 ″ 0 | |
| 76172 LCOP | **Hvoslef** D.F. | *ss* Bal. No.3–10,39 2 *Dks* (*Stl-U* ws) 3 *trB in holds* | 1630 1381 892 | ✠ 100A1 ~~7,40~~ ~~10,30~~ 2,41 ~~Lok~~ Gal ✠ LMC BS~~4,39~~ 7,40 MS11,39 | Bal | *q* | CL 10,39 | 1927 4mo *Lloyd's SA&CP* | Swan, Hunter & Wigham Richardson, Ld Newcastle | A/S "Hav" (H. Staubo & Co. *Mgrs.*) *Fitted for oil fuel* 4,27 above 150° F. | 255·1 F26′ FK *Cell DB210′281t FPT* | 35·5 | 21·4 | Oslo Norwegian 1 *B Hpt Cem* 12t *APT18t* | T.3Cy.20″,33″&56″–39″ (*s*) 200lb 314NHP 2SB,6*cf*,HS4810 FD Swan, Hunter & Wigham Richardson, Ld. Nwc. | 23 ″ 6 s 3 ″ 10$\frac{3}{4}$ 20 ″ 0 | *F.P.* |
| 76173 | **Hwah Jang** (*ex* Skaraas-35, *ex* Ulidia) | *ss* Shl. No.3–6,20 1 *Dk 2tr B & deep framing* | 3492 — 2149 | ✠ … 3,22 ✠ | | | | 1903 10mo | J. Read-head&Sons South Shields | Hwah Sung S.S.Co. Ld. | 323·0 P31′B92′F32′ | 47·0 | 23·7 | Shanghai Chinese *WB* | T.3Cy.24″,40″&64″–42″ 281NHP J. Readhead&Sons, S.Shl. | 25 ″ 0 | |
| 76174 | **Hwah Peng** (*ex* Passat, *ex* Raritan, *ex* Carl Diederichsen) | 1 *Dk & Spar dk 2tr B* | 1375 — 835 | | | | | 1901 | Howaldts-werke Kiel | Ming Sing S.S.Co. Ld. | 218·8 Q61′H16′F31′ | 33·1 | 11·8 20·4 | Shanghai Chinese | T.3Cy.16$\frac{15}{16}$″,27$\frac{9}{16}$″&43$\frac{15}{16}$″–24$\frac{13}{16}$″ 94NHP Howaldtswerke, Kiel | | |
| 76175 | **Hwah Shun** (*ex* Arica-33, *ex* Jessie, *ex* Katina, *ex* Manor, *ex* Dowgate) | *ss* Osl. 2nd No.3–9,27 1 *Dk* (*pt Stl & pt Irn*) 2 *tr B & deep framing* | 3033 — 1888 | ✠ ~~……~~ 2,33 ✠ | Shi | *u* | | 1895 1mo | C.S.Swan &Hunter Newcastle | Hwah Sung S.S.Co. Ld. | 326·7 P24′B60′F34′ FK *Cell DB a100′u E & B* | 41·0 | 24·5 *5 B H Cem* *38′f140′624t* | Shanghai Chinese NDB13 2SB,6*pf*,GS97,HS4080 | T.3Cy.23$\frac{3}{4}$″,38″&61″–39″ 252NHP N.E. Marine Eng. Co Ld Nwc | 27 ″ 1 | |
| 76176 | **Hwah Sung** (*ex* Komura) *Turret deck* | 1 *Dk* | 2122 — 1284 | | | | | 1905 | W. Doxford &Sons, Ld. Sunderland | Hwah Sung S.S.Co. Ld. | 295·5 P25′F35′ | 40·2 | 19·4 | Shanghai Chinese *WB* | T.3Cy.22″,37″&61″–42″ 241NHP W. Doxford&Sons, Ld. Sld. | | |
| 76177 | **Hwei Chong** Ⓟ (*ex* Halvard-34) | *ss* H.Kg. No.3–7,15 *ss* Lth. No.1–19 1 *Dk & Spar dk & deep framing* | 1907 — 1204 | ✠ … 4,23 ✠ | | | | 1902 7mo | J. Priest-man&Co. Sunderland | Hwei Tung S.S.Co. | 265·0 B66′F24′ | 37·0 | 12·3 19·8 FK | Chefoo Chinese *WB* | T.3Cy.20½″,33″&56″–36″ NDB17 191NHP G. Clark, Ld. Sunderland | 22 ″ 1 | |
| 76178 XNFO | **Hwei Kong** (*ex* Heijun Maru-31, *ex* Binh Thuan) | 1 *Dk & Spar dk* | 1599 — 935 | | | | | 1902 | N. Odero& Co. Genoa | Hwei Tung S.S.Co. | 246·5 P25′B43′F26′ | 34·7 | 20·1 | Chefoo Chinese *WB* | T.3Cy.18$\frac{1}{16}$″,29$\frac{5}{8}$″&47¼″–35$\frac{7}{16}$″ 133NHP N. Odero&Co. Genoa | | |
| 76179 | **Hwei Ping** Ⓟ (*ex* Fukuju Maru-33, *ex* Donai) | 1 *Dk 2tr B* | 760 — 396 | | | | | 1895 | R. Napier &Sons, Ld. Glasgow | Hwei Tung S.S.Co. | 212·0 P22′B74′F39′ | 28·0 | 13·7 | Chefoo Chinese *WB* | T.3Cy.18″,29½″&47″–30″ NB04 121NHP R. Napier&Sons, Glasgow | | |
| 76180 33590 JNDH | **Hyakuhuku Maru** Ⓟ | 1 *Dk* | 986 844 686 | | | | | 1928 | Harada Zosen K.K. Osaka | Amagasaki Kisenbu Gomei Kaisha | 200·0 | 30·0 | 18·8 | Osaka Japanese | T.3Cy. | | |
| 76181 220435 KDCA | **Hybert** Sub.Sig. D.F. | 1 *Dk & Shelter dk & Web frames* *Longitudinal framing* *Fitted for oil fuel* | 6120 5630 3776 | ✠ … 4,21 | | | | 1920 9mo | G.A.Fuller Co. Wilmington, N.C. | Lykes Bros. Steamship Co., Inc. | 395·5 P45′B110′F38′ *on Shelter dk* FK | 55·0 | 34·9 | N.Orleans Utd. States *WB* | T.3Cy.24$\frac{9}{16}$″,41½″&72″–48″ 596NHP Badenhausen Co. Buffalo | 34 ″ 11 | R † |
| 76182 LEDS | **Hydra II** | 1 *Dk* | 1375 1136 823 | | | | | 1919 | The New Eng.&S.B. Wks. Ld. Shanghai | Bruusgaard Kiösterud's Skibs A/S (Bruusgaard, Kiösterud&Co. *Mgrs.*) | 242·7 P22′B61′F24′ | 37·2 | 15·9 | Drammen Norwegian *WB* | T.3Cy.17½″,28″&48″–33″ 132NHP The New Eng.&S.B. Wks. Ld. Shanghai | | N |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiels. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigné lors du dernier examen. Lettre d'Enfoncement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Registres où coté, si ce n'est dans le L. R. Diarbo. Cons. Kr. Trieste. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76183 | **Hydraios** (*ex*Parnon, *ex*Isfond, *ex*Lothian) ~~*ss*Pir.2ndNo.3-10,39~~ ~~*ss*Pir.No.3-6th~~ 2 *Dks* (1 *Stl Upt Irn pt Stl*) ✠ *deep framing ss*Pir.3rdNo.3-12,40 | | 4476 4436 3068 | ✠100A1 5,08 12,40 ~~MBS9,39~~ ~~DH32,40~~ | Pir | *y* | CL ~~7,37~~ 10,40 | 1902 5mo | C.Connell & Co. Glasgow *Lloyd's A & CP* | Ath.Coulouras *Cell D Ba 125'u E & B 45'f 164'1066t* | 385·5 \| 50·2 \| 28·5 P39'B117'F51' FK | Hydra Greek | T.3Cy.27½",43½"&72"–48" 185lb (*s*) 422NHP 6 *B H Cem* NDB06 *refitted 38—114lb* 2SB,8*cf*,Gs136,Hs5497 FD *D Ta 31'853t F P T 84t A P T 39t* | 31 ″ 0 *s* 5·10½ 25 ″ 4½ | |
| 76184 | **Hydroussa** (*ex*Capitaine Commelin–34) 1 *Dk (Stl)* | | 2038 — 1184 | ✠ 3,22 | Bdx | *r* | | 1922 2mo | Soc.Anon. de Trav.Dyle & Bacalan Bordeaux | Andros Steamship Co.Ld. *Cell D B 222'520t tanks for'd 97' Lloyd's A & CP* | 268·5 \| 39·5 \| 23·0 P20'B55'F23' FK *Topside tanks aft 82'94t F P T 138t A P T 114t* | Andros Greek | T.3Cy.18½"29⅜"&49½"–37½" 193NHP 4 *B H Cem* 85t *A P T 114t* | 23 ″ 0 | V † |
| 76185 | **Hylton** | | 5197 | ✠100A1 *with freeboard* ~~6,10 3,30~~ 1,41 *Carrying Vegetable oil in deep tank* | Mch Ycr | *a* † 2 | CL 10,38 | 1937 1mo | W.Pickers-gill & Sons, Ld. Sunderland | Hebburn S.S. Co.Ld.(W.A. Souter & Co.Ld. *Mgrs.) Cell M T 25'1010t* | 427·0 \| 56·1 \| 25·9 445·2 (O.L.) F34' FK | Newcastle British | Oil Engines 4S.C.SA 6Cy.24⅞"–51⅛" 343NHP 7 *B H C cm* 2DB *150lb* | 28 ″ 4 *s* 3 ″ 4½ 25 ″ 3 | |
| 59\|49 | | | | ~~LMC1,37~~ DBS5,40 | | | | | | | | | | | | | |
| 76186 | **Hyogo Maru** | | 1472 | | | | | 1935 | Kasado Dock Co.Ld. Kasadoshima | Kobe Sanbashi K.K. | 251·7 \| 37·9 \| 18·7 | Kobe Japanese | Oil Engines 2S.C.SA 6Cy.20½"–29½" 438NHP Kobe Hatsudoki K.K. Kobe | | |
| 76187 | **Hyperion** Ⓟ (*ex*Transit 5) Iron 1 *Dk ✠ Shelter dk* | | 523 337 286 | | | | | 1884 | Motala Co. Norrköping | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 166·9 \| 25·0 \| 12·3 H42*t* 19·4 | Stockholm Swedish | C.2Cy.16⅛"&37⅞"–28½" NE & B03 72NHP Motala Co. Motala | | |
| 76188 | **Hythe** Twin Sc *Cruiser Stern* 1 *Dk* | | 688 625 267 | | | | | 1925 | D & W Hendersn & Co.Ld. Glasgow | Southern Railway | 220·6 \| 33·6 \| 14·1 B90'F37 | London British | T.6Cy.15",25"&41"–24" 165NHP *WB* D & W Hendersn & Co.Ld.Gls | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter. | 7* Date when tail shaft last dealt. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dated Bof Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76189 | **I. C. White** *Fitted for oil fuel* | 7052 — 4381 | ✠ ... 9,24 | | | | 1920 8mo | SunS.B. Co. Chester,Pa. | Panama Transport Co. | 429·3 P133' | 59·2 B36' | 33·2 F40' | Panama Pnamanian | T.3Cy.27″,45½″&76″–51″ 612NHP | 33 ″ 3 | R † |
| HPNT | *Mchy.Aft* 2*Dks&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* | | | | | | | | | | | FK | *WB* | SunS.B.Co.Chester,Pa. | | |
| 76190 | **I. W. Winck** | *1514* | ✠ ~~8,40~~ 9 | Got | *q* | OG | 1929 12mo | Fredrkstad Mek.Værks. Fredrikstad | Panamena Europea Navegacion Ltda | 259·6 P19'B161'F27' | 40·2 | 16·6 FK | Pnamanian | T.3Cy.18½″,29½″&49″–33″ 185lb(Spt) (*s*) 179NHP | 19 ″ 1 ~~6~~ ~~17 ″ 9~~ | |
| ~~7604~~ ~~G1NR~~ | *ssGot.No.2–38* *Cargo battens not fitted* *CruiserStern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice* | *1333* *844* | ✠NBs,39 | ✠LMC8,38 | | | 4,39 | | *Lloyd'sA&CP* | *B214' 497t FPT41t* | | | *CellD* *4BHCem* *APT69t* | 2SB,*4cf*,GS58,HS2500 FD Fredrikstad M.V.Frdstad. | | |
| 7/41 76191 | **Ia** (*ex*Adra–33) | *4860* *4466* | | | | | 1917 | ShortBros. Ld. Sunderland | ManuelHadjilias | 385·0 P32'B130'F36' | 53·0 | 27·3 | Syra Greek *WB* | T.3Cy.26½″,44″&73″–48″ 369NHP N.E.MarineEng.Co.Ld.Sld | | C |
| 258 SVNF | 1*Dk* | *2996* | | | | | | | | | | | | | | |
| 76192 | **Iacovos** (*ex*Cavalla,*ex*Bylgia) | 2107 | | | | | 1901 | Akt.Ges. "Neptun" Rostock | G.Angelidis | 291·2 P19'B160'F34' | 41·2 | 18·7 | Piræus Greek *WB* | T3Cy20⅞″,35 1/16″&55⅛″–35 1/16″ 180NHP A.G."Neptun,"Rostock | | |
| 472 SYGZ | 1*Dk* | 1868 1287 | | | | | | | | | | | | | | |
| 76193 | **Iberia** Ⓟ (*ex*Magdalena–34) TwinSc Sub.Sig E.S.D. *Oil Eng.* | 9829 5804 | | | | | 1928 | F.Schichau Danzig | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 485·9 F45' len34 | 60·8 | 34·6 | Hamburg German *WB* | Oil Engines 2S.C.SA 16Cy.26¾″–47 7/16″ 2000NHP F.Schichau,Elbing | | G |
| DIDB | D.F. GyC. *CruiserStern* 3*Dks* | 5483 | | | | | | | | | | | | | | |
| 76194 | — | *1399* *971* | ✠100A1 2,40 ~~2,40~~ | Got | *p* | OG 10,39 | 1903 9mo | Lindholmens V.A. Gothenburg | Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) | 237·3 P&B148'H78*t*F69' | 35·3 | 15·3 FK | Gothenbrg Swedish | T3Cy19⅛″,31½″&53″–36″(*s*) 175lb 186NHP | 17 ″ 9 s ″ 10½ | |
| 4199 SEXU | *ssCpn.2ndNo.3–3,29* *Well deck* *ssGot.No.2–38* 1*Dk*(*Stl*)&*deep framing* | *709* | BS4,40 MS9,37 | ✠LMC ~~BS7,39~~ | | | *Lloyd's* | *A&CP* | *CellDBa58'uE&B* | *38'f106'345t FPT* | | *37t APT48t* | *4BHCem* | 2SB(Spt),*4cf*,GS80,HS2950 MotalaV.NyaAkt.Motala | 17 ″ 0 | |
| 76195 | **Iberville** (*ex*Munmystic–37, | 5685 | ✠100A1 | Shi | *z* | CL | 1919 | Chester | WatermanS.S. | 400·7 | 54·2 | 30·1 | Mobile | T.3Cy.27 7/16″,46½″&78½″–51″ | 32 ″ 9 | |
| 217725 WBCP | *ex*Mystic) *ssPhl.No.3–11,32* *ssMob.No.1–37* 2*Dks*(*Stl*) | 5062 3413 | 5,40 ~~2,40~~ BS5,40 ✠NE*made*15*refitted*35 *Fitted for oil fuel* 4, 19 | NYk ✠LMC11,38 | | ~~5,39~~ 5,40 *F.P. above* 150° F. | 4mo | S.B.Co.Ld. Chester,Pa. | Corp. *CellDB* | P36'B123'F43' 338' 1387*t FPT147t* | FK | | Utd.States *6BHptCem* *APT180t* | 200lb (*s*) 537NHP 3WaterTubeBoilers GS272,HS8703 MarylandSteelCo. Sparrow'sPoint | | |
| 76196 | **Ibis** | 1367 1184 | | | | | 1918 | N.V.Werf DeNoord Alblasserdm. | D/S A/S Ibis (J. Larsen) | 239·0 P43*t*H68*t*F34*t* | 36·2 | 17·0 | Bergen Norwegian *WB* | T.3Cy.17½″,29″&46″–36″ 127NHP NV Alblasserdam MschFab | | N |
| LEEA | Wireless D.F. 1*Dk* | 800 | | | | | | | | | | | | | | |
| 76197 | — (*ex*AlbertSauber,*ex*Lotte) | 593 468 | | | | | 1920 | Howaldtswerke Kiel | ArgoReederei RichardAdler&Co. | 176·0 P16'Q48'B36'F22' | 29·2 | 11·9 | Bremen German *WB* | T.3Cy.14⅜″,23½″&38⅜″–19 5/16″ NB35 65NHP Howaldtswerke,Kiel | | G |
| DOIV | 1*Dk* | 336 | | | | | | | | | | | | | | |
| 10/40 76198 | **Ibo** Sp 1*Dk&Awng dk*(*Stl*–teaks) | 853 782 422 | ✠ 11,07 | Mdb | *k* | | 1907 11mo | SirRaylton Dixon&CoLd Middlesbro' | Cia.Nacional de Navegação *CellDBuE&B* | 200·0 16·2 *37'f128'206t FPT* | 30·1 | 9·2 FK | Lisbon Portuguese *4BHCem* *108t APT6t* | T.3Cy.13″,21″&35″–24″ 84NHP 1SB,*3cf*,GS44,HS1530 N.E.MarineEng.CoLdNwc | 18 ″ 7 | |
| CSAU | *Mchy.Aft* Wireless | | | | | | | | | | | | | | | |
| 76199 | **Iburi Maru** | 3291 | | | | | 1938 | TamaS.B. Co.Ld. Tama | HokkaidoTanko KisenK.K. | 332·8 P32'B82'F31' | 47·0 | 25·0 | Tokyo Japanese *WB* | T.3Cy.19 1/16″,30 5/16″&55⅛″–39⅜″& exhaust turbine driving steam compressor 191NHP TamaS.B.Co.Ld.Tama | | C |
| 45084 JMZM | D.F. 2*Dks* *CruiserStern* | 2830 1891 | | | | | | | | | | | | | | |
| 76200 | **Icarion** (*ex*Pontos–36, | *4013* | ✠100A1 | ~~Pir~~ | *x* | CL | 1912 | Nthmblnd S.B.Co.Ld. Newcastle | AegeonS.S.Co.Ld. | 375·1 | 51·3 | 24·2 | Argostoli Greek | T.3Cy.24″,42″&70″–48″ (*s*) 180lb 385NHP | 26 ″ 9 s 3 ″ 6 | |
| 159 SVPJ | *exGeddingtonCourt*) *ssPir.2ndNo.3–4,36* 1*Dk*(*Stl*) | *3819* *2490* | ~~Ex.Aux.4cyl.~~ 9,40 Fal MS4,36 ✠LMC BS2,39 | | | ~~N5,87~~ 8,40 | 1mo | | *CellDBa&uE150'f* | P45'B225'F34' FK 160'1056*t FPT126t* | | | *6BHCem* *APT103t* | 3SB,*9cf*,GS183,HS6169 Blair&Co.Ld.Stockton | 23 ″ 5½ | |
| *Lloyd's* | | | | | | | | | | | | | | | | |
| 32/4. 76201 | **Iceland** (*ex*Delia) | 1236 | 100A1 | Lth | | CL | 1914 | Schiffsw.V. Henry Koch Lübeck | CurrieLine,Ld. | 241·4 252·5(O.L.) P&B186'F34' | 36·2 | 15·6 FK | London British *4BHCem* | T.3Cy.18½″,29⅝″&46⅛″–32½″ 199lb (*s*) 76RHP 2SB,*4cf*,GS72,HS2715 OttenseneMasch.f.b.Ham | 18 ″ 0 s 1 ″ 4¾ | |
| 144633 MKBX | *ssLth.2ndNo.3–4,33* *ssLth.No.1–37* *Well deck* 1*Dk*(*Stl*) | 1091 723 | *with freeboard* ~~8,39~~ 10,40 BS~~8,39~~ 10,40 | Abn LMC6,37 | | 5,38 | | | *Lloyd'sA&CP* | | | | | | 16 ″ 9½ | |
| | | | | | | | | | *CellDBa56'uE20'* | *f108'312t FPT56t* | | | *APT17t* | | | |
| 76202 | **Icemaid** | 1964 | ✠100A1 | Sld | *r* | CL | 1936 7mo | S.P.Austin &Son,Ld. Sunderland | GasLight&CokeCo. (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*) | 270·0 Q163'F27' | 40·0 | 17·2 FK | London British *4BHCem* | T.3Cy.17¼″,29″&48″–36″(*s*) 200lb 200NHP 2SB,*6cf*,GS63,HS2904 FD N.E.MarineEng.CoLd.Sld. | 19 ″ 3 s 6 ″ 1½ 17 ″ 9¼ | |
| 164670 GYWV | *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern* | 1463 1139 | 7,39 | ✠LMC7,36 | | ~~8,37~~ 8,40 | *Lloyd's* | *A&CP* | *CellDB223'647t* | *MT201t FPT178t* | | | *APT24t* | | | |
| 76203 | **Ichnusa** Ⓟ | 1242 | | | | | 1928 | Cant.Nav. Odero Genoa | "Tirrenia" Soc. Anon.diNav. | 226·7 | 34·5 | 16·0 | Genoa Italian *WB* | T.3Cy.17⅜″,29⅛″&47¼″–27 7/16″ 117NHP CantieriNavaliOdero,Gen. | | I |
| 1559 IBZP | *Fitted for oil fuel* Wireless 2*Dks* | 844 687 | | | | | | | | | | | | | | |
| 76204 | **Iciar** (*ex*CapitaineLeMasne) | 4584 3539 | | | | | 1922 | Ch.&Atel. de la Gironde Bordeaux | Cia.Naviera Guipuzcoana | 362·9 B213'F28' | 48·9 | 26·7 | Bilbao Spanish *WB* | T.3Cy.24″,39″&65″–44″ 280NHP Schneider&Co.Havre | | V |
| EALK | D.F. 1*Dk* | 2653 | | | | | | | | | | | | | | |
| 76205 | **Icotea** TwinSc *ssAru.No.3–8,39* *Mchy.Aft* 1*Dk*(*Stl*) | *2402* *1743* *1242* | ✠100A1 ~~7,40~~ ~~2,40~~ 4,41 BS10,40 MS2,39 ✠LMC ~~BS8,39~~ | Aru | *t* | CL P4,41 S6,40 | 1927 6mo | Harland& Wolff,Ld. Belfast | Cia de Petroleo Lago *Wing tanks* *f286t wing ta* | 305·7 P67'F34' *Trunk204'* *nks a356t FPT60t* | 50·2 | 14·3 FK | Maracaibo Venezuelan *7BHptCem* *APT75t* | T.6Cy.13½″,23½″&36″–27″ 180lb (*s*) 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Bel. | 15 ″ 0 s 1″10½ 13 ″ 3¾ | |
| | | | *Carrying Petroleum in bulk* *Fitted for oil fuel* 6, 27 *F.P. above* 150° F. | | | | *Lloyd's* | *A&CP* | | | | | | | | |
| 76206 | **Ida** | 6131 | ✠100A1 | Tri | *z* | CL | 1923 2mo | Cant.Nav. Triestino Monfalcone | "Italia" Soc.Anon. diNav. | 417·7 401·0 | 54·2 | 30·2 | Trieste Italian *6BHCem* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP | 32 ″ 10 s 7 ″ 11½ | |
| 108 IBAQ | *ssMfl.No.3–9,33* *ssVen.No.1–38* D.F. 2*Dks*(*Stl*)&*Web frames* | 5022 3731 | 3,40 BS11,39 | ✠LMC8,37 | | 3,40 | | | *CellDB* | P36'B124'F44' *342'1141t M* | FK | | *APT135t* | 3SB,*9cf*,GS190,HS7668 FD Cole,Marchart,Morley, Ld.Bradford | 25 ″ 2 | |
| | | | *Fitted for oil fuel* 2, 23 *F.P. above* 150° F. | | | | *A&CP* | | | *T27'816t FPT107t* | | | | | | |
| 76207 | **Ida Bakke** D.F. *Oil Eng.* | 5455 4729 | | | | | 1938 | A/B Götaverken Gothenburg | D/S A/S Idaho (Chr.Haaland, *Mgr.*) | 435·9 F36' | 58·8 | 26·0 | Haugesnd Norwegian *WB* | Oil Engines 2S.C.DA 6Cy.24 7/16″–55⅛″ 1236NHP A/B Götaverken,Got. | | N |
| LKAD | *Ref.Mchy. CruiserStern* 1*Dk*&*Shelter dk* | 3266 | | | | | | | | | | | | | | |
| 76208 | **Ida Blumenthal** Wireless | 1549 1208 | | | | | 1921 | Lübecker Maschb.Ges. Lübeck | Johann M.K. Blumenthal | 262·6 P16'Q75'B114'F29' | 37·9 | 14·3 | Hamburg German *WB* | T.3Cy.21⅞″,34¼″&55″–35⅝″ 178NHP LübeckerMaschb.Ges. | | G |
| DHME | Sub.Sig 1*Dk* | 890 | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné pour la prochaine visite d'Appareil. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Voyers. Nom du Constructeur des machines | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe. | 15 Registres où coté, si on y est dans le L. Darrell Cert. Bur. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76209 | **Ida Clausen** (*ex*Alice–34, *ex*Helikon) | | 398 / 327 | | | | | 1921 | Sch.u.Dock -bauFlender A.G. Lübeck | C.Clausen | 160·4 / B34′F21′ len39 | 22·6 | 11·8 | Odense Danish *WB* | C.2Cy.14½″&22½″–15¾″ G.SeebeckA.G. 17NHP Weser münde-G. | | V |
| OYJO | *Mchy.Aft* 1*Dk* | | 217 | | | | | | | | | | | | | | |
| 76210 | **Ida Joerk** (*ex*HeinzFerdinand, *ex*GrossherzogFriedr.FranzIV.) | | 954 / 724 | | | | | 1901 | Schömer& Jensen Tönning | Partenreederei d.Dampfers "IdaJoerk" (A.Cords, *Mgr.*) | 201·0 / Q71′B59′F18′ | 32·2 | 14·4 | Rostock German *WB* | T.3Cy.16½″,27″&44″–31½″ NB23 109NHP Schömer&Jensen,Tönning | | G |
| DMAM | 1*Dk* | | 538 | | | | | | | | | | | | | | |
| 76211 | **Ida Knudsen** *Oil Eng.* | TwinSc | 8913 / 8224 | ✠100A1 2,40 1,41 | Rot | *d*† | CL 6,38 | 1925 | A/S Naks-kovSkibs. Nakskov | D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. *Mgr.*) | 465·7 / P106′B30′F47′ | 62·1 | 37·3 | Haugesnd Norwegian | Oil Engines 4S.C.SA 12Cy.24½″–43½″ 714NHP 2DB*I85lb* | 37 ″ 3 s 8 ″ 5½ | |
| LCOR | *Mchy.Aft* *ss*Mmo.No.3–6,38 | | 5275 | DBS~~4,40~~ 1,41 ✠LMC6.38 | | | | 10mo | | | | | | 11 *to U dk* | | 29 ″ 1½ | |
| | D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* | | | 1,41 *Carrying Petroleum in bulk* | | | | *Lloyd's*A&CP | | (6 „ 2*nd* „) *CellDBuE* 67′233*t DTf*38·360*t* | | | | *FPT*182*t APT*120*t* | Akt.Burmeistr&Wain.Cpn | | |
| 76212 | **Ida Z.O.** | | 4935 | | | | | 1920 | N.Odero& Co. Genoa | Navig.Odero Soc. Anon. | 403·4 / 387·1 P246′F34′ | 51·5 | 27·9 | Genoa Italian *WB* | T.3Cy.26″,42½″&69½″–48″ 335NHP N.Odero&Co.Genoa | | I |
| 1007 | *Mchy.Aft* *Fitted for oil fuel* | | 4389 | | | | | | | | | | | | | | |
| IBBQ | D.F. 1*Dk* | | 2939 | | | | | | | | | | | | | | |
| 76213 | **Idaho** *Fitted for oil fuel* | Wood | 994 / — | | | | | 1916 | Aberdeen S.B.Co. Aberdeen Wash. | WilsonBros.&Co. | 205·5 | 41·4 | 14·8 | S.Frncisco Utd.States | T.3Cy.13″,21″&36″–24″ 64NHP MainStreetIronWrks.S.Fo | | |
| 214627 | | | | | | | | | | | | | | | | | |
| KJNC | *Mchy.Aft* 1*Dk* | | 563 | | | | | | | | | | | | | | |
| 76214 | **Idarwald** *Fitted for oil fuel* | | 5035 / 4478 | | | | | 1923 | Deutsche Werft,A.G. Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 399·6 / P&B257′F50′ | 54·2 | 27·4 | Hamburg German *WB* | T3Cy.28½″,45⅛″&74½″–55⅛″ Gutehoff- nungshütte,Sterkrade | | G |
| DHMF | Sub.Sig. D.F. *CruiserStern* 2*Dks*&*Shade dk* | | 2990 | | | | | | | | | | | | | | |
| 76215 | **Iddesleigh** | | 5205 / 4810 | ✠100A1 *with freeboard* | Bry Hul | *a*† | CL 2,39 | 1927 | R.Thomp-son&Sons,Ld. Sunderland | TatemStm.Nav.Co Ld.(W.J.Tatem, Ld. *Mgrs.*) | 420·7 / F34′ | 55·3 | 25·7 | London British | T.3Cy.27″,45″&75″–51″ (*s*) 180lb 570NHP | 36 ″ 4 s10·8½ | |
| 149886 | *ss*Bry.No.3–2,39 *ss*Cff.No.2–35 | | | | | | | 9mo | | | | FK | | 7*B Hpt Cem* | | 25·10½ | |
| GNFT | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41(*W.E.*) | | 3100 | 1,41 ~~2,39~~ ✠LMC MS~~3,35~~ 2,39 BS~~6,39~~ 10,40 | | | | *Lloyd's*A&CP | | *CellDBa*&*uE*138′ | *f*201′1422*t* | | | (*Coll to S dk* 6 „ 2*nd* „) *FPT*210*t APT*147*t* | 3SB,9*cf*,GS187,HS8491 FD Richardsons,Westgarth& Co.Ld.Sld. | | |
| 76216 | **Idefjord** *Fitted for oil fuel* | | 4287 / 3784 | | | | | 1921 | Canadian Vickers Ld Montreal | A/S DenNorske Amerikalinje | 365·6 / P134′H259′F44′ | 49·8 | 26·6 | Oslo Norwegian *WB* | T.3Cy.27″,43″&70″–48″ 339NHP CanadianVickers,Ld. | | N |
| LCOS | D.F. 2*Dks* | | 2572 | | | | | | | | | | | | | | |
| 76217 | **Idku** (*ex*Pilion,*ex*Leros, *ex*Rossignol II) | | 319 / — | | | | | 1919 | Forg.&Ch. de laMédit. LaSeyne | Soc.Misr.deNavi-gationMaritime | 137·8 | 23·3 | 11·7 | Suez Egyptian | C.2Cy.18″&36″–23½″ 63NHP Forg.&Ch.de laMédit.Msl. | | |
| SUDZ | 1*Dk* | | 135 | | | | | | | | | | | | | | |
| 76218 | **Idomeneus** (P) *Oil Eng.* | TwinSc | 7792 / 6591 | | | | | 1926 | Workman, Clark&Co.Ld Belfast | ChinaMutualS.N. Co.Ld.(A.Holt& Co.*Mgrs.*) | 459·6 / P50′B162′F63′ | 58·4 | 32·6 | Liverpool British *WB* | Oil Engines 4S.C.SA 16Cy.29⅛″–59″ 1307NHP Akt.Burmeistr&Wain,Cpn | | BT till ~~3,40~~ ~~3,41~~ 7.41 |
| 149597 | | | | | | | | | | | | | | | | | |
| GKYZ | D.F. *Ref.Mchy.* 2*Dks* | | 4776 | | | | | | | | | | | | | | |
| 76219 | **Idræt** *Fitted for oil fuel* | | 1068 / 825 | | | | | 1917 | Stavanger Stöperi&Dok Stavanger | D/S A/S"Idræt" (SverreMonsen) | 225·1 / P20*t*Q118*t*H46*t* B46*t*F33*t* | 33·1 | 13·2 | Stavanger Norwegian *WB* | T.3Cy.17½″,28″&43″–33″ 132NHP StavangerStöperi&Dok | 15 ″ 8 | N |
| LCFY | Wireless 1*Dk* | | 620 | | | | | | | | | | | | | | |
| 76220 | **Iere** | | 835 / 729 | ✠100A1 9,40~~12,50~~ | Jck Cco | *k* | CL 8,38 | 1929 | Smith's DockCo.Ld. Middlesbro' | TrinidadLease-holds,Ld. | 180·0 / 188·8(O.L.) | 33·2 | 16·3 | London British | T.3Cy.13¼″,23″&37″–27″ (*s*) 180lb 74RHP | 17 ″ 6 s 2 ″ 4½ | |
| 160644 | | | | | | | | 3mo | | | F21′ | FK | | 8*B HptCem* | | 15 ″ 3½ | |
| MPGZ | 1*Dk*(*Stl*)&*2nd dk*(*Stl*) *in way of cargo tanks* *CruiserStern* | | 408 | BS~~1,41~~ ✠LMC11,36 *Carrying Petroleum in bulk* *Fitted for oil fuel*2,29 | | | | *Lloyd's*A&CP | | *CellDBu* | *E*&*B*36′31*t FPT*48*t* | | | 1 „ *to 2nd dk* *APT*5*t* | 1SB,2*cf*, HS1656 FD Smith'sDockCo.Ld.Mdb. | | |
| | *Mchy.Aft* | | | | | | | *above* 1 | 50° F. | | | | | | | | |
| 76221 | **Igarka** | | 2900 / 2500 | | | | | 1936 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | U.S.S.R. | 321·5 / P32′B96′F33′ | 48·0 | 20·3 | Archangel Russian *WB* | T.3Cy.20″,33″&57″–42″ 210NHP N.E.MarineEngCoLd Nwc | | |
| UPON | E.S.D. 1*Dk* | | 1640 | | | | | | | | | | | | | | |
| | Sub.Sig. *CruiserStern* | | | | | | | | | | | | | | | | |
| 76222 | **Ightham** (*ex*Neville–33, | | 1337 / 968 | ✠100A1 4,40 | Cff | *o* | OG 3,39 | 1914 | WoodSkin-ner&Co.Ld. Newcastle | HullGatesShip-pingCo.Ld. | 238·4 / Q140′F27′B*on*Q52′ | 36·1 | 14·1 | Cardiff British | T.3Cy.18⅛″,30″&50″–33″ 180lb (*s*) 176NHP | 16 ″ 8 s 5 ″ 0 | |
| 128884 | *ex*Wharfedale, *ss*Cff.2ndNo.3–3,39 | | | | | | | 6mo | | | | FK | | 4*B HCem* | | 15 ″ 2 | |
| MFDL | *ex*Abbeville,*ex*Edwin Hunter) *Well deck* 1*Dk*(*Irn*) *Cargo battens not fitted* | | 719 | ✠LMC MS3,39 BS9,39 | | | | *Lloyd's*A&CP | | *Engr.*) *CellDBa*63′ | *uE*18′*f*99′382*t FPT*51*t APT*83*t* | | | 2SB,6*pf*,GS98,HS2984 | G.Clark,Ld.Sunderland | | |
| 76223 | **Iglesias** (*ex*Formica,*ex*Libellule) | | 360 / 313 | | | | | 1918 | Ch.&Atel. dePrevence Port-de-Bouc | Soc.diMonteponi | 140·4 / 131·8 | 24·1 | 13·2 | Savona Italian | C.2Cy.17⅞″&35½″–23½″ NB20 51NHP Forg.&Ch.de laMédit.Msl. | | I |
| 71 | | | | | | | | | | | | | | | | | |
| IOQC | | | 148 | | | | | | | | | | | | | | |
| 76224 | **Ignatii Sergeev** (P) (*ex*Batoum) *Wireless* | TwinSc *ss*Spl.No.1–00 1*Dk*&*Spar dk* | 1354 / 872 / 806 | ✠ ... 12,02 ✠ | | | | 1896 11mo | J.Laing Sunderland | U.S.S.R. | 272·9 / P&B151′F37′ | 34·4 | 16·4 | Odessa Russian *WB* | T.6Cy.14½″,23″&38″–27″ 182NHP G.Clark(Lim.)Sunderland | 18 ″ 6 | |
| UOJH | | | | | | | | | | | | FK | | | | | |
| 76225 | **Igor** (*ex*Antzouletta–35, | | 2726 / 2495 | ✠ ... 11,19 | | | | 1907 6mo | J.Blumer &Co. Sunderland | Ath.Anastassiou | 314·0 / P30′B148′F28′ | 46·5 | 20·6 | Piræus Greek *WB* | T.3Cy.23″,38″&62″–42″ 270NHP N.E.MarineEng.Co.Ld.Sld | 23 ″ 0 | N † |
| 457 | *ex*Otterstad, *ss*Npt.No.2–15 | | | | | | | | | | | FK | | | | | |
| SVCW | *ex*Kristiania) 1*Dk* | | 1672 | ✠ | | | | | | | | | | | | | |
| 76226 | **Iguassú** (*ex*SantaRosa) | | 3797 / 3383 | | | | | 1912 | Flensburgr Schiffsb.Ges. Flensburg | LloydBrasileiro | 351·0 / P24′B222′F42′ | 50·2 | 23·7 | R.Janeiro Brazilian *WB* | T.3Cy.22″,36⅞″&59½″–40½″ 220NHP FlensburgerSchiffsb.Ges. | | V |
| PUBG | 2*Dks* | | 2355 | | | | | | | | | | | | | | |
| 76227 | **Iguazú** (P) *Oil Eng.* | TwinSc | 523 / — | | | | | 1927 | A.&J. Inglis,Ld. Glasgow | Cia.Argentina de Nav.Mihanovich, Ltda. | 131·8 | 34·0 | 7·7 | Bns.Aires Argentine | Oil Engines 2S.C.SA 12Cy.13½″–15″ 371NHP L.Gardner&Sons,Ld.Mch. | | |
| LOGR | Wireless 1*Dk* | | 294 | | | | | | | | | | | | | | |
| 76228 | **Ijora** (*ex*Windermere–34) | | *2815* / *2525* | ... 8,35 | Mdb | *u* | | 1921 11mo | Murdoch& Murray,Ld. PortGlasgow | U.S.S.R. | 324·0 / P28′B88′F34′ | 46·4 | 23·8 | Leningrad Russian | T.3Cy.21″,33″&57″–39″ 265NHP | 25 ″ 6 | |
| | *ss*Mdb.No.3–7,33 | | | | | | | | | | | FK | | 6*B HCem* | | | |
| UPEQ | 1*Dk*(*Stl*) | | *1688* | | | | | | | *CellD* | *B*278′ 646*t FPT*70*t* | | | *4PT5t* | 2SB,6*cf*,GS121,HS4698 ClydeS.&E.Co.Ld.Pt.Gls. | | |
| 76229 | **Ikbal** (*ex*Doris,*ex*Alfold,*ex*Mount Summit, *ex*Kerkenna, *ex*Borneo) *Spar dk*2*tr B*&*deep framing* | | 3722 / 3062 / 2189 | ✠ ... 4,33 ✠ | | | | 1900 8mo | W.Hamil-ton&Co. PortGlasgow | Barzilay& Benjamin | 330·8 / P31′B118′F39′ | 45·7 | 16·2 23·9 FK | Istanbul Turkish *WB* | T.3Cy.24″,40″&65″–42″ 301NHP D.Rowan&Co.Glasgow | 26 ″ 6 | V † |
| TCBT | *ss*Rot.2ndNo.3–3,26 *ss*Ist.No.1–30 | | | | | | | | | | | | | | | | |
| 76230 | **Ikoma Maru** (P) | | 3156 / 2700 | | | | | 1925 | Yokohama DockCo. Yokohama | NipponYusenK.K | 352·7 / P41′B87′F39′ | 46·0 | 27·0 | Tokyo Japanese *WB* | T.3Cy.23″,38″&64″–48″ 284NHP YokohamaDockCo.Yka. | | C |
| 31404 | | | | | | | | | | | | | | | | | |
| JCAB | 2*Dks* | | 1887 | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Nct. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years Assigned or Completed. Engine Survey Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidship. — Corresponding draught. ft. in. | 15 Registered in or much classed. If not in L.R. Class of Note Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76231<br>19230<br>JBVD | **Ikomasan Maru**<br>*ss*Kob.No.3–12,28<br>*ss*TamaNo.2–38<br>2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing* | | 3173<br>2757<br>1952 | ✠100A1<br>8,405~~,39~~<br>✠LMC~~5.39~~<br>8,40 | Tama | *t* | CL<br>~~5.37~~<br>8,40 | 1916<br>8mo<br>*Lloyd's SA&CP* | OsakaIron Works,Ld. Innoshima | GosyuKisenK.K.<br>*CellDB*255'518*t DT* | 305·0\|43·7\|27·2<br>P19'B82'F32' FK<br>a25' 534*t FPT*112*t* | | Kobe<br>Japanese | T.3Cy.22″,37″&61″–42″ (*s*)<br>180lb 288NHP<br>2SB,*6cf*,GS90,HS3824 FD<br>OsakaIronWorksLdOsaka | 27 ″ 3<br>s 4 ″ 3<br>23 ″ 2 | |
| 76232<br>42624<br>JGQL | **Ikusima Maru**<br>D.F. 2*Dks*<br>*CruiserStern* | | 3944<br>—<br>2365 | | | | | 1936 | OsakaIron Works,Ld. Sakurajima | HamaneShoten K.K. | 365·5\|50·0\|26·6<br>P37'B79'F37' | | | Kobe<br>Japanese<br>*WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>433NHP<br>IshikawajimaShpydTokyo | | C |
| 76233<br>42685<br>JKEL | **Ikuta Maru**<br>*Cruiser Stern* 1*Dk* | | 2969<br>2537<br>1697 | | | | | 1936 | Mitsubishi Jukogyo K.K Yokohama | NipponYusenK.K. | 301·8\|45·3\|26·2<br>P24'B78'F29' | | | Tokyo<br>Japanese<br>*WB* | T.3Cy.20½″,34$\frac{7}{16}$″&57$\frac{1}{16}$″–43$\frac{5}{16}$″<br>214NHP<br>MitsubishiJukogyoK.K. | | |
| 76234<br>40013<br>JFCJ | —<br>*OilEng.*<br>1*Dk* | | 435<br>—<br>391 | | | | | 1934 | Kasado Dck.K.K. Suyetakemi-nami | KobeSanbashiK.K. | 140·8\|28·5\|13·0 | | | Kobe<br>Japanese | Oil Engines | | |
| 76235<br>LKEH | **Ila**<br>Wireless D.F. *Mchy.Aft* 1*Dk*<br>*CruiserStern* | | 1583<br>1283<br>889 | | | | | 1939 | Porsgrund Mek.Værks. Porsgrunn | LykkesRederiA/S (PerT.Lykke, *Mgr.*) | 246·6\|37·9\|18·2<br>P66'B14'F29' | | | Oslo<br>Norwegian<br>*WB* | C.2Cy.13¾″&27$\frac{3}{16}$″–27$\frac{3}{16}$″&<br>LPturbine withDRgearing<br>&hydraulic coupling<br>63NHP<br>PorsgrundM.V.Porsgrunn | | N |
| 76236<br>FPCL | **Ile d'Aix** (*ex*Lafcomo–40)<br>*Fitted for oil fuel*<br>D.F. 2*Dks*&*Webframes* | | 5028<br>4573<br>3113 | ✠ ...<br>10,20<br>✠ | | | | 1919<br>9mo | American International S.B.Corp. HogIslandPa | Cie.Générale Transatlantique | 390·0\|54·2\|27·6<br>P39'B122'F43' FK | | | French<br>*WB* | DRgeared steam turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R<br>† |
| 76237<br>144012<br>GMVM | **Ile de Batz** (*ex*WestHobomac–40)<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 2*Dks* | | 5755<br>5117<br>4375 | | | | | 1918 | Skinner& Eddy Corp. Seattle,Wash | Ministry of Shipping(A.Weir& Co.*Mgrs.*) | 409·6\|54·2\|27·1<br>P44'B115'F47' | | | Swansea<br>~~French~~<br>British *WB* | DRgeared steam turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 76238<br>FOOI | **Ile de Beauté** Ⓟ **TwinSc**<br>*Fitted for oil fuel*<br>D.F. 2*Dks*<br>Sub.Sig. *CruiserStern* | | 2600<br>2148<br>577 | | | | | 1930 | Deutsche Sch.u.Mschb. A.G.Weser Bremen | FrenchGovernment(Ministère de la MarineMarchande)(Cie.de NavigationFraissinet,*Mgrs.*) | 319·6\|43·4\|25·4<br>B39' | | | Marseilles<br>French<br>*WB* | 4 Steam Turbines geared to 2 Sc. Shafts<br>DeutscheSchiff.-u. Mschb.A.G.Weser,Bremen | | V |
| 76239<br>FPCK | **Ile de Bréat**<br>(*ex*WestTacook–40) *Fitted for oil fuel*<br>D.F. Sub.Sig. 2*Dks* | | 6176<br>5139<br>3841 | ✠ ...<br>9,22<br>✠ | | | | 1919<br>4mo | Northwest SteelCo. Portland,Or. | Cie.Générale Transatlantique | 409·8\|54·2\|27·7<br>P44'B115'F47' FK | | | French<br>*WB* | DRgeared steam turbine<br>579NHP<br>GeneralElectricCo. Schenectady,N.Y | 30 ″ 2 | R<br>† |
| 76240<br>173054<br>VSSW | **Ile de France** Ⓟ **QuadSc**<br>*Ref.Mchy.* GyC. *Fitted for oil fuel*<br>D.F. 4*Dks*&*Awng dk*&*Promenade dk* | | 43450<br>28716<br>21923 | | | | | 1926 | Ch.&Atel. deSt.Nazaire St.Nazaire | Ministry of War Transport(P.&O. Stm.Nav.Co.*Mgs*) | ~~768·7\|92·0\|55·9~~<br>768·4\|91·9\|55·8 | | | Singapore<br>~~British~~<br>*WB* | 4 Steam Turbines<br>Ch.&Atel.deSt.Nazaire | | V |
| 76241<br>FPHE | **Ile de Noirmoutier** (*ex*Tripp–40)<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 2*Dks* | | 5703<br>5230<br>3513 | ✠ ...<br>10,22<br>✠ | | | | 1919<br>8mo | Northwest SteelCo. Portland,Or. | Cie.Générale Transatlantique | 409·8\|54·2\|27·7<br>P44'B115'F47' FK | | | French<br>*WB* | DRgeared steam turbine<br>579NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 ″ 2 | R<br>† |
| 76242<br>FPCO | **Ile de Ouessant**<br>(*ex*WestChatala–40) *Fitted for oil fuel*<br>Sub.Sig. 2*Dks* | | 6187<br>5139<br>3838 | ✠ ...<br>9,20<br>✠ | | | | 1919<br>8mo | Northwest SteelCo. Portland,Or. CP | Cie.Générale Transatlantique | 409·8\|54·2\|27·7<br>P44'B115'F47' FK | | | French<br>*WB* | DRgeared steam turbine<br>579NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 ″ 2 | R<br>† |
| 76243<br>FPCN | **Ile de Ré** Ⓟ (*ex*Jomar–40)<br>*Fitted for oil fuel*<br>D.F. 2*Dks* | | 5104<br>4598<br>3107 | | | | | 1920<br>8mo | American International S.B.Corp. HogIslandPa | Cie.Générale Transatlantique | 390·0\|54·2\|27·8<br>P39'B121'F43' | | | French<br>*WB* | DRgeared steam turbine<br>GeneralElectricCo. Schenectady,N.Y | | R |
| 76244<br>FOMY | **Ile Rousse** (*ex*Skarp–37,*ex*Vanja, *ex*Kleven)<br>Wireless 1*Dk* | | 1471<br>1198<br>867 | | | | | 1918 | T.van Duijvendijk Lekkerkerk | Cie.France-Navigation S.A.(*in liq.*) (Cie.Gén.Transatlantique,*Mgrs.*) | 238·8\|36·6\|16·5<br>P28'B27'F25' | | | Marseilles<br>French<br>*WB* | T.3Cy.17½″,29″&46″–36″<br>128NHP<br>Penn&Bauduin,Dordrecht | | V |
| 76245<br>TCEE | **Ilgaz** (*ex*Esperos–34)<br>*ss*Pir.No.3–2,33<br>*ss*Ist.No.1–37<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | | 683<br>512<br>324 | ✠100A1<br>6,40~~5,85~~<br>✠LMC<br>MS11,37 BS1~~,38~~<br>6,40 | Ist | *j* | CL<br>~~11.37~~<br>6,40 | 1920<br>8mo<br>A&CP | NVSchpsb DeMerwede v/hVanVliet &Co. Hardinxveld | NecibeN.Basri (Cap.Basri,*Mgr.*)<br>*CellDBf*103'146*t FPT*63*t* | 180·3\|28·1\|12·4<br>Q103'B15'F23' FK<br>*APT*7*t* | | Istanbul<br>Turkish | T.3Cy.13½″,22½″&36″–27″<br>180lb (*s*) 100NHP<br>3*BHCem*<br>2SB,*4cf*,GS61,HS1916<br>Machfabr.OudeMaas. | 14 ″ 6<br>s ″ 8½<br>14 ″ 0 | |
| 76246<br>PUYB | **Ilheos** Ⓟ **TwinSc**<br>Wireless 1*Dk*(*Teak*)&*Shadedk*(*Teak*) | | *760*<br>*481*<br>*394* | ✠<br>8,10<br>✠ | Trn | *l* | | 1910<br>8mo | AilsaS.B. Co.Ld. Troon | Cia.deNav. Bahiana | 200·0\|32·1\|11·1<br>FK<br>*FPT*36*t* | | Bahia<br>Brazilian | T.6Cy.13½″,22″&36″–24″<br>152NHP<br>1SB,*3cf*,GS65,HS2542<br>AilsaS.B.Co.Ld.Troon | 11″10 | |
| 76247<br>UOLG | **Ilich** Ⓟ (*ex*Vetche,*ex*Emperor NicolasII)<br>3*Dks* | | 4166<br>3289<br>2407 | ✠ ...<br>2,01<br>✠ | | | | 1895<br>10mo | W.Denny &Bros. Dumbarton | U.S.S.R. | 390·0\|45·0\|27·5<br>P62'B146'F38' FK | | | Vladvostk<br>Russian<br>*WB* | T.3Cy.28¼″,47½″&76″–54″<br>NB16 501NHP<br>Denny&Co.Dumbarton | 30 ″ 1 | |
| 76248<br>102<br>SVGO | **Ilissos** (*ex*DerwentRiver–33)<br>1*Dk* | | *4724*<br>*4368*<br>*2984* | | | | | 1915 | Irvine's SB &D.D.Co.Ld. WHartlepool | TheofanoMaritime Co.Ld.(N.G. Livanos,*Mgr.*) | 385·1\|52·0\|27·1<br>P36'B126'F38' | | | Chios<br>Greek<br>*WB* | T.3Cy.25″,40″&68″–48″<br>Richardsons, Westgarth&Co.Ld.Hpl. | | C |
| 76249<br>~~HPKC~~<br>D.F. | **Illenao** (*ex*Londonier–39)<br>*ss*Ant.No.3–12,31<br>*ss*Bry.No.2–39<br>1*Dk*(*Stl*)&2*nd dk*(*Stl*)<br>except in way of cross bunker | | *5291*<br>*4774*<br>*3321* | ✠100A1<br>9,40~~10,39~~<br>✠LMC<br>MS10,39 BS~~8,39~~<br>9,40 | Bry<br>LAn | *y* | CL<br>~~9.39~~<br>9,40 | 1919<br>10mo<br>*Lloyd's SA&CP* | Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow | ~~AgenciaMaritima Colon,Ltda.~~ | 400·8\|52·3\|28·5<br>413·0(o.L.)<br>P49'B113'F38' FK<br>*CellDB*344'1062*t FPT*127*t* | | Japanese<br>*7BHCem*<br>*APT*223*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>D&W.Hendersn&CoLdGls | 31 ″ 0<br>~~s 11.~~<br>~~26 ″ 03~~ | |

*For "Syoto Maru," see No. 89995 in Supplement*

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné relativement aux Appareils d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. On. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Voyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où noté si navire est dans le Livre Vert ou Livre Bleu. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76250 | **Iller** | *Oil Eng.* | 3290 / 2621 / 1838 | | | | | 1938 | Deutsche Sch-u-Mschb. A.G.Weser Bremen | Norddeutscher Lloyd | 358·0 \| 50·2 \| 19·9 P30'B&F313' *Upper*F22' | Bremen German *WB* | 2 Oil Engines 2S.C.SA 12Cy.20)"-27,⁵⁄₁₆"S.R.geared to 1 sc shaft 885NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn. | | G |
| DOUQ | D.F. E.S.D. | 1*Dk* / *Cruiser Stern* | | | | | | | | | | | | | |
| 76251 | **Illinoian** (*ex*Isthmian-39, | | 6473 | ✠ ... | | | | 1918 | OsakaIron WorksLd. Osaka | American-HawaiianS.S.Co. | 415·1 \| 55·7 \| 32·0 P33'B148'F45'*on Shelter dk* FK | NewYork Utd.States *WB* | T.3Cy.27",45"&75"-51" 553NHP OsakaIronWrksLd.Osaka | 34 ″ 8 | R |
| 217292 | *ex*Willkeno-37, | *Fitted for oil fuel* | — | 1,21 | | | | 9mo | | | | | | | † |
| WKII | *ex*Eastern Light) | 1*Dk*ʃ*Shelter dk*ʃ*Web frames* | 4117 | ✠ | | | | | | | | | | | |
| | D.F. | *Longitudinal framing* | | | | | | | | | | | | | |
| 76252 | **Illinois** | | 6448 | ✠100A1 4,40 | NYk*at* LAn | CL | 1921 | TexasS.S. Co. | TheTexasCompany | 416·8 \| 56·1 \| 31·1 P107'B35'F33' FK | Wilmgton (Del.) Utd.States | T.3Cy.27¾",45½"&74"-51" 1901b (*s*) 549NHP 3SB,*9cf*,HS7979 FD 16*BHptCem APT*130*t* Hooven,Owens,Rentschler Co.Hamilton,O. | 32 ″ 10 s 6 ″ 3½ 26 ″ 9½ | |
| 221400 | | *ssNYk.No.3-4,34* | 6117 | 4,40 | | | | 7mo | | | | | | | |
| KDSZ | | *ssNYk.No.1-38* | 3980 | BS4,41 ✠LMC6,38 | | | | | | | | | | | |
| | *Mchy.Aft* | 2*Dks*(*Stl*)ʃ*Web frames* | | *CarryingPetroleum in bulk* | | | | | | | | | | | |
| | D.F. | *Longitudinal framing* | | *Fitted for oil fuel* 7,21 | | | *F.P. above* | | | *CellDBuEʃ* | *B* 64'209*t FPT*229*t* | | | | |
| 76253 | — | | 5447 | | | | | 1920 | L.Angeles S.B.&D.D.Co | StatesSteamship Co. | 410·0 \| 54·0 \| 27·2 P43'B114'F46' | PortlndOr. Utd.States *WB* | T.3Cy.28½",47"&78"-48" 422NHP LosAngelesS.B.&D.D.Co. | | R |
| 219931 | (*ex*Las Vegas) | *Fitted for oil fuel* | — | | | | | | SanPedro,Cal | | | | | | |
| KUQM | | 2*Dks* | 3380 | | | | | | | | | | | | |
| 76254 | — Ⓟ | | 2427 | | | | | 1899 | Chicago S.B.Co. Chicago | ~~SandProducts Corp.~~ Wisconsin& MichiganS.S.Co. | 225·0 \| 40·0 \| 24·7 | Muskegon, Mich. Utd.States | T.3Cy.20",38"&54"-36" 175NHP ChicagoS.B.Co.Chicago | | |
| 100680 | *Mchy.Aft* | | — | | | | | | | | | | | | |
| WPCY | D.F. | 1*Dk*ʃ*Shade dk*ʃ*Promenade dk* | 1468 | | | | | | | | | | | | |
| 76255 | **Ilmar** (*ex*Sunheath,*ex*Polladern, | | 5470 | ✠ ... 6,33 | Ham | | | 1911 | Bremer Vulkan Vegesack | Hamburg-Bremer AfrikaLinieGmbH (Woermann-Linie A.G.DeutscheOst Afrika-Linie, *Mgrs.*) | 419·8 \| 54·5 \| 28·2 P&B333'F60' FK *One bulkhead in fwd hold dispensed with* *CellDB*358' 1255*t* | Bremen German *Cem* | Q4Cy.24",34½",50⅜"&72½"- 53⅜" 601NHP 4SB,*12cf*,GS188,HS8611 Bremer Vulkan, Vegesack | 30 ″ 6 | G |
| | *ex*Emir) | *ssBom.No.3-4,25* | 5037 | | | | | | | | | | | | † |
| DODM | | *ssBmn.No.1-29* | 3419 | ✠ | | | | | | | | | | | |
| | D.F. | 2*Dks*(*Stl*) | | | | | | | | | | | | | |
| 76256 | **Ilmatar** Ⓟ | | 2349 | ✠100A1 *withfreeboard* | Hfs | *s* | CL | 1929 | Akt.Burmeistr& Wain Copenhagen | FinskaÅngfAktieb | 283·2 \| 41·6 \| 23·0 270·1 F24' FK *Duct keel in way of No.2 hold* *CellDB*229'253*t FPT* | Helsingfrs Finnish | T.3Cy.22⅝",36½"&61"-39" 213lb (*s*) 417NHP 2SB(Spt),*6cf*,GS150, HS6566 17*tAPT*43*t* | 26 ″ 3 s 8 ″ 6½ 18 ″ 0½ | |
| 690 | — | *ssHfs.No.2-38* | — | 3,39 | | | 3,39 | 5mo | | *Duct keel in way of No.2 hold* | | | | | |
| OHCN | *Ref.Mchy.* | 2*Dks*(*Stl–Weather dk* ws) | 1186 | ✠LMC5,38 ✠NB11,35 BS4,39 | | | | *Lloyd's* | | | | | | | |
| | D.F. Sub.Sig. | | | | | | | | | | | | | | |
| | *Strengthened for Navigation in Ice* | | | No later survey reported | | | | | | | | | | | |
| 76257 | **Ilmen** (*ex*Athena-33,*ex*IrmaKimme) | | 2369 / 2058 | | | | | 1923 | J.Frerichs &Co.A.G. Einswarden | U.S.S.R. | 295·2 \| 42·5 \| 20·3 P27'Q36'B179'F36' *WB* | Leningrad Russian | T.3Cy.21½",35⅜"&55½"-35⅜" J.Frerichs&Co. 186NHP A.G.Osterholz | | |
| UOBV | Sub.Sig. | 1*Dk* | 1412 | | | | | | | | | | | | |
| 76258 | **Ilmenau** | 4Mst | 1201 / 992 | | | | | 1922 | Werft Nobiskrug G.m.b.H. Rendsburg | Bugsier,Reed.& BergungsA.G. | 250·0 \| 37·5 \| 12·9 P&B194'F26' *WB* | Hamburg German | T.3Cy.17⅞",28⅛"&45⅛"- 29⅝" 111NHP OttensenerMch.G.m.b.H. Altona | | G |
| | *Mchy.Aft* | | | | | | | | | | | | | | |
| DHMG | Wireless Sub.Sig. | 1*Dk* | 640 | | | | | | | | | | | | |
| 76259 | **Ilona Siemers** | | 3243 / 2534 | | | | | 1923 | Nordsee-werke Emden | G.J.H.Siemers& Co. | 332·7 \| 46·5 \| 20·6 P29'B87'F33' *WB* | Hamburg German | T.3Cy.24⅝",38⅛"&62"-41⅛" Ottensener 247NHP Mch.G.m.b.H.Altona | | G |
| DHMH | Sub.Sig. | 1*Dk* | 1859 | | | | | | | | | | | | |
| 76260 | **Ilorin** (*ex*Smerdis-34, | | 815 | ✠100A1 8,38 | Lagos | *k* | CL | 1920 | London& MontroseS.B &R.Co.Ld. Montrose | Elder Dempster Lines,Ld. | 189·4 \| 30·3 \| 12·6 Q109'B11'F24' FK *CellDBf*119'171*t FPT*75*t* | Liverpool British | T.3Cy.14½",24"&40"-27" (*s*) 180lb 99RHP 3*BHCem APT*6*t* | 14 ″ 7 s 4 ″ 2½ 14 ″ 2½ | |
| 143527 | *ex*Kirkwynd, | *ssGls.No.3-6,33* | 582 | | | | 10,39 | 12mo | | | | | | | |
| MKJL | *ex*MarionMerrett) | *ssLagos.No.1-38* | 413 | ✠LMC MS8,38 BS10,39 | | | | *Lloyd's* | | | | | | | |
| | *Mchy.Aft* | 1*Dk*(*Stl*) | | | | | | | | | | | | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | | | | | |
| 76261 | **Ilse** | | 2844 | ✠100A1 7,40 9,3- 12,40 | Shl | *t* | CL | 1929 | Smith's DockCo.Ld Middlesbro' | StephensonClarke &Associated Companies,Ld. | 308·3 \| 44·2 \| 19·7 320·7(O.L.) Q181'F33' FK *CellDB*264'753*t FPT*240*t* | London British | T.3Cy.22½",37"&61"-42"(*s*) 180lb 300NHP 2SB,*6cf*,GS132,HS5155 Smith'sDockCo.Ld.Mdb. | 21 ″ 9 s 7 ″ 1½ 19 ″ 8½ | |
| 161337 | | *ssShl.No.2-38* | 2182 | 7,40 | | | 9,38 | 11mo | | | | | | | |
| GRQX | *Well deck* | *Mchy.Aft* 1*Dk*(*Stl*) | 1673 | BS7,36 ✠LMC9,38 7,40 | | | 7,40 | *Lloyd's* | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | |
| 76262 | — | | 584 | ✠100A1 10,39 | Got | *h* | OG | 1929 | Aktieb. Lödöse Varf. Lödöse | Rederiaktieb. Unda(P.Waller, *Mgr.*) | 167·6 \| 28·2 \| 11·3 174·7(O.L.) P48'F20' FK *CellDB*110'168*t FPT* | Gothenbrg Swedish | C.2Cy.14⅝",32½"-21½" (*s*) 130lb 50NHP 1SB,*2cf*,GS28,HS850 Aktieb.LödöseVarfLödöse | 13 ″ 5 s 1 ″ 4 12 ″ 2½ | |
| 7579 | | *ssGot.No.2-37* | *416* | | | | 7,37 | 12mo | | | | | | | |
| SEYL | *Mchy.Aft* | 1*Dk*(*Stl*) | *280* | BS9,39 ✠LMC7,37 | | | | *Lloyd's* | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | |
| 76263 | **Ilse L.-M. Russ** | | 1600 / 1282 | | | | | 1926 | Flensburger Schiffsb.Ges. Flensburg | Schiffahrt-u Assekuranz-Ges. E.Russ&Co. | 263·2 \| 41·9 \| 15·4 P16'Q81'B108'F35' *WB* | Hamburg German | T.3Cy.17¾",29⅜"&48"-37⅜" 141NHP FlensburgerSchiffsb.Ges. | | G |
| DHMJ | Sub.Sig. | 1*Dk* | 942 | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | |
| 76264 | **Ilvington Court** (*ex*Iolcos, | | 5187 | ✠100A1 11,39 | Mdb | *y* | CL | 1919 | HongKong &Whampoa DockCo.Ld. HongKong | CourtLine,Ld. (Haldin&Philipps, Ld. *Mgrs.*) | 400·0 \| 52·3 \| 28·5 413·0(O.L.) P49'B113'F40' FK *CellDB*340'1120*t FPT*123*t* | London British | T.3Cy.27",44"&73"-48" (*s*) 170lb 517NHP 7*BHptCem APT*175*t* 3SB,*6cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.HongKong | 31 ″ 0 s 5 ″ 11½ 25 ″ 3 | |
| 147615 | *ex*Meandros) | *ssShl.No.3-9,32* | 4736 | BS4,40 ✠LMC8,35 | | | 10,39 | 8mo | | | | | | | |
| GKJW | D.F. | *ssShl.No.1-36* | 3222 | | | | | *Lloyd's* | | | | | | | |
| | | 2*Dks*(*Stl*) | | | | | | | | | | | | | |
| 76265 | **Ima** | | 6842 | ✠100A1 7,10 7,11 | Sch | *a*† | CL | 1930 | W.Doxford &Sons,Ld. Sunderland | A/S I.M.A. (S.Marcussen) | 416·2 \| 58·0 \| 32·8 P112'B32'F56' FK *Trunk in wells* *CellDBuE*35'157*t DTf*35'538*t FPT*151*t APT*276*t* | Oslo Norwegian | Oil Engines 2S.C.SA 4Cy.22"-85" 598NHP 2DR*150lb* W.Doxford&Sons,Ld Sld. | 33 ″ 0 | |
| | *Oil Eng.* | | 5985 | NYKBom | | | 8,37 | 8mo | | | | | | | |
| LDPF | | *ssRot.No.2-39* | 4026 | ✠LMC OS10,39 DBS4,38 3,40 6,37 | | | 4,40 | *Lloyd's* | | | | | | | |
| | | 1*Dk*(*Stl*)ʃ*Web frames* | | | | | | | | | | | | | |
| | D.F. *Mchy.Aft* | | | *CarryingPetroleum in bulk* | | | | | | | | | | | |
| | *Longitudinal framing–bracketlesssystem* | | | | | | | | | | | | | | |
| 76266 | **Imanta** (*ex*Kildin,*ex*Laboe, | | 1233 | ✠100A1 5,39 | Lie | | 5,39 | 1903 | Cmpbltwn S.B.Co. Campbeltwn | LatvianGovern-ment(ValstsKugu Parvalde, *Mgrs.*) | 231·4 \| 34·5 \| 17·4 Q79'B58'F29' FK *CellDBa*54'ʃ94'224*t* | Riga Latvian | T.3Cy.18',27½'&45'-33" 160lb *80lb* 120NHP 1SB,*3rf*,GS65,HS1871 Hutson&Sons,Ld.Glasgow | 18 ″ 3 s 1 ″ 5½ 17 ″ 0½ | |
| 39 | *ex*Scheldestad) | *ssLie.2ndNo.3-7,30* | 999 | | | | | 7mo | | | | | | | |
| YLDE | | *ssRga.No.2-39* | 721 | ✠LMC4,39 BS6,40 | | | | *Lloyd's* | | | | | | | |
| | *Well deck* | 1*Dk*(*Stl*)ʃ*deep framing* | | | | | | | | | | | | | |
| 76267 | **Imatra** (*ex*Alcor) | | 3260 / 2949 | | | | | 1912 | Rotterdam Droogd.Maat Rotterdam | J.W.Paulin | 342·4 \| 47·6 \| 21·6 332·6 P87'B109'F31' *WB* | Wiborg Finnish | T.3Cy.23",38"&62"-42" 249NHP RotterdamDroogd.Maats. | | V |
| 135 | | | | | | | | | | | | | | | |
| OHAV | D.F. | 1*Dk* | 2336 | | | | | | | | | | | | |
| 76268 | — | | 990 | | | | | 1922 | Nord-deutsche Union Werke Boizenburg | Lübeck-Wyburger Dampfsch.Ges. | 221·4 \| 34·6 \| 13·4 P23'Q56'B97'F30' *WB* | Lübeck German | T.3Cy.17½",27⅛"&45½"- 27⅜" 108NHP A.BorsigG.m.b.H.Berlin | | G |
| | (*ex*Sebenico) | | 796 | | | | | | | | | | | | |
| DRAY | | 1*Dk* | 544 | | | | | | | | | | | | |

*New "Solstad III," see No. 8995 in Supplement*

*New "Moysalen," see No. 89089 in Supplement*

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated 31 of Trade Dirt. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76269 143483 GBXQ | **Imber** (*ex*Bittern-40) | *ss*Brw.No.3–3,34 *ss*Bkn.No.1–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 1899 1645 939 | ✠100A1 *Shelter dk with freeboard* 6,39 ✠LMC MS2,38 BS6,39 1,41 | Bkn | *s* | CL 2,38 | 1920 9mo | Swan,Hunter& Wigham Richardson, Ld Newcastle *Lloyd's*A&CP | British&Continental S.S.Co.Ld. *CellDB244'578t* | 290·0 42·6 19·0 FK *Collision* *FPT31t APT39t* | Liverpool British *Cem* *BHtoSh dk* 5 „ „ *U* „ | T.3Cy.20½",34"&56"–42"(*s*) 180lb 318NHP 3SB,6*cf*,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. | 21 " 2 s 1 " 0 20 " 4¾ | |
| 76270 FNHK | **Iméréthie II** Ⓟ *Fitted for oil fuel* *CruiserStern* D.F. 2*Dks* | | 3713 — 2174 | | | | | 1924 | Forg.&Ch. de la Médit. LaSeyne | Cie.de Nav.Paquet | 330·5 43·4 25·7 P186'F49' | Marseilles French *WB* | T.3Cy.26⅜",41"&65"–43½" 280NHP Forg.&Ch.de la Médit.Msl. | | V |
| 76271 47041 JWFN | **Imizu Maru** Ⓟ 2*Dks* *CruiserStern* *Longitudinal framing at bottom& at decks* | | 2925 — 1691 | | | | | 1939 | Uraga DockCo.Ld. Uraga | ~~KitaNipponKisen K.K.~~ Nipponkai KisenK.K. | 305·1 ~~45·0~~ 24·6 P36'B98'F33' | Tokyo Japanese *WB* | C.4Cy.(2)11⅞"&(2)20½"–13¾" & LP turbine with DR gearing & hydraulic coupling 226NHP UragaDockCo.Ld.Uraga | | |
| 76272 23039 JBYF | — 1*Dk* | | 986 837 565 | | | | | 1918 | Takahashi Yeitaro Osaka | SanrikuKisenK.K. | 202·0 29·0 18·7 | Okada Japanese | T.3Cy.12⅞",22"&37½"–24" 68NHP KuboYoshizo,Osaka | | |
| 76273 218859 KIZV | **Imlay** *Fitted for oil fuel* D.F. 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk* | | 6779 — 4203 | ✠ ... 4,22 ✠ | | | | 1919 9mo | Moore S.B. Co. Oakland,Cal. | ~~MalstenCo.Inc.~~ ~~(C.B.Mallory&Co. Inc.*Mgrs.*)~~ Farr Spinning& Operating Co. | 425·8 57·0 31·2 P106'B40'F41' FK *WB* | Wilmgton (Del.) Utd.States | T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks | | R † |
| 76274 374 OHFK | **Immo Ragnar** (*ex*Inga–36, *ex*Lynntown, *ex*Capelcourt, *ex*Hermia) *ss*Cff.2ndNo.3–9,29 *ss*Els.No.3–4,36 1*Dk*(*Stl*)&*deep framing* D.F. *Cargo battens not fitted* | | 2342 1926 1314 | ✠100A1 7,39 BS7,39 ✠LMC4,36 | Hfs | *s* | CL N7,39 | 1903 6mo | ClydeS.B. &E.Co.Ld. Pt.Glasgow A&CP | LovisaRederiA/B (A/B R.Nordström &Co.O/Y,*Mgrs.*) *CellDBa86'* | 287·7 42·3 19·4 299·7(O.L.) P29'B81'F32' FK *uE&B32'f126'556t* | Lovisa Finnish 5*BHCem* *APT27t* | T.3Cy.21",33 5/16"&57 5/16"–36" 160lb (*s*) 202NHP 2SB,6*cf*,GS108,HS3150 ClydeS.B.&E Co.Ld.P.Gl. | 22 " 0 s 3 " 2⅜ 18 " 11 | |
| 76275 155806 VOLK | **Imogene** *ss*NFL.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Strengthened for Navigation in Ice* | | 1638 1224 715 | ✠100A1 *with freeboard* 5,408~~,39~~ BS~~5,39~~ 3,40 ✠LMC3,38 | NFL | *r* | CL 7,38 | 1929 2mo | Smith's DockCo.Ld. Middlesbro' *Lloyd's*A&CP | BowringBrothers, Ld. *CellDB151'238t* | 250·0 42·0 17·7 261·4(O.L.) F35' FK *FPT86t APT58t* | SJhnsNFL British 5*BHptCem* (2 *to Sh dk* 3„ 2*nd* „) | T.3Cy.21",35½"&60"–42" (*s*) 200lb *100lb* 381NHP 2SB,6*cf*,GS117,HS5870 FD Smith'sDockCo.Ld.Mdb. | 27 " 1 s 7 "9½ 19 " 6 | I |
| 76276 1049 ICAZ | **Imperatore** (*ex*Patria-38,*ex*Susanne Vinnen) *Oil Eng.* Sub.Sig. *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*) | Aux5MstSr | 1848 1579 1430 | | | | | 1922 | Frd.Krupp Akt.Ges. Kiel | Ferrando& Massone | 286·4 44·3 19·1 261·5 Q82'F55 | Genoa Italian | Oil Engines 4S.C.SA 4Cy.15¾"-21⅝" 97NHP Frd.KruppA.G.Kiel | | I |
| 76277 1311 CBIM | **Imperial** Ⓟ *Oil Eng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *Cruiser Stern* | | 7279 5436 5155 | ✠100A1 *with freeboard* 8,401~~,440~~ ✠LMC6,38 ✠Lloyd'sRMC~~3,39~~ 2,41 for temp. 32° F. | NYk | *a*† | CL 2 | 1938 6mo | Nakskov Skibs.A/S Nakskov *Lloyd's*A&CP | CompañiaSud Americana de Vap. *CellDB360'1373t DTs a* | 414·3 58·3 21·7 440·5(O.L.) 29·7 P45'F51' FK 154*t FPT42t* | V'lparaiso Chilian 7*BHtoWdk* *APT125t* | Oil Engines 2S.C.DA 5Cy.24 7/16"-55½" 1030NHP Akt.Burmeistr&Wain,Cpn | 33 " 9 s 10 " 6 23 " 7½ | |
| 76278 171701 VCBX | — *Oil Eng.* *Mchy.Aft* 1*Dk* Wireless D.F. *Electrically welded* *Longitudinal framing* | | 1512 1206 862 | ✠100A1 12,40~~11,39~~ ✠LMC11,38 *Carrying Petroleum in bulk* | Vcr | *p* | CL *bulk* | 1938 11mo | Collingwd. Shipyards Ld. CollingwdOnt *Lloyd's*A&CP | ImperialOil.Ld., MarineDepartment. (H.J. Rahlves,*Mgr.*) *CellDBuE* | 230·0 39·0 18·5 239·0(O.L.) P62'B26'F39' FK 32'*f*32'66t *FPT55t* | Vancouver B.C. British 10*BHpt Asp* *APT63t* | 2 Oil Engines 2S.C.SA 14Cy.12"–15" with electro-magnetic slip couplings & SR gearing 354NHP DB*100lb* FairbanksMorse&Co. Beloit,Wis. | 18 " 6 s 1 " 8¾ 16 " 10½ | |
| 76279 148892 GCYQ | **Imperial Monarch** D.F. E.S.D. 1*Dk* | | 5831 5444 3707 | | | | | 1926 | Napier& Miller,Ld. Glasgow | MonarchS.S.Co.Ld (Raeburn&Verel, Ld.*Mgrs.*) | 430·4 56·2 28·0 P49'B131'F45' | Glasgow British *WB* | Q.4Cy.25",35½",51"&72"–51" J Brown& Co.Ld.Clydebank 370NHP | | C |
| 76280 163212 GYCT | **Imperial Star** *Oil Eng.* *ss*Liv.No.1–39 Sub.Sig. 3*Dks* *Ref.Mchy.* 4*th dk in Nos.2&3 holds* D.F. E.S.D. GyC. *CruiserStern* *Tonnage opening closed* 40 | TwinSc | 12427 11379 7672 | ✠100A1 *with freeboard* ~~4,41~~ 11,~~39~~ ✠LMC CS11,39 DBS6,39 6,39 ✠Lloyd'sRMC~~8,46~~ 4,41 | Liv | *i*† 2 7/16 | CL ~~5,36~~ S6,39 P4,41 | 1935 1mo | Harland& Wolff,Ld. Belfast *Lloyd's*A&CP | ~~BlueStarLine,Ld.~~ FrederickLeyland &Co.Ld. *CellDB391'2271t FPT* *Duct keel forward* *Upper'tween deck BH* | 524·2 70·4 32·3 543·5(O.L.) 40·7 B193'F72' FK 126*t APT172t* *of machinery space ds except Coll BH* | Belfast British 8*BHptCem* *Coll to W dk* 7 „ 2nd „) *spensed with* | Oil Engines 4S.C.SA 20Cy.29⅜"–59 1/16" 1631NHP 2DB*100lb* Harland&Wolff,Ld.Bel. | 43 " 5 s 12 " 9 30 " 10 | |
| 76281 162620 GMRB | **Imperial Transport** *Oil Eng.* *ss*Gls.No.3–6,41 ~~*ss*Stl.No.1–37~~ ~~*Special Surveys to date from 9,32*~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* | | 8022 7434 4830 | ✠100A1 ~~12,896~~6,41 ✠LMC CS6,38 DBS~~6,39~~6,41 ~~13,276~~6,41 *Carrying Petroleum in bulk* | Fal Gls 6,41 | *c*† ~~5,37~~ 4,41 | CL *bulk* | 1931 9mo | Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's*A&CP | EmpireTransport Co.Ld.(Houlder Brothers&Co.Ld. *Mgrs.*) *CellDBu DTf38'476t* | 459·7 60·0 34·5 P95'B37'F40' FK E55'153t *FPT275t APT56t* *New fore cr't* ~~41~~ | London British 16*BH* (10 *to U dk* 6 „ 2*nd* „) | Oil Engines 4S.C.SA 8Cy.28¾"–63" 633NHP 2DB*180lb* N.E.MarineEng.CoLdNwc | 34 " 5 s 6 " 10 27 " 10¾ | |
| 76282 144727 GKXY | **Imperial Valley** (*ex*Buchanness) *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk* | | 4573 4318 2841 | | | | | 1924 | Workman, Clark&Co.Ld Belfast | ReardonSmithLine Ld. (SirW.R.Smith &Sons,Ld.*Mgrs.*) | 401·6 54·3 25·3 F41' | Bideford British *WB* | T.3Cy.26",42"&71"–48" 349NHP Wrkman,Clark&CoLd.Bel | | C |
| 76283 5 IMPX | **Impero** Ⓟ (*ex*Epiro–37) 1*Dk* *Fitted for oil fuel* | | 488 369 257 | | | | | 1901 | Flli. Orlando Leghorn | VittorioGalletto | 182·6 24·0 11·8 171·6 P48'B42'F29' | Massaua Italian *WB* | T.3Cy.16⅛",25¾"&40½"–22" 77NHP Flli.Orlando,Leghorn | | I |
| 76284 135209 VGTP | **Imperoyal** *ss*Boa.2ndNo.3–6,37 D.F. *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* | | 2253 1734 1384 | ✠100A1 4,407~~,38~~ StJ BS~~10,38~~ 1,41 ✠LMC6,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1 92 0 *F.P* | Mtl | *r* | CL 4,40 | 1913 4mo | Greenock& Grngemouth Dckyd Co.Ld. Grngemouth *Lloyd's*A&CP above 50° F. | ImperialOil.Ld., MarineDepartment. (H.J. Rahlves,*Mgr.*) | 249·5 43·1 19·7 P77'F37' FK *WB*= | Sarnia,Ont British 10*BH Cem* *CellDBuE&* | T.3Cy.21",34"&56"–36" (*s*) 180lb 224NHP 2SB,6*cf*,GS116,HS3716 Cooper&Greig,Dundee *B48'102t FPT360t APT44t* | 21 " 0 s 1 " 8½ 19 " 5¾ | |
| 76285 PEVV | **Import** *Oil Eng.* *Mchy.Aft* D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Part butts of keel & bottom plating electrically welded* | | 395 305 199 | ✠100A1 *with freeboard* 11,39 ✠LMC11,39 | Rot | *k* | OG | 1939 11mo | N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/dYsel *Lloyd's*A&CP | N.V.Rotterdam-LondonStoomvaart Maats. | 199·6 29·7 8·1 208·0(O.L.) FK *CellDB123'192t FPT* | Rottrdam Dutch 4*BHpt Asp* (*Coll to Sh dk* 3 „ 2*nd*„) *22t APT11t* | 2 Oil Engines 2S.C.SA 10Cy.11 13/16"-15¾" with electro-magnetic slip couplings & SR gearing 245NHP N.V.Mchfb.Bolnes,Bolnes | 11 " 0 s " 2 10 " 11 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant en ajout. Lettre (Supplément) | Date de la dernière visite de la liste précédente. | 8 9 Construit. Quand. Navire. Mach. | Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Voyage. Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Remarques en code, si on en fait dans la Liste Cert. Reef Tracks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76286 | **Ina Lotte Blumenthal** | 1549 | | | | | 1921 | Lübecker Maschb.Ges. Lübeck | JohannM.K. Blumenthal | 262·2 \| 37·9 \| 14·3 P16'Q75'B114'F29' | Hamburg German *WB* | T.3Cy.21⅞",34½"&55½"-35½" 181NHP Lübecker Maschb.Ges. | | G |
| DGML | Sub.Sig. Wireless 1*Dk* | 890 | | | | | | | | | | | | |
| 76287 | **Inabasan Maru** | 989 | | | | | 1916 | Nagata Sanjuro, Osaka | KusakabeKisen K.K. | 190·0 \| 32·0 \| 18·5 | Kobe Japanese *WB* | T.3Cy.18",21½"&36½"-27", 68NHP NagataSanjuro,Osaka | | |
| 19782 JDLD | Wireless | 843 703 | | | | | | | | | | | | |
| 76288 | **Iñake** (*ex*Arantzazu-35,*ex*Horacio, *ex*Evelyn) *ss*Bbo.2ndNo.3–4,13 | 2291 1786 | ✠ 7,20 | Bbo | *s* | | 1888 4mo | W Gray& Co. W Hartlepool | Cia.Naviera "Basoa"S.A. | 290·0 \| 38·2 \| 20·3 P27'Q94'B112' F29' BK10½ *DBa*9 | Bilbao Spanish | T.3Cy.22½",36½"&60"-39" NDB03 224NHP *5BHCem* 2SB,*6cf*,GS897,HS3358 6' *f* 106'447*t* Blair& Co.Ld.Stockton | 22 ″ 2 | G † |
| EABA | *Well deck* 1*Dk*(*Stl*)&*Web frames* | 1350 | ✠ | | | | | | | | | | | |
| 76289 | **Inal** (*ex*DéputéAbelFerry-35) | 2015 1701 | ✠ ... 3,23 | | | | 1921 7mo | Chant.Nav Français Caen | MustafaCemalInal &AhmetFeritInal | 270·2 \| 39·4 \| 20·3 P30'B57'F24' FK *WB* | Istanbul Turkish Schneider&Co.Havre | T.3Cy.18¼",29½"&49½"- 37½" 190NHP | | V † |
| TCBL | 1*Dk* | 1185 | | | | | | | | | | | | |
| 76290 | **Inanda** Ⓟ | 5985 | ✠100A1 | Liv | *z* | CL | 1925 | Swan,Hunter&Wigham Richardson, Ld Newcastle | CharenteS.S.Co. Ld.(T&J.Harrison, *Mgrs.*) | 407·0 \| 52·2 \| 28·5 423·3(O.L.) P33'B165'F52' FK | Liverpool British | Q.4Cy.26",36",52"&76"-54" 2201b (r) 606NHP *5BHCem* 2DB(Spt)&1AuxSB(Spt), *15cf*,GS275,HS10458 Wilsnd Slpwy.Co.Ld.Nwc. | 31 ″ 0 s 5″ 5½ 25 ″ 8½ | BT till 7,40 |
| 147310 | *ss*Bkn.No.3–7,37 | 4742 | 3,40 | | | N7,37 | 5mo | | | | | | | |
| GLMB | E.S.D. 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in No.*1 *hold* D.F. | 3746 | BS7,39 ✠LMC7,37 | | | | *Lloyd's SA&CP* | | *CellDB*340'1002*t* | *DTa* 28'669*t* *FPT* 68*t* *APT*82*t* | | | | |
| 76291 | **Inari** (*ex*Victoria-37,*ex*Katie-35) | 2216 | ✠100A1 | Hfs | *s* | OG | 1900 | Helsingörs Jernsk&Msk. Elsinore A&CP | FartygsA/BInari LaivaO/Y(O/Y Chartering Agency JohnDahlbergA/B, *Mgrs.*) | 301·9 \| 42·3 \| 19·2 294·4 42·7 Q16'B70'F36' FK *CellDBa*58'*a*&*u* *E*54'*f*120'578*t* *FPT* 58*t* *APT*44*t* | Helsingfrs Finnish | T.3Cy.20½",35"&57"-39"(*s*) 180lb 215NHP *5BHCem* 2SB,*6rf*,GS76,HS3247 HelsingörsJernsk.&Mskb. | 21 ″ 10 s 3 ″ 4¼ 18 ″ 8 | |
| OFBF | *ss*Alx.No.3–3,36 D.F. 1*Dk*(*Stl*)&*deep framing* | — 1276 | 5,38 ✠LMC MS11,35 BS3,39 No later survey reported | | | 5,38 | 2mo | | A&CP | | | | | |
| 76292 | **Incemore** | 4098 | | | | | 1920 | Irvine's SB &D.D.Co.Ld. W Hartlepool | JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) | 360·0 \| 52·0 \| 24·6 P35'B171'F32' | Liverpool British *WB* | T.3Cy.26",43"&73"-48" Richardsons, 369NHP Westgarth&Co.Ld.Hpl. | | C |
| 143716 | *Fitted for oil fuel* | 3573 | | | | | | | | | | | | |
| GDVP | D.F. E.S.D. 1*Dk*2*tr B* | 2341 | | | | | | | | | | | | |
| 76293 | **Inchanga** Ⓟ TwinSc | 7069 | ✠100A1 | Cal | *a*† | CL | 1934 | Workman Clark(1928), Ld. Belfast | BankLine,Ld. (A.Weir&Co. *Mgrs.*) | 403·5 \| 57·2 \| 32·4 F44' FK | Belfast British | Oil Engines 2S.C.SA 12Cy.23⅝"-40½" 1165NHP DB*100lb* Workman Clark(1928),Ld. | 37 ″ 0 s 12 ″ 2¼ 25 ″ 3 | |
| 163206 | *OilEng.* | 5944 | *with freeboard* | | | 1,40 | | | | | | | | |
| GWRJ | *ss*Cal.No.1–37 | 4312 | 7,40 1,40 3,41 | | | 3,41 | | | | | | | | |
| | 2*Dks*(*Stl*–*Weather dk* ws)3*rd dk*(*Stl*) *Ref.Mchy.* *in Nos.*1,2,3&4 *holds* D.F. E.S.D. *CruiserStern* | | ✠LMC CS5,39 DBS1,40 1,38 ✠Lloyd'sRMC3,40 for temp. 33° F. *Carrying vegetable oil or fuel oil* | | | | *F.P.* | *above* 150° F. *in deep tanks* | *CellDB*345'1155*t* *M* | *Ts*27'1089*t* *FPT*65*t* *APT*161*t* | | | |
| 76294 | **Incomati** Ⓟ TwinSc | 7369 | ✠100A1 | Cal | | CL | 1934 | Workman Clark(1928), Ld. Belfast | BankLine,Ld.(A. Weir&Co. *Mgrs.*) | 418·4 \| 57·2 \| 32·4 F44' FK | Belfast British | Oil Engines 2S.C.SA 8Cy.23⅜"-70½" 1387NHP DB*100lb* W.Doxford&Sons,Ld.Sld. | 37 ″ 0 s 12 ″ 2 25 ″ 3 | |
| 163207 | *OilEng.* | 6228 | *with freeboard* | | | 8,39 | 4mo | | | | | | | |
| GWRK | D.F. E.S.D. *ss*Cal.No.1–37 | 4540 | 7,40 2,40 4,41 | DBS5,41 | | 4,41 | | | | | | | | |
| | 2*Dks*(*Stl*–*Weather dk* ws) 3*rd dk*(*Stl*)*in Nos.*1,2,3&4*holds* *Ref.Mchy.* *CruiserStern* | | ✠LMC CS2,39 ~~DBS5,40 BS3,40 P&T7,41~~ 11,39 ✠Lloyd'sRMC4,40 for temp. 33° F. *Carrying vegetable oil or fuel oil* | | | | *CellDB* 360'1222*t* *MTs*27'1060*t* *FPT*73*t* *APT*167*t* *F.P.* *above* 150° F. *in deep tanks* | | | | | | |
| 76295 | **Inconfidente** TwinSc | 2933 | ✠100A1 | Rot | *u* | OG | 1937 | NV.Boele's Schpsw&Mch Bolnes | LloydBrasileiro | 322·5 \| 47·4 \| 21·4 336·3(O.L.) P33'B90'F30' FK | R.Janeiro Brazilian | Oil Engines 2S.C.SA 14Cy.13¾"-23½" 463NHP *6BHptCem* Gbr.Stork&CoNVHengelo | 24 ″ 0 s 3 ″ 8 20 ″ 5½ | |
| | *OilEng.* | 2636 | 4,40 ~~2,07~~ | Rio | | | 12mo | | | | | | | |
| | *Ref.Mchy.* 2*Dks* | 1698 | ✠LMC12,37 ✠Lloyd'sRMC4,~~39~~ 1,41 | | | | *Lloyd's SA&CP* | | *CellDB*238'6 | 47*t* *FPT*66*t* *APT*88*t* | | | | |
| | *CruiserStern* | | | | | | | | | | | | | |
| 76296 | **Indalsälfven** (*ex*Matador) | 658 | ✠ | Gst | *i* | | 1904 | G.Seebeck Akt.Ges. Bremerhaven | MathiesReed, K.G. | 185·6 \| 29·4 \| 11·9 P16'B&F152' FK | Hamburg German | T.3Cy.15⅞",24"&39⅜"-28⅝" 112NHP *4BHCem* 2SB,*4cf*,GS60,HS2⅝14 G.SeebeckA.G.Bremerhvn | 13 ″ 9 | G † |
| | *s*-Bmn.No.2–12 | 521 | 9,16 | | | | 6mo | | | | | | | |
| DHMM | 1*Dk*(*Stl*) | 292 | ✠ | | | | | | *WB*=*CellDBa*40 | *uE*&*B*28'*f*81' 181*t* | *APT*16*t* | | | |
| 76297 | **Indauchu** (*ex*Sulmona–39, *ex*Indauchu, | 3126 | ✠ | Rot | *u* | | 1920 | RopnerSB. Cia.Maritima | | 331·2 \| 46·7 \| 25·4 23·2 | Bilbao Spanish | T.3Cy.25",41"&68"-45" 378NHP | 25 ″ 6 | I † |
| EAQW | *ss*Bbo.No.3–6,32 *ex*Monkton) 1*Dk*(*Stl*) | 2856 1827 | 9,37 | | | | 1mo | &RepairgCo. (Stockton)Ld Stockton | Bilbao(A.Opitz, *Mgr.*) | P33'B98'F29' FK | *5BHCem* *APT*139*t* | 3SB,*9cf*,GS155,HS6420 Blair&Co.Ld.Stockton | | |
| | | | | | | | | | *CellDB*276'728*t* *FPT*111*t* | | | | | |
| 76298 | **Independence Hall** | 5050 | | | | | 1920 | American International Corp. Hog Islnd.Pa. | UnitedStates Maritime Commission | 390·0 \| 54·2 \| 27·8 P50'B121'F40' | Phildlphia Utd.States *WB* | DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| 220447 | *Fitted for oil fuel* | 4598 | | | | | | | | | | | | |
| KDCG | Sub.Sig. 2*Dks* | 3076 | | | | | | | | | | | | |
| 76299 | **India** TwinSc | 9549 | ✠100A1 | Cpn | *e*† | CL | 1930 | A/S Nakskov Skibsvft. Nakskov | A/S DetÖstasiatiske Kompagni | 470·3 \| 63·7 \| 37·4 488·0(O.L.) FK B165'F69' *Coll* | Copnhagn Danish | Oil Engines 4S.C.SA 16Cy.24½"-47½" DB*100lb* 948NHP Akt.Burmeistr&Wain,Cpn | 40 ″ 3 s 10 ″ 9½ 29 ″ 7½ | |
| | *OilEng.* | 8813 | *with freeboard* | | 2½ | s11,38 | 12mo | | | | | | | |
| OYZE | *ss*Cpn.No.2–39 | 6031 | 6,39 | | | P12,39 | | | | | | | | |
| | *Ref.Mchy.* D.F. 2*Dks*(*Stl*) 3*rd dk*(*Stl*)*in No.*1*hold* | | ✠LMC CS6,39 DBS7,38 7,38 ✠Lloyd'sRMC1,40 2 forward chambers for temp. 31°F. 2 aft chambers for temp. 18°F. Surveys delayed | | | | *Lloyd's SA&CP* | | *Upper'tween dkB* *CellDB*417'1810*t* | *Hs except Coll BHds* *MT*28'1270*t* *FPT* 140*t* *APT*93*t* | | | | |
| | | | *Fitted for carrying oil* | | | 12,30 | *F.P. above* 150° F. *in deep tank* | | | | | | | |
| 76300 | — | 6367 | ✠100A1 | Tri | *z* | CL | 1926 | Stabilmnto Tecnico Trieste | LloydTriestino | 430·6 \| 53·9 \| 28·9 412·7 | Genoa Italian | Oil Engines 4S.C.SA 8Cy.29½"-59⅛" 652NHP DB*100lb* | 32 ″ 0 s 8 ″ 3½ 25 ″10½ | |
| 1363 | *OilEng.* | 5217 | 11,39 | | 2½ | 4,38 | 2mo | | Soc.Anon.di Nav. | P34'B170'F40' FK | *8BHptCem* | | | |
| IBGQ | *ss*Gen.No.3–4,38 | 4077 | ✠LMC CS4,38 | | | | *Lloyd's SA&CP* | | *CellDB*341'1329*t* *DTf*40'1230*t* | *FPT*149*t* *APT*73*t* | 1 ″ *to* 2nd *dk* | Stabilimento Tecnico,Tri. | | |
| | D.F. 2*Dks*(*Stl*) | | DBS3,40 6,39 | | | | | | | | | | | |
| 76301 | **India Arrow** | 8327 | ✠100A1 | N Yk | *d*† | CL | 1921 | Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP | Socony-Vacuum OilCo.Inc. | 468·3 \| 62·7 \| 32·0 FK | New York Utd.States | Q.4Cy.24",35",51"&75"-51" 220lb (r) 636NHP | 32 ″ 0 s 4 ″ 1½ 28 ″ 2 | |
| 221086 | *ss*Mob.No.3–4,33 | 7542 | *Shelter dk* | | | 9,37 | 3mo | | | | | | | |
| KDHP | *ss*NYk.No.1–37 | 5176 | *with freeboard* | | | N7,40 | | | | | | | | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *Longitudinal framing* | | 7,40 ~~9,39~~ ~~BS11,39~~ ✠LMC9,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,21 | BS7,40 | | | *CellDBuE*&*B* 80'285*t* *DTf*40'518*t* | | | *FPT*270*t* *APT*181*t* | 17*BHptCem* (1*BHlo S dk* 10 ″ *U* ″ 6 ″ 2nd ″) *F.P. above* 150° F. | 3SB,*9cf*,HS9315 Bethlehem S.B.Corp.Ld. | FD | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'e Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Directfls. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76302 India Maru | | 5873 | ✠ 3,41 | Yka | *y* | OG | 1920 | Kawasaki | KawasakiKisen | 385·0 | 51·0 | 36·0 | Kobe | T.3Cy.26″,43½″&72″–48″ (*s*) | 36 ″ 0 | |
| 26813 | *ss*Kob.No.3–8,31 | 5590 | *Awng dk* | | | 4,38 | 6mo | Dkyd Co.Ld. | K.K. | 414·5(O.L.) | | | Japanese | 200lb 440NHP | s9 ″ 1½ | |
| JIED | *ss*Kob.No.1–36 | 4254 | *withfreeboard* | | | | | Kobe | | | | FK | *Cem* | 2SB(Spt)&1AuxSB,*8cf*, | 27 ″ 1 | |
| | *2Dks(Stl)&Awng dk(Stl)* | | | | | | | A&CP | | *Collision* | | | *BH to Awdk* | GS154,HS5636 FD | | |
| | (2) | | B3[illegible] ✠LMC5,38 | | | | | | *Cell DB* 334′ 1118*t* | *FPT* 126*t* *APT* 93*t* | | | 5 „ „ *U* „ | KawasakiDkyd.Co.Ld. | | |
| 76303 Indian Prince (*ex*Wave–38, TwinSc | | 8587 | ✠100A1 | Lon | | CL | 1926 | Deutsche | PrinceLine,Ld. | 441·6 | 60·3 | 29·2 | London | Oil Engines 4S.C.SA | 42 ″ 3 | |
| 148759 *ex*JapanesePrince–37) *Oil Eng.* | | 8083 | *withfreeboard* | Brt NYk | | 5,39 | 5mo | Werft A.G. | (Furness,Withy& | 39·2 | | | British | 16Cy.29½″–47¼″ 1313NHP | s13 ″ 0½ | |
| GRRP Sub.Sig. D.F. | *ss*Fal.No.3–7,39 | 5322 | 2,41 3,41 | | | 2,41 | Hamburg | | Co.Ld.*Mgrs.*) | F42′ | | FK | 8*BHptCem* | DB*100lb* DB*43lb* | 29 ″ 4½ | |
| E.S.D. | 3*Dks* | | ✠LMC CS7,39 | | | | *Lloyd's* | *sA&CP* | *Duct keel forward of m* | *achinery space* 159′ | | | *ptAsp* | AllgemeineElec.GesBerlin | | |
| | *CruiserStern* | | DBS7,38 8,40 7,39 | | | | *Upper* | *'tween dk bulk* | *heads (except Coll.* | *BH)dispensed with* | | | (*Coll to Wdk* | | | |
| | *Tonnage opening closed '40* | | | | | | | | | | | | 7 „ 2nd „) | | | |
| | | | *Carrying oil F.P.a* | *bove* | 150° | F.or | *Latex in deep ta* | *nks* | | *Cell DB* 367′ | | | 1386*t* *MTs* | 42 1466*t* *FPT* 130*t* *APT* 156*t* | | |
| | | | *Carrying vege table o* | *il or* | | *rLatex* | *in for* | *e & after peak* | *tanks* | | | | | | | |
| 76304 Indian Reefer | TwinSc | 2815 | ✠100A1 | Els | *w* | CL | 1939 | Helsingörs | J.Lauritzen | 356·6 | 51·6 | 17·1 | Esbjerg | Oil Engines 2S.C.SA | 20 ″ 0 | |
| D.F. E.S.D. | *Oil Eng.* | 2037 | *withfreeboard* | | | | 10mo | Jernsk&Msk. | | 374·0(O.L.) | | | Danish | 12Cy.19¹³⁄₁₆″–35¹⁵⁄₁₆″ 811NHP | s ″ 9 | |
| OZEK *Ref.Mchy.* | 1*Dk&Shelter dk* | 1558 | 10,39 | ✠LMC10,39 | | | | Elsinore | | F68′ | | FK | 6*BH* | | 19 ″ 4½ | |
| *Sparred3rd dk in fwd.holds for fruit cargo* | | | ✠Lloyd'sRMC10,39 1,41 | | | | *Lloyd's* | *sA&CP* | | | | | (*Coll to Sh dk* | HelsingörsJernsk.& Mskb. | | |
| *Butts of keel&shell plating elec. welded* | | | | | | | | | | | | | 5 „2nd„) | | | |
| *Strengthened for navigation in ice* | | | No. 1 hold & 'tween dks. for temp. 10° F., all other chambers for temp. 28° F. | | | | | | *Cell DBu* | *E&f* 200′575*t* *Tanks* | | | *in way of tu* | *nnels* 447*t* *FPT* 50*t* *APT* 126*t* | | |
| *CruiserStern* | | | | | | | | | | | | | | | | |
| 76305 Indiana (*ex*Kagera) | | 5751 | | | | | 1915 | Bremer | Cie.Générale | 420·2 | 56·2 | 28·3 | Havre | Q.4Cy.24″,34⅞″,50²⁄₃″&72½″– | | V |
| | | — | | | | | | Vulkan | Transatlantique | P&B333′F58′ | | | French | 53⅓″ 386NHP | | |
| FNSO D.F. | 2*Dks* | 3555 | | | | | | Vegesack | | | | | | BremerVulkan,Bremen | | |
| 76306 Indianan (*ex*Willhilo–37, | | 5582 | 100A1 | | | | 1919 | AmesS.B. | Ministry of Ship- | 409·8 | 54·2 | 29·2 | | T.3Cy.26″,43″&73″–48″ | | |
| *ex*GoldenRod–34, *Fitted for oil fuel* | | — | Examined 2,40 | | | | | &D.D.Co. | ping(Runciman | P44′B119′F47′ | | | British | 369NHP | | |
| *ex*WestIslip) D.F. 2*Dks* | | 3458 | (*Class Contem plated*) | | | | | Seattle,Wash | (London),Ld. | | | | *WB* | | | |
| | | | | | | | | | *Mgrs.*) | | | | | AmesS.B.&D.D.Co.Seattle | | |
| Now "Empire Eagle," *see No.* 87919 *in Supplement* | | | | | | | | | | | | | | | | |
| 76307 Indier (P) (*ex*WarRedcap) | | *5409* | ✠100A1 | Ant | *y* | CL | 1918 | J.Priest- | CieMaritimeBelge | 400·3 | 52·3 | 28·4 | Antwerp | T.3Cy.27″,44″&73″–48″ (*s*) | 31 ″ 0 | |
| | *ss*Ant.No.3–7,30 | *4797* | 8,10 9,30 | Lon | | 1,37 | 8mo | man&Co. | (LloydRoyal)S.A. | | | | Belgian | 180lb 517NHP | s 5 ″ 11½ | |
| ONJA D.F. | *ss*Ant.No.2–38 | *3286* | | ✠LMC | | 8,40 | | Sunderland | (AgenceMaritime | P49′B113′F40′ | | FK | 7*BHptCem* | 3SB,*9cf*,GS190,HS7668 FD | 25 ″ 3½ | |
| | 2*Dks(Stl)* | | MS9,38 | BS6,38 | | | *Lloyd's* | *sA&CF* | Internationale | *CellDB* 344′ | | | G.Clark,Ld.Sunderland | | | |
| | | | | 8,40 | | | | | S.A.*Mgrs.*) | 975*t* *FPT* 1 | | | 17*t* *APT* 177*t* | | | |
| 76308 Indigirka (*ex*CommercialQuaker–38, | | 2690 | ✠ ... | | | | 1920 | Manitowoc | U.S.S.R. | 253·5 | 43·9 | 25·9 | Nogævo | T.3Cy.21″,35″&59″–42″ | 28 ″ 5 | V |
| *ex*Maisah,*ex*Ripon) *Fitted for oil fuel* | | 2329 | 9,20 | | | | 5mo | S.B.Co. | | P25′B65′F26′ | | | Russian | 326NHP | | † |
| D.F. 1*Dk2trB* | | 1668 | ✠ | | | | | Manitowoc | | | | FK | *WB* | NordbergMfg.Co.Milwkee | | |
| 76309 Indira (*ex*Embleton,*ex*Kildysart) | | 637 | 100A1 | HKg | | CL | 1918 | Smith's | KoFookIu | 172·2 | 30·0 | 17·7 | Hong Kong | T.3Cy.16″,26″&44″–26″ (*s*) | 16 ″ 6 | |
| 144911 | *ss*Bom.No.3–8,33 | 493 | 6,10 12,40 | Shi | | 8,38 | | DockCo.Ld. | | | | | British | 200lb 94RHP | s 1 ″ 8½ | |
| VRBT Wireless | *ss*Bom.No.1–37 | 276 | HS12,38 | LMC8,38 | | 4,40 | | Middlesbro' | | B50′ | | FK | 5*BHCem* | 1SB,*3cf*,GS51,HS1832 FD | 14 ″ 11 | |
| | 1*Dk(Stl)* | | BS 5,40 8,40 | | | | *Lloyd's* | *sA&CP* | | *CellDBuE* 26′20*t* | | | | Smith'sDockCo.Ld.Mdb. | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 76310 Indochinois | | 6600 | | | | | 1939 | Forges& | Ministry of War | 150·8 | 60·0 | 39·0 | Liverpool | Oil Engines 2S.C.SA | | V |
| 166320 | *Oil Eng.* | 6966 | | | | | | Chantiers | Transport(Cana- | | | | French | 10Cy.28⅜″–48⅜″ 1400NHP | | |
| ~~PRCW~~ D.F. E.S.D. | 3*Dks* | | | | | | | de la Gironde | dianPacificSteam- | P161′Q39′F39′ | | | British *WB* | Cie de Constr.Mecaniques | | |
| ~~BFKX~~ *Ref.Mchy.* | *CruiserStern* | 5415 | | | | | | Bordeaux | ships,Ld.*Mgrs.*) | 459·3¼ | | | | Sulzer,St.Denis | | |
| | | 3970 | | | | | | | | | | | | | | |
| 76311 Indora | | 6622 | ✠100A1 | Cal | *a*† | CL | 1938 | W.Gray& | BritishIndiaStm. | 426·8 | 57·6 | 32·0 | London | T.3Cy.22″,37″&65″–48″&LP | 34 ″ 6 | |
| 166382 | | 6128 | *withfreeboard* | | 2 | 11,39 | 3mo | Co.Ld. | Nav.Co.Ld. | 442·8(O.L.) | | | British | turbine with DR gearing | s9 ″ 8½ | |
| GKGS D.F. | 2*Dks* | 3963 | 11,39 | | | | | WHartlepool | | P39′B132′F39′ | | FK | 7*BHCem* | & hydraulic coupling | 25 ″ 0 | |
| | *CruiserStern* | | BS3,40 | ✠LMC3,38 | | | *Lloyd's* | *sA&CP* | | | | | | 250lb (*s*) FD 592NHP | | |
| | | | | | | | | | *CellDB* 366′1126*t* | *FPT* 190*t* *APT* 190*t* | | | | 3SB(Spt)*9cf*,GS168,HS6858 | | |
| | | | | | | | | | | | | | | Cen.Mar.E.Wks. | | |
| | | | | | | | | | | | | | | (W.Gray&Co.Ld.)W.Hpl. | | |
| 76312 Indra | TwinSc | 5041 | | | | | 1923 | Nederl. | SkibsA/SPacific | 375·8 | 51·4 | 30·7 | Haugesnd | Oil Engines 4S.C.SA | | N |
| | *Oil Eng.* | 4770 | | | | | | Schps.Maats. | (KnutKnutsen | H238*t* | | | Norwegian | 12Cy.22 ³⁄₁₆″–39″ 565NHP | | |
| LCOV D.F. | 2*Dks* | 3101 | | | | | | Amsterdam | O.A.S.*Mgr.*) | | | | *WB* | Werkspoor,Amsterdam | | |
| 76313 — | | 2085 | ✠ ... | | | | 1900 | W.Gray& | ~~RobertNelberg~~ | 280·1 | 39·2 | 15·7 | Panama | T.3Cy.19″,30½″&51″–36″ | 18 ″ 2 | G |
| | | — | 12,28 | | | | 8mo | Co.Ld. | ~~&others~~ Torsten | 269·6 | | | *Pnamanian* | 153NHP | | † |
| (*ex*Vareg–34, *ss*Ams.2ndNo.3–2,26 | | | | | | | | WHartlepool | Carlbom | P17′Q86′ | | | *WB* | Cen.Mar.Eng.Wrks.WHpl | | |
| HPOH *ex*Nordafrika,*ex*Loppersum) | | 1297 | ✠NB3,24 ✠ | | | | | | | *ptAwng dk* 203′ | | FK | | | | |
| D.F. 1*Dk&deep framing ptAwng dk* | | | | | | | | | | | | | | | | |
| 76314 Indragiri (*ex*Singapore–39) | | 592 | | | | | 1912 | Nederl. | SoonBeeS.S.Co. | 185·0 | 31·0 | 10·7 | Singapore | C.2Cy.15″&30″–24″ | | V |
| 157903 | | 484 | | | | | | Schps.Maats. | (Singapore)Ld. | P27′B58′F26′ | | | British | 37NHP | | |
| VSPW | 1*Dk* | 297 | | | | | | Amsterdam | (HeapEng.Moh. | | | | *WB* | Wilton'sEng.Co.Rot. | | |
| | | | | | | | | | S.S.Co.Ld.*Mgrs.*) | | | | | | | |
| 76315 Indrapoera (P) | TwinSc | 10825 | | | | | 1925 | Kon.Maats | Rotterdamsche | 487·7 | 60·2 | 35·1 | Batavia | Oil Engines 2S.C.DA | | V |
| | *Oil Eng.* | — | | | | | | deSchelde | Lloyd(~~W.Rays&~~ | P116′F95′ | | | ~~Rotterdam~~ | 12Cy.27 ⅜″–47 ³⁄₁₆″ 3170NHP | | |
| PEWD Sub.Sig. | 3*Dks* | 6535 | | | | | | Flushing | ~~Zonen,*Mgrs.*~~) | | | | Dutch | NE3I | | |
| E.S.D. D.F. GyC. | *CruiserStern* | | | | | | | | | | | | *WB* | Maats.de Schelde,Flushing | | |
| 76316 Indravati | | *1053* | ✠ | Bom | *m* | | 1896 | AilsaS.B. | J.A.Halloween | 211·8 | 31·1 | 12·9 | | T.3Cy.18″,29″&48″–30″ | 20 ″ 10 | |
| | *ss*Bom.2ndNo.3–12,20 | *963* | 5,26 | | | | 6mo | Co. | | | | 20·2 | Portuguese | 156NHP | | |
| | 1*Dk&Spar dk(Teak)&deep framing* | *513* | | | | | | Troon | | | | BK7½′ | 6*BHCem* | 2SB,*6cf*,GS102,HS2678 | | |
| | | | | | | | | | | | | *FPT* | 25*t* *APT* 20*t* | Dunsmuir&Jackson,Gls. | | |
| 76317 Induna | | 5086 | ✠100A1 | Sws | *y* | CL | 1925 | A.Stephen | S.S."Induna"Co. | 402·0 | 52·2 | 27·5 | Glasgow | T.3Cy.25″,41″&67″–51″ (*s*) | 29 ″ 11 | |
| 148854 | *ss*Bry.No.3–10,37 | 4655 | ~~1,40~~ 1,40 2,41 | ~~C&~~ Lon | | ~~1,40~~ | 5mo | &Sons,Ld. | Ld.(Maclay& | | | | British | 175lb HS6297 431NHP | s 5 ″ 8⅜ | |
| GKZV D.F. | 1*Dk(Stl)* | 3221 | | ✠LMC | | N2,41 | | Glasgow | McIntyre,Ld.) | P45′B125′F45′ | | FK | 6*BHptCem* | 3SB(Spt),*9cf*,GS157 FD | 24 ″ 5½ | |
| | | | MS10,37 | BS~~8,38~~8,40 | | | *Lloyd's* | *sA&CP* | *CellDB* 350′985*t* | *FPT* 85*t* *APT* 216*t* | | | *ptAsp* | A.Stephen&Sons,Ld.Gls. | | |
| 76318 Indus | | 5187 | ✠100A1 | Gls | *a*† | CL | 1940 | C.Connell | J.Nourse,Ld. | 415·6 | 55·2 | 25·6 | London | Oil Engines 2S.C.SA | 28 ″ 9 | |
| 167392 | *Oil Eng.* | 4577 | *withfreeboard* | Cal | 2 | | 2mo | &Co.Ld. | | 431·5(O.L.) | | | British | 3Cy.20½″–81½″ 387NHP | s 3 ″ 2½ | |
| GCDG | 1*Dk&Shelter dk* | 3041 | 7,40 ~~2,40~~ | ✠LMC2,40 | | | | Glasgow | | F34′ | | FK | *ptCem* | 2DB*120lb* | 25 ″ 9¼ | |
| | *CruiserStern* | | | | | | *Lloyd's* | *sA&CP* | 1 *intermediate BH* | *dispensed with* | | | *Coll to Sh dk* | Barclay,Curle&Co.Ld.Gls. | | |
| | | | | | | | | | *CellDB* 353′1323*t* | *FPT* 175′*APT* 260*t* | | | 5 „2nd„ | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant et privé. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Inscrits au [illegible] Dans Cert. Hull Regs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76319<br>6407<br>SEYM | **Indus**<br>*Mchy.Aft* *CruiserStern* 1*Dk* | | 728<br>502<br>351 | | | | | 1921 | Bergsunds M.V.Aktieb. Stockholm | O.F.Ahlmark&Co. Eftr.A/B | 192·6\|30·4\|12·5<br>P65′H70*t*F27′ | | | Karlstad<br>Swedish<br>*WB* | T.3Cy.13″,21½″&34½″–23½″<br>58NHP<br>BergsundsM.V.Aktb.Skm. | | V |
| 76320<br>1806<br>CBIP | **Indus B. F.** (*ex*Condor–36, *ex*Commercial *ss*Vpo.3rdNo.3-4,38<br>Pilot,*ex*General **D.F. E.S.D.**<br>O.H.Ernst,*ex*Sachsenwald, *ex*St.Croix) 2*Dks*(*Stl*–*Utoak s*)*&Web frames* | | 4314<br>—<br>2951 | ✠100A1 Vpo *w*<br>*WhalingService* Tal<br>12,40 ~~4,38~~ ✠LMC3,38<br>BS8,40 PrBS8,40<br>*Carrying whale oil in bulk* | | CL<br>~~12,37~~<br>12,40 | 1904<br>1mo | Flensburgr Schiffsb. Ges. Flensburg<br>*Lloyd's* 14*CP* | Cia.Industrial deValparaiso<br>*CellDBa*110′*u* | 356·4\|45·3\|24·5<br>P&B288′F40′ FK<br>*f*22′*f*138′677*t* ~~*FPT*464*t BT*486~~ | Valparaiso<br>Chilian<br>6*BH* ~~*Pt*~~*Cem*<br>*APTs* | T.3Cy.26½″,45″&75″–48″ (*s*)<br>1501b 17PrB*60lb* 480NHP<br>4SB,*12cf*,GS162,HS8209<br>FlensburgerSchiffsb.Ges. | 27 ″ 0 | |
| 76321<br>21782<br>JCRD | **Indus Maru**<br>*ss*Osa.No.3–8,29<br>*ss*Osa.No.2–38<br>1*Dk*(*Stl*)*&Shelter dk*(*Stl*)<br>*Longitudinal framing* *&Web frames* | | 4361<br>3677<br>2705 | ✠100A1 Osa *w*<br>*Shelter dk*<br>*withfreeboard*<br>8,41 ~~8,40~~ ✠LMC3,40<br>3,41 | | CL<br>2,40 | 1918<br>2mo | OsakaIron Works,Ld. Innoshima<br>A&CP | OsakaSyosen K.K.<br>*CellDB* | 345·0\|49·8\|28·1<br>P30′B99′F34′ *on Shelter dk* FK<br>298′ 1123*t FPT*115*t* | Osaka<br>Japanese<br>7*BHCem*<br>*APT*29*t* | T.3Cy.24″,41″&67″–48″ (*s*)<br>180lb 390NHP<br>2SB,*6cf*,GS126,HS5400 FD<br>OsakaIrnWksLdInnoshma | 28 ″ 2<br>s 4 ″ 8½<br>23 ″ 8 | |
| *For full particulars see No.* 88503 *in Supplement* | **Industria**<br>**D.F.**<br>*CruiserStern*<br>*Longitudinal framing on shelter dk* | | 4850<br>4205<br>2875 | 100A1<br>*withfreeboard*<br>(*ClassContemplated*) | | | 1940 | W.Gray& Co.Ld. W Hartlepool | MetcalfeShipping Co.Ld.(Metcalfe, Son&Co.Ld.*Mgrs.*) | 416·0\|56·1\|23·9<br>F40′ | W.Hartlpl<br>British | T.3Cy.23½″,36½″&65″–48″<br>Cen.Mar.E.Wks (W.Gray&Co.Ld.) W.Hpl. | | |
| 76323<br>8410<br>SMXN | —<br>*OilEng.*<br>**D.F.** 1*Dk* *&Shelter dk*<br>*CruiserStern*<br>*Strengthened for Navigation in Ice* | | 1688<br>1270<br>789 | ✠100A1 Got *s*<br>*withfreeboard* Bal<br>6,40 ~~3,40~~ ✠LMC3,40 | | CL | 1940<br>3mo | Akt.Lindholmens Varv Gothenburg<br>*Lloyd's* *&A&CP* | Rederi A/B SvenskaLloyd (K.R.Bökman, *Mgr.*)<br>*CellD* *B*241′471*t FPT*25*t* | 287·2\|42·1\|16·7<br>296·5(O.L.) FK<br>*APTs*64*t* | Gothenbrg<br>Swedish<br>4*BH*<br>(*Coll to Sh dk* 3 „ *2nd* „) | Oil Engines 2S.C.SA<br>6Cy.19 $\frac{7}{16}$″–35 $\frac{7}{16}$″ 388NHP<br>DB*100lb*<br>SulzerBros.Ld.Winterthur | 19 ″ 6<br>s ″ 4<br>19 ″ 2½ | |
| 76324<br>1691<br>IBNQ | **Ines Corrado** (*ex*RiverTigris, *ex*Vellavia,*ex*War Setter) **D.F.** *ss*Gen.No.3–6,31<br>2*Dks*(*Stl*) | | 5159<br>4730<br>3109 | ✠ ...<br>9,33<br>✠ | | Gen | 1918<br>6mo | Armstrong Whitworth& Co.Ld. Nwc. | "Corrado"Soc. Anon diNav.<br>*CellDB* | 413·0\|52·3\|28·4<br>400·2<br>P49′B112′F39′ FK<br>345′1113*t FPT*118*t* | Genoa<br>Italian<br>7*BHptCem*<br>*APT*174*t* | T.3Cy.27″,44″&73″–48″<br>517NHP<br>3SB,*9cf*,GS189,HS7668<br>G.Clark,Ld.Sunderland | 31 ″ 0 | I<br>† |
| 76325<br>CSKA | **Infante de Sagres** **WoodAux**<br>(*ex*SailingVessel) **3MstSr**<br>1*Dk* *OilEng.*<br>(*See Sailing Ship Register*) | | 329<br>310<br>230 | | | | 1921 | M.J.Calção Nazaré | Soc.Infante de Sagres,Ltda. | 138·6\|31·2\|13·6 | Aveiro<br>Portuguese | Oil Engines 2S.C.SA<br>2Cy.14 $\frac{7}{16}$″–15½″ 70NHP<br>*Emade*&*fitted*33<br>SkandiaVerkenABLysekil | | |
| 76326<br>OHZC | **Inga** (*ex*ChristineMarie–36, *ex*Christine–34,*ex*Columbier,*ex* Granhandel,*ex*TinternAbbey) 1*Dk*<br>**D.F.** | | 1926<br>—<br>1105 | | | | 1910 | Irvine'sSB &D.D.Co.Ld. W Hartlepool | LovisaÅngfartygs A/B(A/BR.Nordström&Co.O/Y, *Mgrs.*) | 289·5\|40·2\|18·2<br>278·7<br>P25′B66′F29′ | Lovisa<br>Finnish<br>*WB* | T.3Cy.20½″,33½″&54″–36″<br>Richardsons 175NHP<br>Westgarth&Co.Ld.Hpl. | | C |
| 76327<br>OUHH | —<br>(*ex*Styrbjörn)<br>1*Dk* | | 1494<br>1183<br>876 | | | | 1921 | Svendborg Skibs& Mask Svendborg | D/S A/S "Myren" (Holm&Wonsild, *Mgrs.*) | 253·2\|38·2\|14·9<br>P29′Q78′B102′F34′ | Copnhagn<br>Danish<br>*WB* | T.3Cy.17″,27½″&47″–34″<br>129NHP<br>SvendborgMsk.Svendborg | | V |
| 76328<br>LCMD | **Inga I** (*ex*Ba–36,*ex*Marvel)<br>Wireless **D.F.** 1*Dk* | | 1304<br>1125<br>739 | | | | 1921 | Huiskens &vanDijk Dordrecht | A/S D/S Ingal (JohanEliassen) | 236·8\|37·1½\|16·1<br>P54*t*H89*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½″,29″&46″–36″<br>127NHP<br>Huiskens&vanDijk,Dordt. | | N |
| 76329<br>DOPE | **Inga Essberger** **TwinSc**<br>(*ex*Usedom–38) *Fitted for oil fuel*<br>*Mchy.Aft* 1*Dk*<br>**E.S.D.** *Carrying Petroleum in bulk* | | 1827<br>1450<br>941 | | | | 1916 | Howaldtswerke Kiel | JohnT.Essberger | 255·3\|38·5\|18·4<br>Q99′F46′ | Hamburg<br>German<br>*WB* | T6Cy14½″,23¼″&38½″–19 $\frac{7}{16}$″<br>128NHP<br>Howaldtswerke,Kiel | | G |
| 76330<br>7367<br>SDWA | **Ingarö** (*ex*RiverDart,*ex*Denpark)<br>*ss*Skm.2ndNo.3–6,39<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | | *2000*<br>*1756*<br>*1138* | ✠100A1 Skm *r*<br>4,40 ~~6,30~~ Got<br>✠LMC6,39 | | CL<br>~~N6,9~~<br>N6,39 | 1916<br>6mo | Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth<br>*Lloyd's* *&A&CP* | RederiA/B Rex (K.M.Källström, *Mgr.*)<br>*CellDBa*70′*uE*28′ | 280·2\|41·9\|18·9<br>P21′B68′F29′ FK<br>*f*124′ 523*t FPT* 55*t* | Stockholm<br>Swedish<br>4*BHCem*<br>*APT*46*t* | T.3Cy.21″,35″&57″–36″ (*r*)<br>180lb 228NHP<br>2SB,*6cf*,GS113,HS3734<br>Cooper&Greig,Ld.Dundee | 20 ″ 9<br>s 2 ″ 11<br>18 ″ 1 | |
| 76331<br>DDRV | **Inge Christophersen**<br>(*ex*Septima–38)<br>1*Dk*&*deep framing* | | 1353<br>980<br>800 | | | | 1905 | Flensburgr Schiffsb.Ges. Flensburg | H.W.Christophersen | 230·6\|34·4\|15·2<br>P25′Q56′B64′F30′ | Flensburg<br>German<br>*WB* | T.3Cy.15″,25½″&43½″–29½″<br>102NHP<br>FlensburgerSchiffsb.Ges. | | G |
| 76332<br>~~OYAN~~<br>PEWN | **Inge Mærsk**<br>*OilEng.*<br>**D.F. E.S.D.** *Mchy.Aft* 1*Dk*<br>*Longitudinal framing at bottom & at deck*<br>*CruiserStern* *in centre tanks* | | 9397<br>8688<br>5819 | ✠100A1 Osl *e*†<br>8,40 ~~2,40~~ PM<br>✠LMC5,39<br>*CarryingPetroleum in bulk*<br>DBS8,40 | | CL | 1939<br>5mo | Odense Staalskibsvft vedA.P.Møller Odense<br>*Lloyd's* *&CP* | Union Government of South Africa (Railways&Harbours Administration Durban)<br>*CellD* | 482·9\|65·5\|33·9<br>501·1(O.L.)<br>P98′B34′F37′ FK<br>*BuE*87′428*tDTs*26′ | Durban<br>British<br>14*BH*<br>438*t WTs a* | Oil Engines 4S.C.SA<br>7Cy.29½″–59 $\frac{7}{16}$″ 572NHP<br>2DB*80lb*<br>Akt.Burmeistr&Wain,Cpn<br>16′379*tFPT*165*tAPTs*230*t* | 35 ″ 10<br>s 8 ″ 0½<br>28 ″ 0½ | |
| 76333<br>4849<br>3EYO | **Ingeborg**<br>2*Dks* | | *1156*<br>*676*<br>*676* | | | | 1908 | Lindholmens V.A. Gothenburg | RederiA/BSvenska Lloyd(K.R.Bökman, *Mgr.*) | 203·6\|33·1\|13·2<br>20·9 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.16″,26½″&44″–30″<br>35NHP<br>LindholmensV.A.Got. | | V |
| 76334 | — (895 *Tons Gross*), *for particulars see* "Anni Ahrens," *No.* 69740 | | | | | | | | | | | | | | | |
| 76335<br>5802<br>PEWN | —<br>*OilEng.*<br>1*Dk*<br>*Mchy.Aft* *CruiserStern* | | 479<br>397<br>233 | ✠100A1 Rot *g*<br>12,40 ~~12,30~~ Gms<br>✠LMC4,37<br>✠LMC(M)6,39<br>*CarryingPetroleum in bulk* | | N12,39 | 1937<br>4mo | Jos.L. Meyer Papenburg a.d.Ems.<br>*Lloyd's* *&A&CP* | AlgemeenVrachtkantoorN.V. | 159·1\|25·8\|11·6<br>167·9(O.L.)<br>*Trunk* 91′ FK<br>Q48′F19′<br>*FPT*45*tAPT*35*t* | Rottrdam<br>Dutch<br>8*BH* | Oil Engines 2S.C.SA<br>6Cy.11 $\frac{13}{16}$″–15 $\frac{3}{8}$″ 147NHP<br>*Emade*32*fitted*37<br>DB*114lb*<br>SulzerBros.Ld.Winterthur | 12 ″ 2<br>s 1 ″ 2<br>11 ″ 1½ | |
| 76336<br>OHZH | —<br>(*ex*Nanset,*ex*Ingeborg)<br>*Mchy.Aft* 1*Dk* | | 367<br>*283*<br>*170* | | | | 1898 | P.Larsson Thorskog | Rederi A/B Ingeborg(CarlHelin) | 140·9\|24·1\|10·9<br>132·8<br>Q42′B35′H14*t*F15′ | Mariehmn<br>Finnish<br>*WB* | C.2Cy.15½″&24″–17 $\frac{7}{16}$″<br>20NHP<br>ThorskogsM.V.Thorskog | | V |
| 76337<br>OUHK | **Ingeborg S.**<br>1*Dk* | | 1200<br>913<br>710 | | | | 1924 | Kjöbnhvns Flydk.Skbsv Copenhagen | Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen, *Mgrs.*) | 235·4\|36·2\|13·7<br>P13′Q69′B98′F29′ | Copnhagn<br>Danish<br>*WB* | T.3Cy.15″,24″&40″–27″<br>83NHP<br>KjöbnhavnsFlydk.Skbsv. | | C |
| 76337*<br>8342<br>SFNO | **Ingegerd** **WoodAux3MstSr**<br>(*ex*Venus–39,*ex*St.Peters–34, *ex*Vega–33,*ex*Ilmatar, *ex*LudvigTheisen)<br>(*See Sailing Ship Register*) | | 345<br>314<br>251 | | | | 1919 | A/S Nakskov Skibsværft Nakskov | Th.Johansson | 134·0\|30·4\|12·6<br>Q27′ | Gravarna<br>Swedish | Oil Engines 2S.C.SA<br>4Cy.13 $\frac{7}{16}$″–13¾″ 120NHP<br>*Emade*24<br>J.&C.G.BolindersM.V.A/B | | V |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Allowed / now expired. Equipment Letter. | 7a Date when tail shaft last seen | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of last Prade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76338 LOEC | **Ingeniero Luis A. Huergo** 2 *Dks & Web frames* *Mchy. Aft* *Fitted for oil fuel* *Carrying oil in bulk* | 3327 2986 1993 | ✠ ... 9,21 ✠ | | | | 1917 4mo | ForeRiver S.B.Corp. Quincy, Mass. | ArgentineGovt. (Yacimientos Petroliferos Fiscales) | 329·1 P71′ | 46·2 B27′ | 25·7 F31′ FK | Bns.Aires Argentine *WB* | T.3Cy.22″,37″&60″–42″ 317NHP ForeRiverS.B.Corp. | 27 ″ 0 | |
| 76339 FOOW | **Ingénieur Cachin** (*ex*Alsatia–34) **TwinSc** *ssHav.No.3–5,35* *ssChb.No.1–39* 2 *Dks* *Cruiser Stern* | 1310 952 632 | ✠100A1 *with freeboard* 2,39 ✠NB6,23 | Chb | L MC2,39 | CL 1,39 | 1923 6mo | Coaster Const.Co.Ld. Montrose *Lloyd's SA&CP* | Soc.Cherbourgeoise de Remorq. &de Sauvetage | 200·5 B95′ | 37·8 \| 38·1 \| FK *DTa16′125t* | 15·6 | Cherbourg French 5 *BHCem* *FPT100t* | T.6Cy.13¾″,21¼″&34″–21″ 180lb (*s*) 164NHP NE19 *refitted* 6,23 2SB,*6cf*,GS104,HS3177 WallsendSlpwy&E.Co.Ld. | 17 ″ 0 s 8 ″ 3 9 ″ 1 | |
| 76340 TTMX | **Ingénieur Minard** (*ex*Nomadic–34) **TwinScSp** (*Tender*) 2 *Dks* | 1273 — 814 | *For service in Cherbourg Harbour* ~~Surveys delayed~~ | | | | 1911 | Harland& Wolff,Ld. Belfast | Soc.Cherbourgeoise de Remorq. &de Sauvetage | 221·0 Q23′ | 37·1 B72′ | 12·4 | Cherbourg French | C.4Cy.13½″&27″–18″ 52NHP Harland&Wolff,Ld.Bel. | | V |
| 76341 TVCB | **Ingénieur Reibell** (*ex*Traffic–34) **TwinScSp** (*Tender*) 2 *Dks* | 675 609 420 | | | | | 1911 | Harland& Wolff,Ld. Belfast | Soc.Cherbourgeoise de Remorq. &de Sauvetage | 175·0 | 35·1 | 12·4 | Cherbourg French | C.4Cy.12″&24″–15″ 36NHP Harland&Wolff,Ld.Bel. | | V |
| 76342 7849 SFAM | **Inger** *Strengthened for Navigation in Ice* Wireless D.F. 1 *Dk* & *Shelter dk* | *1562* *1346* *827* | | | | | 1932 | Nya Varvsaktb. Öresund Landskrona | A/B Transmarin (S.Redig, *Mgr.*) | 258·7 | 40·5 | 16·0 | Hlsngborg Swedish *WB* | T.3Cy.17 1/16″,29 1/16″&48 7/16″–33½″ 136NHP NyaVarvsaktiebÖresund | | N |
| 76343 LEEC | — *Cruiser Stern* Wireless D.F. 1 *Dk* | *1418* *1095* *818* | | | | | 1930 | Trndhjms Mek.Værks. Trondheim | A/S Inger(Bachke &Co.) | 249·8 Q98′ | 38·0 P47′ | 15·7 H143′ | Trondheim Norwegian *WB* | T.3Cy.18″,29″&50″–33″ 144NHP TrondhjemsM.V.Trondhm | | N |
| 76344 OUHL | — Wireless 1 *Dk* | 1208 999 728 | | | | | 1922 | A/S Köge Værft Kjöge | J.Lauritzen | 239·9 | 35·7 | 14·5 | Esbjorg Danish *WB* | C.4Cy.(2)12¾″&(2)27½″–27½″ NE30 96NHP Christiansen&Meyer,Hrbg | | N |
| 76345 7387 SIXR | — (*ex*Lynetten) **WoodAux4MstSr** *OilEng.* 1 *Dk* (*See Sailing Ship Register*) | *381* *332* *278* | | | | | 1920 | A/S Codanværftet Kjöge | OskarHermansson | 137·2 | 30·2 | 12·7 | Skärhamn Swedish | Oil Engines A/S DanskDieselmotor Kompagni,Holeby | | V |
| 76346 LCGL | **Inger Elisabeth** (*ex*Cissy–39) 2 *Dks* | 2166 1931 1297 | | | | | 1920 | Framnes Mek.Værks. Sandefjord | A/S Inger(Jacob KjödeA/S, *Mgrs.*) | 289·5 P76′ | 44·2 H129′ | 19·4 F9′ | Bergen Norwegian *WB* | T.3Cy.22″,35″&61″–36″ 223NHP TrondhjemsM.V.Trndheim | | N |
| 76347 LJXK | **Inger Johanne** Wireless D.F. *OilEng.* *CruiserStern* 1 *Dk* *Mchy. Aft* *CarryingPetroleum in bulk* | 1202 897 560 | | | | | 1938 | Lübecker Flender-WerkeA.G LübeckSiems | A/SInger(Jacob KjödeA/S, *Mgrs.*) | 231·5 P55′ | 34·7 B33′ | 14·4 F35′ | Bergen Norwegian *WB* | Oil Engines 4S.C.SA 16Cy.11″–16 1/16″ 189NHP DeutscheWerkeKiel,A.G. Kiel | | N |
| 76348 LKIM | **Inger Lise** *Mchy. Aft* *CruiserStern* 1 *Dk* | 1582 1283 890 | | | | | 1939 | Porsgrund Mek.Værks. Porsgrunn | Alf.Monsen | 246·6 P66′ | 37·9 B14′ | 18·2 F29′ | Oslo Norwegian *WB* | C.2Cy.13 3/16″&27 1/16″–27 1/16″& LPturbine withDRgearing &hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn | | N |
| 76349 ~~GVRH~~ MPGP | **Inger Toft** (*ex*Elphinston–36, *ex*VanDyck,*ex*Phyllis Seed,*ex*Langfond) *Fitted for oil fuel* 1 *Dk* | 2190 1954 ~~1206~~ 1256 | Examined L ~~1th~~ Hull R.5 ~~40~~ BS5,40(180lb) ~~11,40~~ | | | | 1920 | SwanHunter&Wigham Richardson, Ld.Sunderlnd | Ministry of Shipping(ChineShippingCo.Ld. *Mgrs*) | 285·6 P36′ | 41·5 B74′ | 19·9 F28′ | ~~Copnhagen~~ ~~Danish~~ London *WB* British | T.3Cy.22″,35″&58″–39″ 210NHP Swan,Hunter&Wigham Richardson,Ld.Nwc. | | N |
| * 76350 8457 ~~LCOW~~ SDRT | **Ingeren** (*ex*Berwindvale) *ssShi.2ndNo.3–8,36* *Mchy. Aft* 1 *Dk*(*Stl*) D.F. *Cantilever framed topside tanks* | 6123 1,41 ~~1,40~~ 4802 3266 | ✠100A1 MS8,36 | Bal Got ✠LMC BS ~~3,39~~ 1,41 | *z* | CL ~~6,37~~ ~~11,40~~ 3,41 | 1911 3mo | SirRaylton Dixon&CoLd. Middlesbro' *Lloyd's SA&CP* | SvenskaStatens Trafikkommission(Svenska OrientLinien *Mgrs*) *CellDBuE* *&B69′ f272′116* | 405·0 P&B247′ | 54·2 F42′ FK | 26·4 | Stockholm Swedish 6 *BHCem* *3t topside tanks269′* | T.3Cy.28″,46″&77″–48″ (*s*) 180lb 542NHP 3SB,*9cf*,GS188,HS7743 FD Richardsons, Westgarth& 57*tAPT60t* Co.Ld.Hpl. | 29 ″ 3 s 4 ″ 11½ 24 ″ 6½ | |
| 76351 LDDZ | **Ingerfem** (*ex*Ovre,*ex*Athamas) D.F. 1 *Dk* | 3987 3581 2360 | | | | | 1912 | W.Doxford &Sons,Ld. Sunderland | A/S Inger(Jacob KjödeA/S, *Mgrs.*) | 370·5 P109′ | 51·2 H112′ | 22·7 F55′ | Bergen Norwegian *WB* | T.3Cy.25″,42″&70″–45″ 329NHP W.Doxford&Sons,Ld.Sld. | | N |
| 76352 LCOX | **Ingerfire** (*ex*Alexandra) *ssBgn.2ndNo.3–5,30* D.F. *ssBgn.No.2–38* 1 *Dk*(*Stl*) & *wide spaced hold beams & web frames* | 3835 3529 2367 | ✠100A1 10,30 ~~10,30~~ BS ~~9,39~~ 10,40 | Bgn Liv ✠LMC9,38 | *v* | CL N5,39 | 1905 11mo | ShortBros. Ld. Sunderland *Lloyd's SA&CP* | A/S Inger(Jacob KjödeA/S, *Mgrs.*) *CellDBa122′uE* | 346·5 359·4 (O.L.) P27′ *24′ f138′937t FPT* | 49·6 B74′ F30′ FK | 25·5 | Bergen Norwegian 6 *BHCem* 89*tAPT97t* | T.3Cy.25″,41″&67″–45″ (*s*) 180lb 339NHP 2SB,*8pf*,GS156,HS5390 G.Clark,Ld.Sunderland | 26 ″ 4 s 4 ″ 5½ 22 ″ 1 | |
| 76353 OHWY | **Ingerois** (*ex*René–34, *ex*MinisterDelbeke) D.F. 1 *Dk* | 1995 — 1212 | | | | | 1909 | Irvine's SB &D.D.Co.Ld. W Hartlepool | A/B Mare (Th.Kramer, *Mgr.*) | 290·6 279·7 P24′ | 40·2 B60′ F28′ | 18·5 | Åbo Finnish *WB* | T.3Cy.20½″,33″&54″–36″ Richardsons, 175NHP Westgarth&Co.Ld.Hpl. | | C |
| * 76354 LDDU | **Ingerseks** (*ex*Wascana–34) *ssBgn.No.3–10,26* *ssStv.No.2–34* 1 *Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted* | 4969 4540 2612 | ✠100A1 6,38 BS7,38 | Bgn ✠LMC5,34 | *y* | CL 10,38 | 1913 7mo | SirRaylton Dixon&Co Ld Middlesbro' *Lloyd's SA&CP* | A/S Inger(Jacob KjödeA/S, *Mgrs.*) *CellDBa129′* 1016*t topside tanks* | 380·0 392·6 (O.L.) P33′ *uE&B39′ f161′* | 52·5 B105′ F35′ FK *APT155t* | 27·4 | Bergen Norwegian 6 *BHCem* | T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 390NHP 3SB,*9cf*,GS176,HS6303 Richardsons,Westgarth& Co.Ld.Mdb. | 30 ″ 0 s 5 ″ 9⅜ 24 ″ 5 | |
| * 76355 LEMA | **Ingerto** (*ex*JohnR.Gibbons) *ssBgn.No.3–5,32* *ssBgn.No.1–36* D.F. 1 *Dk*(*Stl*) & *Web frames* *Longitudinal framing* *Cargo battens not fitted* | 3089 2720 1773 | ✠100A1 4,39 BS4,39 | Bgn ✠LMC3,36 | *u* | CL N2,37 | 1920 7mo | UnionS.B. Co. Baltimore Md A&CP | A/S Inger(Jacob KjödeA/S, *Mgrs.*) *CellD* | 318·6 P36′B94′ *B278′749t FPT* | 46·2 F36′ FK *APT252t* | 22·0 | Bergen Norwegian 5 *BHCem* | T.3Cy.20″,37½″&60″–42″ (*s*) 185lb 300NHP 2SB,*6cf*,GS159,HS5226 EllicottMachineCorp. Baltimore,Md. | 24 ″ 5 s 3 ″ 11⅜ 20 ″ 7 | |
| 76356 LCSV | **Ingertre** (*ex*Julianne–38, *ex*Lövstakken–33) *Fitted for oil fuel* 1 *Dk* | 2462 2215 1462 | | | | | 1921 | Burntislnd S.B.Co.Ld. Burntisland | A/SInger(Jacob KjödeA/S, *Mgrs.*) | 301·0 P72′ | 43·7 H102′ | 22·2 | Bergen Norwegian *WB* | T.3Cy.21″,35″&57″–36″ 195NHP Cooper&Greig,Dundee | | N |
| 76357 132608 ~~YPSV~~ GPOM | **Inginer N. Vlassopol** (*ex*Loyal Devonian–32, *ex*Panayiotis,*ex*Essex Abbey) 1 *Dk*(*Stl*) | ~~3640~~ ~~3380~~ ~~2204~~ 3645 2241 | ✠100A1 4,40 ✠LMC MS10,36 | Bry BS3,40 | *w* | CL 4,40 | 1911 9mo | Greenock& Grngemouth Dkyd.Co.Ld. Greenock *Lloyd's SA&CP* | Ministry of Shipping(J.&C.Harrison,Ld. *Mgrs.*) | 348·5 P30′B99′ *92′uE&B39′ f154′8* | 50·2 F38′ FK *Cell DBa1* | 23·6 | London British 6 *BHCem* 32*tAPT105t* | T.3Cy.25″,41″&67″–45″ (*s*) 180lb *85lb* 362NHP 2SB,*6cf*,GS135,HS6044 Rankin&Blackmore,Grk. | 26 ″ 0 | |

*Now "Hampton Lodge," see No. 88371 in Supplement*

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigné maintenant exprit. Lettre d'Appui pour. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Augmentation du creux si on l'est dans la Z. d'Hiver. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76358 | **Ingo** Ⓟ | | 3950 | | | | | 1926 | J.Frerichs &Co.A.G. Einswarden | Hamburg-Bremer Afrika-Linie G.m.b.H.(Woermann Linie A.G. Deutsche Ost-Afrika Linie, *Mgrs.*) | 382·4 \| 50·2 \| 21·9 | | | Bremen German | T3Cy25⅝",40⅝"&67½"-47½" 316NHP | | G |
| | | | 3427 | | | | | | | | P&B305'F46' | | | | | | |
| DOFK | Sub.Sig. D.F. | 2 *Dks* | 2362 | | | | | | | | | | | *WB* | J.Frerichs&Co.A.G. | | |
| 76359 | **Ingola** | | 3846 | ✠100A1 | Sws | *w* | CL | 1925 | W.Gray& Co.Ld. | Tenax S.S.Co.Ld. (Muir Young,Ld. *Mgrs.*) | 352·0 \| 50·0 \| 24·7 | | | Glasgow British | T.3Cy.25",40½"&67"-45" (*s*) 180lb *100lb* 354NHP | 27 " 0 | |
| 147950 | | *ss*Ant.No.3–11,37 | 3545 | 2,40 | | | 10,37 | 3mo | W Hartlepool | | | | | | 2SB,*6cf*,GS114,HS4666 FD | s 4 " 8½ | |
| GKZM | | 1 *Dk*(*Stl*) | 2392 | BS2,40 ✠LMC11,37 | | | | *Lloyd's* | *A&CP* | | P30'B113'F35' FK *CellDBaSuE* 133'*f*159'906*t*(*FPT* | | | 6 *BHpt Cem* 97*tAPT*121*t* | Cen.Mar.Eng.Wrks.WHpl | 22 " 6½ | |
| | D.F. | | | | | | | | | | | | | | | | |
| *Now "Tenax," see letter T. No. 84610* | | | | | | | | | | | | | | | | | |
| 76360 | **Ingolf** (*ex*Casablanca–35, | **Iron** | *1191* | ... | | | | 1872 | Burmeister &Wain Copenhagen | Fiskeri A/B Ingolf (Carl Dahlberg, *Mgr.*) | 233·0 \| 30·2 \| 15·8 | | | Kivik Swedish | C.4Cy.21"&44"-30" NB83 138NHP | 17 " 0 | V |
| 5795 | *ex*Louise) | *ss*Stn.4thNo.3–8,20 | *840* | 9,21 | | | | 8mo | | | P148'F27'H7*t* | | | | Burmeister&Wain,Cpn. | | † |
| SDOM | | 1 *Dk2trB* | *638* | | | | | | | | | BK8" | | *WB* | | | |
| | *Well deck* | *Web frames* | | | | | | | | | | | | | | | |
| 76361 | **Ingöy** Ⓟ (*ex*Ingö,*ex*Kong Eystein) | **Iron** | 327 | | | | | 1870 | Trndhjms Mek.Verks. Trondheim | Finmarks Fylkesrederi | 125·1 \| 21·5 \| 16·5 | | | Hammrfst Norwegian | T 3Cy.11",18"&29"-24" NE&B28 41NHP | | N |
| | | | 302 | | | | | | | | H25*t* | | | | BergensM.V.Bergen | | † |
| LEEF | | 1 *Dk&Spar dk* | 176 | | | | | | | | | | | | | | |
| 76362 | **Ingria** | **TwinSc** | 4391 | | | | | 1931 | Akt.Burmeistr&Wain Copenhagen | A/S Inger(Jacob KjödeA/S, *Mgrs.*) | 379·4 \| 54·2 \| 24·4 | | | Bergen Norwegian | Oil Engines 4S.C.SA 12Cy.21⅜"-39⅜" 543NHP | | N |
| | | *Oil Eng.* | 3887 | | | | | | | | P73*t*H367*t*F19*t* | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| LCBX | D.F. *Cruiser Stern* | 1 *Dk&Shelter dk* | 2607 | | | | | | | | | | | | | | |
| 76363 | **Ingrid** (*ex*Haiti–36, | | 2606 | ✠ ... | | | | 1920 | McDougall | A/S I.A.Hamres Rederi(Ingrid Hamre) | 251·0 \| 43·7 \| 25·8 | | | Oslo Norwegian | T.3Cy.21",35"&59"-42" 226NHP | 28 " 2 | N |
| | *ex*GreatFalls) | *Fitted for oil fuel* | 2261 | 3,22 | | | | 4mo | DuluthCo. Duluth,Minn | | P25'B64'F20' | | | | McDougallDuluthCo. | | † |
| LJBV | | 1 *Dk2trB* | 1612 | ✠ | | | | | | | | FK | | *WB* | | | |
| 76364 | **Ingrid Horn** Ⓟ | | 4006 | | | | | 1928 | F.Schichau Elbing | H.C.Horn | 313·8 \| 48·7 \| 27·7 | | | Hamburg German | Oil Engines 2S.C.SA 5Cy.26¾"-47½" 620NHP | | G |
| | | *Oil Eng.* | 3321 | | | | | | | | F37' | | | *WB* | F.Schichau,Elbing | | |
| DICK | D.F. Sub.Sig. | 2 *Dks* | 2409 | | | | | | | | | | | | | | |
| 76365 | **Ingrid Thorden** | | 1869 | ✠100A1 | Cff | *r* | OG | 1920 | Akt.Lind-holmen-Motala Gothenburg | RederiA/BThor (G.B.Thordén, *Mgr.*) | 277·6 \| 42·7 \| 18·2 | | | Helsingfrs *Bröndö* Finnish | T.3Cy.21½",32⅞"&55"-36" 185lb (*s*) 216NHP | 20 " 6 | |
| | (*ex*Knäppingsborg) | *ss*Shl.No.3–11,32 | 1621 | *withfreeboard* | | | 1,39 | 10mo | | | 264·6 | | | | 2SB(Spt),*4cf*,GS66, HS2850 FD | s 1 " 5½ | |
| OFBX | Sub.Sig. | *ss*Hfs.No.1–36 | 1005 | 1,39 | | | | | | | | | | | | 19 " 2½ | |
| | D.F. | 1 *Dk&Shelter dk*(*Stl*) | | BS9,39 ✠LMC11,36 | | | | A&CP | | | | FK | | *4 BH Cem* | Akt.Lindholmen-Motala | | |
| | | | | | | | | | | | | | | *Coll to Sh dk* 3 „ *2nd* „) | | | |
| | | | | | | | | | | | *CellDB*223'470*t*APT41*t* | | | | | | |
| 76366 | **Ingul** (*ex*Sirehei–33,*ex*Svarv–33, | | 2324 | | | | | 1918 | McDougall | U.S.S.R. | 250·3 \| 43·4 \| 21·4 | | | Odessa Russian | T.3Cy.20",33"&54"-40" 184NHP | | |
| | *ex*Ceralvo) | | 1942 | | | | | | DuluthCo. Duluth,Min. | | P24'B64'F21' | | | | McDougall,DuluthCo. | | |
| UOYB | Sub.Sig. | 1 *Dk* | 1394 | | | | | | | | | | | *WB* | | | |
| 76367 | **Inha** (*ex*Sitav–37,*ex*Miguel–37, | | 2733 | ✠100A1 | NYk | *l* | 7,39 | 1899 | R.Thomp-son&Sons Sunderland A&CP | FartygsA/BInha LaivaO/Y(O/Y Chartering Agency JohnDahlbergA/B, *Mgrs.*) *CellDBa* | 313·0 \| 44·2 \| 20·6 323·8(O.L.) P29'B94'F34' FK | | | Helsingfrs Finnish | T.3Cy.22",36½"&60"-42" (*s*) 180lb NDB13 253NHP | 23 " 0 | |
| | *ex*Eros) | *ss*Tln.3rdNo.3–6,38 | — | 2,41~~7,30~~ | BS5,40 | | | 11mo | | | | | | | 2SB,*6pf*,GS97,HS3910 | s 3 " 5½ | |
| OFBV | D.F. | 1 *Dk*(*Irn*)*&deep framing* | 1535 | ~~BS5,39~~ ✠LMC5,38 | | | | | | | | | | *5 BHCem* | N.E.MarineCo.Ld.Sld. | 19 " 9 | |
| | | *Cargo battens not fitted* | | Surveys delayed | | | | | | | | | | | | | |
| 76368 | **Inhambane** (*ex*Essen) | | 6051 | ✠100A1 | Ant | *b*† | CL | 1912 | J.C.Teck-lenborg A.G. Weser-münde-G. | Soc.Geral deCommercioIndustria e TransportesLtda. *Cell* | 450·8 \| 57·2 \| 27·0 | | | Lisbon Portuguese | T.3Cy.27½",46½"&78¾"- 53½" 206lb (*s*) 703NHP | 29 " 8 | |
| | | *ss*Ant.2ndNo.3–7,37 | 5471 | 12,40~~6,30~~ | Lis | | 6,39 | 8mo | | | | | | | 4SB,*12cf*,GS236,HS10334 FD | s 4 " 8½ | |
| CSAV | *Well deck* | | 3763 | BS~~12,30~~ ✠LMC7,37 | | | | | | | P&B392'F45' FK | | | *9 BHCem* | J.C.TecklenborgA.G.Wsm | 26 " 2 | |
| | 2 *Dks*(*Stl*)*&3rd dk in No.1 hold only* | | | 12,40 | | | | | | | *DBa*146'*uE&B*71' | | | | | | |
| 76369 | **Inharrime** | | 1645 | | | | | 1939 | Cant.Nav. Riuniti Ancona | Companhia Nacional de Navegacao | 236·3 \| 36·7 \| 14·4 | | | Lourenço Marques Portuguese | T.3Cy19⅞"31½"&53½"-37⅝" 61NHP | | |
| | | 2 *Dks* | — | | | | | | | | | | | | CantieriNavaliRiuniti,Anc | | |
| | | *Cruiser Stern* | 930 | | | | | | | | | | | | | | |
| 76370 | **Inishtrahull** | | 869 | | | | | 1935 | J.Lewis& Sons,Ld. Aberdeen | JohnKelly,Ld. (W.Clint, *Mgr.*) | 197·7 \| 30·7 \| 12·1 | | | Belfast British | T.3Cy.14½",25"&41"-30" HS2357 131NHP | | C |
| 163217 | Wireless | | 597 | | | | | | | | Q112'B11'F30' | | | *WB* | J.Lewis&Sons,Ld.Abn. | | |
| GYMD | *Mchy.Aft* *Cruiser Stern* | 1 *Dk* | 456 | | | | | | | | | | | | | | |
| 76371 | **Inkosi** Ⓟ | | 6618 | ✠100A1 | Lon | *a*† | CL | 1937 | Swan,Hun-ter&Wigham Richardson, LdNewcastle | Ministry of Shipping(T.&J. Harrison, *Mgrs.*) | 414·8 \| 56·0 \| 28·5 | | | Liverpool British | Q4Cy.28",41½",59"&84"-54" 235lb (*r*) 835NHP | 31 " 0 | BT till 3,41 |
| 164323 | | | 4950 | 3,40 | | | | 6mo | | | 429·6(O.L.) | | | | 4SB(Spt),*16cf*,HS12000 FD | s 5 " 7 | |
| GZSS | D.F. E.S.D. | 2 *Dks* | 4055 | BS3,40 ✠LMC6,37 | | | | | | | P37'B163'F41' FK | | | *8 BHpt Cem* | WallsendSlpwy.&E.Co.Ld | 25 " 7 | |
| | *Ref.Mchy.* | *Cruiser Stern* | | ✠Lloyd'sRMC1,40 | | | | *Lloyd's* | *A&CP* | *CellDB* | | | | *pt Asp* | | | |
| *Now "Empire Chivalry," see No. 91054 in Supplement* | | | | *Refitted* | | | | | | | *B*340'1039*t FPT*42*t* | | | *APT*58*t* | | | |
| | | | | *Fitted for oil fuel* | | | 6,37 | | | | 50°F. | | | | | | |
| 76372 | **Inneröy** | | 8260 | ✠100A1 | Fal | *c*† | CL | 1936 | Eri sbergs | ErlingH.Samuel-sensRederi A/S (ErlingH.Samuel-sen, *Mgr.*) *CellDB* | 469·2 \| 61·1 \| 34·5 | | | Oslo Norwegian | Oil Engines 2S.C.DA 6Cy.17½"-47½" 644NHP | 34 " 0 | |
| | | *Oil Eng.* | 7504 | 6~~,10,30~~ 4,41 | Bom | Gls | 6,40 | 12mo | M.V.Aktieb Gothenburg | | 486·0(O.L.) | | | 12 *BHpt Cem* | 2DB *142lb* | s 7 " 5 | |
| LJHS | D.F. | 1 *Dk* | 4970 | DBS9,40 ✠LMC12,36 | | | | *Lloyd's* | *A&CP* | | P92'B28'F40' FK | | | 60*tAPT*139*t* | Akt.Burmeistr&Wain,Cpn | 26 " 9½ | |
| | *Mchy.Aft* | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | | *uE*68'186*tDTf*23'4 | | | | | | |
| 76373 | **Innerton** | | 5276 | ✠100A1 | Cff | *y* | CL | 1919 | Ropner& Sons,Ld. Stockton | R.Chapman&Son | 400·1 \| 52·3 \| 28·5 | | | Newcastle British | T.3Cy.25",42"&73"-48" (*s*) 180lb 452NHP | 31 " 0 | |
| 142838 | | *ss*Shl.No.3–8,31 | 4827 | 9,40~~4,30~~ | Nwc | | ~~4,30~~ | 8mo | | | | | | *7 BHCem* | 3SB(Spt)*9cf*,GS190,HS7668 | s 6 " 0½ | |
| GCMQ | | *ss*Nwc.No.2–10 ~~*ss*Nwc.No.1–30~~ | 3241 | BS~~4,30~~ ✠LMC8,~~36~~ | | | 8,40 | | | | P49'B113'F40' FK | | | *APT*214*t* | Blair&Co.Ld.Stockton | 25 " 3 | |
| | | 1 *Dk*(*Stl*) | | 5,40 | MS9,40 | | | *Lloyd's* | *A&CP* | *CellDB* | 340'1072*t FPT*131*t* | | | | | | |
| 76374 | **Innesmoor** | | 4392 | ✠100A1 | Lon | *y* | CL | 1928 | W.Doxford &Sons,Ld. Sunderland | MoorLine,Ld. (RuncimanShip-pingCo.Ld. *Mgrs.*) *CellDB* | 375·0 \| 52·6 \| 25·7 | | | London British | Oil Engines 2S.C.SA 3Cy.21¾"-85" 417NHP | 36 " 4 | |
| 160474 | | | 4060 | *withfreeboard* | | | 11,38 | 5mo | | | 391·0(O.L.) | | | *7 BHpt Cem* | 2DB *120lb* | s10 " 1½ | |
| GNVW | | *ss*Bly.No.2–36 | 2649 | 1,40 | DBS7,40 | | | *Lloyd's* | *A&CP* | | F30' FK | | | *Coll to Sh dk* | W.Doxford&Sons,Ld.Sld. | 26 " 5 | |
| | | 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*) | | ~~DBS7,30~~ ✠LMC7,36 | | | | | | | *MT*26'988*t* | | | 6 „ *2nd*„) | | | |
| *Tonnage opening closed'41(W.E.) Cruiser Stern* | | | | ✠LMC(M)11,38 | | | | | | | *FPT*140*tAPT*220*t* | | | | | | |
| 76375 | **Iunherred** Ⓟ | | 339 | | | | | 1929 | Trndhjms Mek.Værks. Trondheim | IndherredsAktie-Dampsksls. | 130·3 \| 22·1 \| 16·1 | | | Steinkjer Norwegian | T.3Cy.12½",20"&33"-21" 50NHP | | N |
| | | | 309 | | | | | | | | | | | *WB* | TrondhjemsM.V.Trondhm | | |
| LERI | | 2 *Dks* | 178 | | | | | | | | | | | | | | |
| 76376 | **Innisfail** (*ex*Blaxland) | **TwinSc** | 399 | ✠ A1 | Bsb | | OG | 1912 | Mackie & Thomson,Ld. Glasgow | Australian Steam-ships Proprietary, Ld.(Howard Smith Ld. *Man.Agents*) | 144·5 \| 32·2 \| 7·2 | | | Melbourne British | C.4Cy.12½"&24"-16" (*s*) 120lb 48RHP | 8 " 0 | |
| 131515 | | *ss*Bsb.2ndNo.3–11,35 | 300 | *Queensland Coasting* | | | 11,38 | 4mo | | | | | | *3 BHCem* | 1SB,*3cf*,G56,HS1400 | s10 " 1½ | |
| VJQW | *Mchy.Aft* | *ss*Bsb.No.1–39 | 144 | 11,40~~11,30~~ ✠LMC11,39 | | | | *Lloyd's* | *A&CP* | | B13'F26' FK | | | *45tAPT*32*t* | J.Ritchie,Glasgow | 7 " 1 | |
| | Wireless | 1 *Dk*(*Stl*-ws) | | BS11,40 | | | | | | | *FPT* | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed, if not in L.R. (Record of Character) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76377 152222 EIDG | **Innisfallen** Ⓟ *Oil Eng.* D.F. E.S.D. *Ref. Mchy.* 1 *Dk (Stl) 2nd dk in Nos. 1 & 2 Cruiser Stern* | TwinSc *ss* Liv. No. 2–38 *holds* | 3071 1717 1386 | ✠100A1 *with freeboard* 5,40 ~~4,39~~ 4,39 ✠LMC CS3 ~~4,38~~ DBS ~~4,39~~ 5,40 ~~4,39~~ 5,40 | Bel Liv | *u* | OG ~~8,38~~ 8,40 P3,39 | 1930 6mo *Lloyd's* | Harland& Wolff,Ld. Belfast *SA&CP* | British&Irish SteamPacketCo. Ltd. *CellDB240'330t tank in way of* | 321·0 P59'B160'F73' *Upper* 120' *tunnels* 103 *t* | 45·7 *FPT* 41 *t* | 15·2 FK *APT* 42 *t* | Cork British *7 BHpt Cem* | Oil Engines 4S.C.SA 20Cy.24½"–38⅝" 1193NHP DB *80lb* Harland&Wolff,Ld.Bel. | 19 " 0 s 4 " 1½ 15 " 1¼ | |
| 76378 PJCB | **Ino** Wireless *Mchy. Aft* | *Oil Eng.* | 374 287 168 | | | | | 1936 | Gebroeders Pot Bolnes | West-Indische Scheeps. Maats. | 162·6 | 29·4 | 8·9 | Curaçao Dutch | Oil Engines 2S.C.SA 7Cy.10⅛"–18¾" 132NHP Gebr.Stork&Co.Hengelo | | V |
| 76379 EAFH | **Inocencio Figaredo** (*ex* Olavarriaga, *ex* Holms Island, *ex* Grelford, *ex* Nancy Lee, *ex* Minterne) *ss* Liv. No. 3–8, 10 *ss* Bbo. No. 2–20 *Spar dk (Irn) 2 tr B deep framing* | | 2823 2647 1802 | ✠ 10,23 ✠ | Bbo | *u* | | 1898 4mo | Short Bros. Sunderland | Minas de Figaredo S.A. *CellD* | 316·0 24·1 P31'B78'F31' *Ba* 100 *'uE* 24 *'f* 124' | 42·1 FK *6 BHCem* | 17·0 Gijon Spanish 723 *t APT* 75 *t* | T.3Cy.23",38"&62"–42" NDB20 256NHP 2SB,*6pf*,GS117,HS3950 J.Dickinson&Sons,Ld.Sld. | 26 " 9 | V † |
| 76380 EAIA | **Inogedo** (*ex* Principe de Asturias) Wireless | 1 *Dk* | 399 — 185 | | | | | 1917 | Astilleros Riera Gijon | Cia. Anon Maritima Torrelaveguense | 135·2 F41' | 25·0 | 13·3 | Santander Spanish | C.2Cy.15"&34"–23½" NB30 46NHP *Emade* 91 *fitted*— Vulcan Iron Works (Tyndall&Co.), Hull | | |
| 76381 TCBQ | **Inönü** Ⓟ (*ex* In-Eunu, *ex* Vesta, *ex* Vaskapu, *ex* Lascar) *ss* Gtz. No. 3–3, 05 1 *Dk 2 tr B & pt A wng dk* | | 1737 — 1065 | ✠ ... 2,07 ✠ | | | | 1891 12mo | Wigham-Richrdsn&Co Newcastle | T.C.Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 260·0 F26'*pt A wng dk* 162' RFD72' | 36·2 FK *WB* | 16·9 Istanbul Turkish | T.3Cy.20½",33"&54"–36" 175NHP Wigham Richrdsn&Co Nwc | 19 " 3 | |
| 76382 LOHF | **Inspector Benedetti** (*ex* Arcangelo–33, *ex* Vigo) *Fitted for oil fuel* | 2 *Dks 3 tr B* | 4172 — 2373 | | | | | 1905 | Earle's Co. Ld. Hull | Cia. Argentina de Nav. Mihanovich Ltda. | 336·0 | 48·3 | 22·8 | Bns. Aires Argentine *WB* | T.3Cy.20",32½"&54"–42" 189NHP Earle's Co.Ld.Hull | | |
| 76383 | **Inspiration** (*ex* Kosmos I–39, *ex* Kosmos) Wireless | TwinSc *ss* N.Os. No. 3–11, 26 *ss* N.Os. No. 3–39 1 *Dk Shp & Web frames* | 623 542 348 | 3,39 ✠NB19 *refitted* 28 (*Reclassification Contemplated*) *Fitted for oil fuel* 8,28 | NOs | | *F.P. above* | 1920 | Schiffsw. u. Mch. "Hansa" A.G. Tönning | Cia. de Nav. y Tierras "Elliot," S.A. *CellDB* 125'102 *tL* | 185·5 P11' *Ts a* 91 *F* | 25·3 FK *PT* 8 *t APT* 4 *t* | 15·6 Buenaventura Colombian 5 *BHpt Cem pt Asp* | T.6Cy.12",18"&28"–18" 151NHP NE *made* 07 *refitted* 28 ISB,*3cf*,HS2733 Union Iron Works, S.Fo. | 18 " 4 | |
| 76384 PEWZ | **Insulinde** Wireless *Mchy. Aft* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 332 236 155 | | | | | 1937 | N.V. Noord Nederlndsch. Schpswerven Groningen | J.Salomons | 133·1 P41'F15' | 23·0 | 9·5 | Stads-kanaal Dutch *WB* | Oil Engines 4S.C.SA 6Cy.10⅛"–15⅜" 68NHP Mtrn Werke Mannheim AG | | V |
| 76385 816 IBJB | **Integritas** (*ex* Angelo Toso) D.F. | 2 *Dks* | 5952 — 3257 | | | | | 1917 | Soc. Esercizio Bacini Riva Trigoso | Soc. Anon. per l'Industria ed il Commercio Marittimo "Nova Genuensis" | 398·0 384·1 P28'B250'F42' | 51·7 | 30·8 | Genoa Italian *WB* | T.3Cy.26",42½"&69 7/16"–48" Soc. Esercizio 336NHP Bacini, Riva Trigoso | | CI |
| 76386 218721 KITQ | **International** (*ex* Lake Singara) *Fitted for oil fuel* Sub.Sig. GyC. | 1 *Dk* | 2740 — 1760 | | | | | 1919 | Gt. Lakes Eng. Works Ashtabula, O. | International Packing Co. | 261·0 P32'B65'F24' | 43·5 | 22·5 | Seattle Utd. States *WB* | T.3Cy.21",35"&59"–42" Great Lakes 352NHP Eng. Works, Ashtabula, O. | | |
| 76387 UOKI | — (*ex* Vagliano V.) | Iron Twin Sc 1 *Dk* | 379 343 261 | | | | | 1888 | T.B.Seath &Co. Glasgow | U.S.S.R. | 174·7 P8'B20'F14' | 27·2 | 9·2 | Rostoff Russian | C.4Cy.11½"&20½"–17" NB35 29NHP T.B.Seath&Co.Glasgow | | |
| 76388 119 IOUM | **Intrepido** (*ex* Gaetano Serra) *Mchy. Aft* (*See Sailing Ship Register*) | Wood Aux 3 Mst Sr *Oil Eng* 1 *Dk* | 551 — 317 | | | | | 1921 | A. Terrizzano Cervo | Soc. Anon. Italiana Import. Carboni e Navigazione | 154·2 124·6 | 30·3 | 16·4 | Savona Italian | Oil Engines 2S.C.SA 4Cy.11"–17⅛" 85NHP Sulzer Frères, Winterthur | | I |
| 76389 3547 JCWE | **Inusima Maru No. 1** | Sp 1 *Dk* | 598 559 325 | | | | | 1898 | Osaka Iron Works Osaka | Iino Torakichi K.K. | 169·0 | 30·0 | 14·1 | Hutye Japanese *WB* | T.3Cy.14",22"&37"–27" 71NHP Osaka Iron Works, Osaka | | |
| 76390 3634 JTDH | **Inusima Maru No. 2** | 1 *Dk* | 616 573 335 | | | | | 1899 | Osaka Iron Works, Osaka | Iino Kisen K.K. | 164·0 | 30·6 | 14·8 | Hutye Japanese | T.3Cy.14¾",22¼"&37⅛"–27" 77NHP Osaka Iron Works, Osaka | | |
| 76391 4522 JJKE | **Inusima Maru No. 6** | Sp 1 *Dk* | 587 546 308 | | | | | 1899 | Ishikawa-jima SB Co Ld. Tokyo | Iino Torakichi K.K. *WB* | 165·8 | 29·5 | 13·3 | Kobe Japanese | T.3Cy.14½",22"&37"–27" 71NHP Ishikawajima Co. Tokyo | | |
| 76392 147914 GKTW | **Invella** D.F. | *ss* Nwc. No. 3–7, 36 2 *Dks (Stl)* | 5026 4743 3135 | ✠100A1 ~~+Hull~~ Examined 11,40 ~~12,30~~ 11,40 ✠LMC 2,40 | ~~Hull~~ | *y* | CL | 1924 8mo *Lloyd's* | Barclay, Curle&Co.Ld. Glasgow *SA&CP* | S.S. Induna Co. Ld. (Maclay&McIntyre, Ld. *Mgrs.*) *Inter mediate 'tween dk B H in after hold dispensed with* 2 ... ...3rd ... *intermediate 'tween dk B H in after hold dispensed with* 2 ... ...3rd ... *Cell DB a* 141'394 *t f* 180'532 *t FPT* 129 *t APT* 106 *t* | 400·1 413·2 (O.L.) P37'B121'F45' *H in forward hold & U dk* | 52·2 FK *4 BHto U dk* | 28·5 Glasgow British *Cem* | T.3Cy.26",44"&73"–48" (*s*) 180lb 513NHP 3SB(Spt),*9cf*,GS190, HS7620 J.G.Kincaid&Co.Ld.Grk. | 31 " 0 s 5 " 11¼ 25 " 4 | |
| 76393 164267 GYMJ | **Inventor** *Cruiser Stern* | 2 *Dks* | 6210 5774 3840 | ✠100A1 ~~(Hs~~ Examined 8,40 ~~B8 9,39~~ ✠LMC 9,35 | ~~Hs~~ Mch | *a* † | CL 5,39 | 1935 9mo *Lloyd's* | D&W Hendersn&Co.Ld. Glasgow *SA&CP* | Charente S.S. Co Ld (T.&J.Harrison, *Mgrs.*) *Cell DB 365'1301 t* | 437·9 453·0 (O.L.) P45'B144'F42' *DT a* 32' 845 *t* | 56·0 FK *FPT* | 29·5 Liverpool British *8 BHCem* (1 " *to 2nd dk*) *89 t APT* 59 *t* | T.3Cy.28",46"&81"–54" (*r*) 215lb *120lb* 587NHP 2DB(Spt),*12cf*,GS272, HS9212 D&W.Hendersn&Co Ld Gls | 32 " 0 s 6 " 6½ 25 " 8 | |
| 76394 142489 MJQZ | **Inver** *Well deck* *Cargo battens not fitted* | *ss* Goo. No. 2–40 *ss* Bel. No. 3–9, 31 ~~*ss* Clf. No. 1–35~~ 1 *Dk (Stl)* | 1543 1151 732 | ✠100A1 ~~5,40 10,35~~ 9,40 ✠LMC 5,40 ~~MS5,35~~ ~~BS5,39~~ | Goo Bly | *p* | OG 10,38 | 1919 7mo *Lloyd's* | Ramage& Ferguson, Ld. Leith *SA&CP* | Shamrock Shipp g. Co. Ld. (W.C. Lawson, *Mgr.*) *Cell DB u E* 20'*f* 92'231 | 250·7 259·0 (O.L.) P20'Q77'B48'F27' *t DT a* 73·307 *t FPT* | 36·2 FK 41 *t APT* 33 *t* | 17·2 Belfast British *5 BHCem* | T.3Cy.16",30"&49"–33" (*r*) 180lb 178NHP 2SB,*6cf*,GS98,HS3149 Ramage&Fergusn,Ld.Lth. | 18 " 3 s 1 " 4½ 17 " 0½ | |
| 76395 143371 GBVW | **Inverarder** (*ex* War Hagara) *ss* Bel. No. 3–3, 34 *ss* Fal. No. 1–38 1 *Dk (Stl) & Web frames* *Longitudinal framing* | | 5578 4713 3367 | ✠100A1 5,41 ~~+1,30~~ BS ~~2,38~~ 5,41 ✠LMC 4,38 *Carrying oil fuel in bulk F.P. above* *Fitted for oil fuel* 7,19 *F.P. above* | Bel Sou | *z* | CL N11,39 | 1919 7mo *Lloyd's* *above* | Sir J. Laing &Sons, Ld. Sunderland *SA&CP* 150° F. 150° F. | British Mexican Petroleum Co. Ld. ~~(F.J. Wolfe, *Mgr.*)~~ (R.A. Carder, *Mgr.*) *Middle line bulk head* *Cell DB u E & B* | 400·0 410·2 (O.L.) P49'B121'F45' *not oil tight* 71'274 *t DT f* 49'286 *t* | 52·4 FK *DT a* 35'187 *t* | 28·5 London British 11 *BHpt Cem* | T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 G.Clark,Ld.Sunderland *FPT* 100 *t APT* 80 *t* | 31 " 0 s 5 " 7¾ 25 " 7 | |

Now "Tuno," see No. 90222 in Supplement

For full particulars see No. 83502 in Supplement

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. / Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milliau du navire. Tirant d'eau correspondant. | 15 Registres où coté et ce n'est dans le L. Dunn, Cert. Surv. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76396 / 147309 / GKML | **Inverbank** | Twin Sc<br>*Oil Eng.*<br>*ss* Ant. No. 3–6,87<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*–ws) | 5149<br>4768<br>3113 | ✠ 100 A1<br>*with freeboard*<br>6,40 ~~7,80~~<br>~~DB 6,39~~ ✠ LMC 6,37<br>✠ LMC (M) 11,38<br>*Carrying vegetable oil in deep tank* | Syd<br>Ddn<br>DB 5,41 | *a*† | CL<br>~~11,37~~<br>10,40<br>s 11,37 | 1924<br>5 mo<br>*Lloyd's* | Harland & Wolff, Ld.<br>Glasgow | Bank Line, Ld. (A. Weir & Co. *Mgrs.*)<br>*Cell D B* 357′ 1121*t* between tunnel | 420·4 \| 53·9 \| 26·5<br>*tanks* s 115′ 251*t* *D T f* 32′ 10″ 657*t* *F P T* 106*t*<br>FK<br>(*Coll B H to Sh dk* 6 „ „ 2nd „)<br>*A P T* 132*t* | Glasgow<br>British<br>7 *B Hpt Cem*<br>*pt Asp* | Oil Engines 4S.C.SA<br>12Cy.24½″–37½″<br>DB *1801b* 717 NHP<br>Harland & Wolff, Ld. Gls. | 29 ″ 2<br>s 3 ″ 7½<br>25 ″ 8 | |
| 76397 / 159824 / GPYF | **Inverilen**<br>D.F. E.S.D. | *Oil Eng.*<br>1 *Dk*, 2nd *dk* in *Mchy.*<br>*Mchy. Aft* *Cruiser Stern* *space*<br>*Longitudinal framing at bottom & deck in centre tanks* | 9456<br>~~8410~~ ~~2,40~~ 8,41<br>5561 | ✠ 100 A1<br>Avn<br>NYk<br>✠ LMC 12,38<br>*Carrying Petroleum in bulk* | | *e*† | CL | 1938<br>12 mo | Deutsche Werft A G Bet Finkenwrder Hamburg<br>*Lloyd's* | Inver Tankers, Ld. (A. Weir & Co. *Mgrs.*)<br>*Cell D B u E* 50′ 68*t* | 503·2 \| 67·3 \| 34·2<br>522·0 (O.L.)<br>P 122′ B 34′ F 60′ FK<br>*D T f* 27′ 338*t* *F P T* 159*t* | Glasgow<br>British<br>18 *B Hpt Cem*<br>*pt Asp*<br>*A P T* 76*t* | Oil Engines 2S.C.SA<br>8Cy.26¾″–47½″ 997 NHP<br>2 DB *1801b* & DB (WT) *1801b*<br>Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 34 ″ 2<br>s 6 ″ 9½<br>27 ″ 7½ | |
| 76398 / 145044 / MPZX | **Inveritchen** | *ss* Sou. No. 3–2,34<br>*ss* Sou. No. 1–38<br>*Mchy. Aft* 1 *Dk* (*Stl*) | 708<br>631<br>419 | ✠ A1<br>Sou<br>*with freeboard*<br>6,40 ~~3,98~~<br>~~BS 6,39~~ ✠ LMC 3,38<br>*For Coasting services Dover to Dunkirk to Cherbourg, also So'ton to Rouen*<br>*Carrying oil fuel in bulk F.P.*<br>*Fitted for oil fuel 10,20 above 150° F. F.P.* | | | CL<br>~~12,26~~<br>5,40 | 1920<br>9 mo | Harland & Wolff, Ld.<br>Glasgow | Anglo-American Oil Co. Ld.<br>~~(F. J. Wolfe, *Mgr.*)~~<br>(R. A. Carder, *Mgr.*) | 180·0 \| 40·1 \| 12·2<br>FK | London<br>British<br>7 *B Hpt Cem* | C.2Cy.13½″ & 27″–18″ (*s*)<br>100 lb 62 RHP<br>1SB, 3*cf*, HS 1654<br>A. & J. Inglis, Ld. Glasgow | 12 ″ 9<br>s 4 ″ 7<br>8 ″ 3 | |
| 76399 / 148567 / GLCN | **Inverlago** | Twin Sc<br>*ss* Aru. No. 3–3,38<br>*Mchy. Aft* 1 *Dk* (*Stl*) | 2372<br>1743<br>1235 | ✠ 100 A1<br>Aru<br>9,40 ~~1,40~~<br>✠ LMC<br>MS 3,37 BS 1,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 3,25 F.P.* | | *t* | CL<br>~~83,38~~<br>~~1,89~~<br>8,40 | 1925<br>3 mo | Harland & Wolff, Ld.<br>Belfast | Lago Shipping Co. Ltd. ~~(F. J. Wolfe, *Mgrs.*)~~ (R. A. Carder, *Mgr.*) | 305·7 \| 50·2 \| 14·3<br>P 67′ *Trunk dk* 204′<br>F 34′ FK<br>*Wing tanks* *f* 286*t* *a* 356*t* *F P T* 76*t* | London<br>British<br>7 *B Hpt Cem*<br>*A P T* 75*t* | T.6Cy.13½″, 23½″ & 36″–27″ (*s*)<br>180 lb 196 NHP<br>2SB, 6*cf*, GS 98, HS 3702<br>A. & J. Inglis, Ld. Glasgow | 15 ″ 0<br>s 1 ″ 10½<br>13 ″ 3 | |
| 76400 / 159807 / GPRX | **Inverlee**<br>D.F. E.S.D. | *Oil Eng.*<br>*Mchy. Aft* 1 *Dk*, 2nd *dk* clear of cargo tanks Part electrically welded<br>*Cruiser Stern* | 9158<br>8340<br>5496 | ✠ 100 A1<br>Liv<br>Gls<br>9,40 ~~8,40~~<br>✠ LMC 3,38<br>✠ LMC (M) 3,40<br>*Carrying Petroleum in bulk* | | *d*† | CL | 1938<br>3 mo | Bremer Vulkan Vegesack<br>*Lloyd's* | Inver Tankers, Ld. (A. Weir & Co. *Mgrs.*)<br>*Cell D B u E* 72′ 204*t* | 480·1 \| 63·8 \| 35·7<br>497·9 (O.L.)<br>P 103′ B 33′ F 44′ FK<br>*D T f* 36′ 504*t* *F P T* 188*t* | Glasgow<br>British<br>10 *B Hpt Cem*<br>*pt Asp*<br>*A P T* 101*t* | Oil Engines 2S.C.SA<br>8Cy.26¾″–47½″ 1001 NHP<br>2 DB-*1801b*<br>Bremer Vulkan, Vegesack | 35 ″ 4<br>s 7 ″ 1<br>28 ″ 6½ | |
| 76401 / 165779 / GBXG | **Inverness** | 1 *Dk* & *Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed '41 (W.E.)* | 4897<br>4355<br>2743 | ✠ 100 A1<br>Sld<br>*with freeboard*<br>~~7,10~~ ~~1,10~~<br>6,41 ~~1,41~~<br>✠ LMC 1,40 | | *a*† | CL | 1940<br>1 mo | J. L. Thompson & Sons, Ld. Sunderland<br>*Lloyd's* | B. J. Sutherland & Co. Ld. | 415·1 \| 58·2 \| 24·8<br>431·8 (O.L.)<br>F 36′ FK<br>(*Coll to Sh dk* 6 „ „ 2nd „)<br>*Cell D B* 289′ 975*t* *Tanks* *at sides of tunnel* 39*t* *D T f* 32′ 3″ *F P T* 324*t* | Newcastle<br>British<br>7 *B H Cem*<br>*A P T* 145*t* | T.3Cy.23″, 38″ & 65″–42″ (*s*)<br>220 lb Rht. 365 NHP<br>2SB (Spt & FD) & 1 Aux SB, 8*cf*, GS 116, HS 5075<br>N.E. Marine Eng. Co. (1938) Ld. Nwc. | ~~27 ″ 10~~<br>~~s 8 ″ 6~~<br>~~26 ″ 6~~<br>36 ″ 4<br>s 10 ″ 6½<br>25 ″ 0 | |
| 76402 / 148587 / MNFL | **Inverpool** | *ss* Bkn. No. 3–2,38<br>*Mchy. Aft* 1 *Dk* (*Stl*) | 680<br>565<br>286 | ✠ 100 A1<br>Bkn<br>7,40 ~~11,02~~<br>BS ~~1,30~~ ✠ LMC 2,38<br>7,40<br>*Carrying oil fuel in bulk F.P.*<br>*Fitted for oil fuel 5,25 F.P. a* | | *i* | CL<br>~~1,98~~<br>7,40 | 1925<br>5 mo | Harland & Wolff, Ld. Govan<br>*Lloyd's* | Anglo-American Oil Co. Ld. (R. A. Carder, *Mgr.*) | 169·1 \| 31·1 \| 14·5<br>F 28′ *Trunk* 86′ FK<br>*Middle line BH not oil tight*<br>*F P T* 113*t* | London<br>British<br>6 *B Hpt Asp*<br>*A P T* 35*t* | T.3Cy.13½″, 23½″ & 36″–27″ (*s*)<br>180 lb 90 RHP<br>1SB, 3*cf*, HS 1624 FD<br>A. & J. Inglis Ld. Glasgow | 14 ″ 6<br>s 1 ″ 4½<br>13 ″ 3½ | |
| 76403 / 148577 / GLCW | **Inverrosa** | Twin Sc<br>*ss* Cco. No. 3–8,37<br>*Mchy. Aft* 1 *Dk* (*Stl*) | 2372<br>1743<br>1235 | ✠ 100 A1<br>Aru<br>9,40 ~~1,88~~<br>BS 11,39 ✠ LMC 8,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 4,25 F.P. a* | | *t* | CL<br>84,38<br>P 8,38 | 1925<br>4 mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's* | Lago Shipping Co. Ltd. ~~(F. J. Wolfe, *Mgrs.*)~~ (R. A. Carder, *Mgr.*) | 305·7 \| 50·2 \| 14·3<br>P 67′ *Trunk dk* 204′<br>F 34′ FK<br>*Wing tanks* *f* 286*t* *a* 356*t* *F P T* 60*t* | London<br>British<br>7 *B Hpt Cem*<br>*A P T* 75*t* | T.6Cy.13½″, 23½″ & 36″–27″ (*s*)<br>180 lb 196 NHP<br>2SB, 6*cf*, GS 98, HS 3702<br>A. & J. Inglis, Ld. Glasgow | 15 ″ 0<br>s 1 ″ 10½<br>13 ″ 3 | |
| 76404 / 148628 / GMTD | **Inverruba** | Twin Sc<br>*ss* Aru. No. 3–9,37<br>*Mchy. Aft* 1 *Dk* (*Stl*) | 2372<br>1743<br>1235 | ✠ 100 A1<br>Aru<br>10,40 ~~8,89~~<br>BS 10,40<br>~~BS 9,39~~ ✠ LMC 9,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 7 25 F.P. a* | | *t* | CL<br>7,38 | 1925<br>7 mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's* | Lago Shipping Co. Ltd. ~~(F. J. Wolfe, *Mgrs.*)~~ (R. A. Carder, *Mgr.*) | 305·7 \| 50·2 \| 14·3<br>P 67′ *Trunk dk* 204′<br>F 34′ FK<br>*Wing tanks* *f* 286*t* *a* 356*t* *F P T* 80*t* | London<br>British<br>7 *B Hpt Cem*<br>*A P T* 75*t* | T.6Cy.13½″, 23½″ & 36″–27″ (*s*)<br>180 lb 196 NHP<br>2SB, 6*cf*, HS 3702<br>A. & J. Inglis, Ld. Glasgow | 15 ″ 0<br>s 1 ″ 10½<br>13 ″ 3½ | |
| 76405 / 159809 / GRCM | **Invershannon**<br>E.S.D. D.F. | *Oil Eng.*<br>*Mchy. Aft* 1 *Dk*, 2nd *dk* clear of cargo tanks<br>*Cruiser Stern* *Part electrically welded* | 9154<br>8340<br>5501 | ✠ 100 A1<br>Bel<br>4,40<br>✠ LMC 4,38<br>✠ LMC (M) 4,40<br>*Carrying Petroleum in bulk* | | *d*† | CL | 1938<br>4 mo | Bremer Vulkan Vegesack<br>*Lloyd's* | Inver Tankers, Ld. (A. Weir & Co. *Mgrs.*)<br>*Cell D B u E* 72′ 204*t* | 480·2 \| 63·8 \| 35·7<br>497·9 (O.L.)<br>P 103′ B 33′ F 44′ FK<br>*D T f* 36′ 504*t* *F P T* 188*t* | Glasgow<br>British<br>10 *B Hpt Cem*<br>*pt Asp*<br>*A P T* 101*t* | Oil Engines 2S.C.SA<br>8Cy.26¾″–47½″ 1001 NHP<br>2 DB *1801b*<br>Bremer Vulkan, Vegesack | 35 ″ 4<br>s 7 ″ 1<br>28 ″ 6½ | |
| 76406 / 159823 / GQCN | **Inversuir**<br>D.F. E.S.D. | *Oil Eng.*<br>1 *Dk*, 2nd *dk* in *Mchy. space*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & deck in centre tanks* | 9456<br>~~8656~~ ~~6,09~~ ~~12,08~~ 8,41<br>5561 | ✠ 100 A1<br>Cff<br>~~Eal~~ Avn<br>✠ LMC 11,38<br>*Carrying Petroleum in bulk*<br>✠ LMC (M) 12,40 | | *e*† | CL | 1938<br>11 mo | Deutsche Werft A G Bet Finkenwrder Hamburg<br>*Lloyd's* | Inver Tankers, Ld. (A. Weir & Co. *Mgrs.*)<br>*Cell D B u E* 50′ 68*t* | 503·2 \| 67·3 \| 34·2<br>522·0 (O.L.)<br>P 122′ B 34′ F 60′ FK<br>*D T f* 27′ 338*t* *F P T* 159*t* | Glasgow<br>British<br>18 *B Hpt Cem*<br>*pt Asp*<br>*A P T* 76*t* | Oil Engines 2S.C.SA<br>8Cy.26¾″–47½″ 997 NHP<br>2 DB *1801b* & DB (WT) *1801b*<br>Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 34 ″ 2<br>s 6 ″ 9½<br>27 ″ 7½ | |
| 76407 / 167608 / ULJG | **Invicta** Ⓟ<br>E.S.D. | Twin Sc<br>*Cruiser Stern* 3 *Dks* | 4178<br>2851<br>1982 | | | | | ~~1939~~ 1940 | Wm. Denny & Bros. Ld. Dumbarton | Southern Railway | 336·5 \| 50·1 \| ~~16·5~~ 24·5<br>*WB* | London<br>British | 4 steam turbines SR geared to 2 sc. shafts<br>Wm. Denny & Bros. Ld. Dmb | | |
| 76408 / LJRY | **Inviken** (*ex* Lu Hsing–37, *ex* Elaine L. D.–35, *ex* Merkator)<br>*Fitted for oil fuel* 1 *Dk* | | 4171<br>3603<br>2840 | | | | | 1925 | Nüscke & Co. A.G. Stettin | Wallem & Co. A/S (Haakon J. Wallem, *Mgr.*) | 346·8 \| 50·8 \| 24·5<br>P 26′ B 118′ F 48′<br>*WB* | Bergen<br>Norwegian | C.4Cy.(2)18½″ & (2)39½″–39½″<br>162 NHP<br>A. Borsig, Berlin | | N |
| 76409 / ~~2170~~ / ~~WGFT~~ | **Invincible**<br>~~Sub. Sig.~~<br>*Fitted for oil fuel* 1 *Dk* & *Web frames* *Longitudinal framing* | | 7592<br>7553<br>4829 | ✠ 100 A1<br>(*Reclassification Contemplated*)<br>✠ | | | | 1918<br>10 mo | Bethlehem S.B. Corp. Ld. Alameda, Cal | ~~National Bulk Carriers, Inc.~~<br>FK | 440·0 \| 56·0 \| 35·2<br>~~S. Francisco~~<br>~~U.S. States~~<br>British *WB* | 1 Steam Turbine and Electric Motor 637 NHP<br>NE 21<br>General Electric Co. Schenectady, N.Y. | 38 ″ 0 | R<br>† |
| 76410 / UPIJ | **Inya** (*ex* Pripet–35, *ex* Neapel–35)<br>1 *Dk* | | 1348<br>1080<br>751 | | | | | 1920 | Danziger Werft Danzig | U.S.S.R. | 244·1 \| 35·1 \| 15·5<br>P 21′ Q 56′ B 110′ F 33′<br>*WB* | Vladvostk<br>Russian | T 3Cy 17⅛″, 27½″ & 43⅜″–31½″<br>Stettiner 106 NHP<br>Oderwerke, Stettin | | |
| 76411 / 764 / SZJY | **Ioanna** (*ex* Gransha–34)<br>*ss* Shl. 2nd No. 3–6,25<br>*ss* Shl. No. 1–29<br>*Well deck* 1 *Dk* (*Irn*) & *deep framing* | | *1192*<br>*879*<br>*487* | ✠ ——<br>9,34<br>✠ | Cff | *n* | | 1901<br>6 mo | Ailsa S.B. Co. Troon | Eleftherios Veliotis<br>*Cell D B a* 56′ *u* | 235·5 \| 33·1 \| 16·6<br>P 24′ Q 54′ B 55′ F 27′<br>FK & BK 1′<br>*E* 21′ *f* 90′ 341*t* *F P T* 56*t* | Piræus<br>Greek<br>4 *B H Cem*<br>*A P T* 50*t* | T.3Cy.17″, 28″ & 45″–33″<br>155 NHP<br>2SB, 4*cf*, GS 76, HS 2800<br>Muir & Houston, Ld. Gls. | 17 ″ 6 | G<br>† |

145/40

Now "Empire Porpoise," *see No. 91074 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Patrol Ref. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76412 | **Ioannis Carras** (*ex*Southlea, | | *3527* | ✠100A1 | Ant | *w* | CL | 1917 | Campbel- | P.J.Carras | 348·5 | 49·9 | 23·6 | Chios | T.3Cy.25″,40″&65″–45″ (*s*) | 26 ″ 0 | |
| 93 | *ex*LadyCharlotte) | *ss*Shl.No.3–4,30 | *3324* | 4,39 | | | 4,39 | 10mo | townS.B.Co. | | | | | Greek | 180lb 327NHP | s 3 ″ 1 | |
| SVQP | | *ss*Rot.No.2–38 | *2208* | BS5,39 ✠LMC5,38 | | | | *Lloyd's* | Campbeltwn *sA&CP* | | P29′B213′F37′ FK | | | 6 *BHCem* | 3SB,*9cf*,GS163,HS5305 | 23 ″ 1¾ | |
| | | | | | | | | | | | *CellD B300′995t* | | | *APT85t* | Rankin&Blackmre Ld.Grk | | |
| | Now "Spyridon," *see letter* S. *No.* 8347 *(Stl)* | | | | | | | | | | | | | | | | |
| * 76413 | **Ioannis Chandris** (*ex*Arcturus–38) | | 6094 | ✠100A1 | Liv | *z* | CL | 1920 | GMStandi- | J.D.Chandris | 401·4 | 53·2 | 31·9 | Piræus | T.3Cy.24½″,41½″&72″–48″ | 34 ″ 7 | |
| 925 | *ss*N.Yk.No.3–1,38 | | 5632 | *Shelter dk* | | | 5,39 | 4mo | ferCnst.Corp. | | 417·0(O.L.) | | | Greek | 210lb (*r*) 552NHP | s 7 ″ 4½ | |
| SVYG | | 1*Dk&Shelter dk* | 3816 | *withfreeboard* | | | | | Vancouver, | | P34′B114′F38′*on* | | | *ptAsp* | 3SB,*9cf*,GS180,HS8112 FD | 27 ″ 5 | |
| | | *Longitudinal framing&Web frames* | | 11,39 | | | | | Wash. | | *Shelter dk* FK | | | 5 *BHtoSh dk* | LlewellynIronWorks, | | |
| | | | | BS3,39 ✠LMC1,38 | | | | *Lloyd's* | *sA&CP* | | | | | 2 ,, *Upr* ,, | LosAngeles,Cal. | | |
| | | | | *Fitted for oil fuel* 4,20 | | | *F.P. a* | *bove* 1 | 50°F. | *CellD B343′1211* | | | | *t MT30′1011t FPT* | | | |
| | | | | | | | | | | | | | | 82*t APT150t* | | | |
| 76414 | **Ioannis Fafalios** (*ex*Muntropic–37, | | 5670 | ✠ … | | | | 1919 | Merchant | S.&D.Fafalios | 400·7 | 54·2 | 30·1 | Chios | T.3Cy.24½″,41½″,&72″–48″ | 32 ″ 9 | C |
| 138 | *ex*TerreHaute) | *Fitted for oil fuel* | 5063 | 9,20 | | | | 11mo | S.B.Corp. | | P36′B123′F43′ | | | Greek | E,*fitted*29 359NHP | | † |
| SVXC | | 2*Dks* | 3424 | | | | | | Chester,Pa. | | FK | | | *WB* | Hoovers,Owens& | | |
| | | | | | | | | | | | | | | | Rentschler | | |
| 76415 | **Ioannis Frangos** (*ex*Novington) | | *3442* | ✠100A1 | Cpn | *w* | CL | 1912 | Richardsn, | M.Frangos- | 362·0 | 50·0 | 21·6 | Chios | T.3Cy.25″,41″&67″–45″ (*r*) | 24 ″ 0 | |
| 90 | *ss*Gms.2ndNo.3–8,37 | | *3229* | 8,40 ~~11,80~~ | Lon | | ~~8,37~~ 8,40 | 6mo | Duck&Co.Ld. | SiriosS.S.Co.Ld. | 375·9(O.L.) | | | Greek | 170lb ~~*100lb*~~ 327NHP | s 3 ″ 0¾ | |
| SVPT | | 1*Dk*(*Stl*) | *2100* | ✠LMC | | | | | Stockton | | P31′B211′F37′ FK | | | 6 *BHCem* | 2SB,*8cf*,GS135,HS5169 | 21 ″ 3 | |
| | | | | MS3,37 ~~BS10,39~~ 2,40 | | | | *Lloyd's* | *sA&CP* *Cell* | *DBa119′uE&B44′* | *f154′1126t FPT125t* | | | *APT102t* | Blair&Co.Ld.Stockton | | |
| 8/4 | | | | | | | | | | | | | | | | | |
| 76416 | **Ioannis M. Embiricos** | | *3734* | ✠100A1 | Hul | *w* | CL | 1924 | W.Gray& | S.G.Embiricos | 360·0 | 51·0 | 22·9 | Andros | T.3Cy.25″,40½″&67″–45″ (*s*) | 25 ″ 2 | |
| 191 | (*ex*Rustington) | *ss*Ant.No.3–12,37 | *3467* | 9,40 ~~5,80~~ | Liv | | 12,37 | 12mo | Co.Ld. | | | | | Greek | 180lb *100lb* 332NHP | s 3 ″ 1⅜ | |
| SVOU | | 1*Dk*(*Stl*) | *2274* | ~~BS5,39~~ ✠LMC12,37 | | | | | W Hartlepool | | P29′B225′F36′ FK | | | 6 *BHptCem* | 2SB,*8cf*,GS121,HS5188 | 22 ″ 2¾ | |
| | | | | 6,40 | | | | *Lloyd's* | *sA&CP* | *CellD* | *B317′984t FPT104* | | | *tAPT183t* | Cen.Mar.Eng.Wrks.WHpl | | |
| 76417 | **Ioannis Nomicos** (*ex*Minos, | | 637 | … | Pir | | | 1899 | J.L.Meyer | LoucasNomicos | 171·3 | 27·0 | 16·4 | Piræus | T.3Cy.12¾″,21¼″&33½″–24½″ | 17 ″ 2 | |
| 539 | *ex*Snetind,*ex*Petra | *ss*Pir.3rdNo.3–8,31 | — | 10,35 | | | | 5mo | Papenburg | | B46′ | | | Greek | 74NHP | | |
| SZKB | Lea.*ex*Norhaug, | 1*Dk*(*Stl*) | 359 | | | | | | | | FK | | | 4 *BHCem* | 1SB,*2cf*,GS39,HS1346 | | |
| | *ex*Mannheim) | 2*nd dk*(*Stl*) *in forehold* | | | | | | | | | *DBf28′50tDTa2* | | | 1′50t *APT4t* | J.L.Meyer,Papenburg | | |
| 76418 | **Ioannis P. Goulandris** (*ex*Maria | | 3750 | ✠100A1 | Rot | *w* | CL | 1910 | Craig,Tay- | GoulandrisBros. | 362·3 | 51·0 | 21·0 | Andros | T.3Cy.25″,42″&68″–45″ (*s*) | 23 ″ 6 | |
| 128 | Stathatos, | *ss*Pir.2ndNo.3–10,35 | 3293 | 2,40 | | | 1,40 | 7mo | lor&Co.Ld | | 376·0(O.L.) | | | Greek | 170lb 330NHP | s 2 ″ 9½ | |
| SYQS | *ex*Eggesford) | *ss*Rot.No.1–40 | 2223 | ✠LMC | | | | | Stockton | | P29′B232′F32′ FK | | | 6 *BHCem* | 2SB,*6cf*,GS124,HS5120 | 20 ″ 10¾ | |
| | | 1*Dk*(*Stl*) | | BS9,39 MS2,40 | | | | *Lloyd's* | *sA&CP* | *CellD Ba117′uE22* | *f160′955t FPT112t* | | | *APT101t* | N.E MarineEng.Co.Ld.Sld | | |
| 76419 | **Ioannis Voyadjis** | **Iron3Mst** | *454* | ✠ | Cff | *g* | | 1878 | A.Leslie | MessiniaMilling | 159·5 | 25·0 | 10·0 | Piræus | C.2Cy.20″&37″–27″ | | |
| 631 | (*ex*Trisierarchai, | *ss*Sws.No.1–82 | — | 8,85 | | | | 3mo | &Co. | Co. | Q91′F20′ | | | Greek | NB01 59NHP | | |
| SZKA | *ex*Queguay,*ex*Reveil) | 1*Dk* | *317* | | | | | | Newcastle | | *DBf89′FPT* | | | 3 *BHCem* | Black,Hawthorn&Co.Gts. | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | | | |
| 76420 | **Iocolite** | | 2060 | ✠ … | | | | 1916 | Collingw'd | ImperialOil,Ld., | 250·0 | 43·1 | 16·6 | Sarnia Ont | T.3Cy.16″,26″&44″–36″ | 18 ″ 0 | |
| 134514 | | *ss*Det.No.1–20 | 1530 | 6,23 | | | | 9mo | S.B.Co.Ld. | MarineDepart- | | | | British | 96RHP | s 1 ″ 7½ | |
| | | *Fitted for oil fuel* | 1549 | ✠ | | | | | Collingwood, | ment. (H.J. | P63′F43′ | | | | | 17 ″ 7½ | |
| | *Mchy.Aft* | 1*Dk&Web frames* | | | | | | | Ont. | Mahlves,*Mgr.*) | FK | | | *WB* | CollingwoodS.B.Co.Ld. | | |
| | | *CarryingPetroleum in bulk* | | | | | | | | | | | | | | | |
| 76421 | **Iocoma** | | 1669 | | | | | 1912 | CaledonS. | ImperialOil,Ld., | 248·2 | 42·6 | 15·6 | London | T.3Cy.16″,24″&41″–36″ | 18 ″ 0 | |
| 132745 | | *Fitted for oil fuel* | 1386 | | | | | | B.&E.Co.Ld | MarineDepart- | P63′F39′ | | | British | 84RHP | ~~s 1 ″ 11½~~ | |
| GTDZ | *Mchy.Aft* | *CarryingPetroleum in bulk* | 1035 | | | | | | Dundee | ment. (H.J. | | | | | | ~~16 ″ 2½~~ | |
| | | *Longitudinal framing* 1*Dk* | | | | | | | | Mahlves,*Mgr.*) | FK | | | *WB* | CaledonSB.&.ECo.Ld.Dun | | |
| 76422 | **Ionia** Ⓟ | | 1978 | ✠100A1 | Pir | *s* | CL | 1923 | Hawthorn, | HellenicMediter- | 282·3 | 40·1 | 16·1 | Piræus | T.3Cy.26,″43½″&73″–48″ (*s*) | 17 ″ 6 | |
| 802 | (*ex*Bernicia–34) | *ss*Pir.No.3–3,36 | — | *withfreeboard* | | | ~~4,37~~ 1,41 | 6mo | Leslie&Co.Ld. | raneanLinesCo.Ld. | | | | Greek | 200lb 547NHP | s ″ 9½ | |
| SVHZ | | 2*Dks*(*Stl*)&*Shelter dk* | 862 | 2,40 | | | | | Newcastle | | B108′F29′ FK | | | 5 *BHptCem* | 3SB,*9cf*,GS190,HS8040 FD | 17 ″ 0 | |
| | | (*Stl–ptws*) | | ~~BS7,39~~ ✠LMC3,36 | | | | *Lloyd's* | *sA&CP* | *CellD B179′205t* | *APT20t* | | | (*2 to Sh dk* | Hwthrn,Leslie&C.Ld.Nwc. | | |
| | | | | 6,40 | | | | | | | | | | 3 ,, *2nd* ,,) | | | |
| 76423 | **Ionion** (*ex*G.M.LaVallette–34, | | 792 | | | | | 1892 | R.Craggs& | GiuseppeRiccardi | 205·2 | 27·5 | 15·2 | Genoa | T.3Cy.20″,28″&47½″–36″ | | |
| | *ex*Iakout) | | *546* | | | | | | Sons,Ld. | | P127′F49′ | | | Italian | NB12 135NHP | | |
| | | 1*Dk* | *309* | | | | | | Middlesbro' | | | | | *WB* | E*made87refitted*— | | |
| | | | | | | | | | | | | | | | Hall,Russell&Co.Ld.Abn. | | |
| 76424 | **Iowan** | | 5165 | ✠ … | SFo | *a*† | | 1914 | Maryland | American- | 407·7 | 53·7 | 28·1 | NewYork | Q4Cy25½″37″53½″&78″–54″ | 31 ″ 6 | R |
| 212144 | | *ss*S.Fo.No.3–12,26 | — | 4,35 | | | | 5mo | SteelCo. | HawaiianS.S.Co. | | | | Utd.States | 665NHP | | † |
| WACH | D.F. | *ss*S.Fo.No.2–33 | ~~8145~~ | ✠ | | | | | Sparro'PtMd | | FK | | | *Cem* | 3SB,*12cf*,GS205,HS9519 | | |
| | | 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) | 5208 | | | | | | | *Intermediate'twe* | *endkBHinNo.2* { 6 | | | *BHtoUprdk* | MarylandStl.Co.Sparr'Pt. | | |
| | | 3*rd dk in No.1 hold&Web frames* | | | | | | | | *hold* | *dispensed with* { 1 | | | ,, *2nd dk* | *only* | | |
| | | *Longitudinal framing* | — | | | | | | | *CellD Ba122′uE&* | *B54′f166′1234t FP* | | | *T125t APT5* | *2t* | | |
| | | *Fitted for oil fuel* | 3131 | | | | | | | | | | | | | | |
| 76425 | **Ipanema** Ⓟ | | 4282 | | | | | 1921 | Forg.&Ch. | Cie deNav.France- | 360·2 | 45·9 | 24·0 | Marseilles | 2SteamTurbines&Electric | | V |
| | | *Fitted for oil fuel* | — | | | | | | de laMédit. | Amérique(Soc. | P233′F46′ | | | French | Motors | | |
| FNBK | *Well deck* | 2*Dks* | 2660 | | | | | | LaSeyne | Gén.deTransp. | | | | *WB* | Forg.&Ch.de laMédit.Msl. | | |
| | | | | | | | | | | Mar.àVap.,*Mgrs.*) | | | | | | | |
| 76426 | — | | 440 | | | | | 1899 | TAWalker | PedroBrando | 156·1 | 26·9 | 11·1 | R.Janeiro | T.3Cy.14½″,22″&34″–23″ | | |
| | (*ex*Atlantico,*ex*Nichteroy) | | 375 | | | | | | Sudbrook | | | | | Brazilian | 55NHP | | |
| | | 1*Dk* | 257 | | | | | | | | | | | | Plenty&Son,Newbury | | |
| 76427 | **Ipoh** | | 1279 | | | | | 1908 | CaledonS. | StraitsS.S.Co.Ld. | 244·2 | 35·1 | 14·9 | Singapore | T.3Cy.20¾″,33″&54″–36″ | | |
| 123905 | | | 888 | | | | | | B.&E.Co.Ld. | | | | | British | 175NHP | | |
| VPKX | | 1*Dk&Shade dk* | 528 | | | | | | Dundee | | | | | *WB* | CaledonSB.&E.Co.Ld.Dun | | |
| 76428 | **Ipparco Baccich** Ⓟ | | 884 | | | | | 1931 | Cant.Nav. | SocietàFiumana di | 201·7 | 30·3 | 14·7 | Fiume | Oil Engines 2S.C.SA | | I |
| 67 | | *OilEng.* | 566 | | | | | | delQuarnaro | Navigazione | 187·4 | | | Italian | 8Cy.14 3/16″–27 9/16″ 279NHP | | |
| IBKQ | Wireless | | 426 | | | | | | S.A. Fiume | | | | | | NE36 | | |
| | | | | | | | | | | | | | | | SocAn."Fiat"S.G.M.Turin | | |
| 76429 | **Ipswich** | | 5671 | ✠100A1 | NNs | *z* | CL | 1919 | Chester | Waterman | 400·7 | 54·2 | 30·1 | Mobile | 2SteamTurbinesDRgeared | 32 ″ 9 | |
| 218293 | | *ss*Bal.No.3–10,33 | 5212 | ~~7,10~~ ~~1,40~~ 9,40 | Bal | NYk | ~~1,40~~ | 7mo | S.B.Co.Ld. | SteamshipCorp. | | | | Utd.States | 1 Sc. Shaft (*s*) | s 7 ″ 4½ | |
| KILV | | *ss*Mob.No.1–37 | 3448 | 11,40 ✠LMC | | | ~~7,10~~ 9,40 | | Chester,Pa. | | P36′B123′F43′ FK | | | 6 *BHptCem* | 200lb HS8700 522NHP | 25 ″ 7½ | |
| | | 2*Dks*(*Stl*) | | MS9,36 ~~BS11,39~~ | | | | | A&CP | | | | | | 3 Water Tube Boilers | | |
| | | | | *Fitted for oil fuel* 6,19 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | WestinghouseElectric& | | |
| | | | | ~~BS11,40~~ | | | | | | *CellD B338′1387t FPT147t* | | | | *APT180t* | Mfg.Co.E.Pittsburgh,Pa. | | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné maintenant après Lettre d'Encouragement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres où sont si ce n'est dans le L. Durée Cert. Hull Tests. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76430<br>161031<br>MPDR | **Ipswich Trader**<br>*1 Dk* | | 484<br>308<br>254 | | | | 1922 | Mistley S.B. & Repg. Co. Mistley | F.W.Horlock's Ocean Transport Co Ld. (M.F.Horlock, *Mgr.*) | 161·2\|24·1\|10·6<br>len35 | Harwich<br>British<br>*WB* | C.2Cy.17″&36″-27″<br>53RHP<br>Crabtree&Co.Ld.Yar | | C |
| 76431<br>230186<br>KLGA | **Ira S. Bushey**<br>*Electrically welded Oil Eng.*<br>*Mchy.Aft Carrying oil in bulk 1 Dk* | | 309<br>—<br>242 | | | | 1930 | I.S.Bushey & Sons, Inc. Brooklyn, NY | Diesel Tanker Paul Dana | 133·3\|24·1\|10·0<br>len37 | New York<br>Utd. States | Oil Engines 2S.C.SA<br>4Cy.14″-17″ 188NHP<br>Fairbanks Morse&Co. | | |
| 76432 | **Iracema** (*ex* Cidade de Porto de Moz)<br>Twin Sc<br>*ss* Pra. No.1-03<br>*1 Dk & Promenade dk* | | *433*<br>*333*<br>*294* | ✠ ...<br>10,04 | ✠ | | 1898<br>2mo | Murdoch & Murray Pt. Glasgow | Rufino Irmãos | 150·3\|33·0\|9·8<br>F16′ FK | Pará<br>Brazilian | T.6Cy.10″,16½″&26½″-21″<br>79NHP<br>D.Rowan&Son, Glasgow | 10 ″ 0 | |
| 76433<br>LJKG | **Irania**<br>*Oil Eng.*<br>*Mchy.Aft ss* Hpl. No.2-37<br>*1 Dk(Stl) & Web frames*<br>*Longitudinal framing* | | 2184<br>1795<br>1168 | ✠100A1<br>9,38<br>DBS6,39 | Rot<br>✠LMC2,37 | *s*<br>CL<br>8,38<br>5,40 | 1929<br>4mo | Blythsw'd S.B.Co Ld. Glasgow | Skibs.A/S Irania (H.Hannevig, *Mgr.*) | 275·4\|44·3\|20·0<br>287·1 (O.L.)<br>P71′F43′ FK<br>*Trunk* 161′<br>*Cell D Bu E* 44′54*t D* | Horten<br>Norwegian<br>12 *B Hpt Cem* | Oil Engines 2S.C.DA<br>3Cy.21½″-38″ 482NHP<br>2 DB *100lb*<br>Richardsons, Westgarth& Co.Ld.Hpl | 20 ″ 0<br>s 1·10½<br>18 ″ 4 | |
| 76434<br>PUQU | **Iraty** (*ex* Rio Purus)<br>Twin Sc<br>*Mchy.Aft ss* Pra. No.1-98<br>Wireless *1 Dk & Promenade dk* | | 394<br>325<br>227 | ✠ ...<br>1,01 | ✠ | | 1893<br>6mo | Murdoch & Murray Pt. Glasgow | Cia. Commercio e Navegação | 170·1\|30·0\|8·4<br>F16′ FK | R. Janeiro<br>Brazilian<br>*WB* | T.6Cy.9″,14″&22″-18″<br>62NHP<br>D.Rowan&Son, Glasgow | 9 ″ 0 | |
| 76435<br>2026<br>IBLP | **Ircania** (*ex* Dovenden-35, *ex* Howick Hall)<br>D.F.<br>*ss* N.Yk.No.3-9,23<br>*ss* N.Yk.No.1-27<br>*2 Dks(Stl) & Web frames*<br>*Longitudinal framing*<br>*Platform deck for light cargoes* | | 4815<br>—<br>2905 | ✠ —<br>6,35 | Shl | *z* | 1910<br>10mo | W. Hamilton&Co.Ld Port Glasgow | Soc. Anon. Cooperativa di Nav. "Garibaldi" | 413·1\|51·5\|27·0<br>400·8<br>P39′B&F323′ FK<br>*Cell D Ba* 107′*u* | Genoa<br>Italian | T.3Cy.27½″,45″&75″-51″<br>507NHP<br>4SB,*12cf*,GS215,HS8800<br>D.Rowan&Co.Glasgow | 29 ″ 7 | I<br>† |
| 76436<br>8152<br>SLBM | **Irene**<br>Wireless D.F.<br>*1 Dk*<br>*Cargo battens not fitted*<br>*Strengthened for Navigation in Ice* | | *1527*<br>*1170*<br>*849* | ✠100A1<br>*b* 9,10~~3,39~~<br>✠LMC4,37 | Hbg<br>Got | *q*<br>OG<br>8,40 | 1937<br>4mo | Helsingborgs Varfs Aktiebolaget Helsingborg | A/B Transmarin (S.Redig, *Mgr.*) | 256·3\|38·2\|15·1<br>267 9 (O.L.)<br>P19′Q83′B102′F20′ FK<br>*Cell D B* 221′460*t FPT* 28*t APT* 55*t* | Hlsngborg<br>Swedish<br>4 *B HCem* | T.3Cy.17⅞″,27⅛″&45½″-33½″ 213lb (*s*) FD 165NHP<br>2SB (Spt) *4cf*,GS54,HS2259<br>Helsingborgs Varfs. A/B | 17 ″ 6<br>s ″ 11½<br>16 ″ 8½ | |
| 76437<br>PEXG | —<br>Wireless *Cruiser Stern* *2 Dks* | | 1153<br>966<br>637 | | | | 1918 | A. Vuijk& Zonen Capelle a/d Ysel | Koninkl. Nederl. Stoomb. Maats. N.V | 255·7\|36·6\|13·6 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.18½″,30″&48″-36″<br>138NHP<br>J.&H.Suyver, Ams. | | V |
| 76438<br>DOHP | —<br>*1 Dk* | | 761<br>591<br>423 | | | | 1911 | Akt.Ges. "Weser" Bremen | Dampfschifffahrts Ges. "Neptun" | 202·4\|28·1\|12·9<br>Q50′B45′F22′<br>len37 | Bremen<br>German<br>*WB* | T.3Cy.13″,21⅛″&34⅛″-23½″<br>57NHP<br>A.G. "Weser," Bremen | | G |
| 76439<br>3553<br>SEZK | —<br>*1 Dk* | | *680*<br>*417*<br>*397* | | | | 1899 | Nylands Værksted Oslo | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 174·6\|28·2\|10·8<br>P120′H48*t*F16′ | Stockholm<br>Swedish<br>*WB* | T.3Cy.15¼″,25″&40½″-30″<br>90NHP<br>Nylands Værksted, Oslo | | V |
| 76440<br>1112<br>ESVM | —<br>(*ex* Cimbria, *ex* Alster)<br>*2 Dks* | | 573<br>496<br>296 | | | | 1896 | J.C.Tecklenborg A.G Weser-münde-G. | A.Utov | 188·7\|26·1\|11·7<br>P107′H13*t*F19′ | Tallinn<br>Estonian<br>*WB* | C.2Cy.19″&37″-26¾″<br>59NHP<br>J.C.Tecklenborg, Wsm. | | V |
| 76441<br>167519<br~~OYBC~~<br>GLKG | **Irene Maria**<br>*ss* Cpn. No.3-1,36<br>*1 Dk(Stl)*<br>*Cargo battens not fitted* | | 1860<br>1674<br>~~1119~~ | ✠100A1<br>2,39<br>✠LMC<br>MS1,36 BS1,40 | Nwc | *r*<br>CL<br>2,40 | 1922<br>10mo | Antwerp Eng.Co. Hoboken | Ministry of Shipping (Broomhill Steamships Ld. *Mgrs.*) | 279·0\|40·2\|18·2<br>P22′B60′F30′ FK<br>*Cell D B* 238′ 555*t FPT* 46*t APT* 68*t* | London<br>British<br>4 *B HCem* | T.3Cy.20″,33″&54″-36″ (*s*) 180lb 213NHP<br>2SB,*6cf*,GS92,HS3632<br>N.E.Marine Eng.Co.Ld.Sld. | 20 ″ 7<br>s 3·0½<br>17 ″ 9 | |
| 76442<br>150<br>SYGC | **Irene S. Embiricos**<br>*ss* Ant. No.2-35<br>*1 Dk(Stl) & Shelter dk(Stl)* | | *4164*<br>*3754*<br>*2439* | ✠100A1<br>*with freeboard*<br>9,39<br>✠LMC<br>MS5,35 ~~BS10,39~~<br>MBS3,41 9,39<br>DBS5,40 | Bry | *y*<br>CL<br>9,39 | 1927<br>9mo | Short Bros. Ld. Sunderland | S.G.Embiricos | 393·0\|52·3\|24·4<br>FK<br>*Cell D B* 329′1347*t FPT* 171*t APT* 318*t* | Andros<br>Greek<br>6 *B HCem*<br>(*Coll to Sh dk* 5 *to 2nd* ,,) | T.3Cy 25½″,42½″&72″-48″ (*s*) 180lb *100lb* 396NHP<br>2SB,*8cf*,GS162,HS6186<br>J.Dickinson&Sons,Ld.Sld. | 26 ″ 10<br>s 2 ″ 9<br>24 ″ 3½ | |
| 76443<br>2350<br>IBKI | **Iridio Mantovani**<br>*Oil Eng.*<br>D.F. *Mchy.Aft Cruiser Stern* *1 Dk*<br>*Longitudinal framing at bottom & at deck*<br>*Carrying Petroleum in bulk* | | 10540<br>9354<br>6326 | | | | 1939 | Cantieri Riuniti Dell'Adriatico Monfalcone | Azienda Generale Italiana Petroli | 520·2\|68·6\|36·6<br>499·3<br>P116′B49′F55 | Genoa<br>Italian | Oil Engines 2S.C.SA<br>9Cy.28⅜″-49⅜″ 1260NHP<br>Cant. Riuniti Dell'Adriatico | | I |
| 76444<br>HRAK | **Iriona** Ⓟ<br>*Fitted for oil fuel*<br>*Ref.Mchy.* D.F. *2 Dks 4 tr B* | | 3910<br>3252<br>1823 | | | | 1927 | Workman, Clark&Co.Ld Belfast | Mayan S.S.Corp. (United Fruit Co. *Mgrs.*) | 341·9\|48·0\|28·2<br>P35′B115′F42′ | Tela<br>Honduran<br>*WB* | T.4Cy.27″,45′&(2)55′-45″<br>406NHP<br>Wrkman, Clark&Co.Ld Bel | | C |
| 76445<br>441<br>IBUM | **Iris** (*ex* Tregonell-35, *ex* War Stag)<br>D.F.<br>*ss* Shl. No.3-12,19<br>*ss* Cff. No.2-29<br>*2 Dks(Stl)* | | 5175<br>—<br>3209 | —<br>8,35 | Syd | *y* | 1918 | W. Doxford & Sons, Ld. Sunderland | A.Lauro | 413·6\|52·3\|28·5<br>400·0<br>P49′B113′F39′ FK<br>*Cell D B* 340′ 1128*t FPT* 124*t* | Naples<br>Italian<br>7 *B HCem* | T.3Cy.27″,44″&73″-48″<br>517NHP<br>3SB,*9cf*,GS190,HS7668<br>D.Rowan&Co.Ld.Gls. | 31 ″ 0 | I<br>† |
| 76446<br>PEXO | —<br>*ss* H.Kg.No.3-8,30<br>*Fitted for oil fuel*<br>*Mchy.Aft 2 Dks(Stl) & Web frames*<br>*Carrying Petroleum in bulk* | | 3887<br>3312<br>2214 | ✠ ...<br>9,35 | HKg | *v* | 1918<br>2mo | Gebr. Pot Bolnes | N.V.Nederl. Indische Tank Stoomboot Maats. | 327·0\|48·7\|25·5<br>P90′B27′F51′<br>FK<br>*Cell D Bu E & B* 71′124*t FPT* 104*t APT* 13*t* | The Hague<br>Dutch<br>14 *B HCem*<br>(10 ,, *to U dk*<br>4 ,, *2nd* ,,) | T.3Cy.25″,41″&68″-45″<br>428NHP<br>2SB,*6cf*,GS212,HS6035<br>Rotterdam Droogd. Maats. | 27 ″ 0 | |
| 76447<br>DDVD | — (*ex* Heröy-39, *ex* Adour-34)<br>Sub.Sig.<br>D.F.<br>*2 Dks*<br>*Cruiser Stern* | | 3323<br>3090<br>2302 | ✠ ...<br>6,25 | ✠ | | 1921<br>5mo | A/B Öresundsvarvet Landskrona | Hansen& Johannsen K.G. (A.Hansen, *Mgr.*) | 311·8\|44·8\|27·8<br>F30′ *on Shelter dk*<br>FK | Flensburg<br>German<br>*WB* | C.2Cy.17⅜″&34⅛″-35⅞″&LP Turbine with DR gearing & hydraulic coupling NE34<br>Kockums M.V. A/B Malmö | 30 ″ 0 | N<br>† |
| 76448<br>5073<br>SDEN | —<br>Iron<br>(*ex* Torgerd, *ex* Grovedale, *ex* Thrift, *ex* Mercedes)<br>*ss* Osc.4th No.3-4,34<br>*ss* Osc.No.1-38<br>*1 Dk(Irn) & Web frames*<br>*Well deck* | | *1974*<br>*1655*<br>*1181* | ✠100A1<br>9,40~~1,08~~<br>✠LMC<br>MS4,38 ~~BS8,12~~ 9,44 | Osc<br>Gls | *r*<br>CL<br>N9,37 | 1886<br>4mo | E. Withy& Co. W Hartlepool | Rederiaktieb. Iris (S.Abrahamsen, *Mgr.*) | 275·0\|37·2\|19·2<br>P29′Q78′B110′<br>F28′ pt ND 07 BK 9″<br>*Cell D B* 234′346*t APT* 27*t* | Stockholm<br>Swedish<br>4 *B Hpt Asp pt Cem* | T.3Cy.21″,35″&57″-39″ (*s*) 160lb *100lb* NDB 18 203NHP<br>1DB,*4cf*,GS65,HS3052<br>Blair&Co.Ld.Stockton | 22 ″ 2<br>s 2 ″ 0½<br>20 ″ 10½ | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned; now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed and in L. & Datum for Freeboard |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76449<br>874<br>SVSK | **Iris** (*ex* Vincenzia-39, *ex* Rollon-36, *ex* Portici) | *1 Dk* | 1881<br>—<br>1071 | | | | | 1911 | Akt.Ges. "Neptun" Rostock | J.D.Paleocrassas | 287·3 P&B 226′ | 41·1 F20′ | 16·8 | Piræus Greek *WB* | T.3Cy.22$\frac{1}{16}$″,35$\frac{7}{16}$″&55$\frac{3}{8}$″–37$\frac{7}{16}$″ 192NHP<br>A.G."Neptun,"Rostock | | V |
| 76450<br>—<br>LDRB | —<br>*For full particulars see No. 88505 in Supplement* | TwinSc<br>*Mchy.Aft* Wireless D.F.<br>E.S.D. *Cruiser Stern Cable Vessel* | 1480<br>1830<br>490 | 100A1<br>*with freeboard*<br>(*Class Contem plated*) | | | | 1940 | Swan,Hunter& Wigham Richardson Ld.Newcastle | H.M.Postmaster General | 237·5 | 35·2 | 22·0 | British | T.6Cy.13″,22″&36″–24″<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 24 ″ 4<br>s 8 ″ 1¼<br>16 ″ 4 | |
| 76451<br>(*ex* Ingerid)<br>LFHA | — Ⓟ<br>Wireless D.F. E.S.D. | 2 *Dks* | 1177<br>769<br>663 | | | | | 1901 | Gourlay Bros.&Co. Dundee | DetBergenske Dampskibsselskab | 236·4 P278*t* | 32·3 H96*t* | 15·5 F31*t* | Bergen Norwegian *WB* | T.3Cy.21″,34″&55″–36″ NB12 181NHP<br>GourlayBros.&Co.Dundee | | |
| 76452<br>DORG | —<br>*Mchy.Aft*<br>Wireless D.F. | TwinSc *Oil Eng.*<br>1 *Dk* *Cruiser Stern* | 1078<br>833<br>553 | | | | | 1935 | Schiffb.Ges 'Unterweser' A.G. Weser-munde-L. | Dampfschiffahrts Ges."Neptun" | 235·3 P115′ | 34·6 F25′ | 13·4 | Bremen German *WB* | Oil Engines 2S.C.SA<br>10Cy.11$\frac{13}{16}$″–16$\frac{5}{16}$″ 245NHP<br>Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | G |
| 76453<br>(*ex* Deutscher Rhein)<br>PEXQ | — Ⓟ<br>Wireless | 1 *Dk* | 909<br>702<br>402 | | | | | 1920 | HCStülcken Sohn Hamburg | Koninkl.Nederl. Stoomb.Maats. N.V. | 217·7 P&B 138′ | 32·4 F22′ | 12·8 | Amsterdm Dutch *WB* | T.3Cy.17$\frac{3}{4}$″,29$\frac{1}{16}$″&46$\frac{3}{8}$″–31$\frac{1}{4}$″ 112NHP<br>H.C.StülckenSohn | | V |
| 76454<br>11<br>OHEL | —<br>Wireless | Iron | 446<br>331<br>222 | | | | | 1884 | H.Koch Lübeck | FinskaAngfar-tygs A/B | 170·6<br>164·7<br>Q41′H49′F21′ | 24·7 | 12·7 | Helsingfrs Finnish *WB* | C.2Cy.18″&31″–22″ 38NHP<br>O.Henniges&Co.Berlin | | V |
| 76455<br>LOHJ | — Ⓟ<br>Wireless | TwinSc *Oil Eng.* | 403<br>—<br>231 | | | | | 1933 | Cia.Argen-tina de Nav. Mihanovich, Ltda. Carmelo | Cia.Argentina de Nav.Mihanovich Ltda. | 169·4 | 24·6 | 6·6 | Bns.Aires Argentine | Oil Engines 2S.C.SA<br>12Cy.9″–11″ 177NHP<br>L.Gardner&Sons,Ld.,Mch. | | |
| 76456<br>768<br>SEZO | — | Iron<br>1 *Dk2tr B* | *354*<br>*296*<br>*169* | | | | | 1884 | Göteborgs Mek.Verks. Gothenburg | RederiA/BEgon (SMStjerna, *Mgr.*) | 134·5<br>B41′H5*t* | 22·8 | 13·3 | Malmö Swedish | C.2Cy.16″&28″–20″ 29NHP<br>GöteborgsMek.Vrks.Got. | | V |
| 76457 | **Iris Faulbaums** (*ex* Estoril-35, *ex* Maio, *ex* Beta) | 1 *Dk&Spar dk* | 1675<br>1472<br>970 | | | | | 1902 | Schiffsw.v. Henry Koch Lübeck | MaxFaulbaum SteamshipLine | 260·8<br>P14′B162′F30′ | 38·2 | 17·1<br>24·0 | German *WB* | T.3Cy.17$\frac{3}{4}$″,29$\frac{1}{2}$″&47$\frac{1}{4}$″–38$\frac{1}{2}$″ 137NHP<br>J.F.Ahrens,Ottensen | | G |
| 76458<br>161861<br>GBNV | **Irisbank**<br>D.F.<br>*Ref.Mchy.* | TwinSc *Oil Eng.*<br>*ss* Bel.No.2–38<br>1 *Dk(Stl)&Shelter dk (Stl–ws)* | 5627<br>4979<br>3412 | ✠100A1 Bal *b*†<br>*with freeboard* NYk<br>~~5,410 12,39~~ 5,41 DBS7,40<br>~~DBS7,38~~ ✠LMC7,38<br>✠Lloyd's RMC7,39 ~~4,40~~ 10,40<br>for temp. 20° F.<br>*Carrying vegetable oil in deep & in tanks between tunnels* | | CL<br>~~6,38~~<br>3,41 | | 1930<br>5mo | Workman, Clark(1928) Ld. Belfast | BankLineLd. (A.Weir&Co. *Mgrs.*) | 426·7<br>FK<br>*Cell D B356′1172t t anks in way of tunnels 264t MTs 60′ 2391t FPT* | 57·4 | 25·7 | Belfast British *7 B Hpt Cem (Coll to Shdk* 6 „2nd„) 95t *APT* 152t | Oil Engines 2S.C.SA<br>10Cy.26$\frac{3}{4}$″–47$\frac{1}{4}$″ 1246NHP DB *120lb*<br>Workman,Clark(1928) Ld. | 29 ″ 9<br>s 3 ″ 7½<br>26 ″ 4½ | |
| 76459<br>OYFC | **Irland**<br>D.F. | *Oil Eng.*<br>*ss* Cpn.No.3–9,36<br>1 *Dk(Stl)* | 3173<br>2730<br>1928 | ✠100A1 Rot *v*<br>3.39<br>DBS8,39 ✠LMC9,36<br>Surveys delayed | | CL<br>3,39 | | 1927<br>11mo | Akt.Burmeistr&Wain Copenhagen | A/S DetDansk-FranskeDmpsksl. (A.N.Petersen& E.Hahn-Petersen, *Mgrs.*) | 326·2<br>P25′B155′F27′ FK<br>*Trunk in wells B277′ 824t MT 212t* | 50·1 | 20·8 | Copnhagn Danish *5 BH* | Oil Engines 4S.C.SA<br>6Cy.21$\frac{5}{8}$″–59$\frac{1}{16}$″ 267NHP DB *100lb*<br>Akt.Burmeistr&Wain,Cpn | 23 ″ 0<br>s 2 ″ 7¾<br>20 ″ 6¼ | |
| 76460 | **Irma** Ⓟ | 1 *Dk&Spar dk3tr B* | 1392<br>1211<br>789 | ✠ ...<br>11,09 | ✠ | | | 1905<br>4mo | Sir Raylton Dixon&CoLd Middlesbro' | Bergenske Dampskibsselskab | 244·0<br>H14*t* | 32·8 | 13·3<br>21·1<br>BK8″ | Bergen Norwegian | T.3Cy.22″,36″&60″–36″ 243NHP<br>J.Dickinson&Sons,Ld.Sld. | 23 ″ 3 | |
| 76461<br>5150<br>SEZR | —<br>(*ex* Beamish)<br>*Well deck* | Iron<br>*ss* Lon.No.3–2,94<br>1 *Dk2tr B* | *1236*<br>*964*<br>*720* | ✠ ...<br>11,98 | ✠ | | | 1883<br>4mo | J.Read-head&Co. S.Shields | ErikBancksRederi | 237·5<br>Q91′B50′H41*t* F30′ | 36·1 | 15·5 | Hlsngborg Swedish *WB* | C.2Cy.30″&57″–36″ 146NHP<br>J.Readhead&Co.S.Shields | 17 ″ 0 | V<br>† |
| 76462<br>409<br>IUVA | — (*ex* Atlante-38, *ex* Teresita-37, *ex* Teresita Terzo-35, *ex* Ain-Taya-34, *ex* Antoine, *ex* Achaque, *ex* Tillydrine) *Mchy.Aft* 1 *Dk* *Well deck* | *Fitted for oil fuel* *ss* Alg.No.2–17 *Carrying Petroleum in bulk* | 305<br>232<br>122 | ✠ ...<br>4,20 | ✠ | | | 1908<br>10mo | Dundee S.B.Co.Ld. Dundee | Cap.AdolfoCalzi | 138·0<br>132·3<br>Q47′B11′F25′ FK | 23·1 | 10·0 | Trieste Italian *WB* | C.2Cy.16″&34″–24″ 60NHP<br>W.V.V.Lidgerwood,Gls. | 11 ″ 0 | I<br>† |
| 76463<br>437<br>IRUJ | **Irma Calzi** (*ex* Nerina-40, *ex* Vittoria Beraldo-38, *ex* *Steamer* Paola e Virginia-37, *ex* LeScorff-34) | *Oil Eng.* 1 *Dk* *Well deck* *Mchy.Aft* | 668<br>467<br>392 | ✠ ...<br>10,12 | ✠ | | | 1907<br>9mo | Scott& Sons Bowling | "Calzi"Soc.Anon. diNav. | 186·9<br>180·0<br>Q114′B13′F27′ FK | 28·1 | 11·1 | Trieste Italian *WB* | Oil Engines 4S.C.SA<br>6Cy.12$\frac{3}{16}$″–17$\frac{13}{16}$″ 87NHP NE37<br>MtrnWerkeMannheimAG | 13 ″ 3 | I<br>† |
| 76464<br>DHMQ | **Irmgard** | | 867<br>654<br>477 | | | | | 1911 | Stettiner Oderwerke Stettin | Reed.MathiesK.G. | 210·8<br>P14′Q41′B72′F24′ | 30·8 | 12·8 | Hamburg German *WB* | T.3Cy.18$\frac{1}{16}$″,25$\frac{3}{4}$″&41$\frac{3}{16}$″–29½″ 93NHP<br>StettinerOderwerke | | G |
| 76465 | **Irmtraut Cords** (*ex* M.C.Holm-39)<br>D.F. | *ss* Cpn.No.3–5,37<br>1 *Dk(Stl)&Shelter dk(Stl)* | 2814<br>2523<br>1648 | ✠<br>4,39 | ✠ | Cpn *v* | | 1924<br>5mo | Helsingörs Jernsk.&Msk Elsinore | A.G.Neptun (Aug.Cords, *Mgr.*) | 316·9<br>FK<br>*Inter mediate B H in fore Cell D* | 48·4 | 20·1<br>*Coll B H to Sh dk* 3 „„2nd„ *B272′766′t FPT84t APT111t* | Rostock German *4 B H Cem hold dispensed with* | T.3Cy.23″,38″&62″–42″ 282NHP<br>2SB(Spt),*6cf*,GS92,HS4494<br>HelsingörsJernsk.&Mskb. | 22 ″ 9 | |
| 76466<br>159561<br>VLGK | **Iron Baron**<br>E.S.D. *Mchy.Aft* 1 *Dk&Shelter dk*<br>*Cargo battens not fitted* *Cruiser Stern*<br>*Longitudinal framing at bottom, decks and in cantilever side tanks.* | | 4584<br>4104<br>2634 | ✠100A1 NSW *z* CL<br>*with freeboard* 1¾<sub>16</sub> 1,40<br>9,40 ~~1,40~~<br>BS~~1,39~~ ✠LMC9,36<br>11,40 | | | | 1936<br>9mo | Lithgows Ld. Port Glasgow | BrokenHill Proprietary Co.Ld. | 393·2<br>F38′ FK<br>*Cell D B329′1350t Topside tanks* | 56·2 | 23·2<br>*DTf* 14′297*t* 245′ 1248*t FPT* 185*t* | Melbourne British *7 B Hpt Cem (Coll to Sh dk* 6 „„2nd„) *APT* 82*t* | Q.4Cy.24″,34½″,50″&71″–48″ & exhaust turbine driving steam compressor 250lb (*s*) 535NHP<br>3WTB(Spt),HS6213 FD<br>D.Rowan&Co.Ld.Gls. | 26 ″ 3<br>s 2 ″ 7½<br>23 ″ 10 | |
| 76467<br>LDRR | —<br>(*ex* Kilbaha, *ex* Emerald Wings) | *ss* Syd.No.3–1,24<br>*ss* Syd.No.1–28<br>1 *Dk&deep framing* | 3231<br>2913<br>1940 | ✠ ...<br>7,32 | ✠ | | | 1911<br>9mo | Russell& Co. Pt.Glasgow | E.B.AabysRederi A/S | 331·3<br>P81*t* | 49·1 | 21·8<br>H113*t* FK | Oslo Norwegian *WB* | T.3Cy.23″,37″&61″–42″ 287NHP<br>ClydeS.B.&E.Co.Ld.P.Gls. | 24 ″ 3 | N<br>† |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. — Yoml. / Sous le Pont. / — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre assigné à la Lettre d'Appel. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. N.H.P. Force en chevaux d'après les formules de la Société. I.H.P. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Navires où cond. si on le met dans le L. de l'arbre. L. H. Arbre. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76468 | **Iron Chieftain** | | 4812 | ✠100A1 | NSW | *z* | CL | 1937 | Lithgows | BrokenHill | 404·5 \| 56·2 \| 23·2 | | | Melbourne | Q4Cy.24″,34½″,50″&71″–48″ | 26 ″ 3 | |
| 152370 | | | 4236 | *with freeboard* | | | 4,41 | 12mo | Ld. | Proprietary Co. Ltd. | 419·0 (O.L.) | | | British | & exhaust turbine driving | s 2 ″ 8½ | |
| VLJY | E.S.D. *Mchy. Aft* 1 *Dk & Shelter dk* | | 2737 | ~~5,40~~ ~~1,49~~ 4,41 | | | | | Port Glasgow | | F40′ FK | | | 7 *B Hpt Cem* | steam compressor (*s*) | 23 ″ 9 | |
| | *Cargo battens not fitted* *Cruiser Stern* | | | BS~~1,49~~ 1,41 ✠LMC12,37 | | | | *Lloyd's* | *SA&CP* | | (*Coll to Sh dk* | | | 250 lb FD | 553 NHP | | |
| | *Longitudinal framing at bottom, at decks & in cantilever side tanks* | | | | | | | | | *Cell DB 338′ 1394 t* | *DT f 14′ 310 t* | | | 6 ,, 2*nd* ,, ) | 3 WTB (Spt), GS 195, HS 6612 | | |
| | | | | | | | | | | *Topside t* | *anks 250′ 1042 t* | | *FPT* | 181 *t APT* 93 *t* | D. Rowan & Co. Ltd. Gls. | | |
| 76469 | **Iron Crown** (*ex* Euroa) | | 3353 | ✠100A1 | Syd | *v* | CL | 1922 | Govt. Dkyd | Interstate Steam- | 331·0 \| 47·9 \| 23·6 | | | Sydny NSW | T.3Cy.25″,41″&68″–45″ (*s*) | 26 ″ 1 | |
| 151806 | *ss* N.S.W. No. 3–10, 34 | | 3013 | *Shelter dk* | NSW | | ~~8,08~~ | 7mo | Williams- | ships, Proprietary, | 341·2 (O.L.) | | | British | 180 lb 387 NHP | s 2 ″ 4½ | |
| VJDK | *ss* Syd. No. 1–39 | | 1922 | *with freeboard* | | | 4,41 | | town | Ltd. FK | | | | *Cem* | 3SB, *9cf*, GS 141, HS 5316 FD | 23 ″ 11 | |
| | 1 *Dk (Stl) & Shelter dk (Stl)* | | | ~~3,11~~ 4,41 ✠LMC | | | | | Victoria | *Cell DBa & uE 115′ f* | 145′ 820 t *Collision* | | | *BH to Sh dk* | Thompson & Co. (Castle- | | |
| | *& Web frames* | | | MS~~11,38~~ BS~~3,39~~ 5,40 | | | | | A&CP | *FPT* | 118 *t APT* 204 *t* | | | 4 ,, ,, *U* ,, | maine) Proprietary, Ltd. | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 76470 | **Iron King** | | 4584 | ✠100A1 | NSW | *z* | CL | 1936 | Lithgows | Broken Hill | 393·2 \| 56·2 \| 23·2 | | | Melbourne | Q.4Cy.24″,34½″,50″&71″–48″ | 26 ″ 3 | |
| 159562 | | | 4104 | *with freeboard* | Mel | | 2,40 | 10mo | Ld. | Proprietary Co. Ltd. | 407·3 (O.L.) | | | British | & exhaust turbine driving | s 2 ″ 7½ | |
| VLGL | E.S.D. *Mchy. Aft* 1 *Dk & Shelter dk* | | 2634 | ~~9,12~~ 1,41 | | | | | Port Glasgow | | F38′ FK | | | 7 *B Hpt Cem* | steam compressor | 23 ″ 10 | |
| | *Cargo battens not fitted* *Cruiser Stern* | | | BS~~10,39~~ ✠LMC10,36 | | | | *Lloyd's* | *SA&CP* | | (*Coll to Sh dk* | | | 250 lb (*s*) | 535 NHP | | |
| | *Longitudinal framing at bottom, decks and in cantilever side tanks* | | | 10,40 | | | | | | *Cell DB 329′ 1350 t* | *DT f 14′ 297 t* | | | 6 ,, 2*nd* ,,) | 3 WTB (Spt), HS 6213 FD | | |
| | | | | | | | | | | *Topside t* | *anks 245′ 1048 t* | | *FPT* | 185 *t APT* 82 *t* | D. Rowan & Co. Ltd. Gls. | | |
| 76471 | **Iron Knight** | | 4812 | ✠100A1 | NSW | *z* | CL | 1937 | Lithgows | Broken Hill | 404·5 \| 56·2 \| 23·2 | | | Melbourne | Q4Cy.24″,34½″,50″&71″–48″ | 26 ″ 3 | |
| 159568 | | | 4236 | *with freeboard* | | | 11½ | 10mo | Ld. | Proprietary Co. Ltd. | 419·0 (O.L.) | | | British | & exhaust turbine driving | s 2 ″ 8½ | |
| VLJZ | E.S.D. *Mchy. Aft* 1 *Dk & Shelter dk* | | 2737 | ~~8,49~~ ~~0,00~~ 3,41 | | | | | Port Glasgow | | F40′ FK | | | 7 *B Hpt Cem* | steam compressor 553 NHP | 23 ″ 9 | |
| | *Cargo battens not fitted* *Cruiser Stern* | | | BS~~3,39~~ ✠LMC10,37 | | | | *Lloyd's* | *SA&CP* | | (*Coll* | | | *B Hto Sh dk* | 250 lb (*s*) FD | | |
| | *Longitudinal framing at bottom, decks & in cantilever side tanks* | | | 8,40 | | | | | | *Cell DB 338′ 1394 t* | *DT f 14′* | | | 6 ,, 2*nd* ,,) | 3 WTB (Spt), GS 195, HS 6612 | | |
| | | | | | | | | | | 310 *t Topside ta* | *nks 250′ 1042 t* | | *FPT* | 181 *t APT* 93 *t* | D. Rowan & Co. Ltd. Gls. | | |
| 76472 | **Iron Knob** (*ex* Euwarra) | | 3349 | ✠100A1 | NSW | *v* | ~~8,38~~ | 1922 | Poole & | Broken Hill | 331·0 \| 47·9 \| 23·5 | | | Melbourne | T.3Cy.25″,41″&68″–45″ (*s*) | 26 ″ 1 | |
| 128793 | *ss* N.S.W. No. 3–10, 34 | | 3012 | *Shelter dk* | | | 1,41 | 6mo | Steele | Proprietary Co. Ltd. | 341·8 (O.L.) | | | British | 185 lb 516 NHP | s 2 ″ 4½ | |
| VJDL | *ss* N.S.W. No. 1–38 | | 1907 | *with freeboard* | | | | | Port Adelaide | | - FK | | | *Cem* | 3 Water Tube Boilers | 23 ″ 11 | |
| | 1 *Dk (Stl) & Shelter dk (Stl) &* | | | 1,41 ~~1,80~~ ✠LMC | | | | | A&CP | | | | *Collisio* | *n B Hto Sh dk* | HS 8289 FD | | |
| | *Cargo battens not fitted* *Web frames* | | | MS8,38 BS~~2,40~~ 2,41 | | | | | | *Cell DB 277′ 882 t* | *FPT 118 t APT 204 t* | | | 4 ,, ,, *U* ,, | Poole & Steele, Pt. Adelaide | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 76473 | **Iron Master** (*ex* Eurimbla) | | 3351 | ✠100A1 | Syd | *v* | | 1921 | Poole & | Broken Hill | 331·0 \| 47·9 \| 23·5 | | | Melbourne | T.3Cy.25″,41″&68″–45″ (*s*) | 26 ″ 1 | |
| 150170 | *ss* N.S.W No. 3–7, 33 | | 3015 | *Shelter dk* | ~~NSW~~ Mel | | 9,39 | 10mo | Steele | Proprietary Co. Ltd. | 350·0 (O.L.) | | | British | 185 lb 516 NHP | s 2 ″ 4½ | |
| VJDM | *ss* N.S.W. No. 1–38 | | 1916 | *with freeboard* | | | | | Port Adelaide | | FK | | | *pt Cem* | 3 Water Tube Boilers FD | 23 ″ 11 | |
| | 1 *Dk (Stl) & Shelter dk* | | | ~~12,10~~ ~~0,30~~ ✠LMC | | | | | A&CP | | | | *Collisio* | *n B Hto Sh dk* | HS 8289 | | |
| | *(Stl) & Web frames* | | | MS11,37 BS2,40 | | | | | | *Cell DB 277′ 882 t* | *FPT 118 t APT 204 t* | | | 4 ,, ,, *U* ,, | Poole & Steele, Pt. Adelaide | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| | *Cargo battens not fitted* | | | *Fitted for oil fuel* 6,27 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| 76474 | **Iron Prince** (*ex* Elouera) | | 3352 | ✠100A1 | NSW | *v* | CL | 1923 | Common- | Broken Hill | 331·0 \| 47·9 \| 23·6 | | | Melbourne | T.3Cy.25″,41″&68″–45″ (*s*) | 26 ″ 1 | |
| 151808 | *ss* N.S.W. No. 1–40 *ss* Syd. No. 3–10, 35 | | 3013 | *Shelter dk* | | | 3,38 | 7mo | wealth Govt | Proprietary Co. Ltd. | 350·0 (O.L.) | | | British | 185 lb HS 8289 516 NHP | s 2 ″ 4½ | |
| VJDP | 1 *Dk (Stl) & Shelter dk (Stl) &* | | 1916 | *with freeboard* | | | | | S.B.&Dkyd. | | FK | | | *Cem* | 3 Water Tube Boilers FD | 23 ″ 11 | |
| | *Web frames* | | | 11,40 ~~8,30~~ ✠LMC | | | | | Williamst'wn | | | | *Collisio* | *n B Hto Sh dk* | Thompson & Co. (Castle- | | |
| | *Longitudinal framing* | | | MS~~1,35~~ ~~BS7,39~~ | | | | | Victoria | *Cell DB 277′ 882 t* | *FPT 118 t APT 204 t* | | | 4 ,, ,, *U* ,, | maine) Proprietary, Ltd. | | |
| | *Cargo battens not fitted* | | | 11,38 BS ~~3,40~~ 2,41 | | | | | A&CP | | | | | | | | |
| 76475 | **Iron Warrior** (*ex* Eugowra) | | 3345 | ✠100A1 | NSW | *v* | | 1923 | Poole & | Broken Hill | 331·0 \| 47·9 \| 23·5 | | | Melbourne | T.3Cy.25″,41″&68″–45″ (*s*) | 26 ″ 1 | |
| 137229 | *ss* N.S.W. No. 1–40 *ss* N.S.W. No. 3–3, 36 | | 3009 | *Shelter dk* | | | 8,39 | 3mo | Steel, Ld. | Proprietary Co. Ltd. | 350·0 (O.L.) | | | British | 185 lb 516 NHP | s 2 ″ 4½ | |
| VJDQ | 1 *Dk (Stl) & Shelter dk (Stl) &* | | 1909 | *with freeboard* | | | | | Pt. Adelaide | | FK | | | *Cem* | 3 Water Tube Boilers | 23 ″ 11 | |
| | *Web frames* | | | 10,40 ~~2,40~~ ✠LMC | | | | | A&CP | | | | *Collisio* | *n B Hto Sh dk* | GS 253, HS 8289 FD | | |
| | *Longitudinal framing* | | | MS~~1,35~~ BS~~2,39~~ 2,40 | | | | | | *Cell DB 277′ 882 t* | *FPT 118 t APT 204 t* | | | 4 ,, ,, *U* ,, | Poole & Steel, Ld. Port | | |
| | *Cargo battens not fitted* | | | 4,39 | | | | | | | | | | | Adelaide | | |
| 76476 | **Ironwood** (*ex* Usona–36, *ex* Roslyn, | | 1310 | | | | | 1902 | Craig S.B. | Nicholson Transit | 211·7 \| 40·1 \| 13·0 | | | Detroit | T.3Cy.15½″,25″&42″–36″ | | |
| 127641 | *ex* Bayusona, *ex* (*Self-Unloader*) | | 924 | | | | | | Co. | Co. | P74′ F34′ | | | Utd. States | 106 NHP | | |
| KLBP | Port de St. Malo, *ex* Bayusona, *ex* Usona, *ex* | | 745 | | | | | | Toledo, O. | | | | | *WB* | Craig S.B. Co. Toledo, O. | | |
| | Charles Beatty) *Mchy. Aft* 1 *Dk* | | | | | | | | | | | | | | | | |
| 76477 | **Iroquois** Twin Sc | | 8937 | ✠100A1 | Gls | *d* † | CL | 1907 | Harland & | Anglo-American | 476·3 \| 60·3 \| 33·5 | | | Belfast | Q.8Cy.21″,30″,43½″&62″–42″ | 35 ″ 5 | |
| 124667 | *ss* Bel. 2nd No. 3–10, 34 | | 8086 | 9,40 ~~4,40~~ | Lon | | 2,39 | 10mo | Wolff, Ld. | Oil Co. Ld. | | | | British | 215 lb (*s*) *f* 748 NHP | s 7 ″ 0 | |
| GSFB | *ss* Nwc. No. 1–40 | | 5283 | BS~~8,40~~ ✠LMC | 2,39 | | | | Belfast | ~~(F. J. Wolfe, *Mgrs.*)~~ | P131′ B30′ F43′ FK | | | 17 *B H Cem* | 4 SB, *16cf*, GS 302, HS 10760 FD | 28 ″ 8½ | |
| | *Mchy. Aft* 2 *Dks (Stl) & tr B &* | | | *Carrying Pet* | *roleum in* | | *bulk* | *Lloyd's* | *SA&CP* | (R. A. Carder, *Mgr.*) | | | | | Harland & Wolff, Ld. Bel. | | |
| | Sub. Sig. D.F. *Web frames* | | | *Fitted for oil* | *fuel* 2,16 | | *F.P. a* | *bove* 1 | 50° F. | *Cell DBu E & B 98′ 523 t* | *DT f 39′ 962 t* | | | *FPT 194 t AP Tanks 340 t* | | | |
| 76478 | — Ⓟ Twin Sc | | 6209 | ✠ ... | | | | 1927 | Nwprt News | New York & Miami | 394·7 \| 62·2 \| 19·4 | | | New York | 4 Steam Turbines SR | 30 ″ 6 | R |
| 226332 | | | 4616 | 12,27 | | | | 4mo | S.B.&DD.Co. | S.S. Corp (Clyde- | B&F 385′ | | | Utd. States | geared to 2 Sc. Shafts | | † |
| KGFD | D.F. E.S.D. 2 *Dks* 3*rd dk in holds* | | 3405 | ✠ | | | | | Nwprt News | Mallory Lines, | FK | | | *WB* | 2246 NHP | | |
| | *Ref. Mchy* *Fitted for oil fuel* | | | | | | | | | *Mgrs.*) | | | | | Newport News SB & DD. Co. | | |
| 76479 | — Ⓟ | | 1767 | | | | | 1901 | Craig S.B. | Puget Sound | 213·8 \| 46·0 \| 15·2 | | | Seattle, | T.3Cy.21″,34″&58″–30″ | | |
| 100730 | (*Ferry*) | | — | | | | | | Co. | Nav. Co. (A.M. | | | | Wash. | 184 NHP | | |
| KJNK | 2 *Dks & Awng dk* | | 1202 | | | | | | Toledo, O. | Peabody, *Mgr.*) | | | | Utd. States | Craig S.B. Co. | | |
| 76480 | **Irrawadi** Ⓟ | | 1243 | ✠100A1 | Bom | *n* | CL | 1913 | Ails S.B. | Bombay S. Nav. Co. | 225·0 \| 34·1 \| 18·8 | | | Bombay | T.3Cy.18½″,31″&52″–36″ (*s*) | 20 ″ 0 | |
| 133354 | *ss* Bom. 2nd No. 3–1, 39 | | 1138 | 1,39 | | | 10,37 | 11mo | Co. Ld. | Ld. | | | | British | 200 lb 193 NHP | s 3 ″ 1½ | |
| VTCP | 1 *Dk (Teak) & 2nd dk in No. 1 hold* | | 634 | ✠LMC1,39 | | | | | Troon | | BK 8½′ | | | 4 *B H Cem* | 2 SB, *6cf*, GS 112, HS 3064 | 17 ″ 10 | |
| | | | | | | | | *Lloyd's* | *SA&CP* | | *FPT 24 t* | | | *AP T 30 t* | Dunsmuir & Jackson Ld Gls | | |
| 76481 | **Irtish** (*ex* Sassenheim–34) | | 2158 | | | | | 1916 | A. F. Smul- | U.S.S.R. | 268·9 \| 42·1 \| 18·1 | | | Archangel | T.3Cy.20″,32″&52″–39″ | | |
| | | | 1718 | | | | | | ders | | P27′ B78′ F24′ | | | Russian | 169 NHP | | |
| UOYR | 1 *Dk* | | 1226 | | | | | | Schiedam | | | | | *WB* | A. F. Smulders, Schiedam | | |
| 76482 | **Irwell** | | 1040 | ✠100A1 | Goo | *p* | OG | 1906 | Swan, Hun- | London, Midland & | 255·0 \| 36·1 \| 16·4 | | | Goole | T.3Cy.23″,38″&62″–42″ (*r*) | 17 ″ 6 | |
| 122954 | *ss* Goo. 2nd No. 3–4, 31 | | 887 | 6,41 ~~2,40~~ | Gms | | ~~11,37~~ | 6mo | ter & Wigham | Scottish Railway | | | | British | 180 lb 343 NHP | s 2 ″ 6 | |
| MCLW | *ss* Goo. No. 2–40 | | 441 | ✠LMC3,40 | | | 6,41 | | Richardson, | (Associated | P38′ B90′ F32′ FK | | | 4 *B H Cem* | 2 SB, *8cf*, GS 144, HS 5026 FD | 15 ″ 5 | |
| | 1 *Dk (Irn–ptws)* | | | BS1,41 | | | | | Ld Newcastle | Humber Lines, Ld. | | | | 12 *t AP T* 17 *t* | Swan, Hunter & Wigham | | |
| | *& deep framing* | | | | | | | *Lloyd's* | *SA&CP* | *Mgrs.*) | *Cell DBa 48′ u E 31′ f 110′ 175 t FPT* | | | | Richardson, Ld. Nwc. | | |
| 76483 | **Irwin** Ⓟ (*ex* Santa Cecilia–36, | | 4900 | ✠ ... | SFo | *y* | | 1918 | W Cramp & | Merchants & | 360·2 \| 51·6 \| 33·5 | | | Baltimore | Q4Cy25½″,37″,52½″&76″–54″ | 33 ″ 6 | R |
| 215880 | *ex* Guatemala, *ss* S. Fo. No. 3–4, 30 | | — | 2,36 | | | | 1mo | Sons S&EB Co | Miners Transport- | F *on Shelter dk* 40′ | | | Utd. States | 633 NHP | | † |
| WADT | *ex* Santa Ana) *Fitted for oil fuel* | | 2000 | ✠ | | | | | Philadelphia | ation Co. | FK | | | 7 *B H Cem* | 4 SB, *12cf*, GS 214, HS 8923 | | |
| | D.F. 2 *Dks (Stl) & Shelter dk (Stl)* | | | | | | | | | *Cell DB 294′ 870 t* | *FPT* | | | 70 *t AP T* 71 *t* | W. Cramp & Sns S&EB C Phl | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NPP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76484<br>16027<br>VTFX | **Irwin** Ⓟ | **TwinSc**<br>*Fitted for oil fuel*<br>1 *Dk & Promenade dk* | 970<br>801<br>377 | ✠ ...<br>4,31<br>✠ | | | | 1929<br>8mo | D&W Hendersn&Co.Ld.<br>Glasgow | SouthIndianRly. Co.Ld. | 250·0 | 38·1 | 11·4<br>FK | Madras<br>British<br>*WB* | 2 Steam Turbines SR geared to 2 Sc. Shafts<br>353NHP<br>Yarrow&Co.Ld.Glasgow | 12 ″ 0 | |
| 76485<br>8804<br>SKZU | Isa<br>Now "Jupiter," *see No. 88652 in Supplement* | 1588<br>301<br>797<br>*Cruiser Stern* 1 *Dk & Shelter dk*<br>*Strengthened for Navigation in Ice*<br>*Part electrically welded including butts of shell & deck plating* | ✠100A1<br>*with freeboard*<br>5,39 | Mmo<br>✠LMC9,36 | *t* | CL<br>10,38 | 1936<br>9mo | Stettiner<br>OderwrkeA.G<br>Stettin | TrelleborgsÅngf.<br>NyaAktieb.<br>(JarlMalmros,<br>*Mgr.*) | 296·6<br>309·8(O.L.)<br>F22′<br>*diateBHin*<br>*hold dispensed with*<br>*DTa* 9′ 6*t FPT*46*t* | 44·3 | 13·8<br>FK<br>(*Coll*<br>*BH to Sh dk*<br>3,, ,, 2*nd* ,,)<br>*APT*100*t* | Trelleborg<br>Swedish<br>*pt Cem*<br>*Lloyd's SA&CP* | T3Cy.16½″,26⅜″&43⅝″–31½″<br>&LP Turbine with DR gearing&hydraulic coupling (*s*)<br>214lb 176NHP<br>2SB,*4cf*,GS49,HS2201 FD<br>StettinerOderwerkeA.G. | 17 ″ 6<br>s ″2¾<br>17 ″ 5 | |
| 76486<br>100707 | **Isaac L. Elwood**<br>GyC. *Mchy. Aft* 1 *Dk 2 tr B* | 5143<br>—<br>4018 | | | | | | 1900 | WestBay CityS.B.Co.<br>W.BayCity | PittsburghS.S.Co. | 478·0<br>Q72′B47′F30′ | 52·0 | 30·0<br>*WB* | D'luth Min<br>Utd. States | Q.4Cy.16$\frac{23}{32}$″,25$\frac{3}{32}$″,38$\frac{5}{16}$″&<br>60$\frac{3}{16}$″–40″ NB24 228NHP<br>AmericanSB.Co.Cleveland | | |
| 76487<br>214669<br>WBCJ | **Isaac T. Mann** (*ex* Tidewater)<br>*ss* N.Ns.No.3–5,35<br>*ss* N.Ns.No.1–39<br>D.F. 1 *Dk (Stl) & Web frames*<br>Sub.Sig. *Cargo battens not fitted* | 5266<br>4737 ~~5,40~~ ~~5,40~~ 10,40<br>3354<br>BS4,40 | ✠100A1<br>Bos<br>✠LMC5,39 | NNs | *y* | CL<br>1,39 | 1917<br>1mo | NewYork S.B.Corp.<br>Camden,N.J.<br>A&CP | PocahontasS.S. Co.<br>*CellDB*320′1832*t* | 368·6<br>P27′B72′F31′<br>*FPT*220*t APT*201*t* | 55·2 | 30·5<br>FK | Wilmgton<br>(Del.)<br>Utd. States<br>7 *BH Cem* | T.3Cy.24½″,41¾″&70¼″–46″<br>195lb (*r*) 462NHP<br>3SB,*9cf*,GS154,HS6624<br>NewYorkSBCorp.Camden | 34 ″ 5<br>s 7 ″8½<br>26 ″11½ | |
| 76488<br>142658<br>GCVN | **Isabel Moller** (*ex* LoongHwa, *ex* Warcuta, *ex* WarMango)<br>1 *Dk (Stl)*<br>*Cruiser Stern* | 2834<br>2262<br>1664 | ✠<br>8,20<br>✠ | Bom | *t* | | 1918<br>9mo | W.Gray&Co.Ld.<br>WHartlepool | MollerLine,Ld.<br>(Mollers'Ld.<br>*Mgrs.*) | 303·0<br>P33′B81′F32′<br>*CellDB*260′647*t FPT*70*t* | 43·1 | 20·7<br>FK | Shanghai<br>British<br>6 *BHpt Cem*<br>*APT*60*t* | T.3Cy.22″,36″&59″–39″<br>266NHP<br>2SB,*9cf*,GS124,HS4500<br>Cen.Mar.Eng.Wrks.WHpl | 23 ″ 0 | C<br>† |
| 76489<br>208911<br>KJNL | **Isabela**<br>*ss* Mob.2nd No.3–9,35<br>*ss* N.Yk.No.1–40<br>2 *Dks (Stl)* | 3110<br>2890 ~~11,40~~ ~~11,40~~<br>1920<br>11,40<br>BS~~11~~,39 | ✠100A1<br>Mob<br>✠LMC<br>MS2,40 | NYk | *u* | CL<br>6,38 | 1911<br>8mo | NwprtNws S.B.&D.D.Co.<br>Newprt News<br>A&CP | Agwilines,Inc.<br>(NewYork&Porto<br>RicoS.S.Co.*Mgrs.*)<br>*CellDBa* 95′<br>*uE&f*B41′*f*147′845*t* | 335·0<br>348·1(O.L.)<br>*FPT*85*t APT*43*t* | 46·8 | 22·7<br>FK | NewYork<br>Utd. States<br>*Cem*<br>4 *BH to Udk*<br>1 ,, ,,2*nd* ,, | T.3Cy.21½″,36″&63″–42″ (*s*)<br>190lb 309NHP<br>3SB,*9cf*,GS184,HS5040<br>NewportNewsSB.&D D.Co | 25 ″ 1<br>s 5 ″2¾<br>20 ″ 1 | |
| 76490<br>FOKU | **Isac**<br>*ss* Nts.No.3–9,39<br>D.F. 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | 2385<br>1775<br>1263 | ✠100A1<br>9,39<br>✠NB7,26 | Nts<br>LMC9,39 | *s* | CL<br>9,39 | 1926<br>7mo | Ch.&Atel. deSt.Nazaire St.Nazaire<br>*Lloyd's SA&CP* | Cie.Nantaise des Chargeurs de l'Ouest<br>*CellDBa&uE*84′<br>*f*99′392*t Tanks* | 269·5<br>Q&B162′F25′<br>*at sides of tunnel* 64′ | 41·9 | 19·6<br>FK<br>360*t FPT*72*t* | Nantes<br>French<br>4 *BH Cem* | T.3Cy.18⅛″,29$\frac{15}{16}$″&49$\frac{3}{16}$″–<br>37⅛″ 185lb (*s*) 198NHP<br>2SB,*6cf*,GS117,HS3498<br>Etab.de la Marine,Indret | 21 ″10<br>s 2 ″ 2<br>19 ″ 9 | |
| 76491<br>OYNU | **Isafold** (*ex* Orion–35) **Wood** | 871<br>662<br>512 | | | | | | 1909 | O.B.Sörensens Værft<br>Arendal | RederiA/SIsafold<br>(V.A.Tholander) | 183·0<br>Q61*t*B87*t*H11*t*F21*t* | 29·9 | 17·2<br>FK | Copnhagn<br>Danish | T.3Cy.13⅝″,21″&36″–37″<br>67NHP<br>MossMek.Værks.Moss | | V |
| 76492<br>DOGB | **Isar** Ⓟ **4Mst**<br>D.F. E.S.D. 2 *Dks*<br>*Ref.Mchy.* Sub.Sig. *Cruiser Stern* | 9026<br>8138<br>5637 | | | | | | 1929 | Deutsche Schiff-u-Maschb A.G.Vulcan Hamburg | Norddeutscher Lloyd | 521·0<br>P26′B&F469′<br>*Upper* F25′ | 63·5 | 31·0<br>FK<br>*WB* | Bremen<br>German | T3Cy.34¼″52$\frac{3}{4}$″&86$\frac{3}{4}$″–57$\frac{1}{16}$″&<br>LP Turbine with DR gearing& hydraulic coupling<br>1000NHP<br>Vulcan Werke,Ham | | G |
| 76493<br>119<br>IBLQ | **Isarco**<br>*ss* Gen.No.3–2,36<br>D.F. 1 *Dk (Stl) & Shelter dk (Stl)* | 5915<br>5062<br>3768 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>1,40<br>BS3,39 | Pla<br>✠LMC2,36 | *y* | CL<br>3,38 | 1924<br>3mo | Stablimnto Tecnico Trieste<br>*Lloyd's SA&CP* | "Italia" Soc. Anon. di Nav.<br>*CellDB* 338′ | 405·6<br>390·0<br>Bon *Shelter dk* 125′<br>F36′<br>1309*t DT a* 33′ 852*t* | 54·0 | 29·3<br>FK<br>*FPT*102*t APT*201*t* | Trieste<br>Italian<br>*Cem*<br>6 *BH to Sh dk*<br>1 ,, ,, *U* ,, | T.3Cy.27″,42″&68″–48″ (*s*)<br>180lb HS7023 465NHP<br>3SB(Spt),*9cf*,GS158 FD<br>StabilimentoTecnico,Tri. | 32 ″ 0<br>s 6 ″ 8½<br>25 ″ 6 | |
| 76494<br>LEEK | **Isbjörn**<br>*ss* Cff.No.3–8,20<br>*ss* Rot.No.1–24<br>Wireless 1 *Dk* | 579<br>470<br>295 | ✠ ...<br>8,28<br>✠ | | | | | 1907<br>7mo | Fevigs Jernskibsbyg Fevig | D/S A/S Isbjörn<br>(P.Smedvig) | 169·5<br>B48′F22′ | 27·1 | 14·0<br>FK<br>*WB* | Stavanger<br>Norwegian | T.3Cy.12″,20″&32″–24″<br>70NHP<br>Richardsons,Westgarth& Co.Ld.Mdb | 14 ″11 | N<br>† |
| 76495<br>463<br>IBEQ | **Ischia** (*ex* Navarino–36)<br>*ss* Lth.2nd No.3–7,33<br>D.F. 2 *Dks (M Stl Upt Irn & pt Stl)*<br>*& deep framing* | 5101<br>4872<br>3235 | ✠ ...<br>5,37<br>✠ | Ant | *z* | | | 1907<br>2mo | W.Hamilton&Co.Ld. PortGlasgow | A.Lauro<br>*CellDBa* 133′ | 414·0<br>400·1<br>P34′B121′F35′<br>*uE*23′ *f*171′1060*t A* | 52·0 | 28·2<br>FK | Naples<br>Italian<br>6 *BH Cem*<br>*APT*49*t* | T.3Cy.26″,44″&73″–48″<br>429NHP<br>NDB16 *refitted*23<br>3SB,*9cf*,GS173,HS6687<br>D.Rowan&Co.Glasgow | 31 ″ 0 | I<br>† |
| 08/40<br>27910<br>JOXA | **Ise Maru** (*ex* Naderi, *ex* Aviemoor)<br>*Turret deck* 1 *Dk 2 tr B* | 3800<br>3166<br>2907 | | | | | | 1902 | W.Doxford &Sons,Ld. Sunderland | NaigaiKisenK.K. | 342·0 | 46·6 | 24·7<br>*WB* | Amagasaki<br>Japanese | T.3Cy.26″,42″&68″–42″<br>300NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 76497<br>25709<br>JUQH | —<br>1 *Dk* | **WoodAuxBkn** 509<br>—<br>370 | | | | | | 1919 | ..... | KawasakiShoji GoshiKaisha | 135·1 | 33·1 | 16·1 | Toba<br>Japanese | C.2Cy.15⅝″&29¼″–18″<br>28NHP<br>OnoSeikichi,Osaka | | |
| 76498<br>OYKT | **Isefjord** Ⓟ **TwinSc**<br>(*Car Ferry*) *Oil Eng.*<br>Wireless D.F. 1 *Dk* | 622<br>463<br>375 | | | | | | 1935 | A/S Aalbrg Msk.ogSkibs. Aalborg | A/S Grenaa-Hundested Færgefart(J.P. Pedersen, *Mgr.*) | 185·9 | 35·3 | 11·6 | Grenaa<br>Danish<br>*WB* | Oil Engines 2S.C.SA<br>12Cy.15⅝″–16⅞″ 499NHP<br>A/S "Völund" Cpn. | | V |
| 76499<br>LKGW | **Iselin**<br>*Mchy. Aft* *Oil Eng.*<br>1 *Dk, 2nd dk clear of cargo tanks*<br>*Electrically welded except dk, bulkhead*<br>*Cruiser Stern* *& side longitudinals*<br>*Longitudinal framing* | 9493<br>8774 ~~8,40~~ ~~2,10~~ 3,41<br>5657 | ✠100A1<br>✠LMC9,39<br>*Carrying Petroleum in bulk* | L.An | *a*† 2 | CL | | 1939<br>9mo | Kockums M.V.Aktieb. Malmö | SkibsA/S Abu<br>(MagnusKonow& Co.*Mgrs.*)<br>*Lloyd's SA&CP* | 505·4<br>523·4(O.L.)<br>P98′B41′F67′<br>*CellDBuE*70′179*t D* | 63·0 | 36·6<br>FK<br>*Tf*34′496*t FPT*161*t* | Oslo<br>Norwegian<br>11 *BHpt Cem*<br>*APTs*294*t* | Oil Engines 2S.C.DA<br>8Cy.23⅝″–43$\frac{5}{16}$″ 1556NHP<br>2DB17 *1lb* & DB(WT) *17 1lb*<br>KockumsM.V.Akt.Malmö | 36 ″ 7<br>s 8 ″ 5<br>28 ″ 3¾ | |
| 76500<br>363<br>IBMQ | **Iseo** (*ex* Brenta, *ex* WarShell)<br>*ss* Gen.No.3–9,31<br>D.F. *ss* Tri.No.1–36<br>*Well deck* 1 *Dk (Stl)*<br>*& Platform dk in holds* | 2366<br>1766<br>1349 | ✠100A1<br>3,39<br>✠LMC<br>MS8,35 BS7,39<br>*Fitted for oil fuel* 5,33 | Tri | *s* | CL<br>2,38<br>*F.P. a* | 1918<br>7mo | W.Gray&Co.Ld. WHartlepool<br>*Lloyd's SA&CP* | "Adriatica" Soc. Anon.di Nav.<br>*CellD* | 297·9<br>284·9<br>P28′Q69′B66′F32′<br>*B228′575t FPT*107*t* | 42·0 | 19·1<br>FK<br>*APT*228*t* | Trieste<br>Italian<br>7 *BHpt Cem* | T.3Cy.22″,36″&59″–39″ (*s*)<br>180lb 266NHP<br>2SB,*6cf*,GS124,HS4500<br>Cen.Mar.Eng.Wrks.WHpl | 21 ″ 2<br>s 2 ″ 1½<br>19 ″ 3 | |
| 76501<br>DHMR | **Iserlohn**<br>D.F. Sub.Sig. 1 *Dk* | 3704<br>3317<br>2145 | | | | | | 1922 | Frd.Krupp Act.Ges. Kiel | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 338·7<br>P&B220′F42′ | 47·7 | 26·2<br>*WB* | Hamburg<br>German | T.3Cy.23⅜″,39$\frac{7}{16}$″&65¾″–<br>45$\frac{7}{16}$″ 290NHP<br>Frd.KruppA.G.Kiel | | G |

¥ Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forces assignés maintenant exprd. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Registres où cote, si ce n'est dans le L. et Dates. Cers. Rad. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76502 203364 KFLL | **Ishpeming** D.F. *Mchy.Aft* 1*Dk* | | 7015 — 5592 | | | | | 1906 | Gt.Lakes Eng.Works Ecorse,Mich. | Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.*Mgs.*) | 530·0 | 56·2 | 32·0 *WB* | Wilmgton (Del.) Utd.States | T.3Cy.23″,37″&63″–42″ 257NHP GtLakesEng.Wks,Detroit | | R |
| 76503 44509 JDYM | **Isikari Maru** D.F. *CruiserStern* 2*Dks* | | 3291 — 1891 | | | | | 1938 | TamaS.B. Co.Ld. Tama | Hokkaido TankoK.K. | 330·0 | 47·0 | 25·0 P29′B100′F27′ *WB* | Tokyo Japanese | T.3Cy.19½″,30⅞″&55½″ –39⅜″ & exhaust turbine driving steam compressor 191NHP TamaS.B.Co.Ld.Tama | | C |
| 76504 31355 JEKB | **Isin Maru** (*ex*IshinMaru–38, *ex*BaronNapier) 2*Dks* | | 4955 4595 3137 | | | | | 1909 | Napier& Miller,Ld. Glasgow | NissanKisenK.K. | 400·3 | 52·3 | 27·4 P40′B117′F45′ *WB* | Tokyo Japanese | T.3Cy.27″,43″&72″–48″ 359NHP Dunsmuir&JacksonLd.Gls | | C |
| 76505 163205 GWRG | **Isipingo** (P) TwinSc *ss*Cal.No.1–37 *Oil Eng.* *Ref.Mchy.* 2*Dks*(*Stl Weather dk–ws*) 3*rd Dk*(*Stl*)*in Nos.*1,2,3&4*holds* D.F. E.S.D. *CruiserStern* | | 7069 5944 4312 | ✠100A1 *with freeboard* 3,40 ✠LMC CS12,38 DBS~~7,36~~,40 9,38 ✠Lloyd'sRMC2,40 | Cal | *a*† | CL PN3,40 s3,40 | 1934 2mo | Workman Clark(1928) Ld. Belfast | BankLine,Ld.(A. Weir&Co.*Mgrs.*) *Lloyd'sA&CP* *CellDB345′* | 403·5 F44′ FK 1155*t* *MTs*27′ 1089*t FPT* | 57·2 | 32·4 | Belfast British 7*BH* 65*t APT*161*t* | Oil Engines 2S.C.SA 12Cy.23½″–40½″ 1165NHP DB*100lb* Workman Clark(1928)Ld. | 37 ″ 0 s 12 ″ 2½ 25 ″ 3 | |
| | for temp. 33° F. *Carrying Vegetable or fuel oil F.P.a bove* 150° F. *in deep tanks* | | | | | | | | | | | | | | | | |
| 76506 — UOAD | **Iskra** Sub.Sig. 1*Dk* | | 2513 1980 1387 | ✠ … 9,31 ✠ | | | | 1928 6mo | BalticS.B. &Eng.Wrks. Leningrad | U.S.S.R. | 283·8 P20′B72′F32′ FK *WB* | 43·0 | 20·6 | Leningrad Russian 193NHP BalticS.B.&EngWrks.Len | T3Cy17½″29½″&48⅞″–35⅞″ | 22 ″ 8 | |
| 76507 | **Isla de Gran Canaria** (P) (*ex*MarAdriatico) *ss*Val.No.3–11,33 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *Ref.Mchy.* 2*nd dk in Nos.*1*&*2 *holds* *Longitudinal framing in double bottom* *Fitted for oil fuel* | | 5121 4201 3113 | ✠ —— 7,39 ✠ | Bcl | *x* | | 1921 11mo | Soc.Españ ola deConst Naval Bilbao | U.S.S.R. | 357·6 P28′B123′F32′*on Shelter dk* FK *CellDB* 314′749*t FPT* | 48·1 | 31·5 | Russian *Cem* 6*BHtoSh dk* 63*t APT*40*t* | T.3Cy.27″,44″&73″–48″ 500NHP 4SB,*12cf*,GS247,HS9064 J.G.Kincaid&Co.Ld.Grk. | 33 ″ 11 | |
| 76508 EEWR | **Isla de la Gomera** (*ex*Magurio–35, *ex*Nadir) *ss*Bbo.No.3–6,32 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* | | 549 372 316 | ✠ ~~——~~ 8,40 ✠NB6,19 ~~LMC0,32~~ ✠NE98*refitted*19 ~~HS8,36~~ ~~NO LATER SURV BY REPORTER~~ | Bbo | *h* | 8,35 | 1919 5mo | Echevarri- eta y Larrinaga Cadiz | Pesquerias y Salazones de Tenerife S. A. *CellDBf*92′1 | 164·0 Q94′B11′F25′ BK7′ 36*t FPT*43*t APT*7*t* | 26·2 | 10·3 | Santa Cruz deTenerife Spanish 3*BH Cem* | T.3Cy.13″,22″&35″–27″ (*s*) 180lb 84NHP 1SB,*2cf*,GS41,HS1505 Muir&Hodston,Ld.Gls. | 12 ″ 10 ~~4 ″ 0~~ ~~18 ″ 1~~ | |
| 76509 EAPF | **Isla de Tenerife** (P) (*ex*MarNegro) *ss*Val.No.3–6,33 *ss*Bbo.No.1–37 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *Ref.Mchy.* 2*nd dk in Nos.*1*&*2*holds* *Longitudinal framing in double bottom* | | 5115 4201 3109 | ✠100A1 *Shelter dk* *with freeboard* 5,41~~2,40~~ ~~1,36,38~~ *Fitted for oil fuel* | Bbo BS5,41 ✠LMC12,37 9,21 | *x* *F.P. a* | CL ~~12,37~~ 5,41 *bove* 1 | 1921 3mo | Soc.Españ- ola deConst. Naval Bilbao | Cia.Trasmediter- ranea *Lloyd'sA&CP* *CellDB* 314′ 749*t FPT* | 357·6 P29′B75′F32′*on Shelter dk* FK *CellDB* 314′ 749*t FPT* | 48·1 | 31·5 | Valencia Spanish *Cem* 6*BHtoSh dk* 63*t APT*40*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 601NHP 3Water Tube Boilers HS9636 FD J.G.Kincaid&Co.Ld.Grk. | 33 ″ 11 s 8 ″ 10¾ 25 ″ 8¾ | |
| 76510 163541 VWJC | **Islami** (P) *ss*Bom.No.1–38 2*Dks&Shelter dk* *CruiserStern* | D.F. E.S.D. | 5879 4755 3617 | ✠100A1 *with freeboard* 10,40 ~~11,00~~ ✠LMC12,38 | Bom | *a*† 2 | CL ~~12,37~~ 10,10 | 1934 11mo | Lithgows Ld. PortGlasgow *Lloyd'sA&CP* | MogulLine,Ld. *Intermediate BH* *CellDB*346′1384*t* | 408·9 F51′ FK *dispensed with Coll* *FPT*152*t APT*92*t* | 56·2 | 26·6 | Bombay British *pt Cem* *BH to Sh dk* 5 „ „ 2*nd* „ | T.3Cy.24½″,41″&70″–48″ (*s*) 220lb *110lb* 517NHP 3SB,*9cf*,GS163,HS7425 FD Rankin&BlackmoreLdGrk | 29 ″ 0 s 3 ″ 5½ 25 ″ 9½ | |
| 76511 — LEYM | **Island** (*ex*Steinmann–35,*ex*Fundus,*ex*Benton, *ex*Kilchattan) 1*Dk* | | 638 500 266 | ✠ … 3,23 ✠ | | | | 1918 10mo | Cook,Wel- t'n&Gemmell Ld. Beverley | A/S Ryvarden (F.N.Nordbö A/S, *Mgrs.*) | 174·9 B57*t*H14*t* FK | 29·9 | 15·7 *WB* | Haugesnd Norwegian | T.3Cy.16″,26′&44″–26″ 94NHP Amos&Smith,Ld.Hull | 16 ″ 6 | N † |
| 76512 160634 | **Island King** (P) (*ex*Columba, *ex*Granit) *Oil Eng.* *ss*Vcr.No.3–1,36 *Mchy.Aft* *ss*Vcr.No.1–40 1*Dk*(*Stl*) | | 591 460 291 | 100A1 1,41 ~~1,40~~ ✠LMC CS2,40 ✠NE4,30 ~~1,40~~ 1,41 OBS1~~,40~~ 12,40 | Vcr | | OG N1,39 | 1920 | Trosvik Mek.Verks Brevik | BritishColumbia CementCo.Ld. *Lloyd'sA&CP* | 165·1 P61′F25′ FK *CellDB*101′135*t FPT* | 28·2 | 12·4 | Vict'ria BC British 3*BH Cem* 54*t APT*37*t* | Oil Engines 4S.C.SA 6Cy.13½″–20½″ 106NHP 2DB*100lb* NDB(P)30 UnionDieselEngineCo Oakland,Cal | 14 ″ 6 s 1 ″ 2 13 ″ 6 | |
| 105/40 163464 MBVC | **Island Queen** Wireless D.F. E.S.D. 1*Dk* *Well deck* *Cargo battens not fitted* *Mchy.Aft* | *ss*Shl.No.1–38 | 779 573 430 | ✠100A1 1,40 BS1,40 ✠LMC7,38 | Lon | *k* | OG 7,38 | 1934 5mo | Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP* | BritishChannel IslandsShipping Co.Ld. *CellDB*124′196*t FPT*57*t APT*34*t* | 195·0 B14′Q110′F25′ BK7′ | 30·7 | 12·4 | London British 3*BH Cem* | T.3Cy.14″,24″&40″–27″ (*s*) 200lb 112NHP 1SB,*3cf*,GS58,HS1953 D.Rowan&Co.Ld.Gls. | 14 ″ 6 s 4 ″ 2¾ 14 ″ 6½ | |
| 76514 161325 VSPS | **Islander** TwinSc Wireless *ss*Sng.No.2–37 1*Dk&Shelter dk* | | 1598 1133 760 | ✠100A1 *with freeboard* 5,40 ~~10,30~~ BS10,39 ✠LMC10,37 *Fitted for oil fuel* | Sng | | CL 10,37 *F.P. a* | 1929 11mo | Grngemth Dkyd.Co.Ld. Grngemouth *Lloyd's A&CP* *bove* 1 | ChristmasIsland PhosphateCo.Ld. *CellDB*169′401*t F* | 240·0 P53·9(O.L.) FK *PT*67*t APT*80*t*(*Coll* | 41·9 | 14·9 *BH* 6*BHtoShdk* 5 „ 2*nd* „ | Singapore British 190lb 2 Water Tube Boilers HS4068 Plenty&Son,Ld.Newbury | T.6Cy.13″,21½″&36″–27″ (*s*) 211NHP FD | 17 ″ 3 s ″ 4½ 17 ″ 0½ | |
| 76515 — KZBX | **Islas Filipinas** (*ex*Bunuan, *ex*Bawean) *ss*Sng.No.1–90 *Well deck* Wireless 1*Dk2trB* | | 1068 — 649 | ✠ … 4,92 ✠ | | | | 1886 1mo | J.Laing Sunderland | Cia.Maritima (FernandezHnos. Inc.*Mgrs.*) | 210·0 P140′F32′ FK | 30·5 | 13·8 Manila Utd.States | T.3Cy.19″,31″&51″–33″ 149NHP G.Clark,Sunderland | 14 ″ 7 | |
| 76516 ~~KZEV~~ | **Islas Visayas** (*ex*Visayas, *ex*Andres,*ex*Illaroo) Wireless 1*Dk2trB* | | 516 — 283 | ✠ 1,85 ✠ | Nwc | *i* | | 1884 12mo | Wigham Richrdsn&Co Newcastle | ~~CebuNav.Co.~~ Wallem&Co. | 166·2 Q21′B15′F25′ *DB* | 25·9 | 14·1 5*BH Cem* *a*36′*f*18′58*t* | Panama Panamanian 93NHP WighamRichrdsn&CoNwc | C.2Cy.23″&44″–33″ | 15 ″ 2 | |
| 76517 119349 MFRG | **Isle of Alderney** (*ex*Lochiel–38, *ex*Devonia) 1*Dk* | *ss*Ply.No.2–15 | 318 221 126 | ✠ … 4,20 ✠ | | | | 1906 9mo | Scott of Kinghorn,Ld Kinghorn | CreteShippingCo. Ld.(Stelp&Leigh- ton,Ld.*Mgrs.*) | 140·2 P32′B46′F22′ *WB* | 23·1 | 10·5 | Guernsey British Scott of Kinghorn,Ld.Kgn. | C.2Cy.16½″&36″–27″ 52RHP | 11 ″ 1 | C † |
| 76518 161686 GQYJ | **Isle of Guernsey** (P) TwinSc E.S.D. *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks* | | 2143 1124 862 | | | | | 1930 | W.Denny &Bros.Ld. Dumbarton | SouthernRailway | 296·5 B148′ *WB* | 42·1 | 14·2 | S'thamptn British | 4 Steam Turbines SR geared to 2 Sc. Shafts W Denny&Bros.Ld.Dmb. | | BT till 4,41 |
| 76519 161678 GRBQ | **Isle of Jersey** (P) TwinSc E.S.D. *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks* | | 2143 1124 864 | | | | | 1930 | W.Denny &Bros.Ld. Dumbarton | SouthernRailway | 296·5 B148′ | 42·1 | 14·2 *WB* | S'thamptn British | 4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb. | | BT till 11,40 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of L.R. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76520<br>161741<br>GTSR | **Isle of Sark** Ⓟ TwinSc<br>E.S.D. *Fitted for oil fuel*<br>D.F. *Cruiser Stern* 2 *Dks* | 2211<br>1127<br>876 | | | | | 1932 | W. Denny & Bros. Ld. Dumbarton | Southern Railway | 296·7 B147′ | 42·1 | 13·9 | S'thamptn British *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts<br>W. Denny & Bros. Ld. Dmb. | | BT till ~~3,41~~ 6,41 |
| 76521<br>148630<br>GLMT | **Isle of Thanet** Ⓟ TwinSc<br>*Fitted for oil fuel*<br>*Cruiser Stern* 2 *Dks*, 3*rd dk in holds* | 2701<br>1533<br>1105 | | | | | 1925 | W. Denny & Bros. Ld. Dumbarton | Southern Railway | 329·5 | 45·1 | 17·1 | London British *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts<br>W. Denny & Bros. Ld. Dmb. | | BT till 6,41 |
| 76522<br><br>EAOS | **Isleño** Ⓟ (*ex* Princess Alice) Iron | 606<br>—<br>281 | | | | | 1866 | Tod & McGregor Glasgow | Isleña Maritima, S.A. | 194·0 Q31*t* | 28·0 F20*t* | 15·1 | Palma Spanish | C.2Cy.22″&42″–42″ NE83 NB98 95NHP<br>Barclay, Curle & Co. Gls | | |
| 76523<br>99<br>SZJX | **Ismini** (*ex* S. Raissis, *ex* Sea Nymph) Iron 3 Mst<br>*ss* Nwc. 2nd No. 3–7,03<br>*Mchy. Aft* 1 *Dk* | 314<br>170<br>129 | ✠ ... 10,08 ✠ | Nwc | *c* | | 1878<br>10m o | A. Leslie & Co. Newcastle | E. & A. Fouskas | 120·3 Q56′F13′ | 20·7 BK 6½′ | 9·7 | Piræus Greek *4 BH Cem WB = FPT* | C.2Cy.18″&32″–24″ NB86 43NHP<br>1SB, *2pf*, Gs13, Hs790 NDB88<br>N.E. Marine Eng. Co. Ld. Sld. | 10 ″ 6 | |
| 76524<br>146428<br>EIJF | **Isolda** TwinSc<br>*Fitted for oil fuel*<br>Wireless E.S.D. 1 *Dk*<br>Sub. Sig. | 734<br>607<br>266 | ✠ ... 9,31 ✠ | | | | 1928<br>7mo | Dublin Dyd. Co. (Vickers, Ireland) Ld. Dublin | Commissioners of Irish Lights | 198·3 B78′F30′ | 32·4 FK | 13·9 | Dublin British *WB* | T.6Cy 14″,23″&38″–27″ 203NHP<br>W. Beardmore & Co. Ld. Gls | 15 ″ 9 | |
| 76525<br>98<br>IBRQ | **Isonzo** (*ex* Isonzo II., *ex* Isonzo)<br>*ss* Mfl. No. 3–4,34<br>D.F. *ss* Tri. No. 1–38<br>*Ref. Mchy.* 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | 5441<br>5022<br>3428 | ✠100A1 *Shelter dk with freeboard* 12,39 ✠LMC MS5,38 ~~BS12,39~~ ~~BS11,38~~ ✠Lloyd's RMC ~~12,38~~ 5,40 | Gen | *y* | CL 11,38 | 1921<br>5mo | Cant. San Rocco S.A. Trieste A&CP | Lloyd Triestino Soc. Anon. di Nav. | 404·1 389·9 *Cell D B* 337′1300*t* | 53·9 FK | 29·0 *FPT* 114*t* *APT* 244*t* *MT* 35 1014*t* | Trieste Italian *Cem* 2 *BH to Sh dk* 4 ,, ,, *U* ,, | T.3Cy.27$\frac{3}{16}$″,42″&68″–48″ (*s*) 1801b FD 465NHP<br>3SB (Spt) *9cf*, Gs158, Hs7023<br>Stabilimento Tecnico, Tri. | 32 ″ 0<br>s 7 ″ 5½<br>24 ″ 9 | |
| | | | *Carrying vegetable oil in deep tank* | | | | | | | | | | | | | |
| 76526<br><br>EERR | **Isora** (*ex* Axpe)<br>*ss* La P. No 3–2,33<br>*Mchy. Aft* *ss* La P. No. 1–38<br>*Well deck* 1 *Dk* (*Stl*) | 316<br>198<br>117 | ✠ ... 3,10 ✠ | Cdz | | | 1920<br>9mo | Mutiozabal & Fernandez Bilbao | Adolfo Ramirez Escudero | 120·0 Q46′B9′F21′ | 22·0 FK | 8·8 | Teneriffe Spanish 3 *BH Cem* *FPT* 19*t* | T.3Cy.10″,16″&26″–18″ 43NHP<br>1SB, *2pf*, Gs32, Hs830<br>Soc. Española de Const Nav | 9 ″ 9 | |
| 76527<br><br><br><br>2915<br>2282 | **Ispolkom** (*ex* Nijni Novgorod)<br>1 *Dk* (*Stl*) & *Spar dk* (*Irn–ws*) & *deep framing* | 3230<br>2915<br>2282 | ✠ 2,91 | Nwc | | | 1891<br>2mo | Armstrong Mitchell & Co. Ld. Newcastle | U.S.S.R. | 324·5 B86′F37′ *Cell D B* 270′586*t* | 40·6 FK | 27·5 5 *BH Asp* *APT* 20*t* | Leningrad Russian | T.3Cy.25″,41″&67″–42″ NB00 NDB93 303NHP<br>N.E. Marine Eng Co Ld. Nwc | | |
| 76528<br>29897<br><br>JRQB | **Issei Maru**<br>1 *Dk* | 1865<br>1552<br><br>1068 | | | | | 1929 | Uraga Dock K.K. Kobe | Fusokaiun K.K. (Yamashita Kisen K.K., *Mgrs.*) | 271·0 | 40·0 | 20·7 | Kobe Japanese | T.3Cy.18″,29½″&50″–39″ 158NHP<br>Uraga Dck. K.K., Uraga | | C |
| 76529<br>107<br>JLRG<br>76530<br>14360 | **Issin Maru**<br>Wireless *ss* Drn. No. 3–8,27<br>*Mchy. Aft* 1 *Dk* & *2nd dk in No. 2 hold*<br>— | 1447<br>1229<br>817<br>493<br>458<br>338 | ✠ ... 5,28 ✠ | | | | 1914<br>5mo<br><br>1911 | Osaka Iron Works Osaka<br><br>Harada Shoko Osaka | Dairen Kisen K.K.<br><br>Amagasaki Kisenbu Gomei Kaisha | 245·7 P54′B15′F30′ | 36·9 FK | 15·9 | Dairen Japanese *WB*<br><br>Nishino-miya Japanese | T.3Cy.16″,27″&45″–30″ 147NHP<br>Osaka Iron Works, Osaka<br><br>C.2Cy.15″&30$\frac{5}{8}$″–20″ 35NHP<br>Amagasaki Isaburo, Osaka | 18 ″ 3 | |
| 76531<br><br>YTAX | **Ist** (*ex* Baltica–38, *ex* Sillesund, *ex* Rana) Comp<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | 348<br>255<br>165 | | | | | 1917 | Aktieb C.O. Christianson & Co Strömstad | Kazimir Kozulic | 116·0 P41′B7′F38′ | 25·1 | 11·4 | Ist Yugoslav | Oil Engines 2S.C.SA<br>4Cy.13$\frac{3}{8}$″–14$\frac{3}{8}$″ 123NHP<br>Bergsunds M.V. Aktb Skm. | | V |
| 76532<br><br>TCBS | **Istikbal** (*ex* Elpidophoros, *ex* Strathallan) *ss* Pir. 2nd No. 3–5,17<br>*ss* Syra. No. 2–25<br>1 *Dk* (*Stl*) & *pt Awng dk* (*Stl*) *deep framing* | 2404<br>—<br>1518 | ✠ 6,30 ✠ | Ist | *s* | | 1890<br>7mo | Russell & Co. Greenock | Hüseyin Avni Sohtorikoglu | 293·8 P24′Q86′B118′ F31′ *Cell D B* 242′ | 40·2 FK | 18·3 | Istanbul Turkish 5 *BH Cem* 505*t* *APT* 54*t* | T.3Cy.22½″,35½″&58½″–39″ NDB12 274NHP<br>2SB, *6pf*, Gs90, Hs5472<br>J. Howden & Co. Glasgow | 20 ″ 9 | I † |
| 76533<br><br><br><br>569<br>421 | **Istmo** (*ex* Sirona–33)<br>*ss* Got. No. 3–4,26<br>*Mchy. Aft* *ss* Crs. No. 3–3,38<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*Tonnage opening closed'38* | 607<br>569<br>421 | ✠100A1 *Shelter dk with freeboard* 10,40 3,~~40~~ ✠LMC MS9,37 ~~BS10,39~~ 10,40 *Fitted for oil fuel* 9,33 *F.P. above* 150° F. | Crs Boa | *h* | OG ~~4,39~~ 10,40 | 1915<br>7mo | Aktieb. Lödöse Varf Lödöse | Cia. Colombiana de Cabotage S.A. (Hans Elliot, *Mgr.*) | 152·9 P36′H36*t*F26′ *Cell D Bu* E13′*f* 103′148*t* *FPT* | 28·0 FK | 9·7 16·0 *Lloyd's SA & CP* | Buena Ventura Colombian 3 *BH Cem* 19*t* *APT* 7*t* | C.2Cy.14$\frac{9}{16}$″&32½″–21½″ (*s*) 1351b 50NHP<br>1SB, *2cf*, Gs29, Hs880<br>Aktb. Lödöse Varf, Lödöse | 18 ″ 9<br>s 6 ″ 10¼<br>12 ″ 0 | |
| 76534<br><br>YTBN | **Istok** (*ex* Mongolian Prince, *ex* Verdala) *ss* Rot. 2nd No. 3–3,37<br>2 *Dks* (*Stl*)<br>Now "Maycrest," *see No.* 89066 *in Supplement* | 5904<br>5494<br>3712 | ✠100A1 12,39 ✠LMC MS2,37 BS5,39 | Cff | *a*† | CL 11,39 | 1913<br>4mo | Russell & Co. Port Glasgow | Jugoslavenski Lloyd a.d. | 423·5 438·0 (O.L.) P44′B123′F43′ *Cell D Ba* 132′ | 56·0 FK | 28·7 1 *Inter* 2 *'tween dk B Hds* 4*B* { *mediate BH & dispensed with* 2*B* *H to Upr dk* *H to 2nd dk* *uE* 24′*f* 186′ | Dubrovnik Yugoslav *Cem* 3SB, *9cf*, Gs171, Hs7890 FD<br>Rankin & Blackmore, Grk. *only*<br>1243*t* *DTa* 36′1120*t* *APT* 32*t* | 31 ″ 4<br>s 6 ″ 2¾<br>25 ″ 4 | |
| 76535<br>2209<br>IBTQ | **Istria**<br>*ss* Gen. No. 3–6,34<br>D.F. *ss* Gen. No. 1–38<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | 5416<br>4983<br>3405 | ✠100A1 *Shelter dk with freeboard* 10,39 BS4,39 ✠LMC 4,38 *Fitted for oil fuel* 8,29 *F.P. above* 150° F. | Gen | *y* | CL 3,38 | 1921<br>6mo | Stabilmento Tecnico Trieste A&CP | "Italia" Soc. Anon. di Nav. | 404·1 389·9 *Cell D B* 337′1300*t* | 53·9 54·1 FK | 29·5 2 *BH to Sh dk* 4 ,, ,, *U* ,, *FPT* 114*t* *APT* 244*t* | Genoa Italian *pt Cem* | T.3Cy.27″,42″&68″–48″ (*s*) 1801b FD 465NHP<br>3SB (Spt) *9cf*, Gs158, Hs7023<br>Stabilimento Tecnico, Tri. | 32 ″ 0<br>s 7 ″ 5½<br>24 ″ 9 | |
| 76536<br>46201<br>JPEN | **Isuzu Maru**<br>D.F.<br>*Mchy. Aft* 1 *Dk*<br>*Cruiser Stern* | 2866<br>—<br>1952 | | | | | 1939 | Tsurumi Seitetsu Zosen K.K. Yokohama | Hinode Kisen K.K. | 332·4 P105′B27′F31′ | 45·1 | 24·6 | Tokyo Japanese *WB* | 1 steam turbine DR geared to 1 Sc. Shaft 267NHP<br>Ishikawajima S.B. & E. Co. Ld. Tokyo | | |
| 76537<br><br>EAJB | **Ita** (*ex* Sardinero–34, *ex* España No. 1, *ex* Eriphia)<br>1 *Dk* | 2562<br>—<br>1813 | | | | | 1902 | Act. Ges. "Neptun" Rostock | Federico G.-Fierro | 291·0 P30′B171′F35′ | 41·2 | 17·6 | Gijon Spanish *WB* | T3Cy.20$\frac{7}{8}$″35$\frac{7}{16}$″&55$\frac{1}{8}$″–35$\frac{7}{16}$″ 180NHP<br>A.G. "Neptun," Rostock | | V |
| 76538<br><br>PUKA | **Itabera** Ⓟ TwinSc<br>*ss* Rio. 2nd No. 3–1,39<br>*Ref. Mchy.* 1 *Dk* (*Stl*–teak s) & *pt 2nd dk* | 2162<br>1653<br>1201 | ✠ A– *with freeboard* 8,40 ~~1,39~~ ✠LMC 1,39 BS5,40 *South American Coasting Service, Bahia Blanca & Trinidad* | Rio | | OG ~~88,40~~ CL ~~1,40~~ 1,40 | 1916<br>11mo | AilsaS.B. Co. Ld. Troon | Cia. Nacional de Nav. Costeira | 287·8 F45 *Prom. dk* 192′ *Cell D Ba* 76′152*t* | 43·2 FK | 17·6 5 *BH Asp* *APT* 27*t* *FPT* 26*t* | R. Janeiro Brazilian | T.6Cy.16″,26″&42″–30″ (*s*) 1801b 275NHP<br>2SB, *6cf*, Gs138, Hs5140<br>AilsaS.B. Co. Ld. Troon | 18 ″ 9<br>s 5 ″ 7<br>13 ″ 8 | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre-assigne. Machine-assigné. Lettre d'Appartenance. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mâch. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cités, si ce n'est dans le Lt. Ins. Dans Cert. Lett. Tr. Ins. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76539 PUKB | **Itagiba** (P) *Ref. Mchy.* | TwinSc *ss*Rio.2ndNo.3–5,36 1 *Dk* (*Stl*–teak s) & *pt 2nd dk* *ss*Rio.No.1–40 | *2169* *1659* *1221* | ✠ A– *with freeboard* 12,40 ~~8,38~~ ~~DBS8,38~~ ✠LMC 12,40 *South American Co Bahia Blanca & Trinidad* | Rio | | OG 8,38 12,40 | 1913 6mo | AilsaS.B. Co.Ld. Troon | Cia.Nacional de Nav.Costeira | 288·3 F45′ *Prom dk* 192′ FK *Cell DB* a 76′ 152 *t FPT* | 43·2 | 17·6 | R.Janeiro Brazilian | T.6Cy.16″,26″&42″–30″ (*s*) 180lb HS6041 304NHP 2SB&1AuxSB,*8cf*,GS169, AilsaS.B.Co.Ld.Troon | 18 ″ 9 s 5 ″ 7 13 ″ 8 | |
| 76540 PUKC | **Itaguassu** *Oil Eng.* *ss*Rio.No.3–5,34 *ss*Rio.No.1–38 *Ref. Mchy.* 1 *Dk* (*Stl*–ws) & *pt 2nd dk* | TwinSc | 1928 *1660* 1146 | ✠ A1 *with freeboard* 6,39 ✠LMC8,38 *South American Co Bahia Blanca & Trinidad* | Rio | *s* | OG 7,38 *Lloyd's SA & CP* | 1923 5mo | Lage Irmaos Rio de Janeiro *Cell DB* a 76′ 140 *t Tanks* | Cia.Nacional de Nav.Costeira | 288·0 P31′F39′ FK *5 BHpt Asp in tunnel* 10 *t* | 43·2 | 17·4 | R.Janeiro Brazilian *Sailing Service,* | Oil Engines 2S.C.SA 8Cy.14½″–26′ 310NHP Sulzer Frères, Winterthur *FPT* 49 *t APT* 38 *t* | 18 ″ 9 s 4 ″ 1 15 ″ 0 | |
| 76541 PUKZ | **Itahite** (P) *ss*Rio.No.2–37 2 *Dks* (*Stl*–*Weather dk* teak s) *Ref. Mchy.* 3rd *dk* (*Stl*) *in Nos.* 1 & 2 *holds* D.F. | TwinSc | 4998 3521 3012 | ✠ 100A– *with freeboard* 10,39 ~~BS10,39~~ BS3,41 *Fitted for oil fuel* 9,28 ✠LMC5,37 *South American Co Bahia Blanca & Trinidad* | Rio | | OG 10,39 *F.P. above* 1 | 1928 9mo | Chant.de Normandie Rouen *Cell DB* 321′ 761 *t Tanks in way of tunnels* 131 *t FPT* | Cia.Nacional de Nav.Costeira | 371·4 P56′F78′ FK *7 BHpt Asp* | 52·1 | 24·3 | R.Janeiro Brazilian *Sailing Service,* | T6Cy22 5/16″,36⅝″&57 1/16″–39⅜″ 180lb (*s*) 625NHP 4SB,*12cf*,GS232,HS9726 FD Ch.&Atel,deSt.Nazaire *FPT* 36 *t APT* 51 *t* | 26 ″ 9 s 6 ″ 7 20 ″ 7 | |
| 76542 PUKD | **Itaimbe** (P) 2 *Dks* (*Stl*–*Weather dk*-teak s) 3rd *dk* (*Stl*) *in Nos.* 1 & 2 *holds* *Ref. Mchy.* | TwinSc *ss*Rio.No.2–36 | 4993 3479 2941 | ✠ 100A– *with freeboard* 12,38 ~~BS8,38~~ ✠LMC MS2,40 *Fitted for oil fuel* 3,27 BS9,40 | Rio | | OG P4,38 SN6,38 *F.P. above* 1 | 1927 3mo | Ch.&Atel. deSt.Nazaire St.Nazaire *Cell DB* 321′ 794 *t FPT* | Cia.Nacional de Nav.Costeira | 373·7 P56′F82′ FK *7 BHpt Asp* | 52·0 | 24·3 | R.Janeiro Brazilian *Sailing Service,* | T.6Cy.22 9/16″,34 5/16″&57 1/16″– 39⅜″ 180lb (*s*) 625NHP 4SB,*12cf*,GS232,HS9726 FD Ch.&Atel.deSt.Nazaire | 26 ″ 9 s 6 ″ 7½ 20 ″ 7½ | |
| 76543 PUKE | **Itaipava** (*ex* Ondina) Wireless | | *904* *744* *707* | | | | | 1891 | Scott&Co. Greenock | Cia.Nacional de Nav.Costeira | 230·7 | 33·2 | 13·7 | R.Janeiro Brazilian | T.3Cy.16″,26″&43″–30″ NB03 101NHP Scott&Co.Greenock | | |
| 76544 PUKF | **Itaituba** (*ex* Coritiba) Wireless | | *913* *743* *717* | | | | | 1891 | Scott&Co. Greenock | Cia.Nacional de Nav.Costeira | 230·7 | 33·2 | 13·7 | R.Janeiro Brazilian | T.3Cy.16″,26″&43″–30″ 101NHP Scott&Co.Greenock | | |
| 76545 LKGK | **Italia** D.F. E.S.D. *Mchy. Aft* *Longitudinal framing at bottom & deck in Cruiser Stern* *Butts of shell & deck plating elec. welded* | TwinSc *Oil Eng.* 1 *Dk*,2*nd Dk in mchy. space* *centre tanks* | 9973 8990 5799 | ✠100A1 1,40 ✠LMC7,39 *Carrying Petroleum in bulk* | N Yk | *e* † | CL 1939 7mo *Lloyd's SA & CP* | Deutsche Werft AG Bet Finkenwrder Hamburg *Cell D Bu E* 79′ 261 *t DT* | TheTexasCompany (Norway) A/S (H.C.Mathiesen, *Mgr.*) | 503·8 522·0 (O.L.) P123′B38′F60′ FK *DT* a 27′ 338 *t FPT* 12 *t* | 67·4 | 34·3 | Oslo Norwegian *17 BHpt Cem* *APT* 96 *t* | Oil Engines 2S.C.SA 16Cy.20 1/16″–35 7/16″ 1166NHP 2DB *17 lb* & 2DB (WT) *7 lb* Maschinenfbrk.Augsburg Nürnberg A.G.Augsburg | 34 ″ 2 s 6 ″ 8½ 27 ″ 8 | |
| 76546 319 IBWQ | — (P) D.F. | TwinSc *Fitted for oil fuel* 3 *Dks* | 5203 — 2964 | | | | | 1905 | N.Odero & Co. Genoa | LloydTriestino Soc.Anon. diNav. | 393·7 P65′B150′F80′ | 47·8 | 27·0 | Trieste Italian | T.6Cy.23½″,38″&63″–47⅛″ 545NHP N.Odero&Co.Genoa | | I |
| 76547 2185 IBJO | **Italo Balbo** (*ex* AvonCliff–37, *ex* Lomas–36, *ex* Brazilier) E.S.D. D.F. | *ss*Npt.No.3–2,32 *ss*Hul.No.1–37 1 *Dk* (*Stl*) | 5114 4709 3103 | ✠100A1 4,39 ✠LMC MS2,37 BS2,39 | Rot | *y* | CL N2,40 *Lloyd's SA & CP* | 1919 5mo | Fairfield S.B.&E.CoLd Glasgow *Cell DB* 345′ 1136 *t DT* | Soc.Anon. EmanueleV.Parodi | 413·2 400·0 P49′B113′F39′ FK a 28′ 1120 *t FPT* 118 *t* | 52·3 | 28·4 | Genoa Italian *7 BHpt Cem* *APT* 185 *t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 489NHP 3SB,*9cf*,GS190,HS7020 FD FairfieldS.B.&E.Co.Ld.Gls | 31 ″ 0 s 5 ″ 11½ 25 ″ 3½ | |
| 76548 26163 JAHD | **Italy Maru** *ss*Kob.No 3–12,30 *ss*Kob.No.2–39 ~~*ss* Nag.No.1–34~~ 2 *Dks* (*Stl*) & *Awng dk* (*Stl*) | | 5859 5586 4258 | ✠100A1 *Awng dk* *with freeboard* 7,40 ~~3,38~~ 7,40 ~~BS7,38~~ ✠LMC ~~2,37~~ | Yka Kob | *y* | ~~OG~~ ~~7,39~~ CL 7,40 | 1919 10mo | Kawasaki Dkyd.Co.Ld. Kobe A&CP *Cell DB* 334′ 1118 *t* | TamaiSyosenK.K. | 385·0 FK *Collision BH to Awd dk* 5 ,, ,, *U* ,, *FPT* 126 *t APT* 93 *t* | 51·0 | 36·0 | Kobe Japanese *Cem* | T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 437NHP 2SB&1AuxSB,*8cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe | 36 ″ 0 s 9 ″ 1½ 27 ″ 1 | |
| 76549 PUKI | **Itanagé** (P) *Oil Eng.* *ss*Rio.No.3–2,41 ~~*ss* Rio.No.3–~~ *Ref. Mchy.* 2 *Dks* (*Stl*–*Weather dk* teak s) D.F. 3rd *dk* (*Stl*) *in Nos.* 1 & 2 *holds* | TwinSc | 4966 3572 3055 | ✠100A1 *with freeboard* 2,41 ~~2,39~~ DBS~~7,40~~ ~~BS2,39~~ ✠LMC2,41 ~~✠LMC(M)2,40~~ *Lloyd's SA & CP* | Rio | *x* | OG ~~9,39~~ 2,41 *Cell DB* 295′ 752 *t tanks in way of tunnels* 112 *t FPT* | 1928 4mo | W.Beard-more&Co.Ld. Glasgow | Cia.Nacional de Nav.Costeira | 370·9 P57′F79′ FK *7 BHPt Cem* *APT* 61 *t* | 52·2 | 24·5 | R.Janeiro Brazilian 2DB *18 lb* | Oil Engines 4S.C.SA 12Cy.26″–43½″ 785NHP W.Beardmore&Co.Ld.Gls. | 26 ″ 9 s 6 ″ 8½ 20 ″ 6½ | |
| 76550 | **Itanema** (*ex* Upanema) | | *813* *763* *553* | | | | | 1891 | Hawthorn, Leslie&Co.Ld Newcastle | Cia.Nacional de Nav.Costeira | 205·0 Q25′F33′ | 31·2 | 14·3 | R.Janeiro Brazilian *WB* | T.3Cy.15″,25″&41″–27″ 87NHP Ross&Duncan,Glasgow | | |
| 76551 PUKJ | **Itapacy** (*ex* Guanabara) Wireless | | *914* *742* *717* | | | | | 1891 | Scott&Co. Greenock | Cia.Nacional de Nav.Costeira | 230·4 | 33·3 | 13·7 | R.Janeiro Brazilian | T.3Cy.16″,26″&43″–30″ 101NHP Scott&Co.Greenock | | |
| 76552 PUKK | **Itapagé** (P) *ss*Rio.No.3–6,40 *Oil Eng.* ~~*ss* Rio.No.1–33~~ *Ref. Mchy.* 2 *Dks* (*Stl*–*Weather dk* teak s) 3rd *dk* (*Stl*) *in Nos.* 1 & 2 *holds* | TwinSc | 4998 3521 3012 | ✠100A– *with freeboard* 6,40 DBS6,40 ✠LMC6,40 | Rio | | OG 5,40 | 1927 11mo | Chant.de Normandie Rouen *Cell DB* 319′ 691 *t* si *in way* | Cia.Nacional de Nav.Costeira | 371·6 P55′F76′ FK *de tanks* 113 *t Tanks of tunnels* 148 *t FPT* 36 *t* | 52·1 | 24·3 | R.Janeiro Brazilian *7 BHpt Asp* | Oil Engines 4S.C.SA 12Cy.24½″–43 7/16″ 714NHP 2DB *18 lb* Ch.&Atel.dePenhöet, Penhöet | 26 ″ 9 s 8 ″ 7 20 ″ 7 | |
| 76553 PUKL | **Itapé** (P) *Oil Eng.* *ss*Rio.No.3–7,39 *Ref. Mchy.* 2 *Dks* (*Stl*–*Wthr dk* teak s) 3rd *dk* (*Stl*) *in Nos.* 1 & 2 *holds* | TwinSc | 4978 3572 3077 | ✠100A– *with freeboard* 1,40 ~~DBS7,39~~ ✠LMC7,39 10,40 | Rio | | OG 6,39 | 1927 11mo | W.Beard-more&Co.Ld. Glasgow *Cell DB* 295′ 752 *t FPT* | Cia.Nacional de Nav.Costeira | 371·0 P57′F79′ FK *7 BHpt Cem* *APT* 61 *t* | 52·2 | 24·5 | R.Janeiro Brazilian | Oil Engines 4S.C.SA 12Cy.26″–43½″ 785NHP 2DB *18 lb* W.Beardmore&Co.Ld.Gls. | 26 ″ 9 s 6 ″ 8½ 20 ″ 6½ | |
| 76554 | **Itaperuna** (*ex* Tramandahy) | | *909* — *713* | | | | | 1891 | Scott&Co. Greenock | Cia.Nacional de Nav.Costeira | 231·0 | 33·0 | 13·4 | R.Janeiro Brazilian | T.3Cy.16″,26″&43″–30″ 101NHP Scott&Co.Greenock | | |
| 76555 | **Itapoan** 2 *Dks* | | *752* *687* *512* | | | | | 1891 | Scott&Co. Greenock | Cia.Nacional de Nav.Costeira | 230·8 | 33·2 | 12·6 | R.Janeiro Brazilian | T.3Cy.16″,26″&43″–30″ 101NHP Scott&Co.Greenock | | |
| 76556 PUKP | **Itapuca** *ss*Rio.2ndNo.3–7,29 *ss*Rio.No.2–38 *Ref. Mchy.* 1 *Dk* (*Stl*–teak s) *lower dk in Nos.* 1,2 & 3 *holds* & *deep framing in No.* 4 *hold* | TwinSc | 1849 1471 978 | ✠ A– *with freeboard* 7,39 BS3,39 ✠LMC4,39 *South American Co Service, Bahia Blanca & Trinidad* | Rio | | CL S3,38 OG P3,38 *Sailing* | 1909 5mo | AilsaS.B. Co.Ld. Troon | Cia.Nacional de Nav.Costeira | 270·2 F43′ FK *5 BHAsp* *Prom dk* 166′ *Cell DB* a 64′ 116 *t FPT* | 42·2 | 17·5 | R.Janeiro Brazilian | T.6Cy.16″,26″&42″–30″ (*s*) 180lb 273NHP 2SB,*6cf*,GS135,HS5118 AilsaS.B.Co.Ld.Troon | 18 ″ 6 s 5 ″ 5½ 13 ″ 6 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey, Date of last Survey. | 6 Port of Survey. | 7 Towers adapted for exploding Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Tr. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76557 PUKQ | **Itapuhy** (P) *Ref. Mchy.* | TwinSc *ss*Rio.2nd No.3–9,40 ~~*ss*Rio.No.3–7,22~~ ~~*ss*Rio.No.2–06~~ 1*Dk*(*Stl*–teak s)&*pt*2*nd dk* | 2172 1660 1230 | ✠ A1 *with freeboard* 9,40 ✠LMC9,40 *South American Coasting Service, Bahia Blanca & Trinidad* | Rio | *s* | OG 9,40 | 1912 12mo *Lloyd's* | AilsaS.B. Co.Ld. Troon *SA&CP* | Cia.Nacional de Nav.Costeira | 288·3\|43·2\|17·6 F45′ *Prom.dk*192′ FK *CellDBa* 76′152*t FPT* | R.Janeiro Brazilian 5*BHAsp* 26*t APT*27*t* | T.6Cy.16″,26″&42″–30″ 180lb (*s*) 275NHP 2SB,*6cf*,GS138,HS5140 AilsaS.B.Co.Ld.Troon | 18 ″ 9 | |
| 76558 PUKR | **Itapura** (P) *Ref. Mchy.* | TwinSc *ss*Rio.2nd No.3–5,33 *ss*Rio.No.~~1–37~~2–41 1*Dk*(*Stl*–teak s)&*pt*2*nd dk* | 2119 1604 1179 | ✠ A– *with freeboard* 3,41 6,39 ✠LMC3,41 ~~MS6,39~~ ~~BS6,39~~ *South American Coasting Service, Bahia Blanca & Trinidad* | Rio | | CL 82,41 OG P2,41 | 1912 4mo | AilsaS.B. Co.Ld. Troon | Cia.Nacional de Nav.Costeira | 288·2\|43·2\|17·4 F45′ FK *Prom.dk*192′ *CellDBa* 76′135*t FPT* | R.Janeiro Brazilian 5*BHAsp* 26*t APT*27*t* | T.6Cy.16″,26″&42″–30″ (*s*) 1801b HS6005 304NHP 2SB&1AuxSB,*8cf*,GS165, AilsaS.B.Co.Ld.Troon | 18 ″ 9 s 5 ″ 7 13 ″ 8 | |
| 76559 361 PUKS | **Itaquatia** (P) *Ref. Mchy.* | TwinSc *ss*Rio.No.3–6,33 *ss*Rio.No.1–38 1*Dk*(*Stl*–teak s)&*pt* 2*nd dk* | 2162 1653 1250 | ✠ A– *with freeboard* 8,40 ~~2,40~~ ✠LMC MS8,38 BS2,40 *South American Coasting Service, Bahia Blanca & Trinidad* | Rio | | CL 88,40 OG P8,40 | 1920 4mo | Lage Irmaos RioJaneiro | Cia.Nacional de Nav.Costeira | 288·0\|43·2\|17·6 F45′ *Prom.dk*192′ FK *CellDBa* 76′ 155*t FPT*28*t* | R.Janeiro Brazilian 5*BHAsp* *APT*29*t* | T.6Cy.16″,26″&42″–30″ (*s*) 1801b HS6041 304NHP 2SB&1Aux.SB,*8cf*,GS169, AilsaS.B.Co.Ld.Troon | 18 ″ 9 s 5 ″ 7 13 ″ 7½ | |
| 76560 PUKT | **Itaquera** (P) *Ref. Mchy.* | TwinSc *ss*Rio.2nd No.3–2,35 *ss*Rio.No.1–39 1*Dk*(*Stl*–teak s)&*pt*2*nd dk* | 2209 1691 1254 | ✠ A1 *with freeboard* 10,40 ~~5,39~~ ✠LMC BS3,~~39~~5,40 MS5,39 ✠NB(Aux.)9,28 *South American Coasting Service, Bahia Blanca & Trinidad* | Rio | *s* | OG ~~4,39~~ 10,40 | 1913 2mo *Lloyd's* | Mackie& Thomson,Ld. Glasgow *SA&CP* | Cia.Nacional de Nav.Costeira | 288·3\|43·2\|17·4 F45′ FK *CellDBa* 76′172*t FPT* | R.Janeiro Brazilian 5*BHAsp* 36*t APT*36*t* | T.6Cy.16″,26″&42″–30″ (*s*) 1801b HS5823 293NHP 2SB&1AuxSB, GS169, Muir&Houston,Ld.Gls. | 18 ″ 9 s 5 ″ 7 13 ″ 8 | |
| 76561 PUKU | **Itaquicé** (P) *Mchy.Aft* | TwinSc *Oil Eng.* *ss*Rio.No.3–11,39 2 *Dks*(*Stl*–*Weather dk* teak s) 1*Dk* | 4969 3575 3062 | ✠100A1 *with freeboard* 11,39 DBS11,39 ✠LMC11,39 | Rio | *x* | OG 11,39 | 1928 1mo *Lloyd's* | W.Beard-more&Co.Ld Glasgow *SA&CP* | Cia Nacional de Nav.Costeira *CellDB*295′752*t* *Tanks in way of* | 371·0\|52·2\|24·5 P57′F79′ FK *tunnels*112*t FPT*71*t* | R.Janeiro Brazilian 7*BHptCem* *APT*61*t* | Oil Engines 4S.C.SA 12Cy.26″–43½″ 785NHP 2DB*180lb* W.Beardmore&Co.Ld.Gls. | 26 ″ 9 s 6 ″ 8½ 20 ″ 6½ | |
| 76562 PUKV | **Itassucé** (P) *Ref. Mchy.* | TwinSc *ss*Rio.2nd No.3–4,35 *ss*Rio.No.1–39 1*Dk*(*Stl*–teak s)&*pt*2*nd dk* | 2123 1606 1175 | ✠ A– *with freeboard* 1,41 ~~3,39~~ ✠LMC MS3,39 ~~BS3,39~~ *South American Coasting Service, Bahia Blanca & Trinidad* | Rio | | CL 81,41 OG PN1,41 | 1912 10mo | AilsaS.B. Co.Ld. Troon | Cia.Nacional de Nav.Costeira | 288·2\|43·2\|17·4 F45′ FK *Promenade dk*192′ *CellDBa* 76′ 135*t FPT*26*t* | R.Janeiro Brazilian 5*BHAsp* *APT*27*t* | T.6Cy.16″,26″&42″–30″ (*s*) 1801b 273NHP 2SB,*6cf*,GS135,HS5118 AilsaS.B.Co.Ld.Troon | 18 ″ 9 s 5 ″ 7 13 ″ 8 | |
| 76563 PUKW | **Itatinga** (P) *Ref. Mchy.* | TwinSc *ss*Rio.2nd No.3–9,33 *ss*Rio.No.1–37 1*Dk*(*Stl*–teak s)&*pt*2*nd dk* | 2114 1605 1181 | ✠ A– *with freeboard* 1,41 ~~3,39~~ ✠LMC MS6,37 BS~~3,39~~6,40 *South American Coasting Service, Bahia Blanca & Trinidad* | Rio | | OG 3,39 | 1912 6mo | AilsaS.B. Co.Ld. Troon | Cia.Nacional de Nav.Costeira | 288·0\|43·2\|17·4 F45′ FK *Promenade dk*192′ *CellDBa* 76′ 135*t FPT*26*t* | R.Janeiro Brazilian 5*BHAsp* *APT*27*t* | T.6Cy.16″,26″&42″–30″ (*s*) 1801b 274NHP 2SB,*6cf*,GS135,HS5118 AilsaS.B.Co Ld.Troon | 18 ″ 9 s 5 ″ 7 13 ″ 8 | |
| 76564 DHMT | **Itauri** (P) D.F. | 2 *Dks* | 6838 6182 4226 | | | | | 1923 | Flensburgr Schiffsb.Ges. Flensburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 439·0\|55·6\|31·3 F55′ | Hamburg German *WB* | T.3Cy.29⅛″,47¼″&76¾″–53⅛″ 428NHP FlensburgerSchiffsb.Ges. | | G |
| 76565 | **Itaverava** (*ex*BargeIndia) *Mchy.Aft* | *Oil Eng.* 1*Dk* | 767 — 738 | ✠ … 6,10 | | | | 1907 1mo | Murdoch& Murray Pt.Glasgow | Cia.Nacional de Nav.Costeira | 211·2\|37·1\|11·0 FK | R.Janeiro Brazilian *WB* | Oil Engines 2S.C.SA 8Cy.13¼″–13⅜″ 244NHP NE *fitted*18 D.Goedkoop,Jr.Amstrdam | | |
| 76566 UOFQ | **Itelmen** (P) (*ex*Eastport) Sub.Sig. *Ref. Mchy.* | *Longitudinal framing* 1*Dk*&*Shelter dk*&*Web frames* | 4385 3666 2705 | ✠ … 11,20 ✠ | | | | 1918 8mo | OsakaIron Works,Ld. Innoshima | U.S.S.R. | 344·3\|49·9\|25·6 P33′B115′F34′*on Shelter dk* FK | Vladvostk Russian *WB* | T.3Cy.24″,41″&67″–48″ 390NHP OsakaIron Wrks.Ld. Osaka | 28 ″ 2 | |
| 76567 DOBG | **Ithaka** (*ex*Alaya–36,*ex*Vaterland) Sub.Sig. Wireless | 1*Dk* | 1773 1654 1025 | | | | | 1921 | Nordd. Unionwerke A.G.Tönning | AtlasLevante-LinieA.G. | 283·2\|39·7\|17·6 P&B192′F31′ len28 | Bremen German *WB* | T.3Cy.20″,31½″&49¼″–31½″ 137NHP Waggon u Maschb.A.G.Görlitz | | G |
| 76568 434 SZJV | **Ithaki** (P) (*ex Yacht* Safa-el-Bahr) Wireless | 2 *Dks* | 675 — 317 | ✠ 4,08 ✠ | Ven | | | 1894 5mo | A&J.Inglis Ld. Glasgow | HellenicCoast LinesCo.Ld. | 200·0\|27·0\|15·3 | Piræus Greek | T.3Cy.18″,29″&48″–36″ 146NHP A.&J.Inglis,Ld.Glasgow | | |
| * 36 SVFJ | **Ithakos** (*ex*Ellaline) *Cargo battens not fitted* | *ss*Pir.2nd No.3–3,33 *ss*Pir.No.1–38 1*Dk*(*pt Irn*&*pt Stl*)2*tr B*& *deep framing*3*Dk rule* | 3916 3668 2462 | ✠100A1 10,39 BS10,39 ✠LMC10,38 | Pir | *w* | CL 7,37 | 1906 12mo *Lloyd's* | J Readhead &Sons SouthShields *SA&CP* | G.C.Dracoulis *CellDB* | 346·0\|49·6\|26·5 P30′B96′F33′ FK *a* 115′*u E*25′ *f* 148′9 | Ithaca Greek 6*BHCem* 05*t APT*65*t* | T3Cy.25⅝″,42″&68″–45″(*r*) 180lb *65lb* 331NHP 2SB,*6cf*,GS121,HS5026 J.Readhead&Sons,S.Shl. | 28 ″ 0 s 5 ″ 0 23 ″ 1¾ | |
| 76570 166337 GFFD | **Itinda** D.F. | 2 *Dks* *Cruiser Stern* | 6619 6128 3964 | ✠100A1 *with freeboard* ~~2,39~~ 10,40 BS~~11,38~~ 2,41 ✠LMC1,38 | Bom Cal | *a*† 2 | CL ~~12,39~~ 11,40 | 1938 1mo *Lloyd's* | W.Gray& Co.Ld. W Hartlepool *SA&CP* | BritishIndiaStm. Nav.Co.Ld. *CellDB*366′1126*t FPT*190*t APT*190*t* | 426·8\|57·6\|32·0 442·8(O.L.) P39′B132′F39′ FK | London British 7*BHptCem* | T.3Cy.22″,37″&65″–48″& LPturbine with DR gearing & hydraulic coupling 250lb (*s*) 592NHP 3SB(Spt)*9cf*,GS168,HS6858 Cen.Mar.E.Wks. FD (W.Gray&Co.Ld.)W.Hpl. | 34 ″ 6 s 9 ″8¾ 25 ″ 0 | |
| 76571 153066 | **Itororo** *Mchy.Aft* | TwinSc *Fitted for oil fuel* 1*Dk*(*Stl*)2*tr B* (*River Vessel*) *Carrying Petroleum in bulk* | 1755 1484 1098 | ✠ 6,23 ✠ | N Yk | | | 1920 11mo | Bethlehem S.B.Corp.Ld. (MoorePlant) Elizabethport | G.Elie | ~~246·0~~\|40·6\|17·7 F32′ 245·0 FK *FPT*45*t* | Montreal British 7*BHptCem* *APT*26*t* | T.6Cy.11″,18″&29″–20″ HS8220 400NHP 2 Water Tube Boilers H.G.TroutCo.Buffalo | 18 ″ 7 | |
| 24160 JITC | **Itosaki Maru** (P) (*ex*AizawaMaru No.18) Wireless | 1*Dk* | 1236 1063 853 | | | | Converted into a Tanker 1940 N.J. | 1918 | Aizawa Iwakichi Osaka | AratаSyokaiK.K. | 218·0\|32·1\|19·0 *WB* | Kobe Japanese | T.3Cy.16⅜″,23″&38½″–30″ 80NHP AizawaZosensho,Osaka | | |
| 167426 GQJD | **Itria** D.F. | *Cruiser Stern* | 6845 6147 4035 | 100A1 *with freeboard* (*Class Contemplated*) | | | | 1940 | Barclay, Curle&Co.Ld. Glasgow | BritishIndiaStm. Nav.Co.Ld. | 427·9\|57·5\|32·1 P40′B140′F39′ | London British | T.3Cy.22½″,37½″&63″–45″& LP turbine with DR gearing & hydraulic coupling Barclay,Curle&Co.Ld.Gls. | 34 ″ 6 s 9 ″ 1½ 25 ″ 6 | |

*For full particulars see No. 38507 in Supplement*

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant et où Lestes d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd. | 15 Les lettres ou cotés et ce qui est dans le L. R. Index Cert. Alloy Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76574 PEXZ | **Ittersum** D.F. E.S.D. 1 *Dk & Shelter dk Cruiser Stern* | 5199 4850 3159 | ✠100A1 *with freeboard* 10, ~~11, 12~~ ✠LMC9,38 *Fitted for oil fuel* 9,38 | Sch Nwc | *a*† | CL | 1938 9mo | Wm.Doxford&Sons Ld Sunderland | Stoomvaart-Maats."Oostzee" (Vinke&Co. *Mgrs.*) *Lloyd's SA&CP* | 427·9 445·3(O.L.) F39′ *Cell D* B355′1341*t* | 57·1 FK | 25·6 (*Coll BH to Sh dk* 5 „ „ 2nd „) *F.P. above* 150° F. | Amstrdam Dutch | T.3Cy.23½″,38″&66″–45″ (*s*) 220lb Rht. 464NHP 2SB(Spt)&1AuxSB,8*cf*, GS124,HS6807 FD 1 *intermediate BH dispensed with* FPT90*t* APT140*t* N.E.MarineEng.Co.(1938) Ld.Nwc. | 28 ″ 1 s 3 ″ 3⅜ 25 ″ 0 | |
| 76575 IPAA | **Itu** (*ex*Throstlegarth) 2252 *ss*Bkn.No.3–7,07 *Well deck* 1 *Dk* | 1578 — 842 | ✠ … 7,11 ✠ | | | | 1895 4mo | Palmers' Co.Ld. Newcastle | Ruggiero& MeregaSoc.Anon diNav | 258·5 250·8 Q96′B48′F28′ | 36·4 FK | 18·2 *WB* | Genoa Italian | T.3Cy.20″,33″&54″–36″ 191NHP Palmers'Co.Ld.Newcastle | 19 ″ 7 | I † |
| 76576 JYQL | **Itukusima Maru** 44234 (*ex*ItsukushimaMaru–38) *Oil Eng.* *Mchy.Aft* 1 *Dk* *Longitudinal framing* *Cruiser Stern* GyC. *Carrying Petroleum in bulk* | 10007 — 5817 | | | | | 1937 | Kawasaki Dkyd.Co.Ld. Kobe | NipponSuisanK.K. | 503·3 | 65·0 | 37·1 | Tokyo Japanese | Oil Engines 2S.C.DA 8Cy.28⅜″–47½″ 2250NHP KawasakiDkydCoLd Kobe | | C |
| 76577 EERU | **Iturri-Ripa** (*ex*Ripa, *ex*Vicenta,*ex*Vasco Andaluz) Iron *ss*Bgn.3rdNo.3–4,14 *ss*Bbo.No.1–19 1 *Dk* 2 *tr b* | 384 293 193 | ✠ … 9,22 | | | | 1861 8mo | Tod& M'Gregor Glasgow | SantiagoRivero Moran | 168·8 P48′B45′F28′ DF&S08 | 25·1 | 11·5 | Bilbao Spanish | C.2Cy.20¾″&39½″–20″ NB89 58NHP | 12 ″ 1 | |
| 76578 OFBE | **Ivalo** (*ex*Bretland–37) *Mchy.Aft.* 1 *Dk* D.F. | 2035 — 1196 | | | | | 1902 | Akt.Burmeistr&Wain Copenhagen | FartygsA/BIvalo LaivaO/Y(O/Y Chartering Agency JohnDahlbergA/B, *Mgrs.*) | 290·1 280·0 P75′F30′ | 40·3 *WB* | 18·8 | Helsingfrs Finnish | T.3Cy.19¾″,31¾″&55″–36″ 181NHP Akt.Burmeistr&WainCpn. | | V |
| 76579 YTBQ | **Ivan** (*ex*GiacomoFeltrinelli) *Well deck* 1 *Dk* | 1275 1027 687 | ✠ … 6,19 ✠ | | | | 1914 4mo | Campbeltn S.B.Co. Cambelt'wn | Ant.Babarovic | 230·5 Q79′B58′F59′ | 35·8 FK *WB* | 15·6 | Milna Yugoslav | T.3Cy.18½″,27½″&45″–33″ 138NHP J.G.Kincaid&Co.Ld.Grk. | 17 ″ 7 | V † |
| 76580 SDXN | **Ivan Gorthon** 8009 *ss*Got.No.1–39 1 *Dk & Shelter dk Cruiser Stern* *Strengthened for Navigation in Ice* | *1803* *1539* *977* | ✠100A1 *with freeboard* ~~5,10~~ 12,39 1,41 ✠LMC6,39 | Skm NYk | *s* | CL 6,39 | 1935 4mo | A/S Aalbrg Msk.ogSkibs Aalborg *Lloyd's SA&CP* | RederiA/BGefion (JohGorthon, *Mgr.*) *Collision Cell D* | 280·8 298·5(O.L.) FK *BH&after peak BH* B234′576*t* | 43·6 | 17·3 *4 BH to Shelter dk* *FPT51t* *APT93t* | Hlsngborg Swedish | C.4Cy.(2)14⅝″&(2)34½″– 32½″ 220lb (*s*) 230NHP 2SB,6*cf*,GS84,HS3488 FD Fredrikstad M.V.Frdstad. | 19 ″ 8 s ″ 7 19 ″ 2 | |
| 76581 OZIH | **Ivan Kondrup** D.F. E.S.D. 1 *Dk* *Mchy.Aft* *Cruiser Stern* *Cargo battens not fitted* *Strengthened for Navigation in Ice* | 2369 2104 1368 | ✠100A1 3,40 ✠LMC2,37 | Els | *s* | OG 3,40 | 1937 2mo | Helsingörs Jernsk&Msk Elsinore | Det.Danske Kulkompagni 1 *Intermediate* 632*t Tanks between hatchways* *Cell DB* 250′ | 291·8 306·0(O.L.) Q176′F28′ *BH dispensed with* *sf* 65*ta* 34*t* | 42·7 FK | 23·9 4 *BH Cem* *FPT130t* *APT71t* | Copnhagn Danish | C.3Cy.(2)15¾″&(1)39⅜″– 37⅜″ & LP turbine with SR gearing & chain drive 220lb FD (*s*) 239NHP 2SB(Spt),6*cf*,GS90,HS3464 HelsingörsJernsk.&Mskb. | 21 ″ 3 | |
| 76582 OZIH | **Ivan Liskovski** (*ex*Ilse,*ex*Neva) Iron 1 *Dk* | 621 441 332 | | | | | 1872 | Reiherst Schiffswerft Hamburg | U.S.S.R. | 188·9 F24′P110′ | 25·3 | 13·2 | Odessa Russian | C.2Cy.21″&38″–26″ NB92 61NHP ReiherstMaschinenf.Ham. | | |
| 76583 UOXU | **Ivan Papanin** (*ex*N.Ejov–39, *ex*KarlLepin–38, *ex*Murmanles) *Oil Eng.* 1 *Dk* | 3974 3527 2256 | | | | | 1933 | Severney S.B.Yard Leningrad | U.S.S.R. | 347·6 P29′B53′F30′ | 51·5 | 24·9 *WB* | Leningrad Russian | Oil Engines 2S.C.SA 4Cy.26¾″–47⅛″ 497NHP RussianDieselWorks,Len. | | |
| 76584 YTFW | **Ivan Topić** (*ex*Ronda–37) *ss*Cff.No.3–5,35 *ss*Spt.No.1–39 D.F. 1 *Dk(Stl) & 2nd dk(Stl) in fore & after holds* | *4943* *4539* *3030* | ✠100A1 8,40 ~~9,40~~ ✠LMC MS5,39 | Gen NNs | *y* | CL N3,39 | 1920 4mo | J.Readhead &Sons,Ld. SouthShields | SlobodnaPlovidba Topić,D.D.(Ant. Topić,*Mgr.*) *Lloyd's SA&CP* *Cell DB* 334′1100*t* | 385·0 P36′B119′F40′ FK | 53·6 | 27·1 *6 BH Cem* 94*t* *FPT* *APT147t* | Susak Yugoslav | T.3Cy.26½″,44″&73″–48″ (*r*) 180lb 433NHP 3SB,9*cf*,GS180,HS7110 J.Readhead&Sons,Ld.SShld | 29 ″ 8 s 5 ″ 5½ 24 ″ 6 | |
| 76585 OYGB | **Ivar** D.F. 1 *Dk* | 2145 1909 1292 | | | | | 1917 | Nylands Værksted Oslo | DetForenede Dampskibsselskab | 289·7 P25′B144′F32′ | 44·2 | 18·9 *Wb* | Copnhagn Danish | T.3Cy.21½″,34½″&60′–39″ 225NHP NylandsVærksted,Oslo | | N |
| 76586 LJWH | **Ivaran** *Oil Eng.* D.F. 1 *Dk & Shelter dk* | 4955 4300 2974 | | | | | 1938 | Kockums M.V.Aktieb. Malmö | A/S IvaransRederi (S.Holter-Sörensen,*Mgr.*) | 401·4 F34′ | 54·8 | 25·1 *WB* | Oslo Norwegian | Oil Engines 2S.C.DA 5Cy.23⅜″–43⅞″ 972NHP KockumsM.V.Akt.Malmö | | N |
| 76587 SJWA | **Ivernia** 6411 *ss*Els.No.3–4,34 *ss*Skm.No.1–39 Wireless D.F. 1 *Dk(Stl) & Shelter dk(Stl) Cruiser Stern* | *1530* *1208* *700* | ✠100A1 *Shelter dk* *with freeboard* 5,41 ~~4,40~~ ✠LMC5,39 BS7,40 | Got | *r* | OG ~~6,38~~ 5,41 | 1921 1mo | Oskrshmns M.V.Aktieb. Oskarshamn A&CP | Rederiaktieb SvenskaLloyd (K.R.Bökman, *Mgr.*) *Cell DB* 229′451*t* | 274·0 277·5(O.L.) 15·5 FK *FPT34t* | 40·7 *Collision* *APT36t* | 23·5 *BH to Sh dk* 3 „ „ *U* „ | Gothenbrg Swedish | T.3Cy.19″,31½″&51½″–33″ 185lb *100lb* (*s*) 226NHP 2SB(Spt),6*cf*,GS75, HS3442 FD OskarshamnsM.V.Aktieb. | 18 ″ 0 s ″ 2 17 ″ 11½ | |
| 76588 YTBV | **Ivo Matkovic** (*ex*LaRochefoucauld–34) 1 *Dk* | 2527 — 1413 | | | | | 1920 | Atel.&Ch. de Bretagne Nantes | EugenMatkovic | 290·0 B57′F26′ | 43·3 | 20·2 *WB* | Split Yugoslav | DR geared Steam Turbine Atel.&Ch.deBretagne,Nts. | | G |
| 76589 YTBO | **Ivo Racic** (*ex*Dan,*ex*Gerolamo Ulloa,*ex*Dan) *ss*Rot.2ndNo.3–1,33 *ss*Rot.No.1–37 | *3723* *3411* *2323* | ✠100A1 5,40 ✠LMC MS6,37 | Bry BS12,39 | *w* | CL 4,40 | 1907 6mo | J.Readhead&Sons SouthShields *Lloyd's SA&CP* | Jugoslavenski Lloyd.a.d. *Cell DBa* | 350·4 P41′B179′F32′ FK 115′*uE*21′ *f*150′103 | 49·1 | 24·8 *Cem* *6tAPT136t* | Dubrovnik Yugoslav | T.3Cy.24½″,41″&66″–45″ (*r*) 180lb 326NHP 2SB,6*cf*,GS126,HS5210 J.Readhead&Sons,S.Shl. | 26 ″ 4 s 3 ″ 6 23 ″ 0½ | |
| 76590 IBTC | **Ivorea** (*ex*Suriname–38) 2218 *ss*N.Yk.2ndNo.3–8,33 *Ref.Mchy.* 2 *Dks(Stl) & Spar dk(Stl–ws)* D.F. *Fitted for oil fuel* | 3274 2456 1909 | ✠ … 10,38 ✠ Lloyd'sRMC3,40 for temp. 32° F. | NOs | *v* | | 1908 2mo | Nederl. Schps. Maats Amsterdam | Italo-BalticaSoc. Anon.Italiana di Nav.e Commercio *Intermediate* *bulkhead in after Cell* | 354·1 336·7 B180′F46′ FK&BK2′ *D Ba* 76′ *f* 134′418*t* | 42·2 | 22·8 *Cem* 5 *BH only* | Genoa Italian | T.3Cy.24⅝″,41⅝″&68½″–51″ 503NHP 3SB,9*cf*,GS187,HS7827 NedFb.v.Wrk&Spoor,Ams | 26 ″ 0 | I † |
| 76591 15824 JPOE | **Iwai Maru** (*ex*IwaiMaruNo.3) 1 *Dk* | 499 — 327 | | | | | 1912 | Gomei Kaisha Shirato Zosensho Osaka | TaiyoKisenK.K. | 164·2 | 22·5 | 16·5 | Kobe Japanese | T.3Cy.11⅞″,18½″&30½″–22″ 42NHP Y.Hashimoto,Osaka | | |
| 76592 18987 JNUH | **Iwami Maru** (P) 1 *Dk* | 774 703 438 | | | | | 1916 | Goshi Kaisha Harada Shoko,Osaka | OsakaSyosen K.K. | 187·8 F44′ | 25·5 | 18·5 | Osaka Japanese | T.3Cy.13″,21½″&36″–24″ 64NHP HaradaShoko | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. / Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of b.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76593 SFAO | Iwar (*ex* Hild) Now "Brosater," *see No. 87265 in Supplement* | 1*Dk* | 1230 924 714 | | | | | 1903 | Hasseldal's Jernskibsb. Grimstad | Rederi A/B Iwar (Ture Hillerström) | 228·5 Q133*t* | 34·2 H20*t* | 13·5 F31*t* | Malmö Swedish *WB* | T.3Cy.16½",27"&44"–30" 106NHP N.E.MarineEng.CoLd.Sld. | | V |
| 76594 46374 JGGM | Iwasiro Maru | *CruiserStern* | 3550 — 2111 | | | | | 1939 | Harima S.B.&Eng. Co.Ld. Harima | KaiyoKisenK.K. | 338·6 P23′B92′F33′ | 48·0 | 26·0 FK | Kobe Japanese *WB* | T.3Cy.22$\frac{1}{16}$",37"&61"–42$\frac{1}{8}$" 241NHP HarimaS.B.&Eng.Co.Ld. Harima | | |
| 76595 28023 JOID | Iwate Maru | D.F. 2*Dks* | 2985 — 2081 | ✠ ... 10,24 ✠ | | | | 1921 1mo | Teikoku S.S.Co. (Dkyd.) O Harima | NipponYusenK.K. | 305·0 P23′B92′F33′ | 43·7 | 27·2 FK | Tokyo Japanese *WB* | T.3Cy.23",38"&64"–48" 352NHP KobeSteelWorks,Ld.Kobe | 27 ″ 3 | |
| 76596 45330 JXYM | Iwato Maru | *OilEng.* *CruiserStern* | 527 — 341 | | | | | 1939 | Nakata Zosensho Osaka | OkuboKunziro | 159·9 | 27·5 | 13·7 | Tarumi Japanese | Oil Engines 2S.C.SA 5Cy.13$\frac{3}{4}$"–19$\frac{1}{16}$" 165NHP NipponHatsudokiK.K. | | |
| 76597 Now "Empire Success," *see body of Register* | Ixia (*ex* Hagen–40) | D.F. 2*Dks* | 5988 5520 3685 | (*Classification Contemplated*) | | | | 1921 | Vulcan-Werke Hamburg | Ministry of Shipping (Union-Castle Mail S.S.Co. Ltd. *Mgrs.*) | 450·0 P&B371′ | 58·3 | 26·8 | British | T3Cy.31½",52$\frac{1}{16}$"&84"–59$\frac{1}{16}$" &1LPTurbine 831NHP Vulcan-Werke,Hamburg | | |
| 76598 135431 GQPX | Ixion Ⓟ | TwinSc2TwinMsts D.F. 3*Dks* | 10263 9577 6524 | | | | | 1912 | Scotts' S.B. &Eng.Co.Ld. Greenock | China MutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*) | 506·0 F75′ | 60·3 | 39·5 | Liverpool British *WB* | T.6Cy.23",38½"&65"–48" 586NHP Scotts'S.B.&E.Co.Ld.Grk. | | |
| 76599 28534 JBUE | Iyang Maru Ⓟ (*ex* ChoTen) | TwinSc | 943 438 515 | | | | | 1921 | Kiangnan Dock&Eng. Co. Shanghai | ToaKaiunK.K. | 197·0 | 31·0 | 10·0 | Tokyo Japanese | T.6Cy.15",22"&34"–18" 49NHP KiangnanDock&Eng.Co. Shanghai | | |
| 76600 44162 JCPM | Izan Maru (*ex* WestwardHoMaru–38, *ex* WestwardHo–37) | *Fitted for oil fuel* 2*Dks* | 5475 — 4000 | ✠ ... 9,20 | | | | 1918 3mo | Columbia River S.B.Co. Portland,Or. | KokokuKisenK.K. | 410·0 P47′B115′F44′ | 54·2 | 27·5 FK | Kobe Japanese *WB* | DR geared steam turbine NE20 551NHP KerrTurbineCo. Wellsville,N.Y. | 30 ″ 2 | C † |
| 76601 TCBO | Izmir Ⓟ (*ex* Kawi) | 3*Dks* | 4875 3640 3021 | | | | | 1907 | Kon.Maats deSchelde Flushing | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 394·2 P80′B180′F78′ | 47·1 | 27·2 | Istanbul Turkish *WB* | T.3Cy.28½",48"&82"–60" 521NHP Maats.deSchelde,Flushing | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiels. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant au Lettre d'Equipement. | 7A Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. (Bureau Cent. Bur. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76602 211453 WCVT | **J. A. Campbell** (ex Alton C. Dustin) *Mchy. Aft* GyC. | ss Clv. No. 4–4,39 1 *Dk(Stl)* & *Web frames* *Longitudinal framing* | 7316 — 5609 | ✠100A– 3,414 ~~3,39~~ BS ~~3,41~~ ✠LMC 4,39 | Clv | | | 1913 7mo | American S.B.Co. Lorain, O. | Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*) | 525·0 \| 58·1 \| 27·8 F48′ FK | | | Wilmgton (Del.) Utd. States | T.3Cy.23″,37″&63″–42″ (*s*) 180lb 388NHP 2SB,*6cf*,GS126,HS5998 FD American SB Co. Cleveland | 31 ″ 0 | |
| | | | | *For Service on the Great Lakes* | | | | | | *Cell D B & side tanks f* 402′52 | | | | | | | |
| 76603 212964 WOCI | **J. A. Moffett** 3 Mst *Mchy. Aft* D.F. GyC. | ss S.Fo. No. 3–4,27 ss S.Fo. No. 1–31 *Fitted for oil fuel* 2 *Dks* & *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* | 6199 — ~~3864~~ 6197 — 3777 | ✠ … 6,32 ✠ | | | | 1915 3mo | Union Iron Works Co. San Francisco | Standard Oil Co. of California | 419·4 \| 54·2 \| 31·6 P101′ B35′ F44′ FK | | | S. Frncisco Utd. States *WB* | Q.4Cy.23″,32¾″,49″ & 71½″–51″ 540NHP Union Iron Works Co. S. Fo. | 31 ″ 6 | R † |
| 76604 221521 KDTU | **J. A. Moffett, Jr.** Twin Sc *Oil Eng.* D.F. GyC. E.S.D. 2 *Dks(Stl)* & *Shelter dk(Stl)* & *Web frames* *Mchy. Aft* *Cruiser Stern* *Web frames* *Longitudinal framing–bracketless system* | ss N.Yk. No. 3–12,27 ss N.Yk. No. 2–37 | 9788 7832 6137 | ✠100A1 *Shelter dk with freeboard* 9,39 ✠LMC CS6,38 DBS ~~2,40~~ 3,41 9,39 ✠NE 12,27 *Carrying Petroleum in bulk* | N Yk | *f*† | CL 9,39 | 1921 8mo | Federal S.B.Co. Kearny, N.J. A&CP | Standard Oil Co. of New Jersey *Cell D Bu E & B* 68′ | 499·2 \| 68·1 \| 30·5 FK 199*t DT f* 54′ 646*t FPT* 258*t APT* 142*t* | | | Wilmgton (Del.) Utd. States | Oil Engines 2 S.C.SA 8Cy.27½″–47½″ 1053NHP 2 ND B Water Tube 27–*250lb* Hooven, Owens & Rentschler Co. Hamilton, Ohio | 38 ″ 10 s 10 ″ 3 28 ″ 11½ | |
| 76605 HPFL | **J. A. Mowinckel** Twin Sc *Oil Eng.* D.F. GyC. E.S.D. 2 *Dks(Stl)* & *Mchy. Aft* *Cruiser Stern* *Web frames* *Longitudinal framing–bracketless system* | ss N.Yk. No. 2–39 | 11147 — 6795 | ✠100A1 8,40 ~~11,39~~ ✠LMC CS12,39 DBS ~~6,40~~ 8,40 ~~8,38~~ 8,40 *Carrying Petroleum in bulk* | N Yk | *g*† | CL 6,39 | 1930 11mo | Cant. Riuniti Dell' Adriatico Monfalcone *Lloyd's A&CP* | Panama Transport Co. | 521·8 \| 70·4 \| 38·8 *After* B55′ B41′ F43′ FK *Cell D Bu E* 107′ | | | Panama Pnamanian | Oil Engines 2 S.C.SA 12Cy.26¾″–43⅝″ 1505NHP 2 WTDB *200lb* 2 DN *100lb* Soc. An. Fiat S.G.M. Turin 8′1966*t FPT* 272*t APT* 266*t* | 38 ″ 9 s 8 ″ 5 30 ″ 7¾ | |
| 76606 214109 KJNP | **J. B. John** (ex Westoil, ex Kaministiquia) *Mchy. Aft* D.F. | (*Self-Unloader*) 1 *Dk* | 2173 1973 1401 | | | | | 1909 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Petoskey Transportation Co. | 250·0 \| 43·0 \| 22·6 F42′ | | | Chicago Utd. States *WB* | T.3Cy.20⅝″,33″&54¾″–36″ 177NHP N.E. Marine Eng. Co Ld Nwc | | R |
| 76607 137147 MFGK | **J. B. Paddon** (ex Starbeam) *Well deck* *Mchy. Aft* 1 *Dk(Stl)* *Cargo battens not fitted* | ss Sld. 2nd No. 3–11,39 | 570 401 250 | ✠100A1 ~~11,39~~ 9,40 ✠LMC 11,39 BS 9,40 | Sld | *i* | CL 10,39 | 1914 7mo | Ardrossan DD & SB Co Ld Ardrossan *Lloyd's A&CP* | Stephenson Clarke & Associated Companies, Ld. | 175·6 \| 27·0 \| 10·4 Q101′ B11′ F22′ BK 7½′ *Cell D B f* 99′ 130*t FPT* 32*t APT* 3*t* | | | London British | T.3Cy.13½″,22″&36″–24″ (*r*) 180lb *70lb* 82RHP 3 *BH Asp* 1SB,*3cf*,GS52,HS1520 Lidgerwood, Ld. Glasgow | 12 ″ 6 s 3 ″ 8 12 ″ 11½ | |
| 76608 215852 WFCY | **J. C. Donnell** 2 *Dks(Stl)* & *Shelter dk(Stl)* *Mchy. Aft* GyC. | ss Phl. No. 3–12,29 ss N.Ns. No. 2–38 & *Web frames* *Longitudinal framing* | 9783 9455 7165 | ✠100A1 *Shelter dk with freeboard* 12,40 ~~2,40~~ ✠LMC MS 9,37 ~~BS 10,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel*, 1,18 | Mob NYk | *f*† | CL ~~9,40~~ 12,40 *F.P.* | 1918 1mo | Nwprt Nws S.B.&D.D.Co Newprt News A&CP | Atlantic Refining Co. *Cell D B* *above* 150° F. | 500·0 \| 68·2 \| 35·5 FK *u E & B* 59′ 184*t a* 17′ | | | Phildlphia Utd. States | Q.4Cy.26″,38½″,55″&81″–51″ 220lb (*s*) 644NHP 19 *BH pt Cem* (15 to *Udk* 4 ,, 2nd,,) 3SB,*12cf*,GS215,HS8700 FD Newport News SB & DD. Co. 71*t DT f* 54′ 673*t FPT* 243*t APT* 127*t* | 38 ″ 3 s 9 ″ 11½ 28 ″ 7 | |
| 76609 216747 WOCE | **J. C. Fitzsimmons** (ex Montrolite) *Mchy. Aft* D.F. GyC. | ss S.Fo. No. 3–1,30 *Fitted for oil fuel* 2 *Dks* & *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* | 6716 6295 4119 | ✠ … 6,32 ✠NE 8,22 ✠ | | | | 1918 8mo | Ames S.B. Co. Seattle, Wash | Standard Oil Co. of California | 421·4 \| 57·3 \| 31·7 P98′ B41′ F37′ FK | | | S. Frncisco Utd. States *WB* | T.3Cy.24¾″,41 1/16″ & 72 5/16″–48″ 362NHP Hooven, Owens & Rentschler Co. Hamilton, Ohio | 31 ″ 7 | R † |
| 76610 OUHM | **J. C. Jacobsen** 1 *Dk* & *Spar dk* | | 1221 694 740 | | | | | 1890 | Burmeister & Wain Copenhagen | Det Forenede Dampskibs Selsk. | 219·3 \| 31·1 \| 20·1 H52′ 20·1 | | | Copnhagn Danish *WB* | T.3Cy.16″,27″&45″–33″ 116NHP Burmeister & Wain, Cpn. | | V |
| 76611 202977 WNXU | **J. Clare Miller** (ex Harvey D. Goulder–37) D.F. GyC. *Mchy. Aft* 1 *Dk* | | 6617 — 5219 | | | | | 1906 | American S.B.Co. Lorain, O. | Columbia Transportation Co. (John T. Kelly, *Mgr.*) | 525·0 \| 55·0 \| 31·0 F46′ *WB* | | | Wilmgton (Del.) Utd. States | T.3Cy.24″,39″&65″–42″ 273NHP American S.B.Co. Clevelnd | | R |
| 76612 136938 GMRC | **J. Duncan** *Well deck* *Mchy. Aft* 1 *Dk(Stl)* *Cargo battens not fitted* | ss Cff. 2nd No. 3–4,39 | 1832 1354 757 | ✠100A1 ~~3,40~~ ~~1,00~~ 3,41 BS 5,40 ✠LMC 4,39 | Cff Bry | *q* | CL 4,39 | 1914 10mo | Dublin Dkyd. Co. Ltd Dublin *Lloyd's A&CP* | J. Duncan SS Co. Ld. (J.T. Duncan & Co. Ld.) *Cell D B* *u E & B* 43′ *f* 97′ 258*t* | 260·1 \| 38·3 \| 16·3 Q98′ B58′ F31′ FK *D T a* 72′ 401*t FPT* | | | Cardiff British | T.3Cy.17½″,31 7/16″ & 52″–36″ 180lb (*s*) 213NHP 5 *BH Cem* 55*t APT* 31*t* MacColl & Pollock, Ld. Sld. | 18 ″ 7 s 1 ″ 6½ 17 ″ 5½ | |
| 76613 206144 | **J. E. Gorman** (ex North Lake) *Mchy. Aft* 2 *Dks* | | 4053 — 2941 | | | | | 1909 | Gt. Lakes Eng. Works St. Clair, Mich | Great Lakes Transit Corporation | 350·0 \| 46·0 \| 26·0 F32′ | | | Buffalo NY Utd. States *WB* | Q.4Cy.19″,27½″,40″&58″–42″ Great Lakes 218NHP Eng. Works, Detroit | | |
| 76614 ~~215698~~ ~~245268~~ | **J. E. O'Neil** GyC. | ss N. Ns. No. 3–11,30 ss Phl. No. 2–38 2 *Dks(Stl)* & *Web frames* *Long. Bridge Deck Erections* | 7070 6444 4460 | ✠100A1 ~~6,30~~ ~~6,30~~ 11,40 ✠NE 4,21 ✠LMC 9,38 BS ~~6,30~~ 3,40 *Carrying Petroleum in bulk* *Fitted for oil fuel*, 1,18 | ~~Dpt~~ Bal Phl | *b*† | CL ~~6,38~~ 3,40 *F.P.a* | 1918 1mo | Bethlehem S.B.Corp. Alameda, Cal. A&CP | ~~Atlantic Refining Co.~~ Lloyd Brasileiro *Cell D Bu E & B* 57′ 179*t DT f* 56′ 10 *above* 150° F. | 435·0 \| 56·0 \| 32·0 P122′ B50′ F42′ FK 68*t FPT* 97*t APT* 74*t* | | | R. Janeiro Brazilian | 1 DR Geared Steam Turbine 2550lb HS9750 (*s*) 672NHP 3 Water Tube Boilers (Spt) 15 *BH pt Asp* (11 to *Udk* 4 ,, 2nd,,) DeLaval Turbine Co. FD Trenton, N.J. | 33 ″ 6 s 6 ″ 6½ 27 ″ 2½ | |
| 76615 205033 WOJV | **J. E. Upson** D.F. GyC. *Mchy. Aft* 1 *Dk* | | 6309 — 4853 | | | | | 1908 | American S.B.Co. Cleveland, O. | The Wilson Transit Co. | 504·0 \| 54·0 \| 30·0 *WB* | | | Wilmgton (Del.) Utd. States | T.3Cy.23″,38″&63 5/32″–42″ 258NHP American S.B.Co. | | R |
| 76616 205160 WTSN | **J. F. Durston** D.F. GyC. *Mchy. Aft* 1 *Dk* | | 4791 — 3500 | | | | | 1908 | Superior S.B.Co. Superior | Great Lakes S.S. Co. Inc. | 432·0 \| 52·0 \| 28·0 *WB* | | | Oswego NY Utd. States | T.3Cy.22″,35″&58″–42″ 218NHP Superior S.B.Co. Superior | | R |
| 76617 203906 KFCJ | **J. F. Schoellkopf Jr.** (ex Hugh Kennedy) D.F. GyC. *Mchy. Aft* 1 *Dk* | (*Self-Unloader*) | 7264 — 5795 | | | | | 1907 | American S.B.Co. Lorain | American S.S.Co. (Boland & Cornelius, *Mgrs.*) | 532·0 \| 56·0 \| 31·0 *WB* | | | Buffalo, NY Utd. States | T.3Cy.23½″,38″&63″–42″ 257NHP American S.B.Co. Clevelnd. | | R |
| 76618 128494 MBTR | **J. F. V.** (ex Wheatfield) 3 Mst *Well deck* *Mchy. Aft* 1 *Dk(Stl)* | ss Apl. 2nd No. 3–4,36 ss Lan. No. 1–40 | 515 331 197 | ✠100A1 11,40 ~~11,00~~ ~~BS 10,39~~ ✠LMC ~~4,38~~ 11,40 | Bkn Lan | *h* | OG N10,39 | 1909 6mo | J. T. Eltringham & Co. S. Shields *Lloyd's A&CP* | W. J. Ireland | 162·4 \| 26·7 \| 9·3 Q93′ B12′ F24′ BK 7′ *Cell D B f* 91′ 97*t FPT* | | | London British | C.2Cy.20″&42″–27″ (*s*) 180lb 71RHP 3 *BH Cem* 1SB,3*pf*,GS55,HS176C G.T. Grey, South Shields | 11 ″ 6 s 4 ″ 0½ 11 ″ 11 | |

Now "Ponta Verde," *see Loss and Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. / Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of P. of T. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76619<br>221450<br>KDHR | **J. Fletcher Farrell**<br>*ss*Mob.No.3–3,38<br>*ss*N.Os.No.1–37<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>Sub.Sig. *Longitudinal framing* | 7061<br>6422<br>4350 | ✠100A1 NOs *b*† CL<br>~~5,10~~ 2,10 1,41 ~~Cmk~~ ~~11,38~~<br>~~BS1,41~~ ✠LMC2,37 5,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7,21 *F.P. above* 150° F. | | | | 1921<br>7mo | Bethlehem S.B.Corp.Ld. Quincy,Mass. | Sinclair RefiningCo.Inc.<br>*CellDBuE&B*62′200*t*<br>*DTf*40′588*t* | 430·3\|59·3\|33·2<br>P134′B37′F40′ FK<br>*FPT*228*tAPT*72*t* | NewYork Utd.States 17*BHptCem* (12*toUdk* 5 „2*nd* „ ) | T.3Cy.26½″,44″&74⅞″–51″ 200lb (*s*) 586NHP 3SB,9*cf*, ,HS8829 FD BethlehemS.B.Corp.Ld. | 33 ″ 3<br>s 6 ″8½<br>26 ″ 10 | |
| 76620<br>217059<br>KGWO | **J. Floyd Massey, Jr.** (*ex*Lake Arline)<br>D.F. GyC. 1*Dk* | 2084<br>1756<br>1223 | ✠ ...<br>3,21 | | | | 1918<br>10mo | GlobeS.B. Co. Superior,Wis. | SteelProducts Transpn.Corp. | 251·0\|43·7\|19·2<br>P27′B60′F35′ FK | Duluth Utd.States *WB* | T.3Cy.19″,32″&56″–36″ 276NHP NordbergMfg.Co.Milwkee | 21 ″ 5 | R<br>† |
| 76621<br>205220<br>KFTT | **J. H. Macoubrey** (*ex*JohnA. Donaldson–33)<br>*Mchy.Aft* D.F. 1*Dk* | 4315<br>—<br>3110 | | | | | 1908 | American S.B.Co. Lorain,O. | MidlandS.S.Line, Inc. | 380·0\|50·0\|28·0<br>*WB* | Wilmgton (Del.) Utd.States | T.3Cy.20″,33″&55″–40″ 191NHP AmericanSB.Co.Cleveland | | R |
| 76622<br>HPFD | **J. H. Senior** TwinSc *Oil Eng.*<br>D.F. *ss*NNs.No.2–39<br>E.S.D. GyC. 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* Sub.Sig *CruiserStern*<br>*Longitudinal framing–bracketless system* | 11065<br>—<br>6769 | ✠100A1 NNs *g*† CL<br>~~4,10 0,39~~ 1,40 NYk 9,39<br>✠LMC CS10,39<br>~~DBS10,39~~ 4,38 ~~11,40~~<br>*Carrying Petroleum in bulk*<br>~~DBS11,40~~ | | | | 1931<br>3mo | Vereinigte SthlwrkeA.G Nordseewerke Emden *Lloyd's*A&CP | PanamaTrans-portCo. | 521·2\|70·3\|38·9<br>*After*B55′F42′ FK<br>*CellDBuE* | Panama Pnamanian 17*BHptCem ptAsp* (4*to*2*nddk*) 78′225*tDTsf* | Oil Engines 2S.C.SA 12Cy.26¾″–51⅜″ 1496NHP 2DB(WT),200*lb* 2DB*100lb* Frd.KruppA.G.Kiel 48′1990*tFPT*270*tAPT*255*t* | 38 ″ 9<br>s 8 ″ 5⅝<br>30 ″ 6¼ | |
| 76623<br>202542<br>KKUI | **J. H. Sheadle** (*ex*WilliamG. Mather)<br>D.F. Sub.Sig. *Mchy.Aft* 1*Dk* | 6838<br>—<br>5183 | | | | | 1905 | Gt.Lakes Eng.Works Ecorse,Mich. | Cleveland-Cliffs S.S.Co. (Cleveland-CliffsIronCo.*Mgs.*) | 513·0\|60·2\|32·0<br>*WB* | Wilmgton (Del.) Utd.States | T.3Cy.24½″,39″&67′–42″ 292NHP GtLakesEngWrks.Detroit | | R |
| 76624<br>220860<br>KDLC | **J. J. Coney** (*ex*W.D.Anderson–35, *ex*Pearldon) *ss*Phl.No.3–7,23<br>*Fitted for oil fuel*<br>2*Dks*&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>D.F. GyC. *Carrying Petroleum in bulk* | 5168<br>4522<br>3179 | ✠ ...<br>2,24 | | | | 1920<br>12mo | TerryS.B. Corp. Savannah,Ga | HillconeSteamship Co.Ld. | 391·9\|51·0\|28·5<br>P99′B34′F44′ FK | S.Frncisco Utd.States *WB* | T.3Cy.24½″,41½″&72″–48″ 562NHP BadenhausenCo.Phl. | 30 ″ 2 | R<br>† |
| 76625<br>204993 | **J. J. H. Brown**<br>D.F. *Mchy.Aft* 1*Dk* | 5069<br>—<br>3787 | | | | | 1908 | American S.B.Co. Lorain | BrownS.S.Co. (Brown&Co. *Mgrs.*) | 432·0\|52·0\|28·0<br>*WB* | Buffalo NY Utd.States | T.3Cy.22″,35″&58″–42″ 218NHP AmericanS.B.Co. | | R |
| 76626<br>EAOX | **J. J. Sister** (P) TwinSc<br>(*ex*GalileoGalilei) *Oil Eng.*<br>Wireless 2*Dks* | 1527<br>—<br>734 | | | | | 1896 | N.Odero fuA. SestriPnente | Cia.Trasmedi-terranea | 281·7\|36·7\|18·7<br>P46′F36′ | Valencia Spanish | Oil Engines 4S.C.SA 20Cy.20⅞″–20⅞″ 856NHP *Emade*—,*fitted*24 Masch.Augsburg-Nürn-bergA.G.Augsburg | | |
| 76627<br>204624<br>KDXV | **J. J. Sullivan**<br>D.F. GyC. *Mchy.Aft* 1*Dk* | 7077<br>—<br>5541 | | | | | 1907 | American S.B.Co. Cleveland,O. | PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) | 532·0\|56·0\|31·0<br>*WB* | Wilmgton (Del.) Utd.States | T.3Cy.23½″,38″&63″–42″ 257NHP AmericanSB.Co.Cleveland | | R |
| 76628<br>217562<br>KEXQ | **J. L. Luckenbach** TwinSc6Twin Msts<br>(*ex*SouthBend) *ss*Bos.No.3–4,31<br>*ss*Sea.No.2–39<br>D.F. GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 6369<br>—<br>3999 | ✠100A1 Sea *b*† CL<br>*Shelter dk*<br>*withfreeboard*<br>~~11,40 8,39~~ ✠LMC ~~10,37~~ P8,39 S5,40<br>✠NE&B2,23<br>MS1,39 ~~BS6,39~~ 5,40<br>*Fitted for oil fuel* 3,19 *F.P. above* 150° F. | | | | 1919<br>3mo | SunS.B. Co. Chester,Pa. A&CP | LuckenbachS.S. Co.Inc.<br>*CellDB*389′1831*t*<br>*uE&B space* | 448·9\|60·2\|28·2<br>37·8 FK<br>(*Coll to Sh.dk* 7 „2*nd*„)<br>*'tween dk tanks*<br>36′405*tFPT*281*tAPT*271*t* | NewYork Utd.States 8*BHptAsp* 3SB,12*cf*,GS239,HS12780 DeLavalStm.TurbineCo. Trenton,N.J. | 4 Steam Turbines SR geared to 2 Sc. Shfts. (*r*) 225lb FD 1032NHP | 31 ″ 3<br>s 4″ 3½<br>27 ″ 4½ | |
| 76629<br>202875<br>KURJ | **J. L. Reiss** (*ex*W.K.Bixby)<br>(*Self-Unloader*)<br>D.F. GyC. *Mchy.Aft* 1*Dk* | 5398<br>—<br>4102 | | | | | 1906 | Detroit S.B.Co. Wyandotte | ReissS.S.Co. | 489·0\|52·2\|26·5<br>*WB* | Wilmgton (Del.) Utd.States | T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit | | R |
| 76630<br>210990 | **J. M. Davis** (*ex*Boston)<br>*Mchy.Aft* 2*Dks* | 4375<br>—<br>3475 | | | | | 1913 | Gt.Lakes Eng.Works Ecorse,Mich. | GreatLakesTran-sitCorp. | 350·0\|48·1\|30·9<br>F29′ | Buffalo NY Utd.States *WB* | Q.4Cy.19″,27½″,40″&58½–42″ 218NHP G.LakesEngWrks.Detroit | | |
| 76631<br>221492<br>KDTP | **J. N. Pew**<br>*ss*Phl.No.3–3,34<br>*ss*Phl.No.1–38<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>GyC. &*Web frames*<br>*Longitudinal framing* | 9033<br>8530<br>6432 | ✠100A1 Phl *e*† CL<br>*Shelter dk* N2,39<br>*withfreeboard*<br>~~10,40 8,41~~ ✠LMC<br>MS6,38 ~~BS8,39~~ 8,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7,21 *F.P. above* 150° F. | | | | 1921<br>7mo | SunS.B. Co. Chester,Pa. A&CP | SunOilCompany<br>*CellDBuE&B*89′40′448*t FPT* | 480·5\|66·0\|36·8<br>F44′ *on Shelter dk* FK<br>(10*to Sh.dk* 8 „ *U*„)<br>186*tAPT*84*t* | Phildlphia Utd.States 18*BHptCem* *CollDBuE&B*89′40′448*t FPT* 186*tAPT*84*t* | T.3Cy.27½″,45½″&76″–51″ 200lb (*r*) 620NHP 3SB,9*cf*,GS198,HS9198 FD SunS.B.Co.Chester,Pa. | 37 ″ 0<br>s 10 ″ 6<br>26 ″ 11 | |
| 76632<br>207250<br>WTLR | **J. P. Morgan, Jr.**<br>D.F.<br>GyC. Sub.Sig. *Mchy.Aft* 1*Dk* | 7521<br>—<br>5824 | | | | | 1910 | American S.B.Co. Lorain,O. | PittsburghS.S.Co. | 580·0\|58·0\|32·0<br>*WB* | D'luthMin Utd.States | T.3Cy.24″,39″&65″–42″ 274NHP AmericanSB.Co.Clevlnd,O | | R |
| 76633<br>203155 | **J. Pierpont Morgan**<br>D.F.<br>GyC. Sub.Sig. *Mchy.Aft* 1*Dk* | 7161<br>—<br>5530 | | | | | 1906 | Chicago S.B.Co. Chicago | PittsburghS.S.Co. | 580·0\|58·0\|27·4<br>*WB* | D'luthMin Utd.States | T.3Cy.24″,39″&65″–42″ NB37 274NHP AmericanSB.Co.Clevlnd,O | | R |
| 76634<br>202770<br>KGRG | **J. R. Sensibar** (P) (*ex*FrankC.Ball)<br>*Mchy.Aft* D.F. (*Self-Unloader*)<br>1*Dk* | 7179<br>—<br>4638 | | | | | 1906 | Gt.Lakes Eng.Works Ecorse,Mich. | MidwestVessel Corp. | 537·8\|56·2\|27·0<br>*WB* | Wilmgton (Del.) Utd.States | Steam Turbine connected to Elec. Motor & Sc. Shaft NE30 NB18*refitted*30 GeneralElectricCo. Schenectady,N.Y. | | |
| 76635<br>206695<br>WONN | **J. S. Ashley**<br>GyC. (*Self-Unloader*)<br>*Mchy.Aft* D.F. 1*Dk* | 6993<br>—<br>5835 | | | | | 1909 | American S.B.Co. Lorain,O. | PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) | 509·7\|54·2\|26·7<br>*WB* | Wilmgton (Del.) Utd.States | Q.4Cy.18″,26½″,41″&63″–42″ 257NHP AmericanS.B.Co.Lorain,O. | | R |
| 76636<br>UYAC | **J. Stalin** TripleSc<br>(*Icebreaker*)<br>*CruiserStern* 5*Dks* | 4866 | | | | | 1937 | BalticS.B. &Eng.Wks. Leningrad | U.S.S.R. | 335·9\|75·8\|29·9 | Leningrad Russian | T.9Cy.22 1/16″,38 3/16″&64 3/16″–44⅜″ 825NHP BalticS.B.&Eng.Wks.Len. | | |
| 76637<br>237044<br>WPTU | **J. W. Van Dyke** 11651<br>D.F. E.S.D. *Fitted for oil fuel*<br>GyC. *CruiserStern* 1*Dk*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>*Longitudinal framing–bracketless system*<br>*Electrically welded* | —<br>7258 | | | | | 1938 | SunS.B.& DryDockCo. Chester,Pa. | AtlanticRefining Co. | 523·5\|70·2\|39·8<br>P104′B35′F43′ | Phildlphia Utd.States | 1 steam turbine connected to electric motor & screw shaft 833NHP GeneralElectricCo. Schenectady,N.Y. | | R |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Dans le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme adoptée maintenant pour l'Acte d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moyens. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76638 | **Jaak** (*ex*Benlos-39,*ex*PeterMærsk) | | 1369 | ✠100A1 ~~Hbg~~ | | *p* | OG | 1906 | A.Vuijk& | Ministry of Shipping (AlnS.S.Co. | 242·8 | 36·8 | 16·7 | S'thamptn | T.3Cy.18″,29″&48″–33″ (*s*) | 19 ″ 0 | |
| 147127 | *ss*Kel.2ndNo.3–11,34 | | 1237 | ~~Examined 4,41 Bon~~ | | | | 9mo | Zonen | Ltd.*Mgrs.*) | 253·6(O.L.) | | | British | 180lb ~~200~~ 90℔ 143NHP | s 2 ″ 2½ | |
| MLQD | 1*Dk*(*Stl*)*&deep framing* | | 792 | ~~DS—,38~~ ✠LMC~~11,34~~ 4,41 | | | | *Lloyd's SA&CP* | Capelle a/d Ysel | *CellDBa60'u* | P19′B66′F28′ FK | | | 4*BHCem* | 1SB,*3cf*,GS60,HS2208 | 16 ″ 11 | |
| | *Cargo battens not fitted* | | | | | | | | | | *E18′f102′354t FPT* | | | 30t*APT*50t | G.T.Grey,SouthShields | | |
| 76639 | **Jäämeri** (*ex*Charterhague–39, | | 2522 | ✠100A1 Skm | | *t* | CL | 1920 | Monmouth | FinskaFiskeriA/B | 312·9 | 43·0 | 20·7 | Hangö | T.3Cy.22″,36″&59″–39″ | 23 ″ 0 | |
| 822 | *ex*Silverway, *ss*Hfs.No.3–9,32 | | 2248 | 11,39 | | | 1,39 | 11mo | S.B.Co.Ltd. | (A/B R.Nordström | 303·0 | | | Finnish | 185lb 271NHP | s 3 ″ 4½ | |
| OHDI | *ex*WarFig) *ss*Skm.No.1–36 | | 1348 | ✠LMC | | | | | Chepstow, Mon. | &Co.O/Y,*Mgrs.*) | P33′B80′F33′ FK | | | 2SB,*6cf*,GS114,HS4616 | | 19 ″ 10 | |
| | D.F. 1*Dk*(*Stl*) | | | ✠NB5,27 ✠NB3,29 | | | | *Lloyd's SA&CP* | | *CellD* | *B260′677t FPT87t* | | | *APT*193t | G.Fletcher&Co.Ltd.Derby | | |
| | *Cruiser Stern* | | | MS3,36 BS10,39 | | | | | | | | | | | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 76640 | **Jaarstroom** | | 2480 | | | | | 1922 | J.Meyer's | N.V.Hollandsche | 321·7 | 40·2 | 16·6 | Amstrdam | DR geared Steam Turbine | | V |
| | *Fitted for oil fuel* | | 1621 | | | | | | S.B.Co. | Stoomb.Maats. | Q97′B77′F32′ | | | Dutch | Machf.Gebr.Stork&Co. | | |
| PEYF | Sub.Sig. D.F. 2*Dks* | | 1494 | | | | | | ZaltBommel | | len36 | | | | Hengelo | | |
| 76641 | **Jaboatão** (*ex*ArnoldAmsinck) | | 4526 | | | | | 1907 | Bremer Vulkan | LloydBrasileiro | 386·7 | 51·7 | 25·9 | R.Janeiro | Q.4Cy.22⅜″,32⅜″,49 1/16″&70″ | | V |
| | | | — | | | | | | Vegesack | | P261′F29′ | | | Brazilian | –49⅜″ 345NHP | | |
| PUBJ | 2*Dks* | | 2896 | | | | | | | | | | | *WB* | BremerVulkan,Vegesack | | |
| 76642 | **Jaceguay** (*ex*Flecha–37, | TwinSc | 781 | ... | | | | 1919 | ClydeS.B. | BrazilianNavy | 219·3 | 28·6 | 15·6 | R.Janeiro | T.6Cy.13½″,21½″&34″–21″ | 16 ″ 3 | |
| | *ex*Fairfield) *ss*Sou.No.3–10,20 | | 699 | 2,25 | | | | | &Eng.Co.Ltd. | | | | | Brazilian | 378NHP | | |
| | (*Survey Vessel*) 2*Dks* | | 322 | | | | | | PortGlasgow | | FK | | | *WB* | ClydeSB.&Eng.Co.Ltd.PGl | | |
| 76643 | **Jacinth** | | 650 | ✠100A1 Bwg | | *i* | OG | 1937 | Henry | Wm.Robertson | 178·0 | 28·7 | 11·4 | Glasgow | Oil Engines 2S.C.SA | 13 ″ 6 | |
| 165923 | *Oil Eng.* | | 452 | 5,40 ~~4,00~~ Lon | | | 3,39 | 12mo | Robb,Ld. | | 185·0(O.L.) | | | British | 7Cy.9½⅜–16 5/16″ 61RPM | s 4 ″ 0½ | |
| MMNZ | *Mchy.Aft* 1*Dk* | | 332 | ✠LMC12,37 | | | | | Leith | | P45′Q60′F27′ FK | | | 3*BHptCem* | | 13 ″ 0⅝ | |
| | *Cruiser Stern* | | | ✠LMC(M)4,39 | | | | *Lloyd's SA&CP* | | *CellD* | *B114′ 154t FPT85t* | | | *APT*24t | BritishAuxiliaries,Ld.Gls. | | |
| 76644 | **Jacinto Verdaguer** (*ex*Cid) | | 1641 | ✠ Bcl | | *q* | | 1900 | W.Hamil- | Cia.Tras- | 245·2 | 35·7 | 21·7 | Barcelona | T.3Cy.20″,31″&51″–33″ | 23 ″ 11 | |
| | *ss*Bcl.2ndNo.3–5,26 | | 1438 | 6,31 | | | | 10mo | ton&Co. | mediterranea | | | | Spanish | 157NHP | | |
| EAOW | *ss*Val.No.1–30 | | 1040 | ✠ | | | | | Pt.Glasgow | | P34′B65′F53′ FK | | | 4*BHCem* | 1SB,*4pf*,GS66,HS2433 | | |
| | 2*Dks*(1*Stl&UIrn*)*&deep framing* | | | ✠NB1,02*refitted*9,27 | | | | | | *DBa50'* | *uE&B34′f106′327t* | | | *APT*12t | D.Rowan&Co.Glasgow | | |
| 76645 | **Jack** (*ex*LakeFresco) | | 2622 | ✠ ... | | | | 1919 | American | Terminals& | 251·0 | 43·6 | 26·2 | Duluth | T.3Cy.20″,33″&54″–40″ | 28 ″ 2 | R |
| 217851 | | | 2249 | 9,20 | | | | 6mo | S.B.Co. | Transpn.Corp. | P25′B64′F23′ | | | Utd.States | 267NHP | | † |
| KJNU | *Ref.Mchy.* 1*Dk2trB* | | 1617 | ✠ | | | | | Lorain,O. | (Minnesota-AtlanticTransit Co.*Mgrs.*) | FK | | | *WB* | AmericanS.B.Co.Lorain,O. | | |
| * 76646 | **Jacob Christensen** | | 3594 | ✠100A1 Bgn | | *w* | CL | 1920 | J.Blumer | A/S D/S Mathilda | 356·3 | 48·7 | 23·9 | Bergen | T.3Cy.24″,40″&66″–45″ (*s*) | 25 ″ 11 | |
| | *ss*Bgn.No.3–8,33 | | 3284 | 9,39 | | | 11,38 | 11mo | &Co.Ld. | (J.Christensen, | 368·5(O.L.) | | | Norwegian | 180lb 311NHP | s 3 ″ 7½ | |
| LCPC | D.F. *ss*Ant.No.1–38 | | 2179 | MBS7,39 ✠LMC3,38 | | | | | Sunderland | *Mgr.*) | P35′B170′F30′ FK | | | 6*BHCem* | 2SB,*6cf*,GS120,HS4704 | 22 ″ 6 | |
| | 1*Dk*(*Stl*) | | | | | | | *Lloyd's SA&CP* | | *CellDB* | *308′853t FPT* | | | 67t*APT*109t | N.E.MarineEng.Co.Ld.Sld | | |
| 76647 | **Jacob Luckenbach** (*ex*Radnor) | | 5817 | ✠ ... | | | | 1918 | SunS.B. | LuckenbachS.S. | 434·3 | 57·7 | 27·1 | NewYork | T.3Cy.28″,45½″&76⅜″–51″ | 38 ″ 0 | R |
| 216293 | *Fitted for oil fuel* | | — | 2,21 | | | | 5mo | Co. | Co.Inc. | | | 35·3 | Utd.States | 412NHP | | † |
| KJUE | D.F. Sub.Sig. 2*Dks*&*Shelter dk* | | 3537 | ✠ | | | | | Chester,Pa. | | FK | | | *WB* | SunS.B.Co.Chester,Pa. | | |
| 76648 | **Jacob Ruppert** (*ex*PacificFir–33, | | 5645 | | | | | 1920 | Western | UnitedStates | 410·5 | 54·0 | 27·1 | NewYork | T.3Cy.24½″,41½″&72″–48″ | | R |
| 219898 | *ex*WestCahokia) *Fitted for oil fuel* | | — | | | | | | Pipe&Steel | Maritime | P46′B112′F46′ | | | Utd.States | 359NHP | | |
| KJTY | D.F. Sub.Sig. 2*Dks* | | 3500 | | | | | | Co. | Commission | | | | *WB* | JoshuaHendy Co. | | |
| Now "Cocle," *see No.87551 in Supplement* | | | | | | | | | S.Francisco | | | | | | SanFrancisco | | |
| 76649 | **Jacobsen** (*ex*ConsulSuckau–33, | | 523 | | | | | 1923 | NVSchps& | Soc.Dunkerquoise | 164·0 | 25·6 | 10·4 | Dunkirk | T.3Cy.12″,20″&32″–24″ | | V |
| | *ex*Carola) | | 379 | | | | | | Rep.DeHoop | auCabotage | Q56′B13′F21′ | | | French | 50NHP | | |
| TUXI | *Mchy.Aft* 1*Dk* | | 211 | | | | | | Leiden | (L.Dewulf,*Mgr.*) | | | | *WB* | WerfMaasdijk,Schiedam | | |
| 76650 | **Jacobus** | | 1262 | ✠100A1 Hpl | | *o* | CL | 1920 | Living- | SirEricOhlson, | 230·4 | 36·7 | 15·8 | Hull | T.3Cy.18″,30″&50″–33″ (*s*) | 18 ″ 0 | |
| 144045 | *ss*Hul.No.3–12,36 | | 1088 | 1,40 | | | 3,38 | 5mo | stone& | Bart.(OhlsonS.S. | | | | British | 180lb 199NHP | s 2 ″ 0½ | |
| MJXZ | 1*Dk*(*Stl*) | | 756 | ✠LMC | | | | | Cooper,Ld. | Co.) | P19′B69′F28′ FK | | | 4*BHCem* | 2SB,*6pf*,GS108,HS3672 | 16 ″ 2 | |
| | Wireless *Cruiser Stern* | | | MS12,36 BS9,39 | | | | | Hessle | | | | | | ShieldsEng.&D.D.Co.Ld. | | |
| | *Cargo battens not fitted* | | | | | | | *Lloyd's SA&CP* | | | *CellDB196′424t* | | | *APT*54t | N.Shl. | | |
| 76651 | **Jacobus Fritzen** (*ex*Dekade, | | 4090 | | | | | 1909 | W.Doxford | Johs.Fritzen& | 348·8 | 51·1 | 24·0 | Emden | T.3Cy.26″,42″&68″–45″ | | G |
| | *ex*Ruth,*ex*Dalemead,*ex*Dalemoor) | | 3407 | | | | | | &Sons,Ld. | Sohn vormLexzat | P28′F41′ | | | German | 310NHP | | |
| DGAO | D.F. *Turret deck* 1*Dk2trB* | | 2578 | | | | | | Sunderland | Scharbau&Co. | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | |
| 76652 | **Jacques Schiaffino** | | 1757 | | | | | 1930 | Swan,Hun- | Soc.Algérienne de | 251·5 | 38·3 | 19·7 | Algiers | T.3Cy.20½″,33″&54″–36″ | | V |
| | *Fitted for oil fuel* | | 1433 | | | | | | ter&Wigham | Nav.pour l'Afrique | P&B154′F22′ | | | French | 175NHP | | |
| FNWX | 2*Dks* | | 841 | | | | | | Richardson, | duNord(Ch.Schiaf- | | | | *WB* | Swan,Hunter&Wigham | | |
| | | | | | | | | | Ld Sunderlnd | fino&Cie.) | | | | | Richardson,Ld.Nwc. | | |
| 76653 | **Jadarland** Ⓟ (*ex*Bürgermeister | | 938 | | | | | 1918 | Schiffsw.v. | SandnæsDamp- | 196·0 | 30·9 | 18·3 | Sandnes | T3Cy16 5/16″,27 7/16″&42½″–27⅜″ | | |
| | Eschenburg) | | 861 | | | | | | HenryKoch | skibsslsk.A/S | H63t | | | Norwegian | 95NHP | | |
| LEER | 1*Dk* | | 569 | | | | | | Lübeck | | | | | *WB* | OttensenerMaschf.Lübeck | | |
| 76654 | **Jadden** Now named "J.B.White," | | 6869 | | | | | 1919 | Skinner& | AtlanticTranspor- | 410·5 | 54·2 | 35·1 | Montreal | T.3Cy.25″,42″&72″–48″ | 35 ″ 1 | R |
| ~~818238~~ | *Fitted for oil fuel* | | 6616 | | | | | | Eddy Corp. | tationCo.Ld.(S.L. | P27′B19′ | | | British | 359NHP | | |
| ~~KJNW~~ | Sub.Sig. 2*Dks*&*Shelter dk* | | 5258 | | | | | | Seattle,Wash | deCarteret,*Mgr.*) | | | | *WB* | Skinner&Eddy Corp. | | |
| 76655 | **Jade** | | 930 | ✠100A1 Rot | | *l* | 9,40 | 1938 | A.Vuijk& | Wm.Robertson | 205·0 | 32·6 | 12·4 | Glasgow | Oil Engines 4S.C.SA | 15 ″ 0 | |
| 165943 | *Oil Eng.* | | 634 | ~~2,40 3,385~~,41 Brs Cft | | | | 8mo | Zonen | | 213·0(O.L.) | | | British | 6Cy.15¾″–26″ 144NHP | s 4 ″ 8 | |
| MMVV | 1*Dk* | | 495 | ✠LMC8,38 | | | | | Capelle a/d | | P54′Q77′F25′ FK | | | 3*BHCem* | | 14 ″ 5½ | |
| | *Mchy.Aft* *Cruiser Stern* | | | | | | | *Lloyd's SA&CP* | Ysel | *CellDB* | *113′223t FPT* | | | 58t*APT*30t | | | |
| | | | | | | | | | | | | | | | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| 76656 | — (*ex*LouisBlanchet–38) | | 671 | | | | | 1920 | Chantiers | Soc.deChalandage | 181·4 | 28·3 | 12·0 | Saigon | T.3Cy.13⅛″,21⅜″&37½″–23⅜″ | | V |
| | | | 404 | | | | | | deProvence | &Remorquage de | P28′F32′ | | | French | 68NHP | | |
| TTGF | 1*Dk* | | 320 | | | | | | PortdeBouc | l'Indo-Chine | | | | *WB* | Chantiers deProvence,Msl. | | |
| 76657 | — | | 536 | | | | | 1912 | Stettiner | BugsierReed.u. | 165·8 | 28·6 | 11·6 | Brmrhavn | C.2Cy.17 5/16″&31½″–21⅜″ | | G |
| | | | 435 | | | | | | Oderwerke | BergungsA.G. | B112′F22′ | | | German | 38NHP | | |
| DHMX | 1*Dk* | | 268 | | | | | | Stettin | | | | | *WB* | StettinerOderwerke | | |
| 76658 | **Jadran F.** (*ex*Jadran–37,*ex*Speedy) | | 387 | ✠ ... | | | | 1901 | J.Meyer | BračaFerić | 146·3 | 23·1 | 9·8 | Split | T.3Cy.12¼″,20″&32″–23″ | 10 ″ 6 | V |
| | *ss*Fiu.No.3–12,24 | | 253 | 12,29 | | | | 6mo | ZaltBommel | | Q84′B11′F22′ | | FK | Yugoslav | 65NHP | | † |
| YTKO | *Mchy.Aft* *Well deck* 1*Dk* | | 146 | ✠ | | | | | | | | | | *WB* | G.T.Grey,SouthShields | | |

*Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys No of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Ref. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76659<br>LEFQ | **Jæderen** (*ex*Saloniki) | 1*Dk* | 902<br>666<br>493 | | | | | 1918 | Pusnæs Stöperi&Mek. Verksted Arendal | DetStavangerske Dampskibsselskap | 210·9 33·2 12·1<br>P31*t*Q82*t*H49*t*F31*t* | | | Stavanger Norwegian *WB* | T.3Cy.15″,25″&40″-30″ 88NHP<br>PusnæsStöberi&Mek. Verksted,Arendal | | N |
| 76660<br>PEYV | **Jaedjoer** | *OilEng.* 1*Dk* *Cruiser Stern* | 309<br>220<br>142 | | | | | 1937 | Gebr. Niestern&Co. Delfzijl | J.E.Wicherts | 127·6 24·1 8·9<br>P36′F20′ | | | Delfzijl Dutch *WB* | Oil Engines 2S.C.SA<br>4Cy.9 7/16″–14 3/16″ 62NHP<br>AppingedammerBrons Motorenfb N.V. | | V |
| 76661<br>702<br>ESKJ | **Jaen Teär** (*ex*Sailing Vessel) *(See Sailing Ship Register)* | **WoodAux3MstSr** *OilEng.* 1*Dk* | 371<br>320<br>274 | | | | | 1926 | M.Hohen- see Papilaid | JuliusTeär& others | 130·4 31·8 13·1 | | | Kuresaar Estonian | Oil Engines<br>2Cy. *Emade&fitted-* J.&C.G.BolindersM.V.A¡B | | V |
| 76662<br>PEYW | **Jagersfontein** Ⓟ | **TwinSc** *OilEng.* *ssAms.No.1–38* 3*Dks* *Cruiser Stern* | 10083<br>7829<br>6164 | ✠100A1<br>8,40 ~~10,39~~<br>✠LMC CS12,38<br>DBS ~~5,39~~ 4,40 6,38<br>✠Lloyd'sRMC ~~10,39~~ 5,40<br>2,41 | Ams<br>Cal | *e*†<br>2½ | OG ~~N2,39~~<br>SN 3,39<br>P 8,40 | 1934<br>12mo | NVNederl. Schps.Maats Amsterdam *Lloyd's* | N.V.Vereenigde Nederl.Scheep. Maats. ~~(Directie en Agentuur Maats. Holland Afrika Lijn, N.V. *Mgrs.*)~~ | 457·2 63·2 34·9<br>P32′B175′F35′ FK<br>*CellDBuE 3f 239′*<br>*Tanks in way of tunnels 1127t*<br>*FPT 159t APT 124t* | | | Batavia ~~PheHague~~ Dutch<br>8 *BHpt Cem* 675*t* 2DB *120lb* | Oil Engines 2S.C.DA<br>12Cy.23 5/8″–43 5/16″ 2334NHP<br>Gebr.Stork&Co.N.V. Hengelo | 38 ″ 8<br>s 8 ″ 0½<br>30 ″ 9½ | |
| 76663<br>316<br>HSAQ | **Jai Jerng Kha**<br>(*ex*Chantaboon) | **TwinSc** 1*Dk* | 482<br>—<br>247 | | | | | 1908 | HongK'ng &Whampoa DockCo.Ld HongKong | SawadSukhum Banij,Ld. | 152·5 29·0 11·0 | | | Bangkok Thai | T.6Cy.8½″,13½″&23½″-15″ 43NHP<br>HongKong&Whampoa DockCo.Ld. | | |
| 76664<br>OYGC | **Jakob Mærsk**<br>**D.F.** | 1*Dk* | 2245<br>1915<br>1348 | | | | | 1921 | Odense Staalskibs Odense | Dampskibsselsk af 1912 A/S.(A.P. Möller,Copenhagen,*Mgr.*) | 284·9 42·4 19·9<br>P32′B74′F36′ | | | Aalborg Danish *WB* | T.3Cy.20½″,33½″&55″-35″ &LPTurbine<br>Christensen& Meyer,Harburg a/dElbe | | V |
| 76665<br>153807<br>VWDF | **Jalabala** | *ssBom.No.3–11,39* 2*Dks*(*Stl*) | 3610<br>3345<br>2211 | ✠100A1<br>8,40 ~~11,39~~<br>✠LMC11,39 | Bom | *w* | CL ~~11,38~~<br>8,40 | 1927<br>8mo | Lithgows, Ld. PortGlasgow *Lloyd's* | ScindiaSteamNav. Co.Ld. *Cell* | 349·9 49·0 24·3<br>P36′B106′F31′ FK<br>*DB297′850t FPT* | | | Bombay British<br>6 *BHCem* 85*t APT 30t* | T.3Cy.24″,40″&65″-45″ (*r*)<br>180lb 398NHP<br>3SB,*9cf*,GS177,HS5916 FD<br>J.G.Kincaid&Co.Ld.Grk. | 26 ″ 6<br>s 4 ″6¾<br>22 ″ 1¾ | |
| 76666<br>129525<br>VWDX | **Jaladurga** Ⓟ<br>(*ex*Coconada–33) | **TwinSc** *ssCal.2ndNo.3–8,37* 2*Dks*(*UStl–ws*)◇ *Shade dk*(*Stl–teak s*) | 3958<br>3111<br>2162 | ✠100A1<br>*Shade dk*<br>8,40 ~~7,39~~<br>BS ~~7,39~~ 8,40<br>✠LMC8,37 | Cal | *y* | CL ~~7,38~~<br>8,40 | 1910<br>11mo | Barclay, Curle&CoLd. Glasgow *Lloyd's* | ScindiaSteamNav. Co.Ld. *Cell* | 390·5 50·2 21·7<br>F *on Shade dk* 56′ FK<br>*DBa120′uE◇B57′f157′65*<br>*2t FPT64t APT32t* | | | Bombay British *Cem*<br>5 *BH to U dk*<br>1 „ 2*nd* „ | T.6Cy.18″,30½″&52″–42″ (*s*)<br>215lb 573NHP<br>3SB,*12cf*,GS214,HS8616 FD<br>Barclay,Curle&Co.Ld.Gls. | 24 ″ 0<br>s 3 ″ 5½<br>20 ″ 11 | |
| 76667<br>153810<br>VWDJ | **Jaladuta** | *ssBom.No.3–6,39* 2*Dks*(*Stl*) | 4966<br>4649<br>3089 | ✠100A1<br>7,40 ~~8,39~~<br>✠LMC<br>BS ~~4,39~~ 6,40 MS6,39 | Bom | *y* | CL ~~5,38~~<br>7,40 | 1927<br>12mo | Lithgows, Ld. Pt.Glasgow *Lloyd's* | ScindiaSteamNav. Co.Ld. *Cell* | 400·0 52·0 28·0<br>P40′B145′F30′ FK<br>*LDB343′1150t FPT 116t APT 19t* | | | Bombay British<br>6 *BHCem* | T.3Cy.26″,42″&70″-48″ (*r*)<br>180lb *110lb* 497NHP<br>3SB,*9cf*,GS190,HS7563 FD<br>J.G.Kincaid&Co.Ld.Grk. | 30 ″ 6<br>s 5 ″ 9¾<br>24 ″ 11¼ | |
| 76668<br>150002<br>VWJG | **Jalaganga** | 2*Dks* *Cruiser Stern* | 4981<br>4658<br>3080 | ✠100A1<br>3,40<br>✠LMC5,36 | Bom | *y*<br>1⅞ | CL ~~2,38~~<br>12,40 | 1936<br>5mo | Lithgows Ld. PortGlasgow *Lloyd's* | ScindiaSteamNav. Co.Ld. *Cell* | 400·0 52·0 28·0<br>414·7(O.L.)<br>P40′B145′F32′ FK<br>*DB343′ 1047t FPT 78t* | | | Bombay British<br>6 *BHCem* *APT 47t* | T.3Cy.24½″,41″&70″-48″(*r*)<br>220lb *150lb* 524NHP<br>3SB,*9cf*,GS190,HS7563 FD<br>J.G.Kincaid&Co.Ld.Grk. | 30 ″ 6<br>s 5 ″ 9½<br>24 ″ 11 | |
| 76669<br>129544<br>VWGB | **Jalagopal** Ⓟ<br>(*ex*Edavana–33) | **TwinSc** *ssCal.2ndNo.3–9,37* 2*Dks*(*UStl–ws*)◇ *Shade dk*(*Stl–teak s*) | 5284<br>3715<br>2635 | ✠100A1<br>*Shade dk*<br>9,40 ~~9,39~~<br>BS ~~9,39~~ 9,40<br>✠LMC9,37 | Cal | *z* | CL ~~9,39~~<br>PN 9,40<br>8,40 | 1911<br>4mo | Barclay, Curle&Co.Ld. Glasgow *Lloyd's* | ScindiaSteamNav. Co.Ld. *Cell* | 400·4 52·5 25·5<br>B *on Shade dk* 166′ FK<br>*DBa&uE132′*<br>*pt uB◇f175′650t FPT 39t APT* | | | Bombay British<br>7 *BHCem* (5 *to U dk* 2 „ 2*nd dk*) HS16851 | T.6Cy.23½″,39½″&67″–48″<br>215lb *100lb* (*s*) 1086NHP<br>2DB&2SB,*24cf*,GS429, FD<br>Barclay,Curle&Co.Ld.Gls. | 28 ″ 0<br>s 4 ″5½<br>24 ″ 0 | |
| 76670<br>142653<br>VWDN | **Jalajyoti** (*ex*Vindelia, *ex*WarWagtail) *Cargo battens not fitted in 'tween dks* | *ssBom.No.3–10,30* *ssBom.No.2–38* 2*Dks*(*Stl*) | 4430<br>4086<br>2698 | ✠100A1<br>2,40<br>✠LMC<br>MS7,38 BS ~~4,39~~ 5,40 | Bom | *x* | CL<br>5,39 | 1918<br>9mo | W.Gray& Co.Ld. WHartlepool *Lloyd's* | ScindiaSteamNav. Co.Ld. *Cell* | 376·0 51·9 26·4<br>P41′B113′F39′ FK<br>*DB321′984t FPT 114t APT 66t* | | | Bombay British<br>7 *BHpt Cem* *APT 66t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Cen.Mar.Eng.Wks.Ld.Hpl | 29 ″ 0<br>s 5 ″3¼<br>24 ″ 0 | |
| 76671<br>159611<br>VWJM | **Jalakrishna** | 2*Dks* *Cruiser Stern* | 4991<br>4658<br>3075 | ✠100A1<br>7,40 ~~12,39~~<br>✠LMC12,37 | Bom<br>Cal | *y*<br>1⅞ | CL<br>7,40 | 1937<br>12mo | Lithgows Ld. PortGlasgow *Lloyd's* | ScindiaSteamNav. Co.Ld. *Cell* | 400·0 52·0 28·0<br>414·7(O.L.)<br>P37′B145′F33′ FK<br>*DB343′ 1149t FPT 78t* | | | Bombay British<br>6 *BHCem* *APT 47t* | T.3Cy.24½″,41″&70″–48″(*r*)<br>220lb *150lb* 524NHP<br>3SB,*9cf*,GS190,HS7563 FD<br>J.G Kincaid&Co.Ld.Grk. | 30 ″ 6<br>s5 ″10¼<br>24 ″ 10¼ | |
| 76672<br>145653<br>VWJK | **Jalamani** (*ex*Gambian–36, *ex*Knight of theRose–33) | *ssBom.No.2–37* 2*Dks*(*Stl*) | 3944<br>3591<br>2346 | ✠100A1<br>9,40 ~~10,39~~<br>✠LMC<br>MS6,37 BS12,39 | Bom<br>Cal | *w* | CL ~~12,38~~<br>9,40 | 1929<br>7mo | SirJPriest-man&Co. Sunderland *Lloyd's* | ScindiaSteamNav. Co.Ld. *Cell* | 352·5 50·5 24·9<br>P34′B108′F38′ FK<br>*DB305′852t FPT 83t APT 96t* | | | Bombay British<br>6 *BHpt Cem* *APT 96t* | T.3Cy.24″,40″&66″–45″ (*s*)<br>180lb 373NHP<br>2SB(FD)&1AuxB,*8cf*, GS143,HS5501<br>G.Clark,Ld Sunderland | 27 ″ 3<br>s4 ″ 9¼<br>22 ″ 8¼ | |
| 76673<br>148532<br>VWDR | **Jalamohan** (*ex*Buckleigh–33) | *ssBom.No.3–1,37* 2*Dks*(*Stl*) | 5100<br>4792<br>3146 | ✠100A1<br>8,40 ~~10,39~~<br>BS1,40 ✠LMC1,37 | Bom | *y* | CL ~~12,38~~<br>8,40 | 1925<br>1mo | Bartram& Sons,Ld. Sunderland *Lloyd's* | ScindiaSteamNav. Co.Ld. *Cell* | 400·0 52·2 28·5<br>~~P37′B120′F40′~~ FK<br>*DBa118′uE25′f176′1060t FPT 137t APT 202t* | | | Bombay British<br>7 *BHCem* | T.3Cy.27½″,45″&75″–48″ (*s*)<br>180lb 476NHP<br>3SB,*9cf*,GS204,HS8055<br>J.Dickinson&Sons,Ld. Sld. | 31 ″ 0<br>s 6 ″ 0<br>25 ″ 2¾ | |
| 76674<br>220707 | **Jalapa**<br>*Fitted for oil fuel* | 1*Dk*&*Shelter dk* *Longitudinal framing* | 6085<br>—<br>4386 | | | | | 1920 | MooreS.B. Co. Oakland,Cal. | UnitedStates Maritime Commission | 402·6 53·0 32·2<br>P34′F38′ | | | S.Frncisco Utd.States *WB* | 2 Steam Turbines DR Geared to 1 Sc. Shaft<br>W.&A.FletcherCo. Hoboken,N.J. | | |
| 76675<br>145652<br>VWJD | **Jalapadma**<br>(*ex*Knight of the Cross–35) | *ssBom. No.2–37* 2*Dks*(*Stl*) | 3935<br>3591<br>2326 | ✠100A1<br>~~8,39~~ 8,39 3,41<br>✠LMC<br>MS6,37 BS ~~4,39~~ 4,40 | Bom | *w* | CL ~~8,39~~<br>3,41 | 1929<br>5mo | SirJPriest-man&Co. Sunderland *Lloyd's* | ScindiaSteamNav. Co.Ld *Cell* | 352·5 50·5 24·9<br>P34′B108′F38′ FK<br>*DB305′852t FPT 91t APT 96t* | | | Bombay British<br>6 *BHpt Cem* *APT 96t* | T.3Cy.24″,40″&66″–45″ (*s*)<br>180lb 373NHP<br>2SB(FD)&AuxSB,*8cf*, GS143,HS5501<br>G.Clark,Ld.Sunderland | 27 ″ 3<br>s 4 ″ 9¼<br>22 ″ 8¼ | |
| 76676 | | | | | | | | | | | | | | | | | |

*New "Klamath," see No. 83755*

| 1 Numéro d'Ordre / Numero Officiel / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 6 7 Détails de la Classification. Cote / ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Marque assignée maintenant exprès. Lettre d'Enrôlement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. Navire. Mach. | Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines, No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76677<br>139614<br>VWDB | **Jalapalaka** (*ex*Frankby, *ex*William Wallace)<br>*ss*Bom.No.3–11,29<br>*ss*Bom.No.2–37<br>1*Dk*(*Stl*) | 4215<br>3973<br>2630 | ✠100A1<br>2,41 ~~2,40~~<br>BS~~2,40~~ ✠LMC12,37<br>2,41 | Bom | *x* | CL<br>N9,39 | 1917<br>8mo<br>*Lloyd's* | Sir Raylton Dixon&Co Ld Middlesbro'<br>*S.A&CP* | Scindia Steam Nav. Co. Ltd.<br>*Cell D* | 364·9\|51·1\|26·1<br>P25′B94′F40′ FK<br>B319′980*t* *F.P.T.* 110*t* | Bombay<br>British<br>6 *B.H.Cem*<br>*A.P.T.* 90*t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 368 NHP<br>3SB,*9cf*,GS167,HS6100<br>Richardsons, Westgarth & Co. Ld. Mdb. | 28 ″ 4<br>s 5 ″ 1½<br>23 ″ 5 | |
| 76678<br>124028<br>VWDC | **Jalaputra** (*ex*Frankdale)<br>*ss*Bom.2ndNo.3–1,32<br>*ss*Bom.No.2–40<br>2*Dks*(*Stl*)&deep framing<br>Lower dk beams in No.1 hold | 4856<br>4616<br>3113 | ✠100A1<br>1,41 ~~2,40~~<br>✠LMC2,40<br>BS1,41 | Bom | *z* | CL<br>N1,40 | 1906<br>12mo | C. Connell & Co. Ld. Glasgow<br>*S.A&CP* | Scindia Steam Nav. Co. Ltd.<br>*Cell D* | 400·0\|52·2\|28·8<br>P34′B136′F47′ FK<br>*Ba* 123′ *u* E&B48′ | Bombay<br>British<br>6 *B.H.Cem*<br>*f* 176′1054*t* *F.P.T.* 90*t* *A.P.T.* 40*t* | T.3Cy.25″,42″&70″–48″ (*s*)<br>200lb *100lb* 510 NHP<br>3SB,*9cf*,GS123,HS7548 FD<br>Dunsmuir&Jackson Ld. Gls | 31 ″ 4<br>s 5 ″ 10½<br>25 ″ 8½ | |
| 76679<br>148533<br>VWDQ | **Jalarajan** (*ex*Chulmleigh–33)<br>*ss*Bom.No.3–9,39<br>2*Dks*(*Stl*) | 5102<br>4792<br>3148 | ✠100A1<br>10,40 ~~1,40~~<br>✠LMC<br>MS9,39 BS~~2,40~~2,41 | Bom | *y* | CL<br>N9,39 | 1925<br>1mo<br>*Lloyd's* | Bartram & Sons, Ld. Sunderland<br>*S.A&CP* | Scindia Steam Nav. Co. Ltd.<br>*Cell D* | 400·0\|52·2\|28·5<br>P37′B120′F40′ FK<br>*Ba* 118′ *u* E25′ | Bombay<br>British<br>7 *B.H.Cem*<br>*f* 176′1060*t* *F.P.T.* 127*t* *A.P.T.* 202*t* | T.3Cy.27½″,45″&75″–48″ (*s*)<br>180lb *120lb* 476 NHP<br>3SB,*9cf*,GS204,HS8055<br>J. Dickinson&Sons, Ld. Sld. | 31 ″ 0<br>s 6 ″ 0<br>25 ″ 2½ | |
| 76680<br>142699<br>VWDM | **Jalarashmi** (*ex*Vitellia, *ex*War Pintail)<br>*ss*Bom.No.3–6,31<br>*ss*Bom.No.2–39<br>2*Dks*(*Stl*)<br>Cargo battens not fitted in No.3 lower hold | 4449<br>4096<br>2681 | ✠100A1<br>10,40 ~~1,40~~<br>BS4,41 ✠LMC<br>MS11,39 ~~BS1,40~~<br>Carrying oil fuel F. P. above | Bom<br>Cal | *x* | CL<br>~~S3,38~~<br>10,40<br>50° F. | 1918<br>11mo<br>*Lloyd's*<br>*in DB* | Earle's Co. Ld. Hull<br>*S.A&CP* | Scindia Steam Nav. Co. Ltd.<br>*Cell D* | 375·6\|51·7\|26·5<br>P41′B113′F39′ FK<br>B321′908*t* *F.P.T.* 127*t* *A.P.T.* 200*t* | Bombay<br>British<br>7 *B.H.pt Cem*<br>*A.P.T.* 200*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517 NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Earle's Co. Ld. Hull | 29 ″ 0<br>s 5 ″ 3½<br>24 ″ 0 | |
| 76681<br>145657<br>VWDS | **Jalaratna** (*ex*Knight of the Realm–33)<br>*ss*Bom.No.2–38<br>2*Dks*(*Stl*) | 3942<br>3591<br>2326 | ✠100A1<br>7,40 ~~6,39~~<br>BS~~2,40~~2,41 ✠LMC1,38 | Bom | *w* | CL<br>9,39 | 1930<br>1mo<br>*Lloyd's* | Sir J. Priestman&Co. Sunderland<br>*S.A&CP* | Scindia Steam Nav. Co. Ltd.<br>*Cell D* | 352·5\|50·5\|24·9<br>P34′B108′F38′ FK<br>B305′852*t* *F.P.T.* 83*t* *A.P.T.* 96*t* | Bombay<br>British<br>6 *B.H.pt Cem*<br>*A.P.T.* 96*t* | T.3Cy.24″,40″&66″–45″ (*s*)<br>180lb 378 NHP<br>2SB(FD)&1AuxSB,*8cf*,<br>GS143,HS5501<br>G. Clark, Ld. Sunderland | 27 ″ 3<br>s 4 ″ 9½<br>22 ″ 8½ | |
| 76682<br>145347<br>VWDK | **Jalatarang** (*ex*Elizabeth Stoner)<br>*ss*Bom.No.3–9,33<br>*ss*Bom.No.1–37<br>1*Dk*(*Stl*) | 2498<br>2229<br>1464 | ✠100A1<br>6,40 ~~6,39~~<br>BS~~10,39~~ ✠LMC10,37<br>11,40<br>Fitted for oil fuel 8,21 | Bom | *t* | CL<br>N6,39<br>F.P. above | 1921<br>8mo<br>*Lloyd's*<br>50° F. | J. I. Thornycroft&Co. Ld. Southampton<br>*S.A&CP* | Scindia Steam Nav. Co. Ltd.<br>*Cell D* | 300·5\|43·7\|22·2<br>P28′B83′F33′ FK<br>B251′602*t* *F.P.T.* 101*t* *A.P.T.* 108*t* | Bombay<br>British<br>5 *B.H.Cem*<br>*A.P.T.* 108*t* | T.3Cy.21″,34″&57″–36″ (*s*)<br>180lb 240 NHP<br>2SB,*6cf*,HS4102<br>J. I. Thornycroft&Co Ld. Sou | 24 ″ 5<br>s 4 ″ 3½<br>20 ″ 4 | |
| 76683<br>153809<br>VWDL | **Jalaveera**<br>*ss*Bom.No.3–1,40<br>2*Dks*(*Stl*) | 4966<br>4649<br>3089 | ✠100A1<br>~~1,40~~ 10,40 Cal<br>✠LMC1,40<br>BS1,41 | Bom | *y* | CL<br>1,40 | 1927<br>11mo<br>*Lloyd's* | Lithgows, Ld. Pt. Glasgow<br>*S.A&CP* | Scindia Steam Nav. Co. Ltd.<br>*Cell D B* | 400·0\|52·0\|28·0<br>415·0 (O.L.)<br>P40′B145′F30′ FK<br>B343′1150*t* *F.P.T.* 116*t* *A.P.T.* 19*t* | Bombay<br>British<br>6 *B.H.Cem*<br>*A.P.T.* 19*t* | T.3Cy.26″,42″&70″–48″ (*r*)<br>180lb *110lb* 497 NHP<br>3SB,*9cf*,GS190,HS7563 FD<br>J.G.Kincaid&Co.Ld.Grk. | 30 ″ 6<br>s 5 ″ 9½<br>24 ″ 11½ | |
| 76684<br>131359<br>VWDF | **Jalavihar** (*ex*Frankmere)<br>*ss*Bom.2ndNo.3–9,34<br>*ss*Bom.No.1–38<br>2*Dks*(*Stl*) | 5330<br>4996<br>3381 | ✠100A1<br>8,40 ~~9,39~~<br>BS12,39 ✠LMC11,38 | Bom | *z* | CL<br>8,39 | 1911<br>7mo<br>*Lloyd's* | C. Connell & Co. Ld. Glasgow<br>*S.A&CP* | Scindia Steam Nav. Co. Ltd. | 410·1\|52·2\|28·8<br>P34′B137′F50′ FK<br>*Cell D Ba* 10 | Bombay<br>British<br>6 *B.H.Cem*<br>8′ *u* E&B56′ *f* | T.3Cy.25⅞″,42″&70″–48″ (*r*)<br>200lb *110lb* 460 NHP<br>2DB,*12cf*,GS187,HS8060<br>Dunsmuir&Jackson,Ld Gls<br>189′1143*t* *F.P.T.* 93*t* *A.P.T.* 40*t* | 31 ″ 2<br>s 5 ″ 10<br>25 ″ 7 | |
| 76685<br>140564<br>VWDG | **Jalavijaya** (*ex*Franktor)<br>*ss*Bom.No.3–5,30<br>*ss*Bom.No.2–39<br>1*Dk*(*Stl*)& Shelter dk(*Stl*)<br>Cargo battens not fitted | 3756<br>3514<br>2297 | ✠100A1<br>Shelter dk<br>with freeboard<br>4,40 ~~4,39~~ ✠LMC<br>MS1,39 BS2,40 | Bom | *x* | CL<br>1,39 | 1918<br>3mo<br>*Lloyd's* | J. Priestman&Co. Sunderland<br>*S.A&CP* | Scindia Steam Nav. Co. Ltd.<br>*Cell D B* | 365·0\|51·5\|22·1<br>FK<br>315′1077*t* *F.P.T.* 115*t* *A.P.T.* 85*t* | Bombay<br>British<br>6 *B.H.Cem*<br>*A.P.T.* 85*t* | T.3Cy.25″,41″&67″–45″ (*s*)<br>180lb 330 NHP<br>3SB,*6cf*,GS120,HS5146<br>Richardsons, Westgarth & Co. Ld. Sld. | 24 ″ 6<br>s 2 ″ 3½<br>22 ″ 5½ | |
| 76686<br>150003<br>VWJJ | **Jalayamuna**<br>*Cruiser Stern* 2*Dks* | 4981<br>4658<br>3080 | ✠100A1 ~~Cal~~<br>~~Examined 3,41~~ Bom<br>✠LMC6,36 | | *y* | CL<br>1½<br>9,39 | 1936<br>6mo<br>*Lloyd's* | Lithgows Ld. Port Glasgow<br>*S.A&CP* | Scindia Steam Nav. Co. Ltd.<br>*Cell D* | 400·0\|52·0\|28·0<br>414·8 (O.L.)<br>P40′B145′F32′ FK<br>B343′1047*t* *F.P.T.* 78*t* *A.P.T.* 47*t* | Bombay<br>British<br>6 *B.H.Cem*<br>*A.P.T.* 47*t* | T.3Cy.24½″,41″&70″–48″ (*r*)<br>220lb *150lb* 524 NHP<br>3SB,*9cf*,GS190,HS7563 FD<br>J.G.Kincaid&Co.Ld.Grk. | 30 ″ 6<br>s 5 ″ 9½<br>24 ″ 11 | |
| 76687<br>232139<br>KDCY | **Jamaica** Ⓟ (*ex*Peten–37) TwinSc<br>*Fitted for oil fuel*<br>D.F. GyC. 4*Dks*<br>*Ref.Mchy.* E.S.D. | 6968<br>—<br>3152 | | | | | 1933 | Nwprt News S.B.&D.D.Co Nwprt News | United Mail S.S.Co. (United Fruit Co. *Mgrs.*) | 415·4\|60·2\|24·0<br>P36′B&F34~~8~~′ | New York<br>Utd. States<br>*WB* | 2 steam turbines connected to elec. motor & sc. shafts<br>General Electric Co. Schenectady, N.Y. | | R |
| 76688<br>LJGE | —<br>(*ex*Giuba–38)<br>D.F. *Ref.Mchy.* *Oil Eng.*<br>*Cruiser Stern* 1*Dk* & Shelter dk | 3015<br>2617<br>1756 | | | | | 1936 | Akt. Burmeistr&Wain Copenhagen | Skibs-A/S "Rose" (Anders Jahre, *Mgr.*) | 324·4\|45·8\|26·1<br>F42′ | Sandefjord<br>Norwegian<br>*WB* | Oil Engines 2S.C.SA<br>9Cy.19¾″–35⅞″ 606 NHP<br>Akt. Burmeistr&Wain, Cpn | | N |
| 76689<br>8387<br>SGNE | —<br>(*ex*Stavangeren–39)<br>1*Dk* | 997<br>880<br>558 | | | | | 1908 | Stavanger Stöberi&Dok Stavanger | Rederi A/B Jamaica (Sven Salén) | 230·5\|33·1\|15·3<br>P7*t* H44*t* F29*t* | Stockholm<br>Swedish<br>*WB* | T.3Cy.17″,28⅝″&47″–33″<br>127 NHP<br>Stavanger Stöberi&Dok | | N |
| 76690<br>156134<br>VPLC | **Jamaica Pioneer**<br>*Fitted for oil fuel*<br>D.F. *Ref.Mchy.* 4*Dks* | 5471<br>4857<br>3205 | ✠Lloyd's RMC1,40 | | | | 1931 | Lithgows Ld. Port Glasgow | Jamaica Banana Producers S.S.Co. Ld. (Kaye, Son&Co. Ld. *Mgrs.*) | 386·2\|54·2\|30·8<br>F43′ | Kingstn Ja<br>British<br>*WB* | Q.4Cy.27″,39″,56″&80″–51″<br>458 NHP<br>D. Rowan&Co. Ld. Gls. | | C |
| 76691<br>164703<br>GYVF | **Jamaica Planter** TwinSc<br>*Oil Eng.*<br>D.F. 4*Dks*<br>*Ref.Mchy.* *Cruiser Stern* | 4098<br>3407<br>2407 | ✠100A1<br>*with freeboard*<br>Cliff 1½½<br>8,40 ~~8,39~~<br>DBS~~1,41~~ ✠LMC8,36<br>✠Lloyd's RMC~~8,40~~<br>8,40<br>for temp. 20° F. | Liv | *x* | CL<br>11,38 | 1936<br>8mo<br>*Lloyd's* | Lithgows Ld. Port Glasgow<br>*S.A&CP* | Jamaica Banana Producers S.S.Co. Ld. (Kaye, Son& Co. Ld. *Mgrs.*)<br>*Intermediate after hold dispensed with between tunnel*<br>*Cell D B* 259′506*t* | 356·5\|50·2\|29·7<br>F58′ FK<br>*B Hin* *Coll*<br>*Tanks* | London<br>British<br>*B.H to W dk*<br>4 ,, ,, 2nd ,,<br>*s* 27′38*t* *F.P.T.* 52*t* *A.P.T.* 44*t* | Oil Engines 2S.C.SA<br>12Cy.19¾″–35⅞″ 808 NHP<br>DB *100lb*<br>J.G.Kincaid&Co.Ld.Grk. | 32 ″ 0<br>s 9 ″ 2½<br>23 ″ 2 | |
| 76692<br>156140<br>VPLM | **Jamaica Producer**<br>*ss*Lon.No.1–38<br>*Ref.Mchy.* D.F. 4*Dks*<br>*Cruiser Stern*<br>Cargo battens not fitted in after hold | 5464<br>4673<br>2882 | ✠100A1<br>*with freeboard*<br>5,40 ~~6,39~~ ✠LMC6,38<br>✠Lloyd's RMC~~4,40~~6,40<br>BS3,40 4,41<br>Fitted for oil fuel 6,34 | Lon | *x* | CL<br>1½½<br>3,39<br>F.P. above | 1934<br>6mo<br>*Lloyd's*<br>150° F. | Lithgows Ld. Port Glasgow<br>*S.A&CP* | Jamaica Banana Producers S.S.Co. Ld. (Kaye, Son&Co. Ld. *Mgrs.*)<br>*Cell D B* 293′910*t* | 411·1\|54·7\|30·3<br>F50′ FK<br>(*Coll to Wh dk* 8 ,, 2nd ,,)<br>*Tanks at sides of tunnel* 237*t* | Kingstn Ja<br>British<br>9 *B.H.pt Cem*<br>31*t* *A.P.T.* 70*t* | Q.4Cy.30″,41½″,59″&84″–54″<br>225lb (*s*) 961 NHP<br>5SB(Spt),*15cf*,HS15015 FD<br>D. Rowan&Co. Ld. Gls. | 33 ″ 6<br>s 10 ″ 1½<br>23 ″ 10½ | |
| 76693<br>156136<br>VPLD | **Jamaica Progress**<br>*ss*Lon.No.1–36<br>*Ref.Mchy.* 2*Dks*(*Stl*–*weather dk* ws)<br>D.F. 3*rd*&4*th dks*(*Stl*) *in holds* | 5475<br>4804<br>3043 | ✠100A1<br>*with freeboard*<br>6,39<br>BS3,39 ✠LMC3,36<br>✠Lloyd's RMC2,40<br>Fitted for oil fuel 4,32 | Lon | *z* | CL<br>6,39<br>F.P. above | 1932<br>4mo<br>*Lloyd's*<br>150° F. | Lithgows Ld. Port Glasgow<br>*S.A&CP* | Jamaica Banana Producers S.S.Co. Ld. (Kaye, Son&Co. Ld. *Mgrs.*)<br>*Cell D B* 336′904*t* | 393·7\|54·2\|30·8<br>F46′ FK<br>(*Coll to Wh dk* 7 ,, to 2nd ,,)<br>*Tanks at sides of tunnel* 168*t* | Kingstn Ja<br>British<br>8 *B.H.pt Cem*<br>*F.P.T.*<br>31*t* *A.P.T.* 58*t* | Q.4Cy.29½″,41½″,59″&84″–54″ 225lb (*s*) 1061 NHP<br>6SB(Spt),*24cf*,GS418 FD<br>HS17220<br>D. Rowan&Co. Ld. Gls. | 33 ″ 6<br>s 12 ″ 0<br>21 ″ 11½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of Build or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76694 | **Jamaique** (P) (*ex*Mosella) | **TwinSc** | 10123 | | | | | 1922 | Swan, Hunter & Wigham Richardson, Ld Newcastle | ChargeursRéunis | 484·2 | 59·4 | 27·2 / 35·2 | Havre French *WB* | 4SteamTurbinesDRgeared to 2 Sc. Shafts WllsndSlpwy.Co.Ld.Nwc. | | V |
| FNMW | *Ref.Mchy.* | **D.F.** 2*Dks&Awng dk* | 7863 6259 | ✠Lloyd'sRMC1,40~~4~~,42 | | | | | | | B273'F52' | | | | | | |
| | | | | ~~No. 5 hold & 'tween dk for temp. 32~~ | | | | | | | | | | | | | |
| 76695 | **James A. Farrell** | | 7705 | ✠100A– | Clv | | | 1913 | American S.B.Co. Lorain, O. | PittsburghS.S.Co. | 580·0 | 58·0 | 32·0 | D'luth, Min Utd. States | T.3Cy.24″,39″&65′–42″ (*s*) 170lb 406NHP | 32 ″ 0 s 10″10¼ | |
| 210912 | | *ss*Clv.No.4–3,37 | 7277 | 2,41 ~~8,37~~ | | | | 3mo | | | F54' | | FK | *1BH* | 2SB,*6cf*,GS132,HS6338 FD | 21 ″ 4½ | |
| WTLP | *Mchy.Aft* | *Longitudinalframing* | 5967 | ~~BS3,39~~ ✠LMC3,37 | | | | | | | | | | | AmericanS.B.Co.Clevel'nd | | |
| | GyC. | 1*Dk(Stl)&Web frames* | | ~~BS1,40~~ 2,41 | | | | | | *CellDBu E&* | B55′*f&in Hoppers* | | | *detanks* 479′ | 8549*tFPT*259*tAPT*59*t* | | |
| | | | | *ForServicecom the Great Lakes* | | | | | | | | | | | | | |
| 76696 | **James B. Eads** (*ex*Globe) | | 3865 | | | | | 1894 | GlobeIron WorksCo. Cleveland, O. | UpperLakes&St LawrenceTransportationCo.Ld. (G.C.Leitch.*Mgr.*) | 406·9 | 42·3 | 24·0 | Midland Ont. British | T.3Cy.24″,39″&63″–42″ NB15 257NHP | | R |
| 153126 | *Mchy.Aft* | | 3705 | | | | | | | | len99 H— | | | | GlobeIrnWksCo.ClvlndO. | | |
| VGZD | **D.F.** | 1*Dk&Spar dk* | 2465 | | | | | | | | | | *WB* | | | | |
| 76697 | **James C. Wallace** | | 6684 | | | | | 1905 | American S.B.Co. Lorain, O. | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 532·1 | 56·0 | 31·0 | Wilmgton (Del.) Utd. States | Q.4Cy.18½″,28½″,43½″&66′–42′ 282NHP | | R |
| 201821 | | | — | | | | | | | | | | *WB* | | AmericanSB.Co.Cleveland | | |
| WDPO | **D.F. GyC.** *Mchy.Aft* | 1*Dk* | 5403 | | | | | | | | | | | | | | |
| 76698 | **James Cook** (*ex*Belfri–34) | | 2181 | 100A1 | Syd | | OG | 1921 | A/S Moss Værft Moss | H.C.S.Coasters Proprietary,Ld. (H.C.Sleigh,*Mgr.*) | 275·7 | 43·7 | 18·8 | Melbourne British | T.3Cy.20½″,33″&56′–36″ 200lb (*s*) 243NHP | 21 ″ 0 s 2 ″ 7 | |
| 153957 | | *ss*Osl.No.3–11,34 | 1878 | ~~7,40 1,39~~ 3,41 | NSW | | 2,38 | | | | P27'B82'F32' FK | | | *4BHCem* | 2SB,*6cf*,GS124,HS4090 | 18 ″ 7¾ | |
| VLDQ | | *ss*Syd.No.1–39 | 1289 | | LMC4,39 | | 3,41 | | | *CellDBa&uE*11 | 6′*f*110′484*t FPT*54*t* | | | *APT*75*t* | A/S MossVærft,Moss | | |
| | | 1*Dk* | | BS8,40 | | | | | | | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 76699 | **James Davidson** | | 8349 | | | | | 1920 | DetroitSB Co. Wyandotte, Mich. | GlobeS.S.Corp. (G.A.Tomlinson, *Mgr.*) | 587·1 | 60·0 | 27·8 | Michigan Ind. Utd. States | T.3Cy.24½″,41′&65″–42′ 274NHP | | R |
| 220802 | | *Pt longitudinalframing* | — | | | | | | | | F54' | | *WB* | | AmericanS.B.Co.Lorain,O. | | |
| | *Mchy.Aft* | 1*Dk* | 6387 | | | | | | | | | | | | | | |
| 76700 | **James E. Davidson** | | 6206 | | | | | 1905 | Gt.Lakes Eng.Works Ecorse, Mich. | Inter-OceanS.S. Co (G.A.Tomlinson *Mgr.*) | 504·0 | 54·2 | 31·0 | D'luth, Min Utd. States | Q.4Cy.18 ,27″,40′&62′–42′ NB12 249NHP | | R |
| 201961 | | | — | | | | | | | | | | *WB* | | Gt.LakesEng.Wks.Detroit | | |
| | *Mchy.Aft* | 1*Dk* | 4943 | | | | | | | | | | | | | | |
| 76701 | **James E. Ferris** (*ex*F.R.Hazard, | | 5494 | | | | | 1910 | Gt.Lakes Eng.Works Ecorse, Mich. | PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) | 444·0 | 56·2 | 31·0 | Wilmgton (Del.) Utd. States | T.3Cy.22½″,36″&60″–42″ 223NHP | | R |
| 207283 | *ex*Ontario) | | — | | | | | | | | | | *WB* | | Gt.LakesEngWrksDetroit | | |
| KDXK | **D.F. GyC.** *Mchy.Aft* | 1*Dk* | 4153 | | | | | | | | | | | | | | |
| 76702 | **James E. McAlpine** | | 5057 | | | | | 1908 | American S.B.Co. Lorain, O. | BrownS.S.Co. (Brown&Co. *Mgrs.*) | 432·0 | 52·0 | 28·0 | Buffalo NY Utd. States | T.3Cy.22″,35″&58″–42″ 218NHP | | R |
| 205076 | (*ex*WilliamH.Truesdale–34) | | — | | | | | | | | | | *WB* | | AmericanSB Co.Cleveland | | |
| | **D.F.** *Mchy.Aft* | 1*Dk* | 3764 | | | | | | | | | | | | | | |
| 76703 | **James Ellwood Jones** | | 3372 | ✠100A1 | Bos | *v* | CL | 1918 | NewYork S.B.Co. Camden, N.J. A&CP | PocahontasS.S.Co. | 318·5 | 49·5 | 24·2 | Wilmgton (Del.) Utd. States | T.3Cy.20⅞″,33⅝″&58″–42″ (*r*) 200lb 316NHP | 27 ″ 6 | |
| 216513 | (*ex*Absecon) | *ss*N.Yk.No.3–8,31 | 2727 | 8,40 ~~8,41~~ | | | N10,38 | 7mo | | *CellDB*269′1254*t* | P79'B18'F31' FK | | | *7BHCem* | 2SB,*6cf*,GS110,HS4642 FD | | |
| KSEA | | ~~*ss*Bos.No.2–39~~ *ss*Bos.No.1–35 | 1929 | | ✠LMC | | | | | *DTa*13′412*t* | *tFPT*293*tAPT*92*t* | | | | NewYorkS.B.Co. | | |
| | Sub.Sig. *Mchy.Aft* | 1*Dk(Stl)* | | MS10,38 | BS8,~~38~~ | | | | | | | | | | | | |
| | **D.F.** | *Cargo battens not fitted* | | | 8,40 | | | | | | | | | | | | |
| 76704 | **James Griffiths** (*ex*City of | | 3321 | | | | | 1920 | MobileS.B. Co. Mobile | CoastwiseS.S.& BargeCo.Inc.(J. Griffiths&SonsInc. *Mgrs.*) | 324·0 | 46·2 | 25·0 | Seattle Utd. States | T.3Cy.22″,37½″&60″–42″ 233NHP | | |
| 220116 | Lordsburg) | *Fitted for oil fuel* | 3005 | | | | | | | | P41'B90'F32' | | *WB* | | EllicottMach.Corp. Baltimore | | |
| KUTK | **D.F.** | 2*Dks* | 1997 | | | | | | | | | | | | | | |
| 76705 | **James H. Reed** | | 5265 | | | | | 1903 | DetroitS.B Co Wyandotte | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 448·0 | 52·2 | 25·3 | Wilmgton (Del.) Utd. States | Q.4Cy.15′,23¾″,36½″&56″–40″ 198NHP | | R |
| 77589 | | | — | | | | | | | | F48' | | *WB* | | DetroitS.B.Co.Detroit | | |
| WDPU | **D.F. GyC.** *Mchy.Aft* | 1*Dk2trB* | 4205 | | | | | | | | | | | | | | |
| 76706 | **James Hawson** (*ex*Kim–35) | | 6074 | ✠100A1 | Tri Lon | *z* | CL 4,40 | 1930 | Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle | A/S Tank (E.Matheson) | 396·2 | 55·1 | 32·3 | Oslo Norwegian | Oil Engines 2S.C.SA 6Cy.23¾″–41¾″ 583NHP | 32 ″ 0 s 5 ″4¾ | |
| | | *Oil Eng.* | 5412 | 2,41 ~~4,40~~ | | | | 8mo | | | P97'B29'F36' FK | | | 14*BHptCem* | 2DB*180lb* | 26 ″ 9¾ | |
| LDOZ | | *ss*Fal.No.2–37 | 3575 | ✠LMC CS12,38 | | | | | | *CellDBuE*56′171*t* | *Trunk* 238′ | | | (9 *to U dk* | Armstrong,Whitworth& | | |
| | *Mchy.Aft* | 2*Dks(Stl)&Web frames* | | DBS12,~~38~~,40 12,38 | | | | | | *DTf*34′347*t* | *FPT*135*tAPT*121*t* | | | 5 „ *2nd* „) | Co.(Engineers)Ld.Nwc. | | |
| | **D.F.** | *Longitudinalframing* | | *CarryingPetroleum in bulk* | | | | | | *Lloyd'sA&CP* | | | | | | | |
| 76707 | **James J. Hill** | | 5255 | | | | | 1900 | American S.B.Co. Lorain, O. | PittsburghS.S.Co. | 478·0 | 52·0 | 30·0 | Dul'th, Min Utd. States | Q.4Cy.16½″,25½″,38½″&60″–40″ NB26 228NHP | | |
| 77409 | | | — | | | | | | | | Q72'B47'F30' | | *WB* | | AmericanSB.Co.Cleveland | | |
| | GyC. *Mchy.Aft* | 1*Dk2trB* | 4058 | | | | | | | | | | | | | | |
| 76708 | **James J. Maguire** | | 10525 | ✠100A1 | Lon | *f*† | CL | 1939 | Cantieri RiunitiDell' Adriatico Monfalcone | OrientalTrade& TransportCo.Ld. ~~(Wills Rickett&Co. *Mgrs.*)~~ | 490·4 | 70·0 | 37·0 | London British | Oil Engines 2S.C.SA 8Cy.26¾″–43⅝″ 1000NHP | 37 ″ 0 s 7 ″ 4½ | |
| 167242 | | *ss*Nwc.No.3–1,40 *Oil Eng.* | 9635 | ~~7,36 To,39~~ 1,41 | N.Yk. | | 1,40 | 5mo | | | P107'B41'F35' FK | | | 16*BHptAsp* | 2DB*199lb* | 29 ″ 11 | |
| ~~WRCM~~ | **D.F.** | 1*Dk,2nd dk clear of cargo tanks* | 6065 | | ~~LMC5,39~~ | | | | | *CellDBuE*89′175*t* | *DTf*24′647*t* | | | | Soc.An"Fiat"S.G.M.Turin | | |
| GMYK | **E.S.D. GyC.** | *CruiserStern* | | *CarryingPetroleum in bulk* | | | | | | | *FPT*196*t* | | | *APT*169*t* | | | |
| | *Mchy.Aft* | *Longitudinal framing* | | | LMC4,40 | | | | | *Lloyd'sA&CP* | | | | | | | |
| 76709 | **James L. Richards** | | 4282 | ✠100A1 | Bal | *w* | CL | 1916 | NwprtNws S.B.&D.D.Co. NewprtNews A&CP | KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) | 359·7 | 49·2 | 26·9 | Boston Utd. States | T.3Cy.23″,39″&66′–45″ (*s*) 180lb 365NHP | 30 ″ 2 s6 ″7½ | |
| 214074 | (*ex*Munalbro–36) | ~~*ss*N.Yk.No.3–3,28~~ | 3787 | ~~10,39~~ 10,40 | | | 10,39 | 5mo | | | P94'B19'F31' FK | | | 6*BHCem* | 2SB,*6cf*,GS124,HS5070 FD | 23 ″ 9½ | |
| WNCB | *Mchy.Aft* **D.F.** | ~~*ss*Bal.No.3–36~~ | 3185 | ~~HS10,39~~ ✠LMC3,39 | | | | | | *CellDBuE&B* | 50′*f* 243′1087*t FPT* | | | 318*tAPT*92*t* | NewportNewsSB&DD.Co. | | |
| | | *ss*Bal.2ndNo.3–10,40 1*Dk(Stl)* | | | 10,40 | | | | | | | | | | | | |
| 76710 | **James Laughlin** | | 6941 | | | | | 1906 | Gt.Lakes Eng.Works Ecorse, Mich. | InterstateS.S.Co. | 530·0 | 56·2 | 32·0 | Dul'th, Min Utd. States | T.3Cy.23″,37″&63″–42″ 257NHP | | R |
| 203056 | | | — | | | | | | | | | | *WB* | | Gt.LakesEng.Wks.Detroit | | |
| | **D.F.** *Mchy.Aft* | 1*Dk* | 5744 | | | | | | | | | | | | | | |
| 94 40 | **James McGee** | **TwinSc3Mst** | 9859 | ✠100A1 | Gal | *f*† | CL | 1917 | Bethlehem SteelCo. Sparro'Pt Md A&CP | PanamaTransport Co. | 499·1 | 68·2 | 35·9 | Panama Pnamanian | T.6Cy.20½″,35″&60″–42″ (*s*) 200lb 652NHP | 38 ″ 3 s 10″0½ | |
| | | *ss*N.Yk.No.3–1,30 | — | *Shelter dk* | NNs | | PN8,38 | 3mo | | | | | FK | | 3SB,*12cf*,GS220,HS9228 FD | 28 ″ 6 | |
| HPNJ | | *ss*N.Yk.No.2–38 | 6161 | *withfreeboard* 4,10 ~~8,39~~ | | | S8,38 | | | | | | | 19*BHptCem* | BethlehemStl.Co.Sparr'Pt | | |
| | *Mchy.Aft* | 2*Dks(Stl)&Web frames&* | | | BS4,40 | | | | | | | | | (15 „ *to U dk* | | | |
| | **D.F. GyC.** | *Shelter dk(Stl)* | | ~~HS1,39~~ ✠LMC1,38 | | | | | | | | | | 4 „ *2nd* „) | | | |
| | | *Longitudinal framing* | | *CarryingPetroleum in bulk* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 3,17 | | | *F.P. above* | 15 | 0° F. | *CellDBa*17′*uE&* | B68′275*tDT* | | | *f*54′745*tFPT*244*tAPT*108*t* | | | |
| 76712 | **James MacNaughton** (P) | | 8299 | | | | | 1922 | Gt.Lakes Eng.Works RiverRouge, Mich. | TheWilsonTransit Co. | 587·5 | 60·0 | 22·9 | Wilmgton (Del.) Utd. States | T.3Cy.24½″,40″&65″–42″ 274NHP | | R |
| 222555 | | | — | | | | | | | | | | *WB* | | Gt.LakesEng.Works | | |
| KFCN | **D.F. GyC.** *Mchy.Aft* | 1*Dk* | 6608 | | | | | | | | | | | | | | |
| 76713 | **James P. Walsh** | | 5326 | | | | | 1905 | CraigS.B. Co. Toledo, O. | PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) | 488·6 | 52·0 | 31·0 | Wilmgton (Del.) Utd. States | T.3Cy.22½″,36″&60″–42″ NB29 233NHP | | R |
| 201811 | | | — | | | | | | | | | | *WB* | | CraigS.B.Co.Toledo | | |
| KDXW | **D.F. GyC.** *Mchy.Aft* | 1*Dk* | 3925 | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre-pleins entre-ponts. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Anglaises ou cotes si on en est dans le L. H. Darke Cert. Hor Trans. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76714 | **James Stewart** | | 1760 | | | | | 1926 | Napier& MillerLd. Glasgow | UpperLakes&St. LawrenceTrans-portationCo.Ld. (G.C.Leitch, *Mgr.*) | 253·1 / F35′ | 43·2 | 17·9 *WB* | SCathrnes Ont. British | T.3Cy.17⅞″,28½′&47″–33″ 127NHP D.Rowan&Co.Ld.Gls. | | C |
| 148901 | | 1 *Dk* | 1604 1304 | | | | | | | | | | | | | | |
| 76715 | **James Stove** (*ex*Bralanta–35) | Twin Sc *Oil Eng.* | 8215 7534 | ✠100A1 12,39 | HKg *c* † | CL 88,37 | | 1931 7mo | CaledonS. B.&E.Co.Ld. Dundee | Lorentzen'sSkibs. A/S(Lorentzens RederiCo.*Mgrs.*) | 451·1 / P96′F37″ FK | 59·2 | 35·9 *WB* | Oslo Norwegian | Oil Engines 4S.C.SA 14Cy.21⅛″–39⅜″ 2DB*150lb* 633NHP | 35 ″ 6 s9 ″ 8½ | |
| LDIL | *Mchy.Aft* D.F. | *ss*Sba.No.1–36 1 *Dk*(*Stl*) | 4868 | ✠LMC CS1,36 DBS12,39 1,37 | | | | PN8,37 | | *Lloyd'sA&CP* | *CellDBuE70′279t D* | | *Tf29′470t FPT114t* | | *APT248t* | Gotaverken A/B,Got. | 25 ″11½ |
| | | *Special Surveys to date from* 1,32 | | *CarryingPetroleum in bulk* | | | | | | | | | | | | | |
| 76716 | **James Turpie** | Iron | 1732 | ✠ ... | | | | 1881 | A.Leslie& Co. Newcastle | TheSouthGeorgia Co.Ld. (C.Salvesen &Co.*Mgrs.*) | 270·8 / P46′B50′F36′ BK9½″ | 34·7 | 23·0 *WB* | N.Shields British | C.2Cy.32″&61″–36″ 172NHP N.E.MarineE.Co.(Lim)Sld | 24 ″ 0 | |
| 84859 | | *ss*Nwc.No.3–5,94 *ss*Shl.No.2–03 2 *Dks3trB* | 1567 1082 | 8,09 ✠ | | | | 10mo | | | | | | | | | |
| 76717 | **James Watt** | | 3853 | | | | | 1896 | Cleveland S.B.Co. Cleveland | NicholsonTransit Co. | 405·0 | 48·0 | 23·5 *WB* | Detroit Utd.States | T.3Cy.25″,40″&68″–42″ 300NHP ClevelandS.B.Co.,Clevelnd | | R |
| 77236 | GyC. *Mchy.Aft* D.F. Sub.Sig. | 1 *Dk2trB* | — 3150 | | | | | | | | | | | | | | |
| 76718 | **Jamnagar** | *ss*Krh.No.3–5,40 ~~*ss*Bom.No.2–39~~ | 576 384 | ✠100A– ~~6,40~~ | Bom Krh | *h* | CL 1,40 | 1924 10mo | JI.Thorny-croft&Co.Ld. Southampton | ~~NawanagarState~~ ~~(MercantileMarine~~ ~~Dept.)~~ Hashim MohamedGanchi | 160·9 / Q83′B20′F26′ FK | 26·1 | 11·7 *FPT47t* | *Karachi* British | T.3Cy.13½″,22″&35″–27″ (*s*) 180lb 93NHP | 12 ″ 7 | |
| MNLX | *Well deck Mchy.Aft* | 1 *Dk*(*Stl*) | 279 | ✠LMC5,40 | | | | | | | | | *APT20t* | | 1SB,*3cf*,GS58,HS1756 J.I.Thornycroft&CoLdSou | | |
| 76719 | **Jan** (*ex*Torsol–36,*ex*AlbertSauber) | | 1946 1689 | | | | | 1920 | T.van Duijvendijk Lekkerkerk | A/S D/SJan (JohanEliassen) | 265·2 / P65*t*H92*t*F40*t* | 42·1 | 18·5 *WB* | Bergen Norwegian | T.3Cy.19″,31′&52″–36″ 162NHP Boele'sSchp&Mfbk.Bolnes | | N |
| LDED | | 1 *Dk* | 1129 | | | | | | | | | | | | | | |
| 76720 | — | | 889 | ✠100A1 1,40 | Skm | *l* | OG 2,38 | 1893 11mo | Scott&Co. Greenock | O.Y."Jan" (Seppinen& KemppiO.Y.) | 219·1 / 216·1 / Q109′B16′F21′ BK7½″ | 31·8 | 14·0 *DBa48′f46′* | Rauma Finnish | T.3Cy.15½″,26″&44″–33″ (*s*) 160lb *100lb* NDB07 112NHP | 14 ″10 s 5 ″ 0 | |
| OHXA | (*ex*Cito, *ex*Glenpark) | *ss*Lkr.3rdNo.3–6,33 *ss*Abo No.1–38 1 *Dk*(*Irn*) | — 479 | BS4,39 ✠LMC2,38 | | | | | A&OP | | 216·1 / 31·2 | | *148t APT142t* | 4 *BHCem* | 1SB,*3cf*,GS58,HS1702 Scott&Co.Greenock | 14 ″ 5½ | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 76721 | **Jan Brons** | *Oil Eng.* | 400 257 | ✠100A1 1,41 ~~10,39~~ | Gro Sws | *f* | OG 1,41 | 1939 10mo | Van der Werff's Scheepsbouw Westerbroek | J.Oorburg | 146·1 / 156·0(O.L.) | 26·4 | 8·7 | Groningen Dutch | Oil Engines 4S.C.SA 6Cy.11 7/16″–17½″ 76NHP | 10 ″ 6 s3 ″ 5½ 10 ″ 5 | |
| PEZE | *Mchy.Aft* | 1 *Dk* *CruiserStern* | 256 | ✠LMC10,39 | | | | | | | P39′Q51′F21′ FK *CellDB90′113t FPT35t* | | | 3 *BHCem* *APT9t* | AppingedammerBrons Motorenfb.N.V. | | |
| | | | | | | | | *Lloyd'sA&CP* | | | | | | | | | |
| 76722 | **Jan Mayen** (*ex*RikardKaarbö) | | 399 331 | | | | | 1914 | Bergens Mek.Værks. Bergen | A/SJanMayen (J.Koppernæs) | 152·5 / Q7*t*B43*t*F8*t* | 24·0 | 13·6 *WB* | Aalesund Norwegian | T.3Cy.13½″,22″&37″–24″ 67NHP BergensMekVærksBergen | | N |
| LEET | | 1 *Dk* | 143 | | | | | | | | | | | | | | |
| 76723 | **Jan Pieterszoon Coen** Ⓟ | Twin Sc | 11140 | ✠100A1 | Ams | *f* † | CL | 1915 | Nederl. Schps.Maats Amsterdam | N.V.Stoomv. Maats."Neder-land" | 503·5 / P43′B140′F77′ FK | 60·6 | 35·8 *on Shelter dk* | Amstrdam Dutch | T.6Cy.26¾″,44½″&74½″– 49½″ (*s*) 213lb 1364NHP | 39 ″ 0 s12 ″ 9 | |
| PEZP | Sub.Sig. | *ss*Ams.No.3–8,27 *ss*Ams.No.2–36 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s) | 6352 6555 | *Shelter dk with freeboard* 4,39 | | | S4,38 PN 10,38 | 6mo | | | | | | 8 *BHCem* | 8SB,*24cf*,GS470,HS21176 | 26 ″ 5 | |
| | D.F. *Ref.Mchy.* | *3rdtrB inNo.1hold* | | BS4,39 ✠LMC6,36 | | | | *Lloyd'sA&CP* | | *CellDBa115′uE53′f128′977t FPT87t* | | | | *APT71t* | NedFb.v.Wrk&Spoor,Ams | | |
| 76724 | **Jan Tomp** (*ex*Neebing) | | 1988 1743 | | | | | 1903 | Armstrong Whitworth &Co.Ld. Newcastle | U.S.S.R. | 247·6 / F41′ | 42·0 | 21·8 | Odessa Russian | T.3Cy.19″,31′&52″–36″ 162NHP Armstrong Whitworth& Co.Ld.Nwc. | | |
| UNZD | | 1 *Dk* | 1130 | | | | | | | | | | | | | | |
| 76725 | **Jana** (*ex*Melita,*ex*Throckley) | | 2917 2281 | ✠ ~~—~~ 2,33 | Ham | *t* | | 1923 12mo | Furness S B.Co.Ld. Haverton Hill-on-Tees | U.S.S.R. | 306·3 / Q122′B56′F25′ FK | 45·1 | 22·3 *CellDBuE20′f126′432t D* | Vladvostk Russian | T.3Cy.24″,40″&65″–42″ 335NHP | 24 ″ 3 | |
| UOIY | Sub.Sig. *Well deck* | *ss*Nwc.No.1–28 1 *Dk*(*Stl*) | 2281 1551 | ✠ | | | | | | | | | *Ta86′799t FPT79t* | 6 *BHpt Cem* | 2SB,*8cf*,GS142,HS5679 Richardsons,Westgarth& Co.Ld.Hpl. | | |
| 76726 | **Janaki** (*ex*Stella,*ex*StellaWega) | | 857 681 | 100A1 ~~10,39~~ 6,40 | Bom | *l* | OG 4,39 | 1922 | Howaldts-werke Kiel | MalabarS.S.Co.Ld. | 195·1 / P12′Q41′B54′F29′ FK | 32·9 | 14·0 *CellDBa5uE50′f97′233t FPT* | Bombay British | *APT96t* T3Cy14⅜″,23¼″&38 7/16″–25 9/16″ 185lb (*s*) 133NHP | 16 ″ 0 s1 ″ 1½ | |
| 153813 | | *ss*Kel.No.3–12,29 | | | | | | | | | | | | | | | |
| VTCQ | *Well deck* Sub.Sig. | *ss*Bom.No.2–39 | 530 | LMC | | | | | | | | | *25t APT16t* | 4 *BHCem* | 2SB,*4cf*,GS69,HS2150 Howaldtswerke,Kiel | 15 ″ 0 | |
| | *Cargo battens not fitted* | 1 *Dk*(*Stl*) | | MS4,39 BS~~11,39~~ 12,40 | | | | | | | | | | | | | |
| 76727 | **Jane Christenson** (*ex*Westboro) | | 5667 5239 | ✠ ... 4,21 | | | | 1918 4mo | J.F.Duthie &Co. Seattle,Wash | ChristensonS.S. Co.Inc. | 409·5 / P44′B115′F47′ FK | 54·2 | 27·6 *WB* | S.Frncisco Utd.States | T.3Cy.24½″,41½″&72″–48″ NE19 360NHP Ingersoll-RandCo. Phillipsburg,N.J. | 30 ″ 3 | R † |
| 216223 | *Fitted for oil fuel* | | | | | | | | | | | | | | | | |
| KDJH | | 2 *Dks* | 3553 | ✠ | | | | | | | | | | | | | |
| 76728 | **Jane Mærsk** | Twin Sc *Oil Eng.* | 7691 7232 | ✠100A1 11,39 | Suz | *c* † | CL 4,39 | 1928 6mo | Odense Staalskibsvft Odense | A/S D/S Svendborg &Dampskibsslsk. af 1912 A/S (A.P.Möller, Copenhagen, *Mgr.*) | 456·8 / P101′B38′F36′ FK | 59·7 | 33·7 *CellDBuE68′201t D* | Kalund-borg Danish | Oil Engines 4S.C.SA 12Cy.21½″–39½″ 543NHP 2DB*180lb* | 35 ″ 9 s 8 ″ 0 | |
| OYIC | | *ss*Rot.No.2–36 | 4710 | ✠LMC CS1,36 | | | | | *Lloyd'sA&CP* | | | | *Tf34′605t FPT225t* | 11 *BHpt Cem* | SDDmade22refitted28 | 28 ″ 0½ | |
| | D.F. *Mchy.Aft* | 1 *Dk*(*Stl*)&*Web frames* | | DBS2,40 8,38 | | | | | | | | | *APT120t* | | Akt.Burmeistr&WainCpn. | | |
| | *Longitudinal framing–bracketless system* | | | *CarryingPetroleum in bulk* | | | | | | | | | | | | | |
| 76729 | **Janelew** | *Fitted for oil fuel* | 6085 — | 100A1 (*Classification* | NOs | | | 1920 | MooreS.B. Co. Oakland,Pa. | Lochinver,Ld. (Douglas&Ram-sey,*Mgrs.*) | 402·6 / P34′F38′ | 53·0 | 32·2 *WB* | British | 2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J. | | |
| 880794 | | | | | | | | | | | | | | | | | |
| Now "Empire Plover," see Navires Supplement | | *Longitudinal framing* | 4391 | *Contemplated)* Examined 12,40 | | | | | | | | | | | | | |
| 76730 | **Janera** (*ex*JohuCollins) | | 310 | | | | | 1917 | AilsaS.B. Co.Ld. Troon | Anglo-Egyptian Oilfields,Ld.(Sir AndrewAgnew, C.B.E.*Mgr.*) | 125·6 / P65′B126′F48′ FK | 23·5 | 12·8 *tAPT307t* | London British | T.3Cy.12½″,21″&35″–26″ 62NHP AilsaS.B.Co.Ld.Troon | | C |
| 143894 | *Fitted for oil fuel* | | 247 | | | | | | | | | | | | | | |
| MKDG | | 1 *Dk* | 110 | | | | | | | | | | | | | | |
| 76731 | **Janeta** | | 5312 | ✠100A1 | Cff | *z* | CL | 1929 | Barclay, Curle&Co.Ld. Glasgow | GlasgowUnited ShippingCo.Ld. (Mclay&McIntyre Ld.*Mgrs.*) | 402·4 / P45′B126′F48′ FK | 55·0 | 28·5 *CellDB* | Glasgow British | T.3Cy.23″,40″&67″–51″ (*s*) 200lb FD 463NHP | 31 ″ 0 s 5 ″11½ | |
| 161894 | | *ss*Rot.No.2–38 | 4957 | 2,41 ~~1,40~~ | Liv | | 10,38 | 11mo | | | | | *344′ 1389t FPT144t* | 6 *BHpt Cem* | 3SB(Spt)9*cf*,GS155,HS6711 | 25 ″ 3 | |
| GPCZ | D.F. | 1 *Dk*(*Stl*) | 3324 | ~~BS4,39~~ ✠LMC4,38 4,40 | | | | *Lloyd'sA&CP* | | | | | *APT307t* | | Barclay,Curle&Co.Ld.Gls. | | |
| 76732 | | | | | | | | | | | | | | | | | |

Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when last dealt last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Register in which classed, if not in L. R. Dated Bof Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76733 | **Jangadeiro** | TwinSc Oil Eng. | 2927 | ✠100A1 12,39 | Rio | *u* | OG | 1938 | N.V. Industrieele Maats. "DeNoord" Alblasserdam | LloydBrasileiro | 322·5 336·3 (O.L.) P33'B90'F30' FK | 47·4 | 21·4 | R.Janeiro Brazilian | Oil Engines 2S.C.SA 14Cy.13¾"–23⅝" 463NHP | 24 ″ 0 s3 ″ 8 20 ″ 5½ | |
| | *Ref.Mchy.* | 2*Dks* *CruiserStern* | 2630 1694 | ✠LMC3,38 ✠Lloyd's RMC ~~10,36~~ 3,41 ~~7,40~~ | | | | 3mo | | *CellDB238'647t FPT66t APT88t* | | | | 6*BHptCem* | | | |
| | | | | *Lloyd'sA&CP* | | | | | | | | | | | Gbr.Stork&CoNVHengelo | | |
| 76734 | **Janine** (*ex*SierraLeone, *ex*WarMusket) | *ss*Ant.No.1–23 | 2358 — 1241 | ✠ ... 9,26 ✠ | | | | 1918 7mo | C.Hill& Sons Bristol | UnionIndustrielle &MaritimeSté. Française d'Arm. | 285·2 P27'Q69'B66'F32' FK | 42·0 | 22·2 | Rouen French *WB* | T.3Cy.25″,41″&68″–45″ 359NHP | 21 ″ 2 | V † |
| FNGO | *Well deck* D.F. | 1*Dk* | | | | | | | | | | | | | McColl&Pollock,Ld.Sld. | | |
| 76735 | **Janis Faulbaums** (*ex*DimitriosG. Thermiotis,*ex*Vittoria) | *ss*Kel.2ndNo.3–10,32 *ss*Lie.No.1–37 | 2944 2635 1729 | ✠ 12,37 ~~R2½,36~~ ~~✠LMC11,37~~ | Mdb | *u* | CL N12,37 | 1907 7mo | Richardsn, Duck&Co. Stockton | MaxFaulbaum | 317·5 P28'B107'F37' FK | 46·6 | 20·9 | German 160lb | T.3Cy.23″,38″&62½″–42″ (*s*) 257NHP 2SB,*6cf*,GS120,HS3900 | 23 ″ 3 ~~s 3 4½~~ ~~20 ″ 0½~~ | |
| | 1*Dk(ptIrn&ptStl)&deep framing* *Cargo battens not fitted* | | | | | | | *Lloyd'sA&CP* | | *CellDBa102'u E24'f132'717t APT56t* | | | | 5*BHCem* | Blair&Co.Ld.Stockton | | |
| 76736 | **Janko** (*ex*Jaguar–39, *ex*Nike–38) | TwinSc Oil Eng. | 9720 8976 5761 | ✠100A1 ~~11,40~~ ~~12,39~~ SFo DBS ~~12,39~~ 11,40 ✠LMC12,39 | Ams | *e*† | CL 12,39 | 1928 11mo | A/BGötaverken Gothenburg- | PankosOperating Co. | 483·4 500·9 (O.L.) Newforepart12,39 P103'F39' FK | 64·2 | 37·5 | Panama Pnamanian | Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP 2DB*150lb* | 37 ″ 0 s8 ″ 10½ 28 ″ 4½ | |
| HPNX | D.F. | *ss*Ams.No.3–12,39 | | | | | | | | | | | | 10*BHptCem* | Aktieb.Götaverken,Got. | | |
| | *Mchy.Aft* *CruiserStern* | 1*Dk(Stl)* *Butts of bottom plating fwd. elec. welded* | | *CarryingPetroleum in bulk* | | | | *Lloyd'sA&CP* | | *CellDBuE71'304t* | *DTf33'624t FPT1* | | | 96t*APT310t* | | | |
| 76737 | **Janna** (*ex*Sveigen–36,*ex*Glendola) | *Fitted for oil fuel* | 2197 1951 1269 | | | | | 1919 | Albina Eng &Machine Works Portland,Or. | J.H.Wessels Kulforretning A/S(Pehrson& Wessel,*Mgrs.*) | 289·7 P66*t*H102*t*F48*t* | 44·1 | 19·2 | Drammen Norwegian | T.3Cy.22″,36½″&60″–42″ 313NHP Albina Eng & Mach.Wks.Portland,Or. | | N |
| LCKC | D.F. | 1*Dk* | | | | | | | | | | | | | | | |
| 76738 | **Janssens** (P) | | 2071 1562 1492 | | | | | 1935 | N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam | Koninkl.Paketv. Maats. | 265·1 P33'B81'F41' | 43·1 | 17·2 | Batavia Dutch *WB* | Oil Engines 2S.C.SA 6Cy.15¾"–29½" 258NHP N.V.Konink.Maats. "DeSchelde"Flushing | | V |
| PKOE | | *Oil Eng.* 1*Dk&Awng dk'tween dk in Nos.1&2holds* | | | | | | | | | | | | | | | |
| 76739 | **Jantje Fritzen** (*ex*Passat–37, *ex*Sile) | *ss*Bkn.No.1–24 | 6582 6257 4066 | ✠ ... 10,28 ✠ | | | | 1920 7mo | Monmouth S.B.Co.Ld. Chepstow | Johs.Fritzen& Sohn vorm Lexzau Scharbau&Co. | 412·4 F41'*onShelter dk* FK | 55·8 | 34·5 | Emden German *WB* | 2 steam turbines DR geared to 1 sc. shaft 678NHP British Westinghouse Co. Mch. | 38 ″ 0 | G † |
| DOIW | D.F. | 1*Dk&Shelter dk* *CruiserStern* | | | | | | | | | | | | | | | |
| 76740 | **Janus** | *Oil Eng.* | *9965* 8381 *9006* | ✠100A1 3,40 | Got | *e*† | CL 3,40 | 1939 10mo | Öresunds-varvet Aktiebolag Landskrona | Rederiaktieb. Nordstjernan (A.A. Johnson,*Mgr.*) | 503·2 510·8 (O.L.) P99'F72' FK | 65·8 | 37·2 | Stockholm Swedish | Oil Engines 4S.C.SA 8Cy.29½"–59½" 653NHP 2DB*150lb* | 36 ″ 9 s8 ″ 5 28 ″ 5½ | |
| SMIN | D.F. | 1*Dk* | *5931* | ✠LMC10,39 | | | | | | | | | | 11*BH* | | | |
| | *Mchy.Aft* *CruiserStern* | *Butts of shell & deck plating elec. welded* | | *CarryingPetroleum in bulk* | | | | *Lloyd'sA&CP* | | *CellDBuE79'305t* | *DTf33'470t FPT2* | | | 67t*APTs36* | A/B Götaverken,Got. | | |
| 76741 | **Japan** | *ss*Got.2ndNo.3–11,36 | *5230* *4903* *3262* | ✠100A1 11,40 ~~11~~ BS ~~4,38~~ 12,40 ✠LMC11,36 | Osl Bom | *a*† | CL 7,39 | 1911 12mo | Hawthorn, Leslie&Co.Ld Newcastle | Aktieb.Svenska OstasiatiskaKomp (G.Borin,*Mgr.*) | 425·0 441·5 (O.L.) P&B349'F44' FK | 54·1 | 26·9 | 1t Gothenbrg Swedish | T.3Cy.27 7/16″,45″&75″–51″ & Exhaust Turbine driving steam compressor 180lb (*s*) 541NHP | 1t 29 ″ 6 s 4 ″ 3½ 25 ″ 5 | |
| 5260 SGXA | *Well deck* D.F. | 2*Dks(Stl–Uws)* | | | | | | *Lloyd'sA&CP* | | *Cell DBa122'u* | *E29'f212'990t FPT* | | | 7*BHCem* 82t*APT25t* | 3SB,*9cf*,GS184,HS7900 FD N.E.MarineEngCoLd.Nwc | | |
| 76742 | **Japan Arrow** | 3Mst | 8327 7542 5176 | ✠100A1 *Shelter dk* *withfreeboard* ~~5,13,37~~ ~~MS7,37~~ ✠LMC 6,40 ~~✠30,36~~ | NYk Pal BS5,41 | *d*† | CL ~~3,37~~ 2,40 | 1920 11mo | Bethlehem S.B.Corp.Ld. Quincy,Mass. | Socony-Vacuum OilCo.Inc. | 468·3 FK | 62·7 | 32·0 | New York Utd.States | Q.4Cy.24″,35″,51″&75″–51″ 220lb (*r*) 636NHP | 32 ″ 0 s 4 ″ 1½ 28 ″ 1½ | |
| 220831 KDHO | *ssN.Yk.2ndNo.3–6,40* *Mchy.Aft* 2*Dks(Stl)&Shelter dk(Stl)&* D.F. | *ssN.Yk.No.3–7,38* *Web frames* *Longitudinal framing* | | *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,20 | | | | *bove 1* | | *CellDBuE&B80'285t DTf40'518t* | *FPT270t APT131t* | | | 17*BHptCem* (1 „ *to Sh dk* 10 „ „ *U* „ 6 „ „ *2nd* „) | 3SB,*9cf*,HS9315 FD BethlehemS.B.Corp.Ld. | | |
| 76743 | **Japara** | TwinSc Oil Eng. | 9312 8586 5614 | | | | | 1938 | N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam | Rotterdamsche Lloyd(~~W.Ruys&~~ ~~Zonen,*Mgrs.*~~) | 483·4 F80' | 62·7 | 38·2 | Batavia ~~Rotterdam~~ Dutch *WB* | Oil Engines 2S.C.SA 16Cy.25 5/16″–47½″ 1804NHP SulzerBros.Ld.Winterthur | | V |
| PFBY | D.F. E.S.D. | 3*Dks* | | | | | | | | | | | | | | | |
| | *Ref.Mchy.* | *CruiserStern* | | | | | | | | | | | | | | | |
| 76744 | — | | 3323 2537 2301 | | | | | 1930 | N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam | Koninkl.Paketv. Maats. | 323·0 Q208'F34' | 48·2 | 20·5 | Batavia Dutch *WB* | T.3Cy.22″,36½″&60″–42″ 233NHP N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot. | | V |
| PKHR | *Mchy.Aft* | 1*Dk* | | | | | | | | | | | | | | | |
| 76745 | **Japos** (*ex*Asnæs–39, *ex*Lidsö,*ex*JohanneMargretha, *ex*Frode) | TwinSc Oil Eng. *Mchy.Aft* | 480 388 340 | | | | | 1921 | Marstal Skibsbyggeri Marstal | OlufSvendsen | 141·2 | 30·1 | 10·8 | Copnhagn Danish | Oil Engines 2S.C.SA 4Cy.14½"–16⅜" 157NHP J&CGBolindersCoLd.Skm | | V |
| OUPH | | | | | | | | | | | | | | | | | |
| 76746 | **Jargoon** (*ex*Torrington) | | 691 ~~468~~ 468 311 | ✠100A1 ~~12,36~~ 12,32 5,41 ~~✠35,39~~ ✠LMC3,38 BS ~~5,40~~ 2,41 | Lon Gls Cff | *j* | CL 11,39 | 1926 8mo | J.Fullerton &Co. Paisley | Wm.Robertson | 180·2 185·0 (O.L.) Q105'B9'F26' FK | 28·9 | 11·0 | Glasgow British | T.3Cy.14″,23″&38″–27″ (*s*) 180lb 72RHP 1SB,*3cf*,GS53,HS1853 Aitchison,Blair,Ld. Clydebank | 13 ″ 3 s 4 ″ 4½ 12 ″ 11½ | |
| 149706 MNRL | *ssTrn.No.3–3,38* *Mchy.Aft* *Well deck* | 1*Dk(Stl)* *Cargo battens not fitted* | | | | | | *Lloyd'sA&CP* | | *CellDB103' 137t FPT60t APT26t* | | | | 3*BHCem* | | | |
| 76747 | **Jarl** | Iron | 437 328 236 | | | | | 1889 | Stavanger Stöberi&Dok Stavanger | D/S A/S Jarl (O.Torgersen) | 147·9 Q35*t*B45*t*H17*t* F15*t* | 24·8 | 12·6 | Haugesnd Norwegian *WB* | T.3Cy.11″,18″&29″–24″ NB01 41NHP AkersMek.Verkst.Oslo | | N |
| LEEV | | 1*Dk2trB* | | | | | | | | | | | | | | | |
| 76748 | **Jarlsberg** (P) | | 328 142 129 | | | | | 1912 | Lindholmens V.A. Gothenburg | A/S Tönsberg& HortensDampskibsselskap | 136·1 | 23·7 | 8·7 | Tönsberg Norwegian *WB* | T.3Cy.14¾",24″&40″–24″ 78NHP Lindholmens V.A.Got. | | |
| LEEX | | 1*Dk* | | | | | | | | | | | | | | | |
| 76749 | **Järvamaa** (*ex*Harilaid,*ex*Emma | | 1363 | ✠ ... | | | | 1894 | Campbeltown S.B.Co. Campbeltwn | TallinnaLaevauhisusA.S.(The TallinnShipping Co.Ld.) | 230·0 | 32·6 | 16·4 | Tallinn Estonian *WB* | T.3Cy.17½",27½"&45″–33″ 115NHP Kincaid&Co.Ld.Greenock | 17 ″ 4 | G † |
| 79 ESDW | Minlos,*ex*Refugio) | *ssCff.No.2–02* 1*Dk&Webframes &ptAwngdk* | 1031 787 | 4,07 ✠ | | | | 12mo | | | Q79' *ptAwng dk151'* FK | | | | | | |
| 76750 | **Jary** (*ex*HammondLane–37, *ex*Briim–35,*ex*Mington,*ex*Kilmington) | 1*Dk* | *634* *492* *284* | | | | | 1919 | Smith's Dock Co.Ld. Middlesbro | Cia.Commercio e Navegação | 170·0 | 30·0 | 15·7 | R.Janeiro Brazilian *WB* | T.3Cy.16",26″&44″–26″ 98NHP Smith'sDockCo.Ld.Mdb. | | C |
| 76751 | | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant ex pirt. Lettre d'Appel. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76752 / 160291 / MJMC | **Jasmine** *ex*Bel.No.2–10 / *ex*Bal.No.1–36 / *Mchy.Aft* 1*Dk*(*Stl*)*Well dk* / *Cargo battens not fitted* | | 353 / 255 / 124 | ✠100A1 / ~~2,39~~ 10,40 / BS~~2,39~~ 2,40 ✠ MC~~1,36~~ M810,40 | Bwg / Bel | *f* | CL / ~~2,39~~ 9,40 | 1932 / 1mo / *Lloyd's*A&CP | Scott& Sons Bowling | Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld.*Mgrs.*) | 142·5 / 148·1(O.L.) | 23·6 | 10·5 / Q81'B7'F20' BK6' *FPT*54*t* | Newry / British | T.3Cy.11½",20"&32"–24" / 200lb (*s*) 60RHP / 1SB,3*cf*,GS49,HS1415 / Aitchison,Blair,Ld. Clydebank | 11 ″ 4 / s 3 ″ 9½ / 11 ″ 7½ | |
| 76753 / 210935 / WDVK | **Jason** TwinSc / *Self-unloader* *Fitted for oil fuel* / D.F. E.S.D. GyC. 1*Dk* / *Mchy.Aft* *Longitudinal framing* | 10005 / — / 6548 | | | | | | 1913 | Maryland SteelCo. Sparrows'Pt. Md | AmericanS.S.Co. (Boland& Cornelius, *Mgrs.*) | 514·0 / P193'F55' | 65·2 | 36·2 | ~~Baltimore Utd.States~~ / NewYork Utd.States | T.6Cy.27",46",&76"–48" / 801NHP / MarylandSteelCo. Sparrows'Pt.Md. | | R |
| 76754 / DORE | — TwinSc / Wireless D.F. *Oil Eng.* / *Mchy.Aft* *CruiserStern* 1*Dk* | 1025 / 791 / 511 | | | | | | 1935 | F Schichau G.m.b.H. Königsberg | Dampfschiff.-Ges. "Neptun" | 227·9 / P124'F26' | 34·5 | 13·1 | Bremen / German *WB* | Oil Engines 2S.C.SA / 8Cy.11$\frac{7}{16}$"–19½" 180NHP / F Schichau G.m.b.H.Elbing | | G |
| 76755 / 1059 / IPAM | — / — / *Mchy.Aft* 1*Dk* | 533 / — / 274 | | | | | | 1921 | Cant.Nav. Riuniti Ancona | Soc.Anon.Ilva | 157·9 / P57'F31' | 27·4 | 11·7 | Genoa (Italian *WB* | T.3Cy.11",18$\frac{5}{16}$"&30$\frac{7}{16}$"–23½" 45NHP / Cant.Nav.Riuniti,Ancona | | I |
| 76756 / LDQU | **Jaspis** (*ex*Vigdis–39) / *Oil Eng.* / *ss*Osl.No.2–39 / 2*Dks*(*Stl*)&*Web frames* / *Mchy.Aft* D.F. *Longitudinal framing* | | 6094 / 5668 / 3624 | ✠100A1 / 6,39 / ✠LMC CS6,39 DBS6,~~39~~ 7,40 ~~6,39~~ 1,41 / *Carrying Petroleum in bulk* | Osl | *z* | CL / 6,39 | 1930 / 10mo / *Lloyd's*A&CP *Cell DBuE* | J L Thompson&Sons,Ld Sunderland | AndersJahre / 52'147*t* *DT f* 36'358 | 413·1 / P100'B32'F37' FK / *t FPT*87*t APT*114*t* | 56·2 | 31·8 / Sandefjord Norwegian 15*B Hpt Cem* (10 „ *to U dk* 5 „ 2*nd* „) | Oil Engines 2S.C.SA / 4Cy.22$\frac{7}{16}$"–85" 598NHP 2DB*150lb* / W Doxford&Sons,Ld.Sld. | 31 ″ 9 | |
| 76757 / UONX | **Jastreb** Ⓟ (*ex*BoreII.) / *ss*Skm.No.3–4,13 / 1*Dk*(*Stl*)&*pt Awng dk* | 750 / 669 / 382 | ✠ / 4,14 ✠ | | Skm | *i* | | 1900 / 9mo | Helsingörs Jernsk&Msk. Elsinore | U.S.S.R. / *Prom DB* | 180·5 / F16'*pt Awng dk* 168 / *nade dk* 100' BK7½' *uE&B* 53'22*t FPT* | 29·3 | 20·0 / Archangel Russian 5*B HCem* 50*t APT*20*t* | T.3Cy.18½",28"&47"–27" / NB34 176NHP / HelsingörsJernsk.&Mskb. | | |
| 76758 / PFCF | **Java** / *Oil Eng.* / D.F. E.S.D. 3*Dks*,4*thdk in Nos.1&4holds* / *Cruiser Stern* / *Butts of bridge dk plating electrically welded* | | 9250 / ~~8307~~ 8307 / 5646 | ✠100A1 / ~~3,40~~ 4,41 / ✠LMC6,39 / *Carrying Vegetable oil in deep & Latex in fore peak tanks* / DBS(WT)4,41 | Sba | *f*† / 2⅜ | CL / 8,40 | 1939 / 6mo / *Lloyd's*A&CP *Cell DB* | Deutsche Sch-u-Mschb. A.G.Weser Bremen | Stoomv.Maats. Nederland / *D* | 495·5 / 520·3(O.L.) / P42'B193'F56' FK / *Ts a*41' 1860*t DTs f* 66'3164*t FPTs* 117*t* | 63·3 | 35·6 / Batavia Dutch 9*B Hpt Cem* (8 *to U dk* 1 „ 2*nd* „) / 3'1192*t Tanks in way of tunnel* 36'371*t* | 2 Oil Engines 2S.C.DA / 14Cy.20½"–29½" & hydraulic couplings SR geared to1sc.shaft 2141NHP DB*71lb*&2DB(WT)*85lb* / DeutscheSchiff.-u.Mschb. A.G.Weser,Bmn. | 39 ″ 2 / s 8 ″ 5½ / 30 ″ 10½ | |
| 76759 / OYJC | — TwinSc4Mst / *Oil Eng.* / *ss*Cpn.No.3–3,34 / *ss*Cpn.No.1–38 / D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | 8681 / 8189 / 5525 | ✠100A1 / *Shelter dk* / *with freeboard* 9,39 / ✠LMC CS2,38 / DBS9,38 2,37 | Cpn | *c*† | CL / P1,38 S7,38 | 1921 / 7mo / *Lloyd's*A&CP *Cell D* | Nakskov Skibsværft Nakskov | A/S DetÖstasiatiskeKompagni / *B* | 445·8 / 461·8(O.L.) / F77 *on Awng dk* FK / 392'1509*t Tank between Collision tunnels* 46'131*t* | 60·3 | 39·1 / Copnhagn Danish *pt Cem* *BH to Aw dk* 6 „ „ *U* „ | Oil Engines 4S.C.SA / 12Cy.29½"–45½" DB*100lb* 987NHP / Akt.Burmeistr&Wain,Cpn. | 42 ″ 0 / s 10 ″ 4½ / 31 ″ 10 | * |
| 76760 / PFCI | — / *Oil Eng.* / D.F. 1*Dk* / *Mchy.Aft* *Cruiser Stern* | 341 / 260 / 168 | | | | | | 1936 | Gebr.van Diepen Waterhuizen | Th.Groeneboom | 136·6 / P35'F23' | 24·8 | 9·7 | Rottrdam Dutch *WB* | Oil Engines 2S.C.SA / 4Cy.11½"–15½" 98NHP / N.V.KromhoutMtrnfbAms | | V |
| 76761 / 221272 / KDHQ | **Java Arrow** 3Mst / *ss*N.Yk.No.3–7,33 / *ss*Bal.No.1–37 / *Mchy Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) / D.F. &*Web frames* / *Longitudinal framing* | | 8327 / 7542 / 5176 | ✠100A1 / *Shelter dk* / *with freeboard* 5,40~~6,39~~ ✠LMC / MS3,37 BS~~6,39~~5,40 / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 5,21 | Bal / NYk | *d*† | CL / 9,38 | 1921 / 5mo / A&CP *Cell DBuE&B* 80'2 *DT* 40'518*t* | Bethlehem S.B.Corp.Ld. Quincy,Mass. | Socony-Vacuum OilCo.Inc. | 468·3 / 86*t* / FK / *t FPT*270*t APT*131*t* | 62·7 | 32·0 / New York Utd. States 17*B Hpt Cem* 1*B Hto Sh dk* 10 „ „ *U* „ 6 „ „2*nd*„) / *F.P. above* 150° F. | Q.4Cy.24",35",51"&75"–51" / 220lb (*r*) 636NHP / 3SB,9*cf*,HS9315 FD / BethlehemS.B.Corp.Ld. | 32 ″ 0 / s 4 ″ 1½ / 28 ″ 3½ | |
| 76762 / 148717 / GDBT | **Javanese Prince** TwinSc / *Oil Eng.* / *ss*H.Kg.No.3–4,38 / 3*Dks* / *Cruiser Stern* / *Tonnage opening closed'37* | | 8593 / 8083 / 5288 | ✠100A1 / *with freeboard* ~~8,40~~ 8,39 1,41 / ✠LMC CS2,39 / DBS~~8,39~~ 9,39 10,40 / *Carrying oil F.P. above 150° F. or Latex in deep tanks* / *Carrying Vegetable oil or Latex in fore & after peak tanks* *Cell DB* | NYk | *d*† | CL / ~~1,39~~ 7,40 | 1926 / 1mo / *Lloyd's*A&CP | Deutsche Werft A.G. Hamburg | RioCapeLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) / *Duct keel frwd. Upr tween dk B Hs except Coll B Hd* / 67'1386*t MT s* 73'25 71*t FPT*130*t* | 441·6 / 29·2 / F42' FK / *of mchy. space* 159' | 60·3 | 39·2 / London British *pt Cem pt Asp* *pensed with* *B Hto Whr dk* 7 „ „ 2*nd* „) / *APT*156*t* | Oil Engines 4S.C.SA / 16Cy.29½"–47½" 1313NHP DB*100lb* DB*43lb* / AlgemeineElec.Ges.Berlin | 42 ″ 3 / s 13 ″ 0½ / 29 ″ 4½ | |
| 76763 / 204429 / WDPV | **Jay C. Morse** / *Mchy.Aft* / D.F. GyC. Sub.Sig. 1*Dk* | 6649 / — / 5087 | | | | | | 1907 | American S.B.Co. Cleveland,O. | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 532·0 / P54'B94'F39' | 58·0 | 31·0 / FK / *WB* | Wilmgton (Del.) Utd. States | T.3Cy.23",38"&63"–42" / AmericanS.B.Co. 257NHP / Cleveland,O. | | R |
| 76764 / 216667 / WKCK | **Jean** (*ex*Kosciuszko,*ex*CapeLookout) / 2*Dks*(*Stl*)&*Web frames* / D.F. *Longitudinal framing* | 4902 / 4213 / 3028 | ✠ / 10,23 ✠ | | NYk | *x* | | 1918 / 7mo | Bethlehem S.B.Corp. Sparro'Pt Md | A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*) / *Cell DB* | 376·4 / P54'B94'F39' | 52·3 | 27·0 / FK / 342'1133*t FPT*116*t* | NewYork Utd. States 6*B HCem* *APT*206*t* | T.3Cy.24½",41"&68"–48" / 486NHP / 3SB,9*cf*,GS169,HS7273 / BethlehemS.B.Corp.Ld. | 29 ″ 6 | R † |
| 76765 / 161580 / VGYC | **Jean Brillant** Ⓟ / *Oil Eng.* / *ss*Qbc.No.1–39 / E.S.D. *Ref.Mchy.* 2*Dks* / *Strengthened for Navigation in Ice* / Wireless *Cruiser Stern* | | 640 / 555 / 350 | ✠100A1 / *with freeboard* 5,41~~12,39~~ / ✠LMC CS12,39 / DBS~~4,40~~ 5,41 ~~3,39~~ 4,40 / Lloyd'sRMC~~1,40~~ 4,40 / for temp. 28° F. / *For service in the Gulf of St. Lawrence and to Newfoundland from 1st April to 21st November* | Qbc / Mtl | *h* | CL / 11,38 | 1935 / 5mo / *Lloyd's*A&CP | Swan,Hunter&Wigham Richardson Ld.Newcastle | Cie.deTransport duBasSt.Laurent, Ltd. / *Cell DBuE* 18'14*t* *DTs f* 13'48*t FPT*5*t APT*2*t* | 159·9 / B31' | 29·1 | 17·3 / Quebec British 9*BH* *Coll to W dk* 8 „ 2*nd* „) | Oil Engines 2S.C.SA / 6Cy.13⅜"–22$\frac{7}{16}$" 188NHP DB*100lb* / Swan,Hunter&Wigham Richardson,Ld.Nwc. | 18 ″ 6 / s 7 ″ 10½ / 10 ″ 8 | |
| 76766 / FNZS | **Jean Dupuis** (*ex*Vineta) / Wireless 1*Dk* | 682 / 489 / 394 | | | | | | 1910 | Stettiner Oderwerke Stettin | Cie.Côtière de l'Annam | 180·1 / Q52'B43'F19' | 29·0 | 11·5 / Saigon French *WB* | T.3Cy.13⅜,21$\frac{7}{16}$"&35½"–25½" 64NHP / StettinerOderwerke | | V |
| 76767 / FPBC | **Jean et Jacques** (*ex*Corsican Prince–38,*ex* Chickahominy, *ex*Persiana) / *ss*Drt.No.3–10,35 / 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) / *Cruiser Stern* / *Fitted for oil fuel* | *3493* / *2911* / *1802* | ✠ ... / 1,40 ✠ | | Rou | *x* | | 1921 / 12mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees | LesCargos Algériens,Soc. Anon. / *Duct keel in Blr.space* | 363·3 / F68'*on Shelter dk* FK / *Collision* 294' | 52·2 | 22·0 / Algiers French *Cem* *B Hto Sh dk* 6 „ „ *U* „ / 1155*t DTa* 22'643*t FPT*45*t APT*43*t* | T.3Cy.26",43"&73"–48" / 547NHP / 3SB,9*cf*,GS188,HS8365 / Richardsons,Westgarth& Co.Ld.Hpl. | 24 ″ 9 | V † |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years As. ed. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. [Mates'/Masters'/Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76768 113 ONJB | **Jean Jadot** *Ref. Mchy.* D.F. | 5859 5303 3504 | | | | | 1929 | Flensburger Schiffsb. Ges. Flensburg | Cie Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale, S.A. *Mgrs.*) | 443·7 P94′ | 57·2 F49′ | 26·7 | Antwerp Belgian *WB* | Q.4Cy.27⅛″,39″,55 5/16″&79 5/16″–53 5/16″ 470NHP Flensburger Schiffsb. Ges. | | VG |
| 76769 UOBL | **Jean Jaures** *Oil Eng.* 2 *Dks* | 3972 3537 2261 | | | | | 1930 | Severney S.B. Yard Leningrad | U.S.S.R | 347·2 P31′B52′F34′ | 48·7 | 27·2 | Leningrad Russian *WB* | Oil Engines 2S.C.DA 4Cy.23⅜″–35 7/16″ 778NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | |
| 76770 FOYL | **Jean L. D.** *Oil Eng.* D.F. E.S.D. 2 *Dks* GyC. *Cruiser Stern* | 5795 4948 3333 | | | | | 1935 | Atel. & Ch. de France Dunkirk | Louis Dreyfus & Cie. | 446·9 F43′ | 57·1 | 25·7 34·7 | Dunkirk French *WB* | Oil Engines 2S.C.SA 8Cy.25⅝″–47½″ 912NHP Cie. de Constr. Mecaniques Sulzer, St. Denis | | V |
| 76771 FNYU | **Jean Laborde** Ⓟ Twin Sc *Oil Eng.* *Ref. Mchy.* 4 *Dks* D.F. *Cruiser Stern* | 11591 8284 6593 | | | | | 1930 | Soc. Provençale de Cnst. Nav. La Ciotat | Soc. des Services Contractuels des Messageries Maritimes | 496·7 B182′ | 61·8 | 28·3 37·9 | Marseilles French *WB* | Oil Engines 4S.C.SA 16Cy.29⅛″–59⅛″ 1303NHP Schneider & Co. Creusot | | V |
| 76772 218942 KINN | **Jean Lafitte** (*ex* Everett–38, *ex* West Ison) *Fitted for oil fuel* D.F. 2 *Dks* | 5773 5174 3571 | | | | | 1919 | Ames S.B. & D.D. Co. Seattle, Wash | Waterman S.S. Corp. | 410·5 P44′B119′F47′ | 54·2 | 29·2 | Mobile Utd. States *WB* | T.3Cy.26″,43″&73″–48″ 369NHP Ames S.B. & D.D. Co. Seattle | | R |
| 76773 161948 | **Jeanie Deans** Ⓟ Pad 1 *Dk* | 635 418 259 | | | | | 1931 | Fairfield Co. Ld. Glasgow | London & North-Eastern Railway | 250·5 | 30·1 | 8·7 | Glasgow British | T.3Cy.26″,41½″&66″–60″ 338NHP Fairfield Co. Ld. Glasgow | | |
| 76774 141938 GDCF | **Jeanne M.** (*ex* Seabank Spray–39, *ex* Seven Seas, Spray–37, *ex* Baron Elibank–34, *ex* Glassford) *ss* Gmh. No. 3–9,32 *ss* Shl. No. 1–37 1 *Dk(Stl)* *Cruiser Stern* D.F. *Cargo battens not fitted* | 2465 2238 1452 | ✠100A1 4,40 2,39 ~~M B S 6,38~~ ✠LMC 3,37 MBS 7,39 11,40 DBS 5,40 | Msl Bry | *l* | CL 2,37 4,40 | 1919 12mo *Lloyd's SA&CP* | Ardrossan D.D. & S.B. Co. Ld. Ardrossan | Mooringwell S.S. Co. Ld. *Cell D* | 303·3 313·4 (O.L.) P33′B80′F32′ FK B260′ 644*t* | 43·0 | 20·7 *FPT* 68*t* *APT* 172*t* | Cardiff British 6 *BHCem* | T.3Cy.22″,36⅛″&59″–39″ (*s*) 1801b NDB 35–*100lb* 265NHP 2SB, *6cf*, GS 124, HS 4500 McKie & Baxter, Glasgow | 23 ″ 1 s 3 ″ 4¾ 19 ″ 11 | |
| 76775 TUNG | **Jeanne Schiaffino** (*ex* Friedrich Jürgen, *ex* Wiedau) Sub. Sig. 1 *Dk* | 1032 708 598 | | | | | 1922 | H.C. Stülcken Sohn Hamburg | Soc. Algérienne de Nav. pour l'Afrique du Nord (Ch. Schiaffino & Co. *Mgrs.*) | 220·4 P127′F23′ | 32·5 | 12·8 | Algiers French *WB* | T.3Cy.17¾″29⅛″&46 7/16″–31½″ 119NHP H. C. Stülcken Sohn, Ham. | | V |
| * 76776 PFCT | **Jeannette** (*ex* Londoner, *ex* Botlek, *ex* Holendrecht) *ss* Rot. No. 3–4,37 *Well deck* 1 *Dk(Stl)* | 454 322 238 | 100A1 5,39 BS 5,39 | Rot LMC 4 | *g* | N 5,39 | 1918 | J. Th. Wilmink & Co. Groningen | N.V. Soetermeer Fekkes Cargadoorskantoor *Cell D Ba* 52 | 153·1 Q58′B36′F17′ FK 61*t* | 25·3 *f* 52′65*t* | 11·3 *FPT* 124*t* | Rottrdam Dutch 4 *BHCem* *APT* 18*t* | T.3Cy.11½″,17¾″&29 5/16″–20″ 185lb (*s*) 61NHP 1SB, *2cf*, GS 39, HS 1182 F. & D. H. Landeweer & Zn. Martenshoek | 12 ″ 1 s ″ 4½ 11 ″ 10 | |
| 76777 ONJK | — (*ex* Helen Clausen–40, *ex* Annemarie–34, *ex* Wm. Minlos 1, *ex* Libanon) 1 *Dk* | 355 296 194 | 100A1 Examined 9,40 (*Class Contemplated*) | Lon | | | 1920 | Sch-u. Dock-bau Flender A.G. Lübeck | S.C. & I.J. & C. Snauwaert S.A. (Soc. Anon. John Cockerill, *Mgrs.*) | 139·1 B34′F20′ | 22·6 | 11·8 | Ostend Belgian *WB* | C.2Cy.14¾″&22½″–15¾″ G. Seebeck A.G. 17NHP Wesermünde-G. | 12 ″ 6 s1 ″ 3 11 ″ 4½ | G |
| 76778 171156 MBZG | **Jeannette Skinner** *ss* Osa. 2nd No. 3–3,38 2 *Dks* | 5800 5209 4194 | ✠100A1 ~~3,39~~ 6,39 2,41 ~~BS 5,39~~ ✠LMC 3,38 5,40 *Fitted for oil fuel* 8,17 | Shi Cal | *z* | CL 3,38 *F.P. a* | 1917 8mo *Lloyd's SA&CP* above 1 | Skinner & Eddy Corp Seattle, Wash | G.E. Marden (Wheelock & Co. Ld. *Mgrs.*) *One BH in fo in after Cell D B* 50° F | 410·6 P44′B115′F47′ FK *re hold and one BH* 355′1198*t* | 54·3 *hold dispensed with* | 27·1 *FPT* 120*t* 5 *BHonly* *APT* 340*t* | Shanghai British *Cem* | DR Geared Steam Turbine 210lb (*r*) 507NHP 3SB, *9cf*, GS 195, HS 8055 General Electric Co. Schenectady, N.Y. | 29 ″ 9 s5 ″ 11½ 24 ″ 0 | |
| 76779 160507 GSLW | **Jedmoor** *Oil Eng.* *ss* Shl. No. 2–36 1 *Dk(Stl)* & *Shelter dk(Stl)* *Tonnage opening closed '41 (W.E.)* *Cruiser Stern* | 4392 4070 2649 | ✠100A1 *with freeboard* ~~Examined 5,41~~ ~~DBS 5,41~~ ~~LBS 1,40~~ ✠LMC 5,36 ✠LMC(M) 9,38 | Bry Bry | *y* | CL 5,39 | 1928 6mo *Lloyd's SA&CP* | W. Doxford & Sons, Ld. Sunderland | Moor Line, Ld. (Runciman Shipping Co. Ld. *Mgrs.*) *Cell D B* 317′1011*t* *MT* 26′988 | 375·0 391·2 (O.L.) F30′ FK *FPT* 140*t* | 52·6 *APT* 220*t* | 25·7 | London British 7 *BHpt Cem* *Coll to Sh dk* 6 „ 2nd „ | Oil Engines 2S.C.SA 3Cy.21¼″-85″ 417NHP 2 DB *120lb* W. Doxford & Sons, Ld. Sld. | 36 ″ 4 s10 ″ 1¼ 26 ″ 5 | |
| 76780 221112 KDQF | **Jeff Davis** Ⓟ Sub. Sig. *Oil Eng.* GyC. 2 *Dks* *Longitudinal framing* | 6174 — 3833 | | | | | 1921 | Doullut & Williams S.B. Co. Inc. New Orleans | United States Maritime Commission | 395·5 P44′B108′F37′ | 55·0 | 31·4 | N. Orleans Utd. States *WB* | Oil Engines 2S.C.DA 4Cy.28″–40″ 1096NHP NE29 Worthington Pump & Mach Corp. Buffalo, N.Y. | | R |
| 76780* 220769 KDFR | **Jefferson Myers** (*ex* Hannawa) *Fitted for oil fuel* 1 *Dk* & *Shelter dk* *Longitudinal framing* | 7582 — 4826 | | | | | 1920 | Bethlehem S.B. Corp. Ld. S. Francisco. | Pacific-Atlantic S.S. Co. (States S.S. Co. *Mgrs.*) | 440·0 | 56·0 | 35·2 | Prtland Or Utd. States *WB* | T.3Cy.27″,47″&78″–48″ 421NHP Bethlehem S.B. Corp. Ld. S. Francisco | | R |
| 76781 147640 VWBJ | **Jehangir** Ⓟ *ss* Bom. No. 3–12,36 3 *Dks* (*Stl–Weather dk* teak s) | 3566 3029 2157 | ✠100A1 *with freeboard* 7,40 6,39 ✠LMC MS 10,36 BS 9,39 9,40 12,40 | Bom | *w* | CL N 10,38 | 1924 5mo *Lloyd's SA&CP* | Lithgow's Ld. Port Glasgow | Mogul Line, Ld. *Cell D B* 298′852*t* *F* | 350·0 365·0 (O.L.) *PT* 74*t* | 48·0 *APT* 136*t* | 23·1 FK *Collision* | Bombay British 6 *BHCem* „ *to W dk* | T.3Cy.24″,40″&67″–45″ (*r*) 200lb *110lb* 394NHP 2SB, *6cf*, GS 127, HS 5384 FD Rankin & Blackmore Ld Grk | 25 ″ 6 s3 ″ 0 22 ″ 8¾ | |
| 76782 YTBZ | **Jela** (*ex* Gina, *ex* Volkerak) Aux 3 Mst Sr *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*) | 335 295 240 | | | | | 1917 | J. Th. Wilmink & Co. Groningen | Marjan Kozulic | 135·1 P32′F18′ | 26·4 | 11·2 | Molat Yugoslav *WB* | Oil Engines 2S.C.SA 2Cy.16″–18″ 90NHP D. Goedkoop, Jr. Amstrdam | | V |
| 76783 143642 MKBJ | **Jellicoe Rose** *ss* Nwc. No. 3–10,40 *ss* Goo. No. 3–7,39 *ss* Bly. No. 1–36 *Mchy. Aft* *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted* | 1118 800 609 | ✠100A1 ~~10,10~~ 1,39 12,40 ✠LMC 10,40 MS 4,36 BS 1,40 | Nwc | *n* | CL ~~1,39~~ 2,40 12,40 | 1920 6mo *Lloyd's SA&CP* | J. Fullerton & Co. Paisley | Richard Hughes & Co. (Liverpool) Ld. *Cell D B* | 220·2 Q108′B15′F28′ FK *f* 136′215*t* | 34·2 *FPT* 80*t* | 13·1 | Liverpool British 3 *BHCem* *APT* 34*t* | T.3Cy.16″,26″&42″–27″ (*s*) 180lb 117NHP 1SB, *3cf*, GS 65, HS 2030 Aitchison, Blair, Ld. Gls. | 15 ″ 6 s 1 ″ 1 14 ″ 7½ | |
| 76784 LDGW | **Jelö** Wireless 1 *Dk* | 1265 938 483 | | | | | 1929 | Xiansands Mek. Værks. Xiansand | A/S Jelölinjen (Fred Olsen & Co. *Mgrs.*) | 240·5 P60*t* | 37·2 H157*t* | 15·2 F6*t* | Oslo Norwegian *WB* | T.3Cy.22″,35″&60″–42″ 233NHP Akers Mek. Værks. Oslo | | N |
| 76785 UOMP | **Jelyabov** Ⓟ (*ex* Osilia) Wireless 1 *Dk* | 654 366 355 | | | | | 1911 | Bergsunds M.V. Aktieb. Stockholm | U.S.S.R. | 168·9 P&B116′Q113′F45′ | 26·1 | 9·0 | Vladvostk Russian *WB* | T.3Cy.14⅛″,22 7/16″&37½″–27⅜″ 74NHP Bergsunds M.V. Aktb. Skm. | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenance & Equipment. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Lettres de cod. si et quand le L. R. Index Cert. LLOYD'S |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76786 | **Jenny** | | 4706 | ✠100A1 | Ant | *w* | CL | 1928 | Swan, Hunter & Wigham Richardson, Ld Newcastle | A/S Athene (JorgenBang) | 344·2 \| 53·5 \| 27·8 | Xiansand Norwegian | Oil Engines 2S.C.SA 6Cy.23½"–47½" 578NH | 28 ″ 0 | |
| | | *Oil Eng.* | 3991 | 12,39 | | | | 5mo | | | 359·2 (o.L.) | | 13 *BHpt Cem* | | |
| LCPE | D.F. | *ss* Gal. No.2–36 | 2682 | ✠LMC CS[illegible] | | | 3,38 | | | | P84'B26'F30' FK | | 2DB–*1501b* DB (*Upper*) | | |
| | *Mchy. Aft* | 2 *Dks (Stl) & Web frames* | | DBS[illegible] 10,40[illegible] | | | | | | | *Trunk in wells* | | (9 *to U dk* | | |
| | *Longitudinal framing-bracketless system* | | | 12,39 | | | | *Lloyd's* | *sA&CP* | *CellDBuE39'93t* *DTf29'417t* | *FPT151t APT42t* | | 4 „ 2nd „ ) *made25 fitted38–136lb* | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | Swan, Hunter & Wigham Richardson, Ld. Nwc. | | |
| 76787 | — | **Iron** | *1233* | ✠ ... | | | | 1882 | Burrell & Son Dumbarton | Rederi A/B Tern (Axel Hansson, *Mgr.*) | 240·0 \| 34·1 \| 15·5 | Panama ~~Panamanian~~ | C.2Cy.26″&51″–36″ 134NH | 18 ″ 2 | V † |
| 7589 | (*ex* Skald, *ex* Saint Helier) | | *1031* | 4,31 | | | | 12mo | | | B62'F25' FK | *WB* | | | |
| SFBG | | *ss* Shl.3rd No.3–12,18 | *709* | ✠ | | | | | | | | Västervik Swedish | M. Paul & Co. Dumbarton | | |
| | | *ss* Bgn. No.2–27 | | | | | | | | | | | | | |
| | | 1 *Dk 2tr B* | | | | | | | | | | | | | |
| 76788 | — | | 843 | | | | | 1917 | Schiff. Ges. Unterweser Weser-münde-L. | J. Lauritzen | 212·9 \| 31·4 \| 13·2 | Esbjerg Danish | T.3Cy.14⅜″,21½″&35½″–23⅜″ 85NH | | G |
| | | | 722 | | | | | | | | | *WB* | | | |
| OUHN | | 1 *Dk* | 493 | | | | | | | | | | Christiansen & Meyer, Harburg | | |
| 76789 | — | | 623 | ✠100A1 | Rot | *i* | 1,40 | 1937 | D. W. Kremer Sohn Elmshorn | Algemeen Vrachtkantoor N.V. | 184·8 \| 29·7 \| 11·6 | Rottrdam Dutch | Oil Engines 4S.C.SA 6Cy.14⅜"–20½" 124NH | 11 ″ 8 | |
| | | *Oil Eng.* | 498 | 1,40 | | | | 7mo | | | 195·7 (o.L.) | | 9 *BHpt Cem* | s ″10½ | |
| PFCZ | *Mchy. Aft* | 1 *Dk* | 298 | ✠LMC 7.37 | | | | *Lloyd's* | *sA&CP* | | P46'F39' FK | | DB *1141b* | 10 ″ 10½ | |
| | *Part electrically welded including shell butts & upper deck & trunk plating* | | | ✠LMC (M) 9,39 | | | | | | | *Trunk* 81' | | | | |
| | *Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | | | | *FPT*[illegible] *APT40t* | | Deutsche Werke Kiel A.G. | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | |
| 76790 | **Jenny Moller** (*ex* Lord Guilford–32, | | 3108 | | | | | 1919 | R. Duncan & Co. Ld. Port Glasgow | Moller Line, Ld. (Mollers' Ld. *Mgrs.*) | 331·0 \| 46·7 \| 24·4 | Shanghai British | T.3Cy.25″,41″&68″–45″ 310NH | | C |
| 138932 | *ex* Granicos) | | 2895 | | | | | | | | P33'B98'F30' | *WB* | D. Rowan & Co. Ld. Glasgow | | |
| GQPJ | | 1 *Dk* | 1927 | | | | | | | | | | | | |
| 76791 | **Jequitinhonha** Ⓟ | **Twin Sc** | *750* | ✠ ... | | | | 1906 | Ailsa S.B. Co. Ld. Troon | Cia. de Nav. Bahiana | 200·4 \| 32·2 \| 11·2 | Bahia Brazilian | T.6Cy.13½″,22″&36″–24″ 151NH | 11 ″ 10 | |
| | | | *481* | 3,11 | | | | 8mo | | | FK | *WB* | Muir & Houston, Ld. Gls. | | |
| PUYC | Wireless | 1 *Dk & Shelter dk* | *383* | ✠ | | | | | | | | | | | |
| 76792 | **Jernfjeld** (*ex* Troldtind) | | 1369 | | | | | 1917 | N.V.C. van der Giessen & Zonens Schps. Krimpen Ijsel | Dampsk A/S Storfjeld (H. Grieg Martens, *Mgr.*) | 239·5 \| 36·2 \| 16·6 | Bergen Norwegian | T.3Cy.17½″,29″&46″–36″ 127NH | | N |
| | | | 1180 | | | | | | | | P60*t* H61*t* F30*t* | *WB* | Pannevis & Zoon, Utrecht | | |
| LEFF | Wireless D.F. | 1 *Dk* | 776 | | | | | | | | | | | | |
| 76793 | **Jernland** (*ex* Collingwood) | | 1289 | ✠100A1 | ~~Bgn~~ | *o* | CL | 1905 | Osbourne, Graham & Co. Sunderland | Halvorsen Shippng Co. A/S, Ld. (Thv. Halvorsen, *Mgr.*) | 235·6 \| 33·8 \| 15·0 | Bergen Norwegian | T.3Cy.18½″,30″&49½″–33″ 180lb *80lb* (*s*) 157NH | 17 ″ 3 | |
| | | *ss* Bgn. 2nd No.3–12,31 | 1007 | Examined 1,41 Shl | | | ~~7,39~~ | 10mo | | | 242·8 (o.L.) | | | s 4 ″ 11½ | |
| LEFG | Wireless D.F. | *ss* Bgn. No.1–36 | 756 | ✠LMC | | | 8,41 | | | | Q123'B10'F24' FK | | 4 *BHCem* | 16 ″ 0 | |
| | *Well deck* | 1 *Dk (Stl) & deep framing* | | MS6.36 | | BS7.38 | | *Lloyd's* | *sA&CP* | | | | 1SB, *3cf*, GS61, HS2530 | | |
| | *Cargo battens not fitted* | | | 7,39 | | 4,40 | | | | *CellDBa & uE* | *83'f102'313t FPT* | *59t APT78t* | Richardsons, Westgarth & Co. Ld. Sld. | | |
| 76794 | **Jersbek** | | 2804 | ✠ | Ham | *u* | | 1938 | Lübecker Knöhr & Burchard Maschb. Ges. Lübeck | Knöhr & Burchard N fl. | 325·7 \| 48·2 \| 19·1 | Hamburg German | C.4Cy.(2)20⅛″&(2)43⅛″–43⅛″ 352NH | 21 ″ 2 | |
| | | | 2428 | 6,39 | | | | 12mo | | | 345·3 (o.L.) | | 2SB, *6cf*, GS121, HS4926 | | |
| DJYK | D.F. E.S.D. | 1 *Dk* | 1591 | ✠ | | | | | | | P17'B&F304' FK | | 4 *BHpt Cem* | | |
| | | *Cruiser Stern* | | | | | | | | *Intermediate BH in fwd.* | *Upper F33'* | | *pt Asp* | | |
| | | *Strengthened for Navigation in Ice* | | | | | | | | *hold dispensed with* | | | Rheinmetall-Borsig A.G. Berlin Tegel | | |
| | | | | | | | | | | *CellD* | *B248' 80lt FPT68t* | *APT71t* | | | |
| 76795 | **Jersey** | | 4986 | ✠100A1 | Bkn | *a*† | CL | 1936 | W. Doxford & Sons, Ld. Sunderland | Nolisement S.S. Co. Ld. (Morel, Ld. *Mgrs.*) | 424·0 \| 54·2 \| 26·1 | Cardiff British | Oil Engines 2S.C.SA 3Cy.22⅛″–85⅛″ 449NH | 28 ″ 8 | |
| 162114 | | *Oil Eng.* | 4627 | *with freeboard* | Sws | 2 | 12,39 | 10mo | | | FK | 7 *BHpt Cem* | 2DB *120lb* | s 3 ″ 4½ | |
| GZDJ | D.F. E.S.D. | 1 *Dk & Shelter dk* | 3032 | 8,40~~12,39~~ | ✠LMC 10.36 | | | *Lloyd's* | *sA&CP* | | | ( *Coll to Shdk* | W. Doxford & Sons, Ld. Sld. | 25 ″ 6 | |
| | | *Cruiser Stern* | | | | | | | | | | 6 „ 2nd „ ) | | | |
| | | | | DBS1,41 | | | | | | *CellDB347'1174t* | *MT1229t APT177t* | | | | |
| 76796 | **Jersey City** | | 6322 | | | | | 1920 | J.L. Thompson & Sons, Ld. Sunderland | Reardon Smith Line Ld. (Sir W.R. Smith & Sons, Ld. *Mgrs.*) | 411·8 \| 55·0 \| 33·6 | Bideford British | T.3Cy.28″,46″&75″–51″ 402NH | | C |
| 140861 | | *Fitted for oil fuel* | 6055 | | | | | | | | F36' | *WB* | Blair & Co. Ld. Stockton | | |
| GDRM | D.F. | 2 *Dks* | 3937 | | | | | | | | | | | | |
| 76797 | **Jersey Queen** | | 910 | ✠100A1 | Lon | *l* | OG | 1936 | Burntisland S.B. Co. Ld. Burntisland | British Channel Islands Shipping Co. Ld. | 197·2 \| 32·2 \| 13·1 | London British | T.3Cy.14″,24″&40″–27″ (*s*) 200lb 129NH | 15 ″ 2 | |
| 165361 | | 1 *Dk* | 647 | 3,40 | | | 2,40 | 12mo | | | Q122'F25' FK | | 3 *BHCem* | s 4 ″ 11½ | |
| MMCL | *Mchy. Aft* E.S.D. | *Cruiser Stern* | 518 | BS3,40 | ✠LMC 12.36 | | | *Lloyd's* | *sA&CP* | *CellDB128'224t FPT* | | *64t APT42t* | 1SB, *3cf*, GS45, HS1953 FD | 14 ″ 8½ | |
| | *Cargo battens not fitted* | | | | | | | | | | | | D. Rowan & Co. Ld. Gls. | | |
| 76798 | **Jervis Bay** Ⓟ | **Twin Sc** | 14164 | ✠100A1 | Lon | *i*† | CL | 1922 | Vickers Ld Barrow | Aberdeen & Commonwealth Line, Ld. (G. Thompson & Co. Ld. *Mgrs.*) | 530·6 \| 68·3 \| 39·9 | London British | 4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 2201b 1977NH | 43 ″ 6 | |
| 150187 | | *ss* Lon. No.3–10,34 | 11883 | *Shelter dk* | | | P5,37 | 9mo | | | 548·5 (o.L.) | | | s 10 ″ 8½ | |
| GSMQ | | *ss* Lon. No.1–38 | 8547 | *with freeboard* | | | S3,39 | *Lloyd's* | *sA&CP* | | B208'F78' *on Shelter dk* FK | *pt Cem* | 3DB (Spt) & 2SB (Spt), *32cf*, GS663, HS25923 FD | 33 ″ 1½ | |
| | | 2 *Dks (Stl) & Shelter dk* | | 9,39 | ✠LMC | | | | | | | 9 *BH to S dk* | | | |
| | *Ref. Mchy.* | (*Stl*-ws) 3rd *dk (Stl) in* | | MS3,38 | BS11,38 | | | | | | | | Vickers, Ld. Barrow | | |
| | D.F. E.S.D. | *forward holds* | | ✠Lloyd's LMC 9,39 | | | | | | *CellDB458'2228t* | *MT24'1016t* | | | | |
| | | | | | | | | | | *Tanks between tun* | *nels51'195t FPT128t* | | *APT142t* | | |
| | | | | *Fitted for oil fuel* 9,22 | | | *F.P. above* 150° F | | | | | | | | |
| 76799 | **Jessica** | | 998 | | | | | 1908 | Flensburger Schiffsb. Ges. Flensburg | A. Kirsten | 226·3 \| 33·4 \| 15·3 | Hamburg German | T.3Cy.16″,36¾″&44″–36″ 116NH | | G |
| | | | 897 | | | | | | | | P&B140'F30' | *WB* | Flensburger Schiffsb Ges. | | |
| DHNC | | 1 *Dk* | 605 | | | | | | | | | | | | |
| 76800 | **Jessie** (*ex* Bellhill, | **Iron** | 1405 | ✠ ——— | Gmh | *p* | | 1879 | M. Pearse & Co Stockton | Rederi A/B Jessie (A. Karlsson *Mgr.*) | 250·2 \| 35·0 \| 16·8 | Marie-hamn Finnish | C.2Cy.30″&55½″–36″ 160NH | 18 ″ 1 | |
| 7299 | *ex* Commercial, | *ss* Hul.4th No.3–12,26 | — | 4,40 | | | | 8mo | | | 261·0 (o.L.) | | | | |
| OFEC | *ex* Norah) | *ss* Gmh. No.2–35 | 755 | ✠NB3,04 ✠ | | | | | | | Q86'B58'F29' FK | | 2SB, *4pf*, GS73, HS2692 | | |
| | *Well deck* | 1 *Dk (Irn) 2tr B* | | | | | | | | | *DBa70'f86'* | | 4 *BHCem* Blair & Co. Ld. Stockton | | |
| 76801 | **Jessie Mærsk** (*ex* Marsdiep) | | 1972 | ✠100A1 | Sch | *r* | CL | 1920 | A. Vuijk & Zonen Capelle a/d Yssel | Ministry of Shipping (W.T. Gould, *Mgr.*) | 280·1 \| 40·2 \| 19·0 | London British | T.3Cy.20″,31½″&53″–36″ (*s*) 180lb 224NH | 21 ″ 4 | |
| 167504 | | *ss* Svb. No.3–5,33 | 1763 | 9,40~~12,39~~ | Cff | | 5,38 | 11mo | | | 292·0 (o.L.) | | | s 3 ″ 1½ | |
| ~~OVLC~~ | Sub.Sig. | *ss* Svb. No.1–38 | 1152 | BS1,41 | ✠LMC | | | *Lloyd's* | *sA&CP* | *CellDB240'458t FPT* | P22'B94'F24' FK | | 4 *BHCem* | 18 ″ 4 | |
| GLJG | D.F. | 1 *Dk (Stl)* | | MS6,38 | ~~[illegible]~~ | | | | | | | | 40t *APT47t* Verschure & Co. Amsterdam | | |
| 76802 | **Jessmore** (*ex* Peruviana) | | 4099 | | | | | 1921 | Irvines S.B. & D.D. Co. Ld. W Hartlepool | Johnston Warren Lines Ld. (Furness, Withy & Co. Ld. *Mgrs.*) | 360·0 \| 52·0 \| 24·6 | Liverpool British | T.3Cy.26″,43″&73″–48″ Richardsons, Westgarth & Co. Ld. Hpl. | | C |
| 14586 | | *Fitted for oil fuel* | 3576 | | | | | | | | P35'B171'F32' | *WB* | | | |
| GFJK | D.F. E.S.D. | 1 *Dk 2tr B* | 2357 | | | | | | | | | | | | |
| 76803 | **Jesus Antonio** (*ex* Francisco | **Iron** | 988 | ✠ ... | | | | 1882 | Whitehavn S.B. Co. Ld. Whitehaven | Jesús Garcia Castillo | 215·7 \| 33·7 \| 15·7 | Santander Spanish | C.2Cy.23″&46″–36″ 127NH | 17 ″ 4 | |
| | Garcia, *ex* Pilar, | 5th Survey Mes 6–9[illegible] | 947 | 4,00 | | | | 5mo | | | Q103*t* B128*t* F44*t* | | | | |
| EESA | *ex* Gouverneur Ballay, | 1 *Dk 2tr B* | 669 | ✠NB3,91 | | | | | | | FK | *WB* | J. Jones & Sons, Liverpool | | |
| | *ex* Mongibello, *ex* Beny) | *Well deck* | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Quarter mark Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Ref. to Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76804<br>145083<br>MKGW | **Jetblack** | *ss* Sld. No. 3–9, 33<br>*ss* Shl. No. 1–37<br>1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | 1560<br>1354<br>828 | ✠ 100 A1<br>~~7,~~ 8,~~39~~ 12,40<br>~~BS8,30~~ ✠ LMC 10,37<br>7,40 | Shl<br>Nwc | *p* | CL<br>8,39 | 1920<br>11mo<br>*Lloyd's* | Dublin<br>Dkyd. Co. Ltd. Dublin<br>*s.A.&CP* | Gas Light & Coke Co. Ld. (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*) | 240·3 \| 36·2 \| 19·1<br>B52'F23' FK<br>*Cell DB* 171'316*t DT* | | | London<br>British<br>4 *BHCem* | T.3Cy. 18″, 30″ & 50″–33″ (*s*) 180lb 172 NHP<br>2SB, *6cf*, GS 97, HS 2886<br>J.G. Kincaid & Co. Ld. Grk. | 21 ″ 3<br>s 3 ″ 0<br>18 ″ 8 | |
| 76805<br>LEJL | **Jetta** (*ex* Lloyd-39, *ex* Transport 2, *ex* Oskar, *ex* W.6)<br>1 *Dk* | | 368<br>278<br>185 | | | | | 1914 | Joh. Berg<br>Delfzijl | C. Henry Smith | 134·9 \| 23·5 \| 11·4<br>P58*t* F16*t* | | | Oslo<br>Norwegian | T.3Cy. 12″, 18 1/16″ & 30″–21 1/2″ 42 NH<br>Joh. Berg, Delfzijl | | G |
| 76806<br>137273<br>GDBY | **Jeypore**<br>**D.F.** 2 *Dks* (*Stl*) | | 5318<br>4850<br>3209 | ✠<br>4,22<br>✠ | Bom | *y* | | 1920<br>5mo | Wear Ship-yard of W. Gray & Co. (1918), Ld. Sunderland | P. & O. Stm. Nav. Co. | 400·0 \| 52·3 \| 28·4<br>P49'B113'F39' FK<br>*Cell DB* 344'1073*t FPT* 129*t* | | | Sundrland<br>British<br>7 *BHpt Cem* | T.3Cy. 27″, 44″ & 73″–48″ 517 NHP<br>3SB, *9cf*, GS 190, HS 7668<br>Cen. Mar. Eng. Wrks. W. Hpl | 31 ″ 0 | |
| 76807<br>164685<br>GYXS | **Jhelum**<br>1 *Dk* & *Shelter dk*<br>*Cruiser Stern* | | 4038<br>3663<br>2403 | ✠ 100 A1<br>*with freeboard*<br>2,40 ✠ LMC 8,36<br>*Fitted for oil fuel* 8,36 | Cal | *y*<br>1 7/8<br>11,37<br>*F.P. a* | CL<br>11,37<br>*bove* 1 | 1936<br>8mo<br>*Lloyd's* | Barclay, Curle & Co. Ld. Glasgow<br>*s.A.&CP* | James Nourse, Ld. | 381·1 \| 52·7 \| 23·7<br>F39' FK<br>*Cell DB* 324' 976*t FPT* 56*t* | | | London<br>British<br>6 *BHpt Cem*<br>*Coll to Sh dk* (*s*) 325 NHP<br>5 ,, 2*nd* ,,<br>*APT* 156*t* | T.3Cy. 20″, 32″ & 52″–42″ & LP Turbine with DR gearing & hydraulic coupling 220lb FD (*s*) 325 NHP<br>2SB (Spt) *6cf*, GS 100, HS 4068<br>Barclay, Curle & Co. Ld. Gls. | 26 ″ 0<br>s 2 ″ 6<br>23 ″ 7 1/2 | |
| 76808<br>123953<br>MCWF | **Jim** (*ex* Yewmount-36, *ex* Hampshire)<br>*ss* P. Gl. 2nd No. 3–8, 32<br>*ss* Ant. No. 1–37<br>*Mchy. Aft* 1 *Dk* (*Irn*) & deep framing<br>*Well deck* *Cargo battens not fitted* | | 833<br>595<br>393 | ✠ 100 A1<br>10,39<br>~~BS7,36~~ ✠ LMC 7,37<br>11,40 | Npt | *k* | CL<br>7,38 | 1908<br>8mo<br>*Lloyd's* | J. Crown & Sons, Ld. Sunderland<br>*s.A.&CP* | C. Strubin & Co. Ld.<br>*Cell DB* *f* 125' | 195·0 \| 32·6 \| 11·9<br>Q98'B13'F24' FK<br>222*t DT f* 7'80*t FPT* | | | London<br>British<br>6 *BHCem*<br>57*t APT* 19*t* | T3Cy. 16 1/2″, 26 1/2″ & 45″–33″ (*s*) 160lb 99 RHP<br>2SB, *4pf*, GS 53, HS 2100<br>N.E. Marine Eng Co. Ld. Sld. | 13 ″ 9<br>s ″ 9<br>13 ″ 1 1/2 | |
| 76809<br>YPBL | **Jiul** (*ex* Ecaterini Matsouki)<br>*ss* Bla. 2nd No. 3–9, 38<br>1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | | *3127*<br>*2925*<br>*1907* | ✠ 100 A1<br>6,39<br>LMC<br>MS 9,38 BS ~~4,39~~ 4,40 | Bla | *v* | CL<br>6,38 | 1913<br>8mo<br>*Lloyd's* | J. Priest-man & Co. Sunderland<br>*'s CP* | Eugenia & Constance Simatu (G. Simatu, *Mgr.*)<br>*'Tween hold* | 345·0 \| 48·0 \| 21·1<br>P29'R206'F37' FK<br>*dk BH in after* ( 5*B*<br>*dispensed with* ( 1*B*<br>*Cell DB* 110′ *u E* 22′ / | | | Braila<br>Roumanian<br>*Cem*<br>*H to Upr dk*<br>*H to 2nd dk*<br>146'727*t FP* | T.3Cy. 23 1/2″, 39″ & 64″–42″ (*s*) 180lb *100lb* 302 NHP<br>2SB, *6cf*, GS 124, HS 4820<br>N.E. Marine Eng. Co. Ld. Sld *only*<br>*T* 103*t APT* 71*t* | 23 ″ 6 | |
| 76810<br>139578<br>GZDT | **Joan Moller** (*ex* Dumont D'Urville–36, *ex* Gia-Long, *ex* St. Francois Xavier, *ex* Charpentier) *ss* Noumea No. 3–7, 30<br>2 *Dks* (*Stl–U* teak s)<br>*Mchy. Aft* 1 *Dk*<br>*Carrying Petroleum in bulk* | | 2232<br>1786<br>1377 | ✠<br>2,36<br>✠ | Sgn | *r* | | 1918<br>1mo | Hong K'ng & Whampoa Dock Co. Ld. Hong Kong | Moller Line, Ld. (Mollers' Ld. *Mgrs.*) | 270·0 \| 40·1 \| 19·4<br>P26'B76'F26' FK<br>*Cell D* *B* 231' 442*t FPT* 34*t* | | | Shanghai<br>British<br>4 *BHCem*<br>*APT* 71*t* | T.3Cy. 20″, 33″ & 54″–39″ 215 NHP<br>2SB, *6cf*, GS 119, HS 3552<br>Hong Kong & Whampoa Dock Co. Ld. Hong Kong | 21 ″ 6 | C<br>† |
| 76811<br>150835 | **Joan Virginia** Twin Sc<br>(*ex* Cedarbay–36, *ex* Vernon, *ex* Charpentier) *Mchy. Aft* 1 *Dk*<br>*Carrying Petroleum in bulk* | | 1239<br>816<br>651 | | | | | 1919 | Forg. & Ch. de la Medit. La Seyne | Lloyd Tankers, Ld. | 218·8 \| 34·3 \| 12·4<br>P75'F29' | | | Montreal<br>British<br>*WB* | T.6Cy. 12 1/2″, 19 1/2″ & 34 1/2″–16″ 79 NHP<br>Forg. & Ch. de la Medit. Msl. | | C |
| 76812<br>158<br>SVFI | **Joannis** (*ex* Evelpis, *ex* Salerno, *ex* Edenmore)<br>1 *Dk* 2 *tr B* | | *3667*<br>*3463*<br>*2292* | | | | | 1909 | Richardsn. Duck & Co. Stockton | D. J. Dambassis | 360·0 \| 48·7 \| 24·2<br>P23'B108'F35' | | | Andros<br>Greek<br>*WB* | T.3Cy. 24″, 40″ & 67″–45″ 278 NHP<br>G. Clark, Ld. Sunderland | | C |
| 76813<br>CSAX | **João Belo** (P) (*ex* City of Genoa, *ex* Windhuk, *ss* Lis. 2nd No. 3–6, 33 *ex* Gertrud Woermann)<br>*Well deck* 2 *Dks* (*Stl–U* teak s) 3*rd dk* (*Stl*) *in fore hold & Web frames* | Twin Sc | 6365<br>4958<br>4008 | —<br>1,39 | Lis | | | 1905 | Blohm & Voss Hamburg | Cia. Colonial de Navagacão | 411·6 \| 50·7 \| 28·6<br>P&B260'F60' FK | | | Loanda<br>Portuguese<br>7 *BHCem*<br>*Cell DB* | T6Cy. 20 1/2″, 34 3/4″ & 64 1/2″–42 1/2″ 625 NHP<br>4SB, *12cf*, GS 210, HS 8608<br>Blohm & Voss, Hamburg | 31 ″ 6 | |
| 76814<br>DHIT | **Joao Pessôa** (*ex* Georgia–36)<br>Sub. Sig.<br>**D.F.** 2 *Dks* | | 3023<br>2681<br>1775 | | | | | 1922 | Brücknbau Flender A.G. Siems, Lübeck | Hamburg-Südamerik. Dampfschifffahrts Ges. | 337·7 \| 48·2 \| 21·1<br>B59'F36' | | | Hamburg<br>German<br>*WB* | T3Cy. 23 3/8″, 38 3/16″ & 62″–41 5/16″ 246 NHP<br>G. Seebeck A.G., Weser-münde-G. | | G |
| 76815<br>PUBL | **Joaquin Godoy** Twin Sc<br>(*ex* Bolivia)<br>1 *Dk* | | 818<br>—<br>444 | | | | | 1906 | Bow, Mc-Lachlan & Co. Ld. Paisley | Empresa Naviera de Cuba S.A. | 211·2 \| 34·1 \| 10·8<br>F22' | | | Havana<br>Cuban<br>*WB* | T.6Cy. 11″, 18″ & 30″–22″ 84 NHP<br>Bow, McLachln & Co Ld Psy | | |
| 76816<br>PUBL | **Joazeiro** (*ex* Santa Lucia)<br>2 *Dks* | | 4238<br>3121<br>2701 | | | | | 1907 | J.C. Teck-lenborg A.G. Weser-münde-G. | Lloyd Brasileiro | 350·2 \| 47·2 \| 23·4<br>P38'B207'F47' | | | R. Janeiro<br>Brazilian<br>*WB* | T.3Cy. 20 1/2″, 35″ & 57″–41 3/8″ 208 NHP<br>J.C. Tecklenborg A.G. Wsm | | V |
| 76817<br>PEDG | **Jobshaven**<br>**D.F.** 1 *Dk* | | 3528<br>3263<br>2151 | | | | | 1916 | Rotterdam Droogd. Maat Rotterdam | N.V. Maats. S.S. "Jobshaven" (N.V. Gebr. van Uden's Scheepv. & Agent. Mij. *Mgrs.*) | 359·2 \| 49·9 \| 22·1<br>P24'Q34'B214' | | | Rottrdam<br>Dutch<br>*WB* | T.3Cy. 25″, 41″ & 67″–45″ 301 NHP<br>Rotterdam Droog. Maats. | | V |
| 76818<br>203908 | **Joe S. Morrow**<br>*Mchy. Aft* 1 *Dk* | | 4760<br>—<br>3470 | | | | | 1907 | American S.B. Co. Lorain | Red Arrow S.S. Co. | 420·0 \| 52·0 \| 28·0<br>*WB* | | | Wilmngtn. Del.<br>Utd. States | T.3Cy. 22″, 35″ & 58″–40″ 213 NHP<br>American S.B. Co. Olevelnd | | R |
| 76819<br>137458<br>MFWV | **Joffre Rose**<br>*ss* Bly. No. 3–10, 28<br>*ss* Bkn. No. 2–37<br>*Well deck* *Mchy. Aft*<br>*Cargo battens not fitted* 1 *Dk* (*pt Stl*) | | 715<br>503<br>344 | ✠ 100 A1<br>9,40 ~~12,39~~<br>~~BS12,39~~ ✠ LMC ~~7,37~~ 10,40 | Npt | *j* | CL<br>~~1,37~~<br>8,40 | 1915<br>6mo<br>*Lloyd's* | C. Rennold son & Co. S. Shields<br>*s.A.&CP* | Richard Hughes & Co. (Liverpool) Ld. | 180·3 \| 28·2 \| 12·4<br>Q105'B11'F23' FK<br>*Cell DB* *f* 103'155*t FP* | | | Liverpool<br>British<br>3 *BHCem*<br>*T* 63*t APT* 4*t* | T.3Cy. 14 1/2″, 24″ & 39″–27″ (*s*) 160lb 77 RHP<br>2SB, *4pf*, GS 60, HS 1982<br>MacColl & Pollock, Ld. Sld. | 14 ″ 6<br>s 4· 5 1/2<br>14 ″ 2 | |
| 76820<br>~~PPDK~~<br>ONJP | **Johan**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>Wireless **D.F.** *Cruiser Stern* | | 434<br>273<br>233 | ✠ 100 A1<br>5,14 ~~7,39~~<br>✠ LMC 4,39 | Gro<br>Gib | *f* | | 1939<br>4mo<br>*Lloyd's* | Scheepsw. 'Waterhuizn' J. Pattje Waterhuizen<br>*s.A.&CP* | N.V. Reederij Motorschip Johan (L. Dens & Co, Ld. *Mgrs.*) | 145·6 \| 25·6 \| 9·3<br>154·2 (O.L.)<br>Q53'P36'F18' FK<br>*Cell DB* 90'93*t FPT* 40*t APT* s 18*t* | | | Antwerp<br>Belgian<br>3 *BHpt Cem* | Oil Engines 4S.C.SA<br>7Cy. 11′–17 1/16″ 82 NHP<br>Klöckner-Humboldt-Deutz A.G. Köln-Deutz | 10 ″ 10<br>s 3 ″ 9 1/2<br>10 ″ 9 1/2 | |
| 76821<br>PFDM | **Johan de Witt** (P) Twin Sc<br>*ss* Ams. No. 3–11, 32<br>*ss* Ams. No. 1–36<br>**D.F.** 2 *Dks* (*Stl*) & *Shelter dk* (*Stl–* teak s) 3*tr B in forehold*<br>*Ref. Mchy.* Sub. Sig. *Cruiser Stern* | | 10474<br>7988<br>6105 | ✠ 100 A1<br>*Shelter dk*<br>*with freeboard*<br>9,40 ~~10,39~~<br>MS 5,37 ✠ LMC<br>*Fitted for oil fuel* 8,20 | Ams<br>~~Sun~~ Syd | *e*†<br>~~1,38~~<br>~~8,38~~<br>7,10<br>*F.P. a* | CL<br>~~1,38~~<br>~~8,38~~<br>7,10<br>*bove* 1 | 1920<br>2mo<br>*Lloyd's* | Nederl. Schps. Maats. Amsterdam<br>*s.A.&CP* | N.V. Stoomv. Maats. "Nederland"<br>*Cell DB* 404'1369*t F* | 506·2 \| 59·2 \| 34·9<br>P&B358'F100' *on Shelter dk* FK<br>len 33<br>10 *BHtoS dk*<br>1 ,, ,, *U* ,, | | | Batavia<br>**Amstrdam**<br>Dutch<br>*Cem* | T.3Cy. 26″, 42 1/2″ & 72 1/4″–49 1/2″ 213lb (*s*) 1171 NHP<br>6SB, *18cf*, HS 17820 FD<br>Werkspoor, Amsterdam | 38 ″ 2<br>s 9 ″ 5<br>29 ″ 0 | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant et/ou Lettre d'Appropriété. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Engins de sauvetage approuvés par le Board of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76822 7669 SFBM | **Johan Jeansson** *Well deck* 1 *Dk(Stl)* D.F. *Cargo battens not fitted Strengthened for Navigation in Ice* | *1458* *1114* *810* | ✠100A1 6,39 BS5,39 | Hbg | *p* | og 6,37 7,40 | 1930 8mo *Lloyd's* | Hlsingbrgs Varfs.Aktieb Helsingborg *SA&CP* | ÅngbåtsA/B Kalmarsund(J.B. Jeansson, *Mgr.*) *Cell D* | 247·5\|38·1\|15·2 258·0(O.L.) P19'Q75'B104'F23' *Trunk in after* FK *Well* B206'437*t* *FPT*28*t* | | | Kalmar Swedish | T.3Cy.16½",29½"&46"– 27⅝" 200lb (*s*) 145NHP 4*BH Cem* 2SB(Spt),*4cf*,Gs68,Hs2337 Helsingborgs Varfs.Aktieb | 17 ″ 6 s ″10 16 ″ 9½ | |
| 76823 PFEB | **Johan van Oldenbarnevelt** (P) *Ref.Mchy.* Twin Sc D.F. GyC. *Cruiser Stern* *Oil Eng* 3 *Dks & Shade dk* | 19429 12154 11606 | | | | | 1930 | Nederl. Schps.Maats. Amsterdam | N.V.Stoomv. Maats. "Nederland" *Cell D* | 586·2\|74·8\|36·1 P63'B410'F85' B206'437*t* *FPT*28*t* | | | ~~Amsterdam~~ ~~Dutch~~ Batavia *WB* Dutch | Oil Engines 2S.C.SA 20Cy.29⅞"–52¾" 3100NHP SulzerBros.Winterthur *APT*54*t* | | V |
| 76824 DHWQ | **Johann** (*ex*Strassburg–38) Twin Sc 1 *Dk* | 938 722 498 | | | | | 1911 | Gebr.Sachsenberg A.G. Deutz | J.A.Reinecke | 216·5\|32·9\|10·7 Q73'B43'F25' | | | Hamburg German *WB* | C.4Cy.12¼"&24"–17⅞" 40NHP GbrSachsenbrg A.G.Rsslau | | |
| 76825 DMBW | **Johann Ahrens** (*ex*GreteCords) 1 *Dk* | 873 720 538 | | | | | 1903 | Akt.Ges. "Neptun" Rostock | ErichAhrens | 210·9\|32·0\|13·1 Q65'B57'F26 | | | Rostock German *WB* | T.3Cy.14¼",24⅞"&38⅛"– 26¾" 76NHP A.G."Neptun,"Rostock | | G |
| 76826 DHND | **Johann Blumenthal** 1 *Dk* *Cruiser Stern* | 1626 1213 931 | | | | | 1927 7mo | Lübecker Maschb.Ges. Lübeck *WB* | J.M.K.Blumenthal | 263·3\|38·2\|14·4 P12'B120'Q79'F35' | | | Hamburg German *WB* | T.3Cy.18½",29½"&47¾"–31¾" 125NHP LübeckerMaschbf.Ges. | | G |
| 76827 DGDH | **Johann Wessels** (*ex*Royal Transport) 1 *Dk* | 4601 4338 2874 | | | | | 1913 | Irvine's SB &D.D.Co.Ld. W Hartlepool | AtlasReederei A.G. | 384·1\|52·1\|27·1 P36'B119'F36' | | | Emden German *WB* | T.3Cy.25",40"&68"–48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl. | | G |
| 76828 3389 SHCM | **Johanna** (*ex*Valkyrian–39, *ex*Lynton) Iron *ss*H.Kg.3rdNo.3–6,19 *ss*Skm.No.2–27 *Well deck* 1 *Dk* 2 *tr B* | *1230* *956* *705* | ✠ ... 3,30 ✠ | | | | 1881 7mo | J.Readhead&Co. SouthShields | RederiA/B Strim (SvenSalén, *Mgr.*) | 240·4\|33·2\|17·0 Q90'B50'F20' BK8½' | | | Stockholm Swedish *WB* | C.2Cy.27"&54"–36" 132NHP J.Readhead&Co.S.Shields | 18 ″ 0 | V † |
| 76829 DHNF | — 1 *Dk* | 860 649 472 | | | | | 1912 | Stettiner Oderwerke Stettin | MathiesReed.K.G. | 210·8\|30·8\|12·8 P14'Q39'B74'F26' | | | Hamburg German *WB* | T.3Cy.15¾"25⅛"&41⅞"–29½" 93NHP StettinerOderwerke | | G |
| * 76830 OZYE | **Johanne** (*ex*Italia–32, *ex*Turbinia) *ss*Hbg.No.3–10,32 *ss*Cpn.No.1–37 1 *Dk(Stl)* & *Shelter dk(Stl)* D.F. | 2257 2054 1348 | ✠100A1 *Shelter dk with freeboard* 11,39 NE8,26 | NNs | *r* | og 12,37 | 1919 1mo *Lloyd's* | Oscarshms. Mek.Verks. Skepps.Akt. Oscarshamn *SA&CP* | J.Lauritzen *Cell D B*237'473*t* | 275·1\|41·2\|23·1 FK *Cell* *FPT*44*t* *APT*20*t* | | | Esbjerg Danish *Cem* *BH to Sh dk* 3 „ „ *U* „ | C.4Cy.16½"&35⅞"–35⅞" (*s*) 206lb 175NHP 2SB(Spt),*4cf*,Gs58, FD Hs2152 A.Borsig,G.m.b.H.Berlin | 25 ″ 6 s 5 ″0½ 20 ″ 7½ | |
| 76831 172708 ~~OYFT~~ VRDW | **Johanne Justesen** 3 Mst (*ex*Fiona–33) *ss*Shi.2nd No.3–6,33 *ss*Shi.No.1–38 *Mchy.Aft* *Spar dk(pt Irn & pt Stl)* & *deep framing Spar dk Rule* *Cantilever framed topside tanks* | 4681 4010 2907 | ✠100A1 5,39 ~~B88,39~~ ~~B86,40~~ 12,40 | Shi | *x* | cl ~~12,37~~ 5,40 | 1909 3mo *Lloyd's* | Sir Raylton Dixon&Co.Ld Middlesbro' *SA&CP* | Ministry of Shipping(British India Steam Nav.Co.Ld. *Mgrs.*) *Cell D Bu E* | 360·5\|52·0\|25·7 372·7(O.L.) P&B215'F33' FK B54'*f*262'957*t* *Tops* | | | Hong Kong British *BH Cem* *ide tanks* 258' | T.3Cy.26",42"&70"–48" (*s*) ~~180lb~~ 160lb 403NHP 3SB,*9cf*,Gs132,Hs5346 FD N.E.Marine Eng.Co.Ld.Sld 1060*t* *FPT*100*t* *APT*125*t* | 28 ″ 4 s 4 ″ 5 24 ″ 1½ | |
| 76832 DHNG | **Johannes C. Russ** Wireless 1 *Dk* | 998 786 575 | | | | | 1921 | Stettiner Oderwerke Stettin | Schiffahrt-u.Asse-kuranz-Ges.E. Russ&Co. | 210·8\|33·8\|13·4 P23'Q59'B55'F25' | | | Hamburg German *WB* | T.3Cy.15½",25½"&41⅞"–29½" 92NHP StettinerOderwerke | | G |
| * 76833 OYMC | **Johannes Mærsk** *ss*Rot.No.3–11,37 D.F. 1 *Dk(Stl)* | 1899 1683 1119 | ✠100A1 7,39 MS11,37 | Cpn | *r* | cl N11,37 | 1925 3mo *Lloyd's* | F.Schichau Danzig *SA&CP* | Dampskibsselsk af 1912 A/S (A.P.Moller, Copenhagen, *Mgr.*) *Cell D* | 280·8\|40·2\|18·8 292·3(O.L.) P27'B74'F32' FK B240'541*t* *FPT*38*t* | | | Kalundbrg Danish 4*BH Cem* *APT*79*t* | T.3Cy.19½",32⅝"&53½"– 37⅞"&LP Turbine with reduction gear & chain drive 200lb (*s*) FD 245NHP 2SB(Spt),*4cf*,Gs78,Hs3014 F.Schichau,Elbing | 21 ″ 4 s 2 ″ 9 18 ″ 8½ | |
| 76834 165388 GZGS | **Johilla** 1 *Dk* & *Shelter dk* *Cruiser Stern* | 4042 3663 2396 | ✠100A1 *with freeboard* Gal 5,40 ~~9,38~~ 2,41 LMC2,37 *Fitted for oil fuel* 2,37 BS5,41 | Cal | *y* 1⅞ ~~5,38~~ 5,40 *F.P. a* | cl | 1937 2mo *Lloyd's* | Barclay, Curle&Co.Ld Glasgow *SA&CP* | JamesNourse,Ld. *Cell D* | 381·1\|52·7\|23·7 395·4(O.L.) F39' FK B324'976*t* *FPT*56*t* *APT*156*t* | | | London British 6*BHpt Cem* *Coll to Sh dk* 5 „ 2*nd* „ | T.3Cy.20",32"&52"–42"& LP turbine with D R gearing & hydraulic coupling 220lb (*s*) FD 325NHP 2SB(Spt)*6cf*,Gs100,Hs4068 Barclay,Curle&Co.Ld.Gls. | 26 ″ 0 s 2 ″ 6 23 ″ 7½ | |
| 76835 8188 SKBN | **John** (*ex*Danybryn–37, *ex*Sheaf Lance–36) *ss*Ams.No.3–1,37 E.S.D. 1 *Dk(Stl)* | *3148* *2840* *1811* | ✠100A1 5,40 ~~6,39~~ ~~BS4,39~~ 4,40 LMC2,37 | Gmh Hbg | *u* | cl 8,38 | 1918 11mo *Lloyd's* | BlythS.B. &D.D.Co.Ld Blyth *SA&CP* | RederiA/BA.Th. Jonasson(M. Jonasson, *Mgr.*) *Cell D* | 331·3\|46·6\|23·2 341·5(O.L.) P33'B98'F29' FK B284'734*t* *FPT*110*t* | | | Råå Swedish 5*BH Cem* *APT*128*t* | T.3Cy.23",41"&68"–45" (*s*) 180lb 330NHP 2SB,*6cf*,Hs4004 FD McKie&Baxter,Glasgow | 25 ″ 6 ~~s 3 ″ 11½~~ ~~21 ″ —~~ s 3 ″ 5½ 22 ″ 3 | |
| 76836 156452 GLGD | **John A. Brown** *Oil Eng.* D.F. 1 *Dk*, 2*nd dk clear of cargo tanks* E.S.D. GyC. *Cruiser Stern* *Mchy.Aft* *Longitudinal framing* | 10455 9637 6059 | ✠100A1 ~~5,405,39~~ 5,40 9,40 ~~Eal~~ NYk LMC5,38 *Carrying Petroleum in bulk* | Sba | *f*† | cl | 1938 5mo *Lloyd's* | Cantieri Riuniti Dell' Adriatico Monfalcone *SA&CP* | Oriental Trade& Transport Co.Ld. (H.J.Rocklyes, *Mgr.*) *Cell D Bu E* | 490·2\|70·0\|37·0 506·6(O.L.) P107'B11'F35' FK 89'175*t* *DTf* 24'647*t* *FPT*19 | | | London British 16*BHpt Asp* 6*APT*169*t* | Oil Engines 2S.C.SA 8Cy.26¾"–43⅞" 1000NHP 2 in 200*lb* Soc.An "Fiat" S.G.M.Turin | 37 ″ 0 s 7 ″ 4½ 29 ″ 10½ | |
| 76837 DHNK | **John A. Essberger** *ss*Rot.No.2–38 Wireless 2 *Dks(Stl)* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing at upper deck &* *Cruiser Stern* *sides in summer tanks* *Strengthened for Navigation in Ice* | 739 701 353 | ✠ 6,39 ✠ | Ham | *j* | | 1931 5mo | Deutsche Werft AG Bet Reihstgwrft Hamburg | JohnT.Essberger *Cell D Bu E* | 179·6\|31·8\|15·6 189·8(O.L.) F25' FK 20'21*t* *FP* | | | Hamburg German 9*BHpt Asp* *T30t* *APT*5*t* | T.3Cy.13¾",20¼"&32½"– 22¾" 85NHP 1SB(Spt),*2cf*,Gs43,Hs1608 Deutsche Werft A.G.Bet. Reiherstiegwerft,Ham. | 15 ″ 6 | |
| 76838 148434 | **John A. Holloway** *Mchy.Aft* 1 *Dk* | 1745 1596 1119 | | | | | 1925 | Earle's Co. Ld. Hull | Upper Lakes&St. Lawrence Trans-portation Co.Ld. (G.C.Leitch, *Mgr.*) | 253·0\|43·2\|17·8 F35' *WB* | | | S Cathrnes Ont. British | T.3Cy.17",28"&46"–33" 122NHP Earle's Co.Ld.Hull | | C |
| 76839 222512 KFEI | **John A. Kling** (*Self-Unloader*) 1 *Dk* D.F. GyC. *Mchy.Aft* | 5412 — 4003 | | | | | 1922 | Manitowoc S.B.Co. Manitowoc, Wis. | Rockport Steamship Co. | 430·3\|56·0\|30·4 F60' | | | Wilmgton (Del.) Utd. States *WB* | T.3Cy.21",35"&59"–42" 226NHP Manitowoc S.B.Co. Manitowoc, Wis. | | R |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidship. / Corresponding draught. ft. in. | 15 Registered in the Society's Books. Date of Transfer. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76840<br>161565<br>MJMV | **John A. McDougald**<br>(*ex*Lakeshell–33)<br>*Mchy.Aft* | *ss*Mtl.No.1–35<br>1*Dk*(*Stl*)&*Web frames*<br>*Longitudinal framing*<br>*ss*Tto.No.2-40 | 1852<br>1479<br>1080 | ✠100A1 ~~5-08.35~~ 4,41<br>~~B12.39~~ ✠LMC12.35<br>~~1.40~~ MS4.39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,32 | Mtl | *q* | CL<br>~~8.35~~ 5.40<br>3,41<br>*F.P. a* | 1932<br>4mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | Tankers,Ld.(A.R. Roberts,*Mgr.*) | 253·0\|43·5\|17·7<br>Q56′F35′<br>*Trunk*162′<br>*Cell DB* | Newcastle British<br>1*1B Hpt Cem* | T.3Cy.16″,26½″&44″–33″<br>180lb (*s*) 167NHP<br>2SB,4*cf*,HS2554 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 17 ″ 6<br>s 2 ″ 5<br>15 ″ 3½ | |
| 76841<br>207277<br>WTSO | **John B. Cowle**<br>*Mchy.Aft*<br>D.F. GyC. | 1*Dk* | 6614<br>—<br>5134 | | | | | 1910 | American S.B.Co. Lorain,O. | GreatLakesS.S.Co. Inc. | 525·0\|58·0\|31·0<br>*WB* | OswegoNY Utd.States | T.3Cy.23½″,38″&63″–42″<br>257NHP<br>AmericanS.B.Co.Lorain,O. | | R |
| 76842<br>148849 | **John B. Richards**<br>*Mchy.Aft* | 1*Dk* | 1743<br>1594<br>1236 | | | | | 1925 | Napier& Miller Glasgow | UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*) | 253·1\|43·2\|17·9<br>F36′ *WB* | SCathrnes Ont. British | T.3Cy.17″,28½″&47″–33″<br>127NHP<br>D.Rowan&Co.Ld.Glasgow | | C |
| 76843<br>LCPF | **John Bakke** TwinSc<br>*Oil Eng.*<br>*ss*Got.No.2–37<br>*Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>D.F. 3*rd dk*(*Stl*) *in No.1 hold*<br>*Platform dk in Insulated hold* | | 4718<br>4216<br>2826 | ✠100A1<br>*with freeboard*<br>~~7-10.39~~ 8,41<br>DBS11.39 ✠LMC6.37<br>✠Lloyd's RMC10.39<br>for temp. 30° F. | Got<br>Gls | *z* | CL<br>~~5,38~~ P7,40 | 1929<br>4mo | A/B Götaverken Gothenburg | D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. *Mgr.*)<br>*Cell DB* 323′ 1562*t* | 390·8\|54·7\|25·5<br>F31′ FK<br>*FPT* 99*t APT* 111*t* | Haugesnd Norwegian<br>6*B Hpt Cem*<br>*Coll to Sh dk* 5 „ 2*nd*„) | Oil Engines 4S.C.SA<br>12Cy.23½″–47½″ 622NHP<br>DB 85*lb*<br>A/B Götaverken,Got. | 28 ″ 6<br>s 3 ″ 0½<br>25 ″ 7½ | |
| 76844<br>202876<br>WCUZ | **John C. Williams** (*ex*EdwardN. Saunders,Jr.,*ex*AbrahamStearn)<br>*Mchy.Aft*<br>D.F. GyC. | 1*Dk* | 6657<br>—<br>5140 | | | | | 1906 | Superior S.B.Co. Superior, Wis | NationalSteel Corp.(M.A. HannaCo.*Mgrs.*) | 525·5\|55·0\|31·0<br>*WB* | Wilmgton (Del.) Utd.States | T.3Cy.23½″,38″&63″–42″<br>257NHP<br>SuperiorS.B.Co. | | R |
| 76845<br>159112<br>VOBR | **John Cabot** (*ex*PederMost–34, *ex*Standard,*ex*Rönnaug)<br>Wireless | 1*Dk* | 939<br>680<br>530 | | | | | 1921 | A/BSvnska Maritimvrkn Trelleborg | Newfoundland-WestIndiesS.S.Co. Ld.(OlafOlsen, *Mgr.*) | 217·1\|32·4\|12·4<br>P41*t*Q60*t*H58*t*F29*t*<br>*Cell DB* 205′387*t M T*′ 134*t FP T*′107*t APT* 31*t* | S Jhns NFL British<br>*Emade*33*fitted*37<br>*WB* | C4Cy.(2)12¾″(2)27½″–27½″<br>66RHP<br>PorsgrundMV, Porsgrunn | | V |
| 76846<br>226007 | **John Cadwalader** Ⓟ<br>*Fitted for oil fuel* | 1*Dk* | 1478<br>—<br>805 | | | | | 1926 | ThePusey &JonesCo. Wlmgtn,Del. | EricssonLine,Inc. | 219·2\|43·6\|14·8 | Baltimore Utd.States | T.4Cy.21″,32″&(2)35″–24″<br>120NHP<br>*Emade*03*refitted*26<br>Harlan&Hollingsworth, Wlmgtn,Del. | | |
| 76847<br>161268<br>MPNX | **John Charrington**<br>*ss*Shl.No.2–37<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted*<br>Wireless | | 1576<br>1231<br>891 | ✠100A1<br>~~3,41 4,40~~ 5,41<br>BS9.39 ✠LMC7.37<br>11.40 | Shl<br>Bly | *p* | CL<br>~~9,39~~ 3,41 | 1929<br>7mo | J.Crown& Sons,Ld. Sunderland | CharringtonS.S. Co.Ld.(Charrington,Gardner, Locket&Co.Ld. *Mgrs.*) | 250·0\|37·5\|16·5<br>Q134′B14′F28′ FK<br>*Cell DB* 205′387*t M T*′ 134*t FP T*′107*t APT* 31*t* | London British<br>4*BHCem* | T.3Cy.20″,33″&54″–36″ (*s*)<br>180lb 226NHP<br>2SB,6*cf*,GS100,HS3980<br>N.E.MarineEng.Co.Ld Sld | 18 ″ 9<br>s 5 ″ 7<br>17 ″ 4½ | |
| 76848<br>221608<br>KDUM | **John D. Archbold** TwinSc<br>*Fitted for oil fuel*<br>*Mchy.Aft* 3*Dks*<br>E.S.D. *Carrying Petroleum in bulk*<br>D.F. GyC. *Longitudinal framing* | | 12590<br>—<br>7853 | | | | | 1921 | Nwprt Nws S.B.&D.D.Co. NewportNws | StandardOilCo.of NewJersey | 554·9\|75·3\|43·0 | Wilmgton (Del.) Utd.States | T.6Cy.23″,39″&68″–45″<br>310NHP<br>NewportNewsSB&DD.Co | | R |
| 76849<br>204973 | **John Dunn, Jr.**<br>*Mchy.Aft*<br>D.F. GyC. | 1*Dk* | 6160<br>—<br>4802 | | | | | 1908 | ToledoS.B. Co. Toledo,O. | GreatLakesS.S.Co. Inc. | 514·0\|58·0\|25·0<br>*WB* | OswegoNY Utd.States | Q.4Cy.20″,29″,42″&61″–42″<br>241NHP<br>ToledoS.B.Co.Toledo | | R |
| 76850<br>154863 | **John Ericsson**<br>(*Whaleback*)<br>*Mchy.Aft* 1*Dk2trB* | | 3650<br>3507<br>2921 | | | | | 1896 | American Stl.BargeCo. W.Superior | UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*) | 398·5\|48·2\|22·0<br>*WB* | Midland, Ont. British | T.3Cy.22½″,36″&60″–42″<br>233NHP<br>ClevelandS.B.Co.Clevelnd | | R |
| 76851<br>215018<br>KFSI | **John G. Munson** (*ex*CarlD. Bradley)<br>D.F. GyC. *Mchy.Aft* | (*Self-Unloader*)<br>1*Dk2trB* | 7203<br>—<br>5557 | | | | | 1917 | American S.B.Co. Lorain,O. | BradleyTransportationCo. | 530·0\|60·0\|31·0<br>*WB* | Duluth Utd.States | T.3Cy.25½″,41″&67″–42″<br>291NHP<br>AmericanS.B.Co.Lorain,O | | R |
| 76852<br>217151<br>KJOC | **John Gehm** (*ex*LakeOrange)<br>D.F. | 1*Dk* | 1991<br>1683<br>1178 | ✠ ...<br>2,21<br>✠ | | | | 1918<br>10mo | McDougall -DuluthCo. Duluth,Minn. | J.J.O'Hagan (Boland&Cornelius,*Mgrs.*) | 251·0\|43·6\|18·1<br>P26′B64′F26′ FK<br>*WB* | Buffalo NY Utd.States | T.3Cy.20″,33″&54″–40″<br>274NHP<br>McDougall-DuluthCo. | 20 ″ 3 | R<br>† |
| 76853<br>3925 | **John H. McLean** (*ex*Bransford)<br>*Mchy.Aft*<br>GyC. | 1*Dk2trB* | 4056<br>—<br>2886 | | | | | 1902 | WestBay CityS.B.Co. W.BayCity, Mich. | PittsburghS.S.Co. | 414·0\|50·0\|29·0 | Duluth, Minn. Utd.States<br>*WB* | T.3Cy.22″,35″&58″–42″<br>NB26 218NHP<br>AmericanS.B.CoCleveland | | |
| 76854<br>147788 | **John H. Price**<br>*Mchy.Aft* | 1*Dk* | 1905<br>1613<br>1123 | | | | | 1927 | Smith's Dock Co.Ld. Middlesbro' | HallCorporation of Canada | 252·6\|43·4\|17·8<br>Q100′F35′ | Montreal British<br>*WB* | T.3Cy.15″,25″&40″–33″<br>81RHP<br>Smith'sDockCo.Ld.Mdb. | | C |
| 76855<br>166235<br>GMGY | **John Holt**<br>D.F. E.S.D. 2*Dks*<br>*'Tween dk bulkheads except coll bkd dispensed with*<br>*Tonnage opening closed* 40 | | ~~5007~~<br>~~4103~~<br>~~3012~~ 9,40<br>4975<br>4377<br>2980 | ✠100A1<br>*with freeboard*<br>~~3,40~~ ✠LMC6.38<br>*Fitted for oil fuel* 6,38 | Liv | *x*<br>1½<br>½ | CL<br>*F.P. a* | 1938<br>6mo | Cammell Laird&Co.Ld. Birkenhead<br>*Lloyd's* | J.Holt&Co. (Liverpool)Ld. | 370·4\|52·8\|20·6<br>390·6(O.L.) 29·4<br>P20′B124′F34′ FK<br>*Cell DB* 288*t* 862*t FPT* 116*t*<br>*APT* 25*t* | Liverpool British<br>6*B Hpt Cem*<br>*Coll to W dk* 5 „ 2*nd*„) | T.3Cy.23½″,38″&64″–45″&<br>LPturbine withDRgearing &hydraulic coupling<br>220lb (*s*) FD 471NHP<br>2SB(Spt),6*cf*,HS5700<br>CammellLaird&Co.Ld.Bkn | 31 ″ 6<br>s 9 ″ 4½<br>22 ″ 5½ | |
| 76856<br>163300<br>MKBM | **John Hopkinson**<br>*ss*Sld.No.1–37<br>1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted*<br>*Mchy.Aft* Wireless | | 1314<br>996<br>731 | ✠100A1<br>~~8,10.39~~ 8,41<br>~~BS10.39~~ ✠LMC8.37<br>8.40 | Lth<br>Bly Shl | *o* | CL<br>~~9,39~~ 8,~~40~~ 8,41 | 1932<br>10mo | S.P.Austin &Son,Ld. Sunderland | LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*) | 227·0\|36·4\|15·4<br>235·5(O.L.)<br>Q138′B16′F21′ FK<br>*Cell DB uE* 23′ *f* 151′ 368*t DT f* 107*t FPT* 142*t*<br>*APT* 28*t* | London British<br>5*B Hpt Cem* | T.3Cy.17″,28″&46″–33″ (*s*)<br>200lb *100lb* 142NHP<br>1SB,3*cf*,GS61,HS2240<br>J.Dickinson&Sons,Ld.Sld. | 17 ″ 5<br>s 4 ″ 11<br>16 ″ 1¼ | |
| 76857<br>237380<br>WNUK | **John Hulst**<br>D.F. GyC.<br>*Mchy.Aft* 1*Dk*<br>*Longitudinal framing at bottom & at deck* | | 8302<br>—<br>6130 | | | | | 1938 | Gt.Lakes Eng.Works RiverRouge, Mich. | PittsburghSteamshipCompany | 593·3\|60·2\|28·2<br>F53′ | Dul'th,Min Utd.States<br>*WB* | DR geared steam turbine<br>383NHP<br>GeneralElectricCo. Schenectady,N.Y. | | R |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registered with Lloyd's Register. Date of Class Cert. & Ref. to Rules. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76858 | **John J. Boland** (*ex* United States | | 5821 | | | | | 1905 | American S.B.Co. Lorain, O. | American S.S.Co. (Boland & Cornelius, *Mgrs.*) | 480·0 | 52·0 | 30·0 | Buffalo NY Utd. States *WB* | T.3Cy.22½″,36″&60″–42″ 233NHP American S.B.Co Cleveland | | R |
| 202087 KPBX | Gypsum-39, *ex* Stephen M. Clement) *Mchy. Aft* D.F. GyC. 1 *Dk* | | 4487 | | | | | | | | | | | | | | |
| 76859 | **John J. Boland, Jr.** (*ex* Henry | | 3883 | | | | | 1903 | West Bay City S.B.Co. Bay Cty, Mich | Algoma Central & Hudson Bay Railway Co. | 356·0 | 50·0 | 24·0 F48′ | ~~Buffalo NY~~ ~~Utd. States~~ British *WB* | T.3Cy.20″,33½″&55″–40″ 191NHP Chicago S.B.Co. Chicago | | R |
| 202087 KPBX | Gypsum-37, *ex* G. W. Mitchell) *Mchy. Aft* GyC. D.F. 1 *Dk2trB* | | 2726 | | | | | | | | | | | | | | |
| 76860 | **John J. O'Hagan** (*ex* Lake Geneva) | | 1998 | ✠ ... 5,21 | | | | 1918 8mo | McDougall-Duluth Co. Duluth, Minn | J. J. O'Hagan (Boland & Cornelius, *Mgrs.*) | 251·0 | 43·6 | 18·1 P27′B64′F35′ FK | Buffalo NY Utd. States *WB* | T.3Cy.20″,33″&54″–40″ 274NHP McDougall-Duluth Co. | 20 ″ 3 | R † |
| 216827 KJOL | D.F. Sub.Sig. 1 *Dk* | | 1634 1179 | ✠ | | | | | | | | | | | | | |
| 76861 | **John J. Rammacher** | | 1723 | | | | | 1923 | Earle's Co. Ld. Hull | Upper Lakes & St. Lawrence Transportation Co. Ld. (G.C. Leitch, *Mgr.*) | 253·0 | 43·2 | 17·8 F35′ | S Cathrines Ont. British *WB* | T.3Cy.16″,27″&44″–33″ 111NHP Earle's Co. Ld. Hull | | C |
| 147089 | *Mchy. Aft* 1 *Dk* | | 1576 1111 | | | | | | | | | | | | | | |
| 76862 | **John Knudsen** Twin Sc | | 9071 | ✠100A1 11,38 | Fal | *d*† | CL s9,37 PN9,37 | 1934 5mo | Götaverken A/B Gothenburg | Skibs A/S Hilda Knudsen (Knut Knutsen, O.A.S. *Mgr.*) | 471·1 | 64·4 | 35·5 P100′B30′F47′ FK | Haugesnd Norwegian | Oil Engines 4S.C.SA 12Cy.24½″–51″ 709NHP 2 DB *150lb* (10 *to U dk* 7 „ *2nd* „) Götaverken A/B, Got. | 35 ″ 4 s 7 ″ 2½ 28 ″ 3½ | |
| LIUK | *ss* Got. No.1–38 | | 8403 5397 | DBS6,38 ✠LMC6,38 Surveys delayed | | | | *Lloyd's SA&CP* | | *Cell D Bu E6* | 7′267*t* *D* | *Tf* 38′431*t* | *FPT* 210*t* *APT* 86*t* | | | | |
| | *Mchy. Aft* D.F. 2 *Dks (Stl) & Web frames Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 76863 | **John M.** | | 500 | | | | | 1937 | J. Koster Hzn. Schpsw. "Gideon" Groningen | ~~T. J. Metcalf~~ Metcalf Motor Coasters Ld. (T. J. Metcalf, *Mgr.*) | 156·1 | 27·4 | 9·6 P37′Q54′F18′ | London British *WB* | Oil Engines 4S.C.SA 6Cy.11″–17½″ 70NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz | | C |
| 163618 MMPK | *Oil Eng.* 1 *Dk* | | 329 262 | | | | | | | | | | | | | | |
| | *Mchy. Aft* *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 76864 | **John M. McKerchey** Twin Sc | | 506 | | | | | 1906 | Gt. Lakes Eng. Works Ecorse, Mich. | Kelley Island Lime & Transport Co. | 161·2 | 37·1 | 11·0 | Sandusky, Ohio Utd. States | C.2Cy.11′&23″–14″ 16NHP Gt. Lakes Eng. Wks. Det. | | |
| 203204 | 1 *Dk* | | — 286 | | | | | | | | | | | | | | |
| 76865 | **John Mullen** (*ex* J. H. Devereux) Iron | | 1619 | | | | | 1885 | Globe Iron Works Co. Cleveland, O. | Nicholson Transit Co. | 243·3 | 37·0 | 19·4 | Detroit Utd. States *WB* | C.2Cy.27″&50″–36″ NB12 125NHP Globe Irn Wks Co., Clevelnd | | |
| 76573 KJOP | *Mchy. Aft* | | — 1312 | | | | | | | | | | | | | | |
| 76866 | **John O. McKellar** | | 1926 | | | | | 1929 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Sarnia Steamships Ld. (R. Scott Misener, *Mgr.*) | 252·8 | 43·4 | 17·8 | Sarnia, Ont British *WB* | T.3Cy.15″,25″&40″–33″ 92NHP Swan, Hunter & Wigham Richardson, Ld. Nwc. | | C |
| 149495 | *Mchy. Aft* 1 *Dk* | | 1627 1147 | | | | | | | | | | | | | | |
| 76867 | **John P. Geistman** (*ex* Maricopa-37) | | 4281 | | | | | 1896 | Chicago S.B.Co. Chicago | Lakehead Transportation Co. Ld. | 412·2 | 48·2 | 23·3 | Pt. Arthur Ont. British *WB* | T.3Cy.25″,40″&68″–42″ B *made* 14 300NHP Cleveland S.B.Co. Clevelnd | | |
| 149495 | *Mchy. Aft* GyC. 1 *Dk2trB* | | 4097 3200 | | | | | | | | | | | | | | |
| 76868 | **John P. Pedersen** | | 6128 | ✠100A1 ~~4,10~~ 4,11 | NOs ~~Sou~~ NYk | *a*† | CL 1930 9mo 6,39 | Swan, Hunter & Wigham Richardson, Ld Newcastle | | A/S Havtank (Helmer Staubo & Co. *Mgrs.*) | 420·8 | 58·5 | 31·2 P108′B28′F38′ FK | Oslo Norwegian | Oil Engines 2S.C.SA 6Cy.31″–43″ 1010NHP 2 DB *120lb* (10 *to U dk* 5 „ *2nd* „) Wilsnd Slpwy. Co. Ld. Nwc. | 31 ″ 3 | |
| | *Oil Eng* | | 5789 | ✠UMC CS7,38 | | | | | | *Cell D Bu E81′274t* | | | *Tf* 38′498*t* | *FPT* 113*t* *APT* 113*t* | | | |
| LDQM | *ss* Nwc. No.2–38 | | 3665 | ~~DBS4,40~~ 6,41 | | | 6,39 | *Lloyd's SA&CP* | | | | | | | | | |
| | *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 76869 | **John P. Reiss** | | 6432 | | | | | 1910 | American S.B.Co. Lorain, O. | Reiss S.S.Co. | 504·0 | 54·0 | 30·0 | Wilmgton (Del.) Utd. States *WB* | T.3Cy.23½″,38″&63″–42″ 257NHP American S.B.Co. Clevlnd, O | | R |
| 207251 KUTM | D.F. GyC. *Mchy. Aft* 1 *Dk* | | — 4963 | | | | | | | | | | | | | | |
| 76870 | **John Rehder** (*ex* Sassnitz, | | 667 | | | | | 1920 | J. Frerichs & Co. A.G. Einswarden | C. Rehder | 184·8 | 29·7 | 11·8 P67′F19′ | Altona German *WB* | T.3Cy.15 5/16″,24′&39½″–25½″ 79NHP J. Frerichs & Co. A.G. Ost. | | G |
| | *ex* Andrea Vith, *ex* Ivo) | | 522 | | | | | | | | | | | | | | |
| DCRN | 1 *Dk* | | 349 | | | | | | | | | | | | | | |
| 76871 | **John S. Manuel** (*ex* E.L. Pierce, | | 5494 | | | | | 1910 | Gt. Lakes Eng. Works Ecorse, Mich. | Pioneer S.S.Co. (Hutchinson & Co. *Mgrs.*) | 444·0 | 56·2 | 31·0 | Wilmgton (Del.) Utd. States *WB* | T.3Cy.22½″,36″&60″–42″ 233NHP Gt. Lakes Eng Wrks Detroit | | R |
| 207448 KDXL | *ex* St. Clair) D.F. GyC. *Mchy. Aft* 1 *Dk* | | — 4153 | | | | | | | | | | | | | | |
| 76872 | **John S. Pillsbury** | | 1754 | | | | | 1926 | Earle's Co. Ld. Hull | Upper Lakes & St. Lawrence Transportation Co. Ld. (G.C. Leitch, *Mgr.*) | 253·0 | 43·2 | 17·8 F35′ | S Cathrines Ont. British *WB* | T.3Cy.17″,28″&46″–33″ 122NHP Earle's Co. Ld Hull | | C |
| 149071 | *Mchy. Aft* 1 *Dk* | | 1603 1126 | | | | | | | | | | | | | | |
| 76873 | **John Sherwin** | | 6490 | | | | | 1906 | West Bay City S.B.Co. W. Bay City, Mich. | Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*) | ~~514·0~~ 520·0 | ~~54·0~~ | ~~27·1~~ 26·8 | Wilmgton (Del.) Utd. States *WB* | T.3Cy.22½″,36″&60″–42″ 233NHP Detroit S.B.Co. Detroit | | R |
| 202910 | *Mchy. Aft* 1 *Dk* | | — 5495 | | | | | | | | | | | | | | |
| | D.F. GyC. | | | | | | | | | | | | | | | | |
| 76874 | **John Stanton** | | 6129 | | | | | 1905 | American S.B.Co. Lorain, O. | Pioneer S.S.Co. (Hutchinson & Co. *Mgrs.*) | 504·0 | 54·0 | 30·0 | Wilmgton (Del.) Utd. States *WB* | T.3Cy.23½″,38″&63″–42″ 257NHP American S.B.Co Cleveland | | R |
| 202494 KDXT | D.F. GyC. *Mchy. Aft* 1 *Dk* | | — 4668 | | | | | | | | | | | | | | |
| 76875 | **John W. Boardman** | | 3815 | | | | | 1923 | Toledo S.B.Co. Toledo, O. | Huron Transportation Co. | 340·6 | 55·1 | 24·9 | Alpena Mich. Utd. States *WB* | T.3Cy.21″,35″&59″–42″ 226NHP Toledo S.B.Co. Toledo, O. | | R |
| 223376 | (*Self-Unloader*) | | — | | | | | | | | | | | | | | |
| KFMN | D.F. GyC. *Mchy. Aft* 1 *Dk* | | 2741 | | | | | | | | | | | | | | |
| 76876 | **John W. Gates** | | 5199 | | | | | 1900 | American S.B.Co. Lorain, O. | Pittsburgh S.S.Co. | 478·0 | 52·0 | 30·0 Q72′B47′F30′ | D'luth Min. Utd. States *WB* | Q.4Cy.17″,25½″,38½″&60″–40″ NB25 228NHP American S.B.Co. Cleveland | | |
| 77407 | GyC. *Mchy. Aft* 1 *Dk2trB* | | — 3535 | | | | | | | | | | | | | | |
| 76877 | **John W. Mackay** Twin Sc | | 4049 | ✠100A1 | Bos | *w* | CL 1922 | Swan, Hunter & Wigham Richardson, Ld Newcastle | | Commercial Cable Co. | 343·3 | 48·1 | 32·1 FK | London British | T.6Cy.18½″,30½″&50″–36″ 190lb (*s*) 486NHP 3SB,9*cf*,H87614 FD Swan, Hunter & Wigham Richardson, Ld. Nwc | 35 ″ 0 s 9 ″ 11 25 ″ 3 | |
| 146571 GFXK | (*Cable Vessel*) *ss* Ply. No.3–2,34 *ss* Bos. No.1–38 | | 3846 2157 | *Shelter dk with freeboard* 1,40 ~~0,00~~ | BS7,40 ✠LMC | | 12,38 | *Lloyd's SA&CP* | | | | | | *ptCem* 7 *bH to U dk* *Collision* n „ „ *Sh* „ | | | | |
| | Sub.Sig. 1 *Dk (Stl) & Shelter dk (Stl–ws)* D.F. E.S.D. 2 *nd dk (Stl) at ends of vessel Cruiser Stern* | | | MS1,39 ~~BS0,39~~ *Fitted for oil fuel* 5,22 | | | | | | *Cell D* | B262′ 699*t* | | *FPT* 769*t* *APT* 88*t* | | | | |
| | | | | | | | | | | | | | | | | | |
| 76878 | **John Worthington** | | 8166 | ✠100A1 | Gal | *c*† | CL 1920 | Standard Oil Co. of New Jersey | | | 462·4 | 60·2 | 36·5 | Wilmgton (Del.) | Q.4Cy.24″,35″,51″&75″–51″ 220lb (*s*) 552NHP | 37 ″ 3 s 10 ″ 3½ | |
| 220948 KDMN | *ss* Mob. No.3–4,33 *ss* Gal. No.1–37 | | 7852 5155 | *Shelter dk with freeboard* 3,40 | | | 2,40 | G M Standifer Cnst. Corp. Vancouver Wash. | | | | | | Utd. States | 3SB,9*cf*,H87434 FD | 27 ″ 3 | |
| | *Mchy. Aft* D.F. GyC. 2 *Dks (Stl) & Shelter dk (Stl) & Web frames Longitudinal framing* | | | ~~BS3,40~~ ~~✠LMC2,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,20 | | | | A&OP | | *Cell D Bu E & B & Bunkers* 86 *F.P. above* 150° F. | 280*t* *D* *Tween dk tanks* a9′67*t* | *Tf* 50′335*t* | *FPT* 179*t* *APT* 103*t* | 18 *B Hpt Cem* (3 *to Sh dk* 11 „ *U* „ 4 „ *2nd* „) | Hooven, Owens, Rentschler Co. Hamilton, O. | | |

Now A.D.1941 see A.C.O.S. Supplement

Now E.J. Johnson, see No. 91060 in Supplement

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| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of L.R. Class & Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76879<br>37703<br>JJFE | **Johore Maru** Ⓟ | *2 Dks (Stl)* | 6182<br>5346<br>3732 | ✠ ...<br>7,37 | Kob | *a*† | | 1932<br>8mo | Harima S.B.&Eng. Co.Ld. Harima | NanyoKaiunK.K. | 411·7 \| 56·0 \| 32·5<br>P32′B140′F43′ FK | Tokyo Japanese | T.3Cy.26″,44″&74″–51″& L.P.Turbine with DR gearing & hydraulic coupling 733NHP<br>3SB(Spt),9*cf*,GS1245, HS9282<br>KobeSteelWorks,Kobe | 32 ″ 6 | C<br>† |
| 76880<br>OUHO | **Jolantha** (*ex*Iolantha) Iron<br>*ss*Nwc.No.1–88<br>*Well deck* 1*Dk(Irn)* | | 714<br>554<br>418 | ✠<br>5,88 | Nwc | *j* | | 1884<br>1mo | BlythS.B. Co. Blyth | DetForenede DampskibsSelsk. | 187·6 \| 29·0 \| 12·5<br>P24′Q42′B42′F18′<br>*DBa46′f* | Copnhagn Danish | C.2Cy.25½″&48″–33″ 110NHP<br>Black,Hawthorn&Co.,Gts. | 14 ″ 5 | V<br>† |
| 76881<br>1353<br>IBFR | **Jole Fassio** (*ex*Sequoya, *ex*Tamarac) *ss*Gen.2ndNo.3–1,34<br>*Mchy.Aft* D.F. *ss*Gen.No.1–39<br>2 *Dks (Stl) & Web frames* | | 5169<br>4356<br>3131 | ✠100A1<br>4,40<br>✠LMC<br>MS5,38 BS4,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,10 *F.P. above* 50° F. | Gen | *y* | CL 8,37 | 1908<br>8mo | Napier& Miller,Ld. Glasgow A&CP | Villain&Fassio Soc.Anon.Italiana diNav.Mercantile<br>*CellDBuE&B79′332t* | 395·3 \| 51·6 \| 28·3<br>385·1 51·7 28·2 FK<br>P&B213′F42′<br>*FPT88t APT38t* | Genoa Italian | T.3Cy.26½″,43″&72″–51″ (*s*) 180lb 427NHP<br>3SB,9*cf*,GS190,HS6933<br>D.Rowan&Co.Glasgow | 30 ″ 3<br>s 4 ″ 5½<br>26 ″ 0½ | |
| 76882<br>220185<br>KUVT | **Jolee**<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 2 *Dks* | | 4994<br>4598<br>3033 | | | | | 1920 | American International S.B.Corp. HogIslandPa | Ministry of Shipping (G.Nisbet &Co,*Mgrs.*) | 390·0 \| 54·2 \| 27·8<br>P50′B121′F40′ | London British<br>*WB* | DR geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| *Now "Empire Flamingo," see No. 90957 in Supplement* | | | | | | | | | | | | | | | |
| 76883<br>214466<br>KGOI | **Joliet** (*ex*HerbertF.Black)<br>*Mchy.Aft* D.F. 1*Dk & Web frames*<br>Sub.Sig. *Longitudinal framing* | | 6262<br>6017<br>4824 | ✠ ...<br>2,21 | | | | 1916<br>10mo | American S.B.Co. Lorain,O. | Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. *Mgrs.*) | 504·0 \| 54·0 \| 30·0<br>F44′ FK | Wilmgton (Del.)<br>Utd.States<br>*WB* | T 3Cy.23½″,38″&65″–42″ 385NHP<br>AmericanS.B.Co.Lorain,O. | 30 ″ 0 | R<br>† |
| 76884<br>163011<br>MBJX | **Jolly Days**<br>*Oil Eng.*<br>*ss*Yar.No.1–39<br>*Mchy.Aft* *CruiserStern* 1*Dk*<br>*Cargo battens not fitted* | | 351<br>230<br>182 | ✠100A1<br>~~8,30,10~~ Abn<br>12,40<br>LMC8,39 | Yar | *e* | ~~7,20~~<br>5,40 | 1935<br>4mo | J.Lewis& Sons,Ld. Aberdeen<br>*Lloyd's SA&CP* | ~~F.W.Horlock's OceanTransport Co.Ld.(M.F. Horlock,*Mgr.*)~~<br>I.C.I.(Alkali)Ld. | 130·7 \| 25·1 \| 8·8<br>Q83′F20′ FK<br>*SideTanks aft 14′40t FPT 43t APT21t* | Harwich British | Oil Engines 2S.C.SA<br>4Cy.12½″–18½″ 57RHP<br>3*BHCem*<br>Petters,Ld.Yeovil | 9 ″ 7<br>s 3 ″ 8<br>9 ″ 6½ | |
| 76885<br>163012<br>MLXX | **Jolly Girls**<br>*Oil Eng.*<br>1*Dk*<br>*Mchy.Aft* *CruiserStern* | | 483<br>311<br>260 | ✠100A1<br>7,38<br>LMC7,36<br>LMC(M)7,38 | Shl | *g* | OG ~~12,37~~ 11,40 | 1936<br>7mo | Smith's DockCo.Ld. S.Bank,Mdb.<br>*Lloyd's SA&CP* | F.W.Horlock's OceanTransport Co.Ld.(M.F. Horlock,*Mgr.*)<br>*CellDB103′ 127t FPT47t* | 158·0 \| 27·0 \| 8·6<br>Q97′B11′F21′ FK<br>*APT27t* | Harwich British | Oil Engines 2S.C.SA<br>4Cy.13⅜″–22 7/16″ 125NHP<br>3*BHCem*<br>Atlas-DieselA/B,Skm. | 10 ″ 6<br>s 3 ″ 8<br>10 ″ 5½ | |
| 76886<br>163010<br>MBGB | **Jolly Nights**<br>*Oil Eng.*<br>*ss*Lon.No.1–39<br>*Mchy.Aft* *CruiserStern* 1*Dk*<br>*Cargo battens not fitted* | | 351<br>230<br>182 | ✠100A1<br>10,39<br>LMC4,39 | Mdb | *e* | N9,38 | 1935<br>2mo | J.Lewis& Sons,Ld. Aberdeen<br>*Lloyd's SA&CP* | F.W.Horlock's OceanTransport Co.Ld.(M.F. Horlock,*Mgr.*)<br>*SideTanks aft 14′40t FPT 43t APT21t* | 130·7 \| 25·1 \| 8·8<br>Q83′F20′ FK | Harwich British | Oil Engines 2S.C.SA<br>4Cy.9 1/16″–16 5/16″ 67NHP<br>3*BHCem*<br>British Auxiliaries,Ld.Gls. | 9 ″ 7<br>s 3 ″ 8<br>9 ″ 6½ | |
| 76887<br>PFEF | **Joma**<br>*Oil Eng.*<br>*ss*Ams.No.1–36<br>*Mchy.Aft* 1*Dk(Stl)*<br>*Cruiser Stern* | | 372<br>243<br>237 | ✠100A1<br>~~Classed 9,30 Ard~~ 9,40<br>LMC~~M,36~~<br>~~LMC(M)7,38~~ | ~~Rot~~ | | OG 8,38 | 1931<br>12mo | N.V.Werf. "Vooruit" Enkhuizen<br>*Lloyd's SA&CP* | H.vanNood<br>*CellDB f28′ 30t DT a8′49t FPT Topside tanks aft 34t* | 132·1 \| 24·7 \| 9·4<br>P36′F13′Q48′ FK<br>*APT12t* | Wilsum Dutch | Oil Engines 4S.C.SA<br>6Cy.9½″–15¾″ 56NHP<br>3*BHpt Cem*<br>Mtrn.WerkeMannheimAG | 9 ″ 10<br>s 3 ″ 5⅝<br>9 ″ 9¼ | |
| 76888<br>213803<br>KSEU | **Jonancy**<br>*ss*Bos.2ndNo.3–6,40 ~~*ss*N.Ns.No.3–4,38~~<br>*Mchy.Aft* D.F. ~~*ss*N.Ns.No.2–36~~<br>Sub.Sig. 1*Dk(Stl)*<br>*Cargo battens not fitted* | | 3289<br>2973<br>1980 | ✠100A1<br>6,40 ~~5,39~~<br>LMC6,40<br>~~MS3,36 BS5,39~~ | Bos | *v* | CL 2,39 | 1915<br>12mo | NewYork S.B.Co. Camden,N.J. A&CP | PocahontasS.S.Co.<br>*CellDBuE&B53′f216′12 54t DT13′412t FPT* | 318·5 \| 49·5 \| 24·2<br>P79′B18′F31′ FK<br>*APT92t* | Wilmgton (Del.)<br>Utd.States | T3Cy21⅛″,33½″&58″–42″(r) 200lb 318NHP<br>2SB,6*cf*,GS110,HS4643 FD<br>NewYorkSBCo.CamdnNJ | 27 ″ 6 | |
| 76889<br>166251<br>GNNP | **Jonathan Holt**<br>D.F. E.S.D. 2 *Dks*<br>*Tonnage opening closed '40* | | 4973<br>4377<br>2989 | ✠100A1<br>*with freeboard*<br>3,40<br>LMC9,38 | Liv | *x* 1½ | CL | 1938<br>9mo | Cammell Laird&Co.Ld Birkenhead<br>*Lloyd's SA&CP* | J.Holt&Co.(Liverpool),Ld.<br>*'Tween dk BHs except Coll B Hd dispensed with Cell DB288′862t FPT11* | 370·4 \| 52·8 \| 20·6<br>390·5(O.L.) 29·4<br>P20′B124′F34′ FK<br>( *Coll to W dk* 5 ″ *2nd* ″) *6t APT25t* | Liverpool British<br>*6BHpt Cem*<br>220lb (*s*) 471NHP<br>2SB(Spt),6*cf*,HS5700 FD<br>CammellLaird&Co Ld.Bkn | T.3Cy.23½″,38″&64″–45″& LPturbine withDRgearing &hydraulic coupling<br>*Fitted for oil fuel* 9,38 *F.P. above* 50° F. | s 9 ″ 4½<br>22 ″ 5½ | |
| 76890<br>PFET | **Jonge Willem**<br>2 *Dks*<br>*Cruiser Stern* | | 1632<br>1340<br>902 | | | | | 1939 | A.Vuijk& Zonen Capelle a/d Ysel | N.V.Maats. s.s. "JongeWillem" (Middellandsche ZeevaartCie.N.V. *Mgrs.*) | 291·2 \| 42·3 \| 16·0 | Rottrdam Dutch<br>*WB* | T.3Cy.17½″,27″&48″–36″& LP Turbine 138NHP<br>N.V.ArnhemscheStoom-sleephellingMaats. | | V |
| 76891<br>OXMH | **Jonna**<br>Wireless D.F. 1*Dk*<br>*Ref.Mchy.* *CruiserStern* | | 1517<br>1250<br>872 | | | | | 1933 | Nakskov Skibs.A/S Nakskov | J.Lauritzen | 271·8 \| 39·7 \| 15·7<br>P&B206′F34′<br>*WB* | Esbjerg Danish | C.4Cy.(2)14¾″&(2)31½″–31½″&LP Turbine HS2520 192NHP<br>HelsingörsJernsk.&Mskb | | G |
| 76892<br>30378<br>JMTE | **Jo-o Maru**<br>1*Dk* | | 401<br>294<br>252 | | | | | | ..... | Amagasaki KisenbuGomei Kaisha | 160·7 \| 20·7 \| 12·1 | Osaka Japanese | T.3Cy. | | |
| 76893<br>OUHE | **Jörgen** (*ex*HuldaMærsk, *ex*N.A.Christensen)<br>1*Dk* | | 891<br>674<br>493 | | | | | 1912 | Kjöbnhvns Flydk.&Skbs Copenhagen | Dampskslsk.Viking A/S(Christian Borg,*Mgr.*) | 218·2 \| 32·5 \| 12·0<br>P17′Q56′B86′F29′<br>*WB* | Copnhagn Danish | T.3Cy.14″,22½″,&37″–24″ 67NHP<br>KjbnhavnsFlydk.&Skbs | | G |
| 76894<br>CSHH | **José Alberto** AuxTwinSc4MstSr<br>(*ex*Caroline–35) *Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | | 687<br>522<br>443 | | | | | 1922 | H.C.Christensens Stål-skibsværft, Marstal | Soc.dePesca Oceano Ltda. (Alberto Sotto Mayor,*Mgr.*) | 180·5 \| 32·4 \| 11·5<br>P86′ | Figueira da Foz Portuguese<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.14 2/16″–16½″ 149NHP<br>Akt.Motorfab.Hera,Cpn. | | |
| 76895<br>149626<br>GNDZ | **Jose de Larrinaga** (*ex*LochTay)<br>*Fitted for oil fuel*<br>2 *Dks* | | 5303<br>4879<br>3187 | | | | | 1920 | Canadian Vickers,Ld. Montreal | LarrinagaS.S.Co. Ld. | 400·0 \| 52·3 \| 28·4<br>P162′H219t | Liverpool British<br>*WB* | T.3Cy.25″,41″&68″–45″ 310NHP<br>CanadianVickers,Ld. | | C |
| 76896<br>EESR | **José Maria** (*ex*Benjamin Haynes,*ex*RiodeOro, *ex*Guadalete) Iron<br>*ss*Sev.No.3–3,85<br>*ss*Cdz.No.2–94<br>Wireless 1*Dk2trB* | | 399<br>—<br>216 | ✠ ...<br>7,98<br>NB9,90 | | | | 1861<br>3mo | Henderson &Son Renfrew | Artaza y Cia. | 173·5 \| 23·1 \| 13·1<br>P30′F20′ BK6″ | S.Sebast'n Spanish | C.2Cy.20″&41″–24″ NE74 69NHP<br>Portilla,White&Co.Seville | 13 ″ 1 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terms assigned maintenant expiré. Lettre d'Emplacement. | 7 | 7a Date de la dernière Visite de l'Arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. ✠ Force en chevaux d'après les formules de la Société. HP Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu de navire. Tirant d'eau correspondant. *pds. pc.* | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76897 LOFT | **José Menendez** (P) *ss*B.As.No.3–8,35 *ss*B.As.No.1–39 2*Dks*(*Stl*)&*Shelter dk* *Cruiser Stern* | **TwinSc** | 3295 — 1249 | ✠100A1 *Shelter dk with freeboard* 8,40 ~~11,39~~ *Fitted for oil fuel* 10,22 | BAs TS0,40 ✠LMC11,39 | CL 9,39 *F.P. above* | 1922 10mo | AilsaS.B. Co.Ld. Troon *Lloyd's*&*CP* | SociedadAnon. Importadora y Exportadora de la Patagonia *Cell* *DB296′815t* *MT89′633t* | 345·1 48·1 30·3 FK *FPT79t APT36t* 2 „ „ *U* „ 150° F. | Bns.Aires Argentine *pt Cem pt Asp* *6 BHtoSA dk* | T.6Cy.18½″,30″&48′–30″ (*r*) 180lb 425NHP 3SB,9*cf*,GS173,HS6909 FD AilsaS.B.Co.Ld.Troon | 33 ″ 0 s 7 ″ 5 25 ″ 11½ | |
| 76898 EESY | **Jose Tartiere** (*ex*Josefa) *ss*Val.No.3-1,41 ~~*ss*Bel.No.3–12,39~~ 1*Dk*(*Stl*) | | 2289 1969 1539 | ✠100A1 1941 ✠LMC1,41 *Fitted for oil fuel* 9,20 | Bcl Val *r* TS0,40 | CL 10,31 1,41 *F.P. above* | 1920 9mo A&CP | McDougall Duluth SB Co Duluth, Minn | Cia.deNav.Vasco-Asturiana *Cell* | 251·0 43·7 22·2 P25′B64′F22′ FK *DB208′525t FPT 60t APT82t* | Gijon Spanish *4 BHpt Cem* | T.3Cy.19″,32½″&54″–40″ (*s*) 190lb 262NHP 2SB,4*cf*,GS100,HS3828 FD McDougall-DuluthSB Co. | 24 ″ 3 s 3 ″ 2½ 21 ″ 3 | |
| 76899 | **Jose Trujillo** (*ex*CaidAziz–33, *ex*Faraman, *ex*Fremington) 3Mst *ss*Msl.No.3–5,11 1*Dk*(*Irn*) *Well deck* *Mchy.Aft* | | 338 220 121 | ✠ 2,15 ✠ | Msl *e* | | | 1899 2mo | R.Thompson&Sons Sunderland | J.TrujilloZafra é Hijos | 136·0 23·2 8·8 Q77′B12′F18′ FK *DBf65′ 77t FPT18t* | Rio Martin Spanish *3 BHCem* | C.2Cy.16½″&37″–24″ NB12 74NHP Hedley&Boyd,N.Shields | 11 ″ 2 | |
| 76900 SFBU | **Josef Bergendorff** *Cruiser Stern* *Mchy.Aft* | | *732* *689* *355* | *Oil Eng.* 1*Dk* | | | | 1921 | Bergsunds M.V.Aktieb. Stockholm | O.F.Ahlmark&Co. Eftr.A/B | | Karlstad Swedish *WB* | Oil Engines 2S.C.SA 4Cy.15¾″–28⅜″ 172NHP A/BAtlas-DieselStockholm | | V |
| 76901 1269 PFEV | **Josefina** *ss*Sba.No.2–37 *Mchy.Aft* D.F. E.S.D. 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* | **TwinSc** | 2594 1705 1168 | ✠100A1 11,40 ~~11,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,28 | Bat BS11,40 ✠LMC5,37 | *t* CL 8,39 *F.P. above* | 1928 12mo | Nederl. Schps.Maats. Amsterdam | Nederlandsche-IndischeTank-StoombootMaats. *Lloyd's*&*CP* | 305·0 50·1 15·1 Q88′F29′ FK *Trunk188′* | The Hague Dutch 9 *B Hpt Cem pt Asp APT81t* | T.6Cy.12½″,20½″&33½″–24½″ 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 Werkspoor,Amsterdam | 15 ″ 0 s 1 ″ 6½ 13 ″ 7½ | |
| 76902 LOFS | **Josefina S** (*ex*Segundo BuenosAires–32,*ex* Segundo,*ex*Dredger, *ex*MiguelCalmon,*ex*Pearson) (*Hopper Dredger—now Carrying Cargo*) | **TwinSc** | 1731 — 920 | ✠ 5,13 ✠ | Pra *n* | | | 1907 6mo | Lobnitz& Co.Ld. Renfrow | Cia.deTransportes Marítimos (F.M.Brosig, *Mgr.*) | 256·2 40·0 23·7 len19 FK *6 BHpt Cem pt Asp WB* | Bns.Aires Argentine | T.6Cy.15″,25″&40″–24″ 199NHP 2SB,6*cf*,GS118,HS3560 Lobnitz&Co.Ld.Renfrew | 18 ″ 0 | V † |
| 76903 711 OHFJ | **Josefina Thordén** *Mchy.Aft* D.F. 1*Dk* *Carrying Petroleum in bulk Cruiser Stern* | **TwinSc** *Oil Eng.* | 6549 5574 3733 | | | | | 1931 | Eriksbergs M.V.Aktieb. Gothenburg | RederiA/BSuomi-Tanker (G.B. Thordén, *Mgr.*) | 422·6 55·1 32·3 407·2 P98′B33′F40′ | Helsingfrs *Brändö* Finnish *WB* | Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543NHP EriksbergM.V.Aktieb.Got | | N |
| 76904 204631 KGNZ | **Joseph Block** (*ex*ArthurH. Hawgood) Sub.Sig. *Mchy.Aft* GyC. D.F. 1*Dk* | | 6486 — 4939 | | | | | 1907 | WestBay CityS.B.Co. W.BayCity | InlandSteelCo. (Hutchinson&Co. *Mgrs.*) | 549·0 56·0 26·5 | Clevelnd,O Utd.States *WB* | T.3Cy.24″,39″&65½″–42″ 276NHP American SB Co.Cleveland | | R |
| 76905 165577 MMKT | **Joseph Flint** *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* | **TwinSc** | 320 237 165 | ✠ ... 12,39 ✠ | Lth | | | 1937 9mo | Henry Robb,Ld. Leith | UnitedAfricaCo. Ld. | 137·2 24·2 8·8 142·7(O.L.) Q43′F25′ FK *FPT26t APT6t* | London British *3 BHpt Asp* | Oil Engines 4S.C.SA 12Cy.9 7/16″–14 5/16″ 104NHP Humboldt-Deutzmotoren A.G.Köln-Deutz | 9 ″ 6 | |
| 76906 224409 WIDF | **Joseph H. Frantz** (P) GyC. *Mchy.Aft* D.F. 1*Dk* | | 8289 — 6436 | | | | | 1924 | Gt.Lakes Eng.Works Michigan | ColumbiaTrans-portationCo. (John T.Kelly, *Mgr.*) | 590·0 62·0 28·0 *WB* | Wilmgton (Del.) Utd.States | T.3Cy.25½″,41″&67″–42″ 291NHP Gt.LakesEng.Wks.Detroit | | R |
| 76907 220956 KDMT | **Joseph M. Cudahy** *ss*Mob.No.3–1,33 *ss*Mob.No.1–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing* | 3Mst | 6950 6401 4295 | ✠100A1 3,40 ~~11,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 | NOs BS7,40 ✠LMC12,36 | *b*† CL 8,38 *F.P. above* | 1921 2mo | SunS.B. Co. Chester,Pa. A&CP | SinclairRefining Co.Inc. *BuE*&*B59′f41′408* | 430·2 59·2 32·8 P133′B36′F40′ FK *t FPT222t APT75t* 150° F. *Cell D* | New York Utd.States 16 *B Hpt Cem* 12 *B Hto Udk* 4 „ „ *2nd* | T.3Cy.27″,45½″&76″–51″ (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa. | 33 ″ 3 s 6 ″ 10 26 ″ 8 | |
| 76908 149499 | **Joseph P. Burke** *Mchy.Aft* 1*Dk* | | 1926 1627 1147 | | | | | 1929 | Swan,Hunter&Wigham Richardson, Ld Newcastle | Sarnia Steamships Ld.(R.Scott Misener, *Mgr.*) | 252·8 43·4 17·8 | Sarnia Ont British *WB* | T.3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc. | | C |
| 76909 214493 WCCJ | **Joseph R. Parrott** *Fitted for oil fuel* 3*Dks* | **TwinSc** | 2406 — 1114 | | | | | 1916 | W Cramp& SonS&EBCo Philadelphia | FloridaEastCoast CarFerryCo. | 336·7 59·0 18·5 | New York Utd.States | T.6Cy.20″,33″&55″–35½″ 362NHP W.Cramp&SonsCo. | | R |
| 76910 86140 WDJV | **Joseph S. Scobell** (*ex*Griffin–37) *Mchy.Aft* 2*Dks* | 3Mst | 1879 — 1526 | | | | | 1891 | Cleveland S.B.Co. Cleveland,O | ErieSand&Gravel Co. | 266·0 38·2 19·6 F40′ | Erie Utd.States *WB* | T.3Cy.17″,29″&47″–36″ 133NHP ClevelandS.B.Co.Clevelnd | | |
| 76911 HPNC | **Joseph Seep** *Mchy.Aft* *Carrying Petroleum in bulk* D.F. GyC. *Longitudinal framing* 2*Dks* | 3Mst | 7088 6452 4419 | *Fitted for oil fuel* | | | | 1920 | SunS.B. Co. Chester,Pa. | PanamaTransport Co. | 429·3 59·2 33·2 P133′B36′F40′ | Panama Pnamanian *WB* | T.3Cy.27″,45½″&76″–51″ 3SB 412NHP SunS.B.Co.Chester,Pa. | 33 ″ 3 s 6 ″ 9½ 26 ″ 8 | R |
| 76912 WCVW | **Joseph Sellwood** D.F. GyC. *Mchy.Aft* 1*Dk* | | 6741 — 5269 | | | | | 1906 | American S.B.Co. Lorain,O | InterlakeS.S.Co. (Pickands, Mather&Co. *Mgrs*) F46′ | 525·0 55·0 31·0 *WB* | Wilmgton (Del.) Utd.States | T.3Cy.22½″,36″&60″–42″ 233NHP AmericanS.B.Co.Clevelnd | | R |
| 76913 18887 | **Joseph Swan** *Mchy.Aft* 1*Dk* Wireless *Cruiser Stern* *Cargo battens not fitted* | | 1571 1153 913 | ✠100A1 8,10 ~~9,39~~ ✠LMC9,35 | Cff Bly *p* | CL 9,39 | 1938 9mo | S.P.Austin &Son,Ld. Sunderland *Lloyd's*&*CP* | LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*) | 239·0 38·7 16·2 246·8(O.L.) Q147′B17′F21′ FK *Cell D Bu E23′f164′ MT100t FPT 150t APT10t* | London British *4 BHpt Cem* 600*t* | T.3Cy.16½″,27½″&46″–33″ 200lb *100lb* (*s*) 193NHP 1SB,3*cf*,GS59,HS2952 FD N.E.MarineEng.Co.(1938) Ld.Sld | 18 ″ 3 s 5 ″ 4½ 16 ″ 11½ | |
| 76914 207422 WCVA | **Joseph Wood** D.F. GyC. *Mchy.Aft* 1*Dk* | | 6360 — 4921 | | | | | 1910 | American S.B.Co. Lorain,O. | EasternS.S.Co. (M.A.HannaCo. *Mgrs.*) | 504·0 54·0 30·0 *WB* | Wilmgton (Del.) Utd.States | T.3Cy.23½″,38″&63″–42″ 357NHP American S.B.Co.Lorain,O | | R |
| 76915 217810 KEMP | **Josephine Lawrence** (*ex*Covena–37) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* | | 2372 — 1413 | | | | | 1919 | Gt.Lakes Eng.Works Ecorse,Mich | JosephineLaw-renceS.S.Co.Inc. | 253·0 43·8 25·6 P115′F25′ | L.Angeles Utd.States *WB* | T.3Cy.21″,34½″&57″–42″ 210NHP Gt.LakesEng.Wks.Detroit | | R |
| 76916 FPJU | **Joséphine Le Borgne** (*ex*Felicia–33,*ex*Torild) 1*Dk* | | 1309 1064 764 | | | | | 1918 | Akt.Ore-sundsvarvet Landskrona | Cie.Ch.LeBorgne | 240·3 38·3 15·2 P20′B60′F22′ | Marseilles French *WB* | T.3Cy.18½″,30″&48″–30″ 126NHP MotalaV.NyaAkt.Motala | | V |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76917<br>143104<br>GPDR | **Josewyn** (*ex* Whitwood-39)<br>*ss* Sld. No. 3–2,32<br>*Well deck* *ss* Sld. No. 1–36<br>D.F. 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | 1926<br>1504<br>1147 | ✠100A1 Bkr q<br>Examined 3,41 Sld<br>✠LMC<br>MS3,36 BS10,40 BS11,36 11,39 | | | CL<br>3,40 | 1919<br>4mo | J. Crown & Sons, Ld.<br>Sunderland<br>*Lloyd's* *sA&CP* | Dillwyn S.S. Co. Ltd.<br>(Stockwood, Rees & Co. Ltd. *Mgrs.*)<br>*Cell D* | 268·0 \| 38·1 \| 17·6<br>P24′Q82′B51′F30′ FK<br>*B223′425t FPT105t* | | | Swansea<br>British<br>*APT100t* | T.3Cy.20½″,33″&54″–39″ (*s*)<br>180lb 199NHP<br>2SB, *4pf*, GS80, HS3092<br>N.E. Marine Eng. Co. Ltd. Sld | 19 ″ 9<br>s 1 ″ 11<br>18 ″ 0 | |
| 76918<br>222798<br>WTLQ | **Joshua A. Hatfield**<br>*pt. Longitudinal framing*<br>D.F. GyC. *Mchy. Aft* 1 *Dk* | | 7940<br>—<br>6103 | | | | | 1923 | American S.B. Co.<br>Lorain, O. | Pittsburgh S.S. Co. | 586·3 \| 60·2 \| 28·0<br>*WB* | | | Duluth<br>Minn.<br>Utd. States | T.3Cy.24½″,41″&65″–42″<br>274NHP<br>American S.B. Co. Lorain, O. | | R |
| 76919<br>HPFE | **Josiah Macy**<br>*Oil Eng.*<br>*ss* NYk. 2nd No. 3–2,41 ~~*ss* N.Yk. No. 3–6,29~~<br>*Mchy. Aft* E.S.D. *ss* ~~Ham No. 2–37~~<br>D.F. GyC. 2 *Dks*(*Stl*) & *Web frames*<br>*Longitudinal framing* | | 6401<br>—<br>3878 | ✠100A1 NYk a†<br>~~11,39~~<br>✠LMC CS2,41 2,41<br>✠NE6,25 DBS2,41<br>*Carrying Petroleum in bulk* | | | CL<br>~~11,39~~ 2,41 | 1917<br>6mo | Skinner & Eddy Corp.<br>Seattle, Wash<br>A&CP | Panama Transport Co. | 419·4 \| 57·2 \| 29·8<br>435·8 (O.L.)<br>P98′B41′F37′ FK<br>*Cell D Ba 12′u E & B*<br>63′ 188*t DTf* | | | Panama<br>Pnamanian<br>18 *B Hpt Cem*<br>63′ 188*t DTf* | Oil Engines 2S.C.SA<br>6Cy.25-~~⅜~~″-51-~~⅜~~″ 680NHP<br>~~NDB2,3–70lb~~ DB (*upper*) ~~*made*~~ 18 *refitted* ′41 220lb<br>Fried Krupp Germania Wft. Kiel<br>36t 457t *FPT* 199t *APT* 66t | 31 ″ 6<br>s 5 ″ 8½<br>26 ″ 0½ | |
| 76920<br>UOXG | **Josif Stalin** Twin Sc<br>(*ex* Ural) *Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Carrying Petroleum in bulk* | | 7745<br>6835<br>3987 | | | | | 1932 | States S.B. Yd "A Marti"<br>Nicolaieff | U.S.S.R. | 445·8 \| 56·1 \| 34·3<br>P98′B47′F58′ | | | Tuapse<br>Russian | Oil Engines 2S.C.SA<br>12Cy.18⅞″–35-~~⅝~~″ 747NHP<br>Sulzer A.G. Ludwigshafen | | |
| 76921 | — Ⓟ Twin Sc<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 3 *Dks*<br>Sub.Sig. *Cruiser Stern* | | 7500 | | | | | 1939 | NV Nederl Schps. Maats.<br>Amsterdam | U.S.S.R. | 429·2 \| 60·2 \| 31·7<br>P72′B203′F52′ | | | Leningrad<br>Russian<br>*WB* | 2 steam turbines connected to elec. motors & sc. shafts<br>Gbr. Stork & Co N.V. Hengelo | | |
| 76922<br>EAKX | **Josiña** (*ex* Canadian Forester)<br>*ss* Bbo. No. 3–3,40<br>1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | 3314<br>2880<br>1842 | ✠100A1 Bbo v<br>10,40 ~~3,40~~<br>BS2,40 ✠LMC 6,39 | | | CL<br>5,39 | 1921<br>2mo | Tidewater Shipbuilders, Ld. Three Rivers, P.Q.<br>*Lloyd's* *sA&CP* | Cia. Nav. Amaya (C. de Zabala, *Mgr.*)<br>*Cell D* | 331·5 \| 46·8 \| 23·3<br>P33′B98′F33′ FK<br>*B266′ 674t FPT95t* | | | Bilbao<br>Spanish<br>6 *B HC Cem*<br>*APT73t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 470NHP<br>3SB, *9cf*, GS156, HS7275 FD<br>Tidewater Shipbuilders, Ld. | 25 ″ 6<br>s 3 ″ 11⅜<br>21 ″ 9 | |
| 76923<br>LJJJ | **Jotunfjell**<br>*Oil Eng.*<br>*Mchy. Aft* D.F. 1 *Dk*<br>*Cruiser Stern* | | 8264<br>7504<br>4973 | ✠100A1 PNl c†<br>11,40 ~~2,40~~<br>✠LMC 2,37<br>✠LMC(M)5,39<br>*Carrying Petroleum in bulk* | | | CL<br>11,40 | 1937<br>2mo | Eriksbergs M.V. Aktieb.<br>Gothenburg<br>*Lloyd's* *sA&CP* | A/S Dovrefjell (Olsen & Ugelstad, *Mgrs.*)<br>*Cell D Bu E* | 469·2 \| 61·1 \| 34·5<br>486·6 (O.L.)<br>P92′B28′F40′ FK<br>68′ 188*t DTf* 23′ 465*t* | | | Oslo<br>Norwegian<br>12 *B Hpt Cem*<br>*APT141t* | Oil Engines 2S.C.DA<br>6Cy.17⅛″–47¼″ 644NHP<br>2 DB *142lb*<br>Eriksberg M.V. Aktieb. Got | 34 ″ 0<br>s 7 ″ 5<br>26 ″ 9¾ | |
| 76924<br>LEFL | **Jotunheim** Ⓟ Iron<br>1 *Dk* | | 342<br>320<br>188 | | | | | 1890 | Trondhjem Mek Vækstd<br>Trondheim | Møre Fylkes Rutebelskap | 138·0 \| 20·6 \| 9·0<br>P105*t* H23*t* | | | Aalesund<br>Norwegian | T.3Cy.12½″,19½″&32″–24″<br>NB11 50NHP<br>Trondhjems Mek Værksted | | |
| 76925<br>EAKS | **Juan De Astigarraga**<br>*ss* Cff. No. 2–38<br>D.F. 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | *3561*<br>*3256*<br>*2166* | ✠100A1 Bbo v<br>~~1,40~~ 12,40<br>BS ~~2,40~~ 12,40 ✠LMC 11,38 | | | CL<br>11,38 | 1929<br>11mo | Napier & Miller, Ld.<br>Glasgow<br>*Lloyd's* *sA&CP* | Cia. Naviera Bachi (Hijos de Astigarraga, *Mgrs.*)<br>*Cell D* | 343·4 \| 49·1 \| 26·2<br>24·0<br>P34′B115′F30′ FK<br>*B295′ 798t* | | | Bilbao<br>Spanish<br>6 *B HC Cem*<br>*APT108t* | T.3Cy.21½″,37″&62″–42″ (*s*)<br>210lb 318NHP<br>2SB, *6cf*, GS117, HS5210<br>D. Rowan & Co. Ld. Glasgow | 26 ″ 2<br>s 4 ″ 4½<br>22 ″ 0 | |
| 76926<br>D.F.<br>Sub.Sig. | **Juan Sebastian Elcano** Ⓟ<br>*ss* Bcl. No. 1–32 Twin Sc<br>*Fitted for oil fuel*<br>1 *Dk*(*Stl*) & *Shelter dk*(*Stl*–ws)<br>*Shade dk*(*Stl*–teak s) *Lower dk*(*Stl*) *except in Nos. 4 & 5 holds*<br>*Longitudinal framing in double bottom* | | 9965<br>—<br>6392 | ✠ —— Cdz c†<br>7,39<br>✠ | | | | 1928<br>4mo | Soc. Española de Const. Naval<br>Bilbao | U.S.S.R. | 459·7 \| 55·9 \| 29·3<br>F45′ FK&BK1′<br>*Cell D B 381′ 1144t*<br>*Tanks in way of tunnels 266t FPT* | | | Russian<br>9 *B Hpt Cem*<br>*36t APT73t* | 4 Steam Turbines SR geared to 2 Sc. Shafts<br>1217NHP<br>5SB, *15cf*, GS345, HS14945<br>Soc Espanola de Const. Nav | 32 ″ 0 | |
| 76927<br>PJBE | **Juanita** Twin Sc<br>*ss* Cco. No. 3–7,38<br>*Mchy. Aft*<br>1 *Dk*(*Stl*)<br>*Longitudinal framing at bottom & at deck* | | 2042<br>—<br>1080 | ✠100A1 Cco r<br>11,40 ~~12,39~~<br>BS8,39 ✠LMC 7,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,23 | | | CL<br>811,40<br>P7,38<br>*F.P. above* | 1923<br>8mo | Nederl. Schps. Maats.<br>Amsterdam<br>A&CP | N.V. Curaçaosche Scheepv. Maats. | 279·8 \| 46·7 \| 14·0<br>Q74′ *Trunk* 182′ F24′<br>FK | | | Willemstd<br>Dutch<br>9 *B Hpt Asp* | T.6Cy.12¾″,20½″&33⅞″–24-~~7/16~~″<br>180lb (*s*) 222NHP<br>2SB, *4cf*, HS3832 FD<br>Rotterdamsche Droogd Mij. Rot. | 14 ″ 0<br>s 1 ″ 6½<br>12 ″ 7½ | |
| 76928<br>146247 | **Judge Hart**<br>*Mchy. Aft* 1 *Dk* | | 1729<br>1582<br>1112 | | | | | 1923 | J.S. White & Co. Ld.<br>Cowes | Upper Lakes & St. Lawrence Transportation Co. Ltd. (G.C. Leitch, *Mgr.*) | 252·2 \| 43·2 \| 17·8<br>F34′ *WB* | | | S Cathrines Ont.<br>British | T.3Cy.16″,27″&44″–30″<br>106NHP<br>J.S. White & Co. Ld. Cowes | | C |
| 76929<br>148430 | **Judge Kenefick**<br>*Mchy. Aft* 1 *Dk* | | 1745<br>1596<br>1119 | | | | | 1925 | Earle's Co. Ld.<br>Hull | Upper Lakes & St. Lawrence Transportation Co. Ltd. (G.C. Leitch, *Mgr.*) | 253·0 \| 43·2 \| 17·8<br>F35′ *WB* | | | S Cathrines Ont.<br>British | T.3Cy.17″,28″&46″–33″<br>122NHP<br>Earle's Co. Ld. Hull | | C |
| 76930<br>YTLQ | **Jugoslavija** Ⓟ Twin Sc<br>*ss* Ssk. No. 1–37<br>*Special Surveys to date from 2,33*<br>1 *Dk*(*Stl*) & *Shade dk*(*teak*)<br>*2nd dk clear of mchy space & No. 2 hold*<br>No later survey reported | | 1275<br>655<br>628 | ✠100A1 Spt<br>*Shade dk with freeboard*<br>5,40 ~~3,39~~ ✠LMC 2,37<br>✠NB2,33 ~~BS3,36~~<br>✠NE5,15 *refitted* 33<br>*For Service in the Adriatic & Mediterranean*<br>*Cruising Service in the* | | | CL<br>3,39<br>*Launched* 1920<br>*Completed* 1933-2mo | | Cant. Nav. delQuarnaro S.A. Fiume<br>*Lloyd's* *sA&CP* | Jadranska Plovidba, D.D. | 251·0 \| 34·3 \| 13·8<br>BK8¼″<br>*Cell D Ba & u E* | | | Split<br>Yugoslav<br>4 *B HC Cem*<br>47′ *f* 93′ 129*t* | Q.8Cy.13¼″,19½″,28″&40″–28″ 200lb (*s*) 278NHP<br>2SB, *6cf*, GS115, HS4440 FD<br>Harland & Wolff, Ld. Bel. | 15 ″ 6<br>s 2 ″ 9<br>13 ″ ~~5~~ 5¾ | |
| 76931<br>ESXW | **Juhan** Wood Aux 3 Mst G<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>(*See Sailing Ship Register*) | | 398<br>315<br>301 | | | | | 1938 | P. Sepp<br>Papisaare | J. Teär & others | 148·1 \| 30·5 \| 12·2<br>F18′ | | | Kuress'are<br>Estonian | Oil Engines 2S.C.SA<br>2Cy.15⅜″–16⅛″ 83NHP<br>Völlind, A \| S, Copenhagen | | |
| 76932 | **Jui Ping** (*ex* Krat-32, *ex* Sibir, *ex* Columbia)<br>1 *Dk* & *Shade dk* | | 591<br>—<br>326 | | | | | 1900 | Farnham, Boyd & Co. Ltd<br>Shanghai | Wu Hsing S.S. Co. | 160·0 \| 24·6 \| 9·0 | | | Shanghai<br>Chinese | T.3Cy.9″,15″&25″–21″<br>29NHP<br>Farnham, Boyd & Co. Ld. Shi | | |
| 76933 | | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant et prov. Lettres d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Press.on des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Engrenage réd. simple ou D. réd. Arbre L. ou Arbre Tube. Hélice Cuve. Roof Truck. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76934 | **Julia** (*ex*Burdale–35) | | 4352 | ✝100A1 | Cff | *x* | CL | 1914 | Richardsn, | E.P.,G.P.,P.E. | 380·0\|51·0\|24·6 | Syra | T.3Cy26″,42½″&69½″–45″(*s*) | 27 ″ 3 | |
| 282 | | | 4056 | 12,38 | | | 12,38 | 1mo | Duck&Co.Ld. | Hadjilias& | | Greek | 180lb 375NHP | s 3 ″ 7½ | |
| SVEZ | | 1*Dk*(*pt Irn pt Stl*) | 2698 | BS10,39 ✝LMC5,35 | | | | *Lloyd's* | Stockton *sA&CP* | Mrs.A.P.Hadjilias *Cell* | P33′B240′F37′ FK *DBa*127′*uE*27′*f*1 | 6*BHCem* *APT*102*t* | 2SB,6*cf*,GS132,HS6094 Blair&Co.Ld.Stockton | 23 ″10½ | |
| 76935 | — | | 1892 | ✝100A1 | Tln | *r* | OG | 1906 | W.Gray& | J.Remmelgas, | 280·0\|39·1\|19·0 | Tallinn | T.3Cy.20″,31½″&53″–36″ (*s*) | 21 ″ 4 | |
| 1057 | (*ex*Stegelborg–36) *ss*Abg.2ndNo.3–4,31 | | 1724 | 6,10~~5,38~~ | Mmo | | ~~5,38~~ | 7mo | Co.Ld. | J.Silberberg.M. | 290·2(O.L.) | Estonian | 160lb *100lb* 185NHP | s 2 ″11½ | |
| ESRJ | *ss*Mmo.No.2–40~~*ss*Abg.No.1–36~~ | 1*Dk*(*Irn*)*&deep framing* | 1138 | ~~MS9,36~~ ✝LMC6,40 ~~BS5,38~~ | | | 6,40 | *Lloyd's* | W Hartlepool *sA&CP* | Krönström&P. Onno(O.Tiedemann,*Mgr.*) *Cell* | P21′B73′F31′ FK *DBa* 88′ *uE&B*38′*f*114′534*t* | 4*BHCem* *APT*90*t* | Cen.Mar.Eng.Wrks.WHpl | 18 ″ 6 | |
| 76936 | — | (*ex*Santirso–39) | 847 | | | | | 1920 | Astilleros | JoaquinDavila | 201·7\|29·8\|13·9 | Vigo | T.3Cy.14″,23″&38″–27″ | | V |
| | | | 682 | | | | | | deGijon | Roman | Q136′B44′F30′ | Spanish | 75NHP | | |
| EGPP | | 1*Dk* | 621 | | | | | | Gijon | | *WB* | | Falleros deZorrosa,Bilbao | | |
| 76937 | — | (*ex*Teddy–39,*ex* HanestromIII–34,*ex*Dana–33, | 549 | | | | | 1907 | Göteborgs | ArmementBelgica | 157·5\|27·5\|11·2 | Antwerp | T.3Cy.14½″,22¼″&37½″– | | V |
| | | | 408 | | | | | | M.V.Aktieb. | s.p.r.l.(Hooper. | P69*t*H30*t*F24*t* | Belgian | 23½″ 68NHP | | |
| ONJV | *ex*Snöfrid,*ex*Klippan) | 1*Dk* | 365 | | | | | | Gothenborg | Roeckens&Co.Ld. | | *WB* | GöteborgsM.V.Aktieb.Got | | |
| | | *Mchy.Aft* | | | | | | | | *Mgrs.*) | | | | | |
| 76938 | **Julia Luckenbach** | | ~~5959~~ | ✝100A1 | Sea | *b*† | CL | 1917 | ForeRiver | LuckenbachS.S. | 436·6\|57·2\|37·6 | NewYork | 1DR GearedSteamTurbine | 32 ″ 1 | |
| 214677 | | *ss*Bos.No.3–12,28 | — | *Shelter dk* | | | 8,38 | 1mo | S.B.Corp. | Co.Inc. | | Utd. States | 195lb ~~195lb~~ (*r*) 874NHP | s 4 ″ 5½ | |
| WLCD | | *ss*Sea.No.2–36 | ~~6866~~ | *withfreeboard* | | | | | Quincy,Mass | | FK | *ptCem* | 3SB,*12cf*,HS10640 FD | 27 ″10½ | |
| | | 2*Dks*(*Stl*)*& Shelter dk*(*Stl*) | 5976 | 11,40~~11,10~~ ✝LMC6,40 | | | | | A&CP | 1*BH in fore* | *hold dispensed with* | 6*BHonly* | Gen.Elec.Co.Schenectady, | | |
| | D.F. GyC. | *Cruiser Stern* | —— | ~~MS6,36~~ ~~BS6,38~~ | | | ~~6,40~~ | | | | ( | *Coll to Sh dk* | N.Y. | | |
| | | | 3748 | *Fitted for oil* | *fuel* 1,17 | | *F.P. a* | | | | 5 „ 2nd „) | | | | |
| | | | | | | | | | | *Cell* | *DB* 383′ 1651*t* | *'tween* | *deck tanks in E&B* | *space*51′598*c* | *FPT*196*t APT*319*t* |
| 76939 | **Julian Alonso** Ⓟ | | 1027 | | | | | 1908 | Montrose | EmpresaNaviera | 230·0\|36·7\|10·6 | Havana | T.3Cy.19″,31″&51″–33″ | | |
| | | *Fitted for oil fuel* | 812 | | | | | | S.B.Co. | deCubaS.A. | P&B170′F46′ | Cuban | 149NHP | | |
| | *Well deck* | *Mchy.Aft* 1*Dk* | 403 | | | | | | Montrose | | | *WB* | Hutson&Sons,Ld.Glasgow | | |
| 76940 | **Juliana** | **TwinSc** | 2587 | ✝100A1 | Nwc | *t* | CL | 1928 | Nederl. | N.V.Curaçaosche | 305·0\|50·1\|15·1 | Willmstad | T.6Cy.12¾″,20½″&34″–24½″ | 15 ″ 0 | |
| 1232 | | *ss*Nwc.No.3–11,40 ~~*ss*Cco.No.2–36~~ | 1700 | 11,40 ✝LMC | | | P11,40 | 7mo | Schps.Maats | Scheepv.Maats. | | W.I. | 180lb (*s*) 240NHP | s 1 ″ 6½ | |
| PJAT | *Mchy.Aft* | 1*Dk*(*Stl*) | 1117 | ~~MS7,39~~ ~~BS11 40~~ | | | S6,39 | | Amsterdam | | Q87′F28′ FK | Dutch | 2SB,*4cf*,HS4168 FD | 13 ″ 7½ | |
| | *Longitudinal framing at bottom & at deck* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | | | *Trunk*190′ | 9*BHptCem* | Gebr.Stork,Hengelo | | |
| | | | | *Fitted for oil* | *fuel* 7,28 | | *F.P. a* | *bove* 1 | 50° F. | | *APT*81*t* | *ptAsp* | | | |
| 76941 | **Juliane** (*ex*Middelhavet, | | 1293 | | | | | 1921 | Kjöbnhvns | A/SVestjysk | 241·8\|36·2\|16·2 | Fanö | T.3Cy.16½″,27″&44″–30″ | | V |
| | *ex*Kongstrup) | | 1095 | | | | | | Flydk.&Skbs. | Dampskslsk.(Niels | P17′B50′F27′ | Danish | 106NHP | | |
| OUHP | | 1*Dk* | 778 | | | | | | Copenhagen | Winther,*Mgr.*) | | *WB* | KjbnhavnsFlydk.&Skbsv. | | |
| 76942 | **Julieta** | **TwinSc** | 2746 | ✝100A1 | Cco | *t* | CL | 1924 | Nederl. | N.V.Curaçaosche | 305·0\|50·2\|15·1 | Willmstad | T.6Cy.12¾″,20½″&33½″–24½″ | 15 ″ 0 | |
| 997 | | *ss*Cco.No.3–2,36 | 1810 | 3,41 | | | 10,39 | 4mo | Schps.Maats. | Scheepv.Maats. | | W.I. | 180lb (*s*) 236NHP | s 1 ″ 7 | |
| PJAB | *Mchy.Aft* | *ss*Cco.No.1–40 1*Dk*(*Stl*) | 1517 | ~~BS3,41~~ ✝LMC4,39 | | | | | Amsterdam | | Q87′*Trunk*189′F29′ | Dutch | 2SB,*4cf*,HS4168 | 13 ″ 6½ | |
| | *Longitudinal framing at bottom&at deck* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | | | FK | 8*BHptCem* | Werkspoor,Amsterdam | | |
| | | | | *Fitted for oil* | *fuel* 4,24 | | *F.P. a* | *bove* 1 | 50° F. | | | *APT*81*t* | | | |
| 76943 | **Juliette** (*ex*Camden–39, | | 1460 | ✝100A1 | Shl | *n* | CL | 1911 | Osbourne, | LaivaO/YFennia | 240·2\|34·2\|20·1 | Helsingfrs | T.3Cy.18″,29″&48″–33″ (*s*) | 22 ″ 2 | |
| | *ex*Edenor) | *ss*Shl.2ndNo.3–6,36 | — | 4,40 | | | 10,39 | 4mo | Graham&Co. | S.S.Co.Ld.(John | 250·2(O.L.) | Finnish | 180lb 140NHP | s6 ″1½ | |
| OFDT | | 1*Dk*(*Stl*) | 820 | ✝LMC | | | | | Sunderland | Nurminen O/Y, | P18′F23′ FK | 4*BHCem* | 2SB4*pf*,GS68,HS2366 | 16 ″ 3½ | |
| | *Arch deck* | *Cargo battens not fitted* | | MS11,35 BS8,39 | | | | *Lloyd's* | *sA&CP* | *Mgrs.*) | | *APT*65*t* | MacColl&Pollock,Ld.Sld. | | |
| *New "Liisa," see No.8816 in Supplement* | | | | | | | | | | *Cell* | *DBa*77′*uE&B*29′*f*96′322*t* | *FPT*4*t* | | | |
| 76944 | **Julius Hugo Stinnes 27** | | 2530 | | | | | 1924 | Frd.Krupp | HugoStinnes | 277·8\|44·2\|20·8 | Hamburg | T.3Cy.21½″,33½″&54½″–39½″ | | G |
| | Sub.Sig. | *Cruiser Stern* | 2048 | | | | | | Act.Ges. | Reed,A.G. | P83′F27′ | German | 187NHP | | |
| DHNM | *Mchy.Aft* E.S.D. D.F. | 1*Dk* | 1217 | | | | | | Kiel | | | *WB* | Frd.Krupp,A.G.Kiel | | |
| 76945 | **Julius Rütgers** | | 854 | | | | | 1908 | J.C.Teck- | Haltermann&Co. | 210·9\|30·3\|14·3 | Hamburg | T.3Cy.13″,21⅛″&34⅞″–22⅛″ | | G |
| | | | 730 | | | | | | lenborgA.G. | | B44′F21′P18′ | German | 57NHP | | |
| DHNO | *Mchy.Aft* | 1*Dk* | 448 | | | | | | Weser- | | | | J.C.TecklenborgA.G.Wsm | | |
| | | *Carrying Petroleum in bulk* | | | | | | | münde-G. | | | | | | |
| 76946 | **Julius Thomsen** Ⓟ | | 1151 | | | | | 1927 | A/S.Fred- | Ministry of Ship- | 179·3\|35·2\|21·4 | London | T.3Cy.14″,22½″&37″–27″ | | V |
| 167440 | | | 1019 | | | | | | erikshavns | ping ~~(J.Currie&Co.~~ | F42′ | British | & 1 LP Turbine 85NHP | | |
| GLBR | Wireless D.F. | 2*Dks* | 655 | | | | | | Værft og | ~~*Mgrs.*)~~ (Currie | | *WB* | E&B*made*23 | | |
| | | *Cruiser Stern* | | | | | | | Flydedok | Line,Ld.*Mgrs.*) | | | KjbnhavnsFlydk.& | | |
| | | | | | | | | | Frderikshavn | | | | Skbsv.Cpn. | | |
| 76947 | **Jumièges** (*ex*Weltondale,*ex*Michael | | 1708 | ✝ ... | Hav | *q* | | 1913 | WoodSkin- | Worms&Co. | 260·3\|37·7\|16·4 | Havre | T.3Cy.19″,31″&51″–36″ | 18 ″ 7 | V |
| | Whitaker) | *ss*Hav.No.3–6,25 | 1327 | 8,37 | | | | 2mo | ner&Co.Ld. | | | French | 180NHP | | † |
| FOPE | | *ss*Hav.No.2–34 | 1004 | ✝ | | | | | Newcastle | | Q153′B *on*Q52′F28′ FK | 4*BHCem* | 2SB,6*pf*,GS90,HS2915 | | |
| | *Well deck* | 1*Dk*(*pt Irn pt Stl*) | | | | | | | | | *Cell DB* | *a*77′*uE*18′*f* | G.Clark,Ld.Sunderland | | |
| | | | | | | | | | | | | | 102′422*t FPT*92*t APT*101*t* | | |
| 8/41 | | | | | | | | | | | | | | | |
| 76948 | **Jumna** | | 6078 | ✝100A1 | Bom | *a*† | CL | 1929 | A.Stephen | JamesNourse,Ld. | 423·9\|55·9\|28·1 | London | T.3Cy.26″,44″&74″–51″& | 31 ″ 4 | |
| 161216 | | *ss*Sng.No.2–37 | 5569 | 10,39 | | | 4,38 | 4mo | &Sons,Ld. | | | British | LP.Turbine with DR gear- | s 6 ″ 2 | |
| GSTM | | 2*Dks*(*Stl*) | 3746 | ~~BS11,39~~ ✝LMC10,37 | | | | | Glasgow | | P45′B140′F34′ | *ptCem* | ing & hydraulic coupling | 25 ″ 5½ | |
| | | | | ~~11,40~~ | | | | *Lloyd's* | *sA&CP* | *Intermediate'tween* | *dk* FK | | 180lb (*s*) 612NHP | | |
| | | | | *Fitted for oil* | *fuel* 4,29 | | *F.P. a* | *bove* 1 | 50° F. | *BH in after* | *hold dispensed with* | 6*BH to U dk* | 3SB,9*cf*,GS189,HS8040 FD | | |
| | | | | *Fitted for carrying* | *oil* 4,29 | | *F.P. a* | *bove* 1 | 50° F. *in deep tank* | | | 1 „ „ 2*nd* „ | A Stephen&Sons,Ld.Gls. | | |
| 10/41 | | | | | | | | | | | *Cell DB* 360′ 1687*t* | *D* | *Ta*38′976*t F* | | *PT*121*t APT*34*t* |
| 76949 | **Juna** Ⓟ | **TwinSc** | 2190 | ✝100A1 | Bom | *s* | CL | 1927 | Swan,Hun- | BritishIndiaStm. | 280·0\|43·6\|18·8 | London | T.6Cy.16½″,28½″&48″–33″ | 21 ″ 0 | |
| 149848 | | *ss*Bom.No.3–10,39 | 1632 | *withfreeboard* | | | S9,38 | 6mo | ter&Wigham | Nav.Co.Ld. | | British | 215lb (*s*) 469NHP | s 3 ″ 3½ | |
| GNDF | | 1*Dk*(*Teak*)2*nd dk*(*Stl*) *in holds* | 905 | 10,39 ✝LMC10,39 | | | P9,39 | | Richardson, | | P32′B86′F30′ FK | 6*BHptCem* | 3SB,9*cf*,HS7313 FD | 18 ″ 0 | |
| | | *Cruiser Stern* | | | | | | | Ld.Newcastle | *Cell DB* 216′24 | 1*tMT*8′61*t FPT*16*t* | *APT*41*t* | Swan,Hunter&Wigham | | |
| | | | | | | | | *Lloyd's* | *sA&CP* | | | | Richardson,Ld.Nwc. | | |
| | | | | *Fitted for oil* | *fuel* 6,27 | | *F.P. a* | *bove* 1 | 50° F. | | | | | | |
| 76950 | **Junak** (*ex*Farnham,*ex*Marsal) | | 1571 | ✝100A1 | Spt | *p* | CL | 1921 | J.S.White | "Spad"Splitsko | 240·3\|36·2\|18·2 | Susak | T.3Cy.18″,30″&50″–33″ (*s*) | 20 ″ 4 | |
| | | *ss*Spt.No.3–4,33 | — | 3,40 | | | 6,39 | 2mo | &Co.Ld. | Parobrodarsko | | Yugoslav | 180lb 172NHP | s 1 ″ 9½ | |
| YTBY | | *ss*Spt.No.1–37 | 943 | ✝LMC | | | | | Cowes | DrustvoS.O.J. | Q89′B54′F23′ FK | 4*BHCem* | 2SB,*6cf*,GS92,HS2882 | 18 ″ 8 | |
| | *Well deck* | 1*Dk*(*Stl*) | | MS12,37 BS6,39 | | | | *Lloyd's* | *sA&CP* | *Cell DB* | 201′372*t FPT*32*t* | *APT*38*t* | J.S.White&Co.Ld.Cowes | | |
| | | *Cargo battens not fitted* | | No later survey reported | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Register in which classed. If not in L.R. Date of Alt. or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76951 | **Juncal** (*ex*SanQuirino-39) | *ss*Fal.No.3-6,36 | 3903 | ✠100A1 | BAs | *z* | CL | 1923 | Armstrong | Cia.Argentina de | 407·2 | 52·2 | 31·4 | Bns.Aires | T.3Cy.27″,45″&75″-48″ (*r*) | 31 ″ 6 | |
| | | | 2,41 2,40 | | | | 1,60 | 7mo | Whitworth | Nav.Mihanovich | 423·7(B&D.) | | | Argentine | 180lb 538NHP | | |
| LOJJ | *Mchy.Aft* | 2*Dks*(*Stl*)&*Web frames* | 4002 | ✠LMC 2,41 | | | 1,41 | | &Co.Ld. | Ltda. | P105′B37′F60′ | FK | | 15*BHptCem* | 3SB,9*cf*,GS201,HS7896 | FD | |
| | D.F. | *Longitudinal framing* | 5810 | MS3,36 BS3,40 | | | | | Newcastle | | | | | (10 *to U dk* | Wllsnd.Slpwy.Co.Ld.Nwc. | | |
| | | *ss*B.As.No.1-41 | — | *CarryingPetroleum* | | *in* | *bulk* | | | | | | | 5 ,, 2*nd*,,) | | | |
| | | | 3548 | *Fitted for oil fuel* | | 7,23 | *F.P. a* | *Lloyd's* | *sA&CP* | *CellDB* | *uB*26′57*tAPT*30*t* | | | | | | |
| | | | | | | | | *above* 1 | 50° F. | | | | | | | | |
| 76952 | **June** (*ex*Ransel-40) | | 400 | | | | | 1938 | NVScphsw | J.Teerling | 146·1 | 26·1 | 10·0 | Delfzijl | Oil Engines 4S.C.DA | | C |
| | | *OilEng.* | 299 | | | | | | "Vooruit- | | P49′F28′ | | | Dutch | 6Cy.11$\frac{7}{16}$″–17$\frac{1}{8}$″ 76NHP | | |
| PGYP | | 1*Dk* | 250 | | | | | | gang" | | | | | *WB* | AppingedammerBrons | | |
| | *Mchy.Aft* | *CruiserStern* | | | | | | | Foxhol | | | | | | Motorenfb.N.V. | | |
| 76953 | **Juniata** Ⓟ | | 4333 | | | | | 1905 | American | Gt.LakesTransit. | 346·0 | 45·0 | 28·0 | BuffaloNY | Q.4Cy.22″,31½″,45″&65″–42″ | | |
| 201768 | *Mchy.Aft* | 2*Dks*&*Awng dk* | — | | | | | | S.B.Co. | Corp.SandPro- | | | | Utd.States | 274NHP | | |
| WADY | "Milwaukee Clipper," | *see No.* 8908 | 2619 | *Supplement* | | | | | Cleveland | ductsCorporation | | | | *WB* | DetroitS.B.Co.Detroit | | |
| 76954 | — | | 3465 | | | | | 1897 | Harlan& | Merchnts&Miners | 310·0 | 42·0 | 26·0 | Baltimore | T.3Cy.28″,45″&72″–48″ | | |
| 77274 | | | | | | | | | Hollings- | TransportationCo. | len07 | | | Utd.States | NB07 359NHP | | |
| WMCW | D.F. | Sub.Sig. 3*Dks*&*Promenade dk* | 2537 | | | | | | worthCo. | | | | | | Harlan&Hollingswrth Co. | | |
| | | | | | | | | | Wlmgtn,Del. | | | | | | Wilmington,Del. | | |
| 76955 | **Junie** (*ex*HsinKiangteen-38) | **TwinSc** | 3645 | | | | | 1921 | Shanghai | A.C.d'Encarnacao | 300·0 | 48·2 | 22·9 | Shanghai | T.8Cy.(2)17″,(2)28″& | | |
| | | | — | | | | | | Dk.&E.Co.Ld | (HuntS.S.Corp, | | | | Portuguese | (4)31½″–33″ 227NHP | | |
| | | | 2613 | | | | | | Shanghai | *Mgrs.*) | | | | | ShanghaiDk.Co.Shanghai | | |
| 76956 | **Junin** Ⓟ (*ex*Manizales-38, | | 1185 | | | | | 1915 | Schiffsw.v. | Fontbona y | 216·6 | 32·9 | 13·1 | Valp'raiso | T.3Cy.17$\frac{3}{16}$″,29½″&45$\frac{7}{16}$″– | | |
| 1316 | *ex*Pleskow) | | — | | | | | | HenryKoch | Cordero,Ltda. | P114′F27′ | | | Chilian | 29½″ 113NHP | | |
| CBJU | Wireless | 1*Dk* | 777 | | | | | | Lübeck | | | | | | OttenserMaschf.Altona | | |
| 76957 | **Juno** | | 2345 | ✠100A1 | Bat | *r* | CL | 1912 | Nederl. | Nederl.Indische | 257·6 | 43·1 | 18·6 | Batavia | Oil Engines 4S.C.SA | 19 ″ 10 | |
| | | *OilEng.* | 1662 | 9,10 3,40 | | | 9,39 | 11mo | Schps.Maats. | Tankstoomboot | | | | Dutch | 6Cy.22″–39$\frac{3}{8}$″ 280NHP | s 1 ″ 6½ | |
| PKMQ | D.F. | *ss*Bat.2ndNo.3-7,37 | 1385 | | | | | | Amsterdam | Maats. | P73′F26′ | FK | | 13*BHCem* | DB*100lb* | 18 ″ 6 | |
| | | | | ✠LMC CS7,37 | | | | *Lloyd's* | *sA&CP* | | *CellDB*a33′36*tAP* | | | *T*65*t* | NedFb.v.Wrk&Spoor,Ams | | |
| | *Mchy.Aft* | 1*Dk*(*Stl*)&*Trunk dk* | | DBS3,40 9,39 | | | | | | | | | | | | | |
| | | | | *CarryingPetroleum* | | *in* | *bulk* | | | | | | | | | | |
| 76958 | — | | 2038 | | | | | 1902 | Akt.Ges. | A.Hansen | 292·1 | 41·2 | 18·1 | Flensburg | T3Cy20$\frac{7}{8}$″,37$\frac{7}{16}$″&55½″–35$\frac{7}{16}$″ | | G |
| | | | 1889 | | | | | | "Neptun" | | P13′B168′F27′ | | | German | 180NHP | | |
| | (*ex*Romo,*ex*Elisabeth) | | 1287 | | | | | | Rostock | | | | | *WB* | A.G."Neptun,"Rostock | | |
| DDTL | D.F. | 1*Dk* | | | | | | | | | | | | | | | |
| 76959 | — | **4TwinMasts** | 1763 | | | | | 1908 | Wrf.voorh. | Konink.Nederl. | 276·5 | 39·2 | 18·8 | Amstrdam | T.3Cy.21″,32½″&55″–35½″ | | V |
| | | | 1577 | | | | | | Rijkee&Co. | Stoomb.Maats. | P&B162′F36′ | | | Dutch | 360NHP | | |
| PFFM | | 2*Dks* | 1088 | | | | | | Rotterdam | N.V. | | | | *WB* | NedFb.v.Wrk&Spoor,Ams | | |
| 76960 | — Ⓟ | Pad | 642 | | | | | 1937 | Fairfield | CaledonianSteam | 223·6 | 30·1 | 9·7 | Glasgow | T.3Cy.25″,39″&61″–60″ | | |
| 165901 | | | 432 | | | | | | Co.Ld. | PacketCo.Ld. | | | | British | 288NHP | | |
| | *CruiserStern* | 1*Dk* | 233 | | | | | | Glasgow | | | | | | FairfieldCo.Ld.Glasgow | | |
| 76961 | — | | 558 | | | | | 1902 | Akt.Ges. | Dampfschifffahrts | 179·8 | 26·1 | 11·8 | Bremen | T.3Cy12$\frac{3}{16}$″,19$\frac{11}{16}$″&31½″–21$\frac{5}{8}$″ | | G |
| | | | 434 | | | | | | "Weser" | Ges.Neptun | Q56′B41′F22′ | | | German | NB33 46NHP | | |
| DOIY | | 1*Dk*2*trB* | 327 | | | | | | Bremen | | | | | | A.G."Weser," Bremen | | |
| 76962 | **Jupiter** (*ex*Arezzo-38,*ex*Jupiter) | | 4833 | ✠ ... | Bry | *y* | | 1900 | Russell& | Cia.Anon.Marit. | 389·2 | 52·1 | 27·1 | Bilbao | T.3Cy.27″,43″&72″–48″ | 29 ″ 11 | CI |
| | | *ss*Bbo.2ndNo.3-11,25 | 4516 | 12,34 | | | | 8mo | Co. | Union(M.Urru- | P31′B112′F40′ | | | Spanish | NDB19 403NHP | | † |
| EAFT | | *ss*Bbo.No.1-30 | 3130 | ✠ | | | | | Pt.Glasgow | chua,*Mgr.*) | | FK | | 7*BHCem* | 2SB,6*cf*,GS122,HS5121 | | |
| | | 2*Dks*(*Stl*)&*deep framing* | | | | | | | | *Cell* | *DBa*131′*uE*&*B*42′ | | | 800*tAPT*56*t* | Rankin&Blackmore,Grk. | | |
| 76963 | — | | 3719 | | | | | 1901 | American | JupiterS.S.Co. | 346·0 | 48·0 | 28·0 | Wilmgton | T.3Cy.22″,35″&58″–42″ | | R |
| 77458 | D.F. | | | | | | | | S.B.Co. | | | | | (Del.) | 218NHP | | |
| | GyC. *Mchy.Aft* | Sub.Sig. 1*Dk*2*trB* | 2769 | | | | | | Lorain,O. | | | | *WB* | Utd.States | AmericanS.B.CoCleveland | | |
| 76964 | — Ⓟ | | 2471 | | | | | 1915 | Lindhol- | DetBergenske | 305·2 | 41·7 | 18·5 | Bergen | T.3Cy.26″,42″&69″–42″ | | |
| | | | 1574 | | | | | | mensM.V. | Dampskibsselskab | P573*t*H294*t* | | | Norwegian | 309NHP | | |
| LEBA | *Ref.Mchy.* D.F. | E.S.D. 1*Dk* | 1336 | | | | | | Gothenburg | | | | *WB* | | LindholmensM.V.Got. | | |
| 76965 | — | | *2152* | ✠100A1 | Osc | *r* | CL | 1895 | Ropner& | RederiA/BIris | 275·1 | 39·5 | 15·9 | Stockholm | T.3Cy.21″,34″&56″–36″ (*s*) | 19 ″ 0 | |
| 7306 | (*ex*Carperby) | *ss*Osc.3rdNo.3–8,30 | *1508* | *pt Awng dk* | | | 4,39 | 2mo | Son | (S.Abrahamsen, | | | | Swedish | 160lb 2NDB19 187NHP | s 7 ″ 7 | |
| SDPA | | *ss*Osc.No.2–38 | *1343* | *withfreeboard* | | | | | Stockton | *Mgr.*) | P27′Q82′ | FK | | 4*BHCem* | 2SB,4*rf*,GS60,HS2780 | 18 ″ 7 | |
| | | 1*Dk*(*ptStl ptIrn*)&*Webframes&pt* | | 4,39 | | | | | A&CP | | *ptAwng dk*166′ | | | | Blair&Co.Ld.Stockton | | |
| | *Cargo battens not fitted* | *Awng dk*(*Irn*) | | BS4,39 ✠LMC9,38 | | | | | | | *Cell DB a* 92′*uE* | | | 20′*f*106′393*t* | | | |
| | *Hatch covers&Webs dispensed with in'tween decks* | | | Surveys delayed | | | | | | | | | | | | | |
| 76966 | — (*ex*Ormidale–38, | **TwinSc** | 2063 | ✠ ... | | | | 1917 | Manitowoc | L.Garcia | 250·5 | 43·5 | 20·4 | Puerto | Oil Engines 4S.C.SA | 23 ″ 0 | R |
| 215702 | *ex*AstmahcoIII, | *OilEng.* | 1797 | 7,27 | | | | 10mo | S.B.Co. | | P44′B32′F28′ | | | Cortes | 12Cy.14½″–18″ 246NHP | | † |
| HREB | *ex*LakeMohonk, | *ss*N.Yk.No.1–21 | 1434 | | | | | | Manitowoc | | | FK | | Honduran | NE38 | | |
| | *ex*MotorI) | 1*Dk* | | | | | | | | | | | *WB* | | Atlas-ImperialDieselEng. | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | Co.Oakland,Cal. | | |
| 76967 | — (*ex*JongeJohanna–40) | | 1464 | ✠100A1 | Rot | *r* | CL | 1928 | N.V.Mch. | N.V.Koninklijke | 265·7 | 38·6 | 16·1 | Amstrdam | T.3Cy.21″,32$\frac{3}{8}$″&55½″–39$\frac{3}{8}$″ | 18 ″ 4 | |
| | | *ss*Rot.No.2–37 | 1212 | *withfreeboard* | Lon | | 3,40 | 11mo | &Scheepswrf | Nederlandsche | | | | Dutch | 190lb (*s*) 258NHP | s ″ 5 | |
| PFFQ | | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 786 | 3,11 3,40 | | | 6,41 | | vanP.Smit,Jr | Stoomboot.Maats. | | FK | | 4*BHCem* | 2SB(Spt),4*cf*,GS84, FD | 18 ″ 0 | |
| | Wireless D.F. | | | | | | | | Rotterdam | | | | | (*Coll to Sh dk* | HS3660 | | |
| | | | | BS16,39 ✠LMC9,37 | | | | *Lloyd's* | *sA&CP* | *CellDB* | 201′422*t* | *FPT*82*tAPT*27*t* | | 3 ,, 2*nd*,,) | N.V.Mch.&Scheepswerf | | |
| | | | | 10,40 | | | | | | | | | | | vanP.Smit,Jr.Rot. | | |
| 76968 | — Ⓟ | Pad | 642 | | | | | 1937 | Fairfield | CaledonianSteam | 223·6 | 30·1 | 9·7 | Glasgow | T.3Cy.25″,39″&61″–60″ | | |
| 164125 | | | 432 | | | | | | Co.Ld. | PacketCo.Ld. | | | | British | 288NHP | | |
| | *CruiserStern* | 1*Dk* | 233 | | | | | | Glasgow | | | | | | FairfieldCo.Ld.Glasgow | | |
| 76969 | — | | 560 | | | | | 1901 | Akt.Ges. | Dampfschifffahrts | 179·8 | 26·1 | 11·8 | Bremen | T.3Cy.12$\frac{3}{16}$″,19$\frac{11}{16}$″&31½″– | | G |
| | | | 436 | | | | | | "Weser" | Ges."Neptun" | Q58′B41′F21′ | | | German | 21$\frac{5}{8}$″ 46NHP | | |
| DONK | | 1*Dk* | 329 | | | | | | Bremen | | | | *WB* | | A.G."Weser," Bremen | | |
| 76970 | — | **TwinSc** | 331 | ✠ ... | | | | 1899 | Murdoch & | A.Pimenta&Cia. | 140·0 | 30·0 | 8·7 | Para | T.6Cy.10″,16″&26″–18″ | 9 ″ 0 | |
| | (*ex*Juruá) | *ss*Pra.No.2–06 | 262 | 2,07 | | | | 11mo | Murray | | F16′ | | | Brazilian | 70NHP | | |
| | | 1*Dk*&*Promenade dk* | 231 | ✠ | | | | | PortGlasgow | | | FK | | | J.G.Kincaid&Co.Greenock | | |
| 76971 | **Jura** | | 1759 | | | | | 1929 | Burntislnd | AdmiralShipping | 271·6 | 39·7 | 19·0 | Glasgow | T.3Cy.19″,31″&51″–36″ | | C |
| 160253 | | | 1618 | | | | | | S.B.Co.Ld. | Co.Ld.(Glen&Co. | P17′B67′F29′ | | | British | 156NHP | | |
| GSZK | D.F. | 1*Dk* | 1078 | | | | | | Burntisland | Ld.*Mgrs.*) | | | *WB* | | D.Rowan&Co.Ld.Glasgow | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Grèement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés relatifs à l'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76972 YTTB | **Jurko Topić** (*ex*Trematon-37) *ss*Cff.No.3–8,32 *ss*Cff.No.1–37 1*Dk*(*Stl*) | | *5160* *4769* *3132* | ✝100A1 ~~6,39~~ ~~BS10,38~~ ~~LMC9,36~~ BS10,38 ✝LMC9,36 | Rot | *y* | CL 10,38 | 1919 10mo *Lloyd's* | D&W Henderson&CoLd Glasgow *sA&CP* | SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*) *CellDB* | 400·1\|52·3\|28·4 412·8(o.l.) P49′B113′F38′ FK 344′1035*t* *FPT*125*t* | Susak Yugoslav 180lb | T.3Cy.27″,44″&73″–48″ (*s*) 517NHP 3SB,*9cf*,GS190,HS7668 FD *APT*210*t* | 31 ″ 0 ×5×11½ 25 ″ 4 | |
| 76973 OFAL | **Jussi H.** (*ex*Ospringe–37, *ex*Homecourt) D.F. *ss*Bdx.No.3–5,23 1*Dk&deep framing* | | 2323 — 1237 | ✝ … 8,27 ✝ | | | | 1910 2mo | Atel.&Ch. deFrance Dunkirk | Laiva O/Y "JussiH" (WernerHacklin) | 299·5\|42·9\|19·6 288·4 P19′B74′F33′ FK | Björneborg Finnish *WB* | T.3Cy.21″,33″&56″–36″ 208NHP Atel.&Ch.deFrance,Dnk. | 22 ″ 6 | V † |
| 76974 1010 PJAC | **Justina** *ss*Cco.No.3–1,37 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom & at deck* | TwinSc | 2700 1807 1462 | ✝100A1 11,40 ~~4,40~~ BS4,40 ✝LMC1,37 *CarryingPetroleum in bulk Fitted for oil fuel* 10,24 | Cco | *t* | CL N3,39 *Lloyd's* above 1 | 1924 10mo *F.P.a* | Nederl. Schps.Maats. Amsterdam *sA&CP* | N.V. Curaçaosche Scheepv.Maats. | 305·0\|50·2\|15·1 Q87′*Trnk*189′F29′ FK | Willmstad W.I. Dutch | T.6Cy.12¾″,20½″&33½″–24½″ 236NHP 2SB,*4cf*,HS4168 FD 8*BHptCem* *APT*81*t* Rot.DroogdokMaats.Rot. | 15 ″ 0 s 1 ″ 6½ 13 ″ 7 | |
| 76975 163736 MLLZ | **Justitia** *ss*Cff.No.1–39 D.F. Sub.Sig. 1*Dk*&*Shelter dk* *Cruiser Stern* | | 4562 4245 2767 | ✝100A1 *withfreeboard* 5,40 ~~8,40~~ ✝LMC8,39 | Cff Mch | *z* | CL 7,39 | 1935 11mo *Lloyd's* | Burntisl nd S.B.Co.Ld. Burntisland *sA&CP* | ChellewSteamship ManagementCo. Ld.(F.C.Perman, *Mgr.*) *CellDB* | 412·0\|56·0\|25·1 424·0(o.l.) F40′ FK 349′1283*t* *FPT*109*t* | London British 6*BHCem* *Coll to Sh dk* 5 „2nd„ | T.3Cy.21″,31¾″&62″–42″ 283NHP 220lb *220lb* (*s*) FD 2SB(Spt),*6cf*,GS81,HS3300 D.Rowan&Co.Ld.Gls. *APT*159*t* | 27 ″ 7 s 2 ″ 10½ 24 ″ 11½ | |
| 76976 ~~3199~~ ~~BSVS~~ 125441 MLWD | **Juta** (*ex*SirWalterScott–36) *ss*Tln.2ndNo.3–11,36 1*Dk*(*Stl*)&*deep framing* *Well deck* *Cargo battens not fitted* | | 1559 1314 923 | ✝100A1 12,39 BS ~~3,39~~ ✝LMC10,36 3,41 | Tln | *p* | CL 6,38 | 1908 8mo *Lloyd's* | BlythS.B. Co.Ld. Blyth *sA&CP* | Ministry of Shipping(Tyne&Wear ShippgCoLd*Mgrs*) *CellDBa*71′*uE&* | 245·0\|36·7\|16·0 254·5(o.l.) Q90′B48′F21′ FK *B*35′*f*102′402*t* *FPT* | Glasgow British 4*BHCem* | T.3Cy.19″,31″&51″–36″ (*s*) 181NHP 1SB,*4cf*,GS72,HS2938 N.E.MarineEngCo.Ld.Sld. *62t APT*79*t* | 18 ″ 4 s 1 ″ 8½ 16 ″ 10 | |
| 76977 160222 GSPL | **Jutland** D.F. 2*Dks* | | 6153 5774 3869 | | | | | 1928 | R.Duncan &Co. PortGlasgow | GlasgowShipownersCo.Ld. (Glen&Co.Ld. *Mgrs.*) | 430·0\|57·0\|28·2 P36′B145′F41′ *WB* | Glasgow British | Q.4Cy.24¾″,35½″,51″&73″–51″ 381NHP D.Rowan&Co.Gls. | | C |
| 76978 PFFZ | — *Oil Eng.* D.F. 1*Dk* *Mchy.Aft* *Cruiser Stern* | | 357 241 158 | | | | | 1937 | N.V.Noord Nederlndsch. Schpswerven Groningen | J.Kuipers | 135·6\|23·1\| 9·7 P43′F16′ *WB* | Groningen Dutch | Oil Engines 4S.C.SA 6Cy.11½″–16⅞″ 74NHP MtrnWerkeMannheimAG | | V |
| * 76979 OXVH | **Jutlandia** Ⓟ *Oil Eng.* *ss*Cpn.No.1–39 D.F. 2*Dks*,3*rd dk in Nos.*1,2&3*holds* | TwinSc | 8457 6753 5204 | ✝100A1 *withfreeboard* 5,39 ✝LMC CS3,39 DBS11,38 2,38 *Carrying vegetable oil in mids* | Cpn | *c*† | CL 4,38 | 1934 11mo *Lloyd's* | Nakskov Skibs.A/S Nakskov *sA&CP* | A/S DetÖstasiatiskeKompagni *CellDB*353′1215*t* *D* | 436·8\|61·2\|32·6 460·2(o.l.) P28′B180′F61′ FK *MT*30′732*t* *Ta*13′292*t* *FPT*174*t* | Copnhagn Danish 7*BHptCem* *DB*125*lb* *APT*143*t* | Oil Engines 2S.C.DA 10Cy.17½″–47½″ 1073NHP Akt.Burmeistr&Wain,Cpn | 36 ″ 0 s11 ″ 2½ 25 ″ 1 | |
| 76980 OXHH | **Jutta** Wireless D.F. 1*Dk* *Cruiser Stern* | | 1549 1349 884 | | | | | 1934 | Helsingörs Jernsk&Msk. Elsinore | J.Lauritzen | 290·0\|39·7\|15·3 P&B124′F35′ *WB* | Esbjerg Danish | C.4Cy.(2)14¾″&(2)31½″–31½″&LPturbine HS2520 192NHP HelsingörsJernsk.&Mskb. | | G |
| 76981 DJZX | — *Oil Eng.* *Mchy.Aft.* *Cruiser Stern* | | 479 342 226 | | | | | 1939 | Jos.L. Meyer Papenburg a.d.Ems | Breyer&Co. | 148·1\|27·2\|10·7 P42′F15′ *WB* | Hamburg German | Oil Engines 4S.C.SA 8Cy.11″–17¾″ 93NHP Klöckner-Humboldt-Deutz,A.G.Köln-Deutz | | G |
| 76982 34795 LOFU | **Juvenal** *ss*B.As.No.3–10,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* | TwinSc | 9459 — 5165 | ✝100A1 12,40 ~~10,39~~ BS12,40 ✝LMC10,39 *CarryingPetroleum in bulk Fitted for oil fuel* 8,28 | BAs | *i*† | CL ~~N0,39~~ s12,40 *Lloyd's* | 1928 8mo 1*F.P.a* | Cant.Nav. Triestino Monfalcone *sA&CP* | Cia.General de Combustibles *CellDBuE*56′ 222*t* *DTf*50′603*t* | 556·0\|74·1\|40·3 536·0 P141′B42′F47′ FK *FPT*258*t* *APT*148*t* | Bns.Aires Argentine 18*BHptCem* *ptAsp* (14 *to U dk* ¼ „2nd„) | T.6Cy.26″,43″&73″–48″ (*s*) 200lb FD 1167NHP 5SB(Spt),*15cf*, HS17735 N.E.MarineEng.Co.Ld.Sld. | 40 ″ 0 | |
| 76983 1757 IBKR | **Juventus** (*ex*Valdieri) *Oil Eng.* D.F. | | 4920 4487 3075 | | | | | 1920 | SACantieri NavaliF.Tosi Taranto | Soc.Commerciale diNav. | 394·3\|51·7\|27·6 379·0 P51′B116′F33′ *WB* | Genoa Italian | Oil Engines 2S.C.SA 4Cy.29½″–49½″ 606NHP NE27 Soc.An.FiatS.G.M.Turin | | I |
| * 76984 OYDD | **Jylland** Ⓟ *Oil Eng.* *Ref.Mchy.* *ss*Els.No.3–1,37 Sub.Sig. 2*Dks*(*Wthr dk Stl–ws*) D.F. 3*rd dk in holds* | TwinSc | 2762 2337 1559 | ✝100A1 *withfreeboard* 5,39 ✝LMC CS3,38 DBS9,38 9,38 | Lon | *u* | OG 5,39 | 1926 6mo *Lloyd's* | Helsingörs Jernsk.&Msk. Elsinore *sA&CP* | DetForenede DampskibsSelsk. *CellDB*233′364*t* | 306·3\|44·2\|25·9 F39′ FK *FPT*56*t* *APT*70*t* | Esbjerg Danish 6*BHptCem* 2*to 2nd dk* | Oil Engines 4S.C.SA 12Cy.21⅝″–35½″ DB 75*lb* 545NHP Burmeister&Wain,Cpn. | 28 ″ 6 s11 ″ 0½ 17 ″ 10 | |
| 76985 OYJS | — Ⓟ (*Ferry*) *Oil Eng.* Wireless D.F. E.S.D. 2*Dks* | | 1434 917 619 | | | | | 1932 | Nakskov Skibs.A/S Nakskov | DeDanske Statsbaner | 258·1\|40·8\|14·2 | Kalndborg Danish *WB* | Oil Engines 2S.C.SA 6Cy.19½″–35½″ 404NHP Akt.Burmeistr&Wain,Cpn | | V |
| 76986 LEFP | — Ⓟ (*ex*Sönderjylland) Wireless 1*Dk*&*Awng dk* | | 539 265 297 | | | | | 1887 | Burmeister &Wain Copenhagen | A/S Christiansands Dampsksksk. (LeifRosenkilde, *Mgr.*) | 166·1\|23·9\|17·7 H22*t* | Xiansand Norwegian *WB* | T.3Cy.14½″,23″&36″–24″ 63NHP Burmeister&Wain,Cpn. | | N |
| 76987 | | | | | | | | | | | | | | | | | |

*** **Additional Ships are inserted in the Supplement at the end of the Register.**

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Register in which classed. Date of First Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76988 LJYU | **K. G. Meldahl** | | 3799 3077 2194 | ✠100A1 *with freeboard* 8,10 12,30 2,41 | Shi Bal | *y* | CL LMC9,38 | 1938 9mo | Fredrkstad Mek Vrks A/S Fredrikstad *Lloyd's AP* | K.K.Rasmussens RederiA/S(K.K. Rasmussen, *Mgr.*) | 365·2 \| 57·3 \| 20·2 F24′ FK | | | Sandefjord Norwegian | C.4Cy.(2)16¾″&(2)39⅛″–36⅝″ 220lb (*s*) 353NHP 2SB(Spt),*6cf*,GS60,HS5510 FD | 23 ″ 6 s 1 ″ 4½ | |
| | *CruiserStern 1Dk&Shelter dk* *Strengthened for navigation in ice* *Butts of keel & bottom plating electrically welded* | | | *Fitted for oil fuel* 9,38 | | | *F.P.* | above | 150° F. | *Intermediate BH in after hold (Coll dispensed with CellDB301′1070t M T29′1094t FPT212t* | | | | *pt Cem BH to Sh dk* 5,, ,,2nd,,) *APT233t* | 22 ″ 3 | |
| 76989 215800 WLCE | **K. I. Luckenbach** TwinSc | | 5887 — 3677 | ✠100A1 *Shelter dk* *with freeboard* 2,412 4,10 2,42 MS3,38 | Sea BS11,40 LMC BS11,40 | *b*† | CL P9,39 S10,39 | 1918 2mo | Bethlehem S.B.Corp.Ld. Quincey, Mass. A&CP | LuckenbachS.S. Co.Inc. | 446·0 \| 56·1 \| 27·8 37·3 FK | | | New York Utd. States *pt Cem* | 2 Steam Turbines DR geared to 2 Sc. Shafts 225lb 4B,HS15520 1070NHP WaterTubeBoilers BethlehemS.B.Corp.Ld.FD Quincey,Mass. | 31 ″ 2 s 4 ″ 4½ 27 ″ 0 | |
| | *ssBos.No.3–3,30* *ssSea.No.2–38* *2Dks(Stl)&Shelter dk(Stl)* D.F. GyC. | | | *Fitted for oil fuel* 2,18 | | | *F.P. above* | | 150° F. | *1BHin forward B356′ 1631t DTa3 E&Bs* | *hold dispensed with 0′165t Topside tanks pace24′445t FPT22* | | | *BH only in 0t APT240t* | | |
| 76990 Should be 76991 | **K. J. Knudsen** **Bellona,** *see No. 87261 in Supplement* | | 11000 6700 | 100A1 (*Class Contem plated*) *Carrying Petroleum in bulk* | | | | 1940 | A/B Götaverken Gothenburg | KnutKnutsen O.A.S. | 533·9 \| 66·2 \| 39·2 P102′F64′ | | | Haugesnd Norwegian | Oil Engines 2S.C.DA 6Cy.24 7/16″–55½″ A/B Gotaverken,Got. | | |
| | D.F. *Mchy.Aft* *CruiserStern* | | | | | | | | | | | | | | | | |
| 76991 221174 KDRE | **K. R. Kingsbury** | | 8761 — 5415 | | | | | 1921 | Bethlehem S.B.Corp.Ld. Alameda,Cal. | StandardOilCo. of California | 440·0 \| 58·2 \| 33·1 | | | S.Frncisco Utd. States *WB* | Q.4Cy.24″,34″,51″&74 5/16″–54″ 413NHP BethlehemS.B.Corp.Ld. | | R |
| | *Fitted for oil fuel* *Carrying Petroleum in bulk* *Mchy.Aft* *Longitudinal framing* D.F. GyC. 2*Dks&Shelter dk* | | | | | | | | | | | | | | | | |
| 76992 PFGD | **Kaap Falga** | | 378 222 179 | | | | | 1938 | N.V.Schps. v/hGebrG& H.Bodewes Martenshoek | J.V.Eckhardt | 136·9 \| 24·8 \| 8·5 P40′Q41′F22′ | | | Heiloo Dutch | Oil Engines 2S.C. 5Cy. N.V.Mchsb.Bolnes,Bolnes | | C |
| | *Oil Eng.* 1*Dk* *Mchy.Aft* *CruiserStern* | | | | | | | | | | | | | | | | |
| 76993 7901 SDET | **Kaaparen** (*ex*Larviksfjord) TwinSc | | 3386 2718 1879 | 100A1 *with freeboard* 10,10 4,10 LMC CS12,37 4,52 2,40 Lloyd'sRMC 1,40 1,41 2,40 for temp. 31° F. | PNl Mtl | | CL 1,39 | 1930 | Götaverken A/B Gothenburg *Partly rebuilt'33* | Rederiaktieb. Transatlantic(G. Carlsson,*Mgr.*) | 354·1 \| 50·1 \| 20·2 362·6(O.L.) FK | | | Gothenbrg Swedish | Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 724NHP | 25 ″ 6 s 2 ″ 2 23 ″ 5½ | |
| | *Oil Eng.* D.F. *ssGot.No.3–5,33* *ssGot.No.1–37* 1*Dk(Stl)&Shelter dk(Stl)* *Ref.Mchy.* *CruiserStern* | | | | | | | | | | *7BHpt Cem Coll to Sh dk 6 ,, 2nd ,, tunnels 568t CellDB287′ 957t tanks in way of* | | | | *GötaverkenA/B.Got. FPT44t APT116t* | | |
| 76994 OSLA | **Kabalo** (*ex*Caledonier,*ex*WarMyrtle) | | 5186 4641 3121 | ✠100A1 3,40 LMC MS6,38 BS9,39 | Ant | *y* | CL N8,39 | 1917 12mo | Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP* | Cie MaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, *Mgrs.*) *CellDB* | 400·0 \| 52·4 \| 28·4 P49′B113′F50′ FK | | | Antwerp Belgian | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD CammellLaird&CoLd.Bkn | 31 ″ 0 s 5 ″ 11¾ 25 ″ 3½ | V |
| | *ssAnt.No.3–5,30* *ssAnt.No.2–39* 1*Dk(Stl)2nd dk* D.F. *(Stl)inNos.1,2,3,&4holds* | | | | | | | | | | *343′1152t FPT113t APT166t* | | | | | | |
| 76995 OYCP | **Kabel** (*ex*Enigheden–40) | | 720 623 406 | | | | | 1918 | H.C.Christensen Marstal | DetStoreNordiske TelegrafSelskab A/S | 199·9 \| 32·7 \| 12·5 P24′B62′F28′ | | | Copnhagn Danish *WB* | T.3Cy.16″,27″&45″–30″ 111NHP Akt.Burmeistr&Wain,Cpn | | V |
| | 1*Dk* | | | | | | | | | | | | | | | | |
| 76996 FNEY | **Kabyle** (*ex*Wihuri,*ex*Oakmere, *ex*Millgate, *ex*Poltolia, *ex*Anatolia) | | 1881 — 1136 | … 8,29 | | | | 1905 | Bremer Vulkan Vegesack | Cie.Nouvelle de Nav.Busck | 261·6 \| 37·1 \| 21·5 P37′B77′F30′ FK | | | Marseilles French *WB* | T3Cy19 1/16″,32 1/8″&53 3/8″–39½″ 243NHP BremerVulkan,Vegesack | 24 ″ 0 | V † |
| | *ssMch.No.3–10,21* *ssMch.No.1–26* 1*Dk2trB* | | | | | | | | | | | | | | | | |
| 76997 TCLQ | **Kades** (P) TwinSc | | 2990 | | | | | 1938 | Neptun-werft Rostock G.m.b.H. Rostock | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 306·6 \| 43·5 \| B123′F71′ | | | Istanbul Turkish *WB* | T6Cy.16⅛″,26″&41 7/16″–27 5/8″ &LPturbines withDR gearing & hydraulic coupling NeptunwerftRostock G.m.b.H.Rostock | | G |
| | D.F. E.S.D. 3*Dks* *CruiserStern* | | | | | | | | | | | | | | | | |
| 76998 844 SZNK | **Kadio** (*ex*Abbas–35) Wireless *Well deck* *Mchy.Aft* | | 1430 1115 836 | ✠ 10,37 | Sld | *o* | | 1911 11mo | S.P.Austin &Son,Ld. Sunderland | Mme.K.G.Sigalas (G.SigalasSons, *Mgrs.*) *CellDBuE&* | 240·0 \| 36·0 \| 15·6 Q131′B12′F26′ FK *B37′f152′414t FPT* | | | Piræus Greek NDB27 | T.3Cy.19″,31″&51″–36″ 172NHP 1SB,*4pf*,GS73,HS2691 J.Dickinson&Sons,Ld.Sld. | 17 ″ 9 | G † |
| | *ssSld.No.3–9,24* *ssSld.No.2–32* 1*Dk(Stl)* | | | | | | | | | | | | | | | | |
| * 76999 586 ESAK | **Kadli** (*ex*Lembit–35,*ex*Illtyd) *ssGmh.3rdNo.3–7,27* *ssTln.No.2–36* 1*Dk(Stl)2trB* *Cargo battens not fitted* | | 1818 1418 1103 | ✠100A1 4,39 BS2,40 LMC12,36 | Lth | *q* | 4,39 | 1889 7mo | T Turnbull &Son Whitby A&CP | E.Bergmann | 259·0 \| 37·2 \| 16·9 269·0(O.L.) P28′Q60′B112′F32′ FK *CellDB216′378t* | | | Tallinn Estonian *4BHCem* | T.3Cy.20″,33″&54″–36″ (*s*) 160lb 170NHP 2SB,*4cf*,GS58,HS2480 Blair&Co.Ld.Stockton | 19 ″ 4 s 1 ″ 1½ 18 ″ 4 | |
| | *Well deck* | | | | | | | | | | | | | | | | |
| 77000 211 ESAC | **Kadri** (*ex*Ellind–35,*ex*JacobBright) *ssRot 3rdNo.3–2,36* 1*Dk(Irn)2trB&Web frames* *Cargo battens not fitted* | | 2775 2490 1691 | ✠100A1 *with freeboard* BS6,40 ! 2,39 LMC12,36 No later survey reported | Shl | *i* | CL 11,39 | 1897 2mo | Irvine& Co. WHartlepool A&CP | E.Bergmann | 314·0 \| 44·0 \| 20·8 P31′B76′F33′ FK *CellDBa&uE130′f122′* | | | Tallinn Estonian *5BHCem* | T.3Cy.23″,36½″&62″–39″ (*s*) 160lb NDB09–*80lb* 240NHP 2SB,*6cf*,GS79,HS3580 *596tAPT60t* Cen.Mar.Eng.Wrks.WHpl | 23 ″ 3 s 3 ″ 7½ 19 ″ 9½ | |
| 77001 UPLJ | **Kaganovich** (*ex*Molenwater–35, *ex*Ellewoutsdijk) *ssRot.No.3–5,34* 1*Dk(Stl)* | | 3663 3403 2239 | ✠ … 8,36 | Rot | *w* | | 1920 5mo | WerfGusto FirmaA.F. Smulders Schiedam | U.S.S.R. | 360·4 \| 50·5 \| 22·0 P25′B216′F34′ FK *CellDB310′ 933t FPT81t* | | | Odessa Russian *6BHCem APT116t* | T.3Cy.25″,41″&67″–45″ 347NHP 3SB,*9cf*,GS138,HS5565 Werf.GustoFirma A.F.Smulders | 24 ″ 7 | |
| 77002 10366 JKGD | **Kagi Maru** (P) *Ref.Mchy* 2*Dks* | | 2343 1956 1370 | | | | | 1907 | Kawasaki Dockyd CoLd Kobe | OsakaSyosenK.K. | 305·9 \| 39·7 \| 21·6 P38′B111′F41′ | | | Osaka Japanese *WB* | T.3Cy.23″,38″&63″–39″ 248NHP Kawasaki DockyardCo.Ld. | | |
| 77003 41958 JHAL | **Kagu Maru** *ssKob.No.1–40* *Oil Eng.* D.F. GyC. 1*Dk&Shelter dk* *3rd dk except in aftermost hold* *CruiserStern* | | 6807 5570 3688 | ✠100A1 *with freeboard* 8,40 11,39 LMC CS8,40 DBS8,40 5,39 | Kob | *d*† | CL 5,39 8,40 | 1936 6mo | Harima S.B.&Eng. Co.Ld. Harima *Lloyd'sA&CP* | KokusaiKisenK.K. *CellDB359′1335t tunnel144tD* | 453·3 \| 61·0 \| 31·0 F42′ FK *Tanks at sides of Tsa48′1420t FPT* | | | Tokyo Japanese *8BHpt Cem Coll to Sh dk 7 ,, 2nd ,, 6t APTs188t* | Oil Engines 2S.C.DA 7Cy.27 7/16″–47¼″ 1850NHP DB*100lb* KawasakiDkyd CoLdKobe | 31 ″ 0 s 3 ″ 8¾ 27 ″ 6 | |
| 40 40 | **Kahika** TwinSc | | 1537 1167 834 | *Carrying cargo oil* ✠100A1 *with freeboard* 9,39 LMC2,38 | Syd | *F. p.* | *P. above* CL | 1938 2mo | Henry Robb,Ld. Leith *Lloyd'sA&CP* | UnionS.S.Co.of NewZealand,Ld. | 242·7 \| 45·1 \| 13·4 252·0(O.L.) P67′F46′ FK *CellDBuE* | | | Melbourne British *4BHpt Cem ptAsp 7t APT34t* | Oil Engines 2S.C.SA 8Cy.13¾″–22 7/16″ 250NHP BritishAuxiliaries,Ld.Gls. | 15 ″ 6 s 3 ″ 0½ 12 ″ 7 | |
| 159572 VLKG | *Oil Eng.* Wireless *Cruiser Stern* 1*Dk* *Mchy.Aft* *Longitudinal framing at deck* *Cargo battens not fitted* | | | | | | | | | | 12′ | | | | | | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme adoptée maintenant exprimé. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord en milliers du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres de navigation. N. a vapeur dans le Registre Spécial. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77005 413 JKUA | **Kahoku Maru** (P) *Oil Eng* 1 *Dk(Stl) 2nd dk(Stl) except in foremost & aftermost holds* | | 3311 2798 2006 | ✠ ... 5,35 | Drn | *v* | | 1931 6mo | Mitsubishi ZosenKaisha Ld. Nagasaki | DairenKisenK.K. *CellDB220'601t way of* | 336·6 P21'B73'F35' *Tanks in tunnel* | 48·5 FK 248t | 24·0 *FPT67t APT88t* | Dairen Japanese | Oil Engines 2S.C.SA 4Cy.23¾"–41¾" 389NHP 5 *BHpt Cem* MitsubishiZosenKaishaLd. | 24 ″ 0 | |
| 77006 220836 KDIJ | **Kahuku** (*ex*Shelton–37,*ex*Cuprum) *Fitted for oil fuel* D.F. 1 *Dk & Shelter dk* *Longitudinal framing* | | 6062 — 3770 | | | | | 1920 | Pacific CoastS.B.Co. BayPoint, Cal. | MatsonNavigation Co. | 402·5 P34'F38' | 53·0 | 32·0 *WB* | S.Frncisco Utd. States | D R gearedSteamTurbine KerrTurbineCo. Wellaville,N.Y. | | R |
| 77007 OYGA | **Kai** D.F. 1 *Dk* | | 1746 1376 1035 | | | | | 1921 | Kjöbnhvns Flydk.&Skbs. Copenhagen | D/S A/S Myren (Holm&Wonsild, *Mgrs.*) | 261·1 F31'B106'Q75'P15' | 40·1 | 16·9 *WB* | Copnhagn Danish | T.3Cy.18″,28½″&48″–33″ 132NHP KjbnhavnsFlydk.&Skbsv | | V |
| 77008 163337 GNWN | — (*ex*Torholm,*ex*Röskva,*ex*Lom) 1 *Dk* *Cargo battens not fitted* | | 1251 1134 736 | 100A1 Ship (*Class Contemplated*) Examined 1,41 BS 1,41 (165lb) | | | | 1904 | Nylands Værksted Oslo | Ministry of Shipping (J.&A.Gardner&Co.Ld. *Mgrs.*) | 241·5 P22(H77'F26' | 35·7 | 17·8 *WB* | Gloucester British ... | T.3Cy.18″,29½″&48″–33″ 132NHP NylandsVærkated,Oslo | | N |
| 77009 LDRZ | **Kaia Knudsen** TwinSc *Oil Eng.* D.F. *ssGot.No.2–38* *Mchy.Aft* 2 *Dks(Stl) & Web frames* *Longitudinal framing* | | 9063 8403 5533 | ✠100A1 Got 9,40 ~~9,39~~ DBS ~~9,39~~ 9,40 *Carrying Petroleum in bulk* | *d*† | CL 11,38 SN 11,38 | | 1931 1mo | Blohm& Voss Hamburg *Lloyd's SA&CP* | SkibsA/S Samuel Bakke(Knut Knutsen,O.A.S. *Mgr.*) *CellDBuE67'* | 471·1 P99'B30'F46' 286t *DT f38'426t F* | 64·4 FK | 35·5 *PT205t APT83t* | Haugesnd Norwegian | Oil Engines 4S.C.SA 12Cy.24½"–51½" 709NHP 17 *BHpt Cem* (10 *to U dk* 7 „ *2nd „*) 2DB *150lb* Götaverken A.B.Got. | 35 ″ 4 | |
| 77010 ~~1072~~ ~~M.T.C.~~ 115306 MLZR | **Kaida** (*ex*Castlegreen–36,*ex*Toivo–34, *ex*Hoffnung–32, *ss*Ham.2ndNo.3–2,28 *ex*Niels,*ex*Cabo *ss*Tln.No.2–36 Corrientes,*ex*WestCoast, 1 *Dk(Stl)* *ex*RiverTay) *Well deck* *Mchy.Aft* | | 510 354 218 | ✠100A1 ~~Wln~~ Examined 8,41 Lth LMC MS 5,36 BS ~~8,39~~ 8,40 | | | CL ~~6,39~~ 7,40 | 1902 7mo | Ardrossan D.D.&S.B.Co Ld.Ardrossan *Lloyd's SA&CP* | E.Bergmann Ministry of Shipping | 165·8 172·3(O.L.) Q91'B10'F19' | 25·8 FK | 10·2 *FPT50t* | Leith British | C.2Cy.16″&40″–20″ 125lb 89NHP 3 *BHCem* 1SB,3*pf*,GS55,HS1453 Hutson&Son,Ld.Glasgow | 11 ″ 3 s 3 ″ 10 11 ″ 0½ | |
| 77011 39711 JWQI | **Kaihei Maru** (P) *Oil Eng.* D.F. 2 *Dks* | | 4576 — 2676 | | | | | 1934 | Mitsui Bussan Kaisha,Ld. Tama | ShimataniKisen K.K. | 362·2 P37'B105'F33' | 50·0 | 29·1 *WB* | Kobe Japanese | Oil Engines 4S.C.SA 10Cy.21½"–39½" 452NHP MitsuiBussanKaisha,Ld. Tama | | C |
| 77012 19783 JBFD | **Kaihuku Maru** *ss*Kob.No.3–5,29 2 *Dks & Web frames* *Longitudinal framing* | | 3177 2757 1933 | ✠ ... 7,31 | | | | 1917 4mo | OsakaIron Works,Ld. Innoshima | KitaNippon KisenK.K. | 305·0 P19'B82'F32' | 43·8 FK | 27·3 *WB* | Kobe Japanese | T.3Cy.22″,37″&61″–42″ 287NHP OsakaIronWorksLd Osaka | 27 ″ 3 | |
| 77013 OHVX | **Kaija** (*ex*Rurik–34,*ex*Frithiof, *ex*Rurik) Wireless D.F. 1 *Dk & Awng dk* | | 398 236 179 | | | | | 1886 | OA.Brodin Gefle | A/B Nordsjöfrakt O/Y(L.G.Boxberg) | 149·7 H31*t* len92 | 23·2 | 8·4 10·3 | Åbo Finnish | C.2Cy.17¾"&37½"–23½" 57NHP AtlasMek.Verks.Skm. | | N |
| 77014 28993 JHSA | **Kaiko Maru** *Ref.Mchy.* Wireless *Mchy.Aft* 1 *Dk* | | 1514 1191 794 | | | | | 1922 | Yokohama DockCo.Ld. Yokohama | NichiroGyogyo K.K. | 240·0 P49'B56'F32' | 35·0 | 20·0 | Shinagawa Japanese | T.3Cy.17″,28½″&48″–30″ Yokohama 126NHP DockCo.Ld.Yokohama | | C |
| 77015 32757 | — TwinSc 2 *Dks* | | 491 448 246 | | | | | 1911 | Ishikawa-jimaS.B.Co. Tokyo | Takahashi GoshiKaisha | 200·0 | 22·5 | 14·0 | Hutyu Japanese | | | |
| 77016 142416 ZMDR | **Kaikorai** (*ex*CapeNatal, *ex*WarFoam) *ss*Wln.No.3–7,30 *ss*Wln.No.2–40 1 *Dk(Stl)* *Cargo battens not fitted* | | 3151 2839 1860 | ✠100A1 1,41 ~~1,40~~ BS ~~1,40~~ 2,41 | Wln Auk | *o* | CL ~~6,37~~ 1,41 | 1918 5mo | W.Gray& Co.Ld. WHartlepool *Lloyd's SA&CP* | UnionS.S.Co.of NewZealand,Ld. *CellDB284'741t FPT771* | 331·1 P33'B100'F29' 7 *tAPT130t* | 46·7 FK | 23·2 | Wellingtn British | T.3Cy.25″,41″&68″–45″ (*s*) 180lb 430NHP 3 *BHpt Cem* 3SB,9*cf*,GS153,HS6336 FD Cen.Mar.Eng.Wrks.WHpl | 25 ″ 6 s 3 ″ 11½ 21 ″ 9 | |
| 77017 185874 GZPZ | **Kaikoura** *Oil Eng.* D.F. E.S.D. 2 *Dks & Shelter dk* *Ref.Mchy.* *Cruiser Stern* | | 5852 5294 3432 | ✠100A1 *with freeboard* ~~6,46~~ 12,40 LMC 11,37 ~~Lloyd's RMC 10,39~~ 3,41 ~~9,40~~ 5,40 | Syd | *b*† 2½ | CL | 1937 11mo | A.Stephen &Sons,Ld. Glasgow *Lloyd's SA&CP* | NewZealand ShippingCo.Ld. (Trinder,Anderson &Co. *Mgrs.*) *Cell DB362'1307t DT* | 446·3 460·0(O.L.) F43' *f43'1216t* | 59·0 FK | 25·8 *FPT123t APT171t* | Plymouth British 7 *BHpt Cem* *Coll to Sh dk* 6 „ *2nd„*) | Oil Engines 2S.C.SA 4Cy.26⅜"–91⅞" 861NHP 2DB *120lb* JohnBrown&Co.Ld. Clydebank | 29 ″ 8 s 3 ″ 6½ 26 ″ 4 | |
| 77018 217906 KEXX | **Kailua** (*ex*GoldenBear–37, *ex*WestCajoot) *Fitted for oil fuel* D.F. 2 *Dks* | | 5356 — 3524 | | | | | 1919 | LsAngeles S.B.&D.D.Co L.AngelesCal | MatsonNavigation Co. | 410·0 P43'B115'F47' | 54·4 | 27·2 *WB* | S.Frncisco Utd.States | T.3Cy.28½",47½"&78"–48" LosAngelesS.B.& D.D.Co.SanPedro,Cal. 422NHP | | R |
| 77019 147733 ZMCW | **Kaimai** (*ex*Charlois) *ss*Auk.No.1–10 *ss*Ddn.No.3–11,36 1 *Dk(Stl)* *Cargo battens not fitted* | | 1435 1213 784 | 100A1 12,40 ~~11,39~~ ~~BS 11,39~~ LMC ~~11,36~~ 12,40 | Auk | *o* | OG 11,39 | 1924 10mo | Scheepwrf. 't Huis de Merwede Papendrecht | UnionS.S.Co.of NewZealand,Ld. *Cell DBaf u* | 238·5 B62'F35' *E73'f107'138t* | 37·8 FK | 15·9 *FPT* | Wellingtn British 4 *BHCem* 105t *APT51t* | T.3Cy.18½",29½"&48"–30"(*s*) 180lb 113NHP 2SB,4*cf*,GS86,HS1340 C.A.Kuypers,Rotterdam | 18 ″ 0 s 2 ″ 5½ 15 ″ 8½ | |
| 77020 161958 GRJL | **Kaimata** (*ex*Ardenvohr–37) *ss*Bkn.No.2–39 2 *Dks & Shelter dk* *Oil Eng.* D.F. E.S.D. ~~3 Dks~~ ~~*Tonnage opening closed 1'40*~~ *Tonnage opening closed 1'41 (W.E.)* | | 5269 4837 3177 | ✠100A1 *with freeboard* ~~3,40~~ 4,41 LMC CS 7,39 DRS ~~1,40~~ 1,41 3,40 | St.J. Syd NYk | *a*† | CL 2,40 | 1931 10mo | W.Denny &Bros.Ld. Dumbarton *Lloyd's SA&CP* *Cell DB3* | NewZealand ShippingCo.Ld. (Trinder,~~Anderson~~ &Co. *Mgrs.*) 51'1129t *MT37'100* | 415·5 *Duct keel fwd. of mchy. space* 9t *FPT81t APT80t* | 56·2 FK | 25·8 | Plymouth British 7 *BHpt Cem* *Coll to Sh dk* 6 „ *2nd „*) | Oil Engines 2S.C.SA 8Cy 26¾"–47¾" 996NHP 2DB *125lb* W.Denny&Bros.Ld.Dmb. | 39 ″ 11 s 12 ″ 6½ 27 ″ 7½ | |
| 77021 151516 ZMGC | **Kaimiro** *ss*Auk.No.2–38 1 *Dk(Stl)* *Mchy.Aft* *Cantilever framed topside tanks* | | 2562 1997 1330 | ✠100A1 9,40 ~~9,39~~ BS ~~9,39~~ 9,40 LMC 10,38 | Auk | *s* | CL 8,38 | 1929 10mo | Cammell Laird&Co.Ld Birkenhead *Lloyd's SA&CP* *Cell D* | UnionS.S.Co.of NewZealand,Ld. *B238'717t Topside* | 284·7 P105'B18'F26' *tanks182'486t* | 46·3 FK & BK *afft'* | 18·4 *FPT* 169t *APT97t* | Wellingtn British 5 *BHCem* | T.3Cy.20″,33½"&55"–39" (*s*) 200lb 340NHP 2SB,6*cf*,GS125,HS5480 FD CammellLaird&CoLd.Bkn | 20 ″ 9 s 2 ″ 8½ 18 ″ 1½ | |
| 77022 219157 KOKP | **Kaimoku** (*ex*GoldenHorn–38, *ex*Crisfield) *Fitted for oil fuel* D.F. 2 *Dks* *Longitudinal framing* | | 6367 5872 4011 | | | | | 1919 | Skinner& EddyCorp. Seattle,Wash | MatsonNavigation Co. | 402·6 P48'F42' | 54·9 | 32·1 *WB* | S.Frncisco Utd.States | T.3Cy.25",42"&72"–48" 359NHP Skinner&EddyCorp.Sea. | | R |
| 77023 220740 KDPT | **Kainalu** (*ex*General M.H. Sherman–38, *ex*Mursa) *Fitted for oil fuel* 1 *Dk & Shelter Dk* *Longitudinal framing* | | 6047 — 3822 | | | | | 1920 | MooreS.B. Co. Oakland,Cal. | MatsonNavigation Co. | 402·6 P34'F37' | 53·0 | 32·2 *WB* | S.Frncisco Utd.States | T.3Cy 24½",41½"&72"–48" NE&B29 359NHP AllisChalmersMfg.Co. Milwaukee,Wis. | | R |

*Now* "Pachesham," *see No.* 89557 *in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Kan'd, prod. Iow explos. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registered in U.K. classification. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77024<br>947<br>JCIC | **Kainei Maru** Ⓟ<br>Wireless | *2 Dks* | 1010<br>830<br>561 | | | | | 1920 | Osaka Tekkosho Mitsunosho | Chosen Yusen K.K. | 200·0 \| 30·0 \| 19·0<br>P21′ B61′ F28′ | | | Jinsen<br>Japanese | T.3Cy.13½″,23″&38″–30″<br>Osaka Tekkosho, Mitsunosho | | |
| 77025<br>36216<br>JFPC | **Kaio Maru** Twin Sc 4 Mst Bk<br>(*ex* Kaiwo Maru–38)<br>*(Training Ship)* Oil Eng. | | 2284 | | | | | 1930 | Kawasaki Dkyd. Co. Ltd. Kobe | Japanese Government Educational Dept. | 260·0 \| 42·5 \| 25·7<br>P213′ F38′ | | | Japanese<br>*WB* | Oil Engines 4S.C.SA<br>Ikegai Iron Works, Tokyo | | |
| 77026<br>22222<br>JBWF | **Kaio Maru No. 2**<br>(*ex* Kaiwo Maru No.2–38)<br>Wireless *1 Dk* | GyC. *2 Dks* | 449<br>396<br>253 | | | | | 1902 | ..... Glasgow | Sanriku Kisen K.K. | 158·0 \| 22·5 \| 16·7 | | | Kobe<br>Japanese | T.3Cy.11¼″,17¼″&28⅛″–21″<br>36 NHP | | |
| 77027<br>165888<br>GQGJ | **Kaipaki**<br>*Ref. Mchy.* D.F.<br>E.S.D. | *Oil Eng.*<br>*2 Dks & Shelter dk*<br>*Cruiser Stern* | ~~7660~~<br>~~7629~~<br>~~4646~~<br>5862<br>5296<br>~~3426~~ | ✠100A1 Syd *b*† CL<br>*with freeboard* ~~Mct~~ 2⅛<br>~~12,10 1,30~~ ✠LMC5,39<br>✠Lloyd's RMC2 ~~4,06,40~~ 11,40 | | | | 1939<br>5mo | A. Stephen & Sons, Ltd. Glasgow<br>*Lloyd's SA & CP* | New Zealand Shipping Co. Ltd. (Trinder, Anderson & Co. *Mgrs.*) | 443·9 \| 59·0 \| 25·8<br>458·5 (O.L.)<br>F43′ FK<br>*Cell D B362′ 1255t D* | | | Plymouth<br>British<br>*7 B Hpt Cem*<br>*Coll to Sh dk*<br>6 „ 2nd „<br>*T f43′ 1216t* | Oil Engines 2S.C.SA<br>4Cy.26¾″–91⅝″ 861 NHP<br>2 DB *120lb*<br>Barclay, Curle & Co. Ltd. Gls.<br>*FPT123t APT171t* | 29 ″ 8<br>s 3 ″ 6½<br>26 ″ 3¾ | |
| 77028<br>165876<br>GZPY<br>*Ref. Mchy.* | **Kaipara**<br>2 *Dks & Shelter dk* *Oil Eng.*<br>D.F. E.S.D. ~~2 Dks~~<br>*Cruiser Stern*<br>~~*Tonnage opening closed '40*~~ | | 6882<br>~~6319~~<br>~~3454~~ | ✠100A1 Syd *b*† CL<br>*with freeboard* Liv 2⅛<br>~~4,41 1,40~~ ✠LMC1,38<br>✠Lloyd's RMC ~~11,39~~<br>~~5,41 1,40~~ | | | | 1938<br>1mo | Wm. Doxford & Sons, Ltd Sunderland<br>*Lloyd's SA & CP* | New Zealand Shipping Co. Ltd. (Trinder, Anderson & Co. *Mgrs.*)<br>*Cell D B35* | 438·9 \| 58·9 \| 25·7<br>454·6 (O.L.)<br>F43′ FK<br>6′1385*t MT43′1206t* | | | Plymouth<br>British<br>*7 B Hpt Cem*<br>*Coll to Sh dk*<br>6 „ 2nd „<br>*t FPT148t APT187t* | Oil Engines 2S.C.SA<br>4Cy.26¾″–91⅝″ 861 NHP<br>2 DB *120lb*<br>Wm. Doxford & Sons, Ltd. Sld | 29 ″ 8<br>s 3 ″ 6½<br>~~26 ″ 4½~~<br>26 ″ 4 | |
| 77029<br>120589<br>GRQM | **Kaiping**<br>*ss* Shi. No.3–3,17<br>*ss* Shi. No.2–25<br>D.F. *1 Dk & Spar dk* | | 2563<br>2287<br>1605 | ✠ ...<br>2,30<br>✠ | | | | 1905<br>8mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | Chinese Engineering & Mining Co. Ltd. | 312·0 \| 44·3 \| 13·2<br>B80′ F44′ 20·8<br>FK | | | London<br>British<br>*WB* | T.3Cy.25½″,41½″&68″–45″<br>407 NHP<br>Wllsnd Slpwy. Co. Ld. Nwc. | 23 ″ 0 | |
| 77030 | — | | 325<br>—<br>177 | | | | | 1917 | ..... Haïphong | Soc. Anon. Pannier Haïphong | 143·7 \| 20·3 \| 16·4 | | | Haïphong<br>French | | | |
| 77031<br>146607<br>ZMCY | **Kairanga** (*ex* Saint Rominique)<br>*ss* Auk. No.3–3,35<br>*ss* Auk. No.1–39<br>*1 Dk (Stl)*<br>*Cargo battens not fitted* | | 2830<br>2511<br>1726 | ✠100A1 Auk *u* CL<br>~~5,39~~ 11,40 Syd 2⅛ ~~11,38~~<br>✠LMC5,39 4,40<br>BS7,40<br>*Fitted for oil fuel* 6,22 *F.P. above* 150° F. | | | | 1922<br>6mo | Livingstne & Cooper, Ld. Hessle | Union S.S. Co. of New Zealand, Ld.<br>*Lloyd's SA & CP*<br>*Cell D* | 324·5 \| 44·1 \| 23·2<br>P28′ B85′ F35′ FK<br>*B 262′ 690t FPT66t APT58t*<br>~~New bow '40~~ | | | Wellingtn<br>British<br>*6 B Hpt Cem*<br>*Coll to Sh dk*<br>5 „ „ *U* „ | T.3Cy.20½″,33″&54″–39″ (*s*)<br>180 lb 234 NHP<br>2 SB, *6cf*, GS126, HS4104<br>G.T. Grey & Co. S.Shl. | 25 ″ 6<br>s 3 ″ 10¾<br>21 ″ 10 | |
| 77032<br>279<br>JPNC | **Kairyu Maru** (*ex* Heiyo Maru)<br>*ss* Drn. No.3–8,34<br>*1 Dk (Stl) & Shelter dk (Stl) & Web frames*<br*Longitudinal framing* | | 4365<br>3677<br>2735 | ✠ ...<br>5,35<br>✠ | Drn | *w* | | 1922<br>1mo | Osaka Iron Works, Ld. Innoshima | Dairen Kisen K.K. | 345·0 \| 49·8 \| 28·1<br>P30′ B99′ F34′ *on Shelter dk* FK<br>*Cell D B294′ 1120t* | | | Dairen<br>Japanese<br>*Cem*<br>*B Hto Sh dk*<br>*Collision*<br>5 „ „ *U* „<br>*FPT114t APT29t* | T.3Cy.24″,41″&67″–48″ (*s*)<br>390 NHP<br>2 SB, *6cf*, GS126, HS5400<br>Osaka Iron Works, Ld. | 28 ″ 2 | |
| 77033<br>33600<br>JIBC | — Ⓟ<br>(*ex* Weimar, *ex* Fano, *ex* Secunda)<br>*1 Dk & pt Awng dk* | | 2097<br>1412<br>1559 | | | | | 1899 | Flensburger Schiffsb. Ges. Flensburg | Sanbo Syosen K.K. | 268·9 \| 39·2 \| 15·2<br>P16′ Q84′<br>*pt Awng dk 168′* | | | Kobe<br>Japanese<br>*WB* | T.3Cy.19″,31½″&51″–36″<br>156 NHP<br>Flensburger Schiffsb. Ges. | | |
| 77034<br>29538<br>JSSA | — Ⓟ<br>Wireless *Mchy. Aft* *1 Dk* | | 576<br>438<br>252 | | | | | 1923 | Toba Shipyard Toba | Nichiro Gyogyo K.K. | 155·0 \| 26·0 \| 16·0<br>P79′ F25′ | | | Tokyo<br>Japanese | T.3Cy. | | |
| 77035<br>27245 | **Kaisei Maru** Wood Aux Bkn<br>*1 Dk* | | 551<br>533<br>285 | | | | | 1919 | One Tetsutaro Shimoda | Murayama Suteji | 145·7 \| 24·0 \| 17·3 | | | Shimoda<br>Japanese | C.2Cy. | | |
| 77036<br>DHNQ | **Kaiser** Ⓟ Twin Sc<br>Sub.Sig. D.F. *2 Dks 3tr B* | | 1912<br>1043<br>724 | | | | | 1905 | Akt. Ges. "Vulcan" Stettin | Hamburg Amerik. Packetf. A.G. (Ham-Amer Linie) | 303·1 \| 38·4 \| 13·3 | | | Hamburg<br>German<br>*WB* | 4 Steam Turbines DR geared to 2 Sc. Shafts NE22 NB35 Allgem. Electr. Ges. Berlin | | G |
| 77037<br>37281<br>JCFH | **Kaisoku Maru**<br>*Mchy. Aft* *Oil Eng.*<br>*1 Dk*<br>*Cruiser Stern Carrying Petroleum in bulk* | | 1126<br>946<br>586 | | | | | 1931 | Yokohama Dock Co. Ld. Yokohama | Nippon Tanker K.K. | 220·8 \| 34·5 \| 18·2<br>P52′ F36′ | | | Tokyo<br>Japanese<br>*WB* | Oil Engines 4S.C.DA<br>6Cy.16¾″–23⅝″ 327 NHP<br>Yokohama Dock Co Ld. Yka | | |
| 77038<br>21538<br>JEOD | **Kaisyo Maru** Ⓟ (*ex* Kaisho Maru–38)<br>*ss* Kob. No.3–8,31<br>*ss* Kob. No.1–35<br>*2 Dks (Stl)* | | 6070<br>5170<br>4417 | ✠ ...<br>4,39<br>✠ | Kob | *z* | | 1918<br>6mo | Osaka Iron Works, Ld. Osaka | Hatiuma Kisen K.K.<br>*Cell D B360′ 1064t D Ta27′ 761* | 407·3 \| 50·8 \| 32·6<br>P40′ B137′ F42′ FK<br>*t FPT106t APT25t* | | | Hasidate<br>Japanese<br>*7 B H Cem* | T.3Cy.27″,45″&75^–51″<br>553 NHP<br>3SB, *9cf*, GS190, HS8100<br>Osaka Iron Wrks. Ld. Osaka | 32 ″ 7 | C<br>† |
| 77039<br>44609<br>JHWL | —<br>D.F. GyC. *2 Dks*<br>*Cruiser Stern* | | 4164<br>—<br>2420 | | | | | 1938 | Harima S.B. & Eng. Co. Ld. Harima | Kaiyo Kisen K.K. | 363·6 \| 50·0 \| 29·0 | | | Kobe<br>Japanese<br>*WB* | 1 steam turbine DR geared to 1 screw shaft 467 NHP<br>Kawasaki Dkyd Co Ld Kobe | | C |
| 77040<br>32473<br>JOLH | **Kaisyu Maru** Twin Sc<br>(*ex* Kaishu Maru–38, *ex* Martinique)<br>*Mchy. Aft* *Oil Eng.*<br>*ss* Sng. No.2–24<br>*1 Dk* | | 489<br>410<br>303 | ✠ ...<br>11,27 | | | | 1916<br>4mo | Frdrkshvn Værft Fredrikshavn | Osaki Kisen K.K. | 161·6 \| 28·6 \| 11·6<br>B33′ F28′<br>FK | | | Amagasaki<br>Japanese<br>*WB* | Oil Engines<br>NE<br>Nippon Hatsudoki K.K. | 12 ″ 6 | |
| 77041<br>40167<br>JYMH | **Kaisyun Maru**<br>(*ex* Kaishun Maru–38)<br>*Mchy. Aft* *Oil Eng.*<br>*1 Dk* | | 495<br>—<br>268 | | | | | 1935 | Osaka Iron Works, Ld. Innoshima | Kinkai Kaisoku Kisen K.K. | 165·0 \| 27·5 \| 14·0<br>P40′ F18′ | | | Osaka<br>Japanese<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.14⅞″–20⅞″ 117 NHP<br>Hanshin Tekkosho, Kobe | | |
| 77042<br>93995<br>ZMCK | **Kaitoa** Ⓟ Twin Sc<br>*Well deck*<br>Wireless *1 Dk* | | 319<br>194<br>136 | ✠<br>7,09<br>✠ | Gls | *d* | | 1909<br>7mo | Mackie & Thomson, Ld. Glasgow | Anchor Shipping & Foundry Co. Ld. | 130·0 \| 22·5 \| 8·3<br>Q67′ B14′ F22′<br>FK<br>*D Ta12′ 22t FP* | | | Nelson, NZ<br>British<br>*4 B H Cem*<br>*T13t APT7t* | C.4Cy.10¾″&24″–18″<br>65 RHP<br>1SB, *2pf*, GS39, HS1297<br>Ross & Duncan, Glasgow | 9 ″ 0 | |
| 77043<br>165885<br>GQGG | **Kaituna**<br>*Oil Eng.*<br>D.F. E.S.D. *1 Dk & Shelter dk* ~~*2 Dks*~~<br>*Cruiser Stern*<br>*Butts of shell & decks electrically welded*<br>*Tonnage opening closed '41 (W.E.)* | | 4907<br>4174<br>2854 | ✠100A1 Liv *a*† OG<br>*with freeboard* ~~N Yk~~ Mel<br>~~5,10 1,10~~ ✠LMC12,38<br>4,41<br>*Carrying fuel oil F.P. above* 150° F. *in deep tank* | | | | 1938<br>12mo | Eriksbergs M.V. Aktieb. Gothenburg<br>*Lloyd's SA & CP* | New Zealand Shipping Co. Ltd. (Trinder, Anderson & Co. *Mgrs.*)<br>*Duct keel fwd.* | 413·6 \| 56·6 \| 25·3<br>432·2 (O.L.)<br>F39′ FK<br>*of mchy. space*<br>*Cell D B344′ 1517t* | | | Plymouth<br>British<br>*7 B H*<br>*Coll to Sh dk*<br>6 „ 2nd „<br>*M T29′ 1176t* | Oil Engines 2S.C.DA<br>7Cy.17½″–47½″ 751 NHP<br>DB *100lb*<br>Eriksbergs M.V. Akt. Got.<br>*FPT121t APTs25½t* | ~~28 ″ 9~~<br>~~s 3 ″ 11½~~<br>~~25 ″ 9~~<br>38 ″ 9<br>s12 ″ 1½<br>26 ″ 9½ | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Temps assigné maintenant entre Visites d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté si ce n'est dans le L. R. Derrick Cert. Boiler. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77044<br>22182<br>JFKI | **Kaiun Maru No. 1** (*ex* Kwaiun Maru No. 1–38) | **Wood**<br>1 *Dk* | 1056<br>946<br>608 | | | | | 1918 | Kusumi Iwakichi Osaka | Government of Japan (Dept. of Railways) | 205·0 | 34·8 | 19·3 | Tokyo Japanese | T.3Cy. 14½″, 23½″ & 40½″–30″ 90 NHP Marita Tekkosho, Osaka | | |
| 77045<br>43446<br>JSEL | **Kaiun Maru No. 2** | **Wood**<br>*Oil Eng.* | 323<br>—<br>239 | | | | | 1937 | Yemura Kwantaro Komatsushimo | Turumaru Hirotaro | 112·2 | 25·4 | 11·9 | Osaka Japanese | Oil Engines | | |
| 77046<br>23502<br>JSSB | **Kaiwa Maru** Ⓟ<br>Wireless | 1 *Dk* | 1045<br>869<br>747 | | | | | 1918 | Bingo Dockyard Innoshima | Kita Nippon Kisen K.K. | 208·0 | 31·0 | 18·4 | Amino Japanese | T.3Cy. 14½″, 24″ & 40½″–30″ 90 NHP Shinzaike Tekkosho, Saigon | | |
| 77047<br>143324<br>ZMDW | **Kaiwarra**<br>*ss* Auk. No. 1–40<br>*ss* Wln. No. 3–2,36 | 1 *Dk (Stl)* | 3051<br>2830<br>1847 | ✠100A1<br>4,40 ~~3,89~~<br>~~B&S 4,40~~ ✠LMC ~~4,40~~ 4,40 | Wln<br>Auk | *u* | CL<br>N3,39 | 1919<br>7mo | J. Blumer & Co. Sunderland | Union S.S. Co. of New Zealand, Ltd. | 331·3 | 46·8 | 23·2<br>P33′ B98′ F28′ FK<br>*C* | Wellington British<br>7 *BHCem* | T.3Cy. 25″, 41″ & 68″–45″ (*s*) 180 lb 358 NHP<br>3SB, 9*cf*, GS153, HS5817<br>105 *t APT* 42 *t* J. Dickinson & Sons, Ld. Sld. | 25 ″ 6<br>*s* 3 ″ 11½<br>21 ″ 9 | |
| 77048<br>43992<br>JWGL | **Kaizyo Maru** (*ex* Kaijo Maru–39)<br>D.F. 1 *Dk*, 2nd *dk* clear of cargo tanks<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | *Oil Eng.* | 8637<br>8030<br>6368 | ✠ ~~100A1~~ 5,41<br>~~B&S 10,39~~ ✠LMC ~~10,39~~<br>*Carrying Petroleum in bulk* | Yka | | CL<br>9,38 | 1937<br>10mo | Mitsubishi Jukogyo K.K. Yokohama | Nippon Tanker K.K.<br>*Lloyd's* | 474·9<br>494·3 (O.L.)<br>P137 B37′ F40′ FK<br>*Cell D Bu E* 48′ 169 *t* | 61·0 | 37·5<br>*DTf* 36′ 292 *t FPT* 18 *t APT* 143 *t* | Tokyo Japanese<br>14 *BHpt Cem*<br>2 DB 163 *lb* | Oil Engines 2S.C.DA 6Cy. 23⅝″–43 5/16″ 1163 NHP<br>Mitsubishi Jukogyo KK Yka | 37 ″ 6 | |
| 77049<br>747<br>JQWG | —<br>*Mchy. Aft* *Cruiser Stern*<br>*Carrying Petroleum in bulk* | *Oil Eng.* | 3271<br>—<br>2023 | | | | | 1939 | Harima S.B. & Eng. Co. Ld. Harima | Dairen Kisen K.K. | 312·0 | 48·6 | 25·0 | Dairen Japanese | Oil Engines 2S.C.SA 5Cy. 23⅝″–41⅜″ 485 NHP Kobe Steel Works, Harima | | |
| 77050<br>9746<br>JKQC | —<br>(*ex* Kaijo Maru–38) Ⓟ | 1 *Dk & Spar dk* | 2025<br>1656<br>1153 | | | | | 1906 | Kawasaki Dockyd Co Ld Kobe | Osaka Syosen K.K. | 285·5<br>P40′ B90′ F40′ | 38·0 | 20·5 | Osaka Japanese<br>*WB* | T.3Cy. 21⅞″, 36″ & 60″–39″ 225 NHP Kawasaki Dkyd Co Ld Kobe | 23 ″ 1 | |
| 77051<br>295<br>ESAF | **Kajak** (*ex* Gagara, *ex* Zandbergen, *ex* Bacchus)<br>*ss* Tln. 3rd No. 3–10,37 | 1 *Dk (Stl) & deep framing & Web frames 3 Dk rule*<br>*Cargo battens not fitted* | 3234<br>2931<br>1973 | ✠100A1<br>4,40<br>B&S 4,40 ✠LMC 9,37 | Mch | *u* | 4,40 | 1902<br>7mo | R. Duncan & Co. Ld. Pt. Glasgow | Tallinna Laevaühisus A.S. (The Tallinn Shipping Co. Ld.) | 325·2<br>P29′ B92′ F36′ FK | 48·7 | 21·4<br>*Cell D Ba* 11 0′ *u E & B* 38′ *f* 140′ 78 *t Pooptank* | Tallinn Estonian<br>6 *BHCem* | T.3Cy. 24½⅛″, 40″ & 65″–42″ (*s*) 180 lb 294 NHP<br>2SB, 6*pf*, GS118, HS4508<br>D. Rowan & Co. Glasgow<br>12′ 62 *t FPT* 100 *t APT* 119 *t* | 24 ″ 0<br>*s* 3 ″ 10½<br>20 ″ 4 | |
| 77052<br>139556<br>VPQD | **Kajang**<br>2 *Dks* | | 2082<br>1838<br>1284 | | | | | 1916 | Taikoo Dckyrd & Eng Co. of HK Gld. Hong Kong | Straits S.S. Co. Ld. | 279·0<br>F24′ | 41·1 | 20·5 | Singapore British | T.3Cy. 18″, 29″ & 48″–33″ 132 NHP<br>Taikoo Dockyard & Eng. Co. of Hong Kong, Ld. | | |
| 77053<br>157653<br>ZMDJ | **Kakapo**<br>1 *Dk* | | 2498<br>1911<br>1279 | ✠100A1<br>1,11 ~~1,10~~<br>✠LMC 10,37 | Auk | *s* | CL<br>1,41 | 1937<br>10mo | A. Stephen & Sons, Ld. Glasgow | Union S.S. Co. of New Zealand, Ltd. | 282·9<br>293·7 (O.L.)<br>P29′ B88′ F25′ FK<br>461 *t MT* 8′ 192 *t FPT*<br>*Lloyd's* *Cell D B* 228′ | 45·2 | 19·5<br>58 *t APT* 68 *t* | Wellington British<br>4 *BHAsp* | T.3Cy. 21″, 34″ & 56″–39″ (*s*) 200 lb 356 NHP<br>2SB, 6*cf*, GS120, HS5770 FD<br>A. Stephen & Sons, Ld. Gls. | 21 ″ 6<br>*s* 2 ″ 9½<br>18 ″ 11 | |
| 77054<br>34710<br>JUEF | **Kakinoura Maru**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | | 838<br>735<br>610 | | | | | 1929 | Harada Zosen K.K. Osaka | Kyushu Tanko K.K. | 150·3<br>B96′ | 32·8 | 19·0 | Sakito Japanese<br>*WB* | Oil Engines 6Cy. Niigata Iron Works, Tokyo | | |
| 77055<br>FNLI | **Kakoulima**<br>*Fitted for oil fuel*<br>*Ref. Mchy.* D.F. 2 *Dks & Awning dk* | | 3723<br>3383<br>1751 | | | | | 1933 | Ch. & Atel. de Provence S.A. Port de Bouc | Cie. des Chargeurs Réunis | 324·8<br>B96′ | 48·6 | 30·4 | Bordeaux French<br>*WB* | T.3Cy. 26⅝″, 41⅛″ & 66½⅝″–43 5/16″ 294 NHP<br>Ch. & Atel. de Provence, Msl. | | V |
| 77056<br>210974<br>KBWS | **Kalani** (*ex* Helen Whittier–38, *ex* West Lianga)<br>*Fitted for oil fuel* | | 5506<br>5309<br>3412 | 100A1 Bal<br>Examined 9,40<br>(*Class Contemplated*) | | | | 1918 | Skinner & Eddy Corp. Seattle, Wash | Matson Navigation Co. | 409·6<br>P43′ B115′ F47′ | 54·2 | 27·1<br>*WB* | S. Frncisco Utd. States | DR geared steam turbine<br>General Electric Co. Schenectady, N.Y | | R |
| *Now "Empire Cheetah," see No. 35065 in Supplement* | | | | | | | | | | | | | | | | | |
| 77057<br>130119<br>VQRN | **Kalarand** (*ex* San Lucar–37)<br>Wireless D.F. | 1 *Dk & Spar dk* | 1527<br>1445<br>859 | | | | | 1906 | Fredrkstad Mek. Værks. Fredrikstad | ~~Øst. Kalandus~~ Ministry of War Transport | 251·1<br>H50 *t* | 35·0 | 21·3<br>*WB* | Colombo British | T.3Cy. 20″, 34″ & 54″–36″ 175 NHP<br>Fredrikstad M.V. Frdstad. | | N |
| 77058<br>153811<br>VTCR | **Kalavati** Ⓟ<br>*ss* Bom. No. 2–36<br>Wireless 1 *Dk & Shelter dk (Stl–teaks)* | | 1408<br>943<br>676 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>9,40 ~~8,39~~<br>~~B&S 9,39~~ ✠LMC ~~9,39~~ 9,40 | Bom<br>Cal | *p*<br>1 3/16 | CL<br>7,37 | 1928<br>11mo | Bow, McLachlan & Co. Ld. Paisley | Bombay Steam Navigation Co. Ld. | 230·8<br>F34′ FK | 38·6 | 14·7<br>*Cell D Bu E* 25′ 53 *t* | Bombay British<br>5 *BHpt Cem*<br>*pt Asp* | T.3Cy. 17″, 29″ & 48″–33″ (*s*) 200 lb 267 NHP<br>2SB, 6*cf*, GS131, HS4500 FD<br>Bow, McLachln & Co Ld Psy | 16 ″ 0<br>*s* ″ 4½<br>16 ″ 0½ | |
| 77059<br>LJFE | **Kaldfonn**<br>*Oil Eng*<br>D.F. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Carrying Petroleum in bulk* | | 9931<br>9191<br>5903 | | | | | 1936 | Deutsche Werft A G Bet Finkenwrder Hamburg | Skibs A/S Ringfonn (Sigval Bergesen) | 492·9<br>P113′ F74′ | 66·1 | 36·4 | Stavanger Norwegian<br>*WB* | Oil Engines 2S.C.DA 6Cy 23⅝″–43 5/16″ 1167 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | N |
| 77060<br>165996<br>GNWP | **Kalev** (*ex* Limoges)<br>1 *Dk*<br>*Cargo battens not fitted* | | 1867<br>1628<br>~~1108~~<br>1102 | ✠ 100A1 Gls<br>(*Reclassification Contemplated*) ✠<br>Examined 1,41 BS 1,41 | | | | 1917<br>9mo | Toledo S.B. Co. Toledo, Ohio | Ministry of Shipping (W. Tulley & Co. Ld. *Mgrs.*) | 251·0<br>P21′ B64′ F30′ FK | 43·8 | 18·9<br>*WB* | ~~Tallinn~~ Estonian Glasgow British | T.3Cy. 20½″, 33″ & 54″–40″ 180 lb (*s*) 260 NHP<br>2SB, 6*cf*, GS126, HS4828<br>Toledo S.B. Co. Toledo, O. | 21 ″ 0<br>*s* 2 ″ 7<br>18 ″ 7½ | V<br>† |
| 77061<br>ESAH | **Kalevipoeg** Ⓟ (*ex* Alexey, *ex* Nordkusten)<br>Wireless | 1 *Dk* | 541<br>269<br>306 | | | | | 1892 | O.A. Brodin Gefle | Pärnu Laeva A/S | 160·3<br>P106′ H42′ F17′ | 26·3 | 11·8 | Pärnu Estonian | T.3Cy. 14⅜″, 23⅝″ & 38″–28⅝″ NB25 73 NHP<br>Nya Aktieb. "Atlas," Skm. | | V |
| 77062<br>165974<br>GRPQ | **Kalewa**<br>D.F. E.S.D. | 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 4389<br>3948<br>2556 | | | | | 1940 | Wm Denny & Bros. Ld. Dumbarton | British & Burmese S.N. Co. Ld. (P. Henderson & Co. *Mgrs.*) | 409·2<br>B25′ F33′ | 55·2 | 24·9<br>*WB* | Glasgow British | T.3Cy. 22″, 38″ & 65″–45″ 283 NHP Rankin & Blackmore Ld Grk | | C |
| 77063<br>145180<br>GKQL | **Kalgan** Ⓟ<br>*Fitted for oil fuel*<br>2 *Dks* | | 2655<br>2225<br>1556 | | | | | 1921 | Scotts' S.B. & Eng. Co. Ld. Greenock | China Nav. Co. Ld. | 310·3 | 44·2 | 20·9<br>*WB* | London British | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>Scotts' S.B. & Eng. Co. Ld. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Late Name if any. | 3 Material, Rig, &c. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. | 6 Date of last Survey. | 7 Port of Survey. Year Assigned / now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Ft. of Cl. & Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77064<br>155322<br>VJDS | **Kalingo**<br>*ssDdn.No.3-3,40 ~~ssSyd.No.3-26~~*<br>*1 Dk (Stl)*<br>*Cargo battens not fitted* | | 2047<br>1733<br>1154 | ✠100A1<br>~~3,40~~ 2,41<br>~~BS4,39~~ BS2,41 | Dda.<br>✠LMC~~3,40~~ 3,40 | Wln | *s* | CL<br>N1,39 | 1927<br>11mo<br>*Lloyd's* | Clyde S.B. &E.Co.Ltd. Port Glasgow<br>*SA&CP* | Union S.S.Co.of New Zealand, Ld.<br>*Cell D* | 283·0 \| 43·1 \| 17·5<br>P26'B86'F37' FK<br>*B239'524t FPT97t* | Sydny NSW<br>British<br>*ABHptCem APT70t* | T.3Cy.20″,32″&54″–36″ (*s*)<br>200lb 219NHP<br>2SB,*6cf*,GS150,HS3616<br>Clyde S.B.&E.Co.Ltd.P.Gl. | 19 ″ 6<br>s 2 ″ 6½<br>17 ″ 2 | |
| 77065<br>UNZL | **Kalinin** (*ex* Karin)<br>Sub.Sig. *Oil Eng.*<br>2 *Dks* | | 4156<br>3871<br>2454 | | | | | 1924 | F.Schichau<br>Danzig | U.S.S.R. | 348·8 \| 48·6 \| 28·6<br>F37' | Odessa<br>Russian<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.29½″–43⅜″ 507NHP<br>F.Schichau, Elbing | | |
| 77066<br>5401<br>SLQA | **Kalix**<br>1 *Dk & Shelter dk* | | *2801*<br>*2436*<br>*1425* | | | | | 1913 | Sir Raylton Dixon&Co Ld<br>Middlesbro' | Trafikaktiebolget Grängesberg-Oxelösund (M.Waldenström, *Mgr.*) | 310·0 \| 46·4 \| 21·6<br>H165*t* 28·9 | Stockholm<br>Swedish<br>*WB* | T.3Cy.23½″,33″&64″–42″<br>265NHP<br>N.E.MarineEngCoLd.Nwc | | V |
| 77067<br>TCCA | **Kalkavan** (*ex* Kalkavan Zade–36, *ex* Arktis, *ex* Bollan, *ex* Ainsdale. *ex* Sailing Vessel)<br>*Mchy Aft* *ssBel.2ndNo.3–7,17*<br>*ssKel.No.2–27*<br>1 *Dk (Irn) 2tr B* | | 1986<br>1742<br>1119 | ✠<br>6,30<br>✠NE&B4,18 | | Bmn | *r* | 1890<br>10mo | C.J.Bigger<br>Londonderry | Kalkavan Riza ve Oglu Ismail Vapurlari Idaresi<br>*Intermediate B Hin* | 270·0 \| 39·8 \| 23·4<br>Q48'F31'<br>BK9½″<br>*hold dispensed with FPT130t* | Istanbul<br>Turkish<br>*Cem* | T.3Cy.15″,25½″&41″–30″<br>NDB18 113NHP<br>1SB,*3cf*,GS63,HS1916<br>MacColl&Co.Ld.Belfast | 24 ″ 10 | |
| 77068<br>75<br>SWGT | **Kalliopi** (*ex* Nymphe, *ex* Oceana, *ex* Kermanshah, *ex* Himalaia)<br>*ssPir.2ndNo.3–7,33*<br>1 *Dk (Stl) & Spar dk (Stl) & deep framing* | | 4965<br>4609<br>3120 | ✠ ——<br>1,38 | | Cpn | *y* | 1910<br>1mo | Nthmblnd S.B.Co.Ld. Newcastle<br>*Cell D Ba132'* | D.J.Pateras&Sons<br>*u E24'f169'1010t D* | 390·0 \| 52·5 \| 27·1<br>P31'B112'F42' FK<br>*Ta37'915t FPT110t* | Chios<br>Greek<br>*6BHCem APT50t* | T.3Cy.26″,42″&72″–48″<br>415NHP<br>3SB,*9cf*,GS189,HS6738<br>N.E.MarineEng.CoLdNwc | 29 ″ 8 | C<br>† |
| 142/40<br>800<br>SVBG | **Kalliopi S.** (*ex* Humanitas–34, *ex* Humilitas–33, *ex* Elzasier–32, *ex* War Wager)<br>*ssAnt.No.3–4,30*<br>*ssRot.No.2–38*<br>D.F. 1 *Dk (Stl)*<br>*Cargo battens not fitted* | | 5152<br>4745<br>3105 | ✠100A1<br>11,39<br>BS5,39 | ✠LMC5,38 | Nwc | *y* | CL<br>6,37 | 1918<br>5mo<br>*Lloyd's* | J.L.Thompson&Sons, Ld. Sunderland<br>*Cell D Ba $u E 147'f180'1035t DT* | J.Stavrou&Co.Ld.<br>*SA&CP* | 413·1 \| 52·2 \| 28·5<br>400·3<br>P49'B113'F39' FK<br>*a28'1167t FPT119t APT179t* | Piræus<br>Greek<br>*7BHptCem* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>N.E.MarineEng.Co.Ld.Sld | 31 ″ 0<br>s 5 ″ 11⅜<br>25 ″ 3 | |
| 77070<br>DHNR | **Kalmar**<br>1 *Dk & Web frames* | | 965<br>801<br>580 | | | | | 1895 | Germania-werft<br>Kiel | H.M.Gehrckens | 224·1 \| 32·9 \| 13·5<br>Q67'B105'F25' | Hamburg<br>German<br>*WB* | T.3Cy.17¾″,28¾″&45¼″–40¾″<br>115NHP<br>A.G."Germania," Berlin | | G |
| 77071<br>7034<br>SFCI | **Kalmarsund I.** Ⓟ<br>*Cruiser Stern*<br>1 *Dk* | | 320<br>188<br>145 | | | | | 1923 | Oskrshmns M.V.Aktieb. Oskarshamn | ÅngbåtsA/B Kalmarsund (J.B. Jeansson, *Mgr*) | 108·0 \| 27·5 \| 12·0<br>B59' | Kalmar<br>Swedish<br>*WB* | T.3Cy.13$\frac{23}{32}$″,22″&36″–24″<br>63NHP<br>OskarshamnsM.V.Aktieb. | | |
| 77072<br>7362<br>SFCK | **Kalmarsund II.** Ⓟ<br>*Cruiser Stern*<br>1 *Dk* | | 365<br>215<br>219 | | | | | 1927 | Oskrshmns M.V.Aktieb. Oskarshamn | ÅngbåtsA/B Kalmarsund (J.B. Jeansson, *Mgr.*) | 124·5 \| 27·0 \| 10·3<br>B63'H38*t* | Kalmar<br>Swedish<br>*WB* | T.3Cy.13$\frac{23}{32}$″,22″&36″–24″<br>63NHP<br>Oskarshamns M.V.Aktieb. | | |
| 77073<br>172590<br>VTGC | **Kalmarsund IX.**<br>*ssHbg.No.2–39*<br>*Well deck* D.F. *Cruiser Stern*<br>*Cargo battens not fitted* 1 *Dk (Stl)*<br>*Strengthened for Navigation in Ice* | | 1158<br>823<br>678 | ✠100A1<br>10,39<br>BS7,40 | ✠LMC2,39 | Bom | *n* | OG<br>6,39 | 1931<br>1mo<br>*Lloyd's* | Hlsingbrgs Varfs&Svetsnings Aktieb. Helsingborg<br>*SA&CP* | Thoban Devji Shah & Meghji Gopalji<br>*Cell D* | 221·4 \| 35·0 \| 12·8<br>234·2(O.L.)<br>P17'B56'Q62'F27' FK<br>*B186'343t APT69t* | Bombay<br>British<br>*4BHCem* | T3Cy.16½″,24½″&42⅛″–27⅛″<br>1921lb (*s*) 114NHP<br>2SB(Spt),*4cf*,GS54,HS1899<br>Helsingborgs Varfs.& SvetsningsA/B | 14 ″ 11<br>s ″ 9⅜<br>14 ″ 2⅜ | |
| 77074<br>5705<br>SFCR | **Kalmarsund X.**<br>D.F. 1 *Dk* | | *1102*<br>*906*<br>*605* | | | | | 1915 | Oskrshmns M.V.Aktieb. Oskarshamn | ÅngbåtsA/B Kalmarsund (J.B. Jeansson, *Mgr.*) | 224·0 \| 35·7 \| 16·0<br>P21'B57'F25' | Kalmar<br>Swedish<br>*WB* | T.3Cy.17½″,29″&48″–30″<br>126NHP<br>OskarshamnsM.V.Aktieb. | | V |
| 77075<br>7750<br>SIRN | **Kalmia** Twin Sc<br>*Oil Eng*<br>D.F. *ssGot.No.2–39*<br>*Mchy.Aft* *Cruiser Stern* 1 *Dk (Stl)*<br>*Special Surveys to date from* 1,32 | | *8246*<br>*7509*<br>*4831* | ✠100A1<br>~~4,40~~ ——<br>✠LMC CS9,39<br>DBS3,39 8,38<br>*Carrying Petroleum in bulk* | | Got | *c* † | CL<br>~~16,37~~<br>8,38<br>P4,40 | 1931<br>6mo<br>*Lloyd's* | Caledon S.B.&E.Co.Ltd Dundee<br>*SA&CP* | Rederiaktieb Transmark (G.Carlsson, *Mgr.*)<br>*Cell D Bu E70'279t* | 464·6 \| 59·3 \| 35·8<br>468·5(O.L.)<br>P96'F37' FK<br>*Df29'470t FPT11* | Gothenbrg<br>Swedish<br>10*BHptAsp 4tAPT248t* | Oil Engines 4S.C.SA<br>14Cy.21⅝″–39⅜″ 633NHP<br>2DB*150lb*<br>Gotaverken A/B.Got. | 35 ″ 6<br>s8 ″ 4½<br>27 ″ 4½ | |
| 77076<br>OZFH | **Kalö**<br>D.F. 1 *Dk*<br>*Cruiser Stern* | | 1973<br>1778<br>1154 | | | | | 1937 | Helsingörs Jernsk &Msk. Elsinore | A/S Dampskibs. "Heimdal" (M. Carl, *Mgr.*) | 271·8 \| 42·1 \| 19·8<br>P21'B59'F27' | Copnhagn<br>Danish<br>*WB* | C.3Cy.(2)15¾″&39¾″–37⅜″& LP turbine with reduction gear & chain drive 213NHP<br>HS2870<br>ElsinoreS.B.Co.Elsinore | | V |
| 77077<br>63<br>YLAK | **Kalpaks** (*ex* Leyton, *ex* Marie Louise)<br>1 *Dk* | | 2190<br>1718<br>1182 | | | | | 1913 | Atel.&Ch. de la Loire Nantes | Tv."Kalpaks" redereja (M.Kalnins, *Mgr.*) | 269·9 \| 39·4 \| 20·5<br>P19'B55'F23' | Riga<br>Latvian<br>*WB* | T.3Cy.18⅛″,29$\frac{13}{16}$″&49$\frac{7}{16}$″–37$\frac{13}{16}$″ 147NHP<br>Atel.&Ch.de la Loire, Nts. | | V |
| 77078<br>142408<br>MLRW | **Kalua** (*ex* Dacapo)<br>*ssGoo.2ndNo.3–10,33*<br>*ssGoo.No.1–37*<br>*Well deck* 1 *Dk (Stl)* | | 722<br>526<br>412 | 100A1<br>~~5,40~~ ~~12,30~~ 12,40<br>~~BS9,38~~ LMC7,37<br>~~MBS11,40~~ DBS6,40 | | Goo | *k* | OG<br>12,39 | 1908<br>*Lloyd's* | J.Crown& Sons, Ld. Sunderland<br>*SA&CP* | C.Strubin&Co. Ld<br>*Cell D Ba57'f88'* | 195·0 \| 30·1 \| 11·0<br>Q96'B15'F22' FK<br>198*t APT14t* | Goole<br>British<br>*4BHCem* | T.3Cy.14″,23½″&38″–27″ (*s*)<br>180lb *100lb* 75RHP<br>1SB,*2cf*,GS64,HS1546<br>N.E.MarineEng.Co.Ld.Sld | 13 ″ 3<br>s ″ 8¼<br>12 ″ 8½ | |
| 77079<br>OXBS | **Kalundborg** Ⓟ<br>(*Ferry*) *Oil Eng.*<br>Wireless D.F. 3 *Dks* | | 1359<br>953<br>552 | | | | | 1931 | Akt. Burmeistr & Wain Copenhagen | De Danske Statsbaner | 257·7 \| 40·0 \| 14·4 | Kalundbrg<br>Danish<br>*WB* | Oil Engines 2S.C.SA<br>6Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 404NHP<br>Akt.Burmeistr&Wain,Cpn | | |
| 77080<br>50<br>SVAY | **Kalypso Vergotti** (*ex* War Server)<br>*ssBly.No.3–2,31*<br>*ssGen.No.1–36*<br>1 *Dk (Stl)* | | 5686<br>4776<br>3176 | ✠100A1<br>Examined 5,41 Bry | LMC~~4,40~~ | ~~Ams~~ | *n* | CL<br>2,39 | 1918<br>7mo<br>*Lloyd's* | A.McMillan&Son, Ld. Dumbarton<br>*SA&CP* | Eptanisos SS Co. Ld. | 400·4 \| 52·3 \| 28·5<br>P49'B113'F39' FK<br>*Cell DB345'1122t DTa28'1167t FPT123t APT198t* | Argostoli<br>Greek<br>*7BHptCem* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 490NHP<br>3SB,*9cf*,GS190,HS7020 FD<br>D.Rowan&Co.Ld.Glasgow | 31 ″ 0<br>s 5 ″ 11½<br>25 ″ 3½ | |
| 77081<br>UOCB | **Kama** (*ex* Skogvik–33, *ex* York, *ex* Lake Helen)<br>*ssNNs.No.3–4,29*<br>*ssOsl.No.1–32*<br>1 *Dk (Stl)* | | 1921<br>1672<br>1094 | ✠ ...<br>7,34<br>✠ | | Osl | *r* | 1918<br>9mo | M'Dougall-<br>Duluth Co. Duluth, Min. | U.S.S.R.<br>*Cell D* | 251·0 \| 43·6 \| 18·1<br>P27'B64'F35' FK<br>*B214'581t FPT70t* | Leningrad<br>Russian<br>*4BHCem APT94t* | T.3Cy.17½″,33″&54″–40″<br>274NHP<br>2SB,*6cf*,GS126,HS5246<br>McDougall-Duluth Co. | 20 ″ 3 | |
| 77082<br>35367<br>JFZC | **Kamakura Maru** Ⓟ Twin Sc<br>(*ex* Chichibu Maru–39) *ssYka.No.2–38*<br>*Ref. Mchy.* *Oil Eng.*<br>D.F. GyC. 3 *Dks (Stl–Wther dk pt teak s) 4th dk (Stl) in Nos.1,2 & 3 holds*<br>*Cruiser Stern* | | 17526<br>11586<br>10275 | ✠100A1<br>*with freeboard*<br>~~11,40~~ ~~12,40~~ 5,41<br>✠LMC CS2,38<br>DBS~~4,40~~ 11,40 ~~11,36~~ 6,40<br>✠Lloyd'sRMC~~11,39~~ 3,41<br>*Fitted for carrying oil* 3,30 *F.P. above 150° F. in deep tanks* | | Yka | *lt* | CL<br>P1,39<br>S1,40 | 1930<br>3mo<br>*Lloyd's* | Yokohama Dock Co.Ld. Yokohama<br>*SA&CP*<br>*Cell D B455'* | Nippon Yusen K.K.<br>*Upper bridge 343' FK*<br>*2131t DTsa40' 746t DTf11'627t FPT106t APT276t* | Tokyo<br>Japanese<br>10*BHptCem* | Oil Engines 4S.C.DA<br>16Cy.33$\frac{1}{16}$″–59$\frac{1}{16}$″<br>2DB*120lb* 3380NHP<br>Akt.Burmeistr&Wain,Cpn | 42 ″ 6<br>s14 ″ 3<br>28 ″ 6 | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 3 4 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'équipement. | 7a Date de la dernière visite du Navire porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moyens. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Longueur en pieds anglais de la Quille ou de la Perpendiculaire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77083 UOGI | **Kamchadal** (*ex*Lake Fansdale) *Fitted for oil fuel* 1 *Dk 2 tr B* | 2598 2243 1609 | ✠ ... 1,21 | ✠ | | | 1919 10mo | American S.B.Co. Lorain, O. | U.S.S.R. | 250·9 P25′ | 43·6 B64′ | 26·1 F23′ FK | Vladvostk Russian *WB* | T.3Cy.21″,35″&59″–42″ 352 NHP American S.B.Co. Lorain, O. | 28 ″ 2 | |
| 77084 UOEI | **Kamchatka** (*ex*Chase, *ex*Paria, *ex*Lake Elrio) *Fitted for oil fuel* 1 *Dk* | 2701 2233 1517 | | | | | 1919 | Gt. Lakes Eng. Works Ashtabula, O | U.S.S.R. | 253·8 B95′ | 43·6 | 25·1 | Vladvostk Russian *WB* | T.3Cy.19″,35″&59″–42″ 226 NHP Great Lakes Eng. Works, Ashtabula, O. | | |
| 77085 UVBL | **Kamchatneft-Razvedka** (*ex*Commercial Alabaman–38, *ex*Commercial Mariner, *ex*Rushville) *Fitted for oil fuel* 1 *Dk 2 tr B* D.F. | 2560 2203 1586 | ✠ ... 10,20 | ✠ | | | 1920 5mo | Toledo S.B.Co Toledo, Ohio | U.S.S.R. | 251·0 P25′ B64′ F23′ FK | 43·6 | 25·8 | Petropav-losk Russian *WB* | T.3Cy.22″,36″&59″–42″ 315 NHP Toledo S.B.Co. Toledo | 28 ″ 2 | |
| 77086 UNZW | **Kamenets-Podolsk** *ss* Ham. No. 3–10, 27 2 *Dks* | 5117 4697 3131 | ✠ ... 1,30 | ✠ | | | 1915 10mo | Bartram & Sons, Ld. Sunderland | U.S.S.R. | 400·0 P36′ B119′ F40′ FK | 52·4 | 28·0 | Odessa Russian *WB* | T.3Cy.27½″,45″&75″–48″ 476 NHP J. Dickinson & Sons, Ld. Sld. | 30 ″ 6 | |
| 77087 DJWR | **Kamerun** *Oil Eng.* D.F. 2 *Dks* *Cruiser Stern* | 5042 3966 2844 | | | | | 1938 | Bremer Vulkan Vegesack | Woermann Linie A.G. | 418·2 F35′ | 58·6 | 21·4 | Hamburg German *WB* | Oil Engines 2S C.DA 8Cy.23⅝″–43⅞″ 1556 NHP Bremer Vulkan, Vegesack | | G |
| 77088 42936 JNJL | **Kamikawa Maru** D.F. GyC. *Oil Eng.* 1 *Dk & Shelter dk* *Ref. Mchy.* *Cruiser Stern* | 6853 — 3956 | | | | | 1937 | Kawasaki Dkyd. Co. Ld Kobe | Kawasaki Kisen K.K. | 479·4 P47′ F44′ | 62·3 | 30·3 | Kobe Japanese *WB* | Oil Engines 2S.C.DA 7Cy.27½″–47½″ 1860 NHP Kawasaki Dkyd Co Ld Kobe | | C |
| 77089 44360 JZKL | **Kamikaze Maru** *Cruiser Stern* | 4916 — 2954 | | | | | 1937 | Osaka Iron Works, Ld. Osaka | Todai Kisen K.K. | 369·8 | 54·1 | 29·2 | Osaka Japanese | 1 steam turbine DR geared 542 NHP Ishikawajima S.B.&E.Co. Ld. Tokyo | | C |
| 77090 — JZIM | Now "Zuiko Maru," *see No. 90754 in Supplement.* *Oil Eng.* | 478 — 291 | | | | | 1938 | Kanesasi Zosensyo K.K. Sumizu | Hayayama Sekiyu K.K. | 155·8 | 25·6 | 13·5 | Tokyo Japanese | Oil Engines | | |
| 77091 44769 JMMM | **Kamikaze Maru No. 2** Wood *Oil Eng* | 382 — 294 | | | | | 1938 | Obayasi Ta Nakano | Iinuma Koziro | 124·2 | 28·2 | 13·6 | Tokyo Japanese | Oil Engines | | |
| 77092 43455 JHKL | **Kamitu Maru** (*ex*Kamitsu Maru–38) 2 *Dks* *Cruiser Stern* | 2721 — 1539 | | | | | 1937 | Harima S.B.&Eng. Co.Ld. Harima | Settu Syosen K.K. (Osaka Syosen K.K. *Mgrs.*) | 303·0 P32′ B76′ F34′ | 45·0 | 24·5 | Kobe Japanese | 2 steam turbines D R geared to 1 screw shaft 267 NHP Ishikawajima S.B.&E Co. Ld. Tokyo | | |
| 77093 11082 JKOB | **Kamo Maru** (P) Twin Sc *ss* Yka. 2nd No. 3–4, 32 *ss* Yka. No. 1–37 D.F. 2 *Dks* (*Stl–U* teak s) *deep framing & Web frames lower dk* (*Stl*) *in Nos. 1 & 3 holds* | 7955 6730 4886 | ✠ ... 8,41 ~~MS8,39~~ ~~5,40~~ | Yka | /† | CL ~~2,37~~ 4,40 | 1908 6mo | Mitsu Bishi Dkyd & EWks Nagasaki A&OP | Nippon Yusen K.K. | 464·9 473·4 P61′ B176′ F54′ FK *Cell D Ba* | 55·8 | 34·5 | Tokyo Japanese 7 *BHCem* 139′ *u E & B* 85′ *f* 180′ | T.6Cy.25″,41½″&69″–48″ (*s*) 200 lb 978 NHP 6SB, *18cf*, Gs338, HS14276 FD Mitsu Bishi D.&E.Wks Nag 1609 *t FPT* 143 *t APT* 48 *t* | 34 ″ 6 ~~27 ″ 1~~ 27 ″ 1 | C |
| 77094 44513 JDOM | **Kamogawa Maru** D.F. *Oil Eng.* 2 *Dks* *Cruiser Stern* | 6441 5757 4832 | | | | | 1938 | Mitsubishi Jukogyo K.K Yokohama | Toyo Kaiun K.K. | 439·4 P36′ B167′ F38′ | 58·3 | 32·0 | Tokyo Japanese *WB* | Oil Engines 2S.C.DA 6Cy.23⅜″–43⅞″ 1166 NHP Mitsubishi Jukogyo K.K. Yka | | C |
| 77095 1164 JTOE | — Iron Sp 2 *Dks* | 411 377 239 | | | | | 1889 | Kawasaki Dockyard Co. Ld. Kobé | Tosa Domei K.K. | 156·1 | 20·3 | 16·5 | Osaka Japanese | T.3Cy.14¼″,22″&36″–24″ NE92 64 NHP Kawasaki Dkyd Co Ld Kobe | | |
| 77096 42699 JKIL | **Kamoi Maru** D.F. 2 *Dks* *Cruiser Stern* | 5356 4534 3225 | | | | | 1937 | Mitsui Bussan Kaisha, Ld. Tama | Hokaido Tanko Kisen K.K. | 391·4 P31′ B135′ F30′ | 53·8 | 29·8 | Tokyo Japanese *WB* | T3Cy.23⅝″,36⅜″&66½″–47½″ &exhaust turbine driving steam compressor 407 NHP Mitsui Bussan Kaisha, Ld. Tama | | C |
| 77097 136519 VPKZ | **Kampar** 1 *Dk* | 371 796 499 | | | | | 1915 | Hong K'ng & Whampoa Dock Co. Ld. Hong Kong | Straits S.S.Co. Ld. | 223·2 | 36·0 | 13·2 | Singapore British *WB* | T.3Cy.17″,27″&44″–30″ 106 NHP Hong Kong & Whampoa Dock Co. Ld. Hong Kong | | |
| 77098 PKHF | — *Oil Eng.* *Mchy. Aft* 1 *Dk* | 574 350 387 | | | | | 1930 | N.V.Schps "de Maas" Slikkerveer | Koninkl. Paketv. Maats. | 165·4 B32′ F25′ | 28·9 | 9·3 | Batavia Dutch *WB* | Oil Engines 2S.C.SA 5Cy.11⅞″–15¾″ 122 NHP Sulzer Bros. Winterthur | | V |
| 77099 139557 VPKJ | **Kamuning** 2 *Dks* | 2076 1838 1275 | | | | | 1916 | Taikoo Dckyrd & Eng Co. of H Kg Ld Hong Kong | Straits S.S.Co. Ld. | 279·0 F24′ | 41·1 | 20·5 | Singapore British *WB* | T.3Cy.18″,29″&48″–33″ 132 NHP Taikoo Dockyard & Eng. Co. of Hong Kong, Ld. | | |
| 77100 161120 GKSJ | **Kana** *ss* Gls. No. 2–38 D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Ref. Mchy.* *Tonnage opening closed '41 (W.E.)* | 2783 2245 1479 | ✠ 100A1 *Shelter dk with freeboard* 12,~~10~~,~~40~~ MS9,38 Lloyd's RMC ~~5,40~~ 7,41 ~~12,40~~ | Liv Hul | *v* | CL 8,38 | 1929 11mo | A. McMillan & Son, Ld. Dumbarton | Moss Hutchison Line, Ld. | 333·1 347·7 (O.L.) F29′ FK *Lloyd's* *A & CP* *Cell D B2* 80′ 709 *t D T a* 20′ 488 *t* | 47·2 | 19·5 | Liverpool British 6 *BHpt Cem* *pt Asp* (*Coll to Sh dk* 5 ½ 2*nd* ,,) *t FPT* 89 *t APT* 17 *t* | T.3Cy 23½″,39″&65″–48″ (*s*) 200 lb 418 NHP 2SB&1AuxSB, *8cf*, Gs208, HS6020 FD D. Rowan & Co. Ld. Glasgow | ~~22 ″ 3~~ ~~1 ″ 6~~ ~~21 ″ 2~~ 30 ″ 3 ~~58 x 6½~~ ~~21 x 11½~~ | |
| 77101 406 JKOA | **Kanan Maru** (P) *Oil Eng.* 1 *Dk* (*Stl*) 2*nd dk* (*Stl*) *except in foremost & aftermost holds* | 3293 2793 1946 | ✠ ... 5,35 | Drn | *v* | | 1931 5mo | Mitsubishi Zosen Kaisha Ld. Nagasaki | Dairen Kisen K.K. | 336·6 P21′ B73′ F35′ FK *Cell D B* 220′ 601 *t T* | 48·5 | 24·0 | Dairen Japanese 5 *BHpt Cem* el 248 *t FPT* 6 *t APT* 88 *t* | Oil Engines 2S.C.SA 4Cy.23⅜″–41½″ 389 NHP Gebr. Sulzer, Ludwgshfn. | 24 ″ 0 | |
| 77102 27472 JHBA | — (P) 2 *Dks* | 2567 2009 1583 | ✠ ... 1,23 | ✠ | | | 1920 12mo | Osaka Iron-works, Ld. Osaka | Osaka Syosen K.K. | 284·5 P41′ B100′ F34′ FK | 42·5 | 23·0 | Osaka Japanese *WB* | T.3Cy.21″,35″&58″–39″ 288 NHP Osaka Iron Works Ld. Osaka | 23 ″ 0 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. | in. | 15 Registers in which classed, if not in L.R. Dates of Build/Trade/Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77103 8226 SKYN | **Kanangoora** | TwinSc *OilEng.* D.F. 1 *Dk* & *Shelter dk* E.S.D. *3rd dk in No.1 hold* *CruiserStern* *Strengthened for navigation in ice* | *5061* *3985* *2624* | ✠100A1 *withfreeboard* ~~LMC1,38~~ 1,10 | Got | *a*† | OG | 1938 1mo | GötaverkenA/B Gothenburg | RederiA/B Transatlantic(G. Carlsson, *Mgr.*) *Lloyd's SA&CP* | 430·2 437·9(O.L.) *mchy.space* *CellDB355'1515t* | 56·7 FK ( | 23·4 *Tanks at sidesoftunnels 590tFP* | Gothenburg Swedish *7BH* *Coll to Sh dk* 6 ,, *2nd*,) | Oil Engines 2S.C.SA 16Cy.24$\frac{7}{16}$"–45¼" 1659NHP GötaverkenA/B,Got. *T45tAPT143t* | 29 ″ 0 s 3 ″ 0 26 ″ 2 | |
| 77104 TCET | **Kanarya** (*ex*Largo–34,*ex*Everglades) Sub.Sig. 1 *Dk* | | 2363 1884 1407 | ✠ ... 4,22 ✠ | | | | 1919 3mo | TampaS.B. &Eng.Co. Tampa,Fla. | Zonguldak Vapurculuk ve Kömürcülük LimitetSirketi | 263·4 P22'B65'F29' | 42·4 FK | 22·2 *WB* | Zonguldak Turkish | T.3Cy.19″,30½″&51″–36″ 262NHP TampaS.B&EngCoTampa | 24 ″ 2 | N † |
| 77105 120621 GMJZ | **Kanchow** | | 2001 1728 1222 | | | | | 1905 | Scotts'S.B. &E.Co.Ld. Greenock | ChinaNav.Co.Ld. | 267·2 B81'F34' | 40·2 | 21·7 *WB* | London British Scotts'S.B.&E.Co.Ld.Grk. | T.3Cy.20″,33½″&56″–39″ 196NHP | | |
| 77106 32653 JUJB | **Kanda Maru** (*ex*Seneca) *ss*P.Me.No.1–27 *Fitted for oil fuel* 1 *Dk* | | 2220 1963 1304 | ✠ ... 9,27 ✠ | | | | 1920 11mo | American S.B.Co. Cleveland | FukuyoKisenK.K. | 251·0 P27'B64'F26' | 43·5 FK | 24·2 *WB* | Kobe Japanese AmericanS.B.Co. | T.3Cy.21″,33″&54″–40″ 267NHP | 24 ″ 2 | C † |
| 77107 71 YLAW | **Kandava** (*ex*Gudrun,*ex*Gratia) *ss*Lie.3rdNo.3–5,39 1 *Dk*(*ptStl&ptIrn*)*&deep framing&ptAwng dk*(*Irn*) *Cargo battens not fitted* | | 1926 1326 1153 | ✠100A1 *pt Awng dk* *withfreeboard* 5,39 ~~BS10,38~~ MS5,39 | Lie | *q* | CL 5,39 | 1901 7mo | J.Crown Sunderland A&CP | SteamshipCo. Latvia-Belgium LineLd.(Seeberg Bros.*Mgrs.*) *CellDBa68'uE18'* | 257·8 Q82' *ptAwng dk*174' *f116'452tFPT31t* | 38·0 FK | 16·2 *APT48t* | Riga Latvian 4*BHCem* | T3Cy.19½″,32½″&53″–36″(*s*) 160lb *80lb* 174NHP 2SB.*4pf*,Gs79,Hs2700 G.Clark,Ld.Sunderland | 18 ″ 6 s ″ 6 18 ″ 2 | |
| 77108 DORW | **Kandelfels** *OilEng.* D.F. E.S.D. 2 *Dks* *Ref.Mchy.* *CruiserStern* | | 7766 7043 4783 | | | | | 1936 | Deutsche Sch-u-Mschb. A.G.Weser Bremen | DeutscheDampfs. Ges."Hansa" | 485·6 P64'B207'F66' | 61·3 | 31·1 *WB* | Bremen German | 2OilEngines 2S.C.DA 12Cy.20⅜"–29½" SR geared to 1 sc. shaft 1830NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | G |
| 77109 52 YLAX | **Kangars** (*ex*AlfredCalvert, *ex*Weardale) *ss*Lie.No.3–3,37 1 *Dk*(*ptIrn&ptStl*)*&Web frames* *Cargo battens not fitted* | | 2722 2551 1746 | ✠100A1 3,39 ~~BS5,39~~ 5,40 | Lie | *u* | CL 2,39 | 1903 6mo | J.Blumer &Co. Sunderland *Lloyd's SA&CP* | Tv.Kangars redereja (A.Kalnins, *Mgr.*) *CellDBa104'uE&B42'f122'718t* | 313·8 P28'B88'F32' FK *APT99t* | 46·4 | 20·7 | Riga Latvian 5*BHCem* | T.3Cy.23″,38″&62″–42″ (*s*) 160lb NDB18 257NHP 2SB,*6pf*,Gs111,Hs3974 J.Dickinson&Sons,Ld Sld. | 23 ″ 0 s 3 ″ 5½ 19 ″ 10 | |
| 77110 158021 VPJJ | **Kangting** Ⓟ (*ex*ChiPing–35) 1 *Dk* | TwinSc | 646 303 357 | | | | | 1924 | Kiangnan Dk&EngWks Shanghai | TaikooChinese Nav.Co.Ld. | 150·0 *Tanks at side* | 26·5 | 6·5 | HongKong British | T.3Cy.11″,16½″&26½″–16″ 2WTB*made*1917 56NHP KiangnanDk.&Eng.Wks. | | |
| 77111 159559 VLFS | **Kanimbla** Ⓟ *OilEng.* D.F. E.S.D. *ss*Syd.No.1–39 3 *Dks*,*4th dk forward of mchy.space* *Ref.Mchy.* *CruiserStern* | TwinSc | 10985 7280 6585 | ✠100A1 *withfreeboard* 10,39 ~~DBS10,39~~ | Syd | *f*† | CL 24 s10,38 P4,39 | 1936 4mo | Harland& Wolff,Ld. Belfast *Lloyd's SA&CP* | McIlwraith McEacharnLd. *CellDB388'* | 468·8 B256'F90' FK&BK2" 1260*t Tanks at sides of tunnels* 55'395*t* | 66·3 | 30·2 *FPT91t APT118t* | Melbourne British 8*BHptCem* *DB100lb* Harland&Wolff,Ld.Bel. | Oil Engines 4S.SC.A 16Cy.29⅛"–59$\frac{1}{16}$" 1305NHP | 36 ″ 0 s12 ″ 0⅜ 24 ″ 2¾ | |
| 77112 UNAG | **Kanin** Ⓟ (*ex*SergeiWitte) 1 *Dk*(*ptStl–ws*)*&Awng dk* Wireless | | 720 685 414 | ✠ 1,04 ✠ | Nwc | *i* | | 1898 8mo | Wigham Richrdsn&Co Newcastle | U.S.S.R. *CellDBa* | 187·3 B39' FK 40'*f*26'71*t* | 27·8 | 17·6 *4BHCem* | Archangel Russian NB33 112NHP 1SB,*3cf*,Gs66,Hs1920 WighmRichrdsn&Co.Nwc. | T.3Cy.16″,25″&42″–30″ | 19 ″ 0 | |
| 77113 27915 JOUA | **Kanko Maru** Ⓟ (*ex*Galston, *ex*SanFortunio, *ex*Graf Stroganoff,*ex*Porpoise) *ss*Kob.2ndNo.3–2,24 1 *Dk*2*tr B&Web frames* | | 2995 2791 1813 | ✠ ... 5,26 ✠ | | | | 1903 10mo | Furness, Withy&CoLd W Hartlepool | IinoKisenK.K. | 324·7 P25'B94'F32' FK | 47·0 | 22·3 *WB* | Hutyu Japanese | T.3Cy.23½″,38″&64″–42″ 301NHP Richardsons,Westgarth& Co.Ld.Hpl. | 24 ″ 10 | C † |
| 77114 44751 JFYM | — 2 *Dks* *CruiserStern* *Longitudinal framing in DB* | | 2929 2270 1671 | | | | | 1938 | Uraga DockCo.Ld. Uraga | OsakaSyösenK.K. | 297·9 P24'B98'F32' | 45·0 | 23·8 *WB* | Osaka Japanese | C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"–13¾" SR geared & LP turbine DR geared to sc. shaft Hs3445 255NHP UragaDockCo.Ld.Uraga | | |
| 77115 1102 JEJG | — Ⓟ (*ex*TokoMaru) Wireless 1 *Dk* | | 1288 — 759 | | | | | 1917 | Ishikawajima S.B.& E.Co.Ld. Tokyo | ChosenYusenK.K | 230·0 P28'B53'F24' | 33·0 | 19·6 *WB* | Jinsen, Korea Japanese | T.3Cy.15″,24½″&40″–30″ 88NHP IshikawajimaS.B.&E.Co. Ld.Tokyo | | |
| 77116 21554 JNTD | **Kankyo Maru** (*ex*Kifunezan MaruNo.2–32) *ss*OsaNo.3–1,30 2 *Dks* | | 3204 2675 1944 | ✠ ... 6,32 ✠ | | | | 1918 1mo | OsakaIron Works,Ld. Osaka | ChosenYusenK.K. | 305·0 P25'B94'F33' FK *WB* | 43·7 | 27·2 | Jinsen, Korea Japanese | T.3Cy.22″,38¼″&61″–42″ 280NHP OsakaIronWrks.Ld.Osaka | 27 ″ 3 | |
| 77117 KZAW | **Kanlaon II.** *ss*Cebu.No.2-40 *OilEng.* Wireless ~~ssHoiloNo.1–37~~ 1 *Dk*(*Teak*) *&Web frames* | TwinSc | 477 — 211 | ✠100A1 *For Philippine Coasting Service* 9,40 ~~4,37~~ | Iloilo Cebu | *i* | CL ~~N9,39~~ ~~LMC3,39~~ 9,39 | 1931 3mo | Hong K'ng &Whampoa DockCo.Ld HongKong *Lloyd's SA&CP* | E.Lopez | 176·2 F27' | 30·2 FK *FPT* | 10·0 | IloiloP.I. Utd.States 4*BHCem* 18*tAPT30t* | Oil Engines 2S.C.SA 12Cy.13⅜"–22$\frac{7}{16}$" 374NHP Atlas-DieselA/B,Skm. | 12 ″ 3 s1 ″ 10½ 10 ″ 9 | |
| 77118 1120 | **Kannan Maru** (*ex*AichiMaru) 2 *Dks* | Sp | 378 341 218 | | | | | 1905 | A.Nakamura Osaka | SaijoRihachi | 144·2 | 21·1 | 15·8 | Fusan Japanese | C.2Cy.14″&30¼″ 35NHP | | |
| 77119 OHEP | **Kannas** 1 *Dk* | Wood | 354 — 224 | | | | | 1930 | ..... Björkö | Laiva O/Y Kannas | 133·3 126·9 | 28·0 | 11·1 | Koivisto Finnish | Steam Engine | | |
| 77120 7515 JGOF | **Kannoura Maru** Ⓟ (*ex*UwajimaMaruNo.11–36) 2 *Dks* | Sp | 577 — 335 | | | | | 1907 | S.Ono Osaka | TosaSyosenK.K. | 175·2 | 22·8 | 16·5 | Yawata Japanese | T.3Cy.13¼″,21$\frac{15}{16}$"&34½"–24" 58NHP S.Ono,Osaka | | |
| 77121 39657 JRNJ | **Kano Maru** *OilEng.* *ssKob.No.1–38* 2 *Dks* D.F. GyC. *3rd dk except in after hold* *Tonnage opening closed '38* *CruiserStern* | | 8572 7847 5152 | ✠100A1 *withfreeboard* 2,41~~2,20~~ ~~LMC CS9,38~~ ~~DBS10,39~~ 2,41 12,39 *Carrying cargo oil F. P. above*150° F. *in deep tanks* | Kob | *d*† | CL 12,39 | 1934 8mo | Uraga DockCo.Ld Uraga *Lloyd's SA&CP* | KokusaiKisenK.K. *Upper'tween dk BHs except Coll BH dispensed with* *CellDB343'1366t* | 453·5 F39' *DTs a49'1364t Tanks at sides of tunnel 187tFPT72tAPT71t* | 60·7 FK ( | 30·8 40·1 *Coll to Wdk* 7 ,, *2nd*,) | Tokyo Japanese MitsubishiJukogyoK.K. Nag. | Oil Engines 2S.C.DA 7Cy.29⅛"–47½" 2187NHP *DB100lb* | 40 ″ 1 ~~s12 ″ 4½~~ ~~27 ″ 10½~~ s12 ″ 3¾ 27 ″ 11½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant et plus. Lettre d'Enfoncement. | 7* Date de la dernière visite à flot pour sellier. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milieu du navire. Tirant d'eau correspondant. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77122 | **Kano Maru** | | 1275 | | | | | 1917 | HarimaCo. O'Harima | KanoKisenK.K. | 228·0 | 33·0 | 18·7 | Kobe Japanese | T.3Cy.14½″,24½″&40½″–30″ 38NHP | | |
| 19765 | (*ex*SenkaiMaru–32) | | 1037 | | | | | | | | | | | *WB* | OkamotoTosaburo,Osaka | | |
| JZLB | Wireless | 1*Dk* | 907 | | | | | | | | | | | | | | |
| 77123 | **Kano Maru No. 3** (*ex*Ginzan | | 1708 | | | | | 1918 | ..... | KanoKisenK.K. | 250·0 | 37·7 | 20·5 | Kobe Japanese | | | |
| 23126 | Maru–36) | | — | | | | | | | | | | | | | | |
| JCYC | | 1*Dk* | 1005 | | | | | | | | | | | | | | |
| 77124 | **Kansai Maru** | TwinSc | 8614 | ✠100A1 | Kob | *d*† | CL | 1930 | Yokohama | HaradaKisenK.K. | 461·7 | 61·5 | 39·7 | Hutyu Japanese | Oil Engines 2S.C.DA 12Cy.23½″–35⅞″ 2350NHP | 39 ″ 9 | |
| 36399 | (*ex*KwansaiMaru–37) | *Oil Eng.* | 7971 | *with freeboard* | | | 12,38 | 12mo | DockCo.Ld. Yokohama | | | | | 8*BH* | DB*100lb* | s12·0½ | |
| JJOC | | *ss*Kob.No.2–38 | 5204 | 1,40 | | | | | | | F36′ | | FK | 1 ,, *to 3rd dk* | Maschfbk.Augsburg-Nürnberg A.G.Augsburg | 28 ″ 1½ | |
| | *Ref.Mchy.* | 2*Dks*(*Stl*)3*rd dk*(*Stl*) | | ✠LMC CS12,38 | | | | *Lloyd's*A4*CP* | | *CellDB*318′1317*t* | *Tanks in way of* | | | 88*t* | *APT*86*t* | | |
| | GyC. | *except in after hold* | | DBS1,40 1,40 | | | | | | *tunnels*650*t* | *DTs a*44′ 1017*t* | | *FPT* | | | | |
| | | *Cruiser Stern* | | ✠Lloyd'sRMC~~1,40~~ 11,40 | | | | | | | | | | | | | |
| | | | | *Fitted for carrying oil* | | | 12,30 | *F.P. above* 150° F. *in deep tanks* | | | | | | | | | |
| 77125 | **Kansai Maru No. 1** | | 483 | | | | | 1912 | Shirato Zosensho Osaka | TurumaruHirotaro | 170·0 | 22·0 | 17·0 | Osaka Japanese | T.3Cy.11″,18″&30″–20″ 40NHP | | |
| 15179 | | | 445 | | | | | | | | | | | | HiraoTokichi,Osaka | | |
| JPLE | | | 275 | | | | | | | | | | | | | | |
| 77126 | **Kansan** (*ex*SantaOlivia) | | 4870 | ✠ ... | SFo | *z* | | 1918 | W Cramp& SonsS&EBCo Philadelphia | American-HawaiianS.S.Co. | 404·6 | 53·7 | 26·2 | New York Utd. States | Q.4Cy25½″37″52½″&76″–54″ 629NHP | 28 ″ 9 | R |
| 216438 | | *ss*S.Fo.No.3–4,30 | 4353 | 12,34 | | | | 7mo | | | 34·2 | | | | 3SB,*12cf*,GS214,HS8881 | | † |
| WACI | | 2*Dks*(*Stl*)*& Shelter dk*(*Stl*) | 2892 | | | | | | | | F31′*on Shelterdk* | | FK | | WCramp&SnsS&EBCo.Phl | | |
| | 3*rd dk*(*Stl*)*in No.1 hold only & Web frames* | | | | | | | | | | | | *Coll* | *BH to Sh dk* | | | |
| | D.F. | *Longitudinal framing* | | | | | | | | *CellDB*346′1209*t* | | | | 5 ,, ,, *U* ,, | | | |
| | | *Fitted for oil fuel* | | | | | | | | *DTf*32′826*tFPT*71*tAPT*16*t* | | | | 1 ,, ,, 2*nd* ,, | *only* | | |
| 77127 | **Kanseisi Maru** | | 4805 | ✠ ... | Nag | *x* | | 1929 | OsakaIron Works Osaka | DairenKisenK.K. | 371·0 | 51·0 | 29·0 | Dairen Japanese | T.3Cy.22¼″,37″&61″–42″ 346NHP | 29 ″ 0 | |
| 318 | | *ss*Drn.No.1–34 | 3978 | 1,38 | | | | 4mo | | | | | | 6*BHpt Cem* | 2SB,*6cf*,GS115,HS5002 | | |
| JPSC | *Mchy.Aft* | 1*Dk*(*Stl*) | 2731 | | | | | | | | P96′B19′F47′ | | FK | | OsakaIronWorks,Osaka | | |
| | | | | | | | | | | *CellDB* | 295′1004*t FPT*529*t* | | | *APT*232*t* | | | |
| 77128 | **Kantara** | | 3237 | ✠100A1 | Liv | *u* | CL | 1925 | Barclay, Curle&Co.Ld. Glasgow | MossHutchison Line,Ld. | 330·9 | 46·7 | 23·4 | Liverpool British | T.3Cy.23″,40″&65″–45″ (*s*) 180lb 337NHP | 25 ″ 6 s 3·11½ | |
| 147298 | | *ss*Liv.No.3–8,37 | 2864 | 7,40 ~~8,37~~ | Mch | | ~~8,37~~ 7,40 | 2mo | | | P32′B102′F33′ | | FK | 6*BHpt Cem* | 3SB,*9cf*,GS165,HS5631 | 21 ″ 9¼ | |
| GFTB | D.F. | 2*Dks*(*Stl*) | 1839 | ✠LMC | | | | *Lloyd's*A4*CP* | | | | | | 1 ,, *to 2nd dk* | J.G.Kincaid&Co.Ld.Grk. | | |
| | | | | MS8,37 BS11,39 | | | | | | *CellDB*280′663*t DTa*24′43*t FPT*85*t APT*62*t* | | | | | | | |
| 77129 | **Kanto Maru** | TwinSc | 8607 | ✠100A1 | Kob | *d*† | CL | 1930 | Yokohama DockCo.Ld Yokohama | HaradaKisenK.K. | 461·7 | 61·5 | 39·7 | Hutyu Japanese | Oil Engines 2S.C.DA 12Cy.23½″–35⅞″ 2350NHP | 39 ″ 9 | |
| 36105 | (*ex*KwantoMaru–37) | *Oil Eng.* | 7971 | *with freeboard* ~~Oss~~ | | | 11,38 | 9mo | | | F36′ | | FK | 8*BH* | DB*100lb* | s12·0½ | |
| JJKC | | *ss*Kob.No.2–38 | 5188 ~~6,~~10,39 2,41 | | | | | *Lloyd's*A4*CP* | | *CellDB*318′1317*t DTs a*44′1017*t FPT* | *Tanks in way of tunnels*650*t* | | | 1 ,, *to 3rd dk* 88*t APT*86*t* | Maschfbk.Augsburg-Nürnberg A.G.Augsburg | 28 ″ 1½ | |
| | *Ref.Mchy.* | 2*Dks*(*Stl*)3*rd dk*(*Stl*) | | ✠LMC CS11,38 | | | | | | | | | | | | | |
| | GyC. | *except in after hold* | | DBS~~1,30~~ 3,40 ~~11,30~~ 3,40 | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | ✠Lloyd'sRMC~~2,30~~ 3,40 ~~9,40~~ 2,41 | | | | | | | | | | | | | |
| | | | | *Fitted for carrying oil* | | | 9,30 | *F.P. above* 150° F. *in deep tanks* | | | | | | | | | |
| 77130 | — Ⓟ | | 1547 | | | | | 1918 | Yokohama DockCo.Ld. Yokohama | SettuSyosenK.K. (OsakaSyosen K.K.*Mgrs.*) | 240·0 | 33·5 | 22·5 | Hutyu Japanese | T.3Cy.15½″,25½″&42″–30″ 97NHP | | |
| 22296 | (*ex*KwantoMaru–38) | | 1316 | | | | | | | | P29′B58′F30′ | | | *WB* | YokohamaDockCo.Ld. | | |
| JBFC | | 1*Dk* | 879 | | | | | | | | | | | | | | |
| 77131 | **Kanzaki Maru** (*ex*Kirishima | | 1285 | | | | | 1918 | Matsuda Co. Osaka | TaiyoKisenK.K. | 221·0 | 32·7 | 20·5 | Hutyu Japanese | T.3Cy.16″,26″&42″–30″ | | |
| 23846 | MaruNo.22) | | — | | | | | | | | | | | *WB* | *Bmade—refitted*18 97NHP | | |
| JLAE | | 1*Dk* | 709 | | | | | | | | | | | | MatsudaCo.Osaka | | |
| 77132 | **Kanzyo Maru** Ⓟ | | 2197 | | | | | 1918 | Ishikawa-jimaS.B.Co. Tokyo | ChosenYusenK.K. | 268·0 | 40·7 | 23·5 | Jinsen, Korea | T.3Cy.19″,31½″&52″–39″ 169NHP | | |
| 1331 | (*ex*KanjoMaru–31, | | 1891 | | | | | | | | P13′B58′F27′ | | | *WB* | Ishikawajima S.B.Co.Ishikawajima | | |
| JLXB | *ex*ToyeiMaru) | 1*Dk* | 1296 | | | | | | | | | | | Japanese | | | |
| 77133 | **Kaolack** | TwinSc | 1837 | | | | | 1917 | Atel.&Ch. de la Loire St.Nazaire | ZubiShippingCo. Ld. | 268·8 | 35·8 | 19·1 | London British | C.4Cy.20½″&35⅞″–24½″ 103NHP | | V |
| 147679 | | | 1547 | | | | | | | | P59′B39′F41′ | | | *WB* | Atel.&Ch.de la Loire,Nts. | | |
| GKLS | *Ref.Mchy.* | *Mchy.Aft* 2*Dks* | 1021 | ✠Lloyd'sRMC2,40 | | | | | | | | | | | | | |
| 77134 | **Kapara** | | 846 | ✠100A1 | Mel | *k* | CL | 1914 | J.Crown& Sons,Ld. Sunderland | TheAdelaide SteamshipCo.Ld. | 195·0 | 32·1 | 12·6 | Melbourne British | T.3Cy.14½″,24″&39″–27″ (*s*) 180lb *100lb* 77RHP | 13 ″ 9 s 1 ″ 4 | |
| 122748 | | *ss*Syd.2ndNo.3–8,38 | 642 | 2,40 | | | N6,38 | 2mo | | | *34·0* | | FK | 3*BH Cem* | 1SB,*3pf*,GS52,HS1692 | 12 ″ 7 | |
| VJNT | *Mchy.Aft* | 1*Dk*(*Stl*) | 403 | ~~BS8,38~~ 8,40 | ✠LMC8,38 | | | *Lloyd's*A4*CP* | | | Q61′B11′F22′ | *FPT* | | 60*t APT*17*t* | MacColl&Pollock,Ld.Sld. | | |
| | Wireless | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 77135 | **Kapetan Stratis** (*ex*Helredale) | | *3574* | ✠100A1 | ~~Pir~~ | *w* | 5,39 | 1906 | R.Craggs &Sons,Ld. Middlesbro' | D.Coumbis, X.Xenios Partners | 346·5 | 50·6 | 23·1 | Piræus Greek | T.3Cy.25″,41″&67″–45″ (*s*) 180lb NDB23 340NHP | 25 ″ 6 s 3 ″ 6½ | |
| 628 | | *ss*Pir.2ndNo.3–10,35 | *3351* | Examined 1,41 Lds | | | | 11mo | | | 358·3(O.L.) | | | 6*BH Cem* | 2SB,*6rf*,GS127,HS5440 | 22 ″ 2½ | |
| SVKJ | | 1*Dk*(*pt Irn & pt Stl*) *& deep framing* | *2249* | BS~~1,30~~ ✠LMC10,35 | | | | *Lloyd's*A4*CP* | | *CellDBa* 110′*u* | P31′B175′F32′ | | FK | *APT*114*t* | Blair&Co.Ld.Stockton | | |
| | | | | 1,41 | | | | | | | *E & B*48′*f*142′1036*t* | | | | | | |
| 77136 | **Kaplan** (*ex*Rosalba,*ex*Orfordness) | | 1853 | ✠ — | Ist | *r* | | 1890 | Richardsn Duck&Co. Stockton | ~~SadikogluFehmi~~ Mehmet Dogan& SadikZadeFehmi | 270·0 | 37·1 | 17·0 | Istanbul Turkish | T.3Cy.21″,34″&56⅝″–36″ NDB06 187NHP | 19 ″ 6 | |
| | | *ss*Cpl.3rdNo.3–10,27 | 1688 | 9,35 | | | | 10mo | | | Q105′ | | | 4*BHpt Asp* | 2SB,*4cf*,GS60,HS2800 | | |
| TCCB | | *ss*Ist.No.1–32 | 1137 | | | | | | | | *pt Awng dk*165′ | | FK | *pt Cem* | Blair&Co.(Lim.),Stockton | | |
| | 1*Dk*(*Irn*) *& Web frames & pt Awng dk*(*Irn*) | | | | | | | | | *CellD* | *B*226′428*t APT*80*t* | | | | | | |
| 77137 | **Kaprino** (*ex*Ocland) | | 3249 | | | | | 1907 | Sunderlnd S.B.Co.Ld. Sunderland | A/S Inger(Jacob KjödeA/S,*Mgrs.*) | 306·6 | 47·0 | 22·3 | Bergen Norwegian | T.3Cy.24″,40″&65″–42″ 274NHP | | N |
| | *Turret Deck* | | 2462 | | | | | | | | P187*t*H20*t* | | | *WB* | N.E.MarineEng.Co.Ld.Sld | | |
| LCTI | D.F. | *Mchy.Aft* 1*Dk* | 1881 | | | | | | | | | | | | | | |
| 77138 | **Kara** | | 2325 | | | | | 1933 | BalticS.B. &Eng.Wks. Leningrad | U.S.S.R. | 284·7 | 43·2 | 20·6 | Archangel Russian | T.3Cy.17½″,29½″&48⅞″–35⅞″ 193NHP | | |
| | | | 2020 | | | | | | | | P34′B75′F36′ | | | *WB* | S.B.Yard "Marti" Len. | | |
| UPDP | Sub.Sig. | 1*Dk* | 1292 | | | | | | | | | | | | | | |
| 77139 | **Karabagh** | | 6427 | ✠100A1 | Fal | *a*† | CL | 1932 | Blythsw'd S.B.Co.Ld. Glasgow | BalticTradingCo. Ld. | 426·4 | 57·2 | 32·3 | London British | Oil Engines 4S.C.SA 6Cy.29½″–59½″ | 32 ″ 2 5·10½ | |
| 162683 | | *Oil Eng.* | 6085 | ~~6,4011,39~~ 3,41 | Shl | | ~~5,38~~ 3,41 | 1mo | | | P89′B35′F45′ | | FK | 17*BH* | 2DB*150lb* 490NHP | 26 ″ 6 | |
| GQTM | | *ss*Nwc.No.1–38 | 3863 | ✠LMC CS5,38 | | | | *Lloyd's*A4*CP* | | *CellD B&E* | | | | (8 *to 2nd dk*) | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Mchy.Aft* | 2*Dks*(*Stl*) *& Web frames* | | DBS1~~,30~~ 3,41 ~~5,38~~ 1,40 | | | | | | 48′130*t DTf*38′ 344*t FPT*167*t* | | | | *APT*68*t* | | | |
| | D.F. | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | *Special Surveys to date from* 4,34 | | | | | | | | | | | | | | | |
| 77140 | **Karachi Maru** | | 5860 | ✠ ... | Osa | *y* | | 1919 | Kawasaki Dkyd.Co.Ld. Kobe | YamamotoKisen K.K. | 385·0 | 51·0 | 36·0 | Hutyu Japanese | T.3Cy.26″,43½″&72″–48″ 437NHP | 36 ″ 0 | C |
| 25486 | | *ss*Kob.No.3–4,32 | 5586 | 8,34 | | | | 8mo | | | | | FK | *pt Cem* | 2SB&1AuxSB,*8cf*,GS154, | | † |
| JKHD | | 2*Dks*(*Stl*) *& Awng dk*(*Stl*) | 4259 | | | | | | | | | *Collision* | | 2*BH to A dk* | HS5636 | | |
| | | | | | | | | | | *CellDB*334′1118*t* | *FPT*126*t APT*93*t* | | | 5 ,, ,, *U* ,, | KawasakiDkydCoLdKobe | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Engines. Boilers. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Direct from Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77141 TCBV | **Karadeniz** Ⓟ (*ex*Wilis) | 3 *Dks* | 4731 3640 2926 | | | | | 1905 | Kon. Maats deSchelde Flushing | T.C. Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 394·0 \| 47·1 \| 27·2 P72′B176′F80′ | Istanbul Turkish *WB* | T.3Cy.28½″,48″&82″–60″ 520NHP Maats.deSchelde,Flushing | | |
| 77142 YTKQ | **Karadjordje** Ⓟ (*ex*Karagjorgje, *ex*Visegrád) | TwinSc ~~*ss*Ssk.No.3–4,31~~ ~~*ss*Ssk.No.1–35~~ 1 *Dk*(*Stl*–ws) & *Shade dk*(*Teak*) | 1293 634 536 | ✠100A1 *Shade dk with freeboard* 5,40 ~~7,38~~ ✠NB12,38 | Spt | *p* MS4,39 ✠LMC4,38 | CL ~~5,37~~ 5,40 | 1913 9mo *Lloyd's A&CP* | Swan, Hunter&Wigham Richardson, Ld.Newcastle | Jadranska Plovidba,D.D. *CellDBa43′f84′120t* | 247·0 \| 34·2 \| 14·5 P&B164′F73′ BK8′ | Susak Yugoslav *5BHCem* | T.8Cy.(2)17″,(2)27½″&(4) 31½″–30″ (*s*) 185lb 413NHP 3SB,*9cf*,GS162,HS6972 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. | 15 ″ 6 s 2 ″ 4½ 13 ″ 9¾ | |
| 77143 UOJB | **Karaga** (*ex*Tosna,*ex*Laurelpark–33) *ss*Gls.No.2–30 1 *Dk*(*Stl*) | | 1943 1744 1188 | ✠ ... 10,34 ✠ | Shl | *r* | | 1922 8mo | Grange-mouthDkyd. Co.Ld. Grngemouth | U.S.S.R. *CellDBa63′uE2* | 280·2 \| 41·9 \| 19·0 P21′B68′F29′ FK | Vladvostk Russian | T.3Cy.21″,35″&57″–36″ 227NHP 4*BHCem* 2SB,*6cf*,GS113,HS3712 *APT42t* D.Rowan&Co.Ld.Glasgow | 20 ″ 9 | |
| 77144 137841 GRZM | **Karagola** Ⓟ **D.F.** *Ref.Mchy.* 1 *Dk*(*Stl*)&*Awng dk*(*Stl*-teak s)&2*nd dk* *Cruiser Stern* | TwinSc *ss*Bom.No.3–9,29 *ss*Cal.No.2–37 (*Stl*)in Nos.1&2holds | 7053 5316 3647 | ✠100A1 *Awng dk with freeboard* 6,40 ~~7,39~~ BS9,39 | Cal | *a*† ✠LMC8,37 | CL ~~18,38~~ ~~8,39~~ 6,40 | 1917 4mo *Lloyd's A&CP* | Swan, Hunter&Wigham Richardson, Ld Newcastle | BritishIndiaStm. Nav.Co.Ld. *Cell* | 425·0 \| 55·8 \| 31·2 P35′B163′F46′ FK *DB355′825t FPT52* | Glasgow British *7BHCem* *tAPT60t* | T.6Cy.25½″,43″&73″–48″ (*s*) 215lb FD 1410NHP 8SB,*24cf*,GS460,HS22696 Swan,Hunter&Wigham Richardson,Ld.Nwc. | 33 ″ 10 s 7 ″ 10¾ 26 ″ 5 | |
| 77145 9013 JJXE | **Karahuto Maru** Ⓟ (*ex*KarafutoMaru–38, *ex*IkiMaru–37) | TwinSc 2 *Dks* | 1599 1417 815 | | | | | 1905 | MitsuBishi Dkyd&EWks Nagasaki | KitaNipponKisen K.K. | 272·9 \| 35·8 \| 22·0 | Osaka Japanese *WB* | T.6Cy.16″,26″&43½″–30″ 205NHP MitsuBishiD.&E.Wks.Nag | | |
| 77146 32419 JDIG | — (*ex*KarafutoMaru-38) | Ⓟ 2 *Dks* | 503 429 279 | | | | | 1927 | Hakodate DockK.K. Hakodate | FujiyamaKaiun K.K. | 158·0 \| 25·8 \| 15·8 | Otaru Japanese | C.2Cy. | | |
| 77147 149326 GSMZ | **Karamea** *Ref.Mchy.* **D.F. E.S.D.** | TwinSc *OilEng.* *ss*Gls.No.2–37 3 *Dks* *Tonnage opening closed'39* | 10530 9528 6518 | ✠100A1 *with freeboard* Gls Examined3,41 ✠LMC CS8,37 DBS6,39 ~~4,37~~12,39 ✠Lloyd'sRMC5,40 ~~9,40~~ 5,41 | ~~Liv.~~ | *f*† | CL ~~P1,37~~ P8,38 P9,40 | 1928 8mo *Lloyd's A&CP* | Fairfield Co.Ld. Glasgow | ShawSavill& AlbionCo.Ld. *Upper 'tween dk B* *CellDB408′1592t* | 483·0 \| 64·2 \| 30·8 B173′F61′ FK *Hs except Coll BH dispensed with FPT119t APT75t* | S'thamptn British *8BHpt Cem* *Coll to Wdk* 7 ,, 2nd ,, ) | Oil Engines 2S.C.SA 12Cy.31″–43″ 2020NHP 2DB*100lb* FairfieldCo.Ld.Glasgow | 42 ″ 10 s 13 ″ 4½ 29 ″ 8½ | |
| 77148 PFGZ | **Karanan** *Mchy.Aft* | *OilEng.* 1 *Dk*&*Shelter dk* *Cruiser Stern* | 395 255 113 | ✠100A1 *with freeboard* Bldg Fal ~~9,40~~ ~~12,39~~ ✠LMC12,39 5,41 | Rot | *i* | OG 3,41 | 1939 12mo *Lloyd's A&CP* | DeHaan& Oerlemans Scheepsbwf Heusden | W. in 't Veld *Side tanks in way of hold* 108′ | 176·7 \| 27·8 \| 7·8 187·3(O.L.) FK *237t DTf5′25t FPT* | Groningen Dutch *3BH* *Coll to Sh dk* 2 ,, 2nd ,, ) *52t APT9t* | Oil Engines 4S.C.SA 8Cy.11″–17½″ 94NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz | 9 ″ 4 s ″ 2 9 ″ 3 | |
| 77149 162554 GLQV | **Karanja** Ⓟ **D.F. E.S.D.** *Ref.Mchy.* | TwinSc *ss*Bom.No.2–38 2 *Dks*(*Stl*–*U* teak s) 3rd *dk in forward holds* *Cruiser Stern* | 9891 6731 4646 | ✠100A1 ~~5,40~~ ~~3,40~~ 1,41 BS11,39 ✠LMC10,38 ✠Lloyd'sRMC12,39 ~~B,31~~ 1,41 *Fitted for oil fuel* 3,31 | Bom ~~Liv.~~ Gls | | CL 8,38 3mo P2,39 *F.P. above* 150° F. | 1931 3mo *Lloyd's A&CP* | A.Stephen &Sons,Ld. Glasgow | BritishIndiaStm. Nav.Co.Ld. *Cell DB* | 471·3 \| 64·2 \| 29·4 486·4(O.L.) B213′F51′ *on Shade dk* FK 415′1768t *FPT112* | London British *8BHpt Cem* 250lb *100lb* (*s*) FD 7SB(Spt),*28cf*, ,HS19810 *APT222t* A.Stephen&Sons,Ld.Gls. | 6 Steam Turbines SR geared to 2 Sc. Shafts 1746NHP | 32 ″ 6 s 5 ″ 10½ 26 ″ 11¼ | |
| 77150 137801 GRZF | **Karapara** Ⓟ **D.F.** *Ref.Mchy.* | TwinSc *ss*Cal.2nd No.3–6,38 1 *Dk*(*Stl*)&*Awng dk* (*Stl*–teak s)& 2*nd dk*(*Stl*) *in Nos.1&2holds* *Cruiser Stern* | 7117 5339 3722 | ✠100A1 *Awng dk with freeboard* 3,41 ~~7,39~~ ~~BS6,39~~ ✠LMC6,38 | Cal Bom | *a*† BS5,40 | CL ~~6,38~~ 7,40 | 1915 8mo *Lloyd's A&CP* | Swan, Hunter&Wigham Richardson, Ld Newcastle | BritishIndiaStm. Nav.Co.Ld. *Cell DBa82′uE&B* | 425·0 \| 55·6 \| 31·4 P35′B163′F46′ FK *147′f130′825t FPT* | Glasgow British *7BHCem* *2t APT60t* | T.6Cy.25½″,43″&73″–48″ (*s*) 215lb FD 1410NHP 8SB,*24cf*,GS519,HS22696 Swan,Hunter&Wigham Richardson,Ld.Nwc. | 34 ″ 0 ~~8 ″ 0~~ ~~26 ″ 5~~ s 9 ″ 8¼ 2 ″ 9 | |
| 77151 117428 | **Karatta** Ⓟ | 1 *Dk* | 553 350 239 | ✠ 9,07 ✠ | Grk | *i* | | 1907 9mo | G.Brown & Co. Greenock | Coast Steamships, Ld. | 175·0 \| 28·1 \| 11·4 P&B106′F27′ BK7′ *FPT* | P.Adelaide British *4BHCem* *18t APT11t* | T.3Cy.15″,25″&40″–27″ 82RHP 1SB,*3cf*,GS51,HS1964 Muir&Houston,Ld.Gls. | 12 ″ 0 | |
| 77152 5976 SFCW | **Kare** (*ex*Luleå) | 1 *Dk*&*pt Awng dk* | *1202* *992* *701* | | | | | 1902 | Helsingörs Jernsk&Msk Elsinore | Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*) | 238·4 \| 35·5 \| 14·2 Q78′H85*t* *pt Awng dk*163′ | Stockholm Swedish *WB* | T.3Cy.17″,27½″&47″–33″ 127NHP HelsingörsJernsk.&Mskb. | | V |
| 77153 UNJM | **Karelia** Ⓟ Wireless | TwinSc 2 *Dks* | 810 645 316 | | | | | 1930 | States S.B. Yard "Marti" Leningrad | U.S.S.R. | 174·3 \| 30·3 \| 14·8 P19′B59′F24′ | Archangel Russian *WB* | T.6Cy.8½″,13¾″&22 7/16″–15¾′ States S.B.Yard 42NHP "Marti" Leningrad | | |
| 77154 OUHS | **Karen** | *ss*Cpn.No.2–26 1 *Dk* | 1194 998 728 | ✠ ... 7,30 ✠ | | | | 1917 6mo | Kjöbnhvns Flydk.&Skbs Copenhagen | D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*) | 239·9 \| 35·7 \| 14·5 P27′B54′F25′ FK | Copnhagn Danish *WB* | T.3Cy.14″,24″&40″–27″ 98NHP KjbnhavnsFlydk.&Skbsv. | 17 ″ 3 | V † |
| 77155 LEFW | — (*ex*Bauta) | 1 *Dk* | 750 555 427 | | | | | 1900 | Trond-hjemsM V Trondheim | D/S A/S Aalesund (J.Amundsen, *Mgr.*) | 195·2 \| 30·1 \| 10·9 Q96*t*B49*t*H11*t*F29*t* | Haugesnd Norwegian *WB* | T.3Cy.14⅞″,23½″&38″–27″ 75NHP TrondhjemsMek.Verk. | | N |
| 77156 OWBO | — (*ex*Willemoes–38,*ex*Havet) *Mchy.Aft* (*See Sailing Ship Register*) | WoodAux3MstSr *OilEng.* 1 *Dk* | 331 296 254 | | | | | 1920 | V.Kragh Christensen Kolding | M.Pedersen | 129·8 \| 28·9 \| 13·0 | Sejrö Danish | Oil Engines 2Cy. J&CG Bolinders Co.Ld Skm | | V |
| 77157 OYIT | **Karen Toft** (*ex*Flotterston–34, *ex*Starkad) | 1 *Dk* | 2220 1954 1269 | | | | | 1920 | Swan, Hunter&Wigham Richardson, Ld.Newcastle | Dampskslsk. Jutlandia A/S (JensToft, *Mgr.*) | 285·6 \| 41·5 \| 19·9 P69*t*H119*t*F13*t* | Copnhagn Danish *WB* | T.3Cy.22″,35″&58″–39″ 210NHP G.Clark,Ld.Sunderland | | N |
| 77158 | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Tonnes de 2240 lbs. Tonnes Long. Tonnes Tonnes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77159<br>151517<br>ZMGS | **Karepo**<br>*ssAuk.No.2–39*<br>*Mchy.Aft* 1*Dk(Stl)*<br>*Cantilever framed topside tanks* | 2563<br>1998<br>1331 | ✠100A1<br>2,41 ~~1,41~~<br>~~BS1,40~~ ✠LMC1,39<br>1,41 | Wln | *s* | CL<br>12,38 | 1929<br>12mo | Cammell Laird&Co.Ld. Birkenhead | UnionS.S.Co.of NewZealand,Ld. | 284·5\|46·3\|18·4<br>P105′B18′F26′<br>FK DK*af½′*<br>182′486*t* *FPT*169*t* | Wellingtn British 5*BHCem* | T.3Cy.20″,33½″&55″–39″ (*s*)<br>200lb 340NHP<br>2SB,6*cf*,GS125,HS5480 FD<br>CammellLaird&Co Ld.Bkn | 20 ″ 9<br>s 2 ″ 8½<br>18 ″ 1½ | |
| | *Lloyd's SA&CP* | | | | | | | | *CellDB238* | *717t Topside tanks* | | *APT97t* | | | |
| 77160<br>121399<br>ZMBV | **Karetu** Ⓟ<br>*ss*Wln.No.1–40<br>*ss*Ddn.No.3–11,36<br>2*Dks(Stl)* | 3218<br>2818<br>1864 | ✠100A1<br>~~5,40 10,30~~ 11,40 ~~Sept~~<br>~~BS10,39~~ ✠LMC ~~11,36~~<br>11,40 | Wln | *u* | CL<br>N10,39 | 1924<br>10mo | W.Gray& Co.Ld. W Hartlepool | UnionS.S.Co.of NewZealand,Ld. | 310·0\|46·5\|23·7<br>P23′Ba23′B84′ FK<br>B*f*23′F32′ | Wellingtn British 6*BHptCem* | T.3Cy.25″,41″&68″–45″ (*r*)<br>200lb 414NHP<br>3SB,6*cf*,GS132,HS5727 FD<br>Cen.Mar.Eng.Wrks.W Hpl | 26 ″ 3<br>s 4 ″ 0½<br>22 ″ 5 | |
| | *Lloyd's SA&CP* | | | | | | | | *CellDB265′758t FPT* | 123*t APT62t* | | | | | |
| 77161<br>OHGX | **Karhula** (*ex*ClyneRock–33, *ex*FranzDahl,*ex*Glückauf)<br>1*Dk* | 2103<br>1958<br>1283 | | | | | 1909 | Flensburgr Schiffsb.Ges. Flensburg | A/B Möre (Th.Kramer,*Mgr.*) | 305·2\|42·4\|19·2<br>297·4<br>P30′B54′F28′ | Åbo Finnish *WB* | T3Cy.20½″,33½″&55½″–37½″<br>192NHP<br>FlensburgerSchiffsb.Ges. | | G |
| 77162<br>LCSJ | **Kari** (*ex*Leif–37,*ex*Bygdö)<br>1*Dk* | 1925<br>1653<br>1107 | | | | | 1920 | C.Hill& Sons Bristol | Dampsk.A/S Truls (M.Thorvik,*Mgr.*) | 270·0\|42·2\|17·8<br>P69*t*H12*t*F12*t* | Oslo Norwegian *WB* | T.3Cy.19¾″,33″&54½″–36″<br>Richardsons, Westgarth&Co.Ld.Hpl | | N |
| 77163<br>DICS | **Karibia** (*ex*Marie) TwinSc *Oil Eng.*<br>Wireless 1*Dk* | 428<br>346<br>220 | | | | | 1921 | A/S Vulcanværftet Korsör | H.C.Horn | 136·9\|29·4\|10·2<br>P61′F14′ | Hamburg German *WB* | Oil Engines 2S.C.SA<br>8Cy.16½″–18⅝″ 384NHP<br>J&CG BolindersCoLd.Skm. | | G |
| 77164<br>DKAB | **Karibisches Meer**<br>(*ex*Mendocino–39) *Fitted for oil fuel*<br>*ss*N.Yk.No.3–10,28<br>*ss*Shl.No.2–37<br>*Mchy.Aft* 2*Dks(Stl)&Web frames*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk* | 6864<br>6377<br>3981 | ✠<br>5,39<br>✠ | Ams | *a*† | | 1917<br>7mo | Sir J. Laing &Sons,Ld. Sunderland | JohnT.Essberger | 424·1\|57·0\|33·3<br>P101′B28′F40′ FK<br>*CellD* *BuE&B55′142t D* | Hamburg German 15*BHptCem* (9 „ *to Udk* 6 „ *2nd* „ ) | T.3Cy.27″,45″&74″–54″<br>559NHP<br>4SB,12*cf*,GS196,HS8248<br>G.Clark,Ld.Sunderland | 33 ″ 0 | |
| | | | | | | | | | | *Tf38′511t APT53t* | | | | | |
| 77165<br>773<br>OHYA | **Karin**<br>(*ex*Johanne–35, *ss*N.Yk.No.3–10,17<br>*ex*JohanneDybwad, 1*Dk(ptIrn&ptStl)*<br>*ex*Nepos,*ex*Arranmoor) *&deep framing*<br>D.F. | 2791<br>2541<br>1618 | ✠<br>1,28<br>✠ | Cpn | *t* | | 1904<br>10mo | J.Blumer &Co. Sunderland | RederiA/B Deepseatrader O/Y(Kristian Hansen,*Mgr.*) | 323·8\|46·7\|20·6<br>313·9<br>P28′B90′F32′<br>FK | Helsingfrs Finnish 5*BHCem* | T.3Cy.23″,38″&62″–42″<br>DB10*fitted*17 257NHP<br>2SB,6*pf*,GS111,HS3974<br>J.Dickinson&Sons,Ld.Sld. | 23 ″ 0 | N<br>† |
| | | | | | | | | | *CellD* | *Ba 104′ uE22′f128′* | | *673t APT75t* | | | |
| 77166<br>7368<br>SFDE | —<br>(*ex*Sneppe)<br>1*Dk* | *1453*<br>*1310*<br>*838* | | | | | 1902 | WoodSkinner&Co.Ld. Newcastle | RederiA/B Nordia (N.M.Thore,*Mgr.*) | 255·0\|36·6\|17·3<br>H80*t*F25′ | Jonstorp Swedish *WB* | T.3Cy.18½″,30″&49″–33″<br>138NHP<br>N.E.MarineEng.CoLdNwc | | V |
| 77167<br>OHVE | **Karin Thordén** (*ex*Eda–34, *ex*Antares)<br>D.F. 1*Dk* | 1789<br>1591<br>1030 | | | | | 1919 | A/S Sörlandets Skibs. Fevig | RederiA/B Steam (GustafB.Thorden, *Mgr.*) | 277·6\|42·1\|17·6<br>264·8<br>P30′H164*t*B66′ | Helsingfrs *Brandö* Finnish *WB* | T.3Cy.18″,29½″&50″–36″<br>150NHP<br>FredrikstadM.V.Frdstad | | N |
| 77168<br>157661<br>ZMJX | **Karitane** TwinSc *Oil Eng.*<br>*CruiserStern* 1*Dk*<br>*Cargo battens not fitted except in upper portion of holds* | 2534<br>1898<br>1278 | ✠100A1<br>~~5,40~~ 2,39 12,40 Mcl<br>✠LMC2,39 | Lth | *s* | CL<br>1½ | 1939<br>2mo | Henry Robb,Ld. Leith | UnionS.S.Co.of NewZealand,Ld. | 278·8\|45·3\|19·1<br>289·5(O.L.)<br>Q&B146′F28′ FK | Wellingtn British 4*BHptCem* | Oil Engines 2S.C.SA<br>10Cy.13⅜″–22 7/16″ 314NHP<br>DB*140lb* | 21 ″ 6<br>s 2 ″ 2½<br>19 ″ 4½ | |
| | *Lloyd's SA&CP* | | | | | | | | *CellDB240′* *Tanks at sides of* | *561t MT6′145t tunnels14′ 74t FPT* | *ptAsp* | *26t APT40t* | A/B Atlas-Diesel,Skm. | | |
| 77169<br>2787<br>OHEQ | **Karjala** Wood<br>— | 348<br>216 | | | | | 1922 | A.Wahlqvist Johannes Riosaari | LaivaO/Y Karjala (ToivoKari) | 127·8\|29·0\|11·0<br>123·0 | Wiborg Finnish | SteamEngine | | |
| 77170<br>OFDS | **Karl-Erik** (*ex*Salamis–39, *ex*Oddvar–37)<br>1*Dk* | 1945<br>1684<br>1133 | | | | | 1923 | Trndhjms Mek.Værks Trondheim | LovisaRederiA/B (A/B R.Nordström &Co.O/Y,*Mgrs.*) | 265·8\|42·2\|17·9<br>P26′B72′F30′ | Lovisa Finnish *WB* | T.3Cy.20½″,33″&56″–36″<br>188NHP<br>TrondhjemsMVTrndheim | | N |
| 77171<br>DKAR | **Karl Leonhardt**<br>(*ex*Marietta–39, *ss*Ams.2ndNo.3–6,39<br>*ex*W.I.Radcliffe–35, 1*Dk(ptIrn ptStl)*<br>*ex*ClarissaRadcliffe) | *6042*<br>*5268*<br>*3676* | ✠ ...<br>8,39<br>✠ | Ams | *z* | | 1913<br>4mo | Craig,Taylor&Co.Ld. Stockton | Leonhardt& Blumberg | 415·0\|55·6\|26·7<br>P45′B241′F39′ FK | Hamburg German 7*BHCem* | T.3Cy.28″,46″&75″–48″<br>470NHP<br>3SB,9*cf*,GS197,HS7891 | 28 ″ 7 | |
| | | | | | | | | | *CellD* | *Ba132′u E&B46′f* | | *184′ 1598t FPT154t APT183t* | Blair&Co.Ld.Stockton | | |
| 77172<br>UNYB | **Karl Liebknecht** (*ex*Pallada)<br>*ss*Oda.No.3–3,13<br>*Ref.Mchy.* 1*Dk(Stl)&Spar dk(Stl)*<br>*&deep framing* | 3341<br>2952<br>1924 | ✠<br>6,21<br>✠ | Oda | *v* | | 1900<br>5mo | Howaldtswerke Kiel | U.S.S.R. | 346·5\|46·6\|24·4<br>P30′B74′F40′<br>FK | Odessa Russian 6*BHCem* | T.3Cy.26½″,42⅜″&69″–43½″<br>NB17*refitted*27 339NHP<br>2SB,6*cf*,GS103,HS4379 | 26 ″ 9 | |
| | | | | | | | | | *CellDBa106′u* | *E26′f152′622t FPT* | | *48t APT25t* | Howaldtswerke,Kiel | | |
| 77173<br>UNYA | **Karl Marx** (*ex*Diana)<br>*ss*Oda.No.3–4,12<br>*Ref.Mchy.* 1*Dk(Stl)&Spar dk(Stl)*<br>*&deep framing* | 3503<br>2986<br>2144 | ✠<br>8,19<br>✠ | Nwc | *v* | | 1899<br>11mo | Howaldtswerke Kiel | U.S.S.R. | 346·5\|46·6\|24·4<br>P30′B74′F40′<br>FK | Vladvostk Russian 6*BHCem* | T.3Cy.26½″,42¼″&69″–40¼″<br>339NHP<br>2SB,6*cf*,GS103,HS4379 | 26 ″ 9 | |
| | | | | | | | | | *CellDBa106′u k* | *26′f132′ 622t FPT* | | *48t APT25t* | Howaldtswerke,Kiel | | |
| 77174<br>OUHU | **Karla**<br>1*Dk* | 941<br>813<br>548 | | | | | 1920 | Atlas-WerkeA.G. Bremen | J.Lauritzen | 224·0\|33·0\|14·1<br>P29′B120′F23′ | Esbjerg Danish *WB* | T.3Cy.15⅝″,25½″&41 7/16″–25⅝″<br>110NHP<br>Atlas-WerkeA.G.Bremen | | G |
| 77175<br>LDDS | **Karlander** (*ex*Visna,*ex*Froland)<br>1*Dk* | 1843<br>1616<br>1092 | | | | | 1914 | Nylands Værksted Oslo | SkibsA/S Karlander(H.T.Wilkens &Co.A/S,*Mgrs.*) | 265·2\|42·1\|18·9<br>P50*t*H93*t*F28*t* | Frdrkstad Norwegian *WB* | T.3Cy.20½″,33″&56″–36″<br>188NHP<br>NylandsVærksted,Oslo | | N |
| 77176<br>DHNU | **Karlsruhe** TwinSc<br>1*Dk2trB* | 897<br>707<br>513 | | | | | 1905 | G.Seebeck Akt.Ges. Bremerhaven | Schiffahrt-u.Assekuranz-Ges.E. Russ&Co. | 217·5\|33·2\|12·0<br>Q78′B43′F22′ | Hamburg German *WB* | T.6Cy.9⅝″,16½″&25⅝″–16½″<br>53NHP<br>G.SeebeckA.G.Bremerhvn | | G |
| 77177<br>LEFZ | **Karma**<br>1*Dk* | 1106<br>988<br>661 | | | | | 1912 | Bergens Mek.Værks. Bergen | Th.Nordbö | 226·5\|36·4\|15·8<br>P8*t*H54*t*F25*t* | Haugesnd Norwegian *WB* | T.3Cy.17″,26½″&46″–30″<br>115NHP<br>Bergens Mek VærksBergen | | N |
| 77178<br>YTCL | **Karmen** (*ex*Edoardo,*ex*Gianni, *ex*Algeria,*ex*Algerie, *ex*Minneburg) 1*Dk&Spar dk &Web frames* | 2541<br>2350<br>1558 | ✠ ...<br>8,00<br>✠ | | | | 1896<br>4mo | Sir Raylton Dixon&Co. Middlesbro' | Parobrodarsko DrustvoS.O.I. "Alcesu" | 310·5\|42·6\|22·2<br>P19′B80′F37′<br>BK8″ | Orebic Yugoslav *WB* | Q.4Cy.19½″,28″,42″&61″–42″<br>266NHP<br>Wigham.Richrdsn&Co. Nwc | 25 ″ 0 | V<br>† |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77179 | **Karmöy** | 2498 | | | | | 1921 | Forth S.&E.Co.Ltd. Alloa | D/S A/S Karmöy (John K. Haaland & Co. A/S, *Mgrs.*) | 295·7 P84*t* | 43·6 H123*t* | 20·6 | Haugesnd Norwegian *WB* | T.3Cy.20½",33"&54"–39" 182NHP Forth S.&E.Co.Ltd.Alloa | | N |
| LCPP | | 2200 1437 | | | | | | | | | | | | | | |
| | 1 *Dk* | | | | | | | | | | | | | | | |
| 77180 | **Karmt** | 4991 | ✠100A1 | NNs | *a*† | CL | 1938 | Blythsw'd S.B.Co.Ltd. Glasgow. | Skibs.A/S Corona (H.M.Wrangell & Co.A/S, *Mgrs.*) | 417·6 431·5 (O.L.) F39′ FK | 56·1 | 24·7 | Haugesnd Norwegian *7 BHpt Cem (Coll to Sh dk 6 „ 2nd „) APT 172t* | Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 387NHP 2DB *120lb* Barclay, Curle & Co.Ltd.Gls. | 27 ″ 6 | |
| 2mo | *Oil Eng.* | 4483 | *with freeboard* | NYk | | | | | | | | | | | | |
| LJTB | D.F. 1 *Dk & Shelter dk* *Cruiser Stern* | 2964 | 6,40 (7,00) | ✠LMC 2,38 | | | | | | | | | | | | |
| | | | *Lloyd's SA&CP* | | | *Cell DB 363′ 1253t MT* | | | | 27′ 1054*t* | *FPT* | 170*t* | | | | |
| 77181 | **Karnak** Ⓟ | 7209 | | | | | 1926 | Flensburger Schiffsb.Ges. Flensburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 439·6 F55′ | 55·7 | 32·6 | Hamburg German *WB* | T.3Cy.29⅛",47¼"&76⅛"–53½" 424NHP Flensburger Schiffsb.Ges. | | G |
| DHNV | Sub.Sig. D.F. 2 *Dks* | 6445 4416 | | | | | | | | | | | | | | |
| 77182 | **Karoa** Ⓟ Twin Sc | 7009 | ✠100A1 | Cal | *a*† | CL | 1915 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | British India Steam Nav.Co.Ltd. | 425·0 | 55·6 | 31·4 | Glasgow British | T.6Cy.25½",43"&73½"-48"(*s*) 215lb 1410NHP 8SB, *24cf*, GS519, HS22696FD Swan, Hunter & Wigham Richardson, Ld.Nwc. | 34 ″ 0 | |
| 137791 | *Ref.Mchy.* *ss* Bom.No.3–8,29 | 5339 | *Awng dk* | | | P8,38 | 3mo | | | P35′B163′F46′ FK | | | *7 BHCem* | | s 8 ″ 0⅜ | |
| GRZC | D.F. *ss* Cal.No.2–37 | 3607 | *with freeboard* | | | S9,39 | | | | | | | | | 26 ″ 5¼ | |
| | *Cruiser Stern* 1 *Dk (Stl) & Awng dk* (*Stl*–teaks) 2*nd dk (Stl) in Nos.1 & 2 holds* | 2,41 2,40 | ✠LMC MS12,37 BS8,36 12,40 | | | P2,41 | | | | | | | | | | |
| | | | *Lloyd's SA&CP* | | | *Cell DB a82′ u E & B* | | | | 147′ *f* 130′ | 825*t* | *FPT* 52*t* | *APT* 60*t* | | | |
| 77183 | **Karpfanger** (*ex* Luise Hemsoth) | 4974 | | | | | 1922 | Deutsche Werke A.G. Kiel | Hanseatische Reederei Emil Offen & Co. | 407·6 P24′B18′F35′ | 54·4 | 24·8 | Hamburg German *WB* | 2 Steam Turbines D R geared to 1 Sc. Shaft Deutsche Werke A.G. Kiel | | G |
| DHNW | 2 *Dks* | 4644 2958 | | | | | | | | | | | | | | |
| 77184 | **Karpo** | 389 | | | | | 1939 | N V Schpsw Gebr.Pot. Bolnes | West Indische Scheepv. Maats. | 179·7 P13′B & F155′ | 29·9 | 8·2 | Curaçao Dutch *WB* | Oil Engines 2S.C.SA 8Cy.10⅛"–18⅛" 162NHP Gbr.Stork & Co N V Hengelo | | V |
| PJCT | Wireless *Oil Eng* | 293 | | | | | | | | | | | | | | |
| | *Mchy.Aft* *Cruiser Stern* 2 *Dks* | 159 | | | | | | | | | | | | | | |
| 77185 | **Karri** | 354 | ✠100A1 | Bwg | *e* | CL | 1938 | Scott & Sons Bowling | Newry & Kilkeel S.S.Co.Ltd. (J. Fisher & Sons, Ld. *Mgrs.*) | 139·6 Q86′F22′ BK6″ | 23·9 | 8·8 | Newry British *3 BHCem* | Oil Engines 4S.C.SA 8Cy.11"–17⅛" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 10 ″ 9 | |
| 160298 | *Oil Eng.* | 234 | 2,40 | | | 12,38 | 9mo | | | | | | | | s 3 ″ 5¼ | |
| MMWY | 1 *Dk* | 179 | | ✠LMC 9,38 | | | | | | | | | | | 11 ″ 1 | |
| | *Mchy.Aft* *Cruiser Stern* *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| | | | *Lloyd's SA&CP* | | | | | | | | | | | | | |
| | | | | | | | | | *Cell DB 81′ 87t FP* | | | | *T 31t APT 32t* | | | |
| 77186 | **Kars** | 8888 | ✠100A1 | Bkn | *d*† | CL | 1939 | Blythsw'd S.B.Co.Ltd. Glasgow | Western Oil Shipping Co.Ltd. | 479·3 495·4 (O.L.) P93′B39′F50′ FK | 63·7 | 34·0 | London British *17 BH* | Oil Engines 4S.C.SA 8Cy.25⅞"–55½" 503NHP 2DB *180lb* J.G.Kincaid & Co.Ld.Grk. | 34 ″ 2 | |
| 167207 | *Oil Eng.* | 8043 (8,40) 11,39 | 1,41 Cff | | $2\frac{3}{4}$ | 12,40 | 3mo | | | | | | | | s 6 ″ 11 | |
| GRGK | 1 *Dk*, 2nd dk *clear of cargo tanks* *Longitudinal framing at bottom & at dk* | 5420 | ✠LMC 3,39 | | | | | | | | | | | | 27 ″ 6 | |
| | *Mchy.Aft* D.F. E.S.D. *Cruiser Stern* | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | |
| | | | *Lloyd's SA&CP* | | | | | | *Cell DBu E69′ 142t* | | | | *DTf 20′ 267t FPT 16 2t APT 101t* | | | |
| 77187 | **Kartigi** | 2347 | ✠100A1 | Auk | *s* | CL | 1925 | W.Gray & Co.Ld. W Hartlepool | Union S.S.Co.of New Zealand, Ld. | 280·0 P81′F29′ FK | 44·3 | 18·9 | Wellingtn British *4 BHCem* | T.3Cy.20½",33½"&55"–39"(*s*) 190lb 274NHP 2SB, *6cf*, GS132, HS5076 Cen.Mar.Eng.Wrks. W Hpl | 21 ″ 1 | |
| 151503 | *ss* W ln.No.3–11,37 | 1950 (8,40) 11,39 | 1,41 Wln | | | 10,37 11,40 | 7mo | | | | | | | | s 2 ″ 11⅜ | |
| ZMBF | *Mchy.Aft* 1 *Dk (Stl)* *Cantilever framed topside tanks* *Cargo battens not fitted* | 1167 | BS12,39 11,40 | ✠LMC 11,37 | | | | | | | | | | | 18 ″ 4 | |
| | | | *Lloyd's SA&CP* | | | | | | *Cell DBu E & B* | *B46′ f* 186′ | 606*t* | *Top side Tks* | 440*t* | *FPT* 224*t* | *APT* 120*t* | |
| 77188 | **Karu** | 1044 | ✠100A1 | Ddn | *n* | CL | 1935 | A.Stephen & Sons, Ld. Glasgow | Union S.S.Co. of New Zealand, Ld. | 220·4 Q66′B54′F24′ FK | 35·1 | 14·3 | Wellingtn British *4 BHpt Cem* | Oil Engines 2S.C.SA 6Cy.14$\frac{3}{16}$"–23⅝" 210NHP A.Stephen & Sons, Ld. | 16 ″ 7 | |
| 157649 | *Oil Eng.* | 783 | 10,39 | | | 10,38 | 7mo | | | | | | | | s 1 ″ 3½ | |
| ZMLT | *ss* Ddn.No.1–39 | 529 | | ✠LMC 10,39 | | | | | | | | | | | 15 ″ 6 | |
| | Wireless *Cruiser Stern* 1 *Dk* | | | | | | | | | | | | | | | |
| | | | *Lloyd's SA&CP* | | | | | | *Cell DBu E & B* | *B171′ 219t* | *FPT* | 20*t* | *APT* 26*t* | | | |
| 77189 | **Karuah** | 1342 | ✠100A1 | HKg | *p* | CL | 1940 | Hong K'ng & Whampoa Dock Co.Ld. Hong Kong | Newcastle & Hunter River Steamship Co.Ld. | 232·2 241·5 (O.L.) BK 1½" on FK | 39·1 | 14·8 | Newcastle N.S.W. British *5 BHpt Aspt Cem (Coll & Blr. space to Sh dk 3 „ 2nd „)* | T.3Cy.16½",28½"&48"–33" 237NHP 2W.T.B.(Spt) FD 235lb GS134 HS3576 N.E.Marine Eng.Co.(1938) Ld.Nwc. | 16 ″ 0 | |
| 156152 | | 943 | *with freeboard* | Syd | 13 | | 3mo | | | | | | | | s ″ 2 | |
| | Wireless 1 *Dk & Shelter dk* | 515 | 7,40 3,40 4,41 4,40 | ✠LMC 3,40 | | | | | | | | | | | 16 ″ 0½ | |
| | *Mchy.Aft* *Cruiser Stern* | | BS4,41 | | | | | | | | | | | | | |
| | | | *Lloyd's SA&CP* | | | | | | *Cell DBu* | *B16′ 47t* | *DTf* | 14′ | 104*t* | *FPT* 35*t* | *APT* 26*t* | |
| 77190 | **Kasado Maru** Twin Sc | 6003 | ... | | | | 1900 | Wigham-Richrdsn & Co Ld. Newcastle | Nippon Suisan K.K. | 400·5 | 50·4 | 19·0 26·9 FK | Tokyo Japanese *WB* | T.6Cy.20½",34"&57"–40" 600NHP Wigham Richrdsn & Co.Ld. | 30 ″ 0 | |
| 38754 | (*ex* Kazan) *ss* Kob.No.3–4,10 | 5031 | 6,22 | | | | | | | | | | | | | |
| JRFJ | *ss* Kob.No.2–19 1 *Dk, Spar dk & Web frames & Shade dk* | 3592 | | | | | | | | | | | | | | |
| 77191 | **Kasagi Maru** Ⓟ | 3140 | | | | | 1928 | Yokohama Dock Co. Yokohama | Nippon Yusen K.K. | 325·7 P29′B87′F38′ | 46·0 | 27·0 | Tokyo Japanese *WB* | T.3Cy.23",38"&64"–48" 284NHP Yokohama Dock Co.Yka. | | C |
| 33617 | | 2700 | | | | | | | | | | | | | | |
| JQOB | 2 *Dks* | 1846 | | | | | | | | | | | | | | |
| 77192 | **Kasagisan Maru** | 2427 | | | | | 1925 | Mitsui Bussan Kaisha Ld Tama (Uno) | Mitsui Bussan Kaisha, Ld. | 284·5 P32′B72′F32′ | 42·0 | 23·3 | Kobe Japanese *WB* | T.3Cy.20",33½"&55"–36" Mitsui Bussan Kaisha, Ld. Tama (Uno) 181NHP | | C |
| 30525 | | 2035 | | | | | | | | | | | | | | |
| JKTB | 1 *Dk* | 1442 | | | | | | | | | | | | | | |
| 77193 | **Kashirstroi** (*ex* Chebaulip) | 4907 | ✠ ... | | | | 1918 | Todd D.D. & Const.Corp. Tacoma, Wsh | U.S.S.R. | 380·6 P39′B102′F42′ FK | 53·1 | 27·0 | Vladvostk Russian *WB* | T.3Cy.24",40"&70"–48" 472NHP Seattle Const. & D.D.Co. Seattle | 29 ″ 4 | |
| | | 3459 | 9,20 | | | | 7mo | | | | | | | | | |
| UOBG | 2 *Dks & Web frames* *Longitudinal framing* | 2958 | ✠ | | | | | | | | | | | | | |
| 77194 | **Kasii Maru** (*ex* Kashii Maru–38) | 8408 | ✠100A1 | Kob | *d*† | CL | 1936 | Harima S.B.&Eng. Co.Ld. Harima | Kokusai Kisen K.K. | 453·1 F42′ FK | 60·7 | 30·8 40·1 | Tokyo Japanese *8 BHpt Cem (Coll to Wdk 7 „ 2nd „) el 144t DTs a* | Oil Engines 2S.C.DA 6Cy.29½"–47½" 1875NHP DB *100lb* Kobe Steel Works, Ld. Kobe | 40 ″ 0 | |
| 41651 | *ss* Kob.No.1–41 *Oil Eng.* | 7680 | *with freeboard* | | | 3,39 | 4mo | | | | | | | | s 12 ″ 6⅝ | |
| JHOJ | D.F. 2 *Dks* | 5024 | 2,41 2,40 | ✠LMC CS2,40 | | | | | | | | | | | 27 ″ 7½ | |
| | GyC. 3*rd dk except in aftermost hold* *Cruiser Stern* *Tonnage opening closed '38* | | DBS3,42 2,41 2,40 | | | | | | | | | | | | | |
| | | | *Lloyd's SA&CP* | | | | | | *Cell DB 359′* | 1365*t* | | | | | | |
| | | | *Carrying cargo oil F. P. above 150° F. in deep tanks* | | | | | | | *Tanks at sides of tunnel* | | | 144*t* | *DTs a* | 48′ | 1401*t* |
| 77195 | — | 3218 | | | | | 1929 | Kobe Steel Works Harima | Nippon Seitetsu K.K. | 320·0 P155′F31′ | 46·5 | 25·0 | Yawata Japanese | T.3Cy.22",37"&61"–42" 241NHP Kobe Steel Works, Kobe | | |
| 34372 | *Mchy.Aft* *Fitted for oil fuel* | 2611 | | | | | | | | | | | | | | |
| JDCC | *Cruiser Stern* 1 *Dk* | 1874 | | | | | | | | | | | | | | |
| 77196 | — Iron | 486 | ✠ ... | | | | 1882 | H M'Intyre & Co. Paisley | Tsutsumi Noboru | 170·2 Q84′F19′ | 26·1 | 11·2 | Dairen Japanese *WB* | C.2Cy.20"&40"–30" *B made 08 refitted 14* 73NHP Fleming & Ferguson, Psy. | | |
| 655 | (*ex* Pulo Riman, *ex* Orawaiti) *ss* Ddn.No.1–87 | — | 5,91 | | | | 11mo | | | | | | | | | |
| JQFG | 1 *Dk* | 253 | ✠ | | | | | | | | | | | | | |
| 77197 | **Kasima Maru** Ⓟ Twin Sc | 9908 | ✠100A1 | Yka | *e*† | CL | 1913 | Kawasaki Dkyd.Co.Ld. Kobe | Nippon Yusen K.K. | 489·8 P96′B181′F53′ FK | 60·7 | 36·4 | Tokyo Japanese *8 BHCem* | T.6Cy.27",45½"&76"–54' (*s*) 200lb 1152NHP 7SB, *21cf*, GS423, HS16075FD Kawasaki Dkyd Co Ld Kobe | 36 ″ 6 | |
| 16491 | (*ex* Kashima Maru–38) | 8110 | 8,40 7,30 | Kob | | s7,37 | 10mo | | | | | | | | s 8 ″ 7 | |
| JKXD | *ss* Yka.2nd No.3–5,38 2 *Dks (Stl U*–ws) *3rd dk (Stl) in Nos.1,3 & 4 holds* | 6148 | BS7,30 9,40 | ✠LMC 5,38 | | s9,38 r8,40 | | | *Cell DBa 150′ u E & B* | 188′ *f* | 189′ | 189*t* | *FPT* 155*t* | *APT* 36*t* | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enfoncement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milliers de navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si on l'est dans le Lloyd's Register, Yacht Register, ou Lloyd's Register of Yachts. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77198<br>44130<br>JCVM | **Kasima Maru**<br>(*ex*KashimaMaru-38)<br>*CruiserStern* | *Oil Eng.*<br>1 *Dk* | 879<br>—<br>613 | | | | | 1938 | Mihara S.B.Yd. Osaka | KashimaKisen K.K. | 185·0 \| 31·0 \| 17·0 | Kobe Japanese *WB* | Oil Engines 2S.C.SA 6Cy.12½″-19½″ 172NHP NipponHatsudokiKKKob. | | |
| 77199<br>22663<br>JEZI | **Kasiwa Maru** (*ex*KashiwaMaru-38,<br>*ex*MitsuMaruNo.1-37)<br>Wireless | 1 *Dk* | 972<br>—<br>552 | | | | | 1918 | Shindo Teizo Osaka | MarutatsuKaiun K.K. | 190·0 \| 31·0 \| 18·5 | Kobe Japanese | T.3Cy.13″,21½″&36″-27″ 67NHP ShindoTekkosho,Osaka | | |
| 77200<br>45108<br>JWCM | —<br> | *Oil Eng.*<br>1 *Dk* | 516<br>—<br>282 | | | | | 1938 | Ohara Zosen TekkosyoKK Osaka | UwazimaUnyu K.K. | 149·6 \| 28·0 \| 14·0 | Uwazima Japanese | Oil Engines | | |
| 77201<br>OPZA | **Kasongo** (*ex*Trevier,*ex*WarHunter)<br>**D.F.** | *Fitted for oil fuel*<br>2 *Dks* | *5254*<br>—<br>*8135* | | | | | 1918 | A.Stephen &Sons,Ld. Glasgow | Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationaleS.A. *Mgrs.*) | 400·1 \| 52·3 \| 28·5<br>P49′B112′F39′ | Antwerp Belgian *WB* | T.3Cy.27″,44″&73″-48″ 369NHP Dunsmuir&Jackson,LdGls | | C |
| 77202<br>HAAP | **Kassa** **TwinSc**<br>(*River & sea-going vessel*) *Oil Eng.* | | 1022<br>918<br>554 | | | | | 1939 | Ganz&Co. Ld. Budapest | Königl.Ung.Fluss. &Seeschiffahrts A.G. | 242·7 \| 32·4 \| 14·6<br>F31′ | Budapest Hungarian *WB* | Oil Engines 2S.C. 16Cy.8½″-12.⅞″ Ganz&Co.Ld.Budapest | | V |
| 77203<br>244<br>SVUC | **Kassandra Louloudis**<br>(*ex*Bondowoso-36) *ssSyr.No.3-9,36*<br>*Well deck* 2 *Dks*(*Stl*) | | 5106<br>4796<br>3184 | ✠100A1 Rot *z* OG<br>~~5,26~~ 9,40 ~~Mel~~ Pur N6,39<br>~~BS8,38~~ ✠LMC6,36<br>3,40<br>*Carrying oil fuel* F. P. above | | | | 1919<br>10mo<br>*Lloyd's* 50° F. | W.Gray& Co.(1918)Ld. WHartlepool *sA&CP* *in DT* | GoulandrisBros. *CellDB344′* | 400·1 \| 52·3 \| 28·5<br>P&B322′F39′ FK<br>1048*t D Ta*35′915*t A* | Andros Greek *6BHptCem* *PT61t* | T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl | 31 ″ 0<br>s 4 ″ 6½<br>26 ″ 9 | |
| 77204<br>DHNY | **Kassar Wiek**<br>Wireless *ssHam.No.2-37*<br>*Mchy.Aft* *CruiserStern* 1 *Dk*(*Stl*)<br>*Strengthened for Navigation in Ice*<br>*Carrying Petroleum in bulk* | | 528<br>423<br>332 | ✠ Ham *h*<br>5,39<br>✠ | | | | 1929<br>7mo | Lübecker Flender-WerkeA.-G Lübeck | JohnT.Essberger | 161·2 \| 27·1 \| 11·2<br>P42′F23′<br>*Trunk*96′ FK<br>*Cell DB uE*11′4*t FPT* | Hamburg German *8BHptCem* | T.3Cy.10.½″,16¾″&27.⅝″-15¾″ 57NHP 1SB,*2cf*,GS37,HS1184 Chrstiansn&MeyerHarbrg | 11 ″ 10 | |
| 77205<br>SVZF | **Kassos**<br>**D.F. E.S.D.** | *Oil Eng.*<br>1 *Dk*& *Shelter dk* *CruiserStern* | *5215*<br>*4685*<br>*3078* | ✠100A1 Shl *a*† CL<br>*with freeboard* 2<br>7,39 ✠LMC7,39 | | | | 1939<br>7mo<br>*Lloyd's* | Wm.Dox-ford&Sons Ld Sunderland *sA&CP* *CellDB356′* | KassosStm.Nav. Co.Ld.(Pvevma-ticosRethymnis, Yannaghas,*Mgrs.*) 117*9t MT*29′1205*t* | 427·6 \| 56·5 \| 26·5<br>442·9(O.L.)<br>FK<br>*FPT*134*t APT*166*t* | Syra Greek *7BHptCem* *Coll to Sh dk* 6 „ 2*nd*„) | Oil Engines 2S.C.SA 3Cy.23⅝″-91.⅝″ 516NHP 2DB*120lb* Wm.Doxford&Sons,LdSld | 29 ″ 0<br>s 3 ″ 3<br>25 ″ 10½ | |
| 77206<br>35<br>OFDN | **Kaste** (*ex*EstherMaria-39)<br>**D.F.** *ssShl.No.3-8,35* *ssCpn.No.1-39* 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | 1935<br>—<br>1060 | ✠100A1 Cpn *r* CL<br>2,39 2,39<br>✠LMC<br>BS11,38 MS2,39 | | | | 1922<br>7mo<br>*Lloyd's* | Antwerp Eng.Co. Hoboken *sA&CP* | KaskistenLaiva O/Y(Ilmari Vallinkoski,*Mgr.*) *CellDB238′* | 279·0 \| 40·2 \| 18·2<br>P22′B60′F30′ FK<br>555*t FPT*46*t* | Kaskö Finnish *4BHCem* *APT68t* | T.3Cy.20″,33″&54″-36″ (*s*) 180lb 213NHP 2SB,*6cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld | 20 ″ 7<br>3 ″ 0<br>17 ″ 9½ | |
| 77207<br>OHAX | **Kastelholm** (*ex*Woron,*ex*Naimes)<br>*ssLkr.2ndNo.3-5,33* *ssGot.No.1-36* 2 *Dks*(*Stl*)& *Web frames* | | 5417<br>4944<br>3210 | No later survey reported<br>100A1 Bal *a*† CL<br>7,401 ~~11,30~~ Liv 11,39<br>BS4,39 LMC12,36<br>5,40 | | | | 1907<br>*Lloyd's* | Bremer Vulkan Vegesack *sA&CP* | A/B NaxosPrince (CurtMattson, *Mgr.*) *Intermedia forward* | 437·1 \| 54·5 \| 27·5<br>418·1<br>P&B266′F54′<br>*te BH in hold dispensed with* *CellDB372′* | Helsingfrs Finnish *ptCem* *6BH only* 1390*t FPT*9 | Q.4Cy.24.⅝″,34¾″50.⅝″&73″-53½″ 220lb 551NHP 3SB,*9cf*,GS150,HS7560 FD Bremer Vulkan,Vegesack | 30 ″ 8<br>s 5 ″ 4½<br>25 ″ 6 | |
| 77208<br>7512<br>SEKN | — Ⓟ<br>Wireless **D.F.** | 2 *Dks*<br>*CruiserStern* | *891*<br>*704*<br>*462* | | | | | 1928 | Eriksbergs M.V.Aktieb. Gothenburg | A/B Svenska AmerikaLinien (A.Jonsson,*Mgr.*) | 180·1 \| 30·6 \| 19·7 | Gothenbrg Swedish *WB* | T.3Cy.16½″,27″&44½″-30″ 108NHP EriksbergsMV.Aktieb.Got | | V |
| 77209<br>70<br>SVIB | **Kastor** (*ex*Parana-35) | *Fitted for oil fuel*<br>1 *Dk*& *Shelter dk* | 5497<br>5025<br>3425 | | | | | 1921 | F.Schichau Danzig | GeorgeD.Gratsos Co.Ld. | 398·7 \| 55·9 \| 29·1 | Ithaca Greek *WB* | T.3Cy.26½″,45″&75″-48″ *Emade22 fitted*35 390NHP Wallsend Slpwy.&E.Co.Ld | | G |
| 77210<br>PKQB | **Kasuaris**<br>*Mchy.Aft* *CruiserStern* | *Oil Eng.*<br>1 *Dk* | 340<br>200<br>166 | | | | | 1937 | NVSchpsw "Vooruit-gang" Foxhol | N.V.Nederlandsch NieuwGuinee PetroleumMaats. | 135·0 \| 24·1 \| 8·0<br>P40′Q39′F20′ | Batavia Dutch *WB* | Oil Engines 4S.C.SA 6Cy.11½″-16.½″ 74NHP Benz,Mannheim | | C |
| 77211<br>42968<br>JGOL | **Kasuga Maru**<br> | 2 *Dks*<br>*CruiserStern* | 3968<br>—<br>2332 | | | | | 1936 | OsakaIron Works,Ld. Innoshima | NaigaiKisenK.K. | 351·0 \| 50·0 \| 26·6<br>P17′B81′F37′ | Kobe Japanese *WB* | T.3Cy.18⅛″,30⅛″&50″-36″ & LP turbine with DR gear-ing & hydraulic coupling OsakaIronWorks, 296NHP Ld.Innoshima | | |
| 77212<br>19235<br>JLIB | — Ⓟ<br>Wireless | 1 *Dk* | 1377<br>1143<br>959 | | | | | 1916 | S.Ono Osaka | ShimatamiKisen K.K. | 225·0 \| 33·9 \| 20·0 | Kobe Japanese *WB* | T.3Cy.10⅜″,16⅜″&26¾″-20″ 31NHP OnoSeikichi,Osaka | | |
| 77213<br>30850<br>JGNB | **Kasugasan Maru**<br> | 2 *Dks* | 2427<br>2035<br>1425 | | | | | 1925 | MitsuiBus-sanKaisha,Ld Uno | Toa Kaiun K.K. | 284·0 \| 42·0 \| 23·2<br>P32′B72′F32′ | Kobe Japanese *WB* | T.3Cy.20″,33¾″&55″-36″ 181NHP MitsuiBussanKaisha,Ld. | | C |
| 77214<br>26430<br>JOUD | **Kasyu Maru** Ⓟ<br>(*ex*KashuMaru-38) | *ssKob.No.3-7,32* *ssKob.No.1-35* 2 *Dks*(*Stl*) | 5460<br>4988<br>3404 | ✠ ... Kob *z*<br>9,39<br>✠ | | | | 1919<br>12mo | AsanoS.B. Co.Ld. Tsurumi | FukuyoKisenK.K. | 400·0 \| 53·2 \| 29·4<br>P33′B124′F41′ FK<br>*CellDB339′942t* | Kobe Japanese *6BHCem* *APT27t* | T.3Cy.26½″,43½″&72″-48″ 513NHP 3SB,*12cf*,GS175,HS7376 KubotaIronWorks,Osaka | 32 ″ 0 | |
| 77215<br>OSQA | **Katanga** (*ex*Keltier,*ex*War Daffodil)<br>**D.F.** | *ssAnt.No.3-10,30* *ssAnt.No.2-39* 1 *Dk*(*Stl*)2*nd dk*(*Stl*) *inNos.*1,2,3&4*holds* | *5183*<br>*4641*<br>*3088* | ✠100A1 Ant *y* CL<br>2,41 ~~8,39~~ ~~10,40~~ Liv 1,41<br>✠LMC<br>MS9,38 ~~BS8,40~~ ~~10,40~~<br>2,41 | | | | 1917<br>12mo<br>*Lloyd's* | Swan,Hun-ter&Wigham Richardson, Ld Newcastle *sA&CP* | Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale,*Mgrs.*) *CellDB344′* | 400·2 \| 52·3 \| 28·4<br>P49′B113′F39′ FK<br>1115*t AP* | Antwerp Belgian *7BHptCem* *PT119t* | T.3Cy.27″,44″&73″-48″ (*s*) 180lb 518NHP 3SB,*9cf*,GS189,HS7668 FD Hwthrn,Leslie&Co Ld.Nwc *T175t* | 31 ″ 0<br>s 5 ″ 11½<br>25 ″ 3½ | |
| 77216<br>814<br>SVAZ | **Kate** (*ex*WarEnvoy)<br> | *ssPir.No.3-11,30* *ssPir.No.2-39* 1 *Dk*(*Stl*) | *5197*<br>*4767*<br>*3158* | ✠100A1 Rot *y* CL<br>11,~~40~~8,39 Pir 8,39<br>✠LMC3,39<br>BS2,40<br>*Fitted for oil fuel* 11,19 F.P. | | | | 1918<br>9mo<br>*Lloyd's* above | Harland& Wolff,Ld. Glasgow *sA&CP* 150°F. | N.D.Lykiardopulo *Cell DB345′1136t DT* | 400·6 \| 52·3 \| 28·5<br>P49′B112′F38′ FK<br>a28′1200*t FPT*118 | Piræus Greek *7BHCem* *APT185t* | T.3Cy27″,44.¼″&73″-48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls. | 31 ″ 0<br>s 6 ″ 0<br>25 ″ 3 | |

KAR-KAS

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned & now expired. Equipment Letter. | 7* D'e when tail shaft last seen. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of 1st o. Tyne Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77217 / DAQG | **Käte** | 1 *Dk* | 1599 / 1006 / 903 | | | | | 1922 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 230·9 / P&B | 36·4 / 180′F26′ | 14·6 | Stettin German *WB* | T3Cy16,$\frac{9}{16}$″,27$\frac{5}{8}$″&43$\frac{5}{16}$″–31$\frac{1}{2}$″ 105NHP StettinerOderwerke | | G |
| 77218 / DCAK | — | 1 *Dk* | 448 / 351 / 267 | | | | | 1899 | Nüscke& Co. Grabow | Sartori&Berger | 152·9 / Q46′ | 25·2 / B39′F18′ | 10·9 | Kiel German *WB* | C.2Cy.18″&31″–19$\frac{3}{4}$″ NB27 36NHP "Kette" Deutsche Elbsch.Ges.Uebigau | | G |
| 77219 / DHFF | **Käte Grammerstorf** (*ex*DitmarKoel–39, *ex*Merriwa,*ex*Gertrud, *ex*Willy Rickmers) *ss*Nwc.No.3–1,21 *ss*Syd.No.1–25 2 *Dks* | | 5088 / 4689 / 3156 | … 11,28 | | | | 1915 | Rickmers Werft Bremerhaven | KarlGrammerstorf | 401·1 / P50′ | 53·2 / B134′ | 27·5 / F44′ FK | Kiel German *WB* | T.3Cy.28″,45″&74″–53″ 514NHP Act.Ges "Weser," Bremen | 30 ″ 1 | G † |
| 77220 / PFHF | **Katendrecht** *Oil Eng.* *Mchy.Aft* *ss*Rot.No.3–7,37 D.F. 2 *Dks*(*Stl*) *Longitudinal framing at bottom & at decks* | | 5099 / 4534 / 2883 | ✠100A1 2,41 ~~3,39 10,40~~ DBS~~9,40~~ *Carrying Petroleum in bulk* | Rot Gal ✠LMC7,37 ✠LMC(M)8,39 | | CL 8,39 | 1925 6mo | Maats. Fyenoord Rotterdam *Lloyd's SA&CP* | N.V.MaatsMotorschip "Katendrecht" (N.V.Phs. VanOmmeren's SchpvBedrijf *Mgrs.*) | 402·1 / P99′F33′ len31 *CellDBuE64′137* | 53·3 / FK | 27·9 / BK10′ 16*BHptCem* *tFPT150tA* | Rotterdam Dutch | Oil Engines 4S.C.SA 6Cy.27$\frac{3}{4}$″–55$\frac{1}{2}$″ 438NHP 2DNB06*refitted*19 2DB*142lb* DB(aft)*115lb* Maats.Fyenoord,Rot. *PT66t* | 28 ″ 0 s 5 ″ 9 22 ″ 5$\frac{1}{4}$ | |
| 77221 / SVLQ | **Katerina** Iron Twin Sc (*ex*Katherine–37, *ex*Sailing Vessel County of Linlithgow) *Mchy.Aft* *ss*Pir.4th No.3–6,37 2 *Dks*(*Stl*) & *Web frames* | Oil Eng. | 2398 / 2176 / 1177 | ✠100A1 ~~10,40 Tr.9m.~~ ~~Bkn~~ DBS~~10,40~~ *Altered 1919 to carry Petroleum in bulk* | Pir ~~LMC6,37~~ LMC(M)6,39 | *s* | OG ~~10,39~~ 3,41 | 1887 5mo | Barclay, Curle&Co.Ld Glasgow *Lloyd's SA&CP* | SocAnonHellenique Maritime "Transpetrol" (A.Romano&A.H. Behar, *Mgrs.*) | 286·9 / 304·0 (O.L.) P77′F45′ *CellDBuE30′f30′155t* | 43·5 / BK10′ | 24·1 11*BHptCem* (2 *toUpr dk* 9 „ 2*nd* „) | Piræus Greek | Oil Engines 2S.C.SA 8Cy.16$\frac{1}{2}$″–18$\frac{1}{2}$″ 384NHP 2NDB06*refitted*19 *90lb* NE9,19 J&CG BolindersCoLdSkm. | 26 ″ 1 s 4 ″ 1$\frac{1}{2}$ 22 ″ 10$\frac{1}{4}$ | |
| 77222 / GFFJ | **Katha** D.F. E.S.D. 2 *Dks* *Cruiser Stern* | | 4357 / 3949 / 2572 | | | | | 1938 | Wm Denny &Bros.Ld. Dumbarton | British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co. *Mgrs.*) | 409·2 / B25′F38′ | 55·2 | 24·9 / *WB* | Glasgow British | T.3Cy.22″,38″&65″–45″ 283NHP Rankin&BlackmoreLdGrk | | C |
| 77223 / DAYU | **Katharina Dorothea Fritzen** (*ex*Daghild–37) D.F. 1 *Dk.*(*Stl*) & *Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing* | *ss*Fal.2nd No.3–3,34 | 7843 / 7494 / 4728 | … 1,38 | Bkn | | | 1916 | W.Doxford &Sons,Ld. Sunderland | Johs.Fritzen& Sohn.vorm W.Kunstmann | 459·0 / *CellDB397′* *side tanks a45′* | 58·1 / 1809*t'Tween dk* | 33·2 / FK *f* 137′762*t FPT125* *tAPT160t* | Stettin German *Cem* 7*BHtoSh dk* | T.3Cy.28$\frac{1}{2}$″,47″&78″–54″ 593NHP 3SB,*9cf*,GS183,HS8514 W.Doxford&Sons,Ld.Sld. | 36 ″ 3 | G † |
| 77224 / SVQQ | **Kathariotisa** (*ex*Gelderland–34) 1 *Dk*(*Stl*) *Cargo battens not fitted* | *ss*Pir.2nd No.3–3,38 | 1877 / 1587 / 1106 | ✠100A1 ~~5,40 10,39~~ 2,41 MS3,38 | Shl ~~Cls~~ Bkn ✠LMC BS~~5,39~~ 10,40 | *r* | CL 10,39 | 1913 2mo | Schpw.v. JanSmit,Czn. Alblasserdm A&CP | G.G.Caravias *CellDBa82′* | 272·0 / B63′F31′ *uE&B35′f* | 40·0 / FK 112′571*t* | 18·1 *APT142t* | Ithaca Greek | T.3Cy.20″,32″&52″–39″ 1901b 203NHP 2SB,*6cf*,GS101,HS3450 Maats.de Schelde,Flushing | 20 ″ 6 s 3 ″ 0$\frac{1}{2}$ 17 ″ 8 | |
| 77225 / DICR | **Käthe** (*ex*Lighter) *Mchy.Aft* | *Oil Eng.* 1 *Dk* | 349 / 310 / 206 | | | | | 1920 | C.Lühring Kirch-Hammelwarden | Reinecke&Bremer | 139·1 / | 28·0 | 9·8 | Hamburg German | Oil Engines 4S.C.SA 4Cy.13$\frac{3}{4}$″–15$\frac{3}{4}$″ 74NHP *Emade&fitted30* Bremer Vulkan,Vegesack | | G |
| 77226 / DIJE | **Käthe Jürgensen** (*ex*Elli Claudius, *ex*Martha Delfs,*ex*Mastgat, *ex*Eureka Lemal,*ex*Eureka,*ex*Mastgat) *Mchy.Aft* | 3 Mst *Oil Eng.* 1 *Dk* | 346 / 298 / 245 | | | | | 1918 | P.&A.van Gelder Deest | AdolfBoth | 129·9 / P34′ | 26·4 | 11·2 / *WB* | Hamburg German | Oil Engines 4S.C.SA 3Cy.11″–17$\frac{3}{4}$″ 35NHP NE26 Motorenfabr. "Deutz" A.G.Köln-Deutz | | V |
| 77227 / 205002 / KMVO | **Katherine** *Fitted for oil fuel* *Mchy.Aft* | Wood 1 *Dk* | 531 — 292 | | | | | 1908 | J.Lindstrom Fairhaven, Cal. | ~~RedwoodS.S.Co.~~ Independent Iron Works,Ld. | 160·4 / | 36·0 / | 12·5 | S.Frncisco Utd. States | T.3Cy.11$\frac{1}{2}$″,19″&32″–24″ 50NHP Marine I.Wks.Chicago,Ill. | | |
| 77228 / 210902 / KJOW | **Katherine Donovan** (*ex*SanRamon) *Mchy.Aft* | Wood *Fitted for oil fuel* 1 *Dk* | 994 / 791 / 593 | | | | | 1913 | Kruse& Banks North Bend Or | Katherine Donovan SteamshipCo. | 199·3 / | 41·6 / | 14·6 | S.Frncisco Utd. States | T.3Cy.13$\frac{1}{2}$″,23″&40″–30″ 88NHP United Eng.Wrks.Alameda | | |
| 77229 / MLDP | **Kathiawar** (*ex*Monte D'Oro) | 1 *Dk* | 304 / 229 / 115 | | | | | 1904 | Cie.Franç. de Nav.&de Const.Nav Arles | Nawanagar State (Mercantile Marine Dept.) | 147·4 / Q22′F23′ | 20·2 / | 11·7 | British *WB* | C.2Cy.21$\frac{5}{8}$″&38$\frac{5}{8}$″–23$\frac{5}{8}$″ NB21 60NHP Cie.Franç.de Nav. &de Const.Nav.Lyons | | |
| 77230 / 113519 / MGGS | **Kathleen** *Mchy.Aft* *Well deck* | 3 Mst *ss*Bel.2nd No.3–9,27 1 *Dk*(*Stl*) | 738 / 536 / 316 | ✠ — 11,33 NB11,09 | Bel | *k* | | 1902 4mo | AilsaS.B. Co.Ld. Ayr | Grand Union (Shipping) Ld. | 200·0 / Q103′ | 30·4 / B13′F36′ | 12·0 BK7$\frac{1}{2}$″ *DBf114′163t FPT* | Belfast British | T3Cy.17$\frac{3}{8}$″,27$\frac{1}{2}$″&44″–33″ 135NHP 1SB,*3cf*,GS65,HS2394 Ross&Duncan,Glasgow | 14 ″ 3 | C † |
| *Now "Blisworth," see No. 87253 in Supplement* | | | | | | | | | | | | | | | | | |
| 77231 / 163204 / GWFT | **Kathleen Hawksfield** (*ex*Rosapenna–37) *Well deck* *Mchy.Aft* | *ss*Bel.No.1–37 1 *Dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted* | 869 / 597 / 457 | ✠100A1 ~~2,40~~ 1,39 1,41 BS~~3,40~~ 2,41 | Bly ~~Hpl~~ ✠LMC7,37 | *k* | CL ~~5,37~~ 9,40 | 1933 9mo | J.Lewis& Sons,Ld. Aberdeen *Lloyd's SA&CP* | P.Hawksfield& Son,Ld. | 197·7 / Q112′ | 30·7 / B11′F30′ *0tFPT73tAPTs26t* | 12·1 / FK *CellDB125′20* | Dover British *Cem* *ptAsp* | T.3Cy.14$\frac{1}{2}$″,25″&41″–30″ (*s*) 200lb 131NHP 1SB,*3pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn. | 14 ″ 4 s 4 ″ 5$\frac{3}{4}$ 13 ″ 11 | |
| * 77232 / OUHV | **Katholm** (*ex*Avanti) *Mchy.Aft* | *ss*Cpn.No.3–3,34 *ss*Cpn.No.1–39 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | 1510 / 1336 / 877 | ✠100A1 *Shelter dk* *with freeboard* 5,39 | Cpn ✠LMC6,39 | *q* | OG 10,38 | 1921 2mo | Frdkshvns. Værft& Flydedok Frederikshvn *Lloyd's SA&CP* | DetForenede DampskibsSelsk. *CellDB215′512t* | 253·2 / 261·2 (O.L.) *Collision* *FPT62tAPT66t* | 39·1 / FK | 16·2 *BHtoSh dk* 3 „ „ *U* „ | Aalborg Danish | T.3Cy.18″,30″&50″–36″ (*s*) 185lb 169NHP 2SB,*4cf*,GS63,HS2652 Helsingörs Jernsk.&Mskb. Elsinore | 18 ″ 8 s ″ 10 18 ″ 1 | |
| 77233 / 143201 / GKVB | **Katie Moller** (*ex*Admiral Hamilton–32) | *ss*Pir.No.2–28 1 *Dk*(*Stl*) | 3100 / 2874 / 1872 | ✠ — 7,32 | | | | 1919 5mo | J.Priestman&Co.Ld. Sunderland | Moller Line,Ld. (Mollers' Ld. *Mgrs.*) | 331·3 / P33′B98′F28′ *CellDB278′749t* | 46·8 / | 23·2 / FK *FPT113t* 5*BHptCem* *APT122t* | Shanghai British | T.3Cy.25″,41″&68″–45″ 368NHP 3SB,*9cf*,GS155,HS6100 Richardsons,Westgarth& Co.Ld.Sld. | 25 ″ 6 | C † |
| 77234 | | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Explorateur. | 7a Date de la dernière visite de survie. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille à Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77235<br>951<br>SZLB | **Katina P.** (*ex*Maria-39, *ex*L.Fafalios, *ex*Anastasios, *ex*Prince Leopold de Belgique, *ex*Roman) *Well deck* 1 *Dk*(*Stl*)& Wireless *deep framing* | *ss*Pir.2nd No.3–2,20 *ss*Pir.No.2–35 | *1216*<br>*897*<br>*750* | ✠ —<br>8,39 ✠ | Pir | *n* | | 1900<br>12mo | Mackie& Thomson Glasgow | G.J. Papayannakis *Cell D Ba&u* | 228·0\|34·5\|14·4<br>P15′Q67′B60′F29′ FK<br>*E80′ f94′263t FPT* | | | Piræus Greek | T.3Cy.17½″,27½″&46″–33″ NDB21 135NHP<br>1SB,3*cf*,GS64,HS2143<br>W.V.V.Lidgerwood,Gls.<br>*58t APT27t* | 16 ″ 7 | |
| 77236<br>132<br>SVUO | **Katingo Hadjipatera** (*ex*Hartland Point–37, *ex*Avon River–35, *ex*Harry Walton–34, *ex*Lady Kathleen–33, *ex*South Pacific) 1 *Dk*(*Stl*) ~~*Cargo battens not fitted*~~ | *ss*Pir.2nd No.3–4,38 *ss*Cpn.No.3–1,40 | *3661*<br>*3496*<br>*2307* | ✠100A1<br>10,40~~1,40~~ ✠LMC1,40 | Cpn<br>Pir | *w* | CL 10,38 | 1913<br>9mo | J.L.Thompson&Sons,Ld. Sunderland<br>*Lloyd's SA&CP* | J.C.,N.C.&A.C. Hadjipateras<br>*Cell D Ba 119′ u E&B* | 351·7\|51·0\|23·9<br>364·5(O.L.)<br>P23′B213′F38′ FK<br>*38′ f148′967t APT* | | | Chios Greek | T.3Cy.25″,41″&68″–48″ (*s*)<br>180lb 373NHP<br>6BHCem<br>3SB,*8pf*,*1cf*,GS168,HS6084<br>J.Dickinson&Sons,Ld.Sld. | 26 ″ 5<br>s 3 ″ 4½<br>23 ″ 3½ | |
| 77237<br>FOMX | **Katiola** *Fitted for oil fuel*<br>D.F. *Ref.Mchy.* 4 *Dks* | | 3891<br>3506<br>2147 | | | | | 1935 | Forg.&Ch. de la Médit SA La Seyne | Compagnie des Chargeurs Réunis | 333·7\|49·2\|30·4<br>B101′ | | | Havre French *WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>Cie.Electro-Mécanique, Le Bourget | | V |
| 77238<br>TFKB | **Katla** (*ex*Manchioneal–34)<br>Wireless 2 *Dks 3tr B* | | 1209<br>990<br>524 | | | | | 1911 | Akt.Burmeistr&Wain Copenhagen | Eimskipafelag Reykjavikur (Faaborg&Jakobsson, *Mgrs.*) | 255·3\|35·7\|22·6<br>H124′ | | | Reykjavik Icelandic *WB* | T.3Cy.17″,28″&46″–42″ 137NHP<br>Akt.Burmeistr&Wain,Cpn | | N |
| 77239<br>137689<br>VPKY | **Katong** Twin Sc<br>1 *Dk*& *Promenade dk* | | 1461<br>1056<br>863 | | | | | 1915 | Hong K'ng &Whampoa Dock Co.Ld Hong Kong | Straits S.S.Co.Ld. | 250·0\|38·1\|15·8 | | | Singapore British *WB* | T.6Cy.17″,27″&44″–30″ 212NHP<br>Hong Kong&Whampoa Dock Co.Ld.Hong Kong | | |
| 77240<br>132443<br>VJDY | **Katoomba** Ⓟ Trp Sc<br>*ss*Syd.2nd No.3–2,37<br>*Ref.Mchy.* 2 *Dks*(*Stl*)& 3 *rd dk*(*Stl*) *in No.1 hold* & *Awng dk*(*Stl–pt* teaks) | | 9424<br>6826<br>5499 | ✠100A1 *Awng dk with freeboard* ~~10,40~~1,41 ~~BS8,37~~ ✠LMC | Syd<br>BS5,40<br>LMC8,36 | *t*† | CL P11,38 C1,41 S1,41 | 1913<br>7mo | Harland& Wolff,Ld. Belfast<br>*Lloyd's SA&CP* | McIlwraith McEacharn Ld.<br>*Cell D Ba 89′ u E&B* | 450·4\|60·3\|34·2<br>466·0(O.L.)<br>B257′F83′*on Awng dk* FK&BK2″<br>*122′f171′1062t FPT* | | | Melbourne British<br>7 *BHCem*<br>6SB,*24cf*,GS472,HS20376 FD<br>*71t APT54t* | T.8Cy.(2)24″,(2)38½″& (4)44″–48″&1L.P.Turbine<br>215lb (*s*)<br>Harland&Wolff,Ld.Bel. | 37 ″ 9<br>s 11 ″ 3<br>26 ″ 11 | |
| 77241<br>153920<br>VJSC | **Katoora**<br>*Oil Eng.*<br>*Mchy.Aft* *ss*Syd.No.3–3,40<br>Wireless 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | 327<br>222<br>149 | ✠100A1<br>4,11~~3,10~~ ✠LMC3,40 | Syd<br>Tns | | CL 1,40 | 1927<br>10mo | G.Brown &Co. Greenock<br>*Lloyd's SA&CP* | The Adelaide Steamship Co.Ld. | 135·3\|26·2\| 8·7<br>Q41′F26′ FK&BK2½″<br>*FPT* | | | Melbourne British<br>3 *BHAsp*<br>*49t APT18t* | Oil Engines 2S.C.SA<br>4Cy.16⅞″–18½″ 194NHP<br>Krombout Motrenfb.Ams. | 9 ″ 6<br>s ″10½<br>8 ″ 9½ | |
| 77242<br>16494<br>JKRD | **Katori Maru** Ⓟ Trp Sc<br>*ss*Yka.2nd No.3–4,38<br>2 *Dks*(*Stl*) *U*–ws<br>3 *rd dk*(*Stl*) *in Nos.*1,3& 4 *holds* | | 9849<br>8060<br>6128 | ✠100A1<br>6,10~~7,30~~<br>~~BS7,30~~ ✠LMC4,38<br>6,40 | Yka<br>Kob | *e*† | CL ~~P&S 7,37 C0,38~~ 6,40 | 1913<br>9mo | Mitsu Bishi Dkyd&EWks Nagasaki<br>*Lloyd's SA&CP* | Nippon Yusen K.K. | 489·8\|60·7\|36·4<br>P97′B180′F54′ FK<br>*Cell D B a147′ u E&B 93′f* | | | Tokyo Japanese<br>8 *BHCem*<br>6SB,*18cf*,GS879,HS16921 FD<br>*86′ 1864t FPT 152t*<br>*APT44t* | T.6Cy.27″,42″&66″–48″& 1 low pressure Turbine<br>200lb (*s*)<br>Mitsu Bishi D&E.Wks.Nag | 36 ″ 6<br>s 8 ″ 6<br>28 ″ 6 | |
| 77243<br>44505<br>JDXM | —<br>*Mchy.Aft* 1 *Dk* | | 1920<br>—<br>1071 | | | | | 1938 | Tsurumi Seitetsu Zosen K.K. Yokohama | Hinode Kisen K.K. | 270·0\|40·0\|20·3<br>P86′F29′ | | | Tokyo Japanese *WB* | T.3Cy.18″,29½″&50″–39″ HS5457 266NHP<br>Tsurumi Seitetsu Zosen K.K.Yka | | |
| 77244<br>SPAC | **Katowice** (*ex*Vendemiaire)<br>*ss*Rot.No.3–1,35<br>*ss*Gdy.No.1–39<br>*Well deck* 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | *1995*<br>*1553*<br>*1107* | ✠100A1<br>~~6,40 11,38~~ 6,41 Sou Shl<br>LMC<br>~~BS6,38~~ MS4,39<br>~~BS 6,40~~ 6,41 | Msl | *r* | ~~×3,38~~ 5,41 | 1925<br>10mo | Chant.Nav Français Caen<br>*Cell D Ba&u E66′ f107′405t D Ta34′205t FPT* | Zegluga Polska S.A.(Polish S.S. Agency,Ld. *Mgrs.*) | 270·5\|39·9\|17·7<br>P22′Q87′B50′F23′ FK | | | Gdynia Polish<br>4 *BHCem*<br>2SB,*4cf*,GS95,HS3247<br>Atel.&Ch.de la Loire,Nts | T.3Cy.18⅛″,29½⅛″&49⅝″–37½″ 185lb (*s*) 189NHP | 19 ″ 10<br>s 1 ″ 11½<br>18 ″ 1 | |
| 77245<br>216090<br>WLCF | **Katrina Luckenbach** Twin Sc<br>*ss*Bos.No.3–1,30<br>*ss*Sea.No.2–37<br>D.F. GyC. 2 *Dks*(*Stl*)& *Shelter dk*(*Stl*) *Cruiser Stern* | | 5854<br>—<br>3687 | ✠100A1<br>*Shelter dk with freeboard*<br>11,40~~1,40~~ ✠LMC<br>MS12,37 BS~~9,39~~ 9,40<br>*Water Tube Boilers Fitted for oil fuel* 5 | Mob<br>Sea | *b*† 18 | CL 8,38<br>*F.P. above* 150° F. | 1918<br>5mo | Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP | Luckenbach S.S. Co.Inc.<br>*1 BH in forward h Cell D B 356′ 1631t DT a 30′165t* | 446·0\|56·1\|27·8<br>37′3 FK<br>*old dispensed with ( 'Tween dk tanks in* | | | New York Utd.States<br>6 *BHpt Cem*<br>4B,HS 15520 FD 1070NHP<br>*Coll to Sh dk*<br>5 ,, 2nd ,,<br>*E&B space 3* | 2 Steam Turbines DR geared to 2 Sc.Shafts 225lb (*s*)<br>Bethlehem S.B.Corp.Ld. Quincy,Mass.<br>3′445t FPT 220t APT 240t | 31 ″ 2<br>s 4 ″ 4½<br>27 ″ 0 | |
| 77246<br>OYPH | **Katrine Mærsk** (*ex*Varg–36)<br>*Oil Eng.*<br>*Mchy.Aft* *ss*Got.No.2–35<br>D.F. 1 *Dk*(*Stl*) | | 5530<br>4882<br>3169 | ✠100A1<br>11,39 6,40<br>✠LMC CS~~4,38~~<br>DBS~~7,30~~ 6,40 ~~4,38~~ 3,39<br>*Carrying Petroleum in bulk* | Got | *z* | CL 11,39 | 1928<br>8mo | Odense Staalskibsvft Odense<br>*Lloyd's SA&CP* | A/S D/S Svendborg &Dampskslskaf 1912 A/S (A.P.Møller, Copenhagen, *Mgr*)<br>*Cell D Bu E67′234t D* | 390·6\|55·2\|28·8<br>411·7(O.L.)<br>P100′B32′F34′ FK<br>*Trunk in wells*<br>*Tf29′538t FPT250t* | | | Esbjerg Danish<br>11 *BH*<br>*APT101t* | Oil Engines 4S.C.SA<br>6Cy.29½″–59⅛″ 490NHP<br>1DB(*a*) *150lb* 1DB(*s*) *142lb*<br>Akt.Burmeistr&Wain,Cpn | 30 ″ 8<br>s 5 ″ 3<br>25 ″ 7½ | |
| 54 µC 77247<br>DICT | **Kattegat**<br>*Oil Eng.*<br>*Mchy.Aft* 2 *Dks*(*Stl*)& *Web frames*<br>D.F. E.S.D. *Longitudinal framing* *Carrying Petroleum in bulk* | | 6031<br>5573<br>3390 | ✠ —<br>7,38 ✠ | Ham | *z* | | 1928<br>3mo | F.Schichau Danzig<br>*Cell D Bu E63′ 190t DT f25′150t* | John T.Essberger | 411·8\|55·2\|32·6<br>428·3(O.L.)<br>P109′B30′F39′ FK<br>*FPT105t APT175t* | | | Hamburg German<br>18 *BHpt Cem*<br>(11 *to U dk*<br>7 ,, 2nd ,,) | Oil Engines 2S.C.SA<br>6Cy.26¾″–47½″ 747NHP<br>F.Schichau,Elbing | 32 ″ 6 | |
| 77248<br>LJFF | —<br>*Oil Eng.*<br>D.F. *Cruiser Stern* 1 *Dk*& *Shelter dk* | | 4245<br>3633<br>2320 | | | | | 1936 | Akt.Burmeistr&Wain Copenhagen | A/S Skagerak (Olav Ditlev-Simonsen,Jr. *Mgr*) | 387·4\|55·3\|22·9<br>F38′ | | | Oslo Norwegian *WB* | Oil Engines 2S.C.DA.<br>5Cy.17½″–47½″ 536NHP<br>Akt.Burmeistr&Wain,Cpn | | N |
| 77249<br>7092<br>SGVA | **Kattegatt** (*ex*John Lundwall, *ex*Elizabeth Harrison, *ex*Madame Enterprise, *ex*Alicia) 1 *Dk*(*Irn*)& *deep framing* | | *2167*<br>*1939*<br>*1296* | ✠ —<br>5,32 ✠ | Mmo | *s* | | 1903<br>10mo | W.Gray& Co.Ld. W Hartlepool | Rederi A/B Orvar (Fänges& Påhlssons Rederier *Mgrs.*) *Cell D B* | 290·0\|42·1\|19·3<br>P26′B69′F32′ FK<br>*a&u E110′f122′609t* | | | Hisingborg Swedish<br>5 *BHCem*<br>*APT54t* | T.3Cy.21⅛″,35″&58″–39″ 218NHP<br>2SB,*8pf*,GS84,HS3393<br>Cen.Mar.Eng.Wrks.W Hpl | 21 ″ 9 | V<br>† |
| 77250<br>42943<br>JNTL | **Katura Maru** (*ex*Katsura Maru–38)<br>*Cruiser Stern* | | 1368<br>—<br>808 | | | | | 1937 | Urabe Zosen Tekkosho Osaka | Marutatsu Kaiun K.K. | 228·0\|34·0\|19·0 | | | Kobe Japanese | T.3Cy.16½″,26¾″,45½″–33⅞″ 118NHP<br>Urabe Zosen Tekkosho Osaka | | |
| 77251<br>45369<br>JPUM | —<br>*Oil Eng.*<br>*Mchy.Aft* | | 541<br>—<br>313 | | | | | 1938 | Sanoyasu Dock Goshi Kaisha Osaka | Setsuyo Syosen K.K. | 160·0\|27·5\|13·7 | | | Osaka Japanese | Oil Engines 4S.C.SA<br>5Cy.12½″–19½″ 80NHP<br>Nippon Hatsudoki K.K. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed 1939-40. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77252<br>35218<br>JGMC | **Katuragi Maru** (*ex*Katsuragi Maru–38)<br>**D.F.** **GyC.** *ss*Tama No.2–4<br>*2 Dks, 3rd Dk. except in aftermost hold*<br>*Tonnage opening closed* 38 *Cruiser Stern*<br>*Pt Longitudinal framing at bottom* | *Oil Eng.* | 8033<br>7482<br>5840 | ✠100A1<br>*with freeboard*<br>1.40<br>✠LMC CS1,40<br>DBS1,40 1,40 | Tama | *c*† | CL<br>3,39 | 1931<br>10mo | Uraga Dock Co. Ltd.<br>Uraga<br>*Lloyd's A&CP* | Kokusai Kisen K.K.<br>*Upper 'tween dk B Hs except Coll B*<br>*Cell D B 344' 1464t* | 443·6 \| 59·7 \| 40·1<br>29·9<br>*H dispensed with*<br>F35′ FK<br>*Tanks in way of*<br>*D Ta 27′ 595t M 54′*<br>*tunnel 154t* | Hasidate<br>Japanese<br>*Coll B H to*<br>*W dk*<br>7 ,, ,, 2nd ,,<br>1006*t F P T 6* | Oil Engines 4S.C.SA<br>10Cy.29½″–59 1/16″ 814NHP<br>DB*100lb*<br>Mitsui Bussan Kaisha, Ld. Tama<br>9*t A P T 72t* | 40 ″ 1<br>s 12 ″ 6<br>27 ″ 9 | |
| 77253<br>31006<br>JHZB | **Katuragisan Maru** (*ex* Katsuragisan Maru–38)<br>2 *Dks* | | 2427<br>2030<br>1425 | | | | | 1925 | Mitsui Bussan K.K.<br>Uno | Mitsui Bussan Kaisha, Ld. | 284·5 \| 42·0 \| 23·2<br>P28′ B70′ F30′ | | | Kobe<br>Japanese<br>*W B* | T.3Cy.20″, 33¾″ & 55″–36″ 181NHP<br>Mitsui Bussan K.K. | | C |
| 77254<br>10352<br>JLWE | **Katurahama Maru** (P)<br>(*ex* Matsuye Maru–36)<br>2 *Dks* | | 716<br>663<br>413 | | | | | 1907 | Osaka Iron Works<br>Osaka | Tosa Syosen K.K. | 186·8 \| 26·3 \| 18·1<br>P35′ F21′ | | | Kochi<br>Japanese<br>*W B* | T.3Cy.13″, 21½″ & 36″–27″ 67NHP<br>Osaka Iron Works, Osaka | | |
| 77255<br>19283<br>JOSB | **Katuura Maru** (P)<br>(*ex* Katsuura Maru–38) *ss* Kob No.1–21<br>*Well deck* 1 *Dk* | | 1725<br>1278<br>1023 | ✠ ...<br>8,24<br>✠ | | | | 1916<br>7mo | Mitsu Bishi Dkyd & E Wks Kobe | Toa Kaiun K.K. | 250·0 \| 37·7 \| 20·5<br>P & B 125′ F28′<br>FK | | | Tokyo<br>Japanese<br>*W B* | T.3Cy.17″, 28½″ & 48″–36″ 168NHP<br>Mitsu Bishi D. & E. Wks Kob | 20 ″ 6 | |
| 77256<br>~~158~~<br>~~YLCT~~<br>124560<br>MLWG | **Katvaldis** (*ex* Odile, *ex* Henry W. Breyer, *ex* Hallfried, *ex* Magdalene, *ex* Duke of York)<br>*ss* Rga. No.3–5,35<br>1 *Dk*(*Stl*) *& deep framing*<br>*Cargo battens not fitted* | | 3163<br>2955<br>1977 | ✠100A1 ~~Lic~~<br>Examined 1,41 Sws<br>BS1,41 ✠LMC 5,35 | | *u* | CL<br>~~5,37~~<br>12,40 | 1907<br>5mo | J. Blumer & Co.<br>Sunderland<br>A&CP | Ministry of Shipping (Stockwood, Rees & Co. Ld. *Mgrs*)<br>*Cell D B a 116′ u E &* | ~~330·4~~ \| 47·8 \| ~~22·3~~<br>330·8 \| 22·2<br>P30′ B94′ F31′ FK<br>*B40′ f 139′ 801t F P T 82t A P T 106t* | Port Talbot<br>British<br>5 *B H Cem* | T.3Cy.24″, 39″ & 65″–42″ (*s*)<br>180lb 284NHP<br>2SB, 6*cf*, GS 99, HS 4216<br>N.E. Marine Eng. Co. Ld. Sld | 24 ″ 3<br>s 3 ″ 8<br>20 ″ 10 | |
| 77257<br>PFHT | **Katwijk**<br>*ss* Rot. No.3–12,32<br>*ss* Rot. No.1–37<br>Sub. Sig. Wireless **D.F.** 1 *Dk*(*Stl*) | | 1589<br>1379<br>929 | ✠100A1 ~~Sck~~<br>Examined 2,41 Bry<br>BS2,41 ✠LMC 4,37 | | *q* | CL<br>7,39 | 1921<br>2mo | Jonker & Stans, Hendrik Ido Ambacht<br>\&CP | N.V. Stoom Maats. "Wijklijn" (Erhardt & Dekkers, *Mgrs.*)<br>*Cell D B* | 253·5 \| 38·2 \| 17·0<br>P20′ B60′ F24′ FK<br>211′ 471t F P T 78t A | Rottrdam<br>Dutch<br>4 *B H Asp* | T3Cy 17½″, 29⅛″ & 46 1/16″–36 1/16″<br>180lb (*s*) 177NHP<br>2SB, 4*cf*, GS 89, HS 3250<br>Maschf. Bolnes, Bolnes | 19 ″ 4<br>s 2 ″ 7½<br>16 ″ 11 | |
| 77258<br>LDSC | **Katy**<br>*Oil Eng.*<br>**D.F.** *ss* Sfj. No.3–7,39<br>*Mchy. Aft* 1 *Dk*(*Stl*) *& Web frames*<br>*Longitudinal framing–bracketless system* | | 6825<br>5985<br>3940 | ✠100A1 PNl<br>3,41 ~~3,40~~ Bom<br>DBS ~~7,39~~ ✠LMC 7,39<br>8,40<br>*Carrying Petroleum in bulk* | | *a*† | CL<br>6,39 | 1931<br>1mo | W Doxford & Sons, Ld.<br>Sunderland<br>*Lloyd's A&CP* | A/S Holter-Sörensens Tankrederi (S. Holter-Sörensen, *Mgr.*)<br>*Cell D B u E 35′ 157t D* | 416·2 \| 58·0 \| 32·8<br>P94′ B32′ F40′<br>*Trunk in wells* FK<br>*Tf 35′ 538t F P T 151t A P T 276t* | Oslo<br>Norwegian<br>11 *B H pt Cem* | Oil Engines 2S.C.SA<br>4Cy.22 1/16″–85″ 598NHP<br>2DB*150lb*<br>W. Doxford & Sons, Ld. Sld. | 33 ″ 0 | |
| 77259<br>30521<br>JKSB | **Katyōsan Maru**<br>(*ex* Kachosan Maru–38)<br>1 *Dk* | | 2427<br>2035<br>1442 | | | | | 1924 | Mitsui Bussan K.K.<br>Tama | Mitsui Bussan Kaisha Ld. | 284·5 \| 42·0 \| 23·3<br>P32′ B72′ F32′ | Kobe<br>Japanese<br>*W B* | T.3Cy.20″, 33¾″ & 55″–36″ 181NHP<br>Mitsui Bussan K.K. Tama | | C |
| 77260<br>153529<br>VRBC | **Kau Tung** (*ex* Charles Hardouin–38, *ex* Wei-Shun, *ex* Charles Hardouin) **TwinSc**<br>2 *Dks & Awng dk* | | 1665<br>1144<br>1054 | | | | | 1903 | Cie. Française de Nav. Nantes | Tai Sang S.S. Co. Ld. | 222·2 \| 38·1 \| 12·3<br>H— | Hong Kong<br>British | T.6Cy.14″, 21 3/32″ & 35 7/16″–21 3/32″ 118NHP<br>Cie. Franç. de Nav. Lyons | | |
| 77261<br>EAFU | **Kauldi** (*ex* Perugia–39, *ex* Kauldi–37)<br>*ss* Bbo. No.3–1,34<br>*ss* Bbo. No.1–38<br>1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | *3157*<br>*2881*<br>*1894* | ✠100A1 Bbo<br>12,40 ~~12,00~~<br>BS ~~12,39~~ ✠LMC 12,38<br>12,40 | | *u* | CL<br>12,38 | 1922<br>3mo | Blyth S.B. & D.D. Co. Ld.<br>Blyth<br>*Lloyd's A&CP* | Cia. Nav. Bachi (Hijos de Astigarraga, *Mgr.*)<br>*Cell D B* | 331·2 \| 46·7 \| 22·7<br>P33′ B98′ F29′ FK<br>284′ 734t F P T 122t A P T 48t | Bilbao<br>Spanish<br>5 *B H Cem* | T.3Cy.25″, 41″ & 68″–45″ (*s*)<br>180lb 365NHP<br>3SB, 9*cf*, GS 167, HS 6030<br>G. Clark, Ld. Sunderland | 25 ″ 6<br>s 3 ″ 11¾<br>21 ″ 9 | |
| 77262<br>LEGF | **Kaupanger**<br>Wireless 1 *Dk* | | 1584<br>1152<br>917 | | | | | 1930 | Bergens Mek. Værks<br>Bergen | Skibs A/S Hosanger (Westfal-Larsen & Co. A/S, *Mgrs.*) | 245·1 \| 37·7 \| 15·7<br>P20′ B56′ F26′ | Bergen<br>Norwegian<br>*W B* | T.3Cy.17¼″, 29″ & 49″–33″ 138NHP<br>Bergens Mek Værks Bergen | | N |
| 77263<br>131<br>YLCB | **Kaupo** (*ex* Alga)<br>*ss* Tri.2nd No.3–5,29<br>*ss* Lie. No.2–38<br>1 *Dk*(*pt Irn & pt Stl*) *& deep framing* | | 2905<br>2573<br>1719 | ✠100A1 Lie<br>3,38<br>BS ~~4,39~~ ✠LMC 3,38<br>5,40<br>No later survey reported | | *u* | CL<br>7,37 | 1905<br>12mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*Lloyd's A&CP* | Tv. Kaupo redereja (M. Kalnins, *Mgr.*)<br>*Cell D* | 314·5 \| 46·6 \| 21·0<br>324·5 (O.L.)<br>P28′ B92′ F29′ FK<br>*Ba 100′ u E 20′ f 138′* | Riga<br>Latvian<br>5 *B H Cem* | T.3Cy.23″, 38″ & 62″–42″ (*s*)<br>160lb 262NHP<br>NDB *13 refitted* 24<br>2SB, 6*pf*, GS 116, HS 4140<br>725*t A P T 70t* Richardsons, Westgarth & Co. Ld. Sld. | 23 ″ 1<br>s 3 ″ 8<br>19 ″ 8 | |
| 77264<br>167442<br>MNZN | —<br>(*ex* Dorte Jensen, *ex* Paipoonge, *ex* Corona) *Mchy. Aft* 1 *Dk & Spar dk* | | 2420<br>2154<br>1474 | | | | | 1888 | Globe Iron Works, Cleveland<br>Ohio | Ministry of Shipping (Hall Bros. Ld. *Mgrs.*) | 299·2 \| 40·3 \| 21·2<br>H—F34′<br>len 20 | London<br>British<br>*W B* | T.3Cy.20″, 38″ & 61″–42″<br>NB13 241NHP<br>Globe Irn Works, Cleveland | | V |
| 77265<br>157651<br>ZMCV | **Kauri** *ss* Ddn. No.1–41<br>*Oil Eng.*<br>1 *Dk* | | 2361<br>~~1933~~<br>1302 | ✠100A1 Wln<br>~~11,39~~ 11 Ddn 11,40<br>~~✠LMC 9,36~~<br>~~✠LMC(M) 12,36~~ | | *s* | CL<br>11,39 | 1936<br>9mo | A. Stephen & Sons, Ld<br>Glasgow<br>*Lloyd's A&CP* | Union S.S. Co. of New Zealand, Ld.<br>*Cell D B 230′ 582t* | 286·9 \| 44·2 \| 19·2<br>P25′ B66′ F30′ FK<br>*D Tf 8′ 201t F P T 93t A P T 80t* | Wellingtn<br>British<br>5 *B H pt Cem* | Oil Engines 2S.C.SA<br>4Cy.23⅝″–40½″ 391NHP<br>DB~~50lb~~<br>A. Stephen & Sons, Ld. Gls. | 21 ″ 6<br>s 3 ″ 2½<br>18 ″ 5¾ | |
| 77266<br>161114<br>GMSV | **Kavak**<br>*ss* Liv. No.2–38<br>**D.F.** 1 *Dk*(*Stl*) *& Shelter dk*(*Stl*)<br>*Ref. Mchy.* | | 2782<br>2245<br>1478 | ✠100A1 Gls<br>*Shelter dk* Liv<br>*with freeboard*<br>7,40 ~~9,39~~ ✠LMC<br>MS 4,38 BS 9,39<br>Lloyd's RMC 3,40 | | *r* | CL<br>9,38 | 1929<br>9mo | A. McMillan & Son, Ld.<br>Dumbarton<br>*Lloyd's A&CP* | Moss Hutchison Line Ld.<br>*Cell D B 280′ 709t*<br>*D Ta 20′ 488t* | 333·1 \| 47·2 \| 19·5<br>F29′ FK | Liverpool<br>British<br>6 *B H pt Cem*<br>*pt Asp*<br>(*Coll to Sh dk*<br>5 ,, 2nd ,, ) | T.3Cy.23½″, 39″ & 65″–48″ (*s*)<br>200lb 418NHP<br>2SB & 1 Aux SB, 8*cf*, GS 152, HS 6020 FD<br>D. Rowan & Co. Ld. Glasgow | 22 ″ 3<br>s 1 ″ 3½<br>21 ″ 2½ | |
| 77267<br>62<br>SUCC | **Kawsar** (P) (*ex* Ammiraglio **TwinSc** Bettolo–34)<br>*Fitted for oil fuel*<br>**D.F.** 2 *Dks & Awng dk* | | 7778<br>—<br>4723 | | | | | 1923 | G. Ansaldo & Co. S.A. Ital. Sestri Ponente | Soc. Misr de Nav. Maritime | 429·4 \| 52·6 \| 36·0 | Alexndria<br>Egyptian<br>*W B* | 6 Steam Turbines DR geared to 2 Sc. Shafts<br>G. Ansaldo & Co. Sampierdarena | | CV |
| 77268<br>161317<br>GKLW | **Kayeson**<br>*ss* Rot. No.2–39<br>1 *Dk*(*Stl*) | | 4606<br>4378<br>2873 | ✠100A1 Ams<br>9,40 ~~8,39~~ Liv<br>BS 12,39 ✠LMC 1,38 | | *y* | CL<br>~~12,38~~<br>9,40 | 1929<br>11mo | Hawthorn, Leslie & Co. Ld<br>Newcastle<br>*Lloyd's A&CP* | Coolham S.S. Co. Ld. (Kaye, Son & Co. Ld. *Mgrs.*)<br>*Cell D B* | 393·1 \| 54·3 \| 25·7<br>P32′ B245′ F36′ FK<br>342′ 1092t *F P T 106t A P T 132t* | London<br>British<br>6 *B H Cem* | T.3Cy.24″, 40″ & 68″–48″ (*s*)<br>200lb 404NHP<br>3SB, 9*cf*, GS 169, HS 6699<br>N.E. Marine Eng. Co Ld Nwc | 28 ″ 2<br>s 4 ″ 1¾<br>24 ″ 2¾ | |
| 77269<br>152086<br>GKQR | **Kaying** (P)<br>*Fitted for oil fuel*<br>2 *Dks* | | 2626<br>2232<br>1572 | | | | | 1922 | Taikoo Dkyd & Eng Co. of Hong K'ng Ld<br>Hong Kong | China Navigation Co. Ld. | 310·3 \| 44·2 \| 20·9<br>P & B 190′ F43′ | London<br>British<br>*W B* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>Taikoo Dkyd & E Co Ld H Kg | | |
| 77270<br>29329<br>JSOA | **Kayo Maru** (P) (*ex* Kwayo Maru–38)<br>*ss* Kob. No.3–7,34<br>1 *Dk*(*Stl*) *& Shelter dk*(*Stl*)<br>*& Web frames*<br>*Longitudinal framing* | | 4368<br>3677<br>2744 | ✠ —<br>11,39<br>✠ | | *w* | | 1923<br>12mo | Osaka Iron Works, Ld.<br>Innoshima | Hokkaido Tanko K.K. | 345·0 \| 49·8 \| 28·1<br>P30′ B99′ F34′ *on* FK<br>*Shelter dk Collision*<br>*Cell D B 294′ 1118t D Ta 32′ 690t* | Tokyo<br>Japanese<br>*Cem*<br>*n B H to Sh dk*<br>5 ,, ,, *U* ,,<br>*F P T 115t A P T 229t* | T.3Cy.24″, 41″ & 67″–48″ 390NHP<br>2SB, 6*cf*, GS 126, HS 5400<br>Osaka Irn. Wks. Innoshima | 28 ″ 0¼ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned at last Survey. Date of Appointment. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.* | 15 Longueurs où sont données les L.R. *pds. pe.* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77271 | **Kazakhstan** | | 3039 | | | | | 1937 | Atel.&Ch. de la Loire St. Nazaire | U.S.S.R. | 326·3 | 48·1 | 22·9 | Leningrad Russian | T.3Cy.20½″33⅞″&53½-35⅞″ & LP turbine with DR gearing & hydraulic coupling Rheinmatall-Borsig A.G. Berlin Tegel | | |
| UVBW | E.S.D. | Sub.Sig. 1 *Dk* | 2569 1625 | | | | | | | | F38′ | B98′ | P31′ | | | | |
| 77272 | **Kazan Maru** | | 1893 | | | | | 1936 | Asano S.B. Co.Ld. Yokohama | Sekiguchi Kisen K.K. | 269·9 | 40·0 | 20·3 | Kobe Japanese | T.3Cy.18″,29½″&50″-39″ 156 NHP | | |
| 42619 | | | 1550 | | | | | | | | P87′ | F33′ | | *WB* | Asano S.B. Co.Ld. Yka. | | |
| JJIK | *Mchy. Aft* | 1 *Dk* | 1349 | | | | | | | | | | | | | | |
| 77273 | **Kazuura Maru** | | 6804 | | | | | 1938 | Mitsubishi Jukogyo K.K. Nagasaki | Mitsubishi Shoji K.K. | 437·4 | 58·5 | 32·8 | Tokyo Japanese | Oil Engines 2S.C.SA 6Cy.28$\frac{7}{16}$″–49$\frac{3}{16}$″ 840 NHP | | C |
| 45496 | | *Oil Eng.* | — | | | | | | | | P30′ | B157′ | F41′ | *WB* | Mitsubishi Jukogyo K.K. Nag. | | |
| JZDM | D.F. Sub.Sig. | 2 *Dks* | 4854 | | | | | | | | | | | | | | |
| 77274 | **Kazyo Maru** | | 383 | | | | | 1925 | Ohara Matsunosuke Osaka | Setsuyo Syosen K.K. | 130·0 | 22·5 | 14·5 | Osaka Japanese | T.3Cy. | | |
| 30387 | (*ex* Kwajo Maru–38) | | 295 | | | | | | | | | | | | | | |
| JOEH | | 1 *Dk* | 196 | | | | | | | | | | | | | | |
| 77275 | **Kearsarge** | | 3093 | | | | | 1894 | Chicago S.B.Co. S.Chicago | Canada Atlantic Transit Co. | 328·0 | 44·2 | 23·0 | D'luth Min Utd. States | T.3Cy.23″,38″&62″–40″ 243 NHP | | |
| 161061 | | | 2866 | | | | | | | | | | | | | | |
| | *Mchy. Aft* | 2 *Dks* | 2721 | | | | | | | | | | | *WB* | Clevelands S.B.Co., Clevelnd | | |
| 77276 | **Kedah** | Twin Sc | 2499 | | | | | 1927 | Vickers Ltd. Barrow | Straits S.S.Co.Ld. | 316·9 | 50·5 | 16·2 | Singapore British | 4 Steam Turbines SR geared to 2 Sc. Shafts | | |
| 154235 | | *Fitted for oil fuel* | 1427 | | | | | | | | F45′ | | | | | | |
| VSNB | | 2 *Dks* | 1033 | | | | | | | | | | | *WB* | Vickers, Ld. Barrow | | |
| 77277 | **Kedoe** | Twin Sc | 3684 | ✠100A1 | Sch | *x* | OG | 1921 | Burmeistr & Wain Copenhagen | Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*) | 367·0 | 51·5 | 22·6 | Rottrdam Dutch | Oil Engines 4S.C.SA 12Cy.23½″–35$\frac{7}{16}$″ 629 NHP DB *100lb* | 25 ″ 6 | |
| | | *Oil Eng.* | 3351 | *Shelter dk* | NOs | | 3,39 | 11mo | | | | | FK | *pt Cem* | | s 2 ″ 4 | |
| PFHZ | D.F. | *ss* Rot.No.3–12,33 | 2255 | *with freeboard* | | | | | | | | | | | | 23 ″ 4½ | |
| | | *ss* Rot.No.1–38 | | 7,40 ~~7,80~~ | DBS 10,40 | | | *Lloyd's* | *SA&CP* | *Cell DB* 322′ 1130*t* | *Tank s at sides of tunnels* 40′ 180*t* | | *Collision BH to S dk* | 5 ″ ″ *U* ″ | Burmeister & Wain, Cpn. | | |
| | | 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) | | | ✠LMC CS8,38 | | | | | | *FPT* 75*t* | *APT* 60*t* | | | | | |
| | | | | ~~DBS 11,80~~ | 3,39 | | | | | | | | | | | | |
| 77278 | **Keenora** Ⓟ | | 560 | | | | | 1897 | Bertram E.Wks.Co.Ld Toronto | Selkirk Navigation Co.Ld. | 150·0 | 28·0 | 8·9 | Winnipeg British | C.4Cy.10″&22″–14″ | | |
| 103680 | | | — | | | | | | | | len 17 | | | | *B made 02 fitted* 36 39 RHP | | |
| | | 2 *Dks* | 438 | | | | | | | | | | | | Bertram E.Wks.Co.Ld.Tto. | | |
| 77279 | **Keewatin** Ⓟ | 3 Mst | 3856 | ✠ | N Yk | *w* | | 1907 | Fairfield Co.Ld. Glasgow | Canadian Pacific Railway Co. | 336·5 | 43·8 | 15·4 | Montreal British | Q4Cy.23½″,34″,48½″&70″-45″ 524 NHP | 26 ″ 9 | |
| 125985 | | | 2613 | 12,07 | | | | 9mo | | | B&F 295′ | | 23·6 FK | 6 *BH Cem* | 4SB, *12cf*, GS 299, HS 9627 | | |
| VGMC | *Mchy. Aft* | 1 *Dk* (*Stl*) & *deep framing* | 2470 | ✠ | | | | | | | | | | | Fairfield Co.Ld. Glasgow | | |
| | D.F. | & *Awng dk* (*Stl*–ws) | | | | | | | | | | | | *Cell DBu* | *E&B* 113′ *f* 185′ 720*t* *FPT* 24*t* | | |
| 77280 | **Kegums** (*ex* Everest–39, | | *5525* | | | | | 1912 | W. Denny & Bros. Dumbarton | F. Grauds | 425·0 | 54·2 | 28·3 | Riga Latvian | T.3Cy.26″,44″&73″–48″ 369 NHP | | C |
| | *ex* Stanmore–39, | *Fitted for oil fuel* | *5132* | | | | | | | | P40′ | B123′ | F53′ | *WB* | Denny & Co. Dumbarton | | |
| YLGG | *ex* Arracan–38) | D.F. E.S.D. 2 *Dks* | *3543* | | | | | | | | | | | | | | |
| 77281 | **Kehi Maru** Ⓟ | | 4523 | | | | | 1938 | Uraga Dock Co.Ld. Uraga | ~~Kita Nippon Kisen K.K.~~ Nipponkai Kisen K.K. | 356·5 | 49·2 | 28·9 | Tokyo Japanese | C.4Cy(2)13″&(2)23⅜″–15⅜″ & LP turbine with DR gearing & hydraulic coupling HS 6071 354 NHP | | |
| 45802 | | | — | | | | | | | | P52′ | B135′ | F36′ | *WB* | Uraga Dock Co.Ld. Uraga | | |
| JGKN | D.F. | 2 *Dks* | 2606 | | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 77282 | **Kehrea** (*ex* Corcliff–33, *ex* Tregarth) | | *1968* | ✠100A1 | Pir | *r* | CL | 1912 | Dunlop, Bremner & Co.Ld. Pt.Glasgow | T.N.Epiphaniades | 276·0 | 40·1 | 18·4 | Piræus Greek | T.3Cy.20″,33″&56″–36″ (*s*) 180 lb 227 NHP | 20 ″ 8 | |
| 729 | | *ss* Pir.2nd No.3–10,38 | *1606* | 10,30 ~~10,35~~ | | | 2,40 | 7mo | | | | | Q106′ B58′ F28′ FK | 4 *BH Cem* | 2SB, *6cf*, GS 113, HS 3800 | s 2 ″ 1½ | |
| SVGM | *Well deck* | 1 *Dk* (*Stl*) | *1118* | BS 2,40 | ✠LMC 10,38 | | | *Lloyd's* | *SA&CP* | *Cell DB* | *a* 53′ *u* E 18′ *f* 113′ 406*t* | | | *DTa* 45′ 230*t* | Dunlop, Bremner & Co.Ld. | 18 ″ 11 | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | *FPT* 39*t* *APT* 60*t* | | |
| 77283 | **Keian Maru** Ⓟ | | 2085 | | | | | 1925 | Kobe Steel Works, Ld. Harima | Chosen Yusen K.K. | 280·0 | 42·0 | 21·0 | Jinsen Japanese | T.3Cy.20″,33″&55″–39″ 189 NHP | | |
| 1117 | (*ex* Hakutosan Maru) | | — | | | | | | | | P40′ | B88′ | F32′ | *WB* | Kobe Steel Works, Ld. | | |
| JCUB | | *Longitudinal framing* 2 *Dks* | 1206 | | | | | | | | | | | | | | |
| 77284 | **Keihuku Maru** Ⓟ | | 5833 | ✠ 2,41 | Osa | *y* | CL | 1919 | Kawasaki Dkyd.Co.Ld. Kobe | Daiko Syosen K.K. (Yamashita Kisen K.K. *Mgrs.*) | 385·0 | 51·0 | 36·0 | Taka-matsu Japanese | T3Cy.26½″,43½″&72″–48″ (*s*) 200 lb 436 NHP | 36 ″ 0 | |
| 24077 | (*ex* Keifuku Maru–38) | *ss* Yka.No.3–11,31 | 5552 | *Awng dk* | | | 10,37 | 1mo | | | | | FK | *Cem* | 2SB (Spt) & 1 Aux SB, *8cf*, | ~~0 ″ 11~~ | |
| JHTD | | *ss* Kob.No.1–36 | 4241 | *with freeboard* | | | | | | | | | A&CP | GS 154, HS 5636 FD | | ~~07 ″ 1~~ | |
| | | 2 *Dks* (*Stl*) & *Awng dk* (*Stl*) | | ~~BS 2,50~~ | ~~✠LMC 09,46~~ | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* | 9,23 | *F.P.a* | | | | | *Collision BH to Awng dk* | | *5 B H to Udk* | | Kawasaki Dkyd.Co.Ld. | | |
| | | | | | | | | | | | *Cell DB* 334′ 1118*t* | *FPT* | 126*t* *APT* 93*t* | | | | |
| 77285 | — Ⓟ | Twin Sc | 3428 | | | | | 1921 | Mitsubishi Zosen Kaisha Ld. Kobe | Govt. of Japan (Dept. of Railways) | 360·0 | 46·0 | 28·0 | Tokyo Japanese | 4 Steam Turbines SR geared to 2 Sc. Shafts | | |
| 28539 | (*ex* Keifuku Maru–38) | (*Ferry*) | 2943 | | | | | | | | F52′ | | | *WB* | Mitsubishi Zosen Kaisha Ld. | | |
| JPHD | *Cruiser Stern* | 2 *Dks* | 1380 | | | | | | | | | | | | | | |
| 77286 | **Keijyo Maru** | | 2700 | | | | | 1939 | Uraga Dock Co.Ld. Uraga | Chosen Yusen K.K. | 305·1 | 45·0 | 24·6 | Tokyo Japanese | C.4Cy.(2)11$\frac{7}{16}$″&(2)20½″–13⅜″ & LP turbine with DR gearing & hydraulic coupling HS 3040 174 NHP | | |
| | | | 2230 | | | | | | | | P29′ | B75′ | F32′ | *WB* | Uraga Dock Co.Ld. Uraga | | |
| | D.F. | 2 *Dks* | | | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 77287 | **Keiki Maru** Ⓟ | | 1005 | | | | | 1914 | Osaka Iron Works, Ld. Osaka | Chosen Yusen K.K. | 195·0 | 30·5 | 19·0 | Jinsen Japanese | T.3Cy.13½″,23″&38″–30″ 79 NHP | | |
| 421 | | | — | | | | | | | | B71′ | F29′ | | *WB* | Osaka Iron Wks.Ld. Osaka | | |
| JMPA | Wireless | 2 *Dks* | 571 | | | | | | | | | | | | | | |
| 77288 | **Keiko Maru** | | 2929 | | | | | 1938 | Uraga Dock Co.Ld. Uraga | Osaka Syōsen K.K. | 297·9 | 45·0 | 23·8 | Osaka Japanese | C.4Cy.(2)11$\frac{7}{16}$″&(2)20½″–13⅜″ SR geared & LP turbine DR geared to sc. shaft HS 3445 255 NHP | | |
| 44743 | | | 2270 | | | | | | | | P24′ | B98′ | F32′ | *WB* | Uraga Dock Co.Ld. Uraga | | |
| JFUM | | 2 *Dks* | 1671 | | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| | | *Longitudinal framing in DB* | | | | | | | | | | | | | | | |
| 77289 | **Keila** (*ex* Brockabeck–32, *ex* Zamora) | | 3621 | ✠100A1 | Bal | *w* | CL | 1905 | J.L Thompson & Sons, Ld Sunderland | Ministry of Shipping (Neil & Hannah, Ld. *Mgrs.*) | 346·5 | 50·9 | 23·0 | Glasgow British | T.3Cy.24½″,40″&66″–45″ (*s*) 180 lb *100A* SDB 23 307 NHP | 25 ″ 6 | |
| ~~889~~ | | *ss* Nwc.2nd No.3–10,30 | 3338 | ~~2,41~~ ~~1,40~~ 4,41 | Grk | | ~~1,10~~ | 7mo | | | 361·0 (O.L.) | | | 6 *BH Cem* | 2SB, *Spf*, GS 142, HS 4600 | s 4 ″ 4 | |
| ESCD | | *ss* Tln.No.2–38 | 2302 | | ✠LMC | | 1,41 | | | | P23′ | B92′ | F32′ FK | | J. Dickinson & Sons, Ld. Sld. | 21 ″ 5 | |
| 120682 | D.F. | 1 *Dk* (*pt Irn & pt Stl*) 2 *tr B* | | MS 4,38 | BS ~~2,40~~ 2,40 | | | *Lloyd's* | *SA&CP* | *Cell DBa* | 119′ *u* E 23′ *f* 146′ 823*t* | | | *APT* 94*t* | | | |
| GNWS | | *deep framing & Web frames 3 Dk rule* | | | | | | | | | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Register British if not in U.K. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77290<br>PFIF | **Keilehaven**<br>2 *Dks* | 2968<br>2713<br>1783 | | | | | 1918 | NV.C.Van derGiessen& ZonensSchps Krimpen | N.V.Maats.S.S. "Keilehaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij. *Mgrs.*) | 327·3 | 47·3 | 21·8 | Rottrdam Dutch *WB* | T.3Cy.23″,37½″&63″–42″ 257NHP RotterdamDroogd.Maats. | | V |
| 77291<br>34513<br>JRRB | **Keisyo Maru** (*ex*Kohwa Maru–35)<br>*Oil Eng.*<br>2 *Dks* | 5879<br>5380<br>3582 | | | | | 1929 | Uraga DockCo.Ld. Uraga | ShowaSyosenK.K. | 417·0<br>P34′B113′F41′ | 56·0 | 31·7 | Hutyu Japanese *WB* | Oil Engines 2S.C.DA 6Cy.23⅝″–35$\frac{7}{16}$″ 1170NHP Maschfbk.Augsburg-Nürnberg,Augsburg | | C |
| 77292<br>28521<br>JOMA | **Keiun Maru** Ⓟ (*ex*KoshuMaru)<br>2 *Dks* | 1921<br>1602<br>1155 | | | | | 1921 | OsakaIron Works,Ld. Osaka | HaradaKisenK.K. | 256·0<br>P24′B61′F32′ | 39·0<br>*WB* | 22·5 | Amaga-saki Japanese | T.3Cy.18″,30½″&51½″–36″ 159NHP Osaka Iron Wrks.Ld.Osaka | | C |
| 77293<br>44001<br>JWPL | **Keiyo Maru**<br>*Oil Eng.*<br>D.F. E.S.D. 2 *Dks*<br>*Cruiser Stern* | 6442<br>5757<br>4835 | | | | | 1937 | Mitsubishi JukogyoK.K Yokohama | ToyoKisenK.K | 439·4<br>P36′B168′F38′ | 58·3<br>*WB* | 32·0 | Tokyo Japanese | Oil Engines 2S.C.DA 6Cy.23⅝″–43$\frac{5}{16}$″ 1167NHP MitsubishiJukogyoK.K. Yka. | | C |
| 77294<br>33099<br>JADC | **Keizan Maru** Ⓟ<br>2 *Dks* | 2319<br>1833<br>1322 | | | | | 1927 | OsakaIron Works,Ld Osaka | ToaKaiunK.K. | 285·0<br>P31′B86′F31′ | 43·0<br>*WB* | 22·0 | Tokyo Japanese | T.3Cy.24″,39½″&65″–42″ 274NHP OsakaIron Wrks.Ld.Osaka | | |
| 77295<br>44610<br>JLSM | —<br>(*ex*CrawlKeys–38)<br>1 *Dk* | 2116<br>1837<br>1253 | | | | | 1918 | Gt.Lakes Eng.Works Ecorse,Mich. | KokokuKisenK.K. | 253·5<br>P27′B66′F26′ | 43·8<br>*WB* | 20·4 | Kobe Japanese | T.3Cy.21″,35″&59″–42″ 226NHP Gt.LakesEng.Wks.Detroit | | |
| 77296<br>1060<br>JGUJ | **Keizyo Maru** Ⓟ (*ex*KeijoMaru–38, *ex*KushiroMaru)<br>*ss*Yka.No.1–06<br>1 *Dk*(*pt Stl–ws*)&*Web frames*& *Awng dk*(*Teak*) | 1051<br>1016<br>615 | ✠<br>12,06<br>✠ | Yka | *m* | | 1903<br>3mo | Kawasaki Dkyd.Co.Ld. Kobe | NakagawaKisen K.K.<br>*CellD Ba44′uE &B53′f64′185* | 228·8<br>*tFPT48tAPT15t* | 28·0<br>FK | 13·0<br>20·2 | Huna-kawa Japanese *WB* | T.3Cy.17½″,28″&46″–33″ 175NHP 2SB,*4cf*,GS61,HS2656 KawasakiDkyd.Co.Ld. | 22 ″ 9 | |
| * —<br>OUHX | **Kejserinde Dagmar**<br>(*ex*Almeriana)<br>*ss*Abg.2ndNo.3–11,32<br>*ss*Svb.No.1–37<br>1 *Dk*(*Stl*)&*deep framing*<br>*Cargo battens not fitted* | 1597<br>1494<br>987 | ✠100A1<br>3,40<br>B84,39 | Cpn<br>✠LMC7,37 | *q* | OG<br>1,40 | 1905<br>8mo | R.Duncan &Co.Ld. Pt.Glasgow | D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)<br>*Lloyd'sA&CP* *Cell* | 260·2<br>273·8(O.L.)<br>P23′B67′F27′ FK<br>*DBa80′uE18′f114′* | 37·2<br>*4BHCem* | 18·0<br>*471tAPT56t* | Copnhagn Danish | T.3Cy.19½″,32″&53″–36″ (*s*) 180lb 192NHP 2SB,*6pf*,GS99,HS3078 Rankin&Blackmore,Grk. | 20 ″ 6<br>s 2 ″ 7½<br>18 ″ 1 | |
| 77298<br>143049<br>ZMFG | **Kekerangu** (*ex*Cosmos,*ex*WarCoast)<br>*ss*Syd.No.3–6,31<br>*ss*Syd.No.2–39<br>1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | 3146<br>2849<br>1866 | ✠100A1<br>3,41~~10,30~~10,40<br>✠LMC10,39<br>BS10,40 | Syd | *u* | CL<br>10,39 | 1919<br>3mo | TyneI.S.B. Co.Ld. Newcastle | UnionS.S.Co.of NewZealand,Ld.<br>*Lloyd'sA&CP* *CellD* | 331·3<br>342·3(O.L.)<br>P33′B100′F29′ FK<br>*B284′724t FPT110t* | 46·6<br>*7BHptCem* | 23·1<br>*APT123t* | Wellington N.Z. British | T.3Cy.25″,41″&68″–45″ (*s*) 180lb 429NHP 3SB,*9cf*,GS155,HS6324 FD N.E.MarineEngCoLd.Nwc | 25 ″ 6<br>s 3 ″ 11¾<br>21 ″ 9 | |
| 77299<br>220686<br>KDGY | **Kekoskee**<br>*Fitted for oil fuel*<br>D.F. *Carrying Petroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing* 2 *Dks* | 5193<br>—<br>3180 | | | | | 1920 | Bethlehem S.B.Corp.Ld. Wilmington, Del. | RichfieldOil Corporation | 391·8<br>P99′B34′F44′ | 51·3 | 28·8 | Ls.Angeles Utd.States *WB* | T.3Cy.27⅞″,45″&75″–48″ 390NHP BethlehemS.B.Corp.Ld. Wilmington,Del. | | R |
| 77300<br>151497<br>VSNC | **Kelantan** Twin Sc<br>*Oil Eng.*<br>1 *Dk*&*Shelterdk* | 1106<br>757<br>580 | | | | | 1921 | Caledon S.B.&E.CoLd Dundee | StraitsS.S.Co.Ld. | 260·4<br>len24 | 37·1 | 9·8 | Singapore British *WB* | Oil Engines,4S.C.SA 12Cy15¾″-26″NE37 288NHP Humboldt–Deutzmotoren, A.G.Köln-Deutz | | |
| 77301<br>PFIN | **Kelbergen**<br>D.F. 1 *Dk* | 4823<br>4520<br>2968 | | | | | 1914 | W.Pickers-gill&Sons,Ld. Sunderland | ZuidHollandsche Scheepsv.Maats. N.V. | 385·0<br>P36′B119′F41′ | 52·1 | 27·2 | Rottrdam Dutch *WB* | T.3Cy.25″,40″&68″–48″ Richardsons, Westgarth&Co.Ld.Sld. | | C |
| 77302<br>HAAM | **Kelet** (*ex*Tregarthen–33)<br>*ss*Fal.No.3–3,33<br>*ss*Cff.No.1–37<br>1 *Dk*(*pt Irn pt Stl*) | 4295<br>4015<br>2722 | ✠100A1<br>5,40~~11,38~~<br>✠LMC<br>M86,37 | NYk<br>Msl<br>BS~~1,39~~<br>6,40 | *x* | CL<br>1,38 | 1913<br>6mo | J Readhead &Sons,Ld. SouthShields | NeptunSeaNav. Co.Ld.<br>*Lloyd'sA&CP* *CellD* | 369·8<br>382·0(O.L.)<br>P33′B226′F34′ FK<br>*Ba119′uE23′f163′* | 51·1<br>*6BHCem* | 26·1<br>*987tAPT62t* | Budapest Hungarian | T.3Cy.26″,42″&69″–48″ (*r*) 180lb 385NHP 2SB,*6cf*,GS132,HS6330 J.Readhead&SonsLd.S.Shl | 27 ″ 8<br>s 3 ″ 10½<br>24 ″ 1¼ | |
| 77303<br>DOHM | **Kelkheim** (*ex*MarieMærsk)<br>*ss*Msl.No.1–25<br>*Fitted for oil fuel*<br>Sub.Sig. D.F. 2 *Dks* | 4943<br>4722<br>3000 | ...<br>12,27 | | | | 1920<br>9mo | F.Schichau Danzig | Lehnkering&Cie A.G.(Unterweser ReedereiA.G. *Mgrs.*) | 362·0<br>FK | 51·3 | 31·7 | Bremen German *WB* | T.3Cy.25⅝″,43⅜″&70$\frac{1}{16}$″–47¼″ 425NHP F.Schichau,Elbing | 34 ″ 0 | G<br>† |
| 77304<br>DHOC | **Kellerwald**<br>*Fitted for oil fuel*<br>Sub.Sig. D.F. *Cruiser Stern* 2 *Dks* | 5032<br>4478<br>2983 | | | | | 1923<br>1914 | Deutsche WerftA.G. Hamburg<br>American S.B.Co. Lorain,O. | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)<br>KelleyIsland Lime&Transp.Co. | 399·6<br>P&B257′F40′<br>155·0 | 54·2<br>38·0 | 27·4<br>11·0 | Hamburg German *WB*<br>Sandusky, Ohio Utd.States | T3Cy28½″,45$\frac{3}{16}$″&74½″–55$\frac{1}{16}$″ Gütehoff-nungshütte,Oberhausen 414NHP C.2Cy.20″&40″–30″ 73NHP AmericanS.B.Co.Lorain,O | | G |
| 77305<br>212301 | **Kelley Island**<br>1 *Dk* | 881<br>—<br>414 | | | | | | | | | | | | | | |
| 77306<br>143526<br>MKJW | **Kellwyn** (*ex*MarieLlewellyn–37)<br>*ss*Npt.No.3–10,35<br>*Well deck* *ss*Cff.No.1–39<br>1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | 1459<br>1119<br>885 | ✠100A1<br>2,41 ~~4,40~~<br>✠LMC<br>BS4,40 | Bkn<br>Sws | *o* | CL<br>~~4,40~~<br>1,41 | 1920<br>12mo | J.Lewis& Sons,Ld. Aberdeen | DillwynS.S.Co.Ld. (Stockwood,Rees& Co.Ld. *Mgrs.*)<br>*Lloyd'sA&CP* *CellD* | 234·8<br>FK<br>P16′Q67′B58′F23′<br>*B192′ 381t FPT40t* | 35·7 | 16·6 | Swansea British *4BHCem APT36t* | T.3Cy.18¼″,28½″&48¼″–33″ 180lb (*s*) 86RHP 2SB,*6cf*,GS104,HS3210 J.Lewis&Sons,Ld.Abn. | 18 ″ 7<br>s 1 ″ 5½<br>17 ″ 4 | |
| 77307<br>148395<br>GKWJ | **Kelso**<br>*Cruiser Stern*<br>D.F. 1 *Dk*&*Shelter dk* | 3956<br>3715<br>2426 | | | | | 1924 | GooleS.B. &RepgCo.Ld. Goole | Ellerman'sWilson Line,Ld. | 332·8 | 46·6 | 20·4 | Hull British *WB* | T.3Cy.21″,35½″&61″–42″ 241NHP Earle'sCo.Ld.Hull | | C |
| 77308<br>145867<br>GKQZ | **Kelvinbank** (*ex*Daga–34, Twin Sc<br>*ex*Malia)<br>*Oil Eng.*<br>2 *Dks*<br>*Cruiser Stern* | 3872<br>3466<br>2337 | ✠ ...<br>1,27 | | | | 1921<br>9mo | W.Hamil-ton&Co.Ld. PortGlasgow | BankLine,Ld. (A.Weir&Co. *Mgrs.*) | 350·5<br>P36′B117′F43′ | 49·9<br>FK | 24·7 | Glasgow British *WB* | Oil Engines 2S.C.SA 8Cy.18½″–32$\frac{5}{16}$″ 475NHP NE28 Wm Denny&Bros.Ld.Dmb | 27 ″ 3 | C<br>† |
| 77309<br>LDRB | **Kem**<br>*Well deck* D.F. 1 *Dk* | 1706<br>1273<br>1009 | ✠ ...<br>6,28<br>✠ | | | | 1925<br>2mo | Laxevaags Msk.&Jrnskb Bergen | DetBergenske Dampsksisk. | 250·0<br>P17′Q75′B56′F27′ | 39·1<br>FK | 16·1 | Bergen Norwegian *WB* | T.3Cy.18⅜″,29″&48¼″–33″ 161NHP LaxevaagsMsk.&Jrns.Bgn | 18 ″ 0 | N<br>† |

* Surveys delayed Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite | 7 Terme assigné à la Machine après renouvellement. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milliers du navire. Tirant d'eau correspondant. pds. | pd. | 15 Registres où sont inscrits les Navires de Plus de 1,600 Tonnes, Gest. Brut. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77310 TCBZ | **Kemal** (P) (*ex*Kemaliye, *ex*Smyrni, *ex*Ourana, *ex*Lodore) Wireless | Iron *ss*Nwc.No.3–12,91 *ss*Liv.No.1–96 4thSurvey2–96 1*Dk*(*frn*)2*trB* | 674 — 396 | ✠ 6,00 | Pir | *k* Lv | | 1878 9mo | Wigham Richrdsn&Co Newcastle | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 200·2 P30′F24′ | 28·3 BK7½′ | 14·0 *DBa* | Istanbul Turkish | C.2Cy.26″&46″–30″ NDB87 83NHP 1SB,3*pf*,GS45HS1240 55′*f*26′118*t* | 14 ″ 8 | |
| 77311 OHFG | **Kemi** (*ex*Spessart, *ex*Westfalen) | 1*Dk*&*pt Awng dk* & *deep framing* | 2462 1653 1464 | | | | | 1900 | Act.Ges. "Neptun" Rostock | VaasanLaivaO/Y (PaulEriksson) | 302·1 294·9 P15′Q98′ *pt Awng dk*179′ | 41·0 23·3 *WB* | 16·4 | Vasa Finnish | T.3Cy.20½″,35½″&55½″–35½″ 182NHP A.G."Neptun," Rostock | | G |
| 77312 147892 GCXJ | **Kemmendine** (P) D.F. E.S.D. GyC. | *Fitted for oil fuel* 2*Dks* | 7769 6310 4880 | | | | | 1924 | W.Denny &Bros.Ld. Dumbarton | British&Burmese S.N.Co.Ld (P.Henderson&Co. *Mgrs.*) | 453·8 P55′B181′F44′ | 59·2 *WB* | 30·7 | Glasgow British | T.3Cy.28½″,48½″&82″–60″ 521NHP W.Denny&Bros.Ld.Dmb. | | C BT till 8/40 |
| 77313 PFIR | **Kemphaan** *Cruiser Stern* | *Oil Eng.* 1*Dk* | 343 260 166 | | | | | 1936 | Gebr.van Diepen Waterhuizen | L.J.Kas | 136·7 | 24·8 *WB* | 9·8 | Delfzijl Dutch | Oil Engines 4S.C.SA 6Cy.11″–17½″ 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | | V |
| 77314 142492 GBRL | **Kenbane Head** D.F. | *ss*Bel.No.3–7,31 *ss*Bel.No.2–39 2*Dks*(*Stl*) | 5225 4749 3269 | ✠100A1 4,40 ~~2,30~~ BS6,40 | Bel Sws | *z* | CL N12,38 | 1919 11mo | Workman, Clark&Co.Ld Belfast | UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld. *Mgrs.*) | 400·3 413·1(O.L.) P49′B123′F77′ *CellDB*338′1085*t* | 52·3 FK | 28·4 6*BHCem* *DTd*28′735*t* | Belfast British | T.3Cy.27½″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Wrkman,Clark&Co.Ld Bel | 31 ″ 0 s 5 ″ 6 25 ″ 9 | |
| 77315 171301 GRRB | **Kenfig Pool** (*ex*SaintMarc–37) | 2*Dks*&*Awng dk* | 2390 2093 1430 | | | | | 1908 | Atel.&Ch. deFrance Dunkirk | NoemijuliaS.S.Co. Ld.(S.Catsell, *Mgr.*) | 288·8 B31′F32′ | 38·9 24·2 *WB* | 17·0 | London British | T.3Cy.19″,30½″&56″–36″ 188NHP Atel.&Ch.deFrance,Dun. | | V |
| 77316 140709 GQWC | **Kenilworth** D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted in'tween decks* | *ss*Bly.No.3–1,31 *ss*Shi.No.2–38 | 5457 5096 3288 | ✠100A1 *Shelter dk* *withfreeboard* 5,11 ~~2,10~~ BS9,38 5,41 LMC9,38 | HKg | *a*† | CL 1,40 4,41 | 1918 3mo | Richardsn, Duck&Co.Ld. Stockton *Lloyd'sA&CP* | ForeignInvestments,Ld. *CellDBa*165′*uE*24′*f* | 430·2 FK 171′1338*t* *FPT*145*t* | 55·0 | 26·6 7*BHCem* *APT*202*t* | Shanghai British | T.3Cy.28″,46½″&78″–54″ (*s*) 180lb 615NHP 3SB,12*cf*,GS216,HS9006 FD Blair&Co.Ld.Stockton | 29 ″ 1 s 3 ″ 6½ 26 ″ 10 | |
| 77317 44596 JLJM | **Kenkoku Maru** (*ex*WanShun–38, *ex*Maniema–37, *ex*Algerier) D.F. | *ss*Ant.No.3–5,34 2*Dks*(*Stl*) | 3128 2851 1855 | ✠ ... 8,38 | Drn | *u* | | 1920 1mo | Lloyd RoyalBelge (Gt.Britain) Ld.Glasgow | NisshinKaiun Shokai,Ld. | 331·0 P38′B100′F28′ *CellDB*278′735*t* *FPT* 106*t* | 46·6 FK | 25·5 6*BHCem* *APT*42*t* | Kobe Japanese | T.3Cy.25″,41″&68″–45″ 359NHP 3SB,9*cf*,GS152,HS5844 D.Rowan&Co.Ld.Gls. | 25 ″ 6 | C |
| 77318 40706 JGGJ | **Kenkon Maru** | *Oil Eng.* 2*Dks* | 4575 3730 2721 | | | | | 1935 | Mitsui Bussan Kaisha,Ld. Tama | InuiKisenK.K. | 362·2 P34′B105′F30′ | 50·0 *WB* | 29·1 | Kobe Japanese | Oil Engines 4S.C.SA 10Cy.21⅛″–39⅜″ 453NHP MitsuiBussanKaisha,Ld. Tama | | C |
| 77319 218435 KILF | **Kenmar** (*ex*Elmsport–39) Sub.Sig. D.F. | *Fitted for oil fuel* 2*Dks*&*Shelter dk* | 6844 — 5330 | | | | | 1919 | Skinner& Eddy Corp. Seattle,Wash | CalmarS.S.Corp. | 409·5 | 54·2 | 27·1 | NewYork Utd.States | DR geared steam turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| 77320 143487 EIDB | **Kenmare** (P) E.S.D. | *ss*Liv.No.3–5,34 *ss*Sld.No.1–37 2*Dks*(*Upt Stl*)& *Shelter dk*(*pt Stl*) | 1673 1143 693 | ✠100A1 *Shelter dk* *withfreeboard* 4,40 BS5,41 ~~BS5,40~~ LMC5,37 *Fitted for oil fuel* 11,21 | Liv | *r* | CL 4,39 *F.P. above* | 1921 11mo | Ardrossan D.D.Co.Ld. Ardrossan *Lloyd'sA&CP* | British&Irish SteamPacketCo. Ld. *CellDBa*67′*uE*27′ | 274·5 B100′F45′*on Shelter dk* *f*89′213*t* | 37·9 FK | 17·2 *APT*12*t* | Cork British *Cem* 2*BHtoSh dk* 3 „ „ *U* „ | T.4 Cy.26″,42″&(2)48½″–42″ 200lb (*r*) 553NHP 4SB(Spt),12*cf*, GS214,HS8932 FD J.G.Kincaid&Co.Ld.Grk. | 18 ″ 3 s 1 ″ 4½ 17 ″ 3¼ | |
| 77321 147645 MLWB | **Kenneth Hawksfield** (*ex*Timberham) *Well deck* *Longitudinal framing in double bottom & Cargo battens not fitted* | *ss*Shl.No.3–2,36 1*Dk*(*Stl*) *at decks* | 1546 1140 910 | ✠100A1 Examined 12,40 LMC ~~8,40~~ 8,40 ~~MS12,35~~ ~~RS8,39~~ | Bly | *p* | CL ~~6,38~~ 8,40 7,40 | 1924 5mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP* | P.Hawksfield& Son,Ld. *CellDBa*47′*uE*&*B* | 245·4 Q188′F24′ 25′*f*104′457*t* *DT at* | 38·6 FK | 15·5 4*BHptCem* *sides of tun* | Dover British | T.3Cy.17″,27½″&45″–33″ (*s*) 180lb 156NHP 2SB,4*cf*,GS79,HS2806 Ross&Duncan,Glasgow *nel* 34′190*t* *FPT*55*t* *APT*46*t* | 17 ″ 6 s 5 ″ 4½ 16 ″ 6½ | |
| 77322 124235 CYMW | **Kenora** *Mchy.Aft* | 2*Dks* | 1979 1802 1289 | | | | | 1907 | A.McMillan&Son,Ld. Dumbarton | Canada Steamship Lines,Ld. | 249·9 F36′ | 42·6 *WB* | 20·5 | Toronto British | T.3Cy.17″,28″&46″–33″ 122NHP Muir&Houston,Ld.Gls. | | C |
| 77323 147782 | **Kenordoc** (*ex*Geo.R.Donovan–39) *Mchy.Aft* | 1*Dk* | 1780 1594 1280 | | | | | 1926 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | PatersonSteamships,Ld. | 252·5 F34′ | 43·2 *WB* | 17·8 | Ft William Ont. British | T.3Cy.16″,27″&44″–33″ 111NHP Earle'sCo.Ld.Hull | | C |
| 77324 144079 MKRP | **Kenrix** 3Mst *Mchy.Aft* *Well deck* | *ss*Hul.No.3–10,32 *ss*Hul.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted* | 692 479 317 | ✠100A1 7,39 ~~BS7,39~~ 8,40 LMC8,37 | Hul | *j* | CL ~~7,37~~ 10,40 | 1921 5mo | Cochrane& Sons,Ld. Selby *Lloyd'sA&CP* | R.Rix&Sons | 175·0 183·0(O.L.) Q99′B11′F23′ *CellDBf*99′140*t* | 29·1 FK | 11·3 *FPT*27*t* | Hull British | T.3Cy.13″,23″&37″–26″ (*s*) 200lb 96RHP 1SB,8*pf*,GS48,HS1683 J.Lewis&Sons,Ld.Abn. | 13 ″ 6 s 3 ″ 9½ 13 ″ 3½ | |
| 77325 41073 JGVJ | **Kenryu Maru** | *Oil Eng.* 2*Dks* | 4576 3730 2692 | | | | | 1935 | Mitsui Bussan Kaisha,Ld. Tama | InuiKisenK.K. | 362·2 P34′B105′F30′ | 50·0 *WB* | 29·1 | Kobe Japanese | Oil Engines 4S.C.SA 10Cy.21⅛″–39⅜″ 453NHP MitsuiBussanKaisha,Ld. Tama | | C |
| 77326 44843 JQDM | **Kensyo Maru** D.F. *Cruiser Stern* | *Oil Eng.* 2*Dks* | 4862 — 2893 | | | | | 1938 | TamaS.B. Co.Ld. Tama | InuiKisenK.K. | 384·4 P26′B124′F34′ | 52·5 | 30·3 | Kobe Japanese | Oil Engines 2S.C.DA 6Cy.17½″–47½″ 642NHP TamaS.B.Co.Ld.Tama | | C |
| 77327 142611 GPDC | **Kent** *Ref.Mchy.* D.F. E.S.D. | *ss*Brs.No.3–4,30 *ss*Fal.No.2–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* | ~~9833~~ ~~8819~~ ~~7801~~ 8697 8219 5454 | ✠100A1 *Shelter dk* *withfreeboard* ~~6,4[illegible]~~ BS1,41 ~~[illegible]~~ LMC11,38 Lloyd'sRMC ~~12,36~~ 6,41 12,40 *Fitted for oil fuel* 1,25 | Wln | *d*† | CL 5,38 *F.P. above* | 1918 6mo | Palmers' Co.Ld. Newcastle *Lloyd'sA&CP* | FederalSteamNav. Co.Ld. *CollBH* *CellDB*382′1403*t* *D* | 460·6 B275′F49′*on Shelter dk* *f*2*BH to Shelter dk* *Ta*23′170*t* | 62·8 FK | 34·9 5*BHtoUdk* *FPT*128*t* *APT*32*t* | London British *Cem* | 2 SteamTurbinesSRgeared to 1 Screw shaft 180lb (*s*) 973NHP 4SB,16*cf*,GS320,HS13572FD Palmers' Co.Ld.Newcastle | 37 ″ 9 s 7 ″ 9½ 30 ″ 2 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of Rep. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77328 216969 WLIA | **Kent** Ⓟ (*ex*SantaTeresa-36) D.F. | *ss*S.Fo.No.3–10,31 *Fitted for oil fuel* 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) | 4858 4320 2888 | ✠ ... 2,36 | NYk | *y* | | 1918 11mo | WCramp& SonsS&EBCo Philadelphia | Merchants& MinersTransportationCo. *CellDB*295′870*t* | 360·2\|51·6\|22·8 30·8 F40′*onShelter dk* FK *FPT*70*t APT*71*t* | Baltimore Utd.States *Cem* 6*BHtoSh dk* 1 „ „ *U* „ | Q.4Cy.25½″,37″,52½″&76″ –54″ 633NHP 4SB,*12cf*,GS214,HS8923 W.Cramp&SnsS&EBCPhl | 33 ″ 6 | R † |
| 77329 166237 GMGG | **Kentish Coast** *Oil Eng.* Wireless D.F. E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern* | | 459 351 246 | ✠100A1 ~~3,34~~ ~~3,39~~ 12,40 | Liv Bkn | *g* | OG 3,39 | 1938 6mo *Lloyd's* | WerfJan Smit,Czn. Alblasserdam *SA&CP* | CoastLines,Ld. | 165·7\|26·4\| 9·7 *27·6* 173·6(O.L.) FK Q43′F24′ *CellDB*107′151*t FPT*50*t APT*10*t* | Liverpool British *BHptCem* | Oil Engines 4S.C.SA 8Cy.11″–17½″ 94NHP 3 Humboldt-Deutzmotoren, A.G.Köln-Deutz | 11 ″ 10 s 1 ″ 2 10 ″ 9¾ | |
| 77330 165763 | **Kenton** (*ex*Flore–38, *ex*CharlesLeBorgne–33) *Mchy.Aft* | *ss*BrestNo.2–20 1*Dk* | 1047 773 553 | ✠ ... 4,25 | | | | 1913 6mo | Osbourne, Graham&Co. Sunderland | MichaelWhitaker Ld.(Anthony& Bainbridge,Ld. *Mgrs.*) | 210·0\|33·2\|13·7 Q122′F22′ FK | Newcastle British *WB* | T.3Cy.17″,28½″&46″–33″ 155NHP MacColl&Pollock,Ld.Sld. | 15 ″ 9 | V † |
| 77331 207489 WACJ | **Kentuckian** | *ss*S.Fo.2ndNo.3–5,33 *Fitted for oil fuel* 2*Dks*(*Stl*)*&deepframing &Shelter dk*(*Stl*) | 5200 4797 3178 | ✠ ... 6,34 | SFo | *a*† | | 1910 6mo | Maryland SteelCo. Sparro'Pt.Md | American-HawaiianS.S.Co. *CellDB a*123′*uE&* | 414·5\|53·7\|28·1 FK *B*60′*f*162′1259*tDT* | NewYork Utd.States 7*BHptCem* *a*46′291*t DT* | Q.4Cy.25 7/16″,34″,52⅜″&76¼″ –54″ 618NHP 3SB,*12cf*,GS200,HS8721 MarylandStlCo.Sparro'Pt. *f*27′778*t FPT*158*t APT*27*t* | 39 ″ 0 | R † |
| 77332 221120 KDQI | **Kentucky** (*ex*WestO'Rowa) | *Fitted for oil fuel* 2*Dks* | 5446 — 3393 | | | | | 1921 | LsAngeles S.B.&D.D.Co. SanPedro,Cal | StatesSteamship Co. | 410·0\|54·2\|27·2 P43′B115′F47′ *WB* | Portland, Or. Utd.States | T.3Cy.28½″,47″&78″–48″ LosAngelesS.B. 359NHP &D.D.Co.SanPedro,Cal. | | R |
| * 77333 OYPB | — (*ex*Generalkonsul Pallisen) D.F. | *ss*Els.2ndNo.3–8,30 *ss*Cpn.No.2–39 1*Dk*(*Stl*)*&deepframing* | 2136 1971 1311 | ✠100A1 3,39 BS11,38 | Cpn LMC MS3,39 | *t* | CL 3,39 | 1905 5mo *Lloyd's* | ClydeS.B. &E.Co.Ld. Pt.Glasgow *SA&CP* | DetForenede Damps.Selskab. *Cell DBa*86′ | 294·8\|42·0\|19·5 305·5(O.L.) P27′B172′F33″ FK *uE&B*34′*f*130′605*t* | Copnhagn Danish 5*BHCem* *APT*65*t* | T.3Cy.22″,35″&59″–39″ (*s*) 180lb 225NHP 2SB,*6cf*,GS106,HS3300 ClydeS.B.&E.Co.Ld.Pt.Gls | 22 ″ 0 s2 ″ 3½ 19 ″ 11 | |
| 77334 147623 GKPW | **Kentwood** *Well deck* D.F. | *ss*Shl.No 3–4,37 *ss*Sld.No.1–40 1*Dk*(*Stl*) *Cargo battens not fitted* | 2180 1760 1244 | ✠100A1 2,41 ~~3,40~~ BS2,41 | Sld Bly LMC2,40 | *r* | OG 3,40 | 1924 4mo *Lloyd's* | SirJ.Laing &Sons,Ld. Sunderland *SA&CP* | WFrance,Fenwick &Co.Ld. *CellDBa*48′*uE&* | 280·0\|40·2\|18·9 P20′Q94′B48′F19′ *B*39′*f*113′397*t* FK *DTa*36′250*t FPT* | London British 4*BHCem* 52*t APT*80*t* | T.3Cy.20″,33″&54″–39″ (*s*) 180lb 199NHP 2SB,*6cf*,GS94,HS3096 Geo.Clark,Ld.Sunderland | 21 ″ 0 s 2 ″ 1½ 19 ″ 0½ | |
| 77335 162509 GBJP | **Kenya** Ⓟ *Ref.Mchy.* D.F. E.S.D. | TwinSc *ss*Bom.No.2–38 2*Dks*(*Stl-U* teak s) 3*rd dk in forward holds* *Cruiser Stern* | 9890 6731 4646 | ✠100A1 5,40 ~~12,30~~ ~~BS3,39~~ Lloyd'sRMC12,39 | Bom B.5,41 LMC6,38 | | CL 11,38 | 1930 12mo *Lloyd's* | A.Stephen &Sons,Ld. Glasgow *SA&CP* | BritishIndiaStm. Nav.Co.Ld. *CellDB* | 471·3\|64·2\|29·4 487·1(O.L.) FK *Shade dk* B213′& F51′ *on Shade dk* 415′1768*t FPT*112*t* | London British 8*BHptCem* *APT*222*t* | 6 Steam Turbines S.R. geared to 2 Sc. Shafts (*s*) 250lb *100lb* FD 1746NHP 7SB(Spt),*28cf*,GS525, HS19810 A.Stephen&Sons,Ld.Gls. | 32 ″ 6 s5 ″10½ 26 ″11¼ | BT till 10,41 |
| 77336 46613 JHRN | **Ken-yō Maru** D.F. *Carrying Petroleum in bulk Oil Eng.* *Mchy.Aft* GyC. | *Cruiser Stern* | 10022 — 5832 | *Fitted for oil fuel* 12,30 | | | *F.P.a* | 1939 | Kawasaki Dkyd.Co.Ld. Kobe | KokuyoKisenK.K. | 502·1\|64·9\|37·1 P162′B39′F37′ *WB* | Tokyo Japanese | Oil Engines 2S.C.DA 8Cy.28⅜″–47¼″ 2250NHP KawasakiDkydCoLdKobe | | C |
| 77337 44845 JHYL | **Kenyo Maru** | 2*Dks* *Cruiser Stern* | 6470 — 3895 | | | | | 1938 | Harima S.B.&Eng. Co.Ld. Harima | InuiKisenK.K. | 438·8\|58·6\|32·8 *WB* | Kobe Japanese | 2 DRgeared steam turbines 750NHP IshikawajimaS.B.&E.Co. Ld.Tokyo | | C |
| 77338 44827 JQBM | **Kenzan Maru** (*ex*ShootersIsland–38) | 2*Dks* | 4705 4313 3414 | ✠ ... 4,22 | | | | 1919 4mo | Standard S.B.Corp. Shooter's Island,N.Y. | KokokuKisenK.K. | 377·0\|52·0\|29·0 P25′B106′F34′ FK *WB* | Kobe Japanese | T.3Cy.24½″,41½″&72″–48″ 488NHP Hooven,Owens,Rentschler Co.Hamilton,O. | 29 ″ 0 | C † |
| 77339 44838 JQQM | — | 1*Dk* | 951 — 565 | | | | | 1938 | Sanoyasu Dock Goshi Kaisha Osaka | KenzanKisen K.K. | 205·7\|30·0\|17·2 *WB* | Kobe Japanese | T.3Cy.14¼″,24″&40″–30″ 88NHP *Emade*21B*made*90 ImadoIronWorks,Osaka | | |
| 77340 29834 JGWB | **Kenzyo Maru** (*ex*KenjoMaru–38, *ex*Remier,*ex*Gloriana) | *ss*Rot.No.2–15 *Spar dk*(*ptIrn&ptStl*) 2*trB&deepframing* | 3142 2891 2257 | ✠ ... 5,20 | | *u* | | 1905 5mo | Irvine'sSB &D.D.Co.Ld. W Hartlepool | KonanKisenK.K. *Cell DBa*106′ *uE24′* | 325·3\|47·1\|13·8 P33′B100′F32′ 22·6 FK *f*138′654*t FPT*100*t* | Kobe Japanese 5*BHCem* *APT*42*t* | T.3Cy.24″,38″&64″–42″ 275NHP 2SB,*6cf*,GS100,HS4264 Richardsons,Westgarth& Co.Ld.Hpl. | 24 ″ 10 | |
| 77341 679 SVDK | **Kephallinia** Ⓟ (*ex*NicolaosTogias–33,*ex*City of Belfast) | TwinSc Wireless 2*Dks* | 1267 773 460 | | | | | 1893 | LairdBros. Birkenhead | HellenicCoast LinesCo.Ld. | 280·6\|32·1\|13·4 | Piræus Greek | T.6Cy.18″,28″&42″–30″ NB11 193NHP LairdBros.Birkenhead | | |
| 77342 DOKD | **Kepler** D.F. Sub.Sig. | *Oil Eng.* *Cruiser Stern* 1*Dk* | 1236 955 592 | | | | | 1925 | Deutsche WerkeA.G. Kiel | Dampfschifffahrts Ges.Neptun | 233·6\|36·2\|14·3 P&B150′F28′ *WB* | Bremen German | Oil Engines 4S.C.SA 6Cy.19 1/16″–37 7/16″ 224NHP DeutscheWerkeA.G.Kiel | | G |
| 77343 139562 VPKG | **Kepong** | 2*Dks* | 1874 1700 1322 | | | | | 1916 | Taikoo Dck.&EngCo HongKong | StraitsS.S.Co.Ld. | 251·0\|41·1\|21·0 F33′ | Singapore British | T.3Cy.18″,29″&48″–33″ 132NHP Taikoo Dockyard&Eng.Co. | | |
| 77344 LDRC | **Keret** *Well deck* D.F. *Strengthened for Navigation in Ice* | *ss*Bgn.No.1–31 1*Dk*(*Stl*) | 1718 1270 1002 | ✠ ... 4,35 | Ant | *q* | | 1927 4mo | Atel.&Ch. de la Seine Maritime LeTrait(S.I.) | DetBergenske Dampskibsselskab *CellD* | 251·8\|39·2\|16·1 P17′Q74′B56′F27′ FK *B*193′379*t FPT*66*t* | Bergen Norwegian 4*BHCem* *APT*71*t* | T.3Cy.18″,30″&50″–33″ 167NHP 2SB,*4cf*,GS65,HS2758 Atel.&Ch.de la Seine Maritime | | N |
| 77345 FNMX | **Kerguelen** Ⓟ (*ex*Meduana) *Ref.Mchy.* D.F. | TwinSc 3*Dks* | 10123 7863 6259 | Lloyd'sRMC4,40 ~~No. 5 hold between dks, for temp. 32° F.~~ | | | | 1922 | Swan,Hunter& Wigham Richardson, Ld Newcastle | ChargeursRéunis | 484·2\|59·3\|35·0 B273′F52′ *WB* | Havre French | 4SteamTurbinesDRgeared to 2 Sc. Shafts WllsndSlpwy.Co.Ld.Nwc. | | V |
| 77346 1029 ESUO | **Keri** (*ex*Vectis–35) *Well deck* | *ss*Tln.2ndNo.3–5,38 1*Dk*(*Stl*) *Cargo battens not fitted* | 1172 986 663 | ✠100A1 4,39 MS5,38 BS2,39 | Shl LMC | *n* | CL 4,39 | 1913 4mo *Lloyd's* | J.Crown& Sons,Ld. Sunderland *SA&CP* | PeetRass *CellDBa*58′ | 222·5\|33·2\|14·5 230·5(O.L.) Q77′B48′F26′ FK *uE*17′*f*92′270*t FPT* | Tallinn Estonian 4*BHCem* 39*t APT*94*t* | T.3Cy.18″,29½″&48″–33″ (*s*) 180lb *90lb* 148NHP 1SB,*3pf*,GS54,HS2346 N.E.MarineEng.Co.Ld.Sld | 16 ″ 6 s 1 ″ 2⅜ 15 ″ 5½ | |

No later survey reported



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appitonnel. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP—Force en chevaux d'après les formules de la Société. RHP—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où sont si ce n'est dans le L. Durée, Cert. R of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77347 | **Kerkena** (*ex*Rambon–38,*ex*Tyne–36) | | 1579 | ✠ ... | Msl | *p* | | 1922 | N.V.Mch. | FrenchGovern- | 239·5\|36·9\|17·3 | Marseilles | T.3Cy.21″,32½″&55″–39½″ | 20 ″ 0 |
| | *ss*Rot.No.3–5,36 | | 1207 | 4,40 | | | | 6mo | &Scheepswrf. | ment(Ministère | | French | 239NHP | ~~23 ″ 6~~ |
| FOJX | *Mchy.Aft* 1*Dk*(*Stl*) | | 877 | ✠ | | | | | vanP.Smit,Jr | delaMarineMar- | P77′F20′ FK | 4*BHCem* | 2SB,*6cf*,GS120,HS4152 | ~~17 ″ 6~~ |
| | Wireless | | | | | | | | Rotterdam | chande) (Worms& | *DBuB*21′ | | N.V.Mch.&Scheepswerf. | |
| | | | | | | | | | | Cie,*Mgrs.*) | *f*145′500*t FPT* | 160*t APT*18*t* | vanP.Smit,Jr.Rot. | |
| 77348 | **Kerkplein** (*ex*Ramsay) | | 5085 | ✠100A1 | Rot | *y* | CL | 1921 | Bartram & | N.V.Scheepvaart | 400·0\|52·2\|28·5 | Rottrdam | T.3Cy.27½″,45½″&75″–48″ | 31 ″ 0 |
| | *ss*Ham.No.3–4,36 | | 4776 | 3,40 | | | N2,40 | 10mo | Sons,Ld. | Maats."Millingen" | | Dutch | 180lb (*s*) 476NHP | s 6 ″ 0½ |
| PFIW | *ss*Rot.No.1–40 | | 3135 | ✠LMC | | | | | Sunderland | (G.A.Spliethoff, | P36′B118′F40′ FK | 7*BHCem* | 3SB,9*cf*,GS204,HS8055 | 25 ″ 2½ |
| | D.F. 2*Dks*(*Stl*) | | | BS9,39 | MS8,40 | | | *Lloyd's*A&CP | | *Mgr.*) | *CellDBa*119′*uE*26′*f* | | J.Dickinson&Sons,Ld.Sld. | |
| 77349 | **Kerkyra** Ⓟ (*ex*Ionion–33, TwinSc | | 1461 | | | | | 1912 | Mackie& | HellenicCoast | 224·0\|33·9\|19·0 | Piræus | T.6Cy.13½″,22″&36″–24″ | I |
| 701 | *ex*Jonio) | | 1030 | | | | | | Thomson,Ld. | LinesCo.Ld. | P31′F32′ | Greek | 126NHP | |
| SVBU | Wireless 2*Dks* | | 775 | | | | | | Glasgow | | | *WB* | Muir&Houston,Ld.Gls. | |
| 77350 | **Kerlogue** | | 335 | ✠100A1 | Bkn | *e* | 3,41 | 1938 | A.Vuijk& | WexfordSteam- | 142·1\|23·8\| 9·2 | Wexford | Oil Engines 4S.C.SA | 11 ″ 3 |
| 106367 | *Oil Eng.* | | 251 | 3,39 | | | | 2mo | Zonen | shipsCo.Ld. | *24·7* | British | 6Cy.11″–17½″ 71NHP | s1 ″ 0½ |
| EIMB | 1*Dk* | | 171 | ✠LMC2,38 | | | | | Capelle a/d | | 148·5(O.L.) FK | 3*BHCem* | | 10 ″ 4½ |
| | *Mchy.Aft* *CruiserStern* | | | ✠LMC(M)3,41 | | | | | Ysel | | P33′F14′ | | Humboldt-Deutzmotoren, | |
| | | | | | | | | *Lloyd's*A&CP | | | *CellDB*91′93*t FPT* | 32*t APT*25*t* | A.G.Köln-Deutz | |
| 77351 | **Kerma** | | 4333 | ✠100A1 | Bry | *x* | CL | 1928 | D&W Hen- | Cory&Strick | 370·0\|52·2\|25·9 | London | T.3Cy.25″,41″&66″–45″ (*s*) | 28 ″ 4 |
| 160568 | *ss*Bry.No.3–2,40 | | 4026 | ~~10,123,40~~ 3,41 | Sbl | Mdb | 1,40 | 9mo | dersn&Co.Ld | (Steamers)Ld. | 382·6(O.L.) | British | 180lb *120lb* 346NHP | s 5 ″ 2½ |
| GSQW | D.F. 1*Dk*(*Stl*) | | 2658 | ✠LMC2,40 | | | | | Glasgow | (F.C.Strick&Co. | P28′B105′F36′ FK | 6*BHptCem* | 2SB,*6cf*,GS115,HS4601 FD | 23 ″ 3½ |
| | | | | | | | | *Lloyd's*A&CP | | Ld.*Mgrs.*) | *CellDB*91′93*t FPT*140*t* | *APT*115*t* | D&W Hendersn&Co Ld Gls | |
| 77352 | **Kermandie** WoodAux4MstTwin | | 343 | | | | | 1920 | C.M.Mc | KermandieShip- | 141·9\|35·0\|11·0 | Hobart | 2 Oil Engines(P) 2S.C.SA | |
| 133495 | *Oil Eng.* ScSr | | 298 | | | | | | Kay | pingCo.Pty.Ld. | | British | 2Cy.12″–15″ 76NHP | |
| VJZQ | 1*Dk* | | 222 | | | | | | Hobart,Tas. | | | | Thompsn&Co.Castlemaine | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | (S–made$ *fitted*36) | |
| | | | | | | | | | | | | | 4S.C.SA 4Cy.8″–10½″ | |
| | | | | | | | | | | | | | Ruston&Hornsby,Lincoln | |
| 77353 | **Kerry Coast** (*ex*Kerry–39, | | 1391 | | | | | 1919 | CaledonS. | CoastLines,Ld. | 270·6\|38·1\|16·2 | Liverpool | T.3Cy.21″,34″&56″–39″ | C |
| 143158 | *ex*Lady Patricia–38) | | 1100 | | | | | | B.&E.Co.Ld. | | | British | 196NHP | |
| MPMC | E.S.D. 1*Dk*&*Shelter dk* | | 552 | | | | | | Dundee | | | *WB* | CaledonSB.&E.Co.Ld.Dun | |
| 77354 | **Kerry Head** (*ex*Simonside,*ex*Eurus) | | 825 | ✠100A1 | Bel | *k* | CL | 1913 | J.Fuller- | W.T.Herriott | 195·0\|31·1\|11·4 | Limerick | T.3Cy.16″,26″&44″–33″ (*s*) | 14 ″ 0 |
| 128881 | *ss*Bel.2ndNo 3–11,37 | | 574 | 5,40 ~~11,37~~ | Npt | | ~~4,37~~ | 7mo | ton&Co. | (Mullock&Sons, | 201·7(O.L.) | British | 180lb 96NHP | s 4 ″ 9 |
| EIKT | *Mchy Aft* 1*Dk*(*Irn*) | | 389 | BS5,40 | ✠LMC | | 5,40 | | Paisley | *Mgrs.*) | Q99′B11′F26′ FK | 3*BHCem* | 2SB,*4pf*,GS72,HS2246 | 13 ″ 4½ |
| | *Well deck* *Cargo battens not fitted* | | | MS8,37 | ~~1941,39~~ | | | *Lloyd's*A&CP | | | *CellDB f*110′ | 184*t FPT*164*t* | Ross&Duncan,Glasgow | |
| 77355 | **Kerrymore** | | 509 | ✠100A1 | Bel | *h* | CL | 1921 | LarneS.B. | R.McCowen&Sons | 165·2\|25·3\| 9·5 | Tralee | T.3Cy.13″,21′&34″–24″ (*s*) | 11 ″ 9 |
| 135630 | *ss*Bel.No.3–4,34 | | 338 | ~~1,105,30~~ 3,41 | | | ~~7,37~~ | 2mo | Co.Ld. | Ld. | *26·7* | British | 180lb 62NHP | s 3 ″ 9 |
| EIDY | *ss*Bel.No.1–39 | | 211 | BS~~4,40~~ ✠LMC5,39 | | | 8,40 | | Larne | | FK | 3*BHCem* | 1SB,*3cf*,GS52,HS1439 | 11 ″ 8½ |
| | *Mchy.Aft* 1*Dk*(*Stl*) | | | 5,41 | | | | *Lloyd's*A&CP | | | Q95′B11′F22′ | | Campbell&Caldrw'd,Psy. | |
| | *Well deck* | | | | | | | | | | *CellDBf*97′104*t FPT*36*t* | *APT*2*t* | | |
| 77356 | **Kersten Miles** (*ex*Martha | | 4971 | | | | | 1921 | Deutsche | Hanseatische | 407·6\|54·4\|24·8 | Hamburg | 2 Steam Turbines DR | G |
| | Hemsoth) | | 4531 | | | | | | WerkeA.G. | ReedereiEmil | P43′B26′F36′ | German | geared to 1 Sc. Shaft | |
| DHOD | Sub.Sig. 1*Dk*&*Shelter dk* | | 2957 | | | | | | Kiel | Offen&Co. | | *WB* | DeutscheWerkeA.G.Kiel | |
| 77357 | **Kertch** (*ex*Dimitri) | | 1018 | ✠ | Oda | *l* | | 1887 | W.Dobson | U.S.S.R. | 210·0\|30·2\|20·8 | Odessa | T.3Cy.17″,28″&47″–30″ | 21 ″ 7 |
| | *ss*Oda.No.3–11,98 | | 986 | 5,06 | | | | 12mo | &Co. | | ptNDS98 | Russian | NDB05 123NHP | |
| | *ss*Oda.No.1–03 | | 594 | ✠ | | | | | Newcastle | | FK | 5*BHCem* | 2SB,*4cf*,GS66,HS1920 | |
| | 1*Dk*(*Stl*)&*Awng dk* | | | ✠NB96*refitted*05 | | | | | | | *DB* | a$*f*141′154*t* | N.E.MarineEng.CoLdNwc | |
| 77358 | **Kertosono** | | 9289 | | | | | 1923 | Kon.Maats | Rotterdamsche | 470·5\|62·7\|37·7 | Rotterdm | DR Geared Steam Turbine | V |
| | *Fitted for oil fuel* | | 8843 | | | | | | deSchelde | Lloyd(W.Ruys& | B76′F52′ | Dutch | | |
| PFIZ | *Cruiser Stern* D.F. 3*Dks* | | 5853 | | | | | | Flushing | Zonen,*Mgrs.*) | len35 | *WB* | Maats.deSchelde,Flushing | |
| 77359 | **Kervegan** (*ex*CapitaineWinckler) | | 2018 | ✠100A1 | StN | *r* | CL | 1922 | Soc.Anon. | Ministry of Ship- | 270·3\|39·3\|18·9 | Cardiff | T3Cy18½″,29½″&49½″-37½″ | 22 ″ 11 |
| 167805 | *ss*Nts.No.3–4,36 | | ~~1788~~ | 8,39 | | | 6,38 | 2mo | AnciensCh. | ping (Evan | 283·3(O.L.) | British | 185lb (*s*) 189NHP | s 3 ″ 4½ |
| ~~FQLF~~ | D.F. 1*Dk*(*Stl*) | | ~~1104~~ | ✠LMC | | | | | Dubigeon | ThomasRadcliffe | P20′B57′F25′ FK | 4*BHCem* | 2SB,*4cf*,GS95,HS3240 | 19 ″ 9½ |
| GMPK | *Cargo battens not fitted* | | 1585 | MS6,35 | BS4,40 | | | A&CP | Nantes | &Co.*Mgrs.*) | *CellDB*223′488*t To* | *pside Tanks* | Atel.&Ch.de laLoire,Nts. | |
| | | | 1195 | | | | | | | | *f*96′137*t a* | 82′84*t FPT*65*t APT* | 114*t* | |
| 77360 | **Ketty Brøvig** (*ex*Montana–38) | | 7031 | ✠100A1 | Cal | *a*† | CL | 1918 | Sir J.Laing | Th.Brövig | 425·0\|57·0\|33·1 | Farsund | T.3Cy.27″,45″&74″–54″ (*s*) | 33 ″ 0 |
| | *ss*Osl.No.3–11,30 | | 6375 | ~~8,99~~ 11,40 | Sbg | | ~~10,38~~ | 1mo | &Sons,Ld. | | 440·0(O.L.) | Norwegian | 180lb 559NHP | |
| LCTS | *ss*Osl.No.2–38 | | 4411 | BS~~12,40~~ ✠LMC11,38 | | | 12,40 | | Sunderland | | P101′B28′F45′ FK | 16*BHptCem* | 4SB,*12cf*,GS196,HS8248 FD | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's*A&CP | *CellD* | *Bu E*&*B*55′142*t D* | *Tf*38′518*t APT*53*t* | (10 *to U dk* | G.Clark,Ld.Sunderland | |
| | *Longitudinal framing* | | | *Fitted for oil fuel* | | | *F.P. a* | *above* 1 | 50° F. | | | 6 ,, 2*nd* ,,) | | |
| 77361 | **Kewanee** | | 3550 | ✠ ... | | | | 1919 | Bethlehem | ~~TideWater~~ | 318·4\|46·0\|23·5 | S.Frncisco | T.3Cy.22½″,39″&63½″–48″ | 26 ″ 0 |
| 218740 | *ss*S.Fo.No.2–27 | | 2910 | 4,27 | | | | 8mo | S.B.Corp.Ld. | ~~AssociatedOilCo.~~ | | Utd.States | 278NHP | |
| KIVC | *Fitted for oil fuel* | | 2125 | ✠ | | | | | (MoorePlnt) | RepublicOil | P94′B36′F40′ | *WB* | BethlehemS.B.Corp.Ld. | |
| | D.F. 1*Dk*&*Web frames* | | | | | | | | ElizabethPrt. | RefiningCo. | FK | | (MoorePlant) | |
| | *Mchy.Aft* *Carrying Petroleum in bulk* | | | | | | | | N.J. | | | | | |
| 77362 | **Kexholm** | | *3815* | ✠100A1 | Got | *y* | CL | 1937 | Eriksbergs | A/BSvenska | 383·3\|52·2\|22·6 | Gothenbrg | Oil Engines 2S.C.DA | 25 ″ 6 |
| 8212 | *Oil Eng* | | *3180* | *withfreeboard* | NYk | | 1,39 | 11mo | M.V.Aktieb. | AmerikaMexiko | 397·0(O.L.) | Swedish | 6Cy.17½″–47½″ 644NHP | s2 ″ 0½ |
| SKRN | D.F. E.S.D. 1*Dk*&*Shelter dk* | | *2112* | 7,40 ~~8,30~~ | ✠LMC10,37 | | | | Gothenburg | Linien(E.Carlson, | F99′ FK | 7*BH* | DB*80lb* | 23 ″ 7½ |
| | *Cruiser Stern* | | | | | | | *Lloyd's*A&CP | | *Mgr.*) | | *Coll to Sh dk* | EriksbergM.V.Aktieb.Got | |
| | *Strengthened for navigation in ice* | | | | | | | *CellD* | *B*270′ 964*t Ta* | *nks in way of tunne* | *l*287*t APT*113*t* | 6 ,, 2*nd* ,,) | | |
| 77363 | **Keybar** | | 1723 | ✠100A1 | Tto | | CL | 1923 | Smith's | KeystoneTrans- | 250·3\|42·6\|16·9 | Montreal | T.3Cy.16″,26′&44″–33″ (*s*) | 19 ″ 3 |
| 147763 | | | 1562 | *withfreeboard* | | | 11,38 | 5mo | DockCo.Ld. | ports,Ld. | | British | 180lb 155NHP | s3 ″ 7 |
| | *ss*Tto.No.3–4,35 | | 1087 | 4,39 ✠LMC2,39 | | | | | Middlesbro' | | F40′ FK | | 2SB,*4cf*,GS78,HS2850 | 15 ″ 10 |
| | *ss*Tto.No.1–39 | | | BS~~3,40~~ 3,41 | | | | *Lloyd's*A&CP | | 3*Watertight BH* | *also 2 Intermediate* | | Smith'sDockCo.Ld.Mdb. | |
| | *Mchy.Aft* 1*Dk*(*Stl*) | | | *For service on the Great Lakes* | | | | *River St.* | *Lawrence* | *BH's in holds* | *(lower parts water* | *tight*) | | |
| | *Cargo battens not fitted* | | | *also to Newfoundland, Halifax, N.S. & St. John, N.B.* | | | | *CellD* | | *B*223′680*t FPT*130*t* | *APT*6*t* | | | |
| 77364 | **Keybell** | | 1730 | | | | | 1912 | Collingw'd | KeystoneTrans- | 258·0\|42·6\|17·2 | Montreal | T.3Cy.16″,26′&44″–36″ | |
| 131111 | | | 1544 | | | | | | S.B.Co.Ld. | ports,Ld. | | British | 163NHP | |
| | *Mchy.Aft* 1*Dk* | | 1254 | | | | | | Collingwood | | | *WB* | CollingwoodS.B.Co.Ld. | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last dealt. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77365<br>147749 | **Keydon** (*ex* Swiftwater-38)<br>*Mchy. Aft* 1 *Dk* | 1739<br>1578<br>1044 | | | | | 1927 | Cowpen Dry Dock & S.B. Co. Ltd. Blyth | Keystone Transports, Ltd. | 252·0 | 42·6 | 18·0 | Montreal British *WB* | T. 3 Cy. 16″, 27″ & 44″–33″ 111 NHP<br>Blair & Co. (1926) Ld. Stk. | | C |
| 77366<br>147799 | **Keyholt** (*ex* Stillwater-38)<br>*Mchy. Aft* 1 *Dk* | 1796<br>1639<br>1134 | | | | | 1928 | Smiths' Dock Co. Ltd Middlesbro' | Keystone Transports, Ltd. | 253·0<br>F37′ | 43·4 | 18·4 | Montreal British *WB* | T. 3 Cy. 16″, 26″ & 44″–33″ 111 NHP<br>Smith's Dock Co. Ld. Mdb. | | C |
| 77367<br>147797 | **Keymont** (*ex* Deepwater-38)<br>*Mchy. Aft* 1 *Dk* | 1796<br>1639<br>1134 | | | | | 1928 | Smith's Dock Co. Ld Middlesbro' | Keystone Transports, Ld. | 253·0<br>F37′ | 43·4 | 18·4 | Montreal British *WB* | T. 3 Cy. 16″, 26″ & 44″–33″ 111 NHP<br>Smith's Dock Co. Ld. Mdb. | | C |
| 77368<br>133558 | **Keynor**<br>*ss* T to. No. 3–4, 28<br>*ss* T to. No. 2–36<br>*Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames*<br>*Cargo battens not fitted* | 1806<br>1628<br>1090 | ✠100 A1 ~~T to~~ *n*<br>~~Examined 3,41 Sld~~<br>BS 3,41<br>~~BS 4,39~~ ✠LMC 9,36<br>~~*For Service on the liver St. Lawrence & Great Lakes also on the Gulf of St. Lawrence, 1st April to 30th November*~~ | | | CL<br>~~8,38~~<br>3,41<br>*Lloyd's S.A. & CP* | 1914<br>6 mo | Nof Ireland S.B. Co. Ltd. Londonderry | Keystone Transports, Ld.<br>*Cell D B u E* | 250·0<br>F39′ FK<br>*Intermediate B H & B46′ f166′671t FPT372t APT8t* | 42·5 | 17·4 | Montreal British<br>3 *B Hpt Cem*<br>*dispensed with.* | T. 3 Cy. 16″, 26″ & 44″–36″ (*s*) 180 lb 163 NHP<br>2 SB, *4cf*, GS 71, HS 2407 FD<br>J. G. Kincaid & Co. Ld. Grk. | 20 ″ 0<br>~~6 3~~<br>~~11 6~~<br>8 3 ″ 7<br>16 ″ 7 | |
| 77369<br>125459 | **Keyport**<br>*Mchy. Aft* 1 *Dk* | 1721<br>1546<br>1298 | | | | | 1909 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Keystone Transports, Ld. | 250·1<br>F40′ | 42·5 | 17·9 | Montreal British *WB* | T. 3 Cy. 15″, 25″ & 42″–30″ 97 NHP<br>N.E. Marine Eng Co Ld. Nwc | | |
| 77370<br>147761 | **Keystate**<br>*ss* T to. No. 3–4, 35<br>*Mchy. Aft* 1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | 1729<br>1562<br>1084 | ✠100 A1 Tto<br>*with freeboard*<br>4,39 ✠LMC 2,39<br>BS 3,40<br>*For Service on the Great Lakes & River St. Lawrence, also to Newfoundland & Halifax, N. S., & St. John, N.B.* | | | CL<br>9,36<br>*Cell D B 3 Watertight B Hd bulkheads* | 1923<br>4 mo | Smith's Dock Co. Ld. Middlesbro' | Keystone Transports, Ld.<br>*Lloyd's S. & CP* | 250·3<br>F40′ FK<br>*so 2 Intermediate in holds (lower part watertight) B223′680t FPT 130t APT 6t* | 42·6 | 16·9 | Montreal British | T. 3 Cy. 16″, 26″ & 44″–33″ (*s*) 180 lb 155 NHP<br>2 SB, *4cf*, GS 76, HS 2850<br>Smith's Dock Co. Ld. Mdb. | 19 ″ 3<br>s 3 ″ 7<br>15 ″ 10 | |
| 77371<br>128830 | **Keyvive**<br>*Mchy. Aft* 1 *Dk* | 1768<br>1580<br>1045 | ✠ ...<br>2,18<br>✠ | | | | 1913<br>9 mo | Smith's Dock Co. Ld. Middlesbro' | Keystone Transports, Ld. | 250·0<br>F40′ FK | 42·5 | 17·4 | Montreal British *WB* | T. 3 Cy. 16″, 26″ & 43″–33″ 157 NHP<br>Smith's Dock Co. Ld. Mdb. | 20 ″ 0 | C<br>† |
| 77372<br>125458 | **Keywest**<br>*Mchy. Aft* 1 *Dk* | 1725<br>1549<br>1298 | | | | | 1909 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Keystone Transports, Ld. | 250·0<br>F40′ | 42·5 | 18·0 | Montreal British *WB* | T. 3 Cy. 15″, 25″ & 42″–30″ 97 NHP<br>N.E. Marine Eng Co Ld. Nwc | | |
| 77373<br>UOIA | **Khabarovsk** Ⓟ<br>Sub. Sig. *Cruiser Stern* 2 *Dks* | 3553<br>2993<br>1977 | | | | | 1932 | Baltic S.B. & Eng. Wks Leningrad | U.S.S.R. | 314·7<br>P42′ B95′ F36′ | 46·1 | 26·1 | Vladvostk Russian *WB* | T. 3 Cy. 29½″, 37″ & 59½″–39⅝″ 220 NHP<br>Baltic S.B. & Eng. Wks. Len | | |
| 77374<br>FOBB | **Khai Dinh** Ⓟ Twin Sc<br>(*ex* Lamartine-39, *ex* Emperor Alexander III) *ss* Msl. No. 2–21<br>D.F. 2 *Dks* (*Stl*–ws) & *Shade dk* (*Stl*–ws)<br>*Ref. Mchy.* 3 *rd dk in Nos.* 1, 2 & 3 *holds* | 5110<br>3687<br>3008 | ✠ Msl<br>6,25<br>✠ | | | | 1914<br>1 mo | W. Denny & Bros. Dumbarton | Cie des Messageries Maritimes<br>*Cell D B a 91′ u E 59′* FK & BK 2″ | 380·0<br>*f 154′ 506t FPT 29t APT 48t* | 51·8 | 30·5 | Marseilles French<br>6 *B H Cem* | T. 6 Cy. 22″, 36″ & 58″–48″ 788 NHP<br>4 SB (FD) & 1 Aux SB, *18cf*, GS 336, HS 13000<br>Denny & Co. Dumbarton | 30 ″ 6 | V<br>† |
| 77375<br>147855<br>GJVN | **Khandalla** Ⓟ Twin Sc<br>*ss* Cal. No. 3–7, 35<br>1 *Dk* (*Stl*) & *Awng dk* (*Stl*–*pt* teak s) & 2 *nd dk* (*Stl*) *in Nos.* 1, 2 & 3 *holds*<br>D.F. *Ref. Mchy.* *Cruiser Stern* | 7018<br>5406<br>3289 | ✠100 A1 ~~Cal~~ *a*†<br>*Awng dk* Bom<br>*with freeboard*<br>~~Examined 9,40~~<br>✠LMC<br>BS 6,39 MS 11,39 | | | CL<br>P 11,39<br>SN<br>11,39 | 1923<br>5 mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | British India Stm. Nav. Co. Ltd.<br>*Lloyd's S. & CP* *Cell D* | 425·2<br>P39′ B176′ F46′ FK<br>*B356′ 902t FPT 54t* | 55·9 | 31·4 | Glasgow British<br>*Cem*<br>8 *B H to A dk*<br>*APT 63t* | T. 8 Cy. 25½″, 43″ & 50″–42″ (*s*) 215 lb 1365 NHP<br>8 SB, *24cf*, GS 520, HS 22752 FD<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 33 ″ 10<br>s 7 ″ 10⅜<br>26 ″ 5 | |
| 77376<br>118742 | **Khargpur** Pad<br>1 *Dk* | 1219<br>1169<br>532 | | | | | 1904 | Caledon S.B. & E. Co Ld Dundee | Bengal-Nagpur Rly. Co. Ld. | 289·8<br>*Cell D B 276′ 702t D T f 28′ 723t* | 55·1 | 10·9 | Calcutta British<br>*FPT 52t APT 16t* | C. D. 4 Cy. 25″ & 50″–61″ 390 NHP<br>Caledon S.B & E. Co Ld. Dun | | |
| 77377<br>UOXA | **Kharkov** (*ex* Anhalt-32, *ex* Aya-Mendi, *ex* Anhalt) *ss* Bkn. No. 3–10, 21<br>Sub. Sig. 2 *Dks* & *Shelter dk* | 6689<br>6181<br>3999 | ...<br>1,28 | | | | 1914 | Bremer Vulkan Vegesack | U.S.S.R. | 472·1<br>FK | 59·1 | 28·9 | Odessa Russian *WB* | T. 3 Cy. 32½″, 52½″ & 86⅝″–55″ 736 NHP<br>Bremer Vulkan Vegesack | 31 ″ 2 | |
| 77378<br>~~71~~<br>~~SUBR~~<br>162372<br>GLNL | **Khedive Ismail** Ⓟ – Twin Sc<br>(*ex* Aconcagua-35) *ss* Grk. No. 3–4, 35<br>*Well deck* 2 *Dks* (*Stl U*-teak s) 3 *rd dk*<br>D.F. E.S.D. (*Stl*) *in Nos.* 1 & 2 *holds*<br>*ss* Alx. No. 1–39 | 7513<br>~~4,40~~ 2,39 2,41<br>4991<br>4184 | ✠100 A1 Alx *b*†<br>Bom<br>~~BS 8,39~~ ✠LMC ~~4,39~~<br>10,39 6,39<br>*Fitted for oil fuel* 8,22 | | | CL<br>~~P 8,37~~<br>S 5,38<br>P 4,40<br>*F. P. a* | 1922<br>8 mo | Scotts' S.B. & Eng. Co. Ld. Greenock | Ministry of Shipping (British India Stm. Nav. Co. Ltd. *Mgrs.*)<br>*Lloyd's S. & CP above* 150° F.<br>*Cell D* | 422·8<br>P & B 293′ F87′ FK<br>*B365′ 885t FPT 47t* | 56·2 | 30·4 | London British<br>8 *B H Cem*<br>*APT 73t* | 4 Steam Turbines SR geared to 2 Sc. Shafts (*r*) FD<br>215 lb HS 17832 1469 NHP<br>6 SB (~~Spt~~), *18cf*, GS 385,<br>Scotts' S.B. & E. Co. Ld. Grk. | 33 ″ 0<br>s 4 ″ 11⅓<br>28 ″ 3 | |
| 77379<br>149644<br>GNKQ | **Kheti**<br>*Oil Eng.*<br>D.F. *ss* Liv. No. 2–36<br>*Ref. Mchy.* 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*Tonnage opening closed '41 (W.E.)* | 2734<br>2175<br>1454 | ✠100 A1 ~~Liv~~ *v*<br>*Shelter dk*<br>*with freeboard* 12,40<br>~~Examined~~<br>✠LMC CS 8,36<br>DBS ~~7,39~~ 12,40 6,37<br>✠Lloyd's RMC ~~7,40~~ 12,40<br>*Fitted for carrying oil fuel* 7,34 *F. P. above* 150° | | | CL<br>~~6,37~~<br>12,40<br>*F. in deep tank* | 1927<br>10 mo | Harland & Wolff, Ld. Greenock | Moss Hutchison Line, Ld.<br>*Cell D B 276′ 702t D T f 28′ 723t* | 330·7<br>FK<br>( | 47·3 | 19·4 | Liverpool British<br>6 *B Hpt Cem*<br>(*Coll to Sh dk*<br>5 ,, *U* ,,) | Oil Engines 4S.C.SA 8Cy. 24½″–51⅛″ 473 NHP<br>DB *100lb*<br>Harland & Wolff, Ld. Gls. | ~~22 ″ 3~~<br>~~s 1 ″ 3½~~<br>~~21 ″ 1½~~<br>30 ″ 3<br>s 8 ″ 6½<br>21 ″ 10½ | |
| 77380<br>TTCV | **Khmer**<br>1 *Dk* & *Awng dk* | 313<br>—<br>159 | | | | | 1904 | A. Dubigeon Chantenay | Cie. Saïgonnaise de Nav. & de Transp. | 158·6<br>H— | 23·4 | 15·4 | Saïgon French | T. 3 Cy. 11¾″, 19¾″ & 31½″–20¼″ 45 NHP<br>Brissonneau & Lotz, Nantes | | V |
| 77381<br>PKNE | **Khoen Hoea** Twin Sc<br>*ss* Sng. No. 3–10, 37<br>1 *Dk* (*pt Stl*–teak s) & *Shade dk* (*pt Stl*–teak s) | 1238<br>861<br>611 | ✠100 A1 Sng<br>*with freeboard* Bat<br>8,40 ~~11,39~~<br>BS ~~11,39~~ ✠LMC 10,37<br>8,40 | | | ~~N 11,38~~<br>S 8,40<br>PN<br>11,39 | 1924<br>9 mo | Caledon S. B. & E. Co. Ld. Dundee | Thong Ek S.S. Co.<br>*Lloyd's S. & CP* *Cell D B u E 16′ 34t FPT* | 245·2<br>FK | 38·1 | 10·9 | Pontianak Dutch<br>4 *B H Cem*<br>*49t APT 81t* | T. 6 Cy. 12″, 20″ & 33″–23″ (*s*) 180 lb *100lb* 139 NHP<br>2 SB, *4cf*, GS 79, HS 2492<br>W. Beardmore & Co. Ld. Coatbridge | 12 ″ 0<br>s 2 ″ 5<br>10 ″ 0 | |
| 77382<br>148502<br>VWBK | **Khosrou** Ⓟ<br>*ss* Bom. No. 3–11, 37<br>2 *Dks* (*Stl*) & *Shelter dk* (*Stl*-teak s) | 4043<br>3473<br>2471 | ✠100 A1 Bom *y*<br>*with freeboard*<br>~~3,41 9,39~~<br>✠LMC<br>MS 11,37 BS ~~7,39~~ 8,40 | | | CL<br>11,38 | 1924<br>12 mo | Lithgows Ld. Pt. Glasgow | Mogul Line, Ld.<br>*Lloyd's S. & CP* *Cell D B 322′ 1028t FPT* | 375·0<br>F50′ FK<br>*82t APT 30t* | 52·0 | 23·1 | Bombay British<br>6 *B Hpt Cem*<br>(*Coll B H to Shdk*<br>5 ,, 2 *nd* ,,) | T. 3 Cy. 25″, 42″ & 70″–48″ (*s*) 200 lb *110lb* 456 NHP<br>2 SB, *8cf*, GS 154, HS 6318 FD<br>Rankin & Blackmore Ld Grk | 25 ″ 6<br>s 2 ″ 5½<br>23 ″ 3½ | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Ferme assigné maintenant en usage. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Jaugeur. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registre où publié si ne l'est pas dans le L. Dans le Cert. Reg. Tonn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77383 | **Khosta** (*ex*Georgii) | TwinSc | 709 | | | | | 1910 | Nicoldson Budapest | U.S.S.R. | 201·4\|31·5\|12·0 P20′F19′ | Odessa Russian | C.4Cy.11¾″&21½″–15½″ 32NHP Nicoldson,Budapest | | |
| UOKH | Wireless | 1*Dk* | 648 461 | | | | | | | | | | | | |
| 77384 | **Khuzistan** | | 871 | ✠100A1 | Aba- | *k* | CL | 1924 | Amble S.B. Co.Ld. Amble | Petroleum S.S. Co.Ld. | 176·0\|32·7\|13·8 | London British | T.3Cy.14″,23″&38″–27″ (*s*) 180lb 102NHP | 14 ″ 9 | |
| 147673 | *ss*Abadan No.3–4,37 | | 589 | 6,40~~6,00~~ | dan | | 6,38 | 6mo | | | P62′B21′F31′ FK | | 1SB,*8cf*,HS1850 | s ″ 11½ | |
| MLXS | *Mchy.Aft* | 2*Dks*(*Stl*) | 374 | BS6,40 ✠LMC MS10,36 ~~BS6,38~~ *Fitted for oil fuel* | | | 6,40 6,24 | *Lloyd's* | *sA&CP* | *Cell* | *DBuE*13′13*t FPT*3 3*t APT*20*t* | | W.Beardmore&Co.Ld.Gla. | 13 ″ 11 | |
| 77385 | **Kia Lee** (*ex*CanadianRunner–34, *ex*Colborne–32,*ex*CanadianRunner) | | 3111 2803 | | | | | 1920 | Pt.Arthur S.B.Co. P.Arthur,Ont | ChingKee S.N.Co. Ld. | 320·0\|43·8\|22·5 P20′B96′F17′ | Chefoo Chinese | T.3Cy.23″,38″&63″–42″ 257NHP | | C |
| | | 2*Dks* | 1867 | | | | | | | | | *WB* | PortArthurS.B.Co. | | |
| 77386 | **Kia-Wo** | TwinSc | 1311 | | Shi | | | 1925 | Kiangnan D.&E.Works Shanghai | Indo-ChinaSteam Nav.Co.Ld. | 202·5\|33·1\| 9·9 210·0(O.L.) FK | Shanghai British | T.6Cy.15′,23′&36¾″–18′ 382NHP | 10 ″ 6 | |
| 153692 | *ss*Shi.No.3–7,37 | | 872 | 7,37 | | | | | | | | | 2WTB HS6990 | | |
| MNMG | *Fitted for oil fuel* | 1*Dk&Shade dk* | 694 | | | | | | | | *MTs*250*t FPT*30*t* | 8*BH* | KiangnanD.&E.Works | | |
| | *Carrying cargo oil in deep tanks* | | | | | | | | | | | | | | |
| | *DAMAGED BY AIRCRAFT, 8,39* | | | | | | | | | | | | | | |
| 77387 | **Kiang An** | TwinSc | 4327 — 3141 | | | | | 1921 | ShanghaiE S.B.&D.CoLd Shanghai | W.Hunt&Co. (HuntSteamship Corp.*Mgrs.*) | 330·4\|47·4\|14·3 | Shanghai Chinese | T.6Cy.18″,29½″&50″–30″ 275NHP ShanghaiE.S.B.&D.Co.Ld. | | |
| 77388 | **Kiang Ching** (*ex*HwahLee, *ex*MeiLee) | TwinSc | 1682 710 1151 | | | | | 1900 | S.C.Farnham&Co.Ld. Shanghai | Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*) | 247·7\|30·0\|11·9 | Shanghai Chinese | T.6Cy.11′,18′&30″–21″ 82NHP S.C.Farnham&Co.Ld.Shi. | | |
| 77389 | **Kiang-Chung** (*ex*Olter–36, *ex*LieutenantLeMounier, *ex*Ablette) | 1*Dk* | 513 354 290 | | | | | 1917 | Forg.&Ch. de laMédit. Havre | ChangKee S.S.Co. | 174·1\|24·0\|11·2 Q12*t*B112*t*F22*t* len24 | Tsingtao Chinese | C.2Cy.18″&36″–23½″ 52NHP Forg.&Ch.de laMédit.Hav. | | |
| 77390 | **Kiang Shun** | TwinSc | 4327 — 3141 | | | | | 1921 | ShanghaiE S.B.&D.CoLd Shanghai | Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*) | 330·4\|47·4\|14·3 | Shanghai Chinese | T.6Cy.18″,29½″&50″–30″ 275NHP ShanghaiE.S.B.&D.Co.Ld. | | |
| 77391 | **Kiang Ta** (*ex*HwahTa, *ex*MeiDah) | TwinSc | 1682 — 1151 | | | | | 1900 | S.C.Farnham&Co.Ld. Shanghai | Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*) | 247·7\|30·0\|11·9 | Shanghai Chinese | T.6Cy.11′,18′&30″–21″ 82NHP S.C.Farnham&Co.Ld.Shi. | | |
| 77392 | **Kiang Teen** (*ex*Moning) | IronPad | 2677 — 1794 | | | | | 1870 | A.&J. Inglis Glasgow | Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*) | 273·2\|41·5\|13·9 | Shanghai Chinese | C.2Cy.29″&57½″–144″ 333NHP A.&J.Inglis,Glasgow | | |
| | | 1*Dk&2Hur dks* | | | | | | | | | | | | | |
| 77393 | **Kiang Wah** | TwinSc | 3693 — 2321 | | | | | 1912 | Kiangnan Dock&E.Co. Shanghai | Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*) | 340·0\|46·0\|13·2 | Shanghai Chinese | T.6Cy.18″,29″&48″–30″ 175NHP | | |
| XNFP | | 3*Dks* | | | | | | | | | | *WB* | KiangnanDock&E.Co.Shi. | | |
| 77394 | **Kiang Wo** | TwinSc | 2209 | A1 | Shi | | OG | 1901 | Boyd&Co. Ld. Shanghai | Indo-ChinaSteam Nav.Co.Ld. | 280·0\|42·1\|17·2 *43·7* 9·7 289·0(O.L.) | HongKong British | T.3Cy.12″,21″&34″–27″ 190lb | 10 ″ 0 | |
| 72909 | *ss*Shi.No.3–4,37 | | 1680 | 4,37 | | | P4,37 | | | | | | 2SB,*8cf*,HS3176 FD | | |
| VRCT | | 1*Dk* | 1388 | BS8,38 LMC4,37 *For Service on the Yangtsze River* | | | S5,38 | | | | *Promenade dk* FK *Shade dk MTs*36′447*t* | 9*BHAsp* | Farnham,Boyd&CoLd.Shi | | |
| 77395 | **Kianga** | WoodTwinScK | 338 | | | | | 1922 | R.J.Lucey Narooma, N.S.W. | Illawarra&South CoastS.N.Co.Ld. (A.L.Miller, *Mgr.*) | 135·6\|32·0\| 8·2 | SydnyNSW British | C.4Cy.11″&22″–16″ 40RHP | | |
| 150176 | | | 257 | | | | | | | | | | Mort'sDk&ECoLdBalmain | | |
| VJSJ | *Mchy.Aft* Wireless | 1*Dk* | 146 | | | | | | | | | | | | |
| 77396 | **Kiangsu** Ⓟ | | 2676 | | | | | 1921 | Caledon S.B.&E.CoLd Dundee | ChinaNav.Co.Ld. | 310·0\|44·2\|20·9 P&B187′F42′ | London British | 2SteamTurbinesDRgeared to 1 Sc.Shaft | | |
| 146157 | *Fitted for oil fuel* | | 2237 | | | | | | | | | *WB* | Scotts'SB&EngCoLd.Grk | | |
| GJBM | | 2*Dks* | 1565 | | | | | | | | | | | | |
| 77397 | **Kidoel** | | 775 | | | | | 1927 | Nederl. DokMaats. Amsterdam | Konikl.Paketv. Maats. | 188·7\|33·4\|12·8 P28′B67′F28′ | Batavia Dutch | T.3Cy.15¾″,26″&43½″–32⅜″ 109NHP | | V |
| | | | 591 | | | | | | | | | *WB* | Nederl.GravingDk.Co.Ld. | | |
| PKFI | | 1*Dk* | 304 | | | | | | | | | | | | |
| 77398 | **Kiel** | | 3703 | | | | | 1922 | Frd.Krupp Act.Ges. Kiel | Hamburg-Amerik. Packetf.Akt.Ges. | 338·7\|47·4\|26·2 P&B220′F42′ | Hamburg German | T.3Cy.23⅝″,39⅞″&65¾″–45 5/16″ 290NHP | | G |
| | | | 3317 | | | | | | | | | *WB* | Frd.KruppA.G.Kiel | | |
| DHOF | D.F. Sub.Sig. | | 2114 | | | | | | | | | | | | |
| 77399 | **Kien Kuo** (*ex*LuenYi, *ex*Li-Fong) | TwinSc 1*Dk&Spar dk3trB* *Promenade dk&Shade dk* | 2770 — 1588 | | | | | 1905 | Atel.&Ch. deFrance Dunkirk | Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*) | 278·2\|42·9\|24·8 | Shanghai Chinese | T.6Cy.15″,24″&39″–20″ 136NHP | | |
| | | | | | | | | | | | | *WB* | Caillard&Co.Havre | | |
| 77400 | **Kiev** (*ex*Remscheid–32,*ex*Cambrian Queen,*ex*Maritime, *ex*Waldenburg) | *ss*Bmn.No.3–2,30 | 5823 5423 3618 | ... 4,33 | | | | 1917 | Flensburgr Schiffsb.Ges. Flensburg | U.S.S.R. | 449·3\|58·2\|27·0 P&B377′F53′ FK | Odessa Russian | T.3Cy.31⅛″,50½″&84 1/16″–53½″ 793NHP | 29 ″ 7 | |
| UOWZ | | | | | | | | | | | | *WB* | FlensburgerSchiffsb.Ges. | | |
| | D.F. Sub.Sig. | 2*Dks3trB in No.1 hold* | | | | | | | | | | | | | |
| 77401 | **Kihuku Maru** (*ex*KifukuMaru–38) | *ss*Kob.No.3–3,31 | 5857 5585 | ✠100A1 *Awng dk* | Kob Smk | *y* | OG 7,39 | 1918 11mo | Kawasaki Dkyd.Co.Ld. Kobe A&CP | ~~OginoKaishoK.K.~~ NissanKisenK.K. | 385·0\|51·0\|36·0 FK | ~~Hakodate~~ Tokyo Japanese | T.3Cy.26″,43½″&72″–48″(*s*) 200lb 440NHP | 36 ″ 0 s 9 ″ 1½ | |
| JHKD | *ss*Smk.No.2–40 ~~*ss*Osa.No.1–38~~ | | 4259 | *with freeboard* 5,40 ~~5,38~~ ✠LMC~~7,39~~ 5,40 | | | | | | | *Cem Coll* | *BH to Aw dk* 5 ,, *U* ,, | 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5741 FD | 27 ″ 1 | |
| | 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | | | | | | | | | | *CellDB*334′1118*t FPT*126*t APT*93*t* | | KawasakiDkydCoLdKobe | | |
| 77402 | **Kihune Maru** Ⓟ (*ex*KifuneMaru–38) | | 1606 1325 | | | | | 1918 | Nagata Sanjuro Osaka | NipponYusenK.K. | 240·0\|36·1\|20·9 | Kobe Japanese | T.3Cy.13½″,23″&38″–30″ 79NHP | | |
| 22575 | | | | | | | | | | | | | | | |
| JTPA | | 1*Dk* | 948 | | | | | | | | | | OsakaTekkosho,Osaka | | |
| 77403 | **Kijuch** (*ex*Malaga–35) | | 1440 1263 | | | | | 1921 | F.Schichau Elbing | U.S.S.R. | 253·5\|38·2\|16·5 P&B197′F28′ | Vladvostk Russian | T3Cy.19½″,31½″&51″–29 9/16″ 141NHP | | |
| UPIO | Wireless | 1*Dk* | 832 | | | | | | | | | *WB* | F.Schichau,Elbing | | |
| 77404 | **Kiku Maru** Ⓟ | | 760 | | | | | 1929 | Mitsubishi ZosenKaisha Ld. Kobe | TokiowanKisen K.K. | 180·0\|30·0\|16·5 F30′ | Habu Japanese | Oil Engines 4S.C.SA 6Cy.16¾″–24 3/16″ 163NHP | | |
| 34534 | | *Oil Eng.* | 519 | | | | | | | | | | MitsubishiZosenKaishaLd. | | |
| JRTB | Wireless *Cruiser Stern* | 2*Dks* | 312 | | | | | | | | | | | | |
| 77405 | — | | 415 | | | | | 1932 | Osaka Iron Works,Ld. Osaka | SetsuyoSyosen K.K. | 145·0\|26·0\|14·0 F17′ | Osaka Japanese | Oil Engines 4S.C.SA 6Cy 14⅜″–19 7/16″ 120NHP | | |
| 37500 | | *Oil Eng.* | 366 | | | | | | | | | | YokohamaDockCoLd.Yka | | |
| JULH | *Mchy.Aft* *Cruiser Stern* | 2*Dks* | 231 | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Laid-up not reckoned. Equipment Letter. | 7* Late when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of B. of T. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77406<br>42941<br>E.S.D.<br>JNOL | **Kikukawa Maru**<br>*Mchy. Aft* | 3833<br>—<br>2260<br>*Cruiser Stern* 2 *Dks* | | | | | 1937 | Kawasaki Dkyd. Co. Ltd. Kobe | Kawasaki Kisen K.K. | 354·7 \| 50·0 \| 27·5<br>P 22′ B 101′ F 33′ | | | Kobe Japanese<br>*WB* | 2 DR geared steam turbines 333 NHP<br>Kawasaki Dkyd Co Ld Kobe | | C |
| 77407<br>209401<br>KJPA | **Kilauea** Ⓟ<br>*Fitted for oil fuel* | 1338<br>929<br>806 | | | | | 1911 | Union Iron Works San Francisco | Inter-Island Stm. Nav. Co. Ltd. | 240·6 \| 36·1 \| 17·0 | | | Honolulu Utd. States | T. 4 Cy. 25″, 41″ & (2) 48″–30″ 253 NHP<br>Union Iron Works S. Frisco. | | |
| 77408<br>137085<br>GFKT | **Kildale**<br>*ss* Nwc. No. 3–7, 36<br>*ss* Gms. No. 1–40<br>1 *Dk* (*Stl*) | 3877<br>3469<br>2310 | ✠ 100 A1<br>4,40<br>✠ LMC 4,40 | Gms | *w* | CL<br>2,40 | 1924<br>4 mo | W. Pickers-gill & Sons, Ld. Sunderland<br>*Lloyd's* | Rowland & Marwood's S.S. Co. Ld. (Headlam & Son, *Mgrs.*)<br>*Cell D B* 318′ 1084*t* | 363·5 \| 51·4 \| 22·8<br>P 33′ B 222′ F 31′ FK<br>*F P T* 88*t A P T* 170*t* | | | Whitby British<br>*6 B H Cem* | T. 3 Cy. 24″, 41″ & 68″–45″ (*s*) 180 lb *180 lb* 345 NHP<br>2 SB (Spt) *6 cf*, GS 124, HS 5437<br>Richardsons, Westgarth & Co. Ld. Hpl. | 25 ″ 0<br>s 3 ″ 1½<br>2 ″ 1½ | |
| 77409<br>144825<br>MNCT<br>EILG | **Kildrummy**<br>Wireless *ss* Dun. No. 3–6, 37<br>*Well deck* 1 *Dk* (*Stl*)<br>*Mchy. Aft*<br>**77410 Kilfenora**<br>*ss* C. Tn. No. 3–10, 30<br>*ss* C. Tn. No. 1–35<br>1 *Dk* (*Stl*)<br>*Carrying whale oil in bulk* | 629<br>424<br>271<br>610<br>491<br>274 | ✠ 100 A1<br>3,40<br>BS 3,40 4,41 ✠ LMC 6,37<br>…<br>1,38<br>✠ NB 7,18 *refitted* 20 | Sou<br>CTn | *i* | CL<br>3,40 | 1924<br>12 mo<br>1918<br>1 mo | Hall, Russell & Co. Ld. Aberdeen<br>*Lloyd's*<br>Smith's Dock Co. Ld. Middlesbro' | Dundee, Perth & London Shipping Co. Ld.<br>*Cell D B* 318′ 1084*t*<br>Kerguelen Sealing & Whaling Co. Ld. (Irvin & Johnson (South Africa) Ld. *Mgrs.*) | 175·9 \| 27·3 \| 11·3<br>182·0 (O.L.)<br>Q 111′ B 10′ F 25′ FK<br>*B f* 99′ 152*t F P T* 31*t*<br>174·8 \| 30·0 \| 15·7<br>B 53′ FK<br>*Cell D B u E* 26′ 20*t* | Aberdeen British<br>*3 B H Cem*<br>*A P T* 19*t*<br>Cape Town British<br>*9 B H Cem*<br>*F P T* 12*t* | T. 3 Cy. 14½″, 24″ & 40″–30″ (*r*) 190 lb 84 RHP<br>1 SB, *3 cf*, GS 56, HS 1720<br>Hall, Russell & Co. Ld. Abn.<br>T. 3 Cy. 16″, 22″ & 44″–26″ 132 NHP<br>1 SB, *3 cf*, GS 51, HS 1832<br>Smith's Dock Co. Ld. Mdb. | 13 ″ 5<br>s 3 ″ 8¾<br>13 ″ 3<br>16 ″ 7 | |
| 77411<br>FNRT | **Kilissi**<br>*Fitted for oil fuel*<br>*Ref. Mchy.* D.F. 3 *Dks* | 3723<br>3383<br>1751 | | | | | 1934 | Ch. & Atel. de Provence S.A. Port de Bouc | Compagnie des Chargeurs Réunis | 324·8 \| 48·6 \| 22·7<br>30·4 | Bordeaux French<br>*WB* | T. 3 Cy. 26¾″, 40⅞″ & 66⅞″–43 5/16″ 296 NHP<br>Ch. & Atel. de Provence, Msl. | | V |
| 77412<br>159788<br>EILG | **Kilkenny**<br>*Oil Eng.*<br>Wireless E.S.D. 2 *Dks*<br>*Cruiser Stern* | 1320<br>1139<br>685 | ✠ 100 A1<br>6,40 ~~6,39~~<br>✠ LMC 7,37 | Ard<br>Liv | *r* | OG<br>6,40 | 1937<br>7 mo | Dublin Dkyd. Co. Vickers (Ireland) Ld. Dublin<br>*Lloyd's* | British & Irish Stm. Packet Co. Ld.<br>*Cell D B* 170′ 237*t D* | 263·7 \| 40·1 \| 14·2<br>275·9 (O.L.)<br>P 78′ B 72′ F 80′ FK<br>*T f* 14′ 50*t F P T* 34*t A* | Dublin British<br>*4 B H Cem* | Oil Engines 2 S.C.SA<br>6 Cy. 19½″–35 7/16″ 404 NHP<br>Harland & Wolff, Ld. Bel. | 17 ″ 11<br>s 1 ″ 9<br>16 ″ 4½ | |
| 77413<br>99966<br>GBXF | **Killarney** Ⓟ (*ex* Classic, Twin Sc<br>*ex* Magic)<br>E.S.D. | *For service within Home Trade limits*<br>2081<br>1125<br>853 | ✠ 100 A1<br>5,39<br>✠ NB 7,24 BS 3,39 ✠ LMC 5,36 | Liv | *r* | OG<br>5,38 | 1893<br>8 mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's*<br>*Fitted for oil fuel* 7, 24 *F.P. above* 150° F. | Coast Lines, Ld.<br>*Cell D B* | *P T* 87*t*<br>311·3 \| 38·3 \| 15·1<br>P 43′ B & F 230′ FK & BK 2″<br>*a* 55′ 50*t D T f* 32′ 120*t*<br>*F P T* 14*t* | Liverpool British<br>*6 B H Cem* | T. 6 Cy. 19″, 31″ & 52″–36″ (*s*) 180 lb 425 NHP<br>3 SB, *9 cf*, HS 7540<br>Harland & Wolff, Ld. Bel. | 17 ″ 0<br>s 2 ″ 4<br>15 ″ 2¾ | |
| 77414<br>70<br>HPBP | **Killerig**<br>*Fitted for oil fuel*<br>Wireless 1 *Dk* | 577<br>493<br>232 | | | | | 1918 | Smith's Dock Co. Ld. Middlesbro' | Panama Salvors Inc. (Merritt-Chapman-Lindsay, Ld.) | 172·2 \| 30·0 \| 15·7 | Panama Panamanian<br>*WB* | T. 3 Cy. 16″, 26″ & 44″–26″ 99 NHP<br>N.E. Marine Eng. Co Ld Nwc | | C |
| 77415<br>135158<br>MDVK | **Kilrea** (*ex* Teesburn, 3 Mst<br>*ex* Wanstead) *ss* Bel. 2nd No. 3–6, 37<br>*Mchy. Aft* *Well deck*<br>*Cargo battens not fitted* 1 *Dk* (*Stl*) | 767<br>557<br>370 | ✠ 100 A1<br>9,10 ~~4,39~~<br>✠ LMC<br>MS 2,36 BS 3,40 | Liv | *k* | OG<br>1,38 | 1912<br>11 mo | Dundee S.B. Co. Ld. Dundee<br>*Lloyd's* | Western Isles Steamer Services, Ld. (J. Campbell, *Mgr.*)<br>*Cell D B f* 112′ 170*t F P T* | 190·4 \| 30·0 \| 11·7<br>Q 96′ B 15′ F 23′ BK 7¼″<br>*3 B H Cem*<br>*40 t A P T* 18*t* | Irvine ~~Belfast~~ British | T. 3 Cy. 16″, 27″ & 44″–30″ (*s*) 180 lb 98 RHP<br>1 SB, *3 pf*, GS 59, HS 2315<br>G.T. Grey, South Shields | 13 ″ 10<br>s 4 ″ 5½<br>13 ″ 9½ | |
| 77416<br>UPAN | **Kim**<br>*Oil Eng.*<br>*Cruiser Stern* 2 *Dks* | 5114<br>4702<br>2989 | | | | | 1932 | Severney S.B. Yard Leningrad | U.S.S.R. | 381·3 \| 53·2 \| 29·4<br>P 30′ B 57′ F 23′ | Odessa Russian<br>*WB* | Oil Engines 2 S.C.SA<br>6 Cy. 26¾″–47 3/16″ 746 NHP<br>Russian Diesel Wks. Len. | | |
| 77417<br>156035 | **Kim Kean Aun** Wood Aux Sr<br>*Oil Eng.*<br>1 *Dk*<br>(*See Sailing Ship Register*) | 311<br>287<br>193 | | | | | 1929 | Eu Kyong Nga Tavoy | Eu Kyong Nga | 109·7 \| 30·0 \| 13·5 | Rangoon British | Oil Engine 4 S.C.SA<br>4 Cy. 11″–14 3/16″ 47 NHP<br>Skandia Verken, Lysekil | | |
| 77418<br>24071<br>JHSD | **Kimi Maru**<br>*ss* Kob. No. 3–10, 30<br>*ss* Kob. No 1–34<br>2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing* | 3195<br>2757<br>1978 | ✠ …<br>2,39<br>✠ | Kob | *t* | | 1918<br>12 mo | Osaka Iron Works, Ld. Innoshima | Kobe Syosen K.K. | 305·0 \| 43·9 \| 27·3<br>P 19′ B 82′ F 32′ FK<br>*Cell D B* 255′ 519*t F P T* | Kobe Japanese<br>*5 B H Cem*<br>*76 t A P T* 20*t* | T. 3 Cy. 22″, 37″ & 61″–42″ 288 NHP<br>2 SB, *6 cf*, GS 90, HS 3824<br>Osaka I. Wks. Ld Innoshima | 27 ″ 3 | |
| 77419<br>10296<br>JTGH | **Kimigayo Maru** Ⓟ<br>(*ex* Swaerdecroon)<br>1 *Dk* & *Awng dk* | 670<br>638<br>394 | | | | | 1891 | Maats. de Maas Rotterdam | Amagasaki Kisenbu Gomei Kaisha | 175·9 \| 26·3 \| 17·1 | Osaka Japanese<br>*WB* | T. 3 Cy. 15⅞″, 24⅜″ & 40″–36″ 96 NHP<br>Maats. de Maas. Rotterdam | | |
| 77420<br>31549<br>JTXH | **Kimigayo Maru No. 2** Ⓟ Twin Sc<br>(*ex* Mandun)<br>2 *Dks* | 919<br>769<br>547 | | | | | | ..... | Amagasaki Kisenbu Gomei Kaisha | 206·0 \| 35·0 \| 17·2 | Osaka Japanese | T. 6 Cy. | | |
| 77421<br>42967<br>JTLK | **Kimikawa Maru**<br>*Oil Eng.*<br>*Ref. Mchy.* 3 *Dks*<br>D.F. G.C. *Cruiser Stern* | 6863<br>—<br>3983 | | | | | 1937 | Kawasaki Dkyd. Co. Ltd. Kobe | Kawasaki Kisen K.K. | 479·5 \| 62·3 \| 30·3 | Kobe Japanese<br>*WB* | Oil Engines 2 S.C.DA<br>7 Cy. 27 3/16″–47½″ 1851 NHP<br>Kawasaki Dkyd Co Ld Kobe | | C |
| 77422<br>44826<br>JMJM | **Kimisima Maru**<br>2 *Dks*<br>*Cruiser Stern* | 5193<br>—<br>3847 | | | | | 1938 | Tsurumi Seitetsu Zosen K.K. Tsurumi | Iino Kisen K.K. | 400·3 \| 54·1 \| 30·5<br>P 49′ B 120′ F 42′ | Kobe Japanese<br>*WB* | 1 DR geared steam turbine 500 NHP<br>Ishikawajima S.B. & E. Co. Ld. Tokyo | | C |
| 77423<br>139158<br>GVWV | **Kimmerol**<br>*ss* Pts. No. 3–12, 29<br>*Mchy. Aft* *ss* Pts. No. 2–37<br>1 *Dk* (*Stl*) & *Web frames*<br>*Longitudinal framing* | 1172<br>850<br>601 | ✠ 100 A1<br>4,40<br>BS ~~1,39~~ 1,41 ✠ LMC 11,57<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10, 16 *F.P. above* 150° F. | Sou | *n* | OG<br>4,40 | 1916<br>10 mo | Craig, Taylor & Co. Ld. Stockton<br>*Lloyd's*<br>*Cell D Bu E & B* 36′ 62*t D* | The Admiralty<br>*Middle line Bulkhead not o T f* 21′ 162*t F P T* 32*t* | 210·0 \| 34·7 \| 16·5<br>220·0 (O.L.)<br>P 45′ F 40′ FK<br>13 *B H pt Cem*<br>*il tight*<br>*A P T* 25*t* | London British<br>*F D* | T. 3 Cy. 15″, 25″ & 40″–27″ (*s*) 180 lb 135 NHP<br>2 SB, *4 cf*, HS 2200<br>Mackie & Baxter, Glasgow | 16 ″ 6<br>s 1 ″ 6½<br>15 ″ 0¾ | |
| 77424<br>9126<br>OYZM<br>E.S.D.<br>*Ref. Mchy.* | **Kina**<br>*Oil Eng.*<br>*with freeboard*<br>D.F. 2 *Dks*, 3 *rd dk in forward holds*<br>*Cruiser Stern* | 9823<br>9126<br>6159 | ✠ 100 A1<br>7,39<br>✠ LMC 1,39<br>*Carrying vegetable oil in mid ship deep tanks* | Cpn | *f* † | CL | 1939<br>1 mo | Nakskov Skibs. A/S Nakskov<br>*Lloyd's* | A/S Det Östasiatiske Kompagni<br>*Two intermediate bulkheads dispensed with Cell D B* 416′ 2057*t* | 483·7 \| 65·2 \| 38·8<br>508·3 (O.L.)<br>F 79′ FK<br>*M T s* 35′ 1250*t Tanks* | Copnhagn Danish<br>*6 B Honly pt Cem*<br>*in way of tunnel* 177*t F P T* 103*t A P T* 77*t* | Oil Engines 2 S.C.DA<br>8 Cy. 24 7/16″–55½″ 1642 NHP<br>DB *100 lb*<br>Akt. Burmeistr & Wain, Cpn | 41 ″ 9<br>s 12 ″ 3¾<br>29 ″ 8 | |

Now "Kina II," *see No.* 33751 *in Supplement*

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned subsequent to last Entry in Register. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77425 | **Kinabalu** ssSandakanNo.3–1,28 *Mchy.Aft* 1*Dk* | 429 303 196 | ✠ ... 7,29 ✠ | | | | 1914 12mo | Ardrossan DD&SBCoLd Ardrossan | SabahS.S.Co.Ld. (Harrisons&Crosfield(Borneo),Ld. *Mgrs.*) | 150·4 P19′F19′ | 26·0 | 10·6 FK | Sandakan British *WB* | T.3Cy.12½″,21″&34″–24″ 59RHP McKie&Baxter,Glasgow | 11 ″ 9 | |
| 77426 35930 JJBC | **Kinai Maru** TwinSc *OilEng.* ssKob.No.3–3,36 ssKob.No.1–39 *Ref.Mchy* 3*Dks*(*Stl*) GyC. *CruiserStern* | 8360 7812 ~~5048~~ 5041 | ✠100A1 Kob *d*† *with freeboard* 2,41 ~~1,38~~ ✠LMC CS11,39 DBS~~14,39~~ 2,41 1,39 ✠Lloyd'sRMC~~7,38~~ 2,41 ~~3,40~~ *Fitted for carrying oil F.P.above 150° F. in deep tanks* | | | CL 12,38 6,30 | 1930 6mo | Mitsubishi ZosenKaisha, Ld. Nagasaki *Lloyd's A&CP* | OsakaSyosenK.K. *CellDB373′* | 446·0 F40′ *1295t Tanks in way* | 60·5 | 40·7 FK (*Coll to W dk* 7 „ 2*nd* „) *of tunnels 978t MTs* | Osaka Japanese 8*BHptCem* *Coll to Sh dk* 6 „ 2*nd*„) 36′1185t *FP* | Oil Engines 2S.C.SA 12Cy.26¾″–47½″ DB*100lb* 1495NHP MitsubishiZosenKaishaLd. *T96t APT89t* | 40 ″ 9 s 13 ″ 0½ 28 ″ 2 | |
| 77427 KZBN | **Kinau** Iron Wireless 2*Dks* | 975 — 773 | | | | | 1883 | W.Cramp &Sons Philadelphia | PhilippineS.N.Co. (EverettS.S.Corp. *Mgrs.*) | 195·0 | 33·0 | 16·0 | Manila Utd.States | C.2Cy.24″&44″–36″ NB02 97NHP W Cramp&Sons, Phildlpha | | |
| 77428 165932 GFFG | **Kindat** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* | 4358 3949 2572 | | | | | 1938 | WmDenny &Bros.Ltd. Dumbarton | Brit.&BurmeseSN Co.Ld.(P.Henderson&Co. *Mgrs.*) | 409·2 B25′F38′ | 55·2 | 24·9 | Glasgow British *WB* | T3Cy.22″,38″&65″–45″ 283NHP Rankin&BlackmoreLdGrk | | C |
| 77429 129491 CYLN | **Kindersley** (*ex*A.E.McKinstry) *Mchy.Aft* 1*Dk* | 1999 1657 1190 | | | | | 1910 | ClydeS.B. &Eng.Co.Ld. Pt.Glasgow | CanadaSteamship Lines,Ld. | 250·4 | 42·7 | 18·3 | Montreal British *WB* | T.3Cy.17″,28″&46″–33″ 122NHP ClydeSB&Eng.CoLd.PGlz | | C |
| 77430 FOZB | **Kindia** (*ex*Haworth) *Ref.Mchy.* D.F. 2*Dks* | 1972 1061 1167 | | | | | 1919 | Napier& Miller,Ld. Glasgow | Cie.desTransp. Mar.de l'A.O.F. (Chargeurs Réunis *Mgrs.*) | 270·1 | 37·8 | 15·9 | Havre French *WB* | T.3Cy.21″,34″&56″–39″ 196NHP Dunsmuir&Jackson,LdGls | | V |
| 77431 165219 MLWL | **Kindiesel** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted* | 339 220 180 | ✠100A1 Lth *e* 12,39 ~~3,37~~ 9,40 ✠LMC8,36 ✠LMC(M)3,39 | | | OG | 1936 8mo | Ardrossan DockyardLd. Ardrossan *Lloyd's A&CP* | KindieselShipping Co.Ld. (P.MacCallum &Sons,Ld.) | 136·2 142·7(O.L.) Q90′F19′ | 25·1 | 9·2 FK | Greenock British 3*BHCem* | Oil Engines 2S.C.SA 4Cy.11 7/16″–17 7/16″ 91NHP *FPT30t APT28t* J.G.Kincaid&Co.Ld.Grk. | 10 ″ 3 s 3 ″ 3½ 10 ″ 2½ | |
| 77432 128797 VJSK | **Kindur** ssSyd.No.2–36 Wireless 1*Dk*(*Stl*) | 1267 879 515 | ✠100A1 Syd *o* 6,39 ~~BS6,39~~ ✠LMC~~6,38~~ 6,40 | | | CL 1½ ~~6,39~~ 6,40 | 1928 2mo | Ayrshire Dckyd.Co.Ld Irvine *Lloyd's A&CP* | Newcastle&HunterRiverS.S.Co.Ld | 221·3 230·2(O.L.) P22′B79′F38′ BK7½ *FPT42t APT46t* | 38·3 | 15·4 5 | Newcastle N.S.W. British 5*BHCem* | T.3Cy.17″,28″&46″–30″ (*s*) 2WaterTubeBoilers FD 200lb HS4068 240NHP W.Beardmore&Co.Ld. Coatbridge | 16 ″ 6 s 1 ″ 5½ 15 ″ 8½ | |
| 77433 29812 JAOB | **Kine Maru** 1*Dk* | 2193 1955 1260 | | | | | 1924 | KobeSteel WorksLd. Harima | SettsuSyosenK.K. (OsokaSyosen K.K. *Mgrs.*) | 285·5 | 40·0 | 24·0 | Hutyu Japanese *WB* | T.3Cy.18″,30½″&49″–39″ 150NHP KobeSteelWorks,Kobe | | C |
| 77434 217468 KJPB | **King** (*ex*LakeFaristell) *Ref.Mchy.* 2*Dks* Sub.Sig. | 2624 2235 1626 | ✠ ... 6,21 ✠ | | | | 1919 3mo | American S.B.Co. Cleveland,O. | Terminals& Transptn.Corp. (Minnesota-AtlanticTransit Co. *Mgrs.*) | 251·0 P25′B64′F23′ | 43·6 | 26·2 FK | Duluth Utd. States *WB* | T.3Cy.20″,33″&54″–40″ 267NHP AmericanSBCoClevelndO. | 28 ″ 2 | R † |
| 77435 LDHX | **—** (*ex*HeatherKing, *ex*Kilgarven) Wireless D.F. ssShl.No.3–7,20 1*Dk*(*Stl*) | 645 506 233 | Sws 11,25 | | | | 1918 | Smith's DockCo.Ld. Middlesbro' | D/S A/S King (AdolfLothe) | 175·2 B58*t*H25*t* *CellDBuE26′20t* | 30·0 | 15·7 FK 5*BHCem* *FPT20t* | Haugesnd Norwegian | T.3Cy.16″,26″&44″–26″ 116NHP 1SB,3*cf*,GS51,HS1825 N.E.MarineEng.Co.Ld.Sld | 16 ″ 6 | N † |
| 77436 137268 GCMX | **King Alfred** ssRot.No.3–9,31 ssBry.No.1–36 1*Dk*(*Stl*) | 5272 4796 3188 | ✠100A1 Shl *y* 5,39 ~~6,37~~ 6,40 BS5,39 ✠LMC6,36 | | | CL | 1919 9mo | W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP* | KingLine,Ld. (Dodd,Thomson& Co.Ld. *Mgrs.*) *CellDB* | 400·0 P49′B113′F38′ FK 340′1098t *FPT133t* | 52·4 | 28·5 7*BHCem* *APT204t* | Sundrland British | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld. | 31 ″ 0 s 5 ″ 11½ 25 ″ 3½ | 117/40 |
| 77437 160458 GNSC | **King Arthur** *OilEng.* D.F. ssCff.No.2–36 1*Dk*(*Stl*) *CruiserStern* | 5224 4807 3141 | ✠100A1 ~~Bel.~~ Examined 3,41 Liv ✠LMC CS6,36 DBS~~3,40~~ 3,41 3,39 | | | CL ~~2,38~~ 7,40 | 1928 5mo | Harland& Wolff,Ld. Belfast *Lloyd's A&CP* | KingLine,Ld. (Dodd,Thomson& Co.Ld. *Mgrs.*) *CellDB333′1083t DTf26′1076t FPT109t* | 400·7 P28′B142′F35′ FK | 54·8 | 27·2 7*BHptCem* *APT260t* | London British | Oil Engines 4S.C.SA 6Cy.29½″–59 1/16″ 489NHP DB*100lb* Harland&Wolff,Ld.Bel. | 29 ″ 7 s 5 ″ 11½ 23 ″ 10½ | |
| 77438 148835 GJCZ | **King City** *Fitted for oil fuel* D.F. 1*Dk&Shelter dk* | 4744 4432 2879 | | | | | 1928 | W.Gray& Co.Ld. Sunderland | ReardonSmith LineLd.(SirW.R. Smith&Co.Ld. *Mgrs.*) | 400·5 F41′ | 54·3 | 25·6 | Bideford British *WB* | T.3Cy.25″,42″&70″–48″ 339NHP Cen.Mar.Eng.Wrks.WHpl | | C |
| 77439 149947 GKBM | **King Edgar** *OilEng.* ssCff.No.2–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* | 4536 4164 2694 | ✠100A1 ~~Bry.~~ *with freeboard* Bry Examined 2,41 ✠LMC CS8,36 DBS~~3,39~~ 3,40 3,38 | | | *z* CL 3,38 | 1927 11mo | Harland& Wolff,Ld. Belfast *Lloyd's A&CP* | KingLineLd. (Dodd,Thomson& Co.Ld. *Mgrs.*) *CellDB333′1278t DTf30′1088t* | 400·6 | 54·8 | 23·6 FK (*Coll to Sh dk* 6 „ 2*nd*„) *FPT85t APT181t* | London British 7*BHptCem* | Oil Engines 4S.C.SA 6Cy.29½″–59 1/16″ 489NHP DB*100lb* Harland&Wolff,Ld.Bel. | 26 ″ 0 s 2 ″ 7½ 23 ″ 6½ | |
| 77440 141921 GCLD | **King Edward** (*ex*Gorala) ssRot.No 3–8,31 ssBry.No.1–35 2*Dks*(*Stl*) | 5224 4747 3161 | ✠100A1 ~~Bry.~~ Examined 2,41 ~~MchGls~~ BS~~7,39~~ 7,40 ✠LMC10,35 | | | *y* CL ~~5,38~~ 4,41 | 1919 9mo | Workman, Clark&Co.Ld. Belfast *Lloyd's A&CP* | KingLine,Ld. (Dodd,Thomson& Co.Ld. *Mgrs.*) *CellDB347′1120t FPT115t* | 400·0 411·0(O.L.) P49′B113′F39′ FK | 52·3 | 28·4 7*BHCem* *APT170t* | London British | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Wrkman,Clark&Co.Ld.Bel | 31 ″ 0 s 5 ″ 11½ 25 ″ 3½ | |
| 77441 113963 | **—** (P) TrpSc 3*Dks* | 551 458 222 | | | | | 1901 | W.Denny &Bros. Dumbarton | Williamson-Buchanan Steamers(1936) Ld. | 250·5 | 30·1 | 10·0 | Glasgow British | 3SteamTurbines ParsonsMarineSteam TurbineCo.Ld.Nwc. | | BT till 9,41 |
| 77442 149964 GBLD | **King Edwin** *OilEng.* D.F. ssCff.No.2–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* | 4536 4164 2692 | ✠100A1 ~~Cff~~ *with freeboard* Bry Examined 2,41 ✠LMC CS1,39 DBS~~8,38~~ 10,40 3,38 | | | *z* CL 1,40 | 1927 12mo | Harland& Wolff,Ld. Belfast *Lloyd's A&CP* | KingLine,Ld. (Dodd,Thomson& Co.Ld. *Mgrs.*) *CellDB333′1278t DTf30′1088t* | 400·6 417·3(O.L.) | 54·8 | 23·6 FK (*Coll to Sh dk* 6 „ 2*nd*„) *FPT85t APT181t* | London British 7*BHptCem* | Oil Engines 4S.C.SA 6Cy.29½″–59 1/16″ 489NHP DB*100lb* Harland&Wolff,Ld.Bel. | 26 ″ 0 s 2 ″ 7½ 23 ″ 6½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Keel laid or if rebuilt date when last classed. Date of ✠ or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77443<br>146631<br>GDTZ | **King Frederick** (*ex*Trialos) | *ss*Sld.No.3–7,32<br>*ss*Cff.No.2–40 ~~*ex*Phl.No.1–27~~<br>2 *Dks* (*Stl*) | 5106<br>4754<br>~~6,10~~ 6,39 3166 | ✠100A1 1,41 ~~Hct~~ Nwc<br>✠LMC<br>MS ~~11,39~~ 10,40 BS ~~1,40~~ 1,41 | Bry | *y* | CL<br>~~7,37~~ ~~8,40~~ N3,40 | 1920<br>3mo | Hong Kong & Whampoa Dock Co. Ltd. Hong Kong<br>*Lloyd's SA&CP* | **King Line, Ltd.** (Dodd, Thomson & Co. Ltd. *Mgrs.*)<br>*Cell DB* | 400·2 \| 52·3 \| 28·5<br>413·1 (O.L.)<br>P49′B113′F40′ FK<br>340′ 1120*t* *FPT* 123*t* | | | London<br>British<br>7 *BHCem*<br>*APT* 175*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Hong Kong & Whampoa Dock Co. Ld. H.Kg | 31 ″ 0<br>*s* 5 ″ 11¼<br>25 ″ 3½ | |
| 77444<br>148912<br>MLML | **King George V** Ⓟ TwinSc<br>2 *Dks* | | 801<br>528<br>322 | | | | | 1926 | W. Denny & Bros. Ld. Dumbarton | David MacBrayne, Ld. | 260·6 \| 32·1 \| 10·6 | | | Glasgow<br>British | 6 Steam Turbines SR geared to 2 Sc. Shafts NB35<br>Parsons Marine Steam Turbine Co. Ld. Nwc. | | BT till 7,41 |
| 77445<br>147512<br>GCQJ | **King Gruffydd** (*ex*Ambatielos) | *ss*Sld.No.3–8,31<br>*ss*Shl.No.1–36<br>2 *Dks* (*Stl*) | 5072<br>4726<br>3140 | ✠100A1 5,39<br>✠LMC<br>MS 6,36 BS 5,39 | Shl | *y* | CL<br>3,37 | 1919<br>12mo | Hong Kong & Whampoa Dock Co. Ltd. Hong Kong<br>*Lloyd's SA&CP* | **King Line, Ltd.** (Dodd, Thomson & Co. Ltd. *Mgrs.*)<br>*Cell DB* | 400·9 \| 52·4 \| 28·3<br>P49′B113′F40′ FK<br>340′ 1120*t* *FPT* 123*t* | | | London<br>British<br>7 *BHpt Cem*<br>*APT* 175*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Hong Kong & Whampoa Dock Co. Ld. H.Kg. | 31 ″ 0<br>*s* 5 ″ 11¼<br>25 ″ 3½ | |
| 77446<br>147537<br>GFWB | **King Idwal** (*ex*Keramies) | *ss*Sld.No.3–1,33<br>*ss*Sld.No.1–38<br>2 *Dks* (*Stl*) | 5115<br>4741<br>3164 | ✠100A1 ~~5,10~~ 1,39 11,40 ~~Npt~~ Bkn<br>✠LMC<br>MS 2,38 BS ~~5,39~~ 5,40<br>*Fitted for oil fuel* 5,20 *F.P. above* 150° F. | Bry | *y* | CL<br>4,39<br>0<br>*F.P. a* | 1920<br>5mo | Taikoo Dkyd. & E. Co. of H. Kng Ld. Hong Kong<br>*Lloyd's SA&CP* | **King Line, Ltd.** (Dodd, Thomson & Co. Ltd. *Mgrs.*)<br>*Cell DB* | 400·2 \| 52·3 \| 28·5<br>P47′B113′F40′ FK<br>334′ 1004*t* *FPT* 123*t* | | | London<br>British<br>7 *BHCem*<br>*APT* 175*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Taikoo Dkyd. & Eng. Co. of Hong Kong, Ld. | 31 ″ 0<br>*s* 5 ″ 11¼<br>25 ″ 3½ | |
| 77447<br>148705<br>GDZM | **King James**<br>*Oil Eng.*<br>*ss*Shl.No.3–11,38<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>3*rd dk* (*Stl*) *in* No. 3 *hold*<br>*Corrugated sides* *Cruiser Stern*<br>*Longitudinal framing in DB & at decks* | | 5122<br>4738<br>3118 | ✠100A1 *with freeboard* Lon<br>12,40 ~~11,39~~<br>DBS ~~11,39~~ 12,40 ✠LMC 11,38 | Liv | *a*† | CL<br>11,38 | 1925<br>11mo | D & W Hendersn & Co. Ld. Glasgow<br>*Lloyd's SA&CP* | **Scottish S.S. Co. Ld.** (Dodd, Thomson & Co. Ld. *Mgrs.*)<br>*Cell DB* 334′ 1227*t* | 400·3 \| 59·0 \| 25·9<br>F36′ FK<br>*DTf* 53′ 1050*t* *FPT* 95*t* | | | London<br>British<br>7 *BHpt Cem*<br>(*Coll to Sh dk* 6 „ 2nd „)<br>*APT* 220*t* | Oil Engines 4S.C.SA<br>6Cy.29⅛″–59 1/16″ 489NHP<br>DB *100lb*<br>Harland & Wolff, Ld. Gls. | 28 ″ 4<br>*s* 3 ″ 4½<br>25 ″ 3 | |
| 77448<br>160356<br>GNQS | **King John**<br>*Oil Eng.*<br>D.F. *ss*Gls.No.2–36<br>1 *Dk* (*Stl*)<br>*Cruiser Stern* | | 5228<br>4807<br>3139 | ✠100A1 8,39<br>✠LMC CS 3,36<br>DBS 2,40 4,38 | Cff | *z* | CL<br>1,39 | 1928<br>2mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's SA&CP* | **King Line, Ltd.** (Dodd, Thomson & Co. Ld. *Mgrs.*)<br>*Cell DB* 333′ 1067*t* *DTf* | 400·7 \| 54·8 \| 27·2<br>417·6 (O.L.)<br>P28′B142′F35′ FK<br>26′ 1076*t* *FPT* 109*t* | | | London<br>British<br>7 *BHpt Cem*<br>*APT* 260*t* | Oil Engines 4S.C.SA<br>6Cy.29⅛″–59 1/16″ 489NHP<br>DB *100lb*<br>Harland & Wolff, Ld. Bel. | 29 ″ 7<br>*s* 5 ″ 11½<br>23 ″ 10¼ | |
| 77449<br>160380<br>GNQW | **King Lud**<br>*Oil Eng.*<br>D.F. *ss*Cff.No.2–36<br>1 *Dk* (*Stl*)<br>*Cruiser Stern* | | 5224<br>4807<br>3136 | ✠100A1 ~~Bel~~<br>Examined 6,41 Npt 10,40<br>✠LMC CS ~~2,35~~<br>DBS ~~4,40~~ 6,41 ~~3,39~~ 1,41 | | *z* | CL<br>~~9,37~~ ~~5,40~~ 6,41 | 1928<br>3mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's SA&CP* | **King Line, Ltd.** (Dodd, Thomson & Co. Ld. *Mgrs.*)<br>*Cell DB* 334′ 1083*t* *DTf* | 400·7 \| 54·8 \| 27·2<br>417·2 (O.L.)<br>P28′B142′F35′ FK<br>26′ 1076*t* *FPT* 109*t* | | | London<br>British<br>7 *BHpt Cem*<br>*APT* 260*t* | Oil Engines 4S.C.SA<br>6Cy.29⅛″–59 1/16″ 489NHP<br>DB *100lb*<br>Harland & Wolff, Ld. Bel. | 29 ″ 7<br>*s* 5 ″ 11½<br>23 ″ 10¼ | |
| 77450<br>148713<br>GJYX | **King Malcolm** 3Mst<br>*Oil Eng.*<br>D.F. *ss*Shl.No.3–7,38<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>3*rd dk* (*Stl*) *in No. 3 hold*<br>*Corrugated sides* *Cruiser Stern*<br>*Longitudinal framing in DB & at decks* | | 5120<br>4736<br>3166 | ✠100A1 *with freeboard* Cff Bry<br>5,41 ~~1,40~~<br>✠LMC CS 7,38<br>DBS ~~2,40~~ 2,41 1,39 | | *a*† | CL<br>1,40 | 1925<br>12mo | D & W Henderson & Co Ld Glasgow<br>*Lloyd's SA&CP* | **Scottish S.S. Co. Ld.** (Dodd, Thomson & Co. Ld. *Mgrs.*)<br>*Cell DB* 334′ 1227*t* | 400·3 \| 59·0 \| 25·9<br>F36′ FK<br>*DTf* 53′ 1050*t* *FPT* 95*t* | | | London<br>British<br>7 *BH pt Cem*<br>(*Coll to Sh dk* 6 „ 2nd „)<br>*APT* 220*t* | Oil Engines 4S.C.SA<br>6Cy.29⅛″–59 1/16″ 489NHP<br>DB *100lb*<br>Harland & Wolff, Ld. Gls. | 28 ″ 4<br>*s* 3 ″ 4½<br>25 ″ 3 | |
| 77451<br>160404<br>GNSB | **King Neptune**<br>*Oil Eng.*<br>*ss*Bkn.No.2–36<br>D.F. 1 *Dk* (*Stl*)<br>*Cruiser Stern* | | 5224<br>4807<br>3136 | ✠100A1 ~~Mch~~<br>Examined 2,41 Cff<br>✠LMC CS 11,39<br>DBS ~~5,40~~ 8,40 5,39 | | *z* | CL<br>~~11,39~~<br>2,41 | 1928<br>4mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's SA&CP* | **King Line, Ltd.** (Dodd, Thomson & Co. Ld. *Mgrs.*)<br>*Cell DB* 334′ 1083*t* | 400·7 \| 54·8 \| 27·2<br>P28′B142′F35′ FK<br>*DTf* 26′ 1076*t* *FPT* 109*t* | | | London<br>British<br>7 *BH pt Cem*<br>*APT* 260*t* | Oil Engines 4S.C.SA<br>6Cy.29⅛″–59 1/16″ 489NHP<br>DB *100lb*<br>Harland & Wolff, Ld. Bel. | 29 ″ 7<br>*s* 5 ″ 11½<br>23 ″ 10¼ | |
| 77452<br>—<br>475 | **King On** WoodTwinSc<br>2 *Dks* | | 677 | | | | | 1918 | Man Lee S.B. Co. Canton | Soc. Ip-Un, Ld. | 151·5 \| 30·8 \| 12·4 | | | Macao<br>Portuguese | C.2Cy.10½″&20″–14½″<br>13NHP | | |
| 77453<br>118608<br>GPMF | **King Orry** Ⓟ TwinSc<br>*ss*Brw.2nd No.3–5,36<br>D.F. 2 *Dks* & *Shelter dk* (*pt Stl*–ws) | | 1877<br>1187<br>760 | ✠ A1 *Shelter dk with freeboard* 4,39<br>✠LMC<br>MS 6,35 BS 4,39<br>*For Service in the Irish Channel*<br>*Fitted for oil fuel* 4,39 *F.P. above* 150° F. | Brw | | OG<br>2,39 | 1913<br>7mo | Cammell Laird & Co. Ld. Birkenhead<br>*Lloyd's SA&CP* | **Isle of Man Steam Packet Co. Ld.**<br>*Cell DB a* 48′ | 300·0 \| 43·1 \| 15·9<br>313·3 (O.L.)<br>*Promenade dk* 198′<br>B56′ FK&BK 1½″<br>*nE44′f64′216t FPT* | | | Douglas IM<br>British<br>9 *BHAsp*<br>170lb (*r*) FD 1114NHP<br>2DB&1SB,15*cf*,GS383<br>HS14385<br>26*t* *APT* 36*t* | 4 Steam Turbines SR geared to 2 screw shafts<br>Cammell Laird & Co. Ld Bkn | 17 ″ 0<br>*s* 2 ″ 10⅜<br>14 ″ 6 | |
| 77454<br>148731<br>GMFY | **King Robert** (*ex*Città di Messina)<br>*ss*Sld.No.3–1,33<br>*ss*Cff.No.1–37<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*Cargo battens not fitted in 'tween dks* | | 5886<br>5602<br>3615 | ✠100A1 *Shelter dk with freeboard* 2,40<br>~~BS 3,39~~ 5,40 ✠LMC 5,36 | NNs | *z* | CL<br>10,37 | 1920<br>11mo | Furness S.B. Co. Ld. Haverton Hill-on-Tees<br>*Lloyd's SA&CP* | **Scottish S.S. Co. Ld.** (Dodd, Thomson & Co. Ld. *Mgrs.*)<br>*Cell DB* | 400·0 \| 53·0 \| 32·8<br>413·0 (O.L.)<br>F38′ *on Shelter dk* FK<br>*Collision BH to Sh dk* 5 „ „ *U* „<br>351′ 1272*t* *APT* 100*t* | | | London<br>British<br>*Cem*<br>573NHP<br>3SB,9*cf*,GS187,HS8580 FD<br>Richardsons, Westgarth & Co. Ld. Mdb. | T.3Cy.27″,45″&75″–51″ (*s*)<br>180lb<br>3SB,9*cf*,GS187,HS8580 FD | 35 ″ 5<br>*s* 9 ″ 5¼<br>26 ″ 2½ | |
| 77455<br>160496<br>GNVD | **King Stephen**<br>*Oil Eng.*<br>*ss*Shl.No.2–36<br>*Cruiser Stern* 2 *Dks* (*Stl*) | | 5274<br>4883<br>3171 | ✠100A1 ~~Bel~~<br>Examined 5,41 Lth<br>✠LMC CS 10,36<br>DBS 6,40 9,39 | | *z* | CL<br>8,39 | 1928<br>6mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's SA&CP* | **King Line, Ltd.** (Dodd, Thomson & Co. Ld. *Mgrs.*)<br>*Cell DB* 333′ 1083*t* *DTf* | 400·7 \| 54·8 \| 27·2<br>417·2 (O.L.)<br>P28′B142′F35′ FK<br>26′ 1076*t* *FPT* 109*t* | | | London<br>British<br>7 *BHpt Cem*<br>*APT* 260*t* | Oil Engines 4S.C.SA<br>6Cy.29⅛″–59 1/16″ 489NHP<br>DB *100lb*<br>Harland & Wolff, Ld. Bel. | 29 ″ 7<br>*s* 5 ″ 11½<br>23 ″ 10¼ | |
| 77456<br>160516<br>GNVF | **King William**<br>*Oil Eng.*<br>*ss*Cff.No.2–36<br>*Cruiser Stern* 2 *Dks* (*Stl*) | | 5274<br>4883<br>3171 | ✠100A1 ~~Hct~~<br>Examined 3,41 Shl<br>✠LMC CS 6,36<br>DBS 9,39 ~~5,36~~ 9,39 | | *z* | CL<br>8,39 | 1928<br>7mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's SA&CP* | **King Line Ld.** (Dodd, Thomson & Co. Ld. *Mgrs.*)<br>*Cell DB* 333′ 1083*t* *DTf* | 400·7 \| 54·8 \| 27·2<br>417·2 (O.L.)<br>P28′B142′F35′ FK<br>26′ 1076*t* *FPT* 109*t* | | | London<br>British<br>7 *BHpt Cem*<br>*APT* 260*t* | Oil Engines 4S.C.SA<br>6Cy.29⅛″–59 1/16″ 489NHP<br>DB *100lb*<br>Harland & Wolff, Ld. Bel. | 29 ″ 7<br>*s* 5 ″ 11½<br>23 ″ 10¼ | |
| 77457<br>149429 | **Kingdoc**<br>*Mchy. Aft* 1 *Dk* | | 1926<br>1638<br>1152 | | | | | 1927 | Swan, Hunter & Wigham Richardson, Ld Newcastle | **Paterson Steamships, Ld.** | 252·8 \| 43·4 \| 17·8 | | | Ft. William (Ont.)<br>British<br>*WB* | T.3Cy.15″,25″&40″–33″<br>88NHP<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | | C |
| 77458<br>UOCN | **Kingissepp**<br>Sub. Sig. 1 *Dk* | | 2325<br>2019<br>1292 | | | | | 1933 | Baltic S.B. & Eng. Wks. Leningrad | **U.S.S.R.** | 284·8 \| 43·2 \| 20·6<br>P21′B72′F14′ | | | Archangel<br>Russian<br>*WB* | T.3Cy.17¾″,29½″&48⅜″–39⅜″<br>147NHP<br>Baltic S.B. & Eng. Wks. Len. | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiel: Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP ou Force en chevaux d'après les formules de la Société. RHP ou Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. | pc. | 15 Epaisseurs en coup de 1/16 ou 1/32 pouce dans le Pont, Bordé, Bout Tribord. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77459 160230 GSQF | **Kingsborough** D.F. 1 *Dk* | | 3368 3054 2030 | | | | | 1928 | Lithgows, Ld. Port Glasgow | Kingsborough Shipping Co. Ltd. (P. D. Hendry & Sons, *Mgrs.*) | 340·1 48·8 22·7 P35′B104′F36′ | | | Glasgow British *WB* | T.3Cy.21½″,37″&62″–39″ 240NHP J.G Kincaid & Co. Ld. Grk. | | C |
| 77460 164603 GDDN | **Kingsbury** 1 *Dk* & *Shelter dk* *Cruiser Stern* *Tonnage opening closed* 41′ (*W.E.*) | | 4898 4291 2816 | ✠100A1 *with freeboard* ~~6,40 5,39~~ 5,41 | Cff ~~Shl~~ ✠LMC11,37 | *a*† Nwc | CL | 1937 11mo *Lloyd's* | Burntisland S.B.Co. Ltd. Burntisland | Alexander Shipping Co. Ltd. (Capper, Alexander & Co. *Mgrs.*) *Cell D B349′1345t* | 415·9 56·9 25·2 430·2 (O.L.) F34′ FK *FPT106t APT255t* | | | London British 6 *BHCem* *Coll to Sh dk* 5 *to* 2nd,, | T.3Cy.22″,37″&63″–45″ (*s*) 220lb 407NHP 2SB(Spt & FD) & 1 Aux SB, *8cf*, GS143, HS6050 D. Rowan & Co. Ld. Gls. | 28 ~~27 1~~ ~~25 9~~ 26 11 810 9½ 26 4 | C |
| 77461 161897 GSKC | **Kingsland** D.F. 1 *Dk* | | 3669 3323 2239 | | | | | 1930 | Lithgows Limited Port Glasgow | Kingsborough Shipping Co. Ltd. (P. D. Hendry & Sons, *Mgrs.*) | 350·6 50·2 23·3 P40′B106′F36′ | | | Glasgow British *WB* | T.3Cy.21½″,37″&62″–42″ 249NHP J.G. Kincaid & Co. Ld. Grk. | | C |
| 77462 150351 VGJW | **Kingsley** (*ex* Canadian Coaster) *Fitted for oil fuel* 1 *Dk* | | 2422 2051 1464 | | | | | 1921 | Collingwood S.B.Co. Kingston | Kingsley Nav. Co. Ld. | 251·0 43·6 23·6 P22′B64′F28′ | | | Vancouver British *WB* | T.3Cy.18″,30″&50″–36″ Collingwood 150NHP S.B. Co. Collingwood | | C |
| 77463 111654 VGMD | **Kingston** Ⓟ Pad 1 *Dk* | | 2925 1609 1909 | | | | | 1901 | Bertram E.W.Co. Ld Toronto | Canada Steamship Lines, Ld. | 288·0 36·2 13·3 | | | Toronto British | T.3Cy.28″,44″&74″–72″ 461NHP Bertram E.W. Co. Ld. Trnto | | |
| 77464 128863 MBWY | **Kingstown** 3 Mst *ss* Bel. 2nd No. 3–7,35 *Mchy. Aft* *ss* Bel. No. 1–10 *Well deck* 1 *Dk* (*pt Irn pt Stl*) | | 628 434 237 | ✠100A1 11,40 ~~12,38~~ ~~1835,39~~ | Bel ✠LMC ~~7,35~~ 11,40 | *j* | CL 12,38 | 1910 5mo *Lloyd's* | Ramage & Ferguson, Ld. Leith | Wm. M. Barkley & Son Ld. (W. Clint, *Mgr.*) *Cell D* | 181·0 27·7 10·8 Q103′B11′F32′ FK *Bf* 99′ 160t *FPT*66t | | | Belfast British 3 *BHCem* *APT*39t | T.3Cy.15″,25′&40″–30″ (*s*) 180lb 81RHP 1SB, *3cf*, GS62, HS2045 Ramage & Ferguson, Ld. Lth | 13 ″ 6 s4 ″ 8½ 13 ″ 1½ | |
| 77465 160723 GSWN | **Kingswood** *ss* Shl. No. 2–37 D.F. 1 *Dk* (*Stl*) Gy C. E.S.D. | | 5080 4574 3110 | ✠100A1 ~~7,40 11,30~~ 3,41 ~~Shl~~ Hul ~~M1613,38~~ ✠LMC12,37 ✠NB (Aux.) 12,37 MBS4,40 | Lon | *z* | CL ~~10,37~~ 7,40 | 1929 5mo *Lloyd's* | Nthmblnd S.B.Co. (1927) Ld. Newcastle | Joseph Constantine S.S. Line, Ld. *Cell D* | 405·4 53·8 26·6 418·7 (O.L.) P40′B257′F33′ FK *B*353′ 1171t *FPT*11 | | | Middlsbro' British 6 *BHCem* 4t *APT*192t | T.3Cy.22½″,30″&58″–45″ & LP Turbine with D R gearing 200lb (*s*) 476NHP 2SB(Spt) & (FD) & 1 Aux SB, *8cf*, GS160, HS7241 N.E. Marine Eng Co Ld Nwc | 29 ″ 1 s4 ″ 2¾ 25 ″ 1 | |
| 77466 146160 GDJN | **Kingyuan** Ⓟ *Fitted for oil fuel* 2 *Dks* | | 2653 2225 1546 | | | | | 1921 | Scott's S.B. & E.Co. Ld. Greenock | China Nav. Co. Ld. | 310·3 44·2 20·9 P23′B86′F43′ | | | London British *WB* | 2 Steam Turbines D R geared to 1 Sc. Shaft Scott's S.B. & E.Co. Ld. Grk. | | |
| 77467 142908 ZMJB | **Kini** *ss* Syd. No. 2–40 Wireless *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted* | | 1388 932 779 | ✠100A1 10,40 ~~1,40~~ BS ~~1,40~~ 6,41 ✠LMC1,39 | Syd | *o* | CL ~~8,37~~ 10,40 | 1930 12mo *Lloyd's* | J. Lewis & Sons, Ld. Aberdeen | Union S.S. Co. of New Zealand, Ld. *Intermediate B Hin* *Cell D B185′* | 229·1 39·2 12·5 238·6 (O.L.) Q158′F30′ FK hold dispensed with 348t *FPT*84t *APT*7t | | | Dunedin British *Cem* 3 *BH* to *Udk* | T.3Cy.15¾″,27″&44½″–33″ 200lb (*s*) 165NHP 2SB, *4cf*, GS80, HS2984 J. Lewis & Sons, Ld. Abn. | 14 ″ 6 s 4 ″ 9 13 ″ 11 | |
| 77468 44397 JYUL | **Kinka Maru** Gy C. *Oil Eng.* *Ref. Mchy.* *Cruiser Stern* | | 9305 — 5540 | | | | | 1937 | Kawasaki Dkyd. Co. Ld. Kobe | Kokusai Kisen K.K. | 481·9 62·3 40·2 | | | Tokyo Japanese | Oil Engines 2S.C.SA 8Cy.27 $\frac{9}{16}$″–47½″ 2115NHP Kawasaki Dkyd Co Ld Kobe | | C |
| 77469 14164 JYKD | **Kinkasan Maru** Ⓟ *ss* Kob. 2nd No. 3–3,36 D.F. *ss* Tama. No. 1–40 1 *Dk* (*Stl*) *Cantilever framed topside tanks* | | 4981 4535 2615 | ✠100A1 ~~3,80~~ 10,40 ✠LMC ~~6,39~~ 10,40 | Tama | *y* | CL ~~6,39~~ 10,40 | 1911 7mo *Lloyd's* | Sir Raylton Dixon & Co Ld Middlesbro' | Mitsui Bussan Kaisha, Ld. *Cell D Ba126* *Topside tanks* | 380·0 53·5 27·2 P38′B111′F39′ FK *'u E*24′*f* 167′1042t 316′1252t *FPT*103t | | | Tokyo Japanese 6 *BHCem* *APT*227t | T.3Cy.26″,42″&70″–48″ (*s*) 180lb 417NHP 3SB, *9cf*, GS190, HS7114 Blair & Co. Ld. Stockton | 29 ″ 7 s 5 ″ 10 24 ″ 2 | |
| 77470 1109 JMQA | **Kinko Maru** Ⓟ (*ex* Shibisan Maru) Wireless 1 *Dk* | | 1268 1053 847 | | | | | 1917 | Toba Zosensho Toba | Chosen Yusen K.K. | 229·1 33·0 18·0 | | | Jinsen Japanese *WB* | T.3Cy.14½″,24⅜″&40″–30″ Okamoto 88NHP Zosen Tekkosho, Osaka | | |
| 77471 138187 CYLP | **Kinmount** (*ex* Dalrymple) *Mchy. Aft* 1 *Dk* | | 1711 1544 1167 | | | | | 1923 | The Collingwood S.B. Co. Ld. Collingwood | Canada Steamship Lines, Ld. | 252·0 43·1 16·9 F35′ | | | Montreal British *WB* | T.3Cy.15½″,26″&44″–26″ Hewes & Phillips, Newark, N.J. | | C |
| 77472 143531 MKLQ | **Kinnaird Head** (*ex* Gowerian) *ss* Lth. No. 3–3,34 *ss* Lth. No. 1–38 *Mchy. Aft* *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted* | | 449 296 186 | ✠100A1 5,10 ~~5,30~~ BS ~~5,30~~ 5,40 LMC6,38 | Lth | | CL ~~6,38~~ 5,40 | 1921 1mo *Lloyd's* | Taw Shipyards, Ld. Barnstaple | A. F. Henry & MacGregor, Ld. | 142·2 25·6 11·4 147·0 (O.L.) Q84′B9′F17′ FK *FPT*49t | | | Leith British 3 *BHCem* *APT*17t | T.3Cy.12″,20″&32″–24″ (*s*) 180lb 52RHP 1SB, *3cf*, GS47, HS1372 Aitchison Blair Ld Clydbnk | 12 ″ 6 s 4 ″ 3½ 12 ″ 4½ | |
| 77473 6891 SFDM | **Kinne** (*ex* Niels) 1 *Dk* | | 703 518 361 | | | | | 1920 | Vulcan Værfted A/S Korsör | Svenska Socker-fabriks A/B (C.F. Tranchell, *Mgr.*) | 190·7 30·8 11·2 P17′B51′H72t F20′ | | | Malmö Swedish *WB* | T.3Cy.12½″,21″&34″–19¾″ Smith, Mygind & Hüttemeyer, Cpn. 66NHP | | V |
| 77474 42634 JNBL | **Kinpōsan Maru** 2 *Dks* *Cruiser Stern* | | 3261 2840 1881 | | | | | 1936 | Mitsui Bussan Kaisha, Ld. Hibi | Mitsui Bussan Kaisha, Ld. | 330·0 47·0 25·0 P29′B102′F27′ | | | Kobe Japanese *WB* | T.3Cy.22″,34″&62″–42″ & exhaust turbine driving steam compressor 250NHP Mitsui Bussan Kaisha, Ld. Tama | | C |
| 77475 161578 GYGS | **Kinross** *Oil Eng.* *ss* Bly. No. 1–39 D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern* *Tonnage opening closed* 41 (*W.E.*) | | 4956 4580 3043 | ✠100A1 *with freeboard* 1,40 DBS4,39 ✠LMC3,39 | Nwc | *a*† 2 | CL 5,38 | 1935 4mo *Lloyd's* | W. Doxford & Sons, Ld. Sunderland | Gydnia America Shipping Lines (London) Ld. *Cell D B346′1174t* | 412·2 54·2 26·1 427·9 (O.L.) FK *MT*1236t *APT*191t | | | Newcastle British 7 *BHpt Cem* *Coll to Sh dk* 6 ,, 2nd ,, ) | Oil Engines 2S C.SA 3Cy.20½″–81⅛″ 388NHP 2 DB *120t* W. Doxford & Sons, Ld. Sld. | 37 ″ 3 s 10 ″ 11½ 26 ″ 6½ | |
| 77476 193 JNUA | **Kinryo Maru** (*ex* Bessie Dollar) 4 Mst *ss* H.Kg. No. 3–6,17 *ss* Vcr. No. 1–21 *Fitted for oil fuel* 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | | 4390 4055 2737 | ✠ 8,26 ✠ | Kob | *x* | | 1905 11mo *Lloyd's* | A. Rodger & Co. Pt. Glasgow | Yabuki Gomei Kaisha *Intermediate Bulk head in after* | 369·7 50·0 18·8 P37′B98′F36′ 26·7 FK hold dispensed with *Cell D Ba120′u E* & *B42′f162′* | | | Dairen Japanese *Cem* 5 *B Hoyly* 982t *FPT*55t *APT*90t | T.3Cy.25½″,42′&70″–48″ 393NHP 3SB, *9cf*, GS170, HS6399 A. Rodger & Co. Glasgow | 29 ″ 3 | C † |
| 77477 45135 JQGM | **Kinryu Maru** *Oil Eng.* *Ref. Mchy.* *Cruiser Stern* 2 *Dks* | | 9310 — 5545 | | | | | 1938 | Kawasaki Dkyd. Co. Ld. Kobe | Kokusai Kisen K.K. | 482·0 62·3 40·0 | | | Tokyo Japanese | Oil Engines 2S.C.DA 8Cy.27 $\frac{9}{16}$″–47¾″ 2115NHP Kawasaki Dkyd Co Ld Kobe | | C |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Dec when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Withdrawal from Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77478<br>43139<br>JUCL | **Kinryu Maru** (*ex*ChinYuen-38, *ex*NewBrighton-34) | *ss*N.Yk.No.3-2,32 *ss*Nag.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& 2*nd dk*(*Stl*) *in forward holds & after main hold* *Straight frames & bevelled bilge* *CruiserStern* | 6524<br>6218<br>4004 | ✠ ... 7,39 ✠ | Kob | | | 1920<br>1mo | Harland& Wolff,Ld. Belfast | KinryuKisenK.K. | 412·6<br>F40′ *on Shelter dk*<br>*CellDBa&uE143′f182′1478* | 55·8 | 34·4<br>FK<br>*tDTa23′858tFPT* | Sakai Japanese<br>6*BHtoSh dk*<br>2 „ „ *U* „<br>91*tAPT126t* | 2 steam turbines DR geared to 1 sc. shaft HS9636 678NHP<br>3 Water Tube Boilers Harland&Wolff,Ld.Bel. | 38 ″ 0 | C<br>† |
| 77479<br>24060<br>JRFE | **Kinryuzan Maru**<br>(*ex*DaishinMaruNo.2-35)<br>Wireless | 1*Dk* | 1370<br>1132<br>778 | | | | | 1918 | Osaka YogyoK.K. Osaka | Turumaru Hirotaro | 228·0<br>*WB* | 34·0 | 19·5 | Waka-matsu Japanese | T.3Cy.18⅛″,26″&42½″–32″ 112NHP<br>HirotaniSeikosho,Osaka | | |
| 77480<br>2282<br>JEWG | **Kinsen Maru**<br>*CruiserStern* | | 3081<br>—<br>1808 | | | | | 1937 | Harima S.B.&Eng. Co.Ld. Harima | ChosenYusenK.K. | 318·4 | 45·9 | 24·6 | Jinsen Japanese | T.3Cy.20 1/16″,33 1/16″&55⅛″–39″ 190NHP<br>HarimaS.B.&Eng.Co.Ld. Harima | | |
| 77481<br>109872<br>VPCL | **Kinshan** Ⓟ **TwinSc**<br>1*Dk Saloon dk & Shade dk* | | 2733<br>1019<br>1678 | | | | | 1903 | Hong K'ng &Whampoa Dock Co.Ld. HongKong | HongKong,Canton &MacaoStm.Boat Co.Ld. | 290·0<br>*Intermediate BH in fore hold dispensed with*<br>*CellDBa&uE172′f182′1158tFPT13* | 54·1 | 10·1<br>*ptCem 6BH only*<br>*1tAPT95t* | HongKong British | T.6Cy.20″,31″&50″–27″ 260NHP<br>HongKong&Whampoa Dock Co.Ld.HongKong | | |
| 77482<br>5122<br>JGDB | **Kinsyu Maru** (*ex*Mount Pentelikon-33, *ex*Atlanticos,*ex*Sylvia Victoria,*ex*WarCavalry) | *ss*Kob.No.3-8,37 2*Dks*(*Stl*) | 5591<br>5122<br>3342 | ✠ ... 1,38 ✠NE11,22✠ | Kob | *z* | | 1919<br>5mo | J Coughlan &Sons Vancouver, B.C. | DairenKisenK.K. | 410·7<br>P44′B115′F47′<br>*Cell DBa&uE172′f182′1158tFPT13* | 54·1 | 27·5<br>FK | Dairen Japanese | T.3Cy.27″,44″&73″–48″ 536NHP<br>3SB,9*cf*,GS189,HS7995<br>J.G.Kincaid&Co.Ld.Grk. | 29 ″ 9 | |
| 77483<br>123881<br>VSNG | **Kinta**<br>1*Dk* | | 1220<br>834<br>509 | | | | | 1907 | CaledonS. B.&E.Co.Ld. Dundee | StraitsS.S.Co.Ld. | 244·2<br>*WB* | 35·1 | 13·8 | Singapore British | T.3Cy.20¾″,33″&54″–36″ 175NHP<br>CaledonSB.&E.Co.Ld.Dun | | |
| 77484<br>153998<br>MBKS | **Kintang** **TwinSc**<br>*Fitted for oil fuel*<br>1*Dk* | | 435<br>227<br>221 | | | | | 1925 | Yarrow &Co.Ld. Scotstoun | ChinaNav.Co.Ld. | 149·5<br>*Completed by* Taikoo Dockyard | 26·6 | 7·7<br>&Eng.Co.Ld.Hong | London British Kong | 2SRgearedSteamTurbines<br>Yarrow&Co.Ld.Gls. | | |
| 77485<br>41285<br>JHEJ | **Kinugasa Maru**<br>*OilEng.*<br>D.F. GyC. 2*Dks* ~~1*Dk&Shelter dk*~~ 3*rd dk*<br>*ssOsa.No.1-40* *except in aftermost hold*<br>*Tonnage opening closed '40* *CruiserStern* | | 8407<br>7668<br>5020 | ✠100A1 *withfreeboard* 1,11 ~~1,40~~ ✠LMC CS4,40<br>DBS4,40 4,40<br>*Carrying cargo oil* *F.P.above* | Yka<br>~~Osa~~Kob | *d*†<br>~~10,39~~<br>3,40 | CL<br>2,39 | 1936<br>3mo | Kawasaki Dkyd.Co.Ld. Kobe | KokusaiKisenK.K. | ~~453·7~~<br>456·3/61·0/<br>F43′<br>*Lloyd'sA&CP*<br>*CellDB359′14*<br>*Tanks in* | ~~60·9~~<br>40·0<br>FK<br>*Upper 'tween dk B Hs except Coll B H dispensed with*<br>16*tDTsa51′1378t*<br>*way of tunnel 30′13* | 31·1<br>(*Coll to W dk* 7 „ 2nd „)<br>3*tFPT73tA* | Tokyo Japanese<br>8*BHptCem*<br>& DB100lb<br>*PT186t* | Oil Engines 2S.C.DA 7Cy.27 7/16″–47¼″ 1850NHP<br>KawasakiDkydCoLdKobe | ~~31 — 1~~<br>~~•2 „ 8½~~<br>~~27 „ 3½~~<br>40 ″ 1<br>s12 „ 3½<br>27 „ 11½ | |
| 77486<br>45430<br>JURM | **Kinugawa Maru**<br>*OilEng.*<br>3*Dks* | | 6937<br>—<br>4978 | | | | | 1938 | Mitsubishi Jukogyo K.K Nagasaki | ToyoKaiunK.K. | 437·4<br>P30′B157′F41′ | 58·5 | 32·8<br>*WB* | Tokyo Japanese | Oil Engines 2S.C.SA 6Cy.28⅜″–49 3/16″ 839NHP<br>MitsubishiJukogyoK.K. Nag. | | C |
| 77487<br>1839<br>JICG | **Kinzyo Maru** Ⓟ<br>(*ex*KinjoMaru-38)<br>1*Dk* | *OilEng.* | 331<br>—<br>179 | | | | | 1935 | ..... Shimonoseki | ChosenKisenK.K. | 135·0 | 23·5 | 12·0 | Fusan Japanese | Oil Engines | | |
| 77488<br>42057<br>JGDL | **Kinzyōsan Maru**<br>(*ex*KinjosanMaru-38)<br>2*Dks*<br>*CruiserStern* | | 3262<br>—<br>1884 | | | | | 1936 | Mitsui Bussan Kaisha,Ld. Tama | MitsuiBussan Kaisha,Ld. | 332·8<br>P29′B102′F27′ | 47·1 | 25·0<br>*WB* | Kobe Japanese | T.3Cy.22″,34″&62″–42″ & exhaust turbine driving steam compressor 250NHP<br>MitsuiBussanKaisha,Ld. | | C |
| 77489<br>140571<br>GRCD | **Kioto**<br>*ssMch.No.3–4,30*<br>*ssHul.No.2–38*<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*CruiserStern* *Cargo battens not fitted in Shelter 'tween dks* | | 3297<br>—<br>2030 | ✠100A1 *Shelter dk withfreeboard* 8,40 ~~1,30~~ ✠LMC<br>MS7,38 BS~~11,39~~ 11,40 | Hul<br>Liv | *v* | CL<br>2,39 | 1918<br>4mo | W.Gray& Co.Ld. WHartlepool | EllermanLines,Ld (HallLine,Ld. *Mgrs.*) | 333·8<br>347·5(O.L.)<br>*CellDB294′859t* | 46·6 | 24·4<br>FK<br>*APT19t* | Liverpool British | T.3Cy.21″,36″&62″–45″ (*s*) 220lb 384NHP<br>2SB,8*cf*,GS139,HS5433 FD<br>Cen.Mar.Eng.Wrks.WHpl | 26 ″ 9<br>s2 ″ 5<br>24 ″ 7½ | |
| 77490<br>141758<br>CYLQ | **Kipawa** (*ex*JohnF.Morrow, *ex*EdwardN.Breitung,*ex*John W.Moore)<br>2*Dks*<br>*Mchy.Aft* | | 1840<br>—<br>1154 | | | | | 1890 | Craig S.B.Co. Toledo,O. | | 246·0<br>*WB* | 40·6 | 20·7 | Montreal British | C.2Cy.26″&50″–42″ 135NHP<br>S.F.Hodge&Co.Detroit | | |
| 77491<br>34532<br>JRUB | **Kiri Maru** Ⓟ<br>*OilEng.*<br>Wireless 2*Dks* | | 531<br>405<br>296 | | | | | 1929 | Harima Dockyard, Harima | TokiowanKisen K.K. | 160·0<br>P9′B32′F20′ | 28·0 | 14·0 | Habumi-nato Japanese | Oil Engines 4S.C.SA 6Cy.14 3/16″–22 7/16″ 117NHP<br>KobeSteelWorks,Kobe | | |
| 77492<br>37505<br>JUMH | —<br>*OilEng.*<br>*Mchy Aft* *CruiserStern* 2*Dks* | | 415<br>366<br>231 | | | | | 1932 | OsakaIron Works,Ld. Osaka | SetsuyoSyosen K.K. | 145·0<br>F17′ | 26·0 | 14·0 | Osaka Japanese | Oil Engines 4S.C.SA 6Cy.14⅜″–19 11/16″ 121NHP<br>YokohamaDockCoLd.Yka | | |
| 77493<br>40610<br>JYXA | —<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | | 324<br>—<br>193 | | | | | 1935 | Sanoyasu DockCo. Osaka | SanyoNenryoK.K. | 130·0<br>P45′F16′ | 23·0 | 13·0<br>*WB* | Shikama Japanese | Oil Engines 4S.C.SA 6Cy.9⅞″–14 15/16″ 57NHP<br>NE37<br>HanshinTekkoshoK.K. Kobe | | |
| 77494<br>40725<br>JGQJ | **Kiri Maru No. 2**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | | 334<br>—<br>179 | | | | | 1935 | Sanoyasu DockCo.Ld. Osaka | SanyoNenryoK.K. | 129·9<br>P45′F16′ | 23·0 | 13·0<br>*WB* | Shikama Japanese | Oil Engines 4S.C.SA 6Cy.9⅞″–14 15/16″ 57NHP<br>NE36<br>HanshinTekkoshoK.K. Kobe | | |
| 77495<br>41685<br>JHYJ | **Kiri Maru No. 3**<br>*OilEng.*<br>1*Dk* | | 495<br>395<br>342 | | | | | 1936 | Sanoyasu ZosenSho Osaka | SanyoNenryoK.K. | 166·0<br>P57′F21′ | 27·5 | 13·7 | Shikama Japanese | Oil Engines 4S.C.SA 6Cy.14 3/16″–20⅝″ 117NHP<br>HanshinIronWorks,Kobe | | |
| 77496<br>42962<br>JTML | **Kiri Maru No. 5**<br>*OilEng.* | | 335<br>—<br>229 | | | | | 1937 | Sanoyasu DockGoshi Kaisha Osaka | SanyoNenryoK.K. | 136·0 | 23·5 | 13·0 | Shikama Japanese | Oil Engines<br>HanshinIronWorksKobe | | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenue après Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau scrpondant. pds. ps. | 15 Registres où sont si ce n'est dans le Lloyd's Cert Lloyd's Twin |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77497 43730 JTYL | **Kiri Maru No. 8** | *Oil Eng.* *Mchy. Aft* | 946 — 646 | | | | | 1937 | Sanoyasu Zosen-sho Osaka | SanyoNenryoK.K. | 205·7 | 30·0 | 17·2 | Shimikana Japanese | Oil Engines 3Cy. SanoyasuDockCo.Osaka | | |
| 77498 33173 JANC | **Kiriha Maru** (*ex* Withington, *ex* War Breeze) | *ss* Kob. No. 3–5, 32 1 *Dk* (*Stl*) *2nd Dk* (*Stl*) *in Nos. 2 & 3 holds* | 3057 2842 1836 | ✠ ... 1,36 ✠ | Yka | *u* | | 1919 4mo | Irvines SB. & D.D. Co. Ltd W Hartlepool | TatuumaKisen K.K. | 331·1 | 46·8 | 23·1 P33′B100′F28′ FK *CellDB* 284′ 699*t FPT* 110*t* | Nishino-miya Japanese | T.3Cy.25″,41″&68″–45″ 430NHP 3SB,*9cf*,GS153,HS321 Richardsons,Westgarth& Co.Ld.Hpl. | 25 ″ 6 | C † |
| 77499 42735 JYML | **Kirikawa Maru** D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* 2 *Dks* | | 3836 — 2251 | | | | | 1937 | Kawasaki Dkyd.Co.Ld. Kobe | KawasakiKisen K.K. | 354·7 | 50·0 | 27·6 | Kobe Japanese *WB* | 2DRgeared steam turbines 333NHP KawasakiDkydCoLdKobe | | C |
| 77500 36919 JGIC | **Kirisima Maru** (*ex* Kirishima Maru–38) GyC. D.F. *Oil Eng.* ~~*ss* Kob. No. 1–36~~ *ss* Kob. No. 2–40 2 *Dks* 3rd dk except in after most hold *Cruiser Stern* *Tonnage opening closed '38* | | 8121 7671 5918 | ✠100A1 *with freeboard* 7,40 ~~12,38~~ 6,40 ✠LMC CS ~~9,46~~ DBS ~~2,46~~ 6,40 ~~12,38~~ 3,40 *Carrying car go oil* | Kob | *c* † | CL 5,39 7,40 *F. P. above* 150° | 1931 7mo *Lloyd's* | Kawasaki Dkyd.Co.Ld. Kobe *SA&CP* | KokusaiKisenK.K. *Upper 'tween d except Coll* *s CellDB* 338′ 1560*t* | 442·9 | 59·7 | 29·9 40·0 F39′ FK *eck bulkheads (Coll BHdispensed with Tanks in way of tunnel* 185*t MT* 36′ | Yokohama Japanese *pt Cem* DB *100lb* 6 „ 2nd „ ) | Oil Engines 2S.C.DA 7Cy.27$\frac{7}{8}$″–47½″ 1857NHP 1085*t DTa* 27′ 700*t FPT* 100*t APT* 49*t* | 40 ″ 1 s 12 ″ 6 27 ″ 9 | |
| 77501 161842 MBYD | **Kirkland** Wireless D.F. E.S.D. *Cruiser Stern* 2 *Dks* | | 1361 1127 624 | | | | | 1934 | Caledon S. B. & E. Co. Ltd. Dundee | CurrieLine, Ld. | 261·6 | 40·2 | 15·9 | Leith British *WB* | T.3Cy.15″,25″&41″–33″ 94NHP Barclay,Curle&Co.Ld.Gls. | | C |
| 77502 139258 GNTW | **Kirkpool** *ss* Npt. No. 3–1,41 ~~*ss* Shl. No. 2–36~~ E.S.D. D.F. 1 *Dk* (*Stl*) | | 4842 4578 3017 | ✠100A1 ~~7,11~~ 8,30 6,41 ✠LMC1,41 ~~M811,36~~ ~~BS10,39~~ | Bry Npt Shl | *z* | CL ~~11,37~~ 6,40 | 1928 6mo *Lloyd's* | Sir J. Laing & Sons, Ld. Sunderland *SA&CP* | PoolShippingCo. Ld. (Sir R. Ropner& Co. Ld. *Mgrs.*) *CellDB* | 405·2 | 53·6 | 26·5 418·2(O.L.) P30′B229′F41′ FK 359′ 1344*t FPT* 162*t* | W. Hartlpl British 6 *BHCem* *APT* 187*t* | T.3Cy.25½″,40″&71″–48″ (*s*) 180lb FD 491NHP 3SB(Spt)*9cf*,GS174,HS7308 G.Clark,Ld.Sunderland | 29 ″ 5 s 4 ″ 9½ 24 ″ 10½ | |
| 77503 147646 MLWV | **Kirkwood** (*ex* Ashtree–35) *ss* Sld. No. 3–6, 37 *Well deck* 1 *Dk* (*Stl*) Wireless *Cargo battens not fitted* | | 1561 1151 798 | ✠100A1 ~~5,10~~ ~~7,30~~ 5,41 BS ~~7,39~~ 7,40 | Bly Shl ✠LMC 6,37 | *p* | CL ~~8,36~~ 4,41 | 1924 5mo *Lloyd's* | Craig, Taylor & Co. Ltd. Stockton *SA&CP* | W. France, Fenwick & Co. Ltd. *CellD* | 244·0 | 36·8 | 15·8 255·7(O.L.) Q134′B10′F28′ FK *B* 206′ 472*t FPT* 104*t* | London British 4 *BHCem* *APT* 97*t* | T.3Cy.19″,31″&51″–36″ (*s*) 180lb 189NHP 2SB,*6cf*,GS88,HS3188 N.E.Marine Eng.Co.Ld.Sld. | 18 ″ 1 s 5 ″ 3½ 16 ″ 7 | |
| 77504 147794 GLRK | **Kirnwood** GyC. D.F. E.S.D. ~~*ss* Mdb. No. 2–35~~ 1 *Dk* (*Stl*) | *ss* Mdb. No. 3–2,40 | 3829 3504 2357 | ✠100A1 ~~4,11~~ L39 5,41 MS 4,41 ✠LMC ~~4,37~~ ~~DBS 11,36~~ ~~MBS 6,36~~ BS 1,41 | Bkn Lon | *x* | CL N12,38 | 1928 1mo *Lloyd's* | J Readhead &Sons, Ld. S.Shields *SA&CP* | Joseph Constantine SteamshipLine, Ld *CellDBo* | 389·6 | 52·5 | 22·0 402·5(O.L.) P29′B229′F44′ len35 FK *&uE* 145′ *f* 161′ 900*t* | Middlsbro' British 6 *BHCem* *APT* 135*t* | T.3Cy.22½″,37″&61½″–45″ 200lb ~~*120lb*~~ (*r*) 334NHP 2SB(Spt),*6cf*,GS115,HS4564 *100lb* FD J Readhead&Sons,Ld.SShl | 24 ″ 3 s 2 ″ 10 21 ″ 7¼ | |
| 77505 164461 GYJW | **Kirriemoor** *ss* Gls. No. 1–40 1 *Dk* & *Shelter dk* *Cruiser Stern* | *Oil Eng.* | 4970 4580 3032 | ✠100A1 *with freeboard* ~~4,30~~ 10,40 DBS 4,39 ✠LMC 5,35 ✠LMC(M) ~~5,37~~ ✠LMC 10,40 | Fal Gls | *a* † | CL 4,38 | 1935 5mo *Lloyd's* | W. Doxford &Sons, Ld. Sunderland *SA&CP* | Runciman Shipping Co. Ltd. *CellDB* | 412·2 | 54·2 | 26·1 428·1(O.L.) FK 346′ 1174*t MT* 1236*t* | London British 7 *BHpt Cem* *Coll to Sh dk* 6 „ 2nd „) *APT* 191*t* | Oil Engines 2S.C.SA 3Cy.20½″–81½″ 388NHP 2DB *120lb* W.Doxford&Sons,Ld.Sld. | 28 ″ 8 s 3 ″ 4½ 25 ″ 6½ | |
| 111/40 77506 OHER | **Kirsta** (*ex* Glenisla, *ex* Bonn, *ex* Heinrich Diestel, *ex* Lena Petersen) 1 *Dk* | | 1694 — 996 | | | | | 1906 | Akt.Ges. "Neptun" Rostock | RederiA/B HerzoginCecilia (Gust.Erikson) | 267·1 | 37·4 | 15·6 256·3 Q73′B108′F27′ | Mariehmn Finnish *WB* | T.3Cy.17$\frac{15}{16}$″,30½″&48″–33$\frac{7}{16}$″ 132NHP A.G."Neptun,"Rostock | | C |
| 77507 OUHY | **Kirsten** 1 *Dk* | | 1196 913 705 | | | | | 1919 | Kjöbnhvns Flydk.&Skbs Copenhagen | Dampskslsk. Torm A/S (A.Schmiegelow&A.Kampen, *Mgrs.*) | 235·4 | 36·2 | 13·7 P13′Q69′B98′F29′ | Copnhagn Danish *WB* | T.3Cy.15″,24″&40″–27″ 83NHP Kjbnhavns Flydk.&Skbsv. | | C |
| 77508 LENI | **Kirsten B.** (*ex* Norbo–34) Wireless D.F. 1 *Dk* | | 1184 985 676 | | | | | 1930 | A/S Moss Værft & Dokk Moss | Partrederiet Lillemor (Th. Brövig, *Mgr.*) | 226·7 | 36·5 | 15·8 Q32*t* P45*t* H76*t* | Farsund Norwegian *WB* | T.3Cy.15½″,25′&42″–30′ 97NHP A/S Moss Værft.&Dokk | | N |
| 77509 167538 ~~OYQC~~ GLQQ | **Kirsten Mærsk** D.F. 1 *Dk* | | 2410 2049 ~~1460~~ 1205 | | | | | 1920 | Odense Staalskibs. Odense | Ministry of Shipping (W.J.Tatem, Ld. *Mgrs.*) | 301·9 | 42·4 | 19·9 len34 | ~~Aalborg~~ ~~Danish~~ London British *WB* | T.3Cy.20½″,33½″&55½″–35½″ &LPTurbine Christiansen&Meyer, Harburg | | V |
| 77510 6479 SDKN | **Kiruna** *ss* Got. No. 3–4,34 *ss* Mmo. No. 1–38 D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cargo battens not fitted above lower stringer* *Cruiser Stern* | | 5484 5119 2894 | ✠100A1 *Shelter dk* *with freeboard* 6,40 ~~5,30~~ BS 3,40 ✠LMC 12,37 | Got Grk | *y* | OG 1,38 | 1921 4mo | Akt. Götaverken Gothenburg *CellDB* | Trafikaktie Grängesberg-Oxelösund (M. Waldenström, *Mgr.*) *a* 73′ *uE&B* 40′ *f* 102′ | 394·4 | 53·2 | 30·8 FK *Collisio* 808*t at sides of tunn* | Stockholm Swedish *Cem* *nBHto S dk* 5 „ „ *U* „ *el* 58′ 520*t DT* | T.3Cy.28″,42⅛″&72$\frac{1}{16}$″–48″ 185lb (*s*) FD 430NHP 3SB(Spt)*9cf*,GS137,HS5664 Lindholmens V.A.Motala *f* 66′ 645*t FPT* 55*t APT* 202*t* | 34 ″ 1 s 8 ″ 8 25 ″ 7½ | |
| 77511 LIAE | **Kis** (*ex* Procyon–39, *ex* Primo–33) *Well deck* 1 *Dk* (*Stl*) Wireless D.F. | *ss* Shl. No. 3–10, 27 | 1268 1022 741 | ✠ —— 10,33 ✠ | Shl | *o* | | 1915 4mo | Cmpbltwn S.B.Co. Campbeltwn | A/S Thv. Halvorsens Rederi (Thv. Halvorsen, *Mgr.*) *CellDB* | 229·5 | 35·8 | 15·6 Q90*t* H45*t* F28*t* FK *a* 56′ *uE&B* 33′ *f* 102′ | Bergen Norwegian 4 *BHCem* 395*t APT* 85*t* | T.3Cy.18″,27½″&45″–33″ 136NHP 2SB,*4cf*,GS73,HS2228 Rankin&BlackmreLd.Grk | 17 ″ 7 | N † |
| 7472 SFDO | **Kisa** (*ex* Oddesund, *ex* Palnatoke) 1 *Dk* | | *1241* *945* *689* | | | | | 1920 | Ph.Stuhr's Mask.&Skbs. Aalborg | Svenska Sockerfabriks A/B (C.F. Tranchell, *Mgr.*) | 236·7 | 36·1 | 13·4 P14′Q71′B94′F29′ | Malmö Swedish *WB* | T.3Cy.16″,25″&42½″–30″ 101NHP A/S Friehs,Aarhus | | V |
| 40181 JYUH | **Kisaragi Maru** *Oil Eng.* *Mchy. Aft* 1 *Dk* | | 496 — 267 | | | | | 1935 | Osaka Iron Works, Ld. Innoshima | Kinkai Kaisoku Kisen K.K. | 164·0 | 27·5 | 13·9 P40′F18′ | Osaka Japanese | Oil Engines 4S.C.SA 6Cy.14$\frac{7}{16}$″–20½″ 117NHP HanshinTekkosho,Kobe | | |
| ~~818135~~ | **Kisnop** | | 5874 5172 ~~4535~~ | 100A1 (*Class Contemplated*) | | | | 1919 | Atlantic Corporation Portsmouth, N.H. | ~~United States~~ ~~Maritime~~ ~~Commission~~ | 410·5 | 54·2 | 27·0 P60′B115′F47′ | British *WB* | T.3Cy.24½″,41½″&72″–48″ 359NHP Atlantic Corporation, Taunton,Mass. | | |
| 27113 JKJD | **Kiso Maru** | *ss* Kob. No. 3–12, 32 *ss* Kob. No. 1–37 2 *Dks* (*Stl*) | 4071 3504 2927 | ✠100A1 7,40 ~~1,39~~ ✠LMC ~~7,39~~ 7,40 | Tama | *w* | CL ~~1,37~~ 7,40 | 1920 6mo A&CP | Mitsui Bussan Kaisha Tama,Uno | SyoyoSyosenK.K. *CellD* | 345·0 | 50·0 | 26·6 P33′B77′F40′ FK *B* 283′ 780*t FPT* 56*t* | Kobe Japanese 6 *BHCem* *APT* 26*t* | T.3Cy.23″,38″&64″–48″ (*s*) 200lb 350NHP 2SB,*6cf*,GS109,HS4558 FD Mitsui Bussan Kaisha,Tama | 29 ″ 0 s 5 ″ 4½ 23 ″ 11 | |

Nos. "Empire Dabchick," see No. 2047 in Suppl. Vol.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draughts. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77516 37489 JUHH | **Kiso Maru** | *Oil Eng.* 1 *Dk* *Cruiser Stern* *Ref. Mchy.* *Mchy. Aft* | 704 604 368 | | | | | 1932 | Mitsubishi Zosen Kaisha Ld. Kobe | Osaka Syosen K.K. | 170·0 P44′ | 30·0 F20′ | 17·5 | Osaka Japanese | Oil Engines 4S.C.SA 6Cy.16¾″–24 7/16″ 164 NHP Mitsubishi Zosen Kaisha Ld. Kob. *WB* | | |
| 77517 46174 JSKN | — | *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* | 555 — 383 | | | | | 1939 | Mitsubishi Jukogyo K.K Hikoshima | Sankyo Kaiun K.K. | 158·1 | 27·6 | 13·0 | Osaka Japanese | Oil Engines 4S.C.SA 6Cy.13″–19 1/16″ 98 NHP Hanshin Tekkosho Kobe | | |
| 77518 147586 GKCF | **Kistna** Wireless | ss Sng. No. 1-40 *Oil Eng.* ss Sng. No. 3–4, 36 1 *Dk (Stl)* & *Shelter dk* (*pt Stl*–teak s) | 1465 1117 672 | ✠100A1 *with freeboard* ~~5,40~~ ~~12,40~~ 11,40 ✠LMC CS ~~4,36~~ ~~8,38~~ 5,39 | Sng | *r* 10,40 | CL 5,38 | 1924 3mo | Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA & CP* | British India Stm. Nav. Co. Ld. *Cell D B* 211′ 307*t* | 278·3 287·0 (o.l.) *FPT* 30*t* *APT* 23*t* | 40·0 FK | 14·2 (*Coll B H to Sh dk* 4 „ „ 2*nd* „) | London British 5 *B H Cem* | Oil Engines 2S.C.SA 6Cy.17½″–35″ 318 NHP Swan, Hunter & Wigham Richardson, Ld. Nwc. | 16 ″ 8 s ″ 6 16 ″ 4 | |
| 77519 27467 JCTC | **Kisyu Maru** Ⓟ | 2 *Dks* | 2549 2009 1533 | ✠ … 5,24 ✠ | | | | 1920 12mo | Osaka Iron Works, Ld. Osaka | Osaka Syosen K.K. | 284·5 P45′ B100′ F34′ | 42·5 | 23·0 FK | Osaka Japanese *WB* | T.3Cy.21″,35″&58″–39″ 288 NHP Osaka Iron Wrks Ld. Osaka | 23 ″ 0 | |
| 77520 23120 JFHD | **Kisyun Maru** (*ex* Kishun Maru) | 1 *Dk* | 1864 — 1088 | | | | | 1918 | Mitsubishi Zosen Kaisha Ld. Nagasaki | Tatuuma Kisen K.K. *WB* | 250·0 P&B132′ F32′ | 37·7 | 20·5 FK | Nishino-miya Japanese | T.3Cy.17″,28½″&48″–36″ 138 NHP Mitsubishi Zosen Kaisha Ld | | |
| 77521 FNLT | **Kita** | *Fitted for oil fuel* *Ref. Mchy.* 4 *Dks* D.F. | 3894 3502 2135 | | | | | 1936 | Forg. & Ch. de la Méditsa La Seyne | Chargeurs Réunis | 333·7 B101′ | 49·2 | 22·6 30·4 | Havre French *WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft Cie. Electro-Mécanique, Le Bourget | | V |
| 77522 29330 JKRB | **Kitakata Maru** (*ex* Capelhall, *ex* Battenhall) | ss Lon. No. 3–8, 10 ss Hul. No. 2–20 1 *Dk (Stl)* & *deep framing* | 2380 2050 1432 | ✠ 12,23 ✠ | Shl | *s* | | 1901 10mo | Blyth S.B. Co. Ld. Blyth | Nikka Kyoshin Koshi *Cell D Ba & u E* | 286·7 P25′ B60′ F30′ 112′ *u* B16′ *f* 114′ 55*7t* | 43·3 FK | 19·4 (*Coll B H to Wdk* 5 *B H Cem* *APT* 61*t* | Tokyo Japanese | T.3Cy.22″,36″&59″–39″ 284 NHP 2SB, 6*pf*, GS 104, HS 3750 N.E. Marine Eng. Co Ld Nwc | 21 ″ 9 | C † |
| 77523 11609 JKND | **Kitano Maru** Ⓟ Twin Sc | ss Yka. 2nd No. 3–2, 33 ss Yka. No. 1–36 2 *Dks* (*Stl–U* teak s) *deep framing* & *Web frames* *Lower dk* (*Stl*) *in Nos.* 1 & 3 *holds* | 7952 6723 4926 | ✠100A1 10,40 ~~10,38~~ BS ~~10,39~~ ✠LMC ~~10,36~~ 10,40 | Yka | *d*† | CL 10,39 | 1909 5mo | Mitsu Bishi Dkyd & E Wks Nagasaki A & CP | Nippon Yusen K.K. *Cell D Ba* 139′ *u E & B* 85′ *f* | 464·9 P61′ B176′ F54′ 180′ 1609*t* | 55·8 FK | 34·5 7 *B H Cem* | Tokyo Japanese 7 *B H Cem* | T.6Cy.25″,41½″&69″–48″ (*s*) 200 lb 973 NHP 6SB, *18cf*, GS 338, HS 14276 FD Mitsu Bishi D. & E. Wks Nag ~~*D Ba* 26′ 561*t* *FPT* 143*t* *APT* 48*t*~~ | 34 ″ 6 s 7 ″ 11¼ 27 ″ 1 | |
| 77524 22579 JIEB | **Kitayama Maru** (*ex* Riyo Maru No. 2–33) Wireless | 1 *Dk* | 1000 839 592 | | | | | 1918 | Osaka Yogyo Osaka | Turumaru Hirotaro *WB* | 190·0 | 32·0 | 18·5 | Waka-matsu Japanese | T.3Cy.13 5/16″,22½″&37½″–28″ 75 NHP Fushita Kojo, Osaka | | |
| 77525 39904 JXUH | **Kiturin Maru** Ⓟ (*ex* Kitsurin Maru–38) D.F. | Twin Sc 3 *Dks* *Cruiser Stern* | 6783 5175 3916 | ✠ … 12,38 ✠ | Kob | | | 1935 1mo | Mitsubishi Jukogyo Kaisha, Ld. Nagasaki | Osaka Syosen K.K. *Cell D B* 367′ 949*t* *T ank in way of tunnels* 15′ 22*t* | 427·0 F52′ *FPT* 32*t* | 56·1 FK | 33·1 7 *B H Cem* *APT* 119*t* | Osaka Japanese | 4 steam turbines DR geared to 2 sc. shafts 1225 NHP 6SB, *18cf*, GS 384, HS 15078 Mitsubishi Jukogyo K.K. Nag. | 33 ″ 3 | |
| 77526 146136 GJBL | **Kiungchow** Ⓟ | *Fitted for oil fuel* 2 *Dks* | 2653 2225 1545 | | | | | 1921 | Scotts' S.B. & E. Co. Ld. Greenock | China Nav. Co. Ld. | 310·3 F43′ | 44·2 | 20·9 | London British *WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft Scotts' S.B. & E. Co. Ld. Grk. | | |
| 77527 151507 ZMBG | **Kiwitea** | ss Ddn. No. 3–6, 38 1 *Dk (Stl)* *Mchy. Aft* *Cantilever framed topside tanks* | 2343 1949 1166 | ✠100A1 7,40 ~~7,39~~ BS ~~7,39~~ 7,40 ✠LMC 6,38 | Auk | *s* | CL 7,39 | 1925 9mo | W. Gray & Co. Ld. W Hartlepool *Lloyd's SA & CP* | Union S.S. Co. of New Zealand, Ld. *Cell D Bu E & B* 46′ *f* *Topside tanks* 440*t* | 280·0 P81′ F29′ 186′ 606*t* *FPT* 224*t* | 44·3 FK | 18·9 4 *B H Cem* *APT* 120*t* | Wellingtn, N.Z. British | T3Cy.20½″,33½″&55″–39″ (*s*) 190 lb 274 NHP 2SB, 6*cf*, GS 132, HS 5076 Cen. Mar. Eng. Wrks. W Hpl | 21 ″ 1 s 2 ″ 11⅜ 18 ″ 4 | |
| 77528 40771 JWXJ | **Kiyo Maru** (*ex* Vigrid–35) *Mchy. Aft* *Cruiser Stern* | *Oil Eng.* ss Yka. No. 2–39 1 *Dk (Stl)* | 7251 6369 5671 | ✠100A1 11,40 ~~6,40~~ DBS 6,40 ✠LMC 6,39 *Carrying Petroleum in bulk* | Yka | *a*† | CL ~~N 2,38~~ 2,40 | 1930 7mo | Deutsche Werft A.G. Hamburg *Lloyd's SA & CP* | Asano Bussan K.K. *Cell D Bu E* 60′ 157*t* | 416·6 P103′ F41′ *DTf* 29′ 524*t* | 57·0 FK | 33·0 10 *B H pt Cem* 2*t* 2 *DB 170 lb* *APT* 197*t* | Tokyo Japanese | Oil Engines 2S.C.DA 5Cy.23⅜″–35 7/16″ 975 NHP 2 *DB 170 lb* Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 33 ″ 0 s 5 ″ 6½ 27 ″ 8½ | |
| 77529 44023 JSZL | — (*ex* Prometheus Maru–37, *ex* Prometheus–37, *ex* Herakles–33) | 1 *Dk* & *Shelter dk* | 4428 — 3161 | | | | | 1912 | W. Doxford & Sons, Ld. Sunderland | Kaiyo Kisen K.K. | 390·0 | 54·1 | 27·5 | Kobe Japanese *WB* | T.3Cy.26″,42″&70″–48″ 339 NHP W. Doxford & Sons, Ld. Sld. | | N |
| 77530 29462 JHWB | — (*ex* Unyo Maru No. 2–37, *ex* Carisbrook) Sub. Sig. | ss Hul. No. 3–4, 15 ss Hul. No. 2–24 1 *Dk*, *deep framing* & *Web frames* | 2794 2623 2057 | ✠ … 9,27 ✠ | | | | 1902 11mo | J. Blumer & Co. Sunderland | Kotani Mokuno-suke | 319·5 P28′ B90′ F32′ | 46·0 FK | 21·2 | Kinoye Japanese *WB* | T.3Cy.23″,38″&62″–42″ 263 NHP J. Dickinson & Sons, Ld. Sld. | 23 ″ 9 | C † |
| 77531 42953 JNZL | **Kiyokawa Maru** *Ref. Mchy.* D.F. GyC. | *Oil Eng.* 1 *Dk* & *Shelter dk* *Cruiser Stern* | 6863 — 3981 | | | | | 1937 | Kawasaki Dkyd. Co. Ld. Kobe | Kawasaki Kisen K.K. | 479·4 P27′ F44′ | 62·3 | 30·3 | Kobe Japanese *WB* | Oil Engines 2S.C.DA 7Cy.27 9/16″–47¼″ 1850 NHP Kawasaki Dkyd. Co Ld Kobe | | C |
| 77532 39724 JWHI | **Kiyosumi Maru** D.F. GyC. | ss Kob. No. 1–38 *Oil Eng.* 2 *Dks* 3rd *dk except in aftermost hold* *Tonnage opening closed* 38 *Cruiser Stern* | 8614 7891 5205 | ✠100A1 *with freeboard* ~~6,41~~ ~~1,40~~ 9,11 ✠LMC CS 10,38 ! DBS ~~3,40~~ 3,41 ~~10,39~~ 1,40 *Carrying cargo oil* | Kob | *d*† | CL ~~8,39~~ 5,11 | 1934 10mo | Kawasaki Dkyd. Co. Ld. Kobe | Kokusai Kisen K.K. *Upper 'tween dk ads except Coll B H* *Cell D B* 359′ 1 | 453·5 F40′ dispensed with 496*t* *D Tsa* 51′ 1384*t* *Tanks in way of tunnel* | 60·7 FK | 40·1 30·8 (*Coll B H to Wdk* 7 „ 2*nd* „) *F.P.above* 150° *F. in deep tanks* | Tokyo Japanese *pt Cem* | Oil Engines 2S.C.DA 7Cy.29 1/16″–47¼″ 2187 NHP *DB 100 lb* Mitsubishi Zosen Kaisha Ld. Nag. 30′ 186*t* *FPT* 35*t* *APT* 21*t* | 40 ″ 1 s 12 ″ 3½ 27 ″ 11½ | |
| 77533 41451 JLOK | **Kiyotada Maru** *Mchy. Aft* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 3080 2531 1783 | | | | | 1936 | Mitsubishi Jukogyo K.K Kobe | Ube Cement K.K. | 305·1 P80′ F39′ | 50·0 | 22·0 | Ube Japanese | Oil Engines 4S.C.SA 6Cy.21 5/16″–37⅜″ 272 NHP Mitsubishi Jukogyo K.K. Kob. | | |
| 77534 | | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'appel. | 7a Année de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au pavillon du navire. / Tirant d'eau correspondant. pds. pe. | 15 Inspection spéciale, et où a lieu le Dock. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77535 4459 JLIM | **Kizan Maru** (ex Shang-Ho-38, ex Cape Verde-35, ex Balfour, ex Bedwyn, ex Montezuma) Cargo battens not fitted in 'tween dks | ss Shl. No. 3–3,31 ss Kob. No. 2–38 2 Dks (Stl) | 5072 4790 3798 | ✠100A1 6,40 ~~5,39~~ ✠LMC ~~5,38~~ 7,40 | Tama Smk | z | | CL 5,39 | 1918 5mo R. Duncan & Co. Ltd. Port Glasgow Lloyd's SA & CP | Miyachi Kisen K.K. Cell D Ba l | 405·3 P43′ B126′ F46′ FK 30′ u E24′ f 184′ 1233t | 53·0 | 27·4 | Kobe Japanese | T. 3 Cy. 27″, 44″ & 73″–48″ (s) 180lb 538 NHP 6 B H Cem 3 SB, 9cf, Gs 186, Hs 8151 FD A P T 25t | 30 ″ 0 | |
| 77536 6804 SFDR | **Kjell** (ex Valborg, ex Flandria) 1 Dk | | 1188 1050 676 | | | | | 1898 | Akt. Burmeistr & Wain Copenhagen | Ångf. A/B Kjell (H. Jeansson) | 235·3 P13′ Q20′ B64′ F26′ | 35·9 | 15·7 | Stockholm Swedish WB | T. 3 Cy. 16½″, 27″ & 45″–33″ 116 NHP Akt. Burmeistr & Wain, Cpn | | V |
| 77537 7629 SEBD | **Kjell Billner** (ex Falksten–35, ex Furulund, ex Inger) 1 Dk | | 1128 903 674 | | | | | 1907 | Trndhjms Mek. Værks Trondheim | Rederi A/B Sylvia (Alb. Billner, Mgr.) | 231·0 Q86t H52t F33t | 34·1 | 13·7 | Gothenbrg Swedish WB | T. 3 Cy. 16″, 25½″ & 44″–30″ 106 NHP Trondhjems M. V. Trondheim | | V |
| 77538 OYED | **Kjöbenhavn** (P) Fitted for oil fuel D.F. E.S.D. 2 Dks & pt A wng dk & Prom. dk | | 1668 928 914 | | | | | 1918 | Helsingörs Jernsk & Msk. Elsinore | Det Forenede Dampskibs. Selsk. | 270·4 F52′ | 40·2 | 14·3 | Aalborg Danish WB | T 4 Cy 25½″, 41½″ & (2) 43″–39″ 288 NHP Helsingörs Jernsk. & Msk b. | | V |
| 77539 OUHZ | — Wireless D.F. 1 Dk | | 1264 971 728 | | | | | 1923 | Howaldts-werke Kiel | Dmpskselsk. Pacific (L. R. Schmith, Mgr.) | 238·0 P16′ Q65′ B98′ F31′ | 37·2 | 13·7 | Copnhagn Danish WB | T. 3 Cy. 19 7/16″, 26½″ & 43 5/16″–29½″ 102 NHP Howaldtswerke, Kiel | | G |
| 77540 129678 VSNJ | **Klang** 2 Dks | | 1451 1064 733 | | | | | 1911 | Caledon S. B. & E. Co. Ltd. Dundee | Straits S. S. Co. Ltd. | 274·0 | 38·1 | 15·9 | Singapore British WB | T. 3 Cy. 22″, 36″ & 58″–42″ 218 NHP Caledon SB. & E. Co. Ltd. Dun | | |
| 77541 UOYI | **Klara Zetkin** Oil Eng. 1 Dk | | 3974 2983 2255 | | | | | 1934 | States S. B. Yard "André Marti" Leningrad | U.S.S.R. | 347·8 F29′ B53′ F30′ | 51·5 | 24·9 | Leningrad Russian WB | Oil Engines 2 S.C.S.A. 4 Cy. 26¾″–47 7/16″ 497 NHP Russian Diesel Wks. Leningrad | | |
| 77542 DAQC | **Klaus Fritzen** (ex Wilhelm Kunstmann–38) 1 Dk | | 2936 2499 1696 | | | | | 1922 | Vulcan Werke Hamburg | Johs. Fritzen & Sohn Vorm, W. Kunstmann | 316·5 P38′ B62′ F28′ | 45·1 | 21·3 | Stettin German WB | T. 3 Cy. 19 13/16″, 31½″ & 51 7/16″–31½″ 147 NHP Vulcan Werke, Hamburg | | G |
| 77543 DDVB | **Klaus Howaldt** D.F. E.S.D. 1 Dk & Shelter dk Cruiser Stern | | 5956 4995 2979 | | | | | 1938 | Nordsee-werke Emden G.m.b.H. Emden | Bernhard Howaldt | 437·4 F35′ | 59·0 | 23·6 | Flensburg German WB | C. 4 Cy. (2) 18¾″ & (2) 43 7/16″–43 7/16″ & LP turbine with DR gearing & hydraulic coupling 306 NHP Rheinmetall-Borsig A. G. Berlin Tegel | | G |
| 77544 DMAQ | **Klaus Oldendorff** (ex Gotia–36, ex Rita Larsen, ex Joachim Zelck, ex Ellen Larsen, ex Magdalena Fischer, ex Georg Mahn) | | 1081 947 628 | | | | | 1893 | Akt. Ges. "Neptun" Rostock | Egon Oldendorff | 234·1 B50′ F22′ | 34·4 | 14·0 | Lübeck German WB | T. 3 Cy. 13¾″, 22½″ & 36½″–27½″ 68 NHP A. G. "Neptun," Rostock | | G |
| 77545 DJYM | **Klaus Schoke** D.F. 2 Dks Cruiser Stern | | 5848 5330 3424 | | | | | 1938 | Lübecker Flender-Werke A. G. Lübeck Siems | Hanseatische Reederei Emil Offen & Co. | 437·8 F30′ P25′ | 59·9 | 25·0 | Hamburg German WB | C. 4 Cy. (2) 20 7/16″ & (2) 43 7/16″–43 7/16″ & LP turbine with DR gearing & hydraulic coupling Hs 6297 474 NHP Ottensener Eisenwerk A. G. Hamburg | | G |
| 77546 | **Klim Voroshilov** Oil Eng. | | 5460 | | | | | 1933 | Baltic SB & Eng. Wks. Leningrad | U.S.S.R. | 405·0 | 54·3 | 24·8 | Odessa Russian | Oil Engines | | |
| 77547 139 YLDI | **Klints** (ex Virginia Munzone, ex Canto. ex Finn Lund, ex Gosforth) Well deck | ss Nwc. No 1–09 1 Dk & Web frames | 1250 946 772 | ✠ … 9,12 ✠ | | | | 1904 8mo | Wood Skinner & Co. Ltd. Newcastle | M. Smiltnieks & A. Stengrevics | 234·6 Q123′ B10′ F25′ FK | 33·6 | 14·9 | Liepaja Latvian WB | T. 3 Cy. 18½″, 30″ & 49″–33″ 156 NHP N. E. Marine Eng. Co Ld Nwc | 17 ″ 3 | N † |
| 77548 2467 DONP | **Klio** Wireless D.F. Sub. Sig. Cruiser Stern 1 Dk | | 1409 1104 649 | | | | | 1924 | Act. Ges. "Weser" Bremen | Dampfschifffahrts Ges. Neptun | 240·8 P&B179′ F25′ | 38·7 | 15·2 | Bremen German WB | T. 3 Cy. 19¾″, 31½″ & 53½″–35 7/16″ 168 NHP A. G. "Weser," Bremen | | G |
| 77549 PFKC | **Klipfontein** (P) Twin Sc Oil Eng. D.F. E.S.D. Cruiser Stern 3 Dks Ref. Mchy. Butts of shell & pt. butts of deck plating elec. welded | | 10544 7962 6321 | ✠100A1 ~~5,38 7,09~~ 2,41 Cel Sba ✠LMC 8,39 ✠Lloyd's RMC ~~7,39 6,40~~ 10,40 DBS (WTB) 11,40 | Rot | f † | CL | 1939 8mo | N.V. Mch. & Scheepswrf. van P. Smit, Jr Rotterdam Lloyd's SA & CP | Vereenigde Nederlandsche Scheepv. Maats. Cell D Bu E & f 267′ of tun | 499·3 520·0 (O.L.) P39′ B211′ F50′ FK 730t Tanks in way nels 1287t FPT 161t | 62·9 | 33·1 | Batavia ~~The Hague~~ Dutch 8 BH | Oil Engines 2 S.C.D.A. 10 Cy. 24 7/16″–55½″ 2052 NHP 2 DB 121lb 2 DB (WT) 121lb N.V. Mch. & Scheepswerf van P. Smit, Jr. Rot. APT 79t | 38 ″ 3 s 8 ″ 2½ 30 ″ 2½ | |
| 77550 8024 SECN | **Klipparen** Twin Sc ss Got. No. 1–40 Oil Eng. D.F. 1 Dk & Shelter dk Platform dk in Nos. 2 & 3 holds Ref. Mchy. Cruiser Stern Strengthened for Navigation in Ice | | 3585 2864 2032 | ✠100A1 with freeboard 11,40 ✠LMC CS 11,40 11,38 ✠Lloyd's RMC 4,40 for temp. 31° F. | Got Bal | x | CL 3,40 | 1935 7mo | Götaverken A/B Gothenburg Lloyd's SA & CP | Rederiaktieb. Transatlantic (G. Carlsson, Mgr.) Cell D B 314′ 1177t of tunnel 88t | 379·3 387·7 (O.L.) Tanks in way FPT 49t APT 112t | 50·1 | 20·2 | Gothenbrg Swedish 6 B Hpt Cem Coll to Sh dk 5 ,, 2nd,, | Oil Engines 4 S.C.S.A. 16 Cy. 21⅝″–39½″ 724 NHP Götaverken A/B, Got. | 25 ″ 6 s 2 ″ 2½ 23 ″ 5½ | |
| 77551 LJWV | **Klöveren** (ex Mylla–39) Cruiser Stern Oil Eng. Electrically welded 1 Dk Mchy. Aft Carrying Petroleum in bulk | | 428 291 254 | | | | | 1938 | Glommens Mek. Værks. Fredrikstad | Eastern Shipping Co. A/S (R. Andersen & E. Engelstad, Mgrs.) | 144·0 P38′ F15′ | 25·6 | 10·2 | Oslo Norwegian WB | Oil Engines 2 S.C.S.A. 6 Cy. 9 13/16″–16 7/16″ 100 NHP Nydqvist & Holm A/B, Trollhättan | | N |
| 77552 SPBA | **Kmicic** (ex Roburlll–40, ex Akenside) D.F. Well deck 1 Dk (Stl) Cargo battens not fitted | ss Got. No. 3–5,35 ss Got. No. 1–39 | 1894 1432 1138 | ✠100A1 ~~7,40 12,39~~ 5,41 ~~Cel~~ Shl ✠LMC 5,39 BS ~~7,40~~ 5,41 | Npt | q | CL ~~5,39~~ 5,41 | 1923 4mo | R. Thompson & Sons, Ld. Sunderland Lloyd's SA & CP | A. Falter (Wm. Cory & Son, Ld. Mgrs.) Cell D Ba 78′ 183t u E20′ | 264·0 275·8 (O.L.) Q102′ B57′ F24′ FK 62t f 108′ 273t FPT 60t | 39.0 | 17·0 | Gdynia Polish 4 B H Cem | T. 3 Cy. 20″, 33″ & 54″–39″ (s) 180lb 214 NHP 2 SB, 6cf, Gs 208, Hs 3572 G. Clark, Ld. Sunderland APT 111t | 19 ″ 5 s 1 ″ 9½ 17 ″ 10 | |
| 77553 203772 KJPD | **Knickerbocker** Wood 1 Dk | | 310 — 192 | | | | | 1907 | R. Palmer & Son Noank, Conn. | Chile S.S. Co. Inc. | 130·0 | 32·9 | 10·0 | New York Utd. States | C. 2 Cy. 17″ & 34″–26″ 45 NHP J. W. Sullivan Co. New York | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77554<br>155985<br>VRVC | **Knight of Malta**<br>*ss*Mlt.No.2–38<br>Wireless 1*Dk(Stl)*2*nd dk(Stl)in holds* | 1553<br>961<br>656 | ✠100A1<br>*with freeboard*<br>12,39 ✠LMC<br>MS11,38 BS11,39 | Mlt | *q* | CL<br>11,38 | 1929<br>12mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, Ld Newcastle | CassarCo.Ld.<br>*CellDBa§uE53′f61′107t*<br>*DTa8′15t FPT11t*<br>*APT24t* | 260·5\|37·3\|17·9<br>P41′B104′F56′ FK | | | Malta<br>British<br>5*BHCem* | T.3Cy.21″,34″&56″–39″ (*s*)<br>180lb 328NHP<br>3SB,*9cf*,GS147,HS5298 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 19 ″ 0<br>s 3 ″ 2<br>15 ″ 11½ | |
| 77555<br>148098<br>GKSY | **Knitsley** (*ex*Thornhope–37)<br>*ss*Shl.No.3–3,37<br>D.F. 1*Dk(Stl)*<br>*Well deck* *Cargo battens not fitted* | 2272<br>1766<br>1319 | *For Service in the Mediterranean*<br>✠100A1<br>3,41 4,40<br>✠LMC 2,41<br>MS3,37 BS1,40 | Shl<br>Lon | *s* | CL<br>1,39<br>1,41 | 1924<br>10mo<br>*Lloyd's* | WoodSkinner&Co.Ld. Newcastle | ConsettIronCo.Ld. (WilliamDickinson &Co.Ld.*Mgrs.*)<br>Q165′BonQ56′F33′ FK<br>*CellDB245′640tFPT110t*<br>*APT90t* | 294·6\|40·7\|18·2 | | | Newcastle<br>British<br>5*BHptCem* | T.3Cy.21″,34″&57″–39″ (*s*)<br>180lb *100lb* 239NHP<br>2SB,*6cf*,GS109,HS3940<br>N.E.MarineEng.CoLdNwc | 20 ″ 7<br>s 6 ″ 8¾<br>18 ″ 7½ | |
| 77556<br>LDHO | **Knoll** (*ex*Mirva–39,*ex*Akabahra–36, *ex*Fager–33)<br>1*Dk* | 1151<br>976<br>661 | | | | | 1916 | Trndhjms Mek.Værks. Trondheim | A/S Salvesen's Rederi,(A. Salvesen,*Mgr.*) | 226·2\|36·5\|15·7<br>P37*t*H53*t*F29*t* | | | Oslo<br>Norwegian<br>*WB* | T.3Cy.17″,27½″&46″–30″<br>115NHP<br>TrondhjemsM.V.Trondhm | | N |
| 77557<br>128871<br>MCXS | **Knowl Grove**<br>*ss*Hul.2nd.No.3–11,34<br>*ss*Goo.No.1–38<br>1*Dk(Stl)*<br>*Mchy.Aft* *Cargo battens not fitted* | 370<br>265<br>155 | ✠100A1<br>5,39<br>BS8,39 ✠LMC6,38<br>11,40 | Bly | *e* | CL<br>5,39 | 1909<br>3mo<br>*Lloyd's* | J.P.Rennoldson&Sns SouthShields | Goole&HullSteam TowingCo.Ld. | 145·2\|24·6\|10·1<br>Q49′F20′ FK | | | Goole<br>British<br>3*BHCem*<br>*FPT40t* | C.2Cy.19″&40″–26″ (*s*)<br>125lb 75RHP<br>1SB,*3pf*,GS44,HS1404<br>J.P.Rennoldsn&Sns,S.Shl | 10 ″ 8<br>s ″ 11½<br>9 ″ 11 | |
| 77558<br>150709<br>CYLB | **Knowlton** (*ex*N.H.Botsford)<br>*Mchy.Aft* 1*Dk* | 2068<br>1736<br>1219 | | | | | 1922 | Fraser, Brace,Ld. ThreeRivers, P.Q. | CanadaSteamship Lines,Ld. | 251·2\|43·0\|18·1<br>Q93′F33′ | | | Montreal<br>British<br>*WB* | T.3Cy.19″,32″&56″–36″<br>188NHP<br>WorthingtonPump& Mchy.Corp.Buffalo,N.Y. | | C |
| 77559<br>221587<br>KDUD | **Knoxville City**<br>*Fitted for oil fuel*<br>GyC. 2*Dks3trB* | 5686<br>5081<br>3450 | | | | | 1921 | Chickasaw S.B.&CarCo Chickasaw, Ala. | IsthmianS.S.Co. | 424·2\|56·2\|26·5<br>P43′B&F349′<br>*WB* | | | NewYork<br>Utd.States<br>*Turbines*<br>*Red.gears* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>W.&A.FletcherCo. Hoboken,N.J.<br>Falk,Co.Milwaukee,Wis. | | R |
| 77560<br>~~167520~~<br>~~OYRC~~<br>GLKJ | **Knud** (*ex*KnudII)*ss*Cpn.3rdNo.3–1,39<br>~~*ss*Cpn.2ndNo.3–1,26~~<br>D.F. ~~*ss*Cpn.No.3–1,39~~<br>1*Dk(Irn)&deep framing* | 1944<br>1687<br>~~1188~~<br>1190 | ✠100A1<br>~~6,40 1,39~~ 4,41<br>✠LMC1,39<br>BS6,40 | Cpn<br>~~Lth~~ Hpl | *r* | OG<br>~~10,38~~<br>5,40 | 1900<br>10mo | W.Gray& Co.Ld. WHartlepool | Ministry of Shipping(Cnr.Salvesen &Co.*Mgrs.*)<br>*CellDBa88′uE20′f118′* A&CP | 279·7\|40·0\|18·3<br>P25′B69′F29′ FK | | | London<br>British<br>4*BHCem*<br>541*t*APT35*t* | T.3Cy.21″,33″&56″–36″ (*s*)<br>160lb 194NHP<br>2SB,*4rf*,GS70,HS3008<br>Cen.Mar.Eng.Wrks.WHpl | 20 ″ 6<br>s 2″11¼<br>17 ″ 9 | |
| 77561<br>OZUA | **Knud Villemoes** (*ex*Duisburg, *ex*RudolfFrisch,*ex*Isolde,*ex*CarlLevers)<br>1*Dk* | 1582<br>1182<br>860 | | | | | 1905 | Nüscke& Co. Stettin | D/S A/S Jyden (J.Villemoes*Mgr.*) | 247·4\|36·8\|16·6<br>P25′Q92′B67′F26′ | | | Esbjerg<br>Danish<br>*WB* | T.3Cy.17¾″,28¾″&46″–32″<br>120NHP<br>Schiffs.Uebigau,Dresden | | G |
| 77562<br>167472<br>MTLM | **Knut**<br>1*Dk* | 1274<br>971<br>781 | Nwc<br>Examined L.R. ~~5.42~~ 2, 41<br>BS5,40(200lb) | | | | 1924 | Howaldtswerke Kiel | Ministry of Shipping(Witherington &Everett,*Mgrs.*) | 238·0\|37·2\|13·7<br>P16′Q71′B98′F30′ | | | London<br>British<br>*WB* | T.3Cy.16½″,27½″&43⅝″–25⅝″<br>95NHP<br>Howaldtswerke,Kiel | | G |
| 77563<br>6030<br>SFEG | —<br>(*ex*Liff)<br>1*Dk* | 768<br>536<br>408 | | | | | 1920 | Langes'nds Mek.Verks. Langesund | SvenskaHamburg LinienA/B(J. Malmros,*Mgr.*) | 179·3\|30·1\|12·6<br>Q63′H100*t*B42′<br>F13′ | | | Trelleborg<br>Swedish | T.3Cy.13½″,22″&37½″–28″<br>74NHP<br>LangesundsMek.Verks. | | N |
| * 77564<br>LCPV | **Knute Nelson** TwinSc3Mst<br>*Oil Eng.*<br>*ss*Osl.No.2–35<br>1*Dk(Stl)&Shelter dk(Stl)3rd dk(Stl)*<br>*Ref.Mchy.* D.F. *exceptinNo.5hold* | 5749<br>5224<br>3508 | ✠100A1<br>*withfreeboard*<br>10,38<br>✠LMC CS6,35<br>DBS12,39 1,38<br>✠Lloyd'sRMC12,39 | Osl | *b*† | CL<br>P10,38<br>S5,39 | 1926<br>12mo<br>*Lloyd's* | Odense Staalskibsvft Odense | A/S Borgå (PetterOlsen, *Mgr.*)<br>*CellDB387′1333t Tanksinwayof tunnels183t* | 435·9\|56·2\|27·8<br>P32′F41′ FK<br>*FPT116tAPT128t* | | | Oslo<br>Norwegian<br>*ptCem7BH*<br>3*BHtoSh dk*<br>4 „ „2*nd*„ | Oil Engines 4S.C.SA<br>16Cy.24⅜″–43⅝″ 951NHP<br>DB*100lb*<br>Akt.Burmeistr&Wain,Cpn | 30 ″ 6<br>s 4 ″ 0<br>26 ″ 8½ | |
| 84 Ld<br>77565<br>LZDD | **Knyaguinya Maria Louisa**<br>(*ex*FélixFraissinet–33)<br>D.F. *ss*Msl.No.3–12,33<br>2*Dks(Stl)* | 3821<br>3077<br>2287 | …<br>10,37 | Ant | | | 1919 | Ch.&Atel. deProvence Port deBouc | Soc.Commerciale Bulgare deNav.à Vap. | 353·5\|46·6\|22·6<br>P20′B102′F50′ FK<br>*CellDBa§uE126′f161′* | | | Varna<br>Bulgarian<br>8*BHCem* | T.3Cy.25″,40½″&66½″–43⅞″<br>502NHP<br>3SB,*9cf*,GS195,HS8230<br>Ch.&Atel.deProvence,Msl. | 25″10 | V<br>† |
| 77566<br>46806<br>*ex*Anatolian–33)<br>JWXN | **Koa Maru** (*ex*Pasat–40, *ex*GrandeTerre–39,<br>*Ref.Mchy.* D.F. 1*Dk(Stl–ws)*<br>*Fitted for oil fuel*<br>*ss*Rou.No.1–36<br>*CruiserStern* | 2026<br>1515<br>1125 | ✠ …<br>2,40<br>✠ | Dpe | *r* | | 1932<br>3mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | KyokuyoHogei K.K.<br>*CellDBa§uE104′* | 266·2\|40·0\|19·5<br>P26′Q72′B70′F29′ FK<br>*f102′378t FPT25t* | | | Tokyo<br>Japanese<br>4*BHptCem*<br>*APT81t* | T.3Cy.20½″,34″&56″–39″<br>292NHP<br>2SB,*6cf*,GS118,HS4294<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 20 ″ 9 | |
| 77567<br>Wireless<br>*Mchy.Aft* | —<br>(*ex*"Kowa Maru," *see No. 33767 in Supplement*<br>*CruiserStern* | 1200<br>*Oil Eng.* | | | | | 1939 | Nakata Zosensho Osaka | SankoKisenK.K. | 210·0\|32·0\|18·6 | | | Japanese | Oil Engines 4S.C.SA<br>6Cy.16½″–24½″ 160NHP<br>HanshinIronWorks | | |
| 77568<br>46367<br>JYAN | **Koa Maru No. 2**<br>*Oil Eng.* | 352<br>—<br>226 | | | | | 1939 | Mihara S.B.Yd. Osaka | NiwaGoro | 120·0\|27·9\|11·5 | | | Osyo<br>Japanese | Oil Engines | | |
| 77569<br>42694<br>JKBL | **Koan Maru** Ⓟ TwinSc<br>D.F. E.S.D. 2*Dks*<br>*CruiserStern* | 7080<br>—<br>3227 | | | | | 1936 | Mitsubishi JukogyoK.K Nagasaki | JapaneseGovernment(Dept.of Railways) | 415·0\|57·2\|32·8<br>F350′ | | | Tokyo<br>Japanese<br>*WB* | 4 Steam Turbines SR geared to 2 Sc.Shafts<br>2000NHP<br>MitsubishiJukogyoK.K. Nag. | | |
| 77570<br>JJRK | —<br>(*ex*KungHo–38, *ex*VikingII–35,*ex*KariSkogland, *ex*Solingen) 2*Dks* | 4306<br>—<br>3120 | | | | | 1905 | Akt.Ges. "Neptun" Rostock | AmakasuSangyo KisenK.K. | 376·6\|48·7\|26·9<br>P35*t*H237*t*F64*t* | | | Yokohama<br>Japanese<br>*WB* | T.3Cy.27 5/16″,46 1/16″&76″–48″<br>400NHP<br>A.G."Neptun",Rostock | | N |
| 77571<br>586<br>JQCG | —<br>D.F. 1*Dk* | 3463<br>3047<br>1996 | | | | | 1936 | Uraga Dock Co.Ld. Uraga | DairenKisenK.K. | 347·8\|50·0\|24·5<br>P23′B87′F35′ | | | Dairen<br>Japanese | C.4Cy (2)13″&(2)23 5/16″–15⅜″<br>S.R.geared&L.P.Turbine<br>D.R.geared toSc.Shaft<br>308NHP<br>UragaDockCo.Ld.Uraga | | |
| 77572 | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel: Total / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'équipement. | 7* Date de la dernière visite de l'autre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. S.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où noté si ce n'est dans le Lloyd's Reg. Book. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77573<br>29810<br>JPFA | **Kōan Maru**<br>*ss*Kob.No.3–6,35<br>*ss*Osa.No.1–39<br>2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing* | | 3184<br>2741<br>1970 | ✠100A1<br>6,40 ~~8,40~~<br>✠LMC ~~8,40~~<br>6,40 | Osa | *t* | CL.<br>~~7,37~~<br>6,40 | 1924<br>3mo | Osaka Iron Works, Ld. Osaka | HiroumiSyoziK.K.<br>*Lloyd's A&CP*<br>*Cell D* | 305·0 \| 43·9 \| 27·2<br>P19′B82′F32′ FK<br>*B255′ 518t FPT74t* | | | Kobe<br>Japanese<br>*APT64t* | T.3Cy.22″,37″&61″–42″ (*s*)<br>180lb 288N.H.P.<br>*5 BHCem*<br>2SB,*6cf*,GS90,HS3824 FD<br>OsakaIronWrks,Ld.Osaka | 27 ″ 3<br>*s* 4 *s* 3½<br>23 *s* 2 | |
| 77574<br>42702<br>JKPL | **Koan Maru**<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk*<br>*Carrying Petroleum in bulk* | | 885<br>—<br>425 | | | | | 1937 | Tsurumi SeitetsuZosen K.K. Tsurumi | YamasakiJunichi | 187·0 \| 32·0 \| 15·6<br>P62′F22′ | | | Tokyo<br>Japanese | T.3Cy.13″,21″&36¾″–27″<br>70N.H.P.<br>TsurumiSeitetsuZosen K.K.Tsurumi | | |
| 77575<br>16333<br>JDHG | —<br>(*ex*TaishinMaru–33)<br>Wireless 2 *Dks* | Ⓟ | 661<br>—<br>395 | | | | | 1913 | S.Ono Osaka | FujiyamaKaiun K.K. | 170·5 \| 25·2 \| 17·2 | | | Nishino-miya<br>Japanese | T.3Cy.12″,19½″&31½″–22″<br>47N.H.P.<br>S.Ono,Osaka | | |
| 77576<br>FOTB | **Kobad**<br>D.F. E.S.D. *Fitted for oil fuel*<br>*Mchy. Aft* *Longitudinal framing* 2 *Dks*<br>*Carrying Petroleum in bulk* | | 7329<br>6666<br>4013 | | | | | 1930 | Chant. Nav Français Caen | Association Pétrolière | 446·8 \| 56·9 \| 33·8<br>P113′B31′F53′ | | | Dunkirk<br>French<br>*WB* | T.3Cy.26″,44″&74″–51″<br>391N.H.P.<br>N.E.MarineEng.CoLdNwc | | V |
| 77577<br>TCBU | **Kocaeli** Ⓟ (*ex*Himarra, *ex*Kerkerak, *ex*PrinzHeinrich)<br>Twin Sc<br>1 *Dk* | | 405<br>273<br>171 | | | | | 1904 | Stettiner Oderwerke Stettin | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 162·2 \| 24·4 \| 12·6<br>B21′H39′F18′ | | | Istanbul<br>Turkish | T.6Cy.10½″,16½″&27½″–15½″<br>60N.H.P.<br>StettinerOderwerke | | |
| 77578<br>~~7416~~<br>~~HGBA~~<br>10624?<br>MLZV | **Kodumaa** (*ex*Napo, *ex*Harmony)<br>*ss*Tln.3rdNo.3–9,34<br>*ss*Tln.No.1–38<br>*Well deck* 1 *Dk* (*Irn*) & *Web frames*<br>*Cargo battens not fitted* | | 1187<br>~~966~~<br>~~660~~<br>947<br>680 | ✠100A1<br>~~4,41~~ 4,40<br>Goo<br>✠LMC<br>MS7,38 BS9,39 | Ams | *n* | 4,40 | 1897<br>8mo | S.P.Austin &Son,Ld. Sunderland | Ministry of Shipping (E.P.Atkinson&Sons, *Mgrs.*)<br>A&CP<br>*Cell D Ba52′ uE* & | 224·4 \| 33·4 \| 13·8<br>P25′Q50′B48′F26′ FK<br>*B35′ f 90′339t FPT* | | | Glasgow<br>British<br>*4 BHCem*<br>*30t APT48t* | T.3Cy.19″,31″&51″–33″ (*s*)<br>160lb *80lb* 156N.H.P.<br>1SB,*4pf*,GS71,HS2450<br>J.Dickinson&Sons,Ld.Sld. | 16 ″ 7<br>~~*s* 1 *s* 8~~<br>~~15 *s* 3~~<br>*s*1 *s* 3¼<br>15 *s* 5½ | |
| 77579<br>38564<br>JORI | **Kōei Maru** (*ex*KoyeiMaru–38)<br>*Oil Eng.*<br>*ss*Kob.No.1–38<br>2 *Dks* (*Stl*)<br>*Ref. Mchy.* | | 6774<br>6046<br>4915 | ✠100A1<br>~~7,10~~ ~~7,10~~ 12,40 ~~Osa~~ Smk<br>✠LMC CS6,38<br>DBS~~7,40~~12,40 7,39<br>Lloyd'sRMC7,39<br>*Carrying fish or vegetable oil in the fore peak tank*<br>*Carrying cargo oil F.P. above 150° F. in deep tank* | | CL<br>~~4,37~~<br>12,40 | 1934<br>1mo | Mitsubishi Zosen Kaisha Ld. Nagasaki | TakatihoSyosen K.K. (TaiyoKaiun K.K. *Mgrs.*)<br>*'Tween dk B Habove after deep tank*<br>*Cell D B366′ 1383t DT a36′ 1131t FPT259t*<br>*Lloyd's A&CP* | 436·4 \| 58·5 \| 32·8<br>P30′B127′F43′ FK<br>*B H dispensed with & B H to U dk*<br>*6 1 „ „ 2nd „*<br>*APTs224t* | | | Tokyo<br>Japanese<br>*pt Cem*<br>*DB120lb* | Oil Engines 2S.C.SA<br>6Cy.28⅜″–49⅜″ 839N.H.P.<br>MitsubishiZosenKaisha Ld.Nag. | 32 ″ 10<br>*s* 6 *s* 9½<br>26 *s* 2¼ | |
| 77580<br>PFKQ | **Koert** (*ex*Raket–38)<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>E.S.D. *Cruiser Stern*<br>*Carrying vegetable oil in deep tanks* | * | 482<br>338<br>236 | ✠100A1<br>3,40<br>✠LMC 4,36<br>✠LMC(M)5,38 | Rot | *g* | CL<br>3,38 | 1936<br>4mo | N.N.Werf JanSmitCzn. Alblasserdam | MotorbootMaats. "Bynia" (F.Fontein,Jzn. *Mgr.*)<br>*Lloyd's A&CP*<br>*Cell D Ba41′ f47′12 3t MTs22′ 195t FPT* | 156·1 \| 26·4 \| 9·6<br>P47′F20′ FK | | | Harlingen<br>Dutch<br>*5 BHCem*<br>*23t APT23t* | Oil Engines 4S.C.SA<br>6Cy.11⅛″–18⅛″ 81N.H.P.<br>NDB38 *100lb*<br>WerkspoorN.V.Ams. | 11 ″ 6<br>*s* 1 ″ 1<br>10 *s* 6 | |
| 77581<br>219408<br>KOSV | **Kofresi** (*ex*Kenowis–39)<br>*Fitted for oil fuel*<br>D.F. Sub.Sig 2 *Dks*<br>*Ref. Mchy.* | | 4934<br>4598<br>3014 | | | | | 1920 | American Intern.S.B. Corp. HogIslandPa | WatermanS.S. Corp. | 390·0 \| 54·2 \| 27·8<br>P39′B121′F43′ | | | Mobile<br>Utd. States<br>*WB* | DRgearedSteamTurbine<br>*E made19re fitted33*<br>*B made20re fitted33*<br>WestinghouseElec.&Mfg. Co.Phl. | | R |
| 77582<br>676<br>JQKG | **Koga Maru**<br>Wireless<br>*Mchy. Aft* *Cruiser Stern* | | 1535<br>—<br>772 | | | | | 1937 | Osaka Iron Works, Ld. Osaka | DairenKisenK.K. | 246·4 \| 39·0 \| 18·1 | | | Dairen<br>Japanese | T.3Cy.17⅞″,28⅜″&47½″–31½″<br>125N.H.P.<br>OsakaIronWorks,Ld.Osa. | | |
| 77583<br>44776<br>JHVL | **Kogane Maru**<br>2 *Dks*<br>*Cruiser Stern* | | 3132<br>—<br>1801 | | | | | 1938 | Harima S.B.&Eng. Co.Ld. Harima | NipponKaiunK.K. | 318·4 \| 45·9 \| 24·6<br>P36′B79′F36′ | | | Tokyo<br>Japanese<br>*WB* | T.3Cy.19¾″,33½″&56½″–39″<br>200N.H.P.<br>HarimaS.B.&Eng.Co.Ld. Kobe | | C |
| 77584<br>41930<br>JOTK | — Ⓟ<br>Twin Sc<br>*Oil Eng.*<br>2 *Dks*<br>*Cruiser Stern* | | 1906<br>—<br>1007 | | | | | 1936 | Mitsubishi JukogyoK.K Kobe | OsakaSyosenK.K. | 244·4 \| 39·4 \| 19·0<br>F64′ | | | Osaka<br>Japanese<br>*WB* | Oil Engines 4S.C.SA<br>8Cy.16¾″–24½″ 218N.H.P.<br>MitsubishiJukogyoK.K. Kobe | | |
| 77585<br>25449<br>JAOD | **Kogen Maru** (*ex*YugaoMaru–32)<br>2 *Dks* | | 2963<br>2696<br>1794 | ✠ ...<br>6,32 ✠ | | | | 1919<br>5mo | Harima Dkyd.Co.Ld. Oh,Harima | ChosenYusenK.K. | 305·0 \| 43·7 \| 27·2<br>P25′B94′F33′ FK | | | Jinsen<br>Japanese<br>*WB* | T.3Cy.22″,37″&61″–42″<br>289N.H.P.<br>KobeSteel Works,Ld.Kobe | 27 ″ 3 | |
| 77586<br>45368<br>JZEM | **Kogyo Maru**<br>*Fitted for oil fuel*<br>*Cruiser Stern* 2 *Dks* | | 6353<br>—<br>3732 | | | | | 1938 | Uraga Dock Co.Ld. Uraga | OkadaGumiK.K. | 423·2 \| 59·0 \| 32·8<br>P42′B159′F39′ | | | Osaka<br>Japanese<br>*WB* | 2 steam turbines DRgeared to 1 sc. shaft 517N.H.P.<br>IshikawajimaS.B.&E.Co. Ld.Tokyo | | C |
| 77587 | **Kogyoku Maru**<br>*Mchy. Aft* 1 *Dk* | | 1925<br>1540<br>1086 | | | | | 1939 | Kawaminami Kogyu K.K. Nagasaki | TamaiSyosenK.K. | 271·6 \| 40·0 \| 20·3<br>P87′F29′ | | | Kobe<br>Japanese<br>*WB* | T.3Cy.18½″,30″&50″–36″<br>150N.H.P.<br>KawaminamiKogyoK.K. | | |
| 77588<br>218426<br>KEBQ | **Kohala** (*ex*GoldenCross–38,<br>*ex*West Henshaw) *Fitted for oil fuel*<br>D.F. *Ref. Mchy.* 2 *Dks* | | 5833<br>5245<br>3674 | | | | | 1919 | J.F.Duthie &Co. Seattle, Wash | MatsonNavigation Co. | 409·7 \| 54·2 \| 27·7<br>P44′B115′F47′ | | | S.Frncisco<br>Utd. States<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>Hooven,Owens, 359N.H.P.<br>RentschlerCo.Hamilton,O. | | R |
| 77589<br>7708<br>JTDE | **Kohan Maru** Ⓟ<br>2 *Dks* | | 551<br>529<br>322 | | | | | 1903 | S.Ono Osaka | TosadomeiKisen K.K. | 171·0 \| 23·7 \| 17·2<br>B31′F19′ | | | Osaka<br>Japanese<br>*WB* | T.3Cy.12″,19½″&31½″–22″<br>47N.H.P.<br>S.Ono,Osaka | | |
| 183/40<br>77590<br>146234<br>GJFS | **Kohinur**<br>*ss*Cal.No.3–9,34<br>*ss*Cal.No.1–39<br>2 *Dks* (*Stl–U* teaks) | | 5168<br>4731<br>3240 | ✠100A1<br>10,40 ~~8,40~~<br>✠LMC<br>MS11,38 BS~~8,38~~<br>6,40 | Cal<br>Gls | *y* | CL<br>1,40 | 1922<br>2mo | Lithgows Ld. Port Glasgow | AsiaticS.N.Co.Ld. | 404·3 \| 52·2 \| 27·4<br>P36′B119′F47′ FK<br>*'Tween dk bulkhead dispensed with after hold*<br>*Cell DB 349′ 1125t DTa37′9 76t APT28t* | | | London<br>British<br>*Cem*<br>*5 BHto U dk*<br>*1 „ „ 2nd „ only* | T.3Cy.26″,42″&70″–48″ (*s*)<br>180lb *100lb* 435N.H.P.<br>2SB,*8cf*,GS150,HS6110 FD<br>Rankin&BlackmoreLdGrk | 30 ″ 0<br>*s* 5 *s* 7½<br>24 *s* 7 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. ✠ for Spec. Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned From present Entry. Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Distinctive of radio per |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77591<br>161353<br>GSFZ | **Kohistan**<br>*ss*Ant.No.2–38<br>**D.F.** 2*Dks*(*Stl*) | 5884<br>5444<br>3708 | ✠100A1<br>11,40~~5,40~~<br>✠LMC<br>MS6,38 | Gls<br>Sws<br>BS3,40 | *a*† | CL<br>3,40 | 1930<br>1mo<br>*Lloyd's* | J.Read-head&Sons, Ld.<br>SouthShields<br>*sA&CP* | StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*)<br>*CellDB*367'1237*t* | 425·8\|55·0\|28·5<br>P38'B131'F47' FK<br>*DTa*38' 903*t FPT*1 | London<br>British<br>7*BHptCem* | T.3Cy.28″,46″&78″–51″&<br>LP turbine with DR gearing & hydraulic coupling<br>210lb (*r*) 787NHP<br>3SB,*12cf*,GS207,HS9756 FD<br>J.Readhead&Sons,Ld.Shl. | 31 ″ 0<br>s 6 ″ 3½<br>24 ″ 11½ | |
| | *Fitted for oil fuel* 1.30 *F.P. above* 150° F. | | | | | | | | | 07*tAPT*38*t* | | | | | | |
| 77592<br>18703<br>JBZB | **Kohoku Maru** Ⓟ<br>2*Dks* | 2574<br>2004<br>1566 | ✠ ...<br>5,20<br>✠ | | | | 1915<br>10mo | Kawasaki Dkyd.Co.Ld. Kobe | OsakaSyosenK.K. | 284·5\|42·5\|20·7<br>P37'B100'F36' FK | Osaka<br>Japanese<br>*WB* | T.3Cy.20″,33½″&57″–39″ 267NHP<br>KawasakiDkydCoLdKobe | 23 ″ 0 | |
| 77593<br>DABO | **Koholyt** (*ex*Marienburg)<br>Wireless **D.F. E.S.D.** 1*Dk* | 844<br>597<br>484 | | | | | 1920 | Stettiner Oderwerke Stettin | Kohlen-Impotr-u. Poseidon SchiffahrtsA.G. | 202·4\|30·8\|12·2<br>Q65'B53'F28' | Königsbrg<br>German<br>*WB* | T.3Cy.13⅜″,21⅜″&35⅜″–25⅜″ 64NHP<br>StettinerOderwerke | | G |
| 77594<br>22956<br>JFLD | **Kohuku Maru**<br>(*ex*KofukuMaru–38) *ss*Yka.No.3–12,30<br>*ss*Yka.No.2–39<br>2*Dks*(*Stl*)&*Awng dk*(*Stl*) | 5822<br>5586<br>4280 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>6,40 ~~5,39~~<br>~~*Fitted for oil fuel* 5,38 *F.P. above* 150° F~~ | Yka<br>Osa<br>✠LMC~~5,38~~<br>6,40 | *y* | OG<br>~~5,39~~<br>6,40 | 1918<br>8mo | Kawasaki Dkyd.Co.Ld. Kobe<br>A&CP | YamashitaKisen K.K.<br>(*Collision BHto Awng dk*<br>*CellDB*334'1118*t FPT*126*t* | 385·0\|51·0\|36·0<br>FK<br>*APT*93*t* | Kobe<br>Japanese<br>*Cem* | T.3Cy.26″,43½″&72″–48″ (*s*)<br>200lb 440NHP<br>2SB(Spt)&1AuxSB,*8cf*,<br>GS154,HS5741 FD<br>KawasakiDkyd.CoLdKobe | 36 ″ 0<br>s 9 ″ 1⅜<br>27 ″ 1 | |
| 77595<br>39095<br>JRGJ | —<br>(*ex*KofukuMaru–38)<br>2*Dks*<br>*CruiserStern* | 3210<br>2602<br>1906 | | | | | 1934 | Mitsui Bussan Kaisha,Ld. Tama | YamasinaKisen K.K. | 317·0\|46·0\|25·4<br>P25'B83'F33' | Tokyo<br>Japanese<br>*WB* | T.3Cy.19¹¹⁄₁₆″,33⁷⁄₁₆″&57⅛″–<br>39⅜″ 205NHP<br>MitsuiBussanKaishaLd<br>Tama | | |
| 77596 | —<br>*Mchy.Aft* | 1925<br>1540<br>1086 | | | | | 1939 | Kawamin-amiKogyo K.K. Nagasaki | DaikoSyosenK.K. | 271·6\|40·0\|20·3<br>P87'F29' | Osaka<br>Japanese<br>*WB* | T.3Cy.18½″,30″&50″–36″<br>150NHP<br>KawaminamiKogyoK.K.<br>Koyagisima | | |
| 77597<br>25512<br>JRIE | —<br>(*ex*KofukuMaru–38)<br>1*Dk* | 753<br>579<br>416 | | | | | 1919 | Namura Gennosuke, Osaka | HayashiKozo | 180·0\|27·5\|16·5<br>P15'B46'F28' | Nishino-miya<br>Japanese<br>*WB* | T.3Cy.11¾″,19¹⁵⁄₁₆″&33½″–24″<br>55NHP<br>HasagawaTekkoshoOsaka | | |
| 77598<br>22457<br>JFLE | **Kohuku Maru No. 2**<br>(*ex*KofukuMaruNo.2–38, *ex*MinamotoMaru)<br>1*Dk* | 969<br>800<br>539 | | | | | 1918 | Namura Gennosuke, Osaka | NaoyetsuSyosen K.K. | 190·0\|31·0\|18·5<br>P22'B45'F22' *WB* | Naoetsu<br>Japanese | T.3Cy.13½″,22½″&37½″–27″<br>73NHP<br>HinomaruTekkosho,Osaka | | |
| 77599<br>853<br>ESCN | **Koidula** (*ex*LundyLight–32, *ex*Scottier, *ex*Kingsgate)<br>*ss*Tln.2ndNo.3–5,35<br>*ss*Tln.No.1–39<br>1*Dk*(*pt Iron&pt Stl*)2*trfb*<br>*deep framing&Web frames*3*Dk rule* | 3741<br>3476<br>2366 | ✠100A1<br>6,40 ~~8,39~~<br>✠LMC<br>MS8,39 | Tln<br>BS9,39 | *w* | CL<br>7,39 | 1909<br>5mo<br>*Lloyd's* | JLThomp-son&Sons,Ld. Sunderland<br>*sA&CP* | M.Männapso (E.Bergmann, *Mgr.*)<br>*CellDBa* | 346·5\|50·8\|23·3<br>P23'B92'F32' FK<br>119'*uE&B*40'*f*146' | Tallinn<br>Estonian<br>6*BHCem*<br>887*tAPT*93*t* | T.3Cy.25″,41″&67″–45″ (*s*)<br>180lb *75lb* 329NHP<br>2SB,*8pf*,GS148,HS5100<br>G.Clark,Ld.Sunderland | 25 ″ 6<br>s 4 ″ 4<br>21 ″ 5 | |
| 77600<br>19892 | **Koju Maru** **WoodAuxSr**<br>1*Dk* | 331<br>—<br>267 | | | | | 1917 | Sakamoto Inosuke Osaka | OsakaKaijoHiak Kwaten | 114·0\|25·2\|11·8 | Nishino-miya<br>Japanese | C.2Cy.10″&21″–14″<br>14NHP<br>YoshidaKynjiro,Osaka | | |
| 77601<br>28069 | **Koju Maru No. 6** **WoodAux**<br>1*Dk* | 369<br>305<br>239 | | | | | 1919 | Sakamoto Inosuke Osaka | SakamotoInosuke | 129·0\|28·0\|14·0 | Nishino-miya<br>Japanese | C.2Cy.11″&23⅛″–15½″<br>17NHP<br>KawaharaTekkosho,Osaka | | |
| 77602<br>45707<br>JOSJ | **Kokai Maru** Ⓟ<br>**D.F. E.S.D.** 2*Dks*<br>*CruiserStern* | 3871<br>—<br>2286 | | | | | 1939 | Hakodate DockCo.Ld. Hakodate | ShimataniKisen K.K. | 340·4\|48·2\|26·2<br>P29'B100'F31' | Kobe<br>Japanese<br>*WB* | T.3Cy.22⁷⁄₁₆″,33⁷⁄₁₆″&59¹⁄₁₆″–<br>44½″&exhaust turbine<br>driving steam compressor<br>232NHP<br>HakodateDockCo.Ld. | | |
| 77603<br>23955<br>JIHC | —<br>Wireless 1*Dk* | 1269<br>1057<br>851 | | | | | 1918 | Yoshiura Zosensho Yoshiura | KitaNipponKisen K.K. | 226·7\|33·5\|18·5 | Hutyu<br>Japanese | T.3Cy.14½″,24½″&40″–30″<br>88NHP<br>TakaoTekkosho,Kobe | | |
| 77604<br>45710<br>JHIN | —<br>*Oil Eng.*<br>*Mchy.Aft* | 541<br>—<br>316 | | | | | 1939 | Sanoyasu DockGoshi Kaisha Osaka | SankoKisenK.K. | 159·9\|27·5\|13·7 | Amaga-saki<br>Japanese | Oil Engines 4S.C.SA<br>6Cy.13″–19½″ 98NHP<br>HanshinIronWorks | | |
| 77605<br>28114<br>JAIA | **Koki Maru**<br>*ss*Kob.No.1–39<br>*ss*Kob.No.3–7,35<br>2*Dks*(*Stl*)<br>*Cargo battens not fitted* | 5291<br>4927<br>3222 | ✠100A1<br>8,40 ~~6,38~~<br>✠LMC~~8,39~~<br>8,40 | Kob | *y* | CL<br>~~6,37~~<br>7,40 | 1921<br>5mo | Ishikawa-jimaS.B.Co Tokyo<br>A&CP | HashimotoKisen K.K.<br>*CellDB*327'1076*t* | 388·0\|53·2\|32·0<br>P31'B117'F34' FK<br>*FPT*109*t APT*225*t* | Kobe<br>Japanese<br>6*BHCem* | T.3Cy.26″,43⅝″&72″–48″ (*s*)<br>200lb 513NHP<br>3SB,*9cf*,GS175,HS7376 FD<br>IshikawajimaSB.CoTokyo | 32 ″ 0<br>s 6 ″ 7⅜<br>25 ″ 7 | |
| 77606 | **Kokkinaki**<br>**D.F.** *Cruiser Stern* 1*Dk* | 2019<br>1699<br>1307 | | | | | 1939 | Smiths' DockCo.Ld. S.Bank,Mdb. | U.S.S.R. | 281·5\|44·0\|18·6<br>F27'B65'P24' *WB* | Petropav-lovskKam.<br>Russian | T.3Cy.18¼″,30½″&52″–36″<br>Smith'sDockCo.Ld.Mdb. | | N |
| 77607<br>45312<br>JXFM | **Kokko Maru**<br>*Oil Eng.*<br>*CruiserStern* | 717<br>—<br>498 | | | | | 1938 | Nakata Zosen-sho Osaka | SankoKisenK.K. | 170·0\|28·5\|15·2 | Amaga-saki<br>Japanese | Oil Engines 4S.C.SA<br>6Cy.13″–19¹¹⁄₁₆″ 99NHP<br>HanshinIronWks.LdKobe | | |
| 77608<br>28978<br>JHOA | **Koko Maru**<br>*Mchy.Aft* Wireless 1*Dk*<br>*Ref.Mchy.* | 1520<br>1191<br>785 | | | | | 1922 | Yokohama Dock K.K. Yokohama | NichiroGyogyo K.K. | 240·0\|35·0\|20·0<br>P49'B56'F32' | Yokohama<br>Japanese | T.3Cy.17″,28½″&48″–30″<br>YokohamaDock Co.Ld. 126NHP<br>Yokohama | | C |
| 77609<br>43451<br>JSFL | **Kokuryu Maru** Ⓟ **TwinSc**<br>*Ref.Mchy.* 3*Dks*<br>**D.F.** *CruiserStern* | 7369<br>—<br>4078 | | | | | 1937 | Mitsubishi Jukogyo K.K Nagasaki | OsakaSyosenK.K. | 425·8\|57·1\|33·3<br>F51' | Osaka<br>Japanese<br>*WB* | 4DRgearedSteamTurbines<br>1083NHP<br>MitsubishiJukogyoK.K.<br>Nag. | | |
| 77610<br>280<br>JPOC | —<br>(*ex*UsuriMaru) *ss*Drn.No.3–10,32<br>*ss*Kob.No.1–37<br>2*Dks*(*Stl*) | 6113<br>5180<br>4459 | ✠ ...<br>1,38<br>✠ | Kob | *z* | | 1921<br>8mo | OsakaIron Works,Ld. Innoshima | DairenKisenK.K.<br>*CellDB*360'980*t FPT*106*t* | 407·2\|50·8\|30·0<br>P40'B137'F46' FK<br>*APT*26*t* | Dairen<br>Japanese<br>7*BHCem* | T.3Cy.27″,45″&75″–51″<br>553NHP<br>3SB,*9cf*,GS190,HS8100<br>OsakaIronWorks,Ld. | 32 ″ 7 | |
| 77611<br>45866<br>JXZM | **Kokuyo Maru**<br>*Carrying Petroleum in bulk* *Oil Eng.*<br>**D.F. E.S.D.** *CruiserStern*<br>*Mchy.Aft* **GyC.** *Longitudinal framing* | 10027<br>—<br>5834 | | | | | 1938 | Kawasaki Dkyd.Co.Ld. Kobe | KokuyoKisenK.K. | 503·3\|65·0\|37·1<br>P180'B43'F43' | Tokyo<br>Japanese<br>*WB* | Oil Engines 2S.C.DA<br>8Cy28⅜″–47¼″ 2250NHP<br>KawasakiDkydCoLdKobe | | C |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assigné maintenant, expiré. Lettre d'Boulonnement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille [Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Marques de Classe. G. si ce navire est dans le Lloyd's Cert. Electrique. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77612 | **Kola** (*ex*Amantea–32,*ex*Galata, *ex*Spartivento,*ex*Ilmenau) | | 2654 / 1226 / 1000 | | | | | 1906 | Flensburgr Schiffsb.Ges. Flensburg | U.S.S.R. | 291·3 \| 44·0 \| 23·6 | | | Odessa Russian *WB* | T3Cy.20⅛″,33½″&57½″–37½″ 192NHP Flensburger,Schiffsb.Ges. | | |
| UNMS | | 1 *Dk & Spar dk* | | | | | | | | | B28′ | | | | | | |
| 77613 | — | | 1538 | ✠100A1 | Sng | *r* | CL | 1924 | Swan,Hunter& Wigham Richardson, Ld.Newcastle | BritishIndiaStm. Nav.Co.Ld. | 278·3 \| 40·0 \| 14·2 | | | London British | Oil Engines 2S.C.SA 6Cy.17½″–35″ 318NHP Swan,Hunter&Wigham Richardson,Ld.Nwc. | 16 ″ 8 | |
| 147654 | | *ss*Sng.No.1–40 *Oil Eng.* | 1117 | *with freeboard* | | | N7,39 | 5mo | | | F27′ FK | | | 5 *BH Cem* | | 8 ″ 5 | |
| GKMN | Wireless | *ss*Sng.No.3–7,36 1 *Dk(Stl)&* | 720 | 6,40 7,8m ✠LMC CS4,37 | | | | *Lloyd's SA&CP* | | *CellDB211′307t* | *(Coll BH to Sh dk* | | | *BH to Sh dk* | | 16 ″ 5 | |
| | | *Shelter dk(pt Stl–teak s)* | | 1,38 12,39 | | | | | | | 4 ,, ,,2nd ,, | | | 4 ,, ,, *U* ,, | | | |
| 77614 | **Kolambugan** | | 690 | ✠ … | | | | 1929 | Hong K'ng & Whampoa Dock Co.Ld. Hong Kong | LaNavieraFilipina Inc. | 181·2 \| 30·1 \| 13·7 F26′ FK | | | Cebu,P.I. Utd.States *WB* | Oil Engines 2S.C.SA 6Cy.16½″–22″ 286NHP Marine Pipe&Mch Wks&Sea. | 14 ″ 6 | |
| | | *Oil Eng.* | 606 | 7,32 | | | | 11mo | | | | | | | | | |
| KZCN | *Mchy.Aft* Wireless | 1 *Dk* | 385 | ✠NE19 *refitted 29*✠ | | | | | | | | | | | | | |
| 77615 | **Kolberg** | | 693 / 499 | | | | | 1925 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 184·8 \| 28·9 \| 11·4 Q53′B44′F22′ | | | Stettin German *WB* | C4Cy.(2)12¾″&(2)27⅞″–27⅞″ 67NHP Ottensener Maschf. G.m.b.H.Ottensen | | G |
| DAPP | Wireless | 1 *Dk* | 383 | | | | | | | | | | | | | | |
| 6/41 77616 | **Kolchis** (*ex*Waldinge–37,*ex*Sybil) | | *2219* | ✠ … | | | | 1909 | Atel.&Ch. de France Dunkirk | SynodinosBros. | 288·7 \| 42·8 \| 19·7 P19′B74′F33′ FK | | | Piræus Greek *WB* | T.3Cy.21″,33″&56″–36″ 208NHP Atel&Chant.de France Dnk | 22 ″ 6 | V † |
| | | *ss*Bdx.No.3–6,23 | *2020* | 4,28 | | | | 12mo | | | | | | | | | |
| SVVF | | 1 *Dk & deep framing* | *1314* | ✠ | | | | | | | | | | | | | |
| 77617 | **Koldinghus** Ⓟ | | 674 / 463 | | | | | 1912 | Kjöbnhvns Flydk.&Skbs. Copenhagen | DetForenede DampskibsSelsk. | 187·4 \| 31·5 \| 13·0 P119′F23′ | | | Vejle Danish *WB* | T.3Cy.16½″,27″&44″–30″ 106NHP Kjbnhavns Flydk.&Skbsv. | | V |
| OYFD | Wireless | 1 *Dk* | 348 | | | | | | | | | | | | | | |
| 77618 | **Kolenté** | | 3723 | | | | | 1933 | Ch.&Atel. de Provence S.A. Port de Bouc | ChargeursRéunis | 324·8 \| 48·6 \| 30·4 B96′ | | | Bordeaux French *WB* | T.3Cy.26¾″,40⅛″&66½″–43⅞″ 296NHP Ch.&Atel.de Provence,Msl. | | V |
| | | *Fitted for oil fuel* | 3383 | | | | | | | | | | | | | | |
| FOQP | *Ref.Mchy.* D.F. | 2 *Dks & Awng dk* | 1751 | | | | | | | | | | | | | | |
| 116/40 77619 | **Kolga** (*ex*Everosa–39, *ex*Munorway–34, *ex*Progress III) | *ss*Ams.No.3–7,25 *ss*Nwc.No.1–28 1 *Dk(Stl)* | 3526 / 3323 / 2229 | ✠ —— 9,34 ✠ | NNs | *w* | | 1912 5mo | Campbel-town S.B.Co. Campbeltwn | J.Silberberg& others | 348·0 \| 50·0 \| 23·6 P29′B90′F36′ FK | | | Tallinn Estonian *Cem* | T.3Cy.24″,40″&65″–45″ 322NHP 3SB,*9cf*,GS162,HS5142 J.G.Kincaid&Co.Ld.Grk. | 25 ″ 10 | V † |
| ESGO | | | | | | | | | *Interm* | *ediate BH in after CellDBa* | *hold dispensed with 111′uE21′f153′942t* | | | *5 BH only APT80t* | | | |
| 77620 | **Kolima** Ⓟ (*ex*Prosper) | | 1528 / 1313 | | | | | 1906 | Nylands Værksted Oslo | U.S.S.R. | 240·4 \| 35·3 \| 19·8 B130*t*F30*t* | | | Vladvostk Russian *WB* | T.3Cy.18⅝″,29½″&48″–33″ 132NHP Nylands Værksted,Oslo | | |
| UOIJ | Wireless | 1 *Dk & Spar dk* | 915 | | | | | | | | | | | | | | |
| 77621 | **Kolkhosnik** (*ex*Rockcliffe–35) | | *3880* | ✠ … | Shl | *w* | | 1925 5mo | J.Readhead &Sons,Ld. South Shields | U.S.S.R. | 364·2 \| 50·6 \| 23·7 P34′B104′F33′ FK | | | Odessa Russian *Cem* | T.3Cy.25″,42″&69″–45″ 371NHP 2SB,*6cf*,GS120,HS6044 J.Readhead&SonsLd,S.Shl | 26 ″ 0 | |
| | | *ss*Shl.No.2–35 | *3544* | 8,36 | | | | | | | | | | | | | |
| UPLF | | 1 *Dk(Stl)* | *2350* | ✠ | | | | | | *CellD* | *B318′ 987t FPT59t* | | | *6 BHpt Cem APT170t* | | | |
| 77622 | **Koll** Twin Sc | | 10044 | ✠100A1 | NYk | *e*† | CL | 1930 | Deutsche Werft.A.G Finkenwrder | OddBergs TankrederiA/S (OddBerg,*Mgr.*) | 487·4 \| 66·0 \| 37·3 505·3(O.L.) | | | Oslo Norwegian | Oil Engines 2S.C.DA 6Cy.23⅜″–35⅞″ 1175NHP | 36 ″ 9 | |
| | | *Oil Eng.* | 9312 | 9,102 10,41 | | | 8,30 | 10mo | | | | | | 14 *BH* | 2DB *170lb* | | |
| LDRI | | *ss*Rot.No.2–39 | 5891 | ✠LMC CS8,39 | | | 4,41 | | | | P112′F42′ FK | | | | ~~Inv(Vertical)~~ | | |
| | | *Mchy.Aft* 1 *Dk(Stl)* 2 *nd dk(Stl) in machinery space* *Cruiser Stern* | | DBS8,38 8,39 9,40 | | | | *Lloyd's SA&CP* | | *CellDBuE72′ 168t* | *DTf43′807t FPT205t* | | | *APT252t* | 3 DB(*Vertical*)– Maschfbk.Augsburg-Nürnberg,A.G.Augsburg | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 77623 | **Kollbjörg** | | 8259 | ✠100A1 | Gal | *c*† | CL | 1937 | Eriksbergs M.V.Aktieb. Gothenburg | A/S Kollbjörg (Odd.Berg& HjalmarBjörge) | 469·2 \| 61·1 \| 34·5 486·6(O.L.) | | | Oslo Norwegian | Oil Engines 2S.C.DA 6Cy.17½″–47½″ 644NHP | 34 ″ 0 | |
| | | *Oil Eng.* | 7561 | 8,40 12,36 | | | 8,40 | 5mo | | | P92′B28′F41′ FK | | | 12 *BHpt Cem* | 2DB *142lb* | s 7 ″ 5 | |
| LJLX | D.F. *Mchy.Aft* | 1 *Dk* | 4978 | ✠LMC 5,37 | | | | *Lloyd's SA&CP* | | *CellDBuE* | *68′173t DTf23′500t* | | | *APT141t* | | 26 ″ 9½ | |
| | *Part electrically welded* | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | | | | | | Eriksberg M.V.Aktieb.Got. | | |
| 77624 | **Kollektivizatzia** | | 3925 | | | | | 1934 | States S.B. Yd.“61 Kommunar” Nicolaieff | U.S.S.R. | 347·8 \| 51·5 \| 24·0 | | | Russian *WB* | Oil Engines Russian Diesel Works,Len. | | |
| | | *Oil Eng.* 2 *Dks* | | | | | | | | | | | | | | | |
| 77625 | **Kollskegg** | | 9858 | ✠100A1 | Got | *e*† | CL | 1940 | Eriksbergs M.V.Aktieb. Gothenburg | OddBergs TankrederiA/S (OddBerg,*Mgr.*) | 498·4 \| 65·3 \| 36·4 518·4(O.L.) | | | Oslo Norwegian | Oil Engines 2S.C.DA 8Cy.17½″–47½″ 861NHP | 36 ″ 0 | |
| | | *Oil Eng.* | 8975 | 7,40 12,10 7,41 Scn Mdb | | | 6,41 | 1mo | | | P101′B37′F48′ FK | | | 11 *BHpt Cem* | 2DB *142lb* | s 7 ″ 7½ | |
| LKJT | *Mchy.Aft* D.F. E.S.D. | 1 *Dk* | 5845 | ✠LMC 1,40 | | | | *Lloyd's SA&CP* | | *CellDBuE86′224t* | *Wing tanks in ER* | | | 485*t DTf27′590t FPT151t APT234t* | Eriksberg M.V.Aktieb.Got. | 28 ″ 7½ | |
| | | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | *Butts of shell & butts & seams of deck plating elec.welded* | | | | | | | | | | | | | | | |
| 91/40 77626 | **Köln** | **4 Mst** | 7881 / 7248 | | | | | 1921 | Bremer Vulkan Vegesack | Norddeutscher Lloyd | 474·0 \| 60·7 \| 32·8 P39′B142′F55′ | | | Bremen German *WB* | T.3Cy.32¾″52⅝″&86⅜″–55⅛″ 556NHP Bremer Vulkan,Vegesack | | G |
| DOCC | D.F Sub Sig | 2 *Dks & Shelter dk* | 4833 | | | | | | | | | | | | | | |
| 77627 | — | **Twin Sc** | 882 / 731 | | | | | 1912 | F.Schichau Elbing | Schiffahrt-u.Asse-kuranz-Ges.E.Russ &Co. | 220·4 \| 33·5 \| 12·6 Q66′B50′F25′ | | | Hamburg German *WB* | T6Cy11⅞″,19⅝″&31½″–17⅞″ 84NHP F.Schichau,Elbing | | G |
| | (*ex*Elbing VIII) | | | | | | | | | | | | | | | | |
| DHOH | | 1 *Dk* | 486 | | | | | | | | | | | | | | |
| 77628 | **Kolsdal** (*ex*Syrier) | | 1269 | ✠100A1 | Bgn | *o* | OG | 1920 | Lloyd Royal Belge (Gt.Britain) Ld. Glasgow | D/S A/S Argus (AlfLindö,*Mgr.*) | 240·3 \| 35·7 \| 15·3 251·6(O.L.) | | | Haugesnd Norwegian | T.3Cy.15″,25″&40″–27″ (*s*) 185lb 2SB(Spt),*4cf*,GS48,HS815 McKie&Baxter,Glasgow | 17 ″ 3 | |
| | | *ss*Osl.No.3–5,33 | 1027 | 10,40 12,30 Shl | | | 9,30 | 3mo | | | P27′B57′F27′ FK | | | 4 *BH Cem* | | | |
| LEGM | | *ss*Osl.No.1–36 | 735 | ✠LMC | | | 10,40 | | | *CellDB211′386t FPT* | | | | 21*t APT15t* | | | |
| | | 1 *Dk(Stl)* | | MS6,37 BS9,38 10,40 9,39 | | | | *Lloyd's SA&CP* | | | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 77629 | **Kolsnaren** | | 2465 | ✠100A1 | Got | *u* | OG | 1923 6mo | Aktieb. Gotaverken Gothenburg | Rederiaktieb Transatlantic (G. Carlsson,*Mgr.*) | 312·3 \| 45·5 \| 18·8 316·0(O.L.) | | | Gothenbrg Swedish | Oil Engines 4S.C.SA 6Cy.24½″–51⅞″ 355NHP | 22 ″ 9 | |
| 6991 | | *Oil Eng.* | 2030 | *Shelter dk* | Phl | | 10,38 | | | | | | | *pt Cem* | | s 1 ″ 5 | |
| SHLA | D.F. | *ss*Got.No.3–1,39 | 1245 | *with freeboard* 8,40 12,30 | | | | *Lloyd's SA&CP* | | | FK *Collision* | | | *100lb BH to Sh dk* | Aktieb.Gotaverken,Got. | 21 ″ 7½ | |
| | | 1 *Dk(Stl)& Shelter dk(Stl)* | | ✠LMC CS1,39 | | | | | | *CellDB249′765t* | *FPT121t APT81t* | | | 4 ,, ,, *U* ,, | | | |
| | | *Cruiser Stern* | | DBS6,39 8,40 1,38 | | | | | | | | | | | | | |
| 77630 | **Komaki Maru** Ⓟ | | 8525 | ✠100A1 | Kob | *d*† | CL | 1933 | Harima S.B.&Eng. Co.Ld. Harima | KokusaiKisenK.K. | 453·5 \| 60·7 \| 40·1 30·8 | | | Kobe Japanese | Oil Engines 2S.C.DA 7Cy.29½″–47½″ 2185NHP | 40 ″ 1 | |
| 38561 | | *Oil Eng.* | 7914 | *with freeboard* | | | 12,38 | 12mo | | | | | | | DB *100lb* | ~~s 13 ″ 4~~ | |
| JNFI | | *ss*Kob.No.1–38 | 5189 | 2,40 | | | | | | | F40′ FK | | | *BH to W dk* | Kobe Steel Works,Kobe | ~~27 ″ 11~~ s 12 ″ 3½ | |
| | D.F. GyC. | 2 *Dks* | | ✠LMC CS12,38 | | | | *Lloyd's SA&CP* | | *CellDB352′1439t* | *(Coll BH dispensed with* | | | 7 ,, ,,2nd ,, | | 28 ″ 0 | |
| | | 3rd dk except in aftermost hold *Cruiser Stern* | | DBS2,40 12,38 | | | | | *Upper 'tween* | *dk bhds except Coll* | *1′1387t tanks at sid* | | | *es of tunnel* | 196*t FPT90t APT67t* | | |
| | | *Tonnage opening closed'38* | | *Carrying car go oil F. P. above 150°F. in deep tanks* | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Mor ded de sh. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of T. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77631 | **Komata** | | 3900 | ✠100A1 | Syd | *w* | CL | 1938 | A.Stephen | UnionS.S.Co.of | 344·6 | 52·7 | 25·5 | Wellingtn | T.3Cy.24½″,41″&68″–48″ (*s*) | 28 ″ 0 | |
| 157659 | | | 3169 | ~~1,19~~ 9,39 8,40 | ~~Artk~~ | | | 12mo | &Sons,Ld. | NewZealand,Ld. | 359·6 (O.L.) | | | British | 200lb 516NHP | s4 ″ 6 | |
| ZMCX | | "*Arcform*" 1*Dk* | 2028 | ✠LMC12,38 | | | | | Glasgow | | P36′B92′F39′ | | FK | 5*BHptCem* | 3SB(Spt)*9cf*,GS184,HS7932 | 23 ″ 8 | |
| | | *Cargo battens not fitted except in upper* | | | | | | *Lloyd's* | *AS&CP* | | | | | *ptAsp* | FD | | |
| | | *CruiserStern* *portion of holds* | | *Fitted for oil fuel* 1 2 3 | | | *F.P.* | *above* | 150°F. | *CellD* | *B272′743t FPT113t* | | | *APT159t* | A.Stephen&Sons,Ld.Gls. | | |
| 77632 | **Komet** (*ex*CharlesSchiaffino, *ex*Pluto) | | 1147 | | | | | 1912 | Lxevaags Msk.&Jrnskb | D/S A/S Danto (H.Tangvald-Pedersen,*Mgr.*) | 229·2 | 35·2 | 15·9 | Porsgrunn | T.3Cy.16¾″,27″&44″–30″ | | N |
| | | | 1005 | | | | | | Bergen | | P11*t*H46*t*F30*t* | | | Norwegian | 106NHP | | |
| LEGN | Wireless D.F. | 1*Dk* | 675 | | | | | | | | | | | *WB* | LaxevaagsMsk&Jrns.Bgn. | | |
| 77633 | **Komiles** | | 3962 | | | | | 1932 | StatesS.B. Yd."Marti" Leningrad | U.S.S.R. | 347·6 | 51·5 | 24·9 | Leningrad | Oil Engines 2S.C.SA | | |
| | | *OilEng.* | 3527 | | | | | | | | P29′B53′F30′ | | | Russian | 4Cy.26¾″–47 3/16″ 497NHP | | |
| UNLF | | 1*Dk* | 2256 | | | | | | | | | | | | RussianDieselWorks,Len. | | |
| 77634 | **Kommandören** Ⓟ | | 543 | | | | | 1891 | AkersMek Værksted Oslo | Fylkesbaatanei Sogn&Fjordane | 161·8 | 24·4 | 19·8 | Bergen | T.3Cy.16″,26″&42″–30″ | | |
| | | | 282 | | | | | | | | H29*t* | | | Norwegian | NB10 97NHP | | |
| LEGO | | 2*Dks* | 315 | | | | | | | | | | | | AkersMek.Værksted,Oslo | | |
| 77635 | **Kommodore Johnsen** Aux4Mst | | 3572 | | | | | 1921 | Frd.Krupp Act.Ges. Kiel | Norddeutscher Lloyd | 328·8 | 48·2 | 26·9 | Bremen | Oil Engines 4S.C.SA | | G |
| | (*ex*MagdaleneVinnen–36) *OilEng.* Bk | (*TrainingShip*) | 3094 | | | | | | | | P41′B107′F27′ | | | German | 4Cy.18 3/16″–24½″ 128NHP | | |
| DOFN | Sub.Sig. *Mchy.Aft* | 2*Dks* | 2994 | | | | | | | | | | | *WB* | Frd.KruppA.G.Kiel | | |
| | | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | |
| 77636 | **Kommunist** (*ex*MichaelLund, *ex*Regimen) | *ss*Sld.No.3–10,04 | 1941 | ✠ | Rot | *r* | | 1891 | Sunderlnd S.B.Co.Ld. Sunderland | U.S.S.R. | 264·7 | 38·2 | 19·6 | Odessa | T.3Cy.20″,34″&56″–36″ | 19 ″ 6 | |
| | | *ss*Rot.No.2–13 | 1840 | 10,19 | | | | 9mo | | | P23′Q84′ | | | Russian | NDB04 192NHP | | |
| UNYH | | 1*Dk*(*Irn*)&*Web frames*& *ptAwng dk*(*Irn*) | 1180 | ✠ | | | | | | | *ptAwng dk*158′ | | FK | 6*BHCem* | 2SB,*6cf*,GS90,HS2928 | | |
| | | | | | | | | | | | *CellDB*218′390*t* | | | *APT49t* | N.E.MarineEng.CoLd.Nwc | | |
| 77637 | **Komoku** | TwinSc | 698 | | | | | 1938 | MooreD.D. Co. Oakland,Cal. | Bay&River NavigationCo. | 182·5 | 40·0 | 8·7 | S.Frncisco Utd.States | Oil Engines 4S.C.SA | | R |
| 237767 | | *OilEng.* | — | | | | | | | | | | | | 12Cy.11″–15″ 140NHP | | |
| WNTO | *Mchy.Aft* | 1*Dk* | 328 | | | | | | | | | | | | UnionDieselEng.Co. SanFrancisco,Cal. | | |
| | *Electrically welded* | | | | | | | | | | | | | | | | |
| 77638 | **Komsomolets Arctiki** | Iron | 3450 | | | | | 1897 | Nederl. Schps.Maats. Amsterdam | U.S.S.R. | 322·4 | 44·2 | 28·5 | Murmansk | T.3Cy.24″,36″&60″–42″ | | |
| | (*ex*ArcticPrince–36,*ex*Helder,*ex*Sirius, | | 3215 | | | | | | | | F61′P152′ | | | Russian | NB28 233NHP | | |
| USBE | *ex*Madura) | 1*Dk*&*Spar dk*3*trB* | 2310 | | | | | | | | | | | *WB* | Ned.Fab.v.Werk.Mat.Ams | | |
| | E.S.D. | *Ref.Mchy.* | | | | | | | | | | | | | | | |
| 77639 | **Komsomolsk** | | 2900 | | | | | 1936 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | U.S.S.R. | 321·5 | 48·0 | 20·3 | Archangel | T.3Cy.20″,33″&57″–42″ | | |
| | | | 2500 | | | | | | | | P32′B96′F33′ | | | Russian | 210NHP | | |
| UPOT | D.F. E.S.D. | 1*Dk* | 1640 | | | | | | | | | | | *WB* | N.E.MarineEng.CoLdNwc | | |
| | Sub.Sig. | *CruiserStern* | | | | | | | | | | | | | | | |
| 77640 | **Kōnan Maru** (*ex*KohnanMaru–38) | | 5227 | ✠ ... | Yka | *z* | | 1918 | Mitsubishi ZosenKaisha Ld.Nagasaki | KiharaSyōsen KōgyōK.K. | 400·0 | 54·5 | 30·3 | Tokyo Japanese | T.3Cy.27⅞″,44½″&75″–48″& | 30 ″ 0 | |
| 24039 | | *ss*Yka.No.3–11,30 | 4844 | 3,40 | | | | 11mo | | | P39′B121′F40′ | | FK | 6*BHCem* | LP turbine with DR gearing & hydraulic coupling | | |
| JHAD | | *ss*Kob.No.2–38 | 3201 | ✠ | | | | | | | | | | | 548NHP | | |
| | | 2*Dks*(*Stl*) | | | | | | | | *CellDB* | 350′1075*t FPT130t* | | | *APT37t* | 3SB,*9cf*,GS162,HS6591 MitsubishiZosenKaishaLd. | | |
| 77641 | **Konan Maru** Ⓟ | | 2627 | ✠ ... | | | | 1915 | OsakaIron Works Osaka | OsakaSyosenK.K. | 284·7 | 42·5 | 23·0 | Osaka | T.3Cy.20″,33″&57″–39″ | 23 ″ 0 | |
| 18453 | | | 2068 | 11,21 | | | | 9mo | | | P40′B100′F36′ | | | Japanese | 283NHP | | |
| JAJB | | 2*Dks* | 1603 | ✠ | | | | | | | | | FK | *WB* | OsakaIronWorks,Osaka | | |
| 77642 | — | (*ex*KwonanMaru–38) | 1333 | | | | | 1902 | ..... | KonanKisenK.K. (HinodeKisen Kaisha,*Mgrs.*) | 230·2 | 34·5 | 19·1 | Tokyo Japanese | T.3Cy.18″,30″&48″–33″ | | |
| 10387 | | | 1151 | | | | | | | | P31′B56′F29′ | | | *WB* | 132NHP | | |
| JIHF | Wireless | 1*Dk*&*Spar dk* | 768 | | | | | | | | | | | | | | |
| 77643 | — | | 994 | | | | | 1918 | Kyushu ZosenSho Wakamatsu | IkedaShojiK.K. | 190·0 | 31·1 | 18·5 | Nishino-miya | T.3Cy.13″,21⅜″&36″–27″ | | |
| 22906 | | | 828 | | | | | | | | P28′B37′F25′ | | | *WB* | 67NHP | | |
| JQYE | | 1*Dk* | 558 | | | | | | | | | | | Japanese | HasegawaTekkoshoOsaka | | |
| 77644 | **Konei Maru** | | 2345 | | | | | 1930 | MitsuiBus-sanK.K. Tama | YamasinaKisen K.K. | 291·2 | 42·0 | 21·7 | Tokyo | T.3Cy.19″,32″&53″–36″ | | C |
| 35937 | | | 1936 | | | | | | | | P22′B72′F33′ | | | Japanese | 169NHP | | |
| JJFC | | 1*Dk* | 831 | | | | | | | | | | | | MitsuiBussanK.K. | | |
| 77645 | **Kong Alf** (*ex*Scotland) | | 686 | | | | | 1920 | A/S Boker-öensSkibs-byg. Svelvik | DetSöndenfjelds NorskeDamp-skibsselskap | 181·2 | 31·1 | 12·9 | Oslo | T.3Cy.14″,23″&39″–27″ | | N |
| | | | 573 | | | | | | | | P58*t*H5*t*F24*t* | | | Norwegian | 79NHP | | |
| LEGP | *Mchy.Aft* | 1*Dk* | 369 | | | | | | | | | | | *WB* | ShieldsE.&DDCoLd.N.Shl | | |
| 77646 | **Kong Björn** | | 931 | | | | | 1921 | A/S Larvik Slip& Verksted Larvik | DetSöndenfjelds NorskeDamp-skibsselskap | 197·8 | 32·3 | 12·4 | Oslo | T.3Cy.14″,23½″&38″–27″ | | N |
| | | | 647 | | | | | | | | Q38*t*B116*t*H54*t* | | | Norwegian | 75NHP | | |
| LEGQ | Wireless D.F. | 1*Dk* | 532 | | | | | | | | P32*t*F5*t* | | | *WB* | A/S LarvikSlip&Verksted. Larvik | | |
| | | *CruiserStern* | | | | | | | | | | | | | | | |
| 77647 | **Kong Dag** Ⓟ | | 1862 | | | | | 1923 | Fredrkstad Mek.Værks. Fredrikstad | DetSöndenfjelds NorskeDamp-skibsselskap | 255·1 | 38·2 | 19·4 | Oslo | T.3Cy.22″,36″&60″–39″ | | N |
| | | | 1331 | | | | | | | | P74*t*B183*t*H225*t* | | | Norwegian | 225NHP | | |
| LCPR | | 2*Dks* | 1119 | | | | | | | | F32*t* | | | *WB* | FredrikstadMV.Frdstad. | | |
| 77648 | **Kong Erik** | | 940 | | | | | 1904 | Trndhjms Mek.Værks. Trondheim | Nordenfjeldske Dampskibsselskab | 196·3 | 30·1 | 20·4 | Tr'ndheim | T.3Cy.16½″,26″&44″–30″ | | |
| | | | 913 | | | | | | | | H21*t* | | | Norwegian | 106NHP | | |
| LEGR | | 1*Dk*&*Spar dk* | 553 | | | | | | | | | | | *WB* | TrondhjemsMV Trndheim | | |
| 77649 | **Kong Haakon** Ⓟ | | 874 | | | | | 1904 | Schömer& Jensen Tönning | DetStavangerske Dampskibsselskab | 196·0 | 28·7 | 13·9 | Stavanger | T.3Cy.18 1/16″,30 5/16″&50″–29½″ | | |
| | | | 794 | | | | | | | | H58*t* | | 21·1 | Norwegian | 136NHP | | |
| LEGU | | 1*Dk*&*Awng dk* | 472 | | | | | | | | | | | *WB* | Schömer&Jensen,Tönning | | |
| 77650 | **Kong Halfdan** (*ex*Rethymo) | | 1456 | | | | | 1923 | Schiffb.Ges Unterweser Weser-münde-L. | DetNordenfjeldske Dampskibsselskab | 228·5 | 34·5 | 20·0 | Tr'ndheim | T.3Cy.15⅝″,27½″&45⅝″–27½″ | | N |
| | *Ref.Mchy.* | | 1298 | | | | | | | | P25*t*B52*t*H83*t*F14*t* | | | Norwegian | 110NHP | | |
| LCPS | Wireless D.F. | 1*Dk*&*Shade dk* | 835 | | | | | | | | | | | *WB* | A.Borsig,G.m.b.H.Berlin | | |
| 77651 | **Kong Harald** Ⓟ | | 1151 | ✠ | Bhn | | | 1890 | J.C. Tecklenborg Weser-münde-G. | DetNordenfjeldske Dampskibsselskab | 220·6 | 30·0 | 13·0 | Tr'ndheim | T3Cy.18½″,32½″&51 1/16″–31½″ | 22 ″ 8 | |
| | Wireless D.F. | | 1046 | 10,90 | | | | 10mo | | | H105*t* | | 20·3 | Norwegian | NB09 167NHP | | |
| LEGV | Sub.Sig. | 2*Dks*&*Awng dk* | 679 | | | | | | | | len09 | | BK7″ | 4*BHCem* | | | |
| | *Ref.Mchy.* | | | | | | | | | | | | | *WB* | H.Pauksch,Landsberg | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné/ maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milliers du navire. Tirant d'eau correspondant. pds. | pa. | 15 Pieds de Franc-bord. Pieds de Tirant d'eau. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77652 | **Kong Magnus** (*ex*Lukesfjell, *ex*Cratheus) | TwinSc | 1410 / 1175 | | | | | 1911 | Akers Mek. Værks. Oslo | DetNordenfjeldske Dampskibsselskab | 251·7 | 38·2 | 15·8 | Tr'ndheim Norwegian | T.6Cy.13½″,22″&27½″–28″ 80NHP | | N |
| LDLA | Wireless D.F. 1*Dk* | | 718 | | | | | | | | P43*t* | F30*t* | H92*t* | | *WB* | Akers Mek. Værks. Oslo | | |
| 77653 | **Kong Ning** Ⓟ | TwinSc | 1096 / 426 | | | | | 1918 | LauSum Kee Hong Kong | West River Transportation & Trading Co. Ld. | 170·8 | 32·9 | 9·0 | Hong Kong British | C.4Cy.13½″&27″–18″ 75RHP | | |
| 142216 VPGS | Wireless 1*Dk & Saloon dk* | | 658 | | | | | | | | | | | | | *Emade* 16 *Bmade* 96 Kwong Cheong Loong HKg | | |
| 77654 | **Kong Olaf** | Iron | 562 / 521 | | | | | 1883 | Stavanger Stöberi & Dok. Stavanger | Det Stavangerske Dampskibsselskab | 173·2 | 24·0 | 17·7 | Stavanger Norwegian | T.3Cy.15″,25″&41″–27″ NE&B05 87NHP | | |
| LHGW | 1*Dk & Awng dk* | | 297 | | | | | | | | H41*t* | | | | *WB* | Laxevaags Mskbyg. Bgn. | | |
| 77655 | **Kong Oscar II** Ⓟ | | 914 / 840 | | | | | 1904 | Akt. Burmeistr & Wain Copenhagen | A/S Arendals Dampskibsselskab | 197·0 | 30·7 | 15·0 | Arendal Norwegian | T.3Cy.18½″,30″&50″–33″ 144NHP | | N |
| LEGY | 1*Dk & Awng dk* | | 477 | | | | | | | | H74*t* | | 21·8 | | *WB* | Akt. Burmeistr & Wain, Opn | | |
| 77656 | **Kong Ring** Ⓟ | | 1994 / 1430 | | | | | 1929 | Nylands Værksted Oslo | Det Söndenfjelds Norske Dampskibs-selskab | 271·3 | 38·2 | 19·4 | Oslo Norwegian | T.3Cy.22″,35″&60″–42″ 283NHP | | N |
| LCPT | D.F. *Cruiser Stern* 2*Dks* | | 1201 | | | | | | | | P77*t* | B204*t* | H236*t* F32*t* | | *WB* | Nylands Værksted, Oslo | | |
| 77657 | **Kong Sigurd** | | 916 / 669 | | | | | 1927 | Nylands Værksted Oslo | Det Söndenfjelds Norske Dampskibs-selskab | 212·2 | 32·2 | 12·5 | Oslo Norwegian | T.3Cy.15½″,26″&44″–27″ 101NHP | | N |
| LCPU | Wireless D.F. 1*Dk* | | 419 | | | | | | | | P56*t* | H108*t* | F9*t* | | *WB* | Nylands Værksted, Oslo | | |
| 77658 | **Kong So** Ⓟ (*ex*Chuen Chow) | TwinSc | 789 / 310 | | | | | 1915 | Kwong Fook Cheong Hong Kong | N.J. Asquith | 157·7 | 27·0 | 9·2 | Hong Kong British | C.2Cy.13½″&27″–18″ 62RHP | | |
| 137684 VRDG | 1*Dk & Shade dk* | | 482 | | | | | | | | | | | | | Kwong Fook Cheong, H.Kg | | |
| 77659 | **Kong Trygve** Ⓟ | | 1141 / 819 | | | | | 1931 | Fredrkstad Mek. Værks. Fredrikstad | Det Söndenfjelds Norske Dampskibs-selskab | 227·3 | 35·1 | 13·3 | Oslo Norwegian | C.4Cy.(2)13¾″&(2)32$\frac{5}{16}$″–30½″ 96NHP | | N |
| LDPZ | Wireless D.F. 1*Dk* | | 586 | | | | | | | | P41*t* | H198*t* | F6*t* | | *WB* | Fredrikstad M.V. Frdstad. | | |
| 77660 | **Kongo Maru** Ⓟ | | 8624 | ✝100A1 | Kob | *d*† | CL | 1935 | Harima S.B.&Eng. Co.Ld. Harima | Kokusai Kisen K.K. | 453·5 | 60·7 | 30·8 / 40·1 | Tokyo Japanese | Oil Engines 2S.C.DA 8Cy.27$\frac{5}{16}$″–47½″ 2115NHP 8 *BHpt Cem* DB *100lb* | 40 ″ 0 | |
| 40114 | *ss*Kob. No.1–39 | | 7891 | *with freeboard* | | | 5,38 | 2mo | | | | | | | | | s 12 ″ 3½ | |
| JWIJ | *Oil Eng.* | | 5111 | 6,40 ~~3,00~~ | | | | | | | F34′ | | FK | | | *Coll to W dk* 7 ,, *2nd* ,, *tunnel* 167*t* | 27 ″ 11½ | |
| | 2 *dks*, 3*rd dk except* | | | ✝LMC CS3,39 | | | | | | | | | | | | Kawasaki Dkyd Co Ld Kobe | | |
| | D.F. GyC. *in aftermost hold* | | | DBS ~~3,00~~ 6,40 ~~3,30~~ 6,40 | | | | *Lloyd's* 100 | *SA&CP* | *Cell DB* 359′ 1420*t* | | | | | | | | |
| | *Tonnage opening closed* 38 *Cruiser Stern* | | | *Carrying cargo oil* | | | *F. P. abt* | | | *s DTsa* 49′ 1382*t* | *Tanks at sides of* | | | | *FPT* 76*t APTs* 234*t* | | | |
| 77661 | — Ⓟ | TwinSc | 7082 / — | | | | | 1936 | Mitsubishi Jukogyo K.K. Nagasaki | Government of Japan (Dept. of Railways) | 415·0 | 57·2 | 32·8 | Tokyo Japanese | 4 Steam Turbines SR geared Mitsubishi 2000 NHP Jukogyo K.K. Nag. | | |
| 42356 | D.F. | | | | | | | | | | F350′ | | | | *WB* | | | |
| JIPK | E.S.D. *Cruiser Stern* 2*Dks* | | 3212 | | | | | | | | | | | | | | | |
| 77662 | **Kongosan Maru** Ⓟ | | 2116 / 1376 | | | | | 1927 | Uraga Dock Co. Uraga | Chosen Yusen K.K. | 280·0 | 41·0 | 23·5 | Jinsen Japanese | T.3Cy.18″,29½″&50″–39″ 156NHP | | |
| JQIB | 2*Dks* | | 1895 / 1335 | | | | | | | | P23′ | B72′ | F29′ | | *WB* | Uraga Dock Co. Uraga | | |
| 77663 | **Kongsdal** | | 9959 / 9191 | | | | | 1937 | Bremer Vulkan Vegesack | A/S Moltzaus Tankrederi (Moltzau & Christensen *Mgrs.*) | 492·9 | 66·1 | 36·4 | Oslo Norwegian | Oil Engines 2S.C.DA 6Cy.23½″–43$\frac{5}{16}$″ 1163NHP | | N |
| | *Oil Eng.* | | | | | | | | | | P113′ | B74′ | | | *WB* | Bremer Vulkan, Vegesack | | |
| LJLZ | D.F. E.S.D. *Cruiser Stern* 1*Dk* | | 5899 | | | | | | | | | | | | | | | |
| | *Mchy. Aft* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | | |
| 77664 | **Kongsfjord** | TwinSc | 4000 / 3528 | | | | | 1937 | Eriksbergs M.V. Aktieb. Gothenburg | Den Norske Amerikalinje A/S | 407·1 | 55·3 | 22·6 | Oslo Norwegian | Oil Engines 2S.C.SA 14Cy.19$\frac{13}{16}$″–35$\frac{5}{16}$″ 945NHP | | N |
| | D.F. *Oil Eng.* | | | | | | | | | | | | | | *WB* | Eriksberg M.V. Aktieb. Got. | | |
| LJOB | *Cruiser Stern* 1*Dk & Shelter dk* | | 2365 | | | | | | | | | | | | | | | |
| 77665 | **Kongsgaard** | | 9467 | ✝100A1 | Sch | *e*† | CL | 1937 | Kockums M.V. Aktieb. Malmö | Skibs. A/S Solvang (A. Gowart Olsen, *Mgr.*) | 505·4 | 63·1 | 36·4 | Stavanger Norwegian | Oil Engines 2S.C.DA 7Cy.23½″–43$\frac{5}{16}$″ 1358NHP | 36 ″ 7 | |
| | *Mchy. Aft* *Oil Eng.* | | 8793 | ~~8100~~ ~~7,99~~ 2,41 | NYk | 2½ | ~~1,99~~ | 8mo | | | 523·4 (O.L.) | | | | 11 *BHpt Cem* | | s S ″ 3½ | |
| LJOH | D.F. 1*Dk*, 2*nd dk clear of cargo tanks* | | 5677 | DBS1,39 | ✝LMC8,37 | | 2,41 | | | | P97′ | B41′ | F67′ FK | | 2 DB *171lb* DB (WT) *171lb* | | 28 ″ 5 | |
| | *Cruiser Stern* *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* 100 | *SA&CP* | | | | | | | Kockums M.V. Akt. Malmö | | |
| | *Part electrically welded, including butts of shell, upr dk & longitudinal bulkhd plating* | | | DBS9,40 | | | | | | *Cell DB* 1180*t* | *DTf* 34′4 | | | | 69*t FPT* 143*t* | *APT* 342*t* | | |
| 77666 | **Kongshaug** (*ex*Sicilia–35) | | 1156 / 1044 | | | | | 1898 | Fevigs Jernskibsbyg Arendal | Dampsk A/S Kongshaugs Rederi (M.H. Kongshavn & Sönner, *Mgrs.*) | 217·4 | 31·9 | 20·7 | Ålesund Norwegian | T.3Cy.16½″,27″&44″–30″ Sir C. Furness, 106NHP | | N |
| LEUH | 1*Dk & pt Awng dk* | | 656 | | | | | | | | B57*t* | H42*t* | | | *WB* | Westgarth & Co. Ld. Mdb. | | |
| | | | | | | | | | | | *pt Awng dk* 142′ | | | | | | | |
| 77667 | **Kongshavn** (*ex*Langland, *ex*Santa Cruz) | *ss*Lon. No.3–5,19 | 751 | ✝ ... | | | | 1906 | Caledonian Eng. & S.B. Co Preston | D/S A/S M.H. Kongshavn & Sönners Rederi (M.H. Kongshavn & Sönner A/S, *Mgrs.*) | 194·0 | 30·2 | 11·4 | Haugesnd Norwegian | T.3Cy.16″,26″&43″–30″ 116NHP | 13 ″ 9 | N |
| | | | 550 | 5,25 | | | | 6mo | | | Q92′ | B24′ | F19′ | | *WB* | Caledonian E. & S.B. Co. Prs. | | † |
| LEHC | *ss*Bgn. No.1–24 | | 425 | ✝ | | | | | | | | | FK | | | | | |
| | *Well deck* 1*Dk* | | | | | | | | | | | | | | | | | |
| 77668 | **Königin Luise** Ⓟ | TwinSc | 2400 / 1874 | | | | | 1934 | Howaldts-werke A.G. Hamburg | Hamburg-Amerik. Linie | 288·0 | 42·1 | 21·4 | Hamburg German | Oil Engines 2S.C.SA 12Cy.20½″–27$\frac{5}{16}$″ 885NHP | | G |
| | *Oil Eng.* | | | | | | | | | | | | | | *WB* | Blohm & Voss, K.a.A. Ham. | | |
| DJMX | Sub.Sig. 2*Dks* | | 1191 | | | | | | | | | | | | | | | |
| 77669 | **Königsberg** | TwinSc | 6466 / 5811 | | | | | 1924 | Act.Ges. "Weser" Bremen | Norddeutscher Lloyd | 431·3 | 56·4 | 30·3 | Bremen German | Oil Engines 4S.C.SA 12Cy.27$\frac{5}{16}$″–47½″ 880NHP | | G |
| | *Oil Eng.* | | | | | | | | | | P61′ | B143′ | F38′ | | *WB* | p Mchf. Augsburg, Nürnbrg s A.G. Weser, Bremen | | |
| DOEB | Sub.Sig. 2*Dks* | | 3978 | | | | | | | | | | | | | | | |
| | D.F. | | | | | | | | | | | | | | | | | |
| 77670 | — (*ex*Riga–34) | | 999 / 800 | | | | | 1925 | Gebr. Goedhardt A.G. Lübeck | Mathies Reed. K.G. | 217·1 | 34·6 | 12·9 | Hamburg German | T.3Cy.16$\frac{5}{16}$″,27$\frac{5}{16}$″&43$\frac{5}{16}$″–27$\frac{5}{16}$″ 98NHP | | G |
| DRBM | 1*Dk* | | 571 | | | | | | | | P14′ | Q58′ | B92′ F21′ | | *WB* | Görlitzer Maschfbk Görlitz | | |
| 77671 | **Königsberg-Preussen** | | 2530 / 2048 | | | | | 1924 | Frd. Krupp Akt. Ges. Kiel | Kohlen-Import-u. Poseidon Schiffahrts-A.G. | 277·8 | 44·2 | 20·8 | Königsbrg German | T.3Cy.21½″,33¾″&54½″–39½″ 188NHP | | G |
| | Sub.Sig. D.F. E.S.D. | | | | | | | | | | P83′ | F29′ | | | *WB* | Frd. Krupp A.G. Kiel | | |
| DAAQ | *Mchy. Aft* *Cruiser Stern* 1*Dk* | | 1217 | | | | | | | | | | | | | | | |
| 77672 | **Koningin Emma** Ⓟ | TwinSc | 4135 | ✝100A1 | Fls | | OG | 1939 | N.V. Konink. Maats. "DeSchelde" Flushing | Stoom. Maats. Zeeland | 359·6 | 47·2 | 24·8 | Flushing Dutch | Oil Engines 2S.C.SA 20Cy.22½$\frac{3}{16}$″–33$\frac{5}{16}$″ 1824NHP | 28 ″ 0 | |
| | *Oil Eng.* | | 2994 | *with freeboard* | | | | 5mo | | | 379·9 (O.L.) | | | | 2 *BHpt Cem* DB *171lb* | | s 6 ″ 9½ | |
| PFKT | Sub.Sig. D.F. 3*Dks* | | 2100 | 5,39 | | | | | | | F90′ *& Prom. dk* | | FK | | *Coll to U dk* 8 ,, *2nd* ,, | N.V. Konink. Maats. "DeSchelde" Flushing | 13 ″ 6½ | |
| | E.S.D. *Cruiser Stern* | | | DBS4,40 | ✝LMC5,39 | | | *Lloyd's* 100 | *SA&CP* | | | | | | | | | |
| | *Butts of shell & deck plating electrically welded* | | | *Channel Service, Flushing & Harwich, also European Summer Cruising* | | | | | | *Cell DB* u E72′ 1960*t* | | | | | *DTs f* 246*t DTs a* 119*t* | *FPT* 57*t APT* 75*t* | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77673 PZAD | **Koningin Emma** (P) *ssDem.No.1–41 Oil Eng.* Wireless 1 *Dk* *Mchy.Aft* *Cruiser Stern* | | 535 304 361 | ✠100A1 1,41 ~~7,06~~ | Rot Dem | *h* ✠LMC7,36 ✠LMC(M)2,39 | ~~12,39~~ 1,41 | 1936 7mo | A.Vuijk& Zonen Capelle a/d Ysel | N.V.Gemengd BedryfVaartuig-endienstSuriname *Cell D* *Lloyd's SA&CP* | 165·2\|26·5\| 8·7 P31′B43′F19′ FK *B*108′ 144*t* *FPT*10*t* | | | Pramaribo Dutch *3 B Hpt Cem* *APT*22*t* | Oil Engines 2S.C.SA 8Cy.10½″–18½″ 163NHP Machinefabriek Gebr. Stork & Co. N.V. Hengelo | 10 ″ 8 s ″10¾ 10 ″ 1 | |
| 77674 PZAB | **Koningin Wilhelmina** Wireless 1 *Dk* | | 331 260 157 | | | | | 1908 | Nederl. Schps. Maats. Amsterdam | Government of Surinam | 143·4\|23·3\|11·8 | | | Pramaribo Dutch *WB* | T3Cy.11½″,18⅞″&31½″–17¾′ 42NH NedFb.v Wrk&Spoor.Am. | | |
| 77675 248 SVPZ | **Konistra** (*ex* Lamington) *ssPir.2nd No.3–6,32* *ssPir.No.1–37* 1 *Dk(Stl)* & *deep framing* | | 3587 3337 2266 | ✠100A1 3,39 ~~BS[illegible]~~ 10,40 ✠LMC10,37 | Ant | *w* | CL 3,39 | 1907 8mo | A.Rodger & Co. Pt.Glasgow | T.N.Epiphaniades *Cell* *Lloyd's SA&CP* | 350·4\|48·0\|24·3 P25′B97′F38′ FK *D* *Ba* & *u* *E*133′ *f*156′ | | | Syra Greek *6 B HCem* 933*t* | T.3Cy.24″,40″&65″–42″ (*s*) 160lb 294NH 2SB,*6cf*,GS120,HS4720 *APT*86*t* A.Rodger & Co. Glasgow | 27 ″ 0 | |
| 77676 337 JPZC | **Konsan Maru** *Oil Eng.* *ssNag.No.1–34* 1 *Dk(Stl)* | | 2733 2248 1556 | ✠ ... 1,38 ✠ | Kob | *u* | | 1929 8mo | Mitsui Bussan Kaisha Tama *Cell* | DairenKisenK.K. *DB*230′769*t* *Tanks in way of tunnel* 173*t* | 326·5\|46·5\|21·5 P27′B63′F28′ FK *FPT*51*t* *APT*35*t* | | | Dairen Japanese *5 B Hpt Cem* | Oil Engines 4S.C.SA 6Cy.21⅝″–39⅜″ 270NHP MitsuiBussanKaishaTama | 21 ″ 6 | |
| 77677 239 SYSY | **Konstantinos** (*ex* Amfiali–34, *ex* NikolaosSophios, *ex* Canari) *Oil Eng.* 1 *Dk* | | 313 270 172 | | | | | 1918 | Forg.&Ch. de la Médit. La Seyne | K.Kyriakides | 132·3\|24·0\|12·0 | | | Piræus Greek | Oil Engines 6Cy.10⅝″ | | |
| 77678 DGKC | **Konsul Carl Fisser** (*ex* Jacatra–36, *ex* Westmark) D.F. 2 *Dks* | | 5843 5458 3653 | | | | | 1914 | Akt.Ges. "Weser" Bremen | HendrikFisser A.G.(Fisser&v. Doornum, *Mgrs.*) | 421·6\|56·2\|29·6 P60′B126′F52′ | | | Emden German *WB* | T3Cy28 7/10″,46½″&75⅝″–53 5/16″ 418NH A.G."Weser," Bremen | | |
| 77679 DFZU | **Konsul Schulte** (*ex* Cardiff) *ssGls.2nd No.3–8,23* *ssBmn.No.1–28* 1 *Dk 2 tr B & Web frames* | | 2975 2621 1843 | ✠ ... 3,29 ✠NE&B20✠ | | | | 1898 6mo | W.Gray& Co.Ld. W Hartlepool | Schulte&Bruns | 318·0\|46·0\|20·8 P27′B70′F31′ FK | | | Emden German *WB* | T.3Cy.24¼″,36″&59″–39″ 264NH G.Fletcher&Co.Ld.Derby | 23 ″ 6 | |
| 77680 100 YLAP | **Konsuls P. Dannebergs** (*ex* Dungeness) D.F. *ssCff.No.3–2,18* 1 *Dk & deep framing* | | 2747 2599 1744 | ✠ ... 2,21 | | | | 1904 7mo | Richardsn. Duck&Co. Stockton | P.Danneberg | 330·8\|47·4\|20·0 P30′B170′F29′ FK | | | Riga Latvian *WB* | T.3Cy.23″,38″&62½″–42″ 257NH Blair&Co.Ld.Stockton | 22 ″ 6 | C † |
| 77681 OHXD | **Kontio** (*ex* Marie–35) Iron *ssGot.3rd No.3–5,30* D.F. *ssHfs.No.2–38* *Well deck* 1 *Dk(Irn)* & *Web frames* | | 1708 — 958 | ✠100A1 2,39 BS6,39 LMC7,38 No later survey reported | Shl | *r* | CL 2,39 | 1892 7mo | Furness, Withy&CoLd W Hartlepool | LaivaO/YRauma (JohnNurminen O/Y. *Mgrs.*) A&CP | 279·3\|36·0\|17·5 268·5 P27′Q80′B110′ FK F31′ *Cell DB*228′3 | | | Helsingfrs Finnish *5 B HCem* 77*t* | T3Cy21½″35 3/16″&57″–36″(*s*) 160lb *δ*0*lb* NDB02 193NHP 1DB,*4cf*,GS63,HS2860 *APT*17*t* Blair & Co.(Ld.),Stockton | 19 ″ 10 s 1 ″ 3 18 ″ 9½ | |
| 77682 FPGU | **Kontum** (*ex* Lenita–39, *ex* HeinrichSchuldt, *ex* Fasan, *ex* Hornbach, *ex* Quarta) 1 *Dk* Sub.Sig. | | 1565 1232 866 | | | | | 1923 | Flensburgr Schiffsb.Ges. Flensburg | Cie.Côtière de l'Annam | 262·7\|39·7\|15·0 P20′Q81′B104′F32′ | | | Saigon French *WB* | T.3Cy.17⅜″,29½″&48″–34 7/16″ 135NH FlensburgerSchiffsb.Ges. | | V |
| 77683 5103 SEAN | **Konung Gustaf V.** (P) Twin Sc (*Ferry*) Sub.Sig. D.F. GyC. 1 *Dk 2 tr B* | | 3170 2402 1109 | | | | | 1910 | Lindhol-mens V.A Gothenburg | SvenskaStatens Jernvägar(E.von Friesen, *Mgr.*) | 368·8\|51·1\|22·2 H525*t* | | | Trelleborg Swedish *WB* | T.6Cy.23¾″,39″&64″–35½″ 490NHP MotalaV.NyaAkt.Motala | | G |
| 77684 4294 SFEO | **Konung Oscar** (P) Iron Wireless D.F. 2 *Dks* & *Shelter dk* | | 735 404 426 | | | | | 1875 7mo | Bergsunds M.V.Aktieb. Stockholm | Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) | 182·6\|25·1\|13·1 H57*t* len04 20·4 | | | Stockholm Swedish | T.3Cy.16″,25″&42″–28″ NE&B04 93NHP BergsundsM.V.Aktb.Skm. | | |
| 77685 TCBX | **Konya** (P) (*ex* Konia, *ex* Hellopes, *ex* Arbroath, *ex* Perth) *ssDun.2nd No.3–3,18* *ssC.Tn.No.2–26* 2 *Dks* | | 1745 — 894 | ✠ ... 2,28 ✠NB3,18 ✠ | | | | 1890 7mo | WBThomp son&Co.Ld. Dundee | T.C.Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 280·0\|36·6\|16·9 P61′B73′F61′ BK9½″ | | | Istanbul Turkish *WB* | T.3Cy.24″,39″&64″–48″ 354NH WBThompson&CoLdDun | 19 ″ 3 | |
| 77686 44598 JLCM | **Konzan Maru** (*ex* West Munham–44598 Maru–38, *ex* West Munham–37) *Fitted for oil fuel* 2 *Dks* | | 5488 — 3970 | ✠ ... 6,22 ✠ | | | | 1919 4mo | Columbia River SB Corp Portland,Or | KokokuKisenK.K. | 410·4\|54·2\|27·7 P44′B115′F47 FK | | | Kobe Japanese *WB* | DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y. | 30 ″ 2 | C |
| 77687 8332 SLUN | **Kookaburra** *Oil Eng.* D.F. E.S.D. 1 *Dk* & *Shelter dk* *Butts of shell* & *dks electrically welded* *Cruiser stern* | | *4913* *4144* *2712* | ✠100A1 *with freeboard* Mel 1,41 ~~4,40~~ ✠LMC3,39 *Carrying car go oil* | Vcr | *a*† *F.* | OG *P.abov* | 1939 3mo | Eriksbergs M.V.Aktieb. Gothenburg | Rederiakteb. Transpacific(G. Carlsson, *Mgr.*) *Lloyd's SA&CP* *Cell DB*344′1517*t* *M* | 418·2\|56·7\|25·1 432 2(O.L.) F39′ FK *T*29′ 1176*t* *FPT*121*t* | | | Gothenbrg Swedish *7 BH* *BH to Sh.dk* 6 ,, *2nd* ,, *APTs*251*t* | Oil Engines 2S.C.DA 7Cy.17 1/16″–47¼″ 751NH DB*100lb* Eriksberg M.V.Aktieb.Got | 28 ″ 9 s 3 ″ 1¼ 25 ″ 9½ | |
| 77688 140184 VLKM | **Koolama** (P) Twin Sc *Oil Eng.* D.F. 1 *Dk* *2nd dk in forward holds* *Ref.Mchy.* *Shade deck* *Cruiser Stern* | | 4068 2464 2113 | ✠100A1 *with freeboard* 3,41 ~~2,40~~ ✠LMC3,38 ✠Lloyd's RMC ~~12,39~~ 10,40 ~~6,40~~ | Sba | *w* | CL ~~+2,40~~ 3,41 | 1938 3mo | Harland& Wolff,Ld. Glasgow | Govt.of Western Australia *Cell DB*27′812*t* *Tanks between tunnels* 114*t* | 348·0\|54·2\|18·5 362·2(O.L.) FK *F* on *Shade dk* 41′ *FPT* 37*t* *APT*87*t* | | | Fremantle British *6 B Hpt Cem* | Oil Engines 2S.C.SA 12Cy.19 1/16″–35 7/16″ 808NHP Harland&Wolff,Ld.Gls. | 22 ″ 6 s 4 ″ 7¾ 18 ″ 0 | |
| 77689 129384 MDGF | **Koolga** *ssAbn.2nd No.3–10,34* *ssAbn.No.1–38* *Well deck* 1 *Dk(Irn)* & *deep framing* | | 1110 794 564 | ✠100A1 9,39 ✠LMC MS4,38 BS6,39 7,40 | Abn | *o* | CL 9,39 | 1910 4mo | Caledon S. B.&E.Co.Ld. Dundee | AberdeenS.N. Co.Ld. *Cell* *Lloyd's SA&CP* | 232·1\|33·9\|14·9 242·6(O.L.) Q77′B68′F59′ FK *DBa* 58′ *u* *E*20′ *f*96′ | | | Aberdeen British *4 BHCem* 310*t* *APT*15*t* | T.3Cy.19″,31″&51″–36″ (*s*) 180lb 188NHP 2SB,*6cf*,GS99,HS3143 CaledonSB.&E.Co.Ld.Dun | 15 ″ 9 s ″5½ 15 ″ 5 | |
| 77690 153922 VJFB | **Kooliga** *ssMel.No.3–5,10* *ssMel.No.2–3* 1 *Dk(Stl)* *Cargo battens not fitted* | | 2459 2046 1303 | ✠100A1 3,40 3,40 ✠LMC MS[illegible] BS[illegible] 4,40 | Mel | *s* | CL 2,38 | 1928 3mo | Caledon S. B.&E.Co.Ld Dundee | McIlwraith McEacharn Ld. *Cell D* *Lloyd's SA&CP* | 295·9\|44·2\|19·8 307·8(O.L.) P29′B63′F29′ FK *B*255′ 642*t* *FPT*58*t* | | | Melbourne British *5 BHCem* *APT*103*t* | T.3Cy.22″,37″&61″–42″ (*s*) 180lb 293NHP 2SB,*6cf*,GS130,HS4948 N.E.MarineEngCoLdNwc | 22 ″ 3 s 3 ″ 3¾ 19 ″ 1 | |
| 77691 140160 VJFC | **Koolinda** (P) Twin Sc *Oil Eng.* *ssFre.No.3–6,40* ~~*ssFre.No.2–34*~~ 2 *Dks* (*Stl–Weather dk–teak s*) *Ref.Mchy.* 3rd *dk(Stl)* *in forward holds* *Cruiser Stern* | | 4372 3049 2281 | ✠100A1 *with freeboard* 1,40 ✠LMC C81,40 3,41 Lloyd's RMC ~~1,40~~ 6,40 2,41 | Sng | *w* | CL 1,40 | 1926 12mo | Harland& Wolff,Ld. Glasgow | Government of Western Australia *Cell DB*230′527*t* *DTf*24′571*t* | 330·3\|50·2\|25·4 B220′F44′ FK *FPT*170*t* *APT*120*t* | | | Fremantle British *7 B Hpt Cem* (5 *to W dk* 2 ,, *2nd* ,, ) | Oil Engines 4S.C.SA 16Cy.23¼″–47¼″ 830NHP Harland&Wolff,Ld.Gls. | 27 ″ 6 s 8 ″ 11 18 ″ 8 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Force assignée manœuvres et appareil à gouverner. Lettre d'Equipement. | 7* Date de la dernière visite de l'hélice porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres où sont, et où n'ont pas été publiés les Dates Vert, R, C, † |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77692 | **Koomilya** | | 2780 | ✠100A1 | NSW | *v* | CL | 1929 | CaledonS. | McIlwraith | 326·8\|46·6\|20·3 | Melbourne | T.3Cy.22″,36″&58″–42″&LP | 23 ″ 3 | |
| 183934 | | *ss*Syd.No.2–38 | 2432 | *withfreeboard* | | | | 5mo | B.&E.Co.Ltd | McEacharnLd. | 339·4(O.L.) | | Turbine with DR gear & | s 1 ″ 6½ | |
| VJNF | | 1*Dk(Stl)&Shelter dk(Stl)* | 1592 | 2,41 ~~4,40~~ ✠LMC | | | | | Dundee | | F34′ FK | British | hydraulic coupling (*s*) | 21 ″ 10 | |
| | | | | MS7,37 BS~~10,39~~ 11,40 | | | | *Lloyd's* | *SA&CP* | | (*Coll to Sh dk* | 5*BHCem* | 180lb 391NHP | | |
| | | | | | | | | | | | 4 ,, 2nd ,,) | | 2SB,*6cf*,GS132,HS5372 FD | | |
| | | | | | | | | | | *CellDB*276′697*t FPT* | 110*tAPT*62*t* | | CaledonS.B.&E.CoLd.Dun | | |
| 77693 | **Koonda** (*ex*Hargrove) | | 1631 | ✠100A1 | Mel | *q* | 10,39 | 1910 | W.Gray& | McIlwraith | 265·0\|36·1\|17·0 | Melbourne | T.3Cy.21″,33″&56″–36″ (*r*) | 19 ″ 6 | |
| 129060 | | *ss*Mel.2ndNo.3–8,34 | 1332 | 10,40 ~~10,39~~ | | | | 1mo | Co.Ltd. | McEacharnLd. | 275·5(O.L.) | | British 220NHP | s 2 ″ 6½ | |
| VJFG | | *ss*Mel.No.1–38 | 906 | BS~~9,39~~ ✠LMC 10,38 | | | | | WHartlepool | | P21′B60′F35′ FK | 4*BHCem* | 2SB,*6cf*,GS98,HS3602 | 17 ″ 2 | |
| | | 1*Dk(Jrn)&deep framing* | | | | | | *Lloyd's* | *SA&CP* | *CellDBa&uE* | 102′*f*110′497*t FPT* | 63*tAPT*50*t* | Cen.Mar.Eng.Wks.W.Hpl. | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | |
| 77694 | **Koopa** Ⓟ | TwinSc | 416 | ✠ ... | | | | 1911 | Ramage& | BrisbaneTug& | 192·6\|28·1\| 8·6 | Brisbane | T.6Cy.13″,21″&34″–18″ | 9 ″ 0 | |
| 130149 | | | 313 | 8,13 | | | | 10mo | Ferguson,Ld. | S.S.Co.Ld. | *Promenade dk*140′ | | 176NHP | | |
| | | 1*Dk* | 170 | ✠ | | | | | Leith | | FK | British | Ramage&Ferguson,Ld. | | |
| 77695 | **Kooraka** Ⓟ | | 300 | ✠ ... | | | | 1925 | G.Brown& | CoastSteamships | 135·3\|24·6\| 7·8 | Adelaide | Oil Engines 2S.C.SA | 8 ″ 9 | |
| 137235 | | *OilEng.* | 181 | 11,27 | | | | 4mo | Co.Ld. | Ltd. | Q58′F21′ | | 4Cy.16½″–18½″ 192NHP | | |
| | *Mchy.Aft Well deck* | 1*Dk* | 154 | ✠ | | | | | Greenock | | FK&BK1″ | *WB* | NVKromhoutMotFabAms | | |
| 77696 | **Kooringa** | | 3292 | ✠100A1 | Syd | *x* | CL | 1938 | CaledonS. | McIlwraith | 363·6\|49·7\|20·7 | Melbourne | T.3.Cy.20″,32″&52″–42″ & | 24 ″ 4 | |
| 159573 | | | 2903 | *withfreeboard* | Mel | 11/16 | | 3mo | B.&E.Co.Ltd. | McEacharnLd. | 374·5(O.L.) | | LPturbine with DR gearing | s 1 ″ 9½ | |
| VLKR | | 1*Dk&Shelter dk* | 1827 | 9,40 ~~9,39~~ ✠LMC 3,38 | | | | | Dundee | | F32′ FK | British | & hydraulic coupling | 22 ″ 7½ | |
| | | *CruiserStern* | | | | | | *Lloyd's* | *SA&CP* | | (*Coll to Sh dk* | 7*BHCem* | 220lb (*s*) 387NHP | | |
| | | | | | | | | | | | 6 ,, 2nd,,) | | 2SB(Spt),*6cf*,GS132, | | |
| | | | | | | | | | | *CellDB*288′824*t Tanks at sides of tunnel* | 140*t FPT*260*t APT* | 150*t* | HS5410 FD | | |
| | | | | | | | | | | | | | Barclay,Curle&Co.Ld.Gls. | | |
| 77697 | **Kooyong** | | 2296 | ✠100A1 | Mel | *t* | CL | 1907 | ClydeS.B. | McIlwraith, | 295·0\|44·1\|19·8 | Melbourne | T.3Cy.22″,37″&61″–42″ (*s*) | 22 ″ 3 | |
| 120742 | | *ss*Syd.2ndNo.3–10,33 | 2093 | 6,40 ~~7,39~~ | NSW | | ~~7,38~~ | 10mo | &E.Co.Ld. | McEacharnLd. | | | 180lb 264NHP | s 3 ″ 2½ | |
| VJFL | | *ss*Syd.No.1–38 | 1393 | BS~~1,40~~ ✠LMC 1,38 | | | 6,40 | | PortGlasgow | | P31′F31′ ForeB14′ | 7*BHCem* | 2SB,*6cf*,GS107,HS4110 | 19 ″ 3 | |
| | | 1*Dk(Stl)&deep framing* | | 3,41 | | | | *Lloyd's* | *SA&CP* | | MainB62′ FK | British | ClydeS.B.&E.Co.Ld.P.Gl. | | |
| | | *Cargo battens not fitted* | | | | | | | | *CellDBa*90′*uE&* | B34′*f*132′664*t FPT* | 67*tAPT*79*t* | | | |
| 77698 | **Kopara** | TwinSc | 679 | ✠100A1 | Auk | *m* | OG | 1938 | Henry | Richardson&Co. | 193·1\|35·8\|11·6 | Napier,NZ | Oil Engines 2S.C.SA | 13 ″ 9 | |
| 121598 | Wireless | *OilEng* | 527 | *withfreeboard* | | | | 9mo | Robb,Ld. | Ltd. | *37·0* | British | 8Cy.13⅜″–22 7/16″ 250NHP | s ″ 2 | |
| ZMGP | *Mchy.Aft CruiserStern* | 1*Dk&Shelter dk* | 334 | 12,~~10,39~~ ✠LMC 9,38 | | | | | Leith | | 200·8(O.L.) FK | 4*BHptCem* | | 13 ″ 8 | |
| | | *Cargo battens not fitted in 'tween dks* | | | | | | *Lloyd's* | *SA&CP* | | Haft45′F27′ ( | *Coll to Sh dk* | BritishAuxiliaries,Ld.Gls. | | |
| | | *Butts of keel & part deck elec. welded* | | | | | | | | *CellDB*148′283*t* | *FPT*46*tAPT*29*t* | 3 ,, 2nd,,) | | | |
| 77699 | **Kopperston** (*ex*Bannack–38) | | 5135 | | | | | 1919 | Standard | KoppersCoalCo. | 377·0\|52·0\|26·8 | Boston | T.3Cy.25″,42½″&70″–48″ | | R |
| 218835 | | | — | | | | | | S.B.Corp. | (MysticS.S.Co. | P25′B106′F41′ | Utd.States | 340NHP | | |
| KJCO | D.F. E.S.D. Sub.Sig. | 2*Dks* | 3121 | | | | | | Shooter's Island,N.Y. | *Mgrs.*) | | *WB* | StandardS.B.Corp. | | |
| * 77700 | **Kora** (*ex*Krosfond,*ex*Rosebank) | | 817 | ✠100A1 | Bgn | *l* | CL | 1906 | ClydeS.B. | DetBergenske | 198·2\|30·1\|15·1 | Bergen | T.3Cy.15″,25 7/16″&40″–30″ | 14 ″ 10 | |
| | | *ss*Bgn.2ndNo.3–3,31 | 594 | 7,39 | | | 2,38 | 6mo | &E.Co.Ld. | Dampskibsselskab | 209·0(O.L.) | Norwegian | 180lb *80lb* 104NHP | s ″ 8½ | |
| LEHF | | *ss*Bgn.No.2–39 | 420 | ✠LMC 7,39 | | | | | Pt.Glasgow | | Q69′B56′F25′ FK | 4*BHCem* | 1SB,*3cf*,GS50,HS1719 | 14 ″ 3½ | |
| | *Well deck* | 1*Dk(Stl)* | | | | | | *Lloyd's* | *SA&CP* | *CellDBa* | 46′*f*81′163*t* | *APT*38*t* | ClydeS.B.&E.Co.Ld.PtGls | | |
| | Wireless D.F. | | | | | | | | | | | | | | |
| 78\|44 77701 | **Koranton** | | 6695 | ✠100A1 | St.J | *a*† | CL | 1920 | W.Doxford | R.Chapman&Son | 412·6\|55·5\|34·4 | Newcastle | T.3Cy.27″,44″&73″–48″ (*s*) | 37 ″ 0 | |
| 142863 | | *ss*Nwc.No.3–4,32 | 6448 | *Shelter dk* | | | ~~6,37~~ | 4mo | &Sons,Ld. | | 429·3(O.L.) | British | 180lb 596NHP | s 8 ″ 9½ | |
| GDBN | | *ss*Nwc.No.1–36 | 4122 | *withfreeboard* 3,40 ✠LMC | | | 7,40 | | Sunderland | | F36′*on Shelter dk* | *ptCem* | 3SB,*12cf*,GS216,HS9525 FD | 28 ″ 6 | |
| | | 1*Dk(Stl)&Shelter dk(Stl)* | | MS5,36 BS5,39 | | | | *Lloyd's* | *SA&CP* | | FK | (6*BHtoS dk* | W.Doxford&Sons,Ld.Sld. | | |
| | | *CruiserStern* | | | | | | | | *CellDB*366′1338*t* | *FPT*148*t APT*292*t* | 1 ,, ,, *U* ,,) | | | |
| | | *Cargo battens not fitted in 'tween dks* | | | | | | | | | | | | | |
| 77702 | **Koranui** (*ex*Cleopatra) | | 1266 | 100A1 | Mel | | CL | 1914 | Schiffsw.v. | UnionS.S.Co.of | 241·4\|36·2\|15·6 | Melbourne | T3Cy18⅛″,29⅛″&46½″–32½″ | 18 ″ 0 | |
| 144610 | | *ss*Syd.2ndNo.3–6,38 | 1096 | ~~5,40~~ ~~1,39~~ 1,40 | | | 11,38 | | HenryKoch | NewZealand,Ld. | | | 200lb (*s*) 161NHP | s 1 ″ 0½ | |
| VJSN | Wireless | | 728 | LMC | | | | | Lübeck | | P&B176′F35′ FK | 4*BHCem* | 2SB(Spt),*4cf*,GS72,HS2712 | 17 ″ 1½ | |
| | *Well deck* | 1*Dk(Stl)* | | MS6,38 BS~~5,39~~ 3,40 | | | | | | *CellDBa&uE*75′*f*106′318*t* | | *FPT*56*t* | OttensenerMaschinenfab. | | |
| | | *Cargo battens not fitted* | | 4,41 | | | | | | | | | Ottensen | | |
| 77703 | **Kordecki** (*ex*RoburV–40) | | 1975 | ✠100A1 | Got | *q* | OG | 1930 | Akt.Lind- | A.Falter(Wm. | 257·6\|41·1\|18·6 | Gdynia | C4Cy.(2)14 7/16″&(2)31½″– | 20 ″ 11 | |
| | | *ss*Got.No.2–38 | 1472 | ~~5,40~~ ~~8,39~~ 4,41 | Ost N | *t* | 8,39 | 8mo | holmen- | Cory&Son,Ld. | | | 31½″ 207lb (*s*) 145NHP | s 3 ″ 3½ | |
| SPBC | *Mchy.Aft* | 1*Dk(Stl)* | 1073 | BS~~8,39~~ ✠LMC 5,38 | | | | | Motala | | P72′F22′ FK | 4*BHCem* | 2SB(Spt),*4cf*,GS48, | 17 ″ 9½ | |
| | *Cargo battens not fitted* | *CruiserStern* | | 8,40 | | | | | Gothenburg | *Mgrs.*) | *Trunk*154′ | | HS1940 FD | | |
| | D.F. | *Strengthened for navigation in ice* | | | | | | *Lloyd's* | *SA&CP* | | *Cell DB*206′502*t FPT* | 193*t APT*55*t* | Akt.Lindholmen-Motala | | |
| 77704 | **Korea** | | 9945 | ✠100A1 | Nkv | *f*† | CL | 1939 | Nakskov | A/S Det | 484·6\|65·2\|38·8 | Copnhagn | Oil Engines 2S.C.DA | 41 ″ 9 | |
| | | *OilEng.* | 9236 | *withfreeboard* | | | | 10mo | Skibs.A/S | Östasiatiske | 510·9(O.L.) | Danish | 8Cy.24 7/16″–55½″ 1642NHP | s 12 ″ 3½ | |
| OZEJ | D.F. E.S.D. | 2*Dks*,3*rd dk in fwd.holds* | 6182 | 10,39 ✠LMC 10,39 | | | | | Nakskov | Kompagni | F83′ FK | *ptCem* | DB*100lb* | 29 ″ 8 | |
| | | *Cruiser Stern* | | | | | | *Lloyd's* | *SA&CP* | 2 *intermediate* | *BHs dispensed with* | 6*BHonly* | Akt.Burmeistr&Wain,Cpn | | |
| | | | | *Carrying vegetable oil in midship deep tanks* | | | | *CellDB*418*t*1977*t* | | *MTs*40′1272*t Tanks* | *in way of tunnel*162*t FPT*129*t APT*78*t* | | | | |
| 77705 | **Korei Maru** Ⓟ (*ex*GunnarHeiberg, | | 2487 | ✠ ... | | | | 1904 | W.Gray& | SanboSyosenK.K. | 305·0\|45·2\|20·0 | Hutyu | T.3Cy.22½″,36½″&62″–39″ | 22 ″ 4 | C |
| 31730 | *ex*Snehætten,*ex*Uppland) | | 2309 | 11,28 | | | | 6mo | Co Ld. | | P27′B81′F32′ | Japanese | 250NHP | | † |
| JHGB | | *ss*Kob.2ndNo.3–6,26 | 1782 | ✠ | | | | | WHartlepool | | FK | *WB* | Cen.Mar.Eng.Wrks.WHpl | | |
| | | 1*Dk&deep framing* | | | | | | | | | | | | | |
| 77706 | — | | 541 | | | | | 1939 | Sanoga- | SankoKisenK.K. | 159·9\|27·5\|13·7 | Amaga- | Oil Engines | | |
| 45717 | | *OilEng.* | — | | | | | | waya | | | saki | | | |
| JHNN | | | 313 | | | | | | Yasutaro | | | Japanese | | | |
| | | | | | | | | | Osaka | | | | | | |
| 77707 | **Korowai** | | 2525 | ✠100A1 | Wln | *t* | CL | 1938 | A.Stephen | UnionS.S.Co.of | 293·3\|45·2\|19·7 | Wellingtn | T.3Cy.21½″,34″&56″–39″ | 21 ″ 10 | |
| 157656 | | 1*Dk* | 2018 | ~~4,40~~ ~~0,39~~ 0,40 | Mel Syd | | | 6mo | &Sons,Ld. | NewZealand,Ld. | 303·8(O.L.) | British | 200lb (*s*) 353NHP | s 3 ″ 0½ | |
| ZMKD | | *CruiserStern* | 1426 | ✠LMC 6,38 | | | | | Glasgow | | P25′B90′F31′ FK | 5*BHptCem* | 2SB(Spt),*6cf*,GS120, | 18 ″ 10½ | |
| | | | | | | | | *Lloyd's* | *SA&CP* | | | *ptAsp* | HS5700 FD | | |
| | | | | | | | | | | *CellDB*240′532*t MTs*195*t FPT* | | 62*t APT*89*t* | A.Stephen&Sons,Ld.Gls. | | |
| 77708 | **Korrigan IV** (*ex*Tooya–38, | TwinSc | 597 | | | | | 1920 | Flensburgr | Cie.duBoléo | 190·8\|24·1\|15·7 | Santa | Oil Engines 2S.C.SA | | C |
| | *ex*Principio,*ex*Zaragoza, | *OilEng.* | 525 | | | | | | Schiffsb.Ges. | | P11′H46′ | Rosalia | 12Cy.13¾″–12″ 401NHP | | |
| | *ex*Appollo,*ex*Principio, | 1*Dk* | 344 | | | | | | Flensburg | | | Mexican | *Emade*18 | | |
| | *ex*Erna David) | | | | | | | | | | | *WB* | VulcanWerke,Hamburg | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year & Month of last Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed at 31st Dec. 1940. L.=Lloyd's Register. T.=Transatlantic. C.=Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77709 LCAG | **Korsfjord** | 1 *Dk* D.F. | 1620 1196 957 | | | | | 1913 | Bergens Mek. Værks. Bergen | A/S D/S Korsfjord (Bergh & Helland) | 244·2 P26*t* Q104*t* H83*t* | 37·6 B150*t* F33*t* | 15·7 | Bergen Norwegian *WB* | T.3Cy.18″,29″&49″–33″ 138NHP BergensMekVærksBergen | | N |
| 77710 8343 SLWN | **Korshamn** (*ex*Vigeo-39, *ex*Ionopolis-37, *ex*Glenluce-36) | TwinSc *Oil Eng.* *ss*Osl.No.3–11,38 1 *Dk* & *Shelter dk* *Ref. Mchy.* | 6673 *6031* *3952* | ✠100A1 *Shelter dk* *with freeboard* ~~5,16 12,39~~ 1,41 DBS8,40 ~~DBS5,39~~ ✠LMC5,39 *Carrying vegetable oil in deep tank* | SFo NYk | *z* | CL ~~5,39~~ 8,40 | 1920 1mo | Harland & Wolff, Ld. Glasgow *Lloyd's SA & CP* | RederiA/B Jamaica (Sven Salén, *Mgr.*) *Cell DB348′ 1039t D* | 410·7 *Shelter dk* FK *Ta46′706t FPT116t* | 54·3 P43′B81′F48′ *on* | 32·8 *APT123t* | Stockholm Swedish *pt Cem* 7 *BHto Sh dk* | Oil Engines 4S.C.SA 12Cy.26⅜″–39⅜″ 810NHP DB *100lb* Harland & Wolff, Ld.Gls. | 35 ″ 5 s 8 ″ 9 27 ″ 0 | |
| 77711 7194 SEUA | **Korsholm** | *Oil Eng.* *ss*Got.No.3–4,38 D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* *Strengthened for Navigation in Ice* | 2647 2284 1418 | ✠100A1 *with freeboard* ~~4,30~~ 12,40 ✠LMC CS4,38 DBS ~~6,30~~ 11,40 | Got NI | *v* | CL 4,39 | 1925 4mo | Aktieb. Götaverken Gothenburg *Lloyd's SA & CP* | A/B Svenska Amerika Mexiko Linien (E. Carlson, *Mgr.*) *Cell DB272′ 902t* | 336·2 339·6 (O.L.) F32′ FK *FPT138t* | 45·6 | 19·9 *APT135t* | Gothenburg Swedish 6 *BHpt Cem* (*Collto Sh dk* 5 ,, 2*nd* ,, ) | Oil Engines 4S.C.SA 6Cy.24⅛″–51⅛″ 355NHP DB *85lb* Aktieb. Götaverken, Got. | 22 ″ 11 s 1 ″ 8 21 ″ 4¼ | |
| 77712 LJEF | **Korsnes** | 1 *Dk* D.F. *Cruiser Stern* | 1736 1459 983 | | | | | 1936 | Rosenbrgs Mek Verk A/S Stavanger | D/S A/S Nor (Kr. Jebsen, Jr. *Mgr.*) | 260·8 P31′B52′F28′ | 41·2 | 17·4 | Bergen Norwegian *WB* | C.2Cy.15¾″&31½″–31½″& LP turbine with DR gearing & hydraulic coupling 145NHP BergensMekVærksA/S | | N |
| 77713 7287 SIRA | **Korsö** (*ex*Consul-Olsson–39, *ex*Gracefield) | *ss*Hbg.2nd No.3–5,32 D.F. ~~*ss*Mmo.No.2-40 *ss*Got.No.1–26~~ 1 *Dk* (*pt Irn* & *pt Stl*) & *deep framing* *Part electrically welded '40* | 2726 6,407~~,39~~ *2508* *1624* | ✠100A1 Hbg Mmo ~~BS8,39~~ ✠LMC ~~4,36~~ 6,40 | | *u* | CL ~~7,39~~ 6,40 | 1905 11mo | Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA & CP* | RederiA/B Rex (K.M. Källström, *Mgr.*) *Cell DB a98′ u E&* | 313·5 P30′B96′F35′ FK *B36′ f136′ 770t FPT* | 46·5 | 21·1 *72t APT93t* | Stockholm Swedish 5 *BH Cem* | T.3Cy.22″,37″&62″–42″ (*r*) 180lb 267NHP 2SB, *6cf*, GS104, HS4070 Swan, Hunter & Wigham Richardson, Ld. Nwc. | 23 ″ 1 s 3 ″ 6½ 19 ″ 9 | |
| 77714 OXKS | **Korsör** (P) (*Ferry*) D.F. E.S.D. *Cruiser Stern* 2 *Dks* | TwinSc *Oil Eng.* | 2398 1890 991 | | | | | 1927 | Helsingörs Jernsk & Msk. Helsingör | DeDanskeStatsbaner | 315·8 B200′ | 56·6 | 17·6 *WB* | Korsör Danish | Oil Engines 4S.C.SA 16Cy.21⅝″–29½″ 700NHP AktBurmeister & Wain, Cpn | | V |
| 77715 LDSP | **Korsvik** (*ex*Sinbad, *ex*Torstein, *ex*Abermaed) | Iron *ss*Osl.4th No.3–4,31 *Well deck* *ss*Osl.No.2–40 D.F. 1 *Dk* (*Irn*) 2 *trB* | 1229 941 639 | ✠100A1 3,10 ✠LMC3,40 | Osl | *n* | 3,39 | 1883 4mo | Palmers' Co.Ld. Newcastle *Lloyd's SA & CP* | JensAndvig | 225·5 Q113′B86′F54′ BK8″ *DBa63′ f59′ 218t* | 31·1 | 17·2 *APT10t* | Oslo Norwegian 4 *BH Cem* | C.2Cy.28″&52″–33″ 80lb *80lb* NDB06 119NHP 1SB, *3pf*, GS27, HS1917 Palmers' Co.Ld. Newcastle | 18 ″ 3 s 3 ″ 5½ 17 ″ 4¾ | |
| 77716 220 SVMB | **Korthion** (*ex*Noordwijk–33) | *ss*Rot.2nd No.3–12,33 *ss*Pir.No.1–38 1 *Dk* (*Stl*) & *deep framing* | 2116 1917 1285 | ✠100A1 8,40 ~~5,38~~ BS ~~6,39~~ 2,41 ✠LMC5,38 | Pir NNs | *s* | CL 4,38 | 1909 6mo | Schpw.v. Jan Smit, Czn Alblasserdam *Lloyd's SA & CP* | SimbourasBros. *Intermediate bulkhead in fore hold dispensed with* *Cell DBa84′ u E18′ f120′* | 286·9 P20′B72′F32′ FK *DBa* 590*t* | 42·2 | 19·5 *APT68t* | Andros Greek *Cem* 4 *BH only* | T.3Cy.21″,35″&57″–39″ (*s*) 160lb ~~*100lb*~~ 221NHP 2SB, *6cf*, GS108, HS3586 Maats. deSchelde, Flushing | 21 ″ 11 s 3 ″ 1½ 19 ″ 0 | |
| 77717 UOFL | **Koryak** (*ex*YesakiMaru) | *ss*Kob.No.2–28 1 *Dk* & *Shelter dk* & *Web frames* *Longitudinal framing* | 4214 ✠ 3656 2635 | ... 8,31 ✠ | | | | 1919 9mo | Osaka Iron Works, Ld. Innoshima | U.S.S.R. | 344·0 P30′B98′F34′ *on* *Shelter dk* FK | 52·8 | 25·3 *WB* | Vladvostk Russian | T.3Cy 24″,41″&67″–48″ 380NHP OsakaIronWorks, Ld. | 28 ″ 2 | |
| 77718 8718 JAXB | **Koryo Maru** (P) Wireless | 2 *Dks* | 726 655 422 | | | | | 1903 | Osaka Iron Works Osaka | NaritaKatsutaro | 187·2 | 26·0 | 18·1 | Hakodate Japanese | T.3Cy.13″,21½″&37″–24″ 67NHP OsakaIronWorks, Osaka | | |
| 77719 141664 JILK | — *Mchy. Aft* | *Oil Eng.* 1 *Dk* *Carrying Petroleum in bulk* | 588 — 318 | | | | | 1936 | Mitsui Bussan Kaisha, Ld. Tama | YamasinaKisen K.K. | 176·9 P54′F17′ | 29·2 | 12·8 | Tokyo Japanese | Oil Engines 4S.C.SA 6Cy.13″–23⅝″ 98NHP MitsuiBussanKaisha, Ld. Tama | | C |
| 77720 37152 JKDC | **Kōryū Maru** | *Oil Eng.* *ss*Tama No.2–40 ~~*ss*Kob.No.1–36~~ 2 *Dks* (*Stl*) | 6680 6048 4768 | ✠100A1 5,40 ~~4,39~~ ✠LMC CS5,40 DBS ~~4,35~~ 5,40 ~~6,36~~ 5,40 *Carrying cargo oil F. P. above 150°* | Kob Tama | *b*† | CL 5,38 | 1931 12mo | Mitsubishi Zosen Kaisha Ld. Nagasaki *Lloyd's SA & CP* *Cell* | HiroumiSyoziK.K. *'Tween deck BH above after deep tank* *DB370′ 1382t* | 436·4 P30′B127′F43′ FK *BH dispensed with* *DTa36′ 1158t FPT259t* | 58·5 | 32·8 *APT224t* | Kobe Japanese 6 *BHto Udk* 1 ,, ,, 2*nd* ,, | Oil Engines 2S.C.SA 6Cy.26¾″–47½″ DB *100lb* 747NHP Mitsubishi Zosen Kaisha, Ld. Nag. | 32 ″ 10 s 6 ″ 11 26 ″ 1 | |
| 77721 32650 JULB | **Koryu Maru** (*ex*Belchers, *ex*War Hamilton) | 1 *Dk* | 2170 1818 1276 | | | | | 1919 | Polson Iron Works Co. Ld. Toronto | EgutiKisenK.K. | 251·0 P25′B28′F20′ | 43·6 | 20·7 | Takasago Japanese | T.3Cy.20½″,33″&54″–36″ 175NHP PolsonI.W.Co.Ld. Toronto | | C |
| 77722 SPEA | **Kosciuszko** (P) (*ex*Batavia, *ex*Czaritza) | TwinSc *ss*Dnz.No.2–37 2 *Dks* (*Stl–U dk* teak sd 2*nd dk*–ws) *Shade dk* (*Stl*–ws) | 6852 4843 4207 | ✠100A1 *Shade dk* 10,38 ✠LMC MS8,37 BS3,38 | Dnz | *b*† | CL P10,38 SN 10,38 | 1915 5mo | Barclay, Curle & Co. Ld. Glasgow *Lloyd's SA & CP* | Gdynia-America Shipping Lines, Ld. *Cell DBa104′ u E46′ f182′* | 440·0 *705t DTa33′ 184t* FK | 53·4 | 29·3 *DTf18′ 337t* | Gdynia Polish 10 *BH Cem* | Q8Cy21½″,30¾″,44″&63″–48″ 215lb (*s*) FD 889NHP 6SB, 18*cf*, GS332, HS13302 Barclay, Curle & Co. Ld. Gls. *FPT51t APT21t* | 32 ″ 0 s 7 ″ 9¾ 24 ″ 4 | |
| 77723 45873 JPBN | **Kosei Maru** (*ex*Narenta–39) | *Fitted for oil fuel* D.F. 3 *Dks* *Cruiser Stern* | 8223 7728 5942 | | | | | 1920 | Workman, Clark & Co. Ld Belfast | NipponSuisanK.K. | 450·2 P35′F44′ | 58·3 | 37·1 *WB* | Tokyo Japanese | 2 steam turbines DR geared to 1 sc. shaft Wrkman, Clark & Co. Ld Bel | | C |
| 77724 38063 JPIE | **Kōsei Maru** | *Oil Eng.* *ss*Kob.No.1–38 2 *Dks* (*Stl*) | 6668 6040 4768 | ✠100A1 4,40 ~~3,39~~ ✠LMC CS5,38 DBS ~~5,34~~ 4,40 ~~8,37~~ 8,39 *Carrying cargo oil F. P. above 150°* | Tama Kob | *b*† | CL ~~8,37~~ 4,40 | 1933 3mo | Mitsubishi Zosen Kaisha Ld. Nagasaki *Lloyd's SA & CP* *Cell* | HiroumiSyoziK.K. *'Tween deck BH above after deep tank* *DB370′ 1382t FPT* | 436·4 P30′B127′F43′ FK *BH dispensed with* *259t APTs 220t DT* | 58·5 | 32·8 *a36′ 1157t* | Kobe Japanese *pt Cem* 6 *BHto Udk* 1 ,, ,, 2*nd* ,, | Oil Engines 2S.C.SA 6Cy.28⅜″–49 3/16″ DB *120lb* 839NHP Mitsubishi Zosen Kaisha Ld. | 32 ″ 10 s 6 ″ 9¼ 26 ″ 3 | |
| 77725 431 JNVG | **Kosei Maru** (*ex*Canadian Winner–33) | *ss*Ver.No.3–3,32 2 *Dks* (*Stl*) | 5430 ✠ 4884 3375 | ... 12,36 ✠ | Nag | *y* | | 1920 12mo | Harbour Marine, Ld. Victoria, B.C. | OkitoriGodo GyogyoK.K. *Bulkhead in fr'd hold dispensed with* *Cell DB332′ 1026t FPT149t* | 399·8 P49′B113′F40′ FK | 52·2 | 28·5 *APT131t* | Tokyo Japanese 5 *BH only* *Cem* | T.3Cy.27″,44″&73″–48″ 521NHP 3SB, 9*cf*, GS198, HS7743 John Inglis Co. Ld. Toronto | 31 ″ 0 | C † |
| 77726 2290 JEZG | — E.S.D. | 2 *Dks* | 3551 — 2085 | | | | | 1937 | Mitsubishi Jukogyo K.K Yokohama | ChosenYusenK.K. | 341·2 P26′B79′F34′ | 48·2 | 27·9 *WB* | Zinsen Japanese | T.3Cy.20 1/16″,34 7/16″&57 7/16″–43 5/16″ HS4521 316NHP Mitsubishi Jukogyo K.K. Yka | | |

*New "Gdynia" see No. 83206 in Supplement*

✠ Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à l'état Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Marques de cote. Marques de classe. Voir explication. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77727 | **Kosei Maru** (*ex*BuffaloBridge–38) | | 3263 | ✝ ... | | | | 1919 | Submarine | Okada-gumiK.K. | 324·0 | 46·0 | 28·5 | Osaka | DR geared steam turbine | 28 ″ 6 | C |
| 44360 | *Fitted for oil fuel* | | — | 6,20 | | | | 10mo | BoatCorp. | | P30′B90′F35′ | | | Japanese | | | |
| JFBM | 1 *Dk*,2*tr B* in fore & after holds & *Web frames* | | 1895 | ✝ | | | | | Newark,N.J. | | | | FK | *WB* | WestinghouseElectric& Mfg.Co.Essington,Pa. | | |
| 77728 | — | | 2205 | | | | | 1924 | KobeSteel Works Harima | ShimataniKisen K.K. | 285·8 | 42·0 | 23·0 | Otaru | T.3Cy.20″,23″&55″–39″ 189NHP | | C |
| 29816 | (*ex*MeijiMaru–33) | | 1970 | | | | | | | | P28′F31′ | | | Japanese | | | |
| JPQA | 1 *Dk* | | 1299 | | | | | | | | | | | *WB* | KobeSteel Works,Harima | | |
| 77729 | **Kosin Maru** | | 6530 | | | | | 1938 | OsakaIron Works,Ld. Innoshima | Okada-gumiK.K. | 424·1 | 57·0 | 34·4 | Osaka | 2 steam turbines DR geared to 1 sc. shaft 517NHP | | C |
| 44585 | *Fitted for oil fuel* | | — | | | | | | | | P41′B154′F45′ | | | Japanese | IshikawajimaS.B.&E.Co. Ltd.Tokyo | | |
| JQPM | D.F. GyC. *Cruiser Stern* 2 *Dks* | | 3911 | | | | | | | | | | | | | | |
| 77730 | **Kōsin Maru** (*ex*KoshinMaru–38) | | 5485 | ✝100A1 | Tama | *z* | CL | 1924 | OsakaIron Works,Ld. Innoshima | HiroumiSyoziK.K. | 407·2 | 50·8 | 32·5 | Kobe | T.3Cy.27″,45″&75″–51″ (*s*) 180lb 553NHP | 32 ″ 7 | C |
| 30415 | *ss*Kob.No.3–3,35 | | 5120 | 8,40 ~~5,39~~ | | | 5,38 | 7mo | | | | | | Japanese | | s 6 ″ 7¾ | |
| JPKA | *ss*TamaNo.1–39 | | 4006 | ✝ LMC ~~5,39~~ 8,40 | | | | | | | P40′B137′F46′ | | FK | | 7 *BHCem* | 26 ″ 2¾ | |
| | 2 *Dks*(*Stl*) | | | | | | | *Lloyd's* | *SA&CP* | *Cell DB*355′1053*t DTa* | 27′767*t FPT*106*t A* | | | *PT*26*t* | OsakaIron Works,Ld. | | |
| 77731 | **Kosin Maru** | | 1869 | ✝ | Ant | *r* | | 1917 | American S.B.Co. Cleveland,O. | Kuribayashi SyosenK.K. | 251·0 | 43·5 | 20·0 | Tokyo | T.3Cy.20″,33″&54″–40″ 274NHP | 20 ″ 2 | C |
| 32883 | (*ex*Houthandel, *ss*Ant.No.1–23 | | 1620 | 3,27 | | | | 10mo | | | P25′B64′F23′ | | | Japanese | | | † |
| JTSB | *ex*Danubier,*ex*Lakeport) 1 *Dk*(*Stl*) | | 1088 | ✝ | | | | | | | | | FK | | 4 *BHCem* | | |
| | | | | | | | | | | *Cell DB*218′538*t FPT* | | | | 56*t APT*69*t* | 2SB,*6cf*,GS126,HS5246 AmericanS.B.Co. | | |
| 77732 | — | | 420 | | | | | 1939 | Kazasi Zosensyo K.K. Shimizu | YamasinaKisen K.K. | 142·1 | 25·6 | 11·5 | Tokyo | Oil Engines | | |
| 46607 | | | — | | | | | | | | | | | Japanese | | | |
| JWOM | | | 260 | | | | | | | | | | | | | | |
| 77733 | **Kosmos** | | 17801 | ✝100A1 | Sfj | *l* † | CL | 1929 | Workman, Clark(1928) Ld. Belfast | Hvalfangersel-skapet "Kosmos" A/S(A.Jahre) | 554·1 | 77·2 | 49·6 | Sandefjord | Q.4Cy.29″,42″,60″&86″–60″ | 50 ″ 6 | |
| | *ss*Sfj.No.2–37 | | 16533 | *with freeboard* | | | 9,39 | 7mo | | | | | | Norwegian | 250lb (*s*) 988NHP | s 15 ″ 8½ | |
| LDKS | 3 *Dks*(*Stl*) & *Web frames* | | 11789 | 9,39 | ✝ LMC 10,37 | | | | | | F141′ | | FK | | 19 *BH* | 35 ″ 0½ | |
| | *Mchy. Aft* *Cruiser Stern* | | | Pr BS 9,39 | BS 9,39 | | | *Lloyd's* | *SA&CP* | *Coll B* | | | | *Hto W thr dk* | 34 Pr.B–*60lb* 2 Pr.B–*64lb* 8 Pr.B–*43lb* | | |
| | D.F. *Longitudinal framing* | | | *Whaling Service* | | | | | | | | | | 13,, 2nd ,,) | | | |
| | *Strengthened for Navigation in Ice* | | | *Carrying Petroleum* | | | *in bulk* | | | | | | | 5,, 3rd ,,) | 5SB(4Spt),*20cf* HS14300 | | |
| | | | | *Fitted for oil fuel* | 7,29 | | *F.P. above* | 150° F. | | *Cell DB u E & B* 107′ 428*t DTf* 49′ | 926*t FPT* 233*t APT* | | | 204*t Tanks above peak* 499*t* | Workman,Clark(1928)Ld. | | |
| 77734 | **Kosmos II** Twin Sc | | 16966 | ✝100A1 | Sfj | *l* † | CL | 1931 | Workman Clark(1928) Ld. Belfast | Hvalfangerslsk. "KosmosII."A/S (A.Jahre) | 553·4 | 77·2 | 37·6 | Sandefjord | Q 8Cy.20″,29″,41½″&60″–45″ | 53 ″ 0 | |
| | *Mchy. Aft* *ss*Sfj.No.2–39 | | 12231 | *with freeboard* | NYk | | | 7mo | | | | | | Norwegian | 250lb (*s*) 938NHP | s 18 ″ 9½ | |
| LDDI | D.F. *Cruiser Stern* 2 *Dks*(*Stl*) | | 9794 | 9,40 ~~9,39~~ | BS 9,40 | | | | | | P134′F115′ | | FK | | 19 *BHpt Cem* | 34 ″ 6½ | |
| | *Longitudinal framing at inner tanks & above 2nd deck* | | | Pr BS 9,39 | ✝ LMC 9,39 | | | *Lloyd's* | *SA&CP* | *Cell DB u E &* | B96′512*t DTs f* 53′ | | | 50 Pr.B–~~60lb~~ (1 *to W dk* | | | |
| | *Strengthened for Navigation in Ice* | | | *Whaling Service* | | | | | | | *fore hold* | 932*t Side tanks in* | | 18 ,, 2nd ,,) | 5SB(Spt),*20cf*,HS14320 | | |
| | | | | *Carrying Petroleum* | | | *in bulk* | | | | | 53′702*t Side tanks in* | | *mchy. space* | WorkmanClark(1928)Ld. | | |
| | | | | *Fitted for oil fuel* | 7,31 | | *F.P. above* | 150° F. | | | | | | | 89′416*t FPT* 393*t APT* 551*t* | | |
| 77735 | **Koso Maru** Ⓟ | | 3178 | ✝ ... | Osa | *t* | CL | 1917 | OsakaIron Works,Ld. Osaka | OsakaSyosenK.K. | 305·0 | 43·7 | 27·2 | Osaka | T.3Cy.22″,37″&61″–42″ (*s*) 180lb 288NHP | 27 ″ 3 | |
| 31136 | (*ex*KohsoMaru–38) *ss*Osa.No.3–6,29 | | 2757 | 8,38 | | | 10,36 | 11mo | | | | | | Japanese | | | |
| JHDB | *ss*Osa.No.2–37 | | 2016 | ✝ | | | | | | | P19′B82′F32′ | | FK | | 2SB,*6cf*,GS90,HS3824 | | |
| | 2 *Dks*(*Stl*) & *Web frames* | | | | | | | | A&CP | *Cell DB* | 255′518*t APT* 20*t* | | | 5 *BHCem* | OsakaIrn.Wrks.Ld.Osaka | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 77736 | **Kosovo** Ⓟ (*ex*Trieste,*ex*TriesteD.) | | 896 | ✝100A1 | Spt | *l* | CL | 1909 | Cant.Nav. Triestino Monfalcone | Jadranska PlovidbaD.D. | 197·5 | 30·6 | 21·3 | Split | T.3Cy.17½″,29″&48″–30″ (*s*) 180lb 176NHP | 14 ″ 0 | |
| | *ss*Spt.2ndNo.3–3,28 | | 833 | *with freeboard* | ✝ NB 3,39 | | 3,38 | 2mo | | | 200·5(O.L.) | | FK | Yugoslav | | s 1 ″ 5 | |
| YTKT | *ss*Spt.No.2–36 | | 503 | 3,39 | ✝ LMC 2,~~36~~ 6,40 | | | | | | | | | | 4 *BHCem* | | |
| | 1 *Dk*(*Stl*–ws) & *Shade dk*(*pt Stl*–teak s) | | | No later survey reported | | | | *Lloyd's* | *SA&CP* | *Cell DBa* 31′ | *u E* 15′ *f* 56′94*t FPT* | | | 23*t APT* 11*t* | 2SB,*4cf*,GS68,HS2606 D.Rowan&Co.Glasgow | | |
| | | | | *For service in the Adriatic* | | | | | | | | | | | | | |
| 77737 | **Koster** (*ex*Thorunn) | | 973 | | | | | 1917 | Hölens Verks. Akties Larvik | And.Smith | 210·5 | 34·0 | 14·9 | Stockholm | T.3Cy.15½″,25″&42″–30″ 97NHP | | N |
| 7280 | | | *834* | | | | | | | | P23′B57′F24′ | H91*t* | | Swedish | | | |
| SFER | 1 *Dk* | | 548 | | | | | | | | | | | *WB* | AkersMek.Værks.Oslo | | |
| 77738 | **Kosti** (*ex*Marathon,*ex*BirteJensen, | | 3933 | ✝ ... | | | | 1905 | JLThompson&Sons,Ld. Sunderland | ~~J.D.Chandris&~~ ~~N.J.Pissis,J.D.~~ ~~Chandris,Mgrs.~~ Cia.Panaména EuropeaNavegacionLtda. | 364·6 | 50·5 | 15·4 23·4 | Panamanian | T.3Cy.25″,41″&67″–45″ 338NHP | 26 ″ 0 | G |
| ~~738~~ | *ex*Allaguash, | | — | 2,21 | | | | 6mo | | | | | | | | | † |
| ~~SWJB~~ | *ex*Rygja) | | 2555 | ✝ | | | | | | | P31′B242′F33′ | | FK | *WB* | J.Dickinson&Sons,Ld.Sld. | | |
| | *ss*N.Yk.No.2–15 | | | | | | | | | | | | | | | | |
| | 1 *Dk* & *Spar dk* & *deep framing* | | | | | | | | | | | | | | | | |
| 77739 | **Kostrena** | | 2562 | ✝100A1 | Lon | *t* | CL | 1902 | Napier& Miller,Ld. Glasgow | BrodarskoAkcionarskoDrustvo "Oceania" | 314·0 | 44·0 | 20·7 | Susak | T.3Cy.23″,37″&61″–42″ (*s*) 180lb 305NHP | 23 ″ 3 | |
| | *ss*Armament *see Supplement* | | 3380 | 8,40 ~~4,39~~ | Jck | | ~~4,39~~ 8,40 | 1mo | | | | | | Yugoslav | | s 3 ″ 6½ | |
| YTCG | 1 *Dk*(*pt Stl* & *pt Irn*) 2*tr B* & *deep framing* 3 *dk rule* | | 1627 | BS ~~5,39~~ 6,40 | LMC 5,37 | | | | AP | *Cell DBa* | *u E* 116′ *f* 134′680*t* | | | 5 *BHCem* *APT*70*t* | NB 14 *refitted* 37 2SB,*6cf*,GS119,HS5300 D.Rowan&Co.Glasgow | 19 ″ 11 | |
| | | | | | | | | | | | | | | | | | |
| 77740 | **Kosyo Maru** | | 331 | | | | | 1939 | ..... Osaka | KoyoKisenK.K. | 129·9 | 24·0 | 11·5 | Reisui | Oil Engines | | |
| 2549 | *Oil Eng.* | | — | | | | | | | | | | | Japanese | | | |
| JIBM | | | 234 | | | | | | | | | | | | | | |
| 77741 | **Kosyu Maru** | | 8470 | | | | | 1939 | Kawasaki Dkyd.Co.Ld. Kobe | GoyoSyosenK.K. | 440·0 | 60·0 | 40·0 | Japanese | 2 Steam turbines DR geared to 1 sc. shaft 833NHP Kawasaki DkydCoLdKobe | | |
| | D.F. E.S.D. GyC. | | | | | | | | | | | | | | | | |
| | *Ref. Mchy.* *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 77742 | — (*ex*KoshuMaru–38, | | 2812 | ✝ ... | | | | 1911 | Kawasaki Dkyd.Co.Ld. Kobe | KaiMidori | 298·1 | 43·6 | 23·0 | Osaka | T.3Cy.17½″,28″&46″–36″ 149NHP | 25 ″ 2 | C |
| 13872 | *ex*TaiunMaruNo.3, *ss*Osa.No.3–9,23 | | 2415 | 12,30 | | | | 1mo | | | P19′B67′F37′ | | | Japanese | | | † |
| JHOB | *ex*TaiunMaru) *ss*Kob.No.1–27 | | 2150 | ✝ | | | | | | | | | FK | *WB* | KawasakiDkydCoLdKobe | | |
| | 1 *Dk* | | | | | | | | | | | | | | | | |
| 77743 | **Kota Agoeng** Ⓟ | | 7356 | ✝100A1 | Sch | *c* † | OG | 1930 | Maats. Fyenoord Rotterdam | Rotterdamsche Lloyd (~~W.Ruys&~~ ~~Zonen,Mgrs.~~) | 449·6 | 60·8 | 29·7 | Batavia ~~Rotterdam~~ Dutch | 2 Oil Engines 2S.C.DA coupled to 1 Sc. Shaft by hydraulic transformers & SR gear 10Cy.20½″–27½″ DB *100lb* 1475NHP | 33 ″ 6 | |
| | *Oil Eng.* | | 6510 | 11,40 ~~1,39~~ | Sba | | ~~7,37~~ | 10mo | | | | | | | | s 6 ″ 11 | |
| PFLD | *ss*Rot.No.2–39 | | 4558 | ✝ LMC CS 11,39 | | | 10,40 | | | | P51′B155′F61′ | | FK | | 8 *BHpt Cem* | 26 ″ 9 | |
| | D.F. 3 *Dks*(*Stl–U dk* teak s) | | | DBS ~~11,36~~ 11,40 | ~~2,39~~ 11,39 | | | *Lloyd's* | *SA&CP* | | | | | 1,, *to 2nd dk* | | | |
| | *Cruiser Stern* | | | *Carrying oil* | *F.P. above* | | | 150°F. | *in deep tanks* | *Cell DB* 378′1532*t* | | | | 1,, ,, 3*rd* ,, | | | |
| | | | | | | | | | | *DTf* 28′1055*t* | *DTa* 35′767*t FPT* | | | 17*t APT* 46*t* | | | |
| | | | | | | | | | | | | | | | Maats.Fyenoord,Rot.& Maschinenfbrk.Augsburg-Nürnberg,A.G.Augsburg | | |
| 77744 | **Kota Baroe** Ⓟ | | 7281 | ✝100A1 | Sch | *c* † | OG | 1929 | Kon.Maats deSchelde Flushing | Rotterdamsche Lloyd (~~W.Ruys&~~ ~~Zonen,Mgrs.~~) | 449·0 | 60·8 | 30·7 | Batavia ~~Rotterdam~~ Dutch | Oil Engines 2S.C.SA 8Cy.29½″–52½″ DB *95lb* 1250NHP | 33 ″ 6 | |
| | *Oil Eng.* | | 6514 | 6,40 ~~1,39~~ | Sba | | 10,38 | 2mo | | | | | | | | s 6 ″ 11½ | |
| PFLG | *ss*Rot.No.2–37 | | 4570 | ✝ LMC CS 12,37 | | | | | | | P51′B150′F61′ | | FK | | 8 *BHpt Cem* | 26 ″ 8½ | |
| | 3 *Dks*(*Stl–U dk* teak s) | | | DBS ~~11,36~~ 11,40 | ~~2,39~~ 5,40 | | | *Lloyd's* | *SA&CP* | | | | | 1 ,, *to 3rd dk* | | | |
| | D.F. E.S.D. *Cruiser Stern* | | | *Carrying oil* | *F.P. above* | | | 150°F. | *in deep tanks* | *Cell DB* 37 | 0′1291*t DTf* 28′841*t* | | | *DTa* 35′695*t* | Maats.deSchelde,Flushing | | |
| | | | | DBS 11,40 | | | | | | | | | | *FPT* 113*t APT* 87*t* | | | |

*Now "Radfield," see No. 89337 in Supplement*

*Should be "Gosyu," see No. 83203 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 · 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 · 6 · 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last scen. | 8 · 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated Mark of Freeboard. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77745 PFLL D.F. E.S.D. | **Kota Gede** Ⓟ — *Oil Eng.* — *ss* Ham. No. 2–36 — 3 *Dks* (*Stl–U dk* teak s) — *Cruiser Stern* | 7323 6516 4561 | ✠100A1 Sch 3,408~~3,40~~ ✠LMC CS12,37 DBS~~12,39~~ 3,41 12,37 — *Carrying oil F.P. a bov* | Sch | *c*† | OG 7,38 3,41 — e150°F | 1928 9mo — *Lloyd's .in dee p tanks* | Maats. Fyenoord Rotterdam — *sA&CP* | Rotterdamsche Lloyd (~~W.Ruys&t. Zonen, Mgrs.~~) — *Cell DB* 378′1472*t* 950*t DTa* 37′76 | 449·6 \| 60·8 \| 29·7 P51′B150′F61′ FK *DTf* 28′ 7*t FPT* 105*t APT* 46*t* | | | Batavia ~~Rotterdam~~ Dutch 1 „ *to 2nd dk* 1 „ 3*rd* „ | Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$″–47$\frac{1}{2}$″ 1857NHP DB *100lb* 8 *BHpt Cem* Maats. Fyenoord, Rot. | 33 ″ 6 s 6 ″ 11$\frac{1}{2}$ 26 ″ 8$\frac{1}{2}$ | |
| 77746 PFLQ D.F. E.S.D. | **Kota Inten** Ⓟ — *Oil Eng.* — *ss* Rot. No. 3 12,39 ~~*ss* Rot. No. 2–36~~ — 3 *Dks* (*Stl–U dk* teak s) — *Cruiser Stern* | 7211 4707 4507 | ✠100A1 2,41 ~~2,39~~ 2,41 ✠LMC CS~~12,36~~ DBS~~2,39~~ 2,41 3,37 12,39 — *Carrying oil F.P. a bov* | Sba | *c*† | OG ~~1,38~~ 1,41 — e150°F | 1927 10m o — *Lloyd .in for* | Maats. Fyenoord Rotterdam — *sA&CP* | Rotterdamsche Lloyd (~~W.Ruys&~~ Zonen, *Mgrs.*) — *Cell DB* 378′1472*t DTf* 28′950*t D* | 449·6 \| 60·8 \| 29·7 464·5 (O.L.) P58′B130′F66′ FK *Tsa* 75′ 2052*t FPT* 1 | | | Batavia Dutch 1 *to 2nd dk* 18*t APT* 46*t* | Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$″–47$\frac{1}{2}$″ 1857NHP DB *100lb* 8 *BHpt Cem* NDB(WT)36–*100lb* Maats. Fyenoord, Rot. | 33 ″ 6 s 7 ″ 0$\frac{3}{4}$ 26 ″ 8$\frac{1}{2}$ | |
| 77747 PFLS D.F. E.S.D. | **Kota Nopan** Ⓟ — *Oil Eng.* — *ss* Sch. No. 2–40 — 3 *Dks* (*Stl–U dk* teak s) — *Cruiser Stern* | 7322 6511 4563 | ✠100A1 4,40 ✠LMC CS4,40 DBS4,40 1,40 — *Carrying car go oil F. P. abo* | Sch | *c*† | OG 4,40 — e150° | 1931 7mo — *Lloyd's .in deep tanks* | Kon. Maats "DeSchelde" Flushing — *sA&CP* | Rotterdamsche Lloyd (~~W.Ruys&~~ Zonen, *Mgrs.*) — *s Cell DB* | 449·9 \| 60·8 \| 30·7 P51′B155′F61′ FK 370′1345*t DTf* 28′9 44*t DTa* 35′7 | | | Batavia ~~Rotterdam~~ Dutch 1 „ *to 3rd dk* 44*t DTa* 35′7 | Oil Engines 2S.C.SA 8Cy.29$\frac{1}{16}$″–52$\frac{3}{8}$″ 1245NHP DB *95lb* 8 *BHpt Cem* Kon Maats. "DeSchelde" 87*t FPT* 116*t APT* 92*t* | 33 ″ 6 s 6 ″ 11$\frac{1}{2}$ 26 ″ 9$\frac{1}{4}$ | |
| * 77748 PFLT D.F. | **Kota Pinang** Ⓟ — *Oil Eng.* — *ss* Rot. No. 2–39 — 3 *Dks* (*Stl–U dk* teak s) — *Cruiser Stern* | 7277 6486 4529 | ✠100A1 4,39 ✠LMC CS4,39 DBS10,39 8,38 — *Carrying oil F.P. a bov tank and fore most l Carrying veg etable deep tank and* | Rot | *c*† | OG 1,37 — e150°F *ou after* | 1930 5mo — *Lloyd .in for r deep rmost tank* | Nederl. Schps. Maats. Amsterdam — *sA&CP ward deep tank after* | Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*) — *Cell DB* 378′1474*t DTf* | 449·3 \| 60·7 \| 29·7 P51′B150′F61′ FK | | | Rottrdam Dutch 1 *to 2nd dk* 1 „ 3*rd* „ 28′950*t DTa* | Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$″–47$\frac{1}{4}$″ 1857NHP DB *100lb* 8 *BHCem* NDB(W.T.)36–*100lb* Maats. Fyenoord, Rot. 35′767*t FPT* 114*t APT* 46*t* | 33 ″ 6 s 6 ″ 11 26 ″ 9 | |
| 77749 PFLV D.F. E.S.D. (2) | **Kota Radja** Ⓟ — *Oil Eng.* — *ss* Sba. No. 3–2,41 ~~*ss* Rot. No. 2–36~~ — 3 *Dks* (*Stl–U dk* teak s) — *Cruiser Stern* | 7177 6514 4511 | ✠100A1 2,41 ~~6,39~~ ✠LMC CS~~12,38~~ DBS~~12,39~~ 9,40 ~~4,37~~ 4,40 — *Carrying oil F.P. a bov tank and f ore Carrying veg etable deep tank and* | Rot Sba | *c*† | OG ~~1,37~~ 4,40 — e150°F *most a oil in a p tank* | 1927 10mo — *Lloyd's .in for r deep rmost tank* | Kon. Maats deSchelde Flushing — *sA&CP ward deep tank after* | Rotterdamsche Lloyd (~~W.Ruys&~~ Zonen, *Mgrs.*) — *Cell DB* 370′1342*t DTf* 28′966*t D* | 448·8 \| 60·8 \| 30·7 P58′B128′F66′ FK *Tsa* 75′ 2110*t FPT* 1 | | | Batavia ~~Rotterdam~~ Dutch 1 *to 2nd dk* 14*t APT* 87*t* | Oil Engines 2S.C.SA 8Cy.29$\frac{1}{16}$″–52$\frac{1}{16}$″ 1250NHP DB (*lower*) *120lb* 8 *BHpt Cem* NDB(WT)35–*100lb* Maats. deSchelde, Flushing | 33 ″ 6 s 7 ″ 0$\frac{3}{4}$ 26 ″ 7$\frac{1}{2}$ | |
| 77750 PFLX D.F. | **Kota Tjandi** Ⓟ — *Oil Eng.* — *ss* Rot. No. 2–38 — 3 *Dks* (*Stl–U dk Teak s*) — *Cruiser Stern* | 7295 6510 4548 | ✠100A1 3,40 ~~6,39~~ ✠LMC CS11,38 DBS3,40 ~~11,38~~ 6,40 — *Carrying oil F.P. a bov tank and forem ost Carrying veg etable deep tank and* | Sba NYk | *c*† | OG 5,39 — e150°F *lowera oil in a after'.* | 1930 2mo — *Lloyd's .in for after d fterm ween* | Wilton's E.&SlpwyCo Rotterdam — *sA&CP ward deep deep tank ost after deck tank* | Rotterdamsche Lloyd (~~W.Ruys&~~ Zonen, *Mgrs.*) — *Cell DB* 378′1488*t DTf* 28′950*t D* | 449·6 \| 60·8 \| 29·7 P51′B150′F61′ FK *Tsa* 75′ 2172*t FPT* 1 | | | Batavia ~~Rotterdam~~ Dutch 1 *to 2nd dk* 1 „ 3*rd* „ 05*t APT* 46*t* | Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$″–47$\frac{1}{4}$″ DB *100lb* 1857NHP 8 *BHpt Cem* NDB(WT)36–*100lb* Maats. Fyenoord, Rot. | 33 ″ 6 s 6 ″ 11 26 ″ 9 | |
| 77751 26842 JOAD | **Koti Maru** (*ex* KochiMaru–38) — *ss* Kob. No. 1–25 — 2 *Dks* (*Stl*) | 2910 2688 1752 | ✠ 1,30 ✠ — | Kob | *u* | | 1920 11mo — *Lloyd's .in for after d fterm ween* | Teikoku S.S.Co.Ld. Oh. Harima — *sA&CP ward deep deep tank ost after deck tank* | Settu Syosen K.K. (Osaka Syosen K.K. *Mgrs.*) — *Cell DB* 263′645*t FPT* 53*t* | 305·0 \| 43·7 \| 27·2 P23′B92′F33′ FK *5 BHCem APT* 56*t* | | | Hutyu Japanese | T.3Cy.23″,38″&64″–48″ 352NHP 2SB, 6*cf*, GS110, HS4558 Tanaka Eng. Works, Osaka | 27 ″ 3 | C † |
| 77752 10344 | — Ⓟ (*ex* KochiMaru–38) — 1 *Dk* | 307 222 162 | | | | | 1907 | S. Ono Osaka | Okinawa Kinkai Kisen K.K. | 141·0 \| 20·8 \| 9·9 | | | Naha Japanese | T.3Cy.12$\frac{1}{2}$″,20″&31$\frac{3}{4}$″–22″ 47NHP S. Ono, Osaka | | |
| 77753 OHKD | **Kotka** (*ex* Zwijndrecht) — Wireless D.F. — 1 *Dk* | 1286 — 720 | | | | | 1918 | N.V. Werf Conrad Haarlem | A/B Helsingfors S.S.Co.Ltd. (A/B Nielsen & Thorden O/Y, *Mgrs.*) | 246·4 \| 37·1 \| 17·6 237·6 B57′F33′ | | | Helsingfrs Finnish *WB* | T3Cy12$\frac{1}{16}$″,29$\frac{1}{16}$″&47$\frac{1}{2}$″–35$\frac{3}{4}$″ 132NHP | | V |
| 77754 ESCF | **Kotkas** (*ex* Oise, *ex* War Timiskaming) — 1 *Dk* | 2160 1805 1263 | | | | | 1919 | Polson Iron Works, Ld. Toronto | Mrs. M. Krönström & others | 251·0 \| 43·5 \| 22·1 P25′B68′F20′ | | | Tallinn Estonian *WB* | T.3Cy.20$\frac{1}{4}$″,33″&54″–36″ 188NHP Polson I. W. Co Ld. Toronto | | V |
| 77755 UPFX | **Kotlin** (*ex* Aldebaran–35, *ex* Sir James Bell–33) — *ss* Ams. No. 3–2,34 — 1 *Dk* (*Stl*) — *Fitted for oil fuel* | 2545 2229 1382 | ✠ ... 8,35 | Bkn | *t* | | 1921 10mo | J. I. Thorny-croft & Co. Ld Southampton | U.S.S.R. — *Inter mediate BH in fore hold dispensed with Cell L* | 298·7 \| 44·6 \| 21·8 P28′B83′F33′ FK *B252′644t FPT 102t* | | | Leningrad Russian *pt Cem 1 BH only APT 108t* | T.3Cy.21″,34″&57″–36″ 238NHP 2SB, 6*cf*, GS110, HS4018 J. I. Thornycroft & Co Ld. Sou | 24 ″ 5 | |
| 77756 2287 JEXG | **Koto Maru** — 2 *Dks* | 3557 — 2078 | | | | | 1937 | Mitsubishi Jukogyo K.K Yokohama | Chosen Yusen K.K. | 341·2 \| 48·2 \| 28·0 P26′B79′F34′ | | | Zinsen Japanese *WB* | T.3Cy.20$\frac{1}{16}$″,34$\frac{7}{16}$″&57$\frac{1}{16}$″–43$\frac{5}{16}$″ 214NHP Mitsubishi Jukogyo K.K. Yka. | | |
| 77757 45735 JHTN | **Kōtō Maru** — Wireless — *Cruiser Stern* | 1053 — 585 | | | | | 1939 | Nakata Zosensho Osaka | Sanko Kisen K.K. | 200·0 \| 31·5 \| 18·5 | | | Japanese | T.3Cy.14″,23$\frac{3}{8}$″&39″–30″ 83NHP Nakata Zosensho | | |
| 77758 40179 JYTH | **Kotobuki Maru No. 2** — *Oil Eng.* — *Cruiser Stern* 1 *Dk* | 326 — 185 | | | | | 1935 | Yendo Tekkosho Osaka | Fujioka Tekko Senpakubu | 125·0 \| 23·0 \| 11·5 B10′ | | | Osaka Japanese | Oil Engines 2S.C.SA 4Cy.15″–20″ 159NHP Nippon Hatsudoki K.K. Kob | | |
| 77759 42436 JJHL | **Kotobuki Maru No. 3** — *Mchy. Aft* | 723 — 406 | | | | | 1936 | Urabe Zosen Tekkosho Osaka | Fujioka Tekko Senpakubu | 184·0 \| 28·0 \| 17·0 | | | Osaka Japanese | T.3Cy.13″,21″&36″–22″ 60NHP Fujioka Tekkosho, Osaka | | |
| 77760 45777 JCKN | **Kotobuki Maru No. 5** | 720 — 396 | | | | | 1939 | Urabe Zosentekkosyo K.K. Osaka | Fuzioka Sadaiti | 179·9 \| 28·0 \| 16·0 | | | Osaka Japanese | Steam Engine | | |
| 77761 22587 JEUD | **Kotohira Maru** (*ex* Taibu Maru) — *ss* Kob. No. 3–9,29 — *ss* Kob. No. 2–38 — 2 *Dks* (*Stl*) | 6101 5183 4485 | ✠100A1 ~~9,39~~ 9,39 10,40 ✠LMC ~~9,38~~ 9,40 | Kob | *z* | CL 7,38 | 1918 6mo | Osaka Iron Works, Ld. Innoshima A&CP | Naigai Kisen K.K. | 407·2 \| 50·8 \| 32·5 P40′B137′F46′ FK *Cell DB* 360*t FPT* 106*t* | | | Kobe Japanese *7 BHCem APT* 26*t* | T.3Cy.26$\frac{7}{8}$″,45″&75″–51″ (*s*) 180lb 553NHP 3SB, 9*cf*, GS190, HS8100 FD Osaka Iron Works Ld Osaka | 32 ″ 7 s 6 ″ 10 26 ″ 1 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné maintenant arrivé. Lettre d'Appropriement. | 7* | Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP = Force en chevaux d'après les formules de la Société. RIP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77762 43187 JJTL | **Kōtoku Maru** *Oil Eng.* *Ref. Mchy.* 2 *Dks* | | 6702 6077 4863 | ✠100A1 9,40 ~~9,30~~ ~~DBS9,39~~ ✠LMC5,37 ✠Lloyd's RMC~~5,39~~,40 DBS9,40 *Carrying cargo oil F. P. above* | Tama Nag | *b*† CL 9,40 | 15 0°F. *in deep tank* | 1937 6mo *Lloyd's* | Mitsubishi Jukogyo K.K Nagasaki *SA&CP* | HiroumiSyoziK.K. *Cell DB* 322′13 | 436·4 453·7 (O.L.) P30′B127′F41′ 1 78*t DTa* 34′1112*t* | 58·5 FK | 32·8 *Tank in way of tunnel* 257*t FP* | Osaka Japanese *pt Cem* 7 *BH to U dk* 1 „ „ 2nd „ 259*t APT* 224*t* | Oil Engines 2 S.C.SA 6Cy.28⅜″–49⅜″ 839 NHP DB *121lb* Mitsubishi Jukogyo K.K. Nag. | 33 ″ 0 | |
| 77763 ~~4778~~ HPRM | **Kotor** (*ex* Eurymedon–39, *ex* Stylianos–35, *ex* Sverre) *ss* Mal. 2nd No. 3–10, 27 *ss* Pir. No. 2–36 1 *Dk* (*Irn*) 2 *tr B & deep framing & Dk rule* | | 3675 3390 2438 | ✠100A1 ~~Spl.~~ *u* Exam ~~3611~~,40 NYk ✠LMC MS9,36 BS3,40 | | CL N 12,37 | | 1904 4mo | W. Gray & Co. Ld. W Hartlepool A&CP | Compania de Navegacion Sansalvador Panema *Cell DB* 8*a§* | 339·6 P25′B67′F32′ *u* E133′*u* B17′*f* 146′1 | 48·0 FK | 24·5 *u* 1005*t APT* 48*t* | Panama Pnamanian 6 *BH Cem* | T. 3 Cy. 25″, 40″ & 65″–42″ (*s*) 160 lb *180 lb* NDN 21 290 NHP 2 SB, *8cf*, GS 112, HS 4590 Cen. Mar. Eng. Wrks. W Hpl | 27 ″ 2 s 5 ″ 0 22 ″ 4 | |
| 77764 UOUF | **Kotovsky** (P) *Oil Eng.* Wireless 2 *Dks* *Cruiser Stern* | | 1190 953 612 | | | | | 1928 | Schiffsw(v. J.&Sch.) A.G Hamburg | U.S.S.R. | 202·4 P&B126′F22′ | 33·3 | 18·4 *WB* | Odessa Russian | Oil Engines 4 S.C.SA 8Cy.18⅝″–29½″ 277 NHP Motorenfabr. "Deutz" A.G. Köln-Deutz | | |
| 77765 8363 JZHB | **Kotu Maru** (P) (*ex* KotsuMaru–38) *ss* Hak. No. 3–1, 13 Wireless 1 *Dk* & *Spar dk* & *Web frames* | | 1541 1284 923 | ✠ ... 10,20 | | | | 1902 2mo | Ishikawajima S.B.&E. Co.Ld. Uraga | KitaNipponKisen K.K. | 240·0 P37′B77′F39′ FK | 34·0 | 12·1 19·4 *WB* | Hutyu Japanese | T. 3 Cy. 18½″, 30½″ & 52½″–36″ 185 NHP Ishikawajima S.B.&E.Co. Ld. Tokyo | 22 ″ 0 | |
| 77766 231 SVDC | **Koumoundouros** (*ex* Daybreak–34) *ss* Cff. No. 3–12, 37 1 *Dk* (*Stl*) | | 3595 3397 2259 | ✠100A1 ~~10,400,30~~ 6,41 ~~Liv~~ Bry MBS6,41 ✠LMC DBS10,40 MS11,37 | Cff | *w* CL 1,39 | | 1925 1mo *Lloyd's* | R. Thompson & Sons, Ld Sunderland *SA&CP* | C.E. Embiricos *Cell DB* 310′925*t* | 360·0 P34′B209′F35′ | 50·5 FK | 22·6 *f* 1*AP* 137*t* | Andros Greek 6 *BH Cem* | T. 3 Cy. 25″, 42″ & 68″–45″ 180 lb *100 lb* 349 NHP 2 SB, *8cf*, GS 141, HS 5560 N.E. Marine Eng. Co. Ld. Sld | 25 ″ 0 s 3 ″ 2 22 ″ 0¼ | |
| 77767 22011 JZGB | **Koun Maru** Wood Wireless | | 753 — 421 | | | | | 1918 | ..... | FukudaNisaburo | 187·0 | 31·8 | 15·9 | Maizuru Japanese | | | |
| 77768 16523 JAYB | **Koun Maru No. 2** (P) Wireless 2 *Dks* | | 606 537 360 | | | | | 1913 | GoshiKaishaHarada Shoko, Osaka | KanemoriSyosen K.K. | 182·7 | 23·7 | 16·6 *WB* | Hakodate Japanese | T. 3 Cy. 11½″, 19¾″ & 33½″–22″ 53 NHP GoshiKaishaHaradaShoko | | |
| 77769 OHYX | **Koura** (*ex* Mimis–36, *ex* Agios Vlasios–34, *ex* Budapest, *ex* Szterényi) *ss* Pir. 2nd No. 3–3, 33 *ss* Cpn. No. 1–38 1 *Dk* (*pt Irn & pt Stl*) *Cargo battens not fitted* & *deep framing* | | 3335 — 1989 | ✠100A1 8,39 BS~~7,39~~ 1,41 | Sch ✠LMC6,37 | *v* CL 8,39 | | 1907 3mo | W. Gray & Co.Ld. W Hartlepool | KouranLaivaO.Y. (Paul Eriksson, *Mgr.*) *Cell DB* a 112′ *u E&* | 341·9 331·0 P25′B124′F30′ *B* 40′*f* 142′922*t* | 48·0 48·3 FK *FPT* | 21·8 5 *BH Cem* 75*t APT* 45*t* | Vaasa Finnish | T. 3 Cy. 24″, 40″ & 65″–42″ (*s*) 180 lb 292 NHP 2 SB, *6rf*, GS 108, HS 4424 Cen. Mar. Eng. Wrks. W Hpl | 24 ″ 6 s 3 ″ 10½ 20 ″ 10 | |
| 77770 FNHZ | **Koutoubia** (P) Twin Sc *Fitted for oil fuel* 3 *Dks* (4*th dk in Nos.* 1 & 2 *holds*) D.F. E.S.D. *Cruiser Stern* | | 8790 6156 4551 | | | | | 1931 | Forg.&Ch. de la Médit. La Seyne | Cie. de Nav. Paquet | 426·9 B192′F80′ | 58·5 | 34·3 *WB* | Marseilles French | 6 Steam Turbines S R geared to 2 Sc. Shafts Forg.&Ch. de la Médit. La Seyne | | V |
| 77771 UOAN | **Kovda** 1 *Dk* *Well deck* | | 1672 1226 1000 | ✠ ... 11,29 | | | | 1924 12mo | Bergens Mek. Værks. Bergen | U.S.S.R. | 250·3 P18′Q75′B56′F27′ | 39·1 FK | 16·1 *WB* | Vladvostk Russian | T. 3 Cy. 18⅜″, 29″ & 48″–33″ 161 NHP Bergens Mek Værks Bergen | 18 ″ 0 | |
| 77772 29818 JPNA | **Kowa Maru** (*ex* Kohwa Maru–38, *ex* Atsuta Maru No. 5, *ex* Ginryo Maru, *ex* Australglen, *ex* Strathord) *ss* Mel. No. 3–5, 18 *ss* Kob. No. 1–24 1 *Dk* & *Spar dk* & *deep framing* | | 4520 4086 2775 | ✠ ... 6,26 | | | | 1906 9mo | Grngem'th & Greenock Dockyard Co. Greenock | ShiotaShojiK.K. | 370·0 P25′B92′F41′ | 52·2 25·5 FK | 17·5 *WB* | Kobe Japanese | T. 3 Cy. 25″, 41″ & 68″–48″ 353 NHP J. G. Kincaid & Co. Greenock | 28 ″ 0 | C † |
| 77773 45154 JZAM | — (*ex* Kwan Ho–38, *ex* Mataram–35) *ss* Kob. 2nd No. 3–8, 35 1 *Dk* (*Stl*) & *Spar dk* (*Stl–pt ws*) | | 3217 2609 2250 | ✠ ... 12,38 | Kob | *v* | | 1909 9mo | Clyde S.B. & E. Co. Ld. Pt. Glasgow | NipponKogyo KisenK.K. *Cell DB* a 88′ *u* | 331·2 P29′B128′F44′ *E* 18′*f* 160′593*t* | 43·2 FK *FPT* | 22·4 5 *BH pt Cem* 79*t APT* 29*t* | Tokyo Japanese | T. 3 Cy. 24″, 40″ & 65″–42″ 397 NHP 2 SB, *8cf*, GS 150, HS 6000 Clyde S.B. & E. Co. Ld. P. Gl. | 24 ″ 9 | |
| 77774 139113 VJFM | **Kowarra** *ss* Syd. 2nd No. 3–3, 10 ~~*ss* Mel. No. 3 1,28~~ ~~*ss* Syd. No. 2 2,7~~ *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted* | | 2125 1610 1215 | ✠100A1 ~~3,102,20~~ 4,41 ~~BS3,39~~ ✠LMC~~4,36~~ BS3,40 ~~4,41~~ 3,40 | Syd | *r* CL 3,39 | | 1916 1mo *Lloyd's* | J. Priestman & Co. Sunderland *SA&CP* | Australian Steamships, Proprietary, Ld. (*Man. Agents*, Howard Smith, Ld.) *Cell DB* a 70′ *u E&* | 270·0 280·3 (O.L.) P21′Q85′B55′F31′ *B* 48′ *f* 106′541*t* | 40·0 FK *FPT* | 17·8 *f* 87*t APT* 118*t* | Melbourne British 4 *BH Cem* | T. 3 Cy. 20½″, 33½″ & 55″–39″ (*s*) 180 lb 242 NHP 2 SB, *6cf*, GS 118, HS 4236 G. Clark, Ld. Sunderland | 20 ″ 0 s 1 ″ 11 18 ″ 3 | |
| 77775 128040 VJSP | **Kowhai** (*ex* Devon Coast, *ex* Hopeful) *ss* Mel. 2nd No. 3–5, 34 *ss* Syd. No. 1–39 1 *Dk* (*Stl*) *Mchy. Aft* *Cargo battens not fitted* | | 793 556 404 | ✠100A1 1,11 ~~1,40~~ ~~BS1,40~~ 2,41 | Syd Mel ✠LMC7,39 | *k* CL 6,39 | | 1910 4mo *Lloyd's* | W. Harkess & Son, Ld. Middlesbro' *SA&CP* | UnionS.S.Co. of NewZealand Ld. *Cell DB* | 195·0 200·6 (O.L.) P13′Q96′B13′F33′ *f* 117′158*t* | 30·0 31·5 FK *FPT* | 11·6 3 *BH Cem* *APT* 9*t* | Melbourne British | T. 3 Cy. 16″, 27″ & 44″–30″ (*r*) 180 lb 129 NHP 2 SB, *4cf*, GS 68, HS 2196 Richardsons, Westgarth & Co. Ld. Mdb. | 13 ″ 10 s 4 ″ 0 13 ″ 4½ | |
| 77776 25837 JKDD | **Koyo Maru** *ss* Yka. No. 3–7, 32 *ss* Tama. No. 2–40 ~~*ss* Nag. No. 1 2,36~~ 2 *Dks* (*Stl*) | | 5471 5036 3287 | ✠100A1 5,39 10,40 ✠LMC~~5,38~~ 10,40 *Fitted for oil fuel* 6,19 | Tama | *z* CL 5,39 *F.P. above* 150°F. | | 1919 6mo | Uraga Dock Co. Ld. Uraga A&CP | ToyoKisenK.K. | 400·0 P33′B124′F45′ *E* 28′*f* 177′994*t* | 53·2 FK *FPT* | 32·0 *f* 336′976*t* *APT* 28*t* | Yokohama Japanese 6 *BH Cem* | T. 3 Cy. 26″, 43½″ & 72″–48″ (*s*) 200 lb 518 NHP 3 SB, *9cf*, GS 179, HS 7376 Uraga Dock Co. Ld. Uraga | 32 ″ 0 s 6 ″ 6½ 25 ″ 8 | |
| 77777 25480 JBNB | **Kōyō Maru** (*ex* Kohyo Maru–38) *ss* Nag. No. 1–24 2 *Dks* | | 3010 2602 1820 | ✠ ... 1,28 | | | | 1919 8mo | Matsuo Iron Works & Dockyard Nagasaki | NipponYusenK.K. | 311·0 P21′B78′F41′ | 44·2 FK | 27·0 *WB* | Tokyo Japanese | T. 3 Cy. 22″, 37″ & 61″–42″ 300 NHP Matsuo I.W.&Dkyd. Nag. | 27 ″ 0 | |
| 77778 28928 JNDA | **Kōyū Maru** *ss* Osa. No. 3–5, 33 *ss* Tama. No. 1–38 2 *Dks* (*Stl*) | | 5325 4846 3294 | ✠100A1 5,40 ~~1,30~~ ✠LMC~~4,39~~ 5,40 | Tama | *z* CL 3,39 | | 1921 7mo | Mitsubishi Zosen Kaisha Kobe A&CP | HiroumiSyoziK.K. *Cell DB* a 127′ *u* | 400·0 P39′B121′F43′ *E* 28′*f* 177′994*t* | 54·5 FK *FPT* | 30·0 *f* 128*t APT* 87*t* | Kobe Japanese 6 *BH Cem* | T. 3 Cy. 26½″, 44½″ & 75″–48″ 200 lb (*s*) 496 NHP 3 SB, *9cf*, GS 175, HS 6620 FD Mitsubishi Zosen Kaisha | 30 ″ 0 s 5 ″ 6½ 24 ″ 8 | |
| 77779 40157 JYCH | **Kozan Maru** *Oil Eng.* 2 *Dks* | | 4180 — 2468 | | | | | 1935 | Mitsubishi Jukogyo K.K Kobe | YamamotoKisen K.K. | 360·0 P28′B76′F36′ | 50·0 | 29·0 | Kobe Japanese | 2 Oil Engines 1 S.C.SA 12Cy. 17½″–16⅞″ & hydraulic coupling S.R. geared to 1 Sc. Shaft 370 NHP Mitsubishi Jukogyo K.K. Kobe | | C |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Fl. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77780 23481 JRBE | **Kozan Maru No. 2** | Wood 1 *Dk* | 864 731 512 | | | | | 1919 | Furuyama Yoshitaro, Niigata | Turumuru Hirotaro | 193·1 P25′ | 29·1 B49′ | 19·6 F28′ | Tarumi Japanese | T.3Cy.12½″,21½″ & 35½″–27″ Hashimoto 63NHP Tekkosho, Osaka | | |
| 77781 42963 JNUL | **Kozui Maru** *Oil Eng.* *Ref. Mchy.* 2 *Dks* | 7072 6077 5219 | ✠100A1 ~~8,39~~ 8,39 ~~-41~~ ✠LMC CS2,41 DBS2,41 2,41 ✠Lloyd'sRMC2,41 *Carrying cargo oil in deep tanks F.P. above 150°F.* | Nag *b*† Kob Osa | CL 8,40 | | 1937 6mo | Mitsubishi Jukogyo K.K Nagasaki | TakatihoSyosen K.K. (TaiyoKaiun K.K., *Mgrs.*) *Lloyd's SA&CP* *Cell DB372′1635t* | 436·4 453·7 (o.L.) P30′ B127′ F41′ FK *DT a36′ 1112t FPT* | 58·5 | 30·8 | ~~Kobe~~ Tokyo Japanese *pt Cem* 259t *APT22* | Oil Engines 2S.C.SA 6Cy.28⅜″–49⅛″ 839NHP DB *12llb* MitsubishiJukogyoK.K. 4t | 32 ″ 10 | |
| 77782 239 JPFC | **Kozyo-Maru** Ⓟ (*ex*Kojo-Maru–38) 1 *Dk* | 1684 1375 956 | | | | | | 1925 | Manchuria Dock Co. Ld. Port Arthur, S. Manchuria | DairenKisenK.K. | 249·0 P25′ B62′ F39′ | 37·5 | 21·0 | Dairen Japanese *WB* | T.3Cy.18″,28″ & 46″–36″ 127NHP ManchuriaDockCo.Ld. | | |
| 77783 240 JEBG | — (*ex*OnjoMaru–38) Wireless 2 *Dks* | 370 — 198 | | | | | | 1913 | ..... Osaka | ChosenSotokufu | 130·0 | 24·2 | 15·5 | Jinsen, Korea Japanese | | | |
| 77784 134 JKVA | **Kozyun Maru** (*ex*KojunMaru–38) | 2177 1885 1298 | | | | | | 1917 | ..... | DairenKisenK.K. | 268·0 | 40·7 | 23·5 | Dairen Japanese | | | |
| 77785 30040 JGQB | **Kōzyun Maru** (*ex*KojunMaru–38) *ss*Kob.No.3–3,35 *ss*Smk.No.1–39 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing* | 1931 1614 1186 | ✠100A1 ~~4,404,39~~ ✠LMC ~~4,39~~ 4,40 | Smk *q* | CL 3,39 | | | 1924 7mo | Osaka Iron Works Ld. Osaka *Lloyd's SA&CP* | HiroumiSyoziK.K. *Cell DB207′406t FPT* | 255·0 P17′ B65′ F28′ FK *1 BHCem* 45t *APT16t* | 39·0 | 22·7 | Kobe Japanese | T.3Cy.18″,30″ & 50″–36″ (*s*) 200lb 211NHP 2SB, *4cf*, GS79, HS3013 FD Osaka Iron Works, Ltd. | 22 ″ 9 s 3 ″ 1½ 19 ″ 9½ | |
| 77786 32 SPAE | **Krakow** (*ex*Frimaire) *ss*Dnz.No.3–7,35 *ss*Gdy.No.1–39 *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted* | 2017 1576 1112 | ✠100A1 5,41 ~~4,40~~ Stl BS ~~4,40~~ 5,41 LMC ~~5,39~~ 5,39 | Npt *r* | 5,39 | | 1926 2mo | Chant. Nav Français Caen | ZeglugaPolska S.A. (PolishS.S. AgencyLd., *Mgrs.*) *Cell DBa&uE66′ Deep Tanks* | 269·1 P22′ Q87′ B50′ F23′ *f* 107′ 405t *aft* 34′ 205t | 39·7 FK | 17·5 *FPT77t* | Gdynia Polish *4 BHCem* *APT22t* | T.3Cy.18⅛″,29⅛″ & 49⅜″–37⅛″ 185lb (*s*) 189NHP 2SB, *4cf*, GS95, HS3247 Etab. Nat. d'Indret, Indret | 19 ″ 10 s 1 ″ 8½ 18 ″ 4¼ | |
| 77787 YTCK | **Kralj Aleksandar I** Ⓟ TwinSc *ss*Spt.No.1–36 2 *Dks* (*weather dk Stl*–teak s) 3*rd dk* (*Stl*) *clear of mchy. space* *Cruiser Stern* | 2463 1729 1126 | ✠100A1 *with freeboard* 4,39 BS4,39 *For Service on and Cruising Fitted for oil* No later survey reported ✠LMC1,36 *the Adriatic Service on the Mediterranean fuel* 3,32 *F.P. above* 150° F. | Spt *s* | CL 82,38 P7,38 | | 1932 3mo | Lithgows Ld. Port Glasgow *Lloyd's SA&CP* | Dubrovacka Plovidba A.D. *Cell DBa&uE75′ f* 82′ 163t *FPT13t* | 270·5 FK *7 BHCem* *APT74t* | 42·1 | 23·8 | Dubrovnik Yugoslav *7 BHCem* | Q8Cy18″,25⅜″,36½″ & 52″–27″ 225lb (*s*) 601NHP 4SB, *12cf*, GS244, HS9900 FD D. Rowan & Co. Ld. Gls. | 24 ″ 6 s 11 ″ 2½ 13 ″ 7½ | |
| 77788 | **Kraljica Marija** Ⓟ TwinSc (*ex*Araguaya) *ss*Spt.2nd No.3–1,33 D.F. *ss*Spt.No.1–37 3 *Dks* (*Stl*–ws *Upt* teak) & *Orlop dk* *Ref. Mchy.* (*Stl*–ws) *in Nos. 1 & 2 Holds* | *10196* *7418* *6102* | ✠100A1 3,39 BS4,40 ✠LMC3,37 Lloyd's RMC3,39 for Nos. 1 & 2 orlop dks., No. 5 lower hold & 5 chambers in No. 5 lower dk. only. | Ven *f*† | CL 3,39 | | 1906 9mo | Workman, Clark & Co. Ld Belfast *Lloyd's SA&CP* | Cie. Générale Transatlantique *Cell DBa&uE195′ f* 155′ 1411t *Tanks at* | 515·2 P44′ B339′ F88′ FK | 61·3 | 30·5 | French *8 BHCem* *t sides of tun* | Q.8Cy.27″,38″,54″ & 76½″–54″ 215lb (*s*) FD 1514NHP 3D & 3SB 36*cf* GS571 HS23538 Wrkman, Clark & Co. Ld Bel *nels* 55′ 292t *FPT90t APT65t* | 34 ″ 0 s 7 ″ 3½ 27 ″ 2 | |
| Now "Savoie," *see No. 89352 in Supplement* | | | | | | | | | | | | | | | | | |
| 77789 UNZM | **Krasin** (*ex*Sviatogor) (*Icebreaker*) 4 *Dks* (*U dk Stl*–ws) *3rd & 4th dks* (*Stl*) & *Web frames* Sub. Sig. | TrpSc 4902 2418 2342 | ✠ 8,22 ✠ | Lth *z* | | | 1917 2mo | Armstrong Whitworth & Co. Ld. Newcastle | U.S.S.R. *Cell DBu E&B188′ side tanks in blr. sp* | 318·0 836t FK *ace* 68′ 286t *FPT608t* | 71·5 | 42·2 | Leningrad Russian *Cem* *APT196t* | T.9Cy.26″,42″ & 67″–45″ 1643NHP 10SB, *30cf*, GS668, HS27600 Richardsons, Westgarth & Co. Ld. Mdb. | | |
| 77790 UPLY | **Krasnoarmeets** (*ex*Certo–35, *ex*Saga, *ex*General Williams) 1 *Dk* | 2200 2003 1277 | ✠ ... 12,23 ✠ | | | | 1919 9mo | Dominion S.B. Co. Ld. Toronto | U.S.S.R. | 251·0 P25′ B64′ F20′ FK | 43·6 | 22·2 | Vladvostk Russian *WB* | T.3Cy.20″,33″ & 54″–40″ 328NHP J. Inglis & Co. Ld Toronto | 24 ″ 3 | |
| 77791 | **Krasnodar** (*ex*Alexandra, *ex*Antigoni, *ex*City of Belfast, *ex*Socrates, *ex*City of Belfast) *Well deck* 1 *Dk* (*Irn*) & *Web frames* | 2068 1681 1099 | ✠ 2,14 ✠ | Msl *s* | | | 1889 5mo. | Short Bros. Sunderland | U.S.S.R. | 290·3 P32′ Q72′ B118′ F34′ BK 10′ *Cell DB206′* | 39·1 NDB06 *6 BHCem* 383t *APT53t* | 19·6 202NHP 1 DB, *6rf*, GS85 T. Richardson & Sons, Hpl. | | | 21 ″ 8 | |
| 77792 UNYD | **Krasnoe Znamya** (*ex*Waverley) *ss*Hul.No.2–09 1 *Dk* (*Irn*) & *deep framing* | 2271 2075 1403 | ✠ 8,19 ✠ | Hul *s* | | | 1901 6mo | W. Gray & Co. Ld. W Hartlepool | U.S.S.R. *Cell DBa&uE122′ u B16′ f* 122′ 668t | 301·7 P25′ B72′ F33′ FK | 43·0 *5 BHCem* *APT77t* | 19·6 Archangel Russian NB36 Cen. Mar. Eng. Wrks. W Hpl | T.3Cy.22″,35″ & 59″–39″ 225NHP | 22 ″ 3 | |
| 77793 UOJC | **Krasnogvardeets** (*ex*Marjowetz–33, *ex*Albania, *ex*Marmara, *ex*Ostsee, *ex*Huntsclyde, *ex*Athena, *ex*Regina) Sub. Sig. 2 *Dks* & *Shelter dk* & *deep framing* | 2719 2571 1702 | | | | | 1904 | Flensburger Schiffsb. Ges. Flensburg | U.S.S.R. | 292·0 H27′ | 41·4 | 25·9 | Odessa Russian *WB* | T3Cy20⅝″,33 7/16″ & 55⅝″–35 7/16″ 180NHP Flensburger Schiffsb. Ges. | | |
| 77794 UNYU | **Krasny Flot** Ⓟ (*ex*Reval, *ex*Deutschland) Wireless 1 *Dk* | Iron 712 507 342 | | | | | 1882 | Stettiner Akt. Ges. Stettin | U.S.S.R. | 198·5 P92′ B35′ | 26·0 | 14·8 | Odessa Russian *WB* | C.2Cy.23″ & 46″–27″ NB95 92NHP Stettiner A.G. Stettin | | |
| 77795 | **Krasny Moryak** Ⓟ (*ex*Tusli) 1 *Dk* | Pad 348 234 133 | | | | | 1859 | ..... | U.S.S.R. | 184·4 | 22·2 | 7·5 | Rostov Russian | C.2Cy.21⅝″ & 36 7/16″–40½″ NB36 70NHP | | |
| 77796 124 UNGJ | **Krasny Oktyabr** (*ex*Veerhaven, *ex*Zevenbergen) *ss*Rot.No.3–2,24 1 *Dk* (*Stl*) | 3295 2778 2041 | ✠ 2,24 ✠ | Rot *u* | | | 1911 5mo | Irvine's SB & D.D. Co. Ld. W Hartlepool | U.S.S.R. *Cell DBa102′ u* | 324·8 P33′ B98′ F32′ FK *E24′ f* 138′ 582t *FPT* | 46·9 *5 BHCem* *72t APT101t* | 22·4 Vladvostk Russian Richardsons, Westgarth & Co. Ld. Hpl. | T.3Cy.23½″,38″ & 64″–42″ 290NHP 2SB, *6cf*, GS108, HS4488 | 24 ″ 10 | |
| 77797 | **Krasny Pakharj** (*ex*Nargen, *ex*Henriette, *ex*Ostsee) *Mchy. Aft* 1 *Dk* & *Spar dk* | 348 341 173 | | | | | 1900 | Schiffsw. v. Henry Koch Lübeck | U.S.S.R. | 121·0 B15′ | 21·8 | 16·1 | Odessa Russian | C.2Cy.12⅝″ & 22″–13″ 15NHP J. F. Ahrens, Ottensen | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant et pour Lettre de Renouvellement. | 7* Date de la dernière visite de Survie pour édition. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Francbord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77798 | **Krasny Partizan** (*ex*Gregoriy Zinovieff-38) | | 2418 | ✠ ... | | | | 1927 | BalticS.B. & Eng.Wrks. Leningrad | U.S.S.R. | 276·7 | 43·0 | 20·5 | Vladvostk Russian | T.3Cy.17½″,29½″&48⅛″- | 22 ″ 8 | |
| UNZV | Sub.Sig. 1 *Dk* | | 1925 1348 | 8,30 | | | | 9mo | | | P14′B68′F24′ | | FK | *WB* | 35⅞″ 192NHP BalticS.B.&Eng.Wrks.Len | | |
| 77799 | **Krasny Profintern** (*ex*Argun, *ex*Hafis) | | 4648 | ✠ | Bry | *x* | | 1902 | R.Craggs& Sons Middlesbro' | U.S.S.R. | 332·5 | 48·0 | 28·8 | Odessa Russian | T.3Cy.25″,40″&68″-48″ | 22 ″ 9 | |
| UNXY | 1 *Dk&Spar dk&Web frames* | | 4010 2560 | 11,03 | | | | 2mo | | | P29′B104′F35′ | | FK | | 379NHP *6BHCem* 3SB,*9cf*,GS148,HS6228 | | |
| | | | | | | | | | | *CellD* | *Ba*116′ *uE*26′ *f*152 | | | | *s26tAPT25t* Richardsons,Westgarth& Co.Ld.Mdb. | | |
| 77800 | **Krechet** Ⓟ (*ex*Polaris) | | 2282 | ✠ | Hul | *s* | | 1899 | Gourlay Bros.&Co. Dundee | U.S.S.R. | 281·3 | 38·2 | 28·6 | Vladvostk Russian | T.3Cy.30½″,47″&75″-45″ | 23 ″ 5 | |
| UNZK | *ss*Hul.No.3–6,12 1 *Dk(Stl)&Spar dk(Stl-ptws) &Web frames* | | 1499 1206 | 7,19 ✠NB4,13 ✠ | | | | 3mo | | | P41′B102′F62′ | | BK8″ | | 551NHP *4BHCem* 3SB,*9cf*,GS183,HS8520 | | |
| | | | | | | | | | | *CellDBa*36′ | *uE&B*61′ *f*94′ 227*t* | | | | *APT17t* GourlayBros.&Co. Dundee | | |
| 77801 | **Krefeld** | TwinSc | 1213 | | | | | 1936 | Lübecker Flender-WerkeA.G. LübeckSiems | Schiffahrt-und Assekuranz-Ges.E.Russ&Co. | 242·4 | 36·3 | 14·3 | Hamburg German | Oil Engines 2S.C.SA | | G |
| | | *Oil Eng.* | 979 | | | | | | | | B48′Q131′F31′ | | | *WB* | 12Cy.11½″-16⅛″ 294NHP | | |
| DJSB | E.S.D. 1 *Dk* | *Cruiser Stern* | 641 | | | | | | | | | | | | Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg | | |
| 77802 | **Kreml** | TwinSc | 7661 | | | | | 1932 | StatesS.B. Yd."Marti" Nicolaieff | U.S.S.R. | 446·0 | 56·1 | 34·2 | Tuapse Russian | Oil Engines 2S.C.SA | | |
| | (*ex*SoyuzVodnikov | *Oil Eng.* | 6784 | | | | | | | | P98′B42′F58 | | | *WB* | 8Cy.23¾″-41½″ 772NHP | | |
| UOWD | S.S.S.R.–38) *Carrying Petroleum in bulk* | | 4111 | | | | | | | | | | | | AndréMarti,Nicolaieff | | |
| | *Mchy.Aft* Sub.Sig. 2 *Dks* *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 77803 | **Krestyanin** | | 2513 | ✠ ... | | | | 1928 | BalticS.B. &E.Works Leningrad | U.S.S.R. | 283·8 | 43·0 | 20·6 | Leningrad Russian | T.3Cy.17½″,29½″&48⅛″- | 22 ″ 8 | |
| | | | 1980 | 9,31 | | | | 7mo | | | P20′B72′F32′ | | FK | *WB* | 35⅞″ 193NHP BalticS.B.&E.Works | | |
| UOAE | Sub.Sig. 1 *Dk* | | 1387 | ✠ | | | | | | | | | | | | | |
| 77804 | **Kretinga** (*ex*Rimfrost–37, *ex*Louthside) | | 542 | ✠100A1 | Lie | *h* | CL 8.08 | 1920 | W.Simons & Co.Ld. Renfrew | Akc.B-véLietuvos BaltijosLloydas | 167·2 | 26·7 | 10·4 | Sventoji Lithuanian | T.3Cy.14′,24′&40″-30″ (*s*) | 12 ″ 8 | |
| | *ss*Dub.No.3–3,28 | | 362 | 3,39 | | | 4,40 | 10mo | | | Q94′B9′F32′ | BK7½″ | | | 180lb 88NHP | s 4 ″ 3½ | |
| LYKA | *Mchy.Aft* *ss*Rga.No.2–36 | | 208 | BS4,40 ✠LMC | | | | | | | | | | | *3BHCem* 1SB,*3cf*,GS61,HS2009 | 13 ″ 0½ | |
| | *Ref.Mchy. Well deck* 1 *Dk(Stl)* | | | MS10,36 ~~BS7,36~~ | | | | | | | | | | | W.Simons&CoLd.Renfrew | | |
| | | | | ✠Lloyd'sRMC ~~11,36~~ | | | | | | *CellD* | *Bf*90′ 134*t* | *FPT*47*t* | | | *APT23t* | | |
| | | | | 4,40 | | | | | | | | | | | | | |
| 77805 | **Krian** | | 857 | | | | | 1911 | Scotts'S.B. &Eng.Co.Ld. Greenock | StraitsS.S.Co.Ld. | 210·0 | 35·2 | 12·2 | Singapore British | T.3Cy.18″,29′&48″-33′ | | |
| 129675 | | | 666 | | | | | | | | P&B146′F35′ | | | | 132NHP | | |
| VSNF | | | 461 | | | | | | | | | | | *WB* | Scotts'S.B.&E.Co.Ld. Grk. | | |
| 77806 | **Kriemhild** | | 800 | | | | | 1902 | Nüscke& Co. Stettin | Rud.Christ.Gribel | 202·7 | 30·3 | 12·6 | Stettin German | C.2Cy.20′&35″-24′ | | G |
| | | | 600 | | | | | | | | Q59′B45′F21′ | | | *WB* | *Emade*99,*fitted*02 50NHP NB22 | | |
| DAKV | 1 *Dk* | | 487 | | | | | | | | | | | | OderwerkeAct.Ges.Stettin | | |
| 77807 | **Krim** Ⓟ | TwinSc | 4867 | | | | | 1928 | Frd.Krupp Akt.Ges. Kiel | U.S.S.R. | 362·8 | 51·1 | 25·3 | Odessa Russian | Oil Engines 2S.C.SA | | |
| | Sub.Sig. | *Oil Eng.* | 3279 | | | | | | | | H82′B&F280′ | | | *WB* | 12Cy.23⅝″-45½″ 1163NHP | | |
| UOUG | *Ref.Mchy.* *Cruiser Stern* 3 *Dks* | | 2683 | | | | | | | | | | | | Frd.KruppAkt.Ges.Kiel | | |
| 77808 | **Krimulda** (*ex*GeneralDragomirow, *ex*Somerford) | | 1970 | ✠100A1 ~~5,07~~ 10,39 | Gms | *r* | CL 10,39 | 1899 | BlythS.B. Co.Ld. Blyth | SeebergBros. | 275·0 | 40·0 | 18·1 | Riga Latvian | T.3Cy.20½″,33″&54″-36″ (*s*) | 20 ″ 6 | |
| 103 | *ss*Lie.3rdNo.3–5,35 | | 1668 | Rot | | | | 8mo | A&CP | | B70′F31′ | | FK | | 170lb 190NHP | s 2 ″ 11½ | |
| YLAU | 1 *Dk(Irn)&deepframing* *ss*Rot.No.1–39 | | 1150 | ✠LMC BS~~4,39~~ 4,40 | MS10,39 | | | | | *CellDBa* | *uE*104′ *uB&f*124′ | | | | *s26tAPT45t* MacColl&Pollock,Sld. | 17 ″ 8½ | |
| 77809 | **Krišjānis Valdemars** | | *1932* | | | | | 1925 | WmBeard-more&Co.Ld. Dalmuir | Government of Latvia (MarineDept.) | 196·5 | 55·8 | 22·1 | Riga Latvian | T.3Cy.26½″,42½&69″-43½″& | | |
| 38 | | (*Icebreaker*) | *1678* | | | | | | | | B74′F19′ | | | *WB* | T.3Cy.16½″,26½″&43½″-20″ | | |
| YLAV | D.F. | *Screw fore&aft* 2 *Dks* | *757* | | | | | | | | | | | | Wm.Beardmore &Co.Ld.Dalmuir | | |
| 77810 | **Kristel** (*ex*MarineTrader–39, *ex*Arnaa–35, *ex*Gouwestroom–34) | | *1391* | ✠ ... | Cff | *p* | | 1918 | Rtterdam Droogd.Maat Rotterdam | Scotto,Ambrosino, Pugliese Fils&Co. | 245·0 | 37·3 | 15·8 | Oran French | T.3Cy.17½″,28″&47″-36″ | 17 ″ 10 | V |
| | *ss*Ams.No.3–3,30 *ss*Cff.No.2–38 | | *1148* | 7,39 | | | | 1mo | | | 255·5(O.L.) | | | | 155NHP | | † |
| | *Well deck* 1 *Dk(Stl)* | | *832* | ✠ | | | | | | | Qs2′B61′F28′ | | FK | | *4BHCem* 2SB,*4cf*,GS82,HS2534 | | |
| | | | | | | | | | | *CellDB* | 208′319*t* | | | | *APT43t* RotterdamDroogd.Maats | | |
| 77811 | **Kristianiafjord** | | 6759 | | | | | 1921 | Napier& Miller,Ld. Glasgow | A/S DenNorske Amerikalinje | 421·7 | 55·8 | 26·5 | Oslo Norwegian | 2 Steam Turbines DR | | N |
| | | *Fitted for oil fuel* | 4861 | | | | | | | | H258*t* | | 34·5 | | geared to 1 Sc. Shaft | | |
| LCPX | D.F. 3 *Dks* | | 4149 | | | | | | | | | | | *WB* | CammellLaird&CoLd.Bkn. | | |
| 77812 | **Kristiansand** Ⓟ | | 473 | | | | | 1915 | Nylands Værksted Oslo | A/S Arendals Dampskibsselskab | 151·2 | 25·2 | 17·4 | Arendal Norwegian | T.3Cy.13½″,22″&37½″-24′ | | N |
| | | | 423 | | | | | | | | | | | | 69NHP | | |
| LEHJ | 2 *Dks* | | 258 | | | | | | | | | | | *WB* | NylandsVærksted,Oslo | | |
| 77813 | **Kristina** (*ex*Gudrun–39, *ex*Moskov) | | *960* | | | | | 1880 | Burmeister &Wain Copenhagen | RederiA/B Strim (SvenSalén,*Mgr.*) | 224·4 | 30·2 | 15·6 | Stockholm Swedish | C.4Cy.21″&42″-30″ | | V |
| 5460 | | | *810* | | | | | | | | P113′H37′F29′ | | | | 161NHP | | |
| SELO | *Well deck* 1 *Dk* | | *444* | | | | | | | | | | | | Burmeister&Wain,Cpn. | | |
| 77814 | — | (*ex*Wisborg–39, *ex*Aira) | *716* | ✠100A1 | Skm | *j* | OG 12,38 | 1899 | Scott& Sons Bowling A&CP | Grisslehamns-rederiet(T.E. Jansson,*Mgr.*) | 180·0 | 30·1 | 11·7 | Vädd Swedish | T.3Cy.13½″,25½″&41″-27′ | 14 ″ 0 | |
| 3554 | *ss*Got.3rdNo.3–4,30 | | *503* | 10,39 | | | | 10mo | | | Q93′B10′H53*t*F19′ | | FK | | 160lb *65lb* (*s*) 98NHP | s 4 ″ 6½ | |
| SHJK | *Mchy.Aft* 1 *Dk(Irn)* | | *280* | ✠LMC | | | | | | | | | | | *3BHCem* 1SB,*3pf*,GS51,HS1634 | 13 ″ 6½ | |
| | *Well deck* | | | MS4,36 BS6,39 | | | | | | *CellDBu&* | B39′*f*103′222*t* | *FPT* | | | *16tAPT16t* Ross&Duncan Glasgow | | |
| 77815 | **Kriti** Ⓟ (*ex*ElenaM.–33, *ex*HelenaM., *ex*Eddystone) | | 1028 | ✠ ... | | | | 1886 | W.B. Thompson Dundee | HellenicCoast LinesCo.Ld. | 233·3 | 33·2 | 15·7 | Piræus Greek | T.3Cy.23″,37′&58″-48″ | 16 ″ 10 | |
| 546 | *ss*Gls.No.1–90 | | — | 5,92 | | | | 3mo | | | P142′F54′ | | | | 233NHP | | |
| SZKK | | | 613 | ✠ | | | | | | | | | | *WB* | W.B.Thompson,Dundee | | |
| | *Well deck* Wireless 2 *Dks* | | | | | | | | | | | | | | | | |
| 77816 | **Krivs** (*ex*Northdene) | | 1340 | ✠ | Sld | *o* | | 1893 | S.P.Austin &Son Sunderland | Tv."Krivs" redereja (M.Kalnins,*Mgr.*) | 240·0 | 36·2 | 18·3 | Riga Latvian | T.3Cy.19″,31″&51″-33″ | 17 ″ 7 | V |
| 67 | *ss*Shl.2ndNo.3–10,19 | | 1082 | 1,24 | | | | 11mo | | | P28′Q59′B44′F27′ | | FK | | 155NHP | | † |
| YLDJ | *Well deck* 1 *Dk(Irn)&Web frames* | | 852 | ✠ | | | | | | *DBa*62′ *f*94′ | *uE&B*32′410*t* | *FPT* | | | *4BHCem* 1SB,*4pf*,GS60,HS2420 *29tAPT29t* W.Allan&Co.,Sunderland | | |
| 77817 | **Krom** (*ex*Braddovey–38) | | *3359* | | | | | 1927 | Napier& Miller,Ld. Glasgow | T.C.Münâkalât Vekâleti Devlet Denizyollari Isletme U.M. | 340·2 | 48·7 | 23·2 | Istanbul Turkish | T.3Cy.21½″,37″&62″-39″ | | C |
| | | *Fitted for oil fuel* | *3080* | | | | | | | | P35′B104′F34′ | | | *WB* | 240NHP D.Rowan&Co.Ld.Glasgow | | |
| TCME | D.F. 1 *Dk* | | *2045* | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Surv-y. | Years allowed/granted now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77818 SPCF | **Kromań** (*ex* Aghios Spyridon–39, *ex* Nicolaos *ss* Pir. 2nd No. 3–6,36 / Pittas–36, *ex* Glynymel–33, *ex* Melton) / *Well deck* 1 *Dk (Stl)* / *Cargo battens not fitted* | *1864* / *1438* / *1105* | ✠100A1 5,40 ~~7,39~~ / BS~~6,38~~ 11,40 | Gdy Npt | *q* | CL ~~6,39~~ / ~~10,40~~ ~~1,41~~ 2,41 | 1912 4mo / *Lloyd's* | S. P. Austin &Son,Ld. Sunderland | Countess Róza Tyszkiewicz (Baltycka Spółka Okretowa sp.z.o.o.) (Baltic Shipping Co.Ld.) (T.Olszowski, *Mgr*) | 260·0 \| 38·5 \| 17·0 / Q93′B52′F26′ FK / *Cell D Bu E & B 37′ f 114′ 346t Tank in way of tunnel 135t F PT 70t A PT 40t* | Gdynia Polish / *4 B H Cem* | T.3Cy.21″,34″&56″–36″ (*s*) 180lb 228NHP / 2SB,*6pf*,GS129,HS3850 G.Clark,Ld.Sunderland | 19 ″ 3 / *s* 1 ″ 10 / 17 ″ 7 | |
| 77819 OYKS | **Kronborg** (P) / (*Ferry—Screw fore & aft*) *Oil Eng.* / *Cruiser Stern* 1 *Dk* | 481 / 372 / 191 | | | | | 1935 | Nakskov Skibs. A/S Nakskov | De Danske Statsbaner | 145·5 \| 36·8 \| 13·0 | Elsinore Danish | Oil Engines 4S.C.SA 6Cy.11$\frac{3}{8}$″–21$\frac{1}{4}$″ 81NHP / A/S Frichs,Aarhus | | V |
| 77820 OFAO | **Kronoborg** (*ex* Tower Dale–37, *ex* Port Curtis–36) *ss* Hul. No. 3–1,33 / D.F. *ss* Rot. No. 1–37 / 1 *Dk & Shelter dk* / *Cruiser Stern* / *Tonnage opening closed '40* | 6537 — ~~8775~~ 8287 7770 5155 | ✠100A1 *Shelter dk with freeboard* 4,40 ~~4,39~~ / ✠LMC MS10,37 BS~~8,38~~ 10,40 / ✠NE *made 22 refitted 36* | Got Bal | *c* † | CL ~~N0,37~~ 5,41 | 1920 4mo / *Lloyd's* | Workman, Clark&Co Ld. Belfast | J.A.Zachariassen &Co. / *Cell D B 383′ 1575t* | 461·9 \| 58·4 \| 28·8 449·5 / P35′F43′*on* FK / *Shelter dk (Coll & A Pto Sh dk 5 „ 2nd,,) FPT 105t APT 55t 5 'tween deck BHs dispensed with* | Nystad Finnish / *7 B H Cem* / Palmers' Co.Ld.Nwc. | T 3Cy.27½″,46″&77″–48″ 210lb (*s*) 729NHP / 4SB,*16cf*,GS286,HS11452 FD | ~~32 ″ 0~~ / ~~s 4 ″ 10~~ / ~~27 ″ 5~~ / 40 ″ 0 / s11 ″ 0½ / 29 ″ 3 | |
| 77821 DOGR | **Kronos** / Wireless D.F. / Sub.Sig. *Cruiser Stern* 1 *Dk* | 1412 / 1097 / 660 | | | | | 1925 | Flensburger Schiffsb.Ges. Flensburg | Dampfschifffahrts Ges.Neptun | 240·8 \| 38·8 \| 15·3 P&B166′F26′ | Bremen German / *W B* | T.3Cy19$\frac{11}{16}$″,31½″&53$\frac{1}{8}$″–35$\frac{7}{16}$″ 168NHP / Flensburger Schiffsb.Ges. | | G |
| 77822 OZSH | **Kronprins Olav** (P) Twin Sc / D.F. E.S.D. *Oil Eng.* / *Cruiser Stern* 2 *Dks & Shelter dk* | 3038 / 1302 / 1807 | | | | | 1937 | Helsingörs Jernsk&Msk. Elsinore | Det Forenede Dampskibs Selsk. | 302·7 \| 45·7 \| 16·7 | Copnhagn Danish / *W B* | Oil Engines 2S.C.SA 14Cy.19$\frac{1}{16}$″–35$\frac{7}{16}$″ 945NHP / Helsingörs Jernsk.&Mskb. | | V |
| 77823 LEHN | — / 1 *Dk* | 1137 / 999 / 685 | | | | | 1908 | Akers Mek.Værks. Oslo | Skibs A/S Thor Thoresens Linje (Thor Thoresen A/S, *Mgrs.*) | 228·5 \| 36·1 \| 15·7 P13*t* H58*t* F29*t* | Oslo Norwegian / *W B* | T.3Cy.16½″,27″&44″–33″ 111NHP / Akers Mek.Værks,Oslo | | N |
| 77824 8089 SJPN | **Kronprinsessan Ingrid** (P) Twin Sc / Wireless D.F. *Cruiser Stern* *Oil Eng.* / 1 *Dk* 2nd *dk except in forward hold* / *Upper deck electrically welded* / *Strengthened for Navigation in Ice* / *Platform dk in fore hold* | *794* / *486* / *235* | ✠100A1 *with freeboard* 4,39 | Got | *m* | OG 4,39 | 1936 6mo / *Lloyd's* | Frdrkshvn Værft og Flydk.A/S Fredrikshavn | Rederi A/B Göteborg-Frederikshavn-Linjen (Harry Trapp, *Mgr.*) / *Cell D B 145′* | 200·9 \| 35·6 \| 11·6 209·9 (O.L.) / B&F157′ FK / *78t D Ta 15t F PT 6t A PT 13t* | Gothenbrg Swedish / 6 *B H pt Cem* | Oil Engines 2S.C.SA 12Cy.13$\frac{3}{8}$″–22$\frac{7}{16}$″ 376NHP / DB *50lb* / Atlas-Diesel A/B,Skm. | 14 ″ 5 / s 3 ″ 5½ / 11 ″ 3½ | |
| 77825 5582 SFYN | **Kronprinsessan Margareta** Twin Sc 3 Mst / *Oil Eng.* / E.S.D. *ss* Got. 2nd No. 3–6,39 / 2 *Dks (Stl) & Shelter dk (Stl)* | *3746* / *3365* / *2232* | ✠100A1 *Shelter dk with freeboard* 3,41 ~~3,40~~ / DBS~~6,39~~ ✠LMC6,39 / 9,40 ✠LMC(M)3,41 | Got Bel | *x* | OG s5,38 P6,39 | 1914 4mo / *Lloyd's* | Akt.Burmeistr & Copenhagen | Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) / *WB = Cell D B a 69′ u E37′ f* | 360·2 \| 51·4 \| 22·1 375·8 (O.L.) FK / *6 B H pt Asp* DB *80lb* / *212′ 1138t F PT 74t A PT 53t* | Stockholm Swedish | Oil Engines 4S.C.SA 12Cy.21½″–28$\frac{3}{8}$″ 528NHP / Akt.Burmeistr&Wain,Cpn | 25 ″ 6 / s 2 ″ 4½ / 23 ″ 4 | |
| 77826 LEHP | **Kronprinsesse Märtha** (P) / 1 *Dk & Shelter dk & pt 3rd dk* | 898 / 735 / 517 | | | | | 1929 | Intrnationl SB&E.Co.Ld. Danzig | Det Stavangerske Dampskibsselskab | 176·8 \| 31·2 \| 19·9 H156*t* | Stavanger Norwegian / *W B* | C.4Cy.(2)12$\frac{13}{16}$″&(2)27$\frac{5}{8}$″–27$\frac{3}{4}$″ 33NHP / International S.B.&E Co Ld | | N |
| 77827 LCPY | **Kronviken** (*ex* Domburg, *ex* Delta) / *ss* H.Kg. 2nd No. 3–8,29 / D.F. *ss* H.Kg. No. 2–37 / 1 *Dk (Stl) & deep framing & pt Awng dk (Stl)* | 2363 2016 1519 | ✠100A1 *pt Awng dk with freeboard* 10,10 ~~12,30~~ / BS~~12,30~~ ✠LMC 7,37 10,40 | Shi HKg | *s* | CL ~~7,37~~ 10,40 | 1904 11mo / *Lloyd's* | W.Gray& Co.Ld. W Hartlepool | A/S Wallem&Co. (H.J.Wallem, *Mgr.*) / *Cell D Ba 84′* | 281·0 \| 42·6 \| 16·6 291·7 (O.L.) / P17′Q90′F31′ / *pt Awng dk 175′ u E & B 30′ f 114′ 522t* | Bergen Norwegian / *4 B H Cem* | T.3Cy.21″,33″&56″–36″ (*s*) 160lb 194NHP / 2SB,*6rf*,GS73,HS3008 Cen.Mar.Eng.Wrks.W Hpl | 19 ″ 0 / s 7 ″ 6½ / 18 ″ 7 | |
| 77828 LIZL | **Krossfonn** Twin Sc / *Oil Eng.* / *Mchy.Aft* 1 *Dk* / D.F. E.S.D. *Cruiser Stern* | 9323 ~~8649~~ 5550 | ✠100A1 6,39 / DBS7,39 ✠LMC 8,35 / *Carrying Petroleum in bulk* | Fal | *d* † | CL N6,39 | 1935 8mo / *Lloyd's* | Odense Staalskibsvft ved A P Møller Odense | Skibsaktieselsk. "Dalfonn" (Sigval Bergesen) / *Cell D Bu E 71′ 231t* | 480·5 \| 65·0 \| 35·6 495·0 (O.L.) / P98′B37′F41′ FK / *D T f 34′ 456t F PT 175t A PT 176t* | Stavanger Norwegian / *12 B H* 2 DB *160lb* | Oil Engines 4S.C.SA 14Cy.23$\frac{3}{4}$″–43$\frac{5}{16}$″ 728NHP / Akt.Burmeistr&Wain,Cpn | 35 ″ 0 / s 7 ″ 3½ / 28 ″ 0 | |
| 77829 FNEK | **Kroumir** (*ex* Gartland, *ex* Izmir, *ex* Aegina) *ss* Gls. No. 3–2,22 / *ss* Gls. No. 1–26 / 2 *Dks* | 1881 1660 1135 | … 6,30 | | | | 1906 | Bremer Vulkan Vegesack | Cie. Nouvelle de Nav. Busck | 261·5 \| 37·1 \| 21·5 P26′B76′F31′ FK | Marseilles French / *W B* | T.3Cy20$\frac{1}{16}$″,32$\frac{7}{8}$″&53$\frac{1}{4}$″–39$\frac{3}{4}$″ 239NHP / Bremer Vulkan,Vegesack | 23 ″ 11 | V † |
| 77830 DQNL | **Krückau** (*ex* Seemoos, *ex* Friedrich Schröder, *ex* Britta, *ex* City of Liverpool) *ss* Ant. No. 3–5,1( / 1 *Dk* | 493 426 242 | ✠ 11,15 | Bmn | *e* | | 1898 4mo | Mackie& Thomson Glasgow | Bugsier Reed.& Bergungs A.G. | 189·6 \| 23·5 \| 10·0 Q61′F23′ / len 20 BK 7½″ | Hamburg German / *3 B H Cem* / *F PT 22t* | T.3Cy.13″,22″&35″–27″ 76NHP / 1SB,*3cf*,GS51,HS1270 Muir&Houston,Ld.Gls. | 11 ″ 2 | G † |
| 77831 DQOD | **Krusau** (*ex* Bluestone) / *Well deck* *Mchy.Aft* 1 *Dk (Stl)* | 1352 1030 773 | ✠ 1,27 ✠ / ✠NE&B *made 8,19 refitted 10,23* | Shl | *o* | | 1923 10mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | Bugsier Reed.& Bergungs A.G. / *Cell D B 198′ 380t F PT 102t A PT 61t* | 235·1 \| 36·1 \| 15·3 Q145′F25′ FK / *4 B H pt Cem* | Brmrhavn German / 2SB,*4cf*,GS49.HS1800 FD / Cen.Mar.E.Wks.Ld.W Hpl | T.3Cy.15″,25″&40″–27″ 120NHP | 17 ″ 6 | G † |
| 77832 135004 VSND | **Kuala** / 1 *Dk* | 954 691 391 | | | | | 1911 | Caledon S. B.&E.Co.Ld. Dundee | Straits S.S.Co.Ld. | 225·2 \| 35·6 \| 12·8 P19′B48′F37′ | Singapore British / *W B* | T.3Cy.18″,29½″&48″–33″ 132NHP / Caledon S.B.&E.Co Ld.Dun | | |
| 77833 | **Kuang Hsiang** Twin Sc | 653 — 387 | | | | | 1912 | ..... Hong Kong | Ta Dah S.S.Co.Ld. | 147·3 \| 27·1 \| 9·4 | Shanghai Chinese | C.4Cy. | | |
| 77834 UOVY | **Kuban** / *Oil Eng.* / *Ref.Mchy.* 2 *Dks* | 3113 2705 1778 | | | | | 1931 | States S.B. Yd."Marti" Leningrad | U.S.S.R. | 326·2 \| 48·6 \| 22·6 P21′B90′F29′ | Odessa Russian | Oil Engines 2S.C.SA 6Cy.23$\frac{3}{8}$″–39$\frac{3}{4}$″ 587NHP / Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg | | |
| 77835 135673 VPKD | **Kudat** (*ex* Barima) Twin Sc / *ss* Dun. No. 2–23 / *Fitted for oil fuel* / 1 *Dk & Shelter dk* | 1725 1384 1021 | ✠ … 10,24 ✠ | | | | 1914 4mo | Caledon S. B.&E.Co.Ld. Dundee | Straits S.S.Co.Ld. | 250·5 \| 37·1 \| 18·4 B94′F42′ len 27 / *on Shelter dk* FK | Singapore British / *W B* | T.8Cy (2)12″,(2)20″&(4)24″–24″ 182NHP / Caledon SB.&E.Co.Ld.Dun. | 20 ″ 6 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation!

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiel — Total. / Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Expiration. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. / Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc. | 15 La glaires où cote, et ce n'est dans le I. Durée Cert. Hull Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100/40 | | | | | | | | | | | | | | | | |
| 77836 | **Kufra** | 2724 | ✠100A1 | Liv | *v* | CL | 1929 | Harland& | MossHutchison | 330·7 | 47·2 | 19·4 | Liverpool | Oil Engines 4S.C.SA | 22 ″ 3 | |
| 161126 | *Oil Eng.* | 2121 | *Shelter dk* | | | 11,39 | 11mo | Wolff,Ld. | Line,Ld. | | | | British | 8Cy.24½″–51″ 473NHP | s 1 ″ 3½ | |
| GKSQ | *ss*Liv.No.2–38 | 1510 | *with freeboard* 11,39 | | | | | Glasgow | | | | FK | 6*BHptCem* DB*100lb* | | 21 ″ 1 | |
| | D.F. 1*Dk(Stl)&Shelter dk(Stl)* | | ✠LMC CS6,38 | | | | *Lloyd'sA&CP* | | | | | | (*Coll to Shdk* | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Ref.Mchy.* | | DBS3,39 5,37 | | | | | | | | | | 5 ,, 2*nd* ,,) | | | |
| | | | ✠Lloyd'sRMC5,39 | | | | | | | | | | | | | |
| | | | *Fitted for carrying oil fuel* 6,34 | | | | | | | | | | | | | |
| | | | *F.P.above150° F. in deep tank* | | | | | | | | | | | | | |
| 77837 | **Kuibishev** | 2332 | ✠ ... | | | | 1929 | BalticS.B. | U.S.S.R. | 284·8 | 43·1 | 20·6 | Leningrad | T.3Cy.17½″,29½″&48½″– | 22 ″ 7 | |
| | | 2013 | 7,31 | | | | 12mo | &Eng.Works | | P18′B75′F32′ | | | Russian | 35 7/16″ 193NHP | | |
| UOBA | Sub.Sig. 1*Dk* | 1296 | ✠ | | | | | Leningrad | | | | FK | *WB* | LeningradS.B.Works "AndreaMarti,"Len | | |
| 77838 | **Kul** (*ex*Grorud,*ex*Tello,*ex*Allan) | 1310 | ✠100A1 | ~~Bgn~~ | *o* | OG | 1907 | Mackay | A/S Thv.Halvorsen | 230·8 | 34·2 | 16·0 | Bergen | T.3Cy.18½″,30½″&48″–33″(*s*) | 18 ″ 3 | |
| | *ss*Bgn.2ndNo.3–5,32 | 1042 | ~~Examined 6,41~~ Shi | | | ~~7,37~~ | 3mo | Bros. | | 234·5(O.L.) | | | Norwegian | 180lb *80lb* 149NHP | s 5 ″ 2 | |
| | *ss*Bgn.No.1–37 | 760 | ~~BS11,38~~ ✠LMC5,37 | | | 10,40 | | Alloa | | Q120′B10′F26′ | | FK | 4*BHCem* | 1SB,*4cf*,GS72,HS2385 | 17 ″ 0 | |
| LEHQ | Wireless 1*Dk(Stl)&deep framing* | | 10,40 | | | | *Lloyd'sA&CP* | | *CellDBa*56′ | *uE*16′*f*99′236*t FPT* | | | 46*tAPT*43*t* | Hutson&Sons,Ld.Glasgow | | |
| | *Welt deck* *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 77839 | **Kuldiga** (*ex*Penteiši, | 1978 | 100A1 | Lie | *r* | CL | 1908 | Nordseewk | SteamshipCo. | 271·2 | 39·4 | 15·7 | Riga | T.3Cy.18¾″,31½″&50½″–35⅝″ | 18 ″ 0 | |
| 23 | *ex*Wilh.Hemsoth) *ss*Rga.2ndNo.3–4,34 | 1362 | *pt Awng dk* | | | 1,38 | | EmderWerft | Latvia-Belgian | 281·5(O.L.) | | | Latvian | 185lb 192NHP | s 0 ″ 6½ | |
| YLAB | *ss*Lie.No.1–38 | 1188 | *with freeboard* 2,38 | | | | | &DockA.G. | LineLtd.(Seeberg | PonQ24′Q103′ | | FK | *Cem* | 2SB,*6cf*,GS108,HS3358 | 17 ″ 8 | |
| | 1*Dk(Stl)&pt Awng dk(Stl)* | | ~~BS5,38~~ LMC2,38 | | | | | Emden | Bros.*Mgrs.*) | *pt Awng dk* 168′ | | | | EiderwerftA.G.Tönning | | |
| | | | 6,40 | | | | | | | *Collision* | | | *BHtoAw dk* | | | |
| | | | No later survey reported | | | | | | *CellDB*225′572*t* | *FPT*61*tAPT*15*t* | | | 4 ,, ,, *U* ,, | | | |
| 77840 | **Kulmerland** (P) | 7363 | | | | | 1929 | Deutsche | Hamburg-Amerik. | 463·6 | 60·1 | 28·0 | Hamburg | Oil Engines 2S.C DA | | G |
| | Sub.Sig. *Oil Eng.* | 6164 | | | | | | WerftA.G. | Packetf.Akt.Ges. | P27′B426′F*on*B38′ | | | German | 6Cy.27½″–47¼″ 1585NHP | | |
| DIUW | D.F. E.S.D. *Cruiser Stern* 2*Dks* | 4367 | | | | | | Hamburg | (Ham.-Amr.Linie) | | | | *WB* | AllgemeineElekGesBerlin | | |
| 77841 | **Kulu** (*ex*Batoe–35) | 6492 | | | | | 1917 | Nederl. | U.S.S.R. | 420·3 | 54·7 | 33·4 | Nagaevo | T.3Cy.26½″,47¾″&77½″– | | |
| | *Fitted for oil fuel* | — | | | | | | Schps.Maats. | | P40′F41′ | | | Russian | 53½″ 440NHP | | |
| UPMH | 3*Dks* | 4070 | | | | | | Amsterdam | | | | | *WB* | Werkspoor,Amsterdam | | |
| 77842 | **Kumanovo** (P) TwinSc | 1409 | 100A1 | Spt | *o* | OG | 1907 | Kockums | Dubrovacka | 250·6 | 34·2 | 20·1 | Dubrovnik | T.6Cy.18½″,27½″&47½″–27½″ | 15 ″ 0 | |
| | (*ex*GrandDuke *ss*Spt.2ndNo.3–2,33 | 1142 | *Shade dk* | | | 2,39 | | M.V.Aktieb. | PlovidbaA.D. | | | | Yugoslav | 185lb (*s*) 357NHP | s 1 ″ 10 | |
| YTKY | Alexander *ss*Spt.No.1–37 | 669 | *with freeboard* 2,39 | BS2,39 | | | *Lloyd's* | Malmö | *CellDBu*E28′40*t FPT*16*t* | H255*t* | | FK | 5*BHCem* | 4SB,*12cf*,GS221,HS6871 | 13 ″ 6½ | |
| | Michailovitch, 1*Dk(Stl–ws)* | | | ~~LMC3,37~~ | | | | *A&CP* | | | | | *APT*30*t* | KockumsM.V.Akt.Malmö | | |
| | *ex*PrinsessanMargareta) *&Shade dk* | | No later survey reported | | | | | | | | | | | | | |
| | 2*nd dk in holds* | | *Fitted for oil fuel* 5,36 *F.P. above* 150° F. | | | | | | | | | | | | | |
| 77843 | **Kumasian** | 4922 | ✠100A1 | ~~Rot~~ | *a*† | CL | 1935 | Wm.Ham- | UnitedAfrica | 404·1 | 56·7 | 23·0 | Liverpool | T.3Cy.21½″,35″&62″–45″& | 25 ″ 3 | |
| 164269 | | 4146 | *with freeboard* | Liv | 2½ | 12,38 | 10mo | ilton&Co.Ld. | Co.Ld. | | | | British | Exhaust turbine driving | s 1 ″ 11 | |
| GYNC | D.F. E.S.D. 1*Dk&Shelter dk* | 2947 | ~~Examined 5,41~~ | | | | | PortGlasgow | | F45′ | | FK | 7*BHptCem* | steam compressor | 23 ″ 6½ | |
| | *CruiserStern* | | ~~BS2,40~~ ✠LMC10,35 | | | | *Lloyd's* | *A&CP* | *CellDB*334′946*t* | | | | (*Coll to Shdk* | 220lb (*s*) FD 397NHP | | |
| | | | *Carrying vegetable oil in deep tank* | | | | | | *DTa*25′873*t FPT*188*t APT*142*t* | | | | 6 ,, 2*nd* ,,) | 2SB(Spt),*6cf*,GS91,HS4810 | | |
| | | | | | | | | | | | | | | D.Rowan&Co.Ld.Glas. | | |
| 77844 | **Kumsang** (P) (*ex*Barrymore) | 5447 | ✠100A1 | HKg | *a*† | CL | 1920 | SirJ.Laing | Indo-ChinaSteam | 420·3 | 55·0 | 27·9 | HongKong | T.3Cy.29″,49″&80″–54″ (*s*) | 30 ″ 6 | |
| 143627 | *ss*H.Kg.No.3–4,32 | 4846 | *Shelter dk* | | | ~~7,38~~ | 4mo | &Sons,Ld. | Nav.Co.Ld. | | | | British | 180lb FD 712NHP | s 3 ″ 6 | |
| VPFD | D.F. *ss*HKg.No.2–40 ~~*ss*H.Kg.No.1–31~~ | 3341 | *with freeboard* 8,40 | | | 8,40 | | Sunderland | | F33′*on Shelter* | | FK | *Cem* | 4SB,*12cf*,GS250,HS11000 | 27 ″ 1½ | |
| | 2*Dks(Stl)&Shelter dk* | | ~~8,40~~ | | | | *Lloyd's* | *A&CP* | *CellDB*320′ | *dk* | | | *CollBHtoSdk* | Richardsons,Westgarth& | | |
| | (*Stl*-teaks)3*rdtrBinNo.1hold* | | ~~BS7,39~~ ✠LMC~~5,38~~ | | | | | | 964*tMT*31′957*tD* | | | | 7 ,, ,, *U* ,, | Co.Ld.Mdb. | | |
| | | | *Fitted for oil fuel* 4,20 *F.P. above* 150° F. | | | | | | *Ta*31′861*t FPT*67*t* | | | | *APT*52*t* | | | |
| 77845 | **Kung Wo** TwinSc | 4636 | A1 | Shi | | OG | 1921 | HongKong | Indo-ChinaSteam | 350·0 | 48·5 | 14·0 | HongKong | T.8Cy.21″,34″&(2)39″–33″ | | |
| 151434 | *ss*Shi.No.3–4,38 | 3843 | 7,40 ~~6,39~~ | HKg | | ~~4,38~~ | | &Whampoa | Nav.Co.Ld. | 362·7(O.L.) | | | British | 190lb 533NHP | | |
| VPBP | *Ref.Mchy.* 1*Dk* | 2825 | ~~BS6,39~~ | LMC4,38 | | 7,40 | | Dock Co.Ld. | | | | | *WB* | 3SB,*9cf*,HS8106 FD | | |
| | | | *For service on the Yangtsze River* | | | | | HongKong | | | | | | HongKong&Whampoa | | |
| | | | ~~BS6,40~~ | | | | | | | | | | | Dock Co.Ld.HongKong | | |
| 77846 | **Kungsholm** (P) TwinSc | 20067 | ✠100A1 | N Yk | | CL | 1928 | Blohm& | A/B Svenska | 594·9 | 78·2 | 37·8 | Gothenbrg | Oil Engines 4S.C.DA | 42 ″ 8 | |
| 7479 | *Oil Eng.* | 13526 | *with freeboard* | | | ~~14,37~~ | 11mo | Voss | AmerikaLinien | 609·2(O.L.) | | | Swedish | 16Cy.33 1/16″–59 1/16″ | s 13 ″ 9½ | |
| SMJA | *Ref.Mchy.* *ss*Got.No.2–36 | 10289 | 5,40 ~~1,40~~ | | | ~~13,38~~ | | Hamburg | (A.Jonsson,*Mgr.*) | B&F518′ | | FK | 10*BHCem* | 2DB*142lb* 3380NHP | 29 ″ 1½ | |
| | Sub.Sig. 3*Dks(Stl–Weather dk pt ws)* | | ✠LMC CS12,37 | | | 85,40 | *Lloyd's* | *A&CP* | | | | | | Akt.Burmeistr&Wain,Cpn | | |
| | D.F. E.S.D. GyC. 4*thdk(Stl)in holds* | | DBS~~12,39~~ 6,37 | | | PN | | | *CellDB*513′284*t* | *Tanks in way of tunnels* 1205*t* | | | | *FPT*139*tAPT*174*t* | | |
| | *Strengthened for Navigation in Ice* | | 12,40 | | | 5,40 | | | | | | | | | | |
| 77847 | **Kunikawa Maru** | 6863 | | | | | 1937 | Kawasaki | KawasakiKisen | 479·5 | 62·3 | 30·3 | Kobe | Oil Engines 2S.C.DA | | C |
| 43727 | D.F. GyC. *Oil Eng.* | — | | | | | | Dkyd.Co.Ld. | K.K. | | | | Japanese | 7Cy.27½″–47¼″ 1850NHP | | |
| JYGL | *Ref.Mchy.* *CruiserStern* 3*Dks* | 3980 | | | | | | Kobe | | | | | *WB* | KawasakiDkydCoLdKobe | | |
| 77848 | **Kunisima Maru** | 4083 | | | | | 1937 | Harima | IinoKisenK.K. | 363·5 | 50·0 | 29·0 | Kobe | 2 steam turbinesDRgeared | | C |
| 42978 | | — | | | | | | S.B.&Eng | | P29′B107′F30′ | | | Japanese | to 1 screw shaft | | |
| JHJL | 2*Dks* | 2440 | | | | | | Co.Ld. | | | | | *WB* | KawasakiDkydCoLd Kobe | | |
| | *CruiserStern* | | | | | | | Harima | | | | | | | | |
| 77849 | **Kunitu Maru** (*ex*KunitsuMaru–38) | 2722 | | | | | 1937 | Harima | SettuSyosenK.K. | 303·0 | 45·0 | 24·5 | Osaka | 2DRgeared steam | | |
| 43473 | | — | | | | | | S.B.&Eng. | (OsakaSyosenK.K. | | | | Japanese | turbines 266NHP | | |
| JHML | | 1537 | | | | | | Co.Ld. | *Mgrs.*) | | | | | IshikawajimaS.B.&E.Co. | | |
| | *CruiserStern* | | | | | | | Harima | | | | | | Ld.Tokyo | | |
| 77850 | **Kunlabori** | 304 | | | | | 1935 | NVSchpsw | J.Kunst&K. | 125·8 | 24·0 | 9·0 | Groningen | Oil Engines 2S.C.SA | | V |
| | *Oil Eng.* | 215 | | | | | | Gebr.v/dWrf. | Schuitema | P25′F20′ | | | Dutch | 5Cy.10¼″–14 7/16″ 93NHP | | |
| PFMI | *Mchy.Aft* *CruiserStern* 1*Dk* | 146 | | | | | | Deest | | | | | *WB* | N.V.Mchfb.Bolnes,Bolnes | | |
| 77851 | **Kunsan Maru** (P) | 735 | | | | | 1904 | Kawasaki | SetsuyoSyosenK.K | 186·2 | 27·1 | 18·1 | Osaka | T.3Cy.15″,24½″&39″–30″ | | |
| 9191 | | 654 | | | | | | Dkyd.Co.Ld. | | B42′ | | | Japanese | 83NHP | | |
| JKAE | 2*Dks* | 433 | | | | | | Kobe | | | | | *WB* | KawasakiDkydCoLdKobe | | |
| 77852 | **Kupa** (*ex*Trewidden–37) | 4382 | ✠100A1 | Ven | *y* | CL | 1917 | J.Readhead | Prekomorska | 400·0 | 52·1 | 25·2 | Susak | T.3Cy.26″,43″&71″–48″ (*r*) | 26 ″ 10 | |
| | *ss*Bry.No.3–5,30 | 4131 | *Shelter dk* | Sng | | 2,40 | 9mo | &Sons,Ld. | PlovidbaD.D. | | | | Yugoslav | 180lb 416NHP | s 2 ″ 10½ | |
| YTFV | *ss*Rot.No.2–38 | 2756 | *with freeboard* | | | | | South Shields | | | | FK | 6*BHCem* | 3SB,*9cf*,GS172,HS6551 | 24 ″ 2½ | |
| | 1*Dk(Stl)&Shelter dk(Stl)* | | 1,41 ~~2,40~~ ✠LMC | | | | *Lloyd's* | *A&CP* | *CellDBa*1 | 31′*uE*23′*f*175′1003*t* | | | *APT*50*t* | J.Readhead&SonsLd.S.Shl | | |
| | | | MS11,38 ~~BS4,38~~ 7,40 | | | | | | | | | | | | | |
| | | | *Carrying oil fuel F. P. above* 150° F. *in DB&APT* | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or Completed. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, not in L.R. Distinctive Marks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77853 UQYD | **Kura** (*ex*Siredal-33, *ex*Stein-33, *ex*Cerosco) | Sub.Sig. 1 *Dk* | 2324 1942 1894 | | | | | 1919 | McDougall-DuluthCo. Duluth,Min. | U.S.S.R. | 250·3 P25′ | 43·3 B64′ | 21·4 F20′ | Odessa Russian *WB* | T.3Cy.20″,33″&54″–40″ 184NHP McDougall-DuluthCo. | | |
| 77854 36412 JGDC | **Kurama Maru** | *OilEng.* 2 *Dks* | 6789 6187 4066 | | | | | 1931 | Uraga DockCo.Ld. Uraga | KokusaiKisenK.K. | 438·0 P27′ | 58·0 B173′ | 33·4 F43′ | Fuchu Japanese *WB* | Oil Engines 2S.C.SA 7Cy.23⅜″–35½″ 688NHP Maschinefbrk.Augsburg-NürnbergA.G.Augsburg | | C |
| 77855 32649 JUKB | **Kuramasan Maru** | *OilEng.* *ss*TamaNo.3–8,40 1 *Dk*(*Stl*) | 1995 1650 1133 | ✠100A1 8,40 ~~6,30~~ ✠LMC CS~~7,36~~ DBS~~6,33~~ 8,40 | Tama | *r* | CL 8,40 ~~6,33~~ 7,40 ~~6,39~~ | 1927 6mo *Lloyd* | MitsuiBussanKaisha Tama *sA&CP* | MitsuiBussan Kaisha,Ld. *CellDB* | 275·5 P27′B62′F29′ FK 224′456*tFPT* | 40·7 | 21·0 4*BHptCem* 44*tAPT*36*t* | Kobe Japanese DB80*lb* | Oil Engines 4S.C.SA 6Cy.19¹¹⁄₁₆″–35⅞″ 224NHP Akt.Burmeistr&Wain,Cpn | | |
| 77856 149487 GSRB | **Kurdistan** | *ss*Shl.No.2–37 1 *Dk*(*Stl*) | 5844 5288 3546 | ✠100A1 7,40 ~~7,40~~ BS10,39 ✠LMC12,36 | Shl | *z* | CL ~~12,37~~ N5,40 | 1928 12mo *Lloyd* | ShortBros. Ld. Sunderland *sA&CP* | HindustanStm. Shppg.Co.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB* | 420·0 434·0(O.L.) P37′B132′F38′ FK 364′1452*tFPT* | 54·0 | 29·3 7*BHCem* 160*tAPT*28*7t* | Newcastle British | T.3Cy.23″,39″&68″–48″ (*s*) 220lb *175lb* FD 430NHP 2SB(Spt)*8cf*,GS147,HS5714 J.Dickinson&Sons,Ld.Sld. | 31 ″ 10 s 6 ″ 5½ 25 ″ 7¼ | |
| 77857 29724 JMQE | **Kurenai Maru** Ⓟ | Wireless *CruiserStern* TwinSc *OilEng.* 2 *Dks* | 1547 1075 607 | | | | | 1924 | OsakaIron Works,Ld. Osaka | OsakaSyosenK.K. | 238·2 | 38·0 | 19·6 | Osaka Japanese *WB* | Oil Engines 4S.C.SA 12Cy.19¼″–35⅞″ 449NHP AktBurmeister&Wain,Cpn | | |
| 77858 1030 ESRB | **Kuressaar** (*ex*Inverawe–35) | *ss*Tln.2ndNo.3–6,38 1 *Dk*(*Stl*) | 2283 2009 1383 | ✠100A1 3,40 BS~~5,39~~ 5,40 ✠LMC6,38 | Msl | *s* | CL 3,40 | 1914 5mo *Lloyd* | Mackay Bros. Alloa *sA&CP* | A/S Merilaid&Co. *CellDBa* | 285·0 296·0(O.L.) P24′B72′F32′ FK 20′*f*116′418*t FPT* | 42·6 | 20·2 4*BHCem* 90*tAPT*25*t* | Tallinn Estonian | T.3Cy.21″,35″&57″–36″ (*s*) 180lb 230NHP 2SB,*6pf*,GS107,HS3800 Earle'sCo.Ld.Hull | 22 ″ 6 s 3 ″ 1½ 19 ″ 7 | |
| | *Now "Merida" see No. 89090 in Supplement* | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 77859 33997 JCNC | **Kuretake Maru** (*ex*Benicia) | *ss*Kob.No.3–2,37 2 *Dks*(*Stl*) | 5175 4822 3246 | ✠100A1 ~~6,39~~ 11,40 ✠LMC~~8,39~~ 11,40 | Smk | *y* | CL 6,39 | 1925 5mo *Lloyd* | R.Duncan &Co.Ld. PortGlasgow *sA&CP* | TatuumaKisen K.K. *Intermediate'twee BH in after* *CellDB*348′1072*t DT* | 404·9 P38′B119′F39′ *n dk* FK *hold dispensed with* *a*30′860*t APT*102*t* | 53·0 | 27·6 5*BHto U dk* 1 ,, ,, 2*nd* ,, *only* | Tarumi Japanese *ptCem* | T.3Cy.27⅝″,44″&73″–48″(*s*) 180lb 477NHP 3SB,*9cf*,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow | 30 ″ 0 | |
| 77860 45506 JZJM | — | *Mchy.Aft* 1 *Dk* | 1924 1540 1074 | | | | | 1938 | Kawaminami Kogyo K.K. Nagasaki | NipponYusenK.K. | 271·7 P86′F29′ | 40·0 | 20·3 | Tokyo Japanese *WB* | T.3Cy.18″,30″&50″–36″ 150NHP KawaminamiKogyoK.K. Nag. | | |
| 77861 OHHG | **Kurikka** (*ex*Newaster–33, *ex*WarHamlet) | 1 *Dk* | 3106 2866 1786 | | | | | 1918 | Irvine'sSB &D.D.Co.Ld. W Hartlepool | VaasanLaivaO/Y (PaulEriksson) | 342·3 330·6 P33′B98′F29′ | 46·8 | 22·8 *Wasa* Finnish *WB* | | T.3Cy.25″,41″&68″–45″ 310NHP Richardsons, Westgarth&Co.Ld.Hpl. | | C |
| 77862 | **Kurisches Haff** | TwinSc *OilEng.* *CruiserStern* 1 *Dk* | 385 | | | | | 1928 | Schiffsw. Memel,Lindenau&Cia. Memel | MemelerDampfs. Ges.m.b.H. | 152·5 B98′F10′ | 23·3 | | Memel German | Oil Engines 2S.C.SA 12Cy.11¾″–15¾″ 290NHP Gebr.SulzerA.G. Winterthur | | |
| 77863 DHON | **Kurland** | 1 *Dk* | 1349 1157 770 | | | | | 1919 | V.dGiessen &Zonen Krimpen | RobertBornhofen | 239·1 P23′B62′F25′ | 36·0 | 16·5 | Hamburg German *WB* | T.3Cy.17½″,29″&46″–36″ 127NHP Pannevis&Zoon,Utrecht | | G |
| 77864 DHOO | **Kurmark** | *Fitted for oil fuel* Sub.Sig. D.F. 2 *Dks* | 7021 5931 3535 | | | | | 1930 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 463·5 B&F422′ *Upper*F45′ | 61·1 | 27·0 | Hamburg German *WB* | 4SRgearedSteamTurbines *Emade*27 *refitted*30 Blohm&Voss,Hamburg | | G |
| 77865 32627 JOMN | **Kurogane Maru** | *Mchy.Aft* 1 *Dk* | 988 679 570 | | | | | 1926 | OsakaIron Works,Ld. Osaka | IkedaShojiK.K. | 209·9 P29′Q35′B40′F19′ | 30·0 | 17·5 *WB* | Nishinomiya Japanese | T.3Cy.12½″,21″&35″–24″ 60NHP OsakaIronWrks.Ld.Osaka | | |
| 77866 230 JYKA | **Kurohime Maru** (*ex*Bogstad) | *ss*Kob.No.3–12,32 2 *Dks*(*Stl*) *Fitted for oil fuel* | 4697 4295 2894 | ✠ ... 10,36 ✠ | Yka | *y* | | 1920 8mo | Lithgows, Ld. PortGlasgow | KurohimeKisen GoshiKaisha (ItayaSyosenK.K. *Mgrs.*) | 384·8 P39′B230′F45′ *CellDB*331′994*t* | 52·0 | 26·7 FK 7*BHCem* *APT*20*t* | Dairen Japanese | T.3Cy.27″,45″&74″–51″ 543NHP 3SB,*9cf*,GS186,HS8007 Rankin&BlackmoreLdGrk | 29 ″ 3 | C † |
| 77867 22278 JASB | **Kurokamisan Maru** (*ex*Senyo Maru) | Wireless | 1242 1043 687 | | | | | 1918 | ..... | Turumaru Hirotaro | 228·0 | 33·0 | 18·7 | Hashidate Japanese | | | |
| 77868 45674 JZPM | **Kurosio Maru** | *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* D.F. *CruiserStern* | 10519 — 6206 | | | | | 1938 | Harima S.B.&Eng. Co.Ld. Harima | TyugaiKaiunK.K. | 504·7 | 66·0 | 37·5 | Tokyo Japanese | 1 DRgearedSteamTurbine TokyoIshikawajima SB&E.Co.Tokyo | | C |
| 77869 157660 ZMFJ | **Kurow** | 1 *Dk* *Cargo battens not fitted except in upper portion of holds* *CruiserStern* "*Arc*form" | 3900 3169 2028 | ✠100A1 ~~4,40~~ ~~2,39~~ ~~4,40~~ 4,41 ✠LMC2,39 *Fitted for oil fuel* 2,39 | Auk | *w* | CL *F.P. above* | 1939 2mo *Lloyd* | A.Stephen &Sons,Ld. Glasgow *sA&CP* | UnionS.S.Co.of NewZealand,Ld. 150° F. *CellDB*272′743*t* | 344·6 359·5(O.L.) P36′B92′F39′ FK *FPT*113*tAPT*159*t* | 52·7 | 25·5 5*BHptCem* *ptAsp* | Wellingtn British | T.3Cy.24½″,41″&68″–48″ 200lb (*s*) FD 516NHP 3SB(Spt)*9cf*,GS184,HS7932 A.Stephen&Sons,Ld.Gls. | 28 ″ 1 s 4 ″ 6½ 23 ″ 8½ | |
| 77870 UNZV | **Kursk** Ⓟ | *ss*Gms.No.3–11,23 *ss*Kel.No.1–27 *Ref.Mchy.* 2 *Dks* | 5801 5173 3655 | ✠ ... 1,30 ✠ | | | | 1911 6mo | Swan,Hunter&Wigham Richardson. Ld.Newcastle | U.S.S.R. | 407·4 P40′B137′F46′ FK | 51·1 | 29·9 *WB* | Odessa Russian | T.3Cy.27″,45″&75″–51″ 509NHP Wllsnd Slpwy.Co.Ld.Nwc. | 32 ″ 7 | |
| 77871 DHOP | **Kurt Hartwig Siemers** (*ex*GraafLodewijk) | *Mchy.Aft* *Well deck* 2 TwinMst *ss*Kel.No.3–4,31 *ss*Ham.No.1–35 1 *Dk*(*Stl*) | 1129 866 648 | ✠ 2,38 ✠NB8,22 ✠ | Ham | *n* | | 1918 1mo | Wilton's E&SlpwyCo. Rotterdam | G.J.H.Siemers& Co. *CellDBu* | 230·2 Q131′B13′F24′ FK *B23′f*152′389*t FPT* | 34·0 | 13·2 4*BHCem* 88*tAPT*48*t* | Hamburg German | T.3Cy.15½″,25½″&41″–36″ 120NHP 1SB,*3cf*,GS67,HS1991 Wilton'sE.&Slpwy.Co.Rot | 16 ″ 0 | |
| 77872 TCAR | **Kurtuluş** Ⓟ (*ex*Bülent–36, *ex*Tesvikiye,*ex* Techvikie,*ex*Mihail Archangel,*ex*Cephalonia,*ex* BratiaParamonovi,*ex*RazetoB., *ex*Euripides) | Iron *ssLiv.No.3–10,96* *ssHpl.No.2–04* 2 *Dks*(1*Irn*) | 1742 1489 994 | ✠ 3,10 | | | | 1883 5mo | Caird Purdie&Co. Barrow | TaviloglıMustafa ve Kardesleri KollektifSirketi | 250·7 P37′B53′F37′ FK *FPT*32*tMT*24′208*t* | 35·1 | 21·8 4*BHCem* *DTa*34′283*t* | Istanbul Turkish | C.2Cy.31″&60″–42″ 195NHP W.Kemp,Glasgow | 23 ″ 3 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à spéc. Lettre d'Equipement. | 7* Année de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Pont Franc-bord en milliers de navire. Tirant d'eau correspondant. pds. pe. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77873 | **Kurumba** | **TwinSc** | 3976 | ✠ ... | Syd | *w* | | 1917 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Commonwealth of Australia (Navy Dept.) | 366·0 | 45·6 | 28·0 | Sydny NSW | T.6Cy.17½", 28" & 46"–33" | 28 ″ 1 | |
| 139178 | | *ss* Syd.No.3–6,29 | 3479 | 9,36 | | | | 1mo | | | P119' B39' F87' | | | British | 336 NH | | |
| VJLY | *Mchy. Aft* | 2 *Dks (Stl) & Web frames Longitudinal framing Carrying Petroleum in bulk Fitted for oil fuel* | 2262 | ✠ | | | | | | | | | FK | 16 *B Hpt Cem* (13 *to U dk* 3 „ *2nd,,*) | 2SB, *6cf*, GS 123, HS 4938 18'451 *t FPT* 134 *t APT* 134 *t* | Wilsand Slpwy. Co. Ld. Nwc. | | |
| | | | | | | | | | | *Cell D Bu E & Bs* | *bunkers* 83' 138 *t DT a* 17' 73 *t DT f* | | | | | | |
| 77874 | **Kurzesee** (*ex* Edith Schröder, *ex* Damsterdiep) | | 734 | | | | | 1919 | NV v/d Kuy & v/d Rees Schiedam | W. Schuchmann | 180·8 | 28·1 | 12·6 | Brmrhavn | T.3Cy.15", 24" & 40"–24" | | G |
| | | | 536 | | | | | | | | Q105' B11' F20' | | | German | N.V. v/d. Kuy & v/d. 78 NHP | | |
| DHOQ | *Mchy. Aft* | | 332 | | | | | | | | | | | *WB* | Roe's Mchy & Schps. Rot. | | |
| 77875 | **Kusuyama Maru** (*ex* Michalakis–39, *ex* Barracoo–33) | | 5307 | ✠ ... | Kob | *y* | CL N7,39 | 1919 | R. Thompson & Sons, Ld. Sunderland | Yamashita Kisen K.K. | 400·3 | 52·3 | 28·5 | Kobe | T.3Cy.27", 44" & 73"–48" (*s*) | 31 ″ 0 | |
| 45714 | | *ss* Apl.No.3–11,33 | 4817 | 10,40 | | | | 12mo | | | P49' B113' F39' | | FK | Japanese | 180 lb 517 NHP | s 5 ″ 11½ | |
| JHFN | | *ss* Alx.No.1–37 | 3779 | ✠ LMC7,39 | | | | *Lloyd's SA & CP* | | *Cell DB* | 340' 1057 *t FPT* 137 *t* | | | 7 *B HCem* | 3SB, *9cf*, GS 189, HS 7668 FD | 25 ″ 3½ | |
| | | 2 *Dks (Stl)* | | | | | | | | | | | | *APT* 213 *t* | N.E. Marine Eng. Co. Ld. Sld. | | |
| 77876 | **Kut-Wo** | **TwinSc** | 2665 | A1 | Shi | | OG | 1895 | Lon. & Gls. Co. (Lim) Glasgow | Indo-China Steam Nav. Co. Ld. | 290·0 | 43·0 | 11·7 | Hong Kong | T.6Cy.14", 23" & 37"–30" | 13 ″ 7 | |
| 103741 | | *ss* Shi.No.3–7,37 | 1921 | 7,37 | | | 6,37 | | | | 301·0 (O.L.) | | | British | 160 lb 221 NHP | | |
| VRCR | | 1 *Dk & 2 Shade dks* | 1924 | MBS 11,38 | LMC 7,37 | | | | | | *Awning dk* | | FK | *Asp* | 2SB, *6cf*, GS 103, HS 3510 FD | | |
| | | | | *For Service on the Yangtsze River* | | | | | | | *Promenade dk* | | | | Lon. & Gls. Co. (Lim.), Gls. | | |
| 77877 | **Kutlu** (*ex* Armathia, *ex* Kassos, *ex* Symeon, *ex* Sophia, *ex* Bakouriani, *ex* Ayrshire) | **Iron** | 794 | ✠ | Pir | *k* | | 1882 | Pearce Bros Dundee | Sirri Dede | 200·6 | 29·2 | 13·4 | Istanbul | C.2Cy.23" & 45"–30" | | |
| | | *ss* Cpl. 2nd No.3–10,05 | 628 | 3,16 | | | | 8mo | | | Q93' B20' F25' | | BK 7½" | Turkish | 89 NHP | | |
| TCCD | | *ss* Cpl. No.1–10 | 450 | | | | | | | | | | | 4 *B HCem* | Pearce Bros. Dundee | | |
| | | 1 *Dk (Irn) Well deck* | | | | | | | | | *DBa* 44' 86 *t FPT* 57 *t* | | | *APT* 22 *t* | | | |
| 77878 | **Kutsang** (P) | | 5869 | ✠ 100 A1 | HKg | *a*† | CL | 1922 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Indo-China Steam Nav. Co. Ld. | 418·2 | 54·3 | 28·5 | Hong Kong | Q4Cy.26", 37½", 54" & 78"–54" | 31 ″ 0 | |
| 146223 | | *ss* H.Kg.No.3–3,34 | 4926 | 7,40 ~~5,39~~ | | | ~~2,38~~ | 1mo | | | | | | British | 220 lb (*s*) 707 NHP | s 4 ″ 6½ | |
| VPDN | **D.F.** | *ss* H.Kg.No.1–38 | 3652 | BSS ~~5,39~~ 7,40 | ✠ LMC 2,38 | | 7,40 | | | | P48' B254' F47' | | FK & BK 1½" | 8 *B Hpt Cem* | 4SB, *12cf*, GS 251, HS 10340 FD | 26 ″ 8½ | |
| | | 2 *Dks (Stl–U* teak s) | | | | | | *Lloyd's SA & CP* | | *Cell DB* 356' 1071 *t* | *DTa* 27' 824 *t FPT* 109 *t* | | | *APT* 71 *t* | Wilsand Slpwy. Co. Ld. Nwc. | | |
| | | | | *Fitted for oil fuel* | | | *F.P. o* | *above* | 150° F. | | | | | | | | |
| 77879 | **Kuurtanes** (*ex* Dirphys–36, *ex* Ioannis Carras, *ex* Dirphys) | | 3026 | ✠ —— 9,37 | Rot | *u* | | 1906 | W. Gray & Co. Ld. W Hartlepool | Kuurtanes O/Y (Paul Eriksson) | 342·6 | 47·6 | 20·1 | Wasa | T.3Cy.24", 38" & 64"–42" | 22 ″ 6 | C |
| | | | | | | | | 11mo | | | 332·0 | | | Finnish | 294 NHP | | † |
| OFAA | | 1 *Dk (pt Irn & pt Stl) & deep framing* | 1821 | ✠ | | | | | | | P26' B176' F33' | | FK | 5 *B HCem* | 2SB, *6cf*, GS 108, HS 4608 | | |
| | | | | | | | | | | *Cell D Ba* 114' *u E &* | *B* 40' *f* 140' 905 *t FPT* | | 85 *t APT* 74 *t* | Cen. Mar. Eng. Wrks. W Hpl. | | |
| 77880 | **Kuwi** | | 400 | | | | | 1938 | Schpsw. "Volharding" Gebr Bodewes Foxhol | W. Koerts | 140·6 | 25·8 | 8·9 | Zuidbroek | Oil Engines 4S.C.SA | | V |
| | | *Oil Eng.* | 269 | | | | | | | | P35' F17' | | | Dutch | 5Cy.11 $\frac{7}{16}$"–17 $\frac{11}{16}$" 64 NHP | | |
| PFMS | *Mchy. Aft* | 1 *Dk* | 245 | | | | | | | | | | | *WB* | Appingedammer Brons Motorenfb. N.V. | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 77881 | **Kuzbass** (*ex* David Dawson–35, *ex* Crandon–33, *ex* Havenside, *ex* Gardenia) | | 3109 | | | | | 1914 | Tyne I.S.B. Co. Ld. Newcastle | U.S.S.R. | 331·2 | 48·0 | 22·2 | Leningrad | T.3Cy.22½", 36½" & 62"–42" | | |
| | | | 2873 | | | | | | | | P30' B94' F34' | | | Russian | 249 NHP | | |
| UPIZ | | 1 *Dk* | 1899 | | | | | | | | | | | *WB* | N.E. Marine Eng. Co. Ld. Nwc. | | |
| 77882 | **Kuznetskstroi** | | 2981 | | | | | 1936 | Akt. Burmeistr & Wain Copenhagen | U.S.S.R. | 325·1 | 48·1 | 21·5 | Vladvostk | T.3Cy.22 $\frac{7}{16}$", 36 $\frac{7}{16}$" & 61"–39" | | |
| | | | — | | | | | | | | P34' B70' F40' | | | Russian | 232 NHP | | |
| UPOK | **D.F. E.S.D.** | 1 *Dk* | 1526 | | | | | | | | | | | *WB* | Helsingörs Jernsk. & Mskb. | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 77883 | **Kuznetz Lesov** (*ex* Severoles) | | 3974 | | | | | 1933 | States S.B. Yd "Marti" Leningrad | U.S.S.R. | 347·6 | 51·6 | 24·9 | Vladvostk | Oil Engines 2S.C.SA | | |
| | | *Oil Eng.* | 3524 | | | | | | | | P29' B53' F30' | | | Russian | 4Cy.26¾"–47 $\frac{1}{16}$" 497 NHP | | |
| UOIQ | | 1 *Dk* | 2256 | | | | | | | | | | | | Russian Diesel Works, Len. | | |
| 77884 | **Kvichak** | **TwinSc** | 1064 | ✠ 100 A1 | SFo | *m* | ~~P 8,37~~ | 1900 | Wolff & Zwicker I.W. Portland, Or. *WB = Cell* | Alaska Packers' Association | 200·0 | 35·2 | 16·2 | S. Frncisco | Oil Engines 4S.C.SA | 18 ″ 0 | |
| 161140 | | *Oil Eng* | 964 | ~~1,08~~ 1,41 | Sea | | S4,39 | 10mo | | | B63' F32' | | FK | Utd. States | 16Cy.13"–16" 264 NHP | s 1 ″ 9 | |
| WQCP | | *ss* S.Fo.3rd No.3–4,38 | 611 | ✠ NE 3,30 | ✠ LMC 4,38 | | ~~P 9,40~~ P1,41 | | | *D Bu E & B* 50' *f* 88' | 66 *t FPT* 39 *t APT* 35 *t* | | | 3 *B Hpt Asp pt Cem* | Atlas Imperial Diesel Eng. Co. Oakland, Cal. | 16 ″ 5 | |
| | Wireless | | | | ✠ LMC (M) 6,40 | | | | | | | | | | | | |
| | *Mchy. Aft* | 2 *Dks (Stl)* | | | | | | | | | | | | | | | |
| 77885 | **Kwai Sang** | | 2320 | ✠ 100 A1 | HKg | *s* | CL | 1917 | Hong Kong & Whampoa Dock Co. Ld. Hong Kong | Indo-China Steam Nav. Co. Ld. | 290·6 | 42·1 | 22·7 | Hong Kong | T.3Cy.21", 34" & 56"–42" (*s*) | 25 ″ 0 | |
| 139569 | | *ss* H.Kg.No.3–6,29 | 2126 | ~~10,39~~ 9,40 | | | 10,39 | 5mo | | | 301·7 (O.L.) | | | British | 180 lb *100 lb* 256 NHP | s 3 ″ 9½ | |
| VPDL | | *ss* H.Kg.No.2–37 | 1435 | BS ~~10,39~~ 9,40 | ✠ LMC 6,37 | | | *Lloyd's SA & CP* | | *Cell DB* | B70' F38' | | FK | 5 *B HCem* | 2SB, *6cf*, GS 119, HS 3552 FD | 21 ″ 6 | |
| | | 2 *Dks (Stl–U* teak s) | | | | | | | | *a* 86' *u E* 22' *f* 110' 21 | 4 *t DTa* 24' 400 *t FPT* | | | 60 *t APT* 26 *t* | Hong Kong & Whampoa Dock Co. Ld. Hong Kong | | |
| 77886 | **Kwaibo** | **TwinSc** | 396 | | | | | 1928 | J. Crichton & Co. Ld. Saltney | Elder Dempster Lines, Ld. | 157·5 | 26·1 | 9·3 | Liverpool | Oil Engines 2S.C.SA | | |
| 161061 | | *Oil Eng* | 309 | | | | | | | | P19' B42' F22' | | | British | 8Cy.11 $\frac{1}{8}$"–12 $\frac{3}{8}$" 197 NHP | | |
| MPDZ | | 1 *Dk* | 223 | | | | | | | | | | | *WB* | J & CG Bolinder's Co. Ld. Skm. | | |
| 77887 | **Kwanglee** (*ex* Korigo, *ex* Knivsberg) | | 1092 | | | | | 1897 | Howaldtswerke Kiel | Ching-Kee S.N. Co. Ld. | 230·0 | 33·1 | 12·7 | Chefoo | T.3Cy.17", 27½" & 43¾"–24¾" | | |
| | | | — | | | | | | | | P27' B66' F28' | | | Chinese | 93 NHP | | |
| XNBK | Wireless | 1 *Dk* | 646 | | | | | | | | | | | *WB* | Howaldtswerke, Kiel | | |
| 77888 | **Kwangtung** (P) | | 2626 | | | | | 1921 | Taikoo Dkyd. & E. Co. of H.Kg. Ld. Hong Kong | China Navigation Co. Ld. | 310·3 | 44·2 | 20·9 | London | 2 Steam Turbines D R geared | | |
| 151431 | | *Fitted for oil fuel* | 2232 | | | | | | | | P & B 190' F43' | | | British | to 1 Sc. Shaft | | |
| GKQP | | 2 *Dks* | 1572 | | | | | | | | | | | *WB* | Scotts' S.B. & E. Co. Ld. Grk. | | |
| 77889 | **Kwei Lee** | **TwinSc** | 1293 | | | | | 1893 | Napier, Shanks & Bell Glasgow | Wm. Hunt & Co. (Hunt Steamship Corp. *Mgrs.*) | 249·0 | 39·0 | 9·5 | Shanghai | T.6Cy.13", 19" & 32"–21" | | |
| | | | — | | | | | | | | | | | Chinese | 94 NHP | | |
| | | 3 *Dks* | 879 | | | | | | | | | | | *WB* | D. Rowan & Son, Glasgow | | |
| 77890 | **Kweiyang** (P) | | 2644 | | | | | 1921 | Scotts' S.B. & E. Co. Ld. Greenock | China Navigation Co. Ld. | 310·3 | 44·2 | 20·9 | London | 2 Steam Turbines D R geared | | |
| 145216 | | *Fitted for oil fuel* | 2225 | | | | | | | | F43' | | | British | to 1 Sc. Shaft | | |
| GKQM | | | 1580 | | | | | | | | | | | | Scotts' S.B. & E. Co. Ld. Grk. | | |
| 77891 | **Kwen Lee** (*ex* Carrier–35, *ex* Canadian Carrier–34, *ex* Champlain–32, *ex* Canadian Carrier) | 2 *Dks* | 3107 | | | | | 1920 | Pt. Arthur S.B. Co. P. Arthur, Ont | Ching Kee S.N. Co. Ld. | 320·3 | 44·1 | 22·6 | Chefoo | T.3Cy.23", 38" & 63"–42" | | N |
| | | | — | | | | | | | | P41' B97' F34' | | | Chinese | 182 NHP | | |
| | | | 1896 | | | | | | | | | | | *WB* | Port Arthur S.B. Co. | | |
| 77892 | **Kwong Fook Cheung** (P) | | 881 | | | | | 1923 | Kwong Fook Cheong Hong Kong | Ming Sang S.S. Co. Ld. | 169·2 | 28·2 | 10·0 | Hong Kong | C.2Cy.15½" & 31"–23" | | |
| 152106 | | | 367 | | | | | | | | | | | British | 40 RH | | |
| VPJZ | | 1 *Dk & Shade dk* | 538 | | | | | | | | | | | *WB* | Kwong Fook Cheong, H.Kg. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Date when last Repaired. Equipment Letter | 7a Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Register in which classed and Date of Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77893 | **Kwong Foon** | TwinSc *Oil Eng.* 2*Dks* | *611* 445 487 | | | | | 1922 | Kwong FookCheong HongKong | LeungMingHing | 154·4 | 26·1 | 7·3 | Canton Chinese | Oil Engines 2S.C.SA 8Cy.14⅝"–16" 301NHP DensilMot.WksLdDenmrk | | |
| 77894 109869 | **Kwong Sai** Ⓟ (*ex*KwongChow) | TwinSc 2*Dks&Shade dk* | 1309 1036 817 | | | | | 1902 | W.S.Bailey &Co. HongKong | ShiuOnS.S.Co.Ld. | 192·0 | 35·0 | 11·3 | HongKong British | C.4Cy.14"&30"–22" NB24 97RHP Ross&Duncan,Glasgow | | |
| 77895 116032 | **Kwong Tung** Ⓟ | TwinSc 2*Dks* | 1218 477 757 | | | | | 1904 | W.S.Bailey &Co. HongKong | YuenOnS.S.Co.Ld. | 192·0 | 35·0 | 11·3 | HongKong British | C.4Cy.13¼"&32"–22" NB22 98RHP Ross&Duncan,Glasgow | | |
| 77896 | **Kwong Ying** | TwinSc 2*Dks* | *685* 472 424 | | | | | 1914 | Kwong FookCheong HongKong | LeungChiSing | 150·7 | 28·0 | 7·7 | Canton Chinese | C.4Cy.13"&26"–16" 23NHP KwongFookCheong,HKg. | | |
| 77897 DOSB | **Kybfels** D.F. E.S.D. *Ref.Mchy.* | *Oil Eng.* 2*Dks* *Cruiser Stern* | 7764 7040 4785 | | | | | 1937 | Deutsche Sch-u-Mschb. A.G.Weser Bremen | DeutscheDampfs. Ges."Hansa" | 485·6 P64′ | 61·3 B207′ | 31·1 F66′ | Bremen German *WB* | 2OilEngines 2S.C.DA each 6Cy.20⅜"–29⅛" SR geared to 1 sc. shaft 1830NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | G |
| 77898 140159 VJFN | **Kybra** Ⓟ *Mchy.Aft* Wireless | *Oil Eng.* *ss*Fre.No 3–10,38 1*Dk(Stl)* *Cruiser Stern* | 858 549 440 | †100A1 *with freeboard* 11,39~~10,40~~ LMC | Adl Syd | *m* | CL ~~10,39~~ N9,40 | 1926 4mo | Coaster Const.Co.Ld. Montrose *Lloyd's A&CP* | Government of WesternAustralia *CellDB146′250t* | 204·2 P&B135′F42′ FK *MT12′115t* | 31·1 | 12·0 *FPT58t* | Fremantle British 6*BHptCem* *APT25t* | Oil Engines 2S.C.SA 6Cy.15"–26" 233NHP SulzerBros.Winterthur | 14 ″ 8 s 2 ″11 11 ″ 10 | |
| 77899 133532 VOLR | **Kyle** *ss*NFL.2ndNo.3–5,37 Wireless | 2*Dks(Stl–Uws)* | 1055 860 548 | †100A1 8,40 ~~7,38~~ NB5,37 BS~~6,40~~ 4,41 | NFL LMC5,37 | *n* | CL 6,38 | 1913 5mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP* | Government of Newfoundland (Newfoundland Railway—Steamship Dept.) *WB=CellDBa45′* | 220·0 F32′ | 32·3 FK | 18·3 *uE17′f89′125t* | SJhnsNFL British 5*BHCem* *FPT* | T.3Cy.18½",30½"&50"–36" 180lb (*s*) FD 266NHP 2SB,*6cf*,GS111,HS4422 Swan,Hunter&Wigham Richardson,Ld.Nwc. | 20 ″ 6 s 3 ″ 2½ 17 ″ 8 | |
| 77900 113369 MNKD | **Kyle Bute** (*ex*Elvington–34, *ex*Astra,*ex*Suffolk Coast,*ex*Thoughtful, *ex*Faithful) *Well deck* *Mchy.Aft* | 3Mst *ss*Bkn.3rdNo.3–8,35 *ss*Bkn.No.1–39 1*Dk(Stl)&deep framing* | 795 590 346 | †100A1 11,39~~7,38~~ BS~~11,39~~ 6,40 LMC8~~,35~~ MS3,40 | Bkn | *l* | CL 11,39 | 1900 6mo | Dundee Shipbuilders CoLd.Dundee A&CP | KyleShipping Co.Ld.(Monroe Bros.*Mgrs.*) | 198·0 Q97′B12′F23′ FK *CellDBf123′181t* | 30·2 | 13·1 *FPT62t* | Liverpool British 3*BHCem* | T.3Cy.16½",27¾"&45"–30" 180lb (*s*) 123NHP 1SB,*3cf*,GS56,HS1900 Cooper&Greig,Dundee | 15 ″ 4 s 1 ″ 0 s4 ″10¾ 14 ″ 3 | |
| 77901 142275 MJRY | **Kyle Castle** (*ex*Ardglass–35) *Mchy.Aft* *Well deck* | *ss*P.Gl.No.3–12,31 *ss*Liv.No.1–35 1*Dk(Stl)&Web frames* *Cargo battens not fitted* | 845 592 424 | †100A1 ~~Bkn~~ Examined 1,41 Lth LMC MS~~3,35~~ 10,40 BS~~3,40~~ 3,41 | | *l* | CL ~~7,38~~ 7,40 | 1919 10mo. | J.Fullerton&Co. Paisley *Lloyd's A&CP* | WaltonS.S.Co.Ld. (F.L.Dawson&Co. Ld.*Mgrs.*) *CellDBf121′220t* | 200·6 Q111′F26′ FK | 30·1 | 12·9 *FPT* | Liverpool British 3*BHptCem* 60t*APT49t* | T.3Cy.16",26"&42"–27" (*s*) 180lb 90RHP 1SB,*3cf*,GS65,HS2030 Aitchison,Blair&Co.Ld. Clydebank | 15 ″ 0 s4 ″10¾ 14 ″ 3 | |
| 77902 99733 MDSG | **Kyle Firth** (*ex*Kyleford, *ex*Ouistreham, *ex*Senga) *Mchy.Aft* | 3Mst *ss*Bkn.2ndNo.3–11,30 *ss*Bkn.No.2–39 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted* | 450 309 178 | †100A1 11,39 LMC11,39 | Bkn | *g* | CL 10,39 | 1905 4mo | AilsaS.B. Co.Ld. Ayr *Lloyd's A&CP* | WaltonS.S.Co.Ld. (F.L.Dawson&Co. Ld.*Mgrs.*) | 155·1 Q86′B10′F23′ BK7′ | 25·6 | 11·2 *FPT* | Glasgow British 3*BHCem* 48t*APT2t* | C.2Cy.18"&40"–27" (*s*) 130lb 64RHP 1SB,*3pf*,GS48,HS1540 RenfrewBros.&Co.Irvine | 12 ″ 3 s 4 ″ 1½ 12 ″ 6 | |
| 77903 163925 MMYV | **Kyle Fisher** Wireless *Mchy.Aft* | *Oil Eng.* 1*Dk* *Cruiser Stern* | 604 397 369 | †100A1 4,40 LMC5,39 | Shl | *h* | OG 4,40 | 1939 5mo | DeHaan& Oerlemans Scheepsbwf. Heusden *Lloyd's A&CP* | JamesFisher& Sons,Ld. *CellD* | 164·2 171·6(O.L.) P45′Q54′F18′ FK *B104′ 129t* | 28·6 | 10·7 *FPT32t* | Barrow British 3*BHCem* *APT33t* | Oil Engines 2S.C.SA 5Cy.11⅞"–19⅛" 114NHP SulzerBros.Ld.Winterthur | 12″10 s4 ″ 3 12 ″ 8¼ | |
| 77904 135527 MFBT | **Kyle Queen** (*ex*Cornish Coast–35,*ex*Volana) *Mchy.Aft* *Well deck* | 3Mst *ss*Bkn.2ndNo.3–7,38 1*Dk(Stl)* | 616 421 256 | †100A1 7,38 LMC MS7,38 BS~~1,39~~ 7,40 | Bkn | *i* | CL 7,38 | 1913 11mo | R.William-son&Son Workington *Lloyd's A&CP* | WaltonS.S.Co.Ld. (F.L.Dawson&Co. Ld.*Mgrs.*) | 175·0 Q103′B9′F22′ BK7′ *CellDBf101′120t* | 27·1 | 11·1 *FPT53t* | Liverpool British 3*BHCem* | T.3Cy.14",24"&40"–27" (*s*) ~~180lb~~ 180lb 80RHP 1SB,*3cf*,GS56,HS1956 Ross&Duncan,Glasgow | 13 ″ 4 s 4 ″ 7 13 ″ 5 | |
| 77905 145556 MKVW | **Kyle Rhea** (*ex*TodHead–35) *Mchy.Aft* *Well deck* | *ss*Gmh.No.3–7,30 *ss*Grk.No.2–38 1*Dk(Stl)* | 323 216 123 | †100A1 ~~1,10,39~~ 11,40 BS~~5,39~~ 6,40 LMC3,38 | Grk | *d* | CL ~~8,39~~ 10,40 | 1921 10mo | J.Cran& SomervilleLd Leith *Lloyd's A&CP* | ~~R.Cameron&Co.~~ Mrs E.M.M.G. Cubbin(R.A.Colby Cubbin,*Mgr.*) | 130·2 *24·1* FK Q48′B8′F23 | 22·6 | 9·6 *FPT33t* | Glasgow British 3*BHCem* *APT16t* | C.2Cy.15"&32"–24" (*s*) 130lb 60RHP 1SB,*2pf*,GS44,HS1168 J.Cran&Somerville,Ld. | 10 ″ 6 s ″ 6 10 ″ 2 | |
| 77906 129519 MPVK | **Kyle Rona** (*ex*LochLeven) *Mchy.Aft* *Well deck* | *ss*Bwg.No.3–11,28 *ss*Grk.No.2–37 1*Dk(ptStl)* | 307 236 114 | †100A1 ~~7,40~~ 2,40 3,40 LMC MS3,37 BS~~6,39~~ 7,40 | Cff | *e* | CL ~~2,40~~ ~~7,40~~ 9,40 | 1910 9mo | Scott& Sons Bowling *Lloyd's A&CP* | BeynonShipping CoLd. | 135·2 Q45′B9′F24′ BK7′ | 23·6 | 10·1 *FPT32t* | Glasgow British 3*BHCem* *FPT32t* | C.2Cy~~.17½"~~&36"–24" (*s*) 135lb ~~17⅛"~~ 77RHP 1SB,*3pf*,GS50,HS1488 Ross&Duncan,Glasgow | 11 ″ 0 s ″ 8½ 10 ″ 11 | |
| 77907 14597 MLDZ | **Kyle Skye** (*ex*NancieThomas–35) *Mchy.Aft* *Well deck* | *ss*P.Gl.No.3–9,35 *ss*P.Gl.No.1–39 1*Dk(Stl)* | 311 218 116 | †100A1 1,40 LMC MS4,39 BS1,40 | Grk | *d* | CL 3,39 | 1922 9mo | Rennie, Ritchie& Newport S.B.Co.Ld. Glasgow *Lloyd's A&CP* | R.Cameron&Co. | 130·3 *23·8* FK Q48′B8′F22′ | 22·6 | 9·8 *FPT22t* | Liverpool British 3*BHCem* *APT19t* | C.2Cy.15"&32"–24" (*s*) 130lb 63RHP 1SB,*2pf*,GS40,HS1240 Gauldie,Gillespie&Co.Ld. Gls. | 10 ″ 6 s ″7¼ 10 ″ 0 | |
| 77908 147777 MNFC | **Kylebank** (*ex*Copsewood–39) *Mchy.Aft* | *ss*Shl.No.3–2,37 *ss*Bkn.No.1–40 1*Dk(Stl)* *Well deck* *Cargo battens not fitted* | 969 900 537 | †100A1 8,40 ~~8,30~~ MBS11,39 ~~M62,37~~ LMC8,40 ~~BS10,39~~ | Liv | *l* | CL ~~5,39~~ 8,40 | 1925 4mo | Osbourne, Graham& Co.Ld. Sunderland *Lloyd's A&CP* | KyleShipping Co.Ld.(Monroe Bros.*Mgrs.*) *CellDB* | 198·0 204·7(O.L.) Q133′B14′F25′ FK *f128′217t* | 32·3 | 12·4 *FPT112t* | Liverpool British 3*BHCem* *APT47t* | T.3Cy.16",27"&44"–30" (*s*) 180lb *100lb* 131NHP 1SB,*3pf*,GS61,HS2239 G.Clark,Ld.Sunderland | 14 ″ 7 s 4 ″ 8¼ 14 ″ 6½ | |
| 77909 131387 MFZJ | **Kylebay** (*ex*HampshireCoast–36) *Well deck* *Mchy.Aft* | *ss*Bkn.2ndNo.3–11,36 1*Dk(Stl)* | 787 558 378 | †100A1 4,40 BS4,40 LMC11,36 | Bkn | *k* | CL 3,40 | 1911 9mo | W.Harkess &Son,Ld. Middlesbro' *Lloyd's A&CP* | WaltonS.S.Co.Ld. (F.L.Dawson&Co. Ld.*Mgrs.*) *CellDBf117′158t* | 195·0 Q109′B13′F33′ FK | 30·0 | 11·6 *FPT* | Liverpool British 3*BHCem* 39t*APT24t* | T.3Cy.16",27"&44"–30" (*s*) 180lb 136NHP 2SB,*4cf*,GS72,HS2374 Richardsons,Westgarth& Co.Ld.Mdb | 13″10 s 4 ″ 0¼ 13 ″5½ | |
| 77910 147785 MNSJ | **Kylebrook** (*ex*Homewood–39) *Mchy.Aft* *Well deck* | *ss*Shl.No.3–5,39 1*Dk(Stl)* *Cargo battens not fitted* | 870 586 426 | †100A1 7,40~~7,30~~ BS5,40 LMC5,39 | Shl Abn | *k* | CL 5,39 | 1927 1mo | R.William-son&Son,Ld. Workington *Lloyd's A&CP* | KyleShippingCo. Ld.(MonroeBros. *Mgrs.*) | 188·3 193·8(O.L.) Q116′B11′F23′ FK *CellDB114′177t* | 30·2 | 12·4 *FPT44t* | Liverpool British 3*BHptCem* *FPT44t* | T.3Cy.14",24"&40"–27" (*s*) 200lb *100lb* 99RHP 1SB,*3cf*,GS54,HS1960 W.Beardmore&Co.Ld. Coatbridge | 14 ″ 7 s4 ″ 10 14 ″ 4¼ | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné maintenant expiré. Lettre d'Avertissement. | 7 | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NPP=Force en chevaux d'après les formules de la Société. RPP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où sont inscrits les L. pc. Durée, Cert. R. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77911 | **Kyleclare** | | 700 | ✠100A1 | Liv | *m* | CL | 1932 | CaledonS. | LimerickS.S.Co. | 211·7 \| 32·7 \| 12·6 | Limerick | T.3Cy.17",28"&46"–33" (*r*) | 13 ″ 3 | |
| 152256 | | *ss*Bkn.No.1–36 | 568 | 4,40 | | | 12,39 | 5mo | B.&E.Co.Ltd. | Ltd. | 220·7(O.L.) | British | 185lb 173NHP | s ″ 11½ | |
| EIPJ | | 1*Dk*(*Stl*) | 261 | ✠LMC | | | | | Dundee | *CellDBa&uE* | P35'B82'F65' BK6' | | 4*BHptCem* | 12 ″ 11½ | |
| | | | | MS1,40 BS4,40 | | | | *Lloyd's* | *sA&CP* | 54'*f*82'18 | 3*tFPT*57*tAPT*34*t* | | *ptAsp* | | |
| 77912 | **Kylecroft** (*ex*NormanQueen,–37 | | 863 | ✠100A1 | Ayr | *l* | CL | 1911 | Dublin | KyleShippingCo. | 200·2 \| 30·6 \| 12·5 | London | C.2Cy.22"&46"–30" (*s*) | 14 ″ 9 | |
| 132859 | *ex*Anglesey | *ss*Mch.2ndNo.3–8,36 | 593 | 9,39 | | | 9,39 | 12mo | DockyardCo. | Ltd.(MonroeBros. | *32·3* | British | 135lb *90lb* 87RHP | s 4 ″ 5 | |
| MDRB | Coast–37,*ex*Enda) | 1*Dk*(*Stl*) | 428 | BS~~1,38~~ ✠LMC8,36 | | | | *Lloyd's* | Dublin *sA&CP* | *Mgrs.*) | BK7' | | 3*BHCem* | 14 ″ 11½ | |
| | *Mchy.Aft* | | | 2,40 | | | | | | | Q115'B9'F34' | | 1SB,*3cf*,GS69,HS2370 | | |
| | *Well deck* | | | | | | | | | *CellD* | *Ba*64'*f*53'159*tFPT* | | 64*tAPT*15*t* | | Ross&Duncan,Glasgow |
| 77913 | **Kyleglen** (*ex*Senator–38) | | 3670 | ✠100A1 | Bkn | *w* | CL | 1917 | C.Connell | KyleShippingCo. | 352·9 \| 47·7 \| 26·9 | Liverpool | T.3Cy.22½",37½"&62½"–48" | 29 ″ 4 | |
| 137537 | | *ss*Gls.No.3–8,29 | 3468 | 11,40~~11,38~~ | Mdb | | 7,38 | 2mo | &Co.Ltd. | Ltd.(MonroeBros. | 365·4(O.L.) | British | 215lb (*s*) 367NHP | s 5 ″ 2½ | |
| GQNM | D.F. | *ss*Bkn.No.2–38 | 2335 | BS~~3,40~~ ✠LMC10,38 | | | | *Lloyd's* | Glasgow *sA&CP* | *Mgrs.*) | P31'B104'F38' FK | | 6*BHCem* | 24 ″ 5 | |
| | | 2*Dks*(*Stl*) | | 11,40 | | | | | | *CellD* | *B*303'804*tFPT*47*t* | | *APT*13*t* | | Dunsmuir&Jackson,LdGls |
| 77914 | **Kylegorm** (*ex*Broadgreen–34, 3Mst | | 622 | ✠100A1 | ~~Bkn~~ | *i* | CL | 1914 | J.Fuller- | WaltonS.S.Co.,Ld. | 175·2 \| 28·1 \| 10·4 | Liverpool | T.3Cy.14",24"&40"–27" (*s*) | 13 ″ 0 | |
| 135551 | *ex*MadameBrooke, | *ss*Shl.No.3–12,26 | 414 | ~~Examined 11,40 Mch~~ | | | 5,39 | 2mo | ton&Co. | (F.L.Dawson&Co., | | British | 180lb 90RHP | s 4 ″ 5 | |
| MFBZ | *ex*Broadgreen) | *ss*Bkn.No.2–36 | 264 | ~~BS10,38~~ ✠LMC~~3,36~~ | | | | *Lloyd's* | Paisley *sA&CP* | Ld.,*Mgrs.*) | Q96'B9'F32' BK6' | | 3*BHCem* | 13 ″ 1 | |
| | *Well deck* | 1*Dk*(*Stl*) | | | | | | | | *CellD* | *Bf*95'137*tFPT*51*t* | | 1SB,*3pf*,GS54,HS1899 | | |
| | *Mchy.Aft* | *Cargo battens not fitted* | | | | | | | | | | | *APT*44*t* | | Ross&Duncan,Glasgow |
| 77915 | **Kylemore** Ⓟ (*ex*Vulcan, PadSp | | 319 | | | | | 1897 | Russell& | Williamson- | 200·5 \| 24·1 \| 7·7 | Glasgow | C.D.2Cy.23½"&47"–51" | | |
| 106076 | *ex*Britannia) | | 261 | | | | | | Co. | Buchanan | | British | 93RHP | | |
| | | 1*Dk* | 126 | | | | | | Pt.Glasgow | Steamers(1936)Ld | | | Rankin&Blackmore,Grk. | | |
| 77916 | **Kylemount** (*ex*Northdale–34, 3Mst | | 704 | ✠100A1 | ~~Bkn~~ | *j* | CL | 1906 | J.Fuller- | WaltonS.S.Co.,Ld. | 185·0 \| 30·1 \| 11·6 | Liverpool | T.3Cy.16",26"&44"–33" (*s*) | 14 ″ 0 | |
| 122956 | *ex*Carterside, | *ss*Bkn.2ndNo.3–8,31 | 499 | ~~Examined 6,41 Liv~~ | | | ~~10,38~~ | 8mo | ton&Co. | (F.L.Dawson&Co., | | British | 150lb NDB21 96RHP | s 4 ″ 8½ | |
| MCNJ | *ex*Argus) | *ss*Bkn.No.1–36 | 313 | ✠LMC5,40 | | | 4,40 | *Lloyd's* | Paisley *sA&CP* | Ld.,*Mgrs.*) | Q94'B9'F27' FK | | 3*BHCem* | 13 ″ 5 | |
| | *Mchy.Aft* | 1*Dk*(*Stl*) | | | | | | | | *Cell* | *DBf*106'177*tFPT* | | 61*tAPT*4*t* | | Ross&Duncan,Glasgow |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | | | | | |
| 77917 | **Kyloe** | | 2820 | ✠100A1 | Shl | *t* | CL | 1930 | Smith's | SharpS.S.Co.Ld. | 305·0 \| 45·5 \| 21·3 | Newcastle | T.3Cy.21",35"&57½"–42" (*s*) | 23 ″ 6 | |
| 161548 | | *ss*Shl.No.2–38 | 2378 | 6,41~~11,39~~ | Nwc | | 11,39 | 3mo | DockCo.Ld. | (Sharp&Co.*Mgrs.*) | | British | 180lb 266NHP | s 3 ″ 1½ | |
| GLKQ | D.F. | 1*Dk*(*Stl*) | 1695 | ~~BS11,39~~ ✠LMC10,38 | | | | *Lloyd's* | Middlesbro' *sA&CP* | | P23'B50'F23' | | 6*BHCem* | 20 ″ 6½ | |
| | | *Cargo battens not fitted* | | 11,40 | | | | | | | *Trunk in wells* FK | | 2SB,*6cf*,GS120,HS4554 | | |
| | | | | | | | | | | *CellDB*205'681*t* | *DTa*56'255*tFPT*1 | | 64*tAPT*100*t* | | Smith'sDockCo.Ld.Mdb. |
| 77918 | **Kyma** (*ex*Hesleyside–33) | | *3994* | ✠100A1 | Rot | *w* | CL | 1912 | Short Bros. | N.Sitinas&Co. | 363·0 \| 50·0 \| 25·6 | Andros | T.3Cy.25½",41"&68"–48" (*s*) | 28 ″ 4 | |
| 206 | | *ss*Rot.2ndNo.3–10,38 | *3755* | 10,38 | | | 8,38 | 7mo | Ld. | | 376·3(O.L.) | Greek | 180lb 365NHP | s 5 ″ 0½ | |
| SVGV | | 1*Dk*(*Stl*)&*Web frames* | *2518* | ✠LMC | | | | *Lloyd's* | Sunderland *sA&CP* | *Int* | *ermediateBH in af* | | *Cem* | 23 ″ 6 | |
| | | *Longitudinal framing* | | MS9,37 BS11,39 | | | | | | | *ter hold dispensed w* | | *ith*5*BHonly* | | N.E.MarineEng.Co.Ld.Sld |
| | | | | | | | | | | *CellDBa*113 | | | *uE&B*41'*f* | | 161'1172*tFPT*78*tAPT*100*t* |
| 77919 | — | | 3959 | ✠100A1 | NNs | *w* | CL | 1911 | BlythSB.& | A.K.Pezas | 352·5 \| 50·8 \| 24·9 | Piræus | T.3Cy.~~25~~",41"&68"–45" (*s*) | 27 ″ 4 | |
| 763 | (*ex*Rothley–33) | *ss*Pir.2ndNo.3–2,34 | 3757 | 9,40~~2,40~~ | NYk | | 2,40 | 9mo | D.D.Co.Ld. | | | Greek | 180lb 25" 356NHP | s 4 ″ 9½ | |
| SVKY | | *ss*Pir.No.1–38 | 2481 | ✠LMC | | | | | Blyth | | P31'B98'F39' FK | | 6*BHCem* | 22 ″ 8 | |
| | | 1*Dk*(*Stl*) | | MS2,38 BS~~4,40~~2,41 | | | | *Lloyd's* | *sA&CP* | *CellDBa*115 | *uE&B*40'*f*154'929*t* | | *APT*155*t* | | 2SB,*6cf*,GS136,HS5756 |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | N.E.MarineEngCoLd Nwc |
| 77920 | **Kyno** | | 3946 | | | | | 1924 | GooleS.B. | Ellerman'sWilson | 332·8 \| 46·6 \| 28·9 | Hull | T.3Cy.21",35½"&61"–42" | | C |
| 147156 | | *CruiserStern* | 2549 | | | | | | &RepgCo.Ld. | LineLd. | | British | 241NHP | | |
| GKNR | D.F. | 2*Dks* | 2421 | | | | | | Goole | | | *WB* | Earle'sS.B.&E.Co.Ld.Hull | | |
| 77921 | **Kyodo Maru** (*ex*Gallia) | TwinSc | 1090 | ✠ ... | | | | 1914 | Gebr.Pot | KagitomiShosaku | 190·0 \| 33·5 \| 17·0 | Niigata | Oil Engines 2S.C SA | 18 ″ 0 | |
| 28143 | | *OilEng.* | 888 | 6,25 | | | | 3mo | Bolnes | | P44'F21' | Japanese | 8Cy.16½"–18½" 384NHP | | |
| JFOE | Wireless | *ss*Rot.No.2–23 | 741 | ✠ | | | | | | | FK | *WB* | J&CG Bolinders Co.Ld Skm | | |
| | *Mchy.Aft* | 1*Dk* | | | | | | | | | | | | | |
| | | *CarryingPetroleum in bulk* | | | | | | | | | | | | | |
| 77922 | **Kyodo Maru No. 11** | TwinSc | 372 | | | | | 1909 | S.Ono | AwanokuniKyodo | 145·2 \| 20·3 \| 12·2 | Toku- | T.6Cy.10",16¾"&28"–16" | | |
| 11626 | (*ex*YutakaMaru, | | 262 | | | | | | Osaka | KisenK.K. | | shima | 63NHP | | |
| JSXE | *ex*KyodoMaruNo.11) | 1*Dk* | 161 | | | | | | | | | Japanese | S.Ono,Osaka | | |
| 77923 | **Kyodo Maru No. 13** (*ex*Bangkok, | | 1999 | | | | | 1896 | Workman, | OginoKaishoK.K. | 284·5 \| 40·0 \| 21·0 | Fushiki | T.3Cy.19",32"&52"–30" | | |
| 13885 | *ex*Charon) | | 1857 | | | | | | Clark&Co.Ld | | B74'F36' | Japanese | 148NHP | | |
| JSDB | | 2*Dks* | 1409 | | | | | | Belfast | | | *WB* | Workman,Clark&Co.Ld. | | |
| 77924 | **Kyodo Maru No. 18** Ⓟ | | 794 | | | | | 1908 | Hanta | ToaKaiunK.K. | 180·0 \| 28·0 \| 18·6 | Komatsu- | T.3Cy.13",21½"&36"–27" | | |
| 11081 | | | 671 | | | | | | Ryotaro | | | shima | 67NHP | | |
| JOZE | | 2*Dks* | 537 | | | | | | Osaka | | | Japanese | HantaRyotaro,Osaka | | |
| 77925 | **Kyodo Maru No. 28** Ⓟ (*ex*Vima, | | 1506 | ✠ ... | | | | 1919 | Swan,Hun- | ToaKaiunK.K. | 258·0 \| 34·8 \| 23·7 | Amagasaki | T.4Cy.20½",33"&(2)37"–30" | 24 ″ 6 | |
| 30038 | *ex*Zion,*ex*HaimMazza, | *ss*Alx.No.1–24 | 1328 | 6,24 | | | | 8mo | &Wigham | | | Japanese | 207NHP | | |
| JSZE | *ex*Zion,*ex*HaimMazza, | 2*Dks* | 887 | ✠ | | | | | Richardson, | | FK | *WB* | Swan,Hunter&Wigham | | |
| | *ex*Minoru) | *CruiserStern* | | | | | | | Ld Newcastle | | | | Richardson,Ld Nwc. | | |
| 77926 | **Kyodo Maru No. 36** Ⓟ | | 1500 | | | | | 1929 | Kawasaki | AwanokuniKyodo | 240·0 \| 36·0 \| 20·0 | Amagasaki | T.3Cy.18",30"&49"–36" | | |
| 35328 | | | 1192 | | | | | | Dkyd.Co.Ld. | KisenK.K. | P46'B55'F32' | Japanese | 144NHP | | |
| JIDC | Wireless | 2*Dks* | 902 | | | | | | Kobe | | | *WB* | KawasakiDockyardCo.Ld. | | |
| 77927 | **Kyoei Maru** | | 591 | | | | | 1937 | Harima | KyoeiTankerK.K. | 176·2 \| 30·0 \| 12·8 | Kobe | Oil Engines 4S.C.SA | | |
| 43726 | | *OilEng.* | — | | | | | | S.B.&Eng. | | | Japanese | 6Cy.14$\frac{3}{16}$"–22$\frac{7}{16}$" 116NHP | | |
| JHNL | *Mchy.Aft* | *CruiserStern* | 367 | | | | | | Co.Ld. | | | | KobeSteelWorks,Kobe | | |
| | | *CarryingPetroleum in bulk* | | | | | | | Harima | | | | | | |
| 77928 | **Kyokkō Maru** (*ex*Kyokkoh | | 6783 | ✠100A1 | Kob | *a*† | CL | 1920 | Teikoku | YamashitaKisen | 425·0 \| 53·6 \| 34·9 | Kobe | T.3Cy.28",47"&79"–51" (*s*) | 37 ″ 6 | |
| 26830 | Maru–38,*ex*Ypres | *ss*Yka.No 3–1,31 | 6475 | *Shelter dk* | | | ~~4,37~~ | 10mo | S.S.Co. | K.K. | | Japanese | 200lb 584NHP | s 9 ″ 1½ | |
| JHID | Maru) *ss*Kob.No.2–40 | *ss*Yka.No.1–26 | 4988 | *withfreeboard* | | | N6,40 | | OHarima | | FK | | 3SB,*9cf*,GS192,HS7956 FD | 28 ″ 7 | |
| | | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | 6,40 ~~6,38~~ | | | | | A&OP | | *Collision* | | *ptCem* | | |
| | | | | ~~BS5,39~~ ✠LMC~~5,36~~ | | | | | | ~~*CellDB*366'1153*t*~~ | *FPT*153*tAPT*72*t* | | *BHtoShdk* | | KobeSteelWorks,Ld.Kobe |
| | | | | ~~Fitted for oil fuel 5,38 C.P. above 4 60" F.~~ | | | | | | | 6 " " *U* " | | | | |
| | | | | | | | | | | *CellDB*366'1153*t* | *DT*a39'936*tFPT*153*tAPT*72*t* | | | | |
| 77929 | **Kyokusei Maru** (*ex*ShunHwa–38, | | 5493 | ✠ ... | Kob | *z* | | 1920 | JCoughlan | AsahiShojiK.K. | 410·5 \| 54·0 \| 29·7 | Tokyo | T.3Cy.27",44"&73"–48" | 29 ″ 9 | C |
| 41248 | *ex*Chilcop–36, | *ss*N.Yk.No.3–6,34 | — | 8,38 | | | | 6mo | &Sons,Ld. | | | Japanese | 520NHP | | † |
| JDCM | *ex*MargaretCoughlan) | 2*Dks*(*Stl*) | 4008 | ✠ | | | | | Vancouver, | | P44'B115'F47' FK | *ptCem* | 3SB,*9cf*,GS198,HS7743 | | |
| | D.F. | *Fitted for oil fuel* | | | | | | | B.C. | *Intermediate Bulk* | *head in fore* | | J.G.Kincaid&Co.Ld.Grk. | | |
| | | | | | | | | | | *&afterholds* | *dispensed,with*5*BHonly* | | | | |
| | | | | | | | | | | *CellDB*361' | 1287*tDT*25'511*tFPT*131*tAPT*87*t* | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. How expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft in. | 15 Registers in which classed, if not in L. R. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77930 | **Kyokuto Maru** | 10052 | ✠ ... | Yka | f† | | 1934 | Kawasaki | IinoShojiK.K. | 502·3 | 65·0 | 37·1 | Nakamai- | Oil Engines 2S.C.DA | 37 ″ 1 | C |
| 39886 | *OilEng.* | 9038 | 11,38 | | | | 12mo | Dkyd.Co.Ld. | | | | | zuru | 8Cy.27$\frac{9}{16}$″–47$\frac{1}{4}$″ 2115NHP | | † |
| JWTI | *1Dk&2nd dk clear of oil tanks* | 5821 | ✠ | | | | | Kobe | | P162′B37′F36′ FK | | | Japanese | | | |
| | *Mchy Aft* *CruiserStern* | | | | | | | | *CellDBuE100′* | | | | 12*BHptCem* | KawasakiDkydCoLd Kobe | | |
| | *Longitudinal framing in oil tanks* | | | | | | | | 462*t* | *DTf50′499t FPT* | | | 220*tAPT98t* | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 77931 | — | 361 | | | | | 1917 | Sakamoto | GoshiKaisha | 127·0 | 27·0 | 13·6 | Higashi- | C.2Cy.12$\frac{1}{8}$″&24$\frac{1}{2}$″–14″ | | |
| 21788 | 3MstSr | — | | | | | | Inosuke, | ChyuyetsuShoko | | | | Iwase | Tanabe 19NHP | | |
| | 1*Dk* | 256 | | | | | | Osaka | | | | | Japanese | Tekkosho,Yokohama | | |
| 77932 | **Kyokuyo Maru** | 17549 | | | | | 1938 | Kawasaki | KyokuyoHogei | 537·0 | 74·0 | 48·8 | Tokyo | Oil Engines 2S.C.DA | | C |
| 45200 | (*WhaleOilFactory*) *OilEng.* | — | | | | | | Dkyd.Co.Ld. | K.K. | P150′F106′ | | | Japanese | 8Cy. 23$\frac{5}{8}$″–35$\frac{1}{16}$″ 1560NHP | | |
| JQFM | D.F. E.S.D. GyC. 2*Dks* | 13764 | | | | | | Kobe | | | | | | KawasakiDkyd.CoLdKob. | | |
| 77933 | **Kyosei Maru** | 557 | | | | | 1938 | Urabe | KyoseiKisenK.K. | 150·0 | 27·5 | 14·0 | Kobe | Oil Engines 4S.C.SA | | |
| 44836 | *OilEng.* | — | | | | | | ZosenTekko- | | | | | Japanese | 6Cy.13$\frac{3}{4}$″–20$\frac{1}{2}$″ 111NHP | | |
| JQAM | Wireless | 350 | | | | | | sho | | | | | | KobeHatsudokK.K.Kobe | | |
| | *Mchy.Aft* *CruiserStern* | | | | | | | Osaka | | | | | | | | |
| 77934 | **Kyozin Maru** | 425 | | | | | 1937 | Urabe | KyozinSyosenK.K. | 135·0 | 26·0 | 13·0 | Jinsen | Oil Engines 4S.C.SA | | |
| 2291 | *OilEng.* | — | | | | | | ZosenTekko- | | | | | Japanese | 6Cy.11$\frac{5}{8}$″–17$\frac{5}{16}$″ 79NHP | | |
| JBVL | *CruiserStern* | 302 | | | | | | sho Osaka | | | | | | HanshinIronWorks,Kobe | | |
| 77935 | **Kyozin Maru No. 2** | 433 | | | | | 1937 | Urabe | KyozinSyosenK.K. | 135·0 | 26·0 | 13·0 | Jinsen | Oil Engines 4S.C.SA | | |
| 2292 | *OilEng.* | — | | | | | | ZosenTekko- | | | | | Japanese | 6Cy.11$\frac{5}{8}$″–17$\frac{5}{16}$″ 79NHP | | |
| JBWL | *CruiserStern* | 302 | | | | | | sho Osaka | | | | | | HanshinIronWorks,Kobe | | |
| 77936 | **Kyozin Maru No 3** | 433 | | | | | 1937 | Urabe | KyozinSyosenK.K. | 135·0 | 26·0 | 13·0 | Jinsen | Oil Engines 4S.C.SA | | |
| 2296 | *OilEng.* | — | | | | | | ZosenTekko- | | | | | Japanese | 6Cy.11$\frac{5}{8}$″–17$\frac{5}{16}$″ 79NHP | | |
| JBYL | *CruiserStern* | 310 | | | | | | sho Osaka | | | | | | HanshinIronWorks,Kobe | | |
| 77937 | **Kyozin Maru No. 5** | 433 | | | | | 1937 | Urabe | KyozinSyosenK.K. | 135·0 | 26·0 | 13·0 | Jinsen | Oil Engines 4S.C.SA | | |
| 2299 | *OilEng.* | — | | | | | | ZosenTekko- | | | | | Japanese | 6Cy.11$\frac{5}{8}$″–17$\frac{5}{16}$″ 79NHP | | |
| JBZL | *Cruiser Stern* | 310 | | | | | | sho Osaka | | | | | | HanshinIronWorks,Kobe | | |
| 77938 | **Kyozyo Maru** | 372 | | | | | 1913 | ..... | ChosenKisenK.K. | 130·0 | 24·2 | 15·5 | Fusan, | | | |
| 239 | | — | | | | | | Osaka | | | | | Korea | | | |
| JEAG | 2*Dks* | 212 | | | | | | | | | | | Japanese | | – | |
| 77939 | **Kyphissia** | 2964 | | | | | 1923 | Schiffs-u. | Hamburg-Amerik. | 337·7 | 48·2 | 21·1 | Hamburg | T.3Cy.23$\frac{5}{8}$″,38$\frac{5}{16}$″&62″–41$\frac{5}{16}$″ | | G |
| | | 2681 | | | | | | Dockbauw. | Packetf.Akt.Ges. | B59′F36′ | | | German | 246NHP | | |
| DHOR | Sub Sig. D.F. 1*Dk&Shelter dk* | 1739 | | | | | | Flender,A.G. | (Ham.-Amr.Linie) | | | | *WB* | G.SeebeckA.G. | | |
| | | | | | | | | Lübeck | | | | | | Wesermünde-G | | |
| 77940 | **Kyrapanagia II** (*ex*Clonlee–35) | *1012* | ✠ —— | Cff | *n* | | 1899 | AilsaS.B. | A.G.Chalaris | 224·0 | 33·1 | 15·6 | Piræus | T.3Cy.17$\frac{7}{8}$″,27$\frac{1}{2}$″&44″–33″ | 16 ″ 6 | |
| 847 | *ss*Lth.2ndNo.3–10,23 | *790* | 1,37 | | | | 1mo | Co. | | P23′Q52′B53′F26′ | | | Greek | NDB19 123NHP | | |
| SZOC | *ss*Shl.No.2–32 | *396* | ✠ | | | | | Troon | | FK&BK1″ | | | | 4*BHCem* | | |
| | *Well deck* 1*Dk(Irn)&deep framing* | | | | | | | | *CellDBa50′u* | *E17′f83′286t FPT* | | | *45tAPT64t* | 1SB,*3cf*,GS59,HS2040 Muir&Houston,Ld.Gls. | | |
| 77941 | **Kyriaki** | *5528* | ✠100A1 | Msl | *a*† | CL | 1912 | Russell& | PoutousMaritime | 423·4 | 56·0 | 27·9 | Piræus | T.3Cy.27″,45″&74″–51″ (*s*) | 30 ″ 6 | |
| 739 | (*ex*Stavros *ss*Pir.2ndNo.3–10,38 | *5198* | 10,40~~3,40~~ | Bry | | 3,40 | 5mo | Co. | Co.Ld.(P.M. | | | | Greek | 180lb *80lb* 538NHP | s5 ″ 11¼ | |
| SVNI | Coumantaros–40, 2*Dks(Stl)* | *3511* | BS4,40 ✠LMC10,38 | | | | | Port Glasgow | Poutous,*Mgr.*) | P43′B123′F42′ FK | | | | 3SB,*9cf*,GS171,HS7875 FD | 24 ″ 10 | |
| | *ex*Vestalia–33) | | | | | | | | | | | | *Cem* | J.G.Kincaid&Co.Ld.Grk. | | |
| | | | | | | | *Lloyd's* | *A&CP* | 1 *intermed* | *iate BH & 2'tween* | *dk BHs omitted* | | 4*BHto Udk* | | | |
| | | | | | | | | | *CellDBa* 135′*u* | *E24′f* 186′1213*t D* | *Ta*36′1089*tAPT26t* | | 2 ,, ,, 2*nd* ,, | *only* | | |
| 42/ | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | |
| 77942 | **Kyriakoula** (*ex*Kamir–34, | *4340* | ✠100A1 | Ams | *x* | CL | 1918 | New | A.G.&D.G.Lemos | 370·3 | 50·2 | 26·3 | Piræus | T.3Cy.26″,42″&70″–48″ (*s*) | 29 ″ 0 | |
| 786 | *ex*SidlawRange) *ss*Rot.No.3–5,30 | *4028* | 7,40~~7,80~~ | Bry | | ~~11,87~~ 7,10 | 1mo | Waterway | &TrampShipping | | | | Greek | 180lb 402NHP | s 5 ″ 4½ | |
| SVHY | *ss*Pir.No.2–38 | *2708* | BS~~7,40~~ 11,40 ✠LMC8,38 | | | | | S.B.Co. | DevelopmentCo. | P33′B122′F37′ FK | | | 6*BHptCem* | 3SB,*9cf*,GS186,HS6660 | 23 ″ 9½ | |
| | 1*Dk*,2*nd dk clear of Nos.2&3holds* | | | | | | | Schiedam | Ld. | | | | *pt Asp* | NewWaterwayS.B.Co. | | |
| | *Cargo battens not fitted* | | | | | | *Lloyd's* | *A&CP* | | *CellDB*319′83 | | | 3*t FPT*120*t* | *APT64t* Schiedam | | |
| 77943 | **Kysten** Ⓟ | 300 | | | | | 1909 | Trndhjms | NamsosDampskibs | 126·0 | 21·0 | 15·4 | Namsos | T.3Cy.12″,20″&33″–21″ | | |
| | | 278 | | | | | | Mek.Værks. | Selsk. | H13*t* | | | Norwegian | 50NHP | | |
| LEIG | 2*Dks* | 169 | | | | | | Trondheim | | | | | *WB* | TrondhjemsMek.Værks. | | |
| 77943* | **Kythera** (*ex*Alimnia–36,*ex*Ostsee, | 3727 | ✠ ... | | | | 1901 | C.S.Swan& | AtlasLevante- | 348·8 | 45·2 | 17·9 | Bremen | T.3Cy.24″,40″&66″–45″ | 28″10 | G |
| | *ex*Themisto) *ss*Rot.No.3–5,14 | 3393 | 8,24 | | | | 8mo | Hunter,Ld. | LinieA.G. | P28′B92′F39′ 26·1 | | | German | NDB21 321NHP | | † |
| DOFC | *ss*Rot.No.2–21 | 2338 | ✠NB7,21 ✠ | | | | | Newcastle | | FK | | | *WB* | Blair&Co.Ld.Stockton | | |
| | 1*Dk&Spar dk&deep framing* | | | | | | | | | | | | | | | |
| 77944 | — | 1070 | ✠ ... | | | | 1902 | Fevigs | P.Th.Katrakis | 225·1 | 34·2 | 17·1 | Piræus | T.3Cy.16½″,27″&44″–30″ | 18 ″ 3 | G |
| 760 | (*ex*Reinunga–34) | 970 | 3,07 | | | | 5mo | Jernskibsbyg | | P31′B59′F25′ | | | Greek | 117NHP | | † |
| SZKN | *ex*Grove,*ex*Aurora) 1*Dk2trB* | 649 | ✠ | | | | | Fevig | | FK | | | *WB* | Westgarth&Co.Ld.Mdb. | | |
| 77945 | **Kyūsyū Maru** | 8666 | | | | | 1937 | Mitsubishi | HaradaKisenK.K. | 466·9 | 62·3 | 41·0 | Osaka | Oil Engines 2S.C.SA. | | C |
| 44564 | *OilEng.* | — | | | | | | JukogyoK.K | | F12′ | | | Japanese | 14Cy.28$\frac{3}{8}$″–49$\frac{3}{16}$″ 1960NHP | | |
| JFHM | *Ref.Mchy.* 3*Dks* | 5180 | | | | | | Nagasaki | | | | | *WB* | MitsubishiJukogyoK.K. | | |
| | *CruiserStern* | | | | | | | | | | | | | Nag. | | |
| 77946 | **Kyusyu Maru** | 633 | | | | | 1936 | Amagasaki | Amagasaki | 170·0 | 28·0 | 15·5 | Osaka | C.2Cy.17½″&35$\frac{5}{8}$″–27′ | | |
| 41506 | | — | | | | | | ZosenSho | KisenBuGomei | | | | Japanese | 55NHP | | |
| JPJK | *Mchy.Aft* *CruiserStern* 1*Dk* | 343 | | | | | | Osaka | Kaisha | | | | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel: Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'équipement. | 7* Date de la dernière visite de l'hélice porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH^p=Force en chevaux d'après les formules de la Société. RH^p=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | 15 Registres où cotés, et ne figurant pas au L.R. Durée, Cert. Roof Trials |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77947 | **L. A. Christensen** | *Oil Eng.* | 4362 | | | | | 1925 | Deutsche Werft A.G. Hamburg | A/S Ulabrand (Hjalmar Rsed & Co. *Mgrs.*) | 382·7 | 53·4 | 25·4 | Tönsberg | Oil Engines 4S.C.SA | | N |
| LCSC | *Cruiser Stern* 2 *Dks* | | 3920 2516 | | | | | | | | P112*t* | H303*t* | F24*t* | Norwegian *WB* | 6Cy.29½″–47½″ 492NH^P Algemeine Elec. Ges. Berlin | | |
| 77948 | **L. E. Block** | | 9093 | ✠100A1 | Cgo | | 2,40 | 1927 | American S.B.Co. Lorain, O. | Inland Steel Co. (Hutchinson & Co. *Mgrs.*) | 604·2 | 64·2 | 28·6 | Chicago | T.3Cy.25½″,41″&67″–42″ (*r*) | 33 ″ 0 | |
| 226374 | ~~ss Cgo. No. 2–10 Cls. No. 1–81~~ | | 8608 | *For Service on the Great* | | | *Lakes* | 3mo | | | | | | Utd. States | 185lb 497NH^P | 10 ″ 11 | |
| KGFE | *Mchy. Aft* 1 *Dk (Stl) & Web frames* | | 7164 | 4,40 ~~12,35~~ | ✠LMC3,40 | | | *Lloyd's SA & CP* | | *Cell D Bu E & B57 221t sid* | F58′ | | FK | *3 BH* | 3SB, *6cf*, GS149, HS8078 FD | 22 ″ 4½ | |
| | *Longitudinal framing at bottom & at deck* | | | ~~NE6,22~~ ~~LMC7,38~~ | | | | | | *e tanks in way of hold* | | | | | American S.B.Co. Lorain, O | | |
| | D.F. GyC. *Cargo battens not fitted* | | | ~~BS8,~~ 3,40 | | | | | | s 487′7659*t* | | | | | *FPT* 478*t APT* 121*t* | | |
| 77949 | **L. J. Drake** | | 6693 | ✠100A1 | Gal | *a*† | CL | 1918 | Ames S.B. & D.D.Co. Seattle, Wash | Standard Oil Co. of New Jersey | 419·6 | 57·2 | 30·0 | Wilmgton (Del.) | T.3Cy.24½″,41½″&72″–48″ (*s*) | 31 ″ 7 | |
| 216986 | ~~ss N.Yk. No. 3–9,30~~ | | 6089 | ~~3,40 2,25~~ 3,41 ~~3,38~~ | | | 9,39 | 10mo | | | | | | Utd. States | 200lb 480NH^P | | |
| WOCU | ~~ss Bal. No. 2–39 ss Mob. No. 1–31~~ | | 4796 | ~~NE6,22~~ ✠LMC7,38 | | | | | A&CP | | P98′B41′F37′ | | FK | *16 BHCem* | 3SB(Spt) *9cf*, GS207, HS7416 | | |
| | *Mchy. Aft* 2 *Dks (Stl) & Web frames* | | | ~~MS6,21~~ ~~BS8,~~ 8,40 | | | | | | *Cell D Bu E & B75′* | | | | (14 *to U dk* | Hooven, Owens, Rentschler | | |
| | D.F. GyC. *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | | 188*t DT* 36′460*t* | | | | 2 ,, 2*nd*,,) | Co. Hamilton, O. | | |
| | | | | *Fitted for oil fuel* 10,18 | | | *F.P. above* | 1 | 50° F. | *FPT* 192*t APT* 54*t* | | | | | | | |
| 77950 | **L. L. Abshire** (*ex* William Green–36) | | 6353 | ✠100A1 | Mob | *b*† | CL | 1917 | W. Cramp & Sons S. & E.B.Co Philadelphia A&CP | Sabine Transportation Co. Inc. (M.T. Ball, *Mgr.*) | 430·0 | 58·2 | 33·3 | Baltimore | T.3Cy.27½″,45½″&76″–51″ | 33 ″ 4 | |
| 215348 | ~~ss N.Os No. 3–8,28~~ | | 6056 | 5,40 ~~9,39~~ | BS5,40 | | ~~9,39~~ 5,40 | 7mo | | | 446·3(O.L.) | | | Utd. States | 190lb (*r*) 565NH^P | ~ 6 ″ 7½ | |
| WPCN | ~~ss Mob. No. 2–37~~ | | 3925 | ~~NE6,39~~ ✠LMC6,37 | | | | | | | P103′B36′F49′ | | FK | 15 *BHpt Cem* | 3SB, *9cf*, GS185, HS8095 FD | 26 ″ 11½ | |
| | *Mchy. Aft* 2 *Dks (Stl) & Web frames* | | | *Carrying Petroleum in bulk* | | | | | | | | | | (7 *to Upr dk* | W. Cramp & Sons S. & E.B. | | |
| | D.F. *Longitudinal framing* | | | *Fitted for oil fuel* 7,17 | | | *F.P. above* | 1 | 50° F. *Cell DB* | 61′235*t DT* f45′629*t* | | | | 8 ,, 2*nd* ,,) | Co. Phl. | | |
| 77951 | **L. P. St. Clair** | | 8066 | | | | | 1939 | Bethlehem Steel Co. (S.B. Division) Sparrow's Pt. Md. | Union Oil Co. of California | 445·4 | 64·2 | 34·9 | L. Angeles | 2 steam turbines DR geared | | R |
| 238115 | *Fitted for oil fuel* | | — | | | | | | | | P92′B35′F40′ | | | Utd. States | to 1 Sc. shaft | | |
| WTHK | *Mchy. Aft* D.F. 1 *Dk* | | 4814 | | | | | | | | | | | *WB* | Bethlehem Steel Co. (S.B. | | |
| | E.S.D. GyC. *Carrying Petroleum in bulk* | | | | | | | | | | | | | | Division) Quincy, Mass. | | |
| | *Cruiser Stern* *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 77952 | **La Belle** | | 6407 | | | | | 1909 | American S.B.Co. Lorain, Ohio | La Belle Steamship Co. (M.A. Hanna Co. *Mgrs.*) | 504·0 | 54·0 | 30·0 | Wilmgton (Del.) | T.3Cy.23½″,38″&63″–42″ | | R |
| 206189 | | | | | | | | | | | | | | Utd. States | 257NH^P | | |
| WNSW | D.F. GyC. *Mchy. Aft* 1 *Dk* | | 4876 | | | | | | | | | | | *WB* | American SB.Co. Cleveland | | |
| 77953 | **La Brea** | 3 Mst | 6665 | ✠100A1 | LAn | *b*† | CL | 1916 | Union Iron Works Co. San Francisco A&CP | ~~Union Oil Co. of California~~ J.L. Jacobs & Co. Ltd. *Cell D Bu E & B62′ f57 433t FPT* | 435·0 | 56·2 | 33·7 | | T.3Cy.27″,~~46½~~″&76′–51″ (*s*) | 33 ″ 6 | |
| ~~813909~~ | ~~ss L.An. No. 3–7,28~~ | | — | 6,40 ~~(9,39)~~ | | | 2,38 | 3mo | | | | | | British | 190lb 45½″ 514NH^P | s 6 ″ 11½ | |
| ~~WFDM~~ | ~~ss L.An. No. 2–36~~ | | 4157 | ~~NE11,16~~ ✠LMC8,36 | | | | | | | P106′B52′F40′ | | FK | 15 *BHpt Asp* | 3SB, *9cf*, HS8640 | 26 ″ 9½ | |
| | *Mchy. Aft* 2 *Dks (Stl) & Web frames* | | | ~~BS9,39~~ | | | | | | | | | | (9 *to Upr dk* | Sun S.B.Co. Chester, Pa. | | |
| | D.F. *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | | | | | | 6 ,, 2*nd* ,,) | | | |
| | | | | *Fitted for oil fuel* 3,16 | | | *F.P. above* | 1 | 50° F. | 100*t APT* 74*t* | | | | | | | |
| 77954 | **La Carriere** | | 5685 | ✠100A1 | Mob | *z* | CL | 1938 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Trinidad Lease-holds, Ld. | 415·0 | 53·8 | 30·6 | London | T.3Cy.26″,44″&74″–48″ (*s*) | 30 ″ 9 | |
| 166530 | | | 5141 | 2,41 ~~2,40~~ | | | 1⅝ | 8mo | | | 430·6(O.L.) | | | British | 220lb 590NH^P | s 5 ″ 2½ | |
| GMMY | D.F. E.S.D. | | 3231 | BS2,40 ✠LMC8,38 | | | 3,39 | | | | P111′B31′F57′ | | FK | 16 *BHpt Asp* | 3SB(Spt), *9cf*, HS8565 FD | 25 ″ 9 | |
| | 1 *Dk*, 2*nd dk clear of cargo tanks* | | | | | | | | | | | | | | Wallsend Slpwy. & E. Co. Ld | | |
| | *Mchy. Aft* *Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA & CP* | *Cell D Bu E & B92′522t DT f43′260t FPT* | | | | | 110′ *APT* 50*t* | | | |
| | *Longitudinal framing at bottom & at deck* | | | *Fitted for oil fuel* 8,38 | | | *F.P. above* | 1 | 50° F. | | | | | | | | |
| 77955 | **La Cordillera** | | 5185 | ✠100A1 | Sld | *a*† | CL | 1940 | Wm. Doxford & Sons Ld Sunderland | Buries Markes, Ld. | 429·8 | 56·5 | 26·5 | London | Oil Engines 2S.C.SA | 29 ″ 0 | |
| 167411 | *Oil Eng.* | | 4637 | *with freeboard* | Cff | 2 | | 3mo | | | 444·7(O.L.) | | | British | 4Cy.23⅝″–91⅛″ | s 3 ″ 3¾ | |
| GFYQ | D.F. E.S.D. GyC. | | 3050 | 1,41 ~~3,40~~ | ✠LMC3,40 | | | *Lloyd's SA & CP* | | | F38′ | | FK | 7 *BHpt Cem* | 2DB *120lb* 687NH^P | 25 ″ 10½ | |
| | *Cruiser Stern* | | | | | | | *Cell DB* 356′ | 1235*t MT* 29′611*t F* | | | | | (*Coll to Sh dk* | Wm. Doxford & Sons, Ld Sld | | |
| | 1 *Dk & Shelter dk* | | | | | | | | | | | | | 6 ,,2*nd* ,,) | | | |
| 77956 | **La Corse** (*ex* Fram, *ex* Monte Promina) | | 643 | ✠ ... | | | | 1903 | W. Harkess & Son, Ld. Middlesbro' | S.A.R.L. Louis Carlini & Cie. | 174·7 | 28·3 | 15·0 | Marseilles | T.3Cy.14″,22½″&37′–27′ | 16 ″ 0 | |
| | ~~ss Tri. No. 3–1,17~~ | | 542 | 5,29 | | | | 11mo | | | P18′B44′F20′ | | | French | 128NH^P | | |
| TUGB | ~~ss Tri. No. 2–25~~ | | 277 | ✠ | | | | | | | | | BK7½′ | *WB* | Richardsons, Westgarth & Co. Ld. Mdb | | |
| | 1 *Dk* *Web frames* | | | | | | | | | | | | | | | | |
| 77957 | **La Estancia** | | 5185 | ✠100A1 | Sld | *a*† | CL | 1940 | Wm. Doxford & Sons Ld Sunderland | Buries Markes, Ld. | 429·8 | 56·5 | 26·5 | London | Oil Engines 2S.C.SA | 29 ″ 0 | |
| 167381 | D.F. E.S.D. GyC. *Oil Eng.* | | 4637 | *with freeboard* | | 2 | | 1mo | | | 444·7(O.L.) | | | British | 4Cy.23⅝″–91⅛″ 687NH^P | s 3 ″ 3¾ | |
| GDYN | 1 *Dk & Shelter dk* | | 3058 | 1,40 | ✠LMC1,40 | | | *Lloyd's SA & CP* | | | F38′ | | FK | 7 *BHpt Cem* | 2DB *120lb* | 25 ″ 10½ | |
| | *Cruiser Stern* | | | | | | | *Cell DB* 356′ | 1235*t MT* 29′ 611*t F* | | | | | (*Coll to Sh dk* | Wm. Doxford & Sons, Ld Sld | | |
| | | | | | | | | | | | | | | 6 ,,2*nd* ,,) | | | |
| 77958 | **La Estrella Texaco Caltex** | | 495 | ✠100A1 | Cebu | *g* | CL | 1931 | Taikoo D.&E.Co.o H.Kg.Ld. Hong Kong | Caltex (Philippines) Inc | 145·0 | 28·1 | 13·6 | Manila, P.I. | Oil Engines 2S.C.SA | 14 ″ 7 | |
| | (*ex* La Estrella Texaco–41) *Oil Eng.* | | 430 | 2,41 ~~2,43~~ | | ~~1,80~~ | | 6mo | | | | | | Utd. States | 6Cy.9½″–16⅝″ 102NH^P | s 2 ″ 1½ | |
| | ~~ss Man. No. 2–39~~ | | 284 | | ✠LMC2,39 | N8,40 | | | | | *After bridge* 35′ | | FK | 5 *BH Cem* | | 12 ″ 7 | |
| | 1 *Dk (Stl)* 2*nd dk in holds* | | | | ✠LMC(M)2,41 | | | | | | F20′ | | | 1 ,, to 2nd dk | Atlas-Diesel A/B, Skm. | | |
| | *Mchy Aft* | | | | | | | *Lloyd's SA & CP* | | | *MT* 15′90*t FPT* 26*t* | | | *APT* 26*t* | | | |
| 77959 | **La Fe** (*ex* Argosy) | 3 Mst | *404* | ✠ ... | | | | 1905 | T. Dobson & Co. Hessle, near Hull | Empresa Naviera de Cuba S.A. | 151·0 | 24·1 | 10·7 | Havana | T.3Cy.12½″,21″&34″–24′ | 11 ″ 9 | |
| | ~~ss Abn. No. 3–4,12~~ | | *293* | 5,13 | | | | 2mo | | | Q81′B11′F17′ | | | Cuban | 58NH^P | | |
| | *Mchy. Aft* *Well deck* 1 *Dk* | | *168* | | | | | | | | | | FK | | Crabtree & Co. Ld. Gt. Yar. | | |
| 77960 | **La Florecita** | | 330 | ✠ ... | HKg | *f* | | 1931 | Hong K'ng & Whampoa Dock Co. Ld Hong Kong | J.C. Tiampo | 141·0 | 27·1 | 9·7 | Iloilo, P.I. | Oil Engines 2S.C.SA | 10 ″ 5 | |
| | *Oil Eng.* | | — | 3,35 | | | | 10mo | | | F18′ | | FK | Utd. States | 6Cy.9½″–16⅝″ 102NH^P | | |
| | *Mchy. Aft* 1 *Dk (Stl)* | | 164 | | | | | | | | | | | 3 *BH Cem* | | | |
| | | | | | | | | | | | | | | *FPT* 35*t* | Atlas-Diesel A/B, Skm. | | |
| 77961 | **La Foce** | | 2497 | | | | | 1921 | N. Odero fu A. & Co. Genoa | Soc. Anon. Ilva | 286·9 | 41·2 | 28·4 | Genoa | T.3Cy.18¼″,29½″&47⅛″–27½″ | | CI |
| 1037 | | | 1780 | | | | | | | | P23′ | | | Italian | 115NH^P | | |
| IBCS | D.F. *Mchy. Aft* 1 *Dk* | | 1386 | | | | | | | | | | | *WB* | N. Odero fu A. & Co. Genoa. | | |
| 77962 | **La France** | Twin Sc | 751 | ✠100A1 | Bou | *k* | 11,37 | 1915 | Jos. T. Eltringham & Co. Ld. Willington Quay | Cie. Franco-Hollando-Américaine | 185·1 | 34·1 | 14·7 | Boulogne | T.6Cy.15″,24½″&41″–27″ (*s*) | 16 ″ 0 | |
| | ~~ss Bou. No. 3–4,27~~ | | 613 | 4,39 | | | | 10mo | | | | | | French | 180lb 219NH^P | 3 ″ 0½ | |
| FNOU | ~~ss Bou. No. 2–35~~ | | 175 | BS3,39 ✠LMC2,35 | | | | | | | *Promenade dk* 154′ | | FK | 4 *BHCem* | 2SB. *6cf*, GS110, HS3800 | 13 ″ 4 | |
| | Wireless 1 *Dk (Stl–w s)* | | | Surveys delayed | | | | *Lloyd's SA & CP* | | *Cell DBf* 19′25*t* | | | | | JT Eltringham & Co Ld. Nwc | | |
| 77963 | — | | 617 | ✠ | Liv | *j* | | 1909 | N. Wiborg Fevig | A/S La France (O.G. Gjessens Eftf) | 182·0 | 27·5 | 13·1 | Skudes-næs | T.3Cy.13″,21″&33″–27″ | 15 ″ 7 | N |
| | ~~ss Cff. No. 2–19~~ | | 540 | 11,22 | | | | 7mo | | | B48′F24′ | | FK | Norwegian | 78NH^P | | † |
| LEIH | 1 *Dk* | | 354 | | | | | | | *Cell DBa* | 33′ *f* 83′134*t APT* 8*t* | | | 4 *BH Cem* | 1SB, *3pf*, GS45, HS1423 | | |
| | | | | | | | | | | | | | | | Akers Mek. Værks. Oslo | | |
| 77964 | **La Guardia** | | 667 | | | | | 1900 | Cia. Trasatlantica Cadiz | A.R. del Valle, S. Pares & Vic Galiana | 160·4 | 26·2 | 16·4 | Barcelona | T.3Cy.11″,18″&29″–24″ | | |
| | | | — | | | | | | | | H33′F22′ | | | Spanish | 41NH^P | | |
| EBUU | 1 *Dk 2 tr B* | | 284 | | | | | | | | | | | *WB* | Akers Mek. Værks. Oslo | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77965 | **La Mailleraye** (*ex*Scherpendrecht) | | 490 | ✠ — 12,39 | LaP | *m* | | 1918 | Johs.Berg Delfzijl | Worms&Co. | 160·0 P49′ | 25·7 F22′ | 11·9 | Havre French *WB* | T.3Cy.12⅝″,19 9/16″&31½″–21⅝″ 46NHP Johs.Berg,Delfzijl | | V |
| TTDS | *Mchy.Aft* 1*Dk* | | 264 | | | | | | | | | | | | | | |
| 77966 | **La Marsa** (*ex*Sargasse–38, *ex*GouverneurGeneralPiquet–34, *ex*Etienne deFlacourt, *ex*Yalta,*ex*Cölu) | | 1439 1189 638 | *Dk&Shelter dk Fitted for oil fuel* | | | | 1914 | G.Seebeck Akt.Ges. Weser-münde-G | P.G.Cottaropoulos &P.Canallas(P.G. Cottaropoulos, *Mgr.*) | 268·9 B34′F36′ | 38·5 | 22·6 | Marseilles French *WB* | T.3Cy.22⅝″,36⅜″&59″–39⅜″ 190NHP G.SeebeckAkt.Ges.Wsm. | | V |
| FPDA | Wireless D.F. | | | | | | | | | | | | | | | | |
| 77967 | **La Merced** | **AuxTwinSc4MstSr** | 2146 | | | | | 1917 | J.Robert-son, Benicia,Cal. | AlaskaSouthern PackingCo.Inc. | 232·0 | 43·6 | 26·6 | Juneau Utd. States | Oil Engines 2S.C.SA 4Cy.16½″–18 1/16″ 192NHP J&CGBolindersMek.Verks A.B.Skm. | | |
| 215578 | *OilEng.* | | — | | | | | | | | | | | | | | |
| KLGK | 1*Dk2trB* | | 1938 | | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 77968 | **La Nymphe** (*ex*Nymphe) | **TwinSc** | 452 | | | | | 1916 | Bremer Vulkan Vegesack | Soc.An.desBainsde Mer et duCercle des Etrangers de Monaco | 182·7 F59′ | 24·1 | 10·6 | Monaco | T6Cy13⅜″,19 7/16″&30 7/16″–17¾″ *Emade*16 79NHP BremerVulkan,Vegesack | | V |
| TWEJ | 1*Dk* | | 75 | | | | | | | | | | | | | | |
| 77969 | **La Palma** Ⓟ | | *871* | ✠ — 12,39 | LaP | *m* | | 1912 | W.Harkess &Son,Ld. Middlesbro' | Cia.Trasmediter-ránea | 210·0 B *on Shelter dk*72′ FK | 30·0 | 10·2 | SantaCruz Spanish | T.3Cy.16½″,27″&44″–28″ 149NHP 2SB,*4cf*,GS74,HS2561 MacColl&Pollock,Ld.Sld. | 12 ″ 3 | |
| EARN | *ss*LaP.2ndNo.3–5,26 *ss*LaP.No.2–35 | | *478 486* | ✠ | | | | 4mo | | | | | | 5*BHCem* | | | |
| | Wireless 1*Dk&Shelter dk*(*Teak*) | | | | | | | | | *Cell DBa* 33′*uE* | 17′*f* 95′160*t FPT* 14*t* | | | *APT*13*t* | | | |
| 77970 | **La Pampa** | | 4149 | ✠100A1 | Avn | *z* | CL | 1938 | Götaver-ken A/B Gothenburg | BuriesMarkes,Ld. | 381·4 397(O.L.) | 55·2 | 22·7 | London British | Oil Engines 4S.C.SA 6Cy.29½″–59 1/16″ 490NHP | 27 ″ 6 | |
| 166401 | *OilEng.* | | 3636 | *withfreeboard* | Hul | | | 4mo | | | | | | *ptCem* | 2DB85*lb* | s 2″10⅝ | |
| MMRV | D.F. 1*Dk&Shelter dk* | | 2474 | 8,40 ~~12,38~~ | ✠LMC4,38 | | | *Lloyd's* | *sA&CP* | *Interm* | *ediate BH in after* | | *hold dispensed with* | *Coll to Sh dk* | Götaverken A/B,Got. | 24 ″ 9¾ | |
| | E.S.D. GyC. *CruiserStern* | | | | | | | | | *CellDB*330′ | 1569*t water ballast* | | *tank on Shelter dk* | 4 ,, 2nd ,, ) 28′273*t FPT* | 37*t APT*243*t* | | |
| 77971 | **La Paz** | **TwinSc** | 6548 | ✠100A1 *Shelter dk* | Hul | *z* | CL 4,38 | 1920 | Harland& Wolff,Ld. Glasgow | PacificStmNavCo. | 406·3 | 54·2 | 32·9 | Liverpool British | Oil Engines 4S.C.SA 12Cy.26⅜″–39⅜″ | 35 ″ 5 | |
| 143671 | *OilEng.* | | 6095 | | | | | 10mo | | | | | | *ptCem* | DB*100lb* 810NHP | s 8 ″ 9 | |
| GDLQ | *ss*Hul.No.3–10,32 *ss*Hul.No.1–36 | | 4052 | *withfreeboard* 9,39 | DBS6,41 ✠LMC GS9,37 | | | *Lloyd's* | *sA&CP* | P32′B89′F45′ *on Shelter dk* | | | FK | 7*BHtoSh dk* | Harland&Wolff,Ld.Gls. | 26 ″ 10¾ | |
| | 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) | | | ~~DBS4,39 8,40~~ 6,38 | | | | | | *CellDB*349′1039 | *t FPT*116*t A* | | | *PT*123*t* | | | |
| 77972 | **La Perla** Ⓟ | | 3792 | ✠100A1 | Bal | | CL ~~*t*~~ | 1925 | Cammell Laird&Co.Ld Birkenhead | MunargoLineCo. (UnitedFruitCo. *Mgrs.*) | 325·2 P36′B108′F40′ | 48·1 | 28·3 | NewYork Utd.States | T.3Cy.24¾″,41½″&69″–48″ 200lb (*s*) 578NHP | 31 ″ 9 | |
| 225181 | *ss*Bal.No.3–10,37 | | 3187 | *withfreeboard* | ~~NG~~ Bal | | ~~3,38~~ | 7mo | | | | | FK&BK1½″ | 4*BHCem* | 3SB,*12cf*,HS9201 | s 8 ″ 3 | |
| KDCK | D.F. 4*Dks*(*Stl–Wthr dk* ws) | | 2105 | ~~8,40 9,39~~ 1,41 | ✠LMC | | 1,41 | *Lloyd's* | *sA&CP* | | | | | | CammellLaird&CoLd.Bkn | 23 ″ 8½ | |
| | *Ref.Mchy.* *CruiserStern* | | | MS8,36 | ~~BS9,37~~ 8,40 | | | *above* 1 | 50°F. *Inter* | *mediate BH in fore* | | | *hold dispensed with* | | | | |
| | | | | *Fitted for oil* | *fuel* 7,25 | | *F.P. a* | | | *CellDB*272′502 | *t FPT*52*t APT*13*t* | | | | | | |
| 77973 | **La Placentia** | | 8272 | | | | | 1921 | Southwest-ern S.B.Co. SanPedro,Cal | UnionOilCo.of California | 440·0 | 58·2 | 32·8 | Ls.Angeles Cal. Utd. States *WB* | Q.4Cy.24″,34″,51″&74″–54″ 402NHP LlewellynIronWorks, LosAngeles | | R |
| 221103 | *Fitted for oil fuel* | | 6310 | | | | | | | | | | | | | | |
| KDPX | D.F. 2*Dks&Shelter dk* 3*trB* | | 5107 | | | | | | | | | | | | | | |
| | *Mchy.Aft* *Longitudinal framing* | | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 77974 | **La Plata** Ⓟ (*ex*Sachsen–37) | **4Mst** | 8056 | | | | | 1922 | Bremer "Vulkan" Vegesack | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 468·7 P55′B224′F41 | 58·3 | 32·7 | Hamburg German *WB* | T.3Cy.32¼″,52¾″&86⅝″–55⅛″ 556NHP BremerVulkan,Vegesack | | G |
| | *Fitted for oil fuel* | | 7337 | | | | | | | | | | | | | | |
| DHUM | D.F. Sub.Sig. *Ref.Mchy.* 2*Dks* | | 4861 | | | | | | | | | | | | | | |
| 77975 | **La Plata Maru** Ⓟ | **TwinSc** | 7267 | ✠100A1 | Kob | *b*† | CL ~~10,37~~ | 1926 | Mitsubishi Zosen Kaisha Ld. Nagasaki | OsakaSyosenK.K. | 430·0 | 56·0 | 36·0 | Osaka Japanese | Oil Engines 2S.C.SA 12Cy.23⅝″–41¾″ 1164NHP | 36 ″ 0 | |
| 3147 | *OilEng.* | | 6088 | *withfreeboard* | | | P11,40 | 4mo | | *CellDB*353′1368*t* | | | | 7*BHptCem* | DB*100lb* | s 11 ″ 2⅜ | |
| JDZB | *ss*Kob.No.3–6,35 *ss*Kob.No.1–39 | | 4378 | 3,40 ~~5,39~~ | ✠LMC GS8,39 | | S10,37 | *Lloyd's* | *sA&CP* | *Tanks at sides* | B63′F47′ *of tunnels* | | FK | 117*t APT*46*t* | SulzerBros.Winterthur | 25 ″ 2¾ | |
| | 3*Dks*(*Stl–Weather dk* ws) | | | ~~DBS5,38~~ 3,40 | ~~2,37~~ 3,40 | | | | | | 719*t FPT* | | | | | | |
| | *Ref.Mchy.* GyC. | | | ✠Lloyd'sRMC ~~8,39~~ 4,40 | | | | | | | | | | | | | |
| 77976 | **La Playa** | | *3682* | ✠ ... | | | | 1923 | Cammell Laird&Co.Ld. Birkenhead | BalboaShppg.Co. Inc.(UnitedFruit Co.*Mgrs.*) | 325·2 P35′B107′F41′ | 48·1 | 28·3 FK&BK1½″ | Balboa Pnamanian *WB* | 4 Oil Engines connected to Elec. Motor & Sc. shaft 2S.C.SA 16Cy.19¼″–19 1/16″ 1096NHP "Fiat"Stab.Grandi Motori,Turin | 31 ″ 9 | C † |
| | *ss*N.Yk.No.1–28 | | *3183* | 1,32 | | | | | | | | | | | | | |
| HPAM | *OilEng.* | | *2144* | ✠NE9,27 | | | | | | | | | | | | | |
| | *Ref.Mchy.* 4*Dks* | | | | | | | | | | | | | | | | |
| | Sub.Sig. *CruiserStern* | | | | | | | | | | | | | | | | |
| 77977 | **La Purisima** | | 5091 | | | | | 1921 | Southwest-ern S.B.Co. SanPedro,Cal | UnionOilCo.of California | 392·3 | 51·2 | 30·4 | Ls.Angeles Cal. Utd.States | T.3Cy.24½″,41½″&72″–48″ 359NHP LlewellynIronWorks, LosAngeles | | R |
| 221691 | *Fitted for oil fuel* | | — | | | | | | | | | | | | | | |
| KDVJ | D.F. 2*Dks* | | 3032 | | | | | | | | | | | | | | |
| | *Mchy.Aft* *Longitudinal framing* | | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 77978 | **La Salina** | **TwinSc** | 2402 | ✠100A1 | Aru | *t* | CL | 1927 | Harland& Wolff,Ld. Belfast | Cia dePetroleo Lago | 305·7 | 50·2 | 14·3 | Maracaibo Venezuelan | T6Cy.13½″,23½″&36″–27″(*s*) 180lb 196NHP | 15 ″ 0 | |
| | *ss*Aru.No.3–6,39 ~~*ss*Oco.No.2–38~~ | | 1743 | ~~7,40 6,39~~ 1,41 | | | N11,38 | 6mo | | | | | | 7*BHptCem* | 2SB,*6cf*,GS98,HS3702 | s 1 ″ 10¼ | |
| | *Mchy.Aft* 1*Dk*(*Stl*) | | 1242 | BS6,40 | ✠LMC6,39 | | | *Lloyd's* | *sA&CP* | | | | FK | *Trunk*204′ | Harland&Wolff,Ld.Bel. | 13 ″ 4 | |
| | | | | *CarryingPetroleum in bulk* | | | | *above* 1 | 50° F. *Wing* | *tanks f* 286*t Wing* | | | | *tanks a* 356*t FPT* | 60*t APT*75*t* | | |
| | | | | *Fitted for oil fuel* | 6,27 | | *F.P. a* | | | | | | | | | | |
| 77979 | **La Salle** (*ex*F.A.Bailey, *ex*J.H.Sheadle) | | 6924 | | | | | 1906 | Gt.Lakes Eng.Works Ecorse,Mich. | Cleveland-Cliffs IronCo. | 530·0 | 56·2 | 32·0 | Wilmgton (Del.) Utd.States *WB* | T.3Cy.23″,37″&63″–42″ 257NHP Gt LakesEngWrks.Detroit | | R |
| 203628 | | | | | | | | | | | | | | | | | |
| WTBL | D.F. Sub.Sig. *Mchy.Aft* 1*Dk* | | 5476 | | | | | | | | | | | | | | |
| 77980 | **Läänemaa** | **4Mst** | 604 | | | | | 1922 | Peter Wharf Tallinn | Tallinna LaevaühisusA.S. (TheTallinnShip-pingCo.Ld.) | 166·6 | 28·7 | 12·1 | Tallinn Estonian | Oil Engines 4S.C.SA 6Cy.12⅛″–16½″ 96NHP Gebr.Körting,Hannover | | G |
| 557 | *OilEng.* | | 483 | | | | | | | | | | | | | | |
| ESFD | 1*Dk* | | 325 | | | | | | | | | | | | | | |
| 77981 | **Lab** | | 1118 | | | | | 1912 | Akers Mek.Værks. Oslo | A/S Lab (H.Tangvald-Pedersen) | 226·4 P17′B52′F24′ | 36·5 | 15·7 | Porsgrunn Norwegian *WB* | T.3Cy.17″,29″&47″–33″ 127NHP AkersMek.Værks.Oslo | | N |
| | | | 382 | | | | | | | | | | | | | | |
| LEII | Wireless D.F. 1*Dk* | | 665 | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'équipement. | 7* Date de la dernière visite après port-hellion. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Donane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Signaux de code, si on en est dans le Lloyd's Code, Lloyd's Port Code. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77982 | **Labette** | 4989 | ✠ ... | | | | 1919 | American | Ministry of Shipping (J.A.Billmeir & Co Ltd. *Mgrs.*) | 390·0 | 54·2 | 27·6 | Houston, ~~United States~~ | DR Geared Steam Turbine | 32 ″ 0 | R |
| ~~21936~~ | *Fitted for oil fuel* | 4573 | 2,21 | | | | 9mo | International S.B.Corp. Hog Island Pa | | P39′ | B122′ | F43′ FK | London *WB* British | 600NHP | | † |
| ~~H.K.D.~~ | D.F. Sub.Sig. 2 *Dks & Web frames* | 3051 | ✠ | | | | | | | | | | | General Electric Co. Schenectady, N.Y. | | |
| Now "Empire Ortolan," *see No. 91001 in Supplement* | | | | | | | | | | | | | | | | |
| 77983 | **Labor** Twin Sc | 510 | ✠100A1 | Mfl | *h* | CL | 1930 | Soc. Odero | "La Columbia" Soc. | 165·2 | 28·0 | 11·8 | Genoa | Oil Engines 2S.C.SA | 12 ″ 6 | |
| 1949 | *Oil Eng.* | 370 | 12,39 | | | 12,39 | 5mo | Terni Orlando Genoa | Maritt. per Trasporto di Petrolio e Derivati | 156·3 | | | Italian | 8Cy.10¼″–17½″ 147NHP | S 1 ″ 2½ | |
| IPDO | *Mchy. Aft* *ss* Mfl. No.2–38 | 249 | ✠LMC C87.38 5,39 | | | | | | | P49′ | F20′ | FK | 10 *BHCem* | | 11 ″ 5½ | |
| | 1 *Dk (Stl) & Web frames* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | | *Trunk* | 78′ | | | Soc. Anon Fiat, Turin | | |
| 77984 | **Labrador** Wood Aux 3 Mst Sr | 307 | | | | | 1919 | Korsör Skibs. A/S Korsör | Soc. Lisbonense de Pesca de Bacalhau Ltda. | 125·9 | 28·9 | 13·4 | Lisbon | Oil Engines | | |
| | (*ex* Lydia–35, *ex* Sailing Vessel, *Oil Eng.* | 275 | | | | | | | | Q27′ | | | Portuguese | 2Cy.14″–16½″ *Emade—fitted 35* | | |
| CSGI | *ex* Skjold) 1 *Dk* | 226 | | | | | | | | | | | | Korsör Skibsværft A/S | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | |
| 94 40 77985 | **Labud** (*ex* Ezra–34, *ex* Apsleyhall–32, | *5334* | ✠100A1 | Cff | *z* | CL | 1918 | Wm Hamilton & Co. Ltd. Pt. Glasgow | Jugoslavenska Plovidba D.D. | 405·1 | 52·6 | 27·7 | Susak | T.3Cy.27″,44″&73″–48″ (*s*) | 30 ″ 3 | |
| | *ex* Silverash, *ss* Hpl. No.3–8,31 | *4928* | 7,39 | | | 7,39 | 7mo | | | 419·0 (O.L.) | | | Yugoslav | 180lb NDn34–*100lb* 476NHP | S 5 11½ | |
| YTFI | *ex* Ardgowan) *ss* Cff. No.2–39 | *3415* | ✠LMC | | | | | | | P36′ | B120′ | F44′ FK | *Cem* | 2SB, *8cf*, GS157, HS6697 FD | 24 ″ 6 | |
| | 2 *Dks (Stl) & Web frames* | | BS3.39 MS7.39 | | | | *Lloyd's* | *SA&CP* | *'Tween dk BH in after* | *hold dispensed with* | | | 5 *BHto U dk* | J.G. Kincaid & Co. Ltd. Grk. | | |
| | *Longitudinal framing* | | | | | | | | | *Cell DBa* 129′ *uE* 21′ | | | 1 „ „ 2nd „ | | | |
| | | | | | | | | | | | | | *f* 176″ 1093*t* | *DTa* 36′ 958*t APT* 39*t* | | |
| 77986 | **Lachinedoc** | 1926 | | | | | 1927 | Swan, Hunter & Wigham Richardson, Ld Sunderlnd | Paterson Steamships, Ld. | 252·8 | 43·4 | 17·8 | Ft William Ont. British *WB* | T.3Cy.15″,25″&40″–33″ 92NHP | | C |
| 149430 | | 1638 | | | | | | | | Q100′ | F35′ | | | MacColl & Pollock, Ld. Sld. | | |
| | *Mchy. Aft* 1 *Dk* | 1149 | | | | | | | | | | | | | | |
| 77987 | **Lackawanna** (*ex* Edwin E. Slick, | 6971 | | | | | 1908 | Gt. Lakes Eng. Works Ecorse, Mich. | Bethlehem Steel Corp. (Bethlehem Transpn. Corp. *Mgrs.*) | 530·0 | 56·2 | 32·0 | Wilmington (Del.) Utd. States *WB* | T.3Cy.23″,37″&63″–42″ 257NHP | | R |
| 205349 | *ex* Daniel B. Meacham) | — | | | | | | | | | | | | Great Lakes Eng. Wks. Det. | | |
| WCDP | D.F. *Mchy. Aft* 1 *Dk* | 5482 | | | | | | | | | | | | | | |
| 77988 | **Lackenby** | 5112 | ✠100A1 | Bry | *z* | CL | 1928 | Wm. Gray & Co. Ltd. W Hartlepool | Ropner Shipping Co. Ltd. | 412·1 | 54·2 | 27·0 | W. Hartlpl | T.3Cy.26″,41″&73″–48″ (*s*) | 29 ″ 11 | |
| 139260 | *ss* Cff. No.2–36 | 4846 | 9,39 | | | 11,37 | 7mo | | | P30′ | B236′ | F41′ FK | British | 180lb FD 515NHP | S 4 ″ 11½ | |
| GSMC | D.F. 1 *Dk (Stl)* | 3200 | ~~BS4.39~~ 5,40 ✠LMC3.36 | | | | | | | *Cell DB* | | | 7 *BHCem* | 3SB (Spt) *9cf*, GS172, HS7614 | 25 ″ 3 | |
| | | | | | | | *Lloyd's* | *SA&CP* | | 366′ *1432t FPT* 173*t* | | | *APT* 192*t* | Cen. Mar. Eng. Wrks. W Hpl | | |
| 77989 | **Lacklan** (*ex* Vacuoline–34) 3 Mst | 8670 | ✠100A1 | Lon | *d*† | CL | 1929 | Lithgows Ltd. Port Glasgow | ~~Standard Transportation Co. Ltd.~~ Socony–Vacuum Transportation Co. Ltd *Cell* | 460·0 | 62·8 | 36·5 | London | Q4Cy 24½″,35½″,51″&73″–51″ | 36 ″ 6 | |
| 160633 | GyC. *ss* Yka. No.2–37 | 8020 | 2,40 | BS2,41 | | 6,38 | 1mo | | | P118′ | B42′ | F41′ FK | British | 230lb (*s*) 630NHP | S 7 ″ 5½ | |
| ~~VPCW~~ | D.F. *Mchy. Aft* 2 *Dks (Stl) & Web frames* | 5223 | ~~BS8.34~~ ✠LMC8.37 | | | | | | | *DBu E&B* 65′ *f* 27′ 2 | | | 80*t FPT* 190*t* | 3SB, *9cf*, HS9276 FD | 29 ″ 3½ | |
| GNBB | *Longitudinal framing–bracketless system* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | | | | | *ptAsp* | D. Rowan & Co. Ltd. Glasgow | | |
| | | | *Fitted for oil fuel* 1,29 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | 80 *t APT* 130*t* | | | |
| 77990 | **Laconia** Ⓟ Twin Sc | 19695 | ✠100A1 | Liv | *n*† | CL | 1922 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Cunard White Star, Ld. | 601·3 | 73·7 | 40·6 | Liverpool | 6 Steam Turbines DR | 45 ″ 0 | |
| 145925 | *ss* Liv. No.3–1,35 | 14245 | *Shelter dk* | | | S1,39 | 1mo | | | | | | British | geared to 2 Sc. Shafts (*r*) | S 12 ″ 9½ | |
| GJCD | D.F. E.S.D. 2 *Dks (Stl) & Shelter dk* | 11717 | *with freeboard* 1,39 | | | P10,39 | | | | B284′ *on Shade dk* | | | *ptCem* | 220lb HS29916 2561NHP | 32 ″ 8 | |
| | Sub.Sig. (*Stl–pt* ws) & *Shade dk (Stl–ws)* | | BS12.38 ✠LMC1,34 | | | | | | | FK | | | 10 *BHto Sh dk* | 3 D&3SB, *36cf*, GS747 FD | | |
| | 3rd *dk (Stl) in holds except No.4* | | Lloyd's RMC7.39 | | | | *Lloyd's* | *SA&CP* | | | | | | Wllsnd Slpwy. Co. Ltd. Nwc. | | |
| | *Ref. Mchy.* GyC. | | | | | | | | | *Cell DB* 521′ 2571*t* | | | | | | |
| | | | | | | | | | | *DTf* 46′ 1650*t* | | | | | | |
| | | | | | | | | | | *Tank 'tween tunnels* 18′ 82*t Tanks at sides of tunnel* | | | | 48′ 875*t FPT* 122*t APT* 69*t* | | |
| | | | *Fitted for oil fuel* 5,22 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| 77991 | — | 5932 | ✠100A1 | Tri | *z* | CL | 1912 | Cant. Nav. Triestino Monfalcone | Laconia S.S.Co. (D.Tripcovich) | 430·8 | 51·7 | 29·3 | Trieste | T.3Cy.27″,45″&74″–48″ | 32 ″ 2 | |
| 71 | | 5503 | 8,39 | | | 8,39 | 5mo | | | 418·0 | 54·0 | | Italian | 180lb *80lb* 481NHP | S 6 ″ 7½ | |
| IBBS | | 3762 | ✠LMC | | | | | | | | | | 7 *BHCem* | 3SB, *9cf*, GS156, HS6993 FD | 25 ″ 9 | |
| | *ss* Tri. 2nd No.3–7,36 | | MS7.36 ~~BS11.36~~ 11,39 | | | | *Lloyd's* | *SA&CP* | | P37′ | B137′ | F44′ FK | | N.E. Marine Eng Co. Ltd Nwc | | |
| | D.F. 2 *Dks (Stl)* | | | | | | | | | *Cell DBa* 144′ *uE* 25′ *f* 182′ 133 | | | | | | |
| | | | | | | | | | | 3*t DTa* 34′ 990*t FPT* | | | 112*t APT* 36*t* | | | |
| 77992 | **Laconikos** (*ex* Laconicos–33, | *3803* | ✠100A1 | Ant | *w* | CL | 1914 | C. Connell & Co. Ltd. Glasgow | M.A.Embiricos | 365·2 | 47·1 | 27·3 | Andros | T.3Cy.23″,38½″&64″–48″ (*s*) | 29 ″ 6 | |
| 198 | *ex* Navigator) *ss* Ant. 2nd No.3–11,39 | *3602* | 8,40 ~~11,39~~ | Gal | | 3,39 | 5mo | | | P33′ | B109′ | F37′ FK | Greek | 215lb 382NHP | S 5 ″ 2½ | |
| SVQA | *Cargo battens not fitted* 2 *Dks (Stl)* | *2404* | ✠LMC | | | | | | | *Cell DBa* 112′ *uE&* | | | 6 *BHCem* | 3SB, *9cf*, GS179, HS6456 | 24 ″ 6 | |
| | | | MS3.39 BS11.39 | | | | *Lloyd's* | *SA&CP* | | *B48′ f* 158′ 820*t FPT* | | | 41*t APT* 14*t* | Dunsmuir & Jackson Ld. Gls. | | |
| 77993 | **Ladoga** (*ex* Arnfried–32) | 2332 | | | | | 1921 | J. Frerichs & Co. A.G Einswarden | U.S.S.R. | 296·2 | 42·8 | 19·5 | Leningrad | DR Geared Steam Turbine | | |
| | | 2011 | | | | | | | | P&B233′ | F37′ | | Russian | | | |
| UOBN | Sub.Sig. 1 *Dk* | 1355 | | | | | | | | | | | *WB* | Frd. Krupp A.G. Kiel | | |
| 77994 | **Lady Alexandra** Ⓟ Twin Sc | 1396 | | | | | 1924 | Coaster Const. Co. Ltd. Montrose | Union Steamships, Ltd. | 225·4 | 40·1 | 9·7 | Vancouver British *WB* | T.6Cy.13½″,21½″&34″–21″ | | C |
| 151207 | Wireless *Fitted for oil fuel* | 585 | | | | | | | | | | | | *Emade 19 fitted 21* 106NHP | | |
| CYGS | *Cruiser Stern* 2 *Dks* | 678 | | | | | | | | | | | | Bow, McLachln & Co Ltd. Psy. | | |
| 77995 | **Lady Anstruther** 3 Mst | 527 | ✠100A1 | Irv | *h* | CL | 1922 | Dublin Shipbuilders, Ld. Dublin | Nobel's Explosives Co. Ltd | 167·4 | 26·6 | 10·6 | Glasgow | T.3Cy.14½″,24″&40″–27″ (*s*) | 12 ″ 10 | |
| 146285 | *ss* Irv. No.3–5,34 | 363 | 11,40 ~~6,39~~ | | | ~~7,37~~ | 2mo | | | 174·4 (O.L.) | *28·1* | | British | 180lb 99RHP | S 4 ″ 2½ | |
| GWDV | Wireless 1 *Dk (Stl)* *ss* Irv. No.1–38 | 203 | ~~BS7.36~~ ✠LMC6.38 | | | 11,40 | | | | Q94′ B9′ F31′ BK7½′ | | | 3 *BHCem* | 1SB, *3cf*, GS58, HS2100 | 13 ″ 2½ | |
| | *Well deck* *Mchy. Aft* | | 8,40 | | | | *Lloyd's* | *SA&CP* | | *Cell DB* /90′ 116*t FPT* | | | 54*t APT* 30*t* | W. Beardmore & Co. Ltd. Gls. | | |
| 77996 | **Lady Cecilia** Ⓟ Twin Sc | 944 | | | | | 1919 | Ardrossan DD&SBCo Ld Ardrossan | Union Steamships, Ltd. | 219·5 | 28·6 | 15·5 | Vancouver British | T.6Cy.13½″,21½″&34″–21″ 106NHP | | C |
| 152718 | (*ex* Swindon) *Fitted for oil fuel* | 691 | | | | | | | | B134′ | | | | Ross & Duncan, Glasgow | | |
| CYGN | Wireless *Cruiser Stern* 2 *Dks* | 325 | | | | | | | | | | | | | | |
| 77997 | **Lady Connaught** Ⓟ Twin Sc | 2284 | ✠100A1 | Liv | | OG | 1912 | Harland & Wolff, Ld. Belfast | British & Irish Stm. Packet Co. Ltd. | 325·4 | 41·7 | 16·2 | Liverpool | T8Cy(2)21½″(2)35″&(4)41″ | 17 ″ 11 | BT till ~~8.40~~ 7.41 |
| 132019 | (*ex* Lady *ss* Liv. 2nd No.3–5,36 | 1427 | *with freeboard* | | | ~~85,37~~ | 3mo | | | | | | British | –36″ 195lb (*s*) 840NHP | S 1 ″ 7½ | |
| ~~BTGY~~ | Leinster–38, 1 *Dk (Stl–pt* ws) 2nd *dk* | 962 | 4,39 ~~BS7.40~~ | | | P5,38 | | | | P53′ | B162′ | F76′ FK&BK1½′ | British | 2DB&1SB *20cf*, GS386, | S 1 ″ 6 | |
| MDGG | *ex* Patriotic) D.F. *in Nos.1&2 holds* | | ~~MS8.38~~ ✠LMC5.35 | | | S7,40 | *Lloyd's* | *SA&CP* | | | | | 7 *BHCem* | HS14457 FD | | |
| | | | *Fitted for oil fuel* 4,24 | | | *F.P. a* | *bove* 1 | 50°F | | *Cell DBu E* 40′ 81*t FPT* | | | 37*t APT* 48*t* | Harland & Wolff, Ld. Bel. | | |
| 77998 | **Lady Cynthia** Ⓟ Twin Sc | 950 | | | | | 1919 | Ardrossan DD&SBCo Ld Ardrossan | Union Steamships, Ltd. | 219·3 | 28·6 | 15·5 | Vancouver British | T.6Cy.13½″,21½″&34″–21″ 105NHP | | C |
| 152899 | (*ex* Barnstaple) *Fitted for oil fuel* | 691 | | | | | | | | B134′ | | | | Ross & Duncan, Glasgow | | |
| CYGR | Wireless *Cruiser Stern* 2 *Dks* | 390 | | | | | | | | | | | | | | |
| 77999 | **Lady Denison–Pender** Twin Sc | 1984 | ✠100A1 | PNl | *q* | CL | 1920 | Fairfield Co. Ltd. Glasgow | Cable and Wireless, Ld. (Sir Edward Wilshaw, K.C.M.G. *Mgr.*) | 269·2 | 38·1 | 23·8 | London | T.6Cy.15½″,25″&41″–30″ (*s*) | 25 ″ 0 | |
| 145035 | (*Cable Vessel*) | 1814 | *Shelter dk* | CTn | | 12,38 | 9mo | | | | | | British | 180lb 352NHP | S 7 ″ 3 | |
| GDQJ | E.S.D. *ss* Suz. No.3–10,33 | 841 | *with freeboard* | | | | *Lloyd's* | *SA&CP* | *Bon Shelter dk* 84′ | | | | *ptCem* | 3SB, *9cf*, GS142, HS5676 FD | 18 ″ 1 | |
| | *ss* Sng. No.1–38 | | 7,40 ~~7,39~~ ~~BS4.39~~ 4,40 | | | | | | | FK | | | 4 *BHto Sh dk* | Fairfield Co. Ld. Glasgow | | |
| | 2 *Dks (U Stl–ws)* | | ~~MS4.39~~ ✠LMC2.38 | | | | | | *Cell DBa* 54′ *uE* 23′ *f* 119′ 271*t* | | | | 1 „ „ *U* „ | | | |
| | & *Shelter dk (pt Stl–teaks)* | | *Carrying oil fuel F.P.* | | | *above* | 150° F | *in DB & DT* | | | | | | | | |
| | *Cruiser Stern* | | *Fitted for oil fuel* 9,20 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | Port of Survey. | Years Allowed now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard and/ships Corresponding draught. ft. in. | 15 Ratios Register classed, if not in L.R. Date of Certificate. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78000<br>137808<br>GWDT | **Lady Dorothy**<br>*ex*Irv.2ndNo.3-6,40<br>*ss*Ard No.3-8,28<br>*ss*Irv.No.2-36<br>*Well deck*<br>Wireless | ssIrv.2ndNo.3-6,40<br>ssArd No.3-8,28<br>ssIrv.No.2-36<br>1*Dk*(*Stl*) | 578<br>416<br>289 | †100A1<br>6,40 ~~8,39~~<br>~~BS8,39~~ †LMC ~~6,36~~ 5,40 | Irv | *h* | OG 2,40 | 1916<br>3mo | Dundee<br>S.B.Co.Ld.<br>Dundee<br>*Lloyd's A&CP* | Nobel'sExplosives Co.Ld. | 165·1 \| 27·1 \| 12·6<br>*28·5*<br>173·6(O.L.)<br>Q85'B13'F24' FK<br>*DBa31'34t FPT* | | | Glasgow<br>British<br>1 *BHCem* | T.3Cy.13",21"&35"–24" (*s*)<br>180lb *70lb* 82RHP<br>1SB.*3pf*,GS51,HS1485<br>W.Beardmore&Co.Ld.Gls. | 13 ″ 5<br>s 4 ″3½<br>12 ″ 11½ | |
| 78001<br>155050<br>VGZQ | **Lady Drake** (P)<br>*Fitted for oil fuel*<br>D.F. *Ref.Mchy.* 3*Dks* | TwinSc<br>7985<br>5340<br>4920 | | | | | | 1928 | Cammell Laird&Co.Ld Birkenhead | LadyDrake,Ld. | 419·5 \| 59·1 \| 28·2<br>P38'B225'F50' | | | Halifax NS<br>British<br>*WB* | 4SRgearedSteamTurbines<br>CammellLaird&CoLd Bkn | | C |
| 78002<br>138905<br>VWDZ | **Lady Fraser**<br>D.F. 2*Dks* | TwinSc<br>1669<br>1231<br>671 | | | | | | 1908 | Fairfield Co.Ld. Glasgow | Govt.of India (CommerceDept.) | 282·0 \| 38·1 \| 19·8<br>P&B202'F49' | | | Calcutta<br>British<br>*WB* | T.6Cy.13¾",22"&36"–30"<br>142NHP<br>FairfieldCo.Ld.Glasgow | | |
| 78003<br>119167<br>GWDX | **Lady Gertrude Cochrane** 3Mst<br>(*ex*Foyers) *ss*Irv.2ndNo.3-5,21<br>*Well deck Mchy.Aft ss*Irv.No.2-39<br>Wireless 1*Dk*(*Irn*) | 3Mst<br>539<br>371<br>212 | †100A1<br>11,40 ~~6,39~~<br>BS7,40 †LMC6,39 | Irv | *i* | CL 8,38 | 1904<br>9mo | Scott& Sons Bowling<br>*Lloyd's A&CP* | Nobel'sExplosives Co.Ld. | 169·7 \| 27·1 \| 10·0<br>*28·6*<br>176·6(O.L.)<br>Q89'B9'F34' BK7½"<br>*WB = DBf36'126t FPT* | | | Glasgow<br>British<br>3 *BHCem* | C.2Cy.20½"&44"–30" (*s*)<br>130lb 80RHP<br>1SB,*2pf*,*1cf*,GS60,HS1880<br>Muir&Houston,Ld.Gls. | 12 ″ 6<br>s 4 ″3½<br>12 ″ 11 | |
| 78004<br>162129<br>GLLT | **Lady Glanely**<br>*OilEng.*<br>D.F. 1*Dk*&*Shelter dk*<br>*CruiserStern* | 5497<br>4959<br>3232 | †100A1<br>*with freeboard*<br>8,40 ~~1,40~~ †LMC5,38 | Cff | *a*† | CL | 1938<br>5mo | Wm.Doxford&SonsLd Sunderland<br>*Lloyd's A&CP* | TatemSteamNav. Co.Ld.(W.J. Tatem,Ld.*Mgrs.*)<br>*CellDB357'1* | 430·5 \| 57·7 \| 26·5<br>447·6(O.L.)<br>F43 FK<br>318t *MT32'* 1350t *FPT* 85t *APT* 160t | | | Cardiff<br>British<br>7 *BHptCem*<br>(*Coll to Sh dk*<br>6 „ 2*nd* „ ) | Oil Engines 2S.C.SA<br>3Cy.23⅝"–91 1/16" 516NHP<br>2DB*120lb*<br>Wm.Doxford&Sons,LdSld | 29 ″ 1<br>s 3 ″6½<br>25 ″ 9½ | |
| 78005<br>155047<br>VGZP | **Lady Hawkins** (P)<br>*Fitted for oil fuel*<br>D.F. *Ref.Mchy.* 3*Dks* | TwinSc<br>7988<br>5340<br>4920 | | | | | | 1928 | Cammell Laird&Co.Ld Birkenhead | "LadyHawkins," Ld. | 419·5 \| 59·1 \| 28·2<br>P38'B225'F50' | | | Halifax,NS<br>British<br>*WB* | 4SRgearedSteamTurbines<br>CammellLaird&CoLd.Bkn | | C |
| 78006<br>144246<br>VJSR | **Lady Isobel** (*ex*Kampen,<br>*ex*Millewa) *ss*Syd.No.3–3,35<br>*ss*Syd.No.1–38<br>Wireless 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1408<br>1221<br>805 | 100A1<br>6,40 ~~7,39~~<br>~~BS7,39~~ LMC4,38<br>6,40 | Syd | *p* | OG 6,38 | 1921<br>3mo | Gebr. Jonker Kinderdijk<br>A&CP | AustralianSteamshipsProprietary, Ld.(*Man.Agents*, HowardSmithLd.)<br>*CellDB199'* 379t *FPT* 28t | 240·7 \| 37·0 \| 16·8<br>252·0(O.L.)<br>P24'B64'F25' FK<br>*APT* 25t | | | Melbourne<br>British<br>4 *BHCem* | T.3Cy.17½",29½"&46½"–36"<br>180lb (*s*) 174NHP<br>2SB,*4cf*,GS89,HS3163<br>Alblasserdamsch.Msch.Fab | 19 ″ 1<br>s 2 ″ 3<br>17 ″ 2 | |
| 78007<br>112399<br>CGSL | **Lady Laurier** (P)<br>(*Cable Vessel*)<br>*Well deck*<br>Wireless 2*Dks*(*Stl–Uws*) | TwinSc<br>1051<br>704<br>439 | †<br>12,02 | Psy | *n* | | 1902<br>12mo | Fleming& Ferguson,Ld Paisley | CanadianGovernment(Dept.of Transport)<br>*CellDBa33'f77'169t* | 214·9 \| 34·2 \| 17·2<br>P&B116'F29' FK<br>*DTa12'13t FPT52t* | | | Ottawa<br>British<br>4 *BHCem*<br>*APT36t* | T.6Cy.16¼",26"&43"–27"<br>265NHP<br>2SB,*6cf*,GS109,HS3907<br>Fleming&Fergusn,Ld.Psy. | 18 ″ 0 | |
| 78008<br>116641 | **Lady Minto**<br>2*Dks* | Pad<br>366<br>172<br>158 | | | | | | 1903 | Up.Ottawa Imp.Co.Ld Temiscamingue,Que. | UpperOttawa ImprovementCoLd | 130·0 \| 24·6 \| 7·6 | | | Ottawa<br>British | C.2Cy.20"&38"–54"<br>42RHP<br>Bertram E.W.Co.Ld.Trnto | | |
| 78009<br>155046<br>VGZN | **Lady Nelson** (P)<br>D.F. *Fitted for oil fuel*<br>*Ref.Mchy.* 3*Dks* | TwinSc<br>7970<br>5340<br>4916 | | | | | | 1928 | Cammell Laird&Co.Ld Birkenhead | "LadyNelson"Ld. | 419·5 \| 59·1 \| 28·2<br>P39'B225'F50' | | | Halifax<br>British<br>*WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts<br>CammellLaird&CoLd.Bkn | | C |
| 78010<br>149913<br>MNWT | **Lady Olga**<br>~~*ss*Shl.No.2–36~~<br>*Well deck*<br>*Mchy.Aft*<br>Wireless | *ss*Shl.No.2–10,40<br>~~*ss*Shl.No.2–36~~<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1266<br>969 ~~Reg~~ (6,39) 11,40 ~~2nl~~ Nwc<br>683 | †100A1<br>~~BS6,39~~ †LMC ~~7,36~~ 10,40 | Sld | *n* | CL ~~5,38~~ 9,40 | 1927<br>10mo | S.P.Austin &Son,Ld. Sunderland<br>*Lloyd's A&CP* | GasLight&CckeCo (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*)<br>*CellDBuE20'* f 139'32 | 225·0 \| 36·0 \| 15·3<br>234·0(O.L.)<br>Q127'B16'F24' FK<br>8t *DT f7'* 115t *FPT* | | | London<br>British<br>5 *BHCem*<br>169t *APT* 23t | T.3Cy.18",30"&49"–33" (*s*)<br>180lb *90lb* 156NHP<br>1SB,*4cf*,GS75,HS2490<br>G.Clark,Ld.Sunderland | 17 ″ 3<br>s 5 ″ 2<br>15 ″ 8 | |
| 78011<br>87034<br>CYGT | **Lady Pam** (P) (*ex*Chilco–35,<br>*ex*SantaMaria,<br>*ex*Yacht) *Fitted for oil fuel*<br>1*Dk* | 305<br>227<br>167 | | | | | | 1883 | J.Elder& Co. Glasgow | UnionSteamships, Ld. | 154·0 \| 22·3 \| 12·4 | | | Vancvr,BC<br>British | C.2Cy.18"&36"–21"<br>NB01 54RHP<br>J.Elder&Co.Glasgow | | |
| 78012<br>154460<br>VGZR | **Lady Rodney** (P)<br>*Ref.Mchy.* 4*Dks*(*Stl–Weather dk* ws)<br>D.F.<br>*Strengthened for Navigation in Ice* | TwinSc<br>8194<br>5755<br>4936 | †100A1<br>*with freeboard*<br>3,41 ~~12,39~~ †LMC<br>MS1,36 ~~BS12,38~~ 12,40<br>†Lloyd's RMC1 ~~2,46~~ 3,40<br>1,47<br>*Two lower decks for fruit cargoes*<br>*Fitted for oil fuel* 4,29 *F.P. above* 150° F. | Hfx | *b*† | CL 2,41 | 1929<br>4mo | Cammell Laird&Co.Ld. Birkenhead<br>*Lloyd's A&CP*<br>*CellDB351'* | "LadyRodney"Ld. (CanadianNationalSteamships)<br>*Duct keel fwd* 888t *Tanks in way* | 420·3 \| 60·2 \| 30·2<br>P40'B234'F39' FK<br>*Prom.dk* 183'<br>*of machinery space of tunnels* 101t *FPT* 54t *APT* 103t | | | Montreal<br>British<br>7 *BHptAsp*<br>4SB(Spt),*16cf*,GS HS13500 FD<br>CammellLaird&Co.Ld.Bkn | 4 Steam Turbines SR geared to 2 Sc. Shafts (*s*)<br>220lb 1094NHP<br>23 ″ 0 | 32 ″ 9<br>s 9 ″ 11¾ | |
| 78013<br>154459<br>VGZS | **Lady Somers** (P)<br>*Ref.Mchy.* 4*Dks*(*Stl–Weather dk* ws)<br>D.F.<br>*Strengthened for Navigation in Ice* | TwinSc<br>8194<br>5755<br>4941 | †100A1<br>*with freeboard*<br>5,10 ~~8,39~~<br>BS11,39 †LMC3,37<br>†Lloyd's RMC1 ~~4,46~~ 7,40<br>*Two lower decks for fruit cargoes*<br>*Fitted for oil fuel* 3,29 *F.P. above* 150° F. | Hfx<br>Mtl | *b*†<br>SN3,38<br>P3,39 | CL | 1929<br>3mo | Cammell Laird&Co.Ld. Birkenhead<br>*Lloyd's A&CP*<br>*CellDB351'* | "LadySomers"Ld. (CanadianNationalSteamships)<br>*Duct keel fwd* 888t *Tanks in way* | 420·3 \| 60·2 \| 30·2<br>P40'B234'F39' FK<br>*Prom.dk* 183'<br>*of machinery space of tunnels* 101t *FPT* 54t *APT* 103t | | | Montreal<br>British<br>7 *BHptAsp*<br>4SB(Spt),*16cf*,GS HS13500 FD<br>CammellLaird&Co.Ld.Bkn | 4 Steam Turbines SR geared to 2 Sc. Shafts (*s*)<br>220lb 1094NHP<br>23 ″ 0 | 35 ″ 9<br>s 9 ″ 11¾ | |
| 78014<br>145307<br>GMKZ | **Lady of Mann** (P)<br>E.S.D. 1*Dk*&*Shelter dk*(*pt Stl–teak* s)<br>D.F. 3*rd dk clear of E*&*B spaces* | TwinSc<br>3104<br>2029<br>1258 | † A1<br>*with freeboard*<br>*Irish Channel*<br>7,10 ~~5,39~~<br>BS7,40 †LMC5,39<br>*Fitted for oil fuel* 6,30 *F.P. above* 150° F. | Brw<br>Bkn<br>*Service* | | OG 5,37 | 1930<br>6mo | Vickers-Armstrongs Ld. Barrow<br>*Lloyd's A&CP*<br>*CellDBa&uE94'1* *DTa22'* | Isle of ManSteam PacketCo.Ld. | 363·6 \| 50·2 \| 17·4<br>372·3(O.L.)<br>*Promenade dk* 270'<br>24t FK&BK1½"<br>35t *DTf14'69t FPT* 24t *APT* 80t | | | DouglasIM<br>British<br>10 *BHCem* | 4SteamTurbinesSRgeared to2Sc.Shafts (*r*)<br>220lb 1878NHP<br>2DB&2SB,*24cf*,HS18746 FD<br>Vickers-Armstrongs,Ld. | 18 ″ 6<br>s 5 ″ 9¼<br>13 ″ 0½ | |
| 78015<br>PFNE | **Laertes** (P)<br>*Fitted for oil fuel*<br>D.F. 2*Dks* | 5825<br>5176<br>3613 | | | | | | 1919 | TaikooDk-yd&EngCo.of HongK'ngLd HongKong | Nederlandsche Stoomv.Maats. "Oceaan" | 423·9 \| 52·3 \| 29·9<br>P45'B117'F45' | | | Amstrdam<br>Dutch<br>*WB* | T.3Cy.26",44"&75"–54"<br>413NHP<br>TaikooDkyd.&Eng.Co. ofHongKong,Ld. | | C |
| 78016<br>219332<br>KORK | **Lafayette** (*ex*Dryden–39)<br>*Fitted for oil fuel*<br>Sub.Sig. 2*Dks*&*Shelter dk* | 5887<br>—<br>3629 | † ...<br>1,22 | | | | 1919<br>12mo | SunS.B.Co. Chester,Pa. | Waterman S.S. Corp. | 434·3 \| 57·7 \| 27·2<br>FK | | | Mobile<br>Utd.States<br>*WB* | T.3Cy.27",45½"&76"–51"<br>612NHP<br>SunS.B.Co.Chester,Pa. | 30 ″ 3 | R |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de barre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Lettres ou nos. sous lesquels le navire a été classé au Lloyd's Register. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78017 | **Lafian** | | 4876 | ✠100A1 | Liv | *a*† | CL | 1937 | Furness | Elmina,Ld. | 422·5\|56·7\|23·6 | Freetown, | T.3Cy.23″,38″&65″–45″ (*s*) | 26 ″ 9 | |
| 137540 | | | 4344 | *withfreeboard* | Hul | | | 12mo | S.B.Co.Ltd. | (UnitedAfricaCo. | 438·3(O.L.) | Sierra | 220lb Rht. 456NH | 28 ″ 4 | |
| VPTP | D.F. E.S.D. | 1*Dk&Shelter dk* | 2776 | 10,462,40 | LMC12.37 | | | | Haverton Hill-on-Tees | Ld.*Mgrs.*) | F44′ FK | Leone | 2SB(Spt&FD)&1AuxSB, | 24 ″ 0 | |
| | *Platform dk in part No.2 hold* | | | | | | | | 150°F. | | | British | 8*cf*,GS142,HS7030 | 27 ″ 3 | |
| | *Cruiser Stern* | | | *Fitted for oil fuel* | 12,37 | *F.P.* | *above* | *Lloyd's* | *CellDB296′1072t* | *MT25′931t* | | 7*BHptAsp* | N.E.MarineEng.CoLdNwc | 12·5½ | |
| | *Tonnage opening closed '41(W.E.)* | | | | | | *Lloyd's* | *SA&CP* | *ftunnel363tFPT1* | *83tAPT139t* | | *Coll to Sh dk* | | 25 ″ 9¼ | |
| | | | | | | | | *Tanks in way o* | | | | 6 ,, *2nd* ,, | | | |
| 78018 | **Lafonia** Ⓟ (*ex*SouthernCoast–36, | | 1961 | ✠100A1 | MVo | *r* | CL | 1911 | Greenock& | FalklandIslands | 283·3\|36·1\|19·0 | Liverpool | T.3Cy.21⅞″,35″&57′–39′(*s*) | 20 ″ 3 | |
| 131348 | *ex*Dorothy | *ss*Bkn.2ndNo.3–11,36 | 1438 | 8,40 7,39 | Bkn | | 7,80 | 6mo | Gr'ngemouth | Co.Ld. | | British | 180lb 249NH | s 2 ″ 1 | |
| GRQY | Hough) | 1*Dk*(*Stl*) | 1228 | BS8,30 | LMC | | 7,40 | | DockyardCo. | | P67′B97′F32′ FK | 6*BHCem* | 2SB,6*cf*,GS108,HS4236 | 18 ″ 6½ | |
| | Sub.Sig. E.S.D. | *ss*Bkn.No.1–40 | | | | | 8,40 | | Gr'ngemouth | *CellDBa* | 58′*u E*20′ *f* 70′ 250t | *APT11t* | J.G.Kincaid&Co.Ld.Grk. | | |
| | | | | *Fitted for oil fuel* | 1,36 | *F.P.* | | *Lloyd's* | *SA&CP* | | | | | | |
| | | | | | | | | *above* | 150°F. | | | | | | |
| 78019 | **Lagan** | 3Mst | 364 | ✠100A1 | Bel | *g* | CL | 1903 | Dublin | JohnKelly,Ld.(W. | 148·0\|24·2\|10·1 | Belfast | C.2Cy.17½″&37″–27″ (*s*) | 12 ″ 3 | |
| 116004 | | *ss*Bel.2ndNo.3–4,29 | 271 | 7,39 | | | 11,38 | 7mo | DockyardCo. | Clint,*Mgr.*) | | British | 120lb 69RH | s 4 ″ 0½ | |
| MGBQ | | *ss*Bel.No.2–38 | 140 | BS5,41 | LMC1.38 | | | | Dublin | | P18′Q65′B7′F23′ | 3*BHCem* | 1SB,3*pf*,GS49,HS1364 | 12 ″ 7 | |
| | *Well deck* | *Mchy.Aft* 1*Dk*(*Stl*) | | 5,41 | | | | *Lloyd's* | *SA&CP* | | BK7″ | | Muir&Houston,Ld.Gls. | | |
| | | | | | | | | | | | *WB=DBf67′* | *65tFPT38t* | | | |
| 78020 | **Lagarfoss** Ⓟ (*ex*Profit) | | 1211 | | | | | 1904 | Nylands | H/F Eimskipa- | 218·5\|32·7\|12·2 | Reykjavik | T.3Cy.16½″,27″&44″–32″ | | N |
| | | | 1054 | | | | | | Værksted, | felagIslands | H84*t* 18·0 | Icelandic | 119NH | | |
| TFLA | Wireless D.F. | 1*Dk&Spar dk* | 737 | | | | | | Oslo | | | *WB* | NylandsVærksted,Oslo | | |
| 78021 | **Lagarto** (*ex*Glenavy) | TwinSc | 5072 | ✠100A1 | Liv | *y* | CL | 1917 | Harland& | PacificStmNavCo. | 385·1\|52·2\|30·3 | Glasgow | Oil Engines 4S.C.SA | 33 ″ 8 | |
| 137855 | | *OilEng.* | 4701 | 5,40 12,40 | | | ~~£5,37~~ | 9mo | Wolff,Ld. | | 398·5(O.L.) | British | 12Cy.24½″–33½″ | s 7 ″ 3 | |
| GQRM | | *ss*Gls.No.3–9,29 | 3198 | | LMC CS7.38 | | s5,39 | | Glasgow | | P31′B84′F42′ FK | 7*BHptCem* | DB-*60lb* 735NH | 26 ″ 8½ | |
| | | *ss*Hul.No.2–38 | | DBS5,40 | | | P12,41 | *Lloyd's* | *SA&CP* | *CellD* | *B330′ 980t FPT55t* | *APT46t* | Harland&Wolff Ld.Gls. | | |
| | | 3*Dks*(*Stl*) | | | 12,38 | | | | | | | | | | |
| 78022 | **Lages** (*ex*Rauenfels) | | 5472 | ✠ | Ham | *a*† | | 1907 | Swan,Hun- | LloydBrasileiro | 421·9\|55·3\|20·3 | R.Janeiro | Q.4Cy.24″,34″,51″&74″–54″ | 31 ″ 2 | V |
| | | *ss*Ham.No.1–11 | — | 2,16 | | | | 1mo | ter&Wigham | | 28· | Brazilian | NB30 528NH | | † |
| PUBM | | 1*Dk*(*Stl*)&*Spar dk*(*Stl–pt* teak s)&*deep framing* | 3523 | | | | | | Richardson, | | P 1′B123′F46′ FK | 6*BHonly* | 4SB,12*cf* HS8480 | | |
| | | *Fitted for oil fuel* | | | | | | | LdNewcastle | *CellDBa138′u E* | 25′*f* 186′1100t | *Cem* | Swan,Hunter&Wigham | | |
| | | | | | | | | | | *'tween dk* | *tanks a46′ 470t f42′* | 480t*FPT65t* | Richardson,Ld.Nwc | | |
| 78023 | **Lago** (*ex*Vinnie–34) | | 2552 | | | | | 1929 | W.Doxford | D/S A/S Laly | 300·2\|47·1\|20·9 | Oslo | T.3Cy.20½″,33″&54″–39″ | | N |
| | | *Cruiser Stern* | 2247 | | | | | | &Sons,Ld. | (C.T.Gogstad&Co. | P78*t*H171*t* | Norwegian | 182NH | | |
| LDMV | | 1*Dk* | 1488 | | | | | | Sunderland | *Mgrs.*) | | *WB* | Earle'sCo.Ld.Hull | | |
| 78024 | **Lago Tana** | TwinSc | 783 | | | | | 1939 | Soc.Cant. | Società Anonima | 212·6\|32·1\|14·6 | Rome | Oil Engines 4S.C.SA | | |
| | | *OilEng.* | 616 | | | | | | NavFranco | Navigazione | Q59′F38′ | Italian | 12Cy.14⅛″–23⅝″ 246NH | | |
| | Wireless | 1*Dk* | 312 | | | | | | Tosi | Eritrea | | *WB* | FrancoTosi,Legnano | | |
| | | *CruiserStern* | | | | | | | Taranto | | | | | | |
| 78025 | **Lago Zuai** | TwinSc | 700 | | | | | 1940 | Soc.Cant. | Società Anonima | 212·6\|32·1\|14·6 | Rome | Oil Engines 4S.C.SA | | |
| | | *OilEng.* | | | | | | | NavFranco | Navigazione | Q59′F38′ | Italian | 12Cy.14⅛″–23⅝″ 246NH | | |
| | Wireless | 1*Dk* | | | | | | | Tosi | Eritrea | | *WB* | FrancoTosi,Legnano | | |
| | | *CruiserStern* | | | | | | | Taranto | | | | | | |
| 78026 | **Lagonda** | | 3647 | | | | | 1896 | F.W. | InterlakeS.S.Co. | 375·6\|45·8\|23·3 | Wilmgton | T.3Cy.19″,31″&52″–44″ | | R |
| 141432 | *Mchy.Aft* | (*Self-Unloader*) | — | | | | | | Wheeler&Co. | (Pickands,Mather | | (Del.) | 1B*blt*96&1B*blt*09 179NH | | |
| KGAS | D.F. GyC. Sub.Sig. | 1*Dk2trB* | 3017 | | | | | | W.BayCity | &Co.*Mgrs.*) | *WB* | Utd.States | *Erebuilt*09 | | |
| 78027 | **Lagos Pathfinder** (*ex*Pathfinder) | | 914 | ✠ | Lth | | | 1923 | Hawthorns | JohnHolt&Co. | 210·0\|31·7\|12·3 | Lagos | T.3Cy.17″,28′&46″–33′ | 14 ″ 6 | |
| 142875 | | | 640 | 4,23 | | | | 4mo | &Co.Ld. | (Liverpool)Ld. | Q115′F35′ | British | 151NH | | |
| VRXQ | *Well deck* | 1*Dk*(*Stl*) | 479 | | | | | | Leith | | FK | 4*BHAsp* | 2SB,6*cf*,GS94,HS2564 | | |
| | | | | | | | | | | *CellD* | *B176′224t FPT17t* | *APT12t* | Hawthorns&Co.Ld.Leith | | |
| 78028 | **Lagosian** (*ex*Melmay–32) | 3Mst | 5412 | ✠100A1 | Liv | *b*† | CL | 1930 | Greenock | UnitedAfricaCo. | 421·4\|59·2\|24·7 | Liverpool | Q.4Cy.24″,35″,51″&73″–51′ | 27 ″ 9 | |
| 161931 | | *ss*Rot.No.2–38 | 4975 | *withfreeboard* | Hul | | 5,39 | 9mo | DockyardCo. | Ld. | | British | 225lb (*s*) 604NH | s 3 ″ 2 | |
| GDLV | | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 3371 | 8,40 11,38 | LMC11.38 | | | | Ld. Greenock | | P36′B119′F45′ *on* | *ptCem* | 3SB(Spt),12*cf*,GS200, FD | 24 ″ 9 | |
| | D.F. E.S.D. | | | | BS5,40 | | | *Lloyd's* | *SA&CP* | | *Shelter dk* FK | | HS8775 | | |
| | | | | *Fitted for oil fuel* | 9,30 | *F.P.* | *above* | 150° F. | | *Intermediate BHd* | *ispensed with Coll* | *BHtoSh.l.dk* | D.Rowan&Co.Ld.Glasgow | | |
| | | | | | | | | | | *CellDB363′1517t* | *FPT190t APT81t* | 5 ,, ,, *2nd* ,, | | | |
| 78029 | **Laguna** | TwinSc | 6466 | ✠100A1 | ~~Hul~~ | *a*† | CL | 1923 | Harland& | PacificStmNavCo. | 420·5\|54·2\|33·3 | Liverpool | Oil Engines 4S.C.SA | 36 ″ 2 | |
| 147226 | | *OilEng.* | 6006 | ~~Bxs~~ 13,41 | Liv | | ~~3,38~~ | 7mo | Wolff,Ld. | | | British | 12Cy.26¾″–43⅞″ 832NH | s 8 ″ 4½ | |
| GJKC | | *ss*Hul.No.3–3,36 | 4037 | | LMC CS1.35 | | SN3,41 | | Glasgow | | P33′B101′F42′ FK | 8*BHptCem* | DB*100lb* | 28 ″ 1½ | |
| | | 3*Dks*(*Stl*) | | DBS6,30 | 9,40 | | P3,38 | *Lloyd's* | *SA&CP* | *CellDB351′1080tD* | *Ta39′791t FPT114t* | *APT83t* | Harland&Wolff,Ld.Gls. | | |
| 78030 | — | | 620 | | | | | 1925 | Intrnational | Herm.Stoltz&Co. | 178·4\|29·0\|11·3 | R.Janeiro | T.3Cy.14⅛″,22½″&36½″–23″ | | |
| | | | 460 | | | | | | SB&E.Co.Ltd. | | P11′Q39′B46′F36′ | Brazilian | 64NH | | |
| | | 1*Dk* | 328 | | | | | | Danzig | | | *WB* | InternationlS.B.&E.Co.Ld | | |
| 78031 | **Laguna Belle** Ⓟ | PadSk | 617 | | | | | 1896 | W.Denny | GeneralSteam | 249·0\|30·0\|10·0 | London | T.3Cy.28″,41½″&60″–60″ | | |
| 105824 | (*ex*SouthendBelle) | | 480 | | | | | | &Bros. | Nav.Co.Ld. | *Promenade dk*145′ | British | 279NH | | |
| GTFB | | 2*Dks* | 327 | | | | | | Dumbarton | | | | Denny&Co.Dumbarton | | |
| 78032 | **Lagunilla** | TwinSc | *2402* | ✠100A1 | Aru | *t* | CL | 1927 | Harland& | StandardOilCo.of | 305·7\|50·2\|14·3 | Maracaibo | T.6Cy.13½″,23½″&36″–27″ | 15 ″ 0 | |
| | | *ss*Aru.No.3–1,40 | *1743* | *withfreeboard* | | | S1,39 | 6mo | Wolff,Ld. | Venezuela | | Venezuelan | 180lb (*s*) 196NH | s1 ″ 10½ | |
| | *Mchy.Aft* | 1*Dk*(*Stl*) | *1242* | 2,41 ~~4,40~~ | LMC | | P1,40 | | Belfast | | P67′F34′ FK | 7*BHptCem* | 2SB,6*cf*,GS98,HS3702 | 13 ″ 4 | |
| | | | | MS7,39 | BS~~4,40~~ | 2,41 | | *Lloyd's* | *SA&CP* | | *Trunk204′* | | Harland&Wolff,Ld.Bel. | | |
| | | | | *CarryingPetroleum in bulk* | | | | | | | *Wing Tanks f 286t* | *Wing Tanks* | *a356tFPT60tAPT75t* | | |
| | | | | *Fitted for oil fuel* | 6,27 | *F.P.* | *above* | 150° F. | | | | | | | |
| 78033 | **Lahaina** (*ex*GoldenState–37, | | 5645 | | | | | 1920 | Western | MatsonNavigation | 410·5\|54·2\|27·2 | S.Frncisco | T.3Cy.24½″,41½″&72″–48″ | | R |
| 220763 | *ex*WestCarmona) | *Fitted for oil fuel* | — | | | | | | Pipe&Steel | Co. | P46′B112′F46′ | Utd.States | Joshua 359NH | | |
| DKFW | D.F. | 2*Dks* | 3517 | | | | | | Co. SFrncisco | | | *WB* | HendyCo.SanFrancisco | | |
| 78034 | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 · 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Rt. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78035 | **Lahn** Ⓟ 4Mst | 8498 | | | | | 1927 | J.C.Tecklenborg A.G. Wesermünde-G. | Cia.Argentina de Navegación Lloyd Argentino Sociedad de Responsabilidad Ltda. | 508·4 63·7 30·9 | | | Bns.Aires (Argentine) | T.3Cy.34½",52⅜"&86⅝"-57⅞" & 1 low pressure turbine 1000NHP J.C.Tecklenborg A.G. Wesermünde-G | | G |
| ~~DOBN~~ | Sub.Sig. 2*Dks* D.F. E.S.D. | 7750 5300 | | | | | | | | P27'B&F470' *Upper*F29' | | | *WB* | | | |
| 78036 | **Lahneck** | 1663 | | | | | 1922 | Act.Ges. "Weser" Bremen | Deutsche Dampfs. Ges. "Hansa" | 241·3 36·3 15·2 | | | Bremen | T.3Cy.19¾",31½"&53½"-35½" 168NHP | | G |
| DONM | Sub.Sig. 2*Dks* | 1042 907 | | | | | | | | P12'Q157'F26' | | | German *WB* | A.G."Weser," Bremen | | |
| 78037 | **Lahore** | 5304 | ✠ 11,23 | Mdb | *y* | | 1920 4mo | R.Thompson&Sons,Ld. Sunderland | P.&O.Stm.Nav.Co. | 400·6 52·3 28·5 P49'B113'F39' FK *CellDB* | | | Sundrland British 7*BHCem* *APT*213*t* | T.3Cy.27",44"&73"-48" 517NHP 3SB.*9cf*,GS190,HS7668 N.E.Marine Eng.Co.Ld.Sld | 31 ″ 0 | |
| 137272 GDBZ | D.F. 2*Dks*(*Stl*) | 4785 3161 | | | | | | | | | | | | | | |
| 78038 | **Lahti** (*ex*Atlantica-36, *ex*Atalanta-32) | 616 — 316 | ✠100A1 *Shelter dk* *withfreeboard* 9,38 Surveys delayed | Hfs BS7,40 ~~MS9,36~~ LMO | *i* | CL 11,36 | 1905 4mo | J.Shearer &Sons Glasgow | ~~O.Brunila~~ Laiva O/Y Lahti (O.Brunila,*Mgr.*) | 176·6 26·8 12·2 169·4 FK *DBf*16'23*t* *FPT*32*t* | | | Helsingfrs Finnish 3*BHCem* *APT*18*t* | T.3Cy.14",23"&37"-27" (*r*) 180lb 92NHP 1SB,*3cf*,GS53,HS1610 Muir&Houston,Ld.Gls. | 19 ″ 0 s 5″10½ 13 ″ 3 | |
| OHZF | *ss*Hfs.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless *Cargo battens not fitted* | | | | | | | | *Lloyd's* | *SA&CP* | | | | | | |
| 78039 | **Lai Hsing** (*ex*Tungyuan-32, *ex*Cavanba) | 573 338 | ✠ ... 1,06 | | | | 1901 9mo | Bow,McLachlan&Co. Ld. Paisley | Shaw Hsing S.S. Co.Ld. | 172·1 26·1 12·1 P&B100'F32' BK7" | | | N'wchwng Chinese *WB* | T.3Cy.16",27"&44"-30" 108NHP Bow,McLachln&CoLd.Psy | 12 ″ 9 | |
| OYXH | *Well deck* 1*Dk* | 281 | | | | | | | | | | | | | | |
| 78040 | **Laila** | 1700 | | | | | 1936 | Helsingörs Jernsk&Msk. Elsinore | J.Lauritzen | 292·0 41·7 16·4 | | | Esbjerg Danish *WB* | C.3Cy.(2)15¾"&39¾"-37⅜"& LP turbine with reduction gear and chain drive HS3340 234NHP Helsingörs Jernsk.&Mskb. | | G |
| OYXH | D.F E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* | 1463 973 | | | | | | | | | | | | | | |
| 78041 | **Lairds Isle** Ⓟ TrpSc | 1783 | | | | | 1911 | W.Denny &Bros. Dumbarton | Burns&Laird Lines,Ld. | 316·0 41·1 15·8 | | | Glasgow British *WB* | 3 Steam Turbines Denny&Co.Dumbarton | | BT till 6,40 |
| 132546 GPBR | (*ex*Riviera-33) 2*Dks*&*Awng dk* | 1203 696 | | | | | | | | | | | | | | |
| 78042 | **Lairdsbank** TwinSc | 789 | | | | | 1936 | Harland& Wolff,Ld. Belfast | Burns&Laird Lines,Ld. | 229·0 37·2 11·5 B32'F26' | | | Glasgow British *WB* | Oil Engines 2S.C.SA 10Cy.13½"-24⅞" 332NHP Harland&Wolff,Ld.Bel. | | C |
| 164095 GZBF | Wireless D.F. *OilEng.* E.S.D. *CruiserStern* 1*Dk*&*Shelter dk* | 617 316 | | | | | | | | | | | | | | |
| 78043 | **Lairdsbrook** Ⓟ (*ex*Sutherland | 761 | ✠100A1 | Ard | *k* | CL | 1921 | Harland& Wolff,Ld. Glasgow | Burns&Laird Lines,Ld. | 200·2 31·1 11·9 FK | | | Glasgow British | T.3Cy.16",26"&42"-30" (*s*) 180lb 123NHP | 14 ″ 4 s ″ 6 | |
| 14423s MKND | Coast,*ex*Redbreast) *ss*Brs.No.3-2,34 *Mchy.Aft* *ss*Ard.No.1-39 | 594 338 | *Shelter dk* *withfreeboard* 4,11 ~~4,40~~ ~~BS4,40~~ | Gls BS5,41 LMC3,39 | | 4,40 | 2mo | | | | | | 3*BHCem* *Coll*,,*toSh dk* | 2SB,*4cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow | 14 ″ 0¼ | |
| | 1*Dk*(*Stl*)&*Shelter dk*(*pt Stl*) | | | | | | *Lloyd's* | *SA&CP* | *CellDBuE*21' | *f*120' 193*t* *FPT*28*t* | | | *APT*4*t* | | | |
| 78044 | **Lairdsburn** Ⓟ (*ex*LadyLouth) | 1870 | ✠100A1 | Ard | *r* | CL | 1923 | Ardrossan DD&SBCoLd Ardrossan | Burns&Laird Lines,Ld. | 276·6 37·6 15·3 | | | Glasgow British | T.4Cy.22½",36"&(2)42"-39" 200lb (*r*) 336NHP | 16 ″ 8 s 2 ″5⅝ | BT till ~~6,40~~ ~~6,41~~ 6,42 |
| 144983 GTND | *ss*Ard.No.3-2,36 2*Dks*(*Stl*) D.F. E.S.D. *ss*Gls.No.1-40 | 1084 934 | ~~7,10~~ ~~6,30~~ 6,41 ~~BS6,30~~ BS 7,40 6,41 *Fitted for oil* | Gls LMC2,35 *fuel* 6,23 | | ~~X4,38~~ 6,41 *F.P. a* | 6mo | | | 287·5 (O.L.) P59'B122'F72' *Upr*B112' *Upr*F37' | | | 5*BHpt Asp&ptCem* | 2SB,*6cf*,HS5032 FD J.G.Kincaid&Co.Ld.Grk. | 15 ″ 0 | |
| | | | | | | | *Lloyd's* | *SA&CP* | | | | | | | | |
| | | | | | | | *above* 1 | 50° F. | *CellDBa*86'*uE*24' | *f*74'243*t* FK *DTf*16'54*t* | | | *APT*4*t* | | | |
| 78045 | **Lairdscastle** Ⓟ (*ex*Lady | 1945 | ✠100A1 | Trn | *r* | CL | 1924 | Ardrossan DD&SBCoLd Ardrossan | Burns&Laird Lines,Ld. | 276·6 37·6 15·3 | | | Glasgow British | T.4Cy.22½",36"&(2)42"-39" 200lb (*r*) 336NHP | 16 ″ 8 s 1 ″11½ | BT till ~~5,40~~ 8,40 |
| 146419 GMJY | Limerick) *ss*Ard.No.3-3,36 D.F. E.S.D. 2*Dks*(*Stl*) | 1084 1031 | 2,40 BS2,40 *Fitted for oil* | LMC3,36 *fuel* 10,24 | | ~~2,40~~ N7,40 *F.P. a* | 9mo | | | P59'B122'F72' *Upper*B112' *Upper*F37' | FK | | 5*BHpt Cem* | 2SB,*6cf*,HS5032 J.G.Kincaid&Co.Ld.Grk. | 15 ″ 6½ | |
| | | | | | | | *Lloyd's* | *SA&CP* | | | | | | | | |
| | | | | | | | *above* 1 | 50° F. | *CellDBa*86'*uE*24' | *f*74'221*t* | | | *DTf*16'54*t* | *FPT*24*t* *APT*4*t* | | |
| 78046 | **Lairdscrest** TwinSc | 789 | | | | | 1936 | Harland& Wolff,Ld. Belfast | Burns&Laird Lines,Ld. | 229·0 37·2 11·5 B32'F26' | | | Glasgow British *WB* | Oil Engines 2S.C.SA 10Cy.13½"-24⅞" 332NHP Harland&Wolff,Ld.Bel. | | C |
| 164091 GYZP | Wireless D.F. *OilEng.* E.S.D. *CruiserStern* 1*Dk*&*Shelter dk* | 617 316 | | | | | | | | | | | | | | |
| 78047 | **Lairdsdale** (*ex*Sligo-36) TwinSc | 891 | ✠100A1 | ~~Ard~~ | *n* | OG | 1930 12mo | Dublin Dyd.Co.(Vickers,Ireland) Ld. Dublin | Burns&Laird Lines,Ld. | 221·3 35·3 15·1 231·6(O.L.) P35'B96'F32' BK7½" | | | Glasgow British 4*BHCem* | T.6Cy.14½",25"&40"-27" (*s*) 200lb 249NHP | 16 ″ 3 s 1 9 | |
| 152236 MLXL | *ss*Gls.No.2-40 ~~sel.in No.1-36~~ Wireless D.F. 1*Dk*(*Stl*)2*nd dk in holds* E.S.D. | 757 349 | Examined 1,41 Gls BS1,40 1,41 | LMC1,36 | | | *Lloyd's* | *SA&CP* | *CellDBa*&*uE*4 | 8' *f*88'143*t* *FPT*21*t* | | | *APT*4*t* | 2SB(Spt)*6cf*,GS132,HS4600 McKie&Baxter,Ld.Gls. | 15 ″ 3 | |
| 78048 | **Lairdsferry** (*ex*Coney) | 697 | ✠100A1 | Ard | *k* | CL | 1918 4mo | Harland& Wolff,Ld. Glasgow | Burns&Laird Lines,Ld. | 195·0 31·0 13·0 203·5(O.L.) B54'F30' BK7" | | | Glasgow British 4*BHCem* | T.3Cy.17½",27"&44"-36" (*s*) 175lb *70lb* 97RHP | 15 ″ 4 s 1″11¼ | |
| 141880 MJCD | *ss*Ard.No.3-6,30 *ss*Ard.No.2-39 1*Dk*(*Stl-ws*)&*Webframes* | 609 280 | 1,41 ~~1,39~~ ~~BS1,40~~ 2,41 | Gls LMC1,39 | | ~~1,38~~ 1,41 | *Lloyd's* | *SA&CP* | *CellD* | *B*75'87*t* *DTa*23'64*t* | | | | 1SB,*3cf*,GS60,HS1900 A.&J.Inglis,Ld.Glasgow | 14 ″ 3 | |
| | | | | | | | | | | | | | *FPT*12*t* | | | |
| 78049 | **Lairdsglen** Ⓟ (*ex*Maple) | 1276 | ✠100A1 | Gls | *q* | CL | 1914 5mo | AilsaS.B. Co.Ld. Ayr | Burns&Laird Lines,Ld. | 261·1 36·2 15·4 274·3(O.L.) P61'B104'F44' BK8" | | | Glasgow British 6*BHCem* | T.3Cy.28",45"&72"-42" (*s*) 180lb ~~100lb~~ *60lb* 467NHP | 16 ″ 6 s 1 ″11½ | BT till ~~12,40~~ ~~7,44~~ 1,42 |
| 136293 GSDR | *ss*Ard.2ndNo.3-1,39 Wireless 2*Dks*(*Stl*) | 962 529 | 2,41 ~~12,30~~ ~~BS12,30~~ 2,41 *Adapted for* | LMC2,39 *oil fuel* 2,29 | | 12,39 *F.P.* | *Lloyd's* | *SA&CP* | *CellDBuE* | 32'*f*34'110*t* | | | *APT*9*t* | 2DB,*12cf*,GS225,HS6896 FD AilsaS.B.Co.Ld.Troon | 15 ″ 4½ | |
| | | | | | | | *above* | 150° F. | | *FPT*18*t* | | | | | | |
| 78050 | **Lairdsgrove** Ⓟ (*ex*Magpie) | 1227 | | | | | 1898 | A&J Inglis Glasgow | Burns&Laird Lines,Ld. | 265·0 33·6 15·9 P79'B92'F49' | | | Glasgow British *WB* | T.3Cy.28",46"&74"-45" NB21 367NHP A.&J.Inglis,Glasgow | | C BT till 3,41 |
| 108749 GDTP | *Fitted for oil fuel* Wireless 2*Dks* | 929 537 | | | | | | | | | | | | | | |
| 78051 | **Lairdshill** Ⓟ (*ex*Lady Longford-37, | 1776 | ✠100A1 | Ard | *r* | CL | 1921 2mo | Ardrossan DD&SBCoLd Ardrossan | Burns&Laird Lines,Ld. | 274·4 37·9 17·2 39·7 285·4(O.L.) FK | | | Glasgow British 5*BHCem* | T.4Cy.26",42"&(2)48½"-42" 200lb (*r*) 553NHP | 18 ″ 3 s 1 ″8½ | BT till ~~4,40~~ ~~5,41~~ ~~6,42~~ ~~7,43~~ 4,44 |
| 143723 MMJB | *ex*Lairdshill-36, *ex*Lady Longford, *ex*Ardmore) E.S.D. | 1143 755 | 7,40 ~~5,39~~ ~~BS5,39~~ 6,40 *Fitted for oil* | LMC5,36 BS4,41 *fuel* 4,21 | | ~~4,38~~ 7,40 *F.P. a* | *Lloyd's* | *SA&CP* | *CellDBa*67'*uE*27'*f*89' | P35'B&F227' *Upr*B100'*Upr*F45' 213*t* | | | (2 *to Sh dk* 3 ,, *U* ,,) *APT*12*t* | 4SB,*12cf*,GS214,HS8932 FD J.G.Kincaid&Co.Ld.Grk. | 16 ″ 11½ | |
| | | | | | | | *above* 1 | 50° F. | | | | | | | | |
| 78052 | **Lairdsrose** Ⓟ (*ex*Rose) | 1098 | ✠100A1 | ~~Ard~~ | *p* | CL | 1902 6mo | A&J.Inglis Ld. Glasgow | Burns&Laird Lines,Ld. | 250·5 36·1 15·2 261·7(O.L.) P43'B121'F39' | | | Glasgow British 5*BHCem* | T.3Cy.26",42"&65"-42" (*s*) 165lb *100lb* 330NHP | 16 ″ 0 s 2 ″ 0 | |
| 115692 GSDT | *ss*Ard.2ndNo.3-2,32 *ss*Ard.No.1-36 Wireless 2*Dks*(*Stl-Upt* ws) | 807 458 | Examined 2,41 Gls ~~classed~~ ~~BS2,40~~ ~~LMC1,36~~ 2,41 | | | ~~N2,38~~ 1,41 | *Lloyd's* | *SA&CP* | | *Shltr dk f*17' BK8½" | | | | 2DB,*12cf*,GS191,HS5790 A.&J.Inglis,Glasgow | 14 ″ 11 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant expirés. Lettre d'Equipement. | 7* Date de la dernière visite de classe porte-hélice. | 8 Construit. Quand. — Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Francobord au milieu du navire. Tirant d'eau correspondant. | 15 Registre ✠ coté ⊕ ou ⊖ est dans le L. M. Durée Cert. R. ou T. rade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78053 | **Lairdswood** | TwinSc | 789 | | | | | 1936 | Harland& Wolff,Ld. Belfast | Burns&Laird Lines,Ld. | 229·0 | 37·2 | 11·5 | Glasgow British *WB* | Oil Engines 2S.C.SA 10Cy.13¾″–24$\frac{7}{8}$″ 332NHP Harland&Wolff,Ld.Bel. | | C |
| 165183 | Wireless D.F. | *OilEng.* | 617 | | | | | | | | B32′F26′ | | | | | | |
| GYZQ | E.S.D. *CruiserStern* | 1*Dk&Shelter dk* | 316 | | | | | | | | | | | | | | |
| 78054 | **Lakatoi** | | 341 | ✠100A1 | HKg | *d* | CL | 1938 | Taikoo D.&E.Co.of H.Kg.Ld. HongKong | BurnsPhilp&Co. Ld. | 132·0 (o.L.) | 26·1 | 9·4 | HongKong British | Oil Engines 2S.C.SA 4Cy.11$\frac{7}{8}$″–19½″ 47RHP | 10 ″ 3 s 1 ″ 1½ 9 ″ 4½ | |
| 159483 | | *OilEng.* | 206 | 5,38 | | | | 5mo | | | F21′ | FK | | | | | |
| VRBL | *Mchy.Aft* | 1*Dk* | 179 | ✠LMC5,38 | | | | *Lloyd's* | *sA&CP* | | *3BHCem* | | | | TaikooD.&E.Co of H.Kg.Ld.H.Kg. | | |
| | *Cruiser Stern* | | | ✠LMC(M)11,40 | | | | | | | *APT23t* | | | | | | |
| 78055 | **Lake Chelan** | | 2010 | ✠ ... | | | | 1918 | ToledoS.B. Co. Toledo,O. | JohnJ.Boland | 252·0 | 43·5 | 18·9 | Buffalo Utd.States *WB* | T.3Cy.20½″,33$\frac{3}{16}$″&54″–40″ 260NHP ToledoS.B.Co.Toledo,O. | 21 ″ 0 | R |
| 216484 | | | 1630 | 9.20 | | | | 6mo | | | P21′B64′F30′ | FK | | | | | † |
| KJPK | D.F. GyC. | 1*Dk* | 1227 | ✠ | | | | | | | | | | | | | |
| 78056 | **Lake Frances** | | 2016 | ✠ ... | | | | 1918 | ToledoS.B. Co. Toledo,O. | CoastalS.S.Co. | 252·0 | 43·5 | 18·9 | Tacoma Utd.States *WB* | T.3Cy.20½″,33″&54″–40″ 260NHP ToledoS.B.Co.Toledo,O. | 21 ″ 0 | R |
| 216671 | | *Fitted for oil fuel* | 1631 | 4,22 | | | | 7mo | | | P21′B64′F30′ | FK | | | | | † |
| KTAO | | 1*Dk* | 1193 | ✠ | | | | | | | | | | | | | |
| 78057 | **Lake Hallwil** (*ex*CarolDorian–38, | | 3169 | ✠100A1 | Lou | *v* | CL | 1907 | A.Rodger &Co. PortGlasgow | Ministry of Shipping(Harrier,Matthew&CoLd.*Mgrs.*) | 330·5 | 49·0 | 22·3 22·3 | London British | T.3Cy.24′,40′&65′–42′ (*s*) 170lb NDB24 305NHP | 24 ″ 9 s 3 ″ 11½ | |
| 123188 | *ex*Carol, *ss*Ist.2ndNo.3–10,32 | | 2991 | *Spar dk* | | | | *Lloyd's* | *sA&CP* | *Cell* | P21′B92′F35′ | FK | | *5BHCem* | 2SB,*6cf*,GS128,HS4786 | 21 ″ 0 | |
| GPJW | *ex*Helmsdale) *ss*Ant.No.1–37 | | 1997 | *withfreeboard* | | | | | | | *DBa5u E126′f146* | | | 846*tAPT69t* | A.Rodger&Co.Glasgow | | |
| *Cargo battens not fitted Spar dk(Stl)2trB&deep framing Main dk in Nos.1&4holds* | | | | Examined 5,41 ✠LMC5,41 | | | | | | | | | | | | | |
| 78058 | **Lake Lucerne** (*ex*Barmoor–38) | | 2317 | ✠100A1 | Gmh | *s* | CL | 1909 | WoodSkinner&Co.Ld Newcastle | A.Inkapööl,E. Jakobson&others (A.Truuberg *Mgr*) | 295·3 | 40·5 | 18·2 | Pärnu Estonian | T.3Cy.21″,34″&56″–36″ (*s*) 180lb 223NHP | 20 ″ 6 s 2 ″ 2 | |
| 330 | *ss*Shl.2ndNo.3–12,36 | | 2044 | 6,39 | | | 11,37 | 8mo | | | Q115′B52′F31′ | | | *Cem* | 2SB,*6cf*,GS105,HS3684 | 18 ″ 6 | |
| ESRU | *Well deck* | | 1331 | BS1,39 ✠LMC12,36 | | | | *Lloyd's* | *sA&CP* | *Intermediate bulkheads fore & after holds* | | FK | | *4BH only* | N.E.MarineEng.CoLdNwc | | |
| | D.F. | 1*Dk(Irn)&deep framing* | | | | | | | | | | | | *dispensed with* | | | |
| | | *Cargo battens not fitted* | | | | | | | | *Cell* | *DBa90′* | | | *uE&B 38′ f* | 116′ 547*tFPT113tAPT177t* | | |
| 78059 | **Lake Miraflores** | | 2702 | | | | | 1921 | Saginaw S.B.Co. Saginaw | SantaCruzOilCorp. | 253·4 | 43·8 | 26·2 | S.Frncisco Utd.States *WB* | T.3Cy.21″,33″&59″–42″ 225NHP BuckeyeEngineCoSalemO | | R |
| 221008 | | *Fitted for oil fuel* | — | | | | | | | | P25′B65′F26′ | | | | | | |
| KDNR | D.F. *Carrying oil in bulk* | 1*Dk2trB* | 1672 | | | | | | | | | | | | | | |
| 78060 | **Lake Ormoc** | | 2380 | ✠ ... | | | | 1918 | Detroit S.B.Co. Wyandotte | FordMotorCo. | 250·5 | 43·8 | 22·2 | Dearborn Utd.States *WB* | Oil Engines 2S.C.SA 6Cy.17″–27″ NE28 303NHP Busch-SulzerBros.D.E.Co. | | R |
| 216716 | | *OilEng.* | — | 12,19 | | | | 8mo | | | P25′B64′F23′ | FK | | | | | † |
| KVUA | D.F. GyC. | 1*Dk* | 1429 | | | | | | | | | | | | | | |
| 78061 | **Lake Osweya** | | 2398 | | | | | 1918 | Saginaw S.B.Co. Saginaw | FordMotorCo. | 251·0 | 43·6 | 24·2 | Dearborn Utd.States *WB* | Oil Engines 2S.C.SA 3Cy.20$\frac{3}{4}$″–38$\frac{5}{8}$″ 382NHP NE31 SunS.B.Co.Chester | | R |
| 216914 | | *OilEng* | 1942 | | | | | | | | P24′B64′F26′ | | | | | | |
| KVAA | D.F. E.S.D. GyC. | 1*Dk* | 1461 | | | | | | | | | | | | | | |
| 78062 | **Lake Traverse** | | 1993 | ✠ ... | | | | 1918 | McDougall DuluthCo. Duluth,Min. | WestIndia Steamships,Inc. | 251·0 | 43·6 | 18·2 | Panama Panamanian *WB* | T.3Cy.20″,33″&54″–40″ 274NHP DuluthIronWorks,Duluth | 20 ″ 3 | R |
| 221009 | | | 1688 | 9,20 | | | | 4mo | | | P28′B64′F27′ | FK | | | | | † |
| HPPT | D.F. GyC. Sub.Sig. | 1*Dk* | 1177 | ✠ | | | | | | | | | | | | | |
| 78063 | **Lake View** Ⓟ (*ex*Princess, | | 337 | | | | | 1913 | Staten Isl'd S.B.Co Brooklyn,NY | NewBrasD'OrS.S. Co.Ld. | 106·6 | 30·3 | 10·5 | Sydney,NS British *WB* | T.3Cy.12″,20″&32″–18″ 52RHP Plenty&Son,Newbury | | |
| 150881 | *ex*U.S.Army Vessel) | | 166 | | | | | | | | | | | | | | |
| | | 3*Dks* | 155 | | | | | | | | | | | | | | |
| 78064 | **Lakeland** (*ex*Otterburn–37, | | 1543 | ✠100A1 | Lth | *p* | CL | 1925 | Antwerp Eng.Co.Ld. Hoboken | CurrieLine,Ld. | 240·2 | 37·1 | 15·9 | Leith British | T.3Cy.18″,30″&49″–33″ (*s*) 180lb 175NHP | 17 ″ 9 s 4 ″ 10½ | |
| 139240 | *ex*Jordaens) *ss*Lth.No.3–7,37 | | 1131 | 3,41 3,40 | Gms | | 3,40 | 4mo | | | 249·0 (o.L.) | | | *4BHCem* | 2SB,*4cf*,GS77,HS3036 | 17 ″ 0½ | |
| MPGQ | *Well deck* | 1*Dk(Stl)* | 861 | BS3,39 ✠LMC7,37 | | | 2,41 | *Lloyd's* | *sA&CP* | *Cell DBa81′uE* | Q181′F27′ | FK | | *APT101t* | N.E.MarineEng.Co.Ld.Sld | | |
| | Wireless D.F. E.S.D. | | | 1,41 | | | | | | | 16′*f*92′418*tFPT46t* | | | | | | |
| 78065 | **Laketon** (*ex*Saxona) | | 4423 | | | | | 1903 | American S.B.Co. ClevelndOhio | ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*) | 416·0 | 50·0 | 24·0 | Toronto British *WB* | T.3Cy.20″,33½″&55″–40″ American 191NHP S.B.Co.Cleveland,Ohio | | R |
| 137906 | *Mchy.Aft* | | 4176 | | | | | | | | F48′ | | | | | | |
| VGMF | D.F. GyC. | 1*Dk2trB* | 3248 | | | | | | | | | | | | | | |
| 78066 | **Lakewood** (*ex*Syracuse) | | 1316 | | | | | 1884 | Detroit DryDockCo. Wyandotte | BuffaloGravel Corpn. | 246·5 | 38·5 | 16·0 | Buffalo Utd.States | C.2Cy.28″&48″–48½″ NB94 134NHP DetroitDryDock,Detroit | | |
| 116025 | | | — | | | | | | | | | | | | | | |
| | | 1*Dk&Spar dk* | 821 | | | | | | | | | | | | | | |
| 78067 | — | | 570 | ✠100A1 | Shl | *h* | CL | 1919 | J.Lewis& Sons,Ld. Aberdeen | O.Dorey&Sons,Ld. | 164·8 | 27·0 | 11·1 | ~~London~~ Guernsey British | T.3Cy.14″,24′&39″–27″ (*s*) 180lb 83RHP | 13 ″ 3 s 3 ″ 8½ | |
| 139333 | (*ex*Hadrix) *ss*Shl.No.3–1,31 | | 392 | 8,39 | | | 8,39 | 2mo | | | Q94′B11′F23′ | FK | | *4BHCem* | 1SB,*3pf*,GS54,HS1894 | 13 ″ 2½ | |
| MJNQ | *Mchy.Aft Well deck* *ss*Shl.No.2–39 | | 252 | ✠LMC8,39 | | | | *Lloyd's* | *sA&CP* | *Cell DBa39′ f53′* | | 118*t* | | *FPT44t* | J.Lewis&Sons,Ld.Abn. | | |
| | *Cargo battens not fitted* | 1*Dk(Stl)* | | BS9,40 | | | | | | | | | | | | | |
| 78068 | **Lakhta** (*ex*Hasselburg–35, | | 1352 | | | | | 1917 | Scheepsbouwwerf Baanhoek Sliedrecht | U.S.S.R. | 236·8 | 36·5 | 15·7 | Archangel Russian | T3Cy17$\frac{5}{16}$″29$\frac{5}{16}$″&46$\frac{5}{16}$″–35½″ 127NHP Machinefabriek J.&A.v.d. Schuijt,Papendrecht | | |
| | *ex*Oceana,*ex*Witell,*ex*Markab, | | 1120 | | | | | | | | P23′B56′F21′ | | | | | | |
| UPFV | *ex*Solsvik) Wireless | 1*Dk* | 716 | | | | | | | | | | | | | | |
| 78069 | **Lakina** Ⓟ (*ex*ElCapitan, | 3Mst | 2059 | | | | | 1913 | Harlan& Hollingsworth Cor. Wlmgtn,Del. | AlaskaS.S.Co.Inc. | 243·0 | 41·1 | 17·3 | NewYork Utd. States *WB* | T.3Cy.19″,30″&50″–36″ 150NHP Harlan&HollingswrthCor. | | R |
| 210869 | *ex*OliverJ.Olson) | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| WCCT | D.F. | 1*Dk* | 1233 | | | | | | | | | | | | | | |
| 78070 | **Lalande** | | 7453 | ✠100A1 | Liv | *b*† | CL | 1920 | D&W Hendersn&Co.Ld Glasgow | Lamport&Holt LineLd. | 442·6 | 55·5 | 35·6 27·6 | Liverpool British | Q.4Cy.25½″,36″,52″&73½″–54″ 215lb (*s*) 670NHP | 38 ″ 0 s 9 ″ 4½ | |
| 143665 | | *ssBkn.No.3–9,32* | 7028 | *Shelter dk* | | | 11,39 | 9mo | | | F46′*on Shelter dk* | FK | | *ptCem* | 3DB(Spt),&1AuxSB,*21cf*, | 28 ″ 10 | |
| GDQN | | *ssGls.No.1–36* | 4635 | *withfreeboard* | | | | *Lloyd's* | *sA&CP* | | | | | *7BHtoSh dk* | GS350,HS12787 | | |
| | | 2*Dks(Stl)&Shelter dk(Stl)* | | 8,10 ~~12,39~~ | | | | | | | | | | 1 ,, ,, *U* ,, | D&WHendersn&CoLdGls. | | |
| | D.F. | *Cruiser Stern* | | BS12,39 ✠LMC11,36 | | | | | | | | | | 1015*tFPT1* | 18*tAPT20t* | | |
| | | | | *Fitted for oil fuel* 9,20 | | | *F.P. above* | | | *CellDB395′1289t* | *MT22′469tDTa27′* | | | | | | |
| * 78071 | **Lalandia** Ⓟ | TwinSc4Mst | 4913 | ✠100A1 | Cpn | *z* | CL | 1927 | A/S Nakskov Nakskov | A/S DetOstasiatiskeKompagni | 389·8 | 53·4 | 25·3 405·3 (o.L.) | Copnhagn Danish | Oil Engines 4S.C.SA 12Cy.24½″–51$\frac{5}{16}$″ 708NHP DB100*lb* | 28 ″ 0 s 3 ″ 2½ 24 ″ 11 | |
| | | *OilEng.* | 4021 | *withfreeboard* | | | 2,40 | 4mo | | | B73′F32′ | FK | | *6BHptCem* | | | |
| OYHD | | *ssCpn.No.2–35* | 3095 | 12,38 | | | | *Lloyd's* | *sA&CP* | *Tank* | | | | *6oil to Sh dk* | Akt.Burmeistr&Wain,Cpn | | |
| | D.F. | 1*Dk(Stl)&Shelter dk* | | | | | | | | *Cell DB340′ 1030t between tunnels* | *(Coll to Sh dk 84tFPT87tAPT84t* | | | *5 ,, 2nd ,,)* | | | |
| | | *(Stl–teaks)3rd dk(Stl)in No.1hold* | | ✠LMC CS9,36 DBS10,39 8,38 | | | | | | | | | | | | | |
| 78072 | **Lambare** Ⓟ | Pad | 953 | | | | | 1908 | A.&J. Inglis,Ld. Glasgow | Cia.Argentina de Nav.Mihanovich Ltda. | 240·2 | 34·0 | 17·7 | Bns.Aires Argentine | T.3Cy.21″,35″&54″–66″ 237NHP A.&J.Inglis,Ld.Glasgow | | |
| LOHN | Wireless | 2*Dks* | 407 | | | | | | | | *Hurricane dk 200′* | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material Rig, &c Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or Last Special Survey. Distinguishing Letters. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed, if not in L.R. Dates of last Trials/Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78073 | **Lammot Du Pont** (*ex*San | | 5102 | ✠100A1 | NYk | *z* | CL | 1914 | NofIreland | International | 405·0 | 52·0 | 28·1 | Wilmgton | T.3Cy.27″,45″&75″–51″ (*s*) | 30 ″ 6 | |
| 212786 | Francisco–33, *ss*N.Yk.2ndNo.3–8,38 | | 4694 | 10,40 ~~10,39~~ | | | 10,39 | 5mo | S.B.Co.Ld. | FreightingCorp. | 418·0(O.L.) | | | (Del.) | 180lb 525NHP | s 4 ″ 7 | |
| WDCY | *ex*SaintFrancis, 2*Dks*(*Stl*, | | 3164 | ✠LMC | | | | | Londonderry | Inc. | P40′B254′F42′ FK | | | Utd.States | 3SB,9*cf*,GS184,HS7457 FD | 26 ″ 1¾ | |
| | *ex*SanFrancisco) | | | MS8,38 | BS~~10,40~~ | | | *Lloyd's* | *A&CP* | *'Tween dk BH in after* | *hold dispensed with* | | | *Cem* | Richardsons,Westgarth& | | |
| | GyC. | | | | 6,40 | | | | | *CellDBa139′uEs* | *B43′f178′1113t* | | | 5*BH to U dk* | Co.Ld.W.Hpl. | | |
| | | | | | | | | | | *DTf37′102* | *4tFPT81tAPT23t* | | | 1 ,, ,,2*nd*,, | *only* | | |
| 78074 | **Lamone** Ⓟ (*ex*Lung-On–38, TwinSc | | *1682* | | | | | 1899 | S.C.Farn- | Cia.Italiana di | 238·0 | 30·1 | 11·9 | Shanghai | T.6Cy.11″,18″&30″–21″ | | |
| | *ex*Sui-An–37) | | — | | | | | | ham&Co.Ld. | Nav.S.A.I(Chinese | | | | Italian | 82NHP | | |
| | 1*Dk*,*Shade dk&Promenade dk* | | *1047* | | | | | | Shanghai | Italian Nav.Co.Ld) | | | | | S.C.Farnham&Co.Ld.Shi. | | |
| 78075 | **Lamoricière** Ⓟ TrpSc | | 4713 | | | | | 1921 | Swan,Hun- | Cie.Générale | 370·0 | 50·0 | 29·8 | Marseilles | 2SR gearedSteamTurbines | | V |
| | *Fitted for oil fuel* | | — | | | | | | ter&Wigham | Transatlantique | P25′B158′F18′ | | | French | ParsonsMar.TurbineCo. | | |
| FNST | D.F. 2*Dks* | | 1979 | | | | | | Richardson | | | | | *WB* | Ld.Nwc. | | |
| | | | | | | | | | LdNewcastle | | | | | | T.4Cy.31″,48″&(2)53″–45″ | | |
| | | | | | | | | | | | | | | | Swan,Hunter&Wigham | | |
| | | | | | | | | | | | | | | | Richardson,Ld.Nwc. | | |
| 78076 | **Lampedusa** Ⓟ | | 405 | | | | | 1911 | Mackie& | LaMeridionale | 162·4 | 24·0 | 10·4 | Trapani | T.3Cy.13″,22″&36″–24″ | | CI |
| 20 | | | 242 | | | | | | Thomson,Ld | Soc.Anon.diNav. | 153·0 | | | Italian | 64NHP | | |
| IPEA | 1*Dk* | | 204 | | | | | | Glasgow | | P26′B63′F26′ | | | *WB* | W.V.V.Lidgerwood,Gls. | | |
| 78077 | **Lamut** (*ex*LakeElpueblo) | | 2694 | | | | | 1919 | Gt.Lakes | U.S.S.R. | 253·8 | 43·6 | 25·1 | Vladvostk | T.3Cy.21″,35″&59″–42″ | | |
| | | | 2233 | | | | | | Eng.Works | | B95′ | | | Russian | 226NHP | | |
| UOEW | 1*Dk* | | 1508 | | | | | | Ashtabula,O. | | | | | *WB* | Gt.LakesEng.Works | | |
| 78078 | **Lamy** (*ex*Jupiter–38, TwinSc | | 747 | | | | | 1895 | Nederl. | Cia.Commercio e | 196·2 | 28·1 | 12·1 | R.Janeiro | C.4Cy.12¾″&25½″–15″ | | |
| | *ex*Gertrud,*ex*Elisabeth,*ex*IndustrieX, | | — | | | | | | Schpsb.Maats | Navegação | B48′F26′ | | | Brazilian | 41NHP | | |
| | *ex*IndustrieXVII, 1*Dk* | | 392 | | | | | | Amsterdam | | | | | *WB* | NederlScheepsbMaatsAms | | |
| | *ex*AmsterdamV) | | | | | | | | | | | | | | | | |
| 78079 | **Lanahrone** | | 1221 | ✠100A1 | ~~Bkn~~ | *q* | CL | 1928 | CaledonS. | LimerickSS.Co.Ld. | 251·5 | 37·1 | 16·4 | Limerick | T.3Cy.19″,31″&50½″–39″ (*s*) | 17 ″ 6 | |
| 152253 | *ss*Bkn.No.2–36 | | 978 | Exam~~ined~~1,41 | Li♀ | | 7,39 | 5mo | B.&E.Co.Ld. | | | | | British | 185lb 230NHP | s 1 ″ 8¾ | |
| EIJG | *Ref.Mchy.* 1*Dk*(*Stl*)2*nd dk in* | | 487 | BS1,39 | ✠LMC12,36 | | | | Dundee | | P64′B78′F78′ FK | | | 5*BH Cem* | 2SB,6*cf*,GS123,HS4326 | 16 ″ 1 | |
| | Wireless *Nos.*1,2&3*holds* | | | 3,40 | | | | *Lloyd's* | *A&CP* | *CellDBa&uE* | 69′*f*104′308*t* | *FPT* | | 27*tAPT*31*t* | CaledonSB.&E.CoLd.Dun. | | |
| 78080 | **Lanao** Ⓟ (*ex*Mindanao–37, | | *2104* | | | | | 1896 | Delaware | ManilaS.S.Co.Inc. | 297·3 | 46·1 | 16·4 | Manila | T.3Cy.27½″,48⅝″&75½″–54″ | | C |
| | *ex*HaiNing–37,*ex*Repose) | | *1324* | | | | | | RiverCo. | (Elizalde&Co.Inc. | | | | Utd.States | NB05 419NHP | | |
| KZEL | *Fitted for oil fuel* 2*Dks* | | *840* | | | | | | Chester,Pa. | *Mgrs.*) | | | | *WB* | DelawareRiverCo.Chester | | |
| 78081 | **Lanark** (*ex*Glenlochie) | | 1904 | | | | | 1923 | Swan,Hun- | CanadaSteamship | 252·0 | 42·5 | 18·0 | Montreal | T.3Cy.16″,26½″&44″–33″ | | C |
| 145522 | | | 1575 | | | | | | ter&Wigham | Lines,Ld. | Q100′F35′ | | | British | 111NHP | | |
| CYLS | *Mchy.Aft* 1*Dk* | | 1121 | | | | | | Richardson, | | | | | *WB* | Swan,Hunter&Wigham | | |
| | | | | | | | | | LdNewcastle | | | | | | Richardson,Ld.Nwc. | | |
| 78082 | **Lanarkshire** TwinSc | | 9816 | ✠100A1 | Grk | *f*† | CL | 1940 | Greenock | ScottishShire | 481·9 | 64·7 | 29·9 | Glasgow | 6 steam turbinesSR geared | 41 ″ 2 | |
| 165973 | | | 8954 | *with freeboard* | Gls | 2¼ | 8X5,41 | 4mo | Dockyard | Line,Ld.(Turnbull, | 505·3(O.L.) | FK | | British | to 2 Sc. Shafts | s12 ″ 11¼ | |
| GCTC | D.F. E.S.D. GyC. 3*Dks* | | 5822 | 6,41 | ✠LMC4,40 | | | | Co.Ld. | Martin&Co.Ld. | P28′B(amid.)81′ | | | 8*BHpt Cem* | 250lb (*s*) 1549NHP | 28 ″ 6½ | |
| | *Ref.Mchy.* *CruiserStern* | | | ✠Lloyd's RMC~~4,40~~ | 7,40 | | | | Greenock | *Mgrs.*) | B(fwd.)21′F72′ | | | *Coll to W dk* | 3WTB(Spt)HS14970 FD | | |
| | | | | BS3,41 | 6,41 | | | *Lloyd's* | *A&CP* | *Duct keel,* | *fwd. of mchy. space* | | | 7 ,, 2*nd*,,) | ParsonsMarineSteam | | |
| | | | | *Fitted for oil* | *fuel* 4,40 | | *F.P. a* | *bove* 1 | 50° F. | 7 *Divisional BH* | *s in upper 'tween dk* | | | | TurbineCo.Ld.Nwc. | | |
| | | | | | | | | | | *CellDB407′1487t* | *Cent reg side tanks in way* | | | *of tunnels*73 | *2tFPT78tAPT161t* | | |
| 78083 | **Lancashire** Ⓟ TwinSc4Mst | | 9557 | ✠100A1 | Sou | *e*† | CL | 1917 | Harland& | BibbyLine,Ld. | 482·4 | 57·3 | 32·1 | Liverpool | Q.8Cy.22″,31½″,46″&66″–51″ | 35 ″ 4 | |
| 140529 | *ss*Bkn.No.3–1,30 | | 7038 | 9,~~40~~ 8,~~39~~ 3,41 | Bom | | 8,36 | 7mo | Wolff,Ld. | (BibbyBros.&Co. | | | | British | 215lb (*s*) HS17040 942NHP | s 11 ″ 1½ | |
| GLZC | *ss*Drt.No.2–38 | | 5864 | BS~~11,39~~ | ✠LMC8,37 | | 3,41 | | Belfast | *Mgrs.*) | *Shade dk* FK | | | 8*BH Cem* | 2DB&2SB,24*cf*,GS420, | 24 ″ 8¼ | |
| | *Ref.Mchy.* D.F. 3*Dks*(*Stl–U* ws) | | | 4,41 | | | | *Lloyd's* | *A&CP* | *CellD* | *B419′1380t* | | | | Harland&Wolff,Ld.Bel. | | |
| | *Cruiser Stern* | | | *Fitted for oil* | *fuel* 1,20 | | *F. P. a* | *bove* 1 | 50° F. | *MT43′600t Tanks* | *between tunnels*110*t* | | | *FPT92t AP* | *T57t* | | |
| 78084 | **Lancashire Coast** | | ~~1104~~ | | | | | 1920 | Sir R Dixon | CoastLines,Ld. | 240·1 | 34·9 | 14·3 | Liverpool | T.3Cy.19″,31″&52″–36″ | | C |
| 143635 | (*ex*PrincessOlga) | | 837 | | | | | | &Co.Ld. | | | | | British | Richardsons, 162NHP | | |
| GTYM | Wireless D.F. E.S.D. 1*Dk&Shelter dk* | | 431 | | | | | | Middlesbro' | | | | | *WB* | Westgarth&Co.Ld.Mdb. | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | | | |
| 78085 | **Lancaster** | | 7516 | ✠100A1 | Bal | *b*† | CL | 1918 | SunS.B. | ~~ArgonautLineInc.~~ | 434·3 | 57·7 | 35·3 | NewYork | T.3Cy.26¾″45½″&76⅛″–51″ | 38 ″ 0 | |
| 216451 | *ss*Bal.No.3–5,30 | | — | *Shelter dk* | | | 5,39 | 6mo | Co. | AmericanSouth | | | 27·1 | Utd.States | 190lb (*r*) 575NHP | s10 ″ 1½ | |
| KQUE | *ss*N.Yk.No.2–38 | | 5409 | *with freeboard* | BS~~7,40~~4,41 | | | | Chester,Pa. | AfricanLine,Inc. | | | FK | *Cem* | 3SB,9*cf*,GS185 FD | 28 ″ 1½ | |
| | 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) | | | 3,40 11,40 | | | | *A&CP* | | 1 *Int* | *ermediate BH in* | | | 5*BH to Sh dk* | SunS.B.Co.Chester,Pa. | | |
| | | | | ~~Passengers~~ | ✠MC8,38 | | | | *CellDB370′* | *after 'tween d* | *ks dispensed with* | | | 1 ,, ,, 2*nd*,, | | | |
| | | | | *Fitted for oil* | *fuel* 6,18 | | *F.P. a* | *bove* 1 | 50° F. 13 | *55tDTa30′882tFF* | *T117tAPT76t* | | | 1 ,, ,, 3*rd*,, | | | |
| 78086 | **Lancaster Castle** | | 5172 | ✠100A1 | Liv | *a*† | CL | 1937 | Sir J.Laing | Lancashire | 437·4 | 57·1 | 24·3 | Liverpool | T.3Cy.23½″,38″&66″–45″ | 27 ″ 5 | |
| 164318 | | | 4563 | *with freeboard* | StJ | 2 | ~~1,40~~ | 3mo | &Sons,Ld. | ShippingCo.Ld. | 454·6(O.L.) | | | British | 220lb (*s*) Rht. FD 466NHP | s 2 ″ 11½ | |
| GZMN | D.F. E.S.D. 1*Dk&Shelter dk* | | 3029 | 7,40 ~~1,40~~ | ✠LMC2,37 | | 7,40 | | Sunderland | (J.Chambers&Co. | F30′ | FK | | 7*BH Cem* | 2SB(Spt)&1AuxSB,8*cf*, | 24 ″ 8¾ | |
| | *Longitudinal framing at bottom & at decks* | | | | | | | *Lloyd's* | *A&CP* | *Mgrs.*) | | | | *Coll to Sh dk* | GS122, HS6846 | | |
| | *CruiserStern* | | | | | | | | | *CellDB372′1231t* | *FPT174tAPT168t* | | | 6 ,, 2*nd*,,) | N.E.MarineEng.CoLdNwc | | |
| 95/40 78037 | **Lancastria** Ⓟ TwinSc | | 16243 | ✠100A1 | Liv | *k*† | CL | 1922 | W.Beard- | CunardWhiteStar, | 552·8 | 70·4 | 38·8 | Liverpool | 6 Steam Turbines DR | 42 ″ 9 | BT |
| 145943 | (*ex*Tyrrhenia) *ss*Bkn.No.3–9,34 | | 12147 | *Shelter dk* | | | S3,37 | 6mo | more&Co.Ld. | Ltd. | 579·0(O.L.) | | | British | geared to 2 Sc.Shafts (*r*) | s11 ″ 9½ | till |
| GJCB | *ss*Liv.No.1–39 | | 9509 | *with freeboard* | | | P2,39 | | Glasgow | | B&F455′ *on Shelter* | | | *pt Cem* | 220lb FD 2527NHP | 31 ″ 4 | 5,40 |
| | 2*Dks*(*Stl*)*&Shelter dk*(*Stl–* | | | 3,39 | ✠LMC | | | *Lloyd's* | *A&CP* | | *dk* | FK | | 10*BH to Sdk* | 3DB&3SB,36*cf*,HS29163 | | |
| | Sub.Sig. *pt* ws)3*rd dk*(*Stl*)*in holds* | | | MS2,38 | BS1,40 | | | | | *CellDB461′2218t* | *DTf45′* | | | | W.Beardmore&Co.Ld.Gls. | | |
| | *Ref.Mchy.* GyC. *CruiserStern* | | | Lloyd's RMC1,40 | | | | | | *des of tunnel*80′421 | *1516tFW Tanks* | | | | | | |
| | E.S.D. D.F. | | | | | | | | | | *t FPT71t APT102t* | | | | | | |
| | | | | *Fitted for oil* | *fuel* 6,22 | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| 78088 | **Lancastrian Prince** | | ~~1800~~ | ✠100A1 | Mdb | *l* | CL | 1940 | Smith's | PrinceLine,Ld. | 304·0 | 44·2 | 16·5 | London | T.3Cy.21″,35″&60″–42″ | 26 ″ 6 | |
| 167486 | | | 1914 | *with freeboard* | Mch | | | 5mo | DockCo.Ld. | (Furness,Withy& | 315·0(O.L.) | | | British | 220lb (*s*) 395NHP | 86 ″ 9 | |
| GCSC | D.F. E.S.D. 1*Dk&Shelter dk* | | 1510 | ~~(Glass Contemplated)~~ | | | | | S.Bank,Mdb. | Co.Ld. *Mgrs.*) | B69′F26′ | FK | | 6*BH pt Asp* | 2SB(Spt)6*cf*,GS125,HS5968 | 19 ″ 11½ | |
| | *CruiserStern* | | 920 | 1,41 ~~5,40~~ | ✠LMC5,40 | | | *Lloyd's* | *A&CP* | *5divisional* | *(Coll BH to Sh dk* 5*BH to 2nd dk)* | | | *(6 to U dk* | | FD | |
| | *Tonnage opening closed '41(W.E.)* | | | | | | | | | *watertight BHs in Shlt'* | *'tween dks* | | | 1*st APT*48*t* | Smith'sDockCo.Ld.Mdb. | | |
| 78089 | **Lancing** (*ex*Flackwell,*ex*Calanda, | | 7866 | ✠100A1 | Sfj | *c*† | CL | 1898 | C.Connell | | *CellDB247′4944t FPT* | | | Larvik | T.3Cy.27″,46″&76″–51″ (*s*) | 34 ″ 10 | |
| | *ex*Omsk, *ss*Osl.3rdNo.3–9,34 | | 7256 | ~~8,40~~ 11,40 | NYk | | ~~7,38~~ | 3mo | &Co. | HvalfangerA/S | 470·0 | 57·2 | 31·9 | Norwegian | 200lb ~~480lb~~ 737NHP | s 8 ″ 1½ | |
| LCSG | *ex*RioTiete, *ss*.Sfj.No.1–38 | | 4561 | | ✠MC8,38 | | 11,40 | | Glasgow | Globus | P43′B136′F56′ | FK | | *pt Cem* | NDB09*refitted*26 | 27 ″ 0 | |
| | *ex*KnightErrant) | | | PrBS8,39 | BS~~7,40~~4,40 | | | *Lloyd's* | *A&CP* | (Melsom&Melsom, | | | | 12*BH pt Asp* | NB(PF)21*refitted*26 | | |
| | D.F. 2*Dks*(*Stl*)*&Webframes* | | | *Carrying Whale oil or* | | | *oil fuel* | *in bul* | *k* | *Mgrs.*) | *B52′f204′1748t* | | | (6 *to U dk* | NB(FC)20*refitted*30 | | |
| | | | | *F.P. above* 150° F. | | | *except* | *in Nos* | 10&11 *tanks* | *CellDBa163′uEs* | *FPT200tAPT50t* | | | 6 ,, 2*nd*,,) | 25Pr.B60*lb*4Pr.B43*lb* | | |
| | | | | *Fitted for oil* | *fuel* 8,30 | | *F.P. a* | *bove* 1 | 50° F. | | | | | | 5SB,15*cf*,GS250,HS11883 FD | | |
| | | | | | | | | | | | | | | | Dunsmuir&Jackson,Gls. | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant et Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines No. & Dia. des Cylindres.—Course.—Pression des Chaudières. N.H.P.=Force en chevaux d'après formules de la Société. K.H.P.=Force en chevaux d'après papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milliau du navire. Tirant d'eau correspondant. pds. ps. | 15 Engagera où passera-t-il ne sera pas dans la L. M. Dans Cert. Load Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78090 | **Landego** | | 344 | | | | | 1927 | A/S Moss Værft Moss | DenNorskeStat (Telegrafstyret) | 135·7 \| 24·1 \| 12·3 | | | Bodö Norwegian | T.3Cy.12″,20″&33″–24″ 53NH A/S Moss Værft, Moss | | N |
| | | (Cable Vessel) | 286 | | | | | | | | H38t | | | | | | |
| | | Mchy.Aft 1Dk | 120 | | | | | | | | | | | | | | |
| 78091 | **Landsee** (exGiselaSchröder) | | 959 | | | | | 1926 | J.Frerichs & Co.A.G. Einswarden | W.Schuchmann | 181·3 \| 34·3 \| 15·0 | | | Bremen German WB | T.3Cy.13″,20½″&33½″–22½″ J.Frerichs&Co.A.G. 52NHP Osterholz-Scharmbeck | | G |
| | | Cruiser Stern | 772 | | | | | | | | Q59′F22′ | | | | | | |
| DCSE | Mchy.Aft 1Dk | | 522 | | | | | | | | | | | | | | |
| 78092 | **Landskrona** (P) (exPolhem) | | 311 | | | | | 1889 | W.Lindbergs M.V. Stockholm | RederiA/BLandskrona-Köpenhamn (SvenFritsch) | 121·4 \| 24·0 \| 11·2 | | | Landskrna Swedish | 2Cy.20″&38″–25½″ 61NH W.Lindbergs M.V.Skm. | | |
| 1973 | | | 204 | | | | | | | | H34t | | | | | | |
| SFGR | 1Dk&Shelter dk | | 118 | | | | | | | | | | | | | | |
| 78093 | **Lanena** | | 1018 | 100A1 | Mel | n | CL | 1925 | Nordsee-werkeZweig Emden | W.Holyman&Sons Proprietary,Ld. | 220·4 \| 34·9 \| 13·0 | | | Melbourne British | T.3Cy.17½″,29½″&46½″– 31½″ 192lb (s) 152NHP | 15 ″ 7 | |
| 153912 | ssMel.No.3–10,38 | | 796 | 11.40 ~~10.39~~ | | | 10,39 | 6mo | | | 230·2(O.L.) | | | | | s ″ 9½ | |
| VLBY | Wireless Well deck | 1Dk(Stl) | 561 | BS10,39 11.40 | LMC10,38 | | | Lloyd | 'sA&CP | | P14′Q55′B54′F35′ FK | | | 4BHptCem ptAsp | 2SB,4cf,GS74,HS2582 F.Wilhelms-Hutte,Mulhm | 14 ″ 11 | |
| | | | | | | | | | | CellDB173′298t | FPT47tAPT14t | | | | | | |
| 78094 | **Langanger** | TwinSc | 9215 | | | | | 1930 | R.Duncan & Co.Ld. PortGlasgow | Westfal-Larsen& Co.A/S | 473·6 \| 64·5 \| 36·6 | | | Bergen Norwegian WB | Oil Engines 4S.C.SA 12Cy.24½″–51⅞″ 713NHP J.G.Kincaid&Co.Ld.Grk. | | N |
| | | Oil Eng. | 8613 | | | | | | | | P259tH204t | | | | | | |
| LCKY | Mchy.Aft 2Dks | | 5514 | | | | | | | | | | | | | | |
| | D.F. Carrying Petroleum in bulk Longitudinal framing at bottom & decks | | | | | | | | | | | | | | | | |
| 78095 | **Langano** (exNeutral,exSines) | | 1246 | | | | | 1894 | H.Koch Lübeck | G.Costa fuAndrea | 234·1 \| 32·2 \| 18·3 | | | Genoa Italian WB | T.3Cy.15¾″,25½″&40″–27½″ 84NHP H.Pauksch,Landsberga/W | | I |
| 1564 | | | 1108 | | | | | | | | 227·5 B57′F24′ | | | | | | |
| IPFE | 1Dk&Spar dk | | 750 | | | | | | | | | | | | | | |
| 78096 | **Langleebrook** | | 4246 | ✠100A1 | Npt | z | CL | 1930 | Palmers' Co.Ld. Newcastle | TheQuayside ShippingCo.Ld. (Connell&Grace, Ld.Mgrs.) | 396·0 \| 54·7 \| 22·6 | | | Newcastle British | T.3Cy.23″,39½″&68″–45″ (s) 225lb FD 422NHP | 25 ″ 6 | |
| 161551 | ssShl.No.2–39 | | 3939 | with freeboard 6,41 2,40 | Liv | | 2,39 | 3mo | | | 410·0(O.L.) | | | | | s 2 ″ 5½ | |
| GPRV | D.F. 1Dk(Stl)&Shelter dk(Stl) | | 2546 | | LMC1,39 | | | Lloyd | 'sA&CP | | FK | | | 7BHCem (Coll to Sh dk | 3SB(Spt)9cf,GS140,HS5610 Palmers'Co.Ld.Newcastle | 23 ″ 3 | |
| | | | | BS5,40 5,41 | | | | | | CellDB344′1380t | FPT108tAPT165t | | | 6 „ 2nd „) | | | |
| 78097 | **Langleecrag** | | 4909 | ✠100A1 | Gls | a† | CL | 1929 | Palmers' Co.Ld. Newcastle | MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.Mgrs.) | 416·0 \| 55·8 \| 25·2 | | | Newcastle British | T.3Cy.24″,40½″&70″–48″ (s) 225lb 481NHP | 28 ″ 3 | |
| 161528 | ssNwc.No.2–37 | | 4595 | with freeboard | Hul | | ~~7,37~~ | 7mo | | | 431·5(O.L.) | | | | | s 3 ″ 4½ | |
| GSWY | D.F. 1Dk(Stl)&Shelter dk(Stl) | | 2997 | 10,40 ~~11,39~~ | LMC | | 10,40 | Lloyd | 'sA&CP | | FK | | | 7BHCem (Coll to Sh dk | 3SB,9cf,GS133,HS5558 FD N.E.MarineEngCoLd Nwc | 25 ″ 1 | |
| | | | | MS6,37 | BS8,39 10,40 | | | | | CellDB363′1514t | FPT117tAPT194t | | | 6 „ 2nd „) | | | |
| 78098 | **Langleegorse** (exHedgehope) | | 4524 | ✠100A1 | Liv | y | CL | 1927 | Palmers' Co.Ld. Newcastle | MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.Mgrs.) | 386·3 \| 52·7 \| 26·0 | | | Newcastle British | T.3Cy.26″,43″&71″–48″ (s) 180lb 451NHP | 28 ″ 6 | |
| 149425 | ssShl.No.2–35 | | 4285 | Examined 4,40 | | | 4,40 | 3mo | | | 399·9(O.L.) | | | | | s 4 ″ 2½ | |
| GJCV | D.F. 1Dk(Stl) | | 2808 | LMC | | | | Lloyd | 'sA&CP | | P40′B232′F38′ FK | | | 6BHCem | 3SB,9cf,GS150,HS6372 FD | 24 ″ 6½ | |
| | | | | MS7,35 | BS~~8,30~~ 7,40 | | | | | CellDB336′1044t | FPT99tAPT97t | | | | Palmers'Co.Ld.Newcastle | | |
| 78099 | **Langleetarn** | | 4908 | ✠100A1 | Cff | a† | CL | 1929 | Palmers' Co.Ld. Newcastle | MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.Mgrs.) | 416·0 \| 55·8 \| 25·2 | | | Newcastle British | T.3Cy.24″,40½″&70″–48″ (s) 225lb 481NHP | 28 ″ 3 | |
| 161532 | ssNwc.No.2–37 | | 4595 | with freeboard | Shl | | ~~12,38~~ | 8mo | | | 431·0(O.L.) | | | | | s 3 ″ 4½ | |
| GSWZ | D.F. 1Dk(Stl)&Shelter dk(Stl) | | 2986 | 5,41 | LMC | | N5,41 | Lloyd | 'sA&CP | | FK | | | 7BHCem (Coll to Sh dk | 3SB,9cf,GS133,HS6558 FD N.E.MarineEng.CoLdNwc | 25 ″ 1 | |
| | | | | ~~MS7,37~~ | BS8,40 | | | | | CellDB363′1514t | FPT117tAPT194t | | | 6 „ 2nd „) | | | |
| 78100 | **Längssee** (exBorkum) | | 998 | | | | | 1925 | Nordsee-werkeA.G. Emden | W.Schuchmann | 219·6 \| 34·9 \| 13·1 | | | Hamburg German WB | T3Cy17¾″,29½″&46½″–31½″ 119NHP Friedrich Wilhelms, Hütte,Mülheim,Ruhr | | G |
| | | | 795 | | | | | | | | P14′Q55′B54′F27′ | | | | | | |
| DHOU | 1Dk | | 560 | | | | | | | | | | | | | | |
| 78101 | **Languedoc** (exActor–38) | TwinSc | 9512 | ✠ ... | Fal | d† | | 1937 | Akt.Burmeistr&Wain Copenhagen | Ministry of Shipping(J.J.Jacobs &Co.Ld.Mgrs.) | 479·8 \| 65·4 \| 33·2 | | | Trinidad B.W.I. British | Oil Engines 2S.C.SA 14Cy.19½″–35½″ 943NHP | 35 ″ 4 | V |
| 171459 | Carrying Petroleum in bulk | Oil Eng. | 8778 | 10,38 | | | | 9mo | | | 501·1(O.L.) | | | | | | † |
| ~~FOMW~~ | 1Dk,2nd dk clear of cargo tanks | | 5874 | ✠ | | | | | | | P101′B31′F44′ FK | | | 12BHptCem | Akt.Burmeistr&Wain,Cpn | | |
| | Mchy.Aft D.F. | Cruiser Stern | | | | | | | | CellDBuE76′329t | DTf43′600tFPT97t | | | APTs175t | | | |
| | Longitudinal framing–bracketless system | | | | | | | | | | | | | | | | |
| 78102 | **Lanrick** | | 1276 | ✠100A1 | Lth | p | CL | 1920 | Hawthorns & Co.Ld. Leith | G.Gibson&Co.Ld. | 258·4 \| 35·7 \| 17·4 37·2 | | | Leith British | T.3Cy.23″,38″&62″–42″ (s) 180lb 296NHP | 18 ″ 6 | |
| 142020 | ssLth.No.3–4,33 | | 1065 | 4,41 ~~3,40~~ | Gmh | | ~~2,38~~ | 11mo | | | 266·0(O.L.) | | | | | s 2 ″ 0 | |
| MKGV | ssLth.No.1–37 | | 521 | BS~~4,40~~ 5,41 | LMC5,37 | | 4,41 | Lloyd | 'sA&CP | | P29′B77′F35′ FK | | | 5BHCem | 2SB,6cf,GS129,HS4904 Hawthorns&Co.Ld.Leith | 16 ″ 8½ | |
| | 1Dk(Stl) | | | | | | | | | CellDB69′uE25′f100′297tFPT28( | | | | 4PT36t | | | |
| | Wireless D.F. Cargo battens not fitted | | | | | | | | | | | | | | | | |
| 78103 | **Lansing** (exBritishQueen) | | 4613 | ✠ | SFo | y | | 1890 | Palmers' Co.Ld. Newcastle | Fishermen's ProduceCo. | 389·4 \| 47·2 \| 27·6 | | | S.Frncisco Utd.States | T.3Cy.29″,47″&76″–51″ 446NHP | 30 ″ 8 | |
| 200595 | ssS.Fo.2ndNo.3–4,17 | | — | 8,26 | | | | 5mo | | | P49′B86′F47′ FK | | | 13BHCem | 2DB,12cf,GS436,HS7820 | | |
| WFDA | Sub.Sig. ssS.Fo.No.1–22 | | 2841 | ✠ | | | | | | | | | | 56′f34′154t | Palmers'Co.Ld.Newcastle | | |
| | 2Dks(Stl)3trB | | | | | | | | | WB=CellDBuE&fB | | | | | | | |
| | Carrying Petroleum in bulk | | | | | | | | | | | | | | | | |
| | Fitted for oil fuel | | | | | | | | | | | | | | | | |
| 78104 | **Lanzarote** (P) | | 475 | ✠100A1 | LaP | h | CL | 1912 | Smith's Dock Co.Ld. Middlesbro' | Cia.Trasmediterranea | 160·0 \| 25·9 \| 10·4 | | | LasPalmas Spanish | T.3Cy.13″,22″&36″–26″ (s) 180lb 100NHP | 18 ″ 3 | |
| | ssLa.P.2ndNo.3–6,36 | | 270 | Shelter dk | | | 6,37 | 3mo | | | | | | 4BHCem | 1SB,3cf,GS57,HS1940 | s 7 ″ 7½ | |
| EAFW | Wireless 1Dk&Shelter dk(Teak) | | 189 | with freeboard 6,37 | BS5,40 | | | Lloyd | 'sA&CP | WB=CellDBu33′ | FK uE14′f66′87tFPT | | | 10tAPT10t | Smith'sDockCo.Ld.Mdb | 11 ″ 0 | |
| | | | | ~~10,36~~ | LMC6,36 | | | | | | | | | | | | |
| 78105 | **Laomédon** (P) | | 6491 | | | | | 1912 | Workman, Clark&Co.Ld Belfast | ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.Mgrs.) | 443·0 \| 52·8 \| 32·1 | | | Liverpool British | T.3Cy.30″,50″&83″–60″ 532NHP | | BT till 7,40 |
| 131442 | | | 5554 | | | | | | | | P50′B162′F52′ | | | WB | Wrkman,Clark&Co.Ld.Bel | | |
| GRQF | D.F. 2Dks | | 4135 | | | | | | | | | | | | | | |
| 78106 | **Laos** (exGouverneurGénéralPaul Doumer–38,exLeMyre de Vilers, exPera,exTrostburg) Wireless | 2Dks | 1467 | | | | | 1918 | Nüscke& Co.A.G. Stettin | Cie.Asiatique de Navigation | 265·0 \| 40·0 \| 14·6 | | | Saigon French WB | T.3Cy.23½″,37⅝″&50½″– 41⅞″ 163NHP OttensenerMschf.Ottensen | | V |
| FNZD | | | 1206 | | | | | | | | H20′F36′ | | | | | | |
| | | | 734 | | | | | | | | | | | | | | |
| 78107 | **Laplace** | | 7327 | ✠100A1 | ~~Liv~~ Liv | a† | CL | 1919 | A.McMillan&Son Ld. Dumbarton | Lamport&Holt Line,Ld. | 430·8 \| 56·3 \| 34·7 | | | Liverpool British | T.3Cy.29″,47″&78″–54″ (s) 180lb 666NHP | 37 ″ 6 | |
| 140606 | ssLiv.No.3–6,31 | | 6850 | Shelter dk | | | ~~5,38~~ | 2mo | | | 447·0(O.L.) | | | ptCem | 4SB,12cf,GS242,HS10224 FD | s 9 ″ 1½ | |
| GKPD | D.F. ssGls.No.1–35 | | 4459 | with freeboard | | | 10,40 | Lloyd | 'sA&CP | | F50′ on Shelter dk FK | | | 5BHtoSh dk | D.Rowan&Co.Ld.Gls. | 28 ″ 7 | |
| | 2Dks(Stl)&Shelter dk(Stl) | | | Examined 1,41 | | | | | | CellDB362′ | 1078t DTa33′ 759t | | | 3 „ „ U „ | | | |
| | Cruiser Stern | | | MS2,39 | LMC BS10,40 | | | | | | FPT127tAPT65t | | | | | | |

LAN-MAN

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed if not in L.R. Dates of First Class Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78108 164379 MMLK | **Lapland** (*ex*Honnör-37) Wireless D.F. E.S.D. | 2 *Dks* *Cruiser Stern* | 1330 1047 750 | | | | | 1936 | Fredrkstad Mek. Verks. Fredrikstad | CurrieLine, Ld. | 251·2 P58*t* | 42·2 H124*t* | 14·0 F15*t* | Leith British *WB* | C.4Cy.(2)13″&(2)30$\frac{5}{16}$″–28$\frac{3}{4}$″ 82NH Fredrikstad M.V. Frdstad | | C |
| 78109 6720 SJBA | **Laponia** **TwinSc** *Oil Eng.* D.F. *ss* Got. No. 3–2, 3 4 *ss* Got. No. 1–3 7 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* *Cargo battens not fitted* | | *5609* *5223* *2820* | ✠100A1 *Shelter dk with freeboard* ~~7,40~~ 8,39 2,41 ✠LMC ~~DBS 7,40~~ DBS 7,40 | Got But | *y* NC$_S$ | 06 8,39 | 1922 3mo | A.B. Götaverken Gothenburg A&CP *Cell D Bu E 82* | Trafikaktiebolaget Grängesburg-Oxelösund (M. Waldenström, *Mgr.*) *f* 105′6 *t* *DT* 68′ *DT a* 103′1225*t* | 393·7 730*t* 6 | 53·4 *Collision BH to Sh dk* „ „ *U* „ | 30·9 FK *pt Cem* *FPT* 58*t* *APT* 150*t* | Stockholm Swedish | Oil Engines 4S.C.SA 12Cy.23$\frac{3}{16}$″–35$\frac{7}{8}$″ 629NH DB–*100lb* A.B. Götaverken | 34 ″ 1 s 8 ″ 0 26 ″ 3$\frac{1}{4}$ | |
| 78110 622 OHFI | **Lapponia** (*ex*Johanna) Wireless D.F. | *ss* Abo. 3rd No. 3–3, 35 *ss* Hfs. No. 1–39 1 *Dk* (*pt Irn & pt Stl*) & *Web frames* | 1172 880 686 | ✠100A1 4,40 ~~3,30~~ ✠NB 4,09 BS 3,40 | Hfs Skm | *n* ✠LMC 3,39 | CL 2,39 | 1898 4mo | C'rmichael MacLean & Co. Greenock *Lloyd's* | Finska Ångfartygs A/B *Cell D Ba* 56′ | 240·4 229·9 Q79′B59′F27′ *uE* 15′ *f* 96′ 253*t* | 34·1 FK *FPT* | 14·0 4 *BH Cem* 35*t* *APT* 15*t* | Helsingfrs Finnish | T.3Cy17$\frac{1}{4}$″27$\frac{7}{16}$″&44″–33″ (*s*) 160lb ~~80lb~~ NDB 20 118NHP 1SB, *3pf*, GS 54, HS 1870 Hutson & Son, Glasgow | 16 ″ 0 s 1 ″ 1$\frac{3}{4}$ 15 ″ 0$\frac{3}{4}$ | |
| 78111 145023 MKFS | **Lapwing** *Mchy. Aft* 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*-ws) | *ss* Lon. No. 3–3, 33 *ss* Lon. No. 1–37 | 1348 983 625 | ✠100A1 *Shelter dk with freeboard* 7,39 ✠LMC MS 6,37 BS ~~2,40~~ 2,41 *Fitted for oil fuel* 5,21 | Lon | *p* | CL 7,39 *F.P. a* | 1920 9mo *Lloyd's* | Bow, Mc-Lachlan & Co. Ld. Paisley *SA&CP* | General Stm. Nav. Co. Ld. *Cell D B f* 161′ 238*t* | 250·6 *bove* 1 | 37·1 50° F. | 14·0 FK 4 *BH Cem* *FPT* 20*t* *APT* 18*t* | London British (2 *to Sh dk* 2 „ *2nd* „) | T.3Cy.22″,35″&57″–39″ (*s*) 180lb 273NHP 2SB, *6cf*, GS 126, HS 4939 Bow, McLachln & Co Ld Psy | 16 ″ 6 s ″ 2 16 ″ 5$\frac{1}{2}$ | |
| 78112 217837 KEXN | **Lara** (*ex*Moline) *Ref. Mchy.* *Fitted for oil fuel* 2 *Dks* | | 2967 2460 1760 | ✠ 5,19 ✠ | Phl | | F.P. a | 1919 5mo | The Pusey & Jones Co. Wlmgtn, Del. | Grace Line, Inc. | 300·0 P37′B76′F29′ | 44·1 *WB* | 22·9 FK | Wilmgton (Del.) Utd. States | T.3Cy.19$\frac{3}{4}$″,31$\frac{1}{2}$″&54$\frac{1}{4}$″–36″ 332NHP Pusey & Jones Co. Wlmngtn | 25 ″ 0 | R † |
| 78113 DNAP | **Larache** Sub. Sig. 1 *Dk* | | 1999 1234 1231 | | | | | 1923 | Schiffsw (v. J. & Sch.) A.G. Hamburg | Oldenbrg-Portug. Dmpfsch. Rhed. | 256·1 P&B 204′Q22′F31′ | 38·4 | 15·3 *WB* | Oldenburg German | T.3Cy.22″,35″&56″–33$\frac{7}{16}$″ Christiansen & Meyer, Harburg | | G |
| 73114 136668 VJST | **Laranah** (*ex*Island Queen) **4Mst** *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* Wireless | *ss* Mel. 2nd No. 3–9, 38 | 701 510 312 | ✠100A1 10,40 ~~9,30~~ BS ~~9,30~~ 10,40 | Mel | *j* ✠LMC 9,38 | CL N9,39 | 1914 4mo *Lloyd's* | N.V. Schpb de Merwede Hardinxveld *SA&CP* | W. Holyman & Sons Proprietary Ld. *WB = Cell* | 180·0 29·3 187·7 (O.L.) Q105′B11′F23′ *DBf* 103′147*t* | 28·1 FK | 12·3 3 *BH Cem* 63*t* *APT* 7*t* | Melbourne British | T.3Cy.14″,22$\frac{1}{2}$″&37″–24″ (*s*) 180lb 99RHP 2SB, *4pf*, GS 63, HS 1900 Lidgerwood, Ld. Glasgow | 14 ″ 6 s 4 ″ 5$\frac{1}{2}$ 14 ″ 2$\frac{1}{4}$ | |
| 78115 148879 GLPR | **Larchbank** **TwinSc** *Oil Eng.* *ss* Ant. No. 3–7, 38 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*-ws) *Tonnage opening closed '41* (*W.E.*) | | 5151 4764 3117 | ✠100A1 *with freeboard* ~~7,40~~ 2,~~30~~6,11 DBS ~~6,30~~ 7,40 ✠LMC 7,38 ✠LMC(M) 7,40 *Carrying vegetable oil in deep tank* | Sou Bel L | *a*† ✠ | CL ~~7,38~~ 6,41 | 1925 10mo *Lloyd's* | Harland & Wolff, Ld. Glasgow *SA&CP* | Bank Line Ld. (A. Weir & Co. *Mgrs.*) *Cell D B* 357′1121*t* *tunnels* 115′251*t* *D* | 420·2 *Tanks 'tween* | 53·9 FK ( | 26·5 DB 110*lb* *Coll to Sh dk* 6 „ *2nd* „) | Glasgow British *TB Hpt Cem* | Oil Engines 4S.C.SA 12Cy.24$\frac{1}{2}$″–37$\frac{1}{16}$″ 717NHP Harland & Wolff, Ld. | ~~29 ″ 2~~ ~~s 3 ″ 7$\frac{1}{2}$~~ ~~25 ″ 8~~ 37 ″ 2 s10 ″ 11 25 ″ 8 | $\frac{1}{4}$ |
| 78116 140323 GVWY | **Larchol** *Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames* | *ss* Lon. No. 3–3, 30 *ss* Lon. No. 2–38 | 1162 845 502 | ✠100A1 10,39 BS 10,40 ~~BS 11,39~~ ✠LMC 12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,17 | Lon | *n* *F.P. a* | CL 10,39 | 1917 8mo *Lloyd's* *above* 1 | Lobnitz & Co. Ld. Renfrew *SA&CP* | The Admiralty *Cell D B u E & B* 45′78*t* 5 | 210·0 P61′F58′ *DT f* 30′261*t* | 34·7 FK | 15·6 12 *B Hpt Cem* 37*t* *APT* 33*t* | London British *FPT* | T.3Cy.15″,25″&40″–30″ (*s*) 180lb 138NHP 2SB. *4cf*, HS 2200 Lobnitz & Co Ld. Renfrew | 16 ″ 6 s 1 ″ 6$\frac{1}{2}$ 15 ″ 0$\frac{3}{4}$ | |
| 78117 | **Larenberg** D.F. E.S.D. *Oil Eng.* *Cruiser Stern* | | 4000 | 100A1 *with freeboard* (*Class Contemplated*) | | | | 1940 | N.V.C. Van der Giessen & Zonen's Schps Krimpen a/d Yssel | Stoomvaart Maats. "Hillegersberg" (Vinke & Co. *Mgrs.*) | | | | Amstrdam Dutch | Oil Engines 4S.C.SA 7Cy.19$\frac{1}{16}$″–43$\frac{5}{16}$″ Werkspoor N.V. Ams. | | |
| 78118 129328 GKPC | **Largo** (*ex*Uskside) D.F. 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted* | *ss* Shl. 2nd No. 3–11, 38 | 2209 1741 1378 | ✠100A1 2,41 ~~3,40~~ BS ~~3,40~~ 6,41 ✠LMC 11,38 | Nwc Lth | *r* | CL 10,38 | 1913 2mo *Lloyd's* | J. Priest-man & Co. Sunderland *SA&CP* *Inter* | Pelton S.S. Co. Ld. *mediate BH in fore* | 290·0 P24′Q90 B53′F28′ | 40·8 FK | 18·7 4 *BH only* *Cell D Bo* | Newcastle British *Cem* | T.3Cy.21″,35″&57″–39″ (*s*) 180lb 218NHP 2SB. *6pf*, GS 90, HS 3340 N.E Marine Eng. Co. Ld Sld 108′*f* 116′480*t* *APT* 60*t* | 20 ″ 0 s 2 ″ 2 18 ″ 0 | |
| 78119 137225 GSMR | **Largs Bay** Ⓟ **TwinSc** *Ref. Mchy.* *Shelter dk* (*Stl*-ws) 3rd *dk* (*Stl*) *in forward holds* D.F. E.S.D. | *ss* Lon. No. 3–7, 34 *ss* Lon. No. 1–38 2 *Dks* (*Stl*) & *Web frames* | 14182 11881 8477 | ✠100A1 *Shelter dk with freeboard* ~~11,40~~ ~~8,40~~ ✠LMC MS 4,38 BS ~~11,39~~ 11,40 ✠Lloyd's RMC ~~3,40~~ ~~2,40~~ 2,41 *Fitted for oil fuel* 12,21 | Lon Syd | *it* *F.P* | CL 3,38 | 1921 12mo *Lloyd's* *above* | W. Beard-more & Co. Ld. Glasgow *SA&CP* 150° F. | Aberdeen & Commonwealth Line, Ld. (Shaw Savill & Albion Co Ld *Mgrs.*) *Cell D B* 457′2259*t* *Tanks between tunn* | 530·9 B215′F76′ *MT* 24′1017*t* *els* 51′197*t* | 68·3 *on Sheltr dk* *FPT* 174*t* | 39·9 FK | London British *pt Cem* *B Hto Sh dk* *APT* 143*t* | T.3Cy.19$\frac{7}{16}$″,31$\frac{1}{2}$″&49$\frac{1}{2}$″–31$\frac{1}{2}$″ 136NHP Waggon-u. Maschb. A.G. Görlitz | 43 ″ 6 s 10 ″ 8$\frac{1}{2}$ 33 ″ 2 | BT till ~~10.40~~ 3,41 |
| 78120 DOEE | **Larissa** (*ex*Avola-36, *ex*Oderland) Sub. Sig. 2 *Dks* | | 1819 1595 1022 | | | | | 1922 | Nordd. Unionwerke A.G. Tönning | Atlas Levante-Linie A.G. | 283·1 len 28 | 39·8 | 17·8 *WB* | Bremen German | T3Cy.19$\frac{7}{16}$″,31$\frac{1}{2}$″&49$\frac{1}{2}$″–31$\frac{1}{2}$″ 136NHP Waggon-u. Maschb. A.G. Görlitz | | G |
| 78121 149446 GFMK | **Laristan** *Longitudinal framing–bracketless system* D.F. *Mchy. Aft* E.S.D. | *ss* Gls. No. 3–8, 40 ~~*ss* Shl. No. 2–36~~ 2 *Dks* (*Stl*) & *Web frames* | 6401 5883 3863 | ✠100A1 ~~5,20~~ 11,39 4,41 ✠Rib ~~Cliff~~ ✠LMC 8,40 ~~MS 10,38~~ ~~BS 10,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,27 | Bry Lth | *a*† ~~1,38~~ 4,41 *F.P. a* | CL ~~1,38~~ 4,41 | 1927 11mo *Lloyd's* *above* 1 | Short Bros. Ld. Sunderland *SA&CP* 50° F. | Hindustan Steam Shipping Co. Ld. (Common Bros. Ld. *Mgrs.*) *Cell D Bu E & B* 78′ | 420·0 P105′B34′F38′ 319*t* *DT f* 36′559*t* *F* | 55·0 FK | 34·8 14 *B Hpt Cem* 5 „ *to 2nd dk* *FPT* 98*t* *APT* 98*t* | Newcastle British | T.3Cy.26″,44″&74″–48″ (*s*) 200lb 565NHP 3SB(Spt), *12cf*, HS 8316 FD J. Dickinson & Sons, Ld. Sld. | 34 ″ 9 s 7 ″ 4$\frac{1}{2}$ 27 ″ 7$\frac{1}{2}$ | |
| 78122 137087 GKST | **Larpool** 1 *Dk* (*Stl*) | *ss* Shl. No. 3–3, 37 | 3872 3469 2311 | ✠100A1 ~~5,40~~ ~~8,39~~ 1,41 Off MBS ~~8,39~~ 12,40 ✠LMC 3,37 | Bry | *x* | CL ~~3,37~~ 1,41 | 1924 12mo *Lloyd's* | W. Pickers-gill & Sons, Ld. Sunderland *SA&CP* | Rowland & Marwood's S.S. Co. Ld. (Headlam & Son, *Mgrs.*) *Cell D B* 318′1084*t* | 363·5 P33′B222′F31′ *FPT* | 51·4 FK | 22·8 6 *BH Cem* 88*t* *APT* 170*t* | Whitby British | T.3Cy.25″,42″&68″–45″ (*s*) 180lb 345NHP NDB 38 *180lb* 2SB(Spt), *6cf*, GS 126, HS 5423 Richardsons, Westgarth & Co. Ld. Sld | 25 ″ 0 s 3 ″ 1$\frac{1}{2}$ 22 ″ 1$\frac{1}{2}$ | |
| 78123 226889 WOBE | **Larry Doheny** (*ex*Foldenfjord) *Fitted for oil fuel* 2 *Dks* *Mchy. Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing* | | 7038 — 4348 | | | | | 1921 | Sun S.B. Co. Chester, Pa. | Richfield Oil Corp. | 430·4 P386*t* | 59·3 B163*t* | 33·3 H252*t* | Ls Angeles Utd. States *WB* | T.3Cy.27″,45$\frac{1}{2}$″&76″–51″ 412NHP Sun S.B. Co. Chester, Pa. | | R |
| 78123* 167448 MPDM | **Lars Kruse** D.F. 1 *Dk* | | 1807 1623 ~~1071~~ 1074 | | | | | 1923 | A/S Aal-borg Skibs. Aalborg | Ministry of Shipping (Lambert Bros. Ld. *Mgrs.*) | 276·8 P34′B169′F19′ | 42·1 | 17·8 | London British *WB* | T.3Cy.20″,31$\frac{1}{2}$″&53″–36″ 169NHP Akt. Frichs, Aarhus | | C |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné subséquemment à l'Entrée d'Enrôlement. | 7* Date de la dernière visite de l'Arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.* | 15 Longueurs en pieds anglais. L. B. M. L'marque C. et T. M. T. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78124 | **Larut** (*ex*Steamer-38) | | 894 | | | | | 1927 | Hall, Russell&Co.Ld. Aberdeen | StraitsSS.Co.Ld. | 214·4 \| 35·7 \| 11·7 | | | Singapore British *WB* | Oil Engines 4S.C.SA 8Cy.15″–20″ 175NHP NE38 Ruston&Hornsby,Ld.Lcn. | | |
| 154211 | | *Oil Eng.* | 685 | | | | | | | | P&B131′F31′ | | | | | | |
| VSNK | | 1 *Dk* | 480 | | | | | | | | | | | | | | |
| 78125 | **Las Palmas** | | 2317 | | | | | 1925 | Deutsche Werft A.G. Hamburg | Oldenbrg-Portug. Dmpfsch.Rhed. | 270·5 \| 41·7 \| 21·5 | | | Oldenburg German *WB* | C.4Cy.18⅞″&39½″–39½″ Ottensener 162NHP Eisenwerk,Altona | | G |
| | | | 1887 | | | | | | | | P36′B77′F31′ | | | | | | |
| DNAQ | Sub.Sig. | 2 *Dks* | 1842 | | | | | | | | | | | | | | |
| 78126 | **Las Villas** (*ex*AlavaII) | | 1158 | | | | | 1906 | D.J.Dunlop&Co. Pt.Glasgow | EmpresaNaviera deCuba,S.A. | 230·0 \| 36·1 \| 11·2 | | | Havana Cuban *WB* | T.3Cy.17″,28½″&47″–30″ 121NHP D.J.Dunlop&Co.Pt.Gls. | | |
| | | *Fitted for oil fuel* | — | | | | | | | | P146′F37′ | | | | | | |
| | | 1 *Dk* | 756 | | | | | | | | | | | | | | |
| 78127 | **Lasbek** | | 2159 | ✠ | Sch | *s* | | 1930 | Lübecker Maschb.Ges. Lübeck | Knöhr&Burchard Nfl. | 281·8 \| 44·2 \| 16·9 | | | Hamburg German | C.4Cy.(2)16$\frac{9}{16}$″&(2)35$\frac{7}{16}$″–35$\frac{7}{16}$″ 216NHP | 19 ″ 0 | |
| | | *ss*Ham.No.2–38 | 1659 | 8,39 | | | | 7mo | | | 295·3(O.L.) | | | | | | |
| DHOW | | 1 *Dk(Stl) Well dk* | 1268 | ✠ | | | | | | | P15′Q81′B126′F32′ | | | | 2SB(Spt),*4cf*,GS72, HS3120 | | |
| | | *Cruiser Stern* | | | | | | | | | FK | | | | | | |
| | | *Strengthened for Navigation in Ice* | | | | | | | | *CellDB244′573t* | *FPT37t APT61t* | | | *pt Asp* | A.BorsigG.m.b.H.Berlin | | |
| 78128 | **Lassell** | TwinSc | 7417 | ✠100A1 | ~~Liv.~~ | *a*† | CL | 1922 | A.McMillan&Son Dumbarton | Lamport&Holt Line,Ld. | 430·2 \| 56·2 \| 34·9 | | | Liverpool British | Oil Engines 4S.C.SA 12Cy.26¾″–43$\frac{5}{16}$″ 832NHP DB*100lb* | 37 ″ 6 | |
| 145939 | | *Oil Eng.* | 6886 | *Shelter dk* | Liv | | P8,39 | 6mo | | | F37′*on Shelter dk* | | | *pt Cem* | | s 9 ″ 2½ | |
| GJBV | | *ss*Gls.No.3–3,35 | 4491 | *with freeboard* | | | S1,40 | *Lloyd* | *sA&CP* | | FK | | | 7 *BH to Sh dk* | Harland&Wolff,Ld.Gls. | 28 ″ 7 | |
| | | 2 *Dks(Stl)&Shelter dk(Stl)* | | ~~Examined 5,46~~ 5,41 | | | | | | *CellDB* 353′1108*t* | | | | 1 ″ ″ *U* ″ | | | |
| | D.F. | *Cruiser Stern* | | ✠LMC CS3,38 | | | | | | *DTa42′804t* | *FPT120t APT79t* | | | | | | |
| | | | | ~~DHS8,36~~ 4,42 10,38 | | | | | | | | | | | | | |
| 78129 | **Lateef** (*ex*Ramleh,*ex*Egyptian | | 503 | ✠ ... | | | | 1903 | W.Dobson &Co. Newcastle | OvadiaIsrail Ovadia | 164·0 \| 25·0 \| 11·8 | | | Alexndria Egyptian *WB* | T.3Cy.13″,21″&34″–24″ 57NHP MacColl&Pollock,Sld. | 14 ″ 8 | |
| 32 | Prince,*ex*Waterland) | *ss*Rot.No.2–11 | 398 | 7,15 | | | | 3mo | | | Q47′F21′ | | | | | | |
| SUDA | *Well deck Mchy.Aft* | 1 *Dk* | 266 | ✠ | | | | | | | FK | | | | | | |
| 78130 | **Latona** | TwinSc | 1126 | | | | | 1937 | Schiffb.Ges "Unterweser" A.G. Weser-munde-L. | Dampfschifffahrts Ges."Neptun" | 234·5 \| 34·7 \| 13·4 | | | Bremen German *WB* | Oil Engines 4S.C.SA 12Cy.11¾″–16$\frac{5}{16}$″ 145NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | G |
| | | *Oil Eng.* | 843 | | | | | | | | P115′F36′ | | | | | | |
| DOSE | Wireless D.F. | 1 *Dk* | 587 | | | | | | | | | | | | | | |
| | *Mchy.Aft Ref.Mchy.* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 78131 | **Latouche** (P) | | 2156 | | | | | 1910 | MoranCo. Seattle,Wash | Madrigal&Co. | 240·0 \| 41·0 \| 20·0 | | | Utd.States *WB* | T.3Cy.17″,28″&47½″–36″ 135NHP MoranCo.Seattle,Wash. | | |
| | | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| | *Mchy.Aft* | 2 *Dks* | 1248 | | | | | | | | | | | | | | |
| 78132 | **Latvis** (*ex*Sonnenberg,*ex*Dortmund, | | 1318 | | | | | 1903 | Flensburgr Schiffsb.Ges. Flensburg | M.Faulbaum SteamshipLine | 245·8 \| 35·5 \| 15·2 | | | German *WB* | T.3Cy.15″,23⅝″&43$\frac{5}{16}$″–34$\frac{7}{16}$″ 110NHP FlensburgrSchiffsb.Ges. | | G |
| | *ex*Immo,*ex*BrunoMenzell) | | 1090 | | | | | | | | P14′Q58′B112′F27′ | | | | | | |
| | | 1 *Dk&deep framing* | 798 | | | | | | | | | | | | | | |
| 78133 | **Latymer** (*ex*Saint-Tropez–37)′ | | 2218 | 100A1 | ~~Rou~~ | *r* | CL | 1919 | PolsonIron Wrks.Co.Ld. Toronto | FinchleyS.S.Co. Ld. | 251·0 \| 43·6 \| 20·7 | | | Gibraltar British | T.3Cy.20½″,33″&54″–36″ (*s*) 180lb 276NHP | 23 ″ 1 | |
| 143934 | | *ss*Msl.No.3–2,31 | 1842 | Examined 6,40 Shl | | | ~~5,37~~ | | | | | | | | 2SB,*6cf*,GS115,HS2173 FD | s 3 ″ 3 | |
| VQYW | | *ss*Rou.No.1–35 | 1303 | ~~HS6,36~~ LMC~~1,35~~ | | | 5,40 | | | | P25′B68′F20′ FK | | | *4 BH* | PolsonI.W.Co.Ld.Tto. | 20 ″ 1 | |
| | | 1 *Dk(Stl)&2nd dk(Stl)* | | 6,40 | | | | | | *Cell DB204′454t FPT* | | | | *57t APT102t* | | | |
| | | *in Nos.1,2&3holds* | | | | | | | | | | | | | | | |
| 78134 | **Laura** | | 1471 | | | | | 1933 | Nakskov Skibs.A/S Nakskov | J.Lauritzen | 262·2 \| 39·7 \| 15·7 | | | Esbjerg Danish *WB* | C.4Cy.(2)14$\frac{3}{8}$″&(2)31½″–31½″ & L.P. Turbine HS2520 192NHP HelsingörsJernsk.&Mskb. | | G |
| | | | 1232 | | | | | | | | | | | | | | |
| OXKH | Wireless D.F. | *Ref.Mchy.* 1 *Dk* | 848 | | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 78135 | **Laura C.** (*ex*Laura) | | 6181 | ✠100A1 | Tri | *z* | CL | 1923 | Cant.Nav. Triestino Monfalcone | "Italia"Soc.Anon. diNav. | 417·7 \| 54·2 \| 30·2 | | | Trieste Italian | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 512NHP | 32 ″ 10 | |
| 109 | | *ss*Tri.No.3–2,36 | 5022 | 12,39 | | | 7,38 | 3mo | | | 397·7 | | | *8 BH Cem* | 3SB,*9cf*,GS201,HS7551 FD | s 7 ″ 5¼ | |
| IBKS | D.F. | 2 *Dks(Stl)&Web frames* | 3851 | BS2,40 ✠LMC2,35 | | | | A&CP | | | P36′B151′F44′ | | | | Yates&ThornLd.Blackbrn. | 25 ″ 7½ | |
| | *Ref.Mchy.* | | | ✠Lloyd'sRMC2,36 | | | | | | | FK | | | | | | |
| | | | | *Fitted for oil fuel* 3,23 | | *F.P.* | | *above* | | *CellDBa117′ uB&f200′1141t M* | *734′920t FPT107t* | | | *APT135t* | | | |
| | | | | | | | | | | 150°F. | | | | | | | |
| 78136 | **Laura Corrado** (*ex*British 3Mst | | 3645 | ✠ ... | | | | 1899 | Sir J.Laing &Sons,Ld. Sunderland | Soc.Anon.diNav. "Corrado" | 349·6 \| 45·0 \| 28·1 | | | Genoa Italian *WB* | T.3Cy.24½″,40″&66″–45″ 326NHP G.Clark,Ld.Sunderland | 29 ″ 6 | I |
| 1641 | Duke,*ex*Terek) | *ss*Fal.2nd No.3–9,23 | 3466 | 3,32 | | | | 6mo | | | 335·5 | | | | | | † |
| IBJS | | *ss*Shl.No.1–28 | 2142 | ✠NB5,15 ✠ | | | | | | | P81′B22′F38′ | | | | | | |
| | | *Fitted for oil fuel* | | | | | | | | | FK | | | | | | |
| | D.F. *Mchy.Aft* | 2 *Dks&Web frames* | | | | | | | | | | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 78137 | **Laura Lauro** (*ex*Koudekerk, | | 5787 | ✠ ... | Ams | | | 1912 | Akt.Ges. "Weser" Bremen | A.Lauro | 441·1 \| 55·8 \| 28·2 | | | Naples Italian | Q.4Cy.24″,34½″,51″&74″–53½″ 518NHP | 31 ″ 3 | I |
| 378 | *ex*Kirkstall Abbey, | *ss*Rot.No.3–9,25 | 5419 | 4,34 | | | | 7mo | | | 421·2 | | | *Cem* | 3SB,*9cf*,GS171,HS6781 | | † |
| IBFS | *ex*Kandelfels) | *ss*Rot.No.1–30 | 3610 | ✠ | | | | | 1 *BII* | *in lower hold forward dispensed with* | P60′B125′F58′ FK | | | *6 BH oniy* | A.G."Weser," Bremen | | |
| | D.F. | 2 *Dks(Stl–U* teak s) | | | | | | | *Cell DBa141′uE&Fb* | | *48′f207′1217t FPT* | | | *90t APT24t* | | | |
| 78138 | **Laura Mærsk** | TwinSc3Mst | 6599 | ✠100A1 | HKg | *c*† | CL | 1939 | Odense Staalskibsvft ved A P Möller Odense | A/S D/S Svendborg og D/S af 1912 A/S (A.P.Möller, Copenhagen, *Mgr.*) | 455·9 \| 59·1 \| 27·3 | | | Copnhagn Danish | Oil Engines 4S.C.SA 14Cy.24½″–51$\frac{5}{16}$″ 825NHP 2DB*100lb* | 30 ″ 4 | |
| | | *Oil Eng.* | 5422 | *with freeboard* | | | | 3mo | | | 483·8(O.L.) | | | *7 BH pt Cem* | | s 3 ″ 9 | |
| OYZO | D.F. E.S.D. | | 3876 | 3,40 ✠LMC3,39 | | | | | | | F52′ FK | | | *Coll to Sh dk* | | 26 ″ 9½ | |
| | *Ref.Mchy.* | *Cruiser Stern* | | ✠Lloyd'sRMC12,39 | | | | *Lloyd's* | *A&CP* | | | | | 6 ″ 2nd ″ | | | |
| | | 1 *Dk&Shelter dk,3rd dk except in Nos.2&5holds* | | *Carrying oil F.P. a bove 150° F. in upper&lower forecastles or glycerine in deep tanks* | | | | | | *Cell DB367′ 1527t DTs f65′17t DTs a75′* | | | | *61t DTs a75′* | Akt.Burmeistr&Wain,Cpn. 1693*t FPTs271t APTs263t* | | |
| | | | | *Carrying oil F.P. a bove 150° F. Mo peraf ter peak tank* | | | | | | | | | | | | | |
| | | | | *Carrying ve getable oil in up* | | | | | | | | | | | | | |
| 78139 | **Laurana** (P) | TwinSc | 391 | | | | | 1939 | Cant.Nav. delQuarnaro Fiume | Soc.Fiumana di Navigazione | 177·9 \| 27·9 \| 11·5 | | | Fiume Italian *WB* | Oil Engines 2S.C.SA 12Cy.10½″–17½″ 220NHP Soc.An"Fiat"S.G.M.Turin | | I |
| | | *Oil Eng.* | 271 | | | | | | | | 166·2 | | | | | | |
| 90 | | | | | | | | | | | B36′ | | | | | | |
| IPFM | *Cruiser Stern* | 1 *Dk* | 157 | | | | | | | | | | | | | | |
| 78140 | **Laurelwood** | TwinSc | 7347 | ✠100A1 | Shl | *b*† | CL | 1929 | Armstrong Whitworth &Co.Ld. Newcastle | Molasses&General Transport Co.Ld. (J.I.Jacobs&Co. Ld. *Mgrs.*) | 436·0 \| 59·5 \| 33·8 | | | London British | Oil Engines 4S.C.SA 12Cy.24½″–51$\frac{5}{16}$″ 709NHP 2DB*150lb* | 34 ″ 0 | |
| 161281 | | *Oil Eng.* | 6749 | ~~Spd 11,08~~ 5,41 | Grk | NYk | ~~11,36~~ | 7mo | | | P105′B30′F42′ FK | | | *16 BH pt Cem* | J.G.Kincaid&Co.Ld.Grk. | s 6 ″ 0½ | |
| GTCV | | *ss*Shl.No.2–36 | 4360 | DBS~~5,39~~ ✠LMC12,36 | | | 2,40 | | | | | | | | | 27 ″ 7½ | |
| | D.F. *Mchy.Aft Cruiser Stern* | 1 *Dk(Stl)* | | 5,40 | | | | *Lloyd's* | *A&CP* | *Cell DBu E22′66t D Tf29′479t FPT207t* | | | | *APT223t* | | | |
| | *Longitudinal framing at bottom&at deck* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula: HP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of R.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78141<br>131<br>ONQB | **Laurent Meeus**<br>*Oil Eng.*<br>*ss* Ant. No. 2–38<br>D.F. GyC. *Cruiser Stern* 2 *Dks (Stl)*<br>*Mchy. Aft* *Longitudinal framing*<br>E.S.D. *at bottom, decks & topsides* | | 6429<br>5642<br>4024 | ✠100A1<br>2,40<br>✠LMC CS11,39<br>DBS11,39 11,38<br>*Carrying Petroleum in bulk* | Ams | *z* | CL<br>2,40 | 1930<br>3mo | Rotterdam<br>Droogd. Maat (New Waterway S.B.Co.)<br>Schiedam | Soc. Purfina-Maritime<br>*Cell D Bu E 54′207t* | 401·7 \| 55·2 \| 32·6<br>P102′B32′F32′ FK<br>*FPT 189t APT 101t* | Ghent<br>Belgian<br>*Lloyd's SA & CP* | Oil Engines 4S.C.SA<br>8Cy. 29⅛″–59 1/16″<br>2 DB *140lb* 652NHP<br>14 *B Hpt Cem*<br>Harland & Wolff, Ld. Gls. | 32 ″ 9<br>s 6 ″ 0<br>26 ″ 11¼ | |
| 78142<br>126485 | **Laurentia** **Wood Twin Sc**<br>(*ex* Lorancia)<br>2 *Dks* | | 346<br>110<br>205 | | | | | 1909 | Z. Leroux<br>Valleyfield P.Q. | Mrs. D. Peltier | 112·0 \| 22·2 \| 7·7 | Montreal<br>British | C.4Cy. 9″ & 18″–12″<br>27RHP<br>Cie Pontbriand Ld. Sorel PQ | | |
| 78143<br>113641<br>CGSQ | **Laurentian** Ⓟ (*ex* King Edward)<br>Wireless *ss* Qbc. No. 2–10<br>*Well deck* 1 *Dk* | | 355<br>252<br>155 | ✠ ...<br>2,15 ✠ | | | | 1902<br>5mo | Cook, Welt'n & Gemmell<br>Beverley | Canadian Government (Dept. of Transport) | 149·0 \| 24·0 \| 11·1<br>Q37′B40′F32′ BK7″ | Quebec<br>British<br>*WB* | T.3Cy. 13″, 22″ & 36″–27″<br>65RHP<br>Amos & Smith, Hull | 11 ″ 10 | |
| 174<br>40<br>78144<br>149642<br>GNJT | **Laurentic** Ⓟ **Trp Sc**<br>D.F. Sub.Sig. 4 *Dks & Shelter dk*<br>*Ref. Mchy.* *Cruiser Stern* | | 18724<br>14304<br>11103 | | | | | 1927 | Harland & Wolff, Ld.<br>Belfast | Cunard White Star, Ld. | 578·2 \| 75·4 \| 40·6<br>P48′B312′F90′ | Liverpool<br>British<br>*WB* | T.8Cy. (2)29″ (2)46″ & (4)<br>52″–54″<br>1 Low Pressure Turbine<br>Harland & Wolff, Ld. Bel. | | |
| 78145<br>130128<br>MNDW | **Laurieston** (*ex* Berkelstroom,<br>*ex* Brederode, *ss* Gmh. No. 3–11,29<br>*ex* Eigen Hulp I) *ss* Gmh. No. 2–38<br>1 *Dk (Stl)*<br>*Cargo battens not fitted* | | 1304<br>1150<br>767 | ✠100A1<br>~~3,40~~ 3,40 5,41 Grk Bry<br>BS3,40 ✠LMC 4,38<br>6,41 | Gmh | | CL<br>5,39 | 1917<br>5mo | Wilton's E. & Slipway Co. Rotterdam<br>A&CP | Ravelston SS. Co Ld (Gillespie & Nicol, *Mgrs.*) | 240·3 \| 36·4 \| 15·9<br>P19′B63′F23′ FK<br>*Cell D B 203′323t* | Grngemth<br>British<br>*4 B H Cem* | T.3Cy. 19 1/16″, 32″ & 51″–36″ (*s*)<br>180lb 186NHP<br>2SB, *6pf*, Gs100, Hs3100<br>*APT 42t* | 18 ″ 0<br>s 2 ″ 2½<br>16 ″ 0 | |
| 78146<br>LCKG | **Laurits Swenson** **Twin Sc**<br>*Oil Eng.*<br>*ss* Osl. No. 2–38<br>1 *Dk (Stl)* & *Shelter dk (Stl)*<br>D.F. *Ref. Mchy.* 3 *rd dk (Stl)* except in *No. 5 hold* | | 5725<br>5202<br>3556 | ✠100A1<br>*with freeboard*<br>~~7,40~~ ~~10,39~~ 11,40<br>4,41 ✠LMC CS3,38<br>DBS ~~6,39~~ 7,41 ~~11,38~~ 6,40<br>✠Lloyd's RMC 2,40 ~~10,40~~ 7,41<br>Stbd. chamber in No. 4 lower 'tween dk. not included. | Osl<br>Vcr | *b* † | CL<br>~~10,39~~<br>11,40 | 1930<br>1mo | Odense<br>Staalskibsvft (Fred Olsen & Co. *Mgrs.*)<br>Odense<br>*Lloyd's SA & CP* | A/S Ganger Rolf<br>*Cell D B 387′1325t* | 435·9 \| 56·2 \| 27·8<br>P32′F41′ FK<br>(*Cell B H & AP*<br>*Tanks in way of tunnels 185t FPT 116t*) | Oslo<br>Norwegian<br>*7 BH* DB *100lb*<br>*APT 128t* | Oil Engines 4S.C.SA<br>12Cy. 24 1/16″–51 3/16″ 709NHP<br>Akt. Burmeistr & Wain, Cpn | 30 ″ 7<br>s 4 ″ 0<br>26 ″ 8¾ | |
| 78147<br>137487<br>GQRN | **Lautaro** (*ex* Glengyle, **Twin Sc**<br>*ex* Bostonian) *Oil Eng.*<br>*ss* Hul. No. 3–4,28<br>*ss* Hul. No. 2–36<br>2 *Dks (Stl)* & *Awng dk (Stl)* | | 6240<br>5892<br>3950 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>Examined 7,40<br>✠LMC CS11,37<br>DBS ~~10,39~~ 1,41 ~~11,37~~ 5,39 | ~~Liv~~<br>Liv | *z* | CL<br>4,39 | 1915<br>12mo | Harland & Wolff, Ld.<br>Glasgow | Pacific Stm Nav Co. | 399·1 \| 52·2 \| 33·9<br>412·1 (O.L.)<br>*Ba 69′ f 37′ on Awng dk* FK & BK 2′<br>*Cell D B 338′1126t* *D Ta 28′540t FPT 90t* | London<br>British<br>*8 B Hpt Cem*<br>*APT 61t* | Oil Engines 4S.C.SA<br>12Cy. 24 1/16″–33½″ 719NHP<br>DB *100lb*<br>Burmeister & Wain, Gls. | 37 ″ 8<br>s 9 ″ 0¼<br>28 ″ 11 | |
| 78148<br>DONN | **Lauterfels**<br>Sub.Sig. 2 *Dks* | | 6310<br>5812<br>3849 | | | | | 1921 | Akt. Ges. "Weser"<br>Bremen | Deutsche Dampfs-fahrts. Ges. Hansa | 431·6 \| 56·3 \| 30·4<br>P78′B133′F56′ | Bremen<br>German<br>*WB* | T.3Cy. 29″, 47″ & 76 3/16″–54″<br>& LP Turbine 608NHP<br>A.G. "Weser," Bremen | | G |
| 78149<br>149456 | **Lavaldoc**<br>*Mchy. Aft* 1 *Dk* | | 1918<br>1629<br>1142 | | | | | 1928 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Paterson Steamships, Ld. | 252·8 \| 43·3 \| 17·8<br>Q100′F35′ | F. William, Ont.<br>British<br>*WB* | T.3Cy. 15″, 25″ & 40″–33″<br>92NHP<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | | C |
| 78150<br>167591<br>GLTR | **Lavington Court**<br>*Oil Eng.*<br>D.F. 1 *Dk* & *Shelter dk*<br>*Cruiser Stern* | | ~~5490~~<br>5372<br>4853<br>3153 | ✠100A1<br>*with freeboard*<br>~~3,41~~ ~~3,40~~<br>~~(Class Contemplated)~~<br>✠LMC 6,40 | Gls<br>Liv | *a* † | CL | 1940<br>6mo | Harland & Wolff, Ld.<br>Glasgow | Court Line, Ld. (Haldin & Phillips, Ld. *Mgrs.*) | 433·0 \| 57·9 \| 25·7<br>449·8 (O.L.)<br>F38′ FK<br>(*Cell B H to Sh. dk 6 B H to 2nd dk*)<br>*Cell D B 358′1410t M T 30′1280t FPT 84t* | London<br>British<br>*7 B Hpt Cem*<br>*APT 168t* | Oil Engines 4S.C.SA<br>6Cy. 25 7/16″–55½″ 378NHP<br>2 DB *150lb*<br>Harland & Wolff, Ld. Gls. | 29 ″ 1<br>s 3 ″ 6¼<br>25 ″ 8½ | |
| 78151<br>513<br>IBMR | **Lavoro**<br>D.F. E.S.D. *Oil Eng.*<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk*<br>*Carrying Petroleum in bulk*<br>*Longitudinal framing at bottom & at deck* | | 7886<br>—<br>4453 | | | | | 1938 | Cantieri Riuniti Dell' Adriatico<br>Trieste | A. Lauro | 483·3 \| 59·2 \| 33·8<br>460·0<br>P93′B47′F48′ | Naples<br>Italian<br>*WB* | Oil Engines 2S.C.SA<br>8Cy. 26¾″–43 5/16″ 1000NHP<br>Soc An "Fiat" S.G.M. Turin | | I |
| 78152<br>216119<br>WBDU | **Lawrence Philips**<br>(*ex* Tillamook–35, *ss* L.An. No. 3–7,30<br>*ex* Point Arena) *ss* S.Fo. No. 1–34<br>1 *Dk (Stl)*<br>*Fitted for oil fuel* | | 2117<br>1726<br>1285 | ✠ ...<br>10,36 ✠ | LAn | *r* | | 1918<br>3mo | Albina Eng & Mach. Wrks<br>Portland, Or. | Lawrence-Philips S.S. Co.<br>*Cell D* | 251·0 \| 43·5 \| 18·1<br>P25′B64′F25′ FK<br>*B 212′477t FPT 102t* | L. Angeles<br>Utd. States<br>*4 B H Cem*<br>*APT 112t* | T.3Cy. 20″, 33″ & 54″–40″<br>279NHP<br>2SB, *6cf*, Gs115, Hs5384<br>Albina E. & M. Wrks. Pld. O. | 19 ″ 11 | |
| 78153<br>161513<br>VCFP | **Lawrendoc**<br>*Mchy. Aft* 1 *Dk* | | 1924<br>1627<br>1144 | | | | | 1929 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Paterson Steamships, Ld. | 252·8 \| 43·4 \| 17·8 | F. William, Ont.<br>British<br>*WB* | T.3Cy. 15″, 25″ & 40″–33″<br>92NHP<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | | C |
| 78154<br>144569<br>VTCV | **Laxmi** (*ex* Karachi–33,<br>*ex* George Harris) ~~*ss* Bom. No. 3–9,32~~<br>*ss* Bom. No. 3–4,40 1 *Dk*<br>*Cargo battens not fitted* | | 310<br>246<br>120 | 100A1<br>4,40 ~~4,35~~<br>~~BS10,36~~ | Sng<br>Bom | *e* | CL<br>~~11,36~~<br>3,40<br>LMC ~~9,42~~ 4,40 | 1918 | Hepple & Co. Ld.<br>South Shields | Hindustan S.S. Co. Ld. (Joshi & Co. *Mgrs.*) | 124·6 \| 23·4 \| 12·6<br>Q72′F21′ | Bombay<br>British<br>*2 B H Cem* | T.3Cy. 12½″, 21″ & 35″–26″ (*s*)<br>180lb 87RHP<br>1SB, *3pf* Gs50, Hs1619<br>Bellis & Morcom, Ld. Bmn. | 13 ″ 6<br>s 2 ″ 0<br>13 ″ 1¼ | |
| 78155 | **Lazar Kaganovich** **Triple Sc**<br>(*Icebreaker*)<br>*Cruiser Stern* 5 *Dks* | | 4866 | | | | | 1937 | André Marti S.B.Yd. Nicolaieff | U.S.S.R. | 335·9 \| 75·8 \| 29·9 | Leningrad<br>Russian | T.9Cy. 22 1/16″, 38 3/16″ & 64 3/16″–<br>44⅞″ 825NHP<br>Nicolaieff State S.B.Yd. | | |
| 78156<br>EEVL | **Lázaro** (*ex* Besós) **Iron** | | 398<br>—<br>283 | | | | | 1862 | .....<br>England | M. Campos Peña | 172·9 \| 23·0 \| 14·4 | Seville<br>Spanish | C.4Cy. 13″ & 28″–24″<br>NB91 64NHP | | |
| 78157<br>1860<br>IPNK | **Lazio** (*ex* Littoria–36, *ex* Senior–33)<br>1 *Dk* | | 319<br>287<br>166 | | | | | 1899 | Oderwerke<br>Grabow | La Ligure Romana Soc. Anon. di Nav. Maritt. e Fluviale | 167·3 \| 25·8 \| 8·6<br>158·4 | Genoa<br>Italian<br>*WB* | C.2Cy. 10 3/16″ & 20 1/16″–13¾″<br>NB12 12NHP<br>Oderwerke, Grabow | | I |
| 78158<br>85<br>IBLS | **Lazzaro Mocenigo** Ⓟ<br>*Oil Eng.*<br>Wireless D.F. 2 *Dks 3 tr B* | | 1403<br>—<br>593 | | | | | 1928 | Cant. San Rocco<br>San Rocco | Società Fiumana di Navigazione | 235·7 \| 34·6 \| 20·5<br>219·7 | Fiume<br>Italian<br>*WB* | Oil Engines 2S.C.SA<br>6Cy. 20½″–32½″ 438NHP<br>Fiat San Giangio, Turin | | I |
| 78159<br>PKEW | **Le Maire**<br>2 *Dks* | | 3271<br>—<br>2060 | | | | | 1908 | Maats. Fyenoord<br>Rotterdam | Koninkl. Paketv. Maats. | 325·5 \| 44·0 \| 22·3<br>P40′B104′F40′ | Batavia<br>Dutch<br>*WB* | T.3Cy. 22″, 36½″ & 60″–42″<br>NB10 233NHP<br>Maats. Fyenoord, Rot. | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned to machinery and Load Line Equipment L. | 7* Date de la dernière visite de l'Arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pressions des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78160 | **Le Norvegien II** (*ex*Proteus-34, *ex*Amsel, *ex*Miuna) | 1058 / 831 / 605 | | | | | 1921 | Schiffsw (V J.&Sch.) A.G. Hamburg | DenNorske AmerikalinjeA/S | 215·8 / P23′ | 34·2 / B59′ | 14·1 / H49′F26′ | Oslo Norwegian *WB* | T3Cy18½″,29½″&47⅞″-33⅞″ Hannoverische 130NH Maschiner A.G Hannover | | V |
| LIUW | Sub.Sig. Wireless 1*Dk* | | | | | | | | | | | | | | | |
| 78161 | **Le Progrès** TwinScSp (*ex*Le Progrès No.119-33) 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* | *511* / *416* / *205* | | | | | 1892 | Armstrong Mitchell&Co. Ld Newcastle | MithadRecai Ögdevin, Mehmed AliKunt&Mrs.N. Gittel | 164·0 / | 27·0 / | 13·5 | Panama Pnamanian *WB* | C.4Cy.16″&30″-18½″ 70NHP WallandSlp.Co.(Ld.),Nwc | | I |
| 78162 | **Le Rhin** Ⓟ | 2456 / 1562 / 1494 | ✝ ... 10,24 | | | | 1920 8mo | H.&C. Grayson,Ld. Garston | Cie.deNav.Paquet | 264·8 / | 41·3 / FK | 18·8 | Marseilles French *WB* | T.3Cy.21″,34″&56″-36″ 252NHP McKie&Baxter,Glasgow | 21 ″ 0 | V † |
| FNIA | 1*Dk*&*Shelter dk* | | | | | | | | | | | | | | | |
| 78163 | **Le Trait** | 1158 / 856 / 450 | | | | | 1934 | Atel.&Ch. de la Seine Maritime Worms et Cie LeTrait,S.I. | Worms et Cie. | 237·2 / P187′ | 34·2 / F31′ | 14·7 | Havre French *WB* | T.3Cy.17″,30″&50″-36″ 150NHP Atel.&Ch.de la Seine Maritime | | V |
| TTYT | 1*Dk* | | | | | | | | | | | | | | | |
| 78164 | **Le Tre Marie** | 1086 / 772 / 633 | ✝100A1 12,39 B88,39 | Gen | *n* | CL 11,38 | 1925 7mo | Cant.Nav. Triestino Monfalcone *Lloyd's* | D.Tripcovich&Ci., Soc.Anon.diNav. Rimorchi e Salvataggi *Cell* | 222·2 / 215·9 / Q79′B56′F26′ FK *DBa47′uE25′f93′* | 35·0 / | 13·0 / *4BHCem* *246tAPT8t* | Trieste Italian | T.3Cy.17¾″,29″&47″-33″ (*r*) 180lb 194NHP 2SB,*4cf*,GS68,HS3000 FD OfficineNav.Triestino,Tri. | 15 ″ 7 s 1 ″ 0 14 ″ 9½ | |
| 234 | *ss*Gen.No.3-7,37 | | | | | | | | | | | | | | | |
| IPFZ | *Well deck* 1*Dk*(*Stl*) | | | LMC7,37 | | | | | | | | | | | | |
| 78165 | **Le Violent** | 441 / 322 | | | | | 1921 | S.A.des Anciens Ch. Dubigeon Nantes | LesTransports Bayonnais | 136·7 / B36′F16′ | 27·3 / | 11·8 | Bayonne French | T.3Cy.12″,20″&32″-22″ 48NHP Emade19*refitted*32 McKie&Baxter,Ld.Psy. | | V |
| TKDY | 1*Dk* | 184 | | | | | | | | | | | | | | |
| 78166 | **Le Zeramna** (*ex*Ain-Sefra-34, *ex*Honorine Achaque, *ex*Holland) | 559 / 388 / 274 | | | | | 1919 | N.V.Werf. Zeeland Hansweert | ArmementNord-Africain | 153·8 / P86′B9′F27′ | 26·1 / | 12·3 | Algiers French | T3Cy11½″,17⅞″&31½″-17⅞″ N.V.Mach. 42NHP Fulton,Hoogezand | | V |
| TSYO | 1*Dk* | | | | | | | | | | | | | | | |
| 78167 | **Lea Grange** | 2969 / 2230 / 1646 | ✝100A1 10,10½,10 5,41 LMC12,39 | Sld | *t* | CL 11,39 | 1939 12mo | S.P.Austin &Son,Ld. Sunderland *Lloyd's* | TanfieldSteamshipCo.Ld.(W.B. Nisbet,*Mgr.*) *Cell* | 316·8 / 328·0 (O.L.) / Q188′F34′ FK *DB262′955t* *MT10′243t* | 45·2 / | 19·6 / *FPT235* *APT77t* | Newcastle British | T.3Cy.18½″,29″&52″-39″ 220lb (*s*) FD 244NHP 2SB(Spt),*6cf*,Gs70,Hs3390 N.E.MarineEng.Co.(1938) Ld.Sld. | 22 ″ 0 s 7 ″ 3 19 ″ 8½ | |
| GDNG | D.F. E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern* *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 78168 | **Leadgate** (*ex*SevenSeasSound-37, *ex*Chilton-35) | 2125 / 1856 / 1241 | ✝100A1 2,41 BS2,41 LMC11,37 | Nwc Sws | *s* | CL 1,41 | 1925 1mo | Smith's Dock Co.Ld. Middlesbro' *Lloyd's* | ConsettIronCo.Ld. (WilliamDickinson &Co.Ld. *Mgrs.*) *CellD* | 280·0 / P27′B49′F26′ FK *B234′644t* | 41·6 / | 20·1 / *FPT160t* *APT117t* | Newcastle British | T.3Cy.20½″,33″&54″-39″ (*s*) 180lb 228NHP 2SB,*6cf*,Gs103,Hs3947 Smith'sDockCo.Ld.Mdb. | 22 ″ 3 s 3 ″ 0½ 19 ″ 5 | |
| 148110 | | | | | | | | | | | | | | | | |
| GKRT | D.F. 1*Dk*(*Stl*) *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 78169 | **Leana** (*ex*Tapti-37, *ex*Ulm) | 4742 / 4371 / 2915 | ✝100A1 12,40 BS12,40 LMC2,39 | HKg | *z* | CL 2,39 | 1914 4mo | Akt.Ges. "Neptun" Rostock *Lloyd's* | LeanaS.S.Co.Ld. (Williamson&Co. *Mgrs.*) *CellDBa12* | 399·5 / 415·9 (O.L.) / P&B321′F54′ FK *1′uE&B56′f178′12* | 54·1 / | 25·6 / *54tFPT85t* *APT5t* | Hong Kong British | T.3Cy.28¾″,47½″&77½″-48″ 218lb (*s*) FD 653NHP 3SB(Spt)*9cf*,GS261,HS9688 A.G."Neptun,"Rostock | 28 ″ 6 s 3 ″ 6 25 ″ 2¾ | |
| 144397 | | | | | | | | | | | | | | | | |
| VPJT | 2*Dks*(*Stl*)&*lower dk beams in* *Well deck* *No.1 hold* | | | | | | | | | | | | | | | |
| 78170 | **Lebanon** (*ex*Effingham B.Morris, *ex*Josiah G.Munro) | 6971 / — / 5482 | | | | | 1907 | Gt.Lakes Eng.Works Ecorse,Mich. | BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*) | 530·0 / | 56·2 / *WB* | 32·0 | Wilmgton (Del.) Utd.States | T.3Cy.23″,37″&63″-42″ 257NHP GreatLakesEng.Wks.Det. | | R |
| 204720 | | | | | | | | | | | | | | | | |
| WFDS | D.F. *Mchy.Aft* 1*Dk* | | | | | | | | | | | | | | | |
| 78171 | **Lebec** (*ex*Hamer) | 6893 / — / 4296 | | | | | 1921 | Bethlehem S.B.Corp.Ld. Alameda,Cal. | Socony-Vacuum OilCo.Inc. | 435·0 / P123′B50′F44′ | 56·2 / | 33·5 | New York Utd.States *WB* | T.3Cy.27″,47″&78″-48″ 422NHP BethlehemS.B.Corp.Ld. | | R |
| 221358 | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| KDTN | *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing* | | | | | | | | | | | | | | | |
| 78172 | **Lebore** TwinSc | 8289 / — / 4546 | | | | | 1923 | Bethlehem S.B.Corp.Ld. San Francisco | OreS.S.Corp. | 549·6 / P118′F50′ | 72·2 / | 40·5 | New York Utd.States *WB* | SR Geared Steam Turbines BethlehemS.B.Corp.Ld. | | R |
| 223475 | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| KFMP | *Mchy.Aft* 1*Dk* *Longitudinal framing* | | | | | | | | | | | | | | | |
| 78173 | **Lech** | 3290 / 2621 / 1839 | | | | | 1939 | Deutsche Sch-u-Mschb. A.G.Weser Bremen | Norddeutscher Lloyd | 358·8 / P30′B&F313′ *upperF22′* | 50·2 / | 19·9 | Bremen German *WB* | 2 Oil Engines 2S.C.SA 12Cy.20½″-27½″ SR geared to 1 sc shaft 885NHP DeutscheSchiff.-Mschb. A.G.Weser,Bmn. | | G |
| DOUX | *Oil Eng.* D.F. E.S.D. 1*Dk* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 78174 | — | 1568 / 1241 / 790 | ✝100A1 *withfreeboard* 12,39 BS6,40 LMC MS5,38 | Lon | *r* | CL 4,38 | 1934 3mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's* | PolishBritishS.S. Co.Ld.(PolishS.S. AgencyLd. *Mgrs.*) *CellDBa&uE* | 281·4 / 293·5 (O.L.) FK *97′f119′333tFPT1* | 40·1 / | 16·1 / *7tAPT35t* | Gdynia Polish 5*BHptCem* (*Coll to Sh dk* 4 „ 2nd „ ) | T.3Cy.19½″,33″&54″-36″ (*s*) & LP Turbine with DR gearing & hydraulic coupling 2101b FD 335NHP 2SB(Spt)6*cf*,GS115,HS4043 Swan,Hunter&Wigham Richardson,Ld.Nwc. | 17 ″ 4 s ″ 7½ 16 ″ 10½ | |
| SPBU | *ss*Dnz.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F. *Platform dk for light* *Ref.Mchy.* *cargoes in No.2 hold* *Cruiser Stern* *Strengthened for Navigation in Ice* | | | | | | | | | | | | | | | |
| 78175 | **Lechistan** (*ex*Hemland-36) | *1937* / *1567* / *967* | ✝100A1 *withfreeboard* 5,40 6,39 LMC CS8,37 DBS6,40 10,39 *Carrying Vegetable Oil in No 4 DB tank* | Dnz Nwc | *t* | CL 6,39 | 1929 4mo | Eriksbergs M.V.Aktieb Gothenburg *Lloyd's* | 'ZegługaPolska' S.A.(PolishS.S. AgencyLd. *Mgrs.*) *CellD* | 289·2 / 305·2 (O.L.) F26′ FK *B246′646tAPT25t* | 43·0 / | 16·6 / | Gdynia Polish 6*BHptCem* (*Coll to Sh dk* 5 „ 2nd „) | Oil Engines 4S.C.SA 6Cy.24½″-51½″ 355NHP DR80lb EriksbergM.V.Aktieb.Got | 19 ″ 0 s ″ 4½ 18 ″ 9 | |
| SPAQ | D.F. *ss*Got.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice* | | | | | | | | | | | | | | | |
| 78176 | **Leconte de Lisle** Ⓟ TwinSc | 9877 / — / 5376 | | | | | 1922 | Soc.Provençale de Const.Nav La Ciotat | Soc.desServices Contractuels des Messageries Maritimes | 454·7 / B252′F65′ | 61·0 / | 37·4 | Marseilles French *WB* | T.6Cy.24¾″,40½″&65½″-47½″ 596NHP Soc.Provençale deConst. Nav | | V |
| FOBC | D.F. *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*&*Shade dk* | | | | | | | | | | | | | | | |
| 78177 | **Leda** TwinSc | 8546 / — / 5138 | ✝100A1 *Shelter dk* *withfreeboard* 1,40 2,41 LMC CS5,38 1,40 *Carrying Petroleum in bulk* DBS2,41 | Bal LAn | *d*† | CL 7,40 | 1925 11mo | Howaldts-werke Kiel *Lloyd's* | Panama Transport Co. *Cell* | 470·1 / B34′F39′ FK *DBuE69′160tDTf* | 63·2 / | 35·3 / *DTa* | Panama Pnamanian 18*BHptCem* *ptAsp* 13*BHtsUdk* | Oil Engines 2S.C.SA 8Cy.23¾″-41½″ 776NHP DB70lb 2 Water Tube DB-200lb SulzerBros.Ld.Winterthur 21′96t*FPT*182t*APT*119t | 35 ″ 6 s 8 ″ 6½ 27 ″ 3 | |
| HPFF | *Oil Eng.* *ss*Ham.No.3-7,37 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. GyC &*Web frames* *Cruiser Stern* *Longitudinal framing* | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Year Launched / Date rebuilt / Equipment Letter. | 7a Date when tail shaft last dealt. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of ✠ or Trial Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78178 / — / LCSI | **Leda** Ⓟ<br>D.F. E.S.D. 2 *Dks* | 2415<br>1549<br>1320 | | | | | 1920 | Armstrong Whitworth &Co.Ld. Newcastle | **DetBergenske Dampskibsselskab**<br>P467 *t* H339 *t* F119 *t* | 305·6 \| 41·7 \| 18·4<br>Bergen *WB* | | | Bergen Norwegian | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>WllsndSlpwy.Co.Ld.Nwc. | | |
| 78179 / 280 / OHCO | —<br>*ss* Hfs.2ndNo.3–5,33<br>*ss* Abo.No.1–38<br>Wireless D.F. 1 *Dk(Stl)&deep framing* | 1283<br>1040<br>694 | ✠100A1<br>7,39<br>✠NB12,34✠LMC<br>MS6,38 BS7,39 | Gls | *o* | 06<br>7,39 | 1908<br>6mo<br>*Lloyd's* | Laxevaags Msk.&Jrnskb Bergen<br>*sA&CP Celt* | **FinskaÅngfAktieb**<br>*DBa*63′ *f* 119′285 *t* | 239·2 \| 35·2 \| 14·4<br>227·6<br>P19′B61′F25′ FK<br>*FPT*40 *t APT* 51 *t* | | | Helsingfrs Finnish<br>4 *BHptCem ptAsp* | T.3Cy.16″,25⅝″&43″–30″ (*s*)<br>185lb *125lb* NDB34 120NH<br>1SB,3*cf*,GS54,HS1957<br>LaxevaagsMsk&Jrns.Bgn | 16 *ft* 10<br>s 1 *in* 7<br>15 *in* 5 | |
| 78180 / — / DONL | —<br>1 *Dk* | 594<br>462<br>347 | | | | | 1904 | Akt.Ges. "Weser" Bremen | **Dampfschifffahrts Ges.Neptun**<br>Q52′B43′F22′ | 179·8 \| 27·2 \| 11·8<br>*WB* | | | Bremen German | T.3Cy.13″,20½″&33½″–20½″<br>51NH<br>A.G."Weser,"Bremen | | G |
| 78181 / — / LCXY | **Ledaal** (*ex* Skudefjord–34, *ex* Skogland, *ss* Ham.2ndNo.3–11,23 *ex* Polcarne, D.F. 1 *Dk(Irn)2trBdg ex* Everingham) *deep framing* | 3076<br>2855<br>1886 | ✠<br>4,26<br>✠ | Shl | *u* | | 1899<br>12mo | BlythS.B. Co.Ld. Blyth | **D/SA/SLedaal(A. GowertOlsen&E. Gundersen,*Mgrs.*)**<br>*Cell DB a* 108′ *uE&B* 22′ *f* 128′6*v*0*t* | 322·9 \| 47·0 \| 22·4<br>H111 *t* F51 *t* FK<br>*APT* 109 *t* | | | Stavanger Norwegian<br>6 *BHCem* | T.3Cy.24″,40″&65″–42″<br>NDB20 281NH<br>2SB,6*rf*,GS119,HS4325<br>Blair&Co.Ld.Stockton | 24 *in* 10 | N<br>† |
| 78182 / — / — | **Lee An** (*ex* Kaimanawa–35, *ex* JohnHeidmann) 4Mst<br>Sub.Sig. 1 *Dk* *Cantilever framing* | 2407<br>—<br>1257 | | | | | 1909 | Flensburgr Schiffsb.Ges. Flensburg | **AnKweaFeng**<br>P24′B70′F29′ | 320·0 \| 42·0 \| 19·0<br>*WB* | | | Chefoo Chinese | T.3Cy.21¼″,35½″&59″–37½″<br>213NH<br>FlensburgerSchiffsb.Ges. | | C |
| 78183 / XNFV | **Lee Cheng** Steel&Iron<br>(*ex* KichirinMaru–34, *ex* Girin, *ex* Blairmount) *ss* Nag.No.3–3,02<br>Wireless 1 *Dk(Irn)& Web frames Beams Irn* | 1491<br>—<br>901 | ✠<br>3,02 | Nag | *o* | | 1889<br>6mo | Sunderlnd S.B.Co.Ld. Sunderland | **SunTeHsun**<br>P29′Q53′ BK7″ | 243·2 \| 34·1 \| 18·1<br>*WB* | | | Tientsin Chinese | T.3Cy.18½″,30″&49″–33″<br>138NH<br>N.E.MarineEng.Co.Ld.Slc | 17 *in* 6 | |
| 78184 / 150118 / VPDY | **Lee Sang** (*ex* TeoPao)<br>D.F. 2 *Dks* | 1655<br>1438<br>972 | | | | | 1907 | Schiffsw.v. HenryKoch Lübeck | **Indo-ChinaSteam Nav.Co.Ld.**<br>P&B154′F40′ | 265·8 \| 37·8 \| 18·4<br>*WB* | | | HongKong British | T.3Cy.20½″,33½″&53⅝″–33½″<br>163NHP<br>J.F.Ahrens,Altona | 20 *in* 9<br>s 2 *in* 3<br>18 *in* 8½ | |
| 78185 / — / XNFR | **Lee Shun** (*ex* YesanMaru–34, *ex* Burma) *ss* Kob.2ndNo.3–10,18<br>1 *Dk* | 3187<br>—<br>2313 | ✠ ...<br>6,20<br>✠ | | | | 1893<br>6mo | W.Gray& Co.Ld. W Hartlepool | **AnKweaFeng**<br>Q127′ BK10½″<br>*ptAwng dk* 198′ | 324·9 \| 41·4 \| 23·9<br>*WB* | | | Tientsin Chinese | T.3Cy.24⅝″,38″&64″–42″<br>256NH<br>Cen.Mar.Eng.Wrks.WHpl | 24 *in* 0 | |
| 78186 / 148831 / GDXQ | **Leeds City**<br>*Fitted for oil fuel*<br>D.F. 1 *Dk& Shelter dk* | 4758<br>4432<br>2884 | | | | | 1927 | Wm.Gray &Co.Ld. Sunderland | **ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)**<br>F41′ | 400·5 \| 54·3 \| 25·6<br>*WB* | | | Bideford British | T.3Cy.25″,42″&70″–48″<br>339NHP<br>Cen.Mar.Eng.Wrks.WHpl | | C |
| 78187 / 853 / OFDU | **Leena** (*ex* Francine–39, *ex* Fredavore–39, *ex* Thames) *ss* Hfs.2ndNo.3–8,31<br>*ss* Sws.No.1–36<br>Wireless *Well deck* 1 *Dk(ptIrn&ptStl)*<br>*Cargo battens not fitted & deep framing* | 1133<br>—<br>626 | ✠100A1<br>4,39<br>✠LMC<br>~~BS2,39~~ MS12,39<br>8,40 | Cff | *n* | CL<br>11,39 | 1905<br>9mo<br>*Lloyd's* | S.P.Austin &Son,Ld. Sunderland | **LaivaO/YFennia S.S.Co.Ld.(John NurminenO/Y, *Mgr.*)**<br>*Cell DB* 60 *uE* 17′*f* 96′278 *t FPT* | 220·9 \| 33·3 \| 14·0<br>232·3(O.L.)<br>Q75′B49′F23′ FK<br>49 *t APT* 87 *t* | | | Helsingfrs Finnish<br>4 *BHCem* | T.3Cy.18″,29½″&48¼″–33″<br>160lb *90lb* (*s*) 145NH<br>1SB,3*pf*,GS62,HS2371<br>G.Clark,Ld Sunderland | 16 *in* 6<br>s 1 *in* 2½<br>15 *in* 5 | |
| 78188 / 1133 / ESRP | **Leeni** (*ex* Portos–37, *ex* Ilmari, *ex* Dordrecht) *ss* Tln.4thNo.3–7,38<br>*Well deck* 1 *Dk(Irn)& Web frames*<br>*Cargo battens not fitted* | 1842<br>1473<br>1129 | ✠100A1<br>7,38<br>✠LMC<br>MS9,37 BS5,39 | Tln | *r* | 9,37 | 1891<br>8mo<br>*Lloyd's* | Wood, Skinner&Co. Newcastle | **A.Laane,F.Baltser &J.Petermann**<br>*Cell DBa* 76′ *uE* 18′ *f* 112′ | 274·5 \| 37·2 \| 17·2<br>Q101′B64′F31′ FK<br>320 *t APT* 29 *t* | | | Pärnu Estonian<br>4 *BHCem* | T.3Cy.21¾″,34″&56″–39″ (*s*)<br>160lb 194NHP<br>2SB,6*pf*,GS88,HS2900<br>N.E.MarineEng.CoLdNwc | 19 *in* 8<br>s 2 *in* 1<br>17 *in* 9 | |
| 78189 / PFNS / — | **Leerdam** Ⓟ<br>*ss* Rot.No.3–9,34<br>*ss* Rot.No.1–38<br>D.F. 2 *Dks(Stl)& Shelter dk*<br>Sub.Sig. (*Stl*–ws) | 8815<br>5846<br>5407 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>8,40 ~~11,33~~ BS12,40<br>~~BS11,39~~ ✠LMC11,38<br>*Fitted for oil fuel* 10,21 | Sch<br>Lon | *c* †<br>~~10,37~~<br>8,40 | CL<br>*F.P. above* | 1921<br>6mo<br>*Lloyd's* | NewWater -wayS.B.Co. Schiedam | **Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)**<br>*Cell DB* 367′1544 *t* | 450·0 \| 58·2 \| 37·2<br>B91′F50′ *on Shelter dk* FK<br>*M T* 27′ 714 *t D T a* 50° F. | | | Rottrdam Dutch<br>*ptCem* 8 *BHtoSh dk* | 3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*)<br>215lb HS11308 880NHP<br>4SB(Spt),*12cf*,GS247 FD<br>J.Brown&Co.Ld.<br>30′682 *t FPT* 172 *t APT* 86 *t* Clydebank | 40 *in* 0<br>s 10·2½<br>30 *in* 3¼ | |
| 78190 / — / DHUE | **Leesee** (*ex* RobertKöppen–33)<br>1 *Dk* | 2624<br>2240<br>1545 | | | | | 1922 | Nüske&Co. Stettin | **W.Schuchmann**<br>len36 | 322·9 \| 46·0 \| 19·2<br>P28′B82′F35′ | | | Bremrhvn German<br>*WB* | T.3Cy.21½″,33⅜″&55″–35″<br>176NHP<br>GörlitzerMaschfbk.Görlitz | | G |
| 78191 / — / XNDX | **Leetung** (*ex* SatsumaMaru)<br>*ss* Yka.No.3–4,98<br>*ss* Yka.No.1–02<br>2 *Dks*(1 *Stl*–ws)& *Spar dk*(*Teak*) | 1853<br>1245<br>1111 | ✠<br>6,05<br>✠ | Yka | | | 1884<br>5mo | Napier, Shanks&Bell Glasgow | **LeetungS.S.Co.Ld. (HweiTungS.SCo. *Mgrs.*)**<br>*Cell DB* 202′301 | 265·5 \| 35·7 \| 18·4<br>26·0<br>BK9½″ | | | Chefoo Chinese<br>*WB* | C.2Cy.36″&68″–44″<br>267NHP<br>J.Howden&Co.Glasgow | 28 *in* 7 | |
| 78192 / 161213 / MPJS | **Leeuwarden**<br>*ss* Lon.No.2–38<br>Wireless 1 *Dk(Stl)& Shelter dk(Stl)*<br>*Ref.Mchy.* *Cruiser Stern*<br>E.S.D. | 1209<br>861<br>538 | ✠100A1<br>*with freeboard*<br>3,38<br>~~BS3,37~~ BS4,41<br>~~BS3,39~~ ✠LMC3,38<br>✠Lloyd's RM (C) ~~3,42~~ 4,41 | Lon | *q* | CL<br>~~2,38~~<br>4,41 | 1929<br>3mo<br>*Lloyd's* | AilsaS.B. Co.Ld. Troon | **GeneralStm.Nav. Co.Ld.**<br>*Cell DB* 202′301 | 245·5 \| 40·1 \| 12·8<br>B62′ FK<br>*FPT* 31 *t APT* 15 *t* | | | London British<br>5 *BHCem*<br>*Coll to Sh dk* 4 „ 2*nd* „ | T.3Cy.21″,34″&56″–36″ (*s*)<br>200lb 304NHP<br>2SB,8*cf*,GS160,HS5834<br>AilsaS.B.Co.Ld.Troon | 14 *in* 9<br>s *in* 2<br>14 *in* 8½ | |
| 78193 / KZAF | **Legazpi**<br>*Oil Eng.*<br>Wireless 1 *Dk*<br>*Cruiser Stern* | 1179<br>894<br>676 | ✠ ...<br>2,38<br>✠ | HKg | *o* | | 1937<br>5mo | HongK'ng &Whampoa DockCo.Ld. HongKong | **LaNavieraFilipina Inc.**<br>*Cell DB* | 213·6 \| 40·2 \| 12·0<br>221·5(O.L.)<br>F36′ FK<br>*uE* 58 150 *t FPT* 34 *t* | | | Cebu Utd. States<br>4 *BHCem*<br>*APT* 45 *t* | Oil Engines 2S.C.SA<br>5Cy.19 $\frac{11}{16}$″–35 $\frac{7}{16}$″ 337NHP<br>Akt.Burmeistr&Wain,Cpn | 15 *in* 9 | |
| 78194 / 202311 / WCDN | **Lehigh** (*ex* WilliamA.Rogers)<br>*Mchy.Aft* 1 *Dk*<br>D.F. | 6524<br>—<br>5101 | | | | | 1905 | American S.B.Co. Lorain,O. | **BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)** | 525·0 \| 55·0 \| 31·0 | | | Wilmgton (Del.) Utd. States | T.3Cy.23½″,38″&63″–42″<br>257NHP<br>AmericanS.BCo.Cleveland | | R |
| 78195 / 218450 / KINM | —<br>*Fitted for oil fuel*<br>Sub.Sig. 2 *Dks& Web frames* | 4983<br>4740<br>3046 | ✠ ...<br>6,20<br>✠ | | | | 1919<br>7mo | American International S.B.Corp. HogIslandPa | **UnitedStates Maritime Commission** | 390·0 \| 54·2 \| 27·6<br>P39′B122′F43′ FK<br>*WB* | | | Phildlphia Utd. States | DR Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 *in* 0 | R<br>† |
| 78196 / — / LDRL | **Leiesten**<br>*Oil Eng.*<br>*ss* Osl.No.2–39<br>*Mchy.Aft* 2 *Dks*(*Stl*)& *Web frames*<br>*Longitudinal framing*<br>*Strengthened for Navigation in Ice* | 6118<br>~~5,40~~ 5,40<br>3561 | ✠100A1<br>~~2,41~~ 2,41 NYk<br>~~DBS8,39~~ ✠LMC12,37<br>9,40<br>*Carrying Petroleum in bulk* | Mch | *z* | CL<br>3,40 | 1930<br>11mo<br>*Lloyd's* | Armstrong Whitworth &Co.(Ship-builders)Ld. Newcastle | **SkibsA/S Leiesten (Rafen&Loen-nechen)**<br>*Cell DB uE* 56′ 171 *t* | 396·2 \| 55·1 \| 32·3<br>408·0(O.L.)<br>P97′B29′F36′ FK<br>*Trunk* 238′<br>*DT f* 34′523 *t FPT* 1 | | | Tönsberg Norwegian<br>14 *BHptCem* (9 *to U dk* 5 „ 2*nd* „ )<br>35 *t APT* 121 *t* | Oil Engines 2S.C.SA<br>6Cy.23⅜″–41¾″ 583NHP<br>2DB *180lb*<br>Armstrong,Whitworth& Co.(Engineers)Ld.Nwc. | 32 *in* 0 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenance approx. Lettre d'Equipement. | 7a Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. Registres de cond. où il est dans le L. M. Durée Cert. R. Trans. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78197 LJSI | **Leif** / *Oil Eng.* / Wireless D.F. | 1 *Dk & Shelter dk* / *Cruiser Stern* | 1532 / 1220 / 851 | | | | | 1937 | Akt. Lindholmens Varv Gothenburg | D/SA/SLaly (C.T.Gogstad & Co. *Mgrs.*) | 285·4 | 42·3 | 16·3 | Oslo / Norwegian | Oil Engines 2S.C.SA / 6Cy.19 5/8"–35 7/8" 398NHP / SulzerBros.Ld.Winterthur | | N |
| 78198 GBZV | **Leighton** / *Oil Eng.* / D.F. | Twin Sc / *ss* Liv. No. 3–4, 34 / *ss* Liv. No. 1–39 / 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) / *Cruiser Stern* | 7412 / 6874 / 4485 | ✠100A1 *Shelter dk with freeboard* 7,40 ~~3,40~~ ✠LMC DBS2,40 CS10,39 9,39 | Gls / Mch | *a*† | CL P4,38 S5,39 | 1921 / 10mo / *Lloyd's* | A. McMillan & Son Dumbarton / *SA & CP* / *Cell D B35* | **Lamport & Holt Line, Ld.** | 430·1 / F37′ *on Shelter dk* FK / 3′1108 *t D Ta* 42′804 *t* | 56·2 | 34·9 | **Liverpool** / British | Oil Engine 4S.C.SA / 12Cy.26 3/8"–39 3/8" 810NHP / *pt Cem* DB *100lb* / 7 *B Hto Sh dk* / 1 „ „ *U* „ / Harland & Wolff, Ld. Gls. | 37 *v* 6 / *s* 9 *x* 2 1/4 / 28 *x* 7 | |
| 78199 LCSK | **Leikanger** / *Fitted for oil fuel* / 1 *Dk & Shelter dk* | | 4003 / 3625 / 2483 | | | | | 1923 | Lithgows' Ld. Port Glasgow | **Westfal-Larsen & Co. A/S** | 375·3 / P104′ *t* H244′ *t* F30′ *t* | 52·3 | 23·9 | **Bergen** / Norwegian | T.3Cy.26″,42″ & 70″–48″ 339NHP / *WB* J.G.Kincaid & Co. Ld. Grk. | | N |
| 78200 GCGZ | **Leinster** Ⓟ / *Oil Eng.* / D.F. E.S.D. / *Ref. Mchy.* | Twin Sc / 2 *Dks* / *Cruiser Stern* | 4303 / 1969 / 2321 | ✠100A1 *with freeboard* ~~2,10~~ 5,39 0,11 ✠LMC11,37 DBS6,41 *For Irish Channel Service* | Liv | | OG | 1937 / 11mo / *Lloyd's* | Harland & Wolff, Ld. Belfast / *SA & CP* | **Coast Lines Ld.** | 353·0 / 367·0 (O.L.) / P59′ B186′ F43′ / *Forward* B22′ | 50·2 / *52·5* FK | 14·6 | **Liverpool** / British | Oil Engines 2S.C.SA / 20Cy.19 1/2"–35 7/8" 1347NHP / DB *80lb* / 8 *B Hpt Cem* / Harland & Wolff, Ld. Bel. / 644 *t D Tf* 10′ 43 *t A PT* 52 *t* | 19 *v* 0 / *s* 3 11 1/2 / 15 *x* 1 1/2 | |
| 78201 DOTS | **Leipzig** Ⓟ / *Oil Eng* / D.F. E.S.D. / *Ref. Mchy.* | 2 *Dks* / *Cruiser Stern* | 5898 / 4593 / 3419 | | | | | 1938 | Deutsche Sch-u-Mschb. A.G. Weser Bremen | **Norddeutscher Lloyd** | 436·7 / P21′ B & F399′ / *Upper* F39′ | 56·3 | 24·4 | **Bremen** / German | Oil Engines 2S.C.DA / 10Cy.20 7/8"–29 1/2 1/2" 1529NHP / Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | G |
| 78202 DAKN | — (*ex* Gertrud) / 1 *Dk* | | 795 / 552 / 476 | | | | | 1899 | Flensburger Schiffsb. Ges. Flensburg | **Rud. Christ. Gribel** | 199·1 / B106′ F21′ | 29·0 | 12·0 | **Stettin** / German | T.3Cy.14 1/2",20 7/8" & 32 1/2–22" NE20 NB13 39NHP / *WB* Schiffs w.u. Maschf A.G. Hamburg | | G |
| 78203 GLMJ | **Leise Mærsk** / *Oil Eng.* / *ss* Cpn. No. 3–4, 28 / *ss* Rot. No. 2–36 / D.F. | 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | 3136 / 2915 / ~~1898~~ / 1896 | ✠100A1 *Shelter dk with freeboard* 9,39 ✠LMC CS2,36 DBS6,396,40 5,38 | N Yk | | CL 9,39 | 1921 / 8mo / *Lloyd's* | Skbvdsv/d A.P Möller Odense / *SA & CP* / *Cell D Ba* | Ministry of Shipping (Burnett S.S.Co.Ld. *Mgrs.*) | 320·2 / 334·6 (O.L.) / F32′ *on Shltr dk* / len32 FK / 86′ *u E* 38′ *f* 136′ 619 *t* | 44·2 | 26·2 | **London** / British | Oil Engines 4S.C.SA / 6Cy.24 1/2"–51 1/2" 355NHP / DB *50lb* / Akt. Burmeistr & Wain, Opn / *Collision B H to Sh dk* 4 „ „ *U* „ / *FPT* 51 *t A PT* 60 *t* | 28 *v* 11 / *s* 6 10 1/2 / 22 *x* 3 | |
| 78204 LJGJ | **Leiv Eiriksson** / *Oil Eng.* / *Mchy. Aft* / D.F. Gyc. | *Cruiser Stern* 1 *Dk* / *Carrying Petroleum in bulk* | 9952 / 9191 / 5895 | | | | | 1936 | Bremer Vulkan Vegesack | **A/S Laboremus** (T.Dannevig & Co. *Mgrs.*) | 492·9 / P113′ F74′ | 66·1 | 36·4 | **Oslo** / Norwegian | Oil Engines 2S.C.DA / 6Cy.23 5/8"–43 7/8" 1167NHP / Bremer Vulkan, Vegesack | | N |
| 78205 LEIW | **Leka** (*ex* Hitberwood) / Wireless *Well deck* | *ss* Mdb. No. 1–26 / 1 *Dk* | 1599 / 1367 / 973 | ✠ ... 12,31 | | | | 1922 / 11mo | J.S.White & Co. Ld. Cowes | **D/S A/S Laly** (C.T.Gogstad & Co. *Mgrs.*) | 256·3 / Q92′ B59′ F27′ FK | 40·3 | 15·9 | **Oslo** / Norwegian | T.3Cy.19″,32″ & 52″–36″ 200NHP / *WB* J.S.White & Co. Ld. Cowes | 18 *v* 2 | N † |
| 78206 PFOF | **Lekhaven** / *ss* Rot. No. 3–12, 33 / D.F. / *ss* Rot. No. 1–38 / 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | *4802* / *4631* / *2987* | ✠100A1 *Shelter dk with freeboard* ~~5,11~~ 11,35 ✠LMC MS8,37 BS4,392,4 0 | Ant / ~~Lon~~ Hal | *x* | CL 4,39 ~~5,10~~ 5,41 | 1921 / 5mo / *Lloyd's* | W. Dobson & Co. Newcastle / *SA & CP* / *Cell D B313′960 t* | **N.V.Gebr.Van Uden's Scheepv.en Argentuur Maats.** | 359·9 / FK / *FPT* 100 *t A PT* 87 *t* | 52·0 | 31·5 | **Rottrdam** / Dutch / *Collision B H to Sh dk* 5 „ „ *U* „ | T.3Cy.25″,41″ & 69″–48″ (*s*) 180lb 401NHP / *pt Cem pt Asp* / 3SB,*9cf*,GS174,HS6678 / N.E.Marine Eng.Co Ld Nwc | 34 *v* 0 / *s* 8 11 1/2 / 25 *x* 3 | |
| 78207 IPQH | **Lello** (*ex* Luigi Boero 36, *ex* Carlo Greco ~~Iron~~ / *ex* Huguette, *ex* Ville / de Dunkerque, / *ex* Emma Henriette) | *ss* Dnk. 3rd No. 3–5, 20 / *ss* Dnk. No. 1–24 / 1 *Dk & Spar dk 3t r B* | 1384 / 804 | ✠ ... 10,25 | | | | 1889 / 3mo | J. de Decker Gz. Antwerp | Riccardo Telesio fu Agostino | 256·1 / 245·7 ND05 | 32·0 | 20·4 / BK8″ | Genoa / Italian | T.3Cy.18 1/2",30″ & 48″–33″ NB99 *refitted* 8,21 142NHP / *WB* Wllsnd Slpwy. Co. Ld. Nwc. | 24 *v* 0 | I † |
| 78208 PKEZ | **Lematang** (*ex* Willem van Driel Sr.) / 1 *Dk* | | 2512 / 2242 / 1476 | | | | | 1915 | A. Vuijk & Zonen Capelle a/d Ysel | **Koninkl. Paketv. Maats.** | 301·8 / P22′ B67′ F23′ | 45·3 | 20·0 | **Batavia** / Dutch | T.3Cy.22 1/2",37″ & 62″–39″ 240NHP / *WB* Maats. de Schelde, Flushing | | V |
| 78209 IBNS | **Leme** Ⓟ / *Oil Eng.* / *Ref. Mchy.* / D.F. / Gyc. | Twin Sc / *ss* Mfl. No. 3–8, 38 / 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) / 2*nd dk* (*Stl*) *in forward holds* | 8059 / 6711 / 4977 | ✠100A1 *Shelter dk with freeboard* 10,39 ✠LMC8,38 NE8,38 DBS6,39 Lloyd's RMC3,40 | Mfl | *b*† | CL PN8,38 S6,39 | 1925 / 10mo / *Lloyd's* | Stabilmento Tecnico Trieste / *SA & CP* / *Cell D B* 362′ 1412 *t D Ta* 1090 *t* | **"Italia" Soc. Anon. di Nav.** | 467·6 / (O.L.) 450·0 / B205′ F41′ | 57·2 / FK | 31·5 | **Trieste** / Italian | Oil Engines 2S.C.SA / 12Cy.26 3/8"–43 7/8" 1500NHP / 2DB *180lb* & *100lb* / Soc. An. "Fiat" S.G.M. Turin / *9 B Hpt Cem* (*8 to Sh dk* 1 „ *U* „) | 35 *v* 0 / *s* 7 8 1/2 / 27 *x* 6 | |
| 78210 VGTM | **Lemoyne** (*ex* Glenmohr) / *Mchy. Aft* / D.F. | 1 *Dk* / *pt. Longitudinal framing* | 10480 / 9859 / 7503 | | | | | 1926 | Midland S.B.Co. Ld. Midland, Ont. | **Canada Steamship Lines, Ld.** | 621·1 / F48′ | 70·2 | 25·4 | **Midlnd Ont** / British | T.3Cy.25 1/2",41 1/2" & 72"–48" E *built* 18 359NHP / *WB* Hooven, Owens & Rentschler Co. Hamilton, O. | | CR |
| 78211 WJCS | **Lemuel Burrows** (*ex* Deepwater) / D.F. | *ss* Bos. No. 3–5, 29 / *ss* Bal. No. 2–38 / 1 *Dk* (*Stl*) & *Web frames* / *Cargo battens not fitted* | 7610 / 6601 / 4787 | ✠100A1 5,40 ~~5,20~~ BS5,39 ✠LMC6,37 5,40 *Fitted for oil fuel* 10,17 *F.P. above* | Bal | *c*† | CL 5,39 | 1917 / 10mo / | New York S.B.Corp. Camden, N.J / A&CP / 150° F. | Koppers Coal Co. (Mystic S.S.Co. *Mgrs.*) | 437·2 / P28′ B72′ F32′ FK / *Cell D B* 386′ 2253 *t* | 63·7 | 33·7 | **Boston** / Utd. States | T.3Cy.25″,45″ & 75″–51″ (*r*) 195lb 629NHP / 3SB,*12cf*,GS220,HS9600 FD / *7 B H Cem* / New York S.B.Corp. / 1868 *t FPT* 205 *t A PT* 140 *t* / *Topside tanks* | 37 *v* 3 / *s* 9 1/2 / 28 *x* 6 | |
| 78212 SDNA | **Lena** / *Strengthened for navigation in ice* / *Cruiser Stern* / *Butts of bottom shell & deck plating electrically welded* | 1 *Dk & Shelter dk* | ~~1820~~ / *1937* / *1424* / *1097* | ✠100A1 *with freeboard* 7,40 ✠LMC7,40 ~~(Class Contem. plates)~~ *Fitted for oil fuel* 7,40 *F.P. above* | Osl | | CL | 1940 / 7mo | Fredrkstad Mek Vrks A/S Fredrikstad | **Rederiaktiebolaget Kare** (E.Brodin, *Mgr.*) | ~~394·1~~ / 304·5 / 315·3 (O.L.) FK / *Cell D B* 229′ 546 *t* | 44·2 / ~~45·6~~ 45·5 | 15·1 | **Stockholm** / Swedish | C.4Cy.(2) 15 3/8"&(2) 37 1/2"–34 7/16" (*s*) 277NHP 220lb FD / *5 B H* (*Coll to Sh dk* 4 „ 2*nd* „) / *Tanks at sides of tunnel* 18′ 55 *t FPT* 180 *t A PT* 91 *t* | 19 *v* 1 / *s* *x* 6 1/2 / 18 *x* 9 | |
| 78213 | — (*ex* Navarinon–39, / *ex* Stancliffe–38, / *ex* Drakelow–37, / *ex* Brompton Manor–36, / *ex* Warszawa, *ex* Aydon, / *ex* Charity. *ex* Jet, *ex* Aydon) / (TORPEDOED & BEACHED 3,38—NOW IN PORT) | *ss* Cff. No. 3–4, 26 / *ss* Bly. No. 2–35 / 1 *Dk* (*pt Iron pt Stl*) / *Mchy. Aft* / *Well deck* | 1735 / 1293 / 1021 | ✠ 11,37 ✠ | Cff | *q* | | 1914 / 4mo | Blyth S.B. & D.D.Co. Ld. Blyth | **Jean A. Mylonas** / *Cell D Bu E & B41* | 255·0 / Pon Q61′ Q144′ B14′ F29′ FK / *f* 172′ 482 *t FPT* 130 *t* | 38·3 | 17·0 | Greek / 4 *B H Cem* | T.3Cy.19″,33″ & 54″–36″ 224NHP / 2SB,*6pf*,GS100,HS3918 / N.E.Marine Eng.Co.Ld.Sld. | 19 *v* 6 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78214 | **Lena** (*ex*Kralingen-34) | | 1459 / 1177 | | | | | 1917 | L.Smit& Zoon Kinderdijk | U.S.S.R. | 237·9 | 36·0 | 16·7 | Archangel Russian | T.3Cy.17½",29½"&46"-36½" 127NHP | | |
| UCYN | Wireless | 1 *Dk* | 800 | | | | | | | | P23'B56'F25' | | | *WB* | L.Smit&Zoon,Kinderdijk | | |
| 78215 | — | | 383 | | | | | 1938 | Bodewes' Scheepswrvn Martenshoek | ZeevaartMij "ZaandamI" | 136·9 | 24·8 | 8·7 | Zaandam Dutch | Oil Engines 4S.C.SA 6Cy.11"-17⅛" 70NHP | | V |
| | | *Oil Eng.* | 227 | | | | | | | | P35'Q45'F24' | | | *WB* | Humboldt-Deutzmotoren A.G.Köln-Deutz | | |
| PFOJ | *Mchy.Aft* | 1 *Dk* | 181 | | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 78216 | **Lena Luckenbach** (*ex*Eastern | | 5238 | ✠100A1 | Mob | *a*† | CL | 1920 | Harima | LuckenbachS.S.Co | 425·0 | 53·6 | 34·9 | NewYork | T.3Cy.27",45¼"&75½"-51" | 29 // 0 | |
| 220589 | Soldier) | *ss*Mob.No.3-8,32 | — | *Shelter dk* | Sea | | 7,39 | 6mo | DockyardCo. Harima | | | | FK | Utd.States | &LPTurbine with DRgear- | s 3 // 6½ | |
| KDED | D.F. | *ss*Mob.No.1-36 | 3207 | *with freeboard* | | | | | A&CP | | | | *Collisn* | *ot Asppt Cem* | ing&hydraulic coupling | 25 // 8¼ | |
| | GyC. | 2 *Dks(Stl)& Shelter dk(Stl)* | | 7,40 ~~12,38~~ ✠LMC | | | | | | | | | | *nBHtoSh dk* | 200lb (*s*) 669NHP | | |
| | | | | MS11,36 BS1,40 | | | | | | *CellDB*366'1104*t* | *FPT*140*t APT*196*t* | | | 6 „ „ *U* „ | 3SB,*9cf*,GS185,HS8331 FD | | |
| | | | | *Fitted for oil fuel* 6,20 | | | *F.P. a* | | 0° F | | | | | | KobeSteelWorks.Ld.Kobe | | |
| 91 / 40 78217 | **Lenda** (*ex*Lenfield-37) | | 4005 | ✠100A1 | Ant | *w* | CL | 1924 | Swan,Hunter&Wigham Richardson, Ld.Newcastle | LeifErichsens RederiA/S(Leif Erichsen,*Mgr.*) | 361·2 | 51·3 | 24·1 | Bergen Norwegian | Oil Engines 2S.C.SA 4Cy.24"-50" 398NHP | 26 // 10 | |
| | | *Oil Eng.* | 3599 | 11,39 | | | 11,39 | 12mo | | | P36'B122'F31' | | FK | *6BHptCem* | 2DB*125lb* | s 4 // 9 | |
| LJOJ | D.F. | *ss*Nwc.No.3-6,37 | 2409 | DBS12,39 ✠LMC6,37 | | | | | | | 316' 1068*t* | *FPT* 95*t* | | *APT* 155*t* | Swan,Hunter&Wigham | 22 // 3½ | |
| | | 1 *Dk(Stl)* | | ✠LMC(M)12,39 | | | | *Lloyd's* | *SA&CP* | *CellDB* | | | | | Richardson,Ld.Nwc. | | |
| 78218 | **Leneo** (*ex*Giannutri-36, | | 345 | | | | | 1912 | Fratelli Orlando&Co. Leghorn | GiacomoClerici | 165·6 | 23·1 | 12·4 | Genoa Italian | T.3Cy.10⅝"16½"&27⅞"- 15¾" NE22NB36 30NHP | | I |
| 2078 | *ex*Elba,*ex*ElbaII,*ex*Elba) | | 300 | | | | | | | | 154·1 | | | *WB* | Ganz&Co.Ld.Budapest | | |
| IPGI | | *Fitted for oil fuel* 1 *Dk* | 176 | | | | | | | | P34'F40' | | | | | | |
| 78219 | **Lenin** (*ex*St.Alexandre Nevsky) | **TrpSc** *ss*Kel.No.1-22 | 3828 | ✠ | Kel | *v* | | 1917 6mo | Armstrong Whitworth &Co.Ld. Newcastle | U.S.S.R. | 281·0 | 63·9 | 32·8 | Archangel Russian | T.9Cy.24½",38"&61"-39" 1038NHP | 23 // 3 | |
| | | | 3583 | 12,23 | | | | | | | | | FK | *6BHCem* | 8SB,*24cf*,GS484,HS18696 FD | | |
| UNZP | | (*Icebreaker*) | 1310 | ✠ | | | | | | *CellDBu E&B*171' *'tween dk* | 584*t Side trimming tanks*95'872*t* | | | *tanks*22'85*t FPT*19 | WllsndSlpwyCo.Ld.Nwc. | | |
| | | (*Two screws aft & one forward*) | | | | | | | | | | | | 9*t APT*247*t* | | | |
| | | 1 *Dk(Stl)& Awng dk(Stl*-teak s) *& Web frames* | | | | | | | | | | | | | | | |
| 78220 | — Ⓟ | | 2713 | ✠ | Kob | *u* | | 1909 | F.Schichau Danzig | U.S.S.R. | 311·1 | 41·5 | 28·2 | Odessa Russian | T.3Cy.25½",43⅜"&70⅜"- 47½" 584NHP | 30 // 8 | |
| 109 | (*ex*Simbirsk) | *ss*Nag.No.2-18 | 1692 | 10,22 | | | | 9mo | | | | | FK | *5BHCem* | 4SB,*12cf*,GS223,HS8978 | | |
| UOLZ | | 2 *Dks Lower dk(Stl)& Spar dk(Stl*-teak s) | 1356 | ✠ | | | | | | | | | | *CellDB* | F.Schichau,Elbing | | |
| | | | | | | | | | | *a*44' *u E & B* | 96'*f*92'304*t FPT*23*t APT*12*t* | | | | | | |
| 78221 | — | **IronPad** | 409 | | | | | 1880 | Mayer Linz | U.S.S.R. | 190·0 | 23·5 | 9·0 | Odessa Russian | C.2Cy.31"&51"-48" 150NHP | | |
| 66 | (*ex*Skory) | | — | | | | | | | | | | | | Escher,Wyss&Co.Zurich | | |
| | | 1 *Dk* | 243 | | | | | | | | | | | | | | |
| 78222 | **Leningrad** (*ex*KrasnyPetrograd, | | 1783 | ✠ | Lth | *r* | | 1889 | Irvine&Co. W Hartlepool | U.S.S.R. | 273·9 | 37·1 | 16·7 | Odessa Russian | T.3Cy.21",34"&56"-36" NB29 187NHP | 19 // 5 | |
| | *ex*Linell,*ex*Marian) | *ss*Lth.2ndNo.3-5,14 | 1325 | 10,19 | | | | 9mo | | | P29'Q76'B112'F37 | | BK9½" | *4BHCem* | Blair&Co.Ld.Stockton | | |
| UNYI | *Well deck* | 1 *Dk(Irn)& Web frames* | 1043 | ✠ | | | | | | | | | | *Cell* | | | |
| | | | | | | | | | | | | | | *DB*232'457*t* | | | |
| 78223 | **Lennox** (*ex*Glenlinnie) | | 1904 | | | | | 1923 | Swan,Hunter&Wigham Richardson, Ld Newcastle | CanadaSteamship Lines,Ld. | 252·0 | 42·5 | 18·0 | Montreal British | T.3Cy.16",26½"&44"-33" 111NHP | | C |
| 145525 | | | 1575 | | | | | | | | Q100'F35' | | | *WB* | Swan,Hunter&Wigham | | |
| CYLT | *Mchy.Aft* | 1 *Dk* | 1121 | | | | | | | | | | | | Richardson,Ld.Nwc. | | |
| 78224 | **Leny** | | 343 | | | | | 1937 | Gebr.van Diepen Waterhuizen | G.deGroot | 136·3 | 24·6 | 9·7 | Kampen Dutch | Oil Engines 4S.C.SA 6Cy.11"-17⅛" 70NHP | | V |
| | | *Oil Eng.* | 261 | | | | | | | | P37'F17' | | | *WB* | Humboldt-Deutzmotoren, | | |
| PFOK | *Mchy.Aft* | 1 *Dk* | 167 | | | | | | | | | | | | A.G.Köln-Deutz | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 54/41 78225 | **Leo** | | 1367 | | | | | 1924 | Atel.&Ch. de la Seine Maritime Le Trait(S.I.) | DetBergenske Dampskibsselskab | 231·4 | 34·2 | 21·8 | Bergen Norwegian | T.3Cy.18",30"&50"-33" 144NHP | | N |
| | | | 1314 | | | | | | | | | | | *WB* | Atel &Ch.de la Seine Marit. | | |
| LDLW | *Ref.Mchy* | 2 *Dks* | 791 | | | | | | | | | | | | Le Trait(S.I.) | | |
| | Wireless D.F. | | | | | | | | | | | | | | | | |
| 78226 | — | | 1243 | | | | | 1920 | Hawthorns &Co.Ld. Leith | FinskaÅngfartygs A/B | 256·5 | 39·0 | 15·8 | Helsngfors Finnish | T.3Cy.21½",35"&59"-39" 217NHP | | C |
| | (*ex*Landes-34) | | 1055 | | | | | | | | 245·2 | | | *WB* | Hawthorns&Co.Ld.Leith | | |
| OHWE | Wireless D.F. | 2 *Dks* | 505 | | | | | | | | | | | | | | |
| 10/40 78227 | — | | 1140 | 100A1 | Hul | | OG | 1908 | Stettiner Oderwerke Stettin | Ellerman'sWilson Line,Ld. | 225·7 | 35·4 | 14·4 | Hull British | T3Cy.17",27¾"&43⅜"-31½" 185lb (*s*) 128NHP | 17 // 1 | |
| 145059 | (*ex*Spes) | *ss*Hul.2ndNo.3-11,33 | 930 | Examined 3,40 | | | 5,38 | | | | Q75'B98'F29' | | FK | 4*BHAsp* | 2SB,*4cf*,GS67,HS2100 | s // 9¾ | |
| MKFY | *Well deck* | 1 *Dk(Stl)* | 637 | LMC | | | | *Lloyd's* | *SA&CP* | *CellDB*178'360*t FPT* | | | | 67*t APT*27*t* | StettinerOderwerke | 16 // 5 | |
| | | | | MS11,33 | BS3,40 | | | | | | | | | | | | |
| 108/40 78228 | **Leola** (*ex*Ita-35, | **Iron** | 499 | | | | | 1884 | Rostocker Akt.Ges. Rostock | L.Aulik | 161·0 | 26·2 | 12·1 | Tallinn Estonian | C.2Cy.20"&35½"-27½" NB96 55NHP | | V |
| 821 | *ex*SvendLarsen,*ex*Mjölnir,*ex*Traag) | | 424 | | | | | | | | Q44*t*B76*t*H8*t*F13*t* | | | *WB* | RostockerA.G.Rostock | | |
| ESDL | | 1 *Dk* | 266 | | | | | | | | | | | | | | |
| 78229 | **Leon** Ⓟ (*ex*Eneo,*ex*Sarajevo, | | 968 | ✠ ... | | | | 1896 | Wigham Richrdsn &Co Newcastle | LakonikiStm.Nav. Co. | 220·0 | 29·2 | 14·4 | Piræus Greek | Q.4Cy.17",24",36"&52"-36" 203NHP | 15 // 1 | |
| 650 | *ex*Pannonia) | *ss*Fiu.2ndNo.3-7,22 | — | 1,27 | | | | 8mo | | | P140'F48' | | | *WB* | WighmRichrdsn&Co.Nwc | | |
| SZKT | *Well deck* Wireless | 1 *Dk2trB* | 546 | ✠ | | | | | | | *&pt Shade dk* BK7½" | | | | | | |
| 179/40 78230 | **Léon Martin** | | 1951 | | | | | 1936 | Ch.&Atel. deSt Nazaire (Penhöet)SA Gd.Quevilly | Ministry of Shipping(Anglo-AmericanOilCo, Ld.(R.A.Carder) *Mgrs.*) | 252·3 | ~~46·0~~ | 17·1 | Glasgow British | Oil Engines 2S.C.SA 5Cy.20½"-27⅝" 369NHP | | V |
| 165981 | | *Oil Eng.* | 1515 | | | | | | | | P73'F28'[46·1] | | | *WB* | Chantiers de Penhöet,St.N. | | |
| ~~FOLT~~ | | *Cruiser Stern* 1 *Dk* | 954 | | | | | | | | | | | | | | |
| GMLJ | *Mchy.Aft* | *Carrying Petroleum in bulk Longitudinal framing* | | | | | | | | | | | | | | | |
| 78231 | **Leon y Castillo** Ⓟ | | 871 | ✠100A1 | LaP | *m* | CL | 1912 | W.Harkess &Son,Ld. Middlesbro' | Cia.Trasmediterránea | 210·0 | 30·0 | 10·2 | SantaCruz Spanish | T.3Cy.16½",27"&44"-28" (*s*) 140NHP | 12 // 3 | |
| | | *ss*La.P.No.3-5,25 | 473 | *Shelter dk* | | | 8,37 | 3mo | | | | | | *5BHCem* | 180lb | s // 6½ | |
| EAQX | | *ss*La.P.No.2-33 | 486 | *with freeboard* | | | | | | | Bon*Shelter dk*72' | | FK | | 2SB,*4cf*,GS74,HS2561 | 12 // 1 | |
| | Wireless | 1 *Dk& Shelter dk(Teak)* | | 10.33 ✠LMC8,37 | | | | *Lloyd's* | *SA&CP* | | | | | 14*t APT*13*t* | MacColl&Pollock,Ld.Sld. | | |
| | | | | NO LATER SURVEY | | | REPORTED | | | *CellDBa*33' | *uE*17'*f*95'160*t FPT* | | | | | | |
| 78232 | **Leonard C. Hanna** | | 6356 | | | | | 1905 | American S.B.Co. Cleveland,O. | MahoningS.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*) | 504·0 | 54·0 | 30·0 | Wilmgton (Del.) | T.3Cy.23½",38"&63"-42" 257NHP | | R |
| 201959 | | | — | | | | | | | | | | | *WB* | Utd.States | DetroitS.B.Co.Detroit | |
| | D.F. *Mchy.Aft* | 1 *Dk* | 4922 | | | | | | | | | | | | | | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme auquel maintenant en prix. Lettre d'équivalence. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. — Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. I.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | Lignes de charge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78233 | **Leonardia** (*ex*SheafField) | 1583 | ✠100A1 ~~Hpt~~ | | *q* | CL | 1906 | BlythS.B. | Rederi A/B Jonstorp (F.L.Hall, *Mgr.*) | 258·9 | 37·0 | 18·1 | Jonstorp | T.3Cy.19″,30″&48″–36″ (*s*) | 20 ″ 5 |
| 7040 | ss Mmo.2nd No.3–1,32 | 1425 | Examined 4,41 Brw | | | 1,37 | 7mo | Co.Ld | | | | | Swedish | 180lb *80lb* 159NHP | s 2 ″8½ |
| SFHJ | ss Hpl.No.1–37 | 933 | ✠LMC | | | | | Blyth | | P28′B58′F30′ FK | | | 4 *BH Cem* | SB, *4pf*, GS71, HS2584 | 17 ″ 11 |
| | 1 *Dk (Stl) & deep framing* | | MS1,37 | BS~~3,39~~ 2,40 | | | *Lloyd's* | *SA&CP* | *Cell DBa84′uE&B* | 30′ *f*102′ 424*t* | *FPT* | | 53*t* *APT* 20*t* | J.Dickinson&Sons,Ld.Sld. | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | |
| 78234 | **Leonardo da Vinci** Ⓟ Twin Sc | 7515 | | | | | 1925 | Ansaldo | Lloyd Triestino | 447·2 | 52·5 | 36·0 | Genoa | 6 Steam Turbines DR | I |
| 1306 | *Fitted for oil fuel* | — | | | | | | San Giorgio | Soc. Anon. di Nav. | | | 27·9 | Italian | geared to 2 Sc. Shafts | |
| IBPS | D.F. 2 *Dks & Shelter dk* | 4205 | | | | | | Spezia | | | | | *WB* | Ansaldo Sampierdarena | |
| 78235 | **Leonardo Palomba** (*ex*Stanton) | 1110 | ✠ ... | | | | 1899 | Strand | Leonardo Palomba | 222·4 | 35·1 | 14·3 | Torre del | T.3Cy.17½″,28″&47″–35″ | 16 ″ 5 | I |
| 59 | ss Shl.2nd No.3–7,24 | 879 | 1,32 | | | | 8mo | Slipway Co. | | 212·0 FK | | | Greco | 154NHP | | † |
| IPGU | *Well deck* ss Shl.No.1–28 | 642 | ✠ | | | | | Sunderland | | P17′Q44′B46′F23′ | | | Italian *WB* | N.E.Marine Eng.Co.Ld.Sld | |
| | 1 *Dk & Web frames* | | | | | | | | | | | | | | |
| 78236 | **Leonhard Nilsen** (*ex*Patrick) | 617 | | | | | 1918 | Rosenb'rgs Mek.Verkstd | A/S Nordlands-linjen (O.Jacobsen, *Mgr.*) | 170·3 | 28·1 | 12·3 | Harstad | T.3Cy.12″,20″&33″–24″ | N |
| | | 479 | | | | | | Stavanger | | P56′F26′ | | | Norwegian | 53NHP | |
| LBLY | *Mchy. Aft* 1 *Dk* | 332 | | | | | | | | | | | *WB* | Bergens Mek.Verkstd. Bgn | |
| 78237 | **Leonian** | 5424 | ✠100A1 | Lon | *a*† | CL | 1936 | Deutsche | United Africa Co. | 417·5 | 57·7 | 23·6 | Liverpool | T.3Cy.21⅛″,35⅞″&57½″– | 25 ″ 8 |
| 164286 | | 4447 | *with freeboard* | | 2½ | 7,39 | 4mo | Sch-u-Mschb. | Ltd. | 433·0 (O.L.) | | | British | 39⅜″&1LP turbine with DR | s 1 ″ 11½ |
| GYSQ | D.F. | ~~8202~~ 3197 | 3,40 | ✠LMC4,36 | | | | A.G.Seebeck Wesermünd-G | | F43′ FK | | | 7 *BH Cem* | gearing and hydraulic | 23 ″ 10½ |
| | 1 *Dk & Shelter dk* | | | | | | | | | | | | *Coll to Sh dk* | coupling | |
| | *Cruiser Stern* | | | | | | *Lloyd's* | *SA&CP* | | | | | 6 „ 2*nd* „ | 220lb FD (*s*) 350NHP | |
| | | | *Carrying vegetable oil in deep tank* | | | | | | | | | | 6*t* *APT* 20*5t* | 2SB (Spt) *6cf*, GS100, HS4476 | |
| | | | *Fitted for oil fuel* | 8,37 | *F.P. above* | | | | *Cell DB* 337′1058*t* | *DTa* 25′830*t* | *FPT* 22 | | | Deutsche Schiff.-u Mschb. | |
| | | | | | | | | | | | | | | A.G.Seebeck, Wsm. | |
| 78238 | **Leonid Krasin** (*ex*Brann, *ex*Stavn, *ex*Brager) | 1840 | | | | | 1913 | Fredrkstad Mek.Værks. Fredrikstad | U.S.S.R. | 265·3 | 42·2 | 17·9 | Archangel | T.3Cy.20½″,33″&56″–36″ | |
| | | 1643 | | | | | | | | P32′B71′F29′ | | | Russian | 188NHP | |
| UNGT | 1 *Dk* | 1152 | | | | | | | | | | | *WB* | Fredrikstad M.V.Frdstad. | |
| 78239 | **Leonidas** (*ex*Bellorado–37) | 4573 | ✠100A1 | Bal | *y* | CL | 1928 | Lithgows Ld. | Th.L.Boyazides (Th.L.Boyazides &Co. *Mgrs.*) | 385·0 | 52·0 | 26·6 | Andros | T.3Cy.25″,42″&70″–48″ (*s*) | 29 ″ 0 |
| 253 | ss Cff.No.2–37 | 4327 | 4,40 ~~3,40~~ | | | 3,40 | 9mo | PortGlasgow | | 398·0 (O.L.) | | | Greek | 200lb 471NHP | s 5 ″3½ |
| SVVP | D.F. 2 *Dks (Stl)* | 2902 | BS~~3,36~~ 7,40 | ✠LMC2,37 | | | *Lloyd* | *SA&CP* | *Intermediate' Twee n dk* | P33′B112′F44′ FK | | | *pt Cem* 4 *BH to U dk* | 3SB, *9cf*, GS161, HS6786 FD | 23 ″ 11½ |
| | | | | | | | | | *BH in after hold dispensed with* | | | | 2 „ „ *2nd* „ | J.G.Kincaid&Co.Ld.Grk. | |
| | | | | | | | | | *Cell DB* 331′ 1012*t* | *DTa* 30′784*t* | *APT* 16*t* | | | | |
| 78240 | **Leonidas M.** (*ex*Bellucia–37) | 4573 | ✠100A1 | Msl | *y* | CL | 1929 | Lithgows Ld. | C.N.Michalos& J.C.,N.C.&A.C. Hadjipateras (C.Hadjipateras& Sons, *Mgrs.*) | 385·0 | 52·0 | 26·6 | Chios | T.3Cy.25″,42″&70″–48″ (*s*) | 29 ″ 0 |
| 135 | ss Shl.No.2–37 | 4327 | ~~3,40~~ 11,40 | Bal | | ~~3,40~~ 11,40 | 1mo | PortGlasgow | | P33′B112′F44′ | | | Greek | 200lb 477NHP | s 5 ″3½ |
| SVVZ | D.F. 2 *Dks (Stl)* | 2902 | ✠LMC | | | | *Lloyd's* | *SA&CP* | *Intermediate' Twee n dk* | | | | *pt Cem* 4 *BH to U dk* | 8SB, *9cf*, GS138, HS6789 FD | 23 ″ 11½ |
| | | | MS4,37 | BS~~3,39~~ 3,40 | | | | | *BH in after hold dispensed with* | | | | 2 „ „ *2nd* „ | Rankin&Blackmore Ld Grk | |
| | | | | | | | | | *Cell DB* 331′ | | | | 1012*t* | *DTa* 30′784*t* | *APT* 16*t* |
| 78241 | **Leonidas M. Valmas** | 2080 | | | | | 1914 | Stettiner Oderwerke Stettin | M.L.Valmas | 258·3 | 40·5 | 16·2 | Andros | T.3Cy.20½″,31½″&51½″–35″ | C |
| 228 | (*ex*Germania–36, *ex*Leonidas M. | 1403 | | | | | | | | P32′Q75′B&F164′ | | | Greek | 156NHP | |
| SVHF | Valmas–35, *ex*Gerano–34, *ex*Stern) 1 *Dk* | 1249 | | | | | | | | | | | *WB* | Stettiner Oderwerke | |
| 78242 | **Leonidas N. Condylis** | 3923 | ✠100A1 | Pir | *w* | CL | 1912 | W.Gray& Co.Ld. W.Hartlepool | D.L.Condylis | 360·0 | 49·1 | 25·6 | Andros | T.3Cy.25″,40½″&67″–45″ (*s*) | 28 ″ 0 |
| 239 | (*ex* Branksome *ss* Pir 2nd No.3–6,38 | 3631 | 2,~~16,38~~ | Mch | | 6,38 | 10mo | | | | | | Greek | 180lb 337NHP | s 5 ″1½ |
| SVIN | Chine–35, *ex*Aurora–34, | 2484 | ✠LMC | | | | *Lloyd's* | *SA&CP* | *Cell D* | P27′B105′F35′ FK | | | 6 *BH Cem* | | 23 ″ 0½ |
| | *ex*Swiftway, *ex*Arachne) 1 *Dk (Stl)* | | MS6,38 | BS~~3,39~~ 3,40 2,41 | | | | | | *Ba* 117′ *u* E25′ *f* 158′ | | | 925*t* *APT* 78*t* | 2SB, *6cf*, GS132, HS5323 | |
| | D.F. *Cargo battens not fitted* | | | | | | | | | | | | | Cen.Mar.Eng.Wrks.W Hpl | |
| 78243 | **Leonidas Z. Cambanis** | 4274 | ✠100A1 | Hul | *y* | CL | 1917 | W.Pickers-gill&Sons,Ld. Sunderland | Heirs of the late L.Z.Cambanis | 390·0 | 53·3 | 23·5 | Andros | T.3Cy.25½″,45″&74″–48″ (*s*) | 26 ″ 0 |
| 200 | (*ex*Littleton, *ss* Hul.No.3–1,29 | 4020 | 6,40 ~~1,39~~ | Bkn | | ~~11,39~~ 6,40 | 5mo | | | | | | Greek | 180lb 475NHP | s 3 ″5½ |
| SVQX | *ex*Harpalyce, *ss* Gls.No.2–37 | 2671 | ✠LMC | | | | *Lloyd's* | *SA&CP* | *Cell DB* | P40′B244′F35′ FK | | | 6 *BH Cem* | 3SB, *9cf*, GS178, HS8197 | 22 ″ 9 |
| | *ex*Shannonmede, 1 *Dk (Stl)* | | MS11,36 | BS~~1,39~~ 1,41 | | | | | | 338′1193*t* *FPT* 110*t* | | | *APT* 77*t* | Richardsons,Westgarth& Co.Ld.Hpl. | |
| | *ex*Linmore, *ex*Llanover) *Cargo battens not fitted in No.3 Hold & bridge cargo spaces* | | | | | | | | | | | | | | |
| 78244 | **Leontes** | 338 | | | | | 1920 | Schiffs.-u Dekbauwerft Flender Lübeck | Flensburg-Ekens-under Dampfsch. Ges. (Vereinigte Flensburg-Ekens-under u. Sonder-burger Dampfsch. Ges. *Mgrs.*) | 139·1 | 22·5 | 11·8 | Flensburg | C.2Cy.14¾″&22½″–15½″ | G |
| | | 292 | | | | | | | | B34′F20′ | | | German | 17NHP | |
| DHOZ | 1 *Dk* | 180 | | | | | | | | | | | *WB* | G.Seebeck A.G. Wesermünde-G. | |
| 78245 | **Leontios Teryazos** | 4479 | ✠ ... | | | | 1911 | Russell& Co. | Th.L.Teryazos | 400·0 | 51·9 | 26·9 | Piræus | T.3Cy.26½″,44″&72″–48″ | 29 ″ 6 | C |
| 920 | (*ex*Tarantia–37, *ss* N.Yk.No.3–7,20 | — | 9,22 | | | | 7mo | | | P47′B119′F46′ | | | Greek | 488NHP | | † |
| SVVX | *ex*Kirkfield) D.F. 2 *Dks* | 2856 | ✠ | | | | | PortGlasgow | | FK | | | *WB* | D.Rowan&Co.Glasgow | |
| 78246 | **Leopardi** (*ex*Gambia–33) | 3298 | ✠100A1 | Fiu | *v* | CL | 1915 | Tyne I.S.B. Co.Ld. Newcastle | "Tirrenia" Soc. Anon. di Nav. | 349·7 | 48·6 | 22·6 | Genoa | T.3Cy.25″,41″&68″–45″ (*s*) | 25 ″ 0 |
| 77 | *ss* Ham.No.3–9,28 | 2955 | 10,39 | | | N11,38 | 10mo | | | 336·9 | | | Italian | 180lb 429NHP | s 4 ″0½ |
| IBVF | *ss* Fiu.No.2–37 | 1970 | ✠LMC | | | | *Lloyd's* | *SA&CP* | *Cell D Ba* 96′ *u* E 25 | P36′B108′F41′ FK | | | 6 *BH Cem* | 2SB (FD), 1 Aux SB, | 21 ″ 2 |
| | 2 *Dks (Stl–Uws)* | | MS10,36 | BS4,39 | | | | | | *f* 149′741*t* *FPT* 129*t* | | | *APT* 93*t* | *9cf* & *2pf*, GS152, HS6484 | |
| | | | | | | | | | | | | | | N.E.Marine Eng Co Ld Nwc | |
| 78247 | **Léopold II** | 2902 | ✠100A1 | Ant | *v* | CL | 1906 | W.Dobson &Co. Newcastle A&CP | Cie. Royale Belgo-Argentine (Agence Maritime Internationale S.A. *Mgrs.*) | 331·2 | 44·2 | 16·2 | Antwerp | T.3Cy.23½″,39″&66″–45″ (*s*) | 26 ″ 6 |
| | | 2742 | *Spar dk* | | | 11,39 | 3mo | | | | | 24·2 | Belgian | 180lb 312NHP | s 4 ″9½ |
| OODA | *ss* Ant.2nd No.3–9,33 | 1851 | 11,39 | | | | | | | P27′B96′F38′ FK | | | 5 *BH Cem* | 2SB, *6cf*, GS129, HS4770 | 21 ″ 10½ |
| | 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | | BS2,40 | ✠LMC12,37 | | | | | | | | | | N.E.Marine Eng.Co Ld Nwc | |
| | | | | | | | | | | *WB* = *Cell DBa* 102′ *u* E | | | | | |
| 78248 | **Leopold L. D.** | 5267 | | | | | 1933 | Götaver-ken A/B Gothenburg | Louis-Dreyfus &Cie. | 428·2 | 56·6 | 25·7 | Dunkirk | Oil Engines 4S.C.SA | V |
| | Sub.Sig. D.F. GyC. *Oil Eng.* | 4632 | | | | | | | | F35′ | | | French | 8Cy.29½″–59½″ 653NHP | |
| FOQD | *Cruiser Stern* 2 *Dks* | 3126 | | | | | | | | | | | *WB* | Götaverken A/B, Got. | |
| 78249 | **Leopoldville** Ⓟ Twin Sc | 11509 | ✠100A1 | Ant | *f*† | CL | 1929 | Soc. Anon. Jhn.Cockerill Hoboken | Cie. Maritime Belge (Lloyd Royal) Soc. Anon. (Agence Maritime Interna-tionale, *Mgrs.*) | 501·8 | 62·2 | 35·0 | Antwerp | Q.8Cy.23½″,33½″,48½″& | 38 ″ 1 |
| 120 | *ss* Ant.No.2–37 | 8305 | *with freeboard* | Liv | | ~~11,39~~ P11,40 | 8mo | | | len37 FK | | | Belgian | 68½″–48½″ &LP Turbines | s 12 ″7½ |
| ONLB | Sub.Sig. 3 *Dks (Stl–Weather dk teaks)* | 6941 | 11,40 ~~11,39~~ | | | S11,39 | | | | B144′F98′ | | | | with DR gearing & hydraulic | 25 ″ 10½ |
| | *Ref.Mchy.* GyC. *Cruiser Stern* | | BS1,40 | ✠LMC1,37 | | | *Lloyd's* | *SA&CP* | | 7 *BH to Weather* | | | *dk pt Cem* | couplings | |
| | D.F. | | | ✠Lloyd's RMC3,40 | | | | | | | | | | 216lb (*s*) FD 1225NHP | |
| | | | *Fitted for oil fuel* | 8,32 | *F.P. above* | 15 | | | | | | | | 6SB (4Spt), *18cf*, GS400, | |
| | | | *Carrying Palm Oil in d* | | *eeptunk forward* | 0° F. | | | *Cell DB* | 401′1596*t* | *FPT* 117*t* | *APT* 106*t* | | HS14850 | |
| | | | | | | | | | | | | | | Soc.An J.Cockerill, Seraing | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Mercy ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78250 | **Léoville** | | 1050 | | | | | 1922 | Atel.&Ch. de la Seine Marit. Le Trait, S/I. | Worms&Co. | 215·9 P126' | 30·6 F57' | 12·6 | Havre French *WB* | T.3Cy.18″,30″&50″–33″ 144NHP Atel.&Ch.de la Seine Marit. | | V |
| FOPZ | *Mchy. Aft* 1 *Dk* | | 417 | | | | | | | | | | | | | | |
| 78251 | **Lepus** (*ex* Ming Sang, *ex* Kwong Eng) | | 1936 | | | | | 1906 | Schiffsw. v. Henry Koch Lübeck | Madrigal&Co. | 265·7 P&B154' | 37·8 F40' | 18·4 | Manila Utd. States *WB* | T.3Cy.20½″,33½″&53″–33½″ 162NHP J.F.Ahrens, Altona | | |
| KZLP | 2 *Dks* | | 1106 | | | | | | | | | | | | | | |
| 78252 289 IBAF | **Lero** Ⓟ **TwinSc** *Oil Eng.* 2 *Dks* *Cruiser Stern* | | 1980 — 1092 | | | | | 1936 | Cantieri Riuniti Dell' Adriatico Monfalcone | "Adriatica" Soc. Anon. di Nav. | 263·9 249·3 F36' | 40·2 | 21·1 | Venice Italian *WB* | Oil Engines 2S.C.SA 12Cy.17⅞″–29½″ 656NHP Soc.An "Fiat" S.G.M. Turin | | I |
| 78253 526 SZIC | **Leros** (*ex* Aspasia Nomikos–36, *ex* Cadmos, *ex* Panaghi Vagliano) 1 *Dk 2 trB* | | 846 695 497 | | | | | 1899 | Smith's Dock Co. Ltd. North Shields | D.E.Moschonas& J.A.Fasolis | 224·4 B22'F19' | 32·0 | 12·0 | Piræus Greek *WB* | T.3Cy.15″,25″&40″–27″ 83NHP MacColl&Pollock, Sld. | | G |
| 78254 166435 GLLK | **Lerwick** **D.F. E.S.D.** 1 *Dk* *Cruiser Stern* | | 5626 5130 3396 | ✠100A1 7,40 ~~10,39~~ 2,11 ~~1,10~~ *Fitted for oil fuel* | Hfx Cff MC4,38 4,38 | z 1½ | CL 1,41 *F.P. above* | 1938 4mo *Lloyd's* 15 | J.L.Thompson&Sons, Ld Sunderland *SA&CP* 0°F. | Wallem&Co.Ld. (Muir Young, Ld. *Mgrs.*) *Cell D B* 294' 1142 *t* *Tanks at sides of tunnel* 315 *t* *FPT* 165 *t* | 409·3 425·3 (O.L.) P35'B122'F32' *APTs* 225 *t* | 57·6 | 29·1 FK | London British 6 *BHCem* | T.3Cy.22″,37½″&63″–45″ 220lb (*s*) FD 395NHP 3SB(Spt), *9cf*, GS , HS5580 GeorgeClark(1936)Ld. Sld. | 31 ″ 7 s 6 ″ 9¾ 25 ″ 0 | |
| 78255 TTWI | **Les Issers** (*ex* Hermes, *ex* Mina) 1 *Dk* | | 726 580 306 | | | | | 1919 | J.Meyer's S.B.Co. Leeuwen | Armement Nord-Africain | 180·8 Q52'B53'F22' | 28·2 | 12·5 | Oran French *WB* | T.3Cy.15¾″,25½″&39½″–23½″ 76NHP Gebr.Storcks& Co.'s Maschinefabriek Hengelo | | V |
| 78256 147232 GJXK | **Lesbian** *ss* Liv. No.3–6,36 *Well deck* 1 *Dk(Stl)* 2 *nd dk(Stl)* in forward holds *Cruiser Stern* | | 2370 1773 1454 | ✠100A1 5,40 ~~6,39~~ BS7,39 Surveys delayed | Liv MC4,36 | s | CL 6,39 | 1923 9mo *Lloyd's* | Swan, Hunter&Wigham Richardson, Ld Newcastle *SA&CP* | Ellerman Lines, Ld. (Ellerman&Papayanni Lines, Ld. *Mgrs.*) *Cell D B* 233' 472 *t* *APT* 21 *t* | 272·1 P&B172'F31' | 41·7 | 19·9 FK | Liverpool British 5 *BHCem* | T.3Cy.18″,31½″&54″–36″ (*s*) 225lb 274NHP 2SB, *6cf*, GS106, HS3954 FD Wllsnd.Slpwy.Co.Ld.Nwc. | 23 ″ 9 s 2 ″ 4¾ 21 ″ 5½ | |
| 78257 560 SZKS | **Lesbos** Ⓟ (*ex* Mary M.–33, *ex* Hound) *ss* Gls. 2nd No.3–2,18 *ss* Ard. No.1–22 Wireless 2 *Dks* | | 1009 799 418 | ✠ ... 3,26 NB12,05 | | | | 1893 4mo | Fairfield Co.(Lim.) Glasgow | Hellenic Coast Lines Co. Ltd. | 250·3 P78'B80'F48' ND05 | 32·1 BK8½″ | 15·5 | Piræus Greek *WB* | T.3Cy.26½″,42″&68″–42″ 359NHP Fairfield Co.(Lim.), Gls. | 16 ″ 3 | |
| 78258 | — **TwinSc** (*ex* Venizelos–35, *ex* Anna D, *ex* Svetoi Spiridon) 1 *Dk(Stl)* *Mchy. Aft* *Cargo battens not fitted* | | 1005 742 471 | ✠ ~~7,40~~ *with freeboard* ~~BS7,39~~ ~~A10,39~~ *For service in the Me* | Pir | m | CL N8,37 *errane* | 1910 7mo *an&B* | Dundee S.B.Co.Ld. Dundee *lack Sea* | A.Abdul Wahab *Cell D Bf* 132'216 *t* *DTf* 22' | 220·1 Q161'F32' | 33·0 FK | 11·9 | Beyrout French 5 *BHCem* 151 *t* *APT* 15 *t* | T.3Cy.10½″,17½″&28″–21″ 180lb (*s*) 103NHP 2SB, *4pf*, GS70, HS1944 W.V.V.Lidgerwood, Gls. | 13 ″ 9 ~~s 3 ″ 10½~~ ~~12 ″ 6~~ | |
| 78259 147126 MLSJ | **Lesrix** *ss* Hul. No.3–8,36 *Well deck* 1 *Dk(Stl)* *Mchy. Aft* | | 703 478 354 | ✠100A1 11,39 BS10,39 11,40 | Hul LMC8,36 | j | CL 6,38 | 1924 1mo *Lloyd's* | Cochrane &Sons, Ld. Selby *SA&CP* | Rix Steamships Ld. (R.Rix&Sons, *Mgrs.*) *Cell D B f* 99' 142 *t* *FPT* 55 *t* *APT* 28 *t* | 175·1 Q99'B11'F25' | 29·0 FK | 11·4 | Hull British 4 *BHCem* | T.3Cy.13″,23″&37″–26″ (*s*) 200lb 96RHP 1SB, *3pf*, GS48 HS1683 C.D.Holmes&Co.Ld.Hull | 13 ″ 6 s 3 ″ 9¾ 13 ″ 3½ | |
| 78260 140710 GSFD | **Lesto** *ss* Shl. No.3–12,36 *Well deck* **D.F.** 1 *Dk(Stl)* *Cargo battens not fitted* | | 1893 1498 1043 | ✠100A1 Examined 4,41 Shl ~~BS4,40~~ 4,41 LMC12,36 | ~~Nwe~~ | q | CL 7,39 | 1918 4mo *Lloyd's* | J.Crown& Sons, Ld. Sunderland *SA&CP* | Pelton S.S.Co.Ld. *Cell D B* 215' 462 *t* *S Tanks u E room* | 268·0 P24'Q82'B51'F30' *ide* *p* 30 *t* *s* 59 *t* *FPT* 150 *t* *APT* 132 *t* | 37·9 FK | 17·6 | Newcastle British 4 *BHCem* | T.3Cy.21″,34″&56″–39″ (*s*) 180lb 221NHP 2SB, *6pf*, GS88, HS3534 N.E.MarineEng.Co.Ld.Sld | 19 ″ 9 s 1 ″ 11 18 ″ 0 | |
| 78261 5745 SKFA | **Lestris** (*ex* Lao, *ex* Hyllos, *ex* Craigneuk) *ss* Osc. 3rd No.3–10,37 1 *Dk(Stl)* 2 *trB* & *deep framing* *Cargo battens not fitted* | | *2615* *2360* *1488* | ✠100A1 *Spar dk* *with freeboard* 5,40 ~~6,39~~ MS10,37 | Osc LMC BS6,~~39~~ 5,40 | t | CL N6,39 | 1898 11mo | A.Rodger &Co. Pt.Glasgow A&CP | Rederi A/B Iris (S.Abrahamsen, *Mgr.*) *Cell D Ba* | 314·4 P29'B79'F29' 102' *u E&B* 36' *f* 130' | 44·0 FK | 20·8 | Stockholm Swedish 5 *BHCem* 686 *t* *APT* 97 *t* | T.3Cy.20½″,34″&58″–42″ (*s*) 200lb *100lb* NDB12 241NHP 2SB(Spt), *6rf*, GS98, HS3590 Hall-Brwn, Buttery&C.Gls | 23 ″ 3 s 3 ″ 9½ 19 ″ 8 | |
| 78262 148085 MLZQ | **Letchworth** *ss* Bly. No.3–7,37 *Mchy. Aft* 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted* Wireless | | 1317 985 717 | ✠100A1 5,40 ~~2,40~~ BS6,~~39~~ 9,40 LMC7,37 | Bly | o | CL 2,40 | 1924 9mo *Lloyd's* | Wood Skinner&Co.Ld. Newcastle *SA&CP* | Watergate Stm. Shipping Co.Ld. (R.S.Dalgliesh& R.I.James, *Mgrs.*) *Cell D Bu E* 18' *f* 152' | 235·2 Q147'F28' 380 *t* *MT* 7' 141 *t* *FPT* | 35·7 FK | 14·7 | Newcastle British 5 *BHCem* 100 *t* *APT* 45 *t* | T.3Cy.18½″,30″&49″–33″ (*s*) 180lb 179NHP 2SB, *4cf*, GS80, HS3150 N.E.MarineEng.Co Ld Nwc | 16 ″ 9 s 4 ″ 11½ 15 ″ 10 | |
| 78263 147702 CYKF | **Lethbridge** *Mchy. Aft* 2 *Dks* & *Web frames* *Longitudinal framing* | | 2407 2226 1750 | ✠ ... 10,29 | | | | 1924 7mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Canada Steamship Lines, Ld. | 250·0 F37' | 42·9 FK | 24·3 | Montreal British *WB* | T.3Cy.18″,30″&50″–36″ 195NHP Richardsons, Westgarth& Co.Ld.Hpl. | 26 ″ 6 | C † |
| 78264 3704 PJAP | **Leticia** **TwinSc** *ss* Cco. No.3–6,40 ~~*ss* Cco. No.2–36~~ *Mchy. Aft* 1 *Dk(Stl)* *Longitudinal framing at bottom and deck* | | 2580 1715 1116 | ✠100A1 6,40 ~~11,39~~ BS6,40 *Carrying Petroleum in Fitted for oil fuel* | Cco MS5,39 LMC~~7,36~~ | t | CL PN5,39 S5,39 *bulk* 1,28 *F.P. above* | 1928 1mo *Lloyd's* 1 | Cant.Nav. Triestino Monfalcone *SA&CP* 50° F. | N.V.Curaçaosche Scheepv.Maats. | 305·0 Q89'F29' *Trunk* 187' | 50·2 FK | 15·1 | Willmstad Dutch 9 *B Hpt Cem* *pt Asp* *APT* 84 *t* | T.6Cy.12¾″,20½″&33¾″–24~~7/16~~″ 180lb (*s*) 236NHP 2SB, *4cf*, HS4168 FD Rotterdamsche DD.Co.Rot | 15 ″ 0 s 1 ″ 6¾ 13 ″ 6½ | |
| 78265 148847 GLBX | **Letitia** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref. Mchy.* 3 *Dks* **D.F. E.S.D. GyC.** *Cruiser Stern* | | 13595 10217 8243 | | | | | 1925 | Fairfield Co.Ld. Glasgow | Donaldson Atlantic Line, Ld. (Donaldson Bros.& Black, Ld. *Mgrs.*) | 525·7 B&F427' | 66·4 | 38·0 | Glasgow British *WB* | 6 Steam Turbines DR geared to 2 Screw Shafts Fairfield Co.Ld. Glasgow | | C |
| 78266 386 ISJT | **Letizia** **Steel&Iron 3 Mst** (*ex* Ilnea I–37, *ex* Quintino V–36, *ex* Monte Moro–35, *ex* Quintino V–34, *ex* Poolton, *ex* Oliver, *ex* Stanley Force) *ss* Bkn. No.3–11,08 *ss* Shl. No.2–18 1 *Dk* *Well deck* *Mchy. Aft* | | 391 298 209 | ✠ ... 11,21 NB11,03 | | | | 1890 3mo | R.William-son&Son Workington | Gustavo Montanari | 154·8 151·9 Q84'B10'F20' | 23·6 BK7″ | 9·9 | Trieste Italian *WB* | T.3Cy.13½″,20″&33″–24″ 53NHP Dunsmuir&Jackson, Gls. | 11 ″ 3 | I † |
| 78267 | **Leto** | | 4712 4292 | | | | | 1929 | Rotterdam Droogd. Maat Schiedam | N.V.Maatschappy "Zeevaart" (Hudig &Veder, *Mgrs.*) | 400·8 F34' | 55·3 | 25·1 | Rottrdam Dutch *WB* | T.3Cy.25″,41″&68″–45″& L.P.Turbine 339NHP Rotterdam Droogd.Maats. | | V |
| PFOM | **D.F. E.S.D.** 1 *Dk* & *Shelter dk* | | 2830 | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. I.H.P.=Force en chevaux d'après les formules de la Société. N.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. | pa. | 15 Inspections où cette Machine a été faite dans les Ports Etrangers. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78268 | **Letty** | | 339 | ✠100A1 | Bkn | *e* | CL | 1908 | J.Fullerton&Co. | KyleShippingCo. Ld.(MunroeBros. *Mgrs.*) | 142·1 \| 23·3 \| 9·8 | Liverpool | C.2Cy.18″&88″–27″ (*s*) | 10 | 6 |
| 137953 | *ss*P.Gl.2ndNo.3–6,34 | | 239 | 3,39 | | | 3,39 | 12mo | Paisley | | *24·5* | British | 1301b 81RPM | s | 8 |
| MCXF | *ss*Bkn.No.1–39 | | 127 | ✠LMC BS1,39 | | | MS3,39 | *Lloyd's* | *A&CP* | | Q58′B9′F24′ FK | 3 *BH Cem* | 1SB,2*pf*,GS40,HS1472 | 10 | 0 |
| | *Mchy.Aft* *Well deck* | | | | | | | | | | | *FPT* 54*t* | Ross&Duncan,Glasgow | | |
| | *Cargo battens not fitted* 1*Dk*(*Stl*) | | | | | | | | | | | | | | |
| 78269 | **Leuna** | | 6856 | | | | | 1928 | Flensburger | Hamburg-Amerik. | 462·2 \| 61·1 \| 28·0 | Hamburg | 2 Steam Turbines | | G |
| DHPA | D.F. | | 6070 | | | | | | Schiffsb.Ges. | Packetf.Akt.Ges. | P35′B419′F49′ | German | AllgemeineElecGes.Berlin | | |
| | *Ref.Mchy.* Sub.Sig. 2*Dks*3*trB* | | 3996 | | | | | | Flensburg | (Ham.-Amr.Linie) | | *WB* | | | |
| 78270 | **Levante** | | 4769 | | | | | 1939 | Nordsee-werke Emden G.m.b.H. Emden | Atlas-Levante LinieA.G. | 408·5 \| 56·6 \| 21·4 | Bremen | Oil Engines 2S.C.SA | | G |
| | *Oil Eng.* | | 3697 | | | | | | | | F24′ | German | 7Cy.25½″–49½″ 797NHP | | |
| DOVG | E.S.D. 2*Dks* | | 2735 | | | | | | | | | *WB* | Fr.KruppGermaniawft AG Kiel | | |
| | D.F. *Cruiser Stern* | | | | | | | | | | | | | | |
| 78271 | **Levenwood** | *ss*Shl.No.1–40 | 803 | ✠100A1 | Shl | *k* | CL | 1924 | R.William-son&Son,Ld. Workington | JosephConstantine SteamshipLine,Ld. | 186·5 \| 29·4 \| 12·4 | Middlsbro' | T.3Cy.14″,24″&40″–27″ (*s*) | 14 | 7 |
| 147768 | | *ss*Shl.No.3–2,36 | 548 | 6,41 | | | 7,40 | 2mo | | | 192·0(O.L.) | British | 1801b NDB38–*100lb* 99RPM | s 4 | 10½ |
| MLTB | *Well deck* 1*Dk*(*Stl*) | | 374 | ✠LMC BS6,41 | | | 4,40 | *Lloyd's* | *A&CP* | | B9′Q116′F23′ FK | 3 *BH Cem* | 1SB,3*pf*,GS55,HS1952 | 14 | 5 |
| | *Mchy.Aft* | | | | | | | | | | *CellDBf* 112′162*t* | *FPT* 40*t* | W.Beardmore&Co.Ld.Gls. | | |
| 78272 | **Leverkusen** Ⓟ | | 7386 | | | | | 1928 | Deutsche Werft Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.-Linie) | 463·6 \| 60·1 \| 28·0 | Hamburg | Oil Engines 2S.C.DA | | G |
| | D.F. E.S.D. *Oil Eng.* | | 6164 | | | | | | | | P27′B426′ FonB38′ | German | 6Cy.27½″–47½″ 1585NHP | | |
| DICX | Sub.Sig. *Cruiser Stern* 2*Dks* | | 4364 | | | | | | | | | *WB* | AllgemeineElecGes.Berlin | | |
| 78273 | — | TwinSc | 1273 | | | | | 1937 | Lübecker Flender-WerkeA.G. LübeckSiems | Schiffahrt-u. Assekuranz-Ges. E.Russ&Co. | 243·3 \| 36·3 \| 14·3 | Hamburg | 2 Oil Engines 4S.C.SA | | G |
| | *Oil Eng.* | | 983 | | | | | | | | Q123′F29′ | German | 12Cy.14½″–19½″ 241NHP | | |
| DJVY | D.F. E.S.D. 1*Dk* | | 660 | | | | | | | | | *WB* | Fr.KruppGermaniawftAG | | |
| | *Mchy.Aft* *Cruiser Stern* | | | | | | | | | | | | | | |
| 78274 | **Levernbank** | TwinSc | 5150 | ✠100A1 | Bkn | *a*† | CL | 1925 | Harland& Wolff,Ld. Glasgow | BankLine,Ld. (A.Weir&Co. *Mgrs.*) | 420·0 \| 53·9 \| 26·5 | Glasgow | Oil Engines 4S.C.SA | 29 | 2 |
| 148880 | *Oil Eng.* | | 4764 | *with freeboard* | Lth | | s6,38 | 11mo | | | | British | 12Cy.24½″–37½″ 717NHP | s 3 | 7½ |
| GLPZ | *ss*Ant.No.3–7,38 | | 3110 | ~~1,40~~ 10,40 | DBS9,40 | | ~~s5,38~~ 6,38 | *Lloyd's* | *A&CP* | | FK | 7 *BHpt Cem* | DB *110lb* | 25 | 8 |
| | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws) | | | ~~1,40~~ 10,40 | LMC7,38 | | P10,40 | | | | | *Coll to Sh dk* | Harland&Wolff,Ld. | | |
| | | | | | LMC(M)7,40 | | | | | | | | | | |
| | *Carrying vegetable oil in deep tank* | | | | | | | | *CellD* | *B*357′1121*t Tanks* | *between* | | | | |
| | | | | | | | | | | *tunnels*115′251*tDT* | *f*32′1067*tFPT*106*t* | 6 „ 2nd„) | | | |
| | | | | | | | | | | | *APT*132*t* | | | | |
| 78275 | **Lewant** (*ex*Bl4land–35) | | *1942* | ✠100A1 | Msl | *t* | CL | 1930 | Eriksbergs M.V.Aktieb Gothenburg | ZeglugaPolska S.A.(PolishS.S. Agency,Ld. *Mgrs.*) | 289·3 \| 43·0 \| 16·6 | Gdynia | Oil Engines 4S.C.SA | 19 | 0 |
| | *Oil Eng.* | | *1567* | *with freeboard* | ~~Lmt~~ Shl | | ~~5,39~~ | 4mo | | | 305·2(O.L.) | Polish | 6Cy.24½″–51½″ 355NHP | s | 4½ |
| SPAR | *ss*Got.No.2–38 | | *970* | ~~7,39~~ ~~11,39~~ 4,41 | | | 3,41 | *Lloyd's* | *A&CP* | | F26′ FK | 6 *BHpt Cem* | DB *80lb* | 18 | 9 |
| | D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | | | LMC C8,38 | | | | | | | *Coll to Sh dk* | Eriksberg MV.Aktieb Got. | | |
| | *Strengthened for Navigation in Ice* | | | DBS ~~4,41~~ 4,41 | | | ~~4,41~~ 4,41 | | *CellD* | *B*246′646*t APT*25*t* | | 5 „ 2nd „) | | | |
| | | | | *Carrying vegetable oil in No.* 4 *DB tank* | | | | | | | | | | | |
| 78276 | **Lewis Luckenbach** | TwinSc | 6574 | | | | | 1919 | Bethlehem S.B.Corp.Ld Quincy,Mass | LuckenbachS.S. Co.Inc. | 496·0 \| 68·0 \| 40·0 | NewYork | 4SteamTurbinesSRgeared | | R |
| 217883 | | *Fitted for oil fuel* | — | | | | | | | | B74′ | Utd.States | to 2 Sc. Shafts | | |
| WFOE | D.F. GyC. *Cruiser Stern* 2*Dks* | | 4054 | | | | | | | | | *WB* | BethlehemS.B.Corp.Ld. | | |
| 78277 | **Lexa Mærsk** | | 5614 | ✠100A1 | HKg | *b*† | CL | 1939 | Odense Staalskibsvft &D/Saf1912A/S A.P.Møller Odense | A/SD/S Svendborg (A.P.Moller, Copenhagen, *Mgr.*) | 439·0 \| 57·7 \| 24·4 | Copnhagn | Oil Engines 4S.C.SA | 28 | 7 |
| | *Oil Eng.* | | 4899 | *with freeboard* | | | | 5mo | | | 466·3(O.L.) | Danish | 9Cy.29½″–59½″ 731NHP | s 3 | 4½ |
| OZAK | 1*Dk*&*Shelter dk*, 3*rd dk in No.* 1 *hold* | | 3388 | 1,40 | LMC5,39 | | | | | | F45′ FK | 9 *BH* | 2DB *100lb* | 25 | 5½ |
| | D.F. E.S.D. *Cruiser Stern* | | | | Lloyd sRMC4,40 | | | | | | | *Coll to Sh dk* | Akt.Burmeistr&Wain,Cpn | | |
| | *Ref.Mchy.* | | | | | | | | | | | 8 „ 2nd„) | | | |
| | | | | *Carrying cargo oil F. P. above* | | | | *Lloyd's* | *A&CP* | | | a36′ | | | |
| | | | | *Carrying cargo oil F. P. above* | | | | 150°F. | *in FPT&DTs* | *CellDB*374′1538*t* | *DTsf*65 1907*t DTs* | | | | |
| | | | | *or glycerine in tank above* | | | | 150°F. | *Molasses* | 1171*t Tank a* | *bove APT*126*t FPT* | 83*t APT*71*t* | | | |
| | | | | | | | | | | | | | | | |
| 78278 | **Lexington** (*ex*LakeFandango–33) | | 2606 | ✠ ... | | | | 1920 | Detroit S.B.Co. Wyandotte | Merchnts&Miners TransportationCo. | 251·0 \| 43·6 \| 26·1 | Baltimore | T.3Cy.21″,35″&59″–42″ | 28 | 2 |
| Now Norlantic, *see No.* 85375 *in Supplement* | | | 1767 | 10,20 | | | | | | | P25′B64′F23′ FK | Utd.States | 352NHP | | |
| KJPM | D.F. Sub.Sig. 3*Dks* | | 1612 | | | | | | | | | *WB* | DetroitS.B.Co.Detroit | | |
| 78279 | **Leyte** (*ex*Romulus) | Iron | 854 | ✠ ... | | | | 1879 | HM'Intyre &Co. Paisley | Cia.Maritima (Fernandez Hnos.Inc. *Mgrs.*) | 210·0 \| 29·2 \| 15·3 | Manila | C.2Cy.28″&50″–33″ | | |
| | | *ss*Man.No.3–4,92 | 688 | 7,01 | | | | 6mo | | | P133′F16′ | Utd.States | 114NHP | | |
| KZAN | Wireless *ss*Man.No.1–97 | | 534 | ✠NB93 | | | | | | | BK8′ | *WB* | Hutson&Corbett,Glasgow | | |
| | *Mchy.Aft* *Well deck* 1*Dk*2*trB* | | | | | | | | | | | | | | |
| 78280 | **Lézardrieux** | | 934 | | | | | 1922 | Howaldts-werke Kiel | Cie.France-NavigationS.A. (*in liq.*) | 194·6 \| 32·9 \| 14·0 | Marseilles | T.3Cy.14½″,23½″&38½″–25½″ | | V |
| | (*ex*ProsperSchiaffino–37,*ex*Hinrich | | 670 | | | | | | | | P12′Q43′B53′F24′ | French | 73NHP | | |
| FNED | Peters,*ex*Leona) Wireless 1*Dk* | | 535 | | | | | | | | | *WB* | Howaldtswerke,Kiel | | |
| 78281 | **Li Wo** | TwinSc | 707 | ✠ A1 | Shi | | OG | 1938 | Hong K'ng &Whampoa DockCo.Ld. HongKong | Indo-ChinaSteam Nav.Co.Ld. | 163·8 \| 30·1 \| 9·1 | Hong Kong | T.6Cy.11¾″,18½″&32″–15″ | 9 | 6 |
| 159479 | | | 320 | ~~3,40~~ ~~5,39~~ 6,40 | Sng | | | 4mo | | | 169·9(O.L.) | British | 250lb FD 278NHP | | |
| VRBB | Wireless 2*Dks* | | 342 | ~~DS5,39~~ LMC4,38 | | | | | | | B&F147′ FK | 6 *BHpt Asp* | 2WTB,GS126,HS5000 | | |
| | | | | *For Service on the Yangtsze River* | | | | *Lloyd's* | *A&CP* | *CellDBuE*11′9*tD* | *Ta*40′107*t* | | HongKong&Whampoa | | |
| | | | | BS3,40 | | | | | | | *DTsf*17′118*t* | *FPT*17*t* | DockCo.Ld.HongKong | | |
| | | | | *Carrying cargo oil F. P. above* | | | | | *F. in deep tanks* | | | | | | |
| 78282 | **Liana** (*ex*Giekerk–35, | | 6400 | ✠ ... | Rot | *a*† | | 1914 | W.Hamil-ton&Co.Ld. Pt.Glasgow | A.Lauro | 436·4 \| 54·5 \| 34·0 | Naples | T.3Cy.27½″,45″&75″–51″ | 36 | 6 |
| 437 | *ex*Bawean) | *ss*Ham.No.3–2,27 | 6062 | 11.35 | | | | 9mo | | | 420·1 | Italian | 688NHP | | |
| IBZS | | *ss*Rot.No.1–31 | 4057 | | | | | | | *Tween dk* | FK | *Cem* | 4SB,*12cf*,GS187,HS10128 | | |
| | D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | | | | | | | | *BH in No.* 3 | *hold dispensed with* | 5 *BH to U dk* | D.Rowan&Co.Glasgow | | |
| | &*Web frames* | | | | | | | | | *CellDBa*132′*uEa* | B58′*f*172′1278*t* | 1 „ „ *Sh*„ | | | |
| | *Longitudinal framing* | | | | | | | | | *DTa*32 712 | *tFPT*64*tAPT*15*t* | 1 „ „2*nd*„ | *only* | | |
| 78283 | **Liangchow** Ⓟ | | 1999 | | | | | 1905 | Scotts' S.B. &E.Co.Ld. Greenock | ChinaNav.Co.Ld. | 266·9 \| 40·2 \| 21·7 | London | T.3Cy.20″,33½″&56″–39″ | | |
| 120636 | | | 1725 | | | | | | | | B81′F34′ | British | 196NHP | | |
| GMKB | 2*Dks* | | 1220 | | | | | | | | | *WB* | Scotts'S.B.&E.Co.Ld.Grk. | | |
| 78284 | **Libano** (*ex*Ottar–35) | | 1592 | ✠ ... | | | | 1908 | Fevigs Jernskibsbyg Fevig | ServizioItalo-PortogheseSoc. Anon.diNav. | 262·5 \| 36·9 \| 19·2 | Genoa | T.3Cy.20″,33″&54″–36″ | 21 | 6 |
| 2047 | | | 1438 | 11,12 | | | | 9mo | | | 252·6 11·8 | Italian | Richardsons, 192NHP | | |
| IPHV | 1*Dk*&*Spar dk*&*deep framing* | | 984 | | | | | | | | P15′B69′F29′ FK | *WB* | Westgarth&Co.Ld.Mdb. | | |
| Now "Empire Resistance," *see No.* 88006 *in Supplement* 78285 | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / *Late Name if any.* / Special Surveys. | 3 Material, Rig, &c. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of P. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78286 / 1895 / SFHR | **Libau** | 1 *Dk* | 332 / 274 / 173 | ✠ ... | | 12 | | 1890 | Göteborgs Mek. Verkstb Gothenburg | Rederi A/B Egon (S.M.Stjerna, *Mgr.*) | 139·1 / B32′H8*t* | 21·6 | 11·9 | Malmö Swedish | C.2Cy.15⅝″&28¾″–19½″ 29NHP Göteborgs Mk.Vks.Got. | | V |
| 78237 / 216452 / WQCD | **Libby-Maine** ptGIB Salted & specially treated Hardwood Treenails | **WoodTwin** *OilEng.* 2 *Dks* | 1811 / 1467 / 1458 | ✠ ... 2,23 ✠ | | 12 | | 1918 / 6mo | G.M.Standifer Const. Corp. Portland,O. | **Libby,McNeill& Libby** | 226·0 / P30′F26′ | 44·1 | 20·7 | S.Frncisco Utd.States | Oil Engines 4S.C.SA 12Cy.12⅛″–18″ 172NHP DowPump&DieselEng. Co.Alameda,Cal. | | C |
| 78288 / PFOO | **Libelle** D.F. *Mchy.Aft* | *OilEng.* 1 *Dk* *CruiserStern* | 338 / 203 / 167 | | | | | 1937 | Scheepswrf Waterhuizen J.Pattje Waterhuizen | T.vanDijk | 134·4 / P40′B16′F20′ | 24·1 | 8·2 | Delfzijl Dutch | Oil Engines 4S.C.SA 4Cy.12⅜″–13¾″ 58NHP AppingedammerBrons Motorenfb.N.V. | | C |
| 78289 / 216541 / KRIU | **Liberal** *ss* Lourenço Marques 2nd No.3–3,28 *ss* Lourenço Marques No.1–32 D.F. Sub.Sig. | **TwinSc** 2 *Dks(Stl)&Shelter dk(Stl)& Web frames* *Longitudinal framing* 1 *Dk(Stl–ws)* | 333 / 242 / 159 | ✠ 2,37 ✠NB9,21 ✠ | Lourenço | *e* Marques | | 1904 / 6mo | W.Chalmers&Co. Rutherglen | **Empreza do Limpopo A.Couto Ltda.** *DBa37′23t* | 140·3 / P12′B47′F21′ *FPT15t* | 26·1 | 9·5 FK *APT10t* | Lourenço Marques Portuguese | C.4Cy.13″&26″–18″ 69NHP 1SB,*3cf*,GS51,HS1400 *4BHCem* Campbell&Calderw'd,Psy. | 10 ″ 3 | |
| 78290 / 216541 / KRIU | **Liberator** *Fitted for oil fuel* D.F. 2 *Dks(Stl)&Shelter dk(Stl)&* Sub.Sig. *Web frames* *Longitudinal framing* | | 7720 / 7598 / 5750 | ✠ 11,21 ✠ | Bal | *a*† | | 1918 / 7mo | Bethlehem S.B.Corp.Ld. SanFrancisco | **LykesBros. SteamshipCo.Inc.** *CellDB325′* | 410·0 / 38·0 FK *1192t MT25′798t D* | 56·0 | 29·0 *Ta30′ 228t FPT80t* | Galveston, Tex. Utd.States | T.3Cy.26½″,47″&78″–48″ 609NHP 3SB,*9cf*,HS8490 7 *BHpt Asp* BethlehemS.B.Corp.Ld. *APT195t* | 41 ″ 0 | R † |
| 78291 / 164284 / GYRN | **Liberian** D.F. E.S.D. *Tonnage opening closed '41 (W.E.)* | 1 *Dk&Shelter dk* *CruiserStern* | 5205 / 4343 / 3068 | ✠100A1 ~~Amc~~ LV *with freeboard* ~~Examined 1.41~~ ✠LMC4,36 BS2,41 *Carrying vegetable oil in deep* | | *a*† | CL 11,39 | 1936 / 4mo | Howaldtswerke A.G. Hamburg | **United Africa Co. Ld.** *Lloyd's tank* *CellDB341′* | 402·8 / 422·7(O.L.) F45′ *1179t DTa25′893t* | 57·7 | 23·2 FK *FPT248t APT144t* | Liverpool British 7 *BHpt Cem pt Asp* *Coll to Sh dk* 6 ,, 2*nd* ,, | T.3Cy.24 7/16″,38 9/16″&65″– 45¼″ 220lb (*s*) 372NHP 2SB(Spt),*6cf*,GS107, HS4800 Howaldtswerke A.G.Kiel | ~~25 ″ 6~~ ~~2 ″ 0~~ ~~28 ″ 7½~~ 37 ″ 3 s12 ″10 24 ″ 7½ | |
| 78292 / 2929 / LOGI | **Libertador** (*ex* Mitra–35) *ss* Rot.2nd No.3–8,35 *ss* B.As.No.1–39 2 *Dks(Stl)&Web frames* *Mchy.Aft* | | 3792 / — / 1973 | ✠100A1 10,~~40~~,39 ✠LMC9,39 BS10,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,12 *F.P.* | BAs | *z* | CL 7,39 | 1912 / 7mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | **Estrella Maritima S.A.de Navegacion y Comercio** *CellDBuE&B77′* *Lloyd's SA&CP* above 150° F. | 406·5 / P110′B33′F38′ 128*t* *DT f 50′ 521t* | 51·3 | 28·9 FK *FPT72t APT106t* | Bns.Aires Argentine 15 *BHCem* (10 *to U dk* 5 ,, *M dk*) | T.3Cy.26½″,43″&72″–48″ (*s*) 180lb 449NHP 3SB,*9cf*,GS204,HS7740 WllsndSlpwy.Co.Ld.Nwc. | 31 ″ 0 | |
| 78293 / 217061 / WCOO | **Liberty** *Fitted for oil fuel* Sub.Sig. | 1 *Dk&Shelter dk* *&Web frames* *Longitudinal framing* | 6211 / 5895 / 3835 | ✠ ... 6,20 ✠ | | | | 1918 / 10mo | Federal S.B.Co. Kearny,N.J. | **United States Maritime Commission** | 395·5 / P45′B110′F38′ *on Shltr dk* | 55·0 | 31·4 FK | Newark NJ Utd.States *WB* | DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | 34 ″ 11 | R † |
| 78294 — | (*ex* Ardjoeno–37) | *OilEng.* 1 *Dk* *CruiserStern* | 312 / 210 / 148 | | | | | 1936 | Gebr. Niestern&Co. Delfzijl | **J.P.Beck** | 127·6 / P30′F15′ | 24·1 | 8·7 | Groningen Dutch *WB* | Oil Engines 2S.C.SA 4Cy.9 7/16″&14 3/16″ 62NHP AppingedammerBrons Motorenfb.N.V. | | V |
| 78295 / ~~219752~~ / ~~KQJ2~~ | **Liberty Bell** D.F. Sub.Sig. | *Fitted for oil fuel* 2 *Dks* | 5107 / 4598 / 3129 | | | | | 1920 | American International S.B.Corp. HogIslandPa | ~~Lykes Coastwise~~ ~~Line,Inc.~~ | 390·0 / P50′B121′F40′ | 54·2 | 27·8 | ~~Houston~~ ~~Utd.States~~ British *WB* | DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| *Now "Empire Mahseer," see No. 9057 in Supplement* | | | | | | | | | | | | | | | | | |
| 78296 / 218597 / KIQZ | **Liberty Glo** *Fitted for oil fuel* Sub.Sig. 2 *Dks(Stl)&Web frames* D.F. | | 4979 / 4740 / 3060 | ✠ 8,19 ✠ | Hog Island | *z* | | 1919 / 8mo | American International S.B.Corp. HogIslandPa | **American Foreign S.S.Corp.** *CellDB279′* 1380*t M* | 390·0 / P39′B122′F43′ *T24′748t* | 54·2 | 27·6 FK *FPT144t* | New York Utd.States 8 *BHCem* *APT100t* | DR geared Steam Turbine HS8706 3 Water Tube Boilers GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| 78297 / LJDQ | **Libra** (*ex* Grangewood–36, *ex* Grangetown) Wireless | *ss* Nwc.No.3–5,30 1 *Dk(Stl)* | 1536 / 1141 / 865 | ✠ 5,36 ✠ | Nwc | *p* | | 1917 / 4mo | Murdoch& Murray,Ld. PortGlasgow | **D/S A/S Altair (H.Østervold,** *Mgr.*) *CellDB190′344t D* | 257·0 / Q188′F31′ *Ta29′125t* | 36·6 | 14·7 FK *FPT51t* | Bergen Norwegian 4 *BHCem* *APT71t* | T.3Cy.19″,31″&50″–36″ 196NHP 2SB,*6cf*,GS110,HS3478 Ross&Duncan,Glasgow | 17 ″ 2 | N † |
| 78298 — | | *OilEng.* 1 *Dk* *CruiserStern* | 391 / 238 / 195 | | | | | 1938 | Gebr.van Diepen N.V. Waterhuizen | **J.Kramer** | 143·0 / P43′Q45′F19′ | 26·1 | 8·5 | Groningen Dutch *WB* | Oil Engines 2S.C.SA 6Cy. N.V.Mchfb.Bolnes,Bolnes | | C |
| 78299 / 2268 / ISDO | **Librato** (*ex* Elsa–40, *ex* Poggioreale–39, *ex* MegMerrilies–37, *ex* NellJess) *Mchy.Aft* *Well deck* | 3 **Mst** *ss* Liv.2nd No.3-11,21 *ss* Liv.No.2–29 1 *Dk(Irn)* | 486 / 370 / 218 | ✠ ... 7,34 ✠NB3,28 ✠ | Liv | *h* | | 1896 / 1mo | S.McKnight&Co. Ayr | **FratelliMaggi** | 173·7 / 168·0 Q82′B14′F24′ | 26·6 | 12·7 11·0 FK *DBf88′100t* | Genoa Italian 3 *BHCem* *FPT45t* | C.2Cy.21″&42″–30″ NDB14 87NHP 1SB,*3pf*,GS51,HS1555 Hutson&Son,Glasgow | 13 ″ 5 | I † |
| 78300 / OYVC | **Lica Mærsk** *CruiserStern* D.F. | *Fitted for oil fuel* 1 *Dk* | 2480 / 2172 / 1471 | | | | | 1927 | Lübecker Maschb.Ges. Lübeck | **A/S D/S Svendborg (A.P.Möller, Copenhagen,** *Mgr.*) | 308·7 / P20′B202′F37′ | 43·9 | 20·1 | Aalborg Danish *WB* | T3Cy21½″33 1/16″&55 1/16″–29 5/16″ & LP Turbine A.Borsig,G.m.b.H.Berlin | | V |
| 78301 / DOFY | **Lichtenfels** D.F. E.S.D. Sub.Sig. *CruiserStern* | 2 *Dks* | 7566 / 6688 / 4594 | | | | | 1929 | Deutsche Sch-u-Mschb. A.G."Weser" Bremen | **Deutsche Dampfs. Ges."Hansa"** | 506·4 / F51′ | 62·2 | 27·9 | Bremen German *WB* | T.3Cy.30¾″,49¼″&78¾″–55½″ & LP Turbine 785NHP A.G."Weser," Bremen | | G |
| 78302 / SPBV | **Lida** | 1 *Dk* *CruiserStern* *Strengthened for navigation in Ice* | *1387* / *1163* / *771* | ✠100A1 4,114,~~40~~ ✠LMC10,38 | Bry Sws | *p* | CL | 1938 / 10mo | Swan,Hunter&Wigham Richardson, Ld Newcastle | **Polish-British S.S. Co.Ld.(Polish S.S. Agency,Ld.** *Mgrs.*) *Cell DB202′ 363t FPT20t* *Lloyd's SA&CP* | 242·9 / 252·8(O.L.) P&B144′F30′ | 38·7 | 16·1 FK *APT39t* | Gdansk Polish 4 *BHpt Cem* | C.2Cy.17″&34″–28″&LP turbine with D R gearing & hydraulic coupling 210lb (*s*) FD 152NHP 2SB(Spt),*4cf*,GS60,HS1925 Swan,Hunter&Wigham Richardson,Ld.Nwc. | 18 ″ 1 s 1 ″ 5½ 16 ″ 9½ | |
| 78303 / LCOT | **Lido** | 1 *Dk* | 1918 / 1697 / 1149 | | | | | 1930 | Nylands Værksted Oslo | **D/S A/S Laly** (C.T.Gogstad&Co. *Mgrs.*) | 271·5 / P65′H95′ | 42·9 | 18·4 | Oslo Norwegian *WB* | C.4Cy.(2)14¾″&(2)31½″– 31½″ 93NHP Nylands Værksted,Oslo | | N |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel: Total / Sous le Pont / Net | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appropriété. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navires. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. IHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registre de cote, d'après le Règlement de la Société. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78304 | **Lido** | 1243 | | | | | 1889 | Akt.Ges. "Vulcan" Stettin | IgnazioMessina &C. | 241·3 231·1 F12′ | 31·1 | 20·9 | Genoa Italian WB | T.3Cy.15″,24″&39″–24″ NB13 75NHP A.G."Vulcan,"Stettin | | I |
| 151½ | ex Mary, ex Ostmark, ex London) | 1217 | | | | | | | | | | | | | | |
| IPJC | 1 Dk & Spar dk 3 tr B | 718 | | | | | | | | | | | | | | |
| 78305 | **Lidvard** | 4785 | | | | | 1939 | Kockums M.V.Aktieb. Malmö | KlostersRederi A/S (Lauritz Kloster, *Mgr.*) | 409·8 P30′F34′ | 55·7 | 25·5 | Oslo Norwegian WB | Oil Engines 2S.C.DA 5Cy.28⅜″–43½″ 970NHP Kockums M.V.Akt. Malmö | | N |
| | *Oil Eng.* | 4101 | | | | | | | | | | | | | | |
| LKBQ | 1 Dk & Shelter dk | 2799 | | | | | | | | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 78306 | **Liebenfels** | 6318 | | | | | 1921 | Akt.Ges. Weser Bremen | DeutscheDmpfs-fahrts.Ges.Hansa | 431·6 P64′B135′F52′ | 56·4 | 30·3 | Bremen German WB | T.3Cy.29¾″,49¼″&76⅜″–54″ &LP Turbine 430NHP A.G.Weser, Bremen | | G |
| | | 5812 | | | | | | | | | | | | | | |
| DONO | Sub.Sig. 2 Dks | 3852 | | | | | | | | | | | | | | |
| 78307 | **Liebre** | 7057 | ✠100A1 | NYk | *b*† | CL | 1921 | UnionCon-structionCo. Oakland, Cal. | Socony-Vacuum OilCo.Inc. | 435·0 P106′B50′F42′ | 56·0 | 33·4 FK | New York Utd.States | T.3Cy.27½″,47″&78″–48″ (*s*) 2201b 621NHP | 33 ″ 6 | |
| 221073 | *ss* Bal.No.3–4,33 | 6824 | 8-10,10 | | | 4,38 10,40 | | | | | | | | | s 6 ″ 5½ | |
| KDPG | *ss* N.Yk.No.1–37 | 4327 | HS2,40 | LMC 9,37 | | | | | | 178t | | | 15 *B Hpt Asp* (9 *to U dk* | 3SB,*9cf*,HS8736 FD | 27 ″ 3½ | |
| | *Mchy. Aft* 2 *Dks (Stl) & Web frames* | | *Carrying Petroleum in bulk* | | | | | | *Cell D Bu E & B62′* | | | | 6 „ 2nd „ ) | Llewellyn I.W. L.Angeles, Cal. | | |
| | D.F. *Longitudinal framing* | | *Fitted for oil fuel* 2,21 | | | *F.P. above* 1 | | | 50° F. | *DT f* 50 1049t | | | *FPT* 118t *APT* 80t | | | |
| 78308 | **Liège** (ex Erhard, ex Adelheid Menzell) | 4398 | | | | | 1908 | Flensburgr Schiffsb.Ges. Flensburg | Cie.Nationale Belge de Transp. Mar. (Armement Deppe, *Mgrs.*) | 383·7 P43′B113′F42′ | 52·1 | 25·3 | Antwerp Belgian WB | T.3Cy.22½″,39½″&66½″–48″ 306NHP Flensburger Schiffsb.Ges. | | V |
| | | 4072 | | | | | | | | | | | | | | |
| OTYA | 2 Dks | 2782 | | | | | | | | | | | | | | |
| 78309 | **Lies** | 465 | 100A1 | | | | 1940 | Werf de Noord Alblasserdam | Hollandsche Zeereederij J.Vermaas' Scheepvaart Bedrijf | | | | Rottrdam Dutch | Oil Engines 4S.C.SA 8Cy.11″–17½″ Klöckner-Humboldt-Deutz A.G.Köln-Deutz | | |
| | *Oil Eng.* | | | | | | | | | | | | | | | |
| | *Mchy. Aft* | | (*Class Contemplated*) | | | | | | | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 78310 | **Lieutenant de la Tour** (ex War Queen) | 5700 | ✠ ... | | | CL | 1917 | Kawasaki Dkyd.Co.Ld. Kobe | Cie. des Messageries Maritimes | 385·3 P15′Q90′B59′F29′ | 51·2 | 33·5 FK | Dunkirk French WB | T.3Cy.26″,44″&72″–48″ 440NHP Kawasaki Dkyd Co Ld Kobe | 36 ″ 0 | V |
| | *Fitted for oil fuel* | — | 11,20 | | | 4mo | | | | | | | | | | † |
| FNYJ | D.F. 2 *Dks & Awng dk* | 4287 | | | | | | | | | | | | | | |
| 78311 | **Lieutenant Robert Mory** | 3176 | ✠ ... | | | | 1922 | Chant.Na-vals Français Caen | ~~Mory & Cie~~ Ministry of Ship-ping (G.Heyn & Sons, Ld. *Mgrs.*) | 313·6 P15′Q90′B59′F29′ | 45·9 | 20·5 FK | ~~Boulogne~~ ~~French~~ Belfast British WB | T.3Cy18¾″29½″&50⅜″–37½″ 235NHP Atl & Ch. de la Loire, St Denis | 23 ″ 0 | V |
| 165173 | (ex Capitaine Henri Rallier) | 2811 | 11,29 | | | 9mo | | | | | | | | | | † |
| ~~FNOV~~ | *ss* Dnk.No.1–26 | 1660 | | | | | | | | | | | | | | |
| GMNN | *Well deck* 1 *Dk* | | | | | | | | | | | | | | | |
| 78312 | **Lieutenant St. Loubert Bie** Ⓟ | 6126 | ✠ ... | | | | 1911 | J.C.Teck-lenborg A.G. Weser-münde-G. | Cie.des Messageries Maritimes | 451·0 P&B392′F45′ | 57·2 | 27·3 FK | Dunkirk French WB | T3Cy27½″,46½″&78¼″–53⅜″ &LP Turbine J.C.Tecklenborg A G.Wsm | 29 ″ 8 | V |
| | (ex Mannheim) | 5466 | 3,22 | | | 11mo | | | | | | | | | | † |
| FNYL | *ss* Nts.No.2–21 | 3460 | | | | | | | | | | | | | | |
| | *Well deck* D.F. 2 *Dks* | | | | | | | | | | | | | | | |
| 78313 | **Lieutenant Schmidt** (ex Frascati) | 2493 | | | | | 1913 | Akt.Ges. "Neptun" Rostock | U.S.S.R. | 297·3 P&B226′F31′ | 40·1 | 15·7 | Vladvostk Russian WB | T.3Cy.22 1/16″,35 1/16″&53⅜″–37 7/16″ 174NHP A.G."Neptun," Rostock | | |
| | | 1537 | | | | | | | | | | | | | | |
| UNYE | 2 *Dks* | 1469 | | | | | | | | | | | | | | |
| 78314 | **Lifland** | 2254 | | | | | 1920 | Odense Staalskibs.v Odense | Ministry of Ship-ping (G.Nisbet & Co. *Mgrs.*) | 284·9 P19′B77′F31′ | 42·4 | 19·9 | ~~Copenhagen~~ ~~Danish~~ London WB British | DR geared Steam Turbine Vickers.Ld.Barrow | | V |
| 167455 | | 1913 | | | | | | | | | | | | | | |
| ~~OYWC~~ | D.F. 1 *Dk* | ~~1855~~ | | | | | | | | | | | | | | |
| MPGM | | 1358 | | | | | | | | | | | | | | |
| 78315 | **Lightfoot** | 1894 | ✠100A1 | Shl | *q* | CL | 1922 | J.Crown & Sons, Ld. Sunderland | TheHillSteam Shpg.Co.Ld. (Witherington & Everett, *Mgrs.*) | 268·0 P24′Q82′B55′F30′ | 37·9 | 17·6 FK | Newcastle British | T.3Cy.20½″,33″&54″–39″ (*s*) 180lb / 199NHP | 19 ″ 9 | |
| 145492 | *ss* Shl.No.1–40 | 1489 | 9,40 ~~12,39~~ | | | 12,39 | 7mo | | | | | | | | s 1–10½ | |
| GBFC | *Well deck* 1 *Dk (Stl)* | 1103 | | LMC | | | | | | | | | 4 *BH Cem* | 2SB,*4cf*,GS77,HS3092 | 18 ″ 1 | |
| | *Cargo battens not fitted* | | BS8,40 ~~7,41~~ | MS12,39 | | | *Lloyd's* | *SA&CP* | *Cell L B205′383t FPT 105t* | | | | *APT 100t* | N.E.Marine Eng.Co Ld.Sld. | | |
| 78316 | **Lightning** | 7194 | | | | | 1939 | Federal S.B.&D.D.Co Kearny, N.J. | U.S.Maritime Commission | 439·0 P38′B75′F47′ | 63·2 | 27·5 | New York Utd.States WB | 2 steam turbines D R geared to 1 sc.shaft | | R |
| 238893 | D.F. E.S.D. *Fitted for oil fuel* | — | | | | | | | | | | | | General Electric Co. Lynn, Mass. | | |
| WGWM | G v C. *Ref. Mchy.* 3 *Dks* | 4344 | | | | | | | | | | | | | | |
| Now Mormactern | *Cranes on see Longitudinal framing* | | | | | | | | | | | | | | | |
| 78317 | **Ligur** (ex Dalhem, ex Grete) | 1151 | | | | | 1920 | Skiens Verksted A/S Skien | Rederi A/B Wallen (A.J.Falkland, *Mgr.*) | 226·6 P43′H65′ | 36·4 | 14·4 | Helsingbrg Swedish WB | T.3Cy.16″,25″&42″–30″ 97NHP Skiens Verksted A/S | | N |
| 6700 | | 989 | | | | | | | | | | | | | | |
| SFID | 1 *Dk* | 642 | | | | | | | | | | | | | | |
| 78318 | **Liguria** Ⓟ (ex Melita–35) Trp Sc | 15354 | ✠ | Gls | *t*† | | 1918 | Barclay, Curle & Co. Ld. Glasgow | LloydTriestino soc.Anon.di Nav. | 546·5 520·0 | 67·3 | 50·3 FK & BK 2″ | Genoa Italian | T.8Cy.(2)26½″,(2)41½″& (4)47″–51″ &1 LP Turbine | 54 ″ 3 | I |
| 2041 | *ss* Gls.No.3–1,30 | — | 6,33 | | | | 1mo | | | | | | 10 *BH Cem* | | | † |
| IBOQ | Sub.Sig. 4 *Dks (Stl) & Awng dk (Stl–ws)* | 9306 | | | | | | | | | | | | 5 DB,*30cf*,GS590 HS24730 FD Harland & Wolff, Ld Belfast | | |
| | *Ref. Mchy.* *pt 5th dk (Stl)* | | | | | | | | *Cell D B445′2053t* | | | | *FPT 106t* *APT 57t* | | | |
| 78319 | — | ~~1751~~ | ✠100A1 | ~~NYk~~ | *s* | OG | 1914 | Lindhol-mens V.A. Gothenburg | RederiaktSvenska Lloyd (K.R. Bökman, *Mgr.*) | 283·0 | 43·0 | 16·4 FK | Gothenbrg Swedish | T.3Cy.21½″,35½″&58½″–36″ 185lb *100lb* (*s*) 254NHP | 19 ″ 0 | |
| 5646 | *ss* Got.No.3–4,27 | 1470 | *Shelter dk* | Rul | | 4,40 | | | | | | | *Cem* | 2SB(Spt)*6cf*,GS130,HS4302 | s ″ 7½ | |
| SIBA | *ss* Osc.No.2–36 | 850 | *with freeboard* | BS10,40 | | | | | | | | | 4 *BH only* | Lindholmens V.A.Got. | 18 ″ 6½ | |
| | 1 *Dk (Stl) & Shelter dk (Stl)* | | ~~Exempted 10,40~~ | | | | *Lloyd's* | *SA&CP Interm* | *ediate BH in fore hold dispensed with* | | | | *Cell D Ba 76′u E & B63′* | *f* 116′536t *FPT 39t APT 21t* | | |
| | | | ~~HS6,39~~ | LMC 6,36 | | | | | | | | | | | | |
| 78320 | **Lihue** (ex Seattle–37, | 7001 | | | | | 1919 | Skinner & Eddy Corp. Seattle, Wash | MatsonNavigation Co. | 410·1 | 54·2 | 27·1 | S.Frncisco Utd.States WB | T.3Cy.24½″,41½″&72″–48″ 359NHP | | R |
| 218819 | ex Wheatland Montana) *Fitted for oil fuel* | 6752 | | | | | | | | | | | | Hooven, Owens Rent-schler Co. Hamilton, O. | | |
| KISF | 3 *Dks* | 5451 | | | | | | | | | | | | | | |
| | D.F. | | | | | | | | | | | | | | | |
| 78321 | **Liina** (ex Lina Perrone, ex Simeto, | 2480 | ✠100A1 | Shl | *t* | CL | 1896 | Richardsn, Duck & Co. Stockton | R.Gildemann & E. Bergmann (E. Bergmann, *Mgr.*) | 310·0 | 44·0 | 20·4 FK | Tallinn Estonian | T.3Cy.22½″,37″&61″–42″ (*s*) 160lb 246NHP | 22 ″ 10 | |
| 574 | ex Kinsale) | 2254 | 6,40 ~~5,39~~ | Tln | | 2,38 | 8mo | | | | | | 5 *BH Cem* | 2SB,*8cf*,GS104,HS3778 | s 4 ″ 2½ | |
| ESCG | *ss* Tln.No.1–10 1 *Dk (Stl)* 2 *tr B* | 1518 | BS12,39 MS5,40 LMC | | | | *Lloyd's* | *SA&CP* | *Cell D Ba 104′u E & B40′f 120′* | | | | 689t *APT 71t* | Blair & Co. (Lim.), Stockton | 18 ″ 10 | |
| | *Cargo battens not fitted* | | No later survey reported | | | | | | | | | | | | | |
| 78322 | **Liisa** (ex Jacobat II–39) | 782 | | | | | 1902 | Stavanger Stöberi & Dok Stavanger | M.Utow | 195·0 Q73t B46t H13t F30t | 30·2 | 11·2 | Tallinn Estonian WB | T.3Cy.14″,23½″&38″–27″ 150NHP Stavanger Stöberi & Dok | | V |
| | | 579 | | | | | | | | | | | | | | |
| ESFE | 1 *Dk* | 496 | | | | | | | | | | | | | | |

C65 H90.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Allowed now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Register in Brit. classed. If not in L.R. Dates of Trade Surv. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78323<br>165792<br>GMVC | **Lilian I**<br>(*ex*Lilian–40,*ex*Bryssel) | 1*Dk* | 1271<br>971<br>732 | | | | | 1924 | Howaldts-werke<br>Kiel | Ministry of Shipping (J.T.Salveson & Co. *Mgrs.*) | 238·0 \| 37·2 \| 13·7<br>P15′Q71′B93′F31′ | Newcastle<br>~~Estonian~~<br>~~Danish~~<br>British *WB* | T.3Cy.15″,24″&40″–27″<br>E*made20fitted*24 105NHP<br>KjbnhavnsFlydk&Skbsv. Cpn. | | N |
| 78324<br>142364<br>GBKC | **Lilian Moller** (*ex*Valhall–33, *ex*CambrianDuchess, *ex*Novgorod)<br>TwinSc3Mst<br>*ss*Cff.No.3–6,23 *ss*Ant.No.1–28<br>2*Dks*(*Stl*)2*nd dk*(ws) | 4866<br>4485<br>3048 | ✠ ~~12,31~~ ✠ | Ham | *y* | | 1913<br>7mo | Sir J. Laing &Sons,Ld. Sunderland | MollerLine,Ld. (Mollers'Ld. *Mgrs.*)<br>*CellDBa*134′*uE&B* | 390·0 \| 50·6 \| 28·0<br>P40′B111′F42′ FK<br>40′*f*170′1122*t FPT* | Shanghai<br>British<br>6*BH*<br>115*tAPT*50*t* | T.3Cy.26″,42½″&70″–48″ 427NHP<br>2SB,*8cf*,GS133,HS5926<br>Swan, Hunter&Wigham Richardson,Ld.Nwc. | 30 ″ 5 | C<br>† |
| 78325<br>147527<br>~~OZCV~~<br>ECGN | **Lilleaa** (*ex*Lillehorn–39, *ex*Majong)<br>~~TwinSc~~<br>*Oil Eng.*<br>1*Dk* | 921<br>757<br>491 | | | | | 1922 | Rennie, Ritchie& Newport,Ld. Wivenhoe | Ministry of Shipping(Dundee, Perth&London ShippingCo.Ld. *Mgrs.*) | 207·5 \| 33·6 \| ~~13·2~~ 13·4<br>WB | Greenock<br>British | Oil Engines 2S.C.SA<br>3Cy.16½″–18½″ 383NHP<br>J&CG BolinderCo Ld.Skm | | C |
| 78326<br>OUIH | **Lilleborg**<br>1*Dk* | 1452<br>1199<br>861 | | | | | 1916 | Helsingörs Jernsk& Msk. Elsinore | Dampskibsselsk. Dannebrog (C.K. Hansen, *Mgr.*) | 251·3 \| 37·2 \| 16·0<br>P28′Q69′B98′F33′<br>WB | Copnhagn<br>Danish | T.3Cy.18″,30″&50″–36″ 150NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 78327<br>LIYL | **Lillemor** (*ex*MargitR.–36)<br>Wireless D.F. *CruiserStern* 1*Dk* | 1571<br>1278<br>910 | | | | | 1935 | Fredrkstad Mek.Værks. Fredrikstad | Partrederiet "Lillemor"(Th. Brövig, *Mgr.*) | 244·1 \| 40·1 \| 16·9<br>P11′B59′F12′ | Farsund<br>Norwegian<br>*WB* | C.4Cy.(2)11⅝″&(2)27⅝″–25·⅝″ 62NHP<br>FredrikstadM.V.Frdstad. | | N |
| 78328<br>LFFJ | **Lillgunvor** (*ex*Vardvik–35)<br>Wireless 1*Dk* | 1305<br>1133<br>739 | | | | | 1930 | Stavanger Stöberi& Dok Stavanger | Partrederiet "Lillemor"(Th. Brövig, *Mgr.*) | 242·7 \| 37·2 \| 16·0<br>P21′B56′F24′<br>WB | Farsund<br>Norwegian | T.3Cy.17½″,28½″&48″–33″ 132NHP<br>StavangerStöberi&Dok | | N |
| 78329<br>111098<br>KLGP | **Lillian Anne** (*ex*Riverside)<br>*Oil Eng.*<br>1*Dk* | 330<br>—<br>224 | | | | | 1895 | Delaware RiverIsland S.B.&E.Wks. Chester,Pa. | E.M.Gatewood | 141·5 \| 27·1 \| 10·3 | Wilmgton (Del.) Utd.States | Oil Engines | | |
| 78330<br>217859<br>WLCG | **Lillian Luckenbach**<br>TwinSc<br>6TwinMst<br>(*ex*Marica)<br>D.F. GyC.<br>*ss*Bos.No.3–6,31 *ss*Sea.No.2–39<br>2*Dks*(*Stl*)*&Shelter dk*(*Stl*)<br>*CruiserStern* | 6369<br>5766<br>3999 | ✠100A1<br>*Shelter dk with freeboard*<br>10,10 ~~1,10~~<br>✠NB5,25 | Sea | *b*† | CL<br>87,38<br>P1,40 | 1919<br>5mo | SunS.B. Co Chester,Pa.<br>A&CP | LuckenbachS.S. Co.Inc.<br>*CellDB*389′1831*t* *dk tanks in E&B's* | 448·9 \| 60·2 \| 28·2<br>37·8<br>FK<br>(<br>*'tween* 7 ,, *U* ,,<br>*space*36′405*t FPT*28<br>1*tAPT*271*t* | NewYork<br>Utd. States<br>8*BH pt Asp*<br>*Coll to Sh dk*<br>*pace*36′405*t FPT*28<br>1*tAPT*271*t* | 4 Steam Turbines SR geared to 2 Sc. Shafts<br>225lb (*r*) 1032NHP<br>3SB,*12cf*,GS239,HS12780 FD<br>DeLavalSteamTurbineCo. Trenton,N.J. | 31 ″ 3<br>s4 ″ 3½<br>27 ″ 4½ | |
| 78331<br>7881<br>SDAT | **Lillie Matthiessen**<br>(*ex*Imperator–33)<br>Wireless D.F. 1*Dk* | 986<br>880<br>557 | | | | | 1905 | Stavanger Stöberi&Dok Stavanger | RederiA/B Westindia (SvenSalén, *Mgr.*) | 230·6 \| 33·2 \| 14·9<br>P12*t*H44*t*F29*t* | Stockholm<br>Swedish<br>*WB* | T.3Cy.17″,28″&47″–33″ 127NHP<br>StavangerStöberi&Dok | | N |
| 78332<br>FNWI | **Lillois** (*ex*Student)<br>*ss*Npt.No.3–5,22 *ss*Rot.No.1–26<br>1*Dk&Spar dk&deep framing* | 3681<br>3298<br>2322 | ✠ ...<br>3,30 ✠ | | | | 1910<br>3mo | C.Connell &Co.Ld. Glasgow | Cie.desBateaux àVap.duNord.(Soc. Anon.deGérance et d'Armement, *Mgrs.*) | 349·6 \| 45·9 \| 27·0<br>P31′B102′F34′<br>FK | Dunkirk<br>French<br>*WB* | T.3Cy.20″,34″&58″–48″ 300NHP<br>Dunsmuir&JacksonLdGls | 29 ″ 6 | V<br>† |
| 78333<br>122395<br>Now "Salvage Chieftain," | **Lillooet**<br>TwinSc<br>GyC.<br>*Fitted for oil fuel* 2*Dks*(*Shade dk*) | 608<br>493<br>388 | ✠ ...<br>10,12<br>68305 | | | | 1908<br>5mo | BColumbia MarRlyCoLd Victoria,B.C. | PacificSalvageCo. Ld. | 163·0 \| 27·0 \| 13·0<br>F33′<br>FK | Vict'riaBC<br>British<br>*WB* | T.6Cy.11½″,18″&31″–24″ 94RHP<br>Bow,McLachln&CoLd.Psy | 15 ″ 0 | |
| 78334<br>7077<br>SFIG | **Lilly** (*ex*Chaddesley,*ex*Nicolaos Pappis,*ex*Kalfond)<br>*Well deck* 1*Dk*(*Stl*)*&deep framing*<br>*Cargo battens not fitted* | *1254*<br>*942*<br>*725* | ✠100A1<br>7,40 ~~12,38~~<br>BS~~5,39~~ 3,40 | Bly<br>Got | *n* | OG<br>~~6,37~~<br>7,40 | 1900<br>8mo | Dundee Shipbuilders' CoLd.Dundee<br>A&CP | RederiA/B Wallen (A.J.Falkland, *Mgr.*)<br>*CellDBa*54′ | 225·0 \| 35·2 \| 14·8<br>234·8(O.L.)<br>Q83′B54′F27′ FK<br>*uE*13′*f*88′269*t FPT*<br>56*tAPT*20*t* | Hlsngborg<br>Swedish<br>4*BHCem*<br>NDB00*refitted*26<br>1SB,*3cf*,GS55,HS2076<br>Cooper&Greig,Dundee | T.3Cy.17″,28½″&47″–30″ (*s*)<br>180lb *80lb* 133NHP<br>17 ″ 3<br>s 1 ″ 1½<br>16 ″ 3 | |
| 78335<br>LIXP | **Lilly I** (*ex*Lilly–35)<br>*ss*Got.No.3–2,30 *ss*Bgn.No.2–38<br>*Mchy.Aft* 1*Dk*(*Stl*) | 309<br>249<br>204 | ✠100A1<br>6,39<br>BS6,39 ✠LMC8,38<br>Surveys delayed | Bgn | *c* | OG<br>8,38 | 1916<br>9mo | P.Larsson Thorskog | LarsKyrkjebö (Stockholms RederiaktiebSvea *Mgrs*)<br>*CellDB*22′27*t FPT*20*t* | 123·1 \| 22·6 \| 10·4<br>127·5(O.L.)<br>P26″F15′ FK<br>len17<br>*APT*15*t* | Stockholm<br>Swedish<br>3*BHCem* | C.2Cy.13″&20″–16″ (*s*)<br>120lb 22NHP<br>1SB,*2cf*,GS46,HS490<br>P.Larsson,Thorskog | 12 ″ 0<br>s 1″ 2½<br>10 ″10½ | |
| 78336<br>216848<br>WFEI | **Liloa** (*ex*ConstanceChandler–38, *ex*WestHosokie)<br>D.F. *Fitted for oil fuel* 2*Dks* | 5523<br>5117<br>3419 | | | | | 1918 | Skinner& Eddy Corp. Seattle,Wash | MatsonNavigation Co. | 409·6 \| 54·2 \| 27·1<br>P43′B115′F47′<br>*WB* | S.Frncisco<br>Utd.States | DR geared steam turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 78337<br>787<br>SVMO | **Lily** (*ex*Legie–33,*ex*TaikaiMaru)<br>*ss*Ham.No.3–10,33 *ss*Rot.No.1–38<br>2*Dks*(*Stl*) | 5719<br>4848<br>3379 | ✠100A1<br>2,40<br>BS~~10,38~~ 12,40 | Msl | *z* | CL<br>1,38 | 1920<br>4mo | UchidaSB. &Eng.Co.Ld. Yokohama<br>A&CP | Ch.N.Pateras<br>*CellDB*350′1076*t* | 400·0 \| 54·5 \| 30·0<br>P39′B121′F40′ FK<br>*FPT*138*tAPT*92*t* | Piræus<br>Greek<br>6*BHCem* | T3Cy.26″,43½″&70½″–48″(*s*)<br>200lb 513NHP<br>3SB,*9cf*,GS175,HS7376 FD<br>IshikawajimaSB&ECoTok | 30 ″ 0<br>s 5 ″ 6¾<br>24 ″ 8 | |
| 78338<br>OUII | —<br>1*Dk* | 1281<br>833<br>752 | | | | | 1920 | F.Schichau Elbing | D/S A/S Progress (MariusNielsen& Sön, *Mgrs.*) | 224·3 \| 33·6 \| 13·5<br>Q60′B97′<br>*WB* | Copnhagn<br>Danish | T.3Cy.15″,24½″&38½″–25½″ 74NHP<br>F.Schichau,Elbing | | G |
| 78339<br>CSAZ | **Lima** Ⓟ (*ex*Westerwald)<br>*ss*Lis.No.3–6,37<br>2*Dks*(*Stl*)*Udk*(teak s) | 3881<br>3070<br>2375 | 100A1<br>~~5,10 10,10~~ 4,41<br>BS~~2,10~~ 4,41 | Lis | | CL<br>10,39 | 1907<br>*Lloyd's* | Furness, Withy&CoLd W.Hartlepool | EmpresaInsulana deNav.(Bensaude &Co. *Mgrs.*)<br>*CellDBuE&a*113′ | 352·1 \| 45·1 \| 26·0<br>P40′B115′F69′<br>FK&BK3″<br>*f*138′ 495*t FPT*35*t* | Lisbon<br>Portuguese<br>9*BHCem*<br>*APT*17*t* | T.3Cy.25½″,43″&73″–48″ (*s*)<br>200lb 497NHP<br>3SB,*9cf*,GS159,HS6868 FD<br>Richardsons, Westgarth&Co.Ld.Hpl. | 28 ″10<br>s 5 ″ 0½<br>24 ″ 5½ | |
| 78340<br>5974<br>SHJA | —<br>TwinSd3Mst<br>*Oil Eng.*<br>D.F. *ss*Got.No.3–4,31 *ss*Mmo.No.2–39<br>2*Dks*(*Stl*)*&Shelter dk*(*Stl*)<br>*Tonnage opening closed* '40 | 5244<br>4972<br>3135 | ✠100A1<br>*Shelter dk with freeboard*<br>~~7,10~~ 10,10 4,41<br>~~D10,10~~ DBS4,40<br>~~D10,10~~ ✠LMC5,39 | Got<br>~~Lys~~ Liv | *x* | OG<br>5,38 | 1918<br>5mo | Akt.Burmeistr&Wain Copenhagen<br>A&CP | Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)<br>*CellDB*323′1148*t FPT*75*t* | 364·1 \| 51·5 \| 22·1<br>384·0(O.L.)<br>FK<br>6*BHptCem*<br>*APT*60*t* | Stockholm<br>Swedish<br>DB*100lb*<br>AktBurmeistr&Wain,Cpn | Oil Engines 4S.C.SA<br>12Cy.23¼″–35·⅞″ 629NHP<br>~~25 ″ 11~~<br>~~s 2 ″ 4~~<br>54 ″ 0<br>89 ″ 4<br>24 ″10½ | ~~25 ″ 6~~ | |
| 78341<br>*ex*BargeP.D.10<br>Wireless<br>*Mchy.Aft* | —<br>(*ex*Waunta–39,*ex*CayoCristo,<br>*Fitted for oil fuel*<br>1*Dk* | 642<br>—<br>409 | | | | | 1919<br>*Rebuilt*1921 | N.ofIrelnd. S.B.Co.Ld. Londonderry<br>*by* Franco-Belge de Réparations Nav.Antwerp | ManuelR.Aguirre | 180·0 \| 31·2 \| 13·0<br>P16′B48′F28′ | Callao<br>Peruvian<br>*WB* | T.3Cy.13″,23″&37″–26″ 70NHP<br>Cooper&Greig,Ld.Dundee | | C |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Verne assigné (matériaux espécé. Lettre d'Appropriement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Registres de code, si il est dans L.L. Livre Vert, R.T.T.s.le. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78342 | **Lima** | TwinSc | 494 | | | | | 1915 | SirRaylton Dixon&CoLd Middlesbro' | Soc.desPétroles Shell de l'Ouest AfricainFrançais | 177·1 170·1 H111t | 31·2 31·2 WB | 11·2 11·4 | Dakar French | Oil Engines 2S.C.SA 8Cy.16½"–18⅛" 388NHP J.&C.G.BolindersCo.Skm. | | |
| | (*ex*War Vessel) | *Oil Eng.* | 413 | | | | | | | | | | | | | | |
| | | 1*Dk* | 274 | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 78343 | **Lima Maru** | TwinSc | 6989 | ✠100A1 11,39 | Yka | *b*† | CL ~~4,08~~ | 1920 | Mitsubishi Nippon Yusen K.K. Nagasaki | NipponYusen K.K. | 445·0 P35'B188'F35' | 58·0 FK | 34·0 | Tokyo Japanese | T.6Cy.20½",33½"&56"–48" 200lb (*s*) 620NHP | 34 ″ 0 | |
| 26947 | | *ss*Yka.No.3–3,32 | 6469 | ~~1934,38~~ | ~~LMC4,36~~ 5,40 | SN4,38 PO,10 | | 4mo | ZosenKaisha | | | | | | | s 7 ″ 6½ | |
| JCMD | | *ss*Yka.No.1–36 | 4298 | | | | | *Lloyd'sSA&CP* | | *CellDB*380'1297*t* | *DT a* 42'1338*t FPT* | | | 75*t APT*62*t* | 4SB,*12cf*,GS225,HS8903 FD | 26 ″ 8 | |
| | | 2*Dks*(*Stl*) | | | | | | *3 & 6* | *DB Tanks* | | | | | | Mitsubishi ZosenKaisha | | |
| | *Carrying Vegetable oil in Nos.* | | | | | | | | | | | | | | | | |
| 78344 | **Limbara** Ⓟ (*ex*Terranova, | Sp | 402 | ✠ 5,10 | Gls | *h* | | 1910 | A.&J. Inglis,Ld. Glasgow | "Tirrenia"Soc. Anon.diNav. | 163·0 154·0 P27'B57'F37' | 26·6 BR7' | 13·1 | Genoa Italian | T.3Cy.12½",21"&33"–24" 90NHP | 13 ″ 9 | I |
| 1420 | *ex*Tavolara) | | 288 | | | | | 5mo | | | | | | | 4*BHCem* | | † |
| IPLK | | 1*Dk* | 158 | | | | | | | | *DBf*15'24*t* | | | | 2SB,*4cf*,GS58,HS1490 A.&J.Inglis,Ld.Glasgow | | |
| 78345 | **Limbourg** | | 2483 | | | | | 1938 | Soc.Anon. Jhn.Cockerill Hoboken | Cie NationaleBelge de Transp.Mar. (AgenceMaritime InternationaleS.A. *Mgrs.*) | 307·6 F26' | 45·2 WB | 27·7 | Antwerp Belgian | Oil Engines 2S.C.SA 5Cy.19½"–35½" 337NHP SocAn.J.Cockerill,Seraing | | V |
| | | *Oil Eng.* | 2100 | | | | | | | | | | | | | | |
| OOWH | | 2*Dks* | 1287 | | | | | | | | | | | | | | |
| | | *CruiserStern* | | | | | | | | | | | | | | | |
| 78346 | **Limburg** | | 345 | | | | | 1928 | Gebr.Pot Bolnes | N.V Scheepv. Maats.Limburg (T.denHartigh, *Mgr.*) | 147·8 P46'F20' | 25·2 WB | 8·7 | Terneuzen Dutch | Oil Engines 4S.C.SA 4Cy.11"–17¾" 46NHP Motorenfabr."Deutz" A.G.Köln-Deutz | | V |
| | *Mchy.Aft* | *Oil Eng.* | 266 | | | | | | | | | | | | | | |
| PFOT | | *CruiserStern* 1*Dk* | 203 | | | | | | | | | | | | | | |
| 78347 | **Limerick** | TwinSc | 8724 | ✠100A1 *Shelter dk* | Syd | *d*† | CL P1,38 | 1925 | W.Hamil- ton&Co.Ld. Port Glasgow | IrishCounties Steamers(Union S.S.Co.of New Zealand,Ld. *Mgrs*) | 460·5 B&F424' | 62·7 FK | 35·2 | London British | Oil Engines 2S.C.SA 12Cy.26¾"–47½" 1495NHP | 37 ″ 9 | |
| 148634 | | | 8311 | | | | | 7mo | | | | | | | 2DH*pt*Cem | s 6 ″ 0½ | |
| GLJB | | *ss*Syd.No.3–5,38 | 5479 | *with freeboard* 8,40 ~~10,39~~ | ~~LMC C85,38~~ | | s10,39 | *Lloyd'sSA&CP* | | *Coll* | *BH to Sh dk* | | | 7*BH pt Cem* | 2DH*180lb* | 31 ″ 2½ | |
| | *Ref.Mchy.* | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | ~~DB81,36~~ 2.40 | 3,39 | | | | | *CellDB* 386'1425*t MTs* 55' | | | | 1574*t DTsa* | J.Brown&Co.Ld.Gls. | | |
| | | *CruiserStern* | | *Carrying fuel oil F.P. above* 150° F. *in deep tanks* | | | | | | | | | | 76'1818*t FPT*121*t APT*100*t* | | | |
| 78348 | **Limfjorden** Ⓟ | | 488 | | | | | 1904 | Helsingörs Jernsk.&Msk Elsinore | DetForenede DampskibsSelsk. | 190·8 P101'F20' len.13 | 25·8 WB | 10·4 | Aalborg Danish | T.3Cy.13",21½"&37"–24" 67NHP HelsingörsJernsk.&Mskb. | | V |
| | | | 364 | | | | | | | | | | | | | | |
| OXJE | Wireless D.F. | 1*Dk* | 245 | | | | | | | | | | | | | | |
| 78349 | **Limol** | | 1159 | ✠100A1 | Ply | *n* | CL ~~6,37~~ | 1917 | Lobnitz& Co.Ld. Renfrew | TheAdmiralty | 210·0 P61'F58' | 34·7 FK | 15·6 | London British | T.3Cy.15",25"&40"–30" (*s*) 180lb 138NHP | 16 ″ 6 | |
| 140436 | | *ss*Ply.No.3–4,30 | 845 | *with freeboard* | Gms | | 8,40 | 12mo | | | | | | | 12*BH pt Cem* | s 1 ″ 6½ | |
| GVXB | | *ss*Ply.No.2–38 | 476 | ~~9,40~~ ~~9,39~~ | ~~LMC~~ | | | *Lloyd'sSA&CP* | | *CellDB* | *uE&B* 45'78*t* | | | *DT f* 30' 261*t FPT* | 2SB,*4cf*,HS2200 FD | 15 ″ 0½ | |
| | *Mchy.Aft* | 1*Dk*(*Stl*)&*Wcb frames* | | ~~MS9,38~~ | ~~BS4,40~~ 4,4 | 1 | | | | | | | | 37*t APT*33*t* | Lobnitz&Co.Ld.Renfrew | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| | *Fitted for oil fuel* 12,17 *F.P. above* 150° F. | | | | | | | | | | | | | | | | |
| 78350 | **Limousin** (*ex*Nore–39) | | 7619 | ✠ ... 11,39 | Sfj | *c*† | | 1930 | Swan,Hun- ter&Wigham Richardson, LdNewcastle | FrenchGovern- ment(Ministère de la MarineMarch- ande) (Soc.Fran- çaise deTransports PétroliersS.A. *Mgrs.*) | 460·5 P109'B30'F60' | 59·5 FK | 34·1 | Havre French | Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP | 34 ″ 1 | V |
| | | *OilEng.* | 7247 | | | | | 10mo | | | | | | | 16*BH pt Cem* | | † |
| | | *ssNwc.No.2–38* | 4570 | | | | | | | | | | | | (10 *to U dk* | | |
| | D.F. | 2*Dks*(*Stl*)&*Web frames* | | | | | | | | | | | | | 6 „ 2*nd*„) | | |
| | *Mchy.Aft* | *Longitudinal framing* | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 78351 | **Limpopo** | TwinSc | 647 | ✠100A1 ~~7,09~~ 12,40 | L Mq | *i* | OG 7,39 | 1930 | Earle'sCo. Ld. Hull | Empreza do LimpopoA.Couto, Ltda. | 170·2 P22'B78'F23' | 30·2 FK | 9·7 | Lourenço Marques Portuguese | T.6Cy.11½",18"&30"–18" (*s*) 180lb 116NHP 2SB,*4cf*,GS70,HS2240 | 11 ″ 6 s ″ 9 | |
| | | *ssL.Mq.No.2–38* | 371 | | | | | 8mo | | | | | | | | 10″11½ | |
| | | 1*Dk*(*Stl*) | 286 | ~~BS1,39~~ 12,40 | ~~LMC3,38~~ | | | *Lloyd'sSA&CP* | | *CellDB* 136'14 | 2*t FPT*21*t APT*15*t* | | | 4*BHCem* | Earle'sCo.Ld.Hull | | |
| 78352 | **Lina** (*ex*Minhla–38) | | 1235 | ✠ ... 3,38 | Varna | *n* | | 1909 | Armstrong Whitworth &Co.Ld. Newcastle | Navigazione e CommercioSoc. Anon.Italiana | 208·0 200·0 P26'B32'F30' | 34·0 FK | 17·5 | Genoa Italian | T.3Cy.17",28⅝"&46⅛"–30" 136NHP | 18 ″ 6 | I |
| 2175 | | *ssIst.2ndNo.3–9,34* | 970 | | | | | 3mo | | | | | | | | | † |
| IBWA | *Mchy.Aft* | 1*Dk*(*Stl*)2*trB* | 653 | | | | | | | | | | | 10*BHCem* | 2SB,*4cf*,GS62,HS2230 | | |
| | | *CarryingPetroleum in bulk* | | | | | | | | | | | | | WllsndSlpwy.Co.Ld.Nwc. | | |
| | Wireless | *Fitted for oil fuel* | | | | | | | | | | | | *CellDB* | *uB*21'25*t FPT*38*t APT*4*t* | | |
| 78353 | **Lina Campanella** (*ex*Aras) | | 3356 | ✠ ... | | | | 1893 | Palmers' Co.(Ld.) Newcastle | TitoCampanella Soc. di Nav. | 337·2 325·0 P73'B20'F38' | 42·7 FK | 28·7 21·0 | Genoa Italian | T.3Cy.24",40½"&64"–42" 295NHP | 29″10 | I |
| 1630 | | *ssBkn.3rdNo.3–1,30* | 3198 | 11,30 | | | | 6mo | | | | | | | | | † |
| IBET | | *Fitted for oil fuel* | 1952 | ~~LNB5,18~~ | | | | | | | | | | *WB* | Palmers'Co.(Ld.)Nwc. | | |
| | *Mchy.Aft* | 1*Dk*&*Spar dk*& | | | | | | | | | | | | | | | |
| | D.F. | *Web frames* | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 78354 | **Lina Fisser** (*ex*Bollan–36,*ex*Bellini, | | 1497 | ✠ ... 2,36 | Kel | *o* | | 1912 | BlythS.B. Co.Ld. Blyth | Fisser&v.Door- numReederei G.m.b.H.(Fisser& v.Doornum,*Mgrs.*) | 238·8 P16'F28' | 36·1 FK | 20·0 | Emden German | T.3Cy.17⅞",28"&46"–33" 146NHP | 22 ″ 2 | C |
| | *ex*LuisPidal, | *ss*Dnk.No.3–10,25 | 1288 | | | | | 9mo | | | | | | | 4*BHCem* | | † |
| DHCR | *ex*ThyraMenier) | *ss*Kel.No.2–33 | 838 | | | | | | | | | | | | 2SB,*4cf*,GS65,HS2450 | | |
| | Wireless | *Arch deck* 1*Dk*(*Stl*) | | | | | | | | *CellDB* | *a*75'*uE&B*31'*f* 96'354*t FPT* | | | 49*t APT*55*t* | G.T.Grey,SouthShields | | |
| 78355 | **Lina Matkovic** (*ex*EmileDelmas–36, | | 2325 | | | | | 1914 | Nuescke& Co. Stettin | EugenMatkovic | 291·4 P103'F81' | 41·5 | 17·0 | Split Yugoslav | T.3Cy.23",37⅞"&57"–35½" 224NHP | | V |
| | *ex*Arucas) | | — | | | | | | | | | | | | Nuescke&Co.Stettin | | |
| YTQE | | | 1323 | | | | | | | | | | | | | | |
| 78356 | **Linaria** | | 3385 | | | | | 1924 | Sunderlnd S.B.Co.Ld. Sunderland | StagLine,Ld. (J.Robinson& Sons,*Mgrs.*) | 331·0 P34'B97'F29' | 48·0 | 23·2 | N.Shields British | T.3Cy.22½",36½"&62"–42" 249NHP | | C |
| 139904 | | | 3034 | | | | | | | | | | | *WB* | N.E.MarineEng.Co.Ld.Sld | | |
| GCNZ | D.F. | 1*Dk* | 2014 | | | | | | | | | | | | | | |
| 78357 | **Lincoln Ellsworth** | TwinSc | 5580 | | | | | 1927 | A/BGöta- verken Gothenburg | A/S Laboremus (T.Dannevig&Co. *Mgrs.*) | 381·3 P274*t*H199*t*F78*t* | 55·2 | 30·3 | Oslo Norwegian | Oil Engines 4S.C.SA 12Cy.21⅛"–39½" 543NHP | | N |
| | | *OilEng.* | 4827 | | | | | | | | | | | *WB* | A/BGötaverken,Got. | | |
| LCSN | *Mchy.Aft* | *CruiserStern* 1*Dk* | 3206 | | | | | | | | | | | | | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 78358 | **Lind** | | 461 | | | | | 1938 | NV.Schpsf v/hDeGroot &VanVliet Slikkerveer | Skibs-A/SOlje- transport(J.O. Odfjell,*Mgr.*) | 168·3 Q57'F23' | 25·9 | 9.9 | Bergen Norwegian | Oil Engines 4S.C.SA 8Cy.11"–17½" 93NHP | | N |
| | | *OilEng.* | 351 | | | | | | | | | | | *WB* | Humboldt-Deutzmotoren A.G.Köln-Deutz | | |
| LJUT | *Mchy.Aft* | *CruiserStern* 1*Dk* | 186 | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 78359 | **Linda** | | 962 | | | | | 1936 | Helsingörs Jernsk&Msk. Elsinore | J. Lauritzen | 235·5 | 36·9 | 12·9 | Esbjerg Danish | C.3Cy.(2)13⅜"&33⅛"–33⅛" &LP Turbine&chain drive | | G |
| | | | 770 | | | | | | | | | | | *WB* | HS2200 152NHP | | |
| OYYH | Wireless D.F. E.S.D. | 2*Dks* | 501 | | | | | | | | | | | | HelsingörsJernsk.&Mskb. | | |
| | | *CruiserStern* | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers from which classed, if not in L.R. Dated B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78360 DHAS | **Lindenau** (*ex* Alster–35) | *Well deck* 1 *Dk* | 997 804 481 | | | | | 1914 | Reiherst'g Schiffsw. Hamburg | Bugsier-Reed. u. Bergungs-A.G. | 222·3 P&B 170′ | 34·6 F32′ | 13·1 | Hamburg German *WB* | T.3Cy.16½″,27½″&43″–33½″ Reiherstieg 109NHP Schiffsw.u Maschf. | | G |
| 78361 DOIT | **Lindenfels** Sub.Sig. E.S.D. | 2 *Dks* *Cruiser Stern* | 8457 7771 5193 | | | | | 1928 | J.C. Tecklenborg A.G Weser-münde-G. | Deutsche Dampf. Ges. "Hansa" | 490·7 P65′B285′F39′ | 62·2 | 32·3 | Bremen German | T.3Cy.34½″,52¾″&86⅝″–55½″ & 1 LP Turbine 785NHP J.C.Tecklenborg A.G.Wsm | | G |
| 78362 160778 GCCV | **Lindenhall** D.F. | 1 *Dk & Shelter dk* *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | 5248 4749 3099 | ✠100A1 *with freeboard* 5,41 ~~9,39~~ | Nwc Lon ✠LMC 10,37 | *a*† | CL ~~9,39~~ 4,41 | 1937 10mo | W. Gray & Co.Ld. W Hartlepool *Lloyd's SA&CP* | West Hartlepool Stm.Nav.Co.Ld. *Cell DB 373′ 1092t* | 439·0 453·8 (o.l.) F48′ *DT a 32′ 1091t* | 56·1 FK ( | 26·0 *FPT 1* | W.Hartlpl British *7 BHCem* *Coll to Sh dk* 6 „ *2nd* „ ) *55t APT 172t* | T.3Cy.23″,37″&65″–45″& LP turbine with DR gearing & hydraulic coupling (*s*) 2201b FD 548NHP 3SB(Spt) *9cf*, GS153, HS7020 Cen.Mar.E.Wks. (W.Gray & Co.Ld.) W.Hpl | 28 ~~″~~ s 3 ~~″~~ 3½ 25 ~~″~~ 2½ 36 ″ 10 s 10 ″ 10 26 ″ 3½ | |
| 78363 148127 MNGQ | **Lindisfarne** ss Nwc. No.3–9,37 1 *Dk (Stl) & Shelter dk (Stl)* | | 999 792 427 | ✠100A1 *with freeboard* 2,40 ✠LMC MS 9,37 BS 11,39 | Sch | *o* | CL 2,40 | 1925 6mo | Hawthorn, Leslie & Co.Ld Newcastle *Lloyd's SA&CP* | Tyne-Tees Steam Shipping Co.Ld. *Cell D Ba & u E 60′* | 231·3 B63′ *f 104′ 168t* | 35·1 FK ( | 14·3 | Newcastle British *4 BHCem* *Coll to Shdk* 3 „ *2nd* „ ) | T.3Cy.20″,31″&53″–36″ (*s*) 180lb 240NHP 2SB,*6cf*, GS135, HS4476 Hwthrn, Leslie & C.Ld.Nwc. | 16 ″ 6 s ″ 6 16 ″ 2 | |
| 78364 LCTX | **Lindvangen** ss N.Os.No.2–40 ~~ss N.Os.No.1–39~~ 1 *Dk (Stl)* *Cargo battens not fitted* | | 2412 1993 1392 | ✠100A1 ~~7,40~~ ~~9,39~~ 3,41 ✠LMC 6,40 ~~MS 4,36~~ ~~BS 7,39~~ ~~4,40~~ *Fitted for oil fuel* 10,31 | Mob | *s* | OG 11,39 *F.P. a* | 1931 10mo *Lloyd's SA&CP Inter bove* 1 | Internatnl S.B.&E.Co.Ld Danzig mediate BH in for 50° F. | Skibs A/S Karaibien (Görrissen & Co.A/S, *Mgrs.*) *Cell DB 248′ 623t FPT* | 291·2 P28′B84′F33′ FK *ehold dispensed with* *Cell DB 248′ 623t FPT* | 45·7 | 18·5 *61t APT 78t* | Oslo Norwegian *4 BHpt Cem* International SB&E.Co.Ld *Wing tanks in Bridge 42t* | C.4Cy.(2)16,⅝″&(2)35,⅞″–35,⅞″ 206lb (*s*) 229NHP 2SB,*6cf*, GS72, HS3380 FD International SB&E.Co.Ld *Wing tanks in Bridge 42t* | 20 ″ 6 s 2 ″ 8½ 17 ″ 11½ | |
| 78365 LEJJ | **Linea** (*ex* Unverzagt–33, *ex* Jannakis) *Mchy. Aft* | 1 *Dk* | 737 562 402 | | | | | 1919 | N.V. Schps. Mij. de Yssel Gonderak | Skibs-A/S Linea (E.Hansen) | 197·6 Q25′ lien 27 | 28·3 B85′ | 11·9 H15′ F27′ | Xiansand Norwegian *WB* | T.3Cy.13″,20½″&35″–20″ N.V.v.d. 55NHP Kuy&v.d.Rees, Rotterdam | | G |
| 78366 151718 GLCX | **Ling Kong** ss Shi.No.1–27 Wireless | 2 *Dks* | 850 603 312 | ✠ ... 10,31 ✠ | | | | 1923 2mo | New Eng.& S.B.Wrks.Ld. Shanghai | Shanghai Pilot Boat Co.(1928) Ld. | 180·0 | 34·1 FK | 14·9 | Shanghai British *WB* | T.3Cy.18½″,29″&49″–33″ 186NHP New Eng.&S.B.Wks.Ld Shi. | 16 ″ 6 | |
| 78367 PFOY | **Linge** ss Rot.No.2–37 1 *Dk (Stl)* D.F. *Cargo battens not fitted* | | 2114 1892 1261 | ✠100A1 4,40 ✠LMC 9,40 ~~MS 4,37~~ ~~BS 9,40~~ | Sch | *s* | CL 6,38 | 1928 7mo *Lloyd's SA&CP* | A. Vuijk & Zonen Capelle a/d Ysel | N.V. "Houtvaart" (Vinke&Co. *Mgrs.*) *Cell DB 242′ 542t FPT* | 281·3 P22′B54′F22′ FK | 42·7 | 19·3 *62t APT 54t* | Rottrdam Dutch *4 BHCem* | T.3Cy.21″,34½″&57″–36″ (*s*) 210lb 248NHP 2SB,*6cf*, GS106, HS4054 Arnhemsche Stoomsleephelling Mij. Arnhem | 21 ″ 4 s 3 ″ 1¾ 18 ″ 3¾ | |
| 78368 171304 VQYV | **Lingfield** (*ex* Niki–37, *ex Hopper Barge* Slinger) *Mchy. Aft* | 1 *Dk* | 1002 813 584 | ✠ ... 4,20 ✠ | | | | 1917 5mo | Lobnitz & Co.Ld. Renfrew | Finchley S.S.Co. Ld. | 195·0 F20′ | 35·5 FK | 14·4 | Gibraltar British *WB* | T.3Cy.17″,27″&43″–27″ 151NHP Lobnitz&Co.Ld.Renfrew | 15 ″ 6 | C † |
| 78369 UNQA | **Linne** | Twin Sc 2 *Dks* *Carrying Petroleum in bulk* | 943 831 542 | | | | | 1882 | Mek. Verks Motala | U.S.S.R. | 239·0 F15′B36′P25′ | 27·9 | 15·5 | Archangel Russian | C.4Cy.19 7/16″&33½″–20½″ NB94 83NHP Mek.Verkst.Motala | | |
| 78370 FNMR | **Linois** (*ex* Santa Elena) D.F. Sub.Sig. | 2 *Dks* | 7473 — 4597 | | | | | 1907 | Blohm & Voss Hamburg | Chargeurs Réunis | 434·4 P&B 349′ F50′ | 54·9 *WB* | 28·9 | Havre French | Q.4Cy.24 1/16″,35½″,48¾″& 72 1/16″–53″ 385NHP Blohm&Voss, Hamburg | | V |
| 78371 160735 MJMX | **Linwood** ss Shi.No.2–40 1 *Dk (Stl)* *Cruiser Stern* | | 992 655 570 | ✠100A1 2,41 ~~1,40~~ ✠LMC 2,40 BS 2,41 | Sld | *m* | CL N1,40 | 1932 4mo *Lloyd's SA&CP* | Burntisland S.B.Co.Ld. Burntisland | Joseph Constantine S.S.Line, Ld. *Cell DB 132′ 267t FPT* | 199·9 Q144′F26′ FK | 33·7 | 12·4 *74t APT 42t* | Middlsbro' British *3 BHCem* | T.3Cy.13½″,23″&38″–27″ 200lb *125lb* (*s*) 105NHP 1SB,*3cf*, GS45, HS1871 N.E.Marine Eng.Co.Ld.Sld | 14 ″ 8½ s 4 ″ 9½ 14 ″ 6¾ | |
| 78372 LCSO | **Lionel** D.F. | Twin Sc *Oil Eng.* 2 *Dks* | 5653 5329 3481 | | | | | 1926 | Odense Staalskibsvft Odense | D/S A/S Östlandet (A.Mohn, *Mgr.*) | 375·6 H225t | 52·5 | 33·0 | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 12Cy.19½″–35 7/16″ 450NHP Akt.Burmeistr&Wain, Cpn | | N |
| 78373 FNMS | **Lipari** (P) *Ref. Mchy.* D.F. | Twin Sc 3 *Dks* | 9954 — 6090 | ✠Lloyd's RMC 4,40 | | | | 1922 | Atel.& Ch. de la Loire St.Nazaire | Chargeurs Réunis | 478·5 B266′F56′ | 59·2 | 27·4 | Havre French *WB* | 6 Steam Turbines DR geared to 2 Sc. Shafts Atel.&Ch.de la Loire, Nts. | | V |
| 78374 DHPF | — D.F. *Cruiser Stern* | 1 *Dk* | 1943 1597 1127 | | | | | 1930 | Flensburgr Schiffsb.Ges. Flensburg | R.M.Sloman, Jr. | 296·4 P21′B&F268′ *Upper* F35′ | 42·7 | 16·2 | Hamburg German *WB* | T.3Cy.22 1/16″,34 5/8″&56 7/16″–37⅜″ 194NHP Flensburger Schiffsb.Ges. | | G |
| 78375 154210 VSNL | **Lipis** (P) Wireless | *Oil Eng* 1 *Dk* | 914 693 493 | | | | | 1927 | Scotts' S.B. &E.Co.Ld. Greenock | Straits Steamship Co.Ld. | 214·3 P130′F32′ | 35·6 | 11·6 | Singapore British *WB* | Oil Engines 4S.C.SA 8Cy.15″–20″ 175NHP NE38 Ruston&Hornsby, Ld. Lcn. | | |
| 78376 2584 DODH | **Lippe** (*ex* City of Dunedin, *ex* Porta) D.F. Sub.Sig. | 4 Mst ss Cal.No.2–26 2 *Dks* 3 *rd dk in No.1 hold* | 7849 7296 4870 | ... 4,29 | | | | 1917 | Bremer Vulkan Vegesack | Norddeutscher Lloyd | 475·3 P28′B143′F86′ | 60·7 FK *WB* | 32·9 | Bremen German | T.3Cy.32 5/16″,52 1/16″&86⅝″–55⅛″ 817NHP Bremer Vulkan, Vegesack | 35 ″ 6 | G † |
| 78377 1302 CBLI | **Lirquen** (*ex* Presidente Alessandri–36, *ex* Suzanne et Marie–33) | *Whale Oil Factory* 2 *Dks* | 1811 — 934 | | | | | 1891 | Lobnitz & Co. Renfrew | Cia. de Muelles de la Poblacion Vergara | 255·4 P46′B68′F40′ | 35·6 | 21·2 | Valparaiso Chilian | T.3Cy.20″,34″&54″–42″ NB09 189NHP Lobnitz&Co.Renfrew | | V |
| 78378 DJRW | **Lisa** (*ex* Kilkenny–36, *ex* Elgin Coast, *ex* Lady Tennant) *Mchy. Aft* | ss Lth.2nd No.3–7,29 ss Ham.No.2–37 1 *Dk (Stl–ws)* | 494 348 199 | ✠ 7,37 ✠ | Ham | *h* | | 1904 1mo | Napier & Miller, Ld. Glasgow | H.W.B.Ohlmeier | 164·2 Q95′B12′F22′ *Cell D B88′ 116t* | 26·2 BK 6′ *FPT* | 10·5 *3 BHCem* *35t APT 6t* | Hamburg German | T.3Cy.16″,26″&43″–30″ 117NHP 1SB,*3cf*, GS66, HS1908 D.Rowan&Co.Glasgow | 12 ″ 6 | |
| 78379 6988 SJFW | — (*ex* Annelise) *Mchy. Aft* | Wood Aux 4 Mst Sr *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*) | *359* *324* *279* | | | | | 1918 | Nakskov Skibsv. Nakskov | G.L.Berg | 138·2 Q31′H12t | 30·0 | 12·9 | Bergqvara Swedish | Oil Engines 2S.C.SA 2Cy.13¾″–16 3/16″ 67NHP NE30 Jönköpings Motorfbk. | | V |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. dessous le Pont. — Net. | 5 Détails de la Classification. Cote. ✝ Surveillance spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à cet Navire. Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Hauteur de coté au milieu du navire. Dernier Cert. Renouvelé. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78380 | **Lisa Essberger** | **TwinSc** | 1172 | ✝ | Ham | | | 1930 | Deutsche | John T. Essberger | 244·8 | 36·6 | 15·8 | Hamburg | Oil Engines 4S.C.SA | 11 ″ 9 | |
| | (*ex* Elsa Essberger–38) | *ss* Ham. No. 2–39 | 1734 | 5,39 | | | | 12mo | Werft. A.G. | | 254·0 (o.L.) | | | German | 12Cy. 10½″–16⅞″ 137 NHP | | |
| DIBH | Wireless D.F. | *Mchy. Aft* | 794 | ✠ | | | | | Hamburg | | F35′ | | FK | 10 *BHpt Cem* | Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | |
| | 2 *Dks* (*Stl*) *Longitudinal framing at dk* | *Oil Eng.* | | | | | | | | | len 84 | | | *pt Asp* | | | |
| | *Cruiser Stern* | *& sides in summer tanks* | | | | | | | | *Cell D* | *Bu E* 16′ 13*t* *F P T* 39*t* | | | *A P T* 23*t* | | | |
| | *Strengthened for Navigation in Ice* | | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 78381 | **Lisbeth** | | 2732 | | | | | 1922 | Bergens Mek. Værks | D/S A/S Lisbeth (Knut Knutsen, O.A.S., *Mgr.*) | 300·2 | 47·3 | 20·8 | Haugesnd | T. 3Cy. 22″, 37″ & 60″–39″ | | N |
| | | | 2418 | | | | | | Bergen | | P68*t* | H104*t* | F54*t* | Norwegian | 225 NHP | | |
| LCSP | | 1 *Dk* | 1636 | | | | | | | | | | | *WB* | Bergens Mek Værks Bergen | | |
| 78382 | **Lisbeth Cords** | | 907 | | | | | 1910 | Akt. Ges. | Aug. Cords | 231·2 | 33·8 | 12·0 | Rostock | T. 3Cy. 14¾″, 24⅛″ & 38¾″–26½″ | | G |
| | | | 773 | | | | | | "Neptun" | | P&B 177′ | F 25′ | | German | 77 NHP | | |
| DMAB | *Mchy. Aft* | 1 *Dk* | 496 | | | | | | Rostock | | | | | *WB* | A. G. "Neptun," Rostock | | |
| 78383 | **Lisboa** | | 1799 | | | | | 1911 | Schiffsw. v. Henry Koch Lübeck | Oldenbrg.-Portug. Dmpfsch. Rhed. | 277·7 | 39·2 | 17·9 | Oldenburg | T. 3Cy. 22 5/16″, 35 1/16″ & 53¾″–33 7/16″ 163 NHP | | G |
| | | | 1593 | | | | | | | | P&B 220′ | F 35′ | | German | | | |
| DNAI | | 1 *Dk* | 1090 | | | | | | | | | | | *WB* | Ottensener Mch Fab Altona | | |
| 78384 | **Lisbon** | | 1984 | ✝ 100 A1 | Hul | *q* | CL | 1920 | Hall, Russell & Co. Ltd. | Ellerman Lines, Ltd. (Ellerman & Papayanni Lines, Ltd. *Mgrs.*) | 250·8 | 38·2 | 17·1 | Liverpool | T. 3Cy. 16¾″, 29″ & 50″–33″ (*r*) | 20 ″ 4 | |
| 143673 | | *ss* Liv. No. 3–5,33 | 1332 | 6,40 ~~6,30~~ | Lon | | 10,37 | 9mo | Aberdeen | | | | | British | 220 lb 230 NHP | s 1 ″ 6 | |
| GDTL | | *ss* Liv. No. 1–37 | 1226 | ✠ LMC | | | | | | | P&B 157′ | F 27′ | FK | 5 *BHCem* | 2SB, *4cf*, GS 78, HS 3380 FD | 18 ″ 11½ | |
| | | 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) *in* | | MS 10,37 | BS ~~6,30~~ | | | *Lloyd's* | *A & CP* | *Mgrs.*) | *Cell D B* 220′ 428*t* | | | *A P T* 12*t* | Hall, Russell & Co. Ltd. Abn. | | |
| | *forward holds* | *Cruiser Stern* | | | 10,40 | | | | | | | | | | | | |
| | | | | | 6,40 | | | | | | | | | | | | |
| 78385 | **Lisbon Maru** | **TwinSc** | 7053 | ✝ 100 A1 | Rot | *b*† | CL | 1920 | Yokohama | Nippon Yusen K.K. | 445·0 | 58·0 | 34·0 | Tokyo | T 6Cy. 20½″, 33½″ & 56″–48″ (*s*) | 34 ″ 0 | |
| 27254 | | *ss* Kob. No. 3–9,32 | 6450 | 9,39 | | | ~~8,39~~ | 7mo | Dock Co. | | | | | Japanese | 200 lb 632 NHP | s 7 ″ 6½ | |
| JQLD | | *ss* Yka. No. 1–36 | 4308 | ~~BS 8,39~~ | ✠ LMC | ~~8,36~~ | ~~10,90~~ | | Yokohama | | P35′ B138′ F35′ | | FK | 7 *BHCem* | 4SB, *12cf*, GS 225, HS 9200 FD | 26 ″ 8 | |
| | | 2 *Dks* (*Stl*) | | | 10,40 | | P 10,40 | *Lloyd's* | *A & CP* | | | | | | Yokohama Dock Co. Yka. | | |
| | | | | *Fitted for oil fuel* 8,2 | 8 *F.P. above* | | 150° F. | | | *Cell D B* 392′ 1314*t* | *D T* 42′ 1337*t* | *D T' s'f* | | 1440*t* | *F P T* 73*t* | *A P T* 58*t* | |
| 78386 | **Lise** | | 6826 | ✝ 100 A1 | Sfj | *a*† | CL | 1931 | W. Doxford & Sons, Ld. Sunderland | A/S Lise (S. Holter-Sörensen) | 416·2 | 58·0 | 32·8 | Oslo | Oil Engines 2S.C.SA | 33 ″ 0 | |
| | | | 5985 | ~~6,40 10,40~~ | 1,41 | Swn | Bom | 7mo | | | | | | Norwegian | 4Cy. 22 5/16″–85″ 598 NHP | | |
| LDSG | D.F. | *ss* Got. No. 2–39 | 2966 | DBS 8,39 | ✠ LMC | 8,39 | | | | | P94′ B32′ F40′ | | FK | 11 *BHpt Cem* | NDB (WT) 40–*142 lb* 2 DB *150 lb* | | |
| | *Mchy. Aft* | 1 *Dk* (*Stl*) & *Web frames* | | 9,40 | | | | *Lloyd's* | *A & CP* | | *Trunk in wells* | | | | W. Doxford & Sons, Ld. Sld. | | |
| | *Longitudinal framing–bracketless system* | | | *Carrying Petroleum in bulk* | | | | | | *Cell D B u E* 35′ 157*t* | *D T f* 35′ 538*t* | *F P T* 15*t* | | *A P T* 27 | 6*t* | | |
| 78387 | — | | 1247 | | | | | 1920 | P. Ph. | D/S A/S Nautic (Aa. M. Vollmond, *Mgr.*) | 238·7 | 36·2 | 13·4 | Copnhagn | T. 3Cy. 16½″, 25″ & 42½″–30″ | | V |
| | (*ex* H. A. Hansen) | | 948 | | | | | | Stuhr's Msk & Skbs Aalborg | | P26′ Q71′ B99′ F30′ | | | Danish | 99 NHP | | |
| OUIJ | Wireless | 1 *Dk* | 718 | | | | | | | | | | | *WB* | Akties. Frichs Aarhus | | |
| 78388 | **Liselotte Essberger** | **TwinSc** | 1593 | ✝ | Ham | *p* | | 1935 | H. C. Stülcken Sohn Hamburg | John T. Essberger | 244·6 | 41·5 | 16·8 | Hamburg | Oil Engines 4S.C.SA | 16 ″ 9 | |
| | | *Oil Eng.* | 1323 | 3,39 | | | | 4mo | | | 255·0 (o.L.) | | | German | 12Cy. 14¾″–19½″ 241 NHP | | |
| DJOO | *Mchy. Aft* | *ss* Ham. No. 1–39 | 737 | ✠ | | | | | | | P65′ F31′ | | FK | 11 *BHpt Cem* | Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | |
| | Wireless D.F. E.S.D. | 1 *Dk* | | | | | | | | *Cell D B u E* 30′ 30*t* | *D T f* 19′ 115*t* | *F P T* | 14*t* | *A P T* 34*t* | | | |
| | *Strengthened for Navigation in ice* | | | | | | | | | | | | | | | | |
| | *Longitudinal framing* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| | *Rudder & Sternpost electrically welded* | | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 78389 | **Liseta** | **TwinSc** | 2580 | ✝ 100 A1 | Shl | *t* | CL | 1927 | Cant. Nav. Triestino Monfalcone | N.V. Curacaosche Scheepv. Maats. | 305·0 | 50·2 | 15·1 | Willemst'd | T. 6Cy 12¾″, 20½″ & 33¾″–24 5/16″ | 15 ″ 0 | |
| 3644 | | *ss* Cco. No. 3–5,39 | 1715 | ~~5,40 12,80~~ 5,41 | BS 5,41 | | 8,40 | 7mo | | | | | | Dutch | 180 lb (*s*) 236 NHP | s 1 ″ 6½ | |
| PJAM | *Mchy. Aft* | 1 *Dk* (*Stl*) | 1116 | ~~BBS 8,39~~ | ✠ LMC | 4,38 | P 10,38 | | | | Q89′ F29′ | | | 9 *BHpt Cem* | 2SB, *4cf*, HS 4168 FD | 13 ″ 6½ | |
| | *Longitudinal framing at bottom & at deck* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *A & CP* | | *Trunk* 187′ | | FK | *pt Asp* | Rotterdamsche D.D. Co. Rot | | |
| | | | | *Fitted for oil fuel* 7′ 27 | | | *F.P. above* | 150° F | | | | | | *A P T* 84*t* | | | |
| 78390 | **Lisita** | | 8500 | 100 A1 | | | | 1940 | Kockums M.V. Aktieb. Malmö | A/S Uglands Rederi (J.M. Ugland, *Mgr.*) | 476·0 | 62·1 | 34·7 | Grimstad | Oil Engines 2S.C.DA | 34 ″ 6 | |
| | | *Oil Eng.* | | | | | | | | | | | | Norwegian | 6Cy. 23⅝″–43 5/16″ | 87 ″ 5½ | |
| | *Mchy. Aft* | D.F. | | (*Class Contem plated*) | | | | | | | P91 B32′ F63′ | | | | | 27 ″ 2 | |
| | | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | Kockums M.V. Akt. Malmö | | |
| 78391 | **Liss** | | 5932 | ✝ 100 A1 | Osl | *z* | CL | 1921 | Furness S.B. Co. Ltd. Haverton Hill-on-Tees | Rederi A/S Damp (Arth. H. Mathiesen, *Mgr.*) | 400·2 | 53·0 | 32·9 | Oslo | T. 3Cy. 27″, 38 & 75″–51″ & | 35 ″ 6 | |
| | | *ss* Osl. No. 3–8,34 | 5658 | 3,40 | | | ~~10,88~~ | 8mo | | | 413·5 (o.L.) | | | Norwegian | Exhaust turbine driving | | |
| LCSQ | | *ss* Got. No. 1–38 | 3583 | ✠ LMC | | | 1,41 | | | | P68′ B34′ F37′ | | FK | 14 *BHCem* | steam compressor (*s*) | | |
| | *Mchy. Aft* | 2 *Dks* (*Stl*) & *Web frames* | | MS 11,38 | BS 9,39 | | | | | | | | | (9 „ *to U dk* | 180 lb 626 NHP | | |
| | D.F. | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *A & CP* | *Cell D B u E & B* 70′ | *f* 38′ 249*t* | *A P T* 110*t* | | 5 „ „ *2nd*„) | 3SB, *9cf*, GS 187, HS 8580 FD | | |
| | | | | *Fitted for oil fuel* 7. 21 | | | *F.P. above* | 150° F. | | | | | | | Richardsons, Westgarth & Co. Ld. Mdb. | | |
| 78392 | **Lissa** | | 1511 | ✝ 100 A1 | Gls | *q* | CL | 1927 | R. Duncan & Co. Port Glasgow | Clydesdale Shipowners Co. Ltd. (Glen & Co. Ltd. *Mgrs.*) | 254·0 | 39·2 | 17·4 | Glasgow | T. 3Cy. 20′, 34′ & 53″–36′ (*s*) | 19 ″ 2 | |
| 148922 | | ~~*ss* Gls. No. 2–98~~ | 1391 | ~~5,40 8,80~~ 12,40 | Trn Goo | | ~~4,98~~ | 5mo | | | 264·2 (o.L.) | | | British | 180 lb 207 NHP | s 2 ″ 4 | |
| MNSX | | 1 *Dk* (*Stl*) | 916 | ✠ LMC | | | 12,40 | *Lloyd's* | *A & CP* | | P23′ B64′ F22′ | | FK | 4 *BHpt Cem* | 2SB, *6cf*, GS 107, HS 3516 | 17 ″ 0 | |
| | Wireless | *Cargo battens not fitted* | | MS ~~7,36~~ 5,40 | BS ~~10,70~~ 8,40 | | | | | *Mgrs.*) | | | | *pt Asp* | Rankin & Blackmore Ld Grk | | |
| | | | | | | | | | | *Cell D Ba & u E* 92′ | *f* 104′ 390*t* | *A P T* 70*t* | | | | | |
| 78393 | **Lista** (*ex* Rio Grande) | | 3671 | | | | | 1920 | W. Dobson & Co. Newcastle | A/S J. Ludwig Mowinckels Rederi | 360·3 | 52·1 | 23·5 | Bergen | T. 3Cy. 25½″, 41′ & 69″–48″ | | N |
| | | *Fitted for oil fuel* | 3340 | | | | | | | | P89*t* | H221*t* | F20*t* | Norwegian | 330 NHP | | |
| LCDA | | 2 *Dks* | 2215 | | | | | | | | | | | *WB* | N.E. Marine Eng. Co Ld Nwc | | |
| * 78394 | **Listo** (*ex* Colmar, *ex* War Osiris) | | 1998 | ✝ 100 A1 | Osl | *r* | CL | 1918 | Pt. Arthur S.B. Co. Ltd. Pt. Arthur, Ont. | Herlof Andersens Rederi A/S (H. Andersen, *Mgr.*) | 251·3 | 43·7 | 20·6 | Xiansand | T. 3Cy. 20¾″, 33′ & 54½″–40″ | 23 ″ 0 | |
| | | *ss* Osl. No. 3–5,31 | 1802 | 11,38 | | | 11,38 | 7mo | | | | | | Norwegian | 190 lb (*s*) 278 NHP | s 2 ″ 10½ | |
| LDJC | | *ss* Osl. No. 1–36 | 1158 | BS 11,38 | ✠ LMC | 5,36 | | | | | P25′ B64′ F30′ | | FK | 4 *BHCem* | 2SB, *6cf*, GS 126, HS 5246 | 20 ″ 3½ | |
| | | 1 *Dk* (*Stl*) | | | | | | | | *Cell D* | *B* 226′ 526*t* | *F P T* 80*t* | | *A P T* 78*t* | Pt. Arthur S.B. Co. Ld. | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 78395 | **Listrac** | **3 Mst** | 778 | | | | | 1907 | Forges & C. de la Médit. Havre | Worms & Cie. | 196·0 | 27·8 | 14·6 | Havre | T. 3Cy. 15″, 23½″ & 37″–27½″ | | V |
| | | | — | | | | | | | | P&B 128′ | F 35′ | | French | 72 NHP | | |
| FOOY | *Mchy. Aft* | 1 *Dk* | 144 | | | | | | | | | | | | Forges & C. de la Médit. Hav. | | |
| 78395* | **Lita** (*ex* Steinar–36, *ex* Friedrich Fischer, *ex* Hela) | | 318 | | | | | 1890 | J. W. Klawitter Danzig | D/S A/S Marna (M. Clausen, *Mgr.*) | 129·2 | 21·4 | 12·1 | Haugesnd | C. 2Cy. 17″ & 32″–20″ | | N |
| | | | 241 | | | | | | | | Q17*t* | B48*t* | H8*t* | Norwegian | 38 NHP | | |
| LEYL | Wireless | 1 *Dk* | 152 | | | | | | | | | | F12*t* | *WB* | J. W. Klawitter, Danzig | | |
| 78396 | **Lithium** | **Yl** | 301 | ✝ 100 A1 | Bkn | *e* | OG | 1917 | Cochrane & Sons, Ld. Selby | I.C.I. (Alkali), Ld. | 135·2 | 23·1 | 9·4 | Liverpool | T. 3Cy. 12″, 20″ & 34″–24″ (*s*) | 10 ″ 6 | |
| 137340 | | *ss* Liv. No. 3–2,29 | 206 | 8,40 ~~12,80~~ | | | 2,39 | 4mo | | | 143·7 (o.L.) | | | British | 180 lb 69 RHP | s ″ 7 | |
| MGLD | *Mchy. Aft* | *ss* Bkn. No. 2–37 | 113 | ✠ LMC | | | | | | | Q50′ B9′ F21′ | | FK | 3 *BHCem* | 1SB, *2cf*, GS 33, HS 1175 | 10 ″ 1 | |
| | *Well deck* | 1 *Dk* (*Stl*) | | MS 2,37 | BS ~~8,30~~ 8,40 | | | | | | | | | *A P T* 17*t* | Shields E. & D. Ltd. C. Ld. N. Shl | | |
| | Wireless | *Cargo battens not fitted above lower side stringer* | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Rule of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78397 LCSR | **Litiopa** (*ex* Dockleaf) *Mchy. Aft* | *ss* Stv. No. 3-2,29 *ss* Rot. No. 2-37 2 *Dks* (*Stl*) & *Web frames* | 5356 4717 3171 | ✠ 100 A1 9,10~~4,10~~ B S9,40 ✠ *Carrying Petroleum in bulk Fitted for oil fuel* | Mch NYk LMC7,37 | *y* 1,40 4,17 | CL *F.P. above* | 1917 4 mo *Lloyd's* | Bartram & Sons, Ld. Sunderland *A&CP* | A/S Mosvolds Rederi Il. (M. Mosvold, *Mgr.*) *Cell D B* 84′ 154*t* *D T f* 35′ 408*t* | 400·0 / 52·4 / 28·1 412·5 (O.L.) P 121′ B 33′ F 46′ FK *F P T* 116*t* *A P T* 143*t* | | | Farsund Norwegian | T. 3 Cy. 27½″, 45″ & 75″–48″ (*s*) 180 lb 476 N H P 3 SB, 9 *cf*, H S 8055 J. Dickinson & Sons, Ld. Sld. | 30 ″ 6 s 5 ″ 10 24 ″ 11 | |
| 78398 | **Littoria** (*ex* Hsin Pu-38, *ex* Pong Tong-34, *ex* Quinnebaug, *ex* Pong Tong, *ex* Elisabeth Rickmers) 2 *Dks* & *Spar dk* | | 1723 1489 1001 | | | | | 1903 | Rickmers Akt. Ges. Bremerhaven | Cia. Italiana di Nav. S. A. I. (Chinese Italian Nav. Co. Ld.) | 253·2 / 37·4 / 19·6 P & B 161′ F 26′ | | | Shanghai Italian *WB* | T. 3 Cy. 19 5/16″, 30 3/8″ & 49 1/2″–33 1/2″ 142 N H P Ottensener Maschinenf. Alt | | |
| 78399 UPTV | **Litvinov** 2 *Dks* *Oil Eng.* *Cruiser Stern* | | 5114 2989 | | | | | 1932 | Severney S.B. Yard Leningrad | U.S.S.R. | 381·3 / 53·3 / 29·4 P 30′ B 57′ F 23′ | | | Russian *WB* | Oil Engines 2 S.C.S.A. 6 Cy. 26 3/4″–47 3/16″ 746 N H P Russian Diesel Wks. Len. | | |
| 78400 LCAD | **Liv** *ss* Shl. No. 3-5,12 *ss* Osl. No. 2-21 1 *Dk* (*pt Stl & pt Irn*) 2 *tr B & Web frames & pt Awng dk* (*Irn*) | | 3068 2325 1979 | ✠ 10,24 ✠ | Bgn | *u* | | 1896 9 mo | Ropner & Son Stockton | D/S A/S Liv (Brummenæs & Torgersen) *Cell L* | 322·2 / 41·5 / 20·6 P 25′ Q 106′ BK 10″ *pt Awng dk* 191′ *Ba* 110′ *u E* 24′ *f* 120′ | | | Haugesnd Norwegian *5 B H Cem* | T. 3 Cy. 23″, 37″ & 61″–42″ N D B 09 246 N H P 2 SB, *6 rf*, G S 104, H S 3760 Blair & Co. (Lim.), Stockton | 24 ″ 0 | N † |
| 78401 DHPH | **Livadia** **D.F.** Sub. Sig. | 1 *Dk* & *Shelter dk* | 3094 2829 1824 | | | | | 1922 | Schiffs.-Dockbauw. Flender, A.G. Lübeck | Deutsche Ost-Afrika Linie | 337·7 / 48·2 / 21·1 F 36′ | | | Hamburg German *WB* | T. 3 Cy. 23 5/8″, 38 5/8″–61 1/2″–41 5/16″ 246 N H P G. Seebeck A.G. Wesermünde-G. | | G |
| 78402 SVTF | **Livatho** (*ex* Dah Han-38, 115 *ex* Tsang-Woo-38, *ex* Drafn, *ex* Iosco, *ex* Johanne) 2 *Dks* | | 1667 — 1024 | | | | | 1903 | Schiffsw. v. H. Koch, A.G. Lübeck | G. Stamatelatos | 255·8 / 36·2 / 18·1 P 31′ B 65′ F 29′ | | | Argostoli Greek *WB* | T. 3 Cy. 17 3/4″, 29 1/2″ & 47 1/4″–33 1/2″ 130 N H P J. F. Ahrens, Altona | | C |
| 78403 IBFT | **Livenza** *ss* Tri. No. 3-3,35 1 *Dk* (*Stl*) & **D.F.** *Shelter dk* (*Stl*) | | 5343 5025 3328 | ✠ 100 A1 *Shelter dk with freeboard* 2,38 ✠ *Fitted for carrying oil* *Adapted for oil fuel* | Tri L M C 7,39 | *y* 3,30 3,30 | CL *F. P. above* *F. P. above* | 1922 9 mo | Stabilmento Tecnico Trieste A&CP | "Italia" Soc. Anon. di Nav. *Cell D B* 331′ 1234*t* *D T a* 40′ 880*t* *F P T* 125*t* *A P T* 214*t* | 404·2 / 54·0 / 29·0 389·9 B 125′ *on Shelter dk* FK *deep tank* | | | Trieste Italian *pt Cem* 6 *B H to S dk* 1 „ „ *U* „ | 2 Steam Turbines D R geared to 1 Sc. Shaft (*s*) 200 lb F D 600 N H P 3 SB (Spt), *9 cf*, G S 190, H S 7668 Franco Tosi Soc Anon. Lgn. | 32 ″ 0 s 6 ″ 11½ 25 ″ 3 | |
| 78404 24769 JPLD | **Liverpool Maru** *ss* Yka. No. 3-4,37 2 *Dks* (*Stl*) & *Awng dk* (*Stl*) | | 5866 5586 4271 | ✠ 100 A1 *Awng dk with freeboard* 9,40 ~~7,80~~ ✠ *Service on St. John's, N from 1st April* | Smk L M C ~~7,39~~ 9,40 *Lakes so to Nova Scotia* | *y* 7,39 | OG *F. P. above* | 1919 4 mo *Lloyd's* | Kawasaki Dkyd. Co. Ld. Kobe A&CP | Kokusai Kisen K. K. *Collision BH to Awng dk* *Cell D B* 334′ 1118*t* *F P T* 126*t* | 385·0 / 51·0 / 36·0 FK *5 B H to U dk* *A P T* 93*t* | | | Kobe Japanese *Cem* | T. 3 Cy. 26″, 43½″ & 72″–48″ (*s*) 200 lb 440 N H P 2 SB (Spt) & 1 Aux SB, *8 cf*, G S 154, H S 5741 F D Kawasaki Dkyd Co Ld Kobe | 36 ″ 0 s 9 ″ 1½ 27 ″ 1 | |
| 78405 MLCD | **Liverpool Rover** (*ex* Tudor 145710 King-33, *ex* Ville de Saint Amarin) *Well deck* Wireless | *ss* Ant. No. 3-7,33 *ss* Hfx. No. 1-37 1 *Dk* (*Stl*) *Cargo battens not fitted* | 1426 1060 733 | ✠ 100 A1 1,41 ~~2,40~~ B S 2,40 ~~1,40~~ 1,41 ✠ | St J Bos L M C 2,37 | *p* N 2,40 | CL 12 mo *Lloyd's* | 1920 | J. I. Thornycroft & Co. Ld. Southampton *A&CP* | Rover Shipping Co. Ld. (Markland Shipping Co. Ld. *Mgrs.*) *Cell D* | 240·4 / 36·1 / 16·3 Q 136′ B 10′ F 28′ FK *B* 201′ 396*t* *F P T* 29*t* | | | Cardiff British *4 B H Cem* | T. 3 Cy. 18″, 30″ & 50″–33″ (*s*) 180 lb 176 N H P 2 SB, *4 cf*, G S 82, H S 3000 J. I. Thornycroft & Co. Ld. | 18 ″ 6 s 5 ″ 6½ 17 ″ 1 | |
| 78406 MPBC | **Livingston** *ss* Tto. No. 2-37 1 *Dk* (*Stl*) *Cargo battens not fitted* | | 2115 1747 1286 | ✠ 100 A1 *with freeboard* 5,39 ~~B S 2,40~~ ✠ *For Service on & River St. La St. John's, N from 1st April* | Tto B S 1,40 L M C 12,36 *the Great Lawrence, al F L. & to 30th No* | *r* N 5,39 *al No vember* | CL 5,39 *Lakes so to va Scotia* | 1928 5 mo *Lloyd's* | Armstrong Whitworth & Co. Ld. Newcastle *A&CP* | Bowater's Newfoundland Pulp & Paper Mills, Ld. *3 Wate* *Cell D B* 228′ 667*t* | 253·0 / 43·7 / 19·3 P 70′ F 37′ FK *rtight B H also inte* *in holds, lower part* *F P T* 140*t* *A P T* 15*t* | | | Newcastle British *rmediate B H* *watertight* | T. 3 Cy. 17″, 28″ & 46″–36″ (*s*) 200 lb 190 N H P 2 SB, *4 cf*, G S 74, H S 2762 F D Armstrong, Whitworth & Co. Ld. Nwc. | 21 ″ 6 s 4 ″ 7½ 17 ″ 0¼ | |
| 78407 221031 KDOD | **Livingston Roe** *ss* N. Yk. No. 3-2,33 *ss* Gal. No. 1-37 *Mchy. Aft* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) **D.F.** & *Web frames* **GyC.** *Longitudinal framing* | | 8151 7852 5066 | ✠ 100 A1 *Shelter dk with freeboard* ~~5,40~~ ~~1,40~~ 12,40 ~~B S 5,40~~ ~~L M C 5,37~~ *Carrying Petroleum in bulk Fitted for oil fuel* | Gal B S 5,40 L M C 5,37 | *c* † 2,2 | CL ~~5,38~~ 12,40 1 *F.P* | 1921 2 mo *above* | G M Standifer Cnst. Corp. Vancouver, Wash. AP 150° F. | Standard Oil Co. of New Jersey *Cell D Bu E & B & bu* *D T f* 50′ 335*t* *'tween* *F P T* 179*t* | 462·4 / 60·2 / 36·5 *nker* 86′ 280*t* FK *dk tanks a* 9′ 67*t* *A P T* 103*t* | | | Wilmgton (Del.) Utd. States *18 B H pt Cem* (3 „ *to S dk* 11 „ „ *U* „ 4 „ „ 2*nd*„) | Q. 4 Cy. 24″, 35½″, 51″ & 75″–51″ 220 lb (*s*) 552 N H P 3 SB, *9 cf*, H S 7434 F D Hooven, Owens, Rentschler Co. Hamilton, O. | 37 ″ 3 s 10 ″ 3¼ 27 ″ 3 | |
| 78408 DHPI | **Livorno** **D.F.** 1 *Dk* | | 1829 1573 1044 | | | | | 1924 | Akt. Ges. "Neptun," Rostock | Rob. M. Sloman, jr. | 287·1 / 41·3 / 16·7 P & B 225′ F 33′ | | | Hamburg German *WB* | T. 3 Cy. 21¼″, 34⅜″ & 55 9/16″–37⅜″ 191 N H P A. G. "Neptun," Rostock | | G |
| 78409 YTTF | **Ljubica Matkovic** (*ex* Phyllis Soto-38, *ex* Chetopa-37) *Fitted for oil fuel* 1 *Dk* 2 *tr B in fore & after holds & Web frames* | | 3289 2906 2040 | ✠ ... 6,20 ✠ | | | | 1919 1 mo | Submarine Boat Corp. Newark, N.J. | E. Matkovic | 324·0 / 46·2 / 25·0 P 30′ B 90′ F 35′ FK | | | Split Yugoslav *WB* | DR geared steam turbine Westinghouse Electric & Mfg. Co. Essington, Pa. | 28 ″ 6 | V † |
| 78410 ~~YTLV~~ YTLJ | **Ljubljana** Ⓟ (*ex* Salona) *ss* Ssk. No. 3-6,33 *ss* Ssk. No. 1-37 1 *Dk* (*Stl*) & *deep framing & Shelter dk lower dk* (*Stl*) *forward* | | 985 867 608 | ✠ 100 A1 *Shelter dk* 11,40 *with freeboard* ~~B S 4,39~~ 2,40 ~~L M C 3,37~~ No later survey reported | Ssk ~~2,38~~ | *m* 2,40 | CL *Lloyd's* | 1904 10 mo | Swan, Hunter & Wigham Richardson, Ld Newcastle *A&CP* | Jadranska Plovidba D. D. | 225·0 / 30·1 / 31·7 233·4 (O.L.) BK 7″ *Cell D Ba* 22′ *u E* 24′ *f* 94′ 126*t* | | | Susak Yugoslav *4 B H Cem* | Q. 4 Cy. 17⅛″, 24″, 36″ & 52″–36″ 200 lb (*r*) 203 N H P 2 SB, *6 cf*, G S 116, H S 3338 Swan, Hunter & Wigham Richardson, Ld. Nwc. | 14 ″ 4 s ″ 11¼ 14 ″ 0 | |
| 78411 6208 SJZA | **Ljusterö** (*ex* Malmen-36) **D.F.** 1 *Dk* (*Stl*) | *ss* Els. No. 3-11,31 *ss* Got. No. 1-36 | *3653* *3357* *2215* | ✠ 100 A1 8,38 B S 7,39 ✠ | Lkr L M C 9,36 | *w* 5,40 | CL ~~8,38~~ 5,40 | 1919 11 mo *Lloyd's* | N. V. Schps. Dordrecht Dordrecht A&CP | Rederi A/B Rex (K. M. Kallström, *Mgr.*) *Cell D B* 304′ 951*t* *F P T* | 352·5 / 51·2 / 23·0 P 29′ B 210′ F 29′ FK *6 B H Cem* *80t A P T* 74*t* | | | Stockholm Swedish | T. 3 Cy. 23 7/16″, 37″ & 62″–42″ (*s*) 180 lb 333 N H P 3 SB (Spt) *9 cf*, G S 169, H S 6000 Maats. Fyenoord, Rot. | 25 ″ 3 s 3 ″ 2½ 22 ″ 2½ | |
| 78412 161204 GSYQ | **Llanarth** **D.F.** **E.S.D.** 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | *ss* Shl. No. 2-37 | 5053 4575 3018 | ✠ 100 A1 *with freeboard* 8,39 ✠ MB S 8,39 | Bry L M C 3,37 D B S 12,39 | *z* 8,39 | CL 8,39 | 1929 3 mo *Lloyd's* | Bartram & Sons, Ld. Sunderland *A&CP* | Picton S.S. Co. Ld. (Evan Thomas Radcliffe & Co. *Mgrs.*) *Cell D B* 348′ 1146*t* | 400·5 / 54·0 / 25·9 415·0 (O.L.) FK *F P T* 128*t* *A P T* 150*t* | | | London British *6 B H Cem* *Coll to Sh dk* 5 „ 2*nd* „) | T. 3 Cy. 26″, 44½″ & 73″–48″ (*s*) 180 lb *120 lb* 460 N H P 3 SB (Spt) *9 cf*, G S 197, H S 7917 Blair & Co. (1926) Ld. Stk. | 27 ″ 10 s 2 ″ 10½ 25 ″ 1¾ | |
| 78413 165338 GZGB | **Llanashe** **D.F.** **E.S.D.** 1 *Dk* & *Shelter dk* *Cruiser Stern* *Tonnage opening closed '41* (*W.E.*) | | 4836 4396 2911 | ✠ 100 A1 *with freeboard* 10,40 ~~2,40~~ ✠ B S 10,40 | Syd Npt L M C 11,36 | *a* † 2 | CL 2,40 | 1936 11 mo *Lloyd's* | Bartram & Sons, Ld. Sunderland *A&CP* | Clarissa Radcliffe S.S. Co. Ld. (Evan Thomas Radcliffe & Co. *Mgrs.*) *Cell D B* 361′ 1207*t* | 417·8 / 56·6 / 25·1 FK *F P T* 100*t* *A P T* 168*t* | | | London British *7 B H Cem* *Coll to Sh dk* 6 „ 2*nd* „ ) | C. 4 Cy. (2) 10 5/16″ & (2) 20″–13″ SR geared & LP turbine DR geared to screw shaft 230 lb (*s*) 348 N H P 2 SB (Spt) (F D) & 1 Aux SB, *8 cf*, G S 110, H S 4837 White's Marine Eng. Co. Ld. Nwc. | ~~27 ″ 8~~ ~~s 2 ″ 10~~ ~~25 ″ 0½~~ 36 ″ 2 s 10 ″ 4½ 26 ″ 0½ | |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux. Gréement. etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Renseignements supplémentaires. Lettre d'appel. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Remarques sur les Cl. & M. Navires qui ont été hors de la Liste. Navires non classés. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78414<br>149971<br>GNKX | **Llanberis**<br>*ss*Lth.No.2–36<br>D.F. E.S.D. 1*Dk*(*Stl*) | 5056<br>4625<br>3074 | ✠100A1<br>~~Exd~~Exd 2,41 Shl<br>BS7,40 ✠LMC5,36<br>8,40 | ~~Bry~~<br>Bry | *z* | CL<br>~~8,39~~<br>~~8,40~~<br>1,41 | 1928<br>1mo | Hawthorn, Leslie&Co.Ld Newcastle | Llanberis S.S.Co. Ld.(Evan Thomas Radcliffe&Co. *Mgrs.*) | 400·8\|53·7\|26·1<br>415·0(o.L.)<br>P37'B&F319' FK<br>*Lloyd's* 1*DB*356'1176*t FPT*<br>*Cell* 98*t APT*168*t* | London<br>British<br>6*BHCem* | T.3Cy.27",44½"&73"–48" (*s*)<br>180lb *120lb* 460NHP<br>3SB,9*cf*,GS197,HS7917<br>Blair&Co.(1926)Ld.Stk. | 28 ″ 0<br>s 3 ″ 5<br>24 ″ 9½ | |
| 78415<br>165463<br>GZPJ | **Llandaff**<br>D.F. E.S.D. 1*Dk&Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed '41 (W.E.)* | 4825<br>4406<br>2902 | ✠100A1<br>*with freeboard*<br>5,40 ~~10,30~~ ✠LMC5,37 | Bry<br>Nwc | *a*†<br>2 | CL<br>10,39 | 1937<br>5mo | Bartram& Sons,Ld. Sunderland | WimborneS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*)<br>*Lloyd's* *Cell DB*362'1217*t* | 417·8\|56·6\|25·1<br>432·7(o.L.)<br>FK<br>(*Coll to Sh dk*<br>*FPT*100*t APT*150*t* | London<br>British<br>7*BHCem*<br>6 „ 2*nd* „) | C.4Cy.(2)10½"&(2)20"–13"<br>SR geared&LP turbine<br>DR geared to sc. shaft (*s*)<br>230lb 348NHP<br>2SB(Spt&FD)&1AuxSB, 8*cf*,GS110,HS4837<br>White'sMarEngCoLdNwc | ~~27 ″ 6~~<br>~~s 2 ″ 10~~<br>~~25 ″ 0~~<br>36 ″ 2<br>~~s10 ″ 4½~~<br>26 ″ 0½ | |
| 78416<br>149752<br>GJYP | **Llandaff Castle** Ⓟ TwinSc<br>*ss*Bel.No.3–5,39<br>*Ref.Mchy.* 3*Dks*(*Stl–Weather dk* teaks)<br>D.F. E.S.D. 4*th dk*(*Stl*)*in Nos.*1,2<br>Sub.Sig. *after holds* | 10799<br>9086<br>6538 | ✠100A1<br>*with freeboard*<br>8,40 ~~8,40~~ BS5,40<br>~~BS7,40~~ ✠LMC5,36<br>*Fitted for oil fuel* 5,39 | Lon | *f*† | CL<br>s2,38<br>P4,39<br>*F.P. a* | 1926<br>12mo | Workman, Clark&Co.Ld. Belfast<br>*Lloyd's* *Cell DB*405'1430<br>*above* 1 50°F. | Union-CastleMail S.S.Co.Ld.<br>*Tank between t* | 471·2\|61·7\|39·2<br>B212'F65' FK<br>*unnels* 39'99*t FPT*1 | London<br>British<br>8*BHCem*<br>18*t APT*128*t* | Q.8Cy.23",33½",48"&70"–51"<br>220lb (*s*) 1086NHP<br>2SB&3DB,24*cf*,GS506, HS19668<br>Wrkman,Clark&CoLd.Bel | 42 ″ 6<br>s 15 ″ 8<br>27 ″ 4 | BT till ~~5,40~~ ~~3,41~~ 6,41 |
| 78417<br>160414<br>GNRS | **Llandilo**<br>*ss*Cff.No.2–36<br>D.F. 1*Dk*(*Stl*)<br>E.S.D. | 4966<br>4575<br>2985 | ✠100A1<br>2,40<br>BS2,40 ✠LMC11,36 | Sws | *z* | CL<br>~~7,37~~<br>8,40 | 1928<br>4mo | Bartram& Sons,Ld. Sunderland | GwenllianThomas S.S.Co.Ld.(E. ThomasRadcliffe &Co. *Mgrs.*)<br>*Lloyd's* *Cell DB*358'1141*t FPT*136*t* | 400·2\|53·4\|26·0<br>P37'B&F319' FK<br>6*BHCem*<br>*APT*149*t* | London<br>British<br>6*BHCem* | T.3Cy.27",44½"&73"–48" (*s*)<br>180lb *120lb* 460NHP<br>3SB,9*cf*,GS197,HS7917<br>Blair&Co.(1926)Ld.Stk. | 27 ″ 10<br>s 3 ″ 4<br>~~24 ″ 7½~~<br>24 ″ 7½ | |
| 78418<br>148678<br>GLWS | **Llandovery Castle** Ⓟ TwinSc<br>*ss*Lon.No.3–8,37<br>*Ref.Mchy.* 3*Dks*(*Stl–Wthr dk pt* teaks)<br>D.F.E.S.D. 4*th Dk*(*Stl*) *in Nos.*1&2 *holds*<br>Sub.Sig. | 10640<br>8939<br>6467 | ✠100A1<br>*with freeboard*<br>~~3,40~~ 3,41 BS3,41<br>~~BS7,40~~ LMC8,37<br>*Fitted for oil fuel* 5,39 | Lon<br>~~Lds~~ Sou | *f*†<br>~~+11,36~~<br>s3,39<br>P2,41<br>*F.P. a* | CL<br>9mo<br>*Lloyd's*<br>*above* 1 | 1925<br>Barclay, Curle&Co.Ld Glasgow<br>*sA&CP*<br>50°F. | Union-CastleMail S.S.Co.Ld.<br>*Cell DB*358'1489*t*<br>*Tank between t* | 471·1\|61·7\|39·0<br>B212'F66' FK<br>*unnels* 50'99*t FPT*1 | London<br>British<br>8*BHpt Cem*<br>16*t APT*140*t* | Q.8Cy.23",33½",48"&70"–51"<br>220lb (*s*) 1085NHP<br>3D&2SB,24*cf*,GS517, HS19647<br>Barclay,Curle&Co.Ld.Gls. | 42 ″ 6<br>s 15 ″ 5½<br>27 ″ 4½ | BT till 3,41 |
| 78419<br>160515<br>GNVS | **Llanfair**<br>*ss*Cff.No.2–36<br>D.F. E.S.D. 1*Dk*(*Stl*) | 4966<br>4575<br>2985 | ✠100A1<br>2,40<br>BS9,38 ✠LMC11,36 | Npt | *z* | CL<br>2,40 | 1928<br>7mo | Bartram& Sons,Ld. Sunderland | WimborneS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*) *Cell D*<br>*Lloyd's* | 400·2\|53·4\|26·0<br>P37'B&F319' FK<br>*B*358'1141*t FPT*13<br>6*t APT*149*t* | London<br>British<br>6*BHCem*<br>*Blair&Co.(1926)Ld.Stk.* | T.3Cy.27",44½"&73"–48" (*s*)<br>180lb *120lb* 460NHP<br>3SB,9*cf*,GS197,HS7917<br>Blair&Co.(1926)Ld.Stk. | 27 ″ 10<br>s 3 ″ 4<br>~~24 ″ 7½~~<br>24 ″ 7½ | |
| 78420<br>161329<br>GPLV | **Llangibby Castle** Ⓟ TwinSc<br>*Oil Eng.*<br>*Ref.Mchy.* 3*Dks*,4*th dk in Nos.*1&2*holds*<br>D.F. E.S.D. Sub.Sig. *Cruiser Stern* | 11951<br>9584<br>7199 | | | | | 1929 | Harland& Wolff,Ld. Glasgow | Union-CastleMail S.S.Co.Ld. | 485·6\|66·2\|36·0<br>B212'F65'<br>*WB* | London<br>British | Oil Engines 4S.C.SA<br>16Cy.29½"–59$\frac{1}{16}$"<br>1300NHP<br>Harland&Wolff,Ld.Gls. | | BT till ~~10,40~~ ~~6,41~~ 1,42 |
| 78421<br>160363<br>GNKY | **Llangollen**<br>*ss*Bry.No.2–35<br>D.F. E.S.D. 1*Dk*(*Stl*) | 5056<br>4625<br>3074 | ✠100A1<br>~~Shl~~<br>Examined 4,41 Liv<br>BS3,40 ✠LMC6,36 | | *z* | CL<br>~~3~~,40 | 1928<br>2mo | Hawthorn, Leslie&Co.Ld Newcastle | LlangollenS.S.Co. Ld.(E.ThomasRad-cliffe&Co. *Mgrs.*)<br>*Lloyd's* *Cell* | 400·7\|53·7\|26·1<br>P37'B&F319' FK<br>*DB*356'1176*t FPT*<br>98*t APT*168*t* | London<br>British<br>6*BHCem*<br>3SB(Spt)9*cf*,GS197,HS7917<br>Blair&Co.(1926)Ld.Stk. | T.3Cy.26",44½"&73"–48" (*s*)<br>180lb *120lb* 460NHP | 28 ″ 0<br>s 3 ″ 5<br>24 ″ 9½ | |
| 78422<br>161246<br>GSYR | **Llanishen**<br>*ss*Nwc.No.2–38<br>D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 5053<br>4575<br>3015 | ✠100A1<br>*with freeboard*<br>6,40 ~~9,30~~ ✠LMC<br>MS2,38 BS1,40 | Shi<br>Sws | *z* | CL<br>~~2,38~~<br>6,40 | 1929<br>6mo | Bartram& Sons,Ld. Sunderland | W.I.RadcliffeS.S. Co.Ld.&WynnstayS SCo.Ld(EThomas Radcliffe&Co *Mgs*)<br>*Lloyd's* *Cell DB*348'1146*t* | 400·5\|54·0\|25·9<br>FK<br>(*Coll to Sh dk*<br>*FPT*128*t APT*150*t* 5 „ 2*nd* „) | London<br>British<br>6*BHCem*<br>*Blair&Co.(1926)Ld.Stk.* | T.3Cy.26",44½"&73"–48" (*s*)<br>180lb *120lb* 460NHP<br>3SB(Spt)9*cf*,GS197,HS7917 | 27 ″ 10<br>s 2 ″ 10½<br>25 ″ 1½ | |
| 78423<br>160369<br>GNMT | **Llanover**<br>*ss*Rot.No.2–37<br>D.F. E.S.D. 1*Dk*(*Stl*) | 4959<br>4575<br>2982 | ✠100A1<br>~~Nwc~~<br>Examined 3,41 Hnl<br>MS5,37 ✠LMC<br>DES11,40 MBS3,41 | | *z* | CL<br>5,39 | 1928<br>3mo | Bartram& Sons,Ld. Sunderland | AnneThomasSS.Co Ld(E.ThomasRad-cliffe&Co. *Mgrs.*)<br>*Lloyd's* *Cell DB* | 400·2\|53·4\|26·0<br>415·0(o.L.)<br>P37'B&F319' FK<br>358'1141*t FPT*136*t* | London<br>British<br>6*BHCem*<br>*APT*149*t* | T.3Cy.26",44½"&73"–48" (*s*)<br>180lb *120lb* 460NHP<br>3SB(Spt)9*cf*,GS197,HS7917<br>Blair&Co.(1926)Ld.Stk. | 27 ″ 10<br>s 3 ″ 4<br>~~24 ″ 7½~~<br>24 ″ 7½ | |
| 78424<br>135315<br>GLWJ | **Llanstephan Castle** Ⓟ TwinSc<br>*ss*Bel.2ndNo.3–6,39<br>Sub.Sig. 2*Dks*(*St-U* teak s)<br>*Ref.Mchy.* &*Shelter dk*(*Stl*-teak s)&<br>D.F. E.S.D. 3*rd dk*(*Stl*)*in Nos.*1,2&3*holds* | 11348<br>8881<br>7020 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>12,40 ~~1,40~~ BS8,40<br>~~BS9,39~~ ✠LMC11,36<br>*Fitted for oil fuel* 6,39 | Sou<br>PNl | *g*†<br>*F.P. a* | CL<br>2,37 | 1914<br>2mo | Fairfield Co.Ld. Glasgow<br>*Lloyd's* *Cell DB*426'1611*t* | Union-CastleMail S.S.Co.Ld.<br>*above* 1 50°F. | 500·5\|63·3\|37·2<br>P59'B243'F86' on *Shltr dk* FK&BK2"<br>*Tanks between tunn* | London<br>British<br>10*BHCem*<br>*els*103'231*t FPT*116*t APT*61*t* | Q.8Cy.24',34",50"&73"–51"<br>220lb (*s*) 1157NHP<br>3D&2SB,24*cf*,GS529, HS20726<br>FairfieldCo.Ld.Glasgow | 40 ″ 0<br>s 11 ″ 11<br>28 ″ 8 | BT till ~~6,40~~ ~~3,41~~ 6,41 |
| 78425<br>160575<br>GSQC | **Llanwern**<br>*ss*Shl.No.2–37<br>D.F. E.S.D. 1*Dk*(*Stl*) | 4966<br>4575<br>2985 | ✠100A1<br>2,40<br>✠LMC<br>~~BS2,40~~<br>MS1,37<br>BS10,40 | Shl | *z* | CL<br>~~3,39~~<br>1,41 | 1928<br>9mo | Bartram& Sons,Ld. Sunderland | ClarissaRadcliffe S.S.Co.Ld.(E. ThomasRadcliffe &Co. *Mgrs.*)<br>*Lloyd's* *Cell DB* | 400·2\|53·4\|26·0<br>412·8(o.L.)<br>P37'B&F319' FK<br>358'1141*t FPT*136*t* | London<br>British<br>6*BHCem*<br>*APT*149*t* | T.3Cy.27",44½"&73"–48" (*s*)<br>180lb *120lb* 460NHP<br>3SB,9*cf*,GS197,HS7917<br>Blair&Co.(1926)Ld.Stk. | 27 ″ 10<br>s 3 ″ 4<br>~~24 ″ 7½~~<br>24 ″ 7½ | |
| 78426<br>EEWM | **Llodio** (*ex*AuroraRivero, *ex*MarquesdeBolarque) | 763<br>—<br>458 | | | | | 1916 | Soc.Españ-ola deConst. Metal.<br>Gijon | Sociedad Metalur-gicaDuroFelguera | 171·4\|26·7\|18·7 | Gijon<br>Spanish | C.2Cy.17"&32"–22"<br>40NHP | | |
| 78427<br>PFPH | **Loa-Koeloe** (*ex*Atna–39)<br>*Cruiser Stern* 1*Dk* | 1865<br>1635<br>1115 | | | | | 1930 | Fredrkstad Mek.Værks Fredrikstad | Reed"Oost-Borneo"N.V. | 265·3\|42·1\|18·0<br>P55*t*H89*t* | Amstrdam<br>Dutch<br>*WB* | T.3Cy.20¾"33"&56"–36"<br>118NHP<br>FredrikstadM.V.Frdstad | | N |
| 78428<br>164698<br>MLNM | **Loanda**<br>*ss*Cff.No.1–40<br>*Oil Eng.*<br>1*Dk*<br>*Mchy.Aft* *Cruiser Stern* | 534<br>333<br>274 | ✠100A1<br>9,40 ~~2,40~~<br>~~✠LMC8,36~~<br>~~✠LMC(M)11,36~~<br>✠LMC10,40 | Goo<br>Cff | *h* | OG<br>~~2,40~~<br>9,40 | 1936<br>8mo | GooleS.B. &RepgCo. Ld.<br>Goole<br>*Lloyd's* *Cell* | T.E.Evans&Co.Ld | 183·6\|27·1\| 8·0<br>190·6(o.L.)<br>P42'Q100'F18' FK<br>*DB*114'180*t FPT*54<br>*t APT*41*t* | London<br>British<br>3*BHCem* | Oil Engines 4S.C.SA<br>6Cy.12½"–19" 91NHP<br>Mirrlees,Bickerton&Day, Ld.Stockport | 10 ″ 5<br>s3 ″ 11½<br>10 ″ 0½ | |
| 78429<br>1048<br>ICMW | **Loasso** (*ex*Messico–36, *ex*Vejo) TwinSc<br>*Oil Eng.*<br>*ss*Gen.No.3–8,29<br>D.F. *ss*Gen.No.1–33<br>*Mchy.Aft* 2*Dks*(*Stl–Weather dk pt* ws) | 5968<br>5765<br>3491 | ...<br>9,36 | Gen | | | 1921 | Ansaldo SanGiorgio Spezia | "Polena"Società diNavigazione | 394·3\|51·7\|35·1<br>379·0<br>FK<br>*'Tween dk BHs, except coll&fwd mchy. space BH dispensed with*<br>*Cell DB*310'1289*t MT*43'1635*t DT*a1<br>4'124*t FPT*2 | Genoa<br>Italian<br>*Cem*<br>2*BH to Wdk*<br>5 „ „ 2*nd* „<br>11*t APT*92*t* | Oil Engines 2S.C.SA<br>8Cy.24½"–35$\frac{1}{16}$" 862NHP<br>AnsaldoSanGiorgio,Turin | 37 ″ 9 | I † |
| 78430<br>CSBB | **Lobito** (*ex*PortoAlexandre, *ex*Ingbert,*ex*ThoraMenzell)<br>Sub.Sig. 1*Dk*&*Spar dk* | 2720<br>2588<br>1663 | | | | | 1906 | Eiderwerft Akt.Ges. Tönning | Cia.Colonial de Navegação | 295·1\|43·9\|16·7<br>24·4 | Loanda<br>Portuguese<br>*WB* | T.3Cy.21¼",36"&56¾"–37½"<br>197NHP<br>EiderwerftA.G.Tönning | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now applied for Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78431 145879 GDXL | **Lobos** Twin Sc *Oil Eng.* *ss* Hul. No. 3–9,33 *ss* Liv. No. 1–38 2 *Dks (Stl) & Shelter dk (Stl)* | 6479 6061 4007 | ✠100A1 *Shelter dk with freeboard* ~~10,39~~ 10,40 ✠LMC CS7,38 DBS ~~10,39~~ 12,40 ~~13,38~~ 10, 39 | Liv Tal | *z* | CL 6,38 | 1921 10mo *Lloyd's* | Harland & Wolff, Ld. Greenock *SA&CP* | **Pacific Stm Nav Co.** *Cell DB 349'1039t* | 405·6 P32'B89'F46' *Shelter dk* FK 1 „ „ *U* „ | 54·2 *on* | 32·8 *pt Cem* 6 *BH to Sh dk* *FPT 116t APT 123t* | Liverpool British | Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" 810NHP DB *100lb* Harland & Wolff, Ld. Gls. | 35 " 6 s 8 " 9 26 " 10¾ | |
| 78432 164122 GZQN | **Loch Dee** *ss* Cff No. 1–41 E.S.D. D.F. 1 *Dk & Shelter dk* *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | 5252 4756 2978 | ✠100A1 *with freeboard* ~~11,39~~ Cff ~~4,40~~ 6,39 ✠LMC ~~5,37~~ 5,41 | Npt | *a*† | CL ~~6,39~~ 3,40 4,41 | 1937 5mo *Lloyd's* | J L Thompson & Sons, Ld. Sunderland *SA&CP* | Steamship "Induna" Co. Ld. (Maclay & McIntyre Ld. *Mgs.*) *One intermediate BH dispensed with Collision* *Cell DB 291'1011t* | 420·0 437·2 (O.L.) F39' FK *BH to Sh dk* 5 „ „ 2nd „ *Tanks in way of tunnel 65' 355t* | 58·9 | 26·4 | Glasgow British *Cem* *FPT 255t APT 187t* | T.3Cy.23", 38" & 65"–45" (*s*) 220lb FD 409NHP 3SB (Spt) *9cf*, GS 139, HS 5682 N.E. Marine Eng. Co Ld. Sld. | 38 " 9 s 12 " 0½ 26 " 11 | |
| 78433 165906 GZSK | **Loch Don** D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | 5249 4756 2977 | ✠100A1 *with freeboard* ~~8,40~~ ~~12,39~~ 5,41 ✠LMC 7,37 | Bry Lon | *a*† | CL 8,40 | 1937 7mo *Lloyd's* | J L Thompson & Sons, Ld. Sunderland *SA&CP* | Glasgow Nav. Co. Ld. (Maclay & McIntyre, Ld. *Mgrs.*) 1 *Intermediate BH dispensed with* *Cell DB 291'1011t* | 420·0 437·2 (O.L.) F39' FK *Co BH to S dk* 5 „ „ 2nd „ *Tanks in way of tunnel 65' 355t F* | 58·9 | 26·4 | Glasgow British *Cem* *PT 255t APT 187t* | T.3Cy.23", 38" & 65"–45" (*s*) 220lb FD 409NHP 3SB (Spt) *9cf*, GS 139, HS 5682 N.E. Marine Eng. Co Ld. Sld. | ~~38 " 9~~ s 11 " 11¾ 26 " 11 | |
| 78434 165074 MMMY | **Loch Fisher** (*ex* Ngarua–37, *ex* Maraboe–36) *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* | 511 307 245 | | | | | 1931 | N V Schpsw Gebr. Pot. Bolnes | James Fisher & Sons, Ld. | 151·6 Q96' | 25·6 *F65'* | 9·8 *WB* | Barrow British | Oil Engines 4S.C.SA 6Cy.11"–19¼" 70NHP Motorenfbr. "Deutz" A.G. Köln-Deutz | | V |
| 78435 164033 GWWD | **Loch Lomond** *ss* Bry. No. 1–38 D.F. 1 *Dk* *Cruiser Stern* | 5452 5038 3259 | ✠100A1 12,39 ✠LMC 5,38 BS 10,40 | Bry | *a*† | CL 4,38 | 1934 9mo *Lloyd's* | D & W Hendersn & Co. Ld. Glasgow *SA&CP* | Glasgow Nav. Co. Ld. (Maclay & McIntyre, Ld. *Mgrs.*) | 414·2 P42'B140'F45' FK 1 *Intermediate BH dispensed with* *Cell DB 346'1421t* | 56·2 | 27·6 *Coll* 6 *BH Cem* *FPT 182t APT 251t* | Glasgow British | T.3Cy.21½", 36" & 62"–45" (*s*) 220lb FD 395NHP 3SB (Spt) *9cf*, GS 126, HS 5679 D & W. Hendersn & Co Ld Gls | 30 " 7 s 5 " 9 25 " 0½ | |
| 78436 164035 GWWG | **Loch Ranza** *ss* Bry. No. 1–38 D.F. E.S.D 1 *Dk & Shelter dk* 3rd dk in E & B spaces *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | 4958 4557 2936 | ✠100A1 *with freeboard* ~~Mem~~ Gls ~~8,40~~ ~~2,40~~ 5,41 ✠LMC 12,38 BS 8,40 | Bry | *a*† | CL ~~2,40~~ 4,41 | 1934 10mo *Lloyd's* | A. Stephen & Sons, Ld. Glasgow *SA&CP* | Glasgow United Shipping Co. Ld. (Maclay & McIntyre, Ld. *Mgrs.*) 1 *Intermediate BH dispensed with* *Cell DB 365'1422t* | 415·0 F35' FK *Coll BH to Sh dk* 5 „ „ 2nd „ *FPT 156t APT 240t* | 56·2 | 25·5 | Glasgow British *Cem* | C.3Cy.23½" & (2) 43" – 42" (*s*) 220lb FD 382NHP 3SB (Spt) *9cf*, GS 126, HS 5625 A. Stephen & Sons, Ld. Gls. | ~~28 " 0~~ ~~s 0 " 1~~ ~~25 " 9~~ 37 " 11 s 12 " 0 26 " 2 | |
| 78437 98646 MFRT | **Lochdunvegan** (*ex* Denbigh Coast, *ex* Kelvindale, *ex* Grouse) *ss* Ard. 3rd No. 3–7,35 *ss* Ard. No. 1–40 1 *Dk (Stl–ws)* | 411 380 171 | 100A1 *For Coasting Mallaig, Irish* 2,40 ✠NB 3,23 | Ard *purposes Channels* LMC 7,39 BS 3,40 | *h* | CL 7,38 *London* | 1891 *Lloyd's* | Caird & Co. Ld. Greenock *SA&CP* | David MacBrayne, Ld. | 175·4 *29·8* B77'F24' | 28·0 BK 7½" | 11·9 5 *BH Cem* | Glasgow British | T.3Cy.15¼", 25⅛" & 40¾" – 30" 160lb (*s*) 85RHP 1SB, *3cf*, GS 51, HS 1566 Caird & Co. Ld. Greenock | 12 " 9 s 2 " 2 11 " 6 | |
| 78438 161916 GFVK | **Lochearn** (P) Twin Sc *Oil Eng.* Wireless 1 *Dk* | 542 276 206 | | | | | 1930 | Ardrossan Dockyard, Ld Ardrossan | David MacBrayne, Ld. | 155·7 P&B96'F50' | 29·1 | 9·0 *WB* | Glasgow British | Oil Engines 2S.C.SA 12Cy.12½"–15" 330NHP L. Gardner & Sons, Ld. Mch. | | C BT till ~~5,40~~ 5,41 3,42 6,42 |
| 78439 144719 GBBX | **Lochee** *Oil Eng.* Wireless D.F. E.S.D. 1 *Dk* *Mchy. Aft* *Cruiser Stern* | 964 691 535 | ✠100A1 11,39 ✠LMC 8,37 | Liv | *o* | OG | 1937 8mo *Lloyd's* | Henry Robb, Ld. Leith *SA&CP* | Dundee, Perth & London Shpg. Co Ld | 227·0 237·0 (O.L.) P103' *Raised dk* 58' F67' FK *Cell DB 172'370t FPT* | 36·2 | 12·0 5 *BH pt Cem* 51t *APT 29t* | Dundee British | Oil Engines 2S.C.SA 8Cy.13⅜"–22 7/16" 250NHP British Auxiliaries, Ld. Gls. | 15 " 0 s 4 " 1½ 14 " 5½ | |
| 78440 161949 MQBG | **Lochfyne** (P) Twin Sc *Oil Eng.* 2 *Dks* *Cruiser Stern* | 754 355 291 | | | | | 1931 | W. Denny & Bros. Ld. Dumbarton | David MacBrayne, Ld. | 209·9 Q11 B&F197' | 30·1 | 7·9 *Motors by* | Glasgow British | 2 Oil Engines 4S.C.SA connected to Electric Motors & Sc. Shafts 10Cy.15¾"–20" 247NHP Davey, Paxman & Co. Ld Col Met Vickers Elec. Co Ld Mch | | C BT till ~~6,41~~ ~~4,42~~ ~~5,41~~ ~~6,42~~ 6,42 |
| 78441 108764 GDTN | **Lochgarry** (P) (*ex* Lairdsrock–37, *ex* Vulture) Wireless *Fitted for oil fuel* 2 *Dks* | 1670 929 727 | | | | | 1898 | A. & J. Inglis Glasgow | David MacBrayne, Ld. | 265·0 P79'B91'F49' | 33·6 | 15·9 *WB* | Glasgow British | T.3Cy.28", 46" & 74"–45" NB24 367NHP A. & J. Inglis, Glasgow | | C |
| 78442 146679 GCLK | **Lochgoil** Twin Sc *Oil Eng.* *ss* Rot. No. 3–11,34 *Ref. Mchy.* 2 *Dks (Stl)* & *Awng dk (Stl)* D.F. E.S.D. *Cargo battens not fitted in B & F* | 9462 8534 5853 | ✠100A1 *Awng dk with freeboard* 10,38 ✠LMC CS3,36 DBS 9,39 10,38 ~~Rmlc 3 sRMC 9,38~~ | Rot | *e*† | CL 7,37 | 1922 12mo *Lloyd's* | Harland & Wolff, Ld. Glasgow *SA&CP* | Ministry of Shipping (Royal Mail Lines, Ld. *Mgrs.*) 1 *BH dispensed with* | 485·6 P41'B153'F60' *on Awng dk* FK & BK 2" *pt Cem* *to Awng dk* 598t *DT a* 30' *706t FPT 130t APT 75t* | 62·3 | 35·8 *7 BH only, all t* *Cell DB 409'1* | London British | Oil Engines 4S.C.SA 16Cy.29¾"–45¼" 1317NHP DB *100lb* Harland & Wolff, Ld. Gls. | 38 " 9 s 9 " 4½ 29 " 8½ | |
| 78443 106053 MQWJ | **Lochgorm** (*ex* Lairdspool–37, *ex* Lily) *ss* Gls. 3rd No. 3–5,32 *ss* Ard. No. 1–36 1 *Dk (pt Stl–ws)* *Light scantling platform dk in fwd holds* | 635 524 256 | *Carrying bea* ✠100A1 Examined 6,41 Gls ✠NB 12,20 ✠LMC 5,40 | *n or s* Ard | *imilar oil* *j* | *in deep tank* CL ~~6,38~~ 5,40 | 1896 12mo *Lloyd's* | Blkwood & Gordon Pt. Glasgow *SA&CP* | David MacBrayne, Ld. | 190·5 P45' FK & BK 1" B65'F51' *Cell DB a* | 29·3 *31·3* | 13·3 5 *BH Cem* 44' *f* 46' 105t | Glasgow British | T.3Cy.15", 24½" & 40"–30" (*s*) 170lb 126NHP 2SB. *4cf*, GS 77, HS 2458 Blackwood & Gordon, P. Gls | 14 " 0 s 1 " 4½ 13 " 0 | |
| 78444 165966 MPPY | **Lochiel** (P) Twin Sc *Oil Eng.* Wireless 1 *Dk* *Cruiser Stern* | 603 299 236 | | | | | 1939 | Wm Denny & Bros. Ld. Dumbarton | David MacBrayne Ld. | 183·7 *P & Prom. Dk.* 114' F40' | 32·1 | 7·7 *WB* | Glasgow British | Oil Engines 4S.C.SA 16Cy.9½"–17" 140NHP Davey, Paxman & Co. (Colchester), Ld. | | C BT till ~~6,40~~ ~~5,41~~ 6,41 |
| 78445 | | | | | | | | | | | | | | | | |

Now "Empire Rowan", see No. 85051 in Supplement.

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Remarques supplémentaires relatives à la classification. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. | pe. | 15 Engins de Pêche. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78446 | **Lochkatrine** | TwinSc | 9419 | ✠100A1 | Lon | *e* † | CL | 1922 | J.Brown& | RoyalMailLines, | 485·4 | 62·3 | 35·8 | London | Oil Engines 4S.C.SA | 38 × 10 | |
| 146228 | | *Oil Eng.* | 8535 | *Awng dk* | | | 8,38 | 1mo | Co.Ld. | Ltd. | | | | British | 16Cy.29½"&45½" 1317NHP | s 9 × 4½ | |
| GDYM | *Ref.Mchy.* | *ss*Rot.No.3–10,33 | 5813 | *with freeboard* | | | | | Glasgow | | P40'B153'F59'*on* | | | | DB*100lb* | 29 × 8½ | |
| | D.F. E.S.D. | *ss*Rot.No.1–38 | | 5,40 | | | | | *Lloyd's* | | *Awng dk* FK&BK2' | | | *pt Cem* | Harland&Wolff,Ld.Gls. | | |
| | | 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | | ✠LMC CS8,38 | | | | | *sA&CP* | 1 | *BH dispensed with* | 7 *BH only,* | | | | | |
| | | *Cargo battens not fitted in bridge & forecastle* | | DBS7,38 10,40 4,39 | | | | | | | *all* | *to Awng dk* | | | | | |
| | | | | ✠Lloyd's RMC5,41 | | | | | | *Cell DB*413'1617*t* | *DTa*30'706*t FPT* | | | 130*t APT*80*t* | | | |
| | | | | 3,41 10,40 | | | | | | | | | | | | | |
| | | *Carrying bean or similar oil in deep tank* | | | | | | | | | | | | | | | |
| 78447 | **Lochmonar** | TwinSc | 9412 | ✠100A1 | Sea | *e* † | CL | 1924 | Harland& | RoyalMailLines, | 485·6 | 62·2 | 35·5 | London | Oil Engines 4S.C.SA | 38 × 9 | |
| 147677 | | *Oil Eng.* | 8533 | *Awng dk* | | | 8,38 12,40 | 6mo | Wolff,Ld. | Ltd. | | | | British | 16Cy.29½"–45½" 1317NHP | s 9 × 4½ | |
| GDXR | *Ref.Mchy.* | *ss*Rot.No.3–9,36 | 5815 | *with freeboard* | | | | | Belfast | | P40'B153'F58'*on* | | | | DB*100lb* | 29 × 8½ | |
| | D.F. E.S.D. | 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | | 10,39 | | | | | *Lloyd's* | | *Awng dk* FK&BK2' | | | *Cem* | Harland&Wolff,Ld.Gls. | | |
| | | 3*rd dk*(*Stl*)*in No.3 hold* | | ✠LMC CS9,39 | | | | | *sA&CP* | | New fore end 1929 | | | | | | |
| | | | | DBS4,39 8,40 6,39 | | | | | | 1 *BH dispensed* | *with 7 BH only, all* | | | *to Awng dk* | | | |
| | | | | ✠Lloyd's RMC10,41 | | | | | | *Cell DB*421' 1718*t* | *DTa*30'686*t FPT*130*t* | | | *APT*78*t* | | | |
| | | | | 3,41 10,40 5,40 | | | | | | | | | | | | | |
| | | *Carrying oil fuel F.P. above* | | | | | | 150°F. | *in deep tank* | | | | | | | | |
| 78448 | **Lochmor** Ⓟ | TwinSc | 542 | | | | | 1930 | Ardrossan | DavidMacBrayne, | 155·7 | 29·1 | 9·0 | Glasgow | Oil Engines 2S.C.SA | | C |
| 161923 | | *Oil Eng.* | 276 | | | | | | Dkyd.Co.Ld. | Ltd. | P&B96'F50' | | | British | 12Cy.12½"–15" 330NHP | | BT |
| GFWT | Wireless | 1*Dk* | 206 | | | | | | Ardrossan | | | | | *WB* | L.Gardner&Sons,Ld.Mch. | | till |
| | | | | | | | | | | | | | | | | | |
| 78449 | **Lochnagar** Ⓟ | (*ex*Lairdswood, | 1619 | ✠100A1 | Abn | *q* | CL | 1906 | J.Brown& | AberdeenStm.Nav. | 270·4 | 36·1 | 16·6 | Aberdeen | T.3Cy.29',48'&76'–45' (*s*) | 17 × 6 | |
| 121346 | *ex*Woodcock, | *ss*Abn.2ndNo.3–5,32 | 1044 | 4,39 | | | 4,38 | 6mo | Co.Ld. | Co.Ld. | 279·0(O.L.) | | | British | 175lb *70lb* 460NHP | s 1 × 11½ | |
| GDTV | *ex*Woodnut, | *ss*Abn.No.1–36 | 688 | | ✠LMC | | | | Clydebank | | *38·2* BK8' | | | 5 *BH Cem* | 2DB,*12cf*,GS264,HS7720 | 16 × 6½ | |
| | *ex*Woodcock) | 2*Dks*(*UStl*–ws) | | MS2,36 | BS4,40 | | | | *Lloyd's* | | P&B190'F60' | | | | J.Brown&Co.Ld.Clydebnk | | |
| | | | | | 4,40 | | | | *sA&CP* | | *DTa*10' | | | *24t FPT*30*t* | | | |
| 78450 | **Lochness** Ⓟ | TwinSc | 777 | | | | | 1929 | Harland& | DavidMacBrayne, | 200·3 | 34·1 | 10·5 | Glasgow | T.6Cy.14',23'&38'–27' | | C |
| 160262 | | *Fitted for oil fuel* | 456 | | | | | | Wolff,Ld. | Ltd. | F27' *on Shelter dk* | | | British | 150NHP | | BT |
| GTFS | Wireless | 1*Dk*&*Shelter dk* | 299 | | | | | | Glasgow | | | | | *WB* | J.G.Kincaid&Co.Ld Grk. | | till |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 78451 | **Lochnevis** Ⓟ | TwinSc | 568 | | | | | 1934 | W.Denny | DavidMacBrayne, | 171·7 | 31·1 | 8·7 | Glasgow | Oil Engines 4S.C.SA | | C |
| 164029 | | | 313 | | | | | | &Bros.Ld. | Ltd. | B50' | | | British | connectedtoElectricMotors | | BT |
| MBWP | | 1*Dk* | 228 | | | | | | Dumbarton | | | | | *WB* | &Sc.Shafts. | | till |
| | | *Cruiser Stern* | | | | | | | | | | | | | 12Cy.13"–16" | | |
| | | | | | | | | | | | | | | | Davey,Paxman&Co.Ld. | | |
| | | | | | | | | | | | | | | | Colchester | | |
| 78452 | **Lochside II** | | 368 | ✠100A1 | Shl | *e* | 5,38 | 1925 | Smith's | JamesDeuchar,Ld. | 140·0 | 24·0 | 10·2 | Newcastle | C.2Cy 17'&36'–27' (*s*) | 11 × 0 | |
| 148128 | | *ss*Shl.No.3–6,37 | 265 | 3,39 3,38 1,41 | | | 6,40 | 6mo | DockCo.Ld | | | | | British | 130lb 81NHP | s × 9½ | |
| MNGR | *Well deck* | 1*Dk*(*Stl*) | 169 | BS3,40 | ✠LMC6,37 | | | | Middlesbro' | | Q43'B12'F19' FK | | | 3 *BH Cem* | 1SB,3*cf*,GS50,HS1566 | 10 × 3½ | |
| | *Mchy. Aft* | | | 1,41 | | | | | *Lloyd's* | | *FPT*34*t* | | | *APT*13*t* | ShieldsE&DDCo.Ld.N.Shl | | |
| 78453 | **Lockwell** | | 1928 | | | | | 1929 | Swan,Hun- | SarniaSteamships | 253·0 | 43·4 | 17·8 | Montreal | T.3Cy.15',25'&40"–33' | | C |
| 161519 | | | 1629 | | | | | | ter&Wigham | Ld.(R.Scott | | | | British | 81RHP | | |
| | *Mchy. Aft* | 1*Dk* | 1148 | | | | | | Richardson, | Misener, *Mgr.*) | | | | *WB* | Swan,Hunter&Wigham | | |
| | | | | | | | | | Ld Newcastle | | | | | | Richardson.Ld.Nwc. | | |
| 78454 | **Lodestone** | | 4877 | ✠100A1 | Rot | *a* † | CL | 1938 | Bartram& | AlvaS.S.Co.Ld. | 415·6 | 55·6 | 25·1 | London | T.3Cy.23',38'&65"–42' (*s*) | 27 × 8 | |
| 166585 | | | 4446 | *with freeboard* | Ver | 2 | | 9mo | Sons,Ld. | (Navigation&Coal | 430·8(O.L.) | | | British | 220lb 400NHP | s 2 × 7½ | |
| GPPX | D.F. | 1*Dk*&*Shelter dk* | 2887 | 12,40 ~~4,39~~ | ✠LMC9,38 | | | | Sunderland | TradeCo.Ld. | | | FK | 7 *BH Cem* | 2SB(Spt&FD)&1AuxSB | 25 × 3 | |
| | | *Cruiser Stern* | | | | | | *Lloyd's* | | *Mgrs.*) | | | | (*Coll to Sh dk* | 8*cf*,GS129,HS5845 | | |
| | | | | *Fitted for oil fuel* 9,38 *F.P. above* 150°F. | | | | *sA&CP* | | | | | | 6 ,, 2*nd* ,,) | N.E.MarineEng.Co. (1938) | | |
| | | | | | | | | | | *Cell DB*350'1253*t* | *MT*23'943*t FPT*127*t* | | | *APT*257*t* | Ld.Sld | | |
| 78455 | **Lodoletta** (*ex*ConteStefanoTisza–33, | | 2822 | ✠ ... | | | | 1904 | W.Dobson | GiovanniGavarone | 327·0 | 43·8 | 21·3 | Genoa | T.3Cy.23½"39"&66'–45' | 23 × 9 | I |
| 1865 | *ex*GrófTiszaIstván) | *ss*Tri.No.3–4,21 | 2518 | 1,30 | | | | 11mo | &Co. | | 318·4 | | | Italian | 311NHP | | † |
| IBFI | | *ss*Shl.No.1–26 | 1686 | ✠ | | | | | Newcastle | | P27'B96'F30' FK | | | *WB* | N.E.MarineEngCo.LdNwc | | |
| | D.F. | 1*Dk*2*tr B*&*deep framing* | | | | | | | | | | | | | | | |
| 78456 | **Lofoten** Ⓟ | | 1571 | | | | | 1932 | Fredrkstad | A/S Vesteraalens | 235·6 | 38·1 | 14·4 | Stkmrknes | T.3Cy.23⅝",37⅞"&63'–39' | | N |
| | *Ref.Mchy.* | | 697 | | | | | | Mek.Værks | Dampskibsselskab | H356*t* | | 21·7 | Norwegian | 248NHP | | |
| LDTQ | Wireless | *Cruiser Stern* 1*Dk*&*Shelter dk* | 915 | | | | | | Fredrikstad | | | | | *WB* | FredrikstadM.V.Frdstad. | | |
| 78457 | **Log** | | 1560 | | | | | 1931 | Bergens | AugustKjerland& | 250·6 | 39·3 | 17·4 | Bergen | T.3Cy.17½',29'&49'–33' | | N |
| | | | 1361 | | | | | | Mek.Værks. | Co.A/S | P60*t*H78*t* | | | Norwegian | 138NHP | | |
| LBJN | Wireless D.F. | 1*Dk* | 890 | | | | | | A/S | | | | | *WB* | BergensMek.Værks.A/S | | |
| | | | | | | | | | Bergen | | | | | | | | |
| 78458 | **Logician** | | 5993 | ✠100A1 | Mdb | *a* † | CL | 1928 | Cammell | CharenteS.S.Co Ld | 420·3 | 54·6 | 30·4 | Liverpool | T.3Cy.27',46'&77'–54' (*r*) | 32 × 7 | |
| 149678 | | *ss*Liv.No.2–37 | 5575 | 12,39 | | | 12,39 | 6mo | Laird&Co.Ld. | (T.&J.Harrison, | 434·9(O.L.) | | | British | 210lb *120lb* 524NHP | s 6 × 4 | |
| GSLK | | 2*Dks*(*Stl*) | 3753 | | ✠LMC | | | | Birkenhead | *Mgrs.*) | P37'B137'F44' FK | | | 8 *BH Cem* | 2DB(Spt),*12cf*,GS215, | 26 × 5½ | |
| | | | | MS4,37 | BS4,40 | | | *Lloyd's* | *sA&CP* | | | | | 1 ,, *to 2nd dk* | HS8208 | | |
| | | | | | | | | | | *Cell DB*362'1146*t* | *DTa* 32'901*t FPT*6 | | | 2*t APT*24*t* | CammellLaird&Co.Ld. | | |
| 78459 | **Loida** (*ex*Lampas–39, | | 5505 | ✠100A1 | Gen | *x* | CL | 1916 | CraigTay- | Cia.Maritima | 370·1 | 51·4 | 32·1 | Panama | T.3Cy.26',42½'&69½'–45' | 34 × 6 | |
| | *ex*Laurelleaf) | *ss*Bkn.No.3–6,28 | 5107 | *Shelter dk* | | | 1,39 | 12mo | lor&Co.Ld. | Atlantica,Ltda. | 383·8(O.L.) | | | Panama | 180lb 488NHP | s 7 × 4 | |
| HPJR | | *ss*Got.No.2–36 | 2965 | *with freeboard* | | 6,40 | | | Stockton | | P108'F48' FK | | | 15 *BH Cem* | 2SB,(r)(FD)&Aux.B,(*s*) | 27 × 5 | |
| | *Mchy Aft* | 1*Dk*(*pt Stl*)&*Shelter dk* | | 1,40 | | BS3,40 | | *Lloyd's* | *sA&CP* | *Cell DB*uE&B 71'196*t* | *DTf*35'540*t FPT*92*t* | | | *APT*184*t* | *8cf*,HS7740 | | |
| | | (*Stl*)&*Web frames* | | ~~TBS6,36~~ | ✠LMC4,36 | | | | | | | | | | Blair&Co.Ld.Stockton | | |
| | | | | ✠AuxNB11 *re fitted* 32 | | | | | | | | | | | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 12,16 *F.P. above* 150°F. | | | | | | | | | | | | | |
| 78460 | **Loire** | | 992 | | | | | 1917 | N.V.Schps | Cie.Nationale | 217·5 | 34·7 | 13·5 | Antwerp | T3Cy15½",24½"&40⅝"–27⅞" | | C |
| | (*ex*Neutral) | | — | | | | | | &Mch.deKlop | Belge de Transp. | Q77'B60'F25' | | | Belgian | N.V.Schps.&Mach. 86NHP | | |
| ONQC | | 1*Dk* | 574 | | | | | | Sliedrecht | Mar. (L.Dens& | | | | | deKlop,Sliedrecht | | |
| | | | | | | | | | | Co.Ld.*Mgrs.*) | | | | | | | |
| 78461 | **Lokbatan** (*ex*Bakou–34) | | 1827 | | | | | 1930 | Nicolaieff | U.S.S.R. | 250·9 | 37·4 | 20·7 | Tuapse | Oil Engines 2S.C.SA | | |
| | *Carrying Petroleum in bulk* | *Oil Eng.* | 1000 | | | | | | StateSBYard | | P70'B38'F25' | | | Russian | 4Cy.21½"–32½" 315NHP | | |
| UGUT | *Mchy. Aft* | 2*Dks* | 827 | | | | | | 'AndreMarti' | | | | | *WB* | Maschfbk.Augsburg- | | |
| | | *Longitudinal framing* | | | | | | | Nicolaieff | | | | | | Nürnburg,Augsburg | | |

| 1 No. In Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP.=Horse power by Society's formulæ; RHP.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78462 LDGS | **Loke** (*ex* Claymont, *ex* Porthcawl) | *ss* Rot. 2nd No. 3–7,39 1 *Dk* (*Stl*) *Cargo battens not fitted* | 2421 2214 1432 | ✠100A1 ~~7,39~~ 5,41 BS7,40 | Rot | *t* Gms ✠LMC7,39 | CL 6,39 | 1915 7mo *Lloyd's* | Craig, Taylor & Co. Ltd. Stockton *SA & CP* | D/S A/S Laly (C.T. Gogstad & Co. *Mgrs*) *Intermediate bulk head in fore hold dispensed with* | 295·0 P27′ B78′ F30′ *Cell D Ba* 92′ *u E & B* 34′ *f* 124′ | 45·0 FK | 20·3 | Oslo Norwegian *Cem* 4 *B H only* | T. 3 Cy. 22″, 36″ & 60″–39″ (*s*) 180 lb 250 NHP 2 SB, *6cf*, GS 100, HS 3916 N.E. Marine Eng. Co Ld. Sld 628 *t FPT* 83 *t APT* 94 *t* | 22 ″ 6 | |
| 78463 SKDN | **Lola** (*ex* Tuskar–37) D.F. *Ref. Mchy.* 2 *Dks & Shade dk* | | *1193* *1067* *492* | | | | | 1920 | Caledon SB & Eng. Co. Ltd. Dundee | Eric Ericsson | 270·0 P38′ B134′ F73′ | 36·2 | 16·7 | Surte Swedish *WB* | T. 3 Cy. 26″, 42″ & 70″–45″ 328 NHP Caledon SB & ECo. Ltd. Dun. | | |
| 78464 EEVZ | **Lolina** *ss* Bbo. No. 1–24 *Well deck* *Mchy. Aft* 1 *Dk* (*Stl*) | | 398 256 188 | ✠ 2,29 ✠ | Bbo | | | 1919 7mo | Soc. Anon. Astilleros Riera Gijon | Angel Alvarez, S. en C. | 132·0 Q46′ B9′ F23′ | 24·0 FK | 10·6 | Aviles Spanish 3 *B H Cem* *FPT* 33 *t* | C. 2 Cy. 14½″ & 30″–21″ 49 NHP NB 29 Soc. Anon. Astilleros Riera | 10 ″ 6 | |
| 78465 EAAO | **Lolita Artaza** (*ex* Itxas-Zabal–39, *ex* Lolita Artaza–37, *ex* Harcourt–34) Wireless *Well deck* *Mchy. Aft* *Cargo battens not fitted* | *ss* Cff. No. 3–10,38 1 *Dk* (*Stl*) | 1511 1184 902 | ✠100A1 2,41 ~~3,40~~ BS1,40 | Bbo | *p* ✠LMC 10,38 | CL 3,40 | 1925 2mo *Lloyd's* | Tvan Duijvendijk Lekkerkerk *SA & CP* | Artaza y Cia. *Cell D B* 206′ 5 99 *t FPT* 76 *t APT* 52 *t* | 245·5 Q150′ F19′ | 37·9 FK | 17·2 | S. Sebast'n Spanish 4 *B H Cem* | T. 3 Cy. 19″, 31″ & 52″–36″ (*s*) 180 lb 221 NHP 2 SB, *6cf*, GS 114, HS 4040 H. Versteeg & Zonen, Hardinxveld | 19 ″ 10 s 5 ″ 5 17 ″ 6½ | |
| 78466 LEJO | **Lom** Wireless D.F. 1 *Dk* | | 1268 1082 719 | | | | | 1920 | NV Schpsw DeMerwede Hardinxveld | Dampsk. A/S Ibis (Johs. Larsen, *Mgr.*) | 238·8 P52 *t* H70 *t* F25 *t* | 36·8 | 15·6 | Bergen Norwegian *WB* | T. 3 Cy. 17½″, 29″ & 46″–36″ 127 NHP Penn & Bauduin, Dordrecht | | N |
| 78467 2053 IBVS | **Lombardia** (P) (*ex* Resolute–35, *ex* Brabantia, *ex* William O'Swald) D.F. Gy.C. Sub.Sig. *Fitted for oil fuel* | Trp Sc 4 *Dks* | 20006 — 10947 | | | | | 1920 | Akt. Ges. "Weser" Bremen | Lloyd Triestino Soc. Anon. di Nav. | 616·3 590·4 P37′ B & F 523′ | 72·2 | 40·2 | Genoa Italian *WB* | T. 8 Cy. 29½″, 48½″ & (2) 53 1/16″–59″ & 1 Turbine Akt. Ges. "Weser," Bremen | | I |
| 78468 143743 GDZQ | **Lombardy** *Fitted for oil fuel* D.F. 2 *Dks & Shelter dk* | | 3379 3082 2067 | | | | | 1921 | Richardsn, Duck & Co. Ld Stockton | Royal Mail Lines, Ld. | 380·0 P22′ F41′ *on Shelter dk* | 48·1 | 23·4 | Liverpool British *WB* | T. 3 Cy. 26″, 42″ & 70½″–45″ 332 NHP Blair & Co. Ld. Stockton | | C |
| 78469 UNIT | **Lomonosov** (*ex* Eclipse) Wood Aux Wireless 2 *Dks* (*See Sailing Ship Register*) | | 493 405 214 | | | | | 1867 | Hall & Co. Aberdeen | U.S.S.R. | 149·8 P48′ | 29·4 | 16·0 | Archangel Russian | C. 2 Cy. 23″ & 40″–27″ 28 NHP NE & B02 Hall & Co. Aberdeen | | |
| 78470 5180 SGNK | **Lona** (*ex* Therese, *ex* Torridon) *ss* Bly. No. 2–97 *Well deck* 1 *Dk* (*Irn*) & *Web frames* | | *1577* *1319* *925* | ✠ 2,03 ✠ | Nwc | *q* | | 1889 9mo | Osbourne, Graham & Co Sunderland | Erik Bancks Rederi | 258·0 P33′ Q62′ B110′ F33′ *Cell D B* 214′ 408 *t* | 37·1 BK 9″ | 16·8 | Hlsngborg Swedish 4 *B H Cem* *APT* 56 *t* | T. 3 Cy. 19″, 31″ & 51″–36″ 157 NHP 2 SB, *4rf*, GS 70, HS 2361 G. Clark, Sunderland | 19 ″ 2 | V † |
| 78471 144702 GCRJ | **London** (P) E.S.D. Wireless *Fitted for oil fuel* 2 *Dks & Shelter dk* | | 1499 1196 802 | | | | | 1921 | Hawthorns & Co. Ld. Leith | Dundee, Perth & London Shipping Co. Ld. | 250·5 | 35·3 | 16·8 | Dundee British *WB* | T. 3 Cy. 20″, 33″ & 53″–39″ 175 NHP Hawthorns & Co. Ld. Leith | | C |
| 78472 167517 GLKK | **London II** (*ex* London–40) D.F. 1 *Dk* | | 1260 971 ~~734~~ | Hpl Examined L.R. ~~8,40~~ BS6,40 (185 lb) | | 1 4 1 | | 1924 | Howaldtswerke Kiel | Ministry of Shipping (Glen & Co. Ld. *Mgrs.*) | 238·0 P16′ Q71′ B98′ F31′ | 37·2 BK 9″ | 13·7 | ~~Copnhagn~~ ~~Danish~~ London British *WB* | T. 3 Cy. 16 9/16″, 27 5/16″ & 43″–29½″ 100 NHP Howaldtswerke, Kiel | | G |
| 78473 OTLA | **London-Istanbul** (P) (*ex* Ville de Liége–36) | Trp Sc (*Car Ferry*) 3 *Dks* | 1849 1778 890 | | | | | 1913 | Soc. Anon. Jhn. Cockerill Hoboken | Belgian Government | 300·0 B186′ | 36·0 | 14·6 | Ostend Belgian | 3 Steam Turbines Soc. An J. Cockerill, Seraing | | |
| 78474 28698 JCLA | **London Maru** (P) *Fitted for oil fuel* | 2 *Dks* | 7191 — 4414 | | | | | 1921 | Cammell Laird & Co. Ld. Birkenhead | Osaka Syosen K.K. | 451·1 P43′ B189′ F51′ | 56·5 | 35·2 | Osaka Japanese *WB* | 3 Steam Turbines DR geared to 1 Sc. Shaft Cammell Laird & Co Ld. Bkn | | C |
| 78475 163319 MBCK | **London Queen** *ss* Goo. No. 1–37 *Well deck* *Mchy. Aft* 1 *Dk* (*Stl*) *Cargo battens not fitted* | | 781 573 429 | ✠100A1 ~~5,37~~ 10,40 BS ~~7,39~~ 8,40 | Goo Lon ✠LMC 5,37 | *k* | OG ~~4,37~~ 10,40 | 1933 2mo *Lloyd's* | Burntislnd S.B. Co. Ld. Burntisland *SA & CP* | British Channel Islands Shipping Co. Ld. *Cell D Bf* 124′ *Cell D Bu* E 22′ *f* 124′ 207 *t DT a* 14′ 11 | 195·0 Q110′ B14′ F25′ | 30·7 BK 7″ | 12·4 | London British *3 B H Cem* *APT* 34 *t* | T. 3 Cy. 14″, 24″ & 40″–27″ (*s*) 200 lb 129 NHP 1 SB, *3cf*, GS 58, HS 1953 D. Rowan & Co. Ld. Gls. | 14 ″ 6 s 4 ″ 2½ 14 ″ 6½ | |
| 78476 163482 MBVW | **London Trader** *ss* Bly. No. 1–39 1 *Dk & Shelter dk* *Mchy. Aft* *Cruiser Stern* | | 646 494 297 | ✠100A1 *with freeboard* 7,39 *Carrying vegetable oil in deep tank* | Bly ✠LMC 7,39 | *l* | CL 7,39 | 1934 6mo *Lloyd's* | Hawthorn, Leslie & Co. Ld Newcastle *SA & CP* | Free Trade Wharf Co. Ld. *Cell D Bu* E 22′ *f* 124′ 207 *t DT a* 14′ 11 | 196·6 204·6 (O.L.) | 28·9 FK | 11·3 | London British *3 B Hpt Cem* (2 *to Sh dk* 1 „ 2*nd* „) | T. 3 Cy. 13½″, 23″ & 38″–27″ (*s*) 200 lb 103 NHP 2 SB, *4cf*, GS 47, HS 1800 N.E. Marine Eng. Co Ld. Sld | 13 ″ 6 s ″ 2 13 ″ 5¼ | |
| 78477 LOFV | **Londres** (P) (*River Steamer*) 1 *Dk* (*pt Stl & pt Teak*) *Shade dk* (*pt Stl–teaks*) *Prom. dk & upper Prom. dk* | Trp Sc | 2307 — 989 | ✠ 10,06 ✠ | BAs | | | 1906 7mo | Gourlay Bros. & Co. (Dundee), Ld. Dundee | Cia. Argentina de Nav. Mihanovich Ltda. | 292·6 *Promenade dk* 260′ *Upper Prom. dk* 258′ | 45·1 FK | 11·2 | Bns. Aires Argentine *7 B H Asp* *FPT* 10 *t* | T 2 Cy (3) 16″, (3) 26″ & (6) 29″–21″ 453 NHP 4 SB, *12cf*, GS 198, HS 7810 FD Gourlay Bros. & Co. (Dundee), Ld. Dundee | 12 ″ 0 | |
| 78478 208175 KJPZ | **Long Island** (P) (*ex* Correction) | Wood 3 *Dks* | 778 — 422 | | | | | 1910 | R. Palmer & Sons Noank, Conn. | Bridgeport & Pt. Jefferson Steamboat Co. (G. M. Tooker. *Mgr.*) | 159·7 | 36·5 | 12·0 | Bridgeprt Conn. Utd. States | C. 2 Cy. 15″ & 30″–20″ 34 NHP J. W. Sullivan Co. N. Yk. | | |
| 78479 145386 VQJL | **Longbird** (*ex* Newton Bay, *ex* Kilmuckridge) Wireless 1 *Dk* | | 636 492 286 | | | | | 1919 | Smith's Dock Co. Ld Middlesbro' *Rebuilt in* 1920 | Derwent Steam Shipping Co. Ld. (Anthony & Bainbridge, Ld. *Mgrs.*) *by* J. S. White & Co. | 170·0 Ld. Cowes | 30·0 | 15·7 | ~~Nassau~~ ~~N.P.~~ ~~British~~ Newcastle British | T. 3 Cy. 16″, 26″ & 44″–26″ 94 RHP Smith's Dock Co. Ld. Mdb. | | C |
| 78480 | | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appel. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille à Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où cote, et où est déposé le Rapport de Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78481 | **Longford** (P) (*ex*Lady Connaught–38, *ex*Heroic) | TwinSc *ss*Liv.2ndNo.3–4,32 *ss*Liv.No.1–36 2 *Dks* (*UStl*–ws) | 1913 1333 791 | 100A1 *with freeboard* Examined 4,41 BS2,41 LMC4,36 *Fitted for oil fuel* 2,24 | Liv. Bkn. | *t* | 0G 2,40 *F.P. above* | 1906 *Lloyd's* 1940 | Harland& Wolff,Ld. Belfast | British&IrishStm. PacketCo.Ld. *CellDBa* | 320·3\|41·3\|16·8 P51′B160′F76′ FK&BK1½″ 50° F. | Liverpool British 6 *BHCem* | Q.8Cy.21″,29″,41″&58″–36″ 200lb FD (*s*) 649NHP 1DB(*made20refitted*2,24)& 2SB(*new*2,24),12*cf*,HS9948 Harland&Wolff,Ld.Bel. | 18 ″ 2 s 1 ″ 11 16 ″ 6 | BT ~~LH~~ ~~Lr~~ 2,42 |
| 78482 | **Longwood** | TwinSc *OilEng* | 9463 8661 | 100A1 3.40 | Grk | *et* | CL 2,40 | 1930 8mo | SirJ.Laing &Sons,Ld. Sunderland | Oil&Molasses Tankers,Ld.(J.I. Jacobs&Co.Ld. *Mgrs.*) | 476·3\|66·4\|35·3 P106′B44′F58′ FK | London British 16 *BHptCem* | Oil Engines 4S.C.SA 12Cy.24½–51⅛″ 709NHP 2DB*150lb* | 35 ″ 5 s 7 ″ 1½ 28 ″ 6½ | |
| GRKT | D.F. E.S.D. *ss*Shl.No.2–39 1 *Dk*(*Stl*)2*nd dk*(*Stl*)*clear of oil tanks* *Longitudinal framing at bottom&at deck* *Mchy.Aft* *CruiserStern* | | 5559 | LMC C88,39 DBS3,40 3,40 *Carrying Petroleum in bulk* | | | | *Lloyd's* | *sA&CP* | *CellDBuE*65′295*t* | *DTf*27′465*t FPT*8 | 21*t APT*250*t* | J.G.Kincaid&Co.Ld.Grk. | | |
| 78483 | **Lontuè** (*ex*Runa–36,*ex*Wisla,*ex*Edna, *ex*Ernst) | | 783 | | | | | 1908 | Göteborg M.V.Aktiet Gothenburg | Martinez,Pereira &Cia.Lda. | 184·1\|28·4\|11·4 Q135′B37′H18*t* F22· | S.Antonio Chilian *WB* | T.3Cy.14⅞″,22½″&37⅛″– 23½″ 68NHP Goteborgs MV.Aktieb.Got | | V |
| 1299 CBLT | Wireless 1 *Dk* | | 418 | | | | | | | | | | | | |
| 78484 | **Loongwo** | TwinSc *ss*Shi.No.3–6,37 1 *Dk* | 3923 1748 2386 | A1 6,37 MBS8,38 LMC6,37 *For Service on the Yangtsze River* | Shi | | OG 6,37 | 1906 | HongK'ng &Whampoa Dock Co.Ld. HongKong | Indo-China Steam Nav.Co.Ld. | 330·0\|46·1\|14·5 340·0(O.L.) F49′ FK *Promenade dk* | HongKong British 6 *BH* | T8Cy(2)17′(2)28″&(4)31½″ –33″ 180lb FD 292NHP 2SB,8*cf*,GS136,HS5430 HongKong&Whampoa Dock Co.Ld.HongKong | 15 ″ 6 | |
| 120989 VRCV | | | | | | | | | | | | | | | |
| 78485 | **Loppersum** (*ex*Harpalyce–37) | *ss*Shl.No.2–37 1 *Dk*(*Stl*) | 4691 4308 2792 | 100A1 11,39 BS11,39 LMC7,37 | Sch | *y* | CL 10,37 | 1930 9mo | J.Readhead &Sons,Ld. SouthShields | Stoomv.Maats. "Oostzee" (Vinke& Co.*Mgrs.*) *CellDBa&uE*152′*f* | 394·6\|54·2\|24·8 409·6(O.L.) P36′B245′F32′ FK 177′1160*t FPT*102*t* | Amstrdam Dutch 6 *BHCem* *APT*220*t* | T.3Cy.24¾″,41″&68″–45″(*r*) 200lb 436NHP 2SB(Spt)&1AuxB,9*cf*, GS176,HS7743 J.Readhead&Sons,Ld.SShl | 27 ″ 2 s 3 ″ 8 23 ″ 8½ | |
| PFPM | D.F. | | | | | | | *Lloyd's* | *sA&CP* | | | | | | |
| 78486 | **Lorain** ~~21Sc77~~ ~~MTPA~~ Sub.Sig. *Longitudinal framing* | *Fitted for oil fuel* 1 *Dk*&*Shelter dk* &*Web frames* | 6213 5895 3836 | 100A1 (*Reclassification Contemplated*) | | | | 1919 5mo | Federal S.B.Co. Kearny,N.J. | ~~United States Maritime Commission~~ | 395·5\|55·0\|31·4 P45′B110′ F38′*on Shltr dk* FK | ~~Newark N.J.~~ ~~Unit. States~~ British *WB* | DR Geared Steam Turbine 619NHP General Electric Co. Schenectady,N.J. | 34 ″ 11 | R † |
| 78487 | **Lorca** | *ss*Shl.No 2–39 1 *Dk*(*Stl*) | 4875 4559 3007 | 100A1 ~~3,[illegible] 2,40~~ 3,41 5,41 LMC MS4,39 ~~Bry~~ Shl ~~3,30~~ 4,40 BS2,40 | Npt | *y* | CL | 1931 1mo | J.Read-head&SonsLd SouthShields | Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *CellDBa&uE*147′*f* | 393·4\|53·8\|26·6 408·0(O.L.) P30′B117′F39′ FK 175′1133*t FPT*142*t* | London British 6 *BHCem* *APT*155*t* | T.3Cy.25″,42″&69″–48″ (*r*) 200lb *120lb* 427NHP 2SB,6*cf*,GS127,HS754 FD J.Readhead&Sons,Ld. | 29 ″ 0 s 5 ″ 7½ 23 ″ 7½ | |
| 162525 GTRP | D.F. | | | | | | | *Lloyd's* | *sA&CP* | | | | | | |
| 78488 | **Lord Byron** (*ex*Arcgow–36) | *ss*Bkn.No.1–38 *CruiserStern* 1 *Dk*(*Stl*) *Longitudinal framing at bottom & decks & bridge sides "Arcform"* *Locked steel interchangeable hatches* | 4118 3812 2479 | 100A1 8,412,40 LMC MS12,37 BS~~7,30~~ 9,40 | Shl Hul | *w* | CL ~~12,37~~ 3,41 | 1934 5mo | Lithgows Ld. PortGlasgow | NorfolkS.S.Co.Ld. (ShipsFinance& ManagementCo. Ld.*Mgrs.*) *CellDBa&uE* | 362·5\|57·5\|24·7 P33′B122′F31′ FK 121′*f*168′713*t FPT*75*t* | London British 6 *BHptCem* *APT*175*t* | T.3Cy.21¾″,37″&62″–42″(*s*) 220lb 352NHP 2SB(FD)&1AuxSB,8*cf*, GS135,HS5102 D.Rowan&Co.Ld.Gls. | 26 ″ 9 s 4 ″ 4 22 ″ 7½ | |
| 163468 GWSQ | | | | | | | | *Lloyd's* | *sA&CP* | | | | | | |
| 78489 | **Lord Cochrane** (*ex*Arcwear–37) | *ss*Ams.No.1–38 *Cruiser Stern* 1 *Dk*(*Stl*) *Longitudinal framing at bottom & decks & bridge sides "Arcform"* *Locked steel interchangeable hatches* | 4157 3815 2503 | 100A1 10,407,39 LMC7,38 BS10,40 | Cff Bry | *w* | CL 7,39 | 1934 1mo | ShortBros. Ld. Sunderland | NorwichS.S.Co.Ld. (ShipsFinance& ManagementCo. Ld.*Mgrs.*) *CellDBa&uE*11 | 362·7\|57·5\|24·7 P33′B122′F31′ FK 6′*f*168′703*t FPT*75*t* | London British 6 *BHCem* *APT*177*t* | T.3Cy.21½″,37″&62″–42″(*s*) 220lb 357NHP 2SB(FD)&1AuxSB,8*cf*, GS113,HS5209 NE.MarineEng.CoLd Nwc | 26 ″ 9 s 4 ″ 4 22 ″ 7½ | |
| 163432 GWRM | | | | | | | | *Lloyd's* | *sA&CP* | | | | | | |
| 78490 | **Lord Kelvin** | TwinSc ~~*ssHfx.No.3–5,28*~~ *ssBrw.No.2–26* | 2641 2105 1306 | 100A1 9,40~~8,20~~ ~~LMC3,36~~ ~~BS3,40~~ 5,41 MS9,40 | Fal Hfx | *l* | CL ~~2,38~~ 2,40 | 1916 1mo | Swan,Hunter&Wigham Richardson, Ld Newcastle | Anglo-American TelegraphCo.Ld. *CellD* | 316·6\|41·2\|22·7 333·2(O.L.) P50′B100′F62 FK 153′405*t FPT*40*t* | London British 5 *BHCem* *APT*55*t* | T.6Cy.17″,28½″&48″–33″ (*s*) 190lb ~~180lb~~ 380NHP 2SB,6*cf*, HS5580 FD Swan,Hunter&Wigham Richardson.Ld.Nwc. | 25 ″ 0 s 3 ″ 0 22 ″ 2½ | |
| 139123 GDMN | *ss*Hfx.2ndNo.3–9,40 D.F. GyC. 2 *Dks*(*StlU*–ws) Sub.Sig. E.S.D. 3*rd dk*(*Stl*)*in No.1 hold* | | | | | | | *Lloyd's* | *sA&CP* | | | | | | |
| | | | | *Fitted for oil fuel* 3,16 | | | *F.P. above* | | 50° F. | | | | | | |
| 78491 | **Lord Strathcona** | 4Mst *ss*Nwc.No.1–20 1 *Dk*(*Stl*)&*Web frames* *Longitudinal framing* | 7335 6892 4184 | 10,25 | Cff | *h* † | | 1915 5mo | W.Doxford &Sons,Ld. Sunderland | DominionShipping Co.Ld. *CellDBa* | 455·0\|58·0\|31·0 P27′B77′F33′ FK 137′*uE&B* 46′*f*201′1738*t Topsi* | Halifax NS British 7 *BHCem* *de tanks*416′ | T.3Cy.28½″,47″&79″–54″ 612NHP 3SB.9*cf*,GS198,HS8814 W.Doxford&Sons,Ld.Sld. 1587*t FPT*129*t APT*159*t* | 33 ″ 9 | C † |
| 137447 | D.F. | | | | | | | | | | | | | | |
| 78492 | **Loredan** (P) | *OilEng* | 1357 990 | | | | | 1936 | Cantieri RiunitiDell' Adriatico Monfalcone | "Adriatica"Soc. Anon.diNav. | 236·8\|35·6\|18·6 220·3 B90′F33′ | Venice Italian *WB* | Oil Engines 2S.C.SA 8Cy.17½–23½″ 440NHP SocAn"Fiat"S.G.M.Turin | | I |
| 290 IBQR | Wireless 2 *Dks* *Cruiser Stern* | | 626 | | | | | | | | | | | | |
| 78493 | **Lorenz L.-M. Russ** Sub.Sig. | | 1448 1167 | | | | | 1925 | Stettiner Oderwerke Stettin | Schiffahrt-u. Assekuranz-Ges. E.Russ&Co. | 239·1\|38·8\|15·2 P15′Q71′B61′F29′ | Hamburg German *WB* | T3Cy.18½″,31½″&51⅞″–35½″ 153NHP Stettiner Oderwerke | | G |
| DHPK | Wireless 1 *Dk* | | 832 | | | | | | | | | | | | |
| 78494 | **Lorenzo Marcello** (P) | *OilEng* | 1413 1136 | | | | | 1928 | Stabilmnto Tecnico Trieste | SocietàFiumana diNavigazione | 233·9\|34·6\|20·5 219·8 | Fiume Italian *WB* | Oil Engines 2S.C.SA 6Cy.20½–32½″ 440NHP Soc.An.FiatS.G.M.Turin | | I |
| 86 IBMT | Wireless D.F. 2 *Dks* | | 601 | | | | | | | | | | | | |
| 78495 | **Loreto** (*ex*Glenade) | TwinSc *OilEng.* *ss*Hul No.3–6,31 *ss*Hul.No.1–35 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) | 6682 6099 4069 | 100A1 *Shelter dk* *with freeboard* Examined ~~3,40~~2,41 LMC CS9,36 DBS4,40 4,38 *Carrying oil fuel F.P. above* | Liv | *z* | CL 2,39 | 1919 7mo | Harland& Wolff,Ld Glasgow | PacificStm.Nav. Co. | 406·2\|54·2\|32·9 420·7(O.L.) 23·6 P43′B81′F48′ FK *on Shelter dk* 48′1039*t DT* | Glasgow British *ptCem* 7 *BHto Shdk* *CellDB*3 | Oil Engines 4S.C.SA 12Cy.26½–39½″ 810NHP DB*100lb* Harland&Wolff,Ld.Gls. a46′754*t FPT*116*t APT*123*t* | 35 ″ 5 s 8 ″ 9 26 ″ 11 | |
| 78496 | — | | 1055 | | | | | 1912 | Sunderlnd S.B.Co.Ld. Sunderland | A.Lauro | 231·6\|32·9\|13·8 223·0 Q71′B50′F25′ | Naples Italian *WB* | T.3Cy.17½″,29″&47″–33″ 127NHP N.E.MarineEng.Co.Ld.Sld | | I |
| 390 IPOK | (*ex*Astrée–33) | 1 *Dk* | 793 541 | | | | | | | | | | | | |
| 78497 | **Lorient** | | 4737 | ... | | | | 1921 | Tyne L.S.B. Co.Ld. Newcastle | Cie Delmas Vieljeux Ministry of Shipping (E.ThomasRadcliffe&Co.,*Mgrs.*) | 364·5\|52·8\|24·5 P18′Q128′B68′ FK | ~~Gibraltar~~ ~~British~~ Cardiff *WB* British | T.3Cy.23½″,38″&64″–42″ 347NHP Armstrong Whitworth& Co.Ld.Nwc. | 26 ″ 8 | V † |
| 17432 | | | 3642 | 7,22 | | | | 9mo | | | | | | | |
| ~~EVNT~~ DFWM | *Well deck* | 1 *Dk* | 2779 | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. | Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of B. of T. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78498<br>141927<br>GCLM | **Loriga** (*ex*Glenariffe)<br>*Oil Eng*<br>*ss* Hul. No. 3–8, 31<br>*ss* Hul. No. 1–35<br>2 *Dks (Stl) & Shelter dk (Stl)* | **TwinSc**<br>6665<br>6095<br>4054 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>Examined 1,41<br>DBS6,41 ✠LMC CS1,38<br>DBS5,39 ~~5,40~~ 5,39 | ~~Hul~~<br>Sws | | *z* | CL<br>S3,40<br>P4,39 | 1919<br>10mo<br>*Lloyd's* | Harland & Wolff, Ld.<br>Glasgow<br>*A&CP* | Pacific Stm Nav Co.<br>*Cell DB 348' 1039t* | 406·0 \| 54·2 \| 32·9<br>420·6 (O.L.) 23·6<br>P43' B81' F48' FK<br>*on Shelter dk*<br>*DTa 46' 706t FPT 11* | | | Glasgow<br>British<br>*pt Cem*<br>*7 B Hto Sh dk*<br>*6t APT 123t* | Oil Engines 4S.C.SA<br>12Cy. 26⅜"–39⅜" 810NHP<br>DB–*100lb*<br>Harland & Wolff, Ld. Gls. | 35 " 5<br>s 8 " 9<br>27 " 0 | |
| 78499<br>135704<br>GPBK | **Lorina** Ⓟ<br>*Cruiser Stern*<br>Wireless D.F.<br>3 *Dks 4 tr B* | **TwinSc**<br>1578<br>937<br>629 | | | | | | 1918 | W. Denny & Bros. Ld.<br>Dumbarton | Southern Railway | 291·3 \| 36·1 \| 14·7<br>P57' B154' F47' | | | S'thamptn<br>British<br>*Wb* | 2 Steam Turbines SR geared to 2 Sc. Shafts<br>W. Denny & Bros. Ld. Dmb. | | |
| 78500<br>159571<br>VLKN | **Lorinna**<br>*Oil Eng.*<br>Wireless<br>1 *Dk*<br>*Mchy. Aft*<br>*Cruiser Stern* | 1185<br>920<br>706 | ✠100A1<br>~~5,40~~ 3,41 4,41<br>✠LMC 1,38 | Mel<br>Adl | | *n* | OG<br>4,41 | 1938<br>1mo<br>*Lloyd's* | Grngemth<br>Dkyd. Co. Ld.<br>Grngemouth<br>*A&CP* | W. Holyman & Sons<br>Proprietary, Ld. | 230·7 \| 35·2 \| 14·9<br>*36·8*<br>241·0 (O.L.) FK<br>P60' B18' F27'<br>*Intermediate BH in*<br>*hold dispensed with* | | | Melbourne<br>British<br>*3 B H Asp*<br>*Cell D* | Oil Engines 2S.C.SA<br>7Cy. 13¾"–24⅞" 231NHP<br>J.G. Kincaid & Co. Ld. Grk.<br>*B 188' 292t FPT 92t APT 50t* | 17 " 2<br>s 1 " 11½<br>15 " 4¼ | |
| 78501<br>149831<br>GJSP | **Lormont** (*ex*Woodcock–39)<br>*ss* Liv. No. 3–6, 39<br>Wireless D.F.<br>1 *Dk & Shelter dk*<br>*Cruiser Stern* | 1561<br>824<br>713 | ✠100A1<br>*with freeboard*<br>9,39<br>B89,38 ✠LMC<br>MS6,39 | Lon | | *q* | CL<br>1,37 | 1927<br>5mo<br>*Lloyd's* | Greenock<br>Dkyd. Co. Ld.<br>Greenock<br>*A&CP* | Moss Hutchison Line, Ld. | 241·4 \| 40·2 \| 12·7<br>B84 FK<br>( | | | Liverpool<br>British<br>*5 B H Com*<br>*Coll to Sh dk*<br>4 „ 2nd „<br>*APT 15t* | T.3Cy. 23", 37" & 62"–39" (*s*)<br>200lb 341NHP<br>2SB, *8cf*, GS180, HS6136<br>J.G. Kincaid & Co. Ld. Grk. | 15 " 0<br>s 8 " 6½<br>14 " 11½ | |
| 78502<br>98413 | **Lorna Doone** Ⓟ | **PadSp**<br>410<br>344<br>168 | | | | | | 1891 | Napier, Shanks & Bell<br>Glasgow | Southampton I. of W S. of Eng. Royal Mail Stm Pkt Co. Ld. | 220·5 \| 26·0 \| 9·2<br>*Promenade dk 168'* | | | S'thamptn<br>British | C.2Cy. 32" & 62"–60"<br>NB01 248NHP<br>D. Rowan & Son, Glasgow | | |
| 78503<br>148881<br>GMCD | **Lornaston**<br>*ss* Ant. No. 3–5, 38<br>D.F.<br>1 *Dk (Stl)* | 4934<br>4605<br>3072 | ✠100A1<br>~~7,40~~ ~~1,40~~ 0,41<br>~~Hul~~ Lth<br>~~B85,40~~ ✠LMC 5,38<br>7,40 | Gls | | *z* | CL<br>N4,39 | 1925<br>12mo<br>*Lloyd's* | R. Duncan & Co. Ld.<br>Pt. Glasgow<br>*A&CP* | Galbraith, Pembroke & Co. Ld.<br>*Cell DB 349'* | 407·0 \| 53·5 \| 25·7<br>P39' B245' F44' FK<br>1159t *DTa* 29' 1105t | | | Glasgow<br>British<br>*6 B H Cem*<br>*APT 241t* | T.3Cy. 26", 42" & 70"–48" (*s*)<br>180lb *100lb* 457NHP<br>2SB, *8cf*, GS147, HS6606 FD<br>Rankin & Blackmore Ld Grk | 28 " 0<br>s 4 " 0½<br>24 " 2¼ | |
| 78504<br>FNWL | **Lorrain** (*ex*Kenmore–37)<br>*Fitted for oil fuel*<br>*ss* Ant. No. 3–8, 35<br>D.F. E.S.D. 1 *Dk (Stl) 2 tr B*<br>*Cruiser Stern* | 3819<br>3226<br>2138 | ✠ ...<br>5,37<br>✠ | Ant | | *x* | | 1923<br>2mo | Furness S.B. Co. Ld.<br>Haverton Hill-on-Tees | Cie. des Bateaux à Vap. du Nord. (Soc. Anon. de Gérance et d'Armement, *Mgs.*)<br>*Duct keel in Blr. sp*<br>*Cell DB 292' 1145t* | 363·5 \| 52·0 \| 23·4<br>P45' B178' F77' FK<br>*ace & forward 141'*<br>*DTa 22' 450t FPT*<br>*50t APT 47t* | | | Dunkirk<br>French<br>*8 B H pt Cem*<br>*pt Asp* | T.3Cy. 26", 43" & 73"–48"<br>545NHP<br>3SB, *9cf*, GS187, HS8323<br>Richardsons, Westgarth & Co. Ld. Hpl | 26 " 7 | V<br>† |
| 78505<br>FPDR | **Lorraine** (*ex*Argus–38)<br>*Carrying Petroleum in bulk*<br>1 *Dk*, 2nd *dk clear of cargo tanks*<br>*Mchy. Aft* D.F.<br>*Cruiser Stern*<br>*Longitudinal framing–bracketless system* | **TwinSc**<br>*Oil Eng.*<br>9512<br>8778<br>5874 | ✠ ...<br>10,38<br>✠ | Got | | *d*† | | 1937<br>11mo | Akt. Burmeistr & Wain<br>Copenhagen | Soc. Française de Transports Pétroliers S.A.<br>*Cell DBuE 76' 329t* | 479·8 \| 65·4 \| 33·2<br>501·1 (O.L.)<br>P101' B31' F44' FK<br>*DTf 43' 600t FPT 97t* | | | Havre<br>French<br>12 *B H pt Cem*<br>*t APTs 175t* | Oil Engines 2S.C.SA<br>14Cy. 19¼"–35⅞" 943NHP<br>Akt. Burmeistr & Wain, Cpn | 35 " 4 | V<br>† |
| 78506<br>213962<br>WFDN | **Los Angeles**<br>*ss* L. An. 2nd No. 3-3,10 *ss* L. An. No. 3–8 28<br>*ss* L. An. No. 2–36<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. *Longitudinal framing* | **3Mst**<br>6752<br>6394<br>4205 | ✠100A1<br>9,40 ~~3,40~~ 3,40<br>~~B85,40~~ ✠LMC ~~7,39~~ 7,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,16 | LAn | | *b*† | CL<br>6,39<br>*F.P. above* 15 | 1916<br>4mo | Union Iron Works Co.<br>San Francisco<br>A&CP<br>0° F. *Cell DB* | Union Oil Co. of California<br>*u E & B 62' f 57' 433t* | 435·0 \| 56·2 \| 33·6<br>P106' B57' F43' FK<br>*t FPT 100t APT 74t* | | | Ls Angeles<br>Utd. States<br>14 *B H pt Asp*<br>(8 „ *to Udk*<br>6 „ „ *2nd* „) | T.3Cy. 27", 47" & 76"–48" (*s*)<br>215lb 552NHP<br>3SB, *9cf*, HS9405<br>Union Iron Works Co. S. Fo. | 33 " 6 | |
| 78507<br>LOJK | **Los Pozos** (*ex*SanSalvador–39)<br>*ss* B. As. No. 1–40 *ss* Shl. No. 3–7, 36<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. *Longitudinal framing* | 3903<br>~~1908~~<br>5310<br>3548 | ✠100A1<br>~~4,40~~ 11,40<br>~~B84,40~~ ✠LMC ~~7,39~~<br>11,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,24 | BAs | | *z* | CL<br>~~2,39~~<br>9,40<br>*Lloyd's*<br>*F.P. above* 1 | 1924<br>3mo | Armstrong Whitworth & Co. Ld.<br>Newcastle<br>*A&CP*<br>50° F. | Cia. Argentina de Nav. Mihanovich, Ltda.<br>*Cell DBuB 26' 57t APT 30t* | 407·4 \| 52·2 \| 31·4<br>P105' B37' F60' FK<br>*t FPT 116t APT 123t* | | | Bns. Aires<br>Argentine<br>15 *B H pt Cem*<br>(10 *to U dk*<br>5 „ *2nd* „) | T.3Cy. 27", 45" & 75"–48" (*r*)<br>180lb 538NHP<br>3SB, *9cf*, GS186, HS7896 FD<br>Wilsnd Slpwy. Co. Ld. Nwc | 31 " 6 | |
| 78508<br>145888<br>GDXM | **Losada**<br>*Oil Eng.*<br>*ss* Hul. No. 3–2, 34<br>*ss* Hul. No. 1–38<br>2 *Dks (Stl) & Shelter dk (Stl)* | **TwinSc**<br>6520<br>6090<br>4021 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~7,39~~ 10,40<br>✠LMC CS3,39<br>DBS5,40 10,38 | Hul<br>Liv | | *z* | CL<br>S5,38<br>P9,38 | 1921<br>10mo<br>*Lloyd's* | Harland & Wolff, Ld.<br>Glasgow<br>*A&CP* | Pacific Stm. Nav. Co.<br>*Cell DB 349' 1039t* | 406·1 \| 54·2 \| 32·8<br>420·7 (O.L.)<br>P32' B89' F45' *on*<br>*Shelter dk* FK<br>*t FPT 116t APT 123t* | | | Liverpool<br>British<br>*pt Cem*<br>*7 B H to Sh dk* | Oil Engines 4S.C.SA<br>12Cy. 26⅜"–39⅜"<br>DB *100lb* 810NHP<br>Harland & Wolff, Ld. Gls. | 35 " 5<br>s 8 " 9<br>27 " 0 | |
| 78509<br>219284<br>KOQB | **Losmar** (*ex*Clauseus)<br>*ss* Bal. No. 3–5, 32<br>*ss* Bal. No. 1–36<br>D.F. 2 *Dks (Stl)* | 5549<br>5139<br>3417 | ✠100A1<br>11,39<br>~~BS5,39~~ ✠LMC 1,36<br>4,40<br>*Fitted for oil fuel* 1,20 | Bal | | *z* | CL<br>10,39<br>*F.P. above* 15 | 1919<br>12mo | Northwest Steel Co.<br>Portland, Or.<br>A&CP<br>0° F. | Calmar S.S. Corp.<br>*Intermediate BH in*<br>*Intermediate 'tween*<br>*& after holds dispensed with*<br>*Cell DB 355' 1139t M 7* | 409·8 \| 54·2 \| 27·7<br>P44' B115' F47'<br>*in after hold &* FK<br>*in dk BH's in fore*<br>29' 745t *FPT 132t A*<br>*PT 143t* | | | New York<br>Utd. States<br>*pt Cem*<br>5 *B H to Udk*<br>1 „ „ 2nd „ | T.3Cy. 24⅝", 41½" & 72"–48"<br>210lb (*r*) 582NHP<br>3SB, *9cf*, GS196, HS8324 FD<br>Hooven, Owens, Rentschler Co. Hamilton. O | 30 " 2<br>s 6 " 5<br>24 " 0 | |
| 78510<br>161863<br>GBTF | **Lossiebank**<br>*Oil Eng*<br>*Ref. Mchy.* *ss* Bel. No. 2–39<br>1 *Dk (Stl) & Shelter dk (Stl–ws)*<br>D.F. | **TwinSc**<br>5627<br>4979<br>3412 | ✠100A1<br>*with freeboard*<br>9,40 ~~4,40~~<br>~~Lthbrkg~~ ✠LMC 2,39<br>✠Lloyd's RMC ~~2,39~~<br>7,40<br>for temp. 20° F.<br>*Carrying vegetable oil in deep tanks & in tank s between tunnels* | Shi<br>HKg | DBS 4,40 | *h*† | CL<br>2,39 | 1930<br>6mo<br>*Lloyd's* | Workman, Clark (1928) Ld.<br>Belfast<br>*A&CP* | Bank Line Ld.<br>(A. Weir & Co.<br>*Mgrs.*)<br>*Cell DB 356' 1190t*<br>*tunnels 263t M* | 426·7 \| 57·4 \| 25·7<br>FK<br>(<br>*Tanks in way of*<br>*T 60' 2389t FPT 95t* | | | Belfast<br>British<br>*7 B H pt Cem*<br>(*Coll to Sh dk*<br>6 „ *2nd* „)<br>*APT 152t* | Oil Engines 2S.C.SA<br>10Cy. 26¾"–47½" 1246NHP<br>DB *120lb*<br>Workman, Clark (1928) Ld. | 29 " 9<br>s 3 " 7½<br>26 " 4½ | |
| 78511<br>DHOY | **Lothar** (*ex*Leonhard, *ex*Jonas Sell)<br>Sub. Sig. 1 *Dk* | 720<br>578<br>429 | | | | | | 1906 | Nüscke & Co.<br>Stettin | Arthur Sommer<br>(Joh. Ick, *Mgr.*) | 203·0 \| 30·2 \| 12·5<br>Q62' B46' F23' | | | Hamburg<br>German<br>*WB* | T.3Cy. 14", 21" & 36"–24"<br>63NHP<br>Schwft. Uebigau, Dresden | | G |
| 78512<br>145870<br>MKSY | **Lothdale** (*ex*Brockley Combe–37,<br>*ex*Redesmere)<br>*Mchy. Aft* *ss* Pet. No. 1–39<br>*Well deck* 1 *Dk (Stl)* | 345<br>221<br>133 | ✠100A1<br>9,40 ~~9,39~~<br>7,40 ✠LMC<br>~~BS12,38~~ MS8,39 | Pet<br>Abn | | *e* | CL<br>8,39 | 1921<br>9mo<br>*Lloyd's* | Cook, Welt'n & Gemmell Ld. Beverley<br>*A&CP* | G. Couper & Co. Ld. | 135·0 \| 23·1 \| 9·0<br>*24·2*<br>FK<br>Q50' B9' F21' *FPT 3*<br>*8t APT 1t* | | | Bristol<br>British<br>*3 B H Cem*<br>*8t APT 1t* | T.3Cy. 12", 21" & 34"–24" (*s*)<br>180lb 73RHP<br>1SB, *2pf*, GS34, HS1271<br>C. D. Holmes & Co. Ld. Hull | 10 " 3<br>s " 6½<br>9 " 10 | |
| 78513<br>LEZU | **Lotos** (*ex*Svartisen–35,<br>*ex*Erholm)<br>Wireless 1 *Dk* | 1327<br>1153<br>749 | | | | | | 1919 | H. Te. Veldhuis Werf<br>Papendrecht | A/S Stener S. Müllers Rederi<br>(Stener S. Müller) | 238·1 \| 36·5 \| 16·0<br>P57t H66t F16t | | | Bergen<br>Norwegian<br>*WB* | T.3Cy. 18½", 29" & 48"–30"<br>126NHP<br>O.A. Knijpers Machine Fabriek, Rotterdam | | N |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Longueur où compris ou non dans la J. Droits Cert. Roof Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78514 | **Lotta** | | 1858 | ✠100A1 | Vpo | *s* | CL | 1938 | Aalborg | Dampskibsselsk. | 280·7 | 43·6 | 17·5 | Esbjerg | C.3Cy.(2)15½″,39½″–37⅜″& | 19 ″ 8 | |
| | | | 1574 | *with freeboard* | | | | 6mo | VærftA/S | "Vesterhavet" | 298·8(O.L.) | | | Danish | LP turbine with SR gearing | s ″ 6¾ | |
| OYWP | D.F. E.S.D. | *1 Dk & Shelter dk* | 1014 | 2,40 | ✠LMC6,38 | | | *Lloyd's SA & CP* | Aalborg | (J.Lauritzen) | FK | | | *4 BHpt Asp* | & chain drive 231NHP | 19 ″ 2½ | |
| | | *Cruiser Stern* | | | | | | | | | | | | *(Coll to SA dk* | 220lb (s) FD | | |
| | | *Strengthened for Navigation in Ice* | | | | | | | | | | | | 3 ,, 2nd ,,) | 2SB(Spt),*4cf*,GS75,HS3315 | | |
| | | | | | | | | | | *Cell D* | *B*236′ 576*t* *FPT*52*t* | | | *APT*34*t* | HelsingörsJernsk.&Mskb. | | |
| 78515 | **Lotte** (*ex* Helene Blumenfeld, | | 2115 | | | | | 1905 | Schiffsw.v | Reinecke & Bremer | 295·9 | 40·7 | 18·1 | Hamburg | T.3Cy.27½″,43⅜″&69″–41⅜″ | | C |
| | *ex* Jacob Schröder, | | 1697 | | | | | | Henry Koch | | P26′B84′F28′ | | | German | 312NHP | | |
| DHPL | *ex* Helene Blumenfeld) | *1 Dk* | 968 | | | | | | Lübeck | | | | | *WB* | J.F.Ahrens,Altona | | |
| 78516 | — | | 1420 | | | | | 1906 | Howaldts- | Dampskslsk.ag | 241·2 | 36·1 | 16·5 | Copnhagn | T 3Cy 16¾″,26⅝″&42½″–29½″ | | V |
| | (*ex* Elsie–37, *ex* Elisabeth Mærsk, | | 1172 | | | | | | werke | 1937A/S(OveSkou | P13′Q73′B105′F29 | | | Danish | 96NHP | | |
| OXWH | *ex* Tyskland) Wireless D.F. | *1 Dk* | 854 | | | | | | Kiel | *Mgr.*) | | | | *WB* | Howaldtswerke,Kiel | | |
| 78517 | **Lotte Halm** | Twin Sc | 1198 | | | | 1914 | Howaldts- | Kölner Reed. A.G. | 233·4 | 34·6 | 15·1 | Cologne | T.6Cy.11⅜″,19⅝″&31⅜″–18″ | | G | |
| | (*ex* Broomhill, *ex* Alsen, *ex* Fehmarn) | | 1008 | | | | | | werke | | | | | German | 84NHP | | |
| DGWJ | *Mchy. Aft* | *1 Dk* | 644 | | | | | | Kiel | | | | | *WB* | Howaldtswerke,Kiel | | |
| 78518 | **Lotte Leonhardt** | | 4167 | | | | | 1937 | Neptun- | Leonhardt & | 399·8 | 55·8 | 20·7 | Hamburg | C.4Cy.(2)18⅞″&(2)39⅜″– | | G |
| | | | 3806 | | | | | | werft Rostock | Blumberg | F36′ | | | German | 39⅜″&LP turbine with DR | | |
| DJVE | D.F. E.S.D. | *2 Dks* | 2350 | | | | | | G.m.b.H. | | | | | *WB* | gearing & hydraulic | | |
| | | *Cruiser Stern* | | | | | | | Rostock | | | | | | coupling HS4951 367NHP | | |
| | | | | | | | | | | | | | | | Neptunwerft Rostock | | |
| | | | | | | | | | | | | | | | G.m.b.H.Rostock | | |
| 78519 | **Lottie Bennett** | Wood 4 Mst | 585 | | | | | 1899 | Hall Bros. | Marine Trading Co. | 170·4 | 37·6 | 12·8 | L. Angeles | Oil Engines 2S.C.SA | | |
| 141625 | (ex Sailing Vessel, *ex* Nor- | *Oil Eng.* | — | | | | | | Pt. Blakeley | | P34′H— | | | Utd. States | 6Cy.9″–10⅝″ 85NHP | | |
| KNTR | mandie, *ex* Lottie Bennett) | *1 Dk* | 448 | | | | | | Wash. | | | | | | NE20 *refitted* 37 | | |
| | *Mchy. Aft* | | | | | | | | | | | | | | Electric Boat Co. Groton, | | |
| | Wireless | | | | | | | | | | | | | | Conn. | | |
| 78520 | **Lottie R.** | | 972 | ✠100A1 | Cff | *l* | CL | 1937 | Burntisl'nd | S.&R.Steamships, | 204·6 | 32·7 | 12·1 | Llanelly | Oil Engines 2S.C.SA | 14 ″ 8 | |
| 145577 | | *Oil Eng.* | 628 | 7,41 ~~7,40~~ | Sws | | 7,41 | 9mo | S.B.Co.Ld. | Ld.(Stone&Rolfe, | 213·4(O.L.) | | | British | 5Cy.13⅜″–22⅞″ 81RHP | s 4 ″ 7 | |
| MMMN | *Mchy. Aft* | *1 Dk* | 551 | | ✠LMC9,37 | | | | Burntisland | Ld. *Mgrs.*) | Q146′F25′ FK | | | *3 BHpt Cem* | | 14 ″ 5½ | |
| | | *Cargo battens not fitted* | | | | | | *Lloyd's SA & CP* | | | *Cell D B* 136′290*t* *FPT* 64*t* | | | *APT* 47*t* | British Auxiliaries,Ld.Gls. | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 78521 | **Lottinge** (*ex* Orleans–34) | | 2468 | ✠ ... | | | | 1918 | Forth S.B. | Constants(South | 305·3 | 42·8 | 21·5 | Cardiff | T.3Cy.20½″,33″&54″–39″ | 23 ″ 9 | V |
| 162104 | | | 2301 | 1,22 | | | | 3mo | &Eng.Co.Ld. | Wales),Ld. | P24′B85′F32′ | | | British | 234NHP | | † |
| MBRL | | *1 Dk* | 1481 | ✠ | | | | | Alloa | (J.C.Radcliffe, | FK | | | *WB* | G.T.Grey&Co.Ld.South | | |
| | | | | | | | | | | *Mgr.*) | | | | | Shields | | |
| 78522 | **Louis Charles Schiaffino** | | *3089* | ✠100A1 | Alg | *u* | CL | 1919 | J.Priest- | Soc.Algérienne de | 331·3 | 46·8 | 23·2 | Algiers | T.3Cy.25″,41″&68″–45″ (*s*) | 25 ″ 6 | |
| | (*ex* Algerian Prince–37) | *ss* Mch.No.3–9,31 | *2848* | 3,39 | | | 7,37 | 10mo | man&Co. | Nav.pour l'Afrique | 342·5(O.L.) | | | French | 180lb 429NHP | s 3 ″ 11½ | |
| FNWK | | *ss* Bkn.No.1–35 | *1850* | | ✠LMC | | | | Sunderland | du Nord(Chas. | P33′B98′F28′ FK | | | *5 BHCem* | 2SB,*9cf*,GS156,HS6321 FD | 21 ″ 9 | |
| | | *1 Dk(Stl) 2nd dk(Stl) in holds* | | MS9,35 ~~BS3,38~~ | BS4,40 | | | *Lloyd's SA & CP* | | Schiaffino&Cie. | | | | | G.Clark,Ld.Sunderland | | |
| | | | | *Fitted for oil fuel* | 7,37 | | *F.P. above* | | | *Mgrs.*) | *Cell D B* 278′749*t* *FPT* 113*t* | | | *APT* 122*t* | | | |
| 78523 | **Louis de Geer** (*ex* Holmen I, | 4 Mst | *1847* | ✠100A1 | Rot | *r* | OG | 1916 | Lindhol- | Holmens Bruks& | 262·0 | 42·7 | 18·1 | Nrrköping | T.3Cy.20½″,33″&55″–36″ (*s*) | 20 ″ 6 | |
| 5786 | *ex* Therese, *ex* Boren) | *ss* Shl.No.3–6,28 | *1621* | 5,39 | | | 5,39 | 4mo | mens M.V. | Fabriks A/B | | | | Swedish | 185lb 214NHP | s 2 ″ 8½ | |
| SLXA | | *ss* Lkr.No.2–36 | *1089* | BS3,39 | ✠LMC5,36 | | | | Gothenburg | | P24′B65′F31′ FK | | | *4 BHCem* | 2SB,*6cf*,GS110,HS3500 | 18 ″ 0 | |
| | | *1 Dk(Stl)* | | | | | | | | | *Cell D B* 224 471*t* *APT* 41*t* | | | | Lindholmens M.V.Got. | | |
| 78524 | **Louis L. D.** | | 5795 | | | | | 1936 | Atel.&Ch. | Louis Dreyfus&Cie. | 446·8 | 57·1 | 25·7 | Dunkirk | Oil Engines 2S.C.SA | | V |
| | | *Oil Eng.* | 4948 | | | | | | de France | | F43′ | | 34·7 | French | 8Cy.25⅝″–47½″ 911NHP | | |
| FOYG | D.F. E.S.D. | *2 Dks* | 3333 | | | | | | Dunkirk | | | | | *WB* | Cie.de Constr.Mecaniques | | |
| | GyC. | *Cruiser Stern* | | | | | | | | | | | | | Sulzer,St.Denis | | |
| 78525 | **Louis W. Hill** | | 7038 | ✠ ... | | | | 1917 | American | National Steel Corp | 525·0 | 58·0 | 31·0 | Wilmgton | T.3Cy.23½″,38″&63″–42″ | 32 ″ 0 | R |
| 215518 | | | 6827 | 11,21 | | | | 8mo | S.B.Co. | (M.A.Hanna Co. | F48′ | | | (Del.) | 376NHP | | † |
| WNSX | *Mchy. Aft* | *1 Dk & Web frames* | 5649 | ✠ | | | | | Lorain,Ohio | *Mgrs.*) | FK | | | Utd. States | American S.B.Co Lorain,O. | | |
| | D.F. GyC. | *Longitudinal framing* | | | | | | | | | | | | *WB* | | | |
| 78526 | **Louise Moller** (*ex* Balto–33, | | 3764 | ✠ ... | | | | 1907 | J.L Thomp- | Moller Line Ld. | 346·5 | 50·8 | 22·9 | Shanghai | T.3Cy.24½″,40″&66″–45″ | 25 ″ 6 | C |
| 125645 | *ex* Björnefjord, | *ss* Osl.No.3–5,21 | 3448 | 9,25 | | | | 11mo | son&Sons,Ld | (Mollers' Ld. | P23′B92′F31′ | | | British | 307NHP | | † |
| GWJT | *ex* River Plate) | *1 Dk 2 tr B deep framing & Web frames* | 2837 | ✠ | | | | | Sunderland | *Mgrs.*) | FK | | | *WB* | J.Dickinson&Sons,Ld.Sld. | | |
| 78527 | **Louise Schröder** (*ex* Urania–39, | | 1327 | ... | | | | 1905 | Akt.Ges. | Richard Schröder | 244·0 | 36·1 | 14·9 | Rostock | T.3Cy.16⅛″,25⅛″&41¾″–31½″ | 17 ″ 8 | G |
| | *ex* Georg Zelck, | *ss* Gls.No.3–2,15 | 1097 | 2,25 | | | | | "Neptun" | | P15′Q64′B110′F31′ | | | German | 98NHP | | † |
| DMAP | *ex* Parklands, *ex* Marie | *ss* Nwc.No.2–23 | 798 | | | | | | Rostock | | FK | | | *WB* | A.G."Neptun,"Rostock | | |
| | Glaeser) *Well deck* | *1 Dk* | | | | | | | | | | | | | | | |
| 78528 | **Louisiana** | | 8587 | ✠100A1 | Phl | *d*† | CL | 1937 | Sun S.B.& | The Texas Company | 468·1 | 65·3 | 34·3 | Wilmgton | Oil Engines 2S.C.SA | 34 ″ 3 | |
| 236493 | | *Oil Eng.* | — | ~~8,40~~ 2,40 4,41 | NYk | 2,5 | ~~4,38~~ | 7mo | Dry Dock Co. | | 490·5(O.L.) | | | (Del.) | 4Cy.31″–86″ 1197NHP | | |
| WOYO | D.F. E.S.D. *Mchy. Aft* | *1 Dk* | 5081 | DB8~~8~~ 6,40 | ✠LMC7,37 | | 8,40 | | Chester,Pa. | | P111′B39′F61′ | | | Utd. States | 3DB(WT)227*lb* | | |
| | *Longitudinal framing at bottom & deck in* | | | *Carrying Petroleum* | | *in* | *bulk* | *Lloyd's SA & CP* | | | FK | | | *14 BH* | Sun SB&DD.Co.Chester Pa | | |
| | *Cruiser Stern* | *centre tanks* | | | | | | | | *Cell D B* | *u E*82′277*t* *FPT* 141*t* | | | *APT* 115*t* | | | |
| 78529 | — | Twin Sc | 6513 | | | | | 1921 | Ardrossan | Det Forenede | 407·8 | 55·2 | 33·5 | Copnhagn | Oil Engines 4S.C.SA | | V |
| | | *Oil Eng.* | 6200 | | | | | | DD&SB Co Ld | Dampskibs Selsk. | | | | Danish | 12Cy.23½″–35⅞″ 629NHP | | |
| OYXC | D.F. | *1 Dk & Shelter dk* | 4046 | | | | | | Ardrossan | | | | | *WB* | Burmeister&Wain,Cpn. | | |
| 78530 | **Louisianan** (*ex* Golden Fleece–37, | | 5484 | 100A1 | NYk | | | 1919 | J.F.Duthie | Ministry of Ship- | 410·4 | 54·2 | 27·6 | | T.3Cy.24½″,41½″&72″–48″ | | |
| | *ex* Dewey) | *Fitted for oil fuel* | — | (*Class Contem plated*) | | | | | &Co. | ping(Runciman | | | | British | 359NHP | | |
| | D.F. | *2 Dks* | 3386 | Examined 2,40 | | | | | Seattle,Wash | (London) Ld. *Mgrs*) | P44′B115′F47′ | | | *WB* | Hooven,Owens,Rent- | | |
| | *Now* **"Empire Gannet,"** *see Supplement* | | | | | | | | | | | | | | schler Co.Hamilton,O. | | |
| 78531 | **Lourenço Marques** (P) | Twin Sc | 6298 | 100A– | Lis | | OG | 1905 | Blohm& | Cia.Nacional de | 420·0 | 50·2 | 27·6 | Lisbon | T6Cy.23⅝″,39⅜″&66½″–47½″ | 31 ″ 0 | |
| | (*ex* Admiral) | *ss* Lis.No.3–5,34 | 4759 | 11,40 ~~8,39~~ | | | ~~10,37~~ | | Voss | Navegação | | | | Portuguese | 200lb (s) FD 790NHP | s 5 ″ 0½ | |
| CSBC | Sub.Sig. | *ss* Lis.No.1–38 | 3857 | | LMC | | ~~11,38~~ | | Hamburg | | P&B284′F85′ FK | | | *9 BHpt Cem* | 3DB,*18cf*,GS302,HS10587 | 26 ″ 5½ | |
| | E.S.D. | *2 Dks,3rd dk in Nos.1,2 & 4 holds* | | MS6,38 | BS1,40 | | 10,40 | | | | *Cell D B* 337′919*t* | | | *pt Asp* | Blohm&Voss,Hamburg | | |
| 78532 | **Louth** (P) (*ex* Lady | Twin Sc | 1915 | 100A1 | Liv | *t* | OG | 1906 | Harland& | British&Irish Stm. | 320·3 | 41·3 | 16·8 | Liverpool | Q8Cy21″ 29′41″&58″–36″ (*s*) | 18 ″ 2 | BT till 8,40 |
| 120714 | Munster–38, | *ss* Liv.3rd No.3–5,36 | 1333 | *with freeboard* | | | 6,39 | | Wolff,Ld. | Packet Co.Ld. | | | | British | 215lb FD 660NHP | s 1 ″ 11 | 7,40 |
| GTGR | *ex* Graphic) | *2 Dks(UStl–ws)* | 791 | 6,39 | BS5,40 | | | | Belfast | | P51′B160′F76′ | | | *6 BHCem* | 1DB&2SB(DB19 *fitted* 11,23) | 16 ″ 6 | 7,40 |
| | D.F. | | | ~~MS6,39~~ | LMC5,36 | | | *Lloyd's SA & CP* | | | FK & BK1½″ | | | | SB(*new* 11,23) *12cf*,HS9922 | | 7,40 |
| | | | | *Fitted for oil fuel* | 11,23 | | *F.P. above* | | | *Cell D Ba* | 58′ *u E*24′109*t* *FPT* | | | 15*t* *APT* 25*t* | Harland&Wolff,Ld.Bel. | | 10,40 8,41 |

* Surveys delayed. Vessel, when last reported in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 7* Lyle when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships — Corresponding draught. *ft. in.* | 15 Keel on which classed in L.R. Date of L.R. Certificate. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78533 LEUA | **Lövaas** (*ex*Röisheim) **4Mst** D.F. 1*Dk* | 1891 1689 1126 | ✠ 100A1 *with freeboard* 11,40 BS4,40 *Fitted for oil fuel* 11,19 | Bom HKg | *v* CL N11,37 8,40 *F.P. above* 150° F. | | 1917 | Trndhjms Mek.Værks Trondheim | Skibs.A/SGeirulv (G.A.Gjeruldsen, *Mgr.*) | 265·0 P60*t* | 42·1 H82*t* | 18·0 | Arendal Norwegian *WB* | T.3Cy.20½″,33″&56″–36″ 188NHP TrondhjemsMV Trndheim | 20 ″ 0 | N |
| 78534 1009 CBLO | **Lovart** Ⓟ *ss*P.Ar.2ndNo.3–4–18 Wireless *ss*P.Ar.No.1–22 1*Dk* | 450 293 269 | ✠ ... 7,24 NB9,06 ✠ | | | | 1892 9mo | Ardrossan S.B.Co.Ld. Ardrossan | SocAnonComercial Braun&Blanchard | 145·0 P11′B44′F17′ | 26·1 | 9·2 FK | PntaArenas Chilian *WB* | T.3Cy.11″,18″&30″–21″ NDB02 52NHP Ross&Duncan,Glasgow | 11 ″ 6 | |
| 78535 147906 | **Lovat** Ⓟ *ss*Hfx.No.1–40 *ss*Hfx.No.3–5,36 2*Dks*(*Weather dk*–teak 2*nd dk Stl*) | 830 737 441 | ✠ 100A1 *with freeboard* 5,41 4,39 MS4,36 4,40 | Hfx | *k* CL N4,39 BS1,38 1,41 1,40 | | 1924 6mo *Lloyd's* | Bow,Mc-Lachlan&Co. Ld. Paisley *CellDBa* | LovatS.S.Co.Ld. (W.Fraser) 28′*u* E22′*f* 71′ 134*t* | 175·0 FPT23*t* | 29·1 APT16*t* | 19·7 FK&BK1′ *C* | MagdlenI's British *4BHptCem oll* ,, *to W dk* | T.3Cy.15″,25½″&41″–30″ (*s*) 200lb 141NHP 2SB,*4cf*,GS82,HS2624 Bow,McLachlan&Co.Ld. | 20 ″ 6 s 8 ″ 10 11 ″ 11¾ | |
| 78536 ~~V2PK~~ | **Lovcen** Ⓟ (*ex*Rosalind–36, *ex*LadyGwendolen) *ss*Tri.2ndNo.3–5,37 2*Dks*(*UStl*–ws) | 2390 1753 1511 | ✠ 100A1 *Shelter dk* *with freeboard* 11,40 BS4,40 *Fitted for oil fuel* 11,19 | Tri NYk | *s* CL 4,40 LMC4,36 | | 1911 9mo *Lloyd's* | ClydeS.B. &Eng.Co.Ld. PortGlasgow *CellLl* | Cia.CentroAmeri-cana deNav.Ltda. P62′B115′F54′ *Ba*59′*f*69′265*t* | 300·2 BK8″ *FPT* | 39·7 *43tAPT27t* | 17·5 | Panama Panamanian *5BHCem* | T.3Cy.26″,42″&68″–45″ (*s*) 170lb 362NHP 2DB,*12cf*,GS200,HS6080 ClydeS.B.&E.Co.Ld.Pt.Gl. | 26 ″ 3 s 9 ″ 6½ 17 ″ 8 | |
| 78537 LJZW | **Lövstad** (*ex*GeorgiosMantacas–38, *ex*Georgios) *ss*Pir.No.3–2,34 *ss*Cff.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted* | 3246 2969 1953 | ✠ 100A1 8,40 10,39 BS8,40 LMC MS12,37 BS9,39 *Fitted for oil fuel* 3,21 | Bom HKg Cff | *v* CL N11,37 8,40 *F.P. above* 150°F. | | 1921 3mo *Lloyd's* | ClydeS.B. &Eng.Co.Ld. PortGlasgow *CellD* | SkibsA/S Sunde (V.Samuelsen, *Mgr.*) P29′B100′F34′ B275′749*t* | 325·0 FK *FPT* | 47·2 110*t* *APT*99*t* | 24·2 | Farsund Norwegian 5*BHCem* | T.3Cy.24″,40″&65″–42″ (*s*) 180lb 306NHP 3SB,*9cf*,GS150,HS4830 ClydeS.B.&E.Co.Ld.P.Gl. | 26 ″ 6 s 4 ″ 4½ 22 ″ 4½ | |
| 78538 151814 VJFT | **Lowana** *ss*Mel.No.3–3,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* | 3021 2659 1687 | ✠ 100A1 *Shelter dk* *with freeboard* 3,41 1,40 3,41 BS5,40 BS6,39 LMC3,37 | Mel Syd | *v* CL 1,40 3,41 | | 1924 6mo *Lloyd's* | Dunlop, Bremner& Co.Ld. PortGlasgow *CellDB* | MelbourneS.S.Co. Ld. 334·0 344·5(O.L.) F31′*on Shelter dk* 5*t* FPT93*t* 4 ,, ,, *U* ,, | 47·0 FK *Collision* APT57*t* | 22·9 | Melbourne British *Cem BH to Sh dk* | T.3Cy.25″,41″&68″–45″ (*s*) 180lb 362NHP 3SB,*9cf*,GS165,HS5925 Dunlop,Bremner&Co.Ld. | 25 ″ 2 s 2 ″ 1½ 23 ″ 3¼ | |
| 78539 164156 MPPL | **Lowestoft Trader** *Oil Eng.* *Mchy.Aft* 1*Dk* *ss*Yar.No.1–39 *Cruiser Stern* *Cargo battens not fitted* | 311 231 149 | ✠ 100A1 12,40 3,39 LMC3,39 | Yar | *d* OG 12,37 12,40 | | 1934 12mo *Lloyd's* | GooleS.B. &Repg.Co. (1927)Ld. Goole | Gt.Yarmouth ShippingCo.Ld. *CellDB*288′7*t* | 130·7 P37′F14′ *FPT* | 24·6 FK 38*t* *APT*19*t* | 9·0 | Yarmouth British *3BHCem* | Oil Engines 2S.C.SA 5Cy.9⅛″–16 9/16″ 84NHP BritishAuxiliaries,Ld.Gls. | 9 ″ 8 s ″ 10¼ 8 ″ 11¼ | |
| 78540 161610 MMNL | **Lowick** **3Mst** *Oil Eng.* Wireless 1*Dk*&*Shelter dk* *Mchy.Aft* *Cruiser Stern* | 586 465 276 | ✠ 100A1 *with freeboard* 7,41 9,39 LMC12,37 | Lon Ayr | *k* CL 7,38 | | 1937 12mo *Lloyd's* | J.Koster Hzn.Schpsw. "Gideon" Groningen *CellDB*114′291*t F* | Tyne-TeesSteam ShippingCo.Ld. 195·9(O.L.) *PT*65*t* | 189·6 FK ( *Coll to Sh dk* 2 ,, 2*nd* ,, ) *APT*30*t* | 31·6 | 10·9 | Newcastle British *3BHpt Cem* | Oil Engines 4S.C.SA 6Cy.15¾″–26″ 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 13 ″ 6 s ″ 2 13 ″ 5½ | |
| 78541 164311 GZKT | **Lowther Castle** D.F. E.S.D. 1*Dk*&*Shelter dk* *Cruiser Stern* *Longitudinal framing at bottom&at decks* | 5171 4563 3028 | ✠ 100A1 *with freeboard* 5,40 LMC2,37 | Cff | *a*† CL 2 4,40 | | 1937 2mo *Lloyd's* | SirJ.Laing &SonsLd. Sunderland *CellDB*372′123*1t* | LancashireShippg. CoLd.(J.Chambers &Co.*Mgrs.*) 454·2(O.L.) F30′ *FPT*174*t* | 437·4 FK ( *Coll to Sh dk* 6 ,, 2*nd* ,, ) *APT*168*t* | 57·1 | 24·3 | Liverpool British *7BHCem* | T.3Cy.23½″,38″&66″–45″ (*s*) 220lb Rht. 466NHP 2SB(Spt)&1AuxSB,*8cf*, FD GS122,HS6846 N.E.MarineEngCoLd.Nwc | 27 ″ 5 s 2″11½ 24 ″ 8½ | |
| 78542 FNZI | **Loyauté** (*ex*Loyalty,*ex*SaintMichel) *ss*NoumeaNo.3–11,33 Wireless *Well deck* 1*Dk*(*Stl*) | 486 294 271 | ✠ ... 8,38 | Bsb | *h* | | 1913 2mo | N.V.Werf deNoord Alblasserdm. | SociétédesIles Loyauté(Hagen Frères,*Mgrs.*) Q114′F23′ | 155·2 FK *FPT*23*t* | 26·1 | 11·7 | Noumea French *4BHCem* | T.3Cy.13″,18″&31″–21″ 64NHP 1SB,*2cf*,GS37,HS1210 Earle'sCo.Ld.Hull | 12 ″ 6 | V † |
| 78543 UNAP | **Lozovski** (*ex*Merkur,*ex*SanPietro, *ex*PeterBerg,*ex*Vera) *ss*Bly.No.3–2,20 *Spar dk*(*pt Irn* *Ref.Mchy.* &*pt Stl*)2*tr B*&*deep framing* | 3011 2824 1851 | ✠ 10,24 | Ham | *u* | | 1903 12mo | Irvine'sSB &D.D.Co.Ld. W Hartlepool *CellDBa*98′*u* | U.S.S.R. P30′B102′F31′ E22′*f* 142′785*t* | 324·2 FK *FPT* | 47·0 74*t* *APT*106*t* | 22·2 | Vladvostk Russian *5BHCem* | T.3Cy.23½″,38″&64″–42″ NB26 301NHP 2SB,*6cf*,GS116,HS4815 Richardsons,Westgarth& Co.Ld.Hpl. | 24 ″ 10 | |
| 78544 | **Lu Kiang** | 416 — 236 | | | | | 1908 | ..... Scotland | ChiangTehSeng | 137·0 | 21·6 | 16·4 | Amoy Chinese | C. | | |
| 78545 CSAT | **Luabo** **TwinSc** Wireless 1*Dk*&*Awng dk* | 1435 — 855 | ✠ ... 11,13 | | | | 1909 9mo | Russell& Co. PortGlasgow | Cia.Nacional de Navegação P41′F43′ | 240·0 FK *WB* | 33·5 | 19·2 | Lisbon Portuguese | T.6Cy.11½″,20″&32″–27″ 144NHP J.G.Kincaid&Co.Ld.Grk. | 21 ″ 6 | |
| 78546 413 IPON | **Luana** (*ex*LeopoldDeWael–33, *ex*Majorca) *ss*Shl.2ndNo.3–7,19 *Well deck* *ss*Ant.No.3–1,28 1*Dk*(*Irn*)&*Web frames* | 1140 871 691 | ✠ — 6,33 | Ant | *n* | | 1892 6mo | S.P.Austin &Son Sunderland *CellD B*178′310*t* | RaffaeleRomano 225·0 P28′Q50′B44′F25′ *FPT* | 235·9 FK 38*t* *APT*22*t* | 33·4 | 14·4 | Naples Italian *5BHCem* | T.3Cy.18½″,30″&49″–33″ NDB08 136NHP 1SB,*4cf*,GS63,HS2007 G.Clark(Lim.),Sunderland | 16 ″ 11 | I † |
| 78547 DHPR | **Lübeck** D.F. 1*Dk* | 3703 3317 2145 | | | | | 1923 | Frd.Krupp Act.Ges. Kiel | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) P&B220′F42′ | 338·7 *WB* | 47·3 | 26·2 | Hamburg German | T.3Cy.23⅝″,39 3/16″&65¾″– 45 5/16″ 290NHP Frk.KruppA.G.Kiel | | G |
| 78548 SPBN | **Lublin** Wireless D.F. 1*Dk*&*Shelter dk* *Ref.Mchy.* *Cruiser Stern* | *1409* *1085* *686* | | | | | 1932 | Helsingörs Jerns.&Msk. Elsinore. | PolishBritishS.S. Co.Ld.(PolishS.S. AgencyLd.*Mgrs.*) | 264·4 | 39·4 | 15·2 | Gdynia Polish *WB* | C.4Cy.(2)16½″&(2)35⅜″– 35⅜″ 148NHP HelsingörsJernsk.&Mskb. | | V |
| 78549 ONUA | **Lubrafol** **TwinSc** *Oil Eng.* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* | *7138* *6738* *3988* | | | | | 1924 | Armstrong Whitworth &Co.Ld. Newcastle | BelgianGulfOil Co.S.A. P101′B32′F46′ | 440·8 | 57·4 | 34·0 | Antwerp Belgian | Oil Engines 2S.C.SA 8Cy.23⅜″–41 7/16″ 774NHP Armstrng Whitwrth&CoLd | | C |
| 78550 1492 IBNT | **Lucania** (*ex*Coalinga,*ex*Pectan) *ss*Gen.2ndNo.3–2,28 *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. GyC. *lower dk in forehold* *Carrying Petroleum in bulk* | 8106 6903 5090 | ✠ ... 6,32 | | | | 1902 10mo | W.Gray& Co.Ld. W Hartlepool | DittaLuigi PittalugaVapori 471·0 P123′B54′F63′ | 483·1 FK *WB* | 55·0 | 32·9 | Genoa Italian | T.3Cy.29½″,48″&78″–54″ 581NHP Cen.Mar.Eng.Wrks.WHpl | 34 ″ 10 | I † |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée matériaux, grément, après Lettre d'Approbation. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pes. | 15 Inspirées du code, si ce n'est dans le L. R. Inscr. Cert. Lettre. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78551 | **Lucellum** | | 9425 | ✠100A1 | Avn | *e*† | CL | 1938 | Odense | AstrakhanS.S.Co. | 485·6 \| 65·5 \| 35·7 | | | Liverpool | Oil Engines 4S.C.SA | 35 ″ 10 | |
| 166255 | O.F. E.S.D. *Oil Eng* | | 8657 | 8,40 ~~11,00~~ | Bkn | | 3,39 | 12mo | Staalskibsvft | Ld.(H.E.Moss& | 501·2(O.L.) | | | British | 7Cy.29½″–59½″ 572NHP | s 8 ″ 0½ | |
| GQQB | *Mchy.Aft Cruiser Stern* 1 *Dk* | | 5742 | | ✠LMC12,38 | | | | vedAPMöller | Co.*Mgrs.*) | P104′B34′F37′ FK | | | 14 *BH* | 2 DB *180lb* | 28 ″ 0½ | |
| | *Longitudinal framing at bottom & deck in centre tanks* | | | *Carrying Petroleum in bulk* | | | | | Odense | | | | | | Akt.Burmeistr&Wain,Cpn | | |
| | | | | | | | | *Lloyd's* | *sA&CP* | *CellDBuE89′430t* | *DTf26′436t FPT16* | | | *5t APTs347t* | | | |
| 78552 | **Lucerna** | | 6556 | ✠100A1 | Bkn | *a*† | CL | 1930 | Palmers' | LuminaS.S.Co.Ld. | 430·5 \| 56·6 \| 32·9 | | | Liverpool | Oil Engines 2S.C.SA | 32 ″ 9 | |
| 162323 | | *Oil Eng.* | 6108 | ~~7,40~~ ~~11,20~~ 4,41 | ~~Shm~~ Mch | | ~~85,68~~ | 8mo | Co.Ld. | (H.E.Moss&Co. | | | | British | 6Cy.26¾″–47½″ 749NHP | s 6 ″ 1½ | |
| GPDB | | *ss*Shl.No.2–38 | 3928 | | ✠LMC 05.39 | | 11,40 | | Newcastle | *Mgrs.*) | P110′B34′F44′ FK | | | 17 *BHptCem* | 2 DB *120lb* | 26 ″ 10½ | |
| | *Mchy.Aft* 2 *Dks(Stl)&Web frames* | | | DBS ~~4,40~~ 4,41 | ~~(m38~~ 4,41 | | | *Lloyd's* | *sA&CP* | | | | | (11 *to U dk* | | | |
| | D.F. *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | *CellDBuE* | *47′132t DTf36′410t* | *FPT149t APT91t* | | | 6 ,,*2nd* ,,) | Wllsnd&Slpwy.Co.Ld.Nwc. | | |
| 78553 | **Lucho** (*ex*San Julian–38, | | 488 | | | | | 1919 | Gebr.S. | Moretti,Tomatis | 177·3 \| 28·4 \| 12·3 | | | Bns.Aires | T.3Cy.13″,21″&34″–18½″ | | V |
| | *ex*Benita C.T.–33, *ex*SofiaV, | | | | | | | | Volker,Afzn. | &Cia. | Q&B74′F25′ | | | Argentine | 50NHP | | |
| | *ex*Forestdene, 1 *Dk* | | — | | | | | | Sliedrecht | | | | | *WB* | Machinefabriek Bolnes | | |
| | *ex*Freddysmith,*ex*Jan vanGalen) | | 278 | | | | | | | | | | | | | | |
| 78554 | **Lucia C.** (*ex*Lucia) | | 6123 | ✠100A1 | Tri | *z* | CL | 1922 | Cant.Nav. | "Italia"Soc.Anon. | 417·7 \| 54·0 \| 29·7 | | | Trieste | T.3Cy.26⅝″,42½″&70½″– | 32 ″ 10 | |
| 104 | | *ss*Tri.No.3–9,34 | 4998 | 9,39 | | | 5,38 | 3mo | Triestino | diNav. | 401·0 | | | Italian | 48½″ 180lb (*s*) 483NHP | s 7 ″ 8½ | |
| IBPT | | *ss*Tri.No.1–39 | 3647 | | ✠LMC9.39 | | | | Monfalcone | | P36′B124′F44′ FK | | | 6 *BHCem* | 3SB(Spt),*9cf*,GS148, | 25 ″ 4 | |
| | D.F. 2 *Dks(Stl)&Web frames* | | | | | | | | A&CP | | | | | | HS7221 FD | | |
| | | | | *Fitted for oil fuel* 3,22 *F.P. above* 1 | | | | | 50° F. | | | | | | United Machine Factories, | | |
| | | | | | | | | | | *CellD Ba117′uB&f198′1* | *132t MT27′816t FP* | | | *7107t APT* | 35t Praga | | |
| 78555 | **Lucia Carbó** Twin Sc | | 1682 | | | | | 1907 | A.&J. | EntreRiosRlys.Co. | 283·0 \| 56·2 \| 17·2 | | | Bns.Aires | T.6Cy.17′,28′&46′–30″ | | |
| | *Fitted for oil fuel* (*Train Ferry*) | | | | | | | | Inglis,Ld. | Ld. | | | | Argentine | 232NHP | | |
| | 1 *Dk* | | — | | | | | | Glasgow | | | | | | A.&J.Inglis,Ld.Glasgow | | |
| | | | 959 | | | | | | | | | | | | | | |
| 78556 | **Luciano** (*ex*Maronian–38) | | 3329 | ✠ —— | Hul | *u* | | 1913 | Earle'sCo. | E.Szabados | 332·0 \| 42·4 \| 21·8 | | | Venice | T.3Cy.20½″,35½″&60″–42″ | 26 ″ 9 | I |
| 313 | | *ss*Liv.No.3–7,26 | 2331 | 7,39 | | | | 8mo | Ld. | | 318·5 | | | Italian | 343NHP | | † |
| ICIL | | *ss*Hul.No.2–35 | 2127 | | ✠ | | | | Hull | | P&B207′F39′ FK | | | 6 *BHCem* | 3SB,*6cf*,GS110,HS4876 | | |
| | *Well deck* 1 *Dk(Stl)&2nd dk(Stl)* | | | | | | | | | | *CellDB a93′uE&B* | | | 53′*f*135′648*t* | Earle'sCo.Ld.Hull | | |
| | *in Nos.1&2holds* | | | | | | | | | | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 78557 | **Lucient** | | 1879 | ✠100A1 | Sld | *r* | CL | 1918 | WoodSkin- | GasLight&CokeCo | 270·6 \| 38·2 \| 18·0 | | | London | T.3Cy.20½″,33″&54″–39″ (*s*) | 20 ″ 6 | |
| 142317 | | *ss*Shl.No.3–5,31 | 1482 | 6,10 ~~8,00~~ | Shl | | 6,39 | 3mo | ner&Co.Ld. | (StephensonClarke | 279·7(O.L.) | | | British | 180lb 217NHP | s 6 ″ 0½ | |
| GPDZ | *Mchy.Aft Well deck* | *ss*Sld.No.2–39 | 1115 | | ✠LMC6.39 | | | | Newcastle | &AssociatedCom- | Q163 BonQ11′F29 | | | 4 *BHCem* | 2SB,*6pf*,GS98,HS3610 | 18 ″ 3½ | |
| | *Cargo battens not fitted* | 1 *Dk(Stl)* | | BS6,40 | | | | *Lloyd's* | *sA&CP* | panies,Ld.*Mgrs.*) | FK | | | | J.Dickinson&Sons,Ld.Sld. | | |
| | | | | | | | | | | *CellD* | *B222′595t FPT91t* | | | *APT56t* | | | |
| 78558 | **Lucifero** (*ex*Arminco, | | 4000 | ✠ ... | Fiu | | | 1912 | Palmers' | SocietàPetrolifera | 364·0 \| 47·5 \| 26·6 | | | Genoa | T.3Cy.25″,41′&66″–45″ | 28 ″ 0 | I |
| 1642 | *ex*F.A.Tamplin) | *ss*Ant.No.3–9,25 | 3576 | 11,33 | | | | 12mo | Co.Ld. | EserciziMarittimi | 350·0 | | | Italian | NDB25 346NHP | | † |
| IBRT | | *ss*Ant.No.1–29 | 2418 | | | | | | Newcastle | | P86′B26′F29′ | | | 13 *BHCem* | 2SB,*8cf*,GS143,HS5756 | | |
| | *Mchy.Aft* 2 *Dks(Stl)&Web frames* | | | | | | | | | *CellDBuE&B57′* | | | | (10 *to U dk* | Palmers'Co.Ld.Nwc. | | |
| | D.F. *Fitted for oil fuel* | | | | | | | | | *115t DTf29′ 106t* | *FPT111t APT62t* | | | 3 ,, 2nd,,) | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 78559 | **Lucigen** 3 Mst | | 4986 | ✠100A1 | Grk | *y* | CL | 1909 | Armstrong | | 388·0 \| 50·5 \| 29·2 | | | Liverpool | T.3Cy.26″,43″&72″–48″ (*s*) | 30 ″ 9 | |
| 127965 | *Mchy.Aft* | *ss*Shl.2ndNo.3–4,37 | 4503 | 10,39 | | | 5,39 | 2mo | Whitworth | (H.E.Moss&Co. | | | | British | 180lb 437NHP | s 6 ″ 0½ | |
| GRPF | D.F. 2 *Dks(Stl)&Web frames* | | 3173 | BS2,40 | ✠LMC3.37 | | | | &Co.Ld. | *Mgrs.*) | P96′B28′F43′ FK | | | 16 *BHCem* | 4SB,*12cf*,GS216.HS7364 | 24 ″ 11 | |
| | | | | | | | | | Newcastle | | 40′29*t* | | | (8 *to U dk* | N.E.MarineEngCoLdNwc | | |
| | | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *sA&CP* | *CellDBuB* | | | | 8 ,, *M* ,, ) | | | |
| | | | | *Fitted for oil fuel* 3,22 *F.P. above* 1 | | | | | 50° F. | *DTf38′273t* | *FPT38t APT17t* | | | | | | |
| 78560 | **Lucijana** (*ex*Offham–37, | | 4067 | ✠100A1 | Spt | *x* | CL | 1928 | Burntisind | "Jadran" | 370·0 \| 51·4 \| 25·1 | | | Susak | T.3Cy.25″,41′&68″–45″ (*s*) | 27 ″ 6 | |
| | *ex*Pentyne–33) | *ss*Spt.No.3–4,40 | 3842 | ~~1,00~~ 11,40 | Bal | | 4,40 | 3mo | S.B.Co.Ld. | BrodarskoDrustvo | 380·9(O.L.) | | | Yugoslav | 180lb 371NHP | s 3 ″ 8½ | |
| YTFY | | 1 *Dk(Stl)* | 2496 | | ✠LMC | | | | Burntisland | S.O.J. | P29′B224′F34′ FK | | | 6 *BHCem* | 3SB,*9cf*,GS173,HS6201 | 24 ″ 0 | |
| | | | | BS ~~10,20~~ 2,40 | MS4,40 | | | *Lloyd's* | *sA&CP* | *Cell* | *DB318′1126t FPT* | | | *77t APT189t* | D.Rowan&Co.Gls. | | |
| 78561 | **Lucita** Twin Sc | | 2604 | ✠100A1 | Cco | *t* | CL | 1926 | Cant.Nav. | N.V.Curacaosche | 305·0 \| 50·2 \| 15·1 | | | Willemstad | T.6Cy.12½″,20½″&33½″–24½″ | 15 ″ 0 | |
| 3551 | | *ss*Cco.No.3–12,38 | 1715 | ~~12,00~~ 10,40 | ~~Liv~~ Sou | | s10,40 | 11mo | Triestino | ScheepvartMaats. | | | | Dutch | 180lb (*s*) 236NHP | s 1 ″ 6½ | |
| PJAK | *Mchy.Aft* 1 *Dk(Stl)* | | 1136 | BS12.39 | ✠LMC12,38 | | p12,38 | | Monfalcone | | Q89′*Trunk dk*187′ | | | 9 *BHptCem* | 2SB,*4cf*, HS4168 FD | 13 ″ 7 | |
| | *Longitudinal framing at bottom & at deck* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *sA&CP* | | F29′ FK | | | *APT84t* | RotterdamD.D.Co.Rot. | | |
| | | | | *Fitted for oil fuel* 10,26 *F.P. above* 1 | | | | | 50° F. | | | | | | | | |
| 78562 | **Lucius W. Robinson** | | 1914 | | | | | 1912 | Detroit | HallCorporation | 247·5 \| 43·0 \| 18·7 | | | Montreal | T.3Cy.18″,29″&48″–40″ | | R |
| 170140 | | | 1680 | | | | | | S.B.Co. | ofCanada | F38′ | | | British | 146NHP | | |
| | *Mchy.Aft* Sub.Sig. 1 *Dk* | | 1142 | | | | | | Wyandotte | | *WB* | | | | DetroitS.B.Co.Detroit | | |
| 78563 | **Lucky** (*ex*Loke–37) | | 1201 | ✠ | Ant | *o* | | 1905 | Cmpbltwn | ToussiShppgCo. | 230·1 \| 34·4 \| 16·0 | | | Gibraltar | T.3Cy.18′,27½′&45′–33′ | 18 ″ 3 | |
| 171307 | | *ss*Skm.No.3–4,26 | 1014 | 10,37 | | | | 5mo | S.B.Co. | Ld.(A.Avgherino, | | | | British | 128NHP | | |
| VQYZ | | *ss*Skm.No.2–34 | 714 | | | | | | Campbeltwn | *Mgr.*) | Q80′B57′F29′ FK | | | 4 *BHCem* | 2SB,*4cf*,GS73,HS2100 | | |
| | *Well deck* 1 *Dk(Stl)&deep framing* | | | | | | | | | *CellDBa54* | *uE&B37′f100′300t* | | | *APT90t* | J.G.Kincaid&Co.Greenock | | |
| | *(SUNK IN PORT 2,39—REFLOATED & NOW TRADING)* | | | | | | | | | | | | | | | | |
| | Sailing as "CASTILLO BENISANO" | | | | | | | | | | | | | | | | |
| 78564 | **Lucrecia** Twin Sc | | 2584 | ✠100A1 | Cco | *t* | CL | 1928 | Cant.Nav. | N.V.Curacaosche | 305·0 \| 50·2 \| 15·1 | | | Willmstad | T6Cy.12½″,20½″&33½″–24½″ | 15 ″ 0 | |
| 3815 | | *ss*Cco.No.2–36 | 1717 | *with freeboard* | | | P8,38 | 7mo | Triestino | Scheepv.Maats. | | | | Dutch | 180lb (*s*) 236NHP | s 1 ″ 6½ | |
| PJAU | *Mchy.Aft* 1 *Dk(Stl)* | | 1119 | G,40 ~~12,80~~ | ✠LMC | | s12,39 | | Monfalcone | | Q89′F29′ FK | | | 9 *BHptCem* | 2SB,*4cf*, HS4168 FD | 13 ″ 6½ | |
| | *Longitudinal framing at bottom&at deck* | | | MS5,36 | BS11,39 | | | | | | *Trunk*187′ | | | *&ptAsp* | RotterdamscheDD.Co.Rot | | |
| | | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *sA&CP* | | *FPT107t* | | | *APT84t* | | | |
| | | | | *Fitted for oil fuel* 7,28 *F.P. above* 1 | | | | | 50°F. | | | | | | | | |
| 78565 | **Lucrino** (*ex*Afghanistan–38, | | 5536 | ✠ ... | Shl | *u* | | 1917 | Sunderlnd | A.Lauro | 385·0 \| 53·0 \| 32·4 | | | Naples | T.3Cy.25′,42′&69″–48″ | 34 ″ 8 | I |
| 507 | *ex*Aberdeen) | *ss*Shl.No.3–8,30 | 5354 | 4,39 | | | | 7mo | S.B.Co.Ld. | | 397·0(O.L.) 24·3 | | | Italian | NDB37 371NHP | | † |
| IBIN | | *ss*Shl.No.1–35 | 3483 | | | | | | Sunderland | | FK | | | 6 *BHCem* | 2SB,*6cf*,GS141.HS5892 | | |
| | D.F. 1 *Dk(Stl)&Shelter dk(Stl)* | | | | | | | | | *CellD* | *B338′1084t FPT87t* | | | *APT115t* | N.E.MarineEng.Co.Ld.Sld | | |
| 78566 | **Luculus** | | 6546 | ✠100A1 | Lon | *a*† | CL | 1929 | Palmers' | LucigenS.S.Co.Ld. | 430·5 \| 56·6 \| 32·9 | | | Liverpool | Oil Engines 2S.C.SA | 32 ″ 9 | |
| 161132 | | *Oil Eng.* | 6108 | 1,41 ~~5,40~~ | Nwc | | 4,40 | 12mo | Co.Ld. | (H.E.Moss&Co. | | | | British | 6Cy.26¾″–47½″ 749NHP | s 6 ″ 2 | |
| GRNZ | | *ss*Nwc.No.2–37 | 3925 | DBS4,40 | ✠LMC5.37 | | | | Newcastle | *Mgrs.*) | P110′B34′F44′ FK | | | 17 *BHptCem* | 2 DB *120lb* | 26 ″ 10½ | |
| | *Mchy.Aft* 2 *Dks(Stl)* | | | 5,41 | | | | *Lloyd's* | *sA&CP* | | | | | (11 *to U dk* | Wllsnd&Slpwy Co.Ld.Nwc. | | |
| | D.F. *&Web frames* | | | | | | | | *CellDBuE* | *47′132t DTf36′410t* | *FPT149t APT91t* | | | 6 ,, *2nd* ,,) | | | |
| | *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig. &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or Class Renewed. Special Survey cycle completed. | 7a Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. — Corresponding draught. *ft. in.* | 15 Registers to which classed, if not in L.R. Date of Alt. or Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78567 231610 WOAQ | **Lucy** | *Carrying Petroleum in bulk* *Oil Eng.* *Mchy Aft* 1 *Dk* Wireless D.F. *Longitudinal framing* | 382 322 228 | | | | | 1932 | Brewer Dry Dock Co. Staten Island. N.Y. | Tanker Lucy Corp. | 138·3 | 26·0 | 11·5 | Boston Utd. States | Oil Engines 4 S.C.SA 5 Cy. 13" – 19" 99 NHP Ingersoll-Rand Co. Toledo, O | | |
| 78568 145021 GPGQ | **Lucy Borchardt** (*ex* Saturn-37, *ex* Rolandseck-32, *ex* Brocklane, *ex* Florenz) | 2 *Dks* | 1850 1728 1145 | | | | | 1905 | Flensburger Schiffsb. Ges. Flensburg | Fairplay Towage & Shipping Co. Ltd. (Commonwealth Steam Tug Co. Ltd.) | 269·5 E 73′ | 37·7 | 20·6 | London British *WB* | T.3Cy. 20 7/16", 33 1/2" & 55 1/2" – 37 3/8" NB13 190 NHP Flensburger Schiffsb. Ges. | 23 " 0 ~~+4 " 3~~ ~~48 " 10~~ | G |
| 78569 DHPF | **Lucy Essberger** (*ex* Petroleum) *Mchy. Aft* *Carrying Petroleum in bulk* Wireless 2 *Dks* | | 881 558 362 | | | | | 1911 | Kjöbnhvns Flydk. & Skbs Copenhagen | John T. Essberger | 175·4 | 37·4 | 13·9 | Hamburg German *WB* | T.3Cy. 15", 24 1/2" & 40" – 27" 83 NHP Kjbnhvns Flydk. & Skbsv. | | C |
| 78570 220441 WUAL | **Ludington** Ⓟ (*ex* James Otis) *Fitted for oil fuel* GyC. *Longitudinal framing* | 1 *Dk* & *Shelter dk* | 8266 — 6189 | ✠ … 9,20 | | | | 1920 7mo | The Pusey & Jones Co. Gloucester, N.J. | United States Maritime Commission | 439·6 P41′B134′F46′ *on Shelter dk* | 60·2 FK | 33·7 | New York Utd. States *WB* | D.R.Geared Steam Turbine 627 NHP De Laval Steam Turbine Co. Trenton, N.J. | 36 " 8 | |
| 78571 DHXY | **Ludolf Oldendorff** (*ex* Tractor-37, *ex* Fordson I, *ex* Max Bernstein, *ex* Wethersfield, *ex* Westmount) D.F. | 1 *Dk* | 1953 1759 1122 | | | | | 1903 | G.S.Swan & Hunter, Ld. Newcastle | Egon Oldendorff | 247·6 F27′ | 42·0 | 20·5 | Lübeck German *WB* | T.3Cy. 21", 35" & 58" – 39" 210 NHP N.E. Marine Eng Co Ld. Nwc | | G |
| 78572 4877 SGNR | **Ludvig Kollberg** *ss* Got. 2nd No. 3–8,33 *ss* Got. No. 1–37 *Well deck* | 1 *Dk* (*Stl*) | *564* *379* *241* | ✠ 100A1 ~~5,40~~ 5,41 BS ~~5,40~~ 5,40 | Got | *h* | OG 3,39 | 1908 7mo | Göteborgs M.V.Aktieb. Gothenburg | Hallands Ångbåts A/B (Harry Trapp, *Mgr.*) | 165·2 176·4 (O.L.) Q72′P14′B13′F16′ *Lloyd's SA & CP* | 27·0 BK 7" *DBa* 35′ *u* E14′ 52 *t* *FPT* | 11·6 39 *t* *APT* 16 *t* | Gothenburg Swedish | T.3Cy. 14 1/16", 22 7/16" & 39" – 23 3/8" 190 lb *90 lb* (*s*) 91 NHP 1SB, *2cf*, GS 38, HS 1526 Göteborgs M.V. Aktieb. Got | 12 " 5 s 4 " 2 1/2 12 " 6 1/2 | |
| 78573 DHPQ 78574 — 7654 SGNO | **Ludwig** (*ex* Irmgard) Sub.Sig. — (*ex* Elisabet) | 1 *Dk* 1 *Dk* | 1065 835 623 *599* *444* *283* | | | | | 1920 1909 | Schiffsw (v. J.&Sch.) A.G. Hamburg Nüscke & Co. Stettin | Mathies Reed. K.G. Rederi A/B Egon (S.M.Stjerna, *Mgr.*) | 243·6 Q97′B90′F25′ len 23 170·8 Q50′B43′F20′H43 *t* | 32·0 30·1 | 13·2 11·0 | Hamburg German *WB* Malmö Swedish *WB* | T.3Cy. 16 9/16", 27" & 43 3/16" – 33 1/2" 108 NHP Gall & Seitz, Hamburg T.3Cy. 13", 21" & 33" – 22" Christiansen & Meyer, Harburg | | G V |
| 78575 DHGO | — (*ex* Erica-34) | 1 *Dk* | 301 239 128 | | | | | 1911 | Stettiner Oderwerke Stettin | Sartori & Berger | 128·6 B29′F18′ | 22·7 | 11·0 | Kiel German *WB* | C.2Cy. 15 7/16" & 27 3/8" – 15 7/16" 25 NHP Stettiner Oderwerke | | G |
| 78576 UOBP | **Luga** (*ex* Irmgard-32) Sub.Sig. | 1 *Dk* | 2329 2011 1350 | | | | | 1922 | J. Frerichs & Co. A.G. Einswarden | U.S.S.R. | 296·3 P243′F36′ | 42·8 | 19·6 | Leningrad Russian *WB* | 2 Steam Turbines D.R.geared to 1 Sc. Shaft Germania Werft, Kiel | | |
| 78577 374 IBVT | **Luigi** (*ex* Modemi, *ex* Modica) D.F. | 1 *Dk* | 4283 4033 2554 | | | | | 1920 | Fredrkstad Mek. Værks. Fredrikstad | Angelo Scinicariello | 383·2 372·1 P118 *t* H159 *t* | 52·1 | 25·9 | Naples Italian *WL* | T.3Cy. 23", 38 1/2" & 65" – 42" NE26 271 NHP N.E. Marine Eng Co Ld. Nwc | | CI |
| 78578 1069 IPPU | — (*ex* Bertha, *ex* Carmen, *ex* Margarethe Witte, *ex* Sailing Vessel, *ex* Margarethe Gertrude, *ex* Weert, *ex* Henning) *(See Sailing Ship Register)* | Aux 4 Mst Sr *Oil Eng.* *ss* Hav. No. 2–13 1 *Dk* | 433 375 345 | ✠ 1,18 | Hav | *j* | | 1904 12mo | Klippans Varfs. Akt. Gothenburg | Dani & C. | 166·5 164·2 P26′ | 28·9 BK 7" | 11·4 | Genoa Italian 1 *BHCem* | Oil Engines 4 S.C.SA 4 Cy. 11" – 17 3/4" 46 NHP *Emade & fitted* 25 Gas Mfbk Deutz Köln Deutz | 12 " 0 | I † |
| 78579 1751 IPQJ | **Luigi Martini** (*ex* Seraphicus-34, *ex* Catania) *Mchy. Aft* | 1 *Dk* | 874 — 706 | | | | | 1926 | Flli Biriaco Catania | "C.I.CO.MA." Cia. Italiana Comm. Marittima (Piero & Mario Martini) | 204·4 196·8 F14′ | 29·9 | 15·9 | Genoa Italian *WB* | T.3Cy. 13", 20 3/4" & 36 3/8" – 27 1/8" 70 NHP Flli Biriaco, Catania | | I |
| 78580 2082 IBJT | **Luigi Razza** (*ex* Penmorvah-36) D.F. | *ss* Cff. No. 3–5,27 *ss* Cff. No. 2–36 1 *Dk* (*Stl*) | 4334 3966 2671 | ✠ … 6,39 | Gen | *r* | | 1913 10mo | W.Gray & Co. Ld. W Hartlepool | Soc. Anon. Cooperativa di Nav. "Garibaldi" *Cell D Ba & u* E 145′ *f* | 365·2 377·2 (O.L.) P25′B106′F36′ 159′966 *t* *FPT* 110 *t* | 50·8 FK *A* | 26·0 *PT* 109 *t* | Genoa Italian 6 *BHCem* | T.3Cy. 24 5/8", 41" & 68" – 48" 371 NHP 2SB, *8cf*, GS 147, HS 6039 Cen. Mar. Eng. Wrks. W Hpl | 28 " 4 | I † |
| 78581 24 IPQM | **Luigi Rizzo** Ⓟ | 1 *Dk* | 382 283 147 | | | | | 1929 | Cant. Nav. Riuniti Ancona | "Eolia" Soc. Anon. di Nav. | 172·0 157·0 F33′ | 25·6 | 12·6 | Messina Italian | T3Cy 16 1/4" 24 7/16" & 39 3/8" – 27 7/16" 81 NHP Cant. Nav. Riuniti, Ancona | | I |
| 78582 631 IPRE | **Luigia Garrè** (*ex* Mornar, *ex* Rozetta) *Mchy. Aft* *(See Sailing Ship Register)* | Aux 3 Mst Sr *Oil Eng.* 1 *Dk* | 354 315 266 | | | | | 1918 | Gebr. G.& H. Bodewes Martenshoek | Riccardo Garrè fu F. | 141·0 131·8 | 25·3 | 11·7 | Viareggio Italian | Oil Engines 4 S.C.SA 6 Cy. 8 1/4" – 12 3/8" NE33 40 NHP Humboldt-Deutz motoren, A.G. Köln-Deutz | | I |
| 78583 137165 EICQ | **Luimneach** (*ex* Fairfield) *ss* Bkn. No. 3–1,34 *ss* Bkn. No. 1–37 *Well deck* *Cargo battens not fitted* | 1 *Dk* (*Stl*) | 1074 765 443 | ✠ 100A1 4,39 BS ~~5,40~~ 5,40 | Liv | *n* | CL ~~8,37~~ 5,40 | 1915 4mo | Jos.T.Eltringham & Co. Ld. Willington Quay *Lloyd's SA & CP* | Limerick S.S.Co. Ld. (S.J.K. Roycroft, *Mgr.*) *Cell D Ba* 54′ | 220·1 Q131′Bon Q16′F27′ FK *u* E20′ *f* 90′293 *t* *FPT* 34 *t* *APT* 73 *t* | 33·4 | 13·9 | Limerick British 4 *BHCem* | T.3Cy. 17 1/2", 28" & 47" – 33" (*r*) 180 lb 174 NHP 2SB, *6cf*, GS 100, HS 3188 Shields Eng. Co. Ld. N.Shl. | 16 " 4 s 4 " 8 1/2 15 " 6 1/2 | |
| 78584 EAFU | **Luis Adaro** (*ex* Wenceslao, *ex* Somerhill) *Well deck* | *ss* Bbo 2nd No. 3–1,14 *ss* Cdz. No. 2–22 1 *Dk* (*Stl*) & *Web frames* | 2285 — 1374 | ✠ 9,27 | Bbo | *s* | | 1888 1mo | Richardson Duck & Co. Stockton | Gumersindo Junquera *Cell D* | 273·2 P30′Q82′B114′F30′ *B* 236′466 *t* *APT* 14 *t* | 37·7 BK 10" | 21·9 5 *B Hpt Asp pt Cem* | Gijon Spanish | T.3Cy. 21 1/2", 35 1/2" & 58 1/2" – 39" NDB13 217 NHP 2SB, *6cf*, GS 85, HS 3301 Blair & Co. Ld. Stockton | 22 " 1 | |
| 78585 EAGB | **Luis Caso de los Cobos** (*ex* Chivichiaga) *Mchy. Aft* *Longitudinal framing in D.B.* | *ss* Bbo. No. 2–28 1 *Dk* | 2493 1950 1477 | ✠ … 1,33 | | | | 1919 11mo | Soc. Espanola de Constr. Naval Bilbao | Cementos Fradera S.A. | 269·0 P74′B26′F34′ | 40·0 FK | 20·7 | Aviles Spanish *WB* | 2 Steam Turbines S.R.geared to 1 Sc. Shaft 192 NHP 2SB, *4cf*, GS 80, HS 3132 Soc. Española de Constr. Naval, Ferrol | 23 " 1 | |
| 78586 2058 IPRT | **Luisa** (*ex* Santa Cruz-35) | 1 *Dk* & *Spar dk* | 1483 1337 906 | | | | | 1905 | Fredrkstad Mek. Værks. Fredrikstad | Dani & C. | 246·9 237·7 B77 *t* H54 *t* | 35·2 | 19·6 | Genoa Italian *WB* | T.3Cy. 17", 30" & 49" – 33" 138 NHP Fredrikstad M.V. Frdstad | | I |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel: Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés relativement aux Ent., Lestre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. I.H.P.=Force en chevaux d'après les papiers du Navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Longueurs en pieds, m = mètres dans le L. Degrés Cert. R. Lr. Reg. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78587 DHYA | **Luise Bornhofen** (*ex*Traunstein-39, *ex*Siptah,*ex* Shahristan) | *ss*Sou.No.3-8,17 D.F. *ss*Sld.No.2-25 1 *Dk & Spar dk & deep framing* | 2860 2607 1763 | ✠ ... 3,30 ✠ | | | | 1906 8mo | ClydeS.B. &E.Co.Ld. PortGlasgow | RobertBornhofen | 330·2 \| 43·2 \| 14·4 P25′B84′F34′ 22·4 FK | Hamburg German *WB* | T.3Cy.23¾″,40″&65″–42″ 354NHP ClydeS.B.&E.Co.Ld.P.Gl. | 24 ″ 9 | C † |
| 78588 DJWK | **Luise Leonhardt** (*ex*Siltonhall-38) D.F. | *ss*Hpl.No.1-36 1 *Dk(Stl) & Shelter dk(Stl)* | 4816 4374 2816 q b | ✠ 3,39 ✠ | Ham | *z* | | 1932 9mo | W.Gray& Co.Ld. WHartlepool | Leonhardt& Blumberg | 408·7 \| 54·8 \| 25·0 F35′ FK *Cell DB 358′1143t DT a 28′1076t* | Hamburg German | Q4Cy20″,25½″,41½″&61″-48″ 467NHP 7 *BHCem* 3SB(Spt)*9cf*,GS144,HS6811 *Coll to Sh dk* Cen.Mar.E.Wks. 6 ,, 2nd ,, (W.Gray&Co.Ld.)W.Hpl *FPT 170t APT 152t* | 27 ″ 7 | |
| 78589 1293 IBST | **Luisiano** (*ex*Baytown,*ex*Reginolite) *Mchy. Aft* D.F. | *ss*Gen.No.2-25 *Fitted for oil fuel* 1 *Dk & Web frames* *Carrying Petroleum in bulk* | 2552 2063 1322 | ✠ ... 5,30 ✠ | | | | 1917 10mo | TheColl-ingwoodS.B. Co.Ld. Collingwood | Ditta G.M.Barbagelata | 255·9 \| 43·6 \| 23·4 250·0 P73′F35′ FK | Genoa Italian *WB* | T.3Cy.18″,30″&50″–36″ 211NHP CollingwoodS.B.Co.Ld. | 25 ″ 0 | I † |
| 78590 6851 SHBA | **Luleå** *Oil Eng.* D.F. E.S.D. | TwinSc *ss*Got.No.3-3,35 *ss*Got.No.1-38 1 *L s(Stl) & Shelter dk(Stl)* *Cargo battens not fitted* *Cruiser Stern* | 5611 5223 2819 | ✠100A1 *Shelter dk with freeboard* 2,41 ~~2,30~~ LMC CS3,39 DBS4,39 5,38 | Got | *y* | OG ~~2,30~~ 2,41 | 1922 9mo | A.B.Göta-verken Gothenburg A&CP | Trafikaktieb. Grängesberg-Oxelösund (M.Waldenström, *Mgr.*) *Cell DB DT f 68′730t DT* | 393·7 \| 53·4 \| 30·9 F40′ *on Shelter dk* FK *Collision uE32′f105′651t a 103′ 1225t FPT 58t APT 155t* | Stockholm Swedish | Oil Engines 4S.C.SA 12Cy.23⅝″–35⅞″ 629NHP *pt Cem* DB *100lb* *BH to Sh dk* 6 ,, ,, *U* ,, A.B.Götaverken,Got. | 34 ″ 1 s 8 ″ 0 26 ″ 3½ | |
| 78591 | — (P) (*ex*Skandia) | Iron 2 *Dks & Shelter dk* | 627 351 440 | | | | | 1872 | Bergsunds Mek.Verkst. Stockholm | | 165·5 \| 25·0 \| 12·9 H40*t* 20·1 | German | T.3Cy.13¾″21¼″&35½″–25⅛″ NE&B02 65NHP QvillebäckensM.V.Got. | | |
| 78592 122960 MNPG | **Lulonga** (*ex*Brabo, *ex*Knottingley) *Well deck* *Mchy. Aft* | 3Mst *ss*Goo.2ndNo.3-9,31 *ss*Hul.No.2-40 1 *Dk(Irn) & deep framing* *Cargo battens not fitted* | 821 584 414 | ✠100A1 3,40 LMC3,40 | Hul | *k* | OG 2,40 | 1907 6mo *Lloyd's SA&CP* | J.Crown& Sons,Ld. Sunderland | HookS.S.Co.Ld. (Goole&HullSteam TowingCo Ld. *Mgs*) *Cell DB f 125′222t FPT 57t APT 5t* | 195·0 \| 32·6 \| 11·4 Q98′B13′F24′ FK | Grimsby British *4 BHCem* 2SB,*4pf*,GS53,HS2100 N.E.MarineEng.Co.Ld.Sld | T.3Cy.15½″,25½″&45″–33″(*s*) 1601b 99RHP | 13 ″ 9 s 4 ″ 8½ 13 ″ 2 | |
| 78593 CQAV | **Lumane** (P) *Oil Eng.* | TwinSc 2 *Dks* *Cruiser Stern* | 854 753 450 | ✠100A1 *with freeboard* 4,39 LMC4,39 | Rot | *j* | | 1939 4mo | NVSchpsw "DeMer-wede"v/h van Vliet&Co. Hardinxveld *Lloyd's SA&CP* | Empreza doLim-popoA.Couto,Ltda. *Cell D* | 181·5 \| 30·5 \| 16·8 190·6(O.L.) B40′ FK *B134′ 168t FPT 39t* | Lourenco Marques Portuguese *5 BHCem* *APT 40t* | Oil Engines 4S.C.SA 12Cy.11″–17½″ 142NHP Klöckner-Humboldt-Deutz,A.G.Köln-Deutz. | 11 ″ 6 ~~s 2 ″ 5~~ ~~9 ″ 2~~ s 1 ″ 0½ 10 ″ 6½ | |
| 78594 213421 WMCG | **Lumberman** (*ex*F.A.Warner, *ex*Cottonplant) *Mchy. Aft* D.F. | *Fitted for oil fuel* 1 *Dk* | 2333 1855 1389 | | | | | 1918 | Gt.Lakes Eng.Works Ecorse,Mich. | CoosBayLumber Co. | 253·4 \| 43·7 \| 24·5 P115′F25′ | S.Frncisco Utd. States *WB* | T.3Cy.21″,34½″&57″–42″ 211NHP Gt LakesEng.Wks.Detroit | | R |
| 78595 217860 KJFB | **Lumbertown** (*ex*CastleTown-36) D.F. | *Fitted for oil fuel* 1 *Dk* | 3321 2750 2029 | ✠ ... 5,21 NB2,21 ✠ | | | | 1919 5mo | Pusey& JonesCo. Gloucester City,N.J. | CoosBayLumber Co. | 321·7 \| 50·0 \| 21·6 P37′B82′F31′ FK *WB* | S.Frncisco Utd.States | T.3Cy.20″,32½″&54⅜″–36″ 180NHP Pusey&JonesCo.Wil.Del. | 24 ″ 9 | R † |
| 78596 147327 GLQM | **Lumen** *Oil Eng.* *Mchy. Aft* D.F. | TwinSc *ss*Nwc.No.3-7,37 2 *Dks(Stl) & Web frames* *Longitudinal framing* | 6483 5834 4455 | ✠100A1 DBS11,39 LMC8,37 *Carrying Petroleum in bulk* | Liv | *a* † | PN 11,39 S11,39 | 1925 9mo *Lloyd's SA&CP* | J.Brown& Co.Ld. Clydebank | H.E.Moss&Co.'s Tankers,Ld.(H.E. Moss&Co. *Mgrs.*) *Cell DB uE58′232t DT 34′ 388t* | 420·1 \| 54·4 \| 32·8 P95′B35′F47′ FK | Liverpool British 18 *BHptCem* 12 ,, *to U dk* *FPT 195t* | Oil Engines 2S.C.SA 8Cy.23⅜″–41⅛″ 776NHP 2DB *120lb* J.Brown&Co.Ld. *APT 177t* | 32 ″ 8 s 6 ″ 1½ .26 ″ 9 | |
| 78597 149637 GLVF | **Luminetta** *Mchy. Aft* | *ss*Nwc.No.2-34 2 *Dks(Stl) & Web frames* *Longitudinal framing* | 6159 5645 3690 | ✠100A1 ~~Shd~~ Examined 7,40 Fal BS12,40 LMC11,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,27 | | *a* † | CL ~~1,38~~ 7,40 *F.P. above* | 1927 9mo *Lloyd's SA&CP* | Palmers' Co.Ld. Newcastle | AstrakhanS.S. Co.Ld.(H.E.Moss &Co. *Mgrs.*) *Cell D B u E & B74′150t DT* | 420·5 \| 54·5 \| 32·5 P109′B34′F41′ FK *f 34′ 467t FPT 111t* | Liverpool British 18 *BHptCem* 5 *to 2nd dk* *APT 138t* | T.3Cy.25½″43½″&75″–51′(*s*) 220lb *120lb* 545NHP 3SB(Spt),*9cf*,GS166, HS7281 FD Palmers'Co.Ld.Newcastle | 32 ″ 8 s 6 ″ 0½ 26 ″ 11 | |
| 78598 DOGH | **Lumme** Sub.Sig. D.F. | *Cruiser Stern* 1 *Dk* | 1730 1392 757 | | | | | 1928 | Frerichs-werftA.G. Einswarden | ArgoReederei RichardAdler &Co. | 275·5 \| 42·2 \| 15·5 | Bremen German *WB* | T.3Cy.21¾″,33¾″&55½″–39⅜″ &1 LPTurbine A.Borsig 242NHP G.m.b.H.Berlin-Tegel | | G |
| 78599 PFPV | **Luna** Wireless *Ref.Mchy.* | *Fitted for oil fuel* *Cruiser Stern* 2 *Dks* | 1456 1181 855 | | | | | 1922 | H.Te. Veldhuis Papendrecht | West-Indische Scheepv.Maats. | 265·9 \| 39·2 \| 14·8 | Amstrdam Dutch *WB* | T.3Cy.20″,31″&50″–36″ N.V.Mach. 150NHP J.&K.Smit,Kinderdijk | | V |
| 78600 | — (P) DOUV Wireless D.F. *Mchy. Aft* | TwinSc *Oil Eng.* 1 *Dk* *Cruiser Stern* | 1125 843 571 | | | | | 1938 | Schiffb.Ges "Unterweser" A.G. Weser-munde-L. | Dampfschiffahrts Ges.Neptun | 234·9 \| 34·7 \| 13·4 P125′F22′ *WB* | Bremen German | Oil Engines 4S.C.SA 12Cy.11¾″–16⅞″ 147NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | G |
| 78601 UPLQ | **Lunacharski** (*ex*Leeghwater–35, *ex*Remdijk) | *ss*Rot.No.3-5,35 1 *Dk(Stl) & Shelter dk(Stl)* | 3618 3292 2193 | ✠ ... 8,36 ✠ | Rot | *w* | | 1922 3mo | NVBurger-hout'sMschfb &Scheepswft. Rotterdam | U.S.S.R. *Cell D B 308′978t* | 360·2 \| 50·3 \| 21·8 FK *Collision* *FPT 63t APT 78t* | Odessa Russian *Asp* 5 ,, ,, *U* ,, | T.3Cy.25⅛″,41⅛″&66⅛″–45½″ 345NHP 3SB,*9cf*,GS150,HS5565 *BH to Sdk* Burgerhout'sMchf&Schpv | 24 ″ 6 | |
| 78602 124459 MCYX | **Lunan** (*ex*Inchbrayock) *Mchy. Aft* | 3Mst 1 *Dk* | 363 276 161 | | | | | 1909 | Montrose S.B.Co. Montrose | Osborn&Wallis, Ld. | 140·2 \| 23·7 \| 11·0 Q54′F27′ | Bristol British *WB* | C.2Cy.17″&36″–24″ 60RHP W.V.V.Lidgerwood,Gls. | | C |
| 78603 OZEE | **Lundby** (*ex*Saga) *Oil Eng.* D.F. *Cruiser Stern* | 1 *Dk* | 4150 3703 2506 | | | | | 1926 | A/B Ore-sundsvarvet Landskrona | A/S Motortramp (A.Reimann, *Mgr.*) | 357·0 \| 51·3 \| 25·4 P123*t* H202*t* F22*t* *WB* | Kallehave Danish | Oil Engines 4S.C.SA 6Cy.24½″–51⅛″ 391NHP A/B Götaverken,Got. | | N |
| 78604 DHPS | **Lüneburg** (*ex*CityofSydney, *ex*Freiberg) D.F. *Well deck* | *ss*Lon.No.3-6,21 *ss*Ham.No.2-30 2 *Dks(Stl) & 3rd dk* *in No.1 hold only* | 5828 5436 3668 | ✠ ... 6,33 ✠ | Ham | | | 1914 4mo | J.C.Teck-lenborgA.G. Weser-münde-G. | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *Cell DB a 146′ u E & B71′* | 451·1 \| 57·2 \| 27·0 P&B381′F51′ FK | Hamburg German 9 *BHCem* *f 190′1453t* | T.3Cy.29½″48½″&80½″–55½″ &LP Turbine with DR gearing&hydraulic coupling 872NHP 4SB,*12cf*,GS258,HS11192 J.C.TecklenborgA.G.Wsm | 29 ″ 8 | G † |

Now "Lumberjack," *see No. 85908 in Supplement*

Now "Coos Bay," *see No. 87526 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Port of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78605 XNBH | **Lung Shun** Ⓟ (*ex* Mitake Maru, *ex* Vita) | 1 *Dk & Awng dk* | 921 — 536 | ✠ 6,90 ✠ | Cly | *j* | | 1890 6mo | Ails a S.B. Co. Troon | Ta Tung Hsing S.S. Co. | 200·0 | 29·0 | 12·1 19·3 BK 7½" | Newchwang Chinese | T.3Cy.17", 27" & 44"–30" 130 NHP 1 DB, *4cf*, GS 78, HS 2304 Dunsmuir & Jackson, Gls. | | |
| 78606 149640 GNFM | **Lunula** | ss Nwc. No. 2–34 2 *Dks (Stl) & Web frames* *Mchy. Aft* *Longitudinal framing* | 6363 5857 3776 | ✠ 100A1 Examined 4,40 DBS ~~1,40~~ 1,41 *Carrying Petroleum in bulk Fitted for oil fuel* | ~~Bkn~~ LMC 9,34 MBS 4,40 10,27 | *a*† CL ~~3,40~~ N 9,40 *F.P. above* | | 1927 10mo *Lloyd's* | W. Hamilton & Co. Port Glasgow | Aral S.S. Co. Ltd. (H.E. Moss & Co. *Mgrs.*) *Cell D B u E & B* | 420·0 P108' B34' F47' 130 *t DT f* 38' 483 *t F* | 54·4 | 32·5 FK | Liverpool British 18 *B Hpt Cem* (14 *to U dk* 4 „ 2*nd*„) *PT* 230 *t AP* | T.3Cy.25¼", 43½" & 75"–51" 220 lb *120 lb* (*s*) 544 NHP 3SB (Spt), *9cf*, GS 169, HS 7269 FD D. Rowan & Co. Ltd. Glasgow *T* 115 *t* | 32 ″ 8 s 6 ″ 0½ 26 ″ 10¼ | |
| 78607 6955 SFNT | **Luossa** **Twin Sc** *Oil Eng.* ss Mmo. No. 3–6, 35 ss Got. No. 1–39 1 *Dk (Stl) & Shelter dk (Stl)* D.F. *Cruiser Stern* *Cargo battens not fitted* | | 5578 5223 2824 | ✠ 100A1 *Shelter dk* *with freeboard* 1,40 LMC CS 12,35 DBS ~~10,38~~ 8,40 ~~4,37~~ 5,39 | Got | *y* OG 12,39 | | 1923 3mo | A. B. Göta-verken Gothenburg A & C P | Trafikaktiebolaget Grängesberg-Oxelösund (M. Waldenström, *Mgr.*) *Cell D B u E* 32' *f* 105' 68' 730 *t DT a* | 393·6 F40' *on Shelter dk* 651 *t DT f* 103' 1225 *t FPT* 58 *t AP* 155 *t* | 53·4 FK *Collision B Hto Shdk* 6 „ „ *U* „ | 30·9 *pt Cem* | Stockholm Swedish | Oil Engines 4S.C.SA 12Cy.23⅛"–35⅞" DB–*100 lb* 629 NHP A. B. Götaverken, Got. | 34 ″ 1 s 8 ″ 1 26 ″ 2½ | |
| 78608 245 IPSF | **Lupa** (*ex* Welf–38, *ex* Donau–32, *ex* Saalfeld, *ex* Trude, *ex* Henny, *ex* Brage) | **Comp** *Oil Eng.* 1 *Dk* | 349 292 191 | | | | | 1918 | Varfs. & Rederi A/B Brage Norrköping | G. G. Vajo | 135·5 P30' F12' | 25·9 | 11·2 | Leghorn Italian | Oil Engines 4S.C.SA 4Cy.10⅝"–13" NE27 42 NHP Starke & Hoffmann, Hirschberg | | IV |
| 78609 163199 GWFS | **Lurigethan** (*ex* Calaeno–33) | **D.F.** 1 *Dk* | 3564 3291 2132 | | | | | 1916 | Rotterdam Droogd. Maat Rotterdam | Mountain S.S. Co. Ltd. (Heyn & Sons, Ltd. *Mgrs.*) | 361·6 P24' B214' F34' | 50·1 | 21·8 | Belfast British | T.3Cy.25", 41" & 68"–45" 310 NHP Rotterdam Droogd. Maats. | | V |
| 78610 231979 KIEK | **Lurline** Ⓟ *Ref. Mchy.* D.F. Gy C. E.S.D. | **Twin Sc** ss SFo. No. 1–37 4 *Dks (Stl) 5th dk (Stl) in forward hold & Web frames* *Cruiser Stern* *Platform deck in No. 2 hold* | 18163 — 10300 | 100A1 *with freeboard* 11,40 ~~1,40~~ ~~BS 1,40~~ LMC 12,35 *Fitted for oil fuel* | SFo | CL 12,38 | | 1932 12mo | Bethlehem S.B. Corp. Ltd. Quincy, Mass. | Matson Nav. Co. *Cell D B* 514' 3308 *t tun* | 604·0 B410' F60' *Tanks in way of nels* 1081 *t FPT* 178 *t* | 79·3 FK | 30·5 *B H Asp* *AP* 161 *t* | S. Frncisco Utd. States 11 | 6 Steam Turbines SR geared to 2 Sc. Shafts 5363 NHP 12 Water Tube Boilers (Spt) 400 lb HS 53520 (*s*) FD Bethlehem S.B. Corp. Ltd. Quincy, Mass. | 44 ″ 6 s 16 ″ 6½ 28 ″ 2¾ | |
| 78611 217293 WPUE | **Lurline Burns** (*ex* Caddopeak–37) | 1 *Dk* | 2865 — 1769 | | | | | 1918 | Albina E. & M. Wrks Astoria, Or. | Burns S.S. Co. | 289·0 | 44·1 | 19·2 | S. Frncisco Utd. States *WB* | T.3Cy.22⅛", 36⅛" & 60"–42" Albina Eng. & Mach. Wks. Astoria, Or. | 29 ″ Albina 233 NHP | R |
| 78612 CSMN | **Lusitania 3°** (*ex* Luzitania–33) | **Wood Aux Sr** *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*) | 315 294 236 | | | | | 1919 | J. da Silva Lapa, Villa Nova de Goya | "Lusitania" Cia. Portuguesa de Pesca | 128·1 | 30·5 | 12·8 | Figueira da Foz Portuguese | Oil Engines 4S.C.SA 4Cy.7⅞"–10¼" NE33 24 NHP Sulzer Bros. Winterthur | | |
| 78613 CSBD | **Luso** (*ex* Machico, *ex* Colmar) | ss Lis. 2nd No. 3–12, 37 *Well deck* 2 *Dks (Stl) & lower dk in fore hold* | 6207 5728 3898 | ✠ 100A1 1,41 ~~1,40~~ ~~BS 1,40~~ 3,41 LMC 12,37 | Lis | † CL 6,39 | | 1912 9mo *Lloyd's* | Akt. Ges. "Neptun" Rostock | Soc. Geral de Comercio Industria e Transportes, Ltda. *Cell D Ba* 140' *u E & B* 72' | 459·9 P&B 382' F57' 9 *B H Cem* *f* 194' 1600 *t* | 58·1 FK | 26·9 | Lisbon Portuguese | T.3Cy.28", 47¼" & 77⅞"–54" 213 lb *120 lb* (*s*) 617 NHP 3SB, *9cf*, GS 186, HS 8405 FD A. G. "Neptun," Rostock | 29 ″ 10 s 4 ″ 7 25 ″ 6¼ | |
| 78614 FNCV | **Lussac** (*ex* Rheinland) | Wireless **D.F.** 1 *Dk* | 1586 — 864 | | | | | 1922 | Nordd. Union Werke A.G Tönning | Worms & Co. | 251·3 P&B 186' F30' | 39·8 | 17·6 | Havre French | T.3Cy.19 7/10", 31½" & 49½"–31½" 136 NHP Waggon-u. Maschinenb. A.G. Görlitz | | V |
| 78615 149646 GKWN | **Lustrous** | ss Bkn. No. 3–3, 40 2 *Dks (Stl) & Web frames* *Mchy. Aft* *Longitudinal framing* | 6156 5644 3690 | ✠ 100A1 1,41 ~~3,40~~ LMC 3,40 *Carrying Petroleum in bulk Fitted for oil fuel* | Bkn Shl 11,27 | *a*† CL ~~1,38~~ 1,41 *F.P. above* | | 1927 11mo *Lloyd's* | Palmers' Co. Ld. Newcastle | Lustrous S.S. Co. Ld. (H.E. Moss & Co.) *Cell D Bu E & B* 74' 150 *t DT* | 420·5 P109' B34' F41' *f* 34' 467 *t FPT* 111 *t* | 54·5 FK | 32·5 *B H Pt Cem* 5 „ *to 2nd dk* *AP* 138 *t* | Liverpool British 18 | T.3Cy 25¼", 43½" & 75"–51" (*s*) 220 lb *120 lb* 545 NHP 3SB (Spt), *9cf*, GS 166, HS 7281 FD Palmers' Co. Ld Newcastle | 32 ″ 8 s 6 ″ 0 26 ″ 11¼ | |
| 78616 27705 JTOD | **Lusyan Maru** Ⓟ | ss Shi. No. 3–12, 32 2 *Dks (Stl–U ws)* | 2531 1968 1507 | ✠ ... 6,34 ✠ | Shi | *s* | | 1920 12mo | Uraga Dock Co. Ld. Uraga | Toa Kaiun K.K. *Cell D B* 230' 580 *t* | 284·5 P37' B100' F36' *DT* 18' 208 *t FPT* 39 *t* | 42·6 FK | 23·0 *B H Cem* *AP* 15 *t* | Tokyo Japanese | T.3Cy.21", 35" & 58"–39" 303 NHP 2SB, *6cf*, GS 99, HS 4370 Uraga Dock Co. Ld. Uraga | 23 ″ 2 | |
| 78617 145642 VJSX | **Lutana** (*ex* Machado) | ss Mel. No. 3–11, 34 ss Mel. No. 1–38 Wireless *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted* | 918 686 542 | ✠ 100A1 9,10 ~~9,39~~ ~~BS 9,39~~ 9,40 LMC 9,38 | Mel | *m* OG 9,39 | | 1922 3mo *Lloyd's* | E. J. Smit & Zoon Westerbroek | W. Holyman & Sons Proprietary, Ld. *Cell D B* 169' 258 *t* | 206·7 *33·3* 217·5 (O.L.) Q 71' B 49' F 24' *FPT* 42 *t AP* 120 *t* | 32·1 FK | 13·4 *B H Cem* | Melbourne British 4 | T.3Cy.15", 23¼" & 39⅜"–23⅝" 185 lb (*s*) 77 RHP 2SB, *4cf*, GS 59, HS 1938 E. J. Smit & Zoon, Hgznd. | 15 ″ 5 s 1 ″ 0⅜ 14 ″ 6 | |
| 78618 | **Lütjehörn** (*ex* Balboa–39, *ex* Allegro–37, *ex* Hemland, *ex* Midas) | **Iron** *ex* Got. 4th No. 3–3, 30 ss Ham. No. 2–38 1 *Dk (Irn) 2 tr B* | *1953* *1667* *1149* | ✠ 1,39 ✠ NB 5,03 ✠ | Ham | *r* | | 1883 5mo | T. & W. Smith N. Shields | Hansegesellschaft Aschpurwis & Veltjens | 276·0 P29' B64' F29' *DBa* 82' *f* 28' *& u E &* 297 *t FPT* 24 *t* | 36·7 FK | 21·2 B40' *AP* 17 *t* | Hamburg German 4 | T.3Cy.19½", 32" & 56"–40" NDB 00 180 NHP 1SB, *3cf*, GS 60, HS 2417 *Tpd* 03 Lindholmns M V Got | 22 ″ 6 | |
| 78619 LJQD | **Lutz** (*ex* Martinique–37, *ex* Ninna–35) | Wireless **D.F.** 1 *Dk* *Cruiser Stern* | 1416 1232 790 | | | | | 1933 | Helsingörs Jernsk & Msk. Elsinore | D/S A/S Laly (C.T. Gogstad & Co. *Mgrs.*) | 263·6 P198' F34' | 39·8 | 15·8 | Oslo Norwegian *WB* | C.4Cy.(2) 14¾" (2) 31½"–31½" & LP turbine 192 NHP HS 2520 Helsingörs Jernsk. & Mskb. | | V |
| 78620 DIUN | **Luvsee** (*ex* Elsa Köppen–32, *ex* Westsee, *ex* Darius, *ex* Earlswood) | ss Shl. No. 3–10, 11 ss Bry. No. 2–19 1 *Dk & deep framing* | 2373 2203 1448 | ✠ ... 2,24 ✠ | | | | 1898 10mo | R. Craggs & Sons Middlesbro' | W. Schuchmann | 298·5 P27' B58' F33' | 43·3 FK | 20·3 | Brmrhavn German *WB* | T.3Cy.23⅛", 36½" & 61"–42" NDB 13 245 NHP Sir C. Furness, Westgarth & Co. Ld. Mdb. | 23 ″ 0 | G † |
| 78621 | | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 Port de Visite. Terms assigned materials, etc. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Registres de cold. si ce n'est dans le L. M. Dern. Cert. Il. de Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78622 | **Luxembourg** (*ex*Sonnenfels) | | 5809 | ✠100A1 | | Ant | *a*† | 1915 | Akt.Ges. | Cie.Nat.Belge de | 421·8 | 56·0 | 29·6 | Antwerp | T.3Cy.28¾″,46⅛″&75⅝″– | 32 ″ 5 | |
| | | *ss*Ant.No.3–2,28 | 5477 | 3,39 | | | 3,39 | 5mo | "Weser" | TransportsMar. | | | | Belgian | 53½″ (*s*) | s 6 ″ 7¾ | |
| ONEA | | *ss*Ant.No.2–36 | 3650 | | LMC11,36 | | | | Bremen | (ArmementDeppe, | | | | *Cem* | 192lb *121lb* 520NHP | 26 ″ 0 | |
| | D.F. | 2*Dks*(*Stl–U* teaks) | | | MB83,39 | DB811,36 | | *Lloyd's* | *AP* | *Mgrs.*) | P60′B126′F54′ FK | | | | 3SB(Spt),9*cf*,GS148, | | |
| | | | | | | | | | *CellDB*378′ | 1*BH in forward hold dispensed with* | 1187*t FPT*48′*tween* | | | | HS6950 FD | | |
| | | | | | | | | | | | *dk tanks f*36′494*t* | | | | A.G."Weser,"Bremen | | |
| 78623 | **Luxmi** Ⓟ | | 4148 | ✠100A1 | | Cal | *x* | CL | | BankLine,Ld.(A. | 370·0 | 48·2 | 25·6 | Glasgow | Oil Engines 4S.C.SA | 28 ″ 0 | |
| 147888 | | *OilEng.* | 3607 | *withfreeboard* | | DBS2,41 | | 1924 | Wolff,Ld. | Weir&Co.*Mgrs.*) | | | | British | 6Cy.29½″–59½″ 489NHP | s 2·11½ | |
| GKFJ | | *ss*Cal.No.3–2,36 | 2537 | 1,40 | | LMC2,36 | | 3mo | Glasgow | | F37′ FK | | | 7*BHptCem* | DB*100lb* | 25 ″ 2 | |
| | | 1*Dk*(*Stl*)&*Sh dk*(*Stl*–ws) | | | | LMC(M)2,38 | | *Lloyd's* | *sA&CP* | * | | | | *Coll to Sh dk* | Harland&Wolff,Ld.Gls. | | |
| | | | | *Carrying vegetable oil in deep* | | | | | *CellDB*309′ | 1121*tMT*1140*tFPT*128*tAPT*95*t* | | | | 6 ,, ,, 2nd ,, | ) | | |
| 78624 | **Luxor** | | 6554 | ✠100A1 | | Bkn | *a*† | CL | 1930 | Palmers' | H.E.Moss&Co's. | 430·5 | 56·6 | 32·9 | Liverpool | Oil Engines 2S.C.SA | 32 ″ 9 | |
| 161141 | | *OilEng.* | 6108 | 8,41 | | Sws | | 4,39 | 2mo | Co.Ld. | Tankers,Ld. | | | | British | 6Cy.26¾″–47½″ 749NHP | s 6 ″ 2 | |
| GSKJ | *Mchy.Aft* | *ss*Nwc.No.2–38 | 3926 | | LMC CS4,39 | | | 2,41 | Newcastle | (H.E.Moss&Co. | | | | 17*BHptCem* | 2DB*120lb* | 26·10½ | |
| | D.F. | 2*Dks*(*Stl*)&*Web frames* | | | DBS4,41 2,39 | | | | *Lloyd's* | *sA&CP* | P110′B34′F44′ FK | | | (11 *to U dk* | WllsndSlpwy.Co.Ld.Nwc. | | |
| | | *Longitudinal framing* | | | | | | | | *Mgrs.*) | | | | 6 ,, 2nd ,,) | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | *CellDBuEA*7′13 | 2*tDTf*36′410*tFPT* | | | 149*tAPT*91*t* | | | |
| 78625 | **Luzon** Ⓟ (*ex*Yazoo,*ex*Marudu) | | 1679 | | | | | 1905 | Schiffsw.v. | Cia.Maritima | 260·8 | 37·2 | 16·1 | Manila | T.3Cy.21½″,33½″&55″–33½″ | | |
| | | | — | | | | | | Henry Koch | (FernandezHnos, | | | | Utd.States | 175NHP | | |
| KZAL | | 1*Dk* | 892 | | | | | | Lübeck | Inc.*Mgrs.*) | P33′B93′F36′ | | | *WB* | J.F.Ahrens,Altona | | |
| 78626 | **Lwow** | | *1409* | | | | | 1932 | Helsingörs | PolishBritishS.S. | 264·3 | 39·4 | 15·2 | Gdynia | C.4Cy.(2)16½″&(2)35½″– | | V |
| | | | *1086* | | | | | | Jernsk&Msk. | Co.Ld.(PolishS.S. | | | | Polish | 35½″ 125NHP | | |
| SPBT | Wireless D.F. | *CruiserStern* | *687* | | | | | | Elsinore | Agency,Ld.*Mgrs.*) | | | | *WB* | HelsingörsJernsk.&Mskb. | | |
| | *Ref.Mchy.* | 1*Dk*&*Shelter dk* | | | | | | | | | | | | | | | |
| 78627 | **Lycaon** Ⓟ | | 7350 | | | | | 1913 | Hawthorn, | ChinaMutualStm. | 455·3 | 56·3 | 32·5 | Liverpool | T.3Cy.31″,51½″&86″–60″ | | BT till 8,40 10,41 |
| 138467 | | | 6304 | | | | | | Leslie&Co.Ld | Nav.Co.Ld.(A. | P53′B162′F60′ | | | British | 572NHP | | |
| GRPV | D.F. | 2*Dks* | 4645 | | | | | | Newcastle | Holt&Co.*Mgrs.*) | | | | *WB* | N.E.MarineEng.CoLdNwc | | |
| 78628 | **Lycia** | | 2364 | ✠100A1 | | Sou | *t* | CL | 1924 | Dunlop, | ~~CapeYorkMotor-~~ | 300·5 | 44·2 | 21·0 | ~~Glasgow~~ | Oil Engines 4S.C.SA | 23 ″ 6 | |
| ~~1927~~ | | *OilEng.* | 2061 | *withfreeboard* | | | | 2,40 | 7mo | Bremner& | ~~shipCo.Ld.(Lyle~~ | | | | British | 6Cy.24½″–51½″ | s 1 ″ 6½ | |
| GKQB | D.F. | *ss*Gls.No.3–9,36 | 1247 | 2,40 | | DBS3,39 ✠LMC1,38 | | | | Co.Ld. | ~~ShippingCo.Ld.~~ | | | 5*BHptCem* | DB*100lb* 355NHP | 22 ″ 1½ | |
| | | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | | | | | | PortGlasgow | *Mgrs.*) | 309·5(O.L.) FK | | | (*Coll to Sh dk* | J.G.Kincaid&Co.Ld.Grk. | | |
| | | | | | | | | *Lloyd's* | *sA&CP* | *CellDB*254′639*t F* | *PT*65*tAPT*76*t* | | | 4 ,, 2nd,,) | | | |
| 78629 | **Lyder Sagen** (*ex*LavalCounty, | | 3944 | ✠ ... | | | | 1918 | OsakaIron | ÖrvigsDampskslsk | 345·0 | 49·8 | 28·1 | Bergen | T.3Cy.24″,41″&67″–48″ | 28 ″ 2 | N |
| | *ex*Storborg,*ex*MeichuMaru) | | 3615 | 7,26 | | | | 11mo | Works,Ld. | A/S(A.M.Wik, | P30′B99′F34′*on* | | | Norwegian | 390NHP | | † |
| LCUA | | *ss*Bgn.No.1–23 | 2390 | | ✠ | | | | Osaka | *Mgr.*) | *Shelter dk* | | | *WB* | Osaka Iron Wrks.Ld.Osaka | | |
| | D.F. | 1*Dk*&*Shelter dk*&*Web frames* | | | | | | | | | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 78630 | **Lydia M.** (*ex*CarloVictoria, | | *3664* | ✠ | | Cff | *w* | 1906 | JLThomp- | Soc.Paulista de | 350·0 | 50·2 | 23·2 | Santos | T.3Cy.25″,41″&67″–45″ | 25 ″ 9 | |
| | *ex*KingJohn) | *ss*Sws.No.3–8,18 | *3387* | 2,25 | | | | 10mo | son&Sons,Ld. | Nav.Matarazzo | P46′B94′F33′ | | | Brazilian | 332NHP | | |
| PUXC | | *ss*Cff.No.1–23 | *2352* | | ✠ | | | | Sunderland | Ltda. | FK | | | 6*BHCem* | 2SB,6*cf*,GS124,HS4900 | | |
| | | 1*Dk*(*pt Irn*&*pt Stl*)2*trB* | | | | | | | | *CellDBa*119′*u* | *E*23′*f*148′864*tFPT* | | | 74*tAPT*100*t* | Blair&Co.Ld.Stockton | | |
| | | *deep framing*&*Web frames* 3*Dk rule* | | | | | | | | | | | | | | | |
| 78631 | **Lyeemoon** Ⓟ (*ex*Gorgon) | | 2885 | | | | | 1908 | Scotts'S.B. | CheongHingS.S. | 303·6 | 42·2 | 23·8 | HongKong | T.3Cy.19½″,33″&55″–39″ | | |
| 127935 | | | 2297 | | | | | | &Eng.Co.Ld. | Co.Ld.(WoFat | P40′B104′F36′ | | | British | 189NHP | | |
| VPBN | | 2*Dks* | 1734 | | | | | | Greenock | Shing,*Mgr.*) | | | | *WB* | Scotts'S.B.&EngCoLdGrk | | |
| 78632 | **Lygia** (*ex*Patria,*ex*RuthFischer, | | *1506* | | | | | 1901 | Schiffsw.v. | RederiA/B | 249·7 | 36·7 | 15·8 | Stockholm | T.3Cy.16⅛″,28¾″&45⅝″–33″ | | G |
| 7688 | *ex*Horta) | | *1244* | | | | | | Henry Koch | Ljungan | P14′Q62′B114′F26′ | | | Swedish | 120NHP | | |
| SFJK | | 1*Dk* | *871* | | | | | | Lübeck | (G.Jansson.*Mgr.*) | | | | *WB* | H.Pauksch,Landsberg | | |
| 78633 | **Lylepark** | | 5186 | ✠100A1 | | Cff | *z* | CL | 1929 | Scotts'S.B. | DenholmLine | 407·3 | 53·3 | 28·5 | Greenock | T.3Cy.26″,43″&73″–48″ (*r*) | 31 ″ 0 | |
| 160344 | | *ss*Shl.No.2–37 | 4938 | 4,41 3,40 | | Lon | | 6,38 | 6mo | &E.Co.Ld. | Steamers,Ld. | | | | British | 200lb 534NHP | s 6 ″ 1½ | |
| GTCK | D.F. E.S.D. | 2*Dks*(*Stl*) | 3307 | BS8,39 | | ✠LMC5,37 | | | Greenock | (J.&J.Denholm, | P36′B115′F43′ FK | | | *Cem* | 2SB(Spt)&1SB,9*cf*,GS165, | 25 ″ 0½ | |
| | | | | 10,40 | | | | | | Ld.*Mgrs.*) *Inter* | *BH in after* | | | 5*BH to U dk* | HS7758 FD | | |
| | | | | | | | | *Lloyd's* | *sA&CP* | | *CellDB*356′ | 1089*t DTa*35′1021*t* | | 1 ,, ,, 2nd ,, | Scotts'S.B &E.Co.Ld.Grk. | | |
| | | | | | | | | | | | | | | *APT*45*t* | | | |
| 78634 | **Lyman C. Smith** | | 6200 | | | | | 1905 | DetroitS.B. | GreatLakesS.S.Co. | 525·0 | 55·2 | 31·0 | Oswego, | T.3Cy.23½″,38″&63″–42″ | | R |
| 202056 | | | — | | | | | | Co. | Inc. | F44′ | | | N.Y. | 257NHP | | |
| WDMS | D.F. GyC. | 1*Dk* | 4916 | | | | | | Wyandotte | | | | | *WB* | Utd.States DetroitS.B.Co.Detroit | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | | | |
| 78635 | **Lyminge** (*ex*NeathAbbey–39, | | 2499 | ✠100A1 | | ~~Cff~~ | | CL | 1919 | C.Hill& | Constants(South | 303·0 | 43·0 | 20·8 | Cardiff | T.3Cy.22″,36″&59″–39″ (*s*) | 23 ″ 0 | |
| 142569 | *ex*BaronHerries–34, | *ss*Gls.No.3–4,33 | 2258 | Examined 3,41 Cff | | | | 10,38 | 7mo | Sons | Wales)Ld. | | | | British | 180lb 270NHP | s 3 ″ 4½ | |
| GBRX | *ex*Trevelyan) | *ss*Rot.No.1–37 | 1449 | ✠NB8,27 | | ✠LMC1,37 | | | Bristol | (H.Constant,*Mgr*) | P33′B80′F33′ FK | | | 6*BHptCem* | 2SB,6*cf*,GS115,HS4604 | 19 ″ 10 | |
| | *CruiserStern* | 1*Dk*(*Stl*) | | BS3,41 | | | | | *Lloyd's* | *sA&CP* | *CellDB*252′670*tFPT* | | | 70*tAPT*180*t* | Richardsons,Westgarth& | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | Co.Ld.Hpl. | | |
| 78636 | **Lynæs** (*ex*Pia–38,*ex*Nadja–38) | | 656 | | | | | 1916 | Eriksbergs | Dampskslsk. | 176·2 | 28·9 | 11·8 | Copnhagen | T.3Cy.14½″,22 7/16″&36½″–24″ | | V |
| | | *CruiserStern* | 514 | | | | | | M.V.Aktieb. | SolnæsA/S(Oluf | P56′F22′H54′ | | | Danish | 65NHP | | |
| OYTZ | *Mchy.Aft* | 1*Dk* | 347 | | | | | | Gothenburg | Svendsen,*Mgr.*) | | | | *WB* | EriksbergM.V.Aktieb.Got | | |
| 78637 | **Lyng** (*ex*Livonia–36,*ex* | | 953 | | | | | 1920 | Rennie, | A/R Jotun(Paul | 207·5 | 33·6 | 13·5 | Bergen | T.3Cy.16½″,27″&44″–30″ | | C |
| | Ambleside–33,*ex*MaindyTransport) | | 774 | | | | | | Ritchie&Nw- | Jebsen,*Mgr.*) | | | | Norwegian | 106NHP | | |
| LJHP | Wireless D.F. | 1*Dk* | 465 | | | | | | portS.B.Co. | | | | | *WB* | Plenty&Son,Ld.Newbury | | |
| | *Mchy.Aft* | | | | | | | | Ld.Wivenhoe | | | | | | | | |
| 78638 | **Lyngen** Ⓟ | | 489 | | | | | 1931 | Trndhjms | A/S TromsFylkes | 150·5 | 26·1 | 16·7 | Tromsö | T.3Cy.13¾″,23″&38″–22″ | | |
| | Wireless | | 408 | | | | | | Mek.Værks. | Dampskibsselskab | H81*t* | | | Norwegian | 68NHP | | |
| LEJX | *Cruiser Stern* | 1*Dk*&*Shelter dk* | 272 | | | | | | Trondheim | | | | | *WB* | TrondhjemsM.W.Trndhm. | | |
| 78639 | **Lynghaug** (*ex*CanadianTrooper) | | 2829 | ✠ —— | | Hfx | *u* | 1919 | Wallace | Hvide'sRederi | 320·0 | 44·2 | 22·9 | Bergen | T.3Cy.25″,41″&68″–45″ | 25 ″ 0 | N |
| | | *ss*St.J.No.2–27 | 2527 | 3,33 | | | | 8mo | Shipyards,Ld | A/S(JohanHvide, | P29′B96′F34′ | | | Norwegian | 375NHP | | † |
| LDYN | D.F. | 1*Dk*(*Stl*) | 1693 | | ✠ | | | | Vancouver, | *Mgr.*) | FK | | | 5*BHCem* | 2SB.6*cf*,GS132,HS5162 | | |
| | | | | | | | | | B.C. | | *CellD*B262′528*t FPT*78*t* | | | *APT*29*t* | WallaceShipyards,Ld. | | |
| 78640 | **Lynn Trader** (*ex*Goldfinch–36, | | 327 | ✠100A1 | | Yar | *e* | OG | 1927 | W.J.Yar- | Gt.Yarmouth | 130·8 | 23·6 | 9·5 | Yarmouth | T.3Cy.12″,20″&34″–24″ (*s*) | 10 ″ 6 | |
| 160039 | *ex*Vivonia) | *ss*Yar.No.3–9,39 | 226 | 12,40 3,39 | | Mdb | | ~~8,37~~ | 5mo | wood&Sns Ld | ShippingCo.Ld. | | | | British | 180lb 53RHP | s ″ 8 | |
| MNTL | *Mchy.Aft* | 1*Dk*(*Stl*) | 122 | | | ✠LMC9,39 | | 12,40 | Northwich | | Q45′B9′F19′ FK | | | 3*BHCem* | 1SB,2*cf*,GS42,HS1375 | 9 ″ 11 | |
| | | | | DBS12,40 | | | | | *Lloyd's* | *sA&CP* | *FPT*25*t* | | | *APT*10*t* | W.J.Yarwood&Sons,Ld. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78641 | **Lynton Grange** | | 5029 | | | | | 1937 | Blythsw'd | HoulderLine,Ld. | 417·7 | 56·0 | 24·3 | London | T.3Cy.22½",36"&65"–48" | | C |
| 165606 | | | 4420 | | | | | | S.B.Co.Ld. | (HoulderBros.& | | | | British | 293NHP | | |
| GZYJ | | 1 *Dk&Shelter dk* | 2986 | | | | | | Glasgow | Co.Ld. *Mgrs.*) | *Fon Shelter dk* 34′ | | | *WB* | D.Rowan&Co.Ld.Gls. | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 78642 | **Lynx** | | 1367 | | | | | 1925 | Atel.&Ch. | DetBergenske | 231·4 | 34·2 | 21·8 | Bergen | T.3Cy.18",30"&50"–33" | | N |
| | | | 1314 | | | | | | de la Seine | Dampskibsselskab | H36*t* | | | Norwegian | 143NHP | | |
| LDLL | Wireless D.F. | *2 Dks* | 784 | | | | | | Maritime | | | | | *WB* | Atel.&Ch.de la Seine, | | |
| | *Ref.Mchy.* | | | | | | | | LeTrait(S.I.) | | | | | | Maritime | | |
| 78643 | **Lyon** | | 4533 | 100A1 | | | | 1940 | Ch.&Atel. | Cie.de Navigation | 405·0 | 54·9 | 34·0 | La Rochlle | T.3Cy.24½",42"&70"–48" | | |
| | | | 3950 | *with freeboard* | | | | | de St. Nazaire | d'Orbigny | | | | French | | | |
| | D.F. | | 2696 | | | | | | (Penhöet) SA | | F33′ | | | | | | |
| | | | | (*Class Contemplated*) | | | | | Rouen | | | | | | | | |
| | | | | | | | | | | | | | | | Atel.&Ch.de la Seine | | |
| | | | | | | | | | | | | | | | Maritime Worms et Cie. | | |
| 78644 | **Lyons Maru** | Twin Sc | 7018 | ✠100A1 | Kob | *b*† | CL | 1920 | Yokohama | NipponYusenK.K. | 445·0 | 58·0 | 34·0 | Tokyo | T6Cy.20½",33½"&56"–48" (*s*) | 34 " 0 | |
| 26949 | | *ss* Yka.No.3–2,32 | 6450 | 2,40 | | | 2,39 | 5mo | Dock Co.Ld | | 461·6(O.L.) | | | Japanese | 200lb 632NHP | s 7 " 6½ | |
| JOMD | | *ss* Kob.No.2–40 | 4340 | | ✠LMC2,40 | | | | Yokohama | | P35′B138′F35′ FK | | | 7 *BH Cem* | 4SB,*12cf*,GS225,HS9200 FD | 26 " 8 | |
| | | 2 *Dks*(*Stl*) | | | | | | *Lloyd's* | *SA&CP* | *Cell DB* 392′1314*t* | *DT a* 42′1337*t FPT* | | | 73*t APT* 58*t* | Yokohama Dock Co.Ld. Yka | | |
| 78645 | **Lyra** Ⓟ (*ex* Schlesien, *ex* Prins Eitel Friedrich) E.S.D. | | 1474 | | | | | 1912 | Akt.Ges. "Vulcan" Stettin | DetBergenske Dampskibsselskab | 241·5 | 34·6 | 15·4 | Bergen | T.3Cy.19¾"&31½"&51⅛"–31½" | | |
| | | | 949 | | | | | | | | P324*t* H159*t* F31*t* | | | Norwegian | 148NHP | | |
| LCSU | Sub.Sig Wireless D.F. | 1 *Dk* | 835 | | | | | | | | | | | *WB* | A.G. "Vulcan," Stettin | | |
| 78646 | — | Iron | 355 | ✠ ... | | | | 1881 | Baxter& | KarlForsström | 166·3 | 20·2 | 10·1 | Åbo | C.2Cy.16"&32"–20" | 10 " 6 | |
| | (*ex* Kant) | *ss* Ros.No.2–88 | 251 | 1,94 | | | | 11mo | Co. | A/B | 158·9 | | | Finnish | NB96 38NHP | | |
| OHVH | *Well deck* | 1 *Dk* | 206 | ✠ | | | | | Sunderland | | len98 FK | | | *WB* | R.Smith, Preston | | |
| 78647 | **Lyras** (*ex* Avon Bridge–37, | | *5685* | ✠100A1 | Gal | *y* | CL | 1918 | Nthmblnd | M.N.&P.G.Lyras | 399·6 | 53·0 | 32·8 | Piræus | T.3Cy.27",45"&75"–54" (*s*) | 35 " 5 | |
| 913 | *ex* Alma Dawson–35, | *ss* Sws.No.3–8,30 | *5486* | *Shelter dk* | Rpt Sws | | ~~12,36~~ | 10mo | S.B.Co.Ld. | | 24·3 | | | Greek | 180lb 620NHP | s 9 " 4⅜ | |
| SVVT | *ex* Bradclyde–34, | *ss* Bly.No.2–38 | *3558* | *with freeboard* | | | 6,40 | | Newcastle | | F39′ *on Shelter dk* | | | 7 *BH pt Cem* | 3SB,*12cf*,GS220,HS9525 FD | 26 " 3 | |
| | *ex* War Castle) 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | | | ~~6,40 10,38~~ 1,41 | BS12,40 | | N1,41 | *Lloyd's* | *SA&CP* | | | | FK | (*Coll to Sh dk* | N.E.Marine Eng Co Ld Nwc. | | |
| | D.F. | | | ~~10,38 12,36~~ | ✠LMC10,38 | | | | | *Cell DB* 351′1284*t* | *FPT* 60*t APT* 90*t* | | | 6 ,, 2*nd*,,) | | | |
| 78648 | **Lys** | | *1609* | 100A1 | Ant | | CL | 1908 | Akt.Ges. | CieNationaleBelge | 262·0 | 38·1 | 16·4 | Antwerp | T.3Cy.18⅛",30½"&48"–33⅛" | 19 " 4 | |
| | (*ex* Bremen, | *ss* Ant.2nd No.3–8,32 | *1349* | 10,39 | | | 10,39 | | "Neptun" | de Transp.Marit. | | | | Belgian | 200lb 114NHP | s 1 " 1½ | |
| ONSC | *ex* Minna Cords) | *ss* Ant.No.1–37 | *954* | | LMC | | | | Rostock | (Armement Deppe, | P12′Q83′B106′F28′ | | | 4 *BH Cem* | 2SB,*4cf*,GS64,HS1256 | 18 " 5 | |
| | *Well deck* | 1 *Dk*(*Stl*) | | MS10,36 | BS10,38 | | | *Lloyd's* | *SA&CP* | *Mgrs.*) | | | FK | | A.G. "Neptun," Rostock | | |
| | | | | | | | | | | *Cell DB* 217′547*t FPT* | 70*t APT* 11*t* | | | | | | |
| 78649 | **Lysaker** (*ex* Ramscapelle, *ex* Delfzijl) | | 910 | | | | | 1919 | NV.Schpsb | L.Lorentzen | 194·7 | 32·2 | 13·0 | Oslo | T.3Cy.14¾",23¾"&38⅜"–26½" | | N |
| | | | 665 | | | | | | My.Farmsum | | Q105*t* H21*t* B21*t* | | | Norwegian | 77NHP | | |
| LEKC | *Mchy.Aft* | 1 *Dk* | 485 | | | | | | Delfzijl | | F28*t* | | | *WB* | Alblasserdam Msch.Fab. | | |
| 78650 | **Lysaker IV** (*ex* Vale of Mowbray–35) | | 1551 | ✠100A1 | Ght | *p* | CL | 1924 | Furness | L.Lorentzen | 245·6 | 38·6 | 15·4 | Oslo | T.3Cy.17",27½"&45"–33" (*s*) | 21 " 9 | |
| | | *ss* Hpl.No.3–12,35 | 1143 | 2,41 | Nwc | | ~~6,39~~ | 9mo | S.B.Co.Ld. | | | | | Norwegian | 180lb 156NHP | s 5 " 4 | |
| LJCE | | *ss* Sld.No.1–40 1 *Dk*(*Stl*) | 973 | | | | 5,40 | | Haverton | | Q183′F24′ FK | | | 4 *BH pt Cem* | 2SB,*4cf*,GS79,HS2806 | 16 " 7 | |
| | *Well deck* | *Cargo battens not fitted* | | BS4,41 | ✠LMC6,40 | | | | Hill-on-Tees | *Cell DB* 175′451*t* | | | | | Ross&Duncan, Glasgow | | |
| | | | | | | | | *Lloyd's* | *SA&CP* | *DT at sides of tunnels* 34′192*t FPT* 59*t* | | | | *APT* 85*t* | | | |
| 78651 | **Lysaker V** | | 1571 | | | | | 1936 | Porsgrund | L.Lorentzen | 246·6 | 37·9 | 18·2 | Oslo | C.2Cy.13¾"&27⅝"–27⅛"& | | N |
| | | | 1283 | | | | | | Mek.Værks. | | P66′F29′ | | | Norwegian | LP turbine with DR gearing&hydraulic coupling | | |
| LJHV | *Mchy.Aft* | 1 *Dk* | 888 | | | | | | Porsgrunn | | | | | *WB* | 63NHP | | |
| | Wireless D.F. | *Cruiser Stern* | | | | | | | | | | | | | Porsgrund M.V.Porsgrunn | | |
| 78652 | **Lysefjord** | | 1091 | | | | | 1915 | Stavanger | A/S D/S Lysefjord | 237·5 | 33·1 | 15·2 | Stavanger | T.3Cy.19",30½"&51"–33" | | N |
| | | | 915 | | | | | | Stöberi&Dok | (K.Olsen) | P20′B58′F31′ | | | Norwegian | 149NHP | | |
| LEKE | | 1 *Dk* | 597 | | | | | | Stavanger | | | | | *WB* | Stavanger Stöberi&Dok | | |
| 78653 | **Lysland** (*ex* Ryhope) | *ss* Shl.No.2–40 | 1335 | ✠100A1 | Stv | *o* | CL | 1907 | Blyth S.B. | Halvorsen Ship- | 234·7 | 34·5 | 15·0 | Bergen | T.3Cy.19",31 &51"–36" (*s*) | 17 " 3 | |
| | | *ss* Bgn.2nd No.3–10,31 | 1015 | ~~10,40 8,39~~ | Shl | | 9,38 | 8mo | Co.Ld. | ping Co.A/S Ld. | 244·4(O.L.) | | | Norwegian | 180lb 179NHP | s 5 " 0¼ | |
| LEKG | Wireless D.F. | ~~*ss* Bgn.No.1–37~~ | 727 | BS~~4,39~~ | ✠LMC~~8,37~~ | | | | Blyth | (A/S Thv. | Q121′B10′F24′ FK | | | 4 *BH Cem* | 2SB,*4cf*,GS62,HS2900 | 15 " 11½ | |
| | 1 *Dk*(*pt Irns & pt Stl*) & *deep framing* | | | 3,40 | MS10,40 | | | *Lloyd's* | *SA&CP* | Halvorsen,*Mgrs.*) | | | | | Richardsons, Westgarth& Co.Ld.Sld. | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | *Cell DB a* 65′ *u E &* | *B* 35′ *f* 98′341*t FPT* | | | 53*t APT* 75*t* | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant et prin. Lettre d'Equipement. | 7* Date de la dernière visite de Lettre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Francs-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registre ou code d'où il est dans le L. R. Durée Cert. Load Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78654 220999 KDNK | **M. F. Elliott** *Fitted for oil fuel* *Mchy. Aft* *Longitudinal framing* 2 *Dks* D.F. GyC. *Carrying Petroleum in bulk* | | 6940 — 4277 | | | | | 1921 | Moore S.B. Co. Oakland, Cal. | Standard Oil Co. of New Jersey | 425·8 P106′ | 57·0 B40′ | 33·1 F41′ | Wilmgton (Del.) Utd. States | T. 3Cy. 27½″, 46″ & 78″–51″ 434 NHP Hooven, Owens, Rentschler Co. Hamilton, O. *WB* | | R |
| 78655 OYTA | **M. G. Melchior** Ⓟ Iron Wireless D.F. 1 *Dk* & *Awng dk* | | 1029 689 623 | | | | | 1885 | Burmeister & Wain Copenhagen | Det Forenede Dampskibs Selsk. | 221·4 B15′ | 30·1 H48′ | 15·0 22·4 | Frdrkshvn Danish *WB* | C. 2Cy. 38″ & 60″–36″ 180 NHP Burmeister & Wain, Cpn. | | V |
| 78656 236354 WDOK | **M. L. Sylvia** Twin Sc *Oil Eng.* *Mchy. Aft* 1 *Dk* *Carrying Petroleum in bulk* *Electrically welded* | | 686 — 519 | | | | | 1937 | Hathaway Machine Co. Fairhaven, Mass. | Colonial Marine Transport Corp. | 174·2 | 32·0 | 13·7 | N. Bedford, Mass. Utd. States | Oil Engines 4S.C.SA 12 Cy. 13″–16″ 200 NHP Atlas-Imperial Diesel Eng. Co. Oakland, Cal. | | R |
| 78657 215766 WMBV | **M. & J. Tracy** (*ex* Lakeland) Sub. Sig. D.F. *Mchy. Aft* *Topside tanks* 1 *Dk* | | 2364 2004 1395 | ✠ … 2,21 ✠ | | | | 1917 11 mo | Gt. Lakes Eng. Works Ecorse, Mich. | M. & J. Tracy, Inc. | 253·0 P115′ | 43·5 F26′ | 25·6 | New York Utd. States *WB* | T. 3Cy. 19½″, 34½″ & 57″–42″ 284 NHP Gt Lakes Eng. Wrks. Detroit | 27 ″ 6 | R † |
| 78658 PFQD | **Maartje** *ss* Rot. No. 1–36 *Oil Eng.* *Mchy. Aft* 1 *Dk* (*Stl*) | | 348 242 234 | ✠ 100 A1 5,39 | Rot | *d* | 4,38 | 1932 4 mo | N.V. Werf. "Voorhuit" Enkhuizen *Lloyd's* | A. Goumare *Cell* | 132·1 P36′ *DB* | 24·7 F13′ FK *f* 28′ 30 *t* | 8·3 *FPT* 16 *t* | Middlhrnis Dutch *APT* 12 *t* | Oil Engines 4S.C.SA 4 Cy. 11″–17½″ 47 NHP 3 *BHpt Cem* Humboldt-Deutzmotoren, A.G. Köln-Deutz | 9 ″ 10 s ″ 10½ 9 ″ 0½ | |
| 78659 PFQI | **Maas** *ss* Rot. No. 3–4, 33 *ss* Rot. No. 1–38 1 *Dk* (*Stl*) | | 1966 1766 1158 | ✠ 100 A1 1,39 ✠ LMC MS 1,38 BS 3,40 | Rot | *r* | CL 1,39 | 1920 7 mo | A. Vuijk & Zonen Capelle a/d Ysel A&CP | N.V. Houtvaart (Vinke & Co. *Mgrs.*) *Cell D* | 281·5 P22′ B72′ *B244′ 543 t* | 40·3 F25′ FK *FPT* 81 *t* | 19·1 4 *BHCem* *APT* 41 *t* | Rottrdam Dutch | T. 3Cy. 21″, 34½″ & 57″–36″ (*s*) 190 lb 225 NHP 2SB, *6cf*, GS 104, HS 3560 Arnhemsche Stoom-sleephelling My. Arnhem | 21 ″ 4 s 3 ″ 0½ 18 ″ 6 | |
| 78660 — PFQH | — (*ex* Musel, *ex* Weser) 1 *Dk* | | 941 793 511 | | | | | 1923 | Hamburg Elbe Schiffsw. A.G. Wilhlmsburg | P.A. van Es & Co. | 221·9 P & B171′ | 34·5 F30′ | 13·5 *WB* | Rottrdam Dutch | T. 3Cy. 17¾″, 28½″ & 47¾″–31½″ Gutehoffnungs-hütte, Sterkrade 125 NHP | | G |
| 78661 PFQN | **Maasburg** 3 Mst D.F. 2 *Dks* | | 6415 5820 3508 | | | | | 1921 | Flensburg N.V. Schiffsb. Ges. Flensburg | Scheepv. & Trans-port Mij. Atlantica (Halcyon-Lijn N.V. *Mgrs.*) | 454·1 | 59·9 | 27·7 *WB* | Rottrdam Dutch | T. 3Cy. 28¾″, 46¾″ & 76″–48″ 399 NHP Flensburger Schiffsb. Ges. | | G |
| 78662 PFQS | **Maasdam** Ⓟ *ss* Rot. No. 3–2, 35 *ss* Rot. No. 1–39 D.F. 2 *Dks* (*Stl*) & Sub. Sig. *Shelter dk* (*Stl*–ws) | | 8812 7863 5418 | ✠ 100 A1 *Shelter dk* *with freeboard* ~~6,10~~ 2,39 1,41 BS 1,41 BS 2,40 ✠ LMC 2,39 *Fitted for oil fuel* 9,21 | Rot NYk | *c*† | CL ~~N 2,38~~ 7,40 *F.P. above* 150° F. | 1921 4 mo | Maats. Fyenoord Rotterdam *Lloyd's* | Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn) *Cell DB* | 450·0 B91′ F50′ *on Shelter dk* 367′ 1544 *t* | 58·2 F FK *MT* 27′ 71 *t* | 37·2 *DTa* 30′ 682 *t* | Rottrdam Dutch *pt Cem* 8 *BHto Sh dk* 4 *ASp* 172 *t* | 3 steam turbines DR geared to 1 sc. shaft (*s*) 215 lb FD 880 NHP 4SB (Spt), *12cf*, GS 247, HS 11308 J. Brown & Co. Ld. Clydebnk | 40 ″ 0 s 10 ″ 2½ 30 ″ 3½ | |
| 78663 PFRH | **Maaskerk** Ⓟ *ss* Ham. No. 2–37 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F. *Cruiser Stern* | | 4452 3215 2447 | ✠ 100 A1 *with freeboard* ~~Amo~~ ~~Lon~~ Examined 4,41 Liv ✠ LMC MS 10,37 BS 4,41 *Fitted for oil fuel* 5,29 *Fitted for carrying oil* 5,29 | | *y* | CL ~~9,37~~ 1,41 *F.P. above* 150° F. *F.P. above* 150° F. *in deep tank* | 1929 5 mo | Nüscke & Co. A.G. Stettin *Lloyd's* | Vereenigde Nederlandsche Scheep. Maats. (Holland West Afrika Lijn N.V. *Mgrs.*) *Cell DB* | 368·7 383·8 (O.L.) B112′ 301′ 726 *t* | 53·2 F36′ FK (*Coll BH & AP*) *DT f* | 22·0 27′ 502 *t* | The Hague Dutch 7 *BHpt Cem* *pt Asp* *BH to Sh dk* 4 „ 2nd „ 1 „ 3rd „ *FPT* 80 *t* | 2 steam turbines DR geared to 1 sc. shaft (*s*) 225 lb 653 NHP 4SB (Spt), *12cf*, GS 174, FD HS 8439 Escher Wyss & Cie. Zurich *APT* 44 *t* | 25 ″ 6 s 2 ″ 1½ 23 ″ 6½ | |
| 78664 LEKQ | **Mabella** 1 *Dk* | | 1513 1285 839 | | | | | 1926 | F. Schichau Elbing | A/S Mabella (Karl Bruusgaard, *Mgr.*) | 261·7 P61′ | 40·1 H101 *t* | 15·6 F36 *t* | Drammen Norwegian *WB* | T. 3Cy. 18⅝″, 31⅛″ & 51½″–29½″ 142 NHP F. Schichau, Elbing | | N |
| 78665 142857 GDBM | **Mabriton** *ss* Shl. No. 3–7, 32 *ss* Nwc. No. 1–37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* *Cargo battens not fitted in 'tween decks* | | 6694 6452 4129 | ✠ 100 A1 *Shelter dk* *with freeboard* 11,39 BS 11,39 ✠ LMC 4,37 | Bkn | *a*† | CL 11,39 | 1920 2 mo | W. Doxford & Sons, Ld. Sunderland *Lloyd's* | R. Chapman & Son *Cell DB* 366′ 1338 *t* *DTa* 27′ 634 *t* | 412·6 F36′ *on Shelter dk* FK *FPT* 148 *t* | 55·5 | 34·4 *APT* 292 *t* | Newcastle British *Cem* 6 *BH to Sh dk* 2 „ „ *U* „ | T. 3Cy. 27½″, 44″ & 73″–48″ (*s*) 180 lb 596 NHP 3SB, *12cf*, GS 216, HS 9525 FD W. Doxford & Sons, Ld. Sld. | 37 ″ 0 s 8 ″ 9½ 28 ″ 6 | |
| 78666 HPAK | **Macabi** *Fitted for oil fuel* Sub. Sig. 1 *Dk* | | 2802 2377 1522 | | | | | 1921 | Workman, Clark & Co. Ld Belfast | Balboa Shipping Co. Inc. (United Fruit Co. *Mgrs.*) | 303·0 B83′ | 47·2 F38′ | 21·5 *WB* | Balboa Panamanian | T. 3Cy. 20⅝″, 34½″ & 57″–45″ 217 NHP Wrkman, Clark & Co. Ld Bel | | C |
| 78667 26862 JNVD | **Macassar Maru** Ⓟ *ss* Osa. No. 3–10, 32 *ss* Osa. No. 2–40 ~~*ss* Osa. No. 1–36~~ 2 *Dks* (*U*–ws) | | 4026 3476 2519 | ✠ 100 A1 ~~1,7,10,39~~ 3,41 ✠ LMC ~~12,39~~ 11,40 | Yka ~~Osa~~ Kob | *w* ~~9,37~~ 2,41 | OG | 1920 12 mo | Mitsubishi Zosen Kaisha, Ld. Kobe A&CP | Nanyo Kaiun K.K. *Cell D* | 345·0 P33′ B74′ *B294′ 765 t* | 50·0 F40′ FK *APT* 26 *t* | 29·0 | Tokyo Japanese 6 *BHCem* | T. 3Cy. 23″, 38″ & 64″–48″ (*s*) 200 lb FD 342 NHP 2SB, *6cf*, GS 109, HS 4394 Mitsubishi Zosen Kaisha Ld | 29 ″ 1 s 5 ″ 5½ 24 ″ 0 | |
| 78668 153506 VRBJ | **Macau** (*ex* Paul Beau–38, *ex* Ming Shun, *ex* Paul Beau) Twin Sc 2 *Dks* & *Shade dk* | | 1665 1144 1054 | ✠ … | | | | 1903 | Cie. Française de Nav. Nantes | Tai Sang S.S. Co. Ld. | 222·2 H— | 38·1 | 12·3 | Hong Kong British | T. 6Cy. 14¾″, 21¾″ & 35⅞″–21¾″ 118 NHP Cie. Française de Nav. Lyons | | |
| 78669 147934 GKWM | **Macbrae** (*ex* Carlbeath–37) *ss* Sld. No. 3–7, 37 *Arch deck* 1 *Dk* (*Stl*) *Cargo battens not fitted* *Cruiser Stern* | | 2117 1904 1256 | ✠ 100 A1 *with freeboard* ~~12,10,38~~ 4,41 BS 4,41 ~~BS 1,40~~ ✠ LMC 7,37 | Cff ~~Bkn~~ | *r* | CL 10,38 | 1924 12 mo | Burntisland S.B. Co. Ld Burntisland *Lloyd's* | Guardian Line, Ld. (C.A. Roberts, *Mgr.*) *Cell DB* 231′ 592 *t* | 274·5 P19′ F19′ FK *DT in ER* 13′ 139 *t* | 39·9 | 23·3 *FPT* 90 *t* | Glasgow British 4 *BHpt Cem* *APT* 101 *t* | T3Cy. 20″, 33″ & 54″–36″ (*s*) 180 lb 220 NHP 2SB, *6cf*, GS 110, HS 3804 D. Rowan & Co. Ld. Glasgow | 25 ″ 5 s 6 ″ 9½ 18 ″ 9½ | |
| 78670 136014 MFDV | **Macclesfield** *ss* Gms. No. 3–10, 26 *ss* Gms. No. 2–34 D.F. 1 *Dk* (*Stl*) & 2nd *Dk* in Nos. 1 & 3 holds | | 1049 864 552 | ✠ 100 A1 Examined 12,40 ✠ LMC 5,39 BS 11,40 | Lth | *o* | CL 5,39 | 1914 6 mo | Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's* | London & North Eastern Rly. *Cell D Ba* | 250·1 P30′ B92′ F31′ *64′ aE 15′ f 96′* | 34·2 FK *186 t* | 16·0 | Grimsby British 5 *BHCem* *APT* 24 *t* | T. 3Cy. 21½″, 35″ & 58″–39″ (*r*) 180 lb 278 NHP 2SB, *6cf*, GS 133, HS 4928 Swan, Hunter & Wigham Richardson, Ld. Nwc. | 17 ″ 0 s 2 ″ 1½ 15 ″ 0½ | |
| 78671 157594 VJNC | **Macdhui** Ⓟ *Oil Eng.* *ss* Syd. No. 2–39 3 *Dks* (*Stl*–*Weather dk* teak s) *Ref. Mchy.* *Cruiser Stern* | | 4561 3661 2626 | ✠ 100 A1 *with freeboard* ~~5,10,11,39~~ 12,40 4,41 ✠ LMC CS 6,39 ~~DB 10,39~~ 9,40 ~~2,39~~ 2,40 ✠ Lloyd's RMC ~~11,38~~ 12,40 ~~5,40~~ Aft centre chamber for temp. 38° F. | Syd | *x* | CL ~~3,37~~ 5,40 | 1931 3 mo | Barclay, Curle & Co. Ld. Glasgow *Lloyd's* | Burns, Philp & Co. Ld. *Cell DB* 277′ 680 *t* | 341·9 F34′ *DTa* 15′ 105 *t* *FPT* 76 *t* | 51·2 FK *APT* 56 *t* | 29·1 | Sydney British 7 *BHpt Cem* *Coll to W dk* 6 „ 2nd „ | Oil Engines 4S.C.SA 8 Cy. 29½″–59⅛″ 653 NHP 2 *DB 100 lb* J.G. Kincaid & Co. Ld. Grk. | 31 ″ 6 s 9 ″ 9½ 22 ″ 0½ | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78672<br>139122<br>VJFW | **Macedon**<br>*ss*Mel.No.3–3,29<br>*ss*Syd.No.2–37<br>2*Dks*(*Stl*)<br>*Cargo battens not fitted* | 4368<br>3958<br>2613 | ✠100A1<br>7,40 ~~2,40~~<br>~~BS7,39~~ ✠LMC7,37<br>7,40 | Syd | *x* | CL<br>~~7,37~~<br>7,40 | 1916<br>4mo<br>*Lloyd's* | W.Hamilton&Co.Ld.<br>PortGlasgow<br>*SA&CP* | AustralianSteamshipsProprietary Ld. (*Man.Agents*, HowardSmithLd.)<br>*Cell* | 365·0\|51·4\|26·0<br>P30'B81'F33' FK<br>*DB*318'1049*t FPT*<br>91*t APT*212*t* | Melbourne<br>British<br>6*BHCem* | T.3Cy.25½",42"&70"–48" (*s*)<br>180lb 421NHP<br>3SB,9*cf*,GS186,HS7212<br>D.Rowan&Co.Glasgow | 28 " 6<br>s 5 " 3¾<br>23 " 5 | |
| 78673<br>DHPX | **Macedonia** (*ex*Cuba,*ex*Olinda, *ex*Gutfeld)<br>D.F. 2*Dks* | 2875<br>2591<br>1685 | | | | | 1922 | Schiffs-u. Dockbauw Flender Lübeck | DeutscheLevante-LinieHamburg A.G. | 337·8\|48·5\|19·9<br>P17'B101'F33'<br>*WB* | Hamburg<br>German | T.3Cy.23¼",38⅝"&63"–43⅜"<br>262NHP<br>G.SeebeckA.G.Wsm. | | G |
| 78674<br>600<br>SVBX | —<br>(*ex*Aetos–33,*ex Yacht* Aphrodite) | 1839<br>—<br>700 | | | | | 1898 | BathIron Works Bath,Me. | HellenicCoast LinesCo.Ld. | 262·5\|35·6\|20·1 | Piræus<br>Greek | T.3Cy.28",43"&70"–36"<br>294NHP<br>BathIronWorks,Bath | | |
| 78675<br>OTWA | **Macedonier** Ⓟ<br>*ss*Ant.No.3–8,33<br>*ss*Ant.No.1–37<br>D.F. 2*Dks*(*Stl*) | 5227<br>4792<br>3231 | ✠100A1<br>9,10 6,39<br>BS6,39 ✠LMC8,37<br>10,40 | Ant<br>Bry | *y* | CL<br>6,39 | 1921<br>4mo<br>*Lloyd's* | Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow | CieMaritime Belge (LloydRoyal)Soc. Anon.(Agence Maritime Internationale, *Mgrs*) | 400·5\|52·3\|28·7<br>B37'B120'F45' FK<br>*Intermediate 'tweendk B Hin after hold dispensed with*<br>*Cell DB*342'920*t*<br>*Cem* 5 *BH to U dk* 1 „ 2*nd* „ *DT a*30'850*t* | Antwerp<br>Belgium | T.3Cy.26½",44"&73"–51" (*s*)<br>200lb FD 567NHP<br>3SB(Spt)9*cf*,GS179,HS8358<br>Dunsmuir&JacksonLd.Gls<br>*only*<br>*FPT*121*t APT*104*t* | 31 " 0<br>s 5"11⅜<br>25 " 3 | |
| 78676<br>DHAZ | **Maceio** (*ex*Amassia–36)<br>D.F. Sub.Sig. 2*Dks* | 3235<br>2958<br>1870 | | | | | 1920 | Akt.Ges. "Neptun" Rostock | Hamburg-Süd-Amerik.Dampf.-schifffahrtsGes. | 338·1\|48·2\|21·0<br>B25'F43'<br>*WB* | Hamburg<br>German | T3Cy.23⅜",38½"&63⅜"–45⅜"<br>272NHP<br>A.G."Neptun,"Rostock | | G |
| 78677<br>PUMJ | —<br>(*ex*Carolina–35,*ex*Bollwerk,<br>*ex*Carolina, *ss*Got.3rdNo.3-12,22<br>*ex*Upland, *ss*Got.No.3–6,28<br>*ex*Bishopsgate) *ss*Got.No.1–33<br>*Well deck* 1*Dk*(*Stl*)&*Web frames* | 2294<br>1801<br>1434 | ✠ —<br>5,37 | Rio | *s* | | 1888<br>12mo | J.L.Thompson&Sons Sunderland | Cia.Carbonifera Rio-Grandense | 290·0\|38·7\|20·9<br>P29'Q80'B122'F33'<br>BK10"<br>*DBa*88'*f*64'<br>314*t APT*25*t* | R.Janeiro<br>Brazilian<br>6*BHCem* | T3Cy.22⅛",37⅝"&60"–39"<br>NDB02 232NHP<br>2SB(Spt),6*cf*,GS92,HS3600<br>J.Dickinson,Sunderland | 22 " 3 | |
| 78678<br>200747 | **MacGilvray Shiras** (*ex*Umbria)<br>GyC. 1*Dk2trB* | 4077<br>—<br>3519 | | | | | 1904 | American S.B.Co. Cleveland | PittsburghS.S.Co. | 420·0\|50·0\|28·0<br>*WB* | D'luth,Min Utd.States | T.3Cy.22",35"&58"–40"<br>NB24 213NHP<br>AmericanS.B.Co.Clevelnd | | |
| 78679<br>143317<br>GBNC | **Macgregor** (*ex*BaronGarioch–35, *ex*WarMelon)<br>1*Dk* | 2498<br>2267<br>1451 | | | | | 1919 | ForthS.B. &Eng.Co.Ld. Alloa | Ohlson&Co.Ld. (SirEricOhlson, Bart.*Mgr*) | 303·3\|43·0\|20·0<br>P33'B80'F33'<br>*WB* | Ardrossan<br>British | T.3Cy.22",36"&59"–39"<br>217NHP<br>Douglas&Grant,Ld.Kirk'y | | C |
| 78680<br>161450<br>GSBM | **Macgregor Laird**<br>*Oil Eng.*<br>3*Dks* ~~2*Dks*~~ *Shelter dk* | 4992<br>4510<br>3026 | | | | | 1930 | D&W Hendersn&Co.Ld. Glasgow | ElderDempster Lines,Ld. | 370·1\|51·7\|20·1<br>P37'F43' 28·8<br>*WB* | Liverpool<br>British | Oil Engines 4S.C.SA<br>8Cy.29½"–59 1/16"<br>652NHP<br>Harland&Wolff,Ld.Gls. | | C |
| 78681<br>166228<br>GKKF | **Macharda**<br>D.F. E.S.D.<br>*Ref.Mchy.* *Cruiser Stern*<br>2*Dks*3*rd dk in No.*1 *hold* | 7998<br>7308<br>4762 | ✠100A1<br>2,11 ~~4,10~~<br>✠LMC3,38<br>*Fitted for oil fuel* 3,38 | Lon<br>Gls | *d*†<br>2¾<br>*F.P. above* | CL<br>3,10 | 1938<br>3mo<br>*Lloyd's* | Wm.Hamilton&Co.Ld. Port Glasgow<br>*SA&CP* | Thos.&Jno Brocklebank,Ld.<br>*Duct keel forward of mchy.space*<br>*Cell DB*386'1244*t* | 475·6\|62·7\|32·3<br>493·6(O.L.)<br>P51'B161'F54' FK<br>(1 „ *to2nd dk*)<br>*DTa*36'1227*t FPT* | Liverpool<br>British<br>8*BHpt Cem*<br>90*t APT*95*t* | 3 steam turbines SR geared to 1 sc shaft<br>250lb (*r*) 1170NHP<br>4SB(Spt) 16*cf*,HS14060,FD<br>D.Rowan&Co.Ld.Gls. | 34 " 10<br>s 7 " 3½<br>27 " 10 | |
| 78682<br>141922<br>VJFX | **Mackarra**<br>*ss*Syd.No.3–11,31<br>*ss*Syd.No.2–39<br>1*Dk*(*Stl*)<br>*Cruiser Stern* | 2515<br>2261<br>1456 | ✠100A1<br>6,40 ~~7,39~~<br>BS8,40 ✠LMC7,39 | Syd | *l* | CL<br>~~7,37~~<br>6,40 | 1919<br>10mo<br>*Lloyd's* | C.Hill& Sons Bristol<br>*SA&CP* | Australasian UnitedStm.Nav. Co.Ld.<br>*Cell D* | 303·0\|43·0\|20·7<br>313·0(O.L.)<br>P33'B80'F33' FK<br>*B*252'670*t FPT*70*t* | Melbourne<br>British<br>5*BHCem*<br>*APT*180*t* | T.3Cy.22",36"&59"–39" (*s*)<br>180lb *100lb* HS5140 331NHP<br>2 Water Tube Boilers FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 23 " 0<br>s 3 " 4½<br>19 " 10 | |
| *Now "Cardross," see No. 87560 in 1941 Supplement* | | | | | | | | | | | | | | | | |
| 78683<br>217770<br>KBXB | **McKeesport**<br>*Fitted for oil fuel*<br>Sub.Sig. 1*Dk&Shelter dk&Web frames*<br>*Longitudinal framing* | 6198<br>5895<br>3828 | ✠ ...<br>5,20<br>✠ | | | | 1919<br>4mo | Federal S.B.Co. Kearny,N.J. | UnitedStates Maritime Commission | 395·5\|55·0\|31·4<br>P45'B110'F38'*on Shelter dk* FK<br>*WB* | NewarkNJ<br>Utd.States | DR Geared Steam Turbine<br>619NHP<br>GeneralElectricCo. Schenectady,N.Y. | 34 " 11 | R<br>† |
| 78684<br>135602<br>GDLX | **Maclaren** (*ex*SingletonAbbey–36)<br>*ss*Sld.2ndNo.3–1,40<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2330<br>2159<br>1420 | ✠100A1<br>10,40 ~~1,40~~<br>✠LMC1,40 | Sld<br>Gms | *s* | CL<br>12,39 | 1915<br>7mo<br>*Lloyd's* | Richardsn, Duck&Co.Ld Stockton<br>*SA&CP* | Ohlson&Co.Ld (SirEricOhlson, Bart.*Mgr*)<br>*Cell DBa*102'*u* | 303·0\|43·0\|20·0<br>313·1(O.L.)<br>P25'B64'F31' FK<br>*E*22'*f*122'642*t FPT*<br>94*t APT*60*t* | Cardiff<br>British<br>5*BHCem* | T.3Cy.22",36"&59"–39" (*s*)<br>180lb *100lb* 249NHP<br>2SB,6*pf*,GS111,HS4008<br>Blair&Co.Ld.Stockton | 22 " 5<br>s 3 " 4¾<br>19 " 3 | |
| 78685<br>PFRR | **Macoma** *ss*Sba.No.1–40<br>D.F. E.S.D. *Oil Eng.*<br>1*Dk*2*nd dk clear of cargo tanks*<br>*Mchy.Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | 8011<br>7237<br>4767 | ✠100A1<br>10,40 ~~11,39~~<br>✠LMC CS10,40<br>DBS10,40 8,37<br>*Carrying Petroleum in bulk* | Sba | *c*† | CL<br>~~3,37~~<br>10,40 | 1936<br>5mo<br>*Lloyd's* | NVNederl. Schps.Maats. Amsterdam<br>*SA&CP* | N.V.Petroleum Maats."LaCorona"<br>*Cell DBuE*64'157*t* | 462·9\|59·3\|33·8<br>P93'B47'F48' FK<br>*DTf*25'264*t FPT*<br>135*t APT*83*t* | TheHague<br>Dutch<br>15*BH* | Oil Engines 4S.C.SA<br>8Cy.25 1/16"–55½"<br>502NHP<br>DB*180lb*<br>WerkspoorN.V.Ams. | 34 " 0<br>s 6 " 9<br>27 " 5½ | |
| 78686<br>KZDW | **Mactan** (*ex*HaiKong, *ex*Moura,*ex*NorthLyell)<br>2*Dks* | 2067<br>1773<br>1270 | | | | | 1899 | Armstrong Whitworth &Co.Ld. Newcastle | Cia.Maritima (FernandezHermanos,Inc.*Mgrs*.) | 300·0\|40·6\|20·1<br>*WB* | ManilaP.I. Utd.States | T.8Cy.(2)17",(2)27½"&(4) 31"–30"<br>210NHP<br>WighmRichrdsn&Co.Nwc. | | |
| 78687<br>164589<br>GYRQ | **Mactra**<br>D.F. E.S.D. *ss*Liv.No.1–40 *Oil Eng.*<br>1*Dk*2*nd dk clear of cargo tanks*<br>*Mchy.Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | 6193<br>5496<br>3627 | ✠100A1<br>5,11 ~~10,39~~<br>✠LMC CS6,41<br>DBS7,40 6,41<br>*Carrying Petroleum in bulk* | Cff<br>Shl | *a*† | CL<br>1,39 | 1936<br>3mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*SA&CP* | Anglo-Saxon PetroleumCo.Ld.<br>*Cell DBuE*61'13*2t DTf*25'261*t FPT* | 430·3\|54·5\|30·7<br>446·3(O.L.)<br>P87'B37'F48' FK<br>106*t APT*59*t* | London<br>British<br>16*BH* | Oil Engines 4S.C.SA<br>6Cy.25 1/16"–55⅛" 377NHP<br>DB*180lb*<br>Hwthrn,Leslie&CoLd.Nwc | 31 " 0<br>s 5 " 7½<br>25 " 7 | |
| 78688<br>PFSB | **Macuba** *Twin Sc*<br>*Oil Eng.*<br>D.F. ~~*ss*Sba.No.2–40 *ss*Rot.No.1–35~~<br>*Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*)<br>*Cruiser Stern* *clear of cargo tanks*<br>*Longitudinal framing at bottom & at deck* | 8249<br>7476<br>4783 | ✠100A1<br>~~4,40~~ ~~5,38~~12,40<br>✠LMC CS5,39<br>DBS~~8,34~~4,40 8,38<br>*Carrying Petroleum in bulk* | Ams<br>Shs Sng | *c*† | CL<br>~~12,37~~<br>4,40 | 1931<br>6mo<br>*Lloyd's* | N.V.Mch. &Scheepswrf vanP.Smit,Jr Rotterdam<br>*SA&CP* | N.V.Petroleum Maats."LaCorona"<br>*Cell DBuE*69'222*t* | 450·8\|62·0\|34·1<br>P103'B35'F43' FK<br>*DTf*32'355*t FPT*2 | The Hague<br>Dutch<br>14*BH* | Oil Engines 4S.C.SA<br>12Cy.24½"–43 3/16"<br>714NHP<br>2DB*150lb*<br>Werkspoor,Amsterdam | 34 " 0<br>s 6 " 7½<br>27 " 6½ | |
| 78689<br>141935<br>VJFY | **Macumba**<br>*ss*Syd.No.3–1,31<br>*ss*Syd.No.2–39<br>1*Dk*(*Stl*)<br>*Cruiser Stern* | 2526<br>2247<br>1447 | ✠100A1<br>6,10 ~~8,39~~<br>✠LMC8,39<br>BS8,40 | Syd<br>NSW | *l* | CL<br>10,38 | 1919<br>12mo<br>*Lloyd's* | C.Hill& Son Bristol<br>*SA&CP* | Australas'nUnited Stm.Nav.Co.Ld.<br>*Cell D* | 303·0\|43·0\|20·7<br>P33'B80'F34' FK<br>*B*252'670*t FPT*70*t* | Melbourne<br>British<br>5*BHCem*<br>*APT*180*t* | T.3Cy.22",36"&59"–39" (*s*)<br>180lb *100lb* HS5140 332NHP<br>2 Water Tube Boilers FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 23 " 0<br>s 3 " 4½<br>19 " 10 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant et après. Lettres d'Appropriété. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Ob. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Lettres où quel. et no in red dans le L. Diario, Cert. & of Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78690 | **Macville** (*ex*Ray) | **3Mst** | 666 | ✠100A1 | Bwg | *i* | CL | 1915 | Dundee | WesternNav.Co. | 170·1 | 29·0 | 11·3 | London | T.3Cy.15″,25″&41″–27″ (*s*) | 13 ″ 6 | |
| 136753 | *ss*Bwg.2nd.No.3–11,39 | | 462 | 2,40 ~~11,30~~ | | | ~~1,38~~ | 1mo | S.B.Co.Ltd. | Ld.(Wm.S.Scott& | | *30·2* | | British | 180lb 84RHP | s 4 ″ 1½ | |
| MFSP | *Well deck* | 1*Dk*(*Stl*) | 335 | ✠LMC11,39 | | | 9,40 | Dundee | | Co.*Mgrs.*) | Q96′B15′F22′ BK8′ | | | 3*BHCem* | 1SB,3*pf*,GS58,HS1915 | 13 ″ 9½ | |
| | *Mchy.Aft* | *Cargo battens not fitted* | | BS11,40 | | | | *Lloyd's AP* | | *Cell* | *DB f* 101′141*t FPT* | | | 55*t APT*5*t* | Earle's Co.Ld.Hull | | |
| 78691 | **Madali** (*ex*Rialto,*ex*Olympos) | | 3014 | … | | | | 1911 | Akt.Ges. | LosCargosAlgér- | 337·1 | 48·2 | 29·2 | Algiers | T.3Cy.23½″,38″&62″–41½″ | 23 ″ 9 | V |
| | *ss*Npt.No 3–4,21 | | 2700 | 10,28 | | | | | "Neptun" | iens.Soc.Anon. | F33′*on Shelter dk* | | | French | 309NHP | | |
| FOVE | *ss*Liv.No.1–25 | | 1811 | | | | | | Rostock | | | | FK | *WB* | A.G "Neptun," Rostock | | † |
| | D.F. | 1*Dk*&*Shelter dk* | | | | | | | | | | | | | | | |
| 78692 | **Madare** | **Wood4MstSr** | 545 | | | | | 1919 | Æröeskö- | Gust.Erikson | 167·2 | 34·9 | 15·5 | Mariehmn | Oil Engines 2S.C.SA | | V |
| 818 | (*ex Steamer* FoxIII,*ex*Tele, | *Oil Eng.* | 539 | | | | | | bingsSkibs- | | 157·4 | | | Finnish | 3Cy.17¾″–18¾″ 166NHP | | |
| OHNY | *ex*MotorVessel,*ex*SydGeorgia) | 1*Dk* | 362 | | | | | | værft | | Q15*t*H52*t* | | | | *Emade*18*fitted*28 | | |
| | | | | | | | | | Ærösköbing | | | | | | A/B J.Svensons Motorfbk Skm. | | |
| 78693 | **Madda** (*ex*Bogota–33) | | 5181 | ✠ —— | Hul | *y* | | 1919 | Cammell | G.&F.Fratelli | 412·5 | 52·1 | 28·4 | Genoa | T.3Cy.27″,44″&73″–48″ | 31 ″ 0 | I |
| 1827 | *ss*Hul.No.2–27 | | — | 1,33 | | | | 5mo | Laird&Co.Ld | Bozzo | 400·0 | | | Italian | 517NHP | | † |
| IBRB | D.F. | 2*Dks*(*Stl*) | 3108 | ✠ | | | | | Birkenhead | | P49′B113′F40′ FK | | | 7*BHptCem* | 3SB,9*cf*,GS190,HS7668 | | |
| | | | | | | | | | | *Cell DB* | 343′1152*t FPT*113*t* | | | *APT*166*t* | CammellLaird&Co.Ld Bkn | | |
| 78694 | **Maddalena** | **Aux3MstSr** | 345 | | | | | 1920 | Van der | GiuseppeRoggero | 146·1 | 27·2 | 11·1 | Imperia | Oil Engines 4S.C.SA | | I |
| 3 | (*ex*ArrigoGiuntini–34, | *Oil Eng.* | 306 | | | | | | Werff | | | | | Italian | 4Cy.10⅝″–16⅛″ 44NHP | | |
| IKHY | *ex*Istriano) | | 254 | | | | | | Doesburg | | | | | | NE32 | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | DeutscheWerkeKielA.G. | | |
| 78695 | **Maddalena G.** (*ex*Maria | | 5212 | | | | | 1918 | Barclay, | GiuseppeGavarone | 401·1 | 52·3 | 28·5 | Genoa | T.3Cy.27″,44″&73″–48″ | | CI |
| 2220 | Stathatos–38,*ex*Piave, | *Fitted for oil fuel* | 4784 | | | | | | Curle&Co.Ld. | | P49′B113′F39′ | | | Italian | 369NHP | | |
| IBES | *ex*WarNorman) | 1*Dk* | 3131 | | | | | | Glasgow | | | | | *WB* | Barclay,Curle&Co.Ld.Gls. | | |
| 78696 | **Maddalena Odero** | | 5479 | | | | | 1921 | N.Oderofu | Navig.OderoSoc. | 394·4 | 51·7 | 27·2 | Genoa | 2 Steam Turbines DR | | I |
| 1043 | (*ex*MaddalenaO.) | *Fitted for oil fuel* | 4443 | | | | | | A.&Co. | Anon. | P&B252′F38′ | | | Italian | geared to 1 Sc.Shaft | | |
| IBAU | D.F. *Mchy.Aft* | 1*Dk* | 3308 | | | | | | SestriPnente | | | | | *WB* | N.Oderofu A.&Co.SestriP. | | |
| 78697 | **Madeirense** (*ex*Gripen–34, | | *469* | | | | | 1919 | A/B Sven- | Empresa de | 156·6 | 27·6 | 11·7 | Funchal | Oil Engines 2S.C.SA | | V |
| | *ex*Cimbria) | *Oil Eng.* | *373* | | | | | | skaMaritim- | Trasportes de | P32′B38′H23*t*F21′ | | | Portuguese | 6Cy.9½″–16⅝″ 67NHP | | |
| | *Mchy.Aft* | 1*Dk* | *320* | | | | | | verken | Funchal | | | | *WB* | NE30 | | |
| | | | | | | | | | Trelleborg | | | | | | Atlas-Diesel,Skm. | | |
| 78698 | **Madge Wildfire** | **3Mst** | 348 | ✠100A1 | Liv | *f* | CL | 1905 | Ardrossan | Gilchrist'sTraders | 146·7 | 23·6 | 9·8 | Liverpool | C.2Cy.19″&40″–27″ (*s*) | 10 ″ 11 | |
| 121280 | (*ex*Jerfalcon) | *ss*Liv.2ndNo.3–7,32 | 241 | 12,39 | | | 12,39 | 12mo | D.D.&S.CoLd | (Steamships),Ld. | | | | British | 130lb 65RHP | s 4 ″ 2 | |
| MCJS | | *ss*Liv.No.1–37 | 136 | ✠LMC | | | | | Ardrossan | (R.Gilchrist &Co. | Q79′B9′F30′ FK | | | 3*BHCem* | 1SB,3*pf*,GS58,HS1697 | 10 ″ 9 | |
| | *Well deck* *Mchy.Aft* | 1*Dk*(*Stl*) | | M88,37 B5~~1,40~~ | | | | *Lloyd's* | *sA&CP* | *Mgrs.*) | | | *FPT* | 38*t APT*2*t* | McKie&Baxter,Glasgow | | |
| | | | | 7,40 | | | | | | | | | | | | | |
| 78699 | **Madison** (P) (*ex*Warszawa, | | 3734 | | | | | 1911 | NwprtNws | EasternS.S.Lines | 353·3 | 42·1 | 16·8 | New York | T.3Cy.26½″,44″&74″–54″ | | R |
| 208288 | *ex*Madison) | *Fitted for oil fuel* | — | | | | | | S.B.&D.D.Co | Inc. | | | | Utd.States | NB39 402NHP | | |
| KGBN | D.F. | 2*Dks*&*Awng dk*3*tr B* | 2406 | | | | | | NewprtNews | | | | | *WB* | NewportNewsSB&DD.Co. | | |
| 78700 | **Madoera** | | ~~7166~~ | ✠100A1 | Cal | *e*† | CL | 1922 | ForthS.B. | N.V.Stoomv. | 501·0 | 60·5 | 27·6 | Batavia | 2S.R.gearedOilEngines | ~~30 ″ 5~~ | |
| | | *Oil Eng.* | ~~6332~~ | 10,39 | | | 3,38 | 8mo | &Eng.Co.Ld. | Maats.Nederland | | | 37·5 | ~~Amsterdam~~ Dutch | 2S.C.SA 14Cy.22½″–31½″ | ~~s 4 ″ 4~~ | |
| PFSL | | *ss*Ams.No.3–11,33 | ~~4828~~ | ✠LMC CS12,37 | | | | | Alloa | | | | | | 2DB*190lb* 1184NHP | ~~26 ″ 9~~ | |
| | D.F. | *ss*Ams.No.1–38 | 9382 | ✠NE10,X5 ~~8,57~~10,39 | | | | *Lloyd's* | *sA&CP* | | P48′B31′F67′ FK | | | 8*BHptCem* | 2NDB(WT)33 *213lb* | 40 ″ 3 | |
| | | 3*Dks* | 8832 | DBS~~11,38~~10,39 | | | | | | *Cell DBa* 164′ | len33 | | | | WerkspoorN.V.Ams. | s10 ″ 3½ | |
| | | *Tonnage opening closed* '40 | 5830 | | | | | | | *uE85′f* 142′150 | 9*tDT f* 39′1556*t DT* | | | *a*39′1494*t F* | *PT*200*t APT*38*t* | 30 ″ 3½ | |
| | | | | *Carrying vegetable oil in fore & after deeptanks* | | | | | | | | | | | | | |
| 78701 | **Madras City** | | 5092 | | | | | 1940 | Furness | ReardonSmith | ~~421·6~~ | ~~56·7~~ | 25·5 | Bideford | T.3Cy.24″,39″&68″–48″ | | |
| 165857 | | *Fitted for oil fuel* | 4625 | | | | | | S.B.Co.Ld. | Line,Ld.(SirW.R. | F30′ | 56·8 | | British | 320NHP | | |
| GBPB | D.F. | 1*Dk*&*Shelter dk* ~~1,04~~ | 2953 | | | | | | Haverton | Smith&Sons,Ld. | 421·8 | | | *WB* | N.E.MarineEng.Co.(1938) | | |
| | | *Cruiser Stern* | | | | | | | Hill-on-Tees | *Mgrs.*) | | | | | Ld.Nwc. | | |
| 78702 | **Madras Maru** (P) | | 3802 | ✠ … | Osa | *w* | | 1919 | Mitsubishi | NanyoKaiunK.K. | 345·0 | 50·0 | 29·0 | Tokyo | T.3Cy.23″,36⅜″&64½″–48″ | 29 ″ 1 | C |
| 25205 | | *ss*Osa.No.3–3,31 | 3456 | 3,38 | | | | 3mo | ZosenKaisha | | | | | Japanese | 380NHP | | † |
| JIRD | | *ss*Kob.No.1–34 | 2299 | ✠ | | | | | Ld. Nagasaki | | P33′B74′F41′ FK | | | 6*BHCem* | 2SB,6*cf*,GS124,HS5250 | | |
| | | 2*Dks*(*Stl*) | | | | | | | | *Cell DB* | 294′770*t FPT* | | | 53*t APT*26*t* | MitsubishiZosenKaishaLd | | |
| 78703 | **Madrid** (P) (*ex*Sierra | **TwinSc** | 8777 | | | | | 1922 | Vulcan | Hamburg-Süd- | 439·5 | 56·7 | 27·4 | Bremen | T.6Cy.25½″,40⅝″&68½″–47½″ | | G |
| | Nevada) | | 7089 | | | | | | Werke | amerDampf- | B151′F126′ | | | German | 642NHP | | |
| DOEP | D.F. Sub.Sig. | 3*Dks* | 4977 | | | | | | Stettin | schiff.-Ges. | | | | *WB* | VulcanWerke,Stettin | | |
| 78704 | **Madrono** | | 5894 | ✠100A1 | Sch | *z* | CL | 1917 | Palmers' | A/SNorskRutefart | 407·5 | 52·4 | 31·6 | Xiansand | T.3Cy.26½″,44″&73″–48″ (*s*) | 31 ″ 6 | |
| | | *ss*Rot.No.3–8,29 | 5314 | 5,40 ~~8,00~~ | Fal | | 2,38 | 4mo | Co.Ld. | (A.I.Langfeldt | | | | Norwegian | 180lb 498NHP | s 5 ″ 8½ | |
| LDGF | | *ss*Sfj.No 2–38 | 3697 | BS5,40 ✠LMC2,38 | | | | | Newcastle | &Co.*Mgrs.*) | P98′B28′F40′ FK | | | 15*BHptCem* | 3SB,9*cf*,GS174,HS7212 FD | 26 ″ 0 | |
| | *Mchy.Aft* | 2*Dks*(*Stl*)&*Web frames* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *sA&CP* | *Cell DB uE&B*53′ | | | 10 *to U dk* | G.Clark,Ld.Sunderland | | |
| | | *Longitudinal framing* | | *Fitted for oil fuel* 4,17 | | | *F.P. a* | *above* 1 | 50° F. | 98*t DT f*40′ | 481*t APT*339*t* | | 5 ,, 2*nd* ,, | ) | | |
| 78705 | — (P) | **Iron** | 543 | | | | | 1885 | J.H.Dia- | RedSalmon | 163·7 | 27·5 | 14·7 | S.Frncisco | Oil Engines 2S.C.SA | | |
| 234743 | | *Oil Eng.* | — | | | | | | logue | CanningCo. | RQD24′B92′ | | | Utd.States | 6Cy.14″–17″ NE36 206NHP | | |
| WOHY | *Ref.Mchy.* Wireless | 2*Dks* | 187 | | | | | | Camden,N.J. | | | | | | FairbanksMorse&Co. | | |
| | | | | | | | | | | | | | | | Beloit,Wis. | | |
| 78706 | **Madryn** (*ex*Marmevo) | | 1827 | | | | | 1921 | NVRotter- | ArgentinaCia. | 269·3 | 42·2 | 25·7 | Bns.Aires | T.3Cy.20″,31″&57″–36″ | | V |
| | | *Fitted for oil fuel* | — | | | | | | dmschSchpw. | General de Nav. | B64′F26′ | | | Argentine | 195NHP | | |
| LOFW | | 2*Dks* | 913 | | | | | | My.Werf I. | S.A.(A.M.Delfino | | | | *WB* | N.V.v.d.Kuy&v.d.Rees' | | |
| | | | | | | | | | Rotterdam | yCia.*Mgrs.*) | | | | | Mchfb.&Schps.Rot. | | |
| 78707 | **Madura** (P) | **TwinSc** | 9032 | ✠ | Mdb | *d*† | | 1921 | Barclay, | BritishIndiaStm. | 465·2 | 58·3 | 33·5 | Glasgow | 6SteamTurbinesDRgeared | 36 ″ 0 | BT |
| 146268 | | | 7265 | 9,25 | | | | 11mo | Curle&Co.Ld | Nav.Co.Ld. | P44′B175′F53′ | | | British | to 2 Sc. Shafts | | till ~~10,46~~ |
| GDMX | *Ref.Mchy* | 2*Dks*(*Stl–Uteak s*) | 5525 | ✠ | | | | | Glasgow | | | | FK | 9*BHptCem* | HS13948 1008NHP | | 2,41 |
| | D.F. | *Cruiser Stern* | | Lloyd'sRMC ~~7,40~~ 7,40 | | | | | | *Cell DB* 403′1568*t* | | | | | 4SB&1AuxSB.18*cf*,GS839 | | |
| | | *Fitted for oil fuel* | | 12,40 | | | | | | *Tunks btwn tunls* | 114′253*t FPT* 164*t* | | | *APT*69*t* | Barclay,Curle&Co.Ld.Gls. | | |
| 78708 | **Mae** (P) (*ex*WestEldara–36) | | 5607 | | | | | 1918 | Skinner& | A.H.BullS.S.Co. | 409·6 | 54·2 | 27·1 | New York | DR Geared Steam Turbine | | R |
| 217282 | | *Fitted for oil fuel* | 5033 | | | | | | Eddy Corp. | Inc.(A.H.Bull&Co. | P43′B115′F47′ | | | Utd. States | GeneralElectricCo. | | |
| WJOE | D.F. | 2*Dks* | 3516 | | | | | | Seattle,Wash | Inc.*Mgrs.*) | | | | *WB* | Schenectady,N.Y. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last recn. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78709 28124 JAEA | **Maebasi Maru** (ex Mayebashi Maru–38) | Twin Sc ss Kob.No.3–12,33 ss Kob.No.1–38 2 Dks (Stl) | 7005 6450 4321 | ✠100A1 1,41 ~~1,39~~ BS ~~12,39~~ 1,41 Carrying oil double bottom Fitted for oil | LMC 12,38 fuel F. & fore fuel 8, | P. ar 21 | CL ~~7,37~~ ~~11,38~~ 1,41 above 1 d deep F.P. a | 1921 8mo | Yokohama Dock Co. Yokohama Lloyd's A & CP | Nanyo Kaiun K.K. Cell DB 382'1326t DT a 39'1309 | 445·0 P35'B135'F35' FK | 58·0 | 34·0 1,41 Cell DB 382'1326t DT f 27'1602t FPT 1 50° F. tank above 1 50° F. | Tokyo Japanese 7 BHpt Cem 73t APT 58t | T 6Cy. 20½", 33½" & 56"–48" (s) 200lb 632NH 4SB, 12cf, GS 225, HS 9200 FL Yokohama Dock Co. Yka. | 34 " 0 s 7 " 6½ 26 " 8 | |
| 78710 PKOF | **Maetsuycker** (P) D.F. E.S.D. Ref. Mchy. | Oil Eng. 3 Dks | 4131 3182 2418 | ✠ Lloyd's RMC ~~2,40~~ 8,40 | | | | 1936 | NV Nederl. Dok. Maats. Amsterdam | Koninkl. Paketv. Maats. WB | 361·6 | 52·5 | 23·2 | Batavia Dutch | Oil Engines 4S.C.SA 8Cy. 28⅜"–55⅛" 620NH Werkspoor N.V. Ams. | | V |
| 78711 ONMF | **Mafuta** (ex Ronald–40) D.F. | ss Osl.No.3–1,34 ss Osl.No.1–38 2 Dks (Stl) | 6322 5592 3666 | ✠100A1 4,41 2,40 ✠ LMC MS 1,38 ~~BS 8,39~~ 8,40 1 Fitted for carrying bulk, having a | Bgn Liv F.P. a | a† | CL 1,40 ale oil bov e 150° | 1920 7mo | R. Duncan & Co. Ld. Port Glasgow Lloyd's A & CP | Cie. Maritime Belge (Lloyd Royal) Soc. Anon. (Agence Maritime Internationale S.A. Mgrs.) Intermediate BH in after 'tween er oils in | 422·0 437·3 (O.L.) P45'B & F338' FK | 56·0 | 28·8 fore & in decks dispensed with Cell DB 368'1202t FPT 1 | Antwerp Belgian Cem 5 BH to U dk 6 " " 2nd " 45t APT 51t | T. 3Cy. 27", 45" & 74"–51" (s) 180lb 573NH 2 NDB 91 refitted 28 3SB, 9cf, GS 192, HS 8700 FD D. Rowan & Co. Ld. Glasgow | ~~31 8~~ 31 " 4 s4 " 6 27 " 0¼ | |
| 78712 | **Magalhaes** (ex Senang–38, ex Fivel–34, ex Nordstern, ex Schleswig, ex Lucie Heins, ex Yara) Mchy. Aft | Oil Eng. 1 Dk | 313 258 213 | | | | | 1921 | Ver. Elbe & Norderwerft Hamburg | Empresa de Navegacao Nacional Sul, Ltda. | 135·8 P22'F15' | 25·9 | 9·1 | Laguna Brazilian | Oil Engines 2S.C.SA 4Cy. 11⅜"–17" 90NH E made 24 fitted— Gross Mtrn wrk. Hamburg-Mannheim A.G. Hamburg | | G |
| 78713 EAHI | **Magallanes** (P) ~~Fitted for oil fuel~~ Sub.Sig. D.F. | Twin Sc ss Cdz.No.3–6,40 ~~ss Bel.No.1–39~~ 3 Dks (Stl–Upper dk teak s) | 9689 7774 5312 | ✠100A1 with freeboard 5,41 ~~5,40~~ ✠ LMC MS 6,40 BS 1,40 ~~2,41~~ Fitted for oil fuel 8,28 | Cdz Bbo | c† | CL ~~11,40~~ 8,41 F.P. above | 1928 8mo | Soc. Español de Const. Nav. Cadiz Lloyd's A & CP | Cia. Trasatlantica Cell DB 150°F. | 459·8 P54'B315'F49' FK | 56·0 | 32·0 29·3 390'1331t Tanks in tunnels 291t FPT | Barcelona Spanish 9 BHpt Cem way of 57t APT 69t | 4 Steam Turbines SR geared to 2 Sc. Shafts 180lb (s) 1217NH 5SB, 15cf, GS 345, HS 14945 Soc. Española de Cnst. Nav Cartagena | 32 " 2 ~~6~~ 7¼ 26 " 0 | |
| 78714 1315 CBMG | — (ex Hibernia–38) ss N.Yk.No.3–12,32 ~~ss Vpo.No.2–41~~ ~~ss Sbg.No.1–37~~ Sub.Sig. | 1 Dk (Stl) & Shelter dk (Stl) Cruiser Stern | 1813 — 920 | ✠100A1 Shelter dk with freeboard 9,40 1; ~~1,40~~ ✠ LMC 3,41 ~~MS 1,37~~ ~~BS 7,37 7,40~~ | Vpo Clo | s | OG N1,40 | 1920 7mo | Eriksbergs M.V. Aktieb Gothenburg ~~Lloyd's A & CP~~ Inter | Cia. Chilena de Nav. Interoceanica (H.R. Samsing, Mgr.) mediate BH in fore Cell DB 256'54 | 299·9 Q128'B15'F29' BK 8½" DBa 67'f 96' 0t FPT 29t APT 31t | 43·2 | 23·3 16·3 FK hold dispensed with | Valparaiso Chilian Cem 1 BH to Sh dk 3 " " U " | T. 3Cy. 22⅝", 35½" & 58½"–36" 185lb (s) 274NH 2SB (Spt), 6cf, GS 103, HS 3910 FD Eriksberg M.V. Aktieb. Got | 26 " 0 s5 " 2¾ 20 " 11½ | |
| 78715 KZDM | — (P) (ex Libelle) Well deck Wireless | Iron ss Shl.No.3–1,85 ss Shl.No.1–89 1 Dk (Irn) 2 tr B | 1376 1128 865 | ✠ 9,94 | Sng | o | | 1880 12mo | Schlesingr Davis & Co. Newcastle | Gutierrez Hermanos | 244·5 Q128'B15'F29' | 33·2 BK 8½" | 18·0 4 BH Cem 279t APT 32t | Manila Utd. States | C. 2Cy. 29" & 56"–36" NB 04 157NH T. Clark & Co. Newcastle | | |
| 78716 | — (ex Solis, ex Colon) | Iron | 381 — 250 | | | | | 1884 | ..... Germany | D. Davide | 177·9 | 27·6 | 8·9 | Bns. Aires Argentine | C. 2Cy. 13½" & 27"–16" 24NHP | | |
| 78717 34017 JOCH | **Magane Maru** | 1 Dk | 1416 1137 792 | | | | | 1929 | Kobe Steel Works Harima | Ikeda Shoji K.K. | 240·5 P23'Q63'B48'F22' | 35·0 | 19·0 | Nishinmya Japanese WB | T. 3Cy. 15½", 26" & 42½"–32" 108NHP Harima Dockyard, Harima | | |
| 78718 PFSP | **Magdala** Oil Eng. ss H.Kg No.2–10 ~~ss Rot.No.1–36~~ D.F. Mchy. Aft Longitudinal framing at bottom & at deck | Twin Sc 1 Dk (Stl) 2 nd dk (Stl) clear of cargo tanks | 8248 7476 4784 | ✠100A1 4,40 ~~5,39~~ ✠ LMC ~~C 38,39~~ DBS ~~10,36~~ 4,40 ~~12,36~~ 4,40 Carrying Petroleum in bulk | Sch HKg | c† | CL N12,38 | 1931 9mo | N.V.C. Van der Giessen & Zonen's Schps Krimpen Lloyd's A & CP | N.V. Petroleum Maats "La Corona" Cell D Bu E 69'22 | 450·9 P103'B35'F43' FK 2t DT f 32'355t FPT | 62·0 | 34·1 hold dispensed with | The Hague Dutch 14 BH | Oil Engines 4S.C.SA 12Cy. 24½" & 43-⅝" 714NHP 2 DB 150lb Werkspoor N.V. Ams. 225t APT 41t | 34 " 0 s6 " 7½ 27 " 6½ | |
| 78719 16270 GTXP | **Magdalena** | ss Rot.No.3–7,36 1 Dk (Stl) | 3118 2824 1842 | ✠100A1 11,39 BS 1,39 ✠ LMC 7,36 | Cff | u | CL 11,37 | 1923 6mo | Craig, Taylor & Co. Ld. Stockton Lloyd's A & CP Inter | Smith, Hogg & Co. Ld. mediate BH in fore Cell D | 325·0 P33'B94'F31' FK | 48·0 | 22·4 hold dispensed with B280' 812t FPT 86t APT 109t | W. Hartlpl British Cem 4 BH only | T. 3Cy. 23½", 39" & 64"–42" (s) 180lb 100lb 297NHP 2SB, 6cf, GS 119, HS 4690 Blair & Co. Ld. Stockton | 24 " 3 ~~3~~ " 9 20 " 8 | |
| 78720 5568 SFRI | — (ex Langdon) Well deck | (ex Nora–39, ss Ham.No.3–1,94 1 Dk 2 tr B | 1265 956 718 | ✠ ... 12,98 ✠ | | | | 1882 3mo | J. Read-head & Co. S. Shields | Rederi A/B Strim (Sven Salén, Mgr.) | 236·0 Q90'B40'H88t F31' FK | 32·0 | 15·9 WB | Stockholm Swedish | C. 2Cy. 30" & 57"–36" 147NHP J. Readhead & Co. S. Shields | 17 " 0 | V † |
| 78721 DHPY | **Magdalena Reith** (ex Anneliese, ex Alioth) | 1 Dk | 2130 1928 1805 | | | | | 1905 | Schpw. v. Joh. M.K. Blumenthal Alblasserdm | Joh. M.K. Blumenthal | 280·4 P27'B72'F32' | 41·2 | 20·5 | Hamburg German WB | T. 3Cy. 21", 35" & 57"–39" 203NHP Maats. de Schelde, Flushing | | G |
| 78722 DOVC | **Magdalene Vinnen** (ex Dunstaffnage–39) D.F. | ss Fal.No.3–7,35 2 Dks (Stl) | 4594 4278 2816 | ✠ 7,39 ✠ | Bmn | y | | 1922 9mo | Lithgows, Ld. Pt. Glasgow Tween dk BH in after Cell DB 3 | F. A. Vinnen & Co. | 383·8 398·2 (O.L.) P34'B113'F44' FK 31'1031t DTa 30'78 | 52·0 | 26·7 hold dispensed with 0t FPT 64t APT 20t | Bremen German Cem 5 BH to Udk 1 " " 2nd " only | T. 3Cy. 26", 42", & 70–48" 488NHP 3SB, 9cf, GS 170, HS 7345 Rankin & Blackmore Ld Grk | 29 " 3 | |
| 78723 DIDC | **Magdeburg** Oil Eng. ss Ham.No.1–29 2 Dks (Stl) D.F. Sub.Sig. 3rd dk in No. 1 hold | | 6128 5423 3696 | ✠ ... 12,33 ✠ | Ham | | | 1925 12mo | Blohm & Voss Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) Cell DB 389'1501t FPT | 449·4 P&B374'F54' FK | 58·2 | 26·8 8 BHpt Cem 100t APT 10t | Hamburg German | Oil Engines 2S.C.DA 6Cy. 27⅛"-47½" 1587NHP Blohm & Voss, Hamburg | 29 " 6 | G † |
| 78724 DHQA | **Maggie** (ex Phaleron) Mchy. Aft | 1 Dk | 325 283 175 | | | | | 1921 | Schiffs.-u Dckbauwerft Flender Lübeck | Gebr. Goedhart A.G. | 139·0 B34'F20' | 22·5 | 11·8 | Düsseldorf German WB | C. 2Cy. 14¾" & 22½"–15¾" 17NHP G. Seebeck A.G. Wesermünde-G. | | G |
| 78724* CNAG | **Maghreb** (ex Moghreb–40, ex Bothnia–38) D.F. Mchy. Aft | Oil Eng. 1 Dk Cruiser Stern | 494 355 252 | ✠ ... 1,39 ✠ | Rot | g | | 1937 6mo | Werf Jan Smit, Czn. Alblasserdam | Cie. Chérifienne d Armement Cell DB 102'158t FPT | 159·7 169·3 (O.L.) P31'F17' FK | 27·4 | 9·7 hold dispensed with 48t APT 10t | Casabl'nca Moroccan 3 BHpt Cem | Oil Engines 4S.C.SA 8Cy. 11"–17½" 94NHP Humboldt-Deutzmotoren A.G. Köln-Deutz | 11 " 8 | V † |
| 78725 147314 GLNR | **Magician** | ss Mch.No.3–7,38 2 Dks (Stl) | 5105 4743 3181 | ✠100A1 ~~5,40~~ ~~7,39~~ 4,41 ✠ LMC MS 7,38 ~~BS 7,39~~ 9,40 | Liv | y | CL N3,38 | 1925 6mo | New Waterway S.B.Co. Schiedam Lloyd's A & CP | Charente S.S.Co. Ld (T. & J. Harrison Mgrs.) Cell DB 339'1110t DTa 29'751 | 394·9 410·1 (O.L.) P37'B128'F40' FK | 52·5 | 27·9 FPT 77t APT 22t | Liverpool British Cem 7 BH to Udk 1 " 2nd " | T. 3Cy. 26", 43" & 73"–48" (r) 200lb 120lb 465NHP 2DB (Spt), t2cf, GS 210, HS 7706 New Waterway S.B.Co. | 30 " 6 s 5 " 8¾ 24 " 11½ | |

'42 / 40

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIF=Force en chevaux d'après les formules de la Société. RIF=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Francbord au milieu du navire. / Tirant d'eau correspondant. Long entre les perp. Largeur de la Coque. Profondeur de la Cale. Dwt. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78726 | **Magister** (*ex*Canadian Volunteer–33, | | 3188 | ✠100A1 | Vcr | *u* | CL | 1919 | Wallace | Mrs.A.A.Webster | 320·0 | 44·2 | 22·9 | Kngstn,Ja | T.3Cy.25″,41″&67″–45″ (*s*) | 25 ″ 0 | |
| 141424 | *ex*Cornwallis, *ss*Mtl.No.3–5,31 | | 2543 | 12,38 | | | 10,39 | 6mo | Shipyards,Ld | (J.S.Webster& | | | | British | 180lb 375NHP | s 3 ″ 9½ | |
| VPLK | *ex*Canadian *ss*NYk.No.1–36 | | 1910 | ✠LMC3,40 | | | | | Vancouver, | Sons, *Mgrs.*) | P29′B96′F34′ | FK | | 5 *BHCem* | 2SB,*4cf*,GS132,HS5162 FD | 21 ″ 5 | |
| | Volunteer) 1 *Dk*(*Stl*)& | | | | | | | | B.C. | | *CellDB*262′ 528*t* | *FPT* | | 73*t APT*29*t* | WallaceShipyards,Ld. | | |
| | 2*nd dk*(*Stl*)*in hold* | | | | | | | *Lloyd's*A&CP | | | | | | | | | |
| 78727 | **Magna** | | *1780* | ✠100A1 | Lkr | *r* | CL | 1929 | Fredrkstad | A/B Transmarin | 269·2 | 42·1 | 17·5 | Helsingbrg | T.3Cy18½″,29½″&50″–36″(*s*) | 20 ″ 0 | |
| 7553 | *ss*Osc.No.2–37 | | *1585* | 8,40 ~~8,40~~ | Hdg | | N4,38 | 8mo | Mek.Værks. | (S.Redig,*Mgr.*) | 273·5(O.L.) | | | Swedish | 190lb 189NHP | s 1 ″ 3 | |
| SEPN | *Cargo battens not fitted* | | *1014* | | ✠LMC | | | | Fredrikstad | | P&B200′F23′ | FK | | 4 *BHCem* | 2SB,*6cf*,GS60,HS2568 FD | 18 ″ 10½ | |
| | 1 *Dk*(*Stl*) | | | MS10,37 | BS~~8,40~~ 8,40 | | | *Lloyd's*A&CP | | *CellDBa&uE* | 110′*f*102′545*t* | *FPT* | | 35*t APT*80*t* | FredrikstadM.V.Frdstad. | | |
| | *Strengthened for Navigation in Ice* | | | | | | | | | | | | | | | | |
| 78728 | **Magne** | | *1226* | | | | | 1912 | Helsingörs | Stockholms | 246·9 | 37·1 | 14·0 | Stockholm | T.3Cy.19″,32″&53″–36″ | | V |
| 5378 | | | *979* | | | | | | Jernsk.& Msk | Rederiaktieb. Svea | H96*t* | | 21·6 | Swedish | 169NHP | | |
| SPJU | Sub.Sig. 1 *Dk*& *Shelter dk* | | *558* | | | | | | Elsinore | (Eman.Högberg, | | | | *WB* | HelsingörsJernsk.&Msk. | | |
| | | | | | | | | | | *Mgr.*) | | | | | | | |
| 78729 | **Magnhild** (*ex*Santiago–36) | | 1383 | | | | | 1903 | Fredrkstad | D/S A/S Magnhild | 231·7 | 34·2 | 19·9 | Haugesnd | T.3Cy.17″,30″&49″–33″ | | N |
| | | | 1262 | | | | | | Mek.Værks. | (M.Clausen) | B59*t*H60*t* | | | Norwegian | 138NHP | | |
| LETV | 1 *Dk*& *Spar dk* | | 881 | | | | | | Fredrikstad | | | | | *WB* | FredrikstadM.V.Frdstad. | | |
| 78730 | **Magnitogorsk** (*ex*Novgorod–35, | | 3566 | | | | | 1915 | Rotterdam | U.S.S.R. | 345·8 | 48·8 | 23·3 | Leningrad | T.3Cy.25″,41″&67″–45″ | | |
| | *ex*Procyon–34) | | 3259 | | | | | | Droogd.Maat | | P25′B115′F35′ | | | Russian | 301NHP | | |
| UPET | Sub.Sig. 1 *Dk* | | 2175 | | | | | | Rotterdam | | | | | *WB* | RotterdamDroogd.Maats. | | |
| 78731 | **Magnolia** | | 9511 | ✠100A1 | Gal | *e*† | CL | 1935 | NewYork | Socony-Vacuum | 484·0 | 66·0 | 36·8 | NewYork | 2SteamTurbinesDRgeared | 37 ″ 0 | |
| 233865 | *ss*NYk.No.1–40 | | 8829 | 9,40 ~~1,40~~ | NYk | | 3,38 | 9mo | S.B.Co. | OilCo.Inc. | 500·1(O.L.) | | | Utd.States | to 1 Sc. Shaft | | |
| WNFU | D.F. E.S.D. GyC. 2 *Dks* | | 5894 | ~~MS1,40~~ | ~~BS8,40~~ | | | | Camden,N.J. | | P103′B34′F49′ | FK | | 17 *BH* | 450lb HS11164 1104NHP | | |
| | *Mchy.Aft* *CruiserStern* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's*A&CP | | | | | | (13 *to U dk* | 3WTB(2Spt424lb) FD | | |
| | *Longitudinal framing–bracketlesssystem* | | | *Fitted for oil fuel* 9,35 *F.P. a* | | | | | | | | | | 4 ,, 2*nd* ,,) | DeLavalSteam | | |
| | | | | BS8,40 | ✠LMC | | | | | *CellDBuE*71′198*t* | *DTf*22′ 705*t* | *FPT*4 | | 49*t APT*63*t* | TurbineCo.Trenton,N.J. | | |
| | | | | | MS1,40 | | | | | | | | | | | | |
| 78732 | **Magog** (*ex*JohnC.Howard) | | 2053 | | | | | 1923 | Fraser, | CanadaSteamship | 250·6 | 43·2 | 18·1 | Montreal | T.3Cy.19″,32″&56″–36″ | | C |
| 150827 | *Mchy.Aft* 1 *Dk* | | 1708 | | | | | | Brace&Co.Ld | Lines,Ld. | Q93′F33′ | | | British | 188NHP | | |
| CYLV | *Longitudinal framing* | | 1224 | | | | | | ThreeRivers, | | | | | *WB* | Worthington | | |
| | | | | | | | | | P.Q. | | | | | | Pump&Mach.Corp. | | |
| 78733 | **Magrix** | | 454 | ✠100A1 | Hul | *g* | N7,40 | 1938 | J.Koster | R.Rix&Sons | 157·7 | 25·8 | 8·8 | Hull | Oil Engines 4S.C.SA | 11 ″ 0 | |
| 165724 | *Oil Eng.* | | 289 | 8,40 ~~8,40~~ | | | | 8mo | Hzn.Schpsw. | | *26·0* | | | British | 8Cy.11″–17¾″ 94NHP | s 3 ″ 10½ | |
| MMWM | *Mchy.Aft* 1 *Dk* | | 224 | ✠LMC8,38 | | | | | "Gideon" | | 165·3(O.L.) | FK | | 3 *BH* | | 10 ″ 11½ | |
| | *CruiserStern* | | | | | | | | Groningen | | P40′Q48′F18′ | | | | Humboldt-Deutzmotoren | | |
| | | | | | | | | *Lloyd's*A&CP | | | *CellDB*97′ 136*t* | *FPT* | | 50*t APTs*18*t* | A.G.Köln-Deutz | | |
| 78734 | **Mahana** Twin Sc | | 10951 | ✠100A1 | Lon | *f*† | CL | 1917 | Workman, | ShawSavill& | 500·9 | 63·3 | 39·6 | S'thamptn | 4SteamTurbinesSRgeared | 43 ″ 0 | |
| 135700 | *ss*Lon.No.3–4,30 | | 10230 | *Shelter dk* | ~~Awn~~ Syd | | 6,38 | 7mo | Clark&Co.Ld | AlbionCo.Ld. | 520·8(O.L.) | | | British | to 2 Sc.Shafts 180lb (*s*) | s 12 ″ 11 | |
| GMJL | E.S.D. *ss*.Lon.No.2–38 | | 6925 | *withfreeboard* | BS10,40 | | | | Belfast | | B197′F56′*onShelter* | | | 9 *BHCem* | 2DB&2SB, 1119NHP | 30 ″ 4½ | |
| | *Ref.Mchy.* 2 *Dks*(*Stl*)& *Shelter dk* | | | ~~10,40 2,41~~ | ✠LMC | | | *Lloyd's*A&CP | | | *dk* FK&BK2′ | | | (*Coll to Shdk* | 24*cf*,GS399,HS15534 FD | | |
| | (*Stl*–ptws) | | | MS1,38 | ~~BS9,30~~ | | | | | | | | | 8 ,, 2nd,,) | ParsonsMarineSteam | | |
| | *Tonnage opening closed* '40 | | | ✠Lloyd'sRMC3,40 | | | | | | 7 *upper 'tween dk BH* | *to abaft Coll BH dispensed with* | | | | TurbineCo.Ld.Nwc. | | |
| | | | | 5,41 ~~2,40~~ | | | | | | | *CellDB* | | | 435′1646*t* | | | |
| 78735 | **Mahanada** | | 7181 | ✠100A1 | Cal | *c*† | CL | 1914 | C.Connell | Thos.&Jno. | 470·5 | 58·0 | 32·1 | Liverpool | 2SteamTurbinesSRgeared | 34 ″ 11 | |
| 137409 | *ss*Gls.2ndNo.3–4,38 | | 6761 | 2,41 ~~1,40~~ | Mch | | 3,40 | 11mo | &Co.Ld. | Brocklebank,Ld. | 485·2(O.L.) | | | British | to 1 Sc.Shaft 180lb (*r*) | s 7 ″ 10½ | |
| GSCD | D.F. E.S.D. 2 *Dks*(*Stl*)& *3rd dk*(*Stl*) | | 4482 | 6,40 | ✠LMC | | | | Glasgow | *CellDB* | P46′B124′F43′ | FK | | 7 *BHCem* | 2DB&1AuxSB, 729NHP | 27 ″ 3½ | |
| | *inNo.1hold* | | | ~~BS8,39~~ BS4,40 | | | | *Lloyd's*A&CP | | *a*158′*uE&B* | 76′ *f*178′1563*t* | *FPT* | | 79*t APT*54*t* | *15cf*,GS264,HS12300 | | |
| | | | | *Fitted for oil* | *fuel* 6,19 | *F.P. a* | | *above* 1 | 50° F. | | | | | | ParsonsMarineSteam | | |
| | | | | | | | | | | | | | | | TurbineCo.Ld.Nwc. | | |
| 78736 | **Maharaja** Ⓟ | *ss*Cal.No.3–5,40 | 2895 | ✠100A1 | Cal | *w* | CL | 1927 | Lithgows' | AsiaticStm.Nav. | 335·0 | 47·5 | 20·8 | London | T.3Cy.24″,40″&68″–45″ (*r*) | 23 ″ 6 | |
| 149834 | | ~~*ss*Cal.No.2–35~~ | 2358 | *withfreeboard* | | | N3,40 | 5mo | Ld. | Co.Ld. | | | | British | 200lb *110lb* 405NHP | s 2 ″ 1½ | |
| GNBY | | 2 *Dks*(*Stl*)& *Shade dk* | 1716 | ~~5,40 4,39~~ 2,41 | | | | | PortGlasgow | | F46′ | FK | | 6 *BHptCem* | 2SB,*8cf*,GS154,HS5510 FD | 21 ″ 9½ | |
| | | (*Stl*–teaks) | | ~~MS4,38~~ | ✠LMC~~5,40~~ | | | *Lloyd's*A&CP | | | | | | *ptAsp* | Rankin&BlackmoreLdGrk | | |
| | | | | BS2,41 | 5,40 | | | | | | | | | *BH to Sh dk* | | | |
| | | | | | | | | | | *CellDB*278′742*t* | *FPT*62*t APT*26*t* | | | (*Coll* 5 ,, 2*nd*,,) | | | |
| 78737 | **Mahia** Twin Sc | | 10014 | ✠100A1 | Lon | *e*† | CL | 1917 | Workman, | Norfolk&N. | 477·6 | 63·1 | 39·7 | S'thamptn | Q8Cy22″,31½″,45½″&65″–48″ | 42 ″ 10 | |
| 135701 | *ss*Lon.No.3–10,29 | | 9599 | *Shelter dk* | | | 8,39 | 8mo | Clark&Co.Ld | AmericanStm. | | | | British | 220lb (*s*) 997NHP | s 13 ″ 0½ | |
| GNZV | E.S.D. *ss*Gls.No.2–38 | | 6381 | *withfreeboard* | | | | | Belfast | ShippingCo.Ld. | B180′F47′ | FK | | 9 *BHCem* | 2DB&2SB,*18cf*,GS355, | 30 ″ 0½ | |
| | *Ref.Mchy.* 2 *Dks*(*Stl*)& *Shelter dk*(*Stl*) | | | 8,40 ~~2,40~~ | ✠LMC | | | *Lloyd's*A&CP | | (ShawSavill& | *onShelter dk* | | | | HS15126 FD | | |
| | *Tonnage opening closed* '40 | | | MS8,37 | ~~BS3,40~~ 1,41 | | | | | AlbionCo.Ld. | (*Coll BH to Sh dk* 8 | | | *BH to U dk*) | Wrkman,Clark&Co.Ld Bel | | |
| | | | | ✠Lloyd'sRMC~~2,40~~ 6,40 | | | | | | *Mgrs.*) | *Shelter 'tween dk BHs except* | | | | | | |
| | | | | 7,41 ~~3,41~~ | | | | | | *CellD* | B425′1588*t* | *dis* | | *pensed with* | | | |
| 78738 | **Mahimahi** (*ex*GoldenDragon–38, | | 7350 | | | | | 1921 | LsAngeles | MatsonNavigation | 430·7 | 54·3 | 26·2 | S.Frncisco | T.3Cy.28½″,47″&78″–48″ | | R |
| 221666 | *ex*WestChopaka) *Fitted for oil fuel* | | — | | | | | | S.B.&D.D.Co | Co. | | | | Utd.States | LosAngelesS.B. 422NHP | | |
| KDVH | *Ref.Mchy.* 2 *Dks*& *Shelter dk* | | 4445 | | | | | | SanPedro,Cal | | | | | *WB* | &D.D.Co.SanPedro,Cal. | | |
| 78739 | **Mahout** | | 7921 | ✠100A1 | Gls | *d*† | CL | 1925 | W.Hamil- | Thos.&Jno. | 470·1 | 62·1 | 32·2 | Liverpool | 2SteamTurbinesSRgeared | 34 ″ 10 | |
| 147347 | *ss*Mdb.No.3–2,38 | | 7313 | ~~12,39~~ 10,40 | Swa | | 12,39 | 12mo | ton&Co.Ld. | Brocklebank,Ld. | | | | British | to 1 Sc. Shaft 200lb (*r*) | s 7 ″ 6¾ | |
| GDZN | 2 *Dks*(*Stl*)*3rd dk*(*Stl*) | | 4880 | ✠LMC | | | | | Pt.Glasgow | | P46′B158′F39′ | FK | | 8 *BHptCem* | FD 1047NHP | 27 ″ 6 | |
| | D.F. E.S.D. *inNo.1hold* | | | MS5,37 | BS11,39 | | | *Lloyd's*A&CP | | | | | | 1 ,, *to2nd dk* | 4SB,*16cf*,GS273,HS15000 | | |
| | *CruiserStern* | | | | | | | | | *CellDB*395′1502*t* | *DTa*36′1228*t* | *FPT*76*t* | | *APT*93*t* | D.Rowan&Co.Ld.Gls. | | |
| 78740 | **Mahronda** | | 7926 | ✠100A1 | Mch | *d*† | CL | 1925 | W.Hamil- | Thos.&Jno. | 470·1 | 62·1 | 32·2 | Liverpool | 2SteamTurbinesSRGeared | 34 ″ 10 | |
| 147329 | *ss*Mdb.No.3–12,37 | | 7313 | ~~12,39~~ 11,40 | Bal | | 11,38 | 10mo | ton&Co.Ld. | Brocklebank,Ld. | 489·5(O.L.) | | | British | to 1 Sc. Shaft (*r*) | s 7 ″ 6¾ | |
| GLTJ | D.F. E.S.D. 2 *Dks*(*Stl*)*3rd dk*(*Stl*) | | 4889 | ✠LMC | | | | | PortGlasgow | | P46′B158′F39′ | FK | | 8 *BHptCem* | 200lb 1047NHP | 27 ″ 6 | |
| | *inNo.1hold* | | | MS8,37 | ~~BS8,40~~ 6,40 | | | *Lloyd's*A&CP | | | | | | 1 ,, *to2nd dk* | 4SB,*16cf*,GS273,HS15000FD | | |
| | *CruiserStern* | | | | | | | | | *CellDB*395′1502*t* | *DTa* 36′ 1228*t* | *FPT* | | 76*t APT*93*t* | D.Rowan&Co.Ld.Glasgow | | |
| 78741 | **Mahseer** | | 7911 | ✠100A1 | Mdb | *d*† | CL | 1925 | C.Connell | Thos.&Jno. | 470·2 | 62·2 | 32·4 | Liverpool | 2SteamTurbinesSRGeared | 34 ″ 11 | |
| 147341 | *ss*Mdb.No.3–9,37 | | 7320 | ~~7,40~~ ~~7,40~~ 11,40 | Bkn | | ~~6,38~~ 11,40 | 11mo | &Co.Ld. | Brocklebank,Ld. | | | | British | to 1 Sc.Shaft (*r*) | s 7 ″ 7 | |
| GLPC | D.F. 2 *Dks*(*Stl*)*3rd dk inNo.1hold* | | 4946 | ~~BS8,40~~ | ✠LMC9,37 | | | | Glasgow | | P46′B158′F39′ | FK | | 8 *BHptCem* | 200lb FD 1047NHP | 27 ″ 7½ | |
| | E.S.D. *CruiserStern* | | | 11,40 | | | | *Lloyd's*A&CP | | | | | | 1 ,, *to2nd dk* | 4SB,*16cf*,GS273 HS15000 | | |
| | | | | | | | | | | *CellDB*403′1532*t* | *DTa*35′1230*t* *FPT* | | | 72*t APT*86*t* | D.Rowan&Co.Ld.Glasgow | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | Port of Survey. | Years assigned, now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 9 Built. When. — Ship. — Engines. | By Whom — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated R.of T.=date of Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78742 | **Mahsud** | 7540 | ✝100A1 | Gls | *c*† | CL | 1917 | Russell& | Thos.&Jno. | 470·4 | 58·2 | 32·1 | Liverpool | T.3Cy.28⅛",47½"&80"–54" | 34 " 10 |
| 140553 | | 7056 | 1~~942~~,40 3,41 | Cal | | 3,40 | 12mo | Co. | Brocklebank,Ld. | 490·7(O.L.) | | | British | 200lb (*r*) 772NHP | s 7 " 9½ |
| GSCP | | 4631 | ✝LMC | | | | | Port Glasgow | | P47'B126'F47' FK | | | 7*BHCem* | 2DB&1SB,*19cf*,GS295, | 27 " 8½ |
| | E.S.D. | | MS5,38 | BS~~8,39~~ 11,40 | | | *Lloyd's A&CP* | | *CellDB414~~1471~~ 1460t* | *DTa37'1234t FPT* | | | 100t*APT96t* | HS14969 | |
| | D.F. 3*rd dk*(*Stl*)*in No.1 hold Cruiser Stern* | | *Fitted for oil* | *fuel* 6,18 | *F.P. a* | | *bove* 1 | 50°F. | | | | | | J.G.Kincaid&Co.Ld.Grk. | |
| 78743 | **Mahukona** (*ex*Coverun) *Fitted for oil fuel* | 2512 | | | | | 1919 | Gt.Lakes | ~~Metson Navigation~~ ~~Co.~~ NavebrasSoc. | 253·4 | 43·7 | 24·5 | | (T.3Cy.21",34½"&57"–42" | R |
| ~~218095~~ | | | | | | | | Eng.Works | Anon. | P115'F25' | | | Brazilian | 210NHP | |
| ~~42.9H~~ | *Mchy.Aft* 1*Dk* | 1531 | | | | | | Ecorse,Mich. | | | | | *WB* | GtLakesEng.Wrks.Detroit | |
| 78744 | **Mai** (*ex*MayScott) | 1549 | ✝100A1 | Rot | *p* | CL | 1909 | BlythS.B. | TallinnaLaevaühisusA.S.(Tallinn | 245·0 | 36·7 | 16·0 | Tallinn | T.3Cy.19",31"&51"–36" (*s*) | 18 " 4 |
| 150 | | 1319 | 5,39 | | | N8,38 | 6mo | Co.Ld. | ShippingCo.Ld.) | | | | Estonian | 180lb *90lb* 181NHP | s1 " 8½ |
| ESBH | | 916 | ✝LMC | | | | | Blyth | | Q90'B48'F21' FK | | | 4*BHCem* | 1SB,*4cf*,GS75,HS2945 | 16 " 10 |
| | *Well deck* 1*Dk*(*Stl*)*& deep framing Cargo battens not fitted* | | MS5,39 | BS8,39 | | | *Lloyd's A&CP* | | *CellDBa71'uE&B* | 35'*f*102'402*t FPT* | | | 62t*APT79t* | N.E.MarineEng.CoLdNwc | |
| 78745 | **Maia** (*ex*Scandia-34,*ex*Danebrog) | 1932 | ✝100A1 | Shl | *r* | CL | 1917 | Chicago | KäsmuLaeva Omanikud(O.Tiedemann,*Mgr.*) | 250·1 | 43·7 | 18·0 | Käsmu | T.3Cy.20",33"&54"–40" (*s*) | 20 " 4 |
| 938 | | 1705 | 6,39 | | | 5,39 | 6mo | S.B.Co. | | | | | Estonian | 180lb 274NHP | s 2 " 7½ |
| ESRB | | 1116 | ~~BS6,39~~ 6,40 | ✝LMC4,38 | | | | Chicago | | P25'B64'F26' FK | | | *BHCem* | 2SB,*6cf*,GS126,HS5246 | 17 " 11 |
| | 1*Dk*(*Stl*) | | | | | | | A&CP | | *CellDB220'528t FPT67t* | | | *APT77t* | AmericanS.B.Co.Lorain,O. | |
| 78746 | **Maianbar** TwinSc | 513 | | | | | 1910 | Ardrossan | PortStephens | 175·6 | 28·1 | 9·2 | SydnyNSW | C.2Cy.14"&30"–18" | |
| 131476 | Wireless | 353 | | | | | | DD&SBCoLd | Steamships,Ld. | P67'F32' | | | British | 99RHP | |
| VJSZ | *Ref.Mchy.* 1*Dk* | 229 | | | | | | Ardrossan | | | | | *WB* | D.Rowan&Co.Glasgow | |
| 78747 | **Maid of Kent** (P) TwinSc | 2693 | | | | | 1925 | W.Denny | SouthernRailway | 329·5 | 45·1 | 17·1 | London | 4 Steam Turbines SR | BT till 7,40 |
| 148694 | *Fitted for oil fuel* | 1533 | | | | | | &Bros,Ld. | | | | | British | geared to 2 Sc. Shafts | |
| GLNS | 2*Dks* 3*rd dk in holds Cruiser Stern* | 1101 | | | | | | Dumbarton | | | | | *WB* | W.Denny&Bros.Ld.Dmb. | |
| 78748 | **Maid of Orleans** (P) TwinSc | 2386 | | | | | 1918 | W.Denny | SouthernRailway | 341·1 | 42·1 | 16·0 | London | 4 Steam Turbines SR | BT till 2,41 |
| 142610 | *Fitted for oil fuel* | 1424 | | | | | | &Bros. | | | | | British | geared to 2 Sc. Shafts | |
| GPBS | 3*Dks4trB* | 937 | | | | | | Dumbarton | | | | | *WB* | Denny&Co.Dumbarton | |
| 78749 | **Maid of Samos** (*ex*Bingen) | *1190* | | | | | 1901 | Bremer | D.&M.Goulandris | 232·4 | 33·2 | 13·4 | Andros | T.3Cy.16¼",26"&41⅛"–27⅛" | C |
| 182 | | *821* | | | | | | Vulkan | (Th.L.Boyazides | Q85' | | | Greek | 90NHP | |
| SZKW | 1*Dk&Awng dk* | *718* | | | | | | Vegesack | &Co.*Mgrs.*) | *Awng dk*147' | | | *WB* | BremerVulkan,Vegesack | |
| 78750 | **Maid of Stirling** TwinSc | 1247 | | | | | 1920 | Atel.&Ch. | StirlingShipping | 218·8 | 34·4 | 12·6 | Halifax NS | T.6Cy.12⅝",20"&31½"–16½" | V |
| 150838 | (*ex*Willowbay–36,*ex*Oissel, | 827 | | | | | | Maritimes du | Co.Ld.(A.T. | P75'F29' | | | British | 80NHP | |
| | *ex*Tôlier) 1*Dk* | 659 | | | | | | Sud-Ouest | O'Leary,*Mgr.*) | | | | *WB* | Atel&Ch.de la Loire, | |
| | *Mchy.Aft* | | | | | | | Bordeaux | | | | | | St.Nazaire | |
| 78751 | **Maidan** | 7908 | ✝100A1 | Lon | *d*† | CL | 1925 | C.Connell | Thos.&Jno. | 470·0 | 62·2 | 32·4 | Liverpool | 2SteamTurbinesSR geared | 34 " 11 |
| 147321 | | 7315 | 12,39 | | | 3,39 | 8mo | &Co.Ld. | Brocklebank,Ld. | 486·2(O.L.) | | | British | to1ScShaft (*r*) | s 7 " 7 |
| GLRQ | D.F. E.S.D. 2*Dks*(*Stl*)*3rd dk in No.1 hold Cruiser Stern* | 4962 | ✝LMC | | | | *Lloyd's A&CP* | Glasgow | | P46'B158'F39' FK | | | 8*BHptCem* | 200lb FD 1047NHP | 27 " 7½ |
| | | | MS11,37 | BS8,39 | | | | | *CellDB403' 1532t D* | *Ta35'1230t FPT72t* | | | 1*BHto2nddk* | 4SB,*16cf*,GS273,HS15000 | |
| | | | | | | | | | | | | | *APT86t* | D.Rowan&Co.Ld.Glasgow | |
| 78752 | **Maiden Creek** (P) | 5031 | ✝ ... | | | | 1919 | American | WatermanS.S. | 390·0 | 54·2 | 27·6 | Mobile | DR Geared Steam Turbine | 32 " 0 | R |
| 218485 | *Fitted for oil fuel* | 4740 | 6,20 | | | | 7mo | International | Corp. | P39'B122'F43' | | | Utd.States | 600NHP | | † |
| KIPX | D.F. Sub.Sig. 2*Dks&Web frames* | 3078 | ✝ | | | | | S.B.Corp. | | FK | | | *WB* | GeneralElectricCo. | |
| | *Ref.Mchy.* | | | | | | | HogIslandPa | | | | | | Schenectady,N.Y. | |
| 78753 | **Maidstone** TwinSc | 688 | | | | | 1926 | D&W Hen- | SouthernRailway | 220·7 | 33·6 | 14·2 | London | T.6Cy.15",25"&41"–24" | |
| 148754 | | 626 | | | | | | dersn&Co.Ld. | | B90'F37' | | | British | 166NHP | |
| MNQV | *Cruiser Stern* 1*Dk* | 267 | | | | | | Glasgow | | | | | *WB* | D&W.Hendersn&CoLdGls | |
| 78754 | **Maigue** (*ex*Lady Anstruther, | 456 | ✝100A1 | Bkn | *h* | CL | 1904 | CaledonS. | LimerickS.S.Co. | 175·3 | 27·1 | 10·7 | Limerick | T.3Cy.15",26"&44"–30" (*s*) | 12 " 10 |
| 116020 | *ex*MinnieHinde) *ss*Bkn.2ndNo.3–8,27 | 384 | 1,39 | | | 1,39 | 9mo | B.&E.Co.Ld. | Ld.(S.J.K.Roy- | | | | British | 185lb NDB1,28 *100lb* 95RHP | s "10½ |
| EIBK | *ss*Bkn.No.2–35 | 180 | BS1,39 | ✝LMC8,34 | | | | Dundee | croft,*Mgr.*) | P23'B63'F34' BK5¾" | | | 4*BHCem* | 1SB,*3cf*,GS61,HS1912 | 12 " 6 |
| | 1*Dk*(*Stl*) | | | | | | *Lloyd's A&CP* | | *CellDB* | *a23'f68'94t FPT24* | | | *tAPT13t* | CaledonSB.&E.Co.Ld.Dun | |
| 78755 | **Maihar** | 7563 | ✝100A1 | Gls | *c*† | CL | 1917 | Russell& | Thos.&Jno. | 470·4 | 58·2 | 32·1 | Liverpool | T.3Cy.28",47½"&80"–54"(*r*) | 34 " 10 |
| 140518 | *ss*Lon.No.3–2,30 | 7056 | 4,40 | | | ~~4,40~~ | 6mo | Co. | BrocklebankLd. | 490·5(O.L.) | | | British | 200lb HS15710 800NHP | s 7 " 9½ |
| GSCL | E.S.D. *ss*Gls.No.2–38 | 4657 | ✝LMC | | | N11,40 | | Port Glasgow | | P47'B126'F47' FK | | | 7*BHCem* | 2DB&1SB,*20cf*,GS308, | 27 " 3¼ |
| | 2*Dks*(*Stl*)*3rd dk*(*Stl*)*in No.1 hold* | | MS12,37 | BS~~7,39~~ 6,40 | | | *Lloyd's A&CP* | | *CellDB414'1615t* | *DTa37'1234t FPT* | | | 100t*APT96t* | J.G.Kincaid&Co.Ld.Grk. | |
| | D.F. *Cruiser Stern* | | *Fitted for oil* | *fuel* 3,38 | *F.P. a* | | *bove* 1 | 50°F. | | | | | | | |
| 78756 | **Maikop** | 1846 | | | | | 1929 | Nicolaieff | U.S.S.R. | 250·9 | 37·4 | 20·7 | Tuapse | Oil Engines 2S.C.SA | |
| | *Carrying Petroleum in bulk Oil Eng.* | 1446 | | | | | | StateSBYard | | P64'B28'F23' | | | Russian | 4Cy.21⅛"–35½" 315NHP | |
| UOUV | *Mchy.Aft* 2*Dks* | 945 | | | | | | 'AndreMarti' | | | | | *WB* | Maschfbk.Augsburg- | |
| | *Longitudinal framing* | | | | | | | Nicolaieff | | | | | | Nürnberg,Augsburg | |
| 78757 | — (*ex*ElenaCouppa) TwinSc | 398 | | | | | 1893 | Stablimnto | U.S.S.R. | 185·3 | 27·0 | 8·2 | Odessa | C.4Cy.13½"&24"–20" | |
| | | 360 | | | | | | Tecnico | | | | | Russian | NB36 42NHP | |
| UOKG | Wireless *Mchy.Aft* 1*Dk* | 240 | | | | | | Trieste | | | | | *WB* | StabilimentoTecnico,Tri. | |
| 78758 | **Mailand** | 836 | | | | | 1915 | Akers | A/S Jelölinjen | 208·0 | 32·6 | 14·8 | Oslo | T.3Cy.16½",27"&45"–33" | N |
| | | 668 | | | | | | Mek.Værks. | (FredOlsen&Co. | P&B95'F42' | | | Norwegian | 116NHP | |
| LEKR | Wireless D.F. 1*Dk* | 363 | | | | | | Oslo | *Mgrs.*) | | | | *WB* | AkersMek.Værks.Oslo | |
| 78759 | **Maimoa** TwinSc | 10123 | ✝100A1 | Bkn | *e*† | CL | 1920 | Palmers' | ShawSavill& | 477·9 | 63·0 | 31·2 | S'thamptn | Q.8Cy.24½",33½",47½"&68"– | 42 " 10 |
| 143582 | *ss*Lon.No.3–4,33 | 9564 | *Shelter dk* | Npt | | P3,38 | 9mo | Co.Ld. | AlbionCo.Ld. | | | | British | 48" 220lb (*s*) 1039NHP | s 13 " 0½ |
| GDPZ | *ss*Liv.No.1–37 | 6436 | *with freeboard* | | | ~~8,40~~ 7,40 | *Lloyd's A&CP* | Newcastle | | B181'F50'*on* | | | *Cem* | 2DB(Spt)&2SB(Spt),*18cf*, | 30 " 0 |
| | *Ref.Mchy.* 2*Dks*(*Stl*)*& Shelter dk*(*Stl*) | | 8,40 ~~4,40~~ | ✝LMC | | | | | | *Shelter dk* FK | | | | GS334,HS15406 FD | |
| | E.S.D. *Tonnage opening closed'40* | | MS3,38 | BS1,40 | | | | | | (*CollBHtoSh dk* | | | | Palmers'Co.Ld. Newcastle | |
| | | | ✝Lloyd'sRMC~~1,40~~ | 8,40 | | | | | *CellDB* | 414'1570t *APT82t* | | | | | |
| | | | | | | | | | *Shelter'tween dk B* | *Hs except Coll B Hd* | | | | 8 „ „ *U* „ | |
| | | | | | | | | | | | | | | *ispensedwith* | |
| 78760 | **Main** | 964 | | | | | 1926 | Stettiner | Rud.Christ.Gribel | 216·1 | 33·0 | 11·7 | Stettin | T.3Cy.14⅛",22⅛"&37⅜"– | G |
| | | 714 | | | | | | Oderwerke | | Q80'B50'F23' | | | German | 71NHP | |
| DAUD | Wireless 1*Dk* | 539 | | | | | | Stettin | | | | | *WB* | StettinerOderwerke | |

| 1 Numéro d'ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenance expiré. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milliers de navire. Tirant d'eau correspondant. pds. | pc. | 15 Langueur en pieds et dixièmes de la Douane. Cert. Bur. Tonn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78761 WKCX | **Maine** | | 6032 | ✠ ... 8,34 | Pld | z | | 1917 10mo | Texas S.S. Co. Bath, Me. | (Glover Bros. (London) Ld. *Mgrs.*) *Cell DB 343' 1114t DT* | 402·0 \| 54·2 \| 31·4 P35'B120'F39' *on Shelter deck* FK 32'1075t *FPT* 108t | | | British *6 BHCem APT 63t* | T.3Cy.26',44"&74"-51' 391NHP 3SB,*8cf*,H88118 H.G.TroutCo,BuffaloN.Y. | 33·11 | R † |
| *Now* "Empire Lynx," *see No. 88035 (1941 Supplement)* | | ss Bal.No.3–12,29 1 *Dk(Stl)* & *Shelter dk(Stl)* *Longitudinal framing* *Fitted for oil fuel* | 3806 | ✠ | | | | | | | | | | | | | | |
| 78762 220199 KJUC | — (ex Pacific Pine-37, ex West Norranus) | *Fitted for oil fuel* 2 *Dks* | 5435 — 3392 | | | | | 1920 | S. Western S.B.Co. San Pedro, Cal | California Eastern Line, Inc. (Pacific-Atlantic S.S. Co. *Mgrs.*) | 410·5 \| 54·3 \| 27·2 P46'B112'F46' | | | Portland, Or Utd. States *WB* | T.3Cy.24½",41½"&72"-48" Llewellyn Iron Works, Los Angeles, Cal. 359NHP | | R |
| 78763 221123 KDPK | — (ex Franklin) *Mchy. Aft* D.F. | ss Clv. No.3–40 ~~ss Clv. No.4 4,40~~ ~~ss Clv. No.3 4,34~~ 2 *Dks(Stl)* & *Web frames* *Longitudinal framing* | 3432 2998 2429 | ✠ 100 A1 *For Service on the Great Lakes* BS 2,41 ~~4,40~~ 8,38 2,41 4,40 ~~BS 7,39~~ ✠ LMC ~~4,34~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,21 | Clv | | CL ~~2,38~~ 1,40 *F.P. above* 150° F. | 1921 4mo | Staten Isld. S.B.Co. Mariners' Harbor, N.Y. | The Texas Co. *Cell D Bu E & B 45'5* | 353·3 \| 43·1 \| 25·6 P103'B38'F28' len 34 FK *2t FPT 65t APT 52t* | | | Wilmgton (Del.) Utd. States 14 *BHpt Cem* (12 *to U dk* 2 „ *2nd* „) | T.3Cy.21½",35-⅞"&59"-42" 200lb (r) 380NHP 2SB,*6cf*,GS132,KS5954 FD Staten Island S.B.Co. Port Richmond, N.Y. | 26·0 s 4·6½ 21·8½ | |
| 78764 1047 OHBV | **Maininki** (ex Nonni, ex Jökul) Wireless | 1 *Dk* | 329 211 157 | | | | | 1891 | Moss Jernstöberi & M.V Moss | Felix Kotiranta (Meritoimi O/Y, *Mgrs.*) | 138·2 \| 22·1 \| 9·7 132·0 P110t F14t *WB* | | | Åbo Finnish | T.3Cy.11¼",18"&29½"-22" 41NHP Mossjernstöberi & Mk.Vk. | | N |
| 78765 647 SVMM | **Maiotis** (ex Claudia, ex Duke of Cornwall) *Well deck* | ss Nap.3rd No.3–9,25 ss Pir.No.1–31 1 *Dk(Stl)* & *Web frames* | 1712 — 1055 | ✠ ... 10,34 | Pir | q | | 1888 6mo | W. Gray & Co. W Hartlepool | A.P. Synodinos (Synodinos Bros. *Mgrs.*) *DBa 82'f 100'378t* | 260·5 \| 36·6 \| 18·2 P27'Q80'B104'F25' BK 9" *tAPT 15t* | | | Piræus Greek | T.3Cy.19",30½"&51"-36" NDB 20 156NHP 2SB,*4cf*,GS133 Cntrl Marine Eng.Co W Hpl | 19·5 | |
| 78766 1298 CBMA | **Maipo** Ⓟ Iron 3 Mst *2 Dks & Shade dk* | | 2614 — 1593 | ✠ 7,82 | Cly | u | | 1882 | J. Reid & Co Pt. Glasgow | Cia Sud Americana de Vap. | 332·2 \| 39·9 \| 21·0 F33' *DBa 34'f 166' & u E* | | | Valparaiso Chilian 5 *BHCem* | C.2Cy.45"&80"-54" NB98 392NHP Rankin & Blackmore, Grk. | | |
| 78767 100 SZKZ | **Mairi Deftereou** (ex Hunter-field-32) *Well deck* | ss Gmh.2nd No.3–4,28 ss Alx.No.2–37 1 *Dk(Irn)* & *deep framing* *Cargo battens not fitted* | *1383* *1078* *753* | ✠ 100 A1 11,39 BS 11,39 ✠ LMC 6,37 | Pir | o | CL 9,38 | 1903 5mo | Ailsa S.B. Co. Ltd. Ayr *Lloyd's SA & CP* | B.P. Deftereos *Cell D Ba 63' u E* | 240·1 \| 36·2 \| 17·1 P16'Q71'B59'F31' FK 17' *f* 96'315t *FPT* 43t | | | Argostoli Greek *4 BHCem* *APT* 33t | T.3Cy.18",30"&48"-33" (*s*) 180lb *90lb* 145NHP 1SB,*3cf*,GS60,HS2260 Muir & Houston, Ld. Gls. | 18·0 s 1·3½ 16·10 | |
| 78768 147945 GMDF | **Maiwara** (ex Schleswig) | 1 *Dk* | 621 460 331 | | | | | 1924 | Intrnationl SB & E.Co. Ltd Danzig | ~~Burns, Philp & Co., Ltd.~~ Aulco Pty. Ltd. | 179·2 \| 29·1 \| 11·2 P11'Q39'B46'F25' *WB* | | | Glasgow British | T3Cy 14-⅞",22½"&36½"-22½" International 69RHP S.B.&E.Co.Ltd.Danzig | | C |
| 78769 8371 SGNU | **Maj** (ex *Lighter* Le Trapu-39, ex Steam Tug) *Mchy. Aft* (*See Sailing Ship Register*) | Aux 3 Mst Sr *Oil Eng.* | *398* *297* *174* | | | | | 1921 | Soc. Anon. des Anciens Ch. Dubigeon Nantes | Lennart Petters-son & others | 138·3 \| 26·8 \| 11·6 | | | Stockevik Swedish | Oil Engines 2S.C.SA 5Cy.9-⅛"-15½" *Emade & fitted* 39 Fredrikshavns Jernstöberi & Maskfbk. | | V |
| 78770 167256 GTGT | **Maja** *Mchy. Aft* D.F. E.S.D. 1 *Dk(Stl)* 2nd *dk(Stl)* *clear of cargo tanks* *Longitudinal framing at bottom & at deck* | Twin Sc ss Sng.No.2–39 *Oil Eng.* | 8181 7470 4801 | ✠ 100 A1 8,40 ~~11,39~~ ✠ LMC CS 5,39 DBS ~~5,39~~ 9,40 ~~3,39~~ 11,39 *Carrying Petroleum in bulk* | Shl | *c* † | CL 7,38 | 1931 11mo | N.V.C. Van der Giessen & Zonen's Schps Krimpen *Lloyd's SA & CP* | Anglo-Saxon Petroleum Co. Ld. *Cell D Bu E 69'222t* | 451·0 \| 62·1 \| 34·0 467·9 (O.L.) P103'B35'F43' FK *DT f* 32'355t | | | London British *14 BH* | Oil Engines 4S.C.SA 12Cy.24½-⅜"-43-⅞" 714NHP 2DB *150lb* Werkspoor N.V. Ams. *FPT* 225t *APT* 41t | 34·0 s 6·7½ 27·6½ | |
| 78771 OXPE | — (ex Mira) D.F. | 1 *Dk* | 2203 1462 1326 | | | | | 1922 | Ostseewrft Schff & Masch A.G. Stettin | J. Lauritzen | 263·5 \| 41·1 \| 16·9 P26'Q75'B&F169' *WB* | | | Esbjerg Danish | T.3Cy.21-⅛",33½"&55½"-40" 243NHP A.Borsig, G.m.b.H. Berlin | | G |
| 78772 PKGH | **Majang** *Mchy. Aft* | *Oil Eng.* 1 *Dk* | 536 362 362 | | | | | 1928 | N.V. Schps. "De Maas" Slikkerveer | Koninkl. Paketv. Maats. | 165·3 \| 28·9 \| 9·5 | | | Batavia Dutch | Oil Engines 2S.C.SA 5Cy.11½-⅜"-15½" 122NHP Sulzer Bros. Winterthur | | V |
| 78773 6833 SFKE | **Majfrid** *Cruiser Stern* | 1 *Dk* | 897 *645* *514* | | | | | 1922 | Larvik Slip & Verks A/S Larvik | Rederiaktieb. Östersjön (A. Christensen, *Mgr.*) | 195·6 \| 31·8 \| 12·6 Q56'F21' *WB* | | | Trelleborg Swedish | T.3Cy.14",23"&38"-27" 75NHP Larvik Slip & Verksted A/S | | N |
| 78774 217046 WFII | **Major Wheeler** *Fitted for oil fuel* | 1 *Dk* | 3431 2906 2038 | ✠ ... 2,21 | | | | 1918 10mo | Hanlon D.D.&S.B.Co. Oakland, Cal. | Baltimore-Insular Line Inc. (A.H.Bull & Co. Inc. *Mgrs.*) | 305·0 \| 46·0 \| 24·5 P26'B79'F33' FK *WB* | | | Baltimore Utd. States | T.3Cy.24",39"&65"-42" Bethlehem S.B. Corp. Ld. Alameda, Cal. 382NHP | 26·9 | R † |
| 78775 147196 MLJP | **Majorca** (ex Aigburth, ex Fædreland) *Well deck* Wireless D.F. | ss Lth.No.3–3,34 ss Lth.No.1–38 1 *Dk(Stl)* | 1126 854 589 | ✠ 100 A1 6,40 ~~6,39~~ BS ~~6,39~~ 6,40 ✠ LMC 6,38 | Lth Hul | *n* | CL ~~3,37~~ 6,40 | 1921 3mo | Ouse S.B. Co. Ltd. Goole *Lloyd's SA & CP* | Currie Line, Ld. *Cell DB 178'223t FPT* | 220·0 \| 35·1 \| 13·8 230·0 (O.L.) Q77'B54'F23' FK *ll DB 178'223t FPT* | | | Leith British *4 BHCem* *41t APT 72t* | T.3Cy.18",29"&50"-33" (*s*) 180lb 160NHP 2SB,*4pf*,GS73,HS2520 Earle's Co. Ld. Hull | 15·10 s 1·2½ 14·9 | |
| 78776 140595 GSCT | **Makalla** D.F. E.S.D. *Cargo battens not fitted in DT & 'tween dks* | ss Bkn.No.3–9,30 ss Gls.No.2–39 2 *Dks(Stl)* | 6677 6243 4178 | ✠ 100 A1 3,40 ✠ LMC MS 8,38 BS ~~6,39~~ 8,40 *Fitted for oil fuel* 10,18 | Gls | *b* † | CL 3,40 *F.P. above* 150° F. | 1918 10mo | R. Duncan & Co. Ld. Port Glasgow *Lloyd's SA & CP* | Thos. & Jno. Brocklebank, Ld. *Cell DB 389'1500t* | 445·0 \| 58·2 \| 31·2 462·0 (O.L.) P38'B136'F39' FK *DTa 39'1270t FPT 101t* | | | Liverpool British *8 BHCem* *APT* 33t | T.3Cy.26½",45"&75"-54" (*s*) 200lb 701NHP 4SB,*12cf*,GS225,HS11008 FD Clyde S.B.&E.Co. Pt. Gl. | 34·0 s 7·5 26·10½ | |
| 78777 PKGJ | **Makasser** *Mchy Aft* | *Oil Eng.* 1 *Dk* | 537 350 363 | | | | | 1928 | N.V. Schps. "De Maas" Slikkerveer | Koninkl. Paketv. Maats. | 165·3 \| 28·9 \| 9·5 | | | Batavia Dutch | Oil Engines 2S.C.SA 5Cy.11½-⅜"-15½" 122NHP Sulzer Bros. Winterthur | | V |
| 78778 ~~GBNH~~ ~~GDNH~~ | **Makawao** (ex Sujerseyco) D.F. | ss N.Yk.No.1–25 *Fitted for oil fuel* 1 *Dk* 2 *trB in fore & after holds & Web frames* | 3253 3005 1977 | ✠ ... 6,28 | | | | 1921 2mo | Submarine Boat Corp. Newark, N.J. | Matson Navigation Co. | 324·0 \| 46·2 \| 25·0 P30'B90'F35' FK *WB* | | | Puerto Cortes Honduran | 1 DR Geared Steam Turbine 386NHP Westinghouse Electric & Mfg.Co. Essington, Pa. | 28·6 | R † |
| 78779 217844 KJQI | **Makaweli** (ex Cowee) D.F. *Mchy. Aft* *Carrying oil or molasses in bulk* | *Fitted for oil fuel* 1 *Dk* | 2630 — 1534 | | | | | 1919 | Gt. Lakes Eng. Works Ashtabula, O. | Matson Navigation Co. | 253·5 \| 43·5 \| 27·5 | | | S. Frncisco Utd. States *WB* | T.3Cy.19",32"&54"-40" Gt. Lakes Eng. Works, Ashtabula, O. 184NHP | | R |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. — Corresponding draught. ft. in. | 15 Registers in which classed, if not in L. R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78780 | **Mâkefjell** | | 1567 | | | | | 1932 | Porsgrund Mek. Værks. Porsgrunn | A/S Luksefjell (Olsen & Ugelstad, *Mgrs.*) | 246·6 | 37·9 | 18·2 | Oslo | C.4Cy.(2)13¼″&(2)27½″–27½″ 66NHP | | N |
| | *Mchy.Aft* | | 1283 | | | | | | | | P28*t*H148*t* | | | Norwegian *WB* | PorsgrundM.V.Porsgrunn | | |
| LEKN | Wireless **D.F.** *CruiserStern* 1*Dk* | | 899 | | | | | | | | | | | | | | |
| 78781 | **Makena** (*ex*Cowboy) | | 2729 | | | | | 1919 | Gt.Lakes Eng.Works Ashtabula,O. | ~~MatsonNavigation Co.~~ Makena S.S.Co.Ltd. | 253·5 | 43·5 | 27·5 | Panama Pnamanian *WB* | T.3Cy.19″,32″&54″–40″ Gt.LakesEng. Works,Ashtabula,O. 184NHP | | R |
| ~~21 7'20~~ ~~K.C.P.~~ | *Fitted for oil fuel* *Mchy.Aft* 1*Dk* | | — 1653 | | | | | | | | | | | | | | |
| 78782 | **Makian** | | 537 | | | | | 1928 | N.V Intern. Scheepsbouw Mij.deMaas Slikkerveer | Koninkl.Paketv. Maats. | 165·3 | 28·9 | 9·5 | Batavia Dutch | Oil Engines 2S.C.SA 5Cy.11⅛″–15¾″ 122NHP SulzerBros.Winterthur | | V |
| | *Oil Eng.* | | 350 | | | | | | | | | | | | | | |
| PKGN | *Mchy.Aft* 1*Dk* | | 363 | | | | | | | | | | | | | | |
| 78783 | **Makiki** (*ex*Woonsocket,*ex*Rhode | | 5924 | ✠100A1 | SFo | *z* | CL | 1917 | TheTexas Co. Bath,Maine | MatsonNavigation Co. | 402·0 | 54·2 | 30·6 | S.Frncisco Utd.States *WB* | T.3Cy.26⅝″,44″&74″–51″ (*s*) 1901b 555NHP | 33 ″ 11 | |
| 215832 | Island) *ss*SFo.No.3–3,30 | | — | *Shelter dk* | | | 9,38 | 11mo | | | | | | | | s 7 ″ 1½ | |
| WMCD | *Ref.Mchy.* *ss*SFo.No.2–38 | | 3721 | *withfreeboard* | | | | | | | P34′B120′F39′ FK | | | 6*BHCem* | 3SB,*9cf*,HS8118 FD | 26 ″ 11¾ | |
| | 1*Dk(Stl)&Shelter* | | | 6,30 ~~7,00~~ ✠LMC | | | | | | | *onShelter dk* | | | | H.G.TroutCo,BuffaloN.Y. | | |
| | Sub.Sig. *dk(Stl)&Web frames* | | | MS1,38 BS1,40 | | | | | | *CellDB*343′1074*t* | *DTa*32′1075*t* | *FPT* | | 108*tAPT*63*t* | | | |
| | **D.F.** *Longitudinal framing* | | | *Fitted for oil fuel* 1 | | 1,1 | 7 *F.P.* | *above* | 150°F. | | | | | | | | |
| 78784 | **Makis** (*ex*Yorkmead,*ex*Fife, | | *3546* | ✠100A1 | Hul | *v* | CL | 1906 | J.Priestman&Co. Sunderland | E.K.Vlassopoulos | 340·0 | 48·0 | 26·5 | Ithaca Greek | T.3Cy.24″,40″&67″–45″ (*s*) 1801b *100lb* 330NHP | 27 ″ 8 | |
| 35 | *ex*Clivegrove) *ss*Bla.2ndNo.3–9,29 | | *3354* | *Spar dk* | | | 6,38 | 1mo | | | | | | 6*BHCem* | 2SB,*6cf*,GS122,HS5150 | s 4 ″ 9½ | |
| SVFM | *ss*Pir.No.2–38 | | *2265* | *withfreeboard* | | | | | | | P31′B100′F33′ FK | | | *APT*96*t* | Richardsons,Westgarth& Co.Ld.Sld. | 23 ″ 1½ | |
| | *Spar dk(Stl)2trB&deep framing* | | | 11,39 | | | | *Lloyd's* | *SA&CP* | | *DBa* 114′*f* 138′845*t* | | | | | | |
| | | | | BS2,39 ✠LMC10,37 | | | | | | | | | | | | | |
| 78785 | **Mako** | | 505 | ✠100A1 | Auk | *g* | CL | 1914 | Bow,McLachlan&Co. Ld. Paisley | CoconutProducts Ld. | 153·5 | 25·1 | 12·8 | PtMoresby British | T.3Cy.13″,22″&36″–30″ (*s*) 1801b 92RHP | 13 ″ 6 | |
| 121595 | *ss*Auk.2ndNo.3–9,37 | | 322 | 9,37 | | | 8,37 | 9mo | | | Q83′B20′F21′ FK | | | 4*BHCem* | 1SB,*3cf*,GS58,HS1651 | | |
| ZMPK | *Well deck* 1*Dk(Stl)* | | 247 | BS9,38 ~~1,40~~ ✠LMC9,37 | | | | *Lloyd's* | *SA&CP* | | *DBa*28′38*t* *CellDB* | | | *T*6*t* | Bow,McLachlnCoLdPsy | | |
| 78786 | **Mako Maru** (*ex*Luso–40, | | 1398 | ✠ | Mdb | *p* | | 1903 | Fevigs Jernskibsbyg Arendal | YamasitaKisen K.K. | 235·7 | 35·0 | 19·6 | Japanese | T.3Cy.17½″,27″&47″–33″ 138NHP | 21 ″ 0 | |
| | *ex*YingHsiang–38,*ex*ShengAn–37, | | 1275 | 1,07 | | | | 7mo | | | | | | | | | |
| | *ex*Ryuko 1*Dk(Stl)&Spar dk(Stl)* | | 928 | ✠ | | | | | | | FK | | | 4*BHCem* | 1SB,3*pf*,GS60,HS2142 | | |
| | Maru–32,*ex*Opland) *&deep framing* | | | | | | | | | | *CellDBa*52′*f*104′ | | | 281*tAPT*27*t* | Richardsons,Westgarth& Co.Ld.Mdb. | | |
| | Wireless | | | | | | | | | | | | | | | | |
| 78787 | **Makua** (*ex*Suholco) | | 3275 | ✠ ... | | | | 1920 | Submarine BoatCorp. Newark,N.J. | MatsonNavigation Co. | 324·0 | 46·2 | 25·0 | S.Frncisco Utd.States *WB* | DR Geared Steam Turbine 386NHP | 28 ″ 6 | R † |
| 220245 | *ss*NYk.No.1–25 | | — | 6,28 | | | | 7mo | | | P30′B90′F35′ FK | | | | | | |
| KUZF | *Fitted for oil fuel* | | 1974 | ✠ | | | | | | | | | | | WestinghouseElectric& Mfg.Co.Essington,Pa. | | |
| | 1*Dk(Stl)2trB in fore& after holds&Web frames* | | | | | | | | | | | | | | | | |
| | **D.F.** | | | | | | | | | | | | | | | | |
| 78788 | **Malabar** (*ex*JohnD.Rockefeller) | | 8465 | ✠ ... | NYk | | | 1914 | NwprtNws S.B.&D.D.Co Newprt.News | SeminoleS.S.Corp. (C.D.Mallory&Co. Inc.*Mgrs.*) | 458·3 | 60·0 | 28·6 | Wilmgton (Del.) | Q.4Cy.24″,35″,51″&75″–51″ 533NHP | 36 ″ 2 | R † |
| 212517 | *ss*NYk.No.2–12,20 | | — | 9,33 | | | | 9mo | | | | | | Utd.States | 3SB,*9cf*,GS177,HS7035 | | |
| WKCR | *Mchy.Aft* *ss*NYk.No.2–29 | | 6462 | ✠ | | | | | *CellDBa*17′ | | *uE&B*65′*f*50′546*t* | *FPT*190*tAPT*94*t* | | 14*BHptCem* | NewportNewsSB&DD Co. | | |
| | **D.F.** *Fitted for oil fuel* | | | | | | | | | | | | | 11 ,, *to U dk* | | | |
| | 2*Dks(Stl)&Shelter dk(Stl) &Web frames* | | | | | | | | | | | | | 3 ,, ,, 2*nd* ,, | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 78789 | **Malacca** (*ex*Bethelridge) | | 7051 | | | | | 1919 | Baltimore D D.&S.B.Co. Baltimore Md | C.D.MalloryCorp. | 431·0 | 59·2 | 31·4 | Wilmgton (Del.) | T.3Cy.24½″,41¾″&72″–48″ 359NHP | | R |
| 219395 | *Fitted for oil fuel* | | — | | | | | | | | P123′B37′F39′ | | | Utd.States | | | |
| KERT | **D.F.** *Mchy.Aft* 2*Dks* | | 4261 | | | | | | | | | | | | Hooven,Owens,Rentschler Co.Hamilton,O. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 78789* | **Malaga** | | 2146 | | | | | 1935 | Neptunwft Rostock G.m.b.h. Rostock | Rob.M.Sloman,jr. | 303·1 | 43·6 | 16·1 | Hamburg German *WB* | C.4Cy.(2)16⅜″&(2)35 7/16″–35 7/16″&LP turbine with DRgearing&hydraulic coupling 205NHP | | G |
| | | | 1635 | | | | | | | | P25′B25′F33′ | | | | NeptunwerftRostock G.m.b.H. | | |
| DJQD | **D.F.** **E.S.D.** 2*Dks* | | 1103 | | | | | | | | | | | | | | |
| | Sub.Sig. *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 78790 | **Malahat** **WoodAuxTwin5MstSr** | | 1544 | ✠ ... | | | | 1917 | Cameron– 8mo | GibsonShippingCo. Ld. | 245·7 | 43·8 | 21·0 | Vancouvr British | Oil Engines 2S.C.SA 4Cy.16½″–18 5/8″ 18RHP | 22 ″ 4 | |
| 134655 | *Oil Eng.* | | 1389 | 9,24 | | | | | GenoaMills Shipb'ldrs,Ld Victoria,B.C. | | P30′F30′ | | | | | | |
| CYBR | *Salted* *ss*Sea.23 | | 1199 | ✠ | | | | | | | | | | | J&CG BolindersCoLd.Skm | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 78791 | **Malaita** Ⓟ | | 3310 | ✠100A1 | Syd | *u* | CL | 1933 | Barclay, Curle&Co.Ld. Glasgow | Burns,Philp&Co. Ld. | 315·1 | 47·0 | 21·1 | SydnyNSW British | Oil Engines 2S.C.SA 8Cy.19 1/16″–35 7/16″ 538NHP | 23 ″ 6 | |
| 157606 | *ss*Syd.No.1–37 | | 2223 ~~2,10~~ ~~12,30~~ ~~1,11~~ | | | 11½ | ~~6,39~~ | 10mo | | | | | | 8*BHptCem* | DB*100lb* | s 2 ″ 6½ | |
| VJYY | *Oil Eng.* | | 1883 | 4,41 ✠LMC CS8,37 | | | 4,41 | | | | P42′B158′F36′ FK | | | 1 ,,*to 2nd dk*) | J.G.Kincaid&Co.Ld.Grk. | 21 ″ 1¼ | |
| | *Ref.Mchy.* 2*Dks(Stl–Upr dk pt teak)* | | | DB~~30,37~~ 1,40 ~~8,37~~ 1,40 | | | | *Lloyd's* | *SA&CP* | *CellDB*258′656*t* | *FPT*70*tAPT*26*t* | ( | | | | | |
| | *Cruiser Stern* | | | ✠Lloyd'sRMC~~8,40~~ 10,40 4,41 | | | | | | | | | | | | | |
| 78792 | **Malakand** | | 7649 | ✠100A1 | Gls | *c*† | CL | 1919 | Lithgows Ld. PortGlasgow | Thos.&Jno. Brocklebank,Ld. | 470·4 | 58·2 | 32·1 | Liverpool British | T.3Cy.28″,47½″&80″–54″(*r*) 200lb 778NHP | 34 ″ 10 | |
| 140608 | *ss*Gls.No.3–5,32 | | 7051 | Examined 4,41 Mch | | | 8,39 | 3mo | | | 489·5(O.L.) | | | 7*BHCem* | 2DB&1Aux.SB,*19cf*,GS329 HS15086 | s 7 ″ 9½ | |
| GSCV | *ss*Gls.No.1–36 | | 4635 | ✠LMC | | | | *Lloyd's* | *SA&CP* | | P47′B126′F47′ FK | | | | | 27 ″ 3¼ | |
| | 2*Dks(Stl)3rddk(Stl)in No.1hold* | | | MS11,35 BS~~8,38~~ 6,40 | | | | | | | | | | | | | |
| | **D.F.** **E.S.D.** *Cruiser Stern* | | | *Fitted for oil fuel* 3 | | 1,19 | *F.P.a* | *bove* | 150°F. | *Cell DB* 414′1615*t* | *D Ta* 37′1234*t FPT* | | | 100*tAPT*96*t* | Dunsmuir&JacksonLdGls | | |
| 78793 | **Malakoff** (*ex*Steamer–36,*ex*Trawler) | | 313 | ✠100A1 | NFL | | CL | 1918 | Canada Car &FoundryCo Ld. Fort William. Ont. | Commissioner for NaturalResources, Commissioner of Govt.of Newfoundland. | 135·6 | 22·6 | 12·7 | SJhnsNFL British | Oil Engines 2S.C.SA 4Cy.9 1/16″–16 5/16″ 67NHP | 13 ″ 3 | |
| 142995 | *ss*NFL.No.3–5,31 | | 233 | 6,40 ~~8,39~~ | | | 3,39 | 11mo | | | | | | 5*BHCem* | BritishAuxiliaries,Ld.Gls. | | |
| VOBK | *ss*NFL.No.2–39 | | 195 | ✠NE7,36 ✠LMC7,39 | | | | | | | Q74′F27′ BK7′ | | | | | | |
| | *Mchy.Aft.* *Oil Eng.* | | | | | | | | | | A1t.36 | | | | | | |
| | 1*Dk* | | | *Coasting Newfoundland&Labrador* | | | | | | | *FPT*3*tAPT*2*tDTf* | | | 7′8*t* | | | |
| 78794 | **Malama** (*ex*MilwaukeeBridge) | | 3275 | ✠ ... | | | | 1919 | Submarine BoatCorp. Port Newark N.J. | MatsonNavigation Co. | 324·0 | 46·2 | 25·0 | S.Frncisco Utd.States *WB* | DR GearedSteamTurbine 386NHP | 28 ″ 6 | R † |
| 217928 | *Fitted for oil fuel* | | 3005 | 6,20 | | | | 5mo | | | P30′B90′F35′ FK | | | | WestinghouseElectric& Mfg.Co.Essington,Pa. | | |
| KIBF | **D.F.** 1*Dk2trBin fore&after holds &Web frames* | | 1996 | ✠ | | | | | | | | | | | | | |
| 78795 | **Malamton** (*ex*Missoula–35, | | 4554 | | | | | 1918 | NewYork S.B.Corp. Camden,N.J. | C.D.MalloryCorp. | 362·3 | 51·2 | 32·2 | Wilmgton (Del.) | T.3Cy.24½″,39⅛″&67″–45″ 301NHP | | R |
| 216821 | *ex*M.J.Scanlon) *Fitted for oil fuel* | | 3860 | | | | | | | | | | | Utd.States *WB* | NYorkSBCorp.CamdenNJ | | |
| WJAO | **D.F.** *Mchy.Aft* 1*Dk* | | 2721 | | | | | | | | | | | | | | |
| 78796 | **Malancha** | | 8124 | ✠100A1 | Mdb | *d*† | CL | 1937 | Wm.Hamilton&Co.Ld. PortGlasgow | Thos.&Jno. Brocklebank,Ld. | 475·6 | 62·7 | 32·3 | Liverpool British | 3 steam turbinesSR geared to 1 screw shaft (*r*) 1170NHP | 34 ″ 10 | |
| 164327 | | | 7308 ~~8,40~~ ~~6,00~~ 2,41 | | Cal. | 2⅜ | 5,40 | 7mo | | | 493·6(O.L.) | | | | | s 7 ″ 3½ | |
| GZRD | **D.F.** **E.S.D.** 2*Dks*,3*rd dk in No.1hold* | | 4852 | ✠LMC7,37 | | | | *Lloyd's* | *SA&CP* | | P51′B161′F54′ FK | | | 8*BHptCem* | 250lb 4SB(Spt),*16cf*,HS14060 FD | 27 ″ 10 | |
| | *Ref.Mchy.* *Cruiser Stern* | | | *Fitted for oil fuel* 7 | | 1,37 | *F.P.ab* | *ove* | 150°F. | *CellDB*386′1297*tD* | *Ta*36′1227*t FPT*90 | | | 1 ,,*to 2nd dk* 90*tAPT*95*t* | D.Rowan&Co.Ld.Gls. | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appel spécial. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille à France-bord au milieu du navire. Tirant d'eau correspondant. | 15 Registres où coté, si on en est dans la Liste. Durée Cert. Surv. Tropic. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78797 | **Malang** (*ex*EasternLeader) | | 3735 | ✠ ... | | | | 1920 | Fujinagata | C.D.MalloryCorp. | 344·8 | 50·1 | 26·6 | Wilmgton | T.3Cy.23″,38″&64″–48″ | 29 ″ 1 | R |
| 220751 | *Fitted for oil fuel* | | 3443 | 1,22 | | | | 6mo | Dockyard | | P33′B73′F40′ | FK | | (Del.) | 342NHP | | † |
| KDHY | D.F. 2*Dks* | | 2265 | ✠ | | | | | Osaka | | *WB* | | | Utd. States | FujinagataDkyd.Osaka | | |
| 78798 | **Malange** (*ex*CarloPisacane,*ex*Algier, *ex*Hornfels) | | 3155 | | | | | 1904 | Akt.Ges. "Neptun" Rostock | Companhia Colonial de Navegaçao. | 302·2 | 45·3 | 25·4 | Lisbon Portuguese | T.3Cy.20½″,35⅞″&55½″–37½″ 192NHP | | C |
| | | | 2995 | | | | | | | | H31′ | | | | | | |
| CSAJ | 1*Dk*&*Spar dk* | | 2393 | | | | | | | | | | | *WB* | A.G."Neptun,"Rostock | | |
| 78799 | **Malantic** (*ex*Themoni–38, *ex*Burnhope–33) | *ss*N.Ns.No.3–7,38 | 3837 | ✠100A1 | Bal | *x* | CL | 1929 | Nthmblnd S.B.Co. (1927),Ld. Newcastle | C.D.MalloryCorp. | 370·3 | 51·8 | 22·6 | Wilmgton (Del.) | Q.4Cy.20″,28″,40″&58″–42″ 225lb (*s*) 298NHP | 24 ″ 8 | |
| 237554 | | | 3483 | ~~3,46~~ 1,41 2,41 | NYk | | 6,39 | 2mo | | | P35′B230′F36′ | FK | | Utd. States | 2SB(Spt),*6cf*,HS4968 | s 2 ″ 11½ | |
| WNOP | 1*Dk*(*Stl*) | | 2334 | BS~~4,38~~ 3,40 ✠LMC7,38 | | | | | | | | | | 6*BHCem* | N.E.MarineEng.CoLdNwc | 21 ″ 11½ | |
| | | | | | | | | *Lloyd's*A&CP | | *Cell D* | *B*324′1064*t*;*FPT*77*t* | | | *APT*109*t* | | | |
| | | | | *Fitted for oil fuel* 7,38 | | | *F.P. a* | bove 1 | 50° F. | | | | | | | | |
| 78800 | **Mälaren** | | 2699 | ✠100A1 | Osl | *v* | CL | 1927 | Eriksbergs M.V.Aktieb. Gothenburg | Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*) | 337·0 | 45·6 | 20·3 | Gothenbrg Swedish | Oil Engines 4S.C.SA 6Cy.24½″–51½″ 355NHP | 22 ″ 11 | |
| 7325 | | *Oil Eng.* | 2344 | *with freeboard* | Mtl | | 7,39 | 3mo | | Transatlantic | 340·3(O.L.) | | | | | s 1 ″ 7½ | |
| SDVA | | *ss*Got.No.3–7,39 | *1434* | 3,~~41~~ 11,40 | | | | | | (G.Carlsson, *Mgr.*) | | FK | | 6*BHptCem* | DB*80tb* | 21 ″ 4½ | |
| | D.F. | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | ✠LMC CS8,39 | | | | *Lloyd's*A&CP | | | | (*Coll* | | 5 ,, ,, 2*nd*,,) | EriksbergM.V.Aktieb.Got | | |
| | | *Cruiser Stern* | | DBS~~8,38~~ 6,40 1,39 | | | | | | *Cell DB* | 280′818*t* | *FPT*130*t* | *APT*154*t* | | | | |
| 78801 | **Malay** (*ex*Swiftwind–33) | | 8207 | ✠100A1 | NNs | *c*† | CL | 1921 | Northwest Bridge&Iron Co. Portland,Or. A&CP | SeminoleS.S.Corp. (C.D.Mallory&Co. Inc. *Mgrs.*) | 464·4 | 60·2 | 27·7 | Wilmgton (Del.) | T.3Cy.27½″,46″&78″–51″ (*s*) 210lb 662NHP | 36 ″ 5 | |
| 221304 | | *ss*Mob.No.3–10,33 | 7779 | *Shelter dk* | ~~Bal~~ | ~~Mcb~~ | 4~~,38~~ | 6mo | | | 481·9(O.L.) | | | Utd. States | 3SB,*9cf*,HS9690 | s 8 ″ 11½ | |
| KDSI | D.F. | *ss*Mob.No.1–37 | 5092 | *with freeboard* | BS4,41 | | N3,41 | | | | | FK | | 17*BHptCem* | Hooven,Owens,Rentschler Co.Hamilton,O. | 27 ″ 8 | |
| | *Mchy.Aft* | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* | | ~~3,46~~ 4,41 ✠LMC | | | | | | | | | | ( 3 *to S dk* | | | |
| | | *Longitudinal framing* | | MS5,37 | BS~~4,38~~ 4,40 | | | | | | | | | 10 ,, *U* ,, | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | 230*t DTf*50′444*t* | | | 4 ,, 2*nd* ,,) | | | |
| | | | | *Fitted for oil fuel* 6,21 | | | *F.P. a* | bove 1 | 50° F. | | *tFPT*183*tAPT*31*t* | | | | | | |
| 78802 | **Malaya** | TwinSc4Mst | 8654 | ✠100A1 | Nkv | *c*† | CL | 1921 | Akt.Burmeistr& Wain Copenhagen | A/S DetÖstasiatiskeKompagni | 445·8 | 60·3 | 39·1 | Copnhagn Danish | Oil Engines 4S.C.SA 12Cy.29½″–45½″ 987NHP | 42 ″ 0 | |
| *Now "Malaya II," see No. 8905*3 *in Supplement* | | *Oil Engs.* | 6189 | *Awng dk* | | | P8,37 | 7mo | | | 464·5(O.L.) | | | | *ptCem* | s 10 ″ 4½ | |
| OYZC | | *ss*Cpn.No.3–4,34 | 5512 | *with freeboard* | | | 86,39 | | | | F77′*on Awng dk* | FK | | 6*BHptCem* | DB*100tb* | 31 ″ 10 | |
| | D.F. | *ss*Cpn.No.1–39 | | 6,39 | | | | *Lloyd's*A&CP | | *Cell DB* | 392′1468*t* | *Tanks* | *Collision* | *BHtoAwdk* | Akt.Burmeistr&Wain,Cpn | | |
| | | 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | | ✠LMC CS7,39 | | | | | | *'tween tunnels* | 46′130*t* | *FPT*108*t* | *APT*108*t* | 6 ,, ,, *U* ,, | | | |
| | | | | DBS9,38 | | | | | | | | | | | | | |
| 78803 | **Malayan Prince** | TwinSc | 8593 | ✠100A1 | HKg | *d*† | CL | 1926 | Deutsche Werft A.G. Hamburg | RioCapeLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) | 441·6 | 60·3 | 39·2 | London British | Oil Engines 4S.C.SA 16Cy.29½″–47½″ 1313NHP | 42 ″ 3 | |
| 148730 | | *Oil Eng.* | 8083 | *with freeboard* | Cal | | ~~12,38~~ | 3mo | | | 29·2 | | | 9*BHptCem* | DB*100tb* DB(*Upper*)*43tb* | s 13 ″ 0½ | |
| QFVW | | *ss*H.Kg.No.3–3,38 | 5288 | ~~10,38~~ 10,40 | | | s10,39 | | | | F42′ | FK | | *ptAsp* | AlgemeineElec.Ges.Berlin | 29 ″ 4½ | |
| | | 3*Dks* | | ✠LMC GS10,38 | | | P10,40 | *Lloyd's*A&CP | | *Duct keel fwd* | *of Mchy. space* | 159′ | *Coll* | *BHtoWhrdk* | | | |
| | D.F. E.S.D. | *Cruiser Stern* | | DBS10,39 | | | | | | *Upper 'tween dk bhds* | *except collision bhd.* | | | 7 ,, ,, 2*nd* ,, | | | |
| | | *Tonnage opening closed* 38 | | | | | | *or La* | *'tween dk bhds tex in deep tanks* | | | | *dispensed with* | | | | |
| | | | | *Carrying oil* | *F.P. a* | bove | 150°F | | | | | | | | | | |
| | | | | *Carrying ve* | *getable oil* | | *or La* | *fore&after peak tanks* | | *Cell DB* | 367′1386*t* | *M* | *Ts* 73′2554*t* | | *FPT*130*tAPT*156*t* | | |
| 78804 | **Malchace** (*ex*Chickamauga) | | 3516 | | | | | 1920 | Merrill Stevens S.B. Corp. Jacksonville, Fla. | C.D.MalloryCorp. | 333·8 | 48·0 | 24·9 | Wilmgton (Del.) | T.3Cy.23″,39″&65″–42″ NE&B29 274NHP | | R |
| 219783 | | *Fitted for oil fuel* | — | | | | | | | | P36′B100′F36′ | | | Utd. States | | | |
| KULC | D.F. | 1*Dk2trB* | 2125 | | | | | | | | | | | *WB* | BethlehemS.B.Corp.Ld. Bal. | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 78805 | **Malda** (P) | TwinSc | 9066 | ✠ | Mdb | *d*† | | 1922 | Barclay, Curle& Co.Ld Glasgow | BritishIndiaS.N. Co.Ld. | 465·0 | 58·3 | 33·5 | Glasgow British | 6SteamTurbinesDRgeared to 2 Sc.Shafts HS13948 1008NHP | 36 ″ 0 | BT till ~~9,40~~ 4,42 |
| 146286 | | | 7265 | 7,25 | | | | 3mo | | | P44′B175′F53′ | FK | | 9*BHpt Cem* | | | |
| GDNB | | 2*Dks*(*Stl–Uteak s*) | 5550 | ✠ | | | | | | *Cell DB* | 403′1568*t* | *Tanks* | | | 4SB&1AuxSB,18*cf*,GS338 | | |
| | D.F. | *Cruiser Stern* | | Lloyd'sRMC~~3,40~~5,41 | | | | | | *between tunnels* | | 114′253*t* | *FPT*164*t* | *APT*69*t* | Barclay,Curle&Co Ld.Gls. | | |
| | *Ref.Mchy* | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| 78806 | **Malgache** | | 6300 | | | | | 1939 | Atel.&Ch. de la Seine Maritime Worms et Cie LeTrait,S.I. | Nouvelle Cie.Havraise Péninsulaire de Nav. | 459·3 | 61·7 | 38·9 | Havre French | Oil Engines 2S.C.SA 10Cy.28½″–48⅛″ 1403NHP | | V |
| | | *Oil Eng.* | — | | | | | | | | F37′ | | | | | | |
| FPGX | D.F. | 2*Dks*&*Shelter dk* | 3600 | | | | | | | | | | | *WB* | Cie.deConstr.Mecaniques Sulzer,St.Denis | | |
| | *Ref.Mchy.* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 78807 | **Maliakos** (*ex*Intombi) | | *3903* | ✠100A1 | Ant | *tc* | CL | 1912 | W.Hamilton&Co.Ld. Port Glasgow | M.A.Embiricos | 365·0 | 47·0 | 27·0 | Andros Greek | T.3Cy.22″,37″&62″–48″ (*s*) 215lb 364NHP | 29 ″ 6 | |
| 194 | | *ss*Pir.2ndNo.3–8,37 | *3689* | 3,40 | | | 3,40 | 7mo | | | P33′B108′F38′ | FK | | 6*BHCem* | 3SB,*9cf*,GS173,HS6255 | s 5 ″ 4½ | |
| SVPN | | 2*Dks*(*Stl*)&*Web frames* | *2505* | BS1,40 | ✠LMC8,37 | | | *Lloyd's*A&CP | | *Cell DB* | a111′*uE&* | B56′*f*147′829*t* | *FPT*64*t* | *APT*151*t* | Dunsmuir&JacksonLdGls | 24 ″ 3½ | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 78808 | **Malietoa** | | 4584 | | | | | 1899 | American S.B.Co. Lorain,O. | PittsburghS.S.Co. | 454·0 | 50·0 | 24·3 | D'luth Mn | Q.4Cy.15¾″,23¾″,36½″&56″–40″ 198NHP | | |
| 92973 | | | — | | | | | | | | | | | Utd. States | | | |
| | *Mchy.Aft* | GyC. 1*Dk2trB* | 3921 | | | | | | | | | | | *WB* | AmericanS.B.Co.Clevelnd. | | |
| 78809 | **Maligin** (*ex*SoloveyBoudimirovitch, *ex*Bruce) | *ss*Ham.No.3–4,22 | 1571 | ✠ ... | | | | 1912 | Napier& Miller,Ld. Glasgow | U.S.S.R. | 250·0 | 36·1 | 22·3 | Archangel Russian | T.3Cy.25″,42″&68″–45″ 521NHP | 25 ″ 3 | |
| | | | 1367 | 9,26 | | | | 1mo | | | F*on Awng dk*36′ | | | 6*BHCem* | | | |
| UNAB | | 2*Dks*&*Awng dk* | 534 | ✠ | | | | | | | | FK | | *WB* | J.G.Kincaid&Co.Ld.Grk. | | |
| 78810 | **Maliko** (*ex*CapeMay) | | 6847 | ✠ ... | | | | 1918 | Bethlehem S.B.Corp.Ld. Sparro'Pt.Md | MatsonNavigation Co. | 415·0 | 53·7 | 36·3 | S.Frncisco Utd.States | T.3Cy.30½″,52″&86″–54″ 813NHP | 39 ″ 6 | R |
| 217115 | | *ss*S.Fo.No.3–10,30 | 6596 | 3,33 | | | | 10mo | | | | FK | | *WB* | BethlehemS.B. Corp.Ld Sparrow'sPt.Md. | | † |
| WDOI | | *Fitted for oil fuel* | 4280 | ✠ | | | | | | | | | | | | | |
| | *Ref.Mchy.* | 2*Dks*&*Shelter dk* | | | | | | | | | | | | | | | |
| | D.F. | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 78811 | **Malines** (P) | TwinSc | 2980 | ✠ ... | | | | 1921 | Armstrong Whitworth &Co.Ld. Newcastle | London&North EasternRly. | 320·7 | 43·2 | 25·7 | Harwich British | 4SteamTurbinesSR geared to 2 Sc. Shafts 1525NHP | 26 ″ 6 | |
| 415402 | | | 2384 | 11,22 | | | | 7mo | | | F128′*on Shelter dk* | FK | | *WB* | WllsndSlpwy.&Eng.Co. Ld.Nwc. | | |
| GJCN | Sub.Sig | 2*Dks*&*Shelter dk* | 1262 | ✠ | | | | | | | | | | | | | |
| | E.S.D. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 78812 | **Malkah** (*ex*J.C.&H.C.Kiehn) | | 1118 | | | | | 1923 | J.C.&H.C. Kiehn Hamburg | Europäische Tanklager-u. Transp.A.G. | 221·9 | 32·5 | 15·3 | Hamburg German | Oil Engines 4S.C.SA 6Cy.15¾″–29⅛″ 144NHP | | G |
| | | *Oil Eng.* | 972 | | | | | | | | P52′F20′ | | | | *Emade*&*fitted*27 | | |
| DIDD | | 1*Dk* | 598 | | | | | | | | | | | | Motorenfbr."Deutz"A.G. Köln-Deutz | | |
| | Wireless | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 78813 | **Mall** (*ex*Germinal,*ex*LakeHarney) | | 1863 | ✠100A~~1~~ | ~~Hpl~~ | *r* | CL | 1918 | American S.B.Co. Lorain,O. A&CP | Tallinna LaevaühisusA.S. (TallinnShipping Co.Ld.) | 251·0 | 43·5 | 20·0 | Tallinn Estonian | T.3Cy.20⅞″,33″&54″–40″(*s*) 180lb 274NHP | 20 ″ 2 | |
| 438 | | *ss*Tln.No.3–5,31 | 1625 | Examined6,40 Bry | | | 5,39 | 7mo | | | P25′B64′F23′ | FK | | 6*BHCem* | 2SB,*6cf*,GS126,HS5246 | s 2 ″ 7½ | |
| ESAZ | | *ss*Tln.No.1–36 | 1094 | ~~BS4,39~~ 6,40 ✠LMC3,36 | | | | | | *Cell DB* | 218′588*t* | *FPT* | 56*t* | *APT*69*t* | AmericanS.B.Co.Lorain,O. | 17 ″ 9 | |
| | | 1*Dk*(*Stl*) | | | | | | | | | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year Assigned / now altered. Equipment Letter. | 7* Date when till shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed if not in Lr. Interoff.Lr.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78814 232352 WNEA | **Mallard** (*ex* American Cardinal–36, *ex* Dicto–33) *ss* Nwc. No. 3–2,29 *ss* Gal. 2nd No. 3–2,41 *ss* ~~Mob. No. 2–36~~ 1 *Dk* (*Stl*) 2 *tr* *B* | 3804 3463 2375 | ✠100A1 ~~5,40 1,30~~ 2,41 Gal ✠NE2,29 ✠LMC ~~10,36~~ ~~BS1,30 7,40~~ 7,40 *Fitted for oil fuel* 8,17 | NNs | *v* | CL 4,39 F.P. *a* | 1917 7mo | Union Iron Works Co. Alameda, Cal. A&CP | C.D. Mallory Corp. *Cell D* above 150° F. | 341·0 \| 48·2 \| 24·5 B290′ 967*t* *FPT* 120*t* | | | Wilmgton (Del.) Utd. States 6 *BHpt Cem* 0*t* *APT* 102*t* | T.3Cy. ~~21"~~ 21⅝", 38" & 64"–42" (*s*) 195lb 372 NHP 2SB, *8cf*, HS6690 McKie & Baxter, Ld. Gls. | 27 " 3 s 4 " 10 22 " 7½ | |
| 78815 164619 MLLM | — *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* | 352 257 166 | ✠100A1 3.40 Lon ✠LMC 5,36 ✠LMC (M) 3,38 | | *g* | OG 6,38 | 1936 5mo | Caledon S. B. & E. Co. Ltd. Dundee *Lloyd's A&CP* | General Stm. Nav. Co. Ltd. *Cell D Bu E* | 163·4 \| 26·7 \| 9·5 P47′F63′ FK 14′*f* 46′63*t* *FPT* 35*t* | | | London British 3 *BH Cem* *APT* 12*t* | Oil Engines 2S.C.SA 4Cy. 13⅜"–22 $\frac{7}{16}$" 64 RHP Atlas-Diesel A/B, Skm. | 11 " 0 s " 9½ 10 " 4 | |
| 78816 218809 KIXX | **Mallemak** (*ex* Wekika) D.F. 1 *Dk* 2 *tr* *B* *Longitudinal framing* | 3515 3216 2125 | | | | | 1919 | Merrill-Stevens Co. Jacksonville | C.D. Mallory Corp. | 333·8 \| 48·0 \| 24·9 P36′B97′F36′ | | | Wilmgton (Del.) Utd. States *WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft W. & A. Fletcher Co. Hoboken, N.J | | R |
| 78817 EAOZ | **Mallorca** Ⓟ 1 *Dk* & *Shelter dk* (*Stl*–ws) 2nd *dk in holds* | 2205 — 1198 | ✠ 1,20 | Bcl | *s* | | 1914 11mo | N. Odero fu A. & Co. Sestri P'nente | Cia. Trasmediterranea *Cell D Bu E* & | 297·2 \| 38·6 \| 26·6 B101′*f* 45′189*t* *FPT* FK | | | Palma de Mallorca Spanish 6 *BH Cem* 19*t* *APT* 57*t* | T.3Cy. 24", 38⅜" & 67 $\frac{5}{16}$"–47¼" 509 NHP 4SB, *12cf*, GS186, HS7888 N. Odero fu A. & Co. | 27 " 6 | V † |
| 78818 LCSX | **Malmanger** *ss* Mob. No. 3–2,32 *ss* Rot. No. 1–37 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing* | 7078 6404 4411 | ✠100A1 ~~Examined~~ 11,40 Grk ✠LMC MS 4,37 BS ~~4,36~~ 4,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,20 | Schr | *a*† | CL ~~6,38~~ 3,41 F.P. *a* | 1920 6mo | Sir J. Laing & Sons, Ld. Sunderland *Lloyd's A&CP* | Westfal-Larsen & Co. A/S *Cell D Bu E* & | 425·0 \| 57·0 \| 33·1 440·3 (O.L.) P101′B28′F42′ FK B55′142*t* *DT/f* 38′5 above 150° F. | | | Bergen Norwegian 15 *B Hpt Cem* (9 *to Up dk* 6 „ 2nd „) 18*t* *APT* 53*t* | T.3Cy. 27", 45" & 74"–54" (*s*) 180lb 559 NHP 4SB, *12cf*, GS196, HS8248 FD G. Clark, Ld. Sunderland | 33 " 0 s 6 " 2 27 " 0½ | |
| 78819 3758 SEDA | **Malmö** Ⓟ *Twin Sc* (*Train Ferry*) Wireless 2 *Dks* | 1588 1401 556 | | | | | 1900 | Kockums M.V. Aktieb. Malmö | Svenska Statens Jernvägar (E. von Friesen, *Mgr.*) | 266·6 \| 51·0 \| 17·3 H130*t* | | | Malmö Swedish *WB* | T.6Cy. 16 $\frac{15}{16}$", 27 $\frac{3}{16}$" & 47¼"–27 $\frac{9}{16}$" 234 NHP Kockums Aktieb. Malmö | | |
| 78820 DHQC | — 1 *Dk* | 981 705 468 | | | | | 1918 | H. C. Stülcken Sohn Hamburg | Bissmark-Linie | 217·1 \| 32·4 \| 12·7 P61′B59′F21′ | | | Hamburg German *WB* | T3Cy. 17 $\frac{7}{16}$", 29½" & 46½"–31½" 122 NHP H. C. Stülcken Sohn, Ham. | | G |
| 78821 OXEE | — Ⓟ Wireless 1 *Dk* | 618 440 258 | | | | | 1914 | Kjöbnhvns Flydk. & Skbs. Copenhagen | Dampskslsk. Öresund A/S (M. N. Suenson, *Mgr.*) | 194·0 \| 33·2 \| 12·9 B70′F32′ | | | Copnhagn Danish *WB* | T.3Cy. 17", 27" & 45"–30" 111 NHP Kjbnhavns Flydk. & Skbsv. | | V |
| 78822 145437 GFBD | **Maloja** Ⓟ *Twin Sc* *Ref. Mchy.* *Fitted for oil fuel* D.F. Sub. Sig. 2 *Dks* (*Stl–ptws*) & *Cruiser Stern* *Shl dk* (*Stl*–ws) & *Ú Shl dk* (*Stl*–ws *pt* teak) 3rd *dk* (*Stl*) *in No. 1 hold* | 20914 17305 12792 | ✠ 11,26 ✠Lloyd's RMC 8,39 | Lon | *n*† | 1923 10mo | Harland & Wolff, Ld Belfast *Tanks'* | P. & O. Stm. Nav. Co. *Cell D B* 527′2615*t* tween tunnels 180*t* | 600·8 \| 73·4 \| 48·6 B351′F111′ *on U Sh dk* FK & BK 2 *Collision* *FPT* 182*t* *APT* 254*t* | | | Belfast British *pt Asp pt Cem* *B Hto U S dk* 10 „ „ *Sh* „ | Q.8Cy. 33", 47", 67½" & 97"–60" 2632 NHP 6 DB & 2SB, *56cf*, HS41358 Harland & Wolff, Ld. Bel. | 52 " 8 | |
| 78823 LCKJ | — *Twin Sc* (*ex* Danwood–36) *Oil Eng.* D.F. E.S.D. ~~*ss* Osl. No. 1–35~~ *Mchy. Aft* *ss* Vcr. No. 2–40 1 *Dk* (*Stl*) *Special Surveys to date from* 4,31 | 6400 4562 3764 | ✠100A1 ~~6,40 1,30~~ 1,41 Vcr Ddn ✠LMC CS 11,40 DB S6,40 2,39 | Smk | *z* | CL P(N) 2,38 ~~2,38~~ S6,40 | 1930 8mo | Fredrkstad Mek. Værks. Fredrikstad *Lloyd's A&CP* | Skibs. A/S Avanti (Tschudi & Eitzen, *Mgrs.*) 2 *Watertight* *Cell D B* 328′1280*t* *Tank in* | 386·6 \| 60·2 \| 25·6 P&B263′F49′ FK *BH dispensed with bridge* 860*t* *FPT* 249*t* *APT* 203*t* | | | Oslo Norwegian 4 *BH* DB *80lb* A/S Atlas Diesel Polar, Skm | Oil Engines 2S.C.SA 16Cy. 16 $\frac{5}{16}$"–28⅜" 765 NHP 4 DB&2SB, *56cf*, HS41358 Harland & Wolff, Ld. Bel. | 29 " 0 s 4 " 0 25 " 2 | |
| 78824 HPIG | — (*ex* Nora–40, *ex* Highbury–38, *ex* Panis–37, *ex* Tosto–32) *Well deck* | *1788* *1457* *1121* | ✠ —— 6,33 | Shl | *q* | | 1906 7mo | S. P. Austin & Son, Ld. Sunderland | Swiss Shipping Co. Ld. *Cell D Ba* 76′*u E* & | 267·7 \| 37·8 \| 17·4 P27′Q74′B51′F34′ FK *B32′f* 112′450*t* *FPT* | | | Basle Swiss 4 *BH Cem* 80*t* *APT* 140*t* | T.3Cy. 21¼", 35" & 57"–39" 220 NHP 2SB, *6pf*, GS112, HS3540 G. Clark, Ld. Sunderland | 19 " 9 | G † |
| 78825 147086 MLNX | **Malrix** *ss* Hul. No. 1–40 *ss* Hul. No. 3–7,35 *Mchy. Aft* *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted* | 703 478 354 | ✠100A1 5,40 ~~1,37~~ BS ~~9,39~~ 8,40 ✠LMC ~~7,35~~ 9,39 | Hul | *j* | CL 8,38 | 1923 6mo | Cochrane & Sons, Ld. Selby *Lloyd's A&CP* | Rix Steamships, Ld. (R. Rix & Sons, *Mgrs.*) *Cell D* | 175·1 \| 29·0 \| 11·4 185·0 (O.L.) Q99′B11′F25′ FK *Bf* 99′ 142*t* *FPT* 55*t* | | | Hull British 4 *BH Cem* *APT* 28*t* | T.3Cy. 13", 23" & 37"–26" (*s*) 200lb 96 RHP 1SB, *3pf*, GS48, HS1683 C.D. Holmes & Co. Ld. Hull | 13 " 6 s 3 " 9½ 13 " 3½ | |
| 78826 26404 JMTD | **Malta Maru** *ss* Kob. No. 3–11,37 2 *Dks* (*Stl*) | 5500 4988 3466 | ✠ ... 1,39 | Kob | *z* | | 1919 10mo | Asano S.B. Co. Tsurumi | Ishihara Sangyo Kaiun Kaisha, Ld. | 400·0 \| 53·2 \| 29·4 P33′B124′F41′ FK *Cell D B* 339′942*t* | | | Hutyu Japanese 6 *BH Cem* *APT* 27*t* | T.3Cy. 26", 43½" & 72"–48" 513 NHP 3SB, *9cf*, GS175, HS7376 Ishikawajima SB & E Co Tok | 32 " 0 | |
| 78827 232327 WLEW | **Malton** (*ex* Baron Glenconner–33) *Fitted for oil fuel* 1 *Dk* | 2972 2721 1818 | | | | | 1923 | Napier & Miller, Ld. Glasgow | C.D. Mallory Corp. *WB* | 332·6 \| 48·3 \| 22·0 P29′B97′F34′ | | | Wilmgton (Del.) Utd. States | T.3Cy. 21½", 35½" & 60"–39" 225 NHP J.G. Kincaid & Co. Ld. Grk. | | R |
| 78828 219782 KULB | **Maltran** (*ex* Carolinas, *ex* Pinellas) *Fitted for oil fuel* 1 *Dk* 2 *tr* *B* D.F. *Longitudinal framing* | 3513 3216 2144 | | | | | 1920 | Merrill-Stevens S.B. Corp. Jacksonville | C.D. Mallory Corp. | 333·8 \| 48·0 \| 24·9 P36′B97′F36′ | | | Wilmgton (Del.) Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft W. & A. Fletcher Co. Hoboken, N.J. | | R |
| 78829 7216 SFKG | **Malva** *ss* Got. No. 3–11,37 *Mchy. Aft* 1 *Dk* (*Stl*) *Cruiser Stern* | *519* *382* *254* | ✠100A1 ~~11,40 1,30~~ BS 4,39 11,40 ✠LMC 11,37 | Got | *h* | OG ~~11,37~~ 11,40 | 1925 7mo | Aktieb. Lödöse Varf (T. Petterson, *Mgr.*) | A/B Lödöse Varf *Cell D Bf* 59′84*t* *FPT* | 151·7 \| 28·1 \| 12·5 P46′F25′ FK | | | Lödöse Swedish 3 *BH Cem* 13*t* *APT* 19*t* | C.2Cy. 12" & 27"–18" (*s*) 130lb 36 NHP 1SB, *2cf*, GS28, HS700 Aktieb. Lödöse Varf, Lödöse | 13 " 3 s 1 " 0½ 12 " 4 | |
| 78830 164324 GZMM | **Malvernian** D.F. E.S.D. 1 *Dk* & *Shelter dk* *Ref. Mchy.* | 3133 2485 1397 | ✠100A1 *with freeboard* 11,39 ✠LMC 6,37 ✠Lloyd's RMC 1,40 | Npt | *w* | CL 11,39 | 1937 6mo | W. Gray & Co. Ld. W Hartlepool *Lloyd's A&CP* | Ellerman Lines, Ld. (Ellerman & Papayanni Lines, *Mgrs.*) *Cell D* | 345·6 \| 50·1 \| 20·7 F29′ FK *Coll to Sh dk* 6 „ 2nd „ B291′ 745*t* *FPT* 24*t* *APT* 11*t* | | | Liverpool British 7 *B Hpt Cem* 225lb (*s*) FD 606 NHP 3SB (Spt) 9*cf*, GS166, HS7770 Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl. | T.3Cy. 23", 38" & 65"–48" & LP turbine with DR gearing & hydraulic coupling | 23 " 3 s 1 " 3 22 " 2½ | |
| 78831 PFTE | **Malvina** *Oil Eng.* *ss* Rot. No. 1–35 *Mchy. Aft* 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) D.F. *clear of cargo tanks* *Longitudinal framing at bottom & at deck* | 8245 7476 4784 | ✠100A1 ~~Examined~~ 2,41 BAs ✠LMC CS 2,41 DBS 2,41 9,39 *Carrying Petroleum in bulk* | ~~Rot~~ | *c*† | CL N2,39 | 1932 1mo | N.V. Maats voor Sch. en Werk "Fyenoord" Rotterdam *Lloyd's A&CP* | N.V. Petroleum Maats. "La Corona" *Cell D Bu E* 69′222*t* *D* | 450·9 \| 62·0 \| 34·1 468·0 (O.L.) P103′B35′F43′ FK *Tf* 32′355*t* *FPT* 225*t* | | | The Hague Dutch 14 *BH* *APT* 41*t* | Oil Engines 4S.C.SA 12Cy. 24 $\frac{1}{16}$"–43 $\frac{5}{16}$" 2 DB *150lb* 714 NHP Werkspoor N.V. Ams. | 34 " 0 s 6 " 7½ 27 " 6½ | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Materiaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné; maintenant expiré. Lettre d'Appropriement. | 7* Date de la dernière visite à l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Inscrites au Soc. de la Lt. Dunk. Cert. Rad. Tels. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78832 GMTL | **Mamari** (*ex*Mamilius–33, *ex*Zealandic) *ss*Lon.2ndNo.3–1,33 *ss*Gls.No.1–37 *Ref.Mchy.* 2*Dks*(*Stl*) **E.S.D.** *&Shelter dk*(*Stl–pt*ws) | 7924 7345 5058 | 100A1 *withfreeboard* 2,38 B87,38 LMC5,37 Lloyd'sRMC7,38 | Gls | | 6,37 | 1911 | Harland& Wolff,Ld. Belfast *Lloyd'sA&CP* | *CellDB*416′1713*t Tanks in* | 477·5\|63·1\|31·5 P40′B221′F81′ *onShelter dk* ( FK&BK2′ | | | British 9*BHCem* *Coll to Sh dk* 8 ,, 2nd ,, | Q.8Cy.22″31½″46″&65½″–48″ 215lb (*s*) 995NHP 2D&2SB,*18cf*,GS354, HS15146 FD Harland&Wolff,Ld.Bel. | 34 ″ 4 s 6 ″ 3 28 ″ 6½ | |
| 78833 | **Mambi** Iron (*ex*Sailing Vessel Ninfa, *ex*Ladakh) *ss*Gen.No.1–16 2*Dks* *Fitted for oil fuel* *Carrying Molasses in bulk* | 1983 — 886 | ✠ 8,16 | Gen | *v* Lv | | 1883 2mo | Oswald, Mordaunt &Co. Southampton | Cia.Cubana de Transporte de Mieles | 269·0\|39·5\|24·2 BK10′ | | | Havana Cuban 1*BHCem* | T.3Cy.19″,32″&56″–36″ Emade18*fitted*21 188NHP Bmade20*fitted*21 WorthingtonPump& Mchy.Corp.Buffalo,N.Y. | | R † |
| 78834 35646 JIGC | **Mamiya Maru** Ⓟ (*Icebreaker*) Wireless 2*Dks* | 1127 853 469 | | | | | 1929 | KobeSteel Works Harima | KitaNipponKisen K.K. | 210·0\|31·0\|20·0 P27′B66′F36′ | | | Hutyu Japanese *WB* | T.3Cy.18⅞″,29½″&50½″–33″ Emade22*fitted*29 148NHP KawasakiDkydCo.LdKobe | | |
| 78835 LEKY | **Mammy** (*ex*Mandeville–35) 2*Dks*3*trB* | 1656 993 1038 | | | | | 1911 | Akt.Burmeistr&Wain Copenhagen | D/S A/S Carrier (ValdemarSkoglandA/S,*Mgrs.*) | 255·3\|35·7\|22·6 B34′ | | | Haugesnd Norwegian *WB* | T.3Cy.22″,35″&60″–42″ 233NHP Akt.Burmeistr&Wain,Cpn | | N |
| 78836 PKGO | **Mampawa** *OilEng.* *Mchy.Aft* 1*Dk* | 468 350 289 | | | | | 1928 | N.V.Schps. "DeMaas" Slikkerveer | Koninkl.Paketv. Maats. | 165·3\|28·9\| 9·5 | | | Batavia Dutch | Oil Engines 2S.C.SA 5Cy.11⅛″–15¾″ 122NHP SulzerBros.Winterthur | | V |
| 78837 ~~PPTI~~ PJDH | **Mamura** *ss*Nwc.No.2–40 ~~*ss*Rot.No.1–36~~ *OilEng.* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear* **D.F.** *Mchy.Aft* *of cargo tanks* *Longitudinal framing at bottom & at deck* | 8245 7476 4784 | ✠100A1 ~~10,38~~ 1,39 5,41 ~~A.mc~~ NYK LMC CS11,39 DBS~~6,40~~5,41 6,38 *Carrying Petroleum in bulk* | Rot | *c*† | CL 2,39 | 1932 1mo | N.V.Wilton's Machfbr &Scheepswrf. Rotterdam *Lloyd'sA&CP* | N.V.Petroleum Maats"LaCorona" *CellDBuE*69′22*t DTf*32′355*t FPT* | 450·8\|62·0\|34·1 467·2(O.L.) P103′B35′F43′ FK 2*t DTf*32′355*t FPT* | | | Wilhelmstad ~~The Hague~~ Dutch 14*BH* 225*t APT*41*t* | Oil Engines 4S.C.SA 12Cy.24½″–43⅞″ 714NHP 2DB*150lb* Werkspoor N.V.Ams. | 34 ″ 0 s 6 ″ 7½ 27 ″ 6½ | |
| 78838 159485 VRBM | **Mamutu** Wood *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* | 300 208 160 | | | | | 1938 | HongK'ng &Whampoa DockCo.Ld. HongKong | BurnsPhilp (SouthSea)Co.Ld. | 113·0\|25·5\|10·8 F30′ | | | HongKong British | Oil Engines 2S.C.SA 7Cy.8½″–14⅛″ 47NHP HongKong&Whampoa DockCo.Ld.HongKong | | |
| 78839 | **Man Hing** (*ex*Wing Hung,*ex*FookSing, *ex*WahKiu) Wood TrpSc *OilEng.* 2*Dks*&*Shade dk* | *839* *636* *528* | | | | | 1919 | Kwong TuckCheong HongKong | ChoungChongCo. (SamTickS.S.Co. *Mgrs.*) | 163·4\|30·7\|16·5 | | | Macao Portuguese | Oil Engines 12Cy.(8)11″–12″&(4)12½″–13½″ 282NHP KwongTuckCheong,HKg. | | |
| 78840 ~~816510~~ ~~KOZG~~ | **Mana** (*ex*MoraviaBridge) *Fitted for oil fuel* 1*Dk*2*nd trB in fore&after* **D.F.** *holds&Web frames* | 3283 3005 1996 | ✠ ... 6,20 ✠ | | | | 1920 3mo | Submarine BoatCorp. Newark,N.J. | MatsonNavigation Co. | 324·0\|46·2\|25·0 P30′B9′F35′ FK | | | Puerto Cortes Honduran *WB* | DR geared steam turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R † |
| 78841 PUBO | **Manaos** 2*Dks*&*Shade dk* | *1719* *1331* *1169* | ✠ 2,84 | Gls | Lv | | 1883 11mo | J.&G. Thomson Clydebank | LloydBrasileiro | 266·3\|36·1\|19·5 H327*t* F47′ *APT* | | | R.Janeiro Brazilian 3*BH* 1PBH | C.2Cy.35″&70″–45″ 274NHP J.&G.Thomson,Clydebank | | |
| 78842 144255 GCGJ | **Manaqui** Sub.Sig. *Fitted for oil fuel* **D.F.** 1*Dk* | 2802 2377 1522 | | | | | 1921 | Workman, Clark&Co.Ld Belfast | FurnessWithy& Co.Ld. | 303·0\|47·2\|21·7 B83′F38′ | | | London British *WB* | T.3Cy.20½″,34″&57″–45″ 217NHP Wrkman,Clark&Co.LdBel | | C |
| 78843 220639 KDFM | **Manatawny** *Fitted for oil fuel* 2*Dks* *Carrying Petroleum in bulk* | 5030 4598 3105 | | | | | 1920 | American International S.B.Corp. HogIslandPa | ~~DeepSeaFisheries Inc.~~Madrigal&Co | 390·0\|54·2\|27·8 P39′B121′F43′ | | | Manila P.I. ~~S.Francisco~~ Utd.States *WB* | DR geared steam turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| 153/40 | **Manatee** ~~Empire Waterhen,~~ *see Vol. 21039 in Deletions* ~~Fitted for oil fuel~~ *Longitudinal framing* 2*Dks* | 5948 ~~3823~~ 3823 | | | | | 1920 | O.Daniels Co. Tampa,Fla. | ~~UnitedStates Maritime Commission~~ | 402·1\|54·0\|34·4 P34′B118′F38′ | | | ~~Tampa,Fla~~ ~~Utd.States~~ British *WB* | T.3Cy.24½″,41½″&72″–48″ HardyTyne 359NHP Mfg.Co.Birmingham,Ala. | | R |
| 78845 135368 GKBP | **Manchester Brigade** *ss*Mch.No.3–7,38 *ss*Mch.No.2–39 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) **E.S.D.** 2*nd dk*(*Stl*)*in Nos.*1,2,3*&*4*holds* **D.F.** *Ref.Mchy.* *Cargo battens not fitted in Shltr 'tween dks* | 6042 5759 3764 | ✠100A1 *Shelter dk* *withfreeboard* 7,40 ~~7,39~~ LMC MS2,38 BS7,~~39~~7,40 Lloyd'sRMC~~5,40~~ 9,40 | Mch | *z* | CL 2,38 | 1918 8mo | Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd'sA&CP* | ManchesterLiners, Ld. *CellDB*368′999*t DTa*33′734*t FPT*68*t* | 418·0\|53·5\|33·4 B *on Shelter dk* 126′ FK *APT*64*t* | | | Manchestr British 7*BHCem* | T.3Cy.29″,49″&80″–54″ (*s*) 190lb FD 690NHP 3SB,*12cf*,GS231,HS10300 Richardsons,Westgarth& Co.Ld.Hpl. | 36 ″ 0 s 7–11½ 28 ″ 3 | |
| 78846 147409 GLRM | **Manchester Citizen** *ss*Mch.No.3–4,38 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in Nos.*1, **D.F.** **E.S.D.** 2*&*3*holds* *Ref.Mchy.* *CruiserStern* | 5343 4698 3009 | Port chamber for temp. 25° F. ✠100A1 *withfreeboard* 1,41 ~~5,40~~ LMC MS4,37 BS2,40 Lloyd'sRMC~~2,40~~3,40 *Fitted for oil fuel* 7,25 | Mch | *b*† | CL 4,40 *F.P. above* 150° F. | 1925 8mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP* | ManchesterLiners, Ld. *Duct keel forward of Mchy.space* 129′ *CellDB*344′1286*t DTa*33′859*t* | 417·7\|57·0\|27·7 B127′F36′ FK ( *Coll to Sh dk* 6 ,, 2nd ,, 2 ,, 3rd ,, ) *DTf*33′938*t* | | | Manchestr British 9*BHptCem* *Coll to Sh dk* 6 ,, 2nd ,, 2 ,, 3rd ,, ) *FPT*74*t APT*97*t* | T.3Cy.29″,49″&80″–54″ (*s*) 190lb FD 691NHP 3SB(Spt),*12cf*,GS239, HS10300 Richardsons,Westgarth& Co.Ld.Hpl. | 30 ″ 3 s 4 ″ 1½ 26 ″ 4½ | |
| 78847 147429 GBBP | **Manchester City** D.F. E.S.D. 1*Dk&Shelter dk* *Ref.Mchy.* 3*rd dk except in aftermost hold* *CruiserStern* | 5600 4939 3329 | ✠100A1 *withfreeboard* 4,41 ~~9,38~~ LMC8,37 Lloyd'sRMC~~4,39~~5,40 4,41 | Mch Nwc | *b*† 2½ | CL 4,41 | 1937 8mo | Blythsw'd S.B.Co.Ld. Glasgow *Lloyd'sA&CP* | ManchesterLiners, Ld. *Duct keel forward of mchy. space* *CellDB*354′1065*t MT*27′776*t DTa* | 430·7\|57·0\|27·0 446·5(O.L.) B127′F37′ FK ( *Coll to Sh dk* 6 ,, 2nd ,, ) 35′852*t FPT* | | | Manchestr British 7*BHCem* | 3 steam turbines SR geared to 1 screw shaft 225lb (*s*) FD 800NHP 3SB(Spt)9*cf*,GS153,HS9279 D.Rowan&Co.Ld.Gls. 106*t APT*78*t* | 29 ″ 9 s 3 ″ 6½ 26 ″ 4½ | |
| 78848 147408 GKMY | **Manchester Commerce** *ss*Mch.No.3–5,38 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in* **D.F.** **E.S.D.** *Nos.*1,2*&*3*holds* *Ref.Mchy.* *CruiserStern* *Tonnage opening closed '41 (W.E.)* | 5343 4698 3068 | ✠100A1 *withfreeboard* ~~5,40~~ ~~5,39~~ 4,41 LMC MS5,37 BS~~4,40~~4,41 Lloyd'sRMC~~5,40~~5,40 6,37 *Fitted for oil fuel* 6,25 | Mch | *b*† | CL 4,38 *F.P. above* 150° F. | 1925 7mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP* | ManchesterLiners, Ld. *Duct keel forward of Mchy.space* 129′ *CellDB*344′1286*t DTa* 33′859*t* | 417·7\|57·0\|27·7 B127′F36′ FK ( 6 ,, 2nd ,, 2 ,, 3rd ,, ) *DTf*33′938*t* | | | Manchestr British 9*BHptCem* *Coll to Sh dk* 6 ,, 2nd ,, 2 ,, 3rd ,, ) *FPT*74*t APT*97*t* | T.3Cy.29″,49″&80″–54″ (*s*) 190lb FD 691NHP 3SB(Spt),*12cf*,GS239, HS10300 Richardsons,Westgarth& Co.Ld.Hpl. | ~~30 ″ 3~~ ~~s 4 ″ 1½~~ ~~26 ″ 4½~~ 38 ″ 6 s 11 ″ 4½ 27 ″ 4½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or Continued Approximate Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registered in Welsh Classed at Cardiff. Dated but Not Classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78849<br>135369<br>GBYR | **Manchester Division**<br>*ss*Mch.No.3–8,30<br>*ss*Mch.No.2–38<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>2nd *dk*(*Stl*)in*Nos.*1,2,3&4holds<br>*Cargo battens not fitted in Shltr'tween dks*<br>*Ref.Mchy.* D.F. E.S.D. | 6048<br>5766<br>3768 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,11 ~~4,10~~ ✠LMC<br>MS11,38 BS~~4,40~~ 5,41<br>Lloyd'sRMC~~4,40~~ ~~10,40~~ 5,41<br>Port chamber for temp. 25° F. | Mch | *z* | CL<br>11,38 | 1918<br>10mo | Irvine'sSB &D.D.Co.Ld. WHartlepool<br>*Lloyd'sA&CP* | ManchesterLiners, Ld.<br>*CellDB*368'999*t DT* | 418·0\|53·5\|33·4<br>B*onShelter dk* 126'<br>FK<br>*CollisionB*<br>*HtoShltr dk*<br>*6BHtoU dk*<br>*a*33'734*tFPT*68*tAPT*64*t* | Manchestr<br>British<br>*Cem* | T.3Cy.29″,49$\frac{5}{16}$″&80″–54″(*s*)<br>190lb FD 690NHP<br>3SB,*12cf*,GS231,HS10300<br>Richardsons,Westgarth& Co.Ld.Hpl | 36 *ft* 0<br>s 7 *in* 11½<br>28 *in* 3 | |
| 78850<br>140584<br>GPMN | **Manchester Exporter**<br>(*ex*Rexmore) *ss*Mch.No.3–3,30<br>*ss*Mch.No.2–38<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>D.F. E.S.D. 3*rd tr beams in No.*1 *hold*<br>*Cargo battens not fitted in Shltr'tween dks*<br>*Tonnage opening closed'*41(*W.E.*) | 5277<br>4725<br>2897 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,10 ~~4,80~~ ✠LMC<br>MS1,38 BS~~4,30~~ 5,40<br>*Fitted for oil fuel* 7,21 | Mch<br>Liv | *a*†<br>~~5,37~~<br>5,40 | CL<br>*F.P.a* | 1918<br>6mo | SirJ.Laing &Sons,Ld. Sunderland<br>*Lloyd'sA&CP* | ManchesterLiners, Ld.<br>*CellDB*321'964*tDTf* | 420·3\|55·0\|27·9<br>431·2(O.L.)<br>F *on Shelter dk*33'<br>FK<br>31'957*tDTa*31'861*t* | Manchestr<br>British<br>7*BHCem*<br>*APT*52*t* | T.3Cy.29″,49″&80″–54″ (*s*)<br>180lb FD 712NHP<br>4SB,*12cf*,GS249,HS11000<br>Richardsons,Westgarth& Co.Ld.Mdb. | ~~30 *ft* 6~~<br>~~s 8 in 7½~~<br>~~27 in 2½~~<br>39 *ft* 1<br>s 11 *in* 2½<br>28 *in* 2¼ | |
| 78851<br>147437<br>MQLM | **Manchester Merchant**<br>D.F. E.S.D.<br>*Ref.Mchy.* *CruiserStern* | 7264<br>6643<br>4408 | 100A1<br>*withfreeboard*<br>(*ClassContem plated*) | | | | 1940 | Blythsw'd S.B.Co.Ld. Glasgow | ManchesterLiners, Ld. | 432·0\|57·0\|35·2<br>B127'F37' | Manchestr<br>British | 3SteamTurbinesSRgeared to 1 Screw Shaft<br>D.Rowan&Co.Ld.Gls. | 38 *ft* 1<br>s 10 *in* 10<br>27 *in* 5½ | ½ |
| *For full particulars see No.* 89053 *in Supplement* | | | | | | | | | | | | | | | | |
| 78852<br>147428<br>GYNF | **Manchester Port**<br>*ss*Mch.No.1–40<br>*Ref.Mchy.* D.F. 2*Dks*3*rd dk except*<br>E.S.D. *in aftermost hold*<br>*CruiserStern*<br>*Tonnage opening closed'*40 | 7071<br>6517<br>4338 | ✠100A1<br>*withfreeboard*<br>7,11 ~~2,40~~ ✠LMC12,39<br>✠Lloyd'sRMC~~9,39~~<br>12,40 ~~6,40~~ | Mch | *b*†<br>2$\frac{3}{16}$ | CL<br>2,39 | 1935<br>10mo | Blythsw'd S.B.Co.Ld. Glasgow<br>*Lloyd'sA&CP* | ManchesterLiners, Ld.<br>*Duct keel forward dk BHs except Coll*<br>*Upper 'tween*<br>*CellDB*349'1031*t DTa*35'855*t MT*27'785*tFPT*99*tAPT*74*t* | 422·2\|56·7\|27·1<br>35·4<br>B124'F37' FK<br>*of Mchy.space* (*Coll to W dk*<br>*BH dispensed with*<br>6 „ 2nd „) | Manchestr<br>British<br>7*BHCem* | 3SteamTurbinesSRgeared to 1 Sc. Shaft (*s*)<br>225lb 768NHP<br>3SB(Spt),*12cf*,GS195, FD HS8568<br>D.Rowan&Co.Ld.Gls. | 37 *ft* 11<br>s 10~~*in*~~ 8½<br>27 *in* 4½ | |
| 78853<br>147432<br>GPGD | **Manchester Progress**<br>D.F. E.S.D. 1*Dk*&*Shelter dk*,3*rd dk*<br>*Ref.Mchy.* *except in aftermost hold*<br>*CruiserStern* | 5620<br>4939<br>3343 | ✠100A1<br>*withfreeboard*<br>4,11 ~~3,40~~ ✠LMC9,38<br>✠Lloyd'sRMC~~10,39~~<br>1,41 ~~2,40~~ | Mch | *b*†<br>2$\frac{3}{16}$ | CL | 1938<br>9mo | Blythsw'd S.B.Co.Ld. Glasgow<br>*Lloyd'sA&CP* | ManchesterLiners Ld.<br>*Duct keel fwd. of mchy.space* (<br>*CellDB*354'1065*t MT*27'776*tDTa*35'852*tFPT*106*tAPT*78*t* | 430·7\|57·0\|27·0<br>446·5(O.L.)<br>B127'F37' FK<br>*Coll to Sh dk*<br>6 „2nd„ ) | Manchestr<br>British<br>7*BHCem* | 3SteamTurbinesSRgeared to 1Sc.Shaft (*s*)<br>225lb FD (*s*) 796NHP<br>3SB(Spt)*9cf*,GS133,HS9195<br>D.Rowan&Co.Ld.Gls. | 29 *ft* 10<br>s 3 *in* 7½<br>26 *in* 5 | |
| 78854<br>140566<br>GPVY | **Manchester Spinner**<br>(*ex*GrampianRange)<br>D.F. E.S.D. 1*Dk* | 4767<br>4372<br>2968 | | | | | 1918 | Irvine'sSB &D.D.Co.Ld. WHartlepool | ManchesterLiners, Ld. | 385·0\|52·0\|27·0<br>P36'B126'F38' | Manchestr<br>British<br>*WB* | T.3Cy.25″,40″&68″–48″<br>Richardsons, Westgarth&Co.Ld.Hpl. | | C |
| 78855<br>132997<br>GRLW | **Mandalay**<br>*Fitted for oil fuel*<br>D.F. E.S.D. 2*Dks* | 5529<br>5132<br>3539 | | | | | 1911 | W.Denny &Bros. Dumbarton | British&Burmese S.N.Co.Ld.(P. Henderson&Co. *Mgrs.*) | 425·0\|54·2\|28·3<br>P54'B123'F52' | Glasgow<br>British<br>*WB* | T.3Cy.26″,44″&73″–48″<br>369NHP<br>Denny&Co.Dumbarton | | C |
| 78856<br>PKGQ | **Mandar**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 536<br>362<br>362 | | | | | 1929 | NV.Intern. Schps. Maats. "deMaas" Slikkerveer | Koninkl.Paketv. Maats. | 165·3\|28·9\| 9·5<br>B32'F25' | Batavia<br>Dutch | Oil Engines 2S.C.SA<br>5Cy.11$\frac{1}{8}$″–15$\frac{3}{4}$″ 122NHP<br>Gebr.Sulzer,Winterthur | | V |
| 24/4d<br>78857<br>143614<br>GCXB | **Mandasor**<br>*ss*Gls.No.3–10,32<br>D.F. E.S.D. *ss*Cal.No.1–36<br>2*Dks*(*Stl*) | 5144<br>4711<br>3149 | ✠100A1<br>6,10 ~~5,30~~<br>Cal<br>✠LMC<br>MS4,36 BS~~3,30~~ 10,40<br>*Fitted for oil fuel* 3,20 | Gls<br>Cal | *y*<br>5,39 | CL<br>*F.P.a* | 1920<br>3mo | W.Hamil-ton&Co.Ld PortGlasgow<br>*Lloyd'sA&CP* | Thos.&Jno. Brocklebank,Ld.<br>*Intermediate 'tween dk* | 400·1\|52·3\|28·5<br>412·0(O.L.)<br>P51'B117'F39' FK<br>*BH in after hold dispensed with*<br>5*BHtoUdk*<br>*CellDB*338'1101*tDTa* 35'1001*t* | Liverpool<br>British<br>*Cem*<br>1*BH to 2dk*<br>*only*<br>*FPT*109*tAPT*65*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS172,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow | 31 *ft* 0<br>s 5 *in* 10¾<br>25 *in* 4 | |
| 78858<br>PUBP | **Mandu** (*ex*Belmonte,*ex*Posen)<br>Sub.Sig. 2*Dks*&*Shelter dk* | 6588<br>6181<br>4153 | | | | | 1913 | Bremer Vulkan Vegesack | LloydBrasileiro | 471·2\|59·2\|28·9<br>H— | R.Janeiro<br>Brazilian<br>*WB* | T3Cy32$\frac{3}{16}$″,52$\frac{1}{4}$″&86$\frac{3}{8}$″–55$\frac{1}{16}$″<br>557NHP<br>BremerVulkan,Vegesack | | V |
| 78859<br>144250<br>GDMW | **Manela** Ⓟ TwinSc<br>*Fitted for oil fuel*<br>D.F. 2*Dks*(*Stl-U* teak s)<br>*Ref.Mchy.* | 8303<br>6842<br>5041 | ✠<br>5,24<br>✠ | Mdb | *c*† | - | 1921<br>4mo | Barclay, Curle&Co.Ld. Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB* | 450·0\|58·3\|32·8<br>P44'B161'F42' FK<br>419'1550*tFPT*124*tAPT*60*t* | Glasgow<br>British<br>9*BHCem* | 6SteamTurbinesDRgeared to 2 Sc.Shafts 926NHP<br>4SB,*16cf*,GS301,HS12628<br>Barclay,Curle&Co.Ld.Gls. | 35 *ft* 6 | BT till ~~4,40~~ 4,41 |
| 78860<br>5794<br>SFKI | **Manfred** (*ex*Bismark<br>*ex*LiselotteLinneman)<br>1*Dk* | 607<br>475<br>322 | | | | | 1909 | Eiderwerft A.G. Tönning | VerkebäcksÅngf. Aktieb.(Ruben Olsson,*Mgr.*) | 175·2\|30·1\|10·9<br>Q52'B47'F22' | Verkebäck<br>Swedish<br>*WB* | T.3Cy.12¾″,20½″&32¼″–22″<br>49NHP<br>EiderwerftA.G.Tönning | | G |
| 78861 | **Mangalia** Ⓟ<br>D.F. *OilEng.*<br>*Ref.Mchy.* *Cruiser Stern* 2*Dks* | 3600 | | | | | 1939 | Cant.Nav. Riuniti Palermo | RoumanianState MaritimeService | 361·0\|50·9\|23·0<br>B84'F34' | Constntza<br>Roumanian<br>*WB* | Oil Engines 2S.C.SA<br>6Cy.23$\frac{5}{8}$″–41$\frac{5}{16}$″ 582NHP<br>Soc.An"Fiat"S.G.M.Turin | | |
| 19/4 0<br>78862<br>7979<br>SKUO | **Mangen** (*ex*Römö–34,*ex*Kasko–34,<br>*ex*Romo)<br>1*Dk* | *1253*<br>*954*<br>*680* | | | | | 1922 | Xiansands Mek.Værks. Xiansand | O.F.Ahlmark&Co. Eftr.A/B | 235·3\|36·2\|13·4<br>P17'Q61'B102'F31' | Karlstad<br>Swedish<br>*WB* | T.3Cy.17″,29″&47″–33″<br>127NHP<br>XiansandsM.V.Xiansand | | V |
| 78863<br>137223<br>VSPM | **Mangola** (*ex*Eudunda)<br>*ss*Mel.No.3–6,32<br>*ss*Syd.No.2–40 ~~*ss*Syd.No.1–86~~<br>*Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&<br>*Web frames*<br>*Longitudinal framing* | 3352<br>3009<br>1922 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~4,10 11,30~~ 10,40<br>~~4,86,30~~ ✠LMC~~5,36~~<br>BS 6,40~~5,41~~ MS1,~~40~~ | NSW Syd | *v* | ~~N7,38~~<br>N10,40 | 1920<br>9mo | Common-wealthNaval Dockyard Sydney,NSW<br>A&CP | Burns,Philp&Co. Ld.<br>*CellDB*276'882*t* | 331·0\|47·9\|23·5<br>341·1(O.L.)<br>FK<br>*Collision*<br>*BHtoSh dk*<br>4 „ „ *U* „<br>*FPT*118*tAPT*204*t* | Singapore<br>British<br>*Cem* | T.3Cy.25″,41″&68″–45″ (*s*)<br>185lb HS8289 516NHP<br>3 Water Tube Boilers FD<br>Thompson&Co.Pty.Ltd. Castlemaine,Melbourne | 26 *ft* 1<br>s 2 *in* 5<br>23 *in* 10¾ | |
| 78864<br>216413<br>WQCG | **Mangore** 3Mst<br>*ss*Bal.No.3–11,29<br>*ss*Bal.No.2–37<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*<br>D.F. *Longitudinal framing*<br>*Cargo battens not fitted* | 4066<br>3415<br>2416 | ✠100A1<br>~~5,40 5,30~~ ~~4,10~~<br>2,41 ✠LMC<br>MS11,37 BS~~5,30~~ 8,40<br>*Fitted for oil fuel* 8,22 | Bal | *w* | CL<br>5,39<br>*F.P.a* | 1918<br>6mo | Bethlehem S.B.Corp. Sparro'PtMd<br>A&CP 1 | OreS.S.Corp.<br>*Intermediate bulk*<br>*CellDBuE&B50'f* | 357·3\|50·3\|24·5<br>P108'F27' FK<br>*head dispensed with*<br>231'1036*tside tanks* | NewYork<br>Utd.States<br>*Cem*<br>5*BH only*<br>231'718*t FP* | T.3Cy.20½″,35″&60″–42″ (*s*)<br>200lb 337NHP<br>2SB,*6cf*,GS123,HS4886 FD<br>BethlehmSBCor.Sparr'Pt.<br>*T*193*tAPT*244*t* | 27 *ft* 5 | |
| 78865<br>231779<br>WIEA | **Manhattan** Ⓟ TwinSc<br>*Ref.Mchy.* *Fitted for oil fuel*<br>D.F. E.S.D. GyC. 4*Dks* | 24289<br>—<br>13924 | | | | | 1932 | NewYork S.B.Co. Camden,N.J. | UnitedStatesLines Co. | 668·4\|86·3\|33·3<br>B&F584' | NewYork<br>Utd.States<br>*WB* | 6SteamTurbinesSRgeared to 2 Sc. Shafts<br>NewYorkS.B.Co. | | R |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant après. Lettre d'Equivalence. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | Appareils à gouverner. Appareils à jeter l'ancre. Lettre de Cert. H. & T. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78866<br>—<br>UPCX | **Manich** (*ex*Mary Walton–34, *ex*Heathside–33, *ex*Portscatho) *ss*Shl.No.3–11,32 1 *Dk* (*Stl*) | 3122<br>2830<br>1773 | ✠ ... 1,35 ✠ | Cff | *u* | | 1920<br>2mo | Irvines S.B. &D.D.Co.Ld. W Hartlepool | U.S.S.R. *Cell D B* | 331·1 \| 46·8 \| 23·1<br>P33′B100′F23′ FK<br>284′699*t F P T* 110*t A* | Odessa<br>Russian | T.3Cy.25″,41″&68″–45″ 361 NHP<br>3SB,*9cf*, GS165, HS5925<br>Richardsons, Westgarth & Co.Ld.Hpl. | 25 ″ 6 | |
| 78867<br>—<br>UOXP | — Twin Sc (*ex*Alkibiadis) 1 *Dk* | 307<br>276<br>187 | | | | | 1883 | Stablimnto Tecnico, Trieste | U.S.S.R. | 176·3 \| 27·0 \| | Rostov<br>Russian | C.4Cy.11⅞″&22½″–18″ NB02 34 NHP<br>Stabilimento Tecnico, Tri. | | |
| 78868<br>18449<br>JMRD | **Manila Maru** Ⓟ Twin Sc *Ref. Mchy.* *ss*Kob.2nd No.3–12,38 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–ws) 3 *rd dk* (*Stl*) *in No.1 hold* | 9486<br>8808<br>5935 | ✠100A1 *Shelter dk with freeboard* 5,41 ~~10,39~~ ✠LMC ~~10,39~~ 10,40 Lloyd's RMC 10,39 | Kob | *d*† | CL ~~12,38~~ SN 12,38 P5,41 | 1915<br>9mo | Mitsu Bishi Dkyd & EWks Nagasaki *Lloyd's* *s A & CP* *Cel. D Ba* 150′ | Osaka Syosen K.K. *u E & B* 84′ *f* 178′ 150 | 475·0 \| 61·0 \| 38·1<br>32·7<br>P35′B30′F45′ FK<br>*on Shelter dk*<br>8*t D T a* 48′ 855*t F P T* | Osaka<br>Japanese<br>8 *B H Cem* | T.6Cy.26½″,44½″&75½″48″–<br>200 lb (*s*) 1013 NHP<br>5SB(Spt), *15cf*, GS331, FD HS13732<br>76*t A P T* 40*t* Mitsu Bishi D.&E.Wks Nag | 40 ″ 9<br>s13 ″ 7<br>27 ″ 10 | |
| | | | *Fitted for oil fuel* 5,24 | *F.P. a* | | | | | | | | | |
| 78869<br>22056<br>KDDQ | **Manini** (*ex*Susherico) *ss*NYk.No.1–25 *Fitted for oil fuel* D.F. 1 *Dk* 2 *tr Bin fore & after holds & Web frames* | 3253<br>3005<br>1977 | ✠ ... 6,28 ✠ | | | | 1920<br>9mo | Submarine Boat Corp. Newark, N.J. | Matson Navigation Co. | 324·0 \| 46·2 \| 25·0<br>P30′B90′F35′ FK | S. Frncisco<br>Utd. States<br>*WB* | 1 D R geared Steam Turbine 386 NHP<br>Westinghouse Electric & Mfg.Co. Essington, Pa. | 28 ″ 6 | R<br>† |
| 78870<br>—<br>PKGR | **Manipi** *Oil Eng.* *Mchy. Aft* 1 *Dk* | 536<br>362<br>362 | | | | | 1929 | NV. Schps. "De Maas" Slikkerveer | Koninkl. Paketv. Maats. | 165·3 \| 28·9 \| 9·5<br>B32′F25′ | Batavia<br>Dutch | Oil Engines 2S.C.SA 5Cy.11½″–15¾″ 122 NHP<br>Sulzer Bros. Winterthur | | V |
| 78871<br>143661<br>GCXR | **Manipur** *ss*Gls.No.3–2,33 *ss*Mdb.No.1–37 D.F. E.S.D. 2 *Dks* (*Stl*) & 3 *rd dk* (*Stl*) *in No.1 hold* *Cruiser Stern* | 8652<br>7903<br>5196 | ✠100A1 1,40 ✠LMC 10,36 ✠NE 4,28 BS 12,39 *Fitted for oil fuel* 9,2( | Lon | *f*† | CL 10,37 *F.P. a* | 1920<br>9mo | Lithgows, Ld. Port Glasgow *Lloyd's* *s A & CP* | Thos. & Jno. Brocklebank Ld. *Cell D B* 396′ 1847*t* | 473·4 \| 64·0 \| 34·0<br>P76′B157′F86′ FK<br>Shortened 35<br>*D T a* 1424*t F P T* 142*t* *A P T* 79*t* | Liverpool<br>British<br>8 *B H Cem* | 2 Steam Turbines D R geared to 1 Sc. Shaft (r)<br>200 lb HS19266 1147 NHP<br>2DB&2SB, *24cf*, GS420<br>D. Rowan & Co. Ld. Glz. | 37 ″ 0<br>s6 ″ 11½<br>30 ″ 4½ | |
| 78872<br>14588<br>GDCX | **Manistee** Sub.Sig. *Ref. Mchy.* D.F. E.S.D. 4 *Dks* | 5360<br>4558<br>3288 | | | | | 1920 | Cammell Laird & Co Ld Birkenhead | Elders & Fyffes, Ld. | 400·2 \| 51·1 \| 30·3<br>P42′B158′F44′ | Liverpool<br>British<br>*WB* | T.3Cy.27½″,46½″&78″–54″ 447 NHP<br>Cammell Laird & Co. Ld Bkn | | C |
| 78873<br>94879<br>VGML | **Manitoba** Ⓟ 3 Mst *Mchy. Aft* D.F. | 2616<br>1937<br>1699 | | | | | 1889 | Polson I. W Co. (Ld.) Owen Sound | Canadian Pacific Railway Co. | 303·0 \| 38·1 \| 14·7 | Montreal<br>British | C.2Cy.30″&64″–48″ NE&B14 236 NHP<br>Collingwood S.B.Co.Ld. Collingwood | | |
| 78874<br>96058<br>VGLN | **Manitoulin** Ⓟ Twin Sc Sp (*ex*Modjeska) Wireless *Mchy. Aft* | 913<br>—<br>453 | | | | | 1889 | Napier, Shanks & Bell Glasgow | Owen Sound Trans-portation Co. Ld. | 178·0 \| 31·1 \| 12·3 | Owen Snd. Ont.<br>British | T.6Cy.15″,24″&40″–27″ 166 NHP<br>Dunsmuir & Jackson, Gls. | | R |
| 78875<br>40767<br>JYSJ | **Mankō Maru** Ⓟ D.F. 2 *Dks* *Cruiser Stern* | 4472<br>3900<br>2628 | | | | | 1935 | Yokohama Dock Co. Ld. Yokohama | Nippon Yusen K.K. | 364·2 \| 50·9 \| 32·5<br>F33′ | Tokyo<br>Japanese<br>*WB* | 2 D R geared Steam Turbines<br>Ishikawajima S.B.&E.Co. Ld. Tokyo | | |
| 78876<br>29139<br>JHZA | **Manko Maru** Wireless *Mchy. Aft* *Ref. Mchy.* 1 *Dk* | 1503<br>1159<br>802 | | | | | 1923 | Yokohama Dock Co. Yokohama | Nichiro Gyogyo K.K. | 250·0 \| 37·0 \| 19·0<br>P42′B58′F38′ | Shinagawa<br>Japanese<br>*WB* | T.3Cy.17″,28½″&48″–30″ 126 NHP<br>Yokohama Dock Co. Yka. | | C |
| 78877<br>—<br>DHQE | **Mannheim** Twin Sc 1 *Dk* | 897<br>705<br>527 | | | | | 1906 | G. Seebeck Akt. Ges. Bremerhaven | Schiffahrt-und Assekuranz Ges. E. Russ & Co. | 217·4 \| 32·9 \| 12·0<br>Q78′B43′F22′ | Hamburg<br>German<br>*WB* | T.6Cy.9⅝″,18⅛″&25⅝″&16½″ 52 NHP<br>G. Seebeck A.G. Bremerhvn | | G |
| 78878<br>167477<br>~~GLPK~~ | **Manö** Wireless 1 *Dk* | 1418<br>1157<br>834 | | | | | 1925 | Helsingörs Jernsk & Msk Elsinore | Ministry of Shipping (Springwell Shipping Co. Ld. *Mgrs.*) | 249·5 \| 38·1 \| 15·0<br>P17′Q76′B96′F28′ | ~~Copnhagen~~ ~~Danish~~ London *WB* British | T.3Cy.18″,30″&50″–36″ 150 NHP<br>Helsingörs Jernsk. & Mskb. | | V |
| 78879<br>211832<br>WMCF | **Manoa** Ⓟ *ss*SFo.2nd No.3–4,39 ~~*ss*S.Fo.No.3–7,26~~ ~~*ss*S.Fo.No.2–31~~ D.F. *Ref. Mchy.* 2 *Dks* (*Stl*) & 3 *rd dk* (*Stl*) *in Mchy. Aft* *Well deck* *No.1 hold* | 6806<br>5769<br>4356 | ✠100A1 ~~3,40~~ ~~3,37~~ 1,41 ~~M69,37~~ ✠LMC 1,39 BS ~~1,46~~ 1,41 *Fitted for oil fuel* 12,13 | SFo | *a*† | CL ~~8,37~~ 1,41 *F.P.* | 1913<br>12mo | Nwprt Nws S.B.&D.D.Co. Newprt News A&CP | Matson Nav.Co. *Cell D Bu E & B* 74′ *f* 281′ | 422·6 \| 54·0 \| 33·3<br>P&B295′F48′ FK<br>1584*t D T f* | British<br>S. Frncisco<br>Utd. States<br>7 *B H Cem* | Q.4Cy.27″,39″,58″&87″–54″ 225 lb (*s*) 747 NHP<br>6SB, *18cf*, HS12300<br>Newport News SB&DD.Co. 70′1117*t F P T* 133*t A P T* 96*t* | 33 ″ 6 | |
| 78880<br>—<br>PFTL | **Manoeran** *Oil Eng.* D.F. E.S.D. *ss*Ams.No.3–10,33 *ss*Cal.No.1–37 3 *Dks* *Tonnage opening closed '39* | 9371<br>—<br>5837 | ✠100A1 ~~3,40~~ ~~12,39~~ 3,41 Sba ✠LMC CS 12,38 ✠NE 10,33 ~~1,38~~ 12,39 DBS ~~1,39~~ 4,40 *Carrying oil* *Carrying veg* | *F.P. a* *etable* | *e*† | CL ~~12,38~~ 3,41 *bove* 150° *oil in* | 1922<br>10mo | Forth S.B. &E.Co. (1921) Ld. Alloa *Lloyd's* *s A & CP* | NV. Stoomv. Maats Nederland *Cell D B a* 164′ *u E* 8 *fter deep tank* *ep tank* | 501·0 \| 60·4 \| 27·6<br>37·4<br>P48′B31′F67′ FK<br>len 33<br>5′ *f* 142′ 1509*t D T f* 8 | Batavia<br>Dutch<br>8 *B Hpt Cem* | 2 S R geared Oil Engines<br>2S.C.SA 14Cy.22½″–31½″<br>2 DB *190 lb* 1184 NHP<br>2 NDB (WT) 33 *213 lb*<br>Werkspoor N.V. Ams.<br>9′1556*t D T a* | 40 ″ 3<br>s10 ″ 3½<br>30 ″ 2½ | |
| 78881<br>1328<br>ICIQ | **Manon** (*ex*Sursum Corda–37, *ex*Gilgai, *ex*Wildenfels) *ss*Gen.2nd No.3–5,26 *ss*Ham.No.2–34 D.F. 1 *Dk* (*Stl*) & *Spar dk* (*Stl-pt* teak s) & *Web frames* | 5597<br>5191<br>3520 | ✠ ... 3,39 ✠ | Gen | *z* | | 1901<br>4mo | Wigham Richrdsn & Co Ld Newcastle | I.N.S.A. (Industrie Navali Soc. Anon.) *Cell D B a* 1 | 428·1 \| 55·1 \| 26·9<br>420·3<br>P60′B96′F48′ BK 11″<br>42′ *u E* 27′ *f* 177′ 1115*t A P T* 40*t* | Genoa<br>Italian<br>6 *B H Cem* | Q.4Cy.24″,34″,51″&74½″–54″ 494 NHP<br>3SB, *9cf*, GS150, HS6303<br>Wigham Richardson & Co Ld | 31 ″ 4 | I<br>† |
| 78882<br>153959<br>VLDL | **Manoora** Ⓟ Twin Sc *Oil Eng.* *ss*Syd.No.1–39 D.F. E.S.D. 3 *Dks* *Ref. Mchy.* *Cruiser Stern* | 10856<br>7396<br>6261 | ✠100A1 *with freeboard* 8,40 ~~1,40~~ ✠LMC CS 2,39 DBS 9,38 10,36 | Syd | *f*† | CL ~~9,37~~ 2¼ s12,39 P8,40 | 1935<br>2mo | A. Stephen &Sons, Ld. Glasgow *Lloyd's* *s A & CP* | The Adelaide Steamship Co. Ld. *Cell D B* 378′ 1124*t* | 463·5 \| 66·2 \| 29·8<br>482·0 (O.L.)<br>B280′F86′ FK<br>*D T s a* 55′ 442*t F P T* | Melbourne<br>British<br>6 *B Hpt Cem*<br>126*t A P T* 97*t* | Oil Engines 4S.C.SA 16Cy.29½″–59½″ 1306 NHP<br>DB *100 lb*<br>J.G. Kincaid & Co. Ld. Grk. | 35 ″ 6<br>s11 ″ 9<br>23 ″ 11 | |
| 78883<br>68<br>SVDX | **Manoula** (*ex*Député Georges Chaigne–34) 1 *Dk* | 1966<br>—<br>1111 | | | | | 1920 | Govern-ment Yard Brest | G.G. Caravias | 266·7 \| 39·4 \| 23·0<br>P19′B54′F23′ | Ithaca<br>Greek<br>*WB* | T.3Cy.18½″,29½″&49½″–<br>37½″ 149 NHP<br>Atel.&Ch. de la Loire, Nts. | | G |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned. Now explained. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L. R. Date of Reg. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78884<br>25222<br>JARD | **Mansei Maru** TwinSc<br>(*ex*AmurMaru–34) *ss*Osa.No.3–5,31<br>*ss*Yka.No.2–39<br>2 *Dks(Stl)&Awng dk(Stl)*<br>*&Web frames*<br>*Longitudinal framing* | 7770<br>7329<br>4823 | ✠100A1<br>*Awning dk*<br>*withfreeboard*<br>8,40~~7,39~~<br>✠LMC~~7,39~~<br>8,40 | Yka<br>Kob | *b*† | CL<br>~~P7,37~~<br>S6,39<br>P7,40 | 1919<br>4mo | Osaka Iron Works,Ld. Osaka<br>*Lloyd'sA&CP* | YamashitaKisen K.K.<br>*CellDB370' 1195tDT* | 425·0\|56·2\|40·5<br>FK<br>*Col*<br>*a34'909tAPT85t* | Osaka<br>Japanese<br>*Cem*<br>*BHto Sh dk*<br>6 „ „ *U* „ | T.6Cy.21½″,35″&58″–48″ (*s*)<br>200lb 655NHP<br>3SB(Spt)&1AuxSB,*11cf*,<br>GS225,HS9332 FD<br>OsakaIronWrks.Ld.Osaka | 40 ″ 6<br>s 9 ″ 7¾<br>31 ″ 1 | |
| 78885<br>139250<br>GNQT | **Mansepool**<br>*ss*Bkn.No.3–6,40<br>~~*ss*Bry.No.2–36~~<br>**D.F.** 1 *Dk(Stl)* | 4894<br>4619<br>3045 | ✠100A1<br>6,40~~10,39~~<br>BS10,39 ✠LMC~~6,36~~<br>~~BS10,40~~ 10,39 | Bry<br>Bkn | *z* | CL<br>8,38 | 1928<br>2mo | W.Gray& Co.Ld. WHartlepool<br>*Lloyd'sA&CP* | PoolShippingCoLd (SirR.Ropner&Co. Ld. *Mgrs.*)<br>*CellDB* | 405·1\|53·5\|26·5<br>P30'B229'F41' FK<br>359' 1402t *FPT188t* | W.Hartlpl<br>British<br>6 *BHCem*<br>*APT190t* | T.3Cy.25½″,40″&71″–48″ (*s*)<br>180lb FD 505NHP<br>3SB(Spt)*9cf*,GS172,HS7614<br>CenMarE.Wrks.Ld.WHpl | 29 ″ 5<br>s 4 ″ 9<br>24 ″ 11¼ | |
| 78886<br>5399<br>SFKO | **Mansuria** (*ex*Oscarborg)<br>1 *Dk* | *1083*<br>*903*<br>*563* | | | | | 1912 | Oskrshmns M.V.Aktieb. Oskarshamn | RederiAktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) | 221·4\|35·9\|13·7<br>P24'B57'H128*t*<br>F25' | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.17½″,29″&48″–30″ 126NHP<br>Oskarshamns M.V.Aktieb. | | V |
| 78887<br>149<br>JNXD | **Mansyu Maru**<br>*ss*Kob.No.3–9,33<br>2 *Dks(Stl)* | 5267<br>4767<br>3183 | ✠ ...<br>1,38<br>✠ | Nag | *z* | | 1921<br>2mo | Uchida SB. & Eng.Co. Yokohama | DairenKisenK.K.<br>*CellDB* | 400·0\|54·5\|30·0<br>P38'B121'F40' FK<br>350'1100t *FPT133t* | Dairen<br>Japanese<br>6 *BHCem*<br>*APT92t* | T.3Cy.26″,43½″&72″–48″ 513NHP<br>3SB,*9cf*,GS175,HS7376<br>UchidaS.B.&E.Co.Yka. | 30 ″ 0 | |
| 78888<br>15985<br>JKLD | — Ⓟ TwinSc<br>(*ex*KomaMaru–33)<br>3 *Dks* | 3054<br>2663<br>1497 | | | | | 1912 | Kawasaki Dkyd.Co.Ld. Kobe | KitaNipponKisen K.K. | 324·0\|43·0\|30·0<br>F49' | Tokyo<br>Japanese<br>*WB* | T.6Cy.19″,32″&53″–36″ 337NHP<br>KawasakiDkydCoLdKobe | | |
| 78889<br>116580 | **Mantadoc** (*ex*Cepheus,*ex*Frank W.Gilchrist)<br>*Mchy.Aft* 1 *Dk2trB* | 4466<br>4268<br>3060 | | | | | 1903 | WestBay CityS.B.Co. W.BayCity | PatersonSteam-ships,Ld. | 423·5\|50·2\|24·0 | F.William Ont. British<br>*WB* | T.3Cy.22″,35″&58″–42″ 218NHP<br>DetroitS.B.Co.Detroit | | R |
| 78890<br>24758<br>JIZD | **Mantai Maru** (*ex*Vancouver Maru–34)<br>*ss*Yka.No.3–8,31<br>*ss*Kob.No.1–36<br>2 *Dks(Stl)&Awng dk(Stl)* | 5864<br>5586<br>4259 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>11,38<br>~~BS11,39~~ ✠LMC~~7,36~~<br>11,40 | Yka | *y* | OG<br>~~11,37~~<br>11,40 | 1919<br>3mo | Kawasaki Dkyd.Co.Ld. Kobe<br>A&CP | YamashitaKisen K.K.<br>*CellDB334'1118t FPT126t* | 385·0\|51·0\|36·0<br>FK<br>*CollB*<br>*APT93t* | Kobe<br>Japanese<br>*Cem*<br>*HtoAwng dk*<br>5 „ „ *U* „ | T.3Cy.26″,43½″&72″–48″ (*s*)<br>200lb 440NHP<br>2SB(Spt)&1AuxSB,GS154,<br>HS5741 FD<br>KawasakiDkydCoLd Kobe | 36 ″ 0<br>s 9 ″ 1¾<br>27 ″ 1 | |
| 78891<br>88<br>OAPM | **Mantaro** TwinSc<br>*Fitted for oil fuel*<br>2 *Dks&Shade dk* | 4617<br>2573<br>2427 | | | | | 1910 | Chant.de Normandie Rouen | Cia.Peruana de Vap.yDique del Callao | 360·0\|46·0\|23·7 | Callao<br>Peruvian | T.6Cy.20″,33″&55″–40″ 383NHP<br>Ch.&Atel.deSt.Nazaire | | V |
| 78892<br>PUCT | **Mantiqueira** TwinSc<br>1 *Dk* | *1696*<br>*1570*<br>*1045* | | | | | 1907 | Workman, Clark&Co.Ld Belfast | LloydBrasileiro | 276·2\|44·9\|16·4<br>F29' | R.Janeiro<br>Brazilian<br>*WB* | T.6Cy.14″,22″&37″–21″ 126NHP<br>Wrkman,Clark&Co.Ld Bel | | |
| 78893<br>PJCU | **Manto**<br>*Oil Eng.*<br>Wireless 2 *Dks*<br>*Mchy.Aft* *CruiserStern* | 389<br>293<br>159 | | | | | 1939 | NVSchpsw Gebr.Pot. Bolnes | WestIndische Scheepv.Maats. | 179·7\|29·9\| 8·2 | Curacao<br>Dutch<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.10$\frac{3}{8}$″–18$\frac{3}{8}$″ 162NHP<br>Gbr.Stork&CoN V Hengelo | | V |
| 78894<br>146274<br>GDMY | **Mantola** Ⓟ TwinSc<br>2 *Dks(Stl–U* teak s)<br>**D.F.** *Fitted for oil fuel*<br>*Ref.Mchy.* *CruiserStern* | 9065<br>7268<br>5545 | ✠<br>9,25<br>✠<br>Lloyd'sRMC5,40 2,41 | Mdb | *d*† | | 1921<br>12mo | Barclay, Curle&Co.Ld Glasgow | BritishIndiaS.N. Co.Ld.<br>*CellDB403'1568t*<br>*between tunnel* | 465·3\|58·3\|33·5<br>P44'B175'F53'<br>*Tanks* FK<br>*s 114'253tFPT164t* | Glasgow<br>British<br>9 *BHptCem*<br>*APT69t* | 6SteamTurbinesDRgeared to 2 Sc. Shafts<br>HS13948 FD 1008NHP<br>4SB&1AuxSB,*18cf*,GS338,<br>Barclay,Curle&Co.Ld. Gls. | 36 ″ 0 | BT till ~~4,40~~ ~~4,41~~ 2,42 |
| 78895<br>EAKW | **Manu** (*ex*Marion–38, *ex*Manu–37, *ex*CanadianFisher)<br>*ss*Bbo.No.3–7,32<br>*ss*Bbo.No.1–36<br>1 *Dk(Stl)* | 3267<br>2896<br>1896 | ✠100A1<br>3,40<br>BS4,40 ✠LMC1,37 | Bbo | *r* | CL<br>12,37 | 1921<br>1mo | Tidewater Shipbuilders, Ld. Three Rivers,P.Q.<br>*Lloyd'sA&CP* | Cia.Nav.Amaya (C.deZabala, *Mgr.*)<br>*CellD* | 363·2\|46·8\|23·2<br>P33'B98'F33' FK<br>*B266' 674t FPT95t* | Bilbao<br>Spanish<br>6 *BHCem*<br>*APT73t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb (P&sSpt) 470NHP<br>3SB,*9cf*,GS156,HS7275 FD<br>TidewaterShipbuilders,Ld. | 25 ″ 9<br>s 3 ″ 11¾<br>21 ″ 9 | |
| 78896<br>EAGE | **Manuchu**<br>*ss*Bbo.No.3–8,39<br>1 *Dk(Stl)*<br>*Cargo battens not fitted* | *3119*<br>*2875*<br>*1923* | ✠100A1<br>~~7,40~~ 8,39 2,11<br>✠LMC8,39<br>BS7,40 | Bbo | *v* | CL<br>~~7,39~~<br>1,41 | 1921<br>1mo | W.Hamil-ton&Co.Ld PortGlasgow<br>*Lloyd'sA&CP* | Cia.NavieraBachi (Hijos deAstigar-raga, *Mgrs.*) | 330·8\|48·9\|22·1<br>P31'B97'F30' FK<br>*CellDB287'887t* | Bilbao<br>Spanish<br>5 *BHCem*<br>*APT83t* | T.3Cy.24″,40″&65″–45″ (*s*)<br>180lb 323NHP<br>3SB,*9cf*,GS156,HS5205<br>D.Rowan&Co.Ld.Glasgow | 24 ″ 3<br>s 3 ″ 11¼<br>20 ″ 7 | |
| 78897<br>EAGF | **Manuel Arnus** Ⓟ TwinSc<br>*ss*Bcl.No.2–31<br>3 *Dks(StlU–*teak s)<br>**D.F.**<br>Sub.Sig. | 7578<br>5591<br>4402 | ✠ ——<br>4,40<br>✠ | Cdz | | | 1923<br>5mo | Soc.Espa-ñola de Const.Nav. Cadiz | Cia.Trasatlantica<br>*CellDB378'1226t t*<br>*Tank at aft end* | 435·0\|56·0\|29·1<br>P36'F39' FK&BK1"<br>*anks at sides of tun*<br>*of tunnels 35t FPT* | Barcelona<br>Spanish<br>9 *BHCem*<br>*nels 944t*<br>*34t APT68t* | 4SteamTurbinesDRgeared to 2 screw shafts 1173NHP<br>5SB,15*cf*,GS345,HS14945<br>Vickers,Ld.Barrow | 32 ″ 0 | |
| 78898<br>EAGH | **Manuel Calvo** Ⓟ TwinSc3Mst<br>(*ex*H.H.Meier) *ss*Bcl.3rdNo.3–6,27<br>**D.F.** 3 *Dks(2Irn–*ws)*&Web frames*<br>Sub.Sig. | 5617<br>4640<br>3342 | ✠<br>1,31<br>✠ | Bcl | *z* | | 1892<br>3mo | Armstrong Mitchell&Co. Ld Newcastle | Cia.Trasatlantica | 421·0\|48·0\|29·2<br>P39'B140'F54'<br>BK13½"<br>*CellDB387' 920t* | Barcelona<br>Spanish<br>7 *BHCem*<br>*APT110t* | T.6Cy.24½″,40″&66″–45″ 592NHP<br>3DB,*18rf*,GS351,HS9000<br>Hwthrn.Leslie&C.Ld.Nwc. | 32 ″ 3 | |
| 78899<br><br><br><br>*Mchy.Aft* | **Manuel Rionda**<br>*ss*Hna.No.3–10,32<br>*ss*Hna.No.1–37<br>1 *Dk(Stl)&Web frames*<br>*Longitudinal framing* | 1375<br>974<br>799 | ✠100A1<br>*Self propelled Barge*<br>4,10~~5,30~~ ✠LMC<br>BS~~1,39~~4,40 MS5,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7, 20 *F.P. above* 150° F. | Hna | *o* | CL<br>~~5,39~~<br>11,40 | 1920<br>6mo | ToddShip-yardsCorp. Brooklyn, N.Y.<br>A&CP | SinclairCubaNav. Co.<br>*CellDBuE15'28t* | 210·0\|44·1\|13·6<br>P51'F41' FK<br>*MTs20'410tFPT41t*<br>10 *BH* | Havana<br>Cuban<br>*Cem*<br>*APT28t* | T.3Cy.16″,25″&42″–30″ (*r*)<br>180lb 156NHP<br>2SB,*4cf*,HS2476 FD<br>ToddShipyardCorp.N.Yk. | 14 ″ 0 | |
| 78900<br>233117<br>WHFS | **Manuela**<br>*Fitted for oil fuel*<br>**D.F.** 2 *Dks* | 4772<br>—<br>2946 | | | | | 1934 | NwprtNws S.B.&DD Co. NewprtNews | A.H.BullSteam-shipCo.Inc.(A.H. Bull&Co.Inc. *Mgs*) | 393·8\|55·3\|28·1<br>P34'B125'F35' | New York<br>Utd.States<br>*WB* | 2SteamTurbinesDRgeared to 1 Sc. Shaft<br>NewportNewsSB&DD.Co. | | R |
| 78901<br>3381<br>PJAD | —<br>*ss*Cco.No.3–10,36<br>*ss*Cco.No.1–41 1 *Dk(Stl)*<br>*Mchy.Aft* *Longitudinal framing*<br>*at bottom & at dk* | 2694<br>1799<br>1483 | ✠100A1<br>~~5,40~~ ~~1,30~~ 1,41<br>✠LMC1,41<br>~~M~~S3,38 ~~BS11,39~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9,24 *F.P. above* 150° F. | Cco | *l* | CL<br>P5,39<br>S11,39 | 1924<br>9mo | Rotterdam Droogd.Maat Rotterdam<br>*Lloyd'sA&CP* | N.V.Curaçaosche Scheepvaart Maatschappij | 305·0\|50·2\|15·1<br>Q87'*Trunk*189' FK<br>F29' | Willemstad<br>Dutch<br>8 *BHptCem*<br>*APT81t* | T.6Cy.12¾″,20½″&33⅜″–24$\frac{7}{16}$″<br>180lb (*s*) 236NHP<br>2SB,*4cf*,HS4168 FD<br>RotterdamDroogd.Maats. | 15 ″ 0<br>s1 ″ 6½<br>13 ″ 7½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Materiaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Force assignée maintenant expiré. Lettre d'Enfoncement. | 7* Date de la dernière visite de la Ligne de pavois. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Inscrires où ces navires sont dans le L. R. Dans Act. Roy. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78902<br>221279<br>KDSF | **Manukai**<br>GyC. *ssS.Fo.No.3–6,33*<br>*Mchy.Aft* 2 *Dks(Stl)&Shelter dk(Stl)*<br>D.F. *Ref.Mchy.* | | 9547<br>9173<br>5896 | ✠100A1 SFo *e* †<br>*Shelter dk*<br>*with freeboard*<br>4,41 ~~4,40~~ ✠LMC<br>MS6,37 BS~~4,46~~3,41<br>*Fitted for oil fuel* 6,21 | | | CL<br>4,39<br>*F.P. above* 1 | 1921<br>6mo | Moore S.B. Co.<br>Oakland, Cal.<br>A&CP | Matson Nav. Co. | 480·6 \| 62·2 \| 37·8<br>FK<br>*Collision BH to Sh dk*<br>8 „ „ *U* „<br>*Cell DB420′2284t DTf54′612t* | S. Frncisco<br>Utd. States<br>*ptAsp*<br>*APT123t* | 2 Steam Turbines DR geared<br>to 1 Sc. Shaft<br>225lb (*s*) 1242 NHP<br>5 SB(Spt), *20cf*, HS17500 FD<br>*FPT75t* Westinghouse Electric<br>&Mfg.Co. Essington, Pa. | 41 ″ 10<br>s 10 ″ 9<br>31 ″ 6 | |
| 78903<br>221215<br>KDRQ | **Manulani**<br>*ssS.Fo.No.3–4,33*<br>*ssS.Fo.No.1–37*<br>*Mchy.Aft* 2 *Dks(Stl)&Shelter dk(Stl)*<br>D.F. GyC. *Ref.Mchy.* | | 9556<br>9173<br>5903 | ✠100A1 SFo *e* †<br>*Shelter dk*<br>*with freeboard*<br>9,40 ~~3,40~~ ✠LMC<br>MS4,37 BS~~6,36~~,40<br>*Fitted for oil fuel* 4,21 | | | CL<br>3,40<br>*F.P. above* 1 | 1921<br>4mo | Moore S.B. Co.<br>Oakland, Cal.<br>A&CP | Matson Nav. Co. | 480·6 \| 62·2 \| 37·8<br>FK<br>*Collision BH to SA dk*<br>8 „ „ *U* „<br>*Cell DB420′2284t DTf54′612t* | S. Frncisco<br>Utd. States<br>*ptAsp*<br>*APT123t* | 2 Steam Turbines DR geared<br>1 Sc. Shaft 225lb (*s*) 1242 NHP<br>5 SB(Spt), *20cf*, HS17500 FD<br>*FPT75t* Westinghouse Electric<br>&Mfg.Co. Philadelphia, Pa. | 41 ″ 10<br>s 10 ″ 9<br>31 ″ 6 | |
| 78904<br>153933<br>VJNB | **Manunda** Ⓟ TwinSc<br>*Oil Eng.*<br>*ssSyd.No.2–36*<br>E.S.D. 3 *Dks(Stl–Weather dk teak s)*<br>D.F. *Ref.Mchy.* *Cruiser Stern* | | 9115<br>6707<br>5300 | ✠100A1 Syd *c* †<br>*with freeboard*<br>~~3,40~~ ~~3,40~~ 4,41<br>✠LMC CS4,37<br>DBS~~3,33~~8,40 ~~3,36~~10,3 | | | CL<br>~~8,38~~<br>P9,39<br>S7,40 | 1929<br>4mo | W. Beardmore & Co. Ltd.<br>Glasgow<br>*Lloyd's A&CP* | The Adelaide S.S. Co. Ltd.<br>*Cell DB344′1100t of tunnels 359t* | 430·0 \| 60·2 \| 35·6<br>447·7 (O.L.)<br>F82′ FK<br>*Tanks in way*<br>*FPT75t APT82t* | Melbourne<br>British<br>*8 B Hpt Cem*<br>*(Coll to W dk*<br>6 „ 2nd„<br>1 „ 3rd„) | Oil Engines 4S.C.SA<br>16Cy.29½″–59½″ 1304 NHP<br>DB *100lb*<br>Harland & Wolff, Ld. Gls. | 38 ″ 6<br>s 13 ″ 11½<br>24 ″ 11 | |
| 78905<br>PFTO | **Manvantara** TwinSc<br>*Oil Eng.*<br>*ssHKg.No.2–39*<br>D.F. *Mchy.Aft* 1 *Dk(Stl)* 2nd *dk(Stl)*<br>*clear of cargo tanks*<br>*Longitudinal framing at bottom & at deck* | | 8237<br>7467<br>4770 | ✠100A1 Sch *c* †<br>10,40 ~~2,40~~ Bat<br>✠LMC CS2,40<br>DBS~~2,40~~ 2,40<br>10,40<br>*Carrying Petroleum in bulk* | | | CL<br>2,40 | 1931<br>12mo | Nederl. Schps. Maats. Amsterdam<br>*Lloyd's A&CP* | N.V. Petroleum Maats. "La Corona"<br>*Cell DBuE64′221t DTf32′365t* | 450·8 \| 62·0 \| 34·1<br>P103′B35 F43′ FK<br>*FPT75t APT82t* | Willemstad<br>Dutch<br>*14 BH*<br>226t *APT41t* | Oil Engines 4S.C.SA<br>12Cy.24½″–43½″ 714 NHP<br>2 DB *150lb*<br>Werkspoor N.V. Ams. | 34 ″ 0<br>s 6 ″ 7½<br>27 ″ 6½ | |
| 78906<br>131763<br>GKMF | **Manx Maid** Ⓟ TrpSc<br>(*ex* Caesarea) *Fitted for oil fuel*<br>Wireless D.F. 2 *Dks* | | 1512<br>990<br>616 | | | | | 1910 | Cammell Laird & Co. Ltd.<br>Birkenhead | Isle of Man Steam Packet Co. Ltd. | 284·6 \| 39·1 \| 15·8<br>*WB* | Douglas IM<br>British | 3 Steam Turbines<br>Cammell Laird & Co. Ltd. Bkn | | |
| 78907<br>118603<br>GFPS | **Manxman** Ⓟ TrpSc<br>*Fitted for oil fuel*<br>D.F. 2 *Dks&Shelter dk* | | 2030<br>1413<br>835 | | | | | 1904 | Vickers, Ss. & Maxim, Ld.<br>Barrow | Isle of Man Steam Packet Co. Ltd. | 334·0 \| 43·1 \| 17·3<br>*WB* | Douglas IM<br>British | 3 Steam Turbines<br>Parson's Marine Steam Turbines Co. Ld. Nwc. | | |
| 78908<br>44235<br>JWWL | **Manyo Maru**<br>1 *Dk*<br>*Cruiser Stern* | | 2904<br>2530<br>1671 | | | | | 1937 | Mitsubishi Jukogyo K.K<br>Yokohama | Toyo Kisen K.K. | 305·4 \| 45·3 \| 26·2<br>P24′B79′F29′<br>*WB* | Tokyo<br>Japanese | T.3Cy.20½″, 34½″ & 57½″–<br>43½″ HS2547 202 NHP<br>Mitsubishi Jukogyo K.K.<br>Yka. | | |
| 78909<br>*Mchy.Aft* | **Manzanillo** (*ex* Gharb) TwinSc<br>*Fitted for oil fuel*<br>1 *Dk* | | 1025<br>—<br>571 | | | | | 1915 | Forg. & Ch. de la Médit<br>La Seyne | Empresa Naviera de Cuba S.A. | 216·5 \| 34·1 \| 14·8<br>P75′F29′<br>*WB* | Havana<br>Cuban | T.6Cy.12½″, 19½″ & 31½″–<br>15½″ 80 NHP<br>Forg. & Ch. de la Médit. Msl. | | |
| 78910<br>32<br>IBFU | **Manzoni** (*ex* Lydia, *ex* Széll Kálmán)<br>*ssFlu.2nd No.3–4,28*<br>D.F. *ssFlu.No.3–12,37*<br>Sub.Sig 1 *Dk(Stl)&Spar dk(Irn)&*<br>*deep framing* | | 3955<br>3633<br>2516 | ✠100A1 Tri *x*<br>*Spar dk*<br>2,40<br>BS2,40 ✠LMC 2,36 | | | CL<br>2,40 | 1902<br>3mo | Wigham-Richrdsn & Co Ld<br>Newcastle<br>A&CP<br>*Cell DBa132′uE&B76′f114′855t* | "Tirrenia" Soc. Anon. di Nav. | 375·4 \| 48·2 \| 17·8<br>365·4 25·1<br>FK<br>P51′B127′F38′<br>*FPT55t APT28t* | Fiume<br>Italian<br>6 *BHCem*<br>*Ta 28′680t* | T.3Cy.22½″, 40″ & 66″–48″ (*r*)<br>200lb 361 NHP<br>3 SB(Spt) *9rf*, GS159, HS5754<br>Wigham-Richardson &<br>Co. Ld. Nwc. | 28 ″ 3<br>s 5 ″ 1½<br>23 ″ 3½ | |
| 78911<br>28252<br>JBNA | **Manzyu Maru** Ⓟ<br>(*ex* Manju Maru–38) *ssKob.No.3–7,34*<br>*Mchy.Aft* *ssKob.No.1–38*<br>2 *Dks(Stl)&Web frames*<br>*Longitudinal framing* | | 6515<br>5691<br>3848 | ✠100A1 Kob *a* †<br>9,40 ~~8,30~~<br>✠LMC ~~7,30~~ 9,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9,21 | | | CL<br>~~11,37~~<br>9,40<br>*F.P. above* 1 | 1921<br>9mo | Kobe Steel Works<br>Harima Dockyard<br>A&CP | Asahi Sekiyu K.K. | 420·0 \| 54·0 \| 32·9<br>440·0 (O.L.)<br>P117′B36′F35′ FK<br>*Cell DBuE&B81′155t DTf41′375t* | Tokyo<br>Japanese<br>16 *BHpt Cem*<br>*(11 to U dk*<br>5 „ 2nd„)<br>*k aft* 10′46t | T.3Cy.27″, 45″ & 75″–51″ (*s*)<br>200lb 560 NHP<br>3 SB, *9cf*, GS192, HS7956 FD<br>Kobe Steel Works, Kobe<br>*FPT116t APT26t* | 33 ″ 0<br>s 6 ″ 7½<br>26 ″ 7½ | |
| 78912<br>24724<br>JIKD | —<br>(*ex* Manju Maru–38, *ex* Jufuku Maru–34) *ssKob.No.3–12,31*<br>2 *Dks(Stl)&Awng dk(Stl)* | | 5877<br>5586<br>4285 | ✠ ...<br>2,37<br>✠ | | | | 1919<br>2mo | Kawasaki Dkyd. Co. Ld.<br>Kobe | Yamashita Kisen K.K.<br>*Cell DB334′111t* | 385·0 \| 51·0 \| 36·0<br>FK<br>*Collision BH to A dk*<br>*8t FPT126t APT93t* | Hashidate<br>Japanese<br>*Cem*<br>5 „ „ *U* „ | T.3Cy.26″, 43½″ & 72″–48″<br>444 NHP<br>2 SB(Spt) *6cf*, GS126, HS5809<br>Kawasaki Dkyd Co Ld Kobe | 36 ″ 0 | C<br>† |
| 78913 | —<br>D.F. 2 *Dks*<br>*Cruiser Stern* | Ⓟ | 2298<br>1551<br>969 | | | | | 1939 | Mitsubishi Jukogyo K.K<br>Kobe | Dairen Kisen K.K. | 262·1 \| 42·0 \| 20·7<br>P49′Q33′B121′F43′<br>*WB* | Dairen<br>Japanese | C.4Cy.(2)20½″ & (2)43½″–<br>43½″ 206 NHP<br>Mitsubishi Jukogyo K.K.<br>Kobe | | |
| 78914<br>XNBL | **Mao Lee** (*ex* Hwah Chie, *ex* Käthe)<br>2 *Dks* | | 1946<br>1753<br>1221 | | | | | 1911 | Howaldts-werke<br>Kiel | Ching Kee S.N.Co. Ld. | 271·0 \| 39·1 \| 20·8<br>P23′B76′F39′<br>*WB* | Chefoo<br>Chinese | T.3Cy.20⅛″, 32⅛″ & 52⅛″–<br>35½″ 161 NHP<br>Howaldtswerke, Kiel | | |
| 78915<br>21721<br>JPCB | **Maoka Maru**<br>Wireless 1 *Dk* | | 1219<br>—<br>829 | | | | | 1917 | Osaka Iron Works, Ld.<br>Osaka | Kita Nippon Kisen K.K. | 220·0 \| 33·6 \| 18·5<br>P23′B34′F24′<br>*WB* | Amagasaki<br>Japanese | T.3Cy.13½″, 23″ & 38″–30″<br>79 NHP<br>Osaka Iron Wks, Ld. Osaka | | |
| 78916<br>117598<br>ZMMN | **Maori** Ⓟ TrpSc<br>*Fitted for oil fuel*<br>3 *Dks* | | 3488<br>1557<br>1567 | | | | | 1907 | W. Denny & Bros.<br>Dumbarton | Union S.S. Co. of New Zealand, Ld. | 350·5 \| 47·2 \| 24·7<br>F63′<br>*WB* | Wellington<br>British | 3 Steam Turbines<br>Denny & Co. Dumbarton | | C |
| 78917<br>219766<br>KUKL | **Mapele** (*ex* Mala–36, *ex* Pittsburgh Bridge)<br>D.F. *Fitted for oil fuel*<br>1 *Dk* 2 *tr Bin fore & after holds*<br>*& Web frames* | | 3297<br>—<br>1998 | ✠ ...<br>7,21<br>✠ | | | | 1920<br>5mo | Submarine Boat Corp.<br>Newark, N.J. | Matson Nav. Co. | 324·0 \| 46·2 \| 25·0<br>P30′B90′F35′<br>FK<br>*WB* | S. Frncisco<br>Utd. States | DR Geared Steam Turbine<br>386 NHP<br>Westinghouse Electric &<br>Mfg. Co. Essington, Pa. | 28 ″ 6 | R<br>† |
| 78918<br>PFTQ | **Mapia**<br>*Oil Eng.*<br>D.F. E.S.D. *ssAms.No.3–2,34*<br>*ssAms.No.1–38*<br>3 *Dks* | | 9389<br>8824<br>5819 | ✠100A1 Ams *e* †<br>12,40 ~~2,40~~ Sba<br>✠LMC CS3,39<br>✠NE3,34 7,39<br>DBS~~7,395~~,40<br>*Carrying vegetable oil in frwrd deep tank*<br>*Carrying oil F.P. above* 150′ *F. in after deep tank* | | | CL<br>~~2,37~~<br>12,40 | 1923<br>1mo | Sir J. Laing & Sons, Ld.<br>Sunderland<br>*Lloyd's A&CP* | N.V. Stoomv. Maats. Nederland<br>*Cell DBa164′uE 85′f142′1509t DTf39′1556t DTa 39′1494t* | 501·0 \| 60·5 \| 27·6<br>37·5<br>P48′B31′F67′ FK<br>len34<br>*FPT200t APT38t* | Amsterdam<br>Dutch<br>8 *BHCem*<br>*2 DB 190lb*<br>*2(WT) NDB33 213lb* | 2 SR geared Oil Engines<br>2S.C.SA 14Cy.22½″–31½″<br>1184 NHP<br>Werkspoor N.V. Ams. | 40 ″ 3<br>s 10 ″ 3½<br>30 ″ 3½ | |
| 78919<br>PKHA | —<br>*Oil Eng.*<br>*Mchy.Aft* 1 *Dk* | | 550<br>350<br>363 | | | | | 1929 | N.V. Schps. "de Maas" Slikkerveer | Koninkl. Paketv. Maats. | 165·4 \| 28·9 \| 9·3<br>F25′ | Batavia<br>Dutch | Oil Engines 2S.C.SA<br>5Cy.11½″–15½″ 122 NHP<br>Sulzer Bros. Winterthur | | V |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. How expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed if not in L.R. Date of last Class Alteration. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | ft. in. | |
| 78920<br>116954 | **Maplebranch**<br>(*ex*Ionic,*ex*Cuba) | Iron Twin Sc<br>1 *Dk* | 1014<br>886<br>634 | | | | | 1872<br>*Altered*<br>*Altered* | King Iron Works<br>Buffalo, N.Y.<br>d Montreal '28<br>d Sorel PQ 1935 | Branch Lines, Ld. | 231·8 \| 35·5 \| 12·6 | Sorel, P.Q.<br>British | C.4Cy.17″&40″–36″<br>NB02 160NHP<br>H.G.Trout&Co.Buffalo | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 78921<br>141766<br>VGMJ | **Maplecourt** (*ex*North West)<br>1 *Dk* | | 3388<br>2827<br>2010 | | | | *Reconstructed* | 1894<br>1920 | Globe Iron Works Co.<br>Cleveland, O. | United Towing & Salvage Co. Ld. | 365·4 \| 44·8 \| 23·4<br>P45′B96′F45′ | Montreal<br>British<br>*WB* | T.3Cy 23″,30″&54″–40″<br>181NHP<br>Robb Eng. Co. Amherst N.S. | | |
| 78922<br>129767<br>CYMZ | **Mapleheath** (*ex*Toiler)<br>*Mchy. Aft* 1 *Dk* | | 1692<br>1585<br>1036 | | | | | 1910 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Canada Steamship Lines, Ld. | 255·4 \| 42·5 \| 17·3<br>Q43′F38′ | Kingston, Ont.<br>British<br>*WB* | T.3Cy.17″,28″&46″–36″<br>E&B *made 03 fitted* 29<br>Polson Iron Works, 127NHP<br>Toronto | | R |
| 78923<br>123961<br>CYLW | **Mapleton**<br>*Mchy. Aft* 1 *Dk* | | 1782<br>1492<br>1140 | | | | | 1909 | Sunderlnd S.B.Co.Ld. Sunderland | Canada Steamship Lines, Ld. | 250·0 \| 42·7 \| 16·4<br>P96′F36′ | Montreal<br>British<br>*WB* | T.3Cy.17″,28″&46″–33″<br>122NHP<br>N.E.Marine Eng.Co.Ld.Sld | | C |
| 78924<br>160728<br>GPVZ | **Maplewood**<br>*ss*Shl.No.2–38<br>D.F. 1 *Dk*(*Stl*)<br>E.S.D. Gy.C. | | 4566<br>4158<br>2829 | ✠100A1<br>~~1,39~~ 11,40 Nwc<br>✠LMC<br>MS12,38 BS~~5,39~~ 6,40 | Lon | *y* | CL<br>12,38 | 1930<br>5mo | Nthmblnd S.B.Co. (1927),Ld. Newcastle<br>*Lloyd's* | Joseph Constantine S.S.Line, Ld. | 382·5 \| 52·0 \| 26·6<br>P33′B119′F30′ FK<br>*Cell DB332′1056t FPT96t APT140t* | Middlesbro'<br>British | T.3Cy.24″,39″&66″–45″<br>& exhaust turbine driving steam compressor<br>2001b (*s*) 464NHP<br>2SB(Spt)(FD)&1Aux.B, *scf*,GS152,HS6619<br>N.E.Marine Eng.Co Ld Nwc | 29 ″ 0<br>s 5 ″ 4½<br>23 ″ 10½ | |
| 78925<br>859<br>CBMP | **Mapocho** Ⓟ<br>3 *Dks*(1 *Irn*)&*Shade dk* | Iron 3 Mst | 2652<br>1829<br>1552 | ✠<br>3,83 | Liv | *s* | | 1882<br>11mo | Laird Bros.<br>Birkenhead | Compañia Sud Americana de Vap<br>*WB* = *Cell DB274′f344t* | 331·2 \| 41·4 \| 19·3<br>*5 BHCem* | Valparaiso<br>Chilian | C.2Cy.45″&80″–54″<br>NB99 392NHP<br>Laird Bros., Birkenhead | | |
| 78926<br>2200<br>IBNZ | **Mar Bianco** (*ex*Martano–38, Twin Sc<br>*ex*Martand–38, *ss*Gen.2nd No.3–7,38<br>*ex*Port Napier–36, D.F. 2 *Dks*(*Stl*)&<br>*ex*Hawkes Bay) *Shelter dk*(*Stl*–ws)<br>*Ref. Mchy.* | | 8446<br>7793<br>5255 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>2,40 ✠LMC<br>MS9,37 BS7,39<br>Lloyd'sRMC2,40 | Gen | *e*† | CL<br>P4,38<br>S2,40 | 1912<br>12mo | Workman, Clark&Co.Ld Belfast<br>*Lloyd's* | A.Zanchi<br>*Cell DBa131′* | 506·9 \| 61·4 \| 32·9<br>489·0<br>FK<br>*uE&B88′f209′1530t* | Genoa<br>Italian<br>*8 BHCem* | T6Cy.23″,38½″&64½″–45″(*s*)<br>2001b 804NHP<br>4SB,*16cf*,GS274,HS11628FD<br>*APT70t* Wrkman,Clark&Co.Ld Bel | 35 ″ 8<br>s 5 ″ 11⅜<br>29 ″ 11⅜ | |
| | | | | *Fitted for oil fuel* 7,38 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | |
| 78927<br>EAKU | **Mar Cantabrico**<br>*Oil Eng.*<br>*ss*Bbo.No.3-4,40~~s Val.No.1–80~~<br>D.F. 2 *Dks*(*Stl*)<br>*Cruiser Stern* | Twin Sc | 6632<br>5355<br>4493 | ✠100A1<br>*with freeboard* Bbo<br>4,40<br>DBS~~4,40~~ ✠LMC4,40 | NYk | *z* | CL<br>4,40 | 1930<br>2mo | Cia Euskal-duna<br>Bilbao<br>*Lloyd's* | Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*)<br>*'Tween dk B Hs, except Mchy. space*<br>*Cell DB332′1079t FPT67t* | 404·3 \| 54·2 \| 31·4<br>F43′ FK<br>*Hs dispensed with*<br>*APT226t* | Bilbao<br>Spanish<br>*3 BH to W dk*<br>4 ,, ,, 2nd ,,<br>*APT226t* | Oil Engines 4S.C.SA<br>16Cy.21⅝″–39⅜″ 724NHP<br>DB-~~100~~ *100 lb*<br>Akt.Burmeistr&Wain,Cpn | 34 ″ 0<br>~~s 8 ″ 4½~~<br>~~25 ″ 9~~<br>s 8 ″ 2½<br>25 ″ 11½ | |
| 78928<br>EAGK | **Mar Caribe**<br>*ss*Bbo.2nd No.3–7,39<br>1 *Dk*(*Stl*)& *Shelter dk*(*Stl*)<br>*Longitudinal framing in Dks* | | 4716<br>—<br>2988 | ✠100A1<br>*Shelter dk*<br>Bcl<br>*with freeboard*<br>1,41 ~~7,39~~ ✠LMC<br>MS6,39 BS~~4,40~~ 4,41 | Bbo | *x* | CL<br>4,39 | 1920<br>7mo | Soc. Espanola de Const. Nav.<br>Bilbao<br>*Lloyd's* | Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*)<br>*Cell DB314′783t DTa40′76* | 357·6 \| 48·1 \| 31·5<br>P29′B131′F38′ *on Shelter dk* FK<br>*6t FPT87t APT40t* | Bilbao<br>Spanish<br>*Cem*<br>*6 BH to Sh dk*<br>1 ,, ,, *U* ,, | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb HS8289 443NHP<br>3 Water Tube Boilers<br>J.G.Kincaid&Co.Ld.Grk. | 33 ″ 11<br>s 7 ″ 5½<br>26 ″ 8½ | |
| | | | | *Fitted for oil fuel* 7,32 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | |
| * 78929<br>OOZH | **Mar Del Plata** Ⓟ<br>*Oil Eng.*<br>D.F. E.S.D. 2 *Dks*&*Shelter dk*<br>*Ref. Mchy.* Sub.Sig. *Cruiser Stern* | | *7340*<br>*5403*<br>*4350* | ✠100A1<br>*with freeboard*<br>7,39 ✠LMC9,38<br>✠Lloyd'sRMC3,40 | Ant | *c*† | CL | 1938<br>9mo | Soc. Anon. Jhn. Cockerill Hoboken<br>*Lloyd's* | Cie Maritime Belge (Lloyd Royal) S.A (Agence Maritime Internationale, *Mgrs.*) | 435·9 \| 61·5 \| 26·8<br>F50′ FK<br>*Cell DB365′1864t* | Antwerp<br>Belgian<br>*8 BHpt Cem*<br>*pt Asp*<br>*(Coll to Sh dk*<br>7 ,, 2nd ,,)<br>56t *FPT90t* | Oil Engines 2S.C.DA<br>5Cy.24⅞″–55⅛″ 1028NHP<br>DB *100 lb*<br>Soc An. J.Cockerill, Seraing<br>*k*<br>*APT92t* | 30 ″ 2<br>s 3 ″ 9<br>26 ″ 7½ | |
| 78930<br>1224<br>IBMU | **Mar Glauco** (*ex*Aquitania,*ex*S.E. Calvert,*ex*Lübeck,*ex*Drumcondra)<br>D.F. *Turret dk* 1 *Dk*2 *trB* | | 4690<br>3840<br>2969 | | | | | 1906 | W. Doxford &Sons, Ld. Sunderland | M. Maresca&C. | 403·9 \| 51·6 \| 24·5<br>379·5 \| 51·1<br>P23′B151′F37′ | Genoa<br>Italian<br>*WB* | T.3Cy.26″,43″&70″–48″<br>339NHP<br>W.Doxford&Sons,Ld.Sld. | | CI |
| 78931<br>EAKV | **Mar Negro**<br>*Oil Eng.*<br>*ss*Bbo.No.3–3,40<br>D.F. 2 *Dks*(*Stl*)<br>*Cruiser Stern* | Twin Sc | 6632<br>5355<br>4493 | ✠100A1<br>~~*with freeboard*~~ Bcl<br>1,41<br>DBS~~3,40~~ ✠LMC3,40<br>3,41 | Bbo | *z* | CL<br>3,40 | 1930<br>6mo | Cia Euskal-duna<br>Bilbao<br>*Lloyd's* | Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*)<br>*'Tween dk B Hs, except Mchy. space*<br>*Cell DB332′1079t FPT67t* | 404·3 \| 54·2 \| 31·4<br>F43′ FK<br>*Hs dispensed with*<br>*APT226t* | Bilbao<br>Spanish<br>*3 BH to W dk*<br>4 ,, ,, 2nd ,,<br>*APT226t* | Oil Engines 4S.C.SA<br>16Cy.21⅝″–39⅜″ 723NHP<br>DB *100 lb*<br>Akt.Burmeistr&Wain,Cpn | 34 ″ 0<br>~~s 8 ″ 4½~~<br>~~25 ″ 9~~<br>s 8 ″ 2½<br>25 ″ 11½ | |
| 78932<br>EAGM | **Mar Rojo**<br>*ss*Bbo.No.3–2,30<br>*ss*Bbo.No.2–39<br>D.F. 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | 3640<br>3002<br>2072 | ✠100A1<br>6,41 ~~7,39 11,40 12,40~~<br>✠LMC<br>~~BS3,41~~ M5,39<br>*Fitted for oil fuel* 11,20 | Bcl | *u* | CL<br>4,39<br>*F.P. a* | 1917<br>8mo<br>*Lloyd's*<br>*bove* 1 | Astilleros de Nervion Bilbao<br>50° F. | Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*) | 325·4 \| 46·9 \| 22·5<br>P31′B80′F39′ FK<br>*Cell DB 270t 818t* | Bilbao<br>Spanish<br>*6 BHCem*<br>*APT130t* | T.3Cy.24″,40″&65″–45″<br>180lb *80lb* 295NHP<br>2SB,*6cf*,GS120,HS4374<br>J.G.Kincaid&Co.Ld.Grk. | 24 ″ 11<br>s 4 ″ 4½<br>20 ″ 9 | |
| 78933<br>EAFZ | **Mar Tirreno** (*ex*Luchana–39,<br>*ex*Oquendo, *ss*Bbo.2nd No.3–6,32<br>*ex*Tuscany) *ss*Bbo.No.~~1–36~~ 2–40<br>*Spar dk*(*Stl*)2 *trB*<br>&*deep framing*<br>*Cargo battens not fitted* | | *3000*<br>2807<br>*1872* | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>5,40 ~~6,39~~ ✠LMC~~5,40~~<br>~~MS1,38 BS6,39~~ | Bbo | *u* | CL<br>6,39 | 1908<br>2mo<br>*Lloyd's* | Irvine's SB &D.D.Co.Ld. W Hartlepool | Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*)<br>*Cell DBa102′uE* | 325·0 \| 47·0 \| 13·8<br>22·4<br>P32′B101′F31′ FK<br>*24′f138′ 573t FPT* | Bilbao<br>Spanish<br>*5 BHCem*<br>*80t APT77t* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *85lb* 287NHP<br>2SB *6cf*,GS102,HS4637<br>Richardsons,Westgarth& Co.Ld. | 24 ″ 10<br>s 3 ″ 11½<br>21 ″ 1 | |
| 78934<br>YVAB | **Maracaibo**<br>*Fitted for oil fuel*<br>2 *Dks*&*pt Shade dk* | Twin Sc | 1771<br>—<br>1095 | | | | | 1899 | Harlan& Hollings-worth Co. Wlmgtn,Del. | Cia. Anon. de Navegación de Carenero | 267·5 \| 37·0 \| 18·5<br>P26′F48′<br>*pt Shade dk* 120′ | Caracas<br>Venezuelan<br>*WB* | T.6Cy.14″,22″&36″–24″<br>NB18 127NHP<br>Harlan&Hollingsworth Co. Wilmington,Del. | | |
| 78935<br>162595<br>GQRF | **Maracay**<br>*ss*Aru.No.2–40<br>*Mchy. Aft* 1 *Dk*(*Stl*) | Twin Sc | 3794<br>~~2881~~<br>1842 | ✠100A1<br>~~3,40~~ 2,40 3,41<br>BS9,40 ✠LMC8,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,31 | Aru | *w* | OG<br>S3,41<br>CL<br>P3,41<br>*F.P. a* | 1931<br>6mo<br>*Lloyd's*<br>*bove* 1 | Harland& Wolff, Ld., Belfast<br>50° F. | Lago Shipping Co. Ld. ~~(F.J.Wolfe, *Mgr.*)~~ (R.A.Carder, *Mgr.*) | 350·6 \| 60·2 \| 16·7<br>P73′F42′ FK<br>*Trunk* 236′<br>*f32′384t FPT113t* | London<br>British<br>*9 BHpt Cem*<br>*Side tanks* *APT99t* | T.6Cy.16″,26″&42″–28″ (*s*)<br>180lb 314NHP<br>2SB,*6cf*,GS253,HS5112<br>Harland&Wolff,Ld.Bel | 17 ″ 6<br>s 2 ″ 7<br>15 ″ 1 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Tonnage assigné maintenant après Lettre d'Appitonnel. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Mentions de sond. et de l'ins dans le Doubl. Cert. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78936 | **Marahú** (P) | TwinSc | 746 | ✠ ... | | | | 1906 | AilsaS.B. | Cia. de Nav. | 200·0 | 32·2 | 11·2 | Bahia | T.3Cy.13½",22"&36"–24" | 11 ″ 10 | |
| | | | 479 | 3,11 | | | | 10mo | Co.Ld. | Bahiana | | | | Brazilian | 151NHP | | |
| PUYD | Wireless | 1 *Dk & Shelter dk* | 378 | ✠ | | | | | Troon | | | | FK | *WB* | Muir&Houston,Ld.Gls. | | |
| 78937 | **Marajó** (*ex*Malistan–37) | | 5558 | ✠ ... | Shl | *y* | | 1924 | Bartram& | BrazilianNavy | 400·0 | 52·2 | 31·3 | R.Janeiro | T.3Cy.27½",45"&75"–48" | 31 ″ 0 | |
| | *Fitted for oil fuel* | | 4994 | 5,37 | | | | 2mo | Sons,Ld. | | | | | Brazilian | 476NHP | | |
| | *ss*Shl.No.2–34 | | 3438 | ✠ | | | | | Sunderland | | P109′B34′F38′ | | FK | *ptCem* | 3SB,*9cf*,HS8055 | | |
| | *Mchy.Aft* | 2 *Dks(Stl)* | | | | | | | | | | | | 10 *B Hto Udk* | J.Dickinson&Sons,Ld.Sld. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | *CellDBu E&* | *B87′211t DTf37′34* | *5t FPT92t APT76t* | | | 4 ,, ,, *2nd*,, | | | |
| 78938 | **Marakaz** (P) | TwinSc | 1415 | | | | | 1938 | Frd.Krupp | T.C.Münakalât | 249·1 | 36·2 | 13·0 | Istanbul | 4 steam turbines SR geared | | G |
| | | | 761 | | | | | | Germaniawft | VekâletiDevlet | | | | Turkish | to 2 sc shafts HS6457695NHP | | |
| TCLU | Wireless D.F. | 2 *Dks* | 514 | | | | | | A.G. Kiel | Denizyollari | B&F178′ | | | *WB* | Fr.Krupp Germaniawft A.G | | |
| | E.S.D. Sub.Sig. | *CruiserStern* | | | | | | | | IsletmeU.M. | | | | | Kiel | | |
| 78939 | **Maralunga** (*ex*Ricopino, | | 557 | | | | | 1921 | Flli.Orlan- | Ing.G.B.Bibolini | 157·3 | 28·0 | 12·8 | Spezia | C.2Cy.16½"&35½"–21½" | | I |
| 31 | *ex*Cortellazzo,*ex*Dalmazia) | | 406 | | | | | | do&Co. | | P33′F63′ | | | Italian | 49NHP | | |
| IPWG | *Mchy.Aft* | 1 *Dk* | 266 | | | | | | Leghorn | | | | | *WB* | Flli.Orlando&Co.Leghorn | | |
| 78940 | **Marangona** (*ex*QueenTailte, | | 5257 | ✠ ... | | | | 1914 | J.Frerichs | CompagniaItali- | 402·1 | 51·7 | 28·7 | Venice | T.3Cy.27",45"&74"–48" | 30 ″ 3 | CI |
| 237 | *ex*Westwego, | *ss*Bel.No.3–4,26 | 4706 | 1,31 | | | | 6mo | &Co.A.G. | anaMarittima | P89′B34′F42′ | | | Italian | 505NHP | | † |
| IBGU | *ex*SteauaRomana) | *Fitted for oil fuel* | 3068 | ✠ | | | | | Einswarden | | | | FK | *WB* | N.E.MarineEngCoLd.Nwc | | |
| | D.F. *Mchy.Aft* | 2 *Dks & Web frames* | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 78941 | **Maranguape** (*ex*Gunther) | | 3037 | | | | | 1906 | Irvine'sSB. | LloydBrasileiro | 318·8 | 44·9 | 22·2 | R.Janeiro | T.3Cy.23½",38"&64"–42" | | |
| | | | 2586 | | | | | | &D.D.Co.Ld. | | P38′B102′F40′ | | | Brazilian | Richardsons, 265NHP | | |
| PUBQ | | 2 *Dks* | 1913 | | | | | | W Hartlepool | | | | | *WB* | Westgarth&Co.Ld.Hpl. | | |
| 78942 | **Maranon** (P) (*ex*Schleswig–37, | | 3369 | | | | | 1922 | Frd.Krupp | PeruvianGovern- | 289·6 | 47·0 | 25·6 | Callao | T.3Cy23½",38½"&62"–39½" | | GC |
| | *ex*Askania–36,*ex*Nord- | *Fitted for oil fuel* | 2963 | | | | | | A.G. | ment(Cia.Peruana | F32′ | | | Peruvian | 244NHP | | |
| | Schleswig) Sub.Sig. | 2 *Dks* | 2063 | | | | | | Kiel | deVapores y Dique | | | | *WB* | Frd.Krupp,A.G.Kiel | | |
| | | | | | | | | | | delCallao,*Mgrs.*) | | | | | | | |
| 78943 | **Marapara** | TwinSc | 415 | ✠ —— | HKg | *h* | | 1931 | Kwong | NegrosNav.Co.Inc. | 154·9 | 30·1 | 9·6 | Iloilo,P.I. | Oil Engines 2S.C.SA | 10 ″ 6 | |
| | | | 1624 | 11,36 | | | | 8mo | FookCheong | | F18′ | | FK | Utd.States | 8Cy.12⅜"–18½" 222NHP | | |
| KZAZ | Wireless | 1 *Dk(Teak)* | 206 | ✠ | | | | | HongKong | | | | | 4 *BH Cem* | | | |
| | | | | | | | | | | | | | | *APT38t* | Atlas-DieselA/B,Skm. | | |
| 78944 | **Marathon** (*ex*Kumara–37, | TwinSc | 7926 | ✠100A1 | Lis | *c*† | CL | 1919 | Harland& | MarathonS.S.Co. | 450·0 | 58·4 | 29·2 | Piræus | T.6Cy.26½",44"&73"–48" (*s*) | 40 ″ 0 | |
| 904 | *ex*Horatius–33, | *ss*Bly.No.3–8,37 | 7580 | *Shelter dk* | Cff | | 3,40 | 3mo | Wolff,Ld. | | | 37·2 | | Greek | 200lb FD 1138NHP | s 11·0½ | |
| SVVL | *ex*Bardic) | 1 *Dk & Shelter dk*,3rd *dk* | 4845 | *with freeboard* | | | | | Belfast | | P31′F43′ *on Shltr dk* | | FK | *ptCem* | 3DB,*24cf*,GS440,HS17079 | 29 ″ 3 | |
| | | *in Nos.3 & 4 holds* | | 2,41 ~~3,40~~ | ✠LMC | | | | *Lloyd's SA&CP* | | | | | *8 BH* | Harland&Wolff,Ld.Bel. | | |
| | | *CruiserStern* | | MS8,37 | BS10,39 1,41 | | | | | *CellDB392′1461t* | *FPT119t APT76t* | | | (7 *to Sh dk* | | | |
| | | *Cargo battens not fitted* | | *Fitted for oil fuel* 1 ,38 | | | *F.P.* | | *above* | 150°F. | | | | 1 ,, *2nd* ,,) | | | |
| | | *Tonnage opening closed*39 | | | | | | | | | | | | | | | |
| 78945 | — | | 7208 | ✠100A1 | NYk | *b*† | CL | 1930 | Swan,Hun- | Skibsaktiesel- | 441·4 | 58·4 | 33·7 | Oslo | T.3Cy.27",45"&75"–54" (*s*) | 33 ″ 9 | |
| | | *ss*Cff.No.2–38 | 6727 | 7,40 ~~7,30~~ | BAs | | 7,39 | 3mo | ter&Wigham | skapetMarathon | 455·8(O.L.) | | | Norwegian | 1801b 605NHP | | |
| LCKT | D.F. | 2 *Dks(Stl) & Web frames* | 4358 | BS~~7,39~~ 4,40 | ✠LMC2,38 | | | | Richardson, | (Halle&Petersen) | P105′B30′F40′ | | FK | 16 *BH pt Cem* | 3SB,*12cf*, HS9186 FD | | |
| | *Mchy.Aft* | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | Ld.Newcastle | | | | | (11 *to U dk* | WllsndSlpwy.Co.Ld.Nwc | | |
| | | | | *Fitted for oil fuel* 3,30 | | | *F.P. a* | *Lloyd's SA&CP* | | | | | | 5 ,, *2nd*,,) | | | |
| | | | | | | | | *above* 1 | 50° F. | *CellDBu E&B66′254t* | *DTf34′551t FPT1* | | | 26t *APT174t* | | | |
| 78946 | **Maravi** | | 2802 | | | | | 1921 | Workman, | BalboaShipping | 303·0 | 47·2 | 21·7 | Balboa | T.3Cy.20½",34"&57"–45" | | C |
| | *Fitted for oil fuel* | | 2377 | | | | | | Clark&Co.Ld | Co.Inc.(United | B83′F38′ | | | Pnamanian | 217NHP | | |
| HPAL | Sub.Sig. | 1 *Dk* | 1522 | | | | | | Belfast | FruitCo.*Mgrs.*) | | | | *WB* | Wrkman,Clark&Co.Ld Bel | | |
| 78947 | **Marburg** (P) (*ex*Saale–38) | 4 Mst | 7564 | | | | | 1928 | F.Schichau | Norddeutscher | 503·6 | 61·2 | 28·7 | Bremen | 2 Oil Engines 2S.C.DA | | G |
| | | *Oil Eng.* | 6668 | | | | | | Danzig | Lloyd | P25′B&F463′ | | | German | SR geared to 1 sc. shaft | | |
| DOHV | D.F. E.S.D. | 2 *Dks* | 4633 | | | | | | | | *Upper* F56′ | | | *WB* | 16Cy.20⅞"–29½" 2440NHP | | |
| | *Ref.Mchy.* Sub.Sig. | | | | | | | | | | len.38 | | | | NE38 | | |
| | | | | | | | | | | | | | | | Maschinenfbrk.Augsburg- | | |
| | | | | | | | | | | | | | | | NürnbergA.G.Augsburg | | |
| 78948 | **Marcel** | | 543 | | | | | 1938 | S.A. | ArmementL. | 177·2 | 28·6 | 11·6 | Bruges | Oil Engines 4S.C.SA | | V |
| | | *Oil Eng.* | 369 | | | | | | Brugeoise | HermansS.A. | P49′F28′ | | | Belgian | 6Cy.15"–22⅜" 131NHP | | |
| ONUD | Wireless D.F. | 1 *Dk* | 329 | | | | | | d'Arrimage | | | | | *WB* | Carels&Van deKerchove, | | |
| | *Mchy.Aft* | *CruiserStern* | | | | | | | et de Rep. | | | | | | Ghent | | |
| | | | | | | | | | deNav. | | | | | | | | |
| | | | | | | | | | Bruges | | | | | | | | |
| 78949 | **Marcel Schiaffino** | | 3482 | | | | | 1929 | Howaldts- | Soc.Algérienne de | 337·0 | 48·0 | 8·5 | Algiers | T.3Cy.22½",37⅞"&60½"–39½" | | V |
| | | *Fitted for oil fuel* | 3068 | | | | | | werke A.G | Nav.pour l'Afrique | P49′B112′F49′ | | | French | 228NHP | | |
| FNWO | | 2 *Dks* | 2063 | | | | | | Kiel | duNord(Ch.Schiaf- | | | | *WB* | HowaldtswerkeA.G.Kiel | | |
| | | | | | | | | | | fino&Cie.*Mgrs.*) | | | | | | | |
| 78950 | **Marcella** | | 4592 | ✠100A1 ~~Awn~~ | | *y* | CL | 1928 | Lithgows, | KayeTransportCo. | 385·0 | 52·0 | 26·6 | London | T.3Cy.25",42"&70"–48" (*s*) | 29 ″ 0 | |
| 160349 | | *ss*Ant.No.2–37 | 4300 | ~~Examined 3,41~~ Mch | | | ~~6,30~~ | 2mo | Ld. | Ltd.(KayeSon&Co. | 397·5(O.L.) | | | British | 200lb 477NHP | s 5 ″ 3½ | |
| GNQC | | 2 *Dks(Stl)* | 2947 | ✠LMC | | | 3,41 | | PortGlasgow | Ld.*Mgrs.*) | P33′B112′F44′ | | FK | *ptCem* | 3SB,*9cf*, HS6789 FD | 23 ″ 11½ | |
| | | | | MS6,36 | BS~~11,35~~ 4,41 | | | *Lloyd's SA&CP* | | *Intermediate in after hold dispensed with* | | | | 4 *BH to U dk* | Rankin&Blckmore,Ld Grk | | |
| | | | | *Fitted for oil fuel* 2,28 | | | *F.P. a* | *above* 1 | 50° F. | *CellDB32* | 9′1003t *DTa*30′777t | | | 2 ,, ,, *2nd* ,, | | | |
| | | | | | | | | | | | | | | *APT16t* | | | |
| 78951 | **Marchen Mærsk** | TwinSc | 6580 | ✠100A1 | HKg | *d*† | CL | 1937 | Bremer | A/S D/S Svendborg | 471·9 | 59·4 | 26·9 | Copnhagn | Oil Engines 2S.C.DA | 30 ″ 5 | |
| | | *Oil Eng.* | 5624 | *with freeboard* | | | | 4mo | Vulkan | & Dampskslsk. af | 497·0(O.L.) | | | Danish | 10Cy.23½"–43½" 1945NHP | s 3 ″ 10 | |
| OZLH | D.F. E.S.D. | 1 *Dk & Shelter dk* 3rd *dk* | 4100 | 3,39 | ✠LMC4,37 | | | | Vegesack | 1912A/S | F59′ | | FK | 7 *BH pt Cem* | DB *II4lb* 2 DB(WT) *II4lb* | 26 ″ 9½ | |
| | *Ref.Mchy.* | *except in Nos.2 & 5 holds* | | | ✠Lloyd's RMC3,40 | | | *Lloyd's SA&CP* | | (A.P.Möller, | | | | (*Coll to Sh dk* | Bremer Vulkan, Vegesack | | |
| | | *CruiserStern* | | | | | | | | Copenhagen,*Mgr.*) | | | | 6 ,, *2nd* ,,) | | | |
| | | | | *Carrying vegetable oil, molasses or glycerine in deep tanks* | | | | | | *CellDB* | 372′1416t *DTs a*68′1 | | | 724t *MTs*68 | 1918t *FPTs*230t *APTs*280t | | |
| 78952 | **Marchioness of Graham** (P) | Tw Sc | 585 | | | | | 1936 | Fairfield | CaledonianSteam | 220·2 | 30·1 | 10·1 | Glasgow | 4 steam turbines SR geared | | BT till ~~4.46~~ ~~5.46~~ 3,42 |
| 164069 | | | 442 | | | | | | Co.Ld. | PacketCo.Ld. | | | | British | to 2 sc. shafts 267NHP | | |
| | *CruiserStern* | 2 *Dks* | 219 | | | | | | Glasgow | | | | | | FairfieldCo.Ld.Glasgow | | |
| 78953 | **Marchioness of Lorne** (P) | Pad | 427 | | | | | 1935 | Fairfield | CaledonianSteam | 199·5 | 27·1 | 7·5 | Glasgow | T.3Cy.18½",29"&45"–48" | | BT till ~~4.46~~ ~~5.46~~ 3,42 |
| 164050 | | | 259 | | | | | | Co.Ld. | PacketCo.Ld. | | | | British | 140NHP | | |
| | *CruiserStern* | 1 *Dk & Promenade dk* | 146 | | | | | | Glasgow | | | | | | FairfieldCo.Ld.Glasgow | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned or period last renewed. Additional Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Inscoff=Inscription of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78954<br>287<br>IMXT | **Marco** (*ex*Federazione-37,*ex*Brand,<br>*ex*Labor) | 1*Dk* | 1487<br>1174<br>888 | | | | | 1901 | Grngem'th &Greenock DockyardCo Grngemouth | Società Alluminio Veneto-Anonima (Soc.Abruzzese di Nav.Anon.*Mgrs.*) | 254·4\|36·2\|16·2<br>245·5<br>Q99*t*B—H—F31*t* | | | Venice<br>Italian<br>*WB* | T.3Cy.18″,30″&50″–33″<br>144NHP<br>Cooper&Greig,Dundee | | I |
| 78955<br>94<br>IBSL I | **Marco Foscarini**<br>D.F. GyC. | 1*Dk*&*Shelter dk*,3*rd dk in No.*1*hold*<br>*CruiserStern Oil Eng.*<br>*Butts of shell&decks electrically welded*<br>*Longitudinal framing at decks* | 6342<br>5345<br>3712 | ✝100A1<br>*withfreeboard*<br>1,40 ~~2,41~~ ~~LMC1,40~~<br>~~*(Class Contem. plated.)*~~<br>*Carrying oil fuel F.P. above 150° F. in deep tank* | Mfl | *c*† | CL<br>*Lloyd's A&CP* | 1940<br>1mo | Cantieri RiunitiDell' Adriatico Monfalcone | Società Italiana di Armamento "Sidarma"<br>*CellDB*380′115*t* | 470·7\|60·6\|23·6<br>(O.L.) \|60·7\|26·0<br>F36′ FK<br>(*CollBHto Sh dk 7 Hto 2nd dk*)<br>*MT*28′127·5*t FPT*18*t APT*227*t* | | | Fiume<br>Italian<br>*SBHptCem*<br>*DB100lb*<br>SocAn"Fiat"S.G.M.Turin | Oil Engines 2S.C.DA<br>6Cy.25⅛″–45½″ 1328NHP | 29 ″ 10<br>s 3 ″ 11<br>26 ″ 1⅜ | |
| 78956<br>70<br>ICCW | **Marco Polo** Ⓟ<br>(*ex*Gange–36, *ss*Tri.2nd.No.3–4,39<br>*ex*PresidenteWilson, *ex*KaiserFranzJosefI.) *Ref.Mchy.*<br>3*Dks*(*Stl–Uws*)&*Shelter dk*(*Stl–ws*)<br>D.F. Sub.Sig. 4*th dk*(*Stl*)*in No.*1*hold* | TwinSc | 12272<br>9739<br>6752 | ✝100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,40 ✝LMC<br>MS1,38 BS10,39<br>Lloyd'sRMC3,40<br>*Fitted for oil fuel* 5,26 *F.P. above* 150° F. | Ven | *f*† | CL<br>S4,39<br>P1,40 | 1912<br>5mo | Cant.Nav. Triestino Monfalcone<br>*Lloyd'sA&CP* | "Adriatica"Soc. Anon.diNav.<br>*CellDBa* | 500·0\|62·1\|43·2<br>477·5 FK<br>*BonShelter dk*176′<br>89′*uE&B*147′*f*165′ | | | Trieste<br>Italian<br>*9BHCem*<br>1418*t FPT*5 | Q8Cy.28″40″57″&82″–57″(*s*)<br>220lb HS28757 FD 1834NHP<br>6DB&1AuxSB,*39cf*,GS732<br>D.Rowan&Co.Glasgow<br>2*t APT*40*t MT*s560*t* | 45 ″ 0<br>s 16 ″ 4<br>29 ″ 0 | |
| 78957 | —<br>(*ex*Lung-Shin–38,*ex*LungShan–37)<br>2*Dks*&*Shade dk* | TwinSc | 3063<br>2193<br>1897 | | | | | 1923 | HongK'ng &Whampoa DockCo.Ltd. HongKong | Cia.Italiana di Nav. S.A.I.(Chinese ItalianNav.Co.Ltd) | 300·4\|54·1\|11·8<br>290·0 | | | Shanghai<br>Italian<br>*WB* | T.3Cy.20″,33″&55″–30″<br>332NHP<br>HongKong&Whampoa DockCo.Ltd.HongKong | | |
| 78958<br>137532<br>GPSV | **Marconi**<br>D.F.<br>*Ref.Mchy.* | TwinSc<br>*ss*Mdb.No.3–5,29<br>*ss*Liv.No.2–37<br>3*Dks*(*Stl*)&*Shelter dk*<br>(*Stl–ws*) | 7402<br>6877<br>4519 | ✝100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,40 2,40 ✝LMC<br>MS7,37 BS6,39 6,40<br>✝Lloyd'sRMC3,40 ~~5,41~~ ~~6,46~~<br>5,41 ~~6,41~~ ~~6,46~~ | Bry<br>Nwc | *b*†<br>~~*x*~~ | CL<br>9,39 | 1917<br>2mo | Harland& Wolff,Ld. Glasgow<br>*Lloyd'sA&CP* | MarconiS.S.Co.Ld. (KayeSon&Co.Ld. *Mgrs.*)<br>*Cell* | 440·8\|56·2\|35·6<br>F47′*onShelter dk*<br>*DB*382′1194*t FPT*6 | | | Liverpool<br>British<br>8*BHCem*<br>8*t APT*60*t* | Q8Cy.20½″29½″42″&61″–48″<br>215lb (*s*) 887NHP<br>3DB&1AuxSB,*21cf*,GS424,<br>HS17070<br>Harland&Wolff,Ld.Bel. | 38 ″ 11<br>s 11 ″ 1<br>28 ″ 3 | |
| 78959<br>2270<br>IPWZ | —<br>Wireless | (*ex*Tove–39)<br>1*Dk* | 1406<br>915<br>847 | | | | | 1919 | Kjöbnhvns Flydk.&Skbs Copenhagen | Merluzzo Italiano S.A. | 246·6\|36·2\|13·7<br>235·4<br>P13′Q69′B98′F29′ | | | Genoa<br>Italian<br>*WB* | T.3Cy.15″,24″&40″–27″<br>83NHP<br>KjbhavnsFlydk.&Skbsv. | | CI |
| 78960<br>167380<br>GDND | **Marcrest** (*ex*MarijaRacic–39,<br>*ex*Atlantica) | *ss*Spt.2nd No.3–3,36<br>1*Dk*(*Stl*) | 4224<br>3924<br>2597 | ✝100A1<br>~~Selt~~<br>Examined 2,41 Hul<br>BS11,39 ✝LMC12,34<br>2,41 | | ~~*x*~~ | CL<br>11,39 | 1911<br>5mo | Armstrong Whitworth &Co.Ld. Newcastle<br>*Lloyd'sA&CP* *Cell* | CrestShippingCo. Ld.<br>*DBa*132′*uE&B*78′ | 378·1\|52·3\|23·9<br>P23′B201′F34′ FK<br>*f*161′987*t FPT*131*t* | | | London<br>British<br>6*BHCem*<br>*APT*95*t* | T.3Cy.26″,42″&68″–48″ (*s*)<br>180lb *100lb* 391NHP<br>2SB,*8cf*,GS155,HS6624<br>Blair&Co.Ld.Stockton | 26 ″ 4<br>s 3 ″ 10¼<br>22 ″ 8 | |
| 78961<br>140644<br>GBWN | **Mardinian**<br>*ss*Liv.No.3–6,32<br>*ss*Mch.No.1–37<br>1*Dk*(*Stl*) | | 2434<br>2253<br>1426 | ✝100A1<br>11,39<br>BS11,39 ✝LMC6,37 | Mch | *t* | 5,39 | 1919<br>8mo | S.P.Austin &Son,Ld. Sunderland<br>*Lloyd'sA&CP* | EllermanLines,Ld (Ellerman&Papayanni Lines,Ld. *Mgrs.*) *Ce* | 303·2\|43·0\|20·8<br>311·5(O.L.)<br>P&B233′F32′ FK<br>*llDB*260′670*t FPT* | | | Liverpool<br>British<br>5*BHptCem*<br>70*t APT*180*t* | T.3Cy.22″,36″&59″–39″ (*s*)<br>180lb 266NHP<br>2SB,*6cf*,GS124,HS4500<br>Richardsons,Westgarth& Co.Ld.Sld. | 23 ″ 0<br>s 2 ″ 3¼<br>20 ″ 11 | |
| 78962<br>1069<br>ESVB | **Mare** (*ex*Highland–36,<br>*ex*Oosterland–32)<br>*Well deck*<br>*Cargo battens not fitted* | *ss*Rot.No.3–5,27<br>*ss*Tln.No.2–36<br>1*Dk*(*Stl*) | 1217<br>1021<br>727 | ✝100A1<br>6,38<br>✝LMC<br>BS8,39 MS11,39 | Tln | *o* | OG<br>5,38 | 1916<br>2mo | Wrf.voorh. Rijkee&Co Rotterdam<br>A&CP | J.Michelmann& others<br>*CellDBa*65′*u* | 230·0\|34·6\|14·8<br>Q83′B52′F26′ FK<br>*E*19′*f*98′309*t FPT* | | | Pärnu<br>Estonian<br>4*BHCem*<br>21*t APT*18*t* | T.3Cy.17½″,29″&46″–36″(*r*)<br>180lb 155NHP<br>2SB,*4cf*,GS78,HS2620<br>Maats.Fyenoord,Rot. | 17 ″ 1<br>s1 ″ 1⅜<br>16 ″ 0¾ | |
| * 78963 | **Maréchal Gallieni** (*ex*Möwe) | | 1559<br>1262<br>656 | | | | | 1912 | G.Seebeck Akt Ges. Weser-münde-G. | Cie.desMessageriesMaritimes | 236·3\|34·8\|18·1<br>P35′B81′F32′ | | | Diego-Suarez<br>French<br>*WB* | T.3Cy.22⅛″,36⅝″&59 1/16″–39⅜″ 220NHP<br>G.SeebeckA.G.Bremerhvn | | V |
| 78964<br>FNYV | **Maréchal Joffre** Ⓟ<br>D.F. *Ref.Mchy.* | TwinSc<br>*OilEng*<br>4*Dks*<br>*CruiserStern* | 12063<br>8388<br>6670 | | | | | 1933 | Soc.Provençale de Cnst.Nav. LaCiotat | Soc.desServices Contractuels des Messageries Maritimes | 468·7\|64·0\|37·9<br>B189′ | | | Marseilles<br>French<br>*WB* | Oil Engines 4S.C.SA<br>16Cy.29⅜″–59 1/16″ 1307NHP<br>Schneider&Cie.LeCreusot | | V |
| 78965<br>FNHN | **Maréchal Lyautey** Ⓟ<br>D.F. E.S.D.<br>*CruiserStern* | TwinSc<br>*Fitted for oil fuel*<br>3*Dks* | 8256<br>—<br>4162 | | | | | 1924 | Forg.&Ch. de la Médit. LaSeyne | Cie.deNav.Paquet | 428·0\|56·8\|33·8<br>B194′F80′ | | | Marseilles<br>French<br>*WB* | T.6Cy.27¾″,44½″&74″–47⅛″<br>750NHP<br>Forg.&Ch.de la Médit.Msl. | | V |
| 78966<br>132479<br>VJGF | **Mareeba** (*ex*Echuca)<br>*Longitudinal framing* | *ss*Syd.No.3–1,34<br>*ss*Syd.No.1–38<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>&*Web frames* | 3472<br>3017<br>1990 | ✝100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,40 ~~5,39~~ BS3,40 4,41<br>~~BS1,39~~ ✝LMC1,38 | Syd<br>NSW | *v* | CL<br>9,39 | 1921<br>11mo | Walkers, Ld. Maryboro' Queensland<br>A&CP | Australasian United Steam Nav. Co.Ld.<br>*CellDB*277′882*t* | 332·7\|47·1\|27·1<br>FK<br>*Collision BH to S dk*<br>4 „ „ *U* „<br>*FPT*118*t APT*204*t* | | | Melbourne<br>British<br>*Cem*<br>HS8289 FD<br>Walkers,Ld. | T.3Cy.25″,41″&68″–45″ (*s*)<br>185lb 520NHP<br>3 Water Tube Boilers | 26 ″ 1<br>s 2 ″ 4<br>23 ″ 11⅜ | |
| 78967<br>35169<br>JEMD | **Marei Maru** (*ex*MalayMaru–38,<br>*ex*Craighall)<br>*Longitudinal framing* | *ss*Kob.No.3–7,17<br>*ss*Kob.No.1–22<br>2*Dks*(*Stl*)&*deep framing* | 4557<br>4153<br>3250 | ✝<br>9,26<br>✝ | Kob | *x* | | 1905<br>3mo | D&W Hendersn&Co.Ld. Glasgow | HatiumaKisen K.K.<br>*CellDBa*121′*u* | 379·9\|50·1\|26·0<br>P40′B98′F40′ FK<br>*E&B*37′*f*165′1011*t* | | | Kobe<br>Japanese<br>6*BHCem*<br>*APT*122*t* | T.3Cy.25″,41″&67″–48″<br>368NHP<br>3SB,*9cf*,GS173,HS6160<br>D&W Hendersn&CoLd.Gls | 28 ″ 8 | C<br>† |
| 78968<br>143170<br>GBKJ | **Marella** Ⓟ (*ex*Wahehe,<br>*ex*HildaWoermann)<br>*Ref.Mchy.* | TwinSc<br>*ss*Syd.2nd No.3–2,38<br>2*Dks*(*Stl–U* teaks)<br>&*Shelter dk*(*Stl*–teaks) | 7475<br>6318<br>4340 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~3,40~~ 3,41 BS3,40<br>~~BS3,39~~ LMC3,37<br>✝Lloyd'sRMC3,~~40~~ 3,41<br>Port and stbd. chambers in No. 3 hold not included. | Mel | *b*† | CL<br>P8,38<br>S8,39 | 1914<br>AP | Reiherst'g Schiffsw. Hamburg | Burns,Philp&Co. Ld. | 426·0\|55·8\|35·2<br>441·8(O.L.)<br>FK&BK3″<br>*Collision BH to Sdk*<br>6 „ „ *U* „<br>*CellDBa*117′*uE*66′ | | | London<br>British<br>*Cem*<br>140′1190*t* | Q.8Cy.22 5/16″,33 1/16″,49 7/16″&<br>71½″–49 7/16″ (*s*)<br>227lb FD 1111NHP<br>3DB,*18cf*,GS305,HS15403<br>Reiherst Maschinenf.Ham. | 38 ″ 1<br>s 11·9¼<br>26 ″ 11 | |
| 78969<br>925<br>IPXQ | **Maremola**<br>(*ex*SailingVessel–38)<br>(*See Sailing Ship Register*) | WoodAuxBkn<br>*OilEng.*<br>1*Dk*2*trB* | 428<br>399<br>330 | | | | | 1921 | L.Pegollo &C. PietraLigure | A.Dell'Acqua | 140·3\|29·2\|15·6 | | | Genoa<br>Italian | Oil Engines 4S.C.SA<br>4Cy.9 7/16″–14 3/16″ 35NHP<br>*Emade*31,*fitted*38<br>Humboldt-Deutzmotoren, A.G.Köln-Deutz | | I |
| 78970<br>127938<br>MFYZ | **Marena**<br>*Mchy.Aft*<br>*Well deck* | *ss*Fal.2nd No.3–7,34<br>*ss*Fal.No.1–39<br>1*Dk*(*Stl*) | 303<br>255<br>111 | ✝100A1<br>10,39<br>✝LMC10,39<br>BS3,41 | Cff | *e* | CL<br>9,39 | 1908<br>10mo | Scott& Sons Bowling<br>*Lloyd'sA&CP* | County of Cornwall Shipping Co.Ld. (J.Hampton, *Mgr*) | 140·3\|24·1\|10·3<br>Q46′B8′F22′ BK7″<br>*FPT*64*t* | | | Liverpool<br>British<br>3*BHCem*<br>*APT*7*t* | C.2Cy.17″&38″–24″ (*s*)<br>140lb 81RHP<br>1SB,*3pf*,GS45,HS1488<br>Ross&Duncan,Glasgow | 11 ″ 6<br>s ″11⅜<br>11 ″ 2 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant expire. Lettre d'Equilibrement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milliau du navire. Tirant d'eau correspondant. | 15 Lettres où sont situés les Ponts Couverts. Ponts Tonnage. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78971 | **Maret** (*ex*Llangorse,*ex*Boverton) | | 3025 | ✠100A1 | Npt | *u* | CL | 1910 | J.Blumer | TallinnaLaevaühisusA.S.(Tallinn | 315·5 | 46·5 | 21·5 | Tallinn | T.3Cy.23″,38″&62½″–42″ (*s*) | 23 ″ 4 | |
| 549 | *ss*Tln.2ndNo.3–4,36 | | 2677 | 7,39 | | | 5,37 | 9mo | &Co. | ShippingCo.Ld.) | | | | Estonian | 180lb 267NHP | s 3 ″ 3 | |
| ESCD | 1*Dk*(*Irn*) | | 1794 | BS7,39 ✠LMC4,36 | | | | | Sunderland | | P26′B92′F29′ FK | | | | 2SB,*6cf*,GS118,HS4008 | 20 ″ 8 | |
| | *Cargo battens not fitted* | | | Surveys delayed | | | | *Lloyd'sA&CP* | | *CellDBa* 104′ | *uE&B*36′ *f* 128′719*t* | | | *APT*186*t* | Blair&Co.Ld.Stockton | | |
| 78972 | **Marga** | | 1583 | | | | | 1923 | Nylands Værksted Oslo | A/SBruusgaard | 254·2 | 39·2 | 17·0 | Drammen | T.3Cy.19′,31′&51½′–33′ | | N |
| | | | 1374 | | | | | | | | P46*t*H88*t*F14*t* | | | Norwegian | 152NHP | | |
| LELD | Wireless | 1*Dk* | 934 | | | | | | | | | | | *WB* | NylandsVærksted,Oslo | | |
| 78973 | **Margalau** | | 4541 | ✠100A1 | Cff | *y* | CL | 1926 | Lithgows Ld. Pt.Glasgow | WalmarS.S.Co.Ld. (Kaye,Son&Co. Ld.*Mgrs.*) | 385·0 | 52·0 | 26·6 | London British | T.3Cy.26″,42″&70″–48″ (*s*) | 29 ″ 0 | |
| 148748 | *ss*Npt.No.3–2,38 | | 4303 | 8,10~~9,39~~ | Liv | | 9,39 | 4mo | | | 397·5 (O.L.) | | | *ptCem* | 180lb 484NHP | s 5 ″ 3½ | |
| GMPB | 2*Dks*(*Stl*) | | 2886 | ~~BS8,39~~ 5,41 ✠LMC6,38 | | | | *Lloyd'sA&CP* | | *Intermediate 'tween dk in after hold* | P33′B112′F44′ FK *BH dispensed with* | | | 5*BH to Udk* 1 ,, ,, 2nd ,, | 3SB,*9cf*,HS7263 FD J.G.Kincaid&Co.Ld.Grk. | 23 ″ 11½ | |
| | | | | *Fitted for oil fuel* 4,26 | | | *F.P. a* | *bove* 1 | 50° F. | *CellDB*329′ | 1008*t D Ta* 30′ 760*t* | | | *APT*16*t* | | | |
| 78974 | **Margara** (*ex*Notos,*ex*Agnetapark) | | 1461 | | | | | 1920 | Bremer Vulkan Vegesack | RafaelTorresy Cia.Soc.Anon. Comercial | 238·8 | 31·2 | 19·5 | Valparaiso Chilian | T.3Cy16½″,26½″&44½″–29½′ 106NHP | | V |
| 1233 | | | — | | | | | | | | | | | | | | |
| CBMR | Wireless | 2*Dks* | 1029 | | | | | | | | | | | *WB* | BremerVulkan,Vegesack | | |
| 78975 | **Margaret** | | 3352 | ✠100A1 | NNs | *u* | CL | 1916 | Maryland SteelCo.of Baltimore Sparro'PtMd | A.H.BullSteamshipCo.Inc. (A.H.Bull&Co.Inc. *Mgrs.*) | 327·2 | 46·2 | 22·9 | NewYork Utd.States | T.3Cy.22⅞″,37½″&60″–42′ 190lb (*s*) 293NHP | 25 ″ 6 | |
| 213988 | *ss*N.Yk.No.3–8,28 | | 2752 | 1,40 | | | 9,38 | 4mo | | | | | | | | s 4 ″ 6¼ | |
| WKCH | *ss*Bal.No.2–36 | | 2125 | ~~BS4,40~~ 11,40 ✠LMC9,36 | | | | | | | P35′B98′F38′ FK | | | 5*BHCem* | 2SB,*6cf*,GS144,HS4933 | 21 ″ 2 | |
| | Sub.Sig. | 1*Dk*(*Stl*)&*Web frames* | | | | | | | | | | | | | MarylandStl.Co.Sparr'Pt. | | |
| | | *Longitudinal framing* | | *Fitted for oil fuel* 1,17 | | | *F.P. a* | *bove* 1 | 50° F. A&CP | *CellDBa*90′*u* | *E*20′*f* 146′691*t* | *FPT* | | 78*t APT*296*t* | | | |
| 78976 | **Margaret Johnson** Ⓟ TwinSc | | *5143* | ✠100A1 | Mmo | *a*† | OG | 1928 | A.B.Göta-verken Gothenburg | Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) | 407·3 | 54·1 | 23·7 | Stockholm Swedish | Oil Engines 4S.C.SA 12Cy.24½″–51⅞″ 703NHP | 28 ″ 0 | |
| 7476 | *OilEng.* | | *4087* | *withfreeboard* | NNs | | P4,37 | 10mo | | | | | | 7*BHptCem* | DB85*lb* | s 2·11½ | |
| SFZA | *ss*Got.No.2–36 | | 2929 | 6,10~~4,40~~ | DBS8,40 | | S1,40 | *Lloyd'sA&CP* | | | F43′ FK | | | *Coll to Sh dk* | A.B.Götaverken,Got. | 25 ″ 2¾ | |
| | D.F. | 2*Dks*(*Stl*)& | | ~~DBS8,39~~ ✠LMC11,35 | | | | | | | | | | 6 ,, 2nd ,, | | | |
| | *Ref.Mchy.* | *Shelter dk*(*Stl*) | | ✠LMC(M)4,39 | | | | | | *CellDB*343′1618*t* | *Tanks in way of tunnels* 206*t FP* | | | *T*97*t APT*66*t* | | | |
| | | | | ✠Lloyd'sRMC~~12,396~~,40 | | | | | | | | | | | | | |
| 78977 | **Margaret Lockington** 3Msts | | 460 | ✠100A1 | Ayr | | CL | 1921 | Cochrane &Sons,Ld. Selby | S.Lockington&Co. Ld. | 152·0 | 25·1 | 11·0 | Dundalk British | T.3Cy.14½″,24″&40″–27″ (*s*) | 12 ″ 0 | |
| 126962 | *ss*Bkn.No.3–12,32 | | 308 | 11,40~~0,30~~ | Ard | | ~~11,98~~ | 1mo | | | | | | | 200lb 112NHP | s 3 ″ 8½ | |
| EIDX | *ss*Ayr.No.1–37 | | 179 | ~~BS6,39~~ 11,40 ✠LMC1,37 | | | 11,40 | | | | Q86′B9′F25′ FK | | | 3*BHCem* | 1SB,*3pf*,GS56,HS1940 | 11 ″ 10½ | |
| | *Mchy.Aft* | 1*Dk*(*Stl*)&*Web frames* | | | | | | *Lloyd'sA&CP* | | *Cell* | *DBf*38′40*t FPT*65*t* | | | *APT*21*t* | C.D.Holmes&Co.Ld.Hull | | |
| | *Well deck* | | | | | | | | | | | | | | | | |
| 78978 | **Margaret Lykes** Ⓟ (*ex*Moshico) | | 3537 | | | | | 1919 | Mobile S.B.Co. Mobile,Ala. | LykesBros. SteamshipCo.Inc. | 324·5 | 46·0 | 27·6 | Houston Utd.States | T.3Cy.22½″,37½″&60″–42″ | | R |
| 218916 | *Fitted for oil fuel* | | 2868 | | | | | | | | | | | | NB29 233NHP | | |
| KOBX | D.F. | 2*Dks* | 2200 | | | | | | | | | | | | EllicottMachineCo.Bal. | | |
| 78979 | **Margaret Schafer** | | 2059 | ✠ ... | | | | 1918 | Manitowoc S.B.Co. Manitowoc, Wis. | SchaferBros.S.S. Lines | 250·5 | 43·7 | 20·4 | S.Frncisco Utd.States | T.3Cy.20″,33″&54″–40″ | 23 ″ 1 | |
| 217011 | (*ex*Timberman–37, | *Fitted for oil fuel* | 1777 | 6,20 | | | | 10mo | | | P27′B64′F26′ FK | | | *WB* | 263NHP | | |
| WQBB | *ex*Corsicana) | 1*Dk* | 1229 | ✠ | | | | | | | | | | | ManitowocS.B.Co. | | |
| 78980 | **Margaret W.** (*ex*Margot) | | 394 | | | | | 1919 | A/S Svend-borgsSkibs. ogMaskin. Svendborg | GisborneSheep-Farmers'Frozen Meat&MercantileCo.Ld. | 139·3 | 29·7 | 11·0 | AuklndNZ British | Oil Engines 2S.C.SA 5Cy.9⅛″–16⅞″ | | |
| 149727 | | *OilEng.* | 347 | | | | | | | | Q33′H30*t* | | | *WB* | NE38 84NHP | | |
| ZMJL | Wireless | 1*Dk* | 290 | | | | | | | | | | | | BritishAuxiliaries,Ld.Gls. | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | | | |
| 78981 | **Margareta** (*ex*Atlantic–39) | | 3103 | ✠100A1 | ~~Hpl~~ | *u* | CL | 1904 | W.Gray& Co.Ld. WHartlepool | O/Y Margareta SteamshipCo.A/B (PaulEklöf,*Mgr.*) | 323·9 | 47·1 | 22·3 | Borgå Finnish | T.3Cy.24″,38″&64″–42″ (*s*) | 24 ″ 10 | |
| 387 | *ss*Hul.2ndNo.3–1,31 | | — | Examined 5,41 Liv | | | ~~41,87~~ | 3mo | | | 336·1 (O.L.) | | | | 160lb 270 NHP | s 4 ″ 2 | |
| OFEB | D.F. | *ss*Hul.No.1–36 | 1854 | ~~BS8,39~~ ✠LMC4,~~36~~ | | | 6,11 | | | | P29′B88′F34′ FK | | | 5*BHCem* | 2SB,*6cf*,GS102,HS4128 | 20 ″ 10 | |
| | 1*Dk*(*Irn*)2*trB&deep framing*3*Dk rule* | | | 10,40 | | | 8,39 | *Lloyd'sA&CP* | | *Cell* | *DBa&uE*130′ *f* 136′ | | | 726*t APT*53*t* | Cen.Mar.Eng.Wrks.WHpl | | |
| 78982 | — | (*ex*Barbro–39, | 2155 | ✠ ... | | | | 1902 | Murdoch& Murray PortGlasgow | LovisaÅngf.A/B (A/B R.Nordström &Co.O/Y,*Mgrs.*) | 296·7 | 43·3 | 18·7 | Lovisa Finnish | T.3Cy.20½″,35′&57′–39′ | 21 ″ 3 | V |
| | *ex*Polarhavet, | *ss*Mmo.2ndNo.3–5,25 | 1922 | 3,33 | | | | 3mo | | | 275·6 | | | | 210NHP | | † |
| OHGW | *ex*Atlanten) | *ss*Abg.No.1–30 | 1242 | ✠ | | | | | | | P27′B74′F29′ FK | | | *WB* | D.Rowan&Co.Glasgow | | |
| | D.F. | 1*Dk*&*deep framing* | | | | | | | | | | | | | | | |
| 78983 | — | (*ex*BellaGaditana, | 1860 | | | | | 1919 | Fredrkstad Mek.Værks. Fredrikstad | RederiA/B Marga (ArthurKarlsson, *Mgr.*) | 277·4 | 42·1 | 17·5 | Mariehmn Finnish | T.3Cy.18½″,29½″&50″–36′ | | N |
| | *ex*Eidsvaag,*ex*Altair) | | 1591 | | | | | | | | 265·1 | | | | 150NHP | | |
| OHGZ | D.F. | 1*Dk* | 1040 | | | | | | | | P57′H76′F34*t* | | | *WB* | FredrikstadM.V.Frdstad. | | |
| 78984 | — | **Iron** | *1272* | ✠100A1 | Hbg | *o* | OG | 1884 | Irvine&Co. WHartlepool | RederiA/B Strim (SvenSalén,*Mgr.*) | 245·0 | 33·0 | 16·0 | Stockholm Swedish | C.2Cy.30″&57″–33″ | 18 ″ 11 | |
| 2876 | (*ex*Fortunatus–39) | *ss*Sbg.4thNo.3–7,34 | *1071* | 1,11~~6,39~~ | Got | | ~~8,37~~ | 3mo | A&CP | | Q94′B61′H25*t*F31′ | | | 75lb *90lb* NDB03 156NHP | 2SB,*4pf*,GS66 | s 1 ″ 8½ | |
| SEDG | *Well deck* | *ss*Mmo.No.1–38 | 722 | MS9,38 ✠LMC | | | 8,40 | | | *CellDB*201′315*t* | BK8½″ | | | 4*BHCem* | T.Richardson&Sons.Hpl. | 17 ″ 11½ | |
| | | 1*Dk*(*Irn*) | | BS6,39 DBS2,40 | | | | | | | | | | | | | |
| 78985 | — | | 680 | | | | | 1925 | Nüscke& Co.A.G. Stettin | RederiA/B Nobel Standardi Finland | 188·9 | 29·8 | 10·9 | Helsingfrs Finnish | Oil Engines 2S.C.SA 4Cy.13⅜″–22½′ 141NHP | | G |
| 610 | | *OilEng.* | — | | | | | | | | 182·1 | | | | NE30 | | |
| OHCZ | | *CruiserStern* 1*Dk* | 277 | | | | | | | | Q52′F23′ | | | | Aktie.AtlasDiesel,Skm. | | |
| | *Mchy.Aft* | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 78986 | — | | 369 | | | | | 1922 | Union Giesserei Königsberg | MathiesReed.K.G. | 137·6 | 25·1 | 11·3 | Hamburg German | C.2Cy.13⅜″&23½′–17½′ 19NHP | | G |
| | | | 302 | | | | | | | | P&B98′F21′ | | | *WB* | UnionGiesserei,Konigsbrg | | |
| DHQF | *Mchy.Aft* | 1*Dk* | 170 | | | | | | | | | | | | | | |
| 78987 | **Margaretha** | | 325 | | | | | 1934 | N.V.Noord Nederlndsch. Schpswerven Groningen | M.deGroot | 132·9 | 22·9 | 9·3 | Groningen Dutch | Oil Engines 4S.C.SA 6Cy.10½″–15½′ 68NHP | | V |
| | | *OilEng.* | 234 | | | | | | | | P33′F15′ | | | *WB* | MtrnWerkeMannheimAG | | |
| PFTZ | *Mchy.Aft* | 1*Dk* | 189 | | | | | | | | | | | | | | |
| | | *CruiserStern* | | | | | | | | | | | | | | | |
| 78988 | **Margarethe Cords** | | 1912 | | | | | 1927 | Akt.Ges. "Neptun" Rostock | Aug.Cords | 266·9 | 42·1 | 16·9 | Rostock German | T3Cy17⅞′,29⅛″&47½″–31½″ &1 LPTurbine 143NHP | | G |
| | | | 1561 | | | | | | | | P15′Q85′B77′F31′ | | | *WB* | A.G."Neptun,"Rostock | | |
| DMAC | Sub.Sig. | *CruiserStern* 1*Dk* | 1127 | | | | | | | | | | | | | | |
| 78989 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 / 6 / 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Retained. Letter. | 7* Date when tail shaft last seen. | 8 / 9 Built. When. / Ship. / Engines | By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of Exit or Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78990<br>663<br>SVMN | **Margarita**<br>(*ex*Latium, *ss*Brs.2ndNo.3–5,08<br>*ex*Oltenia, *ss*Bry.No.1–12<br>*ex*Archimides,*ex*Iolo,*ex* 1*Dk*(*Irn*)&<br>SarahRadcliffe) *Well deck Web frames* | 2187<br>1680<br>1318 | ✠ 8,20 ✠ | Pir | *r* | | 1889<br>6mo | Ropner&<br>Son<br>Stockton | S.A.Sofianos | 272·2<br>P27′Q78′B114′F29′<br>BK9″<br>*CellDB218′* | 38·8 | 18·6 | Piræus<br>Greek<br>*WB* | T.3Cy 21″,35″&57″–39″<br>NDB02 206NHP<br>2SB,*4cf*,GS74,HS3123<br>Blair&Co.Ld.Stockton | 21 ″ 11 | |
| 78991<br>EEXS | —<br>(*ex*Anselmi–32,*ex*Margarita,<br>*ex*Machrie) 1*Dk*<br>*Mchy.Aft* *Well Deck* | 324<br>—<br>166 | ✠ ... 1,06 ✠ | | | | 1900<br>10mo | Scott&<br>Sons<br>Bowling | A.Alvarez,S.enC. | 122·8<br>Q42′B8′F24′<br>BK7″ | 21·5 | 9·4 | Bilbao<br>Spanish<br>*WB* | C.2Cy.14″&29″–21″<br>32NHP<br>Muir&Houston,Ld.Gls. | 10 ″ 3 | |
| 78992<br>927<br>SVYI | **Margarita Chandris**<br>(*ex*Rockport–38) *Fitted for oil fuel*<br>Sub.Sig. 2*Dks*& *Web frames* | 5401<br>4942<br>3364 | ✠ ... 3,21 ✠ | | | | 1920<br>2mo | Pensacola<br>S.B.Co.<br>Pensacola<br>Fla. | J.D.Chandris | 400·7<br>P36′B124′F44′<br>FK | 54·2 | 30·2 | Piræus<br>Greek<br>*WB* | 2 steam turbines DR<br>geared to 1 screw shaft<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 ″ 10 | G |
| 78993<br>166049<br>MLCJ | **Margaux**<br>Wireless 2*Dks* | 1463<br>1247<br>671 | | | | | 1912 | Atel.&Ch.<br>deFrance<br>Dunkirk | ~~Worms&Co.~~<br>Ministry of Shipping(CurrieLine, Ld.*Mgrs.*) | 241·3<br>P20′B72′F33′ | 34·8 | 18·7 | ~~Havre~~<br>French,<br>Bristol<br>British<br>*WB* | T.3Cy.19″,30½″&51″–36″<br>156NHP<br>Atel.&Ch.deFrance,Dnk. | | V |
| 78994<br>11<br>IBRU | **Marghera** (*ex*Bloomfield) 3Mst<br>*ss*Nwc.2ndNo.3–7,25<br>*Fitted for oil fuel*<br>*Mchy.Aft* 1*Dk*& *Spar dk*& *Web frames*<br>D.F. *Carrying Petroleum in bulk* | 4531<br>4086<br>2732 | ✠ ... 12,28 ✠ | | | | 1899<br>10mo | TyneIron<br>S.B.Co.Ld.<br>Newcastle | SocietàItaliana<br>Petroliere<br>d'Oriente(Agenzia<br>Marittima<br>Italiana,Cap.<br>G.Folcini,*Mgrs.*) | 360·6<br>350·0<br>P100′B32′F57′ FK | 50·2 | 29·6 | Rhodes<br>Italian<br>*WB* | T.3Cy.27″,45″&~~74~~″–48″<br>430NHP<br>N.E.MarineEngCoLdNwc. | 31 ″ 0 | I<br>† |
| 78995<br>170<br>IPZG | **Margherita Madre** WoodAuxSc<br>(*ex*SailingVessel–39) 3MstSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 305<br>—<br>278 | | | | | 1920 | A.Donna-<br>rumma<br>Vietri sul<br>Mare | FrancescoDella<br>Monica e Fratelli | 121·0 | 26·5 | 13·8 | Salerno<br>Italian | Oil Engines 4S.C.SA<br>4Cy.9$\frac{7}{16}$″–14$\frac{3}{16}$″ 35NHP<br>*Emade38 fitted39*<br>Klöckner-Humboldt-<br>DeutzA.G.Köln-Deutz | | I |
| 78996 | **Margit** (*ex*Alice–38,*ex*Gatun–38,<br>*ex*Helendra–38,*ex*Djebel-Antar–37,<br>*ex*MustaphaII–33, 2*Dks*& *Promenade dk*<br>*ex*TheodoreMante) | *3257*<br>*2415*<br>*1491* | | | | | 1912 | Forg.&Ch.<br>delaMédit<br>LaSeyne | MargitS.S.Co.Inc. | 346·4<br>F46′ | 44·6 | 22·2 | Colon<br>Pnamanian<br>*WB* | T.3Cy.34″,54″&85$\frac{7}{16}$″–45$\frac{3}{32}$″<br>490NHP<br>Forg.&Ch.delaMédit.Msl. | | V |
| 78997<br>168002<br>GMWR | —<br>D.F. 1*Dk* | 1735<br>1376<br>1026 | | | | | 1924 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | Ministry of Shipping(Atkinson& Prickett,Ld.*Mgs*) | 261′1<br>P15′Q77′B106′F31′ | 40·1 | 16·9 | ~~Copnhagn~~<br>~~Danish~~<br>London<br>British<br>*WB* | T.3Cy.18″,28½″&48″–33″<br>132NHP<br>KjbnhavnsFlydk.&Skbsv. | | V |
| 78998<br>168621<br>MLZD | **Margo** (*ex*AntonIvovic–34,*ex*Ville<br>d'Alexandrette,*ex*Luna,*ex*Pungué,<br>*ex*LindaWoermann, 1*Dk*<br>*ex*Gutrune) *Cargo battens not fitted* | 1412<br>1029<br>993 | 100A– Cff<br>Examined 1,41<br>(*ClassContemplated*) | | | | 1895 | Flensburgr<br>Schiffsb.Ges.<br>Flensburgr | ~~AlfredKalu~~<br>Ministry of Shipping(P.MacCallum&Sons,Ld. *Mgrs.*) | 232′8<br>Q71′B107′F25′ | 34·3 | 13·7 | ~~Tallinn~~<br>~~Estonian~~<br>Cardiff<br>British<br>*WB* | T.3Cy.16″,26″&43″–33″<br>106NHP<br>FlensburgerSchiffsb.Ges. | 16 ″ 8<br>s ″ 5½<br>16 ″ 9½ | V |
| 78999<br>149754<br>GMTV | **Margot**<br>*ss*Gls.No.3–6,39<br>2*Dks*(*Stl*) | 4545<br>4303<br>2917 | ✠100A1 Liv *y* CL<br>4,41~~4,40~~ Grk 8,38<br>BS~~10,39~~ ✠LMC9,37<br>4,41<br>*Fitted for oil fuel* 12,26 *F.P. a* | | | | 1926<br>12mo | Lithgows,<br>Ld.<br>PortGlasgow<br>*Lloyd'sA&CP* | WalmarS.S.Co.Ld.<br>(Kaye,Son&Co.Ld. *Mgrs.*)<br>*Intermediate'twe in after*<br>*CellDB32* | 385·0<br>397·5(O.L.)<br>P33′B112′F44′ FK<br>*en dk BH*<br>9′1003*t DTa*30′760*t* | 52·0 | 26·6 | London<br>British<br>*ptCem*<br>*4BH to Udk*<br>2 „ „ *2nd* „<br>*APT16t* | T.3Cy.25″,42″&~~70~~″–48″ (*s*)<br>200lb 477NHP<br>3SB,*9cf*,GS174,HS6789 FD<br>Rankin&BlackmoreLdGrk | 29 ″ 0<br>s 5 ″ 3¼<br>23 ″ 11½ | |
| 79000<br>OUIR | **Margrete**<br>*ss*Els.No.2–26<br>1*Dk* | 1196<br>999<br>728 | ✠ ... 7,30 ✠ | | | | 1917<br>10mo | Kjöbnhvns<br>Flydk &Skbs.<br>Copenhagen | D/S A/S Progress<br>(M.Nielsen&Sön, *Mgrs.*) | 239·9<br>P27′B54′F25′<br>FK | 35·7 | 14·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy.15″,24″&40″–27″<br>98NHP<br>Kjbnhavns.Flydk&Skbsv. | 17 ″ 3 | V<br>† |
| 79001<br>OYJD | **Margrethe** Ⓟ (*ex*Moskov)<br>*Ref.Mchy.*<br>D.F. 3*Dks* | 2465<br>1486<br>1487 | | | | | 1914 | Helsingörs<br>Jernsk.&Msk<br>Elsinore | DetForenede<br>Dampskibsselsk. | 286·7<br>F35′ | 40·5 | 25·5 | Aalborg<br>Danish<br>*WB* | T.3Cy.22″,36″&60″–42″<br>233NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 79002<br>LJXV | **Margrethe Bakke**<br>*OilEng.*<br>D.F. 1*Dk*& *Shelter dk,3rd dk*<br>*Ref.Mchy.* *forward of mchy.space*<br>*CruiserStern* *Sparred dk in No.3 hold* | 5478<br>4729<br>3281 | ✠100A1 Got *b*† CL<br>*withfreeboard* NYk<br>21,40~~10,39~~ ✠LMC7,38<br>✠LMC(M)6,40<br>✠Lloyd'sRMC~~7,38~~5,40<br>for temp. 33° F. | | | | 1938<br>7mo | A/BGöta-<br>verken<br>Gothenburg<br>*Lloyd'sA&CP* | D/S A/SGolden Gate(KnutKnut-senO.A.S.*Mgr.*)<br>*CellDB304′1228t*<br>*DTf16′67tD* | 435·9<br>453·2(O.L.)<br>F38′ FK<br>(*Coll*<br>*Ta47′349t FPT52t* | 58·8 | 26·0 | Haugesnd<br>Norwegian<br>*7BH*<br>*BH to Shdk*<br>6 „ „ *2nd* „)<br>*APT146t* | Oil Engines 2S.C.DA<br>6Cy.24$\frac{7}{16}$″–55$\frac{1}{8}$″ 1236NHP<br>A/BGötaverken,Got. | 28 ″ 6<br>s 3 ″ 2<br>25 ″ 6½ | |
| 79003<br>FNNV | **Marguerite Finaly** TwinSc<br>D.F. E.S.D. GyC. *OilEng.*<br>*Mchy.Aft* *ss*Ams.No.1–37<br>1*Dk*(*Stl*)2*nddk*(*Stl*)*clear of cargo tanks,*<br>*3rddk*(*Stl*)*aft of cargo tanks*<br>*Longitudinal framing* *Web frames*<br>*CruiserStern*<br>*ProgressiveSurvey of oil tanks* | 12309<br>11757<br>6260 | ✠100A1 Hav CL<br>11,39 5,37<br>✠LMC CS5,38<br>DBS11,39 4,40<br>*CarryingPetroleum in bulk*<br>Surveys delayed | | | | 1933<br>12mo | Cantieri<br>RiunitiDell'<br>Adriatico<br>Monfalcone | Standard Fran-çaise desPétroles | 522·3<br>*AftB55′B40′F39′*<br>FK<br>*sf53′2312tFPT291* | 70·2 | 38·7 | Havre<br>French<br>16*BHptCem*<br>*tAPT250t* | Oil Engines 2S.C.SA<br>12Cy.23$\frac{3}{8}$″–43$\frac{1}{16}$″ 1162NHP<br>2DB(*a*)*200lb*<br>2DB(*f*)*100lb*<br>SocAn"Fiat"S.G.M.Turin | 38 ″ 9<br>s 8 ″ 6½<br>30 ″ 5½ | |
| 79004<br>418<br>ESBJ | **Mari**<br>(*ex*CapBlancNez,*ex*OudeMaas)<br>1*Dk* | 1372<br>1226<br>795 | | | | | 1918 | N.V.Werf<br>Conrad<br>Haarlem | TallinnaLaevaü-hisusA.S.The TallinnShipping Co.Ld. | 238·1<br>B57′F25′ | 37·3 | 17·6 | Tallinn<br>Estonian<br>*WB* | T.3Cy.17$\frac{3}{4}$″29$\frac{3}{16}$″&47$\frac{1}{4}$″–35$\frac{3}{8}$″<br>133NHP<br>Gebr.Stork&Co.Hengelo | | V |
| *Note* "**Mari II**," *see No. 89074 in Supplement* | | | | | | | | | | | | | | | | |
| 79005<br>LELF | —<br>(*ex*Björkhaug)<br>*Mchy.Aft* 1*Dk* | 563<br>441<br>279 | | | | | 19$\frac{20}{25}$ | Akers<br>Mek.Værks.<br>Oslo | A/S Odderö<br>(A.I.Langfeldt& Co.) | 161·0<br>P59*t*H5*t*F26*t* | 28·6 | 11·5 | Kristian-<br>sand<br>Norwegian | T.3Cy.12″,20″&33″–24″<br>53NHP<br>AkersMek.Værks,Oslo | | N |
| 79006<br>ERLS | **Mari-Begona** (*ex*Elgüeta–35,<br>*ex*CigaleII)<br>1*Dk* | 368<br>—<br>181 | | | | | 1918 | Ch.&At.de<br>Provence<br>Port de Bouc | IldefonsoIrala | 129·4<br>B14′F27′ | 25·2 | 12·3 | Bilbao<br>Spanish | C.2Cy.17$\frac{3}{4}$″&35$\frac{7}{16}$″–23$\frac{5}{8}$″<br>NB20 51NHP<br>Ch.&At.deProvence,Port deBouc | | V |
| 79007 | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned at last maintenant at last Entry d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milliès du navire. Tirant d'eau correspondant. pds. pe. | 15 Numéros de code si on a été dans le L. M. Depôt. Cert. H. et Trials. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106/40 | **79008 Mari Chandris** (*ex*Easterner–37, | | 5840 | ✠ ... | | | | 1918 | Kawasaki | J.D.Chandris | 385·0 | 51·0 | 36·0 | Piræus | T.3Cy.26″,43½″&72–48″ | 36 ″ 0 | G |
| 921 | *ex*SeifukuMaru) | | 5585 | 10,20 | | | | 3mo | Dkyd.Co.Ld. | | | | | Greek | 444NHP | | † |
| SVYE | | 2*Dks&Awng dk* | 4497 | ✠ | | | | | Kobe | | | | *WK* | *WB* | KawasakiDkydCoLd Kobe | | |
| | **79009 Mari-Elena** (*ex*Pepin–35, | | 446 | ✠ | Bbo | *g* | | 1893 | W.Harkess | Ildefonso Irala | 160·0 | 24·5 | 12·2 | Bilbao | T.3Cy.13″,21″&34″–24″ | 12 ″ 9 | |
| | *ex*Olimpia) | *ss*Bbo.No.3–11,05 | 347 | 1,15 | | | | 8mo | &Son | | Q82′B14′F24′ | | | Spanish | 65NHP | | |
| EGGF | | *ss*Bbo.No.1–10 | 201 | ✠ | | | | | Middlesbro' | | | | BK7′ | *4BHCem* | 1SB,*2rf*,GS38,HS1086 | | |
| | *Well deck* | 1*Dk*(*Irn*) | | | | | | | | | *DBa*31′28*t*FPT | | | 18*t*APT10*t* | Wstgrth,English&Co.Mdb | | |
| | **79010 Maria** | | 6339 | ✠100A1 | Tri | *z* | CL | 1926 | Cant.Nav. | "Italia"Soc.Anon. | 418·0 | 53·2 | 24·7 | Trieste | Oil Engines 2S.C.SA | 35 ″ 10 | |
| 263 | | *Oil Eng.* | 5931 | *withfreeboard* | | | N9,39 | 11mo | Triestino | diNav. | | | 32·4 | Italian | 4Cy 29½″–49½″ 606NHP | s 2 ″ 10½ | |
| IBNU | *Ref.Mchy.* | *ss*Mfl.No.3–10,32 | 4007 | 9,39 | | | | | Monfalcone | | F44′ | | FK | *8BHptCem* | DB*100lb* | 25 ″ 1½ | |
| | | *ss*Tri.No.1–37 | | ✠LMC CS12,37 | | | | | *Lloyd'sAACP* | | | | | *Coll to W dk* | "Fiat"Stabilimento | | |
| | D.F. | 3*Dks*(*Stl–Wthr dk* ws) | | DBS5,39 ~~BS55,38~~ | | | | | | | *CellDB*334′ | 1125*t*DT*a*43′1100*t* | | 1 „ 3rd „ | GrandiMotori,Turin | | |
| | | | | ✠Lloyd'sRMC8,37 | | | | | | | | | | | | | |
| | **79011** — | (*ex*Isleworth–39) | *4919* | ✠100A1 | Sch | *z* | CL | 1928 | CowpenD. | Cia.Primera de | 400·2 | 54·2 | 26·5 | Panama | T.3Cy.27″,44½″&73″–48″ (*s*) | 29 ″ 0 | |
| | | *ss*Nwc.No.2–37 | *4615* | 1,40 | | | 1,40 | 10mo | D.&S.B.CoLd | Nav.Ltda. | | | | Panamanian | 180lb 507NHP | s 4 ″ 0 | |
| | | 2*Dks*(*Stl*) | *3054* | BS11,38 ✠LMC4,37 | | | | | Blyth | | P35′B262′F47′ | | FK | *6BHptCem* | 3SB,*9cf*,GS178,HS7413 FD | 25 ″ 2½ | |
| *Now* "Santa Margarita," *see letter* S. *No.* 82908 | | | | | | | | | *Lloyd'sAACP* | | *CellDB*340′1148*t*FPT | | | 132*t*APT25*t* | Blair&Co.(1926)Ld.Stk. | | |
| | **79012** — | | 1485 | | | | | 1909 | Helsingörs | KäsmuLaeva | 249·2 | 38·1 | 14·9 | Käsmu | T.Cy.18″,30″&50″–36″ | | V |
| 1000 | (*ex*Normandiet–34,*ex*Gulfaxe) | | 1268 | | | | | | Jernsk&Msk | Omanikud(O. | P17′Q77′B102′F29′ | | | Estonian | Helsingörs 150NHP | | |
| ESTX | Wireless D.F. | 1*Dk* | 879 | | | | | | Elsinore | Tiedemann,*Mgr.*) | | | | *WB* | Jernsk.&Mskb.Elsinore | | |
| | **79013** — | (*ex*Caravelle–38,*ex*Helga–35) | 1369 | | | | | 1933 | Helsingörs | J.Lauritzen | 258·2 | 39·7 | 15·5 | Esbjerg | C4Cy(2)14¾″&(2)31½″–31½″ | | V |
| | Wireless D.F. | *Fitted for oil fuel* | 1201 | | | | | | Jernsk&Msk. | | P&B195′F35′ | | | Danish | &elec.drive from LP turb. | | |
| OYYL | *Ref.Mchy.* | 1*Dk* | 769 | | | | | | Elsinore | | | | | *WB* | HS2520 192NHP | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | Helsingörs Jernsk.&Mskb. | | |
| | **79014** — | | 440 | ✠ | Sld | *i* | | 1903 | BlythS.B. | GennaroJacomino | 178·0 | 26·3 | 11·3 | Torre del | T.3Cy.13⅜″,21″&34″–24″ | 13 ″ 5 | I |
| 19 | | | — | 9,22 | | | | 4mo | Co.Ld. | fuVzo. | Q98′B9′F20′ | | | Greco | NDB12 57NHP | | † |
| IPZY | (*ex*Algol, | *ss*Hul.No.3–4,17 | 243 | | | | | | Blyth | | | | FK | Italian | 1SB,*3pf*,GS43,HS1228 | | |
| | *ex*Cameronian) | 1*Dk*(*Stl*) | | | | | | | | | | | | *4BHCem* | G.T.Grey,SouthShields | | |
| | *Well deck* | | | | | | | | | *CellDBa*49′*f*63′139*t*FPT | | | | 40*t*APT12*t* | | | |
| | **79015** — | 3Mst | 366 | ✠ | Bbo | *e* | | 1890 | RThomson | Hijo deAngel | 143·0 | 22·9 | 11·0 | Bilbao | T.3Cy.12″,18″&30″–21″ | 11 ″ 9 | |
| | (*ex*Robin) | *ss*Bbo.2ndNo.3–9,15 | 273 | 4,25 | | | | 11mo | London | Perez y Cia. | Q73′B7′F30′ | | | Spanish | NDB15 47NHP | | |
| EEXZ | | *ss*Bbo.No.2–23 | 176 | ✠ | | | | | | | | | BK7′ | *3BHCem* | 1SB,*2pf*,GS30,HS800 | | |
| | | 1*Dk*(*pt Irn*) | | | | | | | | | | | | *FPT*45*t* | Gourlay Bros.&Co.,Dun. | | |
| | **79016 Maria Adelaide** | Iron | 591 | | | | | 1880 | F.Schichau | Zolezzi&Tortora | 187·4 | 25·3 | 13·1 | Genoa | C.2Cy.22″&41″–25½″ | | I |
| 1333 | (*ex*Amsicora–38,*ex*Luciana, | | — | | | | | | Elbing | | P&B97′F26′ | | 21·1 | Italian | NB93 70NHP | | |
| IJPE | *ex*Hansa,*ex*Lina) | 1*Dk&Awng dk* | 340 | | | | | | | | | | | | F.Schichau,Elbing | | |
| | **79017 Maria Amalia** (*ex*SanMames) | | 744 | | | | | 1918 | Cia. | JoséResteguiSolar | 183·5 | 27·0 | 13·6 | Gijon | T.3Cy.12½″,21″&34″–24″ | | G |
| | | | 393 | | | | | | Euskalduna | | Q46′B&F137′ | | | Spanish | 57NHP | | |
| EEYN | | 1*Dk2trB* | 430 | | | | | | Bilbao | | | | | *WB* | Cia.Euskalduna,Bilbao | | |
| | **79018 Maria Amelia** (*ex*Gaia,*ex*Girgenti) | | 1766 | 100A– | Lis | | CL | 1913 | Akt.Ges. | Soc.Geral deComm- | 287·7 | 41·1 | 16·3 | Lisbon | T.3Cy.19½″,35½″&56½″ (*s*) | 19 ″ 1 | |
| | *ss*Lis.2ndNo.2–9,40 *ex*Lis.No.3–8,27 | | 1560 | 9,40 ~~9,40~~ | | | 2,38 | | "Neptun" | ercioIndustria e | | | | Portuguese | –37½″ 190lb 261NHP | s 1 ″ 1½ | |
| CSBE | Sub.Sig. | *ss*Lis.No.2–35 | 1039 | ~~HS4,39~~ | LMC3,36 | | | | Rostock | Transportes,Ltda. | P&B227′F32′ | | FK | 5*BHCem* | 2SB,*4cf*,GS71,HS3680 - FD | 18 ″ 1 | |
| | *Well deck* | 1*Dk*(*Stl*) | | | 9,40 | | | | | *CellDBa&uE* | 103′*f*122′498*t*FPT | | | 53*t*APT20*t* | A.G."Neptun,"Rostock | | |
| | **79019 Maria Cristina** (*ex*Maria | | *3265* | ✠100A1 | Lis | *v* | CL | 1920 | Smith's | Soc.Geral deComm- | 334·2 | 48·0 | 22·7 | Lisbon | T.3Cy.24″,39″&65″–42″ (*s*) | 24 ″ 11 | |
| | Christina,*ex*Urd) | *ss*Lis.No 3–5,33 | *2973* | 6,40 ~~5,30~~ | | | 5,39 | 7mo | DockCo.Ld. | ercioIndustria e | 344·5(O.L.), | | | Portuguese | 180lb 315NHP | s 3 ″ 10½ | |
| CSBF | | *ss*Lis.No.1–37 | *1939* | | LMC | | | | Middlesbro' | Transportes,Ltda. | P33′B102′F33′ | | FK | 5*BHCem* | 2SB,*8cf*,GS140,HS5104 | 21 ″ 3 | |
| | | 1*Dk*(*Stl*) | | MS8,37 | BS5,36,40 | | | | *Lloyd'sAACP* | | *CellD*B290′725*t*FPT124*t* | | | *APT*90*t* | Smith'sDockCo.Ld.Mdb. | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| | **79020 Maria Eugenia** (*ex*MariaD'Al–35, | | 4702 | ✠100A1 | Gen | *z* | CL | 1928 | Craig,Tay- | Soc.Esercizio | 414·9 | 53·5 | 25·1 | Genoa | T.3Cy.25½″,42″&70″–48″ (*s*) | 27 ″ 6 | |
| 2005 | *ex*Amplegarth–34, | *ss*Gen.No.2–36 | 4217 | *withfreeboard* | | | 3,40 | 1mo | lor&Co.Ld. | Armamento | 400·8 | | | Italian | 180lb 417NHP | s 3 ″ 1½ | |
| IBIV | *ex*Eastborough–33) | | 2853 | 9,38 ✠LMC | | | | | Stockton | | | | FK | *6BHptCem* | 3SB,*9cf*,GS160,HS7080 | 24 ″ 8 | |
| | D.F. | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | MS10,39 BS3,40 | | | | *Lloyd* | | *sAACP* | F32′ | | (*Coll* | *BH to Sh dk* | Blair&Co.(1926)Ld.Stk. | | |
| | | | | | | | | | | *CellDB*344′1312*t* | *FPT*121*t*APT146*t* | | | 5 „ 2nd „) | | | |
| | **79021 Maria Gorthon** | | *1572* | | | | | 1930 | NyaVarvs. | RederiA/B Gylfe | 259·1 | 40·5 | 16·0 | Helsingbrg | T3Cy18½″29½″&48½″–33½″ | | V |
| 7606 | | | *1348* | | | | | | Akt.Öresund | (J.Gorthon,*Mgr.*) | P26′B160′F26′ | | | Swedish | 133NHP | | |
| SFKW | Wireless | 1*Dk* | *856* | | | | | | Landskrona | | | | | *WB* | NyaVarvs.Akt.Öresund | | |
| | **79022 Maria L.** (*ex*Brynmel–35, | | *4707* | | | | | 1912 | Ropner& | CostisE.Lemos | 378·5 | 51·5 | 27·5 | Chios | T.3Cy.26″,42″&70″–48″ | | C |
| 125 | *ex*Bradburn,*ex*AtlanticCity) | | *4456* | | | | | | Sons,Ld. | | P38′B126′F39′ | | | Greek | 339NHP | | |
| SVID | | 1*Dk* | *2934* | | | | | | Stockton | | | | | *WB* | Blair&Co.Ld.Stockton | | |
| | **79023** — Ⓟ | Iron | 572 | | | | | 1878 | D&W Hen- | J.Lykouris | 183·0 | 25·5 | 13·3 | Piræus | C.2Cy.27″&49″–36″ | | |
| | Now "Canisbay," *ex* Nic, 87522 *in Supplement* | | — | | | | | | derson | | P51′F29′ | | | Greek | NB89 120NHP | | |
| SZLE | Wireless | 1*Dk2trB* | 212 | | | | | | Glasgow | | | | | | D.&W.Henderson,Gls. | | |
| | **79024 Maria Luisa** (*ex*Delfino,*ex*Dolphin) | | 345 | ✠ | Lon | *e* | | 1895 | Montrose | Soc.Anon.Cia. | 139·9 | 25·2 | 11·5 | Bari | C.2Cy.15″&32″–24″ | 13 ″ 11 | I |
| 66 | | *ss*Nwc.2ndNo.3–6,20 | 314 | 3,27 | | | | 5mo | S.B.&E.CoLd | BarionMarittima | 130·2 | | | Italian | 53NHP | | † |
| IQHC | *Mchy.Aft* | *ss*Hul.No.3–9,22 | 198 | ✠ | | | | | Montrose | | F15′ | | BK7′ | *3BHCem* | 1SB,*2pf*,GS33,HS930 | | |
| | | 1*Dk*(*Stl*) | | | | | | | | | | | *DBf*72′ | 88*t*APT7*t* | HallBrwn,Buttery&CoGls | | |
| | **79025 Maria Nomicou** (*ex*Anastassios, | | 1165 | | | | | 1899 | Rijkee&Co | LoucasNomicos | 228·0 | 32·0 | 18·5 | Piræus | T.3Cy.17½″,28″&45″–36″ | | |
| 645 | *ex*Helena) | | 927 | | | | | | Rotterdam | | B55′F27′ | | | Greek | 121NHP | | |
| SZLF | | 2*Dks* | 694 | | | | | | | | | | | *WB* | Maats.deMaasRot. | | |
| | **79026 Maria Pompei** (*ex*Alboran–35, | | 1407 | ✠ | Ant | *o* | | 1909 | J.Crown& | GiuseppePalomba | 246·2 | 36·0 | 15·6 | Torre del | T.3Cy.19″,31″&51″–36″ | 17 ″ 9 | CI |
| 74 | *ex*Most–32,*ex*Quickstep) | *ss*Sld.No.3–2,22 | — | 5,32 | | | | 7mo | Sons,Ld. | | 239·5 | | FK | Greco | 174NHP | | † |
| IQIP | | *ss*Nwc.No.1–27 | 777 | ✠ | | | | | Sunderland | | P24′Q59′B50′F26′ | | | Italian | 1SB,*4pf*,GS66,HS2743 | | |
| | *Well deck* | 1*Dk*(*Stl*)&*deep framing* | | | | | | | | *CellDB* | *a*65′*u*E17′*f*104′349*t* | | | *4BHCem* | N.E.MarineEng.Co.Ld.Sld | | |
| | **79027 Maria R** Ⓟ (*ex*Alhambra–40, | | 1689 | ✠ | Bel | *q* | | 1908 | R.Thomp- | Hijo deRamonA. | 250·0 | 35·0 | 16·0 | Barcelona | T.3Cy.18½″,30″&49″–33″ | 26 ″ 4 | |
| | *ex*Cataluña) | *ss*Bcl.2ndNo.3–11,35 | 1646 | 11,35 | | | | 12mo | son&Sons,Ld. | Ramos | | | | Spanish | 153NHP | | |
| EAAN | | 2*Dks*(*M–Stl*)&*Awng dk*(*pt Stl*) | 922 | ✠ | | | | | Sunderland | | | | BK9′ | *6BHCem* | 1SB,*3cf*,GS62,HS2400 | | |
| | | | | | | | | | | *CellDB* | *a*67′*u*E&B33′*f*100′ | | | 260*t*APT8*t* | N.E.MarineEng.Co Ld.Sld | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* D=to when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Fr. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79028 | **Maria S. Müller** | 3Mst Sub.Sig. | 1589 / 1361 | | | | | 1936 | Flensburg Schiffsb.Ges. Flensburg | Otto A. Müller | 259·7 | 41·3 | 16·0 | Hamburg German *WB* | C.4Cy.(2)14⅝"&(2)31½"-31½" & LP Turbine with DR gearing & hydraulic coupling 153NHP Ottensener Mch.G.m.b.H. Altona | | G |
| DJRI | E.S.D. | *Cruiser Stern* 1*Dk* | 742 | | | | | | | | P206′ | F22′ | | | | | |
| 79029 | **Maria Santiuste** (*ex* Basurto) | | 399 | | | | | 1912 | Cia. Euscalduna de Const Bilbao | Vapores Costeros, S.A. (A.G. Trevilla & F. Garcia Castillo, *Mgrs.*) | 151·5 | 27·4 | 12·3 | Bilbao Spanish *WB* | T.3Cy.12", 20" & 32"-23" 49NHP MacColl & Pollock, Ld. Sld. | | |
| EEZW | *Mchy. Aft* | 1*Dk* | 214 | | | | | | | | | | | | | | |
| 79030 | **Maria Serra** | Wood Aux Bkn | 335 | | | | | 1920 | Cant. Francesco Serra S. Bartolomeo | Soc. Anon. Italiana Importazione Carboni e Navig. | 132·7 | 28·9 | 13·9 | Savona Italian | Oil Engines 4S.C.SA 6Cy.8½"-14⅜" 44NHP *Emade & fitted* 35 Humboldt-Deutzmotoren, A.G. Köln-Deutz | | I |
| 87 IQKJ | (*ex* Sailing Vessel) | *Oil Eng.* 1*Dk 2tr B* | — 197 | | | | | | | | P61′ | F23′ | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 79031 | **Maria Stathatos** (*ex* Welsh City-38) | *Fitted for oil fuel* | *6303* *5966* | | | | | 1922 | Ropner SB. & Repg. Co. (Stk.) Ld. Stockton | G.N. Stathatos | 411·7 | 54·5 | 33·6 | Ithaca Greek *WB* | T.3Cy.28", 46" & 75"-51" 402NHP Blair & Co. Ld. Stockton | | C |
| 75 SVXV | D.F. | 2*Dks* | *3997* | | | | | | | | F36′ | | | | | | |
| * 79032 | **Maria Toft** | *ss* Cpn. No.2-37 | 1911 / 1671 | ✠100A1 9,39 | Cpn | *r* | CL 9,39 | 1928 10mo | Antwerp Eng. Co. Ld. Hoboken | Dampskibsselsk. "Jutlandia" A/S (Jens Toft, *Mgr.*) | 278·5 | 40·2 | 18·3 | Copnhagn Danish | T.3Cy.18", 30" & 49"-36" (*s*) 180lb 175NHP | 20 " 7 s 3 " 0½ 17 " 8¾ | I † |
| OXQB | D.F. | 1*Dk* (*Stl*) | 1152 | BS9,39 ✠LMC7,37 | | | | *Lloyd's SA&CP* | | *Cell D* | 289·8 (O.L.) P22′B60′F30′ FK *B* 238′ 607*t* *FPT* 46*t* | | | | 4*BHCem* *APT* 67*t* | | |
| 79033 | **Maria Victoria** (*ex* Potenza-39, *ex* Maria Victoria-37, *ex* Gydavore, *ex* Oceania) | *ss* Bbo. No.3-12,32 1*Dk* (*Stl*) | *3619* *3337* *2245* | ✠ — 1,38 ✠ | Bbo | *w* | | 1920 6mo | Campbeltown S.B. Co. Ld. Campbelt'wn | Viuda de F. Astorqui | 348·6 | 49·9 | 23·6 | Bilbao Spanish | T.3Cy.25", 40" & 65"-45" 327NHP | 26 " 0 | I † |
| EALE | | | | | | | | | | | P29′B213′F36′ FK *Cell DB* 300′995*t* | | | | 6*BHCem* *APT* 85*t* | | |
| | | | | | | | | | | | | | | | 3SB, 9*cf*, GS 161, HS 5313 J.G. Kincaid & Co. Ld. Grk. | | |
| 79034 | **Mariana** | *ss* Mob. No.3-1,28 | 3110 / 2890 | ✠100A1 5,39 | N Yk | *u* | CL 2,39 | 1915 7mo | Nwprt Nws S.B. & D.D. Co. Newprt News A&CP *'Tween Cell DB a* 95′*u* | Agwilines, Inc. (New York & Porto Rico S.S. Co. *Mgrs*) | 335·0 | 46·8 | 22·7 | New York Utd. States | T3Cy.21½", 36⅝" & 63" -42"(*s*) 190lb 309NHP | 25 " 0 | |
| 213385 KJQS | | *ss* Bal. No.2-36 2*Dks* (*Stl*) | 1920 | ✠LMC MS5,39 BS2,40 | | | | *Lloyd's SA&CP* | | | FK *hold dispensed with* *FPT* 85*t* *APT* 43*t* | | | | *Cem* 4*BH to U dk* 1 „ 2nd „ | | |
| 79035 | — | Twin Sc | 2682 | ✠100A1 | Cco | *t* | CL | 1925 | Rotterdam Droogd. Maat Rotterdam | N.V. Curacaosche Scheepsv. Maats. | 305·0 | 50·2 | 15·1 | Willmstad Dutch | T.6Cy.12¾", 20½" & 33⅜"-24⅛" 180lb (*s*) 236NHP | 15 " 0 s 1 " 6½ 13 " 7½ | |
| 3427 PJAE | | *ss* Cco. No.3-7,37 1*Dk* (*Stl*) | 1799 1473 | 9,40 ~~2,40~~ ~~HS8,39~~ *Carrying Petroleum* *Fitted for oil* | BS9,40 ✠LMC8,37 *oleum fuel* | in 4,25 | P2,40 S8,39 *bulk* *F.P. of* | *Lloyd's SA&CP* | | *Cell DB* a 95′u | 4 mo | | | | Q87′F29′ *Trunk dk* 189′ FK | 8*BHpt Cem* *APT* 81*t* | 2SB. 4*cf*, HS 4168 FD Rotterdam Droogd. Maats. | |
| | *Mchy. Aft* | *Longitudinal framing at bottom & at deck* | | | | | | above 150° F. | | | | | | | | | |
| 79036 | **Marianne** (*ex* Uskmoor-36) | *ss* Stn. No.3-10,36 | 2743 / 2441 | ✠ 2,39 | Stn | *t* | | 1924 11mo | Blyth S.B. & D.D. Co. Ld Blyth | F.L. Nimtz | 319·6 | 43·0 | 24·1 | Stettin German | T.3Cy.23½", 38" & 64"-42" 323NHP | 26 " 9 | |
| DAYQ | *Arch dk* D.F. | 1*Dk* (*Stl*) *Cruiser Stern* | 1683 | ✠ | | | | | | *Cell DB* 277′743*t* | P21′F26′ FK *FPT* 48*t* *APT* 99*t* | | | | 5*BHpt Cem* | 2SB, 8*cf*, GS 126, HS 5464 NE Marine Eng. Co. Ld Nwc | |
| 79037 | — | | 1915 | | | | | 1920 | N.V.T. van Duijvendijk's Scheepswerf Lekkerkerk | A/S Nesjar (Eilert Lund, *Mgr.*) | 265·4 | 42·2 | 18·6 | Bergen Norwegian *WB* | T.3Cy.19", 31" & 52"-36" 162NHP H. Versteeg & Zonen, Hardinxveld | | N |
| | (*ex* Nygaard, *ex* Haraldshaug) | | 1688 | | | | | | | | P62*t*H94*t*F8*t* | | | | | | |
| LCNH | | 1*Dk* | 1110 | | | | | | | | | | | | | | |
| 79038 | — | | 1239 | | | | | 1924 | A/S Rödby Havns Jernskibs. Rödby Havn. | D/S A/S Progress (M. Nielsen & Son, *Mgrs.*) | 236·4 | 37·1 | 14·6 | Copnhagn Danish *WB* | T.3Cy.15", 24" & 40"-27" 83NHP A/S Frichs, Aarhus | | V |
| *Now "Marianne II," see No. 89052 in Supplement.* | | | | | | | | | | | P23′B49′F25′ | | | | | | |
| OUIS | | 1*Dk* | 712 | | | | | | | | | | | | | | |
| 79039 | — | | *1166* | | | | | 1921 | Skiens Verks. A/S Skien | Ångf-A/B Adolf. (A. Bratt & Co. *Mgrs.*) | 226·4 | 36·6 | 15·7 | Gothenbrg Swedish *WB* | T.3Cy.16", 25" & 42"-30" 97NHP Skiens Verks. A/S, Skien | | N |
| 6680 SFLD | (*ex* Elsa, *ex* Sylvia I) | 1*Dk* | *1011* *647* | | | | | | | | P43*t*H65*t* | | | | | | |
| 79040 | — | | 802 | ✠ | Ham | *k* | | 1918 11mo | E.J. Smit & Zoon Westerbroek | Arthur Sommer (John Ick, *Mgr.*) | 193·0 | 32·2 | 12·7 | Hamburg German | T.3Cy.15", 23½" & 39 9/16"-23⅝" 106NHP | 14 " 6 | |
| | (*ex* Edo-36, *ex* Torland) | *ss* Ham. No.3-7,30 | 618 | 5,39 | | | | | | | 201·7 (O.L.) | | | | 4*BHCem* | 2SB, 4*cf*, GS 59, HS 1937 | |
| DJQI | | *ss* Ham. No.2-38 | 435 | ✠ | | | | | | | Q65′B49′F24′ FK | | | | 39*t* *APT* 18*t* | EJ Smit & Zoon, Hoogezand | |
| | *Well deck* Sub.Sig. | 1*Dk* (*Stl*) | | | | | | | | *Cell DB* 153′223*t* *FPT* | | | | | | | |
| 79041 | — | Twin Sc | 523 | | | | | 1925 | Werft. G.m.b.H. Nobiskrug Rendsburg | Haltermann & Co. | 172·1 | 29·3 | 10·6 | Hamburg German *WB* | Oil Engines 4S.C.SA 12Cy.7⅞"-14⅛" 72NHP Mschfbk. Augsburg-Nürnberg, Augsburg | | G |
| | | *Oil Eng.* | 425 | | | | | | | | | | | | | | |
| DIDH | *Mchy. Aft* | 1*Dk* *Carrying Petroleum in bulk* | 285 | | | | | | | | | | | | | | |
| 79042 | — | | 349 | | | | | 1920 | C. Lühring Kirchhammelwarden | Reinecke & Bremer | 139·1 | 28·0 | 9·8 | Hamburg German | Oil Engines 4S.C.SA 4Cy.13¾"-15⅜" 74NHP *Emade & fitted* 30 Bremer Vulkan, Vegesack | | G |
| | | *Oil Eng.* | 310 | | | | | | | | P16′ | | | | | | |
| DIDI | *Mchy. Aft* | 1*Dk* | 206 | | | | | | | | | | | | | | |
| 79043 | **Mariannina** (*ex* Anna Maria-39, | | 1262 | ✠ | Bbo | *o* | | 1885 8mo | A. Stephen & Sons Glasgow | E.N. Vintiadis | 240·4 | 34·1 | 16·0 | Genoa Italian | T.3Cy.15", 24" & 40"-36" 106NHP | 18 " 6 | I † |
| 2243 IQMS | *ex* Compostela-37, *ex* Ariadne, *ex* General Gordon) | *ss* Gls. 2nd No.3-3,06 *ss* Bdx. No.2-15 1*Dk* (*Stl*) 2*tr B* *Well deck* | 1027 748 | 5,19 ✠NB3,06 ✠ | | | | | | | Q84′B57′F28′ BK8" *Cell DB* 184′326*t* | | | | 4*BHCem* *APT* 21*t* | 1SB, 3*cf*, GS 48, HS 1753 A. Stephen & Sons, Glasgow | |
| 79044 | **Mariavi** (*ex* Angus, *ex* Gloria) | *ss* Lth. No.2-27 | 336 / — | ✠ ... 12,28 | | | | 1918 11mo | Astilleros Riera Gijon | Vapores Costeros, S.A. (A.G. Trevilla & F. Garcia Castillo, *Mgrs.*) | 119·8 | 21·9 | 10·1 | Bilbao Spanish *WB* | C.2Cy.14¾" & 25⅝"-15 9/16" 36NHP Astilleros Riera, Barcelona | 9 " 9 | |
| EGAB | *Well deck* *Mchy. Aft* | 1*Dk* | 109 | | | | | | | | Q46′B9′F21′ FK | | | | | | |
| 79045 | **Marida**l | Twin Sc | 6479 | | | | | 1934 | Eriksbergs M.V. Aktieb. Gothenburg | A/S Moltzau's Tankrederi (Moltzau & Christensen, *Mgrs.*) | 408·6 | 55·3 | 32·4 | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 12Cy.21", 21" & 32"-39⅜" 543NHP Eriksberg M.V. Aktieb. Got | | N |
| | | *Oil Eng.* | 5562 | | | | | | | | P202*t*H528*t*F73*t* | | | | | | |
| LUUS | D.F. *Mchy. Aft* | *Cruiser Stern* 1*Dk* *Carrying Petroleum in bulk* | 3872 | | | | | | | | | | | | | | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant expiré. Lettres d'Appointement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Lettres ou code, si ce n'est dans le L. R. Durée Cert. Ice Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79046 133 ORSA | **Marie** (*ex*TinternAbbey–36, *ex*Forestbeech) | *ss*Cff.No.3–5,36 1*Dk(Stl)* *Cargo battens not fitted* | 1409 1244 971 | ✠100A1 ~~Ant~~ Examined 5,41 Lon BS~~8,39~~ 2,41 | | *p* | CL N5,39 | 1924 8mo | Swan,Hunter&Wigham Richardson, Ld Sunderland | M.Goossens (T.D. John(Shipping) Ld.*Mgrs.*) | 240·0\|37·2\|17·7 246·0(o.L.) P17′B58′F22′ FK *Cell DB*203′417*t FPT* *Lloyd'sA&CP* | | | Antwerp Belgian | T.3Cy.18″,29″&48″–33″ (*s*) 180lb 168NHP 2SB,*4cf*,GS88,HS2930 *4BHCem* 82*tAPT*29*t* | 19 ″ 9 s 2 ″ 6 17 ″ 4½ | |
| 79047 LCTC | **Marie Bakke** *OilEng.* 2*Dks* | TwinSc3Mst | 4307 3870 2565 | | | | | 1926 | Odense Staalskibsvft Odense | SkibsA/SMarie Bakke(Knut Knutsen,O.A.S.) | 375·6\|52·5\|24·7 P115*t*H251*t*F32*t* | | | Haugesnd Norwegian *WB* | Oil Engines 4S.C.SA 12Cy.19½″–35⅞″ 426NHP Akt.Burmeistr&Wain,Cpn | | N |
| 79048 OUIU | **Marie Clausen** (*ex*Phönix) Wireless D.F. 1*Dk&pt Awng dk* | | 324 240 167 | | | | | 1911 | Nüscke& Co. Stettin | C.Clausen | 136·1\|25·7\|15·9 B31′ | | | Haderslev Danish *WB* | T.3Cy.12¾″ 19″&31″–20½″ 43NHP Christiansen&Meyer,Har. | | G |
| 79049 167819 ~~FOKH~~ GMNM | **Marie Dawn** (*ex*CommandantCharlesMeric–39) 1*Dk* | | 2157 1709 1159 | | | | | 1922 | Chant.Nav Français Caen | Ministry of Shipping(Mooringwell S.S.Co.Ld.*Mgrs.*) | 270·3\|39·5\|19·6 P31′B54′F24′ FK | | | ~~Bordeaux~~ ~~French~~ Cardiff *WB* British | T3Cy18½″29½″&49⅞″-37½″ 175NHP Atel.&Ch.de la Loire,Nts. | | V † |
| 79050 DMCD | **Marie Ferdinand** (*ex*Wrotham, *ex*Bearwood, *ex*Garesfield) D.F. 1*Dk(Stl)* *Well deck* | *ss*Ros.2ndNo.3–6,33 *ss*Kel.No.1–38 | 1757 1373 1069 | ✠ 8,39 ✠ | Rot | *q* | | 1911 4mo | R.Thompson&Sons,Ld. Sunderland | H.Ferdinand *CellBa*80′*uE*8 | 267·4\|38·5\|17·0 P20′Q84′B56′F25′ FK *B*35′*f*110′523*t FPT* | | | Rostock German *WB* | T.3Cy.21″,34″&56″–36″ 218NHP 2SB,*6cf*,GS100,HS3550 *4BHCem* 35*tAPT*53*t* Blair&Co.Ld.Stockton | 19 ″ 8 | |
| 79051 DGLG | **Marie Fisser** Wireless D.F. 1*Dk* *CruiserStern* | | 1235 280 685 | | | | | 1937 | Lübecker Flender-WerkeA.G. LübeckSiems | Fisser&v.Doornum ReedereiG.m.b.H. (Fisser&v.Doornum,*Mgrs.*) | 222·4\|34·8\|13·6 Q84′F17′B49′ | | | Emden German *WB* | C.4Cy.(2)12⅛″&(2)27½″–27½″ 213lb 134NHP HS2045 Christiansen&Meyer, Harburg | | CG |
| 79052 OOZL | **Marie-Flore** Wireless 1*Dk* *Mchy.Aft* *CruiserStern* | *OilEng.* | 545 417 266 | | | | | 1937 | Beliard Crighton&Co (Belgium)SA Ostend | ArmementRené Geurts | 164·7\|28·5\|12·3 F19′ | | | Antwerp Belgian *WB* | Oil Engines 2S.C.SA 8Cy.8½″–14½″ 104NHP SocAn.J.Cockerill,Seraing | | V |
| 79053 FNQD | **Marie José** (*ex*PrincesseMarie Jose–38) D.F. 1*Dk(Stl)&Shelter dk(Stl)* | *ss*Ant.No.3–8,37 | 2477 2293 1466 | ✠100A1 *withfreeboard* 1,40 BS12,39 ✠LMC9,37 | Rou | *u* | CL 7,39 | 1925 7mo | Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP* | LesCargos Algériens Soc.Anon. *CellDBa*93′*uE*21′ | 315·9\|45·1\|20·6 FK *f*142′595*t APT*57*t* | | | Algiers French *Coll to Sh dk* 4 ,, 2*nd* ,, ) | T.3Cy.22″,37″&61″–42″ (*s*) 180lb 283NHP 5*BHpt Cem* 3SB,*6cf*,GS135,HS4462 WllsndSlpwy.Co.Ld.Nwc. | 22 ″ 10 s 1 ″ 6 21 ″ 5½ | |
| 79054 DHQK | **Marie Leonhardt** D.F. Sub.Sig. 1*Dk&Shelter dk* | | 2594 2331 1522 | | | | | 1922 | Stettiner Oderwerke Stettin | Leonhardt& Blumberg | 329·0\|46·1\|18·7 | | | Hamburg German *WB* | T.3Cy.22½″,35½″&57½″–39½″ 205NHP StettinerOderwerke | | G |
| 79055 FPJV | **Marie-Louise Le Borgne** (*ex*Tordis,*ex*Hercules) 1*Dk* | | 1263 955 769 | | | | | 1903 | J.C.Tecklenborg A.G Weser-munde-G. | Cie.Ch.LeBorgne | 229·6\|36·2\|14·8 Q82′B56′F26′ | | | Marseilles French *WB* | T.3Cy.17″,28″&45″–33″ 116NHP J.C.TecklenborgA.G.Wsm | | V |
| 79056 146854 GDNP | **Marie Louise Mackay** (*Cable Vessel*) *Mchy.Aft* Sub.Sig. 1*Dk(Stl)&Awng dk(Stl–ws)* Wireless D.F. E.S.D. | TwinSc *ss*Ply.No.3–7,34 *ss*Fal.No.1–38 | 1378 1339 675 | ✠100A1 *Awng dk* *withfreeboard* 1,41 ~~8,39~~ MS8,35 ~~BS8,39~~ 1,41 ✠LMC *Fitted for oil fuel* 10,22 | Ply Bel | *o* | CL ~~6,37~~ 1,41 *F.P. above* | 1922 10mo | Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP* | CommercialCable Co. *CellDBuE*31′*f*90′ | 234·0\|34·2\|22·2 FK *Collision BH to Adk* 3 ,, ,, *U* ,, 173*t DTf*88′ *FPT* | | | London British *Cem* 50°F. | T.6Cy.12⅝″,20″&33″–24″ (*s*) 180lb 155NHP 2SB,*4cf*,HS2336 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. 39*tAPT*43*t* | 24 ″ 4 s 7 ″ 8 17 ″ 1 | |
| 79057 ~~OBAG~~ | **Marie Mærsk** D.F. *Mchy.Aft* 1*Dk(Stl)&Web frames* *Longitudinal framing–bracketless system* | TwinSc *OilEng.* *ss*Rot.No.2–37 | 8271 7800 5057 | ✠100A1 10,39 ✠LMC CS3,38 DBS7~~,39~~9,40 6,38 *Carrying Petroleum in bulk* | Phl | *d*† | CL ~~7,87~~ 8,40 | 1928 6mo | Akt.Burmeistr& Wain Copenhagen *Lloyd'sA&CP* | Ministry of Shipping(C.T.Bowring &Co.Ld.*Mgrs.*) *CellDBuE*48′205*t* | 466·3\|61·8\|34·2 P101′B34′F39′ FK *DTf*38′640*t FPT*1 | | | British 12*BHpt Cem* 2DB*180lb* 85*tAPT*100*t* | Oil Engines 4S.C.SA 12Cy.21½″–39½″ 542NHP Akt.Burmeistr&Wain,Cpn | 36 ″ 3 s 8 ″ 4½ 28 ″ 1½ | |
| 79058 416 YMCZ | **Marie Siedler** (*ex*Noordergat) *Mchy.Aft* 1*Dk* | | 438 338 221 | | | | | 1920 | H.van Vlaardingen Gouda | F.G.Reinhold | 148·4\|25·2\|11·9 Q77′B14′F20′ | | | Danzig *WB* | T.3Cy.10½″,17″&28″–17″ 32NHP J&Av.d.Schuyt,Papndrcht | | V |
| 79059 FPJW | **Marie-Thérèse Le Borgne** (*ex*Brancas–36) 1*Dk(Stl)* *Platform Dk(Stl)* *for light cargoes in Nos.1,2&3 holds* *Longitudinal framing in DB & at decks* | *ss*Nts.No.3–9,32 *ss*Nts.No 1–36 | 1599 1368 977 | ✠ ... 3,37 ✠ | Dnk | *q* | | 1920 1mo | Grngem'th Dkyd.Co.Ld. Grangem'th | Cie.CharlesLe Borgne *CellDB*198′452*t* | 253·3\|37·4\|18·4 P26′B64′F24′ FK | | | Dunkirk French *4BHCem* *APT*47*t* | T.3Cy.18″,29″&48″–33″ 192NHP 2SB,*6cf*,GS115,HS3622 Ross&Duncan,Glasgow | 20 ″ 6 | V † |
| 79060 OFAS | **Marieborg** (*ex*OlgaS.–37) D.F. 1*Dk* | | 1737 — 966 | | | | | 1920 | Kjöbnhvns Flydk.&Skbs. Copenhagen | J.A.Zachariassen &Co. | 272·7\|40·0\|16·8 260·9 P15′Q77′B106′F30′ | | | Nystad Finnish *WB* | T.3Cy.18″,29″&48″–33″ 132NHP KjbnhavnsFldyk.&Skbsv | | V |
| 79061 7958 SMXA | **Marieholm** (P) Wireless D.F. 2*Dks* *Cruiser Stern* | | *1162* *844* *563* | | | | | 1934 | Odense Staalskibsvft vedA P Möller Odense | A/B Svenska Amerikalinien (A.Jonsson,*Mgr.*) | 209·1\|32·5\|18·9 | | | Gothenbrg Swedish *WB* | C.3Cy.19½″&(2)29½″–29½″ 79NHP Akt.Burmeistr&Wain,Cpn | | V |
| 79062 123 IUDQ | **Mariella** (*ex*Saraceno–39, *ex*Sarajevo) 1*Dk(Stl)* | *ss*Tri.2ndNo.3–2,25 *ss*Tri.No 1–29 | 655 494 389 | ✠ ... 9,33 ✠ | Tri | | | 1899 9mo | Stabilmnto Tecnico Trieste | GustavoMontanari *CellDB*a30′*f*77′129*t FPT* | 192·9\|28·9\|10·3 Q104′B16′F27′ FK | | | Trieste Italian *ABHCem* 24*tAPT*16*t* | T.3C.13″,20½″&34½″–20½″ 73NHP 1SB,*2cf*,GS42,HS1410 Stabilimento Tecnico,Tri. | 13 ″ 0 | I † |
| 79063 | **Marienburg** (P) | TwinSc | 6200 | | | | | 1939 | Stettiner OderwrkeA G Stettin | Reichsverkehrsministerium | 431·6\|60·7\|26·7 | | | Stettin German | 2 steam turbines connected to elec. motors & sc. shafts Allgemeine ElecGes.Berlin | | |
| 79064 DACM | — (*ex*Moordrecht) Wireless D.F. E.S.D. | (*ex*Kemi, *ss*Cpn.No.3–2,30 1*Dk* | 1322 1165 777 | ✠ ... 7,30 ✠ | | | | 1917 10mo | Jonker& Stans HenrikIdo Ambacht | KohlenImport u. Poseidon Schiffahrt A.G. | 236·7\|36·5\|15·9 P20′B58′F24′ FK | | | Königsbrg German *WB* | T.3Cy.17½″,29½″&46½″–36½″ 177NHP Machinefabriek Bolnes | 18 ″ 0 | G † |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Register in which classed, if not in L.R. Dates of Re-Class & Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79065 | **Marienfels** | | 7575 | | | | | 1921 | J.C.Tecklenborg A.G Wesermünde -G | Deutsche Dmpfs-fahrts.Ges.Hansa | 468·5 | 58·6 | 32·4 | Bremen | T3Cy.31½",50½"&82½"-55" | | G |
| | | | 7040 | | | | | | | | P80'B138'F59' | | | German | &1LPturbine 692NHP | | |
| DONS | Sub.Sig. | 2 *Dks* | 4679 | | | | | | | | | | | *WB* | J.C.Tecklenborg,A.G. Wsm. | | |
| 79066 | **Marietje Böhmer** | *Oil Eng.* | 928 | ✠100A1 | Sch | *l* | 1,40 | 1939 | A.Vuijk& Zonen Capelle a/d Ysel | N.V.W.Böhmer's Scheepvaart-bedrijf | 201·2 | 32·9 | 12·7 | Rottrdam | Oil Engines 4S.C.SA | 15 " 0 | |
| | | | 635 | Rotterdam 2,40 | | | | 2mo | | | 213·0(o.L.) | | | Dutch | 6Cy.15¾"-26" 144NHP | s4 " 8¼ | |
| PFUL | D.F. | 1 *Dk* | 493 | ✠LMC2,39 | | | | | | *CellDB113·233t FPT58t APT30t* | P54'Q77'F25' FK | | | 3 *BHCem* | | 14 " 5 | |
| | *Mchy.Aft* | *CruiserStern* | | | | | | *Lloyd'sSA&CP* | | | | | | | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| 79067 | **Marietta E.** | | ~~5500~~ | ✠100A1 | PGl | *a*† | CL | 1940 | Wm. Hamilton & Co.Ltd. Port Glasgow | LeithHillShipping CoLd(Counties ShipManagement Co.Ltd. *Mgrs.*) | 421·1 | 60·4 | 35·8 | London | T.3Cy.24",39"&68-48" | 38 " 3 | |
| 167596 | | 2 *Dks* | 7628 | *with freeboard* | Npt | 2 | | 7mo | | | 434·5(o.L.) FK | | | British | 225lb (*s*) 520NHP | s10 " 3 | |
| | | *CruiserStern* | 7217 | 12,40 ~~7,40~~ ✠LMC7,40 | | | | | | *(CellBH to Wake5BH to 2nd dk) CellDB353'1105t FPT58t APT336t* | | | | | 2SB(Spt)1AuxSB,*Scf*, | 28 " 2½ | |
| | *Longitudinal framing at bottom & at decks* | | 5595 | (~~*Class Contemplated*~~) | | | | *Lloyd'sSA&CP* | | | | | | HS7643 FD | | | |
| | | "*Arc*form" | | *Fitted for oil fuel* 7,40 *F.P. above* | | | | 150ft F. 1 *Intermed* | | *iate BH & 'tween dk BH is except CellBH disposed with* | | | | | D.Rowan&Co.Ld.Gls. | | |
| 79068 | **Marietta Nomikos** | | *5241* | | | | | 1919 | Napier& Miller,Ld. OldKilpatrck | E.A.Karavias (PetrosM.Nomikos,Ld. *Mgrs.*) | 400·2 | 52·4 | 28·5 | Piræus | T.3Cy.27",44"&73"-48" | | C |
| 748 | (*ex*Taransay-33) | | *4779* | | | | | | | | P49'B113'F39' | | | Greek | 369NHP | | |
| SVLW | | 1 *Dk* | *3200* | | | | | | | | | | | | D&W.Hendersn&CoLdGls | | |
| 79069 | **Mariette Pacha** Ⓟ | TwinSc | 12239 | | | | | 1925 | Soc Provençale deConst. Navales LaCiotat | Soc.desServices Contractuels des Messageries Maritimes | 495·2 | 62·7 | 40·5 | Marseilles | T.6Cy.29½"-49⅝"&84½"-53½" | | V |
| | | *Fitted for oil fuel* | — | | | | | | | | B229' | | | French | 1044NHP | | |
| FOBF | D.F. *Ref.Mchy.* | 7 *Dks* | 7145 | | | | | | | | | | | *WB* | Soc.Provençale deConst. Navales,LaCiotat | | |
| 79070 | **Marigola** (*ex*Colaba) | | 5996 | ✠ | Mdb | *a*1 | | 1906 | W.Denny &Bros. Dumbarton | Ing.G.B.Bibolini | 439·6 | 54·0 | 31·5 | Spezia | T.3Cy.33",53½"&86"-60" | 34 " 10 | CI |
| 30 | | *Fitted for oil fuel* | 5735 | 9,09 | | | | 1mo | | | 430·6 54·4 31·9 | | | Italian | 741NHP | | † |
| IBAV | D.F. | 2 *Dks(Stl)3trB* | 3704 | ✠ | | | | | | | B82'F56' FK | | | *7BHCem* | 4SB,*12cf*,GS266,HS10920 FD | | |
| | | | | | | | | | | *CellDBa154'u* | *E&B87'f143'1153t* | | | *APT85t* | Denny&Co.Dumbarton | | |
| 79071 | **Marigot** (*ex*Ardèche-35) | | 4047 | | | | | 1932 | Ch.&Atel. deSt.Nazaire (Penhöet) SA Gd.Quevilly | Cie.Générale d'Armements Maritimes | 325·5 | 52·5 | 28·7 | Marseilles | 3 steam turbines SR | | V |
| | | *Fitted for oil fuel* | 3272 | | | | | | | | P36'B100'F42' | | | French | geared to 1 sc. shaft | | |
| FNRF | D.F. | 3 *Dks* | 1782 | | | | | | | | | | | *WB* | Atel.& Ch.de la Loire,St.N. | | |
| | *Ref.Mchy.* | | | | | | | | | | | | | | | | |
| 79072 | **Marija Petrinovic** (*ex*Efstathios, | | *5684* | ✠100A1 | Rot | *y* | CL | 1918 | Nthmblnd S.B.Co.Ld. Newcastle | Jugoslavenski Lloyd.a.d. | 399·6 | 53·0 | 32·8 | Split | T.3Cy.24",39 3/32"&65 3/16"-54" | 35 " 5 | |
| | *ex*WarCitadel) | *ss*Rot.No.3-7,31 | *5486* | *Shelter dk* | | | 3,39 | 11mo | | | | | | Yugoslav | 180lb (*s*) 568NHP | s 9 " 4¾ | |
| YTCN | | *ss*Sch.No.2-39 | *3579* | *with freeboard* | | | | | | | F39'*on Shelter dk* | | | *ptCem* | 3SB,*12cf*,GS220,HS9525 FD | 26 " 3 | |
| | | 1 *Dk(Stl)&Shelter dk(Stl)* | | 4,39 | | | | *Lloyd'sSA&CP* | | | FK | | | *7BHtoShdk* | N.E.MarineEng.CoLdNwc | | |
| | *Cargo battens not fitted in Shelter 'tween dks* | | | BS3,40 ✠LMC4,39 | | | | | | *Cell DB351' 1284t FPT* | | | | *60t APT90t* | | | |
| 79073 | **Marija Ulianova** Ⓟ | | 3870 | ✠ ... | | | | 1928 | Severney S.B.Yard Leningrad | U.S.S.R. | 324·6 | 48·0 | 25·9 | Leningrad | Oil Engines 2S.C.SA | 28 " 0 | |
| UOAC | (*ex*JanRudzutak-37) | *Oil Eng.* | 2889 | 11,30 | | | | 10mo | | | P48'B96'F36' | | | Russian | 6Cy.25⅝"-33⅛" 692NHP | | |
| | *Ref.Mchy.* Sub.Sig. | 2 *Dks* | 2249 | ✠ | | | | | | | FK | | | *WB* | Russian Diesel Works,Len. | | |
| 79074 | **Marijampole** (*ex*Nordsöen-37) | | 941 | | | | | 1919 | Nüscke& Co.A/G Stettin | Akc.B-véLietuvos BaltijosLloydas | 223·8 | 32·9 | 14·2 | Sventoji | T.3Cy.15⅞",25½"&41¾"-25⅝" | | G |
| | | | 813 | | | | | | | | P27'B63'F23' | | | Lithuanian | 85NHP | | |
| | | 1 *Dk* | 548 | | | | | | | | | | | *WB* | AtlasWerkeA.G.Bremen | | |
| 79075 | **Marika Protopapa** (*ex*Darius-33, | | 4447 | ✠100A1 | ~~Rot~~ | *y* | CL | 1915 | W.Gray& Co.Ld. W Hartlepool | Panos Protopapas (J.Livanos&Sons, Ld. *Mgrs.*) | 380·0 | 52·0 | 26·0 | Hydra | T.3Cy.25",41"&68"-48" (*s*) | 28 " 6 | |
| 15 | *ex*Nolisement) | *ss*Bry.No.3-3,27 | — | Examined 2,41 Dub | | | 9,39 | 1mo | | | | | | Greek | 180lb *80lb 90lb* 392NHP | s 4 " 0½ | |
| SVLB | | *ss*Ant.No.2-36 | 2618 | MS3,39 ✠LMC | | | N1,41 | | | | P30'B240'F36' FK | | | *6BHCem* | 2SB,*Scf*,GS159,HS6649 | 24 " 9 | |
| | | 1 *Dk(Stl)* | | BS7,40 | | | | *Lloyd'sSA&CP* | | *CellDBa125'u E26'* | *f166'1078t APT83t* | | | | Cen.Mar.Eng.Wks.WHpl. | | |
| 79076 | **Marin Sanudo** | | 5081 | ✠100A1 | Gen | *z* | CL | 1926 | Cant.Nav. Triestino Monfalcone | LloydTriestino, Soc.Anon.diNav. | 418·1 | 53·2 | 25·3 | Venice | Oil Engines 4S.C.SA | 27 " 10 | |
| 204 | | *Oil Eng.* | 4384 | 1,40 | | | 8,38 | 12mo | | | 400·0 53·2 25·4 | | | Italian | 6Cy.29½-59 1/16" 489NHP | s 3 " 7½ | |
| IBEV | | *ss*Gen.No.3-12,38 | 3139 | ✠LMC CS5,39 | | | | | | | | | | | DB*100lb* | 24 " 5 | |
| | D.F. | 2 *Dks(Stl)* | | DBS1,40 | 4,38 | | | *Lloyd'sSA&CP* | | *CellDB334'1116t DTa52'1000t* | P34'B261'F44' FK *FPT94t APT86t* | | | *8BHptCem 1 „ to 2nd dk* | StabilimentoTecnico,Tri. | | |
| 79077 | **Marina** | *ss*Rot.No.1-39 | 9898 | ✠100A1 | Sba | *e*† | CL | 1935 | Deutsche WerftAG Bet Finkenwrder Hamburg | A/S Tanktransport (Thorvald Berg, *Mgr.*) | 492·9 | 66·1 | 36·4 | Tönsberg | Oil Engines 2S.C.DA | 35 " 11 | |
| | | *Oil Eng.* | 9190 | 3,41 ~~3,40~~ ✠LMC CS8,40 | | | N6,39 | 10mo | | | | | | Norwegian | 6Cy.23⅝"-43 1/16" | s7 " 10 | |
| LJBF | *Mchy.Aft* | 1 *Dk*, 2nd *dk in Mchy. space* | 5903 | DBS6,39 | 6,39 | | | | | *CellDBuE75'227t* | P114'F69' FK | | | 3DB *170lb* 1163NHP | AllgemeineElecGes.Berlin | 28 " 4½ | |
| | | | | *Carrying petroleum in bulk* | | | | *Lloyd'sSA&CP* | | | *DTf43'732t FPT16* | | | *1t APT252t* | | | |
| | D.F. | *CruiserStern* | | | | | | | | | | | | | | | |
| 79078 | — | | 5088 | | | | | 1935 | Lithgows Ld. PortGlasgow | The "K" S.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*) | 390·0 | 55·2 | 26·5 | London | T.3Cy.24",38"&70"-51" | | C |
| 164458 | | *Fitted for oil fuel* | 4762 | | | | | | | | P33'B112'F44' | | | British | 350NHP | | |
| GYKD | | *CruiserStern* 2 *Dks* | 3239 | | | | | | | | | | | *WB* | D.Rowan&Co.Ld.Gls. | | |
| 79079 | — — | | 1407 | | | | | 1910 | Oskrshmns M.V.Aktieb. Oskarshamn | Rederi A/B Marina (A/B Victor Ek O/Y, *Mgrs.*) | 241·9 | 36·8 | 15·9 | Helsingfrs | T.3Cy.17½",29"&48"-30" | | V |
| | (*ex*Gustavsberg-35) | | — | | | | | | | | 227·7 | | | Finnish | 126NHP | | |
| OHYB | Wireless D.F. | 1 *Dk* | 772 | | | | | | | | P26'B52'F28' | | | *WB* | OskarshamnsM.V.Aktieb. | | |
| 79080 | **Marina O.** | | 5480 | | | | | 1918 | N.Odero fu A.&Co. Sestri Pnente | Navig.Odero Soc. Anon. | 393·7 | 51·8 | 27·6 | Genoa | 2 Steam Turbines DR | | I |
| 847 | | *Fitted for oil fuel* | 4573 | | | | | | | | P37'B113'F33' | | | Italian | geared to 1 Sc. Shaft | | |
| IBDV | D.F. | 1 *Dk* | 3357 | | | | | | | | | | | *WB* | F.Tosi&Co.Legnano | | |
| 79081 | **Marion** | | 1185 | | | | | 1906 | Maryland SteelCo. Saginaw,Mch | Madrigal&Co. | 222·0 | 33·0 | 21·3 | Manila | T.3Cy.19",30"&50"-44" | | |
| | (*ex*Raleigh) | | — | | | | | | | | | | | Utd.States | Maryland 166NHP | | |
| | Wireless D.F. | | 805 | | | | | | | | | | | | SteelCo.Sparrow's Pt.Md. | | |
| 79082 | **Marion Moller** (*ex*CymricPride, | | 3827 | ✠ — | Nwc | *w* | | 1909 | JL Thompson&Sons,Ld. Sunderland | MollerLine,Ld. (Mollers'Ld. *Mgrs.*) | 346·0 | 49·5 | 25·3 | Shanghai | T.3Cy.24½",42"&68"-48" | 27 " 11 | C |
| 125777 | *ex*Brinkburn) | *ss*Shl.No.3-8,22 | 3633 | 7,32 | | | | 4mo | | | P23'B94'F31' | | | British | NDB27 350NHP | | † |
| GQDZ | | *ss*Shl.No.1-27 | 2440 | ✠ | | | | | | | FK | | | *6BHCem* | 2SB,*8pf*,GS143,HS5428 | | |
| | | 1 *Dk(pt Irn&pt Stl)* | | | | | | | | *CellDBa117'u E&* | *B42'f146'951t FPT* | | | *61t APT60t* | J.Dickinson&Sons,Ld.Sld. | | |
| | | 2 *trB deep framing & Web frames* | | | | | | | | | | | | | | | |
| 79083 | **Marionga** (*ex*Grelstone, | | *4236* | ✠100A1 | Nwc | *x* | CL | 1912 | Richardsn. Duck&Co.Ld. Stockton | Neill&Pandelis, Ld.(G.O.Till, *Mgr.*) | 380·0 | 51·0 | 24·8 | Piræus | T.3Cy.26",42"&70"-48" (*s*) | 27 " 3 | |
| | *ex*Eddystone) | *ss*Pir.2nd No.3-11,38 | *3993* | ~~3,40 1,38~~ 3,41 | Bry Mch | | ~~11,39~~ 6,40 | 7mo | | | | | | Greek | 180lb 394NHP | s 3 " 8 | |
| SVEE | | 1 *Dk(pt Irnpt Stl)* | *2620* | ~~BS1,39~~ ✠LMC11,38 | | | | | | *CellDBa123'u E27'* | P34'B240'F34' FK | | | *6BHCem* | 3SB,*9cf*,GS178,HS6435 | 23 " 9½ | |
| | | | | 11,40 | | | | *Lloyd'sSA&CP* | | | *f173'1151t FPT13* | | | *6t APT102t* | Blair&Co.Ld.Stockton | | |
| 79084 | **Marionga D. Thermiotis** | | *4784* | ✠100A1 | ~~Ant~~ | *x* | CL | 1904 | Ropner& Son Stockton | A.A.Kyrtatas | 351·5 | 53·1 | 27·6 | Andros | T.3Cy.24 3/16",42"&70"-48" (*s*) | 30 " 4 | |
| 184 | (*ex*Laleham, | *ss*Npt.2nd No.3-6,28 | *4156* | *Trunk dk* | Mch | | 3,40 | 10mo | | | | | | Greek | ~~160lb~~ 150lb 361NHP | | |
| SVNU | *ex*Llangorse, | *ss*Pir.No.2-37 | *2917* | *no sheer* | | | | | | | F33' FK | | | *6BHCem* | 3SB,*9rf*,GS160,HS5750 | | |
| | *ex*Llanover, | 1 *Dk(Stl)2trB* | | Examined 5,41 | | | | *Lloyd'sSA&CP* | | *CellDBa 114'u E&B* | *44'f144'1074t FPT2* | | | *14t APT244t* | Blair&Co.Ld.Stockton | | |
| | *ex*Clarissa Radcliffe) | *&Web frames* | | ✠LMC | | | | | | | | | | | | | |
| | *Cargo battens not fitted* | | | MS10,37 BS11,40 | | | | | | | | | | | | | |

143/40

99/41

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenance expird. Lattre d'Equipement. | 7* Date de la dernière visite à flot pour délivr. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Lignes dans le bord. ✠ = Navire construit sous la Surv. Darde Cert. R. aff'chés. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79085 958 SZDN | **Marios** (*ex*Cavan-39,*ex*Lady Cavan-38,*ex*Wexfordian-33, *ex*Poolmina,*ex*Fido) 1*Dk* | | 602 618 267 | | | | | 1906 | Earle'sCo. Ld. Hull | MichailA. Karageorgis | 178·0\|29·6\|14·1 P101'F22' | | | Piræus Greek *WB* | T.3Cy.14½",24"&40"-27" 83NHP Earle'sCo.Ld.Hull | | C |
| 79086 | **Mariout** (*ex*KatinaK.,*ex*Inayet, *ex*Nusret,*ex*Cité deDjerba, 1*Dk* *ex*Egoulevent) | | 320 — 140 | | | | | 1918 | Forg.&Ch. delaMédit LaSeyne | | 138·3\|23·6\|11·6 | | | British | C.2Cy.18"&36"-24" 106NHP Forg.&Ch.delaMédit.Msl. | | |
| 79087 231312 WGEN | **Mariposa** Ⓟ TwinSc *ss*S Fo.No.2-39 ~~sSFo.No.1-25~~ 4*Dks*(*Stl*)5*th dk*(*Stl*)*in* *Ref.Mchy.* *forward hold*Web *frames* D.F. E.S.D. GyC. *Cruiser Stern* | | 18017 — 10313 | 100A1 *withfreeboard* 12,40 ~~10,39~~ ~~BS3,40~~ 5,41 ~~LMC6,38~~ *Fitted for oil fuel* 12,31 | SFo ~~Mchy~~ ~~Mchy~~ LMC MS5,38 | *o* † | CL N10,39 F.P.*above* | 1931 12mo | Bethlehem S.B.Corp.Ld. Quincy,Mass. | OceanicSteamship Co.(MatsonNav. Co.*Mgrs.*) *CellDB*514'33 | 604·0\|79·3\|30·5 B410'F60' FK 08*t Tanks in way of tun* *nels*1081*t FPT*178*t* | L.Angeles Utd.States *APT*161*t* | 6SteamTurbinesSRgeared to 2 Sc. Shafts 5363NHP 1*BH Asp* 400lb (*s*) HS53520 FD 12 WaterTubeBoilers(Spt) BethlehemS.B.Corp.Ld. Quincy,Mass. | 44 " 6 s16·6½ 28 " 2½ | |
| 79088 160479 GNMZ | — (*ex*GreekMariner-38, *ex*Galeb-35,*ex* *ss*Npt.2ndNo.3-6,38 Cefnbryn-35, 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *ex*Galeb-34,*ex*Dedinje-34,*ex*Cefnbryn, *ex*Theofano,*ex*IoannisVatis) *Cargo battens not fitted* | | 3807 3552 2335 | 100A1 *Shelter dk* *withfreeboard* ~~7,40~~ ~~9,39~~ 3,41 BS ~~11,39~~ LMC5,38 11,40 | Cff ~~Grk~~ Bal | *w* | CL ~~5,38~~ N3,41 | 1914 5mo | J.Priest-man&Co. Sunderland *Lloyd's*A&CP | Neill&Pandelis,Ld. (G.O.Till,*Mgr.*) *Cell* | 350·0\|50·9\|24·5 154'863*t DTa*29'936*t* | London British 7*BH Cem* *APT*106*t* | T.3Cy.25",41"&67"-45" (*s*) 1801b 327NHP 3SB,9*pf*,GS156,HS5044 G.Clark,Ld.Sunderland | 26 " 0 s 2 " 6½ 23 " 8½ | |
| 79089 92448 WODV | — D.F. GyC. *Mchy.Aft* 2*Dks* | | 2898 2677 1763 | | | | | 1892 | GlobeIron WorksCo. Cleveland,O. | BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*) | 330·1\|45·2\|20·3 H—F36' *WB* | | | Wilmgton (Del.) Utd.States | T.3Cy.24",39"&63"-48" NB25 275NHP GlobeIrnWksCo.,Clevelnd | | R |
| 79090 PFUI | **Marisa** *ss*Sba.No.1-41 *Oil Eng.* D.F. 1*Dk*2*nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | | 8029 7236 4740 | 100A1 2,41 ~~1,40~~ DBS2,41 LMC CS2,41 6,40 *Carrying Petroleum in bulk* | Sng Sbs | *c* † | CL 12.39 | 1937 3mo | NVNederl. Schps.Maats Amsterdam *Lloyd's*A&CP | N.V.Petroleum Maats."La Corona" *Cell* | 462·9\|59·3\|33·8 483·0(O.L.) P90'B43'F48' FK 15*BH* *DBu*E64' 157*t DT*f25' | TheHaguo Dutch | Oil Engines 4S.C.SA 8Cy.25⅞"-55½" 502NHP DB1801b WerkspoorN.V.Ams. 264*t FPT*135*t APT*83*t* | 34 " 0 s 6 "8½ 27 " 6 | |
| 79091 59 IUSQ | — **WoodAuxBkn** (*ex*Sailing *Vessel*Teresa-38, *Oil Eng.* *ex*Nibbio) 1*Dk* (*See Sailing Ship Register*) | | 342 317 282 | | | | | 1920 | Soc.Anon. Costruz.eNav Velieri Viareggio | GiacomoDelfino fuBaldassare | 140·0\|28·2\|14·9 | Spezia Italian | Oil Engines 4S.C.SA 4Cy.8⅞"-14⅛" 28NHP E*made*37–*fitted*38 DeutscheWerkeKielA.G. Kiel | 14 " 3 | I † |
| 79092 735 OHIB | **Marisa Thordén** (*ex*Starck-35, *ex*Stakesby) *ss*Nwc.No.3-8,35 *ss*Got.No.1-39 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted* | | 4536 — 2653 | 100A1 1,41 ~~2,39~~ LMC BS ~~3,42~~ 2,40 MS9,39 | Got NYk | *x* | OG 9,39 | 1922 9mo | J.L.Thomp-son&Sons,Ld. Sunderland *Lloyd's*A&CP | RederiA/B Peggy Thordén(G.B. Thordén,*Mgr.*) *CellD* | 376·8\|52·8\|24·3 365·0 P28'Q118'B80'F29 FK 6*B Hpt Cem* *B*309' 959*t FPT*770*t* *APT*221*t* | Helsingfrs *Brändö* Finnish | T.3Cy.25½",41"&68"-45" (*s*) 1801b 357NHP 3SB,9*cf*,GS162,HS5778 J.Dickinson&Sons,Ld.Sld. | 26 " 8 s 3 " 8 23 " 3 | |
| 79093 48 IQRC | **Mariska** (*ex*Virginia) *Oil Eng.* *ss*Cpn.No.1-25 *Mchy.Aft* 1*Dk* | | 619 ... 520 12,29 355 | ✠ | | | | 1921 11mo | A/S Nak-skovSkibs-værft Nakskov | Soc.Anon.diNav. GiovanniRiboli | 177·2\|31·9\|13·1 P46'F25' FK | Fiume Italian *WB* | Oil Engines 4S.C.SA 6Cy.14⅜"-22⅝" 123NHP A/S HolebyDieselmotor-fabrik,Holeby | 14 " 3 | I † |
| 79094 2264 IBGW | **Maristella** (*ex*Ebani-39) *ss*Gen.2ndNo.3-8,39 ~~ssLiv.No.9-12,34~~ 2*Dks*(*Stl*)*&Shelter dk*(*Stl*–ws) *Ref.Mchy.* | | 4872 — 2940 | 100A1 *Shelter dk* *withfreeboard* 4,40 ~~5,37~~ BS3,40 LMC1,39 | Hul Gen | *z* | CL 1,39 | 1912 10mo | Palmers' Co.Ld. Newcastle *Lloyd's*A&CP | FratelliRizzuto | 405·1\|54·0\|23·5 420·0(O.L.) P31'B78'F47' *on Shelter dk* FK *CellDBa* | Genoa Italian 7*BH Cem* 125'*u*E28'*f* | T.3Cy.26",44"&74"-51" (*s*) 2051b 566NHP 3SB,9*cf*,GS191,HS8100 FD Palmers'Co.Ld.Newcastle 172'1016*t FPT*120*t APT*80*t* | 26 " 0 s2 " 9½ 23 " 5 | |
| 79095 147905 GKTY | **Mariston** *ss*Rot.No.3-11,36 2*Dks*(*Stl*) | | 4557 4303 2884 | 100A1 ~~8,39~~ 10,40 BS8,39 | Cff Sws LMC11,36 | *y* | CL ~~8,39~~ 10,40 | 1924 7mo | Lithgows Ld. PortGlasgow *Lloyd's*A&CP | MonarchS.S.Co. Ld.(Raeburn& Verel,Ld.*Mgrs.*) *Intermediate tween* *dk BH in after* *CellDB*332'1012*t D* | 385·0\|52·0\|26·6 P33'B112'F45' FK *hold dispensed with* *Ta*30'760*t APT*16*t* | Glasgow British *Cem* 5 *BH to U dk* 1 „ „ 2*nd* „ | T.3Cy.25½",42"&70"-48" (*s*) 1801b 404NHP 3SB,9*cf*,GS185,HS6713 Rankin&BlackmoreLdGrk *only* | 29 " 0 s 5 " 3½ 23 "11½ | |
| 79096 LDQP | **Marit** (*ex*Crenatula,*ex*WarSubadar) *ss*H.Kg.No.3-9,30 *ss*Got.No.2-39 1*Dk*(*Stl*)2*tr B&S* *Web frames* *Longitudinal framing* | | 5542 4729 3422 | 100A- ~~9,41~~ ~~11,39~~ 3,41 BS3,41 *Carrying oil fuel in bulk* *Fitted for oil fuel* 8, | Got ~~Gal~~ NYk LMC11,39 *F.P.above* 18 *F.P. above* | | CL ~~11,39~~ 3,41 | 1918 8mo | W.Gray& Co.Ld. WHartlepool | A/S JensensRederi II.(J.P.Jensen, *Mgr.*) *Middle line Bulkh* | 400·0\|52·3\|28·4 P49'B121'F39' *ead not oil-tight* FK *CellDBu E&S* B59' 240*t f*50'65*t* 150° F. 150° F. above 1 | Arendal Norwegian 11*BH pt Cem* | T.3Cy.27",44"&73"-48" (*s*) 1801b 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.W Hpl | 31 " 0 s 5 " 8 25 " 7½ | |
| 79097 LJQW | **Marit II** (*ex*ScottishStrath-37) *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Mchy.Aft* 2*Dks* | | 7417 6734 4523 | | | | | 1922 | Armstrong Whitworth &Co.Ld. Newcastle | A/S Jensens RederiII(JörgenP. Jensen,*Mgr.*) | 440·8\|57·4\|34·0 P101'B35'F39' | Arendal Norwegian *WB* | T.3Cy.27",46"&77"-51" 424NHP Armstrong,Whitworth& Co.Ld.Nwc. | | C |
| 79098 OYXV | **Marit Mærsk** *Fitted for oil fuel* E.S.D. 1*Dk&Shelter dk* *Cruiser Stern* | | 1894 1513 1043 | | | | | 1938 | Fredrkstad Mek VrksA/S Fredrikstad | Dampskibsslsk.af 1912A/S (A.P.Möller,*Mgr.*) | 301·3\|44·6\|16·1 | Kalundbrg Danish *WB* | C.4Cy.(2)15⅞"&(2)37¾"-34½" 140NHP FredrikstadM.V.A/S | | N |
| 79099 LCTD | **Marita** 1*Dk* | | 1931 1677 1136 | | | | | 1919 | Shanghai Dk&E.Co.Ld Shanghai | A/SBruusgaard | 265·0\|42·2\|17·9 P34'B74'F30' | Drammen Norwegian *WB* | T.3Cy.18",29½"&50"-36" 150NHP ShanghaiDk.&Eng.Co.Ld. | | N |
| 79100 9007 OHYT | — (*ex*Dampfire-36) *ss*Osl.No.3-5,36 D.F. 1*Dk*(*Stl*) | | 1869 — 1034 | 100A1 5,38 BS8,39 LMC5,36 | Rot | *q* | CL ~~5,38~~ 12,40 | 1923 8mo | Gebr.G.& A deKorte, Moerdijk A&CP | RederiA/BMarita (ÅkeNordgren) *CellDBa*77'*u* | 262·9\|39·9\|17·7 252·8 P26'B65'F22' FK *E*16'*f*98'480*t FPT* | Kotka Finnish 4*BH Cem* 49*t APT*47*t* | T.3Cy.17⅞",28"&46"-36" (*s*) 1801b 175NHP 2SB,4*cf*,GS96,HS3228 Machfab."Bolnes,"Bolnes | 19 " 10 s 2 " 6½ 17 " 6½ | |
| 79101 228828 | — (*ex*Kaspar,*ex*Seghill, *ex*Kilmacrennan) GyC. 1*Dk* | *ss*Dun.No.3-9,20 | 633 ... 490 3,23 270 | | | | | 1918 | Smith's Dock Co.Ld. Middlesbro' | CopperS.S.Co. (C.W.Bryson, *Mgr.*) | 172·2\|30·0\|15·7 B50' FK | Fairport,O Utd.States *WB* | T.3Cy.16",26"&44"-26" 99NHP N.E.MarineEng.Co.Ld.Sld | 16 " 6 | |
| 79102 92439 WODW | **Maritana** *Mchy.Aft* 2*Dks* D.F. GyC. Sub.Sig. | | 2914 2700 1770 | | | | | 1892 | Chicago S.B.Co. Chicago,Ill. | BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*) | 330·0\|45·2\|20·3 H—F40' *WB* | Wilmgton (Del.) Utd.States | T.3Cy.24",39"&63"-48" NB25 275NHP GlobeIrnWksCo.Clevelnd | | R |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Register in which classed, if not in L.R. Dates of Class Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79103<br>132733<br>GKDT | **Maritima** (*ex*ClanGraham-38,*ex*CambrianBaroness, *ss*Gls.2ndNo.3–5,37 *ex*Port Lincoln)<br>2 *Dks(Stl)&Shelter dk(Stl–ws)*<br>D.F. | 5804<br>5237<br>3562 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,11 ~~5,40~~<br>✠LMC<br>MS12,36 BS11,39 | Cff<br>Shl | *a*† | CL<br>~~12,38~~<br>5,41 | 1912<br>6mo<br>*Lloyd's* | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>*sA&CP* | Neill&Pandelis, Ld.(G.O.Till, *Mgr.*)<br>*CellDBa117't* | 426·0\|54·1\|29·3<br>37·3<br>F *on Shltr dk* 50′<br>FK | London<br>British<br>7 *BHCem* | Q4Cy 27½″,39″,56″&81½″–54″<br>180lb (*s*) 777NHP<br>4SB,*16cf*,GS276,HS11420 FD<br>N.E.MarineEng.CoLdNwc | 31 ″ 10<br>s4 ″ 5½<br>27 ″ 7¼ | |
| 79104<br><br>DJRH | **Maritza**<br>2 *Dks*<br>D.F. *CruiserStern* | 2910<br>2526<br>1609 | | | | | 1936 | Neptunwerft Rostock Schiffsw. und Masch. G.m.b.H. Rostock | FlensburgerDampfercompagnie HaraldSchuldt &Co.K.G. | 332·1\|49·0\|19·1<br>P27′B21′F26′ | Hamburg<br>German *WB* | C.4Cy.(2)16⅛″&(2)35 7/16″–35 7/16″&LP turbine with DR gearing & hydraulic coupling 207NHP<br>NeptunwerftRostock Schiffsw.undMasch.GmbH | | G |
| 79105<br>218075<br>WODR | **Marjory** (*ex*MarjoryWeems, *ex*Chamberino)<br>Sub Sig. 1 *Dk* | 2323<br>—<br>1394 | | | | | 1919 | McDougall DuluthCo. Duluth, Minn | A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc. *Mgrs.*) | 251·0\|43·6\|22·2<br>P25′B64′F20′ | Baltimore<br>Utd. States *WB* | T.3Cy.20″,33″&54″–40″<br>184NHP<br>McDougallDuluthCo. | | R |
| 79106<br>238505<br>WTKB | **Markay** TwinSc<br>D.F. E.S.D. GyC. *Fitted for oil fuel*<br>*Mchy.Aft* 1 *Dk*<br>*Carrying Petroleum in bulk*<br>*Longitudinal framing CruiserStern* | 11323<br>10180<br>6646 | | | | | 1939 | Federal S.B.&D.D.Co Kearny,N.J. | KeystoneTankship Corp. | 528·9\|75·3\|38·9<br>P110′B35′F66′ | Wilmgton (Del.)<br>Utd. States *WB* | 4 steam turbines DRgeared to 2 sc. shafts 2250NHP<br>GeneralElectricCo. Lynn,Mass | | R |
| 79107<br><br>PFUO | **Marken**<br>*OilEng.*<br>D.F. 1 *Dk,2nd dk in Nos.* 1&5 *holds*<br>*CruiserStern* | 5719<br>5204<br>3353 | ✠100A1<br>Examined 3,41 Kgn<br>✠LMC 1,37 | ~~Bat~~ | *a*† | CL<br>8,38 | 1937<br>1mo<br>*Lloyd's* | N.V.Mch. &Scheepswrf. van P.Smit,Jr Rotterdam<br>*sA&CP* | NV.Stoomv.Maats. "Rotterdam"(W. Ruys&Zonen, *Mgrs.*)<br>*CellDB363′1172t* | 431·6\|55·2\|26·5<br>P33′B250′F35′<br>FK | Rottrdam<br>Dutch<br>7 *BHptCem* | Oil Engines 4S.C.SA<br>6Cy.29½″–59 7/16″ 490NHP<br>DB *120lb*<br>N.V.Mch.&Scheepswerf van P.Smit,Jr.Rot. | 29 ″ 0<br>s4 ″ 9½<br>24 ″ 4 | |
| 79108<br>161102<br>GTPZ | **Markhor**<br>*ss*Mdb.No.2–37<br>D.F. E.S.D. 2 *Dks(Stl)*3*rd dk(Stl) in No.*1 *hold*<br>*CruiserStern* | 7917<br>7219<br>4779 | ✠100A1<br>1,41 ~~3,40~~<br>✠LMC<br>MS3.37 BS8 ~~3,40~~ 3,40 | Lon<br>Bal | *d*† | CL<br>4,38 | 1929<br>7mo<br>*Lloyd's* | W.Hamilton&Co.Ld. PortGlasgow<br>*sA&CP* | Thos.&Jno.Brocklebank,Ld.<br>*CellDB386′1279t* | 470·0\|62·3\|32·3<br>P47′B158′F39′<br>FK<br>*DTa36′ 1229t FPT* | Liverpool<br>British<br>8 *BHptCem*<br>1 ,, *to 2nd dk*<br>45*t APT88t* | 3SteamTurbinesSRgeared to 1 Sc. Shaft<br>220lb (*r*) 1111NHP<br>4SB,*16cf*,GS273,HS15000 FD<br>D.Rowan&Co.Ld.Gls. | 34 ″ 10<br>s 7 ″ 6<br>27 ″ 7¼ | |
| 79109<br>161135<br>GMPC | **Markland** Ⓟ TwinSc<br>*ss*Hfx.No.2–38<br>1 *Dk(Stl)*<br>*CruiserStern* | 4454<br>3555<br>2695 | ✠100A1<br>~~4,40~~ ~~11,39~~10,40 NYk<br>~~BS4,40~~ ✠LMC<br>MS9,37 ~~BS5,39~~<br>*Fitted for oil fuel* 12,29 *F.P. u*<br>BS5,41 | St.J. | *w* | CL<br>P11,39<br>SN¼,40 | 1929<br>12mo<br>*Lloyd's*<br>*bove* 150° F. | Earle'sCo. Ld. Hull<br>*sA&CP* | Markland ShippingCo.Ld.<br>*Duct keel forward*<br>*CellDBuE&B40′f140′* | 327·3\|52·7\|27·3<br>P21′F31′<br>*Trunk* 275′ FK<br>*of machinery space*<br>*547t deep wing tanks* | Liverpool<br>British<br>7 *BHptCem*<br>*s a279t FPT* | T.6Cy.16″,27″&44″–33″ (*s*)<br>180lb 337NHP<br>3SB,*6cf*,GS126.HS5205 FD<br>Earle'sCo.Ld Hull<br>*109t APT123t* | 30 ″ 0<br>s5 ″11⅜<br>24 ″ 2½ | |
| 79110<br>142682<br>GCVL | **Marklyn** (*ex*Watsness,*ex*War Combe)<br>1 *Dk* | 3090<br>2849<br>1852 | ✠ ...<br>11,21<br>✠ | | | | 1918<br>10mo | TyneI.S.B. Co.Ld. Newcastle | MervynSteam. ShippingCo.Ld. (Martyn,Martyn& Co.Ld. *Mgrs.*) | 331·3\|46·8\|23·1<br>P33′B100′F29′<br>FK | Newport, Mon.<br>British *WB* | T.3Cy.25″,41″&68″–45″<br>430NHP<br>N.E.MarineEngCoLd.Nwc | 25 ″ 6 | C<br>† |
| 67/4<br>144671<br>GCWN | **Marlene** (*ex*Nogoya–36, *ex*Highland Warrior–33)<br>*ss*Shl.No.3–12,32<br>*ss*Ams.No.1–36<br>D.F. 1 *Dk&Shelter dk*<br>*Cruiser Stern* | 6507<br>6032<br>3989 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~10,40~~ 10,40<br>✠LMC<br>NE*made*28 *refitted*36<br>MS12,36 ~~BS11,39~~ 1,40 | Gls<br>Liv | *c*† | CL<br>~~5,38~~<br>9,40 | 1920<br>7mo<br>*Lloyd's* | Barclay Curle&Co.Ld. Glasgow<br>*sA&CP* | ~~KayeTransportG Ld.(Kaye,Son&Co. Ld. *Mgrs.*)~~<br>Galbraith,Pembroke&Co.Ld.<br>*CellDB383′1730t* | 450·4\|58·2\|29·2<br>37·2<br>P31′F43′ *on Shelter dk* *Coll*<br>FK<br>*APT110t APT75t* | London<br>British *Cem*<br>*BH to Sh dk*<br>6 ,, ,, 2*nd* ,, | T.3Cy.27″,44″&73″–48″<br>210lb (*s*) 845NHP<br>5SB,*20cf*,GS358,HS14592 FD<br>W.Denny&Bros.Ld.Dmb. | 32 ″ 0<br>s4 ″11½<br>27 ″ 3½ | |
| 159/40<br>148064<br>MLWK | **Marlwood** (*ex*Swandale–38, *ex*Fellside)<br>*ss*Goo.No.3–10,36<br>*Well deck* *Mchy.Aft* 1 *Dk(Stl)*<br>Wireless | 996<br>706<br>529 | ✠100A1<br>Examined 4,41 Goo<br>~~BS4,40~~ ✠LMC 10,36<br>4,41 | ~~Goo~~ | *m* | OG<br>~~2,38~~<br>4,41 | 1924<br>5mo<br>*Lloyd's* | J.Crown& Sons,Ld. Sunderland<br>*sA&CP* | WFrance,Fenwick &Co.Ld.<br>*CellDB176′* | 212·0\|33·5\|12·7<br>Q122′F26′ FK<br>*275t MT8′129t FPT* | London<br>British<br>5 *BHCem*<br>*68t APT34t* | T.3Cy.17″,28½″&47″–33″(*s*)<br>180lb 166NHP<br>2SB,*4cf*,GS71,HS2946<br>N.E.MarineEng.Co.Ld.Sld | 14 ″ 8<br>s4 ″10⅜<br>13 ″ 11⅜ | |
| 79113<br><br>LELG | **Marly** (*ex*Kriton)<br>Wireless D.F. 1 *Dk* | 1115<br>979<br>656 | | | | | 1918 | Akers Mek.Værks. Oslo | A/S Marly(Paul Blich) | 226·5\|36·5\|15·7<br>P32′B56′F12′ | Oslo<br>Norwegian *WB* | T.3Cy.17″,29″&47″–33″<br>150NHP<br>AkersMek.Værks.Oslo | | N |
| 79114<br>XCMS | **Marmex** (*ex*Calmex, *ex*L'Aquila,*ex*LaGolondrina,*ex* Federalship,*ex*Gertrude, *ex*Arnold,*ex*Campine)<br>Iron<br>1 *Dk&Spar dk*<br>3*tr B*<br>Wireless *Fitted for oil fuel* | 1284<br>—<br>875 | | | | | 1884 | G.Howaldt Kiel | CarlosE.Bernstein | 222·7\|31·3\|22·4<br>P5′H30*t* | Ensenada<br>Mexican *WB* | C.2Cy.25½″&43½″–30″<br>NB96 85NHP<br>Gebr.Howaldt,Kiel | | |
| 79115<br>121340<br>MFTS | **Marmion** Ⓟ PadSk<br>1 *Dk* | 409<br>286<br>158 | | | | | 1906 | A.&J. Inglis,Ld. Glasgow | London&North EasternRly. | 210·0\|24·0\| 8·3<br>Q20′<br>*Promenade dk* 160′ | Glasgow<br>British | C.D.2Cy.31″&56″–66″<br>212NHP<br>A.&J.Inglis,Ld.Glasgow | | |
| 79116<br>102622<br>VGWJ | **—** Steel&Iron<br>*ss*Ard.No.3–8,05<br>*ss*Vcr.No.2–14<br>*Well deck* Wireless 1 *Dk*<br>*Mchy.Aft* | 324<br>237<br>124 | ✠ ...<br>6,18<br>✠ | | | | 1893<br>9mo | Scott& Sons Bowling | QueenCharlotte Towing&Salvage Co.Ld. | 140·0\|24·0\|10·5<br>Q54′B14′F25′<br>BK7′ | Vancouver<br>British *WB* | C.2Cy.21″&42″–30″<br>70RHP<br>Muir&Houston,Glasgow | 11 ″ 3 | |
| 79117<br><br>OYQH | **Marna**<br>*CruiserStern*<br>D.F. 2 *Dks* | 1700<br>1463<br>973 | | | | | 1936 | Helsingörs Jernsk&Msk. Elsinore | J.Lauritzen | 292·0\|41·7\|16·4 | Esbjerg<br>Danish *WB* | C3Cy.(2)15¾″&39⅜″–37⅜″& LPTurbine with reduction gear & chain drive<br>HS3340 234NHP<br>HelsingörsJernsk &Mskb. | | G |
| 79118<br><br>LELH | **—**<br>(*ex*Beverö,*ex*Walross)<br>2 *Dks* | 430<br>347<br>182 | | | | | 1917 | Schiffs.u. Msch.Hansa A.G.Tönning | Dampskslsk. MarnaA/S(Sigurd Owren) | 174·5\|23·2\|10·4<br>F14*t*H5*t*B37*t*<br>len20 | Oslo<br>Norwegian *WB* | T.3Cy.13″,20¼″&33 1/16″–22⅜″<br>53NHP<br>GörlitzerMaschb.Görlitz | | V |
| 79119<br><br>PFVA | **Marnix van St. Aldegonde** Ⓟ TwinSc<br>D.F. Sub.Sig. 4 *Dks* *OilEng.*<br>*Ref.Mchy.* *CruiserStern* | 19355<br>—<br>11582 | | | | | 1930 | Nederl. Schps.Maats. Amsterdam | Stoom.Maats. Nederland | 586·2\|74·8\|36·1<br>P63′B410′F85′ | ~~Amsterdam~~ ~~Dutch~~ Batavia *WB* Dutch | Oil Engines 2S.C.SA<br>20Cy.29 7/16″–52⅜″ 3100NHP<br>KoninklijkeMaats "DeSchelde"Flushing | | V |
| 79120<br>955<br>SWBB | **Maro** (~~ex~~Maro Y.–40, *ex*HellenicPioneer–39, *ex*Gisla–38)<br>TwinSc<br>*OilEng.*<br>2 *Dks* | 3838<br>—<br>2249 | | | | | 1924 | Odense Staalskibs. Odense | YannoulatosBros. (China) | 306·5\|51·0\|21·5<br>P96*t*H252*t*F27*t* | Piræus<br>Greek *WB* | Oil Engines 4S.C.SA<br>12Cy.19⅛″–35 7/16″ 450NHP<br>Akt.Burmeistr&Wain,Cpn | | N |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenant expirk. Lettre d'doublement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.* | 15 Engines and boilers to be surveyed by L.R. Surveyor. Leaf Table. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79121 | **Maroc** (*ex*SaintPaul-37) | | 2456 | | | | | 1908 | Atel.&Ch. deFrance Dunkirk | Cie.Nav.Afrique duNord(Comptoir MaritimeFranco-Belge, *Mgrs.*) | 288·8 B31′ | 38·9 F32′ | 16·6 24·2 | Havre French *WB* | T.3Cy.19″,30½″&51″–36″ 156NHP Atel.&Ch.deFrance,Dun. | | V |
| FPAN | | *2Dks&fAwngdk* | 1337 | | | | | | | | | | | | | | |
| 79122 | **Marocchino** (*ex*Eos,*ex*Florapark) | | 1524 | | | | | 1920 | Bremer Vulkan Vegesack | D.Tripcovich&Ci. Soc.Anon.diNav. RimorchieSalvataggi | 246·6 | 34·1 | 19·2 | Trieste Italian *WB* | T.3Cy.16½″26¾″&44½″–29½″ 106NHP Bremer Vulkan,Vegesack | | I |
| 323 | | | — | | | | | | | | | | | | | | |
| IQRU | | *2Dks* | 892 | | | | | | | | | | | | | | |
| 79123 | **Marocco** Ⓟ | | 1641 | | | | | 1936 | Helsingörs Jernsk&Msk. Elsinore | DetForenede DampskibsSelsk. | 271·7 | 40·4 | 16·6 | Copnhagn Danish *WB* | Oil Engines 2S.C.SA 5Cy.19¼″–35⅞″ 338NHP Akt.Burmeistr&Wain,Cpn | | V |
| | D.F. *OilEng.* | | 1298 | | | | | | | | | | | | | | |
| OYLH | *Ref.Mchy.* | *1Dk&ptShelterdk* *CruiserStern* | 924 | | | | | | | | | | | | | | |
| 79124 | **Maron** Ⓟ | **TwinSc** | 6487 | | | | | 1930 | CaledonS. B.&E.Co.Ltd. Dundee | ChinaMutualStm. Nav.Co.Ltd.(A. Holt&Co. *Mgrs.*) | 433·0 P44′B256′F47′ | 56·3 | 26·3 | Liverpool British *WB* | Oil Engines 4S.C.SA 12Cy.24½″–51½″ 687NHP N.E.MarineEngCoLd.Nwc | | BT till 5-41 12-40 |
| 161152 | | *OilEng.* | 5207 | | | | | | | | | | | | | | |
| GPXB | D.F. | *2Dks* | 3969 | | | | | | | | | | | | | | |
| 79125 | **Marore** | **TwinSc** | 8215 | | | | | 1922 | Bethlehem S.B.Corp.Ld. Sparrow's Pt. | OreS.S.Corp. | 550·3 P139′B82′F50′ | 72·2 | 43·9 | New York Utd. States *WB* | SR Geared Steam Turbines BethlehemS.B.Corp. Ld.ForeRiver,Mass. | | R |
| 222197 | | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| KDZO | *Mchy.Aft* | *Longitudinal framing* | 4172 | | | | | | | | | | | | | | |
| 79126 | **Maros** | | 550 | | | | | 1929 | NVSchps. "deMaas" Slikkerveer | N.V.Koninkl. Paketv.Maats. | 165·4 B32′F25′ | 28·9 | 9·3 | Batavia Dutch *WB* | Oil Engines 2S.C.SA 5Cy.11⅛″–15¾″ 122NHP Gebr.Sulzer,Winterthur | | V |
| | | *OilEng.* | 350 | | | | | | | | | | | | | | |
| PKHC | *Mchy.Aft* | *1Dk* | 363 | | | | | | | | | | | | | | |
| 79127 | **Marosa** | | 1513 | | | | | 1925 | F.Schichau Elbing | A/S Mabella (KarlBruusgaard, *Mgr.*) | 261·7 P61*t*H100*t*F36*t* | 40·1 | 15·6 | Drammen Norwegian *WB* | ~~4~~Cy18.5″,31.5″&51½″–29½″ 141NHP F.Schichau,Elbing | | N |
| | | *1Dk* | 1285 | | | | | | | | | | | | | | |
| LELI | | | 839 | | | | | | | | | | | | | | |
| 79128 | **Marouko Pateras** (*ex*Harpagus, | | *4269* | ✠100A1 2,40 | Ant | *y* | CL 2,40 | 1917 | W.Pickers-gill&Son,Ld. Sunderland | Anastassios Pateras&Sons | 390·0 401·0(O.L.) P40′B244′F35′ FK | 53·3 | 23·5 | Chios Greek | T.3Cy.27″,45″&74″–48″ (*s*) 180lb 466NHP | 26″ 0 s 3″ 6 | |
| 77 | *ex*Clydemede, | *ssPir.No.3-5,30* | *4020* | ~~+S2.40~~ | ✠LMC10,38 | | | | | | | | | 6 | 3SB,*9cf*,GS204,HS7917 | 22″ 8¾ | |
| SVKJ | *ex*Oakmore) | *ssShl.No.2-38* | *2670* | | | | | *Lloyd's* | *SA&CP* | *CellDB* | 338′1117*t*FPT1110*t* | | | *APT77t* | J.Dickinson&Sons,Ld.Sld. | | |
| | | *1Dk(Stl)* | | | | | | | | | | | | | | | |
| 79129 | **Maroussio Logothetis** | | *4669* | | | | | 1913 | Irvine'sSB &D.D.Co.Ld. W Hartlepool | GoulandrisBros. | 385·0 P36′B119′F36′ | 52·0 | 27·1 | Andros Greek *WB* | T.3Cy.25″,40″&68″–48″ 320NHP Richardsons, Westgarth&Co.Ld.Hpl. | | C |
| 232 | (*ex*QueenslandTransport-34) | | *4399* | | | | | | | | | | | | | | |
| SVES | | *1Dk* | 2925 | | | | | | | | | | | | | | |
| 79130 | **Marpesia** | | 1959 | | | | | 1930 | S.P.Austin &Son,Ld. Sunderland | A/S Mabella (KarlBruusgaard, *Mgr.*) | 275·9 P61*t*H104*t* | 42·3 | 18·7 | Drammen Norwegian *WB* | T.3Cy.20½″,34″&56″–39″ 195NHP G.Clark,Ld.Sunderland | | N |
| | | | 1729 | | | | | | | | | | | | | | |
| LDNX | D.F. | *1Dk* | 1119 | | | | | | | | | | | | | | |
| 79131 | **Marpessa** | | 7408 | ✠100A1 | Sba | | CL | 1927 | Rotterdam Droogd.Maat Rotterdam | Nederl.Indische Tankstoomboot Maats. | 440·1 P99′B34′F58′ FK | 59·3 | 32·7 | TheHague Dutch | Oil Engines 4S.C.SA 6Cy.32½″–59½″ 602NHP | 32″ 9 s 6″ 3½ | |
| | | *OilEng.* | 6761 | 7,40 ~~9,39~~ | | | 12,38 | 3mo | | | | | | 15 | 2DB*180lb* *2DBPt Cem* | 26″ 7½ | |
| PFVE | | *ssSba.No.3-1,39* | 4237 | | ✠LMC CS9,39 | | | *Lloyd's* | *SA&CP* | *C* | *ellDBuE69′285tDTf32′284tFPT162t* | | | *APT67t* | N.E.Mar.Eng.Co.Ld.Nwc. | | |
| | *Mchy.Aft* | *1Dk(Stl)Longitudinal* | | ~~DBS9~~ ~~7,40~~ | 5,38 | | | | | | | | | | | | |
| | D.F. | *framing at bottom and at deck* | | *CarryingPetroleum in bulk* | | | | | | | | | | | | | |
| 79132 | — | | *5476* | ✠100A1 | Hul | *z* | CL | 1919 | J.Coughlan &Sons Vancouver, B.C. *Inter* | N.Eustathiou&Co. | 410·5 P44′B115′F47′ FK | 54·1 | 27·5 | Piræus Greek | T.3Cy.24″,39½″&67″–48″(*s*) 190lb 523NHP | 29″ 9 s 5″ 9½ | |
| 794 | (*ex*Ontario-34, | *ssBly.No.3-12,34* | *4904* | 5,41 ~~12,38~~ | NYk | | ~~N1,38~~ | 8mo | | | | | | *ptCem* | 3SB,*9cf*,GS189,HS8325 FD | 24″ 2 | |
| SVCT | *ex*WarCompany) | *ssHul.No.1-38* | *3387* | ~~+S8.39~~ | ✠LMC2,38 | | 5,41 | *mediateBH in fore* *hold dispensed with* | | | | | | *6BH only* | N E.MarineEng.Co.Ld.Sld | | |
| | | *2Dks(Stl)* | | ✠NB19 *refitted* 12,34 | | | | *Lloyd's* | *SA&CP* | *Cell* | *DB368′1274 FPT* | | | *131tAPT85t* | | | |
| | | | | BS4,41 | | | | | | | | | | | | | |
| 79133 | **Marques de Chavarri** | | 3256 | ✠100A1 | Bbo | *u* | CL | 1918 | Soc.Anon. Espanola de Const.Nav. Bilbao | AltosHornos de VizcayaSoc.Anon. | 314·0 P76′F39′ FK | 48·1 | 22·1 | Bilbao Spanish | 2SteamTurbinesSR geared to 1 Sc. Shaft (*s*) 200lb 262NHP | 24″ 4 s 4″ 6½ | |
| | | *ssBbo.No.3-9,31* | 2673 | ~~9,40~~ ~~12,39~~ 4,41 | Cdz | | ~~11,38~~ | 6mo | | | | | | 20″ 1 | | | |
| EAGX | | *ssBbo.No.2-39* | 2002 | | ✠LMC12,39 | | 4,41 | | | *CellD* | *B262′801tFPT190t* | | | *5BHCem* | 2SB,*6pf*,GS120,HS4220 | | |
| | *Mchy.Aft* | *1Dk(Stl)* | | BS9 ~~4,0~~ | | | | *Lloyd's* | *SA&CP* | | | | | *APT46t* | Soc.Espan.deConst.Nav. | | |
| | | *Cargo battens not fitted* | | 4,41 | | | | | | | | | | | | | |
| 79134 | **Marques de Comillas** Ⓟ | **TwinSc** | 9922 | ✠100A1 | Bbo | *c* † | CL | 1928 | Soc.Espa-ñola de Const.Naval Ferrol | Cia.Trasatlantica | 459·7 F49′ | 55·9 FK&BK1″ | 29·3 | Barcelona Spanish | 4SteamTurbinesSRgeared to 2 Sc.Shafts (*r*) 1217NHP | 32″ 0 s 6″ 7½ | |
| | | *ssCdz.No.3-10,39* ~~*ssBel.No.1-39*~~ | — | *Shelterdk* | | | ~~8,35~~ | 9mo | | | | | | 9*BHptCem* | 180lb | 25″ 10½ | |
| EAHJ | Sub.Sig. | *1Dk(Stl)&Shelterdk(Stl-ws)* | 5477 | *withfreeboard* | BS10,40 | | 7,40 1,41 | | | | | | | | 5SB,*15cf*,GS345,HS14945 FD | | |
| | D.F. | *Shadedk(Stl-teaks)* | | ~~6,40~~ ~~9,36~~ 2,41 | 10,39 | | | | | | | | | | Soc.Espan.deConst.Nav. | | |
| | | *Lowerdk(Stl)exceptinNos.4&5holds* | | ~~+S10.39~~ | ✠LMC7,38 | | | | | | | | | | *266tFPT30tAPT53t* | | |
| | | *Longitudinalframingindoublebottom* | | *Fitted for oil fuel* | 8,28 | | *F.P. a* | *Lloyd's* | *SA&CP* | *Cell* | *DB3* | | | *above* | 150° F. | | |
| 79135 | **Marques de Urquijo** (*ex*Carlos, | | *2597* | ✠ ... | | | | 1894 | ShortBros. Sunderland | AltosHornos de VizcayaSoc.Anon. | 300·4 Q120′B120′RFD58′ F on RFD30′ FK | 40·1 | 18·9 | Bilbao Spanish *WB* | T.3Cy.20½″,37⅛″&61½″–42″ 242NHP J.Dickinson,Sunderland | 21″ 3 | |
| | *ex*Benhead, | *ssBbo.2ndNo.3-4,20* | *1931* | 6,24 | | | | 1mo | | | | | | | | | |
| EAGY | *ex*Cyrano,*ex*Whitburn) | *1Dk&ptAwngdk* | *1728* | | | | | | | | | | | | | | |
| 79136 | **Marquesa** | **TwinSc** | 8979 | ✠100A1 | Liv | *c* † | CL | 1918 | W.Hamil-ton&Co Ld. PortGlasgow | Furness,Houlder ArgentineLines, Ld. | 430·2 450·4(O.L.) B257′F41′ FK | 61·1 | 35·7 | Liverpool British | T.6Cy.26″,42½″&70″–45″ (*s*) 200lb 1087NHP | 38″ 3 s 7″ 10½ | |
| 140586 | | *ssLon.No.3-9,30* | 7484 | *Shelterdk* | Lon | | 3,38 | 7mo | | | | | | *7BHtoSh dk* | 5SB(Spt),*20cf*,GS404, HS16890 FD | 30″ 6½ | |
| GPDV | | *ssLon.No.2-39* | 5604 | *withfreeboard* | | | | *Lloyd's* | *SA&CP* | | *on Shl dk* | | | | | | |
| | *Ref.Mchy.* | *3Dks(Stl)&Shelterdk* | | 7,40 ~~8,39~~ | ✠LMC | | | | | *Cell* | *DB370′1178tFPT* | | | *47tAPT132t* | D.Rowan&Co.Ld. Glasgow | | |
| | D.F. | *(Stl-ws)* | | MS5,38 | BS ~~4,0~~ 4,40 | | | | | | | | | | | | |
| | | *CruiserStern* | | ✠Lloyd's RMC ~~7,40~~ 7,40 | | | | | | | | | | | | | |
| | | | | ~~11,40~~ 3,41 | | | | | | | | | | | | | |
| 79137 | **Marquette** (*ex*E.L.Wallace) | | 4956 | | | | | 1906 | Gt.Lakes Eng.Works Ecorse,Mich. | Cleveland-CliffsSS Co.(Cleveland-CliffsIron Co. *Mgs*) | 420·0 | 52·2 | 29·0 *WB* | Wilmngtn (Del.) Utd.States | T.3Cy.20″,33½″&55″–42″ NB23 196NHP Gt.LakesEng.Wks.Detroit | | R |
| 203540 | | | — | | | | | | | | | | | | | | |
| KFNP | D.F. *Mchy.Aft* | *1Dk* | 3678 | | | | | | | | | | | | | | |
| 79138 | **Marrakech** Ⓟ | **TwinSc** | 6179 | | | | | 1913 | Ch.&Atel. dePrevence Port deBouc | Cie.Générale Transatlantique | 414·3 P27′F46′ | 51·6 | 28·6 *WB* | Bordeaux French | T.6Cy.22″,34½″&56½″–39½″ &LP turbines 400NHP Atel.&Ch.dePrevence,Msl. | | V |
| | (*ex*Haiti) | *Fitted for oil fuel* | 4795 | | | | | | | | | | | | | | |
| FNSJ | D.F. | *5Dks* | 3712 | | | | | | | | | | | | | | |
| 79139 | **Marrawah** | | 472 | ✠100A1 | Bsb | *h* | OG | 1910 | VanVliet &Co. Hardinxveld | AustralianSteam-shipsProprietary Ld.(*Man.Agents*, HowardSmithLd.) | 165·0 *29·5* 175·5(O.L.) Q84′B14′F22′ FK *DBa32′37t FPT* | 28·1 | 11·5 | Melbourne British *4BHCem* | T.3Cy.13½″,21⅛″&35⅜″–24″ 180lb *100lb* (*s*) 87RHP 1SB,*3pf*,GS51,HS1625 W.V.V.Lidgerwood,Gls. | 12″ 2 s 4″ 3½ 11″ 11½ | |
| 129125 | | *ssMel.2ndNo 3–11,34* | 381 | 12,40 ~~14,39~~ | | | N11,39 | 8mo | | | | | | | | | |
| VJGK | | *ssBsb.No.1-38* | 231 | | | | | *Lloyd's* | *SA&CP* | | | | | *46tAPT15t* | | | |
| | *Well deck* | *1Dk(Stl)* | | BS13,40 | ✠LMC11,39 | | | | | | | | | | | | |
| | Wireless | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 79140 | **Mars** | | 2500 | | | | | 1939 | Deutsche Sch-u-Mschb A.G.Seebeck Wesrmünd-G | Dampfschifffahrts Ges.Neptun | 328·1 F36′ | 47·6 | | Bremen German *WB* | Oil Engines 2S.C.SA 7Cy.24½″–45½″ 737NHP Fr.KruppGermaniawft A.G.Kiel | | |
| | D.F. E.S.D. | *OilEng.* | | | | | | | | | | | | | | | |
| | *CruiserStern* | *1Dk&ShelterDk* | | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Date of last Special Survey. Engine Survey. Boiler Survey. | 7* Date when tail shaft last Special Survey. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L. R. Date of L. R. Class Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79141 | **Mars** | | 1582 | ✠100A1 | Ams | *r* | CL | 1925 | NewWater- | KoninklijkeNeder- | 267·9 | 39·1 | 16·8 | Amstrdam | T.3Cy.18″,30″&49″–36″ (*s*) | 18 ″ 10 | |
| | (*ex*Delamere) | *ss*Ams.No.3–5,37 | 1376 | *with freeboard* | ~~Mct.~~ Hul | 8,~~38~~ | | 11mo | wayS.B.Co. | landscheStoomb. | | | | Dutch | 180lb 207NHP | s ″ 6 | |
| PFVK | Wireless | 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) | 895 | ~~12,30 14,30~~ 5,41 | Abn | 4,41 | | | Schiedam | Maats. | | | FK | 4*BHCem* | 2SB(Spt)*6cf*,GS110,HS3900 | 18 ″ 6½ | |
| | | *&3rd dkStl in No.1 hold* | | ~~BS1,38~~ ✠LMC4,37 | | | | *Lloyd's* | *sA&CP* | *CellD* | *Ba64′uE24′f124′4* | | | *Coll to Sh dk* | 3 „ 2nd „ | NewWaterwayS.B.Co. | |
| | | | | ~~BS2,40~~ 3,41 | | | | | | | *28tFPT31tAPT35t* | | | | | | |
| 79142 | — | | 1293 | ✠ ... | Tln | *o* | | 1912 | A.Vuijk& | J.Rang | 235·4 | 35·7 | 15·4 | Tallinn | T.3Cy.17″,28″&46″–36″ | 17 ″ 6 | V |
| | (*ex*Waal–36) | *ss*Rot.No.3–1,25 | 1168 | 12,36 | | | | 5mo | Zonen | | Q83′B63′F28′ | | | Estonian | 147NHP | | † |
| ESUX | | *ss*Rot.No.2–34 | 758 | ✠ | | | | | Capelle a/d | | | | FK | 4*BHCem* | 1SB,*3cf*,GS63,HS2408 | | |
| | *Well deck* | 1*Dk*(*Stl*) | | | | | | | Ysel | *CellDBa* | 69′*uE*15′ *f*102′310*t* | | | *FPT60t* | G.T.Grey,SouthShields | | |
| 79143 | — | | 721 | | | | | 1918 | N.V.Shps. | Cie.desAffréteurs | 180·0 | 28·0 | 14·5 | Rouen | T.3Cy.15″,25″&40″–27″ | | V |
| | | | — | | | | | | v/hWd.A.van | Français(Heuzey | Q106′B12′F17′ | | | French | 93NHP | | |
| | (*ex*MontSaintClair,*ex*Lauwerzee) | | | | | | | | Duyvendijk | &Chastellain, | | | | | | | |
| TTYL | *Mchy.Aft* | 1*Dk* | 329 | | | | | | Papendrecht | *Mgrs.*) | | | | *WB* | Straatman,Dordrecht | | |
| 79144 | — | | 699 | | | | | 1909 | Chant.Nav | SkibsA/S Haugen, | 195·5 | 30·3 | 11·2 | Oslo | T.3Cy.14″,23″&38″–27″ | 13 ″ 3 | N |
| | | | 537 | | | | | | Anversois | Tellefsen&Co.II | Q69*t*B24*t*H20*t*F20*t* | | | Norwegian | 75NHP | | |
| LELK | | 1*Dk* | 405 | | | | | | Hoboken | (E.Tellefsen, *Mgr.*) | | | | *WB* | NE.MarineEng.CoLd.Nwc | | |
| 79145 | — | **WoodAuxBn** | 369 | | | | | 1939 | Emilio | AgenziaCarboni | 129·3 | 28·9 | 13·0 | Rome | Oil Engines | | |
| | | *Oil Eng.* | | | | | | | Picchiotti | ImportazioneVia | | | | Italian | 4Cy.10,7/8″–16½″ | | |
| | *Mchy.Aft* | | 274 | | | | | | Viareggio | MareSoc.Anon. | | | | | Soc.Anon.Ansaldo,Gen. | | |
| | (*See Sailing Ship Register*) | | | | | | | | | Ital. | | | | | | | |
| 79146 | **Marsa** | *ss*Shl.No.3–8,40 | 4405 | ✠100A1 | Mdb | *x* | CL | 1928 | J.Readhead | Cory&Strick | 370·0 | 52·3 | 25·9 | London | T.3Cy.24½″,41″&66″–45″ (*r*) | 28 ″ 3 | |
| 160601 | | ~~*ss*Mdb.No.2–37~~ | 4076 | ~~8,40 1,40~~ 7,41 | Shl | Bkn | ~~11,38~~ | 11mo | &Sons,Ld. | (Steamers)Ld. | 384·3(O.L.) | | | British | 180lb *120lb* 341NHP | s 5 ″ 3⅜ | |
| GSVC | D.F. | 1*Dk*(*Stl*) | 2738 | ~~1938,40~~ ✠LMC~~1,38~~ | | | 11,40 | | SouthShields | (F.C.Strick&Co. | P28′B104′F36′ | | FK | 6*BHCem* | 2SB,*6cf*,GS109,HS4460 | FD 23 ″ 1½ | |
| | | | | 10,40 | | | | *Lloyd's* | *sA&CP* | Ld.*Mgrs.*) | | | | | J.Readhead&Sons,LdSShl | | |
| | | | | | | | | | | *CellDBa&uE144′f* | 160′1075*t*FPT135*t* | | | *APT115t* | | | |
| 79147 | **Marsdale** | | 4890 | ✠100A1 | PGl | *a*† | CL | 1940 | Lithgows | "K"S.S.Co.Ld. | 420·3 | 56·9 | 24·3 | London | T.3Cy.27″,44″&76″–51″ (*s*) | 26 ″ 9 | |
| 167422 | | | 4430 | *with freeboard* | | | | 4mo | Ld. | (Kaye,Son&Co. | 436·4(O.L.) | | | British | 220lb Rht. 668NHP | s2 ″10⅜ | |
| GBKB | E.S.D. | 1*Dk&Shelter dk* | 2963 | 4,40 | ✠LMC4,40 | | | | PortGlasgow | Ld.*Mgrs.*) | F40′ | | FK | 6*BHptCem* | 3SB(Spt),*9cf*,GS175, | 24 ″ 0½ | |
| | | *CruiserStern* | | | | | | *Lloyd's* | *sA&CP* | | | | | (*Coll to Sh dk* | HS9897 FD | | |
| | | | | *Fitted for oil fuel* 4,40 | | | *F.P. a* | *bove* 1 | 50° F. | *One intermediate* | *BH dispensed with* | | | 5 „2nd„) | N.E.Marine Eng.Co.(1938) | | |
| | | | | | | | | | | *CellDB360′1097t M* | *T28′1040t FPT107* | | | *tAPT127t* | Ld.Nwc. | | |
| 79148 | **Marsden** | *ss*Sld.No.1–40 | 2874 | ✠100A1 | Sld | *u* | CL | 1924 | WoodSkin- | TanfieldS.S.Co.Ld. | 334·6 | 44·6 | 21·6 | Newcastle | T.3Cy.22″,36¼″&61½″–42″ | 24 ″ 0 | |
| 148056 | | *ss*Sld.No.3–4,37 | 2578 | ~~7,40 2,40~~ 12,40 | Shl | | ~~2,40~~ | 3mo | ner&Co.Ld. | (W.B.Nisbet *Mgr.*) | 356·5(O.L.) | | | British | 200lb (*s*) 344NHP | s 4 ″ 1½ | |
| GKJL | D.F. E.S.D. | 1*Dk*(*Stl*) | 1692 | | | | 11,40 | | Newcastle | | P27′B70′F25′ | | FK | 5*BHptCem* | 2SB(Spt)*8cf*,GS168,HS6120 | 20 ″ 1 | |
| | | *Cargo battens not fitted* | | ~~7,40~~ ✠LMC | | | | *Lloyd's* | *sA&CP* | *CellD* | *B276′793tFPT125t* | | | *APT230t* | NE.MarineEng.CoLd.Nwc | | |
| | | | | MS~~4,37~~ | BS~~4,40~~ 11,40 | | | | | | | | | | | | |
| 79149 | **Marsella** | **TwinSc** | 2698 | ✠100A1 | Cco | *t* | CL | 1924 | Rotterdam | N.V.Curaçaosche | 305·0 | 50·2 | 15·1 | Willemstd | T.6Cy.12¾″,20½″&33⅜″–24 1/16″ | 15 ″ 0 | |
| 3345 | | *ss*Cco.No.1–40 *ss*Cco.No.3–5,36 | 1796 | ~~1,40 2,40~~ 4,41 | | | P6,39 | 6mo | Droogd.Maat | Scheepv.Maats. | | | | Dutch | 180lb (*s*) 236NHP | s 1 ″ 6½ | |
| PJAG | *Mchy.Aft* | 1*Dk*(*Stl*) | 1486 | | ✠LMC9,40 | | ~~$2,40~~~~ | | Rotterdam | | Q87′F29′ | | FK | 8*BHptCem* | 2SB,*4cf*,HS4168 | FD 13 ″ 7½ | |
| | | | | ~~MNS.35~~ | ~~BNS.40~~ | | SS3,40 | *Lloyd's* | *sA&CP* | | *Trunk*189′ | | | *APT81t* | Droogd.Maats.Rotterdam | | |
| | | *Longitudinal framing at bottom&at deck* | | *Carrying Petr oleum in bulk* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 6,24 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| 79150 | **Marshall B. Hall** | **IronTwinSc** | 675 | | | | | 1906 | Atlantic | UnionTankers | 160·4 | 47·0 | 8·8 | Boston | Oil Engines 4S.C.SA | | |
| 204283 | (*ex*BostonFloatingHospital–33) | *Oil Eng.* | — | | | | | | Works, | Corp. | | | | Utd.States | 12Cy 11½″–15″ 155NHP | | |
| WTIN | | 1*Dk* | 547 | | | | | | E.Bos. | | | | | | NE33 | | |
| | Wireless | *Carrying oil in bulk* | | | | | | | | | | | | | AtlasImperialDiesel | | |
| | | | | | | | | | | | | | | | Eng.Co.Oakland,Cal. | | |
| 79151 | **Marslew** | | 4542 | ✠100A1 | Gls | *y* | CL | 1926 | Lithgow's | WalmarS.S.Co.Ld. | 385·0 | 52·0 | 26·6 | London | T.3Cy.26″,42″&70″–48″ (*s*) | 29 ″ 0 | |
| 148767 | | *ss*Mch.No.3–7,38 | 4303 | ~~6,40 6,38~~ 1,41 | Tlsy | | ~~3,38~~ | 7mo | Ld. | (Kaye,Son&Co.Ld. | 398·0(O.L.) | | | British | 180lb 467NHP | s 5 ″ 3½ | |
| GMPZ | | 2*Dks*(*Stl*) | 2882 | ~~BS11,39~~ ✠LMC | | | 7,40 | | PortGlasgow | *Mgrs.*) | P33′B112′F44′ | | FK | *ptCem* | 3SB,*9cf*,HS6845 | FD 23 ″ 11½ | |
| | | | | MS7,38 | BS10,38 | | | *Lloyd's* | *sA&CP* | *Intermediate 'twee n dk BH* | | | | 4*BHto Udk* | J.G.Kincaid&Co.Ld.Grk. | | |
| | | | | *Fitted for oil fuel* 7,26 | | | *F.P. a* | *bove* 1 | 50° F. | *in after hold dispensed with CellD* | *B329′1003t DTa30′* | | | 2 „ „ 2nd „ | | | |
| | | | | ~~BS1,41~~ | | | | | | | | | | *760tAPT16t* | | | |
| 79152 | **Marsodak** | | 3279 | ✠ ... | | | | 1919 | Submarine | MarsodakS.S.Co. | 324·0 | 46·2 | 25·0 | Wilmngtn, | DR Geared Steam Turbine | 28 ″ 6 | R |
| 218943 | | *Fitted for oil fuel* | 3005 | 6,20 | | | | 10mo | BoatCorp. | (AmericanRange | P30′B90′F35′ | | | (Del.) | 386NHP | | † |
| WQX | | 1*Dk*2*tr Bin forem* | 2023 | ✠ | | | | | Newark,N.J. | Lines,Inc.*Mgrs.*) | | | FK | Utd.States | WestinghouseElectric& | | |
| | | *after holds &Web frames* | | | | | | | | | | | | *WB* | Mfg.Co.Essington,Pa. | | |
| | | | | | | | | | | | | | | | | | |
| 79153 | **Marstenen** | | 1832 | | | | | 1915 | Fredrkstad | Skibs.-A/SVilhelm | 265·0 | 42·1 | 17·9 | Bergen | T.3Cy.20½″,33″&56″–36″ | | N |
| | | | 1638 | | | | | | Mek.Værks. | TorkildsensRederi | P22′B71′F29′ | | | Norwegian | 188NHP | | |
| LCOG | | 1*Dk* | 1114 | | | | | | Fredrikstad | (V.Torkildsen, *Mgr.*) | | | | *WB* | FredrikstadM.V.Frdstad. | | |
| 79154 | **Marsworth** (*ex*Merwede–37, | | 366 | | | | | 1925 | J.Smit | GrandUnion | 131·6 | 23·2 | 11·5 | London | T.3Cy.10″,16″&27″–19½″ | | V |
| 165566 | *ex*Koningsdiep) | | 270 | | | | | | Vierverlaten | (Shipping)Ld. | P38′F21′ | | | British | 32RHP | | |
| MMML | *Mchy.Aft* | 1*Dk* | 188 | | | | | | | | | | | *WB* | Botje,Ensing&Co.Grningn | | |
| 79155 | **Märta** (*ex*EmmaMejakowa, | | *1589* | ✠ | Hul | *q* | | 1889 | T.Turn- | Rederi.A/B Fenja | 255·4 | 37·1 | 18·0 | Hlsngborg | T.3Cy.20″,33″&54″–36″ | 19 ″ 4 | V |
| 5651 | *ex*Dambassis, | *ss*Gms.2ndNo.3–10,14 | *1340* | 7,20 | | | | 2mo | bull&Son | (C.H.Witt, *Mgr.*) | P28′Q60′B112′F32′ | | | Swedish | NDB07 170NHP | | † |
| SFPD | *ex*Aris,*ex*GeorgeClarkson) | | *898* | | | | | | Whitby | | | | FK | 4*BHCem* | 2SB,*4cf*,GS58,HS2483 | | |
| | *Well deck* | 1*Dk*(*Stl*)2*trB* | | | | | | | | | | | *DBa* | 72′*f*104′342*t* | Blair&Co.Ld.Stockton | | |
| 79156 | — | (*ex*Fritiof–33,*ex*Gilcomston) | 1414 | ✠100A1 | Ant | *o* | OG | 1900 | Hall,Rus- | A.Laane | 250·0 | 36·2 | 15·1 | Pärnu | T.3Cy.18″,29″&48″–36″ | 16 ″ 1 | |
| 929 | | *ss*Tln.3rdNo.3–11,36 | 1168 | 5,39 | | | 9,38 | 8mo | sell&Co.Ld. | | 259·0(O.L.) | | | Estonian | 165lb 147NHP | s ″ 10½ | |
| ESBL | *Well deck* | 1*Dk*(*Stl*)*&deep framing* | 818 | | ✠LMC | | | | Aberdeen | | Q86′B100′F27′ | | FK | 4*BHptAsp* | 2SB,*4rf*,GS79,HS2292 | 15 ″ 4 | |
| | | | | MS11,36 | ~~BS10,38~~ 10,39 | | | *Lloyd's* | *sA&CP* | *CellDBa73′f98′* | *290tAPT80t* | | | *ptCem* | Hall,Russell&Co.Ld.Abn. | | |
| | | | | No later survey reported | | | | | | | | | | | | | |
| 79157 | — | **Iron** | 496 | ✠ | Mmo | *h* | | 1879 | J.Laing | RudolfJohnsson | 164·3 | 26·7 | 12·2 | Åbo | C.2Cy.20″&40″–30″ | 12 ″ 11 | C |
| | (*ex*Jyden, | *ss*Ham.2ndNo.3–11,07 | — | 12,19 | | | | 12mo | Sunderland | (A/BJohn | Q52′B36′F21′ | | | Finnish | NDB01 76NHP | | † |
| OFDD | *ex*Hermine, | *ss*Mmo.No.2–16 | 259 | ✠NB11,07 | | | | | | Dahlberg,*Mgrs.*) | | | BK7′ | 4*BHCem* | 1SB,*2pf*,GS38,HS1443 | | |
| | *ex*Contest) | 1*Dk*(*Irn*) | | | | | | | | | | | | *DBa* 33′*f*28′ | G.Clark,Sunderland | | |
| | *Well deck* | | | | | | | | | | | | | | | | |
| 79158 | **Marta Junquera** (*ex*Mechelin) | | 607 | ✠ | | | | 1918 | Cia.Eus- | VaporesCosteros, | 183·5 | 27·0 | 9·6 | Santander | T.3Cy.11 5/16″,19″&30″–22″ | | |
| | | | 393 | | | | | | kalduna | S.A.(A.G.Trevilla | Q51′F28′ | | | Spanish | 42NHP | | |
| EGAJ | | 1*Dk* | 318 | | | | | | Bilbao | &F.Garcia | | | | | Cia.Euskalduna,Bilbao | | |
| | | | | | | | | | | Castillo,*Mgrs.*) | | | | | | | |

Non "Namarib," see No. 89302

| 1 Numéro d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Force assignée aux machines. Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NSHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Registres où cette ligne est aussi dans le Lloyd's Register, Cert. Book or Yacht Cert. Book |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79159 | **Martaban** | | 4161 | | | | | 1934 | D&W Hendersn&Co.Ld. Glasgow | British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co) | 392·9 | 53·2 | 24·0 | Glasgow British | T.3Cy.20½″,34½″&58″-42″ NE37 218NHP | | C |
| 164042 | E.S.D. | | 3836 | | | | | | | | | | | | | | |
| GWYC | *CruiserStern* D.F. | 1*Dk* | 2445 | | | | | | | | | | | *WB* | N.E.MarineEng.Co.Ld. Nwc. | | |
| 79160 | **Martand** | | 7967 | ✠100A1 | Lon | *d*† | CL | 1939 | Wm.Hamilton&Co.Ld. Port Glasgow | Thos.&Jno. Brocklebank,Ld. | 475·7 | 62·7 | 32·3 | Liverpool British | 3 steam turbines SR geared to 1 sc. shaft | 34 × 10 | |
| 166271 | | | 7253 | ~~9,···~~ 12,80 4,41 | Mch | 2½ | | 6mo | | | 494·8(O.L.) | | | | 250lb (*r*) 1065NHP | s 7 × 4½ | |
| GTGG | D.F. E.S.D. | | 4753 | ✠LMC6.39 | | | | *Lloyd's*A&CP | | *Duct keel forward of mchy. space* | P44′B161′F54′ FK | | | *SBHptCem* | 3SB(Spt),*12cf*,HS11172 FD | 27 × 9 | |
| | | 2*Dks*,3rd dk in No.1hold | | | | | | | | | 1 „ 2nd „ ) | | | | D.Rowan&Co.Ld.Gls. | | |
| | *Ref.Mchy.* | *CruiserStern* | | *Fitted for oil fuel* 6,39 | | | *F.P. a* | | | *CellDB*394′1637*t* | *DTa*36′1169*t* | *FPT*80*t* | *APT*76*t* | | | | |
| 79161 | **Marte** | | 5290 | | | | | 1917 | Cant.Nav. Riuniti Palermo | Soc.Ligure di Armamento | 394·9 | 51·7 | 27·6 | Genoa Italian | T.3Cy.26″,42½″&69½″-48″ 335NHP | | CI |
| 819 | | | 4731 | | | | | | | | P37′B123′F35′ | | | *WB* | Cant.Nav.Riuniti,Palermo | | |
| IBLV | D.F. | 1*Dk* | 3295 | | | | | | | | | | | | | | |
| 79162 | — | | *3714* | ✠ ~~·····~~ | Npt | *w* | | 1900 | Lndnderry SB.&E.Co.Ld Londonderry | Cia.Anon.Marit. "Union"(M. Urruchua,*Mgr.*) | 361·0 | 46·2 | 17·9 25·8 | Bilbao Spanish | T.3Cy.24″,40″&67″-45″ 347NHP | 28 × 6 | C |
| | | *ss*Bbo.2nd No.3–11,25 | *3483* | 6,34 | | | | 3mo | | | P31′B108′F32′ FK | | | 6*BHCem* | 2SB,*6cf*,GS92,HS4500 | | † |
| EAGZ | | 1*Dk*(*Stl*)&*Spar dk*(*pt Irn&pt Stl*)& *deep framing* | *2399* | ✠ | | | | | | *CellDB*a114′u*E&B*42′*f*150′ | | | | 848*t* | *APT*43*t* | Dunsmuir&Jackson,Gls. | |
| 79163 | — | | 2502 | | | | | 1892 | Armstrong Mitchell& Co.(Lim.) Newcastle | ItalianNavy (operated bySoc. Anon.Cooperativa diNav.Garibaldi) | 300·9 | 37·8 | 26·3 | Genoa Italian | T.3Cy.23½″,36″&59″-39″ 199NHP | | I |
| 2184 | (*ex Naval Vessel* Procione, *ex* Vesta) | | 2309 | | | | | | | | | | | | NorthumberlandEng Wks. Nwc | | |
| IAMG | D.F. | 2*Dks* | 1455 | | | | | | | | | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 79164 | **Martha** | | 547 | ✠100A1 | Rot | *i* | OG | 1939 | Werf de Noord Alblasserdam | Swedish Government(Kungl.Marinförvaltningen) | 180·3 | 27·8 | 10·7 | Stockholm Swedish | Oil Engines 4S.C.SA | 11 × 2 | |
| Now "Oljaren," *see No. 89456 in Supplement* | | *Oil Engs.* | 425 | 2,40 | | | 2,40 | 8mo | | | 189·0(O.L.) FK | | | *9BH* | 8Cy.11″–17½″ 94NHP | s × 4 | |
| | Wireless D.F. | 1*Dk* | 247 | ✠LMC8.39 | | | | *Lloyd's*A&CP | | | Q62′*Trunk*85′F33′ | | | DB*145lb* | | 10 × 11½ | |
| | *Mchy.Aft* | *CruiserStern* | | *Carrying Petroleum in bulk* | | | | | | | *FPT*117*t* | | | *APT*20*t* | Klöckner-Humboldt-DeutzA.G.Köln-Deutz | | |
| 79165 | — (*ex* Helene Otto | **TwinSc** | 546 | | | | | 19$\frac{40}{20}$ | E.Berninghaus Duisburg | Ippen-Linie Reed. A.G. | 194·5 | 26·4 | 10·3 | Stettin German | T.6Cy.7⅞″,11⅜″,&18½″-11″ E&B*made*09*fitted*— | | G |
| | Ippen10, *ex* Nordstern, *ex* Sailing Vessel | | 467 | | | | | | | | | | | | H.PauchschA.G 24NHP Landsberg a.W | | |
| DAOD | W.T.A.G.32) | 1*Dk* | 303 | | | | | | | | | | | | | | |
| 79166 | — (*ex* Ceram–39) | | 336 | | | | | 1938 | NVSchpsw Delfzijl v|h Gebr.Sanders Delfzijl | H.Paap | 130·4 | 24·1 | 8·3 | Groningen Dutch | Oil Engines 2S.C.SA | | V |
| | | *Oil Eng.* | 213 | | | | | | | | P35′Q44′F15′ | | | | 3Cy.11$\frac{7}{16}$″–17½″ 69NHP | | |
| PFVS | *Mchy.Aft* | 1*Dk* | 162 | | | | | | | | | | | *WB* | AppingedammerBrons Motorenfb.N.V. | | |
| | | *CruiserStern* | | | | | | | | | | | | | | | |
| 79167 | **Martha E. Allen** | **TwinSc** | 2935 | ✠100A1 | Clv | | 3,41 | 1928 | American S.B.Co. Lorain,O. | LakeTankersCorp. | 334·0 | 51·2 | 18·9 | Wilmgton, Del. Utd.States | Oil Engines 4S.C.SA | 18 × 6 | |
| 227895 | | *Oil Eng.* | 2297 | *For service on the Great Lakes* | | | | 10mo | | | | | | | 12Cy.18½″–35$\frac{7}{16}$″ 380NHP | ~~2 × 4½~~ | |
| WDRG | *Mchy.Aft* *ss*Clv.No.2–41 ~~*ssClv.No.1–39*~~ | | 1994 | 3,41 | | | | | | | P85′*Trunk*197′ | | | DB*150lb* | | ~~16 × 6½~~ | |
| | GyC. | 1*Dk*(*Stl*) | | ✠DBS3,41 ✠LMC3,41 | | | | *Lloyd's*A&CP | | | F52′ FK | | | 11*BH* | Werkspoor,Ams. | 8l × 7¾ | |
| | *Longitudinal framing at bottom & at deck* | | | *Carrying Petroleum in bulk* | | | | | | *CellDBuE*60′40*t*/*FPT* | | | | 64*t* | *APT*68*t* | 17 × 0½ | |
| 79168 | **Martha Halm** | **TwinSc** | 984 | | | | | 1927 | Nüscke& Co.A.G. Stettin | KölnerReed.A.G. | 216·0 | 33·0 | 11·8 | Cologne German | T.6Cy.11$\frac{7}{16}$″,17$\frac{5}{16}$″&28½″- 16½″ 33NHP | | G |
| | | | 689 | | | | | | | | Q84′B49′F25′ | | | *WB* | A.Borsig,G.m.b.H.Berlin | | |
| DGWG | | 1*Dk* | 542 | | | | | | | | | | | | | | |
| 79169 | **Martha Russ I** | | 996 | | | | | 1920 | Stettiner Oderwerke Stettin | ErnstRuss | 211·2 | 33·9 | 13·3 | Hamburg German | T.3Cy.15¾″,25½″&41$\frac{3}{16}$″-29½″ 92NHP | | G |
| | | | 790 | | | | | | | | P12′Q61′B55′F22′ | | | *WB* | StettinerOderwerke | | |
| DHQP | Wireless | 1*Dk* | 574 | | | | | | | | | | | | | | |
| 79170 | **Marthas Vineyard** Ⓟ | | 1089 | | | | | 1923 | Bath Iron Works,Ld. Bath,Me. | NewEnglandS.S. Co. | 202·4 | 36·1 | 13·1 | N.Bedford, Mass. Utd.States | T.4Cy.16″,26″&(2)30″-24″ 44NHP | | |
| 223089 | (*ex* Islander) | | — | | | | | | | | | | | | BathIronWorks,Bath,Me. | | |
| WCFA | Wireless | 2*Dks* | 456 | | | | | | | | | | | | | | |
| 79171 | **Martica** | **TwinSc** | 2679 | ✠100A1 | Cco | *t* | CL | 1925 | Rotterdam Droogd.Maat Rotterdam | N.V.Curaçaosche Scheepsv.Maats. | 305·0 | 50·2 | 15·1 | Willemstad Dutch | T.6Cy.12¾″,20½″&35½″-24$\frac{7}{16}$″ 180lb (*s*) 236NHP | 15 × 0 | |
| 3465 | | *ss*Cco.No.3–2,38 | 1799 | ~~9,···~~ 3,40 4,41 | | | ~~SR8,39~~ | 7mo | | | | | | | | s1 × 6½ | |
| PJBA | *Mchy.Aft* | 1*Dk*(*Stl*) | 1471 | ✠LMC | | | P3,40 | | | | Q87′*Trunk*189′ FK | | | *SBHptCem* | 2SB,4*cf*, HS4168 FD | 13 × 7½ | |
| | | *Longitudinal framing at bottom&at deck* | | MS7,37 ~~BS3,···~~ 3,41 | | | S4,41 | *Lloyd's*A&CP | | | F29′ | | | *APT*81*t* | RotterdamDroogd.Maats. | | |
| | | | | *Carrying Petroleum in bulk* | | | *F.P. a* | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 7,25 | | | *above* 1 | 50° F. | | | | | | | | | |
| 79172 | **Martin Bakke** | | 5484 | ✠100A1 | LAn | *b*† | CL | 1936 | Götaverken A/B Gothenburg | Skibs.A/S Marie Bakke(KnutKnutsen,O.A.S.*Mgr.*) | 435·9 | 58·8 | 26·0 | Haugesnd Norwegian | Oil Engines 2S.C.DA | 28 × 6 | |
| | | *Oil Eng.* | 4724 | *with freeboard* | NYk | | ~~5,38~~ | 4mo | | | 453.2(O.L.) | | | *7BH* | 5Cy.24$\frac{7}{16}$″–55½″ 1021NHP | s 3 × 2 | |
| LJDT | | *ss*LAn.No.1–39 | 3269 | 4,41 ~~3,39~~ | ✠LMC9.39 | | 3,41 | *Lloyd's*A&CP | | *CellDB*324′1310*t* | F36′ FK | | | *Coll to Sh dk* | | 25 × 6½ | |
| | *Ref.Mchy.* | 1*Dk*&*Shelter dk* 3rd *dk in* | | ✠Lloyd'sRMC ~~1,486~~ | | | | | | *DTa*42′310*t* | *DTf*19′57*t* | | | 6 „ 2nd „ ) | Götaverken A/B,Got. | | |
| | D.F. | *Nos.1&3 holds* | | | | | | | | | *FPT*53*t* | *APT*150*t* | | | | | |
| | | *CruiserStern* | | *for temp. 32° F.* | | | | | | | | | | | | | |
| 79173 | **Martin Carl** | | 1412 | | | | | 1924 | Helsingörs Jernsk& Msk Elsinore | A/S Dampskelsk. Heimdal(M.Carl, *Mgr.*) | 249·5 | 38·1 | 15·0 | Copnhagn Danish | T.3Cy.18′,30′&50′-36″ 150NHP | | V |
| | | | 1157 | | | | | | | | P17′Q77′B96′F29′ | | | *WB* | HelsingörsJernsk.&Mskb. | | |
| OUIX | Wireless D.F. | 1*Dk* | 828 | | | | | | | | | | | | | | |
| 79174 | **Martin Mullen** | | 4093 | | | | | 1904 | American S.B.Co. Cleveland,O. | PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) | 416·0 | 50·0 | 28·0 | Wilmgton (Del.) Utd.States | T.3Cy.22″,35″&58″-40″ 213NHP | | R |
| 201025 | | | — | | | | | | | | F48′ | | | *WB* | AmericanSBCo.Cleveland | | |
| KDXY | D.F. GyC. *Mchy.Aft* | 1*Dk*2*trB* | 2926 | | | | | | | | | | | | | | |
| 79175 | **Martin Sivertsen** | | 3285 | ✠ ··· | SFo | | | 1920 | Submarine BoatCorp. Newark,N.J. | ThaiNiyom PanichCo.Ld. | 324·0 | 46·2 | 25·0 | Bangkok Thai | 1DRGearedSteamTurbine HS5800 386NHP | 28 × 6 | R |
| ~~GBSS~~ | (*ex* Sugillenco) | 1*Dk*(*Stl*)2*trB in fore & after holds*&*Web frames* | 3005 | 2,35 | | | | 12mo | | | P30′B90′F35′ FK | | | 6*BHptCem* | 2WaterTubeBoilers | | † |
| Now "Sisumthon Nawa," *see No. 89457 in Supplement* | | | 1997 | ✠ | | | | | | *CellDB*251′827*t*/*D* | *Tf*20′394*t*/*FPT*111*t* | | | *APT*69*t* | WestinghouseElectric& Mfg.Co.Essington,Pa. | | |
| | | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| 79176 | **Martina** | **TwinSc** | 2698 | ✠100A1 | Cco | *t* | CL | 1924 | Rotterdam Droogd.Maat Rotterdam | N.V.Curaçaosche Scheepv.Maats. | 305·0 | 50·2 | 15·1 | Willemstad Dutch | T.6Cy.12¾″,20½″&33½″-24$\frac{7}{16}$″ 180lb (*s*) 236NHP | 15 × 0 | |
| 3334 | | *ss*Cco.No.3–4,36 | 1796 | ~~3,10 12,80~~ 2,41 | | 6,39 | 6,39 | 5mo | | | | | | | | s1 × 6½ | |
| PJAH | *Mchy.Aft* | *ss*Cco.No.1–40 1*Dk*(*Stl*) | 1486 | ~~BS6,39~~ | ✠LMC ~~···~~ | | | | | | Q87′*Trunk*189′ FK | | | *SBHptCem* | 2SB,*4cf*, HS4168 FD | 13 × 7½ | |
| | | *Longitudinal framing at bottom&at deck* | | *Carrying Petroleum in bulk* | | | | *Lloyd's*A&CP | | | F29′ | | | *APT*81*t* | Droogd.Maats.Rotterdam | | |
| | | | | *Fitted for oil fuel* 5,24 | | | *F.P. a* | *above* 1 | 50° F. | | | | | | | | |
| | | | | ~~BS8,40~~ | | | *above* 1 | | | | | | | | | | |
| 79177 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or Renewed. Date when built. Letter. | 7* Date when tail shaft last exam. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Name of Port of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79178 PFVQ | **Martini** | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 362 214 175 | | | | | 1938 | Schpsw. "Volharding" GebrBodewes Foxhol | N.V."Martini" | 134·8 \| 24·7 \| 8·4 P36′Q47′F20′ | Nieuw-Amstrdam Dutch *WB* | Oil Engines 4S.C.SA 6Cy.11¼"–16.⅝" 74NHP Mtrn.WerkeMannheimAG | | V |
| 79179 ~~202044~~ GKTP | **Martis** (*ex*WilliamBalls) *ss*Shl.3rdNo.3–6,28 *ss*Nap.No.2–37 1 *Dk*(*ptStl ptIrn*)&*ptAwng dk* (*Irn*)2*trB* | | 2483 1856 1552 | ✠100A1 *pt Awng dk with freeboard* 12,39 ✠LMC MS12,36 BS6,39 | Bry | *s* | N1,40 | 1894 5mo | J.Readhead &Sons S.Shields A&CP | ~~MartisS.S.Co.Ltd.~~ | 300·3 \| 41·5 \| 18·1 Q78′P28′ *ptAwng dk*193′ FK *CellDB*256′604*t* | ~~London~~ British *5BHCem* *APT30t* | T.3Cy.23⅜",37½"&61½"–42" 160lb *80lb* NDB07(*r*)243NHP 2SB,*6rf*,GS80,HS3603 J.Readhead&Sons,S.Shl. | 20 " 5 s 7 " 9½ 19 " 10 | |
| 79180 163329 GWCY | **Marton** *ss*Gls.No.1–37 2 *Dks*(*Stl*) | | 4969 4678 3144 | ✠100A1 7,40 ~~11,39~~ BS~~7,39~~ 12,40 ✠LMC6,37 *Fitted for oil fuel* 4,33 | Gls | *y* | CL ~~1,39~~ 6,41 *F.P. a* | 1933 4mo *Lloyd's* | Lithgows Ld. PortGlasgow *SA&CP* | The"K"S.S.Co.Ltd. (Kaye,Son&Co.Ltd. *Mgrs.*) *Intermediate 'tween* *above* 150° F. | 390·0 \| 54·2 \| 26·7 408·0(O.L.) P34′B112′F44′ FK *dk BH in after hold dispensed with* 3′1022*t* *CellDBa&uE*140′*f*17 | London British *ptCempt Asp 4BH to U dk* 2 " " 2nd " *DTa*30′805*t* *APT20t* | T.3Cy.24",41"&70"–48" (*s*) 220lb 489NHP 3SB,*9cf*,GS169,HS6792 FD D.Rowan&Co.Ld.Gls. | 29 " 0 s 5 " 5½ 23 " 9½ | |
| 79181 OFBB | **Martta** (*ex*Märta–37,*ex*Louise) *Mchy.Aft* 1 *Dk* | | 315 258 195 | | | | | 1913 | Eriksbergs M.V.Aktieb Gothenburg | Laiva O/Y Martta (Aug.Soini) | 128·0 \| 22·4 \| 11·5 123·2 P32′H20*t*F15′ *WB* | Wiborg Finnish | C.2Cy.10"&22½"–15" 17NHP EriksbergM.V.Aktieb.Got | | V |
| 79182 OFDG | **Martti-Ragnar** (*ex*Ähtäri–39, *ex*MimisChandris–38, *ex*Oneme–36,*ex*Ingo) *ss*Msl.No.3–7,24 *ss*Msl.No.2–32 *Well deck* 1 *Dk*(*Stl*–ws) | | 3989 3389 2417 | ✠ ... 7,37 | Msl | *w* | | 1912 3mo | Akt.Ges. "Neptun" Rostock *CellDBa* | LovisaRederiA/B (A/B R.Nordström &Co.O/Y,*Mgrs.*) 97′*uE*&*B*42′*f*164′ | 361·5 \| 50·0 \| 23·7 P&B234′F45′ FK 940*t* *DTf*21′918*t* *FP* | Lovisa Finnish *7BHCem* *T80t* *APT8t* | T.3Cy.29 9/16",41"&68⅞"–47⅛" 470NHP 3SB,*9cf*,GS148,HS6387 A.G."Neptun,"Rostock | 26 " 0 | G † |
| 79183 151978 VPQB | **Marudu** *Oil Eng.* 2 *Dks* | | 1926 1408 982 | | | | | 1924 | Workman, Clark&Co.Ld. Belfast | StraitsS.S.Co.Ltd. | 263·2 \| 41·7 \| 18·2 P154′B36′ | Singapore British *WB* | Oil Engines 4S.C.SA 6Cy.24 1/16"–51 3/16" 355NHP Burmeister&Wain,Cpn. | | |
| 79184 3441 PJBB | **Maruja** Twin Sc *ss*Cco.No.3–5,37 1 *Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom & at dk* | | 2681 1799 1473 | ✠100A1 7,40 ~~12,39~~ 1,41 ~~12,39~~ ✠LMC5,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,25 *F.P. a* | Cco BS7,40 | *t* | CL P7,40 s5,38 | 1925 5mo *Lloyd's* | Rotterdam Droogd.Maat Rotterdam *SA&CP* | N.V.Curaçaosche Scheepsv.Maats. *above* 150° F. | 305·0 \| 50·2 \| 15·1 Q87′ *Trunk dk* 189′ F29′ FK | Willmstad Dutch *8BHptCem* *APT81t* | T.6Cy.12¾",20½"&33½"–24 1/16" 180lb (*s*) 236NHP 2SB,*4cf*,HS4168 FD RotterdamDrocgd.Maats. | 15 " 0 s 1 " 6½ 13 " 7½ | |
| 79185 EAAU | **Maruja y Aurora** (*ex*Angela, *ex*RiverClyde) *ss*Bbo.2ndNo.3–4,29 1 *Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing* | | *3913* *3658* *2526* | ✠ 5,34 ✠NB(c)98*re*fitted21 ✠NB(r&s)2,21 | Bcl | *w* | | 1905 3mo | Russell& Co. Pt.Glasgow | Gumersindo Junquera *CellDBa&* | 344·8 \| 49·8 \| 17·9 25·9 P28′B90′F42′ FK *uE*134′*uB*16′*f*148′ | Gijon Spanish *6BHCem* 899*t* *APT71t* | T.3Cy.25 3/16",41"&67"–48" 374NHP 3SB,*9cf*,GS169,HS6150 J.G.Kincaid&Co.Grk. | 28 " 5 | |
| 79186 LCTK | **Marvel** Wireless 1 *Dk* | | 1566 1353 904 | | | | | 1921 | Akers Mek.Værks. Oslo | A/S Jelölinjen (Fred.Olsen&Co. *Mgrs.*) | 255·9 \| 39·7 \| 17·0 H85*t*P41*t*F27*t* | Oslo Norwegian *WB* | T.3Cy.19",31"&53"–36" 169NHP Akers.Mek.Værks.Oslo | | N |
| 79187 984 ESTR | **Marvi** (*ex*Jane–34,*ex*Bjora, *ex*Lord,*ex*AnneThomas) Iron *ss*Nwc.No.3–3,94 *ss*Bry.No.2–02 1 *Dk*2*trB* | | *1429* *1240* *809* | ✠ ... 4,06 | | | | 1883 8mo | Palmers' Co.Ld. Newcastle | J.Michelmann | 249·5 \| 35·3 \| 17·7 B48′F26′ BK9" | Pärnu Estonian *WB* | C.2Cy.30"&58"–36" 49NHP Palmers'Co.Ld.Newcastle | 19 " 2 | V † |
| 79188 144596 GDJM | **Marvia** (*ex*Castelar, *ex*Orotava) *ss*Gen.2ndNo.3–11 38 *Mchy.Aft* 1 *Dk*(*Stl*) | | 1989 1586 1159 | 100A1 1,41 ~~4,40~~ LMC MS2,38 BS~~9,39~~ 12,40 | Lon Bry | *s* | OG ~~4,40~~ 12,40 | 1914 *Lloyd's* | Schiffsw.v. HenryKoch Lübeck *SA&CP* | J.Gasan.J.Pace& U.Pace(G.O.Till, *Mgr.*) 1 *BH in fore hold* *CellDB*245′765*t* | 291·3 \| 41·1 \| 16·6 P&B107′*r*81′ *omitted* FK *FPT*180*t* *APT37t* | London British *Cem* *4BHonly* | T.3Cy.23½".37¼"&57"–35 7/16" 185lb (*s*) 252NHP 2SB,*4cf*,GS82,HS3552 FD OttensenerMaschf.Altona | 20 " 0 s 2 " 3¼ 17 " 11 | |
| 79189 164263 MBVY | **Marwarri** ss Mdb.No.1–39 D.F. E.S.D. 2 *Dks*,*3rd dk in No.1 hold* *Cruiser Stern* | | 8067 7290 4816 | ✠100A1 2,41 ~~4,39~~ ✠LMC ~~7,36~~ 2,41 | Mdb Npt | | CL ~~11,37~~ 7,40 | 1935 7mo *Lloyd's* | Wm.Hamilton&Co.Ld. PortGlasgow *SA&CP* | Thos.&Jno. Brocklebank,Ld. *CellDB*381′1280*t* | 471·6 \| 62·7 \| 32·3 P52′B159′F54′ FK *DTa*36′1226*t* *FPT* | Liverpool British *8BHCem* *1 to 2nd dk* *63tAPT95t* | 3SteamTurbinesSRgeared to 1 Sc.Shaft 1150NHP 250lb (*r*) FD 4SB,*16cf*,GS272,HS14060 D.Rowan&Co.Ld.Gls. | 34 " 10 s 7 " 3½ 27 " 10 | |
| 79190 167449 MPDP | **Marx** 1 *Dk* | | 1259 1059 ~~710~~ 721 | | | | | 1924 | A/S Rödbyhavns Jernskibs Rödbyhavn | Ministry of Shipping (R.S.Dalgliesh,Ld.*Mgrs.*) | 236·4 \| 37·1 \| 14·6 P22′B49′F25′ | ~~Copenhagen~~ Danish London British *WB* | T.3Cy.15",24"&40"–27" 83NHP A/S Frichs,Aarhus | | V |
| 79191 220608 KDEX | **Mary** (*ex*Cody–39) D.F. GyC. *Fitted for oil fuel* 2 *Dks* | | 5104 4598 3113 | | | | | 1920 | American International S.B.Corp. HogIslandPa | A.H.BullS.S.Co. Inc. (A.H.Bull&Co.Inc. *Mgrs.*) | 390·0 \| 54·2 \| 27·8 P39′B121′F43′ | New York Utd.States *WB* | DR geared steam turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| 79192 6872 ~~HPKF~~ SHIE | — (*ex*Vikvall–36, *ex*Ester,*ex*Kotka) Iron *ss*Osc.4thNo.3–4,33 *ss*Lkr.No.1–37 *Well deck* 1 *Dk*(*Irn*)2*trB* *Cargo battens not fitted* | | *1685* *1362* *1108* | ✠100A1 8,40 ~~4,39~~ BS~~4,39~~ 8,40 ✠LMC4,37 | Mmo Sbg | *q* | ~~1,38~~ 8,40 | 1884 4mo *Lloyd's* | HSEdwrds &Son Newcastle *SA&CP* | RederiA/B Skansholmen (A.Hansson,*Mgr.*) | 260·0 \| 36·2 \| 18·5 266·0(O.L.) P26′Q84′B50′F26′ BK9½" *DBa*88′*f*82′ | Vestervik Swedish *4BHCem* 335*t* *APT20t* | C.2Cy.32"&60"–39" 180lb 178NHP 2SB,*6pf*,GS95,HS3011 Nrthn.Mar.Eng.Co.Gts. | 19 " 10 s 1 " 11 18 " 9½ | |
| * 79193 PFVX | — *ss*Rot.No.1–39 *Mchy.Aft* *Oil Eng.* Wireless D.F. 1 *Dk* *Cruiser Stern* | | 416 339 177 | ✠100A1 3,40 DBS3,40 ✠LMC1,39 *Carrying Petroleum in bulk* | Rot | *g* | 1,39 | 1934 10mo *Lloyd's* | N.V.Industrieele Maats. "DeNoord" Alblasserdam *SA&CP* | NV.Tank-KustvaartMaats. | 164·6 \| 25·9 \| 9·9 Q59′F23′ *Trunk*82′ FK *FPT*106*t* | Rottrdam Dutch *8BHptCem* *APT20t* | Oil Engines 4S.C.SA 6Cy.11"–17 1/16" 70NHP DB *100lb* Motorenfbr."Deutz"A.G. Köln-Deutz | 10 " 4 s " 4¾ 10 " 0½ | |
| 79194 EEGL | **Mary Carmen** (*ex*CarmenMillan–34, *ex*Sancho, *ex*Colonel) *ss*Bbo.No.3–10,18 1 *Dk*(*Stl*) *Well deck* *Mchy Aft* | | 342 179 175 | ✠ 7,22 | Bbo | *d* | | 1905 11mo | J.Shearer &Sons,Ld. Glasgow | Construcciones S.L. | 129·9 \| 22·7 \| 12·2 Q46′B7′F19′ BK7" | Spanish *3BHCem* *FPT27t* | C 2Cy.15"&32"–24" 56NHP 1SB,*2cf*,GS42,HS1030 J.Ritchie,Glasgow | 10 " 3 | |
| 79195 220254 KUZN | **Mary D.** (*ex*Pansa) D.F. GyC. *Fitted for oil fuel* 2 *Dks* *Longitudinal framing* | | 4861 4272 3042 | | | | | 1920 | ToddD.D. &Const.Corp. Tacoma, Wash | PacificAmerican Fisheries,Inc. | 380·2 \| 53·1 \| 27·0 P50′B102′F41′ | Bellinghm, Wash. Utd.States *WB* | T.3Cy.24",40"&70"–48" 339NHP DoddD.D.&Const. Corp.Tacoma,Wash. | | R |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appui spécial. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Registre où coté, si ce n'est dans le L. R. Degré Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79196 | **Mary Kingsley** | 5021 | | | | | 1930 | Ardrossan Dkyd.Ld. Ardrossan | ElderDempster Lines,Ld. | 370·5 | 51·6 | 20·1 | Liverpool British | Oil Engines 4S.C.SA 8Cy.29½″–59–½″ 650NHP | | C |
| 162510 | *Oil Eng.* | 4531 | | | | | | | | P36′F43′ | | 28·8 | | *WB* J.G.Kincaid&Co.Ld.Grk. | | |
| GRCS | 3 *Dks* | 3037 | | | | | | | | | | | | | | |
| 79197 | **Mary Livanos** | 4771 | ✝100A | Hpl | *a*† | CL | 1938 | W.Gray& Co.Ld. | LivanosBros. MaritimeCo.Ld. | 419·2 | 56·7 | 25·3 | Chios Greek | T.3Cy.22½″,39″&65″–45″ 225lb (*s*) 463NHP | 27 ″ 10 | |
| 141 | | 4379 | *with freeboard* | Mch | | | 10mo | W Hartlepool | (N.G.Livanos, | 431·1 (o.l.) | | | | 2SB(Spt&FD)&1AuxSB, | 3 ″ 0 | |
| SVXW | D.F. E.S.D. 1 *Dk&Shelter dk* *Cruiser Stern* | 2838 | 8,40 ~~10,38~~ ✝LMC10,38 | | | | *Lloyd's SA&CP* | | *Mgr.*) | F36′ FK | | | | *8cf*,GS147,HS7135 | 25 ″ 1 | |
| | | | | | | | | | *Cell DB* | 365′ 1200*t* *FPT* 198*t* | | | | *Coll to Sh dk* 6 ,, 2*nd* ,, *APT* 200*t* | | |
| | | | | | | | | | | | | | | Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl. | | |
| 79198 | **Mary Moller** (*ex* Dilkera) | 2698 | ✝ ... | | | | 1902 | TyneIron S.B.Co.Ld. Newcastle | MollerLine,Ld. (Mollers'Ld. *Mgrs.*) | 326·0 | 45·3 | 21·8 | Shanghai British | T.3Cy.23″,38″&61″–42″ 277NHP | 23 ″ 0 | C |
| 117411 | *ss* Syd 2nd No.3–5,27 | 2504 | 7,32 | | | | 5mo | | | P41′B&F253′ FK | | | *WB* | Wallsend Slipway Co.Ld. Nwc. | | † |
| GPCS | *ss* Syd.No.1–31 1 *Dk deep framing &Shade dk* | 1674 | ✝ | | | | | | | | | | | | | |
| 79199 | **Mary Slessor** | 5027 | | | | | 1930 | A.McMillan&Son Dumbarton | ElderDempster Lines,Ld. | 370·6 | 51·6 | 20·1 | Liverpool British | Oil Engines 4S.C.SA 8Cy.29½″–59–½″ 652NHP | | C |
| 161149 | *Ref.Mchy.* *Oil Eng.* | 4507 | | | | | | | | P37′F41′ | | 28·8 | *WB* | Harland&Wolff,Ld.Gls. | | |
| GSKB | 3 *Dks* | 3041 | | | | | | | | | | | | | | |
| 79200 | **Maryland** (*ex* Arthur E. Newbold, | 6971 | | | | | 1908 | Gt.Lakes Eng.Works Ecorse,Mich. | BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*) | 530·0 | 56·2 | 32·0 | Wilmgton (Del.) Utd.States | T.3Cy.23″,37″&63″–42″ 257NHP | | R |
| 205285 | *ex* James Corrigan) | — | | | | | | | | | | | | Gt.Lakes Eng.Wks.Detroit | | |
| WCDQ | *Mchy.Aft* D.F. 1 *Dk* | 5482 | | | | | | | | | | *WB* | | | | |
| 79201 | — **Twin Sc** | 1484 | A– | Gal | | 2,37 | 1903 | A.Sewall &Co. Bath,Me. | TheTexasCompany | 247·6 | 44·9 | 16·3 | Wilmgton (Del.) Utd.States | Oil Engines 4S.C.SA 12Cy.12″–18″ 168NHP | 16 ″ 0 | |
| 161227 | (*ex* Sailing Vessel Kineo) *Oil Eng.* | 1290 | *Barge* | | | | | | | P72′F24′ | | | | NE19 | | |
| KSLF | *ss* Gal.2nd No.3–2,37 | 926 | *For Coastwise Service in the Gulf of Mexico* | | | | | | | | | FK | | McIntosh&SeymourCorp. | | |
| | *Mchy.Aft* 1 *Dk* | | 5,38 | LMC2,37 | | | | | | *DTf* 11′138*t* *FPT* 48*t* | | 9 *BHpt Cem* *APT* 24*t* | | N.Yk. | | |
| | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 79202 | — Ⓟ **Twin Sc** | 1369 | | | | | 1907 | Maryland Steel Co. Sparrow's Pt. | NewYork Philadelphia& NorfolkR.R.Co. | 249·5 | 40·1 | 14·1 | Cape Charles Va. Utd.States | T.6Cy.17″,27½″&44″–26″ NB29 197NHP | | R |
| 204242 | | — | | | | | | | | | | | | | | |
| KMVU | Wireless 2 *Dks* | 827 | | | | | | | | | | *WB* | | MarylandSteelCoSprwsPt | | |
| 79203 | **Marylyn** | 4555 | ✝100A1 | Gls | *y* | CL | 1930 | Lithgows, Ld. Port Glasgow | KayeTransportCo. Ld.(Kaye,Son&Co. Ld. *Mgrs.*) | 385·0 | 52·0 | 26·6 | London British | T.3Cy.24″,41″&70″–48″ (*s*) 220lb 489NHP | 29 ″ 0 | |
| 161369 | *ss* 1 iv.No.2–38 | 4295 | ~~5,40~~ ~~1,85~~ 3,41 | Lin Sw | | ~~12,37~~ 5,40 | 2mo | | | P38′B112′F44′ | FK | | *pt Cem pt Asp* | 3SB,*9cf*,GS173,HS6792 FD | s 5 ″ 3½ | |
| GSJF | 2 *Dks*(*Stl*) | 2880 | ~~BHP,30~~ ✝LMC5,38 | | | | *Lloyd's SA&CP* | | *Intermediate 'tween BH in after* | *n dk* | | | 4 *BH to U dk* | Rankin&BlackmoreLdGrk | 23 ″ 11½ | |
| | | | ~~BS,400~~ 7,41 | | | 2,41 | *Cell DB* | | | *hold dispensed with* | | | 2 ,, ,, 2*nd* ,, | | | |
| | | | *Fitted for oil fuel* 2,30 | | | *F.P. o* | | | | 329′ 1003*t* *DTa* 30′7 | | | 77*t* *APT* 16*t* | | | |
| 79204 | **Marymar** (*ex* Colorado Springs–39) | 6847 | | | | | 1919 | Skinner& Eddy Corp. Seattle,Wash | CalmarS.S.Corp. | 409·5 | 54·2 | 27·1 | New York Utd.States | DR geared steam turbine GeneralElectricCo. | | R |
| 218612 | *Fitted for oil fuel* | — | | | | | | | | | | | *WB* | Schenectady,N.Y. | | |
| KILK | Sub.Sig. 2 *Dks&Shelter dk* | 5384 | | | | | | | | | | | | | | |
| 79205 | **Marzamemi** (*ex* Storm–34, | 958 | | | | | 1891 | Flensburg Schiffsb.Ges. Flensburg | A.Lauro | 229·0 | 32·1 | 12·8 | Naples Italian | T.3Cy.15″,22½″&43″–30″ 101NHP | | I |
| 425 | *ex* Margarete Schröder, *ex* Nazaré, | 715 | | | | | | | | Q73′B51′F28′ | | | *WB* | FlensburgerSchiffsb.Ges. | | |
| IQSK | *ex* Minna Schuldt) 1 *Dk* | 568 | | | | | | | | | | | | | | |
| 79206 | **Marzo** | 1296 | ✝ | Bly | *n* | | 1897 | Cmpbltwn S.B.Co. Campbeltwn | AugustoLajusticia | 230·5 | 33·1 | 16·3 | Bilbao Spanish | T.3Cy.17½″,27½″&45″–33″ NDB15 114NHP | 17 ″ 4 | |
| | *ss* Bbo.2nd No.3–9,23 | 912 | 11,27 | | | | 8mo | | | Q79′ | | | | 1SB,3*rf*,GS63,HS1709 | | |
| EGAN | 1 *Dk*(*Stl*) *&deep framing &pt Awng dk*(*Stl*) | 754 | ✝ | | | | | | | *pt Awng dk* 151′ FK | | | 4 *BHCem* | J.G.Kincaid&Co.Grk. | | |
| | | | | | | | | | | *Cell DB* 54′*f* 94′208*t* | | | *APT* 80*t* | | | |
| 79207 | **Marzocco** (*ex* Kambove–38, | 5106 | ✝100A1 | Ant | *y* | CL | 1918 | Harland& Wolff,Ld. Glasgow | MarinoQuerci | 416·0 | 52·1 | 28·4 | Genoa Italian | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP | 31 ″ 0 | |
| 2201 | *ex* Nervier, *ss* Ant.No.3–12,30 | 4613 | 6,38 | | | 6,38 | 11mo | | | 400·5 52·3 | | | | 3SB,*9cf*,GS190,HS7668 FD | s 5 ″ 11½ | |
| IBIM | *ex* War Aryan) *ss* Ant.No.1–35 | 3113 | | LMC | | | | | | P49′B113′F39′ | FK | | 11 *BHpt Cem* | Harland&Wolff,Ld.Gls. | 25 ″ 4 | |
| | D.F. 1 *Dk*(*Stl*) *&2nd dk*(*Stl*) *in Nos.1,2,3&4 holds* | | MS2,39 | BS8,39 | | | *Lloyd's SA&CP* | | *Cell DB* | 340′1064*t* *FPT* 127*t* | | | *APT* 71*t* | | | |
| 79208 | **Masaki Maru** | 1239 | | | | | 1917 | Osaka Iron Works,Ld. Osaka | AratаSyokaiK.K. | 220·0 | 33·6 | 18·5 | Tokyo Japanese | T.3Cy.13½″,23″&38″–30″ 79NHP | | |
| 19795 | | — | | | | | | | | P23′B44′F24′ | | | *WB* | OsakaIronWorksLdOsaka | | |
| JQAC | Wireless 1 *Dk* | 722 | | | | | | | | | | | | | | |
| 79209 | **Masaki Maru No. 2** | 1224 | | | | | 1918 | Osaka Iron Works,Ld. Osaka | KusakabeKisen K.K. | 220·0 | 33·6 | 18·5 | Tokyo Japanese | T.3Cy.13½″,23″&38″–30″ 79NHP | | |
| 22573 | | — | | | | | | | | P23′B44′F24′ | | | *WB* | OsakaIronWorksLdOsaka | | |
| JKJC | Wireless 1 *Dk* | 710 | | | | | | | | | | | | | | |
| 79210 | **Masaya** **Twin Sc** | 1174 | | | | | 1920 | Fore River S.B.Corp. Quincy,Mass. | SeaboardSteam-shipCorporation (StandardFruit& S.S.Co. *Mgrs.*) | 314·4 | 31·7 | 20·7 | N.Orleans Utd.States | Oil Engines 4S.C.SA 16Cy.16″–24″ 898NHP | | R |
| 232109 | (*ex U.S.N.* Dale–33) *Oil Eng.* | 1090 | | | | | | | | | | | *WB* | NE33 | | |
| WKEP | Wireless 2 *Dks* *Cruiser Stern* | 701 | | | | | | | | | | | | Rathbun-JonesEng.Co Tol | | |
| 79211 | **Masayosi Maru** Ⓟ | 971 | | | | | 1920 | Namura Gennosuke Osaka | TohoSuisan K.K. | 193·8 | 31·0 | 18·5 | Kagoshima Japanese | T.3Cy.14½″,24½″&39½″–30″ 86NHP | | |
| 28021 | | 811 | | | | | | | | P15′B49′F27′ | | | *WB* | YoshidaTekkosho,Osaka | | |
| JUOB | Wireless 2 *Dks* | 545 | | | | | | | | | | | | | | |
| 79212 | **Masbate** (*ex* Fernandez Hermanos–35, | 742 | ✝ ... | | | | 1895 | Gourlay Bros.&Co. Dundee | Wallem&Co. | 180·0 | 28·0 | 10·7 17·7 | Panama Panamanian | T.3Cy.14″,22½″&36′–27′ 67NHP | 19 ″ 10 | |
| | *ex* Juno) | 702 | 8,96 | | | | 6mo | | | | | FK | *WB* | GourlayBros.&Co. Dundee | | |
| ~~Manila~~ | Wireless 1 *Dk&Awng dk* | 483 | ✝ | | | | | | | | | | | | | |
| 79213 | **Mascot** | 1225 | | | | | 1922 | Xiansands Mek.Værks Xiansand | Scotto,Ambrosino, Pugliese,Fils&Co. | 239·5 | 36·2 | 13·1 | Oran French | T.3Cy.17′,29′&47′–33′ 127NHP | | V |
| | | 937 | | | | | | | | P36*t*Q95*t*H105*t* | | | *WB* | XiansandsM.V.Xiansands | | |
| FOQO | Wireless 1 *Dk* | 688 | | | | | | | | F40*t* | | | | | | |
| 79214 | **Mascotte** | 364 | | | | | 1936 | NVSchpsw Delfzijl v/h Gebr.Sanders Delfzijl | FransWesters | 135·7 | 24·5 | 9·1 | Groningen Dutch | Oil Engines 4S.C.SA 6Cy.11″–17½″ 70NHP | | V |
| | *Oil Eng.* | 250 | | | | | | | | P34′F15′ | | | *WB* | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| PFWG | 1 *Dk* *Cruiser Stern* | 186 | | | | | | | | | | | | | | |
| 79215 | **Masen** (*ex* Monika–33, *ex* Fagern, | 1316 | ✝100A1 | Got | *p* | OG | 1907 | W.Harkess &Sons,Ld. Middlesbro' | RederiA/B Sjöstjärnan(G. Lindegren, *Mgr.*) | 241·7 | 38·0 | 15·5 | Stockholm Swedish | T.3Cy.18″,30′&49′–33′ (*s*) 180lb 164NHP | 18 ″ 0 | |
| 4779 | *ex* Tord) *ss* Skm.2nd No.3–1,33 | 1171 | 7,40 ~~5,00~~ | Skm | | ~~2,37~~ 7,40 | 8mo | | | P21′B136′F29′ | FK | | *4 BHCem* | 2SB,*4cf*,GS67,HS2720 | s 1 ″ 3½ | |
| SFLW | *ss* Ant.No.1–37 1 *Dk*(*Stl*) *&deep framing* *Cargo battens not fitted* | 759 | ~~BSP,39~~ 5,40 | ✝LMC2,37 | | | *Lloyd's SA&CP* | | *Cell DBa &uE* 100′ | *uB* 18′*f* 92′425*t* *FPT* | | | 40*t* *APT* 29*t* | N.E.MarineEng.Co.Ld.Sld. | 16 ″ 10½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Registers in which classed, if not in L. R. Date of P. & T. Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 99 H0 | | | | | | | | | | | | | | | | | |
| 79216 | **Mashobra** (P) | Twin Sc | 8324 | ✠ | Mdb | *c*† | | 1920 | Barclay, | BritishIndiaStm. | 450·0 | 58·3 | 32·9 | Glasgow | T.6Cy.21″,35½″&61″–45″ | 35 ″ 6 | BT |
| 144222 | | *Fitted for oil fuel* | 6848 | 7,24 | | | | 10mo | Curle&Co.Ld. | Nav.Co.Ld. | P44′B161′F42′ | | | British | 883NHP | | till |
| GDMS | D.F. | 2 *Dks*(*Stl–U* teak s) | 5131 | ✠Lloyd's RMC10,39 | | | | | Glasgow | | FK | | | 9 *BHCem* | 4SB *16cf*, GS300 HS12628 | | 6,40 |
| | *Ref. Mchy.* | | | | | | | | | *Cell DB* | 419′ 1550*t FPT* 124*t* | | | *APT* 60*t* | Barclay, Curle&Co.Ld.Gls. | | |
| 79217 | **Masilia** | | *1608* | ✠100A1 | Got | *r* | OG | 1917 | Oskrshmns | Rederiaktieb. | 270·6 | 41·1 | 24·1 | Gothenbrg | T.3Cy.22½″,35½″&58½″–36″ | 18 ″ 0 | |
| 5917 | | *ss*Kel.No.3–4,30 | *1277* | *Shelter dk* | | | 12,39 | 8mo | M.V.Aktieb. | SvenskaLloyd | 285·5(o.L.) | | | Swedish | 185lb (*s*) 270NHP | s ″ 3 | |
| SICA | D.F. | *ss*Sbg.No.2–38 | *770* | *with freeboard* | | | | | Oskarshamn | (K.R.Bökman, | FK | | | 4 *BHCem* | 2SB(Spt), *6cf*, GS87, | 17 ″ 10½ | |
| | | 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | | 8,40 ~~12,20~~ ✠LMC | | | | | | *Mgr.*) | ( | | | *Coll to Sh dk* | HS3800 FD | | |
| | | | | MS9,38 ~~BS7,35~~ 7,40 | | | | | | *Cell DB* 237′ 473 | *t FPT* 44*t APT* 20*t* | | | 3 ,, *U* ,, ) | Oskarshamns M.V.Aktieb. | | |
| 79218 | **Masimpur** | *ss*Cal.No.3–9,40 | 5586 | ✠100A1 | Cal | *y* | CL | 1927 | Sir J. Laing | TheBurmahOilCo. | 389·7 | 54·3 | 32·7 | Rangoon | T3Cy.27½″,46½″&79″–54″ (*s*) | 32 ″ 6 | |
| 148357 | | ~~*ss*Cal.No.2–26~~ | 5080 | 9,40 ~~11,30~~ | | 9,40 | 11,38 | 12mo | &Sons,Ld. | Ld. | | | | British | 200lb FD 658NHP | s 6 ″ 6½ | |
| XYCX | D.F. E.S.D. | 2 *Dks*(*Stl*) & *Web frames* | 3201 | ~~BS11,39~~ ✠LMC6,~~36~~ | | | 7,40 | | Sunderland | | P90′B38′F58′ FK | | | 14 *BHCem* | 3SB&1AuxSB, *15cf*, HS9503 | 26 ″ 2½ | |
| | *Mchy. Aft* | *CruiserStern* | | *Carrying l'eroleum in bulk* | | | | *Lloyd's* | *A&CP* | *Cell DB uE & B* 78′ | | | | (11 *to U dk* | G.Clark,Ld.Sunderland | | |
| | | *Longitudinal framing* | | *Fitted for oil fuel* 12,27 | | | *F.P. a* | *above* | 150° F. | 234*t DTf* 34′ 485*t* | *FPT* 178*t APT* 51*t* | | | 3 ,, 2*nd* ,,) | | | |
| 79219 | **Masirah** | | 6578 | ✠100A1 | Gls | *b*† | CL | 1919 | C.Connell | Thos.&Jno. | 448·0 | 56·0 | 31·8 | Liverpool | T.3Cy.26½″,45″&75″–54″ (*s*) | 34 ″ 6 | |
| 140627 | | *ss*Gls.No.2–40 *ss*Cal.No.3–5,32 | 6148 | ~~5250,39~~ 12,40 LH | | | 8,39 | 6mo | &Co.Ld. | Brocklebank,Ld. | P102′B163′F49′ FK | | | British | 200lb *110lb* 643NHP | s 6 ″ 3½ | |
| GSCX | D.F. E.S.D. | ~~*ss*Gls.No.1–38~~ | 4079 | | | | | | Glasgow | *Cell DB* 398′ | | | | *Cem* | 2DB, *16cf*, GS258, HS12142 | 28 ″ 5¾ | |
| | | 2 *Dks*(*Stl*) | | ✠LMC | | | | *Lloyd's* | *A&CP* | 1398*t MT* 27′ 896*t* | *FPT* 106*t APT* 75*t* | | | 6 *BHto U dk* | Dunsmuir&Jackson Ld Gls | | |
| | | *CruiserStern* | | MS8,~~35~~ BS4,~~39~~ | | | | | | | *AfterPeak* | | | *BH* ,, 2*nd* ,, | | | |
| | | | | 10,39 | | | 5,40 | | | | | | | | | | |
| 79220 | **Masr** (*ex*Cité de Péronne, *ex*Grive) | | 331 | | | | | 1918 | Forg.&Ch. de la Médit. | Soc.Misr de Navigation Maritime | 137·8 | 23·4 | 11·7 | Alexndria | C.2Cy.18″&36″–24″ | | |
| 21 | | | — | | | | | | LaSeyne | | | | | Egyptian | 106NHP | | |
| SUCP | | 1 *Dk* | 151 | | | | | | | | | | | | Forg.&Ch. de la Médit. Msl. | | |
| 79221 | **Massaua** (P) | | 1524 | | | | | 1913 | Cant. Nav. | LloydTriestino | 268·8 | 35·3 | 16·6 | Naples | T.3Cy.19⅜″,32½″&55½″–39⅜″ | | I |
| 393 | | *Fitted for oil fuel* | 1007 | | | | | | Riuniti | Soc.Anon.di Nav. | | | | Italian | 190NHP | | |
| IBPV | Wireless D.F. | 2 *Dks* | 870 | | | | | | Ancona | | | | | *WB* | Cant.Nav.Riuniti, Ancona | | |
| 79222 | **Massilia** (P) | Quad Sc | 15363 | | | | | 1920 | Forg.&Ch. de la Médit. | Cie.de Nav.Sud-Atlantique | 577·1 | 64·1 | 37·0 | Bordeaux | T.6Cy46½″,59½″&73⅜″–43½″ | | V |
| | | | 10204 | | | | | | LaSeyne | | P315′ | | | French | &2LP Turbines | | |
| FOTN | D.F. | 7 *Dks* | 6151 | | | | | | | | | | | *WB* | Forg.&Ch. de la Médit. Msl. | | |
| 79223 | **Massis** | | *5022* | ✠100A1 | Hav | *x* | CL | 1914 | Armstrong | Soc.Anon.Les | 385·2 | 50·3 | 30·3 | Dunkirk | T.3Cy.25½″,42″&70″–48″ (*s*) | 30 ″ 3 | |
| | | *ss*Shl.No.3–4,37 | *4470* | 11,39 | | | 2,38 | 10mo | Whitworth | Pétroles | | | | French | 180lb *120lb* 425NHP | s 5 ″ 5 | |
| FOTO | D.F. | 2 *Dks*(*Stl*) & *Web frames* | *2769* | BS11,39 ✠LMC4,37 | | | | | &Co.Ld. | d'Outre-Mer | P88′B28′F41′ | | | 16 *BHpt Cem* | 2SB, *6cf*, GS126, HS5862 | 25 ″ 1 | |
| | *Mchy. Aft* | *Longitudinal framing* | | | | | | | Newcastle | *Cell DB* | *uB* 24′ 35*t DT* | FK | | (9 *to Upr dk* | N.E Marine Eng.Co Ld Nwc | | |
| | | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *A&CP* | *f* 36′ 316*t* | *FPT* 73*t APT* 59*t* | | | 7 ,, 2*nd* ,,) | | | |
| | | | | *Fitted for oil fuel* 10,14 | | | *F.P.* | *above* | 150° F. | | | | | | | | |
| 79224 | **Massmar** (*ex*James B. Duke, | | 5828 | ✠ ... | | | | 1920 | Kawasaki | CalmarS.S.Corp. | 385·0 | 51·2 | 25·6 | New York | T.3Cy.26″,43½″&72″–48″ | 36 ″ 0 | R |
| 220047 | *ex*Eastern Cloud) | *Fitted for oil fuel* | 4120 | 4,22 | | | | 3mo | Dkyd.Co.Ld. | | | | | Utd.States | 437NHP | | † |
| KUSQ | D.F. | 2 *Dks* & *Awng dk* | 3601 | ✠ | | | | | Kobe | | FK | | | *WB* | Kawasaki Dkyd Co Ld Kobe | | |
| 79225 | **Master Elias Kulukundis** | | *5548* | ✠100A1 | Gen | *a*† | CL | 1938 | Short Bros. | AtlanticosSteam- | 420·6 | 60·5 | 26·3 | Piræus | T.3Cy.23½″,38″&66″–45″ | 28 ″ 9 | |
| 942 | | | *4933* | *with freeboard* | NNs | 2 | | 10mo | Ld. | shipCo.Ld.(Kulu- | 433·5(o.L.) | | | Greek | 220lb Rht. (*s*) 428NHP | s 3 ″ 0¼ | |
| SVXU | D.F. E.S.D. | 1 *Dk* & *Shelter dk* | *3234* | 1,41 ~~1,40~~ ✠LMC10,38 | | | | | Sunderland | kundisShipping | FK | | | *pt Cem* | 2SB(Spt&FD)&AuxSB, | 25 ″ 11¼ | |
| | | *Longitudinal framing at bottom & at decks* | | | | | | *Lloyd's* | *A&CP* | Co.S.A. *Mgrs.*) | ( | | | *Coll to Sh dk* | *8cf*, HS6280 | | |
| | | *CruiserStern* "*Arcform*" | | *Fitted for oil fuel* 10,38 | | | *F.P.a* | *above* | 150° F. | *One intermediate B H dispensed with* | | | | 5 ,, 2*nd*,,) | N.E.Marine Eng.Co Ld.Sld | | |
| | | | | | | | | | | *Cell DB* 350′ 1101*t* | *MT* 14′ 615*t FPT* 171*t APT* 303*t* | | | | | | |
| 79226 | **Masula** | Twin Sc | 7324 | ✠100A1 | Cal | *c*† | CL | 1919 | Barclay, | BritishIndiaStm. | 449·7 | 58·2 | 32·7 | Glasgow | T.6Cy.21⅜″,35½″&61″–45″ | 35 ″ 6 | |
| 141904 | | *ss*Fal.No.3–3,31 | 6821 | 12,40 ~~12,20~~ | | | 12,39 | 6mo | Curle&Co.Ld | Nav.Co.Ld. | | | | British | 215lb (*s*) 830NHP | s 7 ″ 10 | |
| GBSQ | *Ref. Mchy.* | *ss*Cal.No.2–39 | 4565 | | | | | | Glasgow | | P44′B149′F41′ FK | | | 7 *BHCem* | 4SB&1AuxSB, *18cf*, GS338, | 27 ″ 11¾ | |
| | | 2 *Dks*(*Stl*) | | ✠LMC | | | | *Lloyd's* | *A&CP* | *Cell* | *DB* 390′ 1551*t FPT* | | | 120*t APT* 67*t* | HS12628 FD | | |
| | | | | MS2,39- BS~~3,35~~ 9,40 | | | | | | | | | | | Barclay, Curle&Co.Ld.Gls. | | |
| | | | | ✠Lloyd's RMC~~3,40~~ | | | | | | | | | | | | | |
| | | | | 5,41~~9,40~~ | | | | | | | | | | | | | |
| 79227 | **Masunda** | | 5250 | ✠100A1 | Npt | *z* | CL | 1929 | A.Stephen | S.S."Magdala"Co. | 402·5 | 55·0 | 28·5 | Glasgow | T.3Cy.23″,40″&67″–51″ (*s*) | 31 ″ 0 | |
| 160258 | | *ss*Bry.No.2–38 | 4912 | 5,40 | | | 8,39 | 7mo | &Sons,Ld. | Ld.(Maclay& | | | | British | 200lb HS6738 464NHP | s 5 ″ 11¼ | |
| GTFC | D.F. | 1 *Dk*(*Stl*) | 3286 | BS4,40 ✠LMC1,38 | | | | | Glasgow | McIntyre,Ld. | P45′B126′F48′ FK | | | 3SB(Spt), *9cf*, GS154, FD | | 25 ″ 4 | |
| | | | | | | | | *Lloyd's* | *A&CP* | *Mgrs.*) *Cell DB* | 344′ 1458*t FPT* 152*t* | | | *APT* 309*t* | A.Stephen&Sons,Ld.Gls. | | |
| 79228 | **Masuren** | | 2383 | | | | | 1935 | F Schichau | Kohlen-Import-u. | 281·1 | 44·5 | 18·6 | Königsbrg | C.4Cy.(2)16½″&(2)35⅜″– | | G |
| | | | 1859 | | | | | | G.m.b.H. | PoseidonSchiff- | P24′Q85′B112′F22′ | | | German | 35⅜″&L.P.Turbine 223NHP | | |
| DADE | D.F. E.S.D. | *CruiserStern* 1 *Dk* | 1297 | | | | | | Danzig | ahrtsA.G. | | | | *WB* | F Schichau G.m.b.H. Elbing | | |
| 79229 | **Masuyama Maru** (*ex*Ekisan | | 3690 | ✠ ... | | | | 1896 | Russell& | TomoeGumiKisen | 339·4 | 46·0 | 17·8 | Tokyo | T.3Cy.25″,40″&64″–45″ | 28 ″ 6 | |
| 10744 | Maru–39, *ex*Daiho | *ss*Kob.2nd No.3–4,19 | 3384 | 4,31 | | | | 8mo | Co. | K.K. | B66′F36′ | 25·8 | | Japanese | 294NHP | | |
| JSEB | Maru No.2–39, | *ss*Kob.No.2–27 | 2620 | | | | | | Port Glasgow | | | FK | | *WB* | Rankin&Blackmore, Grk. | | |
| | *ex*Benten Maru, *ex*Venus) | 1 *Dk* & *Spar dk* & *deep framing* | | ✠ | | | | | | | | | | | | | |
| 79230 | **Mata Hari** | | 1020 | ✠ | Sng | *n* | | 1915 | C. Ren- | P.&O.Stm.Nav.Co. | 220·0 | 35·2 | 13·0 | S.Shields | T.3Cy.17½″,29″&47″–30″ | 15 ″ 0 | |
| 134962 | | | 755 | 10,15 | | | | 6mo | noldson&Co. | | P15′F23′ | | | British | 165NHP | | |
| MFWN | | 1 *Dk*(*Stl*–teak s) & *Shade dk*(*Teak*) | 511 | | | | | | South Shields | | | FK | | 5 *BHCem* | 2SB, *6cf*, GS89, HS3082 | | |
| | | *Fitted for oil fuel* | | ✠ | | | | | | *Cell DB* a51′ *u E* | & *B* 38′ *f* 94′ 254*t FPT* | | | 16*t APT* 25*t* | Shields Eng.Co.Ld.N.Shl. | | |
| 79231 | **Mataafa** (*ex*Pennsylvania) | | 4319 | | | | | 1899 | Cleveland | PittsburghS.S.Co. | 429·6 | 50·0 | 25·0 | Dul'th,Min | Q.4Cy.15⅜″,23¾″,36½″&56″– | | |
| 150810 | | | — | | | | | | S.B.Co. | | | | | Utd.States | 40″ 198NHP | | |
| | *Mchy. Aft* | GyC. 1 *Dk* 2 *tr B* | 3604 | | | | | | Lorain,O. | | | | | *WB* | Cleveland SB.Co.Cleveland | | |
| 79232 | **Matadian** | | 4275 | ✠100A1 | Bkn | *x* | CL | 1936 | Swan,Hun- | UnitedAfricaCo. | 383·2 | 50·2 | 23·3 | Liverpool | T.3Cy.19½″,33″&54″–36″& | 23 ″ 3 | |
| 164305 | | *ss*Liv.No.1–40 | 3328 | ~~5,18~~ ~~3,20~~ 3,41 | ~~S&N~~ | 11⅜ | 8,39 | 11mo | ter&Wigham | Ld. | 397·1(o.L.) | | | British | LP Turbine with D R gearing | s 2 ″ 5½ | |
| GZFD | *Mchy. Aft* D.F. | 1 *Dk* | 2483 | | | | | | Richardson, | | P107′ *Trunk* 234′ | | | 13 *BHpt Cem* | & hydraulic coupling (*s*) | 21 ″ 0 | |
| | | *CruiserStern* | | ✠LMC11,36 | | | | | Ld.Newcastle | | F39′ | FK | | | 210lb FD 396NHP | | |
| | | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *A&CP* | *Cell DB uE* 33′ 58*t* | *DTf* 39′ 194*t FPT* 74*t* | | | *APT* 73*t* | 2SB(Spt), *6cf*, HS5290 | | |
| | | | | *Fitted for oil fuel* 1,3,6 | | | *F.P.* | *above* | 150°F. | | | | | | Swan, Hunter&Wigham Richardson, Ld.Nwc. | | |
| 79233 | **Matafele** (P) | Twin Sc | 335 | ✠100A1 | HKg | *d* | OG | 1938 | Hong Kong | BurnsPhilp | 115·5 | 25·6 | 10·6 | Hong Kong | Oil Engines 2S.C.SA. | 11 ″ 6 | |
| 159498 | | *Oil Eng.* | 206 | 11,38 | | | | 11mo | &Whampoa | (SouthSea)Co.Ld. | 122·2(o.L.) | | | British | 8Cy.8½″–14⅛″ 105NHP | s 1 ″ 1¼ | |
| VRBY | *Mchy. Aft* | 1 *Dk* | 186 | | | | | | Dock Co.Ld. | | F29′ | FK | | 3 *BHpt Cem* | | 10 ″ 8¼ | |
| | | *CruiserStern* | | ✠LMC11,38 | | | | | Hong Kong | | *Boat dk aft* | | | *pt Asp* | Hong Kong&Whampoa | | |
| | | | | ✠LMC(M)3,41 | | | | *Lloyd's* | *A&CP* | | *Cell DB* 14′ 20*t FPT* | | | 17*t APT* 15*t* | Dock Co.Ld.Hong Kong | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné habituellement entre deux Périodiques d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres en cours à la fin de l'année 1939-40 et 1940-41. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79234 WKRT | **Matagalpa** (*ex U.S.N. Osborne-33*) *Cruiser Stern* Wireless | Twin Sc *Oil Eng.* 2 *Dks* | 1174 1000 701 | ✠ | | | | 1920 | ForeRiver S.B.Corp. Quincy, Mass. | SeaboardSteamshipCorporation (StandardFruit&S.S.Co. *Mgrs.*) | 314·4 | 31·7 | 20·7 | N.Orleans Utd.States *WB* | Oil Engines 4S.C.SA 16Cy.16″–24″ 398NHP NE33 Rathbun-JonesEngCo.Tol. | | R |
| 79235 ZMGW | **Matai** (P) 1 *Dk (Stl-ws) & 2nd dk in holds* Wireless Sub.Sig. *Well deck* *Fitted for oil fuel* *Cruiser Stern* | Twin Sc | 1050 657 383 | ✠ 7,30 ✠ | Nwc | | | 1930 7mo | Hawthorn, Leslie&Co.Ld Newcastle | NewZealand Government *Cell D* | 219·0 P&B145′F26′ *B154′ 170t* | 35·1 BR7″ *FPT34t* | 13·6 *APT35t* | Wellington British | T.6Cy.12½″,21″&35″–26″ 178NHP 4 *BHCem* | 15 ″ 6 | |
| 79236 170722 VCBD | **Matane I.** (P) *Oil Eng.* 1 *Dk (raised fwd.)* *Cruiser Stern* *Electrically welded* | | 470 262 225 | ✠ 100A1 5,40 ~~4,39~~ ✠ LMC7,38 *For Service on the River St. Lawrence & for coast north shore of the Gulf west of Cape Charles* | Mtl Qbc | *h* CL 5,40 *Lloyd's SA & CP* | 1938 7mo *wise service on the* | Marine Industries,Ld Sorel,P.Q. *of St. Lawrence* | Cie.deTransport duBasSt.Laurent, Ltée. | 147·2 *33·1* 152·5 (O.L.) P&B84′F21′ *DTf 5′26t* | 32·6 FK *FPT29t* | 12·5 *APT14t* | Quebec British | Oil Engines 2S.C.SA 6Cy.11 $\frac{7}{16}$″–19½″ 136NHP 4 *BHCem* SulzerBros.Ld.Winterthur | 12 ″ 6 7 ″ 6½ 8 ″ 6½ | |
| 79237 154015 VSPB | **Matang** *Fitted for oil fuel* 2 *Dks* | Twin Sc | 1463 974 769 | | | | | 1928 | Taikoo D.&E.Co.of H.Kg.Ld HongKong | StraitsS.S.Co.Ld. | 252·9 | 42·6 | 10·5 | Singapore British *WB* | T.6Cy.11″,19″&31½″–20″ 44NHP TaikooD.&E.Co.of H.Kg.Ld.H.Kg. | | |
| 79238 190750 ZMFT | **Matangi** (P) (*ex Mourilyan*) *ss* Mel.No.3–5,21 *ss* Auk.No.1–25 Wireless 1 *Dk & Awng dk* | Twin Sc | 1366 1012 631 | ✠ ... 11,29 ✠ | | | | 1908 8mo | A.Stephen &Sons,Ld. Glasgow | AnchorShppg.& FoundryCo.Ld. | 220·7 F44′ | 36·2 18·7 FK | 11·0 *WB* | NelsonNZ British | T.6Cy.14½″,23″&38″–30″ 273NHP A.Stephen&Sons,Ld.Gls. | 19 ″ 6 | |
| 79239 144814 GCSV | **Mataroa** (P) (*ex Diogenes*) *ss* Gls.No.3–10,34 *ss* Lon.No.1–38 E.S.D. 2 *Dks (Stl) & Shelter dk* D.F. *Ref. Mchy.* (*Stl-ws*) *Cruiser Stern* | Twin Sc | 12390 7886 7332 | ✠ 100A1 *Shelter dk with freeboard* 1,41 ~~3,40~~ BS6,41 ~~BS8,40~~ ✠ LMC1,39 ✠ Lloyd's RMC ~~1,40~~ 3,40 1,41 | Lon Liv | *g* † CL ~~11,37~~ s3,40 p1,41 *Lloyd's SA & CP* | 1922 7mo | Harland& Wolff,Ld. Belfast | ShawSavill& AlbionCo.Ld. *Cell D B125′ 1822t Tanks at sides of tunnel* | 500·4 P34′B226′F87′ *on Shelter dk* FK&BK2″ 14′40t | 63·2 *FPT175t* | 39·6 *APT158t* | S′thamptn British | 4 Steam Turbines D R geared to 2 Sc. Shafts (*s*) 215lb 1334NHP 4 DB (Spt) & 1 SB (Spt), *27cf*, GS571, HS24268 Harland&Wolff,Ld.Bel. | 42 ″ 9 s 10 ″ 4½ 32 ″ 10 | BT till ~~11~~ 12,41 |
| 79240 147705 MLYW | **Matching** Wireless *Mchy. Aft* *Well deck* | *ss* Nwc.No.3–9,37 1 *Dk (Stl)* *Cargo battens not fitted* | 1321 991 715 | ✠ 100A1 ~~9,15~~ 7,30 9,41 ~~9,15~~ BS7,39 7,40 ✠ LMC9,37 *Fitted for oil fuel* | Sld | *o* CL 8,38 *F.P. above* | 1924 8mo *Lloyd's SA & CP* | J.Crown& Sons,Ld. Sunderland | Stephenson Clarke &Associated Companies,Ld. *Cell D B201′* | 235·0 246·0 (O.L.) Q147′F25′ *373t* | 35·6 FK *MT9′177t* | 14·8 *FPT* | London British *5 BHCem* *76t* | T.3Cy.19″,31″&51″–36″ (*s*) 180lb *100lb* 180NHP 1SB,*4cf*,GS77,HS2920 J.Dickinson&Sons,Ld.Sld. | 16 ″ 9 s 4 ″ 11½ 15 ″ 10 | |
| 79241 140643 GSCW | **Matheran** *ss* Mdb.No.3–3,32 *ss* Cal.No.1–36 2 *Dks (Stl)* 3 *rd dk (Stl) in No. 1 hold* D.F. E.S.D. *Cruiser Stern* | | 7653 7051 4652 | ✠ 100A1 3,40 ✠ LMC MS12,35 BS9,39 *Fitted for oil fuel* | Bal | *c* † CL 2,39 *L.P. above* | 1919 8mo *Lloyd's SA & CP* | Lithgows, Ld. PortGlasgow | Thos.&Jno. Brocklebank,Ld. *Cell D B414′ 1615t* | 470·3 489·5 (O.L.) P47′B126′F47′ *DT a37′ 1234t* | 58·2 FK *FPT* | 32·1 100t *APT96t* | Liverpool British *7 BHCem* | T.3Cy.28′,47½″&80″–54″ (*r*) 200lb 800NHP 2 DB&1 Aux SB,*20cf*,GS342, HS1572S Dunsmuir&JacksonLdGls | 34 ″ 10 s 7 ″ 9½ 27 ″ 3½ | |
| 79242 217030 WTIU | **Mathew Luckenbach** (*ex Kelvinia*, *ex Deerfield*) *ss* Phl.No.3–3,30 *ss* Sea.No.2–38 D.F. 2 *Dks (Stl) & Shelter dk (Stl)* | | ~~5821~~ ~~3356~~ ~~3626~~ 5848 5356 3597 | ✠ 100A1 *Shelter dk with freeboard* 5,40 ~~8,39~~ ✠ LMC MS11,37 ~~BS8,39~~ 8,40 *Fitted for oil fuel* | Sea | *b* † CL 7,38 1 *Int* 0,1 8 *F.P. above* | 1918 10mo *ermediate BH* 150° F. | Sun S.B.Co Chester, Pa. A&CP *Cell D B370′* | LuckenbachS.S. Co.Inc. *in after 'tween decks dispensed with* *1355t DTa30′882t* | 435·6 35·1 FK *FPT117t* | 57·7 *APT76t* | 27·3 1 *BHtoSh dk* 5 ″ ″ *U* ″ 1 ″ ″ *2nd* ″ | NewYork Utd.States *Cem* | T.3Cy.27″,45½″&76″–51″(*r*) 190lb 696NHP 4SB,*12cf*,GS247,HS11108FD SunS.B.Co.Chester,Pa. | 30 ″ 3 s 4 ″ 5 26 ″ 0½ | |
| 79243 141679 VGFC | **Mathewston** D.F. GyC. *Mchy. Aft* 1 *Dk* | | 7403 6909 5918 | | | | | 1922 | Pt.Arthur S.B.Co.Ld. PtArthurOnt. | ColonialSteamships,Ld.(R.Scott Misener, *Mgr.*) | 530·0 | 58·3 | 27·1 | Toronto British *WB* | T.3Cy.25½″,41″&67″–42″ 291NHP PortArthurS.B.Co.Ld. | | R |
| 79244 DJUZ | **Mathias Stinnes** D.F. E.S.D. *Oil Eng.* 2 *Dks* *Cruiser Stern* | | 5337 4458 2640 | | | | | 1937 | Flensburgr Schiffsb.Ges. Flensburg | "Brenntag" BrennstoffChemikalien-u, TransportA.G. | 415·5 B&F376′ *Upr* | 60·2 F33′ | 21·3 | Hamburg German *WB* | 2 Oil Engines 2S.C.SA 16Cy.20½″–27 $\frac{9}{16}$″ SRgeared to 1 screw shaft 1180NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | G |
| 79245 LDJA | **Mathilda** D.F. *ss* Bgn.No.3–7,33 *ss* Ant.No.1–37 1 *Dk (Stl)* | | 3650 3298 2223 | ✠ 100A1 2,40 ✠ LMC MS3,37 BS12,39 | Bal | *w* CL 1,39 | 1920 3mo *Lloyd's SA & CP* | J.Blumer& Co.Ld. Sunderland | A/S D/S Mathilda (J.Christensen) | 356·3 P41′B170′F33′ *Cell D B312′867t* | 48·8 FK | 23·9 6 *BHCem* *APT109t* | Bergen Norwegian | T.3Cy.24″,40″&65″–45″ (*s*) 180lb 318NHP 2SB,*6cf*,GS136,HS5024 J.Dickinson&Sons,Ld.Sld. | 25 ″ 11 s 3 ″ 6½ 22 ″ 6½ | |
| 79246 4387 SFLM | — (*ex Rymmen*, *ex Titti*, *ss* Osc.2nd No.3–3,28 *ex Anna Hermine*) *ss* Sbg.No.2–37 1 *Dk (pt Irn pt Stl) & deep framing* *Cargo battens not fitted* | | *1264* *1094* *764* | ✠ 100A1 5,39 ✠ LMC MS4,37 BS1,39 | Skm | *n* CL 5,39 | 1902 4mo *Lloyd's SA & CP* | W.Harkess &Son Middlesbro' | ÅkeDanielsson *DB a & u E79′ u B15′ f 92′* | 225·0 Q83′B56′RFD86′ F23′ FK | 35·1 | 17·8 *351t APT29t* | Norrköpng Swedish | T.3Cy.17″,28½″&46″–33″ (*s*) 180lb *90lb* 131NHP 1SB,*3cf*,GS59,HS2025 MacColl&Pollock,Sld. | 16 ″ 6 s 7 ″ 4 16 ″ 6 | |
| 79247 830 OFDC | **Mathilda Thordén** D.F. E.S.D. GyC. 1 *Dk & Shelter dk* *Cruiser Stern* 3 *rd dk in forward hold* *Strengthened for Navigation in Ice* | *Oil Eng.* | 3641 — 1867 | ✠ 100A1 *with freeboard* 11,10 ~~12,39~~ ✠ LMC8,38 | Skm Phl | *x* CL | 1938 8mo *Lloyd's SA & CP* | Crichton-Vulcan A.B. Åbo | A/B FinskaNordamerikaLinjen (G.B.Thordén, *Mgr.*) *Cell D B286′ 956t DTa31t* | 365·9 388·2 (O.L.) | 51·4 FK *FPT69t* | 21·6 6 *BH* (*Coll to Sh dk* 5 ″ 2*nd* ″) *APTs155t* | Helsingfrs *Brändö* Finnish | Oil Engines 2S.C.SA 7Cy.25 $\frac{9}{16}$″–49 $\frac{9}{16}$″ 795NHP DB57lb Fr.KruppGermaniawftAG | 25 ″ 5 s 1 ″ 9½ 23 ″ 8½ | |
| 79248 OZRC | **Mathilde Mærsk** (*ex Peter Mærsk*, *ex Hadersley*) *ss* Cpn.No.3–5,34 *ss* Cpn.No.1–38 D.F. 1 *Dk (Stl)* | | 2088 1832 1205 | ✠ 100A1 10,39 ✠ LMC MS5,38 BS11,38 | NYk | *s* CL 5,38 | 1921 9mo *Lloyd's SA & CP* | Yarrow& Co.Ld. Glasgow | A/S D/S Svendborg (A.P.Møller, Copenhagen, *Mgr.*) *Cell D Ba86′ u* | 286·0 296·8 (O.L.) P27′B166′F31′ *E18′ f124′ 565t* | 43·4 FK *FPT* | 18·7 *APT87t* | Aalborg Danish *5 BHCem* *48t* | T.3Cy.20½″,33″&54″–36″ (*s*) 180lb 208NHP 2SB(Spt)*6cf*,GS102,HS3452 Yarrow&Co.Ld.Glasgow | 21 ″ 0 s 1 ″ 9½ 19 ″ 5½ | |
| 79249 | | | | | | | | | | | | | | | | | |

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| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of transfer to Class |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79250 143690 GCXQ | **Mathura** | ss Gls. No. 3–4, 33 ss Cal. No. 1–37 | 8890 8359 5480 | ✠ 100 A1 5-39 12,10 ✠ NE 5,28 MS 12,36 | Mdb Bkn | g † | CL ~~11,37~~ 4,40 | 1920 12mo | C. Connell & Co. Ld. Glasgow | Thos. & Jno. Brocklebank, Ld. | 480·5 501·0 (O.L.) P49′ B185′ F42′ | 63·9 | 35·6 | Liverpool British | 2 Steam Turbines D R geared to 1 Sc. Shaft (r) 200lb HS 19266 1147 NHP 2 DB & 2 SB, 24cf, GS 420, D. Rowan & Co. Ld. Gls. | 38 ″ 4 s 8 ″ 4½ 30 ″ 2½ | |
| | D.F. E.S.D. | 2 Dks (Stl) 3rd dk (Stl) in No. 1 hold Cruiser Stern | | ✠ LMC BS 2,39 4,40 Fitted for oil fuel 12,20 | | | F.P. above 1 | Lloyd's A & CP | | Cell D B 417′ 1893 t | Shortened 35 FK DT a 40′ 1568 t | | | | | |
| 79251 146294 GDMZ | **Matiana** (P) | Twin Sc Ref. Mchy. | 9045 7263 5524 | ✠ 12,26 Lloyd's R M C 3,40 ~~3,40~~ 1,41 | Ant | d † | | 1922 4mo | Barclay, Curle & Co. Ld. Glasgow | British India Stm. Nav. Co. Ld. | 465·0 P44′ B175′ F53′ | 58·3 | 33·5 | Glasgow British | 6 Steam Turbines D R geared to 2 Sc. Shafts HS 13958 1011 NHP 4 SB & 1 Aux SB, 18cf, GS 338, Barclay, Curle & Co. Ld. Gls. | 36 ″ 0 | BT till ~~6,40~~ 7,41 |
| | D.F. | 2 Dks (Stl–U teak s) Cruiser Stern Fitted for oil fuel | | | | | | Lloyd's A & CP | | Cell D B 403′ 1568 t Tanks between tw | FK nnels 114′ 253 t | | | 9 B Hpt Cem 164 t A P T 69 t | | |
| 79252 1204 CBDM | **Matias Cousiño** (ex Silvermoor) | ss Vpo. No. 3–10, 37 1 Dk (Stl) Well deck | 1896 — 1078 | ✠ 100 A1 2,40 ~~B 3,41~~ ~~M S 10,37~~ L M C ~~B S 3,39 3,40~~ | Vpo | q | CL 2,40 | 1925 2mo | J. Crown & Sons, Ld. Sunderland | Cia. Carbonifera e Industrial de Lota | 268·0 Q105′ B56′ F30′ | 37·8 | 17·6 | Valparaiso Chilian | T. 3 Cy. 20½″, 33″ & 54″–39″ (s) 180lb 216 NHP 2 SB, 6cf, GS 92, HS 3594 N.E. Marine Eng. Co Ld. Sld. | 19 ″ 9 s 2 ″ 0 18 ″ 0⅜ | |
| | | | | | | | | Lloyd's A & CP | | Cell D Ba & u E 9 | FK 9′ f 106′ 382 t F P T 86 t | | | 4 B H Cem A P T 173 t | | |
| 79253 3549 PJAJ | **Matilde** | Twin Sc ss Cco. No. 3–9, 38 1 Dk (Stl) Longitudinal framing at bottom & at deck | 2601 1714 1132 | ✠ 100 A1 5,41 ~~3,40~~ 1,40 ~~B S 9,39~~ 11,40 Carrying Petroleum in bulk Fitted for oil fuel | Cco L M C 8,37 10,26 | t | CL SN 9,38 P 9,38 F.P. above 1 | 1926 10mo Lloyd's A & CP | New Waterway S.B. Co. Schiedam | N.V. Curaçaosche Scheepv. Maats. | 305·0 Q87′ Trunk 189′ F29′ | 50·3 | 15·1 | Willemstd Dutch | T. 6 Cy. 12¾″, 20½″ & 33½″–24 7/16″ 180lb (s) 236 NHP 2 SB, 4cf, HS 4168 Rotterdam Droogd. Maats. | 15 ″ 0 s 1 ″ 6¼ 13 ″ 7½ | |
| 79254 161087 GSXC | **Matina** Ref. Mchy. D.F. E.S.D. Sub. Sig. | 2 Dks & 2 pt Dks | 5389 4678 3298 | | | | | 1929 | Cammell Laird & Co. Ld Birkenhead | Elders & Fyffes, Ld. | 400·2 P43′ B158′ F43′ | 51·4 | 30·4 | Liverpool British | T. 3 Cy. 27½″, 46½″ & 78″–54″ 447 NHP WB Cammell Laird & Co Ld Bkn. | | C |
| 79255 213157 WBCT | **Matinicock** (ex Leda) | ss N. Ns. No. 3–8, 25 ss N. Yk No. 1–30 | 6769 6134 4159 | ✠ ... 9,33 | N Yk | | | 1914 1mo | Howaldts-werke Kiel | Farr Spinning & Operating Co. | 459·1 FK | 60·0 | 28·8 | Wilmgton (Del.) Utd. States | Q 4 Cy. 25″ 36½″ 52⅛″ & 74¾″–52″ 528 NHP 3 SB, 9cf, GS 163, HS 7014 Howaldtswerke, Kiel | 28 ″ 9 | R † |
| | D.F. GyC. E.S.D. | 2 Dks (Stl) & Shelter dk (Stl) Longitudinal framing & Web frames Fitted for oil fuel Carrying Petroleum in bulk | | | | | | | | Cell D Bu E 218 t D T f 53′ 425 t | & B & f 65′ F P T 135 t A P T 68 t | | | 16 B H pt Cempt Asp 12 B H to Udk 4 „ „ 2nd „ | | |
| 79256 72 SVFT | **Matronna** (ex Ioannis, ex Attiki) | ss Pir. 2nd No. 3–9, 29 ss Pir. No. 1–35 1 Dk (Stl) 2 tr B & Web frames | 2846 — 1894 | ✠ —— 10,39 | Pir | u | | 1902 4mo | R. Craggs & Sons Middlesbro' | N.D. Bogiazides & Co. | 330·1 339·5 (O.L.) P27′ B166′ F35′ | 46·0 | 22·2 FK | Andros Greek | T. 3 Cy. 24″, 38″ & 64″–42″ NDB 20 289 NHP 2 SB, 6cf, GS 175, HS 4677 Richardsons, Westgarth & Co. Ld. Mdb | 24 ″ 4 | |
| | | | | | | | | | | Cell D Ba 102′ u E & B 40′ | f 140′ 747 t D T a 24′ | | | 5 B H Cem A P T 45 t | 432 t F P T 86 t | |
| 79257 226454 WMCE | **Matsonia** (P) (ex Malolo–37) D.F. GyC. E.S.D. | Twin Sc ~~ss S. Fo. No. 2–35~~ 3 Dks (Stl) 4th Dk (Stl) in ss S Fo. No. 3–11, 40 forward holds Cruiser Stern | 17226 12442 8210 | ✠ 100 A1 with freeboard 11,40 ~~8,39~~ ~~B S 11,39~~ ~~B S 10,38~~ ~~L M C 12,38~~ Fitted for oil fuel L M C 11,40 | S Fo | n † | CL PN 11.40 S 11,38 F.P. above 1 | 1927 10mo Lloyd's A & CP | W. Cramp & Sons S & E B Co Philadelphia | Matson Nav. Co. Cell D B 424′ 1959 t D | 554·0 B & F 490′ T s a 938 t | 83·2 FK | 30·7 F P T 181 t | S. Frncisco Utd. States | 8 steam turbines S R geared to 2 sc. shafts (s) 280lb 5112 NHP 12 B H Cem A P T 168 t 12 Water Tube Boilers (Spt 280lb) HS 55764 FD W. Cramp & Sons S & E. B. Co. | 44 ″ 6 s 15 ″ 9 29 ″ 0 | |
| 79258 147465 GBDF | **Mattawin** (ex Ediba) | Twin Sc Oil Eng. Ref. Mchy. ss Shl. No. 3–2, 36 D.F. 2 Dks (Stl) & Shelter dk (Stl–pt ws) | 6919 6082 4220 | ✠ 100 A1 Shelter dk with freeboard 12,39 L M C CS 2,36 DBS 4,39 7,40 8,38 | P Nl | z | CL 12,39 | 1923 4mo Lloyd's A & CP | Harland & Wolff, Ld. Glasgow | Elder Dempster Lines, Ld. Cell D B 338′ 1005 t | 406·0 P43′ B151′ F48′ on Shelter dk tank between tunnels | 54·2 FK | 32·9 | Liverpool British 7 B H pt Cem 6 „ to Sh dk 55 t F P T 116 t | Oil Engines 4 S.C.S.A 12 Cy. 26⅝″–39⅜″ 810 NHP DB 100lb Harland & Wolff, Ld. Gls. A P T 123 t | 35 ″ 6 s 7 ″ 11½ 27 ″ 9½ | |
| 79259 | **Matteo Ricci** (ex Fu-Lung–38, ex Doen-Samud, ex Chiengmai) | 1 Dk & deep framing | 1911 — 1172 | | | | | 1906 | Schiffsw. v. Henry Koch Lübeck | Cia. Italiana di Nav. S.A.I. (Chinese Italian Nav. Co. Ld) | 275·0 265·8 P36′ B75′ F38′ | 40·0 | 16·6 | Shanghai Italian | T. 3 Cy. 17½″, 28¾″ & 46½″–32½″ 121 NHP WB J.F. Ahrens, Altona | | |
| 79260 159575 VLLG | **Matthew Flinders** | Cruiser Stern 1 Dk | 2235 1920 1254 | ✠ 100 A1 ~~5,40~~ 1,40 3,41 L M C 10,38 | Syd | s | OG | 1938 10mo Lloyd's A & CP | Burntislnd S.B. Co. Ld. Burntisland | H.C.S. Coasters Proprietary, Ld. (H.C. Sleigh, Mgr.) Cell D | 283·4 296·0 (O.L.) P26′ B72′ F28′ | 44·1 FK | 19·7 | Melbourne British | T. 3 Cy. 17½″, 28″ & 50″–33″ 220lb (s) FD 222 NHP 4 B H pt Cem A P T 92 t | 21 ″ 10 s 2 ″ 11 19 ″ 1½ | |
| | D.F. | Cargo battens not fitted | | | | | | | | B 229′ 548 t F P T 76 t | | | | | 2 SB (Spt), 6cf, GS 99, HS 3202 D. Rowan & Co. Ld. Gls. FD | | |
| 79261 | — | | 450 372 | ✠ ... 6,17 | | | | 1914 7mo | Fleming & Ferguson, Ld. Paisley | Government of Queensland (Harbours & Marine Dept.) | 160·3 B42′ F31′ | 28·1 BK 8″ | 14·2 | Brisbane British | T. 3 Cy. 15¼″, 24″ & 40″–27″ 167 NHP Fleming & Fergusn, Ld. Psy. | 14 ″ 11 | |
| | VLFL Wireless | 1 Dk | 172 | | | | | | | | | | | | | | |
| 79262 33246 JDIC | **Matu Maru** | 1 Dk | 689 575 346 | | | | | 1928 | Tochiki Shoji K.K. Wakamatsu | Tochiki Shoji K.K. | 176·0 | 26·7 | 16·0 | Kobe Japanese | T. 3 Cy. | | |
| 79263 37492 JUKE | — | Oil Eng. Mchy. Aft Cruiser Stern 1 Dk & pt dk | 415 367 233 | | | | | 1932 | Osaka Iron Works, Ld. Osaka | Uwazima Unyu K K | 145·0 F17′ | 26·0 | 14·0 | Osaka Japanese | Oil Engines 4 S.C.S.A 6 Cy. 14⅜″–19¼″ 121 NHP Yokohama Dock Co Ld. Yka | | |
| 79264 157790 ZMBN | **Matua** (P) D.F. E.S.D. | Twin Sc ss Auk. No. 1–40 Oil Eng. 1 Dk, 2nd dk except in aftermost hold Ref. Mchy. Cruiser Stern | 4193 2853 2112 | ✠ 100 A1 with freeboard 10,40 ~~8,39~~ L M C ~~6,36~~ L M C ~~C S 10,40~~ 8,39 | Auk | w 1½ 1/2 | CL S 2,39 P 8,39 | 1936 6mo Lloyd's A & CP | Hawthorn, Leslie & Co. Ld Newcastle | Union S.S. Co. of New Zealand, Ld. Cell D B 272′ 596′ in way | 355·2 B140′ F43′ Tanks FK & BK 2′ of tunnels 247 t F P T 29 t | 50·5 | 21·7 | Ackland NZ British | Oil Engines 2 S.C.S.A 12 Cy. 23⅝″–44½″ 1160 NHP 8 B H pt Cem pt Asp A P T 96 t Armstrong Whitworth & Co. (Engineers) Ld. Nwc. | 26 ″ 6 s 5 ″ 3 21 ″ 6 | |
| 79265 28102 JOFD | **Matue Maru** (ex Matsuye Maru–39) D.F. | Twin Sc ss Yka. No. 3–5, 36 2 Dks (Stl) ss Yka No. 1–40 | 7061 6450 4358 | ✠ 100 A1 ~~4,40~~ 2,39 4,41 ~~B S 3,39~~ L M C 5,36 B S 4,41 Carrying oil fuel | Osa Yka | b † | CL ~~05,37~~ F 4,40 S 10,40 above 1 | 1921 4mo Lloyd's A & CP | Yokohama Dock Co. Yokohama | Nippon Yusen K.K. Cell D B 392′ 1334 t D T a 42′ 1337 t D T in D B & forw rd D T | 445·0 P35′ B135′ F35′ F 27′ 1002 t | 58·0 FK | 34·0 F P T 73 t | Tokyo Japanese | T. 6 Cy. 20⅛″, 33½″ & 56″–48″ 200lb (s) 632 NHP 7 B H pt Cem 4 SB, 12cf, GS 225, HS 9200 FD A P T 58 t Yokohama Dock Co. Yka. | 34 ″ 0 s 7 ″ 6½ 26 ″ 8 | |
| 79266 | | | | | | | | | | | | | | | | | |
| 79267 | | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné à l'entretien et à l'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. / Navire. / Mach. | Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHPm Force en chevaux d'après les formules de la Société. NHP Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Registres où cette classe se trouve dans le Lloyd's Register Book |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79268 45692 JGFN | **Matuei Maru** 1 *Dk* | 1878 — 1095 | | | 1938 | Osaka Iron Works Osaka | Morita Kogyo K.K. | 271·7 | 40·0 | 20·3 | Tokyo Japanese | Steam Engines | | |
| 79269 44855 JQTM | **Matukawa Maru** D.F. E.S.D. 2 *Dks* *Cruiser Stern* | 3826 — 2255 | | | 1938 | Kawasaki Dkyd. Co. Ltd. Kobe | Kawasaki Kisen K.K. | 354·7 | 50·0 | 27·6 | Kobe Japanese | 2 steam turbines DR geared to 1 sc. shaft 333 NHP Kawasaki Dkyd Co Ltd Kobe | | C |
| 79270 30472 JYYA | **Matumae Maru** (P) TwinSc GyC. 1 *Dk* | 3429 2295 1253 | | | 1924 | Mitsubishi Zosen K.K. Nagasaki | Government of Japan (Dept. of Railways) | 350·0 | 52·0 | 22·0 | Tokyo Japanese | S.R. geared Steam Turbines | | |
| 79271 28109 JCDA | **Matumoto Maru** TwinSc (*ex* Matsumoto Maru–38) *ss* Yka. No. 3–1,36 *ss* Yka. No. 1–39 2 *Dks* (*Stl*) | 7025 6450 4334 | ✠100A1 3,41 ~~4,46~~ LMC 11,39 BS 3,41 *Carrying oil fuel* F. P. | CL ~~5,37~~ P 11,39 S 8,40 above 1 | 1921 5mo *Lloyd's* | Yokohama Dock Co. Yokohama 50° F. | Nippon Yusen K.K. *Cell D B 382′ 1326t* *in D B & forward* | 445·0 | 58·0 | 34·0 *D T sa 39′ 1309t* *D T f 27′ 1002t F P T* | Tokyo Japanese *7 B Hpt Cem 73t A P T 58t* | T. 6 Cy. 20½″, 33½″ & 56″–48″ 200 lb (s) 632 NHP 4 SB, *12 cf*, GS 225, HS 9200 FD Yokohama Dock Co. Yka. | 34 ″ 0 s 7 ″ 6½ 26 ″ 8 | |
| 79272 YVAH | **Maturines** (*ex* O. T. Waring–35) *Fitted for oil fuel* *Mchy. Aft* GyC. E.S.D. D.F. 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* | 5580 5091 3379 | ✠ 10,33 | NOs z | 1918 9mo | Bethlehem S.B. Corp. Ld Wlmgtn, Del. | Standard Oil Co. of Venezuela *Cell D B u E & B 67* *D T f 32′ 336* | 411·6 | 53·4 | 29·8 *in Bunkers 13′ 245t* *t F P T 106t A P T 105t* | Guiria Venezuelan 18 *B Hpt Cem* (14 *to U dk* 4 „ 2*nd* „) | T. 3 Cy. 27″, 45″ & 74″–48″ 528 NHP 2 SB, *8 cf*, GS 360, HS 7788 Bethlehem S.B. Corp, Ld. | 31 ″ 0 s 6 ″ 9½ 24 ″ 5½ | |
| 79273 17021 JPGB | **Matuura Maru** (P) (*ex* Matsuura Maru–38) *ss* Nag. No. 2–21 1 *Dk* | 3185 2880 2240 | ✠ … 7,24 | Man o | 1913 6mo | Russell & Co. Pt. Glasgow | Nippon Yusen K.K. | 331·0 | 49·0 | 21·9 *WB* | Tokyo Japanese | T. 3 Cy. 23″, 37″ & 61″–42″ 285 NHP Clyde S.B. & E. Co. Ld. P. Gl. | 24 ″ 3 | |
| 79274 | **Matuyama Maru** (*ex* Penybryn–39, *ex* Atlantic City–36) *Fitted for oil fuel* D.F. 2 *Dks* | 6173 — 4436 | | | 1920 | Ropner S.B. & Reprng. Co. (Stockton) Ld. Stockton | Matsuda Kisen K.K. | 411·7 | 54·5 | 33·6 *WB* | Japanese | T. 3 Cy. 28″, 46″ & 75″–51″ 402 NHP Blair & Co. Ld. Stockton | | C |
| *Now "Hiyama Maru," see No. 88372 in Supplement* | | | | | | | | | | | | | | |
| 79275 14928 JCZG | — 2 *Dks* | 423 — 247 | | | 1912 | S. Nagata Osaka | Kanemori Syosen K.K. | 149·3 | 21·6 | 15·5 *WB* | Hakodate Japanese | T. 3 Cy. 10½⅜″, 17⅜″ & 28 7/16″–20″ E & B made 05 36 NHP T. Kubo, Osaka | | |
| 79276 | **Maua** (P) (*ex* Scanyork–40, *ex* Schenectady–32) *Fitted for oil fuel* D.F. E.S.D. GyC. 2 *Dks* & *Web frames* *Ref. Mchy.* Sub. Sig. | 5163 — 3162 | ✠ … 6,20 | | 1919 1mo | American International S.B. Corp. Hog Island Pa | Lloyd Brasileiro | 390·0 | 54·2 | 28·0 *WB* | R. Janeiro Brazilian | DR geared steam turbine 600 NHP General Electric Co. Schenectady, N.Y. | 32 ″ 0 | R † |
| 79277 KZBM | **Mauban** (P) *ss* Man. 2nd No. 3–5,28 Wireless *ss* Man. No. 1–33 *Well deck* 1 *Dk* (*Stl*–ws) & *deep framing* *lower dk in fore hold* | 1253 1015 791 | ✠ —— 4,37 | Man o | 1900 10mo | Cmpbltwn S.B. Co. Campbeltwn | Cia. General de Tabacos de Filipinas | 230·0 | 34·5 | 17·3 *Q 79′ B 57′ F 28′* ND 14 *Cell D B a 54′ f 94′ 224t* | Manila Utd. States 4 *B H Cem* *A P T 86t* | T. 3 Cy. 17½″, 27½″ & 45″–33″ NDB 13 120 NHP 1 SB, *3 cf*, GS 68, HS 1870 J. G. Kincaid & Co. Grk. | 18 ″ 3 | |
| 79278 LDOX | **Maud** *Oil Eng.* D.F. 1 *Dk* | 3189 2747 1908 | | | 1930 | Akt. Burmeistr & Wain Copenhagen | A/S Maud (Hjalmar Röed & Co.) | 326·5 | 50·0 | 21·0 *P 44t H 133t* *WB* | Tönsberg Norwegian | Oil Engines 4S.C.SA 6Cy 21⅝″–59 1/16″ 267 NHP Akt. Burmeistr & Wain, Cpn | | N |
| 79279 3133 SFHU | — (*ex* Libra–39, *ex* Wilberforce) *Well deck* Iron *ss* Hbg. 4th No. 3–4,35 *ss* Hbg. No. 1–39 1 *Dk* (*Irn*) *Cargo battens not fitted* | *1407* *1118* *834* | ✠100A1 6,40 ~~5,39~~ LMC 3,39 BS 8,40 | Hbg p ~~2,39~~ 8,40 | 1882 6mo *Lloyd's* | J. Read-head & Co. S. Shields | Rederi A/B Maud (N.M. Thore, *Mgr.*) | 249·2 | 36·1 | 17·4 256·7 (O.L.) *Q 96′ B 52′ F 31′* BK 9″ *D B a 74′* | Jonstorp Swedish 80 lb *90 lb* NDB 04 4 *B H Cem* *f 100′ 371t* | C. 2 Cy. 29 9/16″ & 54″–36″ 135 NHP 1 SB, *4 pf*, GS 61, HS 2196 J. Readhead & Co. S. Shields | 18 ″ 7 s 1 ″ 5½ 17 ″ 11 | |
| 79280 OHXH | **Maud Thordén** (*ex* Tergus–35, *ex* Older) Wireless D.F. 1 *Dk* | 1335 1123 723 | | | 1920 | Stavanger Stöberi & Do Stavanger | Rederi A/B Maud Thorden (Gustaf B. Thordén, *Mgr.*) | 254·9 | 37·1 | 14·7 242·4 *P 65t H 71t F 15t* *WB* | Helsingfrs *Brändö* Finnish | T. 3 Cy. 17½″, 28½″ & 48″–39″ 144 NHP Stavanger Stöberi & Dok | | V |
| 79281 214861 WMCH | **Maui** (P) TwinSc *ss* S. Fo. No. 3–10,29 *ss* S. Fo. No. 2–37 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–teak s) *Mchy. Aft* *Ref. Mchy.* D.F. GyC. | 9941 — 5933 | ✠100A1 *Shelter dk* *with freeboard* 11,10 ~~6,39~~ MS 7,37 ~~BS 2,40~~ *Fitted for oil fuel* 4,17 | SFo e† ~~4,37~~ BS 1,41 LMC 11,40 *F. P. above* 1 | 1917 4mo | Union Iron Works Co. San Francisco A&CP | Matson Navigation Co. *Intermediate 'tween* *in forehold dispensed with* *Cell D B 338′ 1695t* *D T f 68′ 747t F P T* | 484·0 | 58·0 | 39·7 *n dk B H* 1 *B H t* 6 „ „ *M T 23′ 838t* 1 „ „ *125t A P T 277t* | S. Frncisco Utd. States *pt Asp* *o Shelter dk* „ *Upper* „ „ 2*nd* „ 50° F. | 4 Steam Turbines SR geared to 2 Sc. Shafts 2370 NHP 250 lb HS 32096 (*s*) 8 Water Tube Boilers (Spt) Westinghouse Co. *only* Pittsburgh, Pa. | 45 ″ 0 s 14 ″ 11½ 30 ″ 6½ | |
| 79282 151514 ZMFS | **Maui Pomare** (P) TwinSc *Oil Eng.* *Ref. Mchy.* Wireless D.F. 1 *Dk* *Mchy. Aft* *Cruiser Stern* | 1203 756 754 | ✠ … 11,31 | | 1928 2mo | Dublin Dockyard Co. Dublin | Government of New Zealand (Pacific Islands Administration) | 210·8 | 35·1 | 14·0 *Q 82′ B & F 110′* FK *WB* | Wellingtn N.Z. British | Oil Engines 2S.C.SA 12 Cy. 16½″–18″ 575 NHP Petters (Ipswich) Ld. Ips. | 16 ″ 0 | |
| 79283 202 IBRV | **Mauly** TwinSc *Oil Eng.* D.F. *ss* Gen. No. 3–1,38 2 *Dks* (*Stl*) | 5463 4883 3418 | ✠100A1 2,40 LMC CS 1,38 DB S 5,39 1,39 | Gen z CL P 1,39 SN 1,39 | 1925 8mo *Lloyd's* | Cant. Nav. Triestino Monfalcone *A&CP* | Lloyd Triestino Soc. Anon. di Nav. *Cell D B 332′ 1181* | 407·8 | 54·0 | 29·1 P 37′ B 135′ F 38′ FK *t D T a 35′ 765t F P T* | Venice Italian *7 B Hpt Cem* (1 to 2*nd dk*) 103 *t A P T 97t* | Oil Engines 2S.C.SA 8 Cy. 23⅜″–37⅜″ 779 NHP DB *100 lb* "Fiat" Stabilimento Grandi Motori, Turin | 32 ″ 0 s 6 ″ 8 25 ″ 11½ | |
| 79284 216864 WQEU | **Mauna Ala** (*ex* Canibas) *ss* S. Fo. No. 3–1,31 *ss*, S. Fo. No. 2–39 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) & D.F. *Web frames, Lower dk in No. 2 hold* *Ref. Mchy.* *Longitudinal framing* | 6256 — 3945 | ✠100A1 *Shelter dk* *with freeboard* 6,10 ~~5,08~~ LMC MS 5,39 ~~BS 3,40~~ 3,41 *Fitted for oil fuel* 9,18 | SFo a† CL 5,39 *F. P. above* 1 | 1918 9mo | Texas S.S. Co. Bath, Maine A&CP | Matson Navigation Co. *Cell D B 361′ 1192t D T a* | 420·5 | 54·2 | 31·4 P 42′ B 130′ F 39′ FK 50° F. 32′ 1075t F P T 114t A | S. Frncisco Utd. States *8 B H Cem* *P T 63t* | T. 3 Cy. 26½″, 44″ & 74″–51″ (*r*) 190 lb 555 NHP 3 SB, *9 cf*, HS 8118 FD H. G. Trout Co. Buffalo NY k | 33 ″ 10 s 7 ″ 4½ 26 ″ 7½ | |
| 79285 218098 KEPD | **Mauna Kea** (*ex* Golden River–34, *ex* Diablo) *Fitted for oil fuel* D.F. 1 *Dk* & *Shelter dk* Sub. Sig. *Longitudinal framing* | 6064 — 3817 | | | 1919 | Pacific Coast S.B. Co. Bay Point, Cal. | Matson Navigation Co. | 402·5 | 53·0 | 32·0 P 34′ F 38′ *WB* | S. Frncisco Utd. States | T. 3 Cy. 24½″, 41½″ & 72″–48″ NE 29 359 NHP Llewellyn Iron Works, Los Angeles | | R |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned and now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79286 218048 KIFP | **Mauna Loa** (*ex* Golden Eagle–34, *ex* West Conob) *Fitted for oil fuel* **D.F.** *2 Dks* | 5436 — 3405 | | | | | 1919 | Ls Angeles S.B. & D.D. Co San Pedro, Cal | Matson Navigation Co. | 410·0 P43′ | 54·4 B115′ | 27·2 F47′ | S. Frncisco Utd. States *WB* | T. 3 Cy. 28½″, 47″ & 78″–48″ 422 NHP Los Angeles S.B. & D.D. Co. | | R |
| 79287 220183 KJRD | — (*ex* Domingo Nazabal) *Fitted for oil fuel* *Mchy. Aft* *2 Dks* | 1050 — 577 | | | | | 1920 | Lng Beach S.B. Co. Long Beach, Cal. | ~~R.B. Vickers~~ W. W. Keene (Keene Line *Mgrs*) | 180·5 P42′ | 34·2 F21′ | 17·8 | L's Angeles Utd. States | T. 3 Cy. 13½″, 22″ & 36″–24″ United Eng. Wks. 64 NHP San Francisco, Cal. | | |
| 79288 221226 KDRV | **Maunalei** (*ex* Mount Clinton) *ss* S.Fo. No.3–6.33 *ss* S.Fo. No.1–37 2 *Dks (Stl) & Shelter* **D.F.** *dk (Stl–ws) & Web frames* *Ref. Mchy.* *Cargo battens not fitted in Shelter 'tween decks* | 7159 6777 4385 | ✠100A1 *Shelter dk with freeboard* 3,41 ~~3,40~~ ✠LMC M&S 5,37 BS4,40 3,41 *Fitted for oil fuel* 5,21 | SFo | *b* † | CL 2,40 *F.P. above* 1 | 1921 5mo | Merchant S.B. Corp. Chester, Pa. A&GP | Matson Navigation Co. *Cell D B 367′ 1343 t DT* | 440·3 *pt Cem* 220 lb *BH to S dk* 6 ,, ,, *U* ,, 50° F. *a 29′ 833 t FPT 140 t* | 57·2 FK FD *Collision* | 36·0 930 NHP *Asp* 1 Water Tube DB 48B (Spt), *12 cf*, GS 262, HS 12264 *APT 120 t* | S. Frncisco Utd. States | 2 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 930 NHP Westinghouse Electric & Mfg. Co. Essington, Pa. | 39 ″ 0 s 10 ″ 11 28 ″ 9 | |
| 79289 92974 | **Maunaloa** *Mchy. Aft* **GyC.** *1 Dk 2 tr B* | 4322 — 3239 | | | | | 1899 | Chicago S.B. Co. Chicago | Pittsburgh S.S. Co. | 430·0 | 50·2 | 24·0 | **Duluth,** Minn. Utd. States *WB* | Q. 4 Cy. 17″, 27″, 42″ & 64″–42″ NB 26 265 NHP Chicago S.B. Co. Chicago | | |
| 79290 221132 KDQT | **Maunawili** (*ex* Mount Carroll) *ss* S.Fo. No.3–5,33 *ss* S.Fo. No.1–37 2 *Dks (Stl) & Shelter dk* **D.F.** *(Stl–ws) & Web frames* *Ref. Mchy.* | 7409 7045 4580 | ✠100A1 *Shelter dk with freeboard* ~~3,41~~ 5,41 ✠LMC M&S 4,37 BS 8,39 7,40 5,41 *Fitted for oil fuel* 3,21 | SFo | *b* † | CL ~~4,37~~ 4,40 ~~1,41~~ 1,41 *F.P. above* 1 | 1921 3mo | Merchant S.B. Corp. Chester, Pa. A&GP | Matson Navigation Co. *Cell D B 367′ 1343 t D* | 440·3 *pt Cem* 220 lb *BH to Sh dk* 6 ,, ,, *U* ,, 50° F. *Ta 29′ 833 t FPT 140 t* | 57·2 FK FD *Collision* | 36·0 930 NHP *Asp* 1 Water Tube DB 4SB (Spt), *12 cf*, GS 262, HS 12264 *APT 120 t* | S. Frncisco Utd. States | 2 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 930 NHP Westinghouse Electric & Mfg. Co. Essington, Pa. | 39 ″ 0 s 10 ″ 11 28 ″ 9 | |
| 79291 127810 ZMDY | **Maunganui** Ⓟ **Twin Sc** *ss* Wln. 2nd No.3–5,37 3 *Dks (U Stl–ws & 2nd dk pt Stl)* *Ref. Mchy.* *& Promenade dk (Stl–teak s)* **D.F.** *& Web frames* | 7527 7022 4542 | ✠100A1 7,40 ~~7,39~~ BS ~~5,39~~ 7,40 ✠LMC 10,39 *Fitted for oil fuel* 11,20 | Wln | *b* † | CL ~~5,37~~ 7,40 *F.P. above* 1 | 1911 12mo *Lloyd's SA & CP* | Fairfield Co. Ld. Glasgow | Union S.S. Co. of New Zealand, Ld. *Cell D B a 79′ u E & B 151′* | 430·8 447·1 (O.L.) *f 133′ 918 t FPT 110 t* | 55·7 FK & BK 2″ | 31·2 *BH Cem* 7 *APT 140 t* | Wellingtn N.Z. British | Q. 8 Cy. 24½″, 35½″, 50½″ & 73″–45″ 220 lb (*r*) 1304 NHP 2D & 2SB, *24 cf*, GS 517, HS 20400 Fairfield Co. Ld Glasgow | 34 ″ 0 s 9 ″ 4 25 ″ 2 | |
| 79292 | **Maur** 1 *Dk* | 1173 962 660 | | | | | 1911 | Trndhjms Mek. Værks Trondheim | China United Wharf & Godown Co. Ld. | 226·4 H56 t | 36·5 F29 t | 15·4 | Shanghai Chinese *WB* | T. 3 Cy. 17″, 27½″ & 46″–30″ 116 NHP Trondhjems M.V. Trndheim | | |
| 79293 166267 GTTM | **Mauretania** Ⓟ **Twin Sc** **D.F.** **E.S.D.** **GyC.** *4 Dks, 5th dk (except Ref. Mchy. in No.4 hold)* *6th dk in Sub. Sig. Cruiser Stern fwd. holds* | 35739 26266 20170 | ✠100A1 Bkn Sng 9,40 ~~8,39~~ ✠LMC 6,39 ✠Lloyd's RMC 6,39 *Fitted for oil fuel* 6,39 | Bkn | | CL *F.P. above* 1 | 1939 6mo *Lloyd's SA & CP* | Cammell Laird & Co. Ld. Birkenhead *Cell D in way of tunnels* | Cunard White Star Ld. *B 626′ 3172 t Tanks 1886 t M* | 739·4 771·8 (O.L.) B&F 614′ *Upper Bridge 381′ Ts 39′ 1685 t FPT 15 4t APT 400 t* | 89·4 FK | 51·7 12 *BHpt Cem* 465 lb (*s*) FD 6 WTB (Spt 425 lb), HS 64500 Cammell Laird & Co. Ld. Bkn | Liverpool British | 6 Steam Turbines SR geared to 2 Sc. Shafts 8373 NHP | 56 ″ 6 s 25 ″ 10 30 ″ 10½ | BT till 5.40 |
| 79294 FNNM | **Maurice Delmas** (*ex* Mateba–37) *Fitted for oil fuel* 1 *Dk & 2nd dk in holds* | 3161 2605 1873 | | | | | 1919 | W. Dobson & Co. Newcastle | Cie. Delmas Vieljeux | 330·7 P33′ *Upr* | 47·5 B99′ *B26′* | 21·5 F32′ | La Rochlle French *WB* | T. 3 Cy. 25″, 41″ & 68″–45″ 310 NHP N.E. Marine Eng Co Ld. Nwc | | V |
| 79295 162326 MPXK | **Maurice Rose** *ss* Bly. No.2–39 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted* | 1600 1231 946 | ✠100A1 3,41 ~~2,40~~ ✠LMC BS 4,39 ~~7,40~~ MS 11,39 3,41 | Bly | *p* | CL 11,39 | 1930 10mo *Lloyd's SA & CP* | D & W Hendersn & Co. Ld. Glasgow | Richard Hughes & Co. (Liverpool) Ld. *Cell D B 169′ 373 t FPT* | 250·0 B15′ *4 BH pt Cem* *93 t APT 66 t* | 37·2 Q140′ F25′ FK | 16·4 | Liverpool British | T. 3 Cy. 19″, 31″ & 52″–36″ (*s*) 180 lb 232 NHP 2SB, *6 cf*, GS 132, HS 4366 D & W. Hendersn & Co Ld Gls | 18 ″ 6 s 5 ″ 4½ 17 ″ 3½ | |
| 79296 225917 KGBV | **Maurice Tracy** (*ex* Nordstrand, *ex* Sekstant) *ss* Shi. No.2–24 **D.F.** *Mchy. Aft* **Sub. Sig.** *1 Dk* | 2468 2207 1509 | ✠ ... 8,26 ✠ | | | | 1916 9mo | Gt. Lakes Eng. Works Ashtabula | M. & J. Tracy, Inc. | 253·3 P97′ | 43·6 F26′ FK | 25·4 *WB* | New York Utd. States | T. 3 Cy. 19½″, 34¾″ & 57″–42″ 284 NHP Gt. Lakes Eng. Works, Ash. | 27 ″ 6 | R † |
| 79297 173240 VGWT | **Maurienne** **D.F.** *Oil Eng.* *Ref. Mchy.* *Cruiser Stern* *2 Dks* | 3255 2594 1888 | | | | | 1938 | Akt. Burmeistr & Wain Copenhagen | Canadian Government (Canadian Government Merchant Marine Ld.) (Canadian National Steamships *Mgrs*) | ~~315·0~~ F122′ 324′ 7 | ~~45·5~~ ~~28·8~~ 45·8 26·0 | | Montreal British *WB* | Oil Engines 2S.C.SA 9 Cy. ~~19½~~ 19½″–35 7/8″ 608 NHP Akt. Burmeistr & Wain, Cpn | | V |
| 79298 LELN | **Maurita** Wireless **D.F.** *1 Dk* | 1569 1171 911 | | | | | 1925 | Bergens Mek. Værks. Bergen | J. M. Johannesens Rederi A/S (J. M. Johannesen, *Mgr.*) | 244·9 B116 t Q103 t H70 t | 37·7 P72 t | 15·6 | Bergen Norwegian *WB* | T. 3 Cy. 18¾″, 23″ & 48″–39″ 132 NHP Bergens Mek. Værk. Bgn. | | N |
| 79299 7691 SFLR | **Mauritz** (*ex* Luksefjell, *ex* Storöy, *ex* Rigel, *ex* Jomfruland) *ss* Hbg. No.3–5,35 1 *Dk* *Cargo battens not fitted* *ss* Hbg. No.1–40 | *1480* *1169* *814* | 100A1 ~~2,41~~ 1,38 4,41 ~~BS 9,39~~ BS 4,41 | Off | *p* | CL ~~2,40~~ 2,41 | 1916 *Lloyd's SA & CP* | Bergens Mek. Værks. Bergen | Råå Rederi A/B (M. Jonasson, *Mgr*) *Cell D Ba & u E 90′* *f 102′ 348 t Poop* | 242·6 P16′ *tank* | 37·8 Q73′ B65′ F27′ 10′ 51 t *FPT 48 t* | 15·3 FK | Råå Swedish *APT 40 t* | T. 3 Cy. 18″, 29⅛″ & 49″–33″ (*s*) 180 lb 158 NHP 2SB, *4 cf*, GS 67, HS 2532 Bergens Mek Værks Bergen | 17 ″ 8 | |
| 79300 151423 VPDS | **Mausang** Ⓟ (*ex* Yannis) *ss* H.Kg. No.3–10,32 *ss* H.Kg. No.2–41 ~~*ss* H.Kg. No.1–32~~ 1 *Dk (Stl)* | 3372 2830 2063 | ✠100A– 4,41 ~~4,40~~ 4,41 ~~BS 2,40~~ ✠LMC ~~4,37~~ *Fitted for oil fuel* ~~5,20~~ *f* | HKg | | CL ~~2,80~~ 2,41 *P. above* ~~1·50° F.~~ | 1920 6mo | Shanghai Dk. & Eng. Co. Ld. Shanghai | Indo-China S.N. Co. Ld. *Cell D* | 331·2 P33′ B284′ | 46·8 B100′ 745 t | 23·0 F29′ FK *FPT 110 t* | Hong Kong British *6 BH Cem* *APT 45 t* | T. 3 Cy. 23⅛″, 41″ & 68″–45″ (*s*) 180 lb 434 NHP 3SB, *9 cf*, GS 155, HS 6420 FD Shanghai Dk. & Eng. Co. Ld. | 25 ″ 6 s 4 ″ 0 21 ″ 8¼ | |
| 79301 DJHU | **Max** (*ex* Lighter) *Oil Eng.* *Mchy. Aft* 1 *Dk* | 367 317 207 | | | | | 1913 | C. Lühring Kirch-Hammelwarden | Reinecke & Bremer | 139·0 F16′ | 28·0 | 9·8 | Hamburg German | Oil Engines 4S.C.SA 6 Cy. 11″–16 5/16″ 71 NHP *Emade & fitted* 36 Deutsche Werke Kiel A.G. | | G |
| 79302 DIDL | **Max Albrecht** **Twin Sc** *Oil Eng.* **D.F.** *ss* Ham. No.2–36 *Mchy. Aft* 1 *Dk (Stl)* *Cruiser Stern* *Carrying Petroleum in bulk* | 5824 5039 3474 | ✠ 3,38 ✠ | Ham | *z* | | 1929 1mo | Kockums M.V. Aktieb. Malmö | Albrecht Gebrüder & Co. (Dr. Max Albrecht, *Mgr.*) *Cell D Bu E 65′ 180 t DT* | 385·0 402·5 (O.L.) P96′ B40′ F50′ *Trunk 239′* *f 30′ 194 t AP* | 55·1 FK | 32·0 11 *BHpt Cem* *Ts 320 t FPT 77 t* | German | Oil Engines 4S.C.SA 12 Cy. 22 7/16″–39⅜″ 584 NHP Kockums M.V. Akt. Malmö | 32 ″ 0 | |
| 93 40 79303 61 SVQI | **Max Wolf** (*ex* Bali) *3 Dks* | 6694 6195 4226 | | | | | 1917 | Rotterdam Droogd. Maat Rotterdam | Georges Portolo | 420·5 P42′ F42′ | 54·7 | 33·5 | Ithaca Greek *WB* | T. 3 Cy. 28″, 46″ & 77″–54″ 436 NHP Rotterdam Droogd. Maats. | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terres assignées maintenant explré. Lettre d'explré. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | 15 Registres où cotd. si ce n'est dans le L. H. Durée Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79304 | **Maxim Gorki** (*ex*No.4–39) | | 1021 | ✠ | Yka | *m* | | 1937 | Mitsubishi | U.S.S.R. | 196·8 | 36·1 | 17·0 | Vladvostk | Oil Engines 4S.C.SA | 17 ″ 0 | |
| | *Carrying Petroleum in bulk* | *Oil Eng.* | 782 | 8,37 | | | | 8mo | Jukogyo K.K | | 209·0 (O.L.) | | | Russian | 7Cy.14½″–19½″ 141NHP | | |
| | D.F. | 1 *Dk* | 347 | ✠ | | | | | Yokohama | | P69′F25′ | | FK | 12 *BHpt Cem* | | | |
| UOJS | *Mchy. Aft* | *Cruiser Stern* | | | | | | | | | *Trunk* 71′ | | | | Mitsubishi Jukogyo K.K. | | |
| | *Strengthened for Navigation in Ice* | | | | | | | | | *Cell D* | *Bu E* 41′52 *t DT f* 36′ | | | 44 *t APT* 53 *t* | Yka. | | |
| 79305 | **Maxim Gorky** (*ex*Exportles) | | 3974 | | | | | 1932 | States S.B. Yd. "Marti" Leningrad | U.S.S.R. | 347·9 | 51·5 | 24·9 | Leningrad | Oil Engines 2S.C.SA | | |
| | *Oil Eng.* | | 3527 | | | | | | | | F30′B53′P29′ | | | Russian | 4Cy.26½″–47½″ 497NHP | | |
| UPCS | 1 *Dk* | | 2256 | | | | | | | | | | | *WB* | Russian Diesel Works, Leningrad | | |
| 79306 | **Maximina** | Twin Sc | 2679 | ✠ 100A1 | Cco | *t* | CL | 1925 | Rotterdam | N.V. Curaçaosche | 305·0 | 50·2 | 15·1 | Willmstad | T.6Cy.12¾″,20½″ & 33¼″–24½″ | 15 ″ 0 | |
| 3483 | *ss* Cco. No.3–12,37 | | 1799 | ~~7,10~~ ~~1,40~~ 1,41 | BS1,41 | | s7,38 | 10mo | Droogd. Maat Scheepv. Maats. | | | | | Dutch | 180lb (*s*) 236NHP | s1 ″ 6½ | |
| PJBC | *Mchy. Aft* | 1 *Dk* (*Stl*) | 1471 | ~~BS1,40~~ ✠ LMC11,36 | | | P12,38 | | Rotterdam | | Q87′ *Trunk* 189′ | | FK | 8 *BHpt Cem* | 2SB, *4cf*, HS4168 FD | 13 ″ 7½ | |
| | *Longitudinal framing at bottom & at dk* | | | *Carrying Petroleum in bulk* | | | *bulk* | *Lloyd's* | *sA&CP* | | F29′ | | | *APT* 81 *t* | Rotterdam Droogd. Maats. | | |
| | | | | *Fitted for oil fuel* | | | 10,25 | *above* 1 | 50° F. | | | | | | | | |
| 79307 | **May** | Twin Sc | 491 | ✠ ... | Gls | | CL | 1937 | A. & J. Inglis Ltd. Glasgow | Commissioners of Northern Light-houses | 147·5 | 29·2 | 12·1 | Leith | Oil Engines 2S.C.SA | 14 ″ 0 | |
| 164372 | | *Oil Eng.* | 328 | 6,38 | | | | 3mo | | | 156·1 (O.L.) | | | British | 10Cy.9½″–16½″ 168NHP | | |
| GZYS | Wireless D.F. | 1 *Dk* & 2nd *dk* clear | 149 | ✠ | | | | | | | P&B72′F27′ | | FK | 6 *BH Cem* | | | |
| | E.S.D. | *Cruiser Stern* of mchy. space | | | | | | | | *Cell DB* 66′43 *t DT f* 7 *t* | | | | 19 *t FPT* 11 *t* | British Auxiliaries, Ld. Gls. | | |
| 79308 | **Maya** (*ex* Vitus Bering–40, *ex* Mazatec–38, *ex* Maya) | *ss* Avn. No.2–37 | 5383 | ✠ 100A1 | SFo | *z* | CL | 1929 | Barclay, Curle & Co Ld. Glasgow | Maya S.S. Corp. (United Fruit Co. *Mgrs.*) | 388·8 | 53·2 | 31·2 | Amapala | T.4Cy.30½″,51″ & (2)62″–48″ | 33 ″ 6 | |
| | | | 4708 | *with freeboard* | LAu | | 2,39 | 4mo | | | | | | Honduran | 200lb (*s*) 947NHP | s 10 ″ 4 | |
| HRCD | | 2 *Dks* (*Stl–Weather dk* teak s) | 3085 | ~~7,10~~ ~~2,40~~ 1,41 | BS2,40 | | | *Lloyd's* | *sA&CP* | | P29′F40′ | | FK | *pt Cem* | 5SB, *20cf*, GS385, HS15235 FD | 23 ″ 7½ | |
| | *Ref. Mchy.* | 3rd & 4th dks (*Stl*) *in holds* | | ~~BS2,40~~ | ✠ LMC3,37 | | | | | | *Intermediate BH* | | | *Coll* | Barclay, Curle & Co. Ld. Gls. | | |
| | | | | *Fitted for oil fuel* | | | 4,29, | *above* 1 | 50° F. | | | | | 4 ,, ,, 2nd ,, | | | |
| | | | | | | | | | | *Cell DB* 333′740 *t* | *anks at sides of tun* | | | nel 225 *t FPT* | 69 *t APT* 36 *t* | | |
| 79309 | — | 3 Mst | 3867 | ✠ | Ham | *w* | | 1894 | David J. Dunlop & Co. Pt. Glasgow | Cisterne Italiane Soliani & Saltamerenda | 355·4 | 44·4 | 30·1 | Genoa | T.3Cy.27″,43½″ & 70″–51″ | 31 ″ 6 | CI |
| 1141 | (*ex* Fiamma, *ex* Sirius, | *ss* Shl. No.3–12,05 | 3550 | 7,16 | | | | 2mo | | | 345·0 | 23·0 | | Italian | NDB06 418NHP | | † |
| IBDU | *ex* Lackawanna) | *ss* Ham. No.2–13 | 2198 | ✠ | | | | | | | P96′B30′F47′ | | FK | 15 *BH Cem* | 2DB, *6pf*, *6cf*, GS230, HS7150 | | |
| | *Mchy. Aft* D.F. | *Fitted for oil fuel* | | | | | | | | | | | | | David J. Dunlop & Co. P. Gl. | | |
| | 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *Web frames* | | | | | | | | | *Cell DB* | 72′192 *t FPT* | | | 165 *t APT* 100 *t DT f* 22′390 *t* | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 79310 | **Maya Maru** Ⓟ | | 3145 | | | | | 1925 | Yokohama Dock Co. Yokohama | Toa Kaiun K.K. | 352·0 | 46·0 | 27·0 | Tokyo | T.3Cy.23″,38″ & 64″–48″ | | C |
| 30936 | | | 2700 | | | | | | | | P37′B87′F39′ | | | Japanese | 284NHP | | |
| JCBB | | 2 *Dks* | 1881 | | | | | | | | | | | *WB* | Yokohama Dock Co. | | |
| 79311 | **Mayan** (*ex* Lake Festus) | | 2571 | ✠ 100A1 | Pal | *s* | CL | 1919 | Toledo S.B. Co. Toledo, O. | Pan European Navigation (S. Cappiello, *Mgr.*) | 248·6 | 43·7 | 25·9 | Panama | T.3Cy.22″,36″ & 59″–42″ (*s*) | 28 ″ 2 | |
| | | *ss* Gal. No.3–11,28 | 2197 | 4,40 | | | 8,37 | 7mo | | | | | | Pnamanian | 180lb 315NHP | s 3 ″ 10½ | |
| HPHM | E.S.D. | *ss* St. J. No.2–37 | 1588 | | ✠ LMC | | | | CP | | P25′B64′F23′ | | FK | | 2SB, *6cf*, GS105, HS4640 FD | 24 ″ 5½ | |
| | | 1 *Dk* (*Stl*) 2 *tr B* | | ~~MS11,37~~ | BS6,39 | | | | | | | | | 4 *BHpt Cem* | Toledo S.B. Co. Toledo | | |
| | | | | *Fitted for oil fuel* | | | 7, 19 | *F.P. above* 1 | 50° F. | *Cell DB* 204′ | 444 *t DT a* 87 *t FPT* | | | 69 *t APT* 95 *t* | | | |
| 79312 | **Mayari** | | 2802 | | | | | 1921 | Workman, Clark & Co. Ld Belfast | Balboa Shipping Co. Inc. (United Fruit Co. *Mgrs.*) | 303·0 | 47·2 | 21·7 | Balboa | T.3Cy.20½″,34″ & 57″–45″ | | C |
| | *Fitted for oil fuel* | | 2377 | | | | | | | | B82′F38′ | | | Pnamanian | 218NHP | | |
| HPAJ | Sub.Sig. | *Cruiser Stern* 1 *Dk* | 1519 | | | | | | | | | | | *WB* | Wrkman, Clark & Co. Ld Bel. | | |
| 79313 | **Mayati Maru** (*ex* Kaiwo Maru) | | 2159 | | | | | 1916 | Uraga Dock Co. Ld. Uraga | Hokkaido Tanko Kisen K.K. | 268·0 | 40·7 | 23·6 | Kobe | T.3Cy.19″,31½″ & 52″–39″ | 23 ″ 6 | |
| 19226 | | | 1886 | | | | | | | | P13′B58′F27′ | | | Japanese | 169NHP | | |
| JKIA | | 1 *Dk* | 1281 | | | | | | | | | | | *WB* | Uraga Dock Co. Ld. Uraga | | |
| 79314 | **Mayenne** (*ex* Saga) | | 2943 | ✠ ... | Msl | *u* | OG | 1909 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Cie. Générale Transatlantique | 322·7 | 46·1 | 19·2 | Marseilles | T.3Cy.28 7/16″,46½″ & 75″–48″ | 21 ″ 11 | |
| | | *ss* Msl. 2nd No.3–3,32 | 1939 | 7,11 | | | 10,37 | 6mo | | | | | | French | 170lb (*r*) 500NHP | ~~s 2 ″ 6~~ | |
| FNRJ | | *ss* Msl. No.1–37 | 1552 | ~~Liverpool~~ | ✠ LMC3,37 | | | | | | P&B222′F78′. | | FK | 5 *BH Cem* | 3SB, *9cf*, GS182, HS7155 FD | ~~20 ″ 1~~ | |
| | | 2 *Dks* (*Stl–pt* ws) | | ~~Surveyed at Glasgow~~ | | | | | | | | | | | Swan, Hunter & Wigham Richardson, Ld. Nwc. | | |
| | *Well deck* D.F. | | | | | | | *Lloyd's* | *sA&CP* | *Cell D Ba* 56′ *u E* & | *B* 58′ *f* 156′315 *t FPT* | | | 20 *t APT* 15 *t* | | | |
| | *Ref. Mchy.* | | | *Fitted for oil fuel* | | | 3,37 | *F.P. above* 1 | 50° F. | | | | | | | | |
| 79315 | **Mayflower** Ⓟ | Wood Pad | 786 | | | | | 1891 | Montgomery & Howard Chelsea, Mass | Nantasket Boston Steamboat Co. | 202·5 | 32·5 | 10·4 | Boston | B.1Cy.48″–108″ | | |
| 92291 | | | — | | | | | | | | | | | Utd. States | W. & A. Fletcher 240NHP | | |
| WEFR | | 1 *Dk* | 575 | | | | | | | | | | | | Co. Hoboken, N.J. | | |
| 79316 | — Ⓟ | Twin Sc | 719 | | | | | 1911 | Bath Iron Works Corp. Bath, Me. | F.V. Drake | 185·3 | 35·8 | 13·9 | New York | T.8Cy.(2)16″,(2)26″ & (4) | | |
| 208616 | (*ex* Porpoise, *ex* Moosehead) | | — | | | | | | | | | | | Utd. States | 30″–24″ 176NHP | | |
| KMVX | | 1 *Dk* 2 *tr B* | 488 | | | | | | | | | | | | | | |
| 79317 | — | | 370 | ✠ 100A1 | Liv | *f* | CL | 1905 | Ailsa S.B. Co. Ltd. Troon | Zillah Shipping & Carrying Co. Ltd. (W. A. Savage, Ld. *Mgrs.*) | 143·5 | 25·6 | 10·3 | Liverpool | C.2Cy.18″ & 40″–27″ (*s*) | 12 ″ 11 | |
| 120889 | | *ss* Liv. 2nd No.3–2,31 | 289 | 5,39 | | | 5,39 | 10mo | | | | | | British | 130lb NB23 *fitted* 35 94RHP | s 10½ | |
| MCQY | | *ss* Liv. No.2–39 | 140 | ~~BS11,40~~ | ✠ LMC6,39 | | | *Lloyd's* | *sA&CP* | *Cell DB f* 72′103 *t FRT* | Q46′B9′F26′ | BK7′ | | 3 *BH Cem* | 1SB, *3pf*, GS56, HS1902 | 12 ″ 8 | |
| | *Well deck* | 1 *Dk* (*Stl*) | | | | | | | | | | | | 44 *t APT* 7 *t* | Ross & Duncan, Glasgow | | |
| | *Mchy. Aft* | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 79318 | **Mayon** | Twin Sc | 3371 | ✠ 100A1 | Man | *v* | CL | 1930 | Vickers-Armstrong, Ld. Barrow | Manila S.S. Co. Inc. (Elizalde & Co. Inc. *Mgrs.*) | 347·5 | 50·4 | 16·3 | Manila | 4 Steam Turbines SR geared | 17 ″ 10 | |
| 181416 | | *ss* Man. No.2–38 | — | *with freeboard* | | | 6,39 | 9mo | | | | | | Utd. States | to 2 Sc. Shafts 1287NHP | s 2 ″ 10½ | |
| KZAP | | 1 *Dk* (*Stl–pt* teak s) | 1529 | 8,40 ~~12,39~~ | ✠ LMC | | | | | | B119′F50′ | | FK | 9 *BHAsp* | 4WTB. (Spt), 230lb (*s*) | 15 ″ 1 | |
| | *Ref. Mchy.* | & *Shade dk* (*Stl*–teak s) | | ~~MS12,38~~ | ~~BS6,38~~ 8,40 | | | *Lloyd's* | *sA&CP* | *Cell D Ba & u E* 102′ | *f* 122′387 *t FPT* 30 *t* | | | *APT* 73 *t* | HS16256 FD | | |
| | | | | ~~Lloyd's RMC 1,40~~ | | | | | | | | | | | Vickers-Armstrong Ld Brw | | |
| | | | | ~~3,41 5,40 5,40~~ | | | | | | | | | | | | | |
| | | | | *For Service at the Philippine Islands between Manila & Zamboanga* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* | | | 9, 30 | *F.P. above* 1 | 50° F. | | | | | | | | |
| 79319 | **Maywood** (*ex* Parkhill) | | 1823 | ✠ 100A1 | ~~Off~~ | *q* | CL | 1923 | C. Rennold-son & Co. South Shields | Frances Duncan S.S. Co. Ld. (J.T. Duncan & Co. Ld. *Mgrs.*) | 270·0 | 37·3 | 15·9 | Cardiff | T.3Cy.21″,34″ & 56″–36″ (*s*) | 18 ″ 6 | |
| 145322 | | *ss* Bry. No.3–9,35 | 1313 | ~~Examined 11,40 Cff~~ | | | ~~5,37~~ 11,40 | 3mo | | | 279·1 (O.L.) | | | British | 190lb 244NHP | s 1 ″ 6½ | |
| GJTD | D.F. *Well deck* | 1 *Dk* (*Stl*) | 972 | | ✠ LMC | | | *Lloyd's* | *sA&CP* | *Pon* Q22′Q106′B54′ | | | | 4 *BH Cem* | 2SB, *6cf*, GS108, HS4224 | 17 ″ 2 | |
| | *Cargo battens not fitted* | | | ~~MS3,35~~ | ~~BS6,39~~ | | | | | *D Ba* 38′ *C* | F22′ | | FK | *APT* 106 *t* | N.E. Marine Eng Co. Ld. Sld | | |
| | | | | 11,40 | 9,40 | | | | | | *ell DB* 192′585 *t FPT* | | | 74 *t APT* 106 *t* | | | |
| 79320 | **Mazara** Ⓟ | | 984 | | | | | 1934 | Cant. Nav. Riuniti Palermo | "La Meridionale" Soc. Anon. di Nav. | 218·8 | 32·3 | 13·2 | Trapani | T.3Cy.16¾″,28 7/16″ & 45 11/16″– | | I |
| 56 | | *Fitted for oil fuel* | — | | | | | | | | | | | Italian | 33 7/16″ 121NHP | | |
| IBZQ | Wireless | *Cruiser Stern* 2 *Dks* | 445 | | | | | | | | | | | | Cantieri Navali Riuniti Anc. | | |
| 79321 | **Mazatlan** Ⓟ | Wood | 385 | | | | | 1937 | W. J. H. Eisenhauer, Mahone Bay, N.S. | Maritima de Mazatlan, S.A. | 133·0 | 28·0 | 11·3 | Mazatlan | Oil Engines 2S.C.SA | | |
| | | *Oil Eng.* | — | | | | | | | | P42′B12′F23′ | | | Mexican | 6Cy.14″–17″ 207NHP | | |
| | *Mchy. Aft* | 1 *Dk* | 280 | | | | | | | | | | | | *Emade* 30 *refitted* 37 | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | Fairbanks Morse & Co. Beloit, Wis. | | |

XAM-UAM

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Ferro-Magnetic Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79322<br>145133<br>ZSJW | **Mead** | 1*Dk* | 606<br>492<br>256 | | | | | 1919 | Smith's Dock Co. Ltd Middlesbro' | Smith's Coasters (Prop.) Ltd. (C.G. Smith & Co. Ltd. *Mgrs.*) | 170·0 | 30·0 | 15·7 | Durban British | T. 3 Cy. 16″, 26″ & 44″–26″ 94 RH Smith's Dock Co. Ltd. Mdb. | | C |
| 79323<br>160716 | **Meadcliffe Hall** | *Mchy. Aft* 1*Dk* | 1895<br>1705<br>1184 | | | | | 1929 | Smith's Dock Co. Ltd. Middlesbro' | Hall Corporation of Canada | 253·0<br>F31′ | 44·1 | 18·5<br>*WB* | Montreal British | T. 3 Cy. 15″, 25″ & 40″–33″ 95 RH Smith's Dock Co. Ltd. Mdb. | | C |
| 79324<br>151043<br>CYLX | **Meaford** (*ex* Robert J. Buck)<br>*Mchy. Aft* 1*Dk* | | 1824<br>1558<br>983 | | | | | 1925 | The Collingwood S.B. Co. Ltd. Collngwd Ont | Canada Steamship Lines, Ltd. | 252·0<br>Q93′F35′ | 43·1 | 16·8<br>*WB* | Montreal British | T. 3 Cy. 15½″, 26″ & 44″–26″ *Emade* 19 *fitted* 25 94 RHP Hewes & Phillips, Newark, N.J | | C |
| 79325<br>115<br>SVRK | **Meandros** (*ex* Crosshill–34)<br>*ss* Shl. No. 3–8, 34<br>*ss* Msl. No. 1–38<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted above hold stringer* | | *4581*<br>*4203*<br>*2805* | ✠100A1<br>12,40 ~~11,39~~<br>MS4,38 | Cff Bry<br>LMC<br>~~BS5,39~~ 5,40 | *y* | CL N4,38 | 1919<br>1mo | Russell & Co. Port Glasgow | J.G. Livanos (J. Livanos & Sons, Ld. *Mgrs.*) *Cell D Ba 6 u E 139′ Lloyd's SA & CP* | 385·3<br>P49′B113′F38′ FK<br>*f* 173′957*t* *FP T* 122*t* | 52·0 | 26·5<br>*APT* 19*t* | Chios Greek | T. 3 Cy. 27″, 44″ & 73″–48″ (*s*) 1801b 517 NHP 3SB, 9*cf*, GS 190, HS 7668 FD Rankin & Blackmore Ld Grk | 29 ″ 0<br>*s* 5 ″ 2½<br>24 ″ 1 | |
| 79326<br>221117<br>KDQH | **Meanticut**<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 1*Dk* & *Shelter dk*<br>*Longitudinal framing* | | 6061<br>—<br>3771 | | | | | 1921 | Pacific Coast S.B. Co. Bay Point, Cal | Lykes Bros. Steamship Co., Inc. | 402·5<br>P34′F38′ | 53·0 | 32·0<br>*WB* | Houston, Texas Utd. States | DR Geared Steam Turbine<br>Kerr Turbine Co. Wellsville, N.Y. | | R |
| 79327<br>162100 | **Mearim** Twin Sc<br>1*Dk* | | 1037<br>849<br>695 | | | | | 1914 | A.F. Smulders Schiedam | Gueret, Llewellyn & Merrett, Ld. | 169·8 | 40·6 | 18·6 | Cardiff British | C. 2 Cy. 15″ & 30″–16″ 75 RH A.F. Smulders, Schiedam | | |
| 79328<br>146429<br>EIJK | **Meath** (*ex* Lady Meath–38) Twin Sc<br>Wireless E.S.D. *Fitted for oil fuel*<br>*Cruiser Stern* 1*Dk* & *Shelter dk* | | 1598<br>1444<br>732 | | | | | 1929 | Ardrossan Dockyard Ld. Ardrossan | British & Irish Stm. Packet Co. Ltd. | 321·2 | 40·1 | 16·4<br>*WB* | Dublin British | T. 6 Cy. 16″, 27″ & 44″–33″ 222 NHP J.G. Kincaid & Co. Ld. Grk. | | C |
| 79329<br>FOQJ | **Mécanicien Moutte** (*ex* War Bee)<br>*ss* Msl. No. 3–9, 39<br>Wireless *Well deck* 1*Dk*(*Stl*) | | 1570<br>1311<br>968 | ✠ —<br>1,36 | Msl | *r* | | 1918<br>7mo | Nva Scotia Steel & Coal Co. Ld. New Glasgow N.S. | Cie. de Navigation Mixte | 248·2<br>Q91′B56′F26′ FK<br>*Cell D B* 211′432*t* | 35·1 | 22·3<br>4 *BHCem*<br>*APT* 33*t* | Marseilles French | T. 3 Cy. 17″, 28″ & 46″–33″ 151 NHP 2SB, 4*cf*, GS 77, HS 2566 Nova Scotia Stl & Coal Co Ld | 20 ″ 0 | V<br>† |
| 79330<br>FNQI | **Mécanicien Principal Carvin**<br>D.F. 1*Dk* | | 4281<br>—<br>2648 | | | | | 1921 | Ch. & Atel. de la Gironde Havre | Cie. Commerciale de l'Afrique Equat. Française (Cie. Delmas Vieljeux, *Mgrs.*) | 362·9<br>P231′F28′ | 49·2 | 24·4<br>*WB* | Havre French | T. 3 Cy. 24″, 39″ & 65″–44½″ 280 NHP Schneider & Co. Havre | | V |
| 79331<br>PFWM | **Mecklenburg** Ⓟ Twin Sc<br>*ss* Rot. No. 3–10, 34<br>*ss* Sch. No. 1–38<br>Sub.Sig. D.F. 3*Dks*(*Stl U–ws*) | | 2907<br>2408<br>1122 | ✠ A–<br>*with freeboard*<br>*For Channel Service*<br>*Flushing & Harwich*<br>4,39<br>MS11,38 | Sch<br>LMC<br>BS2,40 | | OG 9,36 | 1922<br>7mo | Kon. Maats deSchelde Flushing | Stoomv. Maats. Zeeland<br>*also European Summer Cruising* | 350·4<br>F60′ FK<br>*Cell D B* 212′23*t* | 42·7 | 23·9<br>11 *BHAsp*<br>*APT* 56*t* | Flushing Dutch | T. 8 Cy. 28″, 43½″ & (2) 49″–33″ 1901b (*s*) FD 1130 NHP 4DB, 24*cf*, GS 534, HS 19440 Maats. deSchelde, Flushing | 25 ″ 0<br>*s* 11 ″ 11¾<br>13 ″ 4 | |
| 79332<br>DSPE | — Ⓟ Twin Sc (*Ferry*)<br>Sub.Sig. Wireless D.F. | | 1547<br>1361<br>782 | | | | | 1903 | F. Schichau Danzig | Deutsche Reichsbahn Ges., Reichsbahn Direktion Schwerin | 282·0<br>B99′ | 46·0 | 21·3<br>*WB* | Wrnemnde German | T. 6 Cy. 23⅝″, 39¾″ & 59″–33½″ NB 34 402 NHP F. Schichau, Elbing | | G |
| 79333<br>PFWT | **Medea**<br>Wireless 2*Dks*<br>*Ref. Mchy.* *Cruiser Stern* | | 1311<br>1091<br>735 | | | | | 1916 | Wrf. voorh. Rijkee & Co. Rotterdam | N.V. Koninklijke Nederl. Stoomboot. Maats. | 266·4 | 39·2 | 14·4<br>*WB* | Amstrdam Dutch | T. 3 Cy. 20″, 31″ & 50″–36″ 150 NHP Werkspoor, Amsterdam | | V |
| 79334<br>DORU | —<br>Wireless D.F. 1*Dk*<br>*Mchy. Aft* *Cruiser Stern* | | 1246<br>954<br>653 | | | | | 1936 | Neptun-werft Rostock G.m.b.H. Rostock | Dampfschifffahrts Ges. "Neptun" | 246·4<br>P120′F31′ | 34·7 | 14·1<br>*WB* | Bremen German | Oil Engines 4S.C.SA 12 Cy. 11¼″–16–⅝″ 146 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | G |
| 79335<br>165791<br>~~FORD~~<br>GMRY | **Medée** (*ex* Francaise)<br>*ss* Shl. No. 3–11, 32<br>D.F. *ss* Rot. No. 1–37<br>*Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | | 2163<br>1682<br>1196 | ✠100A1<br>~~3,403,39~~ 11,10<br>~~BS3,39~~ | Rot<br>~~Shl Hpl~~<br>~~LMC 5,40~~<br>7,40 | *s* | CL ~~3,38~~ 6,40 | 1920<br>11mo | Blyth S.B. & D.D. Co. Ltd Blyth | Ministry of Shipping (Watts, Watts & Co. Ld. *Mgrs.*) *Lloyd's SA & CP* *Cell D Bu E & B42′ f* 116′354*t D* | 285·3<br>P25′Q84′B58′F24′ FK<br>*Ba* 82′343*t* *FP T* 97*t* | 42·0 | 17·8<br>6 *BHCem*<br>*APT* 110*t* | Newcastle British | T. 3 Cy. 22″, 36″ & 60″–39″ (*s*) 1801b 274 NHP 2SB, 6*cf*, GS 123, HS 4642 N.E. Marine Eng Co Ld. Nwc | 20 ″ 0<br>*s* 2 ″ 1½<br>18 ″ 1 | |
| 79336<br>2265<br>IBGG | **Mediceo** (*ex* Akera–39, *ex* War Singer)<br>*ss* Rot. No. 3–8, 30<br>*ss* Rot. No. 1–35<br>1*Dk*(*Stl*)<br>*Fitted for oil fuel* | | 5083<br>4668<br>3058 | ✠ —<br>11,39 | Rot | *y* | | 1918<br>6mo | C. Connell & Co. Ld. Glasgow | M. Querci<br>*Converted from tanker to cargo vessel* | 400·8<br>413·8 (O.L.)<br>P49′B113′F39′ FK<br>'39 | 52·3 | 28·5 | Genoa Italian | T. 3 Cy. 27″, 44″ & 73″–48″ 490 NHP 3SB, 9*cf*, GS 190, HS 7020 D. Rowan & Co. Ld. Gls. | 31 ″ 0 | I<br>† |
| 79337<br>FNHO | **Médie II** Ⓟ<br>*Fitted for oil fuel*<br>D.F. 2*Dks* | | 5078<br>—<br>3079 | | | | | 1922 | Forg. & Ch. de la Médit. La Seyne | Cie. de Nav. Paquet | 385·9<br>P188′F101′ | 46·0<br>*WB* | 27·3 | Marseilles French | T. 3 Cy. 27 7/16″, 44½″ & 74″–47⅛″ 365 NHP Forg. & Ch. de la Médit. Msl. | | V |
| 79338<br>212561<br>WHCG | **Medina**<br>*Fitted for oil fuel*<br>2*Dks* | | 5426<br>—<br>3470 | | | | | 1914 | Nwprt Nws S.B. & D.D. Co. Newprt News | Agwilines, Inc. (Clyde-Mallory Lines, *Mgrs.*) | 397·7 | 54·3 | 24·4 | New York Utd. States | T. 3 Cy. 29″, 49″ & 84″–54″ 518 NHP Newport News SB & DD. Co. | | R |
| 79339<br>161721<br>MPYS | — Ⓟ Twin Sc<br>*Oil Eng.*<br>*Cruiser Stern* 1*Dk* | | 342<br>258<br>150 | | | | | 1931 | J I Thorny-croft & Co. Ld. Southampton | Southamptn. I. of W & S. of Eng. Royal Mail Stm Pkt Co. Ld | 143·0<br>F27′ | 28·1 | 8·7 | S'thamptn British | Oil Engines 2S.C.SA 12 Cy. 11″–13¼″ 255 NHP L. Gardner & Sons, Mch. | | BT till ~~1-41~~ ~~6-41~~ 2,42 |
| 79340<br>FOCO | **Medjerda** (*ex* Capitaine Charles Boivin)<br>D.F. 1*Dk* | | 4578<br>3539<br>2649 | | | | | 1923 | Ch. & Atel. de la Gironde Harfleur | Cie. Delmas Vieljeux | 362·9<br>P231′F28′ | 49·1<br>*WB* | 24·4 | La Rochlle French | T. 3 Cy. 24 1/16″, 39″ & 65″–44⅛″ 280 NHP Schneider & Co. Havre | | V |
| 79341<br>143383<br>GKTL | —<br>*ss* Mdb. No. 3–6, 36<br>D.F. 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | | 4380<br>4036<br>2719 | ✠100A1<br>11,39<br>MS6,36<br>MB89,40 | Sld<br>LMC<br>~~BS4,39~~<br>DBS6,40 | *x* | CL ~~11,38~~ 1,41 | 1924<br>6mo | W. Gray & Co Ld. W Hartlepool | La Tunisienne S.N. Co. Ld. (F.C. Strick & Co. Ld. *Mgrs.*) *Lloyd's SA & CP* *Cell D Ba* 119′ *u E* 25′ *f* | 370·0<br>P28′B108′F37′ FK<br>162′1125*t* *FP T* 159*t* | 52·0 | 25·5<br>6 *BHCem*<br>*APT* 132*t* | Swansea British | T. 3 Cy. 25″, 40″ & 65″–42″ (*s*) 1801b *1201b* 340 NHP 2SB, 6*cf*, GS 114, HS 4666 FD Cen. Mar. Eng. Wrks. W Hpl | 28 ″ 0<br>*s* 5 ″ 3½<br>22 ″ 11½ | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned on completion of repl. Lettre d'Appel provisoire. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds pc. | 15 Registres où sont classés et publiés dans le L. R. Dans le Cert. Red Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79342 FOOX | **Medoc** *ssHav.No.1–34* *Well deck* | *1Dk(Stl)2nd dk(Stl)in No.1hold* | 1166 878 432 | ✠ ... 6,38 ✠ | Ant | *o* | | 1930 6mo | D&W Henderson&Co.Ltd. Glasgow | Worms etCie. | 237·3\|34·1\|14·7 P&B186′F31′ FK *CellDB192′275t FPT* | | | Havre French | T.3Cy.18″,30″&50″–36″ 188NHP 1SB,*3cf*,GS63,HS2495 *5BHCem 16tAPT51t* D.&W.Henderson&Co.Ld. | 16 ″ 9 | V † |
| 79343 GDRY | **Medon** *OilEng.* 2*Dks* D.F. | | 5444 4845 3312 | | | | | 1923 | Palmers' Co.Ld. Newcastle | OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*) | 406·5\|52·2\|29·3 P38′B130′F45′ | | | Liverpool British *WB* | Oil Engines 4S.C.SA 8Cy.29½″–59½″ 652NHP Burmeister&Wain,Cpn. | | C |
| 79344 100754 | **Medora** 2*Dks* | | 377 158 256 | | | | | 1893 | F.W.Doty Gravenhurst, Ont. | MuskokaLakes Nav.&HotelCo.Ld. | 142·6\|25·4\| 8·5 | | | Toronto British | C.2Cy.14″&26″–18″ 29RHP JohnDotyEng.Works,Tto. | | |
| 79345 133246 VSNP | **Medusa** Wireless *1Dk&Promenade dk* | | 793 561 323 | | | | | 1913 | TaikooDkyd&EngCo.of HongK'ngLd HongKong | StraitsS.S.Co.Ld. | 195·7\|31·6\|12·4 P19′F26′ | | | Singapore British *WB* | T.3Cy.15″,25″&42″–30″ 97NHP TaikooDkyd.&Eng.Co.of HongKong,Ld. | | |
| 79346 147403 MLZN | **Medway Coast** (*ex*Sentry–39) *ssMch.No.3–3,37* *1Dk(Stl)&Shelter dk(Stl)* Wireless D.F. | | 1014 863 478 | ✠100A1 *withfreeboard* 4,40 ✠LMC MS11,36 ~~BS10,40~~ 11,40 | Liv | *o* | CL 4,40 | 1924 8mo | Tyne I.S.B. Co.Ld. Newcastle | CoastLines,Ld. | 230·5\|35·0\|15·0 FK *Lloyd'sA&CP* *CellDBa&u E7* | | | Liverpool British *5BHCem 7′f100′209t APT18t* | T.3Cy.18″,30′&49″–33″ (*s*) 180lb 193NHP 2SB,*6cf*,GS97,HS3560 NE.MarineEng.CoLd.Nwc | 17 ″ 0 s ″ 2 17 ″ 0 | |
| 79347 148361 | **Medway Queen** Ⓟ Pad 1*Dk* | | 316 219 134 | | | | | 1924 | AilsaS.B. Co.Ld. Troon | NewMedwaySteam PacketCo.Ld. (S.J. Shippick,*Mgr.*) | 179·9\|24·2\| 7·8 B170′ | | | Rochester British | C.2Cy.21′&43″–48′ NB38 76RHP AilsaS.B.Co.Ld.Troon | | |
| 79348 PFWW | **Meerkerk** (*ex*Tamora, *ex*Nienburg) 4Mst *ssRot.No.3–4,34* *ssRot.No.1–38* D.F. 2*Dks(Stl–U pt ws)* *3rd Dk(Stl)inNo.1 hold* | | 7995 7333 5050 | 100A1 *withfreeboard* ~~10,40~~ 7,38 LMC MS11,37 ~~BS8,30~~ 7,40 | Rot Liv | | OG ~~11,87~~ 10,40 | 1916 | Bremer Vulkan Vegesack | N.V.Vereenigde Nederlandsche Scheepv.Maats. (Directie en Agentuur Maats. "HollandOost Azie" LijnN.V. *Mgrs.*) | 508·6\|60·8\|32·9 P28′B144′F86′ FK len34 *CellDBa144′uE32′D* | | | TheHague Dutch *8BHAsp* | T3Cy32⅛″ ~~6,51~~ &86½″–55½″ & LPTurbine with DR gearing & hydraulic coupling 205lb (*s*) 954NHP 4SB(Spt),*12cf*,GS254, HS11840 BremerVulkan,Vegesack | 35 ″ 8 s8 ″ 5½ 27 ″ 6½ | |
| 79349 ESGB | **Meero** (*ex*Usko–39,*ex*Nivaa–33, *ex*Floreal, *ex*LakeOtisco) *ssHfs.No.3–6,33* *ssAnt.No.1–37* 1*Dk(Stl)* | | 1866 1628 1093 | ✠100A1 ~~6,20~~10,40 BS10,40 ✠LMC 10,40 | Åbo Tln | *r* | CL ~~8,37~~ 8,37 10,40 | 1918 2mo | American S.B.Co. Cleveland,O. A&CP | Laevaüking "Meero" (J.Pruun,*Mgr.*) | 251·0\|43·5\|20·0 P25′B64′F23′ FK *CellDB218′538t FPT* | | | Tallinn Estonian *4BHCem 56tAPT69t* | T.3Cy.20¼″ ,33″&54″–40″ 180lb (*s*) 272NHP 2SB,*6cf*,GS126,HS5246 AmericanSBCoClevelndO. | 20 ″ 2 s 2 ″ 7½ 17 ″ 9 | |
| 79350 146265 MKWJ | **Meg Merrilies** (*ex*Essonite–40) *ssIrv.No.3–4,34* *ssBwg.No.1–38* *Mchy.Aft* 1*Dk(pt Stl)* *Well deck* *Cargo battens not fitted* | | 642 445 266 | ✠100A1 5,10 ~~10,20~~ Liv ✠LMC MS3,38 BS2,30 5,40 | Irv | *i* | CL 10,39 | 1921 11mo | Yarrow& Co.Ld. Scotstoun | Gilchrist'sTraders (Steamships)Ld. (R.Gilchrist&Co. *Mgrs.*) | 175·1\|28·1\|11·2 Q96′B11′F31′ BK7½″ *CellDBf 103′153t FPT* | | | Liverpool British *3BHCem 39tAPT3t* | T.3Cy.15″,25½″&41″–30″ (*s*) 180lb 120NHP 2SB,*4cf*,GS67,HS2140 Yarrow&Co.Ld.Glasgow | 13 ″ 6 s 4 ″ 5½ 13 ″ 8 | |
| 79351 167393 GTGL | **Megara** *OilEng.* D.F. E.S.D. *ssAms.No.2–37* *Mchy.Aft* 1*Dk(Stl)* *Longitudinal framing at bottom & at deck* | TwinSc | 7931 7124 4530 | ✠100A1 2,412,~~40~~ NY. ✠LMC CS12,37 DBS~~2,42~~,41 ~~1,38~~ 2,40 *Carrying Petroleum in bulk Fitted with cylindrical tanks* | Fal | | CL ~~N11,37~~ N1,41 | 1929 5mo | Atel.&Ch. de la Seine Maritime LeTrait,S.I. *Lloyd'sA&CP* | Anglo-Saxon PetroleumCo.Ld. | 423·6\|65·1\|33·0 P95′B36′F49′ FK *CellDBuE61′272t* | | | London British *14BH 210tAPT87t* 2DB*180lb* | Oil Engines 4S.C.SA 12Cy.26½″–47½″ 806NHP Werkspoor,Amsterdam | 33 ″ 0 s 6 ″ 2½ 27 ″ 1 | |
| 79352 7430 SFME | **Meggie** (*ex*Baberton,*ex*Meggie) Iron *ssHul.3rdNo.3–7,33* *ssHul.No.1–38* *Well deck* 1*Dk(Irn)&Webframes* *Cargo battens not fitted* | | *1583* *1328* *955* | ✠100A1 5,10 ~~6,00~~ Shl MS10,37 ✠LMC DBS~~10,38~~ 6,40 | Gmh | *r* | CL ~~4,37~~ 9,40 | 1889 8mo | Richardsn, Duck&Co. Stockton A&CP | RederiA/B Nellie (K.A.Jonhagen, *Mgr.*) | 270·0\|36·6\|16·5 279·7(O.L.) P27′Q76′B110′ F31′ BK9½″ *CellDB226′409t APT9t* | | | Nyhamnslage Swedish *1BHCem* | T.3Cy.21½″,35″&57″–36″ (*s*) 160lb *80lb* NDB00 193NHP 1DB,*4cf*,GS64,HS2863 Blair&Co.Ld.Stockton | 19 ″ 2 s 1 ″ 2½ 18 ″ 9¼ | |
| 79353 | **Mei Lee No. 2** (*ex*FooTong–37, *ex*Song-Bo–32,*ex*Titania) 1*Dk* | | 1574 — 948 | | | | | 1912 | Schiffsw.v. H.KochA.G. Lübeck | MeiLeeSteam Nav.Co. | 225·6\|32·8\|14·9 P&B177′F28′ | | | Shanghai Chinese *WB* | T.3Cy.18⅛″,29½″&46½″– 32½″ 122NHP OttensenerMaschf.Altona | | |
| 79354 27897 JNHD | **Meigen Maru** *ssKob.No.3–11,32* *ssTamaNo.1–39* 2*Dks(Stl)* | | 5435 4961 3383 | ✠100A1 5,40 ~~2,00~~ ✠LMC ~~5,40~~ 5,40 | Tama | *z* | CL ~~12,37~~ 5,40 | 1920 7mo | AsanoS.B. Co.Ld. Tsurumi A&CP | MeijiKaiunK.K. | 400·0\|53·2\|29·4 P33′B124′F41′ FK *CellDB339′941t* | | | Tarumi Japanese *6BHCem APT28t* | T.3Cy.26′,43½′&72″–48″ (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD KubotaIronWorks,Osaka | 32 ″ 0 | |
| 79355 19759 JCAD | **Meikai Maru** *ssKob.No.2–25* 2*Dks&Web frames* *Longitudinal framing* | | 3198 2757 1961 | ✠ ... 9,27 ✠ | | | | 1917 1mo | OsakaIron Works,Ld. Innoshima | MeijiKaiunK.K. | 305·0\|43·7\|27·2 P19′B82′F32′ FK | | | Tarumi Japanese *WB* | T.3Cy.22″,37′&61″–42″ 288NHP OsakaIronWrks.Ld.Osaka | 27 ″ 3 | C † |
| 79356 22017 JDOD | **Meiko Maru** *ssKob.No.2–26* 1*Dk(Stl)&Shelter dk(Stl)* *Longitudinal framing &Webframes* | | 4383 3692 2759 | ✠ —— 8,30 ✠ | Kob | *w* | | 1918 3mo | OsakaIron Works,Ld. Innoshima | MeijiKaiunK.K. *CellDB298′113* | 345·0\|49·8\|28·1 P30′B99′F34′on *Shelter dk* FK *6tDTa32′693t FPT* | | | Tarumi Japanese *6BHCem 115tAPT29t* | T.3Cy.24″,41′&67″–48″ 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIronWrks.Ld.Osaka | 28 ″ 2 | C † |
| 79357 DOKP | **Meise** (*ex*Billung,*ex*Adara) *Mchy.Aft* 1*Dk* | | 868 618 420 | | | | | 1918 | Haarlem-scheShpb.Mij Haarlem | ArgoReederei RichardAdler&Co. | 201·5\|30·2\|13·2 Q128′F20′ | | | Bremen German | T.3Cy.15″,25′&40½″–24″ Machinefabriek 79NHP DeBiesbosch,Dordrecht | | G |
| 79358 32635 JTUB | **Meisei Maru** Ⓟ (*ex*Fruithandel, *ex*Nipponier,*ex*Lake Champlain) *ssOsa.No.3–4,30* 1*Dk* | | 1893 1664 1096 | ✠ ... 10,31 ✠ | | | | 1917 9mo | Superior S.B.Co. Superior, Wis | HiyoshiKaiunK.K. (Y.Yamaguchi, *Mgr.*) | 251·0\|43·8\|18·2 P25′B64′F27′ FK | | | Kobe Japanese *WB* | T.3Cy.20⅝″,33′&54″–40″ 274NHP DetroitSBCo.Detroit | 20 ″ 3 | C † |
| 79359 45308 JQVM | **Meiten Maru** *OilEng.* *Mchy.Aft* 1*Dk* | | 4474 — 2617 | | | | | 1938 | TamaS.B. Co.Ld. Tama | MeijiKaiunK.K. | 363·5\|50·0\|29·0 P84′B20′F28′ | | | Kobe Japanese *WB* | Oil Engines 4S.C.SA 10Cy.21⅛″–39⅜″ 453NHP TamaS.B.Co.Ld.Tama | | C |
| 79360 142 JFVD | **Meiu Maru** (*ex*MeiwuMaru–38) *ssKob.No.3–10,30* *ssTamaNo.2–38* 2*Dks(Stl)&Shelter dk(Stl)* | TwinSc | 8230 7815 5115 | ✠100A1 *Shelter dk* *withfreeboard* ~~8,40~~ 10,30 ✠LMC ~~10,30~~ 9,41 | Tama | *c* † | CL ~~811,36~~ 8,40 ~~11,37~~ 9,40 | 1918 9mo | Uraga Dock Co.Ld. Uraga A&CP | TaishoKaiunK.K. (MeijiKaiunK.K. *Mgrs.*) *CellDB387′1409t FPT105t* | 445·0\|58·0\|40·0 FK *Collision BHto Shelter dk* | | | Dairen Japanese *Cem 6BHtoU dk APT35t* | T.6Cy.22″,36½″&61′–48″ (*s*) 200lb 703NHP 4SB,*12cf*,GS233,HS7376 FD UragaDockCo.Ld.Uraga | 40 ″ 2 s11 ″ 10 28 ″ 8 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned and Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79361<br>46934<br>JYFN | **Meiyo Maru**<br>*Cruiser Stern* | ~~5709~~<br>5628<br>—<br>3258 | | | | | 1939<br>1940 | Tama S.B. Co.Ld.<br>Tama | MeijiKaiunK.K. | ~~403·5~~<br>406·8 | 55·1 | 30·8 | Kobe<br>Japanese | T.3Cy<br>~~26½~~.25⅝",39⅜"&72½"-51⅜'<br>&exhaust turbine driving steam compressor 379NHP<br>TamaS.B.Co.Ld.Tama | | |
| 79362<br>43084<br>JJMK | **Meizi Maru**<br>*Mchy.Aft* 1*Dk* | 1934<br>—<br>1377 | | | | | 1937 | Tsurumi SeitetsuZosen K.K. Tsurumi | HinodeKisenK.K. | 270·0<br>P87'F29' | 40·0 | 20·3 | Tokyo<br>Japanese<br>*WB* | T.3Cy.18",29½"&50"-39"<br>156NHP<br>TsurumiSeitetsuZosenKK Tsurumi | | |
| 79363<br>(*ex*PuertoRico)<br>FNTV | **Meknès** Ⓟ **TwinSc**<br>*Fitted for oil fuel*<br>D.F. 3*Dks* | 6127<br>3456<br>3667 | | | | | 1913 | Ch.&Atel. deSt.Nazaire GndQuevilly | Cie.Générale Transatlantique | 413·8<br>P268'F46' | 51·2 | 28·4 | Havre<br>French<br>*WB* | T.6Cy.21",27⅞"&55"-41½"<br>&2 LP Turbines<br>2NB*fitted*29<br>Ch.del'Atlantique,St.Naz. | | V |
| 79364<br><br>TTKW | **Mekong** | 746<br>—<br>337 | | | | | 1894 | R.Napier& Sons Glasgow | Cie.Saïgonnaise de Nav.&deTransp. | 210·0<br>P22'F39' | 28·0 | 13·8 | Saigon<br>French | T.3Cy.18",29"&47"-30"<br>NB04 121NHP<br>R.Napier&Sons,Glasgow | | |
| 79365<br><br>PFXM | **Melampus** Ⓟ<br>*Fitted for oil fuel*<br>D.F. 2*Dks* | 5962<br>—<br>~~3662~~ | | | | | 1924 | Palmers' Co.Ld. Newcastle | Nederl.Stoomv. Maats."Oceaan" | 428·7<br>P43'B127'F45' | 54·9 | 30·1<br>*WB* | Amstrdam<br>Dutch | 2SteamTurbinesDRgeared to 1 Sc. Shaft<br>Palmer'sCo.Ld.Newcastle | | C |
| 79366<br>35918<br>JIFC | **Melbourne Maru**<br>*Oil Eng.*<br>*ss*Yka.No.2-39<br>*Ref.Mchy.* 3*Dks(Stl)* | 5423<br>4955<br>3219 | ✠100A1<br>*withfreeboard*<br>5,40 ~~5,39~~<br>✠LMC CS5,39<br>DBS5,~~35~~5,40 5,39<br>✠Lloyd'sRMC~~1,39~~6,40 | Yka | *y* | CL<br>5,38 | 1930<br>3mo | Yokohama DockCo.Ld. Yokohama | OsakaSyosenK.K.<br>*Lloyd'sA&CP*<br>*CellDB317'80* | 380·0<br>B23'F43'<br>*5tFPT47tAPT71t* | 54·5 | 34·2<br>FK<br>6*BH*<br>(*Coll to W dk*<br>5 „*2nd* „) | Osaka<br>Japanese | Oil Engines 4S.C.SA<br>6Cy.29⅛"-59"<br>DB*100lb* 489NHP<br>Akt.Burmeistr&Wain.Cpn | 34 // 3<br>s 2 // 8<br>24 // 2¾ | |
| 79367<br>165326<br>GYZZ | **Melbourne Star** **TwinSc**<br>*Tonnage opening closed'40*<br>D.F. E.S.D. 2*Dks* ~~1*Dk&Shelter dk*~~<br>GyC. 3*rd dk except in No.1hold*<br>4*th dk forward of mchy.space*<br>*Ref.Mchy.* *CruiserStern* | ~~11076~~<br>~~9040~~<br>~~6788~~<br>12306<br>11614<br>7964 | ✠100A1<br>*withfreeboard*<br>Examined at Liv<br>DBS6,41 ✠LMC11,36<br>✠Lloyd'sRMC5,41 | ~~Liv~~<br>~~Gla~~<br>Liv | *i*†<br>2⅞ | CL<br>s3,39<br>FN5,40 | 1936<br>11mo | Cammell Laird&Co.Ld. Birkenhead | UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*)<br>*Lloyd'sA&CP*<br>*Upper'tween dk BHs except Coll BH dispensed with*<br>*CellDB380'1376tTanks in way of tunnels1424tFPT1161tAPT1668* | 530·0<br>548·8(O.L.)<br>P83'B202'F70'<br>*Duct keel forward of mchy.space*<br>7 „ 2*nd* „) | 70·4<br>40·6<br>FK | 32·2<br>*6BHptCem*<br>*Coll to W dk* | London<br>British | Oil Engines 2S.C.SA<br>20Cy.28⅜"-49⅜" 2806NHP<br>2DB*100lb*<br>SulzerBros.Ld.Winterthur | ~~35 // 0~~<br>~~s 5 // 8~~<br>~~29 // 6½~~<br>43 // 4<br>s13 // 0¾<br>30 // 6½ | |
| 79368<br><br>PKEJ | **Melchior Treub** **TwinSc**<br>*Fitted for oil fuel*<br>2*Dks* | 3242<br>2004<br>1671 | | | | | 1912 | Maats. Fyenoord Rotterdam | Koninkl.Paketv. Maats. | 350·3<br>P42'B188'F40' | 48·1 | 18·4<br>*WB* | Batavia<br>Dutch | T.8Cy.(2)20½",(2)34"&<br>(4)39½"-36" 374NHP<br>Maats.Fyenoord,Rot. | | V |
| 79369<br>440<br>SZLJ | **Meletios Venetzianos** (*ex*Sia,<br>*ex*RioJamary) *ss*Pra.No.1-17<br>1*Dk* (*Stl-teak* s) & *Promenade dk*(*Teak*) | 423<br>—<br>201 | ✠<br>4,21<br>✠ | Pra | | | 1912<br>5mo | Smith's Dock Co.Ld. Middlesbro' | P.&A.Venetzianos | 145·2<br>F30' | 30·1 | 8·3<br>FK<br>4*BHCem* | Piræus<br>Greek | T.3Cy.12¼",20"&34"-22"<br>73NHP<br>1SB,2*cf*,GS44,HS1330<br>ShieldsEng.Co.Ld.N.Shl. | 8 // 6 | |
| 79370<br><br>DNAN | **Melilla**<br>Sub.Sig. 2*Dks* | 2653<br>2349<br>1642 | | | | | 1923 | H.C.Stülcken Sohn Hamburg | Oldenbrg-Portug. Dmpfsch.Rhed. | 279·3<br>P26'B39'H41'F30' | 40·9 | 24·9 | Oldenburg<br>German<br>*WB* | T3Cy22⅛",36¼"&58¼"-35⅞"<br>205NHP<br>H.C.StülckenSohn,Ham. | | G |
| 79371<br><br>LESA | **Meline**<br>*ss*Shl.No.3-5,31<br>*ss*Osl.No.2-39<br>*Mchy.Aft* 2*Dks(Stl)* & *Web frames*<br>*Longitudinal framing* | 7019<br>6374<br>4399 | ✠100A1<br>3,14,40<br>✠LMC6,39<br>BS6,40<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel*3,18 *F.P. above* 150° F. | NYk<br>Bal | *a*†<br>3,41 | CL<br>~~N10,37~~ | 1918<br>3mo | Sir J.Laing &Sons,Ld. Sunderland | A/STanktransport (Th.Berg,*Mgr.*)<br>*Lloyd'sA&CP*<br>*CellDB*<br>*uE&B55'142tD* | 425·0<br>P101'B28'F42'<br>*Tf38'518tAPT53t* | 57·0 | 33·1<br>FK<br>16*BHptCem*<br>(10 *to U dk*<br>6 „ 2*nd* „) | Tönsberg<br>Norwegian | T.3Cy.27",45"&75½"-54" (*s*)<br>180lb 559NHP<br>4SB,12*cf*,GS196,HS8248 FD<br>G.Clark,Ld.Sunderland | 33 // 0<br>s 7 // 4<br>26 // 0 | |
| 79372<br>155329<br>VLCV | **Melinga**<br>Wireless *Oil Eng.*<br>*Ref.Mchy.* *Mchy.Aft* 1*Dk* | 536<br>360<br>243 | | | | | 1928 | Akt.Burmeistr&Wain Copenhagen | NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*) | 154·1<br>P28'F30' | 34·6 | 8·5 | SydnyNSW<br>British<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.13"-23⅝" 98NHP<br>Akt.Burmeistr&Wain,Cpn | | C |
| 79373<br>*ex*D.A.D.G.76)<br>PFXR | **Meliskerk** Ⓟ (*ex*Cesario,<br>*ss*Ams.No.3-5,35<br>*ss*Ams.No.1-39<br>2*Dks(Stl)* 3*rd tr Bin No.1 hold*<br>*Well deck* *Ref.Mchy.*<br>D.F. | 6045<br>5404<br>3745 | 100A1<br>*withfreeboard*<br>11,40~~2,40~~<br>✠Lloyd'sRMC~~2,40~~<br>12,40<br>for temp. 32° F. | Mdb<br>BS5,41<br>LMC6,39 | | CL<br>N6,39 | 1919 | Blohm& Voss Hamburg | VereenigdeNederl. Scheepv.Maats. (Directie en Agentuur Maats Holland Afrika Lijn N.V. *Mgrs.*)<br>*CellDB1443tDTa3'906tFPT32tAPT8t* | 449·2<br>465·7(O.L.)<br>P&B380'F54' | 58·2 | 26·9<br>FK<br>8*BHCem* | The Hague<br>Dutch | Q4Cy28⅝",40⅛",57⅞"&82⅛"<br>-55⅞"(*s*) 856NHP<br>225lb FD<br>4SB,12*cf*,GS267,HS12874<br>Blohm&Voss,Hamburg | 29 // 7<br>s 4 // 11½<br>24 // 9½ | |
| 79374<br>124672<br>MCWD | **Melissa**<br>*ss*Bel.2nd No.3-5,34<br>*Well deck* *ss*Bel.No.1-38<br>*Mchy.Aft* 1*Dk(Stl)* | 481<br>345<br>184 | ✠100A1<br>7,40 ~~8,38~~<br>✠LMC<br>MS8,38 ~~BS3,39~~<br>4,40 | Bel | *h* | CL<br>~~10,36~~<br>7,40 | 1908<br>7mo | AilsaS.B. Co.Ld. Troon | J.Kelly,Ld. (W.Clint,*Mgr.*)<br>*Lloyd'sA&CP*<br>*CellDBf91'124tFPT3tAPT7t* | 167·4<br>P16'Q79'B9'F30'<br>BK7" | 25·9 | 10·2<br>Belfast<br>British<br>3*BHCem* | C.2Cy.19¾"&44"-30" (*s*)<br>130lb 79RHP<br>1SB,3*pf*,GS60,HS2068<br>AilsaS.B.Co.Ld.Troon | 12 // 9<br>s 4 // 4<br>13 // 0½ | |
| 79375<br>137457<br>MFWT | **Melito** (*ex*Kyleglen-37,<br>*ex*WelshCoast,-36, *ss*Bkn.No.3-11,27<br>*ex*Macroom, *ss*Bkn.No.2-36<br>*ex*WelshCoast) *Well deck* 1*Dk(Stl)*<br>*Mchy.Aft* | 1070<br>811<br>545 | ✠100A1<br>~~Examined~~ 12,40 Brg<br>BS3,40 ✠LMC12,36 | ~~Brs~~ | *m* | CL<br>8,38 | 1915<br>6mo | C.Hill& Sons Bristol | BristolSteamNav. Co.Ld.<br>*Lloyd'sA&CP*<br>*CellDBf112'222tFPT* | 212·4<br>Q116'B15'F34'<br>*47tAPT15t* | 34·1 | 13·2<br>FK<br>3*BHCem* | Bristol<br>British | T.3Cy.18",29½"&48½"-33"<br>180lb (*s*) 174NHP<br>2SB.6*pf*,GS98,HS3070<br>G.Clark,Ld.Sunderland | 15 // 6<br>s 4 // 8½<br>14 // 11¼ | |
| 79376<br>CSBG | **Mello** (*ex*Graziella,*ex*Hebburn) 4**Mst**<br>*ss*Lis.No.3-8,28<br>*ss*Lis.No.2-36<br>1*Dk(pt Irn pt Stl)* | 4020<br>3695<br>2504 | ✠100A1<br>8,39<br>BS8,~~39~~<br>9,40 ✠LMC7,36 | Lis | *x* | CL<br>8,39 | 1915<br>4mo | BlythS.B. &D.D.Co.Ld. Blyth | Soc.Geral deComercio Industria e Transportes,Ld.<br>*Lloyd'sA&CP*<br>*CellDBa115'uE&* | 370·0<br>P30'B89'F30'<br>*B47'f159's85tFPT* | 51·0 | 25·0<br>FK<br>8*BHCem*<br>100*tAPT85t* | Lisbon<br>Portuguese | T.3Cy.25",40"&68"-48" (*r*)<br>180lb 370NHP<br>3SB,9*cf*,GS187,HS6025<br>Richardsons,Westgarth& Co.Ld.Sld. | 27 // 5<br>s 4 // 10⅜<br>22 // 9 | |
| 79377<br>*ex*Stör)<br>DIKK | **Mellum** (*ex*Lighter-38,*ex*Irmgard,<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>*CruiserStern* | 676<br>588<br>445 | | | | | 1912<br>*Converted to cargo vessel'38 by* | Heinrich Brandenburg Hamburg | ErnstGlässel<br>Rickmers Werft,Wsm. | 164·9<br>P48'F21' | 30·3 | 13·9<br>*WB* | Bremen<br>German | Oil Engines 4S.C.SA<br>6Cy.11⅛"-19½" 81NHP<br>E*made&fitted*38<br>Waggon-u.Maschinenb. A.G Görlitz | | G |
| 79378<br>142478<br>GNWL | **Melmore Head**<br>D.F. E.S.D. 2*Dks* | 5273<br>4845<br>3287 | | | | | 1918 | Workman, Clark&Co.Ld Belfast | UlsterS.S.Co.Ld. (G.Heyn&SonsLd. *Mgrs.*) | 390·4<br>P47'B117'F78' | 51·8 | 29·8<br>*WB* | Belfast<br>British | 3SteamTurbinesDRgeared to 1 Sc. Shaft<br>Wrkman,Clark&Co.LdBel | | C |

111/40

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 3 Nom du Navire. Matériaux Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière Visite de l'Arbre porte-hélice. | 8 9 Construit. Quand. Navire. Mach. / Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Registres clo coul. et va à sec dans le L.R. Durée. Cert. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 79379<br>174215<br>~~TGHB~~<br>ZNAP | **Melpomene**<br>*Mchy.Aft* *Fitted for oil fuel*<br>D.F. *Carrying Petroleum in bulk*<br>*Longitudinal framing* 2*Dks* | 7010<br>—<br>3989 | | | 1923 Ch.&Atel. de la Gironde Bordeaux | Ministry of Shipping (British Tanker Co.Ld.*Mgrs.*) | 426·9 \| 56·7 \| 32·6<br>P100′B27′F41′ | Aden<br>~~Homa~~<br>French<br>British | T.3Cy.27⅞″,46⅛″&76″–51⅛″ 416NHP<br>Soc.Provençale de Const. Navale,La Ciotat | | V |
| 79380<br>204848<br>WJCU | **Melrose** 3Mst<br>D.F. Sub.Sig.<br>*Mchy.Aft* 1*Dk* | 5148<br>—<br>3205 | | | 1907 Fore River S.B.Co. Quincy,Mass. | Koppers Coal Co. (Mystic SS Co. *Mgrs.*) | 373·2 \| 52·7 \| 29·8<br>*WB* | Boston<br>Utd.States | T.3Cy.28″,44″&73″–48″ 369NHP<br>Fore River S.B.Co.Quincy | | R |
| 79381<br>162109<br>GYWM | **Melrose Abbey**<br>ssSws.No.1-40<br>D.F. 1*Dk*<br>*Cruiser Stern* | 2473<br>2274<br>1484 | ✠100A1<br>6,40 ~~7,00~~<br>✠LMC~~6,46~~ 6,40 | Bry *t*<br>Sws<br>~~7,38~~ 7,40 12,40 | CL<br>1936 W.Gray & Co.Ld. W Hartlepool<br>6mo<br>*Lloyd's* *SA&CP* | Melrose Abbey Shipping Co.Ld. (F.Jones&Co. *Mgrs.*) *Cell D* | 307·7 \| 45·1 \| 20·7<br>P25′B68′F30′ FK<br>*B262′ 796t FPT 88t*<br>*APT 115t* | Cardiff<br>British<br>5*BHCem* | T.3Cy.20″,33″&55″–39″ (*s*) 200lb *100lb* 234NHP<br>2SB,*6cf*,GS88,HS3826<br>Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl. | 23 ″ 4<br>s 3 ″ 7½<br>19 ″ 11 | |
| 79382<br>160830<br>GSYW | — Ⓟ<br>ssGms.No.2-38<br>1*Dk*(*Stl*–teaks) 2*nd dk*(*Stl*)<br>*Cruiser Stern* in *Nos.*1,2 & 3 *holds* | 1908<br>1247<br>916 | ✠100A1<br>*wuh/freeboard*<br>~~9,40~~ ~~8,60~~ 9,41<br>~~8607,39~~ ✠LMC3,38<br>*For service bet ween Hull & Rotterdam* | Gms<br>Lon<br>BS9,40<br>*Lloyd's* *SA&CP* | OG<br>1929 Earle's Co. Ld. Hull<br>4mo | Hull&Netherlands S.S.Co.Ld. (The Associated Humber Lines)<br>*Cell D Ba & u E* | 281·3 \| 38·2 \| 17·3<br>P55′B110′F66′ FK<br>90′ *f* 92′ 235*t*<br>*FPT 14t*<br>*APT 38t* | Hull<br>British<br>6*BHpt Cem*<br>*pt Asp* | T.3Cy.21½″,37″&64″–42″ (*r*) 220lb 474NHP<br>3SB,*9cf*,GS193,HS7350 FD<br>Earle's Co.Ld.Hull | 18 ″ 3<br>s 3 ″ 2½<br>15 ″ 4½ | BT till 9.41 |
| 79383<br>TWEM | **Mélusine** TwinSc<br>*Carrying Petroleum in bulk* *Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>*Longitudinal framing at bottom & at deck* | 466<br>—<br>208 | | | 1926 Chant.Nav. Français Caen | Cie.Marocaine de Transp.Mar. | 150·7 \| 24·3 \| 11·6<br>P43′F20′<br>*WB* | Fedala<br>Moroccan | Oil Engines 2S.C.SA 8Cy.13¾″–13¾″ 248NHP<br>Kromhout Motorenfabr. Amsterdam | | V |
| 79384<br>69<br>SYGL | **Memas** (*ex* Achilles,*ex* Lord Erne)<br>ssRot.2nd No.3–11,23<br>ssVen.No.2–32<br>2*Dks*(1*Stl* & 1*pt Stl* & *pt Irn*) & *deep framing* | 4359<br>4041<br>2773 | ✠ —<br>3,37<br>✠ | Ant *x* | 1900 Napier& Miller,Ld. Glasgow<br>11mo | A.Vergottis | 375·2 \| 50·0 \| 25·9<br>P39′B102′F45′ FK<br>*Cell D Ba* 127′ *u E* 23′ *f*<br>164′ 1044*t* *FPT 67t* *APT 48t* | Argostoli<br>Greek | T.3Cy.27⅛″,43½″&72½″–48″ 415NHP<br>2SB,*6rf*,GS120,HS5100<br>D.Rowan&Co.Glasgow | 28 ″ 8 | C † |
| 79385<br>742<br>SVLH | — 3Mst<br>(*ex* Aigaion–36, ssSld.No.3–3,21<br>*ex* Corstream–33, ssBly.No.2–30<br>*ex* Helene-Hugo Stinnes 14) *Mchy.Aft* 1*Dk*(*Stl*)<br>*Cantilever framed Topside tanks* | 1755<br>—<br>906 | —<br>1,34 | Bly *q* | 1912 G.Seebeck Akt.Ges. Weser-münde-G. | N.D.Couroucliis<br>*Cell D B* 228′ 408*t* *To pside tanks* 175′ 368*t* *Forward tank on deck* | 258·9 \| 38·1 \| 17·8<br>P69′F25′ FK<br>16′30*t* *FPT 114t* *APT 38t* | Piræus<br>Greek | T.3Cy.17⅞″,28⅜″&44½″–35½″ 186NHP<br>2SB,*4cf*,GS58,HS2776<br>G.Seebeck A.G.Wsm. | 20 ″ 4 | G † |
| 79386<br>DOQF | **Memel** (*ex* Cairo–35)<br>*Oil Eng.*<br>1*Dk*<br>D.F. *Cruiser Stern* | 3183<br>2621<br>1827 | | | 1934 Deutsche Sch-u-Mschb. A.G.Weser Bremen | Norddeutscher Lloyd | 358·8 \| 50·2 \| 19·9<br>P30′B&F314′<br>Upper F22′<br>*WB* | Bremen<br>German | 2 Oil Engines 2S.C.SA each 6Cy.20,⅝″–27,⅛″&hydraulic coupling SR geared to 1 Sc.Shaft 879NHP<br>Deutsche Schiff.-u Mschb. A.G.Weser,Bremen | | G |
| 79387<br>DRBK | —<br>(*ex* Reval–34)<br>1*Dk* | 1057<br>820<br>599 | | | 1925 Schiffs.-u Dckbauwerft Flender A.G. Lübeck | Mathies Reed.K.G. | 220·8 \| 34·6 \| 12·5<br>P13′Q64′B92′F22′<br>*WB* | Hamburg<br>German | T.3Cy.16¾″,27⅛″&43⅞″–27⅞″ 98NHP<br>Waggon-u,Maschinenbau A.G.Görlitz | | G |
| 55/41<br>79388<br>162335<br>GNSM | **Memnon** Ⓟ TwinSc<br>D.F. *Oil Eng*<br>*Ref.Mchy.* E.S.D. 2*Dks* | 7506<br>6474<br>4613 | | | 1931 Caledon S. B.&E.Co.Ld. Dundee | China Mutual Steam Nav.Co.Ld. (A.Holt&Co.*Mgs.*) | 460·0 \| 59·4 \| 29·2<br>P46′B179′F56′<br>*WB* | Liverpool<br>British | Oil Engines 4S.C.SA 16Cy.29⅛″–59,⅜″ 1304NHP<br>Akt.Burmeistr&Wain,Cpn | | BT till ~~10.40~~ 9.41 |
| 79389<br>Now "Empire Mouflon," *see No. 8796 in Supplement*<br>31/41 | —<br>*Fitted for oil fuel* | 3453<br>—<br>2454 | ✠ ...<br>3,21<br>✠ | | 1921 Hanlon D.D.&S.B.Co. Oakland,Cal<br>2mo | Ministry of Shipping (Sir R.Ropner & Co.Ld.*Mgrs.*) | 320·7 \| 46·0 \| 24·4<br>P26′B79′F33′ | British | T.3Cy.24″,39″&65″–42″ Allis Chalmers Mfg.Co.Milwaukee,Wis. | | |
| 79390<br>63<br>SUBW | **Memphis** (*ex* Siren–35,*ex* Iside,<br>*ex* Città di Palermo, ssOsl.No.3–8,33<br>*ex* War Magic) ssAlx.No.1–37<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2088<br>~~1876~~<br>*1249* | ✠100A1<br>~~5,68~~ 10,40 Brs<br>~~BS6,39~~ ✠LMC6,37<br>10,40 | Alx *r*<br>~~5,80~~ 10,40 | CL<br>1920 Canadian Allis Chalmers,Ld. Bridgeburg, Ont.<br>1mo | ~~A.Klat~~ A.&R.Klat<br>*Cell D* | 251·7 \| 43·6 \| 21·2<br>P27′B64′F24′ FK<br>*B210′ 553t* *FPT 66t*<br>*APT 66t* | Alexndria<br>Egyptian | T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NHP<br>2SB,*6cf*,GS115,HS4180 FD<br>Canadian Allis Chalmers Ld | 23 ″ 0<br>s 2 ″ 11½<br>20 ″ 2½ | |
| 79391<br>DJNQ | —<br>(*ex* Vera,*ex* Virginia Express,<br>*ex* Lake Stirling) 1*Dk* | 1996<br>1611<br>1182 | ✠ ...<br>9,20<br>✠ | | 1918 Detroit S.B.Co. Wyandotte, Mich.<br>4mo | Hanseatische Reederei Emil Offen & Co. | 250·8 \| 43·8 \| 18·1<br>P25′B64′F23′ FK<br>*WB* | Hamburg<br>German | T.3Cy.20″,33″&54″–40″ 274NHP<br>Detroit S.B.Co.Detroit | 20 ″ 0 | C † |
| 79392<br>221511<br>KDTR | **Memphis City**<br>*Fitted for oil fuel*<br>GyC. 2*Dks* 3*tr B* | 5686<br>5081<br>3450 | | | 1921 Chickasaw S.B.&Car Co. Chickasaw, Ala. | Isthmian S.S.Co. | 425·2 \| 56·2 \| 26·5<br>P58′B&F350′<br>*WB* | New York<br>Utd.States | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>Federal S.B.Co.Kearny,NJ. | | R |
| 79393<br>28719<br>JHXA | **Menado Maru** Ⓟ<br>*Fitted for oil fuel*<br>2*Dks* | 2166<br>1911<br>1290 | | | 1922 Osaka Iron Works,Ld. Innoshima | Osaka Syosen K.K. | 270·0 \| 43·0 \| 22·5<br>P144′B22′F28′<br>*WB* | Osaka<br>Japanese | T.3Cy.21″,35″&58″–39″ 210NHP<br>Osaka Irn Wrks,Innoshima | | C |
| 79394<br>159829<br>EIND | **Menapia**<br>*Oil Eng.*<br>Wireless 1*Dk*,2*nd dk in after hold*<br>*Mchy.Aft* *Cruiser Stern* | 902<br>591<br>620 | ✠100A1<br>5,40<br>✠LMC11.39 | Liv *l* | OG<br>1939 A.Vuijk& Zonen Capelle a/d Ysel<br>11mo | Wexford Steamships Co.Ld. | 205·0 \| 32·6 \| 11·7<br>*34·2*<br>213·8(O.L.) FK<br>P49′Q82′F24′<br>*Cell D B* 128′ 193*t* *FPT*<br>*Lloyd's* *SA&CP* | Wexford<br>British | Oil Engines 4S.C.SA 6Cy.15¾″–26″ 144NHP<br>3*BHpt Cem*<br>*pt Asp* 75*t* *APT 36t*<br>Klöckner-Humboldt-Deutz A.G.Köln-Deutz | 14 ″ 0<br>s 4 ″ 4½<br>13 ″ 8½ | |
| 79395<br>163977<br>~~FNDN~~<br>BFYM | **Mendoza** Ⓟ TwinSc<br>*Fitted for oil fuel*<br>*Ref.Mchy.* 2*Dks* & *3 wng dk* 3*tr B*<br>*Cruiser Stern* | 8233<br>6285<br>4565 | | | ~~1920~~ 1919 Swan,Hunter&Wigham Richardson, Ld Newcastle | Ministry of Shipping (A.Holt& Co.*Mgrs.*) | 450·5 \| ~~58·4~~ 58·5 \| 31·5<br>P48′B249′F83′<br>(58·5)<br>*WB* | Glasgow<br>British | 4 Steam Turbines DR geared to 2 Sc. Shafts<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | IV BT till 5,42 |
| 79396<br>DJTN | — (*ex* Mount Ida–37,<br>*ex* Ballena–33) ssBly.No.3–1,33<br>ssRou.No.1–37<br>2*Dks*(*Stl*) | 5193<br>4783<br>3168 | ✠ ...<br>3,38<br>✠ | Ham *y* | 1920 W. Dobson &Co. Newcastle<br>2mo | Hamburg-Süd-Amerik.Dampfschifffahrts Ges.<br>*Cell D B* 344′ 1073*t* | 399·5 \| 52·3 \| 28·4<br>P49′B113′F39′ FK<br>*FPT 130t* *APT 198t* | Hamburg<br>German<br>7*BHCem* | T.3Cy.27″,44″&73″–48″ 452NHP<br>3SB,*9cf*,GS190,HS7668<br>N.E.Marine Eng.Co Ld Nwc | 31 ″ 0 | G † |
| 79397<br>147235<br>GFXC | **Menelaus** Ⓟ TwinSc<br>*Ref.Mchy.* D.F. 3*Dks* | 10307<br>9295<br>6319 | | | 1923 Caledon S. B.&E.Co.Ld Dundee | Ocean S.S.Co.Ld. (A.Holt&Co *Mgrs.*) | 495·5 \| 62·3 \| 39·6<br>P69′B174′F55′<br>*WB* | Liverpool<br>British | 4 Steam Turbines DR geared to 2 Sc. Shafts<br>N.E.Marine Eng Co Ld.Nwc | | BT till ~~5.40~~ 5,41 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Registered in Lloyd's class. If not, Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79398 | **Menes** Ⓟ | | 5609 / 4815 | | | | | 1926 | Bremer "Vulkan" Vegesack | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 438·6 / F54′ | 55·3 | 25·4 | Hamburg German *WB* | T.3Cy.29$\frac{15}{16}$″,48$\frac{7}{16}$″&77$\frac{15}{16}$″–55$\frac{7}{16}$″ 437NHP Bremer "Vulkan," Vegesck | | G |
| DHQV | Sub.Sig. D.F. | *3Dks* | 3349 | | | | | | | | | | | | | | |
| 79399 | **Menestheus** Ⓟ | TwinSc | 7494 | | | | | 1929 | CaledonS. B.&E.Co.Ltd. Dundee | OceanS.S.Co.Ltd. (A.Holt&Co *Mgrs*) | 460·0 / P63′B181′F57′ | 59·4 | 29·2 | Liverpool British *WB* | Oil Engines 4S.C.SA 16Cy.29$\frac{1}{8}$″–59$\frac{7}{16}$″ 1295NHP Akt.Burmeistr&Wain,Cpn | | |
| 161134 | | *OilEng.* | 6474 | | | | | | | | | | | | | | |
| GBDT | *Ref.Mchy.* D.F. E.S.D. | *2Dks* | 4646 | | | | | | | | | | | | | | |
| 79400 | **Menhir Braz** (*ex*EmmiArp) | | 2834 / 2645 | | | | | 1906 | Akt.Ges. "Neptun" Rostock | LesCargosAlgériens,Soc.Anon. | 291·2 / 24·2 | 43·9 | 16·9 | Dunkirk French *WB* | T3Cy20$\frac{1}{2}$″,36$\frac{7}{16}$″&56$\frac{9}{16}$″–37$\frac{3}{8}$″ 195NHP A.G."Neptun,"Rostock | | V |
| FOVK | D.F. | *1Dk&Spar dk* | 1725 | | | | | | | | | | | | | | |
| 79401 | **Menjinski** (*ex*Oudewater–35, *ex*Kinderdijk) *ss*Rot.No.3–5,34 | | 3683 | ✠ … 8,36 | Rot | *w* | | 1919 12mo | WerfGusto FirmaA.F. Smulders Schiedam | U.S.S.R. *Cell* | 358·8 / P25′B216′F34′ FK *DB*310′933*t FPT*781 | 50·3 | 22·0 | Odessa Russian 6*BHCem* *APT*116*t* | T.3Cy.25″,41″&67″–45″ 340NHP 3SB,*9cf*,GS168,HS5418 Werf.Gusto,FirmaA.F. Smulders,Schiedam | 24 ″ 7 | |
| UPLO | | *1Dk(Stl)* | 2237 | | | | | | | | | | | | | | |
| 79402 | **Mentor** Ⓟ | | 7383 / 6306 | | | | | 1914 | Scotts'S. B. &EngCo.Ld. Greenock | OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*) | 455·2 / P53′B165′F60′ | 56·2 | 32·5 | Liverpool British *WB* | T.3Cy.31″,51$\frac{1}{2}$″&86″–60″ 572NHP Scotts'SB&Eng Co.Ld.Grk | | BT till ~~8.40~~ ~~10.40~~ 2.42 6.42 |
| 137408 | | | | | | | | | | | | | | | | | |
| GPZS | D.F. | *2Dks* | 4644 | | | | | | | | | | | | | | |
| 79403 | — | | 3050 | ✠100A1 | Ant | *u* | CL | 1902 | Ropner& Son Stockton | G.C.Dracoulis | 325·0 / P29′B166′F34′ FK | 48·1 | 22·2 | Ithaca Greek | T.3Cy.23$\frac{1}{2}$″,39″&64″–42″ (*s*) 160lb NDB12 273NHP 2SB,*6cf*,GS120,HS4200 Blair&Co.Ld.Stockton | 24 ″ 3 | |
| 12 | (*ex*Alva) *ss*Ant.3rdNo.3–4,40 | | 2934 | *withfreeboard* | Dub | | 4,40 | 9mo | | | | | | 5*BHCem* | | s 2″11$\frac{3}{4}$ | |
| SVFU | *1Dk(Irn)2trB&Web frames 3Dk rule* | | 1944 | 2,41 ~~4,40~~ ✠LMC4,40 | | | | *Lloyd's* | | *CellDBa* | 110′*uE&B*34′*f*134′ | | | 668*tAPT*97*t* | | 21 ″ 5$\frac{3}{8}$ | |
| 79404 | **Meonia** Ⓟ | TwinSc | 5218 | ✠100A1 | Cpn | | CL | 1927 | A/SNakskovSkibs. Nakskov | A/S DetÖstasiatiskeKompagni | 404·7 / 419·0(O.L.) | 54·4 | 25·3 | Copnhagn Danish | Oil Engines 4S.C.SA 12Cy.24$\frac{1}{2}$″–51$\frac{3}{16}$″ 708NHP DB*100lb* | 28 ″ 0 | |
| 11mo | | *OilEng.* | 4158 | *withfreeboard* | | | 9,38 | | | | B88′ FK | | | 6*BHptCem* | | s 3 ″3$\frac{1}{4}$ | |
| OYKD | D.F. | *ssCpn.No.2–37* | 3288 | 11,39 ✠LMC CS1,37 | | | | *Lloyd's* | | *CellDB*355′1068*t* *between tunnels* | *Tank* 90*tFPT*75*tAPT*81*t* | | | (*Coll to Sh dk* 5 ,, 2nd,,) | | 24″10$\frac{1}{2}$ | |
| | | *1Dk(Stl)&Shelter dk(Stl–teaks) 3rd dk(Stl) in No.1 hold* | | DB8.39 6,36 Surveys delayed | | | | | | | | | | | Akt.Burmeistr&Wain,Cpn | | |
| 79405 | **Merak** | | 1848 / 1254 | | | | | 1926 | Rotterdam Droog.Maat. Rotterdam | Koninkl.Paketv. Maats. | 260·1 / | 42·3 | 16·1 | Batavia Dutch *WB* | C.4Cy.18$\frac{11}{16}$″&39$\frac{3}{8}$″–39$\frac{3}{8}$″ 162NHP RotterdamDroog.Maats. | | V |
| PKQO | | *1Dk&Awng dk* | 1043 | | | | | | | | | | | | | | |
| 79406 | **Merano** Ⓟ (*ex*Meran) | | 3705 | ✠ … | | | | 1909 | Lloyd Austriaco Trieste | "Adriatica"Soc. Anon.diNav. | 346·7 / B160′ FK | 45·5 | 25·9 | Genoa Italian *WB* | T.3Cy.23$\frac{1}{4}$″,39″&66″–48″ 390NHP LloydAustriaco,Trieste | 28 ″ 5 | I † |
| 2161 | | *ssTri.No.3–12,20* | 3083 | 11,23 | | | | 9mo | | | | | | | | | |
| IBYV | D.F. | *Fitted for oil fuel 1Dk&Awng dk 3trB* | 2196 | ✠ | | | | | | | | | | | | | |
| 79407 | **Mercator** | AuxBkn | 770 | ✠100A1 | Ant | *p* | CL | 1932 | Ramage& Ferguson,Ld. Leith | BelgianGovernment | 209·7 / Q36′F40′ BK7″ | 35·0 | 16·8 | Antwerp Belgian | Oil Engines 4S.C.SA 6Cy.13″–23$\frac{5}{8}$″ 98NHP SocAn.J.Cockerill,Seraing | 18 ″ 6 | |
| | | *ssAnt.No.1–37* | *683* | *withfreeboard* | | | 10,38 | 4mo | | | | | | | | | |
| OSIA | (*TrainingShip*) *OilEng.* | | *514* | 10,39 ✠LMC CS7,36 7,36 | | | | *Lloyd's* | | *MTs*13′ | 62*t* | | | 6*BHCem* | | | |
| | Wireless D.F. | *2Dks(Weather dk Stl–teaks)* | | | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | *Corresponding to a draught of* 14′1″ | | | | | | | | | | | | | |
| 79408 | **Mercedes Lacroze** | | 1515 | | | | | 1909 | A.&J. Inglis,Ld. Glasgow | EntreRiosRlys. Co.Ld | 283·2 / | 56·2 | 17·2 | Bns.Aires Argentine | T.3Cy.13$\frac{1}{2}$″,23$\frac{1}{2}$″&36″–27″ 116NHP A.&J.Inglis,Ld.Glasgow | | |
| | *Fitted for oil fuel* | (*Train ferry*) | — | | | | | | | | | | | | | | |
| | | *1Dk* | 864 | | | | | | | | | | | | | | |
| 79409 | **Mercer** | | 6219 | ✠ | | | | 1919 | FederalS.B Co. Kearny,N.J. | ~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ | 395·5 / P45′B110′F38′ *on Shelter dk* FK | 55·0 | 31·4 | ~~NewarkNJ~~ ~~Utd.States~~ British *WB* | DR GearedSteamTurbine 619NHP GeneralElectricCo. Schenectady,N.Y. | 34″11 | R † |
| ~~21732~~ | | | ~~5823~~ | 6,20 | | | | 1mo | | | | | | | | | |
| ~~KBPF~~ | Sub.Sig. | *1Dk&Shelter dk&Web frames Longitudinal framing* | 3836 | ✠ (*Reclassification Contemplated*) | | | | | | | | | | | | | |
| 79410 | **Mercer Victory** | | 5500 | ✠ … | | | | 1919 | Merchant S.B.Corp. Harriman,Pa. | UnitedStates Maritime Commission | 400·7 / P36′B124′F44′ FK | 54·2 | 30·4 | Phldlphia Utd.States *WB* | 2SteamTurbinesDRgeared to 1 Sc. Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa. | 32″10 | |
| 218754 | | *Fitted for oil fuel 2Dks&Web frames* | 5090 | 6,20 | | | | 9mo | | | | | | | | | |
| | | | 3381 | ✠ | | | | | | | | | | | | | |
| 79411 | **Merchant** | | 4615 | ✠100A1 | Gal | *y* | CL | 1934 | Lithgows Ld. PortGlasgow | CharenteS.S.Co.Ld. (T.&J.Harrison, *Mgrs.*) | 385·0 / 397·6(O.L.) P31′B112′F44′ FK | 52·0 | 26·6 | Liverpool British *ptCem* | T.3Cy.25″,42″&70″–48″ (*s*) 200lb 477NHP 3SB,*9cf*,GS138,HS6789 FD Rankin&BlackmoreLdGrk | 29 ″ 0 | |
| 162411 | | *ssLiv.No.1–39* | 4322 | 11,40 ~~1,40~~ | Liv | | 1,40 | 10mo | | | | | | 5*BH toU dk* | | s 5 ″4 | |
| GWWC | | *2Dks* | 2914 | ✠LMC MS8.39 BS~~5.40~~ 3,41 | | | | *Lloyd's* | | *Intermediate BH in after hold dispensed with Cell DB*331′1012*t Ta*30′777*tAPT*16*t* | | | | 2 ,, ,,2nd,, | | 23 ″ 11 | |
| 79412 | **Merchant Prince** | | 5229 | ✠100A1 | Sld | *at* | CL | 1939 | Wm.Doxford&SonsLd Sunderland | DrakeShippingCo. Ld. | 427·0 / 442·9(O.L.) | 56·5 | 26·5 | London British | Oil Engines 2S.C.SA 3Cy.23$\frac{5}{8}$″–91$\frac{5}{16}$″ 516NHP 2DB*120lb* | ~~29 ″ 0~~ | |
| 167333 | | *OilEng.* | 4685 | *withfreeboard* | Ver | NYs | | 9mo | | | | | FK | 7*BHptCem* | | ~~s 3 ″3~~ ~~25″10~~ | |
| GKMQ | D.F. E.S.D. | *1Dk&Shelter dk Cruiser Stern* | 3066 | 7~~10.0.30~~ 3,41 ✠LMC9.39 | | | | *Lloyd's* | | *CellDB*351′1179*t MT*29′1205*tFPT*134*tAPT*155*t* | | | | (*Coll to Sh dk* 6 ,, 2nd,,) | Wm.Doxford&Sons,LdSld | 38 ″ 1 | |
| | *Tonnage opening closed* 41 (*W.E.*) | | | | | | | | | | | | | | | s11″4$\frac{3}{4}$ 26″10$\frac{3}{8}$ | |
| 79413 | **Merchant Royal** (*ex*Goodwood–36) | | 5008 | ✠100A1 | ~~Gms~~ | *z* | CL ~~10,38~~ | 1928 | JReadhead &Sons,Ld. SouthShields | DrakeShippingCo. Ld. | 401·2 / 416·1(O.L.) P34′B254′F31′ FK | 55·0 | 25·6 | London British | T.3Cy.25″,40$\frac{3}{4}$″&67″–45″ (*r*) 200lb FD 423NHP 3SB(Spt)9*cf*,GS164,HS6027 J.Readhead&Sons,Ld. | 28 ″ 1 | |
| 147796 | | *ssHul.No.2–36* | 4579 | Examined 3,41 Nwc | | | 10,40 | 2mo | | | | | | 7*BHCem* | | s3 11$\frac{1}{2}$ | |
| GNMS | D.F. E.S.D. | *1Dk(Stl)* | 3112 | ~~BS1.40~~ 10,40 ✠LMC1,36 | | | | *Lloyd's* | | *CellDB*35 | 1′1143*t DTa*26′990*t* | | | *APT*121*t* | | 24 ″ 3$\frac{1}{2}$ | |
| 79414 | **Mercia** (*ex*Margrete,*ex*Rijn,*ex*Vlug) | | *1184* | ✠100A1 | Hbg | *n* | CL | 1897 | W.Gray& Co.Ld. W Hartlepool | RederiA/B Arild (J.A.Thore, *Mgr.*) | 231·4 / 240·8(O.L.) Q80′B55′F27′ FK | 33·7 | 14·8 | Arild Swedish | T3Cy.18″,28$\frac{1}{2}$″&47$\frac{1}{2}$″–33″ (*s*) 160lb *100lb* NDB12 127NHP 1SB,*3rf*,GS42,HS1875 Cen.Mar.Eng.Wrks.WHpl | 17 ″ 3 | |
| 7044 | | *ssHbg 3rdNo.3–4,34* | *962* | 4,39 | | | 4,39 | 3mo | A&CP | | *a&u E*75′*f*105′346*t* | | | 4*BHCem* | | s 1 ″4 | |
| SFMI | *Well deck* | *ssHbg.No.1–38* | *691* | BS4.39 ✠LMC4,38 | | | | | | *CellDB* | | | | *APT*37*t* | | 16 ″ 1 | |
| | | *1Dk(Stl)&deep framing Cargo battens not fitted* | | Surveys delayed | | | | | | | | | | | | | |
| 79415 | **Mercier** (*ex*Erfurt) | | 7886 | | | | | 1915 | Bremer Vulkan Vegesack | CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationaleS.A. *Mgrs.*) | 476·2 / | 60·7 | 32·9 | Antwerp Belgian | T.3Cy.32″,52$\frac{3}{4}$″&86$\frac{1}{2}$″–55″ 554NHP Bremer Vulkan,Vegesack | | C |
| | Sub.Sig. | *Ref.Mchy.* | 7292 | | | | | | | | | | | | | | |
| ORFA | D.F. GyC. | *2Dks* | 4898 | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme soulignant maintenant et ant. Lettre d'Entretement | 7 | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. B.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milliéu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79416 | **Mercur** (*ex*Sandvik,*ex*Violet) | **Iron** | 1376 | ✝ ... | | | | 1880 | J.L.Thompson&Sons | NorthernSteamshipCo.Ld.(O.S.Nylund,*Mgr.*) | 248·0\|35·3\|17·6 | | | Helsingfrs | C.2Cy.27″&56½″-42″ (*s*) | | V |
| | *ss*Got.3rdNo.3–6,14 | | — | 2,27 | | | | | | | P29′B46′F26′ | | | Finnish | 156NHP | | † |
| OFDZ | *ss*Ham.No.2–23 | | 735 | ✝NB93*reg*~~ed~~01 | | | | Sunderland | | | | | BK9″ | *WB* | Black,Hawthorn&Co.Gts. | | |
| | 1*Dk*2*tr*Bin *forehold* | | | ✝ | | | | | | | | | | | | | |
| 79417 | — | | 791 | | | | | 1901 | Maats. Fyenoord Rotterdam | Dampskslsk. af 1925(Ludvig Christensen,*Mgr.*) | 201·2\|30·2\|13·6 | | | Esbjerg | T.3Cy.15″,25″&40″-36″ | | G |
| | (*ex*Falkenstein,*ex*Diana) | | 629 | | | | | | | | Q73′F24′ | | | Danish | 96NHP | | |
| OUIZ | 2*Dks* | | 473 | | | | | | | | | | | *WB* | Maats.Fyenoord,Rot. | | |
| 79418 | — | | 758 | | | | | 1912 | Akt.Ges. "Weser" Bremen | Dampschifffahrts Ges."Neptun" | 202·5\|28·2\|12·9 | | | Bremon | T.3Cy.13⅝″,21⅛″&34½″-23⅞″ | | G |
| | | | 591 | | | | | | | | P45′B50′F22′ | | | German | 58NHP | | |
| DOGX | 1*Dk* | | 426 | | | | | | | | len37 | | | *WB* | A.G."Weser,"Bremen | | |
| 79419 | **Mercurio** (*ex*VirginiaDespatch–35, | | 1979 | ✝ ... | | | | 1918 | American S.B.Co. Lorain,O. | Soc.Anon.Sbarchi, Imbarchi eTrasporti | 260·9\|43·5\|18·1 | | | Rome | T.3Cy.20″,33″&54″-40″ | 20 ″ 2 | I |
| 162 | *ex*LakeFernwood) | | — | 4,22 | | | | 6mo | | | 251·0 | | 20·0 | Italian | 274NHP | | † |
| IBVU | 1*Dk* | | 1185 | ✝ | | | | | | | P25′B64′F23′ | | FK | *WB* | AmericanS.B.Co.Lorain,O. | | |
| 79420 | **Mercurius** | | *539* | | | | | 1917 | A/B Götaverken Gothenburg | O.F.Ahlmark&Co. Eftr.A/B | 165·4\|27·3\|11·0 | | | Karlstad | T.3Cy.13⅜″,22½″&37½″-23½″ | | V |
| 5924 | | | *402* | | | | | | | | P51′F23′ | | | Swedish | 68NHP | | |
| SFMR | *Mchy.Aft* | 1*Dk* | *272* | | | | | | | | | | | *WB* | A/B Gotaverken,Got. | | |
| 79421 | **Mercury** | **TwinSc** | 1518 | ✝100A1 | Clv | | CL | 1937 | Pennsylvania Shipyard,Inc. Beaumont, Tex. | ~~TankersInc.~~ (~~ClevelandTankers,Inc.,*Mgrs.*~~) AlliedOilTransportCo.Inc. (Cleveland Tankers,Inc.*Mgrs.*) | 250·8\|43·0\|16·3 | | | Wilmgton (Del.) Utd.States | Oil Engines 4S.C.SA 12Cy.14″-16″ 230NHP DB*125lb* 10*BH* | 16 ″ 6 ≤2 ″ 9½ 13 ″ 10 | |
| 236327 | *Oil Eng.* | | 1362 | 3,40~~3,38~~ | Cgo | | 2,40 | 6mo | | | 258·0(O.L.) | | | | | | |
| WOZH | *Mchy.Aft* | 1*Dk* | 1182 | ✝LMC6,37 | | | | | | | AfterB34′F33′ | | FK | | WintonEng.Corp.Clevelnd | | |
| | *Longitudinal framing–bracketless system* | | | ✝LM~~C~~(M)2,40 | | | | | | | *Trunk*172′ | | | | | | |
| | *Electrically welded* | | | *Carrying Petroleum in bulk For Service on the Great Lakes between Father Point via the Great St. Lawrence Canals; between New York,via the New York State Barge Canal; also between New York, Norfolk & Eastport,Me.* | | | | | *Lloyd's* & *CP* | | *FPT*62*t APT*19*t* | | | | | | |
| 79422 | — Ⓟ | **Pad** | 621 | | | | | 1934 | Fairfield Co.Ld. Glasgow | CaledonianSteam PacketCo.Ld. | 223·8\|30·1\| 9·5 | | | Glasgow British | T.3Cy.22½″,35″&56″-54″ 230NHP | | |
| 161979 | | | 421 | | | | | | | | | | | | FairfieldCo.Ld.Glasgow | | |
| | *CruiserStern* | 2*Dks* | 235 | | | | | | | | | | | | | | |
| 79423 | **Mercury Sun** | | 8893 | ✝100A1 | Phl | *e*† | CL | 1931 | SunS.B.& DryDockCo. Chester,Pa. | MotorTankship Corporation | 480·5\|66·0\|36·8 | | | Wilmington, Del. Utd.States | Oil Engines 2S.C.SA 4Cy.23⅝″-91/16″ 690NHP | 37 ″ 0 | |
| 231364 | *Oil Eng.* | | 8361 | ~~4,40 6,80~~ 11,40 | | | ~~x2,98~~ | 12mo | | | | | | | 17*B* *Hpt Cem* | 2WTDB*225lb* & *200lb* (*Uppr*) | |
| WGEP | GyC. *ss*Phl.No.2–40 ~~*ss*Phl.No.1–38~~ | | 5398 | ✝LMC CS4,40 | | | 11,40 | | | | *Aft*B77′B38′F48′ | | FK | | (11 *to U dk* | SunSB&DD.Co.Chester,Pa | |
| | *Mchy.Aft* | 2*Dks*(*Stl*) & *Web frames* | | ~~DBS3,35~~ 9,40 | | | 2,39 | *Lloyd's* | | *CellDBuE*76·379*t* | *FPT*186*t APT*84*t* | | | | 6 ,, 2*nd* ,,) | | |
| | *Longitudinal framing–bracketless system* | | | *Carrying Petroleum in bulk* | | | *bulk* | | | *DTf*20·692*t* | | | | | | | |
| 79424 | **Mergus** (*ex*StigGorthon,*ex*Stig, | | *1368* | | | | | 1906 | Laxevaags Msk.&Jrnskb Bergen | RederiA/B Brubor (R.Brunkman, *Mgr.*) | 257·3\|38·1\|15·1 | | | Hlsngborg Swedish | T.3Cy.19½″,31″&51″-36″ 156NHP | | V |
| 6888 | *ex*Thelma) | | *1227* | | | | | | | | P14*t*H39*t*F27*t* | | | | | | |
| SFMU | Wireless **D.F.** | 1*Dk* | *807* | | | | | | | | | | | *WB* | LaxevaagsMsk.&Jrns.Bgn | | |
| 79425 | **Mericos H. Whittier** (*ex*Hulaco) | | 6972 | | | | | 1919 | Bethlehem S.B.Corp.Ld Sparrow'sPt. Md. | TideWater AssociatedOilCo. | 435·6\|56·2\|31·7 | | | S.Frncisco Utd.States | T.3Cy.27″,47″&78″-48″ 422NHP | | R |
| 218981 | *Fitted for oil fuel* | | — | | | | | | | | P122′B58′F45′ | | | | | | |
| KODQ | **D.F.** | 2*Dks* | 4293 | | | | | | | | | | | *WB* | BethlehemS.B.Corp.Ld, Sparrow'sPoint,Md. | | |
| | *Mchy.Aft* | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 79426 | **Merignac** | | 767 | | | | | 1929 | Atel.&Ch. de la Seine Maritime LeTrait,S.I. | Worms&Cie. | 188·3\|29·6\|11·6 | | | Havre French | T.3Cy.15″,25″&43½″-27⅞″ 97NHP | | V |
| | | | 487 | | | | | | | | P119′F33′ | | | | | | |
| TUGK | 1*Dk* | | 384 | | | | | | | | | | | *WB* | Worms&Co.LeTrait | | |
| 79427 | **Merilind** | **WoodAux4MstSr** | 358 | | | | | 1919 | Wasa FartygsA/B Varf, Wasa | KäsmuLaeva Omanikud (O.Tiedemann, *Mgr.*) | 138·7\|28·9\|11·8 | | | Käsmu Estonian | Oil Engines 3Cy. A/S HeraMotorfabrik, Copenhagen | | V |
| | (*ex*Sandö) | *Oil Eng.* | 310 | | | | | | | | | | | | | | |
| ESGN | 1*Dk* | | 266 | | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 79428 | **Merilintu** | **WoodAux4MstSr** | 450 | | | | | 1920 | J.Hedlund Wiborg | KoivistonLaiva O/Y Merilintu (TopiasKolkka, *Mgr.*) | 159·1\|33·3\|11·8 | | | Wiborg Finnish | Oil Engines 2S.C.SA 2Cy.15″-16″ 79NHP | | |
| 2603 | *Oil Eng.* | | 374 | | | | | | | | 147·3 | | | | J&CGBolindersCoLdSkm. | | |
| OHOC | 1*Dk* | | 312 | | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 79429 | **Meriones** Ⓟ | | 7557 | | | | | 1922 | Palmers' Co.Ld. Newcastle | ChinaMutualS.N. Co.Ld.(A.Holt& Co.,*Mgrs.*) | 459·7\|58·4\|32·6 | | | Liverpool British | 2SteamTurbinesDRgeared to 1 Sc. Shaft Palmers'Co.Ld.Newcastle | | BT till ~~6,40~~ 6,41 |
| 145974 | **D.F.** | | 6426 | | | | | | | | P53′B162′F62′ | | | | | | |
| GBCK | *Ref.Mchy.* | 2*Dks* | 4739 | | | | | | | | | | | *WB* | | | |
| 79430 | **Meripoika** | **WoodAux3MstSr** | 323 | | | | | 1912 | Tranchemer LaRichardais | Puulaiva O/Y (MattiMannonen, *Mgr.*) | 133·5\|27·4\|13·5 | | | Wiborg Finnish | Oil Engines 2S.C.SA 2Cy.12⅞″-14⅜″ 55NHP NE37 | | V |
| | (*ex*SailingVessel Pescador–37) | *Oil Eng.* | 286 | | | | | | | | 121·8 | | | | | | |
| OFBD | (*See Sailing Ship Register*) | | 248 | | | | | | | | | | | | SkandiaVerkenA/B,Lyskl | | |
| 79431 | **Merisaar** (*ex*AnnaGoich) | | 2136 | ✝100A1 | Tln | *s* | 8,39 | 1900 | Stabilmnto Tecnico Trieste | A/S Merilaid&Co. | 290·0\|42·1\|19·5 | | | Tallinn Estonian | T.3Cy.20″,32″&54″-39″ (*s*) | 21 ″ 10 | |
| 649 | *ss*Tln.3rdNo.3–7,38 | | 1979 | 7,38 | | | | 7mo | | | 299·3(O.L.) | | | | 180lb 200NHP | s3 ″ 2½ | |
| ESCH | 1*Dk*(*Stl*) & *deep framing* | | 1288 | B88,39 ✝LMC7,38 | | | | *Lloyd's* & *CP* | | *CellD* | P33′B76′F35′ | | FK | | 2SB.6*cf*,GS100,HS3121 | 18 ″ 9½ | |
| | *Cargo battens not fitted* | | | | | | | | | | *Ba*84′*uE* 20′*f*108′6 | | | | 5*BHCem* | | |
| 79432 | **Merita** (*ex*Werner–39, | | 591 | | | | | 1895 | F.Schichau Danzig | A/B Jakobstad SteamshipCo.Ld. (Osw.H.Sundgrist, *Mgr.*) | 179·6\|27·7\|11·5 | | | Jakobstad Finnish | 20*t APT*50*t* | | |
| | *ex*Helman–36,*ex*HansRudolf | | | | | | | | | | Q59′B35′F20′ | | | | T.3Cy.12⅜″,20½″&31½″-19½″ 44NHP | | |
| OFEQ | Reichel,*ex*ElbingII) | 1*Dk* | 364 | | | | | | | | | | | *WB* | F.Schichau,Elbing | | |
| 79433 | **Merity** (*ex*Gerfrid,*ex*Teenkai) | | 4742 | ✝ ... | | | | 1895 | D&W Henderson&Co. Glasgow | Cia.Commercio e Navegação | 410·0\|48·1\|26·2 | | | R.Janeiro Brazilian | T.3Cy.27″,46″&76″-60″ 532NHP | 29 ″ 2 | |
| | *ss*Liv.2ndNo.3–7,20 | | 4395 | 9,23 | | | | 10mo | | | P44′B110′F47′ | | BK9″ | *WB* | D.&W.Henderson&Co.Gls. | | |
| PUQK | 2*Dks* & *deep framing* | | 2958 | ✝ | | | | | | | | | | | | | |
| 79434 | **Merkland** | | 1363 | | | | | 1934 | Barclay, Curle&Co.Ld. Glasgow | CurrieLine,Ld. | 262·2\|40·2\|15·9 | | | Leith British | T.3Cy.15″,25″&41″-33″ 97NHP | | C |
| 161841 | E.S.D. | | 1131 | | | | | | | | | | | | | | |
| MBXT | Wireless **D.F.** *CruiserStern* | 2*Dks* | 630 | | | | | | | | | | | *WB* | Barclay,Curle&Co.Ld.Gls. | | |
| 79435 | | | | | | | | | | | | | | | | | |

12/41

12/40

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L. R. Date of Ref. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79436 / 15/848 / VSRV | **Merkur** (P) (*ex* RioBravo-34) TwinSc<br>*Ref. Mchy.* *ss*Mcl No.1-39 *Oil Eng.*<br>Sub.Sig. D.F. *ss*Syd.No.3–8,35 2 *Dks* | 5952<br>4013<br>3642 | 100A–<br>*with freeboard*<br>7,40 11,40 LMC CS~~10,36~~<br>DBS~~2,40~~ 2,41 ~~3,36~~ 4,40<br>Lloyd's RMC~~12,39~~ 12,40 ~~3,40~~ | Mel | | ~~11,38~~<br>~~6,39~~<br>2,40 | 1924 | Frd.Krupp Akt.Ges. Kiel<br>*Cell D B* 346' | Burns, Philp & Co. Ld.<br>990 *t Tanks in way* | 393·1 \| 51·9 \| 25·3<br>410·8 (O.L.)<br>P&B 279'F84' FK<br>*of tunnels* 191 *t FPT* 43 *t* | Singapore<br>British | Oil Engines 4S.C.SA<br>12 Cy. 25$\frac{9}{16}$"–39$\frac{3}{8}$" 762 NHP<br>2 DB 71 *lb*<br>Frd.Krupp A.G. Kiel | 27 " 8<br>s 6 " 5$\frac{1}{4}$<br>21 " 8 | |
| 79437 / 1056 / ESUV | — (*ex* Yssel–36)<br>*Welldeck* *ss*Rot.No.3–3,25 *ss*Rot.No.2–34 1 *Dk* (*Stl*) | 1291<br>1170<br>780 | ... 12,36 | Cpn | *o* | | 1913<br>1 mo | A. Vuijk & Zonen Capelle a/d Ysel<br>*Cell D Ba* | J.Rang | 235·0 \| 35·6 \| 15·4<br>Q87'B56'F28' FK<br>69 *'u* E17 *'f* 102' 327 *t* | Tallinn<br>Estonian | T.3Cy.17", 28" & 46"–36" 147NH<br>1SB, 3*cf*, GS 63, HS 2408<br>G.T.Grey, SouthShields | 17 " 6 | V<br>† |
| 79438 / PKOG | **Merkus**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | 865<br>647<br>596 | | | | | 1937 | NV Schpsw Gebr.Pot. Bolnes | N.V.Koninkl. Paketv.Maats. | 188·4 \| 33·1 \| 13·2<br>P20'B19'F29' | Batavia<br>Dutch *WB* | Oil Engines 4S.C.SA<br>6 Cy. 13$\frac{3}{4}$"–26$\frac{3}{4}$" 110NHP<br>Werkspoor N.V.Ams. | | V |
| 79439 / 153918 / VJGN | **Mernoo**<br>*ss*Mel.No.3–10,38 1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | 2417<br>2023<br>1408 | 100A1<br>5,41 ~~1,40~~ LMC MS 10,38 ~~BS 4,39~~ 5,40 BS 5,41 ~~3,40~~ | Mel | *s* | CL<br>~~1,38~~<br>4,41 | 1926<br>9 mo | Swan, Hunter & Wigham Richardson, Ld Newcastle<br>*Lloyd's SA & CP* | Melbourne S.S.Co. Ld.<br>*Cell D* | 285·3 \| 42·7 \| 20·4<br>296·0 (O.L.)<br>P26'B168'F29' FK<br>*B* 242'604 *t FPT* 97 *t* | Melbourne<br>British | T.3Cy.22", 35" & 58"–39" (*s*) 251NHP<br>180 *lb*<br>2SB, 6*cf*, GS 130, HS 4188<br>George Clark, Ld. Sld. | 22 " 6<br>s 2 " 0$\frac{1}{2}$<br>20 " 7$\frac{1}{2}$ | |
| 79440 / 161065 / GSQL | **Meroë** (*ex* Lafian–36)<br>D.F. 2 *Dks* (*Stl–Wthr dk* teak s)<br>*Ref. Mchy.* | 3832<br>3478<br>2270 | 100A1<br>*with freeboard*<br>1,40<br>BS 1,40 LMC 8,37<br>Lloyd's RMC 1,40 | Liv | *v* | CL<br>3,39 | 1928<br>10 mo | Barclay, Curle & Co. Ld Glasgow<br>*Lloyd's SA & CP* | Moss Hutchison Line, Ld.<br>*Cell D Ba & uE* | 331·2 \| 48·2 \| 27·9<br>P27'F28' FK<br>105 *'f* 164' 638 *t FPT* | Liverpool<br>British | T.3Cy.22", 37$\frac{1}{4}$" & 63"–45" (*s*) 359NHP<br>210 *lb*<br>3SB, 9*cf*, GS 187, HS 6111<br>Barclay, Curle & Co. Ld. Gls. | 30 " 0<br>s 9 " 7<br>20 " 10 | |
| 79441 / FOEF | **Mérope**<br>*Fitted for oil fuel*<br>*Mchy. Aft* 1 *Dk* 2 *trB*<br>D.F. *Carrying Petroleum in bulk* | 7011<br>—<br>3989 | | | | | 1923 | Soc. Provençale de Const. Nav. La Ciotat | Cie. Africaine d'Armement | 426·0 \| 56·7 \| 32·7<br>P102'B27'F40' | Havre<br>French *WB* | T.3Cy.28", 46" & 76'–52" 416NHP<br>Soc. Provençale de Const. Nav. La Ciotat | | V |
| 79442 / PFYS | **Merope**<br>*Cruiser Stern*<br>Wireless 2 *Dks* | 1162<br>956<br>648 | | | | | 1918 | N.V.C.Van der Giessen & Zonen's Schps Krimpen | N.V.Koninklijke Nederlandsche Stoomboot.Maats. | 256·2 \| 36·7 \| 13·6 | Amsterdm<br>Dutch *WB* | T.3Cy.18$\frac{1}{2}$", 30" & 48"–36" 138NHP<br>H. & J.Suyver, Amsterdam | | V |
| 79443 / 236 / SVNE | **Meropi** (*ex* Tregurno)<br>*ss*Nwc.2nd No.3–3,36<br>1 *Dk* (*pt Stl & pt Irn*) 2 *trB* | *4181*<br>*3971*<br>*2650* | 100A1<br>Examined 4,41 Bry LMC MS 11,35 ~~BS 7,39~~ 9,40 | ~~Bal~~ | *x* | CL<br>~~10,38~~<br>4,41 | 1911<br>6 mo | J Readhead & Sons, Ld. South Shields<br>*Lloyd's SA & CP* | A.Pappas<br>*Cell D Ba* | 363·0 \| 51·1 \| 26·1<br>P31'B225'F32' FK<br>119 *'u* E24 *'f* 158' 922 *t APT* 62 *t* | Syra<br>Greek | T.3Cy.26$\frac{5}{16}$", 42" & 69"–48" (*r*) 382NHP<br>180 *lb*<br>2SB, 6*cf*, GS 132, HS 6330<br>J.Readhead & Sons Ld. S.Shl | 27 " 8<br>s 3 " 9$\frac{1}{2}$<br>24 " 2$\frac{1}{2}$ | |
| 79444 / 226810 / KLHB | **Merrimac**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | 386<br>332<br>215 | | | | | 1927 | New Jersey D.D. & Trnsp. Co. Elizabethport, N.J. | Merrimac Chemical Transptn. Co. | 140·8 \| 25·0 \| 13·5 | Boston<br>Utd. States | Oil Engines 4S.C.SA<br>6 Cy. 13$\frac{1}{2}$"–17" 107NHP<br>NE *fitted* 27<br>Standard Gas Engine & Power Co Newark, N.J. | | R |
| 79445 / 219656 / KUFF | **Merrimack** (*ex* Lake Floris–33)<br>*Fitted for oil fuel*<br>*Ref. Mchy.* D.F. Sub.Sig. 3 *Dks* | 2606<br>2225<br>1612 | ... 11,20 | | | | 1920<br>4 mo | McDougall Duluth Co. Duluth, Minn | Merchants & Miners Transpn. Co. | 251·0 \| 43·6 \| 26·2<br>P25'B64'F20' FK | Baltimore<br>Utd. States *WB* | T.3Cy.21", 35" & 59$\frac{5}{8}$"–42" 386NHP<br>McDougall Duluth Co. | 28 " 2 | R<br>† |
| 79446 / FOQV | **Mers el Kebir** (*ex* Patria–36, *ex* Lyderhorn–32)<br>*ss*Ant.No.3–2,30 *ss*Osl.No.1–35 1 *Dk* (*Stl*) | 1953<br>1601<br>1138 | ... 4,38 | Rot | *r* | | 1917<br>4 mo | American S.B.Co. Cleveland, O. | Scotto, Ambrosino Puglliese Fils & Co.<br>*Cell D B* 222'478 *t* | 251·8 \| 43·4 \| 18·1<br>P31'B63'F19' FK<br>*FPT* 67 *t APT* 77 *t* | Oran<br>French | T.3Cy.20", 33$\frac{5}{16}$" & 54"–40" 272NHP<br>2SB, 6*cf*, GS 126, HS 5246<br>American S.B.Co. Lorain, O | 20 " 2 | V<br>† |
| 79447 / 166234 / GMGD | **Mersey Coast**<br>*Oil Eng.*<br>Wireless D.F. E.S.D. 1 *Dk* & *Shelter dk*<br>*Mchy. Aft* *Cruiser Stern* | 509<br>414<br>253 | 100A1<br>*with freeboard*<br>1,41 ~~12,38~~ LMC 5,38 | Liv | *k* | OG | 1938<br>5 mo | N.V. Industrieele Maats. "De Noord" Alblasserdam<br>*Lloyd's SA & CP* | Coast Lines, Ld.<br>*Cell D B* 122'168 *t DT f* 16'80 *t* | 195·6 \| 31·6 \| 9·7<br>32·9<br>201·6 (O.L.) FK<br>F27' (*Col*)<br>*FPT* 62 *t APT* 24 *t* | Liverpool<br>British | Oil Engines 4S.C.SA<br>6 Cy. 15$\frac{3}{4}$"–26" 144NHP<br>3 *B Hpt Cem*<br>*l B H to Sh dk*<br>2 " " 2*nd* ") Humboldt-Deutzmotoren, A.G.Köln-Deutz | 11 " 8<br>s " 2<br>17 " 7$\frac{1}{4}$ | |
| 79448 / TCCF | **Mersin** (P) (*ex* Antioch, *ex* Michail Sidoroff, *ex* Emperor Nicolas II) TwinSc<br>*ss*Shl.2nd No.3–7,22 1 *Dk* & *Spar dk*<br>Wireless *deep framing* | 1186<br>853<br>659 | ... 8,24 NB 7,22 | | | | 1896<br>4 mo | W.Dobson & Co. Newcastle | T.C.Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 238·0 \| 32·0 \| 12·2<br>P63'B52'F57' 19·4<br>FK | Istanbul<br>Turkish *WB* | T.6Cy.14", 22$\frac{1}{2}$" & 37"–27" 167NHP<br>N.E.Marine Eng.Co Ld Nwc | 20 " 0 | |
| 79449 / 149142 / MPVY | **Merstone** (P) Pad<br>1 *Dk* | 342<br>285<br>136 | | | | | 1928 | Caledon S. B. & E.Co. Ld Dundee | Southern Railway | 190·0 \| 25·1 \| 8·7<br>*Promenade dk* 130' | Portsmth<br>British | C.2Cy.27" & 51"–54" 159NHP<br>A. & J.Inglis, Ld. Glasgow | | BT till ~~10.40~~ 11.41 |
| 79450 / 5748 / SITA | **Mertainen** (*ex* Strathlyon)<br>*ss*Got.2nd.No.3–4,32 *ss*Lkr.No.1–36<br>D.F. 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | *4531*<br>*4123*<br>*2530* | 100A1<br>*Spar dk*<br>7,39 LMC MS 9,36 BS 1,39 | Got | *x* | CL<br>7,39 | 1907<br>11 mo | W.Hamilton & Co. Ld. Pt.Glasgow<br>*Lloyd's SA & CP* | Trafik A/B Grängesberg-Oxelösund (M. Waldenström *Mgr*)<br>*Cell D Ba* 122 *'u* E & *B* 4 | 376·2 \| 52·2 \| 17·4<br>25·4<br>P37'B92'F33' FK<br>2 *'f* 168' 1091 *t DT f* 24' 613 *t APT* 113 *t* | Stockholm<br>Swedish | T.3Cy.25", 41" & 68"–48" (*s*) 366NHP<br>180 *lb*<br>3SB (Spt) 9*cf*, GS 165, HS 5868<br>D.Rowan & Co. Glasgow | 28 " 0<br>s 5 " 3<br>23 " 0 | |
| 79451 / 220683 | **Merton E. Farr**<br>*Mchy. Aft* 1 *Dk*<br>*pt. Longitudinal framing* | 8349<br>—<br>6387 | | | | | 1920 | Detroit S.B.Co. Wyandotte, Mich. | Consolidated S.S. Co. (G.A.Tomlinson, *Mgr.*) | 587·1 \| 60·0 \| 27·8<br>F54' | Wilmgton (Del.)<br>Utd. States *WB* | T.3Cy.23$\frac{1}{2}$", 41" & 67"–42" 291NHP<br>American S.B.Co. Lorain, O | | R |
| 79452 / PFYU | **Merula** TwinSc<br>*Oil Eng.*<br>*ss*H.Kg.No.1–36<br>*Mchy. Aft* 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) clear of cargo tanks<br>D.F.<br>*Longitudinal framing at bottom & at deck* | 8228<br>7467<br>4776 | 100A1<br>8,39 7,40<br>LMC CS ~~7,36~~<br>DBS ~~8,39~~ 7,40 ~~5,37~~ 8,39<br>*Carrying Petroleum in bulk* | Bkn | *c†* | CL<br>N 8,39 | 1932<br>4 mo | NV Nederl Schps.Maats. Amsterdam<br>*Lloyd's SA & CP* | N.V.Petroleum Maats.<br>"La Corona" | 451·2 \| 62·0 \| 34·2<br>P103'B35'F43' FK<br>*Cell D Bu E* 64' 221 *t DT f* 32' 365 *t* | The Hague<br>Dutch | Oil Engines 4S.C SA<br>12 Cy. 24$\frac{1}{8}$"–43$\frac{5}{16}$" 714NHP<br>2 DB 150 *lb*<br>Werkspoor N.V. Ams<br>*FPT* 226 *t APT* 41 *t* | 34 " 0<br>s 6 " 7$\frac{3}{4}$<br>27 " 6$\frac{3}{4}$ | |
| 79453 | | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel: Total / Sous le Pont / Net | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terres assignés maintenant aspirés. Lettre d'Enregistrement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Longueurs en cond. of 60 to mil. dans le L. M. Dunlo Cert. for Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79454 | **Merwede** | | 5300 | 100A1 *with freeboard* | | | | 1940 | A. Vuijk & Zonen Capelle a/d Ysel | N.V. Houtvaart (Vinke & Co. *Mgrs.*) | | Rotterdam Dutch | Oil Engines 6Cy. 27½"–47¼" Gbr. Stork & Co N V Hengelo | | |
| | D.F. E.S.D. *Oil Eng.* *Cruiser Stern* | | | (*Class Contem plated.*) | | | | | | | | | | | |
| 79455 | **Meryl** (*ex* Grado) | | 485 368 | | | | | 1918 | Johs. Berg Delfzijl | Dampskslsk. Marna A/S (Sigurd Owren, *Mgr.*) | 160·4 \| 25·9 \| 10·7 P68′ H39′ F6′ | Oslo Norwegian *WB* | T. 3Cy. 12½", 19½" & 31½"–21½" 46 NHP Johs. Berg. Delfzijl | | V |
| LRLQ | 1 *Dk* | | 253 | | | | | | | | | | | | |
| 79456 | **Mesima Maru** (P) (*ex* Mesima Maru–38) | | 336 246 | | | | | 1928 | Namura Gennosuke K.K. Osaka | Kyushu Syosen K.K. | 135·0 \| 22·0 \| 13·0 | Nagasaki Japanese | T. 3Cy. | | |
| JXPB | Wireless 2 *Dks* | | 192 | | | | | | | | | | | | |
| 79457 | **Messarya Nomikos** (*ex* Tärnö–35, *ex* Skandia, *ex* Finse, *ex* Geneva) | | 985 — | | | | | 1895 | Bergens Mek. Værks. Bergen | Petros M. Nomikos, Ld. | 212·9 \| 31·6 \| 12·7 Q107′ tB55′ tH14′ F27′ *t* | Piræus Greek *WB* | T 3Cy. 15½", 25" & 42"–30" 96 NHP Bergens Mek Værks Bergen | 15 ″ 3 | |
| 840 | | | | | | | | | | | | | | | |
| SZNJ | *Well deck* 1 *Dk* & *Web frames* | | 559 | | | | | | | | | | | | |
| 79458 | **Messina** | | 2192 1651 | | | | | 1937 | Neptun-werft Rostock G.m.b.H. Rostock | Rob. M. Sloman, Jr. | 303·0 \| 43·6 \| 16·3 P24′ B & F268′ Upper F33′ | Hamburg German *WB* | C.4Cy. (2) 16¾" & (2) 35-7/16"–37⅜" & LP turbine with D R gearing & hydraulic coupling HS 4198 312 NHP Christiansen & Meyer, Harburg | | G |
| DJUT | D.F. E.S.D. 1 *Dk* *Cruiser Stern* | | 1104 | | | | | | | | | | | | |
| 79459 | — (P) (*Ferry*) | Twin Sc *Oil Eng.* | 1343 — | | | | | 1923 | R. Arsenale di Marina Taranto | Italian State Railways | 308·0 \| 39·0 \| 13·0 | Messina Italian *WB* | Oil Engines 4S.C.SA 16Cy. 17"–26-7/16" 450 NHP Franco Tosi, Legnano | | I |
| 17 | | | | | | | | | | | | | | | |
| IBAW | 1 *Dk* | | 507 | | | | | | | | | | | | |
| 79460 | **Mestkom** | Twin Sc *Oil Eng.* | 925 753 | | | | | 1930 | Sevastopol Marine Wrks. Sevastopol | U.S.S.R. | 229·6 \| 34·0 \| 11·8 P68′ F33′ | Rostov Russian *WB* | Oil Engines 4S.C.SA 12Cy. 13-7/16"–19-11/16" 214 NHP Kolomenskie States Eng. Works, Kolomna | | |
| UOVT | Wireless 1 *Dk* | | 668 | | | | | | | | | | | | |
| 79461 | **Meta** | | 1575 | | | | | 1930 | Burntisland S.B.Co.Ld. Burntisland | Clydesdale Ship-owners Co. Ld. (Glen & Co. Ld. *Mgrs.*) | 252·3 \| 40·0 \| 16·5 P15′ B90′ Q43′ F24′ | Glasgow British *WB* | T. 3Cy. 18", 30" & 49"–33" 138 NHP N.E. Marine Eng. Co Ld Nwc | | C |
| 161932 | | | 1329 | | | | | | | | | | | | |
| MPWV | Wireless D.F. 1 *Dk* | | 924 | | | | | | | | | | | | |
| 79462 | **Metapan** | | 4736 | | | | | 1909 | Workman, Clark & Co. Ld Belfast | United Fruit S.S. Corporation (United Fruit Co. *Mgrs.*) | 379·2 \| 50·3 \| 29·1 B160′ F45′ | New York Utd. States *WB* | T. 3Cy. 27", 45" & 75"–54" 413 NHP Wrkman, Clark & Co. Ld Bel | | C |
| 212604 | *Fitted for oil fuel* | | 3903 | | | | | | | | | | | | |
| KDAY | D.F. *Ref. Mchy.* Sub. Sig. 2 *Dks* & 2 pt *Dks* | | 2718 | | | | | | | | | | | | |
| 79463 | **Mete** (*ex* Tjömö–33, *ex* Torlak Skogland, *ex* Scarlet Tower, *ex* Nigretia) | | 3258 ✠ 3010 2041 | — 10.33 ✠ | PNl | *r* | | 1910 4mo | A. Rodger & Co, Pt. Glasgow | Kalkavan Rıza ve Oglu Ismail Vapur Idaresi *Cell* | 334·0 \| 48·0 \| 22·3 P29′ B90′ F36′ FK *DBa* & *u E125′ f* 143′ | Istanbul Turkish *5 BH Cem* *735t APT 56t* | T. 3Cy. 24", 40" & 65"–42" 300 NHP 2SB, 6*cf*, GS 112, HS 4674 A. Rodger & Co. Glasgow | 24 ″ 9 | I † |
| TCEJ | *ss* Ham. No. 3–9,23 *ss* Abg. No. 1–28 1 *Dk* (*Stl*) | | | | | | | | | | | | | | |
| 79464 | **Meteor** (P) | Twin Sc | 3717 1972 | | | | | 1904 | Blohm & Voss Hamburg | Det Bergenske Dampskibsselskab | 346·2 \| 44·2 \| 26·4 H183′ B633′ *t* 18·4 | Bergen Norwegian *WB* | T. 6Cy. 16½", 25½" & 45½"–31½" 235 NHP Blohm & Voss, Hamburg | | N |
| LCTO | D.F. 3 *Dks* | | 1883 | | | | | | | | | | | | |
| 79465 | — (P) (*ex* Chester W. Chapin–38) | Twin Sc | 2868 — | | | | | 1899 | Maryland Steel Co. Sparrow's Pt. Md. | Colonial Nav. Co. | 312·0 \| 64·0 \| 16·9 | New York Utd. States *WB* | T. 6Cy. 24", 38" & 60"–30" 394 NHP Maryland Stl. Co. Baltimore | | |
| 127379 | | | | | | | | | | | | | | | |
| WRCQ | 2 *Dks* | | 1822 | | | | | | | | | | | | |
| 79466 | — | Twin Sc *Oil Eng.* *ss* Mfl. No. 3–2,37 | 1685 1334 965 | ✠ 100A1 6,39 ✠ LMC CS2.37 DB86.39 6.39 *Carrying Petroleum in bulk* | Pal | *p* | CL 1,37 | 1925 4mo *Lloyd's* | N. Odero fu A. & Co. Sestri Ponente | "La Columbia" Soc. Mar. per Trasporto di Petrolio e Derivati *Cell* | 242·7 \| 39·3 \| 16·7 P62′ F23′ FK *DB u E39′ 47t FPT 54t APT 55t* | Genoa Italian *10 BH Cem* | Oil Engines 4S.C.SA 12Cy. 13⅜"–19-11/16" 214 NHP 2 DB (P) (c) *1407b* Mchfbk. Augsbrg Nurnberg A/G, Augsburg | 18 ″ 5 s 1 ″ 8½ 16 ″ 10 | |
| IBBW | D.F. *Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames* | | | | | | | | | | | | | | |
| 79467 | **Methan** | | 471 | | | | | 1924 | J. Frerichs & Co. A.G. Einswarden | Ernst Komrowski Reederei | 164·8 \| 26·4 \| 10·1 P46′ F21′ | Hamburg German *WB* | Oil Engines 4S.C.SA 6Cy. 12⅝"–17⅜" 88 NHP NE39 Mtrnwrke Mannheim, A.G. | | G |
| DIDO | *Oil Eng.* *Mchy. Aft* 1 *Dk* | | 355 297 | | | | | | | | | | | | |
| 79468 | **Methilhill** (*ex* Bamburgh–38, *ex* Arkleside) | | 648 463 | ✠ 100A1 Examined 1.41 Lth | Bly | *j* | OG 2,38 | 1914 12mo *Lloyd's* | W. Harkess & Son, Ld. Middlesbro' | M. Taylor | 179·9 \| 28·0 \| 11·4 Q119′ B11′ F22′ FK *Cell DB f* 136′ *FPT* | Methil British *3 BH Cem* *338t APT 28t* | T. 3Cy. 15½", 25" & 41"–30" (*s*) 180 lb 85 RHP 1SB, 3*cf*, GS 60, HS 1975 MacColl & Pollock, Ld. Sld. | 13 ″ 6 s 3 ″ 9½ 13 ″ 4½ | |
| MFQZ | *ss* Shl. No. 3–12,27 *ss* Mdb. No. 2–36 1 *Dk* (*Irn*) | | 373 | BS 1.41 ✠ LMC 2.36 | | | 1,41 | | | | | | | | |
| | *Mchy. Aft* *Well deck* *Cargo battens not fitted* | | | | | | | | | | | | | | |
| 79469 | **Meton** | | 7027 — 4408 | ✠ ... 2,21 | | | | 1920 7mo | Moore S.B.Co. Oakland, Cal. | Paco Tankers, Inc. (Pennsylvania Shipping Co. *Mgrs.*) | 425·8 \| 57·0 \| 33·1 P106′ B40′ F41′ FK | Wilmington (Del.) *WB* Utd. States | T. 3Cy. 24½", 41½" & 72½"–48" 352 NHP Llewellyn Iron Works, Los Angeles, Cal. | 33 ″ 0 | R † |
| 220386 | Sub. Sig. *Fitted for oil fuel* | | | | | | | | | | | | | | |
| KDBM | *Mchy. Aft* 2 *Dks* & *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | |
| 79470 | **Mette** (*ex* Jelling–37, *ex* Frumentia) | | 1909 1728 1172 | ✠ 100A1 *Shelt'r dk* *with freeboard* 9,39 BS 7.39 ✠ LMC 4.38 | Abg | *s* | CL 1,39 | 1906 10mo | Howaldts-werke Kiel *Intermediate bulkhead in fore* A&CP | Dampskslsk. af 1937 A/S (Ove Skou, *Mgr.*) | 285·6 \| 42·0 \| 18·5 296·6 (O.L.) 26·0 FK *hold dispensed with* | Copnhagn Danish *Cem* *4 B Honly* *Cell DBa* | T. 3Cy. 20⅞", 33⅛" & 55½"–35½" 185 lb (*s*) 206 NHP 2SB, 6*cf*, GS 100, HS 3279 Howaldtswerke, Kiel *88′ u E20′ f 124′ 55t APT 150t* | 20 ″ 7 s • 11½ 19 ″ 9½ | |
| | *ss* Abg. No. 1–38 1 *Dk* (*Stl*) & *deep framing* & *Shltr dk* (*Stl*) | | | | | | | | | | | | | | |
| OYKC | D.F. | | | | | | | | | | | | | | |
| 79471 | **Mevania** | | 6886 — 4289 | ✠ ... 5,21 | | | | 1920 8mo | Moore S.B.Co. Oakland, Cal. | ~~Malston Co. Inc. (C.D. Mallory & Cos. Inc. *Mgrs.*)~~ Farr Spinning & Operating Co. | 425·8 \| 57·0 \| 33·1 P106′ B40′ F41′ FK | Wilmington (Del.) *WB* Utd. States | T. 3Cy. 24½", 41½" & 72"–48" 879 NHP Llewellyn Iron Works, Los Angeles, Cal. | 33 ″ 0 | R † |
| 220524 | *Mchy. Aft* *Fitted for oil fuel* | | | | | | | | | | | | | | |
| KDCU | D.F. 2 *Dks* & *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | |
| 79472 | **Mexican** | Twin Sc | 7061 — 4438 | ✠ ... 4,34 ✠ | SFo | | | 1907 4mo | Union Iron Works Co. San Francisco | American-Hawaiian S.S. Co. | 472·3 \| 57·2 \| 32·3 FK *Cell DBa* 137′ *u E* & *B61′ f* 204′ | New York Utd. States *pt Cem* *1789t Side tanks in* | T. 6Cy. 24½", 42" & 65"–45" 821 NHP 4SB, *16cf*, GS 260, HS 11600 Union Iron Works Co. S. Fo. 7 " " *U* " 35′ 266t *FPT* 156t *APT* 83t | 35 ″ 0 | R † |
| 203871 | *ss* Bos. 2nd No. 3–12,32 | | | | | | | | | | | | | | |
| WACK | D.F. *Fitted for oil fuel* 2 *Dks* (*Stl*) & *deep framing* & *Shelter dk* (*Stl*) *Orlop dk* (*Stl*) *in No. 1 hold* | | | | | | | | | | | | *boiler room* | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Keel laid in 1939 or thereafter. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79473<br>231976<br>WKEG | **Mexico** Ⓟ (*ex*Colombia–38)<br>*Fitted for oil fuel*<br>*Ref.Mchy.* D.F. E.S.D. GyC. | 3 *Dks* | 5236<br>—<br>3042 | | | | | 1932 | Nwprt Nws SB.&D.D.Co. NewprtNews | NewYork&Cuba MailS.S.Co. | 385·5 P39′ | 57·8 B183′ | 20·0 F43′ | New York Utd. States *WB* | 3SR geared steam turbines<br>NewportNews SB.&DD.Co | | R |
| 79474<br>LIZD | —<br>*Mchy.Aft* | Twin Sc<br>*Oil Eng.*<br>2 *Dks*<br>*Carrying Petroleum in bulk* | 3017<br>2723<br>1712 | | | | | 1920 | Akt.Naks-kovSkibs. Nakskov | Skibs A/S Mexico (HansHannevig) | 301·0 P78′ | 44·2 B43′ | 26·4 F53′ | Horten Norwegian *WB* | Oil Engines 4S.C.SA<br>12Cy.19½"-28¾" 452NHP<br>A/SHolebyMotorfabrik, Holeby | | N |
| 79475<br>LIZD | —<br>*Well deck* | Ⓟ Twin Sc<br>1 *Dk(Stl)* | 1258<br>—<br>758 | ✝<br>12,12<br>✝ | Dun | | | 1912<br>12mo | Caledon SB.&E.Co.Ld Dundee | Cia.Argentina de Nav.Mihanovich Ltda. | 250·2<br>Q73′ | 40·1<br>B78′ | 10·7<br>F26′<br>FK | Bns.Aires Argentine *WB* | T8Cy(2)12",(2)20"&(4)24"<br>-24" 182NHP<br>2SB,*4cf*,GS78,HS2892<br>CaledonS.B.&E.Co.Ld.Dun | 11 ″ 6 | |
| 79476<br>13662<br>JMXD | **Mexico Maru** Ⓟ Twin Sc<br>*ss*Osa.2ndNo.3–11,34<br>*ss*Osa.No.1–38<br>2 *Dks*(*Upt Irn pt Stl, M Stl*)<br>*& deep framing*<br>*Lower dk(Stl) in fore hold* | | 5785<br>4959<br>3560 | ✝ ...<br>8,39<br>✝ | Osa | *z* | | 1910<br>10mo | MitsuBishi Dkyd&EWks Nagasaki | OsakaSyosenK.K. | 400·0<br>P34′ | 51·0<br>B152′ | 32·4<br>29·8<br>F44′ FK | Osaka Japanese *Cell* | T.6Cy.19½",32"&54"–48"<br>578NHP<br>3SB,*9cf*,GS198,HS8344<br>MitsuBishiD.&E.Wks.Nag | 32 ″ 6 | |
| 79477<br>FNSS | **Mexique** Ⓟ (*ex*Lafayette) Quad Sc<br>*Fitted for oil fuel*<br>4 *Dks & Shelter dk*<br>D.F. GyC. | | 12220<br>8679<br>5904 | | | | | 1915 | Ch.&Atel. deProvence Marseilles | Cie.Générale Transatlantique | 546·5<br>P59′ | 64·2<br>B295′ | 34·8<br>F59′ | St.Nazaire French *WB* | C.8Cy.26¾"&48"–39¾"<br>Ch.&Atel.deProvence,Msl<br>&2LP Turbines<br>Ch.del'Atlantique,St.N. | | V |
| 79478<br>216397<br>KJRJ | **Mexoil** Twin Sc<br>D.F. *Mchy.Aft* 1 *Dk & Web frames*<br>*Fitted for oil fuel* *Longitudinal framing*<br>*Carrying Petroleum in bulk* | | 1370<br>1090<br>760 | ✝ ...<br>3,22<br>✝NE&B5,21✝ | | | | 1918<br>7mo | Alabama-NewOrleans TransptnCo Violet,La. | GreatLakes TransportCorp. | 242·5<br>P72′ | 36·9<br>F21′<br>FK | 19·7<br>*Wing t* | New York Utd. States *WB* | C.4Cy.16"&32"–24"<br>194NHP<br>StatenIs.S.B.Co. Pt.Rchmd.N.Y. | 19 ″ 0 | R<br>† |
| 79479<br>FOVP | **Mexphalte** (*ex*Paquita) Twin Sc<br>*ss*Bkn.No.2–37<br>D.F. 1 *Dk(Stl)*<br>*Mchy.Aft* *Longitudinal framing*<br>*at bottom & at deck* | | 2578<br>1794<br>954 | ✝100A1<br>5,409~~,39~~<br>BS9,39 ✝ | Msl<br>Hav<br>LMC12,36 | *t* | CL<br>s4,38<br>PN4,40 | 1928<br>11mo | Sir J. Laing &Sons,Ld. Sunderland | Soc.Anon. Française des PétrolesShell | 302·5<br>P87′ *Trunk* | 49·6<br>176′ | 15·0<br>FK | Algiers French | T.6Cy.13¼",21"&35"–24"(*s*)<br>180lb 234NHP<br>2SB,*4cf*,HS4038<br>G.Clark,Ld.Sunderland | 15 ″ 0<br>s1 ″ 11½<br>13 ″ 3 | |
| | | | | *Carrying Petroleum in bulk or Carrying Asphalt only & limited to centre tanks Fitted for oil fuel* 11,28 | | | *F.P.* above 150° F. | *Lloyd's SA&CP* | | | *anks* 128′ 1254 *t FPT* 148 *t APT* 98 *t* | | | | |
| 79480<br>204630<br>KFST | **Michael Gallagher**<br>(*ex*EdwinN.Ohl)<br>*Mchy.Aft* D.F. Sub.Sig. 1 *Dk* | | 5141<br>—<br>3818 | | | | | 1907 | Detroit S.B.Co. Wyandotte | MidlandS.S.Line Inc. | 420·0<br>P59′ | 54·2<br>B295′ | 29·0<br>F59′ | Wilmgton (Del.) Utd. States *WB* | T.3Cy.22",35"&58"–42"<br>218NHP<br>DetroitS.B.Co.Detroit | | R |
| 79481<br>116723 | **Michael J. Bartelme**<br>(*ex*SirHenryBessemer)<br>*Mchy.Aft* D.F. Sub.Sig. 1 *Dk2trB* | | 3850<br>—<br>2709 | | | | | 1896 | GlobeIron WorksCo. Cleveland,O. | ColumbiaTrans-portationCo.,(John T.Kelly, *Mgr.*) | 413·2<br>P87′ | 48·0<br>B176′ | 24·0<br>F43′ | Wilmgton (Del.) Utd. States *WB* | T.3Cy.23",41"&66"–42"<br>NB06 282NHP<br>GlobeIW.Co.Cleveland,O. | | R |
| 79482<br>251<br>SVUW | **Michael J. Goulandris**<br>(*ex*LinaL.D.–37, *ex*Hallgyn) *ss*Shl.No.3–10,33<br>*ss*Pir.No.1–38<br>D.F. 1 *Dk(Stl) & Shelter dk(Stl)* | | 6669<br>6315<br>4164 | ✝100A1<br>*Shelter dk with freeboard*<br>8,39<br>BS12,39 ✝ | Rot<br>LMC6,38 | *a*† | CL<br>3,37 | 1921<br>10mo | W.Doxford &Sons,Ld. Sunderland | TheHeirs of the late MichaelJ. Goulandris (GoulandrisBros. *Mgrs.*) | 420·0<br>FK | 54·0 | 34·3 | Andros Greek | T.3Cy.27",44½"&75"–54"(*s*)<br>180lb 577NHP<br>3SB,*9cf*,GS189,HS8530 FD<br>W.Doxford&Sons,Ld.Sld. | 37 ″ 0<br>s8 ″ 11½<br>28 ″ 4 | |
| | | | | *Fitted for oil fuel* 9,21 | | | *F.P. above* | *Lloyd's SA&CP* | | *Intermediate BH in forehold dispensed with* | *MT* 15′ 606 *t FPT* 10 | | | 1 *BHtoSh dk* 5 ,, ,, *U* ,, 1 50° F. | | | |
| 79483<br>172766<br>MKYB | **Michael Jebsen** Ⓟ<br>2 *Dks* | | 2323<br>2061<br>1383 | Hfg<br>Examined L.R. 6,40 1,41<br>BS6,40(175lb) | | | | 1927 | Howaldts-werke A.G. Kiel | Ministry of Shipping (David Alexander & Sons, *Mgrs*) | 281·2<br>P22′ | 41·9<br>B81′ | 21·9<br>F38′ | ~~Hong Kong~~ British Hull *WB* | T.3Cy.20 1/16",32 11/16"&54 1/16"<br>-37⅜" 180NHP<br>HowaldtswerkeA.G.Kiel | | G |
| 79484<br>89<br>SVCC | **Michael L. Embiricos**<br>(*ex*WarMalayan) *ss*Nwc.No.3–3,29<br>*ss*Bkn.No.2–38<br>1 *Dk(Stl)* | | 5202<br>4755<br>3130 | ✝100A1<br>~~7,40~~ ~~12,39~~12,40<br>3,41<br>LMC<br>MS7,38 BS6,~~40~~ 7,40 | Cff | *y* | CL<br>~~6,38~~<br>3,41 | 1918<br>6mo | Caird&Co. Ld. Greenock | S.G.Embiricos | 400·3<br>P50′ | 52·3<br>B113′ | 28·5<br>F39′ FK | British Andros Greek *Lloyd's* | T.3Cy.27",44"&73"–48"(*s*)<br>180lb 490NHP<br>3SB,*9cf*,GS190,HS7020 FD<br>Caird&Co.Ld.Greenock | 31 ″ 0<br>s5 ″ 11½<br>25 ″ 3½ | |
| | | | | | | | | | | *Cell D Ba* 150′ *f*, | 180′ 1059 *t FPT* 123 *t APT* 90 *t* | | | 7 *BHpt Cem* | | | |
| 79485<br>139<br>SVXG | **Michael Livanos**<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | | ~~4774~~<br>~~4379~~<br>2843 | ✝100A1<br>*with freeboard*<br>3,40 ✝ | Syd<br>LMC4,38 | *a*† | CL | 1938<br>4mo | W.Gray& Co.Ld. W Hartlepool | Theofano Maritime Co.Ld.(N.G. Livanos, *Mgr.*) | 419·2<br>431·1(O.L.)<br>F35′ | 56·7 | 25·3<br>FK | Chios Greek *Lloyd's* | T.3Cy.22½",39"&65"–45"<br>225lb (*s*) 463NHP<br>2SB(Spt&FD)&1AuxSB,<br>8*cf*,GS147,HS7135<br>Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl. | 27 ″ 10<br>s3 ″ 0<br>25 ″ 1 | |
| | | | | | | | | | | *Cell D B* 365′ 1200 *t* | *FPT* 198 *t APT* 200 *t* | | | 7 *BH Cem Coll to Sh dk* 6 ,, *2nd* ,, ) | | | |
| 79486<br>217269<br>WMEE | **Michael Tracy** (*ex*CoteBlanche)<br>*Mchy.Aft* D.F. Sub.Sig. 1 *Dk* | | 2351<br>1855<br>1433 | ... <br>8,22 | | | | 1919<br>5mo | Gt.Lakes Eng.Works Ecorse,Mich. | M.&J.Tracy,Inc. | 253·4<br>P115′ | 43·7<br>F26′ | 25·1<br>FK | New York Utd. States *WB* | T.3Cy.21",34½"&57"–42"<br>284NHP<br>Gt.LakesEngWrksDetroit | 27 ″ 6 | R<br>† |
| 79487<br>281<br>SVGL | **Michalios** (*ex*Julia–35, *ex*Nordsee, *ex*Estremadura, *ex*SantaUrsula) 1 *Dk & Spar dk* | | 3742<br>3396<br>2196 | | | | | 1908 | Akt.Ges. "Neptun" Rostock | XilasBros. | 351·8<br>P24′ | 50·2<br>B216′ | 15·4<br>F43′ | Syra Greek *WB* | T.3Cy 22 1/16",36 5/16"&60 1/16"-41 1/16"<br>231NHP<br>A.G."Neptun,"Rostock | | G |
| 79488<br>266<br>SVLI | **Michalis** (*ex*Kassos–39, *ex*Elveric–33, *ex*WarCapitol) *ss*Pir.No.3–10,34<br>*ss*Pir.No.1–38<br>1 *Dk(Stl) & Shelter dk(Stl)*<br>*Cargo battens not fitted in Shltr'tween dks*<br>*Tonnage opening closed'39* | | 5685<br>5486<br>3563 | ✝100A1<br>*Shelter dk with freeboard*<br>~~12,38~~ ~~11,39~~ 3,41<br>~~BS11,40~~ BS12,40<br>~~LMC11,38~~ LMC9,38 | Ant<br>~~Bub~~ Gls | *y* | CL<br>3,39 | 1919<br>1mo | Nthmblnd S.B.Co.Ld. Newcastle | L.Fatsis | 399·6<br>F39′ | 53·0<br>*on Shelter dk* | 32·8<br>FK 24·3 | Syra Greek *Lloyd's* | T.3Cy.26⅜",45"&75"–54"(*s*)<br>180lb 619NHP<br>3SB,*12cf*,GS220,HS9525 FD<br>N.E.MarineEngCoLdNwc | 35 ″ 5<br>s9 ″ 4⅜<br>26 ″ 3 | |
| | | | | *Fitted for oil fuel* 1 1,1 | | | 9 *F.P. above* | | | *Cell D* | *B* 351′ 1284 *t FPT* 160 *t* | | | *7 BH to Shdk* 150° F. | *APT* 90 *t* | | |
| 79489<br>203206<br>KFLN | **Michigan**<br>*Mchy.Aft*<br>D.F. Sub.Sig. 1 *Dk* | | 6924<br>—<br>5476 | | | | | 1906 | Gt.Lakes Eng.Works Ecorse,Mich. | Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.*Mgrs*) | 530·0<br>*Cell* | 56·2<br>*B* 351′ 1284 *t* | 32·0<br>*FPT* 160 *t* | Wilmgton (Del.) Utd. States | T.3Cy.23",37"&43"–42"<br>Great 257NHP<br>LakesEng.Works,Detroit | | R |
| 79490<br>FNSZ | —<br>*ss*Hav.No.3–10,34<br>*ss*Hav.No.1–38<br>D.F. 1 *D'k(Stl) & Shelter dk(Stl)* | | 6419<br>6152<br>4023 | ✝100A1<br>*Shelter dk with freeboard*<br>12,39<br>BS11,39 ✝ | Hav<br>LMC9,38 | *a*† | CL<br>12,39 | 1920<br>4mo | J.L.Thomp-son&Sons,Ld Sunderland | Cie.Générale Transatlantique | 412·5<br>F36′ | 55·5<br>*on Shelter dk* | 34·4<br>FK | Havre French *Cem* | T.3Cy.27",45"&75"–54"(*s*)<br>180lb 564NHP<br>4SB,*12cf*,GS260,HS9760<br>J.Dickinson&Sons,Ld.Sld. | 37 ″ 0<br>s8 ″ 9¾<br>28 ″ 6 | |
| | | | | | | | | *Lloyd's SA&CP* | | *Cell D B* 366′ | 1361 *t DTa* 27′ 1028 *t* | | | *Collision B H to Shdk* 6 ,, ,, *U* ,, | *FPT* 154 *t APT* 88 *t* | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned each vessel upon original Classification. Letter of Equivalence. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navires. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd. | 15 Navires en cond. d'être classés par le Bureau Cent. Roll Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79491 | **Michigan** | | 5594 | | | | | 1919 | Columbia RiverSBCorp Portland,Or. | StatesSteamship Co. | 410·0 | 54·2 | 27·6 | Portlnd Or Utd. States *WB* | DR Geared Steam Turbine General Electric Turbine Co Schenectady,N.Y. | | R |
| 218750 | (*ex* West Hartland) | *Fitted for oil fuel* | — | | | | | | | | P44′ | B115′ | F46′ | | | | |
| KEGS | | *2 Dks* | 3476 | | | | | | | | | | | | | | |
| 79492 | — | | 3739 | | | | | 1903 | Chicago S.B.Co. Chicago | GreatLakesDredge &DockCo. | 377·0 | 48·2 | 24·0 | Duluth Utd.States *WB* | T.3Cy.20″,33½″&55″–40″ 191NHP ChicagoS.B.Co.Chicago | | |
| 127752 | (*ex* Charles M. Warner) | | — | | | | | | | | F44′ | | | | | | |
| WNJZ | D.F. *Mchy.Aft* | *1 Dk 2 tr B* | 2707 | | | | | | | | | | | | | | |
| 79493 | — | **TwinSc** | 1040 | ✝ A1 | NYk | | ~~12,28~~ | 1921 | McDougall DuluthS.BCo. Duluth,Minn. A&CP | MichiganAtlantic Corporation | 254·0 | 36·0 | 14·0 | NewYork Utd.States FK | Oil Engines 2S.C.SA 12Cy.10″–12½″ 211NHP NDB35–*100lb* NE4,27 | 14 ″ 0 | |
| 221467 | (*ex* I.L.I.105–36, | *Oil Eng.* | 956 | *Self-propelled Barge* | | | s12,39 | | | | | | | | | | |
| WCIO | *ex* Interwaterways | *ss* Clv.No.3–4,35 | 797 | 5,11 ~~3,49~~ LMC(M)3,41 | | | 14,41 | | | | | | | | | | |
| | Line Incorporated | *ss* N.Yk.No.1–39 | | ~~DBS 5,50~~ 5,41 LMC4,39 | | | | | | | | | | | | | |
| | 105–32) | 1 *Dk(Stl)* | | *For service between N & Montreal & Port Huron & Montreal Carrying liquid caustic soda* | | | *York via Erie & Welland Canals in deep tanks in Nos. 2,4 & 6 holds* | | | | | | | | | | |
| | *Mchy.Aft* Wireless | | | | | | | | | | | | | | | | |
| 79494 | **Michurin** | **TwinSc 3Mst** | 3908 | ✝ | Gls | *x* | | 1923 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | U.S.S.R. | 364·0 | 52·2 | 24·1 | Odessa Russian | Oil Engines 4S.C.SA 12Cy.24 7/8″–38½″ 695NHP | 26 ″ 11 | |
| UOXT | (*ex* G. Yagoda–37, | *Oil Eng.* | 3298 | 2,34 | | | | 11mo | | | P&B225′F88′ | | | 6 *B Hpt Asp* | Richardsons, Westgarth & Co.Ld.Hpl. | | |
| | *ex* Enukidze–35, | *ss* Gls.No.2–31 | 2041 | ✠ | | | | | | | | | FK | 140′ | | | |
| | *ex* Castilian | 1 *Dk(Stl)* 2nd *dk(Stl)* | | | | | | | | *Cell DB* 270′ 1164*t* | *Duct keel amidships DT a between tunnels* 39′88*t DTf* | | | 29′590*t FPT* 80*t APT* 67*t* | | | |
| | Prince–33, *ex* Sycamore) | *in forward holds* | | | | | | | | | | | | | | | |
| | *Well deck* Sub.Sig. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 79495 | **Mickleton** | **3Mst** | 777 | ✝ 100A1 | Hul | *j* | CL | 1921 | Cook, Welton&Gemmell Ld. Beverley *Lloyd's SA&CP* | WesternNav.Co. Ld.(Wm.S.Scott& Co. *Mgrs.*) | 180·4 | 30·1 | 11·7 | Hull British | T.3Cy.14½″,24″&40″–27″ (*s*) 180lb 109NHP 2SB,*4pf*,GS64,HS1950 C.D.Holmes&Co.Ld.Hull | 14 ″ 0 | |
| 144084 | | *ss* Bwg.No.3–6,34 | 541 | ~~11,38~~ 12,40 | Nwc | | ~~19,37~~ N12,40 | 8mo | | | 187·1(O.L.) | | | | | s 3 ″ 11½ | |
| MKSL | | *ss* Hul.No.1–38 | 364 | LMC | | | | | | | Q101′B11′F23′ | | FK | 3 *B H Cem* | | 13 ″ 7½ | |
| | *Well deck* *Mchy.Aft* | 1 *Dk(Stl)* | | MS11.38 | BS~~11,39~~ 6,40 | | | | | *Cell DB* 99′155*t FPT* 52*t* | *Bf* | | | *APT* 34*t* | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 79496 | **Middlesex** | | ~~9583~~ ~~9135~~ ~~8040~~ 8703 | ✝ 100A1 | Fal | *d*† | CL ~~1,38~~ 6,40 | 1920 | Swan, Hunter & Wigham Richardson, Ld.Newcastle *Lloyd's SA&CP* | FederalStm.Nav. Co.Ld. | 460·0 | 62·8 | 35·2 | London British | 2 Steam Turbines DR geared to 1 Sc. Shaft ~~1252 NHP~~ 1252 NHP | 37 ″ 9 | |
| 145237 | | *ss* Fal.No.3–1,33 | 8185 | *Shelter dk* | | | | | | | | | | *pt Cem* | | s 7 ″ 10½ | |
| GDQB | | *ss* Liv.No.1–37 | 5451 | *with freeboard* | NE7,40 | | | | | | B268′F50′ *on* | | FK | *BH to Sh dk* | 180lb (*s*) ~~1252 NHP~~ | 30 ″ 0½ | |
| | | 2 *Dks(Stl)* & *Shelter dk(Stl)* | | 7,40 ~~11,00~~ | ~~M 5,40~~ | | | | | | *Shelter dk Coll* | | | 6 ″ ″ *U* ″ | 5SB,*20cf*,GS401,HS16575 FD | | |
| | D.F. *Ref.Mchy.* | *Cruiser Stern* | | ~~BS5,30~~ | LMC 7,40 | | | | | *Cell DB* 386′ 1446*t FPT* 115*t* | | | | *APT* 23*t* | Swan, Hunter & Wigham Richardson, Ld.Nwc. | | |
| | | | | Lloyd's RMC | ~~10,30~~ 7,40 | | | | | | | | | | | | |
| | | | | | 1,42 | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 4,25 | *F.P.above* 150° F. | | | | | | | | | | | | |
| 79497 | — | | 4727 | | | | | 1912 | New York S.B.Co. Camden,N.J. | CoastwiseTrans portationCorp. | 369·0 | 50·1 | 28·0 | Prtlnd,Me. Utd.States *WB* | T.3Cy.23½″,38½″&67″–45″ 301NHP NewYorkSBCo.CamdnNJ | | R |
| 210644 | *Mchy.Aft* | 1 *Dk* | 4109 | | | | | | | | P80′B17′F33′ | | | | | | |
| KGGO | Sub.Sig. | | 2780 | | | | | | | | | | | | | | |
| 79498 | **Middleton** (*ex* Darcolm–37) | | 4297 | ✝ 100A1 | Cff | *y* | CL | 1935 | Wm. Hamilton&Co.Ld. Port Glasgow *Lloyd's SA&CP* | MiddletonS.S.Co. Ld.(Lambert Bros. Ld. *Mgrs.*) | 390·0 | 53·0 | 24·7 | London British | T.3Cy.25″,38″&70″–48″ & exhaust turbine driving | 27 ″ 2 | |
| 164047 | | *ss* Shl.No.1–40 | 4033 | *with freeboard* | | | 3,40 | 3mo | | | 402·7(O.L.) | | | 6 *B Hpt Cem* | steam compressor | s 2 ″ 10½ | |
| GYFR | D.F. | 1 *Dk & Shelter dk* | 2603 | 3,40 | LMC1,40 | | | | | | F31′ | | FK | *Coll to Sh dk* | 200lb (*s*) 476NHP | 24 ″ 6 | |
| | | | | | | | | | | *Cell DB* 332′ 1141*t* | | | *FPT* 153*t APT* 125*t* | 3SB,*9cf*,GS186,HS7335 J.G.Kincaid&Co.Ld.Grk. | | |
| 79499 | **Midland Prince** | | 6339 | | | | | 1907 | Collingw'd S.B.Co. Collngwd Ont | CanadaSteamship Lines,Ld. | 474·0 | 55·0 | 27·0 | MidlndOnt British | T.3Cy.23″,38½″&63″–42″ 257NHP | | R |
| 116669 | | (*Self-Unloader*) | 6098 | | | | | | | | | | | *WB* | Collingwood S.B.Co. | | |
| VGMP | D.F. GyC. *Mchy.Aft* | | 4244 | | | | | | | | | | | | | | |
| 79500 | **Midnatsol** Ⓟ | | 978 | | | | | 1910 | Bergens Mek.Værks Bergen | DetBergenske Dampskibsselskab | 202·8 | 31·1 | 19·8 | Bergen Norwegian | T.3Cy.19″,30″&52″–33″ 155NHP | | |
| | Wireless D.F. | | 860 | | | | | | | | H118*t* | | | *WB* | Bergens Mek Værks Bergen | | |
| LELR | E.S.D. | 1 *Dk & Awng dk 2 tr B* | 505 | | | | | | | | | | | | | | |
| 79501 | **Midori Maru** Ⓟ | | 5827 | ✝ ... | Nag | *y* | | 1919 | Kawasaki Dkyd.Co.Ld Kobe | TochikiShojiK.K. | 385·0 | 51·0 | 36·0 | Kobe Japanese | T.3Cy.26″,43½″&72″–48″ 440NHP | 36 ″ 0 | C |
| 25492 | (*ex* Cape Town | *ss* Yka.No.3–6,34 | 5590 | 2,38 | | | | 9mo | | | | | FK | *pt Cem* | 2SB&1AuxSB,*8cf*, | | † |
| JBED | Maru–36) | 2 *Dks(Stl)* & *Awng dk(Stl)* | 4228 | ✠ | | | | | | | | | | *Coll* | GS154,HS5636 | | TCBV |
| | | *Fitted for oil fuel* | | | | | | | | *Cell DB* 334′ 1118*t* | *FPT* 126*t APT* 93*t* | | | *BH to Aw dk* 5 ″ ″ *U dk* | Kawasaki Dkyd Co Ld Kobe | | |
| * 79502 | **Midsland** | | 1089 | ✝ 100A1 | Rot | *n* | OG | 1915 | Maats. Fyenoord Rotterdam A&CP | Scheepv.en Steenkolen Maats. N.V. | 224·8 | 33·2 | 14·3 | Rottrdam Dutch | T.3Cy.17½″,29″&46″–36″ (*r*) 180lb 155NHP | 15 ″ 1 | |
| | | *ss* Rot.2nd No.3–10,39 | 758 | 10,39 | | | 4,38 | 10mo | | | | | | 4 *B H Cem* | 2SB,*4cf*,GS78,HS2620 | s 1 ″ 0½ | |
| PFZL | *Well deck* | 1 *Dk(Stl)* | 608 | | LMC10,39 | | | | | *Cell DB* a 58′ *u* | Q72′B55′F22′ | | FK | 17*t APT* 12*t* | Maats. Fyenoord, Rot. | 14 ″ 2½ | |
| | | | | | | | | | | | *E* 19′*f* 98′ 301*t FPT* | | | | | | |
| 79503 | **Midway** | | 978 | | | | | 1920 | Pacific Cst. S.B.Co. Bay Point,Cal | TideWater Associated Oil Co. | 193·5 | 38·0 | 15·1 | S.Frncisco Utd. States | C.2Cy.16″&34″–24″ The Hallide Co. 53NHP Spokane,Wash. | | |
| 220920 | | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| | *Mchy.Aft* | *Carrying oil in bulk* | 586 | | | | | | | | | | | | | | |
| 79504 | **Mie Maru** (*ex* Miye Maru–38) | | 2914 | ✝ ... | | | | 1920 | Toba Ship-yard Toba | NipponYusenK.K. | 305·0 | 43·7 | 27·2 | Tokyo Japanese | T.3Cy.23″,38″&64″–48″ 352NHP | 27 ″ 3 | |
| 27312 | | | 2673 | 12,23 | | | | 7mo | | | P23′B92′F33′ | | | *WB* | Tanaka Eng.Co.Osaka | | |
| JIZB | | 2 *Dks* | 1761 | ✠ | | | | | | | | | FK | | | | |
| 79505 | **Mieres** (*ex* Ceferino Ballesteros, | | 2884 | ✝ ... | Bbo | *t* | | 1896 | W.Pickersgill&Sons Sunderland | Soc.Anon.Fabrica de Mieres | 310·0 | 42·9 | 19·2 | Gijon Spanish | T.3Cy.21½″,36″&60″–42″ NDB13 245NHP | 21 ″ 9 | |
| | *ex* Rosario, | *ss* Bbo.2nd No.3–12,21 | 2116 | 5,34 | | | | 5mo | | | P27′Q42′ | | | 6 *B H Cem* | 2SB,*6pf*,GS98,HS3865 | | |
| EAFY | *ex* Kendal Castle) | *ss* Bbo.No.2–31 | 1747 | ✠ | | | | | | *Cell DB* | *pt Awng dk* 241′ | | FK | 647*t APT* 38*t* | G.Clark,Ld.Sunderland | | |
| | | 1 *Dk(Stl)* & *deep framing* & *pt Awng dk(Stl)* | | | | | | | | a 96′ *u* *E* & B44′ *f* 120′ | | | | | | | |
| 79506 | **Miervaldis** (*ex* Kingsdon, | | 1265 | ✝ ... | | | | 1904 | Clyde S.B. & E.Co.Ld. Pt.Glasgow | Ministry of Shipping (Broomhill Steamships Ld. *Mgrs.*) | 234·6 | 36·1 | 14·9 | Swansea British | T.3Cy.19½″,31″&51″–36″ 167NHP | 17 ″ 8 | C |
| 120461 | *ex* St.Edmund) | *ss* Bry.No.3–8,17 | 1017 | 8,30 | | | | 10mo | | | Q89′B46′F30′ | | | *WB* | Clyde S.B.&E.Co.Ld. P.Gls | | † |
| MLRV | | *ss* Cff.No.2–26 | 804 | ✠ | | | | | | | | | FK | | | | |
| | *Well deck* | 1 *Dk & deep framing* | | | | | | | | | | | | | | | |
| 79507 | **Mies** | | 309 | ✝ 100A1 | Goo | *d* | N3,40 | 1933 | N.V. Industrieele Maats. "De Noord" Alblasserdam *Lloyd's SA&CP* | HollandscheZeereed (J.Vermaas' Scheepvaart Bedrijf, *Mgrs.*) | 131·9 | 23·5 | 8·8 | Rottrdam Dutch | Oil Engines 4S.C.SA 4Cy.11″–17½″ 47NHP | 9 ″ 6 | |
| | | *ss* Rot.No.1–36 | 227 | ~~3,40~~ 10,40 | Fal | | | 2mo | | | | | | 3 *B H Cem* | Humboldt-Deutzmotoren A.G.Köln-Deutz | s 11½ | |
| PFZO | | *Oil Eng.* | 222 | ✠ | LMC3,40 | | | | | | Q26′F16′ | | FK | | | 8 ″ 7½ | |
| | *Cruiser Stern* | 1 *Dk(Stl)* | | | | | | | | *Cell DB* | *f* 28′ 28*t FPT* | | | | | | |
| | *Mchy.Aft* | *Cargo battens not fitted* | | | | | | | | *Lloyd's SA&CP* | 10*t APT* 4*t* | | | | | | |
| 79508 | **Migliarino** | **WoodAuxBkn** | 391 | | | | | 1920 | Flli Picchiotti Viareggio | L.G.Tomei | 139·4 | 30·1 | 14·9 | Viareggio Italian | Oil Engines 2S.C.SA 3Cy.8½″–14 5/8″ 39NHP | | I |
| 498 | (*ex* Sailing Vessel) | *Oil Eng.* | — | | | | | | | | | | | | *Emade* 32 *fitted* 35 | | |
| IQVM | | 1 *Dk 2 tr B* | 312 | | | | | | | | | | | | Akt.Burmeistr&Wain,Cpn | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* Special Surveys. | 3 Material, Rig, &c. No. of Decks &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned for Special Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79509<br>149387<br>MMJK | **Migrante**<br>(*ex*Audacieux–38, *ex*Victrix–36, *ex*Migrant)<br>Wireless | Twin Sc<br>*ss*Msl.No.2–36<br>Annual Survey Msl.2,37<br>(*Yacht*) *Oil Eng.*<br>1 *Dk* (*Teak*) | 348<br>235<br>201 | ✠100A1<br>4,38<br>✠LMC12.35<br>✠LMC(M)3.38 | Sou | | CL<br>2,38 | 1927<br>11mo | Clyde S.B. & Eng. Co. Ltd. Port Glasgow<br>*Lloyd's SA & CP* | F.G.T.Dawson | 128·0 \| 24·2 \| 11·3<br>B57′F24′ BK 7½″<br>*DT a 8′5t FPT* | Greenock<br>British | Oil Engines 4S.C.SA<br>12Cy.10¼″–16⅝″ 136NHP<br>5 *BHpt Cem pt Asp*<br>3t *APT* 16t<br>Maschfbk.Augsburg-Nürnberg,Augsburg | | |
| 79510<br>147287<br>GKXJ | **Miguel de Larrinaga**<br>2 *Dks* | | 5231<br>4855<br>3197 | | | | | 1924 | F.Schichau<br>Danzig | Larrinaga S.S.Co. Ltd. | 388·4 \| 53·0 \| 29·8<br>P29′F36′<br>*WB* | Liverpool<br>British | T3Cy25⅜″,43⅜″&70⅝″–47½″<br>345NHP<br>F.Schichau,Elbing | | C |
| 79511<br>30369<br>JMSE | **Mihara Maru** Ⓟ<br>*Oil Eng.*<br>2 *Dks* | | 697<br>570<br>379 | | | | | 1925 | Kobe Wrks. Mitsubishi Zosen Kaisha, Ld. Kobe | Setsuyo Syosen K.K. | 170·0 \| 28·6 \| 18·0 | Osaka<br>Japanese | Oil Engines 4S.C.SA<br>6Cy.18¼″–27″ 195NHP<br>Vickers,Ld.Barrow | | |
| 79512<br>33998<br>JCPC | **Miharu Maru** (*ex*Oyama-Maru–38, *ex*Tsurugi san Maru, *ex*Cardiganshire)<br>1 *Dk & Spar dk & deep framing* | *ss*Kob.2nd No.3–11,23<br>*ss*Drn.No.1–27 | 3857<br>3450<br>2371 | ✠ ...<br>12,30<br>✠ | | | | 1899<br>2mo | Sunderlnd S.B.Co.Ld. Sunderland | Sugaya K.K. | 356·0 \| 45·2 \| 18·7<br>P38′B92′F46′ 26·5<br>FK<br>*WB* | Kobe<br>Japanese | T.3Cy.24″,40″&64″–42″<br>292NHP<br>N.E.Marine Eng.Co.Ld.Sld | 29 ″ 4 | |
| 79513<br>15870<br>JCPG | **Miho Maru** Ⓟ<br>Wireless<br>1 *Dk* | | 515<br>457<br>283 | | | | | 1913 | Osaka Iron Works Osaka | Chishima Kisen K.K. | 163·4 \| 25·9 \| 14·4<br>*WB* | Kobe<br>Japanese | T.3Cy.12″,20″&34″–22″<br>54NHP<br>Osaka Iron Works,Osaka | | |
| 79514<br>22394<br>JEGC | **Mihuku Maru**<br>1 *Dk* | | 1206<br>1025<br>661 | | | | | 1918 | Matsuo Magohashi Koyaki | Turumaru Hirotaro | 200·0 \| 33·0 \| 20·0<br>*WB* | Kobe<br>Japanese | T.3Cy.14½″,24½″&40″–30″<br>88NHP<br>Matsuo Magohashi,Nagasaki | | |
| 79515<br>19215<br>JBID | **Miikesan Maru**<br>*ss*Kob.No.3–11,29<br>*ss*Kob.No.1–34<br>2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing* | | 3179<br>2757<br>1961 | ✠ ...<br>5,35<br>✠ | Kob | *t* | | 1916<br>6mo | Osaka Iron Works, Ld. Innoshima<br>*Cell D Ba & u E* 101′*f* 138′47 | Sugaya K.K. | 305·0 \| 43·7 \| 27·2<br>P19′B82′F32′ FK<br>4t *DT a* 25′534t *FPT* | Kobe<br>Japanese<br>5 *BHCem*<br>79t *APT* 20t | T.3Cy.22″,37″&61″–42″<br>288NHP<br>2SB,*6cf*,GS90,HS3824<br>Osaka Iron Wrks.Ld.Osaka | 27 ″ 3 | C<br>† |
| 79516<br>PGBP | **Mijdrecht**<br>*Oil Eng.*<br>*ss*Rot.No.2–39<br>*Mchy.Aft* *Cruiser Stern*<br>1 *Dk* (*Stl*) 2nd *dk* (*Stl*) *in way of mchy.*<br>D.F. *spaces & Web frames Longitudinal framing at bottom & at deck* | | 7493<br>6720<br>4398 | ✠100A1<br>11,40 ~~10,30~~<br>DBS ~~1.39~~ ✠LMC1.39<br>11,40<br>*Carrying Petroleum* | Rot<br>Shl | *b*†<br>~~2,33~~<br>10,40<br>*in bulk* | CL | 1931<br>2mo | N V Rotterdam Droogd. Maats. Rotterdam<br>*Lloyd's SA & CP* | N.V.Maats.Motorschip "Mijdrecht" (N.V.Phs.Van Ommeren's Sheepv. Bedrijf, *Mgrs.*) | 440·3 \| 58·7 \| 35·0<br>P110′F44′ FK<br>*Cell D Bu E* 32′59t | Rottrdam<br>Dutch | Oil Engines 4S.C.SA<br>8Cy.29⅛″–59 1/16″ 652NHP<br>2 DB *42b*<br>Harland&Wolff,Ld.Gls.<br>*FPT* 220t *APT* 136t | 34 ″ 11<br>s 7 ″ 9¾<br>27 ″ 3½ | |
| 79517<br>PKQR | **Mijer**<br>*Oil Eng.*<br>1 *Dk* | | 1873<br>1716<br>1128 | | | | | 1914 | Wrf.voorh. Rijkee&Co. Rotterdam | Koninkl.Paketv. Maats. | 278·2 \| 41·2 \| 16·8<br>P34′F30′<br>*WB* | Batavia<br>Dutch | Oil Engines 4S.C.SA<br>6Cy.22″–39⅜″ 280NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 79518 | **Mr. Linthorst Homan,** *see No.* | | 79901 | | | | | | | | | | | | |
| 79519<br>28556<br>JUEB | **Mikage Maru** Ⓟ (*ex*Iran, *ex*Paroo)<br>1 *Dk & Spar dk & deep framing* | | 2761<br>2231<br>1685 | ✠ ...<br>1,02<br>✠ | | | | 1897<br>11mo | Russell& Co. Port Glasgow | Muko Kisen K.K. | 315·6 \| 40·1 \| 14·6<br>B92′ FK 22·1<br>P36′ *Shade dk* a24′<br>F35′ *Shade dk f* 28′ | Mikage<br>Japanese<br>*WB* | T.3Cy.25″,40″&64″–45″<br>291NHP<br>Hutson&Son,Glasgow | 24 ″ 6 | |
| 79520<br>40713<br>JGJJ | **Mikage Maru No. 2**<br>*Oil Eng.*<br>1 *Dk* | | 617<br>—<br>401 | | | | | 1935 | Mihara S.B.Yd. Osaka | Muko Kisen K.K. | 170·0 \| 28·0 \| 14·9 | Mikage<br>Japanese<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.14 3/16″–20⅞″ 118NHP<br>Hanshin Tekkosho,Kobe | | |
| 79521<br>33188<br>JAYC | **Mikage Maru No. 3** (*ex*Mifune Maru)<br>1 *Dk* | | 3111<br>2775<br>1843 | | | | | 1928 | Kobe Steel Works Harima | Muko Kisen K.K. | 330·5 \| 46·7 \| 25·0<br>P25′B93′F35′<br>*WB* | Mikage<br>Japanese | T.3Cy.22″,37″&61″–42″<br>241NHP<br>Kobe Steel Works,Kobe | | C |
| 79522<br>29806<br>JPLA | **Mikage Maru No. 5** (*ex*Kratos)<br>*ss*Cpn.No.3–9,17<br>*ss*Kob.No.2,25<br>1 *Dk & deep framing* | | 3532<br>3216<br>2190 | ✠ ...<br>10,28<br>✠ | | | | 1904<br>9mo | W.Gray& Co.Ld. W Hartlepool | Muko Kisen K.K. | 340·0 \| 49·1 \| 22·8<br>P27′B100′F32′ FK<br>*WB* | Mikage<br>Japanese | T.3Cy.25 3/16″,40⅝″&67″–45″<br>335NHP<br>Cen.Mar.Eng.Wrks.W Hpl | 25 ″ 3 | C<br>† |
| 79523<br>31738<br>JHMB | **Mikage Maru No. 8**<br>(*ex*Shakespear)<br>1 *Dk* | *ss*Sld.No.3–4,25<br>*ss*Kob.No.1–29 | 3371<br>3133<br>2567 | ✠ ...<br>1,30<br>✠ | | | | 1912<br>3mo | J L Thompson&Sons,Ld Sunderland | Muko Kisen K.K. | 342·0 \| 49·1 \| 22·9<br>P39′B94′F34′ FK<br>*WB* | Mikage<br>Japanese | T.3Cy.24″,40″&65″–42″<br>294NHP<br>Blair&Co.Ld.Stockton | 25 ″ 4 | C<br>† |
| 79524<br>42636<br>JNHL | **Mikage Maru No. 18**<br>*Cruiser Stern* 1 *Dk* | | 4319<br>—<br>2556 | | | | | 1937 | Mitsubishi Jukogyo K.K Kobe | Muko Kisen K.K. | 360·0 \| 50·0 \| 29·0<br>P25′B105′F32′<br>*WB* | Mikage-Chyo<br>Japanese | 1 DR geared Steam Turbine<br>383NHP | | C |
| 79525<br>33636<br>JQNB | **Mikasa Maru** Ⓟ<br>2 *Dks* | | 3143<br>2700<br>1877 | | | | | 1928 | Yokohama Dock Co. Yokohama | Toa Kaiun K.K. | 325·0 \| 46·0 \| 27·0<br>P29′B87′F38′<br>*WB* | Tokyo<br>Japanese | T.3Cy.23″,38″&64″–48″<br>284NHP<br>Yokohama Dock Co.Yka. | | C |
| 79526<br>UNIA | **Mikhail Frunze**<br>Sub.Sig. 1 *Dk* | | 2357<br>1911<br>1231 | ✠ ...<br>12,30<br>✠ | | | | 1928<br>9mo | Sevastopol Marine Wks. Sevastopol | U.S.S.R. | 277·3 \| 43·2 \| 20·3<br>P14′B58′F26′ FK<br>*WB* | Leningrad<br>Russian | T.3Cy.17¾″,29⅛″&48 7/16″–<br>35 7/16″ 192NHP<br>BalticS.&E.Wks.Leningrd | 22 ″ 8 | |
| 79527<br>UNIA | **Mikhail Gromov** (*ex*Rusoilprod–39)<br>*Oil Eng.*<br>*ss*Cff.No.1–34<br>1 *Dk* (*Stl*)<br>*Mchy.Aft* *Carrying Petroleum in bulk* | | 836<br>—<br>410 | ✠ ...<br>2,37<br>✠ | Brs | *l* | | 1930<br>7mo | C.Hill& Sons,Ld. Bristol | U.S.S.R. | 190·0 \| 32·6 \| 13·3<br>P54′F22′ FK<br>*DT f* 9′39t *FPT* 40t | Tuapse<br>Russian<br>8 *BH*<br>*APT* 36t | Oil Engines 4S.C.SA<br>6Cy.20⅝″–20⅝″ 256NHP<br>Maschfbk.Augsburg-Nürnberg-Augsburg | 14 ″ 4 | |
| 79528<br>UNIH | **Mikoyan**<br>Sub.Sig. 1 *Dk* (*Stl*) | | 2332<br>2013<br>1296 | ✠ —<br>8,33<br>✠ | Len | *s* | | 1929<br>12mo | Baltic S.B. &Eng. Works Leningrad | U.S.S.R. | 284·8 \| 43·1 \| 22·9<br>P14′B72′F20′ FK<br>*Cell DB* 228′554t *FPT* | Vladvostk<br>Russian<br>4 *BHpt Cem*<br>51t *APT* 85t | T.3Cy.17 11/16″,29⅛″&48 7/16″–<br>35 7/16″ 193NHP<br>2SB,*4cf*,GS64,HS2690<br>BalticS.B.&E.Works,Len. | 22 ″ 7 | |
| 79529<br>22280<br>JEXB | **Mikuni Maru** Ⓟ<br>Wireless 2 *Dks* | | 1015<br>840<br>579 | | | | | 1918 | Kawasaki Zosensho Kobe | Kita Nippon Kisen K.K. | 194·0 \| 32·0 \| 19·0 | Amino<br>Japanese | T.3Cy.15″,25″&42″–30″<br>97NHP<br>Kawasaki Zosensho,Kobe | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Nel. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'emplacement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NPP=Force en chevaux d'après les formules de la Société. HPP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pu.* | 15 Si navire construit pour la classification de Bureau Veritas, Det. Nor. Bur. Ver. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79530 27178 JMYD | **Milan Maru** *ssNag.No.3-11,34* *2Dks(Stl)* | | 5467 4996 3409 | ✠ ... 1,39 | Kob | | 2 | 1920 7mo | AsanoS.B. Co. Tsurumi | IshiharaSangyo KaiunKaisha,Ld. | 400·0 P33'B124'F41' *CellDB339'941t* | 53·2 FK | 29·4 *6BHCem APT28t* | Hutyu Japanese | T.3Cy.26',43½"&72"-48" 513NHP 3SB,*9cf*,GS175,HS7376 KobeSteelWorks,Kobe | 32 ″ 0 | |
| 79531 429 IDCW | **Milano** Ⓟ **TwinSc** *Fitted for oil fuel* **D.F.** *2Dks3trB* | | 4028 — 2225 | | | | | 1913 | Cant.Nav. Riuniti Spezia | "Tirrenia"Soc. Anon.di Nav. | 361·6 | 44·7 | 24·4 | Naples Italian *WB* | T.6Cy.21¼",34½"&59-41½" Soc.Esercizio 454NHP Bacini,RivaTrigoso | | I |
| 79532 — 43 IQVS | **WoodAuxBkn** *(exSailingVessel-37)* *OilEng.* *1Dk2trB* *(See Sailing Ship Register)* | | 379 — 334 | | | | | 1919 | E.Picchi-otti Viareggio | Soc.AnonSbarchi Imbarchi e Trasporti | 142·3 | 30·2 | 14·4 | Rome Italian | Oil Engines 2S.C.SA 4Cy.8½"-10¼" 48NHP *Emade&fitted37* SulzerBros.Ld.Winterthur | | I |
| 79533 140609 GCVG | **Milcrest** *(exLika-39,exKobac-38,* *exCefn-y-Bryn-38,* *exDacreCastle-37)* *ssAnt.No.3-4,31* *ssSch.No.2-38* *2Dks(Stl)* | | 5283 4866 3387 | ✠100A1 ~~3,39~~ 11,40 MS~~4,36~~ 11,38 | Ant Bel LMC BS4,40 | *y* | CL ~~11,39~~ 11,40 | 1919 3mo *Lloyd's* | Swan,Hun-ter&Wigham Richardson, LdNewcastle *sA&CP* | CrestShippingCo. Ltd. *CellDB* | 400·1 P49'B113'F29' 340'1019t | 52·4 FK *FPT* | 28·4 *1BHptCem APT204t* | London British 180lb | T.3Cy.27',44½"&73"-48" (*s*) 517NHP 3SB,*9cf*,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. | 31 ″ 0 5 ″ 11½ 25 ″ 3¼ | |
| 79534 PFZP | **Mildred** *OilEng.* *Mchy.Aft* *1Dk* Wireless **D.F.** *CruiserStern* | | 552 425 246 | ✠100A1 7,39 *CarryingPetroleum* | Alb LMC7,30 *in bulk* | *i* | OG | 1939 7mo *Lloyd's* | Werf de Noord Alblasserdam *sA&CP* | N.V.TankKust-vaartMaats. | 180·3 189·0(O.L.) Q62'*Trunk*85'F33' | 27·8 FK *FPT* | 10·7 *9BH* 117t | Rottrdam Dutch *APT20t* | Oil Engines 4S.C.SA 8Cy.11"-17½" 94NHP *DB1450lb* Klöckner-Humboldt-DeutzA.G.Köln-Deutz | 11 ″ 2 ″ 4 10 ″ 11½ | |
| 79535 130164 VJGP | **Mildura** *(exEnoggera)* *ssSyd.No.3-9,33* *ssSyd.No.1-37* *1Dk(Stl)&Shelter dk(Stl)* *Longitudinal framing &Web frames* | | 3478 3013 2003 | ✠100A1 *Shelter dk* *withfreeboard* 11,40 MS~~1,37~~ | Syd LMC BS~~5,40~~ 5,40 | *v* | CL 1,39 | 1920 12mo | H.M.Dock-yard Newcastle, N.S.W. A&CP | Australasian UnitedStm.Nav. Co.Ld. *CellDB277'884t* | 331·0 340·8(O.L.) *Collision BHto Sdk* 4 „ „ *U* „ | 47·7 FK *FPT* | 26·1 118t *APT204t* | Melbourne British *Cem* 3 Water Tube Boilers FD HS8289 H.M.Dockyard,Nwc.NSW | T.3Cy.25',41"&68"-45" (*s*) 1901b 519NHP | 26 ″ 1 s 2 ″ 4½ 23 ″ 11 | |
| Now "Gloria," *see No. 88211 in Supplement* | **Milena** *(exChincha-39)* *ssBal.No.1-27* *Fitted for oil fuel* *Longitudinal framing* *2Dks&Shelter dk* | | 6348 4574 3983 | ✠ ... 1,31 | | | | 1912 9mo | JLThomp-son&Sons,Ld. Sunderland | Ant.Babarovic | 403·0 | 52·3 FK | 26·8 *WB* | Milna Yugoslav | Q.4Cy.24",34½",49"&71"-48" 480NHP *Emade&fitted36* Atlas-DieselA/B,Skm | 37 ″ 1 | R † |
| 79537 — CSKS | **WoodAux4MstSr** *(exSailingVessel* Burkeland-35) *Mchy.Aft* *1Dk2trB* *(See Sailing Ship Register)* | | 757 664 583 | | | | | 1918 | Bagdad S.B. Milton,Fla. | Industria Aveirense de Pesca, Ltda. | 180·5 | 35·7 | 16·4 | Aveiro Portuguese | Oil Engines 2S.C.SA 4Cy.9⅛"-16⅛" 68NHP *Emade&fitted36* Atlas-DieselA/B,Skm | | |
| 79538 161390 GTJL | **Mill Hill** *(exPeebles-36,* *exGracechurch-33)* *ssBkn.No.2-39* *1Dk(Stl)* **D.F.** *CruiserStern* | | 4318 4025 2594 | ✠100A1 5,10 ~~1,10~~ LMC MS3,38 | Bry Npt BS8,39 | *x* | CL ~~2,38~~ 4,40 | 1930 4mo *Lloyd's* | W.Doxford &Sons,Ld. Sunderland *sA&CP* | MillHillS.S.Co.Ld. (CountiesShip ManagementCo. Ld.*Mgrs.*) *CellDB317'913t* | 370·4 384·7(O.L.) P30'B230'F34' *6BHCem* | 52·9 FK *FPT13* | 24·9 *4t APT161t* | Newcastle British | T.3Cy.25",41"&68"-45" (*s*) 180lb 368NHP 3SB(Spt)*9cf*,GS187,HS6105 G.Clark,Ld.Sunderland | 27 ″ 2 s 3 ″ 7½ 23 ″ 9¼ | |
| 79539 1265 CBTM | **Millabu** *(exAtacama-33,* *exStadHaarlem)* **TwinMsts** *ssVpo.No.3-12,34* *ssVpo.No.1-39* *2Dks(Stl)* | | 3378 — 1880 | ✠100A1 4,40 ~~3,30~~ B~~3~~9,40 *Fitted for oil fuel* | Vpo LMC7,30 11,22 | *u* | CL ~~2,37~~ 3,40 *F.P. above* | 1922 11mo *Lloyd's* | W.Gray& Co (1918)Ld. WHartlepool *sA&CP* | Cia.de Muelles de la Poblacion Vergara *Cell* | 310·1 P23'Ba23'B84' Bf23'F32' *DB* 265'758t | 46·5 FK *FPT* | 23·7 *6BHptCem* 120t | Valparaiso Chilian *APT60t* | T.3Cy.25",41"&68"-45" (*r*) 200lb 414NHP 3SB,*6cf*,GS132,HS5727 FD Cen.Mar.Eng.Wks.W.Hpl | 26 ″ 3 s 4 ″ 3 22 ″ 4 | |
| 79540 207579 WKCI | **Millinocket** *ssBal.2ndNo.3-6,34* *ssBal.No.1-38* *1Dk(Stl)2trB&Web framing* *Longitudinal framing* | | 3274 2716 2078 | ✠100A1 9,40 ~~12,39~~ ~~BS~~ 3,40 *Fitted for oil fuel* | NYk Bal LMC2,38 12,22 | *u* | CL 12,39 *F.P. above* | 1910 6mo | Maryland SteelCo. Sparro'Pt Md A&CP | A.H.BullSteam-shipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *Cell DBa82'uE* 50° F. | 317·3 P26'B93'F36' 18'*f*134'485t | 44·2 FK *FPT* | 23·8 *5BHCem* 102t | New York Utd.States *APT46t* | T.3Cy.21½",37½"&60"-42'(*s*) 180lb 277NHP 2SB,*6cf*,GS144,HS4580 MarylandStl.Co.Sparr'.Pt. | 26 ″ 6 s 4 ″ 3½ 22 ″ 4½ | |
| 79541 131370 MDPX | **Millisle** *(exGowerCoast-32,* *exVolhynia)* **3Mst** *ssLiv.No.3-10,19* *ssArd.No.2-28* *Welldeck Mchy.Aft* *1Dk* | | 617 420 255 | ✠ ... 5,32 | | | | 1911 8mo | R.William-son&Son Workington | JohnKelly,Ld. (W.Clint,*Mgr.*) | 175·0 Q105'B9'F22' | 27·1 BK7" | 11·1 *WB* | Belfast British | T.3Cy.14",24"&40"-27" 110NHP Ross&Duncan,Glasgow | 13 ″ 4 | C † |
| 79542 PKNO | **Milo** *OilEng.* *Mchy.Aft* *1Dk* | | 322 280 247 | | | | | 1919 | A.Pannevis Alphen a/d Rijn | Nederl.Ind.Tank-stoombootMaats. | 135·9 | 24·6 | 10·4 | Batavia Dutch *WB* | Oil Engines 2S.C.SA 2Cy.15¾"-17¾" 88NHP Kromhout Motoren Fabriek,Amsterdam | | C |
| 79543 6796 SGMN | **Milos** *(exBrynmead,exIzaston,* *exWilliam* Broadley) **D.F.** *1Dk(Irn)2trB&deep framing3Dk rule* | | *3058* *2831* *1844* | ✠100A1 11,40 ~~2,40~~ ~~BS~~ 3,41 | Els PNl LMC4,37 | *u* | CL 1,40 | 1898 8mo *Lloyd's* | BlythS.B. Co.Ld. Blyth *sA&CP* | RederiA/B Helsingborg(O. Hillerström,*Mgr.*) *CellDBa* | 325·1 P27'B74'F34' *fuE130' f130' 701t* | 47·0 FK | 22·4 *5BHCem APT49t* | Hlsngborg Swedish | T3Cy24⅛",40¼"&65"-42"(*s*) 160lb NDB17 280NHP 2SB,*1rf,2cf*,GS119,HS4325 Blair&Co.Ld.Stockton | 24 ″ 10 s 4 ″ 1½ 20 ″ 11 | |
| 79544 — DHQZ | (*exMain,exMaria,exRegina*) *1Dk&Spardk* | | 2702 2447 1666 | | | | | 1906 | Flensburgr Schiffsb.Ges. Flensburg | DeutscheLevante-LinieHamburg A.G. | 290·3 P27'B72'F34' | 44·0 | 23·8 *WB* | Hamburg German | T.3Cy.20½",33½"&55½"-37½" 192NHP FlensburgerSchiffsb.Ges. | | G |
| 79545 — Ⓟ 678 SZLK | (*exMoschanthiTogia-33,exYacht* Catania) *ssRot.2ndNo.3-5,21* Wireless *2Dks* | | 598 — 239 | ✠ ... 1,23 *Yacht* | | | | 1895 6mo | D&W Hen-derson&Co. Glasgow | HellenicCoast LinesCo.Ld. | 203·0 | 26·7 | 15·3 | Piræus Greek | T.4Cy.18",28½"&(2)32"-27" 126NHP D.&W.Hendersn&Co.Gls. | | |
| 79546 122842 MCLK | **Miltrap** *(exRosalie-39,exCompass,* *exLilian)* *ssSld.2ndNo.3-10,32* *ssSld.No.1-36* *Mchy.Aft* *1Dk(Stl)* *Cargo battens not fitted* | | 320 227 130 | ✠100A1 4,40 ~~12,39~~ BS~~5,40~~ 5,40 | Shl Nwc LMC MS10,39 | *e* | CL ~~3,30~~ 4,40 | 1906 5mo *Lloyd's* | GooleS.B. &RepCo.Ld Goole *sA&CP* | IcelandicStm.Nav. Co.Ld. | 134·0 Q44'F20' | 24·0 FK | 10·2 *3BHCem FPT28t* | Newcastle British | C.2Cy.18'&36"-24" (*s*) 180lb 71NHP 1SB,3*pf*,GS44,HS1328 G.T.Grey,SouthShields | 11 ″ 3 s ″ 9½ 10 ″ 7 | |
| 79547 DIDP | **Milwaukee** Ⓟ **TwinSc** *Ref.Mchy.* Sub.Sig. *OilEng.* **D.F.** **GyC.** *4Dks* *CruiserStern* | | 16754 12844 9415 | | | | | 1929 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 546·6 B213'F52' | 72·4 | 42·2 *WB* | Hamburg German | Oil Engines 2S.C.DA 24Cy.19½"-25½" 3250NHP Blohm&Voss,Hamburg | | G |
| 79548 — 93265 | | | 3327 — 2424 | | | | | 1902 | Chicago S.B.Co. Chicago | GreatLakes Transit Corporation | 325·0 | 44·0 | 28·0 | Buffalo Utd.States *WB* | T.3Cy.23",38"&64"-40" 259NHP ChicagoS.B.Co.Chicago | | |
| | | *2Dks* | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Year cancelled or now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79549 LELT | **Mimer** | 1*Dk* | 1143 999 681 | | | | | 1905 | Bergens Mek.Værks Bergen | RederiA/SMimer (S.A.Larsen& E.Thorvildsen) | 228·8 P21*t* | 35·2 H48*t* | 15·8 F30*t* | Oslo Norwegian *WB* | T.3Cy.16½″,26″&44″–30″ 106NHP BergensMekVærks Bergen | | N |
| 79550 5530 SFMW | — | 1*Dk* | 975 734 374 | | | | | 1913 | Lindholmens V.A. Gothenburg | Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) | 221·5 P133′ | 36·1 H150*t* | 13·1 F55′ | Stockholm Swedish *WB* | T.3Cy.19¼″,32″&52″–33″ 155NHP Lindholmens V.A.Got. | | V |
| 79551 | **Mimina** (*ex Trawler* Montenotte) | 1*Dk* | 355 303 102 | ✠ 9,24 | Sav | | | 1919 8mo | Foundat'n Co. Savannah,Ga | Havana Molasses Co. | 150·0 Q79′F26′ | 25·0 BK7″ *FPT*6*t* | 14·7 | Havana Cuban | T3Cy.12¾″,21½″&35″–24″ 89NHP 1SB,*3pf*,GS53,HS1700 Canadian Allis-Chalmers Ld.Rochfield,P.Q. | 14 ″ 8 | |
| 79552 LELU | **Mimona** | 1*Dk* | 1147 980 660 | | | | | 1919 | Trndhjms Mek.Værks Trondheim | SkibsA/S Mimona (K.Andersen&Co. A/S,*Mgrs.*) | 226·3 P35*t* | 36·5 H51*t* | 15·7 F28*t* | Frdrkstad Norwegian *WB* | T.3Cy.17″,27½″&46″–30″ 117NHP Trondhjem M.V.Trndheim | | N |
| 79553 835 SVBS | **Mimosa** (*ex* Michael–33, *ex* Kirnwood) 1*Dk* (*pt Irn & pt Stl*) | *ss* Nwc.No.3–9,20 *ss* Cff.No.1–25 *2tr B deep framing & Web frames* | *3071* *2849* *1950* | ✠ 5,30 | Hul | *v* | | 1905 7mo | R.Craggs &Sons,Ld. Middlesbro' | SociétéCommerciale et d'ArmementSoc.Anon. *Cell D* | 330·1 *Ba*102′*u*E26′ *f* 140′ | 47·0 P30′B166′F32′ FK | 22·2 5 *B HCem* 695*t APT*92*t* | Syra Greek | T.3Cy.23½″,39″&64″–42″ 273NHP 2SB,*6rf*,GS119,HS4200 Blair&Co.Ld.Stockton | 24 ″ 4 | C † |
| 79554 FNYO | **Min** Ⓟ (*ex* Java) D.F. 2*Dks* (*Stl*) *Fitted for oil fuel* & 3*rd dk in Nos.* 1, 2 & 4 *holds* | | 7997 7102 4176 | ✠ 1,17 | Veg | *e* † | | 1913 7mo | Bremer Vulkan Vegesack | Cie. des Messageries Maritimes *Cell D Ba*142′*u*E 37′*f* 191′1559*t FPT* 2 | 484·0 P&B385′F78′ FK | 62·5 9 *B HCem* 61*t APT*28*t* | 29·8 | Dunkirk French | Q.4Cy.28⅜″,41½″,60¼″&87⅜″ –55½″&LPTurbine 4SB,*12cf*,GS269,HS12916 Bremer Vulkan,Vegesack | 32 ″ 6 | V † |
| 79555 235 SVIH | **Mina L. Cambanis** | *ss* Cff.No.3–9,34 *ss* Pir.No.1–38 1*Dk* (*Stl*) | *5227* *4792* *3139* | ✠ 100A1 ~~8,41~~ 3,40 ~~11,39~~ BS3,40 | Npt Pir LMC ~~12,40~~ LMC11,38 | *y* | CL ~~5,38~~ 3,41 | 1920 2mo | W.Pickersgill&Sons,Ld. Sunderland | TheHeirs of the late L. Z. Cambanis *Cell D B* | 400·0 P49′B113′F38′ FK 345′1047*t FPT*132*t* | 52·3 7 *B HCem* *APT*218*t* | 28·5 | Andros Greek | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland | 31 ″ 0 s 5 ″ 11½ 25 ″ 3¾ | |
| 79556 EADC | **Mina Piquera** (*ex* Cabo Santa Maria, *ex* Segundo, *ex* Pleiades) 2*Dks* | *Fitted for oil fuel* | 3754 — 2943 | | | | | 1900 | Maryland SteelCo. Sparro'Pt.Md | JoaquinVelasco | 331·5 P26′B71′F42′ | 47·2 | 25·4 | Gijon Spanish *WB* | T.3Cy.21″,35″&56″–42″ NB20 203NHP MarylandSteelCo. | | |
| 79557 1042 IBEW | **Mincio** D.F. 1*Dk* | | 5404 4560 3184 | | | | | 1921 | Soc.Anon. Cantieri Cerusa Voltri | UnioneSoc.Anon. diNav. | 394·2 | 51·9 | 27·6 | Genoa Italian *WB* | T.3Cy.26″,42½″&69 7/16″–48″ 337NHP G.Fossati&Co.Sestri Ponente | | C I |
| *Now "Empire Fusilier," see No. 83003 in Supplement* | | | | | | | | | | | | | | | | | |
| 79558 | **Mindanao** (*ex* Anatina–38, *ex* War Hermit) *ss* Sba.No.3–3,30 *ss* Sba.No.2–39 1*Dk* (*Stl*) | | 5236 4764 3150 | ✠ 100A1 ~~11,39~~ 12,40 BS ~~4,396~~ 6,40 *Carrying oil fuel in bulk Fitted for oil fuel* 4, 18 | Sba HKg LMC MS8,39 | *y* | CL ~~5,38~~ N12,40 *F.P. F.P. a* | 1918 4mo *Lloyd's* above 150° F. above 150° F. | J.Brown& Co.Ld. Clydebank | Cia.Maritima (Fernandez Hermanos,Inc. *Mgrs.*) *Cell D B* | 400·7 P49′B113′F39′ FK 345′1134*t FPT*118*t* | 52·3 *M iddle line Bulkhead* | 28·5 | Manila Utd.States 11 *B HPt Cem* not oil-tight *APT*176*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 489NHP 3SB,*9cf*,GS190,HS7020 FD Fullerton,Hodgart& Barclay,Ld.Paisley | 31 ″ 0 ~~s 5 ″ 11½~~ ~~25 ″ 0¼~~ s 4 ″ 11¾ ~~26 ″ 3¾~~ 26 ″ 3¾ | |
| 79559 170256 | **Mindemoya** (*ex* Jos.W.Simpson–38, *ex* Manchester) 1*Dk* *Mchy.Aft* | Comp | 1778 1631 1084 | | | | | 1889 | Detroit D.D.Co. Wyandotte, Mich. | Mindemoya Transportation Co.Ld. | 243·2 *Shortened*22 | 41·8 | 19·6 | Toronto British | T.3Cy.29″,32″&54″–42″ B *made*20 *fitted*22 189NHP S.F.Hodge&Co.Detroit, Mich. | | R |
| 79560 LDOU | **Minerva** 2*Dks* | Twin Sc *Oil Eng.* | 5883 5373 3600 | | | | | 1930 | Akt.Burmeistr&Wain Copenhagen | SkibsA/S "Corona" (H.M.Wrangell& Co.A/S) | 402·1 P94*t* | 56·2 H278*t* | 29·2 | Haugesnd Norwegian *WB* | Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 542NHP Akt.Burmeistr&Wain,Cpn | | N |
| 79561 DOUU | — D.F. E.S.D. 2*Dks* *Cruiser Stern* | *Oil Eng.* | 2446 1708 1302 | | | | | 1939 | Bremer Vulkan Vegesack | Dampfschifffahrts Ges.Neptun | 333·4 F26′ | 47·8 | 14·4 | Bremen German *WB* | Oil Engines 2S.C.DA 5Cy.23⅝″–35 7/16″ 975NHP Bremer Vulkan,Vegesack | | G |
| 200 40 79562 OHDD | — (*ex* Prestonic, *ex* Smyrna, *ex* Eriksholm, *ex* Magnus Broms, *ex* Yrsa, *ex* Syria) 1*Dk* & *Web frames* *Well deck* D.F. | Iron *ss* Hbg.2nd No.3–3,14 *ss* Got.No.2–23 | 2039 — 1177 | ✠ ... 2,27 | | | | 1889 9mo | R.Dixon& Co. Middlesbro' | A/B Jakobstad SteamshipCo.Ltd. (Osw.H.Sundqvist, *Mgr.*) | 286·6 277·4 P29′Q72′B122′F32′ | 38·0 BK9″ | 18·8 | Jakobstad Finnish *WB* | T.3Cy.21¼″,34″&56″–39″ 188NHP G.Clark,Sunderland | 12 ″ 9 | V † |
| 79563 IQWH | — 1*Dk* | | 1905 1637 1093 | | | | | 1918 | Cant.Nav. Riuniti Palermo | Soc.Anon.Sbarchi, Imbarchi e Trasporti | 266·8 P26′B59′F21′ | 38·3 | 23·6 | Rome Italian | T.3Cy.18⅜″,20⅛″&40¼″–27⅝″ 89NHP Cant.Navale Riuniti, Palermo | | C I |
| 79564 161574 VRCG | **Ming Sang** Ⓟ (*ex* Hai Li–38) E.S.D. 2*Dks* D.F. | *ss* H.Kg.No.1–38 | 3420 2714 2025 | ✠ 100A1 *with freeboard* ~~5,41~~ 2,40 ~~BS2,40~~ 3,41 | HKg LMC | *u* 1½ | CL ~~9,39~~ 2,41 | 1934 10mo *Lloyd's* | Swan,Hunter& Wigham Richardson, Ld Newcastle | Indo-China Steam Nav.Co.Ltd. *Cell D B* | 328·7 P35′B126′F44′ FK *DTc*23′435*t FPT*4 | 47·2 6 *B HPt Cem* 2*t APT*43*t* | 23·2 | Hong Kong British | T.3Cy.22″,36″&60″–42″ (*s*) 200lb *100lb* FD 383NHP 2SB(Spt)*6cf*,GS138,HS5927 Swan,Hunter&Wigham Richardson,Ld.Nwc. | 25 ″ 0 s 7 ″ 8 17 ″ 6¾ | |
| 79565 LDOI | **Minister Wedel** *Oil Eng.* *ss* Rot.No.2–38 *Mchy.Aft* D.F. 1*Dk* (*Stl*) & *Web frames* *Longitudinal framing-bracketless system* | | 6833 5985 4022 | ✠ 100A1 ~~7,40~~ ~~10,39~~ LMC ~~6,38~~ DBS ~~7,39~~ 7,40 ~~3,37~~ 7,40 *Carrying Petroleum in bulk* | Got Bom | *a* † | CL 10,39 | 1930 7mo | W.Doxford &Sons,Ld. Sunderland | RederiA/S Norsk Transatlantic (KarlBruusgaard, *Mgr.*) *Cell D Bu E*35′157 | 416·2 P112′B32′F56′ FK *Trunk in wells* *t DTf* 35′538*t FPT*1 | 58·0 | 32·8 51*t APT*276*t* | Oslo Norwegian | Oil Engines 2S.C.SA 4Cy.22 1/16″–85″ 598NHP 2 DB *150lb* W.Doxford&Sons,Ld.Sld. | 33 ″ 0 | |
| 79566 LOEF | **Ministro Frers** 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* | *Fitted for oil fuel* | 8868 7856 4601 | | | | | 1926 | Ch.&Atel. de la Gironde Bordeaux | Argentine Government (Yacimientos Petroliferos Fiscales) | 480·0 P108′B36′F36′ | 63·4 | 33·5 | Bns.Aires Argentine *WB* | T.3Cy.29″,49″&80″–54″ 470NHP Ch.&Atel.de la Gironde Bdx | | |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. | 3 Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant au lit. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Donane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. H.P.m Force en chevaux d'après les formules de la Société. H.P. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres où noté, si ce n'est dans le L. R. Durée, Cert. Rad. Trials |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79567 LOEG | **Ministro Lobos** (*ex*Danville) | *Fitted for oil fuel* 2 *Dks & Web frames* *Mchy. Aft* *Longitudinal framing* *Carrying Petroleum in bulk* | 4310 3808 2520 | ✠ ... 9,20 ✠ | | | | 1920 4mo | Baltimore D.D.& SB.Co. Baltimore, Md. | Argentine Government (Yacimientos Petroliferos Fiscales) | 340·1 P92′ | 49·2 B35′ | 27·1 F31′ FK | Bns. Aires Argentine *WB* | D R geared Steam Turbine 390 N.H.P. Westinghouse Electric & Mfg. Co. E. Pittsburgh, Pa. | 28 ″ 7 | |
| 79568 PKOH | **Minjak** *Oil Eng.* 2 *Dks* | | 966 826 647 | | | | | 1937 | N.V.Int. Scheepsbw. Maats. "De Maas" Slikkerveer | N.V.Koninkl. Paketv.Maats. | 203·9 P40′ | 34·1 B21′ | 15·1 F16′ | Batavia Dutch *WB* | Oil Engines 4S.C.SA 6Cy. 13¾″–26¾″ 110 N.H.P. Werkspoor N.V. Ams. | | V |
| 79569 ESBO | **Minna** (*ex*Copthorne) *Well deck* | *ss* Tln. No. 3–6,36 1 *Dk (Stl)* *Cargo battens not fitted* | 1365 1222 810 | ✠100A1 9,39 B84,39 ✠LMC6,36 | Tln | *o* | CL 9,39 | 1923 4mo *Lloyd's* | J.Lewis & Sons, Ld. Aberdeen *SA&CP* | Käsmu Laeva-Omanikud (O. Tiedemann, *Mgr.*) *Cell D* | 234·2 P16′ *B192′* | 35·5 Q67′ *381t* | 16·7 B58′F23′ FK *FPT40t* | Käsmu Estonian 4 *BHCem* *APT36t* | T.3Cy.18½″,28½″&48½″–33″ 180 lb (*s*) 179 N.H.P. 2SB, *6pf*, GS104, HS3236 J. Lewis & Sons, Ld. Abn. | 18 ″ 7 s 1 ″ 5½ 17 ″ 4 | |
| | No later survey reported | | | | | | | | | | | | | | | | |
| 79570 DMAL | **Minna Cords** Sub. Sig. | 1 *Dk* | 951 830 552 | | | | | 1921 | Atlas Werke A.G. Bremen | Aug. Cords | 223·9 P29′ | 32·8 B63′ | 14·1 F23′ | Rostock German *WB* | T.3Cy.15½″,25½″&41 7/16″–25½″ 89 N.H.P. Atlas Werke A.G. Bremen | | G |
| 79571 WACL | **Minnesotan** (210634) *ss* S.Fo. No. 3–1,32 2 *Dks (Stl) & Shelter dk (Stl)* *3rd dk in No. 1 hold & Web frames* D.F *Longitudinal framing* *Fitted for oil fuel* | | 5202 — 3144 | ✠ ... 11,34 ✠ | SFo | *a*† | | 1912 9mo | Maryland Steel Co. Sparro' Pt Md | American-Hawaiian S.S. Co. *Intermediate 'tween deck BH in No. 2 hold dispensed with* *Cell D Ba* | 407·7 FK 122′ *uE & B54′ f* | 53·7 | 28·1 *Coll* 1 ,, ,, *2nd* ,, *only* 166′ *1234t DT* | New York Utd. States *Cem* *BH to Sh dk* 5 ,, ,, *U* ,, *f 80′ 866t FPT125t APT52t* | Q.4Cy.25½″,37½″,53¾″&78″–54″ 665 N.H.P. 3SB, *12cf*, GS205, HS9519 Maryland Stl. Co. Sparr'Pt. | 31 ″ 6 | R † |
| 79572 GPWD | **Minnie de Larrinaga** (137396) *ss* Liv. 2nd No. 3–6,39 2 *Dks (Stl) & Shelter dk (Stl)* | | 5049 4642 3128 | ✠100A1 *Shelter dk with freeboard* 2,40 ✠LMC M86,39 BS4,40 | Liv | *z* | CL 3,39 | 1914 9mo *Lloyd's* | Russell & Co. Port Glasgow *SA&CP* | Larrinaga S.S. Co. Ld. *1 Intermediate BH & 1 'tween dk* *Cell D Ba* | 420·0 *BH dispensed with* 135′ *uE & B51′ f* | 54·0 | 25·8 *Cem* 1 ,, ,, *Shelter dk & 1 BH to 2nd dk only* 179′ *1840t DT a* | Liverpool British *4 BH to U dk* *1340t DT a* | T.3Cy.26″,43 7/16″ & 70″–48″ (*r*) 180 lb 451 N.H.P. 2DB, *12cf*, GS194, HS8104 Rankin & Blackmore, Grk. 42′ *1060t FPT73t APT32t* | 28 ″ 5 s 3 ″ 6¾ 25 ″ 1 | |
| 79573 VJTG | **Minnipa** (P) *Ref. Mchy.* | *Oil Eng.* *ss* Adl. No. 3–6,39 2 *Dks (Stl–Weather dk–teak's)* | 1977 1581 986 | ✠100A1 *with freeboard* 11,40 ~~1,0~~ ✠LMC C88,39 DBS~~5,39~~ 2,40 ~~1,36~~ 5,39 | Mel | *r* | CL 11,39 | 1927 5mo *Lloyd's* | Akt. Burmeistr & Wain Copenhagen *SA&CP* | The Adelaide Steamship Co. Ld. *Cell D B* 188′ *293t F* | 253·1 266·3 (O.L.) F29′ | 39·9 FK & BK 3/8 *5 BH* *PT57t APT69t* | 22·0 P. Adelaide British *DB80lb* (*Coll* ,, *to W dk*) | P. Adelaide British | Oil Engines 4S.C.SA 8Cy. 24½″–51 7/16″ 473 N.H.P. Akt. Burmeistr & Wain, Cpn | 24 ″ 3 s 9 ″ 1 15 ″ 8 | |
| 79574 MLJN | **Minorca** (*ex*Aughton, *ex*Lysland) Wireless D.F. *Well deck* | *ss* Lth. No. 3–7,34 *ss* Lth. No. 1–38 1 *Dk (Stl)* | 1123 854 594 | ✠100A1 4,40 B83,40 ✠LMC9,38 | Lth | *n* | CL 4,40 | 1921 5mo *Lloyd's* | Ouse S.B. Co. Ld. Goole *SA&CP* | Currie Line, Ld. *Cell D B* 178′ *223t F PT41t APT72t* | 220·0 230·0 (O.L.) Q77′ | 35·1 B54′ F23′ FK | 13·8 | Leith British *4 BH Cem* | T.3Cy.18″,29″&50″–33″ (*s*) 180 lb 160 N.H.P. 2SB, *4pf*, GS73, HS2520 Earle's Co. Ld. Hull | 15 ″ 10 s 1 ″ 2 14 ″ 10 | |
| 79575 DOVE | **Minos** Wireless D.F. *Mchy. Aft* | Twin Sc *Oil Eng.* 1 *Dk* *Cruiser Stern* | 1127 845 572 | | | | | 1939 | Schiffb. Ges. 'Unterweser' A.G. Weser-munde-L. | Dampfschiffahrts Ges. "Neptun." | 234·9 P125′ | 34·7 F22′ | 13·4 | Bremen German *WB* | Oil Engines 4S.C.SA 12Cy. 11¼″–16 9/16″ 147 N.H.P. Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | G |
| 79576 JILL | **Minryo Maru** (44567) D.F. E.S.D. | 2 *Dks* *Cruiser Stern* *Strengthened for navigation in ice* | 2195 1769 1162 | ✠100A1 5,38 ✠LMC5,38 | Nag | *r* | CL | 1938 5mo *Lloyd's* | Kawami-namiKogyo K.K. Nagasaki *SA&CP* | Tatunami Syosen K.K. *Cell D* | 257·1 269·6 (O.L.) P23′ *B211′* | 40·4 B77′ F31′ FK *424t FPT151t* | 23·0 *7 BH Cem* *APT14t* | Osaka Japanese | T.3Cy.18½″,31½″&52¾″–39″ 199 lb (*s*) 294 N.H.P. 2SB, *6cf*, GS118, HS4617 FD Kawaminami Kogyo K.K. Nagasaki | 23 ″ 0 | |
| 79577 UOWY | **Minsk** (*ex*Murla–32, *ex*Baron Ogilvy, *ex*Forst) | 2 *Dks* | 5949 5428 3686 | | | | | 1918 | Flensburger Schiffsb. Ges. Flensburg | U.S.S.R. | 450·0 P&B377′ | 58·2 F52′ | 27·0 *WB* | Odessa Russian | Q.4Cy.28½″,40″,57½″&82½″–54″ *B made* 16 500 N.H.P. Flensburger Schiffsb. Ges. | | |
| 79578 MLZJ | **Minster** *Cruiser Stern* | Twin Sc 1 *Dk* | 707 625 278 | | | | | 1924 | D & W Hen-dersn & Co. Ld. Glasgow | Southern Railway | 220·4 B90′ | 33·6 F37′ | 14·1 *WB* | London British | T.6Cy.15″,25″&41″–24″ 165 N.H.P. D & W Hendersn & Co Ld. Gls | | |
| 79579 107453 | **Minto** (P) *Mchy. Aft* | Comp Stern Pad | 829 — 522 | | | | | 1898 | T.J.Bulger Nakusp, B.C. | Canadian Pacific Railway Co. | 161·7 | 30·1 | 5·1 | Vancouver British | H.S.2Cy.16″–72″ NB28 17 RH. Bertram Iron Works, Tto. | | |
| 79580 IBDW | **Mira** (*ex*Gabon–35, *ex*Milanese, *ex*Merchant) | *ss* Liv. No. 3–2,21 *ss* Liv. No. 1–25 1 *Dk & Spar dk & deep framing* | 3615 3423 2277 | ✠ ... 4,31 ✠ | | | | 1908 9mo | C. Connell & Co. Ld. Glasgow | Tito Campanella Soc. di Nav. | 363·0 349·3 P31′ | 46·0 B102′ | 27·1 18·1 F34′ FK | Genoa Italian *WB* | T.3Cy.21″,35″&58″–48″ 292 N.H.P. Dunsmuir & Jackson Ld. Gls | 29 ″ 6 | I † |
| 79581 7637 SFNG | — (*ex*Alfred Hage) | 1 *Dk* | *1540* *1242* *851* | | | | | 1904 | Helsingörs Jernsk & Msk Elsinore | Rederi A/B Wallo-nia (Morgan Wed-lin, *Mgr.*) | 246·6 P17′ | 37·4 Q73′ | 15·8 B106′ F28′ | Hlsngborg Swedish *WB* | T.3Cy.19″,32″&53″–36″ 169 N.H.P. Helsingörs Jernsk. & Mskb. | | G |
| 79582 LELV | — (P) Wireless D.F. E.S.D. | 2 *Dks & Awng dk 3 tr B* | 1152 1078 690 | ✠ 6,91 ✠ | Gls | *l* | | 1891 6mo | A & J Inglis Glasgow | Det Bergenske Dampskibsselskab | 221·7 H74′ len07 | 30·1 22·5 BK7″ | 15·1 | Bergen Norwegian *WB* | T.3Cy.20″,32″&52″–36″ 188 N.H.P. 2SB, *6rf*, GS214, HS3200 A. & J. Inglis, Glasgow | 23 ″ 2 | |
| 79583 319 OHCH | — (P) (*ex* Virgo) Wireless D.F. | *ss* Hfs. 3rd No. 3–5,35 1 *Dk (Irn) & Awng dk* | 820 — 445 | ✠100A1 *Awng dk with freeboard* 5,39 BS5,39 ✠LMC5,35 | Hfs | *j* | CL 4,38 | 1898 12mo *Lloyd's* | Grangmth Dockyard Co. Grangmouth *SA&CP* | Finska Ångf Aktieb *Cell D B u E & B 40′ 32t* | 183·2 178·2 | 28·3 BK7″ | 19·0 *4 BH Cem* *APT27t* | Helsingfrs Finnish | T.3Cy.15″,25½″&40 7/16″–30″ 160 lb (*s*) 101 N.H.P. 2SB, *4pf*, GS64, HS1705 Cooper & Greig, Dundee | 21 ″ 0 s 7 ″ 6½ 14 ″ 2½ | |
| | No later survey reported | | | | | | | | | | | | | | | | |
| 79584 PFZX | — D.F. *Mchy. Aft* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 313 199 152 | | | | | 1937 | NV Schpsw Delfzijl v/h Gebr. Sander Delfzijl | H. Nieboer | 126·5 P35′ | 24·1 F15′ | 8·3 | Groningen Dutch *WB* | Oil Engines 4S.C.SA 4Cy. 11½″–18″ 53 N.H.P. N.V. Werkspoor Amsterdam | | V |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79585 / — / CSHK | **Mira-Terra** (*ex*Porto, *ex*Westminster Bridge, *ex*Poeldiep) | *ss*Lis.No.3-2,37 1*Dk*(*Stl*) *Mchy.Aft* *Well deck* | 504 367 255 | ✠100A1 5,40 ~~6,80~~ ~~H&T 4,39~~ BS ~~5,40~~5,41 | Lis | *h* LMC3,37 | ~~3,38~~ 5,40 | 1919 | Gebr.Boot Leiderdorp *Lloyd's* | Soc.Geral deComercioIndustria e Transportes,Ltda. | 163·8 Q57'B11'F22' FK *CellDB*92'116*t* | 25·8 *FPT*23*t* | 10·4 | Lisbon Portuguese *3BHCem* | T.3Cy.13″,21″&34″-24″ (*s*) 178lb 90NHP 1SB,*3cf*,GS45,HS1860 Koninklijk Nederl. Grossmederij Leiden | 12 ″ 10 s ″10½ 12 ″ 0 | |
| 79586 / — / EAHD | **Miraflores** (*ex*OnassiSocratis-39, *ex*CanadianMiller-39) (Now "Enzyu Maru," *see No. 9037 Dks&Supplement*) | *ss*Bly.No.3-11,33 *ss*Pir.No.1-39 1*Dk*(*Stl*) *Mchy.Aft* *Well deck* | ~~1919~~ *5764* *4912* *3589* | ✠100A1 12,39 ✠LMC2,39 BS10,40 | Sws | *y* | CL 12,39 | 1919 9mo | Canadian Vickers,Ld. Montreal *Lloyd's* | ~~Soc.Maritima~~ ~~Miraflores,Ld.~~ *CellD* | 400·3 P49'B113'F39' FK B333'1025*t* | 52·3 *FPT*14 | 28·5 | Japanese *6BHptCem* *APT*133*t* | T.3Cy.27″,44″&73″-48″ (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7743 FD Canadian Vickers,Ld.Mtl. | 31 ″ 1 ~~5 ″11~~ ~~25 ″ 0½~~ | |
| 79587 / — / EAHD | — (*ex*Salazar, *ex*WarSirocco) | *ss*Bbo.No.2-40 *ss*Bbo.No.3-3,31 ~~*ss*Bbo.No.1-35~~ 1*Dk*(*Stl*) *Cargo battens not fitted* | 3209 2866 1918 | ✠100A1 ~~12,38~~ 4,40 ~~BS5,39~~ ✠LMC3,~~35~~ ✠NB01 *refitted*3,35 | Bbo | *u* 4,40 LMC3,40 | CL ~~10,38~~ 4,40 | 1919 1mo | Irvine's SB &D.D.Co.Ld. W Hartlepool *Lloyd's* | Cia.Nav. Vascongada *CellD* | 331·1 P33'B100'F28' FK B284'699*t* | 46·8 *FPT*110*t* | 23·2 | Bilbao Spanish 7*BHptCem* *APT*121*t* | T.3Cy.25″,41″&68″-45″ (*s*) 160lb 302NHP 2SB,*6cf*,GS113,HS4404 Richardsons,Westgarth &Co.Ld.Hpl. | 25 ″ 6 s 3″11¾ 21 ″ 9 | |
| 79588 / 145445 / VPLF | — | *ss*N.Os.No.3-6,35 *ss*N.Yk.No.1-39 1*Dk*(*Stl*-ws)&*Shelter dk* (*Stl*-ws)2*nd dk in holds* *Ref.Mchy.* *Cargo battens not fitted* | 2158 1909 1201 | ✠100A1 *Shelter dk* *withfreeboard* 5,40 ~~8,80~~ ✠LMC3,40 ✠Lloyd'sRMC3,40 for temp. 50° F. *Fitted for oil* *fuel* 5, 21 | N Yk NOs | *r* | CL N12,37 | 1921 5mo | Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's* | Llanrumney,Ld. (StandardFruit& S.S.Co.*Mgrs.*) *CellDB*196'357*t* *F.P. a* | 270·7 22·4 FK *DTa*16'140*t* *bove* 1 | 39·0 *FPT* | 14·7 | Kingstn,J. British *ptCem* *Collision* *BH to S dk* 3 ,, ,, *U* ,, | T.4Cy.20½″,33″&(2)37″-30″ 190lb *125lb* (*s*) 305NHP 2SB,*6cf*,GS137,HS5250 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 25 ″ 0 s 5 ″3½ 20 ″ 1½ | |
| 79589 / 162134 / GTGQ | **Miralda** D.F. E.S.D. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *Longitudinal framing at bottom & at deck* | *ss*Fal.No.1-40 *OilEng.* *Cruiser Stern* | 8013 7235 4817 | ✠100A1 7,40 ~~10,30~~ ✠LMC CS7,40 DBS7,40 9,39 *Carrying Petroleum in bulk* | Cff Fal | *c*† | CL 9,39 | 1936 7mo | NV Nederl. Schps.Maats. Amsterdam *Lloyd's* | Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'157*t* *DT* | 463·0 P90'B43'F48' FK *f*25' 264*t* | 59·3 *FPT*135*t* | 33·9 | Cardiff British 15*BH* *APT*83*t* | Oil Engines 4S.C.SA 8Cy.25 9/16″-55⅛″ 502NHP DB*180lb* Werkspoor,N.V.Ams. | 34 ″ 0 s 6 ″9 27 ″ 5¼ | |
| 79590 / 8271 / SDBT | **Miramar** Wireless D.F. 1*Dk* *Strengthened for navigation in ice* *Cargo battens not fitted* | | ~~1555~~ *1173* 856 | ✠100A1 ~~2,40~~ ~~1,40~~ 4,41 ✠LMC6,38 BS11,40 | HKg | *q* | OG 2,40 | 1938 6mo | Helsingborgs Varfs Aktiebolaget Helsingborg *Lloyd's* | RederiA/B Reut. (HakonReuter, *Mgr.*) *CellDB*221'460*t* | 256·3 267·9(O.L.) P19'Q83'B102'F20' FK | 38·2 *FPT* | 15·1 | Gothenbrg Swedish 4*BHCem* 28*t* | T.3Cy.17 3/16″,27 3/16″&45 1/4″-33 7/16″ 213lb FD (*s*) 165NHP 2SB(Spt),*4cf*,GS54,HS2260 Helsingborgs Varfs.A/B *APT*55*t* | 17 ″ 6 s ″11¼ 16 ″ 8½ | |
| 79591 / — / SDBT | — (*ex*CargoShipper, *ex*Kwiek, *ex*Gebroeders BodewesX) Wireless D.F. 1*Dk* *Strengthened for navigation in ice* *Cargo battens not fitted* | *OilEng.* *ss*Yar.No.3-7,25 *ss*B.As.No.1-29 1*Dk*(*Stl*) *Mchy.Aft* | 301 274 240 | 8,29 | BAs | | | 1919 | Gebr.G&H Bodewes Martenshoek | Gourinski&Co. Fonda&Ranucci | 136·0 P26′ FK | 24·5 | 11·2 | Bns.Aires Argentine | Oil Engines 2S.C.SA 4Cy.12″-14″ NE21 54NHP Vickers,Petters,Ld.Ips. | 11 ″ 6 | V † |
| 79592 / HPIP / PUCU | **Miramare** (*ex*OnassiPinelopi-39, *ex*Canadian Spinner-33) (Now "Hukuzyu Maru," *see No. 8330 Dks&Supplement*) | *ss*Vcr.No.3-4,32 *ss*Rot.No.1-37 2*Dks*(*Stl*) *Mchy.Aft* *Well deck* | ~~1919~~ *5731* *4870* *3855* | ✠100A1 4,39 ✠LMC MS6,37 BS~~8,39~~ | Rot | *y* | CL 5,37 | 1919 12mo | Canadian Vickers,Ld. Montreal *Lloyd's* | Soc.Maritima Miraflores,Ld. *CellD* | 400·0 P49'B113'F39' FK B333'1025*t* | 52·4 *FPT*14 | 28·5 | Panama Pnamanian 6*BHptCem* 9*t* | T.3Cy.27″,44″&73″-48″ (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7743 FD Canadian Vickers,Ld.Mtl. *APT*133*t* | 31 ″ 1 s 5″11¾ 25 ″ 4 | |
| 79593 / PUCU | **Miranda** Ⓟ *Mchy.Aft* Wireless 1*Dk* | TwinSc | *1108* *810* *505* | | | | | 1907 | Mackay Bros. Alloa | LloydBrasileiro | 235·1 Q79'B62'F39' | 36·1 | 11·3 | R.Janeiro Brazilian | T.6Cy.11″,18″&30″-18″ 76NHP Aitchison,Blair&Co.Gls. | | |
| 79594 / — / CSBH | **Mirandella** (*ex*FernãoVeloso, *ex*Khalif) *Well deck* | *ss*Lis.3rdNo.3-9,39 2*Dks*(*Stl-Udk*ws) | 5179 4765 3805 | 100A1 5,41 ~~9,80~~ LMC MS9,39 BS~~3,40~~ 3,41 | Lis | | CL 1,39 | 1906 | Bremer Vulkan Vegesack *Lloyd's* | Soc.Geral deComercio,Industria e Transportes,Ltda. *Cell* | 409·3 P&B260'F50′ FK *DB*356'1204*t* | 52·7 *FPT* | 28·0 | Lisbon Portuguese *Asp* 6*BHtoU dk* 1 ,, ,,2*nd* ,, 82*t* | Q4Cy25½″34¾″50½″&73″-54″ 227lb (*s*) 605NHP 4SB,*12cf*,GS206,HS8640 FD Bremer Vulkan, Vegesack *APT*14*t* | 30 ″ 10 s 5 ″1¼ 26 ″ 0 | |
| 79595 / 160406 / GNMQ | **Mirani** Wireless *Well deck* 1*Dk*(*Stl*-ws) | *ss*Syd.No.3-11,39 | ~~1939~~ 739 509 381 | ✠100A1 10,40 ~~11,80~~ ✠LMC11,39 BS10,40 | Syd | *k* | CL 10,39 | 1928 4mo | Grangm'th Dkyd.Co.Ld. Gr'ngemouth *Lloyd's* | Australasian UnitedSteamNav. Co.Ld. *CellDBa&uE*44' | 180·0 Q46'B55'F29′ FK *f*84'188*t* | 31·1 *FPT* | 11·3 | London British 4*BHCem* *APT*20*t* | T.3Cy.12⅝″,21″&34″-24″ (*s*) 200lb *100lb* 62RHP 1SB,*3cf*,HS1995 McKie&Baxter,Ld.Gls. | 13 ″ 6 s ″9½ 13 ″ 0¾ | |
| 79596 / 133382 / GRDR | **Miriam** (*ex*Sorrento-38) *Cruiser Stern* 1*Dk* | | 1903 1736 1124 | | | | | 1912 | Earle'sCo. Ld. Hull | Palestine Maritime Lloyd,Ld(Cyprus) (PalestineMaritimeLloyd,Ld. *Mgrs.*) | 300·0 | 44·7 | 17·8 | London British *WB* | T.3Cy.22″,35″&59″-39″ 217NHP Earle'sCo.Ld.Hull | | C |
| 79597 / 143680 / MKPN | **Miriam Thomas** *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* | *ss*Bkn.No.3-3,34 *ss*Bkn.No.1-39 | 430 276 179 | ✠100A1 4,40 ~~4,37~~ ✠LMC3,39 BS8,40 | Bkn Liv | *f* | CL 2,39 | 1920 10mo | Colby Bros. Ld. Lowestoft *Lloyd's* | CarriersShipping Co.Ld.(O.H. Thomas,*Mgr.*) | 142·4 Q81'B9'F19′ BK7′ | 24·1 | 10·6 | Liverpool British 3*BHCem* *FPT*28*t* | C.2Cy.17″&36″-27″ (*s*) 130lb 77RHP 1SB,*3cf*,GS44,HS1468 ShieldsE&DD.CoLd.N.Shl | 11 ″ 6 s 4 ″ 2 11 ″ 11 | |
| 79598 / LCTP | **Mirlo** *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* | *ss*Osl.No.3-3,34 *ss*Fal.No.1-37 | 7455 6887 4415 | ✠100A1 ~~5,10~~ 9,~~30~~ 1,41 Phl BS~~8,40~~ 8,41 ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil* *fuel* 1, 22 | NYk | *b*† | CL ~~N4,37~~ 5,40 *F.P. a* | 1922 1mo | Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's* | Wilh.Wilhelmsen *CellDBuE&B*50'152*t* | 441·0 P95'B32'F45′ FK *DTf*43'448*t* | 57·5 *FPT*135*t* | 34·1 *APT*42*t* | Tönsberg Norwegian 18*BHptCem* (11 *to U dk* 7 ,, 2*nd*,,) | T.3Cy.28″,46″&77″-51″ (*s*) 180lb 574NHP 3SB,*9cf*,GS204,HS8331 FD Armstrong,Whitworth& Co.Ld.Nwc. | 41 ″ 5 | |
| 79599 / — / UNGS | **Mironych** (*ex*MikhailTomsky-36) Sub.Sig. 1*Dk* | | 2274 ✠ 1925 1261 | ... 11,30 ✠ | | | | 1927 9mo | BalticS.B. &Eng.Wrks. Leningrad | U.S.S.R. | 276·7 P14'B68'F24′ FK | 42·9 | 20·5 | Leningrad Russian *WB* | T.3Cy.17¾″,29¼″&48 7/16″-35 7/16″ 192NHP BalticS.B.&Eng.Wrks Len | 22 ″ 8 | |
| 79600 / 7407 / SFOA | **Mirrabooka** Ⓟ D.F. *ss* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in forwd.holds* *Cruiser Stern* | TwinSc *OilEng.* ~~*ss*Got.No.2-39~~ | *5739* *4834* *3305* | ✠100A1 *withfreeboard* ~~1,40~~ 12,40 12,40 ✠LMC CS6,~~56~~ DBS6,~~36~~,40 ~~11,37~~ 4,40 | Got Vcr | *b*† | OG ~~S0,38~~ P1,40 12,40 | 1928 1mo | A/BGöta-verken Gothenburg *Lloyd's* | Rederiaktieb. Transpacific (G.Carlsson,*Mgr.*) *CellDB*373'1561*t* *in way of tunnels*72 | 448·8 457·0(O.L.) F105′ FK *Tanks* ( 9*t* | 57·1 *FPT*83*t* | 23·5 *APT*61*t* | Gothenbrg Swedish 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd*,,) | Oil Engines 4S.C.SA 12Cy.29⅛″-59 1/16″ 978NHP DB*855lb* A/B Götaverken,Got. | 30 ″ 10 s 4 ″ 2 26 ″ 10 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de la Ligne porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Registres de cote si on en est dans le L. M. Degrés Cert. B. offerts. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79601 GDFL | **Mirror** Twin Sc (*Cable Vessel*) *ss* Fal. No. 3–11, 35 D.F. 2 *Dks* (*Stl*) & *U dk* (*pt Stl-E.S.D.*) *Cruiser Stern* pt teak s) | | 1850 1671 656 | ✠ 100 A1 ~~Mlk~~ *with freeboard* Gib Examined 3, 41 ✠ LMC MS 11, 35 ~~BS 3, 39~~ 11, 40 *Fitted for oil fuel* 7, 23 | | *q* | CL 8,38 *Lloyd's* above 150° F. | 1923 7mo | J. Brown & Co. Ld. Clydebank *Mgr.*) | Cable and Wireless, Ld. (Sir Edward Wilshaw, K.C.M.G. *Cell D Ba* 32′ *u* E 21′ *f* Tanks at sides | 259·2 37·2 22·9 B89′ FK 117′ 230 *t DT* f 6′ 27 *t* of tunnels 19′ 29 *t FP* | London British 5 *B Hpt Cem* T 9 *t A PT* 44 *t* | T. 6 Cy. 15″, 24½″ & 40″–30″ (*s*) 180 lb 320 NHP 3 SB, 9 *cf*, Gs 139, Hs 5382 FD J. Brown & Co Ld Clydebank | 25 ″ 0 s 7 ″ 3 18 ″ 1 | |
| 79602 GBXK | **Mirupanu** (*ex* Leafield–32) *ss* Gls. No. 3–5, 19 *ss* Gls. No. 2–27 1 *Dk* (*pt Irn & pt Stl*) & *deep framing* | | 2539 2388 1616 | ✠ — 6, 32 ✠ | Ard | *t* | | 1905 6mo | Wood Skinner & Co. Ld. Newcastle | Mirupanu S.S. Co. Ld. *Cell D Ba* 80′ *u* E 30′ | 313·3 45·0 20·5 P26′ B96′ F27′ FK 136′ 688 *t FPT* 109 *t* | Glasgow British 5 *B H Cem A PT* 108 *t* | T 3 Cy. 23″, 37½″ & 61½″–39″ NDR 24 266 NHP 2 SB, 6 *cf*, Gs 122, Hs 4230 N.E. Marine Eng Co Ld. Nwc | 23 ″ 0 | V † |
| 79603 PGAB | **Mirza** (*ex* Descubridor–35, *ex* Mirza–35) Twin Sc *Oil Eng.* *ss* Rot. No. 2–39 D.F. *Mchy. Aft* 1 *Dk* (*Stl*) *Longitudinal framing at bottom & at deck* | | 7991 7148 4484 | ✠ 100 A1 ~~7,36 0,30~~ 0,41 ~~N Y L A Y R~~ ~~85,37~~ Spar dk ✠ LMC CS 1, 39 ~~P DS 1, 38 9, 44~~ 1, 39 *Carrying Petroleum in bulk* DBS 5, 41 | Rot | | CL 6,10 *Lloyd's* | 1929 12mo | Atel. & Ch. de la Seine Maritime Le Trait, S.I | N.V. Petroleum Maats. "La Corona" *Cell D Bu* | 423·3 65·2 33·0 P95′ B36′ F49′ FK 61′ 272 *t DT* f 28′ 3 95 *t FPT* 210 *t* | The Hague Dutch 14 *B H* 2 DR *180 lb* Werkspoor, Amsterdam *A PT* 87 *t* | Oil Engines 4S.C.SA 12 Cy. 26⅜″–47½″ 806 NHP | 33 ″ 0 s 6 ″ 2 27 ″ 1½ | |
| 79604 JPTA | **Misaki Maru** (*ex* Australcrag, *ex* Strathleven) *ss* Kob. 2nd No. 3–3, 33 *ss* Tama No. 3–12, 39 ~~*ss* Kob. No. 1–36~~ 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | | 4422 4107 3277 | ✠ 100 A1 *Spar dk* ~~6,16 2,30~~ 1,41 ✠ LMC ~~11,38~~ 1,41 | Tama | *x* | CL ~~5,36~~ 6,10 | 1907 10mo *Lloyd's* | W. Hamilton & Co. Ld Pt. Glasgow *CP* | Matsuoka Kisen K.K. *Cell D Ba* 122′ *u* | 376·3 52·3 17·4 25·4 P27′ B92′ F40′ FK 12′ *E & B f* 168′ 1091 *t* | Hutyu Japanese 6 *B H Cem A PT* 113 *t* | T. 3 Cy. 25″, 41″ & 68″–48″ (*s*) 180 lb 366 NHP 3 SB, 9 *cf*, Gs 165, Hs 5868 D. Rowan & Co. Glasgow | 28 ″ 0 | |
| 79605 JBRG | **Misaki Maru No. 2** Ⓟ Wireless 1 *Dk* | | 766 19574 651 534 | | | | | 1917 | Hakodate Dock Co. Hakodate | Wada Gonjiro | 180·0 29·0 16·5 P19′ B43′ F28′ | Hakodate Japanese *WB* | T. 3 Cy. 14½″, 24½″ & 40″–30″ 88 NHP Osaka Iron Wrks Ld. Osaka | | |
| 79606 IKHA | **Miseno** (*ex* Arnaldo–36, *ex* Gian Carlo–32, *ex* Grampus) Twin Sc *ss* Nwc. 2nd No. 3–6, 20 1 *Dk* (*Stl*) | | 1298 983 773 | ✠ 5, 27 | Nwc | | | 1902 6mo | W. Simons & Co. Ld. Renfrew | Mario Volpicelli fu Raffaele | 228·9 36·6 14·8 218·2 Q71′ R FD 53′ F28′ *Trunk* 116′ FK *FPT* 69 *t* | Naples Italian 4 *B H Cem A PT* 12 *t* | T. 6 Cy. 13½″, 24½″ & 39″–24″ 164 NHP 2 SB, 6 *cf*, Gs 104, Hs 2670 W. Simons & Co. Ld. Rnf. | 15 ″ 7 | I † |
| 79607 | **Misima Maru** *Mchy. Aft* 1 *Dk* | | 1930 | | | | | 1939 | Tsurumi Seitetsu Zosen K.K. Yokohama | Hinode Kisen K.K. | 270·0 40·0 20·7 P87′ F29′ | Tokyo Japanese *WB* | T. 3 Cy. 18″, 29½″ & 50″–39″ Hs 3761 214 NHP Tsurumi Seitetsu Zosen K.K. Yka | | |
| 79608 GZRS | **Misoa** Twin Sc *Mchy. Aft* 1 *Dk* *Longitudinal framing at bottom & at deck* *Cruiser Stern* "*Arcform*" | | 4800 3685 2372 | ✠ 100 A1 ~~Spar dk 11,40~~ ✠ LMC 7, 37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7, 37 | Boa | *x* I¹²₂ | CL 85,38 PN 11,39 *Lloyd's* above 150° F. | 1937 7mo | Furness S.B. Co. Ld Haverton Hill-on-Tees *CP* | Lago Shipping Co. Ld. (~~F. J. Wolfe~~ *Mgrs.*) (R. A. Carder, *Mgr.*) *Cell D Bu E & B* 58′ 195 *t D* | 371·1 64·2 18·1 379·4 (O.L.) P89′ B36′ F37′ FK *Trunk in wells* *T f* 40′ 555 *t FPT* 333 *t* | London British 8 *B Hpt Cem pt Asp A PT* 215 *t* | T. 6 Cy. 16½″, 28½″ & 48″–36″ 225 lb (*s*) 551 NHP 2 SB, 8 *cf*, Hs 8870 FD N.E. Marine Eng. Co Ld Nwc | 18 ″ 0 s 2 ″ 11½ 15 ″ 2½ | |
| 79609 WQDK | **Missouri** Ⓟ *Mchy. Aft* 2 *Dks* & *Awng dk* | | 2434 — 1484 | | | | | 1904 | Chicago S.B. Co. Chicago | ~~Sand Products Corp.~~ Wisconsin & Michigan S.S. Co. | 225·0 40·1 24·5 | Milwaukee Utd. States | T. 3 Cy. 20″, 33″ & 54″–36″ 175 NHP Chicago S.B. Co. Chicago | | |
| Now "Empire Swan," *see No.* 87970 in Section I. | **Missourian** Twin Sc *Oil Eng.* *ss* Bos. No. 2–36 D.F. Gy C. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) 2nd *dk* (*Stl*) *in forward holds* | | 5908 3650 | ✠ 100 A1 *Shelter dk with freeboard* (*Reclassification Contemplated*) Examined 5, 40 | ~~S F o~~ Bos | | | 1922 6mo | Merchant S.B. Corp. Chester, Pa. | Ministry of Shipping (Runciman (London) Ld. *Mgs*) *Cell D B* 380′ 1 | 445·1 59·8 36·4 FK (*Coll B H to Sh dk* 6 ,, ,, *U* ,, 1 ,, ,, 2nd ,, *only*) 493 *t DT f* 28′ 874 *t F P T* 231 *t A I* 185 *t* | London British 8 *B Hpt Cem* 5 *B H Cem* *Midship dk* *Tank* 55 *t FPT* 240 *t A PT* 50 *t* | Oil Engines 4S.C.SA 12 Cy. 29½″–45½″ 987 NHP W. Cramp & Sns S & EBC Phl. | 39 ″ 0 | R † |
| 79611 GYVZ | **Mr. Therm** *Mchy. Aft* 1 *Dk* *Cruiser Stern* *Cargo battens not fitted* | | 2974 2268 1747 | ✠ 100 A1 Examined 7, 41 Sld B&S 5, 40 ✠ LMC 5, 36 | ~~N w s~~ | *t* | CL ~~5,39~~ 5,40 6,41 | 1936 5mo *Lloyd's* | S. P. Austin & Son, Ld. Sunderland *CP* | The Gas Light and Coke Company (Stephenson Clarke & Associated Companies, Ld.) | 318·4 45·7 20·0 329·0 (O.L.) Q188′ F32′ FK *Cell D B* 262′ 1065 *t* | London British 5 *B H Cem* *Midship dk* | T. 3 Cy. 19½″, 32″ & 54″–39″ (*s*) 200 lb 259 NHP 2 SB, 6 *cf*, Gs 82, Hs 3732 FD N.E. Marine Eng. Co Ld. Sld. *Tank* 55 *t FPT* 240 *t A PT* 50 *t* | 22 ″ 2 s 7 ″ 3½ 19 ″ 10½ | |
| 79612 MLPW | **Mistley** *Mchy. Aft* 1 *Dk* | | 487 326 202 | | | | | 1922 | Mistley S.B. & Repg. Co. Mistley | F. W. Horlock's Ocean Transport Co. Ld. (M. F. Horlock, *Mgr.*) | 144·0 25·2 11·1 Q83′ B9′ F19′ | Harwich British *WB* | T. 3 Cy. 12″, 20″ & 34″–23″ 55 NHP Allen, Sons & Co Ld. Bedford | | C |
| 79613 JHOL | **Mitakesan Maru** 2 *Dks* *Cruiser Stern* | | 4442 — 2578 | | | | | 1937 | Harima S.B. & Eng. Co. Ld. Harima | Kaburagi Kisen K.K. | 363·6 50·0 29·0 P31′ B110′ F33′ | Tokyo Japanese *WB* | 2 steam turbines D R geared to 1 sc. shaft 467 NHP Kawasaki Dkyd Co Ld Kobe | | C |
| 79614 17381 | **Miti Maru** (*ex* Michi Maru–38) 1 *Dk* | | 1384 1224 736 | | | | | 1914 | Tochigi Zosensho, Koyaki | Tochiki Shoji K.K. | 245·0 34·0 20·5 | Kobe Japanese *WB* | T. 3 Cy. 19″, 31″ & 50½″–36″ 151 NHP Okamato Kosakusho, Osaka | | |
| 79615 FOVM | **Mitidja** (*ex* Mundale, *ex* Luristan) *ss* N. Yk. No. 3–4, 19 D.F. 1 *Dk* & *Spar dk* & *deep framing* | | 3351 3086 2098 | ✠ ... 11, 23 | | | | 1906 7mo | W. Hamilton & Co. Ld Port Glasgow | Les Cargos Algériens, Soc. Anon. | 358·0 45·2 16·3 24·3 P25′ B86′ F41′ FK | Dunkirk French *WB* | T. 3 Cy. 25″, 41″ & 67″–45″ 364 NHP D. Rowan & Co. Glasgow | 26 ″ 10 | V † |
| 79616 JMVD | **Mito Maru** Twin Sc *ss* Yka. No. 1–40 *ss* Yka. No. 3–4, 36 2 *Dks* (*Stl*) | | 7061 6450 4358 | ✠ 100 A1 4, 40 ~~1, 39~~ 5, 40 ~~1051, 39~~ ✠ LMC ~~11, 38~~ *Carrying oil fuel F. P.* | Yka | *b* † | CL ~~8,87~~ P 7, 39 ~~8,41~~ *Lloyd's* above 150° F. | 1921 2mo | Yokohama Dock Co. Yokohama *CP* *in D B & forward DT* | Nippon Yusen K.K. *Cell D* | 445·0 58·0 34·0 P35′ B135′ F35′ FK *B* 392′ 1334 *t DT* a 42 1337 *t DT f* 2 7′ 1002 *t FPT* 73 *t A PT* 58 *t* | Tokyo Japanese 7 *B Hpt Cem* Yokohama Dock Co. Yka. | T. 3 Cy. 20½″, 33½″ & 56″–48″ 200 lb (*s*) 632 NHP 4 SB, 12 *cf*, Gs 225, Hs 9200 FD | 34 ″ 0 s 7 ″ 6½ 26 ″ 8 | |
| 79617 DIDB | **Mittelmeer** *Oil Eng.* D.F. E.S.D. *ss* Ham. No. 3–7, 39 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* | | 6370 5783 3658 | ✠ 7, 39 | Ham | | | 1927 6mo | Akt. Ges. "Weser" Bremen | John T. Essberger *Cell D B & u E* 64′ 142 *t D* | 412·8 55·1 32·9 430·9 (O.L.) P123′ B28′ F41′ FK *Tf* 25′ 164 *t FPT* 171 *t A PT* 151 *t* | Hamburg German 18 *B H Pt Cem* 6 ,, *to* 2nd *dk* | Oil Engines 4S.C.SA 6 Cy. 27.⁵⁄₁₆″–55½″ 438 NHP Akt. Ges. "Weser" Bremen | 32 ″ 9 | G † |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Power & Speed. Low Powered. Equipment Letter | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Transfer. Port of Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79618 / 44138 / JCCM | **Mitu Maru** (*ex*MitsuMaru-38, *ex*Concordia-38, *ex*Cardita, *ex*WarGaekwar) | *ss*H.Kg.No.3-10,32 *ss*Kob.No.1-37 1*Dk*(*Stl*)2*tr*B&F *Longitudinal framing* *Web frames* *Carrying oil fuel in bulk* *Fitted for oil fuel* | 5682 — 3550 | ✠ ... 2,39 ✠ | Kob | *z* | | 1919 9mo | Lithgow's Ld. Port Glasgow | Taihei Kisen K.K. (Yamashita Kisen K.K. *Mgrs.*) | 400·3 \| 52·2 \| 28·4 P50′B121′F39′ FK *Middle line* *Cell D B u E & B* 72′250*t* f 50′65*t FPT* | Kobe Japanese 11 *B H pt Cem* 95*t APT* 75*t* | T.3Cy.27″,44″&73″–48″ 517NHP 3SB,9*cf*,GS190,HS7668 D.Rowan&Co.Ld. Glasgow | 31 ″ 0 | C † |
| 79619 — / 39506 / JCDI | | *Oil Eng.* 1*Dk* | 331 — 245 | | | | | 1934 | Matsuura Ryoichi Higashino | Kita Kyushu Syosen K.K. | 119·2 \| 23·1 \| 12·6 | Fukuoka Japanese | Oil Engines | | |
| 79620 / 14179 / JDBD | **Mituki Maru** (*ex*SaintBede) | *ss*Hak.No.3–9,11 *ss*Kob.No.2–19 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing* | 3894 3333 2853 | ✠ 6,24 ✠ | Kob | *w* | | 1899 3mo | W.Pickers-gill&Sons Sunderland | Sakai Kisen K.K. | 350·0 \| 46·2 \| 17·6 25·6 P31′B100′F33′ FK *Cell D B a* 110 *u E & B* 38′ *f* 144′815*t* | Tokyo Japanese 6 *B H Cem* *APT* 48*t* | T.3Cy.23½″,39″&66″–45″ NDB22 320NHP 2SB,6*cf*,GS97,HS3998 G.Clark,Ld.Sunderland | 28 ″ 1 | C † |
| 79621 / 23839 / JEJ1 | **Mitumine Maru** (*ex*MitsumineMaru-38,*ex* DaitokuMaru-37) | 1*Dk* | 986 873 570 | | | | | 1918 | Osaka Zosensho Osaka | Toho Kaiun K.K. | 193·7 \| 31·2 \| 18·5 | Nagasaki Japanese *WB* | T.3Cy.13½″,22⅝″&37⅛″–27″ 72NHP SanyoTekkosho,Osaka | | |
| 79622 / 139159 / GVSV | **Mixol** | *ss*Lth.2nd No.3–8,39 *Mchy. Aft* 2*Dks*(*Stl*)&*Web frames* D.F. | 1977 1584 1053 | ✠100A1 5,40 ~~8,39~~ BS5,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,16 | Lth ✠LMC8,39 | CL ~~9,38~~ 4,40 *F.P. above* 150° F. | | 1916 10mo | Caledon S. B.&E.Co.Ld Dundee | The Admiralty *Lloyd's* *SA&CP* *Cell D B u E & B* 61′66*t* | 270·0 \| 38·7 \| 21·9 P97′B25′F57′ FK *DT f* 33′ 157*t FPT* | London British 14 *B H pt Asp* (9 „ *to U dk* 5 „ „ *2nd* „) 46*t APT* 59*t* | T.3Cy.20″,33″&54″–36″ (*s*) 180lb FD 310NHP 2SB,6*cf*,HS5168 CaledonSB.&E.Co.Ld.Dun | 23 ″ 4 s 2 ″ 6 21 ″ 0 | |
| 79623 / 32655 / JUPB | **Miyadono Maru** (*ex*Argalia, *ex*WarKestrel) | *ss*Kob.No.3–10,31 2*Dks*(*Stl*) *Fitted for oil fuel* | 5196 4776 3198 | ✠ ... 1,36 ✠ | Kob | *y* | | 1918 7mo | Craig, Taylor&Co.Ld. Stockton | Tatuuma Kisen K.K. *Cell D B* | 400·1 \| 52·3 \| 28·5 P49′B113′F40′ FK 336′1077*t FPT* 121*t* | Nishino-miya Japanese 7 *B H pt Cem* *APT* 179*t* | T.3Cy.27″,44″&73″–48″ 517NHP 3SB,9*cf*,GS190,HS7668 Blair&Co.Ld.Stockton | 31 ″ 0 | |
| 79624 / 17079 / JFDA | **Miyako Maru** Ⓟ | 2*Dks* | 971 761 567 | | | | | 1914 | Osaka Iron Works Osaka | Osaka Syosen K.K. | 189·9 \| 32·0 \| 18·5 P22′B69′F31′ *WB* | Osaka Japanese | T.3Cy.15″,25″&42″–30″ 96NHP Osaka Iron Works,Osaka | | |
| 79625 / 24358 / JARA | **Miyaura Maru** Ⓟ | *ss*Kob.No.1–23 *Well deck* 1*Dk* | 1856 1334 1092 | ... 10,24 | | | | 1919 1mo | Mitsubishi Zosen Kaisha Ld. Nagasaki | Nippon Yusen K.K. | 250·0 \| 37·7 \| 20·5 P&B132′F33′ FK *WB* | Tokyo Japanese | T.3Cy.17½″,28½″&48″–36″ 188NHP Mitsubishi Zosen Kaisha Ld | 20 ″ 6 | |
| 79626 / 9363 / JPXB | **Miyo Maru** (*ex*Helios) Wireless | 1*Dk* | 1455 1259 882 | | | | | 1897 | Wood, Skinner&Co. Newcastle | Konan Kisen K.K. (Hinode Kisen K.K. *Mgrs.*) | 236·9 \| 35·1 \| 20·7 B30′F28′ *WB* | Tokyo Japanese | T.3Cy.18⅞″,30″&49″–33″ 138NHP N.E.Marine Eng Co Ld Nwc | | |
| 79627 — / 42938 / JNYL | (*ex*Miwa Maru-38) | *Oil Eng.* | 335 — 229 | | | | | 1937 | Sanoyasu Dock Goshi Kaisha Osaka | Marui Kisen K.K. | 136·0 \| 22·1 \| 13·0 | Shikama Japanese | Oil Engines Hanshin Iron Works,Kobe | | |
| 79628 / 31569 / JTLB | **Mizuho Maru** Ⓟ **Twin Sc** (*ex*MidzuhoMaru-38, *ex*InfantaIsabel) | *ss*Nag.No.3–3,27 *ss*Kob.No.2–35 3*Dks*(*Stl–Uws*)&*Shade dk*(*Stl–ws*) 4*th dk in No.1 hold* | 8506 7277 5195 | ✠ ... 7,38 ✠ | Kob | *c*† | | 1912 9mo | Russell& Co. Port Glasgow | Osaka Syosen K.K. *Cell D B* | 459·5 \| 58·2 \| 36·8 F45′ FK 133′ *u E & B* 77′ *f* 176′ 1169*t FPT* | Osaka Japanese 7 *B H Cem* 98*t APT* 77*t* | Q.8Cy.24½″,35″,50″&72″–51″ 1134NHP 3D&2SB30*cf*GS572HS20610 D.Rowan&Co.Glasgow | 39 ″ 6 | |
| 79629 / 5628 / SFNK | **Mjölner** | 1*Dk* | 976 736 376 | | | | | 1914 | Lindholmens V.A. Gothenburg | Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) | 225·0 \| 36·0 \| 13·2 P130′H118*t*F55′ *WB* | Stockholm Swedish | T.3Cy.18″,29⅛″&48½″–29½″ 98NHP *Emade* 88 *refitted* 32 W.Lindbergs A/B,Skm. | | V |
| 79630 — Ⓟ / OXMS | (*Icebreaker*) Wireless D.F. | 1*Dk* | 503 412 202 | | | | | 1890 | Helsingörs Skibsbyggeri Elsinore | De Danske Stats-baner | 140·0 \| 33·3 \| 14·7 Q28*t*B29*t*F13*t* | Helsingör Danish *WB* | C.2Cy.29½″&55¼″–32″ 144NHP Helsingörs Maskinbyggeri | | |
| 79631 — Ⓟ / OZOD | Wireless | 1*Dk* | 302 241 121 | | | | | 1930 | Svendborg Skibsv.Af 1926 A/S Svendborg | A/S Sydfyenske Dampskibsselskab | 141·1 \| 27·3 \| 9·4 | Nakskov Danish *WB* | C.4Cy.(2)11 7/16″&(2)24 7/16″–24 7/16″ 49NHP Christiansen&Meyer, Harburg | | V |
| 79632 / 159465 / VPJS | **Moamoa** | *Oil Eng.* 1*Dk* *Cruiser Stern* | 554 338 296 | ✠100A1 1,41 5,38 Syd ~~✠LMC10,37~~ ✠LMC(M)7,38 2,41 | Suva | *g* | CL 1,41 | 1937 10mo | Hong K'ng & Whampoa Dock Co.Ld. Hong Kong | ~~Burns, Philp (South Sea) Co.Ld.~~ Colonial Sugar Refining Co.Ld. *Lloyd's* *SA&CP* *DB tanks at ends of* | 148·5 \| 28·5 \| 10·6 161·4(O.L.) P52′F31′ FK *f motor space* 22*t D* 7*f* 7′32*t FP* | Hong Kong British 5 *B H Cem* | Oil Engines 2S.C.SA 4Cy.11″–19½″ 84NHP Harland&Wolff,Ld.Gls. 76*t APT* 23*t* | 12 ″ 3 ~~8 ″ 0~~ ~~11 ″ 7~~ s ″ 11 11 ″ 8½ | |
| 79633 / OPCE | **Moanda** | *Oil Eng.* 1*Dk*&*Shelter dk*,3*rd dk in No.1 hold* *Cruiser Stern* | 4621 3993 2634 | ✠100A1 *with freeboard* 8,40 ~~9,40~~ ✠LMC12,37 *Carrying palm oil in deep tanks* | Ant Lon | *z* | CL 2,38 | 1937 12mo | Soc Anon. Jhn.Cockerill Hoboken | Cie Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale, *Mgrs.*) *Lloyd's* *SA&CP* *Cell D B* | 387·6 \| 54·0 \| 24·7 409·9(O.L.) F36′ FK 38′ 1167*t MT* 41′149 0*t FPT* 15*t APT* 220*t* | Antwerp Belgian 7 *B H* *pt Cem pt Asp* (*Coll to Sh dk* 6 „ 2*nd* „) | Oil Engines 2S.C.DA 6Cy.17 7/16″–47½″ 644NHP 2DB 75*lb* Soc An J.Cockerill,Seraing | 27 ″ 2 s 2 ″ 7½ 24 ″ 8¼ | |
| 79634 / OPCI | **Mobeka** D.F. E.S.D. | *Oil Eng.* 1*Dk*&*Shelter dk* *Cruiser Stern* | 6111 5267 3512 | ✠100A1 *with freeboard* 9,40 ~~9,30~~ ✠LMC8,37 ✠Lloyd's RMC2,40 ~~2,40~~ *Carrying vegetable oil in deep tanks* | Ant Cff | *a*† | CL 9,40 | 1937 8mo | Flensburger Schiffsb.Ges. Flensburg | Cie. Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale, *Mgrs.*) *Lloyd's* *SA&CP* *Cell D B* | 426·5 \| 55·7 \| 25·0 449·4(O.L.) FK 345′1435*t MT* 45′1629*t* | Antwerp Belgian 7 *B H* *pt Cem pt Asp* (*Coll to Sh dk* 6 „ 2*nd* „) *FPT* 197*t APT* 65*t* | Oil Engines 2S.C.DA 5Cy.23⅝″–43 7/16″ 972NHP DB 70*lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | 27 ″ 10 s 2 ″ 10 25 ″ 2¼ | |
| 79635 / 220436 / KDCE | **Mobile City** GyC. | *ss*Bal.No.3–4,32 ~~*ss*Bal.No.1–25~~ *ss*Bal.No.2–40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing* | 6157 5705 3801 | ✠100A1 *Shelter dk* *with freeboard* 11,40 ~~12,60~~ ~~BS12,39~~ MS3,39 BS11,40 ~~✠LMC11,36~~ *Fitted for oil fuel* 9,26 | Bal | *z* | CL ~~5,38~~ 11,40 *F.P. above* 150° F. | 1920 9mo | Chickasaw S.B.&Car Co Chickasaw, Ala. | Isthmian S.S.Co. *Cell D B* | 395·5 \| 55·0 \| 31·4 P45′B110′F38′*on* *Shelter dk* FK 331′1508*t FPT* 187*t* | New York Utd. States *pt Cem* 6 *B H to Sh dk* *APT* 173*t* | T.3Cy.24⅝″,41 13/16″&72 5/16″–48″ 210lb FD (*s*) 587NHP 3SB(Spt)9*cf*,GS181,HS8919 Hooven,Owens,Rentschler Co.Hamilton,O. | 34 ″ 11 s 7 ″ 10¾ 27 ″ 2¾ | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à périd. Lettre d'Equipement. | 7* Date de la dernière visite à l'étranger porte-bâtiss. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. Registres de cotes, si n'est dans le L. pt. Durée Cert. R.o.Trade | 15 pds. pa. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79636 Numero Officiel 238413 Signaux WTUM | **Mobilfuel** *Mchy. Aft* 1 *Dk* D.F. E.S.D. GyC. *Cruiser Stern* *Longitudinal framing* *Butts of shell & deck plating elec. welded* | | 10221 9139 6181 | ✠100A1 ~~6,40 11,38~~ 9,42 ✠LMC5,39 BS5,40 ~~5,41~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,39 | NYk | *f*† 2¾c | CL *F.P. above* | 1939 5mo *Lloyd's* | Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md. *Cell* | **Socony-Vacuum OilCo.Inc.** *DBu E71'160t* | 488·3\|68·3\|36·9 501·7(o.L.) P106'B34'F50' FK *DTf 36'1099t FPT 442t APT 79t* | **New York** Utd. States 13 *BH* | 2 steam turbines DRgeared to 1 sc shaft 769NHP 450lb 2 WTB(Spt435lb) HS5300 WestinghouseElec. FD &Mfg.Co.Phl. | 37 ″ 0 | |
| 79637 Numero Officiel 235840 Signaux WOPY | **Mobilgas** 1 *Dk,2nd dk clear of* *Mchy. Aft* *cargo tanks* *Longitudinal framing-bracketless system* D.F. E.S.D. GyC. *Cruiser Stern* | | 9925 — 6174 | ✠100A1 8,40 ~~12,39~~ ~~[illegible]~~ ✠LMC2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,37 BS8,40 | Gal NYk | *f*† | CL 12,39 *F.P. above* | 1937 2mo *Lloyd's* | SunS.B.& DryDockCo. Chester,Pa. *Cell* | **Socony-Vacuum OilCo.Inc.** *DBu mchy73'96t* | 486·3\|68·3\|36·9 501·6(o.L.) P105'B34'F49' FK *Tf 22' 650t FPT 466t APT 121t* | **New York** Utd. States 15 *BH* | 2 steam turbines DRgeared to 1 sc shaft 1104NHP 450lb HS11164 FD 2 WTB(Spt424lb)&1 Aux WTB DeLavalSteam TurbineCo.Trenton,N.J. | 37 ″ 0 | |
| 79638 Numero Officiel 235790 Signaux WOPX | **Mobiloil** *Mchy. Aft* 1 *Dk,2nd dk clear of* *cargo tanks* *Longitudinal framing-bracketless system* D.F. E.S.D. GyC. *Cruiser Stern* | | 9925 — 6174 | ✠100A1 7,40 ~~7,40~~ BS1,40 ✠LMC1,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,37 | Mob NYk | *f*† 2¾c | CL 1,40 *F.P. above* | 1937 1mo *Lloyd's* | SunS.B.& DryDockCo. Chester,Pa. *Cell* | **Socony-Vacuum OilCo.Inc.** *DBu mchy space73'96t* | 486·3\|68·3\|36·9 P105'B34'F49' FK *Tf 22'650t FPT 466t APT 121t* | **New York** Utd. States 15 *BH* | 2 steam turbines DRgeared to 1 sc shaft 1104NHP 450lb HS11164 FD 2 WTB(Spt424lb)&1 Aux WTB DeLavalSteam TurbineCo.Trenton,N.J. | 37 ″ 0 | |
| 79639 Numero Officiel 238660 Signaux WCJO | **Mobilube** *Mchy. Aft* 1 *Dk* D.F. E.S.D. GyC. *Cruiser Stern* *Longitudinal framing* *Butts of shell & deck plating elec. welded* | | 10222 9139 6181 | ✠100A1 ~~5,40 1,40 1,42~~ 2,41 ✠LMC6,39 BS5,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,39 | NYk | *f*† 2½c | CL *F.P. above* | 1939 6mo *Lloyd's* | Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md. *Cell* | **Socony-Vacuum OilCo.Inc.** *DBuE71'160t DTf 36'1099t FPT 442t APT 79t* | 488·3\|68·3\|36·9 501·7(o.L.) P106'B34'F50' FK | **New York** Utd. States 13 *BH* | 2 steam turbines DRgeared to 1 sc. shaft 769NHP 450lb 2 WTB(Spt435lb) HS5300 WestinghouseElec. FD &Mfg.Co.Phl. | 37 ″ 0 | |
| 79640 Numero Officiel 146272 Signaux GFDZ | **Modasa** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref. Mchy.* 2 *Dks(Stl-Uteak s)* D.F. E.S.D. *Cruiser Stern* | | 9070 7268 5636 | ✠ 1,25 ✠ Lloyd'sRMC ~~[illegible] 6,40~~ 1,41 | Mdb | *d*† | | 1921 6mo | Swan,Hunter& Wigham Richardson, Ld Newcastle *Cell* | **BritishIndiaStm. Nav.Co.Ld.** *DB403'1354t Tanks between tunnels* | 465·0\|58·3\|33·5 P44'B175'F53' FK *FPT* | **Glasgow** British 9 *BH Cem* 114'253t 164t *APT 71t* | 4 steam turbines DRgeared to 2 sc. shafts 1065NHP HS13812 4SB&1 AuxSB,*18cf*,GS342 Swan,Hunter&Wigham Richardson,Ld.Nwc. | 36 ″ 0 | BT till ~~4,40~~ 6,41 |
| 79641 Numero Officiel 148922 Signaux GMVZ | **Modavia** *Oil Eng.* *ss* Gls. No.3–12,39 *Ref. Mchy.* 2 *Dks(Stl)* & *Shelter dk(Stl)* D.F. E.S.D. 4*th dk(Stl) in Nos.* 2 *&* 3 *holds* *Tonnage opening closed '41 (W.E.)* | | 4858 4403 2859 | ✠100A1 *with freeboard* 12,40 ~~12,39~~ ✠LMC CS4,40 DBS4,~~40~~ 3,41 ~~11,38~~ 6,40 ✠Lloyd'sRMC ~~4,40~~ 3,41 6,41 | Gls | *z* | CL 11,38 | 1927 4mo *Lloyd's* | Vickers, Ld. Barrow *Cell* | **DonaldsonLineLd. (DonaldsonBros. &Black,Ld.** *Mgrs.*) *DB312'1025t* | 387·0\|53·7\|27·5 399·5(o.L.) F42' FK *FPT 110t APT 65t* | **Glasgow** British 6 *BH pt Cem* *Coll to Sh dk* 5 ,, 2*nd* ,, 2DB–*120lb* Vickers,Ld.Barrow | Oil Engines 4S.C.SA 8Cy.30″–45″ 699NHP | 30 ″ 0 ~~s 3 ″ 5½~~ ~~26 ″ 7½~~ 38 ″ 0 s10·5½ 27 ″ 7¾ | |
| 79642 Numero Officiel 5360 Signaux SFNM | **Mode** Sub.Sig. 2 *Dks* | | *1227* *980* *555* | | | | | 1912 | Helsingörs Jernsk.&Msk Elsinore | **Stockholms Rederiaktieb. Svea (Eman.Högberg,** *Mgr.*) | 246·9\|37·1\|14·0 21·6 | **Stockholm** Swedish *WB* | T.3Cy.19″,32″&53″–36″ 169NHP HelsingörsJernsk.&Mskb. | | V |
| 79643 Numero Officiel 3236 Signaux OHHR | **Modesta** *ss* Sld. No.3–9,29 *ss* Rot. No.2–37 1 *Dk(Stl)* | | 3830 — 2271 | ✠100A1 2,41 ~~4,40~~ Mob BS~~11,39~~ ✠LMC10,37 11,40 | Shl | *w* | CL ~~10,37~~ 2,41 | 1917 1mo *Lloyd's* | J.Priestman&Co. Sunderland | **J.W.Paulin** *Intermediate BH in after hold dispensed with* *Cell DB340'900t APT 105t* | 357·9\|50·6\|23·0 348 1 50·8 P29'B100'F34' FK | **Wiborg** Finnish *Cem* *5 BH only* | T.3Cy.24½″,40½″&67″–45″ 180lb (*s*) 319NHP 2SB,*6cf*,GS124,HS4800 N.E.MarineEngCo.Ld Sld. | 26 ″ 0 s 4 ″ 8½ 21 ″ 6 | |
| 79644 Numero Officiel 8380 Signaux PGAJ D.F. | **Modjokerto** (*ex* Steamer–34) *Oil Eng.* *ss* Rot. No.3–7,34 *ss* Cal. No.1–39 3 *Dks* *Cruiser Stern* | | 8806 8380 5657 | ✠100A1 *Shelter dk* *with freeboard* ~~9,40~~ ~~8,39~~ 3,41 ✠NE8,34 ✠LMC CS8,39 DBS3,39 12,39 *Carrying vegetable oil in aftermost deep tank* *Carrying oil F.P. above* 150° *F. in forward deep tank* | Cal | | OG 8,39 | 1922 7mo *Lloyd's* | WearShipyard of W. Gray&Co. (1918),Ld. Sunderland *Cell* | **Rotterdamsche Lloyd(W.Ruys& Zonen,** *Mgrs.*) *DB398'1568t* | 480·1\|57·4\|38·4 30·3 F40' *on Shelter dk* len 34 FK *DTs a 47'1736t* *MT 24'1179t FPT* | Batavia Dutch *pt Cem* *Collision BH to Wdk* 7 ,, ,, 2*nd* ,, 200t *APT 47t* | 2 Oil Engines 2S.C.DA SR geared&hydraulic coupling 12Cy.20½″–29½″ 1835NHP 2NDB(WTB)34–*225lb* 2DB–*225lb* N.V.Wilton's Machinefbr. &Scheepswrf,Rot. | 33 ″ 1 s 4 ″ 10 28 ″ 5½ | |
| 79645 Numero Officiel 162402 Signaux MBTP | **Moelfre Rose** *ss* Bly. No.1–39 1 *Dk(Stl)* *Well deck* *Mchy. Aft* *Cargo battens not fitted* *Special Surveys to date from* 4,34 | | 631 428 277 | ✠100A1 12,40 ~~2,39~~ ✠LMC BS~~6,38~~ 6,40 | Bly Cff | *i* | CL ~~9,39~~ 12,40 | 1931 7mo *Lloyd's* | NVSchpsw "deMerwede" v/h van Vliet&Co. Hardinxveld *Cell* | **RichardHughes& Co.(Liverpool)Ld.** *DB105'144t* | 175·4\|27·1\|11·1 Q101'B11'F25' FK *FPT 54t APT 4t* | **Liverpool** British 3 *BH Cem* | T.3Cy.13″,21½″&35″–27″ (*s*) 180lb 88RHP 1SB,*3cf*,GS54,HS1615 D.&W.Henderson& Co.Ld.Gls. | 13 ″ 0 s 3 ″ 10 12 ″ 9½ | |
| 79646 Numero Officiel 8711 Signaux PGAO D.F. | **Moena** *ss* Sba. No.1–41 *ss* Ams. No.3–7,36 3 *Dks(Stl)* | | 9286 1,41 ~~1,31~~ 5730 | ✠100A1 ✠NB8,27 ✠LMC7,~~36~~ 9,40 | Sba | *e*† | CL 8,39 | 1923 5mo *Lloyd's* | SirJ.Laing &Sons,Ld. Sunderland *Cell* | **Stoomv.Maats. Nederland** *DBa 152'uE f 183'1642t* | 480·5\|60·4\|37·4 P48'B31'F49' FK *DTa 39' 1752t FPT* | Batavia ~~Amsterdam~~ Dutch 8 *BH Cem* 147t *APT 39t* | T.3Cy.32″,52″&88″–54″ (*s*) 190lb 1053NHP 5SB(Spt),*15cf*,GS330, HS17500 FD Armstrong,Whitworth &Co.Ld.Nwc. | 40 ″ 3 s 10 ″ 2 30 ″ 5 | |
| * 79647 Numero Officiel OPLD Signaux | **Moero** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* | | *6111* *5267* *3512* | ✠100A1 *with freeboard* 8,39 ✠LMC6,37 ✠Lloyd'sRMC ~~3,40~~ 6,40 *Carrying vegetable oil in deep tanks* | Ant | *a*† | CL | 1937 6mo *Lloyd's* | Flensburgr Schiffsb.Ges. Flensburg | **Cie.MaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, S.A.** *Mgrs.*) *Cell DB345'1435t MTs 45'1629t* | 426·5\|55·7\|25·0 449·4(o.L.) FK *FPT 197t APT 65t* | Antwerp Belgian 7 *BH pt Cem* *pt Asp* *Coll to Sh dk* 6 ,, 2*nd* ,,) | Oil Engines 2S.C.DA 5Cy.23½″–43½″ 972NHP DB~~70~~*lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | 27 ″ 10 s 2 ″ 10 25 ″ 2¼ | |
| 79648 Numero Officiel PKHJ Signaux | **Moesi** *Oil Eng.* *Mchy. Aft* 1 *Dk* | | 913 632 573 | | | | | 1930 | Rotterdam Droogd.Maat Scheidam | **Koninkl.Paketv. Maats.** | 203·3\|34·2\|11·2 Q134'B24'F28' | **Batavia** Dutch *WB* | Oil Engines 4S.C.SA 8Cy.13½″–19½″ 144NHP Maschfbk.Augsburg-Nürnberg,Augsburg | | V |
| 79649 Numero Officiel EGBO Signaux | **Mogador** (*ex* JosePerez) **Iron** *ss* Cdz. 4th No.3–10,30 *ss* Bbo. No.2–39 1 *Dk* | | 466 357 282 | ✠100A1 12,39 ~~12,63~~ BS1,41 ✠LMC1,40 ✠NB9 *refitted* 18 | Bbo | *h* | 12,39 | 1879 11mo | R.Chambers,jun. Dumbarton A&CP | **Cia.Trasatlantica** | 166·0\|24·1\|13·1 P35'B31'F31' BK7' ND14 | **Barcelona** Spanish 4 *BH Cem* | C.2Cy.20″&35″–27″ 75lb 49NHP 1SB,*2cf*,GS43,HS800 M.Paul&Co.Dumbarton | 13 ″ 10 s 1·10½ 12 ″ 11 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of Build Certificate. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79650 PUQM | **Mogy** (*ex* Gaasterland-35, *ex* Castell Pelesch) 1 *Dk & Shelter dk* | 3464 3192 2128 | | | | | 1912 | Akt.Ges. "Neptun" Rostock | Cia. Commercio e Navegação | 365·9 F36′ | 50·5 | 21·6 | R. Janeiro Brazilian *WB* | T.3Cy.23⅝″,38⅞″&62″–41⅜″ 247NHP A.G. "Neptun," Rostock | | G |
| 120/40 79651 ~~77~~ (*ex* Teno-35) (P) ~~SUBS~~ 162373 GLRG | **Mohamed Ali El-Kebir** Twin Sc *ss* Grk. No. 3–5,35 *ss* Alx. No. 1–39 *Well deck* 2 *Dks* (*Stl*–Uteaks) D.F. 3 *rd dk* (*Stl*) *in Nos.* 1 & 2 *holds* E.S.D. | ~~7290~~ ~~4001~~ ~~2004~~ 7527 4991 4122 | ✠100A1 5,40 8,~~39~~ BS5,40 *Fitted for oil fuel* | Alx Msl LMC2,39 | *b*† | CL ~~25,37~~ s8,39 P4,40 *F.P. above* | 1922 12 mo *Lloyd's* | Scotts' S.B. & E.Co.Ld. Greenock *sA&CP* | ~~Pharaonic Mail Line, S.A.E.~~ Ministry of Shipping (British India Stm. Nav. Co. Ltd. *Mgrs.*) | 422·8 P&B293′F87′ FK *Cell DB365′885t FPT* | 56·2 | 30·4 | London British *BHCem* 47*t APT* 73*t* | 4 Steam Turbines SR geared to 2 Sc. Shafts (*r*) 215lb FD 1469NHP 6SB(Spt), *18cf*, GS385, HS17832 Scotts' S.B. & E.Co.Ld. Grk. | 33 ″ 0 s 4″11¾ 28 ″ 3 | |
| 79652 201088 | **Mohawk** (P) (*ex* Anna Arundel-38, *ex* Anne Arundel-38) 2 *Dks* | 419 — 254 | | | | | 1904 | Baltimore S.B. & D.D.Co Baltimore | Stony Creek Improvement Co. | 174·0 Oᵛ⁰ | 36·0 0ᵛ⁰ | 10·2 | Baltimore Utd. States | T.3Cy.13″,21″&34″–24″ 57NHP | | |
| 79653 216586 KLHD | — *Oil Eng.* *Carrying Petroleum in bulk* | 369 — 274 | | | | | 1918 | Merrill, Stevens Co. Jacksonville, Fla. | Gulf Oil Corporation | 145·0 | 23·3 | 12·0 | Phildlphia Utd. States | Oil Engines 4S.C.SA 6Cy.12″–14″ NE23 84NHP Standard Motor Const. Co. Jersey City, N.J. | | |
| 79654 DJXH | **Mohlenhof** (*ex* Hsin Ningshao-38) Twin Sc *ss* Shi. No. 2–21 1 *Dk & 2nd dk & Promenade dk* | 3407 2401 2151 | ✠ ... 3,25 ✠ | | | | 1914 11 mo | New Eng. & S.B.Wks.Ld. Shanghai | Dr. Ado Nolte, Rudolf Laurenz & Gustav Röhreke (Carlowitz & Co, *Mgrs.*) | 289·5 FK | 46·0 | 15·0 | Shanghai German *WB* | T.6Cy.16″,27″&43″–30″ Richardsons, 325NHP Westgarth & Co Ltd. Mdb. | 23 ″ 0 | V † |
| 114/40 79655 145703 MKXV | **Moidart** (*ex* Hillglen) *ss* Gmh. No. 3–1,29 *Well deck* *ss* Nwc. No. 2–37 1 *Dk* (*Stl*) *Cargo battens not fitted* | 1262 1028 757 | ✠100A1 11,39 BS8,39 ✠LMC8,37 | Shl | *o* | CL 11,39 | 1922 1 mo *Lloyd's* | Campbeltn S.B.Co.Ld. Campbeltwn *sA&CP* | Western Nav. Co Ld. (Wm. S. Scott & Co. *Mgrs.*) | 229·7 Q79′B48′F27′ FK *Cell DB190′395t* | 35·8 | 15·5 | Cardiff British *BHCem* *APT* 85*t* | T.3Cy.18″,27½″&45″–33″ (*s*) 180lb 142NHP 2SB, *4cf*, GS79, HS2386 Ross & Duncan, Glasgow | 17 ″ 7 s 1 ″ 4½ 16 ″ 5 | |
| 79656 LIZB | **Moira** *ss* Sfj. No. 1–39 *Mchy. Aft* 1 *Dk* *Longitudinal framing in double bottom* Wireless D.F. *Cruiser Stern* *Electrically welded* | 1560 1307 744 | ✠100A1 4,41 ~~4,40~~ ✠LMC7,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,35 | NOs NYk | *q* | CL 4,40 *F.P. above* | 1935 5 mo *Lloyd's* | Swan, Hunter & Wigham Richardson, Ld Newcastle *sA&CP* *Cell DBu E&B40′f130′ in way of cargo* | Dampskibsselsk. Marna A/S (Sigurd Owren, *Mgr.*) | 248·4 259·0 (O.L.) P70′F29′ FK *Trunk* 142′ 415*t DTf* 14′23*t Wing tanks* 130′275*t FPT* | 42·1 | 16·3 | Oslo Norwegian 10 *BHpt Cem* 54*t APT* 31*t* | C.2Cy.17″&34″–28″ & LP turbine with DR gearing & hydraulic coupling (*s*) 210lb FD 223NHP 2SB(Spt) 6*cf*, GS103, HS3574 Swan, Hunter & Wigham Richardson, Ld. Nwc. | 18 ″ 0 s 1 ″ 3½ 16 ″ 9¾ | |
| 79657 221302 KDSH | **Mojave** (*ex* Hambro) *Fitted for oil fuel* *Mchy. Aft* 2 *Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing* | 6900 — 4255 | | | | | 1921 | Bethlehem S.B.Corp.Ld. Alameda, Cal. | Socony-Vacuum Oil Co. Inc. | 435·0 P128′B50 F44′ | 56·2 | 33·5 | New York Utd. States *WB* | T.3Cy.27″,47″&78″–48″ 422NHP Bethlehem S.B.Corp.Ld. | | R |
| 79658 OODP | **Mokambo** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* Gy C. 3 *rd dk in No. 1 hold* *Cruiser Stern* | *4996* *4403* *2845* | 100A1 *with freeboard* 1,41 ~~4,39~~ *Carrying vegetable oil in deep tank* | Ant Npt LMC12,38 | *z* | CL | 1938 12 mo *Lloyd's* | Flensburgr Schiffsb.Ges. Flensburg *sA&CP* | Cie. Maritime Belge (Lloyd Royal) Soc. Anon. (Agence Maritime Internationale, *Mgrs.*) *Cell DB346′1235t* | 414·3 F35′ FK *MT* 34′ 1329*t FPT* | 55·7 | 25·0 | Antwerp Belgian 7 *BHpt Cem* (2 *to Sh dk* 5 „ *2nd* „ ) 9*t APT's* 186*t* | Oil Engines 2S.C.DA 5Cy.23⅝″–43⅞″ 969NHP DB–*100lb* DB(WT) *100lb* Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 28 ″ 6 s 3 ″ 2½ 25 ″ 5¼ | |
| 79659 221603 KDUK | **Mokihana** (*ex* Golden Sun–38, *ex* West Prospect) *Fitted for oil fuel* *Ref. Mchy.* 2 *Dks & Shelter dk* | 7460 — 4520 | | | | | 1921 | Ls Angeles S.B.&D.D.Co San Pedro, Cal | Matson Navigation Co. | 430·7 | 54·3 | 26·2 | S.Frncisco Utd. States *WB* | T.3Cy.28¼″,47″&78″–48″ 422NHP Los Angeles S.B.&D.D.Co. | | R |
| 79660 LJPH | **Molda** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* | 5137 4567 2983 | | | | | 1937 | Deutsche Sch-u-Mschb. A.G. Weser Bremen | A/SJ. Ludwig Mowinckels Rederi | 435·2 | 55·8 | 25·2 | Bergen Norwegian *WB* | 2 Oil Engines 2S.C.SA SR geared to 1 sc. shaft 12Cy.20½″–27⅞″ 885NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | N |
| 79661 LCZM | **Moldanger** *Oil Eng.* *Ref. Mchy.* D.F. 1 *Dk & Shelter dk* | 6827 6013 4232 | | | | | 1933 | Nederl. Schps. Maats. Amsterdam | Westfal-Larsen & Co. A/S | 464·4 P257*t* H502*t* F22*t* | 61·2 | 27·4 | Bergen Norwegian *WB* | Oil Engines 2S.C.DA 7Cy.27½″–47¼″ 1842NHP Algemeine Elec. Ges. Berlin | | N |
| 79662 UOUE | **Moldaviya** (P) *Oil Eng.* Wireless 2 *Dks* *Cruiser Stern* | 1190 953 612 | | | | | 1928 | Schiffsw (v. J.&Sch.) A.G. Hamburg | U.S.S.R. | 202·4 P&B126′F22′ | 33·3 | 18·4 | Odessa Russian *WB* | Oil Engines 4S.C.SA 8Cy.18⅞″–29½″ 286NHP Motorenfabr. "Deutz" A.G. Köln-Deutz | | |
| 79663 | **Moldova** (*ex* Ithaki-39, *ex* Anne, *ex* Aenne Rickmers) 2 *Dks* | *4083* *3822* *2572* | | | | | 1911 | Rickmers Akt.Ges. Bremerhaven | Capt. S.N. Vlassopol | 367·1 P37′B94′F44′ | 47·7 | 27·3 | Braila Roumanian *WB* | T.3Cy.23¼″,38⅝″&63″–43¼″ 261NHP Bremer Vulkan, Vegesack | 30 ″ 0 | V |
| 79664 XCMZ | **Molokai** (*ex* Flaurence Ward) Wood Sr *Salted* CB *Oil Eng.* HT Honolulu, 14 1 *Dk* | 356 — 220 | ✠ 3,14 | Hono-lulu | | | 1907 1 mo | Bendixsen S.B.Co. Eureka, Cal. | Compañia Maritima de Navegacion (Keene Line, *Mgrs.*) | 105·9 | 24·4 | 14·2 | Guaymas Mexican | Oil Engines 2S.C.SA 4Cy.14″–14″ 138NHP Fairbanks Morse Co. N.Yk. | 15 ″ 1 | |
| 79665 UOUX | **Molot** *Oil Eng.* *Mchy. Aft* 1 *Dk* | 949 758 472 | | | | | 1928 | Odessa State SB Yard Andre Marti Odessa | U.S.S.R. | 232·1 P55′F25′ | 34·0 | 11·8 | Vladvostk Russian *WB* | Oil Engines 4S.C.SA 12Cy.13⅛″–19⅝″ 222NHP State Engine Works, Kolominska | | |
| 79666 UOBC | **Molotov** Sub.Sig. 1 *Dk* | 2332 2013 1296 | ✠ ... 5,32 ✠ | | | | 1930 1 mo | Baltic S.B. & Eng. Wrks. Leningrad | U.S.S.R. | 284·8 P18′B75′F32′ FK | 43·1 | 20·5 | Leningrad Russian *WB* | T.3Cy.17¾″,29⅛″&48⅞″–35⅞″ 193NHP Leningrad S.B. Works "Andrea Marti," Len. | 22 ″ 7 | |
| 79667 152022 VJGR | **Momba** *Oil Eng.* *ss* Syd. No. 3–1,38 1 *Dk* (*Stl*) *Cargo battens not fitted* *Cruiser Stern* | 3021 2735 1758 | ✠100A1 3,41 ~~1,40~~ ✠LMC CS1,38 DBS1,~~40~~ 3,41 | Syd | *u* | CL 1,39 | 1926 3 mo *Lloyd's* | Akt. Burmeistr & Wain Copenhagen *sA&CP* | The Adelaide Steamship Co. Ld. | 331·8 P34′B159′F34′ FK *Cell DB286′778t FPT6* | 46·6 | 23·1 | Melbourne British 6 *BHpt Cem* 7*t APT* 120*t* | Oil Engines 4S.C.SA 8Cy.24½⅛″–51⅛″ 473NHP DB *100lb* Burmeister & Wain, Cpn. | 25 ″ 6 s 3 ″ 4½ 22 ″ 3½ | |
| 79668 | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à un Bâtiment. Lettre d'Equilibrement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP = Force en chevaux d'après les formules de la Société. RIP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Explications des cotes, etc., qui se trouvent dans les Tables. Voir aussi l'Introduction. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79669<br>40424<br>JIXH | **Momo Maru**<br>*Oil Eng.*<br>1 *Dk* | | 443<br>—<br>253 | | | | | 1935 | Ohara Zosen Tekkosho K.K. Osaka | Uwazima Unyu K.K. | 148·9 \| 26·5 \| 14·0 | | | Uwajima Japanese | Oil Engines | | |
| 79670<br>33181<br>JAVC | **Momoha Maru** (*ex* Goldenway, *ex* Terrific, *ex* Cosmos *ss* Kob. No. 3–6, 31 *ex* Volga, *ex* War Island)<br>1 *Dk (Stl)*<br>2 *nd Dk (Stl) in Nos. 2 & 4 holds* | | 3103<br>2855<br>1843 | ✠ ...<br>4,36 | Kob | *u* | | 1918<br>9mo | Craig, Taylor & Co. Ld. Stockton | Tatuuma Kisen K.K. | 331·1 \| 46·8 \| 23·2<br>P33′B98′F29′ FK<br>*Cell D B* 280′ 687 *t F P T* 109 *t* | | | Nishinomiya Japanese<br>*7 B Hpt Cem A P T* 112 *t* | T.3Cy.25′,41′ & 68″–45′ 359 NHP<br>3SB, *9 cf*, GS155, HS5841<br>Blair & Co. Ld. Stockton | 25 ″ 6 | C<br>† |
| 79671<br>45712<br>JHCN | **Momoyama Maru** (*ex* Mount Cynthos–39, *ss* Pir. No. 3–11, 38 *ex* Zeriba–33, *ex* Villa Ada, *ex* Fratelli Bianchi, *ex* War Leopard)<br>2 *Dks (Stl)* | | 5217<br>4773<br>3712 | ✠ ...<br>10,40<br>~~Dec 6,39~~ ✠ ~~LMC 11,39~~ | Kob | *y* | CL<br>5,39 | 1918<br>7mo | Workman, Clark & Co. Ld Belfast<br>*Lloyd's A & CP* | Yamashita Kisen K.K. | 400·4 \| 52·3 \| 28·4<br>P49′B113′F39′ FK<br>*Cell D B* 347′ 1120 *t F P T* 115 *t* | | | Kobe Japanese<br>*7 B Hpt Cem A P T* 170 *t* | T.3Cy.27″,44′ & 73″–48″ (*s*) 180 lb 518 NHP<br>3SB, *9 cf*, GS190, HS7668<br>Wrkman, Clark & Co. Ld Bel | 31 ″ 0<br>~~s 6·11~~<br>~~25 ″ 0~~ | |
| 79672 | **Mon Village** (*ex* Oxford, *ex* Yvetot, *ex* Menuisier)<br>*Mchy. Aft*<br>1 *Dk* | **Twin Sc** | 1065<br>—<br>588 | | | | | 1919 | Chant Aug. Normand Havre | Herran, Decia & Muller | 219·4 \| 34·2 \| 12·3<br>P59′F19′ | | | Montevideo Uruguayan *WB* | T.6Cy.12⅝″,19 7/16′ & 31½″–16½″ 80 NHP<br>At. & Ch. de la Loire, St Denis | | |
| 79673<br>4091<br>SGON | **Mona** (*ex* Bratland, *ex* Wermland)<br>*ss* Hpl. No. 2–11<br>1 *Dk (Stl)* & *deep framing*<br>& *pt Awning dk (Stl)* | | *1971*<br>*1609*<br>*1115* | ✠<br>2,11<br>✠ | Hpl | *s* | | 1902<br>7mo | W. Gray & Co. Ld. W Hartlepool | Rederi A/B Alfa (Allan Börjesson, *Mgr.*)<br>*Cell D Ba* | 279·6 \| 42·6 \| 16·4<br>Q107′ FK<br>*pt Awng dk* 175′<br>84′ *u* E 30′ *f* 112′ 521 *t* | | | Hlsngborg Swedish<br>*4 B H Cem A P T* 115 *t* | T.3Cy.21″,33′ & 56″–36′ 194 NHP<br>2SB, *4 pf*, GS72, HS3014<br>Cen. Mar. Eng. Wrks. W Hpl | 19 ″ 0 | V<br>† |
| 79674<br>120522<br>GFPN | **Mona's Isle** Ⓟ (*ex* Onward)<br>D.F.<br>2 *Dks & Awng dk* | **Trp Sc** | 1688<br>1162<br>698 | | | | | 1905 | W. Denny & Bros. Dumbarton | Isle of Man Steam Packet Co. Ld. | 311·2 \| 40·1 \| 15·8 | | | Douglas IM British *WB* | 3 Steam Turbines<br>Denny & Co. Dumbarton | | |
| 79675<br>145308<br>GWSG | **Mona's Queen** Ⓟ<br>*ss* Brw. No. 1–39<br>Sub. Sig.<br>2 *Dks & Shelter dk*<br>E.S.D.<br>D.F. | **Twin Sc** | 2756<br>1717<br>1112 | ✠ A1<br>*with freeboard*<br>10,39 ✠ LMC<br>~~BS 5,39~~ MS 5,39<br>*For Irish Channel service*<br>*Fitted for oil fuel* 6,34 *F.P. above* 150° F. | Sou | | OG<br>4,38 | 1934<br>6mo | Cammell Laird & Co. Ld. Birkenhead<br>*Lloyd's A & CP* | Isle of Man Steam Packet Co. Ld. | 337·6 \| 48·1 \| 17·2<br>350·0 (O.L.)<br>*Promenade dk* 249′<br>FK & BK 1½″<br>*Cell D B* *u* E 46′ 71 *t D T s f* 136 *t* | | | Douglas IM British<br>10 *B H Cem A P T* 73 *t* | 4 Steam Turbines S R geared to 2 Sc. Shafts<br>230 lb 1393 NHP<br>3 W T B, HS13590 FD<br>Cammell Laird & Co. Ld Bkn | 18 ″ 0<br>s 6 ″ 1<br>12 ″ 3 | BT till 5,40 |
| 79676<br>YVAS | **Monagas**<br>*ss* N. Yk. No. 3–8, 39<br>*Mchy. Aft*<br>1 *Dk (Stl)* & *Web frames*<br>*Longitudinal framing* | **Twin Sc** | *2650*<br>*1890*<br>*1514* | ✠ 100A1<br>6,40 ~~8,00~~<br>~~BS 6,40~~ ✠ LMC 10,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,27 *F.P. above* 150° F. | NYk<br>Arn | *t* | CL<br>P 5,40<br>S 10,38 | 1927<br>8mo | Palmers' Co. Ld. Newcastle<br>*Lloyd's A & CP* | Mene Grande Oil Co. C.A. | 305·4 \| 50·2 \| 16·3<br>316·8 (O.L.)<br>P69′F33′B22′ FK<br>*Trunk* 181′<br>*Cell D B* *u* E & B 42′ 107 *t F P T* | | | Maracaibo Venezuelan<br>11 *B Hpt Cem A P T* 85 *t*<br>194 *t* | T.6Cy.13½″,23″ & 37″–27″ (*s*) 180 lb 212 NHP<br>2SB, *6 cf*, HS4055<br>Richardsons, Westgarth & Co. Ld. Mdb | 16 ″ 6<br>s 2 ″ 0½<br>14 ″ 8 | |
| 79677<br>GQKS | **Monarch**<br>(*Cable Vessel*)<br>Wireless<br>1 *Dk & Awng dk*<br>E.S.D. | **Twin Sc** | 1150<br>1049<br>476 | ✠ ...<br>11,20<br>✠ | | | | 1916<br>8mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | H.M. Postmaster General | 222·7 \| 32·2 \| 19·1<br>FK | | | British *WB* | T.6Cy.12½″,20″ & 33″–24″ 146 NHP<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 22 ″ 0 | |
| 79678<br>82358<br>MNFD | — Ⓟ<br>**Pad** | | 315<br>274<br>129 | | | | | 1888 | R. & H. Green, London | Cosens & Co. Ld. | 210·0 \| 22·2 \| 9·0 | | | Weymouth British | D.2Cy.41″–48″ 179 NHP<br>J. Penn & Son, London | | |
| 79679<br>162650<br>GZKD | **Monarch of Bermuda** Ⓟ **Quad Sc**<br>*ss* N. Yk. No. 2–39<br>E.S.D. 3 *Dks (Stl–Weather dk teak s)*<br>Sub. Sig. 4 *th dk (Stl) in holds*<br>GyC. 5 *th Dk (Stl) except in boiler spaces*<br>D.F. (*Topsides–Special quality steel*)<br>*Ref. Mchy.* *Cruiser Stern* | | 22424<br>13088<br>12876 | ✠ 100A1<br>*with freeboard* ~~Liv~~ PNl<br>~~4,41 11,39~~ ✠ LMC 11,39<br>✠ Lloyd's R ~~LMC 11,39~~<br>~~6,41 10,40~~<br>BS 10,40<br>*Fitted for oil fuel* 11,31 *F.P. above* 150° F. | NYk | *m* †<br>P *f* 6,38<br>S *f* 6,38<br>P *a* 11,38<br>S *a* 11,38 | CL | 1931<br>11mo | Vickers-Armstrongs, Ld. Newcastle<br>*Lloyd's A & CP* | Furness, Withy & Co. Ld. | 553·2 \| 76·7 \| 39·0<br>B354′F94′ FK<br>*Upper bridge* 385′<br>*Cell D B* 430′ 1938 *t* 'tween *d k tanks a* 59′ 496 *t*<br>*Tanks in way of tunnel* 947 *t* | | | London British<br>12 *B Hpt Cem*<br>*Coll., to W dk*<br>*Turbines by Motors by*<br>13 *t A P T* 126 *t* | 2 Steam Turbines connected to Electric Motors & Sc. Shafts (*s*) 4411 NHP<br>400 lb HS42200 FD<br>8 Water Tube Boilers (Spt 400 lb)<br>Fraser & Chalmers, Erith<br>General Electric Co. Ld.<br>Witton, Birmingham | 43 ″ 3<br>s 16 ″ 5½<br>27 ″ 0½ | BT till 9,41 |
| 79680<br>~~218508~~<br>~~KJRQ~~ | **Monasses**<br>*Fitted for oil fuel*<br>*Ref. Mchy.* 1 *Dk & Shelter dk*<br>Sub. Sig. & *Web frames*<br>*Longitudinal framing* | | 5983<br>5657<br>3695 | ✠ ...<br>4,22<br>✠ | | | | 1919<br>6mo | Moore S.B. Co. Oakland, Cal. | ~~United States Maritime Commission~~ | 402·5 \| 53·0 \| 32·0<br>P34′F39′ *on Shelter dk* FK | | | ~~S. Francisco~~ ~~Utd. States~~ British *WB* | 2 Steam Turbines D R geared to 1 Sc. Shaft 637 NHP<br>Midwest Engine Co. Indianapolis | 34 ″ 6 | R<br>† |
| 79681<br>841<br>IBMW | **Monbaldo** (*ex* Sori)<br>D.F.<br>2 *Dks & Shltr dk* | | 6214<br>—<br>4043 | | | | | 1918 | Soc. Esercizio Bacini Riva Trigoso | Nav. Alta Italia Soc. Anon. | 389·5 \| 51·5 \| 26·6 | | | Genoa Italian | T.3Cy.26″,42¼″ & 69 7/16″–48″ 337 NHP<br>Soc. Esercizio Bacini R. Trig | | I |
| 79682<br>2146<br>IBNW | **Moncalieri** (*ex* War Linnet)<br>*ss* Tri. No. 3–3, 31<br>*ss* Tri.. No. 2–39<br>D.F.<br>2 *Dks (Stl)* | | 5723<br>4819<br>3533 | ✠ 100A1<br>12,39<br>✠ LMC<br>MS 4,39 BS 11,39<br>*Adapted for oil fuel* 9,29 *F.P. above* 150° F. | Tri | *y* | CL<br>N 9,38 | 1918<br>12mo | Craig, Taylor & Co. Ld. Stockton<br>*Lloyd's A & CP* | Lloyd Triestino Soc. Anon. di Nav. | 400·0 \| 52·3 \| 28·4<br>413·0 (O.L.)<br>P49′B113′F40′ FK<br>*Cell D B* 336′ 1015 *t F P T* 28 *t* | | | Genoa Italian<br>*7 B Hpt Cem A P T* 207 *t* | T.3Cy.27″,44″ & 73″–48″ (*s*) 180 lb 517 NHP<br>3SB, *9 cf*, GS190, HS7668 FD<br>Cen. Mar. Eng. Wrks. W Hpl | 31 ″ 0<br>s 5 ″ 10½<br>25 ″ 4½ | |
| 79683<br>165176<br>~~TKDM~~<br>MJYB | **Moncousu** (*ex* Nestor)<br>*ss* Nts. 2nd No. 3–2, 37<br>Wireless<br>1 *Dk (Stl) Platform dk (Stl)*<br>*Well deck*<br>*for light cargoes in Nos. 2 & 3 holds* | | 1420<br>1120<br>862 | ✠ 100A1<br>3,40<br>~~BS 3,41~~ ✠ LMC 2,37 | Nts | *o* | CL<br>10,38 | 1912<br>3mo | Mackay Bros. Alloa<br>*Lloyd's A & CP* | Ministry of Shipping (G. Gibson & Co. Ld. *Mgrs.*)<br>*Cell D B* a 58′ *u* E | 235·2 \| 36·0 \| 16·3<br>Q86′B56′F29′ FK<br>17′ *f* 94′ 357 *t F P T* 64 *t* | | | Belfast British<br>4 *B H Cem A P T* 36 *t* | T.3Cy.18″,29″ & 48″–35″ (*s*) 180 lb *100 lb* 153 NHP<br>1SB, *3 cf*, GS66, HS2484<br>MacColl & Pollock, Ld. Sld. | 18 ″ 6<br>s 1 ″ 5½<br>17 ″ 2 | |
| 79684<br>TTKO | **Mondara**<br>(*ex* Steamer)<br>*Mchy. Aft*<br>*Well deck*<br>*Oil Eng.*<br>*ss* Bel. No. 3–1, 33<br>1 *Dk (Stl)* | | 359<br>255<br>147 | ✠ ...<br>9,37<br>✠ | Bou | *e* | | 1921<br>2mo | J. & D. Morris, Ld. Newcastle | P. Le Louarn & F. Ollivier | 135·2 \| 23·6 \| 10·0<br>P44′B8′F18′ FK<br>*FPT* | | | Paimpol French<br>*3 B H Cem A P T* 25 *t* | Oil Engines 4 S.C. 6Cy. 11½″–19½″ NE38<br>Waggon-u-Masch. A.G. Görlitz | 11 ″ 0 | V<br>† |
| 79685 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / Last Special Survey / Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Registers in which classed, if not in L.R. Dates of Tr. & Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79686 / 149459 | **Mondoc** | *Mchy. Aft* 1 *Dk* | 1926 / 1637 / 1147 | | | | | 1928 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Paterson Steamships, Ld. | 253·0 | 43·3 | 17·8 Q100′F35′ | Ft. William British *WB* | T. 3Cy. 15″, 25″ & 40″–33″ 92 NHP Swan, Hunter & Wigham Richardson, Ld. Nwc. | | C |
| 79687 / 1371 / IBRW | **Monfiore** (*ex* West Hesseltine) *Fitted for oil fuel* D.F. 2 *Dks* | | 5498 / 5075 / 3370 | | | | | 1920 | J. F. Duthie & Co. Seattle, Wash | Nav. Alta Italia Soc. Anon. | 423·7 | 54·2 | 26·6 410·3 27·7 P44′B115′F47′ | Genoa Italian *WB* | T. 3Cy. 24½″, 41½″ & 72″–48″ O'Neill Iron Works, Buffalo, N.Y. 359 NHP | | IR |
| 79688 / 1405 / ICJR | **Mongioia** (*ex* Terni, *ex* Crispi) *Fitted for oil fuel* D.F. 1 *Dk & Awng dk* | | 6113 / — / 3795 | | | | | 1924 | Flli. Orlando & Co. Leghorn | Nav. Alta Italia Soc. Anon. | 392·4 | 51·7 | 35·1 | Genoa Italian *WB* | T. 3Cy. 27″, 44″ & 73″–48″ *E made 18 fitted* 30 369 NHP D. Rowan & Co. Glasgow. | | I |
| 79689 / UOGH | **Mongol** (*ex* Lake Fablus) *Fitted for oil fuel* 1 *Dk 2 tr B* | | 2606 ✠ / 2237 / 1612 | ✠ … 12,20 ✠ | | | | 1919 / 10mo | Detroit S.B.Co. Wyandotte | U.S.S.R. | 251·8 | 43·3 | 26·1 P25′B64′F23′ FK | Vladvostk Russian *WB* | T. 3Cy. 21″, 35″ & 59″–42″ Detroit S.B. Co. Detroit 352 NHP | 28 ″ 2 | |
| 79690 / 7450 / SMTA | **Mongolia** (*ex* Clayton, *ex* Pelica) *ss* Lkr. 2nd No. 3–5,35 *ss* Hbg. No. 1–39 D.F. 1 *Dk (Stl) & deep framing* *Cargo battens not fitted* | | *2124* / *1929* 6,404,~~40~~ / *1238* | ✠100A1 BS3,40 | Hbg Lkr | *s* | CL 3,40 | 1909 / 6mo | W. Pickersgill & Sons, Ld. Sunderland | Rederi A/B Arild (J. A. Thore, *Mgr.*) *Lloyd's A & CP* | 286·0 *Cell D B a* 94′ | 43·3 *u E & F* 38′ | 18·7 P21′B72′F27′ FK *f* 114′ 557*t* | Arild Swedish 5 *B H Cem* *A P T* 133*t* | T. 3Cy. 21″, 35″ & 58″–39″ (*s*) 180 lb *90 lb* 233 NHP 2SB, *6 pf*, Gs 108, Hs 3637 G. Clark, Ld. Sunderland | 21 ″ 0 s 2 ″ 11¾ 18 ″ 3 | |
| 79691 / RACE | **Mongoughai** Ⓟ (*ex* Pronto) Wireless 1 *Dk & Spar dk* | | 993 / 883 / 593 | | | | | 1891 | Flensburgr Schiffsb. Ges. Flensburg | U.S.S.R. | 202·5 | 30·3 | 18·5 B58′ | Vladvostk Russian *WB* | T. 3Cy. 15″, 27½″ & 43″–27″ *B made* 12, *fitted*— 96 NHP Flensburger Schiffsb. Ges. | | |
| 79692 / DJVB | **Moni Rickmers** (*ex* Trewyn–37) *ss* Fal. No. 3–6,35 D.F. 2 *Dks (Stl)* | | 5272 ✠ / 4787 / 3225 | ✠ 3,39 ✠ | Ham | *y* | | 1920 / 2mo | J Readhead & Sons, Ld South Shields | Rickmers Rhederei Akt. Ges. *Cell D B* 345′ 1085*t* | 399·4 413·8 (O.L.) P49′B117′F39′ FK | 52·4 | 28·5 *F P T* 130*t* | Hamburg German 7 *B H Cem* *A P T* 205*t* | T. 3Cy. 27 5/16″, 44″ & 73 5/16″ –48″ 513 NHP 3SB, *9cf*, Gs 190, Hs 7563 J. Readhead & Sons Ld. S. Shl | 31 ″ 0 | |
| 79693 / 8424 / SHNR | **Monica** (*ex* Slamat–40) *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern* | | 391 / 248 / 182 | ✠100A1 3,40 ✠LMC 2,39 | Skm | *f* | | 1939 / 2mo | N V Schpsw Gebr. v/d Werf Deest *Lloyd's A & CP* | Rederi A/B Erling. (Ivar H. Galen, *Mgrs.*) A. Adler *Cell D B* 84′ 69*t* | 142·4 151·1 (O.L.) P37′Q49′F20′ FK *F P T* 40*t* *A P T* 13*t* | 25·1 | 8·7 | Gothenbrg Swedish 3 *B H Cem* | Oil Engines 4S.C.SA 6 Cy. 11¾″–16 5/16″ 74 NHP Maschinenfbrk. Augsburg-Nürnburg A.G. Augsburg | 9 ″ 10 s 3 ″ 3⅜ 9 ″ 9¼ | |
| 79694 / PGBC | — *Oil Eng.* *ss* Rot. No. 1–36 *Mchy. Aft* 1 *Dk (Stl)* *Cruiser Stern* | | 325 / 260 3,40 ~~4,39~~ / 126 | ✠100A1 DBS 4,39 ✠LMC (M) 4,38 *Carrying Petroleum* | Rot Grk ✠LMC 1,36 | *f* *in bulk* | N ~~3,38~~ 9,40 | 1932 / 9mo | J. Koster Hzn. Schpsw. "De Gideon" Groningen *Lloyd's A & CP* | N.V. Tank Kustvaart Maats. | 137·9 | 25·4 | 9·8 P49′F20′ *Trunk* 70′ FK *F P T* 65*t* *A P T* 10*t* | Rottrdam Dutch 8 *B Hpt Cem* | Oil Engines 4S.C.SA 6 Cy. 11″–19 11/16″ 71 NHP DB ~~100 lb~~ Humboldt-Deutzmotoren, A.G. Köln-Deutz | 10 ″ 2 s ″ 4⅜ 9 ″ 11 | |
| 58/40 79695 / FOEG | **Monique** *Fitted for oil fuel* *Mchy. Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing* 2 *Dks* | | 7011 / — / 3989 | | | | | 1922 | Ch. & Atel. de la Gironde Bordeaux | Cie. Auxiliaire de Navigation | 425·0 | 56·7 | 33·0 P100′B27′F41′ | Havre French *WB* | T. 3Cy. 28″, 46″ & 76″–52″ 416 NHP Soc. Provençale de Const. Nav. La Ciotat | | V |
| 860/40 79696 / FNWW | **Monique Schiaffino** *Fitted for oil fuel* 2 *Dks* | | 3236 / 2880 / 1917 | | | | | 1929 | Howaldtswerke A.G. Kiel | Soc. Algérienne de Nav. pour l'Afrique du Nord (Ch. Schiaffino & Cie. *Mgrs.*) | 330·6 | 48·1 | 23·7 P24′F41′ | Algiers French *WB* | T. 3Cy. 22⅝″, 37⅞″ & 60¼″–39⅜″ 227 NHP Howaldtswerke A.G. Kiel | | V |
| 79697 / 149956 / GNLC | **Monkleigh** *ss* Bry. No. 3–3,39 1 *Dk (Stl) & Shelter dk (Stl)* | | 5203 / 4810 *with freeboard* / 3105 | ✠100A1 1,41 ~~4,40~~ MS 2,39 | Bry Cff ✠LMC BS 4,40 | *a*† | CL ~~2,39~~ 1,41 | 1927 / 12mo | R. Thompson & Sons, Ld Sunderland *Lloyd's A & CP* | Tatem Stm. Nav. Co. Ld. (W. J. Tatem, Ld. *Mgrs.*) *Cell D B a* & *u E* 138′ *f* 201′ 1391*t* | 420·7 434·5 (O.L.) F34′ FK | 55·3 | 25·7 *F P T* 210*t* *A P T* 147*t* | London British 7 *B H Cem* *Coll to Sh dk* 6 „ 2*nd* „ | T. 3Cy. 27″, 45″ & 75″–51″ (*s*) 180 lb 570 NHP 3SB, *9cf*, Gs 187, Hs 8491 FD Richardsons, Westgarth & Co. Ld. Sld | 28 ″ 4 s 3 ″ 7¾ 24 ″ 11 | |
| 79698 / 147484 / MLKY | **Monkstone** *ss* Nwc. No. 3–5,36 *ss* Shl. No. 1–39 *Well deck* 1 *Dk (Stl)* *Mchy. Aft* | | 867 / 591 / 425 | ✠100A1 7,39 ✠LMC 7,39 BS 11,40 | Shl | *k* | CL 7,39 | 1923 / 5mo | Hansen S B & Ship Repng. Co. Ld. Bideford *Lloyd's A & CP* | S. & R. Steamships, Ld. (Stone & Rolfe, Ld. *Mgrs.*) *Cell D B* 126′ 239*t* *F W Tank* | 190·0 Q120′Bon Q14′F26′ FK *k* in break 7′ 14*t* | 30·1 | 12·5 *F P T* 53*t* *A P T* 30*t* | London British 3 *B H Cem* | T. 3Cy. 15″, 25″ & 41″–27″ (*s*) 180 lb 84 RHP 2SB, *4cf*, Gs 60, Hs 1824 Lytham SB & E Co Ld Lytham | 14 ″ 6 s 4 ″ 6 14 ″ 1¾ | |
| 79699 / 145345 / MKYF | **Monksville** (*ex* Slievenamon) *ss* Apl. No. 3–10,34 *ss* Bkn. No. 1–39 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted* | | 499 / ~~650~~ 347 / 234 | ✠100A1 ~~6,80~~ 4,41 6,40 BS ~~11,30~~ 11,40 ✠LMC MS 6,39 ✠NB 18 *refitted* 21 | Bkn Liv ✠LMC | *g* | CL ~~10,37~~ 4,41 | 1921 / 8mo | J J Thornycroft & Co. Ld. Southampton *Lloyd's A & CP* | John S. Monks, Ld. | 155·7 Q86′B11′F25′ FK | 26·2 | 11·4 *F P T* 48*t* *A P T* 20*t* | Liverpool British 3 *B H Cem* | T. 3Cy. 13⅝″, 22″ & 35″–27″ (*s*) 180 lb 95 NHP 1SB, *3cf*, Gs 51, Hs 1832 J I Thornycroft & Co Ld Sou. | 12 ″ 6 s 3 ″ 8 12 ″ 6 | |
| 79700 / 166343 / GFFP | **Monkwood** 1 *Dk* *Cruiser Stern* Wireless *Cargo battens not fitted* | | 1591 / 1229 3,41 ~~1,40~~ / 922 | ✠100A1 ✠LMC 1,38 | Bly Shl | *p* | CL 12,39 | 1938 / 1mo. | S. P. Austin & Son, Ld. Sunderland *Lloyd's A & CP* | W France, Fenwick & Co. Ld. *Cell D B* | 255·2 264·0 (O.L.) Q140′B12′F27′ FK 213′ 559*t* | 37·4 | 16·5 *F P T* 140*t* | London British 4 *B H Cem* *A P T* 26*t* | T. 3Cy. 15½″, 25″ & 44″–33″ 220 lb (*s*) FD 176 NHP 2SB (Spt), *6cf*, Gs 50, Hs 2570 N.E. Marine Eng. Co Ld. Sld | 18 ″ 6 s 5 ″ 7 17 ″ 0½ | |
| 79701 / 217318 | **Monmouth** 2 *Dks* | | 4756 ✠ / 4287 / 2963 | ✠ … 7,21 ✠ | | | | 1918 / 12mo | Standard S.B.Corp. Shooter's Island, N.Y | United States Maritime Commission | 377·0 P25′B106′F34′ FK | 52·2 | 26·8 | New York Utd. States *WB* | T. 3Cy. 24″, 40″ & 70″–48″ 478 NHP Standard S.B.Corp. | 29 ″ 0 | |
| 79702 / 92022 / KJRQ | — Ⓟ **Iron Twin Sc** 2 *Dks* | | 1440 / — / 981 | | | | | 1888 | W. Cramp & Sons Co. Philadelphia | Central Railroad Co. of New Jersey | 260·5 | 35·1 | 14·0 | New York Utd. States | T. 6Cy. 19″, 30″ & 50″–30″ NB 05 274 NHP W. Cramp & Sons Co. Phil. | | |
| 79703 / 146413 / MKZV | **Monmouth Coast** (*ex* Grania–33) *ss* Bkn. No. 3–5,36 *Well deck* *Mchy. Aft* 1 *Dk (Stl)* Wireless D.F. E.S.D. | | 878 / 618 / 396 | ✠100A1 Examined 3,41 Liv ~~DBS 6,39~~ BS ~~4,40~~ 4,41 ✠LMC 5,36 | ~~Bkn~~ | *l* | CL ~~6,38~~ 3,41 | 1924 / 3mo | Ayrshire Dkyd. Co. Ld. Irvine *Lloyd's A & CP* | Coast Lines, Ld. *Cell D B u* & *B* 32′ | 200·4 Q128′F28′ BK 7′ *f* 102′ 166*t* | 30·6 *F P T* 122*t* | 13·2 | Liverpool British 3 *B H* *A P T* 44*t* | T. 3Cy. 17½″, 27½″ & 45″–33″ 180 lb (*s*) 155 NHP 2SB, *4cf*, Gs 79, Hs 2784 Ross & Duncan, Glasgow | 15 ″ 3 s 4 ″ 1½ 15 ″ 2⅝ | |
| 79704 / 147816 / ZMCD | **Monowai** Ⓟ (*ex* Razmak) **Twin Sc** *ss* Auk. No. 3–6,37 D.F. *Ref Mchy.* 3 *Dks (Stl)* | | 10852 / 7510 *with freeboard* / 4925 | ✠100A1 5,39 BS 5,39 ✠LMC 10,36 ✠Lloyd's RMC 5,39 *Fitted for oil fuel* 2,25 | Wln | *g*† | CL 85,37 P4,39 *F.P. above* 150° F. | 1925 / 2mo | Harland & Wolff, Ld. Greenock *Lloyd's A & CP* | Union S.S. Co. of New Zealand, Ld. *Cell D B* 429′ 1298*t* *Tanks at sides of tunnels* 436*t* *F P T* 57*t* | 500·4 P&B396′F73′ FK | 63·2 | 34·0 *A P T* 102*t* | Wellingtn, N.Z. British 10 *B H Cem* | Q.8Cy. 30¼″ 44″ 63″ & 89″–54″ & L.P. Turbines with D R gearing & hydraulic coupling 215 lb (*s*) 2255 NHP 4D & 2SB, *40cf*, Hs 29610 FD Harland & Wolff, Ld. Bel. | 37 ″ 6 s 11 ″ 7¾ 26 ″ 1 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Tonn. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Emplacement. | 7* Date de la dernière visite de la liste porte-feuille. | 8 Construit. Quand. — Nav're. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registre où cette unité est dans le L. Dutre Cert. Ref Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79705 | **Monroe** | | 5533 2222 5022 | ✠ ... | | | | 1920 | Newburgh | ~~United States~~ ~~Maritime~~ ~~Commission~~ | 400·5 | 54·2 | 30·4 | New York | 2 Steam Turbines D R geared | 32 ″ 10 | |
| 219388 | | *Fitted for oil fuel* | 5044 | 5,21 | | | | 4 mo | Shipyard Inc. | A. H. Bull S.S. Co. | P36'B124'F44' | | | Utd. States | to 1 Sc. Shaft 676 NHP | | |
| | | *2 Dks & Web frames* | ~~6477~~ 3410 | ✠ | | | | | Newburgh, N.Y | | | | FK | *WB* | Westinghouse Electric & Mfg. Co. E. Pittsburgh, Pa. | | |
| 79706 | **Monroe C. Smith** | | 4281 | | | | | 1903 | American S.B. Co. | Great Lakes S.S. Co. Inc. | 380·0 | 50·0 | 28·0 | Oswego, NY | T.3Cy.22″,35″&58″–40″ 177 NHP | | R |
| 93382 | | | — | | | | | | Lorain, O. | | F48' | | | Utd. States | | | |
| | D.F. | *Mchy. Aft* 1 *Dk 2 tr B* | 3016 | | | | | | | | | | | *WB* | American S.B. Co. Cld. O. | | |
| 79707 | **Monrosa** (*ex* Indiano, *ex* Indus) | | 6703 | ✠ ... | | | | 1920 | J. Coughlan & Sons, Ld. Vancouver, B.C. | Nav. Alta Italia Soc. Anon. | 428·0 | 54·3 | 27·3 | Genoa | T.3Cy.27″,44″&73″–48″ 420 NHP | 29 ″ 9 | I |
| 1168 | | *ss* Pal. No. 3–4, 24 | 5092 | 5,28 | | | | 7 mo | | | 410·5 | | | Italian | | | † |
| IBWW | D.F. | *Fitted for oil fuel* 2 *Dks* | 4216 | ✠ | | | | | | | P44'B241'F47' | | FK | *WB* | Vickers, Ld. Barrow-in-Furness | | |
| 79708 | **Mons** | | 641 | ✠ 100 A1 | Gms | *j* | CL | 1919 | Dibles, Ld. Southampton | C. Strubin & Co. Ld. | 178·0 | 29·0 | 11·1 | Lowestoft | T.3Cy.13⅜″,19½″&33″–24″ (*s*) | 13 ″ 3 | |
| 139635 | | (*ex* Southminster, *ss* Lwt. No. 3–6, 31 | 455 | 9,40 ~~1,40~~ | | | 5,39 | 4 mo | | | 185·6 (O.L.) | | | British | 160 lb 76 NHP | s 3 ″ 8¾ | |
| MBQL | | *ex* Woolacombe, *ss* Gms. No. 2–39 | 359 | ✠ NB 4,19 ✠ LMC | | | | | | | Q102'B11'F21' | | FK | 3 *B Hpt Cem* | 2SB, *4pf*, GS 60, HS 1476 | 12 ″ 8½ | |
| | | *ex* Lorient) *Mchy. Aft* 1 *Dk (Stl)* | | MS 9,39 | BS ~~10,39~~ 3,41 | | | | | | | | | | J. Penn & Sons, Ld. London | | |
| | | *Well deck* *Cargo battens not fitted* | | ✠ NE made 91 refitted 19 | | | | | | *Cell D* | *Bf* 112'196 *t FPT* 75 *t* | | | *APT* 26 *t* | | | |
| 79709 | **Monselet** | | 3372 | ✠ 100 A1 | Dnk | *v* | CL | 1929 | R. Thompson & Sons, Ld Sunderland | Cie. Nantaise des Chargeurs de l'Ouest | 340·0 | 47·5 | 21·9 | Nantes | T.3Cy 21″,35″&57″–39″ (*s*) | 24 ″ 2 | |
| | | *ss* Rot. No. 2–37 | 2929 | 4,40 ✠ LMC | | | 4,40 | 1 mo | | | 358·5 (O.L.) | | | French | 180 lb 247 NHP | s 3 ″ 11½ | |
| POLH | | 1 *Dk (Stl)* | 1984 | MS 4,37 BS 4,40 | | | | | | | P32'B94'F26' | | FK | 6 *B H Cem* | 3SB, *6cf*, GS 105, HS 4170 | 20 ″ 4½ | |
| | | *Cargo battens not fitted* | | Surveys delayed | | | | *Lloyd's SA & CP* | | *Cell D Ba & u E* 128′ | *f* 147'788 *t FPT* 102 *t* | | | *APT* 212 *t* | N.E. Marine Eng. Co Ld. Sld. | | |
| 79710 | **Monserrate** (P) | | 5578 | | | | | 1938 | Bremer Vulkan Vegesack | Hamburg-Amerik. Packetf. Akt. Ges. (Ham. Amr. Linie) | 441·9 | 56·3 | 23·1 | Hamburg | Oil Engines 2S.C.DA 7Cy.23¾″–43⅞″ 1357 NHP | | G |
| | D.F. E.S.D. | *Oil Eng.* | 4397 | | | | | | | | Upper F38' | | | German | | | |
| DJYP | | *Cruiser Stern* 2 *Dks* | 3245 | | | | | | | | P22'B&F405' | | | *WB* | Bremen Vulkan, Vegesack | | |
| 79711 | **Monstella** (*ex* Fert, *ex* War Gazelle) | | 5311 | | | | | 1918 | W. Doxford & Sons, Ld. Sunderland | Nav. Alta Italia Soc. Anon. | 413·2 | 52·3 | 28·5 | Genoa | T.3Cy.27″,44″&73″–48″ 369 NHP | | I |
| 879 | | | 4791 | | | | | | | | 400·0 | | | Italian | | | |
| IBXW | D.F. | 2 *Dks* | 3153 | | | | | | | | P49'B112'F39' | | | *WB* | W. Doxford & Sons, Ld. Sld. | | |
| 79712 | **Monsun** (*ex* Adige) | | 6590 | ✠ ... | | | | 1920 | Monmouth S.B. Co. Ld. Chepstow | Kauffahrtei Seereed, Adolf Wiards & Co. | 411·9 | 55·5 | 34·3 | Hamburg | 2 Steam Turbines D R geared to 1 Sc. Shaft 677 NHP | 38 ″ 0 | G |
| | | | 6234 | 1,27 | | | | 12 mo | | | F39' *on Shelter dk* | | | German | | | † |
| DOIX | | 1 *Dk & Shelter dk* | 4008 | ✠ | | | | | | | FK | | | *WB* | Metropolitan Vickers E. Co. Ld. Manchester | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 79713 | **Mont Agel** | | *4572* | ✠ 100 A1 | Msl | *x* | CL | 1920 | Greenock | Soc. Gén. de Transp. Mar. à Vap. | 377·0 | 52·2 | 26·0 | Marseilles | T.3Cy.25″,41″&68″–48″ (*s*) | 28 ″ 6 | |
| | | *ss* Msl. No. 3–12, 32 | *4090* | 1,40 | | | ~~N 9,39~~ | 6 mo | Dkyd. Co. Ld. Greenock | | | | | French | 180 lb 354 NHP | s 5 ″ 3½ | |
| FNBO | | *ss* Msl. No. 1–37 | 2887 | ~~MS 4,39~~ ~~5,40~~ | ✠ LMC ~~5,41~~ 1,41 | | 12,40 | | | | P37'B105'F41' | | FK | 6 *B Hpt Cem* | 3SB, *9cf*, GS 173, HS 5550 | 23 ″ 5 | |
| | | 2 *Dks (Stl)* | | | | | | *Lloyd's SA & CP* | | *Cell DB* 324'1102 *t* | | | | *APT* 128 *t* | Rankin & Blackmore Ld Grk | | |
| | | *Longitudinal framing in DB & at dks* | | *Fitted for oil fuel* 6,20 | | | *F.P. a* | *bove* 1 | | | 50° F. | | | | | | |
| 79714 | **Mont Everest** (*ex* Mount Everest, *ex* War Drake) | | 5120 | ✠ 100 A1 | Msl | *y* | CL | 1918 | D & W Hendersn & Co. Ld Glasgow | Soc. Gén. de Transp. Mar. à Vap. | 400·6 | 52·3 | 28·5 | Marseilles | T.3Cy.27″,44″&73″–48″ (*s*) | 31 ″ 0 | |
| | | *ss* Msl. No. 3–1, 31 | — | 8,39 | | | N 11,37 | 8 mo | | | | | | French | 180 lb 517 NHP | s 5 ″ 11½ | |
| FNBR | | *ss* Msl. No. 2–38 | 3119 | BS 9,39 ✠ LMC 9,38 | | | | | | | P49'B113'F39' | | FK | 7 *B Hpt Cem* | 3SB, *9cf*, GS 190, HS 7668 FD | 25 ″ 3½ | |
| | | 2 *Dks (Stl)* | | | | | | *Lloyd's SA & CP* | | *Cell DB* 345'1132 *t FPT* 1 | | | | 17 *t APT* 177 *t* | D & W Hendersn & Co Ld. Gls | | |
| 79715 | **Mont Liban** (*ex* Elli–37, *ex* Ville de Lattaquié–37, *ex* Ville de Nice–34, *ex* Christiana, *ex* Melford, *ex* Kilmelford) | | 611 | | | | | 1919 | Smith's Dock Co. Ld Middlesbro' | Comptoir Maritime de Syrie F. Eddé & Co. | 170·6 | 29·8 | 15·6 | Beirut | T.3Cy.16″,26″&44″–26″ 99 NHP | | C |
| | | | 485 | | | | | | | | B27'F29' | | | French | | | |
| OTRV | | 1 *Dk* | 257 | | | | | | | | | | | *WB* | Smith's Dock Co. Ld. Mdb. | | |
| 79716 | **Mont Louis** | | 1905 | | | | | 1927 | Smith's Dock Co. Ld. Middlesbro' | Hall Corporation of Canada | 252·6 | 43·4 | 17·8 | Montreal | T.3Cy.15″,25″&40″–33″ 81 RHP | | C |
| 147791 | | | 1613 | | | | | | | | Q100'F35' | | | British | | | |
| | | *Mchy. Aft* 1 *Dk* | 1123 | | | | | | | | | | | *WB* | Smith's Dock Co. Ld. Mdb. | | |
| 79717 | **Mont Saint Clair** (*ex* Levensau–39, *ex* Minho, *ex* Mogador) | | 1227 | | | | | 1905 | Bremer Vulkan Vegesack | Armement Delom & Scotti | 231·0 | 33·6 | 17·5 | Sète | T.3Cy.17 $\frac{7}{16}$″, 28 $\frac{7}{16}$″ & 46 $\frac{3}{4}$″–31½″ 122 NHP | | GV |
| | | | 1072 | | | | | | | | B68'F23' | | | French | | | |
| | | 1 *Dk & Spar dk* | 717 | | | | | | | | | | | *WB* | Bremer Vulkan, Vegesack | | |
| 79718 | **Mont-Seny** | Comp | 840 | | | | | 1921 | Astilleros de Tarragona Tarragona | S.A. Fabrica de Mieres | 198·4 | 30·4 | 16·4 | Gijon | T.3Cy.12″,20″&32″–24″ Alexander 50 NHP Hermanos, Barcelona | | V |
| | | | 677 | | | | | | | | B39'F28' | | | Spanish | | | |
| EGBS | | 1 *Dk* | 513 | | | | | | | | | | | | | | |
| 79719 | **Mont Viso** | | 4531 | ✠ 100 A1 | Msl | *y* | CL | 1921 | Sir Raylton Dixon & Co. Ld Middlesbro' | Soc. Gén. de Transp. Mar. à Vap. | 369·9 | 53·3 | 26·0 | Marseilles | T.3Cy.25″,41″&68″–45″ (*s*) | 28 ″ 6 | |
| | | *ss* Msl. No. 3–3, 34 | 4191 | 3,41 ~~3,40~~ | | | ~~2,38~~ 3,41 | 7 mo | | | | | | French | 180 lb 364 NHP | s 3 ″ 11½ | |
| FNBV | | *ss* Msl. No. 1–38 | 2828 | ~~BS 3,40~~ ✠ LMC 2,38 | | | | | | | P&B240'F40' | | FK | 6 *B H Cem* | 3SB, *9cf*, GS 158, HS 6015 | 24 ″ 9½ | |
| | | *Well deck* 2 *Dks (Stl)* | | 3,41 | | | | *Lloyd's SA & CP* | | *Cell DB* | 321' 1044 *t FPT* 86 *t* | | | *APT* 67 *t* | Richardsons, Westgarth & Co. Ld. Mdb. | | |
| | | | | *Fitted for oil fuel* 7,21 | | | *F.P. a* | *bove* 1 | | | 50° F. | | | | | | |
| 79720 | **Montaigne** (*ex* Livonier) | | 2770 | ✠ 100 A1 | Msl | *t* | CL | 1920 | Pusey & Jones Co. Wilmington, DE | Etabl. Maurel & Prom | 293·4 | 44·1 | 22·0 | Bordeaux | T.3Cy.19¾″,31½″&54½″–36″ 200 lb (*r*) 305 NHP | 25 ″ 10 | |
| | | *ss* Rot. No. 3–8, 32 | 2443 | ~~4012,39~~ 5,41 | | | ~~1,38~~ | 7 mo | | | 314·9 (O.L.) | | | French | | s 3 ″ 11½ | |
| FOXX | | *ss* Msl. No. 2–41 ~~*ss* Bdy. No. 1–38~~ | 1634 | ✠ LMC | | | | | | | P37'B79'F29' | | FK | 6 *B H Cem* | 2SB, *6cf*, GS 118, HS 4842 FD | s 21 ″ 3 | |
| | | 2 *Dks (Stl)* | | BS 11,40 | MS 1,41 | | N 12,40 | | | *Cell DB* 244'644 *t* | *DT* a 12'43 *t FPT* 64 *t* | | | *APT* 99 *t* | Pusey & Jones, Ld. Wmn. | | |
| 79721 | **Montalto** (*ex* The Princess) | 3 Mst | 623 | ✠ 100 A1 | Bel | *i* | CL | 1902 | Ailsa S.B. Co. Ld. Troon | Cullifords Shipping Co. Ld. (Cullifords & Clark, Ld. *Mgrs.*) | 181·3 | 27·2 | 11·0 | Belfast | C.2Cy.20½″&44″–30″ (*s*) | 13 ″ 7 | |
| 115690 | | *ss* Bel. 3rd No. 3–8, 40 ~~*ss* Gmb. 2nd No. 3–9, 27~~ | 428 | 8,40 ~~9,38~~ | | | ~~10,36~~ | 6 mo | | | Q100'B9'F34' | | BK 7½″ | British | 120 lb 80 RHP | s 4 ″ 6½ | |
| MDMT | | *Mchy. Aft* ~~*ss* Bel. No. 2–36~~ | 250 | ~~BS 6,39~~ ✠ LMC ~~1,36~~ | | | 7,40 | *Lloyd's SA & CP* | | | | | | 3 *B H Cem* | 1SB, *3pf*, GS 62, HS 1542 | 13 ″ 9 | |
| | | *Well deck* 1 *Dk (Stl)* | | 8,40 | | | | | | | *DB f* 96' 139 *t FPT* | | | 59 *t APT* ~~*t*~~ | Muir & Houston, Ld. Gls. | | |
| 79722 | **Montan** | | 1275 | | | | | 1934 | Frd. Krupp Germaniawft A.G Kiel | Ernst Komrowski Reederei | 231·4 | 36·2 | 13·9 | Hamburg | Oil Engines 4S.C.SA 8Cy.16½″–26″ 222 NHP | | G |
| | | *Oil Eng.* | 963 | | | | | | | | Q97'B46'F26' | | | German | | | |
| DJNF | | *Cruiser Stern* 1 *Dk* | 692 | | | | | | | | | | | *WB* | Fr. Krupp Germaniawft A.G | | |
| 79722* | **Montana** | | 10170 | | | | | 1940 | A/B Götaverken Gothenburg | A/S Tanktransport (Th. Berg, *Mgr.*) | 496·1 | 64·4 | 38·7 | Tönsberg | Oil Engines 2S.C.DA 5Cy.24 $\frac{7}{16}$″–55½″ 1029 NHP | | |
| | | *Oil Eng.* | 9350 | | | | | | | | P96'B36'F64' | | | Norwegian | | | |
| | D.F. E.S.D. | *Cruiser Stern* 1 *Dk* | 6000 | | | | | | | | | | | *WB* | A/B Götaverken, Got. | | |
| | | *Mchy. Aft* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 79723 | **Montanan** (*ex* Santa Paula) | | 4898 | ✠ ... | SFo | *z* | | 1917 | W Cramp & Sons S & EB Co Philadelphia | American-Hawaiian S.S. Co. | 404·6 | 53·9 | 34·2 | New York | Q.4Cy25½″37″52½″&76″–54″ 631 NHP | 28 ″ 9 | R |
| 214901 | | *ss* Bos. No. 3–8, 29 | 4353 | 9,35 | | | | 4 mo | | | *Fon Shelter dk* 81′ | | | Utd. States | | | † |
| WACN | | *Fitted for oil fuel* *ss* Bos. No. 1–33 | 2866 | ✠ | | | | | | | FK | | | 6 *B H Cem* | 3SB, *12cf*, GS 214, HS 8881 | | |
| | | 2 *Dks (Stl)* & *Shelter dk (Stl)* | | | | | | | | *Cell DB* 346'1209 *t D* | *T/*32' 826 *t FPT* 71 *t* | | | *APT* 16 *t* | W Cramp & Sns S & EBC. Phl | | |
| | | 3rd dk (*Stl*) in No. 1 hold only. *Web frames* | | | | | | | | | | | | | | | |
| | D.F. | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 79724 | **Montanes** (P) (*ex* Sorsogon–38, Iron *ex* Antonio Macleod, 4th Surveyor Lon. 1–97 *ex* Loch Garry) | | 1236 | ✠ ... | | | | 1880 | Gourlay Bros. & Co. Dundee | J. Garcia Alonso | 210·3 | 29·7 | 15·7 | Manila | C.2Cy.23″&44″–42″ NB 09 100 NHP | 16 ″ 11 | |
| KZFM | | 1 *Dk & Awng dk 2 tr B* | 1079 | 8,01 | | | | 1 mo | | | | | FK | Utd. States | | | |
| | | Wireless | 812 | | | | | | | | | | | *WB* | Gourlay Bros. & Co. Dundee | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned for extra Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Register of Yachts |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79725<br>92294 | **Montauk** (P) IronPad<br>(*ex* Forest City, *ex* King Edward, *ex* Montauk) | 418<br>—<br>241 | | | | | 1891 | Harlan & Hollingsworth Co. Wlmgtn, Del. | Clow & Nicholson Transptn. Co. Inc. | 175·0 \| 31·0 \| 9·0 | | | Duluth, Min. Utd. States | 1 Cy. 38″–108″ 115 NHP Harlan & Hollingsworth Co. | | |
| 79726<br>145903<br>GFTJ | **Montcalm** (P) TwinSc<br>ss Liv. No. 3–12,33<br>ss Sou. No. 1–38<br>2 Dks (Stl) & Shelter dk (Stl–ws)<br>*Ref. Mchy.* 3rd dk (Stl) in holds<br>D.F. E.S.D. *Cruiser Stern* | 16418<br>12156<br>9789 | ✠100A1 *Shelter dk with freeboard*<br>12,39 ✠LMC 2,37<br>✠NE 3,29 BS 3,39<br>*Fitted for oil fuel* 12,21 | Gls | *j*† | CL<br>s 3,39<br>P 12,39<br>*F.P. a bove* 1 | 1921<br>12mo | J. Brown & Co. Ld. Glasgow | Canadian Pacific Railway Co. (Canadian Pacific Stmships Ld. *Mgrs.*)<br>*Lloyd's* SA & CP<br>*Cell D B* 474′ 2358 *t DT* / *FW* 50° F. | 549·5 \| 70·2 \| 40·2<br>B & F 490′ *on Shelter dk Upper* B 265′ FK<br>*Upper* B 265′ FK<br>*f* 37′ 1074 *t FP* T 181 *t*<br>*tanks at sides of tunnel* 40′ 524 *t* | | | Liverpool<br>British<br>*pt Cem*<br>12 *BH to S dk*<br>*APT* 160 *t*<br>FD<br>HS 28442 | 6 Steam Turbines SR geared to 2 Sc. Shafts 215lb (*r*) (No. 4 Blr–222lb) 2390 NHP<br>10 SB (7 Spt), *30 cf*,<br>Harland & Wolff. Ld. Bel. | 43 ″ 3<br>s 15 ″ 6½<br>28 ″ 1 | |
| 79727<br>117069<br>CGSM | — (P) TwinSc<br>973<br>586<br>Wireless D.F. 2 *Dks* (*Stl–Mpt* ws)<br>*Cruiser Stern* | 1432<br>6,08 | ✠<br>✠ | Qbc | *q* | | 1904<br>11mo | Napier & Miller, Ld. Glasgow | Canadian Government (Dept. of Transport)<br>*Cell D Ba* 42′ *uE* | 245·0 \| 40·6 \| 15·7<br>P & B 168′ F 42′<br>BK 9″<br>& B 56′ *f* 80′ 240 *t FPT* 67 *t APT* 48 *t* | | | Ottawa<br>British<br>5 *BH Cem*<br>Fleming & Ferguson, Ld Psy | T. 6 Cy. 23½″, 38″ & 64″–42″<br>Water Tube Boilers 840 NHP<br>4B, GS 349, HS 12800 | 18 ″ 0 | |
| 79728<br>145964<br>GFTL | **Montclare** (P) TwinSc<br>ss Liv. No. 3–1,35<br>2 *Dks* (*Stl*) & *Shelter dk* (*Stl–ws*)<br>*Ref. Mchy.* 3rd dk (Stl) *in holds*<br>D.F. *Cruiser Stern* | 16314<br>12156<br>9724 | ✠100A1 *Shelter dk with freeboard*<br>11,39 ✠LMC 1,34<br>✠NE 3,30 BS 11,38<br>*Fitted for oil fuel* 8,22 | Liv | *j*† | CL<br>11,38<br>*F.P. a bove* 1 | 1922<br>8mo | J. Brown & Co. Ld. Glasgow | Canadian Pacific Railway Co. (Canadian Pacific Steamships, Ld. *Mgrs.*)<br>*Lloyd's* SA & CP<br>*Cell DB* 475′ 2358 *t DT* / *at sides of tunnel* 37′ 524 *t FPT* 50° F. | 549·5 \| 70·2 \| 40·2<br>B & F 490′ *on Shelter dk Upper* B 265′ FK<br>37′ 1074 *t FW tanks* 181 *t APT* 160 *t* | | | Liverpool<br>British<br>*pt Cem*<br>12 *BH to S dk*<br>FD | 6 Steam Turbines SR geared to 2 Sc. Shafts (*r*) 215lb (222lb–Nos. 3,4 & 8 Blrs.) 2524 NHP<br>10 SB (7 Spt), *30 cf*, HS 28442<br>Harland & Wolff, Ld. Bel. | 43 ″ 4<br>s 15 ″ 7½<br>28 ″ 1 | |
| 79729<br>EAKJ | **Monte Abril** (P)<br>(*ex* Artza-Mendi–39) ss Bbo. No. 2–39<br>*Oil Eng.*<br>D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*3rd Dk in No. 1 & after hold* | 2955<br>2062<br>1608 | ✠100A1 *with freeboard*<br>8,40 ~~11,39~~<br>✠LMC CS 5,39<br>7,36 | Bbo | *u* | CL<br>3,39<br>7,40<br>2 | 1930<br>7mo | Cia Euskal-duna Bilbao | Naviera Aznar Soc. Anon.<br>*Lloyd's* SA & CP<br>*Cell D B* 270′ 541 *t APT* 13 *t* | 335·0 \| 45·6 \| 17·7<br>352·0 (O.L.)<br>FK | | | Bilbao<br>Spanish<br>5 *BH Cem*<br>(3 *to Sh dk*<br>2 ,, 2nd ,,) | Oil Engines 4S.C.SA<br>6 Cy. 21⅝″–39⅜″ 271 NHP<br>Akt. Burmeistr & Wain, Cpn | 20 ″ 0<br>s ″ 11<br>19 ″ 3 | |
| 79730<br>EAKP | **Monte Albertia** (P)<br>(*ex* Axpe-Mendi–39) *Oil Eng.*<br>D.F. ss Bbo. No. 3–9,39<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*3rd dk in No. 1 & after hold* | 2955<br>2062<br>1608 | ✠100A1 *with freeboard*<br>11,10 ~~9,39~~ ✠LMC 9,39 | Bbo | *u* | CL<br>7,39<br>2 | 1929<br>11mo | Cia Euskal-duna de Const Bilbao | Naviera Aznar Soc. Anon.<br>*Lloyd's* SA & CP<br>*Cell D B* 270′ 541 *t APT* 13 *t* | 335·0 \| 45·6 \| 17·7<br>352·0 (O.L.)<br>FK | | | Bilbao<br>Spanish<br>5 *BH Cem*<br>(3 *to Sh dk*<br>2 ,, 2nd ,,) | Oil Engines 4S.C.SA<br>6 Cy. 21⅝″–39⅜″ 271 NHP<br>Akt. Burmeistr & Wain, Cpn | 20 ″ 0<br>s ″ 11<br>19 ″ 3 | |
| 79731<br>EAKQ | **Monte Almanzor** (P)<br>(*ex* Aya-Mendi–39) *Oil Eng.*<br>D.F. ss Bbo. No. 2–39<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*3rd dk in holds* | 2955<br>2062<br>1698 | ✠100A1 *with freeboard*<br>5,40 ~~3,39~~ ✠LMC CS 3,39<br>~~3,40~~ 5,40 | Liv<br>Bbo | *u* | CL<br>~~3,39~~<br>5,40<br>2 | 1929<br>9mo | Cia Euskal-duna de Const Bilbao | Naviera Aznar Soc. Anon.<br>*Lloyd's* SA & CP<br>*Cell D B* 270′ 541 *t APT* 13 *t* | 335·0 \| 45·6 \| 17·7<br>FK | | | Bilbao<br>Spanish<br>5 *BH Cem*<br>(3 *to Sh dk*<br>2 ,, 2nd ,,) | Oil Engines 4S.C.SA<br>6 Cy. 21⅝″–39⅜″ 271 NHP<br>Akt. Burmeistr & Wain, Cpn | 20 ″ 0<br>s 1 ″ 5½<br>18 ″ 10½ | |
| 79732<br>EAKN | **Monte Altube** (P)<br>(*ex* Altube-Mendi–39) ss Bbo. No. 2–38<br>*Oil Eng.*<br>D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*3rd dk in holds* | 2955<br>2062<br>~~1527~~<br>1594 | ✠100A1 *with freeboard*<br>9,40 ~~2,39~~<br>✠LMC CS 3,38<br>3,38 | Bbo | *u* | CL<br>~~1,38~~<br>9,40<br>2 | 1929<br>7mo | Cia Euskal-duna de Const Bilbao | Naviera Aznar Soc. Anon.<br>*Lloyd's* SA & CP<br>*Cell D B* 270′ 541 *t APT* 13 *t* | 335·0 \| 45·6 \| 17·7<br>FK | | | Bilbao<br>Spanish<br>5 *BH Cem*<br>(3 *to Sh dk*<br>2 ,, 2nd ,,) | Oil Engines 4S.C.SA<br>6 Cy. 21⅝″–39⅜″ 271 NHP<br>Akt. Burmeistr & Wain, Cpn | 20 ″ 0<br>s 1 ″ 5½<br>18 ″ 10½ | |
| 79733<br>EAKA | **Monte Amboto** (P) (*ex* Amboto-Mendi–39) *Oil Eng.*<br>D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *3rd dk in holds* | 2955<br>2062<br>1527 | ✠100A1 *with freeboard*<br>~~5,40~~ ~~1,39~~ 10,40<br>✠LMC CS 10,37<br>~~5,38~~ 11,38 | Bbo | *u* | CL<br>~~1,39~~<br>5,40<br>2 | 1929<br>1mo | Cia Euskal-duna de Const Bilbao | Naviera Aznar Soc. Anon.<br>*Lloyd's* SA & CP<br>*Cell D B* 270′ 541 *t APT* 13 *t* | 335·0 \| 45·6 \| 17·7<br>FK | | | Bilbao<br>Spanish<br>5 *BH Cem*<br>(3 *to Sh dk*<br>2 ,, 2nd ,, ) | Oil Engines 2S.C.SA<br>4 Cy. 23⅝″–41¾″ 388 NHP<br>Sulzer Bros. Winterthur | 20 ″ 0<br>s ″ 11<br>19 ″ 3 | |
| 5/41<br>79734<br>EAJJ | **Monte Aralar** (P)<br>(*ex* Araya-Mendi–39) *Oil Eng.*<br>ss Bbo. No. 2–39<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*3rd dk in No. 1 & after holds* | 2955<br>2062<br>1608 | ✠100A1 *with freeboard*<br>12,40 ~~8,39~~<br>✠LMC CS 6,39<br>12,36 | Bbo | *u* | CL<br>6,39<br>2 | 1930<br>5mo | Cia Euskal-duna de Const Bilbao | Naviera Aznar Soc. Anon.<br>*Lloyd's* SA & CP<br>*Cell D B* 270′ 541 *t APT* 13 *t* | 335·0 \| 45·6 \| 17·7<br>FK | | | Bilbao<br>Spanish<br>5 *BH Cem*<br>( 3 *to Sh dk*<br>2 ,, 2nd ,, ) | Oil Engines 4S.C.SA<br>6 Cy. 21⅝″–39⅜″ 271 NHP<br>Akt. Burmeistr & Wain, Cpn | 20 ″ 0<br>s ″ 11<br>19 ″ 3 | |
| 79735<br>EABH | **Monte Arnabal** (P)<br>(*ex* Arnabal-Mendi–39) *Oil Eng.*<br>ss Bbo. No. 2–38<br>D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*3rd dk in No. 1 & after holds* | 2955<br>2062<br>1608 | ✠100A1 *with freeboard*<br>10,40 ~~6,38~~<br>✠LMC CS 6,38<br>3,39 | Bbo | *u* | CL<br>~~6,38~~<br>10,40<br>2 | 1929<br>11mo | Cia Euskal-duna de Const Bilbao | Naviera Aznar Soc. Anon.<br>*Lloyd's* SA & CP<br>*Cell D B* 270′ 541 *t APT* 13 *t* | 335·0 \| 45·6 \| 17·7<br>FK | | | Bilbao<br>Spanish<br>5 *BH Cem*<br>(3 *to Sh dk*<br>2 ,, 2nd ,,) | Oil Engines 4S.C.SA<br>6 Cy. 21⅝″–39⅜″ 271 NHP<br>Akt. Burmeistr & Wain, Cpn | 20 ″ 0<br>s 1 ″ 5½<br>18 ″ 10½ | |
| 79736<br>EAKD | **Monte Ayala** (P)<br>(*ex* Ayala-Mendi–40, *ex* Elise–38, *Oil Eng.*<br>*ex* Ayala Mendi–37) ss Bbo. No. 2–38<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*3rd dk in holds* | 2955<br>2062<br>~~1527~~ | ✠100A1 *with freeboard*<br>7,40 ~~8,38~~<br>✠LMC CS 5,38<br>~~5,38~~ 8,39 | Bbo | *u* | CL<br>~~2,37~~<br>7,40<br>2 | 1929<br>2mo | Cia Euskal-duna de Const. Bilbao | Naviera Aznar Soc. Anon.<br>*Lloyd's* SA & CP<br>*Cell D B* 270′ 541 *t APT* 13 *t* | 336·1 \| 45·5 \| 17·7<br>FK | | | Bilbao<br>Spanish<br>5 *BH Cem*<br>( 3 *B H to Sh dk*<br>2 ,, 2nd ,,) | Oil Engines 2S.C.SA<br>4 Cy. 23⅝″–41¾″ 388 NHP<br>Sulzer Bros. Winterthur | 20 ″ 0<br>s 1 ″ 5½<br>18 ″ 10½ | |
| 79737<br>EAKO | **Monte Banderas**<br>(*ex* Atxuri-Mendi–39) ss Bbo. No. 2–39<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>Wireless D.F. | 1597<br>1329<br>756 | ✠100A1 *with freeboard*<br>7,40 ~~4,39~~ ✠LMC 4,39<br>BS 7,40 | Bbo | *r* | CL<br>4,39 | 1929<br>7mo | W. Gray & Co. Ld. W Hartlepool | Naviera Aznar Soc. Anon.<br>*Lloyd's* SA & CP<br>*Cell D B* 245′ 376 *t APT* 40 *t* | 280·0 \| 39·0 \| 16·1<br>289·2 (O.L.)<br>FK | | | Bilbao<br>Spanish<br>4 *BH Cem*<br>( *Coll to Sh dk*<br>3 ,, 2nd ,,) | T. 3 Cy. 20½″, 33½″ & 55″–39″<br>180lb (*s*) 291 NHP<br>2SB, *6cf*, GS 105, HS 4532 FD<br>Cen. Mar. E. Wks. Ld W Hpl. | 18 ″ 2<br>s ″ 4<br>18 ″ 0¾ | |
| 79738<br>EAJZ | **Monte Bizcargui**<br>(*ex* Alona-Mendi–39) ss Hfs. No. 2–37<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>Wireless D.F. | 1593<br>1327<br>753 | ✠100A1 *with freeboard*<br>9,39<br>~~BS 1,40~~ ✠LMC 10,37<br>1,41 | Bbo | *r* | CL<br>9,39 | 1929<br>1mo | W. Gray & Co. Ld. W Hartlepool | Naviera Aznar Soc. Anon.<br>*Lloyd's* SA & CP<br>*Cell D B* 245′ 376 *t APT* 40 *t* | 280·0 \| 39·0 \| 16·1<br>FK | | | Bilbao<br>Spanish<br>4 *BH Cem*<br>( *Coll to Sh dk*<br>3 ,, 2nd ,,) | T. 3 Cy. 20½″, 33½″ & 55″–39″<br>180lb (*s*) 291 NHP<br>2SB, *6cf*, GS 106, HS 4532 FD<br>Cen. Mar. Eng. Wks. W. Hpl | 18 ″ 2<br>s ″ 4<br>18 ″ 0¾ | |
| 79739<br>EAKB | **Monte Buitre** (*ex* Andutz-Mendi–40)<br>ss Bcl. No. 2–37<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*(DAMAGED BY SUBMARINE 7,37—NOW IN PORT)* | 1601<br>~~1327~~<br>758 | ✠<br>5,37 ✠<br>*(Reclassification Contemplated)* | Bcl | *r* | | 1929<br>2mo | W. Gray & Co. Ld. W Hartlepool | Naviera Aznar Soc. Anon.<br>*Lloyd's* SA & CP<br>*Cell D B* 245′ 376 *t APT* 40 *t* | 280·1 \| 39·0 \| 16·1<br>FK | | | Bilbao<br>Spanish<br>4 *BH Cem*<br>( *Coll to Sh dk*<br>3 ,, 2nd ,,) | T. 3 Cy. 20½″, 33½″ & 55″–39″<br>291 NHP<br>2SB, *6cf*, GS 105, HS 4532<br>Cen. Mar. Eng. Wks. W Hpl | 18 ″ 2 | |
| 79740<br>EAKC | **Monte Bustelo** (*ex* Aralar-Mendi–39) ss Bbo. No. 3–6,39<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>Wireless D.F. | 1597<br>1329<br>757 | ✠100A1 *with freeboard*<br>11,40 6,39 ✠LMC<br>~~BS 4,39~~ MS 5,39<br>5,40 | Bbo | *r* | CL<br>~~4,39~~<br>~~7,40~~<br>11,40 | 1928<br>12mo | W. Gray & Co. Ld. W Hartlepool | Naviera Aznar Soc. Anon.<br>*Lloyd's* SA & CP<br>*Cell D B* 245′ 376 *t APT* 40 *t* | 280·0 \| 39·0 \| 16·1<br>FK | | | Bilbao<br>Spanish<br>4 *BH Cem*<br>( *Coll to Sh dk*<br>3 ,, 2nd ,,) | T. 3 Cy. 20½″, 33½″ & 55″–39″<br>180lb (*s*) 291 NHP<br>2SB, *6cf*, GS 106, HS 4532 FD<br>Cen. Mar. Eng. Wks. W Hpl | 18 ″ 2<br>s ″ 4<br>18 ″ 0¾ | |
| 79741<br>EABJ | **Monte Castelo** (*ex* Arnotegi-Mendi–39) ss Bbo. No. 3–7,37<br>D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*Cargo battens not fitted* | 3222<br>2806<br>1858 | ✠100A1 *Shelter dk with freeboard*<br>~~6,41~~ 12,40 ✠LMC<br>MS 7,37 ~~BS 7,39~~ 5,41<br>~~7,40~~ | Bbo | *v* | CL<br>~~8,37~~<br>6,40 | 1921<br>5mo | Cia Euskal-duna de Const Bilbao | Naviera Aznar Soc. Anon.<br>*Lloyd's* SA & CP<br>*Cell D Ba* 110 *uE* | 335·0 \| 46·6 \| 22·0<br>18 139 640 *t APT* 98 *t*<br>FK | | | Bilbao<br>Spanish<br>*Cem*<br>2 *BH to S dk*<br>3 ,, ,, *U* ,, | T. 3 Cy. 24″, 40″ & 65″–42″ (*s*)<br>180lb *100lb* 333 NHP<br>2SB, *6cf*, GS 136, HS 5620<br>Blair & Co Ld. Stockton | 24 ″ 5<br>s 1 ″ 11<br>22 ″ 8¾ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant au tel. Lettre d'Avertissement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. Navire. Mach. / Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après le papier du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où noté, et si noté dans le Lt. Book. Double Cert. Bd of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 79742 EAAT | **Monte-Contes** (ex Andraka-Mendi-39, ex Plencia) ss Bbo. 2nd No. 3–8,24 ss Bbo. No. 3–9,40 1 Dk (pt Stl & pt Irn) lower dk in holds & Web frames & pt Awng dk (Irn) | 2516 1801 1644 | ✠100A1 pt Awng dk with freeboard 9,40 ✠LMC 9,40 | Bbo | CL 8,40 | 1898 5mo | Sir R Dixon & Co. Ld. Middlesboro' A&CP | Naviera Aznar Soc. Anon. Cell D Ba 98' | 289·5 \| 42·0 \| 17·7 P 24' Q 88' FK pt Awng dk 176' u E 5 f B 34' f 106' 530t | Bilbao Spanish | T. 3Cy. 22½", 36½" & 60"–39" 160lb 80lb (s) 224 NHP 5 B H Cem 2SB, 6cf, Gs 97, Hs 3350 APT 69t Blair & Co. Ld. Stockton | 20 ″ 3 | |
| 79743 EAAX | **Monte Coroña** (ex Araitz-Mendi-39) ss Bbo. No. 3-1,35 D.F. 1 Dk (Stl) & Shelter dk (Stl) ~~Cargo battens not fitted~~ ss Bbo. No. 1-40 | 2572 2181 1445 | ✠100A1 Shelter dk with freeboard 6,40 ~~11,08~~ ✠LMC 6,40 ~~MS 3,38~~ ~~BS 3,39~~ | Bbo t | CL 6,40 | 1922 1 mo | Cia Euskal-duna de Const Bilbao A&CP | Naviera Aznar Soc. Anon. Cell D B 252' 564t | 300·0 \| 44·1 \| 20·2 A P T 55t Collision | Bilbao Spanish Cem | T. 3Cy. 23", 37½" & 61½"–39" 180lb 100lb 262 NHP 2SB, 6cf, Gs 121, Hs 4142 B H to S dk 4 " " U " Cia. Euskalduna de Const. | 22 ″ 6 s 1 ″ 3½ 21 ″ 4½ | |
| 79744 EABQ | **Monte Espadan** (ex Artiba-Mendi-40) ss Bbo. No. 3–1,34 D.F. ss Bbo. No. 1–38 1 Dk (Stl) & 2nd dk in holds Cargo battens not fitted | 2543 2181 1459 | ✠100A1 11,39 ~~BS 7,39~~ ✠LMC 2,38 ✠NB 9 9 refitted 11,21 BS 6,40 | Bbo t | CL 11,39 | 1921 7mo | Cia Euskal-duna de Const Bilbao A&CP | Naviera Aznar Soc. Anon. Cell D B 250' | 300·0 \| 44·1 \| 20·2 P 26' B 70' F 31' FK 564t A P T 55t | Bilbao Spanish | T. 3Cy. 23", 37½" & 61½"–39" (s) 160lb 100lb 244 NHP 5 B H Cem 2SB, 6cf, Gs 94, Hs 3784 Cia. Euskalduna de Const. | 22 ″ 6 s 3 ″ 3½ 19 ″ 5 | |
| 79745 EACC | **Monte Facho** (ex Bizkargi-Mendi-39) ss Bbo. 3rd No. 3–9,39 D.F. 1 Dk (pt Irn & pt Stl) Cargo battens not fitted | 3234 2695 1959 | ✠100A1 9,39 ✠LMC 9,39 BS 1,41 | Bbo u | CL 5,39 | 1910 11mo | Cia Euskal-duna de Con. y Rp. de Buques Bilbao Lloyd's A&CP | Naviera Aznar Soc. Anon. Cell D Ba 102' u E 20 | 320·0 \| 46·6 \| 21·5 P 29' B 74' F 31' FK 102' u E 18' f 133' 801t | Bilbao Spanish | T. 3Cy. 22½", 37" & 61"–42" (s) 180lb 253 NHP 5 B H Cem 2SB, 6cf, Gs 102, Hs 3787 A P T 128t Blair & Co. Ld. Stockton | 23 ″ 11 | |
| 79746 EABR | **Monte Faro** (ex Arate Mendi-39, ex Ellen-38, ex Arate Mendi-37, ex Rio Navia-35, ex Mar del Norte) ss Bbo. No. 3–1,28 ss Ham. No. 2–37 1 Dk (pt Irn pt Stl) | ~~2661~~ ~~2386~~ ~~2508~~ 2977 2378 1654 | ✠100A1 12,39 ~~BS 7,39~~ 6,40 ✠LMC 1,37 | Bbo t | CL 5,39 | 1915 11mo | Cia Euskal-duna de Const Bilbao Lloyd's A&CP | Naviera Aznar Soc. Anon. Cell D Ba 102' u E 20 | 305·4 \| 44·2 \| 21·9 P 33' B 70' F 35' FK f 120' 633t F P T 150t | Bilbao Spanish | T. 3Cy. 23", 36½" & 62"–42" (s) 180lb 268 NHP 5 B H Cem 2SB, 6cf, Gs 104, Hs 4090 A P T 163t Cen. Mar. Eng. Wrks. W Hpl | 24 ″ 7 s 3 ″ 9½ 21 ″ 0 | |
| 79747 EABR | **Monte Galera** (ex Siena–39, ex Artxanda-Mendi) ss Bbo. No. 3–1,40 D.F. 1 Dk (Stl) | 3229 2806 1909 | ✠100A1 4,41 ~~1,40~~ ~~BS 10,40~~ ✠LMC 1,40 DBS 4,41 | Bbo u | CL ~~1,40~~ 4,41 | 1921 4mo | Cia Euskal-duna de Const Bilbao Lloyd's A&CP | Naviera Aznar Soc. Anon. Cell D Ba | 335·0 \| 46·6 \| 22·0 P 39' B 74' F 28' FK 110' u E 18' f 139' 640t | Bilbao Spanish | T. 3Cy. 24", 40" & 65"–42" (s) 180lb 100lb 333 NHP 5 B H Cem 2SB, 6cf, Gs 135, Hs 5620 A P T 98t Blair & Co. Ld. Stockton | 24 ″ 2 s 4 ″ 0 20 ″ 4½ | |
| 79748 56 IBZW | **Monte Gargano** (P) Twin Sc Oil Eng. 2 Dks Cruiser Stern | 1976 1597 1073 | | | | 1931 | Cantieri Riuniti Dell' Adriatico Monfalcone | "Adriatica" Soc. Anon. di Nav. | 267·3 \| 40·2 \| 22·6 F 34' | Bari Italian WB | Oil Engines 2S.C.SA 12Cy. 17⅜"–29½" 654 NHP Soc An. "Fiat" S.G.M. Turin | | I |
| 79749 EAAY | **Monte Gorbea** (ex Arantza-Mendi-39, ex Leece–38, ex Arantza-Mendi-37) ss Hul. No. 3–5,36 Oil Eng. 1 Dk (Stl) & Shelter dk (Stl-pt ws) Longitudinal framing in DB | 3720 3068 2048 | ✠100A1 Shelter dk with freeboard 1,40 ✠LMC CS 4,37 DBS ~~4,38~~ 4,37 | Bry w | CL 1,40 | 1923 4mo | Cia Euskal-duna de Const Bilbao A&CP | Naviera Aznar Soc. Anon. Cell D B | 345·8 \| 48·7 \| 22·4 F 32' on Shelter dk FK Collision 279' 852t A P T 124t | Bilbao Spanish Cem DB 100lb | Oil Engines 4S.C.SA 6Cy. 29½"–59" 489 NHP Harland & Wolff, Ld. Gls. B H to S dk 5 " " U " | 24 ″ 10 s 1 ″ 10½ 23 ″ 2 | |
| 79750 EABP | **Monte Gurugu** (ex Artea-Mendi-39) ss Bbo. No. 3–2,35 D.F. ss Bbo. No. 1–39 1 Dk | 3554 3236 ~~3118~~ 2178 | ✠100A1 12,39 ✠LMC 12,39 BS 1,41 | Bbo v | CL 10,39 | 1921 10mo | C. Hill & Sons Bristol Lloyd's A&CP | Naviera Aznar Soc. Anon. Cell D B 262' 713t F P T 80t | 325·0 \| 48·0 \| 25·2 P 27' B 102' F 34' FK A P T 100t | Bilbao Spanish Cem | T. 3Cy. 24", 39" & 64"–42" (s) 180lb 100lb 320 NHP 2SB, 6cf, Gs 121, Hs 5387 Richardsons, Westgarth & Co. Ld. Hpl. | 27 ″ 6 s 4 ″ 7½ 23 ″ 1 | |
| 79751 EAAD | **Monte Iciar** (ex Aizkarai-Mendi-39, ex Erica–38, ex Blanca–37, ex Aizkarai-Mendi-36) ss Bbo. No. 3–5,35 1 Dk (Stl) & Shelter dk (Stl) ss Bbo. No. 1–39 | ~~3274~~ ~~3084~~ ~~3019~~ 3303 3032 1981 | ✠100A1 Shelter dk with freeboard 1,41 ~~5,39~~ ✠LMC MS 4,39 ~~BS 7,41~~ 1,41 | Bbo v | CL ~~4,39~~ 1,41 | 1922 3mo | Ropner S.B & Rpg. Co. (Stockton) Ld Stockton Lloyd's A&CP | Naviera Aznar Soc. Anon. Cell D Ba 108' u E 25' | 339·5 \| 48·6 \| 22·5 FK Collision 147' 784t A P T 126t | Bilbao Spanish Cem | T. 3Cy. 24", 40" & 66"–45" (s) 180lb 100lb 358 NHP 2SB, 6cf, Gs 137, Hs 6078 B H to Sh dk 5 " " U " Blair & Co. Ld. Stockton | 24 ″ 10 s 1 ″ 11½ 23 ″ 0½ | |
| 79752 EABE | **Monte Igueldo** (ex Arinda-Mendi-39) ss Bbo. No. 3–5,34 ss Bbo. No. 1–39 1 Dk (Stl) & Shelter dk (Stl) | 3453 3032 2044 | ✠100A1 Shelter dk with freeboard 3,41 ~~11,08~~ ~~BS 7,08~~ ✠LMC MS 10,39 | Bbo v | CL ~~10,39~~ 4,41 | 1921 4mo | Ropner S.B & Rpg Co. (Stockton) Ld Stockton Lloyd's A&CP | Naviera Aznar Soc. Anon. Cell D Ba 108' u E 25' | 340·3 \| 48·6 \| 22·5 FK Collision f 147' 784t A P T 126t | Bilbao Spanish Cem | T. 3Cy. 24", 40" & 66"–45" (s) 180lb 100lb 358 NHP 2SB, 6cf, Gs 137, Hs 6078 B H to S dk 5 " " U " Blair & Co. Ld. Stockton | 24 ″ 10 s 1 ″ 11½ 23 ″ 0½ | |
| 79753 EAAR | **Monte Inchorta** (ex Alu-Mendi-39) ss Bbo. No. 3–9,33 ss Bbo. No. 1–39 1 Dk (Stl) & Shelter dk (Stl) | 3350 3018 1915 | ✠100A1 Shelter dk with freeboard 12,39 ✠LMC ~~BS 7,39~~ MS 4,39 12,40 | Fls v | CL 2,39 | 1920 12mo | Ropner S.B & Rpg. Co. (Stockton) Ld Stockton Lloyd's A&CP | Naviera Aznar Soc. Anon. Cell D Ba 108' u E 25' f | 340·2 \| 48·7 \| 22·4 FK Collision 147' 784t A P T 126t | Bilbao Spanish Cem | T. 3Cy. 24", 40" & 66"–45" (s) 180lb 358 NHP 2SB, 6cf, Gs 137, Hs 6078 B H to Sh dk 5 " " U " Blair & Co. Ld. Stockton | 24 ″ 10 s 1 ″ 11½ 23 ″ 0½ | |
| 79754 EABV | **Monte Isabela** (ex Atxeri-Mendi-39) ss Bbo. No. 3–1,34 ss Bbo. No. 1–39 1 Dk (Stl) & Shelter dk (Stl) | 3615 3020 2096 | ✠100A1 Shelter dk with freeboard 10,39 BS 3,40 ✠LMC 3,39 | Bbo v | CL 9,39 | 1921 3mo | Ropner S.B & Rpg. Co. (Stockton) Ld Stockton Lloyd's A&CP | Naviera Aznar Soc. Anon. Cell D Ba 108' u E 25' | 340·2 \| 48·7 \| 22·4 FK Collision f 147' 784t A P T 126t | Bilbao Spanish Cem | T. 3Cy. 24", 40" & 66"–45" (s) 180lb 358 NHP 2SB, 6cf, Gs 137, Hs 6078 B H to Sh dk 5 " " U " Blair & Co. Ld. Stockton | 24 ″ 10 s 1 ″ 11½ 23 ″ 0½ | |
| 79755 EAEI | **Monte Jata** (ex Eretza-Mendi-40) ss Bbo. No. 1–40 ss Bbo. 2nd No. 3–3,37 1 Dk (pt Irn & pt Stl) & deep framing D.F. ~~Cargo battens not fitted~~ | 4126 3831 2269 | ✠100A1 10,40 ~~12,39~~ ✠LMC 10,40 ~~MS 3,37~~ ~~BS 3,39~~ | Bbo x | CL 12,39 | 1909 3mo | W. Gray & Co. Ld. W Hartlepool Lloyd's A&CP | Naviera Aznar Soc. Anon. Cell D Ba & | 365·0 \| 50·3 \| 25·2 P 27' B 94' F 34' FK u E 144' f 161' 940t | Bilbao Spanish | T. 3Cy. 27", 43" & 72"–45" (s) 180lb 379 NHP 6 B H Cem 3SB, 9rf, Gs 145, Hs 5875 A P T 113t Cen. Mar. Eng. Wks. W Hpl | 27 ″ 10 s 5 ″ 3½ 22 ″ 9 | |
| 79756 EAJL | **Monte Javalon** (ex Unbe-Mendi-39) ss Bbo. 2nd No. 3–12,39 1 Dk (pt Stl & pt Irn) | 4313 3979 ~~3664~~ 2663 | ✠100A1 3,40 ✠LMC MS 12,39 ~~BS 7,41~~ 3,41 | Bbo w | CL 3,40 | 1914 10mo | Cia Euskal-duna de Const Bilbao Lloyd's A&CP | Naviera Aznar Soc. Anon. Cell D Ba | 365·0 \| 50·2 \| 25·2 P 29' B 100' F 38' FK 119' u E 26' f 159' 934t | Bilbao Spanish | T. 3Cy. 26", 42" & 70"–48" (s) 180lb 382 NHP 6 B H Cem 3SB, 9cf, Gs 156, Hs 6062 A P T 152t Cen. Mar. Eng. Wks. W Hpl | 27 ″ 10 s 5 ″ 3½ 22 ″ 8 | |
| 79757 EAHW | **Monte Moncayo** (ex Gorbea-Mendi-39) ss Bbo. 2nd No. 3–1,40 D.F. 1 Dk (pt Stl & pt Irn) | 4291 3949 2678 | ✠100A1 1,40 ✠LMC 1,40 | Bbo w | CL 1,40 | 1913 9mo | Cia Euskal-duna de Const Bilbao Lloyd's A&CP | Naviera Aznar Soc. Anon. Cell D Ba | 365·0 \| 50·2 \| 25·2 P 29' B 99' F 38' FK 119' u E 26' f 162' 884 | Bilbao Spanish | T. 3Cy. 27", 44½" & 73"–48" (s) 180lb 401 NHP 6 B H Cem 3SB, 9cf, Gs 189, Hs 6169 A P T 152t Blair & Co. Ld. Stockton | 27 ″ 10 s 5 ″ 4 22 ″ | |
| 79758 EAAZ | **Monte Monjuich** (ex Ardantza-Mendi-39, ex Maraglo) ss Bbo. No. 3–1,37 D.F. 1 Dk (Stl) & Shelter dk (Stl) | 4904 4648 3583 | ✠100A1 Shelter dk with freeboard 11,405 ~~MS 6,36~~ ~~BS 3,40~~ 3,41 ✠LMC 1,37 | Ant Bel w | OG 5,39 | 1922 2mo | N V Scheeps de Klop Sliedrecht Lloyd's A&CP | Naviera Aznar Soc. Anon. Cell D B 305' 953t | 357·6 \| 50·3 \| 30·0 FK Collision F P T 77t A P T 110t | Bilbao Spanish Cem | T. 3Cy. 23⅜", 38 7/16" & 62 7/16"–41⅜" (s) 180lb 332 NHP 3SB, 9cf, Gs 189, Hs 5958 B H to Sh dk 5 " " U " Burgerhouts Mach Fab. Rot | 32 ″ 6 s 8 ″ 8½ 24 ″ 0½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Registers in which classed, if not in L.R. Dates of Boil. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79759 EAFC | **Monte Mulhacen** (*ex*Igotz-Mendi-39) D.F. | *ss*Bbo.No 3–8,31 *ss*Bbo.No.1–36 1*Dk*(*pt Irn & pt Stl*) | 4648 4293 2877 | ✠100A1 12,36 BS9,39 9,40 | Bbo | *x* LMC12,36 | CL 3,39 | 1916 1mo *Lloyd's* | CiaEuskalduna de Const Bilbao *A&CP* | NavieraAznar Soc.Anon. *Cell DB* | 385·0\|50·2\|25·8 P30'B101'F41' FK 132'*u* E2 6'*f* 166'1104*t FPT* 1 | | | Bilbao Spanish 6 *B HCem* 13*t APT* 174*t* | T.3Cy.27″,44½″&73″–48″(*s*) 180lb 401NHP 3SB,*9cf*,GS190,HS6169 Blair&Co.Ld.Stockton | 28 ″ 4 s 5 ″ 7½ 22 ″ 11 | |
| 79760 EABI | **Monte Naranco** (*ex*Arno-Mendi-39) | *ss*Bbo.No.3–10,35 *ss*Bbo.No.1–39 1*Dk*(*Stl*) | 5754 5158 3389 | ✠100A1 10,39 LMC10,39 | Bbo | *z* | CL 7,39 | 1920 4mo *Lloyd's* | CiaEuskalduna de Const Bilbao *A&CP* | NavieraAznar Soc.Anon. *Cell DB* | 400·0\|53·5\|28·6 P35'B115'F38' FK 351'1103*t FPT* 145*t* | | | Bilbao Spanish 6 *B HCem* *APT* 142*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180*lb* 461NHP 3SB,*9cf*,GS198,HS7947 Cen.MarEngWksLdWHpl | 31 ″ 2 s 6 ″ 2¼ 25 ″ 2 | |
| 79761 EABG | **Monte Navajo** (*ex*Aritz-Mendi-40) | *ss*Bbo.No.3–12,36 1*Dk*(*Stl*) | 5754 5158 3389 | ✠100A1 3,40 BS5,40 5,41 LMC12,36 | Sws | *z* | CL 3,40 | 1920 8mo *Lloyd's* | Cia.Euscalduna de Const y Rep. Bilbao *A&CP* | NavieraAznar Soc.Anon. *Cell DB* | 400·0\|53·5\|28·6 P40'B115'F38' FK 351'1103*t FPT* 145*t* | | | Bilbao Spanish 6 *B HCem* *APT* 142*t* | T.3Cy.27½″,45″&75″–48″ (*s*) 180lb 456NHP 3SB,*9cf*,GS195,HS7494 J.Dickinson&Sons,Ld.Sld. | 31 ″ 2 s 6 ″ 1⅜ 25 ″ 2½ | |
| 79762 EABT | **Monte Negro** (*ex*Astoi-Mendi-39, *ex*Highmead, *ex*Cromarty, *ex*WarJasmine) | *ss*Bbo.No.3–5,31 *ss*Bbo.No.1–38 *ss*Bbo.No.2-41 1*Dk*(*Stl*) | 5252 4817 3210 | ✠100A1 3,41 BS4,40 LMC11,35 3,41 | Cff Bbo | *y* | CL 3,39 3,41 | 1919 1mo *Lloyd's* | Harland& Wolff,Ld. Glasgow *A&CP* | NavieraAznar Soc.Anon. *Cell DB* | 400·1\|52·3\|28·3 P49'B113'F39' FK 342' 1062*t FPT* 127*t* | | | Bilbao Spanish (*s*) 517NHP 7 *B Hpt Cem* *APT* 218*t* | T.3Cy.27⅛″,44″&73″–48″ 180lb (*s*) 517NHP 3SB,*9cf*,GS190,GS7668 FD Harland&Wolff,Ld.Gls. | 31 ″ 0 s 6 ″ 0 25 ″ 3½ | |
| 79763 EABO | **Monte Nuria** (*ex*Artagan-Mendi-39) D.F. *ss*Bbo.No.2-40 | *ss*Bbo.No.3–12,30 *ss*Bbo.No.1–35 1*Dk*(*pt Irn pt Stl*) | 5718 5108 3409 | ✠100A1 9,40 12,36 LMC12,36 5,40 | Bbo | *z* | CL 12,36 4,40 | 1917 10mo *Lloyd's* | CiaEuskalduna Bilbao A&CP | NavieraAznar Soc.Anon. *Cell DB* | 400·0\|53·5\|28·5 P27'B115'F39' FK 351'1103*t FPT* 145*t* | | | Bilbao Spanish 6 *B HCem* *APT* 142*t* | T.3Cy.27″,44½″&73″–48″ (*s*) 180lb 448NHP 3SB,*9cf*,GS194,HS7554 Blair&Co.Ld.Stockton | 31 ″ 0 s 6 ″ 1½ 25 ″ 0¾ | |
| 79764 EABC | **Monte Oiz** (*ex*Ariaga-Mendi-40, *ex*Delfshaven) Sub.Sig. | *ss*Bbo.No.3–11,35 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) | 5534 5282 3478 | ✠100A1 *Shelter dk with freeboard* 5,39 BS5,39 LMC12,35 *Fitted for oil fuel* | Ant | *y* | OG N5,39 10,21 *F.P. a* | 1921 10mo *Lloyd's* *above* | W.Dobson &Co. Newcastle *A&CF* 50° F. | NavieraAznar Soc.Anon. *Cell DB* 356'1166*t* | 400·0\|53·0\|30·8 FK *Collision* *FPT* 104*t APT* 175*t* | | | Bilbao Spanish *pt Cem* *nB Hto Sh dk* 5 ,, ,, *U* ,, | T.3Cy.27″,45″&74″–48″ (*s*) 180lb 511NHP 3SB,*9cf*,GS153,HS7395 FD N.E.MarineEng.CoLdNwc | 33 ″ 4 s 7 ″ 11⅜ 25 ″ 7 | |
| 79765 DIDS | **Monte Olivia** (P) *Ref.Mchy.* Sub.Sig. D.F. GyC. | Twin Sc *Oil Eng.* 4*Dks* *Cruiser Stern* | 13750 10262 7841 | | | | | 1924 | Blohm& Voss Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 500·6\|65·8\|37·9 B246′ | | | Hamburg German *WB* | Geared Oil Engines 4S.C.SA 1309NHP 24Cy.23⅝″–27 9/16″ Blohm&Voss,Hamburg | | G |
| 79766 EAAC | **Monte Orduña** (*ex*Agire-Mendi-39, *ex*Schiehaven) Sub.Sig. | *ss*Bbo.No.3–10,35 *ss*Bbo.No.1–40 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) | 5529 5282 3472 3475 | ✠100A1 *Shelter dk with freeboard* 3,40 LMC3,40 *Fitted for oil fuel* | Bbo | *y* BS4,41 | OG 2,40 12,21 *F.P. a* | 1922 1mo *Lloyd's* *above* | W.Dobson &Co. Newcastle *A&CP* 50° F. | NavieraAznar Soc.Anon. *Cell DB* 356'1164*t* | 400·0\|53·0\|30·8 FK *Collision* *FPT* 104*t APT* 175*t* | | | Bilbao Spanish *pt Cem* *B H to Sh dk* 5 ,, ,, *U* ,, | T.3Cy.27″,45″&74″–48″ (*s*) 180lb 511NHP 3SB,*9cf*,GS153,HS7395 FD N.E.MarineEngCoLd.Nwc | 33 ″ 4 s 7 ″ 11⅜ 25 ″ 7 | |
| 79767 DIDT | **Monte Pascoal** (P) *Ref.Mchy.* Sub.Sig. D.F. GyC. | Twin Sc *Oil Eng.* 4*Dks* 1*tr B* *Cruiser Stern* | 13870 10278 7762 | | | | | 1930 | Blohm& Voss K.a.A. Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 500·3\|65·7\|37·8 F247′ | | | Hamburg German *WB* | 4 Oil Engines 4S.C.SA SR geared to 2Sc.Shafts 24Cy.24¾″–27 5/16″ 1435NHP Blohm&Voss,Hamburg | | G |
| ~~859~~ IBJX 174207 ZNAH | **Monte Piana** D.F. | *Oil Eng.* *ss*Tri.No.3–5,38 2*Dks*(*Stl*) | 5890 4431 3715 | ✠100A1 8,39 LMC CS9,38 DBS1,40 9,38 | Tri | *y* | CL N8,39 | 1926 7mo *Lloyd's* | Cant.Nav. Triestino Monfalcone *A&CP* | **Ministry of Shipping** *Cell DB* 334'1116*t DT* a52'100 | 416·8\|53·2\|24·7 P34'B261'F44' FK 0*t FPT* 94*t APT* 86*t* | | | Aden British 8 *B Hpt Cem* 1 ,, *to* 2*nd dk* | Oil Engines 4S.C.SA 6Cy.29½″–59 1/16″ 489NHP *DB 100lb* StabilimentoTecnico,Tri. | 27 ″ 10 s 3 ″ 7¼ 24 ″ 5 | |
| 79769 DIDU | **Monte Rosa** (P) *Ref.Mchy.* Sub.Sig. D.F. GyC. | Twin Sc *Oil Eng.* 4*Dks* 1*tr B* *Cruiser Stern* | 13882 10278 7788 | | | | | 1930 | Blohm& Voss,K.a.A. Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 500·3\|65·7\|37·8 B299′ | | | Hamburg German *WB* | 4 Oil Engines SR geared to 2 Sc. Shafts 4S.C.SA 24Cy.24¾″–27 5/16″ 1438NHP Blohm&Voss,Hamburg | | G |
| 79770 EAAP | **Monte Saja** (*ex*Altobizkar-Mendi-39) Sub.Sig. *Cargo battens not fitted in 'tween dks* | *ss*Bbo.No.3–4,35 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) 2*nd Dk*(*Stl*) *in No.3 hold* | 5989 5602 3581 | ✠100A1 *Shelter dk with freeboard* 4,39 BS4,39 LMC4,35 5,40 | Ant | *z* | CL N4,39 | 1921 2mo *Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees *A&CP* | NavieraAznar Soc.Anon. *Cell DB* 351' | 400·0\|53·0\|32·8 F38′ *on Shelter dk* FK *Collision* 1272*t APT* 100*t* | | | Bilbao Spanish *Cem* *nB Hto S dk* 5 ,, ,, *U* ,, | T.3Cy.27″,45″&75″–51″ (*s*) 180lb 573NHP 3SB,*9cf*,GS188,HS8580 FD Richardsons,Westgarth& Co.Ld.Mdb. | 35 ″ 5 s 9 ″ 5¼ 26 ″ 2½ | |
| 79771 1646 IBMX | **Monte Santo** D.F. | *ss*Nap.No.1–25 1*Dk* & *Shelter dk* | 5850 ✠ 5610 3699 | ✠ ... 2,29 | | | | 1920 8mo | Nthmblnd S.B.Co.Ld. Newcastle | Soc.Anon. Cooperativa di Nav "Garibaldi" | 400·0\|52·9\|32·8 F38′ *on Shelter dk* FK | | | Genoa Italian *WB* | T.3Cy.27″,45″&75″–51″ 572NHP Richardsons,Westgarth& Co.Ld.Sld. | 35 ″ 5 | I † |
| 79772 DIDV | **Monte Sarmiento** (P) *Ref.Mchy.* Sub.Sig. D.F. GyC. | Twin Sc *Oil Eng.* 4*Dks* *Cruiser Stern* | 13625 10262 8018 | | | | | 1924 | Blohm& Voss Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 500·6\|65·8\|37·9 B247′ | | | Hamburg German *WB* | Geared Oil Engines 4S.C.SA 1300NHP 24Cy.23⅝″–27 9/16″ Blohm&Voss,Hamburg | | G |
| 79773 EAAA | **Monte Serantes** (*ex*Abodi-Mendi-39) Sub.Sig. *Cargo battens not fitted in 'tween dks* | *ss*Bbo.No.3–8,34 *ss*Bbo.No.1–40 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) | 5914 5618 3530 | ✠100A1 *Shelter dk with freeboard* 3,40 LMC3,40 | Bbo | *z* | CL 3,40 | 1921 5mo *Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees *A&CP* | NavieraAznar Soc.Anon. *Cell DB* | 400·0\|53·0\|32·8 F37′ *on Shelter dk* FK *Collision* 1170*t APT* 100*t* | | | Bilbao Spanish *Cem* *B Hto Sh dk* 5 ,, ,, *U* ,, | T.3Cy.27″,45″&75″–51″ (*s*) 180lb 569NHP 3SB,*9cf*,GS187,HS8491 FD Richardsons,Westgarth& Co.Ld.Hpl. | 35 ″ 5 s 9 ″ 5¼ 26 ″ 2½ | |
| 79774 EABL | **Monte Sollube** (*ex*Arola-Mendi-39) Sub.Sig. | *ss*Bbo.No.3–7,35 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) | 5914 5618 3530 | ✠100A1 *Shelter dk with freeboard* 3,39 BS3,40 LMC7,35 | Ant | *u* | CL 2 3,39 8,40 | 1921 4mo *Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees *A&CP* | NavieraAznar Soc.Anon. *Cell DB* 351' | 400·0\|53·0\|31·8 F38′ *on Shelter dk* FK *Collision* 1272*t APT* 100*t* | | | Bilbao Spanish *Cem* *nB Hto Sh dk* 5 ,, ,, *U* ,, | T.3Cy.27″,45″&75″–51″ (*s*) 180lb 573NHP 3SB,*9cf*,GS188,HS8580 FD Richardsons,Westgarth& Co Ld.Mdb. | 35 ″ 5 s9 ″ 5¼ 26 ″ 2½ | |
| 79775 EAAQ | **Monte Teide** (*ex*Aizkori-Mendi-39, *ex*Altuna-Mendi-37) Sub.Sig. *Cargo battens not fitted in Shelter 'tween dk* | *ss*Bbo.No.3–10,35 *ss*Bbo.No.1–39 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) 2*nd dk*(*Stl*) *in fore & after holds* | 6202 5838 3897 | ✠100A1 *Shelter dk with freeboard* 12,39 BS4,40 LMC2,39 4,41 | Bry | *z* | CL 2,39 | 1922 3mo *Lloyd's* | J Readhead &Sons,Ld. South Shields *A&CP* | NavieraAznar Soc.Anon. *Cell DB a* & *u E* 152'*f* | 400·5\|53·4\|33·9 P38'F40' *on Shelter dk* FK 177'1098*t APT* 154*t* | | | Bilbao Spanish *Cem* 2 *B Hto Sh dk* 4 ,, ,, *U* ,, | T.3Cy.27″,44″&73″–48″ (*r*) 180lb 448NHP 3SB,*9cf*,GS190,HS7566 J.Readhead&Sons,Ld. | 36 ″ 6 s 8 ″ 6¾ 28 ″ 2 | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant expiré. Lettre d'Abaissement. | 7* Date de la dernière visite de l'autre port-bâtiss. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Indicateurs de Coll. Indicateurs de Trafic. Durée Cert. Bat. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79776 221100 KDPR | **Montebello** *Fitted for oil fuel* *Mchy. Aft* *2 Dks & Shelter dk* D.F. *Carrying Petroleum in bulk* *Longitudinal framing* | 8272 6010 5107 | | | | | 1921 | South Western S.B.Co. San Pedro Cal | Union Oil Co. of California | 440·4 | 58·2 | 32·8 | Los Angeles Cal. Utd. States *WB* | Q.4Cy.24″,34″,51″ & 74″–54″ 402NHP Llewellyn Iron Works, Los Angeles | | R |
| 79777 243 IQXU | — (ex Opus, ex Naworth, ex Killour) | 570 472 249 | ... 3,23 | | | | 1918 | Smith's Dock Co. Ltd. Middlesbro' | Nav. Carlo Martinolich S.a.g.l. | 179·6 B50′ | 30·1 | 15·7 FK | Trieste Italian *WB* | T.3Cy.16″,26″ & 44″–26″ 94NHP N.E. Marine Eng Co Ltd. Nwc | 16 ″ 6 | I † |
| 79778 1439 IBAX | **Montello** *Fitted for oil fuel* D.F. *3 Dks* | 6117 4095 3616 | ✠ ... 1,31 ✠ | | | | 1927 1mo | Cantieri del Tirreno Riva Trigoso | Nav. Alta Italia Soc. Anon. | 403·5 B114′F33′ | 54·5 | 33·6 FK | Genoa Italian *WB* | T3Cy.26″,42½″ & 69½″–48⅛″ 516NHP Cant. del Tirreno, R. Trgoso | 36 ″ 1 | I † |
| 79779 140408 GVSW | **Montenol** *ss* Mlt. No. 3–5,30 D.F. *ss* Sld. No. 2–38 *2 Dks (Stl) & Web frames* *Longitudinal framing* | 2646 2223 1061 | ✠100A1 7,11 ~~7,10~~ ~~BS7,40~~ ✠LMC12,38 | Gls | BS7,41 LMC12,38 | CL 4,40 | 1917 11mo | W. Gray & Co. Ltd. W Hartlepool | The Admiralty | 320·0 B46′B107′F39′ | 41·5 | 23·1 FK | London British 16 *B Hpt Cem* (10 „ *to U dk* 6 „ „ *2nd* „) | T.3Cy.26″,42½″ & 70″–45″ (*s*) 200lb 545NHP 3SB, *9cf*, HS8466 FD | 25 ″ 6 s 3 ″ 4 22 ″ 4½ | |
| | | | *For Government Service Carrying Petroleum in bulk* *Fitted for oil fuel* 11,17 | | | *F.P. above* 1 | *Lloyd's SA&CP* 50° F. | | *Cell D Bu E & B* 68′146*t* | | *D T f* 24′91*t F P T* 49*t* | | *A P T* 32*t* | | | |
| 79780 98 IKAC | **Monteponi** (ex Antonio Landi–36, ex Vinci–35, ex Arzic–33, ex Merwede, ex Lövestein) *1 Dk* | 747 542 416 | | | | | 1917 | J. Meyer's S.B. Co. Leeuwen | Soc. di. Monteponi | 189·9 | 28·2 | 12·5 | Savona Italian *WB* | T.3Cy.14″,22½″ & 36″–24″ 63NHP Gebr. Stork & Co. Hengelo | | I |
| 79781 231480 WHRX | **Monterey** Ⓟ **TwinSc** *ss* SFo. No. 2-40 ~~*ss* S.Fo. No. 1–35~~ *Ref. Mchy.* *4 Dks (Stl) 5th dk (Stl) in* D.F. *forward hold & Web frames* E.S.D. GyC. *Cruiser Stern* | 18017 — 10304 | 100A1 *with freeboard* 9,39 ~~MS11,35~~ *Fitted for oil fuel* 4,32 MS4,38 | SFo LMC ~~BS2,40~~ BS3,41 | | CL *y* 2,38 ~~5,37~~ s10,40 *F.P. above* 1 | 1932 4mo | Bethlehem S.B. Corp. Ltd. Quincy, Mass. | Oceanic S.S. Co. (Matson Nav. Co. *Mgrs.*) *Cell D B* 514′3308*t* *in way of tun* | 604·0 B410′F60′ *Tanks nels* 1081*t* | 79·3 FK | 30·5 *F P T* 178*t* | S. Frncisco Utd. States 11 *B H Asp* 50° F. *A P T* 161*t* | 6 Steam Turbines SR geared to 2 Sc. Shafts 5363NHP 12 W.T.B. (Spt) 400lb (*s*) HS53520 FD Bethlehem S.B. Corp. Ltd | 44 ″ 6 s 16 ″ 6½ 28 ″ 2 | |
| 79782 232021 WKEJ | — Ⓟ (ex Puerto Rico–39, ex Haiti–38) D.F. *Fitted for oil fuel* *Ref. Mchy.* GyC. E.S.D. *3 Dks* | 5236 — 3042 | | | | | 1932 | Nwprt News SB. & D.D. Co. Newprt News | New York and Cuba Mail S.S. Co. | 385·5 P39′B166′F40′ | 57·8 *WB* | 20·0 | New York Utd. States | 3SR geared steam turbines Newport News SB. & DD. Co | | R |
| 79783 FODS | **Montesquieu** Ⓟ (ex Dominic–32, ex Claus Horn, ex Nord Friesland) Sub. Sig. D.F. *ss* Msl. No. 3–3,37 *2 Dks (Stl)* | 3325 2905 2061 | 100A1 *with freeboard* ~~5,40~~ 11,40 ~~BS5,30~~ 5,40 ~~Survey's delayed~~ | Bdx Msl LMC 3,37 | *t* | CL ~~7,38~~ 11,40 | 1922 | Frd. Krupp Akt. Ges. Kiel | Etabl. Maurel & Prom *Cell D B* 248′569*t* | 288·4 F33′ | 46·8 FK *Coll B H to W dk* 57*t* | 26·3 *F P T* 112*t* *A P T* 156*t* | Bordeaux French 5 *B H Cem* ( *Coll to Sh dk* 5 „ 2*nd* „) *Cell D B* 334′1062*t* | T.3Cy.23⅛″,38⅞″ & 62″–41⅛″ 2001b (*s*) 338NHP 5SB, *6cf*, GS114, HS4740 FD Frd. Krupp, A.G. Kiel | 28 ″ 10 s 8 ″ 11½ 20 ″ 1 | |
| 79784 DJSC | **Montevideo** *Oil Eng.* Sub. Sig. *1 Dk* D.F. *Cruiser Stern* | 6075 5132 3447 | | | | | 1936 | Howaldts-werke A.G Hamburg | Hamburg-Süd-Amerik. Damsf-schifffahrts Ges. | 446·4 P31′B&F403′ *Upper* F31′ | 61·3 *WB* | 23·8 | Hamburg German Howaldtswerke A.G. Kiel | Oil Engines 2S.C.SA 8Cy.25⅝″–47½″ 906NHP | | G |
| 79785 LCAB | — **TwinSc4Mst** (ex Uruguayo–39, ex Sud Pacifico) *Oil Eng.* *ss* Bal. No. 2–37 *1 Dk (Stl) & Shelter dk (Stl)* *3rd dk (Stl) in No. 1 hold* | 4639 4119 2771 | ✠100A1 *with freeboard* 6,40 ~~6,39~~ ✠LMC CS4,36 DBS2,40 6,37 | Bal | *z* | CL ~~10,37~~ ~~12,38~~ 6,40 | 1928 6mo | Akt. Burmeistr & Wain Copenhagen | A/S Ivarans Rederi (S. Holter-Sörensen, *Mgr.*) *Lloyd's SA&CP* *Cell D B* 334′1062*t* | 381·8 FK *FPT* 112*t* | 53·8 *A P T* 156*t* | 25·1 Oslo Norwegian 6 *B H Cem* ( *Coll to Sh dk* 5 „ 2*nd* „) | Oil Engines 4S.C.SA 1 2Cy.21½″–51/16″ 534NHP DB *100lb* Akt. Burmeistr & Wain, Cpn | 28 ″ 9 s 2 ″ 11½ 25 ″ 11 | |
| 79786 31553 JIAB | **Montevideo Maru** Ⓟ **TwinSc** *Oil Eng.* *Ref. Mchy.* *ss* Kob. No. 3–5,37 GyC. *3 Dks (Stl–Weather dk–w s)* | 7267 6088 4378 | ✠100A1 *with freeboard* 6,40 ~~8,38~~ ✠LMC CS9,37 DBS ~~9,38~~ 6,40 ~~1,31~~ 1,40 ✠Lloyd's RMC ~~4,40~~ 11,40 ~~6,40~~ | Kob | *b* † | CL 2,38 | 1926 8mo | Mitsubishi Zosen Kaisha, Ld. Nagasaki *Lloyd's SA&CP* | Osaka Syosen K.K. *Cell D B* 353′1368*t* *Tanks at sides* | 430·0 F47′B63′ *of tunnel* 719*t* | 56·0 FK *F P T* 117*t* | 36·0 *A P T* 146*t* | Osaka Japanese 7 *B H pt Cem* Dutch *pt Cem* *BH to Sh dk* 6 „ „ *U* „ *Turbines by* | Oil Engines 2S.C.SA 12Cy.23⅛″–41⅜″ 1164NHP DB *100lb* 5SB (Spt), *15cf*, GS327, HS13300 Swan, Hunter & Wigham-Richardson, Ld. Nwc. Met. Vickers Elec Co Ld Mch | 36 ″ 0 s 11 ″ 2½ 25 ″ 2½ | |
| 79787 PGBE | **Montferland** *ss* Ams. No. 3–10,33 D.F. *ss* Ham. No. 1–37 *Ref. Mchy.* *2 Dks (Stl) & Shelter dk (Stl)* *3 tr B in No. 1 hold* *Cruiser Stern* | 6790 6215 4099 | ✠100A1 *Shelter dk* *with freeboard* 1,41 ~~3,39~~ ✠LMC MS4,37 BS2,40 ✠Lloyd's RMC 10,40 *Fitted for oil fuel* 8,21 | Ham Bal Syd | *c* † | CL 3,38 ~~2,40~~ ~~3,40~~ *F.P. above* 1 | 1921 8mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP* | N.V. tot. Voortzetting van den Koninklijken Hollandsche Lloyd *Cell D B* 402′1544*t* | 459·8 477·2 (O.L.) *Ta* 28′608*t* | 60·4 FK *F P T* 71*t* | 27·6 *Collision A P T* 36*t* *Turbines by* | Amstrdam Dutch 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 2001b 1066NHP 5SB (Spt), *15cf*, GS327, HS13300 Swan, Hunter & Wigham-Richardson, Ld. Nwc. Met. Vickers Elec Co Ld Mch | 30 ″ 6 s 4 ″ 5½ 26 ″ 2½ | |
| 79788 220795 KDJZ | **Montgomery City** *Fitted for oil fuel* D.F. GyC. *2 Dks 3 tr B* | 5686 — 3450 | | | | | 1920 | Chickasaw S.B. & Car Co. Chickasaw, Ala. | Isthmian S.S. Co. | 424·2 P57′B&F350′ | 56·2 *WB* | 26·5 | New York Utd. States | 2 Steam Turbines DR geared to 1 Sc. Shaft W. & A. Fletcher Co. Hoboken, N.J. | | R |
| 79789 | **Monticello** Ⓟ **TwinSc** (ex Agamemnon, ex Kaiser Wilhelm II) Sub. Sig. *4 Dks & Shade dk 5 tr B* | 19361 13596 6353 | | | | | 1902 | Akt. Ges. "Vulcan" Stettin | United States Maritime Commission | 684·3 F89′ *Promenade dk* | 72·3 *WB* | 40·2 | New York Utd. States | Q.16Cy.37⅞″,49½″,74½″ & 112¾″–71″ 4243NHP A.G. "Vulcan," Stettin | | |
| 79790 131499 VSPR | **Montoro** Ⓟ *ss* Syd. 2nd No. 3–10,34 *ss* Syd. No. 1–40 *Ref. Mchy.* *2 Dks (Stl U–ws) 3rd dk in fore hold* | 4088 3141 2521 | ✠100A1 ~~5,40~~ ~~5,10~~ 11,40 BS7,40 Lloyd's RMC ~~7,40~~ 7,40 1,41 No. 2 'tween dk. Chambers for temp. 28° F. | Syd Mel LMC 1,40 | *w* | CL 10,39 | 1911 12mo | Clyde S.B. & E.Co. Ltd. Port Glasgow *Lloyd's SA&CP* | Burns, Philp & Co. Ltd. *Cell D Ba* 84′*u E &* | 360·6 373·5 (O.L.) P41′B158′F48′ *B61′f* 167*t* | 47·2 FK 746*t* | 23·8 *F P T* 68*t* *A P T* 20*t* | Singapore British 6 *B H Cem* Clyde S.B & E.Co. Ltd. P.Gl. | T.3Cy.27′,43″ & 72½″–48″ (*r*) 180lb 661NHP 4SB, *12cf*, GS252, HS11156 FD | 26 ″ 3 s 3 ″ 5½ 22 ″ 11½ | |
| 79791 208367 KJRT | **Montoso** Ⓟ *ss* Mob. 2nd No. 3–10,36 *2 Dks (Stl)* | 3110 2890 1920 | ✠100A1 6,40 ~~6,39~~ ~~BS9,39~~ 9,40 | NOs Bal LMC 10,36 | *u* | CL N6,39 | 1911 3mo | Nwprt News S.B. & D.D. Co Newprt News A&CP | Agwilines, Inc. (New York & Porto Rico S.S. Co. *Mgrs.*) *Cell D Ba* 95′ *f* 147′84 | 335·0 348·5 (O.L.) *uE&* B41′ *5t F P T* 85*t* | 46·8 FK *A P T* 43*t* | 22·7 | New York Utd. States *Cem* 4 *B H to U dk* 1 „ „ 2nd „ | T.3Cy.21½″,36″ & 63″–42″ (*s*) 190lb 309NHP 3SB, *9cf*, GS184, HS5040 Newport News SB & DD Co. | 25 ″ 0 | |
| 79792 143621 GCNJ | **Montreal City** (ex Pinar del Rio–33) *ss* N.Yk. No. 3–12,32 *ss* Brs. No. 1–37 *1 Dk (Stl) & 2nd dk (Stl)* D.F. *in holds* | 3066 2829 1831 | ✠100A1 4,41 11,39 BS10,40 ✠LMC MS2,37 ~~BS10,39~~ *Fitted for oil fuel* 3,20 | Brs LMC | *u* | CL 12,39 *F.P. above* 1 | 1920 3mo | N. of Ireland S.B Co. Ltd Londonderry *Lloyd's SA&CP* | Bristol City Line of Steamships, Ld. (C. Hill & Sons, *Mgrs.*) *Cell D B* 280′750*t* | 331·1 P33′B100′F40′ *F P T* 104*t* | 46·7 FK *A P T* 134*t* | 23·2 | Bristol British 6 *B H Cem* | T.3Cy.24½″,41″ & 68″–45″ (*s*) 180lb *120lb* 378NHP 2SB, *6cf*, GS190, HS5112 FD Buckley & Taylor, Ld. Oldham | 25 ″ 6 s 3 ″ 11½ 21 ″ 9 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned or last period. Remarks. Letter. | 7* Date when last and last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79793 28910 JHED | **Montreal Maru** ss Kob. No. 3–1,34 ss Kob. No. 1–39 2 Dks (Stl) & Awng dk (Stl) | 6577 6157 4129 | †100A1 Awng dk with freeboard 3,40 Fitted for oil fuel | Yka | z | CL 2,40 12 ,22 | 1922 12mo F.P. above 1 | Kawasaki Dkyd Co. Ltd. Kobe A&CP 50° F. | Kawasaki Kisen K.K. Cell D B342' 1234t D Ta 35'807t | 405·0 \| 53·0 \| 37·0 F38' on Awng dk FK FPT 104t APT 36t | | | Kobe Japanese pt Cem Collision BH to A dk 5 „ „ U „ | T.3Cy.28″,46½″ & 78″–54″ (s) 200lb 578 NHP 3SB(Spt) 9cf, GS 190, HS 7800 Kawasaki Dkyd Co Ld Kobe | 37 ″ 0 s 8 ″ 10½ 28 ″ 5 | |
| 79794 152843 VGCY | **Montrolite** Twin Sc Oil Eng. ss NNs. No. 3–4,38 1 Dk (Stl) & Shelter dk (Stl) & Mchy. Aft Web frames D.F. GyC. Longitudinal framing Cruiser Stern | 11309 10782 5781 | †100A1 Shelter dk with freeboard 3,41 LMC CS12,38 Carrying Petroleum in bulk | Hfx Rhl NY k | f† N4,38 3,41 DBS3,41 12,38 | CL 12 ,22 | 1926 2mo Lloyd's | Frd. Krupp Akt. Ges. Kiel S.A. CP | Imperial Oil, Ld. Marine Department. (H. J. Bahlves, Mgr.) Cell D Bu E45'175t D Tf 37'321t | 510·9 \| 68·2 \| 37·9 B34' F42' FK DT a 18'133t 20 FPT 292t APT 205t | | | Montreal British 2 1 BHpt Cem pt Asp BH to Sh dk 1 „ „ U „ | Oil Engines 2S.C.SA 8Cy.25⅝″–51⅛″ 905 NHP 2 Water Tube Bs 200lb Frd. Krupp A.G. Kiel | 38 ″ 0 s 9 ″ 1½ 29 ″ 2½ | |
| 79795 145919 GFTK | **Montrose** (P) Twin Sc ss Liv. No. 3–5,34 ss Liv. No. 1–38 2 Dks (Stl) & Shelter dk (Stl-ws) 3rd dk (Stl) in holds Ref. Mchy. Cruiser Stern D.F. | 16402 12209 9824 | †100A1 Shelter dk with freeboard 10,39 NE 1,31 LMC MS 5,38 BS 5,39 Fitted for oil fuel 3, 22 | Gls | f† P4,37 SN 4,37 | CL F.P. above 1 | 1922 3mo Lloyd's | Fairfield Co. Ltd. Glasgow S.A. CP | Canadian Pacific Railway Co. (Canadian Pacific Stmships Ld. Mgrs.) Cell D B475'2361t 524t D | 548·7 \| 70·2 \| 40·3 B&F 489' on Shelter dk Upper B235' FK FW Tanks at sides Tf 37'1075t FPT 18 | | | Liverpool British pt Cem 2 BH to Sh dk of tunnel 40' 1t APT 160t | 6 Steam Turbines SR geared to 2 Sc. Shafts (r) 215lb (220lb–Nos. 1,2,3,8,9 & 10 Blrs) FD 2532 NHP 10SB(7Spt), 30cf, GS 646, HS 28442 Harland & Wolff, Ld. Bel. | 43 ″ 4 s 15 ″ 7½ 28 ″ 1 | BT till 4,40 |
| 79796 145435 GFBC | **Mooltan** (P) Twin Sc 2 Dks (Stl–pt ws) & Sh dk (Stl–ws pt teak) Cruiser Stern 3rd dk (Stl in No. 1 hold) D.F. E.S.D. Fitted for oil fuel Ref. Mchy. Sub. Sig. | 20952 17305 12823 | † 2,27 Lloyd's RMC 5,39 | Lon | n† | | 1923 9mo | Harland & Wolff, Ld. Belfast | P. & O. Stm. Nav. Co. Cell D B527'2615t 'tween tunnels 150t | 600·8 \| 73·4 \| 48·6 B351' & F111' on U Sh dk FK & BK 2' t Tanks Collision FPT 182t APT 254t | | | Belfast British pt Asp pt Cem BH to U Sdk 10 „ „ Sh „ | Q.8Cy.33″,47″,67½″ & 97″–60″ & electric drive from LP turbines 2878 NHP 6DB & 2SB, 56cf, HS 41358 Harland & Wolff, Ld. Bel. | 52 ″ 8 | BT till 5,42 |
| 79797 156004 VJNZ | **Moonta** (P) Oil Eng. ss Add. No. 2-39 ~~ss Add. No. 1–36~~ Cruiser Stern 2 Dks (Stl) | 2693 2066 1538 | †100A1 with freeboard 11,40 LMC CS 10,39 DBS 6,40 4,40 | Mel | t | CL ~~11,37~~ 11,40 | 1931 9mo Lloyd's | Akt. Burmeistr & Wain Copenhagen S.A. CP | The Adelaide Steamship Co. Ltd. Cell D B223'220t F | 288·2 \| 43·7 \| 22·9 298·3 (O.L.) B140' F33' FK PT 56t APT 68t Coll B Hto W dk | | | P. Adelaide British 5 B Hpt Cem Coll B Hto W dk | Oil Engines 4S.C.SA 6Cy.24½″–51⅛″ 355 NHP DB 100lb Akt Burmeistr & Wain, Cpn | 25 ″ 3 s 9 ″ 9 15 ″ 8½ | |
| 79798 162108 GYSR | **Moorby** Oil Eng. D.F. ss Shl. No. 1–40 1 Dk & Shelter dk Tonnage opening closed '41 (W.E.) Cruiser Stern | 4992 4624 3092 | †100A1 with freeboard ~~4,40~~ 10,40 DBS 4,40 LMC 4,40 | Shl Avn | a† | CL 7,39 | 1936 4mo Lloyd's | W. Doxford & Sons, Ld. Sunderland S.A. CP | Ropner Shipping Co. Ltd. Cell D B346'1174t | 423·7 \| 54·2 \| 26·1 FK MT 1236t APT 191t | | | Cardiff British 7 B Hpt Cem Coll to Sh dk 6 „ 2nd „ ) | Oil Engines 2S.C.SA 3Cy.20½″–81½″ 388 NHP 2 DB 120lb W. Doxford & Sons, Ld. Sld. | 37 ″ 3 s 10 ″ 11 26 ″ 6 | ½ |
| 79799 PGBH | **Moordrecht** Oil Eng. ss Rot. No. 2–39 1 Dk (Stl) 2nd dk (Stl) in way Mchy. Aft of Mchy. space & Web frames D.F. Cruiser Stern Longitudinal framing at bottom & at deck | 7493 6720 4398 | †100A1 4,40 ~~4,39~~ DBS ~~4,39~~ 4,40 LMC 5,38 Carrying Petroleum in bulk | Rot Gal | b† | CL 4,39 | 1930 11mo Lloyd's | Rotterdam Droogd Maat Motorschip "Moordrecht" (N.V. Phs. van Ommerens Scheepv. Bedrijf, Mgrs.) Cell D Bu E32' 59t D | 440·3 \| 58·7 \| 35·0 P110' F44' FK Tf 25'243t FPT 220t | | | Rottrdam Dutch 12 BH APT 136t | Oil Engines 4S.C.SA 8Cy.29½″–59⅛″ 652 NHP 2 DB 142lb Harland & Wolff, Ld. Gls. | 34 ″ 11 s 7 ″ 9½ 27 ″ 3½ | |
| 79800 137275 MKLD | **Moorlands** (ex Wearside) ss Mdb. No. 3–5,33 ss Hpl. No. 1–36 Mchy. Aft 1 Dk (Stl) Well deck Cargo battens not fitted | 420 289 163 | †100A1 ~~1,40~~ 1,41 BS 4,41 LMC MS 11,36 ~~DBS 4,40~~ | Shl Lstr Dun | f | CL 4,39 | 1921 1mo Lloyd's | J. Crichton & Co. Ld. Connah's Quay S.A. CP | M. Taylor | 142·8 \| 24·1 \| 10·8 149·9 (O.L.) Q86' B9' F24' FK FPT 44t | | | Methil British 3 BH Cem APT 28t | C.2Cy.17″ & 36″–24″ (s) 130lb 48 RHP 1SB, 3pf, GS 48, HS 1490 J. Crichton & Co. Ld. Saltney, nr. Chester | 12 ″ 0 s 3 ″ 0½ 11 ″ 7½ | |
| 79801 167413 GDWW | **Moorwood** D.F. 1 Dk Mchy. Aft Cruiser Stern Cargo battens not fitted | 2056 1491 1106 | †100A1 ~~3,40~~ 10,40 LMC 3,40 | Sld | r | CL | 1940 3mo Lloyd's | S. P. Austin & Son, Ld. Sunderland S.A. CP | W. France Fenwick & Co. Ld. Cell D B224'61 | 273·3 \| 41·0 \| 17·4 283·6 (O.L.) Q160' F32' FK 3t MT 8'208t FPT 13 | | | London British 5 B Hpt Cem 9t APT 32t | T.3Cy.17″,27″ & 48″–36″ 220lb (s) 205 NHP 2SB(Spt) 6cf, GS 50 HS 2904 FD N.E. Marine Eng. Co. (1938) Ld. Sld. | 19 ″ 6 | |
| 79802 161091 GSXD | **Mopan** Ref. Mchy. D.F. E.S.D. Sub. Sig. 4 Dks | 5389 4678 3298 | | | | | 1929 | Cammell Laird & Co. Ld. Birkenhead | Elders & Fyffes, Ld. | 400·1 \| 51·4 \| 30·4 P43' B158' F43' WB | | | Liverpool British | T.3Cy.27½″, 46½″ & 78″–54″ 447 NHP Cammell Laird & Co Ld. Bkn | | C |
| 79803 9195 JKBE | **Moppo Maru** (P) 2 Dks | 739 655 438 | | | | | 1904 | Kawasaki Dkyd. Co. Ltd. Kobe | Setsuyo Syosen K.K. | 186·2 \| 27·1 \| 18·1 B42' WB | | | Osaka Japanese | T.3Cy.14½″, 24½″ & 39″–30″ 83 NHP Kawasaki Dkyd Co Ld Kobe | | |
| 79804 CBMO | **Moraleda** (P) (ex Skagen–38) Wireless D.F. 1 Dk & Awng dk | 785 690 361 | | | | | 1912 | Trndhjms Mek. Værks. Trondheim | Chilian State Railways | 180·0 \| 29·4 \| 20·2 H74t WB | | | Vlparaiso Chilian | T.3Cy.17½″, 28″ & 47″–30″ 121 NHP Trndhjems M. V Trondheim | | N |
| 79805 147663 MBYL | **Morar** (ex Herbert–34, ex Cramlington–32, ex Forestash) ss Gmh. No. 3–11,36 1 Dk (Stl) Cargo battens not fitted | 1507 1279 845 | †100A1 4,40 LMC 4,40 BS 1,41 MS 4,40 | Gls | p | CL 3,40 | 1924 5mo Lloyd's | Swan, Hunter & Wigham Richardson, Ld Sunderlnd S.A. CP | Western Nav. Co. Ld. (Wm. S. Scott & Co. Mgrs.) Cell D | 240·0 \| 37·2 \| 17·7 P17' B58' F22' FK B203' 417t FPT 82t | | | Newcastle British 4 B Hpt Cem APT 29t | T.3Cy.18″, 29″ & 48″–33″ (s) 180lb 168 NHP 2SB, 4cf, GS 88, HS 2930 MacColl & Pollock, Ld. Sld. | 19 ″ 9 s 2 ″ 6 17 ″ 4½ | |
| 79806 149449 MNXQ | **Moray Firth** ss Shl. No. 2–36 Well deck Mchy. Aft 1 Dk (Stl) Wireless Cargo battens not fitted | 541 346 255 | †100A1 ~~Shl~~ Examined 2,41 Shl LMC 3,41 MS ~~10,36~~ ~~MS 8,39~~ | ~~Shl~~ | h | CL ~~8,39~~ 2,41 | 1927 11mo Lloyd's | J. Lewis & Sons, Ld. Aberdeen S.A. CP | Firth Shipping Co. Ld. Cell D B95' 121t FPT 42t | 160·2 \| 26·6 \| 9·9 Q113' B9' F23' FK APT 19t | | | Newcastle British 3 B H Cem | T.3Cy.12″, 21″ & 34″–24″ (s) 200lb 63 RHP 1SB, 2pf, GS 38, HS 1407 J. Lewis & Sons, Ld. Abn. | 12 ″ 0 s 3 ″ 8 11 ″ 11¾ | |
| 79807 HRBI | **Morazan** (P) (ex Manco) ss N. Os. 2nd No. 3–8,33 ss N. Os. No. 1–37 1 Dk (Stl–ws) Main dk (Stl) forward & pt Main dk (Stl) aft 2nd tr B in after hold 3rd tr B in holds & deep framing | 2984 2178 1835 | †100A1 8,40 ~~7,39~~ LMC MS 1,37 BS ~~5,40~~ 3,41 Fitted for oil fuel 12, 21 | NOs | u | OG 7,39 F.P. above 1 | 1908 2mo Lloyd's | Scotts' S.B. & Eng. Co. Ld. Greenock S.A. CP | Seaboard S.S. Corp. (Standard Fruit & S.S. Co. Mgrs.) Cell D Ba 90' u E26' | 300·3 \| 45·2 \| 21·1 P&B191' F40' FK f 114'495t D | | | La Ceiba Honduran 7 B H Cem | T.3Cy.23″, 38″ & 64″–42″ (s) 180lb 100lb 381 NHP 2SB, 6cf, GS 126, HS 5728 FD Scotts' S.B. & E. Co. Ld. Grk. Ta 22'302t FPT 63t APT 18t | 23 ″ 6 s 3 ″ 0½ 20 ″ 11 | |
| 79808 2054 ICAE | **Morea** (ex Padilla–35, ex Lake Crescent) D.F. 1 Dk | 1968 — 1156 | † ... 9,20 | | | | 1918 4mo | Chicago S.B. Co. Chicago | Marino Querci | 261·3 \| 43·5 \| 18·3 247·2 \| P25' B64' F22' FK WB | | | Genoa Italian | T.3Cy.20″, 33″ & 54″–40″ 274 NHP American SB Co. Clevelnd O | 20 ″ 4 | I † |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant en Fer. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. ihp = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, et si vu last by L. R. Dublin Cert. Board of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79809 | **Morea** | | 1927 | | | | | 1922 | Schiffs-u. Dockbauw Flender A.G. Siems Lübeck | DeutscheLevante-LinieHamburg, A.G. | 287·7 H71′F33′ | 41·7 | 17·5 | Hamburg German *WB* | T.3Cy.21½″,34½″&55½″–37½″ 191NHP A.G."Neptun,"Rostock | | G |
| DHRC | Sub.Sig. 2*Dks* | | 1669 1093 | | | | | | | | | | | | | | |
| Now "**Empire Seaman**," *see No. 87914 in Supplement* | | | | | | | | | | | | | | | | | |
| 79810 | **Mörejarl** (P) (*ex*Mörejarl I, *ex*Industry, *ex*Tay&Tyne) | | 733 | ✠ ... | | | | 1909 1mo | Dundee S.B.Co.Ld Dundee | MöreFylkes Ruteselskap | 180·1 | 26·2 | 19·9 BK7′ | Molde Norwegian *WB* | T.3Cy.16½″,27″&44″–30″ 110NHP Cooper&Greig,Dundee | 20 ″ 9 | |
| LEMK | *ss*Bgn.No.3–9,25 2*Dks* | | 702 422 | 3,26 ✠ | | | | | | | | | | | | | |
| 79811 | **Moreton Bay** (P) TwinSc | | 14193 | ✠100A1 | Syd | *i* † | CL | 1921 11mo | Vickers, Ld. Barrow | Aberdeen&Commonwealth Line, Ld.(ShawSavill&Albion Co.Ld.*Mgrs.*) *Lloyd's A&CP* | 530·6 B208′F78′ *Cell DB* 458′2228*t* *tanks between tunn* | 68·3 *on Shtrdk* FK | 39·9 *M*724′1016*t* *els* 51′195*t* *FPT* 128*t* | London British *pt Cem* 9 *BH to Sh dk* | 4 Steam Turbines DR geared to 2 Sc. Shafts 220lb 1977NHP 3DB(Spt)&2SB(Spt),32*cf*, GS863, HS25923 FD Vickers,Ld.Barrow | 43 ″ 6 (*r*) s 10·8½ 33 ″ 2 | |
| 130169 | *Ref.Mchy.* *ss*Nwc.No.3–8,34 | | 11883 | *Shelter dk* | | | 6,39 | | | | | | | | | | |
| GSMT | *ss*Lon.No.1–39 | | 8584 | *with freeboard* | | | | | | | | | | | | | |
| | D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) | | | 10,39 ✠LMC | | | | | | | | | | | | | |
| | E.S.D. 3*rd dk*(*Stl*) *in forward holds* | | | MS9,37 BS2,39 ✠Lloyd's RMC6,39 | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* | | *fuel* 11 | ,21 *F.P. above* 150° F. | | | | | | | | | | |
| 79812 | **Morgenen** | | 7093 | ✠100A1 | Got | *b* † | CL | 1930 10mo | Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP* | A/S Tanktransport (ThorvaldBerg, *Mgr.*) *Cell DB* 665′ *DT* 41′458*t* | 442·7 P110′B31′F42′ 236*t* | 58·8 FK | 33·0 *FPT* 113*t* *APT* 116*t* | Tönsberg Norwegian 16 *BH* pt *Cem* (11 *to U dk* 5 „ 2*nd* „) | Oil Engines 2S.C.SA 6Cy.26½″–49½″ 727NHP 2 *DB* 150*lb* Swan,Hunter&Wigham Richardson,Ld.Nwc. | 33 ″ 0 | |
| LDRH | *Oil Eng.* *ss*Osl.No.2–38 | | 6665 4288 | ~~5,160,30~~ 4,11 DBS~~Limit~~ | ~~Fwt~~ | NYK | ~~6,38~~ N4,41 | | | | | | | | | | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* | | | 9,40 ✠LMC(M)10,40 | | | | | | | | | | | | | |
| | D.F. *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | *Progressive Survey of oil tanks* | | | | | | | | | | | | | | | | |
| 79813 | **Morialta** (P) | | ~~1250~~ 1379 | ✠100A1 10,40 | Dun | *o* | CL | 1940 10mo | CaledonS.B.&E.Co.Ld Dundee *Lloyd's A&CP* | TheAdelaide SteamshipCo.Ld. | 219·5 *41·1* 227·3(O.L.) P&B212′F37′ | 39·1 FK | 13·0 *5 BH pt Cem* *Cell DB* 162′351*t* *FPT* 68*t* *APT* 60*t* | London British | Oil Engines 2S.C.SA 5Cy.19½″–35½″ 337NHP Akt.Burmeistr&Wain,Cpn | 16 ″ 6 s ″10½ 15 ″ 9½ | |
| 138004 | *Oil Eng.* | | | | | | | | | | | | | | | | |
| GLQX | Wireless 1*Dk* | | 861 695 | ~~(Class Contem plated)~~ ✠LMC10,40 | | | | | | | | | | | | | |
| | *Ref.Mchy.* Cruiser Stern | | | | | | | | | | | | | | | | |
| 79814 | **Morinda** (P) | | 2025 | ✠100A1 | Syd | *q* | CL | 1913 8mo | Greenock&Grngemouth Dkyrd.Co.Ld Grngemouth *Lloyd's A&CP* | Burns,Philp&Co.Ld. | 260·0 271·6(O.L.) P&B165′F39′ | 38·1 FK | 16·3 *4 BH Cem* *Cell D* | Sydny NSW British | T.3Cy.20″,33½″&55″–36″ (*s*) 180lb *100lb* 231NHP 2SB,*6cf*,GS107,HS4012 Dunsmuir&Jackson Ld Glsg | 18 ″ 9 s 1 ″ 2½ 17 ″ 11½ | |
| 131571 | *ss*Syd.2nd No.3–5,38 | | 1243 1146 | ~~5,110,30~~ 6,11 ✠LMC | | | ~~4,38~~ 5,41 | | | | | | | | | | |
| VJGT | *Ref.Mchy.* *Well deck* 1*Dk*(*Stl*-ws) | | | MS~~5~~8 BS~~4~~8 12,40 | | | | | | | | | | | | | |
| 79815 | **Morioka Maru** | | 4469 | ✠100A1 | Osa | *x* | CL | 1920 9mo | Uraga Dock Co.Ld. Uraga A&CP | NipponYusenK.K. | 360·0 P20′B94′F42′ *Cell B* | 51·2 FK | 28·5 *6 BH Cem* *4 PT* 46*t* | Tokyo Japanese | T.3Cy.22″,36½″&61″–48″ (*s*) 2001b 341NHP 2SB,*6cf*,GS119,HS4658 FD Uraga Dock Co.Ld.Uraga | 28 ″ 6 s 5 ″ 5½ 23 ″ 3 | |
| 27691 | *ss*Yka.No.3–9,32 | | 3936 3096 | 10,40 ~~12,30~~ ~~HS10,30~~ ✠LMC~~2,36~~ 10,40 | | | | | | | 291′919*t* *FPT* 114*t* | | *APT* 46*t* | | | | |
| JOKD | *ss*Yka.No.2–10 *see Yka.No.1–36* 2*Dks*(*Stl*) | | | | | | | | | | | | | | | | |
| 79816 | **Morlaix** (*ex*Edmond Troppey, *ex*Fedalah, *ex*Oran) | | 419 310 | ✠ 5,11 | Goo | | | 1911 5mo | GooleS.B. &RepgCo.Ld. Goole | Ministry of Shipping(G.F. CuthbertBrown &Co.Ld.*Mgrs.*) | 175·0 B18′F25′ | 28·1 10·0 FK | —0·8— *3 BH Cem* *FPT* 50*t* *APT* 16*t* | Cardiff British | T.3Cy.13½″,21″&35″–24″ 85NHP 1SB,*3pf*,GS51,HS1600 Richardsons,Westgarth& Co.Ld.Mdb | 10 ″ 0 | V † |
| 167815 | *Mchy.Aft* 1*Dk*(*Stl*) | | 145 | | | | | | | | | | | | | | |
| TSQC MKXS | | | | | | | | | | | | | | | | | |
| 79816* | **Mormacdove** (P) | | 6198 | | | | | 1939 | SunS.B.& DryDockCo. Chester,Pa. | Moore-McCormack Lines,Inc. | 438·3 P38′B75′F46′ | 63·2 | 27·5 | NewYork Utd.States *WB* | Oil Engines 2S.C.SA 4Cy.32″–95″ 696NHP SunSB&DD.Co.ChesterPa | | R |
| 238987 | *Oil Eng.* | | | | | | | | | | | | | | | | |
| WCTH | D.F. E.S.D. GyC. 2*Dks*&*pt 3rd dk* | | 3651 | | | | | | | | | | | | | | |
| | *Ref.Mchy.* *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 79817 | **Mormacgull** (P) | | 6198 | | | | | 1939 | SunS.B.& DryDockCo. Chester,Pa. | Moore-McCormack Lines,Inc. | 438·3 P38′B75′F46′ | 63·2 | 27·4 | NewYork Utd.States *WB* | Oil Engines 2S.C.SA 4Cy.32″–95″ 696NHP SunSB&DD.Co.ChesterPa | | R |
| 239031 | *Oil Eng.* | | | | | | | | | | | | | | | | |
| WDIV | D.F. E.S.D. 2*Dks*&*pt 3rd dk* | | 3651 | | | | | | | | | | | | | | |
| | GyC. *Ref.Mchy.* *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 79818 | **Mormachawk** (P) | | 6200 | | | | | 1939 | SunS.B.& DryDockCo. Chester,Pa. | ~~U.S.Maritime Commission~~ Moore-McCormack Lines,Inc. | 438·3 B77′ | 63·2 | 27·5 | NewYork Utd.States *WB* | Oil Engines 2S.C.SA 4Cy.32″–95″ 696NHP SunSB&DDCo.ChesterPa. | | R |
| 238808 | D.F. E.S.D. GyC. *Oil Eng.* | | | | | | | | | | | | | | | | |
| WCKE | *Ref.Mchy.* 2*Dks*&*pt 3rd dk* | | 3653 | | | | | | | | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 79819 | **Mormaclark** (P) | | 6198 | | | | | 1939 | SunS.B.& DryDockCo. Chester,Pa. | Moore-McCormack Lines,Inc. | 438·3 P38′B75′F46′ | 63·2 | 27·4 | NewYork Utd.States *WB* | Oil Engines 2S.C.SA 4Cy.32″–95″ 696NHP SunSB&DD.Co.ChesterPa | | R |
| 239032 | *Oil Eng.* | | | | | | | | | | | | | | | | |
| WDIW | D.F. E.S.D. 2*Dks*&*pt 3rd dk* | | 3651 | | | | | | | | | | | | | | |
| | GyC. *Ref.Mchy.* *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 79820 | **Mormacmar** (*ex*Culberson–38) | | 5453 | | | | | 1920 | Ls.Angeles S.B.&DD.Co. SanPedro, Cal. | UnitedStates Maritime Commission | 410·0 P47′B115′F44′ | 54·2 | 27·2 | NewYork Utd.States *WB* | T.3Cy.28½″,47″&78″–48″ 421NHP LosAngelesS.B.&D.D.Co. SanPedro | | R |
| 220582 | *Fitted for oil fuel* | | | | | | | | | | | | | | | | |
| KDDV | Sub.Sig. 2*Dks* | | 3395 | | | | | | | | | | | | | | |
| 79821 | **Mormacpenn** | | 7886 | | | | | 1939 | SunS.B.& DryDockCo. Chester,Pa. | Moore-McCormack Lines,Inc. | 468·4 F43′ | 69·6 | 29·1 | NewYork Utd.States *WB* | 4 Oil Engines 2S.C.SA 28Cy.20½″–27½″ with electro-magnetic slip couplings & SR gearing 2060NHP Busch-SulzerBros. DieselEng.Co.St.Louis | | R |
| 239209 | *Oil Eng.* | | | | | | | | | | | | | | | | |
| WDMH | D.F. E.S.D. GyC. 2*Dks*&*Shelter dk* | | 4682 | | | | | | | | | | | | | | |
| | *Ref.Mchy.* *Cruiser Stern* | | | | | | | | | | | | | | | | |
| | *pt Longitudinal framing* | | | | | | | | | | | | | | | | |
| 79822 | **Mormacport** (*ex*City of Fairbury–38) | | 4942 | ✠ ... | | | | 1919 8mo | American International S.B.Corp. HogIslandPa. | LloydBrasileiro | 390·0 | 54·2 | 27·6 FK | R.Janeiro Brazilian *WB* | DR geared steam turbine GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| ~~218639~~ | *Fitted for oil fuel* | | — | 9,20 | | | | | | | | | | | | | |
| ~~KTSR~~ | Sub.Sig. D.F. 2*Dks*&*Shelter dk* | | 3977 | ✠ | | | | | | | | | | | | | |
| Now "**Tamandare**," *see No. 90207 in Supplement* | E.S.D. *Web frames* | | | | | | | | | | | | | | | | |
| 79823 | **Mormacrey** (*ex*West Calumb–38) | | 5946 | | | | | 1919 | Ls.Angeles S.B.&D.D.Co L.AngelesCal | UnitedStates Maritime Commission | 410·0 P47′B114′F44′ | 54·4 | 27·2 | NewYork Utd.States *WB* | T.3Cy.28½″,47″&78″–48″ LosAngelesS.B. &D.D.Co.SanPedro,Cal. 422NHP | | R |
| 218294 | *Fitted for oil fuel* | | — | | | | | | | | | | | | | | |
| KILT | Sub.Sig. 2*Dks* | | 3744 | | | | | | | | | | | | | | |
| 79824 | **Mormacrio** (*ex*West Selene–38) | | 5940 | | | | | 1919 | Ls.Angeles S.B.&D.D.Co SanPedro.Cal. | UnitedStates Maritime Commission | 410·0 P43′B115′F47′ | 54·4 | 27·2 | NewYork Utd.States *WB* | T.3Cy.28½″,47″&78″–48″ LosAngelesS.B. &D.D.Co.SanPedro,Cal. 422NHP | | R |
| 218810 | *Fitted for oil fuel* | | — | | | | | | | | | | | | | | |
| KIXZ | Sub.Sig. 2*Dks* | | 3729 | | | | | | | | | | | | | | |
| 79825 | **Mormacsea** (*ex*Cliffwood–38) | | 4955 | | | | | 1919 | American International S.B.Corp. HogIslandPa. | LloydBrasileiro | 390·0 | 54·2 | 27·8 | R.Janeiro Brazilian *WB* | DR geared steam turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| ~~218035~~ | *Fitted for oil fuel* | | — | | | | | | | | | | | | | | |
| ~~KQBX~~ | Sub.Sig. D.F. 2*Dks*&*Shelter dk* | | 3103 | | | | | | | | | | | | | | |
| Now "**Comandante Joao Pessoa**," *see No. 87513 in Supplement* | E.S.D. *Web frames* | | | | | | | | | | | | | | | | |
| 79826 | **Mormacstar** (*ex*Minnequa–38) | | 4941 | ✠ ... | | | | 1919 9mo | American International S.B.Corp. HogIslandPa. | AmericanScantic Line(Moore-McCormackLines, Inc.*Mgrs.*) LloydBrasileiro | 390·0 | 54·2 | 27·6 FK | R.Janeiro Brazilian *WB* | DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| ~~218741~~ | *Fitted for oil fuel* | | — | 1,21 | | | | | | | | | | | | | |
| ~~KGBN~~ | Sub.Sig. D.F. 2*Dks*&*Shelter dk* | | 3082 | ✠ | | | | | | | | | | | | | |
| Now "**Barroso**," *see No. 87263 in Supplement* | GyC. E.S.D. *Web frames* | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registered in United Kingdom. Dated Ref. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79827 219718 KUJB | **Mormacsul** (*ex*TheAngeles–38) *Fitted for oil fuel* Sub Sig. 2 *Dks* | 5481 — 3420 | | | | | 1920 | LsAngeles S.B.&D.D.Co L.AngelesCal | UnitedStates Maritime Commission | 410·0 P46′ | 54·4 B114′ | 27·2 F44′ | New York Utd. States *WB* | T.3Cy.28½″,47″&78″–48″ LosAngelesS.B.& D.D.Co.SanPedro,Cal. 422NHP | | R |
| 79828 220718 KDHL | **Mormacsun** (*ex*Argosy–38) *Fitted for oil fuel* Sub.Sig. D.F. 2 *Dks*&*Shelter dk* | 4996 — 3094 | | | | | 1920 | American International S.B.Corp. HogIslandPa | AmericanScantic Line(Moore-McCormackLines Inc.*Mgrs.*) | 390·0 | 54·2 | 27·8 | New York Utd. States *WB* | DR geared steam turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| *Now "Gonçalves Dias," see No. 88203 in Supplement* | | | | | | | | | | | | | | | | |
| 79829 ~~217618~~ ~~KJHL~~ | **Mormactide** (*ex*Sagaporack–38) *Fitted for oil fuel* Sub.Sig., D.F. 2 *Dks*&*Shelter dk* | 4951 — 3079 | ✠ … 6,20 ✠ | | | | 1919 3mo | American International S.B.Corp. HogIslandPa | LloydBrasileiro FK | 390·0 | 54·2 | 27·6 | R.Janeiro Brazilian *WB* | DR geared steam turbine GeneralElectricCo. Schenectady,N.Y. | 32 *in* 0 | R † |
| *Now "Lagoa Dos," see No. 89062 in Supplement* | | | | | | | | | | | | | | | | |
| 79830 238889 WCTI | **Mormacwren** Ⓟ *Oil Eng.* D.F. E.S.D. GyC. 2 *Dks*&*pt 3rd dk* *Ref.Mchy.* *CruiserStern* | 6198 — 3651 | | | | | 1939 | SunS.B.& DryDockCo. Chester,Pa. | Moore-McCormack Lines,Inc. | 438·3 P38′B75′F46′ | 63·2 | 27·5 | New York Utd. States *WB* | Oil Engines 2S.C.SA 4Cy.32″–95″ 696NHP SunSB&DD.Co.ChesterPa | | R |
| 79830* 239296 WDQI | **Mormacyork** *Oil Eng.* D.F. E.S.D. 2 *Dks*&*Shelter dk* *Ref.Mchy.* *pt Longitudinal framing* | 7886 — 4682 | | | | | 1940 | SunS.B.& DryDockCo. Chester,Pa. | Moore-McCormack Lines,Inc. | 468·4 F43′ | 69·7 | 29·1 | New York Utd. States | 4 Oil Engines 2S.C.SA 28Cy.20½″–27½″ with electro-magnetic slip couplings & SR gearing Busch-SulzerBros.Diesel Eng.Co.St.Louis | | |
| 79831 FOTJ | **Moron** *ssAnt.No.2–38* D.F. 1 *Dk(Stl)*&*Shelter dk(Stl)* | 4128 3746 2439 | ✠100A1 *with freeboard* 8,40 ~~7,39~~ ✠LMC MS4,38 BS~~10,38~~4,40 ~~Surveys delayed~~ | Ant Msl | *y* | CL 7,39 | 1930 5mo | Napier& Miller,Ld. Glasgow *Lloyd's SA&CP* | Cie.deNavigation d'Orbigny *CellDBa&u E153′ f181′ 947t* | 394·5 F34′ *FPT74t APT124t* | 53·0 FK ( | 22·7 *Coll to Sh dk 5 „ 2nd „)* | LaRochlle French 6 *BHCem* | T.3Cy.24″,41″&68″–48″ (*s*) 210lb 496NHP 2SB(FD)&1AuxSB,*9cf*, GS165,HS7577 D.Rowan&Co.Ld.Gls. | 25 *in* 0 s 2 *in* 2¾ 22 *in* 11¾ | |
| 79832 93151 KFTB | **Morris S. Tremaine** (*ex*MaryC. Elphicke) D.F. *Mchy.Aft* 1 *Dk2trB* | 4904 — 3879 | | | | | 1901 | Chicago S.B.Co. Chicago | AutomotiveTrades S.S.Co. *WB* | 430·0 | 50·2 | 24·4 | Wilmgton (Del.) Utd. States | T.3Cy.23″,38″&64″–40″ 259NHP ChicagoS.B.Co. | | R |
| 79833 SPEJ | **Morska Wola** (*ex*RioNegro–39, *ex*Hindhead–36, *ex*ConsulHorn–36) *Oil Eng.* *ssHam.No.3–9,34* *ssGot.No.1–39* *CruiserStern* 2 *Dks* | *3208* *2744* *1911* | 100A1 *with freeboard* 8,40 ~~9,40~~ ~~DB82,40~~ *Carrying vege* | Cff *table o* | *u* *il i* | CL 3,40 *n deep* | 1924 *Lloyd's tank in* | Frd.Krupp Act.Ges. Kiel *SA&CP bridge tween* | Gdynia-America Shipping Lines,Ld. *Cell decks* *Deep ta* | 306·7 P25′B98′F23′ *DB248′652t FPT* *nk in bridge tween d* | 47·7 FK *58t APT48t* *ecks 24′246t* | 23·5 6 *BHCem* *Coll to Sh dk* | Gdynia Polish | Oil Engines 4S.C.SA 6Cy.25½″–39½″ 381NHP DB70*lb* Frd.Krupp,A.G.Kiel | 25 *in* 11 s 4 *in* 8½ 21 *in* 3⅜ | |
| 79834 147708 VLKD | **Mortlake Bank** (*ex*Elfstone–37) *ssNwc.No.3–3,37* *Well deck* *Mchy.Aft* 1 *Dk(Stl)* Wireless *Cargo battens not fitted* | 1371 1032 791 | ✠100A1 5,40 ~~4,39~~ BS~~4,39~~ 5,40 | Syd LMC3,37 | *o* | CL 4,38 | 1924 8mo *Lloyd's* | Swan,Hunter&Wigham Richardson, Ld.Newcastle | McIlwraith McEacharnLd. *Cell DB198′380t FPT* | 235·1 241·0(O.L.) Q145′F25′ | 36·1 FK | 15·3 *Cell DB 102t APT82t* | Sydny NSW British 4 *BHpt Cem* | T.3Cy.15½″,25″&40″–27″ 180lb (*s*) 120NHP NE&B19*refitted*24 2SB,*4cf*,GS49,HS1820 FD J.Abernethy&Co.Ld.Abn. | 17 *in* 6 s 5 *in* 3½ 16 *in* 4½ | |
| 31/ 41 | | | | | | | | | | | | | | | | |
| 79835 LJWN | **Morviken** *Oil Eng.* D.F. E.S.D. 1 *Dk*&*Shelter dk* *CruiserStern* | 5008 4368 2987 | ✠100A1 *with freeboard* 12,39 ✠LMC6,38 ✠LMC(M)3,40 *Carrying car go oil in way of ER* | Yka *&wing* | *b*† *F. tan* | CL *P. abo ve 150° ks in w* | 1938 6mo *Lloyd's* *F.in DTs* *way of t* | Öresunds-varvet Aktiebolag Landskona *SA&CP* *tunnel* | Wallem&Co.A/S (HaakonJ.Wallem, *Mgr*) *CellDB328′1254t DTs in ER p21′* | 438·4 453·7(O.L.) F40′ *s30′636t Tanks in w* | 57·4 FK ( | 22·5 *Coll to Sh dk 6 „ 2nd „)* *ay of tunnel* | Bergen Norwegian 7 *BHpt Cem* | 4 Oil Engines 2S.C.SA 24Cy.13⅜″–22⅞″ with electro-magnetic slip couplings & SR gearing DB85*lb* 752NHP Atlas-Diesel A/B,Skm. 656t *FPT*109t *APT*44t | 29 *in* 0 s 3 *in* 6½ 25 *in* 6⅝ | |
| 79836 IBIO | **Moscardin** (*ex*Danaos–39, *ex*KostantisLemos, *ss*Bly.2ndNo.3–6,30 *ex*Constantinos, *ss*Pir.No.1–35 *ex*Strathearn) 1 *Dk(Stl)*&*Spar dk* | 4374 4079 2727 | ✠ … 5,39 ✠ | Rot | *x* | | 1906 1mo | Grngem'th &Greenock DockyardCo. Greenock | "Polena" Società diNavigazione *CellDBa114′uE&B44′f162′* | 370·0 384·0(O.L.) P25′B92′F41′ | 52·2 25·5 FK | 17·5 6 *BHCem* | Genoa Italian | T.3Cy.25″,41″&68″–48″ 353NHP 3SB,*9cf*,GS199,HS5510 J.G.Kincaid&Co.Greenock 1115t *APT*123t | 28 *in* 0 | I † |
| *Now "Empire Gunner," see No. 87943 in Supplement* | | | | | | | | | | | | | | | | |
| 79837 242 SVIU | **Moscha D. Kydoniefs** (*ex*LadyCharlotte–36, *ex*Noelle,*ex*Bronze Wings) *ssShl.No.3–3,28* *ssAms.No.2–37* 1 *Dk(Stl)*&*Shelter dk(Stl)* | *3874* *3673* *2400* | ✠100A1 *Shelter dk* *with freeboard* Exam~~ined~~ 1,41 ~~BS2,39~~ | ~~Bry~~ Lis BS1,41 LMC2,36 | *x* | GL 9,39 | 1915 3mo *Lloyd's* | Nthmblnd S.B.Co.Ld. Newcastle *SA&CP* | D.A.Kydoniefs *CellDBa125′u* | 375·2 P51′B92′f163′ | 51·9 FK *E&B42′f163′* | 23·7 6 *BHCem* *APT143t* | Andros Greek | T.3Cy.25″,41″&69″–48″ (*s*) 180lb 371NHP 3SB,*9cf*,GS160,HS5895 N.E.MarineEngCoLd.Nwc | 26 *in* 1 s 2 *in* 6¾ 23 *in* 9 | |
| 79838 204 SVFA | **Moscha L. Goulandris** (*ex*Ridderkerk–33, *ex*Kieldrecht, *ex*WarRoach) *ssRot.No.3–2,33* *ssPir.No.1–37* 2 *Dks(Stl)* | 5199 4702 3174 | 100A1 9,40 ~~9,39~~ MS4,37 *Fitted for oil* | NNs Bal LMC BS3,40 *fuel* | *y* | CL 9,39 *F.P. a* | 1918 *Lloyd's above* | CaledonSB &E.Co.Ld. Dundee *SA&CP* 50° F. | GoulandrisBros. *CellDB342′10* | 400·1 412·9(O.L.) P49 B113′F38′ | 52·2 FK | 28·5 7 *BHpt Cem* *16t FPT112t* *APT165t* | Andros Greek | T.3Cy.27″,44″&73″–48″ 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD CaledonSB&ECo.Ld.Dun. | 31 *in* 0 s 5 *in* 11¾ 25 *in* 3½ | |
| 79839 867 SZKJ | **Moschanthi** Ⓟ (*ex*CleoV–37, *ex*Cleo,*ex*ExpressI,*ex*Heerenveen) 1 *Dk* | *311* *272* *108* | | | | | 1901 | J.& K.Smit Krimpen a/dLek | ToyiasS.S.Co. (AlcibiadesToyias, *Mgr.*) | 169·7 | 23·0 | 11·0 | Piræus Greek | T.3Cy.11¼″,16⅝″&27⅛″–18⅛″ 31NHP Löhnis&Co.Rotterdam | | |
| 79840 LKIB | **Mosdale** *Oil Eng.* D.F. 2 *Dks*, *Sparred* 3 *rd dk in* *Ref.Mchy.* *fwd. holds for light cargo* *CruiserStern* | 3022 2617 1785 | ✠100A1 *with freeboard* ~~Gal~~Bkn ~~5,41 10,38~~ ✠LMC10,39 ✠Lloyd's sRMC~~10,38~~ 10,40 for temp. 33° F. | Cpn | *u* | CL 5,40 | 1939 10mo *Lloyd's* | Akt.Burmeistr&Wain Copenhagen *SA&CP* *CellDBu E&f182′* | A/S Mosvold ShippingCo. (M.Mosvold,*Mgr.*) | 324·3 336·3(O.L.) F131′ *457t Tanks in way o* | 45·8 FK ( | 26·1 *Coll to W dk 4 to 2nd „)* *f tunnel520t* | Farsund Norwegian 5 *BH* | Oil Engines 2S.C.SA 9Cy.19⅛″–35⅞″ 608NHP DB80*lb* Akt.Burmeistr&Wain,Cpn | 28 *in* 10 s 9 *in* 7¾ 19 *in* 4 | |
| 79841 DOFA | **Mosel** Ⓟ 4 Mst 2 *Dks* D.F. E.S.D. Sub.Sig. | 8428 7632 5280 | | | | | 1927 | Deutsche Sch-u-Mschb. A.G.Werk A.G.Weser Bremen | Norddeutscher Lloyd | 508·5 P26′B&F472′ *Upper F29′* | 63·7 | 30·2 *WB* | Bremen German | T3Cy.33¼″,52¾″&86⅝″–57⅛″ & 1 low pressure turbine 1000NHP A.G."Weser,"Bremen | | G |
| *Now "Empire Heron," see No. 91032 in Supplement* | | | | | | | | | | | | | | | | |
| ~~79842~~ ~~226086~~ KJRW | **Mosella** ~~Fitted for oil fuel~~ Sub.Sig. 1 *Dk*&*Shelter dk* *Longitudinal framing* | 6034 4425 | | | | | 1920 | Moore S.B.Co. Oakland,Cal. | ~~UnitedStates Maritime Commission~~ | 402·6 P34′F38′ | 53·0 | 32·2 British *WB* | ~~S.Francisco~~ ~~Utd.States~~ | 2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J. | | R |
| 79843 LJYS | **Mosfruit** D.F. *Ref.Mchy.* *Oil Eng.* *CruiserStern* 1 *Dk*&*Shelter dk* | 2714 2284 1520 | | | | | 1938 | Eriksbergs M.V.Aktieb. Gothenburg | A/S Mosvold ShippingCo.(M. Mosvold,*Mgr.*) | 314·4 | 50·3 | 23·3 *WB* | Farsund Norwegian | Oil Engines 2S.C.SA 9Cy.19⅛″–35⅞″ 608NHP EriksbergM.V.Aktieb.Got | | N |
| 79844 HPPZ | **Moshill** *Oil Eng.* D.F. 1 *Dk*&*Shelter dk* ~~2 Dks~~ *Ref.Mchy.* *CruiserStern* | ~~3009~~ 2959 2663 1716 | | | | | ~~1939~~ 1940 | ~~Framnæs~~ Mek.Værks. A/S Sandefjord | ~~MartinMosvold~~ NeptuneShipping Ltda..S.A. | 321·6 F143′ | 46·2 | 26·1 | ~~Farsund~~ ~~Norwegian~~ Colon *WB* Panamanian | Oil Engines 2S.C.SA 7Cy.23⅝″–40⅛″ 680NHP SulzerBros.Ld.Winterthur | | N |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned at maintenant expiré. Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | 15 Appareils de Sauvetage. Radio. Direction. Sonde. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79845 | **Mosken** Ⓟ | | 410 | | | | | 1924 | Trosvik Mek.Værks Brevik | A/S Vesteraalens Dampskibsselskap | 140·5 | 23·1 | 16·2 | Stok-marknes Norwegian | T 3Cy.12½",20½"&33"-21" Trondhjems M.V. 50NHP Trondheim | | |
| LEMF | | 2 *Dks* | 356 213 | | | | | | | | | | *WB* | | | | |
| 79846 | **Moskva** (*ex*Mossoviet-34) | Twin Sc | 6086 | | | | | 1931 | States S.B. Yard "61 Kommunar" Nicolaieff | U.S.S.R. | 409·1 | 54·5 | 32·2 | Tuapse Russian | Oil Engines 2S.C.SA 8Cy.23½"-41½" 776NHP Sulzer Bros. Ludwigshafen | | |
| UOWE | | *Oil Eng.* 1 *Dk* | 5476 3167 | | | | | | | | P98' B31' F36' | | | | | | |
| | | *Carrying oil in bulk* *Longitudinal framing* | | | | | | | | | | | | | | | |
| 79847 | **Mosli** | | 8291 | | | | | 1935 | Eriksbergs M.V. Aktieb. Gothenburg | A/S Mosvold Shipping Co. (M. Mosvold, *Mgr.*) | 476·8 | 61·1 | 34·5 | Farsund Norwegian | Oil Engines 2S.C.DA 6Cy.17½"-47½" 641NHP Eriksberg M.V. Aktieb. Got | | N |
| LJBP | | *Oil Eng.* D.F. *Mchy. Aft* 1 *Dk* | 7624 5003 | | | | | | | | P93' B28' F38' | | | *WB* | | | |
| | | *Cruiser Stern Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 79848 | **Mosna** (*ex*Fiorella-33, *ex*Lauwerzee) | | 1385 | | | | | 1923 | N.V. Shps. v/h W d.a. van Duijvendijk Papendrecht | A/S Farsund Shipping Co. (J.M. Johannesen, *Mgr.*) | 238·3 | 36·6 | 16·7 | Farsund Norwegian | T.3Cy.17½",29"&46"-36" 127NHP N.V. Mchfbk. Holland Hardinxveld | | N |
| LDVN | Wireless | 1 *Dk* | 1190 769 | | | | | | | | P54*t* H84*t* F25*t* | | | *WB* | | | |
| 79849 | **Moss Rose** | | 739 | ✠100A1 | Bly | *j* | OG | 1930 | N V Schpsw de Merwede Hardinxveld | Richard Hughes & Co. (Liverpool) Ld. | 180·0 | 28·1 | 12·6 | Liverpool British | T.3Cy.15",25"&40"-27" (*s*) 180lb 89RHP | 14 ″ 6 | |
| 161157 | | *ss* Bly. No.2-39 | 512 | 11,10~~,39~~ | Bkn | | 4,39 | 5mo | | | Q105' B13' F24' FK | | | 3 *B.H.Cem* | 2SB, *4pf*, GS62, HS2100 | s 4 ″ 5½ | |
| MPTR | *Mchy. Aft* *Well deck* | 1 *Dk* (*Stl*) | 343 | ✠LMC MS4,39 | BS~~9,39~~ | 11,40 | | *Lloyd's A & CP* | | *Cell DB* 108' 156*t* *FP* | | | | *T* 63*t* *APT* 7*t* | Earle's Co. Ld. Hull | 14 ″ 1½ | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 79850 | **Mossovet** | | 2981 | | | | | 1935 | Akt. Burmeistr & Wain Copenhagen | U.S.S.R. | 325·1 | 48·0 | 21·5 | Leningrad Russian | T.3Cy.22 7/16",36 7/16"&61"-39" 232NHP Helsingörs Jernsk. & Mskb. Els. | | |
| UPOI | E.S.D. | 1 *Dk* | 2449 1530 | | | | | | | | P34' B97' F39' | | | *WB* | | | |
| | GyC. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 79851 | **Mostaganem** (*ex*OuedZem-37, *ex*Aug. Borremans) | 1 *Dk* | 1942 1660 | | | | | 1921 | T van Duijvendijks Lekkerkerk | Cie. France-Navigation S.A. (*in liq.*) (Cié. Gén. Transatlantique, *Mgrs.*) | 265·2 | 42·3 | 18·6 | Rouen French | T.3Cy.19",31"&52"-36" N.V. Versteeg's Mschf. Hardinxveld | | V |
| FNHV | | | 1173 | | | | | | | | P24' B77' F30' | | | *WB* | | | |
| 79852 | **Mostun** | | 2713 | | | | | 1938 | Eriksbergs M.V. Aktieb. Gothenburg | M. Mosvold | 314·4 | 50·3 | 23·3 | Farsund Norwegian | Oil Engines 2S.C.SA 9Cy.19½"-35 7/16" 608NHP Eriksberg M.V. Aktieb. Got | | N |
| LJWB | D.F. *Ref. Mchy.* | *Oil Eng.* | 2284 | | | | | | | | | | | *WB* | | | |
| | *Cruiser Stern* | 1 *Dk* & *Shelter Dk* | 1519 | | | | | | | | | | | | | | |
| 79853 | **Mostyn** (*ex*Dalveen) | | 1859 | ✠100A1 | ~~Bkn~~ | *q* | CL | 1909 | Richardsn, Duck & Co. Stockton | Mervyn S Shppg Co Ld. (Martyn, Martyn & Co. Ld. *Mgrs*) | 260·2 | 40·0 | 17·7 | Nwprt Mon British | T.3Cy.20",33"&54"-36" (*s*) 180lb 209NHP | 20 ″ 1 | |
| 129445 | | *ss* Shl. 2nd No.3-3,35 | 1503 | ~~Exquine 15,40~~ | Cff | | ~~11,37~~ | 11mo | | | P18' Q82' B50' F24' | | | 4 *B.H.Cem* | 2SB, *6cf*, GS99, HS3477 | s 1 ″ 11½ | |
| GDWY | | 1 *Dk* (*Stl*) & *deep framing* | 1011 | ✠LMC 3,39 | | | 4,40 | *Lloyd's A & CP* | | | FK | | | | Blair & Co. Ld. Stockton | 18 ″ 3½ | |
| | | *Cargo battens not fitted* | | MS~~4,39~~ | BS~~3,39~~ | 5,40 | | | | *Cell DB* 20' *f* 106' 357 *t* | *DT* a 80' 487*t* *FPT* 67*t* | | | *APT* 50*t* | | | |
| 79854 | **Motia** (*ex*Sicania, *ex*WarDirk) | | 2473 | ✠100A1 | Pal | *s* | CL | 1918 | Caledon SB & E.Co. Ld. Dundee | Giuseppe D'Ali & C. | 298·0 | 42·0 | 19·0 | Trapani Italian | T.3Cy.25",41"&68"-45" (*s*) 180lb 410NHP | 21 ″ 2 | |
| 23 | | *ss* Nap. No.3-5,28 | 1798 | 12,39 | | | 9,38 | 11mo | | | 285·0 | | | 7 *B.Hpt Cem* | 2SB, *8cf*, GS148, HS5882 FD | s 2 ″ 1½ | |
| IBRX | *Well deck* | *ss* Nap. No.2-36 | 1398 | BS2,39 | ✠LMC 2,36 | | | *Lloyd's AP* | | | P28' Q75' B58' F32' | | | | Caledon S.B. & E Co. Ld. Dun | 19 ″ 3 | |
| | D.F. | 1 *Dk* (*Stl*) | | | | | | | | *Cell DB* | 228' 579*t* *FPT* 100*t* | | | *APT* 209*t* | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 79855 | **Motocarline** | Twin Sc | 8917 | ✠100A1 | Ant | | CL | 1925 | Frd. Krupp Act. Ges. Kiel | Panama Transport Co. | 468·7 | 63·2 | 35·2 | Panama Pnamanian | Oil Engines 2S.C.SA 8Cy.25 7/8"-51 1/8" 905NHP | 35 ″ 6 | |
| | | *Oil Eng.* | 8481 | *Shelter dk* | NYk | 23 | ~~4,38~~ | 8mo | | | | | | 18 *B.H.pt Cem* | DB 70*lb* | s 8 ″ 8½ | |
| HPGM | *Mchy. Aft* | *ss* Ant. No.3-4,37 | 4676 | *with freeboard* | | | 2,41 | *Lloyd's A & CP* | | | B33' F39' | FK | | *pt Asp* | 2 Water Tube DB 200*lb* | 27 ″ 2 | |
| | Sub. Sig. | 1 *Dk* (*Stl*) & *Shelter Dk* (*Stl*) | | 7,40~~,40~~ | ✠LMC | CS4,38 | | | | | | | | (13 *to U dk*) | Frd. Krupp A.G. Kiel | | |
| | GyC. | & *Web frames* | | DB~~S~~1,40 | | 2,39 | | | | *Cell DB* | *Bu E* 73' 160*t* *DT f* 36' 315*t* | | | *DT a* 19' 111*t* | *FPT* 186*t* *APT* 106*t* | | |
| | *Longitudinal framing* | *Cruiser Stern* | | *Carrying Petroleum* | | | *in bulk* | | | | | | | | | | |
| | | *Progressive survey of oil tanks* | | | | | | | | | | | | | | | |
| 79856 | **Motomar** (*ex*Cabo Tortosa-32, *ex*Hemland) | Twin Sc | 5724 | ✠100A1 | NYk | *y* | OG | 1921 | Aktieb. Götaverken Gothenburg | Cia. Espanola de Nav. Maritima S.A. | 392·9 | 53·9 | 30·2 | Seville Spanish | Oil Engines 4S.C.SA 12Cy.22 1/8"-33 1/16" 610NHP | 33 ″ 4 | |
| | | *Oil Eng.* | 5239 | *Shelter dk* | Bal | | S 9,39 | 11mo | | | | | | | DB 100*lb* | s 8 ″ 5½ | |
| EADE | | *ss* Gen. No.3-2,34 | 3477 | *with freeboard* | | | 10,40 | *Lloyd's A & CP* | | | F36' *on Shelter dk* | FK | | *pt Cem* | Maschinenfbrk Augsburg-Nürnberg A.G. Augsburg | 25 ″ 0½ | |
| | | *ss* Bbo. No.1-39 | | 6,40~~,40~~ 10,~~38~~,41 | | | | | | *Cell DB* 307' 1121*t* | *T anks at sides* | | *Coll* | *BH to Sh dk* | | | |
| | | 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | ✠LMC | CS10,39 | | | | | *of tunnels* 33' 181 | *FPT* 133*t* | | *APT* 42*t* | 5 ,, ,, *U* ,, | | | |
| | | 2nd *dk* (*Stl*) *in forward holds* | | ✠NE 10,30 | | 5,36 | | | | | | | | | | | |
| | | | | DBS~~5,39~~ | 12,40 | | | | | | | | | | | | |
| 79857 | **Motor Princess** Ⓟ | Wood Twin Sc | 1243 | ✠ ... | | | 10 | 1923 | Yarrows, Ld. Esquimalt BC | Canadian Pacific Railway Co. | 165·0 | 43·5 | 9·0 | Vict'ria BC British | Oil Engines 4S.C.SA 12Cy.16½"-24" 318NHP | 11 ″ 5 | |
| 150894 | | *Oil Eng.* | 301 | 8,25 | | | | 3mo | | | | | | | McIntosh Seymour, Auburn, N.Y. | | |
| | *Mchy. Aft* | *Salted* 1 *Dk* | 779 | ✠ | | | | | | | | | | | | | |
| | | *Car Ferry* | | | | | | | | | | | | | | | |
| 79858 | **Motoyama Maru No. 1** | | 371 | | | | | 1936 | Ishihara Masaichi Shimonoseki | Hamada Sanzaimon | 130·0 | 24·0 | 12·0 | Ube Japanese | Oil Engines | | |
| 42202 | (*ex*Toso Maru No.2-38) | *Oil Eng.* | — | | | | | | | | | | | | | | |
| JMMK | | | 262 | | | | | | | | | | | | | | |
| 79859 | **Motrix** | | 6587 | | | | | 1922 | Ch. & Atel. de St. Nazaire Rouen | Soc. Anon. Mazout Transports (Cie. de Nav. Mixte, *Mgrs.*) | 422·5 | 57·6 | 30·1 | Marseilles French | T.3Cy.27½",44½"&75"-51" 400NHP | | V |
| | | *Fitted for oil fuel* | — | | | | | | | | P117' B33' F50' | | | | Ch. & Atel. de St. Nazaire | | |
| FNFK | *Mchy. Aft* | 2 *Dks* | 3641 | | | | | | | | | | | | | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 79860 | **Motto** (*ex*Fagerstrand-37, *ex*Hird) | | 1173 | | | | | 1903 | Hasselda-lens Jrnskbs. Grimstad | O/Y Viasveden Höyry A/B (Petter C. Molander, *Mgr.*) | 230·3 | 34·3 | 13·5 | Björneborg Finnish | T.3Cy.16½",27"&44"-30" 106NHP | | N |
| | | | 929 | | | | | | | | Q132*t* B52*t* F35*t* H8*t* | | | *WB* | J.S. Vaux & Co. Ld. Sld. | | |
| OFEE | | 1 *Dk* | 651 | | | | | | | | | | | | | | |
| 79861 | **Mount Aetna** (*ex*Leith Hill-37, | | 4230 | ✠100A1 | Rot | *x* | CL | 1929 | Burntisl nd S.B. Co. Ld Burntisland | Atlantic o s S.S. Co. Ld. & Kulukundis Shipping Co. S.A. (Kulukundis Shipping Co. S.A. *Mgrs.*) | 370·9 | 51·4 | 25·1 | Piræus Greek | 89½" T.3Cy.23",39"&65"-45" (*s*) 200lb *120lb* 331NHP | 27 ″ 6 | |
| 516 | *ex*Fife-36, | *ss* Sws. No.2-37 | 3878 | 3,41~~12,39~~ | Lis | | N 1,38 | 3mo | | | P29' B233' F35' | FK | | 6 *B.Hpt Cem* | 2SB (Spt), *6cf*, GS129, HS5190 | 24 ″ 1½ | |
| SVVB | *ex*Penybryn-32) | 1 *Dk* (*Stl*) | 2623 | ✠LMC | | | | *Lloyd's A & CP* | | | | | | | D. Rowan & Co. Ld. Gls. | | |
| | D.F. | | | MS1,38 | BS~~12,39~~ 1,41 | | | | | *Cell DB* 322' 1133*t* | *FPT* 96*t* | | *APT* 175*t* | | | | |
| 79862 | **Mount Athos** (*ex*Pentowy-32, | | 3578 | ✠100A1 | Bry | *w* | CL | 1913 | R. Thompson & Sons, Ld Sunderland | Rethymnis & Kulukundis (Hellas), Ld. & C. Scarvellis | 350·0 | 50·0 | 22·5 | Piræus Greek | T.3Cy.24½",40"&66"-45" (*s*) 180lb *90lb* 331NHP | 25 ″ 0 | |
| 780 | *ex*Iossifoglu) | *ss* Dnk. 2nd No.3-6,38 | 3276 | ~~4,40~~10,40 | Mch | | 3,39 | 3mo | | | 361·2 (O.L.) | | | 6 *B.H.Cem* | NDB 25 *refitted* 37 | s 2 ″ 11½ | |
| SVHT | | 1 *Dk* (*Stl*) | 2182 | BS~~6,39~~ 10,40 | ✠LMC | 6,38 | | *Lloyd's A & CP* | | *Cell DB* a 108' *u E* 23' | P35' B210' F36' | FK | | *f* 150' 952*t* *FPT* 105*t* | 2SB, *6cf*, GS130, HS5300 | 22 ″ 3½ | |
| | | | | | | | | | | | *APT* 144*t* | | | | N.E. Marine Eng. Co. Ld. Sld | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of T. & Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79863 | **Mount Atlas** (*ex*Megna–35) | | 5647 | ✠100A1 | Smk | *a*† | CL | 1916 | Russell& | YamashitaKisen | 423·5 | 56·0 | 28·7 | | T.3Cy.27″,45″&74″–51″ (*s*) | 31 | 4 |
| | *ss*Fal.No.3–9,28 | | *5356* | 5,39 | | | 5,39 | 9mo | Co. | K.K. | | | | Japanese | 180lb 556NHP | ~~30~~ 03 | |
| | *ss*Ams.No.2–37 | | *3591* | BS5,39 ✠LMC2,37 | | | | | PortGlasgow | | P38′B123′F50′ FK | | | *Cem* | 3SB,*9cf*,GS186,HS8301 FD | ~~25~~ 6 | |
| | | 2*Dks*(*Stl*) | | | | | | *Lloyd's* | *SA&CP* | 1 *inter* | *mediate BH and* 1 | | | 5 *BH to U dk* | D.Rowan&Co.Glasgow | | |
| | Now "Kuwayama Maru," *see No. 38763 in Supplement* | | | | | | | | | *'tween dk* | *BH dispensed with* | | | 1 *BH to 2nd* | *dk only* | | |
| | | | | | | | | | | | *CellD* | | | *B* 360′ 1181*t* | *APT31t* | | |
| 79864 | **Mount Battock** | | 396 | | | | | 1939 | J.Lewis& | The "Dodds" Steam | 140·9 | 25·6 | 9·6 | Aberdeen | T.3Cy.11″,18″&30″–21″ | | C |
| | | (*Coasting*) | 278 | | | | | | Sons,Ld. | FishingCo.Ld. | Q44′B9′F24′ | | | British | 41NHP | | |
| | *Mchy.Aft* | *CruiserStern* | 154 | | | | | | Aberdeen | (J.A.Lewis,*Mgr.*) | | | | *WB* | J.Lewis&Sons,Ld.Abn. | | |
| 79865 | **Mount Evans** | | 6267 | | | | | 1919 | Columbia | UnitedStates | 410·0 | 54·2 | 27·6 | PortlndOr | DR GearedSteamTurbine | | R |
| 218391 | Sub.Sig. | *Fitted for oil fuel* | 5248 | | | | | | RiverS.B. | Maritime | P44′B115′F46′ | | | Utd.States | | | |
| KIMT | *WellDeck* | 2*Dks* | 3903 | | | | | | Corp. | Commission | | | | *WB* | GeneralElectricCo. | | |
| | | | | | | | | | Portland,Or. | | | | | | Schenectady,N.Y. | | |
| 79866 | **Mount Helikon** | | 5525 | ✠100A1 | Gen | *z* | CL | 1918 | OsakaIron | Kulukundis | 407·3 | 51·1 | 30·1 | Piræus | T.3Cy.27″,45″&75″–51″ (*s*) | 32 | 7 |
| 772 | (*ex*Jagersfontein–32, | *ss*Ams.No.3–4,30 | 5183 | 3,40 | | | ~~10,37~~ | 8mo | Works,Ld. | ShippingCo.S.A. | | | | Greek | 180lb 553NHP | s 6 | 6 |
| SVHH | *ex*Kaiyei Maru) | *ss*Rot.No.2–38 | 3483 | ~~BS11,38~~ ✠LMC1,38 | | | 4,41 | | Osaka | | P40′B137′F46′ FK | | | 7 *BH Cem* | 3SB,*9cf*,GS190,HS8100 FD | 26 | 3½ |
| | | 2*Dks*(*Stl*) | | 5,41 | | | | | A&CP | | *CellD* B360′ 982*t FPT* | | | 106*t APT*26*t* | OsakaIron Wrks,Ld.Osaka | | |
| 79867 | **Mount Helmos** (*ex*Invergordon–37) | | 6481 | ✠100A1 | Rot | *a*† | CL | 1923 | J.Brown& | Kulukundis | 412·9 | 55·6 | 25·0 | Piræus | T.3Cy.27″,44″&73″–48″ (*s*) | 38 | 0 |
| 889 | | *ss*Ams.No.3–6,37 | 6069 | *Shelter dk* | ~~NNe~~ Bal | | 10,39 | 4mo | Co.Ld. | ShippingCo.S.A. | | 34·4 | | Greek | 180lb 540NHP | s 9 | 11½ |
| SVUZ | | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 3976 | *withfreeboard* | | | | | Clydebank | | F40′ *on Shelter dk* | | | 7 *BH Cem* | 4SB,*12cf*,HS10224 | 28 | 3½ |
| | | *Straight frames & bevelled bilge* | | ~~6,40~~ ~~10,38~~ 3,41 | BS12,40 | | | *Lloyd's* | *SA&CP* | | FK | | | | J.Brown&CoLd.Clydebank | | |
| | | | | ~~BS10,39~~ ✠LMC6,37 | | | | | | | | | | ( | *Coll to Sh dk* | | |
| | | | | *Fitted for oil* | *fuel* 4,23 | | *F.P. a* | *bove* 1 | 50° F. | *CellD* B342′1482 | *t FPT*87*t APT*126*t* | | | 6 „ 2nd „ | | | |
| 89 | 79868 | **Mount Hymettus** 2TwinMsts | 5820 | ✠100A1 | Ams | *a*† | ~~1,39~~ | 1921 | Atel.&Ch. | J.A.Cosmetto& | 425·8 | 57·4 | 29·0 | Syra | T.3Cy.27½″,44½″&74½″–51″ | 32 | 0 |
| 40 | 278 | (*ex*Union–34) | *5344* | 5,40 2,39 | | | | 3mo | de St.Nazaire, | Kulukundis | | | | Greek | 178lb (*s*) 560NHP | s 7 | 7½ |
| SVCB | | *ss*Ant.No.3–4,34 | *3558* | ~~BS4,39~~ ✠LMC4,38 | Bbo | | 6,40 | | Penhoët | ShippingCo.S.A. | P38′B135′F49′ FK | | | 7 *BH Cem* | 3SB,*9cf*,GS203,HS8350 FD | 24 | 7½ |
| | | 2*Dks*(*Stl*) | | 6,40 | | | | | St.Nazaire | | *CellD* B344′1601*t* | | | | Atel.&Ch.deSt.Nazaire, | | |
| | | | | | | | | *Lloyd's* | *SA&CP* | | *DT a* 30′940*t* | | | *FPT* 121*t A* | *PT* 46*t* Penhoët | | |
| | | | | *Fitted for oil* | *fuel* 2,39 | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| 79869 | **Mount Ithome** (*ex*Maidenhead–36, | | *4207* | ✠100A1 | Bry | *x* | CL | 1914 | J.Readhead | Rethymnis&Kulu- | 369·9 | 51·1 | 25·3 | Syra | T.3Cy.24½″,42″&69″–48″ (*r*) | 27 | 8 |
| 290 | *ex*Newquay) | *ss*Shl.No.3–4,27 | *4009* | 5,38 | | | 5,38 | 2mo | &Sons,Ld. | kundis(Hellas) | | | | Greek | 180lb 386NHP | s 3 | 10½ |
| SVRP | | *ss*Bly.No.2–36 | *2658* | BS6,39 ✠LMC3,36 | | | | | SouthShields | Ld.&C.Scarvellis | P33′B226′F34′ FK | | | 6 *BH Cem* | 2SB,*6cf*,GS133,HS6329 | 24 | 1½ |
| | | 1*Dk*(*pt Irn pt Stl*) | | Surveys delayed | | | | *Lloyd's* | *SA&CP* | *CellD* | *Ba* 114′*u E* 26′*f* 166′ | | | 964*t APT*60*t* | J.Readhead&SonsLd.SShl | | |
| 79870 | **Mount Kassion** TwinSc | | 7914 | ✠ ... | | | | 1918 | Uraga | Kulukundis | 445·0 | 58·0 | 40·0 | Piræus | T.6Cy.22″,36½″&61″–48″ | 40 | 0 |
| | (*ex*DocteurPierreBenoit–37) | | 7815 | 11,20 | | | | 5mo | DockCo.Ld. | ShippingCo.S.A. | | | | Greek | 703NHP | | |
| SVUT | | 2*Dks*&*Shelter dk* | 4973 | ✠ | | | | | Uraga | | FK | | | *WB* | UragaDockCo.Ld.Uraga | | |
| 79871 | **Mount Kitheron** (*ex*Bellglade–32, | | *3876* | ✠100A1 | Ant | *x* | CL | 1912 | J.Readhead | Kulukundis | 367·3 | 53·9 | 22·8 | Syra | T.3Cy.26″,42″&69″–48″ (*r*) | 25 | 2 |
| 272 | *ex*Chevington) | *ss*Ams.2ndNo.3–10,37 | *3657* | ~~10,1032,39~~ 6,41 | Bkn | Npt | ~~10,37~~ | 2mo | &Sons,Ld | ShippingCo.S.A. | | | | Greek | 372NHP | s 3 | 4 |
| SVHO | | 1*Dk*(*pt Irn pt Stl*) | *2447* | ✠LMC | | | 10,40 | | SouthShields | | P32′B224′F34′ FK | | | 6 *BH Cem* | 2SB,*6cf*,GS134,HS5940 | 22 | 1½ |
| | | | | MS10,37 | BS6,39 | 10 40 | | *Lloyd's* | *SA&CP* | *CellD Ba* 114′*u* | *E&B* 39′*f* 163′ 1060*t* | | | *APT* 110*t* | J Readhead&Sons,Ld. | | |
| 79872 | **Mount Lycabettus** | | *4292* | ✠100A1 | Shl | *x* | CL | 1917 | Sir Raylton | AtlanticosS.S.Co. | 364·8 | 51·1 | 26·1 | Syra | T.3Cy.23¾″,41″&68″–45″ (*s*) | 28 | 4 |
| 289 | (*ex*Turkestan–35, | *ss*Bly.No.3–12,35 | *3975* | 6,39 | | | 4,38 | 11mo | Dixon&CoLd | Ltd.(Kulukundis | | | | Greek | 180lb 468NHP | s 5 | 0½ |
| SVRO | *ex*WarFlower) | 1*Dk*(*Stl*) | *2648* | ~~BS2,39~~ ✠LMC12,35 | | | | | Middlesbro' | ShippingCo.S.A. | P40′B94′F40′ FK | | | 7 *BH Cem* | 3SB,*9cf*,GS168,HS7215 FD | 23 | 6 |
| | | | | 5,40 | | | | *Lloyd's* | *SA&CP* | *Mgrs.*) | | | | | Richardsons,Westgarth& | | |
| | | | | | | | | | | | *CellD B* 319′ 980*t FPT* 110*t* | | | *APT* 90*t* | Co.Ld.Mdb. | | |
| 79873 | **Mount McKinley** Ⓟ | | 4861 | ✠100A1 | Sea | *y* | CL | 1918 | W Cramp& | AlaskaS.S.Co.Inc. | 360·2 | 51·6 | 22·8 | NewYork | Q.4Cy.25½″,37″,52½″&76″– | 33 | 6 |
| 216215 | (*ex*SantaAna–36, | *ss*S.Fo.No.3–5,30 | — | *Shelter dk* | | | ~~3,38~~ | 5mo | SonsS&EBCo | | | 30·8 | | Utd.States | 54″ (*s*) 223lb 633NHP | s 9 | 2½ |
| KJEU | *ex*ElSalvador,*ex*Santa | *ss*Sea.No.2–38 | 2851 | *withfreeboard* | | | 2,41 | | Philadelphia | | F40′ *on Shelter dk* | | | 7 *BH Cem* | 4SB,*12cf*,GS215,HS8923 FD | 24 | 6 |
| | Luisa) | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | 2,41 3,40 | ✠LMC | | | | A&CP | | FK | | | | W.Cramp&SnsS&EBCPhl | | |
| | D.F. | | | MS12,38 | BS~~4,40~~ | 1,41 | | | | *Cell* | *DB* 294′870*t FPT* 170*t* | | | *APT* 71*t* | | | |
| | | | | *Fitted for oil* | *fuel* 5,18 | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| 79874 | **Mount Mycale** | | *3556* | ✠100A1 | ~~Col~~ | *w* | CL | 1907 | Tyne I.S.B. | AtlanticosS.S.Co. | 348·5 | 50·1 | 23·1 | Piræus | T.3Cy.24″,40″&66″–45″ (*s*) | 25 | 8 |
| 888 | (*ex*MaroussioCoulouthros–37, | | *3331* | ~~Examined~~ 2,41 G1s | | | | 2mo | Co.Ld. | Ld.&GiorgilisBros. | | | | Greek | 180lb NDB30 *120lb* 307NHP | s 4 | 5½ |
| SVMA | *ex*Ryde) | *ss*Pir.2ndNo 3–11,32 | *2288* | ✠LMC | | | | | Newcastle | (KulukundisShip- | P28′B100′F37′ FK | | | 6 *BH Cem* | 2SB,*8pf*,GS142,HS4600 | 21 | 5 |
| | | *ss*Rou.No.1–37 | | MS6,37 | BS2,40 | | | *Lloyd's* | *SA&CP* | pingCo.S.A.*Mgrs.*) | | | | | J.Dickinson&Sons,Ld.Sld. | | |
| | | 1*Dk*(*pt Irn pt Stl*)&*deep framing* | | | | | | | | *CellD* | *Ba* 110′*u E* 25′*f* 152′ | | | 868*t APT* 99*t* | | | |
| 91 | 79875 | **Mount Myrto** (*ex*AlsaceII–34, | *5403* | ✠100A1 | Bly | *y* | CL | 1919 | Canadian | J.A.Cosmetto& | 400·3 | 52·4 | 28·0 | Syra | T.3Cy.25″,41″&68″–45″ (*s*) | 31 | 1 |
| 40 | 277 | *ex*Alsace) | *4854* | 5,40 ~~7,38~~ | Bal | | ~~6,38~~ | 11mo | Vickers,Ld | Kulukundis | | | | Greek | 180lb 397NHP | s 6 | 0 |
| SVCH | | *ss*Bkn.No.3–1,38 | *3288* | BS6,39 ✠LMC1,38 | | | 5,40 | | Montreal,PQ. | ShippingCo.S.A. | P39′B120′F43′ FK | | | 6 *BHpt Cem* | 3SB,*9cf*,GS207,HS6930 | 25 | 4½ |
| | | 2*Dks*(*Stl*) | | | | | | *Lloyd's* | *SA&CP* | *CellD B* 33′1025*t FPT* 149*t A* | | | | *PT* 133 | Canadian Vickers Ld.Mtl. | | |
| | | *Cargo battens not fitted in holds* | | | | | | | | | | | | | | | |
| | 79876 | **Mount Olympus** (*ex*Toba–32) | 6692 | ✠100A1 | ~~SFe~~ | *a*† | CL | 1920 | Harima | AtlanticosS.S.Co. | 425·2 | 54·0 | 35·0 | Piræus | T.3Cy.28″,47″&79″–51″ (*s*) | 37 | 6 |
| | 767 | | 6433 | *Shelter dk* | Pir | | 3,40 | 6mo | Dockyd.Co. | Ld.(Kulukundis | | 26·6 | | Greek | 200lb 600NHP | s 9 | 1¾ |
| | SVHG | | 4157 | *withfreeboard* | | | | | O Harima | ShippingCo.S.A. | | | | 2SB&1AuxB,*11cf*, | FD | 28 | 7 |
| | | 2*Dks* | | Examined 2,41 | | | | | A&CP | *Mgrs.*) *CellD B* 36 | 6′1153*t* *Collision* | | | *BH to Wdk* | GS194,HS8270 | | |
| | | *Tonnage opening closed '38* | | BS7,40 ✠LMC12,36 | | | | | | *DT a* 39′936 | *t FPT* 153*t APT* 72*t* | | | 6 „ 2nd „ | KobeSteelWorks,Ld.Kobe | | |
| | | | | *Fitted for oil* | *fuel* 7,20 | | *F.P. a* | *bove* 15 | 0° F. | | | | | | | | |
| | 79877 | **Mount Othrys** (*ex*Newton–33) | 6527 | ✠100A1 | Shl | *a*† | CL | 1919 | Harland& | M.Marcou | 412·6 | 55·8 | 34·4 | Panama | T.3Cy.27″,44″&73″–48″ (*s*) | 38 | 0 |
| | | | *6230* | *Shelter dk* | Bkn | | ~~N3,37~~ | 5mo | Wolff,Ld. | | | | | Pnamanian | 180lb 517NHP | s 10 | 0½ |
| | HPJN | *ss*Grk.No.3–5,33 | *4078* | *withfreeboard* | | | 10,40 | | Belfast | | F40′ *on Shelter dk* | | | *ptCem* | 3SB,*9cf*,GS190,HS7668 FD | 28 | 3 |
| | | *ss*Ams.No.1–37 | | 11,30 ~~11,39~~ | | | | *Lloyd's* | *SA&CP* | | FK | | | 6 *BH to Sh dk* | Harland&Wolff,Ld.Bel. | | |
| | | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | BS5,39 ✠LMC3,37 | | | | | *CellD B* 343′ | 1571*t DT a* 25′ 858*t* | *FPT* 91*t APT* 126*t* | | | 2 „ „ *U* „ | | | |
| | | *Straight frames & bevelled bilge* | | 5,40 | | | | | | | | | | | | | |
| | | *Tonnage opening closed '39* | | | | | | | | | | | | | | | |
| | 79878 | **Mount Parnes** | 4371 | ✠100A1 | Ant | *x* | CL | 1917 | Moore& | Kulukundis | 376·2 | 52·6 | 25·8 | Piræus | T.3Cy.24″,41″&68″–45″ (*r*) | 28 | 0 |
| | 947 | | — | 4,419,39 | Lis | | 9,39 | 3mo | Scott Irn Wks | ShippingCo.S.A. | | | | Greek | 200lb 493NHP | s 5 | 6½ |
| | SVXX | | 2759 | ~~NE8,25~~ ✠LMC | | | | | Oakland,Cal | | | | | | 3SB,*9cf*, HS7509 FD | 22 | 8 |
| | | *ex*Hampholm, 1*Dk*(*Stl*)2*trB* | | MS4,37 | BS~~4,38~~ 5,41 | | | | A&CP | | P33′B70′F40′ FK | | | 6 *BHpt Asp* | N.E.MarineEng.CoLdNwc | | |
| | | *ex*Thordis) | | *Fitted for oil* | *fuel* 3,17 | | *F.P. a* | *bove* 1 | 50° F. | *CellD B* 28 | 3′1061*t FPT* 96*t AP* | | | *T* 132*t* | | | |
| | 79879 | **Mount Pelion** | 5655 | ✠ ... | | | | 1917 | Kawasaki | E.G.Culucundis | 385·5 | 51·3 | 33·5 | Syra | T.3Cy.26″,43½″&72″–48″ | 36 | 0 |
| | 273 | (*ex*CommissairePierreLecocq–33, | — | 11,20 | | | | 5mo | Dkyd.Co.Ld. | &S.C.Costomeni | | | | Greek | 440NHP | | |
| | SVHN | *ex*WarPrince) 3*Dks* | 4124 | ✠ | | | | | Kobe | | | | | *WB* | KawasakiDkydCoLd Kobe | | |
| | 79880 | **Mount Pera** (*ex*Grelisle–33,*ex*War | 5214 | ✠100A1 | Bal | *y* | CL | 1918 | Cammell | J.A.Cosmetto& | 400·0 | 52·4 | 28·4 | Piræus | T.3Cy.26⅞″,44″&73″–48″ (*s*) | 31 | 0 |
| | 78 | Painter) | — | 3,409,39 | Phl | | ~~11,37~~ | 6mo | Laird&Co.Ld. | Kulukundis' | 412·7(O.L.) | | | Greek | 180lb 490NHP | s 5 | 11½ |
| | SVHP | | 3178 | ~~BS10,39~~ ✠LMC8,36 | | | 3,41 | | Birkenhead | ShippingCo.S.A. | P49′B113′F40′ FK | | | 7 *BHpt Cem* | 3SB,*9cf*,GS190,HS7020 FD | 25 | 3½ |
| | | 1*Dk*(*Stl*) | | 3,41 | | | | *Lloyd's* | *SA&CP* | *CellD B* 343′ 1122*t D* | *Ta* 28′1166*t FPT* 11 | | | 3*t APT* 166*t* | CammellLaird&Co.LdBkn | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné après Lettre d'Equipement. | 7* 1 ste de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Registres où coté, si ce n'est dans le L. R. Chiffre Cert. Barrette. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79881<br>885<br>SVUY | **Mount Pindus** (*ex*Zinal–37)<br>*ss*Shl.No.3–10,36<br>*2 Dks (Stl) & Shelter dk (Stl)* | | 5729<br>5467<br>3569 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>Examined 1,41 ✠LMC<br>MS4,40 BS1,41 | Ant.<br>Las | *y* | CL<br>4,40 | 1920<br>8mo<br>*Lloyd's* | J.L.Thompson&Sons,Ld<br>Sunderland<br>*s.A.& C.P.* | Kulukundis ShippingCo.S.A.<br>*Cell D B 346'121* | 400·2 \| 54·8 \| 21·5<br>29·9<br>FK<br>*st F P T 70t A P T 35t* | Piræus<br>Greek<br>*Cem*<br>*A B Hto Sh dk* | T.3Cy.27",44½"&73"–48" (*s*)<br>180lb 581NHP<br>3SB,*9cf*,GS193,HS9146 FD<br>2 „ „ *U* „<br>Blair&Co.Ld.Stockton | 32 ″ 4<br>s 7 ″ 9½<br>24 ″ 9 | |
| 79882<br>954<br>SVSW | **Mount Prionas** (*ex*Dunclutha–35)<br>*ss*Bly.2ndNo.3–6,35<br>*1 Dk (Stl) & Spar dk (Stl) & deep framing* | | 3986<br>3746<br>2546 | ✠100A1<br>*Spar dk*<br>4,38<br>✠LMC 6,35<br>Surveys delayed | Kot<br>BS5,40 | *w* | CL<br>10,38 | 1910<br>4mo<br>*Lloyd's* | Russell&Co.<br>Port Glasgow<br>*s.A.& C.P.* | Atlanticos S.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) *Cell D Ba* | 360·0 \| 49·2 \| 25·5<br>P29'B90'F40' FK<br>120'*u* E22' *f* 154'920*t* | Piræus<br>Greek<br>*6 B H Cem*<br>*s A P T 36t* | T.3Cy.25",41"&68"–48" (*s*)<br>180lb NDB22 355NHP<br>2SB,*Scf*,GS148,HS5562<br>J.G.Kincaid&Co.Ld.Grk. | 28 ″ 0<br>s 4 ″ 11½<br>23 ″ 3 | |
| 79883<br>759<br>SVMZ | **Mount Rhodope** (*ex*Boutry–34)<br>*ss*Lon.No.3–1,34<br>*ss*Pir.No.1–38<br>*2 Dks (Stl)* | | 5182<br>4760<br>3192 | ✠100A1<br>9,40 ~~10,39~~<br>BS ~~10,39~~ 9,40 ✠LMC 9,38 | Aix<br>Gls | *y* | CL<br>N6,39 | 1919<br>6mo<br>*Lloyd's* | Irvine's SB &D.D.Co.Ld. W Hartlepool<br>*s.A.& C.P.* | Oceanos Maritime S.S.Co.(I.,A.&G. Margaronis)<br>*Cell D B* | 400·0 \| 52·3 \| 28·5<br>P49'B113'F38' FK<br>347'1126*t* *F P T 117t* | Piræus<br>Greek<br>*7 B Hpt Cem*<br>*A P T 178t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 31 ″ 0<br>s 5 ″ 11½<br>25 ″ 3½ | |
| 79884<br>268<br>SVHR | **Mount Taurus** (*ex*Proteus–32, *ex*BrattonCastle)<br>*ss*Bkn.No.3–4,33<br>*ss*Ams.No.1–38<br>*1 Dk (Stl) & Shelter dk (Stl)*<br>*2nd dk (Stl) in fore hold Bevelled bilge Longitudinal framing* | | 6696<br>6227<br>4154 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~10,40~~<br>✠LMC<br>MS8,37 BS ~~10,39~~ 11,40 | Ams<br>NYk | *a*† | CL<br>~~11,37~~<br>10,40 | 1920<br>5mo<br>*Lloyd's* | Armstrong Whitworth &Co.Ld. Newcastle<br>*s.A.& C.P.* | Atlanticos S.S.Co. Ld.&Tramp ShippingDevelopmentCo.Ld.(Kulukundis ShippingCo. S.A. *Mgrs.*)<br>*Cell D Ba* 128'*u* B24' *f* 162'1457*t* *D T* | 412·2 \| 55·8 \| 34·4<br>P55'F36' on *Shelter dk* FK<br>*a* 31'1062*t* *F P T 142t* | Syra<br>Greek<br>*Cem*<br>*6 B Hto Sh dk*<br>2 „ „ *U* „<br>*A P T 206t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>N.E.MarineEngCoLdNwc. | 38 ″ 1<br>s 9 ″ 8½<br>28 ″ 6½ | |
| 79885<br>SWBH | **Mount Taygetus** (*ex*Mundixie–40, *ex*Redman)<br>*ss*Bos.No.3–2,37<br>*1 Dk (Stl) 2nd tr B*<br>*in fore & after holds & Web frames* | | 3286<br>2890<br>1965 | ✠100A1<br>8 ~~10,40~~ 1,41<br>BS ~~9,39~~ 1,41 ✠LMC 2,37<br>*Fitted for oil fuel* 1,23 | Bal<br>Gff– Phl | *v* | CL<br>~~2,40~~<br>5,40 | 1921<br>6mo | New York Harbor D.D. Corp. PJeffersn NY | Rethymnis&Kulukundis (Hellas) S.A &others (Rethymnis&Kulukundis (Hellas) S.A. *Mgs.*) | 324·0 \| 46·2 \| 25·0<br>P30'B90'F35' FK<br>*Cell D B* 251'844*t* *M* | Piræus<br>Greek<br>*6 B Hpt Cem*<br>above 150° F. | T.3Cy.22",37½"&60"–42" (*r*)<br>200lb HS5852 380NHP<br>2 Water Tube Boilers FD<br>Ellicott Machine Corp. Bal.<br>*T 20'396t F P T 111t A P T 71t* | 28 ″ 6<br>s 5 ″ 7½<br>25 ″ 1½ | |
| 79886<br>215449<br>KDCZ | **Mount Vernon** (P) TwinSc<br>(*ex*Kronprinzessin Cecilie)<br>Sub.Sig. *5 Dks & Shade dk* | | 18372<br>13574<br>7564 | | | | | 1906 | Akt.Ges. "Vulcan" Stettin | United States Maritime Commission | 685·4 \| 72·2 \| 40·5<br>F87' | S.Frncisco Utd. States<br>*W B* | Q.16Cy37⅝",49½",74⅝"&112½"–70⅝" 4240NHP<br>A.G."Vulcan,"Stettin | | |
| 79887<br>166122<br>MMRN | **Mountpark**<br>D.F. E.S.D. *1 Dk & Shelter dk* | | 4648<br>4256<br>2723 | ✠100A1<br>*with freeboard*<br>3,40 ✠LMC 3,38 | Cff | *z* | CL<br>1⅛<br>2,39 | 1938<br>3mo<br>*Lloyd's* | C.Connell &Co.Ld. Glasgow<br>*s.A.& C.P.* | Denholm Line Steamers,Ld. (J.&J.Denholm, Ld. *Mgrs.*)<br>*Cell D B* 344'1298*t* *F P T 169t A P T 210t* | 407·4 \| 54·7 \| 24·5<br>419·5 (O.L.)<br>F32' FK<br>( *Coll to Sh dk*<br>5 „ *2nd* „) | Greenock<br>British<br>*6 B H Cem*<br>*9cf*,GS146,HS6471 | T.3Cy.22",38"&65"–45" (*s*)<br>220lb 431NHP<br>2SB(Spt&FD)&1AuxSB,<br>Rankin&BlackmoreLdGrk | 27 ″ 8<br>s 2 ″ 10½<br>25 ″ 0½ | |
| 79888<br>124239<br>GFMB | **Mountstewart** (P) (*ex*Pladda–36)<br>Wireless *2 Dks* | | 1099<br>1023<br>457 | | | | | 1907 | Scotts' S.B. &E.Co.Ld. Greenock | Belfast,Mersey& ManchesterS.S.Co. Ld.(W.M.May, *Mgr.*) | 252·3 \| 35·7 \| 17·0<br>P&B151'F50' | Belfast<br>British<br>*W B* | T.3Cy.25",40"&65"–48" 293NHP<br>Scotts'S.B.&E.Co.Ld.Grk. | | C |
| 79889<br>123266<br>GRCN | **Mourino**<br>*Ref.Mchy.* *1 Dk* | | 2165<br>1554<br>1256 | | | | | 1906 | Earle's Co. Ld. Hull | Ellerman's Wilson Line,Ld. | 300·0 \| 41·5 \| 18·4<br>P187'F32' | Hull<br>British<br>*W B* | T.3Cy.21",36"&60"–42" 233NHP<br>Earle'sCo.Ld.Hull | | |
| 79890<br>165892<br>GMPM | **Mousse le Moyec**<br>D.F. *1 Dk* | | 2147<br>1697<br>1199 | | | | | 1921 | Constructn Navales Lorient | Ministry of Shipping(Etablissements Marcesche &Co. *Mgrs.*) | ~~266·7 \| 39·3~~ \| 19·6<br>269·0 \| 39·5 \| | Plymouth<br>British | DR geared steam turbine<br>Brégnet,Paris | | V |
| 79891<br>CSDW | **Mouzinho** (P) TwinSc<br>(*ex*Maria Cristina, *ex*Guglielmo Peirce,*ex*Corcovado,*ex*Sueh, *ex*Corcovado)<br>*ss*Nap.2ndNo.3–11,27<br>*ss*Lis.No.3–4,38<br>*2 Dks (Stl–U dk* teak s) & Sub.Sig. *Web frames*<br>*Ref.Mchy.* | | 8374<br>5830<br>5194 | 100A1<br>~~6,414,40~~<br>BS4,40 | Lis<br>LMC 4,38 | | CL<br>~~3,38~~<br>6,41 | 1907 | Frd.Krupp Akt.Ges. Kiel | Cia.Colonial de Nav. | 448·3 \| 55·2 \| 28·0<br>P&B293'F79' FK<br>*Cell D B* 389'1331*t* | Loanda<br>Portuguese<br>*9 B H Cem*<br>*pt Asp*<br>*A P T 18t* | Q.8Cy.21⅛",31½",45½"&65⅝"–47½" 213lb (*s*) 889NHP<br>2D&1SB,*15cf*,GS308,<br>HS12863 FD<br>Frd.KruppA.G.Kiel | 31 ″ 0<br>s 5 ″ 6½<br>25 ″ 11 | |
| 79892<br>147041<br>GKYW | **Moveria**<br>*Oil Eng.*<br>*ss*Gls.No.3–9,37<br>D.F. *2 Dks (Stl) & Shelter dk (Stl)*<br>E.S.D. *4th dk in No. 2 hold*<br>*Ref.Mchy.* | | 4867<br>4370<br>2873 | ✠100A1<br>*with freeboard*<br>~~8,408,39~~ 5,41<br>✠LMC CS4,41<br>DBS4,41 6,40<br>✠Lloyd'sRMC ~~3,40~~ 3,40<br>3,41 | Gls | *z* | CL<br>8,39 | 1925<br>1mo<br>*Lloyd's* | Vickers, Ld. Barrow<br>*s.A.& C.P.* *C* | Donaldson Line,Ld. (Donaldson Bros.& Black Ld. *Mgrs.*)<br>*Cell D B* 308'946*t* *F P* | 385·6 \| 51·6 \| 28·6<br>398·3 (O.L.)<br>B73' FK<br>783*t* *A P T 45t* | Glasgow<br>British<br>*6 B Hpt Cem*<br>( *Coll to Sh dk*<br>5 „ *2nd* „) | Oil Engines 4S.C.SA<br>8Cy.30"–45" 699NHP<br>3DR *120lb*<br>Vickers,Ld.Barrow | 31 ″ 0<br>s 3 ″ 9<br>27 ″ 4½ | |
| 79893<br>DORN | **Möwe**<br>*1 Dk*<br>*Cruiser Stern* | | 1310<br>855<br>613 | | | | | 1936 | Nordsee-werke Emden G.m.b.H. Emden | Argo Reederei Richard Adler& Co. | 244·7 \| 38·4 \| 12·4<br>P49'B&F188'<br>*Upper* F21' | Bremen<br>German<br>*W B* | C.2Cy.17½⅛"&35 7/16"–35 7/16"& LP turbine with DR gearing & hydraulic coupling<br>Deutsche Schiff-u Mschb.A.G.Weser,Bmn. 115NHP | | G |
| 79894<br>DANC | —<br>*1 Dk* | | 300<br>221<br>148 | | | | | 1912 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 128·7 \| 22·7 \| 10·7<br>P44'F19' | Stettin<br>German<br>*W B* | C.2Cy.15 3/16"&27⅝"–15 7/16" 25NHP<br>StettinerOderwerke | | G |
| 79895<br>147374<br>EIGY | **Moyalla**<br>*ss*Liv.No.3–3,39<br>D.F. *1 Dk (Stl)* | | 642<br>489<br>245 | ✠100A1<br>3,40<br>BS3,40 ✠LMC 3,39 | Liv | *k* | CL<br>2,40 | 1927<br>5mo<br>*Lloyd's* | Caledon S. B.&E.Co.Ld. Dundee<br>*s.A.& C.P.* | Limerick S.S.Co. Ld.(S.J.K.Roycroft, *Mgr.*)<br>*Cell D Ba&u* | 190·2 \| 30·6 \| 10·9<br>200·7 (O.L.)<br>P29'B70'F65'<br>FK&BK1½'<br>*E42' f 80'165t F P T* | Limerick<br>British<br>*4 B H Cem*<br>*40t A P T 20t* | T.3Cy.16½",27"&44"–30" (*s*)<br>185lb 147NHP<br>2SB,*4cf*,GS70,HS2691<br>CaledonSB.&E.Co.Ld.Dun | 13 ″ 3<br>s ″ 8½<br>12 ″ 10½ | |
| 79896<br>107454 | **Moyie** (P) CompSternPad<br>*Mchy. Aft* | | 835<br>—<br>526 | | | | | 1898 | J.M.Bulger<br>Nelson,B.C. | Canadian Pacific Railway Co. | 161·7 \| 30·1 \| 5·1 | Vancouver<br>British | H.S.2Cy.16"–72" NB29 17RHP<br>Bertram Iron Works,Tto. | | |
| 79897<br>~~124668~~<br>GFNJ | **Moyle**<br>*ss*Shl.2ndNo.3–2,32<br>*ss*Goo.No.2–40 ~~*ss*Swa.No.1–36~~<br>*1 Dk (Stl) & deep framing* | | 1761<br>1325<br>749 | ✠100A1<br>5,40 ~~1,40~~<br>✠LMC<br>MS ~~7,36~~ 5,40 BS ~~10,38~~ 1,40 | Cff<br>Goo | *q* | OG<br>3,38 | 1907<br>11mo<br>*Lloyd's* | Ailsa S.B. Co.Ld. Troon<br>*s.A.& C.P.* | ~~Shamrock Shppg. Co.Ld.~~ | 275·2 \| 36·1 \| 18·6<br>P21'Q84'B54'F32'<br>FK<br>*Cell D Bu E24' f 96' 258t D T a 80'382t F P T* | ~~London~~<br>British<br>*5 B H Cem*<br>*71t A P T 37t* | T.3Cy.17",31"&51"–36" (*s*)<br>180lb 216NHP<br>2SB,*6cf*,GS107,HS3976<br>Ailsa S.B.Co.Ld.Troon | 19 ″ 0<br>s 1 ″ 9½<br>17 ″ 6 | |
| 79898<br>161562 | **Moyra**<br>*ss*St.J.No.2–39<br>*1 Dk (Stl) & Shelter dk (Stl)* | | 1396<br>1197<br>759 | ✠100A1<br>*with freeboard*<br>5,40 ~~5,39~~<br>✠LMC 5,39<br>DS4,40 | StJ | *q* | CL<br>~~7,38~~<br>5,40 | 1931<br>5mo<br>*Lloyd's* | Swan Hunter&Wigham Richardson, Ld Sunderlnd<br>*s.A.& C.P.* | Moira Shipping Co. Ld.(F.K.Warren, *Mgr.*)<br>*Cell D B* 206'466*t* | 248·0 \| 39·5 \| 14·9<br>FK<br>*F P T 57t A P T 39t* | Halifax NS<br>British<br>*4 B H Cem*<br>( *Coll to Sh dk*<br>3 „ *2nd* „) | T.3Cy.15½",25"&40"–33" (*s*)<br>180lb 124NHP<br>2SB(Spt),*4cf*,GS68,HS2238<br>Swan,Hunter&Wigham Richardson,Ld.Sld. | 16 ″ 10<br>s ″ 3½<br>16 ″ 8½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. | 6 ✠ for Special Survey. Date of last Survey. | 7 Port of Survey. Years Assigned now occupied. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of ✠ of Trade cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79899 28982 JIRA | **Mozi Maru** Ⓟ (*ex* MojiMaru-38) | 2 *Dks* | 3831 3397 2297 | | | | | 1922 | Yokohama Dock Co. Yokohama | NipponYusenK.K. | 345·0 P33′ | 50·0 B74′ | 29·0 F40′ | Tokyo Japanese | T.3Cy.23″,38″&64″–48″ 275NHP | | |
| | | | | | | | | | | | | | | *WB* | YokohamaDockCo.Yka. | | |
| 79900 41364 JHPJ | — (*ex* MojiMaru-38) | *Oil Eng.* 1 *Dk* | 318 — 183 | | | | | 1936 | Tochigi ZosenshoK.K Wakamatsu | TochikiShojiK.K. | 139·9 | 24·0 | 12·5 | Kobe Japanese | Oil Engines | | |
| 79901 PGBK | **Mr. Linthorst Homan** | *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern* | 400 248 255 | ✠100A1 5,41 ~~Capt 10,40~~ | Rot ~~Bel~~ Fal ✠LMC3,39 | *f* | OG 9,39 | 1939 3mo | Van der Werff's Scheepsb. Westerbroek | N.V.Motorschip "Mr.Linthorst Homan" (W.Schuitema) | 145·7 156·0(O.L.) P37′Q52′F22′ | 26·4 | 8·6 FK | Groningen Dutch *3BH* | Oil Engines 4S.C.SA 6Cy.11⅝″–16⅝″ 74NHP MtrnWerke Mannheim AG | 10 ″ 2 s 3 ″ 5½ 10 ″ 1½ | |
| | | | | | | | | *Lloyd's* | *sA&CP* | *Cell DB* | 92′101*t* | *FPT* | 35*t* | *APT* | s12*t* | | |
| 79902 | **Mr. Therm**—*see No.* 79611 | | | | | | | | | | | | | | | | |
| 79903 UOBY | **Msta** (*ex* Kollgrim-33, *ex* Skrymer) | *ss* Osl. No.3–5,33 1 *Dk* (*Stl*) | 1984 1752 1139 | ✠ ... 1,35 | Osl ✠ | *r* | | 1921 3mo | Ardrossan D.D.&S.B. Co.Ld. Ardrossan | U.S.S.R. *Cell D* | 271·7 P32′B75′F32′ *B*229′460*t* | 41·6 | 19·4 FK *FPT* 49*t* | Leningrad Russian *4BHCem* *APT* 75*t* | T.3Cy.20″,33″&54″–39″ 221NHP 2SB,*6cf*, GS105, HS3719 J.G.Kincaid&Co.Ld.Grk. | 21 ″ 6 | |
| 79904 DHRE | **Muansa** D.F. | 2 *Dks* | 5472 4916 3387 | | | | | 1911 | Bremer Vulkan Vegesack | DeutscheOst-AfrikaLinie | 419·8 P&B334′F58′ | 54·5 | 28·2 | Hamburg German *WB* | Q.4.Cy27″34⅝″50⅜″&72⅞″–53½″ 387NHP Bremer Vulkan, Vegesack | | G |
| 79905 UNJP | **Mudyug** Ⓟ Wireless | Twin Sc *Cruiser Stern* 2 *Dks* | 810 645 316 | | | | | 1930 | States S.B. Yard "Marti" Leningrad | U.S.S.R. | 174·3 B55′F24′ | 30·3 | 14·8 | Archangel Russian *WB* | T 6Cy.8⅛″,13¾″&22⅞″–15⅜″ 42NHP States S.B. Yard "Marti" | | |
| 79906 IBNO | **Mugnone** (*ex* Andrea–38, *ex* Anomia, *ex* War Expert) | *ss* Tri. No.3–1,39 1 *Dk* (*Stl*) | 5213 — 3123 | ✠100A1 9,39 BS1,40 | Gen ✠LMC1,39 | *y* | CL 1,39 | 1918 3mo | Harland& Wolff,Ld. Glasgow | M.Querci *Lloyd's* *sA&CP* *Cell DB* | 400·6 413·2(O.L.) P49′B112′F38′ 345′1136*t* *DT* | 52·3 | 28·5 FK a28′1200*t* | Genoa Italian *8BHCem* *APT* 185*t* | T.3Cy.27″,44″&75″–48″ (*s*) 1801b 490NHP 3SB,*9cf*, GS190, HS7020 FD D.Rowan&Co.Ld.Glasgow | 31 ″ 0 s 5 ″ 11½ 25 ″ 4 | |
| *Now* "Empire Progress," *Cargo Liner* 8745 *tons Supplement* | | | | | | | | | | | | | | | | | |
| 79907 LJEU | **Mui Hock** D.F. | *Cruiser Stern* 1 *Dk* | 2144 1794 1305 | | | | | 1936 | Nylands Verksted Oslo | A/S Arne Sveen's Rederi (Arne Sveen, *Mgr.*) | 283·6 P28′B165′F25′ | 44·2 | 18·8 | Oslo Norwegian *WB* | C.4Cy.(2)13¾″&(2)31½″–31½″ 92NHP Nylands Verksted, Oslo | | N |
| 79908 OZGE | **Muinam** Ⓟ D.F. | Twin Sc 3 Mst *Oil Eng.* *ss* H.Kg.No.2–39 1 *Dk* & *Shade dk* | 3113 2290 1739 | ✠100A1 11,39 ✠LMC CS11,39 DBS11,39 ~~Survey delayed~~ | HKg ~~Bur 7,39~~ | *v* 2½ | CL 10,39 | 1931 6mo | Nakskov Skibs. A/S Nakskov | A/S Det Östasiatiske Kompagni *Lloyd's* *sA&CP* | 330·2 B101′F64′ | 48·9 | 19·2 FK *7BHpt Cem* *Coll BH to Shade dk* *Cell DB* 282′685*t* *DTf* 21′534*t* | Copnhagn Danish | Oil Engines 4S.C.SA 12Cy.19¼″–35⅞″ DB *100lb* 449NHP Akt. Burmeistr&Wain, Cpn | 21 ″ 6 s 3 ″ 6⅝ 18 ″ 3½ | |
| | | | | | | | | | | | | | | *on Shade dk* | | | |
| | | | | | | | | | | | | | | | *FPT* 50*t* *APT* 84*t* | | |
| 79909 43725 JTUL | **Muko Maru** | *Cruiser Stern* | 4862 — 2908 | | | | | 1937 | Osaka Iron Works, Ld. Osaka | Taihei Kisen K.K. (Yamashita Kisen K.K. *Mgrs.*) | 369·8 | 54·1 | 29·2 | Kobe Japanese | T.3Cy.27″,45″&74″–48″ E&B *made* 22 *refitted* 37 378NHP Portsmouth Naval Dockyard | | C |
| 79910 146298 GFTM | **Mulbera** Ⓟ *Ref. Mchy.* D.F. | Twin Sc 2 *Dks* (*Stl–Uteaks*) *Cruiser Stern* *Fitted for oil fuel* | 9100 7289 5521 | ✠ 12,25 Lloyd's RMC ~~3,40~~ 1,41 | Mdb ✠ | *d*† | | 1922 6mo | A. Stephen &Sons, Ld. Glasgow | British India Stm. Nav.Co.Ld. *Cell DB* 400′1447*t* *Tanks 'tween tunnels* | 466·3 P50′B175′F44′ 96′243*t* | 60·1 | 33·3 FK *FPT* 92*t* | Glasgow British *9BHpt Cem* *APT* 104*t* | 6 Steam Turbines DR geared to 2 Sc. Shafts 1068NHP 5SB,*20cf*, GS375, HS15712 A.Stephen&Sons, Ld.Gls. | 36 ″ 0 | BT till ~~11,40~~ 3,41 |
| 79911 137236 VJNK | **Mulcra** Wireless | *Oil Eng.* *ss* Adl. No.3–11,37 *Cruiser Stern* 1 *Dk* (*Stl*) | 1168 791 604 | ✠100A1 ~~4,41 2,40~~ ✠LMC CS11,37 ~~5,36~~ 10,39 | Mel Adl | *n* | CL 9,38 | 1925 9mo | Svendborg Skbs.&Msk. Svendborg | The Adelaide Steamship Co.Ld. *Lloyd's* *sA&CP* *Cell D* | 215·7 P27′Q56′B58′F26′ *B*180′247*t* | 34·2 | 13·6 FK *FPT* 38*t* | P. Adelaide British *4BHpt Cem* *APT* 56*t* | Oil Engines 4S.C.SA 6Cy.19⅛″–35⅞″ 224NHP Akt. Burmeistr&Wain, Cpn | 15 ″ 6 s ″ 9½ 14 ″ 10½ | |
| 79912 DJVL | **Mülheim Ruhr** D.F. E.S.D. | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 5350 4459 2604 | | | | | 1937 | Flensburger Schiffsb. Ges. Flensburg | "Brenntag" Brennstoff-Chemikalien-u, Transport A.G. | 415·5 P25′B&F376′ *Upper* F33′ | 60·2 | 21·3 | Hamburg German *WB* | 2 Oil Engines 2S.C.SA 16Cy 20⅜″–27⅝″ SR geared to 1 screw shaft 1180NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | G |
| 79913 159461 VPJQ | **Muliama** Wireless | *ss* Syd. No.1–41 *Oil Eng.* 1 *Dk* *Cruiser Stern* | 689 434 384 | ✠100A1 ~~10,40 10,35~~ 9,41 ✠LMC 8,37 ✠LMC(M)6,39 | Syd | *j* | CL ~~10,40~~ 4,41 | 1937 8mo | Hong K'ng & Whampoa Dock Co.Ld. Hong Kong *Lloyd's* *sA&CP* | Burns Philp&Co. Ld. *Cell D* | 165·7 173·2(O.L.) P&B109′F31′ *B*a11′*f*6′19*t* | 31·1 | 12·6 FK *FPT* 17*t* | Hong Kong British *4BHCem* *APT* 24*t* | Oil Engines 2S.C.SA 7Cy.11⅛″–19⅛″ 148NHP Harland&Wolff,Ld.Gls. | 13 ″ 6 s ″ 2 13 ″ 5 | |
| 79914 1298 IQYM | **Multedo** (*ex* Albarosa, *ex* Gin, *ex* Ussa, *ex* Coln) | Iron 1 *Dk* & *Spar dk* 3 *tr B* | 1130 1118 659 | | | | | 1884 | Akt.Ges. "Vulcan" Stettin | Ignazio Messina& C. *W.B.* | 230·3 | 30·7 | 19·7 | Genoa Italian | C.2Cy.24⅝″&49½″–31½″ NB09 112NHP A.G. "Vulcan," Stettin | | I |
| 79915 128799 VLJL | **Mulubinba** Wireless *Mchy. Aft* | 1 *Dk* & *Shelter dk* *Cruiser Stern* | 1262 903 479 | ✠100A1 *with freeboard* ~~7,40 7,39~~ 4,41 BS ~~7,39~~ 7,40 ✠LMC 4,37 | Syd | *p* 1⅜ | CL 7,40 | 1937 4mo | Henry Robb, Ld. Leith *Lloyd's* *sA&CP* | Newcastle&Hunter River S.S.Co.Ld *Side t* | 223·7 231·7(O.L.) FK&BK1½″ *anks a* 53*t* | 39·2 | 14·6 ( *DT f* 14′ | Newcastle N.S.W. British 5 *BHCem* *Coll to Sh dk* 4 ,,2*nd*,,) *99t* *FPT* 34*t* *APT* 26*t* | C.3Cy.16½″,28½″&48″–33″ 235lb (*s*) 265NHP GS134, HS4200 FD 2 Water Tube Boilers (Spt) N.E.Marine Eng Co Ld. Nwc | 16 ″ 0 s ″ 2 16 ″ 0½ | |
| 79916 35839 JFIC | **Munakata Maru** Ⓟ D.F. | *Cruiser Stern* 1 *Dk* | 3310 2677 1878 | | | | | 1930 | Uraga Dock Co.Ld. Uraga | Nippon Seitetsu K.K. *WB* | 320·7 P145′F31′ | 46·5 | 25·0 | Yawata Japanese | T.3Cy.22″,37″&61″–42″ 241NHP Uraga Dock Co.Ld. Uraga | | |
| 79917 22668 JSPB | — Wireless | Ⓟ 1 *Dk* | 980 856 569 | | | | | 1918 | Nobuki Zosensho Osaka | Kita Nippon Kisen K.K. | 200·0 | 32·0 | 18·0 | Amagasaki Japanese | T.3Cy.13½″,22½″&37½″–28″ 75NHP Takeda Inosuke, Osaka | | |
| 79918 38324 JWVH | — (*ex* Nissho Maru No.1–37) | *Oil Eng.* 1 *Dk* | 390 — 291 | | | | | 1893 | Hayashi Frajiro | Demizu Sazo | 154·5 | 21·0 | 16·2 | Moji Japanese | Oil Engines | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes indiquant maintenant et plus tard l'état d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Francbord au milliers du navire. / Tirant d'eau correspondant. pds. pe. | 15 Registres où codé, et où il est dans le L.R. Divers. Cert. Rad. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79919 | **Munami** (*ex*Lake Fernando) | | 2594 | ✠ ... | | | | 1919 | Buffalo | McCormick S.S.Co. | 251·0\|43·6\|26·1 | S.Frncisco | T.3Cy.21″,35″&59″–42″ | 28 ″ 2 | R |
| | *Now "Listeux," see No. 88305 in Supplement* | | 2240 | 11,20 | | | | 9mo | D.Dk.Co. | | P25′B64′F23′ | (Utd.States | 352NHP | | † |
| KELM | | 1 *Dk2trB* | 1610 | ✠ | | | | | Buffalo,N.Y | | FK | *WB* | DetroitS.B.Co.Detroit | | |
| 79920 | **Munargo** (P) | | 6337 | ✠ ... | NYk | *b* † | | 1921 | NewYork | MunargoLineCo. | 413·8\|57·8\|22·8 | NewYork | 2SteamTurbinesDRgeared | 34 ″ 6 | R |
| 221839 | | *ss*N.Yk.No.2–29 | — | 6,35 | | | | 12mo | S.B.Corp. | (UnitedFruitCo. | P43′B162′F49′ *on* | Utd.States | to 1 Sc. Shaft 1280NHP | | † |
| KDWH | E.S.D. | 2 *Dks(Stl)&Shelter dk(Stl)* | 3669 | ✠ | | | | | Camden,N.J. | *Mgrs.*) | *Shelter dk* FK | *pt Cem* | | | |
| | D.F. GyC. | *Fitted for oil fuel* | | | | | | | | | *Collisio* | *nBHtoSh dk* | 6SB,*20cf*,GS367,HS17575 | | |
| | | | | | | | | | | *CellDB340′1264t* | *FPT141t APT66t* | 7 „ „ *U* „ | NewYorkSBCor.Cmdn,NJ | | |
| 79921 | **Muncaster Castle** | TwinSc | 5853 | ✠100A1 | NYk | *a* † | CL | 1928 | Cammell | Lancashire | 428·0\|56·1\|28·9 | Liverpool | Oil Engines 4S.C.SA | 31 ″ 9 | |
| 149674 | | *Oil Eng.* | 5328 | 2,40 | | 5,40 | 2,40 | 5mo | Laird&Co.Ld. | ShippingCo.Ld. | | British | 12Cy.28¾″–59$\frac{1}{16}$″ 953NHP | s 5 ″ 0½ | |
| GNRX | | *ss*H.Kg.No.2–36 | 3625 | ✠LMC CS | | | p11,40 | | Birkenhead | (J.Chambers&Co. | P28′B275′F39′ FK | 7 *BH* | DB *135lb* | 26 ″ 11 | |
| | D.F. E.S.D. | 2 *Dks(Stl)* | | DBS2,40 | | 7,39 | | *Lloyd's* | *sA&CP* | *Mgrs.*) | *Cell DB 375′1376t* | *Tanks in* | N.E.MarineEngCo.LdNwc | | |
| | *Longitudinal framing at bottom & at decks* | | | *Fitted for car* | *rying* | *oil* | 5,28 *F.* | *P. abo* | *ve 150° F. in d* | *eeptanks* | *way of tunnels* | 107*t MT*s 37′ | 1224*t FPT*136*t APT*56*t* | | |
| 79922 | **München** (P) | | 5619 | | | | | 1936 | Bremer | Norddeutscher | 431·1\|56·3\|23·1 | Bremen | Oil Engines 2S.C.DA | | G |
| | D.F. | *Oil Eng.* | 4422 | | | | | | Vulkan | Lloyd | P21′B&F399′ | German | 7Cy.23⅝″–43$\frac{7}{16}$″ 1360NHP | | |
| DORP | E.S.D. *CruiserStern* | 3 *Dks* | 3313 | | | | | | Vegesack | | *UpperF39′* | *WB* | BremerVulkan,Vegesack | | |
| 79923 | **Mundalla** (*ex*Mundoo) | | 3018 | ✠100A1 | Syd | *u* | CL | 1926 | Akt.Bur- | TheAdelaide | 331·8\|46·6\|23·1 | Melbourne | Oil Engines 4S.C.SA | 25 ″ 6 | |
| 152024 | | *Oil Eng.* | 2735 | 3,41 2,40 | | | 2,40 | 3mo | meistr&Wain | SteamshipCo.Ld. | | British | 8Cy.24½″–51$\frac{1}{16}$″ 473NHP | s 3 ″ 4½ | |
| VJGW | | *ss*Syd.No.3–2,38 | 1757 | ✠LMC CS2,38 | | | | | Copenhagen | | P34′B159′F34′ FK | 6 *BHpt Cem* | DB *100lb* | 22 ″ 3½ | |
| | | 1 *Dk(Stl)* | | DBS2,43 3,41 | | 3,39 | 4,40 | *Lloyd's* | *sA&CP* | *CellDB286′778t FPT67t* | | *APT120t* | Akt.Burmeistr&Wain,Cpn | | |
| | *CruiserStern* | *Cargo battens not fitted* | | | | | | | | | | | | | |
| 79924 | **Mundra** | TwinSc | 7341 | ✠100A1 | Cal | *c* † | CL | 1920 | Barclay, | BritishIndiaStm. | 450·2\|58·1\|32·8 | Glasgow | T.6Cy.21″,35½″&61″–45″ (*s*) | 35 ″ 6 | |
| 144220 | | *ss*Mdb.No.3–1,33 | 6820 | 11,40 | BS8,40 | | | 9mo | Curle&Co.Ld. | Nav.Co.Ld. | | British | 215lb 832NHP | s 7 ″ 10 | |
| GDMT | *Ref.Mchy.* | *ss*Cal.No.1–36 | 4576 | ✠LMC | | | 8,40 | | Glasgow | | P44′B149′F41′ FK | 7 *BH Cem* | 4SB,*16cf*,GS300,HS12628 FD | 27 ″ 11½ | |
| | | 2 *Dks(Stl)* | | ✠Lloyd's RMC | | | | *Lloyd's* | *sA&CP* | *Cel* | *LDB381′1550t FPT* | 120*t APT67t* | Barclay,Curle&Co.Ld.Gls. | | |
| 79925 | **Muneric** | | 5229 | ✠100A1 | Nwc | *y* | CL | 1919 | Workman, | BrightNav.Co.Ld. | 400·5\|52·3\|28·5 | London | T.3Cy.27″,44″&73″–48″ (*s*) | 31 ″ 0 | |
| 141905 | | *ss*Phl.No.3–7,33 | 4855 | 10,40 | Hul | | 3,39 | 6mo | Clark&Co.Ld | | | British | 180lb 517NHP | s 5 ″ 11½ | |
| GCGG | | *ss*Msl.No.1–38 | 3267 | ✠LMC | | | | | Belfast | | P49′B113′F39′ FK | 7 *BHpt Cem* | 3SB,*9cf*,GS190,HS7668 FD | 25 ″ 3½ | |
| | | 2 *Dks(Stl)* | | MS6,38 | BS5,40 | | | *Lloyd's* | *sA&CP* | *CellDB* | *347′1120t FPT115t* | *APT170t* | Wrkman,Clark&Co.LdBel. | | |
| | *Cargo battens not fitted* | | | | 6,41 | | | | | | | | | | |
| 79926 | **Muneyoshi Maru** | WoodAux | 326 | | | | | 1917 | Toba | KosugiMasaji | 122·6\|26·0\|14·4 | Fushiki | C.2Cy.11″&23¼″–15″ | | |
| 21880 | | 3MstSr | 286 | | | | | | Zosensho | | | Japanese | 17NHP | | |
| | | 1 *Dk* | 234 | | | | | | Toba | | | | YoritaTekkosho,Osaka | | |
| 79927 | **Mungana** (*ex*Eurelia) | | 3351 | ✠100A1 | Syd | *v* | CL | 1920 | N.S.W. | Australasian | 331·0\|47·9\|23·5 | Melbourne | T.3Cy.25′,41″&68″–45″ (*s*) | 26 ″ 1 | |
| 137221 | | *ss*Syd.No.3–2,33 | 3008 | *Shelter dk* | NSW | | 1,40 | 10mo | Govt.Dkyd. | UnitedSteamNav. | | British | 190lb HS8289 519NHP | s 2 ″ 5 | |
| VLDG | | *ss*Syd.No.2–41 *ss*Syd.No.1–38 | 1921 | *with freeboard* | | | | | Newcastle, | Co.Ld. | FK | *Cem* | 3 Water Tube Boilers FD | 23 ″ 10½ | |
| | | 1 *Dk(Stl)&Shelter dk(Stl)&* | | 2,41 1,40 | | | | | N.S.W. | | *Coll* | *BH to Sh dk* | GovernmentDockyard, | | |
| | | *Web frames* | | BS5,38 | ✠LMC 7,38 | | | A&CP | | *CellDB277′884t* | *FPT118t APT204t* | 4 „ „ *U* „ | Newcastle,N.S.W. | | |
| | | *Longitudinal framing* | | 5,40 | MS2,41 | | | | | | | | | | |
| 79928 | **Munger T. Ball** (*ex*Chilsco–35, | | 5104 | ✠ ... | | | | 1920 | Terry S.B. | SabineTransporta- | 391·9\|51·2\|30·0 | Baltimore | T.3Cy.24½″,41½″&72″–48″ | 30 ″ 2 | R |
| 220732 | *ex*Lilmae) | *Fitted for oil fuel* | 4522 | 3,23 | | | | 10mo | Corp. | tionCo.Inc.(M.T. | P99′B34′F44′ | Utd.States | 562NHP | | † |
| KDHU | D.F. GyC. | 2 *Dks&Web frames* | 3126 | | | | | | Savannah,Ga | Ball,*Mgr.*) | FK | *WB* | IngersollRandCo. | | |
| | *Mchy.Aft* | *Carrying Petroleum in bulk* | | | | | | | | | | | Phillipsburg,N.J. | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | |
| 79929 | **Munin** | | *1367* | | | | | 1931 | Finnboda | Stockholms | 263·4\|37·2\|13·9 | Stockholm | C.4Cy.(2)16$\frac{7}{16}$″&(2)35$\frac{7}{16}$″– | | V |
| 7778 | Wireless D.F. | *CruiserStern* | *1021* | | | | | | VarfAkt. | Rederiaktieb.Svea | | Swedish | 35$\frac{7}{16}$″ 124NHP | | |
| SIVA | Sub.Sig. | 1 *Dk&Shelter dk2trB* | *667* | | | | | | Stockholm | (Eman.Högberg | | *WB* | A.Borsig,Berlin-Tegel | | |
| | | | | | | | | | | *Mgr.*) | | | | | |
| 79930 | — | | 1285 | | | | | 1899 | Schiffsw. v. | A/S Inger | 241·0\|35·2\|17·4 | Bergen | T3Cy.16$\frac{8}{16}$″,27$\frac{13}{16}$″&44½″–32½″ | | N |
| | | | 1162 | | | | | | H.Koch | (JacobKjödeA/S, | | Norwegian | 113NHP | | |
| LEMJ | Wireless D.F. | 1 *Dk* | 766 | | | | | | Lübeck | *Mgrs.*) | H66*t*F34*t* | *WB* | J.F.Ahrens,Ottensen | | |
| 79931 | **Munising** (*ex*F.M.Osborne) | | 3838 | | | | | 1902 | American | Cleveland-Cliffs | 380·0\|50·0\|28·0 | Wilmgton | T.3Cy.22″,35$\frac{13}{16}$″&58″–40″ | | R |
| 121218 | | | — | | | | | | S.B.Co. | S.S.Co.(Cleveland- | | (Del.) | 213NHP | | |
| KFNQ | D.F. *Mchy.Aft* Sub.Sig. | 1 *Dk2trB* | 2970 | | | | | | Lorain,O. | CliffsIronCo. | | Utd.States | AmericanS.B.CoCleveland | | |
| | | | | | | | | | | *Mgrs.*) | | *WB* | | | |
| 79932 | **Munkfors** | | *322* | | | | | 1914 | P.Larsson | UddeholmsAktieb. | 125·7\|22·5\| 9·6 | Uddeholm | C.2Cy.13″&20″–16″ | | V |
| 5658 | | | *251* | | | | | | Thorskog | (Fritiof Olsson, | P30′H20′F13′B26′ | Swedish | 13NHP | | |
| SFOK | *Mchy.Aft* | 1 *Dk* | *192* | | | | | | | *Mgr.*) | | *WB* | ThorskogsM.V.Thorskog | | |
| 79933 | **Munlock** (*ex*Mundelta–38) | | 5240 | ✠100A1 | Smk | *x* | CL | 1917 | NwprtNws | G.E.Marden | 370·3\|53·2\|27·0 | Shanghai | T.3Cy.24½″,41½″&72″–48″ | 30 ″ 0 | |
| 171175 | | *ss*Shi.2ndNo.3–10,38 | 4427 | 1,41 | | | 9,38 | 4mo | S.B.&D.D.Co. | (Wheelock&Co. | | British | 190lb (*s*) 471NHP | s 6 ″ 1½ | |
| MMZK | | 2 *Dks(Stl)* | 3864 | BS3,39 | ✠LMC3,38 | | | | Newprt News | Ld.*Mgrs.*) | P27′B104′F22′ FK | *Cem* | 2SB,*8cf*,HS6564 FD | 24 ″ 0½ | |
| | | | | 1,41 | | | | A&CP | | *'Tween dk bulk* | *heads in forward* | *4BH to Udk* | NewportNewsSB&DD.Co. | | |
| | | | | | | | | | | *& after hol* | *ds dispensed with* | 2 „ 2nd „ | *only* | | |
| | | | | | | | | | | | *Cell* | *DB302′1050t* | *FPT152t APT317t* | | |
| 79934 | **Munmorah** | | 1273 | ✠100A1 | Syd | *o* | CL | 1934 | H.Robb, | WallarahCoalCo. | 231·4\|36·7\|14·1 | SydnyNSW | T.3Cy.16½″,27″&46″–30″ | 16 ″ 0 | |
| 157618 | Wireless | *ss*Syd.No.1–38 | 920 | 1,41 1,40 | | | 1,88 | 10mo | Ld. | Ld. | Q142′F37′ | British | 200lb (*s*) 163NHP | s 4 ″ 9 | |
| VLDM | *Mchy.Aft* | 1 *Dk* | 671 | | ✠LMC12,38 | | 1,41 | | Leith | | FK&BK1½″ | 5 *BH Cem* | 2SB,*6cf*,GS79,HS2900 | 15 ″ 5½ | |
| | *Cargo battens not fitted* | *CruiserStern* | | BS1,41 | | | | *Lloyd's* | *sA&CP* | *CellDBuE24′f139′* | *348t MT7′103t FPT* | *126t APT22t* | Plenty&Son,Ld.Newbury | | |
| 79935 | **Münsterland** (P) | TwinSc | 6408 | | | | | 1922 | Blohm& | Hamburg-Amerik. | 449·0\|58·3\|26·9 | Hamburg | GearedOilEngines4S.C.SA | | G |
| | | *Oil Eng.* | 5592 | | | | | | Voss | Packetf.Akt.Ges. | P&B344′F60′ | German | 20Cy.20⅛″–20⅛″ 856NHP | | |
| DIDW | D.F. | 2 *Dks* | 3878 | | | | | | Hamburg | (Ham.-Amr.Linie) | | *WB* | *Emade16fitted21* | | |
| | Sub.Sig. | | | | | | | | | | | | Mchfb.Augsburg- | | |
| | | | | | | | | | | | | | NürnbergA.G.Augsburg | | |
| 79936 | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Surveyed in which classed, if not in L.R. Date of ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79937 | **Mur** | *Oil Eng.* D.F. E.S.D. 1 *Dk* *Cruiser Stern* | 3290 — 1835 | | | | | 1939 | Deutsche Sch-u-Mschb. A.G.Werk Bremen | Norddeutscher Lloyd | 350·0 \| 50·0 \| 19·8 P29'Q321' | | | Bremen German *WB* | Oil Engines 2S.C.SA 12Cy.20½"–27½" 885NHP SRgeared to 1 screw shaft DeutscheSchiff.-uMschb. A.G.Weser,Bmn. | | |
| 79938 151543 VJLN | **Murada** (*ex*Erriba) *ss*Syd.No.3–3,34 *ss*Syd.No.1–37 1 *Dk(Stl)* & *Shelter dk(Stl)* & *Web frames* *Longitudinal framing* | | 3345 3013 1919 | ✠100A1 *Shelter dk* *with freeboard* ~~6,19~~ 8,30 4,41 BS~~2,40~~ 4,41 | NSW Syd | *v* | CL ~~3,37~~ 6,40 | 1921 6mo A&CP | Common-wealth Govt. Dockyard Williamstwn Victoria | Australasian United Steam Nav. Co.Ld. *Cell DB277'882t* | 331·0 \| 47·9 \| 23·6 FK *Collision* *FPT118t APT204t* | | | Melbourne British *Cem* *BH to Sh dk* 4 „ „ *U* „ ✠LMC3,38 | T.3Cy.25",41"&68"–45" (*s*) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castle-maine) Proprietary,Ld. | 26 " 1 s 2 " 4½ 23 " 11 | |
| 79939 28083 JTVH | **Murasaki Maru** (P) TwinSc 2 *Dks* | | 1597 1172 833 | | | | | 1921 | Osaka Iron Works Osaka | Osaka Syosen K.K. | 230·0 \| 38·0 \| 21·0 F42' | | | Osaka Japanese *WB* | T.6Cy.14¾",24½"&40"–30" Osaka 176NHP Tekkosho K.K.Osaka | | |
| 79940 PGBM D.F. | **Murena** TwinSc *Oil Eng.* *ss*Rot.No.1–36 *Mchy.Aft* 1 *Dk(Stl)* 2*nd dk(Stl)* *clear of cargo tanks* *Longitudinal framing at bottom & at deck* | | 8252 7476 4782 | ✠100A1 ~~Exam'd 3,40~~ ~~NYk~~ ✠LMC CS11,39 DBS11,39 6,38 | ~~Sch~~ NSW | *c*† | CL PN2,39 s11,39 | 1931 12mo *Lloyd's* | NV Burger-hout's M.&S. Rotterdam | N.V.Petroleum Maats "La Corona" *Cell DBuE69'22* | 450·8 \| 62·0 \| 34·1 467·8(O.L.) P103'B35'F43' FK *2t DTf32'355t FPT225t APT41t* | | | The Hague Dutch 14 *BH* | Oil Engines 4S.C.SA 12Cy.24⅛"–43⅝" 714NHP 2 DB *150lb* N.V.Burgerhout's M.&S. | 34 " 0 s 6 " 7½ 27 " 6½ | |
| 57/4-1 79941 7231 SEMA | **Murjek** *Oil Eng.* D.F. *ss*Got.No.3–4,38 2 *Dks(Stl)* | *Carrying Petroleum in bulk* | *5070* *4394* *2870* | ✠100A1 7,40 ~~10,30~~ ✠LMC CS3,38 DBS~~7,30~~ 7,40 ~~3,37~~ 6,39 | Got Bal | *y* 2¼ | OG 3,38 | 1925 10mo *Lloyd's* | A/B Göta-verken Gothenburg *sA&CP* | Trafikaktieb. Grängesberg-Oxelösund (M. Waldenström *Mgr*) *Cell DB335'1288t DT* | 392·2 \| 52·6 \| 26·6 P39'B115'F41' FK *f39'1190t FPT125t APT301t* | | | Stockholm Swedish 7 *BHpt Cem* (1 to 2*nd dk*) | Oil Engines 4S.C.SA 6Cy.29⅛"–59⅛" 489NHP DB *85lb* A/B Götaverken,Got. | 30 " 0 s 5 " 10½ 24 " 4 | |
| 79942 31571 JNBH | **Muro Maru** (P) TwinSc *Oil Eng.* *Cruiser Stern* | | 1607 1052 749 | | | | | 1926 | Mitsubishi S.B.&Eng.Co Ld. Kobe | Osaka Syosen K.K. | 230·0 \| 37·0 \| 20·0 F149' | | | Osaka Japanese *WB* | Oil Engines 4S.C.SA 12Cy.18¼"–27" 386NHP Mitsubishi Zosen Kaisha Ld | | |
| Now "Eldaren," *see No. 91031 in Supplement* 1940-41 | **Muron** 1 *Dk* *Mchy.Aft* *Cruiser Stern* *Butts of keel electrically welded* | | 476 346 176 | ✠100A1 2,40 | Skm | *g* | | 1938 8mo *Lloyd's* | NV.Schpsf v/h De Groot & Van Vliet Slikkerveer *sA&CP* | Swedish Government (Kungl. Marinförvaltningen) | 166·4 \| 25·9 \| 9·8 174·9(O.L.) Q56'F23' *Trunk87'* FK *FPT94t APT19t* | | | Stockholm Swedish 8 *BHpt Cem* | Oil Engines 4S.C.SA 8Cy.11"–17 11/16" 94NHP DB *100lb* Humboldt-Deutzmotoren, A.G.Köln-Deutz | 10 " 4 s " 6 9 " 11¼ | |
| 79944 26035 JAKD | **Muroran Maru** *ss*Yka.No.3–6,30 *ss*Osa.No.2–39 2 *Dks(Stl)* | | 5374 4826 3251 | ✠100A1 5,40 ~~2,30~~ ✠LMC2,39 BS6,40 | Osa Yka | *z* | OG 2,39 | 1919 11mo | Mitsubishi Zosen Kaisha, Ld. Nagasaki A&CP | Nippon Yusen K.K. *Cell DB35* | 400·0 \| 54·5 \| 30·0 P39'B121'F43' FK 0'1075t *FPT785t APT* | | | Tokyo Japanese 6 *BHCem* 787t | T.3Cy.26½",44½"&75"–48" 2001b (*s*) 495NHP 3SB,*9cf*,GS163,HS6591 FD Mitsubishi Zosen Kaisha,Ld | 29 " 11 s 5 " 8½ 24 " 7 | |
| 79945 28094 JJUH | **Muroto Maru** (P) TwinSc *Cruiser Stern* 2 *Dks* | | 1257 977 561 | | | | | 1922 | Osaka Iron Works,Ld. Innoshima | Tosa Syosen K.K. | 215·0 \| 37·0 \| 20·0 P&B150'F40' | | | Osaka Japanese *WB* | T.6Cy.14⅛",23⅝"&39"–30" 146NHP Osaka Iron Works,Ld. | | |
| 79946 162295 MKMY | **Murrayfield** (*ex*Yolande–35,*ex* Ferdiborg–34,*ex*Ruth) *ss*Osl.No.3–3,21 *ss*Got.No.2–29 *Mchy.Aft* *Well deck* 1 *Dk(Stl)* | | 576 405 292 | ✠ —— 4,34 ✠NE&B12,05 *fitted* 08 | Got | *h* | | 1908 3mo | W. Walker Maryport | Border Shipping Co.Ld. | 160·5 \| 28·1 \| 11·0 Q92'B9'F28' FK *DBf88'120t FPT* | | | Aberdeen British 3 *BHCem* 40t *APT4t* | T.3Cy.13½",21½"&34½"–27" 78RHP NDB05 *fitted* 08 1SB,*3pf*,GS50,HS1414 Hutson&Sons Ld Glasgow | 13 " 1 | C † |
| 79947 PUBR | **Murtinho** (P) TwinSc *Mchy.Aft* Wireless 1 *Dk* | | *1106* *809* *511* | | | | | 1907 | Mackay Bros. Alloa | Lloyd Brasileiro | 235·1 \| 36·1 \| 11·3 Q79'B62'F39' | | | R.Janeiro Brazilian *WB* | T.6Cy.11",18"&30"–18" 76NHP Aitchison,Blair&Co.Gls. | | |
| 79948 HPCF | **Musa** (P) *Ref.Mchy.* *Fitted for oil fuel* E.S.D. 4 *Dks* | | 5663 5016 2976 | | | | | 1930 | Workman, Clark (1928) Ld. Belfast | Balboa Shipping Co.Inc. (United Fruit Co. *Mgrs.*) | 416·4 \| 56·3 \| 30·9 P39'B123'F36' | | | Panama Pnamanian *WB* | 1 Steam Turbine connected to Electric Motor&Sc.Shaft British Thomson-Houston Co.Ld.Rugby | | C |
| 79949 41270 JIFK | **Musasino Maru** *Oil Eng.* *Mchy.Aft* | | 311 — 187 | | | | | 1935 | Namura,G. Shipbldg.Yd. Osaka | City of Tokyo | 135·9 \| 27·0 \| 12·0 | | | Tokyo Japanese | Oil Engines 4S.C.SA 6Cy.13"–20½" 99NHP Kobe Steel Works Ld.Kobe | | |
| 79950 212984 WBCR | **Muskogee** (*ex*Triton) *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Mchy.Aft* 2 *Dks* | | 7034 6647 4435 | | | | | 1913 | F.Schichau Danzig | Farr Spinning & Operating Co. | 451·0 \| 58·0 \| 31·3 P104'B31'F36' | | | Wilmgton (Del.) Utd.States *WB* | T.3Cy.25 9/16",43 5/16"&70½"–47½" 344NHP 3SB P.Schichau,Elbing | | R |
| 79951 217072 KJSA | **Mustang** (*ex*Central American) *ss*Gal.No.2–27 *Mchy.Aft* 1 *Dk(Stl)* *Fitted for oil fuel* | | 357 303 169 | ✠ ... 9,36 ✠ | Gal | *f* | | 1918 10mo | Texas S.S.Co. Bath,Me. | Humble Oil & Refining Co. *DTf18'* | 124·6 \| 30·0 \| 12·3 BK6" *58t FPT18t APT17t* | | | Houston, Texas Utd.States *ABHCem* | C.2Cy.16"&34"–24" 114NHP 1SB,*3cf*,HS2055 Staten Island S.B.Co.N.Y. | 13 " 2 | |
| 198/40 79952 28496 | **Mutu Maru** (P) 1 *Dk* | | 520 419 256 | | | | | 1923 | Mitsubishi Zosen Kaisha,Ld. Nagasaki | Kita Kyushu Syosen K.K. | 160·0 \| 27·0 \| 15·5 F25' | | | Fukuoka Japanese | T.3Cy.12",20"&33"–24" 53NHP Mitsubishi Zosen Kaisha,Ld.Nag. | | |
| 79953 24117 | **Mutuura Maru** WoodAux 3MstSr *Oil Eng.* 1 *Dk* | | 467 375 233 | | | | | 1918 | Kanai Saji Kanazawa | Kanai Saji | 138·1 \| 28·7 \| 15·9 | | | Aomori Japanese | Oil Engines 2S.C.SA 2Cy.16½"–18" 96NHP Tsukishima Hatsudoki, Tokyo | | |
| 79954 LKKD | **Myken** Wireless D.F. *Oil Eng.* *Mchy.Aft* 1 *Dk* *Carrying Petroleum in bulk* *Cruiser Stern* | | 788 639 394 | | | | | 1940 | Kaldnes Mek.Verks. Tönsberg | Skibs A/S "Myken" (Simonsen& Astrup) | 199·0 \| 32·1 \| 14·6 | | | Oslo Norwegian | Oil Engines 2S.C.SA 5Cy.13 1/16"–22 1/16" 162NHP Nydqvist&Holm A/B. Trollhättan | | |
| 79955 OHKC | **Myllykoski** (*ex*Willem-René–33, *ex*Tervaete,*ex*Adeline Hugo Stinnes 3) D.F. 1 *Dk* | | 2702 — 1615 | | | | | 1909 | Bremer Vulkan Vegesack | A/B Mare (Th. Kramer, *Mgr.*) | 336·0 \| 45·0 \| 19·8 325·5 P19'B77'F26' | | | Åbo Finnish *WB* | T3Cy23 1/16",39 5/16"&64"–43 7/16" 270NHP Bremer Vulkan, Vegesack | | V |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned, maintenance expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'hélice porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. R.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79956 45867 JZCM | **Myogi Maru** D.F. | 1 Dk Cruiser Stern | 4021 — 2342 | | | | | 1938 | Mitsubishi Jukogyo K.K Yokohama | Nippon Yusen K.K. | 362·8 P31′B12′F32′ | 50·0 | 29·0 | Tokyo Japanese WB | 2 steam turbines D R geared to 1 sc. shaft 600 N.H.P. Mitsubishi Jukogyo K.K. Nag. | | C |
| 79957 45690 JGAM | **Myōhō Maru** D.F. | 2 Dks Cruiser Stern | 4122 3500 2261 | | | | | 1939 | Harima S.B.&Eng. Co.Ld. Harima | Toa Kaiun K.K. | 364·0 P32′B113′F33′ | 50·0 | 29·0 | Tokyo Japanese WB | Steam turbine D R geared 600 N.H.P. Ishikawajima S.B.&E.Co. Ld. Tokyo | | C |
| 79958 45197 JHXL | **Myoken Maru** D.F. | 2 Dks Cruiser Stern | 4124 — 2262 | | | | | 1938 | Harima S.B.&Eng. Co.Ld. Harima | Toa Kaiun K.K. | 360·0 P32′B113′F32′ | 50·0 | 29·0 | Tokyo Japanese WB | 1 D R geared steam turbine 600 N.H.P. Ishikawajima S.B.&E.Co. Ld. Tokyo | | C |
| 79959 43740 JYRJ | **Myoko Maru** Oil Eng. D.F. 2 Dks Ref. Mchy. Cruiser Stern | | 5081 — 2945 | | | | | 1937 | Tama Zosen-sho K.K. Tama | Itaya Syosen K.K. | 422·4 P31′B115′F32′ | 58·1 | 27·2 | Kobe Japanese WB | Oil Engines 2 S.C.D.A. 8 Cy. 17½″–47½″ 855 N.H.P. Tama Zosen-sho K.K, Tama | | C |
| 79960 — 46264 JGZN | — D.F. | 1 Dk Cruiser Stern | 4103 3500 2263 | | | | | 1939 | Mitsubishi Jukogyo K.K Yokohama | Toa Kaiun K.K. | 364·0 P31′B115′F32′ | 50·0 | 29·0 | Tokyo Japanese WB | 2 steam turbines D R geared to 1 sc. shaft 600 N.H.P. Mitsubishi Jukogyo K.K. Nag | | |
| 79961 HPJG | **Myriam** (ex Nikitas-Roussos–35, ex Myriam–34) ss Rou. No. 3–10,32 ss Pir. No. 1–37 Mchy. Aft 2 Dks (Stl) & Web frames Longitudinal framing | | 7012 6366 4402 | ✠100A1 9,40 ~~11,88~~ ✠LMC MS12,37 BS8,~~39~~9,40 Carrying Petroleum in bulk Fitted for oil fuel 2,21 F.P. above 150° F. | Rot Gal | a† | CL 11,38 | 1921 2mo | Sir J. Laing & Sons, Ld. Sunderland Cell D Bu E & B 55′142t DT f 38′518t APT 53t | Cia Maritima Istmenia, Ltda. | 425·0 P101′B28′F41′ FK | 57·0 | 33·1 | Pnamanian 15 B Hpt Cem (9 to U dk 6 ,, 2nd ,,) | T.3Cy.27″,45″&74″–54″ (s) 180lb 559 N.H.P. 4SB, 12cf, Gs196, Hs8248 FD G.Clark, Ld. Sunderland | 33 ″ 0 s 6 ″ 2½ 27 ″ 1 | |
| 79962 163302 GLZY | **Myriel** (ex Wieldrecht) 1 Dk (Stl) & Web frames | 3 Mst ss Ams. 2nd No. 3–9,37 | 3560 2909 2113 | ✠100A1 Trunk dk 3,40 ✠LMC9,37 ✠NB11,27 BS8,~~39~~9,40 Carrying Petroleum in bulk | Cza | u | OG 8,37 | 1913 11mo | Rotterdam Droogd. Maat Rotterdam A&CP | Euxine Shipping Co.Ld. | 331·7 P73′F32′ FK | 47·3 | 22·6 | London British 15 B H pt Asp APT 80t | T.3Cy.23″,38″&62½″–42″ (s) 180lb 325 N.H.P. 2SB, 6cf, Gs126, Hs4612 FD Rotterdam Droogd. Maats. | 24 ″ 0 s 2 ″ 11½ 21 ″ 3 | |
| 79963 162321 GPZV | **Myrmidon** Ⓟ D.F. Oil Eng. Longitudinal 2 Dks framing at Upper and Bridge dks | Twin Sc | 6278 — 3848 | | | | | 1930 | Scotts' S.B. & E.Co.Ld. Greenock | Ocean S.S.Co.Ld. (A.Holt&Co. Mgs.) | 432·5 P43′B260′F50′ | 56·3 | 26·3 | Liverpool British WB | Oil Engines 4S.C.S.A. 12Cy.24½″–51½″ 685 N.H.P. Scotts' S.B.&E.Co.Ld.Grk. | | BT till ~~1940~~ 3,41 |
| 79964 228960 KJSB | **Myron C. Taylor** Mchy. Aft GyC. | 1 Dk | 7945 — 6337 | | | | | 1929 | Gt. Lakes Eng. Works River Rouge, Mich. | Pittsburgh S.S.Co. | 580·0 | 60·8 | 28·0 | D'luth, Min Utd. States WB | T.3Cy.24½″,41″&65″–42″ 610 N.H.P. Gt. Lakes Eng. Works, Det. | | R |
| 79965 148885 GLQB | **Myrtlebank** Oil Eng. ss Ant. No. 3–6,38 1 Dk (Stl) & Shelter dk (Stl–ws) | Twin Sc | 5150 4764 3111 | ✠100A1 with freeboard ~~Lbr~~ Lon ~~5,38~~ 6,40 ~~11,39~~ 5,41 ~~DBS8,39~~ ✠LMC6,58 ~~DBS 6,40~~ 5,41 Carrying vegetable oil in deep tank | Bry Lon | a† | CL ~~5,38~~ 5,41 | 1925 12mo Lloyd's A & CP | Harland& Wolff, Ld. Glasgow | Bank Line, Ld. (A.Weir & Co. Mgs) Cell D B 357′1121t Tanks between tunnels | 420·2 FK 115′251t DT | 53·9 | 26·5 | Glasgow British (Coll to Sh dk 6 ,, 2nd ,,) f 32′ 1067t | Oil Engines 4S.C.S.A. 12Cy.24½″–37½″ 717 N.H.P. DB 1101b FPT 106t APT 132t | 29 ″ 2 s 3 ″ 7½ 25 ″ 8 | |
| 79966 147440 ~~TQTS~~ GMTT | **Myson** ss Ant. No. 3–6,39 1 Dk (Stl) & Shelter dk (Stl) | | ~~4843~~ 4564 ~~2727~~ 4220 2728 | ✠100A1 with freeboard 12,40 ~~1,40~~ ✠LMC BS ~~11,39~~ 11,40 MS3,39 | StN Sws | z | CL 6,39 | 1927 10mo Lloyd's A & CP | W. Gray & Co. Ld. W Hartlepool | Ministry of Shipping (Sir W. R. Smith & Sons, Ld. Mgrs.) Cell D B 358′1001t | 400·0 F35′ FK | 53·0 | ~~25·1~~ 25·0 | Manchester British (6 B H Cem (Coll to Sh dk 5 ,, 2nd ,,) | T.3Cy.26″,43″&71″–48″ (s) 180lb 439 N.H.P. 3SB, 9cf, Gs184, Hs7590 Cen. Mar. Eng. Wrks W Hpl | 27 ″ 6 s 2 ″ 11½ 24 ″ 9½ | |
| 79967 ~~LDGN~~ | **Mytilus** ss Got. No. 3–4,37 D.F. 2 Dks (Stl) & Web frames Mchy. Aft Longitudinal framing | | 5693 5276 3421 | ✠100A1 8,39 BS7,39 ✠LMC4,37 Carrying Petroleum in bulk Fitted for oil fuel 8,16 F.P. above 150° F. | Fal | z | CL 8,36 | 1916 8mo Lloyd's A & CP | Swan, Hunter & Wigham Richardson, Ld. Newcastle | ~~A/S Mytilus~~ (~~J.P. Jensen~~) Cell D Bu E & B 78′245t DT f 32′ | 412·0 P109′B26′F46′ FK | 53·5 | 31·3 | ~~Arendal~~ Norwegian (6 B H Cem (12 to U dk 4 ,, 2nd ,,) | T.3Cy.27″,45″&74″–48″ (s) 180lb 518 N.H.P. 3SB, 9cf, Gs190, Hs7557 FD Swan, Hunter & Wigham Richardson, Ld. Nwc. 315t FPT 80t APT 135t | 31 ″ 0 s 6 ″ 7 24 ″ 7½ | |
| 79968 165696 MMQQ | **Mytongate** Oil Eng. Mchy. Aft 1 Dk Cargo battens not fitted Cruiser Stern | | 410 264 215 | ✠100A1 ~~3,44~~ 2,39 6,41 ~~Bwg~~ Bel ✠LMC2,38 | Goo | f | OG ~~12,30~~ 3,41 | 1938 2mo Lloyd's A & CP | Clelands (Successrs) Ld. Willington Quay on Tyne | Hull Gates Shipping Co. Ld. Cell D B 100′131t | 155·5 161·0 (O.L.) P27′Q67′ After Bon Q11′F21′ FK | 26·2 | 7·9 | Hull British 3 B H Cem | Oil Engines 4S.C.S.A. 6 Cy. 11″–17½″ 70 N.H.P. Humboldt-Deutzmotoren A.G. Köln-Deutz | 10 ″ 0 s 3 ″ 6½ 9 ″ 10½ | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now or pleted. Month Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79969<br>156510<br>CGSN | **N. B. McLean** Ⓟ TwinSc<br>(*Icebreaker*)<br>GyC. 2*Dks*(*Stl*)*3rdDk*(*Stl*)<br>D.F. *clear of Machinery space*<br>*Fitted for oil fuel* *CruiserStern* | 3254<br>2907<br>1171 | ✠ ...<br>12,33<br>✠ | Qbc | | | 1930<br>8mo | Halifax Shipyards,Ld Halifax,N.S. | Canadian Government (Dept.ofTransport)<br>*CellDB*164′476*t*<br>*DT's a*29′299*tD* | 260·0\|60·3\|28·7<br>F68′ FK<br>*Tf*19′96*tFPT*78*tA* | Ottawa<br>British<br>7*BHCem*<br>1 „*to*2*nd dk*<br>*PT*200*t* | T.6Cy.27½″,43″&70″–42″<br>1033NHP<br>6SB,*18cf*,GS414,HS16440<br>CollingwoodShipyards,Ld.<br>Collingwood,Ont. | 31 ″ 0 | |
| 79970<br>167478<~~GLPL~~> | **N. C. Monberg**<br>*Mchy.Aft* D.F. 1*Dk* | 2301<br>1645<br>1348 | | | | | 1928 | Akt.Burmeistr&Wain Copenhagen | Ministry of Shipping(Stott,Mann& Flemag,Ld.*Mgrs*) | 275·8\|41·3\|19·0<br>Q169′F28′ | ~~Copnhagn~~<br>Danish<br>London *WB* British | T.3Cy.20½″,33″&54″–36″<br>175NHP<br>Akt.Burmeistr&Wain,Cpn | | V |
| 79971<br>205250<br>KGNY | **N. F. Leopold** (*ex*W.R.Woodford)<br>D.F. GyC.<br>*Mchy Aft* 1*Dk* | 6929<br>—<br>5245 | | | | | 1908 | WestBay CityS.B.Co. BayCityMch. | InlandSteelCo. (Hutchinson&Co. *Mgrs.*) | 532·0\|56·0\|27·3<br>*WB* | Cleveland, Ohio<br>Utd.States | T.3Cy.23½″,38″&63″–42″<br>257NHP<br>DetroitS.B.Co.DetroitMch. | | R |
| 79972<br>OUJI | **N. J. Ohlsen**<br>1*Dk* | 819<br>641<br>474 | | | | | 1924 | H.C.Christensen Staalskibs.Værft Marstal | A/S H.C.Christensens Damp.&Seilskibsrederi(Alfr. Petersen,*Mgr.*) | 205·2\|32·7\|12·4<br>P21′Q50′B54′F24′ | Marstal<br>Danish<br>*WB* | T.3Cy.15″,24″&40″–27″<br>83NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 79973<br>LCUO | **N. T. Nielsen-Alonso** TwinSc<br>(*ex*Polcevera,*ex*Custodian) 4Mst<br>D.F. *ss*Sfj.3rdNo.3–10,37<br>3*Dks*(*Stl*)*deep framing&Web frames* | 9348<br>7284<br>5553 | ✠100A1<br>9,40 ~~8,40~~<br>LMC10,37<br>Pr.BS8,39 ~~BS8,39~~4,40<br>*Carrying Whale oil in bulk or*<br>*F.P.above*150°F. *except in Nos.*<br>*Fitted for oil fuel* 7,30 *F.P. a* | Osl<br>NYk | *d*†<br>CL 7,39 | 1900<br>2mo | C.Connell &Co. Glasgow<br>*Lloyd's*<br>*Cell*<br>*Lloyd's* | Hvalfangerselsk PolarisA/S(Melsom&Melsom, *Mgrs.*)<br>*CellDBa* | 481·7\|57·2\|31·9<br>39·4<br>FK<br>159′*uE&B*59′*f*209′<br>1610*tFPT*1 | Larvik<br>Norwegian<br>16*BHCem*<br>8 „*to*3*rd dk*<br>*A&CP*<br>*l in bulk*<br>*tanks*<br>*A&CP* | T.3Cy.21″,35″&58″–48″ (*s*)<br>180lb NSB(*s*)7,28 690NHP<br>21Pr.B–*60lb* 6Pr.B–*43lb*<br>2D&2SB *18cf*GS378HS13137<br>Dunsmuir&Jackson,Gls.<br>*45tAPT*55*t* | 42 ″ 4<br>s 11″2½<br>31 ″ 5 | |
| 79974<br>PGCG | **Naaldwijk**<br>*ss*Rot.No.3–5,33<br>*ss*Rot.No.1–37<br>Sub.Sig 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2041<br>1764<br>1158 | ✠100A1<br>4,40<br>✠LMC<br>MS5,37 BS4,40 | Sch | *r* OG 4,39 | 1921<br>4mo | NVSchpsw Baanhoek Sliedrecht<br>*Lloyd's* | N.V.StoomMaats. "Wijklijn" (Erhardt&Dekkers,*Mgrs.*)<br>*CellDBa* | 267·1\|42·1\|18·4<br>P30′B64′F30′ FK<br>*B*225′477*tFPT*60*t* | Rottrdam<br>Dutch<br>1*BHAsp*<br>*APT*90*t* | T.3Cy.19¹³⁄₁₆″,32¼″&52″–36¾″<br>180*lb* *100lb* (*s*) 207NHP<br>2SB,*6cf*,GS100,HS3588<br>Penn&Bauduin,Dordrecht | 20 ″ 6<br>s 2 ″ 7<br>18 ″ 0¾ | |
| 79975<br>21287<br>KONV | **Nabesna** (*ex*LakeFilbert)<br>**Angouleme**, *see No. 87010 in Supplement*<br>D.F. 1*Dk*2*trB* | 2451<br>2276<br>1513 | ✠ ...<br>9,20<br>✠ | | | | 1919<br>11mo | Toledo S.B.Co. Toledo,O. | PortlandS.S.Co. (H.Lueddenmann, *Mgr.*) | 251·0\|43·6\|25·8<br>P25′B64′F23′ FK<br>*WB* | Prtlnd,Or<br>Utd.States<br>ToledoS.B.Co.Toledo | T.3Cy.22″,36″&59″–42″<br>315NHP | 28 ″ 2 | R<br>† |
| 79976<br>589<br>SVQR | **Nadin** (*ex*Nadine–34,*ex*Dragon–33,<br>*ex*Eastwood) *ss*Pir.2ndNo.3–9,30<br>*ss*Pir.No.1–35<br>1*Dk*(*ptIrn&ptStl*)2*trB&*<br>*deep framing* | *3582*<br>*3378*<br>*2335* | ✠ ——<br>11,39<br>✠ | Ams | *v* | | 1904<br>10mo | W.Gray& Co.Ld. W Hartlepool | Soc.Commerciale et d'Armément S.A.<br>*Cell* | 340·0\|48·0\|24·8<br>P25′B113′F32′ FK<br>*DBa*111′*uE&B*40′*f*146′952*t DTf*21′ | Piræus<br>Greek<br>7*BHCem*<br>666*tAPT*30*t* | T.3Cy.24½″,40″&65″–42″<br>NDB22 296NHP<br>2SB,*6cf*,GS112,HS4562<br>Cen.Mar.Eng.Wrks.WHpl | 27 ″ 4 | I<br>† |
| 79977<br>217130<br>WPOU | **Naeco** (*ex*CharlesM.Everest–33)<br>*ss*Phl.No.3–12,33<br>*ss*Mob.No.1–38<br>*Mchy.Aft* 3*Dks*(*Stl*)*&Web frames*<br>D.F. GyC. *Longitudinal framing* | 5373<br>4911<br>3238 | ✠100A1<br>7,40 ~~12,39~~<br>BS7,40 ✠LMC8,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 12,18 *F.P. a* | Bal<br>Gal | *z* CL 12,39 | 1918<br>12mo | Bethlehem S.B.Corp.Ld. Wlmngtn Del | Chas.Kurz&Co. Inc. (Pennsylvania ShippingCo.*Mgrs*)<br>A&CP<br>*CellDBuE&B*67′<br>245*tDTf*32′336*t* | 411·6\|53·4\|31·2<br>428·0(O.L.)<br>P114′B29′F41′ FK<br>*in Bunkers*13′<br>*FPT*106*tAPT*105*t* | Wilmgton<br>(Del.)<br>Utd.States<br>18*BHptCem*<br>(14 *to U dk*<br>4 „*2nd*„) | T.3Cy.27½″,45″&74″–48″(*s*)<br>180lb 528NHP<br>2SB,*8cf*,GS360,HS7788 FD<br>BethlehemS.B.Corp.Ld. | 31 ″ 0<br>s 5 ″ 8½<br>25 ″ 6½ | |
| 79978<br>137<br>SWVS | **Naftilos** (*ex*Leamington,<br>*ex*Tynemede, *ss*Pir.2ndNo.3–11,32<br>*ex*BlueJacket) *ss*Pir.No.1–38<br>1*Dk*(*ptIrn ptStl*)2*trB*<br>*deep framing&Web frames*<br>*Cargo battens not fitted* | *3531*<br>*3297*<br>*2271* | ✠100A1<br>6,39<br>BS10,39 ✠LMC7,38 | Rot | *w* CL N6,39 | 1904<br>8mo | JLThompson&Sons,Ld. Sunderland<br>*Lloyd's* | D.J.Goulandris<br>*CellDBa* | 336·0\|49·2\|24·2<br>P38′B100′F35′ FK<br>110′*uE*23′*f*140′800*t* | Andros<br>Greek<br>6*BHCem*<br>*APT*117*t* | T.3Cy.24″,40″&65″–42″ (*s*)<br>180lb 300NHP<br>2SB,*6cf*,GS131,HS4665<br>J.Dickinson&Sons,Ld.Sld. | 26 ″ 10<br>s 4 ″ 7<br>22 ″ 6½ | |
| 79979<br>KZAM | **Naga** TwinSc<br>*OilEng.*<br>*Mchy.Aft* Wireless 1*Dk*(*Stl*)<br>*CruiserStern* | 624<br>—<br>297 | ✠ ...<br>8,33<br>✠ | Man | | | 1929<br>3mo | HongK'ng &Whampoa DockCo.Ld. HongKong | ManilaRailroadCo.<br>*CellDBuE*18′30*t* | 155·4\|35·1\|12·5<br>P44′F24′ FK<br>*DTf*9′64*t FPT*11*t* | Manila<br>Utd.States<br>3*BHAsp*<br>*APT*24*t* | Oil Engines 4S.C.SA<br>12Cy.9⅞″–15¾″ 113NHP<br>Motoren Werke,Mannheim | 13 ″ 6 | |
| 79980<br>19305<br>JCID | **Nagano Maru**<br>2*Dks* | 3824<br>3468<br>2308 | ✠ ...<br>9,21<br>✠ | | | | 1917<br>5mo | MitsuBishi Dkyd&EWks Nagasaki | NipponYusenK.K. | 345·0\|50·0\|29·0<br>P33′B74′F40′ FK | Tokyo<br>Japanese<br>*WB* | T.3Cy.23″,38″&64″–48″<br>342NHP<br>MitsuBishiD.&E.WksNag | 29 ″ 1 | C<br>† |
| 79981<br>135708<br>GQVC | **Nagara** TwinSc<br>*ss*Liv.No.3–8,31<br>*ss*Liv.No.1–35<br>2*Dks*(*Stl*)*&Awng dk*(*Stl*-ws)<br>*Ref.Mchy.* D.F. *CruiserStern* | 8791<br>5796<br>5372 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>Examined 2,41<br>BS11,40 ✠LMC9,35<br>✠Lloyd'sRMC3 ~~5,40~~ 6,40<br>6,41 ~~7,41~~ ~~11,40~~ | ~~Liv~~<br>Liv | *c*†<br>CL ~~10,37~~ 11,40 | 1919<br>6mo | Swan,Hunter&Wigham Richardson, LdNewcastle<br>*Lloyd's* | RoyalMailLines, Ld.<br>*Collision*<br>*Cell* | 430·0\|61·3\|27·8<br>B211′ *onAwng dk*<br>F44′*onAwng dk* FK<br>*BH to Awng dk*<br>*DB*372′919*tFPT*86 | S'thamptn<br>British<br>*Cem*<br>6*BH to U dk*<br>*tAPT*139*t* | Q8Cy24⅝″,33½″,47″&68″–48″<br>215lb (*s*) 1094NHP<br>5SB(Spt),*20cf*,GS415, FD<br>HS16770<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 38 ″ 5<br>s 8 ″ 3½<br>30 ″ 4½ | |
| 79982<br>7514<br>SEIN | —<br>*OilEng.*<br>D.F. *ss*Got.No.2–38<br>1*Dk*(*Stl*)*&Shelter dk*(*Stl*)<br>3*rd dk*(*Stl*)*in forward holds* | *6525*<br>*5567*<br>*3980* | ✠100A1<br>*withfreeboard*<br>~~5,40~~ 11,40<br>✠LMC CS8,37<br>DBS5,~~39~~ 5,40 ~~6,38~~ 1,40<br>*Carrying vegetable oil in No.5 double bottom*<br>*tank and in tanks in way of tunnels* | Got | *c*†<br>CL ~~11,37~~ 11,40 | 1929<br>4mo | AB.Götaverken Gothenburg<br>*Lloyd's* | Aktieb.Svenska OstasiatiskaKomp. (G.Borin,*Mgr.*)<br>*Cell* | 437·0\|57·0\|28·5<br>455·8(O.L.)<br>FK<br>(*Coll to Sh dk*<br>6 to 2*nd* „)<br>*DB*369′1335*t tanks in way of tunnels* | Gothenbrg<br>Swedish<br>7*BHptCem*<br>689*tAPT*59*t* | Oil Engines 4S.C.SA.<br>12Cy.24½⅜″–66½⅜″ 700NHP<br>DB*85lb*<br>AB.Götaverken,Got. | 31 ″ 6<br>s 4 ″ 2½<br>27 ″ 5½ | |
| 79983<br>39666<br>JBNH | **Nagara Maru** Ⓟ<br>*ss*Kob.No.1–38<br>*OilEng.*<br>*Ref.Mchy.* 2*Dks*<br>*CruiserStern* | 7149<br>6369<br>4247 | ✠100A1<br>8,39<br>✠LMC CS8,39<br>DBS8,39 8,39<br>✠Lloyd'sRMC12,39 | Kob | *c*† CL 6,38 | 1934<br>8mo | Yokohama DockCo.Ld. Yokohama<br>*Lloyd's* | NipponYusenK.K.<br>*CellDB*354′1615*t*<br>1341*tWing tanks in way of* | 449·6\|62·3\|34·4<br>P23′B173′F41′ FK<br>*DTs a*42′<br>*tunnel* 94*t F* | Tokyo<br>Japanese<br>8*BH*<br>*PT*72*tAPT*68*t* | Oil Engines 2S.C.DA<br>7Cy.27⅞″–47¼″ 1851NHP<br>DB*100lb*<br>YokohamaDockCoLd.Yka | 34 ″ 5 | |
| | | | *Carrying cargo oil F.P. above* 150° F. *in deep tanks* | | | | | | | | | | |
| 79984<br>20587<br>JEQB | **Nagaragawa Maru** Ⓟ<br>Wireless 1*Dk* | 990<br>834<br>589 | | | | | 1917 | Nagata Sanjuro Osaka | KusakabeKisen K.K. | 190·0\|32·0\|18·5 | Amagasaki<br>Japanese | T.3Cy.14⅜″,22¹¹⁄₁₆″&36⅜″–21½″<br>62NHP | | |
| 79985<br>29052<br>JAXA | **Nagasaki Maru** Ⓟ TwinSc<br>*ss*Kob.No.3–11,34<br>*ss*Kob.No.1–39<br>D.F. 2*Dks*(*Stl–pt* ws)*&Awng dk*(*Stl*–teaks) | 5268<br>4220<br>2208 | ✠ ...<br>1,40<br>✠ | Kob | *z* | | 1922<br>9mo | W.Denny &Bros.Ld. Dumbarton | ToaKaiunK.K.<br>*CellDB*302′286*t* | 395·0\|54·2\|29·0<br>F56′*onAwng dk* FK<br>*Collision BH to Aw dk*<br>*FPT*23*tAPT*45*t* | Tokyo<br>Japanese<br>*Cem*<br>7 *U* „ | 4SteamTurbinesSRgeared to 2 Sc. Shafts<br>1852NHP<br>10SB,*30cf*,GS680,HS23600<br>W.Denny&Bros.Ld. | 32 ″ 0 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terms assigned maintenant en cpte. Lettre d'Autrefois. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Engineer or Surveyor to the Ship in charge at Port Glasgow |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79986 | **Nagata Maru** | 2969 | | | | | 1936 | Mitsubishi Jukogyo K.K Yokohama | NipponYusenK.K. | 305·4 \| 45·3 \| 26·2 | | | Tokyo Japanese | T.3Cy.20½″,34⅞″&57⅛″–43⅜″ 214NHP | | |
| 42697 | | — | | | | | | | | P24′B80′F29′ | | | | | | |
| JJLK | *CruiserStern* 1*Dk* | 1698 | | | | | | | | | | | *WB* | MitsubishiJukogyoK.K. | | |
| 79987 | — | 479 | | | | | 1934 | KasadoDk. K.K. Suitake-minami | KobeSanbashiK.K. | 161·5 \| 28·5 \| 13·0 | | | Kobe Japanese | Oil Engines | | |
| 40020 | *OilEng.* | — | | | | | | | | | | | | | | |
| JFGJ | 1*Dk* | 340 | | | | | | | | | | | | | | |
| 79988 | **Nagata Maru No. 28** | 670 | | | | | 1915 | Nagata Sanjuro Osaka | NipponSekiyuK.K. | 182·0 \| 29·5 \| 15·3 | | | Nishino-miya Japanese | T.3Cy.12″,19½″,&32½″–22″ 50NHP | | |
| 18224 | 1*Dk* | 596 | | | | | | | | | | | | | | |
| JFBI | Wireless *Carrying oil in bulk* | 310 | | | | | | | | | | | | NagataSanjuro,Osaka | | |
| 79989 | **Nagato Maru** | 5901 | ✠100A1 | Kob | *y* | OG | 1918 | Kawasaki Dkyd.Co.Ld Kobe | NipponYusenK.K. | 385·0 \| 51·0 \| 36·0 | | | Tokyo Japanese | T.3Cy 26″,43½″&72″–48″ (*s*) 200lb FD 444NHP | 36 ″ 0 | |
| 22878 | *ss*Yka.No.3–7,30 | 5586 | *Awng dk* | Yka | | 10,37 | 7mo | | | FK | | | *Cem* | 2SB(Spt)*6cf*,GS126,HS5809 | s 9 ″ 1½ | |
| JEYD | *ss*Yka.No.2–38 | 4325 | *withfreeboard* | | | 7,10 | *Lloyd's* | *SA&CP* | | *Collision* | | | *BH to Aw dk* | KawasakiDkydCoLdKobe | 27 ″ 1 | |
| | 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | | 7,40 6,38 | BS7,40 | | | | | | | | | 5 ,, ,, *U* ,, | | | |
| | | | | ✠LMC8,38 | | | | | *CellDB*334′111 | *tFPT*126*tAPT*98*t* | | | | | | |
| 79990 | **Nagina** | 6551 | ✠100A1 | Cal | *b*† | CL | 1921 | W.Gray& Co.(1918)Ld. Sunderland | BritishIndiaStm. Nav.Co.Ld. | 433·0 \| 57·4 \| 30·2 | | | Glasgow British | 2SteamTurbinesDRgeared to 1 Sc. Shaft 225lb (*s*) 769NHP | 32 ″ 10 | |
| 144267 | *ss*Cal.No.3–5,33 | 6161 | *Shelter dk* | | | 1,40 | 4mo | | | 451·0(O.L.) | | | *ptCem* | 4SB,*12cf*,GS247,HS10000 FD | s 4 ″ 7½ | |
| GFSK | *ss*Cal.No.1–36 | 4090 | *withfreeboard* | | | | *Lloyd's* | *SA&CP* | | FK | | | *BH to Sh dk* | Cen.Mar.Eng.Wrks.W Hpl | 28 ″ 6 | |
| | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | 1,40 | | | | | | | *Collision* | | | 6 ,, ,, *U* ,, | | | |
| | *Cruiser Stern* | | BS1,40 | ✠LMC10,36 | | | | | *CellDB*385′ | 1443*tDTa*27′778*t* | | | | | | |
| | | | *Carrying oil* | *fuelF.P.* | | *above* | 150° F | | *in DB&DT* | | | | | | | |
| 79991 | **Nagisan Maru** | 4391 | | | | | 1931 | Mitsui Bussan Kaisha,Ld. Tama | MitsuiBussan Kaisha,Ld. | 361·5 \| 50·0 \| 29·0 | | | Kobe Japanese | OilEngines4S.C.SA. 8Cy.21⅛″–39⅜″ 361NHP | | C |
| 36560 | *OilEng.* | 3672 | | | | | | | | P76′B20′F28′ | | | *WB* | MitsuiBussanKaishaLd. | | |
| JJWC | *Mchy.Aft* 1*Dk* | 2602 | | | | | | | | | | | | | | |
| 79992 | **Nagoya Maru** Ⓟ | 6072 | ... | Yka | *a*† | | 1932 | Mitsubishi Zosen Kaisha Ld. Nagasaki | NanyoKaiunK.K. | 406·8 \| 55·5 \| 32·5 | | | Tokyo Japanese | T.3Cy.25½″,41½″&69″–51″& L.P.Turbine with DR gearing & hydraulic coupling 691NHP | 32 ″ 6 | C † |
| 37699 | | 5281 | 9,37 | | | | 8mo | | | P31′B138′F40′ FK | | | *7BHCem* | | | |
| JJDE | 2*Dks*(*Stl*) | 3745 | ✠ | | | | | | | | | | *APT*133*t* | 3SB(Spt),*9cf*,HS8934 MitsubishiZosenKaisha Ld.Nag. | | |
| | | | | | | | | | *CellDB*348′1203*t* | *Tank in ER*36*t FPT*94*t* | | | | | | |
| 79993 | **Nagpore** | 5283 | ✠ | Bom | *y* | | 1920 | Earle'sCo. Ld. Hull | P.&O.Stm.Nav.Co. | 400·4 \| 52·2 \| 28·5 | | | Hull British | T.3Cy.27″,44″&73″–48″ 517NHP | 31 ″ 0 | |
| 144054 | | 4793 | 11,22 | | | | 6mo | | | P49′B113′F39′ FK | | | *7BHCem* | 3SB,*9cf*,GS190,HS7668 | | |
| GDBW | D.F. 2*Dks*(*Stl*) | 3226 | ✠ | | | | | | *CellDB*340′1023*t* | *FPT*132*tAPT*69*t* | | | | Richardsons,Westgarth& Co.Ld.Mdb. | | |
| 79994 | **Nagu** (*ex*Bradesk–36) | 3393 | | | | | 1927 | Napier& Miller,Ld. Glasgow | J.W.Paulin | 352·2 \| 47·9 \| 22·9 | | | Wiborg Finnish | T.3Cy.21½″,37″&62″–39″ 240NHP | | C |
| | | 3080 | | | | | | | | 339·4 | | | | | | |
| OHYY | 1*Dk* | 2028 | | | | | | | | P35′B104′F34′ | | | *WB* | D.Rowan&Co.Ld.Glasgow | | |
| 79995 | **Naguilan** (*ex*JongeMariá, *ex*Delfia, *ex*LaSambre) *ss*Rot.No.2–27 *Fitted for oil fuel* 1*Dk*&*Shelter dk* | 2461 | ✠ ... | | | | 1920 | H.&C. Grayson,Ld. Garston, Liverpool | Haverbeck& Skalweit | 264·8 \| 41·3 \| 18·8 | | | Valdivia Chilian | T.3Cy.21″,34″&56″–36″ 252NHP | 28 ″ 10 | G † |
| 1248 | | — | 8,31 | | | | 11mo | | | FK | | | *WB* | McKie&Baxter,Ld.Gls. | | |
| CBNA | | 1675 | ✠ | | | | | | | | | | | | | |
| 79996 | **Nahoon** | 788 | ✠100A1 | PNl | *k* | CL | 1936 | Scott& Sons Bowling *Lloyd's* | Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. *Mgrs.*) | 190·0 \| 30·9 \| 11·6 | | | Durban British | T.3Cy.15″,25½″&41″–30″ (*s*) 200lb *100lb* 127NHP | 13 ″ 9 | |
| 157928 | *ss*P.N1.No.1–10 | 529 | 7,10 1,10 3,41 | | | N10,38 | 1mo | *SA&CP* | | 195·5(O.L.) | | | *3BHCem* | 1SB,*3cf*,GS63,HS2224 | s 4 ″ 3½ | |
| ZSQM | *Mchy.Aft* 1*Dk* | 363 | ✠LMC 5,40 | | | | | | | Q106′B13′F34 FK | | | *APT*46*t* | Aitchison,BlairLd. Clydebank | 13 ″ 6½ | |
| | | | | | | | | | *Mgrs.*) *CellDB* 112′ 191*t FPT* | 63*t*. | | | | | | |
| 79997 | **Nailsea Court** | 4946 | | | | | 1936 | Bartram& Sons,Ld. Sunderland | BanthamS.S.CoLd. (E.R.Management Co.Ld. *Mgrs.*) | 420·3 \| 56·0 \| 25·4 | | | Cardiff British | C.4Cy.(2)10⅝″&(2)19⅝″–13″ SRgeared&LPTurbine DRgeared to Sc.Shaft 255NHP White's Mar Eng Co Ld Nwc | | C |
| 162113 | *Fitted for oil fuel* | 4461 | | | | | | | | F28′ | | | | | | |
| GYYM | 1*Dk*&*Shelter dk* D.F. *CruiserStern* | 2914 | | | | | | | | | | | *WB* | | | |
| 79998 | **Nailsea Lass** (*ex*Specialist–36, *ex*Santille) *ss*Liv.No.3–5,30 *ss*Shl.No.2–37 2*Dks*(*Uirn*,2*nd dk*Stl) | 4289 | ✠100A1 | Npt | *x* | CL | 1917 | J Readhead &Sons,Ld. SouthShields | NailseaS.S.Co.Ld. (E.R. Management Co.Ld. *Mgrs.*) | 370·3 \| 50·4 \| 25·8 | | | Liverpool British | T.3Cy.28″,46″&75″–48″ (*r*) 180lb 484NHP | 28 ″ 2 | |
| 140310 | | 3871 | 4,40 | | | 9,37 | 6mo | | | 382·7(O.L.) | | | *6BHCem* | 2SB,*8cf*,GS136,HS6642 FD | s 4 ″ 5½ | |
| GQPN | | 2667 | BS7,39 7,40 | ✠LMC10,37 | | | *Lloyd's* | *SA&CP* | *CellDB*316′890*t* | P83′B132′F38′ FK | | | *APT*31*t* | J Readhead&Sons,Ld. | 24 ″ 0 | |
| 79999 | **Nailsea Manor** | 4926 | | | | | 1937 | Bartram& Sons,Ld. Sunderland | NailseaS.S.Co.Ld. (E.R.Management Co.Ld. *Mgrs.*) | 420·3 \| 56·0 \| 25·4 | | | Cardiff British | C.4Cy(2)10⅝″&(2)21″–13″ SR geared & LP turbine DR geared to screw shaft 242NHP White's Mar Eng Co. Ld Nwc | | C |
| 162126 | *Fitted for oil fuel* | 4415 | | | | | | | | F28′ | | | | | | |
| GDGQ | D.F. 1*Dk*&*Shelter dk* *CruiserStern* | 2946 | | | | | | | | | | | *WB* | | | |
| 80000 | **Nailsea Meadow** | 4962 | | | | | 1937 | Bartram& Sons,Ld. Sunderland | BanthamS.S.CoLd. (E.R.Management Co.Ld.) | 420·3 \| 56·0 \| 25·4 | | | Cardiff British | C.4Cy.(2)10⅜″&(2)20″–13″ SR geared&LP turbine DR geared to Sc.Shaft 255NHP White's Mar Eng Co Ld Nwc | | C |
| 162118 | *Fitted for oil fuel* | 4461 | | | | | | | | F28′ | | | | | | |
| GZKW | D.F. 1*Dk*&*Shelter dk* *Cruiser Stern* | 2943 | | | | | | | | | | | *WB* | | | |
| 80001 | **Nailsea Moor** | 4926 | | | | | 1937 | Bartram& Sons,Ld. Sunderland | NailseaS.S.Co.Ld. (E.R.Management Co.Ld. *Mgrs.*) | 420·3 \| 56·0 \| 25·4 | | | Cardiff Britisb | C4Cy(2)10⅝″&(2)20⅜″–13″ SR geared & LP turbine DR geared to Sc.Shaft 255NHP White's Mar Eng Co Ld Nwc | | C |
| 162123 | *Fitted for oil fuel* | 4419 | | | | | | | | F28′ | | | | | | |
| GCCB | D.F. 1*Dk*&*Shelter dk* *CruiserStern* | 2948 | | | | | | | | | | | *WB* | | | |
| 80002 | **Nailsea River** (*ex*Actor–39) | 5548 | ✠100A1 | Sws | *z* | CL | 1917 | D&W Hen-dersn&Co.Ld. Glasgow | NailseaS.S.Co.Ld. (E.R.Management Co.Ld. *Mgrs.*) | 410·2 \| 52·2 \| 30·2 | | | Liverpool British | T.3Cy.24½″,42½″&72″–54″ 215lb (*s*) 536NHP | 32 ″ 7 | |
| 140541 | *ss*Hul.No.3–3,30 | 5217 | 2,40 | | | 5,39 | 10mo | | | 424·5(O.L.) | | | *7BHCem* | 2DB&1AuxSB,*15cf*,GS281, HS9263 | s 6 ″ 2 | |
| GMCB | *ss*Ant.No.2–39 | 3467 | | ✠LMC7,39 | | | *Lloyd's* | *SA&CP* | *CellDB*344′1117*tFPT*64*t* | P34′B139′F53′ FK | | | *APT*24*t* | D&W.Hendersn&CoLdGls | 26 ″ 7½ | |
| | 2*Dks*(*Stl*)3*rd dk*(*Stl*) in *No.1 hold* | | *Fitted for oil fuel* 1,1 | | | 9 *F.P. above* | 150° F. | | | | | | | | | |
| 80003 | **Nairana** Ⓟ **TwinSc** | 3042 | ✠100A1 | Mel | *u* | CL | 1917 | W.Denny &Bros. Dumbarton | Tasmanian SteamersPty,Ld. | 315·8 \| 45·6 \| 23·6 | | | Melbourne British | 4 Steam Turbines SR geared to 2 Screw Shafts (*s*) 200lb HS20604 1490NHP | 24 ″ 9 s10 ″ 3 | |
| 132476 | *ss*Mel.No.3–9,29 | 1459 | *Shelter dk* | | | PN9,39 | 9mo | | | 329·8(O.L.) | | | *5BHptCem* | 6 Water Tube Boilers FD | 14 ″ 11½ | |
| VJGY | E.S.D. *ss*Mel.No.2–37 | 1228 | *withfreeboard* | | | S9,39 | *Lloyd's* | *SA&CP* | | F60′ FK&BK2′ | | | *ptAsp* | Denny&Co.Dumbarton | | |
| | 2*Dks*(1*pt Stl*–ws)& *Shelter dk*(*Stl*–teaks) | | 4,41 4,41 MS10,36 | ✠LMC BSZ 39 8,40 | | | | | *CellDBa*30′48*t* | *uEf*98′145*tFPT*38*t* | | | *APT*6*9t* | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dis'eof R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80004 148867 GLNM | **Nairnbank** Twin Sc *Oil Eng.* *ss* Liv. No. 3–12, 38 1 *Dk (Stl) & Shelter dk (Stl–ws)* | 5156 4768 3117 | ✠100A1 *with freeboard* 8,40 ~~9,20~~ 10,40 ~~DBS1,39~~ *Carrying vegetable oil* | Auk Syd DBS 3,41 LMC 1,39 | *a*† | CL s 12,38 PN 12,38 *in deep tank* | 1925 7 mo *Lloyd's* | Harland & Wolff, Ld. Glasgow *s A & CP Cell D 115′* | Bank Line, Ld. (A. Weir & Co. *Mgrs.*) | 420·1 \| 53·9 \| 26·5 *B357′ 1121t Tanks 251t DT f32′1067t* | *between tunnels* FK | | Glasgow British *7 B Hpt Cem Coll to Shdk* 6 „ 2 *nd* „ | Oil Engines 4S.C.SA 12Cy.24½"–37½" 717NHP DB *110lb* Harland & Wolff, Ld. Gls. | 29 ″ 2 s 3 ″ 7¾ 25 ″ 8 | |
| 80005 900 ESDA | **Naissaar** (*ex* Ford Castle–33) *ss* Tln. 2nd No. 3–7, 37 *Well deck* 1 *Dk (Stl)* | 1893 1600 1080 | ✠100A1 11,38 BS ~~6,39~~ 5,40 LMC 7,37 | Cff | *q* | CL 11,38 | 1911 12 mo *Lloyd's* | J. Crown & Sons, Ld. Sunderland *s A & CP* | A/S Merilaid & Co. *Cell D Ba & uE 102′* | 268·0 \| 37·9 \| 17·6 277·5 (O.L.) P24′ Q82′ B51′ F31′ FK *f 104′ 383t FPT 105t* | | | Tallinn Estonian *4 B HCem APT 100t* | T.3Cy.20½",33"&54"–39" (*s*) 180lb 199NHP 2SB, *4pf*, GS 80, HS 3092 N.E. Marine Eng. Co. Ld. Sld | 19 ″ 9 s 1 ″ 11 18 ″ 0 | |
| 80006 DOSA | **Najade** (P) Twin Sc *Oil Eng.* Wireless D.F. 1 *Dk* *Mchy. Aft* *Cruiser Stern* | 1246 954 653 | | | | | 1936 | Neptun-werft Rostock G.m.b.H. Rostock | Dampfschifffahrts Ges. "Neptun" | 246·4 \| 34·8 \| 14·1 P120′ F31′ | | | Bremen German *WB* | Oil Engines 4S.C.SA 12Cy.11¾"–16⅝" 146NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | G |
| 80007 | **Najaden** (*ex* Örkild, *ex* Boscia) 1 *Dk & Awng dk* | 1963 1782 1178 | | | | | 1906 | Helsingörs Jernsk & Msk Elsinore | Finska Ångf–A/B | 281·7 \| 42·1 \| 17·9 | | | Helsingfrs Finnish *WB* | T.3Cy.20",32"&53"–36" 192NHP Helsingörs Jernsk.&Msk. | | V |
| 80008 39727 JRWJ | **Nako Maru** (P) *Oil Eng.* *ss* Kob. No. 1–39 *Ref. Mchy.* D.F. 2 *Dks* *Cruiser Stern* | 7145 6377 4271 | ✠100A1 ~~1,40~~ ~~6,30~~ 1,41 LMC CS 1,39 DBS ~~1,39~~ 4,40 ~~1,39~~ 10,39 Lloyd's RMC ~~10,39~~ 1,41 ~~9,40~~ 4,40 *Carrying cargo oil F. P. above 150° F. in deep tanks* | Kob | *c*† | CL 1,39 | 1934 10 mo *Lloyd's* | Uraga Dock Co. Ld. Uraga *s A & CP* | Nippon Yusen K.K. *Cell D B354′ 1615t DT sa 42′ 1341t* | 449·7 \| 62·3 \| 34·4 P23′ B173′ F41′ FK *t wing tanks in way of tunnel 94t* | | | Tokyo Japanese *8 B H* | Oil Engines 2S.C.DA 7Cy.27 1/16"–47¼" 1851NHP DB *100lb* Yokohama Dock Co Ld. Yka *FPT 72t APT 68t* | 34 ″ 5 | |
| 80009 146303 GFTS | **Nalgora** *ss* Cal. No. 3–10, 33 *ss* Hpl. No. 1–38 2 *Dks (Stl) & Shelter dk (Stl)* *Cruiser Stern* | 6579 6193 4109 | ✠100A1 *Shelter dk* *with freeboard* 6,40 ~~11,39~~ MS 2,38 LMC BS 9,39 | Lon Bom | *b*† | CL 10,38 | 1922 5 mo *Lloyd's* | W. Gray & Co. (1918), Ld. Sunderland *s A & CP* | British India Stm. Nav. Co. Ld. *Cell D B382′* | 433·0 \| 57·4 \| 30·2 FK *Collision B Hto Shdk* *1443t DT a 27′ 778t* | | | Glasgow British *pt Cem* FD 6 „ „ *U* „ | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 225lb 770NHP 4SB, *12cf*, GS 247, HS 10000 Cen. Mar. E. Wrks Ld. W Hpl | 32 ″ 10 s 4 ″ 7½ 28 ″ 6¼ | |
| 80010 137478 GPST | **Nalon** (*ex* Murillo–33) Twin Sc *ss* Liv. No. 3–2, 29 *ss* Bry. No. 2–37 *Ref. Mchy* 3 *Dks (Stl–ws) &* D.F. *Shelter dk (Stl–ws)* | 7222 6704 4414 | ✠100A1 *Shelter dk* *with freeboard* 6,40 ~~5,00~~ MS 2,37 LMC BS 8,39 Lloyd's RMC ~~3,40~~ 7,40 | Bry Cff | *b*† | CL ~~P2,37~~ S 11,38 P 6,40 | 1915 9 mo *Lloyd's* | Russell & Co. Pt. Glasgow *s A & CP* | Royal Mail Lines, Ld. *Cell D B a 137′ uE & B* | 440·0 \| 56·2 \| 35·6 455·1 (O.L.) F48′ *on Shelter dk* FK *95′ f 153′ 1286t FPT 64t APT 58t* | | | Liverpool British *8 B Hpt Cem* 3 DB, *18cf*, GS 372, HS 15270 Harland & Wolff, Ld. Bel. | Q8Cy20½",29½",42"&61"–48" 215lb (*s*) 810NHP 3 DB, *18cf*, GS 372, HS 15270 Harland & Wolff, Ld. Bel. | 38 ″ 11 s 11 ″ 0 28 ″ 4 | |
| 80011 153790 VSRS | **Nam Yong** (*ex* Kapelle) 1 *Dk* | 1345 1160 769 | | | | | 1917 | Gebr. Jonker Kinderdijk | Heap Eng. Moh S.S. Co. Ld. | 240·0 \| 36·2 \| 16·7 P30′ B60′ F24′ | | | Singapore British *WB* | T.3Cy.17½",29"&46"–36" 127NHP Alblasserdam. Msch. Fab. | | V |
| 80012 157636 VLJK | **Nambucca** Wood Twin Sc Wireless *Mchy. Aft* 1 *Dk* | 489 333 185 | | | | | 1936 | E. Wright Tuncurry, N.S.W. | North Coast Steam Nav. Co. Ld. (E.S. Crauford, *Mgr.*) | 153·0 \| 35·1 \| 8·7 | | | Sydny NSW British | C.4Cy.(2)12"&(2)24"–18" 48RHP E&B *made 14 refitted 36* Campbell & Calder wood Psy | | |
| 80013 7033 SMAN | **Nämdö** (*ex* Eskil–40, *ex* Wright, *ex* Harlseywood) *ss* Lkr. 2nd No. 3–6, 33 *ss* Skm. No. 1–38 1 *Dk (pt Irn & pt Stl) & deep framing* *Cargo battens not fitted* | *2738* *2493* *1616* | ✠100A1 5,40 ~~1,40~~ MS 7,37 LMC BS ~~8,39~~ 9,40 | Hbg | *u* | CL 1,40 | 1907 12 mo *Lloyd's* | Ropner & Son, Ld. Stockton *s A & CP* | Rederi A/B Rex (K.M. Källström, *Mgr.*) *Cell D Ba 102′ uE 22′ f 134′* | 317·0 \| 46·0 \| 20·9 328·3 (O.L.) P31′ B94′ F37′ FK *603t APT 44t* | | | Stockholm Swedish *5 B HCem* | T.3Cy.22½",37"&61"–42" (*s*) 160lb 247NHP 2SB, 6*rf*, GS 101, HS 3786 Blair & Co. Ld. Stockton | 23 ″ 3 s 3 ″ 7½ 19 ″ 10 | |
| 80014 31166 JMXE | **Namikiri Maru** (P) 2 *Dks* | 589 490 367 | | | | | 1925 | Amagasaki Zosenbu G.K. Osaka | Amagasaki Kisenbu Gomei Kaisha | 173·0 \| 25·0 \| 16·5 | | | Osaka Japanese | T.3Cy. | | |
| 80015 42591 JJCL | **Naminoue Maru** (P) *Oil Eng.* D.F. 2 *Dks* *Cruiser Stern* | 4731 3770 2809 | | | | | 1936 | Mitsui Bussan Kaisha, Ld. Tama | Osaka Syosen K.K. | 351·1 \| 51·5 \| 32·0 F43′ | | | Osaka Japanese *WB* | Oil Engines 2S.C.DA 7Cy.17⅛"–47½" 750NHP Mitsui Bussan Kaisha, Ld. Tama | | |
| 80016 | **Nampeg** (*ex* Soon Ann, *ex* Wilhelm) Iron 1 *Dk 2 tr B & Hur dk* | *783* *520* *588* | | | | | 1882 | H.F. Ulrichs Vegesack | Shun On S.S. Co. | 180·3 \| 27·0 \| 14·3 Q52′ B128′ | | | Portuguese *WB* | C.2Cy.21"&37½"–25½" 58NHP O. Henniges & Co. Berlin | | |
| 80017 LEMO | **Namsos** (P) Wireless 1 *Dk & Awng dk* | 506 467 287 | | | | | 1904 | Trndhjms Mek. Værks. Trondheim | Indherreds Aktie-Dampsskselskap | 164·2 \| 23·1 \| 16·6 H37′ len 10 | | | Steinkjer Norwegian *WB* | T.3Cy.15",25"&41"–26" 86NHP Trondhjems M.V. Trondhm | | |
| 80018 FNWZ | **Nancéen** (*ex* Athen–36, *ex* Sandö) D.F. 1 *Dk & Shelter dk* | 2895 2614 1706 | | | | | 1929 | R. Thompson & Sons, Ld. Sunderland | Cie. des Bateaux à Vap. du Nord. (Soc. Anon. de Gérance et d'Armement, *Mgrs.*) | 330·5 \| 48·9 \| 20·5 *P99t H147t F17t* | | | Dunkirk French *WB* | T.3Cy.25",40½"&66"–45" 292NHP G. Clark, Ld. Sld. | | V |
| 80019 146657 GDYR | **Nanchang** 2 *Dks* | 2489 2051 1488 | | | | | 1922 | Scott's S.B. & E.Co.Ld. Greenock | China Navigation Co. Ld. | 295·8 \| 44·2 \| 19·6 B72′ F42′ | | | London British *WB* | T.3Cy.18",29"&47"–39" 138NHP Scott's S.B.&E.Co.Ld.Grk. | | |
| 80020 OUJJ | **Nancy** Wireless D.F. 1 *Dk* | 1153 929 678 | | | | | 1921 | Schiffb. Ges. Unterweser Weser-münde-L. | J. Lauritzen | 231·5 \| 34·6 \| 14·1 P21′ B56′ F28′ | | | Esbjerg Danish *WB* | C.4Cy.(2)13⅜"&(2)28¾"–28¾" NE 28 108NHP Christiansen & Meyer, Ham. | | G |
| 80021 136082 GWYT | **Nancy Moller** (*ex* Rowena–34, *ex* Norfolk) 1 *Dk 2 tr B* | 3916 3537 2409 | | | | | 1907 | J. Priestman & Co. Sunderland | Moller Line, Ld. (Mollers' Ld. *Mgrs.*) | 343·5 \| 49·0 \| 24·3 *P18t H101t F57t* | | | Shanghai British *WB* | T.3Cy.24",40"&66"–45" 292NHP N.E. Marine Eng. Co. Ld. Sld | | |
| 80022 LJQN | **Nandi** (*ex* Alba–37, *ex* Alga–37, *ex* Député Josselin De Rohan–36) D.F. 1 *Dk* | 2022 1726 1181 | | | | | 1920 | Government Yard Lorient | A/S Thv. Halvorsen | 269·4 \| 39·7 \| 19·6 P19′ B54′ F23′ | | | Bergen Norwegian *WB* | T.3Cy 18 1/16",26 1/16"&49½"–37½" 149NHP Etablissements d'Indret, Indret | | V |

| 1 Numéro d'Ordre — Numéro Officiel — Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant cette Lettre d'Appartenance. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Les lettres ou code ci-contre sont dans le Lt. M. Doivent Corr. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80023 | **Naniwa Maru** | | 4858 | | | | | 1937 | Osaka Iron Works, Ltd. Osaka | Taihei Kisen K.K. (Yamashita Kisen K.K. *Mgrs.*) | 369·8 | 54·1 | 29·2 | Kobe Japanese | T.3Cy.24½″,42½″&74″–48″ *Emade22fitted37* 379NHP Wallsend Slipwy.&E.Co.Ltd | | C |
| 42964 JTKL | *Cruiser Stern* | | 2896 | | | | | | | | | | | | | | |
| 80024 | **Nanka Maru** (*ex* Visigoth) | | 4065 | ✠ ... | Yka | *w* | | 1906 | A. McMillan & Son, Ltd. Dumbarton | Kotani Mokunosuke | 360·8 | 50·0 | 16·9 24·8 | Kobe Japanese | T.3Cy.23″,38½″&64″–45″ 314NHP 2SB,*6cf*,GS90,HS4054 Dunsmuir & Jackson, Ltd Gls | 27 *v* 4 | C † |
| 29703 JHMA | *ss* Osa. 2nd No. 3–7,32 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | | 3781 2549 | 10,34 ✠ | | | | 4mo | | *Cell DBa* | P11′B112′F32′ FK 106′*u*E20′*f*120′947*t* | | | *6 BHCem APT32t* | | | |
| 80025 | **Nankai Maru** | Twin Sc | 8416 | ✠100A1 *with freeboard* | Kob | *d* † | CL 12,37 2,41 | 1933 | Mitsubishi Zosen Kaisha Ld. Nagasaki | Osaka Syosen K.K. | 446·8 | 60·5 | 40·7 | Osaka Japanese | Oil Engines 2S.C.SA 12Cy.28⅜″–49 13/16″ 1678NHP *8 BH* DB *100lb* (*Coll to Wdk* 7 „ 2nd „ ) 96t *APT89t* | 40 *v* 9 s13 *v* 0½ 28 *v* 2½ | |
| 3811e JKME | *Oil Eng.* *ss* Kob. No. 3–2,39 *Ref. Mchy.* 3 *Dks* (*Stl*) *Cruiser Stern* | | 7813 5105 | 2,40 ✠LMC CS2,39 DBS2,41 2,40 ✠Lloyd's RMC 2,41 | | | 2,41 | 1mo | | *Lloyd's SA&CP* | F40′ FK *Cell DB373′1316t Tanks in way of tunnels* 1063 *t MTs*36′1185*t FPT* | | | | | | |
| | *Carrying cargo oil* | | | | | *F.P. abo* | ve 150° | F. *in deep tanks* | | | | | | | | | |
| 80026 | — Ⓟ | Twin Sc | 544 | | | | | 1923 | Mitsubishi K.K. Kobe | Government of Japan (Dept. of Railways) | 140·0 | 30·2 | 12·5 | Tokyo Japanese | SR geared Steam Turbines | | |
| 29427 JCLE | 1 *Dk* | | 321 206 | | | | | | | | | | | | | | |
| 80027 | **Nankai Maru No. 1** | | 1163 | | | | | 1938 | Ohara Zosen Tekkosyo K.K. Osaka | Nankai Kisen K.K. | 216·5 | 34·0 | 18·5 | Nagoya Japanese | T.3Cy.14¾″,24½″&40½″–30″ 89NHP E&B *made18 refitted38* Okamoto Zosen Tekkosho, Osaka | | |
| 44626 JNBM | Wireless | 1 *Dk* | 747 | | | | | | | | P18′Q102′B54′F29′ | | | *WB* | | | |
| 80028 | **Nankin** Ⓟ | Twin Sc | 7131 | ✠100A1 1,41 | HKg | *b* † | CL 26,30 | 1912 | Caird & Co. Ltd. Greenock | Eastern & Australian S.S.Co.Ltd. | 449·7 | 52·0 | 30·6 | Greenock British | Q.8Cy.19″,27″,38½″&54″–48″ 215lb *215lb* (*s*) 628NHP | 33 *v* 6 s6 *v* 6½ | |
| 131857 GBKM | *ss* H.Kg. 2nd No. 3–7,32 *ss* H.Kg. No. 2–10 ~~*ss* Yka. No. 1, 36~~ D.F. *Ref. Mchy.* 3 *Dks* (*Stl–U* teak s) | | 5872 4420 | BS1,41 ✠LMC12,39 Lloyd's RMC ~~12,39 5,41 2,41~~ | | | SNG 6,40 P1,41 | 6mo | | *Lloyd's SA&CP* | 466·0 (o.l.) P84′B149′F85′ FK&BK2′ *WB = Cell DBa*110′*f* 189′832*t* | | | 7 *BHCem APT95t* | 2DB,*12cf*,GS234,HS9180 FD Caird & Co. Ltd. Greenock | 27 *v* 5½ | |
| 80029 | **Nanking** | Twin Sc | *5931* | ✠100A1 | Got | *a* † | CL ~~17,87~~ | 1924 | Aktieb. A/B Svenska Ostasiatiska Kompaniet (G. Borin, *Mgr.*) | | 426·5 | 56·1 | 27·7 | Gothenburg Swedish | Oil Engines 4S.C.SA | 30 *v* 8 | |
| 7119 SKLA | *Oil Eng.* D.F. *ss* Lkr. No. 3–9,35 1 *Dk* (*Stl*) *Shelter dk* (*Stl–ws*) 2 *nd dk* (*Stl*) *in Nos.* 1,2,3 & 4 *holds* | | *5366* *3486* | *Shelter dk* *with freeboard* Examine 1,41 DBS9,39 | Avn | | 9,38 P8,40 | 6mo | | *Lloyd's SA&CP* | 443·7 (o.l.) FK *Collision Tunnel* 31′155*t* *Cell DB371′128* | | | *7 BHptCem BH to Sh dk* *3t Tank at sides of Tunnel* *FPT93t APT75t* | 12Cy.29⅛″–43⅜″ 988NHP DB *100lb* Aktieb. Götaverken, Got. | s4 *v* 0½ 26 *v* 10½ | |
| 80030 | **Nanking Maru** | | 3006 | ✠ ... | | | | 1914 | Osaka Iron Works Osaka | Kita Nippon Kisen K.K. | 305·3 | 42·2 | 24·8 | Hutyu Japanese | T.3Cy.22″,37″&61″–42″ 288NHP | 27 *v* 3 | |
| 17083 JCGD | *ss* Kob. No. 1–18 2 *Dks* & *Web frames* *Longitudinal framing* | | 2779 1856 | 11,22 ✠ | | | | 10mo | | | P19′B82′F32′ FK | | | *WB* | Osaka Iron Works, Osaka | | |
| 80031 | **Nanko Maru** (*ex* Wigmore, | | 4714 | ✠ ... | Kob | *y* | CL 8,34 | 1916 | Russell & Co. Pt. Glasgow | Ishihara Goshi Kaisya (Ishihara Sangyo Kaiun Kaisya, Ld. *Mgrs.*) | 385·0 | 52·0 | 26·5 | Dairen Japanese | T.3Cy.26″,42″&70″–48″ (*s*) 180lb 491NHP | 29 *v* 0 | C † |
| 168 JHIA | *ex* Ardgrange) *ss* Nag. No. 3–5,30 *ss* Kob. No. 1–34 2 *Dks* (*Stl*) | | 4319 2950 | 9,35 ✠ | | | | 11mo | | *Lloyd's SA&CP* | P34′B111′F47′ FK *Cell DB334′1029t* | | | 6 *BHCem APT20t* | 3SB,*9cf*,GS147,HS7404 Clyde S.B.&E.Co.Ltd.P.Gl. | | |
| 80032 | **Nanman Maru** (*ex* Kuma Maru–34, | | 6551 | ✠100A1 *Awng dk* *with freeboard* | Osa | *z* | CL 8,39 | 1921 | Kawasaki Dkyd.Co.Ltd. Kobe | Yamashita Kisen K.K. | 405·0 | 53·0 | 37·0 | Tokyo Japanese | T.3Cy.28″,46½″&78″–54″ (*s*) 200lb FD 578NHP | 37 *v* 0 s9 *v* 3½ | |
| 28019 JFFD | *ex* Fuji Maru) *ss* Kob. No. 3–7,32 *ss* Kob. No. 1–37 2 *Dks* (*Stl*) & *Awng dk* (*Stl*) | | 6157 3990 | 9,39 ✠LMC ~~9,39~~ 10,40 | | | | 4mo | | | F33′ *on Awng dk* FK *Cell B* | | | *pt Cem Hto Awng dk* 5 „ „ *U* „ | 3SB (Spt) *9cf*,GS190,HS7800 Kawasaki Dkyd.Co.Ltd. | 28 *v* 0 | |
| | *Fitted for oil fuel* 5,21 *Adapted for carrying oil* 1,29 | | | | | *F.P. a* | bove 150° F. *F.P. a* bove 150° F. *in* | | | *Cell DB342′1234t DTa DTs f26′622t F* *DTs forward* | 35′808*t* PT104*t APT36t* | | | | | | |
| 80033 | **Nanning** | | 2486 | | | | | 1923 | Taikoo Dkyd & Eng Co. of Hong K'ng Ld | China Nav. Co. Ltd. | 295·8 | 44·2 | 19·6 B72′F42′ | London British | T.3Cy.18″,29″&47″–39″ 138NHP | | |
| 152102 GKRC | 2 *Dks* | | 2049 1486 | | | | | | | | | | | *WB* | Taikoo Dkyd & ECo Ld HKg | | |
| 80034 | — | Pad | *569* | | | | | 1900 | G. Fenwick & Co. Ld. Hong Kong | Sai Hing S.S.Co. | 147·0 | 31·0 | 7·2 | Canton Chinese | H.2Cy.18″&38″–72″ 102NHP G. Fenwick & Co. Ld. H.Kg. | | |
| | 2 *Dks* | | *280* *348* | | | | | | | | | | | | | | |
| 80035 | **Nanrei Maru** Ⓟ | | 2408 | | | | | 1924 | Yokohama Dock Co. Yokohama | Toa Kaiun K.K. | 274·5 | 41·5 | 22·8 P44′B84′F32′ | Tokyo Japanese | T.3Cy.22″,37″&61″–42″ 240NHP Yokohama Dock, K.K. | | |
| 30141 JYAA | 2 *Dks* | | 1715 1632 | | | | | | | | | | | | | | |
| 80036 | **Nansin Maru** (*ex* Nanshin Maru–38, | | 4806 | ✠ ... | Kob | *y* | | 1914 | Irvine's SB & D.D.Co.Ld. W Hartlepool | Ishihara Sangyo Kaiun Kaisha Ld. | 385·0 | 52·0 | 27·0 P38′B126′F37′ FK | Hutyu Japanese | T.3Cy.25½″,42″&70″–48″ 395NHP | 29 *v* 6 | |
| 32316 JIIB | *ex* Kohki Maru, *ss* Kob. No. 3–8,26 *ex* Hemisphere, *ss* Kob. No. 2–33 *ex* Thurland Castle, 1 *Dk* (*Stl*) *ex* Corinthic) | | 4404 2970 | 1,39 ✠ | | | | 6mo | | | | | | *6 BHCem* | 3SB,*9cf*,GS163,HS6435 Richardsons, Westgarth & Co. Ld. Hpl. | | |
| | | | | | | | | | | *Cell DBa*132′*u* | *E26′f*167′961*t FPT* | | | *68t APT154t* | | | |
| 80037 | **Nantaise** (*ex* Vaux) | | 1798 | ✠100A1 | Rot | *q* | CL 5,39 | 1920 | S.P. Austin & Son, Ld. Sunderland | Société Navale Caennaise (G. Lamy & Cie. *Mgrs.*) | 260·0 | 37·5 | 17·5 Q154′F30′ FK | Caen French | T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 201NHP | 19 *v* 8 s6 *v* 5 | |
| FOVT | *ss* Nwc. No. 3–12,32 D.F. *ss* Rot. No. 1–36 *Well deck* 1 *Dk* (*Stl*) *Mchy. Aft* | | 1384 961 | 5,40 5,~~08~~ BS ~~5,39~~ 5,40 ✠LMC10,36 | Nts | | | 3mo | | *Lloyd's SA&CP* | | | | *5 BHCem* | 2SB,*6pf*,GS87,HS3160 Richardsons, Westgarth & Co. Ld. Sld. | 18 *v* 4 | |
| | | | | | | | | | | *Cell DB215′503t MT10′* | | | | *224t FPT140t APT56t* | | | |
| 80038 | **Nantaku Maru** | | 330 | | | | | 1932 | Tochigi Shoji K.K. Wakamatsu | Fukao Ryutaro | 130·0 | 23·0 | 12·0 | Kochi Japanese | Oil Engines | | |
| 37941 JTWE | (*ex* Yone Maru No. 8–37) Wireless | *Oil Eng.* 1 *Dk* | 242 118 | | | | | | | | | | | | | | |
| 80039 | **Nantasket** Ⓟ | Iron | 1033 | | | | | 1887 | Neafie & Levy Philadelphia | Nantasket-Boston Steamboat Co. | 200·0 | 32·0 | 11·0 | Boston Utd. States | C.2Cy.26″&45″–36″ 101NHP Neafie & Levy, Philadelphia | | |
| 130350 KJSF | (*ex* Newburgh) | 3 *Dks* | — 741 | | | | | | | | | | | | | | |
| 80040 | **Nantucket** (*ex* Fargo–33) | | 2606 | ✠ ... | | | | 1920 | M·Dougall Duluth Co. Duluth, Minn | Merchnts & Miners Transportation Co. | 251·0 | 43·7 | 25·8 P25′B64′F20′ FK | Baltimore Utd. States | T.3Cy.21″,35″&59½″–42″ 231NHP | 28 *v* 2 | R † |
| KJKG | "Norlago," *see No. 8932 in Supplement* D.F. Sub.Sig. | 3 *Dks* | 2261 1612 | 10,20 ✠ | | | | 3mo | | | | | | *WB* | McDougall Duluth Co. | | |
| 80041 | — Ⓟ | | 1082 | | | | | 1925 | Bath Iron Works, Ld. Bath, Me. | New England S.S. Co. | 202·4 | 36·1 | 13·1 | N. Bedford, Mass. Utd. States | T.4Cy.16″,26″&(2)30″–24″ 88NHP Bath Iron Works, Bath, Me. | | |
| 224501 WBFZ | (*ex* Nobska) Wireless | 2 *Dks* | — 428 | | | | | | | | | | | | | | |
| 80042 | **Nanyo Maru** Ⓟ | Twin Sc | 3610 | | | | | 1923 | Osaka Iron Works Osaka | Govt. of Japan (Department of Communication) | 344·6 | 44·0 | 30·3 | Tokyo Japanese | T.6Cy.17″,28½″&48″–36″ 276NHP | | |
| 28495 JCFD | (*Cable Vessel*) D.F. GyC. | 2 *Dks* | 3236 1844 | | | | | | | | | | | *WB* | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of last Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80043<br>JLAG | **Nanzan Maru**<br>1 *Dk* | 462<br>—<br>207 | | | | | 1910 | .....<br>Kobe | Minamimanshu Tetsudo K.K. | 160·6 | 30·1 | 10·4 | Dairen<br>Japanese | C. | | |
| 80044<br>207420 | **Napa Valley** (P)<br>*Fitted for oil fuel*<br>1 *Dk* | 2189<br>—<br>1289 | | | | | 1910 | Union Iron Works<br>S. Francisco | Puget Sound Nav. Co. | 231·2 | 45·7 | 15·3 | S. Frncisco<br>Utd. States | T. 4 Cy. 25″, 41″ & (2) 48″–30″<br>253 NHP<br>United Eng. Wrks, S. Frisco | | |
| 80045<br>139172<br>GMMM | **Naphtha Shipper** (*ex* Dovrefjell–38, *ex* Lacuna, *ex* Briarleaf)<br>*Mchy. Aft* 1 *Dk* (*pt Stl*) & *Shelter dk* (*Stl*)<br>D.F. & *Web frames*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* | 5897<br>5469<br>3711 | ✠ | Ant | *y* | | 1916<br>12 mo | J. Readhead & Sons, Ld.<br>South Shields | Naphtha Tankers, Ld. (S. Catsell & Co. Ld. *Mgrs.*) | 393·5<br>P107′ B33′ F41′ *on Shelter dk* FK<br>*Cell D Bu* B30′ 67*t DT* | 51·1 | 33·5 | London<br>British | T. 3 Cy. 27 7/16″, 44″ & 72″–48″<br>437 NHP<br>16 *B Hpt Cem* 3 SB, 9*cf*, HS 7408<br>J. Readhead & Sons Ld. S Shl<br>*f* 34′ 369*t F PT* 58*t A PT* 130*t* | 35 ″ 3 | |
| 193<br>40 | **Napier Star** (*ex* Napierstar) Twin Sc<br>*ss* Nwc. No. 3–9, 39<br>*Ref. Mchy.* 3 *Dks & Shelter dk 5th dk*<br>D.F. E.S.D. *in No. 6 hold*<br>*Cruiser Stern*<br>~~*t'onnage opening closed 740*~~ | ~~12196~~<br>—<br>10116<br>9136<br>6187 | ✠ 100 A1<br>*with freeboard*<br>~~7802~~ ~~9,98~~ 11,40<br>✠ LMC<br>MS 11,38 BS 1,40<br>✠ Lloyd's RMC 1 ~~40~~ 6,40<br>11,40<br>*Fitted for oil fuel* 13,27 | Nwc<br>Lon Bkn | CL<br>s 2,38<br>P 8,39<br>*F.P. above* 150° F. | 1927<br>3 mo | Lithgow's Ld.<br>Port Glasgow<br>*Lloyd's SA & CP*<br>*Duct keel of machinery space* 140′<br>*Cell D B* 403′ 1414*t F PT* 148*t* | Blue Star Line, Ld. | 513·3<br>530·5 (o.L.)<br>F44′ FK<br>len 34 (<br>7 „ 2*nd* „)<br>*forward*<br>*Coll to Sh dk*<br>*A PT* 116*t* | 67·3 | 36·6 | London<br>British | 4 Steam Turbines SR (*r*) geared to 2 Sc. Shafts<br>2001b HS 22896 1582 NHP<br>8 *B Hpt Cem*<br>2 D & 2 SB, *24cf*, GS 420,<br>Parsons Marine Steam Turbine Co. Ld. Nwc. | 39 ″ 9<br>s 10 ″ 0½<br>30 ″ 0 | |
| 80047<br>25473<br>JNBD | **Naples Maru**<br>*ss* Nag. No. 3–5, 32<br>*ss* Kob. No. 1–37<br>2 *Dks* (*Stl*) & *Awng dk* (*Stl*) | 5825<br>5586<br>4225 | ✠ 100 A1<br>*Awng dk*<br>*with freeboard*<br>11,39<br>✠ LMC 11,39<br>*Fitted for oil fuel* 2,23 | Smk | *y*<br>OG<br>~~8,38~~<br>12,40<br>*F.P. above* 150° F. | 1919<br>7 mo | Kawasaki Dkyd. Co. Ld.<br>Kobe<br>*Lloyd's SA & CP*<br>*Collision B H to Awng dk*<br>*Cell D B* 334′ 1118*t F PT* 126*t* | Kokusai Kisen K.K. | 385·0<br>FK<br>5 *B H to U dk*<br>*A PT* 93*t* | 51·0 | 36·0 | Kobe<br>Japanese | T. 3 Cy. 26″, 43½″ & 72″–48″ (*s*)<br>2001b FD 437 NHP<br>*pt Cem*<br>2 SB (Spt) & 1 Aux SB, *8cf*,<br>GS 154 HS 5636<br>Kawasaki Dkyd Co Ld Kobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 80048<br>EGCO | **Naranco**<br>1 *Dk* | 856<br>684<br>633 | | | | | 1920 | Astilleros de Gijon<br>Gijon | Cia. Naviera Gijonesa | 201·8<br>B43′ F30′ | 29·8 | 13·9 | Gijon<br>Spanish | T. 3 Cy. 12″, 20″ & 32″–24″<br>50 NHP<br>Alexander Hermanos, S. en C. Barcelona | | |
| 80049<br>136384<br>VLGP | **Narani** Wood Twin Sc R<br>*Mchy. Aft* 1 *Dk*<br>Wireless | 381<br>308<br>180 | | | | | 1914 | E. Wright<br>Cape Hawke, N.S.W. | Illawarra & South Coast Steam Nav. Co. Ld. (A. L. Miller, *Mgr.*) | 148·6<br>B53′ F35′ | 33·2 | 8·7 | Sydny NSW<br>British<br>*WB* | C. 4 Cy. 12″ & 24″–18″<br>48 RHP<br>Campbell & Calder w'd, Gls. | | |
| 80050<br>139108<br>GNXQ | **Narbada** (*ex* Leitrim) Twin Sc<br>*ss* Liv. No. 3–3, 28<br>*ss* Ddn. No. 2–36<br>2 *Dks* (*Stl*) & *Shelter dk*<br>*Cruiser Stern* (*Stl*–ws)<br>*Cargo battens not fitted in Shelter 'tween dks* | 8988<br>8310<br>5460 | ✠ 100 A1<br>*Shelter dk*<br>*with freeboard*<br>1,40<br>BS ~~1,40~~ 1,41 ✠ LMC 2,36 | Ddn | *d* †<br>CL<br>~~10,37~~<br>P 1,40<br>S 7,40 | 1915<br>10 mo | Sir Raylton Dixon & Co. Ld.<br>Middlesbro'<br>*Lloyd's SA & CP*<br>*Cell D Ba* 112′ *u E & B* 85′ | Indo-Pacific Shpg. Co. Ld. | 470·0<br>B188′ F49′ *on Shelter dk* FK<br>*f* 196′ 1396*t F PT* 83*t* | 60·2 | 36·3 | London<br>British | 4 Steam Turbines SR geared to 2 Sc. Shafts<br>180lb (*s*) 1030 NHP<br>5 SB, *20cf*, GS 371, HS 14710 FD<br>Richardsons, Westgarth & Co. Ld. Hpl. | 39 ″ 4<br>s 9 ″ 2½<br>30 ″ 5 | |
| 80051<br>220890<br>KDIG | **Narbo**<br>*Fitted for oil fuel*<br>1 *Dk & Shelter dk*<br>Sub. Sig. *Longitudinal framing* | 6085<br>—<br>4390 | | | | | 1920 | Moore S. B. Co.<br>Oakland, Cal. | Lykes Bros. Steamship Co. Inc. | 402·6<br>P34′ F36′ | 53·0 | 32·2 | N. Orleans<br>Utd. States<br>*WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>W. & A. Fletcher Co. Hoboken, N.J. | | R |
| 80052<br>220954<br>Now "Potlatch," *see No. 833* | **Narcissus**<br>*Fitted for oil fuel*<br>1 *Dk & Shelter dk*<br>*Longitudinal framing* | 6085<br>—<br>4390 | | | | | 1920 | Moore S. B. Co.<br>Oakland, Cal. | United States Maritime Commission | 402·6<br>P34′ F38′ | 53·0 | 32·2 | S. Frncisco<br>Utd. States<br>*WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>W. & A. Fletcher Co. Hoboken, N.J. | | |
| 44 [illegible] | **Nardana** Twin Sc<br>*ss* Fal. No. 3–9, 31<br>~~*ss* Shl. No. 1–35~~<br>D.F. E.S.D. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)<br>*ss* Bom. No. 2–40 | 7974<br>7611<br>4784 | ✠ 100 A1<br>*Shelter dk*<br>*with freeboard*<br>1,41 ~~2,39~~<br>BS ~~4,39~~ 4,40 ✠ LMC ~~4,35~~ 4,39 | Bom | *c* †<br>CL<br>2,40 | 1919<br>9 mo | Barclay, Curle & Co. Ld.<br>Glasgow<br>*Lloyd's SA & CP*<br>*Cell D B* 386′ 1460*t*<br>*D Ta* 39′ 914*t* | British India Stm. Nav. Co. Ld. | 449·5<br>P31′ F43′ *on Shelter dk* FK<br>*F PT* 125*t A PT* 80*t* | 58·2 | 37·1 | Glasgow<br>British<br>*Cem* | T. 6 Cy. 26½″, 44″ & 73″–48″ (*s*)<br>2 LP Turbines with DR gearing & hydraulic couplings<br>2001b *110lb* NDB 20 1356 NHP<br>8 *B H to Sh dk*<br>3 DB, *24cf*, GS 440, HS 17352 FD<br>Barclay, Curle & Co. Ld. Gls. | 40 ″ 0<br>s 11 ″ 0½<br>29 ″ 2½ | |
| 80054<br>261<br>IBDY | **Narenta** (P)<br>Wireless *Oil Eng.*<br>Sub. Sig. *Cruiser Stern* 2 *Dks* | 1362<br>—<br>615 | | | | | 1934 | Cant. Nav. Riuniti Ancona | "Adriatica" Soc. Anon. di Nav. | 236·8<br>P10′ B131′ F33′ | 35·6 | 18·6 | Venice<br>Italian<br>*WB* | Oil Engines 2 S.C.SA<br>8 Cy. 17 11/16″–28 7/16″ 437 NHP<br>Soc An "Fiat" S.G.M. Turin | | I |
| 80055<br>146333<br>GJTZ | **Naringa**<br>*ss* Cal. No. 3–4, 35<br>2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)<br>*Cruiser Stern*<br>*ss* Bom. No. 1–40 | 6607<br>6197<br>4118 | ✠ 100 A1<br>*Shelter dk*<br>*with freeboard*<br>~~7,40~~ ~~7,98~~ 2,41<br>~~BS 8,39~~ ✠ LMC ~~4,35~~ 6,40 | Bom | *b* †<br>CL<br>~~7,98~~<br>6,40 | 1923<br>5 mo | Wear Ship-yard of W. Gray & Co. (1918) Ld.<br>Sunderland<br>*Lloyd's SA & CP*<br>*Collision B H to Sh dk*<br>*Cell D B* 382′ 1476*t D Ta* 27′ 764*t* | British India Stm. Nav. Co. Ld. | 433·0<br>FK<br>6 „ „ *U* „ | 57·4 | 30·2 | Glasgow<br>British<br>*pt Cem* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>2251b (*s*) 770 NHP<br>4 SB, *12cf*, GS 247, HS 10,000<br>FD<br>Cen. Mar. Eng. Wrks W. Hpl | 32 ″ 10<br>s 4 ″ 7½<br>28 ″ 6½ | |
| 80056<br>317<br>HSAR | **Naris** Twin Sc<br>*ss* Bgk. No. 2–38<br>1 *Dk* (*Stl*) & *Shade dk* (*Teak*)<br>*Cargo battens not fitted* | 799<br>729<br>450 | ✠ A1<br>*with freeboard*<br>4,11 ~~4,39~~ ~~4,40~~ BS 11,40<br>~~BS 11,39~~ ✠ LMC 8,38<br>*For Coasting Service between Bangkok & Bandon*<br>*Fitted for oil fuel* 7,29 | Bgk | *j*<br>CL<br>~~11,39~~<br>11,40<br>*F.P. above* 150° F. | 1929<br>7 mo | Hong K'ng & Whampoa Dock Co. Ld.<br>Hong Kong<br>*Lloyd's SA & CP*<br>*Cell D B u E* 12′ 20*t F PT*<br>*A B H Asp* 18*t A PT* 18*t* | Thai Nav. Co. Ld. | 165·8<br>FK | 35·1 | 15·7 | Bangkok<br>Thai | T. 3 Cy. 13″, 21″ & 35″–18″ (*s*)<br>190lb 100 NHP<br>2 SB, *4cf*, HS 2112<br>Hong Kong & Whampoa Dock Co. Ld. Hong Kong | 9 ″ 0<br>s 2 ″ 0½<br>7 ″ 0½ | |
| 80057<br>143562<br>GCNT | **Nariva** Twin Sc<br>*ss* Bry. No. 3–12, 32<br>*ss* Liv. No. 1–37<br>*Ref. Mchy.* 3 *Dks* (*Stl*) & *Shelter dk*<br>D.F. (*Stl*–ws)<br>*Cruiser Stern* | 8714<br>7434<br>5341 | ✠ 100 A1<br>*Shelter dk*<br>*with freeboard*<br>7,40 ~~7,80~~ ✠ LMC<br>MS 1,~~37~~ BS ~~3,39~~ 11,40<br>✠ Lloyd's RMC ~~4,40~~ 7,40<br>7,41 ~~3,41~~ ~~11,40~~ | Liv<br>Lon | *c* †<br>CL<br>8,38 | 1920<br>5 mo | A. Stephen & Sons, Ld.<br>Glasgow<br>*Lloyd's SA & CP*<br>*Cell D B* 386′ 1221*t* | Royal Mail Lines, Ld. | 430·4<br>B227′ F37′ *on Shelter dk* FK<br>4 *B H to Sh dk*<br>3 „ „ *U* „<br>*F PT* 120*t A PT* 65*t* | 61·3 | 36·1 | S'thamptn<br>British<br>*Cem* | Q. 8 Cy. 23½″, 33″, 47″ & 67″–51″<br>215lb (*s*) 1095 NHP<br>5 SB (Spt), *20cf*, GS 412,<br>HS 16812 FD<br>A. Stephens & Sons, Gls. | 38 ″ 6<br>s 8 ″ 1½<br>30 ″ 7½ | |
| 80058<br>142496<br>GCVB | **Narkunda** (P) Twin Sc<br>*Ref. Mchy.* *Fitted for oil fuel*<br>D.F. *Cruiser Stern* 4 *Dks* | 16632<br>14035<br>9429 | Lloyd's RMC ~~2,40~~ ~~6,40~~<br>4,41 ~~11,40~~ | | | 1920 | Harland & Wolff, Ld.<br>Belfast | P. & O. Stm. Nav. Co | 581·4<br>B69′ 4 | 69·4 | 44·5 | Belfast<br>British<br>*WB* | Q. 8 Cy. 33″ 47″ 67½″ & 97″–60″<br>1428 NHP<br>Harland & Wolff, Ld. Bel. | | BT till ~~2,41~~ 1,42 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant après. Lettre d'Equipement. | 7a Date de la dernière visite de cloture porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. R.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *lngleses en cada caso se da el Calado de Francobordo.* | 15 *pds. pe.* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80059<br>SPBY | **Narocz** (*ex*Pegasos–39, *ex*Harlow–32)<br>*Well deck*<br>*ss*Hul.No.3–7,27<br>*ss*Pir.No.2–36<br>1 *Dk*(*pt Irn pt Stl*)<br>*Cargo battens not fitted* | | 1795<br>1341<br>881 | ✠100A1<br>Examined 4,41 Gls<br>BS~~8,36~~ ✠LMC2,36<br>12,40 | Nwc | *p* | CL<br>2,39 | 1915<br>6mo<br>*Lloyd's* | W.Gray& Co.Ld. WHartlepool<br>*SA&CP* | BaltyckaSpolka OkretowaSp.z.o.o. (T.Olszowski, *Mgr.*)<br>*Cell D Ba fu E* | 245·1 \| 37·0 \| 18·0<br>Q95′B58′F24′ FK<br>96′ *f* 96′ 384 *t FPT* 47 *t* | Danzig<br>*4 BH Cem*<br>*APT* 133 *t* | T.3Cy.19″,30½″&51″–36″ (*r*)<br>180lb 202NHP<br>2SB,6*cf*,GS98,HS3568<br>Cen.Mar.Eng.Wks.W.Hpl. | 20 ″ 0<br>s 1 ″ 8<br>18 ″ 6 | |
| 80060<br>164603<br>GYSS | **Narragansett** ssNYk.No.1–41<br>E.S.D. GyC. D.F. *Mchy.Aft* *Oil Eng.*<br>1 *Dk.* 2nd dk clear of cargo tanks<br>*Cruiser Stern* *Longitudinal framing* | | 10389<br>9592<br>5940 | ✠100A1<br>4,40<br>DBS1,41 ✠LMC4,36<br>*Carrying Petroleum in bulk* | Lon | *f*† | CL<br>1,39 | 1936<br>4mo<br>*Lloyd's* | Frd.Krupp Germaniawft A.G. Kiel<br>*SA&CP* | BritishMexican PetroleumCo.Ld.<br>~~(F.J.Wolfe, Mgr.)~~<br>(R.A.Carder, *Mgr.*)<br>*Cell D Bu E* 86′ 184 *t D Tf* 16′ 540 *t FPT* 370 *t* | 490·4 \| 69·9 \| 36·9<br>P107′B39′F35′ FK<br>*AuE* 86′ 184 *t D Tf* 16′ 540 *t FPT* 370 *t* | London<br>British<br>16 *BHpt Cem*<br>*pt Asp*<br>*APT* 214 *t* | Oil Engines 2S.C.SA<br>8Cy.25½″–49½″ 912NHP<br>3DB *200lb*<br>Fr.KruppGermaniawftAG | 37 ″ 0<br>s 7 ″ 4½<br>29 ″ 11½ | |
| 80061<br>39738<br>JBQH | **Naruto Maru** (P)<br>ssKob.No.1–38<br>*Oil Eng.*<br>*Ref.Mchy.* 2 *Dks*<br>*Cruiser Stern* | | 7149<br>6369<br>4245 | ✠100A1<br>10,40 ~~11,00~~<br>✠LMC CS10,38<br>DBS~~11,39~~ 11,40 ~~6,36~~ 11,40<br>✠Lloyd'sRMC ~~11,39~~<br>10,40 ~~6,40~~<br>*Carrying cargo oil* | Kob<br>Yka | *c*† | CL<br>10,38 | 1934<br>12mo<br>*Lloyd's* | Yokohama DockCo.Ld. Yokohama<br>*SA&CP* | NipponYusenK.K.<br>*Cell D B* 354′ 1652 *t D Tf* 42′ 1341 *t Wing tanks in way of tunnel* 94 *t FPT* 72 *t APT* 68 *t*<br>*F. P. above* 150′ *F. in deep tanks* | 449·7 \| 62·3 \| 34·4<br>P23′B173′F41′ FK | Tokyo<br>Japanese<br>8 *BH* | Oil Engines 2S.C.DA<br>7Cy.27½″–47½″<br>DB *100lb* 1851NHP<br>YokohamaDockCoLd.Yka | 34 ″ 5 | |
| 80062<br>15172<br>JTNH | — (P) TwinSc<br>(*ex*KurenaiMaru, *ex*MeiShun) | | 1288<br>701<br>699 | | | | | 1900 | S.C.Farn-ham&Co.Ld. Shanghai | OsakaSyosenK.K. | 238·0 \| 30·0 \| 12·8<br>WB | Osaka<br>Japanese | T.6Cy.11 7/16″,18 9/16″&30 9/16″–21″ 82NHP<br>S.C.Farnham&Co.Ld.Shi. | | |
| 80063<br>165903<br>GZYB | **Narva** 3Mst<br>*Mchy.Aft* Wireless D.F.<br>E.S.D. *Cruiser Stern* 1 *Dk* | | 1575<br>1346<br>913 | | | | | 1937 | Burntislnd S.B.Co.Ld. Burntisland | ScottishNav.Co. Ld.(Glen&Co.Ld. *Mgrs.*) | 265·0 \| 40·5 \| 16·3<br>P15′Q42′B110′F26′<br>WB | Glasgow<br>British | T.3Cy.15″,25½″&44″–33″ 111NHP<br>D.Rowan&Co.Ld.Gls. | | C |
| 80064<br>5615<br>SFXN | **Narvik**<br>ssGot.2ndNo.3–11,38<br>D.F. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted* | | *4251*<br>*3842*<br>*1997* | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>8,40 ~~9,00~~<br>BS11,39 ✠LMC11,38 | Mmo<br>Skin | *y* | CL<br>~~12,37~~<br>8,40 | 1914<br>6mo<br>*Lloyd's* | J.L.Thomp-son&Sons,Ld. Sunderland<br>*SA&CP*<br>*Cell DB* 134′ *u E* 21′ *f in* | Trafik A/B Gröngesberg-Oxelösund(M.Wal-denström, *Mgr.*)<br>*a including tunnel cluding low tank in* | 385·0 \| 53·7 \| 23·6<br>FK<br>*tanks forehold* 147′ 1811 *t D DT* 21′ 260 *t FPT* | Stockholm<br>Swedish<br>7 *BH Cem*<br>(*s*)<br>*Ta* 15′ 440 *t*<br>*76t APT* 191 *t* | T.3Cy.26½″,43″&72″–48″&<br>LP Turbine with DR gear-ing&hydraulic coupling<br>180lb 509NHP<br>3SB(Spt)9*cf*,GS195,HS7731<br>J.Dickinson&Sons,Ld.Sld. | 26 ″ 1<br>s 2 ″ 6½<br>23 ″ 9½ | |
| 80065<br>129322<br>GPLS | **Nascopie** (P)<br>ssHfx.2ndNo.3–11,35<br>ssFal.No.1–39<br>GyC. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)<br>D.F. | | 2521<br>1591<br>1503 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~3,40~~ ~~10,39~~ ✠LMC6,39<br>~~4,11~~<br>BS5,40 | Hfx | *t* | CL<br>~~N6,38~~<br>3,41 | 1912<br>1mo<br>*Lloyd's* | Swan,Hun-ter&Wigham Richardson, Ld Newcastle<br>*SA&CP* | Hudson'sBayCo.<br>*WB = Cell D Ba* 56′ *u E&I* | 285·5 \| 43·8 \| 20·2<br>FK<br>59′ *f* 119′ 415 *t FPT* | London<br>British<br>5 *BH Cem*<br>75 *t APT* 55 *t* | T.3Cy.21½″,35½″&58″–42″<br>180lb *100lb* (*r*) 339NHP<br>2SB,6*cf*,GS121,HS5322<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 29 ″ 9<br>s 6 ″ 2<br>23 ″ 11½ | BT till 6.40 |
| 80066<br>20390<br>JLME | **Nase Maru**<br>1 *Dk* | | 1219<br>—<br>841 | | | | | 1917 | OsakaIron Works,Ld. Osaka | OsakaSyosenK.K. | 220·0 \| 33·6 \| 18·5<br>P23′B34′F24′<br>WB | Osaka<br>Japanese | T.3Cy.13½″,23″&38″–30″ 79NHP<br>OsakaIronWks.Ld.Osaka | | |
| 80067<br>221319<br>KDSM | **Nashaba**<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 1 *Dk*&*Shelter dk*<br>*Longitudinal framing* | | 6062<br>—<br>3776 | | | | | 1921 | Pacific CoastS.B. Co. BayPoint,Cal | LykesBros. SteamshipCo.Inc. | 402·5 \| 53·0 \| 32·0<br>P34′F38′<br>WB | Houston, Tex.<br>Utd.States | DR Geared Steam Turbine<br>KerrTurbineCo. Wellsville,N.Y. | | R |
| 80068<br>86267 | **Nassau** (*ex*Glencairn, *ex*GranvilleA. Richardson, *ex*GeorgeJ.Gould)<br>*Mchy.Aft* 2 *Dks* | | 2098<br>1945<br>1265 | | | | | 1893 | UnionDry DockCo. Buffalo,N.Y. | FitzSimons& ConnellDredge& DockCo. | 266·0 \| 41·0 \| 22·4<br>WB | Chicago<br>Utd.States | T.3Cy.18″,30″&48″–42″ 118NHP<br>KingIronWorks,Buffalo | | |
| 80069<br>37133<br>JKCC | **Nasusan Maru** (P)<br>*Oil Eng.*<br>*Mchy.Aft* 1 *Dk* | | 4399<br>3671<br>2591 | | | | | 1931 | Mitsui Bussan Kaisha,Ld. Tama | MitsuiBussan Kaisha,Ld. | 361·5 \| 50·0 \| 29·0<br>P76′B20′F28′<br>WB | Kobe<br>Japanese | Oil Engines 4S.C.SA<br>8Cy.21⅛″–39⅜″ 362NHP<br>MitsuiBussanKaisha,Ld. Tama | | C |
| 80070<br>DHHA | **Natal** (*ex*Eupatoria–36)<br>Sub.Sig. 2 *Dks* | | 3172<br>2781<br>1854 | | | | | 1921 | Akt.Ges. "Neptun" Rostock | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 337·7 \| 48·3 \| 20·9<br>F43′<br>WB | Hamburg<br>German | T.3Cy.23⅜″,38⅛″&62″–41 7/10″<br>247NHP<br>A.G."Neptun," Rostock | | G |
| 80071<br>31563<br>JNAH | **Nati Maru** (P) TwinSc<br>(*ex*NachiMaru–38) *Oil Eng.*<br>*Cruiser Stern* 2 *Dks* | | 1607<br>1052<br>757 | | | | | 1926 | Mitsubishi ZosenKaisha Ld. Kobe | OsakaSyosenK.K. | 230·0 \| 37·0 \| 20·0<br>WB | Osaka<br>Japanese | Oil Engines 4S.C.SA<br>12Cy.18½″–27″ 386NHP<br>MitsubishiZosenKaishaLd. | | |
| 80072<br>145330<br>GCNS | **Natia** TwinSc<br>ssLiv.No.3–5,33<br>ssLiv.No.1–37<br>D.F. 3 *Dks*(*Stl*)&*Shelter dk*<br>*Ref.Mchy.* (*Stl*–ws)<br>*Cruiser Stern* | | 8715<br>7434<br>5328 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>7,39 ✠LMC<br>MS6,37 BS11,39<br>✠Lloyd'sRMC ~~7,40~~ ~~5,40~~<br>9,40 | Liv | *c*† | CL<br>6,39 | 1920<br>12mo<br>*Lloyd's* | A.Stephen &Sons,Ld. Glasgow<br>*SA&CP* | RoyalMailLines, Ld.<br>*Cell D B* 386′ 1221 *t* | 430·4 \| 61·3 \| 36·1<br>B227′F37′ *on Shelter dk*<br>*FPT* 120 *t APT* 65 *t* | Sthamptn<br>British<br>*Cem*<br>4 *BH to S dk*<br>3 „ „ *U* „ | Q.8Cy.23½″,33″,47″&67″–51″<br>215lb (*s*) 1095NHP<br>5SB(Spt),20*cf*,GS412, FD HS16812<br>A.Stephen&Sons,Ld.Gls. | 38 ″ 6<br>s 8 ″ 1½<br>30 ″ 7½ | |
| 80073<br>37133<br>JKEC | **Natisan Maru** (P)<br>(*ex*NachisanMaru–38) *Oil Eng.*<br>ssTamaNo.2–39<br>2 *Dks*(*Stl*)<br>*Cruiser Stern* | | 4434<br>3559<br>2546 | ✠100A1<br>*with freeboard*<br>10,40 ~~12,39~~<br>✠LMC CS12,39<br>DBS~~12,39~~ 10,40 ~~10,36~~ 10,40 | Tama | *w* | CL<br>2½<br>~~1,38~~<br>10,40 | 1931<br>12mo<br>*Lloyd's* | Mitsui Bussan Kaisha,Ld. Tama<br>*SA&CP* | MitsuiBussan Kaisha,Ld.<br>*Cell D B* 290′ 725 *t FPT* 56 *t* | 339·5 \| 49·0 \| 30·0<br>P32′B105′F26′ FK<br>*APT* 212 *t* | Kobe<br>Japanese<br>7 *BH Cem*<br>DB *100lb* | Oil Engines 4S.C.SA<br>8Cy.21⅛″–39⅜″ 362NHP<br>MitsuiBussanKaisha,Ld. Tama | 30 ″ 0½<br>s 6 ″ 11½<br>23 ″ 4½ | |
| 80074<br>PGCW | **Nato**<br>*Oil Eng.*<br>*Cruiser Stern*<br>*Mchy.Aft* | | 399<br>270<br>274 | ✠100A1<br>1,11 ~~1,40~~<br>✠LMC8,39 | Ant<br>Liv | OG | 1939<br>8mo<br>*Lloyd's* | NV Schpsw "Foxhol" Foxhol<br>*SA&CP* | N.V.totExploitatie vanHetMotorkust-vaartuig"Nato" (K.Wyrdeman, *Mgr.*) | 149·8 \| 27·0 \| 8·8<br>159-1 (O.L.)<br>P39′Q52′F26′ FK<br>*Cell DB* 91′ 109 *t FPT* 65 *t* | Groningen<br>Dutch<br>3 *BH*<br>*APT s* 10 *t* | Oil Engines 4S.C.SA<br>6Cy.11 7/16″–17½″ 76NHP<br>AppingedammerBrons Motorenfb.N.V. | 10 ″ 4<br>s 3 ″ 5½<br>10 ″ 3½ | |
| 80075<br>127281<br>KJSJ | **Naugatuck** (P) (*ex*AllanJoy, *ex*CapeCharles)<br>Wireless 2 *Dks* | | 1164<br>—<br>782 | | | | | 1898 | Delaware RiverCo. Chester,Pa. | SoundS.S.Lines, Inc. | 220·7 \| 37·2 \| 14·0<br>WB | NewYork<br>Utd.States | T.3Cy.19″,31″&50″–28″ 132NHP<br>DelawareRiverCo.Chester | | |
| 80076<br>DHRF | **Naumburg** (*ex*Hamburg)<br>ssHam.No.2–28<br>*Well deck* D.F. 2 *Dks* | | 5878<br>5423<br>3607 | ...<br>7,32<br>✠ | | | | 1920 | Flensburgr Schiffsb.Ges. Flensburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 449·6 \| 58·2 \| 27·0<br>P&B378′F53′<br>FK<br>WB | Hamburg<br>German | T3Cy31⅛″50⅛″&84½″–53½″<br>&LP TurbinewithDRgear-ing & hydraulic coupling<br>902NHP<br>FlensburgerSchiffsb.Ges. | 29 ″ 6 | G<br>† |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Fl. or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80077 228531 WODS | **Naushon** Ⓟ | TwinSc 2*Dks* | 1978 — 936 | | | | | 1929 | Bethlehem S.B.Corp.Ld. Quincy,Mass. | NewEnglandS.S. Co. | 250·0 | 45·0 | 16·0 | N.Bedford, Mass. Utd.States | T.8Cy.18″,30″&34″–21″ 106NHP BethlehemSBCorp.Ld. Quincy,Mass. | | |
| 80078 1508 IBEY | **Nautilus** (*ex*Oberschlesien) *Mchy.Aft* D.F. *Carrying Petroleum in bulk* | TwinSc *Oil Eng.* 2*Dks* | 2070 1843 1298 | | | | | 1921 | Frd.Krupp Akt.Ges. Kiel | NereideSoc.Anon. diNav. | 287·3 276·0 B30′F42′ | 40·5 | 23·5 *WB* | Genoa Italian | Oil Engines 4S.C.SA 12Cy.17¾″–16½″ 371NHP Maschfbk.Augsburg-Nürnberg A.G.Augsburg | | I |
| 80079 165913 GCGD D.F. | **Navarino** E.S.D. *Cruiser Stern* | 1*Dk&Shelter dk* | 4841 4291 2857 | | | | | 1937 | Burntislnd S.B.Co.Ld. Burntisland | GlasgowShip-owners'Co.Ld. (Glen&Co.Ld. *Mgrs.*) | 415·4 | 56·9 | 25·2 *WB* | Glasgow British | T.3Cy.21½″,35″&62″–45″ 258NHP D.Rowan&Co.Ld.Gls. | | C |
| 80080 CSLP | **Navegador** (*ex*SailingVessel-35, *ex*SegundoEsperança) (*See Sailing Ship Register*) | WoodAux3MstSr *OilEng.* 1*Dk* | 305 283 205 | | | | | 1924 | J.Linhares Fáo | ParceriaMaritima Douro | 128·2 | 30·3 | 12·7 | Oporto Portuguese | Oil Engines 2Cy.14″–16⅛″ *Emade&fitted*35 Denmark | | |
| 80081 EADH | **Navemar** (*ex*CaboMayor–32, *ex*Frogner) | *ssN.Yk.No.3–5,39* 2*Dks(Stl)&Shelter dk(Stl)* *Cruiser Stern* | 5473 4937 3291 | ✠100A1 *Shelter dk with freeboard* 1,41 ~~2,40~~ *Fitted for oil fuel* | NYk Bal BS6,40 ✠LMC5,39 10 | *z* | CL N4,39 ,21 | 1921 10mo *Lloyd's above* 1 | Armstrong Whitworth &Co.Ld. Newcastle 50°F. | Cia.Espanola de Nav.MaritimaS.A. *CellD* | 407·1 | 53·8 | 27·9 FK *Collision* B350′947*t APT*22*t* | Seville Spanish *ptCem BH to Sh dk* 6 ,, ,, *U* ,, *FPT*110*t* | T.3Cy.27″,44″&74″–51″ (*s*) 180lb 548NHP 3SB,*9cf*,GS183,HS8112 FD Armstrong,Whitworth& Co.Ld.Nwc. | 30 ″ 6 s3 ″10½ 26″10½ | |
| 80082 123158 MCKZ | **Naviedale** (*ex*Grovehill–32, *ex*Wheatear) *Mchy.Aft* *Well deck* | 3Mst *ss*Bwg.2ndNo.3–1,30 *ss*Lth.No.2–39 1*Dk(Stl)* *Cargo battens not fitted* | 383 236 146 | ✠100A1 9,40 ~~11,30~~ BS ~~2,40~~ 5,41 | Abn ✠LMC1,39 | *f* | OG 1,39 | 1906 5mo *Lloyd's* | AilsaS.B. Co.Ld. Ayr | G.Couper&Co.Ld. *Cell* | 142·2 | 23·6 | 9·4 Q84′B10′F22′ BK7″ *DBf*74′82*t FPT*19*t* | Aberdeen British 3*BHptCem APT*4*t* | C.2Cy.18″&40″–27″ (*s*) 130lb 87RHP 1SB,*3pf*,GS48,HS1594 Muir&Houston,Ld.Gls. | 11 ″ 10 s4 ″ 0¾ 12 ″ 3½ | |
| 80083 777 OHXY D.F. | **Navigator** (*ex*TowerDale–35, *ex*Bompata–35) *Ref.Mchy.* | *ssDrt.No.3–2,35* *ssHfs.No.1–39* 2*Dks(Stl–U pt* ws) | 5656 — 3212 | ✠100A1 8,39 ✠NE5,35 BS3,39 No later survey reported | Hfs ✠LMC MS8,39 | *z* | CL 8,37 | 1921 4mo *Lloyd's* | Harland& Wolff,Ld. Belfast | A/B Finland-AmerikaLinjen O/Y *CellDBa*104′ *uE&B* | 424·5 410·4 P41′B157′F47′ FK 77′ *f*172′1125*t FPT* | 54·3 | 27·9 7*BHCem* 91*t APT*36*t* | Helsingfrs Finnish | T.3Cy.22½″,37″&63″–45″ 200lb (*s*) 477NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEng.Co.Ld. Nwc. | 30 ″ 8 s6 ″ 2¾ 24 ″ 7½ | |
| 80084 137429 GQJM | **Nawab** | *ssCal.2ndNo.3–10,39* 2*Dks(Stl–U*teaks) | 5430 4923 3424 | ✠100A1 10,40 ~~12,30~~ BS ~~5,30~~ 7,40 | Cal ✠LMC MS10,39 | *z* | CL ~~1,39~~ 10,40 | 1915 3mo *Lloyd's* | C.Connell &Co.Ld. Glasgow | AsiaticStm.Nav. Co.Ld. *CellDBa* *uE&B*46′*f*187′111 | 404·4 120′ *3tDTa*22′184*t FPT* | 52·8 | 28·7 P41′B137′F45′ FK 124*t APT*30*t* | Liverpool British 7*BHCem* | T.3Cy.25″,42″&70″–48″ (*r*) 200lb ~~100lb~~ *100lb* 472NHP 2SB,*8cf*,GS150,HS6714 FD Dunsmuir&JacksonLd.Gls | 31 ″ 3 s6 ″ 1½ 25 ″ 7 | |
| 80085 1211 IBIY D.F. | **Nazario Sauro** Ⓟ | TwinSc 2*Dks&Awng dk* | 8150 — 4491 | | | | | 1921 | G.Ansaldo &Co.S.A.Ital. Sestri Ponente | LloydTriestino Soc.Anon.diNav. | 447·1 B184′ | 52·7 | 27·7 36·0 *WB* | Genoa Italian | 6SteamTurbinesDRgeared to 2 Sc. Shafts G.Ansaldo&Co. Sampierdarena | | I |
| 80086 TCCL | **Nazim** (*ex*Taxiarchis,*ex*Dominic) | *ssHam.2ndNo.3–12,20* *ssCpl.No.2–29* 1*Dk(Stl)&Spar dk(Irn)* *&deepframing* | 3112 2884 1879 | ✠ — 4,33 ✠ | Ist | *u* | | 1895 10mo | Barclay, Curle&Co.Ld Glasgow | KalkavanRiza ve Oglu Ismail VapurIdaresi *Cell* | 322·0 25·6 FK *DBa*125′*f*138′598*t* | 42·3 | 16·9 | Istanbul Turkish 5*BHCem APT*40*t* | T.3Cy.23½″,39″&64″–42″ NDB11 277NHP 2SB,*6cf*,GS126,HS4328 Barclay,Curle&Co.Ld.Gls. | 28 ″ 0 | I † |
| 80087 LCVS | **Nea** (*ex*RagnvaldJarl–36) D.F. | 1*Dk* | 1877 1652 1091 | | | | | 1921 | Trndhjms Mek.Værks. Trondheim | Skibs.A/S Nea (OttoGrundtvig) | 265·5 P76*t* | 42·2 | 17·9 H96*t* | Trondheim Norwegian *WB* | T.3Cy.20½″,33″&56″–36″ 188NHP TrondhjemsM.V Trndheim | | N |
| 80088 146307 GPJD | **Nea Hellas** Ⓟ (*ex*Tuscania–39) *Ref.Mchy.* Sub.Sig. D.F. E.S.D. GyC. | TwinSc *Fitted for oil fuel* 3*Dks* *Cruiser Stern* | 16991 12201 10016 | | | | | 1922 | Fairfield Co.Ld. Glasgow | Ministry of Shipping (Anchor Line L.) *Mgrs.*) | 552·3 B&F469′ *dk* | 70·3 | 38·6 *onShelter* | Glasgow British *WB* | 6 Steam Turbines DR geared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow | | C BT till 12,41 |
| 80089 144628 GBQZ | **Nebraska** *Ref.Mchy.* | *Fitted for oil fuel* 2*Dks&Shelter dk* *Cruiser Stern* | 8261 7756 5148 | ✠Lloyd's RMC ~~3,40~~ ~~7,40~~ 7,41 ~~11,40~~ No. 3 hold not included. | | | | 1920 | Workman Clark&Co.Ld Belfast | RoyalMailLines, Ld. | 450·2 P35′F43′ | 58·3 | 37·1 *WB* | London British | 2SteamTurbinesDRgeared to 1 Sc. Shaft WorkmanClark&CoLd Bel | | C |
| 80090 215616 WACE | **Nebraskan** (*ex*Kermit, *ex*Appeles,*ex*Elsass) D.F. | *ssS.Fo.No.3–6,27* *ssS.Fo.No.1–32* *Fitted for oil fuel* 2*Dks(Stl)&Shelter dk(Stl)* | 6572 6163 4100 | … 3,34 | SFo | | | 1912 | Bremer Vulkan Vegesack | American-HawaiianS.S.Co. *CellDB*398′1550*t* | 471·1 | 59·1 | 28·9 FK *FPT*188*t APT*36*t* | NewYork Utd.States 8*BHCem* (*Coll to Sh dk* 7 ,, 2*nd*,,) | T.3Cy.32¾″,52¾″&86⅝″–55½″ 745NHP 4SB,*12cf*,GS225,HS10120 Bremer Vulkan, Vegesack | 31 ″ 8 | R † |
| 80091 TCCK | **Necat** (*ex*Nedjat,*ex*Bosporus, *ex*Tebea,*ex*Kreta,*ex*Hispania, *ex*Wandrahm) | 2*Dks&Web frames* | 2626 2379 1590 | ✠ … 4,93 ✠ | | | | 1891 1mo | J.C.Tecklenborg A.G.Weser-münde-G. | Barzilay& Benjamin | 314·9 P24′B72′F36′ | 40·2 | 24·1 | Istanbul Turkish *WB* | T.3Cy.23½″,35½″&64½″–42″ NB22 268NHP Mschfb.Buckau,Magdebrg | 26 ″ 6 | V † |
| 80092 DOHE | **Neckar** Ⓟ D.F. E.S.D Sub.Sig. | 4Mst 2*Dks* | 8417 7632 5274 | | | | | 1927 | Deutsche Sch-u-Mschb. A.G.Werk A.G.,Weser, Bremen | Norddeutscher Lloyd | 508·5 P26′F47′2′ *upper*F29′ | 63·7 | 30·2 *WB* | Bremen German | T3Cy.34¼″,52¾″&86⅝″–57⅛″ &1LPTurbine 1000NHP A.G."Weser,"Bremen | | G |
| 80093 PGDI | **Nederland** *Mchy.Aft* GyC. 1*Dk*, 2*nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *Cruiser Stern* | *OilEng.* | 8147 7237 4762 | ✠100A1 ~~12,30~~ ~~5,40~~ 4,41 ✠LMC5,37 *Carrying Petroleum in bulk* | Bom Sba | *c*† 2½ | CL ~~5,40~~ N4,41 | 1937 5mo *Lloyd's* | N.V. Wilton-Fijenoord Schiedam | N.V.Nederlandsche PacificTankvaart Maats. *CellDBuE*69′146*tD* | 463·0 483·2(O.L.) P93′B47′F48′ FK *Tf*25′263*t FPT*134*t* | 59·3 | 33·9 16*BH APT*80*t* | TheHague Dutch DB*200lb* DB*100lb* | Oil Engines 2S.C.SA 7Cy.26¾″–47½″ 872NHP N.V.Wilton-FijenoordSch. | 34 ″ 0 s6 ″ 9 27 ″ 6½ | |
| 80094 4306 SFQE | **Nedjan** (*ex*Pallas,*ex*Wellpark) *Well deck* | *ssHbg.3rdNo.3–2,32* *ssSbg.No.1–37* 1*Dk(Irn)* *Cargo battens not fitted* | *841* *657* *483* | ✠100A1 3,39 ✠LMC MS ~~3,37~~ 9,40 BS ~~12,30~~ 1,40 | Osc | *l* | OG ~~3,35~~ 8,40 | 1893 11mo *Lloyd's* | Scott&Co. Greenock | Rederiaktieb Ostkusten (O.Jönsson, *Mgr.*) | 212·7 Q109′B16′F21′ BK7½″ *DBa*48′*f*46′148*t* | 31·2 | 14·0 | Smrshamn Swedish 4*BHCem APT*14*t* | T.3Cy.16″,26″,&44″–33″ (*s*) 160lb 75*lb* NDB07 112NHP 1SB,*3cf*,GS58,HS1702 Scott&Co.Greenock | 14 ″ 10 s5 ″ 0 14 ″ 5½ | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forces assignées maintenant expiré. Lettre d'Appropriement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. On. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Rapatriés en 1939 et 1940 dans le U.K. Date de leur Cert. R. et Pav. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80095 HPIL | **Needwood** (*ex*Kaituna-38, *ex*Needwood) | *ss*Auk.No.2-12 1*Dk*(*Stl*)&*Web frames* | *2042* *1759* *1208* | ✠ 9,14 | Syd | *r* | | 1904 10mo | Osbourne, Graham&Co. Sunderland | Wallem&Co. | 279·5\|40·1\|18·1 P25′B65′F27′ *CellDBa&u E* 110′*f* 110′458*t* FK | Panama Pnamanian | T.3Cy.20½″,33″&54″–39″ 194NHP 2SB,6*pf*,GS86,HS2940 N.E.MarineEng.Co.Ld.Sld *APT*29*t* | 20 *v* 6 | |
| 80096 | **Nefzas** (*ex*Aulne) | | 1212 — 419 | | | | | 1897 | R.Craggs &Sons Middlesbro' | Boccara,Scalabrino&Cie. | 220·6\|33·0\|17·8 Q111′ | Bizerta French | T.3Cy.16⅛″,28⅛″&46⅞″–29⅝″ 116NHP McColl&Pollock,Ld. Sunderland | | |
| 80097 136976 KFNB | **Negaunee** (*ex*E.N.Saunders) D.F. *Mchy.Aft* | 1*Dk2trB* | 3644 — 2828 | | | | | 1902 | American S.B.Co. Lorain,O. | Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.*Mgrs.*) | 380·0\|50·0\|28·0 *WB* | Wilmgton (Del.) Utd.States | T.3Cy.22″,35″&58″–40″ 218NHP AmericanS.B.CoCleveland | | R |
| 80098 518 ILTZ | **Neghelli** (*ex*Flora-37, *ex*Cosiana-36,*ex*Villeneuve, *ex*Gers,*ex*Sailing Vessel) Iron | 1*Dk2trB* | 712 635 415 | ✠ 7,02 | Brs | | | 1870 4mo | M.Pearse &Co. Stockton | Raffaele Romano | 179·1\|30·2\|19·0 P93′B25′F25′ *WB* | Naples Italian | C.2Cy.20″&37½″–31″ *Emade*91*refitted*18 65NHP *Bmade*93&95*refitted*18 D.Rowan&Sons,Glasgow | | I † |
| 80099 DOUT | **Neidenfels** D.F. E.S.D. *Oil Eng.* 2*Dks* *CruiserStern* | | 7838 7101 4844 | | | | | 1939 | Deutsche Sch-u-Mschb A.G.Weser Bremen | DeutscheDampfs. Ges."Hansa" | 488·9\|61·2\|31·2 P64′B207′F38′ *WB* | Bremen German | Oil Engines 2S.C.DA 12Cy.20⅞″–29⅛″ SR geared to 1 sc. shaft 1830NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn | | G |
| 80100 790 SVRE | **Neion** (*ex*MontGenèvre-34,*ex*Mount Berwyn,*ex*WarPuma) | 2*Dks* | 5154 — 3143 | | | | | 1918 | Swan,Hunter&Wigham Richardson, LdNewcastle | A.D.Callinicos | 400·0\|52·0\|28·4 P49′B113′F39′ *WB* | Piræus Greek | T.3Cy.27″,44″&73″–48″ 517NHP Swan,Hunter&Wigham Richardson,Ld.Nwc. | | V |
| 80101 40161 JYAH | **Nekka Maru** (P) D.F. | TwinSc 3*Dks* *CruiserStern* | 6784 5175 3911 | ✠ ... 1,39 ✠ | Kob | | | 1935 3mo | Mitsubishi Jukogyo KK. Nagasaki | OsakaSyosenK.K. *CellD B*367′ 949*t in way of tun* | 427·0\|56·1\|33·1 F52′ FK *tank* *nels* 15′22*t FPT*32*t* | Osaka Japanese *7BHCem* *APT*119*t* | 4SteamTurbinesDRgeared to2 Sc.Shafts 1225NHP HS15078 6SB,*18cf*,GS384, MitsubishiJukogyoK.K. | 33 *v* 3 | |
| 80102 137510 GPSW | **Nela** (*ex*Molière-33) *Ref.Mchy.* D.F. | TwinSc *ss*Liv.No.3–12,28 *ss*Bry.No.2–35 3*Dks*(*Stl*-ws)& *Shelter dk*(*Stl*-ws) | 7220 6704 4419 | ✠100A1 *Shelter dk* *withfreeboard* 8,40 ~~6,90~~ ✠LMC MS1,38 BS7,39 8,40 ✠Lloyd'sRMC4,40 8,40 3,41 ~~11,40~~ | Bry Mch | *b*† | CL 1,39 | 1916 3mo | Russell& Co. PortGlasgow | RoyalMailLines, Ld. *Lloyd's&CP* | 440·0\|56·2\|35·6 F48′*on Shelter dk* FK *CellDB*385′1286*t FPT* | Liverpool British *8BHptCem* 84*t APT*58*t* | Q.8Cy.20½″,29½″,42″&61″–48″ 215lb (*s*) 885NHP 3DB&1AuxB,*21cf*,GS430, HS17001 D.Rowan&Co.Glasgow | 38 *v* 11 s 11 *v* 0 28 *v* 4 | |
| 80103 131329 GRQB | **Neleus** (P) D.F. | 2*Dks* | 6479 5543 4093 | | | | | 1911 | Workman, Clark&Co.Ld Belfast | ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*) | 443·0\|52·7\|32·0 P50′B162′F54′ *WB* | Liverpool British | T.3Cy.30″,50′&83″–60″ 534NHP Wrkman,Clark&CoLdBel. | | BT till ~~7-40~~ 9,41 |
| 80104 784 SVHU | **Nellie** (*ex*Tideway-33,*ex*Vologda, *ex*Mottisfont) | *ss*Pir.2ndNo.3–11,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | *4826* *4464* *2884* | ✠100A1 *Shelter dk* *withfreeboard* ~~10,7~~ 10,40 5,41 ✠LMC MS11,38 BS~~7,39~~ 7,40 | Phl Stl Npt | *y* | CL ~~3,40~~ 3,40 4,41 | 1913 12mo | J.L.Thompson&Sons,Ld Sunderland | OceanosMaritime S.S.Co.(I.,A.&G. Margaronis) *CellDBa*136′*u E&B* 46′*f*163′1270*t FPT* | 388·7\|54·1\|26·0 FK 46′*f*163′1270*t FPT* | Piræus Greek *6BHCem* 15*t APT*238*t* | T.3Cy.27½″,44½″&74″–48″ 180lb (*s*) 455NHP 3SB,9*cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld. | 28 *v* 6 s 3 *v* 2½ 25 *v* 6 | |
| 80105 OPET | — Wireless D.F. *Mchy.Aft* | *Oil Eng.* 1*Dk* *CruiserStern* | *492* *378* *306* | | | | | 1938 | JosBoel& Fils Tamise | Armement Alexander | 167·6\|29·1\|12·4 P47′Q59′F22′ *WB* | Antwerp Belgian | Oil Engines 4S.C.SA 6Cy.12″–18½″ 84NHP Soc.d'Elec&Mec(Thomson Houston&Carels)Ghent | | V |
| 80106 135325 GQRX | **Nellore** (P) *Ref.Mchy.* D.F. | TwinSc *ss*H.Kg.2ndNo.3–5,38 3*Dks*(*Stl*-U teak s) | 6942 5872 4292 | ✠100A1 ~~4,10~~ ~~11,30~~ 10,40 ~~5,11~~ BS~~8,39~~10,40 ~~BS2,39~~ ✠LMC1,38 ✠Lloyd'sRMC~~12,39~~ 11,40 ~~5,40~~ | HKg | *b*† | CL P10,38 S4,39 | 1913 6mo | Caird&Co. Ld. Greenock | Eastern& AustralianS.S.Co. Ld. *CellDBa* 110′*f* 189′832*t* | 450·0\|52·2\|30·6 P84′B149′F84′ FK&BK2″ | Greenock British *7BHCem* *APT*95*t* | Q.8Cy.19″,27″,38½″&54″–48″ 215lb (*s*) 710NHP 2DB(FD)&1AuxSB,*15cf*, GS292,HS11478 Caird&Co.Ld.Greenock | 33 *v* 6 s 6 *v* 6¾ 27 *v* 5½ | |
| 80107 220053 KUSB | **Nemaha** D.F. Sub.Sig. | *Fitted for oil fuel* 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing* | 6501 5630 4016 | ✠ ... 4,21 | | | | 1920 7mo | G.A.Fuller Co. Wilmington, N.C. | LykesBros. SteamshipCo.,Inc. | 395·3\|55·1\|31·4 P45′B110′F38′*on Shelter dk* FK *WB* | Houston Tex. Utd.States | T.3Cy25″,41½″&72″–48″ 590NHP TheO'Neil IronWorks, Buffalo,N.Y. | 34 *v* 11 | R † |
| 80108 YTCZ | **Nemanja** (*ex*Hoosac,*ex*Trojan Prince,*ex*WarPerch) | *ss*Rot.No.3–4,31 *ss*Rot.No.2–39 2*Dks*(*Stl*) | *5226* *4769* *3411* | 100A1 7,40 ~~4,39~~ LMC MS1,39 BS9,39 | Cff NNs | *y* | CL 1,39 | 1918 | Bartram& Sons,Ld. Sunderland | Jugoslavenski Lloyd a.d. *CellDB* | 400·3\|52·3\|28·5 413·0(O.L.) P49′B113′F40′ FK 340′1156*t FPT*114*t* | Dubrovnik Yugoslav *6BHptCem* *APT*186*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld. | 31 *v* 0 s 5 *v* 11½ 25 *v* 3 | |
| 80109 60 SVPF | **Nemea** (*ex*Silarus) | *ss*Npt.No.3–12,31 *ss*Nag.No.1–36 2*Dks*(*Stl*) | *5101* *4814* *3237* | ✠100A1 Examined 12,40 Liv BS~~7,39~~ 9,40 ✠LMC~~4,36~~ MS12,~~39~~ | Stl | *y* | CL 11,38 | 1919 11mo | C.Connell &Co.Ld. Glasgow | G.N.Stathatos *CellDB* | 400·0\|52·2\|28·5 413·0(O.L.) P49′B113′F39′ FK 340′1069*t FPT*133*t* | Ithaca Greek *7BHptCem* *APT*70*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Dunsmuir&JacksonLdGls. | 31 *v* 0 s 5 *v* 11½ 25 *v* 8½ | |
| 80110 FNFJ | **Nemours** (*ex*AlRacou-38, *ex*Nijverdal-37) Wireless *Mchy.Aft* | *Oil Eng.* 2*Dks* *CruiserStern* | 673 446 370 | | | | | 1930 | N.V. Industrieele DeNoord Alblasserdam | Cie.Générale Transatlantique | 171·7\|27·2\|11·6 P109′F25′ *WB* | Cristobal French | Oil Engines 4S.C.SA 6Cy.14⅜″–22⅛″ 123NHP Motorenfabr."Deutz" A.G.Köln-Deutz | | V |
| 80111 EGCR | **Nemrod** | *ss*Bbo.2ndNo.3–2,29 *ss*Bbo.No.2–38 1*Dk*(*Stl*)&*Awng dk* | 423 — 212 | ✠100A1 *Awng dk* *withfreeboard* ~~5,40~~ ~~2,40~~ 1,41 BS3,40 ✠LMC3,38 | Bbo | *f* | CL ~~6,38~~ 1,41 | 1904 10mo | Cia.Euskalduna de Const Bilbao | Cia.delVap. "Nemrod" (P.Chalbaud) *CellDBa*26′ | 140·0\|25·0\|15·3 FK *u E*18′*f*49′102*t FPT* | Bilbao Spanish *4BHCem* 18*t APT*10*t* | T.3Cy.12½″,18″&32″–23″ (*s*) 180lb *100lb* NDB13 65NHP 1SB,2*cf*,GS33,HS1166 Wilton'sEngCoRotterdam | 17 *v* 6 s 5 *v* 7½ 12 *v* 2½ | |
| 80112 | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / *Late Name if any.* | 3 Material, Rig, &c. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in U.K. Date of Ref. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80113<br>UTMY | **Nenets**<br>Wireless E.S.D. *Oil Eng.*<br>*Carrying Petroleum in bulk*<br>*Mchy. Aft Cruiser Stern 2 Dks*<br>*Longitudinal framing at bottom & at decks*<br>*Strengthened for Navigation in Ice* | | 1631<br>1324<br>712 | ✠<br>10,37<br>✠ | Yka | | | 1937<br>10mo | Mitsubishi Jukogyo K.K<br>Yokohama | U.S.S.R.<br>*Cell D Bu E 28'49t* | 237·2 \| 36·1 \| 21·1<br>246·1 (o.l.)<br>P 69' F 24' FK<br>*DT f 28'34t FPT 28t* | | | Vladvostk<br>Russian<br>*1 1 B Hpt Cem*<br>*APT 41t* | Oil Engines 4S.C.SA<br>6Cy.17½"–23⅝" & hydraulic coupling SR geared to 1 screw shaft 184NHP<br>Mitsubishi Jukogyo K.K. Yka. | 20 ″ 4 | |
| 80114<br>65<br>IRAK | **Nennella** (*ex* Jarlot-33)<br>*ss* Msl. 2nd No. 3–6,30<br>1 *Dk (Stl) & deep framing* | | 1017<br>732<br>605 | ✠ ...<br>5,34<br>✠ | Msl | *m* | | 1906<br>2mo | Clyde S.B. & Eng. Co. Ld.<br>Port Glasgow | G. Malinconico<br>*Cell D Ba 46' u Eg* | 217·0 \| 35·2 \| 12·5<br>210·3<br>Q 66' B 60' F 23' FK<br>*B 31' f 98' 304t FPT* | | | Torre del Greco<br>Italian<br>*4 B H Cem*<br>*12t APT 20t* | T.3Cy.17″,27″ & 45″–33″<br>135NHP<br>1SB,*3cf*, GS 61, HS 2193<br>Clyde SB. & Eng. Co Ld. P. Gl | 14 ″ 8 | I<br>† |
| 80115<br>TUHP | **Neo Hébridais** (*ex* Ino, *ex* Feijenoord)<br>1 *Dk* | | 797<br>—<br>403 | | | | | 1918 | J. Meyers S.B. Co.<br>Leeuwen | Soc. du Tour de Côtes | 181·4 \| 28·0 \| 12·4<br>Q 51' B 54' F 22' | | | Nouméa<br>French<br>*WB* | T.3Cy.15 7/16″,25⅝″ & 39⅜″–23⅜″<br>Gebrs. Storck & Co.'s Mchfab. Hengelo<br>75NHP | | C |
| 80116<br>149917<br>MNWV | **Nephrite** (*ex* Burstow)<br>*ss* Irv. No. 3–8,39<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Well deck Cargo battens not fitted* | | 927<br>627<br>493 | ✠100A1<br>~~2,40~~ 2,40<br>✠LMC<br>MS 8,39 BS 2,40 | Irv<br>Sld | *l* | CL<br>2,40 | 1927<br>10mo | J. Lewis & Sons, Ld.<br>Aberdeen | Stephenson Clarke & Associated Companies, Ld.<br>*Lloyd's SA & CP* *Cell D Bu B* | 199·7 \| 30·9 \| 12·7<br>206·4 (o.l.)<br>Q 139' F 23' FK<br>*17' f 133' 223t FPT* | | | London<br>British<br>*3 B H Cem*<br>*42t APT 35t* | T.3Cy.15¾″,27″ & 44½″–30″ (*s*)<br>200lb 140NHP<br>2SB,*4pf*, GS 69, HS 2378<br>J. Lewis & Sons, Ld. Abn. | 14 ″ 9<br>s 4 ″ 4⅜<br>14 ″ 6½ | |
| 80117<br>DNMI | **Neptun** Ⓟ TwinSc<br>*ss* Bmn. No. 2–35<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>*Longitudinal framing*<br>E.S.D. D.F. GyC. *Cable Vessel*<br>*Carrying Petroleum in bulk* | | 7250<br>6293<br>3640 | ✠ ~~9,39~~<br>9,39<br>✠ | Ham | | | 1926<br>4mo | Blohm & Voss<br>Hamburg | Norddeutsche Seekabelwerke A.G<br>*Cell D Bu E & B & Bunker*<br>118' f 210' 940t | 434·4 \| 57·3 \| 32·3<br>473·0 (o.l.)<br>P 143' F 78' FK<br>*DT f 39'344t FPT 6* | | | Nordnhm<br>German<br>10 *B Hpt Cem*<br>*pt Asp*<br>*2t APT 92t* | T.6Cy.21¼″,34¼″ & 59 1/16″–39⅜″<br>603NHP<br>3SB,*9cf*, GS 177, HS 8235<br>Blohm & Voss, Hamburg | 35 ″ 1 | |
| 80118<br>DDUA | —<br>Wireless 1 *Dk* | | 1594<br>1266<br>943 | | | | | 1928 | Flensburger Schiffsb. Ges.<br>Flensburg | Flensburger Schiffsparten-Vereinig. A.G. (H. Schmidt G.m.b.H. *Mgrs.*) | 263·0 \| 40·0 \| 15·5<br>P 16' Q 83' B 106' F 32' | | | Flensburg<br>German<br>*WB* | T.3Cy.17 11/16″,29½″ & 48″–34 7/16″<br>135NHP<br>Flensburger Schiffsb. Ges. | | G |
| 80119<br>LCNU | —<br>*Ref. Mchy.* Wireless D.F. 2 *Dks* | | 1574<br>1477<br>905 | | | | | 1930 | Laxevaags Msk. & Jrnskb.<br>Bergen | Det Bergenske Dampskibsselskab | 240·5 \| 35·7 \| 21·7<br>H 84t | | | Bergen<br>Norwegian<br>*WB* | T.3Cy.18″,29″ & 49″–33″<br>138NHP<br>Laxevaags Msk & Jrns. Bgn | | N |
| 80120<br>159415<br>VPGV | **Neptuna** Ⓟ (*ex* Neptun–35, TwinSc<br>*ex* Rio Panuco–34) *ss* Syd. No. 3–6,36<br>D.F. Sub.Sig. *ss* Syd. No. 1–40 *Oil Eng.*<br>2 *Dks* | | 5952<br>4013<br>3607 | 100A1<br>*with freeboard* 7,40<br>~~12,40~~ LMC ~~CS 6,36~~ ~~8,37~~<br>DBS ~~8,39~~ 7,40 ~~8,37~~ 8,39 | Syd | | P 7,39<br>CL<br>~~8,37~~<br>S 6,40 | 1924 | Frd. Krupp Akt.Ges.<br>Kiel | Burns, Philp & Co. Ld.<br>*Cell D B 346'990t*<br>*Tanks in way* | 393·1 \| 51·9 \| 25·3<br>410·8 (o.l.)<br>P & B 279' F 84' FK<br>*of tunnels 191t FPT*<br>*87t APT 43t* | | | Hong Kong<br>British<br>*7 B Hpt Cem*<br>2 DB–70lb | Oil Engines 4S.C.SA<br>12Cy.25 3/16″–39⅜″ 762NHP<br>Frd. Krupp A.G. Kiel | 27 ″ 8<br>s 6 ″ 5½<br>21 ″ 8 | |
| 80121<br>66753<br>VOLD | **Neptune** Wood<br>HTLiv.77<br>Wireless *Salted*† | | 684<br>616<br>465 | ✠<br>10,77 | Liv | 9 | | 1872<br>12mo | A. Stephen & Sons<br>Dundee | Ungava S.S. Co. Ld. (Job Brothers & Co. Ld. *Mgrs.*) | 190·5 \| 29·8 \| 18·4<br>Q 40' F 33'<br>pt F & d 72 | | | St. John's NFL<br>British | C.2Cy.28″ & 50″–30″<br>NB 18 *refitted* 27 114NHP<br>Gourlay Bros. & Co. Dun. | | |
| 80122<br>328<br>IBHY | **Neptunia** Ⓟ QuadSc<br>*Oil Eng.*<br>*ss* Tri. No. 1–36<br>*Ref. Mchy.* 3 *Dks (Stl–Weather dk pt ws)*<br>*4th dk (Stl) in Nos. 1,2 & 3 holds*<br>E.S.D. D.F. GyC. *Cruiser Stern* | | 19475<br>12855<br>11734 | ✠100A1<br>*with freeboard*<br>1,40<br>✠LMC CS 5,37<br>DBS 7,39 3,38<br>✠Lloyd's RMC 1,40 | Ven | *m*†<br>P<br>S<br>Sa N<br>P | CL<br>*f* N 9,37<br>*f* N 9,37<br>12,38<br>*a* 12,38 | 1932<br>9mo | Cantieri Riuniti Dell' Adriatico<br>Monfalcone | "Italia" Soc. Anon. di Nav.<br>*Lloyd's SA & CP* *Cell D B 425'* | 589·7 \| 76·5 \| 45·5<br>556·0<br>FK<br>B & F 449'<br>2350t *DT s a 818t*<br>*DT sf 52' 284t FPT 147t* | | | Trieste<br>Italian<br>10 *B Hpt Cem*<br>*APT 192t* | Oil Engines 2S.C.SA<br>34Cy.26⅜″–39⅜″ 4280NHP<br>3 DB *100lb*<br>Cant. Riuniti Dell' Adriatico | 45 ″ 6<br>s 10 ″ 0½<br>27 ″ 6¼ | |
| 153<br>40<br>80123<br>149426<br>GMNW | **Neptunian**<br>*Oil Eng.*<br>*ss* Nwc. No. 3–8,38<br>D.F. 1 *Dk (Stl) & Shelter dk (Stl) &*<br>E.S.D. 3rd *dk (Stl) in holds*<br>*Hatch covers dispensed with in lower 'tween decks* | | 5155<br>4865<br>3208 | ✠100A1<br>*with freeboard*<br>11,39<br>DBS 11,39 ✠LMC 8,38 | Avn | *z*<br>2 5/16 | CL<br>3,38 | 1925<br>7mo | Swan, Hunter & Wigham Richardson, Ld<br>Newcastle | Swan, Hunter & Wigham Richardson, Ld. (W. A. Souter & Co. Ld. *Mgrs.*)<br>*Lloyd's SA & CP* *Cell D B 345' 1140t*<br>*DT f 39' 1033t* | 400·3 \| 55·3 \| 27·1<br>FK<br>*FPT 114t APT 106t* | | | Newcastle<br>British<br>*7 B Hpt Cem*<br>*Coll to Sh dk*<br>5 ,, 2nd ,,<br>1 ,, 3rd ,,) | Oil Engines 2S.C SA<br>6Cy.24″–50″ 598NHP<br>DB *100lb*<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 29 ″ 6<br>s 3 ″ 4⅜<br>26 ″ 4 | |
| 80124<br>HREC | **Neptuno** (*ex* Munisla–37, *ex* Glorieta)<br>*Fitted for oil fuel*<br>1 *Dk* | | 2220<br>1963<br>1330 | | | | | 1919 | Albina Eng. & Machine Works<br>Portland, Or. | L. Garcia | 289·0 \| 44·1 \| 19·2<br>P 26' B 148' F 32' | | | Puerto Cortes<br>Honduran<br>*WB* | T.3Cy.22″,36½″ & 60″–42″<br>313NHP<br>Albina Eng. & Mach. Wks. Portland, Or. | | R |
| 80125<br>1048<br>IRAN | **Neptunus** Aux 3 Mst Sr<br>(*ex* Navis V.) *Oil Eng.*<br>1 *Dk*<br>(*See Sailing Ship Register*) | | 395<br>340<br>307 | | | | | 1919 | Gebr Müller<br>Foxhol | A. Poggio | 153·3 \| 26·2 \| 12·0<br>144·3<br>P 27' H 15' F 12' | | | Genoa<br>Italian | Oil Engines 2S.C SA<br>4Cy.10¼″–17¾″ 73NHP<br>NE 35<br>Soc. An "Fiat" S.G.M. Turin | | I |
| 80126 | **Nereida**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Cruiser Stern* | | 318<br>262<br>198 | | | | | 1936 | A. Vuijk & Zonen<br>Capelle a/d Ysel | Bagão, Nunes & Machado Lda. | 134·7 \| 23·3 \| 10·4<br>P 23' F 22' | | | Lisbon<br>Portuguese<br>*WB* | Oil Engines 4S.C.SA<br>3Cy.12 1/16″–15¾″ 48NHP<br>Güldner Mtrnfbrk. Aschaffenburg | | G |
| 80127<br>299<br>SVVS | **Nereus**<br>1 *Dk & Shelter dk*<br>*Cruiser Stern* | | *5205*<br>*4818*<br>*3122* | ✠100A1<br>*with freeboard*<br>~~5,41 7,00~~ ✠LMC 10,37<br>*Carrying fuel oil F.P. above 150*<br>*Fitted for oil fuel 1,39 F.P. a* | Bry<br>Lis | *a*†<br>CL<br>N 3,40 | | 1937<br>10mo | Wm. Hamilton & Co. Ld.<br>Port Glasgow | E.E. Hadjilias<br>*Intermediate BH*<br>*Lloyd's SA & CP* *Cell D B 368' 1133t F*<br>*F. in deep tank above 150° F.* | 432·0 \| 56·2 \| 25·6<br>447·0 (o.l.)<br>F 33' FK<br>*dispensed with Coll*<br>*PT 127t APT 206t* | | | Syra<br>Greek<br>*Cem*<br>*1 B H to Sh dk*<br>5 ,, ,,2nd,, | T.3Cy.22″,36″ & 65″–48″ & exhaust turbine driving steam compressor<br>220lb (*s*) 455NHP<br>2SB (FD) & 1 Aux SB, *8cf*, GS 139, HS 6140<br>Rankin & Blackmore Ld Grk | 28 ″ 2<br>s 3 ″ 4½<br>25 ″ 0½ | |
| 7414<br>80128<br>PGFI | —<br>*Fitted for oil fuel*<br>*Cruiser Stern* 2 *Dks* | | 1298<br>765<br>726 | | | | | 1921 | N.V. Ijsselwerf<br>Kampen | Koninkl. Nederl. Stoomb. Maats. N.V. | 217·7 \| 33·7 \| 13·0<br>Q 77' | | | Amstrdam<br>Dutch<br>*WB* | T.3Cy.13½″,22 1/16″ & 38″–27″<br>75NHP<br>N.V. Machf. Utrecht | | V |
| 80129<br>DOOD | —<br>1 *Dk* | | 648<br>513<br>383 | | | | | 1905 | Akt. Ges. "Weser"<br>Bremen | Dampfschifffahrts Ges. Neptun | 179·8 \| 28·1 \| 12·6<br>Q 54' B 43' F 19' | | | Bremen<br>German<br>*WB* | T.3Cy.12¼″,19 1/16″ & 31½″–21⅝″<br>46NHP<br>A.G. "Weser," Bremen | | G |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH^=Force en chevaux d'après les formules de la Société. RH^=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. | pc. | 15 Registres où cotés et si le vol dans le Lloyd's Code, Red or Blue Code. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80130 147369 VQJF | **Nerissa** Ⓟ *ssN.Yk.No.3–6,38 Ref.Mchy. 2Dks(Stl–Weather dk ws) 3rd dk(Stl)in holds E.S.D. D.F. GyC. Cruiser Stern Strengthened for Navigation in Ice* | | 5583 4243 3116 | ✠100A1 *with freeboard* 6,40~~12,80~~ ~~BS6,40~~ ✠Lloyd'sRMC~~12,96~~10,40 | NYk ✠LMC6,38 | *y* 2¼ | CL 5,39 | 1926 6mo *Lloyd's* | W.Hamilton&Co.Ld Pt.Glasgow *S.A&CP* | Bermuda&West IndiesS.S.Co.Ld. *CellDB* 285'692t *DTF*16'4 *way of tunnel* 127t | 349·5\|54·3\|30·4 364·5(O.L.) B150'F63' FK 44t *Tanks in FPT*70t *APT*106t | Hamilton, Bermuda British | T.4Cy.27",45"&(2)54"–45" 200lb (r) 782NH^ 8SB,*16cf*,HS12012 FD D.Rowan&Co.Ld.Glasgow | 33 " 0 s 12·2½ 21 " 0 | |
| 80131 DJRQ | — *1Dk Ref.Mchy. CruiserStern* | | 992 703 454 | | | | | 1936 | Lübecker Maschb.Ges Lübeck | A.Kirsten | 232·5\|33·3\|11·8 P23'B&F202' *Upper*F27' | | | Hamburg German *WB* | C.4Cy.(2)13"&(2)29½"–31½" HS2368 160NHP Christiansen&Meyer, Harburg | | G |
| 80132 8102 SLCU | **Nerita** Wireless *Mchy.Aft* | *OilEng. CruiserStern 1Dk Carrying Petroleum in bulk* | *425 258 137* | | | | | 1937 | Eriksbergs M.V.Aktieb. Gothenburg | RederiA/B Semo | 142·5\|24·8\|11·6 P53'F13' | | | Stockholm Swedish *WB* | Oil Engines 2S.C.SA 8Cy.9½"–16½" 134NHP Nydqvist&HolmA/B, Trollhättan | | V |
| 80133 OUJM | **Nerma** Wireless D.F. | *1Dk* | 1210 999 730 | | | | | 1921 | A/S Köge Værft Kjöge | J.Lauritzen | 239·9\|35·7\|14·5 P26'B54'F27' | | | Esbjerg Danish *WB* | C.4Cy.(2)12½"&27⅞"–27⅞" NE30 96NHP Christiansen&Meyer, Harburg | | N |
| 80134 PJCP | **Nero** *Mchy.Aft* | *OilEng. 1Dk&Shelter dk CruiserStern* | 388 293 160 | | | | | 1937 | NVSchpsw Gebr.Pot. Bolnes | Koninkl.Nederl. Stoomb.Maats. N.V. | 179·7\|29·8\| 8·2 P12'B&F156' | | | Willemstd Dutch | Oil Engines 2S.C.SA 8Cy.10½"–18⅛" 151NHP Gbr.Stork&CoNVHengelo | | V |
| 80135 458 IRBI | **Nerucci** Ⓟ (*ex*Canova–33,*ex*Arpád) *ssTri.2ndNo.3–2,14 ssPal.No.2–22 1Dk&Spar dk&deep framing* | | 1235 1121 714 | ✠ ... 1,27 ✠ | | | | 1892 7mo | Wigham Richrdsn&Co Newcastle | A.Lauro | 236·6\|33·1\|20·0 230·5 12·4 B45'F30' FK *WB* | Naples Italian | T.3Cy.22",36"&59"–39" NDB07 236NHP Wghm.Rchrdsn&Co.Nwc. | 22 " 3 | I † |
| 80136 LJBE | **Nerva** (*ex*Gwentgate–35, *ex*Forestgate) Wireless D.F. | *ssNpt.No.2–33 1Dk(Stl)* | 1564 1383 920 | ✠ ... 4,37 ✠ | Npt | *q* | | 1924 9mo | Barclay, Curle&Co.Ld. Glasgow | Rederiaktieselsk. Nerva(Hilmar Reksten,*Mgr.*) *CellDB*204'454t *FPT*72t *APT*35t | 250·6\|39·8\|17·9 P17'B58'F23' FK *4BHCem* | Bergen Norwegian | T.3Cy.18",30"&50"–33" 160NHP 2SB,*6cf*,GS93,HS2526 J.G.Kincaid&Co.Ld.Grk. | 19 " 10 | N † |
| 80137 145450 GFZK | **Nestlea** *Fitted for oil fuel 1Dk&Shelter dk* | | 4274 5989 2583 | | | | | 1921 | J.Priestman&Co. Sunderland | CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*) | 365·0\|51·5\|25·2 | Newcastle British *WB* | T.3Cy.25",41"&69"–48" 350NHP G.Clark,Ld.Sunderland | | N |
| 80138 135456 GPYX | **Nestor** Ⓟ *Ref.Mchy.* D.F. | TwinSc *3Dks* | 14629 11857 9116 | | | | | 1913 | Workman, Clark&Co.Ld. Belfast | OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*) | 563·2\|68·4\|40·2 P75'B226'F67' | Liverpool British *WB* | T.6Cy.26",44"&74"–51" 782NHP Workman,Clark&Co Ld. | | BT till 7/40 8/41 |
| 80139 DOUW | — D.F. E.S.D. *CruiserStern 2Dks* | *OilEng.* | 2446 1708 1302 | | | | | 1939 | Bremer Vulkan Vegesack | Dampfschiffahrts Ges.Neptun | 333·4\|47·8\|14·4 F26' | Bremen German *WB* | Oil Engines 2S.C.DA 5Cy.23½"–35⅞" 975NHP Bremer Vulkan, Vegesack | | G |
| 80140 109 SVLP | **Nestos** (*ex*Zenada–33,*ex*Arabian Prince) | *ssRot.No.3–11,33 ssRou.No.1–37 1Dk(Stl)&Shelter dk(Stl)* | 5764 5489 3551 | ✠100A1 *Shelter dk with freeboard* 6,40~~8,89~~2,41 ~~BS9,40~~ ✠LMC5,37 | Pir ~~GS~~ NOs | *z* | CL N8,39 | 1919 1mo *Lloyd's* | W.Pickersgill&Sons,Ld. Sunderland | Theofano MaritimeCo.Ld. (N.G.Livanos, *Mgr.*) *CellDB* 351'1295t *FPT*129t *APT*13t | 405·0\|52·3\|31·9 F35'*on Shelter dk* FK *6BHCem* | Chios Greek | T.3Cy.26",43"&73"–48" (*s*) 180lb 546NHP 3SB,*9cf*,GS187,HS8340 FD Richardsons, Westgarth & Co.Ld.Sld. | 34 " 6 s 9 " 0½ 25 " 8½ | |
| 80141 LEMX | **Nesttun** *1Dk* | | 1271 1113 736 | | | | | 1917 | Huiskens &VanDyk Dordrecht | Skibs-A/S Argo (BirgerJorkjend, *Mgr.*) | 237·9\|36·6\|15·9 Q20'B59'F23' *WB* | Tvedestrand Norwegian | T.3Cy.17½",29"&46"–36" 127NHP Huiskens&VanDyk,Dord. | | N |
| 80142 YTTA | **Neti** (*ex*JelaTopic–39,*ex*Olga Topic–35,*ex*BenCorlic, ~~ex FionaNo.3–7,30~~ *ex*FrankParish) | *1Dk(Irn)2trB&F deepframing 3 Dk rule Cargo battens not fitted ssAnt.3rdNo.3–2,40* | *2904 2695 1820* | ✠100A1 ~~2,405,39~~3,41 ✠LMC2,40 BS3,41 | Pla ~~Ant~~NYk | *u* | CL 2,40 | 1900 10mo | W.Pickersgill&Sons Sunderland *Mgr.)* | Parobrodarsko drustvo"Marović" s.o.j.(G.J.Marović *CellDB* 104'*uE*20'*f*128'709t | 324·0\|47·1\|21·7 P31'B96'F35' FK 6*BHCem* | Susak Yugoslav | T.3Cy.23",38"&64"–42" (*s*) 180lb 283NHP 2SB,*8pf* GS125,HS4285 G.Clark,Ld.Sunderland | 24 " 1 s 3 " 10 20 " 6 | |
| 80143 122999 VTCW | **Netravati** Ⓟ Wireless | *ssBom.2ndNo.3–1,34 ssBom.No.1–38 1Dk&Spar dk(Stl–teak s) &deep framing* | 1540 1399 699 | ✠100A1 *Spar dk with freeboard* ~~3,08~~10,40 ~~BS9,34~~ ✠LMC3,58 | Bom BS10,40 | | CL ~~2,98~~ 10,40 | 1909 3mo *Lloyd's* | Greenock&Grngemouth Dockyard Co. Grngemouth *S.A&CP* | BombayS.Nav.Co. Ld. | 246·8\|36·2\|14·3 258·3(O.L.) 21·5 BK8½" *FPT*58t | Bombay British | T.3Cy21¾",36"&59½"–42"(*s*) 200lb 310NHP 2DB,*12cf*,GS209,HS5410 Dunsmuir&JacksonLdGls | 22 " 6 s 3 " 7 19 " 11 | |
| 80144 PGGD | **Nettie** *Mchy.Aft* | *OilEng. 1Dk CruiserStern Cargo battens not fitted* | 477 366 261 | ✠100A1 ~~2,11~~12,80 3,41 ✠LMC7,37 ✠LMC(M)12,39 | Rot Ply | *g* | OG 12,39 | 1937 7mo *Lloyd's* | N.V.Industrieele Maats. "DeNoord" Alblasserdam *S.A&CP* | HollandscheZeereed(J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*) *CellDB*109'141t *FPT*56t | 160·6\|26.4\|10·3 169·1(O.L.) Q43'F23' FK *3BHptCem* *APT*12t | Rottrdam Dutch | Oil Engines 4S.C.SA 8Cy.11"–17½" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz | 11 " 10 s 1 " 1½ 10 " 9 | |
| 80145 2031 IANQ | **Nettuno** *Mchy.Aft* D.F. | TwinSc *Fitted for oil fuel Carrying oil in bulk 2Dks Longitudinal framing* | 5088 4482 2614 | | | | | 1916 | Cantieri Navali Riuniti Palermo | ItalianNavy (Operated bySoc. Anon.Cooperativa diNav.Garibaldi) | 416·7\|51·2\|28·3 P59'B104'F56' | Genoa Italian | T.6Cy.28⅜",38⅜"&63½"–35½" 484NHP Cant.Nav.Riuniti,Ancona | | I |
| 80146 DHRJ | **Neumark** Sub.Sig. D.F. | *Fitted for oil fuel 2Dks* | 7851 6613 4163 | | | | | 1930 | Howaldtswerke A.G. Kiel | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 477·0\|63·1\|28·3 P36'B&F405' *Upper*F37' | Hamburg German *WB* | 4SteamTurbines SR geared to1Sc.Shaft *Emade*25 Blohm&Voss,Hamburg | | G |
| 80147 133081 GMLS | **Neuralia** Ⓟ 3*Dks(UStl–teak s)2nddk(Stl–ws)& D.F. Shade dk(Stl–teak s)* | TwinSc | 9182 6541 5624 | ✠ 12,15 ✠ | Bkn | *e* † | | 1912 12mo | Barclay, Curle&Co.Ld Glasgow | BritishIndiaStm. Nav.Co.Ld. *CellDBa*130'*uE&B*94'*f*192'1341t *FPT* | 480·5\|58·1\|30·8 B149'F44'*on Sh dk* FK *8BHCem* *64tAPT*53t | Glasgow British | Q.8Cy.23½",33",47"&68"–48" 1131NHP 7SB,*21cf*,GS423,HS17633 Barclay,Curle&Co.Ld.Gls. | 34 " 0 | BT till 7/40 |
| 80148 DJQJ | **Neuss** Sub.Sig. | TwinSc *OilEng. 1Dk CruiserStern* | 1243 1018 673 | | | | | 1935 | Howaldtswerke A.G. Hamburg | Schiffahrts-u. Assekuranz-Ges.E.Russ&Co. | 241·1\|35·6\|14·2 B44'Q92'F31' | Hamburg German *WB* | Oil Engines 2S.C.SA 12Cy.11½"–16⅞" 289NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg | | G |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned or expired. Equipment Letter. | 7* Date when (tel) shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L. R. Dates of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80149<br>DJOH | **Neuwerk** (*ex*Ostsee–39, *ex*Palanga–35, *ex*Bugsee, *ex*Newtownards) *ss*Sld.No.3–6,20 1*Dk*(*Stl*) *Well deck* | 804<br>603<br>392 | ✠ 7,27 ✠ | Sld | *k* | | 1912<br>4mo | J.Crown& Sons,Ld. Sunderland | CarlWestendorf *CellDBa*46′*uE&B* | 199·1\|29·9\|12·2<br>P21′Q44′B46′F21′<br>FK<br>*B29′f*84′224*t FPT* | *4BHCem*<br>49*tAPT*41*t* | Hamburg<br>German | T.3Cy.17″,28″&46″–30″ 138NHP<br>1SB,3*cf*,GS58,HS2400<br>N.E.MarineEng.Co.Ld.Sld | 14 ″ 3 | G<br>† |
| 80150<br>D.F. | **Neva** (*ex*Essequibo–35) TwinSc *ss*Sou.No.3–7,35 2*Dks*(*Stl*)&3*rd dk*(*Stl*)*except in Ref Mchy. Boiler Space&Cross Bunker Fitted for oil fuel* | *8489*<br>*4264*<br>*5134* | ✠ ... 12,35 ✠ | Sou | *c* † | | 1914<br>11mo | Workman, Clark&Co.Ld. Belfast | U.S.S.R. *CellDBa*117′*uE&B*101′ | 450·3\|57·8\|30·6<br>P78′B218′F71′<br>FK<br>*f*171′1475*t FPT* | 10*BHCem*<br>40*tAPT*40*t* | Leningrad<br>Russian | Q8Cy22″,31½″,45½″&65″–45″ 1055NHP<br>2DB&2SB,*24cf*,GS429, HS16790<br>Wrkman,Clark&Co.Ld.Bel | 34 ″ 0 | |
| 80151<br>UOVX | —<br>*Oil Eng.*<br>*Ref. Mchy.* 2*Dks* | 3113<br>2705<br>1778 | | | | | 1930 | S.B.Yard André Marti Leningrad | U.S.S.R. | 326·2\|48·6\|22·6<br>P21′B90′F29′<br>*WB* | | | Odessa<br>Russian | Oil Engines 2S.C.SA<br>6Cy.23⅝″–39⅜″ 587NHP<br>Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg | | |
| 80152<br>7408<br>SFQO | —<br>*Well deck* *ss*Hbg.No.2–35<br>*Cargo battens not fitted* 1*Dk*(*Stl*)<br>*Strengthened for Navigation in Ice*<br>Wireless | *1456*<br>*1112*<br>*795* | ✠100A1 Examined 3,41 ~~Mch~~ ~~BS1,39~~ ✠LMC2,35 10,40 | ~~Hbg~~ | *p* | OG 3,40 | 1928<br>1mo | Hlsingbrgs Varfs.Aktieb Helsingborg | A/B Transmarin (S.Redig, *Mgr.*) *Lloyd'sSA&CP* | 247·3\|38·1\|15·2<br>258·0(O.L.)<br>P19′Q75′B104′F23′<br>FK<br>*Trunk in after well*<br>*CellDB*211′437*t FPT* | Hlsngborg<br>Swedish<br>*WB*<br>28*tAPT*54*t* | T3Cy16¾″,29½″&46⅞″–27⅞″ 200lb (*s*) 145NHP<br>2SB,*4cf*,GS68,HS2337<br>Helsingbrgs Varfs.Aktieb. | 17 ″ 6<br>*s* ″ 8¼<br>16 ″ 11¼ | |
| 80153<br>217744<br>WTUO | **Nevada** (*ex*WinifredO'Donnell, *ex*Cape Henlopen, *ex*Houma) *Carrying Petroleum in bulk* *Fitted for oil fuel*<br>*Mchy.Aft* D.F. *Longitudinal framing* | 6915<br>—<br>4261 | | | | | 1919 | Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md. | TheTexasCompany | 434·8\|56·2\|31·8<br>P92′B50′F42′ | | | Wilmgton (Del.)<br>Utd. States<br>*WB* | T.3Cy.27″,47″&78″–48″ 421NHP<br>BethlehemS.B.Corp.Ld. Sparrow's Pt.Md. | | R |
| 80154<br>Now | —<br>(*ex*Royuma).<br>Nevada II," *see No.* 8333 *Dks Supplement* | 5693<br>—<br>3499 | | | | | 1918 | Bremer Vulkan Vegesack | Cie.Générale Transatlantique | 420·2\|56·2\|28·3<br>P&B333′F58′<br>*WB* | | | St. Nazaire<br>French | Q.4Cy.24″,34 7/16″,50⅜″&72⅜″–53½″ 386NHP<br>Bremer Vulkan,Vegesack | | V |
| 80155<br>OZIC | —<br>D.F. 2*Dks* | 3766<br>3224<br>2302 | | | | | 1917 | Helsingörs Jernsk&Msk. Elsinore | DetForenede DampskibsSelsk. | 361·9\|50·2\|23·7<br>*WB* | | | Copnhagn<br>Danish | T.3Cy.26″,45″&71″–42″ 327NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 80156<br>213782<br>WOGS | — Ⓟ<br>(*ex*Rogday, *ex*Nevada)<br>D.F. 3*Dks* | 1685<br>—<br>965 | | | | | 1915 | Manitowoc S.B.&D.D.Co. Manitwc,Wis | ~~Muskegon Dock&~~ ~~Fuel Co.~~ Wisconsin &MichiganS.S.Co. | 221·2\|42·2\|24·7<br>*WB* | | | GrandHvn, Mich.<br>Utd. States | T.3Cy.28½″,34½″&56″–36″ 188NHP<br>GtLakesEngWrks.Detroit | 29 ″ 0 | |
| 80157<br>215545<br>WACP | **Nevadan** (*ex*Montpelier, *ex*Bochum) *ss*N.Yk.No.3–7,23 *ss*S.Fo.No.2–31<br>*Well deck* *Fitted for oil fuel*<br>D.F. 2*Dks*(*Stl*)&*lower dk in forehold* | 4734<br>4097<br>2829 | ✠ ... 5,34 ✠ | SFo | *c* † | | 1912<br>7mo | Akt.Ges. "Neptun," Rostock | American-HawaiianS.S.Co. *CellD* | 460·0\|57·9\|26·7<br>P&B382′F57′<br>FK<br>*Ba*140′*uE&B*72′*f* | 9*BHCem*<br>194′1600*t* | NewYork<br>Utd.States | T.3Cy.29 7/16″,47¼″&77 3/16″–54″ 733NHP<br>4SB,*12cf*,GS248,HS11207<br>A.G."Neptun," Rostock | 29 ″ 10 | R<br>† |
| 80158<br>133102<br>GMLT | **Nevasa** Ⓟ TwinSc<br>D.F. 3*Dks*(*UStl*–teak s2*nd dk Stl*–ws)&*Shade dk*(*Stl*–teaks) | 9213<br>6541<br>5678 | ✠ 1,14 ✠ | Lon | *e* † | | 1913<br>3mo | Barclay, Curle&Co.Ld Glasgow | BritishIndiaStm. Nav.Co.Ld. *CellDBa*130′*uE&B* | 480·4\|58·1\|30·8<br>B149′F44′*on Sh dk*<br>FK<br>94′*f*192′1341*t FPT* | *8BHCem*<br>64*tAPT*53*t* | Glasgow<br>British | Q.8Cy.23½″,33″,47″&68″–48″ 1131NHP<br>7SB,*21cf*,GS423,HS17633<br>Barclay,Curle&Co.Ld.Gls. | 34 ″ 0<br>*s* 10 ″ 7⅜<br>23 ″ 9½ | |
| 80159<br>UOBF | **Nevastroi** (*ex*Bellingham)<br>2*Dks*&*Web frames Longitudinal framing* | 4837<br>4382<br>3622 | ✠ ... 1,21 ✠ | | | | 1918<br>10mo | ToddD.D. &Const.Corp. Tacoma,Wsh. | U.S.S.R. | 379·8\|53·0\|27·0<br>P39′B102′F42′<br>FK | | | Vladvostk<br>Russian<br>*WB* | T.3Cy.24″,40″&70″–48″ 472NHP<br>SeattleConst.&DryDock Co.Seattle | 29 ″ 3 | |
| 80160<br>227565<br>WBFY | **New Bedford** Ⓟ<br>Wireless D.F. 2*Dks* | 1116<br>—<br>451 | | | | | 1928 | Bethlehem S.B.Corp.Ld. Quincy,Mass. | NewEnglandS.S. Co. | 202·6\|36·2\|13·0 | | | N.Bedford, Mass.<br>Utd.States | T.4Cy.16″,26″&(2)30″–24″ 88NHP<br>BethlehemS.B.Corp.Ld. | | |
| 80161<br>143625<br>GDPB | **New Brooklyn**<br>*Cruiser Stern* *ss*Bry.No.3–1,35 *ss*Ams.No.1–38<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*2nd dk*(*Stl*)*in fore holds&after main hold*<br>*Cargo battens not fitted in Shltr'tween dks*<br>*Straight frames&bevelled bilge* | 6546<br>6222<br>4039 | ✠100A1 *Shelter dk with freeboard* ~~5,41~~ ~~6,30~~ 5,41 ~~BS6,30~~ ✠LMC9,38 *Carrying veg etable oil in deep tanks* BS9,40 | NYk ~~Lnr~~ Mch | *a* † | CL N9,38 | 1920<br>3mo | Harland& Wolff,Ld. Belfast | ElderDempster Lines,Ld. *Lloyd'sSA&CP* *CellDB*343′1571*t DTa* | 412·6\|55·8\|34·4<br>429·0(O.L.)<br>F40′*on Shelter dk*<br>FK<br>23′858*t DTs* | 6*BHtoSh dk*<br>2 ,, ,, *U* ,,<br>*f*70′1360*t FPT*91*t APT*126*t* | Liverpool<br>British<br>*Cem* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38 ″ 0<br>*s* 10 ″ 0¼<br>28 ″ 3¼ | |
| 80162<br>140632<br>GBSW | **New Brunswick**<br>*ss*N.Yk.No.3–7,31 *ss*Shl.No.2–39<br>1*Dk*(*Stl*)&*Shltr dk*(*Stl*) *Cruiser Stern*<br>*Straight frames&bevelled bilge* | 6529<br>6230<br>4028 | ✠100A1 *Shelter dk with freeboard* 6,40 ~~9,80~~ ✠LMC9,39 BS9,40 *Carrying veg etable oil in deep tanks* | Shl NYk | *a* † | CL 8,39 | 1919<br>6mo | Harland& Wolff,Ld. Belfast | ElderDempster Lines,Ld. *Lloyd'sSA&CP* *CellDB*34 3′1571*t DTa*25′858 | 412·6\|55·8\|34·4<br>F40′*on Shelter dk*<br>FK<br>*t FPT*91*t APT*126*t* | 6*BHtoSh dk*<br>2 ,, ,, *U* ,,<br>*pt Cem* | Liverpool<br>British | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38 ″ 0<br>*s* 9 ″ 11⅜<br>28 ″ 3¾ | |
| 80163<br>144601<br>GDCS | **New Columbia**<br>*ss*N.Yk.No.3–11,32 *ss*Ams.No.1–37<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*2nd dk*(*Stl*)*in for'd holds&after main hold*<br>*Cruiser Stern* | 6574<br>6222<br>4044 | ✠100A1 *Shelter dk with freeboard* 12,39 ~~BS7,39~~ ✠LMC6,37 *Fitted for oil fuel* 6, *Carrying veg etable* 20 | NYk | *a* † | CL ~~5,37~~ 12,40 BS12,40 *F.P. above* 150° F. *oil in deep tanks* | 1920<br>6mo | Harland& Wolff,Ld. Belfast | ElderDempster Lines,Ld. *Lloyd'sSA&CP* *CellDB*343′1571*t DTa*23′858*t* | 412·6\|55·8\|34·4<br>F40′*on Shelter dk*<br>FK<br>*DTs f*70′1360*t FPT*91*t APT*126*t* | 6*BHtoSh dk*<br>2 ,, ,, *U* ,,<br>*Cem* | Liverpool<br>British | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38 ″ 0<br>*s* 10 ″ 0½<br>28 ″ 3 | |
| 80164<br>204647<br>WFFO | **New England**<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>*Carrying Petroleum in bulk* | 534<br>—<br>436 | | | | | 1907 | Fore River S.B.Co. Quincy,Mass. | Harbor Oil Transport Co.of Connecticut,Inc. | 168·0\|30·1\|11·5<br>len34 | | | NewYork<br>Utd.States | Oil Engines 2S.C.SA<br>6Cy.14″–17″ 206NHP<br>NE32<br>FairbanksMorse&Co. Beloit,Wis. | | |
| 80165<br>233333<br>WJFA | **New Haven Socony** TwinSc<br>*Carrying Petroleum in bulk* *Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>*Cruiser Stern* | 1242<br>—<br>779 | | | | | 1934 | United Dry Docks Inc. (Staten Islnd. Plnt) Pt.Richmond,N.Y. | Socony-Vacuum Oil Co.Inc. | 251·3\|40·0\|12·8<br>P54′ | | | NewYork<br>Utd.States | Oil Engines 4S.C.SA<br>12Cy.13″–18″ 198NHP<br>McIntosh&Seymour,N.Y. | | R |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'autre côté. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.P.=Force en chevaux d'après les formules de la Société. H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80166<br>221805<br>KDWD | **New Jersey**<br>*Mchy. Aft*<br>D.F. | *ss* N.Yk. No. 3–8, 34<br>*ss* N.Yk. No. 1–37<br>2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing* | 6414<br>6086<br>3959 | ✠100A1<br>~~3,41~~ 3,41<br>~~5,39~~ 5,40<br>~~MS7,37~~ ~~BS10,39~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 12, 21 | NYk<br>~~BS12,40~~<br>✠LMC<br>~~4,37~~<br>4,41<br>*F.P. a bove* 150° F. | *a*†<br>CL<br>~~5,37~~<br>4,41 | 1921<br>12mo | Texas S.S. Co.<br>Bath, Me.<br>A&CP | The Texas Company<br>*Cell D Bu E&* | 416·8 \| 56·1 \| 32·7<br>P107′ B35′ F33′ FK<br>B64′ 209*t* *FPT* 229*t* | Wilmgton (Del.)<br>Utd. States<br>16 *BHpt Cem*<br>*APT* 130*t* | T.3Cy. 27½″, 45″ & 74″–51″ (*s*)<br>190lb 549NHP<br>3SB, *9cf*, HS7979 FD<br>Hooven, Owens, Rentschler Co. Hamilton, O. | 32 ″ 10 | |
| 80167<br>148053<br>GCMK | **New Lambton**<br>D.F. | *ss* Sld. No. 3–10, 36<br>*ss* Sld. No. 1–40<br>1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | 2709<br>2345<br>1541 | ✠100A1<br>4,40<br>✠LMC 4,40 | Sld | *t* | CL<br>3,40 | 1924<br>2mo | S. P. Austin & Son, Ld.<br>Sunderland<br>*Lloyd's A&CP* | Tanfield S.S. Co. Ld. (W. B. Nisbet, *Mgr*)<br>*Cell D B* 255′ 755*t*<br>*MTp* 16″ | 308·0 \| 44·5 \| 20·8<br>P21′ B60′ F28′ FK<br>c12″ 172*t* *FPT* 163*t* | Newcastle<br>British<br>6 *BHpt Cem*<br>*APT* 130*t* | T.3Cy. 21″, 35″ & 58″–39″ (*s*)<br>180lb 261NHP<br>2SB, 6*cf*, GS116, HS4476<br>N.E. Marine Eng. Co Ld. Sld. | 23 ″ 0<br>s 3 ″ 8½<br>19 ″ 6 | |
| 80168<br>206082<br>KJSP | **New London**<br>2 *Dks* | | 2818<br>—<br>1893 | | | | | 1909 | Harlan & Hollingsworth Co.<br>Wlmgtn, Del. | Central Vermont Transportation Co. | 278·5 \| 44·0 \| 19·0 | Prtlnd. Me.<br>Utd. States | T.3Cy. 21″, 34″ & 56″–42″<br>203NHP<br>Harlan & Hollingsworth Co.<br>Wilmington, Del. | | |
| 80169<br>149409<br>VGNC | **New Northland** Ⓟ (*ex* Northland)<br>*Ref. Mchy.* | *ss* Mtl. No. 3–6, 38<br>2 *Dks* (2nd dk *Stl*) | 3445<br>2249<br>2029 | ✠100A1<br>*with freeboard*<br>~~11,40~~ 11,41<br>~~6,37~~ 6,38<br>BS4,40 ✠LMC 6,38<br>Lloyd's RMC 8,39<br>*Fitted for oil fuel* 4, 26 | Mtl<br>Hfx | *u* | CL<br>5,38 | 1926<br>4mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*Lloyd's A&CP* | Clarke S.S. Co. Ld.<br>*Cell D B* 215′ 41 | 287·7 \| 47·2 \| 22·3<br>B&F 279′ FK<br>3*t D Ta* 33′ 245*t* *FPT* 45*t* *APT* 17*t* | Quebec<br>British<br>8 *BHpt Cem*<br>2 ,, to 2nd dk<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | T.3Cy. 23½″, 38″ & 62″–42″ (*s*)<br>180lb 393NHP<br>3SB, 9*cf*, GS158, HS6195 FD<br>*F.P. a bove* 150° F. | 24 ″ 6<br>s 6 ″ 10½<br>18 ″ 0 | |
| 80170<br>113441<br>GBFB | **New Sevilla** Twin Sc 4 Mst<br>(*ex* Runic) D.F. (*Whale oil Factory*)<br>E.S.D. 4 *Dks* *Fitted for oil fuel* | *Carrying Whale oil and/or Fuel oil in bulk* | 13801<br>13586<br>9902 | | | | | 1900 | Harland & Wolff, Ld.<br>Belfast | Sevilla Whaling Co. Ld. (Chr. Salvesen & Co. *Mgrs.*) | 550·2 \| 63·3 \| 47·9<br>*WB* | Jersey<br>British<br>Harland & Wolff, Ld. Bel. | Q.8Cy. 22″, 31½″, 46″ & 67″–51″<br>641NHP<br>s 10 ″ 4½<br>35 ″ 1½ | 51 ″ 1 | N |
| 80171<br>140653<br>GCLW | **New Texas**<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) & 2nd dk *in forward holds & after main hold* *Straight frames & bevelled bilge* *Cargo battens not fitted in Shelter 'tween dks* | *ss* N.Yk. No. 3–11, 31<br>*ss* Ant. No. 2–39 | 6568<br>6231<br>4044 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~6,10~~ 8,39<br>~~2,41~~<br>✠LMC 8,39<br>BS11,40<br>*Carrying vegetable oil in deep tank* | Ant<br>NYk | *a*†<br>CL<br>8,39 | 1919<br>9mo | Harland & Wolff, Ld.<br>Belfast<br>*Lloyd's A&CP* | Elder Dempster Lines, Ld.<br>*Cell D B* 343′ 1571*t* | 412·6 \| 55·8 \| 34·4<br>F40′ *on Shelter dk*<br>FK<br>*DTa* 23′ 858*t* *FPT* 91*t* *APT* 126*t* | Liverpool<br>British<br>*Cem*<br>6 *BHto Sh dk*<br>2 ,, ,, *U* ,,<br>Harland & Wolff, Ld. Bel. | T.3Cy. 27″, 44″ & 73″–48″ (*s*)<br>180lb 517NHP<br>3SB, 9*cf*, GS190, HS7668 FD | 38 ″ 0<br>s 9 ″ 11½<br>28 ″ 3½ | |
| 80172<br>140655<br>GCLV | **New Toronto**<br>1 *Dk* (*Stl*) & 2nd dk *in forward holds & after main hold* *Straight frames & bevelled bilge* *Cargo battens not fitted in Shelter 'tween dks* | *ss* N.Yk. No. 3–1, 32<br>*ss* Cff. No. 1–36<br>*Cruiser Stern* | 6568<br>6231<br>4044 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>Examined 3,41<br>BS6,40 MS2,36 ✠LMC<br>*Carrying vegetable oil in deep tank* | ~~NYk~~<br>Liv | *a*†<br>CL<br>~~11,39~~<br>10,40 | 1919<br>10mo | Harland & Wolff, Ld.<br>Belfast<br>A&CP | Elder Dempster Lines, Ld.<br>*Cell D B* 343′ 1571*t* | 412·6 \| 55·8 \| 34·4<br>F40′ *on Shelter dk*<br>FK<br>*DTa* 23′ 858*t* *FPT* 91*t* *APT* 126*t* | Liverpool<br>British<br>*Cem*<br>6 *BHto Sh dk*<br>2 ,, ,, *U* ,,<br>Harland & Wolff, Ld. Bel. | T.3Cy. 27″, 44″ & 73″–48″ (*s*)<br>180lb 517NHP<br>3SB, 9*cf*, GS190, HS7668 FD | 38 ″ 0<br>s 9 ″ 11½<br>28 ″ 3½ | |
| 80173<br>148838<br>GFDK | **New Westminster City**<br>D.F. *Fitted for oil fuel*<br>1 *Dk* & *Shelter dk* | | 4747<br>4432<br>2882 | | | | | 1929 | W. Gray & Co. Ld.<br>Sunderland | Reardon Smith Line Ld. (Sir W. R. Smith & Sons, Ld. *Mgrs.*) | 400·0 \| 54·3 \| 25·6<br>F41′<br>*WB* | Bideford<br>British<br>Cen. Mar. E Wrks. Ld W Hpl | T.3Cy. 25″, 42″ & 70″–48″<br>339NHP | | C |
| 80174<br>217618 | **New Windsor**<br>*Fitted for oil fuel*<br>2 *Dks* & *Web frames* | | 5590<br>5042<br>3451 | ✠ …<br>7,20<br>✠ | | | | 1919<br>3mo | Newburgh Shipyards Inc<br>Newburgh, N.Y. | United States Maritime Commission | 400·5 \| 54·2 \| 30·0<br>P36′ B124′ F44′ FK<br>*WB* | New York<br>Utd. States | 2 Steam Turbines DR geared to 1 Screw Shaft<br>645NHP<br>Westinghouse Electric & Mfg. Co. Pittsburgh, Pa. | 32 ″ 10 | |
| *Now* Alcoa Mariner," *see No. 8704*6 *in Supplement* | | | | | | | | | | | | | | | |
| 80175<br>DJNY | **New York** Ⓟ Twin Sc<br>*Ref. Mchy.* Sub. Sig.<br>D.F. Gy C. | *Fitted for oil fuel*<br>*Cruiser Stern* 5 *Dks*<br>*Corrugated sides* | 22337<br>15607<br>12301 | | | | | 1927 | Blohm & Voss<br>Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 645·6 \| 72·4 \| 42·1<br>79·0<br>B306′ F97′<br>len 34<br>*WB* | Hamburg<br>German | 8 Steam Turbines SR geared to 2 Sc. Shafts<br>NE & B 30<br>Blohm & Voss, Hamburg | | G |
| 80176<br>~~213937~~<br>~~W Dcn~~<br>HPTI | —<br>*Mchy. Aft*<br>D.F. | *ss* N.Yk. 2nd No. 3–5, 40<br>~~*ss* N.Yk. No. 3–1, 29~~<br>~~*ss* N.Yk. No. 2–37~~<br>2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing* | ~~6400~~<br>~~5004~~<br>~~4014~~<br>6401<br>5880<br>4014 | ✠100A1<br>5,40 ~~5,40~~ 5,41<br>✠LMC<br>~~MS2,37~~ BS3,40 3,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4, 16 | NYk | *a*†<br>CL<br>~~8,37~~<br>N5,40<br>*F.P. a bove* 150° F | 1916<br>4mo | Fore River S.B. Corp.<br>Quincy, Mass<br>A&CP | ~~The Texas Company~~<br>The Texas Co. (Panama) Inc.<br>*Cell D B u E&* | 416·8 \| 56·1 \| 31·1<br>P107′ B35′ F33 FK<br>B64′ 209*t* *FPT* 229*t* | Colon<br>Panamanian<br>16 *BHCem*<br>*APT* 130*t* | T.3Cy. 26½″, 44″ & 74″–51″ (*r*)<br>190lb 549NHP<br>3SB, 9*cf*, GS191, HS7979 FD<br>Fore River S.B. Corp Quincy | 32 ″ 9<br>s 6 ″ 4½<br>26 ″ 7 | |
| 80177<br>223901<br>WECF | —<br>Ⓟ Twin Sc<br>D.F. Gy C. | *Fitted for oil fuel*<br>2 *Dks*<br>*Cruiser Stern* | 4989<br>—<br>2703 | | | | | 1924 | Bethlehem S.B. Corp. Ld.<br>Sparrow's Point, Md. | Eastern S.S. Lines, Inc. | 385·3 \| 72·5 \| 20·9<br>*WB* | Portsmth, N.H.<br>Utd. States | 4 Steam Turbines SR geared to 2 Screw Shafts<br>Bath Irn. Wrks. Bath, Me. | | R |
| 80178<br>206239<br>KJSR | — | 2 *Dks* | 2818<br>—<br>1893 | | | | | 1909 | Harlan & Hollingsworth Co.<br>Wlmgtn, Del. | Central Vermont Transportation Co. | 278·5 \| 44·0 \| 19·0 | Prtlnd. Me.<br>Utd. States | T.3Cy. 21″, 34″ & 56″–42″<br>203NHP<br>Harlan & Hollingsworth Co.<br>Wilmington, Del. | | |
| 80179<br>134720<br>GKJS | **New York City**<br>D.F. | *ss* Brs. No. 3–12, 30<br>*ss* Brs. No. 2–39<br>2 *Dks* (*Stl*) 3rd tr B *in No. 3 hold* | 2710<br>2499<br>1623 | ✠100A1<br>3,40<br>✠LMC 5,39<br>BS7,40 | Cff | *u* | CL<br>4,38 | 1917<br>12mo | C. Hill & Sons<br>Bristol<br>*Lloyd's A&CP* | Bristol City Line of Steamships, Ld. (C. Hill & Sons, *Mgrs.*) | 311·0 \| 42·8 \| 23·6<br>P31′ B&F 259′ FK<br>*Cell D B* 259′ 554*t* *FPT* 90*t* *APT* 25*t* | Bristol<br>British<br>5 *BHCem* | T.3Cy. 24″, 39″ & 66″–45″ (*s*)<br>180lb *100lb* 357NHP<br>2SB, 6*cf*, GS111, HS4839 FD<br>Richardsons, Westgarth & Co. Ld. W. Hpl. | 26 ″ 0<br>s 2 ″ 5<br>23 ″ 9½ | |
| 80180<br>148126<br>VGPT | **New York News** (*ex* Belvoir–33)<br>*Mchy. Aft*<br>D.F. | *ss* Tto. No. 3–1, 37<br>*ss* Tto. No. 1–41 1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | 2310<br>2054<br>1672 | ✠100A1<br>*with freeboard*<br>~~3,37~~ 3,41<br>~~BS3,39~~ BS1,40<br>✠LMC 1,37<br>*For Service on the Great Lakes & River St. Lawrence & to Galveston* | Mtl<br>Tto | | CL<br>~~1,37~~<br>12,40 | 1925<br>6mo | Swan, Hunter & Wigham Richardson, Ld Newcastle<br>*Lloyd's A&CP* | Quebec & Ontario Transportation Co. Ld.<br>3 *W.T.B. also inter mediate BH in holds*<br>*Cell D B* 220′ 560*t* | 248·1 \| 43·7 \| 22·9<br>256·0 (O.L.)<br>F42′ FK<br>(lower part W.T.)<br>*FPT* 133*t* *APT* 8*t* | Montreal<br>British<br>*pt Cem* | T.3Cy. 17″, 28″ & 46″–36″ (*s*)<br>200lb 171NHP<br>2SB, 4*cf*, GS84, HS2963<br>McColl & Pollock, Ld. Sld. | 25 ″ 0<br>s 5 ″ 6½<br>19 ″ 7½ | |
| 80181<br>231376<br>KLHF | **New York Socony** Twin Sc<br>Oil Eng.<br>D.F. *Cruiser Stern* 1 *Dk*<br>*Mchy. Aft* *Carrying Petroleum in bulk* | | 1540<br>1316<br>933 | | | | | 1932 | Bethlehem S.B. Corp. Ld.<br>Sparrow's Pt. Md. | Socony-Vacuum Oil Co. Inc | 254·6 \| 45·7 \| 14·3<br>P65′ B21′ F34′<br>*WB* | New York<br>Utd. States | Oil Engines 4 S.C.S.A.<br>12Cy. 13″–18″<br>198NHP<br>McIntosh & Seymour Corp.<br>New York | | R |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of R. of T. and Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80182 206129 | **New Yorker** (P) (*ex*Trojan–39) | Pad 3 *Dks* | 2572 1309 1739 | | | | | 1909 | T.S.Marvel S.B.Co. Newburg,NY | TrojanSteamship Corp. | 317·2 42·5 12·5 | NewYork Utd.States | B.1Cy.70″–144″ 452NHP W&A.Fletcher Co.Hobokn | | |
| 80183 LDNP | **New Zealand** *Oil Eng.* *ss*Got.No.2–38 | TwinSc 2 *Dks(Stl)&Web frames* *Longitudinal framing* | 9311 8823 5665 | ✠100A1 LMC CS11,38 DBS~~7,38~~ 6,41 *Carrying Petroleum in bulk* | LAn Syd | *e*† P11,38 s12,39 | CL | 1930 5mo | Barclay, Curle&Co.Ld. Glasgow *Lloyd's SA&CP* | ErlingH.Samuelsens RederiII.A/S (E.H.Samuelsen, *Mgr.*) *Cell D Bu E8* | 484·3 65·5 36·9 0′337*t* *DTf*45′623*t* P114′B31′F50′ FK *FPT*227*t* *APT*257*t* | Oslo Norwegian *BH* (11 *to U dk* 7 „ *2nd* „) | Oil Engines 2S.C.SA 8Cy.18⅛″–74″ 880NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls. | 36 ″ 9 s 8 ″ 4½ 28 ″ 7½ | |
| 80184 163213 GYCR | **New Zealand Star** *Ref.Mchy.* *ss*Liv.No.1–39 Sub.Sig. D.F. 3 *Dks* E.S.D. GyC. *4th dk in Nos.2&3holds* *Cruiser Stern* *Tonnage opening closed '40* | TwinSc *Oil Eng.* | 12436 — 7677 | ✠100A1 *with freeboard* 6,10~~10,39~~10,40 ✠LMC CS3,40 DBS~~4,39~~10,40 5,39 ✠Lloyd'sRMC3,40 ~~6,40~~ 4,41 ~~10,40~~ | Lon Liv | *i*† 2⅞ CL ~~6,37~~ 10,40 | | 1935 3mo | Harland& Wolff,Ld. Belfast *Lloyd's SA&CP* *Upper 'tween* | ~~BlueStarLine,Ld.~~ FrederickLeyland &Co.Ld. *Duct keel forward* *dk B Hs except Coll* *Cell D B391′2271t* | 524·2 70·4 32·3 542·9(O.L.) 40·6 B193′F72′ FK *of mchy. space* (*B Hdispensed with* *FPT*126*t* *APT*172*t* | Belfast British *BH pt Cem* (*Coll to W dk* 7 „ *2nd* „ ) | Oil Engines 4S.C.SA 20Cy.29½″–59⅞″ 1631NHP 2DB*100lb* Harland&Wolff,Ld.Bel. | 43 ″ 5 s12 ″ 9 30 ″ 10 | |
| 80185 149466 | **Newbrundoc** *Mchy.Aft* 1 *Dk* | | 1934 1635 1152 | | | | | 1928 | Swan,Hunter& Wigham Richardson, Ld Newcastle | PatersonSteamships,Ld. | 252·8 43·3 17·8 | Ft William British *WB* | T.3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc. | | C |
| 80186 149773 GMWZ | **Newbury** *ss*Shl.No.3–8,39 2 *Dks(Stl)* | | 5102 4795 3196 | ✠100A1 8,~~10~~10,40 ✠LMC8,39 | Shl Npt | *y* CL 8,39 | | 1927 1mo | R.Duncan &Co. Pt.Glasgow *Lloyd's SA&CP* *Intermediate 'tween* | AlexanderShippng Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *een dk B H in after* *Cell D B350′* | 404·9 53·0 27·5 418·4(O.L.) P35′B128′F41′ FK *hold dispensed with* 1040*t* *DTa*30′860*t* *A* | London British *Cem* 5 *B H to U dk* 1 „ „ *2nd* „ *PT*200*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 503NHP 3SB,*9cf*,GS178,HS7345 FD Rankin&BlckmoreLd.Grk. | 30 ″ 0 s 5 ″ 7¾ 24 ″ 7 | |
| 80187 146635 GDYQ | **Newchwang** 2 *Dks* | | 2482 2051 1480 | | | | | 1922 | Scott'sS.B. &E.Co.Ld. Greenock | ChinaNavigation Co.Ld. | 295·8 44·2 19·6 B72′F42′ | London British *WB* | T.3Cy.18″,29″&47″–39″ 138NHP Scott'sS.B.&E.Co.Ld.Grk. | | |
| 80188 147312 GKJF | **Newfoundland** (P) *ss*Liv.No.3–3,38 D.F. 2 *Dks(Stl)(weather dk–ws)* *Ref.Mchy.* 3*rd dk(Stl)in holds* E.S.D. *Cruiser Stern* | | 6791 5389 3828 | ✠100A1 *with freeboard* 12,40~~1,40~~ BS4,40 ✠LMC3,38 ✠Lloyd'sRMC4,40 *Fitted for oil fuel* 6,25 *F.P. above* 150° F. | Liv | *a*† CL 2,38 | | 1925 6mo | Vickers, Ld. Barrow *Lloyd's SA&CP* | JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Cell D B329′1411t* | 406·1 55·4 31·8 423·7(O.L.) B145′F42′ FK *Duct keel forwd of ER71′* *DTf*23′291*t* *DTa*23′357*t* *FPT*71*t* *APT*126*t* | Liverpool British *BH pt Cem* 2 „ *to 2nd dk* HS16095 Vickers,Ld.Barrow | Q.4Cy.31″,43″,62″&90″–57″ 215lb (*s*) 1047NHP 5SB(Spt).*20cf*,GS377, Vickers,Ld.Barrow | 34 ″ 4 s 9 ″ 3½ 25 ″ 4½ | BT till 4,41 |
| 80189 FOTT | **Newhaven** (P) D.F. 2 *Dks* *Fitted for oil fuel* | TrpSc | 1888 1520 695 | | | | | 1911 | Forg.& Ch. de la Médit. Havre | Chemins de Fer de l'Etat Français (Southern Rly. *Mgrs.*) | 293·3 34·6 21·4 | Dieppe French | 3 Steam Turbines Forg.&Ch.de la Médit.Hav. | | V |
| 80190 162237 MPZR | **Newlands** (*ex*Maria Kyriakides) *ss*Gmh.No.3–4,31 *ss*Gmh.No.1–35 1 *Dk(Stl)* *Cargo battens not fitted* | | 1556 1387 855 | ✠100A1 Gls Examined ~~4,40~~11,40 BS11,40 ✠LMC MS1,39 ~~BS1,40~~ | | *p* CL 12,38 | | 1921 5mo | Bow,Mc-Lachlan&Co. Ld. Paisley *Lloyd's SA&CP* | TulleyShippingCo. Ld. (W.Tulley&Co. Ld. *Mgrs.*) *Cell D B196′389t* | 240·2 36·1 19·1 B52′F27′ FK *FPT*120*t* *APT*75*t* | Hull British *4 BH Cem* | T.3Cy.17″,27″&45″–33″ (*s*) 180lb 170NHP 2SB,*4cf*,GS90,HS3217 Bow,McLachln&CoLdPsy. | 21 ″ 3 s 2 ″ 10 18 ″ 7 | |
| 80191 148131 MNGZ | **Newminster** *ss*Bly.No.1–40 *ss*Nwc.No.3–4,37 1 *Dk(Stl)&Shelter dk(Stl)* | | 967 791 406 | ✠100A1 *with freeboard* 10,40 ~~2,40~~ ✠LMC10,40 MS~~4,37~~ ~~BS2,40~~ | Mdb Bly | *o* CL ~~2,40~~ 10,40 | | 1925 7mo | Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's SA&CP* | Tyne-TeesSteam ShippingCo.Ld. *Cell D Ba&u E60′* | 231·2 35·1 14·3 B63′ FK *f*104′168*t* (*Coll to Sh dk* 3 „ *2nd* „) | Newcastle British *4 BH Cem* | T.3Cy.20″,31″&53″–36″ (*s*) 180lb 240NHP 2SB,*6cf*,GS135,HS4476 Hawthorn,Leslie&Co.Ld. | 16 ″ 6 s ″ 6 16 ″ 2 | |
| 80192 209388 WJCV | **Newton** *Mchy.Aft* Sub.Sig. 1 *Dk* | 3Mst | 5001 4412 3093 | | | | | 1911 | ForeRiver S.B.Co. Quincy,Mass. | KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) | 389·0 54·6 28·0 | Boston Utd.States *WB* | T.3Cy.25″,41″&68″–48″ 320NHP ForeRiverS.B.Co.Quincy | | R |
| 80193 148123 GFMP | **Newton Ash** *ss*Nwc.No.3–1,38 D.F. 1 *Dk(Stl)&Web frames* *Cruiser Stern* *Corrugated sides* *Longitudinal framing in DB&at decks* | | 4625 4248 2792 | ✠100A1 ~~2,40~~12,40 BS~~2,40~~ 6,41 ✠LMC1,38 | Nwc Liv | *x* CL ~~1,40~~ 12,40 | | 1925 3mo | W.Pickersgill&Sons Ld Sunderland *Lloyd's SA&CP* | ~~TynesideLine,Ld.~~ ~~(J.Ridley,Sons& Tully,*Mgrs.*)~~ C.Strubin&Co. Ld. *Cell D B325′10* | 372·8 54·6 26·8 P57′B111′F36′ FK 64*t* *FPT*131*t* *APT*283*t* | Newcastle British *6 BH Cem* | T.3Cy.25″,41″&68″–45″ (*s*) 180lb 346NHP 3SB(Spt)*9cf*,GS145,HS5466 N.E.MarineEng.CoLd.Sld. | 29 ″ 3 s 5 ″ 7¼ 23 ″ 10½ | |
| 80194 149403 GCRK | **Newton Pine** (*ex*Fernlea) *ss*Bkn.No.3–8,38 1 *Dk(Stl)&Shelter dk(Stl)* | | 4212 3946 2548 | ✠100A1 *with freeboard* 2,41~~4,40~~ BS4,40 ✠LMC8,38 | Nwc Bry | *x* CL 5,39 | | 1925 12mo | Sir J Priestman&Co. Sunderland *Lloyd's SA&CP* | GraigShippingCo. Ld.(I.Williams& Co.*Mgrs.*) *Cell D B315′994t* | 365·0 51·5 25·1 F35′ FK *FPT*125*t* *APT*247*t* | Cardiff ~~Newcastle~~ British *6 BH Cem* (*Coll to Sh dk* 5 „ *2nd* „) | T.3Cy.23½″,38¾″&69″–48″ (*s*) 180lb 380NHP 3SB(Spt)*9cf*,GS165,HS6159 Richardsons,Westgarth& Co.Ld.Sld. | 27 ″ 6 s 2 ″ 10 24 ″ 10½ | |
| 80195 166780 MPWW | **Ngakoa** *Oil Eng.* 1 *Dk* *Mchy.Aft* *Cruiser Stern* *Cargo battens not fitted* | | 507 324 251 | ✠100A1 5,40 ~~6,38~~ ✠LMC6,38 | Rot Sou | *g* | | 1938 6mo | N V Schpsf. v/h De Groot & Van Vliet Slikkerveer *Lloyd's SA&CP* | W.A.Wilson | 166·6 27·1 8·9 *27·5* 172·8(O.L.) FK P31′Q66′Bon Q10′ F11′ *Cell D B* | S'thamptn British *3 BH pt Cem* | Oil Engines 4S.C.SA 6Cy.12⅜″–17 1/16″ 93NHP Mtrn Werke Mannheim A G 97′128*t* *FPT*74*t* *APT*19*t* | 11 ″ 0 s 3 ″ 10½ 10 ″ 9½ | |
| 80196 128829 ZMDG | **Ngakuta** *ss*Syd.2nd No.3–8,38 1 *Dk(Stl)* *Cargo battens not fitted* | | 1775 1398 944 | ✠100A1 ~~7,20~~7,40 BS~~7,40~~ 4,41 ✠LMC1,38 | Syd | *q* CL 1,38 | | 1913 8mo | Smith's Dock Co.Ld. Middlesbro' *Lloyd's SA&CP* | Blackball Coal Mines Proprietary, Ld.(C.G.White, *Mgr.*) *Cell D Ba82′ u* | 275·0 39·0 17·6 P24′B63′F23′ FK *E20′f*108′465*t* *FPT* | Wellingtn, N.Z. British *4 BH Cem* 36*t* *APT*70*t* | T.3Cy.21″,34″&56″–36″ (*s*) 180lb 248NHP 2SB,*6cf*,GS120,HS4440 Richardsons,Westgarth &Co.Ld.Mdb. | 18 ″ 5 s 2 ″ 6¼ 16 ″ 2 | |
| 80197 161722 MPXM | **Ngaroma** *Oil Eng.* *ss*Hul.No.2–39 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted* | | 503 345 245 | ✠100A1 ~~6,40~~ ~~1,40~~ 2,41 ✠LMC2,39 | Hul Sou | *g* OG ~~5,39~~ 7,40 | | 1931 3mo | N.V.Industrieele Maats. De Noord A lblasserdam *Lloyd's SA&CP* | W.A.Wilson *Cell D B* | 159·0 25·7 10·0 P42′Q41′F21′ FK 102′119*t* *FPT*69*t* | S'thamptn British *3 BH Cem* *APTs*20*t* | Oil Engines 4S.C.SA 6Cy.11 3/16″–17 1/16″ 81NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 12 ″ 2 s 3 ″ 11⅜ 11 ″ 6½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné aux visites après Lettre d'Avertissement. | 7* | 8 Construit. Quand. — Navire. — Mach | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. Registres ou cotes, s'il en est tenu dans le Lloyd's Coast Book Trade | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80198 | **Ngatira** | | 525 | ✠100A1 | Hul | *g* | 1931 | N.V.Indus. | W.A.Wilson | 159·3\|25·7\|10·0 | S'thamptn | Oil Engines 4S.C.SA | 12 ″ 2 | |
| 161740 | *Oil Eng.* | | 351 | 6,41 ~~5,30 [1,40~~ | ~~Scn Bry~~ | | 10mo | triecle Maats. | | | British | 6Cy.11½″–17½″ 81NHP | s 3 ″ 8½ | |
| MPXX | ssHul.No.2–39 | | 260 | ✠LMO1,39 | | | | DeNoord | | P42'Q50'F25' FK | 3BHCem | | 11 ″ 9½ | |
| | 1*Dk(Stl)* | | | ✠LMC(2)~~6,40~~ | | | | Alblasserdam | *CellD* | *B102' 119t FPT64t* | *APTs36t* | Humboldt-Deutzmotoren, | | |
| | *Mchy.Aft* | *Cruiser Stern* | | 6,41 | | | *Lloyd's* | *sA&CP* | | | | A.G.Köln-Deutz | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | | | | |
| 80199 | **Ngatoro** | | 1140 | ✠100A1 | Syd | *n* | CL | 1910 | A.Rodger | BlackballCoal | 225·0\|33·1\|15·5 | Wellingtn, | T.3Cy.18″,30″&48″–33″ (*s*) | 16 ″ 8 | |
| 128551 | ~~ssSyd.No.1–10~~ | | 897 | 3,41 ~~3,40~~ | | | 2,40 | 6mo | &Co. | MinesProprietary, | 233·6(O.L.) | N.Z. | 180lb 166NHP | s 2 ″ 1½ | |
| ZMGF | ssSyd.2ndNo.3–3,36 | Wireless | 586 | ✠LMC3,40 | | | | | PortGlasgow | Ltd.(C.G.White, | P20'B60'F22' FK | British | 2SB,*4cf*,GS86,HS2870 | 15 ″ 0½ | |
| | 1*Dk(Stl)*&*deep framing* | | | | | | | *Lloyd's* | *sA&CP* | *Mgr.*) | | 4BHCem | A.Rodger&Co.Glasgow | |
| | *Cargo battens not fitted* | | | BS4,41 | | | | | | *CellDBa71'* | *uE15'f84'263t FPT* | 28t*APT62t* | | |
| 80200 | **Ngow Hock** (*ex*Bratland–32, | | 1329 | | | | | 1920 | NewE.& | A/S ArneSveen's | 242·7\|37·3\|15·0 | Oslo | T.3Cy 18½″,29″&49″–33″ | | N |
| | *ex*Dux) | | 1130 | | | | | | S.B.Wks.Ltd. | Rederi(Arne | P58*t*H94*t* | Norwegian | 188NHP | | |
| LEMY | 1*Dk* | | 709 | | | | | | Shanghai | Sveen,*Mgr.*) | | | NewE.&S.B.Works,Ld. | | |
| 80201 | **Niagara** Ⓟ | TrpSc | 13415 | ✠100A1 | Syd | *i*† | CL | 1913 | J.Brown | CanadianAustra- | 524·7\|66·3\|34·5 | London | T.8Cy.(2)27½″,(2)42″&(4) | 37 ″ 6 | |
| 135193 | | | 8684 | *Shelter dk* | | | P2,38 | 3mo | &Co.Ld. | lasianLine,Ld. | | British | 47″–54″ 1LPTurbine (*r*) | s 9 ″ 10½ | |
| GNXP | *Ref.Mchy.* | 3*Dks(Utys2nd dk Stl–ws)* | 7582 | *withfreeboard* | BS10,39 | | C8,38 | | Clydebank | | FK&BK2″ | 9BHCem | 220lb FD HS31564 | 28 ″ 1 | |
| | | *&Shelter dk*(teak s) | | 4,40 ~~12,00~~ | ✠LMC | | S8,39 | *Lloyd's* | *sA&CP* | *CellDBa* | | | 2DB&6SB,*40cf*,GS787 | |
| | | *&Web frames* | | MS5,36 ~~MS11,37~~ | | | | | | 103'*uE&B188'* | *f166'1343t FPT120t* | *APT88t* | J.Brown&Co.Ld.Clydebnk | |
| | | | | ✠Lloyd'sRMC~~6,39~~ | | | | | | | | | | |
| | | | | 6,40 ~~12,39~~ | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 3,13 | | *F.P. above* 150° F. | | | | | | | | |
| 80202 | — | | 1760 | | | | | 1897 | F.W. | GravelProducts | 266·0\|42·2\|16·8 | Buffalo NY | T.3Cy.17″,29″&48″–36″ | | |
| 130738 | | | 1542 | | | | | | Wheeler&Co | Corp. | | Utd.States | 138NHP | | |
| | *Mchy.Aft* | | 1324 | | | | | | W.BayCity | | *WB* | | F.W.Wheeler&Co. | | |
| 80203 | **Nibha** | TwinSc | 512 | ✠100A1 | Bgk | | CL | 1924 | A/S. | ThaiNav.Co.Ld. | 174·8\|29·2\| 7·7 | Bangkok | OilEngines 2S.C.SA | 10 ″ 0 | |
| 309 | *Oil Eng.* | | 351 | *withfreeboard* | | | s5,39 | 10mo | NakskovSkbs | | | Thai | 8Cy.8½″–14½″ 105NHP | s 2 ″ 0½ | |
| HSAK | ssBgk.No.3–5,37 | | 276 | 5,40 ~~5,32~~ | ✠LMC5,37 | | P5,40 | | Nakskov | | FK | 4BHptCem | DNmade28*fitted*37 *100lb* | 8 ″ 0 | |
| | 1*Dk(Stl)&Shade dk*(*Teak*) | | | ✠NE5,37 | DBS5 ~~7S5~~,40 | | | *Lloyd's* | *sA&CP* | *CellDBa* | *E&B&f58'95t FPT* | 17t*APT25t* | Akt.Burmeister&Wain, | | |
| | | | | *For Coasting Service between Bangkok&Chantabon* | | | | | | | | | Cpn. | |
| 80204 | **Nicarao** | | 1445 | ✠100A1 | NOs | *o* | CL | 1920 | Standard | UnitedFruitS.S. | 234·3\|34·1\|20·3 | NewYork | T.3Cy.19″,30″&50″–33″ (*s*) | 23 ″ 6 | |
| 233738 | ssGal.No.3–12,32 | | 1391 | *Shelter dk* | | | 2,40 | 9mo | S.B.Corp. | Corp.(UnitedFruit | | Utd.States | 185lb 200NHP | s 8 ″ 2 | |
| WNFA | Wireless | | 819 | *withfreeboard* | MS3,41 | | | | Shooter's | Co.*Mgrs.*) | B88' FK | *ptCem* | 2SB,*6cf*,GS120,HS3660 | 15 ″ 9 | |
| | 1*Dk(Stl)&Shelter dk* | | | 3,41 ~~2,40~~ | BS12,40 | | | | Island,N.Y. | | | 2BHtoSh dk | H.G.TroutCo.Buffalo,N.Y. | |
| | *ssN.Os.No.2–41* | | | ~~BS2,40~~ | ✠LMC~~3,37~~ | | | | A&CP | *CellDB197'306t* | *FPT84t APT36t* | 2 ,, ,, *U* ,, | | |
| | | | | *Fitted for oil fuel* 9,20 | | *F.P. above* 150° F. | | | | | | | | |
| 80205 | **Nicea** | | 1948 | | | | | 1922 | Flenders- | KarlGrammerstorf | 303·8\|41·7\|17·6 | Kiel | T.3Cy.20½″,34½″&55″–37½″ | | |
| | | | 1679 | | | | | | werft | | F33' | German | NB34 185NHP | | |
| DHRM | Sub.Sig. | 1*Dk&Awning dk* | 1103 | | | | | | Lübeck | | len34 | *WB* | A.G."Neptun,"Rostock | | |
| 80206 | **Niceto de Larrinaga** | | 5591 | ✠100A1 | Rot | *b*† | CL | 1916 | Russell& | LarrinagaS.S.Co. | 439·8\|56·0\|26·3 | Liverpool | T.3Cy.26″,43″&70″–48″ (*r*) | 29 ″ 0 | |
| 137516 | *ssOff.No.3–7,29* | | 5147 | *Shelter dk* | Bry | | ~~5,37~~ | 8mo | Co. | Ld. | 456·5(O.L.) | British | 180lb 483NHP | s 3 ″ 10½ | |
| GPWF | *ssAnt.No.2–38* | | 3506 | *withfreeboard* | | | 11,40 | | Pt.Glasgow | | *Fon Shelter dk*50' | *Cem* | 2DB,*12cf*,GS202,HS9020 | 25 ″ 4 | |
| | 2*Dks(Stl)&Shelter dk(Stl)* | | | 12,40 ~~8,30~~ | ✠LMC | | | | | | FK | 4*BH to Udk* | Rankin&Blackmre Ld.Grk | | |
| | *Cruiser Stern* | | | MS10,37 | BS4,40 | | | | | 1*Interme* | *diate BH&1 'twndk* | 1 ,, *Shlt* ,, | | |
| | | | | | | | | *Lloyd's* | *sA&CP* | *CellDB385'1468t* | *BH dispensed with* | 1 ,, ,, 2*nd* ,, | *only* | |
| | | | | | | | | | | *DTa42'1138t* | *FPT104t APT38t* | | | |
| 80207 | **Nicholas Cuneo** | | 1051 | | | | | 1907 | Framnes | L.A.Larssen | 216·0\|30·1\|20·1 | Flekkefjrd | T.3Cy.18″,29″&48″–33″ | | N |
| | | | 916 | | | | | | Mek.Værks | | H99*t* | Norwegian | 132NHP | | |
| LEMZ | Wireless | 1*Dk&Spar dk* | 606 | | | | | | Sandefjord | | | *WB* | AkersMek.Værks.Oslo | | |
| 80208 | **Nicke** (*ex*Agricola,*ex*Bollsta, | | *1170* | | | | | 1918 | Eriksbergs | NyaÅngfartygs | 226·7\|36·5\|14·6 | Gothenbrg | T.3Cy.16½″,27″&44½″–30″ | | V |
| 5963 | *ex*Agricola) | | *978* | | | | | | M.V.Aktieb | A/B Heimdal | P21'B52'F25' | Swedish | 108NHP | | |
| SFQR | 1*Dk* | | *635* | | | | | | Gothenburg | (J.E.Manne,*Mgr.*) | | *WB* | KockumsM.V.Akt.Malmö | | |
| 80209 | **Nicolaos D. L.** | | *5486* | ✠100A1 | Bry | *b*† | CL | 1939 | W.Gray& | CephalonianMari- | 441·1\|57·7\|26·7 | Piræus | T.3Cy.24″,40″&68″–48″ (*s*) | 29 ″ 4 | |
| 956 | | | *4974* | *withfreeboard* | | | | 4mo | Co.Ld. | timeCo.Ld.(N.D. | 456·8(O.L.) | Greek | 225lb FD 492NHP | s 3 ″ 6½ | |
| SVZB | D.F. E.S.D. | 1*Dk&Shelter dk* | *3210* | 1,40 | ✠LMC4,39 | | | | WHartlepool | Lykiardopulo, | F48' FK | 7BHCem | 3SB(Spt)*9cf*,GS145 HS7020 | 26 ″ 0½ | |
| | | *Cruiser Stern* | | | | | | *Lloyd's* | *sA&CP* | *Mgr.*) | | (*Coll to Sh dk* | Cen.Mar.E.Wks. | |
| | | *Longitudinal framing at upper deck* | | | | | | | | *CellDB378'1313t* | *FPT254t APT218t* | 6 ,, 2*nd* ,,) | (W.Gray&Co.Ld.)W.Hpt. | |
| 80210 | **Nicolaos Filinis** (*ex*Glenaster, | | *3111* | ✠100A1 | Ant | *u* | CL | 1904 | Richardsn, | M.N.Filinis | 325·0\|47·0\|22·4 | Piræus | T.3Cy.23½″,39″&64″–42″ (*s*) | 24 ″ 10 | |
| 700 | *ex*Seabank, | *ss*Bry.2ndNo.3–11,29 | *2875* | 12,40 ~~12,30~~ | Bry | | ~~12,30~~ | 9mo | Duck&Co. | | | Greek | 180lb 280NHP | s 3 ″ 3½ | |
| SVPY | *ex*Dowgate) | *ss*.Bly.No.2–38 | *1986* | BS~~6,30~~ | ✠LMC5,38 | | 11,40 | | Stockton | | P26'B164'F29' FK | 5BHCem | 2SB,*5cf1pf*,GS120 HS4200 | 21 ″ 9½ | |
| | | 1*Dk(pt Irn&pt Stl)2trB* | | 12,40 | | | | *Lloyd's* | *sA&CP* | *CellDBa108'* | *uE&B40'f138'740t* | *APT84t* | Blair&Co.Ld.Stockton | |
| | | *&Web frames&Dk rule* | | | | | | | | | | | | |
| 80211 | **Nicolaos G. Culucundis** | | *3201* | ✠100A1 | Cal | *v* | CL | 1917 | W.Doxford | AtlanticosS.S.Co. | 339·8\|47·0\|23·8 | Piræus | T.3Cy 20½″,33″&54″–39″ (*s*) | 26 ″ 3 | |
| 953 | (*ex*Maid of Sparta, | *ss*Shl.No.3–2,30 | *2981* | 12,40 ~~12,39~~ | BS9,40 | | 12,39 | 2mo | &Sons,Ld. | Ld.(Kulukundis | | Greek | 160lb *85lb* 224NHP | s 4 ″ 4½ | |
| SVPG | *ex*LordByron) | *ss*Bly.No.2–38 | *1930* | ✠NE10,31 | ✠LMC5,38 | | | | Sunderland | ShippingCo.S.A. | P28'B105'F39' FK | 6BHCem | 2SB,*6cf*,GS106,HS4005 | 22 ″ 1½ | |
| | | 1*Dk(Stl)* | | ~~DB65,30~~ | ~~MBS8,39~~ | | | *Lloyd's* | *sA&CP* | *Mgrs.*) *CellD* | *B294' 789t FPT69t* | *APT179t* | Earle'sS.B.&E.Co.Ld.Hull | |
| 80212 | **Nicolaos L.** Ⓟ (*ex*Nicolaos, | | 356 | | Pir | *d* | | 1917 | Bow,Mc- | J.Lykouris | 125·6\|23·4\|12·8 | Piræus | T.3Cy.12½″,21″&35″–26″ | 13 ″ 6 | |
| 505 | *ex*CharlesChappell) | *ss*Cpl.No.3–9,22 | — | 10,24 | | | | | Lachlan&Co. | | Q72'F21' | Greek | 87NH | | |
| SZLR | Wireless | | 183 | | | | | | Ld. Paisley | | BK7½″ | 3BHCem | 1SB,*3pf*,GS50,HS1619 | | |
| | *Mchy.Aft* | | | | | | | | | | | | Fraser&Chalmers,Ld.Erith | |
| 80213 | **Nicolaos Michalos** | | 4342 | | | | | 1913 | W.Doxford | MichalinosMari- | 389·8\|54·1\|24·6 | Piræus | T.3Cy.26″,42″&70″–48″ | | O |
| 848 | (*ex*Akropolis–35,*ex*Hermion.) | | 4096 | | | | | | &Sons,Ld. | time&Commercial | P102*t*H125*t* | Greek | 339NHP | | |
| SVOA | 1*Dk&Shelter dk* | | 2726 | | | | | | Sunderland | Co.Ld. | | *WB* | W.Doxford&Sons,Ld.Sld. | | |
| 80214 | **Nicolaos Nomicos** (*ex*Boubis, | | 625 | | Pir | *i* | | 1899 | Bremer | LoucasNomicos | 172·2\|27·0\|16·3 | Piræus | T.3Cy.12½″,21½″&34½″–24″ | 17 ″ 1 | |
| 504 | *ex*Solli, | *ss*Nwc.2ndNo.3–8,19 | 607 | 9,32 | | | | | Vulcan | | B46' | Greek | 70NHP | | |
| SZLS | *ex*Constance, | *ss*Pir.No.2–28 | 355 | | | | | | Vegesack | | FK | 4BHCem | 1SB,*2pf*,GS42,HS1178 | | |
| | *ex*Köln) | 1*Dk(Stl)*2nd *dk(Stl) forward* | | | | | | | | | | | Bremer Vulkan,Vegesack | |
| 80215 | **Nicolaos Piangos** (*ex*Oaklands | | *4499* | | | | | 1912 | Nthmblnd | M.N.Piangos& | 385·0\|52·0\|27·1 | Andros | T.3Cy.25″,40″&68″–48″ | | C |
| 225 | Grange–34) | | *1875* | | | | | | S.B.Co.Ld. | Partners | P35'B119'F37' | Greek | Richardsons, 320NHP | | |
| SVFQ | 1*Dk* | | *2851* | | | | | | Newcastle | | | *WB* | Westgarth&Co.Ld.Sld. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. | 6 Date of last Survey. | 7 Port of Survey. | 7 Years Assigned now expired. | 7 Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Registers in which classed, if not in L.R. Dates of Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80216 | **Nicolaou Georgios** | | *4108* | ✝100A1 | | Hul | | *y* | CL | 1930 | W.Gray& | N.G.Nicolaou | 390·7 | 53·7 | 23·3 | Piræus | T.3Cy.24½″,41″&68″–48″ (*s*) | 25 ″ 8 | |
| 854 | (*ex*GeorgiosNicolaou-37, *ss*Syr.No.2-38 | | *3832* | *withfreeboard* | | Mch | | | ~~5,37~~ | 5mo | Co.Ld. | | 403·7(O.L.) | | | Greek | 200lb 502NHP | s 2 ″ 5½ | |
| SVOJ | *ex*Atthis) 1*Dk(Stl)&Shelter dk(Stl)* | | *2467* | 7,40~~8,39~~ | | ✝LMC | | | 7,40 | | Sunderland | | F35′ | | FK | 6*BHCem* | 3SB,*9cf*,GS173,HS7590 FD | 23 ″ 5½ | |
| | D.F. | | | MS8,38 | | BS4,40 | | | | *Lloyd's* | *SA&CP* | | | | | (*Coll to Sh dk* | Cen.Mar.E.Wks.Ld.W Hpl | | |
| | | | | *Fitted for oil fuel* | 2,39 | | | | *F.P. a* | *bove 1* | 50° F. | *CellDB345′1137t* | *FPT139t APT189t* | | | 5 ,, *2nd* ,, ) | | | |
| 80217 | **Nicolaou Maria** (*ex*Maria | | *5525* | ✝100A1 | ~~Ams~~ | | *z* | CL | | 1927 | Swan,Hun- | N.G.Nicolaou | 410·0 | 53·5 | 30·9 | Piræus | T.3Cy.25½″,42″&70″–48′ (*s*) | 31 ″ 1 | |
| 860 | Nicolaou-37,*ex* *ss*Nwc.No.2-35 | | *5186* | Examined 1,41 | | Gal | | | ~~4,38~~ | 7mo | ter&Wigham | | | | | Greek | 200lb 482NHP | s 5 ″ 7½ | |
| SVIV | Oilshipper-36) 2*Dks(Stl)&Web frames* | | *3285* | | | ✝LMC | | | 1,41 | | Richardson, | | P106′B26′F39′ | | FK | 15*BHptCem* | 3SB,*9cf*,HS6900 FD | 25 ″ 8¾ | |
| | D.F. *Longitudinal framing* | | | MS7,35 | | BS~~5,37~~7,40 | | | | | Ld.Newcastle | | | | | (10 *to U dk* | Swan,Hunter&Wigham | | |
| | *Mchy.Aft* | | | *Carrying Petroleum in bulk* | | | | | | *Lloyd's* | *SA&CP* | | | | | 5 ,, *2nd* ,,) | Richardson,Ld.Nwc. | | |
| | | | | *Fitted for oil fuel* | 7,27 | | | | *F.P. a* | *bove 1* | 50° F. | *CellDBuE&B62′ 18Ct* | *DTf30′122t FPT77t APT208t* | | | | | | |
| 80218 | **Nicolaou Ourania** | | *6397* | | | | | | | 1922 | J.L.Thomp- | N.G.Nicolaou | 411·8 | 55·0 | 33·6 | Piræus | T.3Cy.28″,46″&75″–51″ | | C |
| | (*ex*YorkCity-37) *Fitted for oil fuel* | | *6055* | | | | | | | | son&Sons,Ld. | | F36′ | | | Greek | 402NHP | | |
| SVVE | D.F. 2*Dks* | | *4054* | | | | | | | | Sunderland | | | | | *WB* | Blair&Co.Ld.Stockton | | |
| 80219 | **Nicolaou Virginia** | | 6869 | ✝100A1 | | Bku | | *a*† | CL | 1920 | Sunderland | N.G.Nicolaou | 425·0 | 55·0 | 26·6 | Piræus | T.3Cy.28″,46½″&78″–54″ (*s*) | 37 ″ 3 | |
| 768 | (*ex*Virginia *ss*Rot.No.3–3,33 | | — | *Shelter dk* | | | | | 2,39 | 7mo | S.B.Co.Ld. | | | | 34·7 | Greek | 180lb 629NHP | s 9 ″ 1¼ | |
| SVHC | Nicolaou-37,*ex* *ss*Nwc.No.1–38 | | *4211* | *withfreeboard* | | | | | | | Sunderland | | | | FK | *Cem* | 4SB,*12cf*,GS268,HS11670 | 28 ″ 5 | |
| | Vechtdijk–33) 1*Dk&Shelter dk* | | | Examined 3,41 | | | | | | *Lloyd's* | *SA&CP* | | | | | *Coll BH to Sh dk* | Blair&Co.Ld.Stockton | | |
| | *Tonnage opening closed* 37 | | | BS5,40 | | ✝LMC3,39 | | | | | | | | | | 6 ,, ,, *U* ,, | | | |
| | | | | *Fitted for oil fuel* | 2,39 | | | | *F.P. a* | *bove 1* | 50° F. | *CellDB369′1270t* | *FPT124t APT205t* | | | | | | |
| 80220 | **Nicolaou Zografia** (*ex*Zografia | | 7050 | | | | | | | 1913 | J.C.Teck- | N.G.Nicolaou | 470·7 | 60·7 | 28·6 | Piræus | T.3Cy.29$\frac{5}{16}$″,48$\frac{5}{8}$″&80$\frac{7}{16}$″– | | V |
| 821 | Nicolaou-38,*ex*Pisco-34,*ex*Luxor) | | — | | | | | | | | lenborgA.G. | | F50′ | | 36·6 | Greek | 55$\frac{1}{16}$″ 482NHP | | |
| SVEK | *Fitted for oil fuel* | | *4257* | | | | | | | | Weser- | | | | | *WB* | J.C.Tecklenborg,A.G.Wsm | | |
| | Sub.Sig. 2*Dks&Shelter dk* | | | | | | | | | | münde-G. | | | | | | | | |
| 80221 | **Nicolas** (*ex*Copenhagen) | | *4540* | ✝100A1 | | Cff | | *y* | CL | 1910 | Russell& | B.S.Rossolimos | 385·0 | 52·0 | 26·5 | Argostoli | T.3Cy.26″,42″&68″–48″ (*s*) | 29 ″ 0 | |
| 91 | *ss*Pir.2ndNo.3–8,35 | | *4282* | Examined 7,40 | | Dub | | | 3,40 | 8mo | Co. | | | | | Greek | 180lb *100lb* 417NHP | s 5 ″ 3¾ | |
| SVLR | 2*Dks*(1*pt Irn&ptStl&*1*Stl*) | | *2910* | | | ✝LMC3,40 | | | | | Pt.Glasgow | | P34′B111′F51′ | | FK | *Cem* | 3SB,*9cf*,GS189,HS7394 | 23 ″ 11 | |
| | | | | ~~MS9,34~~ | | ~~BS1,39~~ | | | | *Lloyd's* | *SA&CP* | *CellDBa124′uE22′* | | | | 5*BH to Udk* | J.G.Kincaid&Co.Ld.Grk. | | |
| | | | | BS4,41 | | 2,40 | | | | | | *f169′1029tDTa30′784t APT19t* | | | | 1 ,, ,,*2nd* ,, | | | |
| 80222 | **Nicolas Angelos** (*ex*RiverOrontes) | | *4351* | | | | | | | 1912 | Greenock& | J.Angelos | 375·8 | 52·2 | 25·5 | Chios | T.3Cy.25″,41″&68″–48″ | | C |
| 94 | | | *4056* | | | | | | | | Gr'ngemouth | | P36′B100′F41′ | | | Greek | 320NHP | | |
| SVPR | 2*Dks* | | *2809* | | | | | | | | Dckyd Co.Ld. | | | | | *WB* | J.G.Kincaid&Co.Ld.Grk. | | |
| | | | | | | | | | | | Greenock | | | | | | | | |
| 80223 | **Nicolas Pateras** | | *4362* | ✝100A1 | | Ant | | *x* | ~~4,40~~ | 1910 | Nthmblnd | C.N.&E.N.Pateras | 365·0 | 51·4 | 25·9 | Chios | T.3Cy.25″,40″&67″–45″ (*s*) | 28 ″ 4 | |
| 127 | (*ex*PenteAdelfi–35, *ss*Pir.2ndNo 3–2,35 | | *3953* | 1,41 ~~4,40~~ | | Bry | | | N1,41 | 4mo | S.B.Co.Ld. | | | | | Greek | 180lb 335NHP | s 5 ″ 3½ | |
| SVBB | *ex*MariaM.Diacaki–34, *ss*Pir.No.1–39 | | *2602* | | | ✝LMC | | | | | Newcastle | | P24′B91′F32′ | | FK | 6*BHCem* | 3SB,*9cf*,GS140,HS5295 | 23 ″ 3 | |
| | *ex*Port de la Pallice, 1*Dk(Stl)* | | | MS12,38 | | BS4,39 | | | | *Lloyd's* | *SA&CP* | *CellDB a* | 119′*uE&B43′ f159′* | | | 927t *APT48t* | Richardsons,Westgarth& | | |
| | *ex*Bayford,*ex*Brantford) | | | | | | | | | | | | | | | | Co.Ld.Sld. | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | | | |
| 80224 | **Nicole Schiaffino** (*ex*Muirton–37, | | 4974 | ✝100A1 | | Alg | | *y* | CL | 1920 | Palmers' | Soc.Algérienne de | 386·4 | 52·5 | 25·8 | Algiers | T.3Cy.26″,43″&71″–48″ (*s*) | 28 ″ 6 | |
| | *ex*Silene) | | 4059 | 11,39 | | | | | N1,39 | 11mo | Co.Ld. | Nav.pour l'Afrique | | | | French | 180lb 453NHP | s 5 ″ 6½ | |
| FOOL | | *ss*Msl.No.3–9,32 | 3112 | | | ✝LMC | | | | | Newcastle | duNord(Ch.Schiaf- | P36′B113′Ba21′ | | | 7*BHptCem* | 3SB,*9cf*,GS220,HS8007 | 23 ″ 2¾ | |
| | | *ss*Msl.No.1–37 | | | | | | | | *Lloyd's* | *SA&CP* | fino&Cie.*Mgrs.*) | B*f*21′F42′ | | FK | | Palmers'Co.Ld. Newcastle | | |
| | | 2*Dks*(*Stl*) | | MS9,36 | | BS7,39 | | | | *above 1* | 50° F. | *CellDB327′848t* | *FPT97t APT20t* | | | | | | |
| | | | | *Fitted for oil fuel* | 5,38 | | | | *F.P. a* | | | | | | | | | | |
| 80225 | **Nicoline Mærsk** | TwinSc3Mst | 4194 | | | | | | | 1925 | Odense | Ministry of Ship- | 374·8 | 52·2 | 24·5 | Malta | Oil Engines 4S.C.SA | | V |
| 159778 | | *OilEng.* | 3813 | | | | | | | | Staalskibsv. | ping(J.J.Thomas& | | | | British | 12Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 449NHP | | |
| VRVT | D.F. 1*Dk&Shelter dk* | | 2532 | | | | | | | | Odense | Co.*Mgrs.*) | | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| 80226 | **Nicolò Martini** (*ex*Fiumicino–39, | | 634 | ✝ ... | | | | | | 1889 | S.&H. | AgenziaMarittima | 187·3 | 28·3 | 12·4 | Genoa | T.3Cy.13½″,22″&36″–30″ | 14 ″ 5 | I |
| 2118 | *ex*SilvioPagan–37,*ex*Silvio–34,*ex* | | 474 | 8,93 | | | | | | 5mo | Morton&Co. | ColonialeSoc. | 179·3 | | | Italian | NB01 71NHP | | † |
| IUJF | Silva–34,*ex*Nordlicht–33, 1*Dk* | | 357 | | | ✝ | | | | | Leith | Anon. | Q55′B46′F25′ | | | *WB* | S.&H.Morton&Co.Leith | | |
| | *ex*Greta,*ex*Ems,*ex*MarieScherlau, | | | | | | | | | | | | | | | | | | |
| | *ex*Kopernikus) *Well deck* | | | | | | | | | | | | | | | | | | |
| 80227 | **Nicolò Odero** | | 6003 | | | | | | | 1925 | N.Odero& | Navig.Odero Soc. | 406·8 | 51·7 | 27·6 | Genoa | T.3Cy.26″,42½″&69$\frac{1}{16}$″–48″ | | I |
| 1277 | | *Fitted for oil fuel* | 4493 | | | | | | | | Co. | Anon. | | | | Italian | 336NHP | | |
| IBLY | D.F. 1*Dk* | | 3668 | | | | | | | | Genoa | | P&B265′F39′ | | | *WB* | N.Odero fuA.Genoa | | |
| 80228 | **Nicoya** | | 5364 | | | | | | | 1929 | A.Stephen | Elders&Fyffes,Ld. | 400·5 | 51·2 | 30·1 | Glasgow | T.3Cy.27½″,46½″&78″–54″ | | C |
| 160242 | E.S.D. D.F. | | 4655 | | | | | | | | &Sons,Ld. | | P42′B155′F41′ | | | British | 447NHP | | |
| GSVY | Sub.Sig. *Ref.Mchy.* | 2*Dks&*2*pt Dks* | 3315 | | | | | | | | Glasgow | | | | | *WB* | A.Stephen&Sons,Ld.Gls. | | |
| 80229 | **Nidardal** (*ex*LakeGorin–37) | | 2368 | ✝ ... | | | | | | 1918 | Detroit | RederiA/S Nidaros | 251·5 | 43·8 | 22·1 | Oslo | T.3Cy.20″,33$\frac{7}{16}$″&54″–40″ | | N |
| | | *Fitted for oil fuel* | 1987 | 9,20 | | | | | | 10mo | S.B.Co. | (Geo.Hansen, | P25′B64′F23′ | | FK | Norwegian | 328NHP | | † |
| LJON | D.F. 1*Dk* | | 1429 | | | ✝ | | | | | Wyandotte | *Mgr.*) | | | | *WB* | DetroitS B.Co.Detroit | | |
| 80230 | **Nidareid** (*ex*Stottpool) | | 1321 | | | | | | | 1924 | Swan,Hun- | KrogstadsDmpsk- | 256·3 | 38·2 | 15·4 | Oslo | T.3Cy.16″,27″&44″–30″ | | N |
| | | | 1140 | | | | | | | | ter&Wigham | rederiA/S(Geo. | P96*t*H37*t*F39*t* | | | Norwegian | 106NHP | | |
| LENA | *Mchy.Aft* 2*Dks* | | 734 | | | | | | | | Richardson, | Hansen,*Mgr.*) | | | | *WB* | ShieldsEng.Co.Ld.N.Shl. | | |
| | Wireless | | | | | | | | | | Ld.Sunderlnd | | | | | | | | |
| 80231 | **Nidarholm** (*ex*Meandros) | | 2588 | ✝100A1 | | Got | | *t* | CL | 1920 | J.I.Thorny- | A/B Helsingfors | 304·6 | 43·8 | 21·8 | Helsingfrs | T.3Cy.21″,34″&57″–36″ (*s*) | 24 ″ 5 | |
| | | *ss*Abg.No.3–4,33 | 2232 | 12,39 | | | | | 6,38 | 11mo | croft&Co.Ld. | S.S.Co.Ld.(A/B | 299·9 | | | Finnish | 180lb 240NHP | s 4 ″ 3⅜ | |
| OHDV | | *ss*Got.No.1–37 | 1468 | BS5,39 | | ✝LMC6,37 | | | | | Southampton | Nielsen&Thorden | P28′B83′F28′ | | FK | 5*BHCem* | 2SB,*6cf*,GS110,HS4102 | 20 ″ 4 | |
| | | 1*Dk(Stl)* | | | | | | | | *Lloyd's* | *SA&CP* | O(Y,*Mgrs.*) | | | | | J.I.Thornycroft&Co.Ld.Sou | | |
| | | *Cargo battens not fitted* | | | | | | | | | | *CellDB* | 250′664*t FPT114t* | | | | *APT105t* | | |
| 80232 | **Nidarland** (*ex*Wisconsin–39, | | 6076 | | | | | | | 1919 | G.M.Standi- | RederiA/S Nidaros | 401·4 | 53·2 | 31·9 | Oslo | T.3Cy.24½″,41½″&72″–48″ | | RC |
| | *ex*Wawalona) *Fitted for oil fuel* | | 5632 | | | | | | | | ferCnst.Corp. | (Geo.Hansen, | P34′F38′ | | | Norwegian | 359NHP | | |
| LKFD | | 1*Dk*,2*trB&Shelter dk* | 3729 | | | | | | | | Vancouver, | *Mgr.*) | | | | *WB* | Hooven,Owens,Rent- | | |
| | | *Longitudinal framing* | | | | | | | | | Wash. | | | | | | schlerCo.Hamilton,O. | | |
| 80233 | **Nidarnes** (*ex*SantaIsabel–40) | | 2647 | ✝ —— | | Bal | | *s* | CL | 1920 | Toledo | KrogstadsDmpsk- | 251·0 | 43·6 | 25·8 | Oslo | T.3Cy.22″,36″&59″–42″ | 28 ″ 2 | |
| | | *Fitted for oil fuel* | 2223 | 2,40 | | | | | 7,30 | 8mo | S.B.Co. | rederiA/S(Geo. | | | | Norwegian | 315NHP | | |
| LKKG | | *ss*N.Yk.No.2–27 | 1542 | | | ✝ | | | | | Toledo,O. | Hansen,*Mgr.*) | P25′B64′F23′ | | FK | 4*BHptCem* | 2SB,*6cf*,GS105,HS4640 | | |
| | | 1*Dk(Stl)*2*trB* | | | | | | | | | | *CellDB204′444t* | *DTa12′87t FPT69t* | | | *APT95t* | ToledoS.B.Co.Toledo,O. | | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 Port de Visite. Terme assigné maintenant expiré. Lettre d'Emplacement. | 7a Date de la dernière visite à l'après-petites. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres des cotes. Lettre et No. de la Page. Lettre Carr. Illustrée. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80234 | **Nidaros** (*ex*LakeBenbow–37) | | 2353 | ✠ ... | | | | 1918 | Detroit | RederiA/S Nidaros | 251·5 | 43·8 | 22·1 | Oslo | T.3Cy.20″,33″&54″–40″ | | N |
| | *Fitted for oil fuel* | | 1987 | 6,20 | | | | 7mo | S.B.Co. | (Geo.Hansen *Mgr.*) | P25′B64′F23′ | | FK | Norwegian | 328NHP | | † |
| LJOM | D.F. GyC. | 1 *Dk* | 1433 | ✠ | | | | | Wyandotte | | | | *WB* | Detroit S.B.Co. Detroit | | | |
| 80235 | **Niel Mærsk** | TwinSc | 5086 | ✠100A1 HKg *a*† | | | CL | 1931 | Odense | A/S D/S Svendborg | 418·9 | 54·7 | 25·4 | Svendborg | Oil Engines 4S.C.SA | 28 ″ 7 | |
| | *Oil Eng.* | | 4622 | *with freeboard* | | | 5,39 | 1mo | Staalskibsvft | & af 1912 A/S | 437·4 (O.L.) | | | Danish | 12Cy.24½″–51½″ 709NHP | 3 ″ 2½ | |
| OZBE | | *ss* H.Kg.No.2–39 | 3168 | 3,40 | | | | | Odense | (A.P.Moller, | F38′ | | FK | 8 *BH* | DB *100lb* | 25 ″ 7 | |
| | | 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | ✠LMC CS5,39 | | | | *Lloyd's SA&CP* | | Copenhagen *Mgr.*) | | | | (*Coll to Sh dk* | | | |
| | D.F. | 3rd *dk* (*Stl*) in No.1 hold | | DBS2,40 4,38 | | | | | Cell D | *B*371′1266*t* tanks | *in way of tunnels* | | | 7 ,, 2nd ,,) | Akt. Burmeistr & Wain, Cpn | | |
| | | *Cruiser Stern* | | *Fitted for carrying oil* 1,31 *F.P. above* | | | | | | 25*t DT* a17′534*t* | *MT* 27′1068*t FPT* | | | 48*t APT* 246*t* | | | |
| | | | | *Carrying cargo oil F.P. above* | | | | | | *or Glycerine in tank* | | | | | | | |
| | | | | | | | | | | *above APT* | | | | | | | |
| 80236 | **Niels R. Finsen** | | 1855 | | | | | 1904 | J. Smit, Czn | A/S Det Dansk | 275·5 | 41·1 | 17·8 | Copnhagn | T.3Cy.20½″,33″&54″–36″ | | V |
| | | | 1643 | | | | | | Alblasserdm | Norske Damp- | P21′B166′F33′ | | | Danish | 175NHP | | |
| OZJC | | 1 *Dk* | 1133 | | | | | | | skibsslsk. (R.A. | | | *WB* | Maats de Schelde, Flushing | | | |
| | | | | | | | | | | Robbert, *Mgr.*) | | | | | | | |
| 80237 | **Nienburg** Ⓟ | | 4318 | | | | | 1922 | Vulcan | Cia. Argentina de | 383·3 | 51·0 | 26·0 | Bns. Aires | 2 Steam turbines DR geared | | G |
| | | | 3837 | | | | | | Werke, A.G. | Navegación Lloyd | P45′B98′F61′ | | | Argentine | to 1 Sc. Shaft 773NHP | | |
| ~~BORR~~ | E.S.D. | 2 *Dks* | 2572 | | | | | | Stettin | Argentino Sociedad de Responsabilidad Ltda. | len38 | | *WB* | | NE&B38 HS4380 | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | Allgemeine Elektrizitäts–Ges. Berlin | | |
| 80238 | **Nieuw Amsterdam** Ⓟ | TwinSc | 36287 | ✠100A1 Rot | | | CL | 1938 | NV Rotter- | Nederl.-Amerik. | 713·7 | 88·3 | 50·0 | Rottrdam | 8 steam turbines SR geared | 55 ″ 3 | |
| | | | 22491 | *with freeboard* ~~NXX~~ Sng | | | ~~SN~~ | 5mo | dam Droogd. | Stoomv. Maats. | 758·5 (O.L.) | | FK | Dutch | to 2 sc shafts (*s*) 8116NHP | s 14″ 11¼ | |
| PGGF | D.F. E.S.D. GyC | 5 *Dks* | 21496 | ~~9,40~~ 4,39 12,40 | MBS9,40 | LMC5,38 | 9,40 | | Maats. | (Holland-Amerika | 11 *B Hpt Cem* | | | 625lb | *150lb* | FD | 31 ″ 6 |
| | *Ref. Mchy.* | *Cruiser Stern* | | ~~MBS4,39~~ | ✠LMC5,38 | | | | Rotterdam | Lijn) | *Lower Prom. deck* ( | | | *Coll to Wdk* | 6 WTB (Spt 562lb) HS 51000 | | |
| | | | | ✠Lloyd's RMC4 ~~39~~ | | | 9,40 | *Lloyd's SA&CP* | | | 608′ *Prom. deck* 337′ | | | 10 ,, 2nd ,, ) | Kon. Maats. "De Schelde" | | |
| | | | | *Fitted for oil fuel* 5,38 *F.P. above* | | | | | Cell D | *B*570′3270*t DT* 3299 *wing tanks* 1124 *t tanks at sides of tunnels* 429 *t tank between tunnels* 334 *t FPT* | | | | | 185*t APT* 400*t* | | |
| 80239 | **Nieuw Holland** | TwinSc | 11066 | | | | | 1927 | Nederl. | Koninkl. Paketv. | 540·5 | 62·7 | 32·3 | Batavia | 4 Steam Turbines SR | | V |
| | *Fitted for oil fuel* | | 8624 | ✠Lloyd's RMC3,40 | | | | | Schps. Maats. | Maats. | P25′B243′F44′ | | | Dutch | geared to 2 Sc. Shafts | | |
| PKFO | D.F. *Ref. Mchy.* | 2 *Dks* | 6789 | | | | | | Amsterdam | | | | *WB* | | Gebr. Stork & Co. Hengelo | | |
| 80240 | **Nieuw Zeeland** | TwinSc | 11069 | | | | | 1928 | Rotterdam | Koninkl. Paketv. | 540·0 | 62·5 | 33·4 | Batavia | 2 Steam Turbines SR | | V |
| | *Fitted for oil fuel* | | 8612 | ✠Lloyd's RMC12,39 | | | | | Droogd. Maat | Maats. | P27′B245′F45′ | | | Dutch | geared to 2 Sc. Shafts | | |
| PKFR | D.F. *Ref. Mchy.* | 2 *Dks* | 6809 | | | | | | Rotterdam | | | | *WB* | | Maats. Fyenoord, Rot. | | |
| 80241 | **Nieuwland** | | 1075 | ✠100A1 Sch | | *m* | OG | 1920 | N.V. Schps. | Scheepvaarten | 217·0 | 32·8 | 13·7 | Rottrdam | T3Cy.17½″,29½″&47½″–35½″ | 14 ″ 6 | |
| | | *ss* Rot.No 3–2,33 | 694 | 3,40 | | | 7,39 | 9mo | J.Smit & Zoon | Steenkolen Maats. | | | | Dutch | 180lb (*s*) 175NHP | s ″ 9½ | |
| PGHB | | *ss* Rot.No.1–37 | 568 | BS3,40 ✠LMC5,37 | | | | | Alblasserdam | N.V. | Q71′B54′F22′ | | FK | 4 *BH Cem* | 2SB, *4cf*, GS84, HS3121 | 13 ″ 11 | |
| | *Well deck* | 1 *Dk* (*Stl*) | | | | | | *Lloyd's SA&CP* | | *Cell D Ba*58 | *uE*19′*f*88′272*t FPT* | | | 28*t APT* 10*t* | Gebr. Stork & Co. Hengelo | | |
| 80242 | **Nigaristan** (*ex*Diyatalawa, | | 5993 | 100A1 Ant | | *a*† | OG | 1912 | Bremer | F.C.Strick & Co. Ltd. | 421·7 | 56·2 | 29·7 | London | T.3Cy.29½″,46⅞″&75½″–53½″ | 32 ″ 4 | |
| 139037 | *ex* Rappenfels) | *ss* Shl.2nd No.3–10,34 | 5556 | 2,41 ~~2,40~~ | | Lon | ~~7,88~~ | | Vulkan | | | | | British | 192lb *121lb* (*s*) 521NHP | s 6 ″ 6 | |
| GJZP | | *ss* Bkn.No.1–39 | 3752 | | | LMC5,39 | 2,41 | | Vegesack | | P60′B126′F56′ | | FK | *Cem* | 3SB (Spt), *9cf*, GS148, | 26 ″ 0½ | |
| | D.F. | 2 *Dks* (*Stl–Uteak s*) | | BS7,40 | | | | | A&CP | *B Hin forward* | *hold dispensed with* | | | 6 *B Honly* | HS6943 FD | | |
| | | | | *Fitted for oil fuel* 7,23 *F.P. above* | | | | | | | | | | | Bremer Vulkan, Vegesack | | |
| | | | | | | | | | Cell D | *Ba* 137′*uE*25′*f*186′ | 1261*t* 'tween dk tanks | | | a34′459*t f* | 41′520*t FPT* 766*t APT* 47*t* | | |
| 80243 | **Nigerian** | | 5423 | ✠100A1 ~~Liv~~ *a*† | | | CL | 1936 | Deutsche | United Africa Co. | 417·5 | 57·7 | 23·6 | Liverpool | T3Cy 21″,35½″&57½″–39″ | ~~25 ″ 8~~ | |
| 161277 | | | 4447 | *with freeboard* ~~Liv~~ ~~2,4~~ | | | 1,39 | 2mo | Sch-u-Mschb. | Ld. | 433·0 (O.L.) | | | British | & LP Turbine with DR gearing & hydraulic coupling | ~~s1 11½~~ | |
| GYRB | D.F. | 1 *Dk* & *Shelter dk* | 3196 | ~~Examined 1,41~~ ✠LMC2,36 | | | | | A.G.Seebeck | | F43′ | | FK | 7 *BH Cem* | 220lb (*s*) FD 350NHP | ~~30 ″ 10~~ | |
| | E.S.D. | *Cruiser Stern* | | *carrying vegetable oil in deep tank* | | | | *Lloyd's SA&CP* | Wesrmünd-G | *Cell DB*337′1058*t* | | | | (*Coll to Sh dk* | 2SB (Spt) *9cf*, GS100, HS4476 | 37 ″ 8 | |
| | | *Tonnage opening closed* 41 (*W.E.*) | | BS6,41 | | | | | | *DT* a25′830*t* | *FPT* 226*t APT* 205*t* | | | 6 ,, 2nd ,,) | Deutsche Schiff.-u Mschb. | 12″ 11½ | |
| | | | | *Fitted for oil fuel* 9,37 *F.P. above* | | | | | | | | | | | A.G. Seebeck, Wsm. | 24″ 10½ | |
| 80244 | **Nigerstroom** Ⓟ | | 4639 | ✠100A1 Rot | | *z* | CL | 1939 | N.V.C. Van | N.V. Hollandsche | 383·7 | 55·3 | 24·7 | Amstrdam | Oil Engines 4S.C.SA | 28 ″ 11 | |
| | | 1 *Dk* & *Shelter dk* 3rd *dk* except in No.4 | [3763 | *with freeboard* ~~Awn~~ Cal | | | 8,39 | 4mo | der Giessen & | Stoomboot | 401·4 (O.L.) | | | Dutch | 8Cy.28⅜″–55½″ 618NHP | s 2 ″ 8½ | |
| PGHF | D.F. E.S.D. | *Oil Eng.* *hold* | 2666 | 7,40 ~~12,39~~ ✠LMC4,39 | | | | | Zonen's Schps | Maatschappij | F47′ | | FK | 7 *B Hpt Cem* | DB *100lb* | 26 ″ 4 | |
| | | *Cruiser Stern* | ] | 4,41 | | | | | Krimpen a/d | | (*Coll B Ht o Shltr dk* 6 *B H* | | | (*to 2nd dk*) | Werkspoor N.V. Ams. | | |
| | | | | | | | | | Ysel | | *Cell DB*303′844*t FPT* 50*t APT* 116*t* | | | | | | |
| | | | | | | | | *Lloyd's SA&CP* | | | | | | | | | |
| 80245 | **Nightingale** | | 7169 | | | | | 1939 | Newport News | U.S. Maritime | 439·0 | 63·2 | 27·5 | ~~Norfolk Va~~ | 2 steam turbines DR geared | | R |
| Now | ~~Empire~~ Egret," *see Non-Lloyds Supplement* | | | | | | | | S.B.&D.D.Co | Commission | P23′B77′F41′ | | | ~~Utd. States~~ | to 1 sc. shaft 1100NHP | | |
| | ~~WOHR~~ D.F. E.S.D. GyC. | 2 *Dks* | 4328 | | | | | | Newport News | ~~Grace Line, Inc.~~ | | | | British *WB* | Newport News SB&DD.Co. | | |
| | *Ref. Mchy.* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 80246 | **Nihonkai Maru** Ⓟ | | 2681 | | | | | 1932 | Mitsui | Shimatani Kisen | 299·2 | 43·0 | 22·7 | Kobe | Oil Engines 4S.C.SA | | |
| 37467 | | *Oil Eng.* | 2043 | | | | | | Bussan | K.K. | P22′B82′F36′ | | | Japanese | 6Cy.21⅝″–55½″ 268NHP | | |
| JKNC | | 2 *Dks* | 1613 | | | | | | Kaisha, Ld. | | | | | | Mitsui Bussan Kaisha, Ld. | | |
| | | | | | | | | | Tama | | | | | | Tama | | |
| 80247 | **Niigata Maru** | | 2069 | ✠ | | Kob | *s* | 1903 | Mitsu Bishi | Toa Kaiun K.K. | 282·7 | 38·3 | 20·6 | Tokyo | T.3Cy.21″,35″&58″–36″ | 23 ″ 3 | |
| 8780 | | *ss* Kob.No.1–07 | 1781 | 2,07 | | | | 7mo | Dkyd & EWks | | P26′B82′F32′ | | | Japanese | 245NHP | | |
| JUQB | | 1 *Dk* (*pt Irn & pt Stl*) *deep framing* | 1161 | ✠ | | | | | Nagasaki | | | | FK | 5 *B HCem* | 2SB, *4cf*, GS75, HS3270 | | |
| | | & *Web frames M dk* (*Stl*) *in fore hold* & (*Irn*) *in Mchy space* | | | | | | | | | | | | | Mitsu Bishi D.&E.Wks. Nag | | |
| | | | | | | | | | | *Cell D Ba* 110′*uE* & *B*52′ | | | | *f*72′514*t D* | *Ta* 26′255*t FPT* 70*t APT* 32*t* | | |
| 80248 | **Niihama Maru** Ⓟ | (*ex*Shinkochi | 441 | ✠ | | Dun | *e* | 1888 | Oswald, | Sumitomo Besshi | 166·0 | 21·4 | 11·1 | Niihama | T.3Cy.12½″,19″&31½″–24″ | 12 ″ 0 | |
| 1628 | Maru, *ex* Romulus) | *ss* Dun.No.2–96 | 309 | 5,98 | | | | 3mo | Mordaunt & | Kozan K.K. | Q100′F19′ | | | Japanese | 60NHP | | |
| | | 1 *Dk* | 264 | ✠ | | | | | Co. | | len93 | | BK7′ | 7 *B HCem* | 1SB, *2cf*, GS48, HS1078 | | |
| | | *Floors, Beams, Keelsons & Stringers* (*Irn*) | | | | | | | Southampton | | | | | | Oswald Mordaunt & Co. Sou. | | |
| 80249 | **Niitaka Maru** Ⓟ (*ex*Erny) | | 2478 | ✠ ... | | | | 1904 | Russell & | Kita Nippon Kisen | 294·0 | 40·3 | 17·6 | Hutyu | T.3Cy.24″,40″&65″–42″ | 27 ″ 9 | |
| 15189 | | *ss* Kob.No.3–7,17 | 2385 | 2,20 | | | | 10mo | Co. | K.K. | B82′ | 25·3 | | Japanese | 295NHP | | |
| JCCB | | 1 *Dk* & *Spar dk* | 1512 | ✠ | | | | | Pt. Glasgow | | | | FK | *WB* | J.G.Kincaid & Co. Grk. | | |
| 80250 | **Nijkerk** Ⓟ (*ex*Cassio, *ex*Pangani) | | 5843 | 100A1 Sch *a*† | | | CL | 1915 | Blohm & | Vereenigde | 420·0 | 56·3 | 27·9 | The Hague | Q4Cy.24″,34½″,50″&72½″– | 30 ″ 2 | |
| | | *ss* Ams.No.3–7,33 | 5247 | ~~5,41~~ ~~1,39~~ ~~10,40~~ | | Hal Lon | 11,39 | | Voss | Nederlandsche | 435·5 (O.L.) | | | Dutch | 54″ 228lb (*s*) 603NHP | s 4 ″ 2½ | |
| PGKO | | *ss* Ams.No.1–38 | 3678 | BS6,39 | | LMC3,38 | | | Hamburg | Scheepv. Maats. | P&B335′F51′ | | FK | | 4SB, *12cf*, GS196, HS8611 FD | 26 ″ 2½ | |
| | D.F. | 2 *Dks* (*Stl*) | | 10,40 | | | | | | (Directie en Agentuur Maats. Holland Afrika Lijn | Upp.B124′ | | | | Blohm & Voss, Hamburg | | |
| | | | | | | | | | | N.V. *Mgrs.*) | *Intermediate B Hin* | | | *forehold dispensed with 6 B Honly* | | | |
| | | | | | | | | | | | *Cell DB FPT* | | | | | | |
| 80250* | **Nijnburgh** (*ex*Heiny–40) | | 400 | | | | | 1939 | N.V. Gebr. | F.J. de Groot | 145·8 | 26·1 | 9·5 | Kampen | Oil Engines 4S.C.SA | | |
| | | *Oil Eng.* | 251 | | | | | | van Diepen | | | | | Dutch | 8Cy.11″–17½″ 94NHP | | |
| | Wireless D.F. | 1 *Dk* | 206 | | | | | | Waterhuizen | | | | *WB* | | Klöckner-Humboldt Deutz | | |
| | *Mchy. Aft* | *Cruiser Stern* | | | | | | | | | | | | | A.G. Köln-Deutz | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment letter | Date when tail shaft last seen. | 8 Built. When. Ship. / Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dated ‡3.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80251<br>8349<br>SLZN | **Nike**<br>*Oil Eng.*<br>D.F. E.S.D. *Cruiser Stern* 1 *Dk*<br>*Butts of deck, sheer strake & bottom shell Mchy. Aft plating electrically welded* | *8454*<br>*7577*<br>*4953* | ✠100A1<br>7-09 10,40<br>✠LMC7,39<br>*Carrying Petroleum in bulk* | Got | *c*† | OG | 1939<br>7mo<br>*Lloyd's* | A/B Götaverken<br>Rederiaktieb. Transoil (Rolf Sörman, *Mgr.*)<br>Gothenburg<br>*SA&CP* | Rederiaktieb. Transoil (Rolf Sörman, *Mgr.*)<br>*Cell D Bu E 65'210t D Tf 22'356t FPT 80t APT 149t* | 477·4\|59·2\|35·9<br>483·8 (O.L.)<br>P101'B33'F60' FK<br>*9 BHpt Cem* | Gothenburg<br>Swedish<br>*2 DB 150lb*<br>A/B Götaverken, Got. | Oil Engines 4S.C.SA<br>8Cy.29½"–59.1/16" 653NHP<br>C.4Cy.11 7/16"&20½"–13¾"& LP turbine with DR gearing HS3040 201NHP<br>Uraga Dock Co. Ltd. Uraga | 35 ″ 6<br>s 7 ″ 10½<br>27 ″ 10½ | |
| 80252<br>44774<br>JMGM | **Nikkai Maru**<br>2 *Dks*<br>*Cruiser Stern* | 2562<br>—<br>1439 | | | | | 1938 | Uraga Dock Co. Ltd. Uraga | Nissan Kisen K.K. | 297·9\|45·0\|23·8<br>P39'B75'F32' *WB* | Tokyo<br>Japanese | | | |
| 80253<br>9673<br>JKFE | — Ⓟ<br>*Oil Eng.*<br>2 *Dks* | 300<br>—<br>177 | | | | | 1905 | T. Hyogodani<br>Osaka | Amagasaki Kisen bu Gomei Kaisha | 141·8\|18·7\|13·4 | Osaka<br>Japanese | Oil Engines NE33<br>Nippon Hatsudoki K.K. | | |
| 80254<br>8908<br>JNLD | **Nikko Maru** Ⓟ<br>*ss* Yka. No. 3–10, 15<br>*ss* Kob. No. 2–23<br>2 *Dks & W eb frames* | 5058<br>4007<br>3040 | ✠ ...<br>5,28<br>✠ | | | | 1903<br>12mo | Mitsu Bishi Dkyd & EWks<br>Nagasaki | Toa Kaiun K.K. | 428·1\|48·8\|26·7<br>P73'B177'F48'<br>FK *WB* | Tokyo<br>Japanese | T.3Cy.31″,51″&85″–54″ 785NHP<br>Mitsu Bishi D.&EWks. Nag | 30 ″ 6 | |
| 80255<br>33994<br>JCOC | — (*ex* Taikoo Wan Yi)<br>*ss* H.Kg. No. 2–27<br>*Fitted for oil fuel*<br>1 *Dk* | 3098<br>2842<br>1828 | ...<br>11,28 | | | | 1919<br>6mo | Sir Raylton Dixon & Co Ld<br>Middlesbro' | Okazaki Honten K.K. | 331·0\|46·5\|25·5<br>P33'B98'F29'<br>FK *WB* | Kobe<br>Japanese | T.3Cy.25″,41″&68″–45″ (*s*) 412NHP<br>Blair & Co. Ld. Stockton | 25 ″ 6 | C<br>† |
| 80256<br>23827<br>JREE | **Nikkyō Maru** (*ex* Nikkio Maru–38, *ex* Yachiyo Maru–34)<br>Wireless 1 *Dk* | 1402<br>1162<br>817 | | | | | 1918 | Shinki Dockyard<br>Osaka | Okazaki Honten K.K. | 235·0\|35·0\|19·0<br>*WB* | Kobe<br>Japanese | T.3Cy.15¾",26"&42"–30" 97NHP<br>Yoshida Tomegoro, Osaka | | |
| 80257<br>YTDC | **Niko Matkovic** (*ex* Catherine Schiaffino, *ex* Malgache, *ex* Solstad)<br>1 *Dk & Spar dk* | 1425<br>1399<br>870 | | | | | 1906 | Frammes Mek. Værks<br>Sandefjord | E. Matkovic | 234·2\|33·6\|20·0<br>H89*t* F34*t*<br>*WB* | Split<br>Yugoslav | T.3Cy.18″,29″&48″–33″ 132NHP<br>Fredrikstad M.V. Frdstad. | | G |
| 80258<br>106<br>SVJC | **Nikoklis** (*ex* Nikoklis Moraitis, *ex* Lingedijk)<br>*ss* Syr. No. 3–8, 34<br>*ss* Syr. No. 1–38<br>1 *Dk (Stl) & Shelter dk (Stl)* | 3576<br>3292<br>2162 | ✠100A1<br>*Shelter dk with freeboard*<br>2,11 ~~2,40~~<br>~~BS2,40~~ ✠LMC9,38 | Hul<br>Bry<br>BS6,41 | *w* | CL ~~12,39~~ 1,41 | 1921<br>5mo<br>*Lloyd's* | NV Burger-houts M.&F. Rotterdam<br>*CP* | N.G. Moraitis<br>*Cell D B 308'1052t* | 360·2\|50·3\|21·8<br>373·8 (O.L.)<br>FK<br>*FPT 63t APT 73t* | Andros<br>Greek<br>*Asp*<br>*Collision BH to S dk*<br>5 ,, ,, *U* ,, | T.3Cy.25 5/16",41 5/16"&66 13/16"–45½" 180lb (*s*) 345NHP<br>3SB, *9cf*, GS150, HS5565<br>Burgerhouts Mach Fab. Rot | 24 ″ 6<br>s 2 ″ 1¾<br>22 ″ 7 | |
| 80259<br>Now "Radcombe," *see Supplement*<br>YTDA | **Nikola Pašić**<br>2 *Dks (Stl)* | 4753<br>~~3325~~<br>~~4,40~~ ~~4,37~~<br>3012 | ✠100A1<br>~~BS7,40~~<br>✠LMC4,39 | Bal | *y* | CL ~~8,37~~ 9,40 | 1927<br>5mo<br>*Lloyd's* | W. Hamilton & Co. Ld.<br>Port Glasgow<br>*SA&CP* | Dubrovacka Plovidba A.D.<br>*Cell D B 336'1282t APT 191t* | 390·6\|52·0\|26·3<br>P34'B112'F44' FK<br>*7 BHpt Cem*<br>2 ,, *to 2nd dk* | Dubrovnik<br>Yugoslav<br>180lb<br>*Collision BH to 2nd dk* | T.3Cy.26″,42″&70″–48″ (*s*) 467NHP<br>3SB, *9cf*, GS169, HS6848 FD<br>J.G. Kincaid & Co. Ld. Grk. | 29 ″ 3<br>s 5 ″ 5¾<br>24 ″ 0 | |
| 80260<br>USCV | **Nikolai Ejov** Ⓟ Twin Sc<br>(*ex* Dominia–37) *ss* Lon. No. 2–34<br>D.F. GyC. 3 *Dks & 4th dk*<br>E.S.D. *in fore hold*<br>*Fitted for oil fuel* | 9180<br>6697<br>5460 | ✠ ...<br>8,38<br>✠<br>BS7,40 | Ams | *d*† | | 1926<br>6mo | Swan, Hunter & Wigham Richardson, Ld<br>Newcastle | U.S.S.R. | 488·8\|59·0\|37·4<br>B145' FK<br>*Cell D B 401'2472t* | Nogævo<br>Russian<br>*8 BHpt Cem*<br>(4 ,, *to U dk*<br>4 ,, ,, *2nd* ,, )<br>*FPT 281t APT 208t* | T.6Cy.24″,40½"&66″–45″ 932NHP<br>5SB, *18cf*, HS14197<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 40 ″ 9 | |
| 80261<br>UPAQ | **Nikolai Ostrovsky** Ⓟ Twin Sc<br>(*ex* Chaika–39) *Oil Eng.*<br>*Cruiser Stern* 2 *Dks & Shelter dk* | 2121<br>1363<br>939 | | | | | 1929 | Sevastopol Marine Wks.<br>Sevastopol | U.S.S.R. | 249·3\|39·4\|18·2<br>B88'F27' | Rostov<br>Russian<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.18½"–31⅞" 476NHP<br>Kharkov Loco. Works | | |
| 80262<br>YTTE | **Nikolina Matkovic** Twin Sc<br>(*ex* Carriso–37, *ex* Magunkook) *Oil Eng.*<br>2 *Dks* | 3898<br>—<br>2410 | | | | | 1918 | L'ng Beach S.B. Co.<br>Long Beach, Cal. | Eugen Matkovic | 340·5\|48·0\|24·7<br>P29'B73'F34' | Split<br>Yugoslav<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.20 7/16"–35 7/16" 488NHP<br>*Emade 19 fitted 23*<br>Pacific Diesel Eng. Co.<br>Oakland, Cal. | | G |
| 80263<br>224<br>SVPV | **Nikos T.** (*ex* Sutherland–34, *ex* Gasconier) *ss* Hul. No. 3–11, 31<br>*ss* Mes. No. 1–36<br>1 *Dk (Stl)* | *5175*<br>*4723*<br>*3149* | ✠100A1<br>Examined 2,41 Bry<br>BS2,40 ✠LMC6,36 | ~~Liv~~ | *y* | CL ~~1,39~~ N7,40 | 1919<br>5mo<br>*Lloyd's* | Vickers, Ld.<br>Barrow<br>*SA&CP* | E.M. Tricoglu<br>*Cell D B 345' 1123t D Ta 28' 1031t FPT 121t* | 400·0\|52·4\|28·5<br>P49'B113'F49' FK<br>*7 BHpt Cem*<br>*1t APT 180t* | Andros<br>Greek<br>180lb<br>3SB, *9cf*, GS190, HS7020 FD<br>Vickers, Ld. Barrow | 31 ″ 0<br>s 5 ″ 11¾<br>25 ″ 3 | |
| 80264<br>7298<br>SDHA | **Nils Gorthon** (*ex* Eifel, *ex* Hertha)<br>D.F. 1 *Dk* | *1787*<br>*1467*<br>*1013* | | | | | 1921 | Howaldts-werke<br>Kiel | Rederi A/B Gylfe (Joh. Gorthon, *Mgr.*) | 260·9\|40·9\|17·5<br>P13'Q75'B115'F31<br>*WB* | Hlsngborg<br>Swedish | T.3Cy.20 1/16",32 3/16"&51 2/16"–35 3/16" 149NHP<br>Howaldtswerke, Kiel | | V |
| 80265<br>146662<br>GCJT | **Nils Moller** (*ex* Invergoil–36)<br>*ss* Bel. No. 2–31<br>1 *Dk (Stl) & Shelter dk (Stl)*<br>*Straight frames & bevelled bilge*<br>*Cruiser Stern* *Fitted for oil fuel* | 6647<br>6190<br>4174 | ✠ ——<br>9,36<br>✠ | Bel | *a*† | | 1922<br>11mo | Harland & Wolff, Ld.<br>Belfast | Moller Line, Ld. (Mollers' Ld. *Mgrs.*) | 412·6\|55·8\|34·4<br>F40' *on Shelter dk*<br>FK<br>*Cell D Bu E & B 84'440t* | Shanghai<br>British<br>*8 BHCem* | T.3Cy.27″,44″&73″–48″ 540NHP<br>4SB, *12cf*, HS10224<br>Harland & Wolff, Ld. Bel. | 38 ″ 0 | C<br>† |
| 80266<br>7744<br>SFJE | **Nils Sture** (*ex* Lida–39, *ex* Rolf, *ex* Danefelt)<br>1 *Dk* | *1259*<br>*944*<br>*691* | | | | | 1920 | PPhStuhrs Msk. & Skvs.<br>Aalborg | Rederi A/B Eruths (Sture Eruths, *Mgr.*) | 234·2\|36·3\|13·4<br>P14'Q71'B94'F29' | Trelleborg<br>Swedish<br>*WB* | T.3Cy.15″,24″&40″–27″ 83NHP<br>A/S Frichs, Aarhus | | V |
| 80267<br>155313<br>VLCW | **Nimbin**<br>*Oil Eng.*<br>*Ref. Mchy.* Wireless 1 *Dk* | 1052<br>667<br>516 | | | | | 1927 | Akt. Burmeistr & Wain<br>Copenhagen | North Coast Steam Nav. Co. Ld. (E.S. Crauford, *Mgr.*) | 215·0\|35·1\|11·9<br>Q102'B23'F32' *WB* | Sydny NSW<br>British | Oil Engines 4S.C.SA<br>6Cy.19½"–35⅞" 235NHP<br>Akt. Burmeistr & Wain, Cpn | | C |
| 80268<br>930<br>IBPY | **Nina** (*ex* War Algoma)<br>1 *Dk* | 2212<br>1853<br>1304 | | | | | 1919 | Polson Iron Works Co. Ld.<br>Toronto | Soc. Anon. Ilva | 259·8\|43·8\|21·6<br>251·0<br>P25'B68'F20' *WB* | Genoa<br>Italian | T.3Cy.20½",33"&54"–36" 175NHP<br>Polson I.W. Co. Ld. Toronto | | CI |
| 80269<br>OHBC | —<br>(*ex* Fredrik Larssen, *ex* Martha Russ)<br>1 *Dk*<br>D.F. | 2055<br>1706<br>1180 | | | | | 1899 | Akt. Ges. "Neptun"<br>Rostock | Lovisa Angfartygs A/B. (A/B R. Nordstrom & Co. O/Y, *Mgrs.*) | 281·4\|40·5\|18·9<br>279·6<br>P22'B58'F28' | Lovisa<br>Finnish<br>*WB* | T.3Cy.19⅝",32 4/16"&53⅛"–35⅜" 168NHP<br>A.G. "Neptun," Hamburg | | G |
| 80270<br>LENB | —<br>(*ex* Eidsvoid, *ex* Holmen)<br>Wireless D.F. 1 *Dk* | 1371<br>1190<br>799 | | | | | 1917 | NV Boele's Sch. Mschfbk. Slikkerveer | Rederi A/S Nina (Erling Mortensen) | 240·2\|36·2\|16·8<br>P68*t* H62*t* | Oslo<br>Norwegian<br>*WB* | T.3Cy.18″,30″&48″–36" 138NHP<br>Maschenfabriek Bolnes | | N<br>I |
| 80271<br>2254<br>IBZF | **Nina Bianchi** (*ex* Marcantonio Bragadin–39, *ex* Capo Noli–36, *ex* Franquette, *ex* Baffin, *ex* War Hydra) D.F. 1 *Dk* | 2180<br>—<br>1303 | | | | | 1918 | Polson Iron Works Co. Ld.<br>Toronto | Raffaele Bianchi | 261·1\|43·6\|20·7<br>252·4<br>P25'B28'F20' | Genoa<br>Italian<br>*WB* | T.3Cy.20½",33"&54"–36" 175NHP<br>Polson I.W. Co. Ld. Toronto | | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. / Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné quant à l'Arrangement d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pst. | 15 Registres où cotés, si ce n'est dans le L. R. Dunlop Cert. Roll Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80272 | **Nina Borthen** | | 6123 | ✠100A1 | Cpn | z | CL | 1930 | Armstrong | A/S Motortank | 396·2 | 55·1 | 32·3 | Oslo | Oil Engines 2S.C.SA | 32 ″ 0 | |
| | | *Oil Eng.* | 5412 | ~~2,40~~ 2,40 9,40 | ~~Grad Surv~~ | | 11,38 | 8mo | Whitworth & Co.(Shipbuilders)Ld Newcastle | (H.Borthen&Co. A/S *Mgrs.*) | P97′B29′F36′ FK | | | Norwegian | 6Cy.23½″–41½″ 583NHP | | |
| LCLY | D.F. | *ssAms.No.2–38* | 3560 | ✠LMC CS12,38 | | | | | | | *Trunk*238′ | | | 14 *B Hpt Cem* | 2DB *180lb* | | |
| | *Mchy. Aft* | *2 Dks(Stl)& Web frames* | | DBS2,40 2,40 | | | | | | | | | | (9 *to U dk* 5 „ 2nd „) | Armstrong,Whitworth& Co.(Engineers)Ld.Nwc. | | |
| | | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | *Lloyd'sA&CP* | | *CellD BuE56′171t* | *DTf34′347t FPT13* | | | 5 *tAPT121t* | | | |
| 80273 | **Nine** (*ex*Ten–35,*ex*Scranton) | | 2016 | | | | | 1888 | Cleveland S.B.Co. Cleveland,O. | Terminals& Transpn.Corp. (Minnesota-Atlantic Transit Co. *Mgrs.*) | 260·0 | 39·2 | 21·6 | DuluthMin Utd.States | T.3Cy.19″,30″&52″–40″ 171NHP | | R |
| 116235 | | | 1854 | | | | | | | | H—F29′ | | | | | | |
| KLAR | *Mchy. Aft* | *Ref. Mchy.* 1 *Dk&Spar dk* | 1595 | | | | | | | | | | | *WB* | Cleveland S.B.Co.Clevelnd | | |
| 80274 | **Ninetto G.** Ⓟ (*ex*Maiella–39, | | 5524 | ✠ —— | Tri | y | | 1913 | Cant.Nav. Triestino Monfalcone | GiuseppeGavarone | 400·1 | 52·1 | 28·8 | Genoa Italian | T.3Cy.26″,42″&70″–48″ 499NHP | 32 ″ 0 | I |
| 2259 | *ex*Ambra) | *ssTri.No.3–3,26* | 4971 | 9,39 | | | | 3mo | | | 54·0 | | FK | 6 *BHCem* | 3SB,*9cf*,GS148,HS7590 | | † |
| IBCU | | *ssTri.No.2–34* | 3505 | ✠ | | | | | | | | | | | | | |
| | D.F. | 1 *Dk(Stl)&Shelter dk(Stl)* | | | | | | | | *CellD* | *Ba130′uE&B42′f* | | | *APT56t* | ClydeS.B.&E.Co.Ld.P.Gl. | | |
| 80275 | **Ninfea** (*ex*Bemtevi–38,*ex*Matthias, | | 607 | ... | | | | 1918 | Smith's Dock Co.Ld. Middlesbro' | OrazioRosini | 179·6 | 30·0 | 15·6 | Genoa Italian | T.3Cy.16″,26″&44″–26″ 116NHP | 16 ″ 6 | I |
| 2181 | *ex*Maxton, | *ssHul.No.3–7,20* | 482 | 3,23 | | | | 2mo | | | 168·1 | | | | | | † |
| IREB | *ex*Kilgobnet) | | 298 | | | | | | | | B50′ | | FK | *WB* | Smith'sDockCo.Ld.Mdb. | | |
| | D.F. | 1 *Dk* | | | | | | | | | | | | | | | |
| 80276 | **Ning Ching** (*ex*Imataca,*ex*Harriet) | | 1693 | | | | | 1915 | Laxevaags Msk.&Jrnskb Bergen | NingpoShaohsing S.N.Co.Ld. | 246·2 | 37·9 | 15·8 | Shanghai Chinese | T.3Cy.18½″,29″&49″–33″ 138NHP | | |
| XNFA | | 1 *Dk* | 984 | | | | | | | | P44*t*Q108*t*B129*t* H67*t*F41*t* | | | *WB* | LaxevaagsMsk&Jrns.Bgn | | |
| 80277 | **Ning Kwang** | TwinSc | 351 | | | | | 1930 | New E.& S.B.Wks.Ld Shanghai | AsiaticPetroleum Co.(NorthChina) Ld. | 162·0 | 27·0 | 9·8 | Shanghai British | Oil Engines 2S.C.SA 8Cy.11⅜″–14¾″ 196NHP | | C |
| 155908 | | *Oil Eng.* | 303 | | | | | | | | | | | *WB* | KromhoutEng.Wrks.Ams. | | |
| MBZD | *Carrying oil in bulk* | 1 *Dk* | 136 | | | | | | | | | | | | | | |
| 80278 | **Ning Shao** | TwinSc | 3074 | | | | | 1905 | Foochow Arsenal Foochow | NingpoShaohsing S.N.Co.Ld. | 280·0 | 48·0 | 18·0 | Shanghai Chinese | T.6Cy.20½″,30½″&46″–28″ *Emade*05*Bmade*04 112NHP | | |
| | | 3 *Dks* | 1920 | | | | | | | | | | | *WB* | FoochowArsenal,Foochow | | |
| 80279 | **Ninghai** | | 2484 | | | | | 1925 | Taikoo Dkyd.&Eng. Co.Ld. HongKong | ChinaNav.Co.Ld. | 295·8 | 44·2 | 19·6 | London British | T.3Cy.18″,29″&47″–39″ 138NHP | | |
| 153585 | | | 2049 | | | | | | | | B72′F44′ | | | *WB* | TaikooDkyd.&Eng.Co.Ld. | | |
| GKNV | | 2 *Dks* | 1482 | | | | | | | | | | | | | | |
| 80280 | **Ninghsiang** | WoodTwinScSp | 3′9 | | | | | 1903 | T.Haruki Tokushima | NinghsiangS.N. Co.Ld. | 147·4 | 20·6 | 13·8 | Ningpo Chinese | T.6Cy.8½″,13¾″&22½″–18″ 42NHP | | |
| | (*ex*MikumaMaru,*ex*KyodoMaruNo.6) | | 305 | | | | | | | | | | | | S.Ono,Osaka | | |
| | | 2 *Dks* | 213 | | | | | | | | | | | | | | |
| 80281 | **Ningpo** | TwinSc | *6079* | | | | | 1938 | Eriksbergs M.V.Aktieb. Gothenburg | A/B Svenska Ostasiatiska Kompaniet (G.Borin, *Mgr.*) | 461·8 | 62·2 | 27·2 | Gothenbrg Swedish | Oil Engines 2S.C.DA 12Cy.17½″–47½″ 1282NHP | | C |
| 8255 | | *Oil Eng.* | *5132* | | | | | | | | F107′ | | | *WB* | EriksbergM.V.Aktieb.Got | | |
| SLDN | D.F. GyC. | 1 *Dk&Shelter dk* | *3443* | | | | | | | | | | | | | | |
| | | *CruiserStern* | | | | | | | | | | | | | | | |
| 80282 | **Ningpo Maru** Ⓟ | TwinSc | ~~6859~~ | | | | | 1940 | Tsurumi Seitetsu Zosen K.K. Yokohama | ToaKaiunK.K. | ~~311·0~~ 307·0 | 47·6 | ~~15·0~~ 24·0 | Tokyo Japanese | T.6Cy.17″,28″&46″–33″ HS5503 315NHP | | |
| 47052 | | | 3764 | | | | | | | | | | | *WB* | E&B *made*07 *refitted*40 | | |
| JDIO | | 2 *Dks* | | | | | | | | | | | | | KawasakiDkydCoLd.Kobe | | |
| | | *CruiserStern* | 2656 | | | | | | | | | | | | | | |
| 80283 | **Nino Padre** (*ex*Lepanto–34, | | 4171 | ✠ ... | Rot | w | | 1913 | J.L.Thompson&SonsLd. Sunderland | GiuseppeGavarone | 366·8 | 50·8 | 24·9 | Genoa Italian | T.3Cy.25″,42″&68″–48″ 350NHP | 28 ″ 5 | I |
| 1889 | *ex*Elvaston) | *ssTri.No.3–4,31* | 3795 | 6,35 | | | | 2mo | | | 351·7 | 50·9 | 25·9 | | | | † |
| IBTS | D.F. | 1 *Dk(Stl)* | 2527 | ✠ | | | | | | | P25′B145′F32′ | | FK | 6 *BHCem* | 2SB,*6cf*,GS136,HS5415 | | |
| | | | | | | | | | | | | | | | J.Dickinson&Sons,Ld.Sld | | |
| | | | | | | | | | | *CellD Ba121′* | | | *uE&B42′f* | 16′1045*t FPT*96*t APT*74*t* | | |
| 80284 | **Ninuccia** (*ex*Valrossa,*ex*Bampton) | | 4583 | | | | | 1910 | Richardsn, Duck&Co. Stockton | GiuseppeGavarone | 395·4 | 50·1 | 24·4 | Genoa Italian | T.3Cy.25″,42″&68″–45″ 310NHP | | CI |
| 1166 | | | 4194 | | | | | | | | 380·0 | | 26·2 | | | | |
| ICMO | D.F. | 1 *Dk* | 2803 | | | | | | | | P35′B117′F38′ | | | *WB* | Blair&Co.Ld.Stockton | | |
| 80285 | **Niobe** | | 7153 | 100A1 | NYk | d† | CL | 1915 | G.Seebeck A.G. Weser-münde-G. | PanamaTrans-portCo. | 476·9 | 62·3 | 29·0 | Panama Pnamanian | Q.4Cy23½″33 5/16″48 7/16″&70 9/16″ –51 7/16″ (*s*) 474NHP | 28 ″ 9 | |
| | | *ssHam.No.3–9,33* | 6494 | *Shelter dk* | | | 1,38 | | | | 494·7(O.L.) | | | | 215lb HS7980 FD | s3 ″ 2½ | |
| HPFQ | | *ssHam.No.1–37* | 4418 | *with freeboard* | | | | | | | | | FK | | 3SB&1AuxSB,*11cf*,GS194, | 25 ″ 9½ | |
| | *Mchy. Aft* | 2 *Dks(Stl)& Shelter dk(Stl)* | | ~~4,40~~ ~~10,00~~ 11,40 | B311,40 | | | | | | | | *Collision* | *BH to Sh dk* | G.Seebeck A.G. | | |
| | D.F. | *& Web frames* | | ~~DS10,76~~ | LMC4,36 | | | | | | | | | 16 „ „ *U* „ | | | |
| | | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | *CellD* | *BuE46′107t uB25′* | | | | | | |
| | | | | *Fitted for oil fuel* 19 15 *F.P.* | | | | *above* | 150° F. | | *111t uOF Bunker*26′ | | | 117*t DTf*52′ | 792*t FPT*190*t APT*61*t* | | |
| * 80286 | — | | 1684 | ✠100A1 | | q | CL | 1920 | Blyth S.B. &D.D.Co.Ld. Blyth | SociétéNavale Caennaise (G. Lamy&Cie. *Mgrs.*) | 260·3 | 37·3 | 16·4 | Caen French | T.3Cy.21″,34″&56″–36″ (*s*) 190lb 244NHP | 18 ″ 7 | |
| | | *ssShl.No.3–7,32* | 1263 | 12,39 | | | 7,37 | 8mo | | | P22′Q100′B54′F24′ | | FK | 4 *BHCem* | 2SB,*6cf*,GS106,HS4224 | s 1 ″ 6½ | |
| FOPU | | *ssRot.No.1–37* | 884 | BS12,39 ✠LMC7,37 | | | | *Lloyd'sA&CP* | | *CellD B180′381t D* | *Ta36′118t FPT114t* | | | *APT110t* | N.E.MarineEng.Co.Ld.Sld | 17 ″ 2 | |
| | *Weil deck* | 1 *Dk(Stl)* | | | | | | | | | | | | | | | |
| | D.F. | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 80287 | — | | 1153 | | | | | 1920 | Schiffb.Ges "Unterweser" m.b.H.Weser-münde-L. | J.Lauritzen | 231·5 | 34·6 | 14·1 | Esbjerg Danish | C.4Cy(2)12¾″&(2)27½″–27½″ NE28 141NHP | | G |
| | | | 929 | | | | | | | | | | | *WB* | A/B Lindholmen-Motala, Motala | | |
| OUJO | Wireless D.F. | 1 *Dk* | 678 | | | | | | | | | | | | | | |
| 80288 | — | | 754 | | | | | 1909 | J.C.Tecklenborg A.G. Weser-münde-G. | Dampfschifffahrts Ges.Neptun | 202·3 | 28·1 | 12·9 | Bremen German | T.3Cy.13″,21 1/16″&34 7/16″–23½″ 58NHP | | G |
| | | | 594 | | | | | | | | Q51′B45 F21′ | | | *WB* | J.C.TecklenborgA.G.Wsm | | |
| DOLY | | 1 *Dk* | 410 | | | | | | | | len39 | | | | | | |
| 80289 | **Niord** Ⓟ | IronTwinSc | *579* | | | | | 1855/88 | Motala Co. Norrköping | Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*) | 175·1 | 27·2 | 11·8 | Stockholm Swedish | C.4Cy.19″&37″–21″ NB03 104NHP | | |
| 478 | | | *340* | | | | | | | | P117′H52*t*F44′ | | | | W.LindbergsM.V.Skm. | | |
| SFQW | | 1 *Dk* | *391* | | | | | | | | | | | | | | |
| 80290 | **Nipmuc** | | 5969 | | | | | 1919 | Atlantic Corp. Portsmouth, N.H. | United States Maritime Commission | 410·5 | 54·2 | 27·0 | Portsmth, N.H. Utd.States | T.3Cy.24½″,41½″&72″–48″ 359NHP | | |
| 219321 | | | 4985 | | | | | | | | P60′B114′F47′ | | | | AtlanticCorp.Prtsmth NH | | |
| | | 2 *Dks* | 4477 | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Register Tonnage: Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned or Last Special Repairs. Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When. — Ship. — Engines. | By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Port of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80291<br>42071<br>JGPL | **Nippō Maru**<br>*Cruiser Stern* | 3764<br>—<br>2252 | | | | | 1936 | Kawasaki Dkyd Co. Ld. Kobe | Okazaki Honten K.K. | 353·6 | 50·0 | 27·9 | Kobe Japanese | 2 steam turbines DR geared to 1 Sc. Shaft 500 NHP Kawasaki Dkyd Co Ld Kobe | | C |
| 80292<br>43728<br>JYLL | **Nippo Maru No. 15**<br>*Oil Eng.* 1 *Dk*<br>*Carrying Petroleum in bulk* | 486<br>—<br>306 | | | | | 1937 | Mitsubishi Jukogyo K.K Hikoshima | Shimatsu Yoshindo | 150·0<br>F51′ | 29·0 | 13·5 | Shimonoseki Japanese | Oil Engines 4S.C.SA 6Cy. 14⅜″–20⅞″ 127 NHP Hanshin Iron Wrks, Ld Kob | | |
| 80293<br>41703<br>JHZJ<br>D.F. GyC. | **Nippon Maru**<br>*Oil Eng.*<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk*<br>*Carrying Petroleum in bulk*<br>*Longitudinal framing* | 9974<br>—<br>5849 | | | | | 1936 | Kawasaki Dkyd. Co. Ld. Kobe | Yamashita Kisen K.K. | 499·1 | 64·9 | 37·1 | Kobe Japanese *WB* | Oil Engines 2S.C.DA 8Cy. 27 1/16″–47½″ 2115 NHP Kawasaki Dkyd Co Ld Kobe | | C |
| 80294<br>36212<br>JFLC | —<br>**Twin Sc 4 Mst Bk**<br>(*Training Ship*) *Oil Eng.*<br>2 *Dks* | 2284 | | | | | 1930 | Kawasaki Dkyd. Co. Ld. Kobe | Government of Japan (Educational Dept) | 260·0<br>P213′F38′ | 42·5 | 25·7 | Tokyo Japanese *WB* | Oil Engines 4S.C.SA Ikegai Iron Works, Tokyo | | |
| 80295<br>48<br>SWGL | **Niritos** (*ex* Islemoor, *ex* Maymead, *ex* Maylands)<br>*ss* Pir. 2nd No. 3–9,33<br>*ss* Rot. No. 1–38<br>1 *Dk* (*Irn*) 2 *tr B & deep framing* 3 *Dk rule* | 3854<br>3610<br>2452 | ✠100A1<br>8,40 ~~5,39~~<br>MS6,37 ✠LMC<br>~~MHS11,38~~ ~~DH&S4,39~~<br>BS8,40 | Hpl<br>Bly | *w* | CL<br>5,39 | 1907<br>9mo<br>*Lloyd's SA&CP* | W. Gray & Co. Ld. W Hartlepool | G.C. Dracoulis<br>*Cell DB a* 111′ *u* | 345·0<br>359·9 (O.L.)<br>P27′B92′F32′ FK<br>*E&B* 42′ *f* 150′ 1035 *t* | 50·1 | 25·0 | Ithaca Greek 6 *BHCem APT* 42 *t* | T.3Cy. 25½″, 40½″ & 67″–45″ (*s*) 180 lb ~~220 lb~~ 316 NHP 2SB, *6cf*, GS117, HS4705 DB made 08 *refitted* 38 Cen. Mar. Eng. Wrks. W Hpl | 27 ″ 7<br>s 5 ″ 0¾<br>22 ″ 8¾ | |
| 80296<br>146257<br>GFJD<br>E.S.D. | **Nirpura**<br>*ss* Bom. No. 3–6,33<br>*ss* Fal. No. 1–37<br>2 *Dks* (*Stl*) *& Shelter dk* (*Stl*) | 5961<br>5570<br>3655 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~6,41 7,00~~ ✠LMC<br>MS2,37 BS9,39<br>*Carrying oil fuel F. P. above* | Mdb<br>~~Gsl~~ Bom | *b*† | CL<br>~~9,37~~<br>8,40<br>150° F. *in pt DB* | 1921<br>6mo<br>*Lloyd's SA&CP* | W. Gray & Co. (1918), Ld W Hartlepool | British India Stm. Nav. Co. Ld.<br>*Cell DB* 393′ 1532 *t* | 450·0<br>FK<br>*Collision*<br>*FPT* 128 *t APT* 29 *t* | 56·0 | 27·0 | Glasgow British *Cem BH to Sh dk* 6 ,, ,, *U* ,, | T.3Cy. 28″, 46″ & 77″–54″ (*s*) 180 lb FD 656 NHP 4SB, *12cf*, GS235, HS10124 Cen Mar Eng Wks Ld. W Hpl | 29 ″ 8<br>s 4 ″ 1½<br>25 ″ 8¾ | |
| 80297<br>136329<br>GRYW | **Nirvana**<br>*ss* Cal. No. 1–40<br>*ss* Cal. No. 3–4,36<br>2 *Dks* (*Stl*) *& Shelter dk* (*Stl*) | 6044<br>5612<br>3765 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~4,105,400~~ 3,11<br>~~BS7,39~~ ✠LMC5~~,36~~ | Bom<br>Cal | *b*† | CL<br>~~N3,38~~<br>9,40 | 1914<br>10mo<br>*Lloyd's SA&CP* | W. Gray & Co. Ld. W Hartlepool | **British India Stm. Nav. Co. Ld.**<br>*WB* = *Cell DB a* 155′ *u E&B* 49′ | 450·5<br>FK<br>*f* 201′ 1812 *t FPT* 11 | 56·0 | 27·0 | Glasgow British 7 *BHCem* 3 *t APT* 30 *t* | T.3Cy. 28″, 46″ & 77″–54″ (*s*) 180 lb FD 656 NHP 4SB, *12cf*, GS231, HS10126 Cen. Mar. Eng. Wrks. W Hpl | 29 ″ 8<br>s 4 ″ 2<br>25 ″ 8¼ | |
| 80298<br>505<br>ICAB<br>D.F. | **Nirvo** (*ex* Tremorvah–38)<br>*ss* Cff. No. 3–6,31<br>*ss* Cff. No. 1–36<br>1 *Dk* (*Stl*) | 5164<br>4744<br>3118 | ✠ ...<br>5,39<br>✠ | Bry | *y* | | 1919<br>4mo | D & W Hendersn & Co. Ld. Glasgow | Angelo Scinicariello | 400·0<br>412·8 (O.L.)<br>P49′B113′F37′ FK<br>*Cell DB* 344′ 1035 *t FPT* 1 | 52·3 | 28·7 | Naples Italian 7 *BHptCem* 25 *t APT* 210 *t* | T.3Cy. 27″, 44″ & 73″–48″ 517 NHP 3SB, *9cf*, GS190, HS7668 D & W Hendersn & Co Ld Gls | 31 ″ 0 | I<br>† |
| 80299<br>218836<br>KEVM<br>D.F. Sub.Sig. | **Nishmaha**<br>*Fitted for oil fuel*<br>1 *Dk & Shelter dk*<br>*Longitudinal framing* | 6076<br>5500<br>3729 | | | | | 1919 | G M Standifer Cnst. Corp. Vancouver, Wash. | Lykes Bros. Steamship Co., Inc. | 401·4<br>P34′F38′ | 53·2 | 31·9 | Houston, Texas Utd. States *WB* | T.3Cy. 24½″, 41⅞″ & 72 5/16″–48″ 360 NHP Hooven, Owens, Rentschler Co. Hamilton, O. | | R |
| 80300<br>39589<br>JXNH | **Nisiki Maru** Ⓟ<br>(*ex* Nishiki Maru–38)<br>*Oil Eng.* | 1848<br>—<br>1035 | | | | | 1934 | Mitsubishi Jukogyo K.K Kobe | Osaka Syosen K.K. | 242·7 | 39·4 | 19·0 | Osaka Japanese | Oil Engines | | |
| 80301<br>2797<br>JNZD | **Nisiyama Maru** (*ex* Nishiyama Maru–38)<br>*ss* Kob. No. 3–5,33<br>*ss* Tama. No. 1–38<br>1 *Dk* (*Stl*) 2 *nd dk* (*Stl*) *except in No. 2 hold* | 3017<br>2603<br>1824 | ✠100A1<br>~~4,40 4,00~~<br>✠LMC4~~,39~~ 4,40 | Tama<br>Osa | *u* | CL<br>~~3,38~~<br>4,40 | 1921<br>2mo | Matsuo Irn Wrks. & Dkyd. Nagasaki A&CP | Itaya Syosen Kaisha Ld. | 311·0<br>P21′B78′F41′ FK<br>*Cell DB* 264′ 622 *t FPT* 83 | 44·2 | 27·0 | Tokyo Japanese 5 *BHCem* 3 *t APT* 79 *t* | T.3Cy. 22″, 37″ & 61″–42″ (*s*) 180 lb 261 NHP 2SB, *6pf*, GS111, HS4005 Matsuo Iron Works & Dkyd. | 27 ″ 0<br>s 4 ″ 6¼<br>22 ″ 8 | |
| 80302<br>45503<br>JZLM<br>D.F. | **Nissan Maru**<br>*Fitted for oil fuel*<br>*Cruiser Stern* 2 *Dks* | 6534<br>—<br>3887 | | | | | 1938 | Osaka Iron Works, Ld. Osaka | Nissan Kisen K.K. | 424·1<br>P41′B154′F45′ | 57·4 | 34·4 | Tokyo Japanese | 2 steam turbines DR geared to 1 sc. shaft 500 NHP Hitachi Seisaku-sho, Tokyo | | C |
| 80303<br>6233<br>SFRE | **Nisse** (*ex* Torgöt)<br>*ss* Ham. No. 3–10,32<br>*ss* Ham. No. 1–37<br>*Well deck* 1 *Dk* (*Stl*) | 837<br>617<br>455 | ✠100A1<br>2,40 ~~3,39~~<br>BS~~7,39~~ ✠LMC3,36<br>7,40 | Ham<br>Lkr | *k* | OG<br>8,39 | 1919<br>10mo<br>*Lloyd's SA&CP* | E. J. Smit & Zoon Westerbroek | Svenska Hamburg Linien A/B (J. Malmros, *Mgr.*)<br>*Cell DB* 152′ 223 *t FPT* | 191·0<br>Q65′B49′F24′ FK | 32·3 | 12·4 | Trelleborg Swedish 4 *BHCem* 3 *t APT* 18 *t* | T.3Cy. 15″, 23½″ & 39⅜″–23⅝″ 180 lb (*s*) 106 NHP 2SB, *4cf*, GS59, HS1937 EJ Smit & Zoon, Hoogezand | 14 ″ 6<br>s ″ 8<br>13 ″ 10 | |
| 80304<br>16332<br>JIFD | **Nissei Maru** (*ex* Auguste)<br>*ss* Kob. 2nd No. 3–3,24<br>1 *Dk* 2 *tr B & deep framing* | 2876<br>2624<br>1766 | ✠ ...<br>5,29<br>✠ | | | | 1900<br>6mo | A. Rodger & Co. Pt. Glasgow | Okazaki Honten K.K. | 320·2<br>P29′B88′F32′<br>FK | 46·1 | 21·3 | Kobe Japanese *WB* | T.3Cy. 22½″, 37″ & 59¼″–42″ 249 NHP A. Rodger & Co. P. Glasgow | 23 ″ 9 | |
| 80305<br>44337<br>JHCM | **Nissen Maru No. 2**<br>*Oil Eng.*<br>*Mchy. Aft*<br>*Cruiser Stern* | 410<br>—<br>285 | | | | | 1938 | Urabe Zosen Tekko-sho Osaka | Nissen Sangyo K.K. | 135·7 | 24·5 | 12·9 | Ondo Japanese | Oil Engines 2S.C.SA 4Cy. 12 13/16″–19 13/16″ 114 NHP Nippon Hatsudoki K.K. Kobe | | |
| 80306<br>45247<br>JHYM | **Nissen Maru No. 3**<br>*Oil Eng.* | 413<br>—<br>277 | | | | | 1938 | Urabe Zosen Tekkosyo K.K. Osaka | Nissen Sangyo K.K. | 135·9 | 24·6 | 12·9 | Ondo Japanese | Oil Engines | | |
| 80307<br>42336<br>JGFL<br>E.S.D. GyC. | **Nissin Maru**<br>(*Whale oil Factory*) *Oil Eng.*<br>*Mchy. Aft* *Cruiser Stern* 2 *Dks*<br>*Carrying Whale oil in bulk*<br>*Longitudinal framing-bracketless system* | 16764<br>15337<br>13350 | | | | | 1936 | Kawasaki Dkyd. Co. Ld. Kobe | Hayashikane Shoten K.K. | 537·0<br>B130′F110′ | 74·0 | 48·8 | Tokyo Japanese *WB* | Oil Engines 2S.C.DA 8Cy. 28⅝″–35 7/16″ 1561 NHP Kawasaki Dkyd Co Ld Kobe | | C |
| 80308<br>19221<br>JPWE | —<br>(*ex* Nisshin Maru–38, *ex* Kibi Maru)<br>Wireless 1 *Dk* | 1179<br>1109<br>821 | | | | | 1916 | Harima S.B. Co. Ld. Harima | Okazaki Honten K.K. | 223·0<br>P21′B43′F32′ | 33·0 | 17·9 | Kobe Japanese *WB* | T.3Cy. 14½″, 24 5/16″ & 40″–30″ B made 08 *refitted* 16 88 NHP T. Okamoto, Osaka | | |
| 80309<br>43915<br>JTSL | **Nissin Maru No. 2**<br>(*Whale oil Factory*) *Oil Eng.*<br>(*ex* Nisshin Maru No. 2–38) 2 *Dks*<br>*Mchy. Aft* *Carrying Whale oil in bulk*<br>E.S.D. GyC. *Cruiser Stern* | 17553<br>—<br>14320 | | | | | 1937 | Kawasaki Dkyd. Co. Ld Kobe | Taiyo Hogei K.K. | 537·0<br>*WB* | 74·0 | 48·8 | Kobe Japanese *WB* | Oil Engines 2S.C.DA 8Cy. 23⅝″–35 7/16″ 1561 NHP Kawasaki Dkyd Co Ld Kobe | | C |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à la Lettre d'Appropriété. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course réunion des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pas. | 15 Engrenages ou cadrans si on n'est dans la L. pl. Dans. Cert. Roy. Yacht. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80310<br>28723<br>JAQB | **Nissin Maru No. 3**<br>(*ex*Catalina) *ss*Shl.No.3–9,17<br>*ss*Kob.No.2–25<br>2*Dks*(*Stl*)&*deep framing* | | 2708<br>2516<br>1660 | ✠ —— 3,31 ✠ | Kob | *u* | | 1904<br>9mo | Armstrong Whitworth &Co.Ld. Newcastle | MatsuokaKisen K.K. | 318·0\|43·7\|23·3<br>P21′B87′F33′<br>FK<br>*CellD Ba86′uE22′* | Hutyu<br>Japanese | T.3Cy.25″,41″&68″–45″ 360NHP<br>3SB,*9cf*,GS165,HS5900<br>WllandSlipwyCo.Ld.Nwc.<br>*f*118′439*t FPT*60*t APT*20*t* | 25″10 | |
| 80311<br>27912<br>JPBA | **Nisso Maru No. 1** (*ex*Toyohiko Maru–38,*ex*Upada)<br>2*Dks*(*Stl–Upks*)&*Trk*<br>Now "Tokuzan Maru," *see No. 9324 in Supplement* | | 5449<br>4930<br>4008 | ✠ 5,99 ✠ | Gls | *z* | | 1899<br>5mo | A.&J. Inglis Glasgow | TomoeGumiKisen K.K. | 410·0\|50·7\|28·8<br>B95′F62′<br>FK<br>*CellDBa*123′*uE*&*f*195′1208*t M*<br>B43′<br>T30′ 922*t FPT*184*t* | Tokyo<br>Japanese | T.3Cy.26½″,42″&66½″–51″ 387NHP<br>6*BHCem*<br>2SB,*6cf*,GS123,HS1500<br>A.&J.Inglis,Glasgow | 32 ″ 0 | C<br>† |
| 80312<br>32320<br>JTPB | **Nisso Maru No. 2**<br>(*ex*Toyohiko Maru No.2–38, *ex*Jalaveera,*ex* Frankinver,*ex*Inveran)<br>*ss*Hul.No.3–11,19<br>*ss*Clf.No.1–23<br>1*Dk*&*Spar dk*& *deep framing* | | 4342<br>4101<br>3306 | ✠ ... 12,26 ✠ | | | | 1906<br>12mo | Russell& Co. Port Glasgow | NipponSodaK.K. | 385·0\|49·8\|18·4<br>P36′B108′F44′ 26·4<br>FK | Tokyo<br>Japanese<br>*WB* | T.3Cy.26″,42″&70″–48″ 410NHP<br>Rankin&Blackmore,Grk. | 29 ″ 0 | C<br>† |
| 80313<br>45446<br>JMYM | **Nissyo Maru**<br>D.F. E.S.D. *OilEng.*<br>*Mchy.Aft* GyC. 1*Dk*<br>*Ref.Mchy. Carrying Petroleum in bulk*<br>*Longitudinal framing Cruiser Stern* | | 10526<br>—<br>7038 | | | | | 1938 | Mitsubishi JukogyoK.K Yokohama | SyowaTankerK.K. | 528·8\|65·6\|39·4<br>P148′F36′ | Tokyo<br>Japanese | Oil Engines 2S.C.DA<br>8Cy.28⅝″–47¼″ 2250NHP<br>MitsubishiJukogyoK.K. Ykn. | | |
| 80314<br>46198<br>JPIN | —<br>Ⓟ<br>D.F. *Fitted for oil fuel*<br>2*Dks* | | 6527<br>—<br>4013 | | | | | 1939 | Mitsubishi JukogyoK.K Kobe | NanyoKaiunK.K. | 419·9\|57·1\|33·8<br>P32′B144′F44′ | Tokyo<br>Japanese | 2Steam turbinesDRgeared to 1 sc shaft 750NHP<br>MitsubishiJukogyoK.K. | | C |
| 80315<br>31363<br>JGVB | —<br>(*ex*NisshoMaru–38, *ex*Lake Farrar) *Fitted for oil fuel*<br>1*Dk2trB* | | 2827<br>2607<br>1739 | ✠ ... 5,21 ✠ | | | | 1919<br>9mo | Superior S.B.Co. Superior,Wis. | OkazakiHonten K.K. | 251·0\|43·7\|25·8<br>P25′B64′F20′<br>FK<br>*WB* | Kobe<br>Japanese | T.3Cy.21″,35″&59″–42″ 352NHP<br>SuperiorS.B.Co.Superior | 28 ″ 3 | C<br>† |
| 80316<br>44025<br>JZBL | **Nissyo Maru No. 1** | | 1362<br>—<br>763 | | | | | 1937 | Ohara Dkyd.Co.Ld. Osaka | MarusyoKaiun K.K. | 225·6\|35·0\|20·5 | Ura<br>Japanese | T.3Cy.15¾″,26″&43⅞″–31⅛″ 106NHP<br>OharaDkyd.Co.Ld.Osa. | | |
| 80317<br>8995<br>JJWE | **Nissyo Maru No. 2** TwinSc<br>(*ex*TokushimaMaru–34)<br>2*Dks*. | | 344<br>265<br>206 | | | | | 1904 | Kawasaki Dkyd.Co.Ld. Kobe | SantokuKaiunGosi Kaisya | 131·5\|21·3\|13·4 | Kobe<br>Japanese | C 4Cy.11″&24″–20″ 43NHP<br>KawasakiDkydCoLd Kobe | | |
| 80318<br>33561<br>JIZC | **Nissyo Maru No. 3** (*ex*Tsunehiko Maru–34)<br>1*Dk* | | 676<br>583<br>388 | | | | | 1928 | Akai Tsunekichi Osaka | MarusyoKaiun K.K. | 180·0\|27·0\|16·0<br>B44′F31′ | Ura<br>Japanese | T.3Cy. | | |
| 80319<br>40156<br>JYFH | **Nissyo Maru No. 5**<br>*OilEng.*<br>1*Dk* | | 783<br>—<br>434 | | | | | 1935 | Ohara Zosen Tekkosho Osaka | MarusyoKaiun K.K. | 180·4\|31·2\|15·6 | Ura<br>Japanese | Oil Engines | | |
| 80320<br>9358<br>JKEE | **Nissyo Maru No. 6**<br>(*ex*KaiunMaru–35, *ex*Walker)<br>*ss*Qns.No.3–4,04<br>1*Dk*(*Irn*)<br>*Well deck* | | 642<br>533<br>362 | ✠ 12,04 ✠ | Qns | *j* | | 1890<br>3mo | Wood, Skinner&Co. Newcastle | MarusyoKaiun K.K. | 185·0\|30·0\|11·9<br>P19′Q70′B7′F19′<br>FK<br>*CellDB*138′195*t FPT*40*t APT*22*t* | Ura<br>Japanese | T.3Cy.16″,26″&43″–30″ 103NHP<br>NDB04<br>1SB,*3pf*,GS50,HS1503<br>N.E.MarineEng CoLdNwc | 14 ″ 3 | |
| 80321<br>19238<br>JDQC | **Nissyo Maru No. 8**<br>(*ex*MisakiMaru)<br>1*Dk* | | 1174<br>1009<br>791 | | | | | 1916 | Harima S.B.Co.Ld. Harima | MarusyoKaiun K.K. | 223·0\|33·0\|18·0 | Ura<br>Japanese<br>*WB* | T.3Cy.14 5/16″,24⅜″&40½″–30″ 88NHP<br>OkamotoTozaburo,Osaka | | |
| 80322<br>22483<br>JENF | **Nissyo Maru No. 11** WoodAuxSr<br>(*ex*KikuMaru–35)<br>1*Dk* | | 300<br>275<br>217 | | | | | 1918 | Kurata Fukusei Jinsha | MarusyoKaiun K.K. | 113·8\|25·6\|13·8 | Nanao<br>Japanese | C.2Cy.11 1/16″&22 1/16″–12″ 14NHP<br>HantaRyotoro,Osaka | | |
| 80323<br>42590<br>JJNL | **Nissyo Maru No. 12** | | 1199<br>—<br>682 | | | | | 1936 | Ohara Zosen Tekkosho Osaka | MarusyoKaiun K.K. | 220·0\|34·0\|19·0 | Ura<br>Japanese | T.3Cy.15¾″,26″&43⅞″–31⅛″ 105NHP<br>OharaZosenTekkosho,Osa. | | |
| 80324<br>44945<br>JTUM | **Nissyo Maru No. 15**<br>*OilEng.*<br>1*Dk* | | 375<br>—<br>253 | | | | | 1938 | Matuura Taiti, Tono | Hiramatu Ritaro | 139·5\|24·5\|12·5 | Kinoe<br>Japanese | Oil Engines | | |
| 80325<br>46385<br>JYLN | **Nissyo Maru No. 16** | | 1174<br>—<br>794 | | | | | 1939 | Ohara Zosen Tekkosho Osaka | MarusyoKaiun K.K. | 216·5\|33·8\|18·2 | Ura<br>Japanese | | | |
| 80326<br>2014<br>ICLS | **Nita** Ⓟ (*ex*Verbania–35, *ex*Madioen–35)<br>D.F. 3*Dks* | | 6813<br>6443<br>4248 | | | | | 1913 | Bonn& Mees Rotterdam | Soc.Anon Giuseppe BozzoArmamenti e TrasportiMarittimi (A.Lauro, *Mgr.*) | 446·0\|54·2\|26·4<br>430·0<br>P44′<br>*WB* | Genoa<br>Italian | T.3Cy.28½″,47″&81″–52″ 470NHP<br>Maats.deSchelde,Flushing | | I |
| 80327<br>25010<br>JYID | **Nitiai Maru** (*ex*YayoiMaru–38)<br>*ss*Kob.No.3–7,32<br>*ss*Kob.No.2–40 ~~*ss*Kob.No.1–37~~<br>2*Dks*(*Stl*) | | 5439<br>4996<br>3417 | ✠100A1 ~~5,40~~ 4,20 9,40 ✠LMC ~~1933~~ 9,40 ~~5,40~~ | Kob | *z* | CL<br>3,39 | 1919<br>3mo | AsanoS.B. Co.Ld. Tsurumi | NissanKisenK.K. | 400·0\|53·2\|29·4<br>P33′B124′F41′ FK<br>*CellDB* 342′ 844*t A&CP* | Tokyo<br>Japanese<br>6*BHCem*<br>*PT*28*t* | T.3Cy.26⅞″,43½″&72″–48″ 200lb (*s*) 513NHP<br>3SB,*9cf*,GS175,HS7376 FD<br>KobeSteelWorks,Kobe | 32 ″ 0<br>s 6 ″ 5½<br>25 ″ 9 | |
| 80328<br>44517<br>JMAM | **Nitian Maru** (*ex*Orone–38, *ex*Grena–34)<br>1*Dk*&*Shelter dk* | | 6198<br>—<br>4585 | | | | | 1912 | W.Doxford &Sons,Ld. Sunderland | NissanKisenK.K. | 439·5\|57·0\|26·3<br>P94′H313′F71′<br>*WB* | Tokyo<br>Japanese | T.3Cy.25″,41″&70″–48″ 340NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 80329<br>45071<br>JLPM | **Nitiei Maru**<br>*CruiserStern* 1*Dk* *OilEng.*<br>*Longitudinal framing*<br>*Mchy.Aft Carrying Petroleum in bulk* | | 10020<br>—<br>5818 | | | | | 1938 | Kawasaki Dkyd.Co.Ld. Kobe | NittoKogyoKisen K.K. | 503·3\|65·0\|37·1<br>P163′B39′F37′ | Tokyo<br>Japanese | Oil Engines 2S.C.DA<br>8Cy.28⅝″–47¼″ 2250NHP<br>KawasakiDkydCoLdKobe | | C |
| 80330<br>45323<br>JXQM | —<br>*CruiserStern* | | 2436<br>—<br>1380 | | | | | 1938 | Naniwa Dockyard Co.Ld. Osaka | OkazakiHonten K.K. | 281·2\|43·0\|23·0 | Kobe<br>Japanese | T.3Cy.21″,35″&58″–39″ 210NHP<br>OsakaKikaiKosakusho, Osaka | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80331<br>32887<br>JUCB | **Nitiei Maru** (*ex*NichiyeiMaru-38, *ex*Emperor of Havana, *ex*CanadianSailor) *ss*Tto.No.1-23 1 *Dk* | 2012<br>1784<br>1154 | ✠ ...<br>7,27 | | | | 1919<br>8mo | Pt.Arthur S.B.Co. P.Arthur,Ont | NisseiKaiunK.K. | 251·0\|43·8\|20·7<br>P25'B64'F30' FK | Tokyo Japanese *WB* | T.3Cy.20½",34"&56"–40" 265NHP<br>PortArthurS.B.Co. | 23 " 0 | C |
| 80332<br>44775<br>JMLM | **Nitiho Maru** (*ex*Ortwo-38, *ex*Strinda-34) 1 *Dk & Shelter dk* | 6363<br>5586<br>4209 | | | | | 1912 | W.Doxford &Sons,Ld. Sunderland | NissanKisenK.K. | 439·7\|56·8\|28·9<br>P94'H512*t*F71' | Kobe Japanese *WB* | T.3Cy.25",41"&70"–48" 339NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 80333<br>46610<br>JPLN | **Nitii Maru**<br>D.F. *Cruiser Stern* 2 *Dks* | 6543<br>—<br>3869 | | | | | 1939 | OsakaIron Works,Ld. Osaka | NissanKisenK.K. | 424·1\|57·4\|34·4<br>P41'B154'F45' | Tokyo Japanese *WB* | 2 steam turbines DRgeared to1screw shaft 517NHP<br>HitatiSeisakusyo,Tokyo | | |
| 80334<br>21377<br>JQDE | **Nitiman Maru** (*ex*Nichiman Maru-38,*ex*AsakaMaruNo.2-34) 1 *Dk* | 1922<br>1399<br>1131 | | | | | 1917 | GK Harada Shoko Osaka | ToaKaiunK.K. | 250·0\|37·7\|20·5<br>P147'F34' | Kobe Japanese *WB* | T.3Cy.17",28½"&48½"–36" 139NHP<br>G.K.HaradaShoko,Osaka | | |
| 80335<br>44518<br>JMEM | **Nitimei Maru** (*ex*Ortri-38, *ex*AlfredNobel-34) 1 *Dk & Shelter Dk* *Longitudinal framing* | 4704<br>—<br>3145 | | | | | 1912 | Armstrong Whitworth &Co.Ld. Newcastle | NissanKisenK.K. | 400·0\|52·2\|24·9 | Tokyo Japanese *WB* | T.3Cy.25½",42"&70"–48" 339NHP<br>N.E.MarineEngCoLdNwc | | C |
| 80336<br>45672<br>JZUM | **Nitiran Maru** (P)<br>*Fitted for oil fuel*<br>D.F. 2 *Dks* | 6504<br>—<br>3983 | | | | | 1938 | Mitsubishi JukogyoK.K Kobe | NanyoKaiunK.K. | 419·9\|57·2\|33·8<br>P32'B144'F44' | Tokyo Japanese | 2 steam turbines DRgeared to 1 sc.shaft 750NHP | | C |
| 80337<br>26562<br>JMSD | **Nitiren Maru** (*ex*HeieiMaru-38, *ex*HeiyeiMaru-38,*ex* HeiyeiMaruNo.12-37, *ex*UralsanMaru) *ss*Kob.No.3-2,32 *ss*Yka.No.1-35 2 *Dks* (*Stl*) | 5460<br>4988<br>3365 | ✠ ...<br>8,39 | Kob | *z* | | 1920<br>2mo | AsanoS B. Co. Tsurumi | NissanKisenK.K. | 400·0\|53·2\|29·4<br>P33'B124'F41' FK<br>*CellDB339'941t* | Tokyo Japanese<br>6 *BHCem*<br>*APT28t* | T.3Cy.26",43½"&72"–48" 513NHP<br>3SB,9*cf*,Gs175,Hs7376<br>KubotaIronWorks,Osaka | 32 " 0 | C<br>† |
| 80338<br>46626<br>JPJN | **Nitirō Maru**<br>D.F. *Cruiser Stern* 2 *Dks* | 6534<br>—<br>3894 | | | | | 1939 | OsakaIron Works,Ld Innoshima | NissanKisenK.K. | 424·1\|57·4\|34·4<br>P41'B154'F45' | Tokyo Japanese *WB* | 2 steam turbines DRgeared to 1 sc. shaft 517NHP<br>HitatiSeisakusyo,Tokyo | | |
| 80339<br>25086<br>JOZD | **Nitiryo Maru**<br>*Cruiser Stern* 1 *Dk*<br>**Nitiryu Maru** (*ex*KarafutoMaru-38, *ex*RozanMaru) *ss*Kob.No 3-6,32 *ss*Kob.No.1-37 2 *Dks* (*Stl*) | 2750<br>5447<br>4996<br>3406 | ✠ [illegible]<br>[illegible]<br>5,41 | Smk | *z* | CL 11,39 | 1939<br>1919<br>5mo | OsakaIron Works,Ld. Innoshima<br>AsanoS.B. Co.Ld. Tsurumi | OkazakiHonten K.K.<br>NissanKisenK.K. | 305·1\|45·0\|24·9<br>400·0\|53·0\|29·4<br>P33'B124'F41' FK<br>*CellDB342'844t* | Kobe Japanese *WB*<br>Tokyo Japanese<br>6 *BHCem*<br>*APT28t* | T.3Cy.18⅛",30⅛"&50"–36" 150NHP<br>OsakaIronWorks,Ld.<br>T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP<br>3SB,9*cf*,Gs175,Hs7376 FD<br>KobeSteelWorks,Kobe | 32 " 0<br>s 6 " 7<br>25 " 9 | |
| 80340<br>38753<br>JRBJ | **Nitiyo Maru** (*ex*NichiyoMaru-38)<br>*Oil Eng.*<br>*ss*Yka.No.1-37 2 *Dks* (*Stl*) | 7509<br>6070<br>5513 | ✠100A1<br>2,40<br>✠LMC CS9,37 | Tama | *b*† | CL 7,39 | 1934<br>3mo | Mitsubishi ZosenKaisha, Ld. Nagasaki | ToyoKaiunK.K.<br>*'Tween Dk BH above deep tanks* *Cell DB* | 436·3\|58·5\|32·8<br>P30'B157'F41' FK<br>*after BH dispensed with* 369'1405*t FPT263t* | Tokyo Japanese<br>*ptCem*<br>6 *BHtoUdk*<br>1 " " 2nd "<br>*APTs227t(D)* | Oil Engines 2S.C.SA 6Cy.28⅜"–49⅛"<br>DB120lb 839NHP<br>MitsubishiZosenKaisha, Ld.Nag.<br>*Ta36'1145t* | 32 " 10 | |
| Now "Kumagawa Maru," *see No. 88761 in Supplement* | | | DBS2 40 2,40<br>*Carrying car go oil F. P. above 150° F. in deep ta* | | | | *Lloyd's* | | | | | | | |
| 80342<br>45497<br>JUVM | **Nitiyu Maru**<br>D.F. 2 *Dks*<br>*Cruiser Stern* | 6817<br>—<br>3991 | | | | | 1938 | Kawan-amiKogyo K.K. Nagasaki | NissanKisenK.K. | 451·8\|58·1\|32·8<br>P25'B17'F40' | Tokyo Japanese *WB* | T.3Cy.26¾",44½"&76¾"–51⅛" 420NHP<br>KawaminamiKogyoK.K. Nag | | C |
| 80343<br>257<br>SVGG | **Nitsa** (*ex*SagamaRiver-33)<br>1 *Dk* | *4732*<br>*4373*<br>*2989* | | | | | 1915 | Irvine's SB &D.D.Co.Ld. W Hartlepool | KassosSteam NavigationCo.Ld. (PnevmaticosRethymnisYannaghas *Mgrs.*) | 385·0\|52·0\|27·1<br>P36'B126'F38' | Syra Greek *WB* | T.3Cy.25",40"&68"–48" 320NHP<br>Richardsons, Westgarth&Co.Ld.Hpl. | | C |
| 80344<br>46813<br>JPGN | **Nitta Maru** (P) TwinSc<br>D.F. E.S.D. GyC. 3 *Dks*<br>*Ref.Mchy.* *Cruiser Stern* | ~~16500~~<br>17163<br>—<br>9397 | | | | | 1939 | Mitsubishi JukogyoK.K Nagasaki | NipponYusenK.K. | 557·8\|73·8\|40·7<br>B503' | Tokyo Japanese *WB* | 4steam turbines DRgeared to2screw shafts 3500NHP<br>MitsubishiJukogyoK.K. Nag. | | |
| 80345<br>45076<br>JUBM | **Nittai Maru** (*ex*Krone–38, *ex*Tilthorn–37) *ss*Bgn.No.3–10,34 *ss*Kob.No.1–37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | 6484<br>6253<br>4796 | ✠ ...<br>3,39 | Kob | *z* | | 1921<br>8mo | W.Doxford &Sons,Ld. Sunderland | NissanKisenK.K.<br>*Interm* *CellDB364'1180t* | 420·0\|54·0\|34·3<br>FK<br>*mediate BH in fore hold dispensed with* *FPT105t APT127t* | Tokyo Japanese<br>*Cem*<br>1 *BHtoSh dk*<br>5 " " *U* " | T.3Cy.27",44½"&75⅛"–54" 180lb 577NHP<br>3SB,9*cf*,Gs198,Hs8530<br>W.Doxford&Sons,Ld Sld | 37 " 0 | |
| 80346<br>26772<br>JHNB | **Nitto Maru**<br>1 *Dk* | 2186<br>1888<br>1278 | | | | | 1920 | Fujinagata S.B.Co. Osaka | ToaKaiunK.K. | 272·0\|40·0\|24·1<br>P17'B64'F33' | Osaka Japanese *WB* | T.3Cy.22",36¾"&60"–40" Schipp. 226NHP<br>Mattsch.Amsterdam | | |
| 80347<br>440<br>JNWG | —<br>(*ex*SaishuMaru-33)<br>2 *Dks* | 471<br>407<br>263 | | | | | 1914 | Aizawa Iwakichi Osaka | KanagawaYoshihide | 150·3\|21·7\|16·5<br>B26'F20' | Jinsen Japanese | T.3Cy.11⅜",18¼"&30"–22" 42NHP<br>OharaGisuke,Osaka | | |
| 80348<br>44361<br>JZLL | **Nittoku Maru** (*ex*Shoko–38, *ex*ChangKwang–37, *ex*Apikia–36, *ex*Koranna) *ss*Pir.2ndNo.3-5,30 *ss*Osa.No.2–38 1 *Dk* (*Stl*) & *deep framing* & *Shelter dk* (*Stl*) | 3591<br>3404<br>2623 | ✠100A1<br>*Shelter dk with freeboard*<br>12,39 ✠LMC12,39 | Osa | *x* | CL 9,38 | 1905<br>2mo | Armstrong Whitworth &Co.Ld. Newcastle | AkaiShotenK.K. (T.Akai) | 350·0\|52·0\|23·4<br>FK<br>*CellDBa108'uE&B42'f* | Osaka Japanese<br>6 *BHCem* | T.3Cy.25",41"&67"–45" (*s*) 180lb 337NHP<br>3SB,9*cf*,Gs154,Hs5355<br>N.E.MarineEng.CoLdNwc | 26 " 0<br>s 2 " 6⅜<br>23 " 8¼ | |
| | | | | | | | *Lloyd's* | | | | | *156'955t FPT105t APT108t* | | |
| 80349<br>20371<br>JBYB | **Nittu Maru** (*ex*NittsuMaru–38, *ex*AnseMaru, *ex*AtsutaMaruNo.2) 1 *Dk* | 2184<br>1885<br>1278 | | | | | 1917 | Ishikawa-jimaS.B &E. Co.Ld. Tokyo | OkazakiHonten K.K. | 268·0\|40·7\|23·5<br>P13'B58'F27' | Tokyo Japanese *WB* | T.3Cy.19",31½"&52"–39" 169NHP<br>IshikawajimaS.B&E.CoLd | | C |
| 80350<br>28054<br>JRPE | **Nittyo Maru** (*ex*NicchoMaru–38)<br>2 *Dks* | 549<br>464<br>291 | | | | | 1921 | Mitsui Bussan Hibi | NicchoKisen ShiryoK.K. | 160·0\|26·0\|16·0<br>B43'F20' | Kobe Japanese *WB* | T.3Cy.14",22"&36"–24" 63NHP<br>MitsuiBussan,Uno | | |
| 80351<br>167001<br>~~QVXN~~<br>BFWD | **Nivernais**<br>*Oil Eng.*<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk* | ~~289~~<br>~~378~~<br>~~185~~<br>390<br>334<br>192 | | | | | 1933 | Atel.&Ch. deFrance Dunkirk | ~~Cie. Maritime de la Seine~~ Ministry of War Transport (Hull&Chicken, *Mgrs.*) | ~~161·9\|23·4\|11·8~~<br>~~Q42'B24'F25\|12·1~~<br>163 · 2\|23 · 6 | ~~Rouen~~ French Greenock British *WB* | Oil Engines 4S.C.SA 6Cy.11⅛"–18⅞" 81NHP<br>Atel.&Ch.deFrance,Dnk. | | V |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenance equip. Lettre d'équipement. | 7* Date de la dernière visite à flot dans le port-bâtiment. | 8 Construit. Quand. Navires. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. gs. | 15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Mar. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80352 DOHC | **Nixe** | 1 *Dk* | 698<br>517<br>394 | | | | | 1910 | Akt.Ges. "Weser" Bremen | Dampfschifffahrts Ges.Neptun | 180·0\|28·1\|12·9<br>Q51'B45'F22' | Bremen<br>German *WB* | T.3Cy.13½",21½"&34⅞"–23½" 59NHP<br>A.G."Weser,"Bremen | | G |
| 80353 13741f GQJN | **Nizam** | *ss*Cal.2ndNo.3-5,10 ~~ssCal.No.6-9,27~~ ~~ssCal.No.8-26~~ 2 *Dks*(*Stl*–*Uteak* s) | 5322<br>4922<br>3334 | ✠100A1 Cal<br>5,40 8,38 ~~BS10,39~~ ✠LMC7,39 10,39 | | | CL 8,38 4,40 | 1914<br>12mo | C.Connell &Co.Ld. Glasgow | AsiaticStm.Nav. Co.Ld. | 404·0\|52·8\|28·7<br>P41'B137'F45' FK<br>*Lloyd's SA&CP* 120' | Liverpool<br>British | T.3Cy.25',42'&70"–48" (*r*)<br>200lb *100lb* 472NHP<br>2SB,*8cf*,GS150,HS6714 FD | 31 ″ 3<br>s 6 ″ 1½<br>25 ″ 7 | |
| 80354 DHRR | **Njassa** (P) Sub.Sig. *Ref.Mchy.* D.F. GyC. 2 *Dks*&*Shelter dk*&*trB* | | 8754<br>5867<br>5081 | | | | | 1924 | Blohm& Voss Hamburg | DeutscheOst-AfrikaLinie | 433·5\|58·2\|37·5<br>WB | Hamburg<br>German | 4 Steam Turbines SR geared to 1 Sc. Shaft<br>Blohm&Voss,Hamburg | | G |
| 80355 YTDB | **Njegos** (*ex*NormanIsles,*ex*Suruga) *ss*Spt.No.3-9,31 *ss*Spt.No.1-36 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing* | | *4393*<br>*3997*<br>*2745* | ✠100A1 *Spar dk* 2,39 BS3,40 ✠LMC9,36 Surveys delayed | Rot | *y* | CL N2,38 | 1908<br>2mo | A.McMillan&Son,Ld Dumbarton | Jugoslavenski Lloyd a.d. | 375·3\|52·0\|17·5<br>25·4<br>P38'B210'F34' FK<br>*Lloyd's SA&CP* | Dubrovnik<br>Yugoslav | T.3Cy25½",41"&67"–48"(*s*)<br>180lb 370NHP<br>6 *BHCem* | 28 ″ 0<br>s 4 ″ 0<br>24 ″ 2½ | |
| 80356 PGHM | **Njord** *Mchy.Aft* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 374<br>249<br>164 | | | | | 1939 | E.J.Smit& Zoon Westerbroek | P.vanWering | 140·0\|25·1\|10·0<br>P36'F23' | Norg<br>Dutch *WB* | Oil Engines 4S.C.SA<br>5Cy.11⅞"–17½" 64NHP<br>AppingedammerBrons Motorenfb.N.V | | V |
| 80357 228957 KLHG | **No-Nox** *Mchy.Aft* | Twin Sc *Oil Eng.* 1 *Dk* *Carrying Petroleum in bulk* | 983<br>808<br>592 | | | | | 1929 | Bethlehem S.B.Corp.Ld. Quincy,Mass | GulfOilCorporation | 199·7\|38·0\|14·2 | Phildlphia<br>Utd. States | Oil Engines 2S.C.SA<br>12Cy.12"–17" 302NHP<br>StandardEngineConst.Co. JerseyCity,N.J. | | |
| 80358 25108 JINB | **Noborikawa Maru** | 1 *Dk* | 2182<br>1902<br>1296 | | | | | 1922 | Uraga DockCo. Uraga | HokkaidoTanko KisenK.K. | 268·0\|40·7\|23·6<br>P20'B58'F26' | Kobe<br>Japanese | T.3Cy. | | |
| 80359 ~~218060~~ ~~6,7314~~ | **Nockum** Sub.Sig. *Ref.Mchy.* | *Fitted for oil fuel* 1 *Dk*&*Shelter dk*&*Web frames* *Longitudinal framing* | 6024<br>5535<br>4291 | ✠ ...<br>9,20<br>(Reclassification Contemplated) | | | | 1919<br>10mo | MooreS.B. Co Oakland,Cal. | ~~UnitedStates Maritime Commission~~ | 402·5\|53·0\|32·0<br>P34'F39'*on Shelter dk* FK | ~~S.Francisco~~ Utd. States<br>British *WB* | 2 Steam Turbines DR geared to1Sc.Shaft 637NHP<br>MidwestEngineCo. Indianapolis | 34 ″ 6 | R<br>† |
| 80360 15419 JLDF | **Noda Maru** | | 1242<br>—<br>486 | | | | | 1912 | | Government of Japan(Dept.of Railways) | 224·7\|46·9\|16·7 | Shimonoseki<br>Japanese | Steam Engines | | |
| 80361 | **Noemijulia** (*ex*Noemi,*ex*Barlby) *ss*Sld.2ndNo.3–6,20 *ss*Cpl.No.2–29 1 *Dk*(*pt Irn pt Stl*)&*pt Awng dk*(*Irn*) &*Web frames* | | *2503*<br>*1749*<br>*1632* | ✠ —<br>6,33 | Pir | *s* | | 1895<br>11mo | Ropner& Son Stockton | Cia.Maritima dePanama Ultramar,Ltda. | 290·0\|43·0\|16·6<br>P27'Q117' FK<br>*pt Awng dk*173'<br>*Cell DBa*100'*uE*24' | Panama<br>Panamanian<br>5 *BHCem*<br>*f*108'482*t* | T.3Cy.22½",36½"&60"–39" 224NHP<br>(2)NDB15<br>2SB,*6cf*,GS93,HS3358<br>Blair&Co.Ld.Stockton | 19 ″ 9 | V<br>† |
| 80362 UOWQ | **Nogin** | *Oil Eng.* 2 *Dks* | 2109<br>1819<br>1055 | | | | | 1930 | Sevastopol Marine Wks. Sevastopol | U.S.S.R. | 270·1\|39·8\|22·5<br>P31'B62'F28' | Odessa<br>Russian *WB* | Oil Engines 2S.C.SA<br>6Cy.18½"–32½" 358NHP<br>KomintenWks.Kharkov | | |
| 80363 148301 GSPF | **Nolisement** D.F. | *ss*Yka.No.2–37 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) | 5084<br>4738<br>3147 | ✠100A1 *with freeboard* 1,39 ~~BS8,39~~ 11,40 ✠LMC3,37 | Shi | *a*† | CL ~~7,37~~ 10,40 | 1928<br>8mo | NthmblndS.B.Co. (1927),Ld. Newcastle | NolisementS.S.Co. Ld.(Morel,Ld.) | 412·6\|55·3\|26·1<br>F40' FK<br>*Cell DB*362'1397*t* | Cardiff<br>British | Q.4Cy.23",32½",47"&68"–48"<br>225lb *150lb* (*s*) 442NHP<br>3SB(Spt)9*cf*,GS161,HS7395<br>N.E.MarineEng.CoLdNwc | 28 ″ 6<br>s 3 ″ 3½<br>25 ″ 5½ | |
| 80364 34442 JDXE | **Nonai Maru** *Mchy.Aft* | *Oil Eng.* *ss*Hak.No.3–3,35 *ss*Yka.No.1–39 1 *Dk*(*Stl*)&*Web frames* | 374<br>241<br>153 | *Fitted for oil fuel* 6,33<br>✠100A1 *Coasting Service Japan* 2,39 ✠LMC2,39 *Carrying Petroleum in bulk* | Yka | *e* | F.P. CL 1,38 | 1929<br>10mo | Mitsui Bussan Kaisha Tama | TeikokuSenpaku K.K.(TheRising SunPetroleum Co.Ld.) | 139·4\|24·0\|10·5<br>P51'F31' *Trunk*& *Harbour dk between* P&F FK<br>*Lloyd's SA&CP* | Yokohama<br>Japanese | Oil Engines 2S.C.SA<br>4Cy.16½"–18½" 192NHP<br>9 *BHpt Cem*<br>KromhoutMot.Fab.Ams. | 10 ″ 6 | |
| 80365 183360 KZNN | **Nonsuco** D.F. E.S.D. | Twin *Oil Eng.* 2 *Dks*&*Shelter dk* *Cruiser Stern* | *5212*<br>*4821*<br>*3084* | ✠100A1 *with freeboard* 9,40 ~~2,40~~ ✠LMC6,38 DBS2,40 *Carrying cargo oil* | Nyk | *a*† | CL F. P. above | 1938<br>6mo | Wm.Doxford&Sons Ld Sunderland | NorthNegros SugarCo.Inc. | 422·5\|56·1\|25·8<br>439·0(O.L.) FK<br>*Lloyd's SA&CP*<br>*Cell DB*345'1256*t* | Manila<br>Utd.States | Oil Engines 2S.C.SA<br>8Cy.18¼"–65½" 884NHP<br>2DB*120lb*<br>Wm.Doxford&Sons,Ld Sld | 28 ″ 7<br>s 3 ″ 3½<br>25 ″ 6¼ | |
| 80366 149766 VJNL | **Noora** (*ex*Ornais) Wireless | *ss*Syd.No.3–9,36 1 *Dk*(*Stl*) *Well dk* *Cargo battens not fitted* | 1072<br>733<br>507 | ✠100A1 ~~5,08,00~~ 9,40 ~~BS8,39~~ ✠LMC8,~~39~~ 9,40 | Syd | *m* | CL ~~+1,07~~ 5,40 | 1924<br>5mo | BlythS.B.& D.D.Co.Ld. Blyth | TheAdelaide SteamshipCo.Ld. | 215·0\|33·1\|13·0<br>221·0(O.L.)<br>P16'Q52'B52'F19' FK<br>*Lloyd's SA&CP*<br>*Cell DB*184'289*t FPT* | P.Adelaide<br>British | T.3Cy.16",27"&44"–30" (*s*)<br>180lb 135NHP<br>2SB.*4cf*,GS71,HS2348<br>MacColl&Pollock,Ld.Sld. | 14 ″ 10<br>s 1 ″ 1½<br>14 ″ 1 | |
| 80367 PGHP | **Noordam** (P) E.S.D. D.F. *Ref.Mchy.* | Twin Sc *Oil Eng.* 3 *Dks* *Cruiser Stern* *Butts of part shell & deck plating electrically welded* | 10726<br>8102<br>6236 | ✠100A1 ~~5,39~~ 10,40 Sba 3,41 ✠LMC9,38 ~~Lloyd's RMC12,39~~ 3,41 ~~10,40~~ 5,40 *Carrying vegetable oil in deep tanks* | Rot | *f*† | CL 10,40 | 1938<br>9mo | N.V.Mch. &Scheepswrf. van P.Smit,Jr Rotterdam | Nederl.Amerik. Stoomv.Maats. (Holland-Amerika Lijn) | 480·7\|64·4\|33·3<br>501·6(O.L.)<br>P35'B214'F46' FK<br>*Lloyd's SA&CP aft*<br>*Cell DB*370'1483*t* *Tanks at centre*) | Rottrdam<br>Dutch | Oil Engines 2S.C.SA<br>24Cy.24⅞"–45½" 2482NHP<br>2DB*100lb*<br>N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot. | 40 ″ 0<br>s 9 ″ 6½<br>30 ″ 7 | |
| 80368 PGIC | **Noordplein** (*ex*Poeldiep–38, *ex*Mira-Mar) *Mchy.Aft* Wireless D.F. | 1 *Dk* | 752<br>533<br>362 | | | | | 1920 | Van der Kuy&Van der Ree Werf. "Maasdijk" Schiedam | N.V.Scheepv. Maats "Millingen" (G.A.Spliethoff, *Mgr.*) | 180·7\|28·3\|12·6<br>Q104'B11'F21' | Rottrdam<br>Dutch *WB* | T.3Cy.15',24'&40"–24' 78NHP<br>Van der Kuy&Van der Ree Werf."Maasdijk" | | N |
| 80369 PGJL | **Noordwijk** D.F. E.S.D. | 1 *Dk* *Cruiser Stern* | 3697<br>2956<br>2020 | ✠100A1 2,40 ✠LMC12,39 | Sch | *v* | OG 2,40 | 1939<br>12mo | Werf.Jan Smit Czn. Alblasserdam | StoomvaartMaats. "Wijklijn" (Erhardt& Dekkers,*Mgrs.*) | 327·0\|50·3\|22·3<br>343·5(O.L.)<br>P31'Q86'B105'F38' FK<br>*Lloyd's SA&CP*<br>*Cell DB*265'748*t tanks at sides of t* | Rottrdam<br>Dutch | T.3Cy.21",32½"&57"–36" &<br>exhaust turbine driving<br>steam compressor 342NHP<br>220lb (*s*) *120lb* FD<br>2SB(Spt),*4cf*,GS95,HS4504<br>N.V.ArnhemscheStoom-sleephellingMaats. | 24 ″ 6<br>s 2 ″ 6½<br>22 ″ 1 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. Years assigned now expired. Month in Red Letter. | 7 | 7* Dr't. when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draughts. ft. in. | 15 Registers in which classed. If not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80370 141486 VGWB | **Nootka** (*ex*Emperor of Port McNicoll, *ex*Canadian Adventurer) *ss*Tto. No.1–23 1 *Dk & platform dk in forwd hold* | 2069 1650 1201 | ✠ ... 6,27 ✠ | | | | 1919 10mo | Pt. Arthur S.B.Co. Pt Arthur Ont | Canadian Pacific Railway Co. | 251·3 / 43·9 / 20·3 P26′B64′F25′ FK | | | Vict'ria BC British *WB* | T.3Cy.20″,33″&54″–40″ 256NHP | 23 ″ 0 | |
| 80371 OZFK | **Nora** Twin Sc D.F. *Oil Eng.* E.S.D. *Cruiser Stern* 1 *Dk & Shelter dk* *Butts of shell plating electrically welded* *Strengthened for navigation in ice* | 2937 2351 1605 | ✠100A1 *with freeboard* 1,40 | Abg ✠LMC1 40 | *w* | CL | 1940 1mo | Aalborg Værft A/S Aalborg *Lloyd's SA&CP* | J. Lauritzen *Cell DB301′734t* *tanks* | 356·4 / 51·9 / 18·0 373·7 (o.l.) F62′ FK | | | Esbjerg Danish *6 BH* *(Coll to Sh dk* 5 „2nd „) | Oil Engines 2S.C.SA 12Cy.19¹⁄₁₆″–35¹⁄₁₆″ 810NHP *at sides of tunnel 53t FPT 140t APT s 185t* Akt. Burmeistr & Wain, Cpn | 21 ″ 0 8 ″ 11 20 ″ 2 | |
| 80372 338 ESBS | — 1 *Dk* | 1186 1061 699 | | | | | 1902 | Hasseldalens Jrnskbsb. Grimstad | M.G. Martinson | 231·4 / 34·0 / 13·7 Q127t B52t F25t | | | Pärnu Estonian *WB* | T.3Cy.16″,25″&42″–30″ 97NHP Bergen Mek. Værks. Bergen | | N |
| 80373 131682 MMZV | **Norah Moller** Twin Sc (*ex*Kangaroo–38) *Oil Eng.* *ss*Fre. No.3–1,28 E.S.D. *ss*Fre. No.2–37 2 *Dks (Stl)* | 4433 3912 2706 | ✠100A1 4,39 DBS ~~1,39~~ 5,40 ✠LMC 4 39 *Carrying oil fuel F. P. above* 150° F. *in M.T.* | Shi | | CL 3,39 | 1915 10mo | Harland & Wolff, Ld. Irvine *Lloyd's SA&CP* | Moller Line, Ld. (Mollers' Ld. *Mgrs.*) *Cell DBa88′* *uE42′f174′770t* *Tanks between Tunnels 81′190t* | 365·2 / 50·1 / 26·5 P22′B91′F36′ FK | | | Shanghai British 5 *BH to U dk* *APBH to 2nd dk only* | Oil Engines 4S.C.SA 12Cy.22³⁄₁₆″–29¹⁄₁₆″ 567NHP DB *80lb* Burmeister & Wain, Ld. Gls. | 29 ″ 2 s 6 ″ 1½ 23 ″ 5 | |
| 80374 LIXO | **Noravind** Twin Sc (*ex*Nordanvik–34) *Oil Eng.* *ss*Sch. No.2–40 *Mchy. Aft* 1 *Dk (Stl)* D.F. *Cruiser Stern* | 8234 7529 4864 | ✠100A1 10,10 ~~2,40~~ ✠LMC CS2 40 DBS 2,40 2,40 *Carrying Petroleum in bulk* | Sch Hi Kg | *c*† | CL 1,40 | 1930 12mo | Götaverken A/B Gothenburg *Lloyd's SA&CP* | Skibsaktiesels-kapet "Noravind" (A. Jahre) *Cell DBuE65′278t* | 451·1 / 59·3 / 35·9 P96′F36′ FK | | | Sandefjord Norwegian 10 *BHpt Cem* 3 *tAPT241t* | Oil Engines 4S.C.SA 14Cy.21⅝″–39⅜″ 633NHP 2 DB *180lb* Götaverken A/B, Got. | 35 ″ 6 s 8 ″ 4½ 27 ″ 4½ | |
| 80375 HPHI | **Norbris** *Oil Eng.* *ss*Fal. No.2–39 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* | 7619 7247 4570 | ✠100A1 ~~2,40~~ ~~2,40~~ 3,41 ✠LMC CS7 39 DBS ~~7,39~~ 5,40 9,37 39 *Carrying Petroleum in bulk* | LAn Bal Bos | *c*† | CL 9,38 9,40 | 1930 11mo | Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA&CP* | Tanker Corporation (~~Johan Rasmussen & Co. *Mgrs.*~~) *DTf41′523t* | 460·5 / 59·5 / 34·1 P109′B30′F60′ FK *Cell DBuE85′327t* *FPT199t APT146t* | | | Panama Pnamanian 16 *BHpt Cem* (10 *to U dk* 6 „ 2nd „) | Oil Engines 2S.C.SA 6Cy.31″–43″ 1010NHP 2 DB *120lb* Wllsnd Slpwy. Co. Ld. Nwc. | 34 ″ 1 s 6 ″ 8 27 ″ 7¾ | |
| 80376 LJJV | **Norbryn** (*ex*Pacific Commerce–37, *ex*Dominion Miller) *Oil Eng.* *ss*Lon. No.3–5,34 *ss*Rot. No.1–38 D.F E.S.D. 1 *Dk (Stl) & Shelter dk (Stl)* | *5089* *4713* *3143* | ✠100A1 *Shelter dk* *with freeboard* 9,40 ~~11,39~~ DBS 4,39 ✠LMC 3 38 *Adapted for carrying oil fuel in fore peak (5,31)* | Liv Yka | *a*† | CL 2,38 | 1922 2mo | W. Doxford & Sons, Ld. Sunderland *Lloyd's SA&CP* | A/S Viking (Lundegaard & Sonner, *Mgrs.*) *Cell DB364′* *F.P. above* 150° F. | 420·0 / 54·0 / 25·0 3 FK *Collision* *BH to Sh dk* 6 „ „ *U* „ 1299t *MT26′1007t* | | | Farsund Norwegian *pt Cem* *BH to Sh dk* *DTa33′943t* | Oil Engines 2S.C.SA 4Cy.22½⅜″–91½″ 640NHP 2 NDB *39 100lb* W. Doxford & Sons, Ld. Sld. *FPT105t APT127t* | 29 ″ 0 s 3 ″ 7¾ 25 ″ 7 | |
| 80377 DHRS | **Norburg** (*ex*Pera, *ex*Hornsund) Sub. Sig. 1 *Dk* | 2392 2058 1418 | | | | | 1922 | Schiffsw. v. H. Koch A.G. Lübeck | Flensburger Dampfercompagnie Harald Schuldt & Co. K.G. | 295·6 / 42·6 / 19·8 P15′Q39′B181′F36′ | | | Hamburg German *WB* | T.3Cy.21¼″,33⅜″&55″–39⅜″ 190NHP A. Borsig G.m.b.H. Berlin | | G |
| 80378 158168 | **Norco** (*ex*Inca–38) *ss*N.Yk. No.2–25 1 *Dk* | 1512 1217 921 | ✠ ... 9,28 ✠ | | | | 1915 11mo | Gt. Lakes Eng. Works Ecorse, Mich. | Northern Paper Mills, Ld. | 246·0 / 38·2 / 16·0 B65′F25′ FK | | | Sault Ste. Marie British *WB* | T.3Cy.17″,28½″&48″–36″ 200NHP Gt. Lakes Eng Wrks Detroit | 18 ″ 0 | R † |
| 80379 ~~MPGG~~ | — (*ex*Katland–33, *ex*Speed, *ex*Kannik) 1 *Dk* | 1335 1164 ~~791~~ | | | | | 1917 | Gebr. Jonker Kinderdijk | Ministry of Shipping (E R. Newbigin, Ld. *Mgrs.*) | 239·4 / 36·2 / 16·8 P58t H63t F29t | | | London British *WB* | T.3Cy 17½″,29″&46″–36″ 128NHP Alblasserdam. Msch. Fab. | | V |
| 80380 208718 KFYB | — Wood Twin Sc (*ex*Tillamook) *Oil Eng.* Wireless 1 *Dk* | 615 — 479 | | | | | 1911 | Kruse & Banks N. Bend, Or. | Ketchikan Cold Storage Co. | 119·0 / 28·4 / 11·0 | | | Ketchikan Utd. States | Oil Engines 4S.C.SA 8Cy.14″–18″ NE25 143NHP Fairbanks, Morse & Co. | | |
| 80381 HPIT | **Nord** (*ex*Hai Shang–37, *ex*Nord–32) *ss*Msl. No.3–12,18 *ss*Dnk. No.1–22 *Well deck* 2 *Dks & deep framing* | 3193 2511 2052 | ✠ ... 9,27 ✠ | | | | 1904 10mo | Sunderland S.B.Co. Ld. Sunderland | Wallem & Co. | 314·0 / 46·5 / 20·6 P&B215′F29′ FK | | | Panama Pnamanian *WB* | T.3Cy.23″,38″&62″–42″ 262NHP N.E. Marine Eng. Co. Ld. Sld | 23 ″ | |
| 80382 8019 SDNM | — (*ex*Sigurd I–35, *ex*Sigurd Hund, *ex*Tron, *ex*Nystrand, *ex*Signemin) 1 *Dk* | *512* *386* *256* | | | | | 1919 | J. Th. Wilmink & Co. Gideon | Rederi A/B Nordö (W. Grosche, *Mgr.*) | 152·4 / 26·3 / 12·2 P93t H5t F24t | | | Öregrund Swedish *WB* | T3Cy11½″17⅞″&29½″–19⅞″ D.H. Landeweer & Zoon, Martenshoek 39NHP | | V |
| 80383 DJVP | **Nord Atlantic** *Oil Eng.* D.F. E.S.D. 1 *Dk*, 2nd *dk in mchy. space* *Mchy. Aft* *Cruiser Stern* *Carrying Petroleum in bulk* | 9897 9165 5884 | ✠ 10,38 ✠ | Ham | *e*† | | 1938 1mo | Deutsche Werft AG Bet Finkenwrder Hamburg | John T. Essberger *Cell DBuE75′227t* | 490·0 / 65·9 / 36·3 510·7 (o.l.) P114′F69′ FK *DT f36′724t FPT1* | | | Hamburg German 12 *BHpt Asp* 67t *APT262t* | Oil Engines 2S.C.DA 6Cy.23⅝″–43⅛″ 1163NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 35 ″ 11 | |
| 80384 165174 ~~FQDB~~ MJTS | **Nord-Est** II (*ex*Nord-Est–40) *Oil Eng.* *Mchy Aft* *Carrying Petroleum in bulk* Wireless D.F. *Cruiser Stern* 1 *Dk* *Longitudinal framing* | 534 452 330 | | | | | 1938 | Jos Boel & Fils S.A. Tamise | Ministry of Shipping (Wm Cory & Son, Ld. *Mgrs.*) | 192·1 / 27·8 / 12·2 P56′F29′ 195·8 | | | ~~Rouen French~~ Belfast British | Oil Engines 4S.C.SA 8Cy.11″–17½″17½″ 93NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz | | V |
| 80385 HPMM | **Nordal** D.F. 1 *Dk & Shelter dk* *Butts of keel & bottom plating elec. welded* *Cruiser Stern* *Strengthened for navigation in ice* | 3845 3077 2223 | ✠100A1 *with freeboard* 10,40 ~~3,40~~ ✠LMC 8 39 *Fitted for oil fuel* 8, 39 | NOs Mtl | *y* | CL *F.P. above* | 1939 8mo | Fredrkstad Mek Vrks A/S Fredrikstad *Lloyd's SA&CP* | Viking Corporation (~~Johan Rasmussen & Co. *Mgrs.*~~) *ediate BH in after* *Cell DB301* | 365·2 / 57·3 / 20·2 383·3 (o.l.) F24′ FK *hold dispensed with* 1070t *MT29′1094t* | | | Panama Pnamanian 6 *BHpt Cem* (*Col* *l BH to Sh dk* 5 „2nd „) | C.4Cy.(2)16¾″&(2)39¼⅛″– 36½″ 220lb (*s*) 353NHP 2SB(Spt), 6*cf*, GS60, HS5511 FD Fredrikstad M.V.A/S Fredrikstad | 23 ″ 6 s 1 ″ 6 22 ″ 3 | |
| 80386 LCUC | **Nordanger** Twin Sc *Mchy. Aft* *Oil Eng.* D.F. 2 *Dks* *Longitudinal framing at bottom & at decks* *Carrying Petroleum in bulk* | 9297 8510 5500 | ✠ ... 12,28 ✠ | | | | 1925 6mo | Nederl. Schps. Maats. Amsterdam | Westfal-Larsen & Co. A/S | 470·1 / 60·2 / 38·5 P116′B28′F41′ FK | | | Bergen Norwegian *WB* | Oil Engines 4S.C.SA 12Cy.26⅜″–47¼″ 806NHP Werkspoor, Amsterdam | | N † |
| 80387 OYOA | **Nordbo** Twin Sc *Oil Eng.* D.F. *ss*Cpn. No.3–9,36 1 *Dk (Stl) & Shelter dk (Stl)* | 4472 4132 2732 | ✠100A1 *with freeboard* 3,40 ~~3,30~~ ✠LMC CS9 36 DBS ~~6,39~~ 8,40 | Bos SFo 3,37 | *y* | CL 10,38 | 1923 11mo | Akt. Burmeistr & Wain Copenhagen *Lloyd's SA&CP* | A/S Dampskslsk. Norden (P. Brown, Jr. & Co. *Mgrs.*) 1076t *MT30′1158t* | 380·0 / 53·9 / 25·3 FK *Cell DB334′* *FPT97t APT119t* | | | Copnhagn Danish 7 *BHpt Cem* (2 *to Sh dk* 5 „ 2nd „) | Oil Engines 4S.C.SA 12Cy.23½″–35⅞″ 629NHP DB *100lb* Akt. Burmeistr & Wain, Cpn | 28 ″ 0 s 3 ″ 0¼ 25 ″ 3 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Echelonnement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres en cours, s'il n'est dans le L. R. Digest Cert. L.S.C.T.Mch. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 80388 | **Nordborg** | | 1998 | ✠100A1 | Els | *r* | 00 | 1930 | W.Gray& | A/S D/S Dannebrog | 280·0 | 40·1 | 19·2 | Copnhagn | T.3Cy.20″,31½″&53″–36″ | 21 ″ 4 | |
| | | *ss*Els.No.2–38 | 1764 | 5,39 | | | 4,39 | 4mo | Co.Ld. | (C.K.Hansen, | | | | Danish | 180*lb* (*s*) 194NHP | s 2 ″ 11 | |
| OYAE | D.F. | 1 *Dk*(*Stl*) | 1198 | ✠LMC | | | | | W Hartlepool | *Mgr.*) | P22′B85′F27′ | FK | | *ABHCem* | 2SB,*4cf*,GS79,HS83I34 | 18 ″ 7½ | |
| | | | | MS5,38 | BS8,39 | | | | *Lloyd's SA&CP* | *Cell DB240′* | 516*t APT75t* | | | | Cen.Mar.E Wrks.Ld W Hpl. | | |
| 80389 | **Nordbornholm** (P) | | 770 | | | | | 1939 | Aalborg | Det Östbornholmske | 153·9 | 31·1 | 16·6 | Nekső | Oil Engines 2S.C.SA | | V |
| | | *Oil Eng.* | 550 | | | | | | Værft A/S | D/S A/S (E.Sonne | B&F116′ | | | Danish | 6Cy.13¾″–22 $\frac{7}{16}$″ 188NHP | | |
| OZAV | D.F. | 2 *Dks* | 425 | | | | | | Aalborg | Hansen, *Mgr.*) | | | | *WB* | Atlas-Diesel A/B,Skm. | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 80390 | **Nordby** (*ex* Florentine–32, | | 1675 | | | | | 1901 | Hellerup | Steam Ship Co. | 250·8 | 36·0 | 14·4 | Copnhagn | T.3Cy.18″,29″&48″–33″ | | V |
| | *ex* Kronprins Frederik) | 1 *Dk*&*pt A wing dk* | 1074 | | | | | | Skibsv.&Msk. | Samsö,Ld.(G. | P26′Q70′ | | | Danish | 132NHP | | |
| OZVD | | | 1023 | | | | | | Hellerup | Schiönnemann, | | | | *WB* | Dansk Maskinfabrik,Cpn. | | |
| | | | | | | | | | | *Mgr.*) | | | | | | | |
| 80391 | **Nordcoke** | | 2491 | ✠ | Ham | *s* | | 1936 | Lübecker | Norddeutsche | 297·0 | 44·5 | 17·9 | Hamburg | C.4Cy.(2)20 $\frac{3}{16}$″&(2)43 $\frac{3}{16}$″ | 20 ″ 6 | |
| | | | 1925 | 5,39 | | | | 12mo | Maschb.Ges. | Kohlen-u.Cokes- | 311·0(O.L.) | | | German | –43 $\frac{3}{16}$″ 308NHP | | |
| DJSI | E.S.D. | 1 *Dk* | 1299 | ✠ | | | | | Lübeck | Werke A.G. | P14′B64′F30′ | FK | | *4 BHCem* | 2SB(Spt)*6cf*,GS120,HS4924 | | |
| | Sub.Sig. | *Cruiser Stern* | | | | | | | | | *Trunk in wells* | | | | Lübecker Maschb.Ges. | | |
| | | *Strengthened for navigation in ice* | | | | | | | | *Intermediate BH in for* | *ward hold dispense* | *d with* | | | | | |
| | | | | | | | | | | *Cell DB208′696t T* | *anks at sides of tun* | *nel 142t* | | | | | |
| | | | | | | | | | | *side tanks in mchy.* | *space 229t FPT101t* | | | | *APT123t* | | |
| 80392 | **Norden** | | 8440 | ✠100A1 | Rot | *c*† | CL | 1931 | Deutsche | H.Kuhnle | 465·2 | 59·7 | 35·4 | Bergen | Oil Engines 2S.C.DA | 35 ″ 0 | |
| | | *Oil Eng.* | 7743 | ~~3,00~~ 10,40 | Sbs | | ~~2,38~~ | 3mo | Werft AG Bet. | | | | | Norwegian | 6Cy.23½″–35 $\frac{7}{16}$″ 1175NHP | s 7 ″ 11 | |
| LDSD | | *ss*Rot.No.2–39 | 5155 | ✠LMC CS4,39 | | | N10,40 | | Finkenwrder | | P107′F42′ | FK | | 11 *BH* | 2DB *170lb* 1DB | 27 ″ 4½ | |
| | | 1 *Dk*(*Stl*) 2 *nd dk*(*Stl*) *in mchy space* | | DBS12,39 2,39 | | | | | Hamburg | | | | | | 1DB (*f.s.*) | | |
| | *Mchy Aft* | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | *Cell DB u E65′206′* | *tDTf 36′664t FPT1* | | | *86t APT160t* | Maschinenfbrk.Augsburg–Nürnberg,A.G.,Augsburg | | |
| | D.F. | | | | | | | | | | | | | | | | |
| 80393 | — | **TwinSc** | 4700 | ✠100A1 | Bal | *a*† | CL | 1937 | Nakskov | A/S D/S "Norden" | 401·4 | 57·3 | 24·9 | Copnhagn | Oil Engines 2S.C.SA | 27 ″ 6 | |
| | | *Oil Eng.* | 4091 | *with freeboard* | | | | 5mo | Skibs.A/S | (P.Brown Jr.&Co. | 429·9(O.L.) | | | Danish | 12Cy.19½″–35 $\frac{7}{16}$″ 808NHP | s 2 ″ 9½ | |
| OZMH | D.F. | 1 *Dk*&*Shelter dk* | 2778 | 6,39 ✠LMC 5,37 | | | | | Nakskov | *Mgrs.*) | F39′ | FK | | *7 BH* | DB *100lb* | 24 ″ 10½ | |
| | | *Cruiser Stern* | | Surveys delayed | | | | *Lloyd's SA&CP* | | | | | | *Coll to Sh dk* | Akt.Burmeistr&Wain,Cpn | | |
| | | | | *Carrying cargo oil in midship deep tank* | | | | F. P. above 150° | | *Cell D B356′1162t MT30′* | *1204t Tanks in way of tunnel 97t FPT7* | | | 6 „2nd„) *7t APT180t* | | | |
| 80394 | — | | 962 | ✠ —— | Kel | *m* | | 1907 | W.Pickers- | Aug.Bolten Wm. | 215·0 | 32·2 | 13·1 | Hamburg | T.3Cy.17 $\frac{5}{16}$″,28½″&46″–33″ | 15 ″ 3 | V |
| | (*ex* Hessle) | | 746 | 3,37 | | | | 7mo | gill&Sons | Miller's Nachf. | P21′B62′F25′ | | | German | 137NHP | | † |
| DHRU | | *ss*Kel.2nd No.3–12,31 | 448 | ✠ | | | | | Sunderland | | | FK | | *4 BHCem* | 2SB,*4pf*,GS65,HS2181 | | |
| | | 1 *Dk*(*Stl*) *&deep framing* | | | | | | | | *Cell D Ba44′ u E* | *18′f99′232t FPT19(* | | | *APT23t* | G.Clark,Ld.Sunderland | | |
| 80395 | — | | 520 | | | | | 1914 | Oskrshmns | Stockholms | 152·5 | 27·7 | 11·5 | Stockholm | T.3Cy.13″,22″&36″–24″ | | V |
| | 5601 | | *376* | | | | | | M.V.Aktieb. | Rederiaktieb.Svea | Q48′B38′H62*t*F18′ | | | Swedish | 63NHP | | |
| SFRW | | 1 *Dk* | 259 | | | | | | Oskarshamn | (Eman.Högberg, | | | | *WB* | Oskarshamns M.V.Aktieb. | | |
| | | | | | | | | | | *Mgr.*) | | | | | | | |
| 80396 | **Nordenham** (*ex* Miami–33, | | 4592 | | | | | 1914 | J.C.Teck- | "Midgard" | 386·7 | 49·1 | 30·0 | Nordenhm | T.3Cy.28″,45½″&74″–53″ | | C |
| | *ex* Pionier) | | 4128 | | | | | | lenborg A.G. | Deutsche Seever- | B155′F53′ | | | German | 400NHP | | |
| DNPK | *Ref. Mchy.* | 4 *Dks* | 2751 | | | | | | Weser- | kehrs-A.G. | | | | | J.C.Tecklenborg A.G. Wsm | | |
| | D.F. E.S.D. | Sub.Sig | | | | | | | münde-G. | ("Union" Handels u Schiffahrtsges, m.b.H. *Mgrs.*) | | | | | | | |
| 80397 | **Norder Till** (*ex* Mangan–39) | | 475 | | | | | 1924 | J.Frerichs | Norddeutscher | 164·8 | 26·4 | 10·2 | Bremen | Oil Engines 4S.C.SA | | G |
| | | *Oil Eng.* | 355 | | | | | | &Co.A.G. | Lloyd | P42′F22′ | | | German | 6Cy.11″–19 $\frac{11}{16}$″ 70NHP | | |
| DIDE | *Mchy. Aft* | 1 *Dk* | 299 | | | | | | Einswarden | | | | | *WB* | NE31 | | |
| | | | | | | | | | | | | | | | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| 80398 | **Norderau** | | 1453 | | | | | 1938 | Deutsche | Bugsier Reed-und | 260·7 | 41·5 | 14·3 | Hamburg | C.2Cy.17 $\frac{11}{16}$″&35 $\frac{7}{16}$″–35 $\frac{7}{16}$″ & | | G |
| | | | 1203 | | | | | | Sch-u-Mschb. | Bergungs A.G. | | | | German | LP turbine with D R gearing | | |
| DJYL | *Mchy. Aft* | Wireless D.F. 1 *Dk* | 731 | | | | | | A.G.Seebeck | | | | | | & hydraulic coupling | | |
| | | *Cruiser Stern* | | | | | | | Wesrmünd-G | | | | | | HS3767 209NHP | | |
| | | | | | | | | | | | | | | | Deutsche Schiff.-u Mschb. A.G.Seebeck,Wsm | | |
| 80399 | **Norderney** (*ex* Raimund–36, | | 3667 | | | | | 1922 | Nordsee- | Norddeutscher | 369·7 | 50·8 | 21·8 | Bremen | T.3Cy.24″,38 $\frac{3}{8}$″&63″–43 $\frac{3}{16}$″ | | G |
| | *ex* Altair) | | 3279 | | | | | | werke A.G. | Lloyd | B25′F37′ | | | German | F.Wilhelms- 262NHP | | |
| DODO | Sub.Sig. | 1 *Dk*&*Shelter dk* | 2206 | | | | | | Emden | | | | | *WB* | Hütte,Mülheim a/d Ruhr | | |
| | GyC. | | | | | | | | | | | | | | | | |
| 80400 | — | **TwinSc** | 1487 | | | | | 1915 | Howaldts- | Nordd.Seekabel- | 233·2 | 34·6 | 16·4 | Nordenhm | T6Cy.13¾″,21 $\frac{13}{16}$″&35 $\frac{7}{16}$″–25 $\frac{1}{16}$″ | | G |
| | | (*Cable Vessel*) | 1031 | | | | | | werke | werke A.G. | Q74′ | | | German | NE38 126NHP | | |
| DNLR | Wireless D.F. | 1 *Dk* | 655 | | | | | | Kiel | | | | | *WB* | Deutsche Schiff.-u.Mschb. A.G.Werk Seebeck, Wsm. | | |
| | GyC. Sub.Sig. | | | | | | | | | | | | | | | | |
| 80401 | — | | 884 | | | | | 1902 | Akt.Ges. | Ernst Russ | 214·0 | 30·6 | 14·3 | Hamburg | T.3Cy16 $\frac{7}{16}$″,24½″&41½″–28½″ | | G |
| | | | 752 | | | | | | "Neptun" | | B19′F31′ | | | German | 92NHP | | |
| DHRV | | 1 *Dk* | 547 | | | | | | Rostock | | | | | *WB* | A.G."Neptun," Rostock | | |
| * 80402 | **Nordfarer** | **TwinSc** | 4605 | ✠100A1 | NYk | *z* | CL | 1929 | A/S Nak- | A/S Dampskslsk. | 384·7 | 54·4 | 24·6 | Copnhagn | Oil Engines 4S.C.SA | 27 ″ 4 | |
| | | *Oil Eng.* | 4126 | *with freeboard* | | | 5,38 | 5mo | kov.Skibsv. | Norden (P.Brown, | | | | Danish | 12Cy.21½″–39″ 543NHP | s 2 ″ 10 | |
| OXDE | D.F. | *ss*Cpn.No.2–38 | 2785 | 9,39 | | | | | Nakskov | Jr.&Co. *Mgrs.*) | F39′ | FK | | *7 BH* | DB *100lb* | 24 ″ 7½ | |
| | | 1 *Dk*(*Stl*) *&Shelter dk*(*Stl*) | | ✠LMC CS6,38 | | | | *Lloyd's SA&CP* | | | | | | *Coll to Sh dk* | Akt Burmeistr&Wain,Cpn | | |
| | | | | DBS4,39 7,37 | | | | | *Cell DB338′* | *1137t DTf 30′1150t* | *FPT110t APT153t* | | | 6 „2nd„) | | | |
| 80403 | **Nordfels** (*ex* Johanna Lehmann, | | 1214 | ✠ | Shl | *o* | | 1904 | Wood Skin- | Egon Oldendorff | 235·0 | 33·6 | 15·1 | Lübeck | T.3Cy.18½″,30″&49″–33″ | 17 ″ 3 | G |
| | *ex* Towneley) | *ss*Ham.No.2–12 | 964 | 11,16 | | | | 10mo | ner&Co.Ld. | | Q123′B10′F25′ | | | German | 156NHP | | † |
| DRCT | *Well deck* | 1 *Dk*(*Irn*) *&Web frames* | 735 | ✠ | | | | | Newcastle | | | FK | | *4 BHCem* | 1SB,*4cf*,GS66,HS2507 | | |
| | | | | | | | | | | *Cell D Ba63′ u E &B33′* | *f99′358t FPT* | | | *44t APT71t* | N.E.Marine Eng.Co Ld Nwc | | |
| 80404 | **Nordfjord I** (P) | | 635 | | | | | 1915 | Helsingörs | Fylkesbaatane i | 168·0 | 26·3 | 20·3 | Bergen | T.3Cy.16½″,27″&44″–30″ | | |
| | | | 579 | | | | | | Jernsk&Msk. | Sogn og Fjordane | H51*t* | | | Norwegian | 106NHP | | |
| LENM | | 2 *Dks* | 345 | | | | | | Elsinore | | | | | *WB* | Helsingörs Jernsk.&Mskb. | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Keyletters in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80405 | **Nordhav** (*ex*Capsa,*ex*WarKhan) | *ss*Sng.No.3–6,31 | 5574 / 4703 / 3478 | ✠ ~~1,41~~ ~~BS11,37~~ ✠LMC5,~~34~~ | Sng | *z* | CL 3,37 | 1919 3mo | Sir J. Laing &Sons,Ld. Sunderland | ~~Skibs.A/SNordhav (T.Lodding)~~ *Lloyd's SA&CP* | 400·0 P50′B121′F39′ FK | 52·4 | 28·5 | Japanese | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NH 11 *BHptCem* 3SB,*9cf*,GS189,HS7668 FD *not oil-tight* G.Clark,Ld.Sunderland | 31 ″ 0 | |
| ~~LCUD~~ | | *ss*Yka.No.1–34 | | | | | | | | | | | | | | | |
| | | 1 *Dk(Stl)2trB&Web frames* *Longitudinal framing* | | *Carrying oil fuel in bulk* | | | *k F.P.* | | | *Middle line Bulkhead* | | | | | | | |
| Now "Daisin Maru," see No. 8171 in Supplement | | | | *fitted for oil fuel* | | | 3,19 *F.P. above* | | | *Cell D Bu E&B* 59′ | | | | 251*t*/50′67*t* | | | |
| * 80406 | **Nordhavet** | **Twin Sc** *Oil Eng.* | 4617 / 4194 / 2782 | ✠100A1 *with freeboard* 6,39 | Nkv | *z* | CL SN6,39 P6,39 | 1930 10mo | Akt.Burmeistr& Copenhagen | A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*) | 385·6 F40′ FK | 54·9 | 24·8 | Copnhagn Danish | Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 541NHP 7 *BH* DB *100lb* | 27 ″ 4 s 2 ″ 11 24 ″ 7¼ | |
| OYSE | D.F. | *ss*Nkv.No.2–39 1 *Dk(Stl)&Shelter dk(Stl)* | | ✠LMC CS6,39 DBS6,39 6,39 | | | | *Lloyd's SA&CP* | | *Cell D B*388′1192*t* *MT*30′1160*t* | | | | *Coll to Sh dk* 6 „ 2*nd* „) | Akt.Burmeistr&Wain,Cpn | | |
| 80407 | **Nordhval** | **Twin Sc** *Oil Eng.* | 4473 / 4132 / 2737 | ✠100A1 *with freeboard* 8,39 | Gls | *y* | CL S3,39 P1,38 | 1924 6mo | Akt.Burmeistr& Wain Copenhagen | A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*) | 380·0 F39′ FK | 53·9 | 25·3 | Copnhagn Danish | Oil Engines 4S.C.SA 12Cy.23¼″–35 7/16″ 629NHP 7 *BHptCem* DB *100lb* | 28 ″ 0 s 3 ″ 0½ 25 ″ 2½ | |
| OZNA | D.F. | *ss*Cpn.No.3–9,36 1 *Dk(Stl)&Shelter dk(Stl)* | | ✠LMC CS8,36 DBS~~8,39~~ 7,40 ~~8,37~~ 12,38 | | | | *Lloyd's SA&CP* | | *Cell D B*334′1076*t* *MT*30′1158*t* | | | | *Coll to Sh dk* 6 „ 2*nd* „) | Akt Burmeistr&Wain,Cpn | | |
| * 80408 | **Nordkap** | **Twin Sc** *Oil Eng.* | 4553 / 4126 / 2759 | ✠100A1 *with freeboard* 2,38 | NYk | *z* | CL 2,39 | 1930 11mo | A/S Nakskov Nakskov | A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*) | 384·7 399·0(O.L.) F39′ FK | 54·4 | 24·6 | Copnhagn Danish | Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543NHP 7 *BH* DB *100lb* | 27 ″ 4 s 2 ″ 10½ 24 ″ 7¼ | |
| OXYE | D.F. | *ss*NYk.No.1–36 1 *Dk(Stl)&Shelter dk(Stl)* | | ✠LMC CS5,36 DBS10,39 1,37 | | | | *Lloyd's SA&CP* | Skibsbyggeri Elsinore | *Cell D B*347′1123*t* *MT*30′1150*t* | | | | *Coll to Sh dk* 6 „ 2*nd dk*) | Akt.Burmeistr&Wain,Cpn | | |
| 80409 | — (*ex*Desia,*ex*Mietzing) | 1 *Dk2trB* | 494 384 265 | | | | | 1891 | J.W.Klawitter Danzig | PaulZoeke (EgonOldendorff, *Mgr.*) | 172·2 Q46′B45′F21′ *WB* | 25·1 | 11·0 | Lübeck German | T.3Cy.13″,21¾″&35½–25½″ NB24 64NHP J.W.Klawitter,Danzig | | G |
| DRCO | | | | | | | | | | | | | | | | | |
| 80410 | **Nordkynn** | *Oil Eng* *Mchy.Aft* *Cruiser Stern* | 860 | | | | | 1939 | Moss Værft &Dokk,A/S Moss | A/S Vesteraalens Dampskibsselskap | 214·3 | 34·7 | 13·8 | Stokmarknes Norwegian *WB* | Oil Engines 4S.C.SA 7Cy.14⅜″–21⅝″ & hydraulic coupling SR geared to sc. shaft 141NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | |
| 80411 | **Nordland** Ⓟ | | 1905 1529 | | | | | 1924 | Akt.Ges. "Vulcan" Stettin | Stettin-Rigaer Dampfsch.Ges. Th.Gribel(R.C. Gribel, *Mgr.*) | 247·8 F29′ | 36·9 | 22·7 | Stettin German *WB* | T.3Cy19½″31½″&51 7/16″–39⅜″ &L.P.turb. 164NHP A.G."Vulcan,"Stettin | | G |
| DAQN | D.F. *Ref.Mchy.* | 2 *Dks* *Cruiser Stern* | 1092 | | | | | | | | | | | | | | |
| 80412 | — Ⓟ | | 725 695 | | | | | 1898 | Trondhjems M.V. Trondheim | A/S Vesteraalens Dampskibsselskap | 175·9 H30*t* | 27·6 | 17·8 | Stokmarknæs Norwegian *WB* | T.3Cy.13½″,23″&27″–27″ TrondhjemsM.V. 38NHP Trondheim | | |
| LENO | | 1 *Dk&Awng dk* | 444 | | | | | | | | | | | | | | |
| 80413 | — (*ex*Sundsvall) | | 663 490 | | | | | 1889 | Helsingörs Skibsbyggeri Elsinore | PaulZoeke (EgonOldendorff, *Mgr.*) | 191·0 Q62′B53′F23′ *WB* | 27·6 | 12·2 | Lübeck German | C.2Cy.25″&47″–30″ 101NHP HelsingörsMaskinbyggeri | | G |
| DRCA | | 1 *Dk* | 415 | | | | | | | | | | | | | | |
| 80414 | **Nordlys** | | 3726 / 3439 / ~~2304~~ / 2306 | ✠100A1 *Shelter dk* *with freeboard* 6,~~40~~ 8,~~30~~10,40 BS2,40 ✠LMC6,36 | Gls Hul | *x* | CL ~~12,37~~ 10,40 | 1916 6mo | Akt.Burmeistr& Wain Copenhagen | Ministry of Shipping(W.A.Massey&Sons, *Mgrs.*) | 362·0 F*K* | 51·5 | 23·4 | London British | T.3Cy.25½″,42″&70″–45″ (*s*) 180lb 364NHP 6 *BHCem* *APT*82*t* | 26 ″ 0 s 2 ″ 5½ 23 ″ 8½ | |
| 167518 | | | | | | | | *Lloyd's SA&CP* | | *Cell D B*321′1030*t* *FPT*78*t* | | | | | 3SB(Spt),*9cf*,GS124, HS5700 Akt.Burmeistr&Wain,Cpn | | |
| ~~OZXA~~ QLKP | D.F. | *ss*Cpn.No.2–38 1 *Dk(Stl)&Shelter dk(Stl)* | | | | | | | | | | | | | | | |
| 80415 | **Nordmark** | *Fitted for oil fuel* | 7750 6611 | | | | | 1930 | Flensburger Schiffsb.Ges. Flensburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 477·4 P36′B&F433′ *Fo*nB40′ | 63·2 | 28·3 | Hamburg German *WB* | 4 Steam Turbines geared to 1 Sc. Shaft *Emade25refitted30* Blohm&Voss,Hamburg | | G |
| DHRY | D.F. Sub.Sig. | 2 *Dks* | 4142 | | | | | | | | | | | | | | |
| 80416 | — (*ex*Carolvore, *ex*Reynoldston, *ex*Woensdrecht, *ex*Constance Catharina) | *ss*Lbc.2ndNo.3–6,32 *ss*Lbc.No.1–36 1 *Dk(Stl)&deep framing* *Well deck* | 1060 889 626 | ✠ 6,39 ✠ | Lbc | *o* | | 1907 1mo | Rotterdam Droogd.Maat Rotterdam | EgonOldendorff | 229·2 Q100′B79′F24′ FK *Cell D Ba*58′*u* | 34·6 | 13·6 | Lübeck German *4 BHCem* *E*17′*f*102′343*t* *FPT* | T.3Cy.17½″,28″&46″–36″ 146NHP 2SB,*4cf*,GS79,HS2468 RotterdamDroogd.Maats. 40*t* *APT*9*t* | 16 ″ 0 | |
| DRCL | | | | | | | | | | | | | | | | | |
| 80417 | **Nordmeer** (*ex*Mantilla–39) | *ss*Ham.2ndNo.3–7,39 | 5646 5249 | ✠ 7,39 ✠ | Ham | *z* | | 1916 12mo | Armstrong Whitworth &Co.Ld. Newcastle | JohnT.Essberger | 406·3 420·0(O.L.) P104′B28′F43′ FK *Cell D Bu*E69′167*t* | 52·2 | 31·2 | Hamburg German 15 *BHptCem* 10 „ *toU dk* 5 „ „2*nd*„) *DTf* 38′475*t* *FPT* | T.3Cy.26½″,44″&73″–48″ 505NHP 3SB,*9cf*,GS157,HS7374 N.E.MarineEng.CoLdNwc 118*t* *APT*68*t* | 31 ″ 6 | |
| DJZV | *Mchy.Aft* | 2 *Dks(Stl)&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel* | 3137 | | | | | | | | | | | | | | |
| 80418 | **Nordnes** (*ex*Aurora–36) | *ss*NSW.No.2–40 *Oil Eng.* ~~ssGot.No.1–36~~ 1 *Dk(Stl)&Shelter dk(Stl)* *Cruiser Stern* | *4037* / *3501* / *2290* | ✠100A1 *with freeboard* NSW ~~8,30~~ 2,40 ✠LMC CS6,36 DBS~~10,39~~ 6,36 12,40 | Cff | *y* | CL ~~5,39~~ ~~7,40~~ 12,40 | 1932 12mo | Götaverken A/B Gothenburg | H.Kuhnle *Intermediate BH in after Cell D B*321′ | 382·1 407·1(O.L.) F38′ FK *E*1612*t* *W Btank on S* | 55·1 | 22·4 | Bergen Norwegian *pt Cem* (*Coll BH to Sh dk* *hold dispensed with* *helter dk* 28′ | Oil Engines 4S.C.SA 6Cy.24½″–66½″ 350NHP DB *100lb* GotaverkenA/B,Got. 272*t* *FPT*100*t* *APT*119*t* | 27 ″ 6 s 2 ″ 10 24 ″ 10½ | |
| LJDO | D.F. | | | | | | | | | | | | | | | | |
| 80419 | **Nordöst** (*ex*Lifland) | 1 *Dk* | *1035* *807* *537* | | | | | 1918 | De Haan& Oerlemans, Heusden | Rederi A/B Nord & Ostersjöfart(Axel Nordström, *Mgr.*) | 215·0 P12′Q51′B57′F25′ | 34·3 | 15·5 | Gothenburg Swedish *WB* | T.3Cy.15″,25″&40″–27″ 83NHP C.A.Kuijpers,Rot. | | V |
| 6263 SFTE | | | | | | | | | | | | | | | | | |
| 80420 | **Nordpol** | **Twin Sc** *Oil Eng.* | 4480 / 4132 / 2733 | ✠100A1 *with freeboard* 3,39 | Cpn | *y* | CL S2,39 PN2,39 | 1926 2mo | Burmeister &Wain Copenhagen | A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*) | 380·0 F35′ FK *Cell D B*334′1076*t* | 53·9 | 25·4 | Copnhagn Danish 7 *BHptCem* *Coll to Sh dk* 6 „ 2nd „) *Tanks between tun* | Oil Engines 4S.C.SA 12Cy.23¾″–35 7/16″ 629NHP DB *100lb* Burmeister&Wain,Cpn. *nels*47*t* *DT f* 30′1158*t* *FPT*97*t* *APT*119*t* | 28 ″ 0 s 3 ″ 0½ 25 ″ 2½ | |
| OXXB | | 1 *Dk(Stl)&Shelter dk(Stl)* | | ✠LMC CS3,~~39~~ DBS11,39 3,38 | | | | *Lloyd's SA&CP* | | | | | | | | | |
| 80421 | | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnages Officiel. Total. Sous le Pont. Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terre-pleins maintenant établis. Lettre d'Identification. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. Navire. Mach. | Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Registres où cette classe est aussi dans le L. R. Dutch, Corr. Bur. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 80422 | **Nordsee** | 654 | ✠ Ham | | 1903 | GarstonG. | JohnT.Essberger | 169·7 \| 26·1 \| 15·3 | Hamburg | C.2Cy.19⅛″&43¼″–30″ | 12 ″ 6 | |
| | (*ex*Pass of Brander–34, *ex*Iala, *ex*Thistle) | 541 | 2,39 | | 3mo | Dk.&S.B. Co.Ld. Garston | | 176·2(O.L.) 11·3 | German | 151NHP | | |
| DJMO | Wireless | 269 | | | | | | B13′F26′ BK7′ | WB | NB20*refitted*29 | | |
| | *ss*Bwg.2ndNo.3–3,29 *ss*Ham No.2–38 1*Dk*(*Stl–pt* ws) *Mchy.Aft* *Carrying fuel or other oils in bulk* | | | | | | | *Middle line BH not* | | 1SB,3*cf*,GS55,HS2476 Hutson&Sons,Ld.Gls. | | |
| 80423 | **Nordstern** (*ex*Lühe,*ex*Albatross) | 870 | | | 1893 | Stettiner Act.Ges. Grabow a/O | PaulZoeke (EgonOldendorff, *Mgr.*) | 213·4 \| 30·1 \| 14·8 | Lübeck | T.3Cy.17″,27½″&43¾″–31½″ | | G |
| | | 704 | | | | | | P148′H55*t*F24′ | German | 106NHP | | |
| DRBW | 1*Dk* | 452 | | | | | | | *WB* | Stettiner,A.G.Stettin | | |
| 80424 | **Nordstjernan** TwinSc | *5294* | ✠100A1 Skm *a*† | OG | 1935 | Götaver- | RederiA/B | 420·7 \| 55·9 \| 23·9 | Stockholm | Oil Engines 4S.C.SA | 28 ″ 0 | |
| 8034 | *Oil Eng.* | *4171* | *with freeboard* | 81,38 | 8mo | kenA/B, | Nordstjernan(A. | 440·0(O.L.) | Swedish | 16Cy.24½″–51.⅝″ 945NHP | s2 ″10½ | |
| SEDT | D.F. E.S.D. 2*Dks&Shelter dk* | 2897 | 5,39 | r2,39 | | Gothenburg | A.Johnson,*Mgr.*) | F80′ FK | | DB*85lb* | 25 ″ 3½ | |
| | *Ref.Mchy.* *Strengthened for Navigation in Ice* | | DBS2,40 ✠LMC8,35 ✠Lloyd'sRMC3,40 | | *Lloyd'sA&CP* | *Cell* | *DB*307′1448*t* *Tanks in way* | (*Coll to Sh dk* 6 ,, 2nd ,,) *of tunnels*309*t FPT* 76*t APT*52*t* | | Gotaverken A/B,Got. | | |
| | | | No. 3 hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F. | | | | | | | | | |
| 80425 | — Ⓟ Iron | 770 | | | 1871 | MotalaCo. Norrköping | Ångf.-Aktieb.Bore (Th.Kramer *Mgr.*) | 200·8 \| 27·6 \| 12·4 | Åbo | T.3Cy.18½″,30″&48½″–35″ | | V |
| 581 | (*ex*Nordstern,*ex*Nordstjernan) | 410 | | | | | | 195·3 19·7 | Finnish | NE&B89 140NHP | | |
| OHBD | Wireless 1*Dk&Shelter dk* | 398 | | | | | | H43*t Shelter dk*259*t* | *WB* | MotalaM.V.Motala | | |
| 80426 | **Nordstjernen** Ⓟ | 1920 | | | 1937 | Fredrkstad Mek VrksA/S Fredrikstad | DetBergenske Dampskibsselskab | 250·9 \| 38·8 \| 13·7 F87′ 21·0 | Bergen Norwegian *WB* | C.4Cy.(2)15¾″&(2)37½″–34⅞″ 140NHP FredrikstadM.V.A/S | | |
| | D.F. E.S.D. *Ref.Mchy.* | 770 | | | | | | | | | | |
| LJNB | *Cruiser Stern* 3*Dks&Promenade dk* | 1063 | | | | | | | | | | |
| 80427 | **Nordvangen** | 2400 | ✠100A1 NOs *s* | CL | 1929 | Internatnl. | Skibsaktieselskap. | 291·2 \| 45·7 \| 18·5 | Oslo | C.4Cy.(2)16½″&(2)35⅞″–35⅞″ 206lb (*s*) 215NHP | 20 ″ 6 | |
| | *ss*N.Os.No.2–37 | 1999 | 1,40 | No.39 | 4mo | SB.&E.Co.Ld | Karaibien(Gor- | | Norwegian | 4*BHpt Cem* | s2 ″8½ | |
| LDEY | 1*Dk*(*Stl*) | 1386 | BS6,39 ✠LMC8,37 | 8,40 | | Danzig | rissen&Co.Akties. | P28′B80′F32′ FK | | 2SB.6*cf*,GS75,HS3380 FD | 17 ″11½ | |
| | *Cargo battens not fitted* | | | | *Lloyd'sA&CP* | | *Mgrs.*) *Intermedia* | *teBHin forehold di* | | *spensed with* | | |
| | | | *Fitted for oil fuel* 9,36 | *F.P. a* | | | *CellD* | *B*246′610*t FPT*61*t* | | *APT*63*t* | | |
| 80428 | **Nordvard** | 4111 | | | 1925 | Kockums M.V.Aktieb. Malmö | KlostersRederiA/S (LauritzKloster, *Mgr.*) | 377·6 \| 54·0 \| 22·9 | Oslo | Oil Engines 4S.C.SA | | N |
| | *Oil Eng.* | 3718 | | | | | | P113*t*H246*t*F35*t* | Norwegian | 6Cy.27.⅞″–55⅛″ 439NHP | | |
| LCUE | D.F. 1*Dk&Shelter dk* | 2356 | | | | | | | *WB* | KockumsM.V.Akt.Malmö | | |
| 80429 | **Nordvest** TwinSc | 4702 | ✠100A1 Sea *a*† | CL | 1938 | Nakskov | A/S D/S "Norden" | 401·4 \| 57·3 \| 24·9 | Copnhagn | Oil Engines 2S.C.SA | 27 ″ 6 | |
| | *Oil Eng.* | 4091 | *with freeboard* | | 6mo | Skibs.A/S Nakskov | (P.Brown,Jr.&Co. *Mgrs.*) | 429·9(O.L.) | Danish | 12Cy.19½″–35.⅞″ 808NHP | s2 ″9½ | |
| OYWQ | D.F. 1*Dk&Shelter dk* | 2774 | 10,39 ✠LMC6,38 | | *Lloyd'sA&CP* | | | F39′ FK | | DB*100lb* | 24 ″ 10½ | |
| | *Cruiser Stern* | | | | | | | (*Coll to Sh dk* 6 ,, 2nd ,,) | | Akt.Burmeistr&Wain,Cpn | | |
| | | | *Carrying cargo oil in midship deep tank* F. *P. above* 150° F. | | *CellD* | | *B*356′1162*t MT*30′ | 1204*t Tanks in way of tunnel* 97*t FPT* 7*t APT*180*t* | | | | |
| 80430 | **Nordwest** (*ex*Norden,*ex*Agnes) | 707 | | | 1890 | Rostocker Act.Ges. Rostock | Aug.Bolten Wm.Miller'sNchf. | 180·9 \| 27·3 \| 17·3 H57′ | Hamburg German | C.2Cy.22½″&40¼″–27½″ 71NHP | | G |
| | | 675 | | | | | | | *WB* | RostockerA.G.Rostock | | |
| DHSA | 1*Dk&Spar dk* | 434 | | | | | | | | | | |
| 80431 | **Norefjord** (*ex*Norefos) | 3082 | | | 1920 | WoodSkin- ner&Co.Ld. Newcastle | A/S DenNorske Amerikalinje | 331·7 \| 46·7 \| 23·1 P94*t*H162*t* | Oslo Norwegian | T.3Cy.25″,41″&68″–45″ 310NHP | | N |
| | *Fitted for oil fuel* | 2820 | | | | | | | *WB* | N.E.MarineEngCoLd.Nwc | | |
| LCUF | D.F. 1*Dk* | 1917 | | | | | | | | | | |
| 80432 | **Noreg** TwinSc | 7605 | ✠100A1 Rot *b*† | CL | 1931 | Akt.Bur- meistr&Wain Copenhagen | Skibs-A/S Corona (H.M.Wrangell& Co.A/S,*Mgrs.*) | 452·5 \| 59·2 \| 33·9 P100′B28′F42′ FK | Haugesnd Norwegian | Oil Engines 4S.C.SA 12Cy.23½″–43.⅝″ 2DB*180lb* 625NHP | 34 ″ 0 | |
| | *Oil Eng.* | 7068 | 5,41 ~~11,40~~ ~~2YY~~ Fal | 2,38 | 7mo | | | | Norwegian | | | |
| LDST | *ss*Osl.No.2–39 ~~*ss*Rot.No.1–35~~ | 4504 | ✠LMC CS9,39 | 5,41 | *Lloyd'sA&CP* | | | | 16*BHpt Cem* (11 *to U dk* 5 ,, 2nd ,,) | Akt.Burmeistr&Wain,Cpn | | |
| | D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Cruiser Stern* *Longitudinal framing–bracketless system* *Special Surveys to date from* 11,31 *Progressive survey of oil tanks* | | ~~DBS5,40~~ 5,41 9,39 *Carrying Petroleum in bulk* | | *CellDBuE* | | 68′310*t DTf*45′518*t FPT*92*t APT*144*t* | | | | | |
| 80433 | — | *1431* | ✠ ... | | 1903 | Laxevaags Msk.&Jrnskb Bergen | RederiA/B Fri (Jac.H.Käll,*Mgr.*) | 247·7 \| 36·3 \| 16·5 P18′B64′F28′ FK | Gothenbrg Swedish | T.3Cy.17½″,29″&48″–33″ 145NHP | 19 ″ 0 | N |
| 7510 | | *1231* | 2,06 | | 3mo | | | | *WB* | LaxevaagsMsk&Jrns.Bgn | | † |
| SFTG | 1*Dk&deep framing* | *794* | | | | | | | | | | |
| 80434 | **Norfold** | 6370 | ✠100A1 NYk *a*† | CL | 1930 | Barclay, Curle&Co.Ld. Glasgow | HvalfangerA/S Vestfold(Johan Rasmussen&Co. *Mgrs.*) | 421·0 \| 58·5 \| 32·3 436·5(O.L.) P105′B28′F38′ FK | Sandefjord Norwegian | Oil Engines 2S.C.SA 4Cy.23⅝″–91.⅛″ 687NHP | 32 ″ 3 | |
| | *Oil Eng.* | 5996 | 4,40 | 4,40 | 11mo | | | | | 2DB*120lb* | | |
| LDQR | *ss*Rot.No.2–38 | 3830 | ✠LMC CS7,38 | | *Lloyd'sA&CP* | | | | 15*BH* 5 ,, *to2nd dk* 13*t APT*129*t* | Barclay,Curle&Co.Ld.Gls. | | |
| | D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* | | ~~DBS8,39~~ 8,40 ~~7,38~~ 8,39 *Carrying Petroleum in bulk* | | *CellDBuE* | | 81′305*t* | *DTf*38′498*t FPT* | | | | |
| 80435 | **Norfolk** (*ex*Sauerland) TwinSc | ~~11961~~ | 100A1 Wln | OG | 1918 | Bremer Vulkan Vegesack | FederalSteam Nav.Co.Ld. | 520·7 \| 64·2 \| 38·1 533·0(O.L.) P70′B254′F44′ FK | London British | T.6Cy.28¾″,46⅛″&75⅛″–51½″ & L.P.Turbines with DR | 41 ″ 4 | |
| 144675 | *ss*Gls.No.3–2,34 | ~~7654~~ | *with freeboard* Indn Auk | 11,38 | | | | | 8*BHpt Cem* *pt Asp* | gearing & hydraulic coup- lings 199lb (*s*) 1270NHP | s9 ″ 8½ | |
| GDKY | *ss*Liv.No.1–38 | ~~7189~~ ~~8,7~~ 2,403,41 | BS6,40 | | | | | P70′B254′F44′ FK | | 5SB,*15cf*,GS337,HS15525FD | 31 ″ 10 | |
| | *Ref.Mchy.* 3*Dks*(*Stl*)4*thDk*(*Stl*) D.F. E.S.D. *in No.1 hold* | 10948 | ~~8364,39~~ LMC2,38 | | | *Cell* | *DB*477′2084*t FPT*111*t* | | *APT*121*t* | Bremer Vulkan, Vegesack | | |
| | | 10199 | ✠Lloyd'sRMC ~~10,39~~ | | | | | | | | | |
| | | 6745 | ~~6,41~~ ~~1,41~~ 5,41 *Fitted for oil fuel* 4,24 *F.P. above* 150° F. | | | | | | | | | |
| 80436 | — | 2453 | | | 1916 | Gt.Lakes Eng.Works Ecorse,Mich. | Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*) | 253·0 \| 43·5 \| 21·5 | New York Utd.States | T.3Cy.17″,29¾″&50½″–36″ 153NHP | | R |
| 214564 | | — | | | | | | | | Gt.LakesEng Wks,Detroit | | |
| KJTF | 3*Dks* | 1759 | | | | | | | | | | |
| 80437 | — TwinSc | 1946 | | | 1937 | Gt.Lakes Eng.Works. RiverRouge, Mich. | FordMotorCo. | 290·7 \| 43·1 \| 18·2 | Dearborn Utd.States *WB* | Oil Engines 4S.C.SA 16Cy.10½″–13½″ 172NHP Cooper-BessemerCorp. | | R |
| 236397 | *Oil Eng.* | — | | | | | | | | | | |
| WNGD | D.F. GyC. *Mchy.Aft* 1*Dk* *Electrically welded* | 1603 | | | | | | | | | | |
| 80438 | — | 1901 | | | 1923 | Swan,Hun- ter&Wigham Richardson, Ld.Newcastle | CanadaSteamship Lines,Ld. | 252·0 \| 42·5 \| 18·0 Q100′F35′ | Montreal British *WB* | T.3Cy.16″,26″&44″–33″ 111NHP Hwthrn,Leslie&C.Ld.Nwc. | | C |
| 145516 | (*ex*Glenbuckie) | 1572 | | | | | | | | | | |
| CYLZ | *Mchy.Aft* 1*Dk* | 1118 | | | | | | | | | | |
| 80439 | — Ⓟ (*ex*Northumberland–37) | 1012 | | | 1900 | Neafie& Levy Philadelphia | BuxtonLines,Inc. | 190·0 \| 41·0 \| 11·0 | Norfolk Va Utd.States | T.3Cy.18″,28″&45″–30″ 111NHP Neafie&Levy | | |
| 130855 | *Fitted for oil fuel* 1*Dk* | — 585 | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. now expired. Equipment Letter. | 7* D'te when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Register in which classed, if not in L.R. Details of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80440<br>164314<br>GDGB | **Norfolk Coast**<br>*Oil Eng.*<br>Wireless D.F. 1 *Dk & Shelter dk*<br>E.S.D. *Mchy. Aft* *Cruiser Stern* | 646<br>499<br>234 | ✠100A1 Liv *m*<br>*with freeboard*<br>8,407,29 ✠LMC11,37 | | | OG | 1937<br>11mo | Ardrossan<br>Dockyard Ld.<br>Ardrossan<br>*Lloyd's SA&CP* | CoastLines, Ld.<br>*Cell D* | 200·6 \| 33·1 \| 11·1<br>209·6 (O.L.)<br>F23′ 34·9 FK<br>B (*aft*) 33′ (*Coll to Sh dk*<br>2 „ 2*nd* „)<br>*B*154′219*t* *FPT*95*t* *APT*28*t* | Liverpool<br>British | Oil Engines 4S.C.SA<br>6Cy.19½″–35⅞″ 224NHP<br>3 *BHCem*<br>J.G.Kincaid&Co.Ld.Grk. | s 13 ″ 8<br>s ″ 2<br>13 ″ 7½ | |
| 80441<br>28048<br>JCNA | **Norfolk Maru**<br>*ss* Kob. No. 3–1,28<br>*ss* Nag. No. 2–37<br>2 *Dks* (*Stl*) & *Awng dk* (*Stl*) | 6576<br>6157<br>4020 | ✠ 3,41 Yka *z*<br>*Awng dk*<br>*with freeboard*<br>~~BS6,39~~ ~~✠LMC5,36~~<br>*Fitted for oil fuel* 9,21 | | | OG<br>4,38<br>*F.P. a* | 1921<br>9mo | Kawasaki<br>Dockyard Co Ld. Kobe<br>A&CP | KawasakiKisen K.K.<br>*Cell D B*342′1234*t* *DT a*35′807 | 405·0 \| 53·0 \| 37·0<br>F33′ *on Awng dk* FK<br>*Collisio n BH to A dk*<br>5 „ „ *U* „<br>*FPT*104*t* *APT*36*t* | Kobe<br>Japanese | T.3Cy.28″,46½″&78″-54″ (*s*)<br>200lb HS7800 578NHP<br>3SB(Spt),9*cf*,GS190, FD<br>KawasakiDockyardCo.Ld. | 37 ″ 0<br>~~0 ″ 34~~<br>~~28 ″ 0~~ | |
| 80442<br>1394<br>IBZY | **Norge** (*ex* Port Chalmers, Whakarua) Twin Sc<br>*ss* Gen. 2nd No. 3–6,31<br>*ss* Gen. No. 1–36<br>*Ref. Mchy.* 2 *Dks* (*Stl*) & *deep framing*<br>D.F. & *Shelter dk* (*Stl*–ws)<br>*Lower dk beams in No. 3 hold* | 6511<br>6272<br>4108 | ✠100A1 Gen *c*†<br>*Shelter dk*<br>*with freeboard*<br>2,39 ✠LMC<br>MS2,39 BS9,39<br>Lloyd's RMC 3,40 | | | CL<br>P2,38<br>S8,38 | 1907<br>7mo | Workman, Clark & Co. Ld<br>Belfast<br>*Lloyd's SA&CP* | A. Zanchi<br>*Cell D Ba* 121′ *u* | 460·4 \| 55·3 \| 30·4<br>FK | Genoa<br>Italian | T.6Cy.20½″,33½″&56″-45″ (*s*)<br>200lb 650NHP<br>4SB,16*cf*,GS246,HS9784 FD<br>Wrkman,Clark&Co.LdBel<br>*E&B*67′*f*204′1345*t* *APT*80*t* | 33 ″ 4<br>s 5 ″ 5½<br>28 ″ 1 | |
| 80443<br>8086<br>SKYN | **Norik** Wood Aux 3 Mst Sr<br>(*ex* Noorik–36, *ex* Annas–34, *Oil Eng.*<br>*ex* Anna Kirstine) *Mchy. Aft* 1 *Dk*<br>(*See Sailing Ship Register*) | 351<br>297<br>247 | | | | | 1919 | H.C. Poulsen<br>Rudkjöbing | LennartPettersson | 134·2 \| 30·3 \| 12·9<br>P22′ | Stockevck<br>Swedish | Oil Engines 4S.C.DA<br>4Cy.11⅛″–16⅛″ 106NHP<br>A/S Dansk DieselMotorCo.Holeby | | V |
| 80444<br>8053<br>SDFO | **Norita** (*ex* Harpefjell–35, *ex* Gorm–34, *ex* Snefond)<br>1 *Dk* | *1516*<br>*1309*<br>*872* | | | | | 1924 | LarvikSlip & Verksted<br>Larvik | Rederi A/B Höganäs (Carl Northon, *Mgr.*) | 242·7 \| 39·4 \| 16·9<br>P20′ B53′ F30′ | Höganäs<br>Swedish *WB* | T.3Cy.18″,29½″&49″-33″<br>138NHP<br>LarvikSlip&VerkstedA/S | | N |
| 80445<br>HPGH | **Norlys**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*; 2*nd dk in mchy. space*<br>*Cruiser Stern* | 9892<br>9190<br>5901 | ✠100A1 NYk *e*†<br>2,40 ✠LMC9,36<br>*Carrying Petroleum in bulk* | | | CL<br>2,40 | 1936<br>9mo | Deutsche Werft A G Bet Finkenwrder Hamburg<br>*Lloyd's SA&CF* | Tanker Corporation (~~Johs Rasmussen & Co. Mgrs.~~)<br>*Cell D Bu*E75′225*t* | 492·9 \| 66·1 \| 36·4<br>510·7 (O.L.)<br>P114′F69′ FK<br>*DT f*43′713*t* *FPT*164*t* *APT*258*t* | Panama<br>Pnamanian | Oil Engines 2S.C.DA<br>6Cy.23⅝″–43⅛″ 1163NHP<br>12 *BHpt Cem* 3DB 170*lb*<br>Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | 35 ″ 11<br>s 7 ″ 10<br>28 ″ 4½ | |
| 80446<br>LDPY | **Norma** Twin Sc<br>*Oil Eng.*<br>D.F. 1 *Dk & Shelter dk & part 3rd dk* | 4487<br>3931<br>2712 | | | | | 1930 | Akers Mek. Værks.<br>Oslo | A/S J. Ludwig Mowinckels Rederi (Den Norske Sydamerika Linje) | 390·5 \| 54·7 \| 23·1<br>P99*t* H343*t* F114*t* | Bergen<br>Norwegian *WB* | Oil Engines 4S.C.SA<br>12Cy.23¼″–43⅛″ 625NHP<br>AkersMek.Værks,Oslo | | N |
| 80447<br>640<br>OHDE | — Ⓟ<br>(*ex* Brüssel)<br>Wireless D.F. 1 *Dk & Spar dk* | 1537<br>—<br>899 | | | | | 1907 | Fredrkstad Mek. Værks<br>Fredrikstad | Finska Ångf. Aktiebolaget | 244·7 \| 33·5 \| 18·9<br>243·4<br>B67′F27′ | Helsingfrs<br>Finnish *WB* | T.3Cy.18″,19½″&50″-36″<br>150NHP<br>FredrikstadM.V.Frdstad. | | N |
| 80448<br>6664<br>SFTI | —<br>(*ex* Tico)<br>1 *Dk* | *1287*<br>*1119*<br>*707* | | | | | 1920 | Stavanger Stöberi&Dok<br>Stavanger | Rederi A/B Höganäs (C. Norrthon, *Mgr.*) | 240·9 \| 37·2 \| 15·8<br>P21′B60′F24′ | Höganäs<br>Swedish *WB* | T.3Cy.17½″,28½″&48″-33″<br>132NHP<br>StavangerStöberi&Dok | | V |
| 80449<br>154621<br>VGQX | **Normac** Ⓟ (*ex* James R. Elliot)<br>*Oil Eng.*<br>2 *Dks* | 462<br>—<br>341 | | | | | 1902 | Jenks Shipbuilding Co.<br>P Huron, Mch | Owen Sound Transportation Co. Ld. | 117·2 \| 25·1 \| 11·7 | Owen S'nd<br>British | Oil Engines 2S.C.SA<br>5Cy.12″–15″ NE31 126NHP<br>FairbanksMorse&Co.<br>Beloit,Wis. | | R |
| 80450<br>148846 | **Norman B. Macpherson**<br>*Mchy. Aft* 1 *Dk* | 1743<br>1594<br>1236 | | | | | 1925 | Napier & Miller<br>Glasgow | Upper Lakes & St. Lawrence Transportation Co. Ld.<br>(G.C.Leitch, *Mgr.*) | 253·1 \| 43·2 \| 17·9<br>F36′ *WB* | S Cathrnes Ont. "<br>British | T.3Cy.17″,28½″&47″-33″<br>127NHP<br>D.Rowan&Co.Ld.Glasgow | | C |
| 80451<br>203543 | **Norman B. Ream**<br>D.F. GyC.<br>*Mchy. Aft* Sub.Sig. 1 *Dk* | 7053<br>—<br>5444 | | | | | 1906 | Chicago S.B.Co.<br>Chicago | Pittsburgh S.S.Co. | 580·0 \| 58·0 \| 32·0<br>*WB* | D'luth Min<br>Utd. States | T.3Cy.24″,39″&65″-42″<br>274NHP<br>AmericanS.B.Co.Clevelnd | | R |
| 80452<br>202866<br>KDUJ | **Norman J. Kopmeier**<br>(*ex* Dow Chemical–39, *ex* William T. Roberts, *ex* E D. Carter) (*Self-Unloader*)<br>1 *Dk*<br>D.F. GyC. *Mchy. Aft* | 6606<br>—<br>5305 | | | | | 1906 | Detroit S.B.Co.<br>Wyandotte | American S.S.Co. (Boland & Cornelius, *Mgrs.*) | 510·5 \| 53·8 \| 26·7<br>F44′ | Buffalo NY<br>Utd. States *WB* | T.3Cy.22½″,36″&60″-42″<br>233NHP<br>DetroitS.B.Co.Detroit | | R |
| 80453<br>165905<br>GZRX | **Norman Monarch**<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 4718<br>4225<br>2686 | | | | | 1937 | Caledon S.B.&E.Co.Ld.<br>Dundee | Monarch Steamship Co. Ld. (Raeburn & Vére Ld. *Mgrs.*) | 432·6 \| 56·7 \| 23·8<br>F42′ *WB* | Glasgow<br>British | T.3Cy.23½″,39½″&66″-45″<br>292NHP<br>J.G.Kincaid&Co.Ld.Grk. | | C |
| 80454<br>146255 | **Norman P. Clement**<br>*Mchy. Aft* 1 *Dk* | 1729<br>1582<br>1112 | | | | | 1923 | J.S.White & Co.Ld.<br>Cowes | Upper Lakes & St. Lawrence Transportation Co. Ld.<br>(G.C.Leitch, *Mgr.*) | 252·2 \| 43·2 \| 17·8<br>F34′ *WB* | S Cathrnes Ont.<br>British | T.3Cy.16″,27″&44″-30″<br>106NHP<br>J.S.White&Co.Ld.Cowes | | C |
| 80455<br>167419<br>GCVC | **Norman Prince**<br>D.F. E.S.D. | 1913<br>1510<br>919 | 100A1<br>(*Class Contem plated*) | | | | 1940 | Smith's Dock Co. Ld.<br>S.Bank, Mdb. | Prince Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*) | 304·0 \| 44·2 \| 16·5 | London<br>British | T.3Cy.21″,35″&60″-42″<br>Smith'sDockCo.Ld.Mdb. | 19 ″ 3<br>s ″ 9<br>18 ″ 11½ | |
| 80456<br>166353<br>MMQT | **Norman Queen**<br>Wireless D.F. E.S.D. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Cargo battens not fitted* | 957<br>647<br>541 | ✠100A1 Shl *l*<br>12,40~~,39~~ Lon<br>✠LMC2,38 | | | OG<br>2,39 | 1938<br>2mo | Burntisland S.B.Co.Ld.<br>Burntisland<br>*Lloyd's SA&CP* | British Channel Islands Shipping Co.Ld.<br>*Cell D* | 197·2 \| 32·2 \| 13·1<br>204·5 (O.L.)<br>Q122′F25′ FK<br>*B*128′224*t* *FPT*64*t* | London<br>British | T.3Cy.14″,24″&40″-27″ (*s*)<br>200lb 129NHP<br>3 *BHCem*<br>1SB,3*cf*,GS45,HS1953 FD<br>D.Rowan&Co.Ld.Gls. | 15 ″ 2<br>s 4 ″ 11½<br>14 ″ 8½ | |
| 80457 | | | | | | | | | | | | | | | | |

*For full particulars see No. 89304 in Supplement*

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Termes assignés relatifs à la construction et à l'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. Navire. Mach. / Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Réparations où cotées si elles ont été faites à la Dutch Govt. Insp. Trials |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 80458 | **Norman Star** (*ex*Normanstar) | 6817 | ✠100A1 ~~Lon~~ | *a*† | CL 1919 | Dunlop, | UnionColdStorage | 415·6 \| 56·2 \| 25·5 | London | T.3Cy.26″,44″&75″–48″ (*s*) | 37 ″ 0 |
| 143398 | *ss*Nwc.No.3–2,32 | 6047 | *Awng dk* Avn | | 8,38 10mo | Brmnr&CoLd | Co.Ld.(BlueStar | 33·6 | British | &LP turbine withDR | 8 ″ 0½ |
| GNWZ | *ss*Nwc.No.1–37 | 4340 | *withfreeboard* | | | Pt.Glasgow | LineLd. *Mgrs.*) | B130′F56′*on* FK | *Cem* | gearing&hydraulic coup- | 28 ″ 2¼ |
| | *Ref. Mchy.* 2*Dks*(*Stl*) | | Examined 1,41 ✠LMC | | *Lloyd's SA&CP* | | *Awng dk Collisio* | | *n BHtoA dk* | ling 200lb 701NHP | |
| | D.F. *&Awng dk*(*Stl–ptws*) | | MS1,36 ~~BS1,40~~ 1,41 | | *Interm ediate* | | *'tween dk BH* | | 1 ,, ,, 2nd,, | 3SB,12*cf*,GS185,HS9486 FD | |
| | *CruiserStern* | | ✠Lloyd'sRMC ~~5,40~~ | | | | *in forehold dispe* | | 5 ,, ,, *U* ,, | DunlopBremnr&CoLdPG) | |
| | | | ~~5,41 11,40 2,40~~ | | | | *CellDB364′1002t* | | | | |
| | | | *Fitted for oil fuel* 11,20 | *F.P. a* | *bove* 150° F. | | | | | | |
| 80459 | **Normand** (*ex*WilliamGriffiths, | 1764 | ✠100A1 Npt | *q* | CL 1917 | BlythS.B. | Etablissements | 255·3 \| 38·4 \| 17·4 | Rouen | T.3Cy.22″,36″&60″–39″ (*s*) | 19 ″ 6 |
| | *ex*Elwick) *ss*Shl.No.3–12,29 | 1358 | 12,39 | | 12,39 7mo | &D.D.Co.Ld | Odon deLubersac | | French | 180lb 290NHP | 5 ″ 9½ |
| FOYI | *ss*Nwc.No.2–38 | 947 | ✠NB6,23 ✠LMC | | | Blyth | | Q132′BonQ14′F30′ FK | 4*BHCem* | 2SB,6*cf*,GS126,HS5112 | 17 ″ 11 |
| | *Well deck* 1*Dk*(*Stl*) | | MS6,36 BS11,39 | | | A&CP | | | *WB* | MacColl&Pollock,Ld.Sld. | |
| | *Cargo battens not fitted* | | Surveys delayed | | | | *CellDB212′886t FPT* | *90t APT86t* | | | |
| 80460 | **Normandia** | *1155* | | | 1918 | Eriksbergs | Förn.Ångf. | 224·6 \| 36·6 \| 14·3 | Gothenbrg | T.3Cy.16½″,27″&44½″–30″ | V |
| 6055 | | *972* | | | | M.V.Aktieb. | Aktieb.Götha(H. | | Swedish | 108NHP | |
| SFTM | 1*Dk* | *646* | | | | Gothenburg | Sternhagen,*Mgr.*) | P21′B51′H115*t*F24′ | *WB* | KockumsM.V.Akt.Malmö | |
| 80461 | **Normandie** Ⓟ QuadSc | 83423 | | | 1935 | Ch.&Atel. | Cie.Générale | 981·4 \| 117·9 \| 57·6 | Havre | Steam turbines connected | V |
| | *Fitted for oil fuel* | 42681 | | | | deSt.Nazaire | Transatlantique | | French | to elec. motors & sc. shafts | |
| FNSK | 7*Dks* | 36985 | | | | (Penhöet)SA | | | *WB* | Soc.Gén.Const.Elec.&Méc. | |
| | D.F. GyC. | | | | | St.Nazaire | | | | AlsThom,Belfort | |
| 80462 | **Normandiet** | 3161 | | | 1935 | Nakskov | A/S DetDansk | 345·6 \| 50·2 \| 20·7 | Copnhagn | Oil Engines 2S.C.SA | C |
| | *OilEng.* | 2575 | | | | Skibs.A/S | FranskeDamps- | | Danish | 6Cy.19½″–35½″ 405NHP | |
| OYEH | D.F. 2*Dks* | 1825 | | | | Nakskov | skibs(A.N. | | *WB* | Akt.Burmeistr&Wain,Cpn | |
| | *CruiserStern* | | | | | | Petersen,&E. | | | | |
| | | | | | | | Hahn-Petersen, | | | | |
| | | | | | | | *Mgrs.*) | | | | |
| 80463 | **Normandy Coast** | 1428 | | | 1916 | SirRaylton | CoastLines,Ld. | 260·0 \| 38·0 \| 15·0 | Liverpool | T.3Cy.19″,31″&52″–36″ | C |
| 139129 | (*ex*LadyCloé–38) | 1087 | | | | Dixon&CoLd | | | British | Richardsons, N162HP | |
| MMWC | Wireless D.F. E.S.D. 1*Dk&Shelter dk* | 561 | | | | Middlesbro' | | B88′F33′ | *WB* | Westgarth&Co.Ld.Mdb. | |
| 80464 | **Normannia** Ⓟ TwinSc | 1567 | | | 1911 | Fairfield | SouthernRailway | 290·3 \| 36·1 \| 15·3 | S'thamptn | 2 sets SR geared steam | BT |
| 131800 | *CruiserStern* | 955 | | | | Co.Ld. | | P46 B160′F48′ | British | turbines | till |
| GBKX | Wireless Sub.Sig. 2*Dks* | 676 | | | | Glasgow | | | *WB* | FairfieldCo.Ld.Glasgow | 5,40 |
| 80465 | **Normanville** (*ex*Hillglade, | 1634 | ✠ ... Hav | *q* | 1921 | C.Rennold- | Ministry of Ship- | 270·2 \| 38·2 \| 16·7 | Plymouth | T.3Cy.20″,33″&54″–36″ | 18 ″ 10 V |
| 145138 | *ex*Inston) *ss*Hav.No.3–11,32 | 1360 | 5,37 | | 1mo | son&Co. | ping(Westbourne | Q102′PonQ22′B56′ | British | 235NHP | † |
| ~~FQVH~~ | D.F. 1*Dk*(*Stl*) | 1058 | ✠ | | | SouthShields | ShippingCo.Ld. | F26′ FK | 2SB,6*cf*,GS116,HS4164 | | |
| GMVL | *Well deck* | | | | | | *Mgrs.*) | *CellDB234′536t FPT46t* | *4BHCem* | MacColl&Pollock,Ld.Sld. | |
| 80466 | **Norne** | 3971 | ✠100A1 Sws | *w* | CL 1930 | Eriksbergs | H.Kuhnle | 350·7 \| 50·8 \| 25·6 | *APTs136t* | Oil Engines 4S.C.SA | 28 ″ 0 |
| | *OilEng.* | 3644 | 5,39 | | 3,38 3mo | M.V.Aktieb. | | | Bergen | 6Cy.24½″–51½″ 355NHP | |
| LDNF | *ss*Got.No.2–38 | 2452 | ✠LMC CS4,38 | | | Gothenburg | | P31′B115′F31′ FK | Norwegian | DB60*lb* | |
| | D.F. 1*Dk*(*Stl*) | | ~~DBS5,35~~ 6,40 4,38 | | *Lloyd's SA&CP* | | *Intermediate bulkh* | | 5*BHpt Cem* | EriksbergsMVAktieb.Got | |
| | | | | | | | *ead in after* | | | | |
| | | | | | | | *hold dispensed with* | | | | |
| | | | | | | | *CellDB304′1051t FPT84t* | *APTs136t* | | | |
| 80467 | **Norness** | 9577 | ✠100A1 Nyk | *e*† | CL 1939 | Deutsche | TankerCorpora- | 489·4 \| 65·7 \| 36·2 | Panama | Oil Engines 2S.C.DA | 35 ″ 11 |
| | *OilEng.* | 8912 | 8,40 ~~2,40~~ | | 5mo | WerftAG Bet | tion(~~Johan~~ | 510·7(O.L.) | Pnamanian | 6Cy.23½″–43½″ 1167NHP | 7 ″ 10 |
| HPKM | D.F. E.S.D. 1*Dk*, 2*nd dk in mchy. space* | 6007 | ✠LMC5,39 | | | Finkenwrder | Rasmussen&Cº. | P114′F69′ FK | 12*BHpt Cem* | 2DB170*lb* 1DB(WT)170*lb* | 28 ″ 3¾ |
| | *Butts of shell & dk plating electrically* | | *Carrying Petroleum in bulk* | | | Hamburg | *Mgrs.*) | | | Maschinenfbrk.Augsburg- | |
| | *Mchy.Aft CruiserStern welded* | | | | *Lloyd's SA&CP* | | *CellDBuE67′199tD* | *Tf36′712t FPT164t* | | *APT258t* | NürnbergA.G.Augsburg |
| 80468 | **Noroit** | 453 | | | 1934 | NVSchpsw | CiternaMaritime | 157·9 \| 24·6 \| 11·5 | Rouen | Oil Engines 2S.C.SA | V |
| | *CarryingPetroleum in bulk OilEng.* | 340 | | | | enMachfbrk. | S.A. | P50′F28′ | French | 5Cy.11½″–15¾″ 122NHP | |
| FODG | *Mchy.Aft CruiserStern* 1*Dk* | 176 | | | | 'DeBiesbosch' | | | *WB* | SulzerBros.Winterthur | |
| | Wireless D.F. | | | | | Dordrecht | | | | | |
| 80469 | **Noronic** Ⓟ *ss*Tto.No.4–5,38 | 6905 | ✠100A– Clv | N6,38 | 1913 | Western | CanadaSteamship | 362·0 \| 52·0 \| 24·8 | Pt.Arthur, | T4Cy.29½″,47½″&(2)58″–42″ | 28 ″ 9 |
| 134014 | ~~*ss*Tto.No.3–6,32~~ | 3558 | 6,38 ~~6,36~~ | | 11mo | DD&SBCoLd | Lines,Ld. | | Ont. | 200lb (*s*) FD 805NHP | 10 ″ 6½ |
| VGYJ | 2*Dks*(*Stl*)&*Promenade dk* | 3935 | ✠LMC10,38 | | | P.Arthur,Ont | | FK | British | 4SB&1AuxSB,14*cf*,GS308, | 18 ″ 5 |
| | *Mchy.Aft* (*Stl–ws*)&*Web frames* | | *For Service on the Great Lakes* | | | | *CellDBuE* | *§B116′f205′152 4t* | 7*BH* | HS13128 | |
| | D.F. *Longitudinal framing* | | ~~BS10,39~~ 1,41 | | | | | *DTf25′148tFPT* | *64t APT34t* | AmericanSBCoClevelndO. | |
| 80470 | **Norrland** Ⓟ | *328* | | | 1888 | Bergsunds | RederiA/BStaffan | 135·6 \| 22·5 \| 11·1 | Gävle | T.3Cy.12½″,19½″&31¾″–23½″ | |
| 620 | | *201* | | | | Mek.Verks. | (J.Haag,*Mgr.*) | H53*t* 18·1 | Swedish | 47NHP | |
| SFTU | 1*Dk&Shelter dk* | *162* | | | | Stockholm | | | | BergsundsM.V.Stockholm | |
| 80471 | **Norrtelje** Ⓟ Sp | 414 | | | 1900 | Lindbergs | VaxholmsNya | 145·0 \| 26·6 \| 7·5 | Vaxholm | T3Cy15⅝″,25⅝″&41⅜″–25½″ | |
| 3702 | | 164 | | | | Mek.Verks. | Angf.Aktieb.(O.F. | B68′H78*t* | Swedish | 86NHP | |
| SFUD | 1*Dk* | 259 | | | | Stockholm | Ekebohm,*Mgr.*) | | | LindbergsMek.Verks.Skm. | |
| 80472 | **Norruna** (*ex*Astur,*ex*Aquila) | *2705* | | | 1919 | Fredrkstad | RederiA/B | 309·7 \| 47·2 \| 23·0 | Höganäs | 2 steam turbines SRgeared | V |
| 6125 | | *2332* | | | | Mek.Værks. | Höganäs(C. | P31′B62′F33′ | Swedish | to 1 sc. shaft | |
| SLVA | 1*Dk* | *1602* | | | | Fredrikstad | Norrthon,*Mgr.*) | | *WB* | SvenskaTurb. | |
| | | | | | | | | | | Akt Ljungström,Finspong | |
| 80473 | **Norse Carrier** (*ex*PehShan–37, 4Mst | 3365 | ✠ —— Ant | *u* | 1913 | ForeRiver | Wallem&Co. | 348·7 \| 45·1 \| 25·4 | Panama | T.3Cy.22½″,39″&63″–48″ | 28 ″ 0 C |
| | *ex*Frieda–37) *ss*N.Yk.No.3–12,25 | 2459 | 2,39 | | 2mo | S.B.Co. | | | Pnamanian | 372NHP | † |
| HPHY | *ss*Gal.No.2–34 | 1901 | ✠ | | | Quincy,Mass. | | P80′B25′F39′ FK | 6*BHCem* | 2SB,6*cf*,GS120,HS5277 | |
| | 1*Dk*(*Stl*)*Cantilever* | | | | | | | len17 | | ForeRiverS.B.Co.Quincy | |
| | *Mchy.Aft framed topside tanks* | | | | | | *CellDBf240′1010t* | *Topside tanks 216′6* | *13t* | | |
| | *Fitted for oil fuel* | | | | | | | | | | |
| 80474 | **Norse King** (*ex*WestMahwah–38) | 5701 | | | 1920 | J.F.Duthie | RederiA/S"Norse | 410·4 \| 54·2 \| 27·7 | Oslo | T.3Cy.24½″,41½″&72″–48″ | N |
| | *Fitted for oil fuel* | 5181 | | | | &Co. | King"(Odd | P44′B115′F47′ | Norwegian | 359NHP | |
| LJTJ | 2*Dks* | 3471 | | | | Seattle,Wash | Godager,*Mgr.*) | | *WB* | Hooven,Owens,Rentsch- | |
| | | | | | | | | | | lerCo.Hamilton,O | |
| 80475 | **Norse Lady** (*ex*Samoan–37, | 3489 | 100A1 Rot | *v* | CL 1919 | Merrill- | Rederi.A/S"Norse | 335·5 \| 48·3 \| 24·9 | Oslo | Oil Engines 4S.C.SA | 27 ″ 6 |
| | (*ex*Silverspruce–36, *OilEng.* | 3195 | 10,40 ~~7,38~~ Mob | | 7,38 | StevensS.B. | Lady"(Odd | | Norwegian | 6Cy.27″–47″ 423NHP | |
| LJQY | *ex*Ashbee) *ss*N.Yk.No.3–7,35 | 2156 | ✠LMC CS10,40 | | | Corp. | Godager,*Mgr.*) | P26′B97′F38′ FK | 5*BHCem* | NDB38–150*lb* | |
| | D.F. 1*Dk*(*Stl*)&*Web frames* | | 7,40 | | | Jacksonville, | | *MT23′513t FPT86t* | | NewYorkS.B.Co.Camden, | |
| | *Longitudinal framing* | | ✠NE10,23 DBS10,40 | | *Lloyd's CP* | Fla. | *CellDB278′* | | *APT219t* | N.J. | |
| | *ss*Mob.No.1–40 | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Class. Year Assigned. now or prior. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated Bof Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80476 HPHZ | **Norse Trader** (*ex*Fotis–37) | *ss*Shl.2ndNo.3–8,37 1*Dk*(*pt Irn pt Stl*) | 3507 3268 2091 | ✠100A1 6,40 6,30 MS8,37 ~~DBS4,38~~ | Shi BS3,40 LMC ~~LBS4,38~~ | *w* | CL 6,39 | 1912 12mo *Lloyd's* | R.Thompson&Sons,Ld Sunderland | Wallem&Co. *Cell D Ba* 108′ *u E&B* 43′ *f* 147′ 1015 | 352·7 P30′B216′F38′ FK *t DT a* 18′538 *t FPT* 1 | 50·8 | 21·4 | Panama Pnamanian *BH Cem* 24 *t APT* 176 *t* | T.3Cy.24½″,40″&66″–45″ (*s*) 180lb 331NHP 2SB.6*cf*,GS130,HS5296 N.E.Marine Eng.Co.Ld.Sld | 24 ″ 0 s 2 ″ 9 21 ″ 5¼ | |
| 80477 HPGI | **Norseland** (*ex*Matros–40, *ex*Olymp–38,*ex*Falstria–36) Twin Sc *Oil Eng.* *ss*N.Yk.2ndNo.3–11,40 ~~*ss*Cpn.No.3–3,37~~ ~~*ss*H.Kg.No.2–38~~ 2*Dks*(*Stl*) | *4349* *3911* *2726* | ✠100A1 5,30 11,40 DBS11,40 | Ams NYk ~~DBS5,38~~ 10,38 9,40 ✠LMC11,40 | *w* | CL ~~1945,38~~ | 1915 3mo *Lloyd's* | Harland& Wolff,Ld. Glasgow | Norseland S.S.Co. Inc. *Cell D Ba* 88′ *u E* | 365·3 P22′B91′F36′ FK | 50·1 *Cell D Ba* 88′ *u E* | 26·5 42′ *f* 174′ 770 *t* | Panama Pnamanian 1 *BH to Udk* 5 ,, ,,2*nd* ,, *FPT* 49 *t APT* 50 *t* | Oil Engines 4S.C.SA 12Cy.22″–29½″ 567NHP DB80*lb* Burmeister&Wain,Ld.Gls. | 29 ″ 2 s 5 ″ 11½ ~~38 ″ 7~~ 23 ″ 5 | |
| 80478 HPGN | **Norseman** (P) (*ex*Selandia–36) Twin Sc 3 Mst *Oil Eng* *ss*Cpn.2ndNo.3–2,36 1*Dk*(*Stl*) & *Awng dk*(*Stl*–teaks) | *4950* *4272* *3163* *Awng dk* *with freeboard* 1,38 | ✠100A1 ✠LMC CS2,36 DBS7,38 6,37 | Sng | *x* | CL S6,36 P5,37 | 1912 2mo *Lloyd's* | Akt.Burmeistr&Wain Copenhagen | Norseman S.S.Co. Inc. *Cell D Ba* 60′ *u E* | 370·4 P25′F32′ *on Awg dk* *Baft* 54′ *fore* 77′ FK 39′ *f* 225′ 1050 *t FPT* 88 *t APT* 84 *t* | 53·2 | 27·1 | Panama Pnamanian 6 *BH* | Oil Engines 4S.C.SA 16Cy.20⅞″–28¾″ 680NHP NDB30 *100lb* Akt.Burmeistr&Wain,Cpn | 30 ″ 0 s 6 ″ 2 24 ″ 3 | |
| *Now* "Tornator," *see No. 90224 in Supplement* | | | | | | | | | | | | | | | | | |
| 80479 147561 GBVS | — *Cable Vessel* E.S.D. Twin Sc *ss*Fal.No.3–2,37 2*Dks*(*Stl*) & *Upper dk* (*pt Stl–pt* teak s) *Cruiser Stern* | *1844* *1671* *651* | ✠100A1 *with freeboard* ~~5,39~~ 11,40 ~~DBS6,38~~ *Fitted for oil fuel* | Rio BS5,40 LMC2,37 11 | *q* | CL ~~2,37~~ 11,40 1,23 | 1923 11mo *Lloyd's* *above* 1 | J.Brown& Co.Ld. Glasgow | Cable&Wireless, Ld.(Sir Edward Wilshaw,K.C.M.G. *Mgr.*) 50° F. *Cell D Ba* 32′ *u E* 21′ *f* 117′ *Tanks at sides of t* | 259·5 B89′ FK 230 *t DT f* 6′27 *t* *unnels* 19′29 *t FPT* 9 *t* | 37·2 | 22·9 | London British 5 *BH pt Cem* *APT* 44 *t* | T.6Cy.15″,24½″&40″–30″ (*s*) 180lb 320NHP 3SB,9*cf*,GS139,HS5451 FD J.Brown&Co.Ld.Glasgow | 25 ″ 0 s 7 ″ 3 18 ″ 0½ | |
| 80480 2489 LOHR | **Norte** (*ex*Poljana–34) *ss*Bgn.No.3–12,32 *ss*B.As.No.1–37 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) | *3822* — *2301* *Shelter dk* *with freeboard* 2,41 ~~3,40~~ ~~BS5,40~~ 2,41 *Fitted for oil fuel* | ✠100A1 ✠LMC1,37 | BAs | *x* | CL 3,40 6,20 | 1920 6mo *Lloyd's* *above* 1 | Ardrossan DD&SBCo.Ld Ardrossan | Cia. Argentina de Nav. Mihanovich Lda. *Cell D B* 313′ 1076 *t MT* 23′72 | 360·7 F33′ *on Shelter dk* FK *Collision* 1 *t FPT* 9 2 *t APT* 88 *t* | 52·2 *BH to Sh dk* 6 ,, ,, *U* ,, | 23·5 | Bns.Aires Argentine *pt Cem* | T.3Cy.25″,41″&69″–48″ (*s*) 180lb 388NHP 3SB,9*cf*,GS190,HS6408 J.G.Kincaid&Co.Ld.Grk. | 26 ″ 0 s 2 ″ 5¼ 23 ″ 8¾ | |
| 80481 EAHM | — (*ex*Alcazar,*ex*Eva) *ss*Phl.2ndNo.3–3,13 1*Dk*(*Stl*) *tr B & Web frames & pt Awng dk*(*Irn*) | *2825* — *1938* 12,18 | ✠ | Bry | *u* | | 1893 5mo | Ropner& Son Stockton | Domingo Mumbru | 321·1 P29′Q110′ BK10″ *pt Awng dk* 183′ *pt* ND06 *Cell D B* | 39·4 | 20·8 | Barcelona Spanish 5 *BH Cem* *DB* 266′613 *t* | T.3Cy.22½″,37″&61″–42″ NDB16 246NHP 2SB,6*cf*,GS104,HS3760 Blair&Co.Ld.Stockton | 24 ″ 0 | |
| 80482 211076 WTBA | **North American** (P) Sub.Sig. D.F. GyC. 2*Dks* & 3 *Shade dks* | *2317* — *1262* | | | | | 1913 | Gt.Lakes Eng.Works Ecorse,Mich. | Chicago,Duluth& Georgian Bay Transit Co. | 259·0 | 47·1 | 18·3 | Michgn Cy. Ind. Utd. States | Q.4Cy 17½″,25″,36″&52″–36″ 162NHP GtLakes Eng Wrks,Detroit | | R |
| 80483 223478 WQCH | **North Coast** (P) (*ex*Carabobo–38) Twin Sc *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks* | *2916* — *1718* | | | | | 1923 | New York S.B.Corp. Camden,N.J. | Northland Transportation Co. | 305·2 P52′B117′F37′ | 48·2 | 19·9 | Ketchikan Utd. States *WB* | 2 steam turbines DR geared to 2 sc. shafts W.&A.Fletcher Co. Hoboken.N.J | | R |
| 80484 148096 GKSC | **North Devon** *ss*Shl.No.3–9,37 D.F. 1*Dk*(*Stl*) | *3658* *3396* *2239* 2,41 2,40 MS9,37 ~~DBS6,38~~ BS6,40 | ✠100A1 | Shl Mdb LMC ~~LBS6,38~~ | *w* | CL 11,38 | 1924 10mo *Lloyd's* | J.Readhead &Sons,Ld. SouthShields | North Shipping Co. Ld.(H.Roberts& Son, *Mgrs.*) *Cell D B* | 360·0 374·5(O.L.) P32′B225′F36′ FK *a & u E* 140′ *f* 156′ 895 *t* | 50·0 | 23·1 | Newcastle British 6 *BH Cem* *APT* 125 *t* | T.3Cy.23″,42″&69″–45″ (*r*) 180lb 371NHP 2SB,6*cf*,GS120,HS6044 J.Readhead&Sons,Ld.S.Shl | 25 ″ 6 s 3 ″ 0½ 22 ″ 7¾ | |
| 80485 170716 VCBL | **North Gaspe** (P) Wireless E.S.D. 2*Dks* *Ref.Mchy.* *Cruiser Stern* *Decks & part shell electrically welded* *Strengthened for Navigation in Ice* *Oil Eng* | *888* *806* *505* *With freeboard* 4,41 ~~4,40~~ *For service in the Gulf of St. Lawrence* | ✠100A1 ✠LMC6,38 | Mtl Qbc | *l* | CL ~~N9,38~~ ~~4,40~~ 3,41 | 1938 7mo *Lloyd's* | Davie S.B. &Repairing Co.Ld. Levis,P.Q. *Cell D Bu E* 30′ *f* 47′90 *t Tanks in way of tunnel* | Clarke S.S.Co.Ld. | 188·2 37·2 191·8(O.L.) FK | 35·1 | 18·1 | Quebec British 5 *BH pt Asp* (*Coll to W dk* 4 ,, 2*nd* ,,) 38 *t DT f* 20 *t* | Oil Engines 4S.C.SA 6Cy.14 3/16″–23⅝″ 211NHP Sulzer Bros.Ld.Winterthur *FPT* 20 *t APT* 36 *t* | 21 ″ 6 s 9 ″ 7¼ 12 ″ 0 | |
| 80486 219647 KUDZ | **North Haven** (*ex*Perry L. Smithers–34, *ex*EasternGale) *Fitted for oil fuel* 2*Dks* | *4653* *3927* *2981* ... 3,22 | ✠ | | | | 1919 11mo | Uraga Dock Co.Ld. Uraga | Northland Transportation Co. | 360·1 P21′B91′F35′ FK | 51·2 | 25·9 | Juneau Utd. States *WB* | T.3Cy.25″,42″&70″–48″ 400NHP Uraga Dock Co.Ld.Uraga | 28 ″ 6 | R † |
| ~~222658~~ ~~KPDW~~ | **North King** (P) (*ex*Houston, *ex*Liebenfels) ~~*ss*Sea.No.3–4,36~~ 2*Dks*(*Stl–U* teak s) & D.F. GyC. *Web frames* ~~*ss*Sea.3rdNo.3–5,39~~ ~~*ss*Sea.No.1–39~~ | *4934* *4198* *3023* ~~3,38~~ 3,38 12,40 ~~BS8,39~~ 4,40 *Fitted for oil fuel* | ✠100A1 ✠LMC1,35 | Sea Pld 5,39 | *y* | CL ~~3,38~~ 11,40 1,23 | 1903 6mo *Lloyd's* *above* 1 | Bremer Vulkan Vegesack | Cia. Diana de Vapores S.A. *Cell D Ba* 103′ *u E&B* 50′ | 375·7 P49′B111′F52′ BK11″ *f* 109′ 914 *t FPT* 50 *t* | 50·7 | 27·3 | Panama Pnamanian 7 *BH Cem* *APT* 26 *t* | Q.4Cy.23¾″,33⅞″,50″&72½″–53⅛″(*s*) 220lb 502NHP 3SB,9*cf*,GS149,HS6426 FD Bremer Vulkan, Vegesack | 30 ″ 0 s 5 ″ 5 25 ″ 6½ | |
| 80488 218585 KIPG | **North Pacific** (*ex*Iniskin–37, *ex*Doylestown–36) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk* | *2632* *1963* *1610* | | | | | 1919 | Albina Eng &Mach.Wrks Portland,Or. | Santa Ana S.S.Co. | 289·0 P26′B148′F32′ | 44·1 | 19·2 | Seattle Utd. States *WB* | T.3Cy.22″,36½″&60″–42″ 233NHP Albina Eng.&Mach.Works. Portland,Or. | | R |
| 80489 216822 WJEI | **North Sea** (P) (*ex*Admiral Peoples–35,*ex*Mary Weems,*ex*Plainfield) *ss*Phl.No.3–12,24 *ss*S.Fo.No.2–33 1*Dk*(*Stl*) *Platform dk*(*Stl*) *in holds* D.F. *Fitted for oil fuel* | *3133* *2375* *1903* ... 4,35 | ✠ | SFo | *t* | | 1918 9mo | Bethlehem S.B.Corp.Ld Elizabeth-port,N.J. | Northland Transportation Co. *Cell D* | 299·4 P&B229′F40′ FK *B* 240′ 572 *t FPT* 40 *t* | 45·0 | 22·8 | Juneau Utd. States 6 *BH Cem* *APT* 70 *t* | T.3Cy.22 1/16″,35″&58 5/16″–42″ 341NHP 2SB,*Scf*,GS133,HS5256 Bethlehem SB Corp.Ld. N.J | 25 ″ 3 | R † |
| 80490 156885 VGFZ | **North Star** (P) (*ex*Prince Henry–37) Twin Sc *Fitted for oil fuel* GyC. E.S.D. 3*Dks* *Ref.Mchy.* *Cruiser Stern* | *6893* *3990* *3055* | | | | | 1930 | Cammell Laird&Co.Ld. Birkenhead | ~~Clarke S.S.Co.Ld.~~ | 366·4 | 57·1 | 27·4 | Montreal British *WB* | 6 steam turbines SR geared to 2 sc. shafts Cammell Laird&Co.Ld.Bkn | | C |
| 80491 216514 WLER | **North Wind** (P) (*ex*Nosa Duke–33, *ex*Mineola–32) *ss*N.Os.No.3–2,31 *Fitted for oil fuel* 2*Dks* | *2448* — *1465* ... 6,33 | ✠ | | | | 1918 7mo | New York S.B.Corp. Camden,N.J. | Northland Transportation Co. | 298·6 P35′B70′F28′ FK | 40·0 | 22·9 | Ketchikan Utd. States *WB* | T.3Cy.19¾″,31½″&54½″–36″ 262NHP New York SB Corp. Camden | 26 ″ 0 | R † |
| 80492 144976 GWNS | **Northern Coast** (*ex*Lady Valentia) *ss*Liv.No.3–9,34 *ss*Liv.No.1–39 Wireless 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) *Mchy. Aft* E.S.D. | *1211* *987* *556* *Shelter dk* *with freeboard* 5,41 ~~5,40~~ MS7,39 | ✠100A1 ✠LMC | Lth Liv ~~BS2,40~~ 4,41 | *p* | CL 4,40 | 1921 11mo *Lloyd's* | A.&J. Inglis,Ld. Glasgow | Coast Lines,Ld. *Cell D Bu E* 37′ *f* 144′ 351 *t* | 240·1 FK *Collision* *FPT* 7 4 *t APT* 25 *t* | 36·1 *B H to Sh dk* 3 ,, ,, *U* ,, | 14·6 | Liverpool British *Cem* | T.3Cy.18″,30″&50″–36″ (*s*) 180lb 204NHP 2SB(Spt)6*cf*,GS102,HS3702 A.&J.Inglis,Ld.Glasgow | 17 ″ 0 s ″ 2 16 ″ 11½ | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned under Load Line Rules | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres où coté, se sont tenus dans le L. R. Durée Cert. B & T Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 64/41 | | | | | | | | | | | | | | | |
| 80493 161222 GSXT | **Northern Prince** Ⓟ *Oil Eng.* *ss* N.Yk.No.2–37 *Ref.Mchy.* 3 *Dks* (*Stl–Weather dk pt ws*) GyC. D.F. E.S.D. *Cruiser Stern* | TwinSc | 10917 9379 6500 | ✠100A1 *with freeboard* 12,40 ✠LMC CS12,38 DBS5,40 3,38 ✠Lloyd's RMC 12,40 | Lon Liv | | CL F11,37 S4,40 | 1929 4mo *Lloyd's* | Lithgows, Ld. Pt.Glasgow *SA&CP* | Prince Line Ld. (Furness Withy & Co.Ld. *Mgrs.*) *Cell* | 496·2\|64·9\|25·9 514·5 (O.L.) F47′ FK *Duct keel* 1739 *t* *DB* 417 *Tanks in way of tunnels* | London British 9 *BHpt Cem* (6 to *W dk* 3 „ 2nd „ ) 221 *t* *FPT* 120 *t* *APT* 213 *t* | Oil Engines 4S.C.DA 16Cy.26¾″–55½″ 2200 NHP 2 *DB 120 lb* J.G.Kincaid & Co.Ld.Grk. | 41 ″ 0 s 15 ″ 0½ 26 ″ 6 | |
| | *Carrying vegetable oil in deep tanks* | | | | | | | | | | | | | | |
| 80494 170017 VQCG | **Northern Ranger** Ⓟ *ss* NFL.No 1–40 Wireless D.F. E.S.D. 2 *Dks* *Strengthened for Navigation in Ice* | | 1365 1065 740 | ✠100A1 7,10~~5,39~~ ✠LMC ~~4.41~~ ~~BS5,40~~ BS4,41 | NFL | *o* 1½ 7,40 5,40 | CL ~~4,37~~ | 1936 4mo *Lloyd's* | Fleming & Ferguson, Ld Paisley *SA&CP* | Government of Newfoundland (Newfoundland Railways, Steamship Dept.) *Cell* | 220·4\|36·1\|19·7 F32′ FK 170′246 *t* *DB* *FPT* 42 *t* *APT* 84 *t* | SJhnsNFL British 7 *BHCem* | T.3Cy.17″,27½″ & 45″–30″ 200 lb (*s*) 175 NHP 2SB, *4cf*, GS110, HS5330 Fleming & Ferguson, Ld. Psy. | 22 ″ 0 s 3 ″ 6 18 ″ 10½ | |
| 80495 230490 WHBW | **Northern Sun** *Oil Eng.* *Mchy.Aft* *ss* Phl.No.2–39 GyC. 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing–bracketless system* | | 8865 8329 5894 | ✠100A1 7,40~~12,30~~ ✠LMC CS1,39 DBS~~4,36~~1,40 10,37 | Phl | *e*† | CL 1,39 | 1931 2mo *Lloyd's* | Sun S.B.& Dry Dock Co. Chester, Pa. *SA&CP* *Cell* | Motor Tankship Corporation *DB* | 480·6\|66·0\|36·8 B38′F48′ *after Bridge* 77′ FK 76′340 *t* *DT* *f* 20′692 *t* *FPT* 186 *t* *APT* 84 *t* | Wilmington Del. Utd. States 17 *BHpt Cem* (11 to *U dk* 6 „ 2nd „) | Oil Engines 2S.C.SA 41Cy.23⅜″–91⅞″ 690 NHP 2 WTDB 225 *lb* (upper) 200 *lb* Sun S.B.& Dry Dock Co. | 37 ″ 0 | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | |
| 80496 217399 KEKC | **Northern Sword** (*ex* Norma–32) *Fitted for oil fuel* 1 *Dk* | | 2648 2325 1513 | ✠ ... 11,20 ✠ | | | | 1918 12mo | Bethlehem S.B.Corp.Ld. (Harlan Plnt) Wilmgtn, Del | Sword S.S. Line Inc. *WB* | 299·6\|45·0\|22·6 P24′B96′F39′ FK | New York Utd. States *WB* | T.3Cy.21½″, 35½″ & 58¾″–42″ 220 NHP Bethlehem S.B.Corp.Ld. | 25 ″ 3 | R † |
| 80497 148183 | **Northholm** (*ex* Robert H. Merrick) *Mchy.Aft* Well deck | 3Mst *ss* Vcr.No.1–28 1 *Dk* | 447 362 229 | ✠ ... 6,30 ✠ | | | | 1924 5mo | J.Towers (Shipbldng) Co.Ld. Bristol | ~~Frank Waterhouse & Co.of Canada Ld.~~ Union Steamships, Ld. | 150·2\|25·2\|11·9 Q48′B9′F22′ FK | Vancouver British *WB* | T.3Cy.13″, 21″ & 35″–24″ 81 RHP W.Beardmore & Co.Ld. Coatbridge | 13 ″ 0 | |
| 80498 208377 KJTG | **Northland** Ⓟ *2 Dks* | | 2055 — 1205 | | | | | 1911 | Harlan & Hollingsworth Cor. Wlmgtn, Del | Norfolk & Washington Steamboat Co. | 291·2\|51·0\|18·0 | Washngtn D.C. Utd. States | T.4Cy.23½″, 37″ & (2) 43″–42″ 240 NHP Harlan & Hollingsw'rth Cor | | |
| 80499 229059 WMDG | — Ⓟ (*ex* W.B. Foshay) Wireless *Ref.Mchy.* | TwinSc *Oil Eng.* 2 *Dks* *Cruiser Stern* | 1255 — 754 | | | | | 1929 | Lake Washington Shipyard Houghton | Northland Transportation Co. | 186·0\|35·0\| B117′F25′ | Ketchikan Utd. States | Oil Engines 4S.C.SA 16Cy.14½″–18″ 328 NHP Washington Iron Works, Seattle | | R |
| 80500 165573 GBBN | **Northleigh** D.F. | 1 *Dk* & *Shelter dk* *Cruiser Stern* | 5450 4987 3207 | ✠100A1 *with freeboard* 11,40 ~~2,40~~ ✠LMC 9,37 | Npt Shl | *a*† | CL | 1937 9mo *Lloyd's* | W.Pickersgill & Sons Ld Sunderland *SA&CP* | ~~W.J.Tatem, Ld.~~ Atlantic Shipping & Trading Co.Ld. (W.J.Tatem, Ld. *Mgrs.*) *Cell* | 430·1\|56·2\|26·8 447·2 (O.L.) F38′ FK *DB* 378′1206 *t* *FPT* 94 *t* *APT* 288 *t* | London British 7 *BHCem* (*Coll to Shdk* 6 „ 2nd „ ) | T.3Cy.24″, 40″ & 69″–48″ (*s*) 220 lb 502 NHP 2SB (Spt) & 1 Aux SB, 9*cf*, GS 165, HS 7225 FD Richardsons, Westgarth & Co.Ld.Hpl. | 29 ″ 4 s 3 ″ 9½ 25 ″ 9 | |
| 80501 160612 GSRC | **Northmoor** *Oil Eng.* *ss* Bly.No.2–37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* | | 4392 4070 2649 | ✠100A1 *with freeboard* 5,40 ~~9,80~~ DBS~~6,30~~ 10,40 ✠LMC 9,37 ✠LMC(M) 10,40 | Shl Hul | *y* | CL ~~0,37~~ 5,40 | 1928 11mo *Lloyd's* | W.Doxford & Sons, Ld. Sunderland *SA&CP* *Cell DB* | Moor Line, Ld. (Runciman Shipping Co.Ld. *Mgrs.*) | 375·0\|52·6\|25·7 F30′ FK 17′1011 *t* *MT* 26′988 *t* *FPT* 140 *t* *APT* 220 *t* | London British 7 *BHpt Cem* (*Coll to Sh dk* 6 „ 2nd „) | Oil Engines 2S.C.SA 3Cy.21⅛″–85″ 417 NHP 2 DB *120 lb* W.Doxford & Sons, Ld. Sld. | 28 ″ 3 s 3 ″ 0½ 25 ″ 5 | |
| 80502 148077 | **Northton** *Mchy.Aft* | 1 *Dk* | 2227 2008 1354 | ✠ ... 8,27 ✠ | | | | 1924 6mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Colonial Steamships, Ld. (R.Scott Misener, *Mgr.*) | 248·0\|43·0\|22·8 F42′ FK | Toronto British *WB* | T.3Cy.20½″, 33″ & 54″–36″ 213 NHP N.E.Marine Eng.Co Ld Nwc | 25 ″ 0 | R † |
| 80503 139112 GBSJ | **Northumberland** *ss* Fal.2nd No.3–2,39 *Ref.Mchy.* D.F. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–ws) 3rd *dk* (*Stl*) in *No.1 hold* *Cruiser Stern* | TwinSc 4Mst | 11558 10786 7248 | ✠100A1 *Shelter dk* *with freeboard* 6,41 ~~2,40~~ 10,40 ~~BS2,40~~ BS7,41 ~~✠LMC 2,40~~ ✠LMC 2,39 ✠Lloyd's RMC ~~2,40~~ 7,41 1,41 | Lon Syd Liv | *g*† | CL 2,39 | 1915 11mo *Lloyd's* | Swan, Hunter & Wigham Richardson, Ld Newcastle *SA&CP* | Federal Steam Nav.Co.Ld. | 530·5\|63·0\|31·9 550·4 (O.L.) 39·8 B209′F84′ *on Shelter dk* FK *Cell DB* 124′ *u E* | London British 9 *BHCem* | 4steam turbines SR geared to 2 sc.shafts (*s*) 190 lb 1670 NHP 6SB, *24cf*, GS440, HS17688 FD Wllsnd Slpwy. Co. Ld. Nwc 1750 *t* *FPT* 104 *t* *APT* 112 *t* | 12 ″ 8 s 11 ″ 1½ 31 ″ 9 | |
| | *Fitted for oil fuel* 11,26 *F.P. above* 150° F. | | | | | | | | | | | | | | |
| 80504 96937 VGDL | — Ⓟ Wireless | TwinSc 1 *Dk* | 1255 975 542 | | | | | 1891 | Wigham Richrdsn & Co Newcastle | Niagara, St.Catharines & Toronto Nav.Co.Ld (Canadian National Rlys) | 220·0\|33·1\|20·4 H171′ | Charletwn British | T.6Cy.17½″, 27½″ & 46″–33″ 243 NHP Wigham Rchardsn & Co.Nwc | | |
| 80505 3300 SGOA | **Northumbria** Ⓟ (*ex* Balder) Wireless D.F. *Well deck* *Ref.Mchy.* | *ss* Got.3rd No.3–11,38 1 *Dk* (*Stl–pt ws*) *lower dk forehold* | *1396* *869* *752* | ✠100A1 3,40 BS12,39 ✠LMC 11,38 | Got | *o* | OG 3,40 | 1898 9mo | Blackwood & Gordon Port Glasgow *A&CP* | Rederiaktieb. Svenska Lloyd (K.R.Bökman, *Mgr.*) *Cell DB* 33′ *u E* 6 | 246·2\|34·1\|14·0 256·4 (O.L.) P175′F48′ FK *B* 54′ *f* 115′ 261 *t* *FPT* 26 *t* *APT* 28 *t* | Gothenbrg Swedish 6 *BHCem* | T.3Cy.21¾″, 33″ & 54″–39″ (*s*) 170 lb 212 NHP 2SB (Spt) 6*cf*, GS129, HS3555 Blackwood & Gordon. P.Gl. | 16 ″ 6 s ″ 9½ 15 ″ 10½ | |
| 80506 155177 WCCW | **Northwestern** Ⓟ (*ex* Orizaba) D.F. | Steel&Iron *Fitted for oil fuel* 2 *Dks* & *Hur dk* | 3094 2413 1949 | | | | | 1889 | Delaware River Co. Chester, Pa. | Alaska S.S.Co.Inc. | 336·2\|43·2\|22·0 | New York Utd. States | T.3Cy.28″, 44″ & 70″–48″ NB10 339 NHP Delaware River Co. Chester | | |
| 80507 164832 MMBN | **Northwood** *ss* Shl No.1–40 *Mchy.Aft* *Cruiser Stern* 1 *Dk* *Cargo battens not fitted* | | 1146 777 652 | ✠100A1 *with freeboard* 10,40 ~~10,40,39~~ ✠LMC ~~3,40~~ ~~BS10,40~~ 3,41 | Shl | *n* ~~Y9,37~~ ~~10,40~~ 3,41 | CL | 1936 10mo *Lloyd's* | Burntisland S.B.Co.Ld. Burntisland *SA&CP* | Joseph Constantine Steamship Line, Ld. *Cell DB* 144′ 35 | 217·4\|34·0\|13·6 Q150′F27′ FK 90 *t* *FPT* 90 *t* *APT* 69 *t* | Middlsbro' British 3 *BHpt Cem* *pt Asp* | T.3Cy.13″, 21″ & 36″–27″ (*s*) 200 lb *125 lb* 101 NHP 1SB (Spt), *3cf*, GS40, HS1871 N.E.Marine Eng.Co Ld.Sld. | 16 ″ 6 s 5 ″ 11½ 15 ″ 2½ | |
| 80508 ~~HPHN~~ HPNH | **Nortun** D.F. *Cruiser Stern* 1 *Dk* & *Shelter dk* *Butts of keel & bottom plating elec. welded* *Strengthened for Navigation in Ice* | | 3663 3019 2211 | ✠100A1 *with freeboard* ~~4,45~~ 1,40 ✠LMC 1,40 7,40 | Osl ~~H.Sv.~~ Shl | *y* | CL | 1940 1mo *Lloyd's* | Fredrkstad Mek Vrks A/S Fredrikstad *SA&CP* | Viking Corporation ~~Johan Rasmussen & Co. Aktieselskab~~ | 365·2\|57·3\|20·2 383·3 (O.L.) F24′ FK *hold dispensed with* *Cell DB* 301′1070 *t* *MT* 29′ 104 9 *t* | Panama Pnamanian 6 *BHpt Cem* (*Coll to Sh dk* 5 „ 2nd „) Fredrikstad *FPT* 212 *t* *APT* 233 *t* | C.4Cy.(2)16¾″ & (2)39⅛″– 36½″ 220 lb (*s*) FD 353 NHP 2SB (Spt) 6*cf*, GS121, HS5510 Fredrikstad M.V.A/S | 23 ″ 6 s 1 ″ 6 22 ″ 3 | |
| | *Fitted for oil fuel* 1,40 *F.P. above* 150° F. *Intermediate BH in after hold* | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Register Book in which classed, if not in L.R. Dates of Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80509 968 HPID | **Norvik** | *Oil Eng.* D.F. E.S.D. 1 *Dk*, 2 *nd dk in mchy. space* *Mchy. Aft* *Cruiser Stern* | 9555 8912 5987 | ✠100A1 6,40 ~~10,39~~ LMC 1,38 DBS(WT15) 3,39 *Carrying Petroleum in bulk* | NYk PN | *e* † | CL 10,39 | 1938 1mo | Deutsche Werft A G Bet Finkenwrder Hamburg | Tanker Corporation (~~Johan Baumusson & Co. Mgrs.~~) | 489·4 \| 65·7 \| 36·2 510·7 (O.L.) P114'F69' | FK | Panama Pnamanian 12 *B Hpt Cem* | Oil Engines 2S.C.DA 6Cy. 23⅝"–43⅞" 1163 NHP 2 DB *170lb*, DB(WT) *170lb* Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 35 ″ 11 s 7 ″ 10 28 ″ 4¾ | |
| | | | | *Lloyd's* *A & CP* | | | | | | *Cell D Bu E* 75' 210 *t* | *D Tf* 36'712 *t F P T* 164 *t A P T* 258 *t* | | | | | |
| 80510 LCU1 | **Norviken** Ⓟ | *ss* HKg. No. 3–11, 37 D.F. *Upper dk (pt Stl–teaks)* 2nd *dk (Stl)* | *2924* *2652* *1779* | ✠100A1 *with freeboard* 2,41 ~~1,40~~ BS ~~7,40~~ 2,41 LMC 11,37 | HKg | *t* | CL 1,40 | 1925 12mo | W. Hamilton & Co. Ltd. Port Glasgow | Wallem & Co. A/S (H. J. Wallem, *Mgr.*) | 295·0 \| 45·7 \| 26·0 305·0 (O.L.) B72'F31' | FK 4 | Bergen Norwegian *Cem* *BH to 2nd dk* " " *U* " | T. 3Cy. 20⅝", 34" & 56 ~~½~~ ⅝" –36" 180 lb (*s*) 244 NHP 2SB, 6 *cf*, GS 132, HS 4302 Rankin & Blckmore, Ld. Grk | 28 ″ 3 s 9 ″ 8¼ 18 ″ 9¼ | |
| | | | | *Lloyd's* *A & CP* | | | | | | *Cell D B* 250'502 *t* | *F P T* 88 *t A P T* 105 *t* | | | | | |
| 80511 HPGC | **Norvinn** | *Oil Eng.* *ss* Stj. No. 2–38 *Mchy. Aft* 2 *Dks (Stl)* & *Web frames* D.F. *Longitudinal framing* | 6322 5996 3830 | ✠100A1 6,40 ~~10,39~~ LMC CS 11,38 DBS ~~8,39~~ 10,39 8,39 *Carrying Petroleum in bulk* | LAn NYk | *a* † | CL 10,39 | 1930 11mo | Barclay, Curle & Co. Ltd. Glasgow | Tanker Corporation (~~Johan Rasmussen & Co. Mgrs.~~) | 421·0 \| 58·5 \| 32·3 P105'B28'F38' | FK | Panama Pnamanian 15 *B H* 5 " *to 2nd dk* | Oil Engines 2S.C.SA 4Cy. 23⅜" –91 ~~½~~ ⅝" 687 NHP 2 DB *120lb* Barclay, Curle & Co. Ltd. Gls. | 32 ″ 3 s 5 ″ 11½ 26 ″ 6½ | |
| | | | | *Lloyd's* *A & CP* | | | | | | *Cell D Bu E* 81'305 *t D Tf* 38'498 *t F P T* 113 *t A P T* 129 *t* | | | | | | |
| 80512 220631 KJTJ | **Norwalk** | *Fitted for oil fuel* 2 *Dks* | 2157 — 1310 | | | | | 1920 | Pusey & Jones Co. Wlmgtn, Del. | Eastern S.S. Lines, Inc. | 250·8 \| 42·6 \| 25·6 *WB* | | Newport News Utd. States | T. 3Cy. 19", 32" & 56"–36" 188 NHP Pusey & Jones Co. | | |
| 80513 207247 WCSP | **Norway** D.F. Gy C. *Mchy. Aft* 1 *Dk* | | 6673 — 5314 | | | | | 1910 | Toledo S.B. Co. Toledo, Ohio | Great Lakes SS. Co. Inc. | 504·0 \| 58·0 \| 25·6 F50' *WB* | | Oswego, N.Y. Utd. States | Q. 4Cy. 20", 29", 42" & 61"–42" 241 NHP Toledo S.B. Co. Toledo, Ohio | | R |
| 80514 26216 JNWD | **Norway Maru** | *ss* Kob. No. 3–8, 31 *ss* Kob. No. 1–36 2 *Dks (Stl)* & *Awng dk (Stl)* | 5832 5552 4229 | ✠100A1 *Awng dk* *with freeboard* 1,39 LMC ~~1,39~~ 7,40 6,40 *Fitted for oil fuel* 1,23 *F.P. above* | Kob | *y* | OG ~~1,39~~ 6,40 | 1920 4mo | Kawasaki Dkyd. Co. Ltd. Kobe A & CP | Kawasaki Kisen K.K. | 385·0 \| 51·0 \| 36·0 FK *Collision* *BH to Awd dk* 5 " " *U* " 150° F. *Cell D B* 334'1116 *t F P T* 126 *t A P T* 93 *t* | | Kobe Japanese *Cem* | T. 3Cy. 26", 43½" & 72"–48" (*s*) 200 lb 440 NHP 2SB (Spt) & 1 Aux SB, FD *8cf*, GS 154, HS 5742 Kawasaki Dockyard Co. Ltd. | 36 ″ 0 s 9 ″ 1½ 27 ″ 1 | |
| 80515 145849 GDMC | **Norwegian** D.F. E.S.D. | *ss* Grk. No. 3–9, 34 *ss* Gls. No. 1–38 2 *Dks (Stl)* & *Shelter dk (Stl)* | 6366 4476 4008 | ✠100A1 *Shelter dk* *with freeboard* 4,11 ~~7,39~~ LMC MS 12,38 BS ~~8,39~~ 5,40 | Sws Gls | *z* | CL ~~7,37~~ 6,40 | 1921 8mo | Caledon S. B. & E Co. Ltd. Dundee | Donaldson Line, Ltd. (Donaldson Bros. & Black, Ld. *Mgrs.*) | 400·2 \| 52·4 \| 35·0 B141' *on Shelter dk* FK 2" *Cell D B* 332'920 *t D Ta* 26'654 *t* | | Liverpool British *Cem* 6 *B H to S dk* " " *U* " | Q. 4Cy. 23½", 34", 49" & 70"–51" 215 lb (*s*) 644 NHP 4SB. *12cf*, GS 239, HS 10210 FD 4SB. *12cf*, GS 239, HS 10210 FD Caledon S.B. & E. Co. Ltd. Dun | 37 ″ 7 s 8 ″ 8½ 29 ″ 1 | |
| 80516 UQLX | **Nosak** (*ex* Troud, *ex* Sergei Witte) Twin Sc 1 *Dk* | | 348 320 225 | | | | | 1890 | Edwards & Symes London | U.S.S.R. | 182·7 \| 27·6 \| 7·2 | | Rostoff Russian | C. 4Cy. 12" & 24"–20" *B made* 04, *fitted*— 43 NHP Wilson & Co. London | | |
| 80517 39735 JRPJ | **Nosiro Maru** (*ex* Noshiro Maru–38) D.F. 2 *Dks* *Ref. Mchy.* *Cruiser Stern* | *Oil Eng.* *ss* Yka. No. 1–38 | 7189 6451 4318 | ✠100A1 2,11 ~~2,40~~ LMC CS 12,38 DBS ~~2,40~~ 2,41 12,38 Lloyd's RMC ~~2,40~~ 2,41 ~~2,40~~ *Carrying cargo oil F.P. above* 150° F. *in deep tanks* | Kob | *c* † | CL 12,38 | 1934 11mo | Mitsubishi Jukogyo Kaisha, Ld. Nagasaki *Lloyd's* *A & CP* | Nippon Yusen K.K. *Cell D B* 354'1379 *t* *Wing tanks in way of tunnel* | 449·6 \| 62·3 \| 34·4 P23'B171'F41' FK *D Ts a* 42'1527 *t* 82 *t F P T* 81 *t A P T* 78 *t* | | Tokyo Japanese 8 *B Hpt Cem* | Oil Engines 2S.C.DA 7Cy. 27 ~~½~~ ⅞"–47½" 1851 NHP DB *100lb* Mitsubishi Jukogyo Kaisha Ld. Nag | 34 ″ 5 | |
| 80518 29822 JPUA | — (*ex* Nordhav, *ex* Bygdönes, *ex* General Morrison) | *ss* Kob. No. 3–5, 24 1 *Dk* | 2333 1973 1391 | ✠ … 7,27 | | | | 1919 6mo | Dominion S.B. Co. Ltd. Toronto | Kawasaki Kisen K.K. | 251·1 \| 43·6 \| 21·5 P25'B64'F20' FK *WB* | | Kobe Japanese | T. 3Cy. 20", 33" & 54"–40" 328 NHP John Inglis Co. Ld. Toronto | 24 ″ 3 | |
| 80519 145553 MKTW | **Noss Head** K *Well deck* *Mchy. Aft* | *ss* Lth. No. 3–11, 33 *ss* Lth. No. 1–37 1 *Dk (Stl)* | 438 282 171 | ✠100A1 11,39 LMC MS 11,37 BS 2,40 | Lth | *f* | CL 11,37 | 1921 10mo | A. Hall & Co Ld. Aberdeen *Lloyd's* *A & CP* | A.F. Henry & MacGregor, Ld. | 150·9 \| 24·1 \| 9·3 154·5 (O.L.) Q85'B12'F19' FK *Cell D Bf* 92'106 *t F P T* 32 *t* | | Leith British 3 *B H Cem* | T. 3Cy. 13", 21½" & 35"–24" (*s*) 180 lb 82 RHP 1SB, *3pf*, GS 46, HS 1510 A. Hall & Co. Ld. Aberdeen | 11 ″ 4 s 4 ″ 2 11 ″ 4½ | |
| 80520 CSIO | **Nossa Senhora Dos Anjos** *Oil Eng.* Aux 3 Mst Sr (*ex* Johannes–37, *ex* Sailing Vessel) 1 *Dk* (*See Sailing Ship Register*) | | 325 294 255 | | | | | 1902 | Bornholm Maskinfbk. Rönne | Mutualista Açoreana | 124·1 \| 29·1 \| 12·1 F10'Q6' | | Ponta Delgada Portuguese | Oil Engines 2S.C.SA 2Cy. 14½" –16 ~~½~~ ⅞" 79 NHP NE30 J. & C.G. Bolinders, Skm. | | V |
| 80521 39723 JROJ | **Noto Maru** D.F. 2 *Dks* *Ref. Mchy.* *Cruiser Stern* | *Oil Eng.* *ss* Kob. No. 1–38 | 7191 6451 4311 | ✠100A1 12,40 ~~1,40~~ LMC CS 12,38 DBS ~~1,40~~ 12,40 ~~12,37~~ 1,40 Lloyd's RMC ~~1,40~~ 2,40 12,40 *Carrying cargo oil F.P. above* 150° F. *in deep tanks* | Kob Yka | *c* † | CL 12,38 | 1934 10mo | Mitsubishi Jukogyo Kaisha, Ld. Nagasaki *Lloyd's* *A & CP* | Nippon Yusen K.K. *Cell D B* 354'1379 *t* *Wing tanks in way of tunnel* | 449·6 \| 62·3 \| 34·4 P23'B171'F41' FK *D Ts a* 42'1527 *t* 82 *t F P T* 81 *t A P T* 78 *t* | | Tokyo Japanese 8 *B Hpt Cem* | Oil Engines 2S.C.DA 7Cy. 27 ~~½~~ ⅞"–47½" 1851 NHP DB *100lb* Mitsubishi Jukogyo Kaisha, Ld. Nag. | 34 ″ 5 | |
| 80522 21031 JQDB | **Notoro Maru** Ⓟ Wireless | 1 *Dk* | 1229 — 836 | | | | | 1917 | Osaka Iron Works, Ld. Osaka | Kita Nippon Kisen K.K. | 220·0 \| 33·6 \| 18·5 P23'B34'F24' *WB* | | Amagasaki Japanese | T. 3Cy. 13½", 23" & 38"–30" 79 NHP Osaka Irn Wrks, Ld. Osaka | | V |
| 80523 LCAA | **Notos** (*ex* Knut Jarl–33, *ex* Laura Mærsk, *ex* Laura) | *ss* Rot. 2nd No. 3–3, 24 *ss* Osl. No. 1–28 1 *Dk (Irn)* & *deep framing* | 2712 2541 1697 | ✠ — 6,33 | Nwc | *u* | | 1898 6mo | Irvine's S.B. & D.D. Co. Ld. W Hartlepool | Dampsk. A/S Notos (Valdemar Skogland A/S) *Cell D B* | 324·0 \| 46·0 \| 20·5 P9'B160'F33' FK *a & u E* 124'*f* 136'675 *t* | | Haugesnd Norwegian 5 *B H Cem* *A P T* 47 *t* | T. 3Cy. 24", 38" & 64"–42" NDB 16 267 NHP 2SB, *6cf*, GS 89, HS 4030 T. Richardsn & Sns. Ld. Hpl | 23 ″ 0 | N † |
| 80524 | — | 3 Mst *Cruiser Stern* *Oil Eng.* | 921 702 | | | | | 1939 | N V Boele's Schpsw & Mch Bolnes | Koninkl. Nederl. Stoomb. Maats. | 229·6 \| 36·8 \| 12·1 P22'B & F198' *WB* | | Amstrdam Dutch | Oil Engines 2S.C.SA 6Cy. 13⅜" –23⅝" 198 NHP Gbr. Stork & Co N V Hengelo | | V |
| 80525 FNZG | **Notou** (*ex* Margam Abbey–37) | *ss* Ant. No. 2–37 1 *Dk (Stl)* | 2489 2248 1468 | ✠ … 10,37 | Ant | *t* | | 1930 4mo | W. Gray & Co. Ld. W Hartlepool | Société "Le Nickel" *Cell D B* | 305·4 \| 44·0 \| 20·6 316·4 (O.L.) P29'B72'F30' FK 262'802 *t F P T* 93 *t A P T* 88 *t* | | Noumea French 5 *B H Cem* | T. 3Cy. 21½", 36" & 60"–39" 275 NHP 2SB, *6cf*, GS 105, HS 4670 Cen. Mar. E Wrks. Ld. W Hpl | 23 ″ 2 | V † |
| 80526 FOPY | **Notre Dame du Chatelet** (*ex* Oceaan) Aux 3 Mst Sr Wireless 1 *Dk* *Oil Eng.* (*See Sailing Ship Register*) | | 488 415 344 | | | | | 1921 | N.V. Schps. Geb. Bodewes Martenshoek | M.A. Glatre | 148·8 \| 27·2 \| 12·8 P31'F12' | | St. Malo French | Oil Engines 2S.C.SA 4Cy. 13½" –13⅞" 123 NHP D. Goedkoop, Jr. Ams. | | V |
| 80527 PGKA | **Nottingham** *Mchy. Aft* 1 *Dk* *Cargo battens not fitted* | *Oil Eng.* *ss* Rot. No. 1–39 *Cruiser Stern* | 399 286 257 | ✠100A1 1,40 LMC 4,39 | Rot | *f* | OG 12,39 | 1934 12mo | N V Rotterdam Droogd. Maats. Rotterdam *Lloyd's* *A & CP* | Internationale Kustvaart Maats. *Cell D B* 97'148 *t F P T* 25 *t A P T* 23 *t* | 153·3 \| 25·2 \| 8·5 P34'F16' FK | | Rottrdam Dutch 3 *B H Cem* | Oil Engines 2S.C.SA 5Cy. 10½" –18⅞" 102 NHP Gebr. Stork & Co. N.V. Hengelo | 11 ″ 0 s 1 ″ 1 9 ″ 11⅜ | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme auquel maintenant en vigueur. Lettre d'Appliement. | 7* Date de la dernière visite de classe ou porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. BHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Registres spéciaux dont il est dans le L. R. Durée Cert. Barrette |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80528 | **Nova** (P) | 1382 | | | | | 1925 | Atel.&Ch. de la Seine Maritime, Le Trait (S.I.) | Det Bergenske Dampskibsselskap | 231·4 \| 34·2 \| 21·8 H51*t* | | | Bergen Norwegian *WB* | T.3Cy.18″,30″&50″–33″ 143NHP Atel.&Ch.de la Seine Maritime | | |
| LCUK | Wireless D.F. 2*Dks* | 1314 810 | | | | | | | | | | | | | | |
| 80529 | **Nova Scotia** (P) | 6796 | ✠100A1 | Liv | *a*† | CL | 1926 | Vickers Ltd. Barrow | Johnston Warren Lines, Ltd. (Furness, Withy & Co. Ltd. *Mgrs.*) | 406·1 \| 55·4 \| 31·8 | | | Liverpool British | Q.4Cy.31″,43″,62″&90″–57″ | 34 ″ 4 | BT till 4,49 |
| 147363 | *ss* Liv. No. 3–5,39 | 5889 | *with freeboard* | | | 3,38 | 5mo | | | B145′F42′ FK | | | 8 *B Hpt Cem* | 215lb (*s*) 1047NHP | s 9 ″ 3½ | |
| GJFY | *Ref. Mchy.* 2 *Dks* (*Stl*) *Weather dk* (ws) | 3841 | 7,40 ~~5,39~~ | BS5,40 | | | *Lloyd's* | *s.a.&CP* | | | | | 2 ,, *to 2nd dk* | 5SB(Spt),20*cf*,GS377, H816095 FD | 25 ″ 4½ | 5,41 |
| | D.F. 3*rd dk* (*Stl*) *in holds* | | ~~11,38~~ 5,39 | LMC3,38 | | | | | | | | | | Vickers, Ld. Barrow | | |
| | E.S.D. *Cruiser Stern* | | ✠Lloyd's RMC ~~1,39~~ 1,41 | | | 7,40 | | | | *of engine room* 71′ 9′1041*t* *DT f* 23′291*t* | | | *DTa* 23′ 357*t* | *FPT* 71*t* *APT* 126*t* | | |
| | | | *Fitted for oil fuel* 5,26 | | | *F.P. above* | | | | 150° F. | | | | | | |
| 80530 | **Novadoc** | 1934 | | | | | 1928 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Patterson Steamships, Ld. | 252·8 \| 43·3 \| 17·8 Q100′F35′ | | | Ft William British *WB* | T.3Cy.15″,25″&40″–33″ 92NHP Swan, Hunter & Wigham Richardson, Ld. Nwc. | | C |
| 149465 | *Mchy. Aft* 1*Dk* | 1635 1152 | | | | | | | | | | | | | | |
| 80531 | **Novasli** (*ex* Maplewood, *ex* Ronalee) | 3204 | ✠100A1 | Phl | *v* | CL | 1920 | R. Thompson & Sons, Ld. Sunderland | Skibs A/S Novasli (Jens Samuelsen, *Mgr.*) | 342·2 \| 48·0 \| 21·9 354·0 (O.L.) P31′B100′F36′ FK *Cell DB* 290′740*t* | | | Farsund Norwegian *6 B Hpt Cem APT* 121*t* | T.3Cy.24″,38″&64″–42″ 180lb FD 293NHP 2SB,6*cf*,GS124,HS4594 J. Dickinson & Sons, Ld. Sld. | 24 ″ 4 s 3 ″ 10 20 ″ 9 | |
| LDIC | D.F. *ss* Sld. No. 1–37 1*Dk* (*Stl*) | 3015 1973 | 3,39 BS ~~4,39~~ 5,40 | LMC3,37 | | ~~8·87~~ ~~(8,40)~~ N1,41 | *Lloyd's* | *s.a.&CP* | | | | | | | | |
| | | | *Fitted for oil fuel* 6,20 | | | *F.P. above* | | 150° F. | | | | | | | | |
| 80532 | **Novillo** (*ex* Berville–37, *ex* Bucheron) Twin Sc | 968 — | | | | | 1920 | Ch.&Atel. de la Gironde Bordeaux | Cia. Argentina de Nav. Mihanovich Ltda. | 219·4 \| 34·2 \| 12·3 P75′F29′ | | | Bns. Aires Argentine *WB* | T.6Cy.12″,19½″&31½″–16½″ 80NHP Atel.&Ch. de la Loire, St. Denis | | V |
| 36627 | | | | | | | | | | | | | | | | |
| LOGC | *Mchy. Aft* 1*Dk* Wireless | 552 | | | | | | | | | | | | | | |
| 80533 | **Novorossisk** (P) (*ex* Hedwige, *ex* Rossiji) | 1351 | ✠ | | | | 1896 | W. Dobson & Co. Newcastle | U.S.S.R. | 239·6 \| 32·1 \| 20·2 P42′B53′F37′ FK *Cell DB* 59′*u* *E&B* 33′*f* 94′238*t* | | | Odessa Russian | T.3Cy.17″,28″&48″–42″ NB14 149NHP Wllsnd Slpwy. Co. Ld. Nwc. | 22 ″ 4 | |
| 198 | *ss* Oda. No. 3–5,14 | 1170 | 9,19 | | | | 7mo | | | | | | | | | |
| 4D | UOJG 1*Dk* (*Stl*) & *Web frames* & *Awng dk* Wireless | 733 | ✠ | | | | | | | | | | | | | |
| 80534 | **Nowshera** Twin Sc | 7920 | 100A1 | Cal | *c*† | CL | 1919 | Workman, Clark & Co. Ltd Belfast | British India Stm. Nav. Co. Ltd. | 450·0 \| 58·4 \| 37·1 P31′F43′ *on Shelter dk* FK *Cell DB* 392′1495*t* | | | Glasgow British *pt Cem* *8 B Hto Sh dk* | T.6Cy.26½″,44″&73″–48″ (*s*) 200lb FD 1138NHP 3DB,24*cf*,GS440,HS17079 Wrkman, Clark & Co. Ld Bel | 40 ″ 0 s 10–11¾ 29 ″ 3½ | |
| 141897 | *ss* Cal. No. 3–1,35 | 7576 | *Shelter dk* | | | PN9,38 | | | | | | | | | | |
| GRZQ | *ss* Cal. No. 1–39 2*Dks* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* | 4875 | *with freeboard* 9,40 ~~2,40~~ | LMC7,39 BS6,40 | | SN2,40 | *Lloyd's* | *s.a.&CP* | | | | | | | | |
| 80535 | **Noyo** (*ex* Griff du–35) | 1479 | | | | | 1920 | J. F. Duthie & Co. Seattle, Wash | Union Lumber Co. | 219·9 \| 40·1 \| 18·5 P66′B15′F20′ | | | S. Frncisco Utd. States *WB* | T.3Cy.19″,32″&56″–36″ 188NHP Hendricks Manufacturing Co. Seattle | | C |
| 220755 | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| KJLP | *Mchy. Aft* 1*Dk* | — | | | | | | | | | | | | | | |
| Now | Wireless Nawa," *see No. 89339 in Supplement* | 824 | | | | | | | | | | | | | | |
| 80536 | **Nozima Maru** (*ex* Nojima Maru–38) | 7190 | ✠100A1 | Yka | *c*† | CL | 1935 | Mitsubishi Jukogyo Kaisha, Ld. Nagasaki | Nippon Yusen K.K. | 449·6 \| 62·3 \| 34·4 P23′B171′F41′ FK *Cell DB* 354′1379*t* | | | Tokyo Japanese *8 B Hpt Cem* | Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$″–47½″ 1851NHP DB *100lb* | 34 ″ 5 | |
| 40112 | *Oil Eng.* | 6451 | 1,41 ~~2,40~~ | Kob | | 4,39 | 2mo | | | | | | | | | |
| JWFJ | *ss* Kob. No. 1–38 | 4314 | ✠LMC CS12,38 | | | | *Lloyd's* | *s.a.&CP* | | *DTs* a 42′1527*t* | | | *DT f* 36′ 338*t* | Mitsubishi Jukogyo Kaisha, Ld. | | |
| | *Ref. Mchy.* 2*Dks* | | DBS12,38 3,40 | | | | | | *wing tanks in way* | *of tunnel* 82*t* | | | *FPT* 81*t* | | | |
| | D.F. *Cruiser Stern* | | ✠Lloyd's RMC ~~3,40~~ 3,40 1,41 | | | | | | | | | | *APT* 78*t* | | | |
| | | | *Carrying cargo oil* | | | *F.P. above* | | | | 150° F. *in deep tanks* | | | | | | |
| 80537 | **Ntra. Sra. Del Rosario** | 430 | | | | | 1929 | Kwong Tak Cheong S.B. E.&D. Co Ld. Hong Kong | Genato & Co. Ld. | 168·0 \| 28·0 \| 12·0 B30′F24′ | | | Manila P.I. Utd. States *WB* | T.3Cy.13″,21″&35″–24″ 60NHP W.McNeil & Co. Ld. Gls. | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| KZAJ | Wireless 2*Dks* | — 225 | | | | | | | | | | | | | | |
| 80538 | **Nuestra Señora del Carmen** (*ex* Begoña No. 4, *ex* Diciembre) | 3482 | | | | | 1895 | W. Doxford & Sons, Ld. Sunderland | Cia. del Vapor Carmen S.L. | 341·0 \| 45·6 \| 23·1 F33′ | | | Bilbao Spanish | T.3Cy.26″,42″&68″–42″ NB06 300NHP W. Doxford & Sons, Ld. Sld. | | |
| EAHL | *Turret deck* 2*Dks* 3*trB* | 2867 2223 | | | | | | | | | | | | | | |
| 80539 | **Nueva Granada** Twin Sc | 9968 | ✠100A1 ~~AYR~~ | | *e*† | CL | 1937 | Deutsche Werft AG Bet Finkenwrder Hamburg | The Texas Co. (Norway) A/S (H.C. Mathiesen, *Mgr.*) | 503·8 \| 67·4 \| 34·3 522·0 (O.L.) P122′B38′F60′ FK *Cell DB* 38′55*t* | | | Oslo Norwegian 17 *B Hpt Cem* | Oil Engines 2S.C.SA 16Cy.20½″–35$\frac{7}{16}$″ 1167NHP 2DB 171*lb*, 2DB(WTB) 171*lb* | 34 ″ 2 s 6 ″ 9½ 27 ″ 7½ | |
| | *Oil Eng.* | 8921 | Examined 5,41 Cco | | | 5,40 | 4mo | | | | | | | | | |
| LJKU | 1*Dk* 2*nd dk in mchy. space* | 5782 | ✠LMC4,37 | | | | *Lloyd's* | *s.a.&CP* | | *DT f* 36′ 338*t* *FPT* | | | 160*t* *APT* 99*t* | Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | |
| | *Longitudinal framing at bottom* | | DBS(WTB)3,39 | | | | | | | | | | | | | |
| | D.F. E.S.D. & *deck in centre tanks* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | *Mchy. Aft* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 80540 | **Nugget** (*ex* Mungret–34, *ex* Sligo) 3 Mst | 515 | ✠100A1 | Bwg | *i* | CL | 1913 | Dublin Dykrd Co. Ld. Dublin | Wm. Robertson | 175·7 \| 27·4 \| 10·3 *28·9* 182·3 (O.L.) BK7′ Q96′B7′F30′ *Cell DB f* 94′118*t* *FPT* | | | Glasgow British 3 *BHCem* | T.3Cy.15″,25½&41″–30″ (*s*) 180lb NDB20 85RHP 1SB,3*cf*,GS55,HS2077 MacColl & Co. Ld. Belfast | 12′ 10 s 4 ″ 3 12 ″ 11 | |
| 126984 | | 373 | 2,41 ~~3,40~~ | Irv | | N5,40 | 1mo | | | | | | | | | |
| MBWK | *Mchy. Aft* *ss* Bwg. 2nd No. 3–9,36 | 205 | ✠LMC | | | | *Lloyd's* | *s.a.&CP* | | | | | 141*t* *APT* 81*t* | | | |
| | *Weld deck* 1*Dk* (*Stl*) | | BS ~~12,39~~ 2,41 | MS5,40 | | | | | | | | | | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 80541 | **No. 3** | 1079 | ✠ | Yka | *m* | | 1937 | Mitsubishi Jukogyo K.K Yokohama | U.S.S.R. | 196·8 \| 36·1 \| 17·0 209·6 (O.L.) FK P75′F25′ *Trunk* 67′ *Cell DB* 37′56*t* | | | Vladvostk Russian 12 *B Hpt Cem* | Oil Engines 4S.C.SA 7Cy.14$\frac{3}{8}$″–19$\frac{11}{16}$″ 141NHP Mitsubishi Jukogyo K.K. Yka. | 17 ″ 0 | |
| | *Oil Eng.* | 822 | 7,37 | | | | 7mo | | | | | | | | | |
| | D.F. 1*Dk* | 658 | | | | | | | | | | | | | | |
| | *Mchy. Aft* *Cruiser Stern* | | | | | | | | | *DT f* 36′48*t* *FPT* 23*t* | | | *APT* 53*t* | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| | *Strengthened for navigation in ice* | | | | | | | | | | | | | | | |
| 80542 | **No. 14** (*ex* Lurcher) | 396 | | | | | 1903 | Polson Iron Works Co. Ld. Toronto | Canadian Government (Dept. of Transport) | 121·3 \| 24·7 \| 19·0 | | | Ottawa British | 1Cy.23″–22″ 18RHP Polson I.W.Co.Ld. Toronto | | |
| 116993 | | 396 | | | | | | | | | | | | | | |
| | 2*Dks* | 269 | | | | | | | | | | | | | | |
| 80543 | **No. 15** (*ex* Anticosti) | 396 | | | | | 1904 | Polson Iron Works Co. Ld. Toronto | Canadian Government (Dept. of Transport) | 121·3 \| 24·7 \| 19·0 | | | Ottawa British | 1Cy.23″–22″ 18RHP Polson I.W.Co.Ld. Toronto | | |
| 116994 | | 396 | | | | | | | | | | | | | | |
| | 2*Dks* | 269 | | | | | | | | | | | | | | |
| 80544 | **No. 50** (*ex* Olga) | 700 | | | | | 1893 | ..... Austria | U.S.S.R. | 170·8 \| 32·2 \| 13·5 | | | Odessa Russian | Oil Engines | | |
| | *Oil Eng.* | 647 | | | | | | | | | | | | | | |
| | 1*Dk* | 408 | | | | | | | | | | | | | | |
| 80545 | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* | 3 Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Allowed. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. tn.* | 15 Registers in which classed. If not in L.R. Dates of Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80546<br>79<br>IBBZ | **Numidia**<br>*ssTri.2ndNo.3–11,38*<br>D.F. 2*Dks*(*Stl*) | | 5339<br>4639<br>3397 | ✠100A1<br>11,39<br>✠LMC<br>MS5,38 BS11,39 | Tri | *y* | CL<br>5,39 | 1913<br>7mo<br>*Lloyd's* | Cantiere SanRocco Trieste | NumidiaS.S.Co. (D.Tripcovich)<br>*Cell DB a* 132′ *uE* 20′ *f* 171′ 1104*t* | 404·5 \| 52·7 \| 26·9<br>50·5<br>P32′B113′F43′ FK<br>*DTa* 38′ 957*t FPT* | Trieste<br>Italian<br>7*BHCem*<br>167*tAPT*33*t* | T.3Cy.26″,42″&72″–48″ (*s*)<br>180lb 415NHP<br>3SB,*9cf*,GS189,HS6738<br>N.E.MarineEng CoLdNwc | 29 ″ 8<br>s 5 ″ 9<br>24 ″ 2 | |
| 80547<br>7055<br>SIXA | **Nuolja** **TwinSc**<br>*OilEng.*<br>D.F. *ssGot No 3–1,37*<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted* | | 6872<br>6423<br>3681 | ✠100A1<br>*Shelter dk with freeboard*<br>4,40 ~~10,39~~<br>✠LMC CS1,37<br>DBS~~5,39~~ ~~2,39~~ 3,39<br>6,40 | Got<br>Bal | *z* | OG<br>4,39 | 1923<br>12mo<br>*Lloyd's* | A.B.Götaverken Gothenburg<br>*sA&CP* | Trafikaktieb. Grängesberg-Oxelösund (M.Waldenström, *Mgr.*)<br>*Cell DBuE* 45′ *f* 197′ 1282*t MT* 37′ | 418·8 \| 55·1 \| 33·6<br>F36′ *on Shltr dk* FK<br>*Collisio*<br>1511*t Tanks at sides* | Stockholm<br>Swedish<br>8*BHptCem*<br>*n* ,, *to Sh dk*<br>*of tunnels* 84′ | Oil Engines 4S.C.SA<br>12Cy.23$\frac{5}{16}$″–35$\frac{7}{16}$″<br>DB*100lb* 629NHP<br>A.B.Götaverken,Got.<br>1011*tFPT* 190*tAPT*50*t* | 37 ″ 6<br>s 9 ″ 1$\frac{3}{4}$<br>28 ″ 6$\frac{1}{2}$ | |
| 80548<br>297<br>IRKY | **Nuraghe** **Ferro-ConcreteTwinSc**<br>(*ex*Marengo,*ex*EnricoG.) *OilEng.*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>1*Dk* | | 633<br>546<br>314 | | | | | 1921 | Soc.Navi Ital.Cemento Armato Lavagna | AziendaBarche CisternaSoc.Anon. | 154·7 \| 28·5 \| 16·1<br>P46′F21′ | Venice<br>Italian<br>*WB* | Oil Engines 2S.C.SA<br>6Cy.9$\frac{1}{16}$″–10$\frac{3}{8}$″ 103NHP<br>E*made20fitted*30<br>AnsaldoSanGiorgio,Turin | | I |
| 80549<br>LENX | **Nurgis** (*ex*Oranjepolder)<br>1*Dk* | | 700<br>525<br>300 | | | | | 1919 | J.Meyer's S.B.Co. Leeuwen | D/S A/S Nurgis (KarlM.Thuestad) | 181·4 \| 28·3 \| 12·7<br>Q43*t*H44*t*F24*t* | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.15$\frac{1}{2}$″,25$\frac{1}{2}$″&39$\frac{1}{2}$″–23$\frac{1}{2}$″ 76NHP<br>Gebr.Stork&Co.Hengelo | | N |
| 80550<br>*ex*Algorteño,<br>EAGT *ex*Roumania)<br>*Well deck* | **Nuria R.** (*ex*MariaElisa,*ex*Rufina,<br>*ssBbo.2ndNo.3–4,20*<br>*ssBbo.No.2–28*<br>1*Dk*(*Irn*)&*Web frames* | | 2733<br>1863<br>1700 | ✠ ...<br>3,34<br>✠ | Bcl | | | 1893<br>9mo<br>*Lloyd's* | W.Gray& Co.Ld. W Hartlepool<br>*sA&CP* | Hijo de Ramon A.Ramos<br>*Cell D* | 290·0 \| 38·1 \| 20·0<br>P27′Q84′B119′ F31′<br>*Ba&uE* 114′ *f* 108′ 46*t* | Barcelona<br>Spanish<br>5*BHCem*<br>9*tAPT*35*t* | T.3Cy.23″,36$\frac{1}{2}$″&62″–39″ 239NHP<br>2SB,*6rf*,GS79,HS3580<br>Cen.Mar.Eng.Wrks.WHpl | 22 ″ 6 | |
| 80551<br>147485<br>GJTR | **Nurjehan** *ssCal.No.1-40*<br>*ssCal.No.3–7,35*<br>2*Dks*(*Stl–U* teaks) | | 5424<br>4970<br>3379 | ✠100A1<br>~~5,40~~ 1,39 3,41 ~~Boom~~<br>BS~~1,40~~ 3,41 ✠LMC~~8,36~~<br>MS7,40 | Cal | *z* | CL<br>4,40 | 1923<br>5mo<br>*Lloyd's* | C.Connell &Co.Ld. Glasgow<br>*sA&CP* | AsiaticStm.Nav. Co.Ld.<br>*Cell DB* 347′ 1110*t* | 405·0 \| 52·9 \| 29·0<br>P38′B137′F45′ FK<br>*DTa* 33′ 905*t FPT*1$_2$ | London<br>British<br>7*BHCem*<br>4*tAPT*30*t* | T.3Cy.25″,42″&70″–48″ (*s*)<br>200lb *110lb* 475NHP<br>2SB,*8cf*,GS150,HS6732 FD<br>Dunsmuir&JacksonLd.Gls | 31 ″ 4<br>s 5 ″ 11<br>25 ″ 7$\frac{3}{4}$ | |
| 80552<br>147528<br>GJTS | **Nurmahal**<br>*ssCal.No.3–4,36*<br>3*Dks*(*Stl–U* teaks) | | 5419<br>4970<br>3380 | ✠100A1<br>3,40<br>BS~~7,36~~ ✠LMC6,36<br>8,40 | Bom | *z* | CL<br>~~6,39~~<br>N12,40 | 1923<br>8mo<br>*Lloyd's* | C.Connell &Co.Ld. Glasgow<br>*sA&CP* | AsiaticStm.Nav. Co.Ld.<br>*Cell DB* 347′ 1110*t* | 405·2 \| 52·9 \| 29·0<br>P38′B137′F45′ FK<br>*DTa* 33′ 905*t FPT* | London<br>British<br>7*BHCem*<br>124*tAPT*30*t* | T.3Cy.25″,42″&70″–48″ (*s*)<br>200lb *110lb* 475NHP<br>2SB,*8cf*,GS150,HS6732 FD<br>Dunsmuir&JacksonLdGls. | 31 ″ 4<br>s 5 ″ 11<br>25 ″ 7$\frac{3}{4}$ | |
| 80553<br>DORJ | **Nürnberg** Ⓟ<br>*OilEng.*<br>D.F. E.S.D *CruiserStern* 3*Dks* | | 5635<br>4422<br>3325 | | | | | 1936 | Bremer Vulkan Vegesack | Norddeutscher Lloyd | 431·1 \| 56·3 \| 23·1<br>P21′B28′ *upper*F39′ | Bremen<br>German<br>*WB* | Oil Engines 2S.C.DA<br>7Cy.23$\frac{5}{8}$″–43$\frac{7}{16}$″ 1360NHP<br>BremerVulkan,Vegesack | | G |
| 80554<br>(*ex*Hela)<br>DAPA | —<br>Ⓟ<br>Wireless D.F. 1*Dk* | | 748<br>498<br>440 | | | | | 1920 | Vulcan-WerkeA.G. Stettin | Rud.Christ.Gribel | 183·7 \| 29·2 \| 11·5<br>P20′Q55′B44′F21′ | Stettin<br>German<br>*WB* | T.3Cy.13$\frac{3}{8}$″,21$\frac{7}{16}$″&35$\frac{3}{8}$″–25$\frac{3}{8}$″<br>Vulcan-WerkeA.G.Stettin 62NHP | | G |
| 80555<br>161525<br>GSWV | **Nurtureton**<br>*ssRot.No.3–9,32*<br>*ssAnt.No.1–37*<br>1*Dk*(*Stl*) | | 6272<br>5804<br>3730 | ✠100A1<br>~~9,40~~ ~~11,39~~<br>BS11,39 ✠LMC2,37 | Bry<br>Nwc | *a*† | CL<br>7,39 | 1929<br>6mo<br>*Lloyd's* | ShortBros. Ld. Sunderland<br>*sA&CP* | CarltonS.S.Co.Ld. (R.Chapman&Son *Mgrs.*)<br>*Cell DB* | 423·0 \| 58·3 \| 29·8<br>439·0(O.L.)<br>P36′B138′F45′ FK<br>352′2020*t FPT*350*t* | Newcastle<br>British<br>7*BHCem*<br>*APT*378*t* | Q.4Cy.22″,33″,48″&70″–48″<br>240lb *220lb* FD (*s*) 520NHP<br>3SB(Spt)*9cf*,GS169,HS7193<br>J.Dickinson&Sons,Ld.Sld. | 33 ″ 1<br>s 6 ″ 7$\frac{1}{4}$<br>26 ″ 8$\frac{1}{4}$ | |
| 80556<br>143169<br>MJPG | **Nutfield** (*ex*Bermondsey)<br>*ssShl.No.3–10,31*<br>~~*ssShl No.2–10 ssShl No.1–26*~~<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | | 1561<br>1346<br>825 | ✠100A1<br>8,40 ~~8,39~~<br>✠LMC<br>MS~~11,36~~ BS2,40<br>7,40 | Shl | *p* | CL<br>8,39<br>-- | 1919<br>4mo<br>*Lloyd's* | Dublin<br>Dkyd.Co.Ld. Dublin<br>*sA&CP* | E.T.Lindley<br>*Cell DB* 171′ 310*t D* | 240·1 \| 36·3 \| 19·1<br>B52′F22′ FK<br>*Ta* 29′ 131*t FPT*80*t* | London<br>British<br>6*BHCem*<br>*APT*38*t* | T.3Cy.18″,30″&50″–33″ (*s*)<br>180lb 172NHP<br>2SB,*6cf*,GS97,HS2886<br>J.G.Kincaid&Co.Ld.Grk. | 21 ″ 3<br>s 2 ″ 9$\frac{1}{2}$<br>18 ″ 8 | |
| 80557<br>160209<br>GNTX | **Nyanza**<br>*ssLiv.No.2–37*<br>D.F. 1*Dk*(*Stl*) | | 4974<br>4606<br>3126 | ✠100A1<br>3,40<br>BS~~6,40~~ ✠LMC7,37<br>8,40 | Hul | *y* | CL<br>10,39 | 1928<br>7mo<br>*Lloyd's* | D&W Hendersn&Co.Ld Glasgow<br>*sA&CP* | Steamship "Mombassa" Co.Ld. (Maclay&McIntyre,Ld. *Mgrs.*) | 402·7 \| 52·2 \| 27·3<br>416·2(O.L.)<br>P45′B125′F47′ FK<br>*Cell DB* 345′ 1179*t FPT* | Glasgow<br>British<br>6*BHptCem*<br>81*tAPT*209*t* | T.3Cy.25″,41″&68″–51″ (*s*)<br>180lb FD 431NHP<br>3SB(Spt)*9cf*,GS150,HS6111<br>D&W.Hendersn&CoLdGls | 29 ″ 10<br>s 5 ″ 7$\frac{3}{4}$<br>24 ″ 5$\frac{1}{2}$ | |
| 80558<br>Montes,*ex*Bülow)<br>CSBJ E.S.D.<br>Sub Sig. *Ref.Mchy.* | **Nyassa** Ⓟ (*ex*Trás-os- **TwinSc**<br>*ssLis.2ndNo.3–6,31*<br>*ssLis.No.2–39*<br>3*Dks*(*StlU–ws*)4*th dk*(*Stl*)<br>*in forward holds* | | 8980<br>5671<br>5358 | 100A–<br>~~6,40~~ ~~6,39~~ 4,41<br>LMC<br>MS5,39 BS~~4,40~~<br>4,41 | Lis | | OG<br>P3,39<br>~~87,37~~<br>84,41 | 1906 | J.C.Tecklenborg A.G. Weser-münde-G. | Cia.Nacional de Nav.<br>*Cell DB* 389′ 1340*t* | 462·4 \| 57·9 \| 34·6<br>P80′F93′ FK<br>*DTs a* 42′ 466*t FPT* | Lisbon<br>Portuguese<br>9*BHCem*<br>100*tAPT*54*t* | Q8Cy24″,34$\frac{13}{16}$″,50″&72″–51″<br>220lb (*s*) 1170NHP<br>3DB&1SB,*21cf*,GS416, FD HS17100<br>J.C.TecklenborgA.G.Wsm | 39 ″ 0<br>s 9 ″ 5<br>30 ″ 0$\frac{1}{2}$ | |
| 80559<br>OXGS | **Nyborg** Ⓟ **TwinSc**<br>(*TrainFerry*) *OilEng.*<br>D.F. *CruiserStern* 1*Dk* | | 2255<br>2027<br>1219 | | | | | 1931 | Helsingörs Jernsk&Msk. Elsinore | DeDanske Statsbaner | 336·3 \| 56·6 \| 17·6 | Nyborg<br>Danish<br>*WB* | Oil Engines 4S.C.SA<br>16Cy.17$\frac{1}{16}$″–33$\frac{7}{16}$″ 482NHP<br>Akt.Burmeistr&Wain,Cpn | | |
| 80560<br>LJ YQ | **Nyco**<br>*Fitted for oil fuel*<br>Wireless D.F. 1*Dk*&*Shelter Dk*<br>*CruiserStern* | | 1345<br>1104<br>747 | | | | | 1938 | Nylands Verksted Oslo | A/S Nyegaard&Co (SverreBlix, *Mgr.*) | 250·9 \| 41·3 \| 14·8 | Oslo<br>Norwegian<br>*WB* | C.2Cy.16$\frac{3}{4}$″&33$\frac{7}{16}$″–33$\frac{7}{16}$″ &<br>LPturbine withDR gearing & hydraulic coupling 54NHP<br>NylandsVerksted,Oslo | | N |
| 80561<br>*ex*Sunnland–37,*ex*Carham,*ex*<br>LEZP Grevelingen) *Mchy.Aft* 1*Dk* | **Nydalen** (*ex*KongFrode–38, | | 625<br>470<br>283 | | | | | 1920 | Gebr. Volker Sliedrecht | A/S D/S Nydalen (Th.Simosen) | 171·1 \| 28·4 \| 12·3<br>Q24*t*B36*t*H13*t*F24*t* | Odda<br>Norwegian<br>*WB* | T.3Cy.13″,21″&34″–20″ 52NHP<br>J.A.vdSchuytPapendrecht | | V |
| 80562<br>LCUM | **Nyhaug**<br>*OilEng.*<br>1*Dk* | | 4044<br>3617<br>2307 | | | | | 1925 | A/S Nakskov Skibsvft. Nakskov | A/S Atlas (Chr.Haaland, *Mgr.*) | 350·7 \| 51·5 \| 24·7<br>P90*t*H283*t* | Haugesnd<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.24$\frac{1}{16}$″–51$\frac{7}{16}$″ 354NHP<br>Akt.Burmeistr&Wain,Cpn | | N |
| 80563<br>LCUN | **Nyholm** **TwinSc**<br>*OilEng.*<br>*ssCpn.No.3–1,39*<br>*Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) | | 5843<br>5045<br>3294 | ✠100A1<br>8,40 ~~2,40~~<br>DBS~~6,40~~ ✠LMC1,39<br>8,40<br>*Carrying Petroleum in bulk* | Gen<br>Bom | *z* | CL<br>~~P9,38~~<br>~~82,40~~<br>8,40 | 1927<br>11mo<br>*Lloyd's* | Odense Staalskibsvft Odense<br>*sA&CP* | D/S A/S "Idaho" (Chr.Haaland, *Mgr.*)<br>*Cell DB* | 390·8 \| 55·2 \| 31·0<br>402·2(O.L.)<br>P99′B32′F57′<br>*Trunk* 202′ FK<br>*uE* 65′ 212*t FPT* 250*t* | Haugesnd<br>Norwegian<br>10*BH*<br>*APTs*463*t* | Oil Engines 4S.C.SA<br>12Cy.21$\frac{5}{8}$″–39$\frac{3}{8}$″ 542NHP<br>2DB*150lb*<br>Akt.Burmeistr&Wain,Cpn | 30 ″ 8 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant aspect. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. | 15 Registre ou coté, si ce n'est dans le L. R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80564 | **Nyholt** | TwinSc | 8087 | ✠100A1 | LAn | *c* † | CL | 1931 | Odense | D/S A/S "Idaho" | 460·7 | 60·3 | 34·4 | Haugesnd | Oil Engines 4S.C.SA | 34 ″ 3 | |
| | *Oil Eng.* | | 7425 | 1,41 ~~4,40~~ | Mel | | ~~6,00~~ | 4mo | Staalskibsvft | (Chr. Haaland, | | | | Norwegian | 12Cy.23½″–47½″ 622NHP | s 6 ″0½ | |
| LDSL | E.S.D. | | 4807 | DBS ~~1,40~~ 3,41 ✠LMC6,39 | | | 1,41 | | vedA P Möller | *Mgr.*) | P101′B44′F45′ | | | 16*BH* | 2DB*150lb* | 27 ″ 7½ | |
| | *Mchy. Aft* | 2*Dks*(*Stl*)&*Web frames* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | Odense | | | | | (11 *to U dk* | Akt. Burmeistr & Wain, Cpn | | |
| | | *Longitudinal framing* | | | | | | *sA&CP* | | | | | | 5 „ 2nd „) | | | |
| | | | | | | | | | *CellD Bu E58′209t D* | | *Tf35′712t FPT197t* | | | *APTs163t* | | | |
| 80565 | **Nyhorn** | TwinSc | 4494 | ✠100A1 | Phl | *y* | CL | 1929 | Akt. Bur- | A/S "Atlas" (Chr. | 381·2 | 53·7 | 25·3 | Haugesnd | Oil Engines 4S.C.SA | 28 ″ 1 | |
| | *Oil Eng.* | | 4070 | *with freeboard* | | | 1,40 | 12mo | meistr & Wain | Haaland, *Mgr.*) | | | | Norwegian | 12Cy.23¼″–43⅜″ 625NHP | s 3 ″0½ | |
| LCKF | | *ss*Got. No. 2–38 | 2732 | 1,40 | | | | | Copenhagen | | F36′ | FK | | 6*BH* | DB*100lb* | 25 ″ 3½ | |
| | D.F. | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | DBS 1,40 ✠LMC5,38 | | | | *Lloyd's* | | *CellD B329′1393t* | *Tanks in way* | ( | | *Coll to Sh dk* | Akt. Burmeistr & Wain, Cpn | | |
| | *Ref. Mchy.* | 3rd *dk*(*Stl*) *in No. 1 hold* | | ✠Lloyd's RMC9,39 | | | | *sA&CP* | | *of tunnels94t* | *FPT105t APT146t* | | | 5 „2nd „) | | | |
| | | *Platform dk in No. 2 hold* | | for temp. 30 F | | | | | | | | | | | | | |
| | | *for fruit cargoes* | | Surveys delayed | | | | | | | | | | | | | |
| 80566 | **Nyland** | | 1375 | | | | | 1939 | Nylands | Skibs A/S Vilhelm | 250·9 | 41·3 | 14·8 | Bergen | C.2Cy.16¾″ & 33⅞″–33⅞″ & | | |
| | | *Fitted for oil fuel* | | | | | | | Verksted | Torkildsens Rederi | | | | Norwegian | L.P turbine with D.R gearing | | |
| | | 2*Dks* | | | | | | | Oslo | (Vilhelm Torkild- | | | | *WB* | & hydraulic coupling 54NHP | | |
| | | *Cruiser Stern* | | | | | | | | sen, *Mgr.*) | | | | | Nylands Verksted, Oslo | | |
| 80567 | **Nymphe** (*ex* Inkum) | | 4504 | ✠100A1 | Ant | *y* | CL | 1921 | Richardsn. | Cephalonian | 400·3 | 52·0 | 24·9 | Piræus | T.3Cy.26″,42″ & 70″–48″ (*s*) | 27 ″ 6 | |
| 809 | | | 4202 | *Shelter dk* | ~~Mel~~ ~~Vce~~ | | ~~8,30~~ | 6mo | Duck & Co. Ld | Maritime Co. Ld. | | | FK | Greek | 180lb 409NHP | s 3 ″0½ | |
| SVOV | | *ss*Pir. No. 1–38 | 2795 | *with freeboard* | Pir | | 5,10 | | Stockton | (N.D. Lykiardo- | | | | *Cem* | 3SB, *9cf*, GS193, HS6851 | 24 ″ 7½ | |
| | | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | S 11 10,08 | ✠LMC | | | *Lloyd's* | | pulo, *Mgr.*) *CellDB* | 342′1079t *Collision* | | | *nBH to S dk* | Blair & Co. Ld. Stockton | | |
| | | | | MS9,37 | ~~BS8,95~~ BS8,40 | | | *sA&CP* | | *DTa49′1021t* | *FPT102t APT47t* | | | 7 „ „ *U* „ | | | |
| 80568 | **Nynäs** | | 301 | | | | | 1929 | Nya Varvs- | Rederiaktieb. | 135·1 | 24·0 | 10·8 | Stockholm | Oil Engines 2S.C.SA | | V |
| 7574 | *Carrying Petroleum in bulk* | *Oil Eng.* | 231 | | | | | | aktb. Öresund | Nordstjernan (A. A. | P38′F23′ | | | Swedish | 6Cy.10″–16½″ 105NHP | | |
| SFUW | *Mchy. Aft* | 1*Dk* | 132 | | | | | | Landskrona | Johnson, *Mgr.*) | | | | | A/B Atlas Diesel, Skm. | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 80569 | **Nyounghla** | TwinSc | 382 | | | | | 1909 | Armstrong | Burmah Oil Co. Ld. | 160·0 | 31·1 | 8·1 | Rangoon | T.6Cy.9″,14½″ & 24″–15″ | | |
| 124984 | | | 312 | | | | | | Whitworth | | | | | British | 58RHP | | |
| | *Mchy. Aft* | 1*Dk* | 132 | | | | | | & Co. Ld. | | | | | | Baird Bros. North Shields | | |
| | | | | | | | | | Newcastle | | | | | | | | |
| 80570 | **Nyroca** (*ex* Philotis–35) | | 786 | ✠100A1 | Sou | *l* | CL | 1918 | Ardrossan | British & | 200·4 | 30·7 | 12·1 | Liverpool | T.3Cy.16″,26″ & 44″–33″ (*s*) | 14 ″ 4 | |
| 141873 | | *ss*Cff. No. 3–3,30 | 595 | *Shelter dk* | Sws | | ~~7,87~~ | 1mo | DD & SB Co Ld | Continental S.S. Co. | | | 19·1 | British | 180lb 143NHP | s ″ 2 | |
| MGYW | Wireless | *ss*Bkn. No. 2–37 | 306 | *with freeboard* | | | 10,40 | | Ardrossan | Ld. | | | FK | 3*BH Cem* | 2SB, *4pf*, GS60, HS2456 | 14 ″ 4 | |
| | *Mchy. Aft* | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | ~~12,80~~ 11,40 | BS11,40 | | | *Lloyd's* | | *CellD Bu B4* | 0′*f* 140′242t *FPT781t* | | | *APT13t* | W. Beardmore & Co. Ld. Gls. | | |
| | | | | DBS 12,30 | ✠LMC6,37 | | | *sA&CP* | | | | | | | | | |
| 80571 | **Nyugat** (*ex* Treglisson–34) | | 4323 | ✠100A1 | Rot | *x* | CL | 1912 | J Readhead | Neptun Sea Nav. | 369·8 | 51·1 | 26·1 | Budapest | T.3Cy.26″,42″ & 69″–48″ (*r*) | 27 ″ 8 | |
| | | *ss*Bkn. 2nd No. 3–12,37 | 4042 | 9,40 ~~1,80~~ | Bal | | ~~12,38~~ | 11mo | & Sons, Ld. | Co. Ld. | | | | Hungarian | 180lb 385NHP | s 3 ″10½ | |
| HAAN | | 1*Dk*(*pt Irn pt Stl*) 2*tr B* | 2737 | BS2,40 ✠LMC12,37 | | | 9,40 | | South Shields | | P33′B226′F34′ | FK | | 6*BH Cem* | 2SB, *6cf*, GS132, HS6360 | 24 ″ 1¼ | |
| | | | | | | | | *Lloyd's* | | *CellD Ba1* | 19′*u* E23′ *f* 162′987t | | | *APT62t* | J. Readhead & Sons, Ld. S Shl | | |

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*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — †for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated Rof Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80572 O. A. Brodin (*ex*Erato-35, 6518 *ex*O.A.Brodin) SFEA | *ss*Osc.No.3-10,38 1*Dk(Stl)* *2nd dk in No.2 hold* | *1960* *1646* *1107* | 100A1 ~~4,40 10,39~~ NE10,27 BS12,39 | Boa Liv | *r* | OG 10,39 | 1920 Lloyd | E.Brodins Varfs. Aktiebolag Gefle | RederiA/BKare (E.O.Brodin, *Mgr.*) *CellDBa'sA&CP* | 266·1\|42·8\|18·4 P27'B55'F23' FK 110'*uB&f*112'494*t* | | | Stockholm Swedish | C.4Cy.(2)16⅜"&(2)35⅞"–35⅞" 213lb (*s*) 176NHP 4*BHCem* *APT38t* 2SB(Spt),*4cf*,GS54, HS1076 FD A/B Lindholmens-Motala, Got. | 20 " 6 s 2 " 8½ 17 " 11¾ | |
| 80573 O. A. Knudsen D.F. E.S.D. *Oil Eng.* LJYJ *Mchy.Aft* *Cruiser Stern* 1*Dk* *Carrying Petroleum in bulk* *pt. Longitudinal framing* | | 11007 10114 6602 | | | | | 1938 | Deutsche WerftAG Bet Finkenwrder Hamburg | Skibs-A/S MarieBakke (KnutKnutsen. O.A.S. *Mgr.*) | 508·1\|69·2\|36·5 P115'B32'F58' | | | Haugesnd Norwegian *WB* | Oil Engines 2S.C.DA 7Cy.23⅝"–43⅞" 1360NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | N |
| 80574 O. B. Sörensen **TwinSc** *Oil Eng.* LCBD D.F. ~~*ss*Sba.No.2–40 *ss*Fal.No.1–35~~ *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing-bracketless system* *Cruiser Stern* | | 7919 7338 4598 | †100A1 ~~9,40 8,38~~ LMC CS10,35 DBS~~6,39~~ 9,40 1,37 *Carrying Petroleum in bulk* | Bgn Sba | *c*† | CL 1,40 | 1931 9mo Lloyd | Kockums M.V.Aktieb. Malmö *'sA&CP* *CellDBuE65'* | SmithSörensens TankrederiA/S (S.H.Smith Sörensen, *Mgr.*) 242*t DTf*36'540*t* | 462·0\|59·7\|34·3 P105'B39'F41' FK *FPT148t APT241t* | | | Arendal Norwegian | Oil Engines 4S.C.SA 16Cy.22 7/16"–39⅜" 778NHP 2DB *170lb* 16*BHptCem* (10 *to U dk* 6 „ *2nd* „) Kockums M.V.Akt.Malmö | 34 " 7 | |
| 80575 O. M. Bernuth D.F. E.S.D. GyC. *Fitted for oil fuel* WNIR *Mchy.Aft* *Cruiser Stern* 1*Dk* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk* | | 7972 — 4751 | | | | | 1938 | SunS.B.& DryDockCo Chester,Pa. | B.L.ShippingCo. Inc. | 441·1\|65·3\|35·1 | | | Wilmgton (Del.) Utd.States | 2 steam turbines DRgeared to1 sc. shaft WestinghouseElec.&Mfg. Co.Phl. | | R |
| 80576 O. S. McFarland (*ex*M.A.Reeb, 200203 *ex*Kensington) KDUZ D.F. *Mchy.Aft* 1*Dk2trB* | | 3762 — 3130 | | | | | 1903 | CraigS.B. Co. Toledo,O. | ColumbiaTrans-portationCo.(John T.Kelly, *Mgr.*) | 370·8\|50·2\|24·2 | | | Wilmgton (Del.) Utd. States *WB* | T.3Cy.20",32½"&55"–40" 191NHP CraigS.B.Co.Toledo,O. | | R |
| 80577 O-we-ra Ⓟ (*ex*SouthWind–36, 123023 *ex*O-we-ra, *ex*Josephine, *ex*Alcedo,*ex*Owera,*ex*O-we-ra) *Fitted for oil fuel* 1*Dk* | *ss*N.Yk.No.3–5,27 A.S.N.Yk.–10,29 | 429 347 157 | † —— 2,34 *Yacht* † | NYk | | | 1907 2mo | Ramage& Ferguson,Ld Leith | StraitsShipping& ContractingCo.Ld. | 168·2\|25·2\|13·9 F30' BK9" | | | London British 5*BHCem* | T.3Cy.15",24"&39"–24" 78RHP 1SB,*3cf*,GS60,HS1659 Ramage&Fergusn,Ld.Lth. | | |
| 80578 Oak 115636 MCPQ *Mchy.Aft* *Well deck* *ss*Bwg.No.2–39 *Cargo battens not fitted* 1*Dk(Irn)* | *ss*Bel.2ndNo.3–8,31 | 318 228 124 | †100A1 ~~2,40 1,40~~ 7,41 LMC MS9,39 | Bel Bwg BS~~3,40~~2,41 | *f* | CL ~~8,39~~ 1,41 | 1906 10mo Lloyd | J Fullerton &Co. Paisley *'sA&CP* | Newry&Kilkeel SS.Co.Ld(J.Fisher &Sons,Ld. *Mgrs.*) *CellDB357'1121t Tanks* 115'251*tDT* | 142·5\|23·3\|10·1 148·5(O.L.) Q79'B7'F23' BK6 *between tunnels* *f*32'1067*t FPT106t* *APT132t* | | | Newry British 3*BHCem* *FPT43t* | C.2Cy.16¼"&34 5/16"–24" (*s*) 130lb 47RHP 1SB,*2pf*,GS40,HS1300 RenfrewBros.&Co.Irvine | 11 " 2 s 4 " 1 11 " 5 | |
| 80579 Oakbank **TwinSc** 148895 *Oil Eng.* GLQD *ss*Shl.No.3–12,36 1*Dk(Stl)&Shelter dk(Stl-ws)* | | 5154 4768 3118 | †100A1 *with freeboard* 10,40 ~~10,39~~ ~~MBS5,39~~ LMC12,36 LMC(M)8,38 *Carrying vegetable oil in deep tank* | Cal | *a*† | CL 5,39 | 1926 3mo Lloyd | Harland& Wolff,Ld. Glasgow *'sA&CP* *CellDB357'1121t Tanks* 115'251*tDT* | BankLine,Ld.(A. Weir&Co. *Mgrs.*) | 420·3\|58·9\|26·5 FK (*f*32'1067*t FPT106t* *APT132t* | | | Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ 2nd „) DB *110lb* | Oil Engines 4S.C.SA 12Cy.24½"–37½" 717NHP Harland&Wolff,Ld.Gls. | 29 " 2 s 3 " 7½ 25 " 8 | |
| 80580 Oakbranch (*ex*Maplehill–38, 116764 *ex*Haddington) CYMX 1*Dk* *Carrying Petroleum in bulk* | | 1749 1409 1278 | | | | | 1904 | Bertram E. WorksCo.Ld. Toronto *Converted into a Tanker'38* | BranchLines,Ld. | 256·0\|42·6\|15·3 | | | Sorel,P.Q. British *WB* | T.3Cy.15',25"&42"–30" 97NHP E&B*made18refitted38* AllisChalmers | | C |
| 80581 Oakcrest (*ex*Korana–40) 171313 GPBD *ss*Rot.No.2–37 2*Dks(Stl)* | | 5407 4899 3277 | †100A1 ~~2,40~~ 11,40 BS~~8,40~~ 11,40 LMC4,37 | Avn Bkn | *y* | CL 10,38 | 1929 3mo Lloyd | R.Duncan &Co.Ld. Port Glasgow *'sA&CP* | CrestShippingCo. Ld. *Intermediate'tween dk* *BH in after* *Cell DB340'1050t DTa35'950t APT205t* | 403·0\|52·4\|27·5 P38'B133'F37' FK *hold dispensed with* | | | London British *ptCem* 5*BH to U dk* 1 „ „2nd„ | T.3Cy.27",44"&73"–48" (*s*) 180lb 512NHP 3SB,*9cf*,GS177,HS7529 FD J.G.Kincaid&Co.Ld.Grk. | 29 " 10 s 5 " 6½ 24 " 6½ | |
| 80582 Oakdene 165350 GZDZ D.F. 1*Dk* *Cruiser Stern* | | 4255 3905 2613 | †100A1 ~~2,41~~ 5,40 LMC12,36 ~~DS3,41~~ | Npt Cff | *y* | CL 3,40 | 1936 12mo Lloyd | W.Gray& &Co.Ld. W Hartlepool *'sA&CP* | ~~DeneShipping Co.Ld.~~ Oakdene ShippingCo.Ld. (DeneManage-mentCo.Ld. *Mgrs.*) *CellDB331'995t FPT116t APT104t* | 385·5\|53·2\|24·6 397·0(O.L.) P51'B237'F31' FK | | | London British 6*BHCem* | T.3Cy.21",33½"&58"–42" (*s*) 200lb 289NHP 2SB(Spt)*6cf*,GS109,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl. | 26 " 10 s 3 " 2⅜ 23 " 10¼ | |
| 80583 Oakey L. Alexander (*ex*Nevadan, 213624 *ex*Franklin) WBCK Sub.Sig. D.F. *ss*Bos.2ndNo.3–7,39 1*Dk(Stl)&Web frames* *Cargo battens not fitted* | | 5285 4711 3325 | †100A1 ~~3,40 1,40~~ 10,40 LMC7,39 BS7,40 | NNs Bos | *y* | CL 4,40 | 1915 9mo Lloyd | New York S.B.Co. Camden,N.J *A&CP* | PocahontasS.S.Co. *CellDBa104'uE&B43'f173'* | 368·6\|55·2\|30·5 P27'B72'F31' FK | | | Wilmgton (Del.) Utd.States 7*BHCem* 1832*t FPT220t APT201t* | T.3Cy.~~25"~~,41½"&70"–46"(*r*) 195lb 25¼" 462NHP 3SB,*9cf*,GS150,HS6624 FD New York SB.Co Camdn NJ | 34 " 5 s7 " 10 27 " 0 | |
| 80584 Oakfield (*ex*Salsaas–37,*ex*Absia, ~~142416~~ *ex*WarAfrican) ~~GZKQ~~ 142415 GZKQ | *ss*Yka.No.3–7,30 *ss*Alg.No.2–39 1*Dk(Stl)* | 5244 4767 3323 | †100A1 1,41 ~~1,40~~ 10,40 LMC12,39 BS2,41 *Carrying oil fuel in bulk F.P.* *Fitted for oil fuel 5, 18 F.P.a* | Suz Shl | *y* | CL 1,40 | 1918 5mo Lloyd above Lloyd above 1 | Harland& Wolff,Ld. Glasgow *'sA&CP* 150° F. 150° F. | Ministry of Ship-ping(Hunting& Son,Ld.*Mgrs.*) *CellDB345'1136t FPT118t* | 400·6\|52·3\|28·5 413·0(O.L.) P49'B112'F38' FK *Middle line Bulkhead* | | | Newcastle British 11*BHptCem* *not oil-tight* *APT185t* | T.3Cy.27",44"&73"–48" (*s*) 180lb 518NHP 3SB,*9cf*,GS189,HS7668 FD Harland&Wolff,Ld.Gls. | 31 " 0 s 5~11½ 25 " 3½ | |
| 80585 Oakland Ⓟ *Ref.Mchy.* E.S.D. D.F. *Oil Eng.* DIEA Sub.Sig. *Cruiser Stern* 2*Dks* | | 6757 5498 4027 | | | | | 1929 | Deutsche WerftA.G. Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 433·5\|59·1\|27·1 P28'B&F394' | | | Hamburg German *WB* | Oil Engines 2S.C.DA 6Cy.27 7/16"–47½" 1580NHP AllgemeineElekGesBerlin | | G |
| 80586 Oakman (*ex*ClemenceC.Morse, ~~210692~~ *ex*Boshbish) ~~GZCK~~ MLJX Sub.Sig. *Fitted for oil fuel* *Longitudinal framing* | | 6081 — 4761 | † … 11.20 | | | | 1920 3mo | Virginia S.B.Corp. Alexandria, Va. | ~~LykesBros. SteamshipCo.Inc.~~ | 402·6\|53·2\|32·0 P34'F38'*on Shltrdk* FK | | | ~~Lake~~ ~~Charles,La.~~ ~~Utd.States~~ British *WB* | T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rent-schlerCo.Hamilton,O. | 34 " 6 | R † |
| 80587 Oakmar (*ex*WilliamCampion, 220362 *ex*EasternExporter) KDAZ D.F. *Fitted for oil fuel* 2*Dks&Awng dk* | | 5766 5507 3573 | † … 2,21 | | | | 1920 5mo | Mitsui Bussan Kaisha,Ld. TamaDykd. | CalmarS.S.Corp. | 385·0\|51·0\|33·7 FK | | | New York Utd.States *WB* | T.3Cy.24½",43½"&72"–48" 554NHP MitsuiBussanKaisha,Ld Uno | 30 " 0 | R † |
| 80588 Oakton 147857 VCGL *Mchy.Aft* *Well deck* 1*Dk* | | 1727 1374 1001 | † … 7,27 | | | | 1923 5mo | A.McMil-lan&Son,Ld Dumbarton | Gulf&LakeNav. Co.Ld.(R.A.Carter *Mgr.*) | 250·2\|43·2\|15·5 Q92'F36' FK | | | Montreal British *WB* | T.3Cy.15",26"&42"–30" 89RHP J.G.Kincaid&Co.Ld.Grk. | 17 " 6 | R † |

Vol. II. "Empire Impala," see 1940-41 Supplement

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Registres où coté, si ce n'est dans le L. de Lloyd's. Dern. Rel. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80589 | **Oakwood** (ex Colin H. Livingstone) | | 6071 | ✠100A– | Mob | | | 1920 | Virginia S.B.Corp. Alexandria, Va. | Ministry of Shipping (Runciman (London) Ltd. *Mgrs.*) | 402·6 \| 53·2 \| 32·0 | | | British | T.3Cy.24½″,41½″&72″–48″ | | R |
| | | *Fitted for oil fuel* | — | | | | | | | | P34′F38′ | | | | 359NHP | | † |
| | D.F. Sub.Sig. | 1 *Dk* & *Shelter dk* | 3781 | *with freeboard* | | | | | | | | | | *WB* | Hooven, Owens, Rentschler Co. Hamilton, O. | | |
| | | *Longitudinal framing* | | (*Reclassification Contemplated*) | | | | | | | | | | | | | |
| *Now* "**Empire Moose**," *see Supplement* | | | | Examined 1,40 | | | | | | | | | | | | | |
| 80590 | **Oakworth** | | 4968 | ✠100A1 | Cff | *y* | CL | 1925 | A. McMillan & Son, Ltd. Dumbarton | Dalgliesh Stm. Shipping Co. Ltd. (R.S. Dalgliesh, Ltd. *Mgrs.*) *Cell DB* | 400·1 \| 53·2 \| 26·9 | | | Newcastle British | Oil Engines 4S.C.SA | 29 ″ 7 | |
| 148117 | | *Oil Eng.* | 4599 | 10,40 1,40 ,41 | Yo Hull | | 6,37 | 2mo | | | P36′B120′F34′ FK | | | | 6Cy.29½″–59½″ | A 5 ″ 8½ | |
| GJQB | D.F. | *ss* Liv. No.3–10,37 | 3042 | DBS~~4,40~~ | ✠LMC4,37 | | 12,40 | *Lloyd's* | *sA&CP* | *Cell DB* | 356′1301*t* *FPT* 146*t* | | | *8 BHpt Cem* | DB *100lb* 489NHP | P 24 ″ 2½ | |
| | | 1 *Dk* (*Stl*) | | 5,41 1,40 | ✠LMC4,38 | | | | | | | | | *APT* 163*t* | Harland & Wolff, Ld. Gls. | | |
| 80591 | **Oasis** (ex Julian–38) | | 1327 | | | | | 1937 | Fredrkstad Mek Vrks A/S Fredrikstad | Cie. de Nav. Mixte (Cie Nouvelle de Nav. Busck, *Mgrs.*) | 250·0 \| 42·0 \| 13·6 | | | Marseilles French | C.4Cy.(2)13″&(2)30⅝″–28¾″ | | NV |
| | | | 1034 | | | | | | | | F22′ | | | | 82NHP | | |
| PNJD | Wireless D.F. | 1 *Dk* & *Shelter dk* | 737 | | | | | | | | | | | *WB* | Fredrikstad M.V.A/S Fredrikstad | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 80592 | **Ob** (ex Wassenaar–34) | | 2198 | | | | | 1917 | Werf Gusto Schiedam | U.S.S.R. | 267·0 \| 42·3 \| 18·2 | | | Leningrad Russian | T.3Cy.20″,32″&52″–39″ | | |
| | | | 1780 | | | | | | | | P28′B73′F28′ | | | | 169NHP | | |
| UOYP | | 1 *Dk* | 1261 | | | | | | | | | | | | Werf Gusto, Schiedam | | |
| 80593 | **Oberhausen** | Twin Sc | 1261 | | | | | 1939 | Gutehoffnungshtte AG Rheinrft Walsum, Walsum | Franz Haniel & Cie. | 253·1 \| 37·8 \| 14·0 | | | Duisburg-Ruhrort German | Oil Engines 4S.C.SA | | G |
| | | *Oil Eng.* | 994 | | | | | | | | P55′Q135′F27′ | | | | 12Cy.14¾″–21½″ 243NHP | | |
| DGXT | D.F. | 1 *Dk* | 653 | | | | | | | | | | | *WB* | Mtrn Werke Mannheim AG | | |
| | *Mchy. Aft* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 80594 | **Oberon** Ⓟ (ex Ussa) | | 1996 | | | | | 1911 | Clyde S.B. & E.Co.Ld. Port Glasgow | Koninkl. Nederl. Stoomb. Maats. N.V. | 295·3 \| 43·2 \| 17·0 | | | Amstrdam Dutch | T.3Cy.22″,35″&59″–39″ | | V |
| | | | 1667 | | | | | | | | | | | | 217NHP | | |
| PGLF | | 1 *Dk* & *Shelter dk* | 1046 | | | | | | | | | | | *WB* | Clyde S.B.&E.Co.Ld. Pt Gls | | |
| 80595 | **Oberpräsident Delbrück** | | 1011 | | | | | 1902 | Schömer & Jensen Tönning | F.G. Reinhold | 219·3 \| 34·3 \| 13·8 | | | Danzig | T.3Cy.15″,24½″&40½″–28″ | | G |
| 304 | | | 829 | | | | | | | | Q75′B62′F28′ | | | | 85NHP | | |
| YMCF | Sub.Sig. | 1 *Dk* | 620 | | | | | | | | | | | *WB* | Schömer & Jensen, Tönning | | |
| 80596 | **Observer** | | 5881 | ✠100A1 | ~~Melb~~ | *a*† | CL | 1928 | C. Connell & Co. Ld. Glasgow | Charente S.S. Co. Ld. (T.&J. Harrison, *Mgrs.*) | 420·0 \| 54·5 \| 30·4 | | | Liverpool British | T.3Cy.27″,46″&77″–54″ (*r*) | 32 ″ 7 | |
| 149665 | | *ss* Liv. No.2–36 | 5483 | Examined 11,40 Liv | | | 6,37 | 2mo | | | 434·1 (O.L.) | | | | 210lb *120lb* 524NHP | s 6 ″ 4 | |
| GNJM | | 2 *Dks* (*Stl*) | 3695 | ✠LMC | | | N 11,40 | *Lloyd's* | *sA&CP* | | P37′B139′F44′ FK | | | *8 BHpt Cem* | 2DB(Spt),12*cf*,GS215, | 26 ″ 6½ | |
| | | | | MS7,36 | BS~~5,40~~ | | | | | | | | | 1 ,, *to 2nd dk* | HS8208 | | |
| | | | | | 5,40 | | | | | *Cell DB* 361′1170*t* | *DT a* 32′911*t* *FPT* | | | 63*t* *APT* 26*t* | D. Rowan & Co. Ld. Glasgow | | |
| 80597 | **Obsidian** (ex River Ely) | | 811 | ✠100A1 | Irv | *k* | CL | 1922 | London & Montrose S.B. & Rprg Co. Ld. Montrose | Wm. Robertson | 189·2 \| 30·3 \| 12·5 | | | Glasgow British | T.3Cy.14½″,24″&40″–27″ (*s*) | 14 ″ 7 | |
| 145709 | | *ss* Bwg. No.3–9,34 | 577 | 3,40 | | | 3,40 | 5mo | | | | | | | 180lb 99RHP | s 4 ″ 2½ | |
| MLBZ | | *ss* Ayr. No.1–38 | 404 | BS~~5,40~~ | ✠LMC6,38 | | | | | | Q109′B11′F24′ FK | | | *3 BH Cem* | 1SB,3*cf*,GS59,HS2102 | 14 ″ 2½ | |
| | *Mchy. Aft* | 1 *Dk* (*Stl*) | | 4,41 | | | | | | *Cell DB* 119′ 171*t* *FPT* | | | | 60*t* *APT* 5*t* | W. Beardmore & Co. Ld. Gls. | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 80598 | **Ocana** | | 6256 | ✠100A1 | Bat | *a*† | CL | 1938 | N.V. Wilton-Fijenoord Schiedam | N.V. Petroleum Maats "La Corona" | 428·1 \| 54·6 \| 30·9 | | | The Hague Dutch | Oil Engines 4S.C.SA | 31 ″ 0 | |
| | | *Oil Eng.* | 5540 | ~~5,10~~ ~~5,08~~ 12,40 | ~~H Kg~~ Sng | | | 3mo | | | 446·5 (O.L.) | | | | 6Cy.25½″–55½″ 377NHP | s 5 ″ 6½ | |
| PGLJ | | 1 *Dk*, 2nd dk clear of cargo tanks | 3589 | ✠LMC3,38 | | | | | | | P87′B38′F48′ FK | | | 16 *BH* | DB *180lb* | 25 ″ 7½ | |
| | D.F. E.S.D. | *Mchy. Aft* *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | *Cell DB u E* 64′132*t* | *DT f* 25′ 257*t* *FPT* | | | 103*t* *APT* 55*t* | N.V. Wilton-Fijenoord | | |
| | *Longitudinal framing at bottom & at deck* | | | DBS4,40 | | | | *Lloyd's* | *sA&CP* | | | | | | | | |
| 80599 | **Occidental** | | 6403 | ✠100A1 | N Yk | *a*† | CL | 1920 | Texas S.S. Co. Bath, Me. | The Texas Company | 416·8 \| 56·1 \| 31·1 | | | Wilmgton (Del.) | T.3Cy.26¼″,44″&74″–51″ | 32 ″ 10 | |
| 220025 | | *ss* Mob. No.3–12,31 | 6071 | 4,40 ~~10,38~~ | | | 2,38 | 5mo | | | | | | | 200lb HS9969 (*s*) 556NHP | s 6 ″ 3 | |
| KUSJ | | *ss* N Yk. No.2–39 | 3987 | | ✠LMC | | | A&CP | | | P107′B35′F33′ FK | | | Utd. States | 3 Water Tube Boilers (Spt) | 26 ″ 10 | |
| | *Mchy. Aft* | 2 *Dks* (*Stl*) & *Web frames* | | BS~~5,40~~ 4,40 | HS10,39 | | | | | | | | | 16 *BHpt Cem* | H.S. Trout Co. Buffalo, NY. | | |
| | D.F. | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | *Cell DB u E&* | *B* 64′209*t* *FPT* 229*t* | | | *APT* 130*t* | | | |
| *Now* "**Tennessee**," *see No.* 90219 *in Supplement* | | | | *Fitted for oil fuel* 5,20 | | | *F.P.a* | *above* 150° F. | | | | | | | | | |
| 80600 | **Oceaan** | | 400 | ✠100A1 | Gro | *f* | OG | 1939 | Gebr. van Diepen N.V. Waterhuizen | R.T. Tammes | 146·2 \| 26·0 \| 8·9 | | | Groningen Dutch | Oil Engines 4S.C.SA | 10 ″ 6 | |
| Now "**Seaham**," *see No.* 89994 *in Supplement* | | *Oil Eng.* | 254 | 11,39 | | | | 11mo | | | 155·0 (O.L.) | | | | 6Cy.11⅛″–18⅛″ 81NHP | | |
| PGLK | *Mchy. Aft* | 1 *Dk* | 205 | | ✠LMC11,39 | | | *Lloyd's* | *sA&CP* | *Cell DB* 90′108*t* *FPT* 32*t* | P43′Q47′F21′ FK | | | 3 *BH* | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | *APT* s 14*t* | Werkspoor N.V. Ams. | | |
| 80601 | **Ocean Coast** | Twin Sc | 1173 | | | | | 1935 | Henry Robb, Ld. Leith | Coast Lines Ld. | 251·9 \| 38·2 \| 12·7 | | | Liverpool British | Oil Engines 2S.C.SA | | C |
| 164266 | E.S.D. Wireless D.F. | *Oil Eng.* | 845 | | | | | | | | B37′F27′ | | | *WB* | 10Cy.13⅜″–22⅞″ 312NHP | | |
| GYMP | *Mchy. Aft* | *Cruiser Stern* 2 *Dks* | 657 | | | | | | | | | | | | British Auxiliaries Ld. Gls. | | |
| 80602 | **Ocean Transport No. 24** | Wood Sp | 313 | | | | | 1910 | R.T. Green Co. Boston, Mass. | St. John Tug Boat Co. Ld. | 116·5 \| 30·2 \| 10·2 | | | St. John, NB British | Oil Engines 2S.C.SA | | |
| 170372 | (*ex Dumb Barge A.A.C.No.11–37*) | *Oil Eng.* | 281 | | | | | | | | | | | | 4Cy.10″–12½″ 70NHP | | |
| | | 1 *Dk* | 247 | | | | | | | | | | | | E *made 29 refitted 37* | | |
| | | | | | | | | | | | | | | | Fairbanks Morse & Co. Beloit, Wis. | | |
| 80603 | **Oceana** Ⓟ (ex Neptunia, ex Peer Gynt, ex Avaré, ex Sierra Salvada) | Twin Sc | 8791 | | | | | 1913 | Bremer Vulkan Vegesack | Deutsche Arbeitsfront G.m.b.H. (Hamburg-Amerik Packetf. Akt. Ges. (Ham. Amr. Linie), *Mgrs.*) | 439·5 \| 56·0 \| 35·4 | | | Hamburg German | T.6Cy.24⅜″,40½″&66½″–47½″ | | G |
| | | *Oil Eng.* | 6822 | | | | | | | | B210′F103′ | | | | 600NHP | | |
| DHSB | | 3 *Dks* | 4982 | | | | | | | | | | | *WB* | Bremer Vulkan, Vegesack | | |
| | D.F. E.S.D. Gy C. Sub.Sig. | | | | | | | | | | | | | | | | |
| 80604 | — | Twin Sc | 560 | | | | | 1937 | Atlas-Werke A.G. Bremen | Otto W.A. Schreiber | 180·4 \| 30·2 \| 6·9 | | | Bremen German | Oil Engines 4S.C.SA | | G |
| | | *Oil Eng.* | | | | | | | | | | | | | 16Cy.11″–17⅛″ 187NHP | | |
| | | 2 *Dks* | 350 | | | | | | | | | | | | Humboldt-Deutzmotoren, A.G. Köln-Deutz | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 80605 | **Oceania** Ⓟ | Quad Sc | 19507 | ✠100A1 | Ven | *m*† | CL | 1933 | Cantieri Riuniti Dell' Adriatico Monfalcone | "Italia" Soc. Anon. di Nav. | 589·7 \| 76·7 \| 45·5 | | | Trieste Italian | Oil Engines 2S.C.SA | 45 ″ 6 | |
| 340 | | *Oil Eng.* | 12836 | *with freeboard* | | *Pa* 4,40 | | 7mo | | | 556·0 | | | *10 BHpt Cem* | 32Cy.29½″–41⅝″ 4883NHP | s 10 ″ 0½ | |
| IBJK | | *ss* Tri. No.1–37 | 11752 | 4,40 | | *Pf* 2,40 | | | | | | | | | 3DB *100lb* | 27 ″ 6½ | |
| | | 3 *Dks* (*Stl–Weather dk–pt ws*) | | | ✠LMC C8 3,38 | *Sa* 2,40 | | | | | B&F449′ FK | | | | Soc. An "Fiat" S.G.M. Turin | | |
| | | 4*th dk* (*Stl*) *in Nos.*1,2,3 *holds* | | DBS7,39 3,38 | | *Sf* 2,40 | | *Lloyd's* | *sA&CP* | *Cell DB* 425′2350*t* | *DT s a* 64′818*t* | | | | | | |
| | E.S.D. Gy C. | *Ref. Mchy.* *Cruiser Stern* | | ✠Lloyd's RMC1,40 | | | | | | | *DT s f* 52′284*t* *FPT* 147*t* | | | *APT* 192*t* | | | |
| 80606 | **Ochotsk** (ex Apex) | Wood | 789 | | | | | 1918 | National S.B.Co. Seattle, Wash | U.S.S.R. | 146·8 \| 36·8 \| 20·7 | | | Vladvostk Russian | Oil Engines 4S.C.SA | | |
| | | *Oil Eng.* | 705 | | | | | | | | | | | | 6Cy.12½″–13⅜″ 91NHP | | |
| UOIP | | 2 *Dks* | 454 | | | | | | | | | | | | Atlas Imperial Eng. Co. S Fo | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | Date when last classed. last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Registers in which classed, if not in Lt. Dates of Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80607 | **Ockenfels** | | 7574 / 7041 | | | | | 1921 | J.C.Tecklenborg A.G Weser-münde-G. | Deutsche Dmpfs-fahrts.Ges.Hansa | 468·5 | 58·5 | 32·4 | Bremen German *WB* | T.3Cy.31½″,50½″&82⅛″–55$\frac{3}{16}$″&1 LP Turbine 665NHP J.C.Tecklenborg A.G.Wsm | | G |
| DONW | Sub.Sig. | *2Dks* | 4679 | | | | | | | | P80′ | B128′ | F59′ | | | | |
| 80608 | **Octane** | | 2034 | | | | | 1939 | Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire | ~~Cie.Navale des Petroles~~ Ministry of Shipping (Bulk Oil S.S.Co.Ltd. *Mgrs.*) | 250·1 | 46·0 | ~~17·0~~ 17·8 | ~~Rouen~~ French Cardiff British | Oil Engines 2S.C.SA 5Cy.20½″–27$\frac{7}{16}$″ 369NHP Ch.&Atel.deSt.Nazaire (Penhöet) | | V |
| 168623 | | *Oil Eng.* | 1506 | | | | | | | | P65′ | B37′ | F29′ | | | | |
| TOPM | *Mchy.Aft* | *1Dk* | 988 | | | | | | | | | | | | | | |
| BFVQ | D.F. Sub.Sig. | *Longitudinal framing Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 80609 | **Octavian** | *Fitted for oil fuel* | 1345 / 1104 | | | | | 1938 | Nylands Verksted Oslo | A/S Rederiet Julian (Hilmar Reksten, *Mgr.*) | 250·9 | 41·3 | 14·8 | Bergen Norwegian *WB* | C.2Cy.16¾″&33$\frac{7}{16}$″–33$\frac{7}{16}$″& LP turbine with DR gearing & hydraulic coupling 54NHP Nylands Verksted, Oslo | | N |
| LJXS | Wireless D.F. | *1Dk & Shelter dk Cruiser Stern* | 747 | | | | | | | | | | | | | | |
| 80610 | **Octorara** Ⓟ | | 4329 | | | | | 1910 | Detroit S.B.Co. Wyandotte | Sand Products Corporation | 340·0 | 45·2 | 28·0 | Erie, Pa. Utd. States | Q.4Cy.22″,31½″45″&65″–42″ 274NHP Detroit S.B.Co. Detroit | | |
| 207175 | | | — | | | | | | | | | | | | | | |
| WADO | D.F. *Mchy.Aft* | *2Dks & 2 Shade Dks* | 2652 | | | | | | | | | | | | | | |
| 80611 | **Odanah** | | 4658 | | | | | 1907 | American S.B.Co. Lorain, O. | Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*) | 420·0 | 52·0 | 28·0 | Wilmgton (Del.) Utd. States *WB* | T.3Cy.22″,35″&58″–42″ 218NHP American SB Co. Cleveland | | R |
| 204455 | *Mchy.Aft* | | — | | | | | | | | | | | | | | |
| WNTW | D.F. GyC. Sub Sig. | *1Dk* | 3391 | | | | | | | | | | | | | | |
| 80612 | **Odda** (*ex* Tormod) | | 835 | ✠ ... | | | | 1921 | E.J.Smit & Zoon Westerbroek | Skibs A/S Kjörre-fjord (J.Fröy-land, *Mgr.*) | 206·6 | 32·1 | 13·3 | Farsund Norwegian *WB* | T.3Cy.15″,23½″&39⅜″–23⅝″ 105NHP E J Smit & Zoon, Hoogezand | 15 ″ 5 | N |
| 5mo | | | | | | | | | | | Q66*t* | H47*t* | F24*t* | FK | | | † |
| LEÖE | *Well deck* | *1Dk* | 470 | 6,28 | | | | | | | | | | | | | |
| 80613 | **Oddevold** (*ex* Odensvold, | **Iron** | *1186* | ✠100A1 | Got | *n* | OG | 1883 | S.P.Austin & Son Sunderland A&CP | J.Schander (Ingolf Schander, *Mgr.*) | 225·4 | 34·0 | 14·4 | Elleholm Swedish | C.2Cy.26½″&53⅛″–33″ 80lb *100lb* NDB12 124NHP 1SB, *4pf*, Gs60, Hs1970 Blair & Co. Ld. Stockton | 17 ″ 6 | |
| 4611 | *ex* Cairngowan) | *ss* Sbg.4th No.3–6,34 | *879* | 1,40 | | | 5,39 | 6mo | | | Q76′ | B57′ | F23′ | FK | | s 1 ″ 5¼ | |
| SFVR | | *ss* Sbg.No.1–38 | *644* | LMC MS9,38 BS5,38 8,40 | | | | | | | *Cell D Ba* 52′ | *f* 90′ | | | 4*BHCem* 1SB, *4pf*, Gs60, Hs1970 323*t APT* 36*t* | 16 ″ 3 | |
| | *Well deck* | *1Dk (Irn) & Web frames Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 80614 | **Oddvar II** (*ex* Bracciano, *ex* Città di Lecce, *ex* War Wizard) | | 1897 | | | | | 1918 | The Collingwood S.B. Co. Ld. Collingwd, Ont. | A/B Oddvar (Cadenius & Grahn A/B) | 260·6 | 43·7 | 18·1 | Kotka Finnish *WB* | T.3Cy.18″,30″&50″–36″ 150NHP Collingwood S.B.Co.Ld. | | C |
| OFBJ | D.F. | *1Dk* | 1071 | | | | | | | | 251·4 | | | | | | |
| | | | | | | | | | | | P55*t* | H158*t* | F6*t* | | | | |
| * 80615 | **Odense** Ⓟ | | 555 | ✠100A1 | Cpn | *k* | OG | 1924 | Helsingörs Jernsk&Msk Elsinore *Lloyd's SA&CP* | Det Forenede Dampskibs Selsk. *Cell D Ba* | 181·0 | 31·3 | 12·3 | Odense Danish | Oil Engines 4S.C.SA 6Cy.15¾″–29½″ DB50*lb* 143NHP Holeby Dieselmotor Fbk. Holeby | 13 ″ 6 | |
| | *Oil Eng.* | | 438 | 3,39 | | | 3,39 | 10mo | | | P37′ | B69′ | F25′ | FK | | s 1 ″ 2 | |
| OYOD | Wireless | *ss* Cpn.No.3–5,36 | 251 | LMC CS10,36 DBS7,39 2,40 | | | | | | | & *u* E66′ | 68*t* | *FPT* 28*t* | *APT* 5*t* | | 12 ″ 6½ | |
| | | *1Dk (Stl)* | | | | | | | | | | | | | | | |
| 80616 | **Odenwald** Ⓟ | **TwinSc** | 5098 | | | | | 1923 | Deutsche Werft A.G. Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 399·6 | 54·2 | 27·4 | Hamburg German *WB* | Oil Engines 4S.C.SA 12Cy.24¾″–38¾″ 714NHP Allgemeine Elec Ges. Berlin | | G |
| | (*ex* Assuan–38, *ex* Odenwald–35) | *Oil Eng.* | 4467 | | | | | | | | F41′ | | | | | | |
| DIEB | D.F. | *2Dks* | 3007 | | | | | | | | | | | | | | |
| | Sub.Sig. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 55/41 80617 | **Oder** Ⓟ | **4Mst** | 8516 / 7769 | | | | | 1927 | Akt.Ges. "Vulcan" Hamburg | Norddeutscher Lloyd | 510·0 | 63·6 | 30·8 | Bremen German *WB* | T.3Cy 34¼″,52¾″&86⅝″–57⅛″ 1 LP Turbine 1000NHP A.G. "Vulcan," Hamburg | | G |
| DOCN | D.F. E.S.D. Sub.Sig. | *3Dks* | 5329 | | | | | | | | P26′ | B& F46*l*′ | *Upper* F30′ | | | | |
| 80618 | **Oderstrom** (*ex* Gunther–33, | | 1511 | ✠ ... | | | | 1896 | S.P.Austin & Son Sunderland | C.Feuerloh G.m.b.H. | 251·6 | 35·2 | 16·7 | Stettin German *WB* | T.3Cy.20″,32⅛″&53″–36″ 180NHP NB *mde* 20 *fitted* 38 J.Dickinson & Sons, Ld. Sld. | 19 ″ 6 | G |
| | *ex* Corsurf, *ex* Surf) | *ss* Shl.No.3–8,09 | 1236 | 4,22 | | | | 6mo | | | P28′ | Q68′ | B48′ | F28′ | | | † |
| DAPY | | *ss* Sws.No.2–18 | 884 | | | | | | | | | | | FK | | | |
| | *Well deck* | *1Dk & Web frames* | | | | | | | | | | | | | | | |
| 80619 | **Odin** | | 5806 / 4944 | | | | | 1928 | Verein Sthl Nordseewerke Emden | Seereederei "Frigga" A.G. | 432·5 | 59·0 | 23·0 | Hamburg German *WB* | C.4Cy.(2)22″&(2)47½″–47½″ 252NHP A.Borsig G.m.b.H. Berlin | | G |
| | *Mchy.Aft* Sub.Sig. | | | | | | | | | | | | | | | | |
| DHSC | D.F. *Cruiser Stern* | *2Dks* | 2898 | | | | | | | | | | | | | | |
| 80620 | — Ⓟ | **TwinSc** (*Ferry*) | 1581 / 1395 | | | | | 1910 | Akt.Burmeistr & Wain Copenhagen | De Danske Stats-baner | 290·0 | 48·5 | 17·2 | Korsör Danish *WB* | T.6Cy.17″,28″&45″–24″ 198NHP Akt.Burmeistr & Wain, Cpn | | V |
| OXOS | Wireless D.F. | *1Dk* | 626 | | | | | | | | | | | | | | |
| 80621 | — Ⓟ | **TwinSc** | 1137 / 1074 | | | | | 1902 | Oderwerke Act.Ges. Stettin | Stettiner Dmpfsch. Ges. J.F.Braeunlich, G.m.b.H. | 236·5 | 33·9 | 20·8 | Stettin German *WB* | T.6Cy.18″,28″&46″–28″ 224NHP Oderwerke Act.Ges.Stettin | | G |
| DAKU | Wireless Sub.Sig. | *2Dks 3tr B* | 466 | | | | | | | | B12′ | H– | | | | | |
| 80622 | — Ⓟ | | 632 / 433 | | | | | 1910 | Kjöbnhvns Flydk.&Skbs Copenhagen | Det Forenede Dampskibs Selsk. | 184·8 | 31·1 | 12·5 | Copnhagn Danish *WB* | T.3Cy.16½″,27″&48″–30″ 126NHP Kjbnhavns Flydk & Skbsv | | V |
| OYPD | Wireless | *1Dk* | 319 | | | | | | | | P115′ | F24′ | | | | | |
| 80623 | — Ⓟ | **TwinSc** | *625* | | | | | 1885 | Motala Co. Norrköping | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 168·0 | 26·5 | 11·2 | Stockholm Swedish | C.4Cy.20″&34″–21″ NB11 88NHP Motala Co. Motala | | |
| 5026 | (*ex* Norra Finland) | | *342* | | | | | | | | P110′ | H61*t* | F37′ | | | | |
| SFVW | | *1Dk* | *353* | | | | | | | | | | | | | | |
| 80624 | — | | 512 | ✠ ... | Rjk | | | 1926 | Kjöbnhvns Flydk.&Skbs Copenhagen | Swedish Government (Kungl-Tullverket) *Cell DB* | 169·4 | 27·7 | 16·3 | Swedish | T.3Cy.16½″,27″&44″–30″ 160NHP 2SB, *4cf*, Gs80, H2960 Kjbnhavns Flydk.&Skbsv | 15 ″ 9 | |
| | (*ex* Odinn–36) | *ss* Rjk.No.2–34 | 451 | 12,36 | | | | 6mo | | | F27′ | len 27 | | BK7′ | | | |
| SMZC | E.S.D. | *1Dk (Stl–ws) &* | 176 | | | | | | | | *f* 35′ | 33*t* | *DTs f* 40*t* & | 17*t* | *FPT* 10*t* | | |
| | Wireless D.F. | *2nd Dk forward & aft* | | | | | | | | | | | | | | | |
| 80625 | **Oduna** Ⓟ (*ex* Medon) | | 3474 | ✠ ... | | | | 1920 | Hanlon D.D.&S.B.Co Oakland, Cal. | Alaska S.S.Co.Inc. | 320·7 | 46·0 | 24·4 | New York Utd. States *WB* | T.3Cy.24″,39″&65″–42″ Allis Chalmers 274NHP Mfg.Co. Milwaukee, Wis. | 26 ″ 9 | R |
| 220880 | | *Fitted for oil fuel* | 2991 | 1,21 | | | | 12mo | | | P26′ | B79′ | F34′ | FK | | | † |
| KDID | | *2Dks* | 2071 | | | | | | | | | | | | | | |
| 80626 | **Odysseus** (*ex* Ellin–36) | | ~~4577~~ | ✠100A1 | Bry | *y* | CL | 1913 | Short Bros. Ld. Sunderland *Lloyd's SA&CP* | P.A.Yannoulatos | 390·0 | 52·0 | 23·9 | Piræus Greek *6BHCem* | T.3Cy.25½″,42½″&72″–48″ 180lb (*s*) 386NHP 2SB, *5cf*, Gs162, Hs5869 J.Dickinson & Sons, Ld. Sld. 1332*t FPT* 143*t APT* 320*t* | 34 ″ 2 | |
| 906 | | *ss* Pir.2nd No.3–5,38 | ~~4035~~ | *Shelter dk* | Shf | | 6,39 | 3mo | | | 405·5(O.L.) | | | FK | | s 9 ″ 6½ | |
| SVAP | *1Dk (Stl) & Shelter dk (Irn) & Web frames* | | ~~2780~~ | *with freeboard* | | | | | | | | | | | | 24 ″ 9¾ | |
| | *Longitudinal framing* | | | 8,40 ~~11,69~~ | B911,40 | | | | | | *Cell D Ba* 117′ | *uE* & | B40′ | *f* 171′ | | | |
| | *Tonnage opening closed* 40 | | | ~~Shelter~~ | LMC 5,36 | | | | | | | | | | | | |
| 80627 | — | | 1057 / 831 | | | | | 1922 | Schiffsw (v. J.&Sch.) A.G. Hamburg | Koninkl. Nederl. Stoomb. Maats. N.V. | 215·8 | 34·2 | 14·1 | Amstrdam Dutch *WB* | T.3Cy.17$\frac{7}{16}$″,28$\frac{15}{16}$″&47$\frac{3}{16}$″–33⅜″ 129NHP Frd.Krupp A.G. Kiel | | V |
| PGLU | Sub.Sig. | *1Dk* | 606 | | | | | | | | P23′ | B59′ | H49′ | F26′ | | | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné après Lettre d'Armement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Jaugeur. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres de code, si ce n'est dans le L. R. Index Cert. R.-Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80628 | **Oeste** (*ex*Neptun) | | 1405 | | | | | 1922 | Werft Nobiskrug G.m.b.H. Rendsburg | Cia. Argentina de Nav. Mihanovich Ltda. | 250·0 P&B | 37·5 59'F8' | 12·8 | Bns. Aires Argentine *WB* | T.3Cy.17¾″,28½″&45½″–29½″ 110NHP Ottensener Maschf. Altona | | G |
| | *Fitted for oil fuel* | | — | | | | | | | | | | | | | | |
| LOFF | *Mchy. Aft* 1 *Dk* | | 801 | | | | | | | | | | | | | | |
| | Sub.Sig. Wireless | | | | | | | | | | | | | | | | |
| 80629 | **Ofoten** (P) (*ex*Namsos, *ex*Katzjarloff) Iron | | 320 | | | | | 1871 | Pattison & Atkinson Newcastle | A/S Saltens Dampskslsk | 125·4 P109*t* | 20·1 H18*t* | 16·6 F30*t* | Bodö Norwegian *WB* | C.2Cy.17″&31″–20″ NB95 36NHP Pattison & Atkinson, Nwc. | | |
| LBOF | 1 *Dk* & ½pt *Awng dk* | | 302 | | | | | | | | len95 | | | | | | |
| | | | 176 | | | | | | | | | | | | | | |
| 80630 | **Ogaden** (P) (*ex*Naxos–36, *ex*Saxon | | 4553 | ✠ — 12.35 | Lkr | *x* | | 1905 | C. Connell & Co. Ltd. Glasgow | Ignazio Messina &C. | 391·4 376·9 | 49·7 P39'B112'F46' FK | 26·6 6 *BHCem* | Genoa Italian | T.3Cy.25½″,42″&68″–48″ 423NHP | 28 ″ 10 | I |
| 2075 | Prince, *ex* *ss*Hfs.2 No.3–11,30 | | — | | | | | 3mo | | | | | | | 2SB, *6cf*, GS118, HS6044 | | † |
| ICBM | Glenaffric) 2 *Dks*(*Stl*) & deep framing | | 2763 | ✠ | | | | | | *Cell D Bal* | 10′*h E & B42′ f173′* | | 976*t APT32t* | Dunsmuir & Jackson Ld. Gls | | | |
| | D.F. | | | | | | | | | | | | | | | | |
| 80631 | **Ogasawara Maru** Twin Sc | | 1404 | | | | | 1906 | Mitsu Bishi Dkyd & E Wks Nagasaki | Govnmt. of Japan (Department of Communications) | 243·2 B73′ | 34·0 | 22·3 | Tokyo Japanese | T.6Cy.14½″,24″&40″–30″ 176NHP Mitsu Bishi D. & E. Wks. Nag | | |
| 10089 | GyC. (*Cable Vessel*) | | 1282 | | | | | | | | | | | | | | |
| JOGD | Wireless D.F. 2 *Dks* | | 600 | | | | | | | | | | | | | | |
| 80632 | **Ogasima Maru** | | 1425 | | | | | 1936 | Mitsubishi Jukogyo K.K. Yokohama | Nakagawa Kisen K.K. | 241·6 P62′B25′F24′ | 37·0 | 19·7 | Tokyo Japanese *WB* | Oil Engines 4S.C.SA 6Cy.17⅜″–23½″ 183NHP Mitsubishi Jukogyo K.K. Yka. | | |
| 41328 | *Oil Eng.* | | 1140 | | | | | | | | | | | | | | |
| JJDK | Wireless 2 *Dks* | | 918 | | | | | | | | | | | | | | |
| | *Mchy. Aft* | | | | | | | | | | | | | | | | |
| 80633 | **Ogmore Castle** (*ex*Backworth–39) | | 2481 | ✠100A1 12,39 | Mch | *t* | CL 1.89 | 1919 | Dunlop, Bremner & Co. Ld. Port Glasgow | Branch S.S.Co. Ld. | 302·9 P32′B80′F33′ FK | 42·9 | 20·7 | Cardiff British | T.3Cy.22″,36½″&59″–39″ (*s*) 180lb *100lb* 262NHP 2SB, *6cf*, GS124, HS4426 | 23 ″ 0 s 3 ″ 4½ 19 ″ 10 | |
| 142837 | *ss*Shl.No.3–10,32 | | 2244 | ~~B6[illegible]~~ 3.40 | | | 1.89 | 8mo | | | | | | 6 *BHCem* | | | |
| GCBZ | *ss*Bly.No.1–37 | | 1442 | ✠LMC11 12,40 | | | 11,40 | | | | | | | | | | |
| | D.F. 1 *Dk*(*Stl*) | | | | | | | | | *Cell DB* 260′669*t* | | | | | *FPT* 72*t APT* 170*t* | | |
| | *Cruiser Stern* | | | | | | | *Lloyd's SA & CP* | | | | | | | | | |
| 80634 | **Ogna** | | 4998 | | | | | 1939 | Bremer Vulkan Vegesack | A/S J. Ludwig Mowinckels Rederi | 414·3 F23′ | 55·7 | 25·0 | Bergen Norwegian | Oil Engines 2S.C.DA 5Cy23 $^{9}/_{16}$″–43 $^{5}/_{16}$″ 970NHP Bremer Vulkan, Vegesack | | N |
| | *Oil Eng.* | | 4403 | | | | | | | | | | | | | | |
| LKIN | *Cruiser Stern* 1 *Dk* & *Shelter dk* | | 2957 | | | | | | | | | | | | | | |
| 80635 | **Ogontz** | | 5028 | ✠ ... | | | | 1919 | American International S.B. Corp. Hog Island Pa | Intercoastal Packing Co. | 390·0 P39′B122′F43′ FK | 54·2 | 27·6 | Juneau Utd. States *WB* | DR geared steam turbine 600NHP General Electric Co. Schenectady, N.Y. | 32 ″ 0 | R |
| 218408 | *Fitted for oil fuel* | | 4740 | 6,20 | | | | 7mo | | | | | | | | | † |
| KINB | D.F. 2 *Dks* & *Web frames* | | 3127 | ✠ | | | | | | | | | | | | | |
| 80636 | **Ogre** (*ex*SelmaB.–39, *ex*Nuorla–36, | | 333 | | | | | 1918 | Gebrs. van der Windt Vlaardingen | Koppredereja "Ogre" (J. Sausins, *Mgr.*) | 132·4 P32′B8F16′ | 23·3 | 10·3 | Riga Latvian *WB* | T.3Cy.11⅞″,18¾″&30¾″–22″ H. Versteig, 45NHP Neder Hardingsveld | | V |
| 220 | *ex*Nautilus) | | 257 | | | | | | | | | | | | | | |
| YLGL | *Mchy. Aft* 1 *Dk* | | 173 | | | | | | | | | | | | | | |
| 80637 | **Ogura Maru No. 1** | | 7270 | | | | | 1929 | Mitsubishi Zosen Kaisha Ld. Nagasaki | Ogura Sekiyu K.K. | 430·0 P99′B33′F44′ | 57·0 | 34·5 | Yokohama Japanese *WB* | Oil Engines 2S.C.SA 6Cy.23⅜″–41⅜″ 582NHP Mitsubishi Zosen Kaisha Ld. | | C |
| 32369 | (*ex*Ogura Maru–38) *Oil Eng.* | | 6829 | | | | | | | | | | | | | | |
| JRSB | *Mchy. Aft* 2 *Dks* | | 5004 | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 80638 | **Ogura Maru No. 2** | | 7311 | | | | | 1930 | Mitsubishi Zosen Kaisha Ld. Nagasaki | Ogura Sekiyu K.K. | 430·0 P99′B33′F45′ | 57·0 | 34·5 | Yokohama Japanese *WB* | Oil Engines 2S.C.SA 6Cy.23⅜″–41⅜″ 582NHP Mitsubishi Zosen Kaisha Ld. | | C |
| 36353 | *Oil Eng.* | | 6829 | | | | | | | | | | | | | | |
| JFVC | *Mchy. Aft* 2 *Dks* | | 5049 | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 80639 | **Ogura Maru No. 3** Twin Sc | | 7350 | ✠ ... | | | | 1916 | Barclay, Curle & Co. Ld. Glasgow | Ogura Sekiyu K.K. | 450·6 P44′B161′F42′ FK | 58·2 | 32·7 | Yokohama Japanese *WB* | T.6Cy.21″,35½″&61″–45″ 830NHP Barclay, Curle & Co. Ld. Gls. | 35 ″ 6 | C |
| 32808 | (*ex*Koyo Maru–38, *ss*Yka.No.3–3,27 | | 6842 | 5,31 | | | | 12mo | | | | | | | | | † |
| JPEB | *ex*Athelrill, *Fitted for oil fuel* | | 4322 | | | | | | | | | | | | | | |
| | *ex*California, 2 *Dks* & *Web frames* | | | ✠ | | | | | | | | | | | | | |
| | *ex*Limeleaf) *Carrying Petroleum in bulk* | | | ✠NB(1)10.17(8)Aft. | | | | | | | | | | | | | |
| 80640 | **Oha Maru** | | 989 | | | | | 1928 | Kobe Steel Works Harima | Kita Kabafuto Sekiyu K.K. | 220·4 P20′B56′F28′ | 34·0 | 17·0 | Tokyo Japanese *WB* | T.3Cy.15½″,26″&42½″–32″ 102NHP Kobe Steel Works, Harima | | |
| 33313 | *Fitted for oil fuel* | | 849 | | | | | | | | | | | | | | |
| JQLB | Wireless 1 *Dk* | | 574 | | | | | | | | | | | | | | |
| 80641 | **Ohio** (*ex*LeHavre–39) | | *10191* | ✠100A1 ~~8,[illegible]~~ 12,39 | SFo | *f*† | CL | 1939 | Deutsche Werft AG Bet Finkenwrder Hamburg | Maritime Trading Ld. (Leif Höegh & Co. A/S, *Mgrs.*) | 505·7 528·4 (O.L.) P115′B29′F62′ FK | 68·9 | 36·4 | Panama Pnamanian | Oil Engines 2S.C.DA 7Cy.23½″–43 $^{7}/_{16}$″ 1356NHP 2 DB *180lb* & DB (WT) *180lb* | 36 ″ 4 s 7 ″ 5½ 29 ″ 2½ | |
| | *Oil Eng.* | | *9282* | ~~[illegible]~~ 12,39 | | | ~~S.[illegible]~~ | 1mo | | | | | | 17 *BHpt Cem* | | | |
| HPJ1 | D.F. 1 *Dk*, 2nd *dk* in mchy. space | | *6317* | ✠LMC1.39 | | | | | | | | | | | Maschinenfbrk-Augsburg-Nürnberg A.G. Augsburg | | | |
| | *Mchy. Aft* E.S.D. *Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | *Longitudinal framing at bottom & at deck in centre tanks* | | | | | | | | | *Cell D Bu E* | 43′ 67*t DTf* 32′ 679*t* | | | | *FPT* 254*t APT* 106*t* | | |
| 80642 | **Ohio Maru** | | 5873 | ✠ ... | Kob | *y* | | 1920 | Kawasaki Dockyard Co. Ld. Kobe | Hakuyo Kisen K.K | 385·0 | 51·0 | 36·0 | Hashidate Japanese | T.3Cy.26″,43½″&72″–48″ 437NHP | 36 ″ 0 | C |
| 26811 | *ss*Kob.No.3–11,32 | | 5590 | 4,35 | | | | 5mo | | | FK | | | *Cem* | 2SB&AuxSB, *8cf*, GS154, HS5636 | | † |
| JOHD | 2 *Dks*(*Stl*) & *Awng dk*(*Stl*) | | 4254 | ✠ | | | | | | | *Collision* | | | *BHto Aw dk* | | | |
| | | | | | | | | | | *Cell D B* 334′1118*t* | *FPT* 126*t APT* 93*t* | | | 5 „ „ *U* „ | Kawasaki Dockyard Co. Ld. | | |
| 80643 | **Ohioan** (*ex*Willsolo–37, | | 6078 | | | | | 1919 | G.M. Standi-ferCnst. Corp. Vancouver, Wash. | American-Hawaiian S.S.Co. | 401·4 P48′B81′F37′ | 53·2 | 31·9 | New York Utd. States *WB* | T.3Cy.24½″,41½″&72″–41″ 359NHP Hooven, Owens, Rentschler Co. Hamilton, O. | | R |
| 219551 | *ex*Golden Wall–34, *Fitted for oil fuel* | | 5563 | | | | | | | | | | | | | | |
| KUBL | *ex*Pawlet) 1 *Dk*2 *tr B* & *Shelter dk* | | 3776 | | | | | | | | | | | | | | |
| | D.F. *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 80644 | **Oi Maru** | | 397 | | | | | 1939 | Mitsubishi Jukogyo K.K Hikoshima | Sankyo Kaiun K.K. | 141·0 | 24·6 | 11·8 | Osaka Japanese | Oil Engines 4S.C.SA 6Cy.11⅛″–17 $^{5}/_{16}$″ 79NHP Hanshin Tekkosho, Kobe | | |
| 45392 | *Oil Eng.* | | — | | | | | | | | | | | | | | |
| JCIN | | | 272 | | | | | | | | | | | | | | |
| | *Mchy. Aft* *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 80645 | **Oigawa Maru** (P) Twin Sc | | 570 | | | | | 1897 | Shirato Takahisa Osaka | Setsuyo Syosen K.K. | 176·8 | 24·6 | 16·3 | Osaka Japanese | T.6Cy.12″,18½″&31″–22″ 90NHP Osaka Iron Works, Osaka | | |
| 1665 | | | 554 | | | | | | | | | | | | | | |
| JNZH | 2 *Dks* | | 338 | | | | | | | | | | | | | | |
| 80646 | **Oihonna** (P) | | 1096 | ✠100A1 *Awng dk* | Skm | *l* | CL | 1898 | Gourlay, Bros. & Co. Dundee | Finska Ångf Aktieb | 211·9 200·8 | 31·2 | 22·7 13·6 | Helsingfrs Finnish | T.4Cy.21″,33″&(2)38″–33″ 170lb (*s*) 240NHP 2SB, *6rf*, GS116, HS3688 FD | 23 ″ 4 s 8 ″ 5 15 ″ 8 | |
| 168 | Wireless D.F. *ss*Abo.3rd No.3–5,34 | | — | *with freeboard* | Abo | | ~~5,37~~ | 5mo | | | | | BK6½ | 5 *BHCem* | | | |
| OHBF | *ss*Hfs.No.1–38 | | 563 | 5,40 ✠LMC6.38 | BS5.39 | | 5,40 | *Lloyd's SA & CP* | | *Cell D Bu E & B53′64t FP* | | | | *I7t APT 85t* | Gourlay Bros. & Co. Dundee | | |
| | 1 *Dk*(*Stl*–ws) & *Awng dk* & *Web frames* | | | | | | | | | | | | | | | | |
| | | | | No later survey reported | | | | | | | | | | | | | |
| 80647 | **Oilfield** | | 8516 | ✠100A1 ~~11.39~~ 12,40 | Mch | *d*† | CL | 1938 | Odense Staalskibsvft ved A P Möller | Field Tank S.S.Co. Ld. (Hunting & Son, Ld. *Mgrs.*) | 475·9 | 61·8 | 33·8 | Newcastle British | Oil Engines 4S.C.SA 8Cy.29½″–59 $^{1}/_{16}$″ 653NHP 2 DB *150lb* | 34 ″ 0 s 6 ″ 8¾ 27 ″ 6½ | |
| 165758 | *Oil Eng.* | | 7687 | | Bel | 2 $^{3}/_{16}$ | | 2mo | | | 493·1 (O.L.) | | | 16 *BH* | | | |
| GFGR | *Mchy. Aft* D.F. E.S.D. 1 *Dk*, 2nd *dk* clear | | 5045 | ✠LMC2.38 | | | | | Odense | | P101′B42′F50′ FK | | | | Akt.-Burmeistr & Wain, Cpn | | |
| | *Cruiser Stern* *of cargo tanks* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA & CP* | | *Cell D Bu E* | 82′30 4*t DTf* 23′395*t FPT* | | | 139*t APT* 86*t* | | | |
| | *Longitudinal framing at bottom & deck* | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Rof Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80643 160604 GSNY | **Oilpioneer** *Oil Eng.* *ss* Nwc. No. 2–36 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* | 5666 5214 3419 | ✝100A1 6,39 ✝LMC(M)1,39 DBS1,40 ✝LMC10,36 *Carrying Petroleum in bulk* | Ams | *z* | CL 6,39 | 1928 11mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | British Oil Shipping Co. Ld. (A. A. Rapp, *Mgr.*) *Cell D Bu E* 57′170*t* *Lloyd's SA & CP* *D Tf* 39′427*t* | 410·0 \| 53·5 \| 31·0 P89′B28′F39′ FK | | | London British 15 *B Hpt Cem* (10 „ *to Udk* 5 „ 2*nd*„) | Oil Engines 2S.C.SA 7Cy.23⅜″–47¼″ 676NHP 2DB *150lb* Swan, Hunter & Wigham Richardson, Ld. Nwc. | 31 ″ 1 s 5 ″ 9 25 ″ 7⅜ | |
| 80649 160629 GSNZ | **Oilreliance** *Oil Eng.* *ss* Liv. No. 2–36 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* | 5666 5214 3427 | ✝100A1 ~~Nwc~~ Examined 12,40 Hull DBS3,40 ✝LMC8,36 ✝LMC(M)4,39 *Carrying Petroleum in bulk* | | *z* | CL 3,40 | 1929 1mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | British Oil Shipping Co. Ld. (A. A. Rapp, *Mgr.*) *Cell D Bu E* 57′170*t* *Lloyd's SA & CP* *D Tf* 39′427*t* | 410·0 \| 53·5 \| 31·0 424·0 (O.L.) P89′B28′F39′ FK *F P T* 76*t A P T* 103*t* | | | London British 15 *B Hpt Cem* (10 *to U dk* 5 „ 2*nd*„) | Oil Engines 2S.C.SA 7Cy.23⅜″–47½″ 676NHP NDB(s) 30 *150lb* DB(P) *150lb* Swan, Hunter & Wigham Richardson, Ld. Nwc. | 31 ″ 1 s 5 ″ 9 25 ″ 7⅜ | |
| 80650 | **Oilshipper** (*ex* Gilda Ambatielou-37, *ex* Bolbec, *ex* Chaudronnier) **Twin Sc** 1 *Dk* *Mchy. Aft* *Carrying oil in bulk Fitted for oil fuel* | *1138* — *564* | | | | | 1920 | Forg. & Ch. de la Médit. La Seyne | August Demberg | 219·4 \| 34·2 \| 12·3 P75′F29′ | | | Panama Pnamanian *WB* | T.6Cy.12¼″,19⅛″ & 31⅜″–16½″ 80NHP Forg. & Ch. de la Médit. Msl. | | C |
| 80651 149955 GMLB | **Oiltrader** *ss* Lon. No. 3-2,41 ~~*ss* Rot. No. 2-26~~ *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* | 5550 5180 3261 | ✝100A1 2,41 ~~1,39~~ ✝LMC3,41 ~~DBS3,41~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,27 | Rot Lon | *z* | CL ~~5,38~~ 3,41 *F.P. a* | 1927 12mo *Lloyd's SA & CP* above 1 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | British Oil Shipping Co. Ld. (A. A. Rapp, *Mgr.*) 50° F. *Cell D Bu E & B* 62′186*t* *D Tf* 30′122*t F P T* 77*t A P T* 282*t* | 410·0 \| 53·5 \| 30·9 P106′B26′F39′ FK | | | London British 15 *B Hpt Cem* (10 *to U dk* 5 „ 2*nd*„) | T.3Cy.25½″,42″ & 70″–48″ (*s*) 200lb 482NHP 3SB, *9cf*, HS6900 FD Swan, Hunter & Wigham Richardson, Ld. Nwc. | 31 ″ 1 s 5 ″ 7½ 25 ″ 8¾ | |
| 80652 | **Oinas** (*ex* Borgila-39) **4 Mst** 1 *Dk* | 1423 — | | | | | 1910 | Fredrkstad Mek. Værks Fredrikstad | Helsinginn Lloyd (H. Janhonen, *Mgr.*) | 243·0 \| 38·4 \| 17·1 P47*t* H54*t* | | | Helsingfrs Finnish *WB* | T.3Cy.18″,29½″ & 50″–36″ 150NHP Fredrikstad M.V. Frdstad. | | N |
| OFDM | Wireless D.F. | 818 | | | | | | | | | | | | | | |
| 80653 FOJR | **Oiseau des Iles** **Aux 3 Mst Sr** *ss* Papeete No. 1–40 *Oil Eng.* Wireless *Mchy. Aft* 1 *Dk* (*Stl*–teak s) (*See Sailing Ship Register*) | 398 287 178 | ✝100A1 9,40 ~~8,35~~ ~~✝LMC8,35~~ ~~✝LMC(M)1,38~~ ✝LMC9,40 | Nts Papeete | | CL ~~3,39~~ 9,40 | 1935 8mo *Lloyd's SA & CP* | S.A. des Anciens Ch. Dubigeon Nantes | Cie. Française des Phosphates de l'Océanie | 146·4 \| 27·9 \| 9·6 P44′F35′ FK & ballast keel 8½″ *Cell D B* 51′66*t* *A P T* 21*t* | | | Papeete French 4 *B H Cem* | Oil Engines 2S.C.SA 5Cy.11⅛″–15⅜″ 123NHP Atel. & Ch. de la Loire, St. Denis | 12 ″ 6 | |
| 80654 10335 JKSE | **Oita Maru** Ⓟ 2 *Dks* | 712 636 398 | | | | | 1907 | Osaka Iron Works Osaka | Osaka Syosen K.K. | 186·8 \| 26·3 \| 18·1 | | | Osaka Japanese | T.3Cy.13⅜″,21½″ & 36″–27″ 67NHP Osaka Iron Wcrks, Osaka | | |
| 80655 YQSO | **Oituz** (*ex* Leros, *ex* Hornsund) 1 *Dk & Shelter dk* | 2686 — 1699 | | | | | 1905 | Akt. Ges. "Neptun" Rostock | Roumanian State Maritime Service | 291·3 \| 44·0 \| 23·7 | | | Cnstantza Roumanian *WB* | T.3Cy.20½″ 35⅛″ & 55⅝″–37⅜″ 192NHP A.G. "Neptun," Rostock | | V |
| 80656 | **Oity** (*ex* Maistas-38, *ex* Coldair-36, *ex* Kongsdal, *ex* Liana, *ex* Denetown, *ex* Ernst) 1 *Dk* | 641 473 347 | | | | | 1915 | Hlsingbrgs Varfs Aktieb. Helsingborg | Cia. Commercio e Navegação | 175·1 \| 30·1 \| 12·0 | | | R. Janeiro Brazilian *WB* | C.2Cy.16¾″ & 31½″–21⅛″ 38NHP Helsingborgs Varf. Aktieb. | | |
| 80657 1933 YVAD | **Ojeda** **Twin Sc** *Mchy. Aft* 1 *Dk* *Longitudinal framing at bottom in centre tanks & in trunk* | 2815 8,40 ~~1,40~~ 1572 | ✝100A1 BS1,40 ✝LMC1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,38 | Cco | *u* | CL 8,40 *F.P. a* | 1938 1mo *Lloyd's SA & CP* 50° F. | NV Rotterdam Droogd. Maats. Rotterdam | Caribbean Petroleum Company, Ld. *D Ta* 2 | 326·1 \| 49·6 \| 15·2 339·2 (O.L.) P94′F42′ FK *Trunk* 190′ 9*t D Tf* 121*t F P T* 38*t* | | | Maracaibo Venezuelan 14 *B Hpt Asp* *A P T* 106*t* | T6Cy.15⅜″,25″ & 40 $\frac{25}{32}$″–27 $\frac{25}{32}$″ 180lb (*s*) 366NHP 2WTB, HS6520 FD N.V. Rot. Droogd. Maat Rot | 15 ″ 0 s 1 ″ 2½ 13 ″ 10⅝ | |
| 80658 2024 UOBW | **Oka** (*ex* Balaton-33, *ex* Nordafrika, *ex* Walter Fischer, *ex* Calicorock) *ss* N. Ns. No. 3–9,29 1 *Dk (Stl)* | 2274 ✝ 12,33 | | Kel | *r* | | 1918 10mo | Toledo S.B. Co. Toledo, O. | U.S.S.R. *Cell D* | 254·9 \| 43·0 \| 22·3 P25′B64′F23′ FK *B* 208′ 539*t F P T* 59*t* | | | Leningrad Russian 4 *B H Cem* *A P T* 39*t* | T.3Cy.20½″,33″ & 54″–40″ 260NHP 2SB, *4cf*, GS88, HS3780 Toledo S.B. Co. Toledo, O. | 24 ″ 2 | |
| 80659 37548 JFWE | **Okesa Maru** Ⓟ *Oil Eng.* 1 *Dk* | 488 319 271 | | | | | 1932 | Mitsubishi Zosensho K.K Kobe | Sado Kisen K.K. | 160·0 \| 27·0 \| 12·7 | | | Ryotsu Japanese | Oil Engines | | |
| 80660 UOIP | **Okhotsk** (*ex* Henner-32, *ex* Wigbert) Sub. Sig. 2 *Dks* | 3367 2984 1927 | | | | | 1912 | J. Frerichs & Co. A. G. Einswarden | U.S.S.R. | 342·8 \| 48·1 \| 22·4 P & B 227′F43′ | | | Vladvostk Russian *WB* | T3Cy.24″,41 $\frac{3}{16}$″ & 68 $\frac{3}{16}$″–45 $\frac{1}{4}$″ 324NHP J. Frerichs & Co. A. G. Ostlz. | | |
| 80661 UPFW | **Okhta** (*ex* Breitenburg-35, *ex* Olympia, *ex* Justin, *ex* Mirfak, *ex* Ed. Munch) Wireless 1 *Dk* | 1357 1179 794 | | | | | 1918 | NV Boele's Scheepsw. Slikkerveer | U.S.S.R. | 239·0 \| 36·2 \| 16·7 P36′B59′F25′ | | | Leningrad Russian *WB* | T.3Cy.18½″,30″ & 48″–36″ 138NHP NV Boele's Scheepsw Bolnes | | |
| 80662 33587 JFDF | **Oki Maru** Ⓟ 2 *Dks* *Cruiser Stern* | 499 393 222 | | | | | 1928 | Fujinagata Dockyard Osaka | Shimane-ken Okinokuni Saigo-cho & 12 mura Kumiai | 150·0 \| 26·0 \| 15·5 F9′ | | | Saigo Japanese | T.3Cy.12″,20″ & 33″–24″ 53NHP Fujinagata Dckyrd. Osaka | | |
| 80663 42276 JFTF | **Oki Maru No. 2** Ⓟ *Oil Eng.* | 466 — 231 | | | | | 1936 | Mitsubishi Jukogyo K.K Kobe | Shimane-ken Okinokuni Saigo-cho & 12 mura Kumiai | 155·1 \| 26·0 \| 13·8 | | | Saigo Japanese | Oil Engines 4S.C.SA 6Cy.13¾″–20½″ 111NHP Mitsubishi Jukogyo K.K. | | |
| 80664 1601 JOND | **Okinawa Maru** **Twin Sc** (*Cable Vessel*) D.F. 1 *Dk & Spar dk & Web frames* | 2254 ✝ ... 1962 10,00 1289 ✝ | | | | | 1896 4mo | Lobnitz & Co. Renfrew | Konan Kisen K.K. (Hindo Kisen K.K. *Mgrs.*) | 296·5 \| 40·0 \| 13·5 B94′ 24·4 BK 8″ | | | Tokyo Japanese *WB* | T.6Cy.18 $\frac{3}{16}$″,30 $\frac{1}{16}$″ & 48″–36″ 313NHP Lobnitz & Co. Renfrew | 24 ″ 7 | |
| 80665 22004 JQGE | **Okinoyama Maru** (*ex* Sakai Maru No. 3) 1 *Dk* | 984 843 608 | | | | | 1917 | Osaka Iron Works Osaka | Okinoyama Tanko K.K. | 193·7 \| 31·2 \| 18·5 *WB* | | | Nishino-miya Japanese | T.3Cy.14″,23½″ & 40″–30″ Okamoto 88NHP Kosakusho, Osaka | | |
| 80666 36031 JORH | **Okinoyama Maru No. 3** *Oil Eng.* *Mchy. Aft* 1 *Dk* | 871 703 609 | | | | | 1930 | Osaka Iron Works Osaka | Okinoyama Tanko K.K. | 180·0 \| 31·0 \| 18·0 P42′F26′ *WB* | | | Nishino-miya Japanese | Oil Engines 4S.C.SA 6Cy.11 $\frac{7}{16}$″–16½″ 76NHP Kobe Steel Works, Kobe | | |
| 80667 37468 JOUH | **Okinoyama Maru No. 5** *Oil Eng.* *Mchy. Aft* 1 *Dk* | 1544 1267 840 | | | | | 1932 | Osaka Iron Works, Ld. Osaka | Okinoyama Tanko K.K. | 251·0 \| 39·0 \| 19·0 P59′B15′F30′ *WB* | | | Nishino-miya Japanese | Oil Engines 4S.C.SA 6Cy.18⅛″–29⅛″ 190NHP Kobe Steel Works, Kobe | | |
| 80668 46267 JGFM | **Okitu Maru** *Cruiser Stern* | 6666 — 3958 | | | | | 1939 | Harima S.B. & Eng. Co. Ld. Harima | Nippon Yusen K.K. | 437·2 \| 58·5 \| 32·8 | | | Tokyo Japanese | 2 steam turbines D R geared to 1 sc. shaft Ishikawajima S.B. & E. Co. Ld. Tokyo | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enrôlement. | 7* Date de la dernière Visite de Flotteur. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. †HP=Force en chevaux d'après les formules de la Société. ‡HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers (om du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Machines et coque (R, G, I, C, N, F, L, K, Diesel, Oil, Turbine, Elec.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80669<br>219832<br>KUMM | **Oklahoman** (*ex*GoldenHarvest-37, *ex*WestCalera)<br>D.F. *Fitted for oil fuel*<br>*2 Dks* | | 5508<br>—<br>3411 | | | | | 1920 | Western Pipe&Steel Co. SFrncisco | American-HawaiianS.S.Co. | 410·5 P46′ | 54·0 B112′ | 27·1 F46′ | New York Utd. States *WB* | T.3Cy.24½″,41½″&72″–48″<br>Joshua HendyCo. 359NHP SanFrancisco | | R |
| 80670<br>SPBX | **Oksywie**<br>*Oil Eng.*<br>1 *Dk, except in after hold, & Shelter dk*<br>Wireless D.F. *Cruiser Stern*<br>*Strengthened for navigation in ice* | | 766<br>—<br>342 | ✠100A1<br>*with freeboard*<br>5,40 ~~5,30~~ | Dnz<br>Mdb<br>LMC3,38 | *l* | CL<br>~~5,39~~<br>5,40 | 1938<br>3mo<br>*Lloyd's* | Crichton-Vulcan A/B Åbo<br>*sA&CP* | 'ZeglugaPolska' S.A.(PolishS.S. Agency,Ld. *Mgrs.*)<br>*Cell DB* 120′166*t* | 188·4 197·1 (O.L.) FK (2 *BH including Coll* *PT* 24*t* *APT* 34*t* | 33·5 | 18·5 | Gdynia Polish<br>*BHpt Cem* *BHto Sh dk* 2 „ „ 2nd „ | Oil Engines 2S.C.SA<br>5Cy.13½″–22 7/16″ 157NHP DB 43*lb*<br>Atlas-DieselA/B,Skm. | 13 ″ 5<br>‡ ″ 2<br>13 ″ 4½ | |
| 80671<br>29849<br>JYGA | **Okuni Maru** (*ex*OhkuniMaru-39, *ex*DaikokuMaru, *ex*Aralucn, *ex*Scharzfels) *ss*Kob.3rdNo.3–2,37<br>1 *Dk (Stl) & Spar dk (Stl–pt* teak s) *& Web frames* | | 5633<br>5336<br>3559 | ✠100A1<br>*Spar dk*<br>4,39 | Kob<br>LMC4,39 | *z* | CL<br>4,39 | 1901<br>7mo<br>*Lloyd's* | Wigham Richrdsn&Co. Ld Newcastle<br>*sA&CP* | NaigaiKisenK.K.<br>*Cell DB* a142′*u* | 420·0 P60′B96′F48′ BK 11″ *E* 27′*f* 177′1115*t* *APT* 40*t* | 55·1 | 20·5 28.6 | Amagasaki Japanese<br>*BHCem* 6 | Q.4Cy.24″,34″,51″&74″–54″<br>210lb (*r*) 494NHP<br>3SB,9*cf*,GS150,HS6303 FD<br>WghmRchrdsn&C.LdNwc | 31 ″ 4 | |
| 80672<br>44936<br>JDIM | **Okuyo Maru**<br>1 *Dk*<br>*Cruiser Stern* | | 2904<br>2530<br>1677 | | | | | 1938 | Mitsubishi Jukogyo K.K Yokohama | ToyoKisenK.K. | 305·4 P24′B80′F29′ | 42·7 | 26·2 | Tokyo Japanese *WB* | T.3Cy.20½″,34 7/16″&57 7/16″–48 5/8″ HS2547 202NHP<br>MitsubishiJukogyoK.K. | | |
| 80673<br>UOIW | **Ola** (*ex*Vegesack-33)<br>Wireless Sub.Sig. *2 Dks* | | 1566<br>1388<br>933 | | | | | 1920 | Bremer Vulkan Vegesack | U.S.S.R. | 237·7 B38′F31′ | 36·0 | 19·5 | Vladvostk Russian *WB* | T3Cy.16 7/16″,26¾″&44½″–29½″<br>106NHP<br>BremerVulkan,Vegesack | | |
| 80674<br>OZMC | **Olaf**<br>*ss*Els.3rdNo.3–5,33<br>*ss*Cpn.No.1–38<br>D.F. 1 *Dk (Irn) & deep framing* | | 1920<br>1716<br>1181 | ✠100A1<br>4,39<br>BS11,38 | Cpn<br>LMC8,37 | *r* | OG<br>3,40 | 1897<br>3mo | W.Gray& Co.Ld. W Hartlepool<br>A&CP | DetForenedeDamp-skibsSelskab<br>*Cell DB* | 280·5 290·7 (O.L.) P29′B69′F25′ FK | 39·7 | 18·6 | Copnhagn Danish<br>*BHCem* 4 *APT* 38*t* | T.3Cy.21″,33″&56″–36″ (*s*)<br>160lb 198NHP NDB01 *refitted* 20<br>2SB,4*rf*,GS63,HS3110<br>Cen.Mar.Eng.WrksWHpl. | 21 ″ 0<br>s 3 ″ 0½<br>18 ″ 2 | |
| 80675<br>LCVZ | **Olaf Bergh** (*ex*Rigi)<br>*2 Dks* | | 5811<br>5572<br>3637 | ✠ ...<br>1,23<br>✠ | | | | 1921<br>2mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Eie'sRederiA/S (Bergh&Helland, *Mgrs.*) | 400·0 F38′ *on Shelter dk* FK | 53·0 | 32·8 | Bergen Norwegian<br>*WB* | T.3Cy.27″,45″&75″–51″<br>569NHP<br>Richardsons,Westgarth& Co.Ld.Hpl. | 35 ″ 5 | N<br>† |
| 80676<br>LJGK | **Olaf Fostenes**<br>*Oil Eng.*<br>*Ref.Mchy.* 1 *Dk*, 2*nd dk for fruit cargo*, 3*rd dk in forward holds sparred*<br>D.F. *Cruiser Stern* *for fruit cargo* | | 2994<br>261*s*<br>1757 | ✠100A1<br>*with freeboard*<br>9,39<br>10,40<br>*for temp. 33° F.* | Stv<br>LMC11,36<br>LMC(M)12,38<br>Lloyd'sRMC ~~8,39~~ ~~9,40~~ | *u* | CL<br>N9,39 | 1936<br>11mo | Helsingörs Jernsk&Msk. Elsinore<br>*Lloyd's* | LarsFostenes RederiA/S(Lars Fostenes,*Mgr.*)<br>*Cell DB* 262′535*t* *of tunnel* 25′ | 322·5 F44′ FK *anks at sides* 81*t* *FPT* 19*t* | 45·8 (*Coll to Wthr dk* 335·7 (O.L.) | 26·7 5 „ *2nd* „) | Haugesnd Norwegian<br>*BHpt Cem* 6 DB 70*lb*<br>Akt.Burmeistr&Wain,Cpn | Oil Engines 2S.C.SA<br>9Cy.19½½″–35 7/16″ 606NHP<br>Akt.Burmeistr&Wain,Cpn | 28 ″ 10<br>s 8 ″ 9<br>20 ″ 3½ | |
| 80677<br>233732<br>WOFF | **Olancho** TwinSc<br>*ss*Mob.No.3–12,32<br>*ss*Mob.No.1–37<br>1 *Dk (Stl) & Shelter dk (Stl–ws)* | | 2493<br>1374<br>1536 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>4,40<br>BS4,40<br>*Fitted for oil fuel* 2 ,21 | NOs<br>LMC3,37 | *s* | CL<br>4,40<br>*F.P.* | 1921<br>2mo | Newburgh Shipyd.Inc. Newburgh, N.Y.<br>A&CP | UnitedFruitS.S. Corp.(UnitedFruit Co. *Mgrs.*)<br>*Cell DB* 256′491*t* | 301·3 *FPT* 22*t* | 42·3 *APT* 34*t* | 22·6 FK | New York Utd. States *Asp* *BHto Sh dk* 2 „ „ *U* „ | T.6Cy.18″,30½″&48″–33″ (*s*)<br>185lb 492NHP<br>3SB,9*cf*,GS173,HS8280 FD<br>VulcanIronWorks, JerseyCity,N.J | 25 ″ 0<br>s 8 ″ 9½<br>16 ″ 7 | |
| 80678<br>7777<br>SHLR | **Oland** (P)<br>*Cruiser Stern* 1 *Dk* | | 429<br>235<br>198 | | | | | 1931 | Oskrshmns M.V.& Skpsdk.A/B Oskarshamn | Kungl.General-poststyrelsen | 119·9 *above* 150° F. | 28·1 | 12·6 | Stockholm Swedish<br>*WB* | T.3Cy.14⅝″ 23½″&38⅝″–27″<br>79NHP<br>OskarshamnsM.V.Aktieb. | | |
| 80679<br>144057<br>MKDY | **Olavus**<br>*ss*Nwc.No.3–6,34<br>*ss*Nwc.No.1–39<br>Wireless 1 *Dk (Stl)*<br>*Cruiser Stern* *Cargo battens not fitted* | | 1294<br>1088<br>759 | ✠100A1<br>6,41 ~~4,40~~<br>LMC<br>MS5,39 BS12,39 ~~3,41~~ | Shl<br>Cff | *o* | CL<br>4,40 | 1920<br>9mo<br>*Lloyd's* | C.Ren-noldson&Co. SouthShields<br>*sA&CP* | OhlsonSteamship Co.Ld. (SirEric Ohlson,Bart.)<br>*Cell DB* 196′398*t* | 230·0 P20′B65′F28′ FK | 36·7 | 15·8 241·0 (O.L.) | Hull British<br>*BHCem* 4 *APT* 50*t* | T.3Cy.18″,30″&50″–33″ (*s*)<br>180lb 199NHP<br>2SB,6*pf*,GS98,HS3672<br>ShieldsEng.&D.D.Co.Ld. | 18 ″ 0<br>s 2 ″ 1<br>16 ″ 1 | |
| 80680<br>DOGS | **Olbers**<br>Sub.Sig. *Oil Eng.*<br>Wireless *Cruiser Stern* 1 *Dk* | | 1236<br>955<br>594 | | | | | 1925 | Deutsche Werke A.G. Kiel | Dampfschifffahrts Ges.Neptun | 233·6 | 36·1 | 14·3 | Bremen German<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.19½½″–37 7/16″ 224NHP<br>DeutscheWerkeA.G.Kiel | | G |
| 80681<br>403<br>IBIZ | **Olbia** (P) TwinSc<br>*Oil Eng.*<br>*2 Dks* | | 3514<br>—<br>2043 | | | | | 1929 | Soc.Anon. Ansaldo SestriPnente | "Tirrenia"Soc. Anon.diNav. | 324·0 | 43·8 | 21·4 | Naples Italian<br>*WB* | Oil Engines 2S.C.DA<br>6Cy.23¾″–35¾″ 1167NHP<br>CantOff.Savoia,Crnigliano | | I |
| 80682<br>142670<br>GSBP | **Olcades** (*ex*BritishBeacon–36)<br>*ss*Pts.No.3–10,30<br>*Mchy.Aft* *ss*Nwc.No.2–38<br>D.F. 2 *Dks (Stl) & Web frames*<br>*Longitudinal framing* | | 6891<br>6297<br>4065 | ✠100A1<br>3,40<br>LMC<br>MS11,38 BS3,40<br>*Carrying Petroleum in bulk* | Sng | *a*† | CL<br>10,38 | 1918<br>10mo<br>*Lloyd's* | Workman, Clark&Co.Ld Belfast<br>*sA&CP* | TheAdmiralty<br>*Cell DB* *u* B34′107*t* *D* | 430·1 *Tf* 43′640*t* *FPT* 16 above 150°F. | 57·0 4*t* *APT* 60*t* | 33·0 | London British<br>*BHCem* 19 (14 „ *to U dk* 5 „ *2nd* „) | T.3Cy.27″,45″&75″–54″ (*s*)<br>190lb 634NHP<br>3SB,*12cf*,GS235,HS9666 FD<br>Wrkman,Clark&Co.LdBel | 33 ″ 7<br>s 6 ″ 7½<br>27 ″ 2 | |
| 80683<br>144292<br>MJTP | **Old Charlton**<br>*ss*Shl.No.3–5,32<br>Sub.Sig. *ss*Shl.No.1–36<br>*Cargo battens not fitted* 1 *Dk (Stl)* | | 1562<br>1334<br>831 | ✠100A1<br>*Fitted for oil fuel* 10,18<br>7,39<br>BS ~~7,39~~ 8,40 | Shl<br>LMC8,36 | *p* | CL<br>7,38<br>*F.P. a* | 1919<br>12mo<br>*Lloyd's* | Dublin Dkyd.Co.Ld. Dublin<br>*sA&CP* | SouthMetro-politanGasCo.<br>*Cell DB* 171′306*t* *D Ta* 29′118*t* *FPT* | 240·1 B52′F28′ FK | 36·4 | 19·2 | London British<br>*BHCem* 4 *APT* 38*t* | T.3Cy.18″,30″&50″–33″ (*s*)<br>180lb 172NHP<br>2SB,6*cf*,GS97,HS2886<br>J.G.Kincaid&Co.Ld.Grk. | 21 ″ 4<br>s 2 ″ 9½<br>18 ″ 8 | |
| 80684<br>DHSF | **Oldenburg** (P)<br>Sub.Sig. *2 Dks*<br>D.F. GyC. | | 8537<br>7488<br>4908 | | | | | 1923 | Flensburger Schiffsb.Ges. Flensburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie) | 471·1 P64′B170′F46′ | 58·2 | 32·4 | Hamburg German<br>*WB* | T.3Cy.32 9/16″,52 13/16″&86 1/16″–55″ &low pressure turbine<br>769NHP<br>FlensburgerSchiffsb.Ges. | | G |
| 80685<br>DNPL | —<br>(*ex*Greenbrier–33,*ex*Pungo)<br>Sub.Sig. *Ref.Mchy.*<br>D.F. E.S.D. GyC. *4 Dks* | | 4595<br>4128<br>2750 | | | | | 1914 | J.C.Teck-lenborg A.G. Weser-münde-G | "Midgard" DeutscheSeever-kehrs-A.G. ("Union"Handels u Schiffahrtsges. m.b.H. *Mgrs.*) | 386·7 B155′F53′ | 49·2 | 30·0 | Nordnham German<br>*WB* | T.3Cy.28 5/16″,45 5/16″&74″–53¾″<br>NB22 400NHP<br>J.C.TecklenborgA.G.Wsm | | C |
| 80686<br>DNBB | —<br>Sub.Sig. *Ref.Mchy.* 1 *Dk*<br>D.F. E.S.D. *Cruiser Stern* | | 2312<br>1715<br>1223 | | | | | 1936 | Deutsche WerftA.G Bet Reihstgwrft Hamburg | Oldenbrg-Portug. Dmpfsch.Rhed. | 287·9 P16′B262′F34′ | 45·8 | 18·1 | Oldenburg German<br>*WB* | C.4Cy.(2)16 5/16″&(2)35 7/16″–35 7/16″&LPturbine withDR gearing & hydraulic coupling HS4090 304NHP<br>DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham. | | G |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned / now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Ch. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80687<br>221113<br>KDQG | **Oldham**<br>*Oil Eng.*<br>Sub.Sig. 2 *Dks*<br>GyC. *Longitudinal framing* | 6201<br>—<br>3848 | | | | | 1921 | Doullut& Williams S.B.Co.Inc. NewOrleans | United States Maritime Commission | 395·5\|55·0\|31·4<br>P60′B109′F37′ | | | N.Orleans Utd. States *WB* | Oil Engines 4S.C.DA<br>5Cy.32″–52″ NE29 992NHP<br>McIntosh&Seymour Corp. Auburn,N.Y. | | R |
| 80688<br>LKDW | **Ole Jacob**<br>D.F. E.S.D. *Oil Eng.*<br>*Mchy.Aft* *Cruiser Stern* 1 *Dk*<br>*Carrying Petroleum in bulk* | 8306<br>7571<br>4972 | | | | | 1939 | A/B Gotaverken Gothenburg | Johs.Hansens Tankrederi A/S (Johs.Hansen, *Mgr.*) | 465·1\|59·4\|35·9<br>P103′B38′F57′ | | | Arendal Norwegian *WB* | Oil Engines 4S.C.SA<br>8Cy.29⅛″–59 3/16″ 653NHP<br>A/B Gotaverken,Got. | | N |
| 80689<br>LDGM | **Ole Wegger** (*ex* San Lorenzo)<br>ss Shl.No.3–4,26<br>(*Whale Oil factory*) *Fitted for oil fuel*<br>D.F. 2 *Dks&Shelter dk&Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 12201<br>9127<br>7272 | ✠ ...<br>11,29<br>✠ | | | | 1914<br>2mo | Swan,Hunter&Wigham Richardson, Ld Newcastle | A/S Örnen (A/S Thor Dahl, *Mgrs.*) | 527·1\|66·6\|42·1<br>H415*t* FK | | | Sandefjord Norwegian *WB* | Q.4Cy.28½″,41″,58″&84″–54″ 787NHP<br>Wllsnd Slpwy.Co.Ld.Nwc. | 42 ″ 0 | N<br>† |
| 80690<br>218904<br>KOBN | **Olean** (*ex* Alameda)<br>ss N.Ns.No.3–1,32<br>ss N.Yk.No.2–1 ~~ss Bal.No.1–25~~<br>*Mchy.Aft* 2 *Dks(Stl)&Web frames*<br>D.F. GyC. *Longitudinal framing* | 7118<br>6382<br>5317 | 100A1<br>2,41 ~~5,30~~<br>~~BS3,40~~ LMC ~~12,35~~<br>*Carrying Petr oleum in*<br>*Fitted for oil fuel 19 19* | Bal<br>NYk 2,41<br>LMC | CL<br>3,40<br>*bulk*<br>*F.P. above* | | 1919 | W.Cramp& Sons S&EBCo Philadelphia | Socony-Vacuum Oil Co. Inc. | 430·0\|58·2\|31·5<br>P116′B36′F49′ FK<br>*Cell D Bu E&B 61′234t* | | | New York Utd. States<br>15 *BHpt Cem*<br>(10 „ *to U dk*<br>5 „ „ *2nd*„) | T.3Cy.27⅝″,45½″&76″–51″ 1901b (*r*) 565NHP<br>3SB,*9cf*,GS186,HS8095 FD<br>W Cramp&Sons S.&E.B.Co.) | 33 ″ 4<br>s 6 ″ 6<br>27 ″ 1 | |
| 80691<br>146640<br>GBJT | **Oleander**<br>ss Sld.No.3–10,34<br>ss Sld.No.1–39<br>*Mchy.Aft* 2 *Dks(Stl)*<br>D.F. *&Web frames*<br>*Longitudinal framing* | 7048<br>6494<br>4270 | ✠100A1<br>11,39<br>✠LMC<br>MS3,39 BS11,39<br>*Carrying Petr oleum in bulk*<br>*Fitted for oil fuel 10 ,22* | Bom<br>N2,38<br>*above* 1 | CL<br>*a*†<br>*F.P.* | | 1922<br>10mo | H.M.Dockyard Pembroke<br>*Lloyd's* | The Admiralty<br>*Cell D Bu R 41′104t*<br>*D T f 40′689t* | 430·2\|57·1\|33·7<br>P109′B32′F52′ FK<br>*F P T 58t A P T 43t* | | | London British<br>18 *BHCem*<br>(10 *to U dk*<br>8 „ *2nd* „) | T.3Cy.27″,45″&74″–54″ (*s*) 1801b 644NHP<br>4SB,*12cf*,GS253,HS10224 FD<br>H.M.Dockyard,Chatham | 33 ″ 6<br>s 6 ″ 3½<br>27 ″ 5 | |
| 80692<br>PGMJ | **Oleum**<br>*Oil Eng.*<br>*Mchy.Aft* 1 *Dk*<br>*Cruiser Stern*<br>*Butts of keel electrically welded* | 476<br>349<br>173 | ✠100A1<br>5,39<br>✠LMC5,39<br>*Carrying Petr oleum in bulk* | Rot<br>*above* 1 | *g*<br>*F.P.* | | 1939<br>5mo | N.V.Schpsf. v/h De Groot & Van Vliet Slikkerveer<br>*Lloyd's* | N.V.Tankreederij "Muron" (F.A. Voigt&Co. *Mgrs.*) | 167·0\|25·9\| 9·8<br>178·0(O.L.)<br>Q63′F21′ FK<br>*Trunk 82′*<br>*F P T 94t* | | | Rottrdam Dutch<br>8 *B Hpt Cem*<br>*DB100lb*<br>*A P T 19t* | Oil Engines 4S.C.SA<br>8Cy.11″–17⅛″ 94NHP<br>Klöckner-Humboldt-Deutz A.G.Köln-Deutz | 10 ″ 4<br>s ″ 5<br>10 ″ 0 | |
| 80693<br>~~1914~~<br>~~BSUA~~<br>129038<br>MLSR | **Olev** (*ex* Regis–35)<br>ss Tln.2nd No.3–6,35<br>ss Tln.No.1–39<br>*Well deck* 1 *Dk(Stl)&deep framing*<br>*Cargo battens not fitted* | 1373<br>1082<br>808 | ✠100A1<br>5,41 ~~8,39~~<br>✠LMC8,39<br>MBS8,40 DBS3,41 | Tln<br>Shl | *o*<br>CL<br>7,39 | | 1909<br>9mo | S.P.Austin &Son,Ld. Sunderland<br>*Lloyd's* | Ministry of Shipping(France,Fenwick,Tyne&Wear Co.Ld. *Mgrs.*)<br>*Cell D Ba 63′uE&B* | 235·1\|36·1\|15·5<br>243·8(O.L.)<br>Q81′B48′F24′ FK<br>33′ *f* 103′375*t F P T 6* | | | Belfast British<br>4 *B HCem*<br>*2t A P T 52t* | T.3Cy.19″,31″&51″–36″ (*s*) 1801b *100lb* 170NHP<br>1SB,*4cf*,GS66,HS2634<br>N.E.Marine Eng.Co.Ld.Sld | 17 ″ 8<br>s 1 ″ 6½<br>16 ″ 3 | |
| 80694<br>218066<br>WXOI | **Olga** (*ex* Ida Hay Atwater–38, *ex* Penobscot–33, *ex* Craigrownie)<br>*Mchy.Aft* D.F. 2 *Dks*<br>Sub.Sig. | 2496<br>—<br>1490 | | | | | 1919 | Gt.Lakes Eng.Works Ashtabula, O. | Carter Coal Transportation Co. | 254·4\|43·6\|25·1 | | | Wilmgton Del. Utd. States *WB* | T.3Cy.21″,34½″&57″–42″ 211NHP<br>Gt.Lakes Eng.Works, Ashtabula,O. | | R |
| 80695<br>DHSG | —<br>(*ex* Duesternbrook)<br>1 *Dk 2tr B* | Iron<br>584<br>496<br>331 | | | | | 1882 | G.Howaldt Kiel | Mathies Reed.K.G. | 175·6\|25·3\|15·8<br>B40′ | | | Hamburg German *WB* | C.2Cy.20″&37½″–27″<br>NB25 61NHP<br>Gebr.Howaldt,Kiel | | G |
| 80696<br>209<br>SVNK | **Olga E. Embiricos** (*ex* Bellview–33)<br>ss Hul.No.3–4,35<br>ss Sch.No.1–39<br>1 *Dk(Stl)&Shelter dk(Stl)* | 4677<br>4297<br>2794 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>8,40 ~~7,39~~<br>✠LMC11,38<br>BS8,40<br>*Fitted for oil fuel 1 ,22* | Sch<br>Bel<br>*above* 1 | *z*<br>CL<br>7,39<br>*F.P.* | | 1922<br>1mo | J Readhead &Sons,Ld. South Shields<br>*Lloyd's* | C.E.Embiricos<br>*Cell D Ba 128′uE28*<br>*D T a 58′1010t* | 400·3\|52·1\|25·9<br>415·0(O.L.)<br>FK<br>*f* 168′1080*t* *Coll*<br>*F P T 72t A P T 153t* | | | Andros Greek<br>*pt Cem*<br>*B H to Sh dk*<br>5 „ „ *U* „ | T.3Cy.25½″,44″&73″–48″ (*r*) 1801b 455NHP<br>3SB,*9cf*,GS190,HS7749<br>J Readhead&Sons,Ld.S.Shl | 28 ″ 6<br>s 3 ″ 2½<br>25 ″ 6¾ | |
| 80697<br>172622<br>~~GLPJ~~<br>GMYQ | **Olga S.**<br>*Oil Eng.*<br>~~D.F.~~ *Cruiser Stern* 2 *Dks* | 2252<br>1933<br>1267 | | | | | 1938 | Helsingörs Jernsk&Msk. Elsinore | Ministry of Shipping(Dover Nav. Co.Ld. *Mgrs.*) | 326·8\|45·8\|18·4<br>F74′ | | | Newcastle British *WB* | Oil Engines 2S.C.SA<br>8Cy.19¼″–35 7/16″ 540NHP<br>Helsingörs Jernsk.&Mskb. | | V |
| 80698<br>DHSH | **Olga Siemers**<br>Sub.Sig. 1 *Dk* | 3347<br>2534<br>1927 | | | | | 1923 | Nordsee-werke A.G. Emden | G.J.H.Siemers& Co. | 332·7\|46·6\|20·6<br>P28′B87′F32′ | | | Hamburg German *WB* | T.3Cy.24⅜″,38 3/16″&62″–41⅜″ Ottensener 246NHP<br>Mch.G.m.b.H.Altona | | G |
| 80699<br>YTDE | **Olga Topić** (*ex* Trevose–35)<br>ss Cff.No.3–2,31<br>D.F. ~~ss Spt.No.2–39 ss Fal.No.1–36~~<br>1 *Dk(Stl)&Shelter dk(Stl)* | 4375<br>4131<br>2742 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>5,40<br>BS4,41 ✠LMC7,39 | Rot<br>Gen | *y*<br>CL<br>~~N6,36~~<br>5,40 | | 1918<br>5mo | J Readhead &Sons,Ld. South Shields<br>*Lloyd's* | Slobodna Plovidba Topić D.D.(Ant. Topić, *Mgr.*)<br>*Cell D Ba 1* | 400·2\|52·1\|25·2<br>FK<br>31′*uE*23′ *f* 175′1003*t* | | | Susak Yugoslav<br>6 *B HCem*<br>*A P T 50t* | T.3Cy.26″,43″&71⅛″–48″(*r*) 1801b 488NHP<br>3SB.*9cf*,GS177,HS7198 FD<br>J.Readhead&Sons Ld.S.Shl | 26 ″ 10<br>~~2 ″ 10~~<br>~~24 ″ 2~~<br>s 2 ″ 10½<br>24 ″ 2½ | |
| 80700<br>DKAX | **Olga Traber** (*ex* Vindeggen–39)<br>1 *Dk* | 3132<br>2841<br>1830 | | | | | 1921 | Armstrong Whitworth& Co.Ld. Newcastle | W.Traber&Co. | 329·9\|46·9\|23·3<br>P33′B97′F32′ | | | Hamburg German *WB* | T.3Cy.23½″,39″&65″–45″ 283NHP<br>Armstrong Whitworth &Co.Ld. | | N |
| 80701<br>142604<br>GLDF | **Oligarch** (*ex* British Lantern–37)<br>ss Pts.No.3–6,31<br>ss Shl.No.2–39<br>*Mchy.Aft* 2 *Dks(Stl)&Web frames*<br>D.F. *Longitudinal framing* | 6894<br>6297<br>4078 | ✠100A1<br>~~2,40~~ 6,41 Grk<br>✠LMC<br>MS6,39 BS3,40<br>*Carrying Petr oleum in bulk*<br>*Fitted for oil fuel 8, 18* | Gls | *a*†<br>CL<br>6,38<br>*F.P.* | | 1918<br>8mo | Workman, Clark&Co.Ld Belfast<br>*Lloyd's* | The Admiralty<br>*Cell D Bu B35′107t D T f 43′64* | 430·1\|57·0\|33·0<br>P99′B33′F56′ FK<br>*0t F P T 164t A P T 60t* | | | London British<br>19 *B Hpt Cem*<br>(14 *B H to U dk*<br>5 „ *2nd*„) | T.3Cy.27⅛″,45″&75″–54″ (*s*) 1901b 634NHP<br>3SB,*12cf*,GS237,HS9666 FD<br>Workman Clark&Co Ld Bel | 33 ″ 7<br>s 6 ″ 7½<br>27 ″ 2 | |
| 80702<br>384<br>IBOZ | **Olimpia** (*ex* Wray Castle–32, *ex* Paria, *ex* Rickmer Rickmers)<br>ss N.Yk.No.2–28<br>D.F. 2 *Dks(Stl)* | 6040<br>5577<br>3795 | 11,33 | Nwc | *a*† | | 1920<br>7mo | Rickmers Akt.Ges. Bremerhaven | A.Lauro | 435·0\|55·6\|29·2<br>419·0<br>P57′B136′F47′ FK<br>*Cell D B 367′1293t* | | | Naples Italian<br>7 *B H Asp*<br>*F P T 100t* | T.3Cy.29½″,46 3/16″&75 5/16″–53 5/16″ 580NHP<br>3SB,*9cf*,GS180,HS8070<br>A.G."Weser," Bremen | 31 ″ 9 | I<br>† |
| 80703 | **Olimpo** Twin Sc<br>*Oil Eng.* | 790<br>—<br>553 | | | | | 1884 | A&J.Inglis Glasgow | Cia. Argentina de Nav. Mihanovich Ltda. | 286·1\|34·2\|12·1 | | | Bns.Aires Argentine | Oil Engines 2S.C.SA<br>4Cy.16 3/16″–18⅛″ 194NHP NE19<br>J&CG Bolinders Co Ld Skm | | |
| 80704<br>PUMO | **Olinda** (*ex* Kennemerland–34, *ex* Cara)<br>ss Ams.2nd No.3–1,30<br>1 *Dk(Stl)&Spar dk(Stl)*<br>*&deep framing* | 4053<br>3758<br>2521 | ✠ ...<br>3,35<br>✠ | Ams | *x* | | 1905<br>12mo | W.Hamilton&Co.Ld. Port Glasgow | Cia.Carbonifera Rio Grandense<br>*Cell D Ba 122′uE24* | 359·9\|50·3\|17·0<br>P31′B105′F31′25·0<br>FK<br>*f* 146′843*t F P T 127* | | | R Janeiro Brazilian<br>6 *B H Cem*<br>*t A P T 30t* | T.3Cy.25″,41″&67″–45″ 364NHP<br>2SB,*6pf*,GS119,HS4906<br>D.Rowan&Co.Glasgow | 27 ″ 6 | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'échelonnement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80705 | **Olinda** | | 419 | | | | | 1915 | Union Iron Works Co. San Francisco | Union Oil Co. of California | 134·9 | 26·1 | 14·1 | L. Angeles Utd. States *WB* | Oil Engines 4S.C.SA 1Cy.13″–18″ 66NHP Western Mach. Co. L. An. | | |
| 213401 | (ex Olinda U.O.-32, ex Otinda) *Oil Eng* | | — | | | | | | | | | | | | | | |
| | *Carrying oil in bulk* 1 *Dk* | | 267 | | | | | | | | | | | | | | |
| 80706 | **Oliva** | | 7885 | | | | | 1921 | Bremer Vulkan Vegesack | Aktiengesellschaft für Seeschiffahrt | 468·8 | 58·3 | 32·7 | Hamburg German *WB* | T.3Cy.32⅛″,52½″&86⅛″–55½″ 550NHP Bremer Vulkan, Vegesack | | G |
| | | | 7384 | | | | | | | | P55′B102′F41′ | | | | | | |
| DHSJ | D.F. Sub.Sig. 2 *Dks* | | 4874 | | | | | | | | | | | | | | |
| 80707 | — | | 1308 | | | | | 1922 | Nüske & Co. Stettin | Argo Reederei Richard Adler & Co. | 242·1 | 37·0 | 14·0 | Bremen German *WB* | T.3Cy.17¾″,27¼″&45½″–27½″ 108NHP A. Borsig, Berlin | | G |
| | | | 1041 | | | | | | | | Q71′B108′F40′ | | | | | | |
| DHSI | Wireless D.F. 1 *Dk* | | 721 | | | | | | | | | | | | | | |
| 80708 | **Olive** 3 Mst | | 328 | ✠100A1 | Bel | *f* | CL | 1907 | J Fullerton & Co. Paisley | Frontier Town S.S. Co. Ltd. (J. Fisher & Sons, Ltd. *Mgrs.*) | 142·5 | 23·4 | 10·2 | Newry British 3 *BH Cem* | C.2Cy.15″&34″–24″ (*s*) 130lb 47RH 1SB, *2pf*, GS40, HS1300 Renfrew Bros. & Co. Irvine | 11 ″ 2 | |
| 115639 | *ss* Bel. 2nd No. 3–1,32 | | 241 | 6,10 ~~6,38~~ | Dub | | 8,38 | | | | *24·3* | | | | | ~~4 ″ 0½~~ | |
| MCXD | *ss* Dub. No. 2–40 ~~*ss* Bel. No. 1–36~~ | | 122 | LMC | | | 5,10 | | | | Q80′B7′F25′ BK6″ | | | | | 11 ″ 5½ | |
| | *Well deck Mchy. Aft* 1 *Dk (Irn)* | | | MS~~4,38~~ 6,40 | BS~~5,40~~ 5,41 | | | | | | | | | *FPT 43t* | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 80709 | **Olivebank** Twin Sc | | 5154 | ✠100A1 | Hul | *a*† | CL | 1926 | Harland & Wolff, Ld. Glasgow | Bank Line, Ld. (A. Weir & Co. *Mgrs.*) | 420·4 | 53·9 | 26·5 | Glasgow British 7 *BHpt Cem* | Oil Engines 4S.C.SA 12Cy.24½″–37½″ 717NHP DB *110lb* | 29 ″ 2 | |
| 148889 | *Oil Eng.* | | 4768 | *with freeboard* | Sws | | 2,39 | 2mo | | | 435·0 (o.l.) | | | FK | | ~~3 ″ 7½~~ | |
| GLQC | *ss* Gls. No. 3–3,39 | | 3117 | 6,11 ~~6,38~~ | | | | | | | | | | (*Coll to Sh dk* | | 25 ″ 8 | |
| | 1 *Dk (Stl)* & *Shelter dk (Stl–ws)* | | | DBS~~5,40~~ 5,41 | LMC 7,39 | | | *Lloyd's* *SA&CP* | | | | | | 6 ,, 2*nd* ,,) | | | |
| | | | | | | | | | | *Cell DB* | 357′1121*t Tan* | | | 15′251*t DTf* | Harland & Wolff, Ld. Gls. 32′1067*t FPT* 106*t APT* 132*t* | | |
| | *Carrying vegetable oil in deep tanks between tunnels* | | | | | | | | | | | | | | | | |
| | *Carrying oil F.P. above 150° F. in Fore Peak* | | | | | | | | | | | | | | | | |
| 80710 | **Oliver Olson** (ex San Pedro–37, | | 2235 | ✠ ... | | | | 1918 | Albina Eng & Mach Wrks Portland, Or. | Oliver J. Olson & Co. | 289·0 | 44·1 | 19·0 | S. Frncisco Utd. States *WB* | T.3Cy.22½″,37½″&60′–42″ 313NHP Ellicott Machine Corp. Bal. | 21 ″ 6 | R |
| 216512 | ex Point Bonita) *Fitted for oil fuel* | | 1945 | 11,23 | | | | 6mo | | | P24′B144′F32′ | | | FK | | | † |
| WDDA | 1 *Dk* | | 1360 | | | | | | | | | | | | | | |
| 80711 | **Olivia** | | 6307 | ✠100A1 | Mfl | *a*† | CL | 1939 | Cantieri Riuniti Dell' Adriatico Monfalcone | N.V. Curaçaosche Scheepv. Maats. | 428·1 | 54·5 | 30·9 | The Hague Dutch 16 *BHpt Cem pt Asp* | Oil Engines 4S.C.SA 6Cy.25⅜″–55½″ 377NHP DB *180lb* | 31 ″ 0 | |
| 6009 | D.F. E.S.D. *Oil Eng.* | | 5540 | ~~7,40~~ 7,39 | 12,40 ~~11,39~~ | Bal. | | 7mo | | | 446·3 (o.l.) | | | | | ~~5 ″ 6½~~ | |
| PGMN | 1 *Dk*, 2*nd dk clear of cargo tanks* | | 3600 | LMC 7,39 | | | | | | | P87′B47′F50 | FK | | | | 25 ″ 9 | |
| | *Longitudinal framing at bottom at deck* | | | | | | | | | | | | | | | | |
| | *Mchy. Aft Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* *SA&CP* | | *Cell DB* | *Eu* 61′87*t* | *DTf* 25′259*t FPT* | 106*t APT* 56*t* | | Cant. Riuniti Dell' Adriatico | | |
| 80712 | **Olivine** (ex Horley) | | 929 | ✠100A1 | Irv | *l* | CL | 1926 | J. Lewis & Sons, Ld. Aberdeen | Wm. Robertson | 199·8 | 30·9 | 12·7 | Glasgow British 3 *BH Cem* | T.3Cy.15½″,27″&44½″–30″ (*s*) 200lb 140NHP 2SB, *4pf*, GS69, HS2378 | 14 ″ 9 | |
| 148745 | *ss* Irv. No. 3–1,88 | | 627 | 9,40 ~~11,89~~ | | | 5,39 | 3mo | | | Q140′F23′ | FK | | | | ~~4 ″ 4½~~ | |
| MNQC | *Mchy. Aft* 1 *Dk (Stl)* | | 494 | BS~~5,40~~ 5,41 | LMC 1,38 | | | *Lloyd's* *SA&CP* | | *Cell DB* | *Bu* 17′*f* 133′223*t FPT* | | | 42*t APT* 35*t* | J. Lewis & Sons Ld. Abn. | 14 ″ 6½ | |
| | *Well deck* | | | | | | | | | | | | | | | | |
| Now "Rio" | **Oljaren** Twin Sc | | *5468* | ✠100A1 | Got | *y* | OG | 1922 | Aktieb. Götaverken Gothenburg | Rederi A/B Gottfrid (R. Weylandt, *Mgr.*) | 389·7 | 54·9 | 29·7 | Stockholm Swedish 11 *BHpt Asp* | Oil Engines 4S.C.SA 12Cy.23⅜″–35⅞″ 629NHP 3 DB–*80lb* | 30 ″ 0 | |
| | *See No. 89834 in Supplement* *Oil Eng.* | | *4767* | 11,39 | | | S12,37 | 6mo | | | P103′F43′ | FK | | | | ~~4 ″ 11½~~ | |
| SLIA | *Mchy. Aft* *ss* Got. No. 3–12,37 | | *3037* | DBS11,39 | LMC 12,37 | | P11,39 | | | | *E*59′232*t FPT* 173*t* | | | 11 *BHpt Asp* | (*Stbd. Upr.* DB *new* 35) | 25 ″ 2½ | |
| | D.F. 1 *Dk (Stl)* & *Web frames* | | | | | | | *Lloyd's* *SA&CP* | | *Cell DB* | *Bu* *B* 17′*f* 133′223*t FPT* | | | *APT* 45*8t* | Aktieb. Götaverken, Got. | | |
| | *Cruiser Stern Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 80714 | **Olna** | | 7073 | ✠100A1 | Sld | *a*† | CL | 1921 | H.M. Dock-yard Devonport | The Admiralty | 430·0 | 57·0 | 33·7 | London British 18 *BHpt Cem* | T.3Cy.27″,45′&74′–54″ (*s*) 180lb FD 644NHP 4SB, *12cf*, GS253, HS10224 | 33 ″ 6 | |
| 146149 | | | 6452 | 6,39 | | | 6,39 | 10mo | | | P101′B36′F53′ | FK | | (10 *to U dk* | H.M. Dockyard, Devonport | ~~6 ″ 5½~~ | |
| GJBN | *ss* Sld. No. 3–6,39 ~~*ss* Mch. No. 3–3,34~~ ~~*ss* Sld. No. 1–07~~ | | 4317 | BS~~5,41~~ | LMC | | | *Lloyd's* *SA&CF* | | *Cell DB* | *Bu* *B* 41′ | | | 8 ,, 2*nd* ,,) | | 27 ″ 3½ | |
| | *Mchy. Aft* 2 *Dks (Stl)* & *Web frames* | | | MS11,37 | BS~~6,38~~ | | | | | | 104*t DTf* 40′6 | 89*t FPT* 58*t APT* 43*t* | | | | | |
| | D.F. *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 10,21 *F.P. above* 150° F. | | | | | | | | | | | | | |
| 80715 | **Olney** (ex Walter Miller–35, | | 7294 | ✠ ... | | | | 1920 | Moore S.B. Co. Oakland, Cal. | Chas. Kurz & Co. Inc. (Pennsylvania Shipping Co. *Mgrs*) | 425·8 | 57·0 | 33·1 | Wilmgton (Del.) | T3Cy.24½″,41½″&72½″–48″ 363NHP | 33 ″ 0 | R |
| 220692 | ex Stockton) *Fitted for oil fuel* | | 6780 | 8,21 | | | | 9mo | | | P106′B40′F41′ | | | Utd. States *WB* | Llewellyn Iron Works, Los Angeles | | † |
| KDDS | *Mchy. Aft* 2 *Dks* & *Web frames* | | 4532 | | | | | | | | | FK | | | | | |
| | D.F. *Longitudinal framing* | | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 80716 | **Olona** (ex Gina–37, ex Helios, | | 1579 | ✠ ... | | | | 1889 | Ramage & Ferguson Leith | L. Mangiarotti & E. Ravano | 270·5 | 37·3 | 17·1 | Genoa Italian *WB* | T.3Cy.19″,30″&51′–39″ 165NHP Ramage & Ferguson, Leith | 19 ″ 5 | I |
| 2117 | ex Barraclough) *ss* Hul. 2nd No. 3–5,14 | | — | 11,26 | | | | 11mo | | | 260·1 | | | | | | † |
| INWR | *ss* Hfs. No. 2–22 | | 943 | | | | | | | | P32′Q72′B100′F31′ | | | | | | |
| | *Well deck* 1 *Dk 2 tr B* | | | | | | | | | | | | | | | | |
| 80717 | **Olopana** (ex Golden Mountain–38, | | 6069 | | | | | 1920 | G M Standi-fer Cnst Corp. Vancouver, Wash. | Matson Navigation Co. | 401·4 | 55·2 | 31·9 | S. Frncisco Utd. States *WB* | T.3Cy.24½″,41½″&72″–48″ 359NHP | | R |
| 219550 | ex Bearport) *Fitted for oil fuel* | | 5563 | | | | | | | | P48′B81′F38′ | | | | | | |
| KUBK | 1 *Dk* & *Shelter dk* | | 3823 | | | | | | | | | | | | Hooven, Owens, Rentschler Co. Hamilton, O. | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 80718 | **Olovsborg** (ex Anglo-Egyptian) | | 5758 | ✠100A1 | Lkr | *a*† | CL | 1912 | Short Bros. Ld. Sunderland | J. A. Zachariassen & Co. | 443·0 | 56·3 | 28·3 | Nystad Finnish 7 *BH Cem* | Q4Cy25½″86½″52½″&76″–54″ 220lb FD (*s*) 601NHP 3SB (Spt) *9cf*, GS174, HS8280 | 30 ″ 7 | |
| 338 | *ss* Got. 2nd No. 3–9,38 | | — | *Shelter dk* | | | 8,38 | 12mo | | | 425·0 | 36·3 | | FK | | ~~3 ″ 11½~~ | |
| OHBH | 2 *Dks (Stl)* & *Shelter dk (Stl)* & *Web frames* | | 3279 | *with freeboard* 7,39 | LMC | | | *Lloyd's* *SA&CP* | *Cell DB* | *Ba* 131′*u E* & *B* | 44′*f* 175′ 1446*t FPT* | | | 106*t APT* 33*t* | N.E. Marine Eng Co Ld Nwc | 26 ″ 10½ | |
| | *Longitudinal framing* | | | MS~~9,38~~ | BS~~5,39~~ | 6,40 | | | | | | | | | | | |
| 80719 | **Oltenia II** (ex Oltenia–41) | | *6394* | ✠100A1 | Gen | *a*† | CL | 1928 | Armstrong Whitworth & Co. Ld. Newcastle | Ministry of Shipping (British Tanker Co. Ld. *Mgrs.*) | 423·7 | 55·3 | 32·4 | London British | Q.4Cy.25½″,36½″,52½″&75″–48″ 220lb (*s*) 533NHP | 32 ″ 8 | |
| 156351 | *Mchy. Aft* *ss* Gen. No. 3–8,39 | | *5905* | 8,39 | | | 8,38 | 4mo | | | P112′B34′F41′ | FK | | 17 *BHpt Cem* | 3SB (Spt), *9cf*, , HS7152 | ~~8G ″ 1~~ | |
| ~~KPAN~~ | D.F. E.S.D. 2 *Dks (Stl)* & *Web frames* | | *3845* | LMC 8,39 | | | | *Lloyd's* *SA&CP* | | *Cell DB* | *Eu* 82′211*t* | *DTf* 38′684*t FPT* | | (11 *to U dk* | Wllsnd Slpwy. Co. Ld. Nwc. | 26 ″ 10½ | |
| ~~KPTQ~~ | *Longitudinal framing–bracketless system* | | | | | | | | | | | | | 6 ,, 2*nd* ,,) | | | |
| BCJL | | | | *Carrying Petroleum in bulk* | | | | | | | | | | 82*t APT* 145*t* | | | |
| | | | | *Fitted for oil fuel* 4,28 *F.P. above* 150° F. | | | | | | | | | | | | | |
| 80720 | **Olterra** (ex Baton Rouge, ex Osage) | | 4995 | ✠ ... | Gen | | | 1913 | Palmers' Co. Ld. Newcastle | A. Zanchi | 394·4 | 52·7 | 29·0 | Genoa Italian | Q.4Cy.20½″,29½″,42½″&61″–45″ 332NHP | 29 ″ 3 | I |
| 1658 | *ss* Rou. No. 3–6,25 | | 4536 | 8,33 | | | | 6mo | | | 380·0 | | | *Cem* | 2SB, *6cf*, GS102, HS4446 | | † |
| IBFL | *ss* Nwc. No. 1–30 | | 2950 | | | | | | | | P95′B32′F36′ | FK | | *H to Upr dk* | Palmers' Co. Ld. Newcastle | | |
| | *Mchy. Aft* 2 *Dks (Stl)* & *Web frames* | | | | | | | | | *Cell DB* | | 12 *B* | | | | | |
| | D.F. *Longitudinal framing* | | | | | | | | | *uE* 31′50*t FPT* | 180*t APT* 76*t* | 2 *B* | | *H to 2nd dk* | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | | | |
| 80721 | **Oltul** (ex Dansborg–33) | | *4328* | ✠100A1 | Gen | *x* | CL | 1920 | Richardsn, Duck & Co. Ld. Stockton | A. Vlasov | 380·2 | 51·0 | 24·8 | Braila Roumanian 6 *BHpt Cem* | T.3Cy.25½″,42″&70″–48″ (*s*) 180lb *100lb* 397NHP | 27 ″ 3 | |
| | *ss* Cpn. No. 3–6,33 | | *4010* | 1,40 | | | 1,40 | 10mo | | | | | | | 3SB, *9cf*, GS179, HS6507 | | |
| YQAO | *ss* Ant. No. 1–37 | | *2672* | BS~~1,40~~ | LMC 2,37 | | | *Lloyd's* *SA&CP* | | *Cell DB* | P38′B244′F37′ FK | | | | Blair & Co. Ld Stockton | | |
| | 1 *Dk (Stl)* | | | | | | | | | *Ba* 123′*u E* 23 *f* | 173′ 1132*t FPT* 136*t* | | | *APT* 154*t* | | | |
| | | | | *Fitted for oil fuel* 10,20 *F.P. above* 150° F. | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c / Special Surveys. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Explanation Letter. | Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught ft. in. | 15 Registers in which classed. If not in L.R. Date of Withdrawal from Class. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 80722 OZNC | **Oluf Mærsk** | ss Cpn. No. 3–11, 28 / D.F. / ss Cpn. No. 2–37, 1 Dk (Stl) | 1950 / 1764 / 1146 | ✠100A1 1,40 ✠LMC MS7,37 BS1,39 | Gls | r | CL 1,40 | 1916 / 9mo / A&CP | A. Vuijk & Zonen Capelle a/d Ysel | Dampskssk af 1912 A/S (A. P. Möller, Cpn. *Mgr.*) *Cell* | 281·3 / 292.5 (O.L.) / P22′ B74′ F31′ FK *DB* 252′ 535*t* *FPT* | 40·2 | 18·9 | Kalundbrg Danish | T.3Cy. 20½″, 31½″ & 51⅝″–35⅛″ 180lb FD (*s*) 208NHP 2SB (Spt), *4cf*, GS 74, HS 3000 4*BHCem* 7*8t APT* 82*t* NedFb. v. Wrk & Spoor, Ams | 21 ″ 4 / s 3 ″ 0½ / 18 ″ 6 | |
| 80723 140449 GLDB | **Olwen** (*ex* British Light–37) | ss Pts. No. 3–6, 30 / ss Nwc. No. 2–38 / *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* / D.F. *Longitudinal framing* | 6470 / 5854 / 3879 | ✠100A1 6,405,~~389~~ ✠LMC MS5,38 BS4,~~386~~,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1 2,1 7 *F.P. above* | Nwc / Fal | *a*† | CL 5,~~88~~ 6,40 | 1917 / 12mo / *Lloyd's* | Palmers' Co Ld. Newcastle | The Admiralty | 419·7 / 54·3 / P104′ B25′ F49′ FK *Tf* 56′ 534*t* *FPT* 150° F. | 32·4 | | London British 180lb *IS0lb* 586NHP 16 *BHpt Cem* (13 *to U dk*) 3 ,, 2*nd* ,, ) 3SB, *9cf*, GS 198, HS 8760 FD Palmers' Co. Ld. Newcastle *APT* 36*t* | T.3Cy. 28″, 46″ & 76″–51″ (*s*) 1*80lb* *IS0lb* 586NHP 3SB, *9cf*, GS 198, HS 8760 FD Palmers' Co. Ld. Newcastle | 32 ″ 8 / s 5 ″ 11½ / 26 ″ 11¾ | |
| 80724 OXRE | **Olympia** | Twin Sc / *Oil Eng.* / ss Liv. No. 2–39 / D.F. 1 *Dk & Shelter dk* | 4488 / 4127 / 2734 | ✠100A1 *with freeboard* 11,39 ✠LMC CS5,39 DBS12,39 2,38 | N Yk | *z* | CL 6,39 | 1930 / 10mo / *Lloyd's* | Akt. Naks-kov Skibsvft Nakskov | Dampskslsk. Orient A/S (*Coll B H to Shlt r Coll D B* 339′ 1124*t* | 384·7 / 54·4 / 400·1 (O.L.) / F39′ FK *dk 5 B H to 2nd dk*) *Tanks in way of tunnels* 100*t* | 32·6 / 24·6 | | Copnhagn Danish 6 *B H* | Oil Engines 4S.C.SA 12Cy. 21⅝″–29⅝″ 541NHP DB *100lb* Akt. Burmeistr & Wain, Cpn | 27 ″ 4 / s 2 ″ 11⅜ / 24 ″ 6 | |
| 80725 33085 JQAB | **Olympia Maru** | *Oil Eng.* / ss Kob. No. 3–5, 38 / 2 *Dks* (*Stl*) | 5612 / 5210 / 3515 | ✠100A1 ~~8,410~~ 8,39 10,40 ✠LMC CS5,38 DB~~S0,35~~ 6,39 10,40 | Kob | *z* | CL ~~7,30~~ 8,40 | 1927 / 8mo / *Lloyd's* | Mitsubishi Zosen Kaisha Ld. Nagasaki *Inter* | Mitsubishi Shoji Kaisha, Ld. *mediate 'tween dk* *Cell D B* 347′ 1215*t* | 405·0 / 55·0 / 32·0 / P58′ B110′ F41′ FK *BH in after hold dispensed with* *DT* 28′ 735*t* *FPT* | | | Tokyo Japanese *pt Cem* 4 *BH to U dk* 2 ,, ,, 2*nd* ,, 26*t APT* 33*t* | Oil Engines 2S.C.SA 6Cy. 23⅝″–41¾″ 582NHP DB *100lb* Mitsubishi Zosen Kaisha Ld | 32 ″ 0 / s 6 ″ 6⅜ / 25 ″ 7¾ | |
| 80726 ~~213093~~ KMWB | **Olympic** (*ex* Dayton, *ex* Harport) | ss N. Yk. No. 3–1, 20 / *Fitted for oil fuel* / 1 *Dk* (*pt Irn–pt Stl*) & *deep framing* / *Carrying Petroleum in bulk* | 5335 / 5134 / 3352 | ✠ 11,25 (*Reclassification Contemplated*) | N Yk | *x* | | 1907 / 11mo | J. Readhead & Sons South Shields | ~~Olympic Steamship Co. Ld.~~ *Cell D Ba* | 370·0 / 50·1 / 32·1 / FK 27′ *uE* 25′ *f* 56′ 277*t* | | | ~~L'sAngeles Utd. States~~ 13 *B H Cem* *APT* 133*t* | T.3Cy. 26″, 42″ & 70″–45″ 374NHP 2SB, *6rf*, GS 122, HS 6004 J. Readhead & Sons, S. Shl. | 35 ″ 0 | |
| 80727 215651 KDIV | — (*ex* Lakeshore) | ss S. Fo. No. 2–28 / *Fitted for oil fuel* / 1 *Dk* | 1877 / 1631 / 1128 | ✠ ... 1,29 ✠ | | | | 1917 / 10mo | Toledo S.B. Co. Toledo, O. | E.K. Wood Lumber Co. Inc. | 251·0 / 43·8 / 18·9 / P21′ B64′ F30′ FK | | | S. Frncisco Utd. States *WB* | T.3Cy. 20½″, 33¾″ & 54″–40″ 260NHP Toledo S.B. Co. Toledo, O. | | R † |
| 80728 208278 KMVZ | — Ⓟ (*ex* Sioux) Wireless | (*Ferry*) 2 *Dks* | 1317 — 896 | | | | | 1910 | Moran Co. Seattle | Puget Sound Nav. Co. (A. M. Peabody, *Mgr.*) | 174·6 / 38·6 / 22·8 | | | Seattle Utd. States | T.4Cy. 14″, 22″ & (2) 26½″–20″ Seattle Const. & D.D. Co. Seattle, Wash. 60NHP | | |
| 15/41 80729 OPXA | **Olympier** Ⓟ | ss Ant. No. 3–3, 33 / ss Ant. No. 1–38 / D.F. 2 *Dks* (*Stl*) | *5266* / *4792* / *3227* | ✠100A1 10,408,~~30~~ BS~~9,30~~ 10,40 | Ant / Liv | *y* | CL ~~7,37~~ 10,40 | 1920 / 7mo / *Lloyd's* | Lloyd Royal Belge (Gt. Britain), Ld. Glasgow | Cie Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale, S.A. *Mgrs.*) *Cell D B* 342′ 920*t* *D* | 400·5 / 52·2 / 28·7 / P37′ B120′ F45′ *Intermediate* FK *'tween dk B H in after hold dispensed with* *Ta* 30′ 850*t* *FPT* 122*t* | | | Antwerp Belgian *Cem* 5 *B H to U dk* 1 ,, ,, 2*nd* ,, *only* *APT* 104*t* | T.3Cy. 26½″, 44½″ & 73″–51″ 200lb (*s*) 574NHP 3SB, *9cf*, GS 179, HS 8523 FD Dunsmuir & Jackson Ld, Gls | 31 ″ 0 / s 5 ″ 11¾ / 25 ″ 3 | |
| 80730 234 SVHX | **Olympos** (*ex* Mount Hymettus–34, *ex* Greldon–32, *ex* War Kinsman) | ss Sld. No. 3–12, 32 / ss Ams. No. 1–37 / 1 *Dk* (*Stl*) | *5216* / *4760* / *3241* | ✠100A1 3,40 BS~~8,30~~ 10,40 ✠LMC 2,37 | NNs | *y* | CL 3,40 | 1918 / 4mo / *Lloyd's* | D & W Hendersn & Co. Ld Glasgow *Cell D B* 345′ 1132*t* *D* | A. M. Coulouthros & Sons (A. M. Coulouthros, *Mgr.*) | 400·6 / 52·3 / 28·5 / P49′ B113′ F38′ FK *Ta* 28′ 1120*t* *FPT* 114*t* | | | Andros Greek 7 *B H Cem* *APT* 177*t* | T.3Cy. 27″, 44″ & 73″–48″ (*s*) 1801b 490NHP 3SB. *9cf*. GS 190. HS 7020 FD D & W Hendersn & Co Ld. Gls | 31 ″ 0 / s 5 ″ 11½ / 25 ″ 3½ | |
| 80731 509 SZLU | — (*ex* Pinelopi K.–36, *ex* Margo, *ex* Sarlos, *ex* Christophore) | Twin Sc / 1 *Dk* | 852 — 536 | | | | | 1904 | Smith's Dock Co. Ld. North Shields | Soc. Anon. Generale de Ciments | 217·0 / 32·1 / 13·6 | | | Piræus Greek *WB* | T.6Cy. 11″, 18″ & 30″–21″ 84NHP MacColl & Pollock, Ld. Sld. | | |
| 80732 142337 GLDC | **Olynthus** (*ex* British Star–37) | ss Fal. No 3–5, 31 / ss Fal. No. 2–39 / *Mchy. Aft* 2 *Dks.* (*Stl*) & *Web frames* / D.F. *Longitudinal framing* | 6888 / 6285 / 4080 | ✠100A1 11,408,~~30~~ ✠LMC 9,39 BS11,40 *Carrying Petroleum in bulk* *Fitted for oil fuel F. P. above* | Fal / Gls | *a*† | CL 8,39 | 1918 / 3mo / *Lloyd's* | Swan, Hunter & Wigham Richardson, Ld Newcastle | The Admiralty | 430·0 / 57·0 / 33·1 / P99′ B33′ F60′ FK *Cell D B* 50 °F. | | | London British 19 *B H pt Cem* (14 ,, *to U dk* 5 ,, ,, 2*nd* ,, ) *Cell D B* 35′ 107*t* *DT* | T.3Cy. 27″, 45″ & 74″–54″ (*r*) 1801b 620NHP 3SB, *12cf*, GS 228, HS 9680 FD Swan, Hunter & Wigham Richardson, Ld. Nwc. f 43′ 640*t* *FPT* 164*t* *APT* 60*t* | 33 ″ 6 / s 6 ″ 6 / 27 ″ 3¼ | |
| 80733 OFCA | **Oma** (*ex* Sailing Vessel–39, *ex* Notre Dame de Bizeux–39, *ex* Maid of Brazil) (*See Sailing Ship Register*) | Wood Aux 3 Mst Sr / *Oil Eng.* | 356 — 274 | | | | | 1918 | Warren S.B. Co. Grosses Cognes, N.S. | Laiva O/Y Oma (Yrjänen & Kumpp, *Mgrs.*) | 152·1 / 32·4 / 12·3 | | | Rauma Finnish | Oil Engines 2S.C.SA 2Cy. 14⅛″–16⅛″ 78NHP *Emade & fitted* 39 A/B Bolinder-Munktell Skm. | | V |
| * 80734 5655 PGMP | **Omala** D.F. E.S.D. | 1 *Dk*, 2*nd dk clear of cargo tanks* / *Mchy. Aft* *Cruiser Stern* / *Longitudinal framing at bottom & at deck* | 6256 / 5540 / 3594 | ✠100A1 11,39 ✠LMC 6,38 *Carrying Petroleum in bulk* | Rot | *a*† | CL | 1938 / 6mo / *Lloyd's* | Cantieri Riuniti Dell' Adriatico Monfalcone | N.V. Petroleum Maats. "La Corona" *Cell D Bu E* 61′ 87*t* *D* | 428·1 / 54·5 / 30·9 / 446·3 (O.L.) / P87′ B38′ F67′ FK *Tf* 25′ 259*t* *FPT* | | | The Hague Dutch 16 *B H pt Cem* *pt Asp* 106*t* *APT* 56*t* | Oil Engines 4S.C.SA 6Cy. 26 1/16″–55½″ 377NHP DB *180lb* Cant. Riuniti Dell' Adriatico Trieste | 31 ″ 0 / s 5 ″ 6½ / 25 ″ 7¾ | |
| 80735 136413 VJGZ | **Omana** | ss Wln. No. 3–9, 38 / 1 *Dk* (*Stl*) / *Cargo battens not fitted* | 2550 / 2248 / 1513 | ✠100A1 12,409,~~30~~ BS~~9,30~~ 12,40 ✠LMC 9,38 | Ddn | *t* | CL 9,39 | 1915 / 1mo / *Lloyd's* | Osbourne, Graham & Co. Sunderland *Inter* | Union S.S. Co. of New Zealand, Ld. *mediate B H in fore* | 303·0 / 46·2 / 20·2 / P21′ B76′ F26′ FK *hold dispensed with* *Cell D B a* 98′ *u E* | | | Sydney, N.S.W. British *Cem* 4 *B H* only *& B* 36′ *f* 126′ 680*t* *FPT* 40*t* *APT* 120*t* | T.3Cy. 22⅜″, 37″ & 61″–39″ (*s*) 1801b 282NHP 2SB, *6cf*, GS 134, HS 4750 G. Clark, Ld. Sunderland | 22 ″ 6 / s 3 ″ 5¾ / 19 ″ | |
| 80736 7475 SFWG | **Omberg** (*ex* Vilsund, *ex* Sigvald) | 1 *Dk* | *1257* / *946* / *692* | | | | | 1920 | Akt. P. Ph. Stuhrs Maskin-og Skibs Aalborg | Ångf. A/B Helge (J. E. Manne, *Mgr.*) | 236·7 / 36·1 / 13·4 / P14′ Q71′ B94′ F29′ | | | Gothenbrg Swedish *WB* | T.3Cy. 16″, 25″ & 42½″–30″ 99NHP A/S Frichs, Aarhus | | V |
| 80737 PKEV | **Ombilin** | *Mchy. Aft* 1 *Dk* | 5658 4532 3195 | | | | | 1915 | Nederl. Schps. Maats. Amsterdam | Koninkl. Paketv. Maats. | 420·4 / 54·2 / 24·3 / F42′ | | | Batavia Dutch *WB* | T.3Cy. 24½″, 40½″ & 67″ & 48″ 311NHP NedFb. v. Wrk & Spoor, Ams | | V |
| 80738 15278 JCPA | **Omi Maru** Ⓟ | ss Kob. No. 2–20 / 1 *Dk & Shelter dk* | 3393 2973 2041 | ✠ ... 11,22 ✠ | | | | 1912 / 7mo | Napier & Miller, Ld. Glasgow | Nippon Yusen K.K. | 345·5 / 46·3 / 25·5 / P37′ F42′ *on Shelter dk* FK | | | Tokyo Japanese *WB* | T.3Cy. 24½″, 41″ & 68″–48″ 456NHP Dunsmuir & Jackson, Ld Gls | 28 ″ 0 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant, expiré. Lettre d'Appropriété. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Registres où cet navire est dans le L.R. Dans le Cert. Red Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80739 | **Omlandia** | | 400 | | | | | 1938 | N.V. Bodewes Schpswerven Martenshoek | Mrs.G.Albers-Panjer | 142·8 \| 26·2 \| 8·9 | | | Hoogezand Dutch | Oil Engines 4S.C.SA 6Cy. | | C |
| PGMR | *Oil Eng.* 1 *Dk* | | — 257 | | | | | | | | P49'Q48'F23' | | | *WB* | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| | *Mchy.Aft* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 80740 | **Omonia** (*ex*Keyingham-33) | | 3699 | ✠100A1 | Rot | *w* | CL | 1908 | J.L.Thompson & Sons, Ld Sunderland | E.Xenios & Christoforides Bros | 346·5 \| 50·8 \| 22·9 | | | Chios Greek | T.3Cy.25″,41″&67″–45″ (*s*) | 25 ″ 6 | |
| 104 | *ss*Pir.2ndNo.3–3,34 | | 3444 | 10,38 | | | 4,38 | 1mo | | | P23'B92'F32' FK | | | 6 *BHCem* | 180lb 329NHP | s 4 ″ 4 | |
| SVJT | *ss*Rot.No.1–38 | | 2335 | BS6,39 ✠LMC4,38 | | | | *Lloyd* | *sA&CP* | *CellDB* | a119'*u*E&B40'*f*146' | | | 880t *APT*94t | NDB06*refitted*31 | 21 ″ 5 | |
| | 1 *Dk*(*pt Iron&pt Stl*)*with bi deep framing & Web frames* 3 *Dk rule* | | | | | | | | | | | | | | 2SB,*3cf*,GS148,HS5100 G.Clark,Ld.Sunderland | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 80741 | **Omurosan Maru** *ss*TamaNo.1–40 | | 9205 | ✠100A1 | Tama | *e*† | CL | 1937 | Mitsui Bussan Kaisha,Ld. Tama | Mitsui Bussan Kaisha,Ld. | 491·4 \| 65·0 \| 36·0 | | | Kobe Japanese | Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$″–55$\frac{1}{2}$″ 1231NHP | 36 ″ 0 | |
| 42630 | (*ex*OmurosanMaru–38) *Oil Eng.* | | 8098 | 5,40 ✠LMC ~~CS5,40~~ | | | ~~4,38~~ 5,10 | 1mo | | | 512·0(o.l.) | | | 12 *BHpt Cem* | 3DR200lb | | |
| JGRL | D.F. 1 *Dk*,2*nd dk clear of cargo tanks* | | 5288 | DBS5,40 5,10 | | | | *Lloyd's* | *sA&CP* | *CellDBuE*93'283*t* | P150'F42' FK *DT*$_2$*f*57'316*t FPT*100*t APT*71*t* | | | MitsuiBussanKaisha,Ld. Tama | | | |
| | *Mchy.Aft* GyC. *Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 80742 | **On Lee** Ⓟ | **TwinSc** | 1026 | | | | | 1909 | Hong Kong & Whampoa Dock Co.Ld. Hong Kong | SzeYapS.S.Co. Ld. | 168·0 \| 34·0 \| 10·4 | | | Hong Kong British | C.4Cy.15′&31″–22″ 80RHP | | |
| 127007 | | | 417 | | | | | | | | | | | | Hong Kong & Whampoa Dock Co.Ld.Hong Kong | | |
| VPBR | 1 *Dk* | | 622 | | | | | | | | | | | | | | |
| 80743 | **Ondina** | | 6341 | ✠100A1 | Lon | *a*† | CL | 1939 | N.V.Nederl. Dok.Maats. Amsterdam | N.V.Petroleum Maats "La Corona" | 428·1 \| 54·5 \| 30·9 | | | The Hague Dutch | Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$″–55$\frac{1}{2}$″ 377NHP | 31 ″ 0 | |
| | *Oil Eng.* | | 5540 | 2,40 | | | | 8mo | | | 446·4(o.l.) | | | 16 *BH* | DB180lb | s 5 ″ 6½ | |
| PGMT | D.F. 1 *Dk*,2*nd dk clear of cargo tanks* | | 3606 | ✠LMC8,39 | | | | *Lloyd's* | *sA&CP* | | P88'B48'F51' FK | | | | Werkspoor N.V.Ams. | 25 ″ 7½ | |
| | E.S.D. GyC. *Mchy.Aft* *Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | | | *CellDB*66'140*t* | *'Tween dk tank aft* | | | 60*t DTf*25′ | 259t *FPT*104t *APT*55t | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 80744 | **Ondo Maru** Ⓟ | | 688 | | | | | 1923 | Mitsubishi Zosen Kaisha Ld.Kobe | ToaKaiunK.K. | 170·0 \| 28·0 \| 18·2 | | | Osaka Japanese | Oil Engines 4S.C.SA 6Cy.18$\frac{1}{4}$″–27″ 194NHP | | |
| 29085 | *Oil Eng.* | | 558 | | | | | | | | *Promenade dk*144′ | | | | Vickers,Ld.Barrow | | |
| JMPE | 2 *Dks* | | 362 | | | | | | | | | | | | | | |
| 80745 | **Onega** | | 1603 | | | | | 1924 | Bergens Mek.Værks. Bergen | U.S.S.R. | 244·4 \| 37·7 \| 15·7 | | | Archangel Russian | T.3Cy.18″,29″&49″–33″ 138NHP | | |
| | | | 1250 | | | | | | | | P42*t*Q104*t*B145*t* | | | *WB* | BergensMekVærksBergen | | |
| UGAP | 1 *Dk* | | 928 | | | | | | | | H85*t*F30*t* | | | | | | |
| 80746 | **Oneida** (*ex*LakeGilboa) | | 2664 | ✠ ... | | | | 1919 | Detroit S.B.Co. Wyandotte | Agwilines.Inc. (Clyde-Mallory Lines, *Mgrs.*) | 251·0 \| 43·6 \| 26·1 | | | New York Utd. States | T.3Cy.21″,35″&59″–42″ 352NHP | 28 ″ 2 | R |
| 21798 | *Fitted for oil fuel* | | 2283 | 2,21 | | | | 7mo | | | P25'B64'F23' FK | | | *WB* | DetroitS.B.Co.Detroit | | † |
| KEZJ | D.F. Sub.Sig. 1 *Dk*2*trB* | | 1654 | ✠ | | | | | | | | | | | | | |
| 80747 | — | | 2309 | ✠100A1 | NYk | *r* | CL | 1920 | Detroit S.B.Co. Wyandotte | Ford Motor Co. | 251·0 \| 43·6 \| 22·2 | | | Dearborn Utd. States | T.3Cy.20″,33″&54″–40″ (*r*) | 24 ″ 2 | |
| 220779 | *ss*Phl.No.3–6,34 | | 1849 | ~~7,10~~ 1,40 12,40 ~~Gat~~ NNs | | | ~~9,37~~ 12,40 | 11mo | | | P27'B64'F26' FK | | | 1851b FD 265NHP | s 3 ″ 2½ | | |
| KDJO | *ss*NYk.No.1–40 | | 1440 | ~~BS12,40~~ ✠LMC9,37 | | | | A&CP | | | *t FPT*58*t APT*89*t* | | | 2SB(Spt), *4cf*,GS88, HS3940 | 21 ″ 2 | | |
| | D.F. GyC. 1 *Dk*(*Stl*) | | | *Fitted for oil fuel* 11,20 *F.P. above* 1 | | | | 50° F. | | *CellDB*204'531 | | | | 4 *BHpt Cem* | DetroitS.B.Co.Detroit | | |
| 80748 | — | | 675 | ✠100A1 | ~~Bkn~~ | *i* | CL | 1908 | Greenock & Grangem'th Dockyard Co. Grngemouth | Anglo-American Oil Co.Ld. ~~(T.J.Wolfe, *Mgr.*)~~ (R.A.Carder, *Mgr.*) | 165·0 \| 32·5 \| 12·1 | | | London British | T.3Cy.14′,23″&37″–24″ (*s*) | 12 ″ 9 | |
| 125733 | *ss*Sld.2ndNo.3–4,35 | | 496 | ~~Examined 6,41~~ ~~Bwg~~ | | | ~~5,37~~ | 10mo | | | Q63'B15'F26' FK | | | 180lb 70RHP | s . 9½ | | |
| MCWL | ~~*Well deck*~~ 1 *Dk*(~~*pt Stl ws*~~) | | 270 | ~~BS2,30~~ ✠LMC4,35 | | | 5,40 | | | | *Trunk on deck*57 | | | 9 *BHpt Cem* | 1SB,*3cf*,GS57,HS2033 | 12 ″ 1½ | |
| | *Mchy.Aft* GyC. | | | ~~BS 5,40~~ 6,41 | | | | | | *CellDBuE&B*46′ | | | | *pt Asp* | Richardsons,Westgarth& Co.Ld.Sld. | | |
| | | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *sA&CP* | | | | | 58t *FPT*25*t* | | | |
| 80749 | **Ono Maru No. 14** | | 1278 | | | | | 1918 | Ono Seikichi Osaka | OnoShojiGomei Kaisha | 220·0 \| 32·0 \| 20·0 | | | Mikage Japanese | T.3Cy.14½″,24½″&39½″–30″ | | |
| 25224 | | | 1095 | | | | | | | | | | | | OnoTekko 86NHP | | |
| JRGE | Wireless 1 *Dk* | | 726 | | | | | | | | | | | | Zosensho,Osaka | | |
| 80750 | **Ono Maru No. 18** Ⓟ | | 1370 | | | | | 1921 | Ono Seikichi Osaka | OnoShojiGomei Kaisha | 225·0 \| 34·0 \| 20·0 | | | Hutyu Japanese | T.3Cy.16″,27″&45″–36″ 121NHP | | |
| 28082 | | | 1110 | | | | | | | | P21'B54'F23' | | | *WB* | OnoTekko Zosensho,Osaka | | |
| JNRA | Wireless 1 *Dk* | | 773 | | | | | | | | | | | | | | |
| 80751 | **Onoba** | | 6256 | ✠100A1 | Sba | *a*† | CL | 1938 | N.V.C.Van der Giessen & Zonen's Schps Krimpen | N.V.Petroleum Maats. "La Corona" | 428·1 \| 54·6 \| 30·9 | | | The Hague Dutch | Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$″–55$\frac{1}{2}$″ 377NHP | 31 ″ 0 | |
| | *Oil Eng.* | | 5540 | ~~3,40~~ 11,40 | Bkn | | | 3mo | | | 446·5(o.l.) | | | 16 *BH* | DB180lb | s 5 ″ 6½ | |
| PGMV | D.F. 1 *Dk*,2*nd dk clear of cargo tanks* | | 3589 | ✠LMC3,38 | | | | *Lloyd's* | *sA&CP* | *CellDBuE*64'13 | P87'B38'F48' FK | | | | Werkspoor N.V.Ams. | 25 ″ 7 | |
| | *Mchy.Aft* E.S.D. *Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | | | | 2*t DTf*25′257*t FPT* | | | 103t *APT*55t | | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 80752 | **Onomea** (*ex*MarianOtisChandler–38, ~~*ex*Guam~~ *ex*WestHaven) | | 5520 | ✠100A1 | Bal | | | 1917 | Skinner & Eddy Corp. Seattle,Wash | Ministry of Shipping (Maritime Shipping & Trading Co.Ld. *Mgrs.*) | 409·6 \| 54·1 \| 27·1 | | | ~~S.Francisco~~ ~~Utd.States~~ British *WB* | T.3Cy.25″,42″&72″–48″ | | R |
| 12mo | | | 5036 | Examined 9,40 | | | | 12mo | | | P44'B115 F47' | | | | PugetSound 549NHP | | ‡ |
| ~~Nov 1941~~ | ~~D.F.~~ "Simone Leopard," *see No. 8231 in Supplement* | | ~~5036~~ | ~~2 *Dks*~~ *Well* | | | | | | | FK | | | | Machy.Depot,Seattle | | |
| | | | 5888 | *Reclassification Contemplated* | | | | | | | | | | | | | |
| 80753 | **Onondaga** | | 2310 | ✠100A1 | NNs | *r* | CL | 1920 | Detroit S.B.Co. Wyandotte A&CP | Ford Motor Co. | 251·0 \| 43·6 \| 22·2 | | | Dearborn Utd. States | T.3Cy.20$\frac{7}{16}$″,32″&54″–40″(*r*) | 24 ″ 2 | |
| 220782 | *ss*Phl.No.3–11,34 | | 1949 | ~~1,41~~ 1,40 5,41 | | | ~~2,38~~ | 8mo | | | P27'B64'F26' FK | | | 185lb FD 265NHP | s 3 ″ 2½ | | |
| KDJR | D.F. GyC. *ss*N.Ns.No.1–38 | | 1440 | ~~BS1,40~~ 1,41 ✠LMC12,38 | | | 12,40 | | | *CellDB*204'5 | 31*t FPT*58*t APT*89*t* | | | 2SB(Spt),*4cf*,GS88,HS3940 | 21 ″ 2 | | |
| | 1 *Dk*(*Stl*) | | | *Fitted for oil fuel* 8,20 *F.P. above* 1 | | | | 50° F. | | | | | | 4 *BHpt Cem* | DetroitS.B.Co.Detroit | | |
| 80754 | **Onsyu Maru** Ⓟ (*ex*OnshuMaru–38, | | 1185 | | | | | 1904 | Nylands Værksted Oslo | KitaNipponKisen K.K. | 229·1 \| 32·6 \| 12·7 | | | Hutyu Japanese | T.3Cy.16½″,27″&44″–32″ 109NHP | | |
| 9447 | *ex*BjörnstjerneBjörnson) | | 1084 | | | | | | | | H76*t* 19·0 | | | *WB* | NylandsVærksted,Oslo | | |
| JBUC | Wireless 1 *Dk*&*Spar dk* | | 695 | | | | | | | | | | | | | | |
| 80755 | **Ontadoc** (*ex*Sirius,*ex*R.L.Ireland) | | 4467 | | | | | 1903 | Chicago S.B.Co. Chicago | Paterson Steamships,Ld. | 423·8 \| 50·2 \| 23·9 | | | Ft William Ont. British | T.3Cy.22$\frac{7}{16}$″,35′&58′–40″ 213NHP | | R |
| 153112 | *Mchy.Aft* | | 4266 | | | | | | | | *WB* | | | | ChicagoS.B.Co. | | |
| VCDR | D.F. Sub.Sig. 1 *Dk*2*trB* | | 3082 | | | | | | | | | | | | | | |
| 80756 | **Ontario** | | 3099 | | | | | 1904 | New York S.B.Co. Camden,N.J. | Merchnts & Miners Transportation Co | 292·2 \| 42·2 \| 15·9 | | | Baltimore Utd. States | T.3Cy.28″,45″&72″–54″ 381NHP | | |
| 201169 | | | — | | | | | | | | 24·0 | | | | New York S.B.Co.Cmdn NJ | | |
| WMCZ | Sub.Sig. D.F. 4 *Dks* | | 1952 | | | | | | | | | | | | | | |
| 80757 | **Ontario No. 1** Ⓟ | **TwinSc** | 5146 | | | | | 1907 | Canadian S.B.Co. Toronto | Ontario Car Ferry Co.Ld. | 317·0 \| 54·2 \| 36·0 | | | Montreal British | T.6Cy.20½″,32½″&54″–36″ 350NHP | | |
| 125983 | | (*Car ferry*) | — | | | | | | | | | | | | Canadian S.B.Co.Toronto | | |
| VGTW | | | 3229 | | | | | | | | | | | | | | |
| 80758 | **Ontario No. 2** Ⓟ | **TwinSc** | 5568 | | | | | 1915 | Polson Iron Works Co.Ld. Toronto | Ontario Car Ferry Co.Ld. | 307·5 \| 54·0 \| 20·2 | | | Montreal British | T.6Cy.20¼″,33″&54″–36″ 350NHP | | |
| 137978 | | (*Car ferry*) | 4812 | | | | | | | | | | | *WB* | Polson I.W.Co.Ld.Toronto | | |
| VGTX | | 2 *Dks* | 3376 | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|
| 80759 | **Ontariolite** | Twin Sc | 8889 | ✠100A1 | NNs | | CL |
| 152788 | | *Oil Eng.* | 8499 | *Shelter dk* | Phl | | PN |
| VGTZ | *Cruiser Stern* | *ss* Vcr. No. 3-1,38 | 4284 | *with freeboard* | | | 10,38 |
| | D.F. GyC. | 1 *Dk (Stl) & Shelter dk (Stl) & Web frames* | | 5,40 ~~6,39~~ | | | 8?,39 |
| | *Mchy. Aft* | *Longitudinal framing* | | ✠LMC CS11,38 | | | |
| | | | | DBS ~~7,38~~ 5,40 ~~1,38~~ | | | 7,39 |
| | | | | *Carrying Petroleum in* | | | *bulk* |
| 80760 | **Oorama** | 3 Mst | 1051 | ✠100A1 | Mel | *m* | OG |
| 137226 | | *ss* Syd. No. 3-1,34 | 721 | ~~5,40~~ ~~7,39~~ 12,40 | Syd | | 4,39 |
| VJNM | | *ss* Syd. No. 1-37 | 589 | BS ~~11,38~~ ✠LMC 11,37 | | | |
| | *Mchy. Aft* *Well deck* | 1 *Dk (Stl)* | | 12,40 | | | |
| | Wireless | *Cargo battens not fitted* | | | | | |
| 80761 | **Oost-Vlaanderen** | | 421 | | | | |
| | | *Oil Eng.* | 292 | | | | |
| PGNC | *Mchy. Aft* | 1 *Dk* | 286 | | | | |
| | | *Cruiser Stern* | | | | | |
| 80762 | **Oostcappelle** | | 751 | ✠100A1 | Bom | *j* | OG |
| 153801 | | *ss* Bom. No. 3-1,34 | 519 | 7,39 | | | N12,38 |
| VTCX | | *ss* Bom. No. 1-37 | 348 | BS ~~12,38~~ 5,40 ✠LMC 12,37 | | | |
| | *Well deck* | 1 *Dk (Stl)* | | | | | |
| | | *Cargo battens not fitted* | | | | | |
| 80763 | **Oostplein** (*ex* Luigi Accame-37, *ex* Monte Nero) | | 5059 | | Hul | | |
| | | | 4542 | Examined L.R. 7,40 | | | |
| PGNA | D.F. | 1 *Dk* | 3062 | | | | |
| 80764 | **Oostzee** | | 336 | | | | |
| | | *Oil Eng.* | 239 | | | | |
| PGNH | | 1 *Dk* | 159 | | | | |
| | *Mchy. Aft* | *Cruiser Stern* | | | | | |
| 80765 | **Ootmarsum** | | 3628 | ✠100A1 | Sch | *w* | OG |
| | | *ss* Rot. No. 3-5,33 | 3304 | 12,39 | | | 12,38 |
| PGNQ | D.F. | *ss* Rot. No. 1-38 | 2175 | ✠LMC | | | |
| | | 1 *Dk (Stl)* | | MS 1,38 BS 3,40 | | | |
| | | | | *Fitted for oil fuel* 4 ,20 | | | *F.P. a* |
| 80766 | **Op ten Noort** | Twin Sc | 6076 | | | | |
| | *Cruiser Stern* | *Fitted for oil fuel* | — | | | | |
| PKEA | | 3 *Dks* | 3566 | | | | |
| 80767 | **Opalia** | | 6195 | ✠100A1 | Sng | *a*† | CL |
| 166453 | | *Oil Eng.* | 5495 | 9,40 ~~12,39~~ | Bkn | | |
| GJGP | D.F. | 1 *Dk*, 2nd dk clear of cargo tanks | 3596 | ✠LMC 5,38 | | | |
| | E.S.D. *Mchy. Aft* | *Cruiser Stern* | | *Carrying Petroleum in* | | | *bulk* |
| | *Longitudinal framing at bottom & at deck* | | | | | | |
| 80768 | **Opawa** | Twin Sc | ~~11746~~ | ✠100A1 | Sws | *f*† | CL |
| 162907 | | *Oil Eng.* | ~~7319~~ ~~7,1012,38~~ | 1,41 Awn | | 7,39 | S1,40 |
| GJMC | | *ss* Npt. No. 2-39 *ss* ~~Fal. No. 1-35~~ | ~~7181~~ | ✠LMC CS ~~6,35~~ | | | PN7,40 |
| | 2 *Dks (Stl)* 3rd dk (*Stl*) in forward holds | | 10354 | DBS ~~1,39~~ 1,40 ~~7,37~~ 1,38 | | | |
| | D.F. E.S.D. | | 9313 | ✠Lloyd's RMC ~~1,40 7,40~~ | | | |
| | *Ref. Mchy.* | *Cruiser Stern* | 6235 | 1,41 | | | |
| 80769 | **Opepe** | | 362 | ✠100A1 | Bel | *f* | CL |
| 160297 | | | 258 | 9,40 ~~1,39~~ | Dub | | 9,40 |
| MMLR | *Mchy. Aft* | 1 *Dk* | 131 | ✠LMC 8,37 | | | |
| | | *Cargo battens not fitted* | | | | | |
| 80770 | **Ophelia** | | 1446 | | | | |
| | | | 1260 | | | | |
| DJPZ | | *Cruiser Stern* 1 *Dk* | 799 | | | | |
| 80771 | **Ophélie** | | 6477 | | | | |
| | | *Fitted for oil fuel* | — | | | | |
| FOEK | *Mchy. Aft* | 2 *Dks* | 3488 | | | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | |
| 80772 | **Ophir** | Twin Sc | 4115 | | | | |
| | *Ref. Mchy.* | *Oil Eng.* | 2802 | | | | |
| PKGF | *Cruiser Stern* | 2 *Dks* | 2142 | | | | |
| 80773 | — | | 1005 | | | | |
| | | | 784 | | | | |
| LEOR | | 1 *Dk* | 621 | | | | |
| 80774 | — | | 577 | ✠100A1 | Bcl | *h* | CL |
| | *ss* Bcl. 2nd No. 3-2,41 | *ss* ~~Bbo. No. 3-7,26~~ | 372 | 2,41 ~~8,35~~ | | 2,41 | ~~7,36~~ |
| EGES | *Well deck* *Mchy. Aft* | *ss* ~~Bcl. No. 2-35~~ | 217 | | | LMC ~~8,38~~ | 2,41 |
| | | 1 *Dk (Stl)* | | *Carrying Petroleum in* | | | *bulk* |
| | | | | ~~NO LATER SURVEY REPORTED~~ | | | |
| 80775 | — | | 469 | ✠100A1 | Liv | *g* | CL |
| 124102 | | *ss* Liv. 2nd No. 3-8,33 | 350 | 4,38 | | | 3,38 |
| MCST | *Well deck* | *ss* Liv. No. 1-38 | 172 | BS 10,40 ✠LMC | | | |
| | *Mchy. Aft* | 1 *Dk (Stl-pt* teak s) | | MS 3,38 ~~BS 9,38~~ | | | |
| 80776 | **Oporto** | | 2352 | ✠100A1 | Liv | *r* | CL |
| 149684 | | *ss* Shl. No. 3-5,41 *ss* ~~Hul. No. 2-36~~ | 1540 | ~~5,41~~ ~~9,39~~ | Shl | | ~~8,37~~ |
| GSLR | 1 *Dk (Stl)* 2nd *Dk (Stl)* in fore holds | | 1437 | BS ~~10,38~~ ✠LMC 7,36 | | | ~~12,40~~ |
| | | *Cruiser Stern* | | 12,40 | | | 4,41 |

| 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. | 15 Registers in which classed. If not in R. Date of last Rec. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|
| 1925 | Frd. Krupp | Imperial Oil, Ld., Marine Department. (H. J. Rahlves, *Mgr.*) | 470·0 | 63·2 | 35·3 | Montreal | Oil Engines 2S.C.SA | 35 ″ 6 | |
| 12mo | A.G. | | 489·6 (O.L.) | | | British | 8Cy. 25 $\frac{9}{16}$″–51 $\frac{9}{16}$″ 905NHP | s 8 ″ 8 | |
| | Kiel | | B33′F39′ | | FK | 18 *B Hpt Cem* | 2 Water Tube DB *200lb* | 27 ″ 2$\frac{1}{4}$ | |
| *Lloyd's A&CP* | | *Cell D Bu E* 64′135*t* | *DT f* 36′315*t* | | | *pt Asp* | | | |
| | | *DT a* 21′108*t* | *FPT* 186*t* *APT* 106*t* | | | (13 *to U dk*) | Frd. Krupp A.G. Kiel | | |
| 1921 | J. Fullerton | The Adelaide Steamship Co. Ld. | 210·4 | 33·2 | 12·9 | P. Adelaide | T.3Cy. 17″, 27 $\frac{1}{2}$″ & 45″–33″ (*s*) | 15 ″ 3 | |
| 12mo | & Co. | | Q115′B11′F26′ | | FK | British | 180lb 156NHP | s 4 ″ 9$\frac{3}{4}$ | |
| | Paisley | | | | | 3 *BHCem* | 2SB, *4cf*, GS 82, HS 2800 | 14 ″ 7$\frac{1}{4}$ | |
| *Lloyd's A&CP* | | *Cell D* | *Bf* 128′196*t* *FPT* 70*t* | | | *APT* 35*t* | Ross & Duncan, Govan | | |
| 1931 | J. Smit & | N.V. Scheepsvaart Maats. Limburg (T. den Hartigh, *Mgr.*) | 148·8 | 25·5 | 9·2 | Terneuzen | Oil Engines 4S.C.SA | | V |
| | Zoon | | P43′F17′ | | | Dutch | 4Cy. 11″–17$\frac{3}{4}$″ 47NHP | | |
| | Foxhol | | | | | *WB* | Motorenfbr. "Deutz" A.G. Köln-Deutz | | |
| 1921 | N.V. Scheep. | Thoban Devji, & Meghji Gopalji | 180·2 | 28·2 | 12·4 | Bombay | T3Cy 15$\frac{1}{2}$″, 24$\frac{5}{8}$″ & 40 $\frac{9}{16}$″–27 $\frac{9}{16}$″ | 14 ″ 6 | |
| 7mo | v.d. Windt | | Q52′B51′F22′ | | FK | British | 185lb (*s*) 143NHP | s ″ 8$\frac{1}{4}$ | |
| | Vlaardingen | | | | | 4 *BHCem* | 2SB, *4cf*, GS 872, HS 2873 | 13 ″ 11$\frac{3}{4}$ | |
| A&CP | | *Cell D Ba* 35′ | *u E* 17′*f* 81′171*t* *FPT* 24*t* | | | *APT* 15*t* | Scheepswf. & Mach. de Klop, Sliedrecht | | |
| 1921 | Cant. Fedl. | N.V. Scheepv. Mij. "Millingen" (G.A. Spliethoff, *Mgr.*) | 378·7 | 51·8 | 27·5 | Rottrdam | T.3Cy. 26″, 42 $\frac{1}{2}$″ & 70″–48″ | | IG |
| | per Costruzioni Navali Pietra Ligure | | P52′B123′F37′ | | | Dutch | NE & B29 340NHP | | |
| | | | | | | *WB* | Cant. del Tirreno, Gen. | | |
| 1936 | N.V. Noord | T. Tammes | 133·5 | 22·9 | 9·6 | Groningen | Oil Engines 4S.C.SA | | V |
| | Nederlndsch. Schpswerven Groningen | | P39′F14′ | | | Dutch | 6Cy. 10$\frac{1}{2}$″–15$\frac{3}{4}$″ 68NHP | | |
| | | | | | | *WB* | Mtrn Werke Mannheim AG | | |
| 1920 | A. Vuijk & | Stoomv. Maats. "Oostzee" (Vinke & Co. *Mgrs.*) | 360·1 | 48·2 | 22·8 | Amstrdam | T3Cy 25$\frac{3}{4}$″ 40″ & 67 $\frac{7}{16}$″–45″ (*s*) | 25 ″ 3 | |
| 5mo | Zonen | | P30′B229′F27′ | | FK | Dutch | 180lb FD 426NHP | s 3 ″ 2$\frac{3}{4}$ | |
| | Capelle a/d Ysel | *Intermediate B Hin after hold dispensed with* | | | | *Cem* | 3SB (Spt) *6cf*, GS 132, HS 6312 | 22 ″ 3 | |
| A&CP | | *Cell D* | *B* 304′950*t* *FPT* 74*t* | | | 5 *BH to U dk* | Kon. Maats. de Schelde, Flushing | | |
| 1927 | Nederl. | Koninkl. Paketv. Maats. | 424·5 | 55·2 | 22·2 | Batavia | C.8Cy. (4) 22″ & (4) 47$\frac{1}{2}$″–47$\frac{1}{2}$″ | | V |
| | Schps. Maats. Amsterdam | | F45′ | | | Dutch | 616NHP | | |
| | | | | | | | Werkspoor, Amsterdam | | |
| 1938 | N.V. Nederl. | Anglo-Saxon Petroleum Co. Ld. | 430·2 | 54·6 | 30·8 | London | Oil Engines 4S.C.SA | 31 ″ 0 | |
| 5mo | Dok. Maats. Amsterdam | | 446·4 (O.L.) | | | British | 6Cy. 25 $\frac{9}{16}$″–55$\frac{1}{2}$″ 377NHP | s 5 ″ 6$\frac{1}{2}$ | |
| | | | P88′B38′F67′ | | FK | 16 *B Hpt Cem* | DB *180lb* | 25 ″ 8 | |
| *Lloyd's A&CP* | | *Cell D Bu E* 66′140*t* | *'Tween dk tank aft* 60*t* *DT f* 25′259*t* | | | | Werkspoor N.V. Ams. | | |
| | | | *FPT* 104*t* *APT* 55*t* | | | | | | |
| 1931 | A. Stephen | New Zealand Shipping Co. Ld. | 471·0 | 67·3 | 36·8 | Plymouth | Oil Engines 2S.C.SA | 40 ″ 0 | |
| 4mo | & Sons, Ld. Glasgow | | P66′B234′F81′ | | FK | British | 18Cy. 26$\frac{3}{4}$″–47$\frac{1}{4}$″ 2243NHP | ~~s 7 ″ 10~~ | |
| | | *Duct keel fwd. of mchy. space* | | | | 8 *BHpt Cem* | 3 DB *100lb* | ~~8 ″ 5½~~ | |
| *Lloyd's A&CP* | | *Cell D B* 343′1392*t* | *tanks in way of tunnels* 100*5t* *DT s f* 41′294*t* *FPT* 88*t* *APT* 94*t* | | | | A. Stephen & Sons, Ld. Gls. | s 7′10½ | |
| | | | | | | | | 32 ″ 5 | |
| 1937 | Scott & | Frontier Town Steamship Co. Ld. (J. Fisher & Sons, Ld. *Mgrs.*) | 142·2 | 23·6 | 10·5 | Newry | T.3Cy. 11$\frac{1}{4}$″, 20″ & 32″–24″ | 11 ″ 5 | |
| 8mo | Sons | | 148·1 (O.L.) | | | British | 205lb (*s*) 62RHP | s 3 ″ 6$\frac{1}{2}$ | |
| | Bowling | | Q81′B7′F20′ | | BK 6″ | 3 *BHCem* | 1SB, *3cf*, GS 51, HS 1489 | 11 ″ 8$\frac{1}{2}$ | |
| *Lloyd's A&CP* | | | *FPT* 54*t* | | | *APT* 35*t* | Aitchison, Blair Ld. Clydebank | | |
| 1935 | Lübecker | A. Kirsten | 268·8 | 39·4 | 14·6 | Hamburg | C.4Cy. (2) 14 $\frac{3}{16}$″ & (2) 31$\frac{1}{2}$″–31$\frac{1}{2}$″ | | G |
| | Maschb. Ges. Lübeck | | P216′F29′ | | | German | 93NHP | | |
| | | | | | | *WB* | Ottensener Mch. G.m.b.H. Altona | | |
| 1922 | Ch. & Atel. | Cie. Auxiliaire de Navigation | 421·6 | 57·5 | 29·0 | Havre | T.3Cy. 27 $\frac{5}{32}$″, 44$\frac{1}{2}$″ & 74 $\frac{13}{16}$″–51″ | | V |
| | deSt. Nazaire St. Nazaire | | P117′B33′F50′ | | | French | 398NHP | | |
| | | | | | | *WB* | Cb. & Atel. deSt. Nazaire | | |
| 1928 | Nederl. | Koninkl. Paketv. Maats. | 370·4 | 51·7 | 19·8 | Batavia | Oil Engines 4S.C.SA | | V |
| | Schps. Maats. Amsterdam | | P29′B143′F40′ | | | Dutch | 16Cy. 27$\frac{1}{2}$″–47$\frac{1}{2}$″ 1175NHP | | |
| | | | | | | *WB* | Werkspoor N.V. Ams. | | |
| 1906 | Bergens | Rasmus F. Olsens Rederi (A/S (Rasmus F. Olsen) | 225·1 | 32·1 | 13·2 | Bergen | T.3Cy. 16″, 25″ & 43″–30″ | | N |
| | Mek. Værks. Bergen | | Q115*t* B50*t* H6*t* F31*t* | | | Norwegian | 101NHP | | |
| | | | | | | *WB* | Bergens Mek Værks Bergen | | |
| 1919 | Echevarrieta y Larrinaga Cadiz | Cia. Arrendataria del Monopolia de Petroleos S.A. | 164·0 | 26·2 | 10·3 | Bilbao | T.3Cy. 12″, 20″ & 32″–24″ (*s*) | 12 ″ 10 | |
| 11mo | | | | | | Spanish | 165lb 75NHP | s 4 ″ 3$\frac{1}{2}$ | |
| | | | Q94′B11′F25′ | | BK 7″ | 7 *BHCem* | 1SB, *2cf*, HS 1505 | 13 ″ 0 | |
| *Lloyd's A&CP* | | *Cell D* | *Bf* 92′136*t* *FPT* 43*t* | | | *APT* 7*t* | Alexander Bros. Bcl. | | |
| 1907 | Ailsa S.B. | Zillah Shipping & Carrying Co. Ld. (W.A. Savage, Ld. *Mgrs.*) | 155·1 | 26·2 | 10·5 | Liverpool | C.2Cy. 18″ & 40″–27″ (*s*) | 13 ″ 1 | |
| 12mo | Co. Ld. | | Q50′B10′F29′ | | BK 7″ | British | 130lb 94RHP | s ″ 11$\frac{1}{2}$ | |
| | Ayr | | | | | 3 *BHCem* | 1SB, *3pf*, GS 51, HS 1752 | 12 ″ 9 | |
| *Lloyd's A&CP* | | *Cell* | *DB f* 79′112*t* *FPT* 48*t* | | | *APT* 7*t* | Ross & Duncan, Glasgow | | |
| 1928 | Ramage & | Ellerman Lines, Ld. (Ellerman & Papayanni Lines Ld. *Mgrs.*) | 270·6 | 40·2 | 18·4 | Liverpool | T.3Cy. 17$\frac{1}{2}$″, 30″ & 52″–36″ (*s*) | 20 ″ 6 | |
| 7mo | Ferguson, Ld. | | | | | British | 220lb 269NHP | s 1 ″ 2 | |
| | Leith | | P&B178′F51′ | | FK | 6 *BHpt Cem* | 2SB, *6cf*, GS 107, HS 4026 FD | 19 ″ 6$\frac{1}{4}$ | |
| *Lloyd's A&CP* | | *Cell D B* 231′ | 453*t* *APT* 13*t* | | | | Ramage & Fergusn, Ld. Lth. | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant après Lettre d'Renouvellement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. | pa. | 15 Registre aux ports de la Mer Noire, Dardanelles, Bosphore, Caspienne, Danube, Dniester, Dniepr, Don, Volga, Kama, Oka, Neva, Dwina, Vistule, Oder, Elbe, Weser, Ems, Rhin, Escaut, Meuse, Tage, Douro, Guadalquivir, Guadiana, Ebre, Rhône, Pô, Tibre, Arno, Nil, Tigre, Euphrate, Shatt-el-Arab, Indus, Gange, Irrawaddy, Menam, Mékong, Yang-tse-kiang, Hoang-ho, Pei-ho, Si-kiang, Amour, Lena, Yenisei, Obi, Dvina, Petchora, Mississippi, Missouri, Ohio, Columbia, Fraser, Saint-Laurent, Saint-Jean, Rio Grande, Amazone, Rio de la Plata, Paraguay, Orénoque, Magdalena, Yukon, Mackenzie, Niger, Congo, Zambèze, Limpopo, Murray, Darling, Hawkesbury, Clarence, Brisbane, Fitzroy, Burdekin, Hudson, Delaware, Susquehanna, Potomac, James, Savannah, Saint-Jean, Saint-Jean, Saint-Jean

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned; now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. (Intern.Fl. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80793 YTTG | **Orao** (*ex*Ger-y-Bryn–38, *ex*Beechpark–37) | *ss*Rot.No.3–7,32 *ss*Shl.No.1–37 | *5135* *4720* *3125* | ✠100A1 12,39 BS6,39 ✠LMC4,37 | Sws | *y* | CL 11,39 | 1919 7mo | Greenock&Grangem'th Dkyd.Co.Ld. Greenock *Lloyd's* | Jugoslavenska PlovidbaD.D. *CellDB* | 400·4\|52·3\|28·5 P51'B114'F39' FK 347'1296*t FPT*125*t* | | | Susak Yugoslav | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD *APT*200*t* | 31 ″ 0 s 5″11½ 25 ″ 3½ | |
| | D.F. 1*Dk(Stl)&Platform dk(Stl)* *in Nos.*1,2,4&5*holds* *Longitudinal framing in DB&at Dks* | | | | | | | | | | | | | 7*BHptCem* | J.G.Kincaid&Co.Ld.Grk. | | |
| 80794 121193 VJVD | **Orara** Ⓟ Wireless *Ref.Mchy.* 2*Dks* | | 1297 1141 629 | | | | | 1907 | Scott of Kinghorn,Ld. Kinghorn | NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*) | 240·3\|33·9\|19·9 | | | SydnyNSW British *WB* | T.3Cy.22½″,37″&60″–36″ 216NHP Scott of Kinghorn,Ld.Kgn | | |
| 80795 162906 GJKX | **Orari** *OilEng.* *ss*Fal.No.2–39 D.F. E.S.D. 2*Dks(Stl)* 3*rd dk(Stl) in* *Ref.Mchy.* *forward holds* *Cruiser Stern* | TwinSc | 10350 9313 6228 | ✠100A1 ~~7,40~~ ~~2,40~~ 3,41 ✠LMC CS~~8,39~~ 8,41 DBS~~2,39~~ 3,41 9,39 ✠Lloyd'sRMC8,~~39~~ 7,40~~,40~~ | Lon Gls | *f*† | CL ~~8,39~~ 2,41 | 1931 2mo | A.Stephen &Sons,Ld. Glasgow *Lloyd's* | NewZealand ShippingCo.Ld. *Duct keel forw* *CellDB*343'1392*t* | 471·0\|67·3\|36·8 P66'B234'F81' FK *ard of mchy. space* *Tanks in way of tunn* | | | Plymouth British 8*BHptCem* *els*1005*t DTs* | Oil Engines 2S.C.SA 18Cy.26¾″–47½″ 2243NHP 3DB*100lb* SulzerBros.Winterthur *f*41'294*t FPT*88*t APT*94*t* | 40 ″ 0 s7 ″ 10½ 32 ″ 5 | |
| 80796 913 IBHK | **Orata** (*ex*EmanueleAccame–37, *ex*Reliance,*ex*KnightCompanion) D.F. 3*Dks* | | 8631 — 5076 | ✠ 1,13 ✠ | Liv | *c*† | | 1910 8mo | C.Connell &Co.Ld. Glasgow | "Polena"Società di Navigazione | 484·6\|58·0\|40·0 B167′ FK | | | Genoa Italian *WB* | T.3Cy.26½″,44″&74″–48″ 538NHP D.Rowan&Co.Glasgow | 42 ″ 10 | I † |
| 80797 137467 GLTQ | **Orbita** Ⓟ *ss*Liv.2nd No.3–5,10 ~~*ss*Bel.No.3,4,27~~ ~~*ss*Liv.No.2–25~~ 2*Dks(Stl)&Awng dk(Stl–ptws) Shade* *dk(Stl)3rd dk(Stl) in Nos.*1,2&3*holds* *Ref.Mchy.* D.F. | TrpSc | 15495 12425 9484 | ✠100A1 *withfreeboard* 12,40~~5,40~~ ✠LMC10,38 BS9,40 *rutted for oil* | Liv *fuel* 4,27 | *k*† *F.P. a* | CL 5,40 *bove* 1 | 1915 4mo | Harland& Wolff,Ld. Belfast *Lloyd's* | PacificStmNavCo. *B a*145'*uE&B*142 | 550·3\|67·3\|43·0 569·2(O.L.) FK&BK2″ *Tanks at sides of tu* 50° F. *CellD* f188'1898*t FPT*211 | | | Liverpool British 10*BHCem* *nnels*1288*t* *t APT*125*t* | T.8Cy.(2)26½″,(2)42″&(4) 47½″–51″&1LP turbine 215lb (*s*) 6DB,*36cf*,GS709,HS28410 Harland&Wolff,Ld.Bel. | 47 ″ 1 s 11 ″ 9 35 ″ 10½ | BT till ~~5,40~~ ~~10,41~~ 5,41 |
| 80798 165501 GZSR | **Orcades** Ⓟ D.F. E.S.D. 2*Dks*,3*rd dk in holds* GyC. *Cruiser Stern* *Ref.Mchy.* | TwinSc | 23456 13096 14029 | ✠100A1 *withfreeboard* 7,40 8,10 ~~1,40~~ BS~~8,40~~ ~~8,38,39~~ ✠LMC7,37 ✠Lloyd'sRMC3,~~40~~6,40 3,41 ~~1,40~~ *Fitted for oil* | Syd *fuel* 7,37 | CL *F.P. a* | *bove* 1 | 1937 7mo | Vickers-Armstrongs. Ld. Barrow *Lloyd's* | OrientStm.Nav. Co.Ld. *Duct keel forward* *CellDB*504'2345*t* *tunnels* 96'620*t* | 639·3\|82·2\|33·6 664·5(O.L.) LwrB&F624′ FK B&F499'UprB325 UprF81′ *of mchy. space* *Tanks in way of* *Wing tanks in ER* 50° F. | | | London British 11*BHptCem* 2 ,,*to 2nd dk* 63'637*t DTs* | 6 steam turbines SR geared to 2 sc. shafts 450lb (*s*) 4912NHP 4WTB(Spt440lb)&2Aux. WTB(Spt) HS37030 FD VickersArmstrngsLd.Brw 44'299*t FPT*113*t APT*195*t* | 38 ″ 0 s 8 ″ 3½ 30 ″ 2 | BT till ~~11,40~~ ~~8,41~~ 1,42 |
| 80799 161920 MPVR | **Orchy** 2*Dks* | | 1090 909 429 | | | | | 1930 | AilsaS.B. Co.Ld. Troon | W.Sloan&Co. | 246·3\|36·1\|15·8 P&B144'F43′ | | | Glasgow British *WB* | T.3Cy.17″,28½″,&48″–36″ 138NHP AilsaS.B.Co.Ld.Troon | | C |
| 80800 135539 GLTS | **Orduña** Ⓟ *ss*Liv.2nd No.3–2,38 *Ref.Mchy.* 2*Dks(Stl)&Awng dk(Stl–* *ptws)&Shade dk(Stl)3rd dk(Stl) in* D.F. *Nos.*1,2&3*holds* | TrpSc | 15507 12425 9565 | ✠100A1 *Awng dk* *withfreeboard* ~~7,40~~ ~~8,00~~ 3,41 BS11,~~40~~ ~~BS12,39~~ ✠LMC1,37 *Fitted for oil* | Liv *fuel* 12,26 | CL P&S 7,40 C1,38 *F.P. a* | *bove* 1 | 1914 2mo | Harland& Wolff,Ld. Belfast *Lloyd's* | PacificStmNavCo. *Tanks at sides* *B a*145'*uE&B*142' 50° F. *CellD* | 550·3\|67·3\|43·0 FK&BK2″ *of tunnels* 1288*t* f188'1898*t FPT*211 | | | Liverpool British 10*BHCem* *t APT*125*t* | T.8Cy.(2)26½″,(2)42″&(4) 47½″–51″&1LP turbine 215lb (*s*) 6DB,*36cf*,GS709,HS28410 Harland&Wolff,Ld.Bel. | 47 ″ 1 s 11 ″ 9 35 ″ 10¼ | BT till ~~8,40~~ ~~12,41~~ 7,41 |
| 80801 FNRW | **Orégon** Ⓟ D.F. *Ref.Mchy.* 3*Dks* | TwinSc *OilEng.* | 7706 6439 4591 | | | | | 1929 | Bremer Vulkan Vegesack | Cie.Générale Transatlantique | 473·4\|61·2\|27·5 | | | Havre French *WB* | Oil Engines 2S.C.DA 10Cy.23¾″–35½″ 1950NHP BremerVulkan,Vegesack | | V |
| 80802 219755 KUJZ | **Oregon** (*ex*EmmaH.Coppage, *ex*CapeCod, *ex*Quabbin) *Mchy.Aft* D.F. *Fitted for oil fuel* 2*Dks&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* | | 7017 6514 4357 | ✠ ... 1,21 | | | | 1919 12mo | MooreS.B. Co. Oakland,Cal. | TheTexas Company | 425·8\|57·0\|31·2 P106'B40'F41′ FK | | | Wilmgton (Del.) Utd. States *WB* | T.3Cy.24½″,41½″&72″–48″ 579NHP LlewellynIronWorks, LosAngeles,Cal. | 33 ″ 0 | R † |
| 80803 166612 GNNS | — (*ex*Oakridge, *ex*AnnaE.Morse) | | 6008 5541 3729 | ✠ ... 11,20 ✠ | | | | 1920 7mo | Virginia S.B.Corp. Alexandria, Va. | OregonS.S.Co. Ld.(Jas. German &Co.Ld. *Mgrs.*) | 402·8\|53·3\|31·7 P34′ F38′ *on Shelter* *dk* | | | London British *WB* | T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rentschler Co.Hamilton,O. | 34 ″ 6 | CR † |
| 80804 ~~1726~~ VTTR | — **Oregon I,"** *see No. 83455 in Supplement* D.F. | TwinSc *OilEng.* | 4774 3863 2900 | | | | | 1916 | Akt.Burmeistr&Wain Copenhagen | Ministry of Shipping(Stephens, Sutton,Ld. *Mgrs.*) | 407·8\|54·2\|~~34·4~~ 33·4 | | | Freetown Sierre Leone British *WB* | Oil Engines 4S.C.SA 12Cy.23⅛″–35¾″ 622NHP Akt.Burmeistr&Wain,Cpn | | V |
| 80805 215742 KLHH | — *Mchy.Aft* | WoodTwinSc *OilEng.* 2*Dks* | 1849 — 1357 | | | | | 1917 | Alaska PacificNavCo Seattle | Independent NavigationCo. | 215·0\|41·9\|20·5 P61'F41′ | | | Wilmgton (Del.) Utd. States | Oil Engines 4S.C.SA 12Cy.16″-24″ 300NHP NE18*refitted*24 M'Intosh&SeymourCorp., Auburn,N.Y. | | |
| 80806 214322 KJTO | — *Mchy.Aft* | Wood *Fitted for oil fuel* 1*Dk* | 989 — 628 | | | | | 1916 | A.Petersen Aberdeen, Wash. | WilsonBros.&Co. | 200·1\|41·0\|14·7 | | | S.Frncisco Utd.States | T.3Cy.13″,21″&36″–24″ Moore&Scott 64NHP IronWorks,Oakland,Cal. | | |
| 80807 LGNX | **Oregon Express** *Ref.Mchy.* 2*Dks(Stl–Weather dk ws)* D.F. 3*rd dk in forward holds* *Cruiser Stern* | TwinSc *OilEng.* *ss*Rot.No.1–38 | 3642 2956 2176 | ✠100A1 *withfreeboard* ~~9,40~~ ~~2,40~~ 2,41 ✠LMC CS11,38 ~~6,38~~ 6,39 ✠Lloyd'sRMC~~2,04~~,40 ~~4,40~~ for temp. 31° F. | Sea | *v* | CL ~~6,38~~ ~~1,40~~ 1,41 | 1933 10mo | Odense Staalskibsvft vedAPMöller Odense *Lloyd's* | SkibsA/S"Ekspress"(S.Herlofson &Co.A/S, *Mgrs.*) *CellDBu* | 338·4\|47·2\|27·1 334·4 351·8(O.L.) F131′ FK *E&f*158'446*t DT's a* | | | Oslo Norwegian 5*BH* (2*to Wthr dk* 3 ,, 2*nd* ,,) 688*t FPT*35*t* | Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 724NHP GotaverkenA/B,Got *APT*60*t* | 30 ″ 6 s 9 ″ 7½ 21 ″ 3 | |
| 80808 26823 JOPD | **Oregon Maru** *ss*Kob.No.3–2,39 2*Dks(Stl)&Awng dk(Stl)* | | 5873 5590 4254 | ✠100A1 *Awng dk* *withfreeboard* 6,40 6,40 ~~2,30~~ ✠LMC~~2,10~~ *Fitted for oil* | Kob Osa *fuel* 9,20 | *y* *F.P. a* | OG ~~N9,37~~ 6,40 *bove* 1 | 1920 9mo | Kawasaki Dkyd.Co.Ld. Kobe A&CP *CellDB*327'1126 | Kawasaki KisenK.K. | 385·0\|51·0\|36·0 FK *Collision* *t FPT*127*t APT*94*t* | | | Kobe Japanese *ptCem* *BHtoAw dk* 5 ,, ,, *U* ,, | T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5636 FD KawasakiDkydCo.Ld.Kob | 36 ″ 0 s 9 ″ 1¾ 27 ″ 1 | |
| 80809 214725 WACR | **Oregonian** (*ex*SantaRosa) *Fitted for oil fuel* D.F. *ss*Bos.No.3–11,28 *ss*S.Fo.No.1–33 2*Dks(Stl)&Shelter dk(Stl)* *Web frames3rd dk(Stl) in No.1 hold only* *Longitudinal framing* | | 4862 4353 2871 | ✠ ... 5,34 ✠ | SFo | *z* | | 1917 1mo | W Cramp& SonsS&EBCo Philadelphia | American-HawaiianS.S.Co. *CellDB*350' | 404·6\|53·9\|34·2 *Fon Shelter dk*31′ FK Co 1229*t DT f*32'826*t* | | | New York Utd.States *Cem* *llBHtoSh dk* 5 ,, ,, *U* ,, 1 ,, ,, 2*nd* ,, | Q.4Cy.25½″37″52½″&76″–54″ 631NHP 3SB.*12cf*,GS214,HS8881 WCramp&SnsS&EBCoPhl *only* | 28 ″ 9 | R † |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assignant matériellement et avec l'Institution. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Les lettres ou cote qui se trouvent dans le Lr. Sr. Une Croix Lr. Sr. Une Croix Lr. Sr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80810 OYDS | **Orehoved** (P) *(Railway Ferry) (Screws fore & aft)* 1 *Dk* | 789 717 322 | | | | | 1916 | Helsingörs Jernsk.& Msk Elsinore | DeDanske Statsbaner | 222·9 \| 34·5 \| 14·1 | | | Masnedö Danish *WB* | C.2Cy.19″&38″–20″ (*forwd*) C.2Cy.19″&38″–20″ (*aft*) 108 NHP Helsingörs Jernsk.& Msk b. | | |
| 80811 217806 KETN | **Oremar** (*ex* Edgehill–39) *Fitted for oil fuel* Sub.Sig. 3 *Dks* | 6854 — 5246 | | | | | 1919 | Skinner& Eddy Corp. Seattle, Wash | CalmarS.S.Corp. | 409·6 \| 54·2 \| 27·1 | | | New York Utd. States *WB* | DR geared steam turbine General Electric Co. Schenectady, N.Y. | | R |
| 80812 DOOH | **Orest** 1 *Dk 2 tr B* | 652 515 383 | | | | | 1906 | Akt.Ges. "Weser" Bremen | Dampfschifffahrts Ges.Neptun | 180·0 \| 28·1 \| 12·7 Q44′B43′F18′ | | | Bremen German *WB* | T.3Cy.13″,20½′&33⅞″–21½″ 51 NHP A.G."Weser," Bremen | | G |
| 80813 103 IBUZ | **Oreste** (*ex* Moorby) *ss* Rot.2nd No.3–4,22 D.F. 1 *Dk* (*pt Stl pt Irn*) & *Web frames & pt Awng dk* (*Irn*) | 2679 1839 1661 | ✠ 8,27 ✠ | Shl | *s* | | 1896 7mo | Ropner& Son Stockton | M.Scuderi | 313·6 \| 43·0 \| 16·4 300·0 P27′Q48′ *pt Awng dk* 225′ FK *Cell D Ba* 104′ *u E* 24′ | | | Catania Italian *5 BHCem* | T.3Cy.22½″,37⅛″&59½″–39″ 2 NDB 18 230 NHP 2SB,5*cf*,1*rf*,GS93,HS3358 Blair&Co.Ld.Stockton | 19 ″ 8 *f* 116′515*t* | I † |
| 80814 149592 GFPQ | **Orestes** (P) Twin Sc *Oil Eng.* D.F. *Ref. Mchy.* 2 *Dks* | 7748 6591 4744 | | | | | 1926 | Workman, Clark&Co.Ld Belfast | OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*) | 459·6 \| 58·4 \| 32·6 P50′B168′F62′ | | | Liverpool British *WB* | Oil Engines 4S.C.SA 16Cy.29 7/8″–59″ 1304 NHP Akt. Burmeistr& Wain, Cpn | | BT till 6.41 U 11.41 |
| 80815 PGOV | — *Fitted for oil fuel* *Cruiser Stern* 3 *Dks* | 2663 2310 1550 | | | | | 1918 | Wrf.voorh. Rijkee&Co. Rotterdam | Koninkl.Nederl. Stoomb.Maats. N.V. | 347·2 \| 48·2 \| 18·3 | | | Amsterdm Dutch *WB* | T.3Cy.23″,37″&61″–45″ 250 NHP Werkspoor, Amsterdam | | V |
| 80816 4398 SHMI | **Oresund** (P) Wireless 1 *Dk 2 tr B* | *606* *437* *215* | | | | | 1905 | Kockums M.V.Aktieb Malmö | Svenska Rederi-aktieb.Oresund (E.Hain, *Mgr.*) | 179·5 \| 30·0 \| 13·8 H150*t* F18*t* | | | Malmö Swedish *WB* | T3Cy 16 11/16″,27½″&47½″–27 5/16″ 117 NHP Kockums M.V.Akt. Malmö | | G |
| 80817 166465 GMGW | **Orfor** (*ex* Romsdalshorn–37) *ss* Bgn. No.3–1,34 *ss* Shl. No.1–38 D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | 6578 6273 4087 | ✠100A1 *Shelter dk with freeboard* 1,11 ~~4,10~~ BS8,40 ~~BS8,39~~ ✠LMC12,37 | Bry | *z* | CL N8,39 | 1921 8mo | W.Doxford &Sons,Ld. Sunderland *Lloyd's SA&CP Inter* | H.M.Thomson *mediate BH in fore Cell D B* 364′1180*t* | 420·0 \| 54·0 \| 34·3 FK *hold dispensed with FPT* 105*t APT* 127*t* | | | London British *Cem* 1 *BHto Sh dk* | T.3Cy.27″,44½″&75″–54″ (*s*) 180lb 577 NHP 3SB,9*cf*,GS198,HS8530 FD W.Doxford&Sons,Ld.Sld. | 37 ″ 0 s 8 ″ 11½ 28 ″ 4 | |
| 80818 146026 GNRC | **Orford** (P) Twin Sc *ss* Lon. No.2–36 3 *Dks* (*Stl–Weather dk Teaks*) *Ref. Mchy.* 4*th dk* (*Stl*) *in fore holds & in* D.F. *Nos.5 & 6 holds 5th dk in No.1 hold* E.S.D. *Cruiser Stern* | 20043 12120 11982 | ✠100A1 *with freeboard* 6,39 ✠LMC MS9,34 BS11,38 ✠Lloyd's RMC2,39 *Fitted for oil fuel* 3,28 | Lon | *o* † | CL 86,37 P2,37 *F.P. above* | 1928 3mo | Vickers, Ld. Barrow *Lloyd's SA&CP* *Cell D B* 5 | OrientStm.Nav. Co.Ld. *Duct keel f wd. of Mchy. space* 12′2098*t* DT's at sides of Engine room & | 632·2 \| 75·4 \| 33·1 659·2 (O.L.) B361′F78′ FK *Upper* B299′ *Coll B* 12′2098*t* DT's at sides of Engine room & | | | Barrow British 13 *B Hpt Cem H to W thr dk* in way of tunnels | 6 Steam Turbines SR (*s*) geared to 2 Sc. Shafts 6 DB&2SB,24*cf*, 3825 NHP 215*lb* GS2030,HS46530 FD Vickers, Ld. Barrow 658*t FPT* 97*t APT* 172*t* | 37 ″ 6 s 7 ″ 8 30 ″ 2 | BT till 6.40 |
| 80819 LCUS | **Oria** 1 *Dk* | 2127 1891 1256 | | | | | 1920 | Osbourne, Graham& Co.Ld. Sunderland | D/S A/S Garonne (Fearnley&Eger, *Mgrs.*) | 285·0 \| 43·6 \| 19·1 P68*t* H94*t* F20*t* | | | Oslo Norwegian *WB* | T.3Cy.20″,35″&58″–39″ 210 NHP G.Clark,Ld.Sunderland | | N |
| 80820 21385 JCOD | **Oridono Maru** *ss* Kob. No.3–10,28 *ss* Kob. No.2–37 2 *Dks* (*Stl*) | 5278 4551 3284 | ✠ 3,41 ~~LMC7,39~~ *Fitted for oil fuel* 4,23 | Kob | *z* | 7,39 *F.P. above* | 1917 12mo | Mitsubishi Zosen Kaisha Ld. Kobe *Lloyd's SA&CP* | TatuumaKisen K.K. *Cell D B* | 400·0 \| 54·5 \| 30·0 P38′B121′F40′ FK 350′ 996*t FPT* 132*t* | | | Nishino-miya Japanese 6 *BHCem APT* 89*t* | T.3Cy.27 3/16″,43″&72″–48″ 180lb (*s*) 510 NHP 3SB,9*cf*,GS183,HS7618 FD Mitsubishi Zosen Kaisha, Ld. Kobe | 30 ″ 0 ~~s 6 ″ 6½~~ ~~24 ″ 6~~ | |
| 80821 OHWQ | **Orient** (*ex* Brage–34,*ex* Natal) *ss* Abo. 2nd No.3–5,38 D.F. 1 *Dk* (*Stl*) & *Awng dk* (*Stl*) | 4160 3962 2525 | ✠100A1 *Awng dk with freeboard* 6,40 ~~5,39~~ ~~BS6,39~~ ✠LMC5,38 ✠NE&B2,09 *refitted* 6,14 | Dnz Abo | *w* | CL 5,38 | 1914 6mo | N.thmblnd S.B.Co.Ld. Newcastle *Lloyd's SA&CP* | A/B Orient (Thr. Kramer) *Cell D Ba* 117′ *u E* 23′ *f* 155′ | 373·4 \| 51·3 \| 28·1 360·2 P34′B96′F32′ FK *on Awng dk* | | | Åbo Finnish 6 *BHCem* 970*t APT* 145*t* | T.3Cy.21½″,36½′&62″–42″ (*s*) 200lb 326 NHP 3SB,9*cf*,GS175,HS5551 Barclay,Curle&Co.Ld.Gls. | 30 ″ 0 s 5 ″ 7 24 ″ 7 | |
| 80822 165858 GBNG | **Orient City** *Fitted for oil fuel* D.F. 1 *Dk* & *Shelter dk* ~~1 *Dk*~~ *Cruiser Stern* | 5095 4825 2956 | | | | | 1940 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | LeedsShipping Co.Ld.(Sir W.R. Smith&Sons,Ld. *Mgrs.*) | ~~421·6 \| 56·7~~ \| 25·5 F30′ \|56·8\| 421·8\| | | | Bideford British *WB* | T.3Cy.24″,39″&68″–48″ 320 NHP N.E.Marine Eng.Co.(1938) Ld. Nwc. | | |
| 80823 230323 KGOX | **Oriente** (P) Twin Sc *Fitted for oil fuel* D.F. E.S.D. 3 *Dks* *Ref. Mchy.* GyC. *Cruiser Stern* | 11520 — 6449 | | | | | 1930 | Nwprt News S.B.&D.D.Co. Newprt.News | New York&Cuba Mail S.S.Co. | 508·0 \| 70·9 \| 39·0 | | | New York Utd. States *WB* | 2 Steam Turbines connected to Electric Motors and Sc. Shafts General Elec.Co. Schenectady | | R |
| 80824 | — (*ex* Volscian) *ss* Gms. 2nd No.3–9,24 *Well deck* *Mchy. Aft* 1 *Dk* (*Stl*) | 570 *433* *230* | ✠ 8,27 ✠NB7,22 ✠ | Gms | *i* | | 1898 8mo | R.William-son&Son Workington | Cia.Naviera de Cuba S.A. | 179·7 \| 27·9 \| 12·1 Q94′B11′F28′ BK 7½″ *FPT* 55*t APT* 40*t* | | | Havana Cuban 3 *BHCem* | T.3Cy.15 7/16″,25½″&41″–30″ NDB 20 85 NHP 1SB,3*cf*,HS1800 Ross&Duncan,Glasgow | 13 ″ 4 | |
| 80825 | — (*ex* Ida Westers–37) *Oil Eng.* *Mchy. Aft* 1 *Dk* *Well deck* | 498 341 276 | | | | | 1935 | R.Cock& Sons,Ld.& P.K.Harris& Sons Appledore | Cia.Anon.de Navegación de Carenero | 149·8 \| 26·3 \| 11·9 Q79′B14′F25′ | | | La Guayra Venezuelan *WB* | Oil Engines 4S.C.SA 6Cy.11″–17½″ 70 NHP *Emade & fitted* 36 Humboldt-Deutzmotoren, A.G.Köln-Deutz | | V |
| | | | | | | *Completed* | in 1936 *by* van Goor & Spiekman | | | | | | | | | |
| 80826 DIED | **Orinoco** (P) Twin Sc *Oil Eng.* D.F. E.S.D. GyC. Sub.Sig. 3 *Dks* *Cruiser Stern* | 9660 5683 5478 | | | | | 1928 | Bremer Vulkan Vegesack | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 458·5 \| 60·9 \| 34·1 | | | Hamburg German *WB* | Oil Engines 2S.C.SA 16Cy.27 5/16″–47½″ 2100 NHP Bremer Vulkan, Vegesack | | G |
| 80827 167335 MPVV | **Oriole** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern* | 489 299 231 | ✠100A1 7 ~~10,00~~ 4,41 ~~Stl Lth~~ ✠LMC10,39 ✠LMC(M)6,41 | Lth | *q* | OG 4,41 | 1939 10mo | Henry Robb,Ld. Leith *Lloyd's SA&CP* | GeneralSteam NavigationCo.Ld. *Cell D B* 105′131*t* | 162·7 \| 27·2 \| 8·3 169·1 (O.L.) P46′RQD57′F26′ FK *FPT* 49*t APT* 14*t* | | | London British 3 *BHpt Cem pt Asp* | Oil Engines 2S.C.SA 6Cy.9 1/16″–16 5/16″ 101 NHP British Auxiliaries, Ld.Gls. | 10 ″ 6 s 3 ″ 8 10 ″ 4½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Dist. when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed. If not in L.R. Dates of Port Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80828 / 164493 / GYKL | **Orion** (P) — Twin Sc — *ss* Lon. No. 1-39 — *Ref. Mchy.* D.F. — 2 *Dks*, *3rd dk in holds* — E.S.D. GyC. — *Cruiser Stern* | 23371 / 13151 / 14032 | ✠100A1 — *with freeboard* — 9,40 ~~10,39~~ 12,39 — ~~BS6,38~~ — Lloyd's RS ~~4,40~~ 4,40 — BS4,40 8,40 — *Fitted for oil fuel* 7,35 | Lon — Syd — MS10,38 — ~~LMC7,38~~ — ~~LMC4,40~~ 4,40 — *F.P. above* 150° F. | CL — P9,38 — s10,39 — 5,41 | | 1935 — 7mo | Vickers-Armstrongs, Ld. Barrow — *Lloyd's A&CP* | Orient Stm. Nav. Co. Ld. — *Duct keel* — *Cell D B* 504′ 2209 *t* — *Tunnels* 96′ 515 *t* *Wing tanks in engine room* | 640·3 \| 82·2 \| 33·7 — 665·0 (O.L.) — *Lower* B&F 622′ — B&F 499′ FK — *Upr* F 81′ *Upr* B 325′ — *fwd of mchy. space* — *Tanks* — *m* 63′ 637 *t* *DT* *f* 44′ 205 *t* *FPT* 113 *t* *APT* 195 *t* | London — British — 11 *B Hpt Cem* — (9 *to W dk* — 2 „ 2*nd* „) | 6 Steam Turbines SR geared to 2 Sc. Shafts — 450 lb (*s*) 4912 NHP — 4 WTB & 2 Aux WTB (Spt 440 lb) HS 37030 FD — Vickers Armstrngs Ld. Brw | 38 ″ 0 — s 8 ″ 3½ — 30 ″ 2 | BT till 9,41 |
| 80829 | — — *Mchy. Aft* — *Oil Eng.* — *Cruiser Stern* — 2 *Dks* — *Longitudinal framing-bracketless system* — D.F. | 8064 / 7423 / 4751 | ✠100A1 — 10,39 — DBS10,39 — ✠LMC1,36 — *Carrying Petroleum in bulk* | Osl | *c* † | CL — 12,38 | 1936 — 1mo | Kockums M.V. Aktieb. Malmö — *Lloyd's A&CP* — *Cell D Bu* E 69′ | Smith Sörensens Tankrederi A/S (S.H. Smith Sörensen, *Mgr.*) | 461·6 \| 59·8 \| 34·6 — P 102′ B 37′ F 41′ FK — 186 *t* *DT* *f* 36′ 535 *t* *F* | Arendal — Norwegian — 16 *B Hpt Cem* — (10 *to U dk* — 6 „ 2*nd*, „) | Oil Engines 2S.C.DA — 6Cy. 23⅝″–43⅓″ 1162 NHP — 2 *DB* 171 *lb* — Kockums M.V. Akt. Malmö | 34 ″ 7 — s 7 ″ 5 — 27 ″ 4½ | |
| 80830 / 859 / SVIT | — — (*ex* Highland Prince–36, *ex* Glenshiel) — *ss* Hul. 2nd No. 3–1,35 — *ss* Sws. No. 1–40 — 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) — Sub. Sig. — *deep framing* | 4798 / 4549 / 3054 | ✠100A1 — *Spar dk* — 7,40 ~~1,40~~ — ✠LMC1,40 — 3,41 — BS3,41 | Sws | *y* — ~~Liv~~ Bkn | CL — 4,39 | 1909 — 8mo | C. Connell & Co. Ld. Glasgow — *Lloyd's A&CP* — *Cell D Ba* 118′ *u E&* B 50′ | P. Lyras | 400·0 \| 52·0 \| 26·9 — P 37′ B 120′ F 44′ FK — *f* 180′ 1067 *t* *DT* *a* 34′ 878 *t* *APT* 29 *t* | Piræus — Greek — 6 *B HCem* — (10 *to U dk* — 6 „ 2*nd*, „) | T.3Cy. 27″, 43″ & 72″–48″ (*s*) — 180 lb 513 NHP — 3SB, 9*cf*, GS 149, HS 7680 FD — Dunsmuir & Jackson Ld. Gls | 29 ″ 7 — s 5 ″ 8⅜ — 24 ″ 1 | |
| 80831 / 769 / OHXW | — — — *ss* Hfs. No. 1–39 — D.F. — 2 *Dks* — *Strengthened for Navigation in Ice* | 2408 / 2149 / 1342 | ✠100A1 — *with freeboard* — 10,40 ~~2,39~~ — ✠LMC — MS2,39 — BS11,39 20,40 | Hfs — Abo — | OG — 4,38 | | 1935 — 10mo | Sandvikns. Skeppd & M.V. Helsingfors — *Lloyd's A&CP* | Finska Ångf Aktieb — *Cell D B* 237′ 446 *t* | 285·4 \| 41·0 \| 25·4 — 271·5 — F 27′ FK — *F P T* 34 *t* *APT* 26 *t* ( | Helsingfrs — Finnish — 4 *B HCem* — *Coll to W dk* — 3 „ 2*nd*, „) | T.3Cy. 22″, 32″ & 54″–36″ — 213 lb (*s*) 255 NHP — 2SB (Spt) 6*cf*, GS 132, HS 4520 — Sandvikens Skeppd. & M.V. | 28 ″ 0 — s 8 ″ 2½ — 19 ″ 10¾ | |
| 80832 / 7255 / SGYN | — — (*ex* William–35, *ex* Rubens) — *ss* Osc. No. 1–40 — *ss* Osc. No. 3–10,36 — 1 *Dk* (*Stl*) — *Cargo battens not fitted* | *2012* / *1682* / *1163* | ✠100A1 — 5,40 ~~6,39~~ — BS8,38 1,40 — ✠LMC ~~10,38~~ MS5,40 | Skm — Osc | *r* — CL — 6,39 | | 1924 — 10mo | Antwerp Eng. Co. Ld. Hoboken — *Lloyd's A&CP* — *C* | Rederi A/B Iris (S. Abrahamsen, *Mgr.*) — *Cell D B* 238′ 555 *t* *FPT* | 277·5 \| 40·2 \| 18·1 — 288·8 (O.L.) — P 22′ B 59′ F 23′ FK — 46 *t* *APT* 68 *t* | Stockholm — Swedish — 4 *B HCem* | T.3Cy. 20″, 33″ & 54″–36″ (*s*) — 180 lb 245 NHP — 2SB, 6*cf*, GS 92, HS 3632 FD — N.E. Marine Eng. Co. Ld. Sld | 20 ″ 7 — s 3 ″ 0½ — 17 ″ 8¾ | |
| 80833 | — — PGPA — Wireless — 1 *Dk* & *Spar dk* | 1722 / 1465 / 994 | | | | | 1914 | A. Vuijk & Zonen Capellea/d Ysel | Koninkl. Nederl. Stoomb. Maats. N.V. | 296·9 \| 43·2 \| 16·1 — 26·5 | Amstrdam — Dutch | T.3Cy. 21″, 35″ & 56″–39″ — 196 NHP — Maats. Fyenoord, Rot. | | V |
| 80834 / 1045 / IRPC | **Orione** (*ex* Lido) — 1 *Dk* | 1144 / 968 / 634 | | | | | 1921 | N. Odero A. & Co. Genoa | Soc. Anon. Ilva | 208·3 \| 32·0 \| 19·4 — B 77′ | Genoa — Italian — *WB* | T.3Cy. 15 5/16″, 24 5/8″ & 39 3/8″–25 5/8″ — 75 NHP — N. Odero A. & Co. Genoa | | CI |
| 80835 / 665 / IRPO | — — (*ex* Veronica, *ex* Marga, *ex* Abdon, *ex* Samsö) — *Aux 4 Mst Sr* — *Oil Eng.* — 1 *Dk* — (*See Sailing Ship Register*) | 391 / — / 321 | | | | | 1914 | Frdrkshvn Skibs & Flydk Fredrikshavn | Galileo Chini | 151·5 \| 30·0 \| 11·0 — 135·0 | Viareggio — Italian | Oil Engines 2S.C.SA — 4Cy. 16½″–18⅛″ 192 NHP — J&CG Bolinder's Co Ld Skm. | | I |
| 80836 / ~~HRBN~~ | **Oriskany** — *ss* N.Os No. 1–10 — *ss* N.Os. No. 3–1,36 — 2 *Dks* (*Stl–Uws*) 3 *tr B in holds* | *1644* / *1381* / *838* | ✠100A1 — 9,40 ~~1,38~~ — ✠LMC 9,40 — MS11,35 ~~BS3,40~~ — *Fitted for oil fuel* 3,24 | N Yk — NOs | *q* — CL — 3,38 | | 1924 — 3mo | Swan, Hunter & Wigham Richardson, Ld Newcastle — *Lloyd's A&CP* | ~~Standard Fruit & S.S. Co.~~ Wallem & Co — *Cell D* | 254·9 \| 35·6 \| 21·5 — 264·8 (O.L.) — F 26′ FK — *B* 210′ 281 *t* *FPT* 12 *t* | Panamanian — 4 *B Hpt Cem* — *APT* 18 *t* | T.3Cy. 20″, 33″ & 56″–39″ (*s*) — 200 lb 305 NHP — 2SB, 6*cf*, HS 4600 FD — Swan, Hunter & Wigham Richardson, Ld. Nwc. | 23 ″ 6 — s 3 ″ 9 — 19 ″ 11 | |
| 80837 / 216294 / WECX | **Orizaba** (P) — Twin Sc — *ss* NY k. No. 3–5,31 — D.F. E.S.D. — *Fitted for oil fuel* — *Ref. Mchy.* — 3 *Dks* & *Shelter dk* | 6937 / 5678 / 3420 | ✠ ... — 8,32 — ✠ | | | | 1918 — 6mo | W. Cramp & Sons S & E B Co. Philadelphia | New York and Cuba Mail S.S. Co. | 423·0 \| 60·0 \| 15·7 — B & F *on Shelter dk* 316′ 32·0 FK | New York — Utd. States — *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts 1908 NHP — W. Cramp & Sons S & E B Co. | 35 ″ 0 | R † |
| 80838 / LCAS | **Orkanger** — *Mchy. Aft* — *Oil Eng.* — D.F. — 2 *Dks* — *Carrying Petroleum in bulk* — *Longitudinal framing at bottom & at deck* | 8029 / 7221 / 4814 | | | | | 1928 | Atel. & Ch. de la Seine Maritime Le Trait, S.I. | Westfal-Larsen & Co. A/S | 458·0 \| 59·8 \| 34·8 — P 491 *t* *H* 271 *t* *F* 14 *t* | Bergen — Norwegian — *WB* | Oil Engines 4S.C.SA — 8Cy. 29½″–59½″ 652 NHP — Schneider & Cie. Creusot | | N |
| 80839 / 145715 / GFDN | **Orkla** (*ex* Elaine Llewellyn) — *ss* Gmh. No. 3–5,35 — *ss* Gmh. No. 1–39 — 1 *Dk* (*Stl*) — *Cargo battens not fitted* | 2177 / 1719 / 1340 | ✠100A1 — ~~3,40~~ 8,39 2,41 — ✠LMC 5,39 — BS2,41 | Gmh — Gla Lth | *r* — CL — ~~8,39~~ 2,41 | | 1922 — 11mo | J. Lewis & Sons, Ld. Aberdeen — *Lloyd's A&CP* | South Georgia Co. Ld. (Chr. Salvesen & Co. *Mgrs.*) — *Cell D* | 280·1 \| 40·7 \| 18·8 — 289·3 (O.L.) — P 18′ Q 84′ B 67′ F 23′ FK — *B* 235′ 500 *t* *FPT* 48 *t* — *APT* 68 *t* | Leith — British — 4 *B HCem* | T.3Cy. 21″, 34″ & 56″–39″ (*s*) — 180 lb 230 NHP — 2SB, 6*pf*, GS 108, HS 3788 — J. Lewis & Sons, Ld. Abn. | 21 ″ 0 — s 2 ″ 3 — 19 ″ 0 | |
| 80840 / DHSN | **Orla** — E.S.D. — Sub. Sig. Wireless D.F. — 1 *Dk* | 1289 / 1022 / 628 | | | | | 1921 | Frd. Krupp Akt. Ges. Kiel | Argo Reederei Richard Adler & Co. | 238·6 \| 37·6 \| 14·8 — P & B 187′ F 26′ | Bremen — German — *WB* | T.3Cy. 17¾″, 28¾″ & 47″–33½″ — 129 NHP — Frd. Krupp A.G. Kiel | | G |
| 80841 / LDDX | **Orland** (*ex* Amberstone, *ex* Phoenicier, *ex* Lake Worth) — 3 Mst — *ss* Bgn. No. 3–5,30 — *ss* Bgn. No. 2–39 — 1 *Dk* (*Stl*) — *Cargo battens not fitted* | 1899 / 1621 / 1102 | ✠100A1 — 1,40 — BS5,39 — ✠LMC 5,38 | Bgn | *r* | CL — 4,39 | 1917 — 10mo | Chicago S.B.Co. Chicago A&CP | A/S Auctor (J.A. Haarberg, *Mgr.*) — *Cell D Ba & u* | 251·3 \| 43·6 \| 18·2 — 261·0 (O.L.) — P 25′ B 64′ F 25′ FK — *E* 104′ *f* 96′ 528 *t* *FPT* | Bergen — Norwegian — 4 *B HCem* | T.3Cy. 20″, 33″ & 54″–40″ (*s*) — 180 lb 274 NHP — 2SB, 6*cf*, GS 126, HS 5246 — American SB Co. Clevelnd O | 20 ″ 3 — s 2 ″ 7 — 17 ″ 10 | |
| 80842 / DHSO | **Orlanda** — E.S.D. — Sub. Sig. Wireless D.F. — 1 *Dk* | 1289 / 1022 / 628 | | | | | 1921 | Frd. Krupp Akt. Ges. Kiel | Argo Reederei Richard Adler & Co. | 238·6 \| 37·6 \| 14·8 — P & B 187′ F 26′ | Bremen — German — *WB* | T.3Cy. 17¾″, 28¾″ & 47″–33½″ — 129 NHP — Frd. Krupp A.G. Kiel | | G |
| 80843 / 145413 / MKNL | **Orlock Head** — Wireless — 1 *Dk* (*Stl*) 2 *tr B in holds* | 1563 / 1331 / 841 | ✠100A1 — 5,40 — ✠LMC — MS5,37 — BS9,39 | Bel | *p* | CL — 3,38 | 1921 — 3mo | Dublin Dckyd. Co. Ld Dublin — *Lloyd's A&CP* | Ulster S.S. Co. Ld. (G. Heyn & Sons, Ld. *Mgrs.*) — *Cell D* | 240·0 \| 36·3 \| 19·3 — P 15′ B 54′ F 23′ FK — *B* 198′ 328 *t* *FPT* 49 *t* | Belfast — British — 4 *B HCem* | T.3Cy. 18″, 30″ & 50″–33″ (*s*) — 180 lb 172 NHP — 2SB, 6*cf*, GS 97, HS 2886 — J.G. Kincaid & Co. Ld. Grk. | 21 ″ 3 — s 2 ″ 8½ — 18 ″ 9 | |
| 80844 | | | | | | | | | | | | | | | |
| 80845 | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant en lettre. Lettre d'Equipement. | 7* Date de la dernière visite à flot pour petite-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Registres où coté si on n'est dans le U.K. Dutch Cert. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80846 | **Ormer** (ex Gauja, ex Westerplatte) 1 Dk | **TwinSc** | 1357 / 1062 | | | | | 1915 | Howaldts-werke Kiel | Anglo-Saxon Petroleum Co. Ltd. | 234·5 \| 34·7 \| 16·4 Q57′B24′F41′ | | | London British WB | T6Cy 11½″,19⅝″ & 31½″–18½″ 86 NHP Howaldtswerke, Kiel | | V |
| MLJB | *Mchy. Aft* | *Fitted for oil fuel* | 683 | | | | | | | | | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 80847 | **Orminster** (ex Clan Keith–37, ex Hilarius, ss Rot. 2nd No 3–2,38 ex Clan Keith, ex Etonian) 1 Dk (Stl) & Shltr dk (Stl) D.F. | | 5712 / 4089 / 3428 | ✠100A1 *Shelter dk with freeboard* 4,41 3,40 LMC MS2,38 BS3,40,41 | Cff | *y* | CL 3,40 10,40 | 1914 3mo | Bartram & Sons, Ld. Sunderland | Minster S.S. Co. Ltd. Cell D Ba 133′ u E 23′ Lloyd's sA & CP | 385·0 \| 52·0 \| 25·1 FK 6 B H Cem | | | London British 180 lb 401 NHP 3SB, 9cf, GS180, HS6483 J. Dickinson & Sons, Ld. Sld. | T. 3Cy. 26″,43″ & 71″–48″ (s) | 35 ″ 8 s 9 ″ 7½ 26 ″ 3 | |
| 80848 | **Ormiston** (P) (ex Famaka) ss Syd. No. 3–2,35 ss Syd. No. 1–39 *Ref. Mchy.* 2 Dks (Stl–U teak s) 3 rd dk (Stl) in Nos. 1 & 2 holds | | 5832 / 4416 / 3453 | ✠100A1 Lloyd's RMC 3,41 BS 3,41 *Fitted for oil fuel* 12,22 | Mel Syd LMC6,39 | *z* | CL 6,39 | 1922 12mo | A. Stephen & Sons, Ld. Glasgow | Australasian United Stm. Nav. Co. Ltd. Lloyd's sA & CP Cell D B 340′ 953 t | 390·8 \| 55·2 \| 28·1 406·0 (O.L.) P46′B154′F46′ FK FPT 69 t APT 138 t | | | Melbourne British 7 B Hpt Cem | 2 Steam Turbines SR geared to 1 Sc. Shaft (s) 215 lb 694 NHP 4SB (Spt), 12 cf, GS231, HS9191 A. Stephen & Sons, Ld. Gls. F.P. above 150° F | 30 ″ 6 s 5 ″ 7 25 ″ 4½ | |
| 80849 | **Ormonde** (P) ss Brw. No. 3–11,29 ss Lon. No. 2–37 *Ref. Mchy.* 2 Dks (Stl) & Shelter dk D.F. (Stl–teak s) 3 rd dk (pt Stl) | **TwinSc** | 14982 / 11796 / 8843 | ✠100A1 *Shelter dk with freeboard* 12,38 3,41 NE 11,29 LMC MS 12,36 BS 3,40 Lloyd's RMC 2,41 3,41 *Fitted for oil fuel* 7,23 | Lon Bkn Bom | *k†* | CL 8,38 P3,41 | 1917 10mo | J. Brown & Co. Ltd. Clydebank | Orient Stm. Nav. Co. Ltd. Lloyd's sA & CP Cell D B 464′ 2048 t | 580·5 \| 66·7 \| 40·5 598·7 (O.L.) B303′F59′ *on Shelter dk* FK & BK 2¾″ *Side tanks in Engine space* 128 t FPT 82 t APT 180 t | | | Glasgow British 12 B H Cem F.P. above 150° F. | 4 Steam Turbines SR geared to 2 Sc. Shafts (s) 215 lb 2120 NHP 4DB & 2SB, 40 cf, GS755, HS33361 Vickers-Armstrongs, Ld. Brw. | 44 ″ 0 s 14 ″ 6½ 29 ″ 10 | BT till 12,41 |
| 80850 | **Orna** *Oil Eng.* 2 Dks *Cruiser Stern* | | 6779 / 6127 / 4030 | ✠100A1 *with freeboard* 12,38 11,40 LMC3,38 | Bom Cal | *a†* 2 | CL 11,40 | 1938 3mo | Barclay, Curle & Co. Ltd. Glasgow | British India Stm. Nav. Co. Ltd. Lloyd's sA & CP Cell D B 365′ 1316 t FPT 143 t APT 178 t | 427·8 \| 57·2 \| 32·1 441·7 (O.L.) P41′B133′F34′ FK | | | London British 7 B Hpt Cem 2 DB I 20 lb | Oil Engines 2 S.C.SA 4 Cy. 22 9/16″–85 1/16″ 599 NHP Barclay, Curle & Co. Ltd. Gls. | 34 ″ 6 s 9 ″ 1½ 25 ″ 6 | |
| 80851 | **Orne** (ex War Weasal) 1 Dk | | 2139 / 1818 / 1283 | | | | | 1919 | British American S.B. Co. Welland, Ont. | "Calédonickel" Soc. Anon. | 251·0 \| 43·7 \| 20·7 | | | Nouméa French WB | DR geared Steam Turbine British Westinghouse Electric & Mfg. Co. Mch | | V |
| 80852 | — *Oil Eng.* *Mchy. Aft* 1 Dk 2 tr B *(See Sailing Ship Register)* | **Wood Aux 4 Mst** | 583 / 519 / 466 | | | | | 1921 | A. B. Karlshamns Skpps Karlshamn | M. & A. Utow | 150·0 \| 32·0 \| 17·5 Q28′ | | | Tallinn Estonian | Oil Engines 2 Cy. J & C G Bolinders Co Ld. Skm | | V |
| 80853 | **Orneborg** ss Abg. No. 3–8,32 ss Abg. No. 1–37 1 Dk (Stl) | | 1775 / 1562 / 1055 | ✠100A1 11,39 LMC MS2,37 BS10,38 | Abg | *r* | CL 11,39 | 1919 4mo | Wilton's E. & S Ipwy Co. Rotterdam A & CP | A/S Dampskibsskb "Dannebrog" (C.K. Hansen *Mgr*) Cell D B 225′ 481 t | 269·8 \| 39·0 \| 18·3 282·6 (O.L.) P24′B65′F27′ FK | | | Copnhagn Danish 4 B H Cem | T. 3Cy. 19″,32″ & 51″–36″ (s) 180 lb 187 NHP 2SB, 6 cf, GS100, HS3120 Wilton's E. & S Ipwy Co. Rot. | 20 ″ 10 s 2 ″ 9½ 18 ″ 3 | |
| 80854 | **Örnefjell** *Fitted for oil fuel* 1 Dk & Shelter Dk *Cruiser Stern* | | 1334 / 1104 / 740 | | | | | 1937 | Nylands Verksted Oslo | A/S Luksefjell (Olsen & Ugelstad, *Mgrs.*) | 250·9 \| 41·3 \| 14·8 | | | Oslo Norwegian WB | C. 2Cy. 16¾″ & 33½″–33½″ & LP turbine with DR gearing & hydraulic coupling 107 NHP Nylands Verksted, Oslo | | N |
| LJRC | Wireless D.F. E.S.D. | | | | | | | | | | | | | | | | |
| 80855 | **Ornen** (P) | | 863 / 390 / 382 | | | | | 1909 | Akt. Burmeistr & Wain Copenhagen | Stockholms Rederi A/B Svea (Eman. Högberg, *Mgr.*) Cell D B 533′ 2311 t | 190·9 \| 32·2 \| 11·5 *Duct keel in way of Nos. 2, 3 & 4 holds sides of ER in way of tunnels* 1290 t | | | Stockholm Swedish WB *FPT 116 t APT 192 t* | T. 3Cy. 16½″, 27″ & 45″–24″ 99 NHP Akt. Burmeistr & Wain Cpn. | | V |
| 7625 | | | | | | | | | | | | | | | | | |
| SHWN | Wireless | 1 Dk | | | | | | | | | | | | | | | |
| 80856 | **Orochen** (P) (ex Eastern Cross, ex Kirishima Maru No. 6) Sub. Sig. *Ref. Mchy.* 2 Dks | | 4584 / 3980 / 2638 | ✠ ... 2,21 ✠ | | | | 1917 10mo | Uraga Dock Co. Ltd. Uraga | U.S.S.R. | 350·9 \| 51·3 \| 25·9 P30′B118′F33′ FK | | | Vladvostk Russian WB | T. 3Cy. 24½″, 40½″ & 67″–48″ 378 NHP Uraga Dock Co Ld Uraga | 28 ″ 5 | |
| UOFN | | | | | | | | | | | | | | | | | |
| 80857 | **Oronsay** (P) ss Lon. No. 3–4,37 3 Dks (Stl) *Wthr dk* (teak s) *Ref. Mchy.* 4 th dk (Stl) in f'c'a holds D.F. E.S.D. 5 th dk in No. 1 hold *Cruiser Stern* | **TwinSc** | 20043 / 11625 / 12287 | ✠100A1 *with freeboard* 8,40 2,40 BS 4,39 LMC 6,41 Lloyd's RMC 6,41 8,40 *Fitted for oil fuel* 1,25 | Syd Liv | *p†* | CL 8,38 P2,40 | 1925 1mo | J. Brown & Co. Ltd. Glasgow | Orient Steam Nav. Co. Ltd. Lloyd's sA & CP Cell D B 533′ 2311 t | 633·6 \| 75·2 \| 33·0 658·5 (O.L.) B344′ *Upper* B300′ F71′ FK & BK 1′ *Duct keel in way of Nos. 2, 3 & 4 holds sides of ER in way of tunnels* 1290 t | | | Glasgow British 12 B H Cem *Coll., to W dk* F.P. above 150° F. | 6 Steam Turbines SR (s) geared to 2 Sc. Shafts 215 lb 3811 NHP 6D & 4SB, 48 cf, HS49224 J. Brown & Co. Ld. Glasgow *FPT 116 t APT 192 t* | 37 ″ 6 s 7 ″ 5½ 30 ″ 4½ | BT till 6,40 0,42 |
| 80858 | **Orontes** (P) ss Lon. No. 2–37 3 Dks (Stl–Weather dk teak s) 4 th dk (Stl) in fore holds & in D.F. Nos. 5 & 6 holds 5 th dk in No. 1 hold E.S.D. *Ref. Mchy.* *Cruiser Stern* | **TwinSc** | 20097 / 12114 / 12044 | ✠100A1 *with freeboard* 9,40 LMC MS1,37 BS1 Lloyd's RMC 3,41 10,40 *Fitted for oil fuel* 7,29 | Lon Liv | *o†* | CL 8,38 P1,39 | 1929 7mo | Vickers-Armstrong, Ld. Barrow | Orient Steam Nav. Co. Ltd. Lloyd's sA & CP Cell D B 511′ 2109 t DT | 638·2 \| 75·3 \| 33·1 663·7 (O.L.) B361′ *Upper* B299′ F78′ FK *Duct keel fwd. of mchy. space sat sides of ER & in way of tunn* | | | Barrow British 13 B Hpt Cem F.P. above 150° F. | 6 Steam Turbines SR geared to 2 Sc. Shafts 3825 NHP 215 lb HS46530 (s) 6D & 2SB, 42 cf, GS2030, HS49224 Vickers-Armstrong Ld Brw *Coll ,, to W dk* *els* 658 t *FPT 97 t APT 172 t* | 37 ″ 6 s 7 ″ 8 30 ″ 2 | BT till 3,40 0,41 |
| 5/41 | | | | | | | | | | | | | | | | | |
| 80859 | **Oropesa** (P) ss Liv. No. 3–2,37 2 Dks (Stl) & Shelter dk (Stl-teak s) *Ref. Mchy.* 3 rd dk (Stl) in Nos. 1 & 2 holds D.F. *Cruiser Stern* | **TwinSc** | 14118 / 11915 / 8577 | ✠100A1 *Shelter dk with freeboard* 9,40 1,40 BS 2,40 LMC 2,37 *Fitted for oil fuel* 10,24 | Hfx Liv | | CL 1,37 | 1920 9mo | Cammell Laird & Co. Ltd Birkenhead | Pacific Stm Nav Co. Lloyd's sA & CP Cell D B 444′ 2049 t | 530·0 \| 66·3 \| 41·2 B250′F91′ *on Shelter dk* FK | | | Liverpool British *Cem* 10 B Hto S dk F.P. above 150° F. | 6 Steam Turbines DR geared to 2 Sc. Shafts (s) 190 lb 1647 NHP 4DB (Spt), 32 cf, GS644, HS25000 Cammell Laird & Co. Ld. *FPT 133 t* *APT 279 t* | 45 ″ 0 s 13 ″ 5½ 31 ″ 9½ | BT till 3,40 2,41 |
| 80860 | **Oropos** (ex Maid of Sparta, ex Minna Horn, ex Hornhöhe, ex Madeleine Rickmers) 1 Dk (Stl) & Shelter dk (Stl) 2nd dk (Stl) in No. 1 hold *Tonnage opening closed '37* | ss Nwc. No. 3–4,27 ss Ant. No. 2–36 | 4474 / — / 2657 | 100A1 *Shelter dk with freeboard* Examined 7,40 LMC MS 3,36 BS 12,40 | Antv NY | *w* | CL 5,37 7,40 | 1913 | Rickmers Akt. Ges. Weser-münde-G. | M. A. Embiricos Cell D B 320′ 942 t | 362·4 \| 50·1 \| 21·5 29·0 FK *FPT 160 t* | | | Andros Greek 6 B H Asp | T. 3Cy. 25″, 41″ & 68″–45″ (s) 180 lb 379 NHP 2SB, 8 cf, GS118, HS5140 N.E. Marine Eng. Co Ld. Sld *APT 40 t* | 31 ″ 4 s 7 ″ 10½ 23 ″ 8½ | |
| SVKP | | | | | | | | | | | | | | | | | |
| 80861 | **Orotava** (P) | | 3344 / 2676 | | | | | 1927 | Frd. Krupp Act. Ges. Kiel | Norddeutscher Lloyd | 319·5 \| 46·8 \| 23·0 Q18′B102′F34′ | | | Bremen German WB | T. 3Cy. 28½″, 38 7/16″ & 63″–45½″ 266 NHP Frd. Krupp A. G. Kiel | | G |
| DOBM | D.F. E.S.D. Sub. Sig. 2 Dks | | 1963 | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 Built. By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Ex Trade Ser. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80862<br>HRAV | **Orotava**<br>*Ref. Mchy.* *Fitted for oil fuel*<br>D.F. Sub.Sig. 2 *Dks* | | 2711<br>2158<br>1595 | | | | | 1927 | A.Stephen &Sons,Ld. Glasgow | MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*) | 300·2 B92'F32' | 44·2 | 22·2 | Tela Honduran *WB* | T.3Cy.20½",35"&59"–42" 226NHP<br>A.Stephen&Sons,Gls. | | C |
| 80863<br>PGPH | **Orpheus**<br>*Fitted for oil fuel*<br>Wireless 2 *Dks* | | 1030<br>794<br>464 | | | | | 1920 | DeHaan& Oerlemans Heusden | Koninkl.Nederl. Stoomb.Maats. N.V. | 216·4 | 34·6 | 13·4 | Amstrdam Dutch *WB* | T.3Cy.17½",29"&76"–36" 346NHP<br>Verschure&Co.Amstrdam | | V |
| 80864<br>62<br>IRQA | **Orsolina** **WoodAuxBkn**<br>(*ex*Sailing Vessel–38, *Oil Eng.*<br>*ex*Clelia Basso) | | 344<br>—<br>259 | | | | | 1903 | A.Terrizzano ImperiaII | Soc.Anon.Italiana Importazione Carboni e Navig. | 134·7 | 28·1 | 14·1 | Savona Italian | Oil Engines 4S.C.SA 6Cy.9⅝"–12⅝" 54NHP<br>*Emade& fitted*38 Waggon-undMaschinenbauA.G.Görlitz | | I |
| | *(See Sailing Ship Register)* | | | | | | | | | | | | | | | | |
| 80865<br>52<br>ILMJ | **Orsolina Bottiglieri**<br>(*ex*Orsolina–39,*ex*CesarioConsole–37, *ex*LeaS,*ex*Lea,*ex*Adriadne) 1 *Dk* | | 883<br>718<br>536 | | | | | 1899 | Akt.Ges. "Neptun" Rostock | Giovanni Bottiglieri | 215·2 Q77'B54'F27' | 32·2 | 12·8 | Torre del Greco Italian *WB* | T3Cy.16½",25⅛"&41⅝"–28⅜" 93NHP<br>A.G."Neptun,"Rostock | | I |
| 80866<br>144191<br>MJXF | **Ortolan** (*ex*BeaulyFirth)<br>*ss*Lon.No.3–8,32<br>*ss*Lon.No.1–37<br>*Mchy Aft* 1 *Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | | 489<br>316<br>202 | ✠100A1<br>4,40<br>BS4,40 ✠LMC2,37<br>4,41 | Lon | *g* | CL<br>3,39 | 1920<br>3mo | J.Lewis& Sons,Ld. Aberdeen | GeneralStm.Nav. Co.Ld. | 160·1 Q92'B11'F23' FK<br>*FPT*33*t APT*14*t* | 25·2 | 9·7 | London British *3BHptCem ptAsp* | T.3Cy.12½",21"&34"–24" (*s*)<br>180lb 65RHP<br>1SB,*3pf*,GS52,HS1573<br>J.Lewis&Sons,Ld.Abn. | 11 " 9<br>s 3 " 8<br>11 " 9 | |
| 80867<br>146699<br>VJKD | **Orungal** Ⓟ (*ex*Fezara)<br>*ss*Syd.No.3–2,35<br>*ss*Syd.No.1–39<br>2 *Dks*(*Stl U*–teak s)<br>*Ref. Mchy.* 3*rd Dk*(*Stl*) *in Nos.1&2 holds* | | 5826<br>4416<br>3448 | ✠100A1<br>5,10 1,39<br>BS11,39 ✠LMC12,38<br>✠Lloyd'sRMC 11,36 4,40<br>6,40<br>*Fitted for oil fuel* 2,23 | Syd<br>Mel | *z* | CL<br>11,39<br>*F.P. above* 150° F. | 1923<br>2mo | A.Stephen &Sons,Ld. Glasgow | Australasian UnitedStm.Nav. Co.Ld. | 390·6 405·6(O.L.) P46'B154'F46' FK<br>*CellDB*340' 953*t FPT*69*t APT*138*t* | 55·2 | 28·1 | Melbourne British *7BHptCem* | 2 SteamTurbinesSRgeared to 1 Sc. Shaft (*s*)<br>215lb 694NHP<br>4SB(Spt),*12cf*,GS231, HS9191<br>A.Stephen&Sons,Ld.Gls. | 30 " 6<br>s 5 " 7<br>25 " 4½ | |
| 80868<br>7441<br>SFWK | **Orvar** (*ex*Klosterfos,*ex*HildePodeus)<br>1 *Dk* | | 1597<br>1333<br>923 | | | | | 1908 | Nordsee-werke Emden | RederiA/B Orvar (Fänges&PåhlssonsRederier, *Mgrs.*) | 266·1 Q114*t*H71*t*F41*t* | 39·6 | 15·3 | Hlsngborg Swedish *WB* | T.3Cy.20½",33½"&53"–33½" 163NHP<br>OttensenerMaschOttensen | | V |
| 80869<br>HPFX | **Orville Harden** **TwinSc**<br>*Oil Eng.*<br>*ss*Ham.No.1–37<br>1 *Dk*(*Stl*) 2*nd dk*(*Stl*) *clear of cargo tanks*<br>3*rd dk*(*Stl*) *aft of cargo tanks*<br>*Mchy.Aft* E.S.D. *Web frames*<br>*Cruiser Stern* *Longitudinal framing*<br>D.F. GyC. | | 11191<br>—<br>6904 | ✠100A1<br>1,10 1,39 11,40<br>✠LMC CS9,37<br>DBS4,39 4,40 11,40<br>*Carrying Petroleum in bulk* | Hfx<br>NYk | | CL<br>9,37<br>11,40 | 1933<br>3mo | Cantieri Riuniti Dell' Adriatico Monfalcone | PanamaTransportCo. | 522·0 542·0(O.L.) *Aft*B55'B40'F39' FK<br>*CellDBuE*78'135*t* 2312*t FPT*291*t* | 70·4 | 38·7 | Panama Pnamanian 16*BHptCem* | Oil Engines 2S.C.SA 12Cy.23⅝"–43⅛" 1162NHP<br>2DB(*a*)*200lb*<br>2DB(*f*)*100lb*<br>Soc.An."Fiat"S.G.M. Turin | 38 " 9<br>s 8 " 6½<br>30 " 5¼ | |
| 80870<br>LCUV | **Orwell** (*ex*KnightTemplar)<br>*ss*Bkn.No.3–2,19<br>*ss*Gls.No.1–23<br>D.F. 2 *Dks*&*deep framing*<br>*Fitted for oil fuel*<br>*Carrying petroleum in bulk* | | 7920<br>6956<br>5025 | ✠<br>4,28<br>✠ | Osl | *c*† | | 1905<br>11mo | C.Connell &Co.Ld. Glasgow | A/S Tönsbergs Hvalfangeri | 470·0 P38'B169'F51' FK<br>*CellDBa*160'*uE&B* 52'*f* 202' 1700*t FPT*129*t APT*53*t* | 58·0 | 31·8 | Tonsberg Norwegian 11*BHCem* (8 „ *to U dk* 3 „ „*2nd*„) | T.3Cy.27",46"&76"–51" 596NHP<br>3SB,*9cf*,GS148,HS8613<br>D.Rowan&Co.Glasgow | 34 " 10 | N<br>† |
| 80871<br>43464<br>JSKL | **Oryoku Maru** Ⓟ **TwinSc**<br>D.F. *Ref. Mchy.* 3 *Dks*<br>*Cruiser Stern* | | 7363<br>—<br>3882 | | | | | 1937 | Mitsubishi JukogyoK.K Nagasaki | OsakaSyosenK.K. | 425·8 F51' | 57·1 | 33·3 | Osaka Japanese *WB* | 4Steam turbinesDRgeared to 2 Sc. Shafts 1083NHP<br>MitsubishiJukogyoK.K. Nag. | | |
| 80872<br>218231<br>KJTQ | **Osage** (*ex*LakeFannin)<br>*Fitted for oil fuel*<br>Sub.Sig. 1 *Dk*2*trB* | | 2649<br>2373<br>1637 | ✠ ...<br>6,20<br>✠ | | | | 1919<br>7mo | American S.B.Co. Cleveland,O. | Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*) | 251·0 P25'B64'F23' FK | 43·6 | 26·2 | NewYork Utd.States *WB* | T.3Cy.21",35"&59"–42" 352NHP<br>AmericanSBCo.ClevelndO | 28 " 2 | R<br>† |
| 80873<br>136733<br>MKGD | —<br>(*ex*Ferol)<br>*Mchy.Aft*<br>1 *Dk*(*Stl*)&*Web frames* | TwinSc<br>*Oil Eng.*<br>*ss*Shl.2ndNo.3–3,38 | 1010<br>786<br>435 | 100A1<br>9,40 2,40 12,40<br>LMC CS3,38<br>DBS2,40 12,40 3,38<br>*Carrying Petroleum in bulk* | Hul<br>Fal Bel | | CL<br>2,40 | 1914 | H.M. Dockyard Devonport | Anglo-American OilCo.Ld.(R.A. Carder,*Mgr.*) | 200·0 P45'F40' FK<br>*DBuE&B*38'74' *AftF*20'166*t FPT*34*t* *Middle line BH not oil tight* | 34·2 | 15·4 | London British 11*BHptCem* | Oil Engines 2S.C.SA 8Cy.16 3/16"–18⅛" 401NHP<br>NDB20–*100lb*<br>NE15*refitted*1,30<br>J.&C.G.Bolinders,Skm. | 16 " 3<br>s 1 " 4¾<br>15 " 0¼ | |
| 80874<br>28976<br>JIQA | **Ōsaka Maru** Ⓟ<br>2 *Dks* | | 3741<br>3397<br>2192 | | | | | 1922 | Yokohama Dock Co. Yokohama | NipponYusenK.K. | 345·0 P33'B74'F40' | 50·0 | 29·0 | Tokyo Japanese *WB* | T.3Cy.23",38"&64"–48" 275NHP<br>YokohamaDockCo.Yka. | | |
| 80875<br>5553<br>SFWO | **Osbur** (*ex*Nautic)<br>*ss*Hbg.2ndNo.3–2,39<br>*Cargo battens not fitted* 1 *Dk*(*Stl*) | | 1370<br>1155<br>780 | ✠100A1<br>7,40 2,30<br>✠LMC<br>MS2,39 BS5,39 3,40 | Hbg | *p* | OG<br>4,37<br>7,40 | 1914<br>2mo | Kockums M.V.Aktieb. Malmö | RederiA/B Walhall (C.W.Winck, *Mgr.*) | 233·2 245·9(O.L.) P16'B58'F26' FK<br>*CellDBa*73'*uE*15'*f*90'345*t FPT* | 37·7 | 16·3 | Hlsngborg Swedish 4*BHCem* 4*4t APT*62*t* | T3Cy.18½",28⅜"&48½"–31½" 185lb (*s*) 155NHP<br>2SB,*4cf*,GS62,HS2490<br>KockumsM.V.Akt.Malmö | 18 " 7<br>s 2 " 1<br>16 " 8 | |
| 80876<br>5629<br>SFBO | **Oscar** (*ex*JohanSanne–36)<br>*ss*Got.2ndNo.3–4,39<br>1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | 1372<br>1154<br>779 | ✠100A1<br>~~1,10~~ 4,30 5,41<br>BS10,40 ✠LMC<br>MS4,39 ~~BS5,39~~ 5,41 | Got | *p* | OG<br>~~5,37~~<br>~~7,10~~<br>5,41 | 1914<br>9mo | Kockums M.V.Aktieb. Malmö | NyaÅngfartygs A/B Heimdal (R.Hellberg,*Mgr.*) | 233·1 P18'B63'F26' FK<br>*CellDBa*69'*uE*19' *Bf*93'364*t FPT*44*t* | 37·8 | 16·3 | Gothenbrg Swedish 4*BHCem* 2SB,*4cf*,GS75,HS2546<br>KockumsM.V.Akt.Malmö | T.3Cy18½",28⅜"&48½"–31½" 185lb (*s*) 156NHP<br>2SB,*4cf*,GS75,HS2546<br>KockumsM.V.Akt.Malmö | 18 " 7<br>s 2 " 3<br>16 " 6 | |
| 80877<br>8382<br>SGHW | —<br>(*ex*GezienaHenderika–39)<br>*Oil Eng.*<br>D.F. 1 *Dk*<br>*Mchy.Aft* *Cruiser Stern* | | 443<br>305<br>252 | | | | | 1937 | E.J.Smit& Zoon Westerbroek | StrömsBruksA/B | 147·0 P36'F17' | 26·4 | 9·2 | Stocka Swedish *WB* | Oil Engines 4S.C.SA 6Cy.11"–17 1/16" 70NHP<br>Humboldt-Deutzmotoren, A.G.Köln-Deutz | | V |
| 80878<br>8345<br>SLXN | **Oscar Gorthon** 3 **Mst**<br>D.F. *Cruiser Stern* 1 *Dk*&*Shelter dk*<br>E.S.D. *Strengthened for navigation in ice*<br>*Butts of bottom shell plating electrically welded* | | 1811<br>1418<br>933 | ✠100A1<br>*with freeboard* ~~2Os~~ SFO<br>~~7,10~~ 5,39 ✠LMC5,39<br>11,40<br>*Fitted for oil fuel* 5,39 | Osl | *t* | CL<br>*F.P. above* 150° F. | 1939<br>5mo | Fredrkstad MekVrksA/S Fredrikstad | RederiA/B Gylfe Joh.Gorthon, *Mgr.*) *Intermediate BH in fwd. CellDB*240'710*t FPT*133*t* | 292·4 300·0(O.L.) F22' FK<br>(*Coll&APtoSh dk hold dispensed with* 2 „2nd„) *APT*97*t* | 44·0 | 15·4 | Hlsingborg Swedish *ABH&SH* Fredrikstad | C.4Cy.(2)15⅜"&(2)37½"–34 7/16" 220lb (*s*) 277NHP<br>2SB(Spt),*6cf*,GS98, HS4118<br>FredrikstadM.V.A/S Fredrikstad | 19 " 4<br>s " 7½<br>18 " 11 | |
| 80879<br>4081<br>OFCI | **Oscar Midling** (*ex*Bertha, ~~2237~~<br>(*ex*Ainsdale) ~~1715~~<br>*Well deck* ~~1371~~<br>1*Dk*(*Irn*)2*trB*<br>*Cargo battens not fitted* | | ~~2237~~<br>~~1715~~<br>~~1371~~<br>2183<br>—<br>3248 | ✠100A –<br>8,40 3,40<br>✠LMC<br>MS11,37 ~~BS6,39~~<br>8,40 | Got | | CL<br>~~10,37~~<br>8,40 | 1889<br>9mo | J.Readhead &Sons S.Shields | Laivan varustus O/YOuluRederi A/B (A/B R.Nordström &Co. O/Y, *Mgrs.*) | 290·5 P28'Q82'B118'F33' BK10" *CellDB*250'534*t* | 39·0 | 18·9 | Oulu Finnish 6*BHCem* | T3Cy19½"37½"&61½"–39"(*r*)<br>160lb 234NHP<br>2SB,*4rf*,*2cf*,GS107,HS3490<br>J.Readhead&Sons,S.Shl. | 21 " 5<br>s 1 " 7½<br>20 " 8 | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expirk. Libre d'Enrôlement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Registres où codé si ce n'est dans le L. Durne. Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80880 | **Oscilla** | 6341 | ✠100A1 12,39 | Rot | *at* | CL | 1939 | N.V.C.Van | N.V.Petroleum | 428·1 | 54·5 | 30·9 | TheHague | Oil Engines 4S.C.SA | 31 ″ 0 | |
| | D.F. E.S.D. *Oil Eng.* | 5540 | | | | | 7mo | derGiessen& | Maats"LaCorona" | 446·5(O.L.) | | | Dutch | 6Cy.25$\frac{7}{16}$″–55$\frac{1}{2}$″ 377NHP | s 5 ″ 6$\frac{1}{2}$ | |
| PGPJ | 1 *Dk*,2*nd dk clear of cargo tanks* | 3590 | ✠LMC7,39 | | | | | Zonen'sScheps | | P88·B46·F50′ FK | | | 16*BH* | DB–*180lb* | 25 ″ 7$\frac{1}{2}$ | |
| | *Longitudinal framing at bottom & at deck* | | *Carrying Petroleum in bulk* | | | | | Krimpen | | | | | | WerkspoorN.V.Ams. | | |
| | *Mchy.Aft* *Cruiser Stern* | | | | | | | a/dYsel | *Cell DB Bu £64·132t* | *DT f25·257t FPT1* | | | 63*t APT55t* | | | |
| | | | | | | | | *Lloyd's SA&CP* | | | | | | | | |
| 80881 | **Osima Maru** | 970 | | | | | 1934 | Mitsui | MitsuiBussan | 210·6 | 34·0 | 14·8 | Kobe | Oil Engines 2S.C.SA | | |
| 40024 | *Oil Eng.* | — | | | | | | Bussan | Kaisha,Ld. | F22′ | | | Japanese | 6Cy.8$\frac{1}{2}$″–14$\frac{1}{16}$″ 78NHP | | |
| JFHJ | *Mchy.Aft* 1 *Dk* | 700 | | | | | | Kaisha,Ld. | | | | | | MitsuiBussanKaisha,Ld. | | |
| | | | | | | | | Tama | | | | | | Tama | | |
| 80882 | — Ⓟ | 339 | | | | | 1929 | Namura | KyushuSyosen | 135·0 | 22·0 | 13·0 | Osaka | T.3Cy.12″,20″&33″–20″ | | |
| 34500 | | 246 | | | | | | Gemrosuke | K.K. | F24′ | | | Japanese | 49NHP | | |
| JDOC | Wireless 2 *Dks* | 194 | | | | | | Osaka | | | | | | FujiokaIronWorks,Osaka | | |
| 80883 | **Oskar** Wood Aux 3 Mst Sr | 322 | | | | | 1937 | P.Himmist | J.Teär&others | 129·8 | 29·4 | 12·1 | K'ressaare | Oil Engines 2S.C.SA | | V |
| | *Oil Eng.* | 273 | | | | | | Papisaare | | Q8′F18′ | | | Estonian | 2Cy.14$\frac{1}{2}$″–16$\frac{1}{16}$″ 79NHP | | |
| ESXH | *Mchy.Aft* 1 *Dk* | 251 | | | | | | | | | | | | J.&C.G.Bolinders, | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | M.V.A/B,Skm. | | |
| 80884 | **Oskar-Friedrich** (*ex* Finnland) | 483 | | | | | 1921 | Ostseewrft | L.F.Mathies&Co. | 170·4 | 28·1 | 11·0 | Hamburg | T3Cy11$\frac{1}{2}$″18$\frac{5}{16}$″&30$\frac{1}{16}$″–19$\frac{1}{2}$″ | | G |
| | | 389 | | | | | | Schiff&Masch | | P122′F20′ | | | German | 41NHP | | |
| DHSP | *Mchy.Aft* 1 *Dk* | 246 | | | | | | A.G. Stettin | | | | | *WB* | Christiansen&Meyer,Ham. | | |
| 80885 | **Oskawa** | 6100 | ✠100A1 | | | | 1918 | MooreS.B. | ~~UnitedStates~~ | 402·5 | 53·0 | 32·0 | ~~S.Francisco~~ | DR Geared Steam Turbine | 34 ″ 6 | R |
| ~~21Feb36~~ | Sub.Sig. *Fitted for oil fuel* | 5657 | (*Reclassification Contemplated*) | | | | 11mo | Co. | ~~Maritime~~ | P34′F89′ *on Shltrdk* | | | ~~Utd.States~~ | 657NHP | | † |
| ~~K3Feb36~~ | *Ref.Mchy.* 1 *Dk & Shelter dk & Web frames* | 4539 | ✠ | | | | | Oakland,Cal. | ~~Commission~~ | | | FK | British *WB* | GeneralElectricCo. | | |
| | *Longitudinal framing* | | | | | | | | | | | | | Schenectady,N.Y. | | |
| 80886 | **Oslebshausen** (*ex* Zembra–37) | 4989 | ✠ | Rot | *x* | | 1923 | G.Seebeck | Fried.KruppA.G. | 370·6 | 51·0 | 27·3 | Bremen | T.3Cy.22$\frac{1}{2}$″,38$\frac{5}{16}$″&63″–43$\frac{3}{4}$″ | 29 ″ 10 | |
| | D.F. *ss* Shl.No.3–6,36 | 3849 | 10,38 | | | | 10mo | Akt.Ges. | (Fried.Krupp's | 390·5(O.L.) | | | German | 426NHP | | |
| DOTH | *Mchy.Aft* 1 *Dk(Stl)*,2*nd dk(Stl) in No.*1 | 2696 | ✠ | | | | | Weser- | Reederij en Trans- | P108′F29′ FK | | | 7*BHCem* | 2SB(FD)&1AuxSB,6*cf*,3*pf*, | | |
| | *Cantilever framed* *hold Topside tanks* | | ✠NB(2)21*refitted*11,37 | | | | | münde-G. | portbedrijf N.V. | | | | | GS166,HS6745 | | |
| | *Longitudinal framing at double bottom & deck* | | ✠NB(Aux)29*refitted*11,37 | | | | | | *Mgrs.*) *Cell DB* | 311′1835*t DT f*26′15 | | | 7*t FPT*139*t* | G.Seebeck A.G.Wsm. | | |
| | | | | | | | | | *Transverse* | *Topside tank aft*46*t* | | | *APT*197*t* | | | |
| 80887 | **Osler** (*ex* E.B.Osler) | 7051 | | | | | 1908 | Canadian | CanadaS.S.Lines, | 491·3 | 56·0 | 26·5 | Toronto | Q.4Cy.19″,28″,40″&58″–42″ | | R |
| 125977 | (*Self-unloader*) | 6771 | | | | | | S.B.Co.Ld. | Ld. | | | | British | 218NHP | | |
| VGWK | *Mchy.Aft* D.F. 1 *Dk* | 4784 | | | | | | Bridgebrg On | | | | | *WB* | CanadianS.B.Co.Ld Tto. | | |
| | | | | | | | | Converted to a Self-unloader 1940 | | | | | | | | |
| * 80888 | **Oslo** (*ex* Danhild–34,*ex* Hekla) | 1412 | ✠100A1 1,40 | Cpn | *o* | OG 1,40 | 1920 | Akt. | D/S PacificA/S | 233·3 | 37·1 | 16·6 | Copnhagn | T3Cy.16$\frac{5}{16}$″,25$\frac{3}{4}$″&47$\frac{1}{2}$″–29$\frac{1}{2}$″ | 18 ″ 8 | |
| | *ss* Cpn.No.3–5,33 | 1183 | | | | | 10mo | Kalundborg | (L.R.Schmith, | P12′B50′F29′ FK | | | Danish | 185lb (*s*) 134NHP | s 2 ″ 0 | |
| OYBV | D.F. *ss* Abg.No.1–37 | 815 | BS6,39 ✠LMC8,37 | | | | | Skibsv. | *Mgr.*) | | | | 4*BHCem* | 2SB(Spt),4*cf*,GS67,HS2086 | 16 ″ 10 | |
| | 1 *Dk(Stl)* | | | | | | | Kalundborg | | *Cell DB*196′409*t FPT* | | | 63*t APT*28*t* | Steen&Kaufmann, | | |
| | *Cargo battens not fitted* | | | | | | | *Lloyd's SA&CP* | | | | | | Elmshorn | | |
| 80889 | — Ⓟ | 881 | | | | | 1929 | Nylands | A/S Arendals | 188·1 | 31·6 | 20·3 | Arendal | C.4Cy.(2)14$\frac{3}{4}$″&(2)31$\frac{1}{2}$″ | | N |
| | | 772 | | | | | | Værksted | Dampskibsselskab | H109*t* | | | Norwegian | –31$\frac{1}{2}$″ 93NHP | | |
| LEPD | *Ref.Mchy.* *2 Dks* | 474 | | | | | | Oslo | | | | | *WB* | NylandsVærksted,Oslo | | |
| 80890 | — Ⓟ **Iron** | *313* | | | | | 1877 | MotalaCo. | Ångf.Aktieb. | 141·4 | 21·4 | 9·7 | Uddevalla | C.2Cy.23″&40″–24″ | | |
| 623 | (*ex* Oscar Dickson) | *156* | | | | | | Gothenburg | Bohuslänska | P83′H31*t*F34′ | | | Swedish | NB03 65NHP | | |
| SFXD | 1 *Dk* | *147* | | | | | | | Kusten(C.Thor- | | | | *WB* | MotalaCo.Gothenburg | | |
| | | | | | | | | | burn,*Mgr.*) | | | | | | | |
| 80891 | **Oslofjord** Ⓟ **Twin Sc** | 18673 | | | | | 1938 | Deutsche | DenNorske- | 563·5 | 73·4 | 34·1 | Oslo | 4 Oil Engines 2S.C.DA | | N |
| | *Oil Eng.* | 10382 | | | | | | Sch-u-Mschb. | AmerikalinjeA/S | B303′F44′ | 43·4 | | Norwegian | 28Cy.20$\frac{7}{8}$″–29$\frac{1}{2}$$\frac{3}{8}$″ & hydrau- | | |
| LJVX | D.F. E.S.D. GyC. 4 *Dks* | 10712 | | | | | | A.G.Weser | | | | | *WB* | lic coupling SR geared to | | |
| | *Cruiser Stern* | | | | | | | Bremen | | | | | | 2 sc. shafts 4270NHP | | |
| | | | | | | | | | | | | | | Maschinenfbrk.Augsburg- | | |
| | | | | | | | | | | | | | | NürnbergA.G.Augsburg | | |
| 80892 | **Osmussaar** (*ex* Duddingston–36, | 2229 | ✠100A1 | Ams | *s* | CL | 1909 | Craig,Tay- | A/SMerilaid&Co. | 287·0 | 44·0 | 18·9 | Tallinn | T.3Cy.21″,35″&57″–39″ (*s*) | 21 ″ 1 | |
| | *ex* Magdalena) *ss* Lth.2nd No.3–6,33 | 2005 | 5,401~~,39~~ | Bal | | ~~1,37~~ | 4mo | lor&Co.Ld. | | 298·2(O.L.) | | | Estonian | 160lb 209NHP | s 3 ″ 0$\frac{1}{2}$ | |
| ESRZ | *ss* Tln.No.1–37 | 1324 | ✠LMC | | | 5,10 | | Stockton | | P26′B78′F29′ FK | | | *Cem* | 2SB,6*cf*,GS80,HS3248 | 18 ″ 3 | |
| | 1 *Dk(Stl) & deep framing* | | MS2,37 BS~~7,39~~ | | | | | | *Intermediate* | *hold dispensed with* | | | 4*B Honly* | N.E.MarineEng.CoLd.Sld. | | |
| | *Cargo battens not fitted* | | 7,40 | | | | | *Lloyd's SA&CP* | *bulkhead in fore* | *Cell DB*242′552*t* | | | | | | |
| 80893 | **Osnabrück** Ⓟ | 5095 | | | | | 1935 | Deutsche | Norddeutscher | 415·1 | 54·5 | 21·9 | Bremen | Oil Engines 2S.C.DA | | G |
| | *Oil Eng.* | 4005 | | | | | | Sch-u-Mschb. | Lloyd | P21′Q378′ | | | German | 6Cy.23$\frac{3}{4}$″–43$\frac{7}{16}$″ 1165NHP | | |
| DOQP | D.F. E.S.D. 2 *Dks* | 2983 | | | | | | A.G.Weser | | | | | *WB* | DeutscheSchiff.-uMschb. | | |
| | *Ref.Mchy.* *Cruiser Stern* | | | | | | | Bremen | | | | | | A.G.Weser,Bmn. | | |
| 80894 | **Osorno** Ⓟ | 6951 | | | | | 1938 | Blohm& | Hamburg-Amerik. | 464·8 | 60·3 | 26·9 | Hamburg | 3 Oil Engines 2S.C.SA | | G |
| | *Oil Eng.* | 5272 | | | | | | Voss,K.a.A. | Packetf.Akt.Ges. | P33′F88′ | | | German | 24Cy.20$\frac{1}{2}$″–27$\frac{7}{16}$″ 1768NHP | | |
| DJYT | D.F. E.S.D. 3 *Dks* | 4024 | | | | | | Hamburg | (Ham.-Amr.Linie) | | | | *WB* | &Electric drive | | |
| | *Cruiser Stern* | | | | | | | | | | | | | Blohm&Voss,K.a.A.Ham. | | |
| 80895 | **Osric** (*ex* Rymmen,*ex* Motala Ström) | *1418* | | | | | 1919 | Limhamns | RederiA/BWalhall | 251·7 | 38·0 | 18·5 | Hlsngborg | T.3Cy.17$\frac{1}{4}$″,29$\frac{1}{2}$″&43″–31$\frac{1}{2}$″ | | V |
| 6176 | | *1902* | | | | | | Skeppsv.A.B. | (C.W.Winck,*Mgr*) | P21′B62′F27′ | | | Swedish | 130NHP | | |
| SFX1 | 1 *Dk* | *782* | | | | | | Limhamn | | | | | *WB* | LimhamnsSkeppsvarvA.B | | |
| 80896 | **Ossag** | 2793 | | | | | 1921 | Deutsche | TankdamperGes. | 309·7 | 45·5 | 22·5 | Hamburg | Oil Engines 4S.C.SA | | G |
| | *Carrying Petroleum in bulk* *Oil Eng.* | 2331 | | | | | | Werft.A.G. | "Ossag"m.b.H. | P90′B31′F36′ | | | German | 6Cy.24$\frac{1}{2}$″–37$\frac{1}{2}$″ 359NHP | | |
| DIEF | Sub.Sig. *Mchy.Aft* E.S.D. 2 *Dks* | 1515 | | | | | | Hamburg | | | | | *WB* | AlgemeineElec.Ges.Berlin | | |
| 80897 | **Ossian** (*ex* Valpen,*ex* Harald, | *1564* | ✠ ... | Hbg | | | 1892 | Osbourne, | RederiA/B Alfa | 260·0 | 37·0 | 16·5 | Hlsngborg | T.3Cy.20″,32$\frac{1}{2}$″&53″–36″ | 18 ″ 9 | V |
| 5143 | *ex* Bruusnis, *ss* Hbg.3rd No.3–11,30 | *1993* | 3,39 | | | | 4mo | Graham&Co. | (A.Börjesson, | | | | Swedish | 174NHP | | † |
| SFXK | *ex* Mediterraneo) *ss* Hbg.No.1–35 | *884* | ✠ | | | | | Sunderland | *Mgr.*) | P27′Q76′B106′F35′ FK | | | 4*BHCem* | 2SB,6*pf*,GS86,HS2705 | | |
| | *Well deck* 1 *Dk(Stl) & Web frames* | | | | | | | | | *Cell DB*214′385*t* | | | *APT53t* | G.ClarkLd.Sunderland | | |
| 80898 | — | 1514 | ✠100A1 | Bry | *p* | CL | 1919 | Murdoch& | ClydesdaleShip- | 240·2 | 36·1 | 19·1 | Leith | T.3Cy.18′,30′&50″–33″ (*s*) | 21 ″ 3 | |
| 130192 | (*ex* Paignton) *ss* C&E.No.3–9,32 | 1328 | 3,41 ~~4,40~~ | Shl | | 3,39 | 10mo | Murray,Ld. | ownersCo.Ld. | 248·7(O.L.) | | | British | 180lb *100lb* NDB21 172NHP | s 2 ″ 0$\frac{1}{2}$ | |
| MJSP | *ss* Gls.No.1–37 | 823 | MS2,37 ✠LMC | | | | | PortGlasgow | (Glen&Co.Ld. | B52′F23′ FK | | | 4*BHCem* | 2SB,*6cf*,GS97,HS2886 | 18 ″ 7 | |
| | 1 *Dk(Stl)* | | ~~Boilers 36~~ ~~HBSE 39~~ | | | | | | *Mgrs.*) *Cell D* | *B198′ 298t FPT58t* | | | *APT84t* | Rankin&Blackmre,Ld.Grk | | |
| | Wireless *Cargo battens not fitted* | | BS~~3,40~~ 4,41 ~~5,40~~ | | | | | *Lloyd's SA&CP* | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80899 DGNG | **Ost** *Oil Eng.* D.F. 1 *Dk* *Mchy. Aft* *Cruiser Stern* | 574 453 275 | | | | | 1939 | Schulte& Bruns Emden | Schulte&Bruns | 171·1 P42′ | 29·6 F20′ | 10·3 | Emden German *WB* | Oil Engines 4S.C.SA 6Cy.14$\frac{9}{16}$″–22$\frac{3}{8}$″ 122NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz | | G |
| 80900 DHSQ | **Ostara** (*ex*Wido,*ex*Matar) Wireless 1 *Dk2trB* | 1281 1114 729 | | | | | 1919 | NVSchpsb Th.Nederlof Sliedrecht | ArgoReederei RichardAdler&Co. | 238·9 P23′B60′F23′ | 36·8 | 15·8 | Bremen German *WB* | T.3Cy.17½″,29″&46″–36″ 127NHP J.A.v.d Schuyt,Papndrcht | | G |
| 80901 OZBR | **Østbornholm** (P) *Oil Eng.* Wireless D.F. 2 *Dks* *Longitudinal framing* | 770 550 425 | | | | | 1939 | Aalborg VærftA/S Aalborg | DetØstborn-holmskeDamp-skibsselskabA/S (E.SonneHansen, *Mgr.*) | 153·9 B&F115′ | 31·1 | 16·6 | Neksö Danish *WB* | Oil Engines 2S.C.SA 6Cy.13$\frac{3}{8}$″–22$\frac{1}{16}$″ 188NHP A/BAtlas-Diesel,Skm. | | V |
| 80902 ONHA | **Ostende** (*ex*Ehrenfels) *ss*Ant.No.3–1,34 *ss*Ant.No.1–39 2 *Dks*(*Stl–Upt* teak s) *&Web frames* | *4438* *4184* *2718* | ✠100A1 ~~8,40 9,39~~ MS7,39 | Ant Liv ✠LMC BS10,39 | *y* | CL 1,38 | 1903 9mo *Lloyd's* | Swan,Hunter&Wigham RichardsnLd. Newcastle | ArmementDeppe (AgenceMaritime Internationale S.A.*Mgrs.*) *CellDBa*111′*uE*25′ | 375·1 P46′B119′F51′ BK10″ *f*171′ 816*t* | 50·5 | 27·4 | Antwerp Belgian *7BHCem* | Q.4Cy.23″,32″,48″&72″–54″ 213lb *120lb* (*r*) 476NHP 3SB,*9rf*,GS147,HS6108 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. | 30 ″ 2 s 5 ″ 6½ 25 ″ 5½ | |
| 80903 DOPT | **Oster Till** (*ex*Tic–39) *Oil Eng.* *Mchy. Aft* 1 *Dk* | 322 272 225 | | | | | 1929 | Schiffsw. Unterelbe A.G. Wewelsfleth | Norddeutscher Lloyd | 131·3 P24′ | 24·6 | 11·0 | Bremen German | Oil Engines 4S.C.SA 6Cy.9$\frac{1}{8}$″–15$\frac{3}{4}$″ 56NHP Mot.WerkeMannheimA.G Mannheim | | G |
| 80904 5907 SHN1 | **Osterklint** (*ex*Vesterskov, *ex*Vesterby) 1 *Dk* | *648* *505* *327* | | | | | 1917 | Eriksbergs M.V.Aktieb. Gothenburg | A/B Bungenäs Kalkbrott(E. Lilljequist, *Mgr.*) | 179·8 P53′H28′F21′ | 28·9 | 11·6 | Malmö Swedish | T.3Cy.14″,22″&36½″–24″ 65NHP EriksbergM.V.Aktieb.Got | | V |
| 80905 OYJV | **Ostersöen** (P) (*ex*Borgholm–37, *ex*Bornholm) Wireless 1 *Dk&pt Awng dk* | 384 241 148 | | | | | 1899 | Akt.Burmeistr&Wain Copenhagen | A/S Dampskslsk. paa Bornholm af 1866(Thorkil Lund, *Mgr.*) | 156·4 | 26·8 | 10·4 | Allinge Danish *WB* | T.3Cy.15″,25″&40″–24″ 78NHP Burmeister&Wain,Cpn. | | V |
| 80906 LDRA | **Osthav** *ss*Sba.No.2–40 *Oil Eng.* ~~*ss*Ham.No.1–35~~ 1 *Dk*(*Stl*)2*nd dk*(*Stl*)*in mchy.space* D.F. *Cruiser Stern* *Special Surveys to date from* 1,32 | 8417 7743 5060 | ✠100A1 ~~8,40 1,39~~ ✠LMC ~~CS12,36~~ DBS12,38 *Carrying Petroleum in bulk* DBS12,39 | Suz Sba ~~8,40~~ ~~3,37~~ 8,40 | *c* † | CL N11,39 bulk | 1931 8mo *Lloyd's* | Deutsche WerftAGBet Finkenwrder Hamburg | SkibsA/S"Östhav" (T.Lodding) *CellDBuE*65′206*tD* | 465·2 P106′F42′ FK *Tf*36′664*tFPT*186*t* *APT*160*t* | 59·7 | 35·4 | Oslo Norwegian 11*BH* 3DB*170lb* 1DB(*f.s.*)*100lb* | Oil Engines 2S.C.DA 6Cy.23$\frac{3}{8}$″–35$\frac{7}{16}$″ 1175NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | 35 ″ 0 | |
| 80907 LEZI | **Ostkyst** (*ex*Ströna–37,*ex*Transport4, *ex*HinrichSteenbock,*ex*Sappemeer, *ex*Oudkarspel *Mchy.Aft* | 364 276 191 | | | | | 1919 | Werf "Nordster" Groningen | SkibsA/S Kysten (F.J.Rostand&B. Pedersen, *Mgrs.*) | 130·8 P45*t*H9*t*F15*t* | 22·9 | 11·1 | Arendal Norwegian *WB* | T3Cy.10½″,16$\frac{3}{8}$″&27½″–18$\frac{7}{16}$″ 32NHP P.Versteeg,Hardinxveld | | G |
| 80908 DHBN | **Ostland** (*ex*Asta–37, *ex*Gustav Vigeland,*ex*ChristianHorn, *ex*Proximus) 1 *Dk* | 2152 1764 1291 | | | | | 1920 | Schiffsw. v. H.KochA.G. Lübeck | LübeckLinieA.G. | 286·6 P14′Q92′B122′F32′ | 42·7 | 17·6 | Lübeck German *WB* | T.3Cy.20$\frac{5}{8}$″,33½″&43$\frac{3}{4}$″–36$\frac{3}{8}$″ B*made*16 114NHP Ottensener,Machf. G.m.b.H.Altona | | G |
| 80909 DORM GyC. | **Ostmark** TwinSc (*AeroplaneServiceShip*) *OilEng.* Wireless D.F. E.S.D. 1 *Dk* | 1280 909 417 | | | | | 1936 | Howaldts-werkeA.G. Kiel | Deutsche LufthansaA.G. | 242·8 B&F165′ | 37·0 | 15·5 | Bremen German *WB* | Oil Engines 2S.C SA 20Cy.11$\frac{13}{16}$″–16$\frac{37}{64}$″ 488NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | G |
| 80910 DABU | **Ostpreussen** (*ex*Merak) *ss*Rot.No.2–28 D.F. E.S.D. 1 *Dk* | 3030 2754 1790 | ✠ ... 12,29 ✠ | | | | 1920 5mo | NVBoele's Schps.&Mchf Bolnes | Kohlen-Import-u. PoseidonSchiff-ahrts-A.G. | 324·8 P26′B206′F29′ FK | 47·3 | 21·9 | Königsbrg German *WB* | T.3Cy.22$\frac{1}{16}$″,37″&60″–39″ 267NHP N.V.Boele'sSchp.&Machf. | 24 ″ 2 | G † |
| 80911 DAKJ | — (P) (*ex*Sachsen–35, *ex*OberbürgermeisterHaken) *Ref.Mchy.* Sub.Sig. Wireless D.F. 1 *Dk2trIb* | 1328 864 773 | | | | | 1895 | Flensburgr Schiffsb.Ges. Flensburg | Rud.Christ.Gribel | 219·9 P134′F28′ | 32·4 | 15·6 | Stettin German *WB* | T.3Cy.20″,32″&52″–33″ 155NHP FlensburgerSchiffs.Ges. | | G |
| 80912 16781 FNCC GMVN | **Ostrevent** D.F. 1 *Dk* | 1737 1232 916 | | | | | 1925 | Atel.&Ch. de laSeine Maritime LeTrait(S.I.) | Ministry ofShip-ping(W.A.Masse) ~~(R.Ross,Ld.Mgrs.)~~ ~~(Shipmanagt.Ship-ping Co.Ld.Mgrs.)~~, (WCLawson*Mgr*) | 250·6 P156′ | 37·8 | ~~16·3~~ 18·5 | ~~Rouen~~ ~~French~~ Cardiff British *WB* | T.3Cy.18″,30″&50″–33″ 143NHP Atel.&Ch.de laSeine Maritime | | V |
| 80913 552 OHFE | **Ostrobotnia** Wireless D.F. 1 *Dk* | 1335 — 795 | | | | | 1921 | Mask&Bro -bygnA/B Helsingfors | FinskaÅngfar-tygsA/B | 226·0 217·2 P23′B62′F29′ | 34·5 | 14·2 | Helsingfrs Finnish *WB* | T.3Cy.15$\frac{3}{4}$″,25$\frac{3}{8}$″&41$\frac{3}{4}$″–27$\frac{1}{2}$″ Mask.& Brob.A/B Helsingfors 89NHP | | N |
| 80914 DHSR | **Ostsee** (*ex*OstermoorII,*ex*Eider) Sub.Sig. | 302 257 157 | | | | | 1888 | Govern-mentYard Danzig | JohnT.Essberger | 112·2 | 24·2 | 12·4 | Hamburg German | C.2Cy.13$\frac{3}{4}$″&24$\frac{1}{2}$″–17$\frac{3}{4}$″ 22NHP GovernmentYard,Danzig | | C |
| 80915 10210 JQQB | **Ōsumi Maru** (P) Wireless 2 *Dks* | 1284 1263 711 | | | | | 1906 | OsakaIron Works Osaka | NipponYusenK.K. | 235·0 | 31·5 | 21·6 | Tokyo Japanese *WB* | T.3Cy.17½″,28″&46″–33″ 122NHP OsakaIronWorks,Osaka | | |
| 80916 PUQH | **Oswaldo Aranha** TwinSc (*ex*Jacuhy) *ss*Rio.2ndNo.3–5,34 1 *Dk*(*Stl*) | *1951* *1599* *1182* | ✠ ... 8,38 ✠ | Rio | *r* | | 1912 5mo | Mackie& Thomson,Ld. Glasgow | Cia.Commercio e Navegação *CellDBa*86′*uE*14′ | 276·7 P27′B61′F22′ FK *f*114′569*t FPT*126*t* *APT*127*t* | 45·2 | 15·4 | R.Janeiro Brazilian *6BHCem* | T.6Cy.15″,25″&40″–27″ 208NHP 2SB,*6cf*,GS105,HS3600 Muir&Houston,Ld.Gls. | 17 ″ 6 | |
| 80917 223672 KLHK | **Oswego Socony** TwinSc *Mchy.Aft* D.F. *Oil Eng.* *Carrying Petroleum in bulk* 1 *Dk* *New middle body electrically welded* 1936 | 1199 — 753 | | | | | 1924 | SunS.B.& D.D.Co. Chester,Pa. *Rebuilt*1936 | Socony-Vacuum OilCo.Inc. | 252·9 | 40·1 | 12·8 | NewYork Utd.States *WB* | Oil Engines 4S.C.SA 12Cy.13″–18″ 197NHP McIntosh&SeymourCorp. Auburn,N.Y. | | R |
| 80918 164512 GYMG | **Oswestry Grange** (*ex*Rhodesian Prince–37,*ex*ArgentineTransport–36) 1 *Dk&Shelter dk* *Cruiser Stern* | 4684 4238 2825 | ✠100A1 *withfreeboard* Examined10,40 BS8,39 ✠LMC8,35 | ~~Npt~~ Mch | *z* | CL 1,39 | 1935 8mo *Lloyd's* | Blythsw'd S.B.Co.Ld. Glasgow | HoulderLineLd. (HoulderBros.& Co.Ld.*Mgrs.*) *CellDB*351′1082*t* | 406·8 421·1(O.L.) F35′ FK ( *FPT*201*t APT*118*t* | 55·2 | 24·2 | London British *6BHCem* *Coll to Sh dk* 5 ,, 2*nd* ,, | T.3Cy.22½″,36″&65″–45″ (*s*) 220lb 362NHP 2SB,*6cf*,GS107,HS4642 FD D.Rowan&Co.Ld.Gls. | 26 ″ 6 s 2 ″ 8½ 23 ″ 11¾ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant aspiré. Lettre d'Equipement. | 7* Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Longueur en pds. et pa. et Date. Cert. B.T. Mark. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80919 | **Oswin** (*ex*Thai) | | *1320* | ✝100A1 | Got | *o* | OG | 1913 | Kockums | RederiA/B | 237·5 | 37·7 | 16·3 | Hisingborg | T.3Cy.18½″,28¾″&48½″–31½″ | 18 ″ 7 | |
| 5402 | | *ss*Sbg.2ndNo.3–4,37 | *1157* | 5,10 ~~6,00~~ | | | ~~4,07~~ | 2mo | M.V.Aktieb. | Walhall (C.W. | | | | Swedish | 185lb (*s*) 153NHP | s 2 ″ 2 | |
| SFXM | | 1*Dk*(*Stl*) | *915* | BS~~3,39~~ 5,40 | ✝LMC4,37 | | 4,40 | Malmö | | Winck, *Mgr.*) | P22′B57′F24′ FK | | | 4*BHCem* | 2SB,4*cf*,GS71,HS2443 | 16 ″ 7 | |
| | | *Cargo battens not fitted* | | | | | | *Lloyd's* | *SA&CP* | *CellDBa60′u* | *E 29′f 94′323t FPT* | | | 44t*APT*93t | KockumsM.V.Akt.Malmö | | |
| 80920 | **Otaio** | **TwinSc** | 10298 | ✝100A1 | Lon | *f*† | CL | 1930 | Vickers- | NewZealand | 472·0 | 67·2 | 35·7 | Plymouth | Oil Engines 2S.C.SA | 40 ″ 0 | |
| 149569 | | *OilEng.* | 9271 | 9,40 ~~2,40~~ | | | ~~7,37~~ | 12mo | Armstrongs, | ShippingCo.Ld. | 493·0 (O.L.). | | | British | 8Cy.27½″–82½″ 1834NHP | s 7 ″ 10½ | |
| GCWT | | *ss*Fal.No.2–38 | 6300 | | ✝LMC CS3,40 | | 8,10 | Ld. Barrow | | | P66′B234′F81′ FK | | | 2DB*100lb* | | 32 ″ 3 | |
| | *Ref.Mchy.* | 2*Dks*(*Stl*)3rd*dk*(*Stl*)*in* | | DBS~~2,03~~3,41 | 2,38 | | | *Lloyd's* | *SA&CP* | *Duct keel forward of mchy space* | | | | 2*BHptCem* | W.Doxford&Sons,Ld.Sld. | | |
| | D.F. E.S.D. | *forward holds* | | ✝Lloyd'sRMC~~2,40~~ 3,41~~4,40~~ | | | | | | *CellDB*312′1291*t* | *Tanks in way of tunnels* 877*t* | *DTs* | | 3,,*to* 2nd*dk* | *f* 41′299*t FPT*87*t APT*93*t* | | |
| | | *CruiserStern* | | | | | | | | | | | | | | | |
| 80921 | **Otava** (*ex*Simone) | | 1290 | ✝100A1 | Hfs | *o* | CL | 1904 | WoodSkin- | HelsinginLloyd | 239·0 | 35·0 | 16·2 | Helsingfrs | T.3Cy.17½″,29″&48″–33″ (*s*) | 18 ″ 10 | |
| 1062 | | *ss*Hfs.2ndNo.3–10,29 | | 4,38 | | | 6,37 | 5mo | ner&Co.Ld. | O/Y(H.Janhonen, | 228·8 | | | Finnish | 180lb *100lb* NDB20 138NHP | s 2 ″ 3½ | |
| OHHC | | *ss*Hfs.No.2–38 | 690 | BS6,39 | ✝LMC4,38 | | | | Newcastle | *Mgr.*) | P22′B59′F29′ FK | | | 4*BHCem* | 1SB(Spt),3*cf*,GS51,HS2067 | 16 ″ 8 | |
| | Wireless | 1*Dk*(*Irn*)&*deep framing* | | Surveys delayed | | | | *Lloyd's* | *SA&CP* | *CellDBa&u* | *E86′f 90′359t FPT* | | | 2*tAPT*25*t* | N.E.MarineEng.CoLdNwc | | |
| | D.F. | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 80922 | **Otavi** (*ex*Lita) Ⓟ | | 737 | | | | | 1919 | Framnæs | Thesen'sS.S.Co. | 184·2 | 30·2 | 13·0 | CapeTown | T.3Cy.14″,23″&38″–27″ | | C |
| 149887 | | | 573 | | | | | | Mek.Værks. | Ld.(MitchellCotts | P33*t*H50*t* | | | British | NE&B24 101NHP | | |
| ZSNF | | 1*Dk* | 367 | | | | | | Sandefjord | &Co.(South | | | | *WB* | MossVærft.A/S,Moss | | |
| | | | | | | | | | | Africa),Ld.*Mgrs.*) | | | | | | | |
| 80923 | **Othem** | | *682* | ✝100A1 | Sbg | *k* | CL | 1914 | Framnæs | Rederiaktiebo- | 184·0 | 30·0 | 12·9 | Slite | T.3Cy.13½″,22″&37½″–28″ | 14 ″ 11 | |
| 5597 | | *ss*Sbg.2ndNo.3–4,39 | *564* | 8,40~~4,30~~ | | | ~~2,80~~ | 7mo | Mek.Værks. | lagetVolo | | | | Swedish | 180lb (*s*) 95NHP | s 1 ″ 4½ | |
| SFXR | | 1*Dk*(*Stl*) | *354* | BS3,40 | ✝LMC4,39 | | 7,40 | | Sandefjord | (G.Myrsten, *Mgr.*) | P17′B53′F30′ FK | | | 4*BHCem* | 2SB,4*pf*,GS53,HS1666 | 13 ″ 8 | |
| | | | | | | | | *Lloyd's* | *SA&CP* | *CellDBa44′u E20′* | *f 66′ 155t FPT 27t* | | | *APT*37*t* | AkersMek.Værks.Oslo | | |
| 80924 | **Otho** | | 4839 | | | | | 1920 | ToddD.D. | AmericanWest | 380·5 | 53·1 | 27·0 | NewYork | T.3Cy.24½″,41½″&72″–48″ | | R |
| 219814 | | *Fitted for oil fuel* | 4374 | | | | | | &Const.Corp. | AfricanLine,Inc. | P52′B102′F41′ | | | Utd.States | 359NHP | | |
| KULX | Sub.Sig. | 2*Dks* | 2976 | | | | | | Tacoma, | (BarberS.S.Lines, | | | | *WB* | Hooven,Owens,Rent- | | |
| | | *Longitudinal framing* | | | | | | | Wash. | Inc.*Mgrs.*) | | | | | schlerCo.Hamilton,O. | | |
| 80925 | **Otina** | | 6217 | ✝100A1 | Grk | *a*† | CL | 1938 | Odense | Anglo-Saxon | 431·5 | 54·6 | 30·8 | London | Oil Engines 4S.C.SA | 31 ″ 0 | |
| 166454 | | *OilEng.* | 5508 | 6,41~~6,40~~ | Nwc | | | 5mo | Staalskibsvft | PetroleumCo.Ld. | 446·3 (O.L.) | | | British | 6Cy.25½″–55½″ 377NHP | s 5 ″ 6½ | |
| GJGR | D.F. | 1*Dk*,2*nd dk clear of cargo tanks* | 3604 | | ✝LMC5,38 | | | | vedAPMöller | | P87′B38′F51′ FK | | | 16*BH* | DB*180lb* | 25 ″ 8½ | |
| | E.S.D. | *Mchy.Aft* *CruiserStern* | | *CarryingPetroleum in bulk* | | | | | Odense | *CellDBu E66′132t* | *DTs f 25′257t FPT* | | | 103t*APT*55*t* | WerkspoorN.V.Ams. | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | *Lloyd's* | *SA&CP* | | | | | | | | |
| 80926 | **Otoño** (*ex*SailingVessel) | | 305 | ✝ ... | | | | 1912 | Bow,Mc- | H.J.Miller&Co. | 128·4 | 29·2 | 10·0 | M.Video | Oil Engines 2S.C.SA | 10 ″ 3 | |
| | | *OilEng.* | — | 11,15 | | | | 6mo | Lachlan&Co. | | | | | Uruguayan | NE19 138NHP | | |
| | | 1*Dk* | 177 | | | | | | Ld. | | | | BK | | 4Cy.14″–18½″ | | |
| | | | | | | | | | Paisley | | | | | | A.MietzCorp.NewYork | | |
| 80927 | **Otowasan Maru** | | 9205 | ✝100A1 | Tama | *e*† | CL | 1936 | Mitsui | MitsuiBussan | 491·1 | 65·0 | 35·8 | Kobe | Oil Engines 2S.C.DA | 36 ″ 0 | |
| 41367 | | *OilEng.* | 8098 | 1,41~~1,30~~ | | | 12,39 | 4mo | Bussan | Kaisha,Ld. | | | | Japanese | 6Cy.24½″–55½″ 1231NHP | | |
| JHLJ | | *ss*TamaNo.1–39 | 5300 | | ✝LMC CS12,39 | | | | Kaisha,Ld. | | P150′F42′ FK | | | 11*BHptCem* | | | |
| | D.F. | 1*Dk*,2*nd dk clear of cargo tanks* | | DBS~~1,30~~ 1,41 ~~1,30~~ 1,41 | | | | | Tama | | | | | 3DB*200lb* | MitsuiBussanKaisha,Ld. | | |
| | *Mchy.Aft* E.S.D. GyC. *CruiserStern* | | | | | | | *Lloyd's* | *SA&CP* | *CellDBuE93′283t* | *DTs f 57′316t FPT* | | | 100t*APT*71*t* | Tama | | |
| | *Longitudinal framing* | | | *CarryingPetroleum in bulk* | | | | | | | | | | | | | |
| 80928 | **Otranto** Ⓟ | **TwinSc** | 20026 | ✝100A1 | Syd | *m*† | CL | 1925 | Vickers, | OrientStm.Nav. | 632·0 | 75·2 | 32·9 | Barrow | 6SteamTurbinesSRgeared | 37 ″ 6 | BT |
| 146025 | E.D.S. | *ss*Lon.No.3–3,38 | 12228 | *with freeboard* PN1 | | | S1,40 | 12mo | Ld. | Co.Ld. | 658·6 (O.L.) | | | British | to 2 Sc. Shafts (*s*) | s 7 ″ 4 | tail |
| GFKV | *Ref.Mchy.* | 3*Dks*(*Stl–Wthr dk* teak s) | 11979 | 1,41 | | | ~~P7,87~~ P7,40 | | Barrow | | B342′UpperB312′ | | | 12*BHptCem* | 2150lb 3722NHP | 30 ″ 6 | 1,42 |
| | Sub.Sig. | *4th dk*(*Stl*)*in forehold&3after* | | BS6,40 | ✝LMC11,37 | | | *Lloyd's* | *SA&CP* | | F73′ FK | | | *Coll.,to Wdk* | 6DB(Spt)&2SB(Spt),56*cf*, | | |
| | D.F. E.S.D. | *holds 5th dk in No.1hold* | | ✝Lloyd'sRMC~~11,37~~ 7,40 | | | | | | | *Duct keel in Nos.2,3 & 4 holds* | | | 3 & 4 *holds* | GS2688,HS44234 FD | | |
| | | *CruiserStern* | | | | | | | | *CellDB* | | | | | Vickers,Ld.Barrow | | |
| | | | | *Fitted for oil fuel* 12,25 | | | *F.P. a* | | | 511′2093*t* | | | | | | | |
| | | | | | | | | | | *DT at sides of Engine Room & in way of Tunnels* | | | | | 560t*FPT*85t*APT*152*t* | | |
| 80929 | **Otsego** Ⓟ (*ex*PrinzEitelFriedrich) | | 4638 | | | | | 1902 | Reiherst'g | Libby,McNeill& | 370·9 | 45·3 | 26·7 | S.Frncisco | Q.4Cy.22½″,32¼″,47¼″&68″– | | R |
| 215813 | | | 3609 | | | | | | Schiffsw. | Libby | P&B246′F45′ | | | Utd.States | 47¼″ NB21 184NHP | | |
| WQCJ | | 2*Dks* | 2595 | | | | | | Hamburg | | | | | *WB* | Reiherst.Maschinent.Ham | | |
| 80930 | **Ottar Jarl** (*ex*Prinkipo) | | 1459 | | | | | 1921 | Schiffs-u. | DetNordenfjeldske | 228·2 | 34·5 | 20·0 | Tr'ndheim | T.3Cy.15¾″,26″&43½″–27½″ | | N |
| | | | 1236 | | | | | | Dockbauw. | Dampskslsk.A/S | B58*t*H89*t* | | | Norwegian | 99NHP | | |
| LCNB | Wireless D.F. | 2*Dks* | 825 | | | | | | FlenderA.-G. | | | | | *WB* | VulcanWerke,Hamburg | | |
| | | | | | | | | | Siems | | | | | | | | |
| | | | | | | | | | b/Lübeck | | | | | | | | |
| 80931 | **Ottawalite** | | 715 | ✝ ... | Mdb | | | 1930 | Furness | ImperialOil,Ld., | 175·0 | 35·2 | 12·9 | Montreal | T.3Cy.13½″,22″&37″–27″ | 13 ″ 0 | |
| 155285 | | | 627 | 8,36 | | | | 4mo | S.B.Co.Ld. | MarineDepart- | | | | British | 106NHP | s 2 ″ 3 | |
| | *Mchy.Aft* | 1*Dk*(*Stl*) | 343 | | ✝ | | | | Haverton | ment. (H.J. | | | FK | 7*BHptCem* | 1SB,3*cf*, HS2028 | 10 ″ 10½ | |
| | | *CarryingPetroleum in bulk* | | | | | | | Hill-on-Tees | Rahlves, *Mgr.*) | | | | *ptAsp* | N.E.MarineEngCo.LdNwc | | |
| | | *Fitted for oil fuel* | | | | | | | | | | | | *non-oiltight* | | | |
| | | *Longitudinal framing at bottom & at deck* | | | | | | | | *Centre line bulkhead* | | | | | | | |
| | | | | | | | | | | *CellDBuE1* | | | | 8′24t*APT*3*t* | | | |
| 80932 | **Otterberg** (*ex*Umeälv–39, | | 1293 | | | | | 1917 | N.V.Schps | Aug.Bolten,Wm. | 235·8 | 36·4 | 15·9 | Hamburg | T.3Cy.17½″,29″&46″–36″ | | V |
| | *ex*Hansa–37,*ex*Nordfold) | | 1137 | | | | | | "Juliana" | Miller'sNachfolger | P25′B63′F25′ | | | German | 127NHP | | |
| DJTD | | 1*Dk* | 746 | | | | | | Papendrecht | | | | | *WB* | J.&A.van derSchuyt,Pap. | | |
| 80933 | **Otterhound** | | 860 | ✝100A1 | Trn | *l* | CL | 1927 | Furness | CoastalTankers, | 190·5 | 32·5 | 14·6 | London | T.3Cy.16″,27″&44″–30″ (*s*) | 15 ″ 0 | |
| 149879 | | *ss*Trn.No.3–3,40 | 654 | 3,40 | | | 9,38 | 8mo | S.B.Co.Ld. | Ld. | 198·0 (O.L.) | | | British | 180lb 148NHP | s 1 ″ 0½ | |
| MNVZ | *Mchy.Aft* | 1*Dk*(*Stl*)&*Web frames* | 403 | | ✝LMC3,40 | | | | Haverton | | | | FK | 8*BHptCem* | 1SB,3*cf*,GS54,HS2186 FD | 14 ″ 2 | |
| | Wireless D.F. | *Longitudinal framing* | | | | | | | Hill-on-Tees | | P79′F25′ *Trunk*86′ | | | *ptAsp* | Richardsons,Westgarth& | | |
| | | *at bottom & at deck, Bracketless* | | *CarryingPetroleum in bulk* | | | | *Lloyd's* | *SA&CP* | *Cell* | *DBuE19′ 30t FPT* | | | 65t*APT*30*t* | Co.Ld.Mdb. | | |
| | | | | *Fitted for oil fuel* 8,27 | | | *F.P. a* | *above* 150° F. | | | | | | | | | |
| 80934 | **Otterpool** | | 4876 | ✝100A1 | Cff | *y* | CL | 1926 | W.Gray& | PoolShippngCo.Ld | 390·0 | 55·0 | 26·5 | W.Hartlpl | T.3Cy.25½″,40′&71′–48′ (*s*) | 28 ″ 9 | |
| 139239 | | *ss*Shl.No.3–9,38 | 4637 | 5,40 6,30 | | | ~~11,00~~ | 7mo | Co.Ld. | (SirR.Ropner&Co. | | | | British | 180lb *150lb* 439NHP | s 4 ″ 5½ | |
| GMRV | D.F. | 1*Dk*(*Stl*) | 2998 | BS10,39 | ✝LMC9,38 | | 5,10 | | WHartlepool | Ld. *Mgrs.*) | P30′B220′F40′ FK | | | 6*BHCem* | 3SB(Spt)9*cf*,GS190,HS7614 | 24 ″ 6½ | |
| | | | | | | | | *Lloyd's* | *SA&CP* | *CellDB* | 345′ 1041*t FPT*180*t* | | | *APT*179*t* | Cen.Mar.Eng.Wrks.WHpl | | |
| 80935 | **Ottilie** (*ex*CläreGrammerstorf–39, | | 632 | | | | | 1912 | Nüscke& | ArthurSommer | 191·5 | 30·1 | 11·3 | Hamburg | T3Cy12⅜″22⅛″&36½″–21⅞″ | | G |
| | *ex*Harald) | | 512 | | | | | | Co.Akt.Ges. | (Joh.Ick, *Mgr.*) | Q48′B68′F23′ | | | German | 61NHP | | |
| DCGK | | 1*Dk* | 367 | | | | | | Stettin | | | | | *WB* | AtlasWerkeA.G.Bremen | | |

95/40

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed in 1st R. Dated fr. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80936<br>167799<br>GDPQ | **Ottinge**<br>**D.F. E.S.D.** 1*Dk*<br>*Cruiser Stern*<br>*Cargo battens not fitted* | 2870<br>2565<br>1721 | ✠100A1<br>7,40 ~~3,40~~<br>✠LMC3,40 | Hpl<br>Cff | *u* | CL | 1940<br>3mo<br>*Lloyd's* | W.Gray& Co.Ld. W Hartlepool | Constants(South Wales)Ld.(H. Constant,*Mgr.*)<br>*Cell D* | 325·0\|46·5\|21·5<br>338·4(O.L.)<br>P29′B78′F32′ FK<br>B281′ 894*t* *FPT*490 | | | Cardiff<br>British<br>5*BHpt Cem*<br>*APT*112*t* | T.3Cy.20″,31″&55″-39″ (*s*)<br>200lb FD 255NHP<br>2SB(Spt),*6cf*,GS84,HS3530<br>Cen.Mar.E.Wks.<br>(W.Gray&Co.Ld.) W.Hpl | 24 ″ 3<br>*s* 4 ″ 0<br>20 ″ 5¾ | |
| 80937<br>ESCS | **Otto** (*ex*Nestor-39, *ex*FrankLynch-37, *ex*LakeSunapee) 1*Dk* | 1959<br>1646<br>1083 | ✠ ...<br>4,22; | | | | 1918<br>4mo | ToledoS.B. Co. Toledo,O. | K.Jurnas | 252·0\|43·5\|18·9<br>P21′B64′F29′ FK<br>*WB* | | | Pärnu<br>Estonian | T.3Cy.19″,31″&51½″-33″ NE38 153NHP<br>JohnLewis&SonLd.Abn. | 21 ″ 0 | C<br>† |
| 80938<br>727<br>OHEA | — (*ex*Vera-32) *ss*Els.2ndNo.3–5,32<br>Wireless **D.F.** *ss*Hfs.No.1–37<br>1*Dk*(*Irn*)&*deep framing*<br>*Cargo battens not fitted* | 1343<br>1086<br>735 | ✠100A1<br>4,38<br>✠LMC<br>MS1,37 ~~BS7,38~~<br>BS8,40 ~~7,39~~ | Hfs | *o* | CL<br>11,36 | 1907<br>1mo<br>*Lloyd's* | WoodSkinner&Co.Ld. Newcastle | HelsinginLloyd O/Y(H.Janhonen, *Mgr.*)<br>*Cell D Ba§* | 242·1\|35·1\|16·7<br>232·1<br>P22′B59′F29′ FK<br>*u*E86′*f*90′349*t* *FPT* | | | Helsingfrs<br>Finnish<br>4*BHCem*<br>62*t* *APT*23*t* | T.3Cy.17¼″,29″&48⅝″-33″<br>180lb *100lb* (*s*) 139NHP<br>NDB22<br>1SB(Spt),*3cf*,GS51,HS2069<br>N.E.MarineEngCoLd.Nwc | 18 ″ 10<br>*s* 2 ″ 3½<br>16 ″ 8 | |
| 80939<br>DJPV | **Otto Alfred Müller** 3Mst<br>Sub.Sig **E.S.D.** 1*Dk*<br>*Cruiser Stern* | 1589<br>1361<br>738 | | | | | 1935 | Flensburgr Schiffsb.Ges. Flensburg | O.A.Müller | 258·9\|41·4\|16·0<br>P&B212′F22′ | | | Hamburg<br>German<br>*WB* | C.4Cy.(2)14⅜″&(2)31½″-31½″&LP Turbine withDR gearing&hydraulic coupling 200NHP<br>OttensenerMch.G.m.b.H. Altona | | C |
| 80940<br>DMAJ | **Otto Cords** | 906<br>772<br>494 | | | | | 1910 | Akt.Ges. "Neptun" Rostock | Aug.Cords | 231·5\|33·8\|12·0<br>P&B177′F25′ | | | Rostock<br>German<br>*WB* | T3Cy.14⅜″,24⅜″&38⅝″-26½″ 77NHP<br>A.G."Neptun,"Rostock | | G |
| 80941<br>OHDW | **Otto H.** (*ex*HelgaFerdinand, *ex*Goslar,*ex*Sprogö,*ex*Tertia) 1*Dk*<br>**D.F.** | 2158<br>1504<br>1217 | | | | | 1897 | Flensburgr Schiffsb.Ges. Flensburg | BjörneborgShippingCo.(Werner Hacklin,*Mgr.*) | 285·2\|39·6\|16·5<br>273·7 23·1<br>P18′Q86′<br>*pt Awng dk*170′ | | | Björnebrg<br>Finnish<br>*WL* | T.3Cy.19″,31½″&52″-40″ 170NHP<br>FlensburgerSchiffsb.Ges. | | G |
| 80942<br>DJTR | **Otto Leonhardt** (*ex*Arethusa-37, *ex*Darnholme) *ss*Pir.2ndNo.3–4,37<br>1*Dk*(*pt Irn&pt Stl*) | 3682<br>3432<br>2288 | ✠<br>5,39<br>✠ | Sch | *w* | | 1911<br>7mo | R.Thompson&Sons,Ld Sunderland | Leonhardt& Blumberg<br>*Cell D Ba* | 349·1\|50·0\|23·4<br>P35′B102′F35′ FK<br>106′*u*E25′*f*148′743*t* | | | Hamburg<br>German<br>6*BHCem*<br>*APT*102*t* | T.3Cy.25″,42⅜″&68″-45″ 340NHP<br>2SB,*4cf*,*4pf*,GS125,HS5302<br>N.E.MarineEng.Co.Ld.Sld. | 25 ″ 10 | |
| 80943<br>203658<br>WADF | **Otto M. Reiss** (*ex*LynfordE. Geer-34,*ex*JamesS.Dunham)<br>*Mchy.Aft* **D.F. Gy.C.** 1*Dk* | 4510<br>—<br>3358 | | | | | 1906 | W.BayCity S.B.Co. West BayCityMich | ReissS.S.Co. | 420·0\|52·0\|24·3<br>*WB* | | | Wilmgton (Del.)<br>Utd.States | T.3Cy.22″,35″&58″-42″ 218NHP<br>AmericanS.B.Co. Clevland | | R |
| 80944<br>OXXE | **Otto Petersen**<br>**D.F.** 1*Dk* | 2832<br>2471<br>1699 | | | | | 1930 | Helsingörs Jernsk&Msk. Elsinore | A/S D/S Vendila (Svendsen& Christensen *Mgrs*) | 326·8\|48·3\|19·8<br>P23′B216′F30′ | | | Copnhagn<br>Danish<br>*WB* | C4Cy(2)18¼″&(2)39½″-39½″ 164NHP<br>HelsingörsJernsk.&Mskb. | | C |
| 80945<br>UPEW | **Otto Schmidt** (*ex*Pskov-35, *ex*Bellatrix-34)<br>1*Dk* | 3549<br>3260<br>2162 | | | | | 1915 | Rotterdam Droogd.Maat Rotterdam | U.S.S.R. | 345·8\|48·8\|23·3<br>P25′B114′F34′ | | | Leningrad<br>Russian<br>*WB* | T.3Cy.25″,41″&67″-45″ 301NHP<br>RotterdamDroogd.Maats. | | |
| 154<br>40 | **Ottoland** (*ex*Sarkani-39,*ex*Sint Jansland-36) *ss*Rot.No.3–8,29<br>*ss*Ant.No.2–37<br>*Well deck* **D.F.** 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 2202<br>1612<br>1194 | ✠100A1<br>2,40<br>✠NB11,34 ✠LMC<br>MS11,37 BS2,40 | Rot | *r* | OG<br>2,40 | 1916<br>8mo | Schpw.v. Jan.Smit,Czn Alblasserdm A&CP | Scheepvaart en Steenkolen Maats. N.V.<br>*Cell D B f*190′ 514*t* | 272·0\|40·0\|18·2<br>P69′Q86′F25′ FK<br>*MT*12′288*t* *FPT*14 | | | Rottrdam<br>Dutch<br>5*BHCem*<br>2*t* *APT*73*t* | T.3Cy.20″,32″&52″-39″ (*s*)<br>180lb 212NHP<br>2SB,*6cf*,GS101,HS3710<br>Maats.deSchelde, Flushing | 20 ″ 7<br>*s* 6 ″ 5½<br>18 ″ 9½ | |
| 80947<br>PGPN | **Oud Beijerland**<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>*Cruiser Stern* | 398<br>291<br>238 | | | | | 1930 | NV Indust. Maats. "DeNoord" Alblasserdam | N.V.Scheepv. Maats.OudBeyerland(T.den Hartigh,*Mgr.*) | 148·9\|25·3\| 9·2<br>P41′F17′ | | | Rottrdam<br>Dutch<br>*WB* | Oil Engines 4S.C.SA 4Cy.11″-18″ 47NHP<br>Motorenfabr."Deutz"A.G. Köln-Deutz | | V |
| 80948<br>FNIG | **Oued Fes** (*ex*Paz,*ex*Bath, *ex*Andromeda)<br>2*Dks* | 2633<br>2313<br>1530 | | | | | 1913 | Stettiner Oderwerke Stettin | Cie.deNav.Paquet | 330·2\|46·2\|18·9<br>B77′F37′ | | | Marseilles<br>French | T.3Cy.23⅝″,39⅝″&63″-43⅞″ 261NHP<br>StettinerOderwerke | | V |
| 80949<br>FNHQ | **Oued Grou** (*ex*Peter)<br>Wireless 1*Dk* | 792<br>—<br>440 | | | | | 1921 | D.W.Kremer Sohn Elmshorn | Cie.deNav.Paquet | 195·5\|30·8\|12·4<br>Q63′B56′F26′ | | | Marseilles<br>French<br>*WB* | T.3Cy.14½″,23⅝″&37⅝″-25½″ 72NHP<br>Steen&KaufmannElmshrn | | V |
| 80950<br>FNHS | **Oued Sebou II** Ⓟ<br>2*Dks* | 2448<br>2087<br>1360 | | | | | 1925 | Forg.&Ch. de la Médit LaSeyne | Cie.deNav.Paquet | 279·2\|42·1\|21·5<br>B41′ | | | Marseilles<br>French<br>*WB* | T.3Cy.21⅜″,34⅛″&55½″-37⅝″ 188NHP<br>Forg.&Ch.de la Médit.Msl. | | V |
| 80951<br>FNHT | **Oued Tiflet** (*ex*KäteMartha)<br>Wireless 1*Dk* | 1194<br>—<br>689 | | | | | 1914 | Nüscke& Co. Stettin | Cie.deNav.Paquet | 234·1\|35·4\|14·0<br>P10′Q61′B57′F26′ | | | Marseilles<br>French<br>*WB* | T.3Cy.16″,26½″&43½″-27½″ 99NHP<br>Christiansen&Meyer,Har. | | V |
| 80952<br>FNHU | **Oued Yquem** (*ex*Noordzee)<br>Wireless 1*Dk* | 1370<br>1103<br>723 | | | | | 1920 | N.V.Shps. v/hWd.A.van Duijvendijk Papendrecht | Cie.deNav.Paquet | 238·8\|36·7\|15·8<br>P22′B63′F21′ | | | Marseilles<br>French<br>*WB* | T.3Cy.17½″,29″&46″-36″ 127NHP<br>Alblasserdam.Msch.Fab. | | V |
| 80953<br>FNHW | **Ouergha** (*ex*Bretta)<br>*ss*Msl.No.3–7,37<br>1*Dk*(*Stl*) | 1956<br>1702<br>1117 | 100A1<br>1,40<br>~~MS7,37~~ ~~BS5,39~~<br>Surveys delayed | Msl | | OG<br>10,37 | 1920 | N.V.Schps. "DeMaas" Slikkerveer<br>*Lloyd's* | Cie.deNav.Paquet<br>*Cell D Ba*83′*u*E17′ | 269·1\|42·1\|18·1<br>P28′B74′F27′ FK<br>*f*102′531*t* *FPT*104*t* | | | Marseilles<br>French<br>4*BH*<br>*APT*85*t* | T.3Cy.19¹¹⁄₁₆″,31½″&52″-35½″<br>180lb (*s*) 209NHP<br>2SB,*6cf*,GS110,HS3710<br>BurgerhoutsMchSchp.Rot | 20 ″ 6<br>*s* 2 ″ 9<br>17 ″11½ | |
| 80954<br>CSKT | **Ourem** (*ex*Sorcerer-33,*ex*Kildary)<br>*ss*Nwc.No.3–4,33<br>*ss*Lis.No.1–37<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 644<br>493<br>321 | 100A1<br>12,39<br>~~BS7,39~~ 11,40 | Lis<br>LMC6,37 | | CL<br>5,38 | 1918<br>*Lloyd's* | Smith's Dock Co.Ld. Middlesbro' | C.A.Moreira& Cia.Ltda.<br>*Cell D Bu E*26′20*t* | 175·0\|30·0\|15·7<br>B52′ FK | | | Oporto<br>Portuguese<br>5*BHCem*<br>*FPT*20*t* | T.3Cy.16″,26″&44″-26″ (*s*)<br>200lb 116NHP<br>1SB,*3cf*,GS51,HS1825<br>Smith'sDockCo.Ld.Mdb. | 16 ″ 6<br>*s* 1 ″ 7<br>15 ″ 0½ | |
| 119<br>49 | **Ouse**<br>*ss*Goo.2ndNo.3–5,37<br>1*Dk*(*Stl*) | 1004<br>832<br>419 | ✠100A1<br>8,39<br>BS8,39 ✠LMC5,37 | Goo | *o* | OG<br>N8,39 | 1911<br>11mo<br>*Lloyd's* | W.Dobson &Co. Newcastle | London,Midland& ScottishRly. (AssociatedHumberLines,*Mgrs.*)<br>*Cell D Ba*58′*u* | 240·2\|34·2\|15·4<br>249·3(O.L.)<br>P38′B88′F35′ FK<br>*E*15′*f*91′182*t* *FPT* | | | Goole<br>British<br>5*BHCem*<br>14*t* *APT*31*t* | T.3Cy.22¼″,36″&61″-39″ (*s*)<br>180lb 331NHP<br>2SB,*6cf*,GS124,HS4948<br>WllsndSlpwy.Co.Ld.Nwc. | 16 ″ 4<br>*s* 2 ″0½<br>14 ″9½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Ferme assignée maintenant pour la classification. Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps | 15 Registres où coté, et où il est dans le Lt. Thames Corr. Mutl Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80956 160762 GTFM | **Ousebridge** ss Shl. No. 2–38 D.F. 1 Dk (Stl) Cargo battens not fitted | | 5601 5232 3533 | ✠100A1 3,40 BS9,39 | Shl ✠LMC5,38 | z | CL 2,40 | 1929 9mo | Furness S.B. Co. Ltd. Haverton Hill-on-Tees Lloyd's SA&CP | North of England S.S. Co. Ltd. (Crosby Son & Co. Ltd. Mgrs.) Cell D Ba & u E1 | 406·1 \| 56·1 \| 28·6 P33′ B260′ F39′ FK 36′ f 188′ 1365t FPT | W. Hartlpl British 6 B Hpt Cem 88t APT 117t | T. 3 Cy. 27½″, 44″ & 73″–48″ (s) 180lb 477 NHP 3SB, 9cf, GS 151, HS 6728′ FD Richardsons, Westgarth & Co. Ld. Mdb. | 31 ″ 2 s 4 ″ 11 25 ″ 5½ | |
| 80957 146227 MKXQ | **Ousel** ss Mch. No. 3–3,35 1 Dk (Stl) & Shelter dk (Stl) Ref. Mchy. ss Mch. No. 1–10 | | 1533 1248 651 | ✠100A1 Shelter dk with freeboard 5,35,11 BS8,39 | Mch Lav ✠LMC3,34 | r | CL 7,39 | 1922 1mo | Ferguson Bros. (Port Glasgow) Ld Port Glasgow Lloyd's SA&CP | British & Continental S.S. Co. Ltd. Cell D B 221′ 369t | 271·3 \| 39·1 \| 16·6 F28′ on Shelter dk FK Collision B Hto Sh dk 4 ,, ,, U ,, FPT 37t APT 28t | Liverpool British Cem | T. 3 Cy. 20½″, 34″ & 57″–39″ (s) 185lb 278 NHP 2SB, 6cf, GS 105, HS 3904 FD Ferguson Bros. (Pt. Gl.) Ld. | 18 ″ 9 ″ ″ 5½ 18 ″ 6 | |
| 80958 148087 | **Outarde** (ex Brulin–40) ss Mtl No. 3–11,36 Mchy. Aft 1 Dk (Stl) Cargo battens not fitted | | 2241 2005 1576 | ✠100A1 with freeboard 12,39 BS1,40 ✠LMC4,37 For service on the Great River St. Law from April to | Tto | | CL 5,39 | 1924 8mo | Palmers' Co. Ld. Newcastle Lloyd's SA&CP Lakes & rences to close of | Quebec & Ontario Transportation Co. Ld. also 2 intermedia Cell D B 220′ 610t | 248·0 \| 43·0 \| 22·8 F12′ FK te B Hs in holds (low 143t APT 9t | Montreal British 3 W T B Hds er part W T) | T. 3 Cy. 18″, 30″ & 49″–36″ (s) 180lb 180 NHP 2SB, 6cf, GS 89, HS 3112 MacColl & Pollock, Ld. Sld. | 25 ″ 0 s 5 ″ 8½ 19 ″ 6 | |
| 80959 D.F. E.S.D. Mchy. Aft | **Ovatella** Oil Eng. Cruiser Stern pt Longitudinal framing | | 6316 5517 3637 | 100A1 (Class Contemplated) Carrying Petroleum in bulk | | | | 1939 | Odense Staalskibsvft ved A P Möller Odense | Anglo Saxon Petroleum Co. Ld. | 431·5 \| 54·6 \| 30·8 446·3 (O.L.) P87′ B45′ F52′ | London British | Oil Engines 4S.C.SA 6Cy. 25,⅞″–55½″ Werkspoor N.V. Ams. | 31 ″ 0 s 5 ″ 6½ 25 ″ 8½ | |
| 80960 131393 MDQJ | **Overton** ss Apl. No. 1–40 ss Nwc. 2nd No. 3–3,36 Well deck 1 Dk (pt Stl) Mchy. Aft | | 426 286 185 | ✠100A1 4,41 Apl Bkn 11,38 ✠LMC5,36 9,40 BS10,40 7,40 | Liv | f | CL 9,40 | 1911 10mo | J T Eltringham & Co. Ld. South Shields Lloyd's SA&CP | Overton S.S. Co. Ld. (R. R. Clark). | 143·5 \| 24·4 \| 10·5 25·2 FK Q81′ B9′ F25 FPT 24t APT 23t | Liverpool British 3 B HCem | C. 2 Cy. 17½″ & 36″–24″ (s) 130lb 74 RHP 1SB, 3cf, GS 46, HS 1408 Baird Bros. North Shields | 11 ″ 9 s 3 ″ 8½ 11 ″ 8 | |
| 80961 145740 GCVJ | **Ovington Court** (ex Amblestone) ss Bkn. No. 3–3,36 ss Sld. No. 1–39 D.F. 1 Dk (Stl) & Shelter dk (Stl) | | 6095 5853 3772 | ✠100A1 Shelter dk with freeboard 10,39 BS5,40 ✠LMC5,39 | Gls | y | CL 3,39 | 1924 3mo | Richardson, Duck & Co. Ld. Stockton Lloyd's SA&CP | Court Line, Ld. (Haldin & Philipps, Ld. Mgrs.) Cell D B 349′ 1245t | 400·0 \| 53·0 \| 32·7 F35′ on Shltr dk FK Collision B Hto S dk 5 ,, ,, U ,, FPT 12t APT 17t | London British Cem | T. 3 Cy. 26″, 43″ & 71″–48″ (s) 180lb 425 NHP 3SB, 9cf, GS 176, HS 7171 Blair & Co. Ld. Stockton | 35 ″ 2 s 9 ″ 8 25 ″ 8½ | |
| 80962 PGPZ | **Ovula** Oil Eng. D.F. E.S.D. 1 Dk, 2nd dk clear Mchy. Aft of cargo tanks Cruiser Stern Longitudinal framing at bottom & at deck | | 6256 5540 3589 | ✠100A1 10,107,30 ✠LMC4,38 Carrying Petroleum in bulk | Sba Sng | a† | CL 12,40 | 1938 4mo | N.V. Wilton-Fijenoord Schiedam Lloyd's SA&CP | N.V. Petroleum Maats "La Corona" Cell D Bu E 64′ 132t | 428·1 \| 54·6 \| 30·9 446·5 (O.L.) P87′ B38′ F48′ FK DT f 25′ 257t FPT 10 3t APT 55t | The Hague Dutch 16 B H DB 180lb | Oil Engines 4S.C.SA 6Cy. 25,⅞″–55½″ 377 NHP N.V. Wilton-Fijenoord Rot | 31 ″ 0 s 5 ″ 6½ 25 ″ 7½ | |
| 80963 | **O-we-ra** *See No.* 80577 | | | | | | | | | | | | | | | | |
| 80964 135928 MGBN | **Oxbird** K ss Hul. No. 3–2,35 ss Shl. No. 1–39 Mchy. Aft 1 Dk | | 310 221 111 | ✠100A1 1,415,30 BS4,40 ✠LMC6,39 4,41 | Shl | | CL 5,38 12,40 | 1916 3mo | Crabtree & Co. Ld. Gt. Yarmouth Lloyd's SA&CP | R. & W. Paul, Ld. | 135·0 \| 23·2 \| 9·5 24·3 FK Q47′ F18′ FPT 2 | Ipswich British 3 B HCem 9t APT 17t | C. 2 Cy. 17 9/16″ & 36 3/16″–24″ (s) 130lb 53 RHP 1SB, 2pf, GS 38, HS 1870 Crabtree & Co. Ld. Gt. Yar. | 10 ″ 7 s ″ 6½ 10 ″ 1 | |
| 80965 7018 SLDA | **Oxelösund** TwinSc Oil Eng ss Lkr. No. 3–9,35 ss Got. No. 1–39 1 Dk (Stl) & Shelter dk (Stl) D.F. Cargo battens not fitted Cruiser Stern | | 5613 5223 2824 | ✠100A1 Shelter dk with freeboard 1,40 ✠LMC CS1,39 DBS7,39 1,39 | Got | y | OG 11,37 | 1923 8mo | Aktieb. Götaverken Gothenburg A&CP | Trafik Aktieb. Grängesberg-Oxelösund (M. Waldenström, Mgr.) Cell D Bu E 32′ f 105′ DT a 103′ 1225t | 393·7 \| 53·4 \| 30·9 399·0 (O.L.) F40′ on Shelter dk FK Collision B H to S dk 6 ,, ,, U ,, 651t DT 68′ 730t FPT 58t APT 150t | Stockholm Swedish pt Cem DB 100lb | Oil Engines 4 S.C.SA 12Cy. 23⅜″–35 7/16″ 629 NHP Aktieb. Götaverken, Got. | 34 ″ 1 s 8 ″ 1 26 ″ 2¼ | |
| 80966 145515 CYME | **Oxford** (ex Glenorvie) Mchy. Aft 1 Dk | | 1893 1577 1125 | | | | | 1923 | Swan, Hunter & Wigham Richardson, Ld Sunderlnd | Canada Steamship Lines, Ld. | 252·0 \| 42·5 \| 18·0 Q100′ F36′ | Montreal British WB | T. 3 Cy. 16″, 27″ & 44″–33″ 111 NHP McColl & Pollock Ld. Sld. | | C |
| 80967 131454 GLZF | **Oxfordshire** (P) TwinSc 4 Mst ss Liv. 2nd No. 3–10,36 D.F. Sub. Sig. 3 Dks (Stl–Uws) & Web frames | | 8646 6620 5439 | ✠100A1 6,39 BS3,39 5,44 | Bkn | d† | CL 11,38 | 1912 9mo | Harland & Wolff, Ld. Belfast Lloyd's SA&CP | Bibby Line, Ld. (Bibby Bros. & Co. Mgrs.) Cell D B a 123′ u E & B | 474·7 \| 55·3 \| 32·1 P52′ B250′ F78′ FK 70′ f 218′ 1313t FPT | Liverpool British 8 B HCem 92t APT 52t | Q. 8 Cy. 22″, 31½″, 46″ & 66″–51″ 215lb (s) 906 NHP 2D & 2SB 24 cf GS 394 HS 16014 Harland & Wolff, Ld. Bel. | 35 ″ 4 s 7 ″ 7 28 ″ 2 | |
| 80968 139035 MFWS | **Oxshott** ss Shl. 2nd No. 3–5,4~~0~~ ~~ss Shl. No. 3–9,27~~ ~~ss Shl. No. 2–35~~ Well deck 1 Dk (Stl) Cargo battens not fitted | | 1241 1022 761 | ✠100A1 5,30 7,30 4,41 BS5,40 ✠LMC7,36 BS4,41 5,40 | Shl | o | CL 5,39 5,40 | 1915 5mo | Campbeltn S.B. Co. Campbelt'wn Lloyd's SA&CP | Hudson S.S. Co. Ltd. Cell D B | 230·0 \| 35·8 \| 15·6 Q79′ B48′ F24′ FK a 56′ u E & B 33′ f 102′ | London British 4 B H Cem 335t APT 85t | T. 3 Cy. 18″, 27½″ & 45″–33″ (r) 180lb 139 NHP 2SB, 4cf, GS 72, HS 2324 Rankin & Blackmore Ld Grk | 17 ″ 7 s 1 ″ 4½ 16 ″ 5 | |
| 80969 28306 JAUA | **Oyo Maru** (ex Woyo Maru–38) ss Yka. No. 3–5,34 ss Kob. No. 1–38 2 Dks (Stl) Cargo battens not fitted in holds | | 5458 4996 3323 | ✠100A1 2,41 12,30 ✠LMC1,39 2,41 | Tama Kob | z | CL N10,38 1,41 | 1921 9mo A&CP | Asano S.B. Co. Tsurumi | Toyo Kisen K.K. | 400·0 \| 53·2 \| 29·4 P33′ B124′ F41′ FK Cell D B 339′ 944t | Yokohama Japanese 6 B H Cem APT 28t | T. 3 Cy. 26″, 43½″ & 72″–48″ (s) 200lb 513 NHP 3SB, 9cf, GS 181, HS 7362 FD Ishikawajima SB & ECo Tok | 32 ″ 0 s 6 ″ 5½ 25 ″ 9 | |
| 80970 167379 GFBF | **Ozarda** Oil Eng. 2 Dks Cruiser Stern | | 6895 6127 4056 | ✠100A1 with freeboard 12,40 2,40 ✠LMC1,40 | Cal | a† | CL 2″ | 1940 1mo | Barclay, Curle & Co. Ld. Glasgow Lloyd's SA&CP | British India Stm. Nav. Co. Ltd. Cell D B | 427·8 \| 57·2 \| 32·1 441·8 (O.L.) P41′ B140′ F39′ FK 365′ 1316t FPT 129t | London British 7 B Hpt Cem APT 150t | Oil Engines 2S.C.SA 4Cy. 22 3/16″–85 1/16″ 599 NHP 2 DB 120lb Barclay, Curle & Co. Ld. Gls | 34 ″ 6 s 9 ″ 1½ 25 ″ 6 | |
| 80971 218922 KJTV | **Ozark** (ex Lake Savus) Fitted for oil fuel Sub. Sig. 1 Dk 2 tr B | | 2689 2329 1667 | ✠ ... 9,20 ✠ | | | | 1919 9mo | Manitowoc S.B. Co. Manitowoc | Agwilines, Inc. (Clyde-Mallory Lines, Mgrs.) | 253·5 \| 43·9 \| 25·9 P25′ B65′ F26′ FK | New York Utd. States WB | T. 3 Cy. 21″, 35″ & 59″–42″ 326 NHP Nordberg Mfg Co. M'lw'kee | 28 ″ 5 | R † |
| 80972 217839 | **Ozette** Fitted for oil fuel 2 Dks Longitudinal framing | | 6078 5734 4490 | | | | | 1919 | Seattle North Pacific S.B. Co. Seattle, Wash | United States Maritime Commission | 402·5 \| 53·0 \| 32·0 P34′ B81′ F38′ | Seattle Utd. States WB | 2 Steam Turbines D R geared to 1 Sc. Shaft Halliday Machinery Co. Spokane, Wash. | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material Rig, &c. Special Surveys. No. of Decks &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last dealt. | 8 Built. When. Ship. / Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Registers in which classed, if not in L.R. Date of Rof Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80973 | **P. Aboitiz** | *Oil Eng.* 1 *Dk* | 321 / 271 / 187 | ✠ ... 10,32 ✠ | | | | 1928 6mo | Hong Kong & Whampoa Dock Co. Ltd. Hong Kong | La Naviera Filipina, Inc. | 134·0 / B21′ | 27·1 / F27′ | 10·5 FK | Cebu, P.I. Utd. States *WB* | Oil Engines 4S.C.SA 6Cy.11″–19½″ 70NHP Motorenfab. Deutz A.G. Köln-Deutz | 11 ″ 2 | |
| 80974 3805 | **P. E. Crowley** (*ex* Buffalo) | *Mchy.Aft* 2 *Dks* | 4077 / — / 3398 | | | | | 1899 | Union D.D. Co. Buffalo, N.Y. | Gt. Lakes Transit Corpn. | 381·7 | 50·5 | 28·0 | Buffalo NY Utd. States *WB* | Q4Cy20½″29¼″43½″&63″–42″ 257NHP Cleveland S.B.Co. Clevelnd | | |
| 80975 LEPJ | **P. G. Halvorsen** Wireless D.F. | 1 *Dk* | 1101 / 984 / 663 | | | | | 1912 | Bergens Mek. Værks. Bergen | A/S Thv. Halvorsens Rederi (A/S Thv. Halvorsen, *Mgrs.*) | 226·3 / H56*t* | 36·5 / F31*t* | 15·9 | Bergen Norwegian *WB* | T.3Cy.17″,26½″&46″–30″ 116NHP Bergens Mek Værks Bergen | | N |
| 80976 FOSC | **P. L. M. 12** *ss* Msl. No. 3–9,33 *ss* Shl. No. 1–37 | *Mchy.Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted* | 3754 / 3416 / 1931 | ✠100A1 12,40 4,40 BS2,40 | Shl Msl ✠LMC11,37 | *w* | CL 4,40 | 1921 1mo | Smith's Dock Co. Ltd. Middlesbro' | Soc. Nationale d'Affrêtements | 345·0 / P97′ / *Cell DB* 297′ 810*t* | 49·5 / B30′F35′ FK / *Topside tanks* 243′ 770*t* | 25·0 / *FPT* 280*t* | Rouen French *Lloyd's SA&CP* | T.3Cy25″,41″&68′–45″ (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS173,HS6590 6*BHCem* 2SB(FD)&1AuxSB,8*cf*, GS168,HS6590 *APT* 195*t* Smith's Dock Co. Ld. Mdb. | 27 ″ 3 s 4 ″ 9¾ 22 ″ 8 | |
| 80977 174321 ~~FOSD~~ BFVW | **P. L. M. 13** *ss* Msl. No. 3–4,34 *ss* Msl. No. 1–38 | *Mchy.Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted* | 3754 / 3416 / 1931 | ✠100A1 5,41 ~~3,40~~ 12,40 BS8,~~39~~ 6,41 | Shl Msl Gls ✠LMC8,38 | *w* | CL ~~3,40~~ 12,40 | 1921 4mo | Smith's Dock Co. Ld. Middlesbro' | Ministry of Shipping (Chr. Salvesen & Co. *Mgrs.*) | 345·0 / P97′ / *Cell DB* 297′ 810*t* | 49·5 / B30′F35′ FK / *Topside tanks* 243′ 770*t* | 25·0 / *FPT* 280*t* | Glasgow British *Lloyd's SA&CP* | T.3Cy25″,41″&68 7/16″–45″ (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS168,HS6590 6*BHCem* *APT* 195*t* Smith's Dock Co. Ld. Mdb. | 27 ″ 3 s 4 ″ 9¾ 22 ″ 8 | |
| 80978 167029 ~~FOSB~~ GMQR | **P. L. M. 14** *ss* Msl. No. 3–6,33 *ss* Shl. No. 1–37 | *Mchy.Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted* | 3754 / ~~3416~~ / ~~1931~~ 3319 / 1931 | ✠100A1 2,40 BS7,39 | Rou ✠LMC7,37 | *w* | CL 7,38 | 1921 6mo | Smith's Dock Co. Ld. Middlesbro' | Ministry of Shipping (Chr. Salvesen & Co. *Mgrs.*) | 345·0 / P97′ / *Cell DB* 297′ 810*t* | 49·5 / B30′F35′ FK / *Topside tanks* 243′ 770*t* | 25·0 / *FPT* 280*t* | Leith British *Lloyd's SA&CP* | T.3Cy.25″,41″&68″–45″ (*s* 180lb 430NHP 2SB(FD)&1Aux.SB,8*cf*, GS164,HS6609 6*BHCem* *APT* 195*t* Smith's Dock Co. Ld. Mdb. | 27 ″ 3 s 4 ″ 9¾ 22 ″ 8 | |
| 80979 FOSG | **P. L. M. 16** *ss* Msl. No. 3–12,34 *ss* LaR. No. 1–39 | *Mchy.Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted* | 3754 / 3416 / 1931 | ✠100A1 12,40 ~~1,40~~ BS12,40 Surveys delayed. | Rou Msl ✠LMC5,39 | *w* | CL N12,38 | 1921 12mo | Smith's Dock Co. Ld. Middlesbro' | Soc. Nationale d'Affrêtements | 345·0 / 358·0 (O.L.) / P97 B30′F35′ / *Cell DB* 297′ 810*t* | 49·5 / FK / *Topside tanks* 243′ 770*t* | 25·0 / *FPT* 280*t* | Rouen French *Lloyd's SA&CP* | T.3Cy.25″,41″&68″–45″ (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS168,HS6590 6*BHCem* *APT* 190*t* Smith's Dock Co. Ld. Mdb. | 27 ″ 3 s 4 ″ 9¾ 22 ″ 8 | |
| 80980 167804 ~~FOSH~~ GMPG | **P. L. M. 17** *ss* Msl. No 3–3,35 *ss* Msl. No. 1–39 | *Mchy.Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted* | ~~3754~~ / ~~3416~~ / ~~1931~~ 4008 / 3416 / 2077 | ✠100A1 3,41 ~~1,40~~ BS12,40 | Bry Cff ✠LMC8,39 | *w* | CL 1,40 | 1922 2mo | Smith's Dock Co. Ld. Middlesbro' | Ministry of Shipping (Evan Thomas Radcliffe & Co. *Mgrs.*) | 345·0 / 358·4 (O.L.) / P97′ B30′F35′ / *Cell DB* 297 | 49·5 / FK / 810*t Topside tanks* | 25·0 / 243′ 770*t* *FPT* 280*t* *A* | Cardiff British *Lloyd's SA&CP* | T.3Cy.25″,41″&68″–45″ (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS168,HS5380 6*BHCem* *PT* 190*t* Smith's Dock Co. Ld. Mdb. | 27 ″ 3 s 4 ″ 9¾ 22 ″ 8 | |
| 80981 FOSI | **P. L. M. 20** *ss* Rot. No. 3–10,33 *ss* Shl. No. 1–37 | *Mchy.Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted* | 5417 / 5121 / 2741 | ✠100A1 ~~2,40~~ 2,40 1,41 ~~Shl~~ BS~~12,30~~ 4,40 ✠LMC11,37 Surveys delayed | Msl | *z* | CL ~~4,37~~ 1,41 | 1920 12mo | Sir Raylton Dixon & Co Ld Middlesbro' | Soc. Nationale d'Affrêtements | 400·0 / 414·0 (O.L.) / P127′ B30′F40′ / *Cell DBu* | 56·0 / FK / *E&B* 78′ *f* 263′ 1224 | 28·4 / *t Topside tanks* 302′ | Rouen French *Lloyd's SA&CP* | Q.4Cy.23″,32½″,47″&68″–48″ 220lb (*s*) 529NHP 3SB,9*cf*, GS308,HS7905 FD N.E.Marine Eng Co Ld. Nwc 373*t* *FPT* 144*t* *APT* 244*t* 7*BHCem* 1353*t* *DT* *f* 14 | 31 ″ 0 s 6 ″ 2 25 ″ 1 | |
| 80982 FOSJ | **P. L. M. 21** *ss* Msl. No. 3–3,34 *ss* Dnk. No. 1–38 | *Mchy.Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted* | 5417 / 5121 / 2741 | ✠100A1 12,40 ~~2,40~~ BS7,~~39~~ 12,40 | Shl Msl ✠LMC7,38 | *z* | CL 6,39 | 1921 2mo | Sir Raylton Dixon & Co Ld Middlesbro' | Soc. Nationale d'Affrêtements | 400·0 / 414·0 (O.L.) / P127′ B30′F40′ / *Cell DBu E&B* 78′ *f* 263′ 1117 | 56·0 / FK / *t Topside tanks* 302′ | 28·4 / 1353*t* *DT* *f* 14 | Rouen French *Lloyd's SA&CP* | Q4Cy23¼″,32½″,47″&68″–48″ 220lb (*s*) 529NHP 3SB,9*cf*, GS174,HS7905 FD N.E.Marine Eng Co Ld Nwc 373*t* *FPT* 144*t* *APT* 244*t* 7*BHCem* | 31 ″ 0 s 6 ″ 2 25 ″ 1 | |
| 80983 165787 ~~FOSK~~ GMFJ | **P. L. M. 22** *ss* Rot. No. 3–8,33 *ss* Shl. No. 1–37 | *Mchy.Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted* | 5646 / 5121 / 2908 | ✠100A1 ~~1,40~~ 1,40 2,41 Sws ✠LMC MS9,37 BS3,40 | Shl | *z* | CL ~~4,39~~ N2,41 | 1921 4mo | Sir Raylton Dixon & Co Ld Middlesbro' | Ministry of Shipping (E.R. Management Co. Ld. *Mgrs.*) | 400·0 / P127′ B30′F40′ / *Cell DBu E&B* 78′ *f* 263′ 1224 *t Topside tanks* 302′ | 56·0 / FK / 1353*t* *DT* *f* 14 | 28·4 / 373*t* *FPT* 144*t* *APT* 244*t* | Newcastle British *Lloyd's SA&CP* | Q4Cy23 5/16″,32½″,47″&68″– 48″ 220lb (*s*) 529NHP 3SB,9*cf*, GS174,HS7905 FD N.E.Marine Eng.Co Ld Nwc 7*BHCem* | 31 ″ 0 s 6 ″ 2 25 ″ 1 | |
| 80984 FOSL | **P. L. M. 23** *ss* Msl. No. 3–7,34 *ss* Rot. No. 1–38 | *Mchy.Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted* | 5417 / 5121 / 2741 | ✠100A1 5,40 ~~2,40~~ BS11,39 Surveys delayed | Msl Shl ✠LMC9,38 | *z* | CL ~~5,30~~ 5,40 | 1921 6mo | Sir Raylton Dixon & Co Ld Middlesbro' | Soc. Nationale d'Affrêtements | 400·0 / P127′ B30′F40′ / *Cell D* | 56·0 / FK / *Bu E&B* 78′ *f* 263′ 12 | 28·4 / 24*t* *Topside tanks* 30 | Rouen French *Lloyd's SA&CP* | Q.4Cy.23″,32½″,47″&68″–48″ 220lb (*s*) 529NHP 3SB,9*cf*, GS174,HS7905 FD N.E.Marine Eng.Co Ld Nwc 7*BHCem* 2′ 1353*t* *DT* *f* 14′ 373*t* *FPT* 144*t* *APT* 244*t* | 31 ″ 0 s 6 ″ 2 25 ″ 1 | |
| * 80985 FOSM | **P. L. M. 24** *ss* Msl. No. 3–1,35 *ss* Rot. No. 1–39 | *Mchy.Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted* | 5391 / 5120 / 2672 | ✠100A1 11,39 BS4,40 ✠LMC3,39 | Bry | *z* | CL 5,37 | 1921 12mo | Sir Raylton Dixon & Co Ld Middlesbro' | Soc. Nationale d'Affrêtements | 400·0 / P127′ B30′F40′ / *Cell DBu E&B* 81′ *f* 260′ 1286*t* *Topside tanks* 323′ 1519*t* | 56·0 / FK / *D* | 28·4 / 260′ 1286*t* *Topside* *Tf* 14′ 373*t* *FPT* 120*t* | Rouen French *Lloyd's SA&CP* | Q.4Cy.23″,32½″,47″&68″–48″ 220lb (*s*) 532NHP 3SB,9*cf*, GS189,HS7980 FD Richardsons, Westgarth & Co. Ld. Mdb. 7*BHCem* *APT* 244*t* | 31 ″ 0 s 6 ″ 2 25 ″ 1 | |
| * 80986 FOSO | **P. L. M. 26** *ss* Shl. No. 3–3,35 *ss* Shl. No. 1–39 | *Mchy.Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted* | 5391 / 5120 / 2673 | ✠100A1 1,40 ✠LMC MS6,39 BS8,39 | Msl | *z* | CL N4,39 | 1922 4mo | Sir Raylton Dixon & Co Ld Middlesbro' | Soc. Nationale d'Affrêtements | 400·0 / P127′ B30′F40′ / *Cell DBu E&B* 81′ *f* 260′ 1286*t* *Topside tanks* 323′ 1519*t* | 56·0 / FK / *D* | 28·4 / 260′ 1286*t* *Topside* *Tf* 14′ 373*t* *FPT* 120*t* | Rouen French *Lloyd's SA&CP* | Q.4Cy.23½″,32½″,47″&68″– 48″ 220lb (*s*) 532NHP 3SB,9*cf*, GS189,HS7980 FD Richardsons, Westgarth & Co. Ld. Mdb. 7*BHCem* *APT* 244*t* | 31 ″ 0 s 6 ″ 2 25 ″ 1 | |
| 80987 165979 ~~FOSP~~ GMKT | **P. L. M. 27** *ss* Msl. No. 3–5,35 *ss* Shl. No. 1–39 | *Mchy.Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted* | ~~5391~~ / ~~5120~~ / ~~2673~~ 5633 / 5120 / 2826 | ✠100A1 ~~2,40~~ 2,40 6,41 Gls Hpl ✠LMC5,39 BS6,40 | Shl | *z* | CL N3,39 | 1922 7mo | Sir Raylton Dixon & Co Ld Middlesbro' | Ministry of Shipping (Gibbs & Co *Mgrs.*) | 400·0 / P127′ B30′F40′ / *Cell DBu E&B* 81′ *f* 260′ 1286*t* *Topside tanks* 323′ 1519*t* | 56·0 / FK / *D* | 28·4 / 260′ 1286*t* *Topside* *Tf* 14′ 373*t* *FPT* 120*t* | Glasgow British *Lloyd's SA&CP* | Q.4Cy.23″,32½″,47″&68″–48 220lb (*s*) 532NHP 3SB,9*cf*, GS189,HS7980 FD Richardsons, Westgarth & Co. Ld. Mdb. 7*BHCem* *APT* 244*t* | 31 ″ 0 s 6 ″ 2 25 ″ 1 | |
| 80988 | | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'hélice porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Si gréés en carré, le N. est suivi de la lettre C. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80989<br>5771<br>SFYD | **P. L. Påhlsson** (*ex*Harriet, *ex*Eidsborg, *ex*Harald)<br>1 *Dk* | 4Mst | *1481*<br>*1277*<br>*847* | | | | | 1916 | Fredrkstad Mek.Værks. Fredrikstad | RederiA/B Vidar (Fänges& PåhlssonsRederier *Mgrs.*) | 242·6<br>P32′ | 39·4<br>B63′ | 16·8<br>F19′ | Hlsngborg Swedish<br>*WB* | T.3Cy.18″,29½″&49″–33″<br>138NHP<br>FredrikstadM.V.Frdstad. | | V |
| 80990<br>OXSE | **P. N. Damm**<br>D.F. 1 *Dk* | | 2832<br>2471<br>1699 | | | | | 1929 | Helsingörs Jernsk&Msk. Elsinore | A/S Dampskslsk. Vendila(Svendsen &Christensen) | 326·8<br>P22′ | 48·3<br>B217′ | 19·8<br>F31′ | Copnhagn Danish<br>*WB* | C.4Cy.(2)18⅛″&(2)39½″–39½″<br>162NHP<br>HelsingörsJernsk&Mskb. | | C |
| 80991<br>1935<br>IRRB | **Pace** (*ex*Sous-34, *ex*Donator, *ex*Westfalia)<br>1 *Dk 2tr B* | | 1026<br>826<br>618 | | | | | 1899 | Akt.Ges. "Neptun" Rostock | G.B.Ferrari | 237·4<br>228·2<br>Q17*t* | 34·1<br>B104*t* | 12·8<br>H6*t* F20*t* | Genoa Italian<br>*WB* | T.3Cy.14⅜″,24½″&38½″–23½″<br>72NHP<br>A.G."Neptun,"Rostock | | I |
| 80992<br>149654<br>GNJY | **Pacheco**<br>*Oil Eng.*<br>*ss*Liv.No.2–36<br>Wireless D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)* | | 1405<br>1055<br>572 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>6,39<br>✠LMC CS5,35<br>10,36 | Liv | *r* | CL<br>6,37 | 1927<br>12mo | Harland& Wolff,Ld. Glasgow<br>*Lloyd's* | MacAndrews&Co. Ld.<br>*Cell DB* 220′ 329*t* | 270·1<br>B70′<br>*FPT* 17*t* | 39·1<br>FK<br>*APT* 38*t* | 15·6<br>( | Liverpool British<br>5 *B Hpt Cem*<br>*Coll to Sh dk*<br>4 „ 2*nd*„) | Oil Engines 4S.C.SA<br>6Cy.24½″–51⅛″ 355NHP<br>Harland&Wolff,Ld.Gls. | 17 ″ 6<br>s ″ 2<br>17 ″ 6½ | |
| 80993<br>~~213709~~<br>~~KDZV~~ | **Pacific**<br>*ss*N.Yk.2ndNo.3–7,39<br>2 *Dks (Stl)* & *Web frames*<br>*Longitudinal framing* | | 6034<br>5394<br>4380 | ✠100A1<br>~~8,40~~ 12,39 1,41<br>8,40<br>~~BS1,38~~ MS7,39<br>*Fitted for oil fuel* 1 | Bal<br>NYk<br>✠LMC<br>1,1 | *z* | CL<br>~~12,39~~<br>12,40<br>5 *F.P.* | 1915<br>11mo | Union Iron WorksCo. SanFrancisco<br>A&CP<br>*above* | ~~Argonaut Line, Inc.~~<br>~~Atlantic Transit~~<br>~~Atlantic Line, Inc.~~<br>*Cell DB* a 100′ *u*<br>*of tunnel* 30′ 223*t* | 400·0<br>P57′<br>*E* 28′ *f* 188′ 1236*t*<br>*DT f* 30′ 405*t* | 56·2<br>B78′<br>FK<br>*FPT* | 29·4<br>F40′<br>( | British<br>*B H Asp*<br>*D T at sides*<br>80*t* *APT* 200*t* | 1 DR geared Steam Turbine<br>2101b (*s*) 498NHP<br>3SB(Spt),HS7704<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 ″ 0<br>s 6 ″ 9½<br>25 ″ 4½ | |
| 80994<br>5657<br>SFZN | —<br>**TwinSc 3Mst**<br>*Oil Eng.*<br>D.F. *ss*Lkr.2ndNo.3–12,39<br>2 *Dks (Stl)* & *Shelter dk (Stl)*<br>*Tonnage opening closed '40* | | ~~3734~~<br>~~3559~~<br>~~2384~~<br>4978<br>*4683*<br>*3043* | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>6,40 ~~12,39~~<br>DBS~~12,39~~ ✠LMC 12,39<br>~~11,40~~ | Lkr<br>Liv | *w* | OG<br>2,39 | 1914<br>12mo<br>*Lloyd's* | Akt.Burmeistr&Wain Copenhagen<br>*sA&CP* | Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)<br>*Shelter 'tween dk B Hs except Coll B H is dispensed with* | 360·0<br>30·6<br>*Cell DB* a 69′<br>37′ *f* 212′ 1138*t*<br>6 *B H* (*Coll B H to Sh dk*, 5 *B H to 2nd dk*) | 51·6<br>FK<br>*FPT* | 22·1<br>6 *B Hpt Asp*<br>74*t* *APT* 53*t* | Stockholm Swedish<br>*D B* ~~3010~~<br>AktBurmeistr&Wain,Cpn | Oil Engines 4S.C.SA<br>12Cy.21¼″–28⅜″ 528NHP<br>~~3 ″ 4½~~<br>~~32 ″ 4~~<br>34 ″ 0<br>~~s 9 ″ 4½~~<br>24 ″ 10 | ~~25 ″ 6~~ | |
| 80995<br>147081<br>GJTQ | —<br>**TwinSc**<br>*ss*Shl.No.3–9,36<br>D.F. 1 *Dk (Stl)*<br>*Cargo battens not fitted* | | 2816<br>2525<br>1701 | ✠100A1<br>4,40<br>BS~~12,39~~ LMC 9,36<br>4,41 | Hul | *u* | CL<br>4,40 | 1923<br>5mo<br>*Lloyd's* | Murdoch& Murray,Ld. Pt.Glasgow<br>*sA&CP* | SirW.H.Cockerline<br>*Cell D* | 324·0<br>P28′ B88′<br>*B* 273′ 646*t* | 44·2<br>FK<br>*FPT* | 23·1<br>6 *B H Cem*<br>70*t* *APT* 57*t* | Hull British<br>1801b 265NHP<br>2SB,6*cf*,GS121,HS4698<br>ClydeS.B.&E.Co.Ld.P.Gls. | 25 ″ 6<br>s 3 ″ 11½<br>21 ″ 10 | |
| 80996<br>172764<br>VJDR | —<br>**TwinSc**<br>(*Cable Vessel*)<br>Wireless 1 *Dk* & *Spar dk* | | 1583<br>1543<br>736 | | | | | 1903 | Akt.Burmeistr&Wain Copenhagen | Ministry of Shipping (Cable& Wireless Ld.(Sir Edward Wilshaw K.C.M.G.) *Mgrs.*) | 264·6<br>P41′ F18′ | 35·8 | 21·5 | HongKong British<br>*WB* | T.6Cy.16½″,27″&45″–27″<br>210NHP<br>Akt Burmeistr&Wain,Cpn | | V |
| 80997<br>PGQC | —<br>*Oil Eng.*<br>1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | | 362<br>245<br>150 | | | | | 1938 | N.V.Noord Nederlndsch. Schpswerven Groningen | C.Tammes | 141·7<br>P41′ F18′ | 23·0 | 9·7 | Groningen Dutch<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.11½″–16⅛″ 74NHP<br>MtrnWerkeMannheimAG | | V |
| 80998<br>164258<br>MBRB | **Pacific Coast**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk* & *Shelter dk*<br>Wireless *Cruiser Stern*<br>D.F. E.S.D. | TwinSc | 1210<br>872<br>664 | ✠100A1<br>*with freeboard*<br>10,38<br>✠LMC 5,35 | Liv | *q* | OG<br>PN 12,37<br>s 10,38 | 1935<br>5mo<br>*Lloyd's* | Ardrossan Dockyard Ld. Ardrossan<br>*sA&CP* | *Cell DB* 196′ 347*t* | 251·7<br>261·5(O.L.)<br>B37′ F32′<br>*FPT* 116*t* | 38·1<br>FK<br>*APT* 56*t* | 13·1<br>( | British<br>4 *B H Cem*<br>*Coll to Sh dk*<br>3 „ 2*nd*„) | Oil Engines 2S.C.SA<br>10Cy.13¾″–22⅞″ 312NHP<br>BritishAuxiliaries,Ld.Gls. | 15 ″ 3<br>s ″ 2<br>15 ″ 2⅜ | |
| 80999<br>149949<br>GBPY | **Pacific Enterprise**<br>*Oil Eng.*<br>*ss*Gls.No.2–36<br>*Ref. Mchy.* 2 *Dks (Stl)* & *Shelter dk (Stl)*<br>D.F. *Cruiser Stern* | TwinSc | 6736<br>6022<br>4093 | ✠100A1<br>*with freeboard*<br>3,39<br>✠LMC CS3,36<br>DBS4,40 11,36<br>✠Lloyd's RMC ~~4,40~~<br>6,41 ~~12,40~~ | Mch | *c* † | CL<br>PN 11,38<br>s 3,39 | 1927<br>12mo<br>*Lloyd's* | Blythsw'd S.B.Co.Ld. Glasgow<br>*sA&CP* | Norfolk&N.American StmShpg Co.Ld (Furness,Withy& Co.Ld. *Mgrs.*)<br>*Cell DB* 380′ | 435·9<br>454·5(O.L.)<br>F40′<br>*Duct keel fwd.of Mchy.space* 163′<br>1480*t* *MT* 28′ 908*t* | 60·2<br>FK | 29·0<br>( | London British<br>8 *B Hpt Cem*<br>*Coll to Sh dk*<br>7 „ 2*nd*„)<br>*Tanks at sides of tunnels* 299*t* | Oil Engines 4S.C.SA<br>16Cy.24½″–51⅛″ 946NHP<br>*D B 100lb*<br>J.G.Kincaid&Co.Ld.Grk.<br>*FPT* 154*t* *APT* 147*t* | 32 ″ 1<br>s4 ″ 5<br>27 ″ 11½ | |
| 81000<br>160468<br>GBJC | **Pacific Exporter**<br>*Oil Eng.*<br>*ss*Gls.No.2–36<br>~~3 *Dks* 2 *Dks (Stl)* & *Shelter dk (Stl)*~~<br>*Ref. Mchy.* *Cruiser Stern*<br>D.F. E.S.D. | TwinSc | 6734<br>6023<br>4091 | ✠100A1<br>*with freeboard*<br>~~Examined~~ 6,41<br>✠LMC CS5,37<br>DBS~~3,36~~,40 10,38<br>✠Lloyd's RMC ~~2,39~~<br>3,41 ~~6,40~~ | ~~Mch~~<br>Mch | *c* † | CL<br>S3,39<br>P2,40 | 1928<br>5mo<br>*Lloyd's* | Blythsw'd S.B.Co.Ld. Glasgow<br>*sA&CP* | Norfolk&N.American StmShpg Co.Ld (Furness,Withy& Co.Ld. *Mgrs.*)<br>*Duct keel forward*<br>*Cell DB* 380′ | 435·9<br>454·5(O.L.)<br>F40′<br>*of Mchy.space* 163′<br>1480*t* *MT* 28′ 908*t* | 60·2<br>FK | 29·0<br>( | London British<br>8 *B Hpt Cem*<br>*Coll to Wdk*<br>7 „ 2*nd*„)<br>*Tanks at sides of tunnels* 299*t* | Oil Engines 4S.C.SA<br>16Cy.24½″–51⅛″ 946NHP<br>*D B 100lb*<br>J.G.Kincaid&Co.Ld.Grk.<br>*FPT* 154*t* *APT* 147*t* | 32 ″ 1<br>s4 ″ 5<br>27 ″ 11½ | |
| 81001<br>*Ref. Mchy.* | **Pacific Express**<br>*Oil Eng*<br>D.F.<br>*Cruiser Stern* | | 3200 | 100A1<br>*with freeboard*<br>(*Class Contemplated*) | | | | 1940 | Kockums M.V.Aktieb. Malmö | SkibsA/S Seattle (BiörnBiörnstad& Co. *Mgrs.*) | 369·1<br>P21′ | 52·1 | 20·4 | Oslo Norwegian | Oil Engines 2S.C.DA<br>8Cy.23⅝″–43⅞″<br>KockumsM.V.Akt.Malmö | 25 ″ 6<br>s2 ″ 2<br>23 ″ 5¾ | |
| 81002<br>160412<br>GFBS | **Pacific Grove**<br>*Oil Eng.*<br>3 *Dks* *ss*Gls.No.2–36<br>~~*Ref. Mchy.* 2 *Dks (Stl)* & *Shelter dk (Stl)*~~<br>D.F. E.S.D. *Cruiser Stern*<br>*Tonnage opening closed '41* | TwinSc | 7117<br>6388<br>4290 | ✠100A1<br>*with freeboard*<br>~~Examined~~ 2,41<br>✠LMC CS10,37<br>DBS~~11,40~~ 11,36<br>✠Lloyd's RMC ~~2,39~~<br>5,41 ~~11,40~~ | ~~Ver~~<br>Liv | *d* † | CL<br>10,39 | 1928<br>4mo<br>*Lloyd's* | Deutsche WrkeKielAG Kiel<br>*sA&CP* | Furness,Withy& Co.Ld.<br>*Duct keel forward of Machinery space*<br>*Cell DB* 397′ | 450·4<br>470·2(O.L.)<br>F39′<br>1322*t* *Tanks in way of tunnels*<br>320*t* *DT f* 28′ 910*t* | 60·8<br>FK<br>7 *B H* 8 *B H*<br>*FPT* 168*t* *APT* 167*t* | 29·7<br>( | London British<br>*pt Cem pt Asp*<br>*Coll B H to B. dk*<br>5„ „ 2nd„)<br>1„ „ ~~3rd„~~)<br>*Upper 'tween dk B Hs except Coll & AP B Hs dispensed with* | Oil Engines 4S.C.SA<br>12Cy.29½″–47½″ 1014NHP<br>2 *D B 100lb*<br>DeutscheWerkeA.G.Kiel | ~~32 ″ 6~~<br>~~4 ″ 7½~~<br>~~36 ″ 9½~~<br>42 ″ 6<br>s13 ″ 10¼<br>29 ″ 3 | |
| 81003<br>26831<br>JPED | **Pacific Maru** *ss*Kob.No.1–41<br>*ss*Kob.No.3–7,37<br>2 *Dks (Stl)* & *Awng dk (Stl)* | | 5873<br>5590<br>4254 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>2,41 ~~1,40~~<br>✠LMC ~~2,39~~<br>*Fitted for oil fuel* 1 | Kob | *y* | CL<br>~~11,39~~<br>2,41<br>1,2 0 *F.P.* | 1920<br>11mo<br>*Lloyd's*<br>*above* | Kawasaki Dkyd.Co.Ld. Kobe<br>*sA&CP* | TamaiSyosenK.K.<br>*Collision*<br>*Cell DB* 327′ 1126*t* | 385·0<br>FK<br>*BH to Aw dk*<br>*FPT* 127*t* | 51·0<br>*APT* 94*t* | 36·0<br>Hasidate Japanese<br>*pt Cem*<br>5 „ „ *U* „ | T.3Cy.26″,43½″&72″–48″(*s*)<br>2001b 440NHP<br>2SB&1AuxSB,8*cf*,GS154,<br>HS5636 FD<br>KawasakiDkydCoLd.Kobe | 36 ″ 0<br>s 9 ″ 1½<br>27 ″ 1 | |
| 81004<br>217981<br>KJUB | **Pacific Oak** (*ex*WestHembrie)<br>*Fitted for oil fuel*<br>Sub.Sig. 2 *Dks* | | 5622<br>5303<br>3499 | | | | | 1919 | J.F.Duthie &Co. Seattle,Wash | United States Maritime Commission | 409·7<br>P44′ | 54·2<br>B115′ | 27·7<br>F47′ | New York Utd. States<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>Hooven,Owens, 359NHP<br>RentschlerCo.Hamilton,O. | | R |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / †for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Transcriber's note: |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81005<br>160361<br>GMPX | **Pacific Pioneer** | TwinSc<br>*Oil Eng.* | 6734<br>6023<br>4093 | †100A1 Mch<br>*with freeboard* Mch<br>Examined 4.41<br>LMC CS4,37<br>DBS4,37 7,41 8,37<br>Lloyd'sRMC10,37, 40<br>3,41 | *c*† | CL<br>EX<br>10,37<br>~~11,38~~<br>11,40 | 1928<br>2mo | Blythsw'd S.B.Co.Ltd. Glasgow<br>*Lloyd'sA&CP* | Norfolk&N.American S.Shpg.Co.Ltd. (Furness,Withy& Co.Ld. *Mgrs.*)<br>*Duct keel forward*<br>*Cell DB380'1480t MT Upper'tween BHs* | 435·9\|60·2\|29·0<br>454·5(O.L.)<br>F40′ FK<br>*of Mchy.space163′*<br>*28′908t Tanks at sides of tunnel except Coll BH dispensed with* | London<br>British<br>*8 BHptCem*<br>*Coll to Wdk*<br>7 „ 2nd „)<br>*ls 299t FPT154t APT147t* | Oil Engines 4S.C.SA<br>16Cy.24⅛″–51 3/16″ 946NHP<br>DB*100lb*<br>J.G.Kincaid&Co.Ld.Grk. | ~~32 „ 1~~<br>~~s 4 „ 5~~<br>~~28′ „ 11~~<br>42 „ 1<br>s13„3½<br>29 „ 4¼ | |
| 81006<br>160376<br>GDQY | **Pacific President** | TwinSc<br>*Oil Eng.* | 7113<br>6388<br>4288 | †100A1 Vcr *d*†<br>*with freeboard* Lth<br>~~8,39~~11,40 11,40<br>LMC CS~~4,38~~<br>DBS~~8,38~~4,40 5,39<br>Lloyd'sRMC~~5,40~~ 11,40 | CL<br>~~10,38~~<br>8,40 | 1928<br>3mo | Deutsche Werke Kiel A.G. Kiel<br>*Lloyd'sA&CP* | Furness,Withy& Co.Ld.<br>*Duct keel forward*<br>*Cell DB397'1322t Tanks in DT f28′910t FPT* | 450·4\|60·8\|29·7<br>F39′ FK<br>*of Mchy. space174′ (Coll BH&AP way of tunnels 320t*<br>*BH to Sh dk 5,, „ 2nd,,*<br>*1,, „ 3rd,,)*<br>*168t APT167t* | London<br>British<br>*8 BHptCem*<br>*ptAsp*<br>*BH to Sh dk*<br>*5,, „ 2nd,,*<br>*1,, „ 3rd,,)* | Oil Engines 4S.C.SA<br>12Cy.29½″–47¼″ 1014NHP<br>2DB–*100lb*<br>Deutsche Werke Kiel A.G. | 32 „ 6<br>s 4 „ 7½<br>28 „ 2¼ | |
| 81007<br>161291<br>GDYL | **Pacific Ranger** | TwinSc<br>*Oil Eng.* | 6865<br>6114<br>4158 | †100A1 Vcr *c*†<br>*with freeboard* Lon<br>5,40 ~~4,40~~<br>LMC CS5,38<br>DBS2,40 ~~12,38~~ 2,39<br>Lloyd'sRMC~~10,39~~ 6, 40<br>*Carrying Linseed oil in deep tank* | CL<br>4,39 | 1929<br>9mo | Akt. Burmeistr & Wain Copenhagen<br>*Lloyd'sA&CP* | Furness,Withy& Co.Ld.<br>*Duct keel fwd.*<br>*DB380′ 1423t MD Tanks in way of tunnels 325t* | 436·4\|60·3\|29·2<br>454·2(O.L.)<br>F40′ FK<br>*of Mchy.space (Coll to Sh dk*<br>*7 „ 2nd,,)*<br>*DT28′906t FPT152t APT128t* | London<br>British<br>*8 BH*<br>*Coll to Sh dk*<br>*7 „ 2nd,,)* | Oil Engines 4S.C.SA<br>16Cy.24⅛″–51 3/16″ 946NHP<br>DB–*100lb*<br>Akt.Burmeistr&Wain,Cpn | 32 „ 0<br>s 4 „ 4¾<br>27 „ 10½ | |
| 81008<br>~~4138~~<br>~~KFCD~~ | **Pacific Redwood** (*ex* Westmount) (*ex* Empire Chamois, *ex* Pacific Redwood) | 2 *Dks* | 5683<br>3557 | ✠ ...<br>*Supplement* 22 | | | 1918<br>5mo | AmesS.B. &D.D.Co. Seattle,Wash | ~~United States Maritime Commission~~ | 409·5\|54·2\|27·4<br>P44′B115′F47′ FK | ~~New York Utd. States~~<br>British *WB* | T3.Cy.26″,43″&73″–48″ 543NHP<br>AmesS.B.&D.D.Co.Seattle | 30 „ 2 | R<br>† |
| 81009<br>147593<br>GKBV | **Pacific Shipper** | *Oil Eng*<br>*ss* Gls. No.3–10,36 | 6290<br>5298<br>3912 | †100A1 Fal *b*†<br>*with freeboard* Mch<br>~~3,40~~ 10,40<br>LMC CS7,37<br>DBS5,38 5,38<br>DBS(P)~~5,38~~ 8,40<br>Lloyd'sRMC~~3,40~~ 1,41 | CL<br>2,40 | 1924<br>3mo | W.Doxford &Sons,Ld. Sunderland<br>*Lloyd'sA&CP* | Furness,Withy& Co.Ld.<br>*Duct keel forward*<br>*Cell DB358'1 284t DTa16′614t D* | 420·0\|58·0\|28·1<br>F41′ FK<br>*of boiler space 128′ (Coll to Sh dk*<br>*7 „ 2nd,,)*<br>*Tf22′996t FPT120t APT126t* | London<br>British<br>*8 BHptCem*<br>*Coll to Sh dk*<br>*7 „ 2nd,,)* | Oil Engines 2S.C.SA<br>4Cy.22⅛″–91½″ 640NHP<br>DB(P) ~~100lb~~ NDB37(s) *125lb*<br>W.Doxford&Sons,Ld.Sld. | ~~30 „ 11~~<br>~~s 3 „ 11½~~<br>~~27 „ 1½~~<br>39 „ 6<br>s11„6½<br>28 „ 1¼ | |
| 81010<br>132763<br>GCLN | **Pacific Star** (*ex* Stanfleet–39, *ex* Clan Robertson–38, *ex* Otaki–34) | TwinSc<br>*ss* Fal. No.3–9,32<br>*ss* Gls. No.1–37<br>2 *Dks(Stl)&Shelter dk(Stl)* | 7951<br>5777<br>4954 | †100A1 Cff *c*†<br>*Shelter dk*<br>*with freeboard*<br>9,40 ~~12,39~~ BS1,41<br>~~BS12,38~~ LMC2,37<br>Lloyd'sRMC~~12,39~~ 5,41 9,40~~5,40~~ | CL<br>~~8,37~~<br>~~P3,38~~<br>9,40 | 1920<br>2mo | Barclay, Curle&Co.Ld Glasgow<br>*Lloyd'sA&CP* | BlueStarLine,Ld.<br>*Cell DB386'1275t* | 449·1\|58·2\|37·1<br>P31′F43′ on Shelter dk F<br>*FPT125t APT80t* | London<br>British<br>*Cem*<br>*8 BHto Sh dk* | T.6Cy.26½″,44″&73″–48″ (*s*)<br>200lb HS16680 1122NHP<br>2DB&2SB,*22cf*,GS420, FD<br>Barclay,Curle&Co.Ld.Gls. | 40 „ 0<br>s11„0¼<br>29 „ 3 | |
| 81011<br>229252<br>WQDL | **Pacific Sun**<br>GyC. | *Oil Eng.*<br>*ss* Phl. No.2–38<br>*Mchy.Aft* 2 *Dks(Stl)&Web frames*<br>*Longitudinal framing–bracketless system* | 9097<br>8521<br>5522 | †100A1 Phl *e*†<br>10,40~~8,40~~<br>LMC CS12,38<br>DBS~~10,40~~ 8,39<br>*Carrying Petroleum in bulk* | CL<br>~~3,40~~<br>N10,40 | 1929<br>12mo | SunS.B. &D.D.Co. Chester,Pa.<br>*Lloyd'sA&CP* | MotorTankship Corp.<br>*Cell DBuE76′f40′488t* | 480·6\|66·0\|36·8<br>P79′F48′ FK<br>*FPT186t APT84t* | Wilmington Del. U.S.A.<br>*17 BHptCem (13 to U dk*<br>*4 „ 2nd,,)* | Oil Engines 2S.C.SA<br>4Cy.23⅝″–91 7/16″ 690NHP<br>2 Water Tube DB *200lb*<br>SunS.B.&D.D.Co. | 37 „ 0 | |
| 81012<br>121226<br>MMXZ | **Pacifico** (*ex* Caper–38, *ex* Olga S.–37, *ex* Olga–36, *ex* Moray Coast–35, *ex* Princess Helena) | 1 *Dk* | 687<br>617<br>331 | | | | 1905 | CaledonS. B.&E.Co.Ld. Dundee | AlcyoneShipping FinanceCo.Ld. | 210·5\|31·1\|14·3<br>P&B123′F55′ | London<br>British *WB* | T.3Cy.17″,28″&45″–33″ 116NHP<br>CaledonSB.&E.Co.Ld.Dun | | G |
| 81013<br>220335<br>KDAV | **Paco** (*ex* E.J.Nicklos–37, *ex* Dartford) | *Fitted for oil fuel*<br>*Mchy.Aft* 2 *Dks&Web frames*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk* | 5187<br>4620<br>3686 | ✠ ...<br>10,23 | | | 1920<br>7mo | TerryS.B. Co. Savannah,Ga | PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*) | 391·9\|51·2\|30·0<br>P99′B34′F44′ FK | Wilmgton (Del.)<br>Utd. States *WB* | T.3Cy.24⅞″,41 13/16″&72″–48″ 562NHP<br>Hooven,Owens,Rentschler Co.Hamilton,O. | 30 „ 2 | R<br>† |
| 81014<br>17<br>IRRK | **Padenna** (*ex* Houthulst–32, *ex* Altona, *ex* Herman Sauber) | 1 *Dk* | 1589<br>1239<br>971 | | | | 1904 | Schiffsw.v. H.Koch A.G. Lübeck | Marittima RavennateSoc. Anon. | 282·0\|36·7\|16·2<br>P15′Q68′B63′F24′ | Ravenna<br>Italian *WB* | T.3Cy.20½″,33½″&53½″–33½″ 163NHP<br>J.F.Ahrens,Altona | | I |
| 81015<br>CSGN | **Pádua** (*ex* Teeco–34) | *ss* Lis. No.3–9,37<br>*Mchy.Aft* 1 *Dk(Stl)*<br>*Well deck* | 665<br>525<br>359 | 100A1 Lis *j*<br>8,40~~3,40~~<br>BS~~3,38~~ LMC9,37<br>8,40 | CL<br>3,40 | 1925<br>8mo | Nordd. Union Werke AG Tönning<br>*Lloyd'sA&CP* | EmprezaMaritima doNorte,Lda.<br>*Cell DBuE* | 174·3\|29·6\|12·7<br>Q38′B80′F23′ FK<br>*& B57′ f90′ 214t FP* | Oporto<br>Portuguese<br>*3 BH Asp*<br>*T34t APT6t* | T3Cy14 5/16″22 13/16″&37 7/16″–23½″<br>192lb (*s*) 98NHP<br>2SB,*4cf*,GS61,HS1798<br>Waggon&MschAG Görlitz | 14„11<br>s „10½<br>14 „ 2 | |
| 81016<br>YVAQ | **Paez** | TwinSc<br>*ss* Mob. No.3–2,39<br>*Mchy.Aft* 1 *Dk(Stl)&Web frames*<br>*Longitudinal framing* | *2649*<br>*1890*<br>*1511* | †100A1 Cco *l*<br>10,40~~10,30~~<br>NYk<br>BS10,40 LMC2,39<br>*Carrying Petroleum in Fitted for oil fuel* | CL<br>~~10,39~~<br>9,40<br>*bulk* | 1927<br>9mo | Palmers' Co.Ld. Newcastle<br>*Lloyd'sA&CP* | MeneGrandeOil Co.C.A.<br>*Cell DBuE&* | 305·3\|50·2\|16·3<br>316·5(O.L.)<br>P69′B22′F33′ FK<br>*Trunk181′*<br>*B42′ 107t FPT194t* | Maracaibo<br>Venezuelan<br>*11 BHptCem*<br>*APT85t* | T.6Cy.13½″,23″&37″–27″ (*s*)<br>180lb 210NHP<br>2SB,*6cf*,HS4009<br>MacColl&Pollock,Ld.Sld. | 16 „ 6<br>s 2 „ 0½<br>14 „ 8 | |
| 81017<br>55<br>ICAI | **Paganini** Ⓟ | *Oil Eng.*<br>*ss* Fiu. No.3–3,40<br>2 *Dks(Stl)* | 2427<br>1838<br>1421 | †100A1 Tri *s*<br>3,40<br>LMC CS3,40<br>DBS6,39 6,39 | CL<br>N3,40 | 1928<br>10mo | Cant.Nav. Triestino Monfalcone<br>*Lloyd'sA&CP* | "Tirrenia" Soc. Anon.di Nav.<br>*Cell DB213'404t* | 294·0\|40·1\|21·1<br>283·3<br>FK<br>P29′B84′F36′<br>*FPT58t APT57t* | Fiume<br>Italian<br>*6 BHptCem*<br>*ptAsp* | Oil Engines 4S.C.SA<br>6Cy.24⅛″–43 5/16″ 357NHP<br>DB*100lb*<br>Stabilimento Tecnico,Tri. | 23 „ 4<br>s 3 „ 1½<br>20 „ 5½ | |
| 81018<br>2123<br>ICNY | **Pagao** (*ex* Formia–35, *ex* Volsinio) | *Fitted for oil fuel*<br>*Mchy.Aft* 3 *Dks*<br>*Carrying Petroleum in bulk* | 6101<br>4548<br>3618 | | | | 1922 | G.Ansaldo &Co.S.A. Ital Sestri P'nente | "Polena" Società di Navigazione | 393·2\|51·7\|28·4 | Genoa<br>Italian *WB* | 3 Steam Turbines DR geared to 1 Sc. Shaft<br>G.Ansaldo&Cia.Smprdrna. | | I |
| 81019<br>226<br>SVRB | **Pagasitikos** (*ex* Tamesis–39, *ex* Oranian–34) | *ss* Liv. No.3–3,27<br>*ss* Pir. No.2–36<br>2 *Dks(Stl)* | *3942*<br>*3682*<br>*2448* | †100A1 ~~Cff~~ *x*<br>Exd. ~~Liv~~ 5,41 Liv<br>BS5,41 LMC4,40 | CL<br>8,39 | 1914<br>4mo | Napier& Miller,Ld. Glasgow<br>*Lloyd'sA&CP* | M.A.Embiricos<br>*Cell DBa96′uE&B* | 365·2\|47·8\|27·0<br>380·0(O.L.)<br>P38′B140′F67′<br>FK&BK2″<br>*58′f158′772t FPT* | Andros<br>Greek<br>*7 BHCem*<br>*10t APT40t* | T.3Cy.25½″,42½″&72″–48″<br>200lb (*s*) 449NHP<br>3SB,*9cf*,GS207,HS7443<br>Dunsmuir&JacksonLd.Gls | 29 „ 6<br>s 4 „ 9½<br>24 „ 11½ | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme auquel maintenant expirk. Lettre d'équivalence. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Inspections où cela n'est pas fait par le L. Dunet/Cert. Lloyd's Tests |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81020 157899 VSPT | **Pahang** (P) Wireless | *Oil Eng* 1 *Dk & Shelter dk* *Mchy. Aft* E.S.D. | 1136 662 606 | | | | | 1939 | Taikoo D.&E.Co. of H.Kg.Ltd. HongKong | Straits S.S.Co.Ltd. | 218·0 | 36·6 | 11·3 | Singapore British *WB* | Oil Engines 4S.C.SA 6Cy.15½"–23½" 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | | C |
| 81021 PKGD | **Pahud** | 2 *Dks* | 2075 1579 1170 | | | | | 1927 | N.V.Schps. "DeMaas" Slikkerveer | Koninkl.Paketv. Maats. | 300·3 | 46·2 | 14·6 | Batavia Dutch *WB* | C.4Cy.(2)18⅛"&(2)39 5/16"–39 5/16" 193NHP Maats.Fyenoord,Rot | | V |
| 81022 131759 GBMK | **Pakeha** *Ref.Mchy.* E.S.D. | TwinSc *ss*Gls.2ndNo.3–1,36 2 *Dks(Stl)* & *Shelter dk (Stl*–ws) | 7909 7390 5029 | ✠100A1 *Shelter dk with freeboard* 12,38 BS2,38 ✠LMC12,34 ✠Lloyd'sRMC12,38 | Nwc | *e*† | CL s1,36 p9,37 | 1910 8mo | Harland& Wolff,Ld. Belfast | Harland& Wolff,Ld. Belfast *Lloyd'sA&CP* | 477·5 493·5(O.L.) B181′F50′ *Cell DB* | 63·1 *on Shlrdk* FK&BK2″ *a133′ u E & B* | 31·3 *Shelter dk* 90′ *f* 193′ | S'thamptn British *9 BHCem* | Q8Cy22″,31½",46″&65½"–48″ 215lb (*s*) 854NHP 2D&2SB *24cf* GS309 HS14950 Harland&Wolff,Ld.Bel. | 34 ″ 4 s 5 ″ 7 29 ″ 0½ | |
| 81023 | **Pakpanang** *Oil Eng.* *Mchy.Aft* 1 *Dk* | TwinSc *ss*Bgk.No.1–39 *Cruiser Stern* | 310 210 157 | ✠100A1 *with freeboard* 5,40 ~~8,30~~ ✠LMC CS4,39 5,50 11,39 | Bgk | *f* | CL s4,38 ~~r12,38~~ r11,10 | 1935 2mo | Nakskov Skibs.A/S Nakskov | ThaiNav.Co.Ltd. *Lloyd'sA&CP* | 141·2 | 26·6 | 8·4 Q42′B26′F21′ FK *FPT14t* | Bangkok Thai *5 BH APT7t* | Oil Engines 2S.C.SA 8Cy.8½"–14 3/16" 105NHP Akt.Burmeistr&Wain,Cpn | 9 ″ 0 s 1 ″ 8 7 ″ 6½ | |
| 81024 145526 ZMBT | **Pakura** (P) (*ex*Sunnyhill,*ex*Maja) Wireless | *Oil Eng.* *ss*Lyt.No.3–12,34 *ss*Win.No.1–37 *Well deck* 1 *Dk(Stl)* | 719 538 364 | *For service in the Gulf of Siam* ✠100A1 11,39 ✠NE12,34 ✠LMC11,39 DBS11,39 | Auk | *j* | OG 11,37 | 1922 10mo | N.V.Scheep. v.d.Windt Vlaardingen | Richardson&Co. Ltd. *Cell DB* | 180·1 29·7 | 28·2 | 12·5 Q52′B51′F22′ FK *a E17/s81′171t FPT* | Napier N.Z. British *4 BH Cem* 24t *APT45t* | Oil Engines 2S.C.SA 6Cy.13⅜"–22 7/16" 188NHP NDB34–*150lb* Atlas-DieselA/B.Skm. | 14 ″ 6 s ″ 8 14 ″ 0 | |
| 81025 149643 GNJW | **Palacio** Wireless D.F. | *Oil Eng.* *ss*Gls.No.3–4,40 1 *Dk(Stl)* & *Shelter dk(Stl)* | 1346 1055 530 | ✠100A1 *Shelter dk with freeboard* 4,40 ✠LMC CS4,40 10,38 | Gls | *r* | CL 4,40 | ~~1927~~ 1930 10mo | Harland& Wolff,Ld. Glasgow | MacAndrews&Co. Ltd. *Lloyd'sA&CP* *Cell DB* | 270·1 282·2(O.L.) B70′ FK *220′ 329t* | 39·1 | 15·6 *FPT17t APT38t* | Liverpool British *5 BHpt Cem* (*Coll to Sh dk* 4 „ 2nd „) | Oil Engines 4S.C.SA 6Cy.24½"–51 3/16" 355NHP Harland&Wolff,Ld.Gls. | 17 ″ 6 s ″ 2 17 ″ 6½ | |
| 81026 133154 MLKC | **Paladin** (P) (*ex*PaladinII.,*ex*Paladin) | TwinScK (*Tender*) 1 *Dk* | 332 310 128 | | | | | 1913 | Murdoch& Murray,Ld Pt.Glasgow | ClydeShippingCo. Ltd. | 140·3 | 30·1 | 11·6 | Glasgow British *WB* | C.4Cy.18″&40″–27″ 138NHP Ross&Duncan,Glasgow | | BT till 6,41 |
| 81027 40096 JWEJ | **Palao Maru** (P) D.F. *Ref.Mchy.* | 2 *Dks* | 4495 3457 2663 | | | | | 1934 | Mitsubishi Jukogyo Kaisha,Ld. Nagasaki | NipponYusenK.K. | 362·4 P80′B122′F40′ | 50·8 | 27·9 | Tokyo Japanese *WB* | T.3Cy.25½",41½"&69"–51"& LP Turbine 340NHP MitsubishiJukogyoKaisha, Ld.Nag. | | C |
| 81028 DIEI | **Palatia** **D.F.** Sub.Sig. | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 3979 3373 2280 | | | | | 1928 | Schiffsw.v. H.Koch A.G. Lübeck | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 374·0 B&F351′ | 53·7 | 22·6 | Hamburg German *WB* | Oil Engines 2S.C.DA 6Cy.23⅜"–35 7/16" 1170NHP Maschfbk.Augsburg-Nürnberg,Augsburg | | G |
| 81029 184 ICAL | **Palatino** (P) (*ex*Baron Bruck) | TwinSc *Fitted for oil fuel* *ss*Tri.No.2–22 1 *Dk* & *Awng dk* | 1965 1631 813 | ✠ ... 11,23 ✠ | | | | 1913 8mo | Cantiere SanRocco Trieste | "Adriatica"Soc. Anon.diNav. | 278·0 | 38·2 | 23·1 FK | Venice Italian *WB* | T.8Cy.(2)22″,(2)32½"&(4) 38"–33" 600NHP StabilimentoTecnico,Tri. | 25 ″ 11 | I † |
| 81030 KZDQ | **Palawan** Wireless | *Oil Eng.* *ss*Man.No.2–36 *Mchy.Aft* 1 *Dk(Stl)* | 562 478 309 | ✠100A1 9,38 ✠NE9,37 ✠LMC9,37 ~~r12,39~~ ✠LMC(M)11,38 DBS~~9,38~~ 11,39 | Man | *i* | CL s11,39 ~~r12,39~~ rN6,40 | 1927 12mo | Hong K'ng & Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP* | ~~M/S "Palawan,"~~ ~~Inc.~~ Madrigal&Co. *Cell DBuE26′20t* | 171·3 F20′ FK *DTf11′36t* | 29·2 | 12·3 *FPT32t* | Manila Utd.States *5 BH Cem* *APT8t* | Oil Engines 2S.C.SA 10Cy.9½"–16 5/16" 169NHP DB *100lb* A.B.Atlas-Diesel, Stockholm | 13 ″ 3 s 1 ″ 9 11 ″ 7½ | |
| 81031 PKQS | **Palehleh** | 1 *Dk* | 1208 1013 638 | | | | | 1921 | Haar-lemsche Shpb Mij. Haarlem | Koninkl.Paketv. Maats. | 231·5 P31′F31′ | 38·3 | 14·5 | Batavia Dutch *WB* | T.3Cy.15¾",25½"&43"–32½" 105NHP N.V.WerfHubertina,Hrlm | | V |
| 81032 PGQE | **Palembang** D.F. | *Fitted for oil fuel* 3 *Dks* | 7070 6692 4475 | | | | | 1921 | Bonn& Mees Rotterdam | Rotterdamsche Lloyd(~~W.Ruys~~ Zonen, *Mgrs.*) | 445·8 | 54·3 | 34·2 | ~~Rotterdam~~ Dutch Batavia Dutch *WB* | T.3Cy.29",48"&82½"–54" &L.P.Turbine 500NHP Maats.deSchelde,Flushing | | V |
| 81033 959 CBPL | **Palena** (P) | 3Mst 2 *Dks* & *Shade dk* | 2640 — 1581 | ✠ ... 8,00 ✠ | | | | 1896 4mo | J.Reid& Co.(Lim.) Glasgow | CompañiaSud Americana de Vap. | 350·0 F27′ BK10½" | 42·1 | 19·5 | Valparaiso Chilian *WB* | T.3Cy.28",45"&74"–54" 500NHP Dunsmuir&Jackson,Gls. | 23 ″ 0 | |
| 81034 165710 GMGK | **Palermo** D.F. E.S.D. | 1 *Dk* & *Shelter dk* *Cruiser Stern* | 2797 2312 1454 | | | | | 1938 | W.Gray& Co.Ld. W Hartlepool | Ellerman'sWilson Line Ld. | 342·2 F26′ | 48·1 | 21·0 | Hull British *WB* | T.3Cy.23",38"&65"–48" 293NHP Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl. | | C |
| 81035 DHSX | — Wireless D.F. | 2 *Dks* | 1461 1263 828 | | | | | 1922 | F.Schichau Elbing | Rob.M.Sloman,jr. | 253·2 P&B197′P28′ | 38·1 | 16·6 | Hamburg German *WB* | T.3Cy.19½",31½"&51 3/16"–29 5/16" 143NHP F.Schichau,Elbing | | G |
| 81036 301 IBHC | **Palestina** (P) (*ex*Amazzonia–35, *ex*Aquileia–33, *ex*Innsbruck) D.F. | TwinSc *ss*Gen.No.3–8,29 *ss*Tri.No.2–36 2 *Dks(Stl–Uws)* & *Shelter dk(Stl*–ws) | 7039 5441 4086 | ✠100A1 *Shelter dk with freeboard* 1,40 ✠LMC MS8,36 BS1,40 *Fitted for oil fuel* 10,24 | Tri | *a*† | CL 12,37 *F.P.* | 1916 11mo | Cantiere SanRoccoSA Trieste | "Adriatica"Soc. Anon.diNav. *Lloyd'sAP* *Cell DB* | 411·1 400·0/54·0 B190′F83′ *on Shelter dk* 345′979t *APT46t* | 53·1 FK *Coll* | 24·8 *above* | Venice Italian *Cem* *BH to Sh dk* 6 „ „ *U* „ | T.6Cy.25½",40½"&66"–48" 180lb (*r*) 853NHP 5SB,*15cf*,GS314,HS12735 FD 150° F. StabilimentoTecnico,Tri. | 28 ″ 6 s 2 ″ 11½ 26 ″ 0 | |
| 81037 165351 GZGJ | **Palestinian Prince** *Ref.Mchy.* D.F. E.S.D. | 1 *Dk* & *Shelter dk* *Cruiser Stern* | 1960 1446 1035 | ✠100A1 *with freeboard* 11,40 ✠LMC12,36 ✠Lloyd'sRMC11,40 | Mch | *t* | CL 10,39 | 1936 12mo | Wm.Ham-ilton&Co.Ld. PortGlasgow *Lloyd'sA&CP* | PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Cell DB* | 296·3 B90′F27′ FK *227′506t* | 44·2 *FPT77t* | 16·4 *APT63t* | London British *5 BHpt Asp* (*Coll to Sh dk* 4 „ 2nd „) | T.3Cy.19",31"&55"–36" (*s*) 220lb FD 319NHP 2SB(Spt)6*cf*,GS121,HS4900 J.G.Kincaid&Co.Ld.Grk. | 19 ″ 2 s ″ 4½ 18 ″ 10½ | |
| 81038 PKQT | **Palima** | 1 *Dk* | 1179 1009 629 | | | | | 1922 | Haar-lemsche Shpb Mij. Haarlem | Koninkl.Paketv. Maats. | 231·3 P31′F31′ | 38·2 | 14·5 | Batavia Dutch *WB* | T.3Cy.15¾",25½"&43"–32½" N.V.Werf 106NHP Hubertina,Haarlem | | V |

M1/40

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'a Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years As[grad] now expired. Equipment Letter. | 7* Date when last shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. (Symbol of Trade Cert.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81039 | **Palime** | *Oil Eng.* | 2863 / 1948 / 1488 | | | | | 1937 | Deutsche Werft A.G. Bet. Reihstgwrft Hamburg | Afrikanische Frucht-Compagnie AG (F. Laeisz *Mgr.*) | 360·4 / 47·1 / 16·5 F49′ | | | Hamburg German *WB* | Oil Engines 2S.C.DA 5Cy.23⅝″–43 5/16″ 972NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | G |
| DJUD | D.F. E.S.D. | 3 *Dks* | | | | | | | | | | | | | | | |
| | *Ref. Mchy.* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81040 | **Pallade** (*ex* Bianca Bianchi, | | 1131 | ✠ ... | | | | 1899 | Strand Slipway Co. Sunderland | A. Lauro | 226·4 / 35·0 / 14·2 220·0 FK P17′Q46′B46′F23′ | | | Naples Italian *WB* | T.3Cy.18½″,30″&49″–33″ 147NHP N.E. Marine Eng. Co. Ld. Sld | 16 ″ 7 | I |
| 278 | *ex* Brenda) | *ss* Gen. 2nd No. 3–5,25 | 921 | 4,28 | | | | | | | | | | | | | † |
| IRSI | | 1 *Dk & Web frames* | 645 | ✠ | | | | | | | | | | | | | |
| 81041 | **Pallas** | *Fitted for oil fuel* | 5260 / 4435 | ✠ ... 1,29 | | | | 1925 | Atel. & Ch. Maritimes du Sud Ouest Bordeaux | Cie. Auxiliaire de Navigation | 389·9 / 53·0 / 27·9 P92′B24′F38′ FK | | | Havre French *WB* | T.3Cy.27″,44″&73″–48″ 518NHP J.G. Kincaid & Co. Ld. Grk. | 30 ″ 9 | V |
| FOEL | D.F. | 2 *Dks & Web frames* | 3055 | ✠ | | | | | | | | | | | | | † |
| | *Mchy. Aft* | *Longitudinal framing* | | | | | | | | | | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 81042 | — | | 1424 / 945 / 783 | ✠ 100A1 *pt Awng dk with freeboard* 5,40 ~~5,39~~ BS5,39 | Hfs Abo | *o* | CL 6,37 | 1921 7mo | N.V. Mach & Schpsw. van P. Smit, Jr Rotterdam *Lloyd's AP* | Finska Ångf Aktieb *Cell D* | 240·7 / 34·1 / 15·0 230·4 34·3 P24′Q61′ *pt Awng dk* 145′ FK B186′269*t* *FPT*15*t* | | | Helsingfrs Finnish *APT*12*t* | T.3Cy.17⅝″,27 3/16″&46 1/16″–– 31½″ 180lb (*s*) 148NHP 2SB(Spt),*4cf*,GS73,HS2530 N.V. Machf. & Schps. van P. Smit, Jr. | 16 ″ 9 / s 7 ″ 7½ / 16 ″ 10 | |
| 571 | | *ss* Hfs. No. 3–5,33 | | | | | | | | | | | | | | | |
| OHCR | | *ss* Hfs. No. 1–37 | | | | | | | | | | | | | | | |
| | | 1 *Dk (Stl) & pt Awng dk (Stl)* | | | | | | | | | | | | | | | |
| | Wireless | D.F. | | LMC7,37 | | | | | | | | | | | | | |
| | | | | No later survey reported | | | | | | | | | | | | | |
| 81043 | — | | 627 / 498 / 370 | | | | | 1904 | Act. Ges. "Weser" Bremen | Dampfschifffahrts Ges. Neptun | 179·8 / 27·3 / 12·8 Q54′B43′F19′ | | | Bremen German *WB* | T.3Cy.13″,20 1/16″&33 1/16″–21⅝″ 51NHP A.G. "Weser," Bremen | | G |
| DOIU | | 1 *Dk* | | | | | | | | | | | | | | | |
| 81044 | — | | 556 / 537 / 298 | | | | | 1922 | Danziger Werft Danzig | Det Bergenske Dampskibsselskap | 154·0 / 24·2 / 17·5 H14*t* | | | Bergen Norwegian *WB* | T.3Cy.12⅜″,20½″&32¼″–22⅜″ 50NHP Danziger Werft, Danzig | | |
| LEPK | | 2 *Dks* | | | | | | | | | | | | | | | |
| 81045 | **Palm** | | 344 / 246 / 122 | ✠ 100A1 2,40 LMC MS11,39 BS2,40 2,41 | Dub | *f* | CL N11,39 | 1927 9mo | J. Fuller-ton & Co. Paisley *Lloyd's AS & CP* | Newry & Kilkeel SS. Co. Ld. (J. Fisher & Sons, Ld. *Mgrs.*) | 142·7 / 23·6 / 10·3 Q81′B7′F24′ BK6″ *FPT* | | | Newry British *3 BHCem* *APT*38*t* | T.3Cy.12″,20⅛&32″–24″ (*s*) 180lb 52RHP 1SB,*3pf*,GS46,HS1436 54*t* Fishers, Ld. Paisley | 11 ″ 4 / s 4 ″ 1 / 11 ″ 7 | |
| 127480 | | *ss* Bel. No. 3–11,39 | | | | | | | | | | | | | | | |
| MNXD | *Mchy. Aft* | 1 *Dk (Stl)* | | | | | | | | | | | | | | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 81046 | **Palma** (*ex* Dorsoduro, *ex* Lake Frecks) | | 2715 / 2249 / 1640 | ✠ ... 8,27 | | | | 1919 2mo | American S.B. Co. Lorain, O. | Peninsulare Soc. Italiana di Cabotaggio | 250·3 / 43·6 / 26·2 P25′B64′F23′ FK | | | Genoa Italian *WB* | T.3Cy.20″,33″&54″–40″ 184NHP American S.B. Co. Lorain, O | 28 ″ 2 | I |
| 1467 | | *ss* Ven. No. 1–24 | | | | | | | | | | | | | | | † |
| ICAP | | 1 *Dk 2 tr B* | | | | | | | | | | | | | | | |
| 81047 | **Palmaiola** (*ex* Dina, *ex* Ignazio, | | 1880 / 1637 / 1079 | | | | | 1918 | The Collingwood S.B. Co. Ld. Collingwood Ont. | Soc. Anon. Ilva | 256·9 / 43·7 / 18·2 249·3 17·7 P24′B64′F23′ | | | Genoa Italian *WB* | T.3Cy.18″,30″&50″–36″ 150NHP Collingwood S.B. Co. Ld. | | CI |
| 1584 | *ex* War Witch) | | | | | | | | | | | | | | | | |
| IBJJ | | 1 *Dk* | | | | | | | | | | | | | | | |
| 81048 | **Palmella** | | 1578 / 1249 / 980 | ✠ 100A1 9,39 LMC MS1,38 BS12,39 | Liv | *q* | CL N6,38 | 1920 5mo | Ramage & Ferguson, Ld. Leith *Lloyd's AS & CP* | Ellerman Lines, Ld. (Ellerman & Papayanni Lines Ld. *Mgrs.*) | 245·9 / 38·2 / 16·9 P&B156′F59′ FK *Cell DB*213′377*t* | | | Liverpool British *5 BHCem* *APT*9*t* | T.3Cy.16½″,28¼″&48½″–33″ 210lb (*s*) 210NHP 2SB,*4cf*,GS75,HS3062 FD Ramage & Ferguson, Ld. | 19 ″ 0 / s 1 ″ 3 / 17 ″ 11 | |
| 143639 | | *ss* Hul. No. 3–6,33 | | | | | | | | | | | | | | | |
| MJYX | | *ss* Hul. No. 1–38 | | | | | | | | | | | | | | | |
| | *Well deck* | 1 *Dk (Stl)* | | | | | | | | | | | | | | | |
| | Wireless | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81049 | **Palmston** (*ex* La Plata) | Sp | 430 / 352 / 195 | ✠ A– 1,40 LMC MS4,38 BS3,40 | Lth | | CL 3,39 | 1907 8mo | J. Fuller-ton & Co. Paisley | Risdon Beazley, Ld. (R. A. Beazley, *Mgr.*) | 160·0 / 31·1 / 9·1 166·5(O.L) F16′ FK *MDT*16′138*t* | | | Leith British *3 BHCem* *FPT*32*t* | C.2Cy.15″&32″–22″ (*s*) 180lb 59RHP 1SB,*2pf*,GS37,HS1148 C. Houston & Co. Glasgow | 9 ″ 10 / s 1 ″ 11 / 8 ″ 0 | |
| 140428 | | *ss* Bly. 2nd No. 3–7,30 | | | | | | | | | | | | | | | |
| MJSM | | *ss* Lth. No. 2–39 | | | | | | | | | | | | | | | |
| | *Mchy. Aft* | 1 *Dk (Stl)* | | | | | | | | | | | | | | | |
| | | | | *Coasting Great Britain & Ireland (except West Coast, Cork to Pentland Firth) and Continent — from Colombo to Hamburg.* | | | | | | | | | | | | | |
| 81050 | **Palmyre** | Twin Sc | 14120 | | | | | 1939 | Ch. & Atel. de St. Nazaire (Penhöet) SA St. Nazaire | Cie. Navale des Pétroles | 577·1 / 73·9 / 41·0 P141′B33′F43′ | | | Havre French *WB* | Oil Engines 4S.C.SA 12Cy.29⅝″–59 1/16″ 982NHP Ch. & Atel. de St. Nazaire | | |
| | | *Oil Eng.* | 13200 | | | | | | | | | | | | | | |
| | *Mchy. Aft* Cruiser Stern | 1 *Dk* | 7760 | | | | | | | | | | | | | | |
| | *Longitudinal framing–bracketless system* | | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 81051 | **Palo Seco** | Twin Sc | 483 / 420 / 299 | | | | | 1936 | Atlas-Werke A.G. Bremen | Cia. Bananera de Costa Rica | 142·3 / 36·4 / 11·3 | | | Punta Arnas Costa Rican | Oil Engines 4S.C.SA 16Cy.9 1/16″–13¾″ 127NHP Mtrn Werke Mannheim AG | | G |
| | | *Oil Eng.* | | | | | | | | | | | | | | | |
| | *Mchy. Aft* | 1 *Dk* | | | | | | | | | | | | | | | |
| 81052 | **Paloh** (*ex* Hamm) | 3 Mst | 452 / 363 / 319 | ... 11,37 | Bat | *h* | | 1920 | Frd. Krupp Akt. Ges. Kiel | Koninkl. Paketv. Maats. | 157·0 / 29·6 / 12·5 P7′Q30′F21′ BK7″ *Cell DB*21′40*t* *FP* | | | Batavia Dutch *3 BHCem* *T*13*t* *APT*8*t* | Oil Engines 4S.C.SA 6Cy.10¼″–14 2/16″ 61NHP Mtrfb. Augsburg-Nürnberg, Augsburg | 13 ″ 5 | V |
| 2722 | | *Oil Eng.* | | | | | | | | | | | | | | | † |
| PKQU | | *ss* Bat. No. 3–8,33 | | | | | | | | | | | | | | | |
| | *Mchy. Aft* | 1 *Dk* | | | | | | | | | | | | | | | |
| 81053 | **Palomares** | | 1896 / 1240 / 839 | ✠ 100A1 *with freeboard* 5,40 ~~5,39~~ LMC2,38 Lloyd's RMC3,40 | Lon | *t* | CL | 1938 2mo | Wm. Doxford & Sons, Ld Sunderland *Lloyd's AS & CP* | Mac Andrews & Co. Ld. *Cell DB*228′476*t* *F* | 295·6 / 45·0 / 13·9 306·6(O.L) B87′ FK *FPT*30*t* *APT*57*t* | | | London British *5 B Hpt Cem* *Coll to Sh dk* 4 ,, 2*nd*,, | Oil Engines 2S.C.SA 5Cy.22 1/16″–66½″ 755NHP 2DB *120lb* Wm. Doxford & Sons, Ld. Sld | 17 ″ 7 / s ″ 2 / 17 ″ 6¾ | |
| 166358 | | *Oil Eng.* | | | | | | | | | | | | | | | |
| GJGN | D.F. E.S.D. | 1 *Dk & Shelter dk* | | | | | | | | | | | | | | | |
| | *Ref. Mchy.* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81054 | **Palopo** | | 1178 / 1010 / 629 | | | | | 1921 | N.V. Werf Conrad Haarlem | Koninkl. Paketv. Maats. | 230·1 / 38·3 / 14·5 P31′F27′ | | | Batavia Dutch *WB* | T.3Cy.15¾″,25⅝″&43″–32¾″ 107NHP Gebr. Stork & Co. Hengelo | | V |
| PKQV | | 1 *Dk* | | | | | | | | | | | | | | | |
| 81055 | **Palos** (*ex* Fulda) | | 997 / 799 / 463 | | | | | 1923 | Hamburger Elbe Schiffsw. Hamburg | Oldenburg-Portug. Dampfsch. Rhed. | 221·0 / 34·5 / 13·5 P&B195′F31′ | | | Hamburg German *WB* | T3Cy17¾″,28 1/16″&47 7/16″–31½″ Gütchoff-nungshütte, Oberhausen 126NHP | | G |
| DNAT | Wireless | 1 *Dk* | | | | | | | | | | | | | | | |
| 81056 | **Pam Schneider** (*ex* Robert J. | | 3762 | | | | | 1903 | Craig S.B. Co. Toledo, O. | Schneider Transportation Co. (Cleveland Cliffs Iron Co. *Mgrs.*) | 370·8 / 50·2 / 24·2 F50′ | | | Wilmgton (Del.) Utd. States *WB* | T.3Cy.21 9/16″,35″&58″–40″ 213NHP Craig S.B. Co. Toledo, Ohio | | R |
| 86662 | Paisley, *ex* Robert R. Paisley, | | | | | | | | | | | | | | | | |
| KFNT | *ex* George L. Craig) | 1 *Dk 2 tr B* | 3130 | | | | | | | | | | | | | | |
| | D.F. *Mchy. Aft* | | | | | | | | | | | | | | | | |
| 81057 | **Pamela** | | 408 / 283 / 147 | ✠ 100A1 3,39 LMC3,39 BS4,40 3,41 | Bkn | *g* | CL 2,29 | 1921 9mo | Scott & Sons Bowling *Lloyd's AS & CP* | Angleseyship Co. (R. J. Lewis, *Mgr.*) *Cell DB* | 150·3 / 25·1 / 9·2 Q53′B11′F32′ BK7″ *f* 77′85*t* *FPT*32*t* *APT*26*t* | | | Beaumaris British *3 BHCem* | T.3Cy.13″,21″&34″–24″ (*s*) 180lb 59RHP 1SB.*3cf*,GS51,HS1431 Aitchison, Blair, Ld Clybnk | 11 ″ 4 / s ″ 5½ / 11 ″ 6 | |
| 135349 | *Well deck* | *ss* Bng. No. 3–12,34 | | | | | | | | | | | | | | | |
| MKTQ | *Mchy. Aft* | *ss* Bkn. No. 1–39 | | | | | | | | | | | | | | | |
| | | 1 *Dk (Stl)* | | | | | | | | | | | | | | | |

190
40

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné au maintenant après. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P. ou Force en chevaux d'après les formules de la Société. R.H.P. ou Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pds. | 15 Registres col. coché si ce n'est dans le Livre Vert. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81058 2125 | **Pamia** (*ex*Sebeto-35, *ex*Cariddi, *ex*Artena) *Fitted for oil fuel* | | 6245 5919 | | | | | 1921 | Cant. Offic. Savoia Cornigliano | "Polena" Società di Navigazione | 394·5 \| 51·5 \| 34·9 | Genoa Italian *WB* | DR geared Steam Turbines G. Ansaldo & Cia. Smprdrna. | | I |
| *Now* **Empire Protector,** *see No. 8128 this Supplement* | | | | | | | | | | | | | | | |
| 81059 | **Pamiat Lenina** (*ex*Kiscinev, *ex*Jakut) *ss*Yka. No. 1–15 1 *Dk (Stl) & Awng dk (pt Stl–teaks)* | | 2372 2067 1453 | ✠ 12,21 ✠ | SFo | *s* | | 1910 3mo | Akt. Burmeistr & Wain Copenhagen | U.S.S.R. *Cell D Ba* 84′ *u* | 280·9 \| 41·3 \| 23·8 *B on Awg dk* 78′ FK | Vladvostk Russian *4 B H Cem* | T. 3 Cy. 20″, 33″ & 55″–36″ 214 N.H.P. 2 SB, 6*cf*, 0s95, HS3540 *E* 18′ *f* 117′ 457 *t FPT* 27 *t APT* 26 *t* Akt. Burmeistr & Wain, Cpn | 25 ″ 6 | |
| 81060 LQBV | **Pampa** (*ex*RioBueno) *Ref. Mchy.* | | 2167 1782 1264 | | | | | 1923 | Danziger Werft Danzig | Argentine Government | 261·0 \| 37·9 \| 22·1 | Bns. Aires Argentine | T. 3 Cy. 22″, 35″ & 59″–42″ 226 N.H.P. Danziger Werft, Danzig | | |
| 81061 218 | **Pampacruz** *Oil Eng. ss* B.A.s. No. 2–37 *Mchy. Aft* 1 *Dk (Stl) & Web frames Longitudinal framing* | | 489 — 225 | ✠ 100 A1 1,11 ~~1,40~~ ✠ LMC CS2,38 ~~1,40~~ 1,41 *Carrying Petroleum in bulk* | BAs | *l* | CL 12,39 | 1929 4mo | Rotterdam Droogd. Maat (New Waterway S.B.Co.) Schiedam *Lloyd's* | Cia. Nav. Pampacruz, S.A. *Cell D B f* 15′ 12 *t* side *tanks* 100′ 366 *t FPT* 14 *t APT* 47 *t* | 198·5 \| 31·1 \| 12·4 Q 61′ F 27′ FK *Trunk* 110′ | Bns. Aires Argentine *8 B H Cem* Werkspoor, Amsterdam | Oil Engines 4S.C.SA 6Cy. 18½″–35½″ 190 N.H.P. | 12 ″ 6 s 1 ″ 1 11 ″ 6 | |
| 81062 2127 IBNF | **Pampano** (*ex*Cuma–35, *ex*Ferento) *Fitted for oil fuel* D.F. 1 *Dk & Awng dk* | | 6232 5909 3715 | | | | | 1924 | Cant. Offic. Savoia Cornigliano Ligure | "Polena" Società di Navigazione | 391·6 \| 51·6 \| 35·0 | Genoa Italian *WB* | Steam Turbines DR geared to 1 Sc. Shaft G. Ansaldo & Cia. Smprdrna | | I |
| 81063 USCG | **Pamyat Kirova** (*ex*Haugland, *ex*Andros, *ex*Ardova) *ss*Bry. No. 3–1,10 *ss*Bal. No. 2–17 1 *Dk 2 tr B & Web frames* | | 3153 2909 1952 | ✠ ... 3,22 | | | | 1896 11mo | Blyth S.B. Co. Ld. Blyth | U.S.S.R. | 325·2 \| 47·1 \| 20·5 P 88 *t* H 47 *t* F 56 *t* FK | Archangel Russian NDB 13 *WB* | T. 3 Cy. 24″, 40″ & 65″–42″ 281 N.H.P. Blair & Co. Ld. Stockton | 24 ″ 10 | |
| 94/40 81064 LEPL | **Pan** *ss*Rot. No. 1–26 1 *Dk* | | 1309 1156 746 | ✠ ... 2,30 ✠ | | | | 1922 6mo | Sölvesb'rgs Skeppsvarf Sölvesborg | August Kjerland & Co. A/S | 240·2 \| 36·8 \| 16·3 P 22′ B 59′ F 20′ FK | Bergen Norwegian *WB* | T. 3 Cy. 17½″, 29″ & 48″–30″ 158 N.H.P. Sölvesborgs Skeppsvarf. | 18 ″ 6 | N † |
| 81065 235699 WOPC | **Pan-American** 1 *Dk*, 2nd dk clear of cargo tanks D.F. E.S.D. *Mchy. Aft* GyC. *Cruiser Stern Longitudinal framing–bracketless system* | | 9927 — 6175 | ✠ 100 A1 10,40 ~~10,30~~ ~~BS10,30~~ BS10,40 ~~HS10,30~~ ✠ LMC 11,36 *Carrying Petroleum in bulk Fitted for oil fuel* 11,36 | NYk | | CL 8,39 10,40 *F.P. a* | 1936 11mo | Sun S.B. & Dry Dock Co. Chester, Pa. *Lloyd's* above 1 | Pan American Petroleum & Transport Co. *Cell D Bu* mchy. space 73′ 96 *t D* | 486·3 \| 68·3 \| 36·9 P 105′ B 34′ F 49′ FK *Tf* 22′ 650 *t FPT* 466 *t APT* 121 *t* | New York Utd. States 15 *B H* WTB DeLaval Steam Turbine Co. Trenton, N.J. | 2 steam turbines DR geared to 1 sc. shaft (*s*) 1104 N.H.P. 450 lb HS11164 FD 2 WTB (Spt 424 lb) & 1 Aux. | 37 ″ 0 | |
| 81066 235570 WOLW | **Pan-Amoco** 1 *Dk*, 2nd dk clear of cargo tanks D.F. E.S.D. GyC. *Mchy. Aft* *Cruiser Stern Longitudinal framing-bracketless system* | | ~~9862~~ ~~9088~~ ~~6181~~ 9927 — 6175 | ✠ 100 A1 5,40 ~~3,30~~ BS5,40 ~~BS7,39~~ ✠ LMC 10,36 *Carrying Petroleum in bulk Fitted for oil fuel* 10,36 | NYk | | CL 1,39 *F.P. a* | 1936 10mo | Sun S.B. & Dry Dock Co. Chester, Pa. *Lloyd's* above 1 | Pan American Petroleum & Transport Co. *Cell D B u mchy. space* 73′ 96 *t D* | 486·3 \| 68·3 \| 36·9 P 105′ B 34′ F 49′ FK *Tf* 22′ 650 *t FPT* 466 *t APT* 121 *t* | New York Utd. States 15 *B H* WTB DeLaval Steam Turbine Co. Trenton, N.J. | 2 steam turbines DR geared to 1 sc. shaft (*s*) 1104 N.H.P. 450 lb HS11164 FD 2 WTB (Spt 424 lb) & 1 Aux. | 37 ″ 0 | |
| 81067 LCOU | **Pan Aruba** *Oil Eng. ss* Bgn. No. 1–35 *Mchy. Aft* 2 *Dks (Stl) & Web frames Longitudinal framing Progressive Survey of oil tanks* | | 9231 8809 5625 | ✠ 100 A1 9,38 7,40 ✠ LMC CS6,36 DBS12,39 ~~3,38~~ 12,39 *Carrying Petroleum in bulk* | Fal | *e* † | CL 4,39 | 1931 2mo | Swan, Hunter & Wigham Richardson Ld. Newcastle *Lloyd's* | Skibs A/S "Aruba" (Leif Höegh & Co. A/S, *Mgrs.*) *Cell D Bu E* 86′ 285 *t DT f* 45′ 623 *t* | 484·4 \| 65·5 \| 36·8 P 114′ B 31′ F 50′ FK *FPT* 227 *t APT* 174 *t* | Oslo Norwegian 18 *B Hpt Cem* (13 *to U dk* 5 „ 2nd „) | Oil Engines 2S.C.SA 6Cy. 31″–48″ 1007 N.H.P. 2 DB *120 lb* Wallsend Slpwy. & E.Co. Ld. | 36 ″ 9 | |
| 81068 219435 KOTL | **Pan Atlantic** (*ex*Desoto–38, *ex*Eleanor Christenson–38, *ex*Vinita) *Fitted for oil fuel* 2 *Dks* | | 5411 — 3386 | | | | | 1919 | Long Beach S.B.Co. Long Beach, Cal. | Pan-Atlantic S.S. Corp. (Waterman S.S. Corp. *Mgrs.*) | 410·5 \| 54·3 \| 27·2 P 44′ B 114′ F 47′ | Wilmgton (Del.) Utd. States *WB* | T. 3 Cy. 24½″, 41½″ & 72″–48″ 359 N.H.P. Llewellyn Iron Works, Los Angeles | | R |
| 81069 219155 KOKM | **Pan Carolina** (*ex*Bulkoil–38, *ex*Daniel Webster–36) *ss*N.Ns. 2nd No. 3–2,37 2 *Dks Mchy. Aft* *Longitudinal framing* | | 7762 7262 5887 | ✠ 100 A1 7,40 ~~1,40~~ BS1,40 1,41 LMC 2,37 *Carrying Petroleum in bulk Fitted for oil fuel* 11,19 | Mob | | CL ~~3,39~~ 7,40 *F.P.a* | 1919 11mo A&CP | The Pusey & Jones Co. Gloucester City, N.J. *Converted into a tanker* 2,37 *above* 1 | National Bulk Carriers, Inc. *Cell D Bu E* 31′ 65 *t F PT* 235 *t APT* 163 *t* | 439·6 \| 60·2 \| 33·7 P 79′ B 134′ F 44′ FK | New York Utd. States 13 *B Hpt Cem* 50° F. | DR geared steam turbine HS10080 FD (*s*) 750 N.H.P. 1 WTB (Spt), & 1 Aux WTB 250 lb NB *made 29 refitted* 37 General Electric Co. Schenectady, N.Y. | 36 ″ 8 s 7 ″ 0 29 ″ 10½ | |
| 81070 216875 WTBS | **Pan-Delaware** (*ex M.S.* Defiance–38) *Fitted for oil fuel* Sub. Sig. 1 *Dk & Shelter dk & Web frames* GyC. *Longitudinal framing Mchy. Aft.* *Carrying Petroleum in bulk* | | 8128 — 5994 | ✠ ... 11,20 | | | | 1918 9mo | Bethlehem S.B. Corp. Alameda, Cal. | National Bulk Carriers, Inc. | 456·1 \| 56·0 \| 35·4 P 113′ B 30′ F 54′ FK | New York Utd. States *WB* | Geared turbines NE&B 38 833 N.H.P. Allis Chalmers, Milwaukee, Wis. | 38 ″ 0 | R † |
| 81071 LCFE | **Pan Europe** *Oil Eng. ss* Ams. No. 2–39 ~~ex Rot. No. 1–35~~ *Mchy. Aft* 1 *Dk (Stl) & Web frames* D.F. *Longitudinal framing Progressive Survey of oil tanks* | | 9468 8968 5719 | ✠ 100 A1 2,41 Bat ✠ LMC CS8,40 DBS8,40 5,40 *Carrying Petroleum in bulk* | Ams | *e* † | CL 6,38 | 1931 8mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's* | Skibs A/S Abaco (Leif Höegh & Co. A/S, *Mgrs.*) *Cell D Bu E* 86′ 335 *t D* | 484·4 \| 65·5 \| 37·4 P 113′ B 31′ F 50′ FK *Tf* 38′ 595 *t FPT* 230 *t APT* 198 *t* | Oslo Norwegian 16 *B Hpt Cem* | Oil Engines 2S.C.SA 6Cy. 31″–48″ 1007 N.H.P. 2 DB *120 lb* Wallsend Slpwy & E. Co. Ld | 37 ″ 3 | |
| 81072 235721 WOPW | **Pan-Florida** E.S.D. D.F. *Fitted for oil fuel* *Mchy. Aft* *Cruiser Stern* 1 *Dk* GyC. *Carrying Petroleum in bulk Longitudinal framing–bracketless system "Arcform"* | | 7237 6674 4481 | | | | | 1936 | Federal S.B. & D.D. Co Kearny, N.J. | Pan American Petroleum & Transport Co. | 435·0 \| 66·8 \| 34·2 P 85′ B 33′ F 36′ | New York Utd. States *WB* | 2 steam turbines DR geared to 1 Sc. Shaft 500 N.H.P. Allis Chalmers, Milwaukee | | R |
| 81073 219251 KONQ | **Pan-Georgia** (*ex*Andrew Jackson–39) *Fitted for oil fuel* 1 *Dk & Shelter dk & Web frames* *Mchy. Aft* *Longitudinal framing* *Carrying Petroleum in bulk* | | 8197 7262 6252 | ✠ ... 11,20 ✠ | | | | 1919 11mo | The Pusey & Jones Co. Gloucester, N.J. | National Bulk Carriers, Inc. | 439·6 \| 60·2 \| 33·7 P 89′ B 134′ F 46′ *on Shelter dk* FK | New York Utd. States *WB* | DR geared steam turbine General Electric Co. Schenectady, N.Y. | 36 ″ 8 | R † |
| 81074 7785 SIWN | **Pan Gothia** Twin Sc *Oil Eng. ss* Got. No. 1–36 *Mchy. Aft* 1 *Dk (Stl)* D.F. *Cruiser Stern* | | *10409* *9599* *6225* | ✠ 100 A1 8,39 ✠ LMC CS3,36 DBS ~~3,30~~ 2,40 11,37 *Carrying Petroleum in bulk* | Fal | *e* † | CL 2,38 | 1931 12mo | Götaverken A/B Gothenburg *Lloyd's* | ~~Rederi A/B Pageta (T. Sooe-Tisell, *Mgrs.*)~~ Rederi A/B Kungsoil *Cell D Bu E* 71′ 301 *t D* | 504·4 \| 64·2 \| 38·6 507·7 (O.L.) P 103′ F 39′ FK *Tf* 33′ 624 *t FPT* 196 *t APT* 311 *t* | Kungsbacka Swedish 10 *B Hpt Cem*, Gotaverken A/B, Got. | Oil Engines 4S.C.SA 12Cy. 24½″–47½″ 711 N.H.P. 2 DB *150 lb* | 38 ″ 2 s 9 ″ 4 29 ″ 1½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned / now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Refit or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81075<br>216348<br>KJOO | **Pan Gulf** (*ex* Barbara Cates–38,<br>*ex* West Bridge)<br>*Fitted for oil fuel* | 5599<br>5161<br>3466 | ✠ ...<br>2,21 | | | | | 1918<br>5mo | J.F. Duthie & Co.<br>Seattle, Wash | Pan-Atlantic S.S. Corp. (Waterman S.S. Corp. *Mgrs.*) | 409·5 \| 54·2 \| 27·6<br>P44′B115′F47′ FK | | | Wilmington (Del.)<br>Utd. States<br>*WB* | T.3Cy.25″,41⅜″&72½″–48″<br>NE29 364NHP<br>Hoovens, Owens & Rentschler Co. Hamilton, Ohio | 30 ″ 3 | R<br>† |
| 81076<br>219393<br>KOSL | **Pan Kraft** (*ex* New York–37,<br>*ex* West Kader)<br>*Fitted for oil fuel*<br>D.F. 2 *Dks* | 5644<br>—<br>3541 | | | | | | 1919 | Western Pipe & Steel Co. S Francisco | Pan-Atlantic S.S. Corp. (Waterman S.S. Corp. *Mgrs.*) | 410·5 \| 54·2 \| 27·2<br>P46′B112′F46′ | | | Mobile<br>Utd. States<br>*WB* | T.3Cy.24 3/16″,41½″&73 3/16″–48″<br>Joshua 370NHP<br>Hendy Co. S. Francisco | | R |
| 81077<br>235603<br>WOMG | **Pan-Maine**<br>*Mchy. Aft* D.F. *Fitted for oil fuel*<br>E.S.D. *Cruiser Stern* 1 *Dk*<br>GyC. *Carrying Petroleum in bulk*<br>*Longitudinal framing-bracketless system "Arcform"* | 7237<br>6674<br>4481 | | | | | | 1936 | Federal S.B. & D.D. Co<br>Kearny, N.J. | Pan American Petroleum & Transport Co. | 435·0 \| 66·8 \| 34·2<br>P85′B33′F36′ | | | New York<br>Utd. States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 500NHP<br>Allis Chalmers, Milwaukee | | R |
| 81078<br>237704<br>WNRU | **Pan-Maryland**<br>D.F. E.S.D. GyC. *Fitted for oil fuel*<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk*<br>*Carrying Petroleum in bulk*<br>*Longitudinal framing "Arcform"* | 7701<br>—<br>4641 | | | | | | 1938 | Federal S.B. & D.D. Co<br>Kearny, N.J. | Pan American Petroleum & Transport Co. | 440·0 \| 66·8 \| 34·3<br>P87′B33′F36′ | | | New York<br>Utd. States<br>*WB* | 2 steam turbines DR geared to sc. shaft 500NHP<br>DeLaval Steam Turbine Co. Trenton, N.J. | | R |
| 81079<br>217457<br>KEND | **Pan-Massachusetts**<br>(*ex Motorship* Triumph–38)<br>Sub. Sig. *Fitted for oil fuel*<br>GyC. 1 *Dk & Shelter dk & Web frames*<br>*Mchy. Aft.* *Longitudinal framing*<br>*Carrying Petroleum in bulk* | 8202<br>7336<br>6025 | ✠ ...<br>12,20 | | | | | 1919<br>1mo | Bethlehem S.B. Corp.<br>Alameda, Cal. | National Bulk Carriers, Inc. | 456·1 \| 56·0 \| 35·4<br>len29 FK | | | New York<br>Utd. States<br>*WB* | Geared turbines NE&B38 833NHP<br>Allis Chalmers, Milwaukee, Wis. | 38 ″ 0 | R<br>† |
| 81080<br>237507<br>WNMI | **Pan-New York**<br>D.F. E.S.D. GyC. *Fitted for oil fuel*<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk*<br>*Carrying Petroleum in bulk*<br>*Longitudinal framing–"Arcform"* | 7701<br>—<br>4641 | | | | | | 1938 | Federal S.B. & D.D. Co<br>Kearny, N.J. | Pan American Petroleum & Transport Co. | 440·0 \| 66·8 \| 34·3<br>P87′B33′F36′ | | | New York<br>Utd. States<br>*WB* | 2 DR geared steam turbines 500NHP<br>DeLaval Steam Turbine Co. Trenton, N.J. | | R |
| 81081<br>LDRU | **Pan Norway**<br>*Oil Eng.*<br>*ss* Rot. No. 2–39<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. *Longitudinal framing*<br>*Progressive Survey of oil tanks* | 9231<br>8809<br>5624 | ✠100A1<br>~~8,30~~ 1.41<br>~~LMC 08,38~~<br>DBS5,~~39~~ 5,40 ~~3,39 0,39~~<br>*Carrying Petroleum in bulk*<br>~~LMC 08,39~~ 1,41 | Ams<br>NYk | *e*†<br>~~12,37~~ 2,39 | CL | 1931<br>1mo | Swan, Hunter & Wigham Richardson, Ld Newcastle<br>*Lloyd's SA & CP* | Skibs A/S Arnstein (P. Holm, *Mgr.*)<br>*Cell D Bu E* 86′285*t D* | 484·4 \| 65·5 \| 36·8<br>P114′B31′F50′ FK | | | Oslo<br>Norwegian<br>*Tf* 45′623*t FPT* 227*t* | Oil Engines 2S.C.SA 6Cy.31″–48″ 1007NHP 2 DB *120lb*<br>18 *BHpt Cem* (13 *to Upr dk* 5 „ 2*nd* „)<br>Wallsend Slpwy. & E. Co. Ld.<br>*APT* 174*t* | 36 ″ 9 | |
| 81082<br>217373<br>KJJS | **Pan Royal** (*ex* Exford–33,<br>*ex* West Carnifax)<br>*Fitted for oil fuel*<br>D.F. 2 *Dks* | 5627<br>—<br>3461 | | | | | 1918 | S. Western S.B. Co.<br>San Pedro, Cal | Pan-Atlantic S.S. Corp. (Waterman S.S. Corp. *Mgrs.*) | 410·5 \| 54·3 \| 27·2 | | | Wilmgton (Del.)<br>Utd. States<br>*WB* | T.3Cy.24½″,41⅝″&72″–48″ 359NHP<br>Llewellyn Iron Works, Los Angeles | | R |
| 81083<br>LCBG | **Pan Scandia**<br>*Oil Eng.*<br>*ss* Ams. No. 2–38<br>*Mchy. Aft* 1 *Dk (Stl) & Web frames*<br>*Longitudinal framing*<br>D.F. *Progressive Survey of oil tanks* | 9816<br>9270<br>5937 | ✠100A1<br>~~8,10~~ ~~8,40~~ 3,41 ~~8,40~~<br>~~LMC 03,40~~<br>DBS~~3,41~~ ~~3,40~~<br>*Carrying Petroleum in bulk* | Sba | *f*† | CL<br>~~12,37~~<br>8,40 | 1931<br>6mo | Swan, Hunter & Wigham Richardson, Ld Newcastle<br>*Lloyd's SA & CP* | Skibs A/S Astrea (Leif Höegh & Co. A/S, *Mgrs.*)<br>*Cell D Bu E* 86′338*t* | 491·3 \| 67·0 \| 37·4<br>P113′B31′F50′ FK | | | Oslo<br>Norwegian<br>16 *BHpt Cem*<br>*DT f* 38′579*t* | Oil Engines 2S.C.SA 6Cy.31″–48″ 1007NHP 2 DB *120lb*<br>Wallsend Slpwy & E. Co. Ld.<br>*FPT* 244*t APT* 194*t* | 37 ″ 3 | |
| 81084<br>219406<br>KOSS | **Pan-Virginia**<br>(*ex* John Adams–38)<br>*ss* N. Ns. 2nd. No. 3–7,37<br>2 *Dks & Web frames*<br>*Mchy. Aft* *Longitudinal framing*<br>*Trunk electrically welded* | 8143<br>7262<br>6234 | ✠100A1<br>~~12,10~~ 12,40<br>~~BS1,40~~ LMC 12,38<br>~~NE18 refitted 38~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 12,19 | Gal | | CL<br>~~1,40~~<br>12,40 | 1919<br>12mo<br>A&CP | The Pusey & Jones Co. Gloucester City, N.J. | National Bulk Carriers, Inc. | 439·5 \| 60·0 \| 36·6<br>456·4 (O.L.)<br>P79′B134′F44′<br>*Trunk* 78′ FK | | | New York<br>Utd. States<br>13 *BHpt Cem*<br>35*t APTs* 28 | DR geared steam turbine 250lb (*s*) HS10080 750NHP<br>1 WTB (Spt) & 1 Aux WTB<br>B *made* 29–*refitted* 7,37 FD<br>General Electric Co. Schenectady, N.Y. | 36 ″ 8<br>*s* 6 ″ 7½<br>30 ″ 2½ | |
| 81085<br>240<br>SVEU | **Panaghiotis** (*ex* Nicolaos<br>Athanassulis–37, *ss* Bla. No. 3–11,13<br>*ex* Portugalete) *ss* Pir. No. 1–19<br>1 *Dk (Stl)* 2 *tr B & Web frames* | 3575<br>2619<br>2266 | ✠<br>7,23<br>✠ | Bdx | *v* | | 1901<br>6mo | J. Priestman & Co.<br>Sunderland | E.P. Nomikos, (Petros M. Nomikos Ld. *Mgrs.*) | 339·7 \| 48·0 \| 26·0<br>P31′B92′F34′ FK | | | Piræus<br>Greek<br>3 *BHCem*<br>*DBa* 116′ *f* 132′911*t* | T.3Cy.24″,38″&64″–42″ NDB13 276NHP<br>2SB, 6*cf*, GS94, HS4307 Richardsons, Westgarth & Co. Ld. Hpl.<br>*APT* 118*t* | 27 ″ 4 | G<br>† |
| 81086<br>SVCE | **Panaghis**<br>*ss* Nts. No. 3–4,32<br>*ss* Rot. No. 1–36<br>1 *Dk (Stl)* | 5187<br>4767<br>3199 | ✠100A1<br>~~Examined~~ 5,41 Liv<br>✠LMC<br>MS9,36 ~~BS3,38~~ 3,40<br>*Fitted for oil fuel* 4,20 | ~~NYk~~ | *y* | CL<br>11,39 | 1920<br>3mo<br>*Lloyd's SA & CP*<br>above 1 | W. Doxford & Sons, Ld. Sunderland | N.D. Lykiardopulo<br>*Cell D B* | 400·0 \| 52·4 \| 28·5<br>P49′B113′F38′ FK<br>340′1098*t FPT* 133*t* | | | Argostoli<br>Greek<br>7 *BHCem*<br>*APT* 204*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP<br>3SB, 9*cf*, GS189, HS7668 FD<br>W. Doxford & Sons, Ld. Sld. | 31 ′ 0<br>*s* 5 ″ 11¾<br>25 ″ 3¾ | |
| 81087<br>HPIB | **Panam** (*ex* Otokia–37) Twin Sc<br>*Oil Eng.*<br>*Mchy. Aft* *ss* Yka. No. 3–3,36<br>*ss* Sch. No. 1–39<br>2 *Dks (Stl) & Web frames*<br>*Longitudinal framing* | 7277<br>6621<br>4330 | ✠100A1<br>1,11 ~~8,30~~<br>DBS8,39 ✠LMC 8,39<br>*Carrying Petroleum in bulk* | Sch<br>Gal | *b*†<br>7,39 | OG | 1925<br>9mo<br>*Lloyd's SA & CP*<br>above 1 | Livingstne & Cooper, Ld. Hessle | Cia. Maritima Istmenia, Ltda. | 438·7 \| 57·2 \| 33·5<br>P113′B32′F46′ FK<br>*Cell D Bu E* 66′270*t D* | | | Panama<br>Pnamanian<br>19 *BHpt Cem*<br>11 „ *to U dk*<br>*Tf* 45′811*t FPT* 170*t* | Oil Engines 2S.C.SA 8Cy.23 3/16″–41¾″ 776NHP 2 DB *180lb*<br>Sulzer Bros. Winterthur<br>*APT* 102*t* | 33 ″ 9<br>*s* 6 ″ 2¾<br>27 ″ 10 | |
| 81088<br>238343<br>WTJO | **Panama** Ⓟ Twin Sc<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 5 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | 10021<br>—<br>5925 | | | | | | 1939 | Bethlehem Steel Co. (S.B. Division) Quincy, Mass. | Panama Railroad Co. Inc. | 474·7 \| 64·1 \| 34·5 | | | New York<br>Utd. States<br>*WB* | 4 DR geared steam turbines 2270NHP<br>Bethlehem Steel Co. (S.B. Division) Quincy, Mass. | | R |
| 81089<br>172763<br>~~OZQA~~<br>~~KRDQ~~<br>GNCG | —<br>*Oil Eng.*<br>*ss* Cpn. No. 3–11,27<br>*ss* Cpn. No. 2–37<br>D.F. 2 *Dks (Stl) & Shelter dk (Stl)* | 6650<br>4778<br>~~4247~~<br>4250 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~Examined~~ 11,40<br>✠LMC CS7,37<br>DBS~~6,37~~,40 ~~11,37~~ 10, 38 | ~~Cpn~~<br>Bku | *a*† | CL<br>10,38 | 1915<br>3mo<br>*Lloyd's SA & CP* | Akt. Burmeistr & Wain Copenhagen | ~~A/S Det Ostasia—~~<br>~~trake Kompagni~~<br>Ministry of Shipping (United Baltic Corporation, Ld. *Mgrs.*) | 410·0 \| 55·2 \| 27·4<br>427·1 (O.L.) 35·4<br>FK<br>*Cell D Ba* 126′*u E & B* 4 | | | Liverpool<br>British<br>7 *BHpt Cem*<br>2′*f* 194′1198*t* | Oil Engines 4S.C.SA 12Cy.24½″–37½″ DB *80lb* 717NHP<br>Akt Burmeistr & Wain, Cpn<br>*FPT* 90*t APT* 72*t* | 38 ″ 6<br>*s* 10 ″ 10<br>28 ″ 1 | |
| 81090<br>219683<br>KJJN | **Panama City** (*ex* Exbrook–33,<br>*ex* Ossa)<br>*Fitted for oil fuel*<br>D.F. 2 *Dks*<br>*Longitudinal framing* | 4846<br>4274<br>3003 | | | | | 1920 | Todd D.D. & Const. Corp. Tacoma, Wsh | Pan-Atlantic S.S. Corp. (Waterman S.S. Corp. *Mgrs.*) | 380·2 \| 53·1 \| 27·0<br>P52′B102′F41′ | | | Wilmgton (Del.)<br>Utd. States<br>*WB* | T.3Cy.24½″,41½″&72″–48″ 359NHP<br>Hooven, Owens, Rentschler Co. Hamilton, O. | | R |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.* | 15 Les lettres ou cotes, si ce n'est dans la Table, se rapportent aux Conditions de Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81091 LKKM | **Panama Express** *Oil Eng.* D.F. E.S.D. 2 *Dks, Platform Dk in forward holds Ref. Mchy. Butts of shell & deck plating Cruiser Stern electrically welded* | 4288 3763 2549 | ✠100A1 Lkr *with freeboard Sea* 3,41 ~~3,40~~ ✠LMC3,40 ✠Lloyd's RMC ~~3,40~~ 3,40 11,40 *for temp. 31° F.* | | *x* | CL | 1940 3mo | Öresunds-varvet Aktiebolag Landskrona *Lloyd's SA & CP* | SkibsA/S Panama (Sigurd Herloison & Co. A/S, *Mgrs.*) *Intermediate BH in after Cell D Ba E & f* | 359·6 376·6 (O.L.) B&F 236′ FK *hold dispensed with* 193′ 734 *t Tanks in u* | 51·2 | 28·5 *Coll to W dk* 4 „ 2nd „ *way of tunnel* | Oslo Norwegian *5 B Hpt Asp* | Oil Engines 2S.C.SA 8Cy.28⅝″–49⅛″ 1122 NHP *Sulzer Bros. Ld. Winterthur* 763 *t FPT* 29 *t APT* s 142 *t* | 34 ″ 0 s 10·4½ 23 ″ 8½ | |
| 81092 13084 JKPB | **Panama Maru** Twin Sc *ss* Osa. 2nd No. 3–9,34 *ss* Kob. No. 1–38 2 *Dks (Upt Irupt Stl M Stl) & deep framing Lower dk (Stl) in fore hold* | 5288 4881 3230 | ✠100A1 ~~10,39~~ 11,40 ✠LMC ~~10,39~~ 11,40 | Kob | *z* | CL 10,39 | 1910 4mo | Mitsu Bishi Dkyd & E Wks Nagasaki *Lloyd's SA & CP* | Kuribayashi Syosen K.K. *Cell D Ba f* 137′ 1070 *t* | 400·0 P34′ B152′ F44′ FK 131′ *u E & B* 79′ *FPT* 122 *t APT* 39 *t* | 51·0 | 32·4 29·8 | Tokyo Japanese *Cem 6 B Hto Udk* | T.6Cy.19½″,32″ & 54½″–48″ 2001b (s) 536 NHP 3SB, *9cf*, GS175, HS7376 FD *Mitsu Bishi D. & E. Wks. Nag.* | 32 ″ 6 s 6 ″ 10½ 26 ″ 0 | |
| 81093 211629 WACS | **Panaman** D.F. 2 *Dks (Stl) & Shelter dk (Stl)* 3rd *dk in No. 1 hold & Web frames Longitudinal framing Fitted for oil fuel* | ~~5195~~ — ~~3450~~ 5323 — 3155 | ✠ ... 7,35 ✠ | SFo | *a*† | | 1913 9mo | Maryland Steel Co. Sparrow's Point, Md. | American-Hawaiian S.S. Co. *Intermediate 'tween in No. 2 Cell D B* | 407·7 FK *dk BH Coll hold dispensed with* *a* 122′ *u E & B* 54′ *f* 16′ | 53·7 | 28·1 *Coll* 5 „ „ *U* „ 1 „ „ 2nd „ 6′ 1234 *t FP* | New York Utd. States *Cem BH to Sh dk* *only* *T* 125 *t APT* 52 *t* | Q4Cy25½″,37″,53½″ & 78″–54″ 666 NHP 3SB, *12cf*, GS205, HS9519 Maryland Steel Co. | 31 ″ 6 | R † |
| 81094 For full particulars see No. 89555 in Supplement | **Panamanian** (P) Twin Sc (*ex* President Fillmore–40, *ex* Mongolia) *ss* N.Yk. 2nd No. 3–3,28 D.F. *Fitted for oil fuel* 4 *Dks & Shelter dk* *Ref. Mchy.* | 15575 — 9391 | ✠ ... 1,30 ✠ | | | | 1904 1mo | New York S.B.Co. Camden, N.J. | Cia. Transatlantica Centroamericana S.A. *Cell D B* | 600·0 FK & BK 3″ *a* 122′ *u E & B* 54′ *f* 16′ | 65·3 | 23·1 39·1 *B on Shelter dk* 204′ | Panama Pnamanian *WB* | Q.8Cy.30″,43″,63″ & 89″–60″ 1923 NHP New York S.B.Co. Camden, N.J. | 43 ″ 4 | |
| 81095 | **Pananis** (*ex* Chang Teh–38, *ex* Tung-Tuck–37, *ex* Ceduna, *ex* Clan Mackay) *ss* Syd. 2nd No. 3–9,19 2 *Dks (1 Stl & U Irn–ws) & Web frames* | 2744 — 1600 | ✠ 4,25 ✠ | Syd | *t* | | 1894 12mo | Naval Con. & Arm Co. Ld. Barrow *Cell D Ba* | J. D. Tsounias (China Hellenic Lines, Ld. *Mgrs.*) *74′ u E 18′ 166 t* | 312·0 P29′ B62′ F39′ BK 10″ *MT* 34′ 675 *t FPT* 97 *t* | 40·2 | 24·7 *APT* 38 *t* | Piræus Greek 6 *BH Cem* | T.3Cy.23″,38″ & 63″–42″ 317 NHP 2SB, *6cf*, GS95, HS4140 Nav. C. & A. Co. Ld. Brw. | 26 ″ 2 | |
| 81096 | **Panaro** (*ex* Chang On–38) Twin Sc | 1660 — 1306 | | | | | 1890 | S.C. Farnham & Co. Shanghai | Cia. Italiana di Nav. S.A.I (Chinese Italian Nav. Co. Ld.) | 244·8 H 764 *t* F 36 *t* len 04 | 30·6 | 12·0 | Shanghai Italian | C.4Cy.16″ & 32″–24″ 42 NHP S.C. Farnham & Co. Shi. | | |
| 81097 KZBG | **Panay** (P) (*ex* Waterford) Twin Sc *ss* Liv. No. 3–7,21 2 *Dks (U Stl) Fitted for oil fuel* | 1871 — 1041 | ✠ 2,24 ✠ | Cff | | | 1912 4mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | Cia. Maritima (Fernandez Hermanos, Inc. *Mgrs.*) | 275·2 P78′ B88′ F85′ FK | 38·2 | 16·5 | Manila Utd. States 6 *BH Cem FPT* 12 *t* | Q.8Cy.16″,23″,33″ & 48″–33″ 438 NHP 4SB, *12cf*, GS235, HS8280 Swan, Hunter & Wigham Richardson, Ld. Nwc. | 17 ″ 6 | |
| 81098 | **Panchito** (*ex* Transportation–40) Sub. Sig. *Mchy. Aft* 1 *Dk* | 4015 3552 2444 | | | | | 1910 | New York S.B.Co. Camden, N.J. | Cia. de Navegacion Transmar S.A. | 359·0 P77′ B17′ F34′ | 49·2 | 25·9 | Pnamanian *WB* | T.3Cy.24¾″,38½″ & 64″–45″ 274 NHP New York SB Co. Camdn NJ | | R |
| 81099 20 SVCZ | **Pancration** (*ex* Député Charles Nortier–35) 1 *Dk* | 2171 — 1011 | | | | | 1920 | Government Yard Brest | Demetrios N. Koufos & F.J. Sotiriades | 266·7 P19′ B54′ F23′ | 39·4 | 23·0 | Spetsai Greek *WB* | T.3Cy.18⅞″,29⅝″ & 49¾″–37½″ 149 NHP A tel. & Ch. de la Loire, Nts. | | V |
| 81100 OFBO | **Pandia** (*ex* Diamando–37, *ex* Nirefs, *ex* Pandia A. Ralli) *ss* Bla. 2nd No. 3–5,27 *ss* Pir. No. 2–36 1 *Dk (Irn) & deep framing Cargo battens not fitted* | 2231 — 1295 | ✠100A1 2,39 BS ~~2,40~~ 3,41 ✠LMC ~~10,36~~ 3,40 | Shl | | CL 3,40 | 1903 3mo *Lloyd's SA & CP* | W. Gray & Co. Ld. W Hartlepool | ~~A. Karlsson~~ Rederi A/B Pandia (A. Karlsson, *Mgr.*) *Cell D Ba* | 313·0 302·8 P26′ B72′ F31′ FK 110′ *u E* 20 *f* 120′ 613 *t* | 43·2 | 19·2 | Mariehmn Finnish 5 *BH Cem APT* 40 *t* | T.3Cy.22″,35″ & 59″–39″ (s) 160lb 222 NHP NDB 17 *fitted* 26 2SB, *6rf*, GS85, HS3398 Cen. Mar. Eng. Wrks. W Hpl. | 22 ″ 3 s 3 ″ 5½ 18 ″ 11 | |
| 81101 952 SVQN | **Pandias** (*ex* Louis L.-D., *ex* Port D'Alger, *ex* Baygola, *ex* Angola) *ss* Ams. 2nd No. 3–6,37 2 *Dks (Stl)* | 4981 4711 3172 | ✠100A1 ~~12,39~~ 11,40 BS 4,41 ✠LMC MS 6,37 BS ~~12,39~~ | Sch | *y* | CL ~~10,38~~ 11,40 | 1912 3mo *Lloyd's SA & CP* | D. & W. Hendersn & Co. Ld. Glasgow *Cell D B a* 123′ *u E & B* | Oceanos Maritime S.S. Co. (I., A. & G. Margaronis) | 403·5 P45′ B126′ F38′ FK 36′ *f* 182′ 1054 *t FPT* | 52·2 | 27·3 | Piræus Greek 6 *BH Cem* 96 *t APT* 218 *t* | T.3Cy.25″,41″ & 67″–51′ (s) 175lb 435 NHP 3SB, *9cf*, GS146, HS6397 FD D & W. Hendersn & Co Ld Gls. | 29 ″ 10 s 5 ″ 8½ 24 ″ 3½ | |
| 81102 149610 GMWP | **Pandion** 2 *Dks* | 1944 1695 999 | | | | | 1926 | Burntisland S.B.Co. Ld. Burntisland | British & Continental S.S. Co. Ld. | 291·2 | 43·2 | 19·1 | Liverpool British *WB* | T.3Cy.20½″,34½″ & 57″–42″ 211 NHP D. Rowan & Co. Ld. Gls. | | C |
| 81103 154025 VSPC | **Pangkor** (*ex* Steamer–39) Twin Sc *Oil Eng.* 2 *Dks* | 1250 897 687 | | | | | 1929 | Taikoo D. & E. Co. of H.K. Ld. Hong Kong | Straits S.S. Co. Ld. | 232·0 | 42·7 | 11·2 | Singapore British | Oil Engines 4S.C.SA 12Cy.11″–17⅞″ 140 NHP NE39 Humboldt Deutzmotoren, A.G. Köln-Deutz | | |
| 81104 220487 KJUK | **Panoil** (*ex* Crudoil) Twin Sc *Fitted for oil fuel* D.F. *Mchy. Aft* 1 *Dk & Web frames Longitudinal framing Carrying Petroleum in bulk* | 1370 1090 760 | ✠ ... 3,22 ✠NE & B 2,21 ✠ | | | | 1919 9mo | National S.B.Co. Violet, La. | Great Lakes Transport Corp. | 242·5 P72′ F21′ FK | 36·9 | 19·7 | New York Utd. States *WB* | C.4Cy.16½″ & 32″–24″ 194 NHP Staten Island S.B.Co. N.Y. | 19 ″ 0 | R † |
| 81105 139910 GDKN | **Panos** (*ex* Avon Valley–37, *ex* Homecliffe–34) D.F. *ss* Shl. No. 3–7,33 *ss* Rot. No. 1–38 1 *Dk (Stl)* | 4914 4498 3011 - | ✠100A1 ~~11,34~~ 6,41 BS ~~4,39~~ BS 6,40 ~~5,41~~ | Shl ~~M.b~~ Mch ✠LMC 2,38 | *y* | CL ~~8,37~~ 6,41 | 1920 7mo *Lloyd's SA & CP* | J Readhead & Sons, Ld. S. Shields *Cell D* | United Merchants Shipping Co. Ld. | 385·5 P36′ B119′ F41′ FK B 334′ 1100 *t FPT* 94 *t* | 53·6 | 27·1 | London British 6 *BH Cem APT* 147 *t* | T.3Cy.26½″,44″ & 73″–48″ (r) 180lb 433 NHP 3SB, *9cf*, GS180, HS7110 J. Readhead & Sons Ld. S. Shl | 29 ″ 8 s 5 ″ 5½ 24 ″ 6 | |
| 81106 99 SVQO | **Pantelis** (*ex* Glenbridge) *ss* Ant. 2nd No. 3–6,36 1 *Dk (Stl)* | *3845* *3595* *2431* | ✠100A1 4.40 BS 4,40 ✠LMC 11,34 | Liv | *w* | CL 1,38 | 1911 8mo *Lloyd's SA & CP* | Irvines S.B. & D.D. Co. Ld. W Hartlepool *Cell D* | C.P. Laimos & J.C. Ponticos *Ba* 113′ *u E* 23′ *f* 156′ | 350·0 P31′ B101′ F34′ FK 808 *t FPT* 85 *t* | 51·1 | 23·9 6 *BH Cem APT* 117 *t* | Chios Greek Co. Ld. Hpl. | T.3Cy.25″,40″ & 67″–45″ (s) 180lb 340 NHP 2SB, *6cf*, GS112, HS5438 Richardsons, Westgarth & | 26 ″ 3 s 4 ″ 5 22 ″ 0 | |
| 81107 19 IRTS | **Pantelleria** (P) 1 *Dk* | 408 240 204 | | | | | 1911 | Mackie & Thomson, Ld. Glasgow | La Meridionale Soc. Anon. di Nav. | 162·5 153·0 P27′ B61′ F26′ | 24·0 | 10·7 *WB* | Trapani Italian | T.3Cy.13″,22″ & 36″–24″ 63 NHP W.V.V. Lidgerwood, Gls. | | CI |
| 81108 | **Panther** *Oil Eng* 3 *Dks* | 3457 2398 1765 | | | | | 1939 | Deutsche Werft A.G. Bet Finkenwrder Hamburg | F. Laeisz | 392·3 | 52·6 | 16·3 | Hamburg German *WB* | Oil Engines 2S.C.DA 6Cy.23⅜″–43⅞″ 1163 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7# Date when tail shaft last seen. | 8 9 Built. When. — Ship. — Engines. | By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Patent Roof Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81109<br>214668<br>WECY | **Panuco**<br>*ss*N.Yk.No.3–12,29<br>*Fitted for oil fuel*<br>*Ref.Mchy.* 2*Dks* | 3570<br>3148<br>2151 | ✠ ...<br>11,32 | | | | 1917<br>1mo | SeattleCon &D.D.Co. Seattle,Wash | NewYork andCuba MailS.S.Co. | 351·0 P44′ | 47·9 B90′ | 24·7 F38′ FK | NewYork Utd.States *WB* | T.3Cy.24″,40″&70″–48″ 472NHP<br>SeattleCon&DDCoSeattle | 27 ″ 3 | R<br>† |
| 81110 | **Pao-hua** Iron<br>1*Dk&Shade dk* | 714<br>—<br>496 | | | | | 1885 | S.C.Farnham&Co. Shanghai | PaoHuaS.S.Co. (PingAnS.S.Co. *Mgrs.*) | 191·8 | 22·3 | 8·8<br>15·2 | Shanghai Chinese | C.4Cy.12″&21″–18″ 32NHP<br>S.C.Farnham&Co.Shanghi | | |
| 81111<br>689<br>IRUE | **Paola Giovanna** WoodAux<br>(*ex*CharlesDanielou–33, 3MstSr<br>*ex*SailingVesselLézard-Vert, *OilEng*<br>*ex*Denise) 1*Dk*<br>(*See Sailing Ship Register*) | 363<br>327<br>307 | | | | | 1918 | Ch.&Atel. deSt.Malo St.Malo | AngeloGuidi fu Pasquale | 142·0 | 29·3 | 13·7 | Viareggio Italian | Oil Engines 2S.C.SA<br>2Cy.11$\frac{1}{16}$″–12$\frac{3}{16}$″ 49NHP<br>E*made&fitted*30<br>J.&CG.BolindersM.V.A/B | | I |
| 81112<br>517<br>IRUW | **Paola Z. Podestà** Iron<br>(*ex*Umeälf,*ex*Nerissa)<br>1*Dk2trB* | 863<br>657<br>504 | | | | | 1882 | Flensburgr Schiffsb.Ges. Flensburg | A.Lauro | 199·6<br>P&B122′F22′ | 30·2 | 15·0 | Naples Italian *WB* | C.2Cy.28″&51″–30″ 119NHP<br>FlensburgerSchiffsb.Ges. | | I |
| 81113<br>171<br>ICDA | **Paolina** (*ex*CommercialGuide–36,<br>*ex*Nyanza,*ex*Esslingen)<br>*Well deck* *Fitted for oil fuel*<br>D.F. 2*Dks*(*Stl*)&3*rd dk in No.1hold* | 4894<br>—<br>3063 | ✠ 2,16 | Ham | *z* | | 1911<br>1mo | Blohm& Voss Hamburg | I.N.C.S.A. (ImpreseNavigazioneCommerciale Soc.Anon.) *Cell* | 422·4<br>P&B347′F47′ FK<br>*DBa*126′ *uE&B*50′ | 55·2 | 25·3<br>*f*185′1178*t* | Rome Italian | T.3Cy.27$\frac{1}{4}$″,43$\frac{3}{4}$″&74$\frac{3}{4}$″–54″ 619NHP<br>3SB,*9cf*,GS194,HS8945 FD<br>8*BHCem*<br>Blohm&Voss,Hamburg | 28 ″ 1 | I<br>† |
| 81114 | **Paolo** (*ex*AfricanTrader–39,<br>*ex*Laurent *ss*Alg.2ndNo.3–4,32<br>IBZU Schiaffino–37, 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>*ex*Scientist,*ex*Sargasso) &*deep framing* | *3825*<br>*3493*<br>*2431* | ✠ ...<br>*Spar dk*<br>7,39 | Alg | *x* | | 1908<br>10mo | J.Read-head&Sons S.Shields | E.Szabados<br>*CellDBa*110′ | 359·4<br>371·5 (O.L.)<br>P83′B122′F39′ FK<br>*uE&B*42′ *f*156′849*t* | 47·6<br>25·3 | 15·4 | Venice Italian<br>NDB21<br>6*BHCem*<br>*APT*13*t* | T.3Cy.26½″,43″&71″–48″ 409NHP<br>2SB,*6cf*,GS115,HS5425<br>J.Readhead&Sons,S.Shl. | 27 ″ 8 | I<br>† |
| 81115<br>155917<br>MQDT | **Paowo** TwinSc<br>*ss*Shi.No.1–35<br>*Mchy.Aft* 1*Dk*(*Stl*) | 2517<br>1159<br>1494 | ✠ A1 *For Riser Service* 3,37 ✠LMC<br>MS4,35 B87,38<br>*Draught not to exceed* 9 *feet*<br>*Carrying vegetable oil in deep tanks* | Shi | | OG 3,37 | 1930<br>11mo | Shanghai Dck&E.Co Ld Shanghai *Lloyd's SA&CP* | Indo-ChinaSteam Nav.Co.Ld. | 280·6<br>*Shade dk&* *Promenade dk* FK *MTs*32′452*t* | 48·1 | 9·7 | Shanghai British 6*BHAsp* *FPT*50*t* | T.6Cy.13¼″,22″&35″–18″ (*s*) 200lb 214NHP<br>2SB,*6cf*,GS102,HS3632 FD<br>ShanghaiDck.&E.Co.Ld. | 10 ″ 0 | |
| 81116<br>86<br>SVCJ | **Papalemos** (*ex*Stroma,*ex*Leucadia)<br>*ss*Ams.2ndNo.3–4,36<br>1*Dk*(*pt Irn pt Stl*)&*Web frames*<br>*Longitudinal framing* | *3748*<br>*3469*<br>*2376* | ✠100A1<br>3,40<br>6,40 ✠LMC4,36<br>DBS~~11,38~~ MBS3,40 | Ant | *w* | CL N3,39 | 1910<br>7mo | TyneI.S.B. Co.Ld. Newcastle *Lloyd's SA&CP* | G.A.Georgilis<br>*CellDBa*111′ *uE*23′ *f*155′ | 348·5<br>P30′B102′F39′ FK | 50·0 | 23·5 | Chios Greek<br>6*BHCem*<br>801*tAPT*95*t* | T.3Cy.24″,40″&66″–45″ 180lb *100lb* NDB25 307NHP<br>2SB,*8pf*,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 10 | |
| 81117 | **Papendrecht**<br>*Oil Eng.*<br>D.F. E.S.D.<br>*Mchy.Aft* *Cruiser Stern*<br>*pt Longitudinal framing* | 11000 | 100A1<br>(*Class Contemplated*)<br>*Carrying Petroleum in bulk* | | | | 1940 | NVRotter-damDroogd. Maats. Rotterdam | N.V.Maats.Motorschip'Papendrecht' (N.V.Phs.van Ommeren'sSchpv. Bedrijf,*Mgrs.*) | | | | Rottrdam Dutch | Oil Engines 4S.C.SA<br>8Cy.28¾″–63″<br>Gbr.Stork&CoNVHengelo | | |
| 81118<br>226583<br>WNBS | **Papoose** (*ex*Silvanus)<br>*ss*Gal.2ndNo.3–12,38<br>*Mchy.Aft*<br>D.F. 2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 5939<br>5293<br>3636 | ✠100A1<br>5,40 ~~7,80~~ BS11,40<br>~~BS12,30~~ LMC12,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,21 | Gal | *z* | CL ~~N4,37~~ 5,40 *F.P. above* | 1921<br>8mo | S.Western S.B.Co. SanPedroCal A&CP | PetroleumNav.Co.<br>*CellDBu&B*81′2 32*t* *DTf*32′328*t* | 412·0<br>P110′B33′F57′ FK<br>150° F. | 53·3 | 31·0 | Houston, Tex.<br>Utd.States 15*BHpt Asp* (11 *to U dk* 4 „ *2nd*„) | T3Cy.27$\frac{3}{16}$″,45″&74″–48″ (*s*) 180lb 556NHP<br>3SB,*9cf*,HS8451, FD<br>Hooven,Owens,RentschlerCo.Hamilton,O. | 31 ″ 0<br>s 5 ″ 7<br>25 ″ 8 | |
| 81119<br>LCUZ | **Para** (*ex*SanPaulo) TwinSc<br>*Oil Eng.*<br>*Ref.Mchy.* 2*Dks&Shelter dk*<br>*Cruiser Stern* | 3986<br>3532<br>2398 | | | | | 1921 | N.V.v/h Rijkee&Co. Rotterdam | A/S J.Ludwig MowinckelsRederi (DenNorskeSyd-AmerikaLinje) | 376·4<br>P104*t*H325*t*F23*t* | 51·5 | 22·7 | Bergen Norwegian *WB* | Oil Engines 4S.C.SA<br>12Cy.22$\frac{1}{16}$″–39$\frac{3}{8}$″ 564NHP<br>Werkspoor,Amsterdam | | N |
| 81120<br>PUBS | — Ⓟ TwinSc<br>*ss*Rio.No.2–15<br>2*Dks*(*UStl* teak s)&*deep framing lower dk in Nos.1&2holds* | *3351*<br>*2687*<br>*2097* | ✠ 5,20 | Rio | *v* | | 1907<br>7mo | Workman, Clark& Co.Ld Belfast | LloydBrasileiro<br>*Cell DBa*88′ *uE* | 340·2<br>F67′ FK&BK1½″<br>36′*f*96′395*t FPT*45*t* | 44·8 | 23·5 | R.Janeiro Brazilian 6*BHCem* *APT*55*t* | T.6Cy.18″,30″&49″–42″ 534NHP<br>3DB,*12cf*,GS224,HS8754<br>Wrkman,Clark& CoLd.Bel | 26 ″ 0 | |
| 81121 | **Paraat**<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>*Cruiser Stern* | 305<br>187<br>142 | | | | | 1940 | NV Schpsw Delfzijl v/h Gebr.Sander Delfzijl | R.Holwerda | 124·2 | 23·6 | 7·8 | Gassel-ternijveen Dutch *WB* | Oil Engines 2S.C.SA<br>4Cy.9$\frac{7}{16}$″–14$\frac{3}{16}$″ 62NHP<br>AppingedammerBrons Motorenfb.N.V. | | |
| 81122<br>248<br>143 | **Paraguassu** Ⓟ TwinSc<br>1*Dk* | *370*<br>*248*<br>*143* | ✠ ...<br>7,29 | | | | 1926<br>1mo | G.Brown& Co. Greenock | Cia.deNavagacao Bahiana | 150·0<br>P49′ FK&BK½″ | 28·2 | 9·0 | Bahia Brazilian *WB* | T.6Cy.10½″,16″&27″–18″ 95NHP<br>McKie&Baxter,Glasgow | 9 ″ 6 | |
| 81123<br>PUBT | **Paraguay** Ⓟ TwinSc<br>*Oil Eng.*<br>Wireless 1*Dk*<br>*Cruiser Stern* | 931<br>718<br>514 | | | | | 1926 | Deutsche WerftA.G. Hamburg | LloydBrasileiro | 236·4<br>B65′F24′ | 37·8 | 10·0 | R.Janeiro Brazilian | Oil Engines 4S.C.SA<br>16Cy.11$\frac{7}{16}$″–16$\frac{1}{16}$″ 206NHP<br>Maschfab.Augsburg-Nürnberg,Augsburg | | |
| 81124<br>FOMR | **Paramé** (*ex*SierraNegra,<br>*ex*WarTorpedo) *ss*Ant.No.1–22<br>D.F. *Well deck* 1*Dk* | 2423<br>—<br>1263 | ✠ ...<br>1,26 | | | | 1918<br>6mo | W.Gray& Co.Ld. WHartlepool | Soc.Marit. Nationale | 285·9<br>P28′Q69′B66′F32′ FK | 41·9 | 18·9 | Havre French *WB* | T.3Cy.25″,41″&68″–45″ 417NHP<br>Cen.Mar.Eng.Wrks.WHpl | 21 ″ 2 | V<br>† |
| 81125<br>~~OXAP~~<br>LOGK | **Parana** (*ex*Gaboon–33)<br>~~ss~~B.As.2ndNo.3–7,40 ~~ssHam.No.3–7,27~~<br>~~ssB.As.No.2–36~~<br>*Ref.Mchy.* 2*Dks*(*StlU*-ws) | 3375<br>2980<br>1944 | ✠100A1<br>~~5,40~~ 8,40 ✠LMC ~~7,40~~<br>~~MS9,75~~ ~~BS1,70~~<br>*Fitted for oil fuel* 11,33 *F.P.* | BAs | *v* | CL ~~12,37~~ 6,40 *above* | 1915<br>3mo | TyneI.S.B. Co.Ld. Newcastle | ~~Cia.Uruguaya deNav.Ltda.~~ Cia. Argentina de Nav Mihanovich Ltda.<br>*Cell DB a*96′*u* | 323·8<br>P36′B108′F41′ FK<br>*E*25*f*149′741*t FPT* | 46·9 | 22·5 | Bns.Aires Argentine 6*BHCem* | T.3Cy.25″,41″&68″–45″ (*s*) 180lb 429NHP<br>2SB(FD)&1AuxSB,*6cf*,<br>2*pf*,GS152,HS6484<br>N.E.MarineEngCo.LdNwc | 25 ″ 0<br>~~s 4 ″ 0¾~~<br>~~21 ″ 2~~ | |
| 81126 | **Paranagua**<br>*Oil Eng.*<br>DJZS D.F. E.S.D. 1*Dk*<br>*Cruiser Stern* | 6062<br>5142<br>3464 | | | | | 1939 | Howaldts-werkeA.G Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 446·5<br>B&F405′<br>upperB31′ | 61·3 | 23·8 | Hamburg German *WB* | Oil Engines 2S.C.SA<br>8Cy.25$\frac{3}{16}$″–47¼″ 910NHP<br>Maschinenf. Augsburg-Nürnberg A.G. | | G |
| 81127<br>236989<br>WPPH | **Paratex** TwinSc<br>*Oil Eng.*<br>*Carrying Petroleum in bulk* 1*Dk*<br>D.F. *Mchy.Aft* *Electrically welded*<br>*Longitudinal framing* | 1542<br>1490<br>1185 | | | | | 1938 | Pennsyl-vaniaShip-yards,Inc. Beaumont, Texas | GulfOilCorporation | 250·6<br>Q51′F38′ | 43·1 | 17·3 | Phildlphia Utd.States | Oil Engines 2S.C.SA<br>8Cy.14″–23½″ 272NHP<br>AmericanLocomotiveCo. Auburn,NewYork | | R |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expir. Lettre d'Equipement. | 7* Date de la dernière visite de future porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. R.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | 15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bof Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81128 | **Parigi** | | 1172 / 1005 / 630 | | | | | 1922 | N.V.Werf Conrad Haarlem | KoninklijkePaket-vaartMaats. | 230·0 \| 38·2 \| 14·5 P31'B65'F27' | | | Batavia Dutch *WB* | T3Cy 15½", 25⅝" & 43⅞"–32½" 108NHP Gebr.Stork&Co.Hengelo | | V |
| PKQW | | 1 *Dk* | | | | | | | | | | | | | | | |
| 81129 | **Parinas** (*ex*Sjömand–33) | | 2820 | ✠ ... | Tal | *t* | | 1921 | J.IThorny-croft&Co.Ld Southampton | PeruvianNavy | 300·8 \| 43·7 \| 22·3 P38'B36'F33' FK | | | Callao Peruvian | T.3Cy.20", 34½" & 58"–39" 293NHP | 24 " 5 | |
| | *ss*Boa.No.3–3,35 | | 2260 | 1,39 | | | | 10mo | | | | | | 11 *BHpt Cem* | 2SB6*cf*, GS120, HS3990 | | |
| | *Mchy.Aft* 1 *Dk(Stl)&Web frames* | | 1566 | ✠NE7,27 | | | | | | *CellDBuE&* | B51' *f*34'154*t FPT* | | | 59*t APT* 107*t* | Nylands Verksted, Oslo | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 81130 | **Paris** Ⓟ **Pad** | | 2311 | | | | | 1896 | A.&J. Inglis Glasgow | Cia.Argentina de Nav.Mihanovich Ltda. | 292·0 \| 36·0 \| 29·5 *Hurricane dk*235' | | | Bns.Aires Argentine | T.3Cy.30", 49" & 75"–84" 516NHP A.&J.Inglis, Glasgow | | |
| LOGA | *Fitted for oil fuel* 3 *Dks* | | — / 1207 | | | | | | | | | | | | | | |
| 81131 | — Ⓟ **TwinSc** | | 1790 | | | | | 1913 | W.Denny &Bros. Dumbarton | SouthernRailway | 293·5 \| 35·6 \| 15·2 | | | Newhaven British *WB* | 4SteamTurbinesSR geared to 2 Sc. Shafts Denny&Co.Dumbarton | | |
| 105658 | *Fitted for oil fuel* 2 *Dks&Awng dk* | | 1649 | | | | | | | | | | | | | | |
| GBJZ | D.F. Sub.Sig. *Cruiser Stern* | | 709 | | | | | | | | | | | | | | |
| 81132 | — Ⓟ | | 1753 / 1263 | | | | | 1922 | Akers Mek.Værks. Oslo | A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*) | 255·7 \| 39·7 \| 16·9 P69*t* H169*t* B205*t* F30*t* | | | Oslo Norwegian *WB* | T.3Cy.19", 31" & 53"–36" 169NHP Akers Mek Værks, Oslo | | N |
| LCVC | 1 *Dk* | | 1024 | | | | | | | | | | | | | | |
| 81133 | — | | 1509 / 1161 | | | | | 1927 | Akt.Bur-meistr&Wain Copenhagen | Ministry of Ship-ping(CurrieLine, Ld. *Mgrs.*) | 250·1 \| 38·7 \| 15·5 P16'Q20'B104' (F34' | | | ~~Copenhagen~~ Danish London *WB* British | T.3Cy.18", 29" & 48"–33" 132NHP Akt.Burmeistr&Wain, Cpn | | C |
| GLTD | Wireless D.F. | 1 *Dk* | 901 | | | | | | | | | | | | | | |
| 81134 | **Parismina** Ⓟ | | 4732 | | | | | 1908 | Workman, Clark&Co.Ld Belfast | UnitedFruitS.S. Corp.(UnitedFruit Co. *Mgrs.*) | 378·8 \| 49·8 \| 29·6 B154'F44 | | | New York Utd. States *WB* | T.3Cy.27", 45" & 75"–54" 413NHP Wrkman, Clark&CoLd. Bel | | C |
| 212632 | (*ex*General Sherman–38, *Ref.Mchy.* 2 *Dks&*2*pt Dks* *ex*Parismina–32) D.F. | *Fitted for oil fuel* | 3936 | | | | | | | | | | | | | | |
| KDAG | | | 2732 | | | | | | | | | | | | | | |
| 81135 | **Parita** (*ex*Bute–39, *ex*City of Cork–38, *ss*Hpl.No.3–4,90 | **Iron** | *939* | ✠ ... | | | | 1881 | W.Gray& Co. Hartlepool | Mme.Noemi Minacoulis | 216·0 \| 31·2 \| 13·7 P26'Q48'B60'F26' BK7' | | | Panama Panamanian *WB* | C.2Cy.27" & 50½"–33" 99NHP Blair&Co.(Lim.), Stockton | 16 " 2 | C † |
| HPKZ | *ex*Merannio) *ss*Gls.No.2–97 | | *756* | 11,02 | | | | 4mo | | | | | | | | | |
| | *Well deck* 1 *Dk3trE* | | *563* | ✠NH9,00 ✠ | | | | | | | | | | | | | |
| 81136 | **Park City** Ⓟ **Wood** | | 391 | | | | | 1898 | Mather& Wood,Pt. Jefferson,NY | Bridgeport&Port JeffersonStmboat Co.(G.M.Tooker, *Mgr.*) | 143·5 \| 28·0 \| 9·9 | | | Bridgeprt, Conn. Utd. States | C.2Cy.20" & 42"–24" NB10 72NHP Pacific Iron Works, Bridgeport, Conn. | | |
| 150774 | 1 *Dk* | | — / 208 | | | | | | | | | | | | | | |
| 81137 | **Parkeston** Ⓟ **TwinSc** | | 2762 | ✠100A1 | Lon | *u* | OG | 1925 | Helsingörs Jernsk&Msk. Elsinore | DetForenede DampskibsSelsk. | 306·3 \| 44·2 \| 25·9 323·7(O.L.) | | | Esbjerg Danish | Oil Engines 4S.C.SA 12Cy.21⅛"–35½" 545NHP DB75*lb* | 28 " 6 s 11·0¼ 17 " 10 | |
| OZTA | *Oil Eng.* *ss*Els.No.3–3,37 | | 1519 / 1572 | *with freeboard* 5,39 | | | 5,39 | 8mo | | | F39' FK | | | 6 *BHpt Cem* 2 „ *to* 2*nd dk* | | | |
| | *Ref.Mchy.* 2 *Dks*(*Weather dk Stl*–ws) D.F. 3*rd dk in holds* | | | ✠LMC CS6,37 DBS5,39 6,37 | | | | *Lloyd's* | *SA&CP* | *CellDB*234'372*t* | *FPT*56*t APT*70*t* | | | | Akt.Burmeistr&Wain, Cpn | | |
| 81138 | **Parkhaven** | | 4803 | ✠100A1 | Rot | *x* | CL | 1920 | W.Dobson &Co. Newcastle | N.V.Gebr.van Uden'sScheepv. en Agent.Maats. | 360·0 \| 52·0 \| 31·5 FK | | | Rottrdam Dutch | T.3Cy.25", 41" & 69"–48" (*s*) 180lb 401NHP | 34 " 0 s 8 " 11⅜ | |
| | *ss*Ant.No.3–5,33 | | 4631 | *Shelter dk* | | | N4,40 | 11mo | | | | | | *Cem* | 3SB, *9cf*, GS174, HS6678 | 25 " 3 | |
| PGRB | *ss*Ant.No.1–37 | | 2984 | *with freeboard* 4,40 | | | | | | | | | | | N.E.MarineEngCoLd Nwc | | |
| | 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*) | | | BS8,39 ✠LMC7,37 | | | | *Lloyd's* | *SA&CP* | *CellDB*313'960*t* | *FPT*100*t APT*87*t* | | | *Collision BHto Sh dk* 5 „ „ *U* „ | | | |
| 81139 | **Parklaan** (*ex*Rönnskär–37, *ex*CaldyLight–34, *ex*Arabier, *ex*Manningtry) | | 3807 | ✠100A1 | Rot Bry | *w* | CL 3,39 | 1911 | J.L.Thomp-son&Sons,Ld Sunderland | N.V.Stoomschip "Hannah"(F.W. Uittenbogaart, *Mgr.*) | 353·0 \| 50·8 \| 24·8 P33'B100'F37' FK | | | Rottrdam Dutch | T.3Cy.25", 40" & 68"–48" (*s*) 180lb 345NHP | 27 " 4 s 4·10½ | |
| | *ss*Rot.2ndNo.3–3,35 | | 3572 | 7,40 ~~4,30~~ | | | | 9mo | | | | | | 6 *BHCem* | 3SB, *9pf*, GS132, HS5283 | 22 " 8 | |
| PGRD | *ss*Rot.No.1–38 | | 2434 | BS~~4,39~~ ✠LMC3,38 | | | | | | | | | | | Richardsons, Westgarth& Co.Ld. W.Hpl. | | |
| | 1 *Dk*(*pt Trnk&pt Stl*) 1 *pt dk*(*Stl*) | | | 8,40 | | | | *Lloyd's* | *SA&CP* | *CellDBa*115'*u E*23'*f*154' | 927*t APT*37*t* | | | | | | |
| 81140 | **Parknasilla** | | 846 | ✠100A1 | Bel | *k* | CL | 1932 | J.Lewis& Sons,Ld. Aberdeen | JohnKelly,Ld. (W.Clint, *Mgr.*) | 195·9 \| 30·4 \| 12·1 Q111'B11'F30' FK | | | Belfast British | T.3Cy.14½", 25" & 41"–30" 200lb (*s*) 131NHP | 14 " 0 s 4 " 5⅝ | |
| 163198 | *ss*Bel.No.2–40 ~~*ss*Bel.No.1–38~~ | | 582 | 9,40~~4,39~~ | | | 3,39 | 11mo | | | | | | 3 *BHpt Cem* | 1SB, *3pf*, GS60, HS2357 | 13 " 11¼ | |
| GWCS | *Mchy.Aft* *Well deck* 1 *Dk*(*Stl*) | | 448 | BS~~11,38~~ ✠LMC9,~~36~~ | | | | *Lloyd's* | *SA&CP* | *CellDB*123'193*t* | *FPT*72*t APT*9*t* | | | *pt Asp* | J.Lewis&Sons, Ld. Abn. | | |
| | Wireless *Cruiser Stern* | | | 6,40 MS9,40 | | | | | | | | | | | | | |
| 81141 | **Parkwood** | | 1049 | ✠100A1 | Shl | *m* | CL | 1933 | Burntisind S.B.Co.Ld Burntisland | JosephConstantine S.S.Line, Ld. | 199·9 \| 33·2 \| 13·6 207·1(O.L.) Q134'B11'F26' FK | | | Middlsbro' British | T.3Cy.13½", 23" & 38"–27" 200lb *125lb* 105NHP | 16 " 6 s 5 " 11⅝ | |
| 160738 | *ss*Shl.No.1–37 | | 720 | *with freeboard* | | | 9,39 | 7mo | | | | | | 3 *BHCem* | 1SB(Spt), *3cf*, GS40, HS1906 | 15 " 2 | |
| MBFV | *Mchy.Aft* 1 *Dk*(*Stl*) | | 585 | ~~8,39~~ 11,40 BS11,40 | | | | *Lloyd's* | *SA&CP* | *Cell* | *DBf*132'332*t FPT* | | | 95*t APT*71*t* | N.E.MarineEng.CoLd.Sld | | |
| | *Well deck* *Cruiser Stern* | | | ~~BS8,39~~ ✠LMC7,37 | | | | | | | | | | | | | |
| 81142 | **Parma** (*ex*Harmonia–39, *ex*WladimirSawin) *ss*Hbg.3rdNo.3–3,37 | | 2010 | ✠ ... | Osc | *r* | | 1898 | Craig, Taylor&Co. Stockton | RederiA/BParma (AlgotJohansson) | 270·9 \| 40·4 \| 15·8 279·5(O.L.) P27'Q72' FK | | | Mariehmn Finnish | T.3Cy.20", 32½" & 53"–36 182NHP | 18 " 9 | |
| OFEL | 1 *Dk*(*Stl*)*&Web frames&pt Awng dk*(*Stl*) | | 1126 | 8,39 ✠ | | | | 8mo | | | *pt Awng dk*172' | | | 4 *BHCem* | 2SB, *4cf*, GS74, HS2920 | | |
| | | | | | | | | | | *CellDBa*88' | *uE&B*32' *f*108'442*t* | | | *APT*54*t* | Sir C.Furness, Westgarth& Co.Ld. Middlesbro' | | |
| 81143 | **Parnahyba** (*ex*Alrich) **4Mst** | | 6692 | ✠ | Bmn | *c*† | | 1913 | Flensburgr Schiffsb.Ges. Flensburg | LloydBrasileiro | 460·5 \| 59·1 \| 28·8 *FonShelter dk*46' FK | | | R.Janeiro Brazilian | Q.4Cy. 26⅞", 38⅜", 56⅜" & 81½" –54" 670NHP | 31 " 6 | V † |
| | | | 6278 | 9,16 | | | | 3mo | | | | | | 7 *BHCem* | 4SB, *12cf*, GS222, HS9416 | | |
| PUBU | 2 *Dks*(*Stl*)*&Shelter dk*(*Stl*) | | 4126 | ✠ | | | | | | | | | | | Flensburger Schiffsb. Ges. | | |
| | | | | | | | | | | *CellDBa*149'*uE*3 | 4'*f*195'1541*t FPT*2 | | | 20*t APT*15*t* | | | |
| 81144 | **Pärnu** (*ex*Corness–35, *ex*Westgarth) | | 1578 | ✠100A1 | ~~Tln~~ | *p* | CL | 1909 | Sir Raylton Dixon&CoLd Middlesbro' | Ministry of Ship-ping(Connell& Grace, Ld., *Mgrs.*) | 245·0 \| 36·2 \| 18·8 252·5(O.L.) B48'F24 FK | | | Liverpool British | T.3Cy.18", 30" & 50"–36" (*r*) 180lb 192NHP | 20 " 9 s 2 " 10 | |
| ~~I029~~ | *ss*Tln.2ndNo.3–9,35 | | 1320 | ~~Frankfield 3,41 Lay~~ | | | 6,39 | 10mo | | | | | | 4 *BHCem* | 2SB, *6pf*, GS105, HS3376 | 18 " 1 | |
| ~~BSVM~~ I29008 | Sub.Sig. 1 *Dk*(*Stl*)*&deep framing* | | 857 | ✠LMC | | | | | | | B31' *f*85'345*t FPT* | | | 75*t APT*85*t* | Richardsons, Westgarth& Co.Ld.Mdb. | | |
| GNWV | *Cargo battens not fitted* | | — | MS9,35 ~~BS6,39~~ 3,41 | | | | *Lloyd's* | *SA&CP* | *CellDBa*85'*uE&* | | | | | | | |
| 81145 | **Parracombe** | | 4702 | ✠100A1 | Bry | *z* | CL | 1928 | W.Gray& Co.Ld. W Hartlepool | StanhopeS.S.Co. Ld.(J.A.Billmeir &Co.Ld. *Mgrs.*) | 406·5 \| 54·2 \| 25·1 425·0(O.L.) FK | | | London British | T 3Cy.25½", 44" & 73"–48" (*s*) 180lb 476NHP | 27 " 6 s 2 " 11½ | |
| 149976 | ~~*ss*Nwc.No.2–37~~ | | 4390 | *with freeboard* | Shl | | ~~0,27~~ 11,40 | 1mo | | | | | | 6 *BHCem* | 3SB(Spt)&1AuxSB, *11cf*, GS205, HS8371 | 24 " 9½ | |
| GCXV | *ss*Shl.No.3–12,40 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*) | | 2848 | 12,40~~7,30~~ ~~BS10,38 4,40~~ ✠LMC9,~~37~~ 12,40 | | | | *Lloyd's* | *SA&CP* | *CellDB*353' 1261*t FPT* | 178*t APT*105*t* | | | (*Coll to Sh dk* 5 „ 2*nd* „) | Cen.Mar.Eng.Wrks. W Hpl | | |
| 81146 | **Parrakoola** Ⓟ **TwinSc** | | 5752 | ✠100A1 | Vcr | *b*† | OG | 1928 | A/B Göta-verken Gothenburg | Rederiaktieb. Transpacific(G. Carlsson, *Mgr.*) | 448·3 \| 57·1 \| 23·5 457·0(O.L.) F103' FK | | | Gothenbrg Swedish | Oil Engines 4S.C.SA 12Cy.29½"–59½" 978NHP DB85*lb* | 30 " 10 s 4 " 2 | |
| 7477 | *Oil Eng.* | | *4834* | *with freeboard* | | | P7,39 | 10mo | | | | | | 7 *BHpt Cem* | | 26 " 10 | |
| SMLA | *ss*Got.No.2–37 | | *3314* | 9,40 ~~1,40~~ | | | S9,10 | | | | | | | *Coll to Sh dk* | A/B Götaverken, Got. | | |
| | 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*) 3*rd dk*(*Stl*) *in forward holds* | | | ✠LMC CS1,37 DBS~~10,38~~ 2,38 | | | | *Lloyd's* | *SA&CP* | *tanks in way of tunnels* 729 | *FPT*83*t APT*61*t* | | | 6 „ 2*nd* „) | | | |
| | D.F. *Cruiser Stern* | | | 8,40 | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81147 309 IRVO | **Partenope** Ⓟ (*ex*St.Elian, *ex*Hörnum) 1 *Dk* | 553 — 300 | | | | | 1919 | J.C.Tecklenborg A.G. Weser-münde-G. | Soc.Partenopea Anon. di Nav. | 199·2 F58′ | 24·0 | 10·7 | Naples Italian *WB* | T6Cy.12″,19 7/10″&30 7/10″–17 7/10″ 79NHP J.C.TecklenborgA.G.Wsm | | I |
| 81148 137847 GQWV | **Parthenia** (*ex*Kirkholm) *ss*Gls.No.3–8,30 *Ref.Mchy.* *ss*Gls.No.2–39 D.F. 2 *Dks*(*Stl*) *Platform dk*(*Stl*) *in No.2 hold* | 4872 4504 3085 | ✝100A1 5,40 ~~BS11,38~~ ✝LMC9,38 ✝Lloyd'sRMC~~10,38~~ 7,40 *Carrying oil in bulk* *Fitted for oil fuel* | Gls BS10,40 | *y* | CL 9,38 | 1917 6mo *Lloyd's* | Russell& Co. Pt.Glasgow | DonaldsonLine,Ld (DonaldsonBros.& Black,Ld. *Mgrs.*) *after hold* *Cell D* *F.* *P.* *above* 1 *F.P. a* | 399·7 P46′B119′F46′ 'Tween dk *B Hin* d dispensed with *above* 1 | 51·9 FK *B Hin* 1 „ „ 2nd *dk only* 50°F.i *nDB* 50° F. | 26·9 Glasgow British *Cem* 5 *BH to U dk* *B351′* | 1163*t* | T.3Cy.26⅞″,44″&72″–48″ (*s*) 180lb 488NHP 3SB,*9cf*,GS169,HS7119 FD D.Rowan&Co.Glasgow *DTa*30′769*t APT*22*t* | 29 ″ 6 s 5 ″ 5½ 24 ″ 3 | |
| 81149 961 SVJF | **Parthenon** (*ex*P.L.M.7,*ex*Am-batielos, *ex*Fameliaris) *ss*Alx.2ndNo.3–4,33 *ss*Alx.No.1–37 1 *Dk*(*Stl*) *& deep framing* | 3189 — 2030 | ✝100A1 ~~8,107,39~~ 4,41 ~~Bry~~ Liv ~~7,39~~ 8,40 ~~BS1,40~~ 2,41 ✝LMC6,37 | Stn | *u* | CL 8,40 | 1908 7mo *Lloyd's* | W.Gray& Co.Ld. W Hartlepool | PithisBros.&Co.& G.Corakis(Pithis Bros.&Co. *Mgrs.*) *Cell D Ba* | 331·0 P23′B90′F32′ *&uE*130′*uB*18′*f*142′ | 47·7 FK | 22·5 Piræus Greek 5 *BH Cem* 829*t APT*97*t* | T.3Cy.24″,38″&64″–42″ (*s*) 170lb NDB20 277NHP 2SB,*6rf*,GS100,HS4114 Cen.Mar.Eng.Wks.W.Hpl | 25 ″ 0 s 4 ″ 3 21 ″ 0 | |
| 81150 153808 VTCZ | **Parvati** Ⓟ *ss*Bom.No.3-10,40 ~~*ss*Bom.No.2–36~~ Wireless 2 *Dks*(*U dk Stl*–teak s) | 1548 1422 629 | ✝100A1 10,40 ~~10,30~~ ✝LMC~~10,38~~ 10,40 | Bom | *q* | CL ~~10,30~~ N10,40 | 1927 11mo *Lloyd's* | Grngem'th Dockyard Co. Grngemouth | BombaySteam Nav.Co.Ld. | 250·0 250·0(O.L.) F34′ *FPT*55*t APT*75*t* | 38·0 FK | 21·9 Bombay British 6 *B Hpt Cem* *pt Asp* 1 *to* 2*nd dk* | T.3Cy.21½″,37″&62″–42″ (*s*) 200lb 461NHP 3SB,*9cf*,GS180,HS7512 FD McKie&Baxter,Ld.Gls. | 23 ″ 3 ~~s 8 ″ 0~~ ~~20 ″ 0~~ s 8 ″ 7¼ 20 ″ 0 | |
| 81151 216303 | **Pasadena** 1 *Dk & Shelter dk* *& Web frames* *Longitudinal framing* | 6002 5551 4494 | ✝ ... 4,22 ✝ | | | | 1918 5mo | Moore& Scott Iron Works, Oakland, Cal. | United States Maritime Commission | 402·5 P34′F38′ *on Shltr dk* | 53·0 FK | 32·0 S.Frncisco Utd. States *WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.Fletcher Co. 618NHP Hoboken,N.J. | 34 ″ 6 | |
| 81152 DNAO | **Pasajes** Sub.Sig. 1 *Dk* | 1996 1234 1230 | | | | | 1923 | Schiffsw(v. J.&Sch.)A.G. Hamburg | Oldenbrg-Portug. Dmpfsch.Rhed. | 256·1 P&B204′Q22′F31′ | 38·4 | 15·3 Oldenburg German *WB* | T.3Cy.22 1/16″,35″&56½″–33½″ Ottensener 182NHP Mch.G.m.b.H.Altona | | G |
| 81153 FOOT | **Pascal Paoli** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. 2 *Dks* 5 *tr B* *Cruiser Stern* | 3200 | | | | | 1931 | Ch.&Atel. de Provence S.A. Port de Bouc | Cie.de Navigation Fraissinet | 313·3 P37′B153′F39′ | 47·6 | 26·9 Marseilles French *WB* | 2 Steam Turbines DR geared to 2 Sc. Shafts 916NHP Atel.&Ch.de Bretagne S.A. | | V |
| 81154 14 ICAT | **Pascoli** (*ex*Szeged) *ss*Fiu.2ndNo.3–9,27 *ss*Fiu.No.1–32 D.F. 1 *Dk*(*Stl*) *& Spar dk*(*Irn*) *& deep framing* | 2939 2631 1862 | ✝ ... 7,35 ✝ | Fiu | *u* | | 1902 5mo | W.Dobson &Co. Newcastle | "Tirrenia"Soc. Anon.di Nav. *Cell D Ba* 118′*uE* *B38′f*132′612*t FPT* | 331·8 324·8 44·8 P40′B110′F35′ | 43·2 22·0 FK | 21·1 Fiume Italian 2NDB25 6 *B HCem* 33*t APT*15*t* | T.3Cy.21½″,37½″&63″–42″ 294NHP 2SB,*6rf*,GS116,HS4630 NE Marine Eng.Co Ld.Nwc | 24 ″ 9 | I † |
| 81155 143375 GQJW | **Pasha** *ss*Cal.No.3–3,32 *ss*Cal.No.1–36 2 *Dks*(*Stl*) | 5307 4827 3196 | ✝100A1 4,39 BS11,39 2,41 ✝LMC9,36 | Cal | *y* | CL 4,39 | 1919 8mo *Lloyd's* | Swan,Hunter& Wigham Richardson, Ld Newcastle | AsiaticStm.Nav. Co.Ld. *Cell D B* | 400·3 P49′B113′F40′ 345′1025*t FPT* 130*t* | 52·4 FK | 28·4 London British 7 *B Hpt Cem* *APT*204*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb *110lb* 517NHP 3SB,*9cf*,GS189,HS7668 FD Swan,Hunter&Wigham Richardson Ld.Nwc. | 31 ″ 0 s 5 ″ 11½ 25 ″ 3¾ | |
| 81156 PKQX | **Pasir** 1 *Dk* | 1187 1006 631 | | | | | 1922 | N.V.Schps. "De Maas" Slikkerveer | Koninkl.Paketv. Maats. | 231·7 P39′B62′F27′ | 38·2 | 14·6 Batavia Dutch *WB* | T.3Cy.15¾″,25¾″&43″–32½″ Albl asserdam 106NHP Msch.Fab.Alblasserdam | | V |
| 81157 | **Paso de Martin Garcia** **TwinSc** (*ex*Amalita,*ex*Cogolin,*ex*Paso de Martin Garcia) *Mchy.Aft* 1 *Dk* | 752 603 429 | ✝ ... 5,13 ✝ | | | | 1909 4mo | J.I.Thorny-croft&Co.Ld. Woolston | H.J.Miller&Co. | 221·3 FK | 33·2 | 10·7 Bns.Aires Argentine *WB* | T.6Cy.11″,18″&29″–21″ 128NHP J.I.Thornycrft&Co.Ld.Lon | 11 ″ 6 | |
| 81158 | **Paso de Obligado** **TwinSc** (*ex*Collobrières,*ex*Paso de Obligado) *Mchy.Aft* 1 *Dk* | 764 — 439 | ✝ ... 5,13 ✝ | | | | 1908 11mo | J.I.Thorny-croft&Co.Ld. Woolston | Marcelino J.Paz | 221·3 FK | 33·2 | 10·7 Bns.Aires Argentine | T.6Cy.11″,18″&29″–21″ 128NHP J.I.Thornycrft&Co.Ld Lon | 11 ″ 6 | |
| 81159 160492 GPPK | **Pass of Ballater** (*ex*Raffinage–38, *ex*Pass of Ballater–34) *Mchy.Aft* **E.S.D.** Wireless **D.F.** 1 *Dk*(*Stl*) *& Web frames* *Longitudinal framing* | 796 577 337 | ✝100A1 3,40 ✝LMC MS3,39 BS9,~~39~~ 12,40 *Carrying Petr* *oleum in bulk* *Fitted for oil fuel* 3,35 | Shl | *k* | CL 7,39 *F.P. a* | 1928 6mo *Lloyd's* *above* 1 | Blythsw'd S.B.Co.Ld. Glasgow | BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*) *Cell D Bu E*20′18*t* | 185·8 196·3(O.L.) P75′F25′ *Trunk*85′ *DTf*11′40*t FPT*39*t* | 30·6 FK | 13·7 London British 10 *B Hpt Asp* *APT*25*t* | T.3Cy.15″,25½″&41″–30″ (*s*) 180lb 134NHP 1SB(Spt),*4cf*,GS73,HS2536 Aitchison,Blair,Ld. Clydebank | 13 ″ 10 s ″ 10 3/8 13 ″ 2 | |
| 81160 163387 GPYR | **Pass of Balmaha** *ss*Shl.No.1–38 Wireless **D.F.** **E.S.D.** *Mchy.Aft* 1 *Dk*(*Stl*) *& Web frames* *Longitudinal framing* | 758 554 346 | ✝100A1 4,39 BS10,40 ~~BS4,39~~ ✝LMC9,37 *Carrying Petr* *oleum in bulk* *Fitted for oil fuel* 9,33 | Cff | *k* | CL 4,39 *F.P. a* | 1933 9mo *Lloyd's* *above* 1 | Blythsw'd S.B.Co.Ld. Glasgow | BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*) *Cell D Bu E*22′17*t DT* | 192·2 *31·7* 201·1(O.L.) P60′F24′ *Trunk*106′ | 30·4 FK | 13·9 London British 9 *B Hpt Cem* | T.3Cy.15″,25¼″&41″–30″ (*s*) 190lb 139NHP 1SB,*3cf*,HS2100 FD D.Rowan&Co.Ld.Gls. | 14 ″ 1 s 1 ″ 0 3/8 13 ″ 1½ | |
| 81161 160603 GLJT | **Pass of Leny** *ss*Hul.No.2–35 *Mchy.Aft* 1 *Dk*(*Stl*) *& Web frames* Wireless **D.F.** *Longitudinal framing* **E.S.D.** | 795 543 350 | ✝100A1 ~~Cff~~ Examined 5,41 Shl ✝LMC5,41 *Carrying Petr* *oleum in bulk* *Fitted for oil fuel* 5,36 | | *k* | CL ~~12,30~~ ~~11,10~~ N5,41 *F.P. a* | 1928 11mo *Lloyd's* *above* 1 | Blythsw'd S.B.Co.Ld. Glasgow | BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*) *Cell D Bu E*20′18*t DT f* 11′40*t FPT* | 185·8 P75′F24′ *Trunk*86′ | 30·6 FK | 13·7 London British 9 *B Hpt Asp* *APT*25*t* | T.3Cy.15″,25½″&41″–30″ (*s*) 180lb 85RHP 1SB(Spt),*4cf*,GS73,HS2536 Aitchison,Blair,Ld. Clydebank | 13 ″ 10 s ″ 10½ 13 ″ 2¼ | |
| 81162 149702 GLRS | **Pass of Melfort** *ss*Shl.No.3–6,38 *Mchy.Aft* 1 *Dk*(*Stl*) *& Web frames* Wireless **D.F.** *Longitudinal framing* **E.S.D.** | 757 518 324 | ✝100A1 7,40~~,40~~ Lon BS~~7,40~~ ✝LMC6,38 *Carrying Petr* *oleum in bulk* *Fitted for oil fuel* 5,37 | Cff | *j* | CL 9,39 *F.P. a* | 1926 8mo *Lloyd's* *above* 1 | Blythsw'd S.B.Co.Ld. Glasgow | BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*) *Cell D Bu E*22′19*t DT f* 11′39*t FPT* | 181·8 192·5(O.L.) P74′F23′ *Trunk*84′ | 29·7 FK | 13·5 London British 9 *B Hpt Asp* *22t APT*27*t* | T.3Cy.14″,23″&38″–27″ (*s*) 180lb 125NHP 1SB(Spt),*4cf*,GS71,HS2534 J.G.Kincaid&Co.Ld.Grk. | 13 ″ 7 s ″ 10½ 12 ″ 11½ | |
| 81163 229873 WFFP | **Passaic Sun** *Mchy.Aft* *Oil Eng.* D.F. 1 *Dk* *Carrying Petroleum in bulk* | 533 468 306 | | | | | 1930 | SunS.B.& D.D.Co. Chester,Pa. | SunOilCo. | 189·3 P35′F16′ | 31·1 | 11·2 Philidlphia Utd. States | Oil Engines 4S.C.SA 8Cy.11″–14″ 94NHP Cooper-Bessemer Corp. Grove City,Pa. | | R |
| 81164 166305 ~~PNRC~~ GNDW | **Pasteur** Ⓟ **QuadSc** 5 *Dks* *Fitted for oil fuel* *Ref.Mchy.* *Cruiser Stern* | 30000 29253 — 12394 | ✝Lloyd'sRMC6,39 | | | | 1938 | Ch.&Atel. de St.Nazaire (Penhoët) SA St.Nazaire | ~~Cie.de Nav.Sud-Atlantique~~ Ministry of Shipping (Cunard White Star Ld. *Mgrs.*) | ~~656·2~~ 670·0 | ~~87·9~~ 88·0 | ~~30·5~~ 52·6 | ~~Bordeaux~~ ~~French~~ *WB* Liverpool British | 4 SR geared steam turbines Ch.&Atel.de St.Nazaire (Penhoët) | | V |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme auquel maintenant expiré. Lettre d'Roulement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Engins de pêche. Cert. Ref. Tech. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81165 | **Pastores** | **TwinSc** | 7242 | | | | | 1912 | Workman, Clark&Co.Ld. Belfast | UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) | 470·4 | 55·3 | 30·8 | NewYork Utd.States | Q.8Cy.23½″,33½″,47½″&68″– 45″ 620NHP | | C |
| 212653 | Sub.Sig. E.S.D. D.F. | *Fitted for oil fuel* | 5888 | | | | | | | | P48′ | B245′ | F47′ | | | | |
| KDBD | GyC. *Ref.Mchy.* | 2*Dks&2pt dks* | 3843 | | | | | | | | | | | *WB* | Wrkman,Clark&Co.Ld Bel | | |
| 81166 | **Pasubio** (*ex*Trade-35,*ex*Tivat-34, | | 2216 | | | | | 1903 | Akt.Ges. "Neptun" Rostock | E.Milano&Co. | 313·8 | 43·2 | 18·9 | Trieste Italian | T.3Cy.20⅝″,35⅛″&55 7/10″– 35½″ 180NHP | | I |
| 381 | *ex*MaidofCrete,*ex*MimiHorn) | | — | | | | | | | | 301·7 | | | | | | |
| ICAS | D.F. | 1*Dk&Shelter dk* | 1372 | | | | | | | | P13′ | B174′ | F30′ | *WB* | A.G."Neptun,"Rostock | | |
| 81167 | **Pat Doheny** (*ex*Sunoco) | | 7053 | ✠ ... | | | | 1921 | SunS.B. Co. Chester,Pa. | RichfieldOilCorp. | 430·2 | 59·2 | 33·4 | L.Angeles Utd.States | T.3Cy.27″,45½″&76″–51″ 612NHP | 33 ″ 3 | R |
| 226376 | | *ss*Ant.No.1–25 | 6401 | 7,29 | | | | 1mo | | | P133′ | B36′ | F40′ | | | | † |
| WPBQ | *Mchy.Aft* | 2*Dks&Web frames* | 4387 | ✠ | | | | | | | | | | FK *WB* | SunS.B.Co.Chester,Pa. | | |
| | D.F. | *Longitudinal framing Carrying Petroleum in bulk Fitted for oil fuel* | | | | | | | | | | | | | | | |
| 81168 | **Patagones** | **Aux3MstSr** | 380 | | | | | 1917 | Gebr.G.H. Bodewes Martenshoek | BorzoneBoggianoyCia. | 140·9 | 25·4 | 11·7 | Bns.Aires Argentine | Oil Engines 2S.C.SA 2Cy.16½″–18½″ Emade18*fitted*21 97NHP J&CGBolindersCoLd Skm. | | V |
| | (*ex*Annemarie,*ex*Tom-August, *ex*Eyfjord) | *Oil Eng.* 1*Dk* | — 279 | | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 81169 | **Patagonia** (*ex*Grandon–37, | | 5898 | ✠ ... | | | | 1912 | J.C.Teck-lenborg A.G. Weser-münde-G. | Hamburg-SüdamerDampf-schifff.-Ges. | 450·9 | 57·2 | 27·0 | Bremen German | T3Cy27½″,46½″&78¾″–53½″ 697NHP | 29 ″ 8 | G |
| | *ex*CityofBoston, | *ss*Bkn.No.3–8,24 | 5459 | 7,36 | | | | 3mo | | | P&B392′ | F45′ | FK | | | | † |
| DOCP | *ex*Dusseldorf) | *ss*Bhn.No.2–33 | 3681 | ✠ | | | | | | *Cell* | *DBa*146′ *uE&B*71′ | | | 9*BHCem* | 4SB,*12cf*,GS236,HS10334 | | |
| | *Well deck Ref.Mchy* | 2*Dks*(*Stl*)&3rd*dk* | | | | | | | | | | | | *f*190′1453*t* | J.C.TecklenborgA.G.Wsm | | |
| | D.F. | *in*No.1*hold only* | | | | | | | | | | | | | | | |
| 81170 | — Ⓟ | | 351 | ✠ | PAr | *d* | | 1903 | Langeveld en Van Vliet Neder-Har-dinxveld | Soc.Anon.Comer-cialBraun& Blanchard | 130·5 | 22·1 | 9·9 | PntaArnas Chilian | C.2Cy.13½″&31″–21″ NB24 49NHP | 10 ″ 6 | |
| 971 | | *ss*P.Ar.No.3–12,16 | 210 | 12,16 | | | | 9mo | | | Q51′ | F18′ | FK | *3BHCem* | MacColl&Pollock,Sld. | | |
| CBPG | *Mchy.Aft* | Wireless (1*DkStl*) | 175 | | | | | | | | | | | *FPT*27*t* *APT*11*t* | | | |
| | *Well deck* | | | | | | | | | | | | | | | | |
| 81171 | **Patdoris** (*ex*Yorkminster, | | 770 | | | | | 1913 | G.Brown& Co. Greenock | J.F.Sowards | 200·2 | 29·1 | 12·8 | Kingston, Ont. | T.3Cy.16″,26″&44″–33″ 96RHP | | C |
| 135331 | *ex*Ardgarth) | | 578 | | | | | | | | | | | *WB* | Ross&Duncan,Glasgow | | |
| | *Mchy.Aft* | 1*Dk* | 350 | | | | | | | | | | | British | | | |
| 81172 | **Patella** | | 7468 | ✠100A1 | ~~Off~~ | *b*† | CL | 1927 | Palmers' Co.Ld. Newcastle | Anglo-Saxon PetroleumCo.Ld. | 440·4 | 59·3 | 32·7 | London British | Oil Engines 4S.C.SA 6Cy.32¾″–59 7/10″ 602NHP 2DB*180lb* | 32 ″ 9 | |
| 149873 | *Mchy.Aft* | *Oil Eng.* | 6789 | Examined 7,40 Grk | | 2½ | | 8mo | | | 458·5(O.L.) | | | 15*BHptCem* | | s 6 ″ 2½ | |
| GJSW | *Cruiser Stern* | *ss*Nwc.No.2–36 | 4328 | ✠LMC C87,50 | | | | | | | P99′ | B41′ | F63′ FK | | N.E.MarineEngCoLd.Nwc | 26 ″ 9½ | |
| | D.F. E.S.D. | 1*Dk*(*Stl*) | | DBS11,39 8,38 | | | | | | | | | | | | | |
| | *Longitudinal framing at bottom&at decks* | | | *Carrying Petroleum* | | *in* | *bulk* | | | | *Lloyd'sA&CP* | *Cell* | *DBuE*73′291*tD* | *Tf*32′369*tFPT*199*t* *APT*70*t* | | | |
| 81173 | **Paterson** | **Wood~~TwinSc~~** | 446 | | | | | 1920 | T.F.Mor-rison,Sinclair &Co. Blmain NSW | H.R.Lancey ShippingCo.Ld. | 148·8 | 32·7 | 11·3 | SydnyNSW British | ~~T.6Cy.~~10½″,19″&32″–18″ T.3Cy. 50 ~~99~~RHP | | |
| 136469 | | | 365 | | | | | | | | F28′ | | | | Chapman&Co.Ld.Sydney | | |
| VLFT | *Mchy.Aft* Wireless | 1*Dk* | 226 | | | | | | | | | | | | | | |
| 81174 | **Pathfinder** (*ex*SamuelMather) | | 6751 | | | | | 1906 | Detroit S.B.Co. Wyandotte | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 530·0 | 60·2 | 32·2 | Wilmgton (Del.) | T.3Cy.23½″,38″&63″–42″ 257NHP | | R |
| 203407 | | | — | | | | | | | | | | | *WB* | | | |
| WDPT | D.F. GyC. *Mchy.Aft* | 1*Dk* | 5408 | | | | | | | | | | | Utd.States | DetroitS.B.Co.Detroit | | |
| 81175 | **Patia** | | 5355 | | | | | 1922 | Cammell Laird&CoLd. Birkenhead | Elders&Fyffes,Ld. | 400·0 | 51·1 | 30·3 | Liverpool British | T.3Cy.27½″,46½″&78″–54″ 447NHP | | C |
| 145920 | *Ref.Mchy.* | 2*Dks&2pt dks* | 4658 | | | | | | | | P42′ | B157′ | F44′ | | | | |
| GDCY | D.F. Sub.Sig. | | 3297 | | | | | | | | | | | *WB* | CammellLaird&CoLd.Bkn | | |
| 81176 | **Patrai** (*ex*Germania–39, | | 1977 | | | | | 1909 | ClydeS.B. &Eng.Co.Ld. Pt.Glasgow | HellenicLines,Ld. (P.G.Callimano-pulos,*Mgr.*) | 295·0 | 42·0 | 17·2 | Piræus Greek | T.3Cy.22″,35″&59″–39″ 217NHP | | V |
| 857 | *ex*SaintChamond–36,*ex*Luga) | | 1705 | | | | | | | | | | | *WB* | ClydeS.B.&E.Co.Ld.P.Gl. | | |
| SVSF | | 2*Dks* | 1069 | | | | | | | | | | | | | | |
| 81177 | **Patras** | | 2065 | | | | | 1926 | Rotterdam Droogd.Maat Rotterdam | Koninkl.Paketv. Maats. | 300·3 | 46·3 | 14·6 | Batavia Dutch | C.4Cy.(2)18 1/16″&(2)39⅜″– 39⅜″ 195NHP | | V |
| | | | 1564 | | | | | | | | | | | *WB* | RotterdamDroogd.Maats. | | |
| PKFQ | | | 1181 | | | | | | | | | | | | | | |
| 81178 | **Patria** Ⓟ | **TwinSc** | 16595 | | | | | 1938 | Deutsche WerftAG Bet Finkenwrder Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 562·3 | 74·1 | 36·4 | Hamburg German | 6 Oil Engines 2S.C.SA 46Cy.(5–8Cy.&1–6Cy.) 20½″–27 9/16″&electric drive 3390NHP | | G |
| | | *Oil Eng.* | — | | | | | | | | B&F354′ | *Upper*F43′ | | *WB* | Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | |
| DJWU | D.F. E.S.D. GyC. | 4*Dks* | 9292 | | | | | | | | | | | | | | |
| | *Ref.Mchy.* Sub.Sig. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81179 | — Ⓟ | **TwinSc** | 11885 | | | | | 1913 | Forg.&Ch. de la Médit LaSeyne | Cie.Générale de Nav.àVap.Cyp. Fabre(FabreLine) | 487·2 | 59·2 | 40·1 | Marseilles French | T6Cy30 3/32″49 13/32″&79 9/16″–51 5/16″ 900NHP | | V |
| | | | 9189 | | | | | | | | B236′ | F69′ | | *WB* | Forg.&Ch.de la Médit.Msl. | | |
| FOHH | D.F. | 7*Dks* | 6744 | | | | | | | | | | | | | | |
| 81180 | — | | 3845 | ✠ | Sch | *w* | | 1901 | W.Gray &Co.Ld. WHartlepool | E.Behnke ("Orion" Schiff-ahrtsG.m.b.H. *Mgrs.*) | 338·6 | 49·5 | 25·6 | Hamburg German | T3Cy.25½″40½″&67″–45″ 297NHP | 28 ″ 3 | |
| | (*ex*ScottishRover, | *ss*Bmn.3rdNo.3–5,38 | 3590 | 8,39 | | | | 10mo | | | P28′ | B88′ | F31′ FK | 6*BHCem* | 2SB,*6cf*,GS113,HS4404 | | |
| DMBB | *ex*Westborough, | | 2415 | ✠ | | | | | | *Cell* | *DBa&uE*133′*f*144′ | | | 912*tAPT*71*t* | Cen.Mar.Eng.Wrks.WHpl | | |
| | *ex*Beechley) | 1*Dk*(*Irn*)2*tr B&deep* | | | | | | | | | | | | | | | |
| | D.F. | *framing&Web frames* | | | | | | | | | | | | | | | |
| 81181 | — | | 1341 | | | | | 1939 | Xiansands Mek.Værks. A/S Xiansand | Dampskibslsk PatriaIIA/S (OlufS.Knudsen, *Mgr.*) | 250·7 | 42·1 | 14·0 | Xiansand Norwegian | T.3Cy.17¼″,26″&46″–33½″ 122NHP | | N |
| | | | 1156 | | | | | | | | | | | *WB* | Akt.LindholmensVarvGot | | |
| LKBU | Wireless D.F. | 1*Dk&Shelter dk* | 730 | | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81182 | — | | 696 | ✠100A1 | Osc | *j* | OG | 1923 | NVScheep. DeMerwede Hardinxveld | FinskaÅngfartygs A/B | 184·2 | 28·0 | 12·1 | Helsingfrs Finnish | T.3Cy.15″,25½″&40 5/16″–27″ 180lb (*s*) 116NHP | 14 ″ 6 | |
| 620 | | *ss*Hfx.No.3–2,35 | 512 | 1,40 | | | 1,40 | 6mo | | | 180·1 | | | | | s4 ″ 5½ | |
| OHCV | | *ss*Hfx.No.1–39 | 296 | ✠LMC | | | | | | | Q117′ | F24′ | FK | 3*BHCem* | 2SB,*4cf*,GS64,HS2050 | 14 ″ 2½ | |
| | *Well deck* | 1*Dk*(*Stl*) | | MS4,39 BS~~8,39~~ 10,40 | | | | | | *Cell* | *DB*103′146*t FPT* | | | 63*tAPT*7*t* | N.V.Mchfbk."Holland," Hardinxveld | | |
| | *Mchy.Aft* Wireless D.F. | | | | | | | | | | *Lloyd'sA&CP* | | | | | | |
| 81183 | — | | 343 | | | | | 1937 | NVSchpsw "Foxhol" Foxhol | H.Groen | 134·5 | 24·8 | 8·0 | Groningen Dutch | Oil Engines 4S.C.SA 6Cy.11½″–16 5/16″ 74NHP | | C |
| | | *Oil Eng.* | 197 | | | | | | | | P39′ | Q56′ | F26′ | *WB* | MtrnWerke MannheimAG | | |
| PGRL | | *Cruiser Stern* | 168 | | | | | | | | | | | | | | |
| 81184 | **Patricia** | | 3979 | | | | | 1929 | Schiffsw.v. H.Koch A.G. Lübeck | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 374·0 | 53·7 | 22·6 | Hamburg German | Oil Engines 2S.C.DA 6Cy.23¾″–35 5/16″ 1170NHP | | G |
| | | *Oil Eng.* | 3373 | | | | | | | | P15′ | B&F35 1′ | | *WB* | Maschfbk.Augsburg-Nürnberg,Augsburg | | |
| DIEJ | Sub.Sig. | 1*Dk* | 2280 | | | | | | | | | | | | | | |
| | D.F. | *Cruiser Stern* | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 6 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 7 Port of Survey. | 8 Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Recipients in which classed, if not in L.R. Dates of B. of Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81185 8030 SECT | **Patricia** (P) (*ex* Patris II–35) *ss* Got. No. 3–2,39 2 *Dks* (*Stl*) *Wthr dk* (teak s) D.F. | *3902* *2801* *2166* | ✠ ... 11,40 *with freeboard* ~~DS2,40~~ ~~LMC 3-39~~ *Fitted for oil fuel* | Got | *w* | CL 5,39 | 1926 1mo *Lloyd's SA&CP* | Swan, Hunter & Wigham Richardson, Ld Newcastle *Cell D B 282' 574t D* | ~~Rederi A/B Svenska Lloyd (K. R. Bökman, *Mgrs.*)~~ Swedish Government *Ta 20' 157t FPT 46t* | 345·0 / 352·2 (O.L.) B167'F58 FK | 47·5 | 23·9 | Gothenbrg Swedish *APT 25t* | T. 3Cy. 24″, 40½″ & 68″–45″ (*s*) 210lb 527NHP 8 *B Hpt Cem* 2SB (FD) & 1 Aux SB, *10cf*, (6 to *W thr dk*) GS 199, HS 8475 2 „ *2nd* „) Swan, Hunter & Wigham Richardson, Ld. Nwc | 26 ″ 3 ~~6 ″ 0~~ 20 ″ 0 | |
| 81186 166352 GJJW | — (*Tender*) Wireless E.S.D. Sub.Sig. | 1116 744 457 | *with cylindric* *carrying fuel o* | *altank sin* *il F.P. ab* | *No.2 h* *ove 150° F.* | *F.P. a* *old* | 1938 | Smith's Dock Co. Ld. S. Bank, Mdb. | Corporation of the Trinity House | 218·2 | 35·6 | 15·0 | London British *WB* | Oil Engines 4S.C.SA 12Cy. 15″–20″ connected to electric motors & sc. shafts 263NHP English Electric Co. Ld. Rugby | | |
| 81187 Note "Empire Steelhead," | **Patrick Henry** *ex* Empire Steelhead, *ex* Patrick Henry D.F. Sub.Sig. | 7743 4914 | ✠ ... *Fitted for oil fuel* 7,21 | | | | 1920 4mo | The Pusey & Jones Co. Gloucester City, N.J. | Ministry of Shipping (Lyle Shipping Co. Ld., *Mgrs.*) | 439·6 / P41'B134'F46' *Shelter dk* | 60·2 | 33·7 *on* FK | British *WB* | Q4Cy 25½″, 37″, 52½″ & 76″–54″ 643NHP W. Cramp S. & E. B. Co. Phl. | 36 ″ 8 | R † |
| 73/41 | 1 *Dk* & *Shelter dk* 2 *nd dk* & *Web frames* *Longitudinal framing* | | | | | | | | | | | | | | | |
| 81188 159767 VRVL | **Patris** (P) (*ex* Corte II–36) 2 *Dks* | 1706 1355 626 | | | | | 1911 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Handris S.S. Co. Ld. | 280·0 / P45'F57' | 37·0 | 23·6 | Malta British *WB* | T. 4Cy. 29″, 45″ & (2) 52″–45″ 362NHP Swan, Hunter & Wigham Richardson, Ld. Nwc. | | V |
| 174 | | | | | | | | | | | | | | | | |
| 81189 147218 GCXF | **Patroclus** (P) Twin Sc *Ref. Mchy.* D.F. 3 *Dks* | 11314 8572 6910 | | | | | 1923 | Scotts' S.B. & E. Co. Ld. Greenock | China Mutual S.N. Co. Ld. (A. Holt & Co. *Mgrs.*) | 498·8 / P57'B195'F60' | 62·3 | 34·9 | Liverpool British *WB* | 2 Steam Turbines SR geared to 2 Sc. Shafts Scotts' S.B. & E. Co. Ld. Grk. | | BT till 4,40 |
| 81190 133870 MJFZ | **Pattersonian** (*ex* Blaydonian) K Irv. 2nd No. 3–8,41 ~~*ss* Shl. No. 3–9,27~~ *Mchy. Aft* ~~*ss* Shl. No. 3–39~~ *Cargo battens not fitted* 1 *Dk* (*pt Stl*) | 315 230 119 | ✠ 100A1 3,41 ~~1,39~~ BS 5,40 MS 12,40 | Shl Irv ✠ LMC ~~DS 4,39~~ | *e* | OG ~~1,39~~ 10,40 | 1915 3mo *Lloyd's SA&CP* | J. P. Rennoldson & Sns Ld. S. Shields | ~~Smith, Patterson & Co. Ld.~~, J. & A. Gardner & Co. Ld. *Cell D B f 77' 90t FPT* | 135·3 / Q55'F18' *Cell D B f 77' 90t FPT 7t APT 17t* | 23·6 | 9·1 FK | Glasgow British *3 B HCem* | C. 2Cy. 17″ & 36″–24″ (*s*) 130lb 75RHP 1SB, *3pf*, GS 44, HS 1296 J. P. Rennldsn & Sns Ld. SShl | 11 ″ 3 s ″ 9½ 10 ″ 7 | |
| 81191 149843 ZMDN | **Paua** *Oil Eng.* *ss* HKg. No. 3–1,40 *Mchy. Aft* Wireless 1 *Dk* (*Stl*) *Longitudinal framing at bottom & at deck* | 1412 918 620 | ✠ 100A1 2,41 ~~1,40~~ DBS ~~1,40~~ 2,41 ✠ LMC 1,40 *Carrying Petroleum in* | HKg Wlg | | CL 11,39 *bulk* | 1927 6mo *Lloyd's SA&CP Pt. re* | Harland & Wolff, Ld. Glasgow | Shell Company of New Zealand, Ld. *Cell D Ba* *built & length ned 40* | 231·5 / 243·3 (O.L.) P67'F41' *48' f 20'99t FPT 29t* | 36·6 | 15·1 FK | Wellingtn British *10 B Hpt Cem* *APT 27t* | Oil Engines 4S.C.SA 6Cy. 19¹¹⁄₁₆″–35⅞″ 225NHP DB *150lb* Harland & Wolff, Ld. Gls. | 15 ″ 0 s 1 ″ 2½ 13 ″ 11½ | |
| 81192 306 YMCG | **Paul Beneke** (P) Pad 1 *Dk* | 343 206 137 | | | | | 1906 | J. W. Klawitter Danzig | "Weichsel" Danziger Dampfschifff. & Seebad A. G. | 142·7 / P34'B30'H40' | 24·8 | 8·8 | Danzig | C. 2Cy. 21½″ & 39½″–39½″ 96NHP J. W. Klawitter, Danzig | | |
| 81193 233483 WJFT | **Paul Dana** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Carrying Petroleum in bulk* | 374 — 254 | | | | | 1934 | I. S. Bushey & Sons, Inc. Brooklyn NY | Diesel Tanker M. J. Derby, Inc. | 135·4 / P&B 181'F27' | 26·0 | 11·3 | New York Utd. States | Oil Engines 2S.C.SA 5Cy. 14″–17″ 172NHP Fairbanks Morse & Co. Beloit, Wis. | | |
| 81194 167806 GMNY | **Paul Emile Javary** *Oil Eng.* 1 *Dk* & *2nd dk in Nos. 1 & 4 holds* | 2471 1952 1452 | ✠ ... 12,28 ✠ | | | | 1926 9mo | Atel. & Ch. de France Dunkirk | Ministry of Shipping (J. T. Salvesen & Co. *Mgrs.*) | 288·2 / P29'B63'F38' | ~~45·5~~ | ~~17·5~~ FK | Cardiff British *WB* | Oil Engines 4S.C.SA 6Gy. 19¹¹⁄₁₆″–49⅜″ 222NHP Akt. Burmeistr & Wain, Cpn | 21 ″ 0 | V † |
| 81195 216222 KJIO | **Paul H. Harwood** *Fitted for oil fuel* *Mchy. Aft* GyC. 2 *Dks* & *Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* | 6610 6444 4080 | ✠ ... 3,22 ✠ | | | | 1918 4mo | Bethlehem S.B. Corp. Ld. S. Francisco | Standard Oil Co. of New Jersey | 435·0 / P106'B50'F42' | 56·0 | 32·0 FK | Wilmgton (Del.) Utd. States *WB* | DR Geared Steam Turbine 606NHP General Electric Co. Schenectady, N.Y. | 33 ″ 6 | R † |
| 81196 DJRS | **Paul Harneit** *Oil Eng.* D.F. 1 *Dk*, 2 *nd dk clear of cargo tanks* E.S.D. GyC. *Cruiser Stern* *Mchy. Aft* *Longitudinal framing* Sub.Sig. *Carrying Petroleum in bulk* | 10391 9632 5776 | ✠ 7,39 ✠ | Bmn | *f*† 2¼ | | 1936 7mo | F Schichau G. m. b. H. Danzig | Deutsch-Amerikanische Petroleum Ges. *Cell D Bu E 84' 171t D* | 488·4 / 506·3 (O.L.) P107'B39'F35' *Tf 16' 539t FPT 369t APTs 214t* | 70·0 | 36·9 FK | Hamburg German *16 B Hpt Cem* | Oil Engines 2S.C.SA 8Cy. 25⅞″–47½″ 909NHP F Schichau G. m. b. H. Elbing | 37 ″ 0 | G † |
| 81197 DHTC | **Paul L.-M. Russ** *Mchy. Aft* Wireless 1 *Dk* | 1170 1006 622 | | | | | 1923 | Stettiner Oderwerke Stettin | Ernst Russ | 230·9 / P&B 181'F27' | 36·4 | 14·6 | Hamburg German *WB* | T. 3Cy. 17⅝″, 28⅜″ & 43⅜″–31½″ 105NHP Stettiner Oderwerke | | G |
| 81198 215528 WLCH | **Paul Luckenbach** (*ex* Poznan, *ex* Suwanee, *ex* Mark) D.F. GyC. *Fitted for oil fuel* 3 *Dks* | 6606 6183 4125 | | | | | 1913 | Bremer Vulkan Vegesack | Luckenbach S.S. Co. Inc. | 471·1 / 471·3 (O.L.) P128'B25'F41' *236t DT f 43'750t FPT 228t APT 178t* | 59·2 | 28·9 FK | New York Utd. States *WB* | T. 3Cy. 32⅜″, 52½″ & 86⅜″–55 1/16″ 2NB–22 566NHP Bremer Vulkan, Vegesack | | R |
| 81199 165617 MMPL | **Paul M.** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* | 492 320 257 | | | | | 1937 | N.V. Gebr. van Diepen Waterhuizen | ~~T. J. Metcalf~~ Metcalf Motor Coasters Ld. (T. J. Metcalf, *Mgr.*) | 157·5 / 160·4 (O.L.) P86'F51' *Trunk 168'* *Cell D Bu E 55' f 20' 159t FPT 38t APT 88t* | 27·3 | 9·8 FK | London British *WB* | Oil Engines 4S.C.SA 6Cy. 11″–17 1/16″ 70NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz | | C |
| 81200 221455 KDTE | **Paul Shoup** (*ex* Playa) *ss* S. Fo. No. 3–8,33 *ss* S. Fo. No. 1–37 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing* | 6817 6058 4245 | ✠ 100A1 5,41 SFQ BS 5,41 ✠ LMC 5,37 *Carrying Petroleum in* *Fitted for oil fuel* 7,21 | LAn | *a*† | CL ~~N 5,37~~ 5,40 *bulk* *F.P. above* | 1921 7mo | Merchant S.B. Corp. Chester, Pa. A&CP | Tide Water Associated Oil Co. *Cell D Bu E & B 60'* | 424·4 / P128'B25'F41' *236t DT f 43'750t FPT 228t APT 178t* | 58·2 | 32·9 FK | S. Frncisco Utd. States *16 B Hpt Cem* (9 to *U dk* 7 „ *2nd* „) Curacao | T. 3Cy. 27″, 45″ & 75½″–51″ (*r*) 210lb ~~170lb~~ 584NHP 3SB, *9cf*, GS 185, HS 8331 FD New York S.B. Corp. Camden, N.J. | 33 ″ 0 s 7 ″ 9½ 25 ″ 6 | |
| 81201 3682 PGRN | **Paula** Twin Sc *Oil Eng.* D.F. *ss* H.Kg No. 3–12,39 ~~*ss* Sng. No. 2–39~~ *Mchy. Aft* E.S.D. 1 *Dk* (*Stl*) *Longitudinal framing at bottom & at deck* | 2770 *1837* *1319* | ✠ 100A1 ~~8,40~~ 2,39 1,41 ✠ LMC ~~CS 10,39~~ DBS ~~12,39~~ 8,40 5,39 2,39 *Carrying Petroleum in* | Bat Sba | *l* 8,40 | CL 2,39 *bulk* | 1927 11mo *Lloyd's SA&CP* | Harland & Wolff, Ld Glasgow | Nederl. Indische Tankstoomboot Maats. *Cell D Bu* | 305·3 / P86'F51' *Trunk 168'* *E 55' f 20' 159t FPT 38t APT 88t* | 50·2 | 15·1 FK | The Hague Dutch *12 B HCem* | Oil Engines 4S.C.SA 12Cy. 19¹¹⁄₁₆″–27⅝″ 452NHP DB *150lb* Harland & Wolff, Ld. Gls. | 15 ″ 0 s ″ 7½ 14 ″ 5¾ | |
| 81202 OXRH | — 1 *Dk* Wireless D.F. *Cruiser Stern* | 1549 1349 884 | | | | | 1934 | Helsingörs Jernsk & Msk. Elsinore | J. Lauritzen | 290·0 / P&B 218'F38' | 39·7 | 15·3 | Esbjerg Danish *WB* | (C.4Cy. (2) 14⅜″ & (2) 31½″–31½″ & LP Turbine HS 2519 192NHP Helsingörs Jernsk. & Msk. | | G |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grossment, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à part. Lettre d'Approbation. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord an milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Longueur de cale, si elle est dans le L.R. Date de cet Enregistrement. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81203 | **Paula Faulbaums** (*ex*Jorunn–34, *ex*Tolosa, *ex*Antares) 1 *Dk* | | 1855 / 1705 / 1111 | | | | | 1908 | Osbourne Graham & Co. Sunderland | Max Faulbaum Steamship Line | 279·0 \| 40·1 \| 18·2 H66 *t* F37 *t* | | | German *WB* | T.3Cy.20½″,33″&54″–36″ 175 NHP G.Clark, Ld. Sunderland | | N |
| 81204 DKAE | **Pauline Friederich** (*ex*Vassos–39, *ex*Emanuel Nobel–35) *Fitted for oil fuel* *Carrying Petroleum in bulk* *Mchy. Aft* 2 *Dks* | | 4645 / 4196 / 2401 | | | | | 1912 | Nederl. Schps. Maats. Amsterdam | Reederei Eugen Friederich | 376·7 \| 51·2 \| 27·4 P88′ B33′ F40′ | | | Hamburg German *WB* | T.3Cy.26″,43″&72″–48″ NE&B20 359 NHP Wallsend Slipway & E.Co. | | G |
| 81205 214449 WKCL | **Paulsboro** *ss*N.Yk.No.3–4,28 *ss*N.Yk.No.2–36 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. GyC. *Longitudinal framing* | | 6699 / 6209 / 4171 | ✠100A1 3,40 BS3,40 ✠LMC2,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9, 16 | NYk | *b*† CL 7,38 *F.P. above* 150° F. | | 1916 9mo | Union Iron Works Co. San Francisco A&CP | Socony-Vacuum Oil Co. Inc. *Cell D Bu & E* 197 *t DT f* 50′ 880 *t P* | 435·0 \| 56·0 \| 33·4 P106′ B50′ F42′ FK *PT* 97 *t APT* 74 *t* | | New York Utd. States | T.3Cy.27½″,47″&78″–48″ (*s*) 215 lb 563 NHP 15 *BHpt Asp* (10 *to U dk* 5 „ *2nd* „) | 33 ″ 6 s 6·10½ 26·10½ 3SB, *9cf*, HS 9405 Union Iron Works Co. S.Fo. | |
| 81206 YTCR | **Pavla** (*ex*Mosor–34, *ex*Cheliff, *ex*Mercur) 1 *Dk* 2 *tr B* | | 1419 / 973 / 864 | | Rot | *u* | | 1895 | Flensburger Schiffsb. Ges. Flensburg | Parobrodarsko drustvo "Marović" s.o.j. (G.J.Marović, *Mgr.*) | 239·0 \| 34·0 \| 14·4 Q72′ B113′ F26′ | | | Susak Yugoslav *WB* | T.3Cy.16″,26″&43″–33″ 106 NHP Flensburger Schiffsb. Ges. | | V |
| 81207 UPIM | **Pavlin Vinogradov** (*ex*Chapaev–35, *ex*Tiba–35) *ss*Rot.No.1–33 1 *Dk* (*Stl*) | | 2864 / 2611 / 1734 | ✠ 3,35 ✠ | Rot | *u* | | 1929 6mo | N.V.Mch. & Scheepswrf. van P.Smit, Jr Rotterdam | U.S.S.R. *Cell D B* 269′ 687 *t F PT* 60 *t* | 310·6 \| 45·9 \| 22·6 P23′ B94′ F25′ FK *APT* 101 *t* | | | Archangel Russian | T.3Cy.24″,37″&63″–39⅜″ 335 NHP 2SB, 6*cf*, GS 110, HS 4736 N.V.Mch. & Scheepswerf van.P.Smit, Jr. Rot. | 25 ″ 0 | |
| 81208 FPBJ | **Pavon** *ss*Ant.No.2–38 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | 4128 / 3746 / 2439 | ✠100A1 *with freeboard* 8,39 ✠LMC MS5,36 BS12,39 | Ant | *y* | CL 8,39 | 1930 8mo | Napier & Miller, Ld. Glasgow *Lloyd's* A&CP | Cie. de Navigation d'Orbigny *Cell D Bu & E* 153′ *f* 181′ 947 *t* | 394·5 \| 53·0 \| 22·7 F34′ FK *PT* 74 *t APT* 124 *t* | | La Rochlle French | T.3Cy.24″,41″&68″–48″ (*s*) 210 lb 501 NHP 6 *BHCem* (*Coll to Sh dk* 5 „ *2nd* „) | 25 ″ 0 s 2 ″ 2¾ 22 ″ 11¾ 2SB (FD) & 1 Aux B, *9cf*, GS 177, HS 7700 J.G.Kincaid & Co. Ld. Grk. | |
| 81209 203926 KBJT | **Pawnee** *Fitted for oil fuel* 2 *Dks* | | 1907 / — / 1382 | | | | | 1907 | Harlan & Hollingsworth Co. Wlmgtn, Del. | Agwilines, Inc. (Clyde-Mallory Lines, *Mgrs.*) | 250·5 \| 40·0 \| 25·0 | | | New York Utd. States | T.3Cy.19″,30″&50″–30″ 137 NHP Harlan & Hollingsworth Co. | | R |
| *Now "Pan Orleans," see No. 89562 in Supplement* | | | | | | | | | | | | | | | | | |
| 81210 DOOB | **Pax** 1 *Dk* | | 513 / 385 / 301 | | | | | 1893 | Akt.Ges. "Weser" Bremen | Dampfschifffahrts Ges. Neptun | 159·1 \| 26·1 \| 11·9 Q44′ B38′ F21′ | | | Bremen German *WB* | C.2Cy.17⅝″&31½″–21⅝″ NB19 38 NHP A.G. "Weser," Bremen | | G |
| 81211 106026 MQVZ | **Paz** (*ex*Iron Monarch–37, *ex*Koolonga) *ss*Syd.No.3–9,36 1 *Dk* (*pt Irnpt Stl*) *Cargo battens not fitted* | | 4260 / 3926 / 2632 | ✠100A1 6,40 ~~9,00~~ ✠LMC 8,40 ~~MS9,36~~ ~~BS9,39~~ | HKg | *x* | CL 2,39 | 1914 2mo | Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's* A&CP | Madrigal & Co. *Cell D Ba* 117′ *u E & B40′ f* 159′ 899 *t F PT* 99 *t* | 364·0 \| 50·7 \| 26·1 375·2 (O.L.) P29′ B106′ F33′ FK *APT* 151 *t* | | Manila Utd. States | T.3Cy.25″,42″&68″–45″ (*s*) 180 lb *90 lb* 344 NHP 6 *BHCem* 2SB, 6*cf*, GS 124, HS 5400 N.E.Marine Eng.Co.Ld.Sld | 28 ″ 6 s 5 ″ 2¾ 23 ″ 6 | |
| 81212 YTPR | **Pcela** (*ex*Iniziativa G.–34, *ex*Iniziativa, *ex*Heatherlea, *ex*Overveen) *Mchy. Aft* 1 *Dk* | | 311 / 239 / 162 | | | | | 1918 | Gebr. E.& M. Coops Hoogezand | Bračа Feric | 129·8 \| 22·6 \| 10·5 | | | Split Yugoslav *WB* | C 2Cy.12″&24″–15¾″ 19 NHP Botje, Ensing & Co. Grningn | | V |
| 81213 106026 MQVZ | **Pearl** *ss*Irv.4th No.3–5,44 3 Mst *ss*~~Bwg.3rd No.3–12,28~~ *ss*Gls.No.2–27 *Mchy. Aft* — 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted* | | 678 / 473 / 277 | ✠100A1 ~~2,183,38~~ 9,41 ✠NB9,20 ✠LMC ~~1,37~~ 9,40 ~~BS10,30~~ | Ayr Irv | *i* | CL 5,37 8,40 | 1896 8mo | J.Shearer & Son Glasgow A&CP | Wm.Robertson *Cell D Bf* 108′ 153 *t* | 185·0 \| 29·1 \| 10·8 Q92′ B11′ F36′ BK 7½″ | | Glasgow British 3 *BHCem* | T.3Cy.16″,26″&42″–33″ (*s*) 160 lb 90 RHP 1SB, *3pf*, GS 58, HS 1600 Muir & Houston (Lim.), Gls. *FPT* 25 *t* | 13 ″ 0 s ″ 8 13 ″ 2½ | |
| 81214 140269 GVVR | **Pearleaf** *ss*Ply.No.3–8,29 *ss*H.Kg.No.2–37 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing* | Twin Sc | ~~5911~~ / ~~4208~~ 1,11 ~~2,39~~ / ~~3211~~ 5993 / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 3, 17 / 5283 / 2701 | ✠100A1 ~~BS3,41~~ ✠LMC 12,37 | HKg Sng | CL 12,40 ~~6,40~~ *bulk* *F.P. above* 150° F. | | 1917 3mo | W.Gray & Co.Ld. W Hartlepool | The Admiralty *Cell D Bu E & B* 87′ 383 *t DT f* 48′ 19 *t* | 404·8 \| 54·5 \| 32·6 426·0 (O.L.) P36′ B32′ F85′ FK *DT a* 19′62 *t F PT* 70 *t APT* 90 *t* | | London British 20 *BHpt Cem* | T.6Cy.26″,42½″&70″–45″ (*s*) 200 lb 1089 NHP 6SB, *18cf*, HS 16932 FD Cen.Mar.Eng.Wrks. W Hpl | 35 ″ 2 s 6 ″ 8½ 28 ″ 8½ | |
| 81215 147460 GJSX | **Pearlmoor** *ss*Bly.No.3–5,36 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | 4581 / 4283 / 2817 | ✠100A1 *with freeboard* 5,39 ✠LMC MS5,36 BS2,40 | Shl | *z* | CL 5,39 | 1923 4mo | J Readhead & Sons, Ld. South Shields *Lloyd's* A&CP | Moor Line, Ld. (Runciman Shipping Co. Ld. *Mgrs.*) *Cell D B* 352′ 1160 *t* | 400·3 \| 52·1 \| 25·8 415·0 (O.L.) *APT* 153 *t* FK | | London British 6 *BHCem* (*Coll to Sh dk* 5 „ *2nd* „) | T.3Cy.27″,44″&73″–48″ (*r*) 180 lb 513 NHP 3SB (Spt) *9cf*, GS 146, HS 7570 J.Readhead & Sons Ld. S.Shl | 28 ″ 6 s 3 ″ 2¾ 25 ″ 6 | |
| 81216 ESXN | **Pearu** (*ex*Lady Martin–38, *ex*Northern Coast) Wireless D.F. 1 *Dk* & *Shelter dk* | | 1252 / 934 / 490 | | | | | 1913 | Sir Raylton Dixon & Co Ld Middlesbro' | A/S Eesti Laevaliinid | 250·5 \| 36·0 \| 15·0 B67′ F26′ | | | Tallinn Estonian *WB* | T.3Cy.18″,29″&48″–36″ Richardsons, Westgarth & Co. Ld. Mdb. | 138 NHP | C |
| 81217 148661 MNKB | **Pebble** (*ex*Kempton) *ss*Bwg.No.3–5,37 *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted* | | 597 / 421 / 303 | ✠100A1 11,40 ~~8,00~~ BS9,39 ✠LMC 5,37 9,40 | Irv Sws | *i* | CL 8,39 | 1925 8mo | Burntislnd S.B.Co.Ld. Burntisland *Lloyd's* A&CP | Wm.Robertson *Cell D Bf* 103′ 150 *t F PT* 47 *t* | 170·0 \| 27·4 \| 11·2 Q96′ B11′ F21′ FK *APT* 23 *t* | | Glasgow British 3 *BHCem* | T.3Cy.13″,23″&37″–26″ (*s*) 200 lb 98 RHP 1SB, *3cf*, GS 60, HS 1752 W.Beardmore & Co. Ld. Gls. | 13 ″ 4 s 3 ″ 9½ 13 ″ 2½ | |
| 81218 149829 GJRX | **Pecten** *Oil Eng.* *Mchy. Aft* *ss*Gls.No.3–12,39 D.F. E.S.D. *Cruiser Stern* 1 *Dk* (*Stl*) *Longitudinal framing at bottom & at deck* | | 7468 / 6789 / 4330 | ✠100A1 1,10 ~~12,20~~ ✠LMC CS 12,39 DBS 4,40 6,38 *Carrying Petroleum in bulk* | Gls Cff | *b*† 2½ CL 6,38 | | 1927 5mo | Palmers' Co.Ld. Newcastle *Lloyd's* A&CP | Anglo-Saxon Petroleum Co. Ld. *Cell D Bu E* 34′ 111 *t D Tf* 32′ 369 *t F PT* 199 *t* | 440·4 \| 59·3 \| 32·7 P99′ B41′ F63′ FK *APT* 70 *t* | | London British 15 *BHpt Cem* | Oil Engines 4S.C.SA 6Cy.32½″–59½″ 602 NHP 2DB *180 lb* N.E.Marine Eng Co Ld Nwc. | 32 ″ 9 s 6 ″ 2½ 26 ″ 9½ | |
| 81219 161840 MBJW | **Peder Bogen** *ss*Shl.No.3–11,37 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Mchy. Aft* *Longitudinal framing* D.F. | | 9741 / 9145 / 7363 | ✠100A1 *Shelter dk with freeboard* 5,40 ~~5,39~~ BS9,39 ✠LMC 11,37 *Carrying Petroleum in bulk* *Adapted for oil fuel* 7,28 *F.P. above* 150° F. | Grk Shl | *e*† CL ~~10,38~~ 5,40 *bulk* | | 1925 6mo | NV Schpsw "Dordrecht" Dordrecht *Lloyd's* A&CP | South Georgia Co. Ld. (Chr. Salvesen & Co. *Mgrs.*) *Cell D Bu E & B* 86′ 340 *t DT f* 36′ 398 *t* | 480·9 \| 62·3 \| 37·1 495·0 (O.L.) B26′ F49′ FK *F PT* 285 *t APT* 187 *t* | | Leith British 17 *BHCem* (*Coll „ to Sh dk* 9 „ „ *2nd* „) | T.3Cy.28″,46″&77″–54″ (*s*) 190 lb 655 NHP 3SB, 9*cf*, GS 195, HS 9885 FD Maats. Fyenoord, Rot. | 40 ″ 0 s 10 ″ 6¾ 29 ″ 8½ | |
| 81220 166551 GNGN | **Pedernales** *Mchy. Aft* 1 *Dk* *Cruiser Stern* | Twin Sc | 3945 / 2951 / 1821 | ✠100A1 5,41 ~~10,09~~ ✠LMC 9,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9, 38 *F.P. above* 150° F. | Aru | *w* | CL SN 12,38 P5,41 | 1938 9mo | Cantieri Riuniti Dell' Adriatico Monfalcone *Lloyd's* A&CP | Lago Shipping Co. Ld. ~~(F.J.Wolfe, *Mgrs.*)~~ (R.A. Carder, *Mgr.*) *Cell D Bu E & B* 48′ 23 *t F PT* 164 *t* | 355·9 \| 60·2 \| 16·7 365·2 (O.L.) P77′ F42′ FK *Trunk* 240′ *APT* 141 *t* | | London British 8 *BHpt Cem* *pt Asp* | T.6Cy.16″,26″&43″–27″ (*s*) 180 lb 318 NHP 2SB, 6*cf*, HS 5130 FD N.E.Marine Eng.Co. (1938) Ld. Nwc. | 17 ″ 6 s ~~4 ″ 1~~ ~~10 ″ 7½~~ s 2 ″ 6 16 ″ 2½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Fr. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81221 PUNB | **Pedrinhas** 1 *Dk(Stl)* | *3666* *3323* *2219* | ✠100A1 *Shelter dk* | Got | *x* | OG | 1935 | Lithgows Ld. PortGlasgow | Cia.deCabotagem dePernambuco | 350·7 P40′ | 50·2 B106′ | 23·3 F38′ | Prnmbuco Brazilian *WB* | T.3Cy.21½″,37″&62″–42″ 250NHP D.Rowan&Co.Ld.Gls. | | C |
| 81222 | **Pedro II** (*ex*Commandante Freitas-31,*ex*Itapeva,*ex*Cavour) Iron | 965 — 626 | *with freeboard* 12,39 ✠LMC(M)5,40 DBS6,40 ✠LMC7,38 | | | P1,38 S3,39 | 1881 | Scott&Co. Greenock | Sociedade AnonymaBitar Irmãos | 225·7 | 32·6 | 13·9 | Para Brazilian | C.2Cy.23″&50″–30″ NB97 114NHP Scott&Co.Greenock | | |
| 81223 5519 SGEA | **Pedro Christophersen** Twin Sc3Mst *Tonnage opening closed '40* *Oil Eng.* *ss*Got.2ndNo.3–7,38 D.F. 3*Dks* ~~3*Dks(Stl)&Shelter dk(Stl)~~ | *4968* — *3064* | ✠100A1 *Shelter dk* *with freeboard* 12,39 ✠LMC(M)5,40 DBS6,40 ✠LMC7,38 | Got | *x* | OG P1,38 S3,39 | 1913 8mo *Lloyd's* | Akt.Burmeistr Nordstjernan Copenhagen *SA&CP* | Rederiaktieb. Nordstjernan (A.A.Johnson. *Mgr.*) | 360·0 (O.L.) H252*t* | 51·6 | 22·2 FK | Stockholm Swedish 6*BH* | Oil Engines 4S.C.SA 16Cy.19¼⅛″–26″ 604NHP NDB34–*100lb* *Upper'tween dk L. Hs except Coll B H dispensed with* *Coll B to W dk,5 B H to 2nd dk)* | 34 ″ 0 s9 ″ 4¼ 24 ″ 10 | |
| 81224 161594 GYTN | **Peebles** *ss*Cit.No.1–40 *Oil Eng.* D.F. 1*Dk & Shelter dk* *Cruiser Stern* | 4982 4627 3068 | ✠100A1 *with freeboard* 9,40 ~~10,39~~ ✠LMC5,36 DBS8,40 ✠LMC(M)10,38 | Bry Cit | *a*† 2 | CL 10,39 | 1936 5mo *Lloyd's* | W.Doxford &Sons,Ld. Sunderland *SA&CP* | B.J.Sutherland &Co.Ld. *CellDB346′1174t* | 423·6 439·2 (O.L.) | 54·2 *MT1236t* | 26·1 FK *APT191t* | Newcastle British 7*BHptCem* *Coll to Sh dk* 6 ,, 2nd ,,) | Oil Engines 2S.C.SA. 3Cy.20½″–81¼″ 388NHP 2DB–*120lb* W.Doxford&Sons,Ld.Sld. | 28 ″ 8 s 3 ″ 4½ 25 ″ 6 | |
| 81225 1138 ESRT | **Peet** (*ex*Moorfoot–37) *ss*Tln.2ndNo.3–5,38 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted* | 2111 1628 1203 | ✠100A1 2,40 ✠LMC MS5,38 BS12,39 | Got | *r* | CL 1,40 | 1913 12mo *Lloyd's* | Greenock &Grangemth Dkyd Co.Ld. Grngemouth *SA&CP* | K.Jurnas *CellDBa68′uE* | 272·2 283·2 (O.L.) Q152′Bon Q48′F28′ *20′f116′426t FPT* | 42·7 | 17·6 FK *9t APT20t* | Pärnu Estonian 4*BHCem* 6 ,, 2nd ,,) | T.3Cy.21″,35″&57″–39″ (*s*) 180lb 250NHP 2SB,*6cf*,GS121,HS4276 J.G.Kincaid&Co.Ld.Grk. | 19 ″ 9 s 6 ″ 2⅜ 18 ″ 0 | |
| 81226 Now "Cathrine," *see No. 87542 in Supplement* | **Peeter** (*ex*Muncove–40,*ex*Covedale) *Mchy.Aft* 1*Dk* | 2437 1480 | No later survey reported. | | | | 1919 | Gt.Lakes Eng.Works Ecorse,Mich. | J.Inkapööl& others | 253·4 P115′F25′ | 43·7 | 24·5 | Tallinn Estonian *WB* | Oil Engines 4S.C.SA 6Cy.22″–32″ NE23 283NHP Macintosh&SeymourCorp. | | R |
| 81227 7639 SHUN | **Pegasus** *Oil Eng.* *ss*S.Fo.No.2–38 D.F. 2*Dks(Stl)&Web frames* *Longitudinal framing-bracketless system* *Mchy.Aft* *Cruiser Stern* | *9583* *8853* *5702* | ✠100A1 ~~8,39~~ 2,41 PNI ✠LMC CS8,39 DBS8,39 ~~7,40~~ 7,38 *Carrying Petroleum in bulk* | Sng | *e*† | CL N2,40 | 1930 5mo *Lloyd's* | W.Doxford &Sons,Ld. Sunderland *SA&CP* | Rederiaktieb. Transoil(R. Sörman,*Mgr.*) *CellDBuE70′25* | 492·3 497·3 (O.L.) P101′B35′F39′ *3tDT f47′498t FPT* | 65·0 | 36·6 FK *240t APT75t* | Gothenbrg Swedish 16*BHptCem* | Oil Engines 2S.C.SA 4Cy.23¾″–91¼″ 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld. | 36 ″ 9 s 8 ″ 2½ 28 ″ 10 | |
| 81228 257 SVZC | — (*ex*Lappland–39, *ex*Benares–34) *ss*Got.No.3–11,32 D.F. *ss*Got.No.1–36 1*Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed 39* | *5762* *5469* *3509* | ✠100A1 *Shelter dk* *with freeboard* Examined 2,41 MS6,36 BS2,41 ✠LMC *Fitted for oil fuel* | ~~LAn~~ Bal | *z* | CL 4,39 F.P. *above* | 1920 9mo *Lloyd's* | Furness S.B.Co.Ld. HavertonHill -on-Tees *SA&CP* 50° F. | G.N.Louloudis *CellDB* | 391·7 413·6 (O.L.) F38′*on Shltr dk* *Collision B Hto Sh dk* 5 ,, ,, *U* ,, | 52·3 | 24·0 FK | Andros Greek *ptCem* | T.3Cy.26⅛″,45″&75″–51″(*s*) 180lb 569NHP 3SB,*9cf*,GS187,HS8491 Richardsons,Westgarth &Co.Ld.Hpl. | 35 ″ 5 s 9 ″ 5½ 26 ″ 2½ | |
| 81229 81801 WCGD | — (*ex*WilliamH.Gratwick) D.F. GyC. *Mchy.Aft* Sub.Sig. 1*Dk2trB* | 4776 — 3352 | | | | | 1902 | American S.B.Co. Cleveland | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 416·0 | 50·0 | 28·0 WB | Wilmgton (Del.) Utd.States | T.3Cy.22″,35″&58″–40″ 213NHP AmericanSB.Co.Cleveland | | R |
| 81230 154061 ~~APPE~~ GNXN | — (*ex*Vesta) 3Mst *ss*Tri.No.3–6,31 *ss*Msl.No.1–35 D.F. *Mchy.Aft* 2*Dks&Web frames* | 3597 3178 2128 | ✠100A1 6.38 ✠LMC MS3,35 BS5,39 Surveys delayed *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,13 | Ist | *v* | CL 6,39 F.P. *above* | 1913 4mo *Lloyd's* | NewYork S.B.Co. Camden,N.J *SA&CP* | Socony–Vacuum Transportation Co.Ld. *CellDBuE&B &bunker106′210t* | 330·5 P116′B30′F43′ | 46·2 | 25·6 FK *FPT82t APT52t* | London British 15*BHptCem* (12 *to U dk* 3 ,, 2nd ,,) | T.3Cy.21″,35″&58″–42″ 200lb (r) 318NHP 2SB,*4cf*,GS160,HS5762 NewYorkSBCo.CamdnNJ | 27 ″ 0 s4 ″ 0⅜ 23 ″ 1¼ | |
| 81231 OHWJ | **Peggy Thordén** (*ex*Nervion–34, *ex*HansFischer,*ex*ErikLarsen) D.F. 1*Dk* | 1784 1540 1003 | | | | | 1921 | Nüscke& Co.A.G. Stettin | Rederi A/B Peggy Thorden (Gust.B. Thorden,*Mgr.*) | 280·8 267·3 P26′B67′F30′ | 42·2 | 17·9 *WB* | Helsingfrs *Brandö* Finnish | T.3Cy.20,7/8″,32¼″&51½″–35⅜″ Waggon-u. 157NHP MaschinenbauA.G.Görlitz | | N |
| 81231* 2024 IJME | **Pegli** (*ex*Altero–36,*ex*Wedgwood) *ss*Sld.No.3–1,24 *ss*Nwc.No.1–28 *Well deck* 1*Dk* | 1593 — 912 | ✠ ... 1,33 ✠ | | | | 1910 9mo | R.Thompson&Sons,Ld. Sunderland | IgnazioMessina& C. | 275·6 265·0 *Pon*Q18′Q108′B54′ F24′ | 38·0 | 15·6 FK *WB* | Genoa Italian | T.3Cy.21½″,36″&59″–39″ 246NHP N.E.MarineEng Co.Ld.Sld. | 18 ″ 2 | I † |
| 81232 XNGK | **Pei An** (*ex*Tarcoola–33) *ss*Syd.2ndNo.3–12,26 *ss*Shi.No.2–35 1*Dk(Irn)deep framing&Shade dk(Irn)* | 2874 — 1652 | ✠ ... 6,39 ✠ | Kob | *u* | | 1902 2mo | Tyne I.S.B. Co.Ld. Newcastle | NorthChinaS.S.Co. Ld. *CellDBa&uE114′* | 326·0 | 45·4 | 21·8 FK *f128′661t FPT144t* | Tientsin Chinese 7*BHCem* *APT162t* | T.3Cy.23″,38″&61″–42″ 277NHP 2SB,*6cf*,GS126,HS4504 Wllsnd.Slpwy.Co.Ld.Nwc. | 23 ″ 0 | |
| 81233 | **Pei Ching** | 441 — 272 | | | | | 1911 | Nicolas Tsu Shanghai | ChihliShantung Line,Ld. | 135·0 | 24·0 | 10·5 | Tientsin Chinese | C.2Cy.15″&32″–24″ 42NHP | | |
| 81234 XNAJ | **Pei Fu** (*ex*Macaria,*ex*Tioga, *ex*DonNeil,*ex*ClaraJebsen) 1*Dk&Spar dk* | 1975 — 1221 | | | | | 1902 | Chant.Nav. Anversois Antwerp | NorthChinaS.S.Co. Ld. | 259·6 B63′F30′ | 36·6 | 16·2 20·7 *WB* | Tientsin Chinese | T.3Cy.19″,31″&51″–36″ 156NHP N.E.MarineEngCoLdNwc | | |
| 81235 XNAH | **Pei Hai** (*ex*ChuyuMaru, *ex*Southgrove,*ex*Hero) *ss*Brs.No.3–11,00 *Well deck* 1*Dk(Irn)* | 749 — 439 | ✠ 4,08 | CTn | | | 1890 9mo | R.Dixon& Co. Middlesbro' | DongAnS.S.Co. (HweiTungS.S.Co. *Mgrs.*) | 200·0 Q72′B53′F25′ | 30·1 | 13·4 FK *WB* | Chefoo Chinese | T.3Cy.16½″,27″&44″–30″ 106NHP Blair&Co.Ld.Stockton | | |
| 81236 XNAH | **Pei Hua** (*ex*Hellas) 1*Dk* | 1379 1237 846 | | | | | 1905 | WoodSkinner&Co.Ld. Newcastle | NorthChinaS.S.Co. Ld. | 260·0 P19*t*H75*t*F27*t* | 38·0 | 15·3 | Tientsin Chinese *WB* | T.3Cy.19″,31″&51″–36″ 156NHP G.Clark,Ld.Sunderland | | |
| 81237 XNAS | **Pei Kong** (*ex*BanyeiMaruNo.17) Wireless 1*Dk* | 1015 — 629 | | | | | 1919 | Nitta Co. Osaka | NorthChinaS.S.Co. Ld. | 210·0 P16′B48′F26′ | 31·0 | 17·6 | Tientsin Chinese *WB* | T.3Cy.23⅛″,38″&61″–42″ 241NHP HamadaIron Works,Kobe | | |
| 81238 | **Pei-Ming** 2*Dks* | 667 — 383 | | | | | 1922 | Huh Hsing E.&S.B.Wks. Shanghai | ChihliShantung Line,Ld. | 152·1 | 27·4 | 15·9 | Tientsin Chinese *WB* | T.3Cy.14¾″,24½″&39″–24″ 75NHP HuhHsingE.&SB.Wks.Shi | | |
| 81239 | **Pei Ping** (*ex*YukiMaru–34,*ex*SengaMaru) | 711 — 419 | | | | | 1905 | OsakaIron WorksLd. Osaka | NorthChinaS.S.Co. Ld. | 180·0 | 27·0 | 19·0 | Tientsin Chinese | | | |
| 81240 LDQZ | **Peik** *Oil Eng.* *ss*Rot.No.2–39 *Mchy Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing* | 6099 5412 3592 | ✠100A1 ~~7,38~~ 1,39 2,41 ~~CTn~~ Bom DBS7,39 ✠LMC1,39 *Carrying Petroleum in bulk* DBS7,40 | Got | *z* | CL N1,39 | 1930 9mo *Lloyd's* | Armstrong Whitworth &Co.(Ship-builders)Ld Newcastle *SA&CP* | BullsTankrederi A/S *CellDBuE56′ DT f34′347t* | 396·2 409·2 (O.L.) P97′B29′F36′ *Trunk238′* 192*t* | 55·1 | 32·3 FK *FPT135t APT121t* | Sandefjord Norwegian 14*BHptCem* (9 *to U dk* 5 ,, 2nd ,,) | Oil Engines 2S.C.SA 6Cy.23⅝″41⅜″ 2DB*180lb* 583NHP Armstrong,Whitworth& Co.(Engineers)Ld.Nwc. | 32 ″ 0 s 5 ″ 5½ 26 ″ 8½ | |

122 ~~121~~ /40

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assign. maintenant expiré. Lettre d'appel. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHPm Force en chevaux d'après les formules de la Société. RHPm Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.* | 15 Registres du Lloyd's et du Bureau Veritas. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81241 | **Peiping** | **TwinSc** | 6390 | ✠100A1 | Got | *c* † | CL | 1931 | Götaver- | Aktieb.Svenska | 437·1 | 57·0 | 28·5 | Gothenbrg | Oil Engines 4S.C.SA | 31 ″ 6 | |
| 7779 | | *Oil Eng.* | 6684 | *with freeboard* | NYk | | 4,39 | 10mo | kenA/B | OstasiatiskaKomp. | | | | Swedish | 12Cy.24½″–66½″ | s 4 ″ 2½ | |
| SIVN | | *ss*N.Yk.No.2–10 ~~ex-Glot.No.1–36~~ | 3835 | 7,40 ~~4,89~~ 6,40 | | | | | Gothenburg | (G.Borin, *Mgr.*) | | | FK | | DB *85lb* 700NHP | 27 ″ 6 | |
| | | 1 *Dk(Stl)&Shelter dk(Stl–ws)* | | ✠LMC CS10 ~~36~~ | | | | *Lloyd's SA&CP* | | | | | | *8 BHpt Cem* | | | |
| | D.F. | 3rd *dk(Stl)except in* | | DB11,39 ~~8,37~~ 4,38 | | | | | | *Cell DB* 368′ 1369*t* | *Tanks in way of* | | | *Coll to Sh dk* | Gotaverken A/B,Got. | | |
| | | *mchy.space&aftermost hold* | | *Carrying vegetable oil in deep* | | | | | | *tunnels* 93*t* | *MT* 28′892*t APT* 59*t* | | | 6 „ 2nd „ | | | |
| | | | | *tank, in No. 4 double bottom* | | | | | | | *after peak* | | | 1 „ 3rd „ | | | |
| 81242 | **Peisander** Ⓟ | **TwinSc** | 6225 | | | | | 1925 | CaledonS. | OceanS.S.Co.Ld. | 431·8 | 54·7 | 30·1 | Liverpool | Oil Engines 4S.C.SA | | BT till ~~12,40~~ 10,41 |
| 147304 | | *Oil Eng.* | 5382 | | | | | | B.&E.Co.Ld | (A.Holt&Co *Mgrs*) | P40′B122′F45′ | | | British | 16Cy.24½″–43⅜″ 951NHP | | |
| GJRM | D.F. | 2 *Dks* | 3884 | | | | | | Dundee | | | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| 81243 | **Pek** (*ex*Denizis–37,*ex*Garigliano–34, *ex*ItalianNavyVessel) | | 670 | | | | | 1887 | ..... | Barzilay& | 198·6 | 28·8 | 13·3 | Istanbul | T.3Cy.17¾″,28″&40½″–43″ | | |
| | | | — | | | | | | Glasgow | Benjamin | | | | Turkish | 107NHP | | |
| TCBA | | | 353 | | | | | | | | | | | | ,Glasgow | | |
| 81244 | **Peking Maru** | | 3011 | ✠ ... | | | | 1914 | OsakaIron | OsakaSyosenK.K. | 305·3 | 42·4 | 24·8 | Osaka | T.3Cy.22″,37″&61″–42″ | 27 ″ 3 | C |
| 17072 | | *ss*Kob.No.1–18 | 2738 | 11,22 | | | | 8mo | Works | | P19′B82′F32′ | | | Japanese | 288NHP | | † |
| JFPD | | 2 *Dks&Web frames* | 1857 | ✠ | | | | | Osaka | | | | FK | *WB* | OsakaIronWorks,Osaka | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 81245 | — | | 2289 | | | | | 1937 | Mitsubishi | DairenKisenK.K. | 265·1 | 42·0 | 21·0 | Dairen | C.4Cy.(2)20$\frac{5}{16}$″&(2)43$\frac{5}{16}$″– | | |
| 677 | | | 1569 | | | | | | JukogyoK.K | | | | | Japanese | 43$\frac{5}{16}$″ 206NHP | | |
| JQLG | | | 994 | | | | | | Kobe | | | | | | MitsubishiJukogyoK.K. Kobe | | |
| | | *CruiserStern* | | | | | | | | | | | | | | | |
| 81246 | **Pelagos** (*ex*Athenic) | **TwinSc4Mst** | 12083 | | | | | 1901 | Harland& | Hvalfangerslsk. | 500·3 | 63·3 | 29·0 | Tönsberg | Q.8Cy.22″,31½″,46″&68″–48″ | | N |
| | | *Fitted for oil fuel* | 7320 | | | | | | Wolff,Ld. | PelagosA/S(Bruun | H485*t* | | 45·0 | Norwegian | 641NHP | | |
| LCAQ | D.F. | 4 *Dks* | 7027 | | | | | | Belfast | &vonderLippe) | | | | *WB* | Harland&Wolff,Ld.Bel. | | |
| | | (*Whale oil factory*) | | | | | | | | | | | | | | | |
| 81247 | **Pelagosa** (*ex*OrsolinaBottiglieri–37, | | 669 | ✠ ... | | | | 1921 | MarcoU. | Nav.Carlo | 176·7 | 29·5 | 14·1 | Trieste | T.3Cy.10⅝″,16½″&27$\frac{5}{16}$″– | 14 ″ 9 | I |
| 411 | *ex*Lodoletta) | *ss*Pla.No.1–25 | 494 | 2,27 | | | | 7mo | Martinolich | MartinolichS.a.g.l. | Q57′B41′F23′ | | | Italian | 19½″ 52NHP | | † |
| IRQG | *Well deck* | 1 *Dk&Web frames* | 366 | | | | | | Lussinpiccolo | | | | FK | *WB* | VereinigteMaschinefabrik, Prague | | |
| | | *Longitudinal framing at side & dk* | | | | | | | | | | | | | | | |
| 81248 | **Pelaw Main** | **TwinSc** | 1221 | ✠100A1 | Syd | *o* | 8,~~38~~ | 1909 | Hall,Rus- | J.&A.Brown& | 235·1 | 34·6 | 15·9 | Newcastle | T.6Cy.16″,26′&43′–27′ (*r*) | 17 ″ 0 | |
| 113159 | | *ss*Syd.2ndNo.3–12,33 | 961 | 2,41 ~~4,40~~ | NSW | | 2,41 | 11mo | sell&Co.Ld. | AbermainSeaham | | *35·8* | | N.S.W. | 180lb 239NHP | s 5 ″ 2½ | |
| VJVL | | *ss*Syd.No.1–37 | 584 | ~~BS1,40~~ ✠LMC2,38 | | | | | Aberdeen | Collieries,Ld. | | | BK8″ | British | 2SB,*6cf*,GS121,HS4102 | 16 ″ 5½ | |
| | | *Well deck* 1 *Dk(Stl)&deep framing* | | 2,41 | | | | *Lloyd's SA&CP* | | | Q143′F24′ | | | 4 *BHCem* | Hall,Russell&Co.Ld.Abn. | | |
| | | Wireless *Cargo battens not fitted* | | | | | | | | *Cell DB* a 59′ *uE* | 17′*f*96′288*t FPT* 21*t* | | | *APT* 39*t* | | | |
| 81249 | **Pelayo** | | 1346 | ✠100A1 | ~~Liv~~ | *r* | CL | 1927 | Harland& | MacAndrews&Co. | 270·1 | 39·1 | 15·6 | Liverpool | Oil Engines 4S.C.SA | 17 ″ 6 | |
| 149650 | | *Oil Eng.* | 1055 | *Shelter dk* | Brs | | 6,39 | 12mo | Wolff,Ld. | Ld. | 282·3(O.L.) | | | British | 6Cy.24½″–51$\frac{5}{16}$″ 355NHP | s ″ 2 | |
| GNJX | | *ss*Ant.No.2–36 | 530 | *with freeboard* | | | | | Glasgow | | B70′ | | FK | *5 BHpt Cem* | | 17 ″ 6½ | |
| | | 1 *Dk(Stl)&Shelter dk(Stl)* | | Examined 2,41 | | | | *Lloyd's SA&CP* | | | | | | (*Coll to Sh dk* | Harland&Wolff,Ld.Gls. | | |
| | | Wireless D.F. | | ✠LMC CS1,36 | | | | | | *Cell DB* 220′329*t* | *FPT* 17*t APT* 38*t* | | | 4 „2nd„) | | | |
| | | | | 5,36 | | | | | | | | | | | | | |
| 81250 | **Pelee** Ⓟ | | 461 | | | | | 1914 | Collingw'd | R.Harris | 141·2 | 24·1 | 10·0 | Amherst- | T.3Cy.12½″,21′&34′–21′ | | |
| 130388 | | | 231 | | | | | | S.B.Co.Ld. | | | | | burg,Ont. | 58RHP | | |
| | | 2 *Dks* | 219 | | | | | | Collingwood | | | | | British | CollingwoodS.B.Co.Ld. | | |
| | | | | | | | | | | | | | *WB* | | | | |
| 81251 | **Peles** Ⓟ (*ex*Adolf vonBaeyer–33) | | 5700 | | | | | 1922 | Marine- | RoumanianState | 409·8 | 53·9 | 23·7 | Constntza | T.3Cy.25½″,41′&66½″–49½″ | | V |
| | | *Fitted for oil fuel* | 4402 | | | | | | werft | MaritimeService | F49′ | | | Roumanian | &LPturbine 431NHP | | |
| YQSP | D.F. Sub.Sig. | 2 *Dks* | 3410 | | | | | | Wilhelmshvn | | | | | *WB* | Marinewerft,Wilhelmshvn | | |
| 81252 | **Peleus** (*ex*Egglestone) | | *4695* | ✠100A1 | ~~Ant~~ | *z* | CL | 1928 | W.Gray& | NereusSteamNav. | 400·2 | 54·2 | 25·1 | Syra | T.3Cy.26½″44′&73′–48′ (*s*) | 27 ″ 6 | |
| 216 | | *ss*Ant.No.2–36 | *4389* | *with freeboard* | Sws | | ~~4,37~~ | 3mo | Co.Ld. | Co.Ld.(E.E. | | | FK | Greek | 180lb 476NHP | s 2 ″ 11½ | |
| SZGL | | 1 *Dk(Stl)&Shelter dk(Stl)* | *2840* | Examined 1,41 | | | ~~5,40~~ 12,40 | | Hartlepool | Hadjilias, *Mgr.*) | | | | *6 BHCem* | 3SB&1AuxSB,*11cf*,GS205, | 24 ″ 9½ | |
| | | | | BS8,39 ✠LMC ~~2,36~~ | | | | *Lloyd's SA&CP* | | | | | | (*Coll to Sh dk* | HS8371 | | |
| | | | | MS1,41 | | | | | | *Cell DB* 353′1261*t* | *FPT* 178*t APT* 105*t* | | | 5 „ 2nd „) | Cen.Mar.Eng.Wrks.WHpl | | |
| 81253 | **Pelikan** | | 3264 | | | | | 1934 | Bremen | Afrikanische | 352·8 | 44·8 | 24·0 | Hamburg | Oil Engines 2S.C.DA | | G |
| | | *Oil Eng.* | 2791 | | | | | | Vulkan | Frucht-Compagnie | B41′F44′ | | | German | 5Cy.23⅜″–35$\frac{5}{16}$″ 975NHP | | |
| DJNP | *Ref.Mchy.* *Mchy.Aft* | 2 *Dks* | 1933 | | | | | | Vegesack | AG(F.Laeisz, | | | | *WB* | BremenVulkan,Vegesack | | |
| | D.F. | *CruiserStern* | | | | | | | | *Mgr.*) | | | | | | | |
| 81254 | — (*ex*HsinJuiOn–38,*ex*Hsing | | 781 | ✠ —— | Syd | *j* | | 1894 | R.Napier& | RolfHeyn&Carl | 194·0 | 32·0 | 13·5 | Shanghai | T.3Cy.15″,24′&39″–27′ | 16 ″ 0 | |
| | SuiPing–35, | *ss*Syd.2ndNo.3–2,18 | — | 3,31 | | | | 3mo | Sons | Vissering | B75′F25′ | | | German | NDB16 80NHP | | |
| DJXW | *ex*HsinYiLi–34, | *ss*Syd.No.2–26 | 455 | ✠ | | | | | Glasgow | | | | BK7½″ | *5 BHpt Asp* | 1SB,*3cf*,GS63,HS1679 | | |
| | *ex*JohnWilliams) | 2 *Dks(U Teak)* | | | | | | | | *Cell* | *DB* 145′167*t APT* 6*t* | | | *pt Cem* | R.Napier&Sons,Glasgow | | |
| 81255 | **Pelle** (*ex*August) | | 633 | | | | | 1890 | W.Lind- | RederiA/BFalkvik | 177·5 | 28·3 | 13·7 | Sölvesborg | T.3Cy.14½″,23½″&33″–25½″ | | V |
| 2791 | | | 477 | | | | | | bergsAktieb. | (Th.Carlsson, | Q62′B41′H17*t*F21′ | | | Swedish | 46NHP | | |
| SFZR | | 1 *Dk* | 427 | | | | | | Stockholm | *Mgr.*) | | | | *WB* | W.LindbergsM.V.Skm. | | |
| 81256 | **Pellice** (*ex*AnsaldoOttavo) | | 5360 | | | | | 1920 | G.Ansaldo | Soc.Commerciale | 393·2 | 51·5 | 28·3 | Genoa | Oil Engines 2S.C.SA | | I |
| 1756 | *Mchy.Aft* | *Oil Eng.* | 4487 | | | | | | &Co.S.A.Ital. | diNav. | P122′B30′F35′ | | | Italian | 4Cy.29½″–49$\frac{3}{16}$″ 606NHP | | |
| JCBD | D.F. | 2 *Dks* | 2933 | | | | | | SestriP'nente | | | | | *WB* | NE28 | | |
| | | | | | | | | | | | | | | | Soc.An.FiatS.G.M.Turin | | |
| Now "Empire Statesman," *see No. 87933 in Supplement* | | | | | | | | | | | | | | | | | |
| 81257 | **Pellicula** | | 6254 | ✠100A1 | Cff | *a* † | CL | 1936 | Cammell | Anglo-Saxon | 430·1 | 54·4 | 30·7 | London | Oil Engines 4S.C.SA | 31 ″ 0 | |
| 165370 | *Mchy.Aft* | *Oil Eng.* | 5520 | ~~12,30~~ 11,40 | Suz | | 12,39 | 12mo | Laird&Co.Ld. | PetroleumCo.Ld. | | | | British | 6Cy.25$\frac{5}{16}$″–55½″ 377NHP | s 5 ″ 6½ | |
| GZDV | | 1 *Dk*,2nd *dk clear of cargo tanks* | 3625 | ✠LMC12,36 | | | | | Birkenhead | | P87′B37′F65′ | FK | | 16 *BH* | DB *180lb* | 25 ″ 8½ | |
| | D.F. E.S.D. | *CruiserStern* | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | | *Cell DB uE* 61′140*t* | *DTf* 25′263*t FPT* 10 | | | 6*t APT* 61*t* | Hwthrn,Leslie&CoLd.Nwc | | |
| | | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | |
| 81258 | **Pelorum** (*ex*QueenEleanor–38, | | 5314 | ... | Rot | *y* | | 1918 | Bartram& | Transmediter- | 412·2 | 52·3 | 28·4 | Palermo | T.3Cy.27″,44′&73′–48′ | 31 ″ 0 | I |
| 175 | *ex*SierraBlanca) | *ss*Gls.No.3–10,31 | 4835 | 9,38 | | | | | Sons,Ld. | raneaSoc.Anon di | 400·3 | | | Italian | 517NHP | | † |
| IBWU | D.F. | *ss*Nwc.No.1–36 | 3206 | | | | | | Sunderland | Nav. | P49′B113′F39′ | FK | | 7 *BHCem* | 3SB,*9cf*,GS189,HS7668 | | |
| | | 2 *Dks(Stl)* | | | | | | | | *Cell DB* | 338′1103*t FPT* 133*t* | | | *APT* 225*t* | J.Dickinson&Sons,Ld.Sld. | | |
| 81259 | **Pelton Bank** (*ex*Dewstone–34) | | 1375 | ✠100A1 | Syd | *o* | CL | 1924 | Swan,Hun- | McIlwraith | 235·1 | 36·1 | 15·3 | SydnyNSW | T.3Cy.15″,25″&40″–27″ (*s*) | 17 ″ 6 | |
| 147687 | | *ss*Syd.No.3–1,37 | 1032 | 9,10 ~~7,30~~ | | | N8,38 | 7mo | ter&Wigham | McEacharnLd. | | 37·7 | | British | 180lb 120NHP | s 5 ″ 3½ | |
| VLDW | *Mchy.Aft* | 1 *Dk(Stl)* | 794 | | BS8,40 | | | | Richardson, | | | | FK | *4 BHpt Cem* | 2SB,*4cf*,GS49,HS1800 FD | 16 ″ 4½ | |
| | *Well deck* | *Cargo battens not fitted* | | ~~BS8,39~~ ✠LMC1,37 | | | | | LdNewcastle | | Q145′F25′ | | | | Cen.Mar.Eng.Wrks.WHpl | | |
| | Wireless | | | ✠NE&B made 9,19 *refitted* 7,24 | | | | *Lloyd's SA&CP* | | *Cell DB* 198′380*t FPT* 102*t* | | | | *APT* 82*t* | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Bof Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81260 | **Pembroke Coast** | TwinSc | 625 | ✠100A1 | Bkn | *m* | OG | 1936 | Henry Robb,Ld. | CoastLines,Ld. | 201·9 | 34·2 | 10·8 | Liverpool | Oil Engines 2S.C.SA | 13 " 6 | |
| 164296 | *Mchy.Aft* | *Oil Eng.* | 504 | *withfreeboard* | | | 7,39 | 7mo | Leith | | | *35·8* | | British | 8Cy.13⅜"–22⅞" 250NHP | s " 2 | |
| GYXJ | Wireless D.F. E.S.D. | 1*Dk&Shelter dk* | 319 | 7,39 ✠LMC7,36 | | | | *Lloyd's* | *sA&CP* | | | | FK | | *3BHptCem* | 13 " 5 | |
| | | *CruiserStern* | | | | | | | | | F24′ | | ( | | *Coll toSh dk* | | |
| | | | | | | | | | | *CellDB FP* | *T70tAPT25t* | | | | 2 „2nd„) | | |
| 81261 | **Penai** Ⓟ (*ex*Kubsojus) | | 548 | | | | | 1891 | Blohm& Voss, Hamburg | U.S.S.R. | 169·3 | 26·8 | 14·0 | Odessa | C.2Cy.18⅛"&34¼"–24" | | |
| | | | 418 | | | | | | | | P63′B31′F29′ | | | Russian | NB13 44NHP | | |
| UOQS | Wireless | 1*Dk* | 272 | | | | | | | | | | | | Blohm&Voss,Hamburg | | |
| 81262 | **Penang Maru** | | 5214 | ✠ ... | | | | 1913 | Russell& Co. Pt.Glasgow | NipponYusenK.K. | 405·0 | 52·2 | 27·4 | Tokyo | T.3Cy.26",42"&70"–48" | 30 " 0 | C |
| 16104 | | *ssKob.No.1–17* | 4744 | 11,21 | | | | 1mo | | | P37′B119′F46′ | | | Japanese | 488NHP | | † |
| JDRD | | 2*Dks* | 3230 | ✠ | | | | | | | | | FK | | *WB* Rankin&Blackmore,Grk. | | |
| 81263 | **Pencarrow** | | 4841 | ✠100A1 | ~~Bry~~ | *y* | CL | 1921 | Irvine's SB &D.D.Co.Ld. W Hartlepool | ChellewNav.Co. Ld.(F.C.Perman, | 390·0 | 52·0 | 26·8 | Falmouth | T.3Cy.25⅝",42"&70"–48" (*s*) | 29 " 6 | |
| 137213 | | *ssBos.No.3–2,33* | 4415 | ~~Examined~~ 3,41 Shl | | | 4,40 | 7mo | | | 402·0(O.L.) | | | British | 180lb 402NHP | s 5 " 5¾ | |
| GFQJ | | *ssCff.No.1–38* | 2955 | ✠LMC | | | | *Lloyd's* | *sA&CP* | *Mgr.*) | P40′B122′F38′ | FK | | *6BHCem* | 3SB,*9cf*,GS166,HS6656 | 24 " 3 | |
| | D.F. | 1*Dk(Stl)* | | MS12,36 ~~BS8,39~~ 8,40 | | | | | | *CellDBa134′uE* | *28′f169′1012t FPT* | | | *73tAPT152t* | Richardsons,Westgarth& Co.Ld.Hpl. | | |
| 81264 | **Penchâteau** (*ex*Rapallo, *ex*Heenvliet) | | 1129 | | | | | 1920 | DeHaan& Oerlemans Heusden | Ministry of War Transport(G.Gibson&Co.Ld.*Mgrs.*) | 216·4 | 34·6 | 13·0 | Plymouth | T.3Cy.15⅜",25⅛",&41½"– | | V |
| 165896 | | | 800 | | | | | | | | P19′Q51′F26′ | | | British | 27⅝" 90NHP | | |
| BFVR | Wireless | 1*Dk* | 644 | | | | | | | | | | | *WB* | NV BurgerhoutsSchps.Rot | | |
| 81265 | **Penco** | | 358 | | | | | | N.V.Werf "Gusto"v/h A.F.Smulders Schiedam | Soc.Pesq.LaBahia Nofre, Menendez y Oldham,Ltda. | 140·0 | 23·3 | 11·9 | Valparaiso | C.2Cy.15"&29½"–19⅛" | | |
| 1297 | *Mchy.Aft* | | 321 | | | | | | | | | | | Chilian | 32NHP | | |
| CBPO | Wireless | | 163 | | | | | | | | | | | | | | |
| 81266 | **Pendeen** | | 4174 | ✠100A1 | ~~Cff~~ | *x* | CL | 1923 | Irvine's S.B &D.D.Co.Ld. W Hartlepool | ChellewNav.Co. Ld.(F.C.Perman, | 375·0 | 51·2 | 24·7 | Falmouth | T.3Cy.26",42"&70⅜"–48" (*s*) | 27 " 3 | |
| 146381 | | *ssCff.No.3–12,35* | 3819 | Examined 10,40 Npt | | | ~~3,39~~ 3,40 | 5mo | | | | | | British | 180lb 396NHP | s 3 " 7¼ | |
| GJTN | D.F. | 1*Dk(Stl)* | 2508 | ~~BS3,40~~ 6,41 ✠LMC12,35 | | | ~~10,40~~ 6,41 | *Lloyd's* | *sA&CP* | *Mgr.*) | P39′B229′F40′ | FK | | *6BHCem* | 3SB,*9cf*,GS179,HS6494 | 23 " 10½ | |
| | | | | | | | | | | *CellDBa135′uE2* | *9′f148′1037tFPT11* | | | *2tAPT162t* | Blair&Co.Ld.Stockton | | |
| 81267 | **Pendopo** | | 5209 | ✠100A1 | Sng | *y* | CL | 1930 | C.van der Giessen& Zonen'sSchp. Krimpen | N.V.Nederland-scheKoloniale TankvaartMaats. | 385·8 | 56·1 | 26·9 | Palembang | T.3Cy.25",42"&73"–48" (*s*) | 27 " 0 | |
| | | *ssBat.No.2–39* | 4534 | ~~6,40~~ ~~12,39~~ 11,40 | Sba | | ~~1,39~~ | 7mo | | | | | | Dutch | 225lb 548NHP | s 4 " 11 | |
| PGRY | | 2*Dks(Stl)&Web frames* | 2665 | BS~~12,39~~ 11,40 ✠LMC1,39 | | | 11,40 | | | | P105′F48′ | FK | | *14BHptCem ptAsp* | 3SB,*9cf*,HS7665 FD | 22 " 3 | |
| | *Mchy.Aft* | *CruiserStern* | | | | | | | | | | | | (11 *to U dk* | N.E.MarineEng.CoLdNwc | | |
| | *Longitudinal framing–bracketless system* | | | *CarryingPetroleum in bulk* | | | | *Lloyd's* | *sA&CP* | *CellDBuE&B81′* | | | | 3 „2nd„) | | | |
| | | | | *Fitted for oil fuel* 7,30 | | | *F.P. a* | *above* | 50°F. | *253tDTf45′396t* | *FPT112tAPT44t* | | | | | | |
| 81268 | **Pendrecht** | | 10746 | ✠100A1 | Gal | *g*† | CL | 1939 | NV Rotter-damDroogd. Maats. Rotterdam | N.V.MaatsMotor-ship"Pendrecht" (N.V.Phs.van Ommeren'sSchpv. bedrijf.*Mgrs.*) | 494·8 | 73·2 | 35·6 | Rottrdam | Oil Engines 4S.C.SA | 35 " 5 | |
| | D.F. E.S.D. | *OilEng.* 1*Dk* | 9642 | ~~3,40~~ 11,40 | Avn | | | 6mo | | | 514·3(O.L.) | | | Dutch | 8Cy.28¾"–63" 633NHP | s 7 " 3¾ | |
| PGRZ | *Mchy.Aft* | *CruiserStern* | 6367 | ✠LMC6,39 | | | | | | | P76′ | FK | | 13*BH* | 2DB*180lb* | 28 " 3¾ | |
| | *Butts of keel & bottom plating elect. welded* | | | *CarryingPetroleum in bulk* | | | | *Lloyd's* | *sA&CP* | | | | | | Gbr.Stork&CoNVHengelo | | |
| | *Longitudinal framing at bottom, bilge&dk* | | | DBS12,40 | | | | | | *CellDBuE67′13* | *3tDTf25′300tFPT* | | | *241tAPT70t* | | | |
| 81269 | **Penelope** | TwinSc | ~~6559~~ | ✠100A1 | NYk | *d*† | CL | 1925 | Howaldts-werke Kiel | PanamaTrans-portCo. | 470·1 | 63·2 | 35·3 | Panama | Oil Engines 2S.C.SA | 35 " 6 | |
| | | *OilEng.* | ~~6830~~ | *Shelter dk* | | | ~~11,37~~ | 9mo | | | 489·1(O.L.) | | | Pnamanian | 8Cy.23⅝"–41¾" 776NHP | s 8 " 6½ | |
| HPFW | Sub.Sig. | *ssHam.No.3–12,37* | ~~4056~~ | *withfreeboard* | | | 10,40 | | | | B34′F39′ | FK | | 18*BHptCem ptAsp* | DB*70lb* | 27 " 3 | |
| | *Mchy.Aft* | 1*Dk(Stl)&Shelter dk(Stl) &Web frames* | 8436 | ~~1,40~~ ~~7,39~~ 10,40 ✠LMC CS12,37 | | | | *Lloyd's* | *sA&CP* | | | | | (13 *to U dk*) | 2WaterTubeDB–*200lb* SulzerBros.Ld.Winterthur | | |
| | D.F. E.S.D. GyC. | *Longitudinal framing* | — | DBS~~7,38~~ 4,40 | | | ~~10,37~~ 4,40 | | | *Cell DBuE70′160tDT* | | | | *f36′275tDT* | *a21′96tFPT182tAPT119t* | | |
| | | *CruiserStern* | 5065 | *CarryingPetroleum in bulk* | | | | | | | | | | | | | |
| 81270 | — | | 1160 | | | | | 1907 | BlythS.B. Co.Ld. Blyth | A.Lauro | 240·8 | 36·0 | 17·1 | Naples | T.3Cy.19",31"&51"–36" | | I |
| 304 | (*ex*Thornley) | | — | | | | | | | | 235·0 | | 14·4 | Italian | Richardsons, 156NHP | | |
| IRXK | | 1*Dk* | 698 | | | | | | | | Q121′B11′F24′ | | | *WB* | Westgarth&Co.Ld | | |
| 81271 | **Penelopi** (*ex*Penelope–39, *ex*NewGeorgia–33) | *ssDrt.No.3–7,33* | ~~4799~~ ~~4484~~ | ✠100A1 *Shelter dk* | Ant Shi | *a*† | CL ~~12,37~~ | 1919 | Harland& Wolff,Ld. Belfast | "Polar"Cia. de Navegacion,Ltda. | 412·6 | 55·8 | 25·0 | Panama | T.3Cy.27",44"&73"–48" (*s*) | 28 " 7 | |
| HPJU | | *ssRou.No.1–37* | ~~2913~~ | *withfreeboard* | | | 9,40 | 8mo | | | 433·8(O.L.) | 34·4 | | Pnamanian | 180lb 517NHP | s 3 " 4 | |
| | | 1*Dk(Stl)&Shelterdk(Stl)* | 6559 | 9,40 ~~9,38~~ | | | | *Lloyd's* | *sA&CP* | | | FK | | *8BHCem* | 3SB,*9cf*,GS190,HS7668 FD | 25 " 6½ | |
| | | *Straight frames&bevelled bilge* | 6239 | ~~BS8,39~~ 9,40 ✠LMC12,37 | | | | | | | | | ( | *Coll to Sh dk* | Harland&Wolff,Ld.Bel. | | |
| | | *CruiserStern* | 4055 | | | | | | | | | | | 7 „2nd„) | | | |
| | | | | | | | | | | *CellDB34′1571t D* | *Ta25′858t FPT91t* | | | *APT126t* | | | |
| 81272 | **Penerf** | | 2151 | ✠ ... | Rou | | | 1930 | Napier& Miller,Ld. Glasgow | Cie.Générale Transatlantique | 278·6 | 42·6 | 20·7 | Nantes | T.3Cy.20",33"&54"–33" | 22 " 6 | V |
| | | | 1934 | 11,33 | | | | 8mo | | | P25′B76′F29′ | | | French | 241NHP | | † |
| FOMF | D.F. | 2*Dks(Stl)* | 1278 | ✠ | | | | | | | | FK | | *6BHCem* | 2SB,*6cf*,GS94,HS3630 | | |
| | | | | | | | | | | *CellDB237′475t FPT* | | | | *45tAPT78t* | McKie&Baxter,Glasgow | | |
| 81273 | **Penestin** (*ex*Teal–39) | | *1336* | ✠100A1 | Nts | *p* | CL | 1921 | Bow,Mc-Lachlan& Co.Ld. Paisley | Ministry of Shipping (GeneralStm NavCo.Ld.*Mgrs.*) | 250·2 | 37·2 | 14·0 | Plymouth | T.3Cy.22",35"&57"–39" (*s*) | 16 " 6 | |
| 146150 | | *ssLon.No.3–2,34* | *983* | *Shelter dk* | Ply | | ~~2,37~~ | 10mo | | | | | | British | 180lb 273NHP | s " 2 | |
| ~~TKDT~~ | *Mchy.Aft* | *ssLon.No.1–38* | *612* | *withfreeboard* | | | 10,40 | | | | | FK | | *4BH Cem* | 2SB,*6cf*,GS126,HS4939 | 16 " 5½ | |
| MKXL | Wireless | 1*Dk(Stl)&Shelter dk (Stl–ws)* | | 11,40~~2,40~~ ~~BS11,40~~ ~~BS7,40~~ ✠LMC12,38 | | | | *Lloyd's* | *sA&CP–* | *CellDB161′255t* | *FPT20tAPT18t* | | | (2 *to Sh dk* 2 „2nd„) | Bow,McLachln&CoLdPsy. | | |
| 81274 | **Penetang** (*ex*WalterB.Reynolds) | | 1824 | | | | | 1925 | TheCol-lingwood S.B.Co.Ld Collingwood | CanadaSteamship Lines,Ld. | 252·0 | 43·1 | 16·8 | Montreal | T.3Cy.15½",26"&44"–26" | | C |
| 151046 | | | 1558 | | | | | | | | Q93′F35′ | | | British | Hewes& 95RHP | | |
| CYMD | *Mchy.Aft* | | 983 | | | | | | | | | | | *WB* | Phillips,Newark,N.J. | | |
| 81275 | **Pengreep** | | 4806 | ✠100A1 | Cff | *y* | CL | 1914 | Irvine's SB &D.D.Co.Ld. W Hartlepool | ChellewNav.Co. Ld.(F.C.Perman, | 390·0 | 52·0 | 26·9 | Falmouth | T.3Cy.25½",42"&70"–48" (*s*) | 29 " 6 | |
| 133349 | | *ssHul.2ndNo.3–3,39* | 4432 | 3,40 | | | 2,40 | 5mo | | | 402·0(O.L.) | | | British | 180lb 402NHP | s 5 " 5¾ | |
| GQPT | D.F. | 1*Dk(Stl)* | 8007 | BS2,40 ✠LMC3,39 | | | | *Lloyd's* | *sA&CP* | *Mgr.*) | P38′B121′F38′ | FK | | *6BHCem* | 3SB,*9cf*,GS167,HS6653 | 24 " 3 | |
| | | | | | | | | | | *CellDBa134′uE* | *28′f169′1002tFPT* | | | *73tAPT152t* | Richardsons,Westgarth& Co.Ld.Hpl. | | |
| 81276 | **Penhale** | | 4071 | ✠100A1 | ~~Bry~~ | *w* | CL | 1924 | J.Priest-man&Co. Sunderland | ChellewNav.Co. Ld.(F.C.Perman, | 365·0 | 51·5 | 23·8 | Falmouth | T.3Cy.24¼",40"&66"–45" (*s*) | 26 " 1 | |
| 146388 | | *ssRot.No.3–12,35* | 3722 | Examined 3,41 Npt | | | ~~11,38~~ 2,41 | 1mo | | | 377·5(O.L.) | | | British | 180lb 317NHP | s 4 " 10½ | |
| GCMB | D.F. | 1*Dk(Stl)* | 2451 | ✠LMC | | | | *Lloyd's* | *sA&CP* | *Mgr.*) | P31′B102′F31′ | FK | | *6BHCem* | 3SB,*9cf*,GS147,HS4905 | 21 " 4½ | |
| | | | | MS2,36 ~~BS7,39~~ 7,40 | | | | | | *CellDB315′992tFPT113t* | | | | *APT115t* | G.Clark,Ld.Sunderland | | |
| 81277 | **Pennington Court** (*ex*Rochdale) | | 6098 | ✠100A1 | Bry | *y* | CL | 1924 | Richardson Duck&Co.Ld. Stockton | CourtLineLd. (Haldin& Philipps,Ld.*Mgrs*) | 400·0 | 53·0 | 32·7 | London | T.3Cy.26",43"&71"–48" (*s*) | 35 " 2 | |
| 148274 | | *ssShl.No.3–2,36* | 5853 | Shl | | | ~~N2,38~~ 3,41 | 7mo | | | | | | British | 180lb 425NHP | s 9 " 7¾ | |
| GDZR | D.F. | 1*Dk(Stl)&Shelter dk(Stl)* | 3774 | *Shelter dk* | | | | *Lloyd's* | *sA&CP* | | F35′*onShelter dk* | FK | | *Cem* | 3SB,*9cf*,GS176,HS7171 | 25 " 9 | |
| | | *ssShl.No.1–41* | | *withfreeboard* | | | | | | | | | | *BHtoSh dk* | Blair&Co.Ld.Stockton | | |
| | | | | 3,41 ~~2,39~~ ✠LMC | | | | | | *CellDB349′1245t* | *Collision* | | | 5 „ *U* „ | | | |
| | | | | MS6,36 ~~BS2,39~~ 10,40 | | | | | | | *FPT124tAPT174t* | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné. Machine. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. SHP = Force en chevaux d'après les papiers du navire. Details des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pa. | 15 Registres où cela se trouve dans le Lloyd's Reg. Book. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81278 | **Pennland** (P) | TrpSc | 16381 | | | | | 1922 | Harland & Wolff,Ld. Belfast | Nederl–Amerik. Stoomv.Maats (Holland Amerika Lijn) | 574·4 | 67·8 | 40·9 | Rottrdam Dutch | T.8Cy.(2)28″(2)44″&(4) 49½″–54″&1 Steam Turbine | | G |
| | (*ex*Pittsburgh) | *Fitted for oil fuel* | 12842 | ~~Built~~ | | | | | | | P54′B313′F92′ | | | | | | |
| PGRX | Sub.Sig. | 4 *Dks* | 9795 | ~~Examined~~ L.R. 8,40 | | | | | | | | | | *WB* | Harland&Wolff,Ld.Bel. | | |
| | *Ref.Mchy.* D.F. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81279 | **Pennmar** (*ex*GeorgeAllen, | | 5868 | ✠ ... | | | | 1920 | Kawasaki Dkyd.Co.Ld. Kobe | CalmarS.S.Corp. | 385·3 | 51·2 | 36·0 | New York Utd.States | T.3Cy.26″43½″&72″–48″ 440NHP | 36 ″ 0 | R |
| 219855 | *ex*EasternOcean) | *Fitted for oil fuel* | 4159 | 1,21 | | | | 1mo | | | | | | | | | † |
| KUNF | D.F. | 2 *Dks&Awng dk* | 3636 | ✠ | | | | | | | FK | | | *WB* | KawasakiDkydCoLdKobe | | |
| 81280 | **Pennsylvania** | | 6390 | ✠100A1 NYk *a*† | | | CL | 1917 | ForeRiver S.B.Cor. Quincy,Mass. A&CP | TheTexasCo. | 416·8 | 56·1 | 31·1 | Wilmgton (Del.) | T.3Cy.26½″,44′&74″–51″ (*r*) 190lb 549NHP | 32 ″ 9 | |
| 215286 | *Mchy.Aft* | *ssN.Yk.No.3–7,35* | 6064 | ~~9·10 8,40~~ 4,41 | | | 2,40 | 7mo | | | P107′B35′F33″ | FK | | Utd.States | 3SB,*9cf*, HS7979 FD | s 6 ″ 4½ | |
| WKCV | | *ssGal.No.1–39* | 3945 | BS~~5,44~~ ✠LMC6,39 | | | | | | | | | | 16 *BHCem* | ForeRiver S.B.Cor.Quincy | 26 ″ 7½ | |
| | D.F. | 2 *Dks(Stl)&Web frames* | | *Carrying Petroleum in bulk* | | | | | | | | | | *APT130t* | | | |
| | | *Longitudinal framing* | | *Fitted for oil fuel* 7,17 | | | *F.P.above* | | 150° F. | *CellDBuE&* | *B64′209t FPT229t* | | | | | | |
| 81281 | — | | 5595 | — | | | | 1920 | S.Western S.B.Co. SanPedro,Cal | Weyerhaeuser S.S.Co. | 410·5 | 54·3 | 27·2 | Everett, Wash. Utd.States | T.3Cy.24½″,41½″&72″–48″ LlewellynIron Works,LosAngeles,Cal. 359NHP | | R |
| 220024 | (*ex*WestNomentum) | *Fitted for oil fuel* | 3510 | | | | | | | | P46′B112′F46′ | | | *WB* | | | |
| KUSG | | 2 *Dks* | | | | | | | | | | | | | | | |
| 81282 | — | (P) TwinSc | 1352 | | | | | 1900 | Delaware River Co. Chester,Pa. | NewYork,Philadelphia&Norfolk R.R.Co. | 244·3 | 40·0 | 14·8 | Cape Charles Utd.States | T.8Cy.18″,29″&(2)33″–28″ 230NHP | | |
| 150849 | | | — | | | | | | | | | | | | | | |
| KJUX | | 1 *Dk&Shade dk* | 857 | | | | | | | | | | | | DelawareRiver Co.Chester | | |
| 81283 | **Pennsylvania Sun** | | 11394 | ✠100A1 LAn | | | CL | 1938 | SunS.B.& Dry Dock Co. Chester,Pa. | SunOilCo. | 523·5 | 70·2 | 39·8 | Philidlphia | Oil Engines 2S.C.SA | 40 ″ 0 | |
| 237658 | *Mchy.Aft* | CyC. *Oil Eng.* | — | ~~9,30 12,854,41~~ Phl | | | ~~12,30~~ | 7mo | | | 543·6(O.L.) | | | Utd.States | 5Cy.31″–36″ 1496NHP | | |
| WNKD | D.F. E.S.D. | *Cruiser Stern* 1 *Dk* | 6950 | ~~DBS5,34~~ ✠LMC7,38 | | | 4,41 | *Lloyd's* | *CellDBuE* | 73′331t | P106′B35′F51 | FK | | 16 *BHpt Cem* | 2DB(WT) *245lb* | | |
| | | *Electrically welded in way of oil tanks* | | *Carrying Petroleum in bulk* | | | | | *SA&CP* | | *DTf23′435t FPT18* | | | 3t *APT267t* | | | |
| | | *Longitudinal framing-bracketless system* | | DBS6,40 | | | | | | | | | | | SunSB&DD.Co.Chester Pa | | |
| 81284 | **Pennsylvanian** | | 5191 | ✠ ... SFo *a*† | | | | 1918 | Maryland Steel Co. Sparro'Pt.Md | American-Hawaiian S.S.Co. | 407·7 | 53·7 | 28·1 | New York Utd.States | Q.4Cy 25½″37′53½″&78″–54″ 704NHP | 31 ″ 6 | R |
| 211297 | | *ssS.Fo.No.3–7,31* | — | 12,34 | | | | 6mo | | | | FK | | | | | † |
| WACT | D.F. | 2 *Dks(Stl)&Shelter dk(Stl)* | 3129 | ✠ | | | | | | | | | | *Cem* | 3SB&1AuxSB,14*cf*,GS241, | | |
| | | 3*rd dk in No.1 hold&* | | | | | | | | | | | | *Coll BH to Sh dk* | HS10618 | | |
| | | *Web frames* | | | | | | | | | *Intermediate 'tween dk BH in* | | | 5 ,, ,, *Upr* ,, | MarylandStl.Co.Sparr.'Pt | | |
| | | *Longitudinal framing* | | | | | | | | | *No.2 hold dispensed with* | | | 1 ,, ,, 2*nd* ,, | *only* | | |
| | | *Fitted for oil fuel* | | | | | | | | | *CellDBa* | | | 234t *DTf30′* | *866t FPT125t APT52t* | | |
| 81285 | **Penobscot** | 3Mst | 3943 | | | | | 1895 | F.W. Wheeler&Co W.Bay City, Mich. | NicholsonUniversalS.S.Co. | 454·0 | 44·5 | 22·5 | Wilmgton (Del.) | T.3Cy.22″,35½″&59″–44″ 231NHP | | R |
| 150705 | | | — | | | | | | | | len06 | | | | | | |
| KGQR | *Mchy.Aft* | 2 *Dks* | 2821 | | | | | | | | | | | Utd.States | F.W.Wheeler&Co.West | | |
| | D.F. | | | | | | | | | | | | | *WB* | Bay City,Mich. | | |
| 81286 | — | (*ex*Lexington–38, | 522 | ✠ ... | | | | 1919 | Foundat'n Co. Savannah,Ga | W.F.Henningsen | 139·4 | 25·2 | 14·2 | Boston | Oil Engines 4S.C.SA | 14 ″ 8 | R |
| 221906 | *ex*Eckmuhl) | *Oil Eng.* | — | 9,29 | | | | 8mo | | | Q79′F26′ | | | Utd.States | 6Cy.14½″–22″ 122NHP | | † |
| KLGN | | *ssPhl.No.3–10,26* | 352 | ✠NE10,26 | | | | | | | alt.33 | BK | | *WB* | NewLondonS.&E.Co. NewLondon,Conn. | | |
| | *Mchy.Aft.* | 1 *Dk* | | | | | | | | | | | | | | | |
| 81287 | **Penolver** | | 3721 | ✠100A1 Cff *w* | | | CL | 1912 | W.Gray& Co.Ld. W.Hartlepool | ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) | 350·0 | 50·0 | 23·6 | Falmouth British | T.3Cy.25½″,40½″&67″–45″(*s*) 180lb *100lb* NDB29 336NHP | 25 ″ 11 | |
| 133334 | | *ssCff.2nd.No.3–12,37* | 3474 | ~~3,40 4,40~~ 4,41 Lon | | | ~~7,30~~ | 6mo | | | P23′B101′F34″ | FK | | 6 *BHCem* | 2SB,*6cf*,GS132,HS5303 | s 4 ″ 7½ | |
| GQPR | D.F. | | 2338 | 6,41 ✠LMC | | | ~~8,10~~ | | | | 138′*f*154′927t *FPT* | | | 80t *APT97t* | Cen.Mar.Eng.Wrks.WHpl | 21 ″ 6 | |
| | | 1 *Dk(Stl)* | | MS12,37 ~~BS8,30~~ 8,40 | | | 1,41 | *Lloyd's* | *SA&CP* | *Cell DBa&uE* | | | | | | | |
| 81288 | **Penrith Castle** | TwinSc | 6369 | ✠100A1 NYk *d*† | | | CL | 1929 | Cammell Laird&Co.Ld. Birkenhead | Lancashire ShippingCo.Ld. (J.Chambers&Co. *Mgrs.*) | 464·6 | 60·3 | 25·8 | Liverpool British | Oil Engines 4S.C.SA | 31 ″ 6 | |
| 161104 | | *Oil Eng.* | 5728 | *with freeboard* Liv | | | P5,39 | 7mo | | | 481·0(O.L.) | | | 7 *BHpt Cem* | 12Cy 28¾″–59½″ 953NHP | s 4 ″ 3½ | |
| GTBD | | *ssH.Kg.No.2–37* | 3807 | ~~1,40~~ 2,41 DBS10,40 | | | s1,40 | | | | F42′ | FK | | *Coll to Sh dk* | 2DB *125lb* | 27 ″ 4½ | |
| | D.F. E.S.D. | 1 *Dk(Stl)&Shelter dk(Stl)* | | ✠LMC CS12,37 | | | | *Lloyd's* | *SA&CP* | *Mgrs.)* | | | | 6 ,, 2*nd* ,, | N.E.MarineEngCoLd.Nwc | | |
| | | 3*rd dk(Stl) except in aftermost hold* | | ~~DBS12,29~~ ~~12,38~~ 6,40 | | | | | | *CellDB393′1519t* | *DTa19′516t* | | | *in tunnels 93t* | | | |
| | | *Longitudinal framing at bottom & at decks* | | *Fitted for carrying oil* 7,29 | | | *F.P. above* | | 150° F. *in DTs* | *DTsf27′850t&* | 19′606t *tank between* | | | | *FPT149t APT59t* | | |
| 81289 | **Penrose** | | 4393 | ✠100A1 Mdb *z* | | | CL | 1928 | W.Dobson &Co. Newcastle | ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) | 400·4 | 53·0 | 25·3 | Falmouth British | T.3Cy.26′,43′&72′–48″ (*s*) 180lb 413NHP | 27 ″ 10 | |
| 160949 | | *ssCff.No.2–37* | 4075 | *with freeboard* 4,40 | | | 4,40 | 8mo | | | 412·2(O.L.) | | | 6 *BHCem* | 3SB,*9cf*,GS178,HS6687 | s 3 ″ 3 | |
| GSNP | | 1 *Dk(Stl)&Shelter dk(Stl)* | 2630 | ~~BS11,38~~ ✠LMC5,36 | | | | *Lloyd's* | *SA&CP* | *Mgr.)* | F39′ | FK | | *Coll to Sh dk* | J.Dickinson&Sons,Ld.Sld. | 24 ″ 10 | |
| | | | | 12,40 | | | | | | *CellDBa&* | *uE152′f178′1111t* | | | 5 ,, 2*nd* ,, | | | |
| | | | | | | | | | | | *FPT120t APT198t* | | | | | | |
| 81290 | **Penshurst** (*ex*MaudLlewellyn–37) | | 1454 | ✠100A1 Cff *o* | | | OG | 1921 | J.Lewis& Sons,Ld. Aberdeen | PowerS.S.Co.Ld. (JamesPower&Co. *Mgrs.*) | 234·4 | 35·6 | 16·6 | London British | T.3Cy.18¾″,28½″&48½″–33″ 180lb (*s*) 86RHP | 18 ″ 7 | |
| 145708 | | *ssNpt.No.3–8,34* | 1115 | 12,40~~,40~~ Bry | | | ~~5,40~~ | 7mo | | | P16′Q67′B58′F23′ | | | 4 *BHCem* | 2SB,*6pf*,GS104,HS3210 | s 1 ″ 5½ | |
| MKZF | | *ssGht.No.1–37* | 880 | ✠LMC | | | 12,40 | | | | 40t *APT36t* | FK | | | J.Lewis&Sons,Ld.Abn. | 17 ″ 4 | |
| | *Well deck* | 1 *Dk(Stl)* | | MS12,37 BS4,40 | | | | *Lloyd's* | *SA&CP* | *Cell DB192′381t FPT* | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 81291 | **Pensilvania** (*ex*Pennsilvania, | | 6861 | ✠ Ham *a*† | | | | 1903 | D.J.Dunlop &Co. Pt.Glasgow | DittaL.Pittaluga Vapori | 437·1 | 53·2 | 30·7 | Genoa Italian | T.3Cy.28″,48′&78′–54″ 597NHP | 32 ″ 6 | I |
| 1264 | *ex*DeSoto, | *Fitted for oil fuel* | 5455 | 10,05 | | | | 1mo | | | 418·7 | | 29·0 | 13 *BHCem* | 3DB,*18cf*,GS315,HS11006 | | † |
| ICBE | *ex*Phoebus) | 2 *Dks(Stl–Uptws)&* | 3816 | ✠ | | | | | | | | FK | | 87t *APT150t* | D.J.Dunlop&Co.P.Gl. | | |
| | | *Web frames&Shelter dk(Stl–ptws)* | | | | | | | | *CellDBuE42′247t* | *DTf14′150t FPT* | | | | | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 81292 | **Pentecost Mitchell** | | 4044 | | | | | 1903 | American S.B.Co. Lorain,Ohio | PittsburghS.S.Co. | 414·0 | 50·0 | 28·0 | D'luth Min Utd.States | T.3Cy.22″,35″&58″–40″ NB26 213NHP | | |
| 96663 | (*ex*H.B.Hawgood) | | — | | | | | | | | F48′ | | | *WB* | AmericanSB.Co.Cleveland | | |
| | *Mchy.Aft* | GyC. 1 *Dk2trB* | 2917 | | | | | | | | | | | | | | |
| 81293 | **Penteola** | TwinSc | 545 | ✠100A1 Lis *h* | | | CL | 1936 | N.V.C.Van derGiessen& Zonen'sSchps Krimpen | Companhia "Shell" | 165·9 | 28·1 | 11·6 | Lisbon Portuguese | Oil Engines 4S.C.SA | 12 ″ 3 | |
| | | *ssLis.No.1–40* *Oil Eng.* | ~~393~~ ~~5,40~~ ~~2,20~~ 1,40 | | | | 5,40 | 3mo | | | | | | 12 *BHpt Cem* | 12Cy.11½″–18½″ 162NHP | s 1 ″ 1½ | |
| CSCF | *Mchy.Aft* | 1 *Dk* | ~~218~~ | ~~DBS5,40~~ ✠LMC | | | ~~5,40~~ | | | | Q46′P on Q46′F24′ | FK | | | DB *180lb* | 11 ″ 3¾ | |
| | | | 409 | *Carrying Petroleum in bulk* | | | | | | | | | | | WerkspoorN.V.Ams. | | |
| | | | ~~259~~ | | | | | *Lloyd's* | *SA&CP* | | *FPTs43t* | | | *APT28t* | | | |
| 81294 | **Penthièvre** (*ex*Crucy,*ex*Cybèle) | | 2382 | | | | | 1922 | Anciens Chantiers Dubigeon Nantes | CieGénérale Transatlantique | 288·1 | 42·6 | 20·2 | Nantes French | T.3Cy.18¼″,29⅛″&49½″–37¾″ 148NHP | | V |
| | | *Fitted for oil fuel* | 2098 | | | | | | | | P22′B64′F37′ | | | *WB* | Ch.&Atel.delaLoire,Nts. | | |
| FOLC | D.F. | 1 *Dk* | 1360 | | | | | | | | | | | | | | |
| 81295 | **Peppino Palomba** (*ex*Giorgakis–35, | | 2034 | ✠ —— Cff *r* | | | | 1897 | R.Craggs &Sons Middlesbro' | GiuseppePalomba fu Michele | 280·3 | 40·5 | 17·6 | Torre del Greco Italian | T.3Cy.20″,32½″&53″–36″ NDB16 176NHP | 18 ″ 9 | I |
| 77 | *ex*FlorentiaS.–34, | *ssGoo.2ndNo.3–11,23* | 1469 | 1,33 | | | | 12mo | | | 271·0 | | 17·4 | 4 *BHCem* | 2SB,*4pf*,GS74,HS2758 | | † |
| IBJN | *ex*Dorothea, | *ssMsl.No.1–28* | 1245 | ✠ | | | | | | | P26′Q74′ | | | 391t *APT51t* | SirC.Furness,Westgarth& Co.Ld.Middlesbro' | | |
| | *ex*EricCalvert, | 1 *Dk(pt Stl&pt Irn)&Web* | | | | | | | | | *ptAwng dk171′* | FK | | | | | |
| | *ex*Silsden, | *frames&ptAwng dk(Irn)* | | | | | | | | | *DBa88′f102′* | | | | | | |
| | *ex*Homewood) | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Years Retained. Equipment Letter. | 7* Date when tail shaft(s) last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81296 | **Per Brahe** Ⓟ (*ex*NielsHolst–36, *ex*Sverige) | | 743 | | | | | 1908 | Akt.Burmeistr&Wain Copenhagen | Ångf.A/B Mariehamn (W.K.Jansen *Mgr.*) | 220·4 209·9 B72′ | 33·1 | 14·0 | Åbo Finnish *WB* | T.3Cy.18½″,30″&50″–30″ 137NHP Akt.Burmeistr&Wain,Cpn | | V |
| OHZQ | Wireless D.F. | 1 *Dk* | 250 | | | | | | | | | | | | | | |
| 81297 | **Perak** | | 1188 | | | | | 1906 | CaledonS.B.&E.Co.Ltd. Dundee | StraitsS.S.Co.Ltd. | 239·8 P32′B102′F32′ FK | 35·2 | 13·8 | Singapore British | T.3Cy.20″,33″&54″–36″ 175NHP CaledonSB.&E.Co.Ltd.Dun | | |
| 120296 | | | 809 | | | | | | | | | | | | | | |
| VPKV | | 2 *Dks* | 519 | | | | | | | | *CellDBa*112′*uE*25′*f*152′105*t FPT* | | | | 110*t APT*77*t* | | |
| 81298 | **Perast** (*ex*Anderton,*ex*Coquetmede, *ex*Thornhill) | *ss*Shl.2ndNo.3–1,38 | 3871 | ✠100A1 2,40 ~~8,39~~ | Bry Lis | *w* | CL 12,37 | 1911 9mo | Short Bros. Ld. Sunderland | Jugoslavenska Komercijalna Plovidba d.d. | 355·5 P32′B102′F32′ FK | 51·0 | 23·9 | Split Yugoslav | T.3Cy.25″,41″&67″–45″ (*s*) 180lb ~~160lb~~ NDn28 339NHP 6 *BHCem* | 26 ″ 3 s 4 ″ 4¼ | |
| YTDH | | 1 *Dk*(*pt Stl&pt lrn*)*&Web frames* *Longitudinal framing* *Cargo battens not fitted* | 2410 | BS~~8,70~~ 9,40 ✠LMC1,38 | | | | *Lloyd's* | *sA&CP* | *CellDBa*112′*uE*25′*f*152′105*t FPT* | | | | | 110*t APT*77*t* | 2SB,*8pf*,GS145,HS5381 G.Clark,Ld.Sunderland | 22 ″ 1 | |
| 81299 | **Percival Roberts, Jr.** | *ss*Clv.No.4–5,38 | 7593 | ✠100A– 12,38 | Clv | | | 1913 4mo | American S.B.Co. Lorain,O. | PittsburghS.S.Co. | 580·0 F51′ FK | 58·0 | 32·0 | D'luth,Minn Utd.States | T.3Cy.24″,39″&65″–42″ (*s*) 170lb 406NHP 4 *BH* | 32 ″ 0 s10 ″10¼ 21 ″ 4½ | |
| 211025 | | | 7290 | | | | | | | | | | | | | | |
| WTLV | *Mchy.Aft* D.F. GyC. | 1 *Dk*(*Stl*)*&Web frames* *Longitudinal framing* | 5862 | BS~~2,40~~ 2,41 ✠LMC5,38 | | | | | | | | | | | 2SB,*6cf*,GS132,HS6338 FD AmericanSB.Co.Cleveland | | |
| | | | | *For Service on the Great Lakes* | | | | | | *CellDBu* | *E&B*55′*f*4*in Hopper side tanks* | | | | 479′8549*t FPT*259*t APT*59*t* | | |
| 81300 | **Perdita** | | 543 | ✠100A1 | ~~Bkn~~ | *i* | CL | 1910 12mo | Mackay Bros. Alloa | S.Wales&LiverpoolS.S.Co.Ltd.(R. Gilchrist&Co.*Mgs*) | 175·0 Q97′B13′F28′ FK | 26·1 | 10·7 | Liverpool British | T.3Cy.16″,27″&44″–30″ (*s*) 180lb 97RHP 3 *BHCem* | 13 ″ 0 s 4 ″ 2½ 12 ″ 10½ | |
| 131309 | | *ss*Bkn.2ndNo.3–5,36 | 394 | Examined 1,41 | Liv | | ~~4,39~~ | | | | | | | | | | |
| MDKY | *Mchy.Aft* | *Well deck* 1 *Dk*(*Stl*) | 211 | BS~~8,50~~ 8,40 ✠LMC5,36 | | | 12,40 | *Lloyd's* | *sA&CP* | *CellDBf*93′123*t FPT* | | | | | 41*t APT*3*t* | 1SB,*3cf*,GS64,HS2340 MacColl&Pollock,Ld.Sld. | | |
| 81301 | **Pere Marquette 12** | Twin Sc (*Car Ferry*) | 2767 | | | | | 1927 | Manitowoc S.B.Corp. Manitowoc, Wis. | PereMarquette RailwayCo. | 400·0 | 53·0 | 22·0 | Pt.Huron, Mich. Utd.States | C.6Cy.26½″&(2)40″–36″ 320NHP ManitowocS.B.Corp. Manitowoc,Wis. | | |
| 227030 | | 1 *Dk*2 *trB* | 1123 | | | | | | | | | | | | | | |
| 81302 | **Pere Marquette 14** | Twin Sc *Two Screws forward & two aft* (*Car Ferry*) | 2531 | | | | | 1904 | DetroitS.B Co. Wyandotte | PereMarquette RailwayCo. | 327·6 | 52·1 | 21·0 | Detroit, Mich. Utd.States | C.4Cy.28″&52″–36″ 279NHP DetroitS.B.Co.Detroit | | |
| 200611 | | 1 *Dk* | 1655 | | | | | | | | | | | | | | |
| 81303 | **Pere Marquette 17** Ⓟ | Twin Sc (*Car Ferry*) | 2775 | | | | | 1901 | American S.B.Co. Cleveland | PereMarquette RailwayCo. | 338·0 | 56·0 | 17·7 *WB* | Manitowoc,Wis. Utd.States | T.6Cy.19″,31″&52″–36″ 324NHP AmericanSB.Co.Cleveland | | |
| 150906 | | | | | | | | | | | | | | | | | |
| WDCC | D.F. | 1 *Dk*&*Shade dk*3 *trB* | 1685 | | | | | | | | | | | | | | |
| 81304 | **Pere Marquette 18** Ⓟ | Twin Sc (*Car Ferry*) | 2777 | | | | | 1910 | Chicago S.B.Co. Chicago | PereMarquette RailwayCo. | 338·0 | 56·0 | 20·5 | Manitowoc,Wis. Utd.States | T.6Cy.19″,31″&52″–36″ 324NHP AmericanSB.Co.Cleveland | | |
| 208305 | | | | | | | | | | | | | | | | | |
| WDCD | D.F. | 2 *Dks*3 *trB* | 1660 | | | | | | | | | | | | | | |
| 81305 | **Pere Marquette 19** Ⓟ | Twin Sc (*Car Ferry*) | 2626 | | | | | 1903 | American S.B.Co. Cleveland | PereMarquette RailwayCo. | 338·0 | 56·0 | 19·5 | Manitowoc,Wis. Utd.States | T.6Cy.19″,31″&52″–36″ 324NHP AmericanSB.Co.Cleveland | | |
| 200459 | | | | | | | | | | | | | | | | | |
| WDCB | D.F. | 2 *Dks* | 1548 | | | | | | | | | | | | | | |
| 81306 | **Pere Marquette 21** Ⓟ | Twin Sc (*Car Ferry*) | 3016 | | | | | 1924 | Manitowoc S.B.Corp. Manitowoc | PereMarquette RailwayCo. | 350·0 | 56·0 | 21·0 | Manitowoc,Wis. Utd.States | T.6Cy.20½″,34″&56″–36″ 376NHP ManitowocS.B.Corp.Wis. | | |
| 223796 | | | | | | | | | | | | | | | | | |
| WDCF | D.F. | 2 *Dks* | 1532 | | | | | | | | | | | | | | |
| 81307 | **Pere Marquette 22** Ⓟ | Twin Sc (*Car Ferry*) | 3009 | | | | | 1924 | Manitowoc S.B.Corp. Manitowoc | PereMarquette RailwayCo. | 350·0 | 56·0 | 21·0 | Manitowoc,Wis. Utd.States | T.3Cy.20½″,34″&56″–36″ 376NHP ManitowocS.B.Corp.Wis. | | |
| 224122 | | | | | | | | | | | | | | | | | |
| WDCG | D.F. | 2 *Dks* | 1522 | | | | | | | | | | | | | | |
| 81308 | **Pereira** (*ex*Polana–36) | *ss*Got.No.3–1,36 | ~~744~~ | ✠100A1 *Shelter dk* | Crs Boa | | OG 1,40 | 1918 3mo | Aktieb. Lödöse Varf Lödöse | ElliotShipping& LandCo.Inc. (HansElliot,*Mgr.*) | 202·9 205·9 | 32·8 11·2 FK | 18·2 | Panama Pnamanian | C.2Cy.~~15½″&20½″~~ 15½″&20½″–24″ (*s*) 130lb *130lb* 75NHP | ~~13 ″ 2~~ ~~6 ″ 9~~ ~~10 ″ 2½~~ | |
| HPMU | | 2 *Dks* ~~1 *Dk*(*Stl*)*&Shelter dk*(*Stl*)~~ *ss*Crs.No.1–40 | ~~807~~ 1065 | *with freeboard* ~~7,40 1,40~~ 2,41 BS~~5,50~~ 6,40 ✠LMC~~1,50~~ | | | | | | *CellDB*161′220*t FPT* | | | | | 1SB,*2cf*,GS38,HS1450 4 *BHCem* 24*t APT*8*t* | 20 ″ 2 s6 ″ 2½ 14 ″ 2 | |
| | | *Tonnage opening closed '40* | 973 633 | *Fitted for oil fuel* 1,36 | | | *F.P. above* | | | | | | | | Aktieb.LödöseVarfLödöse | | |
| | | | | | | | | | | | | | | | 150° F. | | |
| 81309 | **Perekop** (*ex*Dampen–35) | | 2493 | | | | | 1922 | ForthS.B. &E.Co.Ltd. Alloa | U.S.S.R. | 295·7 P87*t*H127*t* | 43·6 | 20·6 | Vladvostk Russian *WB* | T.3Cy.20½″,33″&54″–39″ 182NHP ForthS.B.&E.Co.Ltd.Alloa | | |
| | | | 2199 | | | | | | | | | | | | | | |
| UOJM | | 1 *Dk* | 1428 | | | | | | | | | | | | | | |
| 81310 | **Perelle** (*ex*Stainburn) | *ss*Apl.No.3–6,35 | 659 | ✠100A1 2,41 ~~1,40~~ | Shl Bry | *i* | CL ~~2,39~~ 2,41 | 1922 4mo | Wm.Adam &Co.atOlderfleetShipyard LarneHarbr. | **O.Berey&SonsLd.** | 177·~~0~~ Q100′B9′F28′ BK7¼″ | 28·1 | 10·9 | London British | T.3Cy.14⅛″,27″&44″–30″(*s*) 180lb 97RHP 3 *BHCem* | 13 ″ 3 s 4 ″ 0½ 13 ″ 7¼ | |
| 134945 | | | 442 | | | | | | | | | | | | | | |
| MKYW | | *ss*Shl.No.1–39 | 265 | BS~~1,40~~ 2,41 ✠LMC2,39 | | | | *Lloyd's* | *sA&CP* | *CellDB f*103′145*t FPT*38*t* | | | | | *APT*4*t* | 1SB,*3cf*,GS58,HS2026 Campbll&CalderwdLdPsy | | |
| | *Well deck* *Mchy.Aft* | 1 *Dk*(*Stl*) *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 81311 | **Perene** (*ex*Marie) | | 2155 | | | | | 1905 | Howaldtswerke Kiel | Cia.Peruana de Vap.yDique del Callao | 284·1 P21′B75′F36′ | 39·1 | 19·8 | Callao Peruvian *WB* | T.3Cy20 1/16″32 3/16″&51 3/8″–35 5/8″ 158NHP Howaldtswerke,Kiel | | |
| 142 | | *Fitted for oil fuel* | 1763 | | | | | | | | | | | | | | |
| OAPP | | 1 *Dk*&*Spar dk* | 1169 | | | | | | | | | | | | | | |
| 81312 | **Peribonka** (*ex*NewtonMoore–40) | | 5673 | ✠100A1 | Npt | *z* | CL | 1937 2mo | J.L.Thompson&Sons,Ld. Sunderland | Saguenay Terminals,Ld. | 409·3 425·3(O.L.) P35′B122′F32′ FK | 57·6 | 29·1 | London British | T.3Cy.22″,37½″&63″–45″(*s*) 220lb FD 395NHP 6 *BHCem* | 31 ″ 7 s 6 ″ 9¾ 25 ″ 0 | |
| 165405 | | | 5128 | ~~5,40~~ ~~1,10~~ 1,41 | Sws | 1½ | 12,39 | | | | | | | | | | |
| GZXX | D.F. E.S.D. | 1 *Dk* *CruiserStern* *Cargo battens not fitted* | 3407 | ✠LMC~~2,37~~ 5,40 | | | | *Lloyd's* | *sA&CP* | *CellDB*294′1228*t* *Tank in way of tunnel* | 315*t FPT*165*t* | | | | *APTs*225*t* | 3SB(Spt)*9cf*,GS140,HS5580 GeorgeClark(1936)Ld.Sld. | | |
| 81313 | **Pericles** | *Oil Eng.* | 8324 | ✠100A1 | Gal | *c*† | CL | 1936 9mo | Götaverken A/B Gothenburg | D/S A/S Eikland (I.M.Skaugen, *Mgr.*) | 463·7 P103′B38′F59′ FK | 59·2 | 35·9 | Oslo Norwegian | Oil Engines 4S.C.SA 8Cy.29¾″–59 7/8″ 653NHP 2 DB *I50lb* | 35 ″ 6 s 7 ″10¼ 27 ″ 11 | |
| | | | 7636 | 6,40 ~~9,39~~ | | | 9,39 | | | | | | | | | | |
| LJFV | D.F. *Mchy.Aft* | 1 *Dk* *CruiserStern* | 4991 | ✠LMC9,36 | | | | *Lloyd's* | *sA&CP* | *CellDBuE*77′209′*t DTf*22′375*t FPT* | | | | | 10 *BHpt Cem* 95*t APT*52*t* | Götaverken A/B,Got. | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 81314 | — | *Oil Eng.* | 3167 | ✠100A1 | NYk | *w* | OG | 1938 5mo | N.V.C.Van der Giessen& Zonen'sSchps Krimpen | Koninkl.Nederl. Stoomb.Maats. | 358·6 374·5(O.L.) FK | 49·5 | 20·2 | Amstrdam Dutch | Oil Engines 2S.C.SA 7Cy.27 9/16″–47¼″ 925NHP DB *I14lb* | 23 ″ 6 s 1 ″ 5½ 22 ″ 1¾ | |
| 2510 | | | *with freeboard* | Jck | | | 12,39 | | | | | | | | | | |
| PGSA | D.F. E.S.D. | 2 *Dks*&*Shelter dk* *CruiserStern* | 1821 | 8,40 ~~12,30~~ ✠LMC4,38 | | | | *Lloyd's* | *sA&CP* | *CellDB*285′77 | 2*t FPT*66*t APT*29*t* | | | | 6 *BH* (*Coll to Sh dk* 5 ,, 2nd ,,) | Gbr.Stork&CoNVHengelo | | |
| 81315 | **Perija** | Twin Sc *ss*N.Yk.No.3–1,40 ~~*ss*Cco.No.3–39~~ | *2647* | ✠100A1 ~~4,40~~ ~~7,30~~ 4,41 | Aru NYk | *t* ~~6,39~~ | CL ~~6,39~~ 4,40 | 1927 10mo | Palmers' Co.Ld. Newcastle | MeneGrandeOilCo. C.A. | 305·0 317·1(O.L.) P69′B22′F33′ FK | 50·2 | 16·3 | Maracaibo Venezuelan | T.6Cy.13½″,23″&37″–27″(*s*) 180lb 212NHP 2SB,*6cf*, HS4055 Richardsons,Westgarth& Co.Ld.Mdb. | 16 ″ 6 s 2 ″ 0½ 14 ″ 8 | |
| *1838* | | | | ~~BS6,30~~ ✠LMC~~5,35~~ | | | | | | | | | | | | | |
| *1506* | *Mchy.Aft* | 1 *Dk*(*Stl*)*&Web frames* *Longitudinal framing* | | *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,27 BS~~4,40~~ 4,41 | | | *F.P. above* | *Lloyd's* | *sA&CP* | *CellDBuE&* | *Trunk*181′ *B42′ 107t FPT194t* | | | | 11 *BHpt Cem* *APT85t* | | | |
| | | | | | | | | | | | | | | | 150° F. | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel: Total. / Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'hélice porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueurs. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milliers du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où cet article est cité dans le Lloyd's Register ou Lloyd's Yacht List. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81316 | **Period** | 4Mst | 2791 | ✠100A1 | ~~Syd~~ | *u* | CL | 1907 | Sir Raylton | AustralianSteam- | 330·3 | 45·3 | 22·6 | Melbourne | T.3Cy.24″,40′&66″–42″ (*s*) | 25 ″ 0 | |
| 120736 | | *ss*Syd.2ndNo.3–9,31 | 2499 | Examined9,40 Syd | | | 10,38 | 4mo | Dixon&CoLd | shipsProprietary, | 339·8(O.L.) | | | British | 180lb 307NHP | s 5 ″ 4 | |
| VJKP | | *ss*Syd.No.1–35 | 1753 | | LMC1,40 | | | Middlesbro' | | Ld. (*Man.Agents*, | B58′F39′ | | FK | 5*BHCem* | 3SB,*6cf*,GS133,HS4761 | 19 ″ 10½ | |
| | *Spar dk(Stl)&deep framingSpar dk rule* | | | | | | | *Lloyd's SA&CP* | | HowardSmithLd.) | | | | | Richardsons,Westgarth& | | |
| | *Cantilever framed topside tanks* | | | | | | | | | *Cell* | | | | | Co.Ld.Mdb. | | |
| | *Cargo battens not fitted* | | | | | | | | | *DBa*106′*uE&B* | 35′*f*135′657*t Topsi* | | | *detanks* P&s | 219′554*tFPT*82*tAPT*132*t* | | |
| 81317 | **Perla** Ⓟ | | 5741 | ✠100A1 | Tri | *y* | CL | 1926 | ClydeS.B. | LloydTriestino | 400·6 | 54·0 | 28·7 | Venice | T.3Cy 25″,41″&68″–45″ (*s*) | 32 ″ 0 | |
| 189 | | *ss*Tri.No.3–9,38 | 5061 | 2,40 | | | N2,38 | 1mo | &E.Co.Ld. | Soc.Anon.di Nav. | 390·1 | 54·0 | 29·6 | Italian | 200lb 468NHP | s 6 ″ 7½ | |
| ICBH | | 2*Dks*(*Stl*) | 3612 | BS11,39 ✠LMC9,38 | | | | Pt.Glasgow | | | B125′F35′ | | FK | 7*BHCem* | 3SB(Spt),*3cf*,GS148, | FD 25 ″ 7½ | |
| | *Ref.Mchy.* D.F. | | | ✠Lloyd's SMC2,40 | | | | *Lloyd's SA&CP* | | *CellDB*338′1233*t* | *FPT*122*tAPT*60*t* | | | 1 ,, *to*2nd dk | HS6960 | | |
| | | | | | | | | | | | | | | | ClydeS.B.&E.Co.Ld. | | |
| 81318 | — | | 346 | | | | | 1903 | Farnham, | Madrigal&Co. | 125·5 | 26·2 | 11·9 | Manila,P.I. | C.2Cy.16″&32″–18″ | | |
| 174022 | (*ex*DonaRamona,*ex*Pluto) | | — | | | | | | Boyd&Co. | | | | | Utd.States | 36NHP | | |
| | 1*Dk* | | 183 | | | | | | Shanghai | | | | | | FarnhamBoyd&Co.Shi. | | |
| 81319 | **Permian** | | 8890 | ✠100A1 | Phl | *d*† | CL | 1931 | Scotts'S.B. | AtlanticOilShppng | 471·1 | 63·3 | 36·7 | Panama | 4Oil Engines connected to | 36 ″ 9 | |
| | | *OilEng.* | 8260 | 7,40 ~~1,30~~ | | | 11,39 | 6mo | &E.Co Ld | Co. | | | | Pnamanian | Elec.Motor&Sc.Shaft | s 8 ″ 10½ | |
| HPBL | | *ss*Phl.No.1–38 | 5728 | ✠LMC CS4,38 | | | | Greenock | | | P103′F41′ | | FK | 16*BH* | 24Cy.19½″–24″ 4S.C.SA | 28 ″ 1¼ | |
| | *Mchy.Aft* | 2*Dks*(*Stl*)&*Web frames* | | DBS~~1,39~~ 4,38 | | | | *Lloyd's SA&CP* | | | | | | (11 *to U dk* | DB*140lb* 888NHP | | |
| | GyC. | *Longitudinal framing* | | 8,40 | | | | | | | | | | 5 ,, *2nd* ,,) | Soc.d'Elec&Mec(Thomson- | | |
| | *Special Surveys to date from* 2,34 | | | *Carrying Petroleum* | | *in* | *bulk* | | | *CellDBuE*65′221*t DT* | *f*34′454*t FPT*218*t* | | | *APT*111*t* | Houston&Carels)Ghent | | |
| * 81320 | **Perna** | | 7984 | ✠100A1 | Sch | *c*† | CL | 1935 | Odense | N.V.Petroleum | 462·8 | 59·3 | 33·8 | TheHague | Oil Engines 4S.C.SA | 34 ″ 0 | |
| | | *OilEng.* | 7229 | 1,40 | | | 8,38 | 3mo | Staalskibsvft | Maats."La | | | | Dutch | 8Cy.25½″–55½″ 502NHP | s 6 ″ 9 | |
| PGSB | | *ss*Sch.No.1–40 | 4748 | ✠LMC CS1,40 | | | | vedAPMöller | Corona" | | P93′B47′F51′ | | FK | 15*BH* | DB*180lb* | 27 ″ 5½ | |
| | D.F. 1*Dk*,*2nd dk clear of cargo tanks* | | | DBS3,39 8,38 | | | | Odense | | *CellDBuE*64′205*t* | *DTf*25′272*t FPT*1 | | | 39*tAPT*85*t* | WerkspoorN.V.Ams. | | |
| | *Mchy.Aft* | *CruiserStern* | | *Carrying Petroleum* | | *in* | *bulk* | *Lloyd's SA&CP* | | | | | | | | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 81321 | **Pernambuco** (*ex*Skåneland) | | 4121 | ✠ ... | | | | 1925 | Kockums | Hamburg-Süd- | 373·0 | 53·9 | 22·6 | Hamburg | OilEngines 4S.C.SA | 26 ″ 7 | G |
| | | *OilEng.* | 3734 | 8,29 | | | | 11mo | M.V.Aktieb. | Amerik.Dampf- | F39′ | | FK | German | 6Cy.27½″–55½″ 438NHP | | † |
| DIEK | Sub.Sig. | 1*Dk&Shltr dk* | 2462 | ✠ | | | | Malmö | | schifffahrtsGes. | | | | *WB* | KockumsM.V.Akt.Malmö | | |
| 81322 | **Pero-da Nhaya** (*ex*Nina d'AstyIV., | | 307 | ✠ ... | | | | 1898 | Mackie& | Cia.deMoçambique | 140·0 | 23·4 | 12·0 | Beira | T.3Cy.13½″,21½″&35½″–27″ | 11 ″ 2 | |
| | *ex*Otaria, *ss*E.Lon.2ndNo.3–2,22 | | 222 | 2,24 | | | | 3mo | Thomson | | Q61′F23′ | | BK7½″ | Portuguese | 71NHP | | |
| CTBT | *ex*City of Manchester) | | 94 | ✠ | | | | Glasgow | | | | | | *WB* | Muir&Houston,Ld.Gls. | | |
| | *Mchy.Aft* | 1*Dk* | | | | | | | | | | | | | | | |
| 81323 | **Pero de Alenquer** (*ex*Coimbra, | | 2593 | | | | | 1913 | Akt.Ges. | Cia.deNavegacão | 329·9 | 46·1 | 18·3 | Ponta | T.3Cy.23¼″,38½″&63″–43⅝″ | | V |
| | *ex*Antares) | | 2299 | | | | | | "Neptun" | "Carregadores | F40′ | | | Delgada | 260NHP | | |
| CSBO | | 1*Dk* | 1538 | | | | | | Rostock | Açoreanos" | | | *WB* | Portuguese | A.G."Neptun"Rostock | | |
| 81324 | **Perrakis L. Cambanis** | | *3584* | ✠100A1 | Cff | *u* | CL | 1910 | W.Gray& | TheHeirs of the | 362·2 | 51·1 | 21·6 | Andros | T.3Cy.25″,40½″&67″–45″ (*s*) | 24 ″ 0 | |
| 125 | (*ex*Grelarlie, | *ss*Pir.2ndNo.3–3,36 | *3389* | 1,39 | | | 1,39 | 1mo | Co.Ld. | lateL.Z.Cambanis | | | | Greek | 180lb 344NHP | s 3 ″ 0½ | |
| SVJh | *ex*Rachel) D.F. | 1*Dk*(*Stl*) | *2244* | ✠LMC | | | | WHartlepool | | | P27′B225′F41′ | | K | 6*BHCem* | 3SB,*9cf*,GS152,HS5528 | 21 ″ 2 | |
| | | | | MS11,35 BS1,40 | | | | *Lloyd's SA&CP* | | *CellDBa*119′*uE*25 | *f*158′1017*tAPT*73 | | | *t* | Cen.Mar.Eng.Wks.WHpl | | |
| 81325 | **Perros-Guirec** (*ex*Edimbourg–37, | | 2012 | | | | | 1921 | Govern- | Cie.France- | 270·2 | 39·4 | 19·9 | Havre | DR geared steam turbine | | V |
| | *ex*CommandantRabot) | | 1586 | | | | | | mentYard | NavigationS.A. | | | | French | | | |
| FOCF | | 1*Dk* | 1182 | | | | | | Cherbourg | (*inlig.*)(Worms& | P19′B30′F23′ | | | *WB* | Soc.Anon.Breguet,Paris | | |
| | | | | | | | | | | Cie.,*Mgrs.*) | | | | | | | |
| 81326 | **Perseo** | 3Mst | 4857 | | | | | 1921 | Cant.Nav. | Soc.Ligure di | 394·2 | 52·0 | 27·6 | Genoa | T.3Cy.26″,42½″&70″–48″ | | CI |
| 1040 | | | 4445 | | | | | | Riuniti | Armamento | P&B270′F34′ | | | Italian | 339NHP | | |
| ICBK | *Mchy.Aft* D.F. | 1*Dk* | 2909 | | | | | | Ancona | | | | | *WB* | Cant.Nav.Riuniti,Ancona | | |
| 81327 | **Persephone** | TwinSc | 8426 | ✠100A1 | NNs | *c*† | CL | 1925 | Frd.Krupp | PanamaTransport | 468·7 | 63·2 | 35·2 | Panama | Oil Engines 2S.C.SA | 35 ″ 6 | |
| | | *OilEng.* | — | *Shelter dk* | NYk | | ~~6N~~ | 5mo | Act.Ges. | Co. | | | | Pnamanian | 8Cy.25½″–51½″ 905NHP | s 8 ″ 7½ | |
| HPFT | *Mchy.Aft* | *ss*Ham.No.3–11,37 | 5055 | *withfreeboard* | | | ~~11,37~~ | | Kiel | | 489·6(O.L.) | | | | 2 WaterTube DB*200lb* | 27 ″ 1½ | |
| | Sub.Sig. | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 11,40~~,40~~ | | | P7,39 | | | | B33′F39′ | | | | 3DB*70lb* | | |
| | D.F. E.S.D. | *CruiserStern &Web frames* | | ✠LMC CS11,37 | | | S10,39 | | | | | | | | Frd.KruppA.G.Kiel | | |
| | GyC. | *Longitudinal framing* | | DBS2~~,40~~ 11,40 ~~10,41~~ 11,40 | | | | | | | 18*BH*(13*toUdk*)*pt* | | | *Cem pt Asp* | | | |
| | | | | *Carrying Petroleum* | | *in* | *bulk* | | | *CellDBuE* | 73′160*tDTf*36′315*t* | | | *6tAPT*106*t* | | | |
| 81328 | **Perseus** Ⓟ | TwinSc | 10286 | | | | | 1923 | CaledonS. | ChinaMutualS.N. | 490·5 | 62·3 | 39·6 | Liverpool | DR geared SteamTurbines | | BT |
| 147194 | | *Fitted for oil fuel* | 9295 | | | | | | B.&E.Co.Ld. | Co.Ld.(A.Holt&Co. | | | | British | ParsonsMarineSteam | | till |
| GDFY | *Ref.Mchy.* D.F. | 3*Dks* | 6336 | | | | | Dundee | | *Mgrs.*) | P50′B173′F54 | | | *WB* | TurbineCo.Ld.Wallsend | | ~~5,40~~ |
| 81329 | — | | *5172* | ✠100A1 | Rot | *y* | CL | 1918 | Harland& | A.Andreatos | 400·4 | 52·3 | 28·4 | Argostoli | T.3Cy.27″,44″&73″–48″ (*s*) | 31 ″ 0 | 6,41 |
| 101 | (*ex*Patagonier–32, | *ss*Ant.No.3–6,38 | *4737* | 4,39 | | | 5,38 | 4mo | Wolff,Ld. | | | | | Greek | 180lb 518NHP | s 6 ″ 0 | |
| SVJX | *ex*WarBittern) | | *3078* | BS11,39 ✠LMC6,38 | | | | Belfast | | | P49′B113′F40′ | | FK | 7*BHptCem* | 3SB,*9cf*,GS190,HS7668 | FD 25 ″ 3 | |
| | | 2*Dks*(*Stl*) | | | | | | *Lloyd's SA&CP* | | *CellDB* | 245′1123*t FPT*122*t* | | | *APT*181*t* | Harland&Wolff,Ld.Bel. | | |
| 81330 | — | | 4978 | | | | | 1905 | Gt.Lakes | InterlakeS.S.Co. | 462·0 | 50·0 | 24·0 | Wilmgton | T.3Cy.22″,36″&60″–40″ | | R |
| 202475 | (*ex*FrankJ.Hecker) | | — | | | | | | Eng.Works | (Pickands,Mather | | | | (Del.) | 228NHP | | |
| WCGE | *Mchy.Aft* | GyC. 1*Dk* | 3770 | | | | | | StClair,Mch. | &Co.*Mgrs.*) | | | *WB* | Utd.States | GreatLakesEng.Works | | |
| | D.F. Sub.Sig. | | | | | | | | | | | | | | | | |
| 81331 | — | | 1307 | | | | | 1922 | N.V. | Koninkl.Nederl. | 217·9 | 33·7 | 13·0 | Amstrdam | T.3Cy.13¾″,22⅞″&38″–27″ | | V |
| | Wireless | *Fitted for oil fuel* | 778 | | | | | | "Ijselwerf" | Stoomb.Maats. | Q77′ | | | Dutch | N.V.Maschfbk 75NHP | | |
| PGSF | *CruiserStern* | 2*Dks* | 729 | | | | | Gorinchem | | N.V. | | | *WB* | | Utrecht,Utrecht | | |
| 81332 | — | | 658 | | | | | 1910 | Akt.Ges. | Dampfschifffahrts | 180·0 | 28·1 | 12·8 | Bremen | T3Cy.13½″21⅛″&34⅞″–23½″ | | G |
| | | | 517 | | | | | | "Weser" | Ges.Neptun | Q52′B44′F19′ | | | German | 57NHP | | |
| DOOE | | 1*Dk* | 362 | | | | | | Bremen | | | | *WB* | | A.G."Weser,"Bremen | | |
| 81333 | **Persia** | | 804 | ✠ ... | | | | 1921 | N.V.WedC. | Soc.Anon.Ilva | 200·0 | 30·2 | 12·9 | Genoa | T.3Cy.15″,25″&40″–27″ | 15 ″ 0 | I |
| 1281 | | *ss*Gen.No.1–25 | 635 | 3,27 | | | | 1mo | Boele&Zonen | | Q122′B11′F23′ | | | Italian | 109NHP | | † |
| IRZA | | *Fitted for oil fuel* | 455 | ✠ | | | | | Slikkerveer | | | | FK | *WB* | Verschure&Co Amsterdam | | |
| | *Mchy.Aft* *Well deck* | 1*Dk* | | | | | | | | | | | | | | | |
| 81334 | **Persiano** (*ex*Kura) | | 2474 | ✠ ... | Gen | *s* | 12,31 | 1889 | Armstrong | Ditta | 304·9 | 37·8 | 20·2 | Genoa | T.3Cy.22½″,36½″&60″–39″ | 27 ″ 9 | I |
| 1223 | D.F. | *ss*Gen.3rdNo.3–7,26 | 2310 | 9,35 | | | | 8mo | Mitchell& | G.M.Barbagelata | B24′F28′ | | 28·6 | Italian | 234NHP | | † |
| ICBQ | *Mchy.Aft* | *ss*Gen.No.1–32 | 1510 | ✠NB11,09✠ | | | | | Co.(Lim.) | | | | FK | 11*BHCem* | 2SB,*6cf*,GS102,HS3640 | | |
| | 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Web frames* | | | | | | | | Newcastle | | *DBuB*18′55*t FPT*67*t Deep T* | | | *ankf*24′190*t* | WllsndSlpwyCo.Ld.Nwc. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year classed. Special equipment. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Alt. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81335<br>OOZA | **Persier** Ⓟ (*ex* War Buffalo)<br>*ss* Ant. No. 3–8, 30<br>D.F. *ss* Ant. No. 2–38<br>2 *Dks* (*Stl*) | *5382*<br>*4792*<br>*3293* | ✠100A1<br>8,40~~2,40~~<br>✠LMC<br>MS10,38 ~~BS7,38~~ 9,40 | Ant<br>Bkn | *y* | CL<br>~~2,40~~ 7,40 | 1918<br>6mo | Nthmblnd S.B.Co.Ltd. Newcastle<br>*Lloyd's* | Cie Maritime Belge (Lloyd Royal) Soc. Anon. (Agence Maritime Internationale, *Mgrs.*) | 400·2 \| 52·3 \| 28·5<br>P49′B113′F39′ FK<br>*Cell DB* 344′11 | | | Antwerp<br>Belgian<br>*7 B Hpt Cem* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*, GS190, HS7668 FD<br>N.E.Marine Eng Co Ld Nwc<br>*25t F PT 115t A PT 175t* | 31 ″ 0<br>s 5/11½<br>25 ″ 3 | |
| 81336<br>123346<br>GQXB | **Perth** Ⓟ<br>*ss* Dun. 2nd No. 3–5, 39<br>*Well deck* 2 *Dks* (*Stl*)<br>E.S.D. | 2259<br>1370<br>1157 | ✠100A1<br>~~5,21~~ ~~5,39~~ 6,41<br>BS9,40 ✠LMC 5,39<br>*Carrying fuel or other oils in deep tanks above No. 5 D B tank* | Dun<br>Gls | *s* | CL<br>~~1,39~~ 6,41 | 1915<br>7mo | Caledon S. B. & E. Co. Ltd. Dundee<br>*Lloyd's* | Dundee, Perth & London Shpg. Co. | 280·2 \| 40·2 \| 19·8<br>291·0 (O.L.)<br>P&B167′F45′ FK & BK½″<br>*Cell DB a 50′ u E* 24′ *f* 108′ 259 *t M T* 14 | | | Dundee<br>British<br>*5 B H Cem*<br>111 *t F PT* 44 *t A PT* 39 *t* | T.3Cy.24½″,39″&64″–42″ (*r*)<br>180lb 345NHP<br>3SB,*10cf*, GS195, HS6100<br>Caledon S.B.&E.Co.Ltd.Dun | 19 ″ 0<br>s 1 ″3½<br>17 ″10½ | |
| 81337<br>164087<br>GYWK | **Perthshire** Twin Sc<br>*with freeboard*<br>D.F. E.S.D. GyC. 3 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | 10496<br>9637<br>6121 | ✠100A1<br>1 3,40<br>BS3,40 ✠LMC 7,36<br>✠Lloyd's RMC ~~3,40~~ 9,40<br>*Fitted for oil fuel* 7,36 *F.P. above* 150° F. | Lon | *f*† | CL<br>~~2,4~~ P9,39<br>S3,40 | 1936<br>7mo | Greenock Dockyard Co. Ltd. Greenock<br>*Lloyd's* | Scottish Shire Line, Ld. (Turnbull, Martin & Co. Ltd. *Mgrs.*)<br>*Duct keel forward of mchy. space* | 477·1 \| 66·2 \| 40·2<br>498·5 (O.L.)<br>P33′B119′F69′ FK<br>*Cell DB* 405′ 1391 *t F PT* 84 *t* | | | Glasgow<br>British<br>*8 B Hpt Cem* (1,,*to* 2 *nddk*)<br>*A PT* 132 *t* | T.6Cy.26″,42″&73″–48″&2 LP turbines with D R gearing & hydraulic coupling<br>220lb (*s*) 1585NHP<br>6SB(Spt),*24cf*, GS468, HS20142 FD<br>N.E.Marine Eng.Co Ld Nwc | 43 ″ 0<br>s 13 ″5½<br>30 ″ 0 | |
| 81338<br>33<br>IRZG | **Pertusola** (*ex* Angela, *ex* Trevose) Iron<br>*ss* Gen. 2nd No. 3–1, 08<br>*Well deck* 1 *Dk 2 tr B* | 1504<br>1239<br>925 | ✠ ...<br>7,11<br>✠ | | | | 1882<br>10mo | J Readhead & Co.<br>S.Shields | Ing. G.B.Bibolini | 265·4 \| 35·9 \| 18·2<br>259·5 17·5<br>Q136′B26′F32′ BK9″ | | | Spezia<br>Italian<br>*WB* | C.2Cy.30″&58″–36″ 161NHP<br>J.Readhead&Co.S.Shields | 18 ″ 6 | I<br>† |
| 81339<br>167841<br>~~OZAB~~<br>~~GNAB~~<br>GMLR | **Peru** Twin Sc 4 Mst<br>*Oil Eng.*<br>D.F. *ss* Cpn. No. 2–37<br>2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) | 6961<br>6624<br>~~4436~~<br>4426 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>9,40 ~~11,38~~ 8,40<br>✠LMC CS8,37<br>DBS2,~~39~~ 9,40 9,38 | Nkv<br>Sou | *a*† | CL<br>~~8,38~~<br>~~P11,39~~ | 1916<br>8mo | Akt. Burmeistr & Wain Copenhagen<br>*Lloyd's* | Ministry of Shipping (United Baltic Corporation, Ld, *Mgrs.*) | 425·3 \| 55·2 \| 27·5<br>442·0 (O.L.) 35·4<br>*Cell DB* 378′ 1266 *t F PT* | | | S'thamptn<br>British<br>7 *B Hpt Cem*<br>93 *t A PT* 73 *t* | Oil Engines 4S.C.SA<br>12Cy.24½″–37½″ 717NHP<br>DB *100lb*<br>Akt.Burmeistr&Wain,Cpn | 38 ″ 6<br>s 11 ″0½<br>28 ″ 0 | |
| 81340<br>8285<br>SLIN | — Twin Sc<br>*Oil Eng.*<br>D.F. E.S.D. GyC. 2 *Dks* & *Shelter dk*<br>*Ref. Mchy.*<br>*Strengthened for navigation in ice* | *6017*<br>*4171*<br>*3393* | ✠100A1<br>*with freeboard*<br>11,39<br>✠LMC 8,38<br>✠Lloyd's RMC 3,40<br>No. 3 lower 'tween dks. for temp. 10° F., all other chambers for temp. 31° F. | Mmo | *a*† | OG | 1938<br>8mo | A/B Götverken Gothenburg<br>*Lloyd's* | Rederiaktieb. Nordstjernan (A.A. Johnson, *Mgr.*)<br>*Cell DB* 307′ 1486 *t* Tunnels in way of tunnels 30′ 9 *t F PT* 76 *t A PT* 52 *t* | 420·8 \| 55·9 \| 24·0<br>440·1 (O.L.)<br>F80′ FK<br>(*Coll to Sh dk* 6 „ 2*nd*,,) | | | Stockholm<br>Swedish<br>*7 B H*<br>DB 85 *lb* | Oil Engines 4S.C.SA<br>16Cy.24⅛″–51⅜″ 945NHP<br>A/B Götaverken,Got. | 28 ″ 0<br>s 2 ″10¾<br>25 ″ 3¼ | |
| 81341<br>1134<br>CBPE | — Ⓟ Twin Sc<br>2 *Dks* & *Shade dk* | 3203<br>—<br>1717 | | | | | 1896 | Caird & Co. Ld. Greenock | Soc. Anon. Maritima Chilena | 350·0 \| 43·1 \| 19·4<br>*Promenade dk* 318′<br>*Shade dk* 153′ | | | Valparaiso<br>Chilian<br>*WB* | T.6Cy.19¾″,32″&52″–36″ 324NHP<br>Caird&Co.Ld.Greenock | 22 ″ 6 | |
| 81342<br>D.F. | **Perun** Twin Sc<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Longitudinal framing–bracketless system*<br>*Cruiser Stern* "*Arc form*" | *3177*<br>*2365*<br>*1514* | ✠100A1<br>5,39<br>✠LMC 5,39<br>*Carrying Petroleum in bulk*<br>No later survey reported | Ant | *t* | CL | 1939<br>5mo | Soc. Anon. Jhn. Cockerill Hoboken<br>*Lloyd's* | Komanda Mornarice Kraljévine Jugoslavije (Royal Jugoslav Navy)<br>*Cell DB a* 51′ 110 *t* | 294·9 \| 45·6 \| 22·2<br>311·6 (O.L.)<br>P82′B38′F57′ FK<br>*DT s f* 37′ 350 *t F PT* | | | Yugoslav<br>13 *B Hpt Cem*<br>67 *t A PT* 43 *t* | Oil Engines 2S.C.SA<br>12Cy.13⅜″–24⅞″ 396NHP<br>2 DB *171lb* 1 DB *100lb*<br>SocAn.J.Cockerill,Seraing | 23 ″ 7<br>s 2 ″7½<br>21 ″ 2½ | |
| 81343<br>UOEH | **Pervi Krabolov** (*ex* Taiyo Maru, *ex* Clan Ogilvy) *ss* Kob. 2nd No. 3–5, 22<br>2 *Dks* (1 *Stl* & *U Irn*–ws) & *Web frames* | 2658<br>2354<br>1620 | ✠<br>5,25<br>✠ | Osa | *t* | | 1896<br>9mo | A. Stephen & Sons Glasgow | U.S.S.R. | 312·5 \| 40·2 \| 26·0<br>P30′B102′F37′ BK10″<br>*Cell DB a* 84′ *u E & B* 42′ *f* 132′ 569 *t F PT* | | | Vladvostk<br>Russian<br>6 *B H Cem*<br>95 *t A PT* 22 *t* | T.3Cy.23″,38″&63″–42″ 313NHP<br>2SB,*6rf*, GS95, HS4040<br>A.Stephen&Sons,Glasgow | 26 ″ 2 | |
| 81344<br>Pery | | 5400<br>4200<br>3100 | 100A1<br>*with freeboard*<br>(*Class Contemplated*) | | | | 1939 | Internatnl S.B.&E.Co Ltd Danzig | Companhia Commercio e Navegacao | 383·0 \| 54·0 \| 36·0<br>F34′ | | | R.Janeiro<br>Brazilian | C.4Cy.(2)18 5/16″&(2)39⅜″–39⅜″<br>Internatnl SB&E Co Ld Dnz | | |
| 81345<br>169<br>IRZP | **Pescara** (*ex* Stanislas–33, *ex* Ucayali, *ex* Paris) *ss* Gmh. 2nd No. 3–12, 23<br>*ss* Nap. No. 2–33<br>*Well deck* 1 *Dk* (*Irn*–ws) & *deep framing* | 1043<br>812<br>626 | ✠<br>3,37<br>✠ | Ven | *n* | | 1898<br>2mo | Wood, Skinner & Co Newcastle | Soc. Anon. Navigazione e Trasporti "Sanet"<br>*Cell DB a* 52′ *u E* 21′ *f* 88′ 200 *t F PT* | 239·8 \| 32·2 \| 14·2<br>230·0<br>Q121′B10′F25′ FK | | | Rome<br>Italian<br>4 *B H Cem*<br>37 *t A PT* 25 *t* | T.3Cy.21″,34″&56″–36″ NDB 11 186NHP<br>1SB,*3pf*, GS71, HS2224<br>N.E.Marine Eng.Co Ld Nwc | 16 ″ 7 | I<br>† |
| 81346<br>141934<br>GCBS | **Peshawur** Twin Sc<br>*ss* Npt. No. 3–1, 32<br>*ss* Npt. No. 1–36<br>*Ref. Mchy.* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)<br>D.F. E.S.D. *Cruiser Stern* | 7934<br>7611<br>4935 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>Examined 3,41<br>BS3,41 ✠LMC 3,40<br>✠Lloyd's RMC ~~3,40~~ 6,41 | ~~Liv~~<br>Gls | *c*† | CL<br>1,38 | 1919<br>12mo | Barclay, Curle & Co. Ld Glasgow<br>*Lloyd's* | P.&O.Stm.Nav.Co. | 449·5 \| 58·2 \| 37·1<br>P31′F43′ *on Shltr dk*<br>*Cell DB* 386′ 1275 *t* | | | Glasgow<br>British<br>*Cem*<br>8 *B H to Sh dk*<br>*F PT* 125 *t A PT* 80 *t* | T.6Cy.26¼″,44″&73″–48″ (*s*)<br>200lb FD 1162NHP<br>2D&2SB *24c/c* GS440 HS17604<br>Barclay,Curle&Co,Ld.Gls. | 40 ″ 0<br>~~s 11 ″1½~~<br>~~29 ″ 3~~<br>s 11 ″0½<br>29 ″ 3 | |
| 81347<br>TTPQ | **Pessac** 3 Mst<br>1 *Dk* | 775<br>501<br>141 | | | | | 1907 | Forg. & Ch. de la Médit Havre | Worms & Co. | 197·7 \| 27·8 \| 11·9<br>P&B128′F35′ | | | Havre<br>French<br>*WB* | T.3Cy.15″,28⅝″&37″–27⅝″ 72NHP<br>Forg.&Ch.de la Médit.Hav. | | V |
| 81348<br>UOJF | **Pestel** Ⓟ (*ex* Velikiy Kniaz Alexei)<br>2 *Dks* (1 *Stl*) & *Awng dk* | 1850<br>1104<br>1079 | ✠<br>8,90<br>✠ | Nwc | *r* | | 1890<br>8mo | Hawthorn, Leslie & Co. Ld Newcastle | U.S.S.R. | 298·2 \| 37·0 \| 25·0<br>BK8″ | | | Odessa<br>Russian<br>4 *B H Cem* | T.3Cy.30″,46″&73″–48″ NB04 457NHP<br>4SB,*12pf*, GS234, HS6772<br>Hwthrn,Leslie&C.Ld.Nwc. | | |
| 81349<br>164<br>SVBQ | **Petalli** (*ex* Admiral Cochrane)<br>*ss* Pir. No. 3–9, 30<br>*ss* Ant. No. 2–38<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*Tonnage opening closed '37* | *6565*<br>*6294*<br>*4173* | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>3,40 ✠LMC<br>MS8,38 ~~BS4,40~~ | Ant | *z* | CL<br>3,40 | 1917<br>9mo | W. Doxford & Sons, Ld. Sunderland<br>*Lloyd's* | M.A.Embiricos | 420·0 \| 54·0 \| 34·4<br>26·4<br>*Cell DB* 358′ 1151 *t* | | | Andros<br>Greek<br>7 *B H Cem*<br>*F PT* 109 *t A PT* 123 *t* | T.3Cy.27″,45″&74″–54″ (*s*)<br>180lb 572NHP<br>3SB,*9cf*, GS189, HS8556 FD<br>N.E.Marine Eng Co Ld.Nwc | 37 ″ 0<br>s 8 ″11½<br>28 ″ 4 | |
| 81350<br>YTFZ | **Petar** (*ex* Aegaeon–36, *ex* Rijswijk–32)<br>*ss* Pir. 2nd No. 3–6, 36<br>Sub.Sig. *ss* S[illegible]t. No. 1–40 1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | *1806*<br>*1502*<br>*1136* | ✠100A1<br>1,41 ~~1,39~~<br>~~BS4,38~~ MS10,40<br>~~✠LMC 5,37~~<br>MBS9,40 DBS5,40 | Spt | *q* | OG<br>~~2,38~~ 5,40 | 1910<br>7mo | Schpw.v. Jan Smit, Czn Alblasserdm A&CP | Parobrodarsko drustvo "Marović" s.o.j. (G.J.Marović, *Mgr.*)<br>*Cell DB a* 72′ *u E* 18′ *f* 106′ | 256·5 \| 39·0 \| 18·7<br>P18′B65′F31′ FK<br>418 *t A PT* 59 *t* | | | Susak<br>Yugoslav<br>4 *B H Cem*<br>*Cell* | T.3Cy.19″,32″&51″–36″ (*r*)<br>180lb *100lb* 183NHP<br>2SB *6cf*, GS94, HS3001<br>Feyenoord,Rot. | 20 ″ 9<br>s 2 ″9<br>18 ″ 2 | |
| 81351<br>DRAW | **Peter** (*ex* Laardermeer, *ex* Weesperkarspel) 3 Mst<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | 405<br>360<br>301 | | | | | 1918 | Gebr. G & H Bodewes Martenshoek | Warnholtz, Schmidt & Co. | 145·3 \| 25·5 \| 12·4<br>Q29′ | | | Hamburg<br>German | Oil Engines 4S.C.SA<br>4Cy.11″–17¾″ NE39·47NHP<br>Klöckner-Humboldt-Deutz mot, A.G. Köln-Deutz | | G |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant aux réf. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pcls. pc. | 15 Registres où coté, si ce n'est dans le L. H. Ingres. Cert. R. & Trials. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81352 | **Peter** | | 394 | | | | | 1911 | F. Lemm | J. A. Reinecke | 132·2 | 28·0 | 11·0 | Hamburg | Oil Engines 4S.C.SA | | G |
| | (ex Sailing Vessel) | *Oil Eng.* | 335 | | | | | | Boizenburg | | P15′F15′ | | | German | 6Cy.11″–16$\frac{9}{16}$″ 70NHP | | |
| DIEL | | 1 *Dk* | 227 | | | | | | | | | | | | NE37 | | |
| | | | | | | | | | | | | | | | Deutsche Werke Kiel A.G. | | |
| 81353 | **Peter A. B. Widener** | | 7661 | | | | | 1906 | Chicago S.B.Co. Chicago | Pittsburgh S.S.Co. | 580·0 | 58·0 | 27·4 | D'luth, Min Utd. States | T.3Cy 24″,39″&65″–42″ 274NHP | | R |
| 203677 | | | — | | | | | | | | | | | | | | |
| | *Mchy. Aft* GyC. | 1 *Dk* | 6227 | | | | | | | | | | | *WB* | American S.B.Co. Clevelnd | | |
| | Sub.Sig. D.F. | | | | | | | | | | | | | | | | |
| 81354 | **Peter G. Campbell** | Twin Sc | 836 | | | | | 1933 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Tankers, Ld. (A.R.Roberts, *Mgr.*) | 178·9 | 34·1 | 14·9 | Toronto British | Oil Engines 2S.C.SA 8Cy.11$\frac{1}{2}$″–15$\frac{1}{2}$″ 196NHP NE35 Sulzer Bros. Winterthur | | C |
| 161572 | (ex Barge–35) | *Oil Eng.* | 781 | | | | | | | | | | | | | | |
| VGSW | *Electrically Welded* | 1 *Dk* | 649 | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| | *Longitudinal framing* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81355 | **Peter Helms** (ex Hutchinson) | | 3326 | | | | | 1920 | Mobile S.B. Co. Mobile, Ala. | McCormick Steamship Co. | 324·0 | 46·2 | 25·0 | S. Frncisco Utd. States | T.3Cy.22″,37½″&60″–42″ 233NHP | | R |
| 219741 | *Fitted for oil fuel* | | 3005 | | | | | | | | P41′B90′F34′ | | | *WB* | Ellicott Machine Corp. Bal. | | |
| KUJP | D.F. | 1 *Dk 2 tr B* | 2025 | | | | | | | | | | | | | | |
| 81356 | **Peter Hurll** | Twin Sc | 10871 | ✠100A1 | NYk | *g*† | CL | 1930 | Palmers' Co.Ld. Newcastle | Panama Trans-port Co. | 521·2 | 70·2 | 38·7 | Panama Panamanian | Oil Engines 2S.C.SA 12Cy.26$\frac{3}{4}$″–51$\frac{1}{2}$″ 1496NHP | 38 *ft* 9 | |
| | *Oil Eng.* | | 10420 | 5,~~401~~,~~389~~ 11,40 | | | S5,38 | 11mo | | | | | | 17 *B.H.p.t Cem* | 2 Water Tube DB *200lb* | s 8 *ft* 7 | |
| HPFP | *Mchy. Aft* | *ss* Ham. No.2–39 | 6637 | ✠LMC C82,39 | | | PN5,38 | | | | *After Bridge* 55′ | | | 4 „ *to 2nd dk* | 2 DB *100lb* | 30 *ft* 4½ | |
| | GyC. | 2 *Dks (Stl) & Web frames* | | ~~MBS11,35~~ 2,39 | | | | *Lloyd's* | *s.A & CP* | | B40′F42′ | | FK | | Frd. Krupp A.G. Kiel | | |
| | D.F. E.S.D. | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | *Longitudinal framing-bracketless system* | | | DBS11,40 | | | | | | *Cell D* | *Bu E* 107′253*t DT s* | | | *f* 48′1957*t FPT* 264*t* | *APT* 213*t* | | |
| 81357 | **Peter Kerr** (ex Easterner Sailor) | | 6476 | ✠ ... | | | | 1920 | Osaka Iron Works, Ld. Osaka | Pacific-Atlantic S.S.Co. (States S.S.Co. *Mgrs.*) | 415·0 | 55·7 | 31·9 | Portland, Or. Utd. States | T.3Cy.27″,45″&75′–51″ 553NHP | 34 *ft* 8 | R |
| 220276 | *Fitted for oil fuel* | | — | 1,21 | | | | 4mo | | | P32′B148′F45′ *on* | | | | | | † |
| KUZT | 1 *Dk & Shelter dk* | | 4083 | | | | | | | | *Shelter dk* | | FK | *WB* | Osaka Iron Wks. Ld. Osaka | | |
| | *& Web frames* | | | | | | | | | | | | | | | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 81358 | **Peter Lassen** (ex Aztec–38) | | 5383 | ✠100A1 | SFo | *z* | CL | 1929 | Barclay, Curle & Co. Ld. Glasgow | Dampskslsk. "Gloria" A/S. (P.A.Jensen, *Mgr*) | 388·8 | 53·2 | 31·2 | Copenhagn Danish | T.4Cy.30$\frac{3}{4}$″,51″&(2)62″–48″ 200lb (*s*) 947NHP | 33 *ft* 6 | |
| | *ss* Avn. No.2–37 | | 4708 | *with freeboard* | | | 2,39 | 3mo | | | 405·3 (O.L.) | | | *pt Cem* | 5SB,20*cf*, GS385, HS15235 FD | s 10 *ft* 4 | |
| OYUX | 2 *Dks (Stl–Weather dk* teak s) | | 3086 | 3,40 | | | | | | *Lloyd's* | P29′F40′ | | FK | *BH to W dk* | Barclay, Curle & Co. Ld. Gls | 23 *ft* 7½ | |
| | *Ref. Mchy.* | 3 *rd & 4th dks (Stl) in holds* | | ~~BS3,39~~ ✠LMC3,37 | | | | *s.A & CP* | | | *in after hold dispensed with* | | *Coll* | 4 „ „ 2nd „ | | | |
| | | | | *Fitted for oil fuel* 3,29 | | | *F.P.* | *above* | 150° F. | | | | | *BH i* | | | |
| | | | | | | | | | | *Cell D B* 333′740*t T* | | | | *anks at sides of tunnel* | 225*t FPT* 69*t APT* 36*t* | | |
| | *Now* **Aztec**, *see Supplement* | | | | | | | | | | | | | | | | |
| 81359 | **Peter Mærsk** | 3 Mst | 5476 | ✠100A1 | HKg | *b*† | CL | 1932 | Odense Staalskibsvft ved A.P.Möller | Ministry of Shipping (A.Holt & Co, *Mgrs.*) | 441·4 | 57·0 | 25·8 | Hull ~~Hong Kong~~ British | Oil Engines 2S.C.DA 9Cy.17$\frac{3}{4}$″–47$\frac{5}{16}$″ 983NHP | 28 *ft* 11 | |
| 172765 | | *Oil Eng.* | 4624 | *with freeboard* | | | ~~3,36~~ | 3mo | | | 462·2 (O.L.) | | | | | s 3 *ft* 4½ | |
| ~~GZBR~~ | *ss* HKg. No.2–40 | *ss Cpn. No.1–35* | ~~3434~~ | 6,40 ✠LMC C86,40 | | | 6,40 | | Odense | | F42′ | | FK | *SBH* | NDB35 *100lb* | 25 *ft* 9 | |
| ~~VRDJ~~ | *Ref. Mchy.* | 1 *Dk (Stl) Shelter dk (Stl)* | 3438 | DBS9,39 1,39 | | | | | | | | | | *Coll to Sh dk* | Akt. Burmeistr & Wain, Cpn | | |
| GNKJ | D.F. | 3 *rd dk (Stl) in Nos.1 & 4 holds* | | ✠Lloyd's RMC1,~~40~~6,40 | | | | *Lloyd's* | *s.A & CP* | *Cell D B* 386′ | 1597*t MT s* 63′2402*t* | | | 7 „ 2nd „ | 70′1782*t FPT* 124*t APT* 99*t* | | |
| | | | | | | | | | | | *Tanks in way of tunnel* | | | | | | |
| | | | | Port chamber for temp. 32° F. | | | | | | | | | | | | | |
| | | | | *Fitted for carrying oil F.P. above* 150° F. *in deep tanks* | | | | | | | | | | | | | |
| 81360 | **Peter Reiss** | | 5923 | | | | | 1910 | Superior Shipbldng Co Superior, Wis | Reiss S.S.Co. | 512·0 | 54·0 | 30·0 | Wilmgton (Del.) | T.3Cy.23½″,38″&63″–42″ | | R |
| 207471 | D.F. | | — | | | | | | | | F44′ | | | | American 257NHP | | |
| WADG | *Mchy. Aft* GyC. | 1 *Dk* | 4217 | | | | | | | | | | | *WB* | Utd. States Shipbuilding Co. Cleveland | | |
| 81361 | **Peter Stuyvesant** Ⓟ | | 1721 | | | | | 1927 | The Pusey & Jones Co. Wlmgtn, Del. | Hudson River Day Line | 260·5 | 60·0 | 15·8 | Wilmgton (Del.) | T.4Cy.25′,40″&(2)47″–36″ 265NHP | | |
| 226505 | *Fitted for oil fuel* | | — | | | | | | | | | | | Utd. States | Pusey & Jones Co. Wlmngtn | | |
| | 1 *Dk* | | 638 | | | | | | | | | | | | | | |
| 81362 | **Peter Vith** (ex Gemma) | | 1598 | | | | | 1928 | Flensburg r Schiffsb. Ges. Flensburg | H.P.Vith | 262·7 | 40·3 | 15·3 | Flensburg German | T3Cy.15$\frac{5}{8}$″25$\frac{5}{16}$″&44$\frac{3}{16}$″–29½″ 104NHP | | G |
| | | | 1263 | | | | | | | | P16′Q93′B108′F32′ | | | *WB* | Flensburger Schiffsb. Ges. | | |
| DDTV | Wireless D.F. | 1 *Dk* | 946 | | | | | | | | | | | | | | |
| 81363 | **Peter von Danzig** (ex Laura, | | 860 | | | | | 1916 | Schiffs Ges. Unterweser Weser-münde-L. | F.G.Reinhold | 212·9 | 31·4 | 13·2 | Danzig | T.3Cy.14½″,22″&35½″–23½″ 62NHP | | N |
| | ex Isebek, ex Havfru, ex Rannveig, | | 741 | | | | | | | | P31′B60′F21′ | | | *WB* | Christiansen & Meyer, Harburg | | |
| YMDH | ex Gudrun) | 1 *Dk* | 492 | | | | | | | | | | | | | | |
| 81364 | **Peter Wessel** Ⓟ | Twin Sc | 1415 | | | | | 1937 | A/S Aalborg Værft Aalborg | Norsk-Dansk Turistfart A/S (A/S Larvik Fredriks-havnsferjen, *Mgrs*) | 223·2 | 42·9 | 15·8 | Larvik Norwegian | Oil Engines 2S.C.SA 14Cy.13$\frac{3}{8}$″–22$\frac{7}{16}$″ 439NHP | | N |
| | (Ferry) | *Oil Eng.* | 990 | | | | | | | | | | | *WB* | Atlas-Diesel A/B, Skm | | |
| LJML | Wireless D.F. | 2 *Dks & Shelter dk* | 700 | | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81365 | **Peter White** | | 6184 | | | | | 1905 | Gt. Lakes Eng. Works Ecorse, Mich. | Presque Isle Trans-ptn. Co (Cleveland-Cliffs Iron Co. *Mgs.*) | 504·0 | 54·2 | 31·0 | Wilmgton (Del.) | T.3Cy.23″,38″&63″–42″ 257NHP | | R |
| 202368 | | | — | | | | | | | | | | | *WB* | Utd. States | Great Lakes Eng. Wks. Det. | |
| KFLO | D.F. *Mchy. Aft* | 1 *Dk* | 4931 | | | | | | | | | | | | | | |
| 81366 | **Peterston** | | 4680 | ✠100A1 | Cff | *y* | CL | 1925 | Bartram & Sons, Ld. Sunderland | Llangorse S.S.Co. Ld. (E.Thomas, Radcliffe & Co. | 385·4 | 52·0 | 26·0 | London British | T.3Cy.26′,44½″&73″–48″ (*s*) 1801b *180lb* 451NHP | 27 *ft* 10 | |
| 148561 | | *ss* Npt. No.3–12,37 | 4277 | 11,~~409~~,~~389~~ | Bry | | ~~8,37~~ | 2mo | | | 400·0 (O.L.) | | | | | s 3 *ft* 1½ | |
| GJWL | D.F. E.S.D. | 1 *Dk (Stl)* | 2797 | ~~BS8,39~~ ✠LMC8,37 | | | 11,40 | *Lloyd's* | *s.A & CP* | *Mgrs.*) *Cell D B* | P39′B&F306′ | | FK | 7 *B.H Cem* | 3SB (Spt) 9*cf*, GS194, HS7650 | 24 *ft* 10½ | |
| | | | | 10,40 | | | | | | | 342′1110*t FPT* 116′ | | | *APT* 174*t* | Blair & Co. Ld. Stockton | | |
| 81367 | **Peterton** | | 5221 | ✠100A1 | Nwc | *y* | CL | 1919 | Richardsn Duck & Co. Ld. Stockton | R. Chapman & Son | 400·1 | 52·4 | 28·4 | Newcastle British | T.3Cy.25$\frac{7}{16}$″,44″&73″–48″ 1801b (*s*) 397NHP | 31 *ft* 0 | |
| 142854 | | *ss* Shl. No.3–4,32 | 4796 | ~~12,39~~ 4,41 | | | ~~11,39~~ | 12mo | | | | | | 7 *B.H Cem* | NDB38 *100lb* | s 6 *ft* 0 | |
| GCKN | | *ss* Nwc. No.2–41 *ss Nwc. No.1–36* | 3189 | BS4,40 ~~✠LMC6,36~~ | | | 4,41 | | | | P49′B113′F40′ | | FK | *APT* 279*t* | 2SB (Spt) 6*cf*, GS137, HS6066 | 25 *ft* 8½ | |
| | | 1 *Dk (Stl)* | | MBS4,41 | MBS4,41 | | | *Lloyd's* | *s.A & CP* | *Cell D B* | 336′1058*t FPT* 168*t* | | | | Blair & Co. Ld. Stockton | | |
| 81368 | **Petertown** | | 528 | ✠100A1 | Abn | *g* | CL | 1938 | NV Schpsw Gebr. van der Werf Deest | Pinch & Simpson | 164·0 | 27·2 | 9·1 | London British | Oil Engines 4S.C.SA 6Cy.12$\frac{1}{16}$″–17$\frac{1}{16}$″ 87NHP | 11 *ft* 0 | |
| 166376 | | *Oil Eng.* | 343 | 5,41 2,40 | Cff | | ~~10,38~~ | 3mo | | | 170·0 (O.L.) | | | *3 B.H Cem* | | s 3 *ft* 9½ | |
| MMRQ | *Mchy. Aft* | 1 *Dk* | 270 | | | | 5,40 | | | | P27′Q54′B11′F16′ | | FK | | Mtrn. Werke Mannheim AG | 10 *ft* 9½ | |
| | | *Cruiser Stern* | | ✠LMC3,38 | | | | | | | | | | *APT* 24*t* | | | |
| | | | | ✠LMC(M)~~4~~,41 | | | | *Lloyd's* | *s.A & CP* | *Cell D* | *B* 104′140*t FPT* 50*t* | | | | | | |
| 81369 | **Petka** Ⓟ | | 546 | ✠100A1 | Spt | *h* | OG | 1896 | Howaldts-werke Kiel | Dubrovacka Plovidba A.D. | 174·1 | 25·8 | 11·5 | Dubrovnik Yugoslav | T.3Cy.16$\frac{7}{16}$″,27½″&43$\frac{3}{4}$″–24$\frac{1}{2}$″ 1801b (*s*) 133NHP | 11 *ft* 11 | |
| | | *ss* Spt. 3rd No.3–12,38 | 308 | 11,40~~,20~~ | | | 1,38 | 4mo | | | P&B103′F42′ BK7′ | | | 4 *B.H Cem* | 1SB, 3*cf*, GS58, HS2009 FD | s 2½ | |
| YTMK | *Well deck* | 1 *Dk (Stl)* | 341 | ✠NB11,13 ✠LMC2,38 | | | | *Lloyd's* | *s.A & CP* | | *D B a* 40′*f* 23′*u E Cell D B* | | | | 16′69*t* | Howaldtswerke, Kiel | 12 *ft* 4 |
| | | | | ~~BS4,36~~ 11,40 | | | | | | | | | | | | | |

No later survey reported

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed in Bk. Date of first Class Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81370 | **Petr Starostin** (*ex* Adelfi F. & S. | | 869 | ✠ | Pir | *k* | | 1892 | Short Bros. | U.S.S.R. | 170·0 | 36·0 | 13·7 | Odessa | T.3Cy.18″,29″&47″–33″ | 16 ″ 0 | |
| 36 | Theofani, *ex* Andreas | *ss* Shl.No.3–9,06 | 684 | 10,19 | | | | 12mo | Sunderland | | | | | Russian | NDB11 130NHP | | |
| | Moussouris, *ex* Stenies, | *ss* Liv.No.1–11 | 539 | | | | | | | | Q63′B36′F24′ FK | | | | 1SB,*2pf&1cf*,GS50,HS2000 | | |
| | *ex* Ratcliff) | 1 *Dk*(*Irn*)& | | | | | | | | | *CellDB*126′355*t FPT* | | | 4 *BHCem* | J.Dickinson,Sunderland | | |
| | *Well deck* | *Web frames* | | | | | | | | | | | | 86*t APT*45*t* | | | |
| 81371 | **Petrakis Nomikos** (*ex* Apache–36, | | 7020 | ✠100A1 | Rot | *a*† | CL | 1914 | Sir J. Laing | Petros M. Nomikos, | 425·1 | 57·0 | 33·1 | Piræus | T.3Cy.27″,45″&74″–54″ (*s*) | 33 ″ 0 | |
| 866 | *ex* Belridge–35) | *ss* Rot.2nd No.3–2,39 | 6374 | 2,39 | | | 1,39 | 6mo | &Sons,Ld. | Ltd. | | | | Greek | 180lb 592NHP | s 6 ″ 2 | |
| SVUD | *Mchy.Aft* | | 4420 | ✠LMC | | | | | Sunderland | | P101′B28′F40′ FK | | | 15 *BHpt Cem* | 4SB,*12cf*,GS196, | 27 ″ 0½ | |
| | | 2 *Dks*(*Stl*)& *Web frames* | | ✠NB37 (*p.as.f.as.a.*) | | | | | A&CP | *CellDBuE*& | P101′B28′F40′ FK | | | (9 *to Upr dk* | HS8150 FD | | |
| | | *Longitudinal framing* | | MS2.39 BS (*p.a.*)3,40 | | | | | | *B*55′142*t DTf*38′511*t APT*53*t* | | | | 6 „ *2nd* „) | G.Clark,Ld.Sunderland | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 6,14 | | | *F.P.* | *above* | 150° F. | | | | | | | | |
| 81372 | **Petrarca** (*ex* Szent István) | | 3329 | ✠100A1 | Gen | *v* | CL | 1910 | Clyde S.B. | "Tirrenia" Soc. | 356·4 | 43·6 | 22·8 | Fiume | T.3Cy.23″,39⅝″&64¾″–48″(*s*) | 25 ″ 2 | |
| 26 | | *ss* Fiu.2nd No.3–1,36 | 2836 | 10,39 | | | N10,39 | 11mo | &Eng.Co.Ld. | Anon.di Nav. | 344·7 | 45·5 | 22·8 | Italian | 200lb 372NHP | s 4 ″ 0¾ | |
| ICBS | D.F. | | 1974 | BS12,38 ✠LMC1,36 | | | | | Port Glasgow | | | | | 6 *BHCem* | 3SB,*9cf*,GS177,HS5070 FD | 21 ″ 3 | |
| | | 2 *Dks*(*Upt Stl&pt Irn*)2*nd dk*(*Stl*) | | | | | | *Lloyd's* | *A&CP* | | P40′B116′F39′ FK | | | | ClydeS.B.&EngCo.Ld.PGl | | |
| | | | | | | | | | | *CellDBa*127′*uE*& | *B*57′*f*129′726*t FPT* | | | 40*t APT*14*t* | | | |
| 81373 | **Petrel** | | 1354 | ✠100A1 | Lon | *p* | CL | 1920 | Ailsa S.B. | General Stm.Nav. | 250·2 | 37·2 | 14·2 | London | T.3Cy.22″,35″&57″–39″ (*s*) | 16 ″ 6 | |
| 145095 | | *ss* Lon.No.3–1,33 | 986 | *Shelter dk* | | | 4,40 | 11mo | Co.Ld. | Co.Ld. | | | | British | 180lb 258NHP | s ″ 2 | |
| MKJC | | *ss* Lon.No.1–37 | 633 | *with freeboard* | | | | | Ayr | | | | | 5 *BHCem* | 2SB,*6cf*,GS126,HS4516 | 16 ″ 6½ | |
| | | 1 *Dk*(*Stl*)& | | 4,40 ✠LMC | | | | *Lloyd's* | *A&CP* | *CellDBf*161′218 | B17′ FK | | | (2 „ *to Sh dk* | AilsaS.B.Co.Ld.Troon | | |
| | *Mchy.Aft* | *Shelter dk*(*Stl*–ws) | | MS3,37 BS4,40 | | | | | | | *t FPT*20*t APT*16*t* | | | 3 „ „*2nd dk*) | | | |
| | | | | *Fitted for oil fuel* 11,20 | | | *F.P. a* | *bove* | 150° F. | | *DTf*21′300*t* | | | | | | |
| 81374 | **Petrella** | | 480 | ✠100A1 | Mlt | *h* | CL | 1918 | Dunlop, | The Admiralty | 155·0 | 28·1 | 11·2 | London | T.3Cy.14″,23″&38″–24″ (*s*) | 12 ″ 0 | |
| 142383 | | *ss* Lon.No.3–5,31 | 360 | 10,36 1,40 | | | 8,38 | 4mo | Bremner&Co. | | 164·0(O.L.) | | | British | 180lb 72RHP | s ″ 8½ | |
| GVWB | | *ss* Pts.No.1–35 | 162 | ~~BS1,40~~ ✠LMC~~3,36~~ | | | | | Ld PGlasgow | | Q63′B15′F24′ FK | | | 11 *BHpt Cem* | 2SB,*4cf*,HS1890 FD | 11 ″ 5 | |
| | Wireless | 1 *Dk*(*Stl*) | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *A&CP* | | *DTa*15*t FPT* | | | 37*t APT*8*t* | Dunlop,Bremner&Co.Ld. | | |
| | *Mchy.Aft* | *Well deck* | | *Fitted for oil fuel* 4,18 | | | *F.P. a* | *bove* | 150° F. | | | | | | PortGlasgow | | |
| 81375 | **Petro** | | 444 | ✠ A1 | PGl | | OG | 1939 | Ferguson | Union Lighterage | 157·7 | 32·1 | 8·9 | London | Oil Engines 4S.C.SA | 10 ″ 3 | |
| 167275 | | *Oil Eng.* | 344 | ~~6,39~~ 6,41 | Lon | | | 6mo | Bros.(Port | Co.Ld. | *33·2* | | | British | 8Cy.11″–17⅛″ 94NHP | s 1 ″ 9 | |
| | *Mchy.Aft* | 1 *Dk* | 228 | ✠LMC6,39 | | | | | Glasgow)Ld. | | 162·0(O.L.) FK | | | 8 *BHpt Cem* | | 8 ″ 7½ | |
| | | *Deck & trunk electrically welded* | | ✠LMC(M)6,41 | | | | | PortGlasgow | | Q43′*Trunk*90′ | | | | Klöckner-Humboldt- | | |
| | | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | | *Centre line B Hnon-oil tight* | | | | DeutzA.G.Köln-Deutz | | |
| | | | | *For coasting service* | | | *Ipswich to Dover* | | | | *FPT*21*t* | | | | *APT*29*t* | | |
| 81376 | **Petrobus** | | 475 | ✠100A1 | Grk | *h* | CL | 1918 | Dunlop, | The Admiralty | 155·0 | 28·1 | 11·2 | London | T.3Cy.14″,23″&38″–24″ (*s*) | 12 ″ 0 | |
| 142308 | | *ss* Lon.No.3–12,29 | 360 | ~~3,39~~ 3,40 0,41 | Gmh | | 3,40 | 2mo | Bremner&Co. | | 164·2(O.L.) | | | British | 180lb 72RHP | s ″ 8½ | |
| GVWC | Wireless | *ss* Pts.No.2–38 | 163 | ~~BS3,41~~ ✠LMC3,38 | | | | | Ld PGlasgow | | Q63′B15′F24′ FK | | | 11 *BHpt Cem* | 2SB,*4cf*,HS1890 FD | 11 ″ 5 | |
| | *Mchy.Aft* | *Well deck* 1 *Dk*(*Stl*) | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | | *DTa*11′15*t FPT* | | | 37*t APT*8*t* | Dunlop,Bremner&Co.Ld. | | |
| | | | | *Fitted for oil fuel* 2,18 | | | *F.P. a* | *bove* | 150° F. | | | | | | PortGlasgow | | |
| 81377 | **Petroheat** | **Twin Sc** | 2345 | 100A1 | | | | 1940 | Dolomite | Pan-American | 294·0 | 43·3 | 21·0 | New York | Oil Engines 4S.C.SA | 23 ″ 0 | |
| 239238 | (*Launched as* Dolomite3) | *Oil Eng.* | | | | | | | Marine Corp | Petroleum& | | | | Utd. States | 16Cy.12½″–13″ | s 5 ″ 11½ | |
| WDUC | D.F. | | | (*Class Contem plated*) | | | | | Rochestr,N.Y. | Transport Co. | F24′ | | | | | 17 ″ 1 | |
| | *Mchy.Aft* | *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | *Comp leted by* | Sulliv an | D.D.&Rep.Corp. | Brooklyn,N.Y. | | | | | | |
| | | | | | | | | | | | | | | | American Locomotive Co. | | |
| | | | | | | | | | | | | | | | Auburn,N.Y. | | |

*For full particulars see No. 89552 in Supplement*

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81378 | **Petroil** (*ex* Queen Maeve, *ex* Oswego, | | *4634* | ✠100A1 | Pir | *x* | CL | 1903 | Grngem'th | Soc.Anon.Hellé- | 365·1 | 50·1 | 27·5 | Piræus | T.3Cy.26⅜″,41⅜″&70″–48″ | 30 ″ 3 | |
| 698 | *ex* Gargoyle, | *ss* Mch.2nd No.3–3,28 | *4310* | 1,40 | | | 7,39 | 1mo | &Greenock | nique Maritime | | | | Greek | 180lb (*r*) 426NHP | s 5 ″ 11½ | |
| SVQZ | *ex* Pennoil) | *ss* Pir.No.2–37 | *2637* | ~~BS6,39~~ ✠LMC3,~~39~~ | | | | | Dockyard Co. | "Transpetrol" | | | | 10 *BHCem* | 3SB,*9cf*,GS205,HS7365 | 24 ″ 5 | |
| | | 2 *Dks*(*Stl*)& *Web frames* | | 9,40 | | | | | Greenock | (A.Romano& | P28′B78′F39′ FK | | | | D.Rowan&Co.Glasgow | | |
| | | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | A.H.Behar, *Mgrs.*) | | | | *CellDBuE*& | *B*68′217*t FPT*320*t APT*80*t* | | |
| | | | | *Fitted for oil fuel* 4,24 | | | *F.P. a* | *bove* | 150° F | | | | | | | | |
| 81379 | **Petrolea** | | 480 | | | | | 1904 | Kjöbnhvns | Det Danske | 155·9 | 27·9 | 12·0 | Nyborg | T.3Cy.13″,20½″&33¾″–21″ | | V |
| | Wireless | *Carrying Petroleum in bulk* | 385 | | | | | | Flydk.& Skbs | Petroleums A/S | | | | Danish | 51NHP | | |
| OZSC | D.F. | *Mchy.Aft* 1 *Dk* | 233 | | | | | | Copenhagen | (F.W.Kraft, *Mgr.*) | P62′F19′ | | | *WB* | KjbnhavnsFlydk.& Skbsv | | |
| 81380 | **Petrolite** | | 1561 | ✠100A1 | Hfx | *p* | CL | 1938 | Marine | Imperial Oil,Ld. | 230·0 | 39·1 | 18·5 | Montreal | 2 Oil Engines 2S.C.SA | 18 ″ 6 | |
| 170138 | | *Oil Eng.* | 1212 | 12,39 | | | | 11mo | Industries, | Marine Depart- | 239·9(O.L.) | | | British | with electro-magnetic slip | s 1 ″ 8¾ | |
| VCBY | Wireless D.F. | 1 *Dk* | 856 | ~~DBS1,41~~ ✠LMC11,38 | | | | | Ld. | ment. (H.J. | P62′B26′F39′ FK | | | 10 *BHpt Asp* | couplings & SR gearing | 16 ″ 10¼ | |
| | *Mchy.Aft* | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | Sorel,P.Q. | Rahlves, *Mgr.*) | *CellDBuE*32′*f*32′6 | | | | 14Cy.12″–15″ 354NHP | | |
| | | *Electrically welded* | | | | | | *Lloyd's* | *SA&CP* | | 5*t FPT*55*t APT*63*t* | | | | DB *100lb* | | |
| | | | | | | | | | | | | | | | Fairbanks,Morse&Co. | | |
| | | | | | | | | | | | | | | | Beloit,Wis. | | |
| 81381 | **Petronel** | | 475 | ✠100A1 | Abn | *h* | CL | 1918 | Dunlop, | The Admiralty | 155·0 | 28·1 | 11·2 | London | T.3Cy.14″,23″&38″–24″ (*s*) | 12 ″ 1 | |
| 142453 | | *ss* Pts.No.3–1,31 | 360 | 3,40 | | | 3,40 | 6mo | Bremner&Co. | | 164·3(O.L.) | | | British | 180lb 72RHP | s ″ 8½ | |
| GVWF | Wireless D.F. | *ss* Pts.No.2–39 | 162 | BS3,40 ✠LMC4,39 | | | | | Ld PGlasgow | | Q63′B15′F25′ FK | | | 11 *BHpt Cem* | 2SB,*4cf*,HS1890 FD | 11 ″ 6 | |
| | | 1 *Dk*(*Stl*) | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | | *DTa*11′15*t FPT* | | | 37*t APT*8*t* | Dunlop,Bremner&Co.Ld. | | |
| | *Mchy.Aft* | *Well deck* | | *Fitted for oil fuel* 6,18 | | | *F.P. a* | *bove* | 150° F. | | | | | | PortGlasgow | | |
| 81382 | **Petronella** | **Twin Sc** | 2770 | ✠100A1 | HKg | *t* | CL | 1927 | Harland& | Nederl. Indische | 305·3 | 50·2 | 15·1 | The Hague | Oil Engines 4S.C.SA | 15 ″ 0 | |
| 3673 | | *Oil Eng.* | *1831* | 10,40 | Sba | | 2,39 | 10mo | Wolff,Ld. | Tankstoomboot | | | | Dutch | 12Cy.19¾″–27½″ 452NHP | s ″ 7½ | |
| PGSI | E.S.D. *ss* H.Kg.No.3–12,39 | ~~*ss* Sba No.2–38~~ | *1321* | ✠LMC CS12,39 | | | | | Glasgow | Maats. | P86′F51′ FK | | | 12 *BHpt Cem* | DB *150lb* | 14 ″ 5¾ | |
| | *Mchy.Aft* | 1 *Dk*(*Stl*) | | ~~DBS10,40~~ 10,49 | | | | *Lloyd's* | *SA&CP* | | *Trunk*168′ | | | | Harland&Wolff,Ld.Gls. | | |
| | | *Longitudinal framing at bottom & at deck* | | *Carrying Petroleum in bulk* | | | | | | *CellDBuE* | 55′*f*20′ 15*t FPT* | | | 38*t APT*88*t* | | | |
| 81383 | **Petropavlovsk** (*ex* Cananova–39) | | 1926 | ✠ —— | NOs | *q* | | 1920 | Manitowoc | U.S.S.R. | 249·8 | 37·7 | 22·8 | Petropav | T.3Cy.23″,37″&63″–39″ | 25 ″ 0 | V |
| 1737 | | *ss* N.Os.No.3–11,32 | 1055 | 1,38 | | | | 7mo | S.B.Co. | | | | | lovsk | 357NHP | | † |
| | | 1 *Dk*(*Stl*–ws)& | | | | | | | Manitowoc. | | | | FK | Russian | 2SB,*6cf*,GS124,HS5258 | | |
| | | *Shelter dk*(*Stl*–ws)3*tr B* | | | | | | | Wis. | | *CellDB*194′4 | | | *pt Cem* | Manitowoc S.B.Co. | | |
| | | *Fitted for oil fuel* | | | | | | | | | 75*t FPT*38*t APT*36*t* | | | 3 *BHto Sh dk* | | | |
| | | | | | | | | | | | | | | 1 „ „ *U* „ | | | |
| 81384 | **Petrophalt** (*ex* Ebano–33) | | ~~2623~~ | ✠100A1 | Rou | *t* | CL | 1930 | Harland& | Ministry of Ship- | 290·2 | 47·2 | ~~17·7~~ | Belfast | T.3Cy.18½″,28½″&48½″–28″ | 19 ″ 6 | |
| 161480 | | ~~*ss* LaR.No.2–38~~ | ~~1360~~ | *with freeboard* | Bel | | 8,39 | 10mo | Wolff,Ld. | ping(Anglo- | | | 17·2 | British | 180lb (*s*) 229NHP | s 3 ″ 8½ | |
| ~~PNNU~~ | | 1 *Dk*(*Stl*) | ~~1472~~ | 6,41 ~~2,40~~ | BS6,41 | | | | Belfast | American Oil Co.Ld. | P73′ *Trunk*178′ | | | 6 *BHpt Cem* | 2SB,*6cf*,HS3880 FD | 15 ″ 11½ | |
| GMNS | *Mchy.Aft* | | 2627 | ~~BS3,40~~ ✠LMC3,38 | | | | *Lloyd's* | *SA&CP* | (R.A.Carder) *Mgrs*) | F39′ FK | | | | Harland&Wolff,Ld.Bel. | | |
| | | | 1859 | *Carrying liquid asphalt or oil* | | | | | | *CellDBuPumpRo* | *om*10′27*t DTf*18′26 | | | 8*t FPT*64*t A* | *PT*29*t* | | |
| | | | 1551 | *Fitted for oil fuel* 10,30 | | | *F.P. a* | *bove* | 150° F. | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux Gréement. etc. / Ex-nom, s'il y a lieu / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés marquant l'Etat d'Equipement. | 7* Laze de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. Figure. Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81385 | **Petropolis** (*ex*Berengar–38, *ex*General Botha, *ex*Berengar) | | 4845 / 4578 | | | | | 1911 | Bremer Vulkan Vegesack | Hamburg-Süd-Amerik Dampfsschifffahrts Ges. | 399·2 | 53·7 | 27·6 | Bremen German | T.3Cy.29½″,48⅞″&80½″–53⅞″ 472NHP | | G |
| DODD | D.F. 2*Dks & Shelter dk* | | 3029 | | | | | | | | | | | *WB* | Bremer Vulkan, Vegesack | | |
| 81386 | **Petros** Ⓟ | | 634 | ✠ ... | | | | 1892 | Howaldtswerke | Epirotiki S.S. Nav. Co. George Potamianos | 179·0 | 25·0 | 12·0 | Piræus Greek | T.3Cy.17½″,27½″&43½″–24½″ 118NHP | 14 ″ 1 | |
| 587 | (*ex*Ionio, *ex*Zaton, *ss*Fiu. 2nd No. 3–7,24 | | — | 1,28 | | | | 2mo | Kiel | | Q21′B93′F36′ | | | | | | |
| SZMD | *ex*Veneto, *ex*Hungaria) 1 *Dk 2tr B Well deck* Wireless | | 347 | NB5,04 | | | | | | | | | BK7′ | *WB* | Howaldtswerke, Kiel | | |
| 81387 | **Petros J. Goulandris** | | 4693 | | | | | 1923 | A.F. Smulders Schiedam | Goulandris Bros. | 376·0 | 51·8 | 25·1 | Andros Greek | T.3Cy.25″,41″&67″–45″ 301NHP | | V |
| 205 | (*ex*Schouwen–33) *Fitted for oil fuel* | | 4078 | | | | | | | | P38′B22′F33′ | | | | | | |
| SVBJ | 2 *Dks* | | 2789 | | | | | | | | | | | *WB* | A.F. Smulders, Schiedam | | |
| 81388 | **Petrovski** (*ex*Minnewater–35, *ex*Ysseldijk) *ss*Rot. No. 3–5,34 | | 3771 | ✠ ... | Rot | *w* | | 1921 | Werf Gusto Firma A.F. Smulders Schiedam | U.S.S.R. | 359·4 | 50·3 | 22·0 | Odessa Russian | T.3Cy.25″,41″&67″–45″ 342NHP | 24 ″ 6 | |
| UPLM | 1 *Dk (Stl) & Shelter dk (Stl)* | | 3403 / 2279 | 11,36 | | | | 8mo | | | | | FK | *Cem* | 3SB, *9cf*, GS168, HS5418 | | |
| | | | | | | | | | | *Cell D B* 310′933 | | | | *Coll BH to Sh dk* | Werf Gusto Firma | | |
| | | | | | | | | | | | *t FPT* 81*t APT* 116*t* | | | 5 ,, ,, *U* ,, | A.F. Smulders, Schiedam | | |
| 81389 | **Petsamo** (*ex*Cambrian Idylle, *ex*Junin) *ss*Cpn. 2nd No. 3–11,31 | | 4596 / — | ✠100A1 *Shelter dk* | Abo | *y* | CL 9,39 | 1907 | W. Beardmore & Co. Ltd. Glasgow | Suomen Kalastus O/Y–Finska Fiskeri A/B | 406·7 | 50·0 | 25·7 | Hangö Finnish | T.3Cy.25½″,42″&70″–51″ (*s*) 190lb 463NHP | 28 ″ 6 s 3 ″ 4 | 104 H D |
| 180 | | | | | | | | 9mo | | | 392·9 | 50·2 | | | | | |
| OHDR | *ss*Hfs. No. 1–36 | | 2599 | *with freeboard* 10,39 | | | | | | | | | FK & BK2′ | | 3SB, *12cf*, GS220, HS8121 | 25 ″ 6 | |
| | D.F. E.S.D. 2 *Dks (Stl) & deep framing & Shelter dk (Stl)* | | | BS6,39 | LMC5,36 | | | *Lloyd's* | *A & CP* | *Cell D Ba* 102′ *u E* | *B* 63′ *f* 167′ 925*t FPT* | | | 69*t APT* 52*t* | W. Beardmore & Co. Ltd. Glas. | | |
| 81390 | **Petter** Twin Sc | | 9109 / 8551 | ✠100A1 | Ham | *d*† | CL 6,88 | 1935 | Akt. Burmeistr & Wain Copenhagen | A/S Jensen's Rederi III (J.P. Jensen, *Mgr.*) | 471·8 | 64·4 | 34·9 | Arendal Norwegian | Oil Engines 2S.C.SA 12Cy.19½″–35½″ 807NHP | 35 ″ 0 | |
| | *Mchy. Aft* *ss*Ham. No. 1–39 *Oil Eng.* | | 9,40 3,39 | Cff | | | | 6mo | | | | | | 16 *BH* | 2 DB *180lb* | | |
| LIZJ | D.F. *Cruiser Stern* 2 *Dks* | | 5543 | LMC CS9,40 | | | 7,40 | | | | P101′B29′F44′ | | FK | (12 *to U dk* | Akt. Burmeistr & Wain, Cpn | | |
| | *Longitudinal framing–bracketless system* | | | DBS9,40 | | | 6,38 | *Lloyd's* | *A & CP* | *Cell D Bu E* 71′ 361*t D* | *Tf* 43′ 629*t APT* 150*t* | | | 4 ,, 2nd ,,) 351*t* | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 81391 | **Petter II** (*ex*Scottish Castle–38) *Fitted for oil fuel* | | 7417 / 6734 | | | | | 1922 | Armstrong Whitworth & Co. Ltd. Newcastle | A/S Jensen's Rederi III (J.P. Jensen, *Mgr.*) | 440·8 | 57·4 | 34·0 | Arendal Norwegian | T.3Cy.27″,46″&77″–51″ 424NHP | | C |
| LJQV | D.F. *Mchy. Aft* 2 *Dks* | | 4524 | | | | | | | | P101′B35′F39′ | | | *WB* | Armstrong Whitworth & Co. Ltd. Nwc. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 81392 | **Petworth** | | 972 / 702 | ✠100A1 5,40 | Sld | *l* | CL 5,40 | 1934 | Burntisland S.B. Co. Ltd. Burntisland | Stephenson Clarke & Associated Companies, Ld. | 205·0 | 33·0 | 13·1 | London British | T.3Cy.14½″,25″&41″–30″ 200lb *100lb* (*s*) 118NHP | 15 ″ 1 s 4 ″ 7½ | |
| 163512 | *ss*Sld. No. 1–39 | | | | | | | 8mo | | | 212·0 (O.L.) | | | | | | |
| MBXM | *Mchy. Aft* 1 *Dk* | | 518 | BS10,40 | LMC8,39 | | | *Lloyd's* | *A & CP* | *Cell D Bu E* 17′ *f* 141*t* | Q119′B11′F20′ FK *t* 279*t MT* 125*t FPT* | | | 4 *BH Cem* 80*t APT* 19*t* | 1SB, *3cf*, GS54, HS1985 D. Rowan & Co. Ltd. Glasgow | 14 ″ 6 | |
| | Wireless *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 81393 | **Peuceta** (*ex*Anna Madre–37, *ex*Gartmore–35, *ex*Cahiracon, *ex*Cid, *ex*Dee) | | 1926 / — | ✠ ... 3,36 | Gls | *r* | | 1902 | Craig, Taylor & Co. Stockton | A. Lauro | 291·9 | 39·3 | 12·8 | Naples Italian | T.3Cy.21*g*″,37″&61″–42″ 265NHP | 22 ″ 7 | I † |
| 495 | *ss*Gls. 2nd No. 3–2,27 | | | | | | | 4mo | | | 282·0 | | 20·2 | | | | |
| IBAN | *ss*Gls. No. 1–32 | | 1197 | NB10,28 | | | | | | | | | | 5 *BH Cem* | 2SB, *6cf*, GS107, HS4102 | | |
| | 1 *Dk (Stl)* & *Spar dk (Stl)* & *Web frames* | | | | | | | | | | B74′F34′ | | FK | | N.E. Marine Eng. Co. Ltd. Sld | | |
| | | | | | | | | | | *Cell D Ba* 82′ *u E* 18′ *f* 116′ | | | | | | |
| 81394 | **Peveril** | | 798 / 723 | ✠100A1 *with freeboard* | Bkn | *m* | OG 9,37 | 1929 | Cammell Laird & Co. Ltd. Birkenhead | Isle of Man Steam Packet Co. Ltd. | 205·1 | 34·7 | 15·2 | Douglas IM British | T.3Cy.16½″,27″&45″–27″ (*r*) 200lb | 16 ″ 0 s 4 ″ 6½ | |
| 145306 | *ss*Bkn. No. 2–37 | | | | | | | 6mo | | | 213·3 (O.L.) | | | | | | |
| MBXC | Wireless 1 *Dk (pt Stl–* teak *s)* | | 320 | 4,40 BS4,40 | LMC3,37 | | 1½ | *Lloyd's* | *A & CP* | *Cell D Ba & u* | B69′F39′ BK7′ *E* 61′ *f* 50′ 141*t FPT* | | | 7 *BH Cem* 43*t APT* 28*t* | 2SB, *6cf*, GS131, HS4340 Cammell Laird & Co Ld. Bkn | 12 ″ 3 | |
| 81395 | **Phaeacian** 3 Mst | | 480 / 326 | | | | | 1920 | Mistley S.B. & Rpg. Co. Mistley | F.W. Horlock's Ocean Transport Co. Ltd. (M.F. Horlock, *Mgr.*) | 144·1 | 25·2 | 11·1 | Harwich British | T.3Cy.12″,20″&34″–23″ 55NHP | 12 ″ 0 | C |
| 131910 | | | | | | | | | | | P81′B9′F19′ | | | | | | |
| MKQL | *Mchy. Aft* 1 *Dk* | | 220 | | | | | | | | | | | *WB* | W H. Allen, Sns & Co. Bedfrd | | |
| 81396 | **Phæax** (*ex*Oldekerk–34, *ex*Sesostris) | | 7188 / 6608 | 100A1 *Shelter dk* | Sea | *d*† | CL 8,39 | 1915 | Flensburger Schiffsb. Ges. Flensburg | "Polar" Cia. de Navegacion, Ltda. | 470·9 | 60·9 | 28·5 | Pnamanian | T.3Cy.28″,50⅞″&84″–54″ (*s*) 185lb 695NHP | 31 ″ 4 s 5 ″ 2½ | 190 40 |
| HPKD | *ss*Rot. 2nd No. 3–5,39 | | 4530 | *with freeboard* 5,40 1,40 | LMC | | NS,40 | | | | F54′ *on Shelter dk* FK *Collision* | | | *Cem* *BH to Sh dk* | 4SB, *12cf*, GS240, HS9908 FD Flensburger Schiffsb. Ges. | 26 ″ 4½ | |
| | 2 *Dks (Stl)* & *Shelter dk (Stl)* 3rd *dk (Stl) in No. 1 hold* | | | MS6,38 | BS5,40 | | | | | | | | | 8 ,, ,, *U* ,, | | | |
| | | | | *Fitted for oil fuel* 5,39 *F.P. above 150° F.* *Carrying vegetable oil in bulk* | | | | | | *Cell D Ba* 158′ *u E* 27′ *f* | | | | 219′ 1632*t D* | *Tf* 36′ 1160*t FPT* 55*t APT* 15*t* | | |
| | | | | | | | | | | *in DT* | | | | | | | |
| 81397 | **Phædra** | | 619 / 372 | | | | | 1898 | G. Seebeck Act. Ges. Bremerhaven | Dampfschifffahrts Ges. Neptun | 170·6 | 27·1 | 16·4 | Bremen German | T.3Cy.14⅜″,17⅞″&38⅜″–23½″ 72NHP | | G |
| *Now "Empire Sentinel," see No. 87920 in Supplement* | | | | | | | | | | | H42′ | | | *WB* | G. Seebeck A.G. Bremerhvn | | |
| DOHQ | 2 *Dks* | | | | | | | | | | | | | | | | |
| 81398 | **Pharos** Twin Sc | | 921 / 625 | ✠ 3,13 | Lth | *m* | | 1909 | W. Beardmore & Co. Ltd Glasgow | Commissioners of Northern Light-houses | 206·4 | 31·2 | 15·0 | Leith British | T.6Cy.15″,24″&38″–24″ NB34 142NHP | 15 ″ 11 | |
| 125500 | | | | | | | | 12mo | | | P&B127′F30′ | | FK | | | | |
| MDCT | 2 *Dks (Upt Stl–* ws) | | 393 | | | | | | | *Cell D Ba* 33′ *f* 69′ 93*t FPT* | | | | 6 *BH Cem* 28*t APT* 54*t* | W. Beardmore & Co. Ltd. Gls. | | |
| | Wireless D.F. | | | | | | | | | | | | | | | | |
| 81399 | **Phasianella** Twin Sc | | 855 / 539 | ✠100A1 ~~3,39 0,39~~ 12,40 | Sng | *k* | CL ~~3,39~~ | 1929 | Bow, McLachlan & Co. Ltd. Paisley | Shell Co. of Australia, Ld. | 180·3 | 34·6 | 11·2 | Melbourne British | Oil Engines 2S.C.SA 8Cy.16 1/16″–18½″ 386NHP | 12 ″ 0 s ″ 4½ | |
| 161338 | *ss*Sng. No. 2–38 | | | DBS12,40 | | | 12,40 | 12mo | | | 189·9 (O.L.) | | | | DB *160lb* | | |
| VJNP | *Oil Eng.* | | 395 | ~~1 Hss8,38~~ | LMC2,37 | | | | | | P53′F36′ | | FK | 10 *BHpt Cem* | Kromhout Mot. Fab. Ams. | 11 ″ 9½ | |
| | *Mchy. Aft* 1 *Dk (Stl)* | | | LMC (M) 11,38 | | | | | | | *Trunk* 91′ *FPT* 33*t* | | | *APT* 7*3t* | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | *Lloyd's* | *A & CP* | | | | | | |
| 81400 | **Phemius** Ⓟ | | 7406 | | | | | 1921 | Scotts' S.B. & E. Co. Ltd. Greenock | Ocean S.S. Co. Ltd. (A Holt & Co *Mgrs*) | 459·1 | 56·2 | 32·5 | Liverpool British | 2 steam turbines D R geared to 1 sc. shaft | | |
| 145896 | *Fitted for oil fuel* | | 6327 | | | | | | | | P54′B165′F62′ | | | | | | |
| GBWY | D.F. 2 *Dks & lower dk in No. 1 hold* | | 4617 | | | | | | | | | | | *WB* | Scotts' S.B. & E. Co. Ltd. Grk. | | |
| 81401 | **Phenix** (*ex*Henri Desmarais–35, *ex*Oriflamme) | | 5907 / 4681 | ✠ ... 11,31 | | | | 1920 | Lithgows Ltd. Port Glasgow | ~~Courtage & Transports, S.A.~~ Ministry of Shipping | 400·5 | 51·2 | 30·8 | Aden ~~Havre~~ ~~French~~ British | T.3Cy.27″,44″&73″–48″ 517NHP | 31 ″ 0 | V † |
| 174206 | | | | | | | | 10mo | | | P111′B30′F39′ | | FK | | | | |
| ~~Dutch~~ | *Fitted for oil fuel* | | 3337 | | | | | | | | | | | *WB* | D. Rowan & Co. Ltd. Glasgow | | |
| ZNAG | *Mchy. Aft* 1 *Dk 2tr B & Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 81402 | **Phidias** | | 5623 / 5281 | ✠100A1 Examined 5,41 Brw | ~~Liv~~ | *z* | CL ~~10,37~~ 2,41 | 1913 | A. McMillan & Son, Ld Dumbarton | Lamport & Holt Line, Ld. | 415·5 | 56·0 | 28·1 | Liverpool British | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 480NHP | 30 ″ 9 s 5 ″ 10½ | |
| 135439 | *ss*Liv. No. 3–10,26 | | | | | | | 5mo | | | | | | *Cem* | 3SB (Spt) *9cf*, GS189, HS8502 | 25 ″ 1 | |
| GMKL | *ss*Gls. No. 2–34 | | 3565 | LMC | | | | | | | P44′B123′F46′ FK | | | *H to Upr dk* | D. Rowan & Co. Glasgow | | |
| | D.F. 2 *Dks (Stl)* | | | MS8,38 | BS5,41 | | | *Lloyd's* | *A & CP* | *'Tween hold* | *dk BH in No. 3 (6B dispensed with) 1B* | | | *H to 2nd dk only* | 35′ 1048*t FPT* 121*t APT* 41*t* | | |
| | | | | | | | | | | *Cell D Ba* 133′ *u E & B* 43′ *f* 18 | | | | 6′ 1056*t D Tf* | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L. R. Dated 1.7.40 Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81403 | **Phila** (*ex* Hollandsch Diep) | | 1368 | | | | | 1918 | Verschure & Co. | Franz L. Nimtz | 238·1 | 36·7 | 15·8 | Stettin | T.3Cy.17″,28½″&46″–36″ | | V |
| | | | 1138 | | | | | | Amsterdam | | P27′B58′F16′ | | | German | 127NHP | | |
| DAUG | | 1 *Dk* | 727 | | | | | | | | | | | *WB* | Verschure & Co. Amsterdam | | |
| 81404 | **Philip D. Block** | | 7931 | | | | | 1925 | American S.B.Co. | Inland Steel Co. (Hutchinson & Co. *Mgrs.*) | 586·0 | 60·0 | 28·0 | Chicago Utd. States | T.3Cy.24½″,41″&65″–42″ 274NHP American S.B.Co. Lorain,O. | | R |
| 224508 | D.F. GyC. | | — | | | | | | Lorain,O. | | | | | | | | |
| WCDG | *Mchy.Aft* | 1 *Dk* | 6210 | | | | | | | | | | | | | | |
| | | *pt Longitudinal framing* | | | | | | | | | | | | | | | |
| 81405 | **Philip Minch** | | 5865 | | | | | 1905 | American S.B.Co. | Kinsman Trans Co. (Geo. M. Steinbrenner, *Mgr.*) | 480·0 | 52·0 | 30·0 | Wilmgton (Del.) | T.3Cy.22½″,36″&60″–42″ 233NHP | | R |
| 201928 | D.F. | | — | | | | | | Lorain,O. | | | | | Utd. States | American S.B.Co. Cleveland | | |
| | *Mchy.Aft* | 1 *Dk* | 4471 | | | | | | | *WB* | | | | | | | |
| 81406 | **Philip T. Dodge** Ⓟ | | 5047 | 100A1 | NNs | *x* | CL | 1910 | Bremer Vulkan Vegesack | Atlantic Transptn. Co.Ld. (S.L.de Carteret *Mgr.*) | 384·0 | 51·7 | 26·8 | St John NB British | T.3Cy.24 13/16″,39 7/16″&64″–43½″ 200lb (*s*) 257NHP | 29 ″ 6 s 6 ″ 7½ | |
| 143084 | (*ex* Clare Hugo Stinnes 1) | | 4457 | *with freeboard* | Mtl | | ~~1,39~~ | | | | | | | | | | |
| VGNL | Sub.Sig. | *ss* Shl.2nd No.3–4,34 *ss* NNs.No.1–39 | 3691 | 6,40 ~~2,39~~ | | | 5,40 | | | | P24′B71′F29′ FK | | | | 2SB,*6cf*,GS134,HS5220 FD | 23 ″ 1½ | |
| | D.F. | 1 *Dk*(*Stl*) | | ~~BS4,39~~ 6,40 | LMC3,38 | | | *Lloyd's* | *sA&CP* | *Cell DB* 332′1240*t Tank* | *on dk f* 89*t a* 46*t FPT* | | | 164*t APT* 60*t* | Bremer Vulkan, Vegesack | | |
| 81407 | **Philipp Heinicken** | | 2042 | | | | | 1939 | Rickmers Werft Wesrmünd-G | Argo Reederei Richard Adler & Co. | 299·8 | 42·8 | 14·6 | Bremen German | C.4Cy.(2)14 7/16″&(2)31½″–31½″&LP turbine with DR gearing & hydraulic coupling HS3660 266NHP | | |
| | | | 1398 | | | | | | | | P25′B71′F31′ | | | | | | |
| | D.F. E.S.D. | 2 *Dks* | 1112 | | | | | | | | | | | *WB* | Ottensener Mch.G.m b.H. Altona | | |
| | Sub.Sig. *Ref.Mchy.* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81408 | **Philipp M.** (*ex* Halbeath–37) | | 2085 | ✠100A1 | Bry | *r* | CL | 1924 | Burntislnd S.B.Co.Ld. Burntisland | Mooringwell S.S. Co.Ld. | 274·5 | 39·9 | 23·2 | Cardiff British | T.3Cy.20″,33″&54″–36″ (*s*) 180lb 220NHP | 25 ″ 5 s 6 ″ 9½ | |
| 147908 | *ss* Cff.No.1-40 *ss* Hul.No.3–5,36 | | 1875 | *with freeboard* | Cff | | 8,38 | 6mo | | | 283·2(O.L.) | | | | 2SB,*6cf*,GS110,HS3804 | 18 ″ 9½ | |
| GKMT | | 1 *Dk*(*Stl*) | 1239 | 10,40 ~~9,39~~ | | | | *Lloyd's* | *sA&CP* | *Cell DB* 231′579*t Sidetanks in ER* 139*t FPT* | P19′F19′ FK | | | 85*t APT* 101*t* | D.Rowan & Co.Ld. Glasgow | | |
| | *Arch deck* | *Cargo battens not fitted Cruiser Stern* | | ~~BS9,39~~ | ✠LMC ~~5,36~~ 10,40 | | | | | | | | | | | | |
| 81409 | **Philis** (*ex* Wim–38) | | 359 | | | | | 1936 | E.J.Smit & Zoon Westerbroek | Anglo-Saxon Petroleum Co.Ld. | 140·7 | 24·6 | 8·5 | London British | Oil Engines 4S.C.SA 6Cy.10½″–15⅜″ 68NHP | | V |
| 166356 | | *Oil Eng.* | 237 | | | | | | | | P37′F26′ | | | | | | |
| MNNV | *Mchy.Aft* | *Cruiser Stern* 1 *Dk* | 197 | | | | | | | *WB* | | | | | Mtrn.Werke Mannheim AG | | |
| 81410 | **Philoctetes** Ⓟ | **Twin Sc 2 Twin** | 11431 | | | | | 1922 | Scotts' S.B. &E.Co.Ld. Greenock | China Mutual S.N. Co.Ld.(A.Holt&Co. *Mgrs.*) | 511·9 | 63·2 | 41·1 | Liverpool British | 4 Steam Turbines DR geared to 2 Sc. Shafts | | BT till 6,40 |
| 145969 | D.F. | **Msts** | 8197 | | | | | | | | F73′ | | | | Scotts' S.B.&E.Co.Ld.Grk. | | |
| GCYS | *Ref.Mchy.* | 3 *Dks* | 7212 | | | | | | | *WB* | | | | | | | |
| 81411 | **Philol** | | 1178 | ✠100A1 | Ply | *n* | OG | 1916 | Tyne Iron S.B.Co.Ld. Newcastle | The Admiralty | 210·0 | 34·8 | 15·6 | London British | T.3Cy.16″,26″&43″–27″ (*s*) 180lb 142NHP | 16 ″ 6 s 1 ″ 6 | |
| 139135 | | *ss* Lon.No.3–8,29 | 863 | 3,41 ~~4,40~~ | Liv | | 4,40 | 8mo | | | | | | | 2SB,*4cf*,HS2174 FD | 15 ″ 1 | |
| GXBT | | *ss* Ply.No.2–37 | 570 | ~~BS7,41~~ | ✠LMC | | | *Lloyd's* | *sA&CP* | *Cell DBuE&B* 43′63′ | P44′F40′ FK | | | 36*t APT* 30*t* | N.E.Marine Eng Co Ld Nwc | | |
| | *Mchy.Aft* | 1 *Dk*(*Stl*) & *Web frames* | | MS9,37 | ~~BS5,40~~ | | | | | | *t DTf* 30′253*t FPT* | | | | *ad not oil-tight* | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | *Middle line Bulkhead* | | | | | | |
| | | | | *Fitted for oil fuel* | | 8,16 | *F.P. above* | | | | 150° F. | | | | | | |
| 81412 | **Philomel** | | 2122 | ✠100A1 | Gib | *t* | CL | 1936 | Caledon S. B.&E.Co.Ld. Dundee | General Stm.Nav. Co.Ld. | 302·2 | 45·3 | 16·9 | London British | T.3Cy.21″,33″&60″–36″& exhaust turbine driving | 19 ″ 9 s ″ 7 | |
| 164575 | | *Cruiser Stern* | 1774 | *with freeboard* | | | 1,39 | 2mo | | | 314·0(O.L.) | | | | steam compressor (*s*) | 19 ″ 3¼ | |
| GYPV | D.F. | 1 *Dk* & *Shelter dk* 3*rd dk in Nos.* 1 & 2 *holds* | 1249 | 2,40 | | | | *Lloyd's* | *sA&CP* | *Cell DB* 252′504*t Tunnel* 62*t* | F26′ FK | | | *Coll to Sh dk* 5 „ 2*nd* „ | 220lb FD 429NHP 2SB(Spt) *6cf*,GS112,HS6020 | | |
| | | *Hatch covers & webs dispensed with at No.* 2 *hatchway on* 3*rd dk* | | BS3,40 | ✠LMC 2,36 | | | | | | *Tanks at sides of FPT* 49*t APT* 70*t* | | | | J.G.Kincaid & Co.Ld.Grk. | | |
| 130/40 | | | | | | | | | | | | | | | | | |
| 81413 | **Philotis** (*ex* Grebe–37) | | 880 | ✠100A1 | Sws | *o* | CL | 1926 | Ailsa S.B. Co.Ld. Troon | Moss Hutchison Line,Ld. | 220·5 | 35·2 | 11·8 | Liverpool British | T.3Cy.16″,26½″&43″–33″(*s*) 200lb 175NHP | 14 ″ 0 s ″ 2 | |
| 148737 | | *ss* Liv.No.3–6,38 | 691 | *with freeboard* | | | 1,38 | 3mo | | | | | | | 2SB,*6cf*,GS102,HS3404 | 13 ″ 11½ | |
| MNPV | | 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | 366 | 2,40 | ✠LMC | | | *Lloyd's* | *sA&CP* | *Cell DB* 182′250′ | *B on Shelter dk* 62′ FK | | | 5 *Bl HCem* (*Coll to Sh dk* 4 „ 2*nd* „ ) | Ailsa S.B.Co.Ld.Troon | | |
| | D.F. | *Cruiser Stern* | | MS5,38 | BS2,39 | | | | | | *FPT* 28*t APT* 12*t* | | | | | | |
| | Wireless | | | | | | | | | | | | | | | | |
| * 81414 | **Phobos** | | 7412 | ✠100A1 | Sch | *b*† | CL | 1926 | Nederl. Schps. Maats. Amsterdam | Nederl. Indische Tankstoomboot Maats. | 440·4 | 59·4 | 32·7 | The Hague Dutch | Oil Engines 4S.C.SA 6Cy.32½″–59″ 602NHP | 32 ″ 9 s 6 ″ 3½ | |
| | | *Oil Eng.* | 6767 | 9,39 | | 2½ | N2,39 | 12mo | | | | | | 15 | 2DB *180lb* | 26 ″ 7¾ | |
| PGSQ | D.F. | *ss* Rot.No.3–2,39 | 4235 | ✠LMC CS2,39 | | | | *Lloyd's* | *sA&CP* | *Cell DB* 252′504*t Tunnel* 62*t* | P99′B34′F58′ FK | | | *160t APT* 66*t* | Werkspoor, Amsterdam | | |
| | *Mchy.Aft* | *Cruiser Stern* 1 *Dk*(*Stl*) | | ~~DBS2,39~~ 2,39 | | | | | | | *t DTf* 32′280*t FPT* | | | | | | |
| | Sub.Sig. | *Longitudinal framing at bottom and at deck* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 81415 | **Phoebus** | **Twin Sc** | 8863 | | | | | 1923 | Howaldts-werke Kiel | Panama Trans-port Co. | 498·9 | 64·1 | 31·7 | Panama Pnamanian | Oil Engines 2S.C.SA 8Cy.26¾″–43 3/16″ 1000NHP | 32 ″ 0 s 5 ″ 4½ | G |
| | *Carrying Petroleum in bulk* | *Oil Eng.* | — | | | | | | | | B45′ | | | | Gebr.Sulzer, Ludwigshafen | 26 ″ 10½ | |
| HPFS | *Mchy.Aft* E.S.D. | 2 *Dks* & *tr B* | 5341 | | | | | | | | | | | | | | |
| | D.F. Sub Sig. | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 81416 | **Phœbus** | | 657 | | | | | 1910 | Akt.Ges. "Weser" Bremen | Dampfsch.Ges. Neptun | 180·0 | 28·1 | 12·8 | Bremen German | T.3Cy.13½″21 1/16″&34 7/16″–23½″ 57NHP | | G |
| | | | 517 | | | | | | | | Q50′B45′F22′ | | | | | | |
| DOOF | | 1 *Dk* | 362 | | | | | | | *WB* | | | | | A.G. "Weser," Bremen | | |
| 81417 | **Phoenicia** | | 4124 | | | | | 1928 | Howaldts-werke A.G. Kiel | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 374·3 | 53·7 | 22·6 | Hamburg German | Oil Engines 2S.C.SA 8Cy.23⅜″–41⅜″ 777NHP | | G |
| | | *Oil Eng.* | 3413 | | | | | | | | P15′B&F351′ | | | | Gebr.Sulzer A.G. Ludwigshafen | | |
| DIEN | D.F. Sub.Sig. | 1 *Dk* | 2234 | | | | | | | *WB* | | | | | | | |
| 81418 | **Phoenix** | | 5731 | ✠ ... | | | | 1918 | Chester S.B Co.Ld. Chester,Pa. | Phoenix Steamship Corp. | 400·8 | 54·3 | 31·4 | New York Utd. States | T.3Cy.24½″,42½″&72″–48″ NE20 359NHP | 32 ″ 9 | R † |
| 216824 | | *Fitted for oil fuel* | 4550 | 11,20 | | | | 9mo | | | P99′B27′F50′ | | | | Hardy Tyne Mfg Co. Boston Mass | | |
| WJEO | *Mchy.Aft* | 1 *Dk* | 3511 | | | | | | | | FK | | | *WB* | | | |
| | | *Fitted with cylindrical tanks for carrying Petroleum* | | | | | | | | | | | | | | | |
| 81419 | — | | 999 | | | | | 1913 | Stettiner Oderwerke Stettin | Argo Reederei Richard Adler & Co. | 236·0 | 32·5 | 13·7 | Bremen German | T.3Cy.21¾″,35½″&57 1/16″–39½″ 205NHP | | G |
| | | | 828 | | | | | | | | P&B144′F27′ | | | | | | |
| DOBK | D.F. Sub.Sig. | 1 *Dk* | 530 | | | | | | | *WB* | | | | | Stettiner Oderwerke | | |
| 81420 | — | **Wood** | 390 | | | | | 1920 | Västerviks Nya Varvs A/B Västervik | P.V.Felce | 135·4 | 26·4 | 12·6 | Maracaibo Venezuelan | Oil Engines 2S.C.SA 4Cy.15″–16½″ 159NHP | | |
| | (*ex* Phönix–36, *ex* Donau, *ex* Gunlög) | *Oil Eng.* | 314 | | | | | | | | | | | | J & C G Bolinder's Co Ld Skm | | |
| | *Mchy.Aft* | 1 *Dk* | 260 | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenu, expiré. Lettre d'équipement. | 7a D'de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Longueur en pieds. Largeur en pieds. Creux. Hauteur en pieds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81421 | **Phönix** (*ex*Toreador) | 895 / 760 / 431 | | | | | 1921 | G.Seebeck Akt.Ges. Weser-münde-G | D/S A/S Phönix (H.Andersen) | 247·9 | 33·8 | 11·5 | Esbjerg Danish *WB* | T.3Cy.17½″,28″&45½″–31½″ 123NHP G.Seebeck A.G.Wsm. | | G |
| OUKA | 2 *Dks* | | | | | | | | | | | | | | | |
| 81422 | **Photinia** (*ex*Hopedene–38) | 4010 | ✠100A1 | Cff | *w* | CL | 1929 | Swan,Hunter&Wigham Richardson, LdSunderlnd | StagLine,Ld. (J.Robinson& Sons,*Mgrs.*) | 364·5 | 50·7 | 24·4 | N.Shields British | T.3Cy.24″,39″&65′–45″ (*s*) 1801b ~~600b~~ 905 338NHP | 26 ″ 9 | I |
| 161545 | *ss*Nwc.No.2–38 | 3625 | 9,40 ~~12,39~~ | | | 1,39 | 12mo | | | 374·0(O.L.) | | | British | 2SB(Spt),8*cf*,GS148, HS5616 | s4 ″ 6½ | |
| GKVW | D.F. 1 *Dk(Stl)* | 2457 | ✠LMC MS10,37 BS~~4,39~~ 6,40 | | | 9,40 | | | | P34′B115′F35′ FK | | | *6 BHpt Cem* | N.E.MarineEng.Co.Ld.Sld | 22 ″ 5½ | |
| | | | | | | | *Lloyd's SA&CP* | | *Cell D Ba&u E135′* | *f157′ 918t FPT 86t* | | | *APT152t* | | | |
| 81423 | **Phrontis** Ⓟ Twin Sc | 6181 | | | | | 1925 | Caledon SB &E.Co.Ld. Dundee | Nederlandsche Stoomv. Maats. "Oceaan" | 429·5 | 54·8 | 29·1 | Amsterdam Dutch *WB* | Oil Engines 4S.C.SA 16Cy.24½″–43½″ 952NHP Akt.Burmeistr&Wain,Cpn | | C |
| | *Oil Eng.* | 5289 | | | | | | | | P44′B224′F48′ | | | | | | |
| PGSU | D.F. 2 *Dks* | 3835 | | | | | | | | | | | | | | |
| 81424 | **Phrygia** | 4137 | | | | | 1928 | Howaldts-werke A.G. Kiel | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 374·3 | 53·7 | 22·6 | Hamburg German *WB* | Oil Engines 2S.C.SA 8Cy.23½″–41½″ 777NHP Gebr.Sulzer A.G. Ludwigshafen | | G |
| | *Cruiser Stern Oil Eng.* | 3406 | | | | | | | | P15′B&F351′ | | | | | | |
| DIEO | D.F. 2 *Dks* | 2219 | | | | | | | | | | | | | | |
| 81425 | **Phuoc Kien** Iron | 318 | | | | | 1881 | Scott&Co. Greenock | Cie.Saïgonnaise de Nav.&deTransp. | 135·7 | 19·9 | 17·2 | Saïgon French | C.2Cy.15″&27″–15″ 24NH Scott&Co.Greenock | | |
| TTQM | 2 *Dks* | 102 | | | | | | | | *Erections39t* | | | | | | |
| 81426 | **Pia** (*ex*Uhariton–33, | Aux 3 Mast Sr | 385 | | | | | 1918 | A.deJong Vlaardingen | FrancescoTomei | 155·1 | 26·4 | 11·6 | Viareggio Italian *WB* | Oil Engines 4S.C.SA 3Cy.11¼″–16½″ 37NHP NE26 N.V.Momoram,Rot. | | I |
| 695 | *ex*Adri) | *Oil Eng.* | 312 | | | | | | | P25′F18′ | | | | | | |
| ISAB | *Mchy.Aft* 1 *Dk* | 302 | | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | |
| 81427 | — | 304 | | | | | 1937 | NV Schpsw Delfzijl v/h Gebr.Sanders Delfzijl | JanKlugkist | 126·2 | 24·0 | 8·3 | Groningen Dutch | Oil Engines 2S.C.SA 4Cy.9⅞″–14½″ 62NHP AppingedammerBrons Motorenfb.N.V. | | C |
| | *Oil Eng.* | 200 | | | | | | | | | | | | | | |
| PGSW | D.F. 1 *Dk* | 152 | | | | | | | | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81428 | **Piako** | 8286 | | | | | 1920 | A.Stephen &Sons,Ld. Glasgow | NewZealand ShippingCo.Ld. | 450·0 | 58·2 | 37·2 | Plymouth British *WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft A.Stephen&Sons,Ld. | | C |
| 132766 | | 7747 | Lloyd's RMC~~5,40~~ 12,40 | | | | | | | | | | | | | |
| GBYT | *Ref.Mchy.* 2 *Dks&Shelter dk* | 5119 | | | | | | | | | | | | | | |
| | D.F. *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81429 | **Piankatank** Iron Twin Sc | 899 | | | | | 1890 | Harlan& Hollings-worth Corp. Wlmgtn.Del. | NewCastle TerminalCo. | 200·0 | 31·0 | 11·0 | Baltimore Utd.States | T.6Cy.12″,20″&30″–20″ NB05 81NHP Harlan&Hollingsworth Corp.Wilmington,Del. | | |
| 130510 | (*ex*Neuse) | — | | | | | | | | | | | | | | |
| KJVE | 1 *Dk* | 611 | | | | | | | | | | | | | | |
| 81430 | **Piauhy** (*ex*Guarany) | 1022 | | | | | 1902 | Off.e.Cant. Ligur.Ancon. Ancona | Cia.Commercio e Navegação | 209·9 | 32·1 | 18·3 | R.Janeiro Brazilian | T.3Cy.15½″,23½″&39½″–19½″ *Emade93fitted*02 68NHP G.Ansaldo&Co.Smprdrena | | |
| PUQN | Wireless 1 *Dk&Awng dk* | 644 | | | | | | | | | | | | | | |
| 81431 | **Piave** Ⓟ (*ex*PiaveII,*ex*Piave) | 7565 | ✠100A1 | Gen | *b*† | CL | 1921 | Cantiere SanRoccoSA Trieste A&CP | LloydTriestino Soc.Anon.diNav. | 464·2 | 57·4 | 22·0 | Trieste Italian | T.3Cy.32″,51½″&83″–54″ (*s*) 1801b 681NHP 4SB(Spt),*12cf*,GS239, HS9851 | 35 ″ 0 | |
| 414 | *ss*Gen.No.3–3,34 | 6695 | *Shelter dk* | | | 8,38 | 5mo | | | 446·7 | 32·4 | | | | s8 ″ 7½ | |
| ICBU | *ss*Tri.No.1–37 | 4735 | *with freeboard* 12,39 | | | | | | | B108′ *on Shelter dk* | | | | | 26 ″ 8 | |
| | *Ref.Mchy.* 2 *Dks(Stl)&* | | BS12,39 ✠LMC12,37 | | | | | | | FK | | | | | | |
| | D.F. *Shelter dk(Stl)* | | ✠Lloyd's RMC12,39 | | | | | | | *Cem* | | | | HS9851 | | |
| | | | | | | | | | *Cell D B398′1630t* | *Collision BH to Sh dk* | | | | Stabilimento Tecnico,Tri. | | |
| | | | | | | | | | | *FPT56t APT63t* | | | | | | |
| | | | | | | | | | | 6 ,, ,, *U* ,, | | | | | | |
| | | | *Fitted for oil fuel* 2 ,30 | | | *F.P. above* | | | | | | | | | | |
| | | | | | | | | | | 150° F. | | | | | | |
| 81432 | — | *2347* | | | | | 1912 | Western DD&SBCoLd P.Arthur,Ont | LloydNacional Soc.Anon. | 257·0 | 42·5 | 23·4 | R.Janeiro Brazilian *WB* | T.3Cy.18″,29″&48″–40″ 146NHP AmericanS.B.Co.Clv. | | |
| | (*ex*Hamiltonian) *Fitted for oil fuel* | *2066* | | | | | | | | | | | | | | |
| PULB | 2 *Dks* | *1277* | | | | | | | | | | | | | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | |
| | *Carrying petroleum in bulk* | | | | | | | | | | | | | | | |
| 81433 | **Picardy** | 320 | ✠100A1 | ~~Yar~~ | | OG | 1920 | Crabtree& Co.Ld. Gt.Yarmouth | GreatYarmouth ShippingCo.Ld. | 130·0 | 23·2 | 9·5 | Yarmouth British | C.2Cy.16″&33″–22″ (*s*) 1301b 45RHP | 10 ″ 6 | |
| 144421 | *ss*Lon.No.3–7,31 | 209 | Examined 12,40 P17 | | | 1,39 | 3mo | | | | | | | | s ″ 9½ | |
| MJWY | *Well deck* *ss*Yar.No.1–36 | 133 | ✠NB7,20 ✠LMC5,36 | | | | | | | Q51′B9′F16′ FK | | | *3 BHCem* | 1SB.*2pf*,GS37,HS1183 | 9 ″ 10 | |
| | *Mchy.Aft* 1 *Dk(Stl)* | | BS~~4,39~~ 6,40 | | | | *Lloyd's SA&CP* | | | *FPT* | | | *2 1t APT28t* | Crabtree&Co.Ld.Gt.Yar. | | |
| 81434 | **Picci Fassio** (*ex*GeorgiaFassio–39, | 2261 | | | | | 1909 | Swan,Hunter&Wigham Richardson, Ld.Newcastle | "Fassio"Soc.Anon. diNavigazione | 257·0 | 43·1 | 22·0 | Genoa Italian *WB* | T.3Cy.20½″,33″&54″–36″ 175NHP N.E.MarineEngCoLd.Nwc | | I |
| 2251 | *ex*Nevona–39, *Fitted for oil fuel* | 1975 | | | | | | | | 250·4 | | | | | | |
| IBJY | *ex*Newona) D.F. 1 *Dk* | 1242 | | | | | | | | F42′ | | | | | | |
| | *Mchy.Aft* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 81435 | **Pickhuben** | 999 | | | | | 1923 | Union Giesserei Königsberg | H.M.Gehrckens | 230·7 | 35·6 | 13·4 | Hamburg German *WB* | T.3Cy.18½″,29½″&47½″–29½″ 121NHP UnionGiesserei,Königsbrg | | G |
| DHTE | Wireless D.F. 1 *Dk* | 836 | | | | | | | | P&B174′F23′ | | | | | | |
| | | 529 | | | | | | | | | | | | | | |
| 81436 | **Pictou County** (*ex*Fritzöe–35) 3 Mst | 707 | | | | | 1920 | A/S Nes Mek.Værks. Nes Tonsberg | Parrsboro ShippingCo H.O. Gillespie,*Mgr.*) | 179·8 | 29·7 | 12·8 | Parrsboro, N.S. British *WB* | Oil Engines 4S.C.SA 6Cy.18½″–29½″ 207NHP Akt.Burmeistr&Wain,Cpn | | |
| 158625 | *Oil Eng.* | 522 | | | | | | | | P56′F28′ | | | | | | |
| VCWD | *Mchy.Aft* 1 *Dk* | 445 | | | | | | | | | | | | | | |
| 81437 | **Piemonte** Ⓟ Trp Sc | 15209 ✠ | | Gls | *i*† | | 1918 | Barclay, Curle&Co.Ld. Glasgow | LloydTriestino Soc.Anon.diNav. | 546·1 | 67·2 | 41·8 | Genoa Italian | T.8Cy.(2)27½″,(2)41½″&(4) 47″–51″&1L.P.Turbine 5DB,*30cf*,GS590,HS24730 Harland&Wolff,Ld.Bel. | 45 ″ 9 | I |
| 2040 | (*ex*Minnedosa–35) *ss*Gls.No.3–12.30 | — | 12,30 | | | | 8mo | | | 520·0 | | | *10 BHCem to Awng dk* | | | † |
| IBLL | *Ref.Mchy.* 4 *Dks(Stl)&Awng dk* | 9018 | | | | | | | | FK&DK2″ | | | | | | |
| | (*Stl*–teak s)pt&th *dk(Stl)* | | | | | | | | *Cell DB445′2053t* | *FPT* | | | *106t APT57t* | | | |
| | D.F. Sub.Sig. *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81438 | **Pier Luigi** (*ex*San Francesco di | 2571 | | | | | 1895 | Lobnitz Co. Renfrew | A.Lauro | 306·2 | 40·1 | 19·7 | Naples Italian | T.3Cy.19½″,32″&51″–39″ 162NHP Lobnitz&Co.Renfrew | | I |
| 449 | Paola–32,*ex*Alexandra) | 1904 | | | | | | | | 296·8 | | | | | | |
| ICBV | D.F. 2 *Dks* | 1611 | | | | | | | | P29′Q86′H120′ F31′ | | | | | | |
| 81439 | **Piero Foscari** Ⓟ Twin Sc | 3423 | | | | | 1928 | Stabilmnto Tecnico Trieste | "Adriatica"Soc. Anon.diNav. | 329·3 | 44·5 | 20·9 | Venice Italian *WB* | Oil Engines 2S.C.SA 12Cy.20½″–32½″ 438NHP FiatSanGiorgio,Turin | | I |
| 218 | *Oil Eng.* | — | | | | | | | | | | | | | | |
| ICCA | D.F. 3 *Dks* | 1934 | | | | | | | | | | | | | | |
| 81440 | **Pierre-Claude** (*ex*Asta–35) | 1787 | | | | | 1934 | Akt.Burmeistr&Wain Copenhagen | CiédeNav.fruitière (Cie.Auxiliaire de Nav.*Mgrs.*) | 294·5 | 42·7 | 15·4 | Nantes French *WB* | Oil Engines 2S.C.SA 6Cy.19¼½″–35⅞″ 404NHP Akt.Burmeistr&Wain,Cpn | | V |
| | *Cruiser Stern* *Oil Eng.* | 1442 | | | | | | | | | | | | | | |
| FOKL | *Ref.Mchy.* D.F. 2 *Dks* | 951 | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L. R. Index Lt. of Trade Ref. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81441 | **Pierre L. D.** *Oil Eng.* | 5795 / 4948 / 3333 | | | | | 1935 | Atel.&Ch. deFrance Dunkirk | Louis-Dreyfus& Cie. | 446·9 / F43′ | 57·1 | 25·7 / 34·7 | Dunkirk French *WB* | Oil Engines 2S.C.SA 8Cy.25⅝″–47¼″ 793NHP Cie.deConstr.Mecaniques Sulzer,St.Denis | | V |
| FOYD | D.F. E.S.D. 2*Dks* GyC. *CruiserStern* | | | | | | | | | | | | | | | |
| 81442 | **Pierre Loti** Ⓟ **TwinSc** (*ex*EmperorNicholasI) *ss*Msl.No.2–21 | 5114 ✠ / 3686 / 3012 | 6,25 ✠ | Msl | *y* | | 1913 12mo | J.Brown& Co.Ld. Clydebank | Soc.desServices Contractuels des Messageries Maritimes *Cell DBa* 91′*u* | 381·1 / *E*59′*f*154′504*tFPT* | 51·8 | 27·7 / FK&BK2″6 | Marseilles French *BHCem* | T.6Cy.22″,36″&58″–48″ 788NHP 4SB(FD)&1AuxSB,*18cf*, GS336,HS13000 J.Brown&Co.Ld.Clydebnk | 30 ″ 6 | V † |
| FOBH | *Ref.Mchy.* 2*Dks*(*Stl*–ws)&*Shade dk* (*Stl*–ws)3*rd dk in Nos.* 1, 2 *&* 3 *holds* D.F. | | | | | | | | | | | | 27*t* | *APT*45*t* | | |
| 81443 | **Piet Hein** *Oil Eng.* | 399 / 254 / 204 | | | | | 1938 | NVSchpsw "Vooruit-gang" Foxhol | N.V.Scheepv. Mij."PietHein" | 143·3 / P49′Q48′F23′ | 26·2 | 9·1 | Groningen Dutch *WB* | Oil Engines 2S.C.SA 6Cy. BolnesMotorenfbk,Bolnes | | C |
| PGSZ | *Mchy.Aft* 1*Dk* *CruiserStern* | | | | | | | | | | | | | | | |
| 81444 | **Pietrina** **IronAuxTwinScBkn** (*ex*Sailing Vessel,*ex*Charlotte) *Oil Eng.* | 1214 ✠ / — / 1075 | ... 5,08 | NYk | | | 1890 6mo | J.Lange Vegesack | H.J.Miller&Co. | 221·3 / P44′F30′ | 34·2 | 20·6 / BK9½″ | M.Video Uruguayan | Oil Engines 2S.C.SA 8Cy.14½″–15″ 284NHP *Emade&fitted*–21 A/S Tuxham,Copenhagen | 22 ″ 1 | |
| | *ss*Bkn.No.3–1,04 *ss*B.As.No.1–08 (*See Sailing Ship Register*) 2*Dks* | | | | | | | | | | | | | | | |
| 81445 | **Pietro Campanella** (*ex*Chanda) | 6140 ✠ / 5879 / 3802 | ... 1,30 | | | | 1906 3mo | Barclay, Curle&Co.Ld. Glasgow | TitoCampanella Soc.diNav. | 430·2 / P40′B85′F44′ | 54·3 | 32·0 / FK | Genoa Italian *WB* | T.3Cy.33″,53½″&86″–60″ 784NHP Barclay,Curle&Co.Ld.Gls. | 34″10 | I † |
| 1344 | *ss*Gen.2ndNo.3–11,25 | | | | | | | | | | | | | | | |
| ICBX | D.F. 2*Dks&deep framing* | | | | | | | | | | | | | | | |
| 81446 | **Pietro Orseolo** *Oil Eng.* | 6344 ✠100A1 / 5343 / 3716 | *withfreeboard* 11,39 ✠LMC11,39 | Mfl | *c*† | CL | 1939 11mo | Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd'sA&CP* | Soc.Italiana di Armamento "Sidarma" | 470·7 / (O.L.) F36′ / *Cell DB* 380*t* | 60·6 / 60·7 | 23·6 / 26·0 / FK / 1151*t* *MT*28′12 | Fiume Italian *8BHptCem* *Coll to Sh dk* 7 „ 2*nd*„) 75*t* *FPT*131*t* | Oil Engines 2S.C DA 6Cy.25¾″–45½″ 1328NHP DB*100lb* Soc.An"Fiat"S.G.M.Turin *APT*227*t* | 29″10 s 3 ″ 11 26 ″ 1¾ | |
| 91 | *Oil Eng.* | | | | | | | | | | | | | | | |
| IBSZ | D.F. GyC. 1*Dk&Shelter dk* *CruiserStern* 3*rd dk in No.* 1 *hold* *Butts of shell & decks elec. welded* *Longitudinal framing at decks* | | | | | | | | | | | | | | | |
| | | | *Carrying fuel* | *oil F. P.* | *above* | | | | | | | | | | | |
| 81447 | **Pietro Querini** (*ex*Senator–32) | 1004 / 877 / 573 | | | | | 1906 | Stavanger Stöberi&Dok Stavanger | SalvagnoAnon. Nav. | 242·0 / P11*t*B48*t*F30*t* | 33·1 | 15·3 | Venice Italian *WB* | T.3Cy.17″,28⅛″&47″–33″ 127NHP StavangerStöberi&Dok | | I |
| 246 | | | | | | | | | | | | | | | | |
| ISCN | 1*Dk* | | | | | | | | | | | | | | | |
| 81448 | **Pijnacker Hordijk** *Fitted for oil fuel* | 2982 / 2367 / 1810 | | | | | 1914 | Maats. Fyenoord Rotterdam | Koninkl.Paketv. Maats. | 325·5 / B95′ | 40·8 | 22·7 / FK | Batavia Dutch *WB* | T.3Cy.22″,36½″&60″–42″ 233NHP Maats.Fyenoord,Rot. | | V |
| PKEM | 3*Dks* | | | | | | | | | | | | | | | |
| 184/40 81449 | **Pikepool** | 3683 / 3397 / 2271 | | | | | 1909 | Ropner& Sons,Ld. Stockton | PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) | 346·5 / P23′B99′F36′ | 51·0 | 23·3 / FK | W.Hartlpl British *WB* | T.3Cy.25″,41″&67″–45″ 301NHP Blair&Co.Ld.Stockton | | C |
| 127453 | | | | | | | | | | | | | | | | |
| GQSN | 1*Dk* | | | | | | | | | | | | | | | |
| 81450 | **Pilar** (*ex*Risöy,*ex*LondonQueen) | 660 ✠ / — / 348 | ... 1,34 | Mag | | | 1910 12mo | VanVliet &Co. Hardinxveld | Soc.Anon. ComercialBraun &Blanchard | 169·5 / Q84′B14′F25′ / *DBa*30′33*tFPT*45*t* | 28·1 | 11·7 / FK | Pnta Arnas Chilian 4*BHCem* *APT*14*t* | T.3Cy.14″,23″&39″–27″ NDB24 75NHP 1SB,*3cf*,GS55,HS1735 Richardsons,Westgarth Co.Ld.Mdb. | 12 ″ 7 | |
| 1241 | *ss*Lon.No.3–3,23 | | | | | | | | | | | | | | | |
| CBPI | *ss*Mag.No.2–30 *Well deck* Wireless 1*Dk*(*Stl*) | | | | | | | | | | | | | | | |
| 81451 | **Pilar de Larrinaga** (*ex*War | 7046 ✠100A1 / 6542 / 4517 | 4,40 BS7,30 11,40 ✠LMC10,36 | Lon | *b*† | CL 4,40 | 1918 1mo | Mitsubishi Zosen Kaisha Ld. Nagasaki *Lloyd'sA&CP* | LarrinagaS.S.Co. Ld. *Cell DB* 392′ | 445·0 / P35′B138′F35′ / 1316*tDT* *a*42′1226*t* | 58·1 | 31·3 / FK | Liverpool British *7BHCem* *APT*26*t* | T.3Cy.25¼″,47″&79″–51″ (*s*) 200lb 524NHP 3SB,*9cf*,GS162,HS6591 FD MitsubishiZosenKaishaLd | 34 ″ 0 s 7 ″ 5¾ 26 ″ 8¾ | |
| 142675 | Nymph) *ss*Mch.No.3–10,36 | | | | | | | | | | | | | | | |
| GPWN | 2*Dks*(*Stl*) | | | | | | | | | | | | | | | |
| 81452 | **Pillau** (*ex*EdmundHalm–35) | 1308 / 1041 / 723 | | | | | 1923 | Nüscke& Co. Stettin | Kohlen-Import undPoseidonSchiff-fahrtAkt.Ges. | 242·1 / Q75′B105′F33′ | 37·0 | 14·0 / FK | Königsbrg German *WB* | T3Cy.17⅛″,26¾″&43⅝″–27½″ Christiansen &Meyer,Harburg 99NHP | | G |
| DGWE | Wireless D.F. E.S.D. 1*Dk* | | | | | | | | | | | | | | | |
| 119/40 81453 | **Pindos** (*ex*Indianic–36) | 4360 ✠100A1 / 4026 / 2712 | *Shelter dk* *withfreeboard* 11,38 BS12,39 ✠LMC5,36 | Rot | *y* | CL 12,39 | 1908 6mo | Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP* | "Pindos" S.S.Co.Ld. *Cell DB* | 380·4 / 393·7(O.L.) / *a*119′*uE&B*64′*f*150′ | 52·0 | 33·2 / 25·7 / FK | Argostoli Greek *6BHCem* 972*t* *APT*30*t* | T.3Cy.27½″,46″&76″–48″ (*s*) 180lb GS184,HS7949 492NHP 2SB(FD)&1AuxSB,*10cf*, Hwthrn,Leslie&C.Ld.Nwc | 36 ″ 0 s 9 ″ 9¾ 26 ″ 4½ | |
| 110 | *ss*Got.2ndNo.3–8,31 | | | | | | | | | | | | | | | |
| SVIX | *ss*Gls.No.1–36 D.F. 2*Dks*(*Stl*)*&deep framing &Shelter dk*(*Stl*) | | | | | | | | | | | | | | | |
| 81454 | **Pine Ridge** (*ex*Charles **TwinSc** | 717 / — / 446 | | | | | 1913 | Gt.Lakes Eng.Works Astabula,O. | PineRidge Transpn.Co. | 160·0 | 35·0 | 14·0 | Detroit Mich. Utd.States | C.4Cy 13″&27″–18″ 52NHP Gt.LakesEng.Wks.Detroit | | |
| 211352 | Heiden–34) (*Self-Unloader*) *Mchy.Aft* | | | | | | | | | | | | | | | |
| 81455 | **Pinero** Ⓟ (*ex*Princeton, **TwinSc** *ex*Sagamore) *Oil Eng.* | 458 / — / 311 | | | | | 1901 | Neafie& Levy Philadelphia | Isle of PinesS.S.Co. | 155·5 | 32·0 | 7·4 | Nueva Gerona Cuban | Oil Engines 4S.C.SA 12Cy.9″–12½″ NE26 95NHP NewLondonS.&E.B.Co. NewLondon,Conn. | | |
| 2/41 81456 | **Pinewood** | 2466 ✠100A1 / 1885 / 1382 | 5,40~~5,30~~ ✠LMC BS4,38 BS~~5,00~~ 8,40 | Shl | *s* | CL ~~11,37~~ 5,40 | 1930 5mo | Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP* | W.France, Fenwick&Co.Ld. *Cell DB* 232′5 | 285·8 / Q165′F32′ / 43*t* *MT*8′271*tFPT*1 | 42·4 | 19·5 / FK | London British *5BHCem* 91*t* *APT*47*t* | T.3Cy.18½″,31″&52″–39″ (*s*) 200lb 204NHP 2SB(Spt),*6cf*,GS88,HS3280 N.E.MarineEngCoLd.Nwc | 21 ″ 0 s6 ″ 10½ 19 ″ 0¾ | |
| GCZM | D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not.fitted* | | | | | | | | | | | | | | | |
| 81457 | **Ping Wo** **TwinSc** | 3105 A1 / ~~2,30~~ 2383 / ~~1,80~~ 1848 | 10,40 BS~~7,60~~ 8,40 ✠LMC7,37 *For Service between Hong Kong & Canton Carrying Cargo oil k.P. above 150° F. in deep tanks* | HKg | | OG ~~4,37~~ 7,40 | 1922 | NewEng.& S.B.Wrks,Ld. Shanghai | Indo-ChinaSteam Nav.Co.Ld. | 290·0 / 300·0(O.L.) 47·9 / *Awning dk* FK / *MTs*222*tFPT*1 | 46·2 | 12·6 / 20·6 | Shanghai British *6BHAsp* 56*t* *APT*95*t* | T.6Cy.14½″,24″&39½″–30″ 2SB,6*cf*,HS4310,GS111 FD 190lb *100lb* 276NHP NewEng.&S.B.Works,Ld. | | |
| 81458 | **Pingo** (*ex*Corumba) **Pad** | 586 / — / 234 | | | | | 1906 | W.Denny& Bros. Dumbarton | Cia.Argentina de Nav.Mihanovich, Ltda. | 200·0 | 30·1 | 8·8 | Bns.Aires Argentine | T.3Cy.16¼″,26½″&43″–54″ 136NHP Denny&Co.Dumbarton | | |
| | 1*Dk&Shade dk* | | | | | | | | | | | | | | | |
| 81459 | **Pinguin** (*ex*Schwan–38) | 983 / 707 / 572 | | | | | 1907 | Akt.Ges. "Neptun" Rostock | ArgoReederei Richard Adler&Co. | 240·8 / P29′B69′F25′ | 33·9 | 11·7 / 18·7 | Bremen German *WB* | T3Cy.19 5/16″,32¼″&52″–35 7/16″ 116NHP A.G."Neptun,"Rostock | | G |
| DOBL | Wireless D.F. Sub.Sig. 2*Dks* | | | | | | | | | | | | | | | |
| 81460 | **Pinhel** (*ex*Nelda,*ex*Ellawood) ~~*ss*Lis.2ndNo.3–3,11~~ ~~*ss*Lis.No.3–10,32~~ | 3186 ✠100A1 / 2895 / 1993 | 8,41 7,~~63~~ ~~11,50~~ 4,40 ✠LMC~~4,36~~ 5,41 | Lis | *v* | CL 7,38 | 1915 4mo | Ropner& Sons,Ld. Stockton | Soc.Geral deComercioIndustria eTransportes, Ltda. *Cell DBa* | 335·5 / P31′B&F261′ / 110′*uE*22′*f*145′799*t* | 48·1 | 23·3 / FK | Lisbon Portuguese *5BHCem* *APT*86*t* | T.3Cy.24″,40″&65″–42″ (*s*) 180lb 301NHP 2SB,*6cf*,GS123,HS4690 Blair&Co.Ld.Stockton | 24″10 s 2 ″ 5¾ 22 ″ 6 | |
| CSBL | *ss*Lis.No.2–36 1*Dk*(*ptIrn pt Stl*) | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme auquel maintenant expiré. Lettre d'Appropriement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moyens. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres de cotes et de classification de L. R. Parts. Cert. B. of T. etc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81461 109433 MCJM | **Pink Rose** (*ex*Pansy–37) *ss*Liv.No.3–9,10 *Well deck* 1 *Dk*(*Stl*) *Mchy.Aft* | | 596 395 270 | ✠ 2,16 ✠NE30 *fitted* 38 | Liv | *h* | | 1898 6mo | Grangm'th Dockyard Co. Grangmouth | Richard Hughes & Co. (Liverpool) Ld. | 175·0 \| 26·3 \| 11·6 Q90′B12′F33′ BR8″ *FPT* | Liverpool British | T.3Cy.13″,21½″&34″–27″ NB25 60RHP 8 *BHCem* 18lb,2*pf*,GS36,HS1394 45t *APTbt* | 12 ″ 6 | C † |
| 81462 139103 GQJB | **Pinna** (*ex*Polshannon,*ex*Tandem, *ex*Birkenfels) *ss*Sng.2ndNo.3–10,34 E.S.D. *ss*Sng.No.1–38 2 *Dks*(*Stl–U* teaks) | | 6121 5365 3944 | ✠100A1 6,40 ~~6,40~~ ✠LMC11,38 B86,40 *Carrying oil* *Fitted for oil* | Sng | *a*† | CL 6,39 | 1910 7mo A&CP *P. abo* 150° F. *Cell D* | J.C.Tecklenborg A.G Weser-münde-G. ve 150° F. *Ba* 141′ *u* E24′ *f* 183′ | Anglo-Saxon Petroleum Co. Ltd. | 421·0 \| 55·1 \| 28·7 436·6(O.L.) P60′B124′F51′ FK *FPT* 1225t *tween dk tanks* a42′45 1t | London British 10 *BHCem* (7 to *U* dk 3 ,, 2nd ,,) *s* a42′45 1t | Q.4Cy.24⅝″,34⅜″,50½″& 74½″–53½″ (r) 517NHP 218lb *100lb* 3SB,*9cf*,GS161,HS6780 FD J.C.Tecklenborg A.G. Wrm 40′496t *FPT* 86t *APT* 60t | 31 ″ 3 6 ″ 4¼ 25 ″ 1¼ | |
| 81463 DHTG | **Pinnau** Wireless Sub.Sig *Mchy.Aft* 1 *Dk* | | 1200 992 617 | | | | | 1922 | Werft Nobiskrug Rendsburg | Bugsier Reederei & Bergungs A.G. | 250·0 \| 37·5 \| 12·9 P&B191′F28′ *WB* | Hamburg German | T.3Cy.17¾″,28½″&45½″–29½″ 110NHP Ottensener Mch. Altona | | G |
| 81464 149659 GNJZ | **Pinto** *Oil Eng.* *ss*Liv.No.2–36 Wireless D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | | 1346 1055 530 | ✠100A1 *Shelter dk with freeboard* Examined 5,41 ✠LMC CS2,35 4,37 | ~~Lon~~ Liv | *r* | CL ~~9,37~~ 7,40 | 1928 2mo *Lloyd's* | Harland & Wolff, Ld. Glasgow *A&CP* | MacAndrews & Co. Ltd. *Cell D B* 220′329 | 270·1 \| 39·1 \| 15·6 282·3(O.L.) B70′ FK *FPT* 17t *APT* 38t | Liverpool British 5 *BHpt Cem* (*Coll to Sh dk* 4 ,, 2nd ,,) | Oil Engines 4S.C.SA 6Cy.24½″–51½″ 355NHP Harland & Wolff, Ld. Gls. | 17 ″ 6 s ″ 2 17 ″ 6¼ | |
| 81465 146218 GJTF | **Pinzon** *Oil Eng.* *ss*Lon.No.3–8,34 Wireless D.F. *ss*Ant.No.1–38 *Mchy.Aft* 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | | 1365 1093 634 | ✠100A1 *Shelter dk with freeboard* ~~6,40~~ ~~8,40~~ ~~Exd~~ 6,41 ✠LMC CS9,38 6,38 | Bry ~~Liv~~ Sws | *p* | CL ~~7,37~~ ~~14,40~~ 6,41 | 1922 1mo *Lloyd's* | W. Beardmore & Co. Ltd Glasgow *A&CP* | MacAndrews & Co. Ltd. *Cell D B* 188′306 | 240·7 \| 38·2 \| 15·7 FK *FPT* 60t *APT* 35t | London British *Cem* *Collisio* *n BH to S dk* 3 ,, ,, *U* ,, | Oil Engines 4S.C.SA 6Cy.24 7/16″–38⅜″ 347NHP W. Beardmore & Co. Ltd. Gls | 18 ″ 0 s ″ 4 17 ″ 9½ | |
| 81466 203941 KFMK | **Pioneer** (*ex*J.H.Bartow) D.F. *Mchy.Aft* 1 *Dk* | | 6316 — 5021 | | | | | 1907 | Detroit S.B.Co. Wyandotte | Cleveland-Cliffs S.S.Co. (Cleveland Cliffs Iron Co. *Mgs.*) | 504·0 \| 54·2 \| 31·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.22½″,36″&60″–42″ 233NHP Detroit S.B.Co. Detroit | | R |
| 81467 UQUY | **Pioner** *Mchy.Aft* *Oil Eng.* Wireless 1 *Dk* | Twin Sc | 967 769 472 | | | | | 1929 | Sevastopol Marine Wrks. Sevastopol | U.S.S.R. | 229·6 \| 33·9 \| 11·8 P55′F25′ *WB* | Rostov Russian | Oil Engines 4S.C.SA 12Cy.13 7/16″–19⅛″ 214NHP State Eng Wks. Kolomnska | | |
| 81468 — UPSE | — *Oil Eng.* *Cruiser Stern* 1 *Dk* | | 655 423 236 | | | | | 1935 | Crichton Vulcan Abo | U.S.S.R. | 176·8 \| 29·7 \| 9·6 F16′P58′ | Leningrad Russian | Oil Engines 2S.C.SA 6Cy.9½″–16 9/16″ 101NHP A/B Atlas-Diesel, Skm. | | |
| 81469 DJML | **Pionier** *Oil Eng.* *Ref.Mchy.* D.F. E.S.D. 3 *Dks* *Cruiser Stern* | | 3285 2791 1935 | | | | | 1933 | Bremer Vulkan Vegesack | Afrikanische Frucht-Cie. A.G. (F. Laeisz, *Mgr.*) | 352·8 \| 44·8 \| 24·0 F44′ *WB* | Hamburg German | Oil Engines 2S.C.DA 5Cy.23¾″–35 7/16″ 975NHP Bremer Vulkan, Vegesack | | G |
| 81470 — DAAA | — Iron *ss*Ham.No.3–79 *ss*Ros.No.1–83 *Well deck* 1 *Dk* | | 433 323 249 | ... 6,88 | | | | 1873 5mo | Reiherst'g Schiffsw. Hamburg | Rob. Kleyenstüber & Co. | 160·1 \| 23·0 \| 12·8 Q80′B20′F24′ | Königsbrg German | C.2Cy.19″&34½″–26″ NB99 50NHP Reiherst. Maschinenf. Ham | | G † |
| 81471 218409 KIMZ | **Pipestone County** *Fitted for oil fuel* Sub.Sig. 2 *Dks* & *Web frames* | | 5102 4740 3126 | ✠ ... 6,20 ✠ | | | | 1919 7mo | American International S.B.Corp. Hog Island Pa | Seas Shipping Co. Inc. | 390·0 \| 54·2 \| 27·6 P39′B122′F43′ FK *WB* | Phildlphia Utd. States | DR Geared Steam Turbine 600NHP General Electric Co. Schenectady, N.Y. | 32 ″ 0 | R † |
| 81472 114 SVTE | **Pipina** (*ex*DahSun–38, *ex*Pentusker–35, *ex*Conway) *ss*Brs.2ndNo.3–7,30 2 *Dks*(*Stl*) & *deep framing* | | 2650 — 1666 | ✠ — 9,35 ✠ | Brs | *u* | | 1904 6mo | Armstrong Whitworth & Co.Ld. Newcastle | G. Stamatelatos *Cell D Ba* 86′ *u E* | 318·0 \| 43·7 \| 23·3 P21′B87′F33′ FK *B68′f* 118′546t *FPT* | Argostoli Greek 5 *BHCem* 60t *APT* 20t | T.3Cy.22½″,41″&68″–45″ 360NHP 3SB,*9cf*,GS165,HS5900 Wllsnd Slpwy. Co. Ld. Nwe. | 25 ″ 10 | |
| 81473 PUQO | **Pirangy** (*ex*Ancona,*ex*Haimon, *ex*Antonina) Sub.Sig. 1 *Dk* & *Spar dk* 2 *tr* B | | 3810 3369 2355 | | | | | 1898 | Blohm & Voss Hamburg | Cia Commercio e Navegação | 361·1 \| 44·8 \| 25·8 P44′B117′F44′ | R. Janeiro Brazilian *WB* | T.3Cy.24½″,40½″&70″–48″ 339NHP Blohm & Voss, Hamburg | | |
| 81474 PUMI | **Piratiny** (*ex*Carla–33) *ss*Ant.No.3–10,33 *ss*Rio.No.1–38 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | | 5187 4845 3111 | ✠100A1 *Shelter dk with freeboard* 7,40 ~~5,38~~ BS~~9,39~~ ✠LMC 5,38 4,41 | Rio | *x* | CL ~~4,38~~ 7/16 | 1921 6mo | Cant. Nav. Triestino Monfalcone A&CP | Cia. Carbonifera Rio-Grandense *Cell D B* 319′ | 362·0 \| 49·9 \| 25·5 FK *Coll* 957t *APT* 110t | R. Janeiro Brazilian *Cem* *BH to Sh dk* 5 ,, ,, *U* ,, | T.3Cy.24¾″,41″&68″–45″ (*s*) 1801b 383NHP 2SB,*6cf*,GS128,HS5243 FD United Mach. Factories, Ld Smichov | 35 ″ 2 ~~8 ″ 6~~ ~~27 ″ 7~~ 27 ″ 7 | |
| 81475 566 ESCE | **Piret** (*ex*Reine Elisabeth, *ex*Princesse Elisabeth) 1 *Dk* | | 2598 2445 1541 | | | | | 1902 | Soc. Anon. Jhn. Cockerill Hoboken | Tallinna Laevaü-hisus A.S. (Tallinn Shipping Co. Ld.) | 288·1 \| 45·0 \| 21·6 B24′F33′ *WB* | Tallinn Estonian | T.3Cy.22½″,36″&57½″–43½″ 211NHP Soc. An. J Cockerill, Seraing | | G |
| 81476 OPKT | **Piriapolis** (P) *Oil Eng.* *Ref.Mchy.* 2 *Dks* & *Shelter dk* Sub.Sig. D.F. E.S.D. *Cruiser Stern* | | 7340 5403 4350 | ✠100A1 *with freeboard* 1,40 ✠LMC 7,38 ✠Lloyd's RMC 2,40 | Ant | *c*† | CL | 1938 7mo *Lloyd's* | Soc. Anon. Jhn. Cockerill Hoboken *A&CP* | Cie. Maritime Belge (Lloyd Royal S.A.) (Agence Maritime Internationale S.A. *Mgrs.*) | 435·9 \| 61·5 \| 26·8 F50′ FK *Cell D B* 365′1864t *Wing tanks in* | Antwerp Belgian 8 *BHpt Cem* *pt Asp* (*Coll to Sh dk* 7 ,, 2nd ,,) *E.R.* 156t *FPT* 90t *APT* 92t | Oil Engines 2S.C.DA 5Cy.24 7/16″–55½″ 1028NHP DB *100lb* Soc An. J. Cockerill, Seraing | 30 ″ 2 s 3 ″ 9 26 ″ 7½ | |
| 81477 UPNW | **Pishchevaya Industriya** (*ex*ArcticQueen–35, *ex*Vasari) *Ref.Mchy.* E.S.D. 2 *Dks* & *Shelter dk* | | 10079 6212 5327 | | | | | 1909 | Sir Raylton Dixon & Co Ld Middlesbro' | U.S.S.R. | 486·0 \| 59·3 \| 27·4 B203′F48′ *WB* | Vladvostk Russian | Q4Cy26½″,37½″,53″&77″–57″ 448NHP Richardsons, Westgarth & Co. Ld. Mdb. | | C |
| 81478 DHTH | **Piteå** 1 *Dk* | | 962 793 570 | | | | | 1902 | Helsingörs Jernsk & Msk. Elsinore | H.M.Gehrckens | 224·2 \| 33·0 \| 13·5 Q67′B108′F24′ *WB* | Hamburg German | T.3Cy.17″,27½″&47″–33″ 127NHP Helsingörs Jernskb. & Msk. | | G |
| 81479 — | — Iron 1 *Dk* & *Shelter dk* | | 638 352 420 | | | | | 1873 | Bergsunds Mek. Verks. Stockholm | | 171·0 \| 25·2 \| 13·0 H47t 20·2 | German | C.2Cy.24⅜″&33½″–25½″ NE&B96 34NHP W. Lindbergs Aktieb. Skm. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / *Late Name if any.* / Special Surveys. | 3 Material, Rig, &c. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81480 / DHTI | **Piteälf** (*ex* Prutan, *ex* Adler) / *Mchy. Aft* | 3Mst / 1*Dk* | 342 / 277 / 122 | | | | | 1912 | C. Lühring / Hammelwarden | Mathies Reed, K.G. | 151·5 / Q48′ | 24·7 / B46′F21′ | 9·3 | Hamburg / German / *WB* | T. 3Cy. 11¼″, 17⅞″ & 28¾″–21¼″ / 38 NHP / G. Seebeck A.G. Wsm. | | G |
| 81481 / 208690 / | **Pittsburgh** / *Mchy. Aft* | TwinSc / 1*Dk* | 1270 / — / 620 | | | | | 1911 | Buffalo Dry Dock Co. Buffalo, N.Y. | Pittsburgh Coal Co | 134·0 | 40·0 | 21·7 | Erie, Pa. Utd. States | 2Cy. 18″–20″ / 22 NHP / American SB Co. Cleveland O | | |
| 81482 / 146694 / MLJT | **Pitwines** (*ex* Wandle–32) / Wireless / *Mchy. Aft* / *Well deck* | *ss* Sld. No. 3–7,35 / *ss* Shl. No. 1–39 / 1*Dk* (*Stl*) / *Cargo battens not fitted* | 932 / 669 / 535 | ✠100A1 / ~~7,40~~ ~~1,40~~ 7,41 / ✠LMC 7,39 / BS ~~7,40~~ 7,41 | Hul / ~~Sld~~ Sld | *l* / CL ~~7,38~~ 6,41 | | 1923 / 1mo / *Lloyd's* | Burntisland S.B. Co. Ld. Burntisland | Stephenson Clarke & Associated Companies, Ld. / *Cell DBu* | 209·3 / Q115′ B15′ F24′ FK / *E* 18′ *f* 131′ 374 *t* | 31·4 / 4 *B Hpt Cem* / *FPT* | 13·3 / *APT* 10 *t* | London / British / 112 *t* | T. 3Cy. 16″, 26″ & 43″–27″ (*s*) / 180 lb 121 NHP / 1SB, 3*cf*, Gs 57, Hs 2130 / N.E. Marine Eng. Co Ld Nwc | 16 ″ 3 / s 5 ″ 1¼ / 15 ″ 1 | |
| 81483 / 146688 / GJTK / B/41 | **Pizarro** / *Oil Eng.* / *Mchy. Aft* / Wireless D.F. | *ss* Ant. No. 3–9,35 / *ss* Ant. No. 1–39 / 1*Dk* (*Stl*) & *Shelter dk* (*Stl*) | 1367 / 1097 / 637 | ✠100A1 / *Shelter dk* / *with freeboard* / ~~6,40~~ 9,39 12,40 / ✠LMC CS 9,39 / 9,39 | Ant / Gls Shl | *p* / CL 9,39 | | 1923 / 1mo / *Lloyd's* | W. Beardmore & Co. Ld. Glasgow | MacAndrews & Co. Ld. / *Cell DB* 188′ 355 *t* | 241·1 / FK / *FPT* 60 *t* | 38·2 / Collision / *APT* 35 *t* | 15·7 / *Cem* / *BH to Sh dk* / 3 „ „ *U* „ | London / British / 347 NHP | Oil Engines 4S.C.SA / 6Cy. 24 7/16″–38⅜″ / W. Beardmore & Co. Ld. Gls | 18 ″ 0 / s ″ 4 / 17 ″ 9½ | |
| 81484 / PKEB | **Plancius** / *Fitted for oil fuel* / *Cruiser Stern* | TwinSc / 3*Dks* | 5955 / 3838 / 3530 | | | | | 1923 | Nederl. Schps. Maats. Amsterdam | Koninklijke Paketvaart Maats. | 420·3 / B335′ F46′ | 55·2 / *WB* | 22·2 | Batavia / Dutch | Q.8Cy. 22¾″, 32½″, 47″ & 68″–43¼″ / 303 NHP / Werkspoor, Amsterdam | | V |
| 81485 / DHTJ | **Planet** / Sub. Sig. / *Well deck* | *ss* Ham. No. 3–2,34 / *ss* Ham. No. 1–38 / 2*Dks* (*Stl*) / 3*rd dk* (*Stl*) *in No. 1 hold* | 5821 / 5402 / 3554 | ✠ / 6,39 / ✠ | Ham | *b*† | | 1922 / 12mo | J.C. Tecklenborg A.G. Weser-münde-G | Reederei F. Laeisz G.m.b.H. (F. Laeisz, *Mgr.*) / *Cell D* | 450·8 / 468·2 (O.L.) / P&B 381′ F51′ FK / *B* 361′ 1237 *t* | 57·2 / 9 *BHCem* / *FPT* 36 *t* | 27·0 / *APT* 30 *t* | Hamburg / German / 4SB (Spt), *12cf*, Gs 237 / J.C. Tecklenborg A.G. Wsm | 2 Steam Turbines DR geared to 1 Sc. Shaft / Hs 11016 762 NHP | 29 ″ 7 | G † |
| 181 / 150 / 149645 / GNJL | **Planter** | *ss* Liv. No. 2–36 / 2*Dks* (*Stl*) | 5887 / 5481 / 3683 | ✠100A1 / 9,39 / BS 2,40 ✠LMC 6,36 | Liv | *a*† | CL 10,36 | 1927 / 10mo / *Lloyd's* | C. Connell & Co. Ld. Glasgow | Charente S.S. Co. Ld. (T. & J. Harrison, *Mgrs.*) / *Cell DB* 361′ 1170 *t* | 420·0 / 434·6 (O.L.) / P37′ B139′ F44′ FK / *DT a* 32′ 911 *t* | 54·5 / 8 *BHpt Cem* / 1 „ *to 2nd dk* / *FPT* | 30·4 / 63 *t* / *APT* 26 *t* | Liverpool / British / 524 NHP | T. 3Cy. 27″, 46″ & 77″–54″ (*r*) / 210 lb *120 lb* / 2DB (Spt), *12cf*, Gs 215, Hs 8208 / D. Rowan & Co. Ld. Gls. | 32 ″ 7 / s 6 ″ 4 / 26 ″ 6¼ | |
| 81487 / 108792 / MCYC | **Plasma** / *Mchy. Aft* / *Well deck* | *ss* Irv. No. 1–10 / *ss* Irv. 3rd No. 3–1,36 / 1*Dk* (*Irn*) | 325 / 228 / 129 | ✠100A1 / 12,40 ~~4,39~~ / ✠NB 10,32 ✠LMC ~~7,40~~ 7,40 / ~~BS 6,39~~ BS 6,41 | Bwg / Irv | *e* / CL 4,39 | | 1899 / 2mo | Crmichael, Mac Lean & Co Greenock / A&CP | Wm. Robertson | 135·4 / 141·2 (O.L.) / Q46′ B9′ F22′ BK 8 | 23·0 / 3 *BHCem* / *FPT* 22 *t* | 10·0 | Glasgow / British | C. 2Cy. 16″ & 32″–22″ (*s*) / 120 lb 42 RHP / 1SB, *2pf*, Gs 32, Hs 862 / Muir & Houston, Ld. Gls. | 11 ″ 0 / s ″ 10½ / 10 ″ 10 | |
| 81488 / 373 | **Platacruz** / *Oil Eng.* / *Mchy. Aft* | ss B.As. No. 3–4,41 ~~ss B.Ac. No. 2–27~~ / 1*Dk* (*Stl*) & *Web frames* / *Longitudinal framing* | 489 / — / 225′ | ✠100A1 / ~~4,40~~ ~~4,39~~ 4,41 / ✠LMC CS ~~7,39~~ 4,41 / *Carrying Petroleum in bulk* | BAs | *l* / CL ~~3,38~~ 4,40 | | 1929 / 2mo / *Lloyd's* | Rotterdam Droogd. Maat (New Waterway S.B. Co.) Schiedam | Cia. Nav. Platacruz S.A. / *Cell DB* *f* 15′ 12 *t* / *side tanks* | 198·5 / Q61′ F27′ FK / *Trunk* 110′ / 100′ 366 *t* | 31·1 / 8 *BHCem* / *FPT* 14 *t* | 12·4 / *APT* 47 *t* | Bns. Aires / Argentine | Oil Engines 4S.C.SA / 6Cy. 18⅛″–35 7/16″ 190 NHP / Werkspoor, Amsterdam | 12 ″ 6 / s 1 ″ 1 / 11 ″ 6 | |
| 81489 / HPCG | **Platano** / *Fitted for oil fuel* / *Ref. Mchy.* / E.S.D. | 4*Dks* | 5949 / 5125 / 2803 | | | | | 1930 | Cammell Laird & Co. Ld. Birkenhead | Balboa Shipping Co. Inc. (United Fruit Co. *Mgrs.*) | 416·3 / P37′ B125′ F38′ | 56·2 / *WB* | 30·5 | Panama / Pnamanian | Steam Turbine connected to Electric Motor & Sc. Shaft / British Thomson-Houston Co. Ld. Rugby | | C |
| 81490 / TCCJ | **Platin** (*ex* Neptun–38, / *ex* Karolos–33, / *ex* Anglier, *ex* Tugela) / 1*Dk* (*Stl*) 2 *tr B* & *deep framing* 3*Dk rule* | *ss* Gls. No. 3–6,10 / *ss* Cff. No. 1–14 | *3308* / *3114* / *2148* | ✠ / 6,20 / ✠ | Hul | *v* | | 1900 / 4mo | A. Rodger & Co. Port Glasgow | Sadikzade Rusen Ogullari / *Cell DBa* | 326·2 / P29′ B80′ F30′ FK / *& u E* 122′ *f* 136′ 774 *t* | 48·1 / 6 *BHCem* / *APT* 120 *t* | 23·7 | Istanbul / Turkish | T. 3Cy. 24″, 40″ & 65″–42″ / 281 NHP / 2SB, 6*cf*, Gs 109, Hs 4313 / A. Rodger & Co. Pt. Glasgow | 26 ″ 4 | V † |
| 81491 / 7281 / SFYU | **Plato** (*ex* Helios) / *Well deck* | 1*Dk* | 819 / 617 / 443 | ✠ ... / 5,01 / ✠ | | | | 1898 / 7mo | Wood, Skinner & Co. Ld. Newcastle | Rederi A/B Henckel (H. Trolle Henckel, *Mgr.*) | 221·5 / Q93′ B16′ H56 *t* / len 01 | 29·1 / F22′ FK | 11·9 | Gothenbrg / Swedish | T. 3Cy. 15″, 25″ & 40″–27″ / 93 NHP / N.E. Marine Co. Ld. Nwc. | 14 ″ 0 | G † |
| 81492 / PJCG | — / Wireless / *Mchy. Aft* | *Oil Eng.* / 1*Dk* & *Shelter dk* / *Cruiser Stern* | 388 / 293 / 160 | | | | | 1937 | NV Schpsw Gebr. Pot. Bolnes | West-Indische Scheepv. Maats. | 179·7 / P38′ | 29·9 / *WB* | 8·2 | Curaçao / Dutch | Oil Engines 2S.C.SA / 8Cy. 10½⅜″–18⅞″ 164 NHP / Gbr. Stork & Co NV Hengelo | | V |
| 81493 / FOTW | **Platon** / D.F. | *ss* Ant. No. 3–9,37 / 1*Dk* (*Stl*) & *Shelter dk* (*Stl*) | 4550 / 4222 / 2730 | ✠100A1 / *with freeboard* / 8,40 ~~8,39~~ / BS ~~8,39~~ 3,41 ✠LMC 6,37 | Ant / Msl | *z* / CL ~~9,37~~ 8,40 | | 1925 / 7mo / *Lloyd's* | Wear Ship-yard (of W. Gray & Co Ld) Sunderland | Cie. de Nav. d'Orbigny / *Cell DB* 353′ 1001 *t* | 400·0 / F35′ / *FPT* 108 *t* | 53·0 / FK / (*Coll to Sh dk* / 5 „ 2*nd* „) / *APT* 155 *t* | 25·1 | La Rochlle / French | T. 3Cy. 26″, 43″ & 71″–48″ (*s*) / 180 lb 439 NHP / 3SB, *9cf*, Gs 184, Hs 7590 / Cen. Mar. Eng. Wrks. W Hpl | 27 ″ 6 / s 2 ″ 11½ / 24 ″ 9½ | |
| 81494 / 233334 / WIFZ | **Plattsburgh Socony** / *Oil Eng.* / *Carrying Petroleum in bulk* / *Mchy. Aft* | TwinSc / 1*Dk* / *Cruiser Stern* | 1242 / — / 779 | | | | | 1934 | United Dry Docks Inc. (Staten Islnd. Plnt) Pt Richmond, N.Y. | Socony-Vacuum Oil Co. Inc. | 251·3 / P72′ | 40·0 | 12·8 | New York / Utd. States | Oil Engines 4S.C.SA / 12Cy. 13½″–18″ 213 NHP / American Locomotive Co. (McIntosh & Seymour Division), Auburn, N.Y. | | R |
| 81495 / 86 / YTFR | **Plavnik** (*ex* Matignon–36, / *ex* Schleswig-Holstein) | *ss* Ssk. No. 3–8,38 / 1*Dk* | *2762* / *2182* / *1819* | 100A1 / 11,40 ~~10,39~~ / MS 5,37 | Spt / Mob / LMC BS ~~10,39~~ 10,40 | | CL ~~5,37~~ N 9,40 | 1922 | Schiffsw (v. J. & Sch.) A.G. Hamburg | Brodarsko Akcionarsko Drustvo "Oceania" / *Cell DB* 276′ 506 *t* *F* | 328·3 / P19′ Q46′ B200′ F39′ / *PT* 81 *t* | 44·9 / 45·2 / 5 *BHCem* / *APT* 13 *t* | 18·2 / FK | Susak / Yugoslav | T. 3Cy. 22 7/16″, 37″ & 60″–39⅜″ / 185 lb 318 NHP / 2SB, 6*cf*, Gs 114, Hs 4681 FD / Hannoverische Masch. A.G. Hannover | 20 ″ 6 | |
| 81496 / 144891 / MKBQ | **Plawsworth** / Wireless | *ss* Nwc. No. 3–11,33 / *ss* Bly. No. 1–38 / 1*Dk* (*Stl*) / *Cargo battens not fitted* | 1489 / 1322 ~~2,41~~ ~~4,40~~ / 802 | ✠100A1 / BS ~~8,39~~ 7,40 ✠LMC 4,38 | Nwc | *p* | CL 3,40 | 1920 / 7mo / *Lloyd's* | Ouse S.B. Co. Ld. Hook, Goole | Dalgliesh Steam Shipping Co. Ld. (R.S. Dalgliesh, Ld. *Mgrs.*) / *Cell D* | 240·2 / 248·4 (O.L.) / B52′ F23′ FK / *B* 198′ 303 *t* | 36·1 / 4 *BHCem* / *FPT* 79 *t* | 19·1 / *APT* 54 *t* | Newcastle / British | T. 3Cy. 17½″, 30″ & 50″–33″ (*s*) / 180 lb 172 NHP / 2SB, 6*cf*, Gs 97, Hs 2886 / Earle's Co. Ld. Hull | 21 ″ 3 / s 2 ″ 10 / 18 ″ 7 | |
| 81497 / LDLM | **Pleasantville** / D.F. / *Cruiser Stern* | TwinSc / *Oil Eng.* / 2*Dks* | 4549 / 4203 / 2749 | | | | | 1929 | Akt. Burmeistr & Wain Copenhagen | Skibs A/S Mandeville (A.F. Klaveness & Co A/S *Mgs.*) | 391·4 / P73 *t* H260 *t* F14 *t* | 55·2 | 24·4 | Oslo / Norwegian / *WB* | Oil Engines 4S.C.SA / 14Cy. 23¼″–43 5/16″ 730 NHP / Akt. Burmeistr & Wain, Cpn | | N |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux. | 2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Empêchement. | 7a Date de la dernière visite de l'Arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres en cote. Si c'est dans le Livre Vert, mettre L.V. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81498<br>905<br>SVVI | **Pleiades** (*ex*Munaires–37)<br>*ss*Mob.No.3–6,30<br>*ss*Ams.No.2–37<br>1 *Dk* | | 4620<br>4138<br>2853 | ✠100A1<br>6,40 ~~11,30~~<br>BS~~1,40~~ ✠LMC4,37<br>11,39<br>*Fitted for oil fuel* 1,18 | NNs | *x* | CL<br>~~4,37~~<br>6,40<br>*F.P. a* | 1918<br>1 mo | Nwprt Nws<br>S.B.&D.D.Co.<br>Newprt News | ProiosBros.<br>*Cell DB* | 370·0\|53·1\|27·0<br>P27′B104′F22′ FK<br>302′1033*t FPT* 138*t* | Piræus<br>Greek | T.3Cy.24½″,41½″&72″–48″<br>190lb (*s*) 471NHP<br>2SB,8*cf*,HS6564 FD<br>*APT* 271*t* | 30 ″ 0<br>*s* 6 ″ 0½<br>24 ″ 2½ | |
| 81499<br>152084<br>GFLQ | **Pleiodon**<br>*ss*H.Kg.No.2–32<br>*Mchy. Aft* 2 *Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing*<br>*Now used as fuel oil storage ship* | | 5878<br>5310<br>3409 | ✠ ...<br>7,38<br>✠ | Sng | *z* | | 1922<br>5 mo | Hong K'ng & Whampoa Dock Co.Ld. Hong Kong | Anglo-Saxon Petroleum Co.Ld. | 412·0\|53·3\|31·0<br>P110′B33′F57′ FK<br>*Cell DB u E&B* 81′23 6*t DT f* 32′333*t FPT* 100*t APT* 99*t* | London<br>British<br>16 *BHpt Asp* (12 *to U dk* 4 „ 2*nd* „)<br>Hong Kong & Whampoa Dock Co.Ld. Hong Kong | T.3Cy.27″,44′&73″–48″<br>517NHP<br>3SB,9*cf*,GS191,HS7662 | 31 ″ 0 | |
| 81500<br>UNYT | **Plekhanov** (*ex*Aristea)<br>*ss*Shl.No.3–12,11<br>1 *Dk*(*pt Irn&pt Stl*)2 *tr B&deep framing* | | 3344<br>3023<br>2025 | ✠<br>8,19<br>✠ | Msl | *v* | | 1900<br>9 mo | Osbourne, Graham&Co. Sunderland | U.S.S.R. | 319·5\|47·9\|23·5<br>P31′B102′F35′ FK<br>*Cell DB a* 104′ *u E&B* 40′ *f* 132′765*t FPT* 120 | Odessa<br>Russian | T.3Cy.24″,40″&65″–42″<br>270NHP<br>2SB,6*pf*,GS122,HS4103<br>G.Clark,Ld.Sunderland | 26 ″ 2 | |
| 81501<br>164627<br>MLLV | **Plover**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Cruiser Stern* | | 352<br>257<br>166 | ✠100A1<br>~~Exam.~~ 3,41 Lth<br>✠LMC5,36<br>✠LMC(M)3,38 | ~~Lon~~ | *g* | OG<br>3,39 | 1936<br>5 mo | Caledon S. B.&E.Co.Ld. Dundee | General Stm. Nav. Co.Ld. | 163·4\|26·7\| 9·5<br>P47′F63′ FK<br>*Cell DB u E14′ f* 46′63*t FPT* 3 | London<br>British<br>3 *BHCem*<br>5*t APT* 12*t* | Oil Engines 2S.C.SA<br>4Cy.13¾″–22⅞″ 64RHP<br>British Auxilliaries,Ld.Gls. | 11 ″ 0<br>*s* ″ 9½<br>10 ″ 4½ | |
| 81502<br>219584<br>KJVG | **Plow City**<br>*Fitted for oil fuel*<br>1 *Dk*2 *nd tr Bin fore&after holds&Web frames* | | 3282<br>3005<br>2026 | ✠ ...<br>4,21<br>✠ | | | | 1920<br>3 mo | Submarine Boat Corp. Newark,N.J. | Hedger Steamship Corp. | 324·0\|46·2\|25·0<br>P30′B90′F35′ FK | New York Utd.States<br>*WB* | DR Geared Steam Turbine<br>386NHP<br>Westinghouse Electric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R<br>† |
| 81503<br>140263<br>GVWI | **Plumleaf** Twin Sc<br>*ss*Lon.No.3–9,29<br>D.F. *ss*Mlt.No.2–38<br>2 *Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | | 5916<br>5277<br>2467 | ✠100A1<br>3,40<br>BS3,40 ✠LMC5,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,17 | Bom | | CL<br>3,40<br>*F.P. a* | 1917<br>2 mo | Swan, Hunter&Wigham Richardson, Ld.Newcastle | The Admiralty<br>*Lloyd's SA&CP*<br>*Cell DBu E&B* 87′ 393 | 405·5\|54·5\|32·5<br>425·2(O.L.)<br>P36′B32′F84′ FK<br>*t DT f* 48′214*t FPT* 67*t* | London<br>British<br>20 *BHpt Cem*<br>*APT* 174*t* | T.6Cy.26″,42½″&70″–45″(*s*)<br>200lb 1104NHP<br>6SB,18*cf*,HS17274 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 35 ″ 2<br>*s* 6 ″ 9<br>28 ″ 7½ | |
| 81504<br>DNAL | **Plus** (*ex*Kamerun–38,*ex*Bilbao–32)<br>*Fitted for oil fuel*<br>Sub.Sig. D.F. 2 *Dks*<br>*Ref. Mchy.* | | 2449<br>2144<br>1523 | | | | | 1922 | Nordd. Werft.m.b.H. Weser-munde-G. | Oldenbrg.-Portug. Dmpfsch.Rhed. | 278·4\|40·5\|23·7<br>P18′B39′H39′F36′<br>*WB* | Hamburg<br>German | C.4Cy.18½″&39½″–39½″<br>162NHP<br>A.Borsig G.m.b.H.Berlin-Tegel | | G |
| 81505<br>EAPN | **Plus Ultra** Ⓟ<br>*ss*Bbo.No.3–4,39<br>2 *Dks*(*Stl–weather dk* ws)<br>*3rd dk in holds* | | 4312<br>3140<br>2584 | ✠100A1<br>*with freeboard*<br>1,40 ✠LMC5,38<br>✠NB(*2aft*)*made* 15 *refitted* 5,36<br>BS1,40<br>*Fitted for oil fuel* 5,28 | Bel | *u* | CL<br>~~1,40~~<br>5,40<br>*F.P. a* | 1928<br>5 mo | Union Naval de Levante Valencia | Cia.Trasmediterranea<br>*Cell DB* 255′518*t FPT*<br>*Lloyd's SA&CP* | 311·9\|47·7\|26·8<br>F38′ FK<br>*above* 1 50° F. | Valencia<br>Spanish | T.3Cy.26″,42″&70″–48″ (*s*)<br>180lb 574NHP<br>3SB,9*cf*,GS239,HS9344 FD<br>*50t APT* 80*t* Cia.Euskalduna diConst. Bilbao | 29 ″ 0<br>*s* 9 ″ 1½<br>20 ″ 3 | |
| 81506<br>IBLO | **Pluto** (*ex*Founder–38,*ex*Medea–37, *ex*Waregga,*ex*Arnold Waregga) | | 3832<br>3373<br>2344 | | | | | 1914 | Reiherst'g Schiffsw. Hamburg | Cia.Italiana diNav S.A.I.(Chinese Italian Nav.Co. Ld.) | 361·2\|50·3\|23·6<br>P&B241′F50′<br>*WB* | Shanghai<br>Italian | Q.4Cy.21⅜″,32½,47⅞″68⅞″–49½″<br>333NHP<br>Reiherst.Maschinenf.Ham. | | |
| 81507<br>OHGE | — (*ex*Bolivia,*ex*Yankalilla, *ex*Lady Lewis)<br>1 *Dk*&*Shelter dk* | | 3496<br>3261<br>2344 | | | | | 1907 | Richardsn Duck&Co. Stockton | Rederi A/B Pluto (Emanuel Erikson, *Mgr.*) | 362·9\|47·9\|22·5<br>349·1<br>*WB* | Mariehmn<br>Finnish | T.3Cy.25′,42½″&69″–48″<br>330NHP<br>N.E.Marine Eng Co Ld.Sld. | | V |
| 81508<br>DOKV | —<br>Sub.Sig.<br>Wireless D.F. *Cruiser Stern* 1 *Dk* | | 1412<br>1097<br>659 | | | | | 1925 | Flensburgr Schiffsb.Ges. Flensburg | Dampfschifffahrts Ges.Neptun | 240·8\|38·8\|15·3<br>P166′F26′ | Bremen<br>German<br>*WB* | T.3Cy19½″,31½″&53½″–35⅞″<br>168NHP<br>FlensburgerSchiffsb.Ges. | | G |
| 81509<br>PGTK | —<br>2 *Dks* | | 1156<br>890<br>709 | | | | | 1905 | Maats. Fyenoord Rotterdam | Koninkl.Nederl. Stoomb.Maats. N.V. | 229·7\|32·0\|15·8<br>Q70′B63′F32′<br>*WB* | Amstrdam<br>Dutch | T.3Cy.17½″,28″&45″–36″<br>121NHP<br>Maats.Fyenoord,Rot. | | V |
| 81510<br>FNOX | **Pluviose**<br>*Fitted for oil fuel*<br>*Mchy. Aft* 1 *Dk*<br>D.F. *Carrying Petroleum in bulk* | | 9561<br>6443<br>5528 | | | | | 1931 | Ch.&Atel. deSt.Nazaire (Penhoët)SA Gd.Quevelly | Pétrotankers Soc.Anon. | 467·4\|61·8\|36·5<br>P105′F39′<br>*WB* | Rouen<br>French | C.4Cy.(2)22½⅛″&(2)47½″–47½″<br>256NHP<br>Forg.&Ch.de la Médit.S.A. | | V |
| 81511<br>213670<br>WCCL | **Plymouth**<br>*ss*N.Yk.No.3–5,27<br>D.F. *ss*Bos.No.1–31<br>1 *Dk*(*Stl*)&*Web frames* | | 5266<br>4737<br>3354 | ✠ ...<br>8,35<br>✠ | Bos | | | 1915<br>10 mo | New York S.B.Co. Camden,N.J. | New England& Southern S.S.Co.<br>*Cell DB a* 104′ *u E&B* 43 | 368·6\|55·2\|30·5<br>P27′B72′F31′ FK<br>*f* 173′1832*t FPT* 22 | Boston<br>Utd.States<br>7 *BHCem*<br>0*t APT* 201*t* | T.3Cy.25″,41½″&70″–46″<br>462NHP<br>3SB,9*cf*,GS150,HS6624<br>New York SB Co. Camdn NJ | 34 ″ 5 | R<br>† |
| 81512<br>482<br>ICNL | **Po** Ⓟ (*ex*Vienna–37, Twin Sc<br>*ex*Wien) *ss*Tri.No.3–11,20<br>*Fitted for oil fuel*<br>D.F. 2 *Dks*&*Awng dk*,3 *dks in holds* | | 7289<br>—<br>3236 | ✠ ...<br>11,23<br>✠ | | | | 1911<br>8 mo | Lloyd Austriaco Trieste | Lloyd Triestino Soc.Anon.di Nav. | 454·0\|55·3\|28·5<br>FK<br>*WB* | Naples<br>Italian | Q.8Cy.27½″,39″56″&80″–54″<br>1580NHP<br>Lloyd Austriaco,Trieste | 40 ″ 6 | I<br>† |
| 81513<br>856<br>LOHL | **Poblador** (*ex*Trivia–33,*ex*Vallejo)<br>*ss*H.Kg.No.3–7,31<br>*ss*B.As.No.2–40<br>*Mchy. Aft* 2 *Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | | 3243<br>—<br>1660 | ✠100A1<br>1,41 ~~1,40~~<br>✠LMC1,40<br>BS1,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9,20 | BAs | *x* | CL<br>12,39<br>*F.P. a* | 1918<br>11 mo | Russell& Co. Pt.Glasgow | Estrella Maritima S.A.de Navegacion y Comercio<br>*Lloyd's SA&CP*<br>*Cell DB u E&B* 75′ 115*t* | 376·6\|51·2\|29·0<br>P103′B28′F43′ FK<br>*FPT* 123*t APT* 97*t*<br>*above* 1 50° F. | Bns.Aires<br>Argentine<br>17 *BHpt Cem*<br>(15 *to U dk* 2 „ 2*nd* „) | T.3Cy.26″,43″&72″–48″ (*s*)<br>180lb 498NHP<br>3SB,9*cf*,GS178,HS7345 FD<br>Rankin&Blackmore Ld Grk | 29 ″ 2 | |
| 81514<br>PUBX | **Poconé** Ⓟ (*ex*Coburg)<br>Sub.Sig. 2 *Dks* | | 6750<br>5024<br>4201 | | | | | 1908 | Bremer Vulkan Vegesack | Lloyd Brasileiro | 419·6\|54·5\|27·8<br>P&B286′F68′<br>*WB* | R.Janeiro<br>Brazilian | Q4Cy.24″,34½″,50½″&72½″–53⅞″<br>387NHP<br>Bremer Vulkan,Vegesack | | V |
| 81515<br>PGTO | **Poelau-Bras** Ⓟ<br>*Oil Eng.*<br>*Ref. Mchy.* *ss*Ams.No.2–37<br>D.F. 3 *Dks*(*Stl–U teaks*)<br>*4th dk*(*Stl*) *in No.1 hold* | | 9278<br>7981<br>5659 | ✠100A1<br>~~11,30~~ 4,41<br>✠LMC CS10,37<br>DBS~~7,40~~ 12,38<br>*Carrying vegetable oil in deep tank* | Sba | *e*† | CL<br>~~8,39~~<br>4,41 | 1929<br>7 mo | Kon.Maats deSchelde Flushing | Stoomv.Maats. Nederland<br>*Lloyd's SA&CP* | 495·3\|61·3\|33·0<br>P43′B176′F57′ FK<br>*Cell DB* 421′1715*t DT a* 29′ 965*t FPT* | Batavia<br>~~Amsterdam~~<br>Dutch<br>8 *BHpt Cem*<br>*pt Asp* 94*t APT* 44*t* | Oil Engines 2S.C.SA<br>8Cy.32½″–56½″ 1450NHP<br>2 *DB* 72*lb*<br>Sulzer Bros. Winterthur | 36 ″ 10<br>*s* 8 ″ 1½<br>29 ″ 1½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. | 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. e Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81516 PGTS | **Poelau Laut** Ⓟ | 3Mst *Oil Eng.* ss Ams. No. 2–37 *Ref. Mchy.* 3 *Dks (Stl–U teaks)* D.F. *4th dk (Stl) in No. 1 hold* | 9272 7983 5660 | ✠100A1 ~~9,40~~ 10,40 Sba LMC CS5,37 DBS~~5,38~~ 10,40 ~~4,38~~ 9,39 | Ams | *e*† | CL ~~2,39~~ 4,41 | 1929 1mo *Lloyd's* | Nederl. Schps. Maats Amsterdam *SA & CP* | Stoomv. Maats. Nederland *Cell D B 421' 1715t D Ta 29'96* | 494·0 \| 61·2 \| 33·0 P43'B179'F62' FK | | | Batavia ~~Amsterdam~~ Dutch *8 B Hpt Cem pt Asp* | Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"–56$\frac{1}{16}$" 1450NHP 2DB *72lb* Sulzer Bros. Winterthur | 36 ″ 10 s 8 ″ 2 29 ″ 0$\frac{3}{4}$ | |
| 81517 PGTX | **Poelau Roebiah** Ⓟ | *Oil Eng.* *Ref. Mchy.* ss Ams. No. 2–36 D.F. 3 *Dks (Stl–U teaks)* *4th dk (Stl) in No. 1 hold* | 9251 7953 5657 | ✠100A1 9,40 ~~3,40~~ LMC CS5,37 DBS~~3,40~~ 3,41 5,39 *Carrying vegetable oil in deep tank* | Sba | *e*† | CL 8,39 9,40 | 1928 12mo *Lloyd's* | Rotterdam Droogd Maat Rotterdam *SA & CP* | Stoomv. Maats. Nederland *Cell D B 421' 1715t* | 495·2 \| 61·1 \| 33·0 P43'B176'F57' FK *D Ta 29'965t F P T 94t A P T 44t* | | | Batavia Dutch *8 B Hpt Cem pt Asp* | Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"–56$\frac{1}{16}$" 1450NHP DB(*f*) *100lb* DB(*a*) *72lb* Sulzer Bros. Winterthur | 36 ″ 10 s 8 ″ 1$\frac{3}{4}$ 29 ″ 1 | |
| 81518 PGUB | **Poelau Tello** Ⓟ | *Oil Eng.* *Ref. Mchy.* ss Ams. No 2–37 D.F. 3 *Dks (Stl–U teaks)* *4th dk (Stl) in No. 1 hold* | 9272 7981 5661 | ✠100A1 ~~2,40~~ 2,41 LMC CS11,38 DBS~~2,40~~ 3,41 2,38 *Carrying vegetable oil in deep tank* | Sba | *e*† | CL ~~11,37~~ 2,41 | 1929 12mo *Lloyd's* | Kon. Maats deSchelde Flushing *SA & CP* | Stoomv. Maats. Nederland *Cell D B 421' 1715t D Ta 29'965t F P T 94t A P T 44t* | 495·3 \| 61·3 \| 33·0 P43'B176'F57' FK | | | Batavia Dutch *8 B Hpt Cem pt Asp* | Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"–56$\frac{1}{16}$" 1450NHP 2DB *72lb* Sulzer Bros. Winterthur | 36 ″ 10 s 8 ″ 1$\frac{3}{4}$ 29 ″ 1$\frac{1}{4}$ | |
| 81519 EAPL | **Poeta Arolas** Ⓟ | 2 *Dks* | 3254 3120 1868 | | | | | 1919 | Cia. Euskal-duna de Const Bilbao | Cia. Trasmediter-ranea | 316·0 \| 44·1 \| 26·7 *WB* | | | Barcelona Spanish | T.3Cy.25″,41″&68″–45″ 310NHP J.G.Kincaid & Co. Ld. Grk. | | |
| 81520 OFCY | **Pohjanlahti** (*ex* Lisbeth–38) Iron | 1 *Dk & Awng dk* | 682 — 376 | | | | | 1889 | Rostocker Act. Ges. Rostock | Feliks Kotiranta (Meritoimi O/Y) | 178·2 \| 26·5 \| 17·0 H24' *WB* | | | Åbo Finnish | C.2Cy.23″&42″–28″ NB20 78NHP Rostocker A.G.Rostock | | NG |
| 81521 832 OFDE | **Pohjanmaa** (*ex* Nordland–38, *ex* Manhem) | *Oil Eng.* D.F. ss Got. No. 2–38 1 *Dk (Stl) & Shelter dk (Stl)* *Strengthened for navigation in ice* | 2063 — 1078 | ✠100A1 *with freeboard* 2,40 LMC CS8,38 DBS9,39 3,40 *Carrying vegetable oil in No. 4 DB tank* | Cpn | *t* | CL 4,38 | 1929 9mo *Lloyd's* | Eriksbergs M.V. Aktieb. Gothenburg *SA & CP* | Finska Ångf. A/B *Cell D B 246'646t A P T 25t* | 289·2 \| 43·0 \| 16·6 305·2 (O.L.) F26' FK | | | Helsingfrs Finnish *5 B Hpt Cem (Coll to Sh dk 4 „ 2nd „)* | Oil Engines 4S.C.SA 6Cy.24$\frac{1}{16}$"–51$\frac{5}{16}$" 355NHP DB *80lb* Eriksberg M.V. Aktieb, Got | 19 ″ 0 s ″ 4$\frac{1}{2}$ 18 ″ 9 | |
| 81522 GyC. | **Point Ancha** (*ex* Delight) *Now "Macon," see No. 89069 in Supplement* | *Fitted for oil fuel* 2 *Dks* *Longitudinal framing* | 4727 — 2978 | | | | | 1919 | Todd D. D. & Con. Co. Tacoma Wsh. | ~~Cia. Diana de Vapores Soc. Anon.~~ | 379·7 \| 53·1 \| 26·7 P39'B102'F41' *WB* | | | ~~Panama~~ Pnamanian | T.3Cy.25$\frac{1}{8}$″,41$\frac{1}{16}$″&72″–48″ 358NHP Seattle Const. & Dry Dock Co. Seattle, Wash. | | R |
| 81523 | **Point Arena** (*ex* Democracy–37, *ex* Jupiter) *Now "Arena," see Supplement* | 2 *Dks* | 4673 4304 2970 | ✠ ... 4,22 | | | | 1917 11mo | Standard S. B. Corp. Shooter's Island, N.Y. | Cia. Arena, Ltda. | 377·0 \| 52·0 \| 26·8 P25'B106'F37' FK *WB* | | | Panama Pnamanian | T.3Cy.24″,41″&70″–48″ 485NHP Standard S.B.Corp. | 29 ″ 0 | R † |
| 81524 Sub.Sig. | **Point Bonita** (*ex* Sacramento–37) *Now "Bonita," see Supplement* | *Fitted for oil fuel* 2 *Dks* | 4782 4387 2996 | ✠ ... 6,21 | | | | 1918 1mo | Seattle Con & Dry Dk Co. Seattle | Cia. Arena, Ltda. | 380·0 \| 53·2 \| 27·0 P40'B100'F41' FK *WB* | | | Panama Pnamanian | T.3Cy.24″,40″&70″–48″ 472NHP Seattle Const. & Dry Dk. Co. Seattle | 29 ″ 4 | R † |
| 81525 217791 WFQI | **Point Brava** (*ex* Manhattan Island, *ex* Osakis) *Now "Alcoa Guide," see No. 87049 in Supplement* | *Fitted for oil fuel* 2 *Dks* | 4834 — 3045 | | | | | 1919 | Downey S.B.Corp. Arlington, N.Y. | ~~Ocean Dominion S.S.Corp.~~ Alcoa S.S.Co.Inc. | 386·8 \| 52·2 \| 27·4 P40'B110'F40' *WB* | | | New York Utd. States | T.3Cy.24″,40″&70″–48″ 339NHP Downey S.B.Corp. Staten Island | | R |
| 81526 216213 KJEI GyC. | **Point Breeze** (*ex* John M. Connelly) *Mchy. Aft* D.F. | *Oil Eng.* 2 *Dks & Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* | 4756 4449 2914 | ✠ ... 3,21 | | | | 1918 5mo | Pennsyl-vania S.B.Co. Gloucester, N.J. | The Atlantic Refining Co. | 364·9 \| 51·0 \| 29·5 P95'B34'F31' FK *WB* | | | Phildlphia Utd. States | Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA 553NHP 18Cy.17$\frac{3}{4}$"–22" NE27 Ingersoll-Rand Co. N.York | | R † |
| 81527 217890 WNBC | **Point Caleta** (*ex* Dio) *Now "Alcoa Cadet," see No. 87051 in Supplement* | *Fitted for oil fuel* 2 *Dks* | 4823 — 3038 | | | | | 1919 | Downey S.B.Corp. Arlington, N.Y. | ~~Ocean Dominion S.S.Corp.~~ Alcoa S.S.Co.Inc. | 381·0 \| 52·0 \| 30·0 P40'B110'F40' *WB* | | | New York Utd. States | T.3Cy.27″,40″&70″–48″ 339NHP Downey S.B.Corp. Staten Island | | R |
| 81528 217381 KERH | **Point Chico** (*ex* Abron) *Now "Alcoa Guard," see No. 87048 in Supplement* | *Fitted for oil fuel* 2 *Dks* | 4905 — 3082 | | | | | 1918 | Downey S.B.Corp. Staten Island | ~~Ocean Dominion S.S.Corp.~~ Alcoa S.S.Co.Inc. | 381·1 \| 52·0 \| 30·0 P40'B110'F40' *WB* | | | New York Utd. States | T.3Cy.27″,40″&70″–48″ Downey S.B.Corp. 339NHP Staten Island | | R |
| 81529 94/41 | **Point Clear** (*ex* S.A. Perkins–33, *ex* Pallas) | *Fitted for oil fuel* 2 *Dks* *Longitudinal framing* | 4839 4374 2978 | | | | | 1920 | Todd Dry Dock & Const Corpn. Tacoma, Wsh. | A.G.Pappadakis | 380·5 \| 53·1 \| 27·0 P39'B102'F41' *WB* | | | Piraeus Greek | T.3Cy.24″,40½″&70″–48″ 340NHP Todd D.D. & Const. Corp. Tacoma, Wash. | | R |
| 81530 SWBR | **Point Judith** (*ex* Remus–34) | *Fitted for oil fuel* Sub.Sig. 2 *Dks* *Longitudinal framing* | 4810 — 3004 | | | | | 1919 | Todd Dry Dock & Const Corpn. Tacoma, Wsh | Theseus Steamship Co. Ld. & others | 379·1 \| 53·1 \| 27·0 P39'B102'F42' *WB* | | | Piraeus Greek | T.3Cy.24″,40″&70″–48″ 339NHP Skinner & Eddy Corpn. Seattle | | R |
| 81531 | **Point Lobos** (*ex* Ossining–33) | *Fitted for oil fuel* Sub.Sig. GyC. 2 *Dks* *Longitudinal framing* | 4802 — 3019 | | | | | 1919 | Todd Dry Dock & Const Corpn. Tacoma, Wsh. | ~~Cia. Diana de Vapores Soc. Anon.~~ | 380·1 \| 53·1 \| 27·0 P39'B102'F42' *WB* | | | ~~Panama~~ Pnamanian British | T.3Cy.24½″,40″&70″–48″ 339NHP Skinner & Eddy Corpn. Seattle | | R |
| 81532 218186 KJJJ | **Point Palmas** (*ex* Sabotawan) *Now "Alcoa Pilot," see No. 87050 in Supplement* | *Fitted for oil fuel* 2 *Dks* | 4869 — 3048 | | | | | 1919 | Downey S.B.Corp. Arlington NY | Ocean Dominion S.S.Corp. | 386·8 \| 52·2 \| 27·4 P40'B110'F40' *WB* | | | New York Utd. States | T.3Cy.24″,40″&70″–48″ 339NHP Downey S.B.Corp. | | R |
| 81533 218390 KJMR | **Point Salinas** (*ex* Dochet) *Now "Alcoa Scout," see No. 87029 in Supplement* | *Fitted for oil fuel* 2 *Dks* | 4886 — 3071 | | | | | 1919 | Downey S.B.Corp. Arlington, N.Y. | Ocean Dominion S.S.Corp. | 386·8 \| 52·2 \| 27·4 P40'B110'F40' *WB* | | | New York Utd. States | T.3Cy.24″,44″&70″–48″ 339NHP Downey S.B.Corp. | | R |
| 81534 219521 KOZN | **Point San Pablo** (*ex* Minooka) | *ss* N. Ns. No. 3–3,29 *Fitted for oil fuel* D.F. 1 *Dk* | 3280 2868 2002 | ... 4,31 | | | | 1920 | Mobile S.B. Co. Mobile, Ala. | McCormick S.S.Co. | 324·0 \| 46·2 \| 25·0 P30'B90'F35' FK *WB* | | | S. Frncisco Utd. States | T.3Cy.22″,37½″&60″–42″ 385NHP Ellicott Machine Corp. Bal. | 27 ″ 8 | R † |
| 81535 220490 KDCO | **Point San Pedro** (*ex* Houston) | *ss* N. Ns. No. 3–4,29 *Fitted for oil fuel* D.F. 1 *Dk* | ~~3280~~ ~~3005~~ ~~2002~~ 3303 3005 1997 | ... 4,31 | | | | 1920 | Mobile S.B. Co. Mobile, Ala. | ~~McCormick S.S.Co.~~ Pope & Talbot, Inc. | 324·0 \| 46·2 \| 25·0 P30'B90'F35' FK *WB* | | | S. Frncisco Utd. States | T.3Cy.22″,37½″&60″–42″ 385NHP Ellicott Machine Corp. Bal. | 27 ″ 8 | R † |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciales. Date de la dernière Visite. | 6 Port de Visite. Terme assigné aux Lattes d'Entrecroisement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où sont décrits les L. M. Navire Cert. Rot. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81536 | **Point of Ayr** (*ex*Solway Firth) | 329 | ✠100A1 | Bkn | *d* | CL | 1921 | J.Cran& | Point of Ayr | 130·2 \| 22·6 \| 9·6 | Liverpool | C.2Cy.15″&32″–24″ (*s*) | 10 ″ 6 | |
| 144245 | *ss*Bkn.No.3–6,33 | 216 | 8,40 ~~9,39~~ | Bng | | 3mo | Somerville Ld | Collieries, Ld. (T. | 137·2 (O.L.) | British | 130lb 60RHP | s ″ 6 | |
| MKPL | *ss*Lan.No.1–37 | 130 | RS~~4,39~~ 8,40 ✠LMC1,37 | | 7,40 | | Leith | D.Roberts, *Mgr.*) | Q48′B8′F22′ FK | | 1SB.2*pf*,GS44,HS1168 | 10 ″ 2 | |
| | *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | | | | | *Lloyd's A&CP* | | | *FPT*33*t* *APT*16*t* | | J.Cran&Somerville,Ld Lth | | |
| 81537 | **Poitiers** | 4185 | ✠ ... | | | 1921 | Tyne I.S.B. | Cie. Delmas | 364·4 \| 52·8 \| 24·5 | La Rochlle | T.3Cy.23½″,38″&64″–42″ | 26 ″ 8 | V |
| | | — | 7,22 | | | 11mo | Co.Ld. | Vieljeux | P18′Q128′B68′F29′ | French | 847NHP | | † |
| FNNN | *Well deck* 1*Dk* | 2546 | ✠ | | | | Newcastle | | FK | *WB* | Armstrong, Whitworth& Co.Ld.Nwc. | | |
| 81538 | **Polar Chief** (*ex*Anglo-Norse, 4Mst | 8040 | ✠100A1 | Osl | *a*† | CL | 1897 | Palmers' | Falkland Whaling | 445·0 \| 52·2 \| 27·6 | Jersey | T.3Cy30″50½″&81½″–54″(*s*) | 38 ″ 1 | |
| 106869 | *ex*Rey Alfonso, *ss*Osl.3rdNo.3–8,34 | — | *with freeboard* | Lon | | 11,39 | Co.Ld. | Co.Ld. | | British | 180lb 793NHP | s11″11½ | |
| GFMT | *ex*Crenella, *ss*Osl.No.1–39 | 6279 | 6,40 12,39 LMC11,39 | | | 8mo | Newcastle | | FK | 7*BHCem* | 3DB&2SB,*24cf*,GS450, | 26 ″ 4 | |
| | *ex*Montcalm) 2*Dks*(*Stl*)&*deep framing* | | ✠NSB(*s*) *made*00 *refitted*27 | | | | | | | | HS15839 | | |
| | D.F. &*Udk*(*Irn*) | | BS7,40 | | | *Cell* | *DBa*103′*uE&B*58′ | *f*201′1179*t* *FPT*190*t* | | *APT*84*t* | NSB(*s*) *made*12 *refitted*28 | | |
| | | | *Fitted for oil fuel* | *fuel* 11,16 | *F.P. above* | | 50° F. | | | | 20 Pr.B–*60lb* | | |
| | | | *Carrying oil f* | *uel in bulk* | *in hold* | | *spartt* | *weendks&D.B.* | *F.P. above* 150° F. | | Palmers' Co.Ld. Newcastle | | |
| 81539 | **Polarine** (*ex*Ems) | 4046 | | | | | 1914 | G.Seebeck | ~~Polarine Fisheries,~~ | 354·6 \| 50·0 \| 26·7 | ~~S.Francisco~~ | T.3Cy.23⅝″,38½″&59″–43½″ | | R |
| ~~212179~~ | | — | | | | | | Akt.Ges. | ~~Ltd. States~~ | | ~~Panama~~ *WB* | | |
| ~~W6038~~ | *Mchy.Aft* *Carrying oil in bulk* | 2389 | | | | | | Weser- | Inc. N.Kontialidis | P88′B33′F34′ | Panamanian | 230NHP | |
| | D.F. 2*Dks* | | | | | | | münde-G. | | | | G.Seebeck A.G.Weser- münde-G. | |
| | *Longitudinal framing* | | | | | | | | | | | | |
| 81540 | **Polaris** (*ex*Amleth.*ex*Hallingdal, | *2163* | ✠100A1 | Sbg | *s* | CL | 1890 | J.Read- | Rederi A/B Iris | 290·4 \| 40·0 \| 19·8 | Stockholm | T3Cy.23″,37½″&61½″–39″(*r*) | 22 ″ 6 | |
| 7457 | *ex*Sifnos, *ss*Sbg.4thNo.3–3,40 | *1830* | 3,40 | | 3,39 | 7mo | head&Sons | (S.Abrahamsen, | | Swedish | 160lb 234NHP | s1″11½ | |
| SFTA | *ex*Trevaylor) 1*Dk*(*Irn*)2*trB* | *1274* | ✠LMC3,40 | | | | S.Shields | *Mgr.*) | P28′Q82′B118′F33′ | 6*BHCem* | 2SB,*5rf1cf*,GS104,HS3490 | 21 ″ 4½ | |
| | D.F. *in Nos.*1,3&4 *holds* | | | | | | A&CP | | BK10′ | | J.Readhead&Sons,S.Shl. | | |
| | *Well deck* *Cargo battens not fitted* | | | | | | | | *Cell DB*250′545*t* | *APT*41*t* | | | |
| 81541 | — Ⓟ | 1615 | | | | | 1912 | Stettiner | Finska Angfartygs | 254·1 \| 34·6 \| 15·2 | Helsingfrs | T3Cy18½″29½″&47½″–35½″ | | G |
| | (*ex*Preussen–33,*ex*Prinzessin Sophie | 963 | | | | | | Oderwerke | A/B | 240·9 | Finnish | 134NHP | |
| OHHT | Charlotte) 1*Dk* | 868 | | | | | | Stettin | | P150′F28′ | *WB* | Stettiner Oderwerke | |
| | *Ref.Mchy.* D.F. Sub.Sig. | | | | | | | | | | | | |
| 81542 | — | 661 | ✠ ... | | | | 1909 | Dundee | J.Rang | 175·6 \| 29·1 \| 11·8 | Tallinn | T.3Cy.15′,25′&40″–27″ | 14 ″ 0 | V |
| 647 | (*ex*Gusten,*ex*Kolsdal, | 528 | 10,31 | | | | 4mo | S.B.Co.Ld. | | P13′Q39′B48′F21′ | Estonian | 95NHP | † |
| ESBZ | *ex*Julie Lynn) *ss*Osl.No.3–4,21 | 381 | | | | | | Dundee | | FK | *WB* | Richardsons, Westgarth& Co.Ld.Mdb. | |
| | *ss*Hbg.No.2–29 | | | | | | | | | | | | |
| | *Well deck* 1*Dk*(*Stl*) | | | | | | | | | | | | |
| 81543 | — | 322 | | | | | 1936 | Scheepsw. | W.Schuitema Ozn | 123·5 \| 24·3 \| 8·1 | Groningen | Oil Engines 4S.C.SA | | V |
| | *Oil Eng.* | 204 | | | | | | 'Waterhuizn.' | | P36′Q49′F13′ | Dutch | 4Cy.12″–17½″ 55NHP | | |
| PGUK | *Mchy.Aft* | 166 | | | | | | J.Pattje | | | | N.V.Motorenf."De | | |
| | | | | | | | | Waterhuizen | | | | Industrie" Alphen a/d Rijn | | |
| 81544 | **Polarland** | 1591 | | | | | 1923 | Laxevaags | Dampsk.A/S | 246·0 \| 37·9 \| 15·7 | Haugesnd | T.3Cy.18⅝″,29″&49½″–33″ | | N |
| | | 1188 | | | | | | Msk.&Jrnskb | Vestland (Rich. | P59*t*Q108*t*B124*t* | Norwegian | 139NHP | |
| LCWQ | Wireless 1*Dk* | 932 | | | | | | Bergen | Amlie&Co.A/S, | H76*t* | *WB* | Laxevaags Msk&Jrns.Bgn. | | |
| | | | | | | | | | *Mgrs.*) | | | | |
| 81545 | **Polarlys** Ⓟ | 1069 | | | | | 1912 | Akt.Bur- | Det Bergenske | 208·5 \| 31·6 \| 19·8 | Bergen | T.3Cy.18½″,30″&50″–30″ | | |
| | | 919 | | | | | | meistr&Wain | Dampskibsselskab | H122*t* | Norwegian | 187NHP | |
| LEPY | Wireless E.S.D. 2*Dks* | 579 | | | | | | Copenhagen | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| 81546 | **Polarsol** | 10022 | ✠100A1 | Gls | *c*† | CL | 1939 | Barclay, | Hvalfangerselskp | 501·7 \| 66·9 \| 35·6 | Larvik | Oil Engines 2S.C.SA | 35 ″ 6 | |
| | D.F. E.S.D. GyC. *Oil Eng.* | 9097 | 9,40 12,39 | Olf | | 12mo | Curle&Co. Ld | Polaris A/S | 519·3 (O.L.) | Norwegian | 4Cy.26½″–91½″ 861NHP | s 7 ″ 4½ | |
| LKJG | *Mchy.Aft* *CruiserStern* 1*Dk* | 5949 | ✠LMC12,39 | | | | Glasgow | (Melsom&Melsom, | P101′B35′F48′ FS | 16*BH* | 2DB*180lb* | 28 ″ 4½ | |
| | *Longitudinal framing at bottom & at deck* | | *Carrying Petroleum in bulk* | | | *Lloyd's A&CP* | | *Mgrs.*) | | | Barclay,Curle&Co.Ld.Gls. | | |
| | | | | | | | | *Cell DBuE*73′171*t* *D* | *Tf*29′948*t* *FPT*176*t* | *APT*102*t* | | | |
| 81547 | **Polartank** | 6356 | ✠100A1 | Osl | *a*† | CL | 1930 | Barclay, | Hvalfangerselskp | 421·0 \| 58·5 \| 32·3 | Larvik | Oil Engines 2S.C.SA | 32 ″ 3 | |
| | *Oil Eng.* | 5996 | ~~8,40~~ 7,~~39~~3,41 | Sws. | | 11mo | Curle&Co.Ld. | Polaris A/S | | Norwegian | 4Cy.23⅜″–91½″ 687NHP | | |
| LCTY | *ss*Sfj.No.2–38 | 3872 | DBS4,40 ✠LMC10,38 | | 7,39 | | Glasgow | (Melsom&Melsom, | P105′B28′F38′ FK | 15*BH* | 2DB*120lb* | | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* | | | | | *Lloyd's A&CP* | | *Mgrs.*) | | (5 to 2nd *dk*) | Barclay,Curle&Co.Ld.Gls. | | |
| | D.F. *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | *Cell DBuE*81′305*t* *D* | *Tf*38′498*t* *FPT*113*t* | *APT*129*t* | | | |
| 81548 | **Polcevera** (*ex*Santa Eulalia–38) | 2609 | ✠ ... | | | | 1920 | Toledo, O. | Mario Giusti&C. | 251·0 \| 43·6 \| 25·8 | Genoa | T.3Cy.22½″,36″&59″–42″ | 28 ″ 2 | I |
| 2215 | *ss*Bal.No.2–29 | — | 5,33 | | | 9mo | S.B.Co. | | P25′B64′F23′ | Italian | 315NHP | | † |
| ICFB | *Fitted for oil fuel* | 1527 | ✠ | | | | Toledo | | FK | *WB* | Toledo S.B.Co.Toledo,O. | | |
| | 1*Dk*2*trB* | | | | | | | | | | | | |
| 81549 | **Polcirkeln** | *1920* | | | | | 1907 | Lindhol- | Trafik A/B Gränges | 291·6 \| 39·9 \| 19·7 | Stockholm | T.3Cy.21½″,35½″&58½″–36″ | | V |
| 4679 | | *1490* | | | | | | mens V.A. | berg-Oxelösund | P52′H83*t* | Swedish | 206NHP | |
| SLRA | *Mchy.Aft* 1*Dk* | 741 | | | | | | Gothenburg | (M.Waldenström, | | *WB* | Lindholmens V.A.Got. | | |
| | *Turret deck* | | | | | | | | *Mgr.*) | | | | |
| 81550 | **Poldhu** | 422 | ✠100A1 | Foy | *f* | OG | 1939 | NV Schpsw | Polpen Shipping | 145·7 \| 26·0 \| 9·0 | Fowey | Oil Engines 4S.C.SA | 10 ″ 10 | |
| 161250 | *Oil Eng.* | 263 | 3,40 | | | 2mo | "Foxhol" | Co.Ld. (Hannan, | 151·9 (O.L.) | British | 6Cy.11⅞″–17½″ 76NHP | s3 ″ 5½ | |
| MPMW | *Mchy.Aft* D.F. 1*Dk*,2*nd dk aft* | 202 | ✠LMC2,39 | | | | Foxhol | Samuel & Co.Ld. | Q88′F22′ FK | 3*BHpt Cem* | Appingedammer Brons | 10 ″ 9½ | |
| | Wireless *CruiserStern* | | | | | *Lloyd's A&CP* | | *Mgrs.*) | *Cell DB*70′558*t* *FPT* | 59*t* *APTs*13*t* | Motorenfb.N.V. | | |
| 81551 | **Pole Star** Twin Sc | 750 | ✠ ... | Lth | | | 1930 | W.Beard- | Commissioners of | 195·7 \| 31·1 \| 14·5 | Leith | T.6Cy.15″,24″&38″–24″ | 15 ″ 3 | |
| 161823 | | 554 | 1,35 | | | 12mo | more&Co.Ld. | Northern Light- | Q64′B53′F27′ | British | HS4170 215NHP | | |
| GFMD | Wireless D.F. 1*Dk*(*pt Stl*-teak s) | 328 | | | | | Dalmuir | houses | FK | 8*BHpt Cem* | 2SB&1Aux B,*8cf*,GS135 | | |
| | 2*nd dk clear of mchy.space* | | | | | | | *Cell DBa*36′*f*58′76*t* | *Tanks in way* | | W.Beardmore&Co.Ld. | | |
| | *Cruiser Stern* | | | | | | | *of tunnels* 15*t* *D* | *Ta*17′21*t* *DT*77′11*t* | *APT*15*t* | | | |
| 81552 | **Polemis** (*ex*Kingswear) | *1457* | ✠100A1 | Gls | *p* | CL | 1909 | Wood Skin- | J.D.Paleocrassas | 245·3 \| 36·5 \| 16·6 | Andros | T.3Cy.19″,31″&51″–36″ (*s*) | 18 ″ 10 | |
| 141 | *ss*Pir.2nd No.3–7,34 | *1920* | 4,40 | | 2,37 | 4mo | ner&Co.Ld. | | | Greek | 180lb 185NHP | s2 ″ 4½ | |
| SVDN | *Mchy.Aft* Wireless *ss*Pir.No.1–38 | 828 | ~~BS10,39~~ ✠LMC6,38 | | | | Newcastle | | P71′B12′F22′ FK | 4*BHCem* | 2SB,*6cf*,GS92,HS3064 | 16 ″ 7 | |
| | 1*Dk*(*pt Irn pt Stl*)&*deep framing* | | Surveys delayed | | | *Lloyd's A&CP* | *Cell* | *DBuE&B*36′52*t* *f* | 168′414*t* *FPT*135*t* | *APT*63*t* | N.E.Marine Eng.Co Ld Nwc | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | |
| 81553 | **Polgarth** (*ex*Kempton–37, | 794 | ✠100A1 | Bly | *k* | CL | 1920 | Cochrane& | Polgarth S.S.Co. | 185·1 \| 31·0 \| 11·7 | Liverpool | T.3Cy.14¼″,25″&40″–27″ (*s*) | 14 ″ 0 | |
| 144055 | *ex*Mayrix–34) *ss*Hul.No.3–10,33 | 554 | 10,40 ~~11,34~~ | | 6,38 | 9mo | Sons, Ld. | Ld. (Pollexfen&Co. | | British | 180lb 111NHP | s3 ″ 11½ | |
| MKFC | *Well deck* *ss*Bly.No.1–38 | 375 | ✠LMC | | | | Selby | Ld. *Mgrs.*) | Q105′B11′F25′ FK | 4*BHCem* | 2SB,*4pf*,GS62,HS2000 | 13 ″ 9 | |
| | *Mchy.Aft* 1*Dk*(*Stl*) | | MS6,38 ~~BS11,39~~ 10,40 | | | *Lloyd's A&CP* | *Cell DB* | *f*116′175*t* *FPT*58*t* | | *APT*27*t* | Earle's S.B.&E.Co.Ld.Hull | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year Assigned or Re-classed. Additional Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81554 | **Polglen** (*ex* Arleia) | 3 Mst | 795 | ✠100A1 | Bly | *k* | CL | 1915 | R. William- | C. Strubin & Co. | 186·3 | 29·4 | 12·4 | Liverpool | T. 3 Cy. 14½″, 25½″ & 41″–30″ | 14 ″ 7 | |
| 133262 | *Mchy. Aft* | *ss* Bly. 2nd No. 3–5, 38 | 545 | 6,39 11,40 Mch Shl | | | ~~4,38~~ | 2mo | son & Son | Ltd. | | | | British | 180lb (*s*) 85RHP | s 5 ″ 1½ | |
| MFTR | *Well deck* | 1 *Dk* (*Stl*) | 368 | ✠LMC | | | 10,40 | | Workington | | Q116′B9′F25′ FK | | | 3 *BH Cem* | 1SB, 3 *pf*, GS55, HS1952 | 14 ″ 1 | |
| | | *Cargo battens not fitted* | | MS5,38 | BS3,40 | 11, 40 | | *Lloyd's* | *s A & CP* | | *Cell DB f* 110′160 *t* | | | *FPT* 45 *t* | Ross & Duncan, Glasgow | | |
| 81555 | **Polgrange** (*ex* Edenwood, | | 804 | ✠100A1 | Goo | *k* | CL | 1920 | R. William- | Brunswick S.S. Co. | 186·5 | 29·4 | 12·4 | Liverpool | T. 3 Cy. 14″, 24″ & 39″–27″ (*s*) | 14 ″ 7 | |
| 144784 | *ex* Ardshean) | *ss* Hul. No. 3–6, 33 | 548 | 7,39 | | | 7,39 | 10mo | son & Son | Ltd. (Pollexfen & Co. | 191·8 ((O.L.) | | | British | 180lb 76RHP | s 4 ″ 10½ | |
| MKGL | | *ss* Lon. No. 1–36 | 378 | BS9,39 | ✠LMC | 9,37 | | | Workington | Ltd. *Mgrs.*) | Q116′B9′F24′ FK | | | 3 *BH Cem* | 1SB, 3 *pf*, GS58, HS1809 | 14 ″ 4 | |
| | *Mchy. Aft* | 1 *Dk* (*Stl*) | | | | | | *Lloyd's* | *s A & CP* | | *Cell DB f* 112′162 *t* | | | *FPT* 40 *t* | McKie & Baxter, Glasgow | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 81556 | **Policos** Ⓟ | | 875 | ✠ | Pir | | | 1893 | Nav. Const. | Hellenic Shipping | 233·5 | 29·1 | 18·9 | Piræus | T. 3 Cy. 21½″, 34″ & 56″–34″ | 20 ″ 1 | |
| 393 | (*ex Yacht* North | | — | 10,22 | | | | 5mo | & Armament | & Commercial Co. | | | | Greek | 223NHP | | |
| SZMF | Star, *ex* Cherokee, | 2 *Dks* | 347 | ✠ | | | | | Co. Ld. Barrow | Ltd. | | | BK8″ | 6 *BH Cem* | 2SB, 6 *cf*, GS138, HS3950 | Nav. Cnst & Armamnt Co Ld | |
| | *ex* Sybarite, *ex* Venetia) | Wireless | | | | | | | | | | | | | | | |
| 81557 | **Polinice** (*ex* Tempo) | | 1373 | ✠ ... | | | | 1911 | S. P. Austin | A. Lauro | 248·9 | 35·0 | 15·6 | Naples | T. 3 Cy. 20″, 33″ & 54″–36″ | 17 ″ 9 | I |
| 379 | | *ss* Sld. No. 3–12, 24 | 1046 | 12,32 | | | | 12mo | & Son, Ld. | | 240·0 | | | Italian | 210NHP | | † |
| ISDX | | *ss* Nwc. No. 1–29 | 738 | ✠ | | | | | Sunderland | | Q133′F27′ FK | | WB | G. Clark, Ld. Sunderland | | | |
| | *Well deck* Sub. Sig. | 1 *Dk* | | | | | | | | | | | | | | | |
| 81558 | **Polinnia** (*ex* Kirkwood) | | 1592 | ✠ ... | | | | 1911 | R. Thomp- | A. Lauro | 271·6 | 38·0 | 15·8 | Naples | T. 3 Cy. 21½″, 36″ & 59″–39″ | 18 ″ 2 | I |
| 337 | | *ss* Sld. No. 3–3, 24 | 1211 | 6,32 | | | | 1mo | son & Sons, Ld. | | 265·0 P on Q18′ | | | Italian | 246NHP | | † |
| ISEA | | *ss* Sld. No. 1–28 | 928 | ✠ | | | | | Sunderland | | Q108′B54′F24′ FK | | WB | N.E. Marine Eng. Co Ld. Sld. | | | |
| | *Well deck* | 1 *Dk* | | | | | | | | | | | | | | | |
| 81559 | **Politician** (*ex* London Merchant–35) | | 7939 | ✠100A1 | ~~Gls~~ | *c* † | CL | 1923 | Furness | Charente S.S. Co Ld | 450·4 | 58·1 | 38·3 | Liverpool | 2 Steam Turbines SR geared | 11 ″ 0 | |
| 147482 | | *ss* Bkn. No. 3–8, 35 | 7372 | *Shelter dk* | Liv | | 4,39 | 5mo | S.B. Co. Ld. | (T. & J. Harrison, | 471·7 (O.L.) | | | British | to 1 Sc. Shaft (*s*) | s 11 ″ 1½ | |
| GJQN | | 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) | 5048 | *with freeboard* | | | | | Haverton Hill-on-Tees | *Mgrs.*) | F42′ *on Shelter dk* FK | | | *pt Cem* | 190lb FD 1004NHP | 30 ″ 2 | |
| | | *Cruiser Stern* | | Examined 10,40 | | | | | | | *Collision* | | | *n BH to S dk* | 4SB, 16 *cf*, GS325, HS13168 | | |
| | | *Cargo battens not fitted in* | | BS4,40 | ✠LMC | 8,35 | | *Lloyd's* | *s A & CP* | | *ace & forward* 154′ | | | 6 „ „ *U* „ | J. Brown & Co. Ld. Gls. | | |
| | D.F. | *Shelter 'tween dks* | | *Fitted for oil fuel* | 5,23 | | *F.P. a* | *above* | 150° F. | | *Cell DB* 366′1568 *t* | | | *DT f* 33′967 *t* *DT a* 33′797 *t* | *FPT* 68 *t* *APT* 82 *t* | | |
| 81560 | **Pollenzo** | | 6470 | ✠ ... | | | | 1920 | Furness | Corrado Soc. Anon. | 412·4 | 55·6 | 34·4 | Genoa | 2 Steam Turbines DR geared | 38 ″ 1 | I |
| 952 | | | 6198 | 4,21 | | | | 4mo | S.B. Co. Ld. | di Nav. | F40′ *on Shelter dk* | | | Italian | to 1 Sc. Shaft 678NHP | | † |
| ICCF | D.F. | 1 *Dk* & *Shelter dk* | 3997 | ✠ | | | | | Middlesbro' | | FK | | WB | Richardsons, Westgarth & Co. Ld. Hpl. | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81561 | **Polluce** | Ctr | 1049 | | | | | 1917 | N. Odero & Co. | Soc. Anon. Ilva | 204·7 | 32·2 | 16·8 | Genoa | T. 3 Cy. 15 1/16″, 24⅝″ & 39 3/16″–25½″ | | CI |
| 827 | | | 823 | | | | | | Genoa | | P52′F20′ | | | Italian | 79NHP | | |
| ISED | *Mchy. Aft* | 1 *Dk* 2 tr *B* | 610 | | | | | | | | | | WB | N. Odero & Co. Genoa | | | |
| 81562 | **Pollux** | Twin Sc | 8741 | ✠100A1 | Rot | *d* † | CL | 1928 | Kockums | Trelleborgs Ångf. | 482·7 | 61·9 | 36·1 | Trelleborg | Oil Engines 4S.C.SA | 36 ″ 3 | |
| 7471 | | *Oil Eng.* | 7979 | 9,40 ~~7,39~~ | Mmo | | 7,39 | 9mo | M.V. Aktieb | Nya Aktieb. | 486·7 (O.L.) | | | Swedish | 12 Cy. 22 7/16″–39⅜″ 584NHP | s 8 ″ 2 | |
| SGRN | | *ss* Mmo. No. 3–9,40 ~~*ss* Rot. No. 2–35~~ | 4874 | ✠LMC | 9,40 | | | | Malmö | (J. Malmros, *Mgr.*) | P97′B36′F40′ FK | | | 17 *BH pt Cem* | 2 DB 170lb–~~185lb~~ (*aft*) | 28 ″ 3½ | |
| | *Mchy. Aft* | 2 *Dks* (*Stl*) & *Web frames* | | DBS12,39 | | | | *Lloyd's* | *s A & CP* | | *Cell DB u E* 0′249 *t* *DT f* 38′298 *t* | | | (12 *to U dk* | Kockums M.V. Akt. Malmö | | |
| | | *Cruiser Stern* | | *Carrying Petroleum* | | | *in bulk* | | | | | | | 5 „ *2nd* „) | | | |
| | | *Longitudinal framing–bracketless system* | | | | | | | | | *FPT* 152 *t* *APT* 190 *t* | | | | | | |
| 81563 | — | (*ex* Kurt, *ex* Sliedrecht) | 3161 | | | | | 1905 | R. Craggs & | Heinrich Schmidt | 329·7 | 47·0 | 22·3 | Flensburg | T. 3 Cy. 22½″, 37½″ & 62″–42″ | | G |
| | | | 2849 | | | | | | Sons, Ld. | G.m.b.H. | P30′B82′F36′ | | | German | 249NHP | | |
| DDTG | | 1 *Dk* | 1958 | | | | | | Middlesbro' | | | | WB | Rotterdam Dry Dk. Co. Rot. | | | |
| 81564 | — | | 1676 | | | | | 1921 | Helsingörs | Det Bergenske | 249·3 | 38·2 | 15·4 | Bergen | T. 3 Cy. 18″, 30″ & 50″–36″ | | N |
| | (*ex* Gulfaxe) | | 1168 | | | | | | Jernsk & Msk. | Dampskibsselskap | P37 *t* Q104 *t* B241 *t* | | | Norwegian | 150NHP | | |
| LDEU | D.F. | 1 *Dk* | 1028 | | | | | | Helsingör | | F31 *t* H54 *t* | | WB | Helsingörs Jernsk. & Msk b. | | | |
| 81565 | — | | 1284 | ✠100A1 | Abo | *n* | OG | 1898 | Campbel- | Finska Ångf Aktieb | 240·5 | 32·7 | 15·0 | Helsingfrs | T. 3 Cy. 16¼″, 27½″ & 45″–33″ | 17 ″ 4 | |
| 1230 | | *ss* Hfs. 3rd No. 3–3, 35 | 1230 | *pt Awng dk* | Hfs | | ~~N10,36~~ | 6mo | town S.B. Co. | | 230·2 | | | Finnish | 160lb *100lb* 114NHP | s 7 ″ 2¼ | |
| OHGL | | *ss* Abo. No. 1–39 | 724 | *with freeboard* | | | 11,40 | | Campbell'wn | | Q79′ FK | | | 4 *BH Cem* | NDB 14 | 17 ″ 3 | |
| | Wireless | 1 *Dk* (*Stl*) & *deep framing* & | | 11,40 ~~4,38~~ | ✠LMC | 4,39 | | | A & CP | | *pt Awng dk* 151′ | | | | 1SB, 3 *rf*, GS68, HS1668 | | |
| | D.F. | *pt Awng dk* (*Stl–pt* ws) | | BS11,40 | | | | | | *Cell D* | *Ba* 53′ *u E* & B38′ *f* 94′ | | | 267 *t* *APT* 80 *t* | J.G. Kincaid & Co. Greenock | | |
| 81566 | | | 931 | | | | | 1890 | Howaldts- | J. Rang | 205·8 | 30·7 | 13·8 | Tallinn | T. 3 Cy. 14¼″, 22¼″ & 36¾″–23¾″ | | V |
| 794 | (*ex* Theodor) | | 868 | | | | | | werke | | Q62′B52′F26′ | | | Estonian | 66NHP | | |
| ESEA | | 1 *Dk* & *Web frames* | 526 | | | | | | Kiel | | | | WB | Howaldtswerke, Kiel | | | |
| 81567 | — | | 518 | | | | | 1896 | Akt. Ges. | Dampfschifffahrts Ges. Neptun | 163·0 | 24·1 | 9·6 | Bremen | C. 2 Cy. 16 5/16″ & 30 1/16″–20½″ | | G |
| | | | 289 | | | | | | "Weser" | | F16′ | | | German | 36NHP | | |
| DOOG | | 1 *Dk* & *pt Awng dk* | 319 | | | | | | Bremen | | *pt Awng dk* 133′ | | WB | A.G. "Weser," Bremen | | | |
| 81568 | **Polly** | | 803 | ✠100A1 | Svb | *l* | OG | 1911 | Antwerp | D/S A/S Progress | 208·0 | 31·3 | 13·1 | Copnhagn | T. 3 Cy. 13″, 21″ & 35″–27″ (*s*) | 15 ″ 5 | |
| 675 | | *ss* Svb. 2nd No. 3–5, 36 | 675 | 4,39 | | | N11,38 | 8mo | Eng. Co. Ld. | (M. Nielsen & Sön, | | | | Danish | 180lb 82NHP | s 1 ″ 6½ | |
| OUKC | | 1 *Dk* (*Stl*) | 466 | BS11,38 | ✠LMC | 5,36 | | | Hoboken | *Mgrs.*) | P29′B60′F26′ FK | | | 4 *BH Cem* | 2SB, 4 *cf*, GS44, HS1428 | 14 ″ 0 | |
| | | | | | | | | *Lloyd's* | *s A & CP* | | *u E* 23′ *f* 90′213 *t* *FPT* | | | 24 *t* *APT* 21 *t* | N.E. Marine Eng. Co Ld. Sld. | | |
| 81569 | **Polly M.** | | 380 | | | | | 1937 | Gebr. van | ~~T. J. Metcalf~~ | 141·2 | 26·1 | 8·4 | London | Oil Engines 4S.C.SA | | C |
| 165579 | | *Oil Eng.* | 223 | | | | | | Diepen | Metcalf Motor | P43′Q49′F20′ | | | British | 6Cy. 11″–17 1/16″ 70NHP | | |
| MMNR | *Mchy. Aft* | 1 *Dk* | 183 | | | | | | Waterhuizen | Coasters Ld. (T. J. | | | WB | Humboldt-Deutzmotoren, | | | |
| | | *Cruiser Stern* | | | | | | | | Metcalf, *Mgr.*) | | | | A.G. Köln-Deutz | | | |
| 81570 | **Polo** | | 1950 | ✠100A1 | Hul | *s* | CL | 1919 | Swan, Hun- | Ellerman's Wilson | 290·0 | 42·5 | 18·8 | Hull | T. 3 Cy. 22″, 36″ & 59″–39″ (*s*) | 21 ″ 2 | |
| 139337 | | *ss* Hul. No. 3–9, 31 | 1638 | *Shelter dk* | | | ~~8,38~~ | 5mo | ter & Wigham | Line, Ld. | | | | British | 180lb 324NHP | s 1 ″ 1 | |
| GBNJ | | *ss* Hul. No. 2–41 ~~*ss* Hul. No. 1–35~~ | 970 | *with freeboard* | MS1,41 | | 12,40 | | Richardson, | | | | FK | *pt Cem* | 3SB, 6 *cf*, GS123, HS4960 FD | 20 ″ 2¾ | |
| | | 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | 1,41 ~~1,39~~ | BS3,40 | | | | Ld Sundrland | | *Collision* | | | 5 *BH to U dk* | Richardsons, Westgarth & Co. Ld. Sld. | | |
| | | *Cargo battens not fitted in 'tween dks* | | ~~BS7,39~~ | ✠LMC | ~~5,36~~ | | *Lloyd's* | *s A & CP* | | *Cell DB* 248′501 *t* *FPT* | | | 31 *t* *APT* 39 *t* | | | |
| 81571 | **Polperro** | | 403 | | | | | 1937 | N V Schpsw | Polpen Shipping | 145·6 | 26·0 | 9·0 | Fowey | Oil Engines 4S.C.SA | | V |
| 164247 | | *Oil Eng.* | 263 | | | | | | "Foxhol" | Co. Ld. (Hannan, | P47′Q50′B31′F24′ | | | British | 6Cy. 11 7/16″–17 1/16″ 76NHP | | |
| MMQV | D.F. | 1 *Dk* | 204 | | | | | | Foxhol | Samuel & Co. Ld. | | | WB | Appinge dammer Brons | | | |
| | *Mchy. Aft* | *Cruiser Stern* | | | | | | | | *Mgrs.*) | | | | Motorenfb. N.V. | | | |
| 81572 | **Polyana** (*ex* Skjoldheim–39, | | 2267 | | | | | 1919 | The Col- | Rederi A/S Hauk | 251·2 | 43·6 | 23·6 | Oslo | T. 3 Cy. 18″, 30″ & 50″–36″ | | C |
| | *ex* Emperor of Halifax, | | 2042 | | | | | | lingwood | (Bucha Godager & | P55 *t* H97 *t* F25 *t* | | | Norwegian | 150NHP | | |
| LDMK | *ex* Canadian Signaller) | 1 *Dk* | 1319 | | | | | | S.B. Co. Ld. | Co., *Mgrs.*) | | | WB | Collingwood S.B. Co. Ld. | | | |
| | | | | | | | | | Cllingwd, Ont | | | | | Collingwood | | | |

Now "Pollux II," see No. 89573 in Supplement

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Grèement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme adopté en signal. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où navire est en ses dans le L. N. Durée Cert. Bur. Vedas |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81573 | **Polybius** | 7041 | | | | | 1919 | Skinner& Eddy Corp. Seattle | UnitedStates Maritime Commission | 409·6 | 54·2 | 27·1 | Seattle | DR Geared Steam Turbine | | R |
| 218068 | *Fitted for oil fuel* | 6748 | | | | | | | | | | | Utd. States | General Electric Co. | | |
| KIGL | Sub.Sig. *2 Dks 3 tr B & Shelter dk* | 5359 | | | | | | | | | | | *WB* | Schenectady, N.Y. | | |
| 81574 | **Polycarp** | 3577 | ✝100A1 | Hul | *v* | OG | 1918 | Barclay, | BoothS.S.Co.Ld. | 340·7 | 46·8 | 25·6 | Liverpool | T.3Cy.22½″,39″&67″–45″ (*r*) | 28 ″ 0 | |
| 140369 | | 3235 | 11,38 | | | 11,38 | 4mo | Curle&Co.Ld | | | | | British | 215lb 403NHP | s 4 ″ 11½ | |
| GBJZ | *ss* Liv.No.3–12,30 *ss* Bkn.No.1–35 *2 Dks (Stl)* | 2249 | BS11.39 ✝LMC6.35 | | | | | Glasgow A&CP | | P42′B88′F41′ | | FK 6 *BH* | | 3SB,*9cf*,GS188,HS6759 | 23 ″ 4½ | |
| | | | | | | | | | *CellDB* | 288′720*t* *FPT* 60*t* *A* | | | *pt Asp pt Cem* | *PT* 25*t* | Barclay, Curle&Co.Ld.Gls. | |
| 81575 | **Polycastle** | 8267 | | | | | 1939 | Eriksbergs M.V.Aktieb. Gothenburg | A/S Kristiansands Tankrederi II (E. Rasmussen, *Mgr.*) | 469·2 | 61·1 | 34·5 | Xiansand | Oil Engines 2S.C.DA | | N |
| | *Carrying Petroleum in bulk Oil Eng.* | 7562 | | | | | | | | P92′B28′F38′ | | | Norwegian | 6Cy.17½″–47½″ 642NHP | | |
| LKEF | *Mchy.Aft* D.F. *Cruiser Stern* 1 *Dk* | 4963 | | | | | | | | | | | *WB* | Eriksberg M.V.Aktieb.Got | | |
| 81576 | **Polydorus** Ⓟ | 5922 | | | | | 1924 | Scotts'S.B. &E.Co.Ld. Greenock | Nederlandsche Stoom.Maats. "Oceaan" | 429·9 | 54·8 | 30·1 | Amstrdam | 2 Steam Turbines DR geared to 1 Sc. Shaft | | C |
| | *Fitted for oil fuel* | — | | | | | | | | P42′B123′F45′ | | | Dutch | Scotts'S.B.&E.Co.Ld.Grk. | | |
| PGUR | D.F. 2 *Dks* | 3636 | | | | | | | | | | | *WB* | | | |
| 81577 | **Polykarp** Twin Sc | 6405 | | | | | 1931 | Eriksbergs M.V.Aktieb Gothenburg | A/S Kristiansands Tankrederi (E.Rasmussen, *Mgr.*) | 408·6 | 55·3 | 32·4 | Xiansand | Oil Engines 4S.C.SA. | | N |
| | (*ex* Fanny Höegh–36) *Oil Eng.* | 5554 | | | | | | | | P223*t* H505*t* F76*t* | | | Norwegian | 12Cy.21⅝″–39⅜″ 543NHP | | |
| LCUG | *Mchy.Aft. Cruiser Stern* 1 *Dk* D.F. *Carrying Petroleum in bulk* | 3840 | | | | | | | | | | | *WB* | Eriksberg M.V.Aktieb.Got | | |
| 81578 | **Polyktor** | 4077 | ✝100A1 | ~~Ant~~ | *x* | CL | 1914 | W.Pickers- gill&Sons,Ld. Sunderland | G.C.Dracoulis | 380·0 | 52·4 | 22·3 | Ithaca | T.3Cy.25″,42″&68″–45″ (*s*) | 25 ″ 5 | |
| 23 | *ss* Pir.No.3–5,27 | *3805* | ~~Examined 4,41 Grk~~ | | | N10,39 | 2mo | | | | | | Greek | 180lb 357NHP | s 3 ″ 4½ | |
| SWXS | *ss* Pir.No.2–36 1 *Dk* (*pt Stl pt Irn*) | *2484* | BS8.39 ✝LMC10.36 | | | | | | *Lloyd's* *sA&CP* | P31′B221′F37′ FK 163′ 1444*t* *FPT* 135*t* | | | 6 *BH Cem* *APT* 231*t* | 2SB,*8cf*,GS154.HS5774 G.Clark,Ld.Sunderland | 22 ″ 8½ | |
| | | | | | | | | | *CellDBa* 131′ *u E&* B44′*f* | | | | | | | |
| 81579 | **Polynésien** Twin Sc | 1422 | | | | | 1930 | Kiousin SB&Eng Wks Shanghai | Cie.des Messa- geries Maritimes | 218·9 | 33·6 | 10·5 | Noumea | Oil Engines 4S.C.SA | | V |
| | (*ex* Mygreta–38, *Oil Eng.* | — | | | | | | | | B64′F22′ | | | French | 14Cy.11″–16⅝″ 164NHP | | |
| FOHY | *ex* Yung Ping–37) 2 *Dks* | 985 | | | | | | | | | | | *WB* | Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | |
| 81580 | **Polyphemus** Ⓟ Twin Sc | 6269 | | | | | 1930 | Scotts'S.B. &E.Co.Ld. Greenock | Nederlandsche Stoom.Maats. "Oceaan" | 430·5 | 56·3 | 26·3 | Amstrdam | Oil Engines 4S.C.SA | | C |
| | *Oil Eng.* | — | | | | | | | | P42′B252′F45′ | | | Dutch | 12Cy.24⅞″–51⅛″ 687NHP | | |
| PGUS | D.F. 2 *Dks* | 3856 | | | | | | | | | | | *WB* | Scotts'SB&ECoLdGrk. | | |
| 81581 | **Pomella** | 6766 | ✝100A1 | Fal | *a*† | CL | 1937 | Cammell Laird&Co.Ld. Birkenhead | Anglo-Saxon Petroleum Co. Ld. | 456·9 | 57·5 | 31·9 | London | Oil Engines 4S.C.SA | 32 ″ 0 | |
| 165432 | *Oil Eng.* | 6056 | D,40 ~~11,39~~ | Bkn | | 11,39 | 3mo | | | 457·3 (O.L.) | | | British | 8Cy.25⅞″–55½″ 502NHP | s 5 ″ 8½ | |
| GZLD | D.F. E.S.D. 1 *Dk* 2 *nd dk clear of* *Mchy.Aft Cruiser Stern cargo tanks* *Longitudinal framing at bottom & deck in centre tanks* | 3945 | ✝LMC5.37 *Carrying Petroleum in bulk* | | | | | | *Lloyd* *sA&CP* | P94′B37′F64′ FK | | | 14 *BH* DB *I80lb* | | 26 ″ 6½ | |
| | | | | | | | | | *CellDBuE* 68′152*t* *DT f* 24′ | 320*t* *FPT* 104*t* *APT* | | | *s* 163*t* | Hwthrn,Leslie&CoLd.Nwc | | |
| 81582 | **Pomerol** | 1166 | ✝ ... | Hav | *o* | | 1930 | D&W Hen- dersn&Co.Ld. Glasgow | Worms et Cie. | 237·3 | 34·1 | 14·7 | Havre | T.3Cy.18″,30″&50″–36″ | 16 ″ 9 | V |
| | *ss* Hav.No.1–35 | 877 | 6,38 | | | | 7mo | | | | | | French | 188NHP | | † |
| FOPP | *Well deck* 1 *Dk* (*Stl*) 2 *nd Dk* (*Stl*) *in No.1 hold* | 439 | ✝ | | | | | | | P&B186′F31′ FK | | | 5 *BH Cem* | 1SB,*3cf*,GS63,HS2495 | | |
| | | | | | | | | | *CellD* | B 192′ 275*t* *FPT* 16*t* | | | *APT* 51*t* | D&W Hendersn&CoLdGls. | | |
| 81583 | **Pomezia** (*ex* Maria Clara–39, *ex* Komet–34, *ex* Glassalt) Iron *ss* Lbc.4th No.3–6,31 1 *Dk* (*pt Irn*) 2 *tr B* *Well deck* | 639 | ✝ | Lbc | *j* | | 1883 | J.Duthie Sons&Co. Aberdeen | Raffaele Romano | 192·4 | 26·4 | 11·6 | Naples | C.2Cy.18½″&44″–30″ | 15 ″ 0 | I |
| 466 | | 503 | 7,34 | | | | 6mo | | | 183·1 | | 14·1 | Italian | NDB 99 80NHP | | † |
| IQEL | | 369 | | | | | | | | Q50′B36′F21′ | | | 5 *BH Cem* | NB 91 *fitted* 19 | | |
| | | | | | | | | | | BK 7½ | | | *DBf* 44′110*t* | 1SB,*3cf*,GS60.HS1800 | | |
| | | | | | | | | | | | | | | Hall,Russell&Co.Abn. | | |
| 81584 | **Pommern** | 2180 | | | | | 1935 | Stettiner Oderwrke A.G Stettin | R.C.Gribel | 295·2 | 42·7 | 16·8 | Stettin | T.3Cy.20⅞″,32½″&55½″ | | G |
| | D.F. | 1697 | | | | | | | | P17′Q101′B118′ | | | German | –35⅞″ 182NHP | | |
| DAYJ | Sub.Sig. *Cruiser Stern* 1 *Dk* | 1269 | | | | | | | | F26′ | | | *WB* | Stettiner Oderwerke A.G. | | |
| 81585 | **Pomona** | 7583 | | | | | 1920 | Bethlehem S.B.Corp.Ld. S.Francisco, Cal. | Weyerhaeuser S.S. Co. | 440·0 | 56·0 | 35·2 | Everett, Wash. Utd. States | T.3Cy.27½″,47″&76″–48″ | | R |
| 220331 | *Fitted for oil fuel* | — | | | | | | | | | | | | 400NHP | | |
| KDAT | D.F. GyC. 1 *Dk & Shelter dk* *Longitudinal framing* | 4819 | | | | | | | | | | | *WB* | Bethlehem S.B.Corp.Ld. | | |
| 81586 | — Twin Sc | 2198 | ✝ ~~...~~ | Rot | *s* | | 1921 | G.&A.Flli. Migliardi Savona | A.Lauro | 290·0 | 41·4 | 19·1 | Naples | Oil Engines 2S.C.SA | 21 ″ 11 | I |
| 457 | (*ex* Edmondo–36, *ex* Primula–32) *Oil Eng.* | 1758 | 9,30 | | | | 7mo | | | P32′Q125′F35′ | | | Italian | 14Cy.14⅜″–23½″ 490NHP | | † |
| IBIK | *Well deck Mchy.Aft ss* Gen.No.1–26 | 1303 | ✝ | | | | | | | | | FK | 4 *BH Cem* | NE39 | | |
| | D.F. 1 *Dk* (*Stl & Web frames*) *Longitudinal framing* | | | | | | | | *Cell* | *DBf* 170′575*t* *FPT* | | | 30*t* *APT* 65*t* | Cant. Riuniti Dell Adriatico | | |
| 81587 | **Pomorie** Ⓟ Twin Sc | 810 | | | | | 1930 | States S.B. Yard "Marti" Leningrad | U.S.S.R. | 174·3 | 30·3 | 14·8 | Archangel | T 6Cy.8¼″,13¾″&22⅞″–15¾″ | | |
| | | 645 | | | | | | | | B55′F24′ | | | Russian | 42NHP | | |
| UNJO | Wireless 2 *Dks* | 316 | | | | | | | | | | | *WB* | States S.B. Yard "Marti" | | |
| 81588 | **Ponce** Ⓟ | 3506 | ✝100A1 | NYk | *u* | CL | 1899 | Harlan& Hollings- worth Co. Wlmgtn, Del. A&CP | San Juan Ship- ping Co. Inc. | 317·0 | 42·0 | 20·1 | Panama | T.3Cy.24″,38″&60½″–42″ (*r*) | | |
| ~~180881~~ | *ss* N.Yk.3rd No.3–6,37 | 3051 | *Spar dk* | | | ~~N1,38~~ | 9mo | | | | | 27·8 | Panamanian | 180lb NDB 19 303NHP | | |
| ~~WPCB~~ | *Ref.Mchy.* 1 *Dk & Spar dk* (*Stl–ws*) *& Web frames* | 2192 | 2,44 5,39 | | | 1,41 | | | | P49′B116′F33′ | | FK | 6 *BH Cem* | 2SB,*6cf*,GS104,HS5230 | FD | |
| | | | ✝NB4.19 ✝LMC MS2.37 BS~~47~~.~~50~~ *Lloyd's* RMC~~1.49~~ | | | ~~2,41~~ 2,41 | | | *CellDBa* 86′ *u E&* | *B* 60′*f* 124′543*t* *FPT* | | | 128*t* *APT* 68*t* | Harlan & Hollingsworth Co. Wilmington, Del. | | |
| | | | for temp. 18° F. | | | | | | | | | | | | | |
| | | | *Fitted for oil fuel* 4,19 | | | *F.P. o* | *bove* 1880 1920 | 150° F. Detroit Dry Dock Co. Wyandotte | United Towing & Salvage Co. Ld. | 247·9 | 35·6 | 15·3 | Montreal | C.2Cy.26″&54″–36″ | | |
| 141839 | | 1506 | | | | | | | | | | | British | *Emade* 97 NB00 146NHP | | |
| | *Mchy.Aft* 2 *Dks* | 888 | | | | | *Rebuilt at* Levis, Qu | | ebec, by George H | all Coal Co. of Ca | | | *WB* | H.G.Trout, Buffalo nada, Ld. Montreal | | |
| 81590 | **Pontet-Canet** (*ex* Viola) | 1176 | | | | | 1912 | Flensburgr Schiffsb.Ges. Flensburg | Worms&Cie. | 226·7 | 33·2 | 14·8 | Havre | T.3Cy.15″,25⅝″&44½″–29½″ | | V |
| | | — | | | | | | | | P&B177′F31′ | | | French | 92NHP | | |
| FPBM | 1 *Dk* | 678 | | | | | | | | | | | | Flensburger Schiffsb.Ges. | | |
| 81591 | **Pontfield** | 8290 | ✝100A1 | Got | *c*† | CL | 1940 | Eriksbergs M.V.Aktieb. Gothenburg | Hunting S.S.Co.Ld. (Hunting&Son,Ld. *Mgrs.*) | 469·1 | 61·0 | 34·4 | Newcastle | Oil Engines 2S.C.DA | 34 ″ 0 | |
| 165780 | D.F. *Oil Eng.* | 7522 | 9,10 ~~10,39~~ | Gls | | | 1mo | | | 486·3 (O.L.) | | | British | 6Cy.17½″–47½″ 644NHP | s 7 ″ 5 | |
| GBRK | *Mchy.Aft Cruiser Stern* 1 *Dk* *Butts of shell & upper deck plating electrically welded* | 4950 | ✝LMC10.39 *Carrying Petroleum in bulk* | | | | | | *Lloyd's* *sA&CP* | P92′B28′F41′ FK 68′129*t* *DTf* 23′496*t* | | | 12 *B Hpt Cem* *APT* 141*t* | 2DB *142lb* Eriksberg M.V.Aktieb.Got. | 26 ″ 9½ | |
| | | | | | | | | | *CellDBuE* | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | * Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of T. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81592 | **Pontiac** | | 8200 | | | | | 1917 | Gt.Lakes Eng.Works, Ecorse,Mich. | Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.*Mgrs*) | 580·0 | 60·0 | 27·9 | Wilmgton (Del.) | T.3Cy.24½″,40″&65″-42″ | | R |
| 215048 | | | — | | | | | | | | F54′ | | | | 274NHP | | |
| KFML | D.F. *Mchy.Aft* | 1*Dk* | 6367 | | | | | | | | | | *WB* | Utd.States | Gt.LakesEng.Wks.Detroit | | |
| 81593 | **Pontinia** (*ex*Planet-34) | Iron | 715 | | | | | 1881 | Rostocker Act.Ges. Rostock | RaffaeleRomano | 194·5 | 26·3 | 15·2 | Naples | T.3Cy.12½″ 21″&34½″-24″ | | I |
| 473 | | | 549 | | | | | | | | 186·1 | 25·7 | 15·6 | Italian | NB98 58NHP | | |
| ICBL | | 1*Dk2trB* | 416 | | | | | | | | Q60′B48′F26′ | | *WB* | *Tpd*98 | Hels.Jerns.&Mask.Els. | | |
| 81594 | **Pontos** | | 3410 | | | | | 1935 | Bremer Vulkan Vegesack | Afrikanische Frucht-Cie.A.G. (F.Laeisz,*Mgr.*) | 366·0 | 44·8 | 24·0 | Hamburg | Oil Engines 2S.C.DA | | G |
| | | *OilEng.* | 2920 | | | | | | | | F44′B44′ | | | German | 5Cy.23⅝″-35$\frac{7}{16}$″ 975NHP | | |
| DJPT | *Ref.Mchy.* D.F. | 3*Dks* | 2032 | | | | | | | | | | *WB* | | BremerVulkan,Vegesack | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81595 | **Pontypridd** | | 4458 | ✠100A1 | Bry | *y* | CL | 1924 | Nthmblnd. S.B.Co.Ld. Newcastle | PontypriddSteam-shipCo.Ld. (Morel,Ld.) | 399·6 | 52·9 | 24·8 | London British *Cem* | T.3Cy.25½″,42″&70″-48″ (*s*) | 27 ″ 5 | |
| 147719 | *ss*Bry.No.3-3,37 | | 4182 | *Shelter dk* | Hul | M | db | 8mo | | | | | | | 180lb 422NHP | s 2 ″11½ | |
| GBYT | D.F. | 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) | 2736 | *withfreeboard* 8,40 ~~1,40~~1,41 | | | 3,39 | *Lloyd's*A&CP | | | F36′*onShelter dk* | | FK | | 3SB(Spt),*9cf*,GS192, HS7248 | 24 ″ 8¾ | |
| | | | | BS~~11,36~~ 8,41 | LMC | 3,37 | | | | | | | *Collision* | *BHtoSh dk* | Blair&Co.Ld.Stockton | | |
| | | | | | | | | | | *CellDB*351′1296*t* | *FPT*86*tAPT*127*t* | | | 5 ,, ,, *U* ,, | | | |
| 81596 | **Pool Fisher** (*ex*M.J.Craig-35) | | 605 | ✠100A1 | Brw | *i* | CL | 1921 | TawShip-yards,Ld. Barnstaple | JamesFisher& Sons,Ld. | 174·5 | 28·6 | 10·9 | Barrow British | T.3Cy.14″,23″&38″-27″ (*s*) | 13 ″ 0 | |
| 145417 | *ss*Bel.No.3-9,33 | | 404 | 8,40 ~~3,38~~ | Lth | | ~~3,38~~ | 6mo | | | *29·6* | | | *Cem* | 180lb 57RHP | s 4 ″ 3½ | |
| MKTN | *ss*Bkn.No.1-37 | | 271 | ~~BS8,39~~ | LMC | 6,37 | 8,40 | *Lloyd's*A&CP | | | 182·7(O.L.) | | FK | | 1SB.*3cf*,GS52,HS1761 | 12″10½ | |
| | *Mchy.Aft* *Well deck* | 1*Dk*(*Stl*) | | BS~~7,40~~ 7,41 | | | | | | | Q100′B11′F26′ | | | | AitchisonBlairLd.Clydbnk | | |
| | | *Cargo battens not fitted* | | | | | | | | *CellDBf*94′144*t FPT*45*tAPT*22*t* | | | | | | | |
| 81597 | **Poolta** | | 1675 | ✠100A1 | Wln | *p* | OG | 1921 | Burger-hout'sMach. &Scheeps. Rotterdam | UnionS.S.Co.of NewZealand,Ld. | 240·6 | 41·0 | 17·1 | Wellingtn, N.Z. | T.3Cy.16⅞″,29½″&47½″-35½″ | 19 ″ 4 | |
| 151547 | *ss*Wln.No.3-4,33 | | 1378 | 4,40 ~~1,39~~ | | | ~~4,37~~ | 8mo | | | 251·0(O.L.) | | | British | 180lb (*s*) 177NHP | s 2 ″ 6 | |
| ZMBL | *ss*Wln.No.1-37 | | 933 | BS~~4,38~~ 4,40 | LMC | 4,37 | 4,40 | | | | P23′B57′F23′ | | | British | 2SB,*4cf*,GS80,HS3164 | 17 ″ 0 | |
| | | 1*Dk*(*Stl*) | | | | | | | | *CellDB*201′518*t FPT*59*tAPT*45*t* | | | FK | *BHCem* | Burgerhout'sMach&Schps | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 81598 | **Poonbar** | TwinSc | 909 | | | | | 1913 | Murdoch& Murray,Ld. PortGlasgow | Nelson&Robertson Proprietary,Ld. | 200·4 | 34·1 | 12·2 | SydnyNSW British | T.6Cy.11″,18″&30″-22″ | | C |
| 131557 | | | 650 | | | | | | | | Q96′F31′ | | | | 90RHP | | |
| VJVP | Wireless | 1*Dk* | 421 | | | | | | | | | | *WB* | | W.V.V.Lidgerwood,Glas. | | |
| 81599 | **Popi** (*ex*WestMarsh,*ex*Cairnisla) | | *1594* | ✠100A1 | Pir | *q* | CL | 1896 | Short Bros. Sunderland | M.N.Vernicos | 259·0 | 36·8 | 18·1 | Piræus Greek | T.3Cy.19″,31″&51″-36″ (*s*) | 20 ″ 4 | |
| 669 | *ss*Pir.3rdNo.3-9,33 | | *1437* | 7,39 | | | 5,39 | 3mo | | A&CP | | | | | 160lb *100lb* NDB12 157NHP | s 2 ″ 8¾ | |
| SVEV | Wireless | *ss*Pir.No.1-39 | *981* | | LMC | 7,39 | | | | | P20′B62′F26′ | | FK | 4*BHCem* | 1SB,*4cf*,GS65,HS2357 | 17 ″ 8¾ | |
| | | 1*Dk*(*Irn*)*&deep framing* | | | | | | | | *Cell D Ba*80′*u E&*B34′*f*98′398*t FPT* | | | | 64*tAPT*51*t* | Black,Hwthrn&Co.Ld.Gts | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 81600 | **Popi S.** (*ex*Frangoula | 5Mst | 2083 | | | | | 1903 | SirRaylton Dixon&CoLd Middlesbro' | Mme.K.G.Sigalas (G.SigalasSons, *Mgrs.*) | 290·8 | 40·7 | 18·7 | Piræus Greek | T.3Cy.20½″,34″&56″-36″ | | G |
| 898 | Vrondissis-37,*ex*Everene-35,*ex*Eirene, | | 1784 | | | | | | | | B59′H42′F26′ | | | | 138NHP | | |
| SVIM | *ex*Crisia,*ex*RudolfRettich,*ex* | 1*Dk* | 1064 | | | | | | | | | | *WB* | | N.E.MarineEng.Co.Ld.Sld | | |
| | RosemarieHölken,*ex*HedwigHeidmann) | | | | | | | | | | | | | | | | |
| | | *Cantilever framed topside tanks* | | | | | | | | | | | | | | | |
| 81601 | **Poplar** | | 343 | ✠100A1 | Bwg | *f* | CL | 1927 | J Fullerton &Co. Paisley | FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*) | 142·7 | 23·6 | 10·3 | Newry British | T.3Cy.12″,20½″&32″-24″ (*s*) | 11 ″ 4 | |
| 127479 | *ss*Bwg.No.3-8,39 | | 246 | 8,39 | | | N8,39 | 7mo | | | 148·7(O.L.) | | | | 180lb 52RHP | s 4 ″0¾ | |
| MNXF | *Mchy.Aft* | 1*Dk*(*Stl*) | 122 | | LMC | 8,39 | | *Lloyd's*A&CP | | | Q81′B7′F24′ | | BK6″ | 3*BHCem* | 1SB,*3pf*,GS46,HS1436 | 11 ″ 7 | |
| | *Well deck* | *Cargo battens not fitted* | | BS7,40 | | | | | | | | | | *FPT*54*t* | Fishers,Ld.Paisley | | |
| | | | | | | | | | | | | | | *APT*45*t* | | | |
| 81602 | **Porjus** (*ex*Hampshire) | | *2965* | ✠100A1 | ~~Got~~ | *t* | CL | 1906 | S.P.Austin &Son,Ld. Sunderland | Trafikaktieb. Grängesberg-Oxelösund(M.Wal-denström,*Mgr.*) | 313·8 | 46·5 | 20·6 | Stockholm Swedish | T.3Cy.23″,38″&62″-42″ (*s*) | 23 ″ 0 | |
| 5285 | *ss*Got.2ndNo.3-5,31 | | *2580* | ~~Examined~~ 3,~~31~~ ~~MchGls~~ | | | 3,40 | 11mo | | | | | | Swedish | 160lb *90lb* 266NHP | s 3 ″ 6 | |
| SJTA | D.F. | *ss*Got.No.1-36 | *1755* | DBS11,40 | LMC | | | | | | P23′B86′F31′ | | FK | 5*BHCem* | 2SB(Spt),*6pf*,GS117, HS4237 | 19 ″ 9 | |
| | | 1*Dk*(*pt Irn&pt Stl*)*&deep framing* | | MS1,36 | BS1,40 | | | | | | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | *Lloyd's*A&CP | | *Cell DBa*104′*u E&* | B38′*f*130′832*t FPT* | | | 102*tAPT*81*t* | G.Clark,Ld.Sunderland | | |
| 81603 | — | | 764 | | | | | 1937 | Lübecker Flender-Werke A.G. LübeckSiems | Afrikanische Frucht-Cie.A.G. (F.Laeisz,*Mgr.*) | 202·4 | 31·3 | 12·3 | Hamburg German | Oil Engines 4S.C.SA | | G |
| | | *OilEng.* | 597 | | | | | | | | P50′F22′ | | | | 8Cy.15$\frac{7}{16}$″-22$\frac{13}{16}$″ 179NHP | | |
| DJTM | Wireless D.F. E.S.D. | 1*Dk* | 355 | | | | | | | | | | *WB* | | DeutscheWerkeKielA.G. | | |
| | *Mchy.Aft* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81604 | **Porsanger** | | 4267 | ✠ ... | | | | 1918 | Canadian Vickers,Ld. Montreal | Westfal-Larsen& Co.A/S | 380·7 | 49·2 | 26·8 | Bergen Norwegian | T.3Cy.25″,41″&67″-45″ | 30 ″ 0 | N |
| | *ss*Ham.No.2-27 | | 3923 | 6,28 | | | | 5mo | | | P44′B102′F42′ | | | | 333NHP | | † |
| LCZA | D.F. | 1*Dk* | 2613 | | | | | | | | | | FK | *WB* | CanadianVickers,Ld.Mtl. | | |
| 81605 | **Port Adelaide** | TwinSc | 8422 | ✠100A1 | Hul | *e*† | CL | 1919 | Hawthorn Leslie&CoLd Newcastle | PortLine,Ld. | 481·2 | 62·3 | 33·0 | London British | 6 Steam Turbines DR | ~~35 ″ 8~~ | |
| 143949 | *ss*Hul.No.3-9,31 | | 7799 | *Shelter dk* | Lon | NYK | 12,38 | 12mo | | | 499·0(O.L.) | | 41·5 | *Cem* | geared to 2 Sc.Shafts | ~~5 ″ 9½~~ | |
| GCNR | *ss*Lon.No.2-10 | ~~*ss*Lon.No.1-35~~ | 5350 | *withfreeboard* | BS | 4,41 | | *Lloyd's*A&CP | | | F55′*onShelter dk* | | FK | | 200lb (*s*) 967NHP | ~~30 ″ 2½~~ | |
| | *Ref.Mchy.* | 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) | | ~~9,10~~ 8,30 9,11 | | | | | | | | | *Collision* | *BHto Sh dk* | 4SB(Spt),*16cf*,GS316, HS13060 | 44 ″ 3 | |
| | D.F. E.S.D. | *CruiserStern* | | ~~BS2,36~~ | LMC | 1,39 | | | | *CellDB* | 413′1342*t APT*91*t* | | | 7*BHto U* ,, | Hwthrn,Leslie&C.Ld.Nwc | s13 ″ 4½ | |
| | *Tonnage opening closed* '41(*W.E.*) | | | | | | | | | | | | | | | 31 ″ 1 | |
| 81606 | **Port Alma** | TwinSc | ~~10240~~ | ✠100A1 | Lon | *e*† | CL | 1928 | Swan,Hun-ter&Wigham Richardson, Ld.Newcastle | PortLine,Ld. | 477·3 | 63·2 | 31·0 | London British | Oil Engines 2S.C.SA | ~~43 ″ 4~~ | |
| 160615 | 2*Dks*(*Stl*)*&Shelter dk*(*Stl*-ws) | *Oil Eng.* | ~~9535~~ | *withfreeboard* | Liv | | 10,38 | 12mo | | | 495·0(O.L.) | 39 6 | | | 8Cy.23½″-91½″ 1374NHP | ~~s 13 ″ 0½~~ | |
| GSTN | D.F. GyC. | *ss*Lon.No.2-37 | ~~6899~~ | ~~6,40~~ 8,39 12,40 | | | | | | | F52′ | | FK | 8*BHpt Cem* | 3DB*100lb* | ~~30 ″ 0~~ | |
| | E.S.D. | ~~8*Dks*~~ | 8400 | | LMC | CS12,37 | | | | | | | | | | 34 ″ 9 | |
| | *Ref.Mchy.* | *Cruiser Stern* | 7276 | ~~11,10 14,36~~ | | 9,35 | | *Lloyd's*A&CP | | *Upper'tween dk B Hs except Coll-BH dispensed with* | | | | *Coll to Sh dk* 7 ,, 2nd ,, | W.Doxford&Sons,Ld.Sld. | s5 ″ 4 | |
| | *Tonnage opening closed* '39 | | 5210 | DBS ~~10,39~~1,43 | | | | | | *Duct keel fwd* | *of mchy. space* 157′ | | | *CellDB*403′ | 1569*t APT*104*t* | 29 ″ 7¼ | |
| 81607 | **Port Antonio** | | 1266 | | | | | 1913 | Sörlandets Skibsbyg Fevig | A/SGulftrade (L.Harboe-Jensen&Co.*Mgrs.*) | 235·0 | 33·7 | 20·0 | Oslo Norwegian | T.3Cy.20½″,33″&56″-36″ | | N |
| | | | 1101 | | | | | | | | | | | | 188NHP | | |
| LEQD | Wireless | 2*Dks* | 717 | | | | | | | | | | *WB* | | FredrikstadM.V.Frdstad. | | |
| 81608 | **Port Auckland** | TwinSc | 8789 | ✠100A1 | Nwc | *e*† | CL | 1922 | Workman, Clark&Co.Ld Belfast | PortLine,Ld. | 480·8 | 62·4 | 32·9 | London British | T.6Cy.22½″,38″&63½″-48″&2 | 44 ″ 1 | |
| 146606 | | | 7697 | *Shelter dk* | Syd | | ~~S7,37~~ | 8mo | | | 499·0(O.L.) | | | *Cem* | LP Turbines withDR gear-ing&hydraulic coupling(*s*) | s13 ″ 4 | |
| GFSR | *ss*Liv.No.1-38 | | 5515 | *withfreeboard* | | | ~~7,37~~ 12,40 | *Lloyd's*A&CP | | | F *onShelter dk*56′ | | FK | | 200lb FD 1070NHP | 31 ″ 0½ | |
| | *Ref.Mchy.* | 2*Dks*(*Stl*)*&* | | 12,40~~9,38~~ | LMC | | | | | | | | *Collision* | *BH to S dk* | 4SB,*16cf*,GS316,HS12900 | | |
| | D.F E.S.D. | *Shelter dk*(*Stl*) | | MS10,38 | BS~~5,41~~ | 5,41 | | | | *CellDB*404′ | 1446*t APT*80*t* | | | 7 ,, ,, *U* ,, | Wrkman,Clark&Co.LdBel. | | |
| | *Tonnage opening closed* '41(*W.E.*) | | | | | | | | | | | | | | | | |
| 187 | | | | | | | | | | | | | | | | | |
| — | | | | | | | | | | | | | | | | | |
| 40 | | | | | | | | | | | | | | | | | |
| 81609 | **Port Brisbane** | TwinSc | 10612 | ✠100A1 | Lon | *e*† | CL | 1923 | Workman, Clark&Co.Ld. Belfast | PortLine,Ld. | 480·7 | 62·4 | 32·9 | London British | T.6Cy.22½″,38″&63½″-48″&2 | 35 ″ 8 | |
| 147563 | *ss*Lon.No.3-1,36 | | ~~9950~~ | *Shelter dk* | | | 7,39 | 12mo | | | 499·2(O.L.) | | 41·5 | *Cem* | LP Turbines withDR gear-ing & hydraulic coupling | s 5 ″ 9¾ | |
| GJZK | *Ref.Mchy.* | 2*Dks*(*Stl*)*&Shelter dk* | ~~7899~~ | *withfreeboard* | | | | *Lloyd's*A&CP | | | F*onShelter dk*56′ | | FK | | 200lb (*s*) 1067NHP | 30 ″ 1¼ | |
| | D.F. E.S.D. | (*Stl*-ws) | 8739 | 1,40 | LMC | 7,39 | | | | | | | *Collision* | *BHtoShdk* | 4SB,*16cf*,GS315,HS12900FD | | |
| | | *Cruiser Stern* | 7681 | | | | | | | *CellDB* | 414′1478*t APT*80*t* | | | 7 ,, ,, *U* ,, | Wrkman,Clark&Co.LdBel. | | |
| | *Tonnage opening closed* '40 | | 6474 | BS8,40 | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Materiaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 Port de Visite. Terme assigné maintenant aspirit. Lettre d'Enrolement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cote. also à not dans le L. R. Durée Cert. R. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81610<br>146580<br>GFSQ | **Port Campbell** | TwinSc | 8751<br>7697<br>5483 | ✝100A1<br>*Shelter dk*<br>*with freeboard*<br>11,40~~4~~8 | | Bry<br>NYk | *e*†<br>CL<br>~~N8,37~~<br>11,40 | 1922<br>6mo | Workman,<br>Clark&Co.Ld<br>Belfast | PortLine,Ld. | 480·8 \| 62·4 \| 32·9<br>41·5<br>F56′*on Shelter dk*<br>FK | | | London<br>British | T.6Cy.22½″,38″&63½″-48″&2<br>LP Turbines with DR gear-<br>ing & hydraulic coupling<br>200lb (s) 1040NHP<br>4SB,*16cf*,GS316,HS12900FD<br>Wrkman,Clark&Co.Ld Bel. | ~~35 ″ 8~~<br>~~s 5 ″ 0½~~<br>~~30 ″ 11~~<br>44 ″ 3<br>s13 ″ 5½<br>33 ″ 1½ | |
| 81611<br>143790<br>GRSW | **Port Caroline**<br>*ssHul.No.3–6,31*<br>*ssGls.No.2–39*<br>*Ref.Mchy.* 2*Dks*(*Stl*)*&Shelter dk*(*Stl*)<br>D.F. E.S.D. *Cruiser Stern*<br>*Tonnage opening closed* '41 (*W.E.*) | TwinSc | 8263<br>7712<br>5167 | ✝100A1<br>*Shelter dk*<br>*with freeboard*<br>~~8,40~~ 9,40<br>6,41 | ✝LMC6,39<br>~~BS8,40~~ | NYk<br>~~Lon~~ Syd | *e*†<br>CL<br>P7,38<br>S8,39 | 1919<br>11mo | Workman,<br>Clark&Co.Ld<br>Belfast | PortLine,Ld. | 480·7 \| 62·4 \| 32·9<br>500·6(O.L.) 41·5<br>F56′*on Shltr dk* FK<br>*Lloyd's SA&CP*<br>*Cell DB* 410′1462t *APT* 80t | | | London<br>British<br>*Cem*<br>*Coll to Sh dk*<br>7 „ 2nd „ | 6 Steam Turbines DR<br>geared to 2 Sc. Shafts<br>210lb (s) 1001NHP<br>4SB(Spt),*16cf*,GS322, FD<br>HS12800<br>Wrkman,Clark&CoLdBel. | ~~35 ″ 8~~<br>~~s 5 ″ 2½~~<br>~~30 ″ 11~~<br>44 ″ 3<br>s13 ″ 5½<br>31 ″ 1½ | |
| 81612<br>163429<br>GWQB | **Port Chalmers**<br>*ssLiv.No.1–38*<br>2*Dks&Shelter dk*<br>*Ref.Mchy.* GyC. *Cruiser Stern*<br>D.F. E.S.D. *Tonnage opening closed* '41 (*W.E.*) | TwinSc<br>*Oil Eng.* | 8535<br>7696<br>5204 | ✝100A1<br>*withfreeboard*<br>9,40~~4,40~~<br>1,41 | ✝LMC CS1,39<br>~~DBS2,36~~ 5,37 | Cff<br>Liv | *f*†<br>2‖<br>8,39 | 1933<br>12mo | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld.Newcastle | PortLine,Ld. | 488·8 \| 65·3 \| 31·6<br>506·8(O.L.) 40·5<br>F45′ FK<br>*Duct keel fwd.*<br>*Cell DB* 410′1950t<br>*Wing tanks in mchy. space* 4<br>*Lloyd's SA&CP* | | | London<br>British<br>8*BHptCem*<br>*Coll to Shdk*<br>7 „ 2nd „<br>*FPT* 88t *APT* 119t<br>86t *Tanks at* | Oil Engines 2S.C.SA<br>8Cy.25⅞″-97½″ 1570NHP<br>2DB*100lb*<br>Barclay,Curle&Co.Ld.Gls.<br>*sides of tunnels* 182t | 43 ″ 10<br>s13 ″ 5½<br>30 ″ 10½ | |
| 81613<br>140446<br>GHSP | **Port Darwin**<br>*ssNwc.No.3–9,29*<br>*ssLiv.No.2–38*<br>2*Dks*(*Stl*)*&*<br>*Shelter dk*(*Stl*–ws)<br>*Ref.Mchy.*<br>D.F.<br>*Cargo battens not fitted in Sh.'tween dks* | TwinSc | 8063<br>7501<br>5077 | ✝100A1<br>*Shelter dk*<br>*with freeboard*<br>9,40~~4,40~~<br>~~4,41~~2,40<br>MS2,37 | ✝LMC<br>~~BS6,39~~ 8,40 | Lon<br>~~Swg~~ NYk | *e*†<br>CL<br>~~S6,37~~<br>P11,38<br>S8,40 | 1918<br>1mo | Workman,<br>Clark&Co.Ld<br>Belfast | PortLine,Ld. | 480·4 \| 60·3 \| 32·3<br>500·5(O.L.)<br>F*on Shelter dk* 56′<br>FK<br>*Lloyd's SA&CP*<br>*Cell DB* 420′1490t | | | London<br>British<br>8*BHCem*<br>*APT* 75t | T.6Cy.22½″,38″&63½″-45″&2<br>LP Turbines with DR gear-<br>ing & hydraulic coupling<br>200lb (s) 984NHP<br>4SB,*16cf*,GS293,HS11960FD<br>Wrkman,Clark&CoLdBel. | 35 ″ 1<br>s 5 ″ 10½<br>29 ″ 5½ | |
| 81614<br>142397<br>GHSQ | **Port Denison**<br>*ssLon.No.3–4,30*<br>*ssGls.No.2–39*<br>2*Dks*(*Stl*)*&Shelter dk*(*Stl*–ws)<br>*Ref.Mchy.*<br>D.F. | TwinSc | 8043<br>7501<br>5052 | ✝100A1<br>*Shelter dk*<br>*with freeboard*<br>9,40~~2,40~~<br>MS8,38 | ✝LMC<br>~~BS6,39~~ 9,40 | Bry<br>Lon | *e*†<br>CL<br>~~7,37~~<br>9,40 | 1918<br>5mo | Workman,<br>Clark&Co.Ld<br>Belfast | PortLine,Ld. | 480·4 \| 60·3 \| 32·3<br>500·0(O.L.)<br>FK<br>*Lloyd's SA&CP*<br>*Cell DB* 421′1490t | | | London<br>British<br>8*BHCem*<br>*APT* 75t | T.6Cy.22½″,38″&63½″-45′&<br>2LP Turbines with DR gear-<br>ing & hydraulic coupling<br>200lb (s) 984NHP<br>4SB,*16cf*,GS293,HS11960FD<br>Wrkman,Clark&CoLdBel. | 35 ″ 1<br>s 5 ″ 10½<br>29 ″ 6 | |
| 81615<br>148599<br>GLCJ | **Port Dunedin**<br>*Oil Eng.*<br>*Tonnage opening closed* '41 (*W.E.*) 2*Dks*(*Stl*)*&Shelter*<br>*Ref.Mchy.* *dk*(*Stl*–ws)<br>D.F. E.S.D. GyC. *Cruiser Stern* | TwinSc<br>*ssNwc.No.3–2,38* | 7441<br>6744<br>4535 | ✝100A1<br>*withfreeboard*<br>12,40~~1,40~~<br>DBS~~2,38~~<br>12,40 | ✝LMC CS2,38<br>2,38 | Avn<br>Syd | *e*†<br>CL<br>~~S1,38~~<br>12,40 | 1925<br>5mo | Workman,<br>Clark&Co.Ld<br>Belfast | PortLine,Ld. | 466·9 \| 59·8 \| 31·3<br>484·4(O.L.) 39·9<br>F53′ FK<br>*Lloyd's SA&CP*<br>*Duct keel fwd. of m*<br>*Cell DB* 388′1244t | | | London<br>British<br>8*BHptCem*<br>*Coll to Sh dk*<br>7 „ 2nd „<br>*APT* 98t | Oil Engines 2S.C.SA<br>8Cy.21½″-85⅞″ 1112NHP<br>2DB*100lb*<br>W.Doxford&Sons,Ld.Sld. | 43 ″ 9<br>s13 ″ 3½<br>30 ″ 11½ | |
| 81616<br>160590<br>GSTF | **Port Fairy**<br>*Oil Eng.*<br>*Ref.Mchy.* *ssLon.No.2–37*<br>D.F. E.S.D. GyC. *Cruiser Stern* ~~3 *Dks*~~<br>2*Dks&Shelter dk*<br>*Tonnage opening closed* '41 (*W.E.*) | TwinSc | ~~10243~~<br>~~8182~~<br>~~6389~~<br>8337<br>7276<br>5170 | ✝100A1<br>*withfreeboard*<br>6,40~~10,39~~<br>DBS~~10,39~~<br>3,41 | ✝LMC CS8,37<br>7,38 | Lon | *e*†<br>CL<br>~~8,37~~<br>~~P12,38~~<br>1,41 | 1928<br>10mo | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld.Newcastle | PortLine,Ld. | 477·3 \| 63·2 \| 31·0<br>495·0(O.L.) 39·5<br>F52′ FK<br>~~*Upper 'tween dk B*~~<br>*Duct keel fwd*<br>*Cell DB* 403′1569t<br>*Lloyd's SA&CP* | | | London<br>British<br>8*BHptCem*<br>~~*Hs except Coll BH*~~<br>~~*dispensed with*~~<br>~~*Coll to W dk*~~<br>~~7 „ 2nd „~~<br>*of mchy. space* 157′<br>(*Coll to Shdk*<br>7 „ 2nd dk) | Oil Engines 2S.C.SA<br>8Cy.23½″-91½″ 1374NHP<br>2DB*100lb* 1DB–<br>W.Doxford&Sons,Ld.Sld. | 43 ″ 4<br>s13 ″ 2½<br>30 ″ 7½ | |
| 81617<br>149807<br>GMZW | **Port Fremantle**<br>*Oil Eng.*<br>*Ref.Mchy.* *ssNwc.No.3–2,39*<br>D.F. E.S.D. GyC. *Cruiser Stern* ~~3 *Dks*~~<br>3*Dks* ~~2 *Dks*&*Shelter dk*~~<br>*Tonnage opening closed* '41 (*W.E.*) | TwinSc | ~~10242~~<br>~~9036~~<br>~~6374~~<br>8497<br>7291<br>5243 | ✝100A1<br>*withfreeboard*<br>9,40~~1,40~~<br>DBS~~2,37~~7,40 | ✝LMC CS7,39<br>5,37 | Lon<br>Ddn | *e*†<br>CL<br>S7,39<br>PN7,39 | 1927<br>4mo | Workman,<br>Clark&Co.Ld<br>Belfast | PortLine,Ld. | 477·4 \| 63·4 \| 31·0<br>494·7(O.L.) 39·6<br>F52′ FK<br>*Lloyd's SA&CP*<br>*Duct keel fwd. of m*<br>*Cell DB* 405′1658t | | | London<br>British<br>8*BHptCem*<br>*Coll to W dk*<br>7 „ 2nd „<br>*APT* 100t | Oil Engines 2S.C.SA<br>8Cy.22⅛″-91½″ 1281NHP<br>DB*125lb* DB*100lb*<br>W.Doxford&Sons,Ld.Sld. | 43 ″ 5<br>s13 ″ 4<br>30 ″ 6½ | |
| 81618<br>149874<br>GNCV | **Port Gisborne**<br>*Oil Eng.*<br>*Ref.Mchy.* *ssGls.No.2–35*<br>D.F. E.S.D. GyC. *Cruiser Stern* ~~3 *Dks*~~<br>~~*Tonnage opening closed* '40~~<br>~~*Cargo battens not fitted in upper 'tween dks*~~<br>2*Dks&Shelter dk* | TwinSc | ~~10144~~<br>~~8030~~<br>~~6355~~<br>8390<br>7284<br>5217 | ✝100A1<br>*withfreeboard*<br>7,39<br>DBS~~2,36~~6,40 | ✝LMC CS3,36<br>12,37 | Lon | *e*†<br>CL<br>6,39 | 1927<br>8mo | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle | PortLine,Ld. | 477·2 \| 63·3 \| 31·0<br>496·2(O.L.) 39·5<br>F52′ FK<br>~~*Upper 'tween dk B H*~~<br>*Duct keel fwd. of*<br>*Cell DB* 403′1569t<br>*Lloyd's SA&CP* | | | London<br>British<br>8*BHptCem*<br>~~*s except Coll BH*~~<br>~~*dispensed with*~~<br>~~*Coll to W dk*~~<br>~~7 „ 2nd „~~<br>*mchy space* 157′<br>(*Coll to Shdk*<br>7 „ 2nd „) | Oil Engines 2S.C.SA<br>8Cy.22⅛″-91½″ 1281NHP<br>2DB*100lb*<br>W.Doxford&Sons,Ld.Sld. | ~~43 ″ 4~~<br>~~s13 ″ 0½~~<br>~~30 ″ 6~~<br>34 ″ 9<br>s 5 ″ 4<br>29 ″ 7½ | |
| 81619<br>165611<br>GCCC | **Port Halifax**<br>*Ref.Mchy.* *Oil Eng*<br>D.F. E.S.D. GyC. 2*Dks&Shelter dk*<br>*Part electrically welded*<br>*Cruiser Stern* *including upper dk* | | 5820<br>5261<br>3350 | ✝100A1<br>*withfreeboard*<br>9,40~~3,40~~<br>✝Lloyd's RMC3,40~~7,40~~<br>11,40 | ✝LMC11,37 | Lon<br>Mcl | *b*†<br>CL<br>9,40 | 1937<br>11mo | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle | PortLine,Ld. | 440·1 \| 59·0 \| 25·8<br>456·5(O.L.)<br>F33′ FK<br>*Cell DB* 372′1345t<br>*Lloyd's SA&CP* | | | London<br>British<br>7*BH*<br>2DB*120lb*<br>(*Coll to Sh dk*<br>6 „ 2nd „)<br>*DTJ* 45′1296t<br>*FPT* 83t *APT* 194t | Oil Engines 2S.C.SA<br>4Cy.26⅜″-91⅞″ 861NHP<br>Swan,Hunter&Wigham<br>Richardson,Ld.Nwc | 29 ″ 8<br>s 3 ″ 7½<br>26 ″ 2½ | |
| 81620<br>146697<br>GJPQ | **Port Hardy**<br>*Ref.Mchy.* *ssNwc.No.3–10,34*<br>D.F. E.S.D. *ssLiv.No.1–39*<br>2*Dks*(*Stl*)*&Shelter dk*(*Stl*–ws)<br>*Cruiser Stern* | TwinSc | 8897<br>7770<br>5528 | ✝100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,40~~4,40~~<br>MS10,38 | ✝LMC<br>~~BS5,39~~ 4,40 | Lon<br>NYk | *e*†<br>CL<br>~~N11,37~~<br>12,40 | 1923<br>2mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | PortLine,Ld. | 481·2 \| 62·3 \| 33·0<br>499·0(O.L.) 41·6<br>F55′*on Shltr dk* FK<br>(*Coll&after peak*<br>*Cell DB* 399′1375t<br>*Lloyd's SA&CP* | | | London<br>British<br>8*BHCem*<br>*BH to Shdk*<br>6 „ 2nd „)<br>*APT* 92t | T6Cy.22½″,38″&63½″-48″(*s*)<br>&2LP Turbines with DR<br>gearing&hydraulic<br>coupling<br>200lb 1038NHP<br>4SB,*16cf*,GS316,HS12820FD<br>Hwthrn,Leslie&CoLd.Nwc | 35 ″ 8<br>s 5 ″ 9½<br>30 ″ 2½ | |
| 81621<br>148631<br>GLBZ | **Port Hobart**<br>*Oil Eng.*<br>*Ref.Mchy.* *ssNwc.No.3–10,37*<br>D.F. E.S.D. GyC. *Cruiser Stern* ~~3 *Dks*~~<br>~~*Tonnage opening closed* '40~~<br>~~*Cargo battens not fitted in upper 'tween dks*~~<br>2*Dks&Shelter dk* | TwinSc | ~~9439~~<br>~~6762~~<br>~~5012~~<br>7448<br>6779<br>4593 | ✝100A1<br>*withfreeboard*<br>1;40<br>DBS~~2,36~~<br>10,40 | ✝LMC CS10,37<br>6,39 | Lon | *e*†<br>CL<br>N9,37 | 1925<br>7mo | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle | PortLine,Ld. | 466·9 \| 59·7 \| 31·3<br>39·9<br>F52′<br>*Duct Keel fwd of*<br>*Cell DB* 388′1343t<br>*Lloyd's SA&CP* | | | London<br>British<br>8*BHptCem*<br>*Coll to Sh dk*<br>7 „ 2nd „)<br>*mchy. space* 151′<br>(*APT* 98t | Oil Engines 2S.C.SA<br>8Cy.21½″-85⅞″ 1112NHP<br>2DB*100lb*<br>W.Doxford&Sons,Ld.Sld. | ~~43 ″ 8~~<br>~~s14 ″ 2½~~<br>~~29 ″ 11½~~<br>35 ″ 2<br>s 5 ″ 5<br>29 ″ 11½ | |
| 81622<br>146841<br>GJMB | **Port Hunter**<br>*ssGls.No.3–12,34*<br>*Ref.Mchy.* *ssNwc.No.1–38*<br>D.F. E.S.D. *Cruiser Stern* ~~3 *Dks*~~<br>~~*Tonnage opening closed* '39~~<br>~~*Cargo battens not fitted in Sh.'tween dks*~~<br>2*Dks*(*Stl*)*&Shelter dk*(*Stl*)<br>*Tonnage opening closed* '41 (*W.E.*) | TwinSc | 10735<br>~~8782~~<br>~~7834~~<br>8826<br>7790<br>5548 | ✝100A1<br>*Shelter dk*<br>*with freeboard*<br>~~4,41~~ 2,39<br>MS7,38<br>*Fitted for oil fuel* 10,30 *F.P. above* 150° F.<br>~~BS4,41~~ | ~~Sea~~Wln<br>~~BS5,40~~<br>✝LMC | Avn | *e*†<br>CL<br>~~P2,37~~<br>~~S3,37~~<br>5,40 | 1922<br>10mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | PortLine,Ld. | 481·2 \| 62·3 \| 33·0<br>500·0(O.L.) 41·5<br>F55′*on Shelter dk* FK<br>*Lloyd's SA&CP*<br>*Cell DB* 401′1189t | | | London<br>British<br>8*BH*<br>*Cem*<br>*Collision*<br>*BH to Shdk*<br>7 „ „ *U* „<br>*APT* 92t | 6 Steam Turbines DR<br>geared to 2 Sc. Shafts (*s*)<br>200lb HS13060 967NHP<br>4SB(Spt),*16cf*,GS316 FD<br>Hwthrn,Leslie&CoLd.Nwc | ~~44 ″ 3~~<br>~~s14 ″ 4½~~<br>~~33 ″ 1~~<br>25 ″ 0<br>s 5 ″ 0½<br>29 ″ 1<br>44 ″ 3<br>s13 ″ 4½<br>31 ″ 1 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81623<br>149842<br>GNCT | **Port Huon** TwinSc<br>ssLiv.No.2–8,39 *Oil Eng.*<br>*Ref.Mchy.* ~~ssCle.No.2–35~~<br>D.F. E.S.D. ~~3 Dks~~<br>~~*Furnace opening closed '40*~~ *Cruiser Stern*<br>*2 Dks & Shelter dk*<br>*Tonnage opening closed '41 (W.E.)* | ~~10158~~<br>~~3008~~<br>6300<br>8432<br>7284<br>5235 | ✝100A1<br>*with freeboard*<br>~~2,20~~ 2,30 3,41<br>DBS2,40 | Lon<br>Syd<br>12,40<br>✝LMC CS~~11,39~~<br>~~10,39~~ 5,37 | *e*† | CL<br>2,39 | 1927<br>6mo<br>*Lloyd's* | Swan, Hunter & Wigham Richardson, Ld Newcastle | PortLine, Ld.<br>~~*Upper 'tween dk B*~~<br>*Duct keel forward* | 477·2 \| 63·3 \| 31·0<br>496·5 (O.L.) 39·8<br>F52′ FK<br>~~*Hs except Coll B*~~ ~~*dispensed with*~~<br>*of mchy. space* 157′ | London<br>British<br>*8 BHpt Cem*<br>(*Coll to Sh dk* 7 „ 2nd „)<br>*Cell DB* 403′ | Oil Engines 2S.C.SA<br>12Cy.26¾″–47½″ 1495NH<br>2 DB *100lb*<br>WllsndSlpwy Co.Ld.Nwc.<br>1569*t APT* 104*t* | 43 ″ 5<br>s 13 ″ 2¾<br>30 ″ 7½ | |
| 81624<br>165383<br>GZKR | **Port Jackson** TwinSc<br>*Oil Eng.*<br>*Ref.Mchy.* GyC. 2 *Dks & Shelter dk*<br>D.F. E.S.D. *Cruiser Stern*<br>*Tonnage opening closed '41 (W.E.)* | 9687<br>7669<br>5820 | ✝100A1<br>*with freeboard*<br>~~4,30~~ ~~1,40~~ 1,41<br>DBS3,41 | Liv<br>✝LMC1,37 | *g*† | CL<br>4,40 | 1937<br>1mo<br>*Lloyd's* | Swan, Hunter & Wigham Richardson, Ld. Newcastle | PortLine, Ld.<br>*Duct keel fwd. of*<br>*Cell DB* 421′ 2196*t*<br>*Wing tanks in* | 500·6 \| 68·2 \| 37·8<br>521·2 (O.L.) 29·8<br>P27′ B231′ F93′ FK<br>*mchy. space*<br>*FPT* 71*t APT* 120*t*<br>*mchy. space 'tween* | London<br>British<br>*8 BHpt Cem*<br>(*Coll to Shdk* 7 „ 2nd „)<br>*dks* 455*t Tanks at sides of tunnels* 182*t* | Oil Engines 2S.C.SA<br>8Cy.28⅝″–88⅝″ 2025NH<br>2 DB *100lb*<br>Barclay, Curle & Co.Ld.Gls. | ~~33 ″ 6~~<br>~~s 5 ″ 1~~<br>~~28 ″ 5~~<br>41 ″ 6<br>s 12 ″ 3½<br>29 ″ 5½ | |
| 81625<br>165093<br>TKFC<br>MJWQ | **Port Lyautey**<br>(*Launched as* Mildred) *Oil Eng.*<br>Wireless D.F. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | ~~540~~<br>~~11,162~~ ~~2,40~~ 4,41<br>~~250~~<br>612<br>423<br>276 | ✝100A1<br>*Carrying Petroleum in bulk* | Bdx<br>~~Cle~~ Sou<br>LMC10,38 | *i* | OG<br>11,40 | 1938<br>10mo<br>*Lloyd's* | N.V. Industrie le Maats "De Noord" Alblasserdam | Ministry of Shipping (Phs. Van Ommeren (London) Ld. *Mgrs.*) | 183·6 \| 27·8 \| 11·0<br>189·0 (O.L.)<br>Q61′ F34′ FK<br>*Trunk* 85′<br>*FPT* 115*t* | Glasgow<br>British<br>*9 BHpt Cem*<br>*APT* 18*t* | Oil Engines 4S.C.SA<br>8Cy.11″–17½″ 94NHP<br>DB *145lb*<br>Humboldt-Deutzmotoren, A.G. Köln-Deutz | 11 ″ 2<br>*s* ″ 3<br>11 ″ 0 | |
| 81626<br>132046<br>GRSK | **Port Melbourne** TwinSc<br>(*ex* Star of Victoria)<br>ssNwc.2nd No.3–12,37<br>*Ref.Mchy.* 2 *Dks (Stl)*<br>D.F. GyC. *& Shelter dk (Stl-ws)*<br>*Tonnage opening closed '41 (W.E.)* | 11652<br>~~10896~~<br>~~7409~~<br>9142<br>8338<br>5792 | ✝100A1<br>*Shelter dk*<br>*with freeboard*<br>~~3,30~~ 3,40 5,41<br>BS~~12,38~~<br>4,40 | Gls<br>~~Lon~~<br>Syd<br>✝LMC12,37 | *f*† | CL<br>~~11,37~~<br>9,40 | 1914<br>1mo<br>*Lloyd's* | Workman, Clark & Co.Ld Belfast | PortLine, Ld.<br>*Cell DB a* 117′ | 501·3 \| 63·3 \| 33·6<br>42·3<br>F57′ *on Shelter dk*<br>FK<br>*u E & B* 98′ *f* 199′ 1645*t* | London<br>British<br>*9 BHCem*<br>*APT* 70*t* | T.6Cy.24″, 40½″ & 68″–48″ (*s*)<br>& 2 LP Turbines with DR gear & hydraulic coupling<br>200lb HS14650 1201NHP<br>2 DB & 1SB, *20cf*, GS367 FD<br>Wrkman, Clark & Co.Ld Bel | ~~36 ″ 6~~<br>~~s 6 ″ 3½~~<br>~~30 ″ 6~~<br>45 ″ 2<br>s 14 ″ 9½<br>31 ″ 0 | |
| 81627<br>165587<br>GBGY | **Port Montreal**<br>*Oil Eng.*<br>*Ref.Mchy.* 2 *Dks & Shelter dk*<br>E.S.D. D.F. GyC. *Cruiser Stern*<br>*Tonnage opening closed '41 (W.E.)* | 5882<br>5320<br>3458 | ✝100A1<br>*with freeboard*<br>1,41 ~~2,40~~<br>✝LMC10,37<br>✝Lloyd's RMC ~~12,38~~ 1,41 | Syd<br>Bkn | *b*†<br>2⅛ | CL<br>10,40 | 1937<br>10mo<br>*Lloyd's* | Wm. Doxford & Sons Ld Sunderland | PortLine, Ld.<br>*Cell DB* 356′ 1385*t*<br>*MT* 43′ 1200*t FP* | 438·9 \| 58·9 \| 25·7<br>35·5<br>F43′ FK<br>(*Coll*<br>*T* 148*t APT* 187*t* | London<br>British<br>*7 BHpt Cem*<br>*BH to Shdk*<br>6 „ 2nd dk) | Oil Engines 2S.C.SA<br>4Cy.26⅜″–91 5/16″ 861NHP<br>2 DB *120lb*<br>Wm. Doxford & Sons, Ld Sld | ~~29 ″ 8~~<br>~~s 3 ″ 0½~~<br>~~26 ″ 4~~<br>39 ″ 5<br>s 12 ″ 4<br>27 ″ 4 | |
| 81628<br>143058<br>GRST | **Port Nicholson** TwinSc<br>ssLon.No.3–2,31<br>ssNwc.No.2–38<br>*Ref.Mchy.* 2 *Dks (Stl) & Shelter dk (Stl)*<br>D.F. E.S.D. *Cruiser Stern*<br>*Tonnage opening closed '41 (W.E.)* | 8402<br>7799<br>5338 | ✝100A1<br>*Shelter dk*<br>*with freeboard*<br>~~3,40~~ ~~2,80~~ 2,41<br>BS11,40<br>✝LMC7,39 | Gls<br>Ddn | *e*† | CL<br>~~SN 7,37~~<br>~~7,37~~<br>6,40 | 1919<br>5mo<br>*Lloyd's* | Hawthorn, Leslie & Co.Ld Newcastle | PortLine, Ld. | 481·2 \| 62·3 \| 33·0<br>F *on Shelter dk* 55′<br>FK<br>*Coll*<br>*Cell DB* 413′ 1342*t* | London<br>British<br>*Cem*<br>*7 BH to U dk*<br>*BH to Sh dk*<br>*APT* 91*t* | 4 Steam Turbines SR geared to 2 Sc. Shafts (*s*)<br>200lb HS13060 967NHP<br>4SB (Spt), *16cf*, GS316 FD<br>Hwthrn, Leslie & C.Ld. Nwc | 35 ″ 8<br>s 5 ″ 0½<br>~~30 ″ 1~~<br>44 ″ 3<br>s 13 ″ 4½<br>31 ″ 1 | |
| 81629<br>215342<br>WDDG | **Port Orford** Wood<br>(*ex* Horace X. Baxter–37)<br>*Mchy. Aft* *Fitted for oil fuel*<br>Wireless | 1293<br>—<br>700 | | | | | 1917 | Kruse & Banks, North Bend, Or. | Gorman S.S.Co. | 214·0 \| 42·0 \| 17·0 | S. Frncisco Utd. States | T.3Cy.14″, 23″ & 40″–30″<br>88NHP<br>Main St.I.Wks.S.Fo. | | |
| 81630<br>167532<br>GWGQ | **Port Quebec**<br>*Oil Eng.*<br>2 *Dks & Shelter dk*<br>*Cruiser Stern* | ~~5800~~<br>5936<br>5352<br>3452 | ✝100A1<br>*with freeboard*<br>11,39<br>✝LMC11,39 | Sld | | CL | 1939<br>11mo<br>*Lloyd's* | JL Thompson & Sons, Ld Sunderland | PortLine, Ld.<br>*Cell DB* 343′ 1127*t MT* 45′ 1 | 451·0 \| 59·7 \| 25·2<br>468·0 (O.L.)<br>P34′ F41′ FK<br>(*Coll B H to Shdk* 6 *B*<br>257*t Tanks in way o* | London<br>British<br>*7 BH*<br>*H to 2nd dk*)<br>*f tunnel* 206*t* | Oil Engines 2S.C.SA<br>5Cy.26⅜″–91 5/16″ 1076NHP<br>DB *100lb*<br>Wm. Doxford & Sons, Ld Sld<br>*FPT* 79*t APT* 193*t* | 30 ″ 0 | |
| 81631<br>166332<br>GBGZ | **Port Saint John**<br>*Oil Eng.*<br>D.F. E.S.D. GyC. 2 *Dks & Shelter dk*<br>*Ref.Mchy.* *Cruiser Stern* | 5668<br>5108<br>3306 | ✝100A1<br>*with freeboard*<br>~~3,41~~ ~~1,40~~ 1,41<br>✝LMC12,37<br>✝Lloyd's RMC ~~1,40~~ 7,40<br>12,40 | St.J<br>Syd | *c*†<br>2½ | CL<br>12,39 | 1938<br>1mo<br>*Lloyd's* | JL Thompson & Sons, Ld. Sunderland | PortLine, Ld.<br>*Cell DB* 325′<br>1327*t MT* 45′ 123 | 448·4 \| 59·0 \| 25·2<br>465·1 (O.L.)<br>F41′ FK<br>(*Coll*<br>5*t FPT* 75*t APT* 173*t* | London<br>British<br>*7 BHpt Cem*<br>*BH to Sh dk*<br>6 „ 2nd „) | Oil Engines 2S.C.SA<br>4Cy.26⅜″–91 5/16″ 861NHP<br>2 DB *120lb*<br>Richardsons, Westgarth & Co.Ld.Hpl. | 29 ″ 7<br>s 3 ″ 7<br>26 ″ 2¾ | |
| 81632<br>FOQG | **Port Saint Louis** (*ex* Foss Beck–37, *ex* Freshmoor–36) *Oil Eng.*<br>Wireless ssShl.No.2–36<br>*Mchy. Aft* 1 *Dk (Stl) & Web frames*<br>*Longitudinal framing–brackelless system* | 1090<br>885<br>516 | ✝100A1<br>4,40 ~~7,38~~<br>✝LMC CS2,41<br>DBS4,40 4,40<br>*Carrying Petroleum in bulk*<br>~~Surveys delayed~~ | Msl | *n* | CL<br>6,39 | 1928<br>9mo<br>*Lloyd's* | W. Doxford & Sons, Ld. Sunderland | "Soflumar" (Soc. d'Armement Fluvial et Maritime)<br>*Cell D Bu E* 33′ 32*t* | 210·5 \| 34·3 \| 17·4<br>219·0 (O.L.)<br>P75′ F27′ *Trunk in well*<br>FK<br>*DT f* 14′ 68*t FPT* 19*t* | Havre<br>French<br>*12 BHpt Cem*<br>*APT* 24*t* | Oil Engines 2S.C.SA<br>3Cy.15¾″–51½″ 230NHP<br>DB *100lb*<br>W. Doxford & Sons, Ld. Sld. | 17 ″ 9<br>s 1 ″ 10½<br>16 ″ 0½ | |
| 81633<br>136660<br>GRSF | **Port Sydney** TwinSc<br>(*ex* Star of England)<br>ssLiv.2nd No.3–10,37<br>*Ref.Mchy.* 2 *Dks (Stl) & Shelter dk*<br>D.F. *(Stl-ws)*<br>*Tonnage opening closed '41 (W.E.)* | 9129<br>8338<br>5771 | ✝100A1<br>*Shelter dk*<br>*with freeboard*<br>~~3,40~~ 3,41<br>BS~~4,39~~<br>9,40<br>✝LMC10,37 | Liv<br>Syd | *f*† | CL<br>3,40 | 1914<br>4mo<br>*Lloyd's* | Workman, Clark & Co.Ld Belfast | PortLine, Ld.<br>*Cell DB a* 117′ *u* | 501·3 \| 63·3 \| 33·6<br>P57′ *on Shelter dk*<br>FK<br>*E & B* 98′ *f* 199′ 1645*t* | London<br>British<br>*9 BHCem*<br>*APT* 70*t* | T.6Cy.24″, 40½″ & 68″–48″ (*s*)<br>& 2 LP Turbines with DR gear & hydraulic coupling<br>200lb HS14650 1201NHP<br>2 D & 1SB, *20cf*, GS367, FD<br>Wrkman, Clark & Co.Ld. Bel | ~~36 ″ 6~~<br>~~s 6 ″ 3½~~<br>~~30 ″ 6½~~<br>45 ″ 2<br>s 14 ″ 9½<br>31 ″ 0 | |
| 81634<br>157794<br>ZMLZ | **Port Tauranga** TwinSc<br>ssAuk.No.1–41 *Oil Eng.*<br>Wireless 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at deck*<br>*Cargo battens not fitted* | 1525<br>1166<br>738 | ✝100A1<br>*with freeboard*<br>2,41 ~~1,40~~<br>~~DBS3,40~~ ✝LMC ~~6,39~~<br>✝LMC CS2,41<br>DBS2,41 1,40 | Auk | *p* | OG<br>1,40 | 1937<br>1 mo<br>*Lloyd's* | Henry Robb, Ld. Leith | A.F. Watchlin<br>*Intermediate B Hin*<br>*Cell D Bu E* 12′ f 152′ | 242·7 \| 45·1 \| 13·4<br>P75′ F37′ FK<br>*hold dispensed with*<br>388*t FPT* 87*t APT* 120*t* | Auklnd NZ<br>British<br>*3 BHpt Cem* | Oil Engines 2S.C.SA<br>8Cy.13⅜″–22 7/16″ 250NHP<br>DB *120lb*<br>Atlas Diesel A/B, Skm. | 15 ″ 6<br>s 3 ″ 0½<br>12 ″ 7 | |
| 81635<br>164519<br>GYMN | **Port Townsville** TwinSc<br>D.F. E.S.D. ssLon.No.1–39 *Oil Eng.*<br>GyC. 1 *Dk & Shelter dk* (3rd dk except in No. 1 hold, 4th dk in forward holds)<br>*Ref.Mchy.* *Cruiser Stern* | 8661<br>7759<br>5228 | ✝100A1<br>*with freeboard*<br>2,41<br>DBS2,41<br>✝LMC CS12,39<br>10,39 | Ham<br>~~Avn~~<br>Avn | *g*†<br>2⅜ | CL<br>8,38 | 1935<br>8mo<br>*Lloyd's* | Swan, Hunter & Wigham Richardson, Ld. Newcastle | PortLine, Ld.<br>*Duct keel fwd.*<br>*Cell DB* 421′ 2256*t*<br>*Wing tanks in* | 496·4 \| 65·2 \| 31·0<br>516·5 (O.L.) 39·5<br>F45′ FK<br>*of mchy. space*<br>*FPT* 72*t APT* 135*t*<br>*mchy. space 'tween* | London<br>British<br>*8 BHpt Cem*<br>(*Coll to Sh dk* 7 „ 2nd „)<br>*dks* 566*t Tanks at sides of tunnels* 186*t* | Oil Engines 2S.C.SA<br>16Cy.28⅜″–49⅜″ 2237NHP<br>2 DB *100lb*<br>Wallsend Slpwy & E.Co.Ld. | 35 ″ 3<br>s 5 ″ 7½<br>29 ″ 9½ | |
| 81636<br>160675<br>ZMJN | **Port Waikato**<br>*Oil Eng.*<br>ssAuk.No.2–39<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | ~~668~~<br>~~448~~<br>~~842~~<br>675<br>448<br>303 | ✝100A1<br>2,41 ~~1,40~~<br>DBS~~1,40~~<br>2,41 | Auk<br>Wln<br>✝LMC1,39 | *j* | 1,40 | 1929<br>11mo<br>*Lloyd's* | H. Robb, Ld. Leith | A.F. Watchlin<br>*Cell DB* 114′ 195*t* | 180·2 \| 29·0 \| 10·8<br>30·6<br>Q105′ B11′ F24′<br>*FPT* 80*t APT* 28*t* | Auklnd NZ<br>British<br>*3 BHpt Cem*<br>*pt Asp* | Oil Engines 2S.C.SA<br>4Cy.16″–20″ 180NHP<br>DB *made* 28 *refitted* 29 *120lb*<br>Fairbanks Morse & Co.Cgo. | 13 ″ 3<br>s 4 ″ 2½<br>13 ″ 2 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant exigé. Lettre d'Instruction. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Engistres où cotés si ce n'est dans le L.I. Durée, Cert. R. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81637 | **Port Wellington** | TwinSc | 10065 | ✠100A1 | Bry | *d†* | CL | 1924 | Workman, | Port Line, Ld. | 470·1 | 60·4 | 32·3 | London | T.6Cy.22½″,38″&63½″–48″ | 35 ″ 0 | |
| 147589 | | *ss*Nwc.No.3-10,36 | ~~6482~~ | *Shelter dk* | Syd | | S2,38 | 2mo | Clark&Co.Ld | | 489·0(o.l.) | 40·9 | | British | &2L.P. Turbines with D.R. | s 5 ″ 8 | |
| GJZL | | 2*Dks*(*Stl*)&*Shelter dk* | ~~7285~~ | *with freeboard* | | | P2,39 | | Belfast | | F55′*on Shelter dk* | | FK | *Cem* | gearing & hydraulic coup- | 29 ″ 7½ | |
| | D.F. GyC. | *Ref.Mchy.* (*Stl*–ws) | 8301 | ~~7,8~~10,40 | | | | *Lloyd's*A&CP | | | | | | | ling 200lb (*s*) 1067NHP | | |
| | E.S.D. | *Cruiser Stern* | 7263 | ~~BS4,39~~ | ✠LMC10,38 | | | | | | | | | *Collision* | 4SB,*16cf*,GS815,HS12900 FD | | |
| | *Tonnage opening closed'40* | | 5181 | 8,40 | | | | | | *CellDB*402′ | 1331*tAPT*84*t* | | | 7 ,, ,, *U* ,, | Wrkman,Clark&Co.Ld.Bel | | |
| 81638 | **Port Whangarei** | TwinSc | 508 | 100A1 | Wln | *g* | OG | 1906 | G.Seebeck | A.F.Watchlin | 145·3 | 29·7 | 11·3 | Auklnd NZ | Oil Engines 2S.C.SA | 11 ″ 10 | |
| 139627 | | *Oil Eng.* | 351 | 2,41~~,40~~ | Ddn | | ~~3,39~~ | | Akt.Ges. | | | | | British | 10Cy.10½″–12½″ 194NHP | s ~~2~~ 10½ | |
| ZMPY | (*ex*Marion | *ss*Auk.3rdNo.3–1,38 | 280 | ~~BS11,39~~ | ~~LMC1,38~~ | | ~~3,39~~ | | Bremerhaven | | | | BK7′ | 4*BHCem* | NDB20*refitted*32 NE32 | 11 ″ 9½ | |
| | Sleigh–32, | | | | LMC(M)11,39 | | 1,41 | | | | P15′B37′F19′ | | | | *100lb* | | |
| | *ex*Mars,*ex*MarieKothe, | 1*Dk*(*Stl*) | | DBS2,41 | | | | *Lloyd's*A&CP | | | *CellDBf*42′ | 75*tAPT*40*t* | | | Fairbanks,Morse&Co. | | |
| | *ex*Newston,*ex*FavoritaDoñaCatalina) | | | | | | | | | | | | | | Beloit,Wis. | | |
| 81639 | **Port Wyndham** | TwinSc | ~~11005~~ | ✠100A1 | Liv | | CL | 1935 | J.Brown& | Port Line Ld. | 494·5 | 65·2 | 30·6 | London | Oil Engines 2S.C.SA | 43 ″ 10 | |
| 163561 | | *Oil Eng.* | ~~10150~~ | *with freeboard* | Syd | | 4,38 | 1mo | Co.Ld. | | | | 39·1 | British | 8Cy.27½″–88½″ 1882NHP | s 13 ″ 5 | |
| GYCW | *Ref.Mchy.* | *ss*Lon.No.1–39 | ~~8648~~ | 3,~~10~~12,~~39~~ | 3,41 | | | | Clydebank | | F45′ | | FK | 8*BHpt Cem* | 2DB*100lb* | 30 ″ 10½ | |
| | *2Dks&Shelter dk,4th dk in No.3 hold* | | 8590 | | ✠LMC CS6,39 | | | *Lloyd's*A&CP | | *Duct keel forward* | *of mchy.space*149′ (*Coll to Sadk* | | | | J.Brown&Co.Ld.Clydebnk | | |
| | D.F. E.S.D. GyC. | *Cruiser Stern* | 7731 | DBS~~2,35~~,41 | ~~11,36~~,39 | | | | | *CellDB*416′2042*t* | *FPT*76*tAPT*130*t* | | | 7 ,,2nd,,) | | | |
| | *Tonnage opening closed'41* (*W.E.*) | | 5233 | | | | | | | *Wing tanks* | *in mchy. space* 481*t* | | | *Tanks at sides of tunnels*150*t* | | | |
| 81640 | **Port-de-Bouc** | TwinSc | 1743 | | | | | 1916 | Howaldts- | "Soflumar"(Soc. | 255·2 | 38·5 | 18·3 | Rouen | T6Cy.14½″,23½″&38½″–19½″ | | V |
| | (*ex*Anneliese | *Fitted for oil fuel* | 1445 | | | | | | werke | d'Armement Flu- | Q98′F39′ | | | French | 130NHP | | |
| FOQK | Essberger–35,*ex*Amrum–35) | 1*Dk* | 891 | | | | | | Kiel | vial et Maritime) | | | | | Howaldtswerke,Kiel | | |
| | *Mchy.Aft* | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 81641 | **Porta** Ⓟ | | 4162 | | | | | 1921 | Vulcan | Norddeutscher | 360·7 | 51·0 | 26·0 | Bremen | 2steamturbinesDR.geared | | G |
| | | *Cruiser Stern* | 3786 | | | | | | Werke A.G. | Lloyd | P44′B98′F41′ | | | German | to 1 Sc.Shaft NE&B39 | | |
| DOHH | D.F. Sub.Sig. | 2*Dks* | 2545 | | | | | | Stettin | | | | | *WB* | AllgemeineElektrizitäts | | |
| | | | | | | | | | | | | | | | Ges.Berlin | | |
| 81642 | **Portadoc** (*ex*JamesB.Foote–39, | | 1746 | | | | | 1924 | Cammell | PatersonSteam- | 253·0 | 43·2 | 17·8 | Ft William | T.3Cy.16″,27″&44″–33″ | | C |
| 147246 | *ex*EugeneC.Roberts) | | 1593 | | | | | | Laird&Co.Ld | ships,Ld. | | | | Ont. | 111NHP | | |
| | *Mchy.Aft* | 1*Dk* | 1264 | | | | | | Birkenhead | | | | | British | CammellLaird&Co Ld.Bkn | | |
| | | *Longitudinal framing* | | | | | | | | | | | | *WB* | | | |
| 81643 | **Portavogie** | | 869 | | | | | 1934 | J.Lewis& | Lady Mary Kelly | 197·7 | 30·7 | 12·1 | Belfast | T.3Cy.14½″,25″&41″–30″ | | C |
| 163211 | Wireless | | 597 | | | | | | Sons,Ld. | (W.Clint,*Mgr.*) | Q112′B11′F30′ | | | British | HS2357 131NHP | | |
| GWSZ | *Mchy.Aft* | *Cruiser Stern* 1*Dk* | 460 | | | | | | Aberdeen | | | | | *WB* | J.Lewis&Sons,Ld.Abn. | | |
| 81644 | **Porthcarrack** | | 406 | ✠100A1 | Cff | *f* | CL | 1924 | King's | County of Cornwall | 141·2 | 24·2 | 11·5 | Cardiff | T.3Cy.12″,21½″&34″–24″ (*s*) | 12 ″ 1 | |
| 145750 | | *ss*Apl.No.3–2,37 | 290 | 5,10~~4,39~~ | | | ~~1,39~~ | 3mo | LynnSlipway | Shipping Co.Ld. | | | | British | 180lb 74RHP | s 3 ″ 0 | |
| MLWN | *Mchy.Aft* | 1*Dk*(*Stl*) | 194 | ~~BS5,39~~ | ✠LMC1,37 | | 5,40 | | Co.Ld. | (J.Hampton, | Q85′B9′F22′ | | FK | 3*BHCem* | 1SB,2*pf*,GS35,HS1340 | 11 ″ 8½ | |
| | *Well deck* | | | 5,40 | | | | | King's Lynn | *Mgr.*) | | | *FPT* | 50*tAPT*26*t* | Gt.CentrlCo-op.Eng.&Ship | | |
| | | | | | | | | *Lloyd's*A&CP | | | | | | | RepairingCo.Ld.Gms. | | |
| 81645 | **Porthmeor** | | 449 | ✠100A1 | Hul | *g* | CL | 1923 | TawShip- | Richard England | 142·2 | 25·6 | 11·4 | Cardiff | T.3Cy.12″,20″&32″–24″ (*s*) | 12 ″ 6 | |
| 145721 | | *ss*Fal.No.3–12,34 | 296 | 7,40 ~~6,00~~ | Liv | | 6,39 | 2mo | yard,Ld. | S.S.Co.Ld.(R.P. | 26·5 | | | British | 180lb 52RHP | s 4 ″ 3½ | |
| MLJV | | *ss*Hul.No.1–39 | 188 | | ✠LMC | | | | Barnstaple | Care&Co.Ld. | | | FK | 3*BHCem* | 1SB,*3cf*,GS47,HS1372 | 12 ″ 4½ | |
| | *Well deck* | *Mchy.Aft* 1*Dk*(*Stl*) | | ~~BS12,38~~ | MS6,39 | | | | | *Mgrs.*) | Q84′B9′F17′ | | | *FPT*49*t* | *APT*17*t* | | |
| | | | | BS2,40 2,41 | | | | *Lloyd's*A&CP | | | | | | | AitchisonBlairLdClydbnk | | |
| 81646 | **Porthmorna** (*ex*Onyx–37) | | 596 | ✠100A1 | Apl | *i* | CL | 1910 | Scott& | Porth Shipping Co. | 175·1 | 28·1 | 10·8 | Cardiff | T.3Cy.15″,25½″&41″–30″ (*s*) | 13 ″ 0 | |
| 129501 | *Well deck* | *ss*Gls.2ndNo.3–2,35 | 416 | ~~7,00~~ ~~9,00~~ 2,41 | Brs | | 7,39 | 6mo | Sons | Ld.(R.P.Care& | 182·2(o.l.) | | | British | 170lb 85RHP | s 4 ″ 6 | |
| MDJB | *Mchy.Aft* | *ss*Apl.No.1–39 | 239 | ~~BS9,39~~ | ✠LMC6,38 | | | | Bowling | Co.Ld. *Mgrs.*) | Q96′B11′F32′ | | BK7½′ | 3*BHCem* | 2SB,*4pf*,GS65,HS1852 | 13 ″ 2 | |
| | *Cargo battens not fitted* | 1*Dk*(*pt Stl*) | | 8,40 | | | | *Lloyd's*A&CP | | | | | | | Muir&Houston,Ld.Gls. | | |
| | | | | | | | | | | *Cell* | *DBf*103′153*tFPT* | | | 35*tAPT*4*t* | | | |
| 81647 | **Porthos** Ⓟ | TwinSc | 12692 | | | | | 1914 | Ch.& Atel. | Soc.des Services | 510·8 | 61·6 | 42·1 | Marseilles | T.6Cy.28½″,46½″&78½″–53½″ | | V |
| | *Ref.Mchy.* | | 10722 | | | | | | de la Gironde | Contractuels des | | | | French | 904NHP | | |
| FOBU | D.F. GyC. | 4*Dks* | 7530 | | | | | | Bordeaux | Messageries | | | | *WB* | Schneider&Co.LeCreusot | | |
| | | | | | | | | | | Maritimes | | | | | | | |
| 81648 | **Porthrepta** (*ex*Kyanite–39) | | 643 | ✠100A1 | Bwg | *i* | CL | 1922 | Yarrow& | Care Lines,Ld. | 175·3 | 28·1 | 11·2 | Cardiff | T.3Cy.15″,25½″&41″–30″ (*s*) | 13 ″ 6 | |
| 146271 | | *ss*Gls.No.3–10,34 | 445 | 6,41~~10,39~~ | Apl | | ~~10,39~~ | 1mo | Co.Ld. | (R.P.Care&Co.Ld. | 182·3(o.l.) | | | British | 180lb 120NHP | s 4 ″ 5½ | |
| MKXD | | *ss*Irv.No.1–38 | 266 | BS~~10,38~~ | ✠LMC9,38 | | 5,41 | | Glasgow | *Mgrs.*) | Q96′B11′F31′ | | BK7½″ | 3*BHCem* | 2SB,*4cf*,GS67,HS2140 | 13 ″ 8 | |
| | *Well deck* | *Mchy.Aft* 1*Dk*(*pt Stl*) | | 12,40 | | | | *Lloyd's*A&CP | | | | | | | Yarrow&Co.Ld.Glasgow | | |
| | *Cargo battens not fitted* | | | | | | | | | *Cell* | *DBf*103′153*tFPT* | | | 39*tAPT*3*t* | | | |
| 81649 | **Portia** Ⓟ | | 978 | ✠100A1 | NFL | *m* | CL | 1904 | Murdoch & | Bowater's New- | 204·8 | 31·2 | 13·0 | SJhnsNFL | T.3Cy.18½″,30″&50″–33″ (*r*) | 22 ″ 8 | |
| 118120 | | *ss*NFL.2ndNo.3–4,29 | 914 | *Awng dk* | | | 5,39 | 8mo | Murray | foundland Pulp& | 218·0(o.l.) | 20·5 | | British | 175lb *80lb* 197NHP | s 7 ″ 4½ | |
| VOLN | | *ss*NFL.No.2–37 | 599 | *with freeboard* | | | | | Pt.Glasgow | Paper Mills.Ld. | F23′ | | BK7½″ | 4*BHCem* | 1SB,*3cf*,GS59,HS2924 FD | 16 ″ 3 | |
| | | 1*Dk&Web frames& Awng dk*(*Stl*–ws) | | 5,39 | BS5,40 | | | *Lloyd's*A&CP | | ~~Railway Steam- ship Depot~~ | | | | | D.Rowan&Co.Glasgow | | |
| | Wireless | | | ~~BS5,39~~ | ✠LMC5,37 | | | | | | *CellDBa*39′*uE*17′*f*77′ | | | 141*tFPT*31*t* | *APT*23*t* | | |
| 81650 | — | | 968 | | | | | 1911 | Schiffsw. v. | A.Kirsten | 225·6 | 33·1 | 14·9 | Hamburg | T3Cy18½″,29½″&46½″–32½″ | | G |
| | | | 843 | | | | | | Henry Koch | | P&B177′F28′ | | | German | 122NHP | | |
| DHTL | | 1*Dk* | 566 | | | | | | Lübeck | | | | | *WB* | OttenenerMaschf.Altona | | |
| 81651 | — | 3Mst | 801 | ✠100A1 | Bkn | *k* | CL | 1925 | J.Duthie | South Wales& | 190·5 | 31·2 | 11·7 | Liverpool | T.3Cy.18″,30″&50″–33″ (*s*) | 14 ″ 1 | |
| 147311 | | *ss*Bkn.No.3–5,37 | 565 | 5,39 | | | 5,39 | 4mo | Torry S.B.Co. | Liverpool S.S.Co. | 200·0(o.l.) | | | British | 190lb 186NHP | s 3 ″ 11½ | |
| MNFS | *Mchy.Aft* | *Well deck* 1*Dk*(*Stl*) | 313 | | | | | | Aberdeen | Ld.(R.Gilchrist& | Q127′B*on*Q13′F27′ | | | 3*BHCem* | 2SB,*4cf*,GS84,HS3210 | 13 ″ 10½ | |
| | | | | | ✠LMC | | | *Lloyd's*A&CP | | Co. *Mgrs.*) | | | FK | | A.Hall&Co.Ld.Aberdeen | | |
| | | | | MS5,37 | ~~BS~~ 8,40 | | | | | | *CellDBf*94′154*tFPT* | | | 69*tAPT*15*t* | | | |
| 81652 | **Portland** Ⓟ | | 7132 | | | | | 1928 | Bremer | Hamburg-Amerik. | 462·3 | 61·2 | 26·5 | Hamburg | Oil Engines 2S.C.SA | | G |
| | *Ref.Mchy.* | *Oil Eng.* | 5799 | | | | | | Vulkan | Packetf.Akt.Ges. | | | | German | 7Cy.27½″–47½″ 920NHP | | |
| DIEP | Sub.Sig. D.F. E.S.D. | 2*Dks* | 4189 | | | | | | Vegesack | (Ham.-Amr.Linie) | | | | *WB* | Bremer Vulkan,Vegesack | | |
| 81653 | — | | 2648 | | | | | 1919 | Albina Eng | Cia.Columbus | 289·0 | 44·1 | 19·2 | Panama | T.3Cy.22″,37″&60″–42″ | | R |
| ~~81509~~ | (*ex*Jacox–37) | *Fitted for oil fuel* | 1963 | | | | | | & Machine | de Vapores | P26′B148′F32′ | | | Panamanian | 313NHP | | |
| ~~KBML~~ | | 1*Dk* | 1621 | | | | | | Works | | | | | *WB* | Ellicott Machine Corpn, | | |
| | | | | | | | | | Portland,Or. | | | | | | Baltimore,Md. | | |
| 81654 | **Portman** | TwinSc | 335 | | | | | 1926 | JI.Thorny- | Argentine Estates | 140·1 | 34·1 | 7·2 | Bns.Aires | Oil Engines 2S.C.SA | | |
| | | *Oil Eng.* | 275 | | | | | | croft&Co.Ld. | of Bovril,Ld. | F17′ | | | Argentine | 4Cy.11½″–12½″ 98NHP | | |
| | *Mchy.Aft* | 2*Dks* | — | | | | | | Southampton | | | | | | Kromhout,Amsterdam | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Longest now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81655 219283 KOPZ | **Portmar** (*ex*Centaurus) D.F. *ss*Bal.No.3–3,32 *ss*Bal.No.2–40 ~~*ss*Bal.No.1–38~~ 2 *Dks*(*Stl*) | 5551 5138 3418 | ✠100A1 2,40 ~~3,40~~ 9,40 ~~MS6,36~~ *Fitted for oil fuel* | Bal | *z* | CL 3,40 12,40 F.P. | 1919 12mo above | Northwest SteelCo. Portland,Or. A&CP | CalmarS.S.Corp. *Intermediate BH in hold & intermediate in fore hold & aft Cell DB*355'1139*t* | 409·8\|54·2\|27·7 423·8(o.l.) P44'B115'F47' FK *in after 'tween dk BH's hold dispensed with MT*29'745*t FPT*13 *APT*143*t* | | | New York Utd. States *pt Cem 5 BH to U dk 1 „ „ 2nd „ 2t* | T.3Cy.24½″,41½″&72″–48″ 210lb (*r*) 582NH 3SB,*9cf*,GS196,HS8780 FD Hooven,Owens&Rent-schlerCo.Hamilton,O. | 30 *ft* 2 *in* s 6 *ft* 5 *in* 24 *ft* 0 *in* | |
| 81656 DNAU | **Porto** (*ex*Neckar,*ex*Magdalena Fischer,*ex*GeorgZelck) 1 *Dk* | 2185 1480 1296 | | | | | 1921 | Ostseewrft Sch &Masch. A.G. Stettin | Oldenburg-Portug. Dampfsch.Rhed. | 263·5\|41·0\|16·9 P26'Q75'F&B169' *WB* | | | Oldenburg German | T 3Cy.21 5/16″,33⅞″&55½″–40″ 192NH A.BorsigG.m.b.H.Berlin | | G |
| 81657 DJSA | **Porto Alegre** *Oil Eng.* 1 *Dk* E.S.D. D.F. *Cruiser Stern* | 6105 5173 3629 | | | | | 1936 | Flensburgr Schiffsb.Ges. Flensburg | Hamburg-Südamerik.Dampf-schifffahrtsGes. | 440·9\|61·3\|23·4 P28'B&F400' UpperF33' *WB* | | | Hamburg German | Oil Engines 2S.C.SA 8Cy.25 5/16″–47¼″ 906NH Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | G |
| 81658 PUMG | — (*ex*Gilda–33) *ss*Ant.No.3–9,33 *ss*Rio.No.1–38 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | 5187 4845 3111 | ✠100A1 *Shelter dk with freeboard* 12,39 BS12,39 | Rio | *x* | CL 9,38 | 1921 5mo | Cantiere Nav Triestino Monfalcone A&CP | Cia.Carbonifera Rio-Grandense *Cell D* | 362·0\|49·9\|25·5 FK *Coll BH to S dk 5 „ „ U „ B*319'957*t APT*110*t* | | | R.Janeiro Brazilian *Cem* NDB13*refitted*26 | T.3Cy.24¾″,41″&68″–45″ (*s*) 180lb 383NH 2SB,*6cf*,GS128,HS5243 FD UnitedMachineFactories, Ld.Smichov | 35 *ft* 2 *in* ~~s 8 *ft* 0 *in*~~ ~~27 *ft* 7 *in*~~ s 7 *ft* 10½ *in* 22 *ft* 7 *in* | |
| 81659 1744 ISEM | **Porto di Roma** TwinSc (*ex*Tiber–33,*ex*François,*ex*Helvetia) *Mchy.Aft* 1 *Dk* | 470 417 219 | | | | | 1905 | Howaldts-werke Kiel | LaLigureRomana Soc.Anon.diNav. Maritt. e Fluviale | 195·8\|30·5\| 8·9 | | | Genoa Italian | T.6Cy.9¼″,14⅜″&24⅜″–13¾″ NB26 44NH Howaldtswerke,Kiel | | I |
| 81660 1468 ISEV | **Porto San Paolo** (*ex*LillyB, *ex*Victoria,*ex*Marguerite,*ex*Parana, *ex*Vulcano) *Mchy.Aft* | 374 292 199 | | | | | 1886 | W.Denny &Bros. Dumbarton | LaLigureRomana Soc.Anon.diNav. Maritt. e Fluviale | 154·8\|28·0\| 9·0 142·3 Q54'F21' | | | Genoa Italian | C.2Cy.13½″&24″–24″ NB06 24NH Denny&Co.Dumbarton | | I |
| 81661 PUYE | **Porto-Seguro** Ⓟ TwinSc Wireless 1 *Dk* & *Promenade dk*(*Teak*) | *395* *252* *205* | ✠ 9,13 ✠ | PGl | | | 1910 9mo | Murdoch& Murray PortGlasgow | Cia deNav. Bahiana | 150·3\|27·5\| 8·0 F38' FK | | | Bahia Brazilian 4 *BHCem FPT*11*t* | T.6Cy.10″,16½″&27½″–21″ 95NHP 1SB,*3cf*,GS54,HS1747 Muir&Houston,Ld.Gls. | 8 *ft* 6 *in* | |
| 81662 1660 ICPM | **Portofino** (*ex*BritishRose, *ex*Roseleaf) 3Mst *ss*Bom.No.3–4,29 *ss*Gen.No.2–37 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) *Cantilever framed topside tanks* D.F. *Mchy.Aft Fitted for oil fuel Carrying Petroleum in bulk* | 6424 5824 3891 | ✠ ... 8,39 ✠ | Pal | *z* | | 1916 8mo | SirR Dixon &Co.Ld. Middlesbro' | "LaRiviera"Soc. Anon.diNav. (A.Lauro,*Mgr.*) *Cell DB* | 415·5\|54·1\|32·4 400·0 FK P109'B30'F48' *uE&B*97'*f*52'296*t* | | | Genoa Italian 15 *BHpt Cem* (10 *to U dk* 5 „ 2*nd*,,) | T.3Cy.27″,45″&74″–48″ 495NHP 3SB,*9cf*,GS168,HS7035 N.E.MarineEngCo.LdNwc | 35 *ft* 0 *in* | I † |
| 81663 FOMS | **Portrieux** (*ex*WarBuckler) D.F. *Well deck* 1 *Dk* | 2257 1761 1263 | ✠ ... 10,22 ✠ | | | | 1918 5mo | Harland& Wolff,Ld. Belfast | Soc.Maritime Nationale | 285·0\|42·0\|19·0 P29'Q68'B65'F32' FK *WB* | | | Havre French | T.3Cy.25″,41″&68″–45″ 411NHP Harland&Wolff,Ld.Bel. | 21 *ft* 2 *in* | V † |
| 81664 149146 MPVZ | **Portsdown** Ⓟ Pad 1 *Dk* | 342 285 136 | | | | | 1928 | CaledonS. B.&E.Co.Ld. Dundee | SouthernRailway | 190·0\|25·1\| 8·7 *Promenade dk*130' | | | Portsmth British | C.2Cy.27″&51″–54″ 159NHP A.&J.Inglis,Ld.Gls. | | BT till ~~12.40~~ ~~3.41~~ 2,42 |
| 81665 165702 GLGG | **Portsea** Wireless D.F. 1 *Dk* *Cruiser Stern* *Cargo battens not fitted* | 1583 1379 943 | ✠100A1 ~~9,30~~ 9,40 ~~8,11~~ Bar Off LMC4,38 | Shl | *q* | CL 6,40 | 1938 4mo *Lloyd's* | Burntislnd S.B.Co.Ld. Burntisland *sA&CP* | SeaSteamshipCo. Ld.(Wm.Brown Atkinson&Co.Ld. *Mgrs.*) *Cell D* | 267·0\|40·2\|16·2 274·5(o.l.) P28'B56'F31' FK *B*216'481*t FPT*72*t* | | | Hull British 4 *BHCem APT*44*t* | T.3Cy.16″,27½″&45″–33″ 200lb (*s*) FD 167NHP 2SB(Spt),*4cf*,GS65,HS2400 Rankin&BlackmoreLdGrk | 18 *ft* 3 *in* s 2 *ft* 4½ *in* 16 *ft* 0½ *in* | |
| 81666 164721 MLZZ | **Portslade** *Mchy.Aft* 1 *Dk* Wireless *Cargo battens not fitted* *Cruiser Stern* | 1091 782 620 | ✠100A1 5,40 | Sld | *m* | CL N9,37 | 1936 9mo *Lloyd's* | W.Pickers-gill&Sons,Ld. Sunderland *sA&CP* | StephensonClarke &AssociatedCompanies,Ld. *Cell DB uE*18' | 210·5\|33·2\|14·0 218·5(o.l.) Q120'B11'F19' FK *f*142'358*t FPT*102*t* | | | London British 3 *BHpt Cem APT*32*t* | T.3Cy.14½″,24″&41″–30″ (*s*) 200lb *100lb* 124NHP 1SB,*3cf*,GS42,HS1722 FD N.E.MarineEng.CoLd.Sld. | 15 *ft* 10 *in* s 4 *ft* 8¾ *in* 15 *ft* 0 *in* | |
| 81667 OSMC | **Portugal** (*ex*Barmen, *ex*ConsulCords,*ex*MinnaBoldt) 1 *Dk* | *1550* *1969* *886* | | | | | 1906 | Akt.Ges. "Neptun" Rostock | Cie.Nationale Belge deTransp. Mar. (L.Dens& Co.Ld.*Mgrs.*) | 256·7\|37·5\|16·0 P12'Q79'B108'F29' *WB* | | | Antwerp Belgian | T.3Cy.17⅞″,30½″&48″–33 1/16″ 132NHP A.G."Neptun,"Rostock | | V |
| 81668 161517 | **Portwell** *Mchy.Aft* 1 *Dk* | 1928 1629 1148 | | | | | 1929 | Swan,Hun-ter&Wigham Richardson, LdNewcastle | SarniaSteams Ld.(R.Scott Misener,*Mgr.*) | 253·0\|43·4\|17·8 | | | Montreal British *WB* | T.3Cy.15″,25″&40″–33″ 81RHP Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | C |
| 81669 DACK | **Poseidon** (*ex*Berk,*ex*NieuweMaas) Sub.Sig. D.F. E.S.D. 1 *Dk* | 3911 3549 2376 | | | | | 1918 | N.V. Werf. Conrad Zaandam | KohlenImport u PoseidonSchif-fahrtsA.G. | 345·8\|54·5\|24·4 P29'B93'F39' *WB* | | | Königsbrg German | T.3Cy.23 7/16″,38⅜″&63″–41⅝″ 255NHP Gebr.Stork&Co.Hengelo | | G |
| 81670 PGUZ | — Ⓟ *Fitted for oil fuel* 1 *Dk* & *Shelter dk* *Cruiser Stern* | 1928 — 1116 | | | | | 1921 | Dunlop, Bremner& Co.Ld. Pt.Glasgow | Koninkl.Nederl. Stoomb.Maats. N.V. | 295·8\|43·2\|17·2 *WB* | | | Amstrdam Dutch | T.3Cy.22″,35″&59″–39″ 217NHP Dunlop,Bremner&Co.Ld. | | C |
| 81671 320 OHBJ | — Ⓟ *ss*Abo.2ndNo.3–6,31 *ss*Hfs.No.1–35 Wireless D.F. 1 *Dk*(*Irn*) & *pt Awng dk* | 804 — 408 | ✠100A1 *pt Awning dk with freeboard* 4,39 ~~BS5,39~~ BS5,40 LMC4,35 | Hfs | *j* | CL 4,39 | 1899 1mo *Lloyd's* | Grangmth Dockyard Co. Gr'ngemouth *sA&CP* | Finska Ångf. Aktieb. *Cell DB uE&B* | 183·0\|28·3\|19·0 178·0 \| 28·6 \| 12·0 P&B117'F48' BK7' 32*t APT*27*t* | | | Helsingfrs Finnish 4 *BHCem* | T.3Cy.15″,25″&40″–30″ (*s*) 160lb 2SB,*4pf*,GS64,HS1705 Cooper&Greig,Dundee | 21 *ft* 0 *in* s 7 *ft* 3 *in* 14 *ft* 7 *in* | |
| 81672 PKNR | — *Oil Eng.* *ss*Sng.2ndNo.3–4,39 *Mchy.Aft* 1 *Dk*(*Stl*) | 696 484 378 | ✠100A1 3,40 DBS3,40 | Sba | *j* | CL 2,40 | 1914 9mo *Lloyd's* | Smith's Dock Co.Ld Middlesbro' *sA&CP* | Nederlandsch-IndischeTank-StoombootMaats. | 185·3\|30·5\|12·2 193·0(o.l.) P54'F62' FK *DB f*46'78*t FPT*45*t* | | | Batavia Dutch 4 *BHCem APT*7*t* | Oil Engines 4S.C.SA 4Cy.15¾″–27 9/16″ 96NHP DB*120lb* NedFb.v.Wrk&Spoor,Ams | 13 *ft* 3 *in* s 1 *ft* 0½ *in* 12 *ft* 4½ *in* | |
| 81673 DEWB | — TwinSc Wireless D.F. 2 *Dks* | 453 392 176 | | | | | 1902 | Bremer Vulkan Vegesack | Deutsche Reichspost | 150·5\|29·8\|11·9 H74*t* *WB* | | | Weser-münde-G. German | C.4Cy.14 7/16″&26″–19⅝″ 50NHP Bremer Vulkan,Vegesack | | G |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grèement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Armé aux grès matelotage entier. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — On. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Remarques de comparaison avec les Rég. de Darke Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81674 | **Poseidone** (*ex*Cordelia) | | 6613 | ✠ ... | Ven | *a*† | | 1912 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Società Italiana Trasporti Petroliferi | 432·1 | 54·5 | 32·4 | Genoa Italian | T.3Cy.27″,45″&75″–48″ 484NHP | 32 ″ 8 | I |
| 1675 | *Fitted for oil fuel* | | 5720 | 4,36 | | | | 5mo | | | 420·3 | | | *Cem* | 3SB,*9cf*,GS214,HS8296 | | † |
| ICCI | *ss*Npt.No.3–8,24 | | 4183 | ✠ | | | | | | *Cell D Bu B26′78t* | P103′B25′F43′ | | | 7*B H to U dk* | Wilands Ipwy. Co. Ld. Nwc. | | |
| | *ss*Gen.No.2–33 | | | | | | | | | *DTf 50′565t* | | | FK | 10 „ 2nd „ | | | |
| | *Mchy. Aft* | 2*Dks*(*Stl*)&*Web frames* | | | | | | | | | *FPT 61t APT 40t* | | | | | | |
| | D.F. | *Longitudinal framing* | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 81675 | **Possehl** | | 2369 | | | | | 1921 | Howaldtswerke Kiel | Lübeck Linie A.G. | 307·0 | 42·4 | 19·5 | Lübeck German | T.3Cy.20$\frac{1}{16}$″&32$\frac{5}{16}$″&51$\frac{1}{16}$″–35$\frac{7}{16}$″ 155NHP | | G |
| | | | 1933 | | | | | | | | P24′B59′F24′ | | | *WB* | Howaldtswerke, Kiel | | |
| DRAQ | Sub.Sig. | 1*Dk* | 1348 | | | | | | | | | | | | | | |
| 81676 | **Possidon** (*ex*Rossano) | | 3840 | | | | | 1909 | W. Gray & Co. Ld. W Hartlepool | G.N. Pittas Bros. & Co. | 346·3 | 50·8 | 23·1 | Piræus Greek | T.3Cy.25″,40″&65″–42″ 274NHP | | C |
| 486 | | | 3470 | | | | | | | | P27′B96′F32′ | | | *WB* | Cen. Mar. Eng. Wrks. W Hpl | | |
| SWAS | | 1*Dk* | 2377 | | | | | | | | | | | | | | |
| 81677 | **Potengy** (*ex*Corcovado–38, *ex*Brazilian) | *ss*Rio.3rdNo.3–11,23 | *3045* | ✠ — | Rio | *v* | | 1890 | D & W Henderson & Co. Glasgow | Cia. Commercio e Navegação | 340·0 | 42·0 | 25·0 | R. Janeiro Brazilian | T.3Cy.24″,40″&66″–48″ 302NHP | 28 ″ 3 | |
| PUQE | | *ss*Rio.No.2–33 | *2826* | 12.36 | | | | 4mo | | | P37′B70′F40′ | | FK | 2*B H Cem* | 2SB,*6cf*,GS124,HS4550 | | |
| | | 2*Dks*(*Stl–Uws*)&*deep framing* | *1916* | ✠ NB3.11 ✠ | | | | | | *D Ba 92′* | *u E24′359t FPT 70t* | | | *APT 40t* | D. & W. Henderson & Co. Gls | | |
| 81678 | **Potestas** (*ex*AnsaldoSan GiorgioSecondo) | **TwinSc** *Oil Eng.* | 5237 | | | | | 1919 | Ansaldo SanGiorgio Spezia | Soc. Anon. Industria Armamento | 392·8 | 51·5 | 27·6 | Genoa Italian | Oil Engines 2S.C.SA 8Cy.24$\frac{3}{4}$″–35$\frac{3}{4}$″ 862NHP | | CI |
| 889 | | | 4491 | | | | | | | | P52′B120′F33′ | | | *WB* | Fiat San Giorgio, Turin | | |
| IBXB | D.F. *Mchy. Aft* | 1*Dk* | 3063 | | | | | | | | | | | | | | |
| 81679 | **Poti** (*ex*Batoum) | | 1340 | | | | | 1891 | Sir R. Dixon & Co. Middlesbro' | U.S.S.R. | 240·1 | 34·5 | 15·6 | Odessa Russian | T.3Cy.18$\frac{1}{2}$″,30″&48″–21$\frac{3}{4}$″ 107NHP | | |
| | | | 1080 | | | | | | | | | | | | Sir R. Dixon & Co. Mdb. | | |
| UOJD | | 1*Dk* | 752 | | | | | | | | | | | | | | |
| 81680 | **Potsdam** (P) | **TwinSc** | 17528 | | | | | 1935 | Blohm & Voss, K.a.A. Hamburg | Norddeutscher Lloyd | 604·7 | 74·2 | 40·7 | Bremen German | Steam Turbines connected to Electric Motors & Screw Shafts | | G |
| | *Fitted for oil fuel* | | 13260 | | | | | | | | F459′B on F230′ | | | *WB* | Siemens-Schuckertwerke A.G. Berlin | | |
| DOQS | *Ref. Mchy.* Sub.Sig. | 3*Dks* | 10116 | | | | | | | | | | | | Blohm & Voss K.a.A. Ham. | | |
| | D.F. E.S.D. Gy.C. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81681 | **Potter** | | 6174 | | | | | 1920 | Doullut & Williams S.B. Corp. Inc. N. Orleans, La | United States Maritime Commission | 395·5 | 55·0 | 31·4 | N. Orleans Utd. States | Oil Engines 2S.C.DA 4Cy.28″–40″ 1096NHP NE29 | | R |
| 220620 | | *Oil Eng.* | — | | | | | | | | P60′B109′F37′ | | | | Worthington Pump & Mach Corp. Buffalo, N.Y. | | |
| KDFC | Sub.Sig. | 2*Dks* | 3833 | | | | | | | | | | | | | | |
| | Gy.C. | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 81682 | **Poty** (*ex*Bore–35, *ex*Alarich, *ex*Erken, *ex*Orion, *ex*Coningsby) | *ss*Got.2ndNo.3–4,24 | *3366* | ✠ — | Got | *v* | | 1897 | Ropner & Son Stockton | Cia. Commercio e Navegação | 325·0 | 46·0 | 23·2 | R. Janeiro Brazilian | T.3Cy.23$\frac{1}{16}$″,38″&63″–42″ 275NHP | 24 ″ 9 | |
| PUQI | | *ss*Got.No.2–33 | *2804* | 2,37 | | | | 8mo | | | P31′B66′F32′ | | FK | 5*B H Cem* | 2SB,*6rf*,GS105,HS3888 | | |
| | | 1*Dk*(*Irn*)2*trB*&*Web frames* | *2045* | ✠ | | | | | | *Cell D Ba 108′ u E* | *&B38′f 126′623t AP* | | | *T 64t* | Blair & Co. Ld. Stockton | | |
| 81683 | **Poughkeepsie** | | 5588 | ✠ ... | | | | 1919 | Newburgh Shpyrds, Inc. Newburgh, N.Y. | United States Maritime Commission | 400·5 | 54·2 | 30·0 | New York Utd. States | 2 Steam Turbines DR geared to 1Sc.Shaft 645NHP | 32 ″ 10 | R |
| 217910 | *Fitted for oil fuel* | | 5012 | 6,20 | | | | 5mo | | | P36′B124′F44′ | | FK | *WB* | Westinghouse Electric & Mfg. Co. E. Pittsburgh, Pa. | | † |
| | Sub.Sig. | 2*Dks*&*Web frames* | 3466 | ✠ | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 81684 | **Poughkeepsie Socony** | **TwinSc** | 1235 | | | | | 1934 | United Dry Docks Inc. (Staten Islnd Plnt) Pt Richmond, N.Y. | Socony-Vacuum Oil Co. Inc. | 251·3 | 40·0 | 12·8 | New York Utd. States | Oil Engines 4S.C.SA 12Cy.13$\frac{1}{8}$″–18″ 213NHP | | R |
| 233433 | | *Oil Eng.* | — | | | | | | | | P72′ | | | | American Locomotive Co. (McIntosh & Seymour Division), Auburn, N.Y. | | |
| WJFO | *Carrying Petroleum in bulk* | 1*Dk* | 772 | | | | | | | | | | | | | | |
| | *Mchy. Aft* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| | *Electrically welded* | | | | | | | | | | | | | | | | |
| 81685 | **Powell Stackhouse** | | 6171 | | | | | 1905 | Detroit S.B. Co. Wyandotte | Mahoning S.S. Co. (Bethlehem Transpn. Corp. *Mgrs.*) | 504·0 | 54·2 | 31·0 | Wilmgton (Del.) Utd. States | T.3Cy.22$\frac{1}{2}$″,38″&63″–42″ 257NHP | | R |
| 202339 | | | — | | | | | | | | | | | *WB* | | | |
| | *Mchy. Aft* | 1*Dk* | 4919 | | | | | | | | | | | | Detroit S.B. Co. Detroit | | |
| | D.F. GyC. | | | | | | | | | | | | | | | | |
| 81686 | **Power Chief** | | 444 | ✠ 100A1 | Cbo | *e* | CL | 1937 | Henry Robb, Ld. Leith | Texas Shipping Co. (China) Ld (Ceylon Petroleum Co. Ld. *Mgrs.*) by Walker Sons & Co. Ld. Colombo, '37 | 130·0 | 26·0 | 13·2 | Hong Kong British | Oil Engines 4S.C.SA 6Cy.8″–12″ 37NHP | 13 ″ 3 | |
| 159475 | | *Oil Eng.* | 386 | 4,39 | | | 1,40 | 10mo | | | 134·9(O.L.) | | | 9*B H* | National Gas & Oil Eng. Co. Ld. Manchester | | |
| | | 1*Dk* | 288 | ✠ LMC 10.37 | | | | | | | *27·9* | | FK | 20*t APT 12t* | | | |
| | *Mchy. Aft* | | | ✠ LMC(M)10.39 | | | | *Lloyd's A&CP* | | | | | *FPT* | | | | |
| | | | | *Carrying Petroleum in bulk* | | | | *Re-erected* | | | | | | | | | |
| | | | | *For service in Colombo* | | | *Harbour* | | | | | | | | | | |
| 81687 | **Pozarica** | | 1893 | ✠ 100A1 | Lon | *l* | CL | 1938 | Wm. Doxford & Sons Ld Sunderland | MacAndrews & Co. Ld. | 295·6 | 45·0 | 13·9 | London British | Oil Engines 2S.C.SA 5Cy.22$\frac{1}{16}$″–66$\frac{1}{2}$″ 755NHP | 17 ″ 7 | |
| 166331 | | *Oil Eng.* | 1237 | *with freeboard* | | | | 1mo | | | 306·6(O.L.) | | | 5*B H pt Cem* | 2DB *120lb* | s ″ 2 | |
| | D.F. E.S.D. | 1*Dk*&*Shelter dk* | 838 | 11,39 ✠ LMC 1,38 | | | | *Lloyd's A&CP* | | | B87′ | | FK | *Coll to Sh dk* | Wm. Doxford & Sons, Ld Sld | 17 ″ 6¾ | |
| | *Ref. Mchy.* | *Cruiser Stern* | | ✠ Lloyd's RMC 3,40 | | | | | | *Cell D B 228′476t* | *FPT 80t APT 57t* | | | 4 „ 2nd „ | | | |
| 81688 | **Poznan** | *ss*Hul.No.1–40 | 2017 | ✠ 100A1 | Dnz | *r* | 5,39 | 1926 | Chant. Nav Français Caen | Zegluga Polska S.A. jna. (Polish SS. Agency, Ld. *Mgrs.*) | 269·1 | 39·7 | 17·5 | Gdynia Polish | T.3Cy.18$\frac{1}{2}$″,29$\frac{15}{16}$″&49$\frac{7}{16}$″–37$\frac{13}{16}$″ (*s*) 185lb 186NHP | 19 ″ 10 | |
| 31 | | *ss*Dnz.No.3–1,36 | 1576 | 6,40 ~~5,00~~ | Hul | | | 12mo | | | P22′Q87′B50′F23′ | | FK | 4*B H Cem* | 2SB,*4cf*,GS95,HS3247 | s 1 ″ 11½ | |
| SPAB | *Well deck* | 1*Dk*(*Stl*) | 1129 | ~~Refitted~~ LMC ~~'36~~ | | | | | | | | | | | Etab. Nat. d'Indret, Indret | 18 ″ 1 | |
| | | *Cargo battens not fitted* | | 6,40 | | | | | | *Cell D B a&u E66′f 107′405t* | *Deep tanks aft 34′ 205t* | | | *FPT 77t* | | | |
| | | | | | | | | | | | | | | *APT 22t* | | | |
| 81689 | **Pozzuoli** (*ex*Salina–33) | | 5345 | ✠ ... | | | | 1915 | Cant. Nav. Triestino Monfalcone | A. Lauro | 402·9 | 54·2 | 28·9 | Naples Italian | T.3Cy.27″,42″&68″–48″ 465NHP | 32 ″ 0 | I |
| 411 | | *ss*Tri.No.3–10,20 | 4988 | 6,33 | | | | | | | | | | *WB* | Stabilimento Tecnico, Tri. | | † |
| ICFW | | *ss*Tri.No.2–28 | 3349 | ✠ | E&B fitted complete | | d&Ves dafter | sel repairs 1920 | | | | | FK | | | | |
| | D.F. | 1*Dk*&*Shelter dk* | | | | | | | | | | | | | | | |
| 81690 | **Prabhavati** (P) | **TwinSc** | 556 | ✠ ... | Bom | | | 1933 | Harland & Wolff, Ld. Glasgow | Bombay Navigation Co. Ld. | 199·7 | 34·1 | 10·9 | Bombay British | T.6Cy.11$\frac{1}{2}$″,20″&34″–24″ 260NHP | 11 ″ 6 | |
| 157574 | | | 474 | 7,37 | | | | 9mo | | | *Shade dk* | | FK | 8*B H pt Cem pt Asp* | 1DB,*6cf*,GS121,HS4563 | | |
| VTPF | | 1*Dk* | 205 | ✠ | | | | | | | | | | | Harland & Wolff, Ld. Bel. | | |
| | | *Cruiser Stern* | | | | | | | | *Cell D Bu E18′37t* | *FPT 14t* | | | *APT 23t* | | | |
| | | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| 81691 | **Prachatipok** | | 968 | ✠ 100A1 | Sng | *l* | CL | 1909 | Kjöbnhvns Flydk & Skbs. Copenhagen A&CP | Thai Nav. Co. Ld. | 201·5 | 30·2 | 16·6 | Bangkok Thai | T.3Cy.14″,23″&37″–24″ (*s*) 180lb 87NHP | 19 ″ 0 | |
| 273 | | *ss*Bgk.2ndNo.3–2,34 | 832 | *Awng dk* | Bgk | | 9,39 | 11mo | | | | | | 4*B H Cem* | 2SB,*4cf*,GS52,HS1540 | s 6 ″ 9 | |
| HSAD | | *ss*Bgk.No.1–38 | 603 | *with freeboard* 12,40 ~~12,30~~ | | | | | | | | | FK | 174*t APT 15t* | Kjbnhavns Flydk. & Skbsv. | 12 ″ 7¾ | |
| | | 1*Dk*(*Stl*)&*Awng dk*(*Teak*) | | ~~BS(M)~~ 12,40 | ✠ LMC 11,38 | | | | | *Cell D Ba 50′ u E13′f 87′* | | | | | | | |

135/40

Now "Alcoa Carrier," *see No. 8705 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Exn. at Trade Port. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81692 FNCG | **Prado** (*ex*ReginaPacis–37, *ex*Antrim–33, *ex*Glentaise, *ex*Ploussa) | *ss*Lth.2ndNo.3–11,29 1*Dk*(*Irn*)&*deep framing* Wireless | 997 702 502 | ✠ ... 6,34 | Liv | *n* | | 1905 5mo | Ramage& Ferguson,Ld. Leith | P.Cottaropoulos& G.Theophylactos (P.G.Cottaropoulos *Mgr.*) *CellDBa*36′ | 218·2 Q77′B63′F45′ *uE*38′*f*82′269*tFPT* | 33·1 FK | 13·0 4*BHCem* 23*tAPT*21*t* | Marseilles French | T.3Cy.18″,30⅜″&49″–33″ 155NHP 2SB,*6rf*,Gs98,Hs2542 Ramage&Fergusn,Lth. | 15 ″ 0 | V † |
| 81693 ICCQ | **Praga** Ⓟ D.F. | *ss*Tri.No.3–7,21 *Fitted for oil fuel* 1*Dk*&*Spar dk* &*deep framing* | 3741 2791 2225 | ✠ ... 11,23 | | | | 1908 7mo | Lloyd Austriaco Trieste | "Tirrenia"Soc. Anon.diNav. | 368·4 P&B246′F65′ | 44·2 FK | 23·4 *WB* | Naples Italian | T.3Cy.26″,43¾″&73″–48″ 495NHP LloydAustriaco,Trieste | 25 ″ 10 | I † |
| 81694 GNBJ | **Prague** Ⓟ **TwinSc** *ss*Har.No.2–38 2*Dks*(*Weather dk pt Stl–Teak s*) *3rd dk forward of Machinery space* Sub.Sig. *Cruiser Stern* | | 4220 3028 1988 | ✠100A1 *withfreeboard* 5,40 ~~3,30~~ ~~BS2,39~~ *For service between & the Hook of* | Gms Sou Holland | *w* | OG ~~3,38~~ 2,40 ~~4,40~~ 3,38 LMC ~~3,38~~ *Harwich* | 1930 2mo *Lloyd's* | J.Brown& Co.Ld. Clydebank *sA&CP* | London&North EasternRailway *CellDBuE*42′55 *DTs f*48′57*t* | 350·8 366·1(O.L.) *Promenade dk&* F268′ *tMT*12′120*t* *DTs a*22′42*t FPT* | 50·1 FK | 26·0 8*BHptCem ptAsp* 12*tAPT*42*t* | Harwich British | 4 Steam Turbines SR geared to 2 Sc. Shafts 215lb (*r*) 1520NHP 5SB,*20cf*,Gs430,Hs15033 FD J.Brown&Co.Ld Clydebnk | 27 ″ 0 s 12 ″ 2½ 15 ″ 3 | BT till 4,41 |
| 81695 YPBN | **Prahova** *ss*Gtz.No.3–8,34 *ss*Ant.No.1–38 1*Dk*(*Stl*) | | *3609* *3344* *2221* | ✠100A1 2,40 BS9,39 | Gen | *w* | CL 3,38 LMC 3,38 | 1922 3mo *Lloyd's* | Armstrong Whitworth &Co.Ld. Newcastle | A.Vlasov *CellDB* | 360·6 P27′B223′F41′ 315′843*t FPT*89*t* | 51·0 FK | 22·3 6*BHCem APT*89*t* | Braila Rumanian | T.3Cy.24″,39″&65½″–45″ (*s*) 180lb 371NHP 3SB,*6cf*,Gs126,Hs5220 FD Armstrong,Whitworth& Co.Ld.Nwc. | 24 ″ 9 | |
| 81696 MMVD | **Prase** *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* | | 374 245 193 | ✠100A1 2,41 ~~12,38~~ | Ayr Irv | *f* | 1,41 LMC ~~7,38~~ LMC(M) ~~8,40~~ LMC 2,41 | 1938 7mo *Lloyd's* | A.Vuijk& Zonen Capelle a/d Ysel *sA&CP* | Wm.Robertson *CellDB* | 140·3 145·8(O.L.) P37′Q52′F16′ 81′87*tFPT* | 24·7 FK | 9·0 3*BHCem* 48*tAPT*19*t* | Glasgow British | Oil Engines 4S.C.SA 8Cy.11″–17⅛″ 49RHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 11 ″ 2 s 3 ″ 8 11 ″ 1 | |
| 81697 UOAF | **Pravda** Sub.Sig. 1*Dk* | | 2513 1980 1387 | ✠ ... 7,31 | | | | 1928 7mo | BalticS.B. &E.Works Leningrad | U.S.S.R. | 283·8 P20′B72′F32′ | 43·2 FK | 20·5 *WB* | Leningrad Russian | T.3Cy.17⅛″,29⅜″&48 7/16″–35 7/16″ 193NHP BalticS.B.&E.Works,Len. | 22 ″ 8 | |
| 81698 YTDL | **Predsednik Kopajtić** ~~*ss*Ssk.No.3–12,40 *ss*Ssk.No.2–37~~ 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in holds* | | 1798 1521 1048 | ✠100A1 12,40 ~~1,40~~ LMC 12,40 ~~MS10,36~~ ~~BS7,36 6,40~~ | Tri Spt | *q* | CL ~~1,40~~ 12,40 | 1928 9mo *Lloyd's* | ClydeS.B. &E.Co.Ld. PortGlasgow *sA&CP* | Jadranska Plovidba D.D. *CellD* | 260·4 P23′B88′F25′ *B*220′471*t FPT*44*t* | 40·2 FK | 18·2 4*BHptCem APT*43*t* | Split Yugoslav | T.3Cy.17″,27″&45″–33″ (*s*) 180lb FD 188NHP 2SB(Spt),*6cf*,Gs90,Hs3000 ClydeS.B.&E.Co.Ld.P.Gl. | 20 ″ 3 s 2 ″ 4½ 18 ″ 0½ | |
| 81699 ICCT | **Premuda** (*ex*Tusculum, *ex*Strathdon) D.F. 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | *ss*Liv.No.3–11,19 *ss*Gen.No.1–24 | 4427 4091 2732 | ✠ 1,29 | Rot | *x* | | 1907 7mo | W.Hamil- ton&Co.Ld. Pt.Glasgow | "Corrado"Soc. Anon di Nav. *CellDBa* 122′*uE*&*B*42′*f*168′ | 376·2 P27′B92′F40′ 1091*t DTf* 24′613′ | 52·3 25·4 FK | 17·4 6*BHCem APT*113*t* | Genoa Italian | T.3Cy.25″,41 5/16″&68″–48″ 366NHP 3SB,*9cf*,Gs165,Hs5868 D.Rowan&Co.Glasgow | 28 ″ 0 | I † |
| 81700 | **Prescodoc** *Mchy.Aft* 1*Dk* | | 1938 1638 1151 | | | | | 1929 | Swan,Hun- ter&Wigham Richardson, Ld.Sunderlnd | PatersonSteam- ships,Ld. | 252·8 Q100′F35′ | 43·4 *WB* | 17·8 | Ft.William British | T.3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc. | | C |
| 81701 VGPL | **Prescott** (*ex*Glenisla, *ex*Western Star) *Mchy.Aft* 1*Dk*2*trB* | | 5461 5254 4268 | | | | | 1908 | Detroit S.B.Co. Wyandotte | CanadaSteamship Lines,Ld. | 494·0 len24 | 50·2 *WB* | 24·3 | Midland, Ont. British | T.3Cy.22″,35″&58″–42″ 218NHP DetroitS.B.Co.Detroit | | R |
| 81702 | **President** **Wood** Wireless *Fitted for oil fuel* 1*Dk* | | 730 — 468 | | | | | 1910 | ..... Noank,Conn. | MeseckTowing& Transpn.Co.Inc. | 152·0 | 35·7 | 13·0 | NewYork Utd.States | C.2Cy.18″&40″–28″ 71NHP J.W.Sullivan&Co.N.Yk. | | |
| 81703 KDRL | **President Adams** Ⓟ **TwinSc** (*ex*CentennialState) *Ref.Mchy.* D.F. GyC. | *Fitted for oil fuel* 3*Dks* *Cruiser Stern* | 10544 — 5984 | | | | | 1921 | NewYork S.B.Corp. Camden,N J | American PresidentLines,Ld. | 502·1 P42′B204′F42′ | 62·2 | 28·3 *WB* | S.Frncisco Utd.States | T.8Cy.24″,40½″&(2)54″–45″ 782NHP NewYorkS.B.Corp. | | R |
| 81704 KDCM | **President Cleveland** Ⓟ **TwinSc** (*ex*GoldenState) *Ref.Mchy.* D.F. GyC. | *Fitted for oil fuel* 2*Dks*&*Shelter dk* 3*rd dk in holds* *Longitudinal framing* | 12568 — 6491 | ✠ ... 3,21 | | | | 1921 12mo | NwprtNws S.B.&D.D.Co. NewprtNews | American PresidentLines,Ld. | 517·0 B189′ *on Shelter dk* | 72·2 36·8 FK | 27·8 *WB* | S.Frncisco Utd.States | 4SteamTurbinesSR geared to 2 Sc. Shafts 3105NHP NewportNewsS.B.&DDCo | 50 ″ 0 | R † |
| 81705 | **President Coolidge** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 5*Dks* D.F. E.S.D. GyC. | | 21936 — 12835 | | | | | 1931 | NwprtNws S.B.&D.D.Co NewprtNews | American PresidentLines,Ld. | 615·6 B&F501′ | 81·3 52·0 | 28·2 *WB* | S.Frncisco Utd.States | 2 Steam Turbines connected to Elec. Motor & Sc. Shafts WestinghouseElec.&Mfg. Co.Phl. | | R |
| 81706 FNUZ | **Président Dal Piaz** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. | | 4929 — 2640 | | | | | 1929 | Swan,Hun- ter&Wigham Richardson, Ld Newcastle | Cie.Générale Transatlantique | 362·5 | 52·8 *WB* | 26·5 | Marseilles French | 6 Steam Turbines SR geared to 2 Sc. Shafts ParsonsMarineSteam TurbineCo.Ld.Nwc. | | V |
| * 81707 TUHD | **Président de Lavit** (*ex*Glenspray, *ex*Camm) *Mchy.Aft* *Well deck* | *ss*Bdx.No.3–10,33 *ss*Bdx.No.1–38 1*Dk*(*Stl*) | 313 211 131 | ✠100A1 8,38 LMC 8,38 | Bdx | *d* | CL 6,38 | 1921 6mo *Lloyd's* | Crabtree& Co.Ld. Gt.Yarmouth *sA&CP* | GrandsMoulins de Bordeaux | 129·2 *24·2* 133·3(O.L.) Q51′B9′F16′ *FPT*21*t* | 23·2 FK | 9·5 *APT*28*t* | Bordeaux French | C.2Cy.16″&33″–22″ (*s*) 130lb 61NHP 1SB,*2pf*,Gs37,Hs1185 Crabtree&Co.Ld. | 10 ″ 5 s ″ 9½ 9 ″ 10 | |
| 81708 LIYU | **Président de Vogüé** **TwinSc** *Oil Eng.* *Mchy.Aft* D.F. | *ss*Rot.No.1–39 1*Dk* *Cruiser Stern* | 9320 8649 5548 | ✠100A1 12,40 ~~2,39~~ LMC CS5,39 DBS5,39 ~~6,38~~ 5,39 *Carrying Petroleum in bulk* | NYk Sws | *d*† | CL N5,39 | 1935 5mo *Lloyd's* | Odense Staalskibsvft vedA PMöller Odense *sA&CP* | SKibs A/S Snefonn (Sig.Bergesen d.y. &Co.*Mgrs.*) *CellDBuE*71′231*tDTf*34′456*tFPT*175*t* | 480·5 P98′B37′F41′ | 65·0 FK | 35·6 12*BH* *APT*176*t* | Stavanger Norwegian | Oil Engines 4S.C.SA 14Cy.23¾″–43 5/16″ 728NHP 2DB*160lb* Akt.Burmeistr&Wain,Cpn | 35 ″0 s 7 ″ 3½ 28 ″ 0 | |
| 81709 ~~172395~~ ~~FQLK~~ ~~VWJQ~~ 174210 VWJQ | **Président Doumer** Ⓟ **TwinSc** *Oil Eng.* *Ref.Mchy.* D.F. | ~~3*Dks* 1*Dk*~~ *Cruiser Stern* | 11898 8400 6692 | | | | | ~~1933~~ 1934 | Soc.Pro- vençale de Cnst.Nav. LaCiotat | Ministry of Ship- ping(Bibby Bros. &Co.*Mgrs*) | ~~468·7~~ B182′ 468·5 | ~~64·0~~ 63·9 | ~~27·6~~ 37·8 *WB* | Aden British | Oil Engines 4S.C.SA 16Cy.29⅛″–59 1/16″ 1307NHP Schneider&Cie.LeCreusot | | V |

Now President Grant," see N.S.S. in Supplement

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✝ Surveillance Spéciales. Dates de la dernière Visite. | Port de Visite. | Terme assigné au Franc-Bord et Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. nhp=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres où coté si ce n'est dans le L. R. Dutch, Cert. R. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81710 172 OPFA | **President Francqui** *Oil Eng.* *ss* Ams. No. 2–35 *Mchy. Aft* *2 Dks (Stl)* D.F. *Longitudinal framing at bottom, decks & topsides* | 4919 — 3514 | ✝100A1 2,41 ~~10,30~~ ~~DB810,40~~ DB810,40 *Carrying Petroleum in bulk* | Ant Lon | | CL ~~10,38~~ 2,41 | 1928 3mo *Lloyd's* | New Waterway S.B.Co. Schiedam *SA & CP* | Purfina-Armement S.A. *Cell D Bu* | 401·0 len 38 P86′ B28′ F45′ FK E44′ *f* 20′ 224 *t FPT* | 53·0 | 27·8 | Ghent Belgian 178 *t APT* | Oil Engines 4S.C.SA 8Cy. 29⅛″–59 1/16″ 489NHP 2DB *142lb* 14 *B Hpt Cem* Harland & Wolff, Ld. Gls. | 28 ″ 0 s 5 ″ 1½ 23 ″ 0½ | |
| 81711 221426 KDTC | **President Garfield** (P) TwinSc (ex Blue Hen State) *Fitted for oil fuel* *Ref. Mchy.* *3 Dks* D.F. GyC. *Cruiser Stern* | 10501 — 5917 | | | | | 1921 | New York S.B.Corp. Camden N.J. | American President Lines, Ld. | 502·1 P42′ B204′ F42′ | 62·2 | 28·3 | S.Frncisco Utd. States *WB* | T.8Cy. 24″, 40½″ & (2)54″–45″ 783NHP NYk.SB.Corp. Camden, NJ | | R |
| *Now "President Madison," see No. 5574 in Supplement* | | | | | | | | | | | | | | | | |
| 81712 221633 KDUT | **President Grant** (P) TwinSc (ex Pine Tree State) *Fitted for oil fuel* *Ref. Mchy.* *Cruiser Stern* *4 Dks* D.F. GyC. *Longitudinal framing* | 14119 — 8405 | | | | | 1921 | Bethlehem S.B.Corp. Ld. Sparrow's Point, Md. | American Mail Line Ld. | 517·0 B228′ | 72·2 | 27·8 | Seattle Utd. States *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B.Corp. Ld. Quincy, Mass. | | R |
| 81713 220952 KDMQ | **President Harrison** (P) TwinSc (ex Wolverine State) *Fitted for oil fuel* *Ref. Mchy.* *3 Dks* D.F. GyC. *Cruiser Stern* *Longitudinal framing* | 10509 — 5052 | | | | | 1921 | New York S.B.Corp. Camden, N.J. | American President Lines, Ld. | 502·1 P42′ B204′ F42′ | 62·2 | 28·3 | S.Frncisco Utd. States *WB* | T.8Cy. (2)24″ (2)40½″ & (4) 54″–45″ 782NHP New York S.B.Corp. Camden, N.J. | | R |
| 81714 220858 KDLB | **President Hayes** (P) TwinSc (ex Creole State) *Fitted for oil fuel* *Ref. Mchy.* *3 Dks* *Cruiser Stern* | 10533 — 6195 | | | | | 1920 | New York S.B.Corp. Camden, N.J. | American President Lines, Ld. | 502·1 P42′ B204′ F42′ | 62·2 | 28·3 | S.Frncisco Utd. States *WB* | T.8Cy. (2)24 7/16″ (2)40½″ & (4) 54″–45″ 783NHP New York S.B.Corp. Camden, N.J. | | R |
| *Now "President Tyler," see No. 8956 in Supplement* | | | | | | | | | | | | | | | | |
| 81715 LCTQ | **President Herrenschmidt** TwinSc *Oil Eng.* *ss* Fal. No. 1–36 *Mchy. Aft* *1 Dk (Stl) 2nd dk (Stl)* D.F. *aft of cargo tanks* *Cruiser Stern* *Web frames* *Longitudinal framing* | 9103 8380 5401 | ✝100A1 2,40 ✝LMC CS6,36 DB84,39 3,39 *Carrying Petroleum in bulk* Surveys delayed | Gal *dt* | | CL PN 5,38 85,38 | 1932 6mo *Lloyd's* | Kockums M.V.Aktieb. Malmö *SA & CP* | Skibs A/S Dalfonn (Sigval Bergesen) *Cell D Bu* | 477·1 P100′ B38′ F44′ FK *E* 68′ 220 *t D Tf* 36′ 524 *t FPT* 198 *t APT* 212 *t* | 63·0 | 35·9 | Stavanger Norwegian 12 *B Hpt Cem* | Oil Engines 4S.C.SA 14Cy. 23⅝″–43 5/16″ 754NHP 2DB *160lb* & NDB (*aft*) 38 *–160lb* Kockums M.V.Akt. Malmö | 35 ″ 9 | |
| 81716 221058 KDPA | **President Jackson** (P) TwinSc (ex Silver State) *Fitted for oil fuel* *Ref. Mchy.* *2 Dks & Shelter dk* D.F. GyC. *Longitudinal framing* | 14124 — 8377 | ✝ ... 6,21 ✝ | | | | 1921 5mo | Nwprt Nws S.B.&D.D.Co. Newprt News | United States Maritime Commission | 517·0 B *on Shelter dk* 189′ | 72·2 | 27·8 | Seattle Utd. States *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts Newport News SB&DD.Co. | 50 ″ 0 | R † |
| 81717 221042 KDOT | **President Jefferson** (P) TwinSc (ex Wenatchee) *Fitted for oil fuel* *Ref. Mchy.* *2 Dks & Shelter dk 3rd dk in holds & Web frames* D.F. GyC. *Longitudinal framing* *Cruiser Stern* | 14174 — 8443 | ✝ ... 5,22 ✝ | | | | 1920 2mo | New York S.B.Corp. Camden, N.J. | United States Maritime Commission | 516·5 B222′ *on Shelter dk* FK | 72·2 | 27·8 | Seattle Utd. States *WB* | 4 Steam Turbines DR geared to 2 Sc. Shafts Westinghouse Electric & Mfg.Co. E. Pittsburgh, Pa. | 41 ″ 0 | R † |
| 81718 200690 WCCM | **President Johnson** (P) TwinSc (ex Manchuria) *ss* N.Yk. No. 3–8, 16 *Ref. Mchy.* *ss* N.Yk. No. 2–24 *Fitted for oil fuel* D.F. *4 Dks & Shelter dk* | 15543 — 9487 | ✝ ... 3,29 ✝ | | | | 1904 5mo | New York S.B.Co. Camden, N.J. | American President Lines, Ld. | 600·0 B *on Shelter dk* 204′ FK & BK 3rd | 65·3 39·1 | 23·1 | S.Frncisco Utd. States *WB* | Q.8Cy. 30″, 43″, 63″ & 89″–60″ 1923NHP New York S.B.Co. Camden, N.J | 43 ″ 4 | R † |
| 81719 221648 KDUY | **President Lincoln** (P) TwinSc (ex Hoosier State) *Fitted for oil fuel* *Ref. Mchy.* *2 Dks, Shelter dk & Shade dk* D.F. GyC. *Cruiser Stern* *Longitudinal framing* | 12594 — 6730 | | | | | 1921 | New York S.B.Corp. Camden, N.J. | American President Lines, Ld. | 516·5 B222′ | 72·2 | 27·8 | S.Frncisco Utd. States *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B.Corp. Ld. Quincy, Mass. | | R |
| *Now "Maria del Carmen," see No. 8956 in Supplement* | | | | | | | | | | | | | | | | |
| 81720 221314 KDSL | **President McKinley** (P) Twin Sc (ex Keystone State) D.F. GyC. *Fitted for oil fuel* *Ref. Mchy.* *2 Dks & Shelter dk & Shade dk* *Cruiser Stern* *Longitudinal framing* | 14127 — 8400 | | | | | 1921 | New York S.B.Corp. Camden, N.J. | United States Maritime Commission | 516·5 B222′ | 72·2 | 27·8 | Seattle Utd. States *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B.Corp. Ld. Quincy, Mass. | | R |
| 81721 220326 KDAR | **President Monroe** (P) TwinSc (ex Panhandle State) *Fitted for oil fuel* *Ref. Mchy.* *3 Dks* D.F. GyC. *Cruiser Stern* *Longitudinal framing* | 10533 — 6195 | | | | | 1920 | New York S.B.Corp. Camden, N.J. | American President Lines, Ld. | 502·1 P42′ B204′ F42′ | 62·2 | 28·3 | S.Frncisco Utd. States *WB* | T.8Cy. (2)24″, (2)40½″ & (4)54″–45″ 784NHP New York SB Co Camdn, NJ | | R |
| *Now "President Buchanan," see No. 8957 in Supplement* | | | | | | | | | | | | | | | | |
| 81722 220987 KDNV | **President Pierce** (P) TwinSc (ex Hawkeye State) *Fitted for oil fuel* *Ref. Mchy.* *4 Dks* D.F. GyC. *Cruiser Stern* *Longitudinal framing* | 12579 — 6449 | | | | | 1921 | Bethlehem S.B.Corp. Ld. Sparrow's Point, Md. | American President Lines, Ld. | 517·0 B229′ | 72·2 | 27·8 | S. Frncisco Utd. States *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B.Corp. Ld. Quincy, Mass. | | R |
| 81723 221054 KDOZ | **President Polk** (P) TwinSc (ex Granite State) *Fitted for oil fuel* *Ref. Mchy.* *3 Dks* *Cruiser Stern* | 10508 — 5918 | | | | | 1921 | New York S.B.Corp. Camden, N.J. | American President Lines, Ld. | 502·1 P42′ B204′ F42′ | 62·2 | 28·3 | S.Frncisco Utd. States *WB* | T.8Cy. (2)24″, (2)40¾″ & (4) 54″–45″ 781NHP New York S.B.Corp. Camden, N.J. | | R |
| *Now "President Taylor," see No. 8958 in Supplement* | | | | | | | | | | | | | | | | |
| 81724 221901 KDWS | **President Roosevelt** (P) TwinSc (ex Peninsula State) *Fitted for oil fuel* *Ref. Mchy.* Sub.Sig. *3 Dks* D.F. GyC. *Longitudinal framing* | 13869 — 8138 | | | | | 1921 | New York S.B.Corp. Camden, N.J. | United States Lines Co. | 516·5 B222′ | 72·2 | 27·8 | New York Utd. States | 4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B.Corp. Ld. Quincy, Mass. | | R |
| 81725 159154 ~~PGTB~~ GNSC | **President Sergent** *ss* Rot. No. 3–5, 36 *Mchy. Aft* D.F. *2 Dks (Stl)* | 5344 4702 ~~8027~~ 2417 | ✝100A1 42,10 ~~4,40~~ B812,40 ~~DB85,70~~ LMC 85,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,23 | Off | *x* | CL ~~12,38~~ 11,10 *F.P. above* | 1923 9mo *Lloyd's* | Atel.&Ch. de France Dunkirk 50° F. | Soc. P. ... y of Ship-to-troleum ...rs.) *Cell D Bu* | 352·9 P126′ B27′ F35′ FK B69′ 23 *t D Tf* 400 *t FPT* 96 *t APT* 66 *t* | 52·6 | 31·7 | Cardiff British 9 ,, *to Udk* | T.3Cy. 26″, 42½″ & 70″–48″ (*s*) 2001b 445NHP 3SB, *6cf*, GS130, HS6056 FD Atel.&Ch. de France, Dnk. | 31 ″ 6 s 5 ″ 0½ 26 ″ 7 | |
| 81726 221233 KDRW | **President Taft** (P) TwinSc (ex Buckeye State) *Fitted for oil fuel* *Ref. Mchy.* *4 Dks* D.F. GyC. *Cruiser Stern* *Longitudinal framing* | 12562 — 6481 | | | | | 1921 | Bethlehem S.B.Corp. Ld. Sparrow's Point, Md. | American President Lines, Ld. | 517·0 B229′ | 72·2 | 27·8 | S.Frncisco Utd. States *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B.Corp. Ld. Quincy, Mass. | | R |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. *Late Name if any.* Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81727<br>220709<br>KDHF | **President Van Buren** (P) Twin Sc<br>(*ex*OldNorthState)<br>*Ref.Mchy.* *Fitted for oil fuel* 3*Dks*<br>Now "President Garfield", see *Cruiser Stern Supplement* | | 10533<br>—<br>6195 | | | | | 1920 | New York S.B.Corp. Camden, N.J. | American President Lines, Ltd. | 502·1 P42′ | 62·2 B204′ | 28·3 F42′ | S. Frncisco Utd. States *WB* | Q.8Cy.(2)24″,(2)40¾″&(4) 54″–45″ 782NHP<br>New York S.B.Corp. Camden, N.J. | | R |
| 81728<br>227753<br>KGQC | **President Warfield** (P)<br>*Fitted for oil fuel*<br>1*Dk* | | 1814<br>—<br>706 | | | | | 1928 | The Pusey & Jones Co Wlmgtn, Del. | Baltimore Sm. Packet Co. | 320·0 | 56·6 | 16·9 | Baltimore Utd. States | T.4Cy.24½″,40″&(2)47″–42″ 286NHP<br>Pusey & Jones Co. Wlmngtn | | R |
| 81729<br>221374<br>KDSV | **President Wilson** (P) TwinSc<br>(*ex*EmpireState) *Fitted for oil fuel*<br>D.F. GyC. 2*Dks* & *Shelter dk*<br>Now "Mariposa", see *Cruiser Stern Supplement* | | 12597<br>—<br>6735 | | | | | 1921 | New York S.B.Corp. Camden, N.J. | American President Lines, Ltd. | 516·5 B222′ | 72·2 | 27·8 | S. Frncisco Utd. States *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts<br>Bethlehem S.B.Corp. Ltd. Quincy, Mass. | | R |
| 81730<br>LOIX | **Presidente Figueroa Alcorta**<br>*Mchy. Aft* *Oil Eng.* TwinSc<br>*Carrying Petroleum in bulk* 1*Dk* | | 2460<br>2180<br>1500 | | | | | 1937 | Hansen, Puccini, S.A San Fernando | Argentine Government (Yacimientos Petroliferos Fiscales) | 315·0 B69′F36′ | 52·9 | 17·0 | Bns. Aires Argentine | Oil Engines 2S.C.SA 14Cy.13¼″–23⅝″ 443NHP<br>Sulzer Bros. Ld. Winterthur | | |
| 81731<br>CXAT | **Presidente Terra** (*ex*Michalis–38, *ex*Oakfield–33) *ss*M.Vo.2ndNo.3–12,37<br>1*Dk*(*ptIrn&ptStl*)<br>*Cargo battens not fitted* | | *3646*<br>*3422*<br>*2289* | ✠100A1<br>9,10 ~~8,30~~ 10,40<br>~~DBS8,38~~ | MVo<br>MBS5,41<br>✠LMC12,37<br>MBS4,40 | *w*<br>~~10,37~~<br>9,40 | CL | 1912<br>3mo<br>*Lloyd's* | W. Gray & Co. Ltd. West Hartlepool | Administracion Nacional de Puertos-Monte Video *Cell* | 360·0<br>P25′B221′F36′ FK<br>*DBa&uE142′f158* | 51·0 | 22·7 | M. Video Uruguayan 6 *BHCem* 991*tAPT87t* | T.3Cy.25⅛″,40½″&67″–45″ 180lb *120lb* (*r*) 317NHP<br>2SB,*6cf*,GS101,HS4769<br>Cen. Mar. Eng. Wrks. WHpl | 25 ″ 1 | |
| 81732<br>150786<br>KFNS | **Presque Isle**<br>*Mchy. Aft* D.F. 1*Dk*2*trB* | | 4578<br>—<br>3486 | | | | | 1898 | Cleveland S.B.Co. Lorain, O. | Presque Isle Transportation Co. (Cleveland-Cliffs Iron Co. *Mgrs.*) | 407·0 | 50·0 | 24·7 | Wilmgton (Del.) Utd. States *WB* | Q.4Cy.17″,25½″,39″&60″–40″ 228NHP<br>Cleveland S.B.Co. Cleveland | | R |
| 81733<br>161155<br>MPTJ | **Prestatyn Rose**<br>*ss*Bly.No.2–39<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy. Aft* *Cargo battens not fitted* | | 1151<br>866<br>670 | ✠100A1<br>9,40 ~~11,30~~<br>BS6,39 9,40 | Hul<br>Npt<br>✠LMC8,38 | *n*<br>~~6,38~~<br>9,40 | CL | 1930<br>5mo<br>*Lloyd's* | D&W Hendersn&Co.Ld. Glasgow | Richard Hughes & Co. (Liverpool) Ld. *Cell* | 220·0<br>226·2(O.L.)<br>Q123′B12′F24′ FK<br>*DBa&uE142′f158* | 34·1 | 14·2 | Liverpool British 4 *BHptCem* 84*tAPT41t* | T.3Cy.17″,27″&45″–33″ (*s*) 180lb 173NHP<br>2SB,*4cf*,GS94,HS3304<br>D&W.Hendersn&CoLdGls | 16 ″ 3<br>s 4 ″ 11<br>15 ″ 5⅜ | |
| 81734<br>137258<br>MGDE | **Presto** (*ex*Dunelm)<br>*ss*Nwc.No.3–5,29<br>*ss*Bly.No.2–38<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy. Aft* *Cargo battens not fitted* | | 971<br>721<br>473 | ✠100A1<br>5,41 ~~4,40~~<br>BS6,39 10,40 | Shl<br>Lon<br>✠LMC1,38 | *l*<br>N1,40 | CL | 1916<br>7mo<br>*Lloyd's* | R. Thompson & Sons, Ld Sunderland | S.&R.Steamships Ld. (Stone & Rolfe Ld. *Mgrs.*) *Cell* | 203·0<br>Q98′B9′F21′ FK<br>*DB129′213tFPT* | 33·0 | 13·0 | Newcastle British 3 *BHCem* 42*tAPT35t* | T.3Cy.17½″,29″&48″–33″ (*s*) 180lb *100lb* 150NHP<br>1SB,*3pf*,GS58,HS2397<br>N.E.Marine Eng.Co.Ld.Sld | 15 ″ 1<br>s 1 ″ 1<br>14 ″ 2½ | |
| 81735<br>140442<br>GVWR | **Prestol**<br>*ss*Pts.No.3–3,30<br>D.F. *ss*Sld.No.2–38<br>2*Dks*(*Stl*) & *Web frames*<br>*Longitudinal framing*<br>*Cruiser Stern* | | 2629<br>2195<br>993 | ✠100A1<br>5,41<br>BS5,41<br>*For Government Service*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 12, 17 | Gmh<br>Gls<br>✠LMC9,38 | *l*<br>~~8,38~~<br>5,41<br>*F.P. above* 150° F. | CL | 1917<br>12mo<br>*Lloyd's* | Napier & Miller, Ld. Glasgow | The Admiralty *Cell* | 319·7<br>334·7(O.L.)<br>P46′B107′F45′ FK<br>*DBuE&B68′ 148tDTf24′* | 41·6 | 23·1 | London British 16 *BHptCem* (10 *to U dk* 6 „ 2*nd* „) *93tFPT53tAPT36t* | T.3Cy.26″,42½″&70″–45″ (*s*) 200lb 557NHP<br>3SB,*9cf*,HS8754 FD<br>J.G.Kincaid&Co.Ld.Grk. | 25 ″ 6<br>s 3 ″ 4<br>22 ″ 4½ | |
| 63/41<br>YTDN | **81736 Prestolonaslednik Petar** (P) TwinSc<br>*ss*Ssk.No.2–39<br>1*Dk*(*Stl*) 2nd dk clear of mchy. space & bunkers<br>*Cruiser Stern* | | 1726<br>1297<br>793 | ✠100A1<br>*with freeboard*<br>5,40 ~~3,30~~<br>~~BS5,40~~ | Spt<br>✠LMC3,39 | ~~*q*~~<br>~~3,37~~<br>~~5,40~~ | CL | 1931<br>4mo<br>*Lloyd's* | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Jadranska Plovidba D.D. *Cell* | 259·4<br>270·4(O.L.)<br>P&B190′F61′ FK<br>*DBa&uE53′ f60′94tDTsf32′70t* | 36·2 | 15·5 | Susak Yugoslav 7 *BHptCem* *APT45t* | Q.8Cy15″,21½″,31″&45″–30″ ~~225lb~~ (*s*) ~~422NHP~~<br>2SB,*9cf*,GS172,HS6660 FD<br>Swan, Hunter & Wigham Richardson, Ld. Nwc | 15 ″ 6<br>~~s 2 ″ 1½~~<br>13 ″ 8 | |
| 81737<br>DJSG | **Pretoria** (P) TwinSc<br>Sub.Sig. D.F. E.S.D. *Fitted for oil fuel*<br>*Ref.Mchy.* GyC. *Cruiser Stern* 3*Dks* | | 16662<br>12077<br>9572 | | | | | 1936 | Blohm & Voss, K.a.A. Hamburg | Deutsche Ost-Afrika-Linie | 547·8<br>B&F426′<br>*Upper B118′* | 72·5 | 31·5 | Hamburg German *WB* | 6 Steam turbines SR geared 4050NHP<br>Blohm & Voss, K.a.A. Ham. | | G |
| 81738<br>167220<br>GRRJ | **Pretoria Castle** (P) TwinSc<br>*Oil.Eng.*<br>D.F. 3*Dks*,4*th Dk except in after hold*<br>*Weather Dk part electrically welded*<br>Gy.C E.S.D *Ref.Mchy.* *Cruiser Stern*<br>Sub.Sig. | | 17392<br>13389<br>10436 | ✠100A1<br>*with freeboard*<br>7,39 | Lon<br>✠LMC4,39 | *l*†<br>2½½ | CL | 1939<br>4mo<br>*Lloyd's* | Harland & Wolff, Ld. Belfast | Union-Castle Mail S.S.Co.Ld. *Cell* | 570·7<br>594·6(O.L.)<br>B283′F110′ FK<br>*DB135′194tt* | 76·4 | 39·5 | London British 9 *BHptCem* (*Coll to W dk* 8 „ 2*nd* „) *Tanks at sides of tu* | Oil Engines 2S.C.DA 16Cy.24⅞″–55½″ 3284NHP<br>3DB–*100lb*<br>Harland & Wolff, Ld Bel. *nels* 25′212 *tFPT137tAPT301t* | 45 ″ 6<br>s 16 ″ 6⅜<br>29 ″ 2 | |
| 81739<br>DHTN | **Preussen** (P) 4Mst<br>*Fitted for oil fuel*<br>Sub Sig. D.F. GyC. 2*Dks* | | 8230<br>7488<br>4978 | | | | | 1922 | Flensburger Schiffsb.Ges. Flensburg | Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie) | 471·1<br>P74′B110′F46′ | 58·2 | 32·4 | Hamburg German *WB* | T.3Cy.32⅜″,52½″&86½″–55″ 558NHP<br>Flensburger Schiffsb.Ges. | | G |
| 81740<br>DSPO | — (P) TwinSc<br>(*Ferry*)<br>Sub.Sig. 2*Dks*<br>D.F. GyC. | | 2954<br>2423<br>1090 | | | | | 1909 | Akt.Ges. "Vulcan" Stettin | Deutsche Reichsbahn Ges. Reichsbahndirektion Stettin | 355·8<br>F69′<br>*Promenade dk 275′* | 51·0 | 20·9 | Sassnitz German *WB* | T.6Cy.23″,38″&63″–36″ 476NHP<br>A.G."Vulcan," Stettin | | G |
| 81741<br>DATM | — (P) TwinSc<br>*Oil Eng.*<br>Sub.Sig. D.F. 2*Dks*<br>E.S.D. GyC. *Cruiser Stern* | | 2529<br>1682<br>1343 | | | | | 1926 | Stettiner Oderwerke Stettin | Reichsverkehrsministerium (Stettiner Dampfsch. Ges. J.F. Braeunlich G.m.b.H. *Mgs.*) | 296·8<br>B&F255′<br>len 34 | 38·3 | 19·0 | Stettin German *WB* | Oil Engines 4S.C.SA 20Cy.20⅞″–23⅝″ 814NHP<br>Vulcan-Werke, A.G Stettin | | G |
| 81742<br>156504<br>CGPK | **Preventor** TrpSc<br>*Oil Eng.*<br>*ss*Hfx.No.1–34<br>1*Dk*(*Stl*) & 2*nd dk*(*Stl*) *in holds*<br>*Cruiser Stern* | | 317<br>265<br>96 | ✠ ...<br>10,36<br>✠ | Hfx | | | 1929<br>11mo | Canadian Vickers Ld. Montreal | Marine Industries, Ltd. *Cell* | 164·8<br>F64′<br>*DBuE23′10t FP* | 21·1 | 11·7 FK | Sorel, P.Q. British 4 *BHCem* *T9tAPT6t* | Oil Engines 4S.C.SA 18Cy.14″–16″ 345NHP<br>Winton Engine Co. Clv. | 13 ″ 0 | |
| 81743<br>DOHF | **Priamus**<br>1*Dk* | | 760<br>592<br>423 | | | | | 1911 | Akt.Ges. "Weser" Bremen | Dampfschifffahrts Ges. Neptun | 202·4<br>Q50′B45′F22<br>len 38 | 28·2 | 13·0 | Bremen German *WB* | T.3Cy.13″,21 1/16″&34 11/16″–23⅝″ 58NHP<br>A.G."Weser," Bremen | | G |
| 81744<br>1351<br>ISFN | **Priaruggia**<br>2*Dks* | | 1196<br>997<br>646 | | | | | 1925 | N. Odero fu A.&Co. Genoa | Ignazio Messina &C. | 209·3<br>P22′B51′F22′ | 33·9 | 19·5 | Genoa Italian *WB* | T3Cy15 1/16″20½″&39 5/16″–25 5/16″ 79NHP<br>N. Odero fu A.&Co. Genoa | | CI |
| 81745<br>205324<br>KDXR | **Price McKinney**<br>*Mchy. Aft* D.F. GyC. 1*Dk* | | 4671<br>—<br>3433 | | | | | 1908 | American S.B.Co. Lorain, O. | Pioneer S.S.Co. (Hutchinson & Co. *Mgrs.*) | 432·0<br>*WB* | 54·0 | 28·0 | Wilmgton (Del.) Utd. States | T.3Cy.22″,35″&58″–40″ 213NHP<br>American S.B.Co. Clevelnd | | R |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant après Lettre d'Appel. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Remarques en code, si il y en a dans la Liste Durée Cert. Reif Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81746 | **Prima** | | 405 | ✠100A1 ~~Ann~~ | | *f* | ~~14.38~~ | 1932 | N.V.Werf | N V Motorscheepv. | 152·9 \| 25·2 \| 8·5 | Rottrdam | Oil Engines 4S.C.SA | 10 ″ 11 |
| | *Oil Eng.* | | 287 | Examined 2.41 Par | | | 7.40 | 1mo | Vooruit | Maats. Rotterdam | | Dutch | 6Cy.12$\frac{2}{16}$″–17$\frac{1}{2}$″ 87NHP | s 1 ″ 1$\frac{1}{2}$ |
| PGVF | *ss* Rot. No. 1–36 | | 215 | ✠LMC7.36 | | | | | Spaarndam | (Rotterdamsche | P34′F20′ FK | 3*BHpt Cem* | | 9 s11$\frac{1}{2}$ |
| | *Mchy Aft* 1*Dk*(*Stl*) | | | ✠LMC(M)9.38 | | | | *Lloyd's SA&CP* | | Kustvaart Centrale | | | Motoren Werke Mannheim | |
| | *Cruiser Stern* | | | | | | | | | N.V. *Mgrs.*) *Cell* | *DB*98′145*t FPT*17*t* | *APT*29*t* | A.G. Mannheim | |
| 81747 | **Primero** (*ex* Sud Argentino, *ex* Primero) Twin Sc *Oil Eng.* | | 4414 3990 | | | | | 1925 | Akt. Burmeistr & Wain | A/S Ivarans Rederi (S. Holter-Sörensen, *Mgr.*) | 368·5 \| 53·7 \| 24·9 P116*t* H239*t* F11*t* | Oslo Norwegian | Oil Engines 4S.C.SA 12Cy.19$\frac{1}{2}$″–35$\frac{7}{16}$″ 448NHP Akt. Burmeistr & Wain, Cpn | | N |
| LCVL | D.F. 1*Dk* | | 2668 | | | | | | Copenhagen | | | | | | |
| 81748 | **Primero de Mayo** | | 905 | | | | | 1893 | Howaldts-werke Kiel | Argentine Government | 196·8 \| 29·5 \| 15·1 | Bns. Aires Argentine *WB* | T.3Cy.17″,27$\frac{1}{2}$″&43″–25″ NB23 93NHP | | |
| LOBZ | | | 640 | | | | | | | | | | | | |
| 81749 | **Primo** | | 1840 1612 | | | | | 1930 | Smith's Dock Co. Ltd. Middlesbro' | A/S Pavo (Kjell Bruusgaard, *Mgr.*) | 265·4 \| 43·2 \| 18·0 P54*t* H28*t* | Oslo Norwegian *WB* | T.3Cy.18$\frac{1}{2}$″,30″&50″–36″ 150NHP Smith's Dock Co. Ltd. Mdb. | | N |
| LDN1 | 1*Dk* | | 1114 | | | | | | | | | | | | |
| 81750 | **Primorje** (P) (*ex* Hai Yen, *ex* Bulga, *ex* Signal) | | 1449 1262 | | | | | 1903 | Howaldts-werke Kiel | U.S.S.R. | 262·9 \| 36·1 \| 17·8 P24′B73′F34′ | Vladvostk Russian *WB* | T.3Cy.18$\frac{1}{2}$″,29$\frac{1}{2}$″&47$\frac{1}{2}$″–31$\frac{1}{2}$″ 126NHP Howaldtswerke, Kiel | | |
| | Wireless 1*Dk*&*Spar dk* | | 907 | | | | | | | | | | | | |
| 81751 | **Primrose** 3Mst | | 611 | ✠ | Liv | *i* | | 1910 | J Fullerton & Co. Paisley | Richard Hughes & Co. (Liverpool) Ltd. | 175·0 \| 28·1 \| 10·5 Q105′F32′ BK6″ *Cell DB*f95′ | Liverpool British *3BH Cem* | T.3Cy.14$\frac{7}{8}$″,24″&40″–27″ 90RHP 1SB,*3pf*,GS54,HS1899 | 13 ″ 0 | C † |
| 14/41 | *ss* Liv. No. 1–14 | | 418 | 1,16 | | | | 4mo | | | | | | | |
| MDPZ | *Mchy. Aft* 1*Dk*(*Stl*) | | 256 | ✠ | | | | | | | *Cell DB*f95′ 187*t FPT*51*t* | *pt Asp* | Ross & Duncan, Glasgow | | |
| 81752 | **Primula** | | 862 | | | | | 1904 | W. Lindbergs Aktieb. Stockholm | Finska Ångf Aktieb | 202·2 \| 28·2 \| 13·0 195·0 | Helsingfrs Finnish *WB* | T.3Cy.17$\frac{3}{8}$″,30″&48$\frac{1}{2}$″–29″ 128NHP W. Lindbergs Aktieb. Skm. | | G |
| | | | 796 | | | | | | | | | | | | |
| OHDF | Wireless D.F. 1*Dk*&*Shelter dk* | | 450 | | | | | | | | | | | | |
| 81753 | **Princ Andrej** | | *5041* | ✠100A1 | Gen | *a*† | CL | 1930 | Lithgows Ltd. Pt. Glasgow | Dubrovacka Plovidba A.D. | 415·5 \| 55·0 \| 25·5 F30′ FK | Dubrovnik Yugoslav | T.3Cy.25$\frac{1}{2}$″,43$\frac{1}{2}$″&73′-48″(*s*) 210lb 530NHP | 28 ″ 0 s 3 ″ 2$\frac{1}{2}$ | |
| YTDO | D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd Dk*(*Stl*) *in way of E&B space* | | *4592* *3019* | *with freeboard* 2.Ans 6,41 ~~7,40~~ BS~~6.38~~ 7.40 | Bal ✠LMC MS8.39 | | ~~12.38~~ 4,41 | 10mo *Lloyd's* | Ld. | | | | 7*BHpt Cem* *pt Asp* (*Coll to Sh dk* 6 „ 2*nd*„) | 3SB,*9cf*,GS181,HS7500 FD Rankin & Blackmore Ld Grk | 25 ″ 0$\frac{1}{2}$ | |
| | | | | | | | | *SA&CP* | | | *Cell DB*353′1297*t* | *FPT*153*t APT*276*t* | | | |
| 81754 | **Princ Pavle** (*ex* Valparaiso–35, *ex* Coquimbo–32, *ex* Nevesinje, *ex* Savannah, *ex* Grecian Prince, *ex* War Hind) | | *5282* *4843* *3210* | ✠100A1 9,39 BS2,41 | Sch ✠LMC3.39 | *y* | CL ~~8.37~~ 5,40 | 1918 10mo *Lloyd's* | Short Bros. Ld. Sunderland | A. Babarovic *Cell DB* | 400·0 \| 52·4 \| 28·5 P49′B113′F40′ FK 340′1067*t FPT*135*t* | Milna Yugoslav 7*BHpt Cem* *APT*198*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD N.E. Marine Eng Co. Ltd. Sld. | 31 ″ 0 s 5 ″ 11$\frac{1}{2}$ 25 ″ 3$\frac{1}{2}$ | |
| YTFJ | 2*Dks*(*Stl*) | | 2 | | | | | | | | | | | | |
| 81755 | **Prince Baudouin** (P) Twin Sc *Oil Eng.* | | 3050 2351 | ✠100A1 *with freeboard* | Ant Gls | | OG 3,38 | 1934 8mo *Lloyd's* | Soc. Anon. Jhn. Cockerill Hoboken | Belgian Government | 357·0 \| 49·1 \| 21·4 46·1 B220′ 49·1 FK *Cell DB*82′ | Ostend Belgian 10*BHAsp* | Oil Engines 2S.C.SA 24Cy.22$\frac{1}{16}$″–33$\frac{1}{16}$″ 2189NHP | 24 ″ 9 s 12 ″ 7$\frac{1}{2}$ 12 ″ 5 | |
| OSDC | *ss* Ost. No. 1–39 | | 1904 | 6,41 ~~7,30~~ | ✠LMC2.40 | | | *SA&CP* | | | | 305*t* | Soc An. J. Cockerill, Seraing | | |
| | 2*Dks*, 3*rd dk except in Mchy. space* *Cruiser Stern* | | | *For Service between Ostend & Dover* | | | | | | | | | | | |
| 81756 | **Prince Charles** (P) Twin Sc *ss* Ost. No. 2–38 | | 2950 2471 | ✠100A1 *with freeboard* | Ant | | P6,38 S6,39 | 1930 10mo *Lloyd's* | Soc. Anon. Jhn. Cockerill Hoboken | Belgian Government | 347·0 \| 46·2 \| 22·8 FK | Ostend Belgian 10*BHpt Cem* *pt Asp* | 6 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 2779NHP 370lb FD 6WTB (Spt 370lb) HS21300 | 24 ″ 9 s 13 ″ 0$\frac{1}{2}$ 12 ″ 0$\frac{1}{2}$ | |
| OOSB | 2*Dks*(*Stl–Weather dk* teak *s*) 3*rd Dk except in E&B space* *Cruiser Stern* | | 1331 | 1,40 BS7.39 ✠LMC6.38 *For Service between Ostend & Fitted for oil fuel* 10,30 *F.P. above* 150° F. | | | | *SA&CP* | | | *Cell DB* 14′35*t DT* f12′56*t* | | Soc. An. J. Cockerill, Seraing | | |
| 81757 | — (P) | | 1344 | ✠ | Gls | *n* | | 1907 8mo | Ailsa S.B. Co. Ld. Ayr | Union Steamships, Ld. | 241·7 \| 33·1 \| 11·1 BK7$\frac{1}{2}$″ | Prince Rupert, BC British | T.3Cy.21$\frac{1}{2}$″,35″&58″–36″ 257NHP | 12 ″ 0 | C † |
| 124202 | (*ex* St. Margaret, *ex* Chieftain) | | 450 | 5,12 | | | | | | | | *5BH Cem* | 2SB.*6cf*,GS135,HS4442 | | |
| VGPF | Wireless, 1*Dk*(*Stl*)&*Shelter dk* | | 767 | ✠ | | | | | | | *Cell DB* u *E*34′*f* 80′ | 143*t APT*12*t* | Clyde S.B. Co. Ld. P.Gl. | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | |
| *Now "Camosun," see No. 87515 in Supplement* | | | | | | | | | | | | | | | |
| 81758 | **Prince David** (P) Twin Sc *Fitted for oil fuel* | | 6892 3990 | | | | | 1930 | Cammell Laird & Co. Ld. Birkenhead | ~~Prince David, Ld.~~ | 366·4 \| 57·1 \| 27·4 | Vancouver British *WB* | 6 Steam Turbines SR geared to 2 Sc. Shafts Cammell Laird & Co. Ld. Bkn | | C |
| 156892 | | | | | | | | | | | | | | | |
| VGFW | D.F. E.S.D. GyC. 3*Dks* | | 3072 | | | | | | | | | | | | |
| | *Ref. Mchy.* *Cruiser Stern* | | | | | | | | | | | | | | |
| 81759 | **Prince de Liége** | | *2588* | | | | | 1938 | Soc. Anon. Jhn. Cockerill Hoboken | Cie. "Dens-Océan" Soc. Anon. | 307·4 \| 45·2 \| 16·8 F13′ | Antwerp Belgian *WB* | Oil Engines 2S.C.SA 6Cy.19$\frac{1}{2}$″–35$\frac{7}{16}$″ 405NHP Soc An. J. Cockerill, Seraing | | V |
| | 2*Dks* *Oil Eng.* | | *2082* | | | | | | | | | | | | |
| OPML | E.S.D. 1*Dk*&*Shelter dk* *Cruiser Stern* | | *1332* | | | | | | | | | | | | |
| 81760 | **Prince Edward** (P) Pad | | 304 | | | | | 1911 | A&J. Inglis Ld. Glasgow | London, Midland & Scottish Railway | 175·0 \| 22·1 \| 6·0 | Glasgow British | C.D.2Cy.26″&48″–48″ 133NHP A &J. Inglis, Ld. Gls. | | BT till 12.40 11.41 |
| 133036 | | | | | | | | | | | | | | | |
| | 1*Dk* | | 168 | | | | | | | | | | | | |
| 81761 | **Prince Edward Island** (P) | | 2795 | ✠ | Nwc | *v* | | 1915 4mo | Armstrong Whitworth & Co. Ld. Newcastle | Canadian Government (Dept. of Transport) | 285·3 \| 52·2 \| 21·3 FK | Charlotte-town P.E.I. British | T.6Cy(a)23$\frac{1}{2}$′,37$\frac{1}{2}$″&60″–39″ T.3Cy.(f)21″,33$\frac{1}{2}$″&54″–36″ 1014NHP | 24 ″ 0 | |
| 134206 | (*Train Ferry*) Trp Sc Sr (2 *Screws aft &* 1 *for'd.*) | | 2071 1110 | 6,15 | | | | | | | | *8BH Cem* | 6SB,*18cf*,GS383,HS16230 | | |
| VGNR | 2*Dks*(*Stl*)&*Web frames* *Promenade dk*(*Stl–ws*) | | | | | | | | | | *Cell DB* a 42′ u *E*&*f* *B*164′*f*24′463*t FPT* | 148*t APT*78*t* | Wallsnd Slpwy Co. Ld. Nwc | | |
| 81762 | **Prince George** (P) Twin Sc | | 3372 | ✠ A1 | Ver | | CL | 1910 5mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Prince George, Ld. | 306·7 \| 42·2 \| 24·0 | Prince Rupert, BC British | T.8Cy.(2)23$\frac{5}{8}$″,(2)37″& (*s*) (4)41″–38″ 180lb FD 768NHP | 26 ″ 0 s 10 ″ 8$\frac{1}{2}$ | |
| 129748 | *ss* Vcr. 2nd No. 3–3,34 | | 2148 | 6,41 ~~2.40~~ | | | ~~12.37~~ | | | | | | | | |
| VGJP | *ss* Vcr. No. 1–38 | | 1625 | BS~~2.40~~3,41 | ✠LMC2.37 | | 2,41 | | | | Bon Shltr dk 170′ FK | 7*BH Asp* | 2D&2SB *18cf* GS360 HS13330 | 15 ″ 7$\frac{1}{2}$ | |
| | *Ref. Mchy.* 2*Dks*&*Shelter dk* *Cruiser Stern* | | | *Channel & Sound Service Tacoma & Skaguay* | | | | | | | | | Wllsnd Slpwy. Co. Ld. Nwc. | | |
| | | | | *Fitted for oil fuel* 3,12 | | | *F.P.* | *Lloyd's SA&CP* above | | | *Cell DB* u *E*&*B* 122 *f* 50′277*t* | *DTa* 26.94*t D* | *T f* 38′179*t FPT* 27*t APT* 26*t* | | |
| | | | | | | | | 150° F. | | | | | | | |
| 81763 | **Prince John** (P) (*ex* Amethyst) 3Mst | | 905 | ✠100A1 | Ver | *j* | CL | 1910 3mo | Scott & Sons Bowling A&CP | ~~Prince John, Ld.~~ ~~(Canadian National Steamships, *Mgrs.*)~~ Union Steamships, Ld. | 185·3 \| 29·6 \| 10·9 Q103′ *pt Awng dk* 82′ BK7$\frac{1}{2}$″ | Prince Rupert, BC British *3BH Cem* | T.3Cy.17″,28″&45″–33″ (*s*) 160lb 147NHP 2SB,*4cf*,GS70,HS2660 | 13 ″ 3 s 4 ″ 4 13 ″ 9 | |
| 129479 | | | 466 | *pt Awng dk* | | | 9,37 | | | | | | | | |
| VGPJ | | | 540 | *with freeboard* 2,40 | ✠LMC7.38 | | | | | | | | | | |
| | *Well deck* 1*Dk*(*pt Stl*) | | | ✠NB12.28 | BS6,39 | | | | | | *Cell DB* | | Muir & Houston, Ld. Gls. | | |
| | *Mchy. Aft* Wireless | | | *Fitted for oil fuel* 3,14 | | | *F. P.* | *above* | 150° F. | | | | | | |
| *Now "Cassiar," see No. 87514 in Supplement* | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / *Late Name if any.* | 3 Material, Rig, &c. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Nhorse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of Class. & Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81764 ONVB | **Prince Leopold** (P) | Twin Sc ss A nt. No. 2–28 2 Dks (Stl–U teak s) 3rd Dk except in E & B space Cruiser Stern | 2950 2471 1331 | ✠ 100A1 *with freeboard* 12,39 B89,39 *For service between Oste Fitted for oil fuel* | Ant LMC11,37 nd & Dover 7, 30 | | 12,38 F.P. a | 1930 7mo | Soc. Anon. Jhn. Cockerill Hoboken *Lloyd's SA & CP* | Belgian Government | 347·0 / 359·6 (O.L.) | 46·2 | 22·8 FK *Cell D B 14' 35t* | Ostend Belgian *10 B Hpt Cem pt Asp DT f 12' 56t* | 6 Steam Turbines SR geared to 2 Sc. Shafts (s) 2779 NHP 370 lb FD 6 WTB (Spt 370 lb) HS 21300 Soc. An. J Cockerill, Seraing | 24 ″ 9 s 13 ″ 0½ 12 ″ 0½ | |
| 81765 D.F. | **Prince Philippe** (P) | Twin Sc Oil Eng. 2 Dks. 3rd dk except in Mchy. space Cruiser Stern | 2938 2291 1884 | ✠ 100A1 *with freeboard* 9,11 ~~5,10~~ ~~Class Contemplated~~ *For Service be* | Ant Off ✠ LMC 5,40 *tween Ostend &* | OG | | 1940 5mo | Soc. Anon. Jhn. Cockerill Hoboken *Lloyd's SA & CP* | Belgian Government | 357·0 / 46·1 / *49.1* / 370·7 (O.L.) | 49·1 | 21·4 FK *Cell D B 72' 254t* | Ostend Belgian *10 B H Asp* | Oil Engines 2 S.C.SA 24 Cy. 22½–33 1/16″ 2180 NHP Soc An. J. Cockerill, Seraing | 24 ″ 9 | |
| 81766 156906 VGJC | **Prince Robert** (P) D.F. E.S.D. GyC. *Ref. Mchy.* | Twin Sc *Fitted for oil fuel* 3 Dks Cruiser Stern | 6892 3990 3072 | | | | | 1930 | Cammell Laird & Co. Ltd. Birkenhead | ~~Prince Robert, Ltd.~~ *WB* | 366·4 | 57·1 | 27·4 | Vancouver British | 6 Steam Turbines SR geared to 2 Sc. Shafts Cammell Laird & Co. Ltd. Bkn | | C |
| 81767 129748 VGWP | **Prince Rupert** (P) *Ref. Mchy.* | Twin Sc ss V cr. 2nd No. 3–5, 31 ss V cr. No. 2–39 2 Dks & Shelter dk Cruiser Stern | 3379 2151 1626 | ✠ A1 4,40 ~~2,30~~ ~~BS2,34~~ *For Channel & Tacoma & Ska Fitted for oil* | Vcr BS4,40 ✠ LMC 2,38 *Sound gway fuel* | CL 5, 12 | P 4,40 S N 4,40 *Service, F. P.* | 1910 3mo *Lloyd's SA & CP above* | Swan, Hunter & Wigham Richardson, Ld. Newcastle 150° F. | Prince Rupert, Ltd. *Cell D Bu E & B 122' f 50' 277t DT* | 306·7 / *Bon Shltr dk* 170′ | 42·2 | 23·9 FK *7 B H Asp* | Prince Rupert, BC British *a* 26′ *94t FP* | T. 8 Cy. 23½″, 37″ & (2) 41″–33″ 180 lb (s) 768 NHP 2 D & 2 S B, *18 cf*, GS 360, HS 13330 FD Wllsnd. Slpwy. Co. Ltd. Nwc. *T 27t A PT 26t* | 26 ″ 0 s 10 ″ 8½ 15 ″ 7½ | |
| 81768 148839 GCZT | **Prince Rupert City** D.F. | *Fitted for oil fuel* 1 Dk & Shelter dk | 4749 4432 2876 | | | | | 1929 | W. Gray & Co. Ltd. Sunderland | Reardon Smith Line, Ld. (Sir W. R. Smith & Sons, Ld. *Mgrs.*) | 400·5 / F41′ | 54·3 | 25·6 *WB* | Bideford British | T. 3 Cy. 25″, 42″ & 70″–48″ 339 NHP Cen. Mar. E Wrks. Ld W Hpl | | C |
| 81769 155164 | **Prince William** (*ex* A ktion, *ex* M10) | Twin Sc *Fitted for oil fuel* 1 Dk | 409 285 180 | | | | | 1915 | A. G. Neptun Rostock | Armour Salvage & Towing Co. Ld. (W. P. Armour, *Mgr.*) | 177·0 | 24·0 | 10·0 *WB* | Vancouver, B.C. British | T. 6 Cy. 13⅜″, 21″ & 33″–18 15/16″ 93 RHP A. G. "Neptun," Rostock | | C |
| 81770 | **Prince of Wales** | Twin Sc *Fitted for oil fuel* 1 Dk | 400 — — | | | | | 1922 | Philip & Son, Ld. Dartmouth | Government of Gambia | 150·0 | 28·5 | 10·0 | Bathurst British | T. 6 Cy. 9″, 14½″ & 24″–16″ 46 NHP Philip & Son, Ld. Dartmouth | | |
| 81771 40585 GPDW | **Princesa** *Ref. Mchy.* D.F. | Twin Sc 3 Dks & Shelter dk Cruiser Stern | 8731 7484 5453 | | | | | 1918 | A. Stephen & Sons, Ld. Glasgow | Furness-Houlder Argentine Lines, Ld. | 430·2 / B255′ F35′ | 61·2 | 36·0 *WB* | Liverpool British | T. 6 Cy. 25″, 41½″ & 70″–48″ 679 NHP J. Brown & Co. Ld. Clydebnk | | C |
| 81772 KZBP | — Wireless | *Oil Eng.* 1 Dk (*Teak*) | 409 — 273 | ✠ — 7,35 | HK g | *g* | | 1930 4mo | Hong K'ng & Whampoa Dock Co. Ld. Hong Hong | Insular Navigation Co. | 154·0 / F20′ | 28·0 | 11·5 FK *FP T 21t* | Cebu, P.I. Utd. States | Oil Engines 4 S.C.SA 6 Cy 14 5/16″–22½ 3/8″ 123 NHP *4 B H Cem APT 24t* Motorenfabr. "Deutz" A.G. Köln-Deutz | 11 ″ 6 | |
| 81773 126948 VGPN | **Princess Adelaide** (P) | *Fitted for oil fuel* 1 Dk (Stl) & pt 2nd dk (Stl) & pt Awng dk (Stl) & Promenade dk (pt Stl) | 3061 1186 1783 | ✠ 9,10 | Gls | | | 1910 9mo | Fairfield Co. Ld. Glasgow | Canadian Pacific Railway Co. *Cell D B U E & B 98′ f* | 290·5 / 60′ 254t *DT Tanks f* | 46·1 | 15·0 FK 18′ *55t FP T 22t* | Vict'ria BC British | T. 4 Cy. 27″, 42″ & (2) 48½″–39″ 616 NHP 4 SB, *12 cf*, GS 331, HS 10900 Fairfield Co. Ld. Glasgow | 17 ″ 0 | |
| 81774 130609 VGPQ | **Princess Alice** (P) | *Fitted for oil fuel* 1 Dk (pt Stl) & pt Awng dk (Stl–ws) & Promenade dk | 3099 1146 1904 | ✠ 9,11 | Nwc | | | 1911 9mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | Canadian Pacific Railway Co. *Cell D B u E & B 100′ f 54′ 246t* | 290·6 / *DT a* 34′ 163t | 46·1 | 14·3 FK *8 B H Cem* | Vict'ria BC British | T. 4 Cy. 27″, 42″ & (2) 48½″–39″ 610 NHP 4 SB, *12 cf*, GS 332, HS 10780 Wllsnd. Slpwy. Co. Ltd. Nwc. *DT anks f* 18′ 56t *APT 79t* | 17 ″ 0 | |
| 81775 170227 | **Princess Arlene** | Wood *Oil Eng.* 1 Dk | 318 257 212 | | | | | 1937 | Smith & Rhuland Lunenbrg NS | W. L. Sweeney | 129·1 | 27·6 | 12·6 | Yarmouth N.S. British | Oil Engines 2 S.C.SA. 6 Cy. 10½″–12½″ 116 NHP *NE 40* Fairbanks Morse & Co. Beloit, Wis. | , | |
| 81776 126236 VGWS | **Princess Charlotte** (P) | Twin Sc *Fitted for oil fuel* 2 Dks (M pt Stl & L Stl) Shelter dk (Stl) & Promenade dk (Stl–pt ws) | 3925 2457 2080 | ✠ 10,08 | Gls | *v* | | 1908 10mo | Fairfield Co. Ld. Glasgow | Canadian Pacific Railway Co. *WB = Cell D B a 26′ u E & B 124′ f* | 330·0 / 74′ 335t *DT f* | 46·7 | 23·7 FK 20′ 82t *APT 74t* | Vict'ria BC British | T. 8 Cy. (2) 24″, (2) 38″ & (4) 43″–33″ 795 NHP 6 SB, *18 cf*, GS 362, HS 13476 Fairfield Co. Ld. Glasgow | 26 ″ 0 | |
| 81777 154739 VGNF | **Princess Elaine** (P) | Trp Sc *Fitted for oil fuel* 2 Dks & Promenade dk Cruiser Stern | 2027 1140 725 | ✠ ... 11,29 | | | | 1928 3mo | J. Brown & Co. Ld. Glasgow | Canadian Pacific Railway Co. | 291·4 / B280′ | 48·1 | 13·4 FK *WB* | Vict'ria BC British | 3 Steam Turbines SR geared to 3 Sc. Shafts 934 NHP J. Brown & Co. Ld. Gls. | 16 ″ 0 | |
| 81778 156463 VGFD | **Princess Elizabeth** (P) D.F. | Twin Sc *Fitted for oil fuel* 2 Dks 3rd dk in holds Cruiser Stern | 5251 3163 3023 | ✠ ... 4,33 | | | | 1930 3mo | Fairfield Co. Ld. Glasgow | Canadian Pacific Railway Co. | 353·3 / B & F 307′ *Uppr Bdge* 208′ | 52·1 | 25·2 FK *WB* | Vict'ria BC British | Q. 8 Cy. 16″, 23″, 33″ & 48″–33″ 622 NHP Fairfield Co. Ld. Glasgow | 27 ″ 9 | |
| 81779 149297 MNWJ | — (P) | Pad 1 Dk | 388 274 151 | | | | | 1927 | Day, Summers & Co. Ld. Southampton | Southamptn. I. of W & S. of Eng. Royal Mail Stm Pkt Co. Ld. | 195·0 / *Prom. dk* 122′ | 24·2 | 8·0 | S'thamptn British | C. 2 Cy. 23″ & 48″–51″ 94 RHP Day, Summers & Co. Ld. Sou | | |
| 81780 156707 VGKL | **Princess Helene** (P) D.F. | Twin Sc ss St. J. No. 2–38 2 Dks (Stl–U ws) 3rd dk (Stl) in Nos. 1, 2, 3 & 4 holds Cruiser Stern | 4055 2657 2022 | ✠ 100A1 *with freeboard* 5,40 ~~5,00~~ ~~Class Contemplated~~ *Fitted for oil* BS5,40 | StJ ✠ LMC 4,38 *fuel* | *w* | CL ~~4,38~~ 5,40 *F. P. a* | 1930 8mo *Lloyd's SA & CP above* | W. Denny & Bros. Ld. Dumbarton 150° F. | Canadian Pacific Railway Co. *'Tween deck bulkheads Collision bulkhe Cell D B 126′ 176t* | 320·1 / 330·0 (O.L.) / B & F 256′ / *dispensed with ad & after peak bulk DT f* 51′ 120t *DT a* | 50·6 | 24·3 FK 6 *t DT a* 298t *FP T 31t* | S. John, NB British *Asp B H to 2nd dk head to U dk* | 6 Steam Turbines SR geared to 2 Sc. Shafts (s) 2 WT B 2650 lb DB *200 lb* HS 7400 1123 NHP FD W. Denny & Bros. Ld. Dmb. | 27 ″ 0 s 11 ″ 2½ 16 ″ 2 | |
| 81781 156465 VGCL | **Princess Joan** (P) D.F. | Twin Sc *Fitted for oil fuel* 2 Dks 3rd dk in holds Cruiser Stern | 5251 3163 3023 | ✠ ... 4,33 | | | | 1930 4mo | Fairfield Co. Ld. Glasgow | Canadian Pacific Railway Co. | 353·3 / *Upr* B 208′ B & F 307′ | 52·1 | 25·2 FK *WB* | Vict'ria BC British | Q. 8 Cy. 16″, 23″, 33″ & 48″–33″ 622 NHP Fairfield Co. Ld. Glasgow | 27 ″ 9 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Vernis assigné suivant Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où sont si ce n'est dans le L. Durée Cert. R of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81782 150908 VGPK | **Princess Kathleen** (P) TwinSc *Fitted for oil fuel* *ss* Vcr. No. 3–8,31 GyC. 3 *Dks* *Promenade dk* | | 5875 3559 2719 | ✠ ... 4,33 ✠ | | | | 1925 1mo | J.Brown& Co.Ld. Clydebank | CanadianPacific RailwayCo. | 350·1 | 60·1 | 25·8 FK | Vict'riaBC British *WB* | 4SteamTurbinesSRgeared to 2 Sc. Shafts 2462NHP J.Brown&Co.Ld.Clydebnk | 28 ″ 9 | |
| 81783 150555 VGNM | **Princess Louise** (P) *Fitted for oil fuel* 4 *Dks* | | 4032 3266 2449 | | | | | 1921 | WallaceSB &D.D.Co.Ld. Vncouvr,B.C | CanadianPacific RailwayCo. | 317·2 | 48·1 | 34·6 | Vict'riaBC British *WB* | T.4Cy.28″,43″&(2)50″–39″ 310NHP WallaceS.B.&D.D.Co.Ld. | 27 ″ 6 | |
| 81784 133769 VGPM | **Princess Maquinna** (P) *Fitted for oil fuel* 1 *Dk&Awng dk* | | 1777 1308 979 | ✠ ... 12,17 ✠ | | | | 1913 6mo | British Columbia Mar.R.Co.Ld. Victoria,B.C. | CanadianPacific RailwayCo. | 232·6 Bon *Awng dk* 142′ | 38·0 | 14·5 FK | Vict'riaBC British *WB* | T.3Cy.20″,33″&54″–36″ 238NHP Bow,McLachln& CoLdPsy | 25 ″ 0 | |
| 81785 134672 GMQF | **Princess Margaret** (P) TwinSc D.F. 2 *Dks* (*Weather dk pt Stl–ws*) E.S.D. *Cruiser Stern* | | 2552 1555 1007 | ✠ 3,31 ✠ | Dmb | | | 1931 3mo | W.Denny &Bros.Ld. Dumbarton | LondonMidland& ScottishRly. *DTs* f 16′ 151*t* *Wing tanks* | 314·2 P85′B148′F56′ 16′86*t* a 12′ 46*t* | 47·1 FK&BK 1½′ | 15·9 *FPT* 42*t* | Stranraer British 11 *BHAsp* 2 *to* 2*nd dk* *PT* 58*t* | 4SteamTurbinesSR geared to 2 Sc. Shafts 1375NHP 4WTBlrsGS454,HS15408 W.Denny&Bros.Ld.Dmb. | 17 ″ 0 | BT till 10,10 10,11 |
| 81786 150910 VGWQ | **Princess Marguerite** (P) *Fitted for oil fuel* TwinSc D.F. *ss* Vcr. No. 3–8,31 GyC. 3 *Dks* *Promenade dk* | | 5875 3559 2719 | ✠ ... 4,33 ✠ | | | | 1925 3mo | J.Brown& Co.Ld. Clydebank | CanadianPacific RailwayCo. | 350·1 | 60·1 | 25·8 FK | Vict'riaBC British *WB* | 4SteamTurbinesSR geared to 2 Sc. Shafts 2462NHP J.Brown&Co.Ld.Clydebnk | 28 ″ 9 | |
| 81787 126950 VGPS | **Princess Mary** (P) TwinSc 1 *Dk* (*Stl*) *&pt* 2*nd dk* (*Stl*) *&pt Awng dk* (*Stl–ws*) *&pt Prom dk* (*Stl–ws*) *Fitted for oil fuel* | | 2155 1336 1346 | ✠ 11,12 ✠ | Vcr | *p* | Rebuilt 1914 | 1910 11mo | Bow,McLachlan& Co.Ld. Paisley Yarrow'sLd. Esquimault, B.C. | CanadianPacific RailwayCo. *Cell DB* a 27′ | 248·4 len 14 | 40·1 FK | 14·0 *uE&B* 65′ *f* 46′ 218*t* | Vict'riaBC British 6 *BHCem* *DTf* 14′52*t* | T.6Cy.16″,27″&44″–30″ 388NHP 2SB,6*cf*,GS181,HS6502 FD Bow,McLachln&CoLd.Psy | 16 ″ 0 | |
| 81788 134673 GWRT | **Princess Maud** (P) TwinSc D.F. E.S.D. 1 *Dk* 2*nd dk* Sub.Sig. *clear of machinery space* *Cruiser Stern* | | 2883 1658 1172 | ✠ ... 4,35 ✠ | Dmb | | | 1934 2mo | W.Denny &Bros.Ld. Dumbarton | LondonMidland& ScottishRly. *DTf* 14′73*t* *MTs* *Wing tanks* | 319·2 *51·3* P83′B152′F57′ 16′152*t* | 49·1 FK | 15·9 *FPT* 45*t* *APT* 54*t* | 4SteamTurbinesSR geared to 2 Sc. Shafts 1375NHP 9 *BHAsp* 4WTB GS148,HS15400 W.Denny&Bros.Ld.Dmb. | 16 ″ 11 | BT till 6,11 5,12 |
| 81789 154848 VGZY | **Princess Norah** (P) D.F. *Fitted for oil fuel* *Ref.Mchy.* 2 *Dks* 3*rd dk in holds* | | 2731 1845 1519 | ✠ ... 4,33 ✠ | | | | 1928 11mo | Fairfield Co.Ld. Glasgow | CanadianPacific RailwayCo. | 250·1 B155′ | 48·1 FK | 23·0 | Vict'riaBC British *WB* | T.4Cy.24″,38″&(2)45″–36″ 437NHP FairfieldCo.Ld.Glasgow | 25 ″ 6 | |
| 81790 115953 VGDS | **Princess Victoria** (P) TwinSc 1 *Dk&Promenade dk* *Fitted for oil fuel* | | 3167 2096 1538 | | | | | 1903 | C.S.Swan& Hunter,Ld. Newcastle | CanadianPacific RailwayCo. | 300·0 | 57·6 | 15·4 | Vict'riaBC British *WB* | T.8Cy(2)26″(2)40″&(4)43½″ –33″ 434NHP Hwthrn,Leslie&C.Ld.Nwc | | |
| 81791 KZPN | **Princess of Negros** TwinSc *Oil Eng.* 1 *Dk* (*Teak*) *&Web frames* *Cruiser Stern* | *j* | 522 — 201 | ✠ ... 11,35 ✠ | HKg | | | 1933 4mo | HongK'ng &Whampoa DockCo.Ld. HongKong | NegrosNav.Co.Inc. *DTa* 17′11*t* | 183·8 F24′ *DTf* 9′ 16*t* | 31·2 *33·0* | 10·9 FK 5 *BHCem* *FPT* 17*t* | Iloilo,P.I. Utd. States | Oil Engines 2S.C.SA 12Cy.13⅜″–22 1/16″ 374NHP Atlas-DieselA/B,Skm. | 13 ″ 0 | |
| 81792 OTIA | **Princesse Marie José** (P) TwinSc *Fitted for oil fuel* 3 *Dks* *Cruiser Stern* | | 1821 1254 837 | | | | | 1922 | Soc.Anon. Jhn.Cockerill Hoboken | BelgianGovern-ment | 348·0 B218′ | 40·0 | 23·3 | Ostend Belgian | 4 Steam Turbines SR geared to 2 Sc. Shafts SocAn.J.Cockerill,Seraing | | |
| 81793 150876 | **Princeton** *Mchy.Aft* GyC. 1 *Dk* 2*tr B* | | 4473 — 3379 | | | | | 1900 | American S.B.Co Lorain | Pittsburgh S.S.Co. | 454·0 | 50·0 | 28·5 *WB* | Duluth, Minn. Utd.States | Q.4Cy.18″,26¾″,41″&63″–42″ 257NHP AmericanSB.Co.Cleveland | | |
| 81794 522 ISGN | **Principessa di Piemonte** (P) *Oil Eng.* TwinSc *Fitted for oil fuel* 3 *Dks* | | 451 279 260 | | | | | 1939 | S.A.Bacini e Scali Napoletani Naples | SocietàPartenopea Anonima diNavi-gazione | 170·8 157·7 P10′B102′F28′ | 25·7 | 12·5 | Naples Italian | Oil Engines 2S.C.SA 12Cy.10¼″–17⅜″ 219NHP SocAn"Fiat"S.G.M.Turin | | I |
| 81795 1170 ICDC | **Principessa Giovanna** (P) *Fitted for oil fuel* TwinSc *Ref.Mchy.* 3 *Dks* D.F. | | 8955 — 5082 | ✠ Lloyd'sRMC10,39 | | | | 1923 | Cant.Nav. FrancoTosi Taranto | "Italia"Soc. Anon.diNav. | 459·6 | 59·3 | 29·2 | Genoa Italian *WB* | 4 Steam Turbines DR geared to 2 Sc. Shafts SocAnonFrancoTosi,Lgno | | CI |
| 81796 17 ISGR | **Principessa Mafalda** (P) 1 *Dk* *Fitted for oil fuel* | | 459 330 270 | | | | | 1903 | C.&T.T. Pattison Naples | Soc.Partenopea Anon.diNav. | 180·6 | 25·4 | 13·2 | Naples Italian | T.3Cy.20½″,26 9/16″&48″–27⅝″ 121NHP C.&T.T.Pattison,Naples | | I |
| 81797 1196 ICDE | **Principessa Maria** (P) TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3 *Dks* D.F. | | 8918 — 5123 | ✠ Lloyd'sRMC12,39 Nos. 1 & 2 'tween dks. not included | | | | 1923 | Cant.Nav. FrancoTosi Taranto | "Italia"Soc. Anon.diNav. | 460·6 | 59·3 | 29·2 | Genoa Italian *WB* | 4 Steam Turbines DR geared to 2 Sc. Shafts Soc.Anon.FrancoTosi, Legnano | | CI |
| 81798 116578 | **Prindoc** (*ex*Lupus,*ex*Gilchrist) Sub.Sig. *Mchy.Aft* 1 *Dk* 2*tr B* | | 3813 3640 2837 | | | | | 1901 | WestBay CityS.B.Co. W.BayCity | PatersonSteam-ships,Ld. | 364·8 | 50·2 | 23·8 *WB* | Ft.William Ont. British | T.3Cy.22″,35″&58″–42″ 218NHP DetroitS.B.Co.Detroit | | R |
| 81799 OPBA | **Prins Albert** (P) TwinSc *Oil Eng.* D.F. E.S.D. 2 *Dks*, 3*rd dk except in* *Cruiser Stern* *mchy.space* | | 2938 2291 1884 | ✠ 100A1 Ant *with freeboard* 1,39 ✠ LMC10,37 *For Service bet ween Ostend & Dover* | | | OG | 1937 10mo | Soc.Anon. Jhn.Cockerill Hoboken | BelgianGovern-ment *Lloyd's A4 CP* | 357·0 46·1 *49·1* 370·7 (O.L.) | 49·1 FK *Cell DB* | 21·4 72′254*t* | Ostend Belgian 10 *BHAsp* | Oil Engines 2S.C.SA 24Cy.22½″–33 1/16″ 2189NHP SocAn.J.Cockerill,Seraing | 24 ″ 9 s 12 ″ 7½ 12 ″ 5 | |
| 81800 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Index of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81801 | **Prins Bernhard** | *Oil Eng* | 567 | ✠100A1 | Ams | *h* | OG | 1938 | N.V.Haar- | N.V.Gemengd | 165·4 | 26·5 | 10·6 | Paramaribo | Oil Engines 2S C.SA | 12 ″ 6 | |
| | | | 381 | 10,38 | | | | 10mo | lemsche | bedryf.Vaar- | | *26·8* | | Dutch | 6Cy.11$\frac{1}{8}$″–15$\frac{3}{4}$″ 147NHP | s ″ 11$\frac{3}{4}$ | |
| PGVH | *Mchy.Aft* | *Cruiser Stern* 1*Dk* | 322 | ✠LMC10,38 | | | | | Schpsb Maats | tuigendienst | 179·6(O.L.) | | FK | Dutch | | 11 ″ 7$\frac{3}{4}$ | |
| | *Cargo battens not fitted in No.1 hold* | | | | | | | | Haarlem | Suriname | P69′F26′ | | | 4*BHptCem* | NV.KromhoutMtrnfbAms | | |
| | *Butts of keel & part bilge plating electrically welded* | | | | | | | *Lloyd's* | *SA&CP* | | | *CellDB113t* | | 124*tFPT23t* | *APT22t* | | |
| 81802 | — | *Oil Eng.* | 388 | | | | | 1937 | NVSchpsw | Jac.Kunst& | 139·6 | 26·1 | 8·5 | Groningen | Oil Engines 2S.C.SA | | V |
| | | | 254 | | | | | | Gebr.van | K.Schuitema | Q57′B11′F24′ | | | Dutch | 6Cy.10$\frac{1}{4}$″–14$\frac{9}{16}$″ 110NHP | | |
| PGVJ | *Mchy.Aft* | 1*Dk* | 203 | | | | | | der Werf | | | | | *W* | N.V.Mchfb.Bolnes,Bolnes | | |
| | | *Cruiser Stern* | | | | | | | Deest | | | | | | | | |
| 81803 | **Prins Christian** Ⓟ | **TwinSc** (*Ferry*) | 1901 | | | | | 1903 | Helsingörs | DeDanske | 293·6 | 44·9 | 21·1 | Copnhagn | T.6Cy.19″,31½″&52″–28″ | | V |
| | | | 1661 | | | | | | Jernsk.&Msk | Statsbaner | | | | Danish | 286NHP | | |
| OXPS | Sub.Sig. D.F. | 1*Dk2trB* | 745 | | | | | | Elsinore | | | | | *WB* | HelsingörsJernsk.& Mskb. | | |
| 81804 | **Prins Frederik Hendrik** (*ex*Taborfjell–37) | | 1288 | | | | | 1936 | Fredrkstad | Maats.Zeetrans- | 250·4 | 42·2 | 14·0 | Rottrdam | C.4Cy.(2)13$\frac{3}{4}$″&(2)32$\frac{5}{16}$″– | | N |
| | | | 1026 | | | | | | Mek.Verks. | portN.V.(Anthony | P59*t*H126*t*F14*t* | | | Dutch | 30½″ 96NHP | | |
| PGVW | Wireless D.F. | 1*Dk&Shelter dk* | 689 | | | | | | Fredrikstad | VederN.V.*Mgrs.*) | | | | *WB* | FredrikstadM.V.Frdstad | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81805 | **Prins Knud** | | 1340 | ✠100A1 | Cpn | *o* | OG | 1922 | Kallund- | Ministry of Ship- | 233·9 | 37·2 | 15·8 | London | T.3Cy.16$\frac{5}{16}$″,26$\frac{3}{8}$″&42$\frac{1}{4}$″–29½ | 18 ″ 0 | |
| 167467 | | *ss*Cpn.No.3–1,35 | 1126 | 7~~10·3,39~~ 6,41 | N~~ew~~ | Shl | 5,38 | 2mo | borgSkibsv. | ing(France,Fen- | 244·0(O.L.) | | | British | 185lb (*s*) 128NHP | s 1 ″ 11 | |
| MPJJ | | *ss*Cpn.No.1–39 | 784 | ✠LMC3,39 | | | 6,40 | | Kallundborg | wick,Tyne&Wear | P13′B50′F29′ | | FK | *4BHCem* | 2SB(~~Spt~~),*4cf*,GS68,HS2240 | 16 ″ 2 | |
| | Wireless D.F. | 1*Dk*(*Stl*) | | BS7,40 | | | | | | Co.Ld.*Mgrs.*) | | | | | Steen&Kaufmann, | | |
| | *Cargo battens not fitted* | | | | | | | *Lloyd's* | *Completed by SA&CP* | KjöbenhavensFly dedok&Skibsverft *CellD* | *B195′ 409t FPT63t* | | | *APT28t* | Elsmhorn | | |
| 81806 | **Prins Maurits** (*ex*Harpefjell–37) | | 1287 | | | | | 1936 | Fredrkstad | Maats.Zeetrans- | 250·4 | 42·2 | 14·0 | Rottrdam | C.4Cy.(2)13$\frac{3}{4}$″&(2)32$\frac{5}{16}$″ | | N |
| | Wireless D.F. | | 1026 | | | | | | Mek.Verks. | portN.V.(Anthony | | | | Dutch | 30½″ 96NHP | | |
| PGVY | *Cruiser Stern* | 1*Dk&Shelter dk* | 688 | | | | | | Fredrikstad | VederN.V.*Mgrs.*) | | | | *WB* | FredrikstadM.V.Frdstad. | | |
| 81807 | **Prins Olav** Ⓟ | | 2147 | | | | | 1907 | A.&J. | DetNordenfjeldske | 275·3 | 40·1 | 21·2 | Trondheim | C.4Cy.(2)17$\frac{3}{4}$″&(2)42½″– | | N |
| | (*ex Yacht* Alexandra) | *Cruiser Stern* | 1467 | | | | | | Inglis,Ld. | Dampskibsselskap | F&B190′ | | | Norwegian | 38$\frac{1}{8}$″ NE&B37 187NHP | | |
| LCVM | D.F. E.S.D. | 2*Dks&Shelter dk* | 1247 | | | | | | Glasgow | | | | | *WB* | FredrikstadM.V.A/S | | |
| | *Ref.Mchy.* | *&Promenade dk* | | | | | | | | | | | | | Fredrikstad | | |
| 81808 | **Prins Willem II** | | 1304 | | | | | 1939 | Fredrkstad | Maats.Zeetrans- | 250·4 | 42·2 | 14·0 | Rottrdam | C4Cy(2)13″&(2)30$\frac{1}{16}$″–28$\frac{3}{4}$″ | | N |
| | | 1*Dk&Shelterdk* | 1042 | | | | | | MekVrksA/S | portN.V.(Anthony | | | | Dutch | 82NHP | | |
| PGWC | Wireless | | 728 | | | | | | Fredrikstad | VederN.V.*Mgrs.*) | | | | *WB* | FredrikstadM.V.A/S | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | Fredrikstad | | |
| 81809 | **Prins Willem III** | | 1524 | | | | | 1939 | NVSchpsw | Maats.Zeetrans- | 250·3 | 42·0 | 14·7 | Rottrdam | Oil Engines 2SC. | | V |
| | | *Oil Eng.* | 1172 | | | | | | "DeMer- | portN.V.(Anthony | P23′B&F222′ | | | Dutch | 5Cy.21$\frac{1}{4}$″–35$\frac{7}{16}$″ | | |
| PGWD | Wireless | 1*Dk&Shelter dk* | 810 | | | | | | wede"v/h van | VederN.V.*Mgrs.*) | | | | *WB* | Gbr.Stork&CoNVHengelo | | |
| | | *Cruiser Stern* | | | | | | | Vliet&Co. | | | | | | | | |
| | | | | | | | | | Hardinxveld | | | | | | | | |
| 81810 | **Prins Willem Van Oranje** | | 1303 | | | | | 1938 | Fredrkstad | Maats.Zeetrans- | 250·4 | 42·2 | 14·0 | Rottrdam | C.4Cy.(2)13″&(2)30$\frac{5}{16}$″– | | N |
| | | | 1042 | | | | | | MekVrksA/S | portN.V.(Anthony | | | | Dutch | 28$\frac{3}{4}$″ 82NHP | | |
| PGWA | Wireless D.F. | 2*Dks* | 696 | | | | | | Fredrikstad | VederN.V.*Mgrs.*) | | | | *WB* | FredrikstadM.V.A/S | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | Fredrikstad | | |
| 81811 | **Prinses Astrid** Ⓟ | **TwinSc** | 2950 | 100A1 | Ant | | s5,38 | 1930 | Soc.Anon. | BelgianGovern- | 347·0 | 46·2 | 22·8 | Ostend | 6SteamTurbinesSRgeared | 24 ″ 9 | |
| | | *ss*Ant.No.2–38 | 2471 | *withfreeboard* | | | P5,39 | 4mo | Jhn.Cockerill | ment | 359·5(O.L.) | | | Belgian | to 2 Sc. Shafts (*s*) | s13 ″ 0½ | |
| ONUB | | 2*Dks*(*Stl–U* teak s) | 1331 | 9,39 | | | | | Hoboken | | | | FK | 10*BHptCem* | 370lb FD 2779NHP | 12 ″ 0½ | |
| | | 3*rd dk except in E&B spaces* | | BS6,39 | LMC5,38 | | | *Lloyd's* | *SA&CP* | | | | | *pt Asp* | 6WTB(Spt370lb),HS21300 | | |
| | | *Cruiser Stern* | | *For service between Ost and D* | | | | | | | | *CellDB14′35tDTf12′56t* | | | SocAn.J.Cockerill,Seraing | | |
| | | | | *Fitted for oil fuel* 4,30 | | | | | | | *above 150° F.* | | | | | | |
| 81812 | **Prinses Beatrix** Ⓟ | **TwinSc** | 4135 | ✠100A1 | Fls | | OG | 1939 | N.V.Kon- | Stoomv.Maats | 359·6 | 47·2 | 24·8 | Flushing | Oil Engines 2S.C.SA | 28 ″ 0 | |
| | | *Oil Eng.* | 2994 | *withfreeboard* | | | | 6mo | ink.Maats. | Zeeland | 379·9(O.L.) | | | Dutch | 20Cy.22$\frac{1}{16}$″–33$\frac{1}{16}$″ 1824NHP | s 6 ″ 9½ | |
| PGVN | D.F. E.S.D. | 3*Dks* | 2100 | 6,39 | ✠LMC6,39 | | | | "DeSchelde" | | F90′*&Prom dk* | | FK | 9*BHptCem* | DB(WT)*171lb* | 13 ″ 6½ | |
| | Sub.Sig. | *Cruiser Stern* | | | | | | | Flushing | | | | | (*Coll to Udk* | N.V.Konink.Maats. | | |
| | *Butts of shell & deck plating electrically welded* | | | | | | | *Lloyd's* | *SA&CP* | | | | | 8 „2nd„) | "DeSchelde"Flushing | | |
| | | | | *For Channel Service, Flushing & Har* | | | | | *wich,* | *CellDBuE72′196t* | *DTsf246tDTsa119t* | | | *FPT57tA* | *PT75t* | | |
| | | | | *also European Summer Cruising* | | | | | | | | | | | | | |
| 81813 | — | *Oil Eng.* | 360 | | | | | 1938 | N.V.Noord | K.Eeftingh | 141·7 | 23·0 | 9·7 | Gasselter- | Oil Engines 4S.C.SA | | V |
| | | | 245 | | | | | | Nederlndsch. | | P48′F20′ | | | nijveer | 6Cy.11$\frac{1}{4}$″–16$\frac{9}{16}$″ 74NHP | | |
| PGVM | Wireless D.F. | 1*Dk* | 148 | | | | | | Schpswerven | | | | | Dutch | Mtrn.WerkeMannheimAG | | |
| | | *Cruiser Stern* | | | | | | | Groningen | | | | | *WB* | | | |
| 81814 | **Prinses Irene** | | 400 | | | | | 1939 | Bodewes | J.Buining | 143·8 | 26·1 | 9·2 | Groningen | Oil Engines 4S.C.SA | | |
| | | *Oil Eng.* | 264 | | | | | | Schpswerven | | | | | Dutch | 6Cy. | | |
| | *Mchy.Aft* | *Cruiser Stern* 1*Dk* | 211 | | | | | | Martenshoek | | | | | *WB* | WerkspoorN.V.Ams. | | |
| 81815 | **PrinsesJosephineCharlotte** Ⓟ | **TwinSc** | 2950 | ✠100A1 | Ant | | ~~6,37~~ | 1931 | Soc.Anon. | BelgianGovern- | 347·0 | 46·2 | 22·8 | Ostend | 6SteamTurbinesSRgeared | 24 ″ 9 | |
| | | *ss*Ant.No.2–38 | 2471 | *withfreeboard* | Liv | | 6,40 | 1mo | Jhn.Cockerill | ment | 359·5(O.L.) | | | Belgian | to 2 Sc. Shafts (*s*) | s13 ″ 0½ | |
| OOTB | | 2*Dks*(*Stl–weather dk* teak s) | 1331 | 6,40~~,37~~ | | | | | Hoboken | | | | FK | 10*BHptCem* | 370lb FD 2779NHP | 12 ″ 0½ | |
| | | 3*rd dk except in E & B space* | | BS3,39 | ✠LMC3,37 | | | *Lloyd's* | *SA&CP* | | | | | *pt Asp* | 6WTB(Spt370lb),HS21300 | | |
| | | *Cruiser Stern* | | *For Service between Ostend &* | | | | | | | | *CellDB14′35tDTf12′56t* | | | SocAn.J.Cockerill,Seraing | | |
| | | | | *Fitted for oil fuel* 1,31 | | | | | | | *above 150° F.* | | | | | | |
| 81816 | **Prinses Juliana** Ⓟ | **TwinSc** | 2908 | ✠ A– | Rot | | OG | 1920 | Kon.Maats | Stoomv.Maats. | 350·4 | 42·7 | 23·9 | Flushing | T.8Cy.(2)28″,(2)43½″& | 25 ″ 0 | |
| | | *ss*Rot.No.3–7,32 | 2407 | *withfreeboard* | | | s11,37 | 8mo | "deSchelde" | Zeeland | | | | Dutch | (4)49″–33″ (*s*) | s11 ″ 11¾ | |
| PGVP | D.F. Sub.Sig. | *ss*Rot.No.1–36 | 1122 | 12,38 | | | P11,38 | | Flushing | | F60′ | | FK | 11*BHAsp* | 190lb 1130NHP | 13 ″ 4 | |
| | | 3*Dks*(*Stl U–ws*) | | BS4,40 | ✠LMC5,36 | | | | | | *CellDBuE12′* | | | *23tAPT56t* | 4DB,*24cf*GS534,HS19440FD | | |
| | | | | *For Channel Service Flushing & Har* | | | | | | | | | | | Maats.deSchelde,Flushing | | |
| | | | | *European Summer Cruising* | | | | | *wich; also* | | | | | | | | |
| 81817 | — | | 443 | | | | | 1910 | Wilton's | Government of | 165·0 | 25·0 | 9·8 | Paramribo | T.3Cy.10½″,17″&27″–18″ | | |
| | | | 281 | | | | | | E.&SlpwyCo. | Surinam | P34′B68′F20′ | | | Dutch | NB29 31NHP | | |
| PZAA | Wireless | 1*Dk* | 229 | | | | | | Rotterdam | | | | | *WB* | Wilton'sE.&Slpwy.Co.Rot | | |
| 81818 | **Prinses Maria-Pia** | | 2588 | | | | | 1938 | Soc.Anon. | Cie."Dens-Océan | 307·4 | 45·2 | 16·8 | Antwerp | Oil Engines 2S C.SA | | V |
| | E.S.D. | *Oil Eng.* | 2082 | | | | | | Jn.Cockerill | Soc.Anon. | F13′ | | | Belgian | 6Cy.19$\frac{1}{16}$″–35$\frac{7}{16}$″ 405NHP | | |
| OPMQ | *Cruiser Stern* | 1*Dk&Shelter dk* | 1332 | | | | | | Hoboken | | | | | *WB* | SocAn.J.Cockerill,Seraing | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détail de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenance at last rpr. Lette d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cote a été mis dans le L. M. Dern. Cert. R. of T. made. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81819 | **Prinsesse Ragnhild** (P) | | 1590 | | | | | 1931 | Fredrkstad Mek.Værks. Fredrikstad | DetNordenfjeldske Dampskibsselskab | 236·1 \| 37·6 \| 21·0 | Tr'ndheim | C.ACy.(2)15½″&(2)37½″–34⅞″ | | N |
| LEQG | E.S.D. Wireless D.F. 2 *Dks* | | 1186 | | | | | | | H350*t* | | Norwegian | 139NHP | | |
| | | | 869 | | | | | | | | | *WB* | FredrikstadM.V.Frdstad. | | |
| 81820 | **Privet** | | 360 | ✠100A1 | Bwg | *f* | CL | 1936 | Scott& Sons Bowling *Lloyd's SA&CP* | Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld. *Mgrs.*) | 142·2 \| 23·6 \| 10·5 | Newry | T.3Cy.11¼″,20″&32″–24″ | 11 ″ 5 | |
| 160295 | | | 257 | 11,38 | | | 11,38 | 10mo | | | | British | 205lb (*s*) 62RHP | s 3 ″ 6½ | |
| MMBC | *Mchy.Aft* 1 *Dk* | | 129 | | ✠LMC10,36 | | | | | | Q81′B7′F20′ BK6′ | | 3 *BHCem* | 11 ″ 8½ | |
| | *Cargo battens not fitted* | | | | | | | | | | | | 54*t APT*35*t* | | |
| | | | | | | | | | | | | | Aitchison,Blair,Ld. Clydebank | | |
| 81821 | **Pro Patria** (*ex*Calshot) | | 541 | ✠ ... | Gen | *i* | | 1905 | AilsaS.B. Co.Ld. Troon | E.Passalacqua | 185·2 \| 27·1 \| 12·4 | Genoa | Oil Engines 4S.C.SA | 13 ″ 3 | I |
| 1844 | *Oil Eng.* | | 425 | 2,35 | | | | 6mo | | | 178·5 BK7½″ | Italian | 6Cy.12-⅝″–14-⅝″ 87NHP | | † |
| 18GU | *ss*Gen.2ndNo.3–9,33 | | 272 | | | | | | | | P18′Q79′B16′F32′ | | NE*made*20*refitted*33 | | |
| | *Well deck* 1 *Dk*(*pt Irn pt Stl*) | | | | | | | | | *CellDBa* 35′ 50*t FPT* | | | 50*t APT*23*t* | | |
| | | | | | | | | | | | | | FrancoTosiS.A.Legnano | | |
| 81822 | **Probitas** (*ex*Ansaldo SanGiorgioPrimo) | TwinSc *Oil Eng.* | 5084 | | | | | 1918 | Ansaldo SanGiorgio Spezia | SocAnon.Industria Armamento | 392·9 \| 51·7 \| 27·6 | Genoa | Oil Engines 2S.C.SA | | CI |
| 870 | | | 4414 | | | | | | | | P52′B120′F33′ | Italian | 8Cy.24¾″–35-⅞″ 862NHP | | |
| ICDF | D.F. 1 *Dk* | | 3000 | | | | | | | | | *WB* | FiatSanGiorgio,Turin | | |
| 81823 | **Procida** (*ex*CanadianTraveller–32) | | 5366 | ✠ ... | Hfx | | | 1921 | Harbour Marine,Ld. Victoria,B.C. | A.Lauro | 413·1 \| 52·2 \| 28·5 | Naples | T.3Cy.27″,44″&73″–48″ | 31 ″ 0 | I |
| 408 | *ss*Hfx.No.2–30 | | — | 3,34 | | | | 3mo | | | 399·8 | Italian | 521NHP | | † |
| IBBK | D.F. 2 *Dks*(*Stl*) | | 3267 | | ✠ | | | | | | P49′B113′F38′ FK | | 6 *BHpt Cem* | | |
| Now "Empire Volunteer," *see No.* 87941 *in Supplement* | | | | | | | | | | *CellDB* | 329′1026*t FPT*149*t* | | *APT*131*t* | | |
| | | | | | | | | | | | | | 3SB,*9cf*,GS198,HS7743 | | |
| | | | | | | | | | | | | | JohnInglisCo.Ld. Toronto | | |
| 81824 | — | | 1842 | | | | | 1927 | Akt.Ges. "Neptun" Rostock | R.M.Sloman,jr. | 287·9 \| 41·1 \| 16·9 | Hamburg | T.3Cy.21¼″,34⅝″&56″–37-⅞″ | | G |
| | | | 1574 | | | | | | | | P227′F33′ | German | 192NHP | | |
| DHTO | D.F. 1 *Dk* | | 1036 | | | | | | | | | *WB* | A.G."Neptun,"Rostock | | |
| 81825 | — | | 1156 | | | | | 1925 | MossVærft Moss | Scotto,Ambrosino &PuglieseFils& Co. | 226·5 \| 36·5 \| 15·7 | Oran | T.3Cy.16″,25″&42″–30″ | | V |
| | (*ex*Vav) | | 1003 | | | | | | | | P23′B56′F26′ | French | 97NHP | | |
| FOQM | Wireless 1 *Dk* | | 664 | | | | | | | | | *WB* | MossVærft,Moss | | |
| 81826 | **Procris** | | 1033 | ✠100A1 | Lon | *n* | CL | 1924 | A&J.Inglis Ld. Glasgow *Lloyd's SA&CP* | Moss,Hutchison Line,Ld. | 220·3 \| 34·3 \| 20·6 | Glasgow | T.3Cy.16″,27″&44″–33″ (*s*) | 14 ″ 11 | |
| 147935 | *ss*Gls.No.3–2,30 | | 796 | *with freeboard* | Gls | | 8,37 | 11mo | | | 228·0(O.L.) 13·6 | British | 180lb 145NHP | s ″ 2 | |
| MNCJ | Wireless E.S.D. *ss*Lon.No.2–38 | | 465 | 1,41 9,38 | | | 1,41 | | | | F26′ FK | | 3 *BHCem* | 14 ″ 10½ | |
| | *Mchy.Aft* 1 *Dk*(*Stl*) & *Shltr dk*(*Stl*) | | | BS10,39 11,40 | ✠LMC9,38 | | | | | *CellDBuE*24′27*t DFPT*84*t APT* | Bf 28′64*t* 18*t* (*after peakBH to 2nd dk*) | | 2SB,*4cf*,GS84,HS2570 A.&J.Inglis,Ld. | | |
| 81827 | **Procyon** | TwinSc | 8721 | ✠100A1 | Rot | *dt* | CL | 1933 | Kockums M.V.Aktieb. Malmö | Trelleborgs Ångf. NyaAktieb.(J. Malmros,*Mgr.*) | 482·4 \| 61·8 \| 36·1 | Trelleborg | Oil Engines 4S.C.SA | 36 ″ 3 | |
| 7797 | *Oil Eng.* | | 7968 | B,40 | Got | | 3,38 | 3mo | | | 466·0 | Swedish | 16Cy.23⅝″–43-⅝″ 865NHP | s 8 ″ 0½ | |
| SIZA | *ss*Got.No.2–40 | | 4954 | DBSL40 | ✠LMC8,38 | | 8,40 | | | | 489·5(O.L.) | | 16*BH* 2DB*171lb* | 28 ″ 5 | |
| | D.F. *Mchy.Aft* 2 *Dks*(*Stl*) & *Web frames* *Cruiser Stern* | | | | | | 5,40 | | | *CellDBuE*6 | P105′B37′F40′ FK 5′298*t DTf*36′536*t* | | (10 *to U dk* 6 ,, *2nd* ,,) | | |
| | *Longitudinal framing–bracketless system* | | | *Carrying Petroleum in bulk* | | | | | | | *FPT*148*t APT*253*t* | | KockumsM.V.Akt.Malmö | | |
| 81828 | **Prode** (*ex*Jan VanRijswijck–33, *ex*Circe) | | 1244 | | | | | 1903 | Sunderlnd S.B.Co.Ld. Sunderland | E.Milano&Co. | 238·8 \| 34·0 \| 15·7 230·0 Q83′B54′F18′ | Trieste Italian | T.3Cy.18″,30″&49″–33″ NB10 138NHP J.S.Vaux&Co.Sunderland | | I |
| 383 | | | — | | | | | | | | | | | | |
| ISGZ | 1 *Dk* | | 569 | | | | | | | | | | | | |
| 81829 | **Prodromos** | TwinSc | 877 | | | | | 1907 | Lobnitz& Co.Ld. Renfrew | Vayannis& Cairactides | 189·6 \| 31·9 \| 14·4 | Piræus Greek | Oil Engines 2S.C.SA | | |
| 933 | (*ex*Steamer,*ex*PorteurNo.36, *ex*Primus) *Oil Eng.* | | — | | | | | | | | | | 8Cy.13″–18½″NE38 236NHP A/BBolinder-Munktell Skm. | | |
| SZNV | *Carrying Petroleum in bulk* | | 424 | | | | | | | | | | | | |
| 81830 | **Profit** (*ex*Utsire) | | 1608 | | | | | 1918 | Laxevaags Msk.&Jrnskb Bergen | D/S A/S Produce (J.Odland,S.S. *Mgr.*) | 246·2 \| 37·9 \| 15·6 P37*t*Q108*t*B95*t* F39*t*H169*t* | Haugesnd Norwegian *WB* | T.3Cy.18″,29″&49″–33″ 138NHP LaxevaagsMsk.&Jrns.Bgn | | N |
| LDFA | D.F. 1 *Dk* | | 1195 | | | | | | | | | | | | |
| | | | 910 | | | | | | | | | | | | |
| 81831 | **Profsoyuz** (*ex*Lovat,*ex*Runo) | | 771 | | | | | 1912 | Scott& Sons Bowling | U.S.S.R. | 206·6 \| 36·0 \| 9·6 Q92′B16′F22′ | Archangel Russian | T.3Cy.13½″,22″&36″–24″ 63NHP W.V.V.Lidgerwood,Gls. | | |
| | | | 606 | | | | | | | | | | | | |
| UNDF | *Mchy.Aft* Wireless 1 *Dk* | | 405 | | | | | | | | | | | | |
| 81832 | **Progreso** (*ex*IsauroAlfaroAlijadores No.1–39,*ex*Dos Equis–33,*ex*PerSkogland, *ex*Lambermont,*ex*CayoRomano, *ex*BargeP.D.11) | *Fitted for oil fuel* 1 *Dk* Wireless *Mchy.Aft* | 828 | | | | | 1918 | NofIreland S.B.Co.Ld. Londonderry | Co-operativa de Marineros del Golfo | 180·0 \| 31·2 \| 13·0 F28′ | VeraCruz Mexican *WB* | T.3Cy.13″,23″&37″–26″ 70NHP Cooper&Greig,Dundee | | |
| | | | — | | | | | | | | | | | | |
| XCID | | | 582 | | | *Rebuilt* | 1921 *by* | | Ateliers de Réparations Industrielles&Navales Neptune Soc.An | | | | on.Antwerp | | |
| 81833 | **Proletari** (*ex*Christian, *ex*HaraldHorn) | *ss*Stn.No.3–3,23 | 1123 | | Ham | *n* | | 1905 | Eiderwerft Akt.Ges Tönning | U.S.S.R | 221·8 \| 33·6 \| 15·4 P12′Q57′B60′F29′ FK | Archangel Russian | T.3Cy.17⅛″,28⅜″&46½″–31½″ 153NHP | | |
| | | | 854 | 9,26 | | | | | | | | | | | |
| UNYM | | 1 *Dk*(*Stl*) | 596 | | | | | | | | | | | | |
| | Wireless *Well deck* | | | | | | | | | | *CellDB*182′348*t FP* | | 4 *BHCem* | | |
| | | | | | | | | | | | *T*42*t APT*9*t* | | 2SB,*4cf*,GS73,HS2621 | | |
| | | | | | | | | | | | | | EiderwerftA.G.Tönning | | |
| 81834 | **Prome** (P) | | 7043 | | | | | 1937 | WmDenny &Bros.Ld. Dumbarton | Brit.&BurmeseSN. Co.Ld.(P.Henderson&Co.*Mgrs.*) | 444·9 \| 59·2 \| 30·4 P32′B46′F23′ | Glasgow British *WB* | 3SR geared steam turbines 583NHP Wm.Denny&Bros Ld.Dmb | | C |
| 164119 | D.F. *Fitted for oil fuel* | | 5915 | | | | | | | | | | | | BT till 7,41 |
| GZNS | *Ref.Mchy.* *Cruiser Stern* 2 *Dks* | | 4334 | | | | | | | | | | | | 4,41 |
| 81835 | **Prometeo** (*ex*Cedarpark) | | 4958 | ✠ ... | Gen | *x* | | 1922 | Greenock Dockyard Co.Ld. Greenock | SocietàPetrolifera EsercizMarittimi | 388·0 \| 52·2 \| 26·5 P99′B35′F44′ FK | Fiume Italian | T.3Cy.25″,41″&68½″–48″ 355NHP | 29 ″ 0 | I |
| 58 | *ss*Fiu.No.2–30 | | 4438 | 11,34 | | | | 8mo | | | | | 16 *BHpt Cem* | | † |
| IBUJ | 2 *Dks*(*Stl*) & *Web frames* | | 2918 | | ✠ | | | | | | | | (12 *to U dk* 4 ,, *2nd* ,,) | | |
| | *Mchy.Aft* *Longitudinal framing* | | | | | | | | | *CellDBuE*& *B*75′ | *f*40′ 160*t APT*126 | | 3SB,*9cf*,GS165,HS5583 | | |
| | D.F. *Carrying Petroleum in bulk* | | | | | | | | | | | | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | |
| 81836 | **Prometheus** | TwinSc | 8890 | | | | | 1923 | Howaldts-werke Kiel | PanamaTrans-portCo. | 499·0 \| 64·1 \| 31·7 B45′ | Panama Panamanian | Oil Engines 4S.C.SA | 32 ″ 0 | G |
| | Sub.Sig. | *Oil Eng.* | 7884 | | | | | | | | | | 12Cy.25½″–43-⅜″ 755NHP | s 5 ″ 4½ | |
| HPFJ | D.F. E.S.D. | 2 *Dks* 3 *trB* | 5346 | | | | | | | | | | Frd.KruppA.G.Kiel | 26 ″ 10½ | |
| | *Mchy.Aft* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | |
| 81837 | — (P) | TwinSc | 6095 | ✠ | Liv | | | 1925 | Scott'sS.B. &E.Co.Ld. Greenock | OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*) | 431·2 \| 54·7 \| 30·1 P50′B123′F45′ FK | Liverpool British | Oil Engines 4S.C.DA | 32 ″ 9 | BT till 7,41 |
| 147335 | (*Special quality Steel*) | *Oil Eng.* | 5385 | 9,27 | | | | 10mo | | | | | 16Cy.24½″–43-⅛″ 1900NHP | | |
| GLXC | D.F. 2 *Dks*(*Stl–Upper dk* ws) | | 3572 | | ✠ | | | | | | | | 8 *BHpt Cem* | | |
| | 3rd *dk*(*Stl*) *in No.*1 *hold* | | | | | | | | | | | | | | |
| | *Longitudinal framing at Bridge dk* | | | | | | | | | *CellD* | *B*356′1269*t DTf*28′ | | Akt.Burmeistr&Wain,Cpn | | |
| | | | | | | | | | | | 865*t DTa*30′ | | 856*t FPT*62*t APT*70*t* | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L. R. (Date of Roll Trade Cert |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81838<br>LCVN | **Prominent** Ⓟ | *ss* H.Kg.No.3–5,30<br>*ss* H.Kg.No.2–37<br>2 *Dks* (*Stl–U* teak s) | 2232<br>1786<br>1377 | ✠100A1 HKg *r*<br>5,41 3,41<br>BS12,39 ✠LMC1,39<br>3,41 | | | ~~12,38~~<br>3,41 | 1918<br>2mo<br>*Lloyd's* | HongK'ng & Whampoa DockCo.Ld. HongKong<br>*sA&CP* | D/S A/S Produce (J.Odland,S.S. *Mgr.*) | 270·6 \| 40·1 \| 19·4<br>281·5 (O.L.)<br>P26′B76′F26′ FK<br>*CellDB231′442t FPT* | | | Haugesnd<br>Norwegian<br>5 *BHCem*<br>34t *APT71t* | T.3Cy.20″,33″&54″–39″ (*s*)<br>180lb 215NHP<br>2SB,*6cf*,GS119,HS3552<br>HongKong&Whampoa DockCo.Ld. | 21 ″ 6<br>s 2 ″ 9½<br>18 ″ 11½ | |
| 81839<br>LEQI | **Promise** (*ex* Gitterö)<br>1 *Dk* | | 1291<br>1099<br>727 | | | | | 1920<br>*Lloyd's* | NV.Schps. Juliana Papendrecht | D/S A/S Produce (J.Odland,S.S. *Mgr.*) | 236·3 \| 36·2 \| 15·9<br>P24′B73′F29′<br>*WB* | | | Haugesnd<br>Norwegian | T.3Cy.17½″,29″&46″–36″<br>J.&A. 127NHP<br>v.d.Schuyt,Papendrecht | | N |
| 81840<br>216<br>ISHV | **Promontore** (*ex* Ville deBelfort, *ex* KibiMaruNo.5, *ex* Diorite)<br>*ss* Bdx.No.3–4,24<br>1 *Dk* & *Web frames* | | 998<br>887<br>580 | ...<br>5,29 | | | | 1917 | Hakodate DockCo. Hakodate | Nav.CarloMartinolichS.a.g.l. | 224·4 \| 31·5 \| 16·5<br>B43′F24′<br>FK<br>*WB* | | | Trieste<br>Italian | T.3Cy.14$\frac{1}{16}$″,24$\frac{3}{8}$″&40$\frac{3}{16}$″–30″<br>107NHP<br>HakodateDockCo. | 17 ″ 6 | I<br>† |
| 81841<br>6278<br>LCVO | **Pronto** Ⓟ (*ex* Lombardia)<br>*ss* H.Kg.No.3–1,32<br>~~*ss* H.Kg.No.2-40 *ss* H.Kg.No.1-37~~<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | 2201<br>2034<br>1283 | ✠100A1 HKg *r*<br>*Shelter dk*<br>*withfreeboard*<br>5,40 ~~4,39~~ 5,40<br>~~BS4,39~~ ✠LMC4,37 | | OG<br>N4,38 | | 1920<br>5mo<br>*Lloyd's* | N.V.Werf Zeeland Hansweert<br>*sA&CP* | D/S A/S Produce (J.Odland,S.S. *Mgr.*) | 271·2 \| 41·3 \| 15·6<br>285·0 (O.L.)<br>FK (4<br>*CellDB237′454t FPT38t APT24t* | | | Haugesnd<br>Norwegian<br>5 *BH Cem*<br>*BH to Sh dk*<br>*AP* „ *2nd* „ | T.3Cy.23″,37″&62″–39″ (*s*)<br>180lb *100lb* 290NHP<br>2SB,*6cf*,GS104,HS3900 FD<br>Wilton'sEng.SlipwayCo.<br>) Rot. | 25 ″ 6<br>s 6 ″ 9½<br>19 ″ 1¼ | |
| 81842<br>LCVP | **Prosper** Ⓟ<br>*ss* H.Kg.No.3–11,29<br>*ss* H.Kg.No.2–38<br>2 *Dks* (*Stl–U* teak s) | | 2232<br>1786<br>1377 | ✠100A1 HKg *r*<br>4,40<br>BS4,40 ✠LMC2,38 | | CL | 4,40 | 1917<br>12mo<br>*Lloyd's* | HongK'ng & Whampoa DockCo.Ld. HongKong<br>*sA&CP* | D/S A/S Produce (J.Odland,S.S. *Mgr.*) | 270·6 \| 40·1 \| 19·4<br>281·5 (O.L.)<br>P26′B76′F26′ FK<br>*CellDB231′442t FPT34t* | | | Haugesnd<br>Norwegian<br>5 *BHCem*<br>*APT71t* | T.3Cy.20″,33″&54″–39″ (*s*)<br>180lb 215NHP<br>2SB,*6cf*,GS118,HS3552<br>HongKong&Whampoa DockCo.Ld.HongKong | 21 ″ 6<br>s 2 ″ 9½<br>18 ″ 11¼ | |
| 81843<br>FNSA | **Prosper Schiaffino** (*ex* PetiteTerre–39, *ex* Donator–33)<br>*Fitted for oil fuel*<br>1 *Dk*<br>*Ref.Mchy.* D.F. | | 1699<br>1393<br>976 | | | | | 1930<br>*Lloyd's* | Bergens Mek.Værks. A/SBergen | Soc.Algérienne de Nav.pour l'Afrique duNord(Ch. Schiaffino&Cie. *Mars.*) | 256·8 \| 39·2 \| 18·2<br>P57*t* H114*t* F6*t* | | | Algiers<br>French | T.3Cy.21½″,37″&60″–39″<br>225NHP<br>BergensMek.Værks,A/S | | V |
| 81844<br>47<br>ISID | **Prospero**<br>*ss* NFL.2ndNo.3–5,29<br>*ss* NFL.No.1–33<br>1 *Dk* & *Web frames* & *Awng dk* (*Stl–ws*) | | 971<br>927<br>560 | ✠ ... NFL *m*<br>4,38<br>✠ | | | | 1904<br>10mo<br>*Lloyd's* | Murdoch& Murray Pt.Glasgow | Soc.Anon. Cantiere di Portovenere | 209·8 \| 31·2 \| 20·2<br>204·8<br>F23′ BK7½″<br>*CellDBa39′uE17′ f77′141t F* | | | Spezia<br>Italian<br>3 *BHCem* | T.3Cy.18½″,30″&50″–33″<br>197NHP<br>1SB,*3cf*,GS59,HS2924<br>D.Rowan&Co.Glasgow<br>*PT31t APT33t* | 22 ″ 9 | I<br>† |
| 81845<br>1120<br>IOTC | **Proteo** **WoodAuxBkn**<br>(*ex* Imperia–37, *ex* Andora) *Oil Eng.*<br>*Mchy.Aft* 1 *Dk*<br>(*See Sailing Ship Register*) | | 399<br>—<br>323 | | | | | 1919<br>*Lloyd's* | Cant.Nav. di Andora Andora<br>*sA&CP* | FortunatoDelRe | 137·8 \| 31·0 \| 13·5<br>*WB* | | | Genoa<br>Italian | Oil Engines 2S.C.SA<br>4Cy.9$\frac{1}{16}$″–11$\frac{13}{16}$″ 68NHP<br>NE28<br>SvenskaMaskinverken Nya.A.B.Sodertalje | | I |
| 81846<br>LCVQ | **Proteus**<br>1 *Dk* & *Spar dk* | | 1678<br>1532<br>1024 | | | | | 1902<br>*Lloyd's* | J.Crown Sunderland<br>*sA&CP* | D/S A/S Produce (J.Odland,S.S. *Mgr.*) | 260·0 \| 36·8 \| 20·0<br>H108*t* F37*t*<br>*WB* | | | Haugesnd<br>Norwegian | T.3Cy.19″,31″&51″–33″<br>149NHP<br>N.E.MarineEng.Co.Ld.Sld | | N |
| 81847<br>FOHI | **Providence** Ⓟ **TwinSc**<br>D.F. 7 *Dks* | | 11996<br>—<br>6694 | | | | | 1915<br>*Lloyd's* | Forg.&Ch. de la Médit La Seyne<br>*sA&CP* | Cie.Générale de Nav. à Vap. Cyp. Fabre(FabreLine) | 511·8 \| 59·7 \| 43·5<br>B234′F70′<br>*WB* | | | Marseilles<br>French | T.6Cy.30$\frac{3}{8}$″,49$\frac{13}{32}$″&79$\frac{3}{16}$″–51$\frac{3}{16}$″ 910NHP<br>Forg.&Ch.de la Médit.Msl. | | V |
| 81848<br>220129<br>KUTV | —<br>(*ex* LakeFurnas) *Fitted for oil fuel*<br>D.F. *Ref.Mchy.* 3 *Dks*<br>Sub.Sig. | | 2677<br>—<br>1660 | | | | | 1920<br>*Lloyd's* | Saginaw S.B.Co. Saginaw<br>*sA&CP* | Merchnts& Miners TransportationCo. Inc. | 253·4 \| 43·8 \| 26·2<br>P32′B65′F26′<br>*WB* | | | Baltimore<br>Utd. States | T.3Cy.21″,35$\frac{13}{32}$″&59″–42″<br>225NHP<br>BuckeyeEngineCoSalem,O | | R |
| 81849<br>223673<br>KLHR | **Providence Socony** **TwinSc**<br>*Oil Eng.*<br>1 *Dk*<br>*Mchy.Aft* *Carrying Petroleum in bulk* | | 1199<br>—<br>753 | | | | | 1924<br>*Lloyd's* | New York S.B.Corp. Camden,N.J.<br>*sA&CP* | Socony-Vacuum OilCo.Inc. | 252·9 \| 40·1 \| 12·8<br>*WB* | | | New York<br>Utd. States | Oil Engines 4S.C.SA<br>12Cy.13″–18″ 197NHP<br>McIntosh&SeymourCorp. Auburn,N.Y. | | |
| 81850<br>FOYA | **Providencia** (*ex* Olson&Mahony)<br>1 *Dk* | | 1630<br>947 | | | | | 1907<br>*Lloyd's* | Harlan& Hollngswrth Wlmgtn,Del.<br>*sA&CP* | Cie.duBoleo | 224·3 \| 41·2 \| 20·6<br>*CellDB213′398t FPT58t APT57t* | | | Bordeaux<br>French | T.3Cy.19″,30″&50″–36″<br>150NHP | | |
| New "Santa Agueda," *see No. 39956 in Supplement* | | | | | | | | | | | | | | | | | |
| 81851<br>2152<br>ICDI | **Provvidenza** (*ex* Noorderdijk–32, *ex* Gernis, *ex* Harlow)<br>*ss* Anc.2ndNo.3–12,37<br>D.F. 1 *Dk* (*Stl*) 2*nd dk* (*Stl*) *in holds* & *Shelter dk* (*pt Irn pt Stl*) | | 8459<br>6232<br>5363 | ✠100A1 Gen *c*†<br>*Shelter dk*<br>*withfreeboard*<br>2,40 ✠LMC<br>MS12,37 BS2,40 | | CL<br>2,40 | | 1913<br>5mo<br>*Lloyd's* | W.Doxford &Sons,Ld. Sunderland<br>*sA&CP* | FratelliRizzuto<br>1 *BH in forward* *CellDBa149′uE* | 485·1 \| 58·0 \| 28·5<br>470·0<br>FK<br>B147′ *on Shelter dk* *hold dispensed with* 29′ *f212′1339t FPT* | | | Genoa<br>Italian<br>*Cem*<br>6 *BH only* 95t *APT258t* | T.3Cy.29″,49″&80″–60″ (*r*)<br>180lb 723NHP<br>3SB(FD)&1AuxSB,*15cf*,<br>GS269,HS11309<br>W.Doxford&Sons,Ld.Sld. | 39 ″ 2 | |
| 81852<br>217591<br>KELQ | **Prusa**<br>Sub.Sig. D.F. 2 *Dks* & *Web frames*<br>*Fitted for oil fuel* | | 5113<br>4740<br>3102 | ✠ ...<br>6,20<br>✠ | | | | 1919<br>2mo | American International S.B.Corp. HogIslandPa | TampaInterocean S.S.Co. | 390·0 \| 54·2 \| 27·6<br>P39′B122′F43′<br>FK<br>*WB* | | | N.Orleans<br>Utd. States | DR geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R<br>† |
| 81853<br>53<br>ICDK | **Puccini** Ⓟ<br>*Oil Eng.*<br>*ss* Fiu.No.3–1,40<br>2 *Dks* (*Stl*) | | 2422<br>1835<br>1419 | ✠100A1 Tri *s*<br>1,40<br>✠LMC CS1,40<br>DBS10,39 10,39 | | CL<br>12,39 | | 1928<br>8mo<br>*Lloyd's* | Cant.Nav. Triestino Monfalcone<br>*sA&CP* | "Tirrenia"Soc. Anon.diNav. | 294·0 \| 40·2 \| 21·1<br>283·4<br>FK<br>P29′B84′F36′<br>*CellDB213′398t FPT58t APT57t* | | | Fiume<br>Italian<br>6 *BHpt Cem*<br>*pt Asp* | Oil Engines 2S.C.SA<br>4Cy.23$\frac{3}{8}$″–37$\frac{3}{8}$″ 391NHP<br>DB *100lb*<br>Soc.An.Fiat,Turin | 23 ″ 4<br>s 3 ″ 1¾<br>20 ″ 5¾ | |
| 81854<br>1129<br>CBPU | **Puchoco**<br>*ss* Vpo.No.3–5,34<br>*ss* Vpo.No.1–38<br>*Well deck* 1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | | 2179<br>—<br>1501 | ✠100A1 Vpo *s*<br>2,40<br>✠LMC<br>MS2,38 BS~~2,40~~<br>2,41 | | CL<br>N1,39 | | 1921<br>12mo<br>*Lloyd's* | Dublin Dkyd.Co.Ld. Dublin<br>*sA&CP* | Cia.Carbonifera y de Fundicion Schwager<br>*Inter* | 290·0 \| 44·3 \| 18·5<br>*Pon*Q21′Q228′F32′<br>FK<br>*mediate BH in fore* *CellD* | | | Valparaiso<br>Chilian<br>*Cem*<br>4 *BH only* *APT91t* | T.3Cy.20″,33″&54″–36″ (*s*)<br>180lb 254NHP<br>3SB,*9cf*,GS152,HS4788<br>D.Rowan&Co.Ld.Gls. | 20 ″ 7<br>s 5 ″ 9½<br>19 ″ 2 | |
| 81855<br>SPAN | **Puck**<br>*ss* Dnz.No.1–39<br>Wireless D.F. 1 *Dk* & *Shelter dk*<br>*Cruiser Stern*<br>*Strengthened for navigation in ice* | | *1065*<br>*825*<br>503 | ✠100A1 Dnz *p*<br>*withfreeboard* Shl<br>7,40 ~~7,30~~ ✠LMC4,39 | | CL<br>4,39 | | 1935<br>3mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*sA&CP* | ZeglugaPolska S.A.(PolishS.S. Agency,Ld. *Mgrs.*) | 233·1 \| 36·4 \| 13·1<br>B51′F22′<br>FK (<br>*CellDB192′293t APT35t* | | | Gdynia<br>Polish<br>5 *BHpt Cem*<br>*Coll to Sh dk*<br>4 „ *2nd* „) | C.2Cy.17″&34″–28″ & LP turbine with DR gearing & hydraulic coupling<br>210lb FD (*s*) 152NHP<br>2SB(Spt),*4cf*,GS60,HS1925<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 15 ″ 0<br>s ″ 2<br>15 ″ 0¼ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appointement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Inscrites ou cotées si ne n'est dans le L. Direc. Cert. Roll Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81856<br>220564<br>KESV | **Pueblo** (*ex*City of Freeport)<br>*ss*Gal.No.3–10,33<br>*ss*Gal.No.1–37<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>D.F. *Longitudinal framing* | | 4469<br>3946<br>2628 | ✠100A1<br>3,40<br>B83,40 ✠LMC9,37 | Gal | *w* | CL<br>12,37 | 1920<br>9mo | Baltimore<br>D.D.&S.B.Co.<br>Baltimore<br>A&CP | PetroleumNav.Co. | 340·1\|49·2\|28·7<br>P92′B35′F31′<br>*CellDBuE&B56′122t* | | | Houston, Texas<br>Utd.States | DR geared Steam Turbine<br>200lb (r) 390NHP<br>2SB,6*cf*,HS5284 FD<br>13*BHpt Cem*<br>(10 *to U dk*<br>3 „2nd„) | 28 ″ 7<br>s 4 ″ 8<br>24 ″ 1¼ | |
| | *Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9,20 | | | | | | | *F.P. above* 150° F. | | | *DTf*33′590*t*<br>*FPT*95*tAPT*187*t* | | | | | | |
| 81857<br>219236<br>KOMV | **Puerto Rican** (*ex*GoldenTide–37, *ex*Montague)<br>*Fitted for oil fuel*<br>1*Dk&Shelter dk2trB*<br>*Longitudinal framing* | | 6076<br>5530<br>3729 | | | | | 1919 | GMStandi-ferCnst.Corp.<br>Vancouver, Wash. | American-HawaiianS.S.Co. | 402·5\|53·0\|34·5<br>P48′B81′F37′ | | | New York<br>Utd.States<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>Hooven,Owens,Rentschler Co.Hamilton,O | | R |
| 81858<br>UPTQ | **Pugashev**<br>*Oil Eng.*<br>1*Dk* | | 2150<br>—<br>105*t* | | | | | 1936 | SB.Yd.“61 Kommunar” Nicolaieff | U.S.S.R. | 268·3\|39·7\|24·9 | | | Odessa<br>Russian | Oil Engines<br>6Cy.18½″–32½″<br>Nicolaieff | | |
| 81859<br>32<br>ICDL | **Pugliola** (*ex*Argia,*ex*Ninfa, *ex*WarMajor) *ss*Gen.No.3–7,28<br>1*Dk* | | 2074<br>1681<br>1268 | ✠ ...<br>7,32<br>✠ | | | | 1917<br>6mo | Detroit<br>S.B.Co.<br>Wyandotte | Ing.G.B.Bibolini | 251·4\|43·6\|18·0<br>261·3 \| 44·1 \| 17·3<br>P27′B65′F28′ FK | | | Spezia<br>Italian<br>*WB* | T.3Cy.20″,33″&54″–40″<br>274NHP<br>Detroit.S.B.Co.Detroit | 20 ″ 2 | I<br>† |
| 81860<br>121597<br>ZMPV | **Pukeko** Ⓟ TwinSc<br>*Oil Eng.*<br>*ss*Auk.No.3–12,37<br>Wireless *Well deck* 1*Dk*(*Stl*) | | 742<br>501<br>388 | ✠100A1<br>11,40 ~~10,30~~<br>✠NE11,30 ✠LMC12,37<br>DBS~~10,30~~ 11,40 | Wln<br>Auk | *j* | ~~10,30~~<br>P10,40<br>S10,39 | 1928<br>3mo | GooleS.B. &RepgCo. (1927)Ld. Goole<br>*Lloyd's*A&CP | Richardson&Co. Ld.<br>*CellDBa&u* | 180·0\|29·4\|11·8<br>*30·8*<br>Q50′B51′F24′ FK<br>*E44′f*79′170*tFPT* | | | Napier,N.Z.<br>British | Oil Engines 2S.C.SA<br>8Cy.14″–17″ 276NHP<br>NDB30*150lb*<br>5*BHpt Cem pt Asp*<br>20*tAPT*46*t* | 14 ″ 0<br>s ″ 9½<br>13 ″ 3½ | |
| 81861<br>SPEC | **Pulaski** Ⓟ (*ex*Estonia, *ex*Czar) TwinSc<br>*ss*Dnz.2ndNo.3–6,37<br>GyC.<br>D.F. 3*Dks*(*UStl*–teak s,2*nd dkStl*–ws) | | 6345<br>4801<br>3820 | ✠100A1<br>~~4,41~~ ~~7,40~~<br>Gls<br>✠LMC<br>MS9,36 BS~~4,39~~ 4,41 | Msl | *a*† | CL<br>S9,38<br>PN2,40 | 1912<br>5mo | Barclay, Curle&Co.Ld.<br>Glasgow<br>*Lloyd's*A&CP | Gdynia-America ShippingLines,Ld.<br>*CellDBa104′uE4* | 425·0\|53·2\|29·4<br>P74′B203′F73′ FK<br>*Wf*175′82*tFPT*33*t* | Gdynia<br>Polish | Q8Cy.21½″,30¾,44″&63″–48″<br>215lb (s) 889NHP<br>6SB,18*cf*,GS322,HS13302 FD<br>5*BHCem*<br>*APT*22*t* | 32 ″ 0<br>s8 ″ 0½<br>24 ″ 5 | |
| 81862<br>163383<br>MBGS | **Pulborough**<br>*ss*Sld.No.1–38<br>Wireless *Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | | 960<br>708<br>524 | ✠100A1<br>4,40<br>BS4,40 ✠LMC8,38 | Sld | *i* | CL<br>8,38 | 1933<br>9mo | BurntisInd S.B.Co.Ld.<br>Burntisland<br>*Lloyd's*A&CP | StephensonClarke &Associated Companies,Ld.<br>*CellDBuE17′f*141 | 205·0\|33·0\|13·1<br>Q119′B11′F20′ FK<br>*279tMT83tFPT80t* | London<br>British | T.3Cy.14½″,25″&41″–30″ (*s*)<br>200lb *100lb* 118NHP<br>1SB,3*cf*,GS54,HS1985<br>4*BHCem*<br>*APT*19*t* | 15 ″ 1<br>s 4 ″ 7½<br>14 ″ 6 | |
| 81863<br>133509<br>VJVQ | **Pulganbar** Ⓟ<br>*Ref.Mchy.* 1*Dk&Shade dk*<br>Wireless | | 1160<br>641<br>474 | | | | | 1912 | Greenock& Grngemouth Dkyrd Co.Ld Grngemouth | NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*) | 225·0\|35·1\|12·5<br>F35′ | | | SydnyNSW<br>British | T.4Cy.21″,34½″&(2)40″–33″<br>184NHP<br>Dunsmuir&JacksonLd Gls | | C |
| 81864<br>143414<br>GQJX | **Pundit**<br>*ss*Cal.No.3–10,31<br>*ss*Cal.No.2–40 ~~*ss*Cal.No.1–36~~<br>2*Dks*(*Stl*) | | 5305<br>4828<br>3199 | ✠100A1<br>6,40 ~~6,38~~<br>~~BS5,40~~ ✠LMC ~~5,36~~ 6,40 | Cal | *y* | CL<br>1,40 | 1919<br>9mo | Swan,Hunter&Wigham Richardson, LdNewcastle<br>*Lloyd's*A&CP | AsiaticStm.Nav. Co.Ld.<br>*CellDB* | 400·3\|52·4\|28·4<br>P49′B113′F40′ FK<br>*345′1025tFPT130t* | London<br>British | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb *110lb* 517NHP<br>7*BHpt Cem*<br>3SB,9*cf*,GS189,HS7668 FD<br>*APT*204*t*<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 31 ″ 0<br>s 5·11½<br>25 ″ 3½ | |
| 81865<br>CSGW | **Pungue** (*ex*Morocco)<br>*ss*Hul.2ndNo.3–2,25<br>*Spar dk*(*Stl*)2*trB&Web frames* | | 3993<br>3663<br>2550 | ✠ —<br>9,30<br>✠NB10,19✠ | Mdb | *w* | | 1900<br>10mo | Furness, Withy&CoLd<br>W Hartlepool | Cia.Colonial de Nav.<br>*CellDBa112′* | 339·6\|47·2\|26·9<br>P31′B107′F31′ FK<br>*uE&B49′f*124′73*t* | Beira<br>Portuguese | T.3Cy.25″,40″&66″–45″<br>310NHP<br>2SB,6*cf*,GS132,HS4868<br>6*BHCem*<br>*APT*30*t*<br>SirC.Furness,Westgarth&Co.Ld.Mdb. | 29 ″ 10 | |
| 81866<br>1268<br>CBPA | **Punta Arenas** Ⓟ (*ex*Apple Branch–33)<br>*ss*Nwc.No.3–3,33<br>*ss*Vpo.No.1–36<br>2*Dks*(*Stl*) | | 5054<br>—<br>2912 | ✠100A1<br>~~5,30~~ 10,40<br>✠LMC<br>MS9,36 BS2,40 | Vpo<br>Rio | *x* | CL<br>~~1,40~~<br>10,40 | 1920<br>2mo | Earle'sCo. Ld.<br>Hull<br>*Lloyd's*A&CP | Cia.ChilenadeNav. Interoceanica(H.R Samsing,*Mgr.*)<br>*CellDB* | 376·0\|51·7\|26·5<br>P41′B113′F39′<br>*321′972tFPT69t* | Valparaiso<br>Chilian | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>7*BHCem*<br>3SB,9*cf*,GS190,HS7668 FD<br>*APT*63*t*<br>Earle'sCo.Ld.Hull | 29 ″ 0<br>s 5 ″ 3½<br>24 ″ 0 | |
| 81867<br>160460<br>GNVB | **Punta Gorda** TwinSc<br>~~*ss*Cco.No.2–36~~<br>*ss*Aru.No.3–1,41 1*Dk*(*Stl*)<br>*Mchy.Aft* | | 2395<br>1743<br>1244 | ✠100A1<br>~~1,42~~ 1,40<br>7,40 ✠LMC<br>~~MS6,36~~ BS~~1,46~~1,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,28 | Aru | *t* | CL<br>1,40<br>*F.P. above* 150° F. | 1928<br>5mo | Harland& Wolff<br>Belfast<br>*Lloyd's*A&CP | LagoShippingCo. Ld.~~(J.J.Wolfe, *Mgr.*)~~ (R.A. Carder,*Mgr.*)<br>*Wing tanks* | 305·7\|50·2\|14·3<br>P67′F34′ FK<br>*Trunk*204′<br>*f*286*t a*356*tFPT*60*tAPT*75*t* | London<br>British | T6Cy.13½″,23½″&36″–27″ (*s*)<br>180lb 196NHP<br>7*BHpt Cem*<br>2SB,6*cf*,GS98,HS3702<br>Harland&Wolff,Glasgow | 15 ″ 0<br>s 1·10½<br>13 ″ 3½ | |
| 81868<br>TKEG | **Purfina**<br>Wireless D.F. *Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>*Carrying Petroleum in separate tanks* | | 603<br>422<br>302 | | | | | 1928 | Rotterdam Droogd.Maat Rotterdam | PurfinaCabotage S.A. | 164·8\|29·8\|10·7<br>F23′P63′ | Dunkirk<br>French<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.11″–19½″ 70NHP<br>Motorenfbr.“Deutz”A.G. Köln-Deutz | | V |
| 81869<br>93999<br>ZMDS | **Puriri** TwinSc<br>*Oil Eng.*<br>Wireless 1*Dk*<br>*Cruiser Stern* | | 927<br>632<br>423 | ✠ ...<br>7,40<br>*with freeboard*<br>~~✠LMC11,38~~ | Lth | *l* | CL | 1938<br>11mo | Henry Robb,Ld. Leith<br>*Lloyd's*A&CP | AnchorShipping &FoundryCo.Ld.<br>*CellDB* | 188·2\|35·2\|12·0<br>*36·7*<br>196·3(O.L.) FK<br>P&B99′F32′<br>146′252*tFPT*46*tAPT*51*t* | Nelson,NZ<br>British | Oil Engines 2S.C.SA<br>8Cy.9½″–16⅞″ 134NHP<br>BritishAuxiliaries,Ld.Gls. | 14 ″ 0<br>~~s 2 ″ 6~~<br>~~11 ″ 0½~~ | |
| 81870<br>208636 | **Put-in-Bay** Ⓟ<br>2*Dks* | | 1182<br>—<br>731 | | | | | 1911 | Detroit S.B.Co. Wyandotte | Ashley&Dustin SteamerLine | 226·0\|46·5\|17·6 | Detroit<br>Utd.States<br>*WB* | T.4Cy.25″,40″&(2)45″–36″<br>243NHP<br>DetroitS.B.Co.Detroit | | |
| 81871<br>167587<br>GLSS | **Putney Hill**<br>*Oil Eng.*<br>E.S.D. | | 5216<br>4685<br>3066 | 100A1<br>*with freeboard*<br>(*Class Contemplated*) | | | | 1940 | Wm.Doxford&Sons Ld Sunderland | PutneyHillS.S. Co.Ld. | 427·6\|56·5\|26·5 | London<br>British | Oil Engines 2S.C.SA<br>3Cy.23⅝″–91½″<br>Wm.Doxford&Sons,LdSld | 29 ″ 0<br>s3 ″ 3½<br>25 ″ 10½ | |
| 81872<br>1249<br>CBPH | **Puyehue** Ⓟ (*ex*Alfonso–38)<br>*ss*Vpo.No.3–4,40 ~~*ss*Vpo.No.2–36~~<br>2*Dks*(*Stl–Weather dk* ws)<br>3*rd dk*(*Stl*)*in No.1 hold* | | 3188<br>—<br>2141 | ✠100A1<br>*with freeboard*<br>2,43 ~~3,38~~<br>✠LMC<br>~~3IS1,36~~ ~~4SS2,39~~<br>4,40 BS~~3,40~~ 2,41 | Vpo<br>Tal | | CL<br>2,39 | 1928<br>1mo | Ayrshire Dckyd Co.Ld. Irvine<br>*Lloyd's*A&CP | ChilianState Railways<br>*CellDB* | 278·6\|44·1\|24·7<br>B126′F31′ FK<br>*230′430tFPT*38*tAPT*62*t* | Valparaiso<br>Chilian<br>*Coll „ to Wdk* | T.3Cy.~~18½″~~,30″&50″–36″ (*s*)<br>200lb 18½″ 248NHP<br>5*BHCem*<br>2SB,6*cf*,GS105,HS3852 FD<br>J.G.Kincaid&Co.Ld.Grk. | 26 ″ 9<br>s8 ″ 9½<br>18 ″ 3 | |
| 81873<br>PGXD | **Pygmalion**<br>*Ref.Mchy.* *Oil Eng.*<br>*Cruiser Stern* 2*Dks* | | 1824<br>1450<br>994 | | | | | 1938 | NVSchpsw Gebr.Pot Bolnes | Koninkl.Nederl. Stoomb.Maats. N.V. | 287·2\|42·3\|16·9<br>P21′F&B253′ | Amstrdam<br>Dutch | Oil Engines 2S.C.SA<br>5Cy.21¼″–35.⅞″ 393NHP<br>Gbr.Stork&CoNV Hengelo | | V |

*For full particulars see No. 89554 in Supplement.*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year assigned / now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. / Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of T. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81874 | **Pylades** | | 651 | | | | | 1906 | Akt.Ges. "Weser" Bremen | Dampfschifffahrts Ges. "Neptun" | 180·1 | 28·2 | 12·8 | Bremen German | T.3Cy.13″,20½″&33$\frac{1}{16}$″–21$\frac{5}{8}$″ 50NHP | | G |
| DOOC | | 1 *Dk 2tr B* | 515 383 | | | | | | | | Q52′ | B43′ | F22′ | *WB* | A.G. "Weser," Bremen | | |
| 81875 | **Pylaros** (P) (*ex* Khalifa-37, Twin Sc | | 932 | | | | | 1920 | Burn & Co. Ltd. Calcutta | Alexatos Bros. & H. Markettos | 195·0 | 32·1 | 10·7 | Piræus Greek | T.6Cy.12″,20″&32″–24″ *Emade* 97 100NHP | | |
| 883 | *ex* Bhadra) | *Cruiser Stern* | — | | | | | | | | | | | | Rankin & Blackmore Ld Grk | | |
| SZNO | Wireless | 1 *Dk* | 537 | | | | | | | | | | | | | | |
| 81876 | **Pyrineus** | Twin Sc | *1696* *1570* | | | | | 1910 | Workman, Clark & Co. Ld Belfast | Lloyd Brasileiro | 276·2 | 44·9 | 16·4 | R. Janeiro Brazilian | T.6Cy.14″,22″&37″–21″ 126NHP | | |
| PUCP | | 1 *Dk* | *1044* | | | | | | | | F29′ | | | *WB* | Wrkman, Clark & Co. Ld Bel | | |
| 81877 | **Pyrope** | | 500 | ✠100A1 | Bwg | *g* | CL | 1936 | Scott & Sons Bowling *Lloyd's SA & CP* | Wm. Robertson | 164·1 | 25·3 | 9·7 | Glasgow British | T.3Cy.13½″,23″&38″–27″ (*s*) 200lb 86RHP | 11 ″ 9 s 3 ″ 11 11 ″ 8¼ | |
| 164088 | | *ss* Irv. No. 1–40 | 315 | 5,39 11,40 | Irv | | 5,39 | 7mo | | | 170·3 (O.L.) | | | | | | |
| MLMY | *Mchy. Aft* | 1 *Dk* *Cruiser Stern* | 213 | BS7,40 | ✠LMC ~~7,46~~ MS11,40 | | | | | | Q95′ | B9′ | F25′ FK | | 3 *B Hpt Cem pt Asp* 1SB, *3cf*, GS 61, HS 2000 Aitchison, Blair Ld. Clydebank | | |
| | | | | | | | | | | | *Cell DB* 91′ 118*t FPT* | | | | 38*t APT* 29*t* | | |
| 81878 | **Python** | *Oil Eng.* | 3664 3141 | | | | | 1935 | Deutsche Werft A.G. Bet Finkenwrder Hamburg | Afrikanische Frucht-Compagnie A.G. (F. Laeisz, *Mgr.*) | 362·6 | 47·1 | 24·9 | Hamburg German | Oil Engines 2S.C.DA 5Cy.23$\frac{5}{8}$″–35$\frac{7}{16}$″ 975NHP | | G |
| DJQK | D.F. Sub. Sig. | 3 *Dks* | 2163 | | | | | | | | F49′ | | | *WB* | Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | |
| | *Ref. Mchy.* | *Cruiser Stern* | | | | | | | | | | | | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres de cotes, etc., qui n'en font dans le Lloyd's Corr. Book of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81879<br>36<br>ISRO | **Quadrifoglio** (*ex*Rocco-40, *ex*GlenTilt, *ex*Hartside) *Well deck* | **Iron**<br>*ss*Abn.3rdNo.3–5,20<br>*ss*Bly.No.1–24<br>1 *Dk* | 661<br>566<br>388 | ✠ ...<br>7,26<br>✠ | | | | 1883<br>2mo | D.Baxter& Co. Sunderland | CarmineVitiello | 190·0\|28·7\|13·2<br>184·9<br>Q62′B45′F23′ FK<br>*WB* | Torre del Greco Italian | C.2Cy.25″&48″–30″ 95NHP<br>R.&W.Hawthorn,Nwc. | 13 ″ 10 | I<br>† |
| 81880<br>237351<br>WNKC | **Quaker** | 4 *Dks*<br>*Fitted for oil fuel* | 3056<br>—<br>1893 | | | | | 1938 | ThePusey &JonesCo. Wlmgtn,Del. | Philadelphia& NorfolkS.S.Co.Inc. | 280·2\|48·7\|13·5<br>*WB* | Wilmgton (Del.) Utd.States | 2 steam turbines DR geared to1Sc.Shaft<br>GeneralElectricCo. Lynn,Massachusetts | | R |
| 81881<br>219524<br>KOZL | **Quaker City**<br>*Fitted for oil fuel*<br>Sub.Sig. | 2 *Dks* | 4961<br>4598<br>3032 | | | | | 1920 | American International S.B.Corp. HogIslandPa | United States Maritime Commission | 390·0\|54·2\|27·8<br>P50′B121′F40′<br>*WB* | Phildlphia Utd. States | DR geared SteamTurbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 81882<br>219112<br>KOJQ | **Quantico** (*ex*LakeFitch–33)<br>*Fitted for oil fuel*<br>Sub.Sig. D.F. | 3 *Dks* | 2713<br>—<br>1679 | | | | | 1919 | GlobeS.B. Co. Superior,Wis. | Merchants& MinersTranspn. Co. | 253·4\|43·8\|26·9<br>P24′B64′F23′<br>*WB* | Baltimore Utd. States | T.3Cy.21″,35″&59″–42″ 226NHP<br>NordbergMfg.CoM'lw'kee | | R |
| Now "Norlavore," *see No. 89324 in Supplement* | | | | | | | | | | | | | | | |
| 81883<br>CSBZ | **Quanza** Ⓟ (*ex*Portugal)<br>*ss*Shl.No.3–6,34<br>*ss*Lis.No.1–38<br>D.F. 2 *Dks*,3*rd dk in Nos.*1,2&3*holds*<br>*Ref.Mchy.* E.S.D. | **TwinSc**<br>*CruiserStern* | 6636<br>4821<br>~~3948~~<br>3944 | 100A1<br>*with freeboard*<br>5,39<br>BS11,39 | Lis | *a*† | 11,38 | 1929<br>*Lloyd's* | Blohm& Voss Hamburg | Cia.Nacional de Navegacao<br>*AP*<br>*CellDB* 347′1001*t* *FPT* 62*t* | 418·2\|52·6\|28·6<br>P&B271′F85′ FK<br>*tanks at sides of tunnel* 19′166*t* | Lisbon Portuguese | T.6Cy.22½″,38½″&66½″–<br>47½″ 213lb (*s*) FD 986NHP<br>3DB,*18cf*,GS343,HS14694<br>NB14 *fitted* 29<br>Blohm&Voss,Hamburg | 31 ″ 0<br>s 6 ″ 5<br>24 ″ 11 | |
| 81884<br>133541<br>MDZY | **Quaysider**<br>*ss*Gms.2ndNo.3–3,39<br>*Mchy.Aft* *Well deck* 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | 616<br>432<br>301 | ✠100A1<br>1,41 ~~3,40~~<br>BS3,40 | Gms<br>Shl<br>✠LMC2,39 | *i* | CL<br>~~2,39~~<br>12½40 | 1913<br>11mo<br>*Lloyd's* | J.P.Ren-noldson&Sns. SouthShields | BritishIsles Coasters,Ltd.<br>*Cell DB f* 112′140*t* *FPT* 44*t* *APT* 31*t* | 175·3\|28·2\|11·0<br>Q89′B9′F22′ FK | Newcastle British | T.3Cy.15½″,25″&41″–27″ (*s*)<br>180lb 95RHP<br>1SB,*3pf*,GS55,HS1825<br>J.P.Rennoldsn&Sns.S.Shl. | 13 ″ 3<br>s 4 ″ 2½<br>12 ″ 8 | |
| 81885<br>153450<br>VGQB | **Quebec** Ⓟ<br>*ss*Qbc.No.2–37<br>1 *Dk*(*Stl*)2*nd dk in holds* | **TwinSc** | 7016<br>2481<br>4143 | ✠100A1<br>*with freeboard*<br>5,40 ~~3,37~~<br>✠LMC<br>MS9,37 BS10,39<br>*For Service between Montreal & Saguenay*<br>*Fitted for oil fuel* 5,28 *F.P. above* 150° F. | Qbc<br>Mtl | 1¾ | CL<br>~~3,37~~<br>5,40 | 1928<br>5mo<br>*Lloyd's* | DavieS.B. &Rpg.Co.Ld. Lauzon,P.Q. | CanadaSteamship Lines,Ltd.<br>*Cell DB* 273′ 519*t* *FPT* 8 | 350·1\|70·0\|18·8<br>FK<br>*BHCem* 125*t* *APT* 67*t* | Montreal British | T8Cy24″38″&(2)44″–36″(*s*)<br>190lb *100lb* 790NHP<br>6SB,*18cf*,GS330,HS12656 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 21 ″ 0<br>~~s 6 ″ 0~~<br>~~15 ″ 0~~<br>s5 ″ 3½<br>15 ″ 11 | |
| 81886<br>148833<br>GMPR | **Quebec City**<br>*Fitted for oil fuel*<br>D.F. 1 *Dk&Shelter dk* | | 4745<br>4432<br>2877 | | | | | 1927 | W.Gray& Co.Ld. Sunderland | ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*) | 400·5\|54·3\|25·6<br>F41′ | Bideford British | T.3Cy.25″,42″&70″–48″ 339NHP<br>*WB* Cen.Mar.Eng.Wrks.WHpl | | C |
| 81887<br>148518<br>GKWS | **Queda**<br>*ss*Cal.No.3–6,37<br>2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) | | 7766<br>7184<br>4760 | ✠100A1<br>*with freeboard*<br>5,39<br>✠LMC<br>MS3,37 BS10,39 | Cal | *e*† | CL<br>N3,38 | 1925<br>1mo<br>*Lloyd's* | W.Gray& Co.Ld. W Hartlepool | BritishIndiaStm. Nav.Co.Ld.<br>*SA&CP*<br>*CellDB* 429′ 1703*t* *DT* a31′976*t* | 487·0\|60·7\|29·9<br>F45′ FK<br>*FPT* 19½*t* *APT* 27*t* | London British | Q.4Cy.28½″,41″,58½″&85″<br>–54″ (*s*) FD<br>8*BHpt Cem* 225lb 933NHP<br>(*Coll to Sh dk* 5SB,*18cf*,GS361,HS14253<br>7 „ *2nd* „ ) Cen.Mar.E.Wks.Ld.WHpl | 32 ″ 8<br>s 5 ″ 1¾<br>27 ″ 9½ | |
| 81888<br>130979 | **Quedoc** (*ex*Kamaris,*ex*Mariska)<br>*Mchy.Aft* 1 *Dk* | | 3072<br>2623<br>1874 | | | | | 1890 | GlobeIron WorksCo. Cleveland,O. | PatersonSteam-ships,Ltd. | 346·4\|40·2\|22·0<br>H—F36′ len23 *WB* | Ft William Ont. British | T.3Cy.24½″,38″&61″–42″ 241NHP<br>GlobeIrnWksCoCleveland | | |
| 81889<br>~~217651~~<br>~~GJVM~~<br>*Ref.Mchy.* | **Queen** (*ex*LakeFlovilla)<br>1 *Dk2trB* | | 2592<br>2220<br>1604 | ✠ ...<br>4,21<br>✠ | | | | 1919<br>2mo | Detroit S.B.Co. Wyandotte, Mich. | LloydBrasileiro | 251·0\|43·6\|26·1<br>P25′B64′F23′ FK<br>*WB* | R.Janeiro Brazilian | T.3Cy.20″,33″&54″–40″ 267NHP<br>DetroitS.B Co.Detroit | 28 ″ 2 | R<br>† |
| Now "Henrique Dias," *see No. 88378 in Supplement* | | | | | | | | | | | | | | | |
| 81890<br>164093<br>GZCL | **Queen Adelaide**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk&Shelter dk*<br>*CruiserStern* | | 4933<br>4558<br>2993 | ✠100A1<br>*with freeboard*<br>2,40 ✠LMC9,36<br>*Carrying vegetable oil in deep tank* | Cff | *a*† | CL<br>2<br>4,39 | 1936<br>9mo<br>*Lloyd's* | Barclay, Curle&Co.Ld. Glasgow | QueenLine,Ld. (T.Dunlop&Sons, *Mgrs.*)<br>*SA&CP*<br>*CellDB* 360′ 1393*t* *MT* 32′ 1284*t* | 418·2\|55·2\|25·5<br>431·5(O.L.)<br>F40′ FK | Glasgow British | Oil Engines 2S.C.SA<br>3Cy.20½″–81½″ 387NHP<br>2DB *120lb*<br>(*Coll to Sh dk* Barclay,Curle&Co.Ld.Gls.<br>6 „ *2nd* „) | 29 ″ 0<br>s 3 ″ 6½<br>25 ″ 8½ | |
| 81891<br>164105<br>GZJV | **Queen Anne**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk&Shelter dk*<br>*CruiserStern*<br>*Tonnage opening closed '41* (*W.E.*) | | 4937<br>4558<br>2993 | ✠100A1<br>*with freeboard*<br>~~10,40~~ 4,41<br>✠LMC1,37<br>*Carrying vegetable oil in deep tank* | Ver | *a*†<br>2<br>10,40 | CL<br>~~8,37~~ | 1937<br>1mo<br>*Lloyd's* | Barclay, Curle&Co.Ld Glasgow | CadoganS.S.Co. Ld.(T.Dunlop& Sons, *Mgrs.*)<br>*SA&CP*<br>*CellDB* 360′ 1393*t* *MT* 32′ 1284*t* | 418·2\|55·2\|25·5<br>431·8(O.L.)<br>F40′ FK | Glasgow British | Oil Engines 2S.C.SA<br>3Cy.20½″–81½″ 387NHP<br>2DB *120lb*<br>(*Coll to Sh dk* Barclay,Curle&Co.Ld.Gls<br>6 „ *2nd*„) | 37 ″ 7<br>s11 ″ 1½<br>26 ″ 6½ | |
| 81892<br>144728<br>GKWP | **Queen City** (*ex*Cragness)<br>*Fitted for oil fuel*<br>D.F. 1 *Dk&Shelter dk* | | 4814<br>4505<br>2978 | | | | | 1924 | JLThomp-son&SonsLd. Sunderland | ReardonSmith LineLd.(SirW.R. Smith&SonsLd. *Mgrs.*) | 412·1\|55·0\|25·1<br>F34′<br>*WB* | Bideford British | T.3Cy.28″,46″&75″–51″ 402NHP<br>Blair&Co.Ld.Stockton | | C |
| 81893<br>20612 | —<br>*Mchy.Aft* 1 *Dk* | | 3785<br>—<br>3367 | | | | | 1896 | Cleveland S.B.Co. Cleveland | PittsburghS.S.Co. | 401·4\|48·0\|23·7 | D'luth,Min Utd.States | T.3Cy.23″,38″&63″–40″ 251NHP<br>*WB* ClevelandS.B.Co.Clevelnd. | | |
| 81894 | **Queen Elizabeth** | | 85000 | ✠100A1<br>*with freeboard*<br>2,40 ✠LMC2,40<br>✠Lloyd'sRMC2,40 | | | | 1940 | J'hnBrown &Co.Ld. Clydebank | CunardWhiteStar Ld. | | Liverpool British | | | |
| 81895<br>133048 | **Queen Empress** Ⓟ<br>2 *Dks* | **PadSp** | 411<br>291<br>164 | | | | | 1912 | Murdoch & Murray,Ld. PortGlasgow | Williamson-Buchanan Steamers(1936) Ld. | 210·0\|25·6\| 8·4 | Glasgow British | C.D.2Cy.27½″&54″–54″ 178NHP<br>Rankin&Blackmore,Grk. | | |
| 81896<br>164282<br>GBTT | **Queen Mary** Ⓟ<br>D.F. GyC. E.S.D. 5 *Dks*,6*th*&7*th dks*<br>*CruiserStern* *clear of mchy. space.*<br>Sub.Sig. 8*th dk forward of mchy. space*<br>(*Topsides–special quality steel*) | **QuadSc** | 81235<br>56152<br>34120 | ✠100A1<br>*with freeboard*<br>7.39<br>BS2,39 ✠LMC5,36<br>*Fitted for oil fuel* 5,36 | Sou | | CL<br>P*f* 8,40<br>S*f* 8,40<br>Sa1,39<br>Pa1,39<br>*F.P. above* 150° F. | 1936<br>5mo<br>*Lloyd's* | John Brown& Co.Ld. Clydebank | CunardWhiteStar Ld.<br>*SA&CP*<br>*CellDB* 835′8585 *tDT* f 33′695*t* *FPT* 3 | 975·2 \|118·6\| 68·5<br>B715′F93′ *Upper Bridge* 540′ FK<br>10*t* *APT* 364*t* | Liverpool British | 16 Steam Turbines SR geared to 4 Sc.Shafts<br>446lb (*s*) 33653NHP<br>24WTB(Spt425lb)<br>HS234000 FD<br>3DB *250lb*(Spt)<br>JohnBrown&Co.Ld. | 74 ″ 7<br>s35 ″ 11½<br>38 ″ 10½ | BT till 5,40 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft in. | 15 Registers in which classed. If not in L. R. Date of Transfer. Cert. No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81897 161974 | **Queen Mary II** (P) (*ex*QueenMary-35) | TrpSc 2 *Dks & Shelter dk* | 870 572 336 | † 100 A1 *with freeboard* 5,40 ~~12,00~~ 11,46 | Nwc Mcl | *a*† 2 | CL 12,39 | 1933 | W. Denny & Bros. Ld. Dumbarton | Williamson-Buchanan Steamers (1936) Ld. | 252·5 \| 35·1 \| 10·1 | | | Glasgow British | 3 Steam Turbines W. Denny & Bros. Ld. Dmb. | | BT till ~~9-40~~ ~~11-40~~ 8,41 |
| 81898 164101 GZDR | **Queen Maud** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* | | 4976 4627 3038 | † 100 A1 *with freeboard* ~~5,40~~ ~~12,00~~ 11,46 | Nwc Mcl LMC11,36 | *a*† 2 | CL 12,39 | 1936 11 mo *Lloyd's* | Wm. Doxford & Sons, Ld Sunderland | Queen Line, Ld. (T. Dunlop & Sons, *Mgrs.*) *CellDB* 346' 1174*t* | 422·8 \| 54·2 \| 26·1 439·2 (O.L.) FK *MT* 1236*t APT* 177*t* | Glasgow British *7 BHpt Cem Coll to Sh dk* 6 „ *2nd* „ | Oil Engines 2S.C.SA 3 Cy. 20½"–81½" 388 NHP 2 DB *120lb* Wm. Doxford & Sons Ld. Sld | 28 // 8 s 3 // 4½ 25 // 6 | |
| 81899 164099 GZFC | **Queen Victoria** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* | | 4937 4558 2993 | † 100 A1 *with freeboard* 9,40 ~~2,40~~ LMC11,36 | Vcr NSW | *a*† 2 | CL 4,37 | 1936 11 mo *Lloyd's* | Barclay, Curle & Co. Ld Glasgow *sA&CP* | Queen Line, Ld. (T. Dunlop & Sons, *Mgrs.*) *CellDB* 360' 1393*t* | 418·2 \| 55·2 \| 25·5 F40' FK *MT* 32' 1284*t* *FPT* 119*t APT* 95*t* | Glasgow British *7 BHpt Cem Coll to Sh dk* 6 „ 2nd „ | Oil Engines 2S.C.SA 3 Cy. 20½"–81⅛" 387 NHP 2 DB *120lb* Barclay, Curle & Co. Ld. Gls | 29 // 0 s 3 // 6½ 25 // 8½ | |
| 81900 156189 GZKF | **Queen of Bermuda** (P) Quad Sc *ss* N.Yk.No.1–37 *Ref. Mchy.* 3 *Dks* (*Stl–Weather dk* teak s) 4*th dk* (*Stl*) *in forward holds & in Nos.* 5 *& 6 holds, 5th dk* (*Stl*) *in No.2 hold* (*Topsides–special quality steel*) Sub.Sig. D.F. E.S.D. GyC. *Cruiser Stern* | | 22575 13107 12777 | † 100 A1 *with freeboard* 5,39 LMC MS12,36 BS5,38 Lloyd's RMC5,39 *Carrying Vegetable Oil* *Fitted for oil fuel* 2,33 | NNs P MS Lloyd's | *m*† P *f* 5,36 S *f* 5,38 P *a* 11,38 S *a* 11,38 *in dee* *F.P. above* 150° F. | CL 1933 2 mo *Lloyd's* | Vickers-Armstrongs, Ld. Barrow *sA&CP* | Furness, Withy & Co. Ld. *Cell DB* including tanks in way 389' 3036*t MT* *s* 26' *dk* tanks *a* 72' 435*t* *ptank* *tween* | 553·4 \| 76·7 \| 39·0 B&F 513' *Upper Bridge* 413' *of tunnels* & FK 1040*t DT s f* 742*t* *FPT* 113*t APT* 121*t* | London British 13 *BHpt Cem Coll.,, to Wdk* 8 *Turbines by Motors by* | 2 Steam Turbines connected to Electric Motors & Sc. Shafts (*s*) 4274 NHP WTB 400 lb (Spt 390 lb) HS 39720 FD Fraser & Chalmers, Erith General Electric Co. Ld. Witton, Birmingham | 43 // 3 s 16 // 5⅜ 27 // 0¾ | |
| 81901 148380 GLZV | **Queen of Kent** (P) Pad *Fitted for oil fuel* Wireless *Cruiser Stern* 2 *Dks* | | 798 388 379 | | | | | 1916 | Ailsa S.B. Co. Troon | New Medway Stm. Packet Co. Ld. (S.J. Shippick, *Mgr.*) | 235·2 \| 29·1 \| 9·2 | | Rochester British *WB* | C.D. 2 Cy. 26½" & 52" – 54" 165 NHP Ailsa S.B. Co. Troon | | |
| 81902 160696 GTCD | **Queen of Thanet** (P) Pad *Fitted for oil fuel* Wireless *Cruiser Stern* 2 *Dks* | | 792 384 382 | | | | | 1916 | W. Hamilton & Co. Ld Port Glasgow | New Medway Stm. Packet Co. Ld. (S.J. Shippick, *Mgr.*) | 234·9 \| 29·1 \| 9·2 | | Rochester British *WB* | C.2 Cy. 26½" & 52" – 54" 168 NHP W. Hamilton & Co. Ld. P. Gl. | | |
| 81903 | **Queen of the Bay** (P) Twin Sc (*ex*Protea–36, *ex*H.M.S.Crozier) 1 *Dk* | | 783 689 307 | † 8,19 | | | | 1919 | W. Simons & Co. Ld. Renfrew | Atlamer S.S. Line | 219·3 \| 28·6 \| 15·5 | | French *WB* | T. 6 Cy. 13", 21" & 35" – 24" 120 NHP W. Simons & Co. Ld. Rnf. | | |
| 81904 164489 GYKW | **Queen of the Channel** (P) *Oil Eng.* Twin Sc Wireless 2 *Dks* *Cruiser Stern* | | 1162 563 677 | † | | | | 1935 | W. Denny & Bros. Ld. Dumbarton | New Medway Stm. Packet Co. Ld. (S.J. Shippick, *Mgr.*) | 250·8 \| 34·1 \| 9·2 *Promenade dk* 145' | | London British *WB* | 2 Oil Engines 2S.C.SA 16 Cy. 14.3/8"–23⅝" 560 NHP W. Denny & Bros, Ld. Dmb. Sulzer Bros. Winterthur | | |
| 81905 162488 GTQR | **Queensbury** *ss* Shl. No.2–39 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | 3911 3682 2425 | † 100 A1 *with freeboard* 1,41 ~~11,39~~ LMC11,39 BS1,41 | Shl Sld | *y* 2 | CL 12,38 | 1931 1 mo *Lloyd's* | Burntisland S.B. Co. Ld Burntisland *sA&CP* | Alexander Shppng. Co. Ld. (Capper Alexander & Co. *Mgrs.*) *CellDB* & *uE* 125' | 372·6 \| 52·3 \| 24·4 385·0 (O.L.) F39' FK *f* 179' 1659*t FPT* 60*t* | London British *6 BH Cem Coll to Sh dk* 5 „ 2nd „ *APT* 82*t* | T. 3 Cy. 23", 39" & 65" – 45" (*s*) 200 lb 381 NHP 2 SB (FD) & 1 Aux B, *8cf*, GS 151, HS 5521 D. Rowan & Co. Ld. Gls. | 26 // 9 s 2 // 7½ 24 // 4½ | |
| 81906 164633 MLKK | **Queensland** (*ex*Beijerland–36) *ss* Bly. No.3–12,40 ~~ss Rot. No.2–39~~ *Mchy. Aft* *Well deck* 1 *Dk* (*Stl*) | | 1617 1186 870 | † 100 A1 2,40 ~~5,39~~ BS ~~5,39~~ 5,40 LMC ~~5,36~~ MS 12,40 | Shl Bly | *p* | OG ~~5,39~~ 4,40 | 1928 2 mo *Lloyd's* | Schpw. v. Jan Smit, Czn. Alblasserdam *sA&CP* | Shipping & Coal Co. Ld. *Cell DB f* 167' 36 | 242·8 \| 38·1 \| 15·9 P60' Q79' F27' FK *6t DT f* 10' 206*t FPT* 99*t APT* 20*t* | London British 5 *BH Cem* GS 107, HS 3510 | T. 3 Cy. 18", 30 1/16" & 49" – 36" (*s*) 200 lb 199 NHP 2 SB, *6cf*, GS 107, HS 3510 Maats. de Schelde, Flushing | 18 // 0 s 5 // 1½ 17 // 0¼ | |
| 81907 ~~148004~~ GDXK | **Queenworth** *ss* Sld. No.3–9,37 *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted* D.F. | | 2047 1581 1150 | † 100 A1 1,40 LMC MS 9,37 BS 8,39 | Bly | *r* | CL 8,39 | 1925 3 mo *Lloyd's* | S.P. Austin & Son, Ld. Sunderland *sA&CP* | ~~Watergate Stm. Shppg. Co. Ld. (R.S. Dalgliesh & R.J. James, *Mgrs.*)~~ *CellDBuE* 25' *f* 186' 54 | 275·0 \| 39·9 \| 18·1 Q165' F30' FK *4t MT* 9' 207*t FPT* 135*t APT* 64*t* | ~~Newcastle~~ British 5 *BH Cem* | T. 3 Cy. 21", 35" & 57" – 26" (*s*) 180 lb 222 NHP 2 SB, *6cf*, GS 98, HS 3560 J. Dickinson & Sons, Ld. Sld. | 20 // 3 s 6 // 1⅜ 18 // 5¾ | |
| 81908 | **Quequen** (*ex*RioQuequen Grande–37, *ex*Scotstoun Head) *Mchy. Aft* *Well deck* | 3 Mst *ss* B.As.No 2–29 1 *Dk* (*Stl*) | 347 — 166 | † 5,36 | BAs | *f* | | 1921 7 mo | A. Hall & Co. Ld. Aberdeen | Miguel Massa Loduca | 150·9 \| 24·1 \| 9·3 Q85' B12' F19' FK *Cell DB f* 82' 106*t* | | Bns. Aires Argentine *3 BH Cem* *FPT* 32*t* | T. 3 Cy. 13", 21½" & 35" – 24" 82 NHP 1 SB, *3pf*, GS 46, HS 1510 A. Hall & Co. Ld. Aberdeen | 11 // 4 | |
| 81909 FPAW | **Quercy** *Oil Eng.* D.F. 2 *Dks* *Ref. Mchy.* *Cruiser Stern* | | 3100 2700 1800 | | | | | 1938 | Akt. Burmeistr & Wain Copenhagen | Cie. Générale d'Armements Mar. | 315·0 \| 45·5 \| 28·8 F42' | | Havre French *WB* | Oil Engines 2S.C.SA 9 Cy. 19 1/16" – 35 7/16" 608 NHP Akt. Burmeistr & Wain, Cpn | | V |
| 81910 148548 GKWT | **Querimba** *ss* Cal. No.3–4,37 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Ref. Mchy.* | | 7769 7197 4772 | † 100 A1 *with freeboard* 10,40 ~~1,40~~ LMC MS 3,37 BS ~~6,39~~ 7,40 Lloyd's RMC ~~4,40~~ 2,41 ~~0,40~~ 7,40 | Cal | *e*† | CL 1,40 | 1925 3 mo *Lloyd's* | W. Gray & Co. Ld. Sunderland *sA&CP* | British India Stm. Nav. Co. Ld. *Cell DB* 428' 1709*t* *DT a* 31' 976*t FPT* | 487·0 \| 60·9 \| 29·9 F45' FK 195*t APT* 28*t* | London British *8 BHpt Cem Coll to Sh dk* 7 „ 2nd „ | Q4 Cy 28½", 41", 58½" & 85" – 54" 225 lb (*s*) 933 NHP 5 SB, *18cf*, GS 361, HS 14253 FD Cen. Mar. Eng Wks. W. Hpl | 32 // 8 s 5 // 1⅜ 27 // 9½ | |
| 81911 DHTQ | **Quersee** (*ex*Amrum) 1 *Dk* | | 998 794 560 | | | | | 1926 | Nordsee-werke Emden | W. Schuchmann | 219·6 \| 34·9 \| 13·1 P16' Q56' B55' F26' | | Hamburg German *WB* | T. 3 Cy. 17 11/16", 29½" & 46" – 31⅜" F. Wilhelms- Hütte, Mülheim, Ruhr 118 NHP | | G V |
| 81912 | **Quiberon** (*ex*Atlas–39, *ex*Pallas, *ex*Margarete, *ex*Düsseldorf) *Fitted for oil fuel* Wireless 1 *Dk* | Twin Sc | 1296 1018 625 | | | | | 1922 | Deutsche Werft A.G. Hamburg | Union Industrielle & Maritime Soc. Française d'Arm. | 242·3 \| 36·0 \| 14·3 B48' F57' | | Dunkirk French *WB* | T. 6 Cy. 11⅜", 20" & 32½" – 16½" NE & B 27 83 NHP N.V. Boele's Scheepv. & Machf. Bolnes | | V |
| 81913 149453 GNRP | **Quickstep** *ss* Shl. No.2–37 1 *Dk* (*Stl*) *Cargo battens not fitted* | | 2722 2353 1642 | † 100 A1 ~~Exploded 3,41~~ ~~BS 0,39~~ BS 3,40 | ~~Shl~~ Shl LMC 1,37 | *t* | CL ~~2,40~~ 4,41 | 1928 2 mo *Lloyd's* | Smith's Dock Co. Ld Middlesbro' *sA&CP* | Hill Steam Shipping Co. Ld. (Witherington & Everett, *Mgrs.*) | 305·0 \| 45·5 \| 21·3 P23' B50' F24' *Cell DB* FK 261' 727*t FPT* 105*t* *APT* 100*t* | Newcastle British *6 BHpt Cem* | T. 3 Cy. 21", 35" & 57½" – 42" (*s*) 180 lb 266 NHP 2 SB, *6cf*, GS 120, HS 4554 Smith's Dock Co. Ld. Mdb. | 23 // 6 s 3 // 2¾ 20 // 5¾ | |
| 81914 118734 MGMV | **Quickthorn** (*ex*Rosyth–35) *ss* Lth. 2nd No.3–1,29 *Mchy. Aft* *ss* Shl. No.2–37 *Well deck* 1 *Dk* (*pt Stl–pt* ws) | | 409 303 158 | † 100 A1 5,40 ~~11,40~~ NB 1,25 BS ~~9,39~~ 7,40 | Liv LMC 12,37 | *y* | CL 6,39 | 1903 12 mo *Lloyd's* | Dundee Shipbuilders' Co. Ld Dundee *sA&CP* | ~~Ribble Shipping Co. Ld. (W.J. Ireland, *Mgr.*)~~ George W. Grace & Co. ~~Ld.~~ | 165·0 \| 25·1 \| 11·7 *26·6* Q67' B11' F23' FK *DB f* 33' 50*t FPT* 24*t* | Dundee British *3 BH Cem* | T. 3 Cy. 15½", 25¾" & 41" – 33" (*s*) 180 lb 132 NHP 1 SB, *3cf*, GS 56, HS 2388 Cooper & Greig, Dundee | 12 // 8 s // 9½ 12 // 0 | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire, Matériaux, Gréement, etc / Ex-nom, s'il y a lieu / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant exprès. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pds. | 15 Registres où sont inscrits les navires qui ont le Load Line Certificate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81915 | **Quiloa** | 7765 | ✠100A1 | Cal | *e* † | CL | 1925 | W.Gray& | BritishIndiaStm. | 487·1 | 60·7 | 29·9 | London | Q.4Cy28½",41",58½"&85"-54" | 32 ″ 8 | |
| 148698 | *ss*Cal.No.3–6,37 | 7178 | *withfreeboard* | Lat ~~Bom~~ | | 5,39 | 10mo | Co.Ld. | Nav.Co.Ld. | | | | British | 225lb (*s*) 933NHP | s 5 ″ 1½ | |
| GLQK | 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) | 4750 | ~~5,10~~ 5,30 11,40 | | | | | WHartlepool | | F45′ | | FK | 8*BHptCem* | 5SB,*18cf*,GS361,HS14253FD | 27 ″ 9½ | |
| | | | BS~~7,39~~ 11,40 | ✠LMC6,37 | | | *Lloyd's* | *SA&CP* | *CellDB*429′1703*t* 976*tFPT*195*t* | *DTa*31′ | | ( | *Coll to SA dk* 7 „2nd „) | Cen.Mar.Eng.Wrks.WHpl | | |
| 81916 | **Quinault** **Wood** | 1138 | | | | | 1921 | G.F.Mat- | Hart-Wood | 210·0 | 43·1 | 15·4 | S.Frncisco | T.3Cy.15",23"&39"-24" | | |
| 220985 | *Fitted for oil fuel* | 1100 | | | | | | hews(ofHo- | LumberCo. | | | | Utd.States | 74NHP | | |
| KJVX | 1*Dk* | 610 | | | | | | quiam,Wash) | | | | | | PacificMarineIronWorks, | | |
| | | | | | | | | Portland,Or. | | | | | | Portland,Or. | | |
| 81917 | **Quiñenco** (*ex*BaronMurray–38) | 3222 | 100A1 | Vpo | | CL | 1924 | Napier& | Cia.Carbonifera y | 332·6 | 48·3 | 22·0 | Valparaiso | T.3Cy.21½",35½"&60"-39" | 24 ″ 6 | |
| 1313 | *ss*Shl.No.3–8,38 | 2847 | ~~12,09~~ 12,40 | Tal | | 8,38 | | Miller,Ld. | deFundicion | | | | Chilian | 200lb (*s*) 294NHP | s3 ″11 | |
| CBQl | 1*Dk* | 1882 | BS~~12,39~~ 1,41 | LMC8,38 | | | | Glasgow | Schwager | P29′B98′F37′ | | FK | 6*BHCem* | 2SB,*6cf*,GS118,HS5020 | 20 ″ 9 | |
| | *Cargo battens not fitted* | | | | | | *Lloyd's* | *SA&CP* | *CellDB*230′904*t FPT*86*t* | *APT*175*t* | | | D.Rowan&Co.Ld.Glasgow | | | |
| 81918 | **Quinto** (*ex*Fleiss–33) | 531 | | | | | 1922 | Gebr. | Soc.Anon.Agricola | 188·9 | 26·1 | 10·3 | Genoa | T.3Cy12",19 7/16"&32 7/16"-24½" | | I |
| 1874 | | 404 | | | | | | Muller | Industriale per la | P61′F18′ | | | Italian | 50NHP | | |
| ISJV | 1*Dk* | 278 | | | | | | Foxhol | ProduzioneItaliana | len26 | | *WB* | | N.V.v.d.Kuy&v.d.Ree's | | |
| | | | | | | | | | di Cellulosa | | | | | Mchft.&Schps.Schiedam | | |
| | | | | | | | | | (S.A.I.C.I.) | | | | | | | R |
| 81919 | **Quirigua** Ⓟ **TwinSc** | 6982 | | | | | 1932 | Bethlehem | UnitedMailS.S.Co. | 415·7 | 60·3 | 24·1 | NewYork | 2 Stm.Turbines connected | | |
| 231645 | D.F. E.S.D. *Fitted for oil fuel* | 3966 | | | | | | S.B.Corp.Ld. | (UnitedFruitCo. | P41′B&F343′ | | | Utd.States | toElec.Motors&Sc.Shafts | | |
| KDCR | *Ref.Mchy.* GyC. 4*Dks* | 3178 | | | | | | Quincy,Mass. | *Mgrs.*) | | | *WB* | | GeneralElectricCo. | | |
| | | | | | | | | | | | | | | Schenectady,N.Y. | | |
| 81920 | **Quirinale** Ⓟ (*ex*Palacky) | 3779 | ✠ ... | | | | 1907 | Lloyd | "Adriatica"Soc. | 368·4 | 44·2 | 23·4 | Venice | T.3Cy.24½",40½"&68"-48" | 25 ″ 10 | I |
| 309 | *ss*Tri.No.3–10,19 | 2794 | 11,23 | | | | 12mo | Austriaco | Anon.diNav. | P&B246′F65′ | | | Italian | 432NHP | | † |
| ICAK | D.F. 1*Dk&Spar dk&deep framing* | 2215 | ✠ | | | | | Trieste | | | | FK | *WB* | LloydAustriaco,Trieste | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| 81921 | **Quiriquire** **TwinSc** | 3945 | ✠100A1 | Aru | *w* | CL | 1938 | Cantieri | LagoShippingCo. | 355·9 | 60·2 | 16·7 | London | T.6Cy.16",26"&43"-27" (*s*) | 17 ″ 6 | |
| 166503 | | 2951 | ~~4,11~~ ~~4,09~~ 10,40 | | | s9,39 | 7mo | RiunitiDell' | Ld.~~(T.J.Wolfe,~~ | 365·2(O.L.) | | | British | 180lb 318NHP | ~~4 ″ 1~~ | |
| GNGM | *Mchy.Aft* 1*Dk* | 1821 | ✠LMC7,38 | | | P4,41 | | Adriatico | *Mgr.*) (R.A. | P77′F41′ | | FK | 8*BHptCem* | 2SB,*6cf*,HS5130 | FD ~~13 ″ 7~~ | |
| | *CruiserStern* | | | | | | | Monfalcone | Carder,*Mgr.*) | *Trunk*240′ | | | *ptAsp* | N.E.MarineEng.Co.(1938) | s2 ″ 6 | |
| | | | *CarryingPetroleum in bulk* | | | | *Lloyd's* | *SA&CP* | *CellDBu* | *Es&B*48′23*t FPT*164 | | | *tAPT*141*t* | Ld.Nwc. | 15 ″ 2½ | |
| | | | *Fitted for oil fuel* 7,38 | | | | *above* 1 | 50° F. | | | | | | | | |
| 81922 | **Quistconck** Ⓟ | 5144 | ✠ ... | | | | 1918 | American | ~~Lykes-Coastwise~~ | 390·0 | 54·2 | 27·6 | ~~Houston~~ | DRgearedSteamTurbine | 32 ″ 0 | R |
| ~~21741~~ | *Fitted for oil fuel* | 4664 | 7,20 | | | | 11mo | International | ~~Line,Inc.~~ | P39′B122′F43′ | | | ~~Utd.States~~ | 600NHP | | † |
| ~~WNHL~~ | Sub.Sig. D.F. 2*Dks&Webframes* | 3072 | ✠ | | | | | S.B.Corp. | | | | FK | British *WB* | GeneralElectric | | |
| | | | | | | | | HogIslandPa | | | | | | Co.Schenectady,N.Y. | | |

Now "Empire Falcon," see No. 90372 in Supplement

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81923 | **Quito** **TwinSc** | 1230 | | | | | 1938 | Schiffb.Ges | Norddeutscher | 249·0 | 34·7 | 14·0 | Bremen | Oil Engines 4S.C.SA | | G |
| | *OilEng.* | 903 | | | | | | "Unterweser" | Lloyd | P161′F44′ | | | German | 16Cy.14⅛"-19¾" SRgeared | | |
| DOUC | Wireless 2*Dks* | 614 | | | | | | A.G. Weser- | | | | *WB* | | 322NHP | | |
| | *Mchy.Aft* *CruiserStern* | | | | | | | munde-L. | | | | | | Fr.KruppGermaniawftAG | | |
| | | | | | | | | | | | | | | Kiel | | |
| 81924 | **Quorna** Ⓟ (*ex*Warrener) | 606 | ✠ | Adl | *i* | | 1912 | J.Fuller- | TheAdelaide | 175·5 | 28·1 | 11·6 | Adelaide | T.3Cy.15",25½"&41"-30" | 12 ″ 3 | |
| 122740 | *ss*Adl.No.1–16 | 414 | 8,18 | | | | 9mo | ton&Co. | SteamshipCo.Ld. | B55′F28′ | | | British | 86NHP | | |
| VJVR | 1*Dk*(*Stl*) | 265 | ✠ | | | | | Paisley | | | | FK | 4*BHCem* | 1SB,*3cf*,GS62,HS2107 | | |
| | | | | | | | | | | | | *Cell* | *DBa*40′26*t FPT*40*t* | *APT*28*t* | Ross&Duncan,Glasgow | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

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**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey, Date of last Survey. | 6 Port of Survey. | 7 Years Classed, now extinct. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships — Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L. R. Date of Build or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81925<br>DHTR | **R. C. Rickmers**<br>D.F. Sub.Sig. 2*Dks* | 5198<br>4728<br>3193 | | | | | 1921 | Nordd. Werft.m.b.H. Weser-münde-G. | RickmersRhederei. A.G. | 401·5 \| 53·2 \| 27·5<br>P50′B134′F34′ | | | Hamburg<br>German<br>*WB* | T.3Cy.28½″,45½″&74″–53½″<br>400NHP<br>BremerVulkan,Vegesack | | G |
| 81926<br>221897<br>KJVZ | **R. D. Leonard**<br>*Fitted for oil fuel*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>D.F. 1*Dk* *Longitudinal framing* | 1796<br>—<br>1074 | | | | | 1922 | Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel | AtlanticRefining Co. | 265·9 \| 39·2 \| 19·6<br>P62′F27′ | | | Phildlphia<br>Utd.States<br>*WB* | DR geared Steam Turbine<br>DeLavalSteam TurbineCo.Trenton,N.J. | | R |
| 81927<br>200346<br>WDDN | **R. E. Moody**<br>(*ex*JohnMcCartneyKennedy–37, *ex*Collier,*ex*P.P.Miller) (*Self-Unloader*)<br>D.F. GyC. *Mchy.Aft* 1*Dk2trB* | 3845<br>—<br>2858 | | | | | 1903 | Buffalo D.D.Co. Buffalo,N.Y. | ColumbiaTranspn. Co.(Oglebay, Norton&Co.*Mgrs.*) | 354·0 \| 48·0 \| 28·0 | | | Wilmgton (Del.)<br>Utd.States | T.3.Cy.20″,33½″&55″–40″<br>191NHP<br>AmericanS.BCo.Cleveland | | R |
| 81928<br>214951<br>WPCL | **R. G. Stewart** (*ex*R.W.Stewart, *ex*EdwardL.Doheny, Junior)<br>*ss*N.Yk.No.3–8,30 *ss*Bal.No.2–38<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames*<br>D.F. *Longitudinal framing* | 9229<br>—<br>6804 | ✠100A1 *Shelter dk*<br>*with freeboard*<br~~5,40 12,39~~10,40<br~~BS12,39~~ ✠LMC12,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,17 *F.P.* | Gal<br>Bal<br>BS10,40<br>*above* | *d*†<br>CL<br>8,39 | 1917<br>6mo | NewYork S.B.Corp. Camden,N.J.<br>A&CP | StandardOilCo.of NewJersey | 467·6 \| 62·7 \| 32·0<br>36·3<br>FK<br>*Cell DBa* 23′ *uE&B* 76′ 150° F. | | | Wilmgton (Del.)<br>Utd.States<br>16*BHpt Cem*<br>(10 *to U dk*<br>6 „ 2*nd* „)<br>463*t DT f* 40′ | Q.4Cy.24″,35″,51″&75″–51″<br>220lb (*r*) 568NHP<br>3SB,9*cf*,GS177,HS7804 FD<br>NewYorkS.B.Corp.<br>441*t FPT* 229*t APT* 131*t* | 39 ″ 6<br>s 10 ″ 3½<br>29 ″ 5¾ | |
| 81929<br>149845 | **R. H. Carr** TwinSc<br>*ss*Dem.No.3–4,40 *ss*~~Dem.No.2–36~~<br>1*Dk* | 324<br>224<br>135 | ✠ A1<br>*with freeboard*<br>4,40 ~~4,36~~<br>~~BS8,38~~ ✠LMC~~4,36~~<br>*For River & Coast Service*<br>*British Guiana* | Dem<br>~~P4,39~~<br>~~S4,39~~<br>MS11,39<br>BS9,39<br>SN4,40<br>P4,40 | | 1927<br>6mo | J.Crichton &Co.Ld. Saltney<br>*Lloyd'sA&CP* | Sproston'sLd. | 145·3 \| 27·6 \| 8·7<br>152·0(O.L.)<br>F25′<br>FK | | | Georget'n, Dem.<br>British<br>4*BHCem*<br>*FPT* 12*t* | T.3Cy.8¼″,14″&22″–15″ (*s*)<br>180lb 50RHP<br>1SB,3*cf*,GS47,HS1475<br>Plenty&Son,Ld.Newbury | 9 ″ 0<br>s 2 ″ 11<br>6 ″ 6 | |
| 81930<br>170827<br>VCGX | **R. J. Cullen** (*ex*SanLucas–40, *ex*EasternKnight) ~~*Fitted for oil fuel*~~<br>1*Dk*&*Shelter dk*&*Web frames*<br>*Longitudinal framing*<br>*ss*Phl.No.3–1,40 | 6993<br>6477<br>4435 | ✠100A1 *Shelter dk*<br>12,40~~5,40~~ ✠LMC<br>BS5,40 MS1,40<br>*Fitted for oil fuel* 2,20 *F.P. above* | NYk | CL<br>1,40 | 1919<br>11mo<br>A&CP | OsakaIron Works,Ld. Osaka | AtlanticTrans-portationCo.Ld. (S.L.deCarteret, *Mgr.*) | 415·1 \| 55·7 \| 32·0<br>P45′B148′F45′*on Shelter dk* FK<br>3*BH to Shelter dk* 1*BH to U dk*<br>*Cell DB* 368′1447*t DT a* 34′1145*t FPT* 150°F. 169*t APT* 148*t* | St.JohnNB<br>British<br>*Cem* ~~*WB*~~ | T.3Cy.28½″,45″&75″–51″<br>180lb (*s*) 553NHP<br>3SB,9*cf*,GS190,HS8100 FD<br>OsakaIron Wrks,Ld.Osaka | 34 ″ 8<br>s 7 ″ 2<br>27 ″ 9¼ | |
| 81931<br>221590<br>KDUC | **R. J. Hanna** (*ex*Lubrico–35)<br>*Fitted for oil fuel*<br>*Mchy.Aft* 2*Dks*<br>D.F. GyC. *Longitudinal framing*<br>*Carrying Petroleum in bulk* | 6905<br>—<br>4283 | | | | | 1921 | MooreS.B. Co. Oakland,Cal. | StandardOilCo.of California | 425·0 \| 57·2 \| 33·1 | | | S.Frncisco<br>Utd.States | T.3Cy.27⅝″,46″&78¼″–51″<br>436NHP<br>Hooven,Owens,Rentschler Co.Hamilton,Ont. | | R |
| 81932<br>1845<br>IBPP | **R. L. Hague** TwinSc<br>*OilEng.*<br>*ss*Pal.No.1–37<br>*Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear of cargo tanks* 3*rd dk*(*Stl*)*aft of cargo tanks Web frames*<br>D.F. GyC. *Cruiser Stern Longitudinal framing* | 12175<br>11720<br>7032 | ✠100A1<br>11,39<br>✠LMC CS1,37<br>DBS2,39 2,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1,36 *F.P. above* | Mfl | CL<br>7,38 | 1932<br>7mo | Cantieri RiunitiDell' Adriatico Monfalcone<br>*Lloyd'sAP* | "LaColumbia"Soc. Marit. perTrasporti diPetrolio e Derivati | 542·3 \| 70·2 \| 38·7<br>522·0<br>FK<br>*Aft* B55′B40′F39<br>*Cell DBu* E78·135*t DTs f* 53′2312*t FPT* 291*t APT* 250*t* | Genoa<br>Italian | Oil Engines 2S.C.SA<br>12Cy.23⅜″–43⅝″ 1162NHP<br>2DB(*a*)*200lb* 2DB(*f*)*100lb*<br>Soc.An"Fiat"S.G.M.Turin | 38 ″ 9<br>s 8 ″ 6½<br>30 ″ 5¼ | |
| 81933<br>234510<br>WOGQ | **R. P. Resor**<br>*Mchy.Aft* *Cruiser Stern* 1*Dk*<br>*Longitudinal framing–bracketless system*<br>*Part electrically welded* *"Arcform"*<br>D.F. E.S.D. GyC. | 7451<br>6674<br>4620 | 100A1<br>1,40<br>~~BS1,40~~ 1,41 LMC1,36<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1,36 *F.P. above* | Gal | CL<br>~~1,38~~<br>1,41 | 1936<br>2mo | Federal S.B &D.D.Co Kearny,N.J. | StandardOilCo.of NewJersey | 435·0 \| 66·8 \| 34·2<br>P85′B33′F36′<br>FK<br>*Cell DB* 54′146*t DTf* 31′687*t FPT* 155*t* | Wilmgton (Del.)<br>Utd.States<br>13*BH*<br>*APT* 247*t* | 2SteamTurbinesDRgeared to 1 Sc. Shaft<br>450lb (*s*) HS3660 593NHP<br>2 W.T.B.(Spt424lb) FD<br>Allis-ChalmersMfg.Co. Milwaukee,Wis. | 34 ″ 6 | |
| 81934<br>214311<br>WPCI | **R. P. Smith** (*ex*J.M.Danziger–36)<br>*ss*Mob.2ndNo.3–12,39<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>D.F. *Longitudinal framing* | 6226<br>5699<br>3834 | ✠100A1<br>7,40~~12,39~~<br>✠LMC<br>MS2,39 ~~BS7,39~~ 7,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,16 *F.P. above* | Mob | *b*†<br>CL<br>N12,39 | 1916<br>8mo | W Cramp& SonsS&EBCo Philadelphia<br>A&CP | SabineTransport-ationCo.Inc. (M.T.Ball,*Mgr.*) | 430·0 \| 58·2 \| 33·3<br>P103′B36′F49′ FK<br>*Cell DB* 61′235*t DT f* 45′629*t* | Baltimore<br>Utd.States<br>15*BHpt Cem*<br>(8 *to U dk*<br>7 „ 2*nd* „) | T.3Cy.27″,45½″&76″–51″ (*r*)<br>190lb 565NHP<br>3SB,9*cf*,GS185,HS8095 FD<br>W.Cramp&SnsS.&E.B.Co. Phl. | 33 ″ 4<br>s 6 ″ 7½<br>26 ″ 11¼ | |
| 81935<br>77532 | **R. R. Richardson** (*ex*J.M.Jenks)<br>GyC. 1*Dk2trB* | 4046<br>—<br>2925 | | | | | 1902 | American S.B.Co. Lorain,O. | PittsburghS.S.Co. | 414·0 \| 50·0 \| 28·0 | | | Duluth<br>Utd.States<br>*WB* | T.3Cy.22″,35″&58″–40″<br>NB25 213NHP<br>AmericanSB.Co.Cleveland | | |
| 81936<br>237760<br>WPKP | **R. W. Gallagher**<br>D.F. GyC. E.S.D. 1*Dk*<br>*Mchy.Aft* Sub.Sig. *Cruiser Stern*<br>*Longitudinal framing*<br>*Pt. electrically welded* | 7989<br>7036<br>4738 | 100A1<br>~~1,40~~ 1,41<br>~~BS6,39~~ LMC8,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,38 *F.P. above* 1<br>BS6,40 | Gal<br>~~Y 14~~<br>50°F. | CL | 1938<br>8mo | Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.<br>*Lloyd'sA&CP* | StandardOilCo.of NewJersey | 445·4 \| 64·2 \| 35·2<br>463·0(O.L.)<br>P92′B35′F40′ FK<br>*Cell DBu* E66′63*t DTf* 24′635*t FPT* 361*t* | Wilmgton (Del.)<br>Utd.States<br>14*BH*<br>*APT* 180*t* | 2 steam turbines DRgeared to 1 screw shaft<br>450lb (*s*) HS9856<br>2WTB(Spt424lb) FD<br>BethlehemS.B.Corp.Ld. Quincy,Mass | 34 ″ 10 | |
| 81937<br>YTMU | **Rab** Ⓟ<br>*ss*Ssk.No.2–39<br>1*Dk*(*Teak*) | 344<br>235<br>115 | ✠100A1<br>*with freeboard*<br>7,40~~9,39~~ ✠LMC<br>~~BS1,39~~ MS4,39 | Ssk<br>Spt | *f*<br>CL<br>~~5,37~~<br>6,40 | 1931<br>3mo | J.S.White &Co.Ld. EastCowes<br>*Lloyd'sA&CP* | Jadranska PlovidbaD.D.<br>*Tanks in way of tunnel* 1 | 144·5 \| 24·6 \| 11·4<br>153·4(O.L.)<br>F34′ BK6″<br>6′11*t DTf* 20′31*t FPT* | Susak<br>Yugoslav<br>5*BH Cem*<br>*T4t APT* 3*t* | T.3Cy.14″,22½″&37″–24″(*s*)<br>200lb (*s*) 111NHP<br>1SB,3*cf*,GS53,HS1723 FD<br>J S.White&Co.Ld.Cowes | 12 ″ 0<br>s 2 ″ 4½<br>10 ″ 3½ | |
| 81938<br>DNAY | **Rabat**<br>*Fitted for oil fuel*<br>Sub.Sig. 2*Dks* | 2719<br>2304<br>1603 | | | | | 1929 | Deutsche Werft A.G. Hamburg | Oldenbrg-Portug. Dmpfsch.-Rhed. | 283·3 \| 46·0 \| 23·0<br>P21′B72′F31′ | | | Oldenburg<br>German<br>*WB* | C.4Cy.(2)18½⅛″&(2)39⅜″–39⅜″<br>194NHP<br>DeutscheWerft A.G.Ham. | | G |
| 81939<br>113640<br>TWCD | —<br>3Mst<br>(*ex*Vena, *ex*Algeiba, *ex*Clarence) *ss*Bel.2ndNo.3–3,28 *ss*CasablancaNo.1–32 1*Dk*(*Stl*)<br>*Mchy.Aft* *Well deck* | 565<br>402<br>229 | ✠ ——<br>4,37<br>✠NB9,18 ✠ | Casa-blanca | *h* | 1902<br>5mo | Scott& Sons Bowling | V.&S.Castella | 170·4 \| 27·2 \| 11·4<br>Q91′B10′F25′<br>BK7″<br>*FPT* 60*t* | Casablnca<br>Moroccan<br>4*BH Cem*<br>*APT* 32*t* | T.3Cy.14″,22½″&37″–27″<br>NDB18 71NHP<br>1SB,3*pf*,GS49,HS1293<br>Ross&Duncan,Glasgow | 12 ″ 4 | |
| 81940<br>163510<br>VQWP | **Rabaul** TwinSc3Mst<br>(*ex*GeorgeWashington–34) *OilEng.*<br>*ss*Osl.No.3–6,29<br>D.F. *ss*Rot.No.2–37<br>2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>*Tonnage opening closed'40* | ~~5618~~<br>~~5200~~<br>~~3516~~<br>6809<br>4326 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>~~4,10~~12,39 3,41<br>~~3,40~~ ✠LMC CS10,38<br>~~DBS12,39~~ 10,38<br>3,41 | Lon<br>~~Swd Cit~~<br>~~Nyk~~ | *a*†<br>CL<br>PN7,37<br>s10,38 | 1916<br>11mo | Akt.Burmeistr&Wain Copenhagen<br>*Lloyd'sA&CP* | W.R.Carpenter<br>~~OverseasShipping Ld.~~ OverseasShipping,Ld. *Cell DAwng'tween dk BH* | 425·5 \| 55·3 \| 27·8<br>FK<br>*Cell BH to Awng dk,6 BH to 2nd dk)*<br>*except Coll BH dispensed with* | Suva,Fiji<br>British<br>7*BH pt Cem*<br>*APT* 82*t* | Oil Engines 4S.C.SA<br>12Cy.24¼⅛″–37½⅛″ 717NHP<br>DB~~60lb~~ 50lb<br>Akt.Burmeistr&Wain,Opn | ~~30 ″ 6~~<br>~~s 4 ″ 0½~~<br>~~26 ″ 8½~~<br>38 ″ 6<br>s 10 ″ 0½<br>28 ″ 8½ | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. Ex nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnages officiels. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Ferme assignée maintenant expiré. Lettre d'Enregistrement. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | Remarques où sera vu si le nav. est dans le L. Durée, Ass. Bof Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81941 | **Rabe** (*ex* Hornsee) | 994 / 879 | | | | | 1923 | F. Schichau Elbing | Argo Reederei Richard Adler & Co. | 229·8 | 33·5 | 14·2 | Bremen German | T. 3 Cy. 15″, 24½″ & 38¾″–25½″ 74 NHP | | G |
| DOEF | Wireless Sub. Sig. | 556 | | | | | | | | P 14′ F 30′ | | | *WB* | F. Schichau, Elbing | | |
| 81942 | **Rabelais** (*ex* Jean Stern) | 4999 / 4100 | ✠ … 7,26 | | | | 1921 2 mo | Atel. & Ch. du Sud-Ouest Bordeaux | Cie. des Affrêteurs Français (Heuzey & Chastellian, *Mgrs.*) | 386·4 | 52·4 | 25·0 | Rouen French | T. 3 Cy. 25½″, 42″ & 70″–48″ 433 NHP | 28 ″ 4 | V † |
| FOYB | 1 *Dk & 2nd dk in holds* | 3156 | ✠ | | | | | | | P 35′ Ba 21′ B *f* 21′ F 46′ FK | | | *WB* | N.E. Marine Eng. Co Ld Nwc | | |
| 81943 | **Rabenhaupt** *Oil Eng.* | 358 / 244 | | | | | 1939 | N.V. Noord Nederlndsch. Schpswerven Groningen | Evert Smid | 141·7 | 23·0 | 9·7 | Groningen Dutch | Oil Engines 4S.C.SA 6Cy. 11½″–16½″ 73 NHP | | V |
| PGYB | D.F. 1 *Dk* | 148 | | | | | | | | P 41′ F 18′ | | | *WB* | Mtrn Werke Mannheim AG | | |
| | *Mchy. Aft* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 81944 | **Rabotnik** Twin Sc *Oil Eng.* | 967 / 769 | | | | | 1930 | Sevastopol Marine Works Sevastopol | U.S.S.R. | 229·6 | 33·9 | 11·8 | Sevastopol Russian | Oil Engines 4S.C.SA 12Cy. 13½″–19½″ 214 NHP | | |
| UOVK | *Mchy. Aft* 1 *Dk* | 472 | | | | | | | | P 55′ F 25′ | | | *WB* | State Engine Works, Kolomenski | | |
| 81945 | **Rabotnitsa** Aux *Oil Eng.* | 414 / 301 | | | | | 1933 | Far East Works Vladivostok | U.S.S.R. | 134·1 | 29·6 | 11·1 | Vladvostk Russian | Oil Engines 4S.C.SA 6Cy. Sormovo Wks. Sormovo | | |
| UOGU | 1 *Dk* | 158 | | | | | | | | | | | | | | |
| | *(See Sailing Ship Register)* | | | | | | | | | | | | | | | |
| 81946 | **Raby Castle** | 4996 / 4591 | ✠ 100 A1 *Shelter dk* | HKg Bry | z | CL 4,39 | 1925 4 mo | Caledon S. B. & E. Co. Ld. Dundee | Lancashire Shpg. Co. Ld (J. Chambers & Co. *Mgrs.*) | 400·1 | 52·4 | 26·6 | Liverpool British | Oil Engines 4S.C.SA 8Cy. 28¾″–51½″ 638 NHP | 29 ″ 0 | |
| 147306 | *Oil Eng.* | | | | | | | | | | | | | | | |
| GCQZ | *ss* HKg. No 3–1,37 | 3078 | *with freeboard* 1,41 ~~12,39~~ | | | | | | | P 49′ B & F 287′ FK | | | 7 *B Hpt Cem* | 2 DB *100lb* NDB (*upper*) 34 | s 3 ″ 4½ | |
| | D.F. 2 *Dks (Stl) & Shelter dk* | | | DBS 1,41 | | | *Lloyd's* | | *Cell DB* 329′ 1090 *t* DT's | | | | *Coll BH to Sh dk* | N.E. Marine Eng Co Ld. Nwc | 25 ″ 10 | |
| | E.S.D. *(Stl) & Web frames* | | ✠ LMC | CS 10,37 | | | | | | P 49′ B & F 287′ FK | | | 6 *B H Cem* | 2 SB, *6cf*, GS 130, HS 5663 | | |
| | *Longitudinal framing* | | ~~DBS 12,39~~ | 12,39 | | | | | *Cell DB* 130′ *u E & B* 49′ *f* 149′ 1021 *t* | | | | *APT* 213 *t* | Richardsons, Westgarth & Co. Ld. Hpl. | 23 ″ 9 | |
| 81947 | **Rad** (*ex* Thistletor) | 4201 / 3798 | ✠ 100 A1 1,40 | Gen | x | CL 11,37 | 1910 8 mo | Irvine's SB & D.D. Co. Ld W Hartlepool | Plovidba "Rad" (Banaz & Rusko, *Mgrs.*) | 370·3 | 51·4 | 24·0 | Dubrovnik Yugoslav | T. 3 Cy. 25″, 40″ & 68″–48″ (*s*) 180 lb *80 lb* 358 NHP | 26 ″ 6 | |
| YTDS | *ss* Spt. 2nd No. 3–2,35 | 2597 | | | | | *Lloyd's* | | *Cell DB* a 130′ *u E &* | P 49′ B & F 287′ FK | | | 6 *B H Cem* | 2 SB, *6cf*, GS 130, HS 5663 | s 2 ″ 11½ | |
| | *ss* Spt. No. 1–39 | | ✠ LMC | | | | | | | B 49′ *f* 149′ | | | | Richardsons, Westgarth & Co. Ld. Hpl. | 23 ″ 9 | |
| | D.F. 1 *Dk (pt Irn pt Stl)* | | MS 4,39 | BS 8,39 | | | | | | 1021 *t* FPT 144 *t* | | | APT 213 *t* | | | |
| 81948 | **Radames** (*ex* Fernand Colignon, | 3575 | ✠ 100 A1 *Spar dk* | Alx | w | CL | 1903 | A. McMillan & Son, Ld. Dumbarton | ~~Ardlet~~ A. & R. Klat | 340·0 | 45·0 | 17·8 | Alexndria | T. 3 Cy. 24″, 40″ & 65″–42″ (*s*) | 28 ″ 9 | |
| 43 | *ex* Winslow, *ss* Shl. 2nd No. 3–5,29 | 3310 | | Cbo | | 4,39 | 8 mo | | | 351·8 | 26·1 | | Egyptian | 180 lb ~~140 lb~~ NDB 25 305 NHP | s 5 ″ 2½ | |
| SUBT | *ex* Overdale, *ss* Alx. No. 2–36 | 2273 | 1,41 ~~11,39~~ | | | | | | | P 30′ B 88′ F 36′ FK | | | 6 *B H Cem* | 2 SB, *6cf*, GS 121, HS 4818 | 23 ″ 9½ | |
| | *ex* Dumbarton) 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | | ~~MS 4,39~~ ~~BS 3,40~~ ✠ LMC | 3,36 4,41 | | | *Lloyd's* | | *Cell DBa* 112′ *u E* 24′ *f* 144′ | | | | 715 *t APT* 91 *t* | Clyde S.B. & E. Co. Ld. P. Gls. | | |
| 81949 | **Radbod** (*ex* Victoria W. | 4354 / 4061 | ✠ 12,38 | Ham | x | | 1910 11 mo | Nthmblnd S.B. Co. Ld. Newcastle | Emder Dampfer-kompagnie A.G. (Wilh. Nübel, *Mgr.*) | 378·0 | 49·1 | 26·5 | Emden German | T. 3 Cy. 25″, 41″ & 69″–48″ 367 NHP | 29 ″ 0 | |
| | Kunstmann–36, *ss* Kel. 2nd No. 3–5,36 | | | | | | | | | P 31′ B 94′ F 33′ FK | | | 6 *B H Cem* | 3 SB, *9cf*, GS 164, HS 5796 | | |
| DAXQ | *ex* Crawford Castle, *ex* Hova) 2 *Dks (Stl)* Sub. Sig. | 2771 | ✠ | | | | | | *Cell DB* a 129′ *u E & B* 42′ *f* 165′ 990 *t* | | | | *APT* 50 *t* | N.E. Marine Eng. Co Ld Nwc | | |
| 81950 | **Radium** *Pet. Mot.* | 339 / — | | | | | 1912 | Skinner SB & D.D. Co. Baltimore | Gulf Oil Corporation | 140·4 | 23·2 | 13·0 | Phildlphia Utd. States | Petrol Motor 4S.C.SA 6Cy. 12″–14″ 86 NHP | | |
| 210806 | | | | | | | | | | | | | | Standard Mar. Const. Co. Jersey City, N.J. | | |
| KLHS | *Mchy. Aft* 1 *Dk* | 230 | | | | | | | | | | | | | | |
| 81951 | **Rådmansö** (*ex* Nordic–38) | 4280 / 3874 | ✠ 100 A1 *Shelter dk* | Skm Cff | y | CL 6,38 | 1914 9 mo | J L Thompson & Sons, Ld. Sunderland | Rederi A/B Rex (K. M. Källström, *Mgr.*) | 385·0 | 53·7 | 23·6 | Stockholm Swedish | T. 3 Cy. 27″, 45″ & 74″–48″ (*s*) 180 lb 465 NHP | 26 ″ 1 | |
| 5642 | *ss* Skm. 2nd No. 3–3,39 | | | | | | | | | P 91′ *Trunk* 204′ F 41′ FK | | | 6 *B H Cem* | 3 SB (Spt), *9cf*, GS 197, HS 7906 | s 2 ″ 6½ | |
| SGPN | D.F. 1 *Dk (Stl) & Shelter dk (Stl)* | 2596 | *with freeboard* 11,40 ~~11,38~~ | | | | *Lloyd's* | | *Cell DBa* 134′ *u E & B* 45′ *f* 164′ 1176 *t* | | | | 76 *t APT* 77 *t* | Blair & Co. Ld. Stockton | 23 ″ 9½ | |
| | | | ~~MS 6,38~~ | ✠ LMC BS ~~9,36~~ 10,40 | | | | | | | | | | | | |
| 81952 | **Rafaela** Twin Sc | 3177 / 2273 | ✠ 100 A1 ~~3,15 1,40~~ 2,41 | Cco BS 8,40 | v | CL s1,39 | 1938 7 mo | Blythsw'd S.B. Co. Ld. Glasgow | N.V. Curaçaosche Scheepvaart Maats. | 336·5 | 56·2 | 15·1 | Willmstad Dutch | T. 6 Cy. 15¾″, 25″ & 40½″–27″ 180 lb 365 NHP | 14 ″ 9 | |
| PJCN | *Mchy. Aft* 1 *Dk* | 1558 | ~~MS 7,38~~ | ✠ LMC 7,38 | | | *Lloyd's* | | *Cell DBu* B 14′ 21 *t* | 351·5 (O.L.) *incl. Rdr* | | | 10 *B Hpt Cem* | 2 WTB, HS 6520 FD | s 1 ″ 4½ | |
| | *Longitudinal framing at bottom in centre tanks and in trunk* | | *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,38 | | | *F.P. a* | *A&Ct* | | *Wing tanks a* 293 *t m* | P 91′ *Trunk* 204′ F 41′ FK | | | 4 *B H Cem* | Aitchison, Blair, Ld. | 13 ″ 6½ | |
| | | | | | | | *above* 1 | 50° F. | | *idship wing tanks* 5 | | | *pt Asp* | 62 *t FPT* 121 *t* | Clydebank | |
| 81953 | **Raftsund** (*ex* Bras) | 610 / 488 | | | | | 1919 | Kaldnæs Mek. Verks. Tönsberg | Lars L. Eide | 166·5 | 28·7 | 12·6 | Bergen Norwegian | T. 3 Cy. 12″, 20″ & 33″–24″ 56 NHP | | N |
| LEQN | *Mchy. Aft* 1 *Dk* | 842 | | | | | | | | P 81 *t* H 21 *t* F 26 *t* | | | *WB* | Kaldnæs M.V. Tönsberg | | |
| 81954 | **Ragna Gorthon** | 1848 / 1552 | ✠ 100 A1 *with freeboard* | Got Hbg | s | CL 6,39 | 1935 9 mo | A/S Aalborg Msk. og Skibs. Aalborg | Rederi A/B Gefion (Joh Gorthon *Mgr*) | 282·9 | 43·6 | 17·3 | Hlsngborg Swedish | C. 3 Cy. (2) 15¾″ & (1) 39¾″–37¾″ & LP turbine with SR | 19 ″ 8 | |
| 8041 | *ss* Hbg. No. 1–40 | 974 | 4,40 ~~6,38~~ | | | | | | | P 91′ *Trunk* 204′ F 41′ FK | | | 4 *B H Cem* | gearing & chain drive (*s*) | s ″ 6½ | |
| SJIN | D.F. *Cruiser Stern* 1 *Dk & Shelter dk* | | ✠ LMC ~~6,36~~ | 4,40 | | | *Lloyd's* | | *Collision BH & after peak BH to Cell DB* 236′ 578 *t* | | | | *FPT* 51 *t APT* 85 *t* | 220 lb 241 NHP 2 SB, *6cf*, GS 84, HS 3457 FD Helsingörs Jernsk. & Mskb. | 19 ″ 2½ | |
| | *Strengthened for navigation in ice* | | | | | | | | | | | | *shelter dk* | | | |
| 81955 | **Ragne** (P) | 1327 / 634 | | | | | 1919 | Oskrshmns M.V. Aktieb. Oskarshamn | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 234·5 | 36·0 | 14·1 | Stockholm Swedish | 2 Steam Turbines SR geared to 1 Sc. Shaft | | |
| 6206 | | | | | | | | | | | | | *WB* | Svenska Turb. Akt. Ljungström, Finspång | | |
| SIYA | Wireless D.F. 2 *Dks* Sub. Sig. | 703 | | | | | | | | | | | | | | |
| 81956 | **Ragnhild** D.F *Oil Eng.* | 2252 / 1933 | | | | | 1938 | Helsingörs Jernsk & Msk. Elsinore | Dmpselsk. Torm (A. Schmiegelow & A. Kampen, *Mgrs.*) | 326·8 | 45·8 | 18·4 | Copnhagn Danish | Oil Engines 2S.C.SA 8Cy. 19½″–35½″ 540 NHP | | C |
| OYVR | *Cruiser Stern* 1 *Dk & pt Shelter dk* | 1267 | | | | | | | | F 74′ | | | *WB* | Helsingörs Jernsk. & Mskb. | | |
| 81957 | **Ragnhildsholm** *Oil Eng.* | 2818 / 2467 | ✠ 100 A1 *with freeboard* | NYk Qbc | v | CL 3,39 | 1929 2 mo | Eriksbergs M.V. Aktieb. Gothenburg | A/B Svenska Amerika Mexiko Linien (E. Carlson, *Mgr.*) | 334·2 | 46·9 | 20·2 | Gothenbrg Swedish | Oil Engines 4S.C.SA 6Cy 24½″–51½″ 355 NHP | 22 ″ 11 | |
| 7488 | *ss* Skm. No. 2–38 | 1547 | 11,40 ~~2,40~~ | | | | | | | 348·4 (O.L.) | | | 7 *B H pt Cem* | DB *80 lb* | s 1 ″ 6 | |
| SDTA | D.F. 1 *Dk (Stl) & Shelter dk (Stl)* | | ✠ LMC | CS 2,38 | | | *Lloyd's* | | *Cell DB* | F 33′ FK | | | *Coll to Sh dk* | Eriksberg M.V. Aktieb. Got | 21 ″ 7½ | |
| | *Strengthened for Navigation in Ice* | | DBS ~~6,36~~ 6,40 | 5,37 7,39 | | | *A&Ct* | | *Mgr.*) | 289′ 877 *t APT* 109 *t* | | | 6 *to* 2nd ,, | | | |
| 81958 | **Ragunda** (*ex* Lena) | 1702 / — | | | | | 1901 | Hellerup Skibsværft Hellerup | Laivanvarustus O/Y Oulu Rederi A/B | 259·8 | 36·1 | 14·3 | Uleåborg Finnish | T. 3 Cy. 18″, 29″ & 48″–33″ 132 NHP | | N |
| OHRZ | D.F. 1 *Dk & Awng dk* | 910 | | | | | | | | 249·1 | | 21·2 | *WB* | Dansk. Maskinfabr. Cpn. | | |
| | | | | | | | | | | P 87 *t* Q 85 *t* H 96 *t* F 329 *t* | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 † for Special Survey. Date of last Survey. | 7 Port of Survey. Years assigned now expired. Date month Equipment | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed with L. R. Date of last Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81959<br>160593<br>VWBN | **Rahmani** (P)<br>*ss*Bom.No.3–10,40<br>~~*ss*Bom.No.2–39~~<br>2 *Dks*(*Stl*)& *Shelter dk*(*Stl*-teak s)<br>D.F. | 5463<br>4689<br>3345 | ✠100A1<br>*with freeboard*<br>~~10,40~~ 1,41<br>~~B&S1,39~~ ✠LMC ~~12,38~~<br>10,40 | Bom | *a*† | CL<br>~~10,38~~<br>10,40 | 1928<br>10mo<br>*Lloyd's* | Lithgows Ld.<br>Port Glasgow | MogulLine,Ld.<br>1 *Intermediate B H*<br>*Cell D B*355'1191*t* | 410·0\|54·0\|26·7<br>F52′ FK<br>*dispensed with Coll B H to Shdk*<br>*FPT*109*t APT*53*t*<br>5 „ „ *2nd* „ | Bombay<br>British<br>*pt Cem* | T.3Cy.26½″,44″&74″–51″ (*s*)<br>200lb *110lb* 541NHP<br>3SB,*9cf*,GS185,HS7626 FD<br>Rankin&BlackmoreLdGrk | 29 ″ 3<br>*s* 3 ″ 6½<br>25″11½ | |
| 81960<br>UOWJ | **Raikomvod** TwinSc<br>*Oil Eng.*<br>Wireless 1 *Dk* | 958<br>—<br>448 | | | | | 1931 | States S.B. &Eng.Wks. 'André Marti' Odessa | U.S.S.R. | 229·6\|33·9\|11·8<br>P64′F32′ | Rostov<br>Russian | Oil Engines 4S.C.SA<br>12Cy.13$\frac{3}{16}$″–19½″ 214NHP<br>StateEng.WksKolomenski | | |
| 81961<br>OFED | **Raila** (*ex*Gunnel–39)<br>*ss*Osc.No.3–6,35<br>*ss*Osc.No.1–39<br>1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | 1334<br>—<br>739 | ✠100A1<br>2,39<br>✠LMC2,39<br>No later survey reported | Osc | *p* | OG<br>1,39 | 1922<br>4mo<br>*Lloyd's* | Oskrshmns M.V.A/B Oskarshamn | Meriliike O/Y TradingLd.<br>*Cell D* | 232·5\|38·3\|15·7<br>P26′B58′F21′ FK<br>*B*199′374*t FPT*31*t* | Helsingfrs<br>Finnish<br>*4 B H Cem* | T.3Cy.17½″,29″&48″–30″ (*s*)<br>200lb 165NHP<br>2BS,*4cf*,GS68,HS2812<br>*APT*30*t* OskarshamnsM.V.Aktieb. | 17 ″ 9<br>*s* 1 ″ 8½<br>16 ″ 3 | |
| 81962<br>OFAU | **Raimo-Ragnar** (*ex*Laila–37, *ex*Rosegg,*ex*Röisheim)<br>D.F. 1 *Dk* | 1972<br>—<br>1165 | | | | | 1914 | Fredrkstad Mek.Værks. Fredrikstad | LovisaRederiA/B (A/B R.Nordström &Co.O/Y,*Mgrs.*) | 276·4\|42·1\|17·7<br>264·4<br>P50*t*B71′H90*t*F12*t* *WB* | Lovisa<br>Finnish | T.3Cy.20½″,33″&56″–36″<br>188NHP<br>FredrikstadM.V.Frdstad. | | N |
| 81963<br>161541<br>GKBX | **Rajahstan**<br>*ss*Shl.No.2–37<br>D.F. 1 *Dk*(*Stl*)<br>E.S.D. | 6391<br>5800<br>3875 | ✠100A1<br>~~3,40~~ ~~10,39~~ 3,41 ~~Npt~~ Gls<br>~~BS2,40~~ ✠LMC12,37<br>1,41 | Cff | *a*† | CL<br>~~4,39~~<br>~~8,40~~<br>2,41 | 1929<br>11mo<br>*Lloyd's* | Bartram& Sons,Ld. Sunderland | HindustanSteam ShippingCo.Ld. (CommonBros. *Mgrs.*) *Cell D B* | 425·9\|57·0\|29·6<br>440·4(O.L.)<br>P35′B128′F37′ FK<br>375′1893*t FPT*158*t* | Newcastle<br>British<br>*7 B H Cem* | C.4Cy (2)22″&(2)47¼″–47¼″<br>220lb ~~220lb~~ (*s*) 442NHP<br>2SB(Spt),*8cf*,GS158, FD<br>*180lb* HS6130<br>*APT*325*t* J.Dickinson&Sons,Ld.Sld. | 33 ″ 4<br>*s* 6″1½<br>26″7¼ | |
| 81964<br>148597<br>GLMF | **Rajput**<br>*ss*Cal.No.3–4,38<br>2 *Dks*(*Stl–Udk pt* teak s) | 5497<br>5019<br>3398 | ✠100A1<br>~~7,40~~ ~~11,39~~<br>✠LMC<br>MS4,38 BS11,39 | Cal | *z* | CL<br>~~10,38~~<br>6,40 | 1925<br>5mo<br>*Lloyd's* | Lithgows Ld. Port Glasgow | AsiaticStm.Nav. Co.Ld.<br>*Cell D B*350'1191*t* | 405·0\|54·0\|28·7<br>P40′B140′F47′ FK<br>*D Ta*33′900*t FPT*1 | London<br>British<br>*8 B H pt Cem*<br>*1 to 2nd dk* | T.3Cy.25″,42″&70″–48″ (*s*)<br>200lb *110lb* 441NHP<br>2SB,*8cf*,GS154,HS5990 FD<br>D.Rowan&Co.Ld.Glasgow | 31 ″ 3<br>*s* 5″10½<br>25 ″ 8½ | |
| 81965<br>149361<br>GLWV | **Rajputana** (P) TwinSc<br>*Fitted for oil fuel*<br>*Ref. Mchy.* 3 *Dks*(*Stl–Wthr dk pt* teak s)<br>D.F. 4*th dk*(*Stl*) *in holds* 5*th dk*(*Stl*)<br>*Cruiser Stern* *in Nos.* 1, 2 & 3 *holds* | 16644<br>13300<br>9455 | ✠<br>6,28<br>✠ | Lon | *k*† | | 1926<br>1mo | Harland& Wolff,Ld. Greenock | P.&O.Stm.Nav.Co.<br>*Cell D B* | 547·7\|71·3\|43·4<br>B304′F84′<br>FK<br>461′2092*t Tanks at* | Greenock<br>British<br>12 *B H pt Cem*<br>*Coll B H to W dk*<br>*sides of tunnels* | Q.8Cy.33″,47″,67½″&97″–60″<br>2478NHP<br>6DB,*48cf*,GS936,HS37932<br>Harland&Wolff,LdBelfast<br>278*t FPT*130*t APT*152*t* | 47 ″ 2 | |
| 81966<br>149753<br>GMSN | **Rajula** (P) TwinSc<br>*ss*Cal.No.3–5,39<br>D.F. 3 *Dks*(*Stl–Weather dk* teak s)<br>4*th dk*(*Stl*) *in Nos.* 1,2 & 3 *holds*<br>*Cruiser Stern* | 8478<br>6595<br>4702 | ✠100A1<br>*with freeboard*<br>~~6,40~~ ~~11,39~~<br>12,40<br>✠LMC5,39<br>*Fitted for oil fuel* 11,26 | Sug<br>Bom<br>BS5,40 | *e*† | CL<br>~~5,37~~<br>5,40<br>*F.P. a* | 1926<br>12mo<br>*Lloyd's* | Barclay, Curle&Co.Ld. Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>*Cell D B*413'1275*t*<br>*Tanks at sides of* | 462·0\|61·7\|30·0<br>B204′F43′ FK<br>*Coll B H to W dk*<br>*tunnels*82*t FPT*138*t* | London<br>British<br>*8 B H pt Cem*<br>*APT*187*t* | T.8Cy.(2)22½″(2)37½″&(4) (*s*)<br>46″–45″<br>215lb FD 956NHP<br>5SB,*20cf*,GS357,HS14560<br>Barclay,Curle&Co.Ld.Gls. | 33 ″ 0<br>*s* 7 ″13½<br>26 ″ 2½ | |
| 81967<br>40887<br>JZMH | **Rakuto Maru** (P)<br>2 *Dks*<br>*Cruiser Stern* | 2962<br>2270<br>1726 | | | | | 1935 | Uraga Dock Co.Ld. Uraga | ToaKaiunK.K. | 297·9\|45·0\|23·8<br>P23′B97′F32′ *WB* | Osaka<br>Japanese | C.4Cy.(2)11$\frac{7}{16}$″&(2)20½″–13$\frac{3}{8}$″SRgeared&LPTurbine<br>DRgeared to Sc. Shaft<br>109NHP<br>UragaDockCo.Ld.Uraga | | |
| 81968<br>28171<br>JAMA | **Rakuyō Maru** (P) TwinSc<br>*ss*Kob.No.3–5,36<br>*ss*Kob.No.1–40<br>2 *Dks*(*Stl*)& *Shelter dk*(*Stl*-ws) | 9419<br>8544<br>5678 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>12,40~~3,40~~<br>BS12,40<br>✠LMC3,40<br>*Fitted for oil fuel* 6,21 | Kob | *d*† | OG<br>P12,37<br>S9,39<br>*F.P. a* | 1921<br>5mo<br>*Lloyd's* | Mitsubishi ZosenKaisha, Ld. Nagasaki | NipponYusenK.K.<br>*Cell D B*389'1519*t*<br>*Tanks in E R* 9'97*t* | 460·0\|60·0\|40·5<br>F42′*on Shelter dk*<br>FK<br>*D Ta*24′549*t*<br>*FPT*127*t APT*47*t* | Tokyo<br>Japanese<br>*Cem*<br>*6 B H to Sh dk*<br>1 „ „ *U* „ | 4SteamTurbinesSRgeared to 2 Sc. Shafts (*s*)<br>200lb 1153NHP<br>5SB(Spt),*15cf*,GS289, FD<br>HS12065<br>MitsubishiZosenKaisha Ld | 40 ″ 7<br>*s*10″6¾<br>30 ″ 7 | |
| 81969<br>147180<br>GJLX | **Rallus**<br>*ss*Mch.No.3–9,35<br>1 *Dk*(*Stl*)&<br>*Shelter dk*(*Stl*)<br>*Tonnage opening closed* '11 (*W.L.*) | 1871<br>1620<br>920 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>Examined 9,40<br>BS6,40 ✠LMC | Mch<br>Gls<br>MS4,39 | *s* | CL<br>3,39 | 1922<br>9mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, Ld Sunderlnd | British&Continental S.S.Co.Ld.<br>*Cell D B* 226'464*t M* | 290·0\|42·5\|17·9<br>FK<br>*T*18′129*t* Collisn<br>*FPT*31*t APT*39*t* | Liverpool<br>British<br>*pt Cem pt Asp*<br>*n B H to S dk*<br>5 „ „ *U* „ | T.3Cy.20½″,34″&56″–42″ (*s*)<br>180lb 318NHP<br>3SB,*6cf*,GS126,HS5000 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 27 ″ 11<br>*s* 7 ″ 3<br>20 ″ 10 | |
| 81970<br>143033<br>MJNK | **Raloo** (*ex*Consett–38, *ex*WarRother)<br>Wireless *Well deck*<br>*Cargo battens not fitted* | 1368<br>1030<br>758 | ✠100A1<br>1,41~~3,40~~<br>✠LMC3,40 | Goo<br>Cff | *o* | CL<br>2,40 | 1919<br>3mo<br>*Lloyd's* | Campbeltown SB Co Ld Campbeltwn | Shamrock ShippingCo.Ld. (W.C.Lawson, *Mgr.*) | 229·8\|35·8\|15·6<br>235·6(O.L.)<br>Q79′B56′F27′ FK<br>*Cell D B*190′ | Newcastle<br>British<br>*4 B H pt Cem*<br>395*t APT*50*t* | T.3Cy.18″,30″&50″–33″ (*s*)<br>180lb 172NHP<br>2SB,*6cf*,GS97,HS2886<br>Ross&DuncanLd.Glasgow | 17 ″ 7<br>*s* 1 ″ 2<br>16 ″ 8 | |
| 81971<br>154862<br>VCBT | **Ralph Budd** (*ex*Superior)<br>*Mchy. Aft* 2 *Dks* | 4537<br>4344<br>3350 | | | | | 1905 | Gt. Lakes Eng. Works Ecorse,Mich. | Upperlakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*) | 382·0\|50·0\|25·9<br>*WB* | MidlndOnt<br>British | Q4Cy20¾″,30″,43½″&63″–42″<br>GreatLakes 257NHP<br>Eng.Works,Detroit | | R |
| 81972<br>149493 | **Ralph Gilchrist**<br>*Mchy. Aft* 1 *Dk* | 1927<br>1627<br>1147 | | | | | 1929 | Swan,Hunter&Wigham Richardson, Ld.Newcastle | SarniaSteamships, Ld.(R.Scott Misener, *Mgr.*) | 252·8\|43·4\|17·8<br>*WB* | Sarnia Ont<br>British | T.3Cy.15″,25″&40″–33″<br>92NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | C |
| 81973<br>237854<br>WNUA | **Ralph H. Watson**<br>D.F. GyC.<br>*Mchy. Aft* 1 *Dk*<br>*Longitudinal framing at bottom & at deck* | 8302<br>—<br>6130 | | | | | 1937 | Gt. Lakes Eng. Works River Rouge, Mich. | Pittsburgh SteamshipCo. | 593·3\|60·2\|28·2<br>F53′<br>*WB* | Dul'th,Min<br>Utd. States | DR geared steam turbine<br>383NHP<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 81974<br>126<br>YLBY | **Ramava** (*ex*Ilir,*ex*Orjen)<br>*ss*Rga.3rdNo.3–4,36<br>1 *Dk*(*Stl*)& *deep framing*<br>*Cargo battens not fitted* | 2141<br>2003<br>1305 | ✠100A1<br>3,40<br>BS5,39 ✠LMC4,36<br>Surveys delayed | Rot | *s* | N1,39 | 1900<br>10mo<br>*Lloyd's* | Stabilmnto Tecnico Trieste | R.Pumpurs,M. Russbergs&A. Karklins (D.Thomsons, *Mgr.*) *Cell D Ba*84′*u E*29′*f*108′ | 290·0\|42·8\|19·6<br>P33′B76′F35′ FK<br>620*t APT*50*t* | Riga<br>Latvian<br>*5 B H Cem* | T.3Cy.20″,32″&54″–39″ (*s*)<br>180lb NDB05 200NHP<br>2SB,*6cf*,GS100,HS3121<br>StabilimentoTecnico,Tri. | 22 ″ 0<br>*s* 3 ″3½<br>18″11 | |
| 81975<br>2176<br>ICHM | **Ramb I** TwinSc<br>*Oil Eng.*<br>D.F. *Ref. Mchy.* 2 *Dks*<br>Sub.Sig. *Cruiser Stern* | 3667<br>3089<br>2179 | | | | | 1937 | Soc. Anon. Ansaldo Genoa-Sestri | ItalianGovernment (Ministero dell'AfricaItaliana Regia Azienda MonopolioBanane) | 383·2\|49·7\|24·8<br>B118′F49′ | Genoa<br>Italian<br>*WB* | Oil Engines 2.S.C.SA<br>18Cy.22$\frac{1}{16}$″–33$\frac{1}{16}$″ 1525NHP<br>SocAn."Fiat"S.G.M.Turin | | I |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre assignée pour l'entretien et l'équipement. | 7* D'ar de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres où cette classe a été mise dans le Lt. Ll. Date de Cert. Lloyd Trieste |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81976<br>2169<br>ICHN | **Ramb II**<br>*Oil Eng.*<br>D.F. E.S.D. 2 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | TwinSc | 3685<br>3066<br>2190 | | | | | 1937 | Cantieri Riuniti Dell'Adriatico Monfalcone | Italian Government (Ministero dell'Africa Italiana Regia Azienda Monopolio Banane) | 383·2 \| 49·9 \| 24·8<br>F44′ | | | Genoa<br>Italian<br>*WB* | Oil Engines 2S.C.SA<br>14Cy.22$\frac{1}{16}$″–33$\frac{1}{16}$″ 1193NHP<br>Cant. Riuniti Dell'Adriatico Trieste | | I |
| 81977<br>2190<br>ICHO | **Ramb III**<br>*Oil Eng.*<br>D.F. *Ref. Mchy.* 2 *Dks*<br>Sub. Sig. *Cruiser Stern* | TwinSc | 3667<br>3089<br>2175 | | | | | 1938 | Soc. Anon. Ansaldo Genoa-Sestri | Italian Government (Ministero dell'Africa Italiana Regia Azienda Monopolio Banane) | 383·2 \| 49·7 \| 24·8<br>B118′F49′ | | | Genoa<br>Italian<br>*WB* | Oil Engines 2S.C.SA<br>18Cy.22$\frac{1}{16}$″–33$\frac{1}{16}$″ 1525NHP<br>Soc. An "Fiat" S.G.M. Turin | | I |
| 81978<br>2174<br>ICHP | **Ramb IV**<br>*Oil Eng.*<br>D.F. E.S.D. 2 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | TwinSc | 3676<br>3069<br>2187 | | | | | 1937 | Cantieri Riuniti Dell'Adriatico Trieste | Italian Government (Ministero dell'Africa Italiana Regia Azienda Monopolio Banane) | 383·2 \| 49·9 \| 24·8<br>F44′ | | | Genoa<br>Italian<br>*WB* | Oil Engines 2S.C.SA<br>14Cy.22$\frac{1}{16}$″–33$\frac{1}{16}$″ 1193NHP<br>Cant. Riuniti Dell'Adriatico Trieste | | I |
| 81979<br>140727<br>VTGD | **Ramdas** Ⓟ<br>*ss* Cal. No. 1-40<br>1 *Dk*<br>*Cruiser Stern* | TwinSc | 406<br>325<br>158 | ✠ A1<br>*with freeboard*<br>10,40 ~~8,30~~ ✠LMC ~~8,36~~<br>*Coasting Service Bomb ay & Goa*<br>✠LMC 10,40 | Bom Cal | *g* | CL<br>~~6,30~~<br>10,40<br>*Lloyd's SA & CP* | 1936<br>2mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | The Indian Co-operative Navigation & Trading Co. Ltd.<br>*Cell DB* | 170·8 \| 29·1 \| 10·5<br>*Shade dk* FK<br>*uE* 21′ 27*t* *FPT* 7*t* | | | Bombay<br>British<br>7 *B Hpt Cem pt Asp*<br>*APT* 24*t* | T. 6Cy. 10$\frac{3}{4}$″, 17″ & 28″–21″ (*s*)<br>180lb 172NHP<br>1SB, *4cf*, GS79, HS3160 FD<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 11 ″ 0<br>s 3 ″ 0½<br>8 ″ 3 | |
| 81980<br>148293<br>GNFR | **Ramillies**<br>*ss* Cft. No. 3–8, 39<br>D.F. 1 *Dk (Stl) & Shelter dk (Stl)* | | 4553<br>4241<br>2800 | ✠100A1<br>*with freeboard*<br>9,40 ~~12,30~~ ✠LMC<br>MS 4,39 BS ~~1,40~~ 1,41 | Npt<br>Sld | *z* | CL<br>8,37<br>9,40 | 1927<br>8mo | W. Gray & Co. Ld. Sunderland<br>*Lloyd's SA & CP* | British Stm. Ship-ping Co. Ltd. (J. Cory & Sons, Ltd. *Mgrs.*)<br>*Cell DB* 351′ | 398·8 \| 53·0 \| 24·7<br>412·6 (O.L.)<br>F32′ FK<br>1051*t* *APT* 129*t* | | | Cardiff<br>British<br>6 *B H Cem*<br>(*Coll to Sh dk* 5 *to* 2*nd* „) | T. 3Cy 25½″, 42½″ & 70½″–48″<br>180lb (*s*) 424NHP<br>3SB (Spt) *9cf*, GS184, HS7281<br>Cen. Mar. Eng. Wrks. W Hpl | 27 ″ 1<br>s 2 ″ 11½<br>24 ″ 4½ | |
| 81981<br>2195<br>LCDP | **Ramö** (*ex* Speed–33, *ex* Asborg)<br>D.F. 1 *Dk* | | 2334<br>1418 | | | | | 1921 | Eltringhams, Ld. Willington Quay on Tyne | D/S A/S Ramö (Rolf Ursin-Smith) | 290·4 \| 44·0 \| 20·8<br>P57′ H129*t* | | | Oslo<br>Norwegian<br>*WB* | T. 3Cy. 21″, 34½″ & 57″–39″<br>203NHP<br>Eltringhams, Ld. | | N |
| 81982<br>EABX | **Ramon Alonso R.** (*ex* Balmes, *ex* José Gallart, *ex* Montclair)<br>*ss* Bcl. 2nd No. 3–5, 23<br>*ss* Bcl. No. 2–32<br>2 *Dks (Stl) & deep framing* | | 4017<br>3601<br>3020 | ✠ ...<br>5,36<br>✠NB 8,07 ✠ | Bcl | *w* | | 1898<br>4mo | A. McMillan & Son, Ld. Dumbarton | Hijo de Ramon A. Ramos<br>*Cell D* | 370·0 \| 46·0 \| 25·8<br>P36′ B100′ F38′ FK<br>*Ba* 118′ *uE* 24′ *f* 150′ | | | Barcelona<br>Spanish<br>6 *B H Cem*<br>742*t* *APT* 73*t* | T. 3Cy. 25$\frac{3}{4}$″, 42$\frac{5}{16}$″ & 68″–45″<br>339NHP<br>2SB, *6cf*, GS110, HS4922<br>D. Rowan & Son, Glasgow | 28 ″ 6 | |
| 81983<br>143616<br>GCZP | **Ramon de Larrinaga**<br>*ss* Hul. No. 3–12, 32<br>*ss* Bkn. No. 1–37<br>2 *Dks (Stl) & Shelter dk (Stl)*<br>*Cruiser Stern* | | 5791<br>5325<br>3550 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~3,40~~ 12,40 MBS ~~8,40~~<br>MS 12,36 ✠LMC<br>~~✠BS 8,30~~ DBS 2,40 | StN<br>Lon | *b*† | CL<br>2,40 | 1920<br>3mo | R. Duncan & Co. Ld. Port Glasgow<br>*Lloyd's SA & CP* | Larsinaga S.S. Co. Ld.<br>*Cell DB* 389′ | 449·9 \| 57·9 \| 26·6<br>F55′ *on Shelter dk* FK<br>1452*t* *DT a* 40′ 1150*t* | | | Liverpool<br>British<br>*Cem*<br>*BH to Sh dk*<br>6 „ „ *U* „<br>*FPT* 93*t* *APT* 60*t* | T. 3Cy. 26″, 44″ & 73″–48″ (*r*)<br>200lb *140lb* 609NHP<br>2DB, *16cf*, GS246, HS11800<br>Rankin & Blackmre, Ld. Grk | 29 ″ 2<br>s 4 ″ 0½<br>25 ″ 5 | |
| 81984<br>~~220500~~<br>~~EDDP~~ | **Ramona** (*ex* Admiral Gove–40, *ex* Surico)<br>*ss* S. Fo. No. 3–7, 32<br>1 *Dk (Stl)* 2 *tr B in fore & after holds & Web frames*<br>*Fitted for oil fuel* | | 3513<br>3005<br>2208 | ✠ ...<br>2,35<br>✠ | SFo | *v* | | 1920<br>9mo | Submarine Boat Corp. Newark, N.J. | ~~Ramona S.S. Co.~~<br>Wallem & Co.<br>*Cell DB* 251′ 827*t* | 324·0 \| 46·2 \| 25·0<br>P30′ B90′ F35′ FK<br>*DT f* 20′ 394*t* *FPT* 69*t* | | | Panama<br>Panamanian<br>6 *B Hpt Cem*<br>111*t* *APT* 69*t* | 1 DR Geared Steam Turbine<br>HS5800 386NHP<br>2 Water Tube Boilers<br>Westinghouse Electric & Mfg. Co. Essington, Pa. | 28 ″ 6 | R<br>† |
| 81985<br>PJCC | —<br>*ss* Cco. No. 1–40<br>1 *Dk*<br>*Mchy. Aft*<br>*Longitudinal framing at bottom in centre tanks and at trunk top* | TwinSc | 3163<br>2271<br>1560 | ✠100A1<br>1,417 ~~1,410~~<br>BS 7,40 ✠LMC 6,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,36 *F.P. above* 150° F. | Cco | *v* | CL<br>S11,39<br>F7,40 | 1936<br>4mo | P. Smit Jr's S.B. & E. Wks. Rotterdam<br>*Lloyd's SA & CP* | N.V. Curaçaosche Scheepv. Maats.<br>*Cell DB* | 337·0 \| 56·2 \| 15·1<br>Q92′ *Trunk* 204′<br>F39′ FK<br>*uB* 14′ 20*t* *FPT* 123*t* | | | Curaçao<br>Dutch<br>9 *B Hpt Cem pt Asp*<br>*APT* 105*t* | T. 6Cy. 15$\frac{3}{8}$″, 25″ & 40$\frac{3}{8}$″–27$\frac{9}{16}$″ (*s*) 180lb 366NHP<br>2WTB HS6520 FD<br>P. Smit Jr's SB & E Wks Rot. | 14 ″ 9<br>s 1 ″ 4½<br>13 ″ 6½ | |
| 81986<br>161373<br>GSJZ | **Ramsay**<br>*ss* Bkn. No. 2–36<br>D.F. E.S.D. 1 *Dk (Stl)* | | 4855<br>4571<br>2993 | ✠100A1<br>~~9,41~~ ~~2,40~~ 8,40 ~~Swe~~ Gls<br>BS 2,40 ✠LMC 4,38 | Liv | *y* | CL<br>2,38 | 1930<br>3mo | R. Duncan & Co. Ld. Port Glasgow<br>*Lloyd's SA & CP* | Bolton Stm. Shpg. Co. Ltd. | 400·0 \| 53·4 \| 25·7<br>409·0 (O.L.)<br>P33′ B254′ F31′ FK<br>*Cell DB* 347′ 1315*t* | | | London<br>British<br>6 *B H Cem*<br>*APT* 285*t* | T. 3Cy. 26″, 44″ & 73″–48″ (*s*)<br>200lb 538NHP<br>3SB, *9cf*, GS172, HS7842 FD<br>D. Rowan & Co. Ld. Glasgow | 28 ″ 0<br>s 3 ″ 10<br>24 ″ 4½ | |
| 81987<br>DIES | **Ramses** Ⓟ<br>*Oil Eng.*<br>*ss* Ham. No. 1–30<br>D.F. 2 *Dks (Stl)* 3rd *dk (Stl)* in *No. 1 hold*<br>*Cruiser Stern* | | 7983<br>6950<br>4899 | ✠ ...<br>5,34<br>✠ | Ham | *e*† | | 1926<br>5mo | Flensburger Schiffsb. Ges. Flensburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)<br>*Cell DB* 429′ 2200*t* | 481·5 \| 62·7 \| 27·0<br>P&B395′ F59′ FK<br>*FPT* 72*t* *APT* 28*t* | | | Hamburg<br>German<br>8 *B Hpt Cem pt Asp* | Oil Engines 2S.C.DA<br>6Cy. 27$\frac{1}{16}$″–47$\frac{1}{4}$″ 1587NHP<br>Maschfbk. Augsburg-Nürnberg, Augsburg | 32 ″ 1 | G<br>† |
| 81988<br>149653<br>GNJP | **Rancher**<br>*ss* Liv. No. 2–36<br>2 *Dks (Stl)* | | 5882<br>5484<br>3696 | ✠100A1<br>~~Liv~~<br>~~Examined~~ 8,40 Liv<br>✠LMC<br>MS 10,36 ~~BS 11,30~~ 1,41 | | *a*† | CL<br>8,38 | 1927<br>12mo | C. Connell & Co. Ld. Glasgow<br>*Lloyd's SA & CP* | Charente S.S. Co. Ld (T. & J. Harrison, *Mgrs.*)<br>*Cell DB* 361′ 1170*t* | 420·0 \| 54·5 \| 30·4<br>434·6 (O.L.)<br>P37′ B139′ F44′ FK<br>*D T a* 32′ 911*t* *FPT* | | | Liverpool<br>British<br>8 *B Hpt Cem*<br>1 *to* 2*nd dk*<br>63*t* *APT* 26*t* | T. 3Cy. 27″, 46″ & 77″–54″ (*r*)<br>210lb *120lb* 524NHP<br>2DB (Spt), *12cf*, GS215, HS8208<br>D. Rowan & Co. Ld. Glasgow | 32 ″ 7<br>s 6 ″ 4<br>26 ″ 6½ | |
| 81989<br>148130<br>GLKW | **Ranchi** Ⓟ<br>*Ref. Mchy.*<br>3 *Dks (Stl) Wthr dk (pt teak s)*<br>D.F. 4*th dk (Stl) in holds*<br>5*th dk in* 1, 2 *& 3 holds*<br>*Cruiser Stern* *Fitted for oil fuel* | TwinSc | 16738<br>13373<br>8827 | ✠<br>2,29<br>✠ | Lon | *k*† | | 1925<br>7mo | Hawthorn, Leslie & Co. Ld Newcastle | P. & O. Stm. Nav. Co.<br>*Cell DB* 469′ 1636*t*<br>*Tanks at sides of tunnels* | 548·5 \| 71·3 \| 43·2<br>3305′ F84′ FK<br>425*t* *FPT* 120*t* | | | Newcastle<br>British<br>12 *B Hpt Cem*<br>*BH to W dk*<br>*APT* 180*t* | Q8Cy 32$\frac{1}{2}$″, 46$\frac{1}{2}$″, 67″ & 96″–60″ &LP Turbines with DR gearing & hydraulic coupling<br>6DB, 48*cf*, HS36684<br>Hwthrn, Leslie & Co. Ld Nwc | 47 ″ 0 | |
| 81990<br>173237<br>~~GBPH~~<br>VCWQ | **Randa** (*ex* Basse-Terre–37, *ex* Else–34)<br>*Fitted for oil fuel*<br>Wireless D.F. 1 *Dk* | | 1553<br>1220<br>914 | | | | | 1930 | A/S Nakskov Skibs. Nakskov | Canadian Government (Canadian Government Merchant Marine, Ld.) (Canadian National Steamships, *Mgrs.*) | 253·0 \| 39·2 \| 15·4<br>P15′ Q79′ B107′ F35′ | | | Montreal<br>British<br>*WB* | C. 4Cy. (2) 14$\frac{3}{4}$″ & (2) 31$\frac{1}{2}$″–31$\frac{1}{2}$″ 184NHP<br>HS2350<br>A. Borsig G.m.b.H. Berlin | | |
| 81991<br>PGYJ | **Randfontein** Ⓟ (*ex* Staur)<br>*ss* Ams. No. 3–9, 33<br>*ss* Ams. No. 1–38<br>2 *Dks (Stl) & Shelter dk (Stl)*<br>*Longitudinal framing in D B & at dks*<br>*Ref. Mchy.* *Cruiser Stern*<br>D.F. | | 5653<br>4704<br>3495 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>8,40 ~~8,30~~ ✠LMC<br>MS 7,37 ~~BS 6,30~~ 8,40<br>✠Lloyd's RMC 2,40<br>for temp. 32° F.<br>*Fitted for oil fuel* 10, 20 *F.P. above* 150° F. | Ham<br>Lon | *z* | CL<br>N6,39 | 1920<br>10mo | Greenock Dkyd. Co. Ld. Greenock<br>*Lloyd's SA & CP* | N.V. Vereenigde Nederlandsche Scheepv. Maats. (Directie Agentuur Maats. Holland Afrika Lijn N.V. *Mgrs.*) | 409·0 \| 53·8 \| 27·9<br>F38′ *on Shelter dk* FK<br>*Cell D B* 344′ 1064*t* | | | The Hague<br>Dutch<br>6 *B Hpt Cem*<br>*APT* 28*t* | T. 3Cy. 27″, 45″ & 74″–51″ (*s*)<br>180lb 565NHP<br>3SB, *9cf*, GS186, HS8517 FD<br>Rankin & Blackmore, Ld. Greenock | 30 ″ 6<br>s 4 ″ 4<br>26 ″ 4½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed, if not in L.R. Date of B of T Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81992 LEJE | **Randi** (*ex* Lillemor-36) 1 *Dk* | 1132 991 677 | | | | | 1916 | Akties. Moss Værft Moss | Skibs A/S Randi (Wahl & Co. *Mgrs.*) | 226·2 P20′ | 36·6 B57′ | 15·7 F26′ | Oslo Norwegian *WB* | T.3Cy.16″,25″&42″–30″ 97NHP Akties. Moss Værft. Moss | | N |
| 81993 LJKE | **Randsfjord** Twin Sc *Oil Eng.* D.F. 1 *Dk & Shelter dk* *Cruiser Stern* | 3999 3528 2369 | | | | | 1937 | Eriksbergs M.V. Aktieb. Gothenburg | A/S Den Norske Amerikalinje | 407·1 F34′ | 55·3 P22′ B74′ | 22·6 FK *hold dispensed with* 6′ *u* E22′ *f* 118′ 605*t* | Oslo Norwegian *WB* | Oil Engines 2S.C.SA 14Cy.19¾/16″–35-7/16″ 945NHP Eriksberg M.V. Aktieb. Got | | N |
| 81994 PGYO | **Randwijk** *ss* Rot. 2nd No. 3–6,36 Sub.Sig. D.F. 1 *Dk (Stl)* | 2439 2222 1476 | ✠100A1 11,39 MS6,36 | Ams ✠LMC BS3,40 | *s* | OG 11,37 | 1912 7mo | Schpw.v. Jan Smit, Czn Alblasserdm A&CP *Inter* | N.V. Stoom, Maats, 'Wijklijn' (Erhardt & Dekkers, *Mgrs.*) *mediate BH in fore Cell DB a* 8 | 287·4 F34′ P22′ B74′ | 45·2 FK *hold dispensed with* 6′ *u* E22′ *f* 118′ 605*t* | 20·9 | Rotterdam Dutch *Cem* *APT* 120*t* | T.3Cy.22½″,37″&62″–39″ (*s*) 1601b *100lb* 265NHP 2SB, *6cf*, GS128, HS4296 Maats. de Schelde, Flushing | 23 ″ 1 s 3 ″ 2½ 20 ″ 1 | |
| 81995 7333 SETN | **Rane** *Cruiser Stern* Wireless D.F. Sub.Sig. 1 *Dk* | *1322* *1011* *608* | | | | | 1927 | Helsingörs Jernsk & Msk. Elsinore | Stockholms Rederi-Aktiebolag Svea (Eman. Högberg, *Mgr.*) | 264·2 P75′ | 37·2 | 14·1 | Stockholm Swedish *WB* | T.3Cy.20″,32″&53″–36″ 168NHP Helsingörs Jernsk. & Msk. b. | | V |
| 81996 160537 GSPB | **Ranee** *ss* Cal No.2–37 2 *Dks (Stl)* | 5060 4634 3143 | ✠100A1 5,40 ~~8,39~~ MS7,37 | Cal Bom ✠LMC BS4,~~39~~ 6,40 | *y* | CL 8,39 | 1928 8mo | Lithgows Ld. Port Glasgow *Lloyd's* *SA&CP* | Asiatic Stm. Nav. Co. Ld. *Intermediate* *'tween dk BH in after* *Cell DB* 3 | 400·0 P40′ B121′ F41′ FK *hold dispensed with* 43′ 966*t* *DTa* 34′ 866*t* | 52·0 | 27·5 | London British *Cem* 5 *BH to U dk* 1 ,, ,,2*nd* ,, | T.3Cy.24″,40″&68″–45″ (*s*) 200lb *100lb* 430NHP 2SB, *8cf*, GS133, HS6062 FD J.G. Kincaid & Co. Ld. Grk. | 29 ″ 10 s 5 ″ 6½ 24 ″ 6½ | |
| 81997 LDQV | **Ranella** *ss* Rot. 2nd No. 3–12,36 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. | *5590* *4970* *3372* | ✠100A1 ~~Cal~~ Examined 12,40 Mob ~~BS3,39~~ ✠LMC ~~12,37~~ ~~2,40~~ 12,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* | | *z* | CL ~~3,40~~ 11,40 *bulk* 5,12 *F.P. a* | 1912 5mo | Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's* *SA&CP* | Erling Hansens Rederi A/S *Cell DB Ue & B* 77′ 128*t* *DTf* 50′ 521*t* | 406·4 P101′ P110′ B33′ F38′ FK 10 *to U dk* 5 ,, *M dk* | 51·3 | 28·9 | Arendal Norwegian 15 *BH Cem* 10 *to U dk* 5 ,, *M dk* | T.3Cy.26½″,43″&72″–48″ (*s*) 180lb 449NHP 3SB, *9cf*, GS204, HS7740 Wllsnd Slpwy. Co. Ld. Nwc. | 31 ″ 0 s 5 ″ 1½ 26 ″ 1¾ | |
| 81998 LEQS | **Ranen** (P) 1 *Dk & Awng dk* | 463 419 263 | | | | | 1918 | J. Storviks Mek. Verks. Xiansund | Det Helgelandske Dampskibsslsk. | 160·2 H43*t* len27 | 23·1 | 16·0 | Sandnessjöen Norwegian | T.3Cy.13½″,22″&36″–22″ 61NHP J. Storviks M.V. Xiansund | | |
| 81999 6974 SGAM | **Ranfrid** (*ex* Kamma) *ss* Sbg. No.1–40 *ss* Sbg. No.3–1,36 *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted* | *781* *532* *437* | 100A1 7,40 ~~5,39~~ ✠NB4,23 BS5,~~39~~ 5,40 | Sbg ✠LMC3 ~~7,39~~ MS7,40 | *j* | OG ~~5,39~~ 7,40 | 1923 2mo | Vulcan-varftet Korsör *Lloyd's* *SA&CP* | Rederi A/B Ostersjön (A. Christensen, *Mgr.*) *Cell D* | 177·1 P12′ Q45′ B57′ F23′ FK B151′ 208*t* | 30·0 | 12·2 | Trelleborg Swedish 4 *BH Cem* *APT* 10*t* | T.3Cy.13¼″,23-3/4″&36″–24″ 170lb (*s*) 86NHP *Emade* 86, *refitted* 23 2SB, *4cf*, GS50. HS1599 Burmeister & Wain, Cpn. | 14 ″ 6 s ″7½ 13 ″ 11¾ | |
| 82000 157646 ZMBS | **Rangatira** (P) Twin Sc Sub.Sig. D.F. ~~*ss* Wln. No.1–35~~ 2 *Dks (Stl–Weather dk pt teaks)* *Cruiser Stern* 3rd *Dk (Stl) in holds* *(Topsides–special quality steel)* *ss* Wln. No.2–39 | 6152 4155 2629 | ✠100A1 *with freeboard* 8,40 ~~7,39~~ ~~MS11,36~~ *Fitted for oil* | Wln ✠LMC 3,38 ~~BS3,39~~ 8,40 *fuel* | *a*† | CL SN 6,38 P 7,39 8,31 *F.P. a* | 1931 8mo | Vickers-Armstrongs, Ld. Barrow *Lloyd's* *SA&CP* | Union S.S. Co. of New Zealand, Ld. *Cell DB* 322′ 719*t* *D* *Mchy. Space* 25′ 143*t* | 406·1 419·4 (O.L.) B&F 380′ FK *Ta* 23′ *wing tanks in* *t DTs f* 45′ 456*t* | 58·2 | 25·8 | Wellington British 10 *BH Cem* (*Coll to W dk* 9 ,,2nd,,) 17*t* *APT* 43*t* | 2 Stm. Turbines connected to Elec. Motors & Sc. Shafts 446lb (*s*) FD 3022NHP 6WTB (Spt 425lb), HS27600 British Thomson-Houston Co. Rugby | 29 ″ 0 s 12 ″ 0½ 17 ″ 0½ | |
| 82001 64271 VOLJ | **Ranger** Wood *Mchy. Aft* Wireless 2 *Dks* | 520 493 354 | | | | | 1871 | A. Stephen & Son Dundee | Bowring Bros. Ld. | 161·1 F27*t* | 28·7 | 18·0 | S Jhns NFL British | 2Cy. 70RHP NB *made—fitted* 25 | | |
| 82002 149565 GBWX | **Rangitane** (P) Twin Sc *Oil Eng.* *ss* Lon. No.2–38 D.F. E.S.D. 3 *Dks (Stl–Weather dk pt ws)* GyC. *Ref. Mchy.* *Cruiser Stern* | 16712 12274 10289 | ✠100A1 *with freeboard* 5,40 DBS7,~~39~~ 5,40 ✠Lloyd's RMC4,~~40~~ | Lon ✠LMC CS7,38 7,39 9,40 | *j*† | CL 7,38 | 1929 11mo | J. Brown & Co. Ld. Clydebank *Lloyd's* *SA&CP* | New Zealand Shipping Co. Ld. *Duct keel fwd.* *Cell DB* 408′ 1938*t* *Tanks in* | 531·0 552·4 (O.L.) P&B 371′ F82′ *Upper Bridge* 216′ *of mchy. space* FK *way of tunnels* 1452*t* | 70·2 | 38·1 | Plymouth British 9 *BHpt Cem* *pt Asp* *DTf* 45′ 369*t* | Oil Engines 2S.C.SA 10Cy.35-7/16″–63″ 2186NHP 2 DB *100lb* J. Brown & Co. Ld. Clydebank *FPT* 97*t* *APT* 125*t* | 43 ″ 3 s 9 ″ 5½ 33 ″ 8½ | BT till ~~7,40~~ 12,40 |
| 82003 149564 GSZN | **Rangitata** (P) Twin Sc *Oil Eng.* *ss* Lon. No.2–38 D.F. E.S.D. 3 *Dks (Stl–Weather dk pt ws)* *Ref. Mchy.* *Cruiser Stern* | 16737 12276 10310 | ✠100A1 *with freeboard* ~~5,40~~ ~~3,40~~ 6,41 DBS6,~~39~~ 3,40 ✠Lloyd's RMC3,~~40~~ 6,41 | Lon Liv ✠LMC CS6,38 6,39 ~~3,40~~ 1,41 | *j*† | CL 6,38 | 1929 10mo | J. Brown & Co. Ld. Clydebank *Lloyd's* *SA&CP* | New Zealand Shipping Co. Ld. *Duct keel forward* *Cell DB* 408′ 1938*t* *Tanks in* | 531·0 552·4 (O.L.) P&B 371′ F82′ *Upper Bridge* 216′ *of machinery space* FK *way of tunnels* 1452*t* | 70·2 | 38·1 | Plymouth British 9 *BHpt Cem* *pt Asp* *DTf* 45′ 369*t* | Oil Engines 2S.C.SA 10Cy.35-7/16″–63″ 2186NHP 2 DB *100lb* J. Brown & Co. Ld. Clydebank *FPT* 97*t* *APT* 125*t* | 43 ″ 3 s 9 ″ 5½ 33 ″ 8½ | BT till ~~6,40~~ ~~7,41~~ 6,42 |
| 82004 149561 GSXW | **Rangitiki** (P) Twin Sc *Oil Eng.* *ss* Lon. No.2–38 D.F. E.S.D. 3 *Dks (Stl–W dk pt ws)* *Ref. Mchy.* *Cruiser Stern* | 16698 12274 10266 | ✠100A1 *with freeboard* ~~6,40~~ ~~1,40~~ 12,40 DBS5,~~39~~ 7,40 ✠Lloyd's RMC ~~1,40~~ 7,41 | Lon Avn ✠LMC CS5,38 5,~~36~~ 5,39 | *j*† | CL 5,38 | 1929 1mo | J. Brown & Co. Ld. Clydebank *Lloyd's* *SA&CP* | New Zealand Shipping Co. Ld. *Duct keel* *Cell DB* 408′ 1937*t* *Tanks in* | 531·0 552·4 (O.L.) P&B 371′ F82′ *Upr B* 216′ *l fwd of mchy. space* *way of tunnels* 1381*t* | 70·2 | 38·1 | Plymouth British 9 *BHpt Cem* *pt Asp* *DTf* 45′ 369*t* | Oil Engines 2S.C.SA 10Cy.35-7/16″–63″ 2186NHP 2 DB *100lb* J. Brown & Co. Ld. Clydebank *FPT* 97*t* *APT* 125*t* | 43 ″ 3 s 9 ″ 5½ 33 ″ 8½ | BT till ~~6,40~~ 6,41 |
| 82005 146997 ZMGL | **Rangitoto** (P) (*ex* Ant) *ss* Auk. No.3–12,25 Wireless 1 *Dk & Promenade dk* | 585 315 279 | ✠ ... 2,27 ✠ | | | | 1913 8mo | Murdoch & Murray, Ld. Port Glasgow | ~~Northern S.S. Co.~~ ~~Ld.~~ | 164·5 | 33·1 | 8·3 FK | Auklnd, NZ British *WB* | T.3Cy.15″,25″&40″–24″ 100NHP Muir & Houston, Ld. Gls. | 8 ″ 6 | |
| 82006 LEQT | **Ranheim** *Mchy. Aft* 1 *Dk* | 329 232 192 | | | | | 1913 | Akers Mek. Værks. Oslo | Bjarne Isaksen | 130·0 P55*t* | 24·6 H8*t* | 10·1 F16*t* | Trondheim Norwegian *WB* | T.3Cy.11″,18″&29″–18″ 36NHP Akers Mek. Værks. Oslo | | N |
| 82007 LCFB | **Ranja** *Carrying Petroleum in bulk* *Oil Eng.* D.F. *Mchy. Aft* 1 *Dk* *Cruiser Stern* | 6355 5518 3753 | | | | | 1928 | Akt. Götaverken Gothenburg | Rederi A/S Ruth (Hagb. Waage, *Mgr.*) | 408·3 P367*t* | 55·3 H389*t* | 32·0 F81*t* | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 540NHP Akt. Götaverken, Gothenburg | | N |
| 82008 7578 SGAO | — (*ex* Roar) 1 *Dk* | *1259* *1092* *683* | | | | | 1916 | Stavanger Stöberi & Dok Stavanger | Rederi A/B Ranja (Dag Sundén-Cullberg, *Mgr.*) | 233·4 P21′ | 37·1 B60′ | 15·8 F23′ | Stockholm Swedish *WB* | T.3Cy.17½″,28½″&48″–33″ Stavanger 132NHP Stöberi & Dok, Stv. | | V |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel: Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés matériaux et équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registre de Yacht. si ce N'est dans le L. R. Thames Cert. R. of Yacht. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82009 | **Ranpura** (P) TwinSc | 16688 | ✠ | Lon k† | | 1925 | Hawthorn, | P.&O.Stm.Nav.Co. | 548·3\|71·3\|43·2 | Newcastle | Q.8Cy32½",46½",67"&96"–60" | 47 ″ 0 | |
| 148119 | D.F. E.S.D. *Fitted for oil fuel* | 13368 | 8,28 | | | 3mo | Leslie&Co.Ld | | B305'F85' | British | 2408NHP | | |
| GKQX | *Ref.Mchy.* 3 *Dks(Stl)Wthr dk(pt teaks) 4th dk(Stl)in holds,5th dk in* 1,2 *&* 3 *holds* | 9331 | | | | | Newcastle | | FK | | 6DB,*48cf*, HS36684 | | |
| | *Cruiser Stern* | | | | | | | *CellDB*46 | 9'1638*t Tanks at sides* | *CollB* | *H to Wthr dk* | | |
| 82010 | **Ransdorp** | 399 | | | | 1934 | NVNederl. | N.V.Koninklijke | 156·0\|26·9\| 9·7 | Amstrdam | Oil Engines 2S.C.SA | | V |
| | *Mchy.Aft* *CruiserStern* *OilEng.* | 320 | | | | | Dok.Maats. | Zwavelzuur | P45'F28' | Dutch | 7Cy.10⅛"–18⅛" 132NHP | | |
| PGYN | *Carrying Sulphuric Acid in cylindrical* | 173 | | | | | Amsterdam | Fabrieken v/h | | *WB* | Machinefabriek.Gebr. | | |
| | Wireless 1*Dk tanks* | | | | | | | Ketjen | | | Stork&Co.N.V.Hengelo | | |
| 82011 | **Rantaupandjang** | 2542 | | | | 1921 | Gebr.Pot | Koninkl.Paketv. | 300·0\|46·3\|20·6 | Batavia | T.3Cy.21¾",35½"&57¼"–41½" | | V |
| | | 2301 | | | | | Bolnes | Maats. | B80'F37' | Dutch | Burgerhouta 215NHP | | |
| FKHS | 1*Dk* | 1501 | | | | | | | | *WB* | Mchfbk.&Scheepw.Rot. | | |
| 82012 | **Rapallo** | 5812 | 100A1 | Ven y CL | | 1922 | Soc.Eser- | AziendaGenerale | 394·7\|52·0\|27·3 | Genoa | T.3Cy.26",42½"&69½"–48½" | 30 ″ 3 | |
| 1072 | *ssGen.No.3–2,34* | — | 5,40 ~~4,40~~ | Pal 5,38 | | | cizioBacini | ItalianaPetroli | 378·5 | Italian | 180lb *60lb* (*s*) 456NHP | | |
| ICDX | *ssVen.No.1–38* | 3148 | | LMC | | | RivaTrigoso | | | | 2SB,*6cf*,GS132,HS6608 FD | | |
| | 1*Dk(Stl)&Web frames* | | MS5,38 | BS4,39 | | *Lloyd's* | *SA&CP* | *CellD* | P&B237'F36' FK | | 12*BHAsp* | | |
| | D.F. *Mchy.Aft* *Well deck* | | *Carrying Petroleum in bulk* | | | | | *BuE&B*42' 140*t D* | *Tf*33'300*t FPT*199*t* | | *APT*246*t* | | Soc.EsercizioBacini, RivaTrigoso |
| | | | *Fitted for oil fuel* 2,22 | *F.P. a* | | *bove* 1 | 50° F. | | | | | | |
| 82013 | **Rapana** | 8017 | ✠100A1 | Fal c† CL | | 1935 | N.V. | Anglo-Saxon | 463·0\|59·3\|33·9 | London | Oil Engines 4S.C.SA | 34 ″ 0 | |
| 167247 | *OilEng.* | 7236 | 4,41 ~~4,40~~ | Cff 10,38 | | 4mo | Wilton- | PetroleumCo.Ld. | 481·0(O.L.) | British | 8Cy.25⅛"–55½" | s 6 ″ 9 | |
| GTGS | *ssCff.No.1–39* | 4793 | ✠LMC CS5,39 | | | | Fijenoord | | P93'B47'F48' FK | | 15*BH* DB*180lb* 502NHP | 27 ″ 5 | |
| | D.F. 1*Dk,2nd dk clear of cargo tanks* | | DBS~~5,39~~ 3,41 4,40 | | | | Schiedam | *CellD BuE*64'15 | 7*t DTf*25'264*t FPT* | | 135*t APT*83*t* | | N.V.Wilton-Fijenoord, Schiedam |
| | *Longitudinal framing at bottom & at deck* | | *Carrying Petroleum in bulk* | | | *Lloyd's* | *SA&CP* | | | | | | |
| | *Mchy.Aft* E.S.D. *CruiserStern* | | | | | | | | | | | | |
| 82014 | **Rapid II** (*ex*Vesle-Hei–39, 3Mst | 714 | ✠ ... | | | 1916 | NVSchpsw | Alfred I. | 180·5\|28·1\|12·1 | Arendal | T.3Cy.15",25"&40"–27" | 14 ″ 6 | N |
| | *ex*Kjörrefjord–38,*ex*KongFrode–35, | 501 | 10,20 | | | 6mo | deMerwede | Thommesen | Q102*t*B18*t*F19*t* | Norwegian | 110NHP | | † |
| LEGS | *ex*Porto) *Mchy.Aft* *Well deck* 1*Dk* | 326 | | | | | Hardinxveld | | H22*t* FK | *WB* | Verschure&Co.Amsterdam | | |
| 82015 | **Rapido** (*ex*Zephyros–36, | 5363 | ✠ ... | Stv y | | 1919 | Canadian | A.Lauro | 413·1\|52·4\|28·5 | Naples | T.3Cy.27",44"&73"–48" | 31 ″ 0 | I |
| 447 | *ex*Canadian *ssHfx.No.3–5,34* | 4875 | 4,37 | | | 5mo | Vickers,Ld. | | 399·7\|52·5 | Italian | 520NHP | | † |
| ICDT | Pioneer–34) 2*Dks(Stl)* | 3264 | | | | | Montreal | | P49'B113'F39' FK | | 6*BHptCem* | | |
| | D.F. | | | | | | | *CellD* | B333'1025*t FPT*14 | | 9*t APT*133*t* | | Canadian Vickers,Ld.Mtl. |
| 82016 | — | 449 | | Roche | | 1919 | Atel.&Ch. | EmpresaNav.de | 184·8\|24·7\|13·2 | Havana | Oil Engines 2S.C.SA | 14 ″ 1 | |
| | (*ex*Bacardi I.) *OilEng.* | 439 | 7,24 | -fort | | 6mo | Marit.du | CubaS.A. | | Cuban | 4Cy.13⅜"–21⅛" 125NHP | | |
| | 2*Dks(Stl)* | 248 | | | | | Sud-Ouest | | FK | | 8*BHCem* | | Soc deConst.Mecanique |
| | | | | | | | Bordeaux | | | | *FPT*3*t* | | ProcedesSulzer,Paris |
| 82017 | **Rapidol** | 2648 | ✠100A1 | CTn CL | | 1917 | W.Gray& | TheAdmiralty | 320·0\|41·5\|23·1 | London | T.8Cy.26",42½"&70"–45" (*s*) | 25 ″ 6 | |
| 140322 | *ssC.Tn.No.3–1,36* | 2224 | 9,39 | 8,39 | | 8mo | Co.Ld. | | | British | 200lb 545NHP | s 3 ″ 4 | |
| GVXC | 2*Dks(Stl)&Web frames* | 1064 | ✠LMC9,39 | | | | WHartlepool | | P46'B107'F39' FK | | 16*BHptCem* | 22 ″ 4 | |
| | *Longitudinal framing* | | *For Government Service* | | | *Lloyd's* | *SA&CP* | *CellD BuE&B*68' | | | 3SB,*9cf*,HS8466 FD | | |
| | *CruiserStern* | | *Carrying Petroleum in bulk* | | | | | 146*t DTf*24' | 91*t FPT*49*t APT*32*t* | | (10 *to U dk* 6 „ 2*nd* „) | | Cen.Mar.Eng.Wrks,WHpl |
| | | | *Fitted for oil fuel* 8,17 | *F.P. a* | | *bove* 1 | 50° F. | | | | | | |
| 82018 | **Rapids King** (P) TwinSc | 1563 | | | | 1907 | Canadian | CanadaSteamship | 231·3\|40·4\| 9·8 | Montreal | T.8Cy.(2)15½",(2)24"& | | |
| 122407 | *Fitted for oil fuel* | 644 | | | | | S.B.Co.Ld | Lines,Ld. | | British | (4)30"–22" 168NHP | | |
| VGRK | Wireless 1*Dk* | 854 | | | | | Toronto | | | | CanadianS.B.Co.Ld.Trnto | | |
| 82019 | **Rapids Prince** (P) TwinSc | 1314 | | | | 1910 | Toronto | Canada Steamship | 197·0\|36·5\| 9·3 | Montreal | T.8Cy.(2)12½",(2)20"& | | |
| 130418 | *Fitted for oil fuel* | 461 | | | | | ShipyardsLd. | Lines,Ld. | | British | (4)22"–16" 102NHP | | |
| VGLC | Wireless 1*Dk* | 673 | | | | | Toronto | | | | J.InglisCo.Ld.Toronto | | |
| 82020 | **Raranga** TwinSc | 10043 | ✠100A1 | Lon e† CL | | 1916 | Armstrong | Norfolk&N.Ameri- | 478·0\|63·2\|31·2 | S'thamptn | Q.8Cy.23",32",45"&65"–48" | 42 ″ 10 | |
| 135699 | *ssMdb.No.3–1,29* | 9635 | *Shelter dk* | Liv s2,40 | | 12mo | Whitworth | canS.Shpg.Co.Ld. | 494·0(O.L.) | British | 220lb (*s*) 967NHP | s 13 ″ 0½ | |
| GNZT | *ssLiv.No.2–37* | 6430 | *with freeboard* | P4,38 | | | &Co.Ld. | (ShawSavill& | B181'F51'*on Shelter* | | 9*BHCem* | 30 ″ 0½ | |
| | *Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)* | | 7,40 ~~2,10~~ | | | | Newcastle | AlbionCo.Ld. | *dk* FK | | 5SB(Spt),*20cf*,GS341, | | |
| | E.S.D. *Tonnage opening closed '40* | | ✠LMC | | | *Lloyd's* | *SA&CP* | *Mgrs.*) | (*CollBHtoShdk* | | HS14475 FD | | |
| | | | MS9,37 BS~~3,40~~ 3,41 | | | | | *Shelter 'tween dk B* | *Hs except Coll BH dispensed with* | | 8*BHtoUdk*) | | N.E.MarineEngCoLdNwc. |
| | | | ✠Lloyd's RMC~~2,40~~ ~~3,40~~ 3,41 | | | | | | *CellDB*415'1514*t* | | *APT*42*t* | | |
| | | | | | 7,41 | | | | | | | | |
| 82021 | **Rarawa** (P) TwinSc | 1077 | ✠ | Auk m | | 1903 | Gourlay | NorthernSS.Co.Ld | 210·3\|31·1\|13·3 | AucklndNZ | T.6Cy.14",23"&37"–24" | 21 ″ 8 | |
| 115207 | *ssAuk.No.2–11* | 984 | 10,12 | | | 7mo | Bros.&Co. | | 21·0 | British | 198NHP | | |
| ZMCS | 1*Dk(Stl–ws)&Awng dk(Teak)* | 451 | | | | | Dundee | | FK | 5*BHCem* | 2SB,*6cf*,GS113,HS3029 | | |
| | | | | | | | | | *DTa*13' | 22*t FPT*16*t* | Gourlay Bros.&Co.Dundee | | |
| 82022 | **Raritan Sun** | 533 | | | | 1930 | SunS.B.& | SunOilCo. | 189·3\|31·1\|11·2 | Phildlphia | Oil Engines 4S.C.SA | | R |
| 229874 | *OilEng.* | 468 | | | | | D.D.Co. | | P35'F16' | Utd.States | 8Cy.11"–14" 94NHP | | |
| WFFQ | *Mchy.Aft* 1*Dk* | 306 | | | | | Chester,Pa. | | | | Cooper-BessemerCorp. | | |
| | D.F. *CarryingPetroleum in bulk* | | | | | | | | | | GroveCity,Pa. | | |
| 82023 | **Rasin Maru** (*ex*Canadian | 5454 | ✠ ... | Kob y | | 1919 | Canadian | DairenKisenK.K. | 400·6\|52·3\|28·4 | Dairen | T.3Cy.27",44"&73"–48" | 31 ″ 1 | |
| 447 | Seigneur–33) *ssDrn.No.3–6,33* | 4906 | 1,38 | | | 8mo | Vickers,Ld. | | | Japanese | 520NHP | | |
| JNYG | *ssKob.No.1–37* | 3316 | | | | | Montreal | | P49'B113'F39' FK | 6*BHptCem* | 3SB,*9cf*,GS198,HS7743 | | |
| | 2*Dks(Stl)* | | | | | | | | *CellDB*333' | | Canadian Vickers,Ld. | | |
| | | | | | | | | | 1025*t FPT*149*t* | *APT*133*t* | | | |
| 82024 | **Rask** (*ex*Uno,*ex*Göteborg) | *632* | | | | 1890 | A.A.W.van | A/S Rask(Sigv. | 167·0\|27·2\|16·6 | Haugesnd | T.3Cy.15",24"&40½"–30" | | V |
| | | *605* | | | | | Reede,Czn. | Risanger) | H23*t* | Norwegian | A.A.W.van 90NHP | | |
| LBQW | Wireless | *346* | | | | | Papendrecht | | | *WB* | Reede,Papendrecht | | |
| 82025 | **Rasma** (*ex*Zemvaldis,*ex*Dickie, | 3204 | ✠ ... | | | 1902 | Ropner& | LatvianGovern- | 325·6\|48·1\|22·8 | Riga | T.3Cy.24",38"&64"–42" | 24 ″ 3 | G |
| 153 | *ex*Baltik, *ssMsl.2ndNo.3–10,27* | 2949 | 11,28 | | | 3mo | Son | ment(ValtsKugu | P31'B166'F36' | Latvian | 276NHP | | † |
| YLCR | *ex*Theodoros,*ex*Wioringen, 1*Dk2trBs* | 1875 | | | | | Stockton | Parvalde,*Mgrs.*) | FK | *WB* | Richardsons,Westgarth& | | |
| | *ex*Burgemeesters'Jacob) *Web frames* | | | | | | | | | | Co.Ld.Mdb. | | |
| 82026 | **Rastrello** (*ex*Soussien–37, | 1530 | ✠ ... | | | 1904 | IrvineS.B. | "Sorima"Soc. | 229·3\|34·2\|14·8 | Genoa | T.3Cy.20½",34"&56"–36" | 17 ″ 1 | I |
| 2140 | *ex*Morava–33,*ex*Barbara, *ssLiv.No.1–08* | 1363 | 9,12 | | | 2mo | &E.Co. | RicuperiMarittimi | F21' | Italian | 209NHP | | † |
| ISLQ | *ex*AtleJarl,*ex*Navarre) 1*Dk&deep* | 849 | | | | | (1902),Ld. | | FK | *WB* | J.G.Kincaid&Co.Greenock | | |
| | Wireless *framing&Shelter dk* | | | | | | Irvine | | | | | | |
| 82027 | **Rasyu Maru** (P) TwinSc | 2347 | ✠ ... | | | 1901 | Akt.Ges. | Government of | 276·2\|41·3\|14·4 | Yokohama | T.6Cy.20¾",35½"&55½"–35½" | 24 ″ 0 | |
| 9561 | (*ex*Argun) D.F. | 1907 | 12,05 | | | 3mo | "Neptun" | Japan(Dept.of | P32'B106'F40'23·9 | Japanese | 426NHP | | |
| JERD | Sub.Sig. 1*Dk&Spar dk&deep framing* | 1297 | | | | | Rostock | Communications) | FK | *WB* | A.G."Neptun,"Rostock | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned for Hull, Machinery, Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82028<br>93998<br>ZMGJ | **Rata**<br>Wireless | TwinSc<br>1 *Dk*<br>*Well deck* | 974<br>665<br>375 | ✠ ...<br>1,31<br>✠ | | | | 1929<br>6mo | Bow,McLachlan&Co. Ld. Paisley | Anchor Shipping & Foundry Co. Ld. | 209·7 Q105′ | 34·4 B*on* Q47′ | 10·8 F27′ FK | Nelson,NZ British *WB* | T.6Cy.13½″,22″&37″–24″ 196NHP<br>Bow,McLachlan&CoLd.Psy | | |
| 82029<br>LOGC | —<br>(*ex* Villa Franca, *ex* Fagertun) | 1 *Dk & Spar dk* | *849*<br>*733*<br>*462* | | | | | 1904 | Soc. Anon. Chant. Nav. Anversois Hoboken | Cia. Argentina Comercial de Nav. "Costa Sud" S.A. | 210·0 H104*t* | 30·2 | 15·6 | Bns. Aires Argentine *WB* | T.3Cy.17″,28″&46″–30″ 116NHP<br>N.E.Marine Eng.Co.Ld.Sld | | N |
| 82030<br>164098<br>MMBJ | **Rathlin** Ⓟ<br>E.S.D. | 2 *Dks* | 1600<br>1170<br>697 | | | | | 1936 | A.Stephen & Sons, Ld. Glasgow | Clyde Shipping Co. Ld. | 272·5 P&B177′F43′ | 38·4 | 17·2 | Glasgow British *WB* | T.3Cy.21″,34″&56″–39″ 196NHP<br>A.Stephen&Sons,Ld.Gls. | | C |
| 82031<br>140726<br>VTFM | **Ratnagiri** Ⓟ<br>1 *Dk*<br>*Cruiser Stern* | TwinSc | 590<br>488<br>217 | ✠ A1<br>*with freeboard*<br>8,39 ✠LMC12,35<br>*For Coasting Service—Bomb* *Fitted for oil fuel* 12,35 *F.P. above* | Bom | | OG<br>8,39<br>*ay to Goa* 150° F. | 1935<br>12mo | Caledon S. B.&E.Co.Ld. Dundee *Lloyd's SA&CP* | Ratnagar Steam Nav.Co.Ld. | 213·0 *Shade dk* *Cell D Bf* 68′57 | 35·1 FK *t D Ts a* 38′29 *t* | 10·8 *F P T* | Bombay British 8 *B Hpt Cem pt Asp* 20 *t A P T* 11 *t* | T.6Cy.13½″,23″&36″–21″ (*s*) 200lb 259NHP 18B,6*cf*,HS4477 FD<br>McKie&Baxter,Ld.Paisley | 11 ″ 5<br>s 2 ″ 8⅜<br>8 ″ 11½ | |
| 82032<br>145416<br>MKQY | **Rattray Head** (*ex* Optic)<br>*Mchy. Aft* | 3Mst<br>1 *Dk* | 496<br>322<br>189 | | | | | 1921 | Ardrossan D.D.Co.Ld. Ardrossan | A.F.Henry& MacGregor,Ld. | 160·6 Q95′ | 25·1 B9′ | 9·2 F22′ | Leith British *WB* | T.3Cy.12″,20″&34″–24″ 57RHP<br>Hall,Russell&Co.Ld.Abn. | | C |
| 82033<br>154001<br>VSRZ | **Raub** (*ex* Steamer–39)<br>*Oil Eng.* | TwinSc<br>2 *Dks* | 1159<br>897<br>632 | | | | | 1926 | Taikoo Dkyd & Eng.Co of H.Kg.Ld. Hong Kong | Straits S.S.Co.Ld. | 232·0 | 42·7 | 11·2 | Singapore British | Oil Engines 4S.C.SA<br>12Cy.11″–17¾″ 140NHP NE39<br>Klöckner-Humboldt-Deutz A.G.,Köln-Deutz | | |
| 82034<br>PUCA | **Raul Soares** Ⓟ (*ex* Madeira, *ex* Cap Verde) *ss* Ham.2nd No.3–8,25<br>Sub.Sig. *Well deck* | 2 *Dks* | 6003<br>4720<br>3703 | ...<br>10,27 | | | | 1900 | Flensburger Schiffsb.Ges. Flensburg | Lloyd Brasileiro | 410·5 P&B266′F51′ | 48·3 FK&BK3″ | 29·1 | R.Janeiro Brazilian *WB* | Q4Cy25⅜″35½″,53″&77″–54″ NB19 617NHP<br>FlensburgerSchiffsb.Ges. | 32 ″ 0 | G<br>† |
| 82035<br>90<br>YLAR | **Rauna** (*ex* Britsum, *ex* Nettuno, *ex* Avondale) *ss* Lie.3rd No.3–4,37<br>1 *Dk (pt Irn & pt Stl) & deep framing*<br>*Cargo battens not fitted* | | 2349<br>1947<br>1441 | ✠100A1<br>8,39<br>✠NB9,16 ✠LMC4,37<br>BS~~5,39~~ 5,10 | Shl | *s* | CL<br>8,39 | 1899<br>9mo | Short Bros. Sunderland A&CP | Tv. Rauna kopredereja (Seeberg Bros. *Mgrs.*)<br>*Intermediate B H in forward Cell D Ba* | 286·0 295·0(O.L.) P23′B72′F27′ *hold dispensed with* 90′ *u* E20′ *f* 112′673*t* | 43·1 FK | 19·8 *A P T* 68*t* | Riga Latvian 4 *B H Cem* | T.3Cy.21″,35″&57½″–39″ (*s*) 160lb 210NHP 2SB,6*cf*,GS100,HS3200<br>G.Clark,Ld.Sunderland | 21 ″ 0<br>s 3 ″ 0<br>18 ″ 2¼ | |
| 82036<br>OFDJ | **Raune** (*ex* Ravnedal–39)<br>1 *Dk* | | 1004<br>654<br>541 | | | | | 1918 | Larvik Slip & Verk Larvik | O/Y Sarmatia (Seppinen& Kemppi O/Y, *Mgrs.*) | 197·9 Q50*t* | 32·2 B86*t* | 12·5 H65*t* F30*t* | Koivisto Finnish *WB* | T.3Cy.14″,23½″&38″–27″ 75NHP<br>BergensMek VærksBergen | | N |
| 82037<br>GQTP | **Ravelston**<br>*ss* Gmh.2nd No.3–4,34<br>*ss* Gmh.No.1–38<br>1 *Dk (pt Irn & pt Stl) & deep framing*<br>*Cargo battens not fitted* | | 2088<br>1935<br>1293 | ✠100A1<br>2,41 ~~4,40~~<br>✠LMC<br>MS10,38 BS~~6,39~~ 2,41 | Ant<br>Ltn | *s* | CL<br>4,39 | 1906<br>8mo | W.Gray& Co.Ld. W Hartlepoo *Lloyd's SA&CP* | (Gillespie&Nicol, *Mgrs.*)<br>*bulkhead in fore* | 288·0<br>298·5(O.L.)<br>P29′B76′F31′ FK<br>*Intermediate hold dispensed with* | 43·1 | 18·8 *A B H only Cell D Ba* | ~~Grngemth~~ British *Cem* | T.3Cy.21½″,34″&57″–39″ (*s*) 160lb 219NHP 2SB,6*pf*,GS92,HS3532<br>Cen.Mar.Eng.Wrks.W Hpl | 21 ″ 2<br>s 3 ″ 0⅜<br>18 ″ 4 | |
| Now "Empire Bond," *see No. 90958 in Supplement* | | | | | | | | | | | | | | | | | |
| 82038<br>1246<br>ISLT | **Ravenna**<br>*ss* Gen.3rd No.3–7,25 | 3Mst<br>2 *Dks* | 1148<br>1058<br>695 | ✠ ...<br>11,29<br>✠ | | | | 1888<br>8mo | Ramage& Ferguson Leith | I.Messina&C. | 256·5 248·9 P23′B40′F28′ | 33·1 33·2 BK9″ | 16·7 17·0 | Genoa Italian *WB* | T.3Cy.18″,30″&48″–36″ 134NHP<br>Ramage&Ferguson,Leith | 18 ″ 4 | I<br>† |
| 82039<br>140597<br>GPVK | **Ravens Point**<br>D.F. *ss* Liv.No.3–1,31<br>*ss* Gls.No.2–39<br>1 *Dk (Stl) & Shelter dk (Stl)* | | 1787<br>1554<br>974 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>3,41 ~~7,38~~<br>✠LMC<br>BS~~4,39~~ 3,41 MS4,39 | Gls<br>Ltn | *r* | CL<br>N5,38 | 1918<br>9mo | H.&C. Grayson,Ld. Garston *Lloyd's SA&CP* | MacAndrews&Co. Ld. | 265·3<br>FK<br>*Collision Bulkhead to Sh dk*<br>*Cell D B* 216′399*t* | 41·2 | 26·6 *F P T* 83*t A P T* 18*t* | Liverpool British *Cem* 3 „ „ *U* „ | T.3Cy.21″,34″&56″–36″ (*s*) 180lb 262NHP 2SB,6*cf*,GS126,HS4840<br>Richardsons,Westgarth& Co.Ld.Mdb. | 21 ″ 0<br>s ″ 10½<br>20 ″ 3⅜ | |
| 82040<br>98821<br>GFNR | **Ravenswood** Ⓟ<br>Wireless | PadSk | 345<br>317<br>129 | | | | | 1891 | S McKnght & Co. Ayr | P.&A.Campbell Ld | 215·0 Q12′ *Saloon dk* 153′ | 24·1 | 8·5 | Bristol British | C.2Cy.25½″&50″–54″ NE&B09 153NHP<br>Barclay,Curle&Co.Gls. | | BT till 10,40 |
| 82041<br>LCOF | **Ravnaas**<br>D.F. | *Oil Eng.*<br>1 *Dk* | 4019<br>3657<br>2441 | | | | | 1931 | Eriksbergs M.V.Aktieb. Gothenburg | Agdesidens Rederi A/S (A.J.Mörland, *Mgr.*) | 350·8 P91*t* H211*t* | 50·8 | 25·7 | Arendal Norwegian *WB* | Oil Engines 4S.C.SA<br>6Cy.24⅛″–51⅜″ 355NHP<br>EriksbergM.V.Aktieb.Got | | N |
| 176/40 | | | | | | | | | | | | | | | | | |
| 82042<br>LDGJ | **Ravnanger**<br>1 *Dk* | | 3371<br>3009<br>2004 | | | | | 1919 | C.v.d.Giessen&Zonen's Schpsv. Krimpen a/d Ysel | Westfal Larsen& Co.A/S | 335·6 F21*t* P98*t* H139*t* | 48·2 | 22·9 | Bergen Norwegian *WB* | T.3Cy.23″,37½″&63″–42″ 257NHP<br>RotterdamscheDroogdok Maatschappij,Rotterdam | | N |
| 82043<br>LJTW | **Ravnefjell**<br>Wireless D.F. E.S.D.<br>*Fitted for oil fuel* | 1 *Dk & Shelter Dk*<br>*Cruiser Stern* | 1339<br>1104<br>743 | | | | | 1938 | Nylands Verksted Oslo | A/S Luksefjell (Oslen&Ugelstad, *Mgrs.*) | 250·9 | 41·3 | 14·8 | Oslo Norwegian *WB* | C.2Cy.16¾″&33$\frac{7}{16}$″–33$\frac{7}{16}$″& LP turbine with D R gearing & hydraulic coupling 107NHP<br>Nylands Verksted,Oslo | | N |
| 82044<br>140833<br>MNQB | **Ravonia**<br>*ss* Bly.No.3–2,38<br>*Mchy. Aft*<br>*Well deck* | 1 *Dk (Stl)*<br>*Cargo battens not fitted* | 813<br>553<br>378 | ✠100A1<br>10,40 ~~12,39~~<br>BS~~5,38~~ 5,40 ✠LMC1,38 | Nwc | *k* | CL<br>2,38 | 1925<br>4mo | R.William-son&Son,Ld. Workington *Lloyd's SA&CP* | Northwest Shipping Co.Ld. | 186·5 Q116′B9′F23′ *Cell D Bf* 112′162*t* | 29·4 FK | 12·4 *F P T* 40*t* | Workngtn British 3 *B H Cem* | T.3Cy.14″,24″&40″–27″ (*s*) 180lb *90lb* 99RHP 18SB,3*pf*,GS55,HS1952<br>W.Beardmore&Co.Ld. Coatbridge | 14 ″ 7<br>s 4 ″ 10½<br>14 ″ 4 | |
| 82045<br>210519<br>WSCQ | **Rawleigh Warner** (*ex* Rayo)<br>*Mchy. Aft*<br>D.F. | *Fitted for oil fuel*<br>2 *Dks & Web frames*<br>*Carrying Petroleum in bulk* | 3664<br>3168<br>2223 | ✠ ...<br>8,14<br>✠ | | | | 1912<br>10mo | New York S.B.Co. Camden,N.J. | Sabine Transpn.Co. Inc.(M.T.Ball, *Mgr.*) | 321·7 P116′B30′F43′ | 46·2 FK | 27·5 | Baltimore Utd. States *WB* | T.3Cy.21″,35″&58″–42″ 318NHP<br>New York SB Co. Camdn NJ | 27 ″ 0 | |
| 82046<br>165786<br>GDMD | **Rawnsley**<br>D.F. E.S.D. | *Oil Eng.*<br>1 *Dk & Shelter dk*<br>*Cruiser Stern* | ~~5000~~<br>~~4620~~<br>~~8014~~<br>4998<br>4620<br>3008 | ✠100A1<br>*with freeboard*<br>2,40 ~~*Glass Contem plated*~~<br>✠LMC7,40 | Sld<br>Off | *a*†<br>2 | CL | 1940<br>7mo | Wm.Doxford&Sons,Ld. Sunderland | The Red "R" S.S. Co.Ld. (Stephens, Sutton,Ld. *Mgrs.*)<br>*Lloyd's SA&CP* | 423·2<br>439·3(O.L.)<br>*Cell D B* 352′117*t* | 54·2 FK<br>( *Coll to Sk dk* 6 „ 2*nd*,„) *M T* 32′123*t* | 26·1 *F P T* 15*t A P T* 177*t* | Newcastle British 7 *B H pt Cem* 2 *D B I* 20*lb* | Oil Engines 2S.C.SA<br>3Cy.20½″–81½″ 388NHP<br>Wm.Doxford&Sons,Ld.Sld | 28 ″ 8<br>s 3 ″ 4½<br>25 ″ 6 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned, maintenant, expiré. Lettre d'Appartenance. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Jaugue. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP = Force en chevaux d'après les formules de la Société. RIP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Longueurs où sont placés les Ponts Cert. Bd of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82047 PKOD | **Reael** 1 *Dk* | | 2561 2034 1487 | | | | | 1931 | Nederl. Schps.Maats. Amsterdam | Koninkl.Paketv. Maats. | 299·5 46·6 19·4 P19′B83′F26′ | Batavia Dutch *WB* | C.4Cy.(2)16½″&(2)35½″–35½″ 125NHP Gebr.Stork&Co.Hengelo | | V |
| 82048 LDEL | **Realf II** (*ex*Credo-40, exHamlet-37) TwinSc D.F. *Oil Eng.* *Carrying Petroleum in bulk* *Mchy.Aft* *Longitudinal framing* *CruiserStern* 1 *Dk* | | 5069 4364 2714 | | | | | 1915 | Göteborgs M.V.Aktieb Gothenburg | A/S Asplund (Rünneberg& Galtung, *Mgrs.*) | 355·1 55·2 29·9 P342*t*H203*t*F73*t* | Moss Norwegian *WB* | Oil Engines 2S.C.SA 12Cy.23⅝″–35 7/16″ 1170NHP Akt.DieselsMotorer,Skm. | | V |
| 82049 220864 KDLG | **Reaper** *ss*N.Yk.No.3–12.31 *ss*N.Yk.No.2–40 *Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* | | 6407 6117 3964 | ✠100A1 ~~5,40~~ ~~1,40~~ 3,41 BS2,41 MS1,40 ✠LMC ~~BS3,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,20 | NYk | *a*† ″ | CL ~~2,38~~ 11mo 8,40 *F.P. above* 150° F. | 1920 | TexasS.S. Co. Bath,Me. A&CP *CellDBu* | TheTexasCo. *E&B*209*t* *FPT*229*t* | 416·8 56·1 32·7 P107′B35′F33′ FK *APT*130*t* | Wilmgton (Del.) Utd.States 16 *BHpt Cem* *pt Asp* | T.3Cy.27¼″,44″&74½″–51″ 190lb (*s*) 549NHP 3SB,9*cf*,HS7979 FD H.G.TroutCo.Buffalo,NH. | 32 ″ 10 s 6 ″ 3½ 26 ″ 9½ | |
| 82050 5586 PJCL | **Rebeca** TwinSc 1 *Dk* *Mchy.Aft.* *Longitudinal framing at bottom in centre tanks&at trunk* | | 3176 2273 1556 | ✠100A1 ~~Cso 10,00~~ 12,40 ~~BS4,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,38 | Cco ~~BS6,40~~ ✠LMC3,38 | *v* | CL 12,40 *F.P. above* 150°F. | 1938 3mo *Lloyd's A&CP* *CellDBuB* | Furness S.B.Co.Ld. Haverton Hill-on-Tees FK | N.V.Curaçaosche Scheepvaart Maats. | 336·6 56·2 15·1 348·2(O.L.) 351·5(O.L. *incl.rdr*) *Trunk*204′P91′F40′ 14′20*t* *FPT*1 23*t* *APT*105*t* | Willemstad Dutch 10 *BHpt Cem* *pt Asp* | T.6Cy.15⅞″,25″&40⅜″–27 7/16″ (*s*) 366NHP 180lb 2WTB FD HS6520 Richardsons,Westgarth& Co.Ld.Sld. | 14 ″ 9 s1 ″ 4½ 13 ″ 7 | |
| 82051 22521 JDQG | **Rebun Maru** Ⓟ ex Reibun Maru–38 2 *Dks* | | 352 312 200 | | | | | 1923 | Hakodate DockCo. Hakodate | FujiyamaKaiun K.K. | 130·0 22·0 15·5 B27′ | Otaru Japanese | T.3Cy. | | |
| 82052 2210 ICDZ | **Recca** *ss*Gen.No.3–3,34 *ss*Gen.No.1–38 D.F. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 5441 5022 3428 | ✠100A1 *Shelter dk* *withfreeboard* 5,10 ~~5,20~~ MS11,37 ✠LMC BS9,39 *Fitted for oil fuel* 9,29 | Gen | *y* | CL N6,38 *F.P. above* 150° F. | 1921 6mo | Stabilmnto Tecnico Trieste A&CP *CellDB* | "Italia"Soc.Anon. diNav. *FPT*114*t* *APT*244*t* | 404·1 53·9 29·0 389·9(O.L.) FK 337′1300*t* | Genoa Italian *pt Cem* 2 *BHto Sh dk* 4 „ „ *U* „ | T.3Cy.27″,42″&68″–48″ (*s*) 180lb 465NHP 3SB(Spt),9*cf*,GS158, HS7023 FD StabilimentoTecnico,Tri. | 32 ″ 0 s 7 ″ 5½ 24 ″ 9 | |
| 82053 1027 ICEA | **Recco** *ss*Spz.No.3–5,33 *ss*Gen.No.1–37 *Mchy.Aft* 1 *Dk*(*Stl*)&*Web frames* *Well deck* D.F. | | 5595 4571 3310 | 100A1 3,40 BS3,40 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 1,22 | Gen LMC4,37 | *y* | CL 3,40 *F.P. above* 150° F. | 1921 9mo *Lloyd's A&CP* *CellDBuE* | Soc.Eser- cizioBacini RivaTrigoso | AziendaGenerale ItalianaPetroli *&B*42′140*t* *FPT*197*t* | 394·2 52·0 27·2 378·5 FK P&B237′F36′ *APT*245*t* | Genoa Italian 12 *BHAsp* | T.3Cy.26″,42 11/16″&67 7/16″–48″ 180lb *100lb* (*s*) 456NHP 2SB,6*cf*,GS132,HS6608 FD Soc.EsercizioBacini, RivaTrigoso | 30 ″ 3 | |
| 82054 PUUK | **Recife** (*ex*Mameli,*ex*B.Kemeny) *ss*Tri.2ndNo.3–2,22 *ss*Rio.No.1–27 1 *Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing* | | 2692 2407 1664 | ✠ —— 10,35 ✠ | Rio | *u* | | 1899 11mo | R.Craggs &Sons Middlesbro' | LloydNacional Soc.Anon. *CellDBa*102′*uE&* | 320·0 42·5 13·1 P39′B112′F35′ 21·1 FK *B*40′*f*130′639*t* *FPT* 41*t* *APT*13*t* | R.Janeiro Brazilian 6 *BHCem* | T.3Cy.21″,37″&62″–42″ 269NHP 2SB,6*rf*,GS106,HS3940 N.E.MarineE.Co.Ld.Nwc. | 24 ″ 9 | |
| 82055 YTDU | **Reĉina** (*ex*LadyPlymouth) *ss*Rot.No.2–38 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 4732 4353 2850 | ✠100A1 *withfreeboard* PN1 7,40 ~~8,30~~ BS8,39 9,40 ✠LMC5,38 | Bry | *z* | CL 2,38 | 1930 1mo *Lloyd's A&CP* | W.Gray& Co.Ld. Sunderland | Prekomorska Plovidba D.D. *CellDB*353′1204*t* | 400·8 54·2 25·0 413·5(O.L.) FK *FPT*176*t* *APT*126*t* | Susak Yugoslav 6 *BHCem* *Coll to Sh dk* 5 „ 2*nd* „) | T.3Cy.26″,43″&71″–48″ (*s*) 180lb 459NHP 3SB,9*cf*,GS184,HS8184 Cen.Mar.Eng.Wks.W.Hpl | 27 ″ 6 s 2 ″ 10½ 24 ″ 10½ | |
| 82056 162325 GTPV | **Recorder** *ss*Liv.No.2–39 2 *Dks*(*Stl*) | | 5982 5575 3732 | ✠100A1 2,40 BS4,41 ✠LMC10,39 | Liv | *a*† | CL 7,37 | 1930 9mo *Lloyd's A&CP* | Cammell, Laird&Co.Ld. Birkenhead | CharenteS.S.Co. Ld.(T.&J. Harrison, *Mgrs.*) *CellDB*362′1136*t* *DTa*32′908*t* *FPT* | 420·3 54·6 30·4 434·5(O.L.) P37′B137′F44′ FK 62*t* *APT*24*t* | Liverpool British 8 *BHCem* 1 „ to2*nd dk* | T.3Cy.27″,46″&77″–54″ (*r*) 210lb FD 619NHP 3SB(Spt)&1AuxB,11*cf*, HS8700 Cammell,Laird&Co.Ld. | 32 ″ 7 s 6 ″ 4 26 ″ 5½ | |
| 82057 162660 (*ex*Iris) GQRB (*Cable Vessel*) D.F. E.S.D. | **—** TwinSc *ss*Auk.2ndNo.3–7,27 *ss*Auk.No.2–35 1 *Dk*(*Stl–pt* ws)&*Spar dk* (*Stl*–teak s)&*Web frames* | | 2276 1938 980 | ✠100A1 *Spar dk* 4,39 BS3,40 ✠LMC2,37 | Sng | *t* | S 4,39 P5,40 | 1902 10mo *Lloyd's A&CP* | DJDunlop &Co. Pt.Glasgow | Cable and Wireless Ld.(Sir Edward Wilshaw,K.C.M.G. *Mgr.*) *CellDBa*26′*uE&B* | 295·0 40·7 15·1 311·5(O.L.) 22·8 *Promenade dk*108′ FK&BK3′ 62′*f*108′399*t* *FPT*20*t* | London British 6 *BHCem* | T.6Cy.18¾″,31″&51″–39″ (*s*) 190lb 459NHP 3SB,9*cf*,GS153,HS6706 FD D.J.Dunlop&Co.Pt.Gls. | 25 ″ 0 s 5 ″ 1½ 20 ″ 6 | |
| 82058 163546 MBBD | **Reculver** TwinSc *Oil Eng.* 1 *Dk* Sub.Sig. *Cruiser Stern* Wireless D.F E.S.D. | | 683 575 320 | | | | | 1934 | Cammell Laird&Co.Ld. Birkenhead | Corporation of the TrinityHouse | 176·0 33·1 13·8 B92′F36′ | London British *WB* | Oil Engines 2S.C.SA 8Cy.13⅜″–22 7/16″ 250NHP BritishAuxiliaries,Ld.Gls. | | |
| 82059 236823 | **Red Crown** *Mchy.Aft* 1 *Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing* | | 5443 — 3363 | | | | | 1937 | Manitowoc S.B.Corp. Manitowoc, Wis. | StandardOilCo. (Indiana) | 453·4 55·2 25·5 F66′ | Whiting, Ind. Utd.States *WB* | T.3Cy.25″,41″&68″–42″ 300NHP ManitowocS.B.Corp. | | R |
| 82060 238891 WCTY | **Red Jacket** D.F. E.S.D. GyC. *Ref Mchy* 3 *Dks* *CruiserStern* *Fitted for oil fuel* *Longitudinal framing* | | 7194 — 4344 | | | | | 1939 | Federal S.B.&D.D.Co Kearny,N.J. | ~~UnitedStates~~ ~~MaritimeCommission~~ GraceLine,Inc. | 439·0 63·2 27·5 P39′B75 F47′ | Portland, ~~Rockland~~, Me. Utd.States *WB* | 2 steam turbinesSRgeared to 1 screw shaft 1000NHP GeneralElectricCo. Lynn,Mass | | R |
| 82061 261 HSAA | **Redang** *ss*Bgk.3rdNo.3–6,39 *Mchy.Aft* 1 *Dk*(*Stl*) | | 531 408 250 | ✠100A1 ~~7,40~~ ~~8,00~~ BS7,40 ✠LMC6,39 *Fitted for oil fuel* 9,01 | Bgk | *h* | CL ~~1,40~~ 7,40 *F.P. above* 150° F. | 1901 9mo | Kjöbnhvns Flydk.& Skbs Copenhagen A&CP | ThaiNav.Co.Ld. | 165·0 27·9 11·9 P59′F23′ FK *FPT*20*t* *APT*40*t* | Bangkok Thai 3 *BHCem* | T3Cy.13″,20½″&33½″–21″(*s*) 170lb *100lb* 61NHP 1SB,2*cf*,GS36,HS1030 KjbnhavnsFlydk.& Skbsv. | 12 ″ 6 s 1 ″ 3½ 11 ″ 4½ | |
| 82062 144501 MJXS | **Redcar** *ss*Lon.No.3–3,33 *ss*Ant.No.1–37 Wireless 1 *Dk*(*Stl*) *Cargo battens not fitted* | | 1475 1314 794 | ✠100A1 2,41 ~~10,30~~ ~~10,40~~ ~~9,40~~ BS ~~10,30~~ 10,40 ✠LMC9,36 | Lon Hul | *p* | CL ~~10,30~~ 2,41 | 1920 4mo *Lloyd's A&CP* | GooleS.B. &Repg.Co.Ld Goole *CellDB* | P.&O.Stm.Nav.Co. | 240·2 36·1 19·1 B52′F23′ FK 198′295*t* *FPT*77*t* *APT*66*t* | London British 4 *BHCem* | T.3Cy.18¼″,30″&50″–33″(*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 Earle'sCo.Ld.Hull | 21 ″ 3 s 2 ″ 10½ 18 ″ 7 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. its Load Port Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82063<br>155292 | **Redcloud** (~~*ex*Barge-39~~)<br>(*ex* non-pld.Barge-33)<br>~~*ss*~~Mtl.No.2-41 ~~*ss*Tto.No.1-36~~<br>*Mchy.Aft* 1*Dk(Stl)*&*Web frames*<br>*Cargo battens not fitted* | TwinSc<br>*Oil Eng.* | 1740<br>1649<br>1377 | ✠ A–<br>~~4,415,37~~<br>✠NE9,33 ✠LMC4,36<br>~~DBS4,39~~<br>*For Service on the Great Lakes* | Mtl | | E.N<br>~~5,37~~<br>~~36,37~~<br>N12,40 | 1930<br>7mo | Canadian Vickers,Ld. Montreal<br>*& to Halifax, N.S.* | North American Transports,Ld.<br>*Side ballast tanks* | 255·6\|43·7\|19·0<br>FK<br>206′ 394*t FPT* 210*t* | Montreal British<br>6*BH*<br>*APT* 160*t* | Oil Engines 2S.C.SA<br>8Cy.9⅛″–16⅞″ 136NHP<br>NDB40–*135lb*<br>Atlas-DieselA/B,Skm. | 19 ″ 11<br>s 5 ″ 8<br>14 ″ 4½ | |
| 82064<br>154910 | **Redfern** (~~*ex*Barge-39~~)<br>(*ex* non-pld.Barge-34)<br>~~*ss*~~Mtl.No.2-41 ~~*ss*Tto.No.1-36~~<br>*Mchy.Aft* 1*Dk(Stl)*&*Web frames*<br>*Cargo battens not fitted* | TwinSc<br>*Oil Eng.* | 1769<br>1644<br>1429 | ✠ A–<br>4,41 ~~3,37~~<br>✠NE5,34 ✠LMC4,36<br>~~DBS5,39~~<br>*For Service on the Great Lakes* | Mtl | | ~~8,37~~<br>12,40 | 1930<br>5mo | Canadian Vickers,Ld Montreal<br>*& to Halifax, N.S.* | North American Transports,Ld.<br>*Side ballast tanks* | 255·2\|43·6\|19·0<br>FK<br>206′ 394*t FPT* 210*t* | Montreal British<br>6*BH*<br>*APT* 86*t* | Oil Engines 2S.C.SA<br>10Cy.9⅛″–16⅞″ 169NHP<br>NDB40–*135lb*<br>Atlas-DieselA/B,Skm. | 19 ″ 11<br>s 5 ″ 8<br>14 ″ 4½ | |
| 82065<br>162762<br>GRJX | **Redgate** (*ex*Ridley-36,*ex*Essex<br>Oak-33,*ex*June-32) *ss*Cff.No.2-38<br>1*Dk(Stl)*<br>D.F. | | 4323<br>4004<br>2598 | ✠100A1<br>12,40 ~~11,39~~<br>BS12,40 ✠LMC<br>MS4,38 ~~BS12,39~~ | Cff<br>Npt | *x* | CL<br>~~1,38~~<br>12,40 | 1929<br>6mo | W.Doxford &Sons,Ld. Sunderland<br>*Lloyd's* *s&CP* | RedgateS.S.Co.Ld. (Turnbull,Scott &Co.*Mgrs.*)<br>*CellDB* | 370·5\|51·7\|21·4<br>385·3(O.L.)<br>P30′B225′F34′ FK<br>319′ 880*t FPT* 133*t* | Newcastle British<br>6*BHCem*<br>*APT* 168*t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 385NHP<br>2SB(Spt)&Aux.SB,*9cf*,<br>GS193,HS6597<br>G.Clark,Ld.Sunderland | 27 ″ 9<br>s 3 ″ 9½<br>24 ″ 2 | |
| 82066<br>139800<br>MGVK | **Redhall**<br>*ss*Bly.No.3–7,29<br>*Well deck* *ss*Abn.No.2–38<br>*Cargo battens not fitted* 1*Dk(Stl)* | | 1093<br>775<br>467 | ✠100A1<br>8,40 ~~8,39~~<br>BS8,~~39~~ ✠LMC8,38<br>8,40 | Bly<br>Abn | *n* | CL<br>8,39 | 1917<br>6mo | Hall,Russell&Co.Ld. Aberdeen<br>*Lloyd's* *s&CP* | AberdeenCoal& ShippingCo.Ld.<br>*CellDB* a54′*u*E20′ | 221·0\|33·3\|14·3<br>226·2(O.L.)<br>Q131′B16′F27′ FK<br>*f* 90′306*t FPT* 33*t A* | Aberdeen British<br>4*BHCem*<br>*APT* 79*t* | T.3Cy.17½″,29″&47″–33″ (*r*)<br>180lb *100lb* 178NHP<br>2SB,*6cf*,GS104,HS3300<br>Hall,Russell&Co.Ld.Abn. | 16 ″ 5<br>s 4 ″ 9½<br>15 ″ 6¾ | |
| 82067<br>148620<br>MNGT | **Redriff**<br>*ss*Shl.No.3–8,37<br>*Well deck* Sub.Sig. 1*Dk(Stl)*<br>*Cargo battens not fitted* | | 1577<br>1296<br>879 | ✠100A1<br>~~8,40~~ ~~8,39~~ 11,40<br>BS~~8,39~~ ✠LMC8,37<br>8,40 | Shl | *p* | CL<br>8,39 | 1925<br>8mo | Tyne I.S.B. Co.Ld. Newcastle<br>*Lloyd's* *s&CP* | South Metropolit'n GasCo.<br>*CellDB* | 244·3\|36·8\|18·5<br>Q96′B51′F22′ FK<br>175′ 346*t DT at sides of tunnel* | London British<br>6*BH pt Cem* | T.3Cy.18″,30″&49″–33″ (*s*)<br>180lb 182NHP<br>2SB,*6cf*,GS94,HS3260<br>N.E.MarineEngCoLd.Nwc<br>29′105*t FPT* 77*t APT* 66*t* | 20 ″ 6<br>s 2 ″ 5<br>18 ″ 3½ | |
| 82068<br>155293 | **Redriver** (~~*ex*Barge-39~~)<br>(*ex* non-pld.Barge-34)<br>*ss*Tto.No.1–36<br>*Mchy.Aft* 1*Dk(Stl)*&*Web frames*<br>*Cargo battens not fitted* | TwinSc<br>*Oil Eng.* | 1777<br>1647<br>1430 | ✠ A–<br>6,37<br>✠NE5,34 ✠LMC4,36<br>~~DBS4,39~~<br>*For Service on the Great Lakes* | Mtl | | 5,37 | 1930<br>7mo | Chantiers Manseau, Lte. Sorel,P.Q.<br>*& to Halifax, N.S.* | North American Transports,Ld.<br>*Side ballast tanks* | 255·6\|43·7\|19·0<br>FK<br>206′394*t FPT* 210*t* | Montreal British<br>6*BH*<br>*APT* 160*t* | Oil Engines 2S.C.SA<br>10Cy.9⅛″–16⅞″ 169NHP<br>NDB40–*135lb*<br>Atlas-DieselA/B,Skm. | 19 ″ 11<br>s 5 ″ 8<br>14 ″ 4½ | |
| 82069<br>214849<br>WEDS | **Redwood** Ⓟ<br>*Fitted for oil fuel*<br>D.F. 2*Dks* | Wood TwinSc | 1793<br>1586<br>1045 | | | | | 1917 | Pacific American Fisheries Bellingham | S.S.RedwoodInc. | 226·4\|41·8\|23·1 | Bellinghm Utd.States | T.6Cy.13″,21″&35″–24″<br>120NHP<br>SeattleMachineWorks, Seattle,Wash. | | |
| 82070<br>155289 | —<br>(~~*ex*Barge-39~~)<br>(*ex* non-pld.Barge-34)<br>*ss*Tto.No.1–36<br>*Mchy.Aft* 1*Dk(Stl)*&*Web frames*<br>*Cargo battens not fitted* | TwinSc<br>*Oil Eng.* | 1777<br>1647<br>1417 | ✠ A–<br>11,37<br>✠NE5,34 ✠LMC4,36<br>~~DBS4,39~~<br>*For Service on the Great Lakes* | Mtl | | N5,34 | 1930<br>5mo | Canadian Vickers,Ld. Montreal<br>*& to Halifax, N.S.* | North American Transports,Ld.<br>*Side ballast tanks* | 254·9\|43·6\|19·0<br>FK<br>206′394*t FPT* 210*t* | Montreal British<br>6*BH*<br>*APT* 160*t* | Oil Engines 2S.C.SA<br>10Cy.9⅛″–16⅞″ 169NHP<br>NDB40–*135lb*<br>Atlas-DieselA/B,Skm. | 19 ″ 11<br>s 5 ″ 8<br>14 ″ 4½ | |
| 82071<br>135609<br>GKWC | **Reedpool**<br>*ss*Shl.No.3–11,36<br>D.F. 1*Dk(Stl)* | | 4838<br>~~5,40~~ ~~9,39~~ ~~5,40~~ ~~1,~~ Spl<br>4610<br>2999<br>3,41<br>✠LMC<br>MS11,36 ~~BS9,39~~<br>9,40 | ✠100A1<br>Bry | *y* | CL<br>~~10,37~~<br>5,40 | 1924<br>9mo | RopnerS.B. &RepairngCo (Stockton)Ld Stockton<br>*Lloyd's* *s&CP* | PoolShippingCoLd (SirR.Ropner&Co. Ld.*Mgrs.*)<br>*CellDB* a126′*u*E25′*f* | 390·0\|55·5\|26·4<br>P29′B221′F41′ FK<br>171′1059*t FPT* 162*t* | Stockton British<br>6*BHCem*<br>*APT* 194*t* | T.3Cy.25½″,40″&71″–48″ (*s*)<br>180lb 437NHP<br>3SB(Spt)*9cf*,GS190,HS7526<br>Blair&Co.Ld.Stockton | 28 ″ 9<br>s 4 ″ 5<br>24 ″ 6½ | |
| 39/40<br>82072<br>ESBJ | **Reet** (*ex*Solveig–38,*ex*Larus–36,<br>*ex*Mudir)<br>*Mchy.Aft* 1*Dk* | | 815<br>608<br>456 | | | | | 1904 | Hlsingbrgs VarfsAktieb. Helsingborg | A.Jürgenthal | 196·0\|32·0\|12·3<br>P59′H67*t*F20′ | Haapsalu Estonian<br>*WB* | T.3Cy.13″,20½″&33½″–21″<br>E&B*made*02 51NHP<br>Kjbnhavns Flydk.&Skbsv. | | V |
| 82073<br>TCCP | **Refah** (*ex*Persevera,*ex*Perseveranza)<br>*ss*Tri.2ndNo.3–5,25<br>1*Dk(Stl)*&*Spar dk(pt Irn*&*pt Stl)*&<br>*deep framing* | | 3805<br>3348<br>2235 | ✠ —<br>2,31<br>✠ | Fiu | *v* | | 1901<br>6mo | R.Thomp-son&Sons Sunderland | Barzilay&Ben-jamin<br>*CellDB* a | 335·3\|46·2\|17·8<br>P29′B78′F36′ 25·7<br>FK<br>108′*u*E22′*f* 136′786*t* | Istanbul Turkish<br>NDB14 285NHP<br>6*BHCem*<br>*APT* 48*t* | T.3Cy.24″,39″&64″–42″<br>2SB,*6pf*,GS122,HS4574<br>G.Clark,Ld.Sunderland | 28 ″ 5 | |
| 82074<br>171309<br>GPGR | **Refast** (*ex*NantucketChief–38,<br>*ex*Gulflight–37) *ss*Msl.2ndNo.3–4,39<br>2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing* | | 5189<br>4591<br>3221 | ✠100A1<br>4,113,~~40~~<br>~~BS11,39~~ ✠LMC9,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,14<br>BS4,41 | Lon<br>Bkn | *y* | CL<br>N3,40<br>*F.P. above* 150°F. | 1914<br>8mo | New York S.B.Corp. Camden,N.J.<br>A&CP | RefastS.S.Co.Ld. (Harris&Dixon, Ld.*Mgrs.*)<br>*CellDBu*E&B62′222*t* | 383·0\|51·2\|30·1<br>407·0(O.L.)<br>P97′B34′F32″ FK<br>*FPT* 159*t APT* 30*t* | London British<br>14*BHCem*<br>(8 *to Upr dk*<br>6 ″ 2*nd* ″) | T.3Cy.27″,45″&75″–48″ (*r*)<br>190*lb* 543NHP<br>3SB,9*cf*,GS173,HS7843 FD<br>New YorkSBCorp.Camden | 30 ″ 2<br>s5 ″9¼<br>24 ″ 7 | |
| 82075<br>UOIU | **Refrigerator No. 1**<br>(*Fish Carrier*) *Oil Eng.*<br>Wireless 1*Dk(Stl*–ws)<br>*Mchy.Aft* *Ref.Mchy.* *Cruiser Stern*<br>*Sparred wood lower deck for light cargoes*<br>*Strengthened for navigation in Ice* | | 1427<br>1006<br>700 | ✠<br>5,33<br>✠ | Cpn | *o* | | 1933<br>5mo | Akt.Bur-meistr&Wain Copenhagen | U.S.S.R.<br>*CellDB* 142′2 | 228·7\|36·2\|17·0<br>P&B117′F34′<br>FK<br>74*t DT f* 10′45*t FPT* | Vladvostk Russian<br>5*BHpt Cem*<br>18*t APT* 51*t* | Oil Engines 4S.C.SA<br>6Cy.15¾″–29½″ 143NHP<br>Akt.Burmeistr&Wain.Cpn | 19 ″ 0 | |
| 82076<br>UOIV | **Refrigerator No. 2**<br>(*Fish Carrier*) *Oil Eng.*<br>Wireless 1*Dk(Stl*–ws)<br>*Mchy.Aft* *Ref.Mchy.* *Cruiser Stern*<br>*Sparred wood lower deck for light cargoes*<br>*Strengthened for navigation in Ice* | | 1427<br>1006<br>700 | ✠<br>6,33<br>✠ | Cpn | *o* | | 1933<br>6mo | Akt.Bur-meistr&Wain Copenhagen | U.S.S.R.<br>*CellDB* 142′2 | 228·8\|36·2\|17·0<br>P&B117′F34′<br>FK<br>74*t DT f* 10′45*t FPT* | Vladvostk Russian<br>5*BHpt Cem*<br>18*t APT* 51*t* | Oil Engines 4S.C.SA<br>6Cy.15¾″–29½″ 143NHP<br>Akt.Burmeistr&Wain.Cpn | 19 ″ 0 | |
| 82077<br>2050<br>— | **Refrigerator No. 3** (*ex*Lys–35)<br>*ss*Shl.No.3–10,33<br>*Mchy.Aft* *Ref.Mchy.* 1*Dk(Stl)*<br>*Well deck* | | 2050<br>—<br>580 | ✠ ...<br>11,36<br>✠ | Shl | *q* | | 1920<br>5mo | S.P.Austin &SonsLd. Sunderland | U.S.S.R.<br>*CellDB* 215′503*t* | 259·8\|37·4\|17·3<br>Q154′F30′<br>FK<br>*MT* 10′224*t FPT* 14*t* | Murmansk Russian<br>5*BHCem*<br>*APT* 56*t* | T3Cy.20½″,33″&54″–39″<br>201NHP<br>2SB,*6pf*,GS97,HS3160<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 19 ″ 8 | |
| 82078<br>3270<br>— | **Regato** (*ex*RioGalindo,<br>*ex*AikokuMaru, *ss*H.Kg.No.3–7,01<br>*ex*Colonies, *ss*Kob.No.2–08<br>*ex*Azamor,*ex*AnnieBarrow, 1*Dk(Stl)*&<br>*ex*EiffelTower) *Spar dk(Stl)*3*trB* | | 3270<br>—<br>2073 | ✠<br>9,14<br>✠ | Kob | *u* | | 1889<br>11mo | W.Dobson &Co. Newcastle | Cia.Naviera "Orio"<br>(JoseRubiera, *Mgr.*) | 331·9\|40·3\|19·2<br>P47′B80′F42′ 26·7<br>BK 10″<br>*Cell DB* 264′433*t* | Bilbao Spanish<br>5*BHCem*<br>2SB,*6cf*,GS98,HS3916<br>WllsndSlpwy.Co.Ld.Nwc. | T.3Cy.23¼″,38″&61″–39″<br>NDB05 234NHP | 29 ″ 4 | |
| 82079<br>325<br>222<br>180<br>PGYX | **Regeja**<br>*Oil Eng.*<br>*Mchy.Aft* D.F. 1*Dk*<br>*Cruiser Stern* | | 325<br>222<br>180 | | | | | 1936 | N V Schpsw "Foxhol" Foxhol | J.Boerma | 130·0\|24·1\| 8·3<br>P38′F15′ | Groningen Dutch<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.9.7⅛″–14.3⅛″ 62NHP<br>AppingedammerBrons Motorenfb.N.V. | | V |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre-pleins ou espaces sous le pont. Lettre d'équivalence. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Dunane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté si ce n'est dans le L. R. Thames Cert. Ho of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82080 | **Regele Carol I** (P) | TwinSc | 2369 | | | | | 1898 | Fairfield Co.Ld. Glasgow | RoumanianState MaritimeService | 350·0 | 42·0 | 18·5 | Constantza Roumanian | T.6Cy.23″,38½″&61″-36″ NB10 446NHP | | V |
| YQSC | *Fitted for oil fuel* | | 1790 | | | | | | | | | | | *WB* | FairfieldCo.Ld.Glasgow | | |
| | *2Dks & Shade dk3trB* | | 839 | | | | | | | | | | | | | | |
| 82081 | **Regensburg** (P) (*ex*Trave-38) | 4Mst | 8068 | | | | | 1927 | Akt.Ges. "Vulcan" Stettin | Norddeutscher Lloyd | 506·7 | 60·3 | 31·8 | Bremen German | 2 Oil Engines 2S.C.DA SR geared to 1 sc. shaft | | G |
| | *Oil Eng.* | | 7291 | | | | | | | | *P23′B&F457′* | | | *WB* | 16Cy.20½″–29½″ 2447NHP | | |
| DOAL | D.F. E.S.D. | 3*Dks* | 5013 | | | | | | | | *Upper F47′* | | | | NE38 | | |
| | *Ref.Mchy.* Sub.Sig. | | | | | | | | | | len.38 | | | | DeutscheSchiff.u.Machb. A.G.Weser,Bmn | | |
| 82082 | **Regent** | | 3280 | ✠ ... | | | | 1903 | Bartram &Sons Sunderland | J.Freyman (LatvianShipping Co.*Mgrs.*) | 324·5 | 46·9 | 24·2 | Riga Latvian | T.3Cy.24″,40″&65″–42″ | 26 ″ 10 | C |
| 122 | *ss*Sld.No.3–4,16 | | 3072 | 11,28 | | | | 1mo | | | P29′B90′F35′ | | | | 294NHP | | † |
| YLBV | *ss*Shl.No.2–26 | | 1826 | ✠ | | | | | | | | | FK | *WB* | J.Dickinson&Sons,Ld.Sld. | | |
| | 1*Dk2trB&deep framing* | | | | | | | | | | | | | | | | |
| 82083 | — | TwinSc | 1211 | | | | | 1934 | Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md. | GulfOil Corporation | 248·6 | 40·2 | 14·4 | Phildlphia Utd.States | Oil Engines 4S.C.SA | | R |
| 233361 | Wireless *Mchy.Aft* | *Oil Eng.* | — | | | | | | | | | | | | 6Cy.12½″–22″ 91NHP | | |
| WJFG | *Longitudinal framing* 1*Dk* | | 708 | | | | | | | | | | | | McIntosh-Seymour,N.Yk. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 82084 | **Regent Lion** | | 9551 | ✠100A1 | Fal | *e*† | CL | 1937 | Swan,Hunter&Wigham Richardson, Ld.Newcastle | BowringS.S.Co. Ld.(C.T.Bowring& Co.Ld.*Mgrs.*) | 489·7 | 66·5 | 35·0 | London British | Oil Engines 4S.C.SA | 35 ″ 0 | |
| 165433 | | *Oil Eng.* | 8728 | 2,4 15,40 | Gal | 2½ | 11,38 | 3mo | | | P109′B38′F64′ | | FK | | 10Cy.29⅛″–59½″ 816NHP | s 6 ″ 10½ | |
| GZMP | D.F. 1*Dk*,2*nd dk clear of cargo tanks* | | 5794 | DBS2,41 | LMC3,37 | | | | | | | | | | 2DB*180lb* | 28 ″ 4½ | |
| | E.S.D. *Mchy.Aft* *CruiserStern* | | | *Carrying Petroleum in bulk* | | | | *Lloyd'sA&CP* | | *CellDBuE58′153t* | *DTf38′625t FPT15* | | | 1*tAPT136t* | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 82085 | **Regent Panther** | | 9556 | ✠100A1 | Fal | *e*† | CL | 1937 | Swan,Hunter&Wigham Richardson Ld.Newcastle | BowringS.S.Co. Ld.(C.T.Bowring& Co.Ld.*Mgrs.*) | 489·7 | 66·5 | 35·0 | London British | Oil Engines 4S.C.SA | 35 ″ 0 | |
| 165465 | | *Oil Eng.* | 8728 | 4,11 4,40 | NYk | 2½ | 12,37 | 5mo | | | P109′B38′F64′ | | FK | | 10Cy.29⅛″–59½″ 816NHP | s 6 ″ 10½ | |
| GZRK | D.F. E.S.D. 1*Dk*,2*nd dk clear of* | | 5799 | DBS4,41 | LMC5,37 | | 3,41 | | | | | | | | 2DB*180lb* | 28 ″ 4½ | |
| | *Mchy.Aft* *CruiserStern* *cargo tanks* | | | *Carrying Petroleum in bulk* | | | | *Lloyd'sA&CP* | | *CellDBuE58′153t* | *DTf38′625t FPT15* | | | 1*tAPT136t* | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 82086 | **Regfos** (*ex*WestQuarter) | | 1548 | ✠100A1 | Sld | *p* | OG | 1910 | W.Pickersgill&Sons,Ld Sunderland | Tyne&Wear ShippingCo.Ld. | 245·0 | 36·8 | 16·3 | Sundrland British | T.3Cy.20″,33″&54″-36″ (*s*) | 18 ″ 10 | |
| 129782 | *Well deck* | *ss*Sld.2ndNo.3–2,36 | 1240 | 3,40 3,00 | 3,41 | | 4,38 | 6mo | | | Q121′B13′F26′ | | FK | | 180lb 224NHP | s 1 ″ 10½ | |
| GRTW | Wireless | *ss*Sld.No.1–40 1*Dk*(*Stl*) | 882 | ✠LMC | | | | *Lloyd'sA&CP* | | *CellDBa67′uE&* | *B35′f109′405t FPT* | | | 42t*APT88t* | 2SB,*6pf*,GS87,HS3918 | 17 ″ 2 | |
| | *Cargo battens not fitted* | | | MS9,36 6,40 | BS1,39 12,40 | | | | | | | | | | N.E.MarineEng.CoLd.Sld | | |
| 82087 | **Reggestroom** (P) | | 2836 | | | | | 1923 | Maats. Fyenoord Rotterdam | N.V.Hollandsche Stoomb.Maats. | 331·7 | 48·2 | 20·0 | Amstrdam Dutch | 2SteamTurbinesDRgeared to 1 Sc. Shaft | | V |
| | *Fitted for oil fuel* | | 2502 | | | | | | | | F44′ | | | *WB* | Escher,Wijss&Co.Zürich | | |
| PGYT | D.F. 2*Dks* | | 1691 | | | | | | | | | | | | | | |
| 82088 | **Reggio Emilia** (*ex*Graziella–38, | | 1217 | ✠ ... | | | | 1914 | G.Brown& Co. Greenock | Soc.Anon.TrasportiMarittimi e Affini | 243·1 | 33·1 | 13·9 | Venice Italian | T.3Cy.17½″,27½″&45″–33″ | 15 ″ 9 | I |
| 260 | *ex*Marie-Thérèse- | *ss*Hav.No.1–18 | 863 | 9,22 | | | | 10mo | | | 231·3 | | | | 152NHP | | † |
| IOLJ | LeBorgne–33,*ex*Ustaritz) | | 712 | ✠ | | | | | | | Q166′F28′ | | FK | *WB* | Ross&Duncan,Glasgow | | |
| | *Well deck* | 1*Dk* | | | | | | | | | | | | | | | |
| 82089 | **Regin** (*ex*Marg–39,*ex*Spind,*ex*Rex) | | 1386 | | | | | 1917 | A.&J.van derSchuyt Papendrecht | HannestadRederi A/S | 239·9 | 36·7 | 15·8 | Halden Norwegian | T.3Cy.17½″,29″&46″–36″ | | N |
| | | | 1132 | | | | | | | | P59′B102′H72′ | | | | 127NHP | | |
| LELC | Wireless D.F. | 1*Dk* | 709 | | | | | | | | F25′ | | | *WB* | J.&A.van derSchuyt,Ppn. | | |
| 82090 | — (P) | | *1330* | | | | | 1919 | Oskrshmns M.V.Aktieb Oskarshamn | Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) | 234·7 | 36·0 | 14·1 | Stockholm Swedish | 2 SteamTurbinesSRgeared to 1 Sc. Shaft | | |
| 6517 | | | *634* | | | | | | | | | | | *WB* | SvenskaTurbinf.Akt. Ljungström,Finspång | | |
| SFKN | Wireless D.F. | 2*Dks* | *697* | | | | | | | | | | | | | | |
| | Sub.Sig. | *CruiserStern* | | | | | | | | | | | | | | | |
| 82091 | **Regina** | TwinSc | 9545 | ✠100A1 | Mfl | *d*† | CL | 1937 | Akt.Burmeistr&Wain Copenhagen | Hansen-Tangen's RederiA/S(H.E. Hansen-Tangen, *Mgr.*) | 485·1 | 65·5 | 35·4 | Xiansand Norwegian | Oil Engines 2S.C.SA | 35 ″ 4 | |
| | *Oil Eng.* | | 8898 | 2,40 | | | 2, 40 | 7mo | | | 501·1(O.L.) | | | | 14Cy.19½⅛″–35⅞″ 943NHP | s 7 ″ 2½ | |
| LJMC | D.F. 1*Dk*,2*nd dk clear of cargo tanks* | | 5695 | ✠LMC7,37 | | | | *Lloyd'sA&CP* | | | P101′B31′F44′ | | FK | 12*BHptCem* | 2DB*180lb* | 28 ″ 4½ | |
| | *Mchy.Aft* *Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | | | *CellDBuE76′329t DTf43′* | | | | 600t*FPT97t* | Akt.Burmeistr&Wain,Cpn | | |
| | *Longitudinal framing-bracketless system* | | | Surveys delayed | | | | | | | | | | *APTs175t* | | | |
| 82092 | — (P) | | 1304 | | | | | 1911 | F.Schichau Danzig | Stettin-Rigaer Dampfsch.Ges.Th. Gribel(Rud.Christ. Gribel, *Mgr.*) | 241·8 | 34·1 | 15·4 | Stettin German | T.3Cy.19 7/10″,31 2/10″&51½″– | | G |
| | | | 853 | | | | | | | | P&B147′F27′ | | | *WB* | 29½″ 141NHP | | |
| DAMS | Wireless *Ref.Mchy.* | 2*Dks* | 781 | | | | | | | | | | | | F.Schichau,Elbing | | |
| 82093 | **Regina Elena** (P) | | 424 | | | | | 1903 | C.&T.T. Pattison Naples | Soc.PartenopeaAnon.diNav. | 180·5 | 25·4 | 13·2 | Naples Italian | T.3Cy.20½½″32 2/32″&48″–27 2/16″ | | I |
| 12 | *Fitted for oil fuel* | | 331 | | | | | | | | | | | | 121NHP | | |
| ISND | 1*Dk* | | 171 | | | | | | | | | | | | C.&T.T.Pattison,Naples | | |
| 82094 | **Reginolite** | TwinSc | 9069 | ✠100A1 | NYk | *d*† | CL | 1926 | Akt.Ges. "Vulcan" Stettin | ImperialOil.Ld., MarineDepartment. (H.J. Rahlves, *Mgr.*) | 469·2 | 63·1 | 34·6 | Montreal British | Oil Engines 2S.C.SA | 35 ″ 6 | |
| 152786 | *Oil Eng.* | | 8645 | *Shelter dk* | NNs | | 1,39 | 3mo | | | | | | | 8Cy.25 2/8″–47½″ 910NHP | s 8 ″ 8 | |
| VGRD | *ss*NNs.No.3–1,39 | | 4430 | *with freeboard* 7,40 10,30 | | | | *Lloyd'sA&CP* | | | B34′F38′ | | FK | 19*BHptCem* (13 *to Sh dk* 6 ,, *U* ,,) | 2WaterTubeDB*200lb* A.G."Vulcan,"Stettin | 27 ″ 1 | |
| | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | | ✠LMC CS7,39 | | | | | | *CellDBuE38′131t D* | *Tf36′280t FPT190t* | | | *APT108t* | | | |
| | *Mchy.Aft* *&Web frames* | | | DBS3,39 7,40 | 3,37 1,40 | | | | | | | | | | | | |
| | D.F. GyC. *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | *CruiserStern* | | | | | | | | | | | | | | | | |
| 82095 | **Registan** | | 5886 | ✠100A1 | Gls | *a*† | CL | 1930 | J.Readhead &Sons,Ld. SouthShields | StrickLine(1923) Ld.(F.C.Strick& Co.Ld. *Mgrs.*) | 426·0 | 55·0 | 28·5 | London British | T.3Cy28½″46″&78″-51″&LP | 31 ″ 0 | |
| 141381 | *ss*Avn.No.2–38 | | 5448 | 9,40 11,38 | Avn | | 1,38 9,40 | 3mo | | | P38′B131′F47′ | | FK | 7*BHptCem* | Turbine with DR gearing& hydraulic coupling (*r*) | s 6 ″ 3½ | |
| GSKQ | D.F. 2*Dks*(*Stl*) | | 3711 | ✠LMC | | | | *Lloyd'sA&CP* | | | | | | | 210lb 787NHP | 24 ″ 11¼ | |
| | | | | MS5,38 | BS3,40 | | | | | *CellDB361′1237t* | *DTa38′903t FPT* | | | 107t*APT38t* | 3SB,*12cf*,GS207,HS9756 FD | | |
| | | | | *Fitted for oil fuel* 3,30 | | | *F.P. a* | *above* 150° F. | | | | | | | J.Readhead&Sons,Ld.SShl | | |
| 82096 | **Register** (*ex*Bice,*ex*Aquila) | 3Mst | 537 | ✠ ... | | | | 1913 | Cant.Offic. Savoia Cornigliano Ligure | WebsterShipping Co.Ld.(J.S.Webster&Sons, *Mgrs.*) | 159·0 | 28·2 | 13·1 | Kingston, Jamaica British | Oil Engines 2S.C.SA | 14 ″ 3 | V |
| 140037 | *Oil Eng.* | | 449 | 12,19 | | | | 5mo | | | P33′F16′ | | BK6″ | | 4Cy.13¾″–21½″ 125NHP | | † |
| VPLB | *Mchy.Aft* 1*Dk* | | 415 | | | | | | | | | | | | G.Ansaldo NDN20 NE20 &Co.Sampierdarena | | |
| 82097 | **Regulus** | | 1821 | ✠100A1 | Hfs | *p* | 7,39 | 1921 | P.Smit Jr. S.B.&E.Co. Rotterdam | FinskaÅngfartygs A/B | 247·5 | 36·9 | 24·9 | Helsingfrs Finnish | T3Cy20⅞″,32½″&55″–39⅜″(*s*) | 27 ″ 6 | |
| 563 | *ss*Hfs.No.3–4,33 | | 1085 | *Awning deck* | | | | 4mo | | | 235·0 | | 17·8 | | 180lb 212NHP | s 8 ″ 2½ | |
| OHBK | *ss*Hfs.No.1–37 | | 1025 | *with freeboard* 7,39 | | | | *Lloyd'sA&CP* | | *CellD B182′355t* | | *FPT14t* | FK | 4*BHCem* *APT31t* | 1SB(Spt)&1AuxSB(Spt), *5cf*,GS97,HS3341 | 19 ″ 6 | |
| | D.F. 1*Dk*(*Stl*)&*Awng dk*(*Stl*) | | | BS4,39 | LMC7,37 | | | | | | | | | | P.Smit,Jr.S.B.&E.Co.Rot. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Form Assigned. Date Period. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. / Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated Z.C. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82098<br>181080<br>KZRS | **Regulus**<br>(*ex*Ihumata)<br>*Well deck* | Wireless<br>1 *Dk & deep framing* | 1173<br>—<br>636 | ✠ ...<br>10,13 | | | | 1911<br>3mo | Antwerp<br>Eng.Co.Ld.<br>Hoboken | Madrigal&Co. | 229·3 \| 35·8 \| 14·9<br>Q87'B52'F23'<br>FK | | | Manila, P.I<br>Utd. States<br>*WB* | T.3Cy.17″,28″&46″–33″<br>142NHP<br>N.E.MarineEng CoLdNwc | 16 ″ 10 | C<br>† |
| 82099<br>2086<br>ITZN | —<br>(*ex*Sant'Antonio–36,*ex*Ramscappelle,<br>*ex*Calluna, 1 *Dk (Irn) & Web frames*<br>*ex*Assos,*ex*Hedworth) *Well deck* | **Iron**<br>876<br>630 | 1085<br>876<br>630 | ✠<br>7,87 | Sld | Lv | | 1884<br>9mo | S.P.Austin<br>&Son<br>Sunderland | Francesco<br>Pittaluga | 232·7 \| 33·6 \| 15·9<br>225·0<br>Q123'H46*t*F26'<br>*DBa&f* | | | Genoa<br>Italian<br>*5 BH* | C.2Cy.28½″&53″–33″<br>134NHP<br>Blair&Co.Ld.Stockton | 17 ″ 7 | I<br>† |
| 82100<br>441<br>ESDG | —<br>(*ex*Caroline–35,*ex ss*Lib.2ndNo.3–11,27<br>MildredPowell, *ss*Tln.No.2–36<br>*ex*Redhall) 1 *Dk (Stl) & deep framing*<br>*Well deck* *Cargo battens not fitted* | | 893<br>748<br>365 | ✠100A1<br>6,39<br>BS9,38 LMC4,36<br>Surveys delayed | Tln | *l* | CL<br>9,38 | 1902<br>1mo | Mackie&<br>Thomson<br>Glasgow | J.Rang&others<br>*Lloyd's SA&CP* | 205·1 \| 30·5 \| 14·6<br>Q113'B18'F23' FK<br>*CellDBa53'f75'161tFPT* | | | Tallinn<br>Estonian<br>*4 BHCem*<br>*50t APT50t* | T.3Cy.16½″,27″&44″–30″ (*s*)<br>180lb *80lb* 145NHP<br>NB08*refitted*3,23<br>1SB,*3cf*,GS65,HS2776<br>McKie&Baxter,Glasgow | 15 ″ 4 | |
| 82101<br>LCMW | **Reiås** (*ex*Niord–38,*ex*Beran–37, 4Mst<br>*ex*Doravore–32,*ex*Stemshest)<br>Wireless 1 *Dk* | | 1128<br>987<br>659 | | | | | 1918 | Akers<br>Mek.Værks.<br>Oslo | Skibs-A/SBirholt<br>(BirgerEkerholt,<br>*Mgr.*) | 226·5 \| 36·5 \| 15·8<br>F5*t*P51*t* | | | Oslo<br>Norwegian<br>*WB* | T.3Cy.17″,29″&47″–33″<br>127NHP<br>AkersMek.Værks,Oslo | | N |
| 82102<br>DORH | **Reichenfels**<br>*Ref.Mchy.* Sub.Sig. 2 *Dks*<br>D.F. E.S.D. *Cruiser Stern* | *Oil Eng.* | 7744<br>7040<br>4760 | | | | | 1936 | Deutsche<br>Sch-u-Mchsb.<br>A.G.Weser<br>Bremen | DeutscheDampfs.<br>Ges."Hansa" | 485·4 \| 61·9 \| 31·1<br>P83'B220'F66' | | | Bremen<br>German<br>*WB* | 2 Oil Engines 2S.C.DA<br>each 6Cy.20⅞″–29⅛″&<br>hydraulic couplingSR<br>geared to 1 Sc. Shaft<br>1830NHP<br>Maschinenfbk Augsburg-<br>NürnbergA.G.Augsburg | | G |
| 82103<br>DOUO | **Reiher** Ⓟ<br>Wireless D.F. E.S.D. 2 *Dks*<br>*Ref.Mchy.* *Cruiser Stern* | | 1304<br>856<br>720 | | | | | 1938 | Howaldts-<br>werkeA.G.<br>Kiel | ArgoReederei<br>R.Adler&Co. | 245·2 \| 38·5 \| 12·4<br>B71'F30' | | | Bremen<br>German<br>*WB* | C.2Cy.17 1/16″&35 7/16″–35 1/16″&<br>LPturbine withDRgearing<br>&hydraulic coupling<br>Deutsche 222NHP<br>Sch.u-Mschb.Bremen | | G |
| 82104<br>PKGM | **Reijnst**<br>1 *Dk* | | 2462<br>1811<br>1433 | | | | | 1928 | Nederl.<br>Schps.Maats.<br>Amsterdam | Koninkl.Paketv.<br>Maats. | 291·0 \| 43·2 \| 19·1<br>P33'F53' | | | Batavia<br>Dutch<br>*WB* | C.4Cy.(2)16½″&(2)35 7/16″–<br>35 7/16″ 135NHP<br>Werkspoor,Amsterdam | | V |
| 82105<br>DAQI | **Reimar-Edzard Fritzen**<br>(*ex*LinaKunstmann–38)<br>1 *Dk* | | 2935<br>2499<br>1685 | | | | | 1922 | Vulcan<br>Werke<br>Hamburg | Johs.Fritzen&<br>Sohn.vorm<br>W.Kunstmann | 316·5 \| 45·1 \| 21·3<br>P43'B66'F33' | | | Stettin<br>German<br>*WB* | T.3Cy.19 11/16″,31½″&51 5/16″–<br>31½″ 147NHP<br>VulcanWerke,Hamburg | | G |
| 82106<br>162339<br>GMPS | **Reina del Pacifico** Ⓟ QuadSc<br>*Oil Eng.*<br>*ss*Liv.No.1–35<br>D.F. E.S.D. 3 *Dks (Stl) 4th dk (Stl) in*<br>*Ref.Mchy.* *holds except after hold*<br>GyC. *Cruiser Stern* | | 17702<br>12202<br>10720 | ✠100A1<br>*withfreeboard*<br>Examined 11,40<br>✠LMC CS6,35<br>DBS~~8,39~~11,40 6,38<br>✠Lloyd'sRMC12,39<br>Aft chamber for temp. 20° F. | ~~Liv~~ Liv | ~~17~~ 17 3½ | OG<br>Pa8,39<br>SaN<br>8,39<br>Pf11,40<br>Sf N<br>4,41 | 1931<br>3mo | Harland&<br>Wolff,Ld.<br>Belfast | PacificStmNav.Co.<br>*Lloyd's SA&CP*<br>*CellDB441'1733t*<br>*tunnels175tD* | 551·3 \| 76·3 \| 37·8<br>P47'B354'F102' FK<br>*Tanks between*<br>*Tsa41'359tFPT108* | | | Liverpool<br>British<br>*10 BHptCem*<br>*tAPT224t* | Oil Engines 4S.C.SA<br>48Cy.24½″–47½″ 2844NHP<br>3DB*100lb*<br>Harland&Wolff,Ld.Bel. | 44 ″ 1<br>s13 ″ 1½<br>31 ″ 2½ | |
| 82107<br>DHTU | **Reinhart L.-M. Russ**<br>Wireless 1 *Dk* | | 1477<br>1021<br>870 | | | | | 1923 | Stettiner<br>Oderwerke<br>Stettin | ErnstRuss | 231·3 \| 36·5 \| 15·0<br>Q76'B101'F30' | | | Hamburg<br>German<br>*WB* | T.3Cy.17½″,27⅝″&43 5/16″–31½″<br>105NHP<br>StettinerOderwerke | | G |
| 82108<br>LKFK | **Reinholt**<br>*Cruiser Stern* *Oil Eng.*<br>1 *Dk & Shelter dk* | | 4799<br>4101<br>2827 | | | | | 1939 | Kockums<br>M.V.Aktieb.<br>Malmö | A/S IvaransRederi<br>(S.Holter-Sören-<br>sen, *Mgr.*) | 409·8 \| 55·7 \| 25·5<br>F34' | | | Oslo<br>Norwegian<br>*WB* | Oil Engines 2S.C.DA<br>6Cy.23⅝″–43 5/16″ 1163NHP<br>KockumsM.V.Akt.Malmö | | N |
| 82109<br>223607<br>KFOW | **Reiss Brothers** (*ex*William K.<br>Field–34)<br>*Mchy.Aft* D.F. GyC. 1 *Dk* | | 8195<br>—<br>6369 | | | | | 1924 | Toledo<br>S.B.Co.<br>Toledo.O. | ReissSteamshipCo | 588·0 \| 60·3 \| 27·7<br>*WB* | | | Wilmgton<br>(Del.)<br>Utd.States | T.3Cy.25½″,41″&67″–42″<br>291NHP<br>ToledoS.B.Co.Toledo,O. | | R |
| 82110<br>27736<br>JOOD | **Reiyo Maru**<br>*ss*Yka.No.3–2,32<br>*ss*TamaNo.2–40<br>2 *Dks (Stl)* | | 5446<br>4988<br>3311 | ✠100A1<br>2,41 1,40<br>✠LMC1,41 2,41 | Tama | *z* | ~~11,38~~<br>2,41 | 1920<br>12mo | Asano<br>S.B.Co.<br>Tsurumi<br>A&CP | ToyoKisenK.K. | 400·0 \| 53·2 \| 29·4<br>P33'B124'F41' FK<br>*CellDB331'1072t* | | | Yokohama<br>Japanese<br>*6 BHCem*<br>*APT27t* | T.3Cy.26¾″,43¾″&72″–48″ (*s*)<br>200lb 513NHP<br>3SB,*9cf*,GS174,HS2376 FD<br>IshikawajimaSB&ECoTok | 32 ″ 0<br>s 6 ″ 7<br>25 ″ 9 | |
| 82111<br>23254<br>JFUB | **Rekizan Maru**<br>Wireless 1 *Dk* | | 1311<br>1062<br>869 | | | | | 1918 | Yoshiura<br>Dock Yard<br>Yoshiura | TatuumaKisen<br>K.K. | 228·0 \| 33·0 \| 18·7 | | | Kobe<br>Japanese<br>*WB* | T.3Cy.14½″,25 5/16″&40″–30″<br>88NHP<br>TakaoIronWorks,Kobe | | |
| 82112<br>97115<br>VGKJ | **Rekum** (*ex*Heron–39,*ex*Chiton,<br>*ex*WarShikari) *Fitted for oil fuel*<br>*ss*Rot.No.3–6,32<br>*ss*Rot.No.1–37<br>1 *Dk (Stl) 2 tr B & Web frames*<br>*Longitudinal framing*<br>*Carrying oil fuel in bulk* | **Comp** | *5540*<br>*4696*<br>*3444* | ✠<br>6,39 | Osl | *z* | | 1919<br>5mo | Lithgows<br>Ld.<br>PortGlasgow | ErnstGlässel<br>*Middle line Bulkh'd*<br>*CellDBu E & B* | 400·3 \| 52·2 \| 28·4<br>P50'B121'F39' FK<br>*ead not oil tight*<br>*250tf50'65tFPT95t* | | | Bremen<br>German<br>*11 BHptCem*<br>*APT75t* | T.3Cy.27″,44″&73″–48″<br>517NHP<br>3SB,*9cf*,GS189,HS7668<br>D.Rowan&Co.Ld.Glasgow | 31 ″ 0 | |
| 82113<br>97115<br>VGKJ | **Reliance**<br>1 *Dk* | **Comp** | 311<br>—<br>182 | | | | | 1892 | Cllngwood<br>DryDockCo.<br>Collingwood | AbitibiPower&<br>PaperCo.Ld.<br>(*in liq.*) | 124·0 \| 23·0 \| 11·6 | | | Toronto<br>British | C.2Cy.20″&40″–24″<br>NB02 NE02 67RHP<br>J.Inglis&Son,Toronto | | |
| 82114<br>147557<br>GVND | **Reliant** (*ex*LondonImporter–33)<br>*ss*Lon.No.3–3,33<br>*ss*Mlt.No.1–37<br>D.F. 2 *Dks (Stl) & Shelter dk (Stl)*<br>*Ref.Mchy.* *4th dk in No. 2 hold*<br>*Cargo battens not fitted in Shelter 'tween*<br>*Cruiser Stern* *decks* | | 7928<br>7362<br>4801 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,40<br>BS2,40 ✠LMC2,37<br>*Fitted for oil fuel* 12,23 | Mlt | *c*† | CL<br>12,38<br>*F.P. a* | 1923<br>12mo | Furness<br>S.B.Co.Ld.<br>Haverton<br>Hill-on-Tees<br>*Lloyd's SA&CP*<br>*above 1 50° F.* | TheAdmiralty<br>*Duct keel in Boiler*<br>*CellDB366'1568t* | 450·4 \| 58·0 \| 38·3<br>471·5(O.L.)<br>F42' *on Shelter dk*<br>FK<br>*Collision*<br>*space & forward 154'6*<br>*DTf33'967tDTa33'797tFPT68* | | | London<br>British<br>*pt Cem*<br>*nBHtoSh'dk*<br>*,, ,, U ,,*<br>*tAPT82t* | 2 SteamTurbinesSRgeared<br>to 1 Sc. Shaft (*s*)<br>190lb FD 1004NHP<br>4SB,*16cf*,GS325,HS13168<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 41 ″ 0<br>s11 ″ 1½<br>30 ″ 2 | |
| 82115<br>PGZU | **Remark**<br>*Mchy.Aft* D.F. 1 *Dk* | *Oil Eng.* | 396<br>245<br>191 | | | | | 1936 | E.J.Smit&<br>Zoon<br>Westerbroek | J.Kramer | 142·1 \| 25·4 \| 8·2<br>P39'F22' | | | Groningen<br>Dutch<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.11″–17½″ 70NHP<br>Humboldt-Deutzmotoren,<br>A.G.Köln-Deutz | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à l'entretien et à l'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Acquisitions ou cessations de cet article dans le Livre. Dans l'Index Cert. Hull Table. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82116 | **Remedios** (*ex* Conde de Churruca) | **TwinSc** *OilEng.* | 4461 4140 | ✠100A1 2,36 | Bbo | *x* | OG 2,36 | 1921 9mo | Armstrong Whitworth & Co.Ld. Newcastle | Cia.Arrendataria del Monopolio de Petroleos S.A. | 370·7 \| 48·5 \| 30·0 | S.Sebast'n Spanish | Oil Engines 2S.C.SA 8Cy.23½"–37" DB *120lb* 779NHP | 30 ″ 0 s 4 ″ 11½ |
| EADQ | *Mchy.Aft* **D.F.** | *ss*Bbo.No.3–8,33 2 *Dks(Stl)&Web frames Longitudinal framing* | 2673 | DBS2,36 | LMC8,33 | | | *Carrying Petroleum in bulk NO LATER SURVEY REPO* | | *Cell D B70′ 157t DTf49′498t* | *FPT87t APT125t* | | | 14 *BHpt Cem* (9 *to U dk* 5 „ *2nd* „) | 25 ″ 3½ |
| 82117 | **Remmaren** *OilEng.* | **TwinSc** | ~~8500~~ ~~5277~~ | ✠100A1 | Got | *z* | OG | 1940 10mo | Akt.Lindholmens Varv Gothenburg | Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*) | 410·6 \| 53·2 \| 19·7 a25·7 (o.L.) FK | Gothenburg Swedish | Oil Engines 2S.C.SA 12Cy.19½"–35½" 810NHP | 25 ″ 0 s 1 ″ 11½ |
| 8441 SDQT | 1 *Dk&Shelter dk,3rd dk in No.3 hold Upper'tween dk in way of forward hold Strengthened for navigation in ice Butts of bottom plating electrically welded* | | 3777 2872 ~~2092~~ ~~1777~~ | with freeboard 10,40 ~~Class Consent plated only~~ Lloyd'sRMC10,40 | LMC10,40 | | | | | | (*Cell BH to Shltr dk* 6 *BH BH to 2nd dk*) *Duct keel forward of mchy. space* | | | 23 ″ 3½ |
| | D.F. E.S.D. *Ref.Mchy.* | *CruiserStern* | | | | | for temp.31 F. | | | *Cell D B207′1090 t tanks in way of tunnels 157 t FPT40 t APT123t* | | | A/B Götaverken,Got. | |
| 82118 | **Remo** (P) | **TwinSc** | 9780 7695 | ✠100A1 4,40 ~~12,38~~ | Gen | | CL 12,37 | 1927 1mo | Stabilmento Tecnico Trieste | LloydTriestino Soc.Anon.diNav. | 506·6 \| 62·3 \| 31·5 (o.L.) 484·7 | Genoa Italian | Oil Engines 4S.C.SA 12Cy.29½"–47½" 984NHP DB *100lb* | 34 ″ 11 s 8 ″ 11½ |
| 1745 ICBG | *Oil Eng.* *ss*Gen.No.3–12,38 ~~*ss*Gen.No.2–36~~ | | 6015 | ~~✠LMC CS4,37~~ | | | | *Lloyd'sA&CP* | | *Cell D B* | P31′B214′F47′ FK 426′1697 *t FPT227t APT184t* | *SBHpt Cem* | Stabilimento Tecnico,Tri. | 26 ″ 2½ |
| | D.F. | 2 *Dks(Stl)3rd dk(Stl)* | | DBS12,39 | ~~3,37~~ 12,38 | | | | | | | | | |
| Now "Reynella," *see No.* 8991 | | | | | | | | | | | | | | |
| 82119 | **Rémois** | | 3713 3326 | | | | | 1932 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Cie.des Bateaux à Vap.du Nord (Soc.Anon.de Gérance et d'Armement, *Mgrs.*) | 331·7 \| 53·2 \| 25·0 | Dunkirk French | T.3Cy.22″,36″&60″–59″ 225NHP | V |
| FNWE | **D.F.** | 2 *Dks* | 1976 | | | | | | | | | *WB* | G.Clark,Ld.Sunderland | |
| 82120 | **Remuera** (P) | **TwinSc** | 11445 9948 | | | | | 1911 | W.Denny& Bros. Dumbarton | New Zealand Shipping Co.Ld. | 485·0 \| 62·3 \| 41·0 | Plymouth British | T.6Cy.28″,47″&78″–48″ 843NHP | C BT till 4,41 |
| 124590 GLYN | *Ref.Mchy.* **D.F. E.S.D. GyC.** | 3 *Dks&Shelter dk Fitted for oil fuel* | 7231 | Lloyd'sRMC4,40 | | | | | | | | *WB* | Denny&Co.Dumbarton | |
| 82121 | **Rena** (*ex* Fördefjord–37, *ex* Emma Mærsk) | **TwinSc** *OilEng.* | 5242 4858 | ✠ ... 9,28 | | | | 1924 2mo | Skbvs.v/d A.P.Möller Odense | E.B.Aaby's RederiA/S | 378·8 \| 50·2 \| 31·7 F33′ FK | Oslo Norwegian | Oil Engines 4S.C.SA 12Cy.19½"–35½" 450NHP | 34 ″ 5 N † |
| LCJW | 1 *Dk&Shelter dk* | | 3264 | ✠ | | | | | | | | *WB* | Akt.Burmeistr&Wain,Cpn | |
| 82122 | **Renata** | **TwinSc** *ss*Cco.No.1–46 | 3155 2265 | ✠100A1 12,40 ~~6,40~~ | Cco | *v* | CL PN6,40 | 1936 4mo | N.V.Nederl. Schps.Maats. Amsterdam | N.V.Curacaosche Scheepvaart Maats. | 336·6 \| 56·1 \| 15·1 Q92′ *Trunk* 204′ FK F39′ | Curaçao Dutch | T6Cy.15⅞",25″&40½"–27½" 180lb (*s*) 366NHP 2WTB HS6520 FD | 14 ″ 9 s 1 ″ 4½ |
| PJCD | *Mchy.Aft* 1 *Dk* | *Longitudinal framing at bottom in centre tanks & at trunk top* | 1553 | ~~BS6,40~~ | ~~MS11,39~~ | | S6,40 *bulk* | *Lloyd's A&CP* | | *Cell D Bu B14′20t FPT123t APT105t* | | 10 *BHpt Cem pt Asp* | N.V.Werkspoor,Ams. | 13 ″ 6½ |
| | | | | *Carrying Petroleum in bulk Fitted for oil fuel* 4,36 | | | *F.P. above* 150° F. | | | | | | | |
| 82123 | **Rendsburg** *OilEng.* | *ss*Ham.No.1–30 | 6200 5525 3716 | ✠ ... 2,34 | Ham | | | 1926 2mo | Akt.Ges. "Vulcan" Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 450·3 \| 58·2 \| 24·6 P&B375′F55′ FK | Hamburg German | 2 Oil Engines 4S.C.SA coupled to 1 Sc. Shaft by Hydraulic Transformers & SR gear | 29 ″ 6 G † |
| DIET | *Well deck* **D.F.** | 2 *Dks(Stl)3rd dk in No.1 hold CruiserStern* | | ✠ | | | | | | *Cell D* | *B397′1655t FPT72t APT45t* | 8 *BHpt Cem pt Asp* | 16Cy.25½"–27½" 993NHP A.G."Vulcan,"Hamburg | |
| 82124 | **René** *OilEng.* | | 1350 | | | | | 1939 | S.A.Brugeoise d'Arrimage et de Rep.de Nav. Bruges | Armement L. Hermans S.A. | 247·2 \| 36·4 \| 14·9 P74′Q164′F33′ | Bruges Belgian | Oil Engines 4S.C.SA 7Cy.20½"–28½" 292NHP | |
| | *Mchy.Aft* **D.F. E.S.D.** | *CruiserStern* | | | | | | | | | | *WB* | Soc.d'Elec&Mec(Thomson-Houston&Carels)Ghent | |
| 82125 | **René Marguerite** (*ex* Amiral l'Hermite–35) | *ss*Hav.2nd No.3–10,37 | 325 237 133 | ✠100A– 10,39 | Lon | | CL 8,37 | 1913 12mo | NV Scheep. De Merwede Hardinxveld | Soc.Cherbourg-eoise de Cabotage | 133·5 \| 23·1 \| 9·9 *24·3* 140·2 (o.L.) FK | Cherbourg French | C.2Cy.16″&34″–23″ (*s*) 130lb *85lb* 63NHP | 10 ″ 9 s 3 ″ 4½ 10 ″ 6 |
| TSPH | *Well deck* | 1 *Dk(Stl)* | | ~~MS10,37~~ ~~DBS4,39~~ | LMC ~~MBS11,39~~ | | Surveys delayed | | | | Q70′B11′F18′ *FPT19t APT3t* | 4 *BHCem* | 1SB,2*pf*,GS37,HS1173 ShieldsEng.Co.Ld.S.Shl. | |
| 82126 | **René Paul** *OilEng.* | | *545* *417* | | | | | 1937 | Beliard Crighton&Co (Belgium)SA Ostend | Armement René Geurts | 164·7 \| 28·5 \| 12·3 P47′Q51′F19′ | Antwerp Belgian | Oil Engines 2S.C.SA 8Cy.8½"–14½" 104NHP | V |
| OPPR | *Mchy.Aft* | 1 *Dk* *CruiserStern* | *266* | | | | | | | | | | SocAn.J.Cockerill,Seraing | |
| 82127 | **Rengat** | | 512 343 | | | | | 1925 | J&K Smit's Schpsw. Kinderdijk | Koninkl.Paketv. Mij. | 163·8 \| 29·7 \| 9·1 P20′B64′F30′ | Batavia Dutch | C.2Cy.13″&26″–21½" J.&K.Smit's Machenfab.Kinderdijk 26NHP | V |
| PKSV | | 1 *Dk* | 257 | | | | | | | | | | | |
| 82128 | **Rennes** | **TwinSc** | 771 — 301 | | | | | 1925 | Atel.&Ch. de la Seine Maritime Le Trait (S.I.) | Chemins de Fer de l'Etat Français | 208·6 \| 27·9 \| 15·1 P49′ | Dieppe French | T.6Cy.14″,23″&38″–30″ 158NHP Caillard&Co.Hav. | V |
| FPFG | | | | | | | | | | | | | | |
| 82129 | **Reno** (*ex* Ching An–38, *ex* Sikiang) | 2 *Dks* | 1840 1359 1015 | | | | | 1907 | Schiffsw.v. H.Koch A.G. Lübeck | Cia.Italiana di Nav.S.A.I (Chinese Italian Nav.Co.Ld) | 260·8 \| 40·3 \| 16·2 B168 F36′ | Shanghai Italian | T.3Cy.21¼",34½"&55½"–33½" 177NHP | |
| | | | | | | | | | | | | *WB* | J.F.Ahrens,Altona | |
| 82130 | — (*ex* Afon Lliedi–33, *ex* Cardiffian, *ex* Queenwood) | *ss*Shl.2nd No.3–11,29 | 1002 778 | ✠ ... 2,34 | Sws | | | 1904 7mo | A.Vuijk Capelle a/d Ysel | Marittima Ravennate S.A. | 225·0 \| 32·0 \| 14·6 216·9 | Ravenna Italian | T.3Cy.17¼",28½"&46"–30" 133NHP | 16 ″ 3 I † |
| 18 ISOK | *Well deck* | 1 *Dk(Stl)&deep framing* | 594 | ✠ | | | | | | | Q74′B61′F21′ FK | 4 *BHCem* | 1SB,3*pf*,GS51,HS2152 G.T.Grey,S.Shields | |
| | | | | | | | | | | *Cell D Ba 61′ f81′ 232t APT15t* | | | | |
| 82131 | **Rensselaer** | | 4472 — | | | | | 1900 | American S.B.Co. Cleveland | Pitteburgh S.S.Co. | 454·0 \| 50·0 \| 28·5 | Duluth, Minn. | Q.4Cy.18",26½",41"&63"–42" 257NHP | |
| 111302 | *Mchy.Aft* **GyC.** | 1 *Dk 2 tr B* | 3411 | | | | | | | | | *WB* | Utd. States ChicagoS.B.Co.,Chicago | |
| 82132 | — (P) **Pad** | 3 *Dks* | 2690 — 1796 | | | | | 1909 | Marvel S.B. Co. Newburgh,N.Y. | Hudson River Nav. ~~Corp.~~ Marine Liquidating Corp. | 317·3 \| 42·5 \| 12·5 | New York Utd. States | B.1Cy.70"–144" W.&A.Fletcher Co.Hoboken,N.J. 452NHP | |
| 206501 | | | | | | | | | | | | | | |
| 82133 | **Renvoyle** (*ex* Glenledi) | | 3571 3357 | | | | | 1925 | Swan,Hunter&Wigham Richardson, Ld Newcastle | Canada Steamship Lines,Ld. | 379·1 \| 44·2 \| 23·9 len25 | Midlnd Ont British | T 3Cy.22½",37"&62"–42" 249NHP | C |
| 148133 VGND | *Mchy.Aft* **D.F.** | 2 *Dks* | 2172 | | | | | | | | | *WB* | N.E Marine Eng Co Ld.Nwc | |
| 82134 | **Republic** (*ex* Liberty Minquas) | *ss*Gal.No.3–8,36 | 5287 4332 3237 | 100A1 9,40 ~~1,40~~ | Gal | *y* | CL ~~11,39~~ 8,40 | 1920 | Bethlehem S.B.Corp.Ld Wlmngtn Del | Petroleum Nav.Co. | 391·8 \| 51·3 \| 28·8 P99′B34′F44′ FK | Houston, Texas Utd. States | T.3Cy.27½",45"&75"–48" (*s*) 190lb 512NHP 3SB 9*cf*,HS7127 FD | 30 ″ 2 s 5 ″ 3 25 ″ 1½ |
| 219636 KUBJ | *Mchy.Aft* **D.F.** | 2 *Dks(Stl)&Web frames Longitudinal framing* *ss*Gal.No.1–40 | | LMC 9,40 ~~M&S 10~~ ~~DBS 10~~ | | | | *Lloyd's A&CP* | | *Cell D Bu E&B 72′210t DTf43′463t* | *9t FPT89t APT30t* | 15 *BHpt Cem* (8 „ *to U dk* 7 „ „ *2nd* „) | BethlehemS.B.Corp.Ld. Wilmington,Del. | |
| | | | | *Carrying Petroleum in bulk Fitted for oil fuel* 19,20 | | | *F.P. above* 150° F. | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Keel laid or completed. If not in U.K. Dist. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82135 | **Restorer** **TwinSc** | 3180 | ✠100A1 | Vcr | *v* | CL | 1903 | Armstrong | Commercial | 358·4\|44·0\|20·8 | New York | T.6Cy.23″,39″&64″–42″ (*s*) | 30 ″ 0 | |
| | (*Cable Vessel*) *ss*Vcr.3rdNo.3–7,39 | 2995 | *Spar dk* | | | 7,37 7,37 | 1mo | Whitworth | PacificCableCo. | 28·8 | Utd.States | 180lb *180lb* FD 705NHP | s 6 ″ 7½ | |
| | 1*Dk*(*Stl*–ws) | 1284 | 7,10 7,00 ✠LMC7,39 | | | 7,40 | | &Co.Ld. | | BK10′ | 6*BHCem* | 4SB,*12cf*,GS240HS10112 | 24 ″ 5½ | |
| | & *Spar dk*(*Stl*–teaks)& *Web frames* | | | | | | | Newcastle | | | | WllsndSlpwy.Co.Ld.Nwc. | | |
| | *lower deck fore hold* | | BS7,40 | | | | *Lloyd's* | *sA&CP* | *Cell* | *lD Ba* 68′*uE* 28′ *f*62′ | 362*tFPT*77*t* | *APT*75*t* | | |
| | | | *Fitted for oil* | *fuel* 6,16 | | *F.P.* | *above* 150° F. | | | | | | | |
| 82136 | **Resurrectio** (*ex*NorfolkCoast–32, | 979 | ✠ ... | | | | 1894 | A.McMil- | V.Mirabella | 230·8\|31·8\|14·4 | Catania | T.3Cy.14″,26½″&43″–36″ | 16 ″ 6 | I |
| 146 | *ex*Cadoc,*ex*Valencia) *ss*Brs.2ndNo.3–20 | 766 | 6,32 | | | | 6mo | lan&Son,Ld. | | 222·0 | Italian | NDB20 111NHP | | † |
| ISON | *ss*Lon.No.2–28 | 603 | ✠NB6,08 ✠ | | | | | Dumbarton | | Q120′B15′F24′ FK | *WB* | D.Rowan&Son,Glasgow | | |
| | *Well deck* 1*Dk*&*Web frames* | | | | | | | | | | | | | |
| 82137 | **Reteh** | 513 | | | | | 1926 | J&KSmit's | Koninkl.Paketv. | 163·8\|29·7\| 9·1 | Batavia | C.2Cy.13″&26″–21⅝″ | | V |
| | | 343 | | | | | | Schpswerven | Maats. | | | 26NHP | | |
| PKQZ | 1*Dk* | 254 | | | | | | Kinderdijk | | P18′B64′F30′ | Dutch *WB* | J.&K.Smit'sMschfo.Krdijk | | |
| 82138 | **Retriever** | 674 | ✠100A1 | Mlt | *k* | CL | 1909 | GooleS.B. | CableandWireless, | 190·2\|28·2\|15·5 | London | C.2Cy.23″&46″–30″ (*s*) | 16 ″ 6 | |
| 129024 | (*Cable Vessel*) *ss*Mlt.2ndNo.3–1,35 | 578 | 4,40 | | | 11,37 11,37 | 7mo | &Repg.Co Ld | Ld.(SirEdward | | British | 120lb 91RHP | s 2 ″ 0 | |
| GDVT | *ss*Mlt.No.1–39 | 331 | BS4,40 ✠LMC4,39 | | | 11,40 | | Goole | Wilshaw,K.C.M.G. | B55′F27′ BK7½″ | 4*BHCem* | 1SB,*3pf*,GS56,HS2080 | 15 ″ 4 | |
| | Wireless 1*Dk*(*Teak*)2*trB* | | | | | | *Lloyd's* | *sA&CP* | *Mgr.*) | *CellDBa*33′ | *f*68′122*t* | Richardsons,Westgarth& Co.Ld.Mdb. | | |
| 82139 | **Revati** (*ex*ElGhazi) | 389 | ✠100A1 | Bom | *e* | CL | 1921 | London& | MalabarS.S.Co. | 132·7\|25·1\|11·5 | Bombay | Oil Engines 2S.C.SA | 12 ″ 6 | |
| 151401 | *OilEng.* | 285 | 1,40 | | | 10,38 | 12mo | MontroseS.B. | Ld. | | British | 4Cy.13¼″–15″ 124NHP | s ″ 11 | |
| VTDC | *Mchy.Aft* *ss*Bom.No.3–3,35 | 232 | ✠LMC1,40 | | | | | &R.Co.Ld. | | P41′F19′ FK | 3*BHCem* | | 11 ″ 8 | |
| | *ss*Bom.No.1–40 | | | | | | | Montrose | | | *FPT*33*t* | W.Beardmore&Co.Ld. | | |
| | 1*Dk*(*Stl*) | | | | | | *Lloyd's* | *sA&CP* | | | | Coatbridge | | |
| 82140 | **Revolutsioner** | 2900 | | | | | 1936 | Furness | U.S.S.R. | 321·5\|47·9\|20·3 | Archangel | T.3Cy.20″,33″&57″–42″ | | |
| | Sub.Sig. *CruiserStern* 1*Dk* | 2500 | | | | | | S.B.Co.Ld. | | P32′B96′F33′ | Russian | 210NHP | | |
| UPOQ | D.F. E.S.D. | 1640 | | | | | | Haverton Hill-on-Tees | | | *WB* | N.E.MarineEngCoLd.Nwc | | |
| 82141 | **Revolyutsia** (*ex*Activ) | 433 | | | | | 1909 | Stavanger | U.S.S.R. | 140·0\|27·0\|10·4 | Archangel | T.3Cy.11¼″,17½″&30″–21″ | | |
| | | 276 | | | | | | Stöberi&Dok | | P&B46′H6*t*F21*t* | Russian | NB35 41NHP | | |
| UNDH | *Mchy.Aft* Wireless E.S.D. 1*Dk* | 209 | | | | | | Stavanger | | | *WB* | StavangerStöberi&Dok | | |
| 82142 | **Rex** Ⓟ **QuadSc** | 51062 | ✠100A1 | Gen | | CL | 1932 | Soc.Anon. | "Italia"Soc.Anon. | 879·9\|97·0\|30·7 | Genoa | 12 Steam Turbines SR | 60 ″ 8 | |
| 1791 | *ss*Gen.No.1–37 | 31588 | *withfreeboard* | | | P*f*N | 9mo | Ansaldo | diNav. | 833·9 55·5 | Italian | geared to 4 Sc.Shafts (*s*) | s11 ″ 3 | |
| ICEJ | 5*Dks*(*Stl–Weather dk pt* teaks) | 30623 | 3,40 ✠LMC | | | 4,39 | | SestriPnente | | | 14*BHptCem* | 384lb 22082NHP | 33 ″ 0½ | |
| | 6*th dk*(*Stl*)*in holds*,7*th dk*(*Stl*) | | MS4,36 BS11,39 | | | S*f*N 12,37 | *Lloyd's* | *sA&CP* | | B&F780 FK | | 12WTB(Spt), FD | | |
| | *Ref. Mchy.* *in No.1 hold*& *Web frames* | | ✠Lloyd'sRMC12,39 | | | P*a* 12,37 | | | | *Upper bridge*619′ | | 2DB(Spt),*228lb* HS135625 | | |
| | D.F. GyC. *Special Quality Steel* | | | | | S*a*4,39 | | | *CellDB* | 649′6366*t DTs a*396*t* | *DTsf* 515*t* | Soc.An.Ansaldo,Smprdrna | | |
| | | | | | | | | | | | | *FPT*408*tAPT*135*t* | | |
| | | | *Fitted for oil* | *fuel* 9,32 | | *F.P.* | *above* 150° F. | | | | | | | |
| 82143 | — **IronBn** | 1013 | | | | | 1877 | MotalaCo. | Stockholms | 206·9\|29·8\|17·0 | Stockholm | T.3Cy.16½″,25½″&43¾″–33″ | | V |
| 2597 | | 760 | | | | | | Norrköping | Rederiaktieb.Svea | P119′H21*t*F23′ | Swedish | NB89 110NHP | | |
| SGBI | 1*Dk*2*trB* | 666 | | | | | | | (Eman.Högberg, *Mgr.*) | | *WB* | *Tpd.*89MotalaCo.,Norrkpg | | |
| 82144 | — (*ex*Spröit–39,*ex*BraattII) | 588 | | | | | 1918 | Rosenberg | SkibsA/SMotor | 170·5\|28·1\|12·4 | Kragerö | T.3Cy.12″,20″&33″–24″ | | N |
| | | 483 | | | | | | Mek.Verks. | (A.Salvesen, *Mgr.*) | | Norwegian | 53NHP | | |
| LEXR | *Mchy.Aft* 1*Dk* | 293 | | | | | | Stavanger | | F24*t*P45*t*H18*t* | *WB* | Bergens Mek.Verk.Bergen | | |
| 82145 | **Rey Jaime I** Ⓟ **TwinSc** | 2320 | ✠ ... | | | | 1911 | N.Odero | Cia.Tras- | 304·8\|37·8\|26·4 | Palma,Maj | T.6Cy.23″,37″&59½″–37½″ | 28 ″ 6 | V |
| | *ss*Bcl.No.1–15 | — | 10,19 | | | | 6mo | fuA. | mediterranea | | Spanish | 683NHP | | † |
| EAPP | 2*Dks*&*Awng dk* | 1168 | ✠ | | | | | Sestri | | FK | *WB* | N.Odero fuA.Sestri | | |
| | | | | | | | | Ponente | | | | Ponente | | |
| 82146 | **Rey Jaime II** Ⓟ (*ex*Corte) | 1370 | | | | | 1906 | Swan,Hun- | Cia.Tras- | 262·5\|34·4\|21·1 | Palma,Maj | T.4Cy.29″,45″&(2)52″–45″ | | V |
| | | — | | | | | | ter&Wigham | mediterranea | F35′ | Spanish | 363NHP | | |
| EAPQ | Wireless 2*Dks* | 580 | | | | | | Richardson, Ld.Newcastle | | | *WB* | Swan,Hunter&Wigham Richardson.Ld.Nwc | | |
| 82147 | **Reynolds** | 5113 | ✠100A1 | Bkn | *z* | CL | 1927 | R.Duncan | BoltonStm.Shpg. | 407·0\|53·5\|26·7 | London | T.3Cy.27″,44″&73″–48″ (*s*) | 29 ″ 0 | |
| 149775 | *ss*Shl.No.3–5,39 | 4771 | 6,41 | Lth | | 4,39 | 2mo | &Co.Ld. | Co.Ld. | | British | 180lb FD 531NHP | s 4 ″ 5¼ | |
| GFZJ | D.F. E.S.D. 2*Dks*(*Stl*) | 3150 | BS6,41 ✠LMC5,39 | | | | | PortGlasgow | | P29′B241′F43′ FK | 6*BHCem* | 3SB(Spt) *9cf*,GS173,HS8001 | 24 ″ 9½ | |
| | | | | | | | *Lloyd's* | *sA&CP* | | *CellDB*351′1240*t* | *APT*197*t* | D.Rowan&Co.Ld.Glasgow | | |
| 82148 | **Rhakotis** Ⓟ (*ex*SanFrancisco–35) | 6753 | | | | | 1928 | Deutsche | Hamburg-Amerik. | 432·4\|59·2\|27·3 | Hamburg | Oil Engines 2S.C.DA | | G |
| | *OilEng.* | 5479 | | | | | | Werft | Packetf.Akt.Ges. | P28′B&F394′ | German | 5Cy.27 7/16″–47¼″ 1316NHP | | |
| DIEY | *Ref.Mchy.* 2*Dks* | 4036 | | | | | | Hamburg | (Ham.-Amr.Linie) | *Upper*F32′ | *WB* | Maschfbk.Augsburg- Nürnberg,Augsburg | | |
| | D.F. E.S.D. Sub.Sig. *CruiserStern* | | | | | | | | | | | | | |
| 82149 | **Rhea** **TwinSc** | 7813 | | | | | 1928 | Atel.&Ch. | Cie.Auxiliaire de | 445·6\|62·2\|34·3 | Havre | Oil Engines 4S.C.SA | | V |
| | *OilEng.* | 7024 | | | | | | duSud-Ouest | Navigation | P103′B34′F54′ | French | 12Cy.21⅝″–59″ 533NHP | | |
| FOEM | *Mchy.Aft* *Longitudinal framing* 1*Dk* | 4185 | | | | | | Bordeaux | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| | D.F. *CarryingPetroleum in bulk* | | | | | | | | | | | | | |
| 82150 | — | 1424 | ✠100A1 | Hfs | *o* | CL | 1921 | NVMach& | FinskaÅngfartygs | 240·7\|34·3\|15·0 | Helsngfors | T.3Cy.17½″,27 3/16″&46 7/16″– | 16 ″ 9 | |
| 573 | | — | *ptAwng dk* | BS6,39 | | 6,39 | 8mo | Schpsw.van | A/B | 230·4\|34·1 | Finnish | 31½″ 180lb (*s*) 148NHP | s 7 ″7½ | |
| OHFF | Wireless D.F. *ss*Hfs.No.3–4,33 | 783 | *withfreeboard* 6,39 | ✠LMC6,37 | | | | P.Smit,Jr. | | P24′Q61′*ptAwng* | 4*BHCem* | 2SB(Spt),*4cf*,GS73,HS2530 | 16 ″ 10 | |
| | *ss*Hfs.No.1–37 | | No later survey reported | | | | | Rotterdam | | *dk*145′ FK | | NVMch&Schps.v PSmit,Jr | | |
| | 1*Dk*(*Stl*)&*pt Awng dk*(*Stl*) | | | | | | *Lloyd's* | *sA&CP* | *Cell D* | B186′269*t FPT*15*t* | *APT*12*t* | | | |
| 82151 | — | 1388 | ✠100A1 | Ams | *q* | CL | 1922 | N.V. | Koninkl.Nederl. | 264·5\|39·2\|14·8 | Amstrdam | Oil Engines 4S.C.SA | 18 ″ 0 | |
| | *OilEng.* | 1141 | *Shelter dk* | | | 7,38 | 4mo | Lobithsche | Stoomb.Maats. | | Dutch | 6Cy.20½″–35 7/16″ 244NHP | s ″ 2⅜ | |
| PHAO | Wireless *ss*Ams.No.3–4,34 | 817 | *withfreeboard* 11,39 | | | | | Scheepsb.Mij | | B76′ FK | *ptCem* | 2DB–*142lb* | 17 ″10¾ | |
| | *ss*Ams.No.1–38 | | DBS7,39 ✠LMC8,38 | | | | | Lobith | | *Collision* | *nBHtoSh dk* | Werkspoor,Amsterdam | | |
| | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | Surveys delayed | | | | | | *CellDB*215′425*t* | *FPT*57*tAPT*50*t* | 3 ,, ,, *U* ,, | | | |
| | *CruiserStern* | | | | | | | | | | | | | |
| 82152 | — Ⓟ **Iron** | 612 | | | | | 1884 | MotalaCo. | Stockholms | 165·5\|25·5\|12·2 | Stockholm | T.3Cy.14⅛″,27⅜″&37½″–27¼″ | | |
| 543 | (*ex*TransitNo.6) | 332 | | | | | | Norrköping | Rederiaktieb.Svea | H43*t* 19·2 | Swedish | NE&B04 60NHP | | |
| SGBR | 1*Dk*&*Shelterdk* | 446 | | | | | | | (Eman.Högberg, *Mgr.*) | | | BergsundsM.V.Aktb.Skm. | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant exprimant Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Ringtures de coté. Si on en est dans le L. st. Dans le Cert. H. ou Tonn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82153 | **Rhea** | | 491 | | | | | 1892 | H.Koch Lübeck | Dampfschifffahrts Ges.Neptun | 159·1 \| 24·2 \| 11·9 | | | Bremen German | C.2Cy.19½″&31½″–21⅝″ 38NHP | | G |
| DOOL | | 1 *Dk* | 293 | | | | | | | | Q40′B38′F21′ | | | *WB* | C.Daevel,Kiel | | |
| 82154 | **Rhein** Ⓟ | | 6031 | | | | | 1926 | Akt.Ges. Weser Bremen | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 453·8 \| 58·2 \| 24·1 | | | Hamburg German | Oil Engines 4S.C.SA 16Cy.22½″–24⅞″ 763NHP | | G |
| DIEU | D.F. Sub.Sig. | *Oil Eng.* 3 *Dks* | 5267 3480 | | | | | | | | F33′ | | | *WB* | Akt.Ges.Weser,Bremen | | |
| 82155 | — | | 736 | ✠ | Ham | *j* | | 1917 | NVScheep. DeMerwede Hardinxveld | A.Kirsten | 185·1 \| 29·1 \| 12·1 | | | Hamburg German | T.3Cy.13½″,21′&35″–27″ 100NHP | 14 ″ 6 | |
| DHTZ | (*ex*Noordstroom) | *ss*Ham.No.3–3,29 *ss*Ham.No.2–37 | 539 344 | 3,39 ✠ | | | | | | | Q92′B17′F24′ FK | | | | 2SB,*4pf*,GS60,HS1982 | | |
| | *Well deck* | 1 *Dk*(*Stl*) | | | | | | | | *Cell D Ba* 24′ *uE* | 13′*f* 79′140*t FPT* 44*t* | | | *APT* 21*t* | Richardsons,Westgarth& Co.Ld.Mdb. | | |
| 82156 | **Rheinfels** | | 7600 | | | | | 1939 | Deutsche Sch-u Mschb. A.G.Weser Bremen | Deutsche Dampfs. Ges.“Hansa” | 485·6 \| 62·3 \| 37·1 F30′ | | | Bremen German | T4Cy.31½″,47½″&(2)59½″–55½″ & LP turbine with DR gearing & hydraulic coupling HS13606 1033NHP | | |
| | D.F. E.S.D. | 2 *Dks* *Cruiser Stern* | | | | | | | | | | | | | DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm. | | |
| 82157 | **Rheinhausen** (*ex*Stiklestad) | | 6298 | | | | | 1912 | W.Doxford &Sons,Ld. Sunderland | Fried.KruppA.G. (FriedKrupp's Reederij en Transportbedrijf N.V. *Mgrs.*) | 439·1 \| 57·9 \| 25·4 P92*t* H550*t* | | | Bremen German | T.3Cy.25″,41″&70″–48″ 339NHP | | N |
| DOGF | D.F. Sub.Sig. | 1 *Dk* & *Shelter dk* | 5580 3411 | | | | | | | | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | |
| 82158 | **Rheinland** | | 6622 | | | | | 1927 | Deutsche Werft A.G. Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 452·3 \| 59·3 \| 26·9 | | | Hamburg German | Oil Engines 2S.C.DA 6Cy.27⅞″–47½″ 1640NHP | | G |
| DIEV | D.F. Sub.Sig. | *Oil Eng.* | 5893 3921 | | | | | | | | | | | *WB* | *Emade* 20 Maschfbk.Augsburg-Nürnberg,Augsburg | | |
| 82159 | — | | 2570 | | | | | 1920 | N.V.Schps. v.Wed.A.van Duyvendijk Papendrecht | Kohlen-Import und Poseidon Schiffahrts-A.G. | 300·3 \| 45·2 \| 20·0 P21′B66′F23′ | | | Königsbrg German | T.3Cy.22½″,37⅞″&62″–39″ 240NHP | | G |
| | (*ex*Willem van Driel Sr.) | | | | | | | | | | | | | | | | |
| DACB | D.F. E.S.D. Sub.Sig. | 1 *Dk* | 1517 | | | | | | | | | | | *WB* | Nehring Bögel,Deventer | | |
| 82160 | — Ⓟ | **TwinSc** | 668 | | | | | 1926 | Vulcan Werke A.G Hamburg | Akt.Ges.“Ems” | 186·6 \| 28·4 \| 12·2 B37′ H— F24′ | | | Emden German | T.6Cy.11⅝″,18½″&29½″–18½″ 76NHP | | G |
| DGAK | Wireless | 1 *Dk* | 428 266 | | | | | | | | | | | | Vulcan Werke A.G.Stettin | | |
| 82161 | **Rhesus** Ⓟ | | 6530 | | | | | 1911 | Scotts' S.B. &Eng.Co.Ld. Greenock | China Mutual Stm. Nav.Co.Ld.(A. Holt&Co. *Mgrs.*) | 443·5 \| 52·8 \| 36·1 P50′B162′F52′ | | | Liverpool British | T.3Cy 30″,50″&83″–60″ 534NHP | | BT till 1,41 1,42 |
| 131363 | | | 5558 | | | | | | | | | | | *WB* | Scotts'S.B.&E.Co.Ld.Grk. | | |
| GRQJ | D.F. | 2 *Dks* | 4151 | | | | | | | | | | | | | | |
| 82162 | **Rhexenor** Ⓟ | | 7957 | | | | | 1922 | Taikoo Dkyd.&Eng. Co.Ld. Hong Kong | Ocean S.S.Co.Ld. (A.Holt&Co. *Mgrs.*) | 459·6 \| 58·3 \| 32·6 P53′B162′F57′ | | | Liverpool British | 2 Steam Turbines DR geared to 1 Sc. Shaft | | BT till 6,41 |
| 152099 | | *Fitted for oil fuel* | 6558 | | | | | | | | | | | *WB* | Parsons Marine Steam Turbine Co.Ld.Nwc. | | |
| GDXB | D.F. | 2 *Dks* | 5004 | | | | | | | | | | | | | | |
| 82163 | **Rhineland** (*ex*Altengamme) | | 1381 | | | | | 1922 | Akt.Ges. “Weser” Bremen | Currie Line,Ld. | 242·3 \| 36·3 \| 15·2 P11′Q70′ | | | Leith British | T.3Cy.19⅞″,31½″&53½″–35⅜″ 167NHP | | G |
| 148263 | | | 1010 | | | | | | | | | | | *WB* | Akt.Ges.“Weser,” Bremen | | |
| MNSL | D.F. E.S.D. Sub.Sig. | 1 *Dk* | 656 | | | | | | | | | | | | | | |
| 82164 | **Rhode Island** | | 8580 | ✠100A1 ~~7,50~~ ~~1,40~~ 5,41 | NYk | *d*† 2⅝ | CL 3,39 | 1937 | SunS.B.& 12mo Dry Dock Co. Chester,Pa. | The Texas Company | 468·1 \| 65·3 \| 34·3 490·5(O.L.) P111′B39′F61′ FK | | | Wilmgton (Del.) Utd.States | Oil Engines 2S.C.SA 4Cy.31″–86″ 1197NHP | 34 ″ 3 | |
| 236944 | | *Oil Eng.* | — | ~~DB311,36~~ ✠LMC12,37 | | | | | | | | | | | 3DB(WT)*227lb* | | |
| WPOP | D.F. E.S.D. | 1 *Dk* | 5082 | *Carrying Petroleum in bulk* | | | *Lloyd's* | | | *Cell D* B82′277*t FP* | T141*t APT* 115*t* | | | 14 *B Hpt Cem* | SunSB&DD.Co.Chester Pa | | |
| | *Mchy. Aft* | *Cruiser Stern* | | DBS11,40 | | | | | | | | | | | | | |
| | *Longitudinal framing at bottom & deck in centre tanks* | | | | | | | | | | | | | | | | |
| 82165 | **Rhön** (*ex*Selma) | | 1778 | | | | | 1921 | Howaldts-werke Kiel | Rabien& Stadtlander | 261·0 \| 40·9 \| 17·5 P13′Q75′B115′F31′ | | | Bremen German | T.3Cy.20½″,32⅝″&51⅜″–35½″ 142NHP | | G |
| 1467 | | | 1035 | | | | | | | | *WB* | | | | Howaldtswerke,Kiel | | |
| DEZP | | 1 *Dk* | | | | | | | | | | | | | | | |
| 82166 | **Rialto** Ⓟ | | 6099 | ✠100A1 | Gen | *b*† | CL | 1927 | Stabilmnto 5mo Tecnico Trieste | “Italia”Soc. Anon. di Nav. | 448·5 \| 55·4 \| 27·3 430·8 \| 55·4 \| 27·6 FK | | | Trieste Italian | Oil Engines 2S.C.DA 6Cy.25½″–45⅛″ 1328NHP | 30 ″ 2 s 4 ″ 0½ 26 ″ 4 | |
| 422 | | *Oil Eng.* | 5353 | *with freeboard* | | | N1,38 | | | | | | | | NDB38–*100lb* | | |
| ICEL | | *ss*Mfl.No.3–1,38 | 3771 | 12,39 | | | | | | | | | | | *Coll to Sh dk* | | |
| | | 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | | ✠NE1,38 ✠LMC1,38 | | | | | | *Cell D B* 377′1245*t* | ( | | | | 6 ,, 2*nd* ,, | | |
| | D.F. | *Ref. Mchy.* | | ✠Lloyd'sRMC12,39 | | | | | | *D Ta* 30′748*t* | *FPT* 121*t APT* 39*t* | | | | 1 ,, 3*rd* ,,) | | |
| | | | | | | | | | | | | | | | Soc.An.“Fiat”S.G.M. Turin. | | |
| 82167 | **Ribblebank** (*ex*St.Levan) | | 351 | ✠100A1 | Bkn | *e* | CL | 1921 | Hepples (1919)Ld. South Shields | Ribble Shipping Co. Ld.(W.J.Ireland, *Mgr.*) | 135·0 \| 23·3 \| 9·7 Q46′B9′F23′ BK7½′ | | | Liverpool British | C.2Cy.17″&34″–24″ (*s*) 130lb 65RHP | 10 ″ 6 s ″ 6½ | |
| 145314 | | *ss*Bwg.No.3–5,34 | 235 | 12,39 | | | 1,39 | 3mo | | | | | | | 1SB,*2pf*,GS35,HS1120 | 10 ″ 7 | |
| MKPW | | *ss*Bkn.No.1–38 | 138 | ✠LMC MS8,38 BS4,~~37~~7,40 | | | | *Lloyd's* | | | | | | | 3 *B H Cem* *FPT* 45*t* | Shields E&DD Co.Ld N.Shl | |
| | *Mchy. Aft* *Well deck* | 1 *Dk*(*Stl*) | | | | | | *A&CP* | | | | | | | | | |
| 82168 | **Ribera** | | 5559 | ✠100A1 | PGl | *b*† | CL | 1940 | Lithgows Ld. Port Glasgow | Bolton Steam Shipping Co.Ld. | 432·2 \| 58·0 \| 26·8 447·2(O.L.) F33′ FK | | | London British | T.3Cy.25½″,41′&72″–48″(*s*) 220lb FD 516NHP | 37 ″ 4 s 10 ″ 8½ 26 ″ 9½ | |
| 167420 | | | 5104 | *with freeboard* | Sws | | | 4mo | | | | | | | 3SB(Spt),*9cf*,GS168, HS7161 | | |
| GQKZ | E.S.D. D.F. | 1 *Dk* & *Shelter dk* | 3337 | 1,41 ~~1,40~~ | ✠LMC4,40 | | | *Lloyd's* | | | | | | | 7 *B H Cem* *Coll to Shdk* | | |
| | | *Cruiser Stern* | | | | | | *A&CP* | | | | | | | 6 ,, 2*nd* ,, | | |
| | *Tonnage opening closed '41 (W.E.)* | | | | | | | | | *Cell D B* 368′1374*t* | *FPT* 123*t APT* 225*t* | | | | D.Rowan&Co.Ld.Gls. | | |
| 82169 | **Ribersborg** (*ex*Segontian) | | *1223* | ✠100A1 | Lkr | *n* | 6,39 | 1901 | W.Harkess &Son Middlesbro' | Rederi A/B Iwar (Turé Hillerström, *Mgr.*) | 224·6 \| 34·0 \| 17·8 234·0(O.L.) | | | Malmo Swedish | T.3Cy.17″,28½″&46″–33″ (*s*) 180lb *80lb* 131NHP | 16 ″ 6 s 7 ″ 3 | |
| 7103 | | *ss*Sbg.3rdNo.3–3,40 | *1050* | 3,40 ~~4,38~~ | Sbg | | | 15mo | | | Q82′B56′RFD85′ | | | | 1SB,*3cf*,GS59,HS2026 | 16 ″ 6 | |
| SGBU | | 1 *Dk*(*pt Irn pt Stl*) & *deep framing* | *700* | | ✠LMC3,40 | | | A&CP | | | Fon RFD24′ FK | | | | MacColl&Pollock,Sld. | | |
| | | *Cargo battens not fitted* | | ~~BS0,39~~ | ~~MS3,40~~ | | | | | *DB a q u E* 79′*u B* 15′/92′ | | | | 4 *B H Cem* | | | |
| 82170 | **Ribjörn** (*ex*Lovisa–37,*ex* True Briton) | **Iron** | 1070 | ✠ 2,06 | Bbo | *n* | | 1881 | Palmers' Co.(Lim.) Newcastle | Rederi A/B Ribjörn (O/Y Knudsen& Lindfors A/B) | 231·9 \| 31·5 \| 16·0 223·9 Q116′B34′H27*t* FK F28′ | | | Helsingfrs Finnish | C.2Cy.24″&52″–33″ NDB01 132NHP | 17 ″ 0 | V † |
| OFCG | | *ss*Got.2ndNo.3–12,96 *ss*Skm.No.1–02 | 615 | ✠NB3,04 ✠ | | | | 3mo | | | | | | | 1SB,*3pf*,GS60,HS1827 | | |
| | | 1 *Dk*(*Irn*) 2 *trB* | | | | | | | | | | | | *DBa* | Palmers'Co.(Lim.)Nwc. | | |
| 82171 | | | | | | | | | | | | | | 60 *f* 67′230*t* | | | |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 Built. By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Which classed. If not in Lr. R. Date of L.R. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82172<br>EGJO | **Ricardo R.** (*ex*Ricardo,*ex*Concha, *ex*Mudela No. 2) | *ss*Bbo.No.3–9,29<br>*ss*Bcl.No.1–34<br>1*Dk*(*Stl*)&*Awng dk*(*Stl*) | 1542<br>1424<br>931 | ✠ —<br>4,40<br>✠ | Bcl | *o* | | 1916<br>9mo | Astilleros del Nervion Bilbao | Hijo de Ramon A. Ramos | 230·0\|34·6\|21·0<br>FK<br>*Cell DB* 191′258*t* | Barcelona Spanish | T.3Cy.16″,26″&44″–33″ 139NHP<br>4*BHCem*<br>2SB,4*cf*,GS79,HS2386<br>Ross&Duncan,Glasgow | 23 ″ 4 | |
| 82173<br>GMWV | **Ricardo y Enrique** (*ex*Dredger Talcahuano) | 1*Dk* | 497<br>—<br>283 | | | | | 1920 | Lobnitz& Co.Ld. Renfrew | Ant.Ferro e Hijos Soc.Anon.Lda. | 151·0\|32·8\|11·2 | Bns.Aires Argentine | C.2Cy.13″&26″–18″ 29NHP<br>Lobnitz&Co.Ld.Renfrew | | |
| 82174<br>161131<br>GMWV | **Richard de Larrinaga** | 1*Dk* | 5358<br>4888<br>3243 | | | | | 1929 | Lithgows Ld. Port Glasgow | Larrinaga S.S.Co. Ld. | 415·0\|55·0\|25·6<br>P38′B268′F38′<br>*WB* | Liverpool British | T.3Cy.25″,43″&72″–48″ 359NHP<br>D.Rowan&Co.Ld.Glasgow | | C |
| 82175<br>221276 | **Richard J. Barnes** (*ex*I.L.I.101–36,*ex* InterwaterwaysLine Incorporated101–32)<br>*Mchy.Aft* | **TwinSc** *Oil Eng.*<br>*ss*N.Yk.No.3–4,33<br>*ss*N.Yk.No.1–38<br>1*Dk*(*Stl*) | 1040<br>956<br>797 | ✠ A1<br>*Self-propelled Barge*<~~7,105~~ 3,39 3,41 LMC4,37<br>LMC(M)3,39<br>*For service between New York, Chicago & Montreal via Erie & Detroit Rivers, & for coastwise service between Boston, Philadelphia, Pa. & Norfolk, Va., via Chesapeake & Delaware Canals from 1st April to 30th November* | NYk | ~~6,38~~<br>~~10,39~~<br>3,41 | 1921<br>5mo | McDougall Duluth SB Co. Duluth, Minn<br>A&CP | Erie&StLawrence Corporation<br>*Side tanks f* 12′23*t FPT* 30*t* | 254·0\|36·0\|14·0<br>FK<br>*9BHCem*<br>*APT*13*t* | New York Utd. States | Oil Engines 2S.C.SA 12Cy.10″–12½″ 211NHP<br>NE5,26<br>Fairbanks Morse Co. Beloit, Wis. | 14 ″ 0 | |
| 82176<br>86582<br>WADH | **Richard J. Reiss** (*ex*George W. Peavey)<br>*Mchy.Aft* D.F. GyC. | 1*Dk*2*trB* | 4503<br>—<br>3526 | | | | | 1901 | American S.B.Co. Lorain,O. | Reiss S.S.Co. | 430·0\|50·0\|28·5<br>*WB* | Wilmgton (Del.) Utd. States | Q.4Cy.15″,23¾″,36½″&56″–40″ 198NHP<br>American S.B.Co. | | R |
| 82177<br>110971<br>WRCR | **Richard Peck** Ⓟ | **Steel&Iron** **TwinSc** | 2906<br>—<br>1819 | | | | | 1892 | Harlan& Hollingswrth Wlmngtn Del | Steamer Richard Peck,Inc. | 303·3\|48·0\|17·8 | N.Lndn Cn Utd. States | T.6Cy.24″,38″&60″–30″ NB12 394NHP<br>Harlan&Hollingsworth Co. | | |
| 82178<br>211287<br>WTLW | **Richard Trimble**<br>*Mchy.Aft*<br>GyC. D.F. | *ss*Clv.No.4–5,38<br>1*Dk*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 7607<br>7306<br>5868 | ✠100A–<br>*For Service on the Great Lakes*<br>11,39<br>~~BS 7,40~~ LMC5,38<br>BS 3,40 3,41 | Cgo | | | 1913<br>6mo | American S.B.Co. Lorain,Ohio | Pittsburgh S.S.Co. | 580·0\|58·0\|32·0<br>F51′ FK<br>*Cell DB* u*E*&*B* 55′*f* & *in H* | D'luth,Min Utd. States | T.3Cy.24″,39″&65″–42″ (*s*) 170lb 406NHP<br>4*BH*<br>2SB,6*cf*,GS132,HS6338<br>American SB Co. Clevelnd O<br>*pr side tanks* 479′8549*t FPT* 259*t APT* 59*t* | 32 ″ 0<br>*s* 10 ″ 10 ¼<br>21 ″ 4½ | |
| 82179<br>222849<br>KJWO | **Richard V. Lindabury**<br>Sub.Sig. D.F. GyC. *Mchy.Aft* | 1*Dk pt.Longitudinal framing* | 7940<br>—<br>6213 | | | | | 1923 | American S.B.Co. Lorain,Ohio | Pittsburgh S.S.Co. | 586·3\|60·0\|28·0<br>*WB* | D'luth,Min Utd. States | T.3Cy.24½″,41 1/16″&65″–42″ 274NHP<br>American S.B.Co.Lorain,O | | R |
| 82180<br>LERM | **Richard With** Ⓟ<br>*Mchy.Aft*<br>Wireless | 1*Dk*&*Awngdk2trB* | 905<br>462<br>542 | | | | | 1909 | Trndhjms Mek.Værks. Trondheim | Vesteraalens Dampskibsselskab | 193·2\|29·2\|13·0<br>*WB* | Stokmark-næs Norwegian | T.3Cy.17½″,29″&49″–33″ 138NHP<br>Trondhjems M.V.Trndhm. | | N |
| 82181<br>FPFE | **Richebourg** (*ex*Midas–39, *ex*EllaHalm) | **TwinSc**<br>1*Dk* | 1042<br>804<br>619 | | | | | 1925 | F.Schichau Elbing | Union Industrielle &Maritime,Soc. Française d'Arm. | 221·1\|33·6\|13·4<br>Q66′B53′F23′<br>*WB* | Dunkirk French | T6Cy.11″18 1/16″&29 3/16″–19 7/16″ 75NHP<br>F.Schichau,Elbing | | V |
| 82182<br>150828<br>VGFR | **Richelieu** Ⓟ<br>(*ex*Narraganscett)<br>*Mchy.Aft* | **TwinSc**<br>1*Dk*(*Stl*)&*Web frames*<br>*Fitted for oil fuel* | 5528<br>3539<br>3096 | ✠<br>4,14 | Phl | | | 1913<br>9mo | Harlan& Hollings-worth Cor. Wlmgtn,Del. | Canada S.S.Lines, Ld. | 322·9\|48·2\|19·1<br>BK8′<br>*Cell DB* a44′ *uE*&*B* | Montreal British | T.8Cy.(2)23¾″,(2)37½″&(4)42″–36″ 754NHP<br>7*BHCem*<br>6SB,12*cf*,GS264,HS12417<br>114′*f* 86′522*t* Harlan&Hollingsworth Cor. | 21 ″ 6 | C<br>† |
| 82183<br>225570<br>KLHU | **Richlube**<br>*Mchy.Aft* | *Oil Eng.*<br>1*Dk*<br>*Carrying Petroleum in bulk* | 609<br>—<br>390 | | | | | 1926 | Bethlehem S.B.Corp.Ld. San Francisco | Richfield Oil Corporation | 180·5\|32·0\|14·0 | L.Angeles Utd. States | Oil Engines connected to Electric Motor&Sc.Shaft 4S.C.SA<br>6Cy.11½″–15″ 78NHP<br>Atlas Imperial Engine Co. | | |
| 82184<br>211443<br>WOCF | **Richmond**<br>D.F. GyC.<br>Sub.Sig.<br>*Mchy.Aft* | **3Mst**<br>*ss*S.Fo.No.3–1,26<br>*ss*S.Fo.No.1–30<br>*Fitted for oil fuel*<br>2*Dks*&*Web frames*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk* | 6190<br>—<br>3736 | ✠ ...<br>6,32<br>✠ | | | | 1913<br>9mo | Fore River S.B.Co. Quincy,Mass. | Standard Oil Co. of California | 419·4\|54·2\|31·2<br>P101′B34′F43′<br>FK<br>*WB* | S.Frncisco Utd. States | Q4Cy23″,32¾″,49″&71½″–51″ 512NHP<br>Fore River S.B.Co.Quincy | 31 ″ 6 | R<br>† |
| 82185<br>20637<br>KMWU | — (*ex*Ramona–33, *ex*Transford,*ex*Montauk, *ex*QueenCaroline)<br>GyC. | 1*Dk* | 893<br>—<br>487 | | | | | 1902 | Baltimore S.B.&D.D.Co Baltimore | Buxton Lines,Inc. | 193·0\|30·1\|11·2 | Norfolk, Va. Utd. States | T.3Cy.16″,25″&42″–36″ Maryland S.B.Co. 106NHP<br>Baltimore,Md. | | |
| 82186<br>167169<br>GRGB | **Richmond Castle**<br>D.F.<br>*Ref.Mchy.* | *Oil Eng.*<br>4*Dks*<br>*Cruiser Stern* | 7798<br>6963<br>4728 | ✠100A1<br>~~8,40 11,38~~ 6,41<br>~~8,40 10,39~~<br>✠LMC2,39 | Gls | *d*†<br>2 3/16 | CL | 1939<br>2mo | Harland& Wolff,Ld. Belfast<br>*Lloyd's* SA&CP | Union-Castle Mail Steamship Co.Ld.<br>*Cell DB* 335′1 | 457·4\|63·3\|34·3<br>474·2(O.L.)<br>B121′F48′ FK<br>*Duct keel forward of mchy.space* 114*t Tanks at sides of tunnel* 45′326*t FP* | London British | Oil Engines 2S.C.DA 8Cy.24 7/16″–55⅛″ 1643NHP<br>DB100*lb*<br>7*BHptCem*<br>*T*46*t APT*126*t* Harland&Wolff,Ld.Bel. | 37 ″ 0<br>*s* 8 ″ 0 ¼<br>29 ″ 2¼ | |
| 82187<br>155286 | **Rideaulite**<br>*Mchy.Aft* | *Fitted for oil fuel*<br>1*Dk*(*Stl*)<br>*Longitudinal framing at bottom & at deck*<br>*Carrying Petroleum in bulk* | 716<br>627<br>343 | ✠ ...<br>8,36<br>✠ | Hfx | | | 1930<br>4mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Imperial Oil Ld., Marine Department. (H.J.Rahlves, *Mgr.*) | 175·0\|35·2\|12·9<br>FK<br>*Centre line bulkhead non-oiltight* *Cell DB* u*E* 18′24*t APT*3*t* | Montreal British | T.3Cy 13½″,22″&37″–27″ 106NHP<br>7*BHptCem*<br>*ptAsp*<br>1SB,3*cf*,HS2028<br>N.E.Marine Eng Co Ld. Nwc | 13 ″ 0<br>*s* 2 ″ 3<br>10 ″ 10½ | |
| 82188<br>161602<br>GZJT | **Ridley**<br>D.F. E.S.D. | *Oil Eng.*<br>1*Dk*&*Shelter dk*<br>*Cruiser Stern* | 4993<br>4627<br>3061 | ✠100A1<br>*with freeboard*<br>~~6,40 11,38~~ LMC1,37<br>10,40 ✠LMC(M)3,39<br>*Carrying Vegetable Oil in Deep Tank* | Bkn | *a*†<br>2 | CL<br>11,39 | 1937<br>1mo | Wm.Doxford&Sons Ld Sunderland<br>*Lloyd's* SA&CP | Stephens,Sutton, Ld.<br>*Cell DB* 346′11*t MT* 123*t* | 423·3\|54·2\|26·1<br>437·7(O.L.)<br>74*t* FK<br>6*t APT* 177*t* | Newcastle British | Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 388NHP<br>7*BHptCem*<br>2DB120*lb*<br>*Coll to Sh dk* 6 „ 2*nd* „ )<br>Wm.Doxford&Sons,Ld.Sld | 28 ″ 8<br>*s* 3 ″ 4½<br>25 ″ 6 | |
| 82189<br>206<br>YLFV | **Riga** (*ex*ThyraS.–36) | 1*Dk* | 1207<br>923<br>702 | | | | | 1914 | Kjöbnhvns Flydk.&Skbs Copenhagen | John C.Helmsing (Helmsing& Grimm, *Mgrs.*) | 235·4\|36·2\|13·7<br>P13′Q69′B98′F29′<br>*WB* | Riga Latvian | T.3Cy.15″,24″&40″–27″ 83NHP<br>Kjbnhavns.Flydk.&Skbsv. | | C |

| 1 Numéro d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Symbolisation. | 7A Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, et si vu dans le L. M. Durée, Cert. & of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82190 | **Riga** (*ex*Nordhild-34, *ex*Geysir, *ex*PetrineHansen, *ex*Nyköbing) 1 *Dk* | | 749 601 426 | | | | | 1906 | Helsingörs Jernsk&Msk. Elsinore | M.Utow | 201·2 \| 31·6 \| 11·3 Q71'B84'F23' | | | Tallinn Estonian *WB* | T.3Cy.15",24"&40"–27" 83NHP Helsingör Jernsk.&Mskb. | | V |
| 82191 | — (*ex*Stella-38) | | 655 482 | | | | | 1920 | Wft.Nobiskrug G.m.b.H Rendsburg | LübeckLinieA.G. | 180·4 \| 29·6 \| 10·8 Q50'B48'F21' | | | Lübeck German *WB* | T.3Cy.14½",22½"&37½"–23½" Ottensener 68NHP Msch.G.m.b.H. Altona | | G |
| DDTB | Sub.Sig. 1 *Dk* | | 333 | | | | | | | | | | | | | | |
| 82192 | **Rigdin** (*ex*Ingrid) **WoodAux3Mst** | | 388 | | | | | 1907 | E.Soderström Geta | MissA.Stephens | 141·2 \| 29·9 \| 13·2 | | | S'thamptn British | Oil Engines 2S.C.SA 4Cy.14⅝"–15½" 65RHP *Emade*20 TurhamMachinefbrk.Cpn. | | |
| 145353 | *Oil Eng.* | | 347 | | | | | | | | | | | | | | |
| MKRZ | | | 294 | | | | | | | | | | | | | | |
| | *(See Sailing Ship Register)* | | | | | | | | | | | | | | | | |
| 82193 | **Rigel** **TwinSc** | | 3828 | ✝100A1 | Bgn | *x* | OG | 1924 | Akt.Burmeistr&Wain Copenhagen | DetBergenske Dampskibsselskab (DenNorskeSyd-AmerikaLinje) | 367·5 \| 51·5 \| 22·6 FK | | | Bergen Norwegian | Oil Engines 4S.C.SA 12Cy.19½"–35½" 450NHP | 25 ″ 6 s 2 ″ 3¾ 23 ″ 3¼ | |
| | *Oil Eng.* | | 3416 | *Shelter dk* | | | 9,37 | 8mo | | | | | | | *ptCem* | | |
| LCVY | E.S.D. *ss*Rot.No.3–10,37 | | 2298 | *withfreeboard* 12,38 ✝LMC CS10,37 10,37 | | | | *Lloyd's CellD* | *SA&CP* B329'1086*t Ta* | *Collision n between tunnels* | 98*t FPT*54*t APT*68*t* | | | | *n BH to S dk* 5 „ „ *U* „ | Akt.Burmeistr&Wain,Cpn | | |
| | 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | | | | | | | | | | | | | | | | |
| 82194 | — | | 3779 | ✝100A1 | Lkr | *v* | CL | 1905 | Wm.Doxford&SonsLd Sunderland | E.Erikson | 362·8 \| 48·2 \| 29·6 350·5 23·4 | | | Mariehmn Finnish | T.3Cy.24½",40½"&67"–45"(*s*) 180lb 409NHP | 26 ″ 0 s 11 ″ 1 | |
| 831 | (*ex*Nordland) *ss*Got.2ndNo.3–7,30 | | — | *Turret dk* | Osc | | 4,39 | 6mo | | | P23'H80*t*F29' FK | | | 6 | 3SB,9*cf*,GS177,HS7474 | 22 ″ 1 | |
| OHFX | *ss*Osc.No.2–38 | | 2350 | 7,40 ~~4,00~~ ✝LMC MS5,38 BS11,38 | | | | *Lloyd's CellD* | *SA&CP* *DBa*82'*uE*24'*f*170' | | 754*t APT*14*t* | | | | *BH Cem* Wm.Doxford&Sons,Ld.Sld | | |
| | 1 *Dk*(*Stl*) *deep framing & Web frames* *Cargo battens not fitted* | | | No later survey reported | | | | | | | | | | | | | |
| 82195 | — | | 1477 | ✝100A1 | Hfs | *r* | OG | 1937 | A/B Crichton-VulcanO/Y Åbo | FinskaÅngf.A/B | 273·6 \| 39·3 \| 15·4 255·7 | | | Helsingfrs Finnish | C.4Cy(2)15"&(2)32½"–32½" 213lb (*s*) 189NHP | 17 ″ 9 s ″ 2½ | |
| 792 | *ss*Abo.No.1–40 | | 1142 | *withfreeboard* ~~1,201~~ 1,40 | Abo | | 10,40 | 2mo | | | F19' FK | | | 4 | 2SB(Spt)*6cf*,GS108,HS3508 | 17 ″ 7½ | |
| OFAP | Wireless D.F. 1 *Dk* & *Shelter dk* *Strengthened for Navigation in Ice* | | 713 | ~~DS9,39~~ ✝LMC 2,37 11,40 | | | | *Lloyd's* | *SA&CP* *CellDB*219'380*t FPT*22*t* | | *APT*27*t* | | | | *Coll to Sh dk* 3 „ 2*nd* „ | A/B Crichton-VulcanO/Y | | |
| 82196 | — | | 977 | ✝100A1 | Rot | *l* | CL | 1936 | Deutsche Werft AG Bet Reihstgwrft Hamburg | TrelleborgsÅngf. NyaAktieb. (J.Malmros, *Mgr.*) | 205·0 \| 32·3 \| 15·1 209·8 (O.L.) | | | Trelleborg Swedish | Oil Engines 4S.C.SA 8Cy.14⅜"–19½" 161NHP DN*100lb* | 15 ″ 0 s 1 ″ 1½ 14 ″ 0 | |
| 8147 | *Oil Eng.* | | 714 | 6,40 ~~5,39~~ | Mmo | | 5,39 | 11mo | | | P54'F29' | | | 11 | Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | |
| SLAO | Wireless D.F. 1 *Dk* | | 525 | DBS6,40 ✝LMC6,40 | | | | *Lloyd's CellD* | *SA&CP* *BuE*22'20*t FPT*39*t* | *Trunk*115' FK | *APT*43*t* | | | | *BHpt Cem* | | | |
| | *Mchy. Aft* *Cruiser Stern* *Strengthened for Navigation in Ice* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 82197 | **Rigmor** **TwinSc** | | 6305 | | | | | 1931 | Götaverken A/B Gothenburg | Waages Tankrederi (A/S J.Stenersen, *Mgr.*) | 408·3 \| 55·3 \| 32·3 P216*t*H377*t*F71*t* | | | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 12Cy.21⅛"–39⅜" 543NHP Götaverken A/B,Got. | | N |
| | *Carrying Petroleum in bulk* *Oil Eng.* | | 5537 | | | | | | | | | | | | | | |
| LDSJ | *Mchy. Aft* 1 *Dk* | | 3850 | | | | | | | | | | | | | | |
| | D.F. *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 82198 | — | | 1278 | | | | | 1920 | F.Schichau Elbing | Ministry of Shipping (E.R.Newbigin, Ld. *Mgrs.*) | 224·3 \| 33·6 \| 13·5 Q60'B97' | | | London British *WB* | T.3Cy.15",24¾"&38⅛"–25⅜" 76NHP F.Schichau,Elbing | | G |
| 167465 | | | 833 | | | | | | | | | | | | | | |
| MPKK | 1 *Dk* | | 765 | | | | | | | | | | | | | | |
| 82199 | **Rijn** | | 1969 | ✝100A1 | Rot | | CL | 1916 | A.Vuijk& Zonen Capelle a/d Ysel | N.V.Houtvaart (Vinke&Co. *Mgrs.*) | 281·3 \| 40·3 \| 19·1 P23'B70'F24' FK | | | Rottrdam Dutch | T.3Cy.21",34½"&57"–36" (*s*) 190lb 225NHP | 21 ″ 4 s 3 ″ 0¼ | |
| | *ss*Rot No.3–4,29 | | 1753 | 6,39 ✝LMC | | | 4,38 | 9mo | | | | | | 4 | 2SB,*6cf*,GS104,HS3560 | 18 ″ 6 | |
| PHFQ | *ss*Rot.No.2–38 | | 1159 | MS5,38 BS8,39 | | | | A&CP *CellD* | *BuE*244'5 | *75t FPT*81*t APT*41*t* | | | | *BHpt Cem* *pt Asp* | ArnhemscheStm.Maats. | | |
| | 1 *Dk*(*Stl*) | | | | | | | | | | | | | | | | |
| 82200 | — (*ex*Rhein-40, *ex*Breezand-37) | | 301 | | | | | 1930 | N.V Noord Nederlndsch. Schpswerven Groningen | L.Davids | 157·6 \| 21·6 \| 7·8 Q33' | | | Delfzijl Dutch | Oil Engines 2S.C.SA 3Cy.9 7/16"–14 3/16" 62NHP AppingedammerBrons Motorenfb.N.V. | | V |
| | *Oil Eng.* | | 240 | | | | | | | | | | | | | | |
| | 1 *Dk* | | 234 | | | | | | | | | | | | | | |
| 82200* | **Rikke** (*ex*LauraMærsk-37, *ex*Belgien) | | 1432 | | | | | 1907 | Howaldtswerke Kiel | Dampskibsslsk af 1937 A/S (Ove Skou, *Mgr.*) | 241·2 \| 36·1 \| 16·5 P12'Q73'B105'F29' | | | Copnhagn Danish *WB* | T3Cy.16¾",26 1/16"&42½"–29½" 96NHP Howaldtswerke,Kiel | | V |
| | | | 1172 | | | | | | | | | | | | | | |
| OUIF | Wireless D.F. 1 *Dk* | | 873 | | | | | | | | | | | | | | |
| 82201 | **Rikko Maru** (*ex*Corabank-37) | | 9181 | ✝ — 12,37 | Sng | *d*† | | 1932 | Workman, Clark(1928) Ld. Belfast | NipponSekiyu K.K. | 477·0 \| 63·8 \| 35·6 P103'B33'F40' FK | | | Tokyo Japanese | Oil Engines 2S.C.SA 8Cy.26¾"–47½" 997NHP | 35 ″ 4 | |
| 44240 | *Oil Eng.* | | — | | | | | 8mo | | | | | | 18 | 2SB,*6cf*,GS104,HS3560 | | |
| JDAM | 2 *Dks*(*Stl*) *Web frames* *Mchy. Aft* *Longitudinal framing* *Carrying Petroleum in bulk* | | 7143 | | | | | | | *CellD Bu E*73'226*t* | *DT f* 36'496*t FPT*207*t APT*39*t* | | | *BHpt Cem* (10 *to U dk* 8 „ 2*nd* „) | ArnhemscheStm.Maats. Workman,Clark(1928)Ld. | | |
| 82202 | **Riley** | | 4993 | ✝100A1 | ~~Cliff~~ Lth | *a*† | CL | 1936 | Wm.Doxford&SonsLd Sunderland | TheWhalton ShippingCo.Ld. (Stephens,Sutton, Ld. *Mgrs.*) | 423·5 \| 54·2 \| 26·1 438·7 (O.L.) | | | Newcastle British | Oil Engines 2S.C.SA 3Cy.20½"–81" 388NHP 2DB*120lb* | 37 ″ 3 s 10 ″ 11½ 20 ″ 6 | |
| 161597 | *Oil Eng.* | | 4627 | *withfreeboard* | | 2 | 9,39 | 7mo | | | | | | 7 | | | |
| GYXK | D.F. E.S.D. 1 *Dk* & *Shelter dk* *Cruiser Stern* | | 3061 | ~~Examined 5,41~~ DBS9,40 ✝LMC7,36 ✝LMC(3t)7,38 | | | | *Lloyd's CellD* | *SA&CP* *DB*346'1174*t* | | *MT*1236*t APT*177*t* | | | | *(Coll to Sh dk* 6 „ 2*nd* „) | Wm.Doxford&Sons,Ld.Sld | | |
| | *Tonnage opening closed* '41 (*W.E.*) | | | | | | | | | | | | | | | | |
| 82203 | **Rimac** (*ex*Havmöy-34, *ex*Frank) | | 942 | | | | | 1919 | Porsgrund Mek.Værks. Porsgrunn | A/S Mairo (Anders Smith, *Mgr.*) | 202·0 \| 32·1 \| 12·0 P119*t*Q70*t*B21*t* | | | Arendal Norwegian *WB* | T.3Cy.14",23"&38"–27" 75NHP PorsgrundM.V.Porsgrunn | | N |
| | | | 627 | | | | | | | | H37*t*F26' | | | | | | |
| LEBI | *Mchy. Aft* 1 *Dk* | | 480 | | | | | | | | | | | | | | |
| 82204 | **Rimfakse** | | 1334 | ✝ ... 8,22 | | | | 1921 | Kockums M.V.Aktieb. Malmö | D/S A/S Ringhorn (Alb.Schjelderup) | 235·5 \| 37·7 \| 16·5 P17'B63'F25' | | | Bergen Norwegian *WB* | T.3Cy.18½",28½"&48½"–31½" 157NHP KockumsM.V.Akt.Malmö | 18 ″ 7 | N † |
| | | | 1170 | | | | | | | | | | | | | | |
| LERO | Wireless 1 *Dk* | | 746 | | | | | | | | | | | | | | |
| 82205 | **Rimouski** (P) | | 348 | ✝100A1 | Mtl | *d* | CL | 1939 | Marine Industries,Ld Sorel,P.Q. | LaCie.deTransport duBas St.Laurent,Ltée. | 115·3 \| 26·0 \| 9·0 27·7 | | | Montreal British | Oil Engines 2S.C.SA 5Cy.9 1/16"–13" 85NHP | 9 ″ 6 s 2 ″ 11 6 ″ 7½ | |
| 170141 | *Oil Eng.* | | 186 | *withfreeboard* | | | | 8mo | | | 118·3 (O.L.) FK | | | 6 | | | |
| VCFW | 1 *Dk* *Cruiser Stern* *Electrically welded* *Strengthened for navigation in ice* | | 190 | 6,10 ~~5,03~~ ✝LMC8,39 | | | | *Lloyd's Lawrence* | *SA&CP* | | P&B60'F23' *DT f* 5'19*t FPT*23*t* | | | *BH* | SulzerBros.Ld.Winterthur | | |
| | | | | *For service on the River & in the Gulf* | | | | | *St. Lawrence* | | *APT*29*t* | | | | | | |
| 82206 | **Rimutaka** (P) **TwinSc** | | 16576 | ✝ ... 8,24 | Syd | *l* † | | 1923 | Armstrong Whitworth &Co.Ld. Newcastle | P.&O.Stm.Nav.Co. | 551·6 \| 72·0 \| 38·5 *Prom dk* 368'F54' | | | Plymouth British | 6 steam turbines DR geared to 2 sc. shafts HS32490 2567NHP | 42 ″ 3 | BT till 10.42 |
| 145617 | (*ex*Mongolia–38) *Fitted for oil fuel* | | 11944 | | | | | 4mo | | | *on Shade dk* FK 10 | | | *Cem* | | | |
| GFBJ | *Ref. Mchy.* 2 *Dks*(*Stl–Upt wks*) | | 10009 | ✝Lloyd's RMC5,43 6,41 ~~2,41~~ 10,43 | | | | | | | | | | | *BH to Sh dk* | 3D&4SB,*40cf*,GS900, Armstrong Whitworth &Co.Ld.Nwc. | | |
| | D.F. *Shelter & Shade dks*(*Stl–teaks*) E.S.D. | | | | | | | | | *CellDB*476'2273*t* *Tunnels*44*t Tanks* | *Tank at after end of* (*cr.& sides*) *fore end* | | | *of tunnels* 205*t FPT*136*t APT*200*t* | | | |
| 82207 | **Rina Corrado** (*ex*RiverDelaware, *ex*Venusia, *ex*WarSnake) | | 5180 | ✝ ... 3,35 | Ant | *y* | | 1918 | Harland& Wolff,Ld. Belfast | "Corrado"Soc. Anon.diNav. | 413·1 \| 52·3 \| 28·4 400·4 | | | Genoa Italian | T.3Cy.27",44"&73"–48" 517NHP | 31 ″ 0 | I † |
| 1689 | *ss*Phl.No.3–7,30 | | 4798 | | | | | 8mo | | | P49'B113'F40' FK | | | 7 | 3SB,9*cf*,GS190,HS7668 | | |
| ICBM | 2 *Dks*(*Stl*) | | 3125 | | | | | | | *CellDB* | 345'1123*t FPT*122*t* | | | *BHpt Cem* *APT*181*t* | Harland&Wolff,Ld.Bel. | | |
| | D.F. | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed and in L.R. Defect. Rpt. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82208<br>2249<br>IMSP | **Rina Croce** (*ex*Apuania–39, 3Mst<br>*ex*Esterina–39, *ss*Goo.3rdNo.3–12,19<br>*ex*Bianchina–33, *ss*Sws.No.1–23 *ex*Southwark)<br>*Mchy.Aft* *Well deck* 1*Dk* | 569<br>460<br>331 | ✠ ...<br>7,28<br>✠NB2,05 ✠ | | | | 1889<br>2mo | Schlesingr. Davis&Co. Newcastle | F.ItaloCroce | 173·6\|30·2\|11·7<br>167·8<br>Q86′B13′F22′ FK | | | Genoa<br>Italian<br>*WB* | T.3Cy.14″,23″&39″–27″<br>75NHP<br>E.Scott&Co.Newcastle | 14 ″ 0 | I<br>† |
| 82209<br>LEXA | **Rinda** (*ex*Appleby)<br>*ss*Osl.No.3–7,29<br>*ss*Osl.No.2–37<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in Shelter 'tween dks* | 6029<br>4158<br>3820 | ✠100A1 *Shelter dk with freeboard*<br>10,40 ~~2,40~~<br>BS2,40 ✠LMC8,37<br>*Carrying oil fuel F.P. above* 150° F. *in DB*<br>*Fitted for oil fuel* 7,20 *F.P. above* 150° F. | Grk<br>Sws | *z* | CL<br>N9,38 | 1917<br>10mo | Sir J. Laing &Sons,Ld. Sunderland<br>*Lloyd's* &A&CP | Wilh.Wilhelmsen | 405·3\|53·5\|33·5<br>FK<br>*Cell DB a* 130′ *u* | Tönsberg<br>Norwegian<br>6 *BHCem*<br>*Cell* | T.3Cy.28⅜″,46″&75″–51″ (*s*)<br>180lb 559NHP<br>3SB,9*cf*,GS195,HS8214 FD<br>J.Dickinson&Sons,Ld.Sld.<br>*E22′f184′975t APT63t* | 36 ″ 0<br>s 9 ″ 1<br>27 ″ 1⅜ | |
| 82210<br>7359<br>SERN | **Ring**<br>Sub.Sig<br>Wireless **D.F.** 1*Dk*&*Shelter dk* | *1343*<br>*1026*<br>*622* | | | | | 1927 | Akt.Finnboda Varv. Stockholm | Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) | 263·9\|37·2\|14·2<br>H51*t* | | | Stockholm<br>Swedish<br>*WB* | T.3Cy.20″,32″&53″–36″<br>168NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 82211<br>LCNF | **Ringar** (*ex*Handicap–37) TwinSc *OilEng.*<br>2*Dks* | 5013<br>4565<br>3028 | | | | | 1921 | Rosenberg Mek.Værks. Stavanger | RingdalsRederi A/S(OlavRingdal, *Mgr.*) | 415·3\|54·7\|25·4<br>P112*t*H311*t*F25*t* | | | Oslo<br>Norwegian<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.23$\frac{6}{16}$″–41½″ 774NHP<br>SülzerFrères,Winterthur | | N |
| 82212<br>LERP | **Ringen** TwinMstAmidships<br>(*ex*S.E.Calvert,*ex*Loosedrecht)<br>*ss*Nwc.No.3–2,29<br>*ss*Osl.No.2–37<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1499<br>1059<br>755 | ✠100A1<br>7,40 ~~4,89~~<br>~~BS2,40~~ ✠LMC12,37<br>BS ~~7,40~~ 7,41 | Goo<br>Lth | *o* | OG<br>12,37 | 1917<br>5mo | NV Burgerhout's Mchfb. &Scheepswft Rotterdam<br>A&CP | EkerholtsRederi A/S(B.Ekerholt, *Mgr.*)<br>*Cell DBu B25′f159′3* | 235·6\|36·1\|15·4<br>FK<br>26*t MT*10′184*t FPT* | Oslo<br>Norwegian<br>5 *BHCem*<br>80*t APT*65*t* | T.3Cy.19½″,32¼″&52″–35⅜″<br>180lb (*s*) 209NHP<br>2SB,6*cf*,GS116,HS3710<br>Burgerhout'sMchFabRot | 17 ″ 10<br>s 4 ″ 9⅜<br>17 ″ 2¼ | |
| 82213<br>LERQ | **Ringhorn** (*ex*HansGude)<br>1*Dk* | 1298<br>1123<br>735 | | | | | 1919 | Huiskens& van Dijk Dordrecht | D/S A/S Ringhorn (Alb.Schjelderup) | 237·9\|37·2\|16·0<br>P21′B56′F21′ | | | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½″,29″&44$\frac{7}{16}$″–36″<br>121NHP<br>Huiskens&vanDijk | | N |
| 82214<br>LCZU | **Ringstad** (*ex*Vigilant–40, TwinSc<br>*ex*Talisman–37) *OilEng.*<br>*Ref.Mchy.* *ss*N.Yk.No.3–11,35<br>*ss*Got.No.1–40<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cruiser Stern* | 4765<br>4263<br>2833 | ✠100A1 *Shelter dk with freeboard*<br>~~1,40~~12,40<br>DBS1,40 ✠LMC1,40<br>✠Lloyd's RMC1,40 3,40 | Got<br>NYk | *z* | CL<br>~~7,38~~<br>12,40 | 1923<br>4mo | Deutsche Werft A.G. Hamburg<br>A&CP | SkibsA/S Gdynia O.Ringdal, *Mgr.*)<br>*Cell DB* 338′1052*t*<br>*DT a between tunn* | 400·6\|54·2\|26·3<br>416·0(O.L.)<br>F38′*on Shelter dk* FK<br>(*Coll to Sh dk* 6 „ *U* „<br>*els* 90′186*t DTs a at* *tunnel sides* | Oslo<br>Norwegian<br>7 *BHpt Cem*<br>DB*100lb*<br>AlgemeineElec.Ges.Berlin<br>18′106*t FPT*81*t APT*88*t* | Oil Engines 4S.C.SA<br>12Cy.24½⅜″–37½⅜″ 717NHP<br>DB*100lb*<br>AlgemeineElec.Ges.Berlin<br>18′106*t FPT*81*t APT*88*t* | 28 ″ 10<br>s 3 ″ 5½<br>25 ″ 7½ | |
| 82215<br>LFMA | **Ringulv** (*ex*Norskehavet–37,<br>*ex*Sigrun,*ex* *ss*N.Yk.No.3–7,16<br>Lyngenfjord,*ex* *ss*Bgn.No.2–25<br>Keramiai) 2*Dks*(*Stl*)&*deep framing*<br>*Ref.Mchy.* **D.F.** | 5153<br>4699<br>3150 | ✠<br>8,29<br>✠ | Bom | *y* | | 1903<br>6mo | Napier& Miller,Ld. Glasgow | Skibs A/S "Ringulv"(Olav Ringdal, *Mgr.*)<br>*Cell DBa* 129′*u E27′f*161′<br>1154*t DT* | 390·0\|52·0\|26·9<br>P111*t*H199*t*F69*t*<br>FK<br>*a*40′1022*t FPT*105*t* | Oslo<br>Norwegian<br>6 *BHCem*<br>*APT*56*t* | T.3Cy.27″,43″&72″–51″<br>405NHP<br>3SB,9*cf*,GS165,HS6303<br>D.Rowan&Co.Glasgow | 29 ″ 11 | N<br>† |
| 82216<br>14371<br>MKNS | **Ringwall** (*ex*MarySummerfield)<br>*Mchy.Aft* *ss*Bkn.No.3–8,33<br>*Well deck* *ss*Bkn.No.1–37<br>1*Dk*(*Stl*) | 407<br>318<br>159 | ✠100A1<br>3,38<br>BS5,40 ✠LMC9,37 | Irv | *f* | CL<br>2,38 | 1921<br>2mo | Day,Summers&Co.Ld. Southampton<br>*Lloyd's* *A&CP* | WallaceBros.Ld. | 143·0\|25·1\|11·6<br>149·1(O.L.)<br>Q47′B9′F24′ BK7″<br>*FPT*48*t* | Liverpool<br>British<br>3 *BHCem*<br>*APT*3*t* | C.2Cy.17″&38″–30″ (*s*)<br>120lb 60RHP<br>1SB,3*cf*,GS64,HS1840<br>Day,Summers&Co.Ld.Sou. | 12 ″ 9<br>s ″ 10½<br>12 ″ 6 | |
| 82217<br>LCEL | **Ringwood** TwinSc<br>(*ex*Beljeanne–37) *OilEng.*<br>*Mchy.Aft* *ss*Rot.No.3–12,38<br>1*Dk*(*Stl*) | 7203<br>6438<br>4283 | ✠100A1<br>4,40 ~~7,39~~<br>✠LMC CS12,38<br>DBS~~12,38~~ 12,38<br>4,40 | HKg | *b*† | CL<br>~~6,37~~<br>4,40 | 1926<br>8mo | Armstrong Whitworth &Co.Ld. Newcastle<br>*Lloyd's* *A&CP* | Skibs.A/S Ringwood(Olav Ringdal, *Mgr.*)<br>*Intermediate BH in h olds dispensed with*<br>*Cell DBu E58′f* | 414·4\|67·1\|31·0<br>P96′B32′F39′ FK<br>278′1384*t FPT*502*t APT*298*t* | Oslo<br>Norwegian<br>6 *BHCem*<br>DB*100lb*<br>ArmstrongWhitworth& Co.Ld.Nwc. | Oil Engines 2S.C.SA<br>8Cy.23⅝″–41⅜″ 776NHP<br>DB*100lb*<br>ArmstrongWhitworth& Co.Ld.Nwc. | 33 ″ 6<br>s 7 ″ 2¼<br>26 ″ 6 | |
| 82218<br>149629<br>MNQS | — TwinSc<br>Wireless *CruiserStern* 1*Dk* | 755<br>626<br>304 | | | | | 1926 | D&W Henderson&Co.Ld. Glasgow | SouthernRailway | 220·7\|33·6\|14·2<br>B90′F37′ | S'thamptn<br>British<br>*WB* | T.6Cy.15″,25″&41″–24″<br>165NHP<br>D.&W.Henderson&Co.Ld. | | |
| 82219<br>246<br>SVUK | **Rinos** (*ex*Ullstad–36,*ex*Westcliff)<br>*ss*Osl.No.3–6,30<br>*ss*Ant.No.2–39<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween dks* | 4649<br>4504<br>2890 | ✠100A1 *Shelter dk with freeboard*<br>8,40 ~~7,39~~ ✠LMC<br>MS5,38 BS~~7,39~~ 9,40 | Ant<br>Lis | *w* | CL<br>5,38 | 1919<br>3mo | J.Priestman&Co. Sunderland<br>*Lloyd's* *A&CP* | ~~S.A.Embiricos~~<br>M.A.Embiricos<br>*Cell DB* 298′834*t* | 350·0\|50·8\|31·5<br>FK<br>*Cell FPT*110*t APT*97*t* | Andros<br>Greek<br>*Cem*<br>*Coll BH to Sh dk* 5 „ „ *U* „<br>*tank in bridge 'tween decks* | T.3Cy.25″,41″&67″–45″ (*s*)<br>180lb 384NHP<br>3SB,9*pf*,GS129,HS5364 FD<br>G.Clark,Ld.Sunderland | 34 ″ 0<br>s 9 ″ 2½<br>25 ″ 0 | |
| 82220<br>146122<br>GJBK | **Rio Azul**<br>*ss*Shl.No.3–6,34<br>*ss*Bly.No.1–39<br>**D.F.** 1*Dk*(*Stl*)&*Web frames*<br>*Corrugated sides* | 4088<br>3844<br>2513 | ✠100A1<br>5,41~~4,40~~<br>✠LMC6,39<br>BS8,40 | Gls<br>Shl | *x* | CL<br>~~4,38~~<br>5,41 | 1921<br>7mo | Blyth S.B. &D.D.Co.Ld. Blyth<br>*Lloyd's* *A&CP* | ThompsonSteamshippingCo.Ld.<br>*Cell D* | 363·1\|53·2\|26·3<br>376·3(O.L.)<br>P30′B219′F37′ FK<br>*B314′ 920t FPT*81*t* | London<br>British<br>6 *BHCem*<br>*APT*105*t* | T.3Cy.27″,43″&72″–48″ (*s*)<br>180lb FD 474NHP<br>3SB(Spt)9*cf*,GS141,HS6792<br>N.E.MarineEng.Co.Ld.Sld | 28 ″ 9<br>s 4 ″0½<br>24 ″11 | |
| 82221<br>146514<br>GFXB | **Rio Blanco**<br>*ss*Shl.No.3–11,34<br>*ss*Shl.No.1–38<br>**D.F.** 1*Dk*(*Stl*)&*Web frames*<br>*Corrugated sides* | 4086<br>3844<br>2511 | ✠100A1<br>~~8,40~~ 9,39 6,41<br>BS~~11,39~~ ✠LMC7,38<br>3,41 | Pir<br>~~MchShl~~ | *x* | CL<br>~~N7,38~~<br>6,41 | 1922<br>2mo | Blyth S.B. &D.D.Co.Ld. Blyth<br>*Lloyd's* *A&CP* | ThompsonSteamshippingCo.Ld.<br>*Cell D* | 363·1\|53·2\|26·3<br>P30′B219′F37′ FK<br>*B314′ 920t FPT*81*t* | London<br>British<br>6 *BHCem*<br>*APT*105*t* | T.3Cy.25″,43″&72″–48″ (*s*)<br>180lb FD 474NHP<br>3SB(Spt)9*cf*,GS141,HS6792<br>N.E.MarineEng.Co.Ld.Sld | 28 ″ 9<br>s 4 ″0½<br>24 ″ 11 | |
| 82222<br>LJHY | **Rio Branco** (*ex*BocaRaton–36,<br>*ex*Marie-Horn–35) *OilEng.*<br>*ss*Gls.No.3–5,35<br>*ss*N.Yk.No.1–39<br>*Cruiser Stern* 2*Dks* | 3210<br>2732<br>1858 | 100A1 *with freeboard*<br>~~9,40~~ ~~11,39~~ 1,41<br>LMC CS11,39<br>DBS~~9,38~~ 2,40 ~~11,39~~ 2,41<br>*Carrying vegetable oil in deep tank in bridge 'tween decks* | NYk<br>Rio | *u* | CL<br>9,38 | 1925 | Frd.Krupp Act.Ges. Kiel<br>*Lloyd's* *A&CP* | A/S Sobral (ÖivindLorentzen, *Mgr.*)<br>*Cell DB*256′719*t FPT*6<br>*Deep tank in bridge 'tween decks* | 306·7\|47·7\|23·5<br>P25′B99′F22′ FK<br>0*t APT*36*t* | Oslo<br>Norwegian<br>5 *BHpt Cem*<br>*60lb*<br>Frd.KruppA.G.Kiel | Oil Engines 2S.C.SA<br>4Cy.25,$\frac{9}{16}$″–51,$\frac{3}{16}$″ 454NHP<br>*60lb*<br>Frd.KruppA.G.Kiel | 25 ″ 11<br>s 4 ″ 8¼<br>21 ″ 3⅜ | |
| 82223<br>35928<br>JISC | **Rio de Janeiro Maru** Ⓟ TwinSc<br>*OilEng.*<br>*Ref.Mchy.* Sub.Sig *ss*Osa.No.2–38<br>GyC. *Cruiser Stern*<br>3*Dks*(*Stl-Weather dk* ws) | 9627<br>7975<br>5829 | ✠100A1 *with freeboard*<br>5,40 ~~8,39~~ ✠LMC5,40<br>~~✠LMC CS10,38~~<br>DBS~~8,39~~,40 ~~10,38~~<br>✠Lloyd's RMC~~8,39~~ 5,40 | Kob | *e*† | CL<br>6,38 | 1930<br>5mo | Mitsubishi ZosenKaisha Ld. Nagasaki<br>*Lloyd's* *A&CP* | OsakaSyosenK.K.<br>*Cell DB* 375′1449*t* | 461·2\|62·0\|39·5<br>B80′F51′ FK<br>*Tanks in way of tu nnels* 340*t F* | Osaka<br>Japanese<br>7 *BH*<br>DB*120lb*<br>MitsubishiZosenKaisha,Ld<br>*PT*144*t APT*119*t* | Oil Engines 2S.C.SA<br>12Cy.26¾″–39⅜″ 1503NHP<br>DB*120lb*<br>MitsubishiZosenKaisha,Ld<br>*PT*144*t APT*119*t* | 39 ″ 6<br>s13 ″ 11<br>26 ″ 0 | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné au maximum Latin d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant | 15 Registres où cesse si ce n'est dans le L. Distinctif et Tirets |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82224<br>147726<br>GFYC | **Rio Dorado**<br>*ssAnt.No.3–10,37*<br>*1Dk(Stl)&Shelter dk(Stl)*<br>D.F. *&Web frames*<br>*Longitudinal framing in double bottom*<br>*Corrugated sides &at decks* | | 4507<br>4207<br>2766 | ✠100A1<br>*with freeboard*<br>~~7,40~~ 1,40 2,41<br>BS~~8,39~~ 2,41 ✠LMC10,37 | NNs<br>Bay Nwe | *y* | CL<br>~~×10,37~~<br>7,40 | 1924<br>9mo<br>*Lloyd's* | BlythS.B. &D.D Co.Ld. Blyth<br>*sA&CP* | ThompsonSteamshippingCo.Ld.<br>*CellDB336'1159t* | 390·0\|55·3\|25·5<br>FK<br>*FPT79t APT114t* | London<br>British | T.3Cy.26",43"&72"-48" *(s)*<br>180lb FD 444NH<br>3SB(Spt)*9cf*,GS144,HS6066<br>NE.MarineEng.CoLd.Nwc | ~~28 " 0~~<br>~~s 3 " 0~~<br>25 " 1½<br>28 " 2<br>s 3 " 1<br>25 " 2½ | |
| 82225<br>EAON | **Rio Francoli** (*ex*Florinda)<br>*ss*Val.2ndNo.3–4,34<br>*ss*Bbo.No.1–38<br>*2Dks(Stl)* | | 2337<br>1898<br>1458 | 100A1<br>4,41 ~~5,03~~ ~~1,40~~<br>BS~~8,39~~ 11,40 LMC7,38 | Bbo | *s* | CL<br>~~7,38~~<br>4,41 | 1909<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>*sA&CP* | Cia.Trasmediterranea<br>*CellDBa84'uE18'* | 290·0\|42·0\|20·7<br>P28'B70'F32' FK<br>*f130'470t FPT35t* | Barcelona<br>Spanish | T.3Cy.22",35"&58"-39" *(r)*<br>180lb *110lb* 217NHP<br>2SB,*6cf*,GS104,HS3206<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 23 " 0<br>s 3 " 0½<br>19 " 6 | |
| 82226<br>DJZN | **Rio Grande**<br>*Oil Eng.*<br>D.F. E.S.D. *CruiserStern* *1Dk* | | 6062<br>5142<br>3464 | | | | | 1939 | Howaldtswerke A.G. Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 446·5\|61·3\|23·8<br>P30'B&F406'<br>*UpperF31'* | Hamburg<br>German *WB* | Oil Engines 2S.C.SA<br>8Cy.25½"-47½" 909NHP<br>Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | G |
| 82227<br>HPKQ | —<br>*ex*Nile–33) *ss*Lth.No.3–6,33<br>D.F. *ss*Rot.No.1–38<br>Now "Empire Blanda," *see No. 8733 in Supplement* | (*ex*Sokol–39, | *5696*<br>*5378*<br>*3618* | ✠100A1<br>4,40<br>✠LMC<br>MS3,38 BS4,40 | Liv | *a*† | CL<br>4,40 | 1919<br>11mo<br>*Lloyd's* | Lithgows, Ld.<br>Port Glasgow<br>*sA&CP* | Cia.Panamena de Vapores,Ltda.<br>*1 Intermediate BH & 1 'tween dk*<br>*CellDB360' 1181t DTa36' 1109t APT31t* | 423·5\|56·0\|28·7<br>437·6(O.L.)<br>P38'B123'F43' FK<br>*BH dispensed with*<br>*5BH to U dk* | Panama<br>Panamanian<br>*Cem* | T.3Cy.27",45"&75"-48" *(s)*<br>180lb 548NH<br>3SB,*9cf*,GS186,HS8151 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 " 4<br>s 6 " 1½<br>25 " 5½ | |
| 82228<br>LOIJ | —<br>(*ex*AreneraTraverso eHijos–36,<br>*ex*AnitaIpland–28,*ex*Horst Ipland, Wireless *ex*Franqueville,*ex*Forgeron) | TwinSc<br>*1Dk*<br>*Fitted for oil fuel*<br>*Mchy.Aft* | 687<br>—<br>343 | | | | | 1920 | Ch.&Atel. dePrence Port deBouc | J.Traverso&Hijos | 229·6\|34·1\|14·8<br>*P72'F31'* | Bns.Aires<br>Argentine *WB* | T.6Cy12⅝",19⅞"&32½"-16½"<br>81NHP<br>Forg.&Ch.de laMédit.Msl. | | |
| 82229<br>LJJH | **Rio Limay**<br>*Fitted for oil fuel*<br>*2Dks* | | 709<br>—<br>264 | | | | | 1924 | S.A.Virginio Travrso &Figli Finalmarina | JeronimoFalcon y SamuelCalvo | 184·7\|33·9\|16·5<br>P43'B60'F20' | Bns.Aires<br>Argentine *WB* | T.3Cy.18½",25⅛"&41⅞"-29½<br>95NH<br>G.Fossati&Co.Sestri Ponente | | V |
| 82230<br>EGJR | **Rio Miera** (*ex*MartinezRivas, *ex*FransBorremans)<br>*Mchy.Aft* *1Dk* | | 746<br>532<br>411 | | | | | 1920 | T.van Duijvendijk Lekkerkerk | NavieraMontañesa S.A.(FernandoM. Pereda,*Mgr.*) | 179·7\|28·8\|12·2<br>Q106'B11'F24' | Santander<br>Spanish *WB* | T.3Cy.15",25"&40"-24"<br>78NHP<br>Mchfbk.Bolnes,Bolnes | | N |
| 82231<br>LJIZ | **Rio Negro**<br>*Fitted for oil fuel*<br>*Mchy.Aft* *2Dks* | | 467<br>—<br>179 | | | | | 1906 | Soc.Co-op. diProduzione Samprdarena | Soc.Mercantil ColectivaSan Martin yCia. | 167·0\|31·4\|14·7<br>P7'B165'F13' | Bns.Aires<br>Argentine *WB* | T.3Cy.14½",21⅛"&35½"-21½"<br>NB23 60NHP<br>Soc.Co-op.di Produzione | | |
| 82232<br>LJJH | **Rio Novo**<br>*Fitted for oil fuel*<br>*1Dk&Shelter dk* | | 2490<br>2226<br>1427 | | | | | 1937 | SirJ.Priestman&Co. Sunderland | A/S Sobral (OivindLorentzen, *Mgr.*) | 311·4\|47·0\|19·4 | Oslo<br>Norwegian *WB* | T.3Cy.20½",35½"&61"-42"<br>241NHP<br>G.Clark,Ld.Sunderland | | N |
| 82233<br>LJIZ | **Rio Verde** (*ex*Shoreham–37, *ex*ThereseHorn–34)<br>*Oil Eng.*<br>*ss*Ham.No.3–9,34<br>*ss*Got.No.1–38<br>*CruiserStern* *2Dks* | | 3223<br>2747<br>1865 | 100A1<br>*with freeboard*<br>6,40~~8,39~~ LMC CS11,39<br>DBS4,40 10,38<br>*Carrying vegetableoil in deep tank in bridge 'tween decks* | Sch<br>Bal | *u* | CL<br>10,38 | 1924<br>*Lloyd's* | Frd.Krupp Act.Ges. Kiel<br>*sA&CP* | A/S Sobral (ÖivindLorentzen, *Mgr.*)<br>*CellDB248'652t FPT58t APT48t* | 306·7\|47·7\|23·5<br>P25'B98'F23' FK<br>*Deep tank in bridge 'tween decks* | Oslo<br>Norwegian | Oil Engines 4S.C.SA<br>6Cy.25½"-39⅜" 381NHP<br>DB*70lb*<br>Frd.KruppA.G.Kiel | 25 " 11<br>s 4 " 8½<br>21 " 3½ | |
| 82234<br>CBRV | —<br>1301 (*ex*RioNeuquen–36,*ex ss*B.As.No.3–2,36<br>JollyJohn,*ex*SalcombeRegis) *1Dk(Stl)*<br>*Mchy.Aft* *Well deck* Wireless | | 611<br>—<br>278 | ✠100A1<br>2,36<br>BS9,39 ✠LMC2,36 | BAs | *h* | CL<br>9,39 | 1921<br>5mo<br>*Lloyd's* | J.Chambers,Ld. Lowestoft<br>*sA&CP* | JoseMontes Thurler(ComunidadMontesyGente Grande,*Mgrs.*) | 167·9\|26·5\|10·4<br>Q108'F24' FK<br>*CellDB99'138t FPT45t APT30t* | PntaArnas<br>Chilian | T.3Cy.14",23"&38"-27" *(s)*<br>180lb *100lb* 96NHP<br>1SB,*3pf*,GS51,HS1666<br>Yeaman&Baggesen,Dun. | 12 " 7 | |
| 82235<br>LOIJ | **Riogrande** (*ex*Tivy–35, *ex*Foldenfjord, *ex*Remus)<br>*ss*Sea.No.1–25<br>*Fitted for oil fuel*<br>*1Dk&Shelter dk* | | *4554*<br>*4302*<br>*2908* | ✠ ...<br>10,27<br>✠ | | | | 1921<br>8mo | ClydeS.B. &E.Co.Ld. Pt.Glasgow | Cia.Argentina de Nav.Mihanovich, Ltda. | 350·0\|50·2\|32·6<br>F52'H150*t on Shelter dk* FK | Bns.Aires<br>Argentine *WB* | T.3Cy.25",41"&67"-45"<br>363NHP<br>ClydeS.B.&E.Co.Ld.P.Gl. | 35 " 0 | N<br>† |
| 82236<br>UOVZ | **Rion**<br>*Oil Eng.*<br>*Ref.Mchy.* *2Dks* | | 3113<br>2705<br>1778 | | | | | 1931 | StatesS.B. Yd."Marti" Leningrad | U.S.S.R. | 326·3\|48·6\|22·6<br>B89'F29' | Vladvostk<br>Russian *WB* | Oil Engines 2S.C.SA<br>6Cy.23⅝"-39⅜" 587NHP<br>Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | |
| 82237 | **Rip** (*ex*NavalVesselPaluma)<br>*Mchy.Aft* *1Dk* | Steel&IronTwinSc | 365 | | | | | 1884 | Armstrong Whitworth &Co.Ld. Newcastle | The Victorian Government (Department of Ports&Harbours) | 125·0\|25·0\|11·0<br>P32' | Melbourne<br>British | C.4Cy.15"&26"-14"<br>NB06 42NHP<br>Armstrong Whitworth& Co.(Engineers)Ld.Nwc. | | |
| 82238<br>GZGN | **Ripley**<br>*Oil Eng.*<br>D.F. *1Dk&Shelter dk*<br>*CruiserStern* | | 4997<br>4627<br>3068 | ✠100A1<br>*with freeboard*<br>10,40~~4,40~~ ✠LMC12,36<br>DBS2,41 ✠LMC(M)2,39<br>*Carrying Vegetable oil in deep tank* | Shl | *a*†<br>2 | CL<br>9,39 | 1936<br>12mo<br>*Lloyd's* | Wm.Doxford&Sons,Ld Sunderland<br>*sA&CP* | Thomasson ShippingCo.Ld. (Stephens,Sutton, Ld. *Mgrs.*)<br>*CellDB346'1174t MT1236t APT177t* | 423·3\|54·2\|26·1<br>439·5(O.L.)<br>FK | Newcastle<br>British | Oil Engines 2S.C.SA<br>3Cy.20½"-81⅛" 388NHP<br>2DB*120lb*<br>Wm.Doxford&SonsLd.Sld | 28 " 8<br>s 3 " 4½<br>25 " 6 | |
| 82239<br>LCZY | **Risanger** (*ex*LabelleCounty–34, *ex*Tananger,*ex*Hufterö,*ex*Hiskö)<br>*Fitted for oil fuel*<br>*2Dks* | | 5455<br>5208<br>3436 | | | | | 1920 | W.Pickersgill&Sons,Ld Sunderland | WestfalLarsen& Co.A/S | 380·4\|52·3\|32·1<br>H155*t* | Bergen<br>Norwegian *WB* | T.3Cy.25",41"&69"-48"<br>330NHP<br>Richardsons,Westgarth& Co.Ld.Sld | | N |
| 82240<br>LJNV | **Risöy** (*ex*Horsia–37,*ex*Heljo–34, *ex*Kenrhos,*ex* Kilfinny) *ss*Osl.No.3–1,39<br>*1Dk(Stl)*<br>*Cargo battens not fitted* | | 793<br>667<br>399 | ✠100A1<br>1,41 ~~1,39~~<br>MS1,39 ✠LMC<br>~~MS1,39~~ ~~MBS1,39~~<br>BS9,40 | Osl<br>Sws | *l* | CL<br>1,39 | 1918<br>11mo<br>*Lloyd's* | Cochrane &Sons,Ld. Selby<br>*sA&CP* | A/S Risöy (O.Nordahl Saanum,*Mgr.*) | 213·6\|30·0\|15·3<br>220·1(O.L.)<br>B44'F27'<br>len20 FK<br>*CellDBuE26' 20t DTf42' 100t* | Mandal<br>Norwegian | T.3Cy.16",26"&44"-26" *(s)*<br>200lb *100lb* NDB20 116NHP<br>1SB.*3cf*,GS51,HS1825<br>MacColl&Pollock,Ld.Sld. | 16 " 5<br>s 1 " 11½<br>14 " 6 | |
| 82241<br>29831<br>JPWA | **Rissyun Maru** (*ex*RisshunMaru–39, *ex*IdaMaru–36, *ex*Ida,*ex*Pulawski, *ex*Ida) *ss*Kob.2ndNo.3–5,24<br>*ss*Kob.No.3–9,36<br>*1Dk(Stl)&Spardk(Stl–pt ws)& deep framing* | | 4414<br>~~3077~~<br>~~2753~~<br>4441<br>4077<br>2757 | ✠ ...<br>3,40<br>✠ | Kob | *x* | | 1906<br>6mo | Russell& Co. Pt.Glasgow | KusakabeKisen K.K.<br>*CellDB318'1010t APT45t* | 370·3\|49·8\|19·2<br>27·0<br>P36'B108'F40' FK | Amagasaki<br>Japanese | T.3Cy.26",42"&70"-48"<br>410NHP<br>2SB,*6cf*,GS118,HS5523<br>Rankin&Blackmore,Grk. | 29 " 8 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Register Tonnage / Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now required. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82242 PJAF | **Rita** Twin Sc ss Cco. No. 1-39 / *Mchy. Aft* 1 Dk / *Longitudinal framing at bottom in centre tanks & at trunk top* | 3145 2256 1557 | ✠ 100 A1 5,41 / BS 5,41 ✠ LMC 5,38 / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 4,35 | Cco | *v* | CL s 11,39 12,41 *bulk F.P. above* | 1935 4mo *Lloyd's SA & CP* 150° F. | N.V. Nederl Schps. Maats. Scheepv. Maats. Amsterdam | N.V. Curaçaosche Scheepv. Maats. | 336·4 \| 56·1 \| 15·1 / Q 87' F 39' *Trunk* 209' FK / *FPT* 123*t* | | | Curaçao Dutch / 9 *B Hpt Cem pt Asp* / *Coll to Sh dk* HS 6520 FD / *APT* 105*t* | T. 6 Cy. 15⅜", 25" & 40 1/16"–(*s*) 27 9/16" 366 NHP / 180 lb 2 WTB / Werkspoor N.V. Ams. | 14 " 9 / s 1 " 5 / 13 " 6 | |
| 82243 7895 SDCT | — (*ex* Montrose–38, *ex* Mildburg–33, *ex* Ophelia) ss Got. No. 3-4,33 ss Shl. No. 1-37 / *Cargo battens not fitted* 1 *Dk (Stl)* / *New Bottom 33* | 1784 1531 1011 | 100 A1 6,40 ~~8,39~~ / BS 2,40 LMC 5,37 | Got | | CL 5,38 | 1922 *Lloyd's SCP* | Nuscke & Co. A.G. Stettin | Ingolf Schander / *Cell D Ba 2 u E* | 264·3 \| 42·2 \| 17·6 / 278·9 (O.L.) FK / P 26' B 77' F 29' / 112' *f* 103' 447*t APT* | | | Elleholm Swedish / 1 *B H Cem* / 30*t* | T. 3 Cy. 19 5/16", 30 1/8" & 51 3/16"–35 7/16" 200 lb (*s*) 200 NHP / 2 SB, *6cf*, GS 98, HS 3350 / Waggon u. Maschb. A.G. Görlitz | 20 " 0 / s 2 " 8¼ / 17 " 7 | |
| 82244 LJBK | — (*ex* Zulia–35, *ex* Karibia, *ex* Romö, *ex* Dordrecht) Twin Sc *Oil Eng.* ss Ant. No. 1-26 / D.F. Sub. Sig. 1 *Dk* | 1753 1460 1000 | ✠ ... 9,29 | | | | 1922 10mo | N V Burger hout's M. & S. Rotterdam | Rederiet Beseggen A/S (Chr. Östberg, *Mgr.*) | 250·5 \| 40·9 \| 17·2 / P 25' B 59' F 23' FK / *WB* | | | Oslo Norwegian | Oil Engines 2 S.C.SA / 10 Cy. 13 7/16"–22 7/16" 313 NHP / NE 36 / A/B Atlas Diesel, Skm. | 19 " 4 | N † |
| 82245 OUKK | — | 534 395 305 | | | | | 1892 | Helsingörs skibsbyggeri Elsinore | Det Forenede Dampskibs Selsk. | 174·1 \| 27·1 \| 11·7 / Q 82' B 18' F 22' | | | Aalborg Danish | C. 2 Cy. 18½" & 34"–20" 43 NHP / Helsingörs Maskinbyggeri | | V |
| 82246 EALA | **Rita Garcia** (*ex* Ellaston) ss Bbo. No. 3-10,36 / 1 *Dk (Stl)* & *Shelter dk (Stl)* / *Cargo battens not fitted in Shelter 'tween dks* | 3708 3588 2280 | 100 A1 *Shelter dk* / *with freeboard* ~~10,39~~ 5,41 / *Fitted for oil* | Bbo Bcl MS 5,41 LMC ~~BS 8,40~~ BS 8,40 | *w* / *fuel* 8,22 | CL ~~10,39~~ 4,11 / *F.P. above* | 1922 4mo 150° F. | R. Thompson & Sons, Ld. Sunderland | F. Garcia / *Cell D B* 294' 969*t* | 347·2 \| 50·0 \| 24·0 / 359·2 (O.L.) / F 51' *on Shelter dk* FK / *Collision B H to Sh dk* / 5 " " *U dk* / *FPT* 158*t APT* 175*t* | | | Santander Spanish / *pt Cem* | T. 3 Cy. 25", 42" & 68"–45" (*s*) 180 lb 340 NHP / 2 SB, *6cf*, GS 130, HS 5302 / N.E. Marine Eng. Co. Ld. Sld. | 26 " 4 / s 2 " 5¾ / 24 " 1 | |
| 82247 OZEQ | **Rita Mærsk** / *Fitted for oil fuel* / D.F. 2 *Dks* / *Cruiser Stern* | 1889 1623 1026 | | | | | 1939 | Helsingörs Jernsk & Msk. Elsinore | Dampskibsselsk af 1912 A/S (A.P. Moller, *Mgr.*) | 287·9 \| 43·5 \| 17·4 | | | Aalborg Danish / *WB* | C. 3 Cy. (2) 15¾" & 39 3/8"–37 3/8" & LP turbine / Helsingörs Jernsk. & Mskb. | | |
| 82248 EAIH | **Rita Sister** (*ex* Nuria, *ex* Almirall Lluis de Requesens, *ex* Asuarca, *ex* Agnes) ss Bcl. 2nd No. 3-10,25 ss Bcl. No. 1-29 / 1 *Dk (Irn)* 2 *tr B* & *deep framing* | 2845 2622 1803 | ✠ ~~1,35~~ | Bcl | *u* | | 1900 9mo | S. P. Austin & Son, Ld. Sunderland | Banco de Valencia / *Cell D B A* 102' *u E* & | 323·4 \| 46·9 \| 21·3 / P 33' B 88' F 37' FK / B 32' *f* 134' 761*t FPT* | | | Valencia Spanish / 5 *B H Cem* / 106*t APT* 51*t* | T. 3 Cy. 23", 38" & 62"–42" NDB 19 270 NHP / 2 SB, *6pf*, GS 112, HS 4360 / N.E. Marine Eng. Co. Ld. Sld. | 23 " 9 | |
| 82249 1723 ICEO | **Riv** (*ex* Montgomeryshire) *Oil Eng.* D.F. ss Ven. No. 3-9,33 / 1 *Dk (Stl)* & *Shelter dk (Stl)* & *Web frames* / *Longitudinal framing* / *Cruiser Stern* | 6630 6211 4083 | ✠ ... 10,35 / NE 4,32 | Ven | *a*† | | 1921 4mo | Armstrong Whitworth & Co. Ld. Newcastle | Soc. Commerciale di Nav. / *Cell D B* 335' 1549*t* | 425·6 \| 55·8 \| 34·7 / 412·3 / P 42' F 45' *on Shelter dk* FK / 2 " " *U* " / *DT a* 31' 1081*t FPT* | | | Genoa Italian / *pt Cem* / 6 *B H to Sh dk* / 12*t APT* 247*t* | Oil Engines 2 S.C.SA / 4 Cy. 29½"–49 3/16" 610 NHP / Soc. An. "Fiat" S.G. Turin | 38 " 1 | I † |
| 82250 1411 ICEP | **Riva Ligure** (*ex* San Cristobal) ss Mob. No 3-1,18 / ss Gen. No. 2-26 / *Fitted for oil fuel* / *Mchy. Aft* 1 *Dk* & *Web frames* / D.F. *Trunk dk* / *Carrying Petroleum in bulk* | 2136 1741 1239 | ✠ ... 1,30 | | | | 1906 8mo | Armstrong Whitworth & Co. Ld. Newcastle | Ditta G.M. Barbagelata | 258·0 \| 46·2 \| 18·2 / P 33' F 31' / *Trunk dk* 194' FK | | | Genoa Italian / *WB* | T. 3 Cy. 20½", 33" & 54"–36" 216 NHP / Wlls nd Slpwy. Co. Ld. Nwc. | 18 " 3 | I † |
| 82251 140622 MJPT | **Rivelin** ss Lon. No. 1-40 K / ss Mil. No. 3-1,36 / *Mchy. Aft* 1 *Dk (Stl)* / *Well deck* *Cargo battens not fitted* | 365 264 145 | ✠ 100 A1 5,40 ~~1,40~~ / 10 40 ✠ LMC / ~~BS 7,39~~ MS 1,40 | Lon Shl | *e* | CL 3,40 | 1919 5mo *Lloyd's SA & CP* | J. & D. Morris, Ld. Newcastle | T. W. Ward, Ld. | 135·5 \| 23·6 \| 10·0 / Q 49' B 8' F 18' FK / *FPT* 35*t APT* 12*t* | | | Liverpool British / 3 *B H Cem* | C. 2 Cy. 17" & 34"–24" (*s*) 130 lb 64 RHP / 1 SB, *3pf*, GS 44, HS 1085 / G.T. Grey & Co. Ld. Shl. | 11 " 0 / s " 9½ / 10 " 1 | |
| 82252 164063 GYNJ | **River Afton** D.F. E.S.D. ss Shl. No. 1-39 / *Mchy. Aft* 1 *Dk* & *Shelter dk* / *Longitudinal framing at upper deck* | 5479 4940 3339 | ✠ 100 A1 *with freeboard* ~~7,40~~ ~~10,39~~ ✠ LMC 2,39 / 3,41 / BS 4,41 | Gls Cff | *b*† 2 1/16 | CL 5,38 | 1935 10mo *Lloyd's SA & CP* | Lithgows Ld. Port Glasgow | Ayrshire Navigation Co. Ld. (Mungo Campbell & Co. Ld. *Mgrs.*) / *Cell D B* 374' 1608*t* | 433·2 \| 58·2 \| 25·6 / F 37' FK / ( / 7 " 2nd " ) / *Topside tanks (P. & S.)* 214' 6 / 72*t MT* 23' 10 | | | Glasgow British / 8 *B Hpt Asp* / *Coll to Sh dk* HS 5720 FD / 14*t FPT* 400*t APT* 175*t* | T. 3 Cy. 22½", 36" & 65"–48" (*s*) 220 lb 415 NHP / 2 SB (Spt), 6*cf*, GS 103, Rankin & Blackmore Ld Grk | 29 " 0 / s 3 " 8½ / 25 " 6 | |
| 82253 144913 MKDQ | **River Humber** ss Bel. No. 3-11,31 / *Mchy. Aft* *Well deck* ss Bel. No. 2-39 / *Cargo battens not fitted* 1 *Dk (Stl)* | 351 235 137 | ✠ 100 A1 12,39 / LMC 12,39 | Bel | *e* | CL 11,39 | 1920 8mo *Lloyd's SA & CP* | Hepples (1919), Ld. South Shields | C. Neill, Ld. | 135·0 \| 23·3 \| 9·7 / Q 46' B 9' F 22' BK 7' | | | Bristol British / 3 *B H Cem* / *FPT* 45*t* | C. 2 Cy. 17" & 34"–24" (*s*) 130 lb 65 RHP / 1 SB, *2pf*, GS 35, HS 1219 / Shields Eng. Co. Ld. N. Shl. | 10 " 6 / s " 6½ / 10 " 7 | |
| 82254 165909 GZRM | **River Lugar** D.F. E.S.D. 1 *Dk* & *Shelter dk* / *Cruiser Stern* / *Longitudinal framing at upper dk* | 5423 4812 3152 | ✠ 100 A1 *with freeboard* 12,~~10~~ ~~10~~ ✠ LMC 8,37 | Gls | *b*† 2 1/16 | CL 1,39 | 1937 8mo *Lloyd's SA & CP* *Cell D B* 317' 1431*t Topside tanks* | Lithgows Ld. Port Glasgow | Ayrshire Navigation Co. Ld. (Mungo Campbell & Co. Ld. *Mgrs.*) / *tanks in way of tunnel* / *nks (p. & s.)* 297' 970 | 441·0 \| 58·2 \| 25·6 / 457·9 (O.L.) / F 39' FK / 375*t DT f* 19' 804*t* ( / *t FPT* 286*t APT* 150*t* | | | Glasgow British / 8 *B Hpt Cem* / *pt Asp* / *Coll to Sh dk* 7 " 2nd, " | T. 3 Cy. 21½", 36" & 63"–42" & LP turbine with DR gearing & hydraulic coupling / 220 lb (*s*) FD 392 NHP / 2 SB (Spt), 6*cf*, GS 98, HS 4646 / Rankin & Blackmore Ld Grk | 29 " 0 / s 3 " 9 / 25 " 5½ | |
| 82255 ~~144147~~ MPMS | **River Tyne** (*ex* Mary II–37, *ex* Islington–35, *ex* Sherburn) ss Bel. No. 3-5,33 / ss Rou. No. 1-37 / Wireless 1 *Dk (Stl)* / *Cargo battens not fitted* | 1525 1322 829 | ✠ 100 A1 10,39 / BS 10,39 ✠ LMC 4,37 | Pir | *p* | CL ~~4,38~~ 11,39 | 1920 3mo *Lloyd's SA & CP* | Ouse S.B. Co. Ld. Hook, nr. Goole | ~~Sonny S.S. Co. Ld.~~ / *Cell D B* 182' 303*t FPT* | 240·2 \| 36·1 \| 19·1 / B 52' F 23' FK / 79*t APT* 54*t* | | | ~~London~~ British / 4 *B H Cem* / Earle's Co. Ld. Hull | T. 3 Cy. 18", 30" & 50"–33" (*s*) 180 lb 172 NHP / 2 SB, *6cf*, GS 99, HS 2886 | 21 " 3 / s 2 " 10 / 18 " 7 | |
| 82256 137898 VGRL | **Riverton** (*ex* L.C. Waldo) *Mchy. Aft* D.F. Gy C. 1 *Dk 2 tr B* | 4423 4262 2684 | | | | | 1896 | F.W. Wheeler & Co. W. Bay City | Colonial Steamships, Ld. (R. Scott Misener, *Mgr.*) | 451·0 \| 46·6 \| 23·1 / len 05 / *WB* | | | Toronto British | T. 3 Cy. 23", 37½" & 63"–44" NB 16 263 NHP / F W Wheelr & Co W Bay City | | R |
| 82257 131382 MDQC | **Riverville** (*ex* Elizabetta–34, *ex* Lord Bacon) ss Bkn. No. 3-2,25 / *Mchy. Aft* ss Bwg No. 2-34 / 1 *Dk (Stl)* | 335 244 130 | ✠ ... 3,38 | Brw | *f* | | 1911 9mo | G. Brown & Co. Greenock | John S. Monks Ld. | 142·1 \| 24·1 \| 9·9 / Q 83' F 26' FK / *FPT* 31*t APT* 28*t* | | | Liverpool British / 3 *B H Cem* | C. 2 Cy. 15 15/16" & 36"–24" 70 RHP / 1 SB, *3pf*, GS 52, HS 1370 / Gauldie, Gillespie & Co. Gls. | 10 " 10 | |
| 82258 KZAD | **Rizal** / *Oil Eng.* / Wireless 1 *Dk* | 576 443 370 | ✠ ... 7,32 | | | | 1930 8mo | Hong K'ng & Whampoa Dock Co. Ld. Hong Kong | La Naviera Filipina Inc. | 171·3 \| 29·2 \| 11·4 / F 21' FK | | | Cebu, P.I. Utd. States *WB* | Oil Engines 2 S.C.SA / 6 Cy. 18⅜"–22 7/16" 188 NHP / Akt. Atlas Diesel Stockholm | 12 " 7 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Inscription de cote. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82259 161481 VWHF | **Rizwani** Ⓟ | *ss*Bom.No.2–38 D.F. | 5448 4689 3329 | ✝100A1 *with freeboard* 10,40 12,80 BS10,38 ✝LMC8,38 11,40 | Bom | *a*† | CL 12,39 | 1930 8mo *Lloyd's* | Lithgows Ld. PortGlasgow | MogulLineLd. *IntermediateBH d* *CellDB355'1191t* | 409·5 \| 54·0 \| 26·7 F49′ FK *ispensed with Coll* *FPT109t APT53t* | | | Bombay British *ptCem ptAsp* *BH to Sh dk* 5 „ „ *2nd* „ | T.3Cy.26½″,44″&74″–51″ (*s*) 200lb *110lb* 541NHP 3SB *9cf*, GS185, HS7626 FD Rankin&Blackmre,Ld.Grk | 29 ″ 3 s 3 ″ 6½ 25 ″ 11½ | |
| 82260 LERY | **Roald Jarl** | 1*Dk* | 1404 1235 810 | | | | | 1913 | Trndhjms Mek.Vœrks Trondheim | DetNordenfjeldske Dampskibsselskab | 253·3 \| 38·5 \| 15·4 P22′B86′F34′ | | | Tr'ndheim Norwegian *WB* | T.3Cy.18″,29″&50″–33″ Trondhjems 144NHP M.V.Trondheim | | N |
| 82261 219519 KQXV | **Roanoke** *ss*N.Yk.No.1–40 *ss*N.Yk.No.3–2,36 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing* | | 6425 6126 3964 | ✝100A1 11,40 BS11,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,20 | NYk ✝LMC MS7,39 | *a*† | CL ~~N12,37~~ 11,40 *F.P. above* | 1920 2mo | TexasS.S. Co. Bath,Me. A&CP | TheTexas Company *Cell* | 416·8 \| 56·1 \| 31·1 P107′B35′F33′ FK 50° F. *DBuE&B64′209t FPT229t APT130t* | | | Wilmgton (Del.) Utd.States 16*BHCem* | T.3Cy.27″,44″&74″–51″ (*s*) 200lb HS9969 FD 556NHP 3WaterTubeBoilers (Spt.) H.G.TroutCo.Buffalo,NY | 32 ″ 10 s 6 ″ 3 26 ″ 10 | |
| 82262 218438 KINK | — Ⓟ (*ex*LakeGlasco–32) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. Sub.Sig. | | 2606 2237 1612 | ✝ ... 4,22 ✝ | | | | 1919 10mo | Detroit S.B.Co. Wyandotte | Merchants& MinersTranspn. Co. | 251·0 \| 43·6 \| 26·1 P25′B64′F23′ FK | | | Baltimore Utd.States *WB* | T.3Cy.21″,35″&59″–42″ 352NHP DetroitS.B.Co.Detroit | 28 ″ 2 | R † |
| 82263 167459 MDXS | **Robert** 1*Dk* | | 1272 971 720 | Shl Examined L.B. 2,41 BS2,41(186lb) | | | OG 2,41 | 1924 | Howaldts-werke Kiel | Ministry of Shipping(France. Fenwick Tyne& WearCo.Ld *Mgrs*) | 238·0 \| 37·2 \| 13·7 P16′Q71′B98′F30′ | | | ~~Copenhagen~~ ~~Danzig~~ London *WB* British | T.3Cy.16½″,27½″&43½″–25½″ 95NHP Howaldtswerke,Kiel | | G |
| 82264 203108 WOLP | **Robert B. Wallace** (*ex*E.J.Earling) D.F. GyC. *Mchy.Aft* Sub.Sig. 1*Dk* | | 6657 — 5140 | | | | | 1906 | Superior S.B.Co. Superior,Wis. | TheWilsonTransit Co. | 535·5 \| 55·0 \| 31·0 *WB* | | | Wilmgton (Del.) Utd.States | T.3Cy.23½″,38″&63″–42″ 257NHP DetroitS.B.Co.Detroit | | R |
| 82265 221344 | **Robert Barnes Fiertz** (*ex*I.L.I.103–36, *ex*Interwaterways LineIncorporated 103–32) *Mchy.Aft* | TwinSc *OilEng.* *ss*N.Yk.No.3–3,32 *ss*Bal.No.1–26 *ss*N.Yk.No.2–40 1*Dk* | 1040 956 797 | ✝ A1 *Self-propelled Barge* 1,40 ~~LMC(M11,40)~~ *For service between New York Chicago & Montreal via Erie & Welland Canals & for coastwise service between Boston, Mass. & Philadelphia, Pa. via. Chesapeake & Delaware Canal from 1st April to 30th November.* | NYk LMC 4,40 | | 1,40 *York Chicago* | 1921 6mo | McDougall DuluthSBCo. Duluth,Minn A&CP | Erie&St.Lawrence Corporation *Side tanks f12′23t FPT30t* | 254·0 \| 36·0 \| 14·0 FK | | | NewYork Utd.States 9*BHCem* *APT13t* | Oil Engines 2S.C.SA 12Cy.10″–12½″ 211NHP NE8,27 FairbanksMorseCo.Beloit, Wis. | 14 ″ 0 | |
| 82266 DJZY | **Robert Bornhofen** (*ex*MountOssa–39, *ex*TowerCrown–37, *ex*Bothwell–34,*ex*WarBeryl) *Cruiser Stern* | *ss*Fal.No.3–3,34 *ss*Rot.No.1–38 1*Dk(Stl)* *&Shelter dk(Stl)* | 6643 — 4041 | ✝ 4,39 | Rot | *a*† | | 1919 4mo | W.Doxford &Sons,Ld. Sunderland | R.Bornhofen *CellDB366'1334t* | 414·3 \| 55·4 \| 34·2 F *on Shelter dk* 36′ FK *DTa27′1019t FPT148t APT292t* | | | Hamburg German *ptCem* (6*BHto Sh dk* 2 „ „ *U* „) | T.3Cy.27″,44″&73″–48″ 596NHP 3SB,*12cf*,GS230,HS9525 W.Doxford&Sons,Ld.Sld. | 29 ″ 0 | |
| 82267 221663 KDVE | **Robert E. Hopkins** *ss*N.Yk.No.3–4,33 *Mchy.Aft* *ss*Bal.No.1–37 D.F. 2*Dks(Stl)&Web frames* *Longitudinal framing* | | 6625 6058 4117 | ✝100A1 9,40 ~~2,40~~ ✝LMC MS6,37 BS~~10,50~~ 9,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21 | NYk | *a*† | CL N4,40 *F.P. above* | 1921 10mo | Merchant S.B.Corp. Chester,Pa. A&CP | TideWater AssociatedOilCo. *CellDBuE&B* 60′236t *DTf43′750t* | 424·4 \| 58·2 \| 32·9 P128′B25′F41′ FK 150° F. *FPT228t APT178t* | | | Wilmgton (Del.) Utd.States 16*BHptCem* (9 „ *to U dk* 7 „ „ *2nd* „) | T.3Cy.27″,45″&75″–51″ (*r*) 210lb 584NHP 3SB,*9cf*,GS185,HS8331 FD NewYorkSBCoCamdn.NJ | 33 ″ 0 s 6 ″ 7½ 26 ″ 6½ | |
| 82268 224339 WTCH | **Robert E. Lee** Ⓟ Sub.Sig. *Fitted for oil fuel* D.F. GyC. 4*Dks* | | 5184 — 3167 | | | | | 1924 | NwprtNws S.B.&D.D.Co Nwport News | EasternS.S.Lines Inc. | 375·5 \| 54·0 \| 29·7 *WB* | | | NewYork Utd.States | 2SteamTurbinesSRgeared to 1 Sc. Shaft NewportNewsS B&DD.Co. | | R |
| 82269 163409 GWML | **Robert F. Hand** *Mchy.Aft* D.F. GyC. 1*Dk(Stl)*2*nd dk(Stl)* *of cargo tanks* 3*rd dk(Stl) aft of* *Longitudinal framing* *cargo tanks* *Web frames* *Cruiser Stern* | TwinSc *OilEng* *ss*Nwc.No.1–37 | 12197 11476 6626 | ✝100A1 2,41 ~~4,40~~ ✝LMC DBS~~4,40~~ 2,41 *Carrying Petroleum in bulk* | Gls NYk CS8,38 6,39 | | CL 6,39 | 1933 10mo *Lloyd's* | Frd.Krupp Germaniawft A.G. Kiel | Anglo–American OilCo.Ld.(R.A. Carder,*Mgr.*) *CellDBuE* *DTs* | 522·5 \| 70·3 \| 38·7 *aft* B55′B40′F39′ FK 77′228t *f53′2318t FPT285t* | | | London British 16*BHptCem* *ptAsp* | Oil Engines 2S.C.SA 12Cy.23½″–45½″ 1165NHP 2DB(*a*)*200lb* 2DB(*f*)*105lb* Fr.KruppGermaniawftAG | 38 ″ 9 s 8 ″ 6½ 30 ″ 5½ | |
| 82270 111129 | **Robert Fulton** *Mchy.Aft* 1*Dk2trB* | | 3801 — 2680 | | | | | 1896 | Detroit Dry Dock Co. Wyandotte | PittsburghS.S.Co. | 424·6 \| 45·8 \| 27·8 *WB* | | | D'luth,Min Utd.States | T.3Cy.24″,38″&64″–42″ NB18 266NHP DryDockE.Works,Detroit | | R |
| 82271 206288 | — Ⓟ **Pad** 2*Dks&shade dk* | | 2168 — 1344 | | | | | 1909 | NewYork S.B.Co. Camden.N.J. | HudsonRiverDay Line | 337·0 \| 42·0 \| 11·5 2*Promenade decks* | | | NewYork Utd.States | B.1Cy.75′–144′ 519NHP *Emade87refitted09* W.&A.Fletcher,N.Yk. | | |
| 82272 237703 WNUN | **Robert H. Colley** D.F. E.S.D. *Fitted for oil fuel* Gy.C *Cruiser Stern* 1*Dk(Stl)*2*nd dk fwd.* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing-bracketless system* *pt electrically welded* | | 11651 — 7258 | | | | | 1938 | SunS.B.& DryDockCo Chester,Pa. | AtlanticRefining Co. | 523·5 \| 70·2 \| 39·8 P104′B35′F43′ | | | Phildlphia Utd.States | I steam turbine connected to electric motor & sc. shaft GeneralElectricCo. Schenectady,N.Y. | | R |
| 82273 226175 WPBA | **Robert Hobson** *ss*Cgo.No.2–38 ~~*ss*Clv.No.1–38~~ *Mchy.Aft* 1*Dk(Stl)&Web frames* D.F. GyC. *Cargo battens not fitted* *Longitudinal framing at bottom and at dk* | | 8024 7643 6315 | ✝100A1 5,39 ~~12,38~~ ~~MNLR 12,38~~ ✝LMC *For service on the Great Lakes* BS3,41 | Clv Cgo | | 4,40 | 1927 3mo *Lloyd's* | American S.B.Co. Lorain,O. | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) *CellDBuE&B56′242t CellDB&side* *tanks in way of holds* | 586·3 \| 60·2 \| 27·9 F48′ FK 471′7934t *FPT471t APT68t* | | | Wilmgton (Del.) Utd.States 3*BH* | T.3Cy.24½″,41″&65″–42″ (*s*) 200lb HS7965 493NHP 3 Water Tube Boilers FD AmericanS.B.Co.Lorain,O | 32 ″ 0 | |
| 82274 127583 KFNU | **Robert J. Paisley** (*ex*J.E.Savage–32, *ex*ThomasBritt,*ex*Christopher) *Mchy.Aft* D.F. | (*Self-Unloader*) 1*Dk2trB* | 4260 — 3137 | | | | | 1901 | Superior S.B.Co. W.Superior | MorrowS.S.Co. (ValleyCampS.S. Co.*Mgrs.*) | 410·0 \| 48·0 \| 24·0 | | | Wilmgton (Del.) Utd.States *WB* | T.3Cy.22″,35″&58″–42″ 218NHP NB18*refitted29* SuperiorS.B.Co. | | R |
| 82275 147366 GMDS | **Robert L. Holt** *ss*Liv No.3–7,38 D.F. 2*Dks(Stl) Wthr dk* teak s | | 2918 2630 1793 | ✝100A1 *with freeboard* 2,41 MBS2,41 ✝LMC7,38 DBS12,39 | Liv | *t* | CL 2½ ~~4,01~~ 7,40 | 1926 4mo *Lloyd's* | Smith's DockCo.Ld. Middlesbro' | J.Holt&Co. (Liverpool),Ld. *Cell DB263'520t* | 310·0 \| 44·6 \| 24·3 F29′ FK *FPT50t APT26t* | | | Liverpool British *Cem* 6*BHto W dk* | T.3Cy.21½″,35″&59″–39″ (*s*) 180lb *100lb* 256NHP 2SB(Spt)*9cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb. | 26 ″ 4 s 6 ″ 6½ 20 ″ 2½ | |
| 82276 212078 WOLQ | **Robert L. Ireland** *Mchy.Aft* D.F. GyC. | 1*Dk&Web frames* *Longitudinal framing* | 6387 — 4899 | ✝ ... 9,20 ✝ | | | | 1914 4mo | American S.B.Co. Lorain,O. | TheWilsonTransit Co. | 504·0 \| 54·0 \| 30·0 F43′ FK | | | Wilmgton (Del.) Utd.States *WB* | T.3Cy.22½″,36″&60″–42″ 318NHP American S.B.Co.Lorain,O. | 30 ″ 0 | R † |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Remarks. Letters. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L. R. Date of R. of T. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82277 Robert Luckenbach Twin Sc<br>219776 (*ex* Eastern Merchant) *ss* Bos. No. 3–9, 31<br>KUKS *ss* Bos. No. 2–39<br>D.F. GyC. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) | 6461<br>—<br>3998 | ✠ 100 A1<br>*Shelter dk*<br>*with freeboard*<br>11,10~~3,10~~<br>~~BS11,39~~ ✠ LMC1,39<br>*Fitted for oil fuel* 1 2,1 | Sea | *c*† | CL<br>s1,39<br>P2,40<br>BS11,40<br>9 *F.P.* | 1919<br>12mo | Asano S.B.Co. Tsurumi A&CP | Luckenbach S.S. Co. Inc.<br>*Cell D B* 386′ 1401*t*<br>*tanks* 18′ 272*t* | 445·0 \| 58·0 \| 40·1<br>*'tween dk*<br>*F P T* 88*t A P T* 35*t*<br>FK | New York<br>Utd. States<br>*Cem* | T. 6 Cy. 22″, 36½″ & 61″–48″ (*s*)<br>200lb 703 NHP<br>4 SB *H to Shdk*<br>3 „ „ *U* „<br>4SB,*12cf*,GS233,HS9835 FD<br>Kubota Iron Works, Osaka | 32 ″ 1<br>s 4 ″ 8½<br>27 ″ 6 | |
| 82278 Robert Mærsk<br>166210 *Oil Eng.*<br>~~OMHR~~ D.F. E.S.D. 1 *Dk* & *Shelter dk*<br>GNKG *Cruiser Stern* | 2290<br>1994<br>1346 | ✠ 100 A1<br>*with freeboard*<br>11,10~~1,10~~ ✠ LMC2,37<br>DBS5,41 | Bos Gls | *u* | CL<br>1,40 | 1937<br>2mo | Odense Staalskibsvft ved A P Møller<br>Odense<br>*Lloyd's SA&CP* | Ministry of Shipping (The Clan Line Steamers, Ltd. (Cayzer, Irvine & Co. Ltd.) *Mgrs.*)<br>*Cell D B* 282′ 838*t* | 327·2 \| 46·2 \| 17·9<br>341·7 (O.L.)<br>FK<br>*F P T* 51*t A P T* 101*t* | Dundee British<br>*5 B H*<br>*Coll to Sh dk*<br>4 „ 2*nd* „) | Oil Engines 4S.C.SA<br>6Cy.24⅜″–51⅜″ 355NHP<br>DB *100lb*<br>Akt. Burmeistr & Wain, Cpn | 20 ″ 6<br>s ″ 9<br>19 ″ 11 | |
| 82279 Robert Müller VI Twin Sc<br>D.F. *Oil Eng.*<br>DJRN *Mchy. Aft* 1 *Dk*<br>*Cruiser Stern* | 399<br>354<br>257 | | | | | 1936 | Ottensener Eisenwerk A.G. Hamburg | Robert Müller | 166·3 \| 26·8 \| 9·8 | Hamburg German *WB* | Oil Engines 2S.C.SA<br>12Cy.8¼″–10¼″ 145NHP<br>Gebr. Sulzer A.G. Ldwgshfn | | G |
| 82280 Robert Müller VII<br>DJXC 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | 985<br>784<br>480 | | | | | 1938 | Ottensener Eisenwerk A.G. Hamburg | Robert Müller | 214·4 \| 32·1 \| 13·2<br>P53′ B31′ F19′ | Hamburg German *WB* | Oil Engines 2S.C.SA<br>6Cy.14⅜″–26″ 210NHP<br>Sulzer Bros. Ld. Winterthur | | G |
| 82281 Robert Müller VIII<br>DKAV 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | 986<br>784<br>477 | | | | | 1938 | Ottensener Eisenwerk A.G. Hamburg | Robert Müller | 214·4 \| 32·1 \| 13·2<br>P53′ B31′ F19′ | Hamburg German *WB* | Oil Engines 2S.C.SA<br>6Cy.14⅜″–26″ 210NHP<br>Sulzer Bros. Ld. Winterthur | | |
| 82282 Robert Sauber (*ex* Rotherhill)<br>*ss* Cff. No. 3–9, 28<br>DHUF D.F. 1 *Dk* (*pt Irn* & *pt Stl*) | 2515<br>2177<br>1483 | ✠<br>12,25 | Cff | *s* | | 1910<br>6mo | Richardsn, Duck & Co. Stockton | Sauber & Co.<br>*Cell D B a* 104′ *u E* 22*f* | 302·1 \| 42·5 \| 20·1<br>P23′ B55′ F25′<br>FK<br>*f* 114′ 625*t F P T* 116*t A P T* 132*t* | Hamburg German<br>5 *B H Cem* | T. 3 Cy. 22½″, 37″ & 61″–42″<br>GS148, HS5542 313NHP<br>2SB & 1 Aux SB, *6cf* & *2pf*,<br>Blair & Co. Ld. Stockton | 22 ″ 5 | G<br>† |
| 82283 Robert W. E. Bunsen<br>111294<br>*Mchy. Aft* GyC. 1 *Dk* | 4473<br>—<br>2815 | | | | | 1900 | Chicago S. B. Co. Chicago | Pittsburgh S.S. Co. | 439·0 \| 50·2 \| 25·3 | D'luth Min Utd. States *WB* | Q.4Cy.20½″, 30″, 43½″ & 63″–42″ 257NHP<br>Chicago S.B.Co. Chicago | | |
| 82284 Robert W. Pomeroy<br>147076<br>VCNW *Mchy. Aft* 1 *Dk* | 1750<br>1576<br>1007 | | | | | 1923 | Earle's S.B. & Eng. Co. Ld. Hull | Upper Lakes & St. Lawrence Trans-portation Co. Ld. (G.C. Leitch, *Mgr.*) | 253·0 \| 43·2 \| 17·8<br>F35′ | S Cathrnes Ont. British *WB* | T. 3 Cy. 16″, 27″ & 44″–33″ 111NHP<br>Earle's SB & Eng Co Ld Hull | | C |
| 82285 Robert W. Stewart<br>227263 *Fitted for oil fuel*<br>*Mchy. Aft* 1 *Dk*<br>D.F. GyC. *Longitudinal framing*<br>*Carrying Petroleum in bulk* | 4161<br>—<br>3025 | | | | | 1928 | American S.B. Co. Lorain, O. | Standard Oil Co. (Indiana) | 380·3 \| 52·0 \| 25·0 | Chicago Utd. States | T. 3 Cy. 23½″, 38″ & 63″–40″ 250NHP<br>American S.B. Co. Lorain, C. | | R |
| 82286 Roberval (*ex* Savoy–37)<br>104887 *ss* Mtl. 3rd No. 3–10, 29<br>*Mchy. Aft* 1 *Dk* (*Stl*) | 348<br>313<br>184 | ✠ ——<br>9,36 | Qbc | *e* | | 1895<br>3mo | Montrose S.B. & E. Co. Ld. Montrose | Cie. de Navigation Saguenay et Lac St. Jean, Ltée. | 129·9 \| 25·2 \| 11·5<br>F15′ BK 7′ *D B f* 72′ | Quebec British<br>3 *B H Cem*<br>88*t A P T* 7*t* | C. 2 Cy. 15″ & 32″–24″ 53RHP<br>1SB, *2pf*, GS33, HS930<br>Hall-Brwn, Buttery & C. Gls | 13 ″ 11 | |
| 82287 Robin Adair<br>219473 *Fitted for oil fuel*<br>KOVM D.F. 2 *Dks* & *Shelter dk* | 6895<br>6531<br>4267 | ✠ ...<br>8,21 | | | | 1920<br>1mo | Skinner & Eddy Corp. Seattle, Wash | Seas Shipping Co. Inc. | 424·8 \| 55·2 \| 33·4<br>FK | New York Utd. States *WB* | DR Geared Steam Turbine 637NHP<br>General Electric Co. Schenectady, N.Y. | 36 ″ 0 | R<br>† |
| 82288 Robin Goodfellow<br>219569 *Fitted for oil fuel*<br>KUBN D.F. 2 *Dks* & *Shelter dk* | 6885<br>6531<br>4260 | ✠ ...<br>9,21 | | | | 1920<br>2mo | Skinner & Eddy Corp. Seattle, Wash | Seas Shipping Co. Inc. | 424·8 \| 55·2 \| 33·4<br>FK | New York Utd. States *WB* | DR Geared Steam Turbine 637NHP<br>General Electric Co. Erie, Pa. | 36 ″ 0 | R<br>† |
| 82289 Robin Gray<br>219511 *Fitted for oil fuel*<br>KOXT D.F. 2 *Dks* & *Shelter dk* | 6896<br>6531<br>4267 | ✠ ...<br>9,21 | | | | 1920<br>1mo | Skinner & Eddy Corp. Seattle, Wash | Seas Shipping Co. Inc. | 424·8 \| 55·2 \| 33·4<br>FK | New York Utd. States *WB* | DR Geared Steam Turbine 637NHP<br>General Electric Co. Erie, Pa. | 36 ″ 0 | R<br>† |
| 82290 Robin Hood<br>219436 *Fitted for oil fuel*<br>KOTM D.F. 2 *Dks* & *Shelter dk* | 6887<br>6532<br>4263 | ✠ ...<br>8,21 | | | | 1919<br>12mo | Skinner & Eddy Corp. Seattle, Wash | Seas Shipping Co. Inc. | 424·8 \| 55·2 \| 33·4<br>FK | New York Utd. States *WB* | DR Geared Steam Turbine 637NHP<br>General Electric Co. Schenectady, N.Y | 36 ″ 0 | R<br>† |
| 82291 Robina (P) Twin Sc<br>135726 *ss* Bel. 2nd No. 3–2, 38<br>1 *Dk* | 306<br>242<br>121 | ✠ A–<br>7,39<br>BS2,39 ✠ LMC2,37<br>*For service in Belfast Lough* | Bel | | OG<br>2,37 | 1914<br>5mo | Ardrossan DD & SB Co Ld Ardrossan | ~~W.T. McCalla~~<br>Ulster Steam Tender Co. Ld | 159·6 \| 26·1 \| 8·8<br>B63′<br>FK | Belfast British<br>5 *B H Asp* | T. 6 Cy. 10½″, 17″ & 28″–18″ (*s*)<br>160lb 79RHP<br>1SB, *3cf*, GS52, HS1927 FD<br>McKie & Baxter, Glasgow | 9 ″ 6<br>— | |
| 82292 Robur VII Twin Sc<br>1 *Dk* | 895<br>856<br>441 | ✠ 100 A1<br>9,38<br>✠ LMC11,37<br>*For bunkering & coal shipment service at Gdynia, Danzig & the Bay of Danzig* | Gdy | | | 1937<br>11mo | N.V. Werf. "Gusto" v/h A.F. Smulders Schiedam | "Polskarob" Polsko Skandynawskie Towarzystwo Transportowe S.A. | 169·3 \| 42·1 \| 17·8<br>*43·3*<br>184·6 (O.L.) FK<br>244·5 (O.L. *Incl. elevator*)<br>*Wing tanks aft* 96*t* | Gdynia Polish<br>5 *B H Cem*<br>*A P T* 15*t* | T. 6 Cy. 10⅝″, 17 5/16″ & 29½″–13⅜″ 185lb (*s*) 96NHP<br>1SB, *3cf*, GS61, HS1808<br>N.V. Werf "Gusto" v/h A.F. Smulders, Schiedam | 15 ″ 3 | |
| 82293 Rochester<br>220133 *ss* Bal. No. 3–12, 32<br>KUTZ ~~*ss* NYk. No 2–11 *ss* Bal. No 1, 27~~<br>*Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames*<br>D.F. GyC. *Longitudinal framing* | 6836<br>6427<br>4221 | ✠ 100 A1<br>1,41 ~~2,40~~ 1,41<br>~~BS2,40~~ ✠ LMC1,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,20 *F.P. above* 150° F. | NYk | *b*† | CL<br>2,40 | 1920<br>6mo | Bethlehem S.B. Corp. Ld. Sprrow's Pnt. Md. | Socony-Vacuum Oil Co. Inc.<br>*Cell D B u E* & *B* 57′ 197*t D T* ~~f~~ 50′ 82*t* | 435·6 \| 56·2 \| 31·7<br>P122′ B50′ F44′ FK<br>*F P T* 97*t A P T* 74*t* | New York Utd. States<br>15 *B H pt Cem*<br>(9 „ *to U dk*<br>6 „ „ 2*nd* „) | T. 3 Cy. 27″, 47″ & 78″–48″ (*s*)<br>220lb 598NHP<br>3SB, *9cf*, GS1C5, HS8235 FD<br>Bethlehem S.B. Corp. Ld. | 33 ″ 6<br>s 6 ″ 8<br>27 ″ 0½ | |
| 82294 Rochester Castle<br>165455 *Oil Eng*<br>GZQF *Ref. Mchy.* 4 *Dks*<br>D.F. *Cruiser Stern* | 7795<br>6963<br>4736 | ✠ 100 A1<br>~~8,40~~ 10,10<br>✠ LMC5,37 | Lon<br>Liv | *d*†<br>2 7/16 | CL<br>10,40 | 1937<br>5mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's SA&CP* *Cell D Tanks* | Union Castle Mail Steamship Co. Ld.<br>*B* 335′ 1114*t* *Duct keel forward of engine* 45′ 326*t* | 457·1 \| 63·3 \| 34·3<br>474·2 (O.L.)<br>B131′ F48′ FK<br>*F P T* 46*t A P T* 126*t* | London British<br>7 *B H pt Cem*<br>*mchy. space* | Oil Engines 2S.C.DA<br>8Cy.24⅜″–55⅛″ 1642NHP<br>DB *100lb*<br>Harland & Wolff, Ld. Bel. | 37 ″ 0<br>s 8 ″ 0¼<br>29 ″ 2¼ | |
| 82295 Rochussen<br>*Fitted for oil fuel*<br>PKES 2 *Dks* & *Awng dk* | 2333<br>1918<br>1370 | | | | | 1903 | Nederl. Schps. Maats. Amsterdam | Koninkl. Paketv. Maats. | 317·0 \| 41·4 \| 21·8 | Batavia Dutch *WB* | T. 3 Cy. 23⅝″, 37″ & 63″–43 5/16″ 261NHP<br>Ned Fb. v Wrk & Spoor, Ams | | V |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned for exploit. Lettre d'équipement. | 7* De la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registre en cote, si on est dans le L.I. Dans l'ouest R.U. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82296 | **Rockabill** | | 1392 | | | | | 1931 | D&W Hendersn&Co.Ld Glasgow | ClydeShippingCo. Ld. | 271·5\|37·2\|16·7 P58'B134'F74' | | | Glasgow British WB | T.3Cy.21",34"&56"-39" 196NH D&W.Hendersn&CoLdGls. | | C |
| 161940 | | | 1104 | | | | | | | | | | | | | | |
| MPYQ | *Ref.Mchy.* *2Dks&Shelter dk* | | 568 | | | | | | | | | | | | | | |
| 82297 | **Rockcliffe Hall** | | 1900 | | | | | 1928 | Smith's DockCo.Ld Middlesbro' | HallCorporation of Canada | 253·0\|44·1\|18·5 F35' | | | Montreal British WB | T.3Cy.15",25"&40"-33" 81RH Smith'sDockCo.Ld.Mdb. | | C |
| 160709 | | | 1701 | | | | | | | | | | | | | | |
| | *Mchy.Aft* *1Dk* | | 1204 | | | | | | | | | | | | | | |
| 82298 | **Rockleaze** (*ex*MonktonCombe-39, | | 486 | ✠100A1 | Brs | *g* | CL | 1924 | GooleS.B. &RepgCo.Ld Goole | Osborn&Wallis, Ld. | 156·2\|25·6\| 9·8 Q86'B11'F23' FK | | | Bristol British | T.3Cy.13",21"&35"-24" (*s*) 180lb 84RH 3*BHCem* | 12 " 0 s4 " 6¾ | |
| 14724 | *ex*Goldcrest-34, *ss*Brs.No.3-11,36 | | 309 | 1,11~~12,38~~ | | | | 4mo | | | | | | | | | |
| MLWJ | *ex*Glynconwy) *1Dk(Stl)* | | 196 | ✠LMC1,41 | | | 12,40 | *Lloyd's* | *SA&CP* | *CellDB* | *B* 89'115*t* *FPT*37*t* | | | *APT*25*t* | 1SB,*3cf*,GS51,HS1566 W.Beardmore&Co.Ld.Gls. | 11 " 9¾ | |
| | *Mchy.Aft* *Well deck* *ss*Brs.No.1-41 | | | ~~Mchy.36~~ BS10,~~32~~ | | | | | | | | | | | | | |
| 82299 | **Rockpool** | | 4892 | ✠100A1 | Cff | *z* | CL | 1927 | W.Gray& Co.Ld. WHartlepool | PoolShippingCoLd (SirR.Ropner&Co. Ld. *Mgrs.*) | 405·1\|53·5\|26·5 417·7(O.L.) | | | W.Hartlpl British | T.3Cy.25½",40"&71"-48" (*s*) 180lb HS7614 505NHP | 29 " 5 s 4 " 9 | |
| 139247 | *ss*Cff.No.3-7,39 ~~*ss*Swn.No.2-35~~ | | 4614 | 9,40 ~~7,38~~ | Hpl | | ~~6,38~~ | 11mo | | | P30'B229'F41' FK | | | 6*BHCem* | 3SB(Spt),*9cf*,GS172 FD | 24 " 11¼ | |
| GNKM | D.F. *1Dk(Stl)* | | 3039 | ✠LMC1,40 | | | 9,40 | *Lloyd's* | *SA&CP* | *CellDB* | 359'1402*t* *FPT*188*t* | | | *APT*190 | Cen.Mar.Eng.Wrks.WHpl | | |
| 82300 | **Rockville** (*ex*Orenie-32) | | 481 | ✠ —— | Apl | *g* | | 1922 | R.Cock& Sons,Ld. Appledore | JohnS.Monks,Ld. | 150·0\|25·7\|12·0 Q83'B9'F24' FK | | | Liverpool British | T.3Cy.13",22"&34"-22½" 72RH 3*BHCem* | 12 " 9 | |
| 144725 | *Mchy.Aft* *ss*Apl.No.1-27 | | 335 | 5,32 | | | | 12mo | | | | | | | 1SB,*2cf*,GS38,HS1271 | | |
| MLKF | *Well deck* *1Dk(Stl)* | | 189 | ✠ | | | | | | | | | | *FPT*10*t* | Plenty&Son,Ld.Newbury | | |
| 82301 | **Rockwood** (*ex*JayA.Pearson-35, | | 1290 | | | | | 1899 | F.W. Wheeler W.BayCity, Mich. | Tri-LakesS.S.Co. | 220·0\|40·0\|14·0 P80'F42' | | | Detroit, Mich. Utd.States WB | T.3Cy.17",28"&47"-36" 133NHP F.W.Wheeler,W.BayCity | | |
| 77362 | *ex*Cordova,*ex*Vindal, (*Self-Unloader*) | | — | | | | | | | | | | | | | | |
| WDFW | *ex*Mooremack,*ex*JesseSpalding) | | 985 | | | | | | | | | | | | | | |
| | *Mchy.Aft* *1Dk* | | | | | | | | | | | | | | | | |
| 82302 | **Roda** Ⓟ (*ex*LosAngeles-35) | | 6780 | | | | | 1928 | Deutsche Werft Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 432·4\|59·1\|27·3 *Upper*F32' | | | Hamburg German WB | Oil Engines 2S.C.DA 5Cy.27⅞"-47½" 1316NHP Maschfbk.Augsburg-Nürnberg,Augsburg | | G |
| | *Oil Eng.* | | 5479 | | | | | | | | | | | | | | |
| DIDA | *Ref.Mchy.* Sub.Sig. *2Dks* | | 4057 | | | | | | | | | | | | | | |
| | D.F. E.S.D. *CruiserStern* | | | | | | | | | | | | | | | | |
| 82303 | **Rodas** TwinSc | | 3176 | ✠100A1 | Cco | *v* | CL | 1937 | NVNederl. Dok.Maats Amsterdam | N.V.Curacaosche Scheepv.Maats. | 336·6\|56·2\|15·1 348·3(O.L.) | | | Willem-stad Dutch | T.6Cy15⅝",25"&40,3⅛"-27⅞" 180lb 366NHP 2WTB HS6520 FD | 14 " 9 s 1 " 4½ | |
| | | | 2273 ~~3,10~~ 2,40 1,41 | BS10,40 | | | 10,40 | 8mo | | | | | | | | | |
| PJCK | *Mchy.Aft* *1Dk* | | 1554 | ~~Mchy.36~~ ✠LMC8,37 | | | | | | | P92'*Trunk*203'F39' FK | | | 10*BHptCem* | N.V.Nederl.Dok.Maats. Ams. | 13 " 6½ | |
| | *Longitudinal framing at bottom in centre tanks and in trunk* | | | *CarryingPetroleum in bulk* | | | | *Lloyd's* | *SA&CP* | | | | | *ptAsp* | | | |
| | | | | *Fitted for oil fuel* 8,37 | | | *F.P. above* | 150°F. | | *CellDBuB*14'20*t* | *FPT*123*t* *APT*105*t* | | | | | | |
| 82304 | **Rod-el-Farag** Ⓟ (*ex*Chindwin-38) | | 6842 | | | | | 1910 | W.Denny &Bros. Dumbarton | SociétéMisr de Navigation Maritime | 445·5\|55·2\|28·6 P61'B149'F42' | | | Alexndria Egyptian WB | T.3Cy.28½",46½"&76"-60" 447NHP Denny&Co.Dumbarton | | C |
| 81 | *Fitted for oil fuel* | | 5445 | | | | | | | | | | | | | | |
| SUDN | D.F. E.S.D. *2Dks* | | 4265 | | | | | | | | | | | | | | |
| 82305 | **Rodi** Ⓟ | | ~~3334~~ | | | | | 1928 | Stabilmnto Tecnico Trieste | ~~"Adriatica."~~ ~~Soc.Anon.diNav.~~ Ministry of Shipping | ~~331·9\|44·8\|21·8~~ 314·9 \|21·3 P&B222'F64' | | | ~~Basl~~ ~~Italian~~ Malta WB British | Oil Engines 2S.C.DA 5Cy.25⅞"-45½" 1103NHP NE38 ~~NE20~~ SocAn"Fiat"S.G.M.Turin | | + |
| 159780 | *Oil Eng.* | | 2174 | | | | | | | | | | | | | | |
| VRVW | *2Dks* | | 1843 | | | | | | | | | | | | | | |
| 82306 | **Rodina** (*ex*Alkaid,*ex*Tenbergen) | | 4441 | ✠ | Rot | *y* | | 1922 | N.V. Lobithsche Scheepsb.My Lobith | U.S.S.R. | 385·0\|50·3\|26·4 P31'B242'F37' FK | | | Russian 6*BHptCem* | 2 Steam Turbines DR geared to 1 Sc. Shaft 439NHP | 29 " 0 | |
| | *ss*Rot.No.2-31 | | 4126 | 7,33 | | | | 9mo | | | | | | | | | |
| | *2Dks(Stl)* | | 2702 | ✠ | | | | | | *CellDB* | 333'882*t* *FPT* 106*t* | | | *APT*50*t* | 3SB,*9cf*,GS171,HS6660 BritishThomson-Houston Co.Ld.Rugby | | |
| | *(STRANDED 7,33—REFLOATED—NOW TRADING)* | | | | | | | | | | | | | | | | |
| 82307 | — Ⓟ (*ex*Eisenach-35) | | 4159 | | | | | 1922 | Vulcan-WerkeA.G. Stettin | Soc.Commerciale Bulgare deNav.à Vap. | 360·7\|51·0\|26·0 P32'B98'F41' | | | Varna Bulgarian WB | T.3Cy.22⅝",36⅝"&61⅜"-47½" 260NHP Vulcan-WerkeA.G.Stettin | | G |
| LZDF | Sub.Sig. *2Dks* | | 3784 | | | | | | | | | | | | | | |
| | | | 2535 | | | | | | | | | | | | | | |
| 82308 | **Rodney Star** TwinSc | | 11803 | ✠100A1 | Nwc | *f*† | CL | 1927 | Lithgows Ld. PortGlasgow | BlueStarLine,Ld. | 476·0\|67·3\|45·2 FK | | | London British | 4 Steam Turbines SR (*r*) geared to 2 Sc. Shafts 2D&2SB 200lb 1582NHP | 48 " 5 s 18 " 8½ | |
| 149759 | (*ex*Rodneystar) *ss*Lon.No.3-3,39 | | 8961 | *withfreeboard* | Ayn | | 8,39 | 1mo | | | | | | 9*BHptCem* | | 30 " 0 | |
| GMRT | *Ref.Mchy.* *4Dks(Stl)5th dk(Stl)* | | 7416 | 9,40 ~~8,39~~ ✠LMC | | | | *Lloyd's* | *SA&CP* | *Duct keel for ward of machinery* | | | | *24cf*,GS420,HS22896 FD | | | |
| | D.F. *inNos.1,2,3,5&6 holds* | | | MS1,39 BS2,40 | | | | | | *CellDB* | 404'1419*t* *FPT*103*t* | | | *space* 140' *APT*116*t* | ParsonsMarineSteam TurbineCo Ld.Nwc. | | |
| | E.S.D. *CruiserStern* | | | ✠Lloyd's RMC~~4,40~~ 7,40 4,41 ~~4,41~~ | | | | | | | | | | | | | |
| | | | | ✠No.4 Shelter 'tween dk & No.4 upper 'tween dk for temp 32°F. | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 1,27 | | | *F.P. above* | 150° F. | | | | | | | | | |
| 82309 | **Rodrigues Alves** Ⓟ (*ex*Acre) | | *2587* | ✠ ... | | | | 1907 | Craig,Tay-lor&Co.Ld. Stockton | LloydBrasileiro | 300·0\|40·4\|18·0 26·4 FK | | | R.Janeiro Brazilian WB | T.3Cy.25",42"&68"-45" 413NHP Blair&Co.Ld.Stockton | 27 " 6 | C |
| | *ss*Rio.No.3-4,19 | | *2389* | 1,24 | | | | 6mo | | | | | | | | | |
| PUCB | *Fitted for oil fuel* | | *1555* | ✠ | | | | | | | | | | | | | |
| | *2Dks&Awng dk* | | | | | | | | | | | | | | | | |
| 82310 | **Rodsley** | | 5000 | ✠100A1 | Sld | *a*† | CL | 1939 | Wm.Dox-ford&Sons Ld Sunderland | Thomasson ShippingCo.Ld. (Stephens,Sutton, Ld. *Mgrs.*) | 423·2\|54·2\|26·1 439·3(O.L.) | | | Newcastle British | Oil Engines 2S.C.SA 3Cy.20½"-81⅛" 388NHP | 28 " 8 s 3 " 4½ | |
| 165777 | *Oil Eng.* | | 4620 | *withfreeboard* | NSW | | 2 | 12mo | | | | | | 7*BHptCem* | 2DB*120lb* | 25 " 6 | |
| GBNB | D.F. E.S.D. *1Dk&Shelter dk* | | 3014 | 10,40 ~~12,30~~ ✠LMC12,39 | | | | *Lloyd's* | *SA&CP* | *CellDB*352' | 1174*t* *MT*32' 1236*t* | | | *Coll to Sh dk* | Wm.Doxford&Sons,Ld Sld | | |
| | *CruiserStern* | | | | | | | | | | | | | 6 „ 2nd„) | | | |
| 82311 | **Roebuck** TwinSc | | 776 | ✠100A1 | Sou | | OG | 1925 | Swan,Hun-ter&Wigham Richardson, LdNewcastle | Gt.WesternRly.Co. | 201·2\|33·7\|15·3 211·2(O.L.) | | | Weym'th British | T.6Cy.14¼",23"&38"-27" (*r*) 185lb FD 226NHP | 15 " 11 s 3 " 8½ | |
| 148383 | *ss*Cff.No.3-4,37 | | 701 | *withfreeboard* | Cff | | 2,38 | 4mo | | | P20'B72'F69' | | | 6*BHCem* | 2SB,*6cf*, ,HS3464 | 12 " 8 | |
| MNJW | *1Dk(Stl-ws)&2nd dk in holds* | | 307 | 9,40 ~~9,40~~ | | | | | | | FK&BK2" | | | | Swan,Hunter&Wigham Richardson,Ld.Nwc. | | |
| | *Cruiser Stern* | | | ~~BS1,40~~ ✠LMC4,37 | | | | *Lloyd's* | *SA&CP* | *DTa* | 40*tDTf*45*tFPT*47*t* | | | *APT*47*t* | | | |
| | | | | *For Channel Service Weymouth&Channel Islands* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 4,25 | | | *F.P. above* | 150° F. | | | | | | | | | |
| 82312 | **Rogaland** Ⓟ | | 902 | | | | | 1929 | Stavanger Stöberi&Dok Stavanger | DetStavangerske Dampskibsselskab | 177·2\|31·2\|19·9 H154*t* | | | Stavanger Norwegian WB | C.4Cy.(2)12¾"&(2)27⅞"-27⅝" 65NHP Nylands Værksted,Oslo | | N |
| | | | 741 | | | | | | | | | | | | | | |
| LESB | *Ref.Mchy.* *2Dks* | | 520 | | | | | | | | | | | | | | |
| 82313 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year & Signal letters. Equipment letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Trade Dept. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82314<br>PKGA | **Roggeveen**<br>*Ref.Mchy.* *Fitted for oil fuel*<br>D.F. 3*Dks* | | 4782<br>3143<br>2953 | | | | | 1914 | Maats. Fyenoord Rotterdam | Koninkl.Paketv. Maats. | 382·3 | 48·7 | 27·4 | Batavia Dutch *WB* | T.3Cy.28½″,47″&77″–54″ 436NHP Maats.Fyenoord,Rot. | | V |
| 82315<br>149745<br>GMSF | **Rohna** TwinSc<br>*ss*Cal.No.3–3,39<br>3*Dks*(*Stl–Weather dk* teaks)<br>D.F. 4*th dk*(*Stl*)*in Nos.*1,2&3*holds*<br>*Cruiser Stern* | | 8602<br>6681<br>4759 | ✠100A1<br>*with freeboard*<br>12,40~~,40~~<br>~~BS4,40~~ ✠LMC3,39<br>*Fitted for oil* | Bom | *e*† | CL<br>8,40<br>~~8,37~~<br>P12,40<br>*F.P. a* | 1926<br>11mo<br>*Lloyd's* 1 | Hawthorn, Leslie&Co.Ld Newcastle<br>*sA&CP*<br>50° F. | BritishIndiaStm. Nav.Co.Ld.<br>*Cell DB*396′1 | 461·4<br>476·4(O.L.)<br>B179′F41′<br>384*t Tanks at sides o* | 61·8 | 29·9<br>FK | London British<br>*8 BHpt Cem pt Asp BH to W dk f tunnels*86*t* | Q8Cy.22½″,37½″&(2)46″–45″ 2151b (*s*) 934NHP 5SB,*15cf*,HS14080 FD Hawthorn,Leslie&Co.Ld. *FPT*135*t APT*134*t* | 33 ″ 0<br>s 7 ″ 0¾<br>26 ″ 5¼ | V |
| 82316<br>PKGS | **Rokan**<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk* | | 563<br>388<br>388 | | | | | 1929 | N.V.Schps "deMaas" Slikkerveer | Koninkl.Paketv. Maats. | 165·3<br>B32′F25′ | 28·8 | 9·6 | Batavia Dutch | Oil Engines 2S.C.SA 5Cy.11½″–15¾″ 122NHP SulzerBros.Winterthur | | V |
| 82317<br>29132<br>JABB | **Rokko Maru** Ⓟ<br>2*Dks* | | 3038<br>2709<br>1817 | | | | | 1923 | Mitsubishi ZosenK.Ld. Nagasaki | ToaKaiunK.K. | 315·5<br>P22′B80′F36′ | 46·0 | 27·0<br>*WB* | Tokyo Japanese | T.3Cy.23″,38″&64″–48″ Mitsubishi 284NHP ZosenKaisha,Ld. | | C |
| 82318<br>14167<br>JGOB | **Rokkosan Maru**<br>*ss*Kob.2ndNo.3–6,36<br>*Mchy.Aft* 1*Dk*(*Stl*)*Cantilever framed topside tanks* | | 2175<br>1734<br>1168 | ✠ ...<br>2,40<br>✠ | Kob | *r* | | 1911<br>7mo | SirRaylton Dixon&CoLd Middlesbro' | SugayaK.K. *Cell DBuE&B*43′ *f*196′519*t topside* | 275·5<br>P73′B16′F23′<br>*tanks* 193′430*t* | 42·3 | 18·1<br>FK | Kobe Japanese<br>*4 BHCem* | T.3Cy.21″,35″&57″–39″ 240NHP 2SB,*6cf*,GS120,HS3963 Blair&Co.Ld.Stockton | 20 ″ 7 | |
| 82319<br>252<br>JGGB | **Roko Maru** (*ex*Wearwood)<br>*ss*Shl.No.3–9,24<br>1*Dk* | | 3328<br>2940<br>2011 | ✠ ...<br>1,29<br>✠ | | | | 1912<br>5mo | J.Blumer &Co. Sunderland | DairenKisenK.K. | 335·0<br>P30′B100′F32′ | 48·0 | 22·4<br>FK<br>*WB* | Dairen Japanese | T.3Cy.23½″,39″&64″–42″ 277NHP N.E.MarineEng.Co.Ld.Sld | 24 ″ 10 | |
| 82320<br>95<br>SVPC | **Rokos**(*ex*BanburyCastle,*ex*Glenstrae,<br>*ex*WarClimax) *ss*Rot.No.3–10,31<br>*ss*Ant.No.1–35<br>1*Dk*(*Stl*)*& Shelter dk*(*Stl*)<br>*Straight frames, bevelled bilge* | | *6426*<br>*6149*<br>*3973* | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>8,39<br>~~BS8,40~~<br>~~8,38~~ ✠LMC11,38 | Rot | *a*† | CL<br>~~10,39~~<br>8,40 | 1918<br>10mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*sA&CP* | IonionS.S.Co.Ld.<br>*Cell DB*326′ 1485*t DTa*23′844*t* | 412·4<br>*FPT*96*t* | 55·8 | 34·4<br>FK<br>*APT*133*t* | Argostoli Greek<br>*Cem 6 BHtoSh dk* 2 ,, ,, *U* ,, | T.3Cy.27″,44″&73″–48″ (*s*) 1801b 517NHP 3SB,*9cf*,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. | 38 ″ 1<br>s 10 ″ 1<br>28 ″ 2 | |
| 82321<br>49<br>SVCI | **Rokos Vergottis**<br>*ss*Rot.No.3–1,33<br>*ss*Rot.No.1–38<br>1*Dk*(*Stl*) | | 5637<br>4796<br>3166 | ✠100A1<br>3,40~~,39~~<br>BS3,40 ✠LMC2,37<br>5,41 | Ams<br>Shi | *y* | CL<br>3,38 | 1919<br>11mo<br>*Lloyd's* | W.Doxford &Sons,Ld. Sunderland<br>*sA&CP* | EptanisosS.S.Co. Ld.<br>*Cell DB*340′1098*t* | 400·0<br>413·0(O.L.)<br>P49′B113′F38′<br>*FPT*133*t APT*204*t* | 52·4 | 28·5<br>FK | Argostoli Greek<br>*7 BHptCem* | T.3Cy.27″,44″&73″–48″ (*s*) 1801b 517NHP 3SB,*9cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld. | 31 ″ 0<br>s 5 ″ 11⅜<br>25 ″ 3¾ | |
| 82322<br>21825<br>JQFE | **Rokusan Maru** Ⓟ<br>Wireless 1*Dk* | | 1059<br>869<br>627 | | | | | 1917 | Bingo Dkyd.Co.Ld Mitsunoshi | Turumaru Hirotaro | 208·0<br>F24*t*H69*t* | 31·0 | 18·4<br>*WB* | Setoda Japanese | T.3Cy.14½″,24″&40½″–30″ 90NHP OsakaIronWorks,Osaka | | |
| 82323 | **Rola** (*ex*Iturri-Patxo,*ex*Ybai-Patxo,<br>*ex*Arza-Mendi, *ex*Getso) *ss*Bbo 2ndNo.3–10,30<br>*ss*Bbo.No.2–39<br>*Well deck* 1*Dk*(*pt Irn&pt Stl*)<br>*& Webframes* | | 1235<br>—<br>632 | ✠100A1<br>9,40~~,39~~<br>✠LMC<br>~~BS4,39~~ MS8,39<br>9,40 | Bbo<br>Bel | *o* | CL<br>~~8,39~~<br>8,40 | 1905<br>6mo<br>*Lloyd's* | Cia.Euscalduna deCon.y Rp deBuques Bilbao<br>*sA&CP* | Mariano delRio y Cia.Ltda.<br>*Cell DBa*67′*u E&B*29′*f*86′ | 226·0<br>Q87′B59′F24′<br>*FPT*133*t APT*201*t* | 34·0 | 15·1<br>FK | Bilbao Spanish<br>*4 BHCem* | T.3Cy.16½″,26″&44″–33″ (*s*) 1801b *85lb* 114NHP 1SB,*3pf*,GS44,HS1673 Cen.Mar.Eng.Wrks.WHpl | 17 ″ 6<br>s 1 ″ 2¼<br>15 ″ 5¼ | |
| 82324<br>DOOJ | **Roland** Ⓟ TwinSc<br>*Fitted for oil fuel*<br>Sub.Sig. D.F. 2*Dks*<br>*Cruiser Stern* | | 2436<br>1098<br>1200 | | | | | 1927 | J.C.Tecklenborg,A.G. Weser-münde-G. | Norddeutscher Lloyd | 284·9 | 42·8 | 12·7<br>*WB* | Bremen German | 2 Steam Turbines SR geared to 2 Sc. Shafts J.C.TecklenborgA.G.Wsm | | G |
| 82325<br>DJZR | **Roland L.-M. Russ**<br>*Oil Eng.*<br>*Ref.Mchy.* D.F. 2*Dks*<br>*Cruiser Stern* | | 1320<br>965<br>648 | | | | | 1939 | Lübecker Flender-WerkeA.G. LübeckSiems | Schiffahrt-u. Assekuranz-Ges. E.Russ&Co. | 257·7<br>P22′B&F227′<br>*Upper*F22′ | 39·8 | 13·0<br>*WB* | Hamburg German | Oil Engines 4S.C.SA 6Cy.22$\frac{7}{16}$″–29½″ 294NHP Fr.KruppGermaniawftAG Kiel | | |
| 82326<br>DORV | **Rolandseck**<br>D.F. E.S.D. 2*Dks*<br>*Cruiser Stern* | | 1845<br>1605<br>1043 | | | | | 1936 | Stettiner OderwerkeAG Stettin | DeutscheDampfs. Ges."Hansa" | 280·1<br>F *on Shelter dk* 29′<br>P14′ | 42·3 | 16·4<br>*WB* | Bremen German | T.3Cy.19$\frac{13}{16}$″,31½″&50$\frac{3}{8}$″–35$\frac{7}{16}$″ & LP Turbine with DR gearing & hydraulic coupling HS3232 254NHP StettinerOderwerkeA.G. | | G |
| 82327<br>6083<br>SFHG | **Rolf** (*ex*Leila–33,*ex*Oscar)<br>1*Dk* | | *1120*<br>*787*<br>*607* | | | | | 1919 | DeHaan& Oerlemans Heusden | RederiA/BSylvia (Alb.Billner, *Mgr.*) | 213·8<br>P12′Q63′B57′F29′ | 34·5 | 13·0<br>*WB* | Gothenbrg Swedish | T.3Cy.15″,25″&40″–27″ 83NHP Machinefabriek,Bolnes | | V |
| 82328<br>PHDD | —<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk&Shelter dk*<br>*Cruiser Stern* | | 400<br>256<br>112 | ✠100A1<br>*with freeboard*<br>4,40 | Gro<br>Ams<br>LMC4,40 | *i* | | 1940<br>4mo<br>*Lloyd's* | Gebr.van Diepen N.V. Waterhuizen | N.V.Stoomv. Maats."Westpolder" | 176·8<br>188.0(O.L.) | 27·8 | 7·9<br>FK | Rottrdam Dutch<br>*3 BHCem (Coll to Sh dk* 2 ,, 2*nd* ,,) | Oil Engines 4S.C.SA 8Cy.11″–17$\frac{1}{16}$″ 94NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz | 9 ″ 4<br>s ″ 2<br>9 ″ 3 | |
| | | | | | | | | | | *Side tanks* | *in way of hold* 101′ | *229t DTf*5′*24t FPT* | | *52t APTs12t* | | | |
| 82329<br>LCWH | **Rolf Jarl**<br>1*Dk* | | 1917<br>1693<br>1118 | | | | | 1920 | Trndhjms Mek.Værks. Trondheim | DetNordenfjeldske Dampskibsselskab | 265·6<br>P75*t*H96*t* | 42·1 | 17·9<br>*WB* | Trondheim Norwegian | T.3Cy.20½″,33″&56″–36″ 188NHP TrondhjemsMVTrndheim | | N |
| 82330 | **Rolfs Faulbaums**<br>(*ex*CornelisLensen–37,*ex*Merok–34,<br>*ex*Ingrid,*ex*Ubbergen) 1*Dk* | | 1913<br>1763<br>1142 | | | | | 1912 | Irvine'sSB &D.D.Co.Ld. W Hartlepool | MaxFaulbaum SteamshipLine | 279·0<br>P20*t*H85*t*F32*t* | 40·1 | 18·5<br>*WB* | German | T.3Cy.20½″,33″&54″–36″ 175NHP Richardsons,Westgarth& Co.Ld.Hpl. | | C |
| 82331<br>OHYQ | **Rolfsborg** (*ex*Kollskegg–36, 4Mst<br>*ex*Skard) *ss*Osl.No.3–4,31<br>D.F. *ss*Osl.No.1–36<br>1*Dk*(*Stl*) | | 1831<br>—<br>1061 | ✠100A1<br>3,41~~4,39~~<br>NNs<br>~~BS9,40~~ ✠LMC4,39 | Abo | *r* | CL<br>~~9,39~~<br>N8,41 | 1915<br>2mo<br>*Lloyd's* | Fredrkstad Mek.Værks. Fredrikstad<br>*sA&CP* | J.A.Zachariassen &Co.<br>*Cell DB* | 264·4<br>277·2(O.L.)<br>P23′B66′F29′<br>*a84′ u E&B*42′*f*100′ | 42·1 | 18·0<br>FK | Nystad Finnish<br>*4 BHCem* | T.3Cy.20½″,33″&56″–36″ (*s*) 1801b 216NHP 2SB,*6cf*,GS92,HS3488 *552t APT62t* Fredrikstad M.V.Frdstad. | 20 ″ 0<br>s 2 ″ 7½<br>17 ″ 6 | |
| 82332<br>1407<br>ICEV | **Roma** Ⓟ QuadSc<br>*ss*Gen.No.3–4,40<br>D.F. 4*Dks*(*Stl–Weather dk* teaks)<br>*Ref.Mchy.* *5th&6th dks*(*Stl*)*in holds*<br>GyC. | | 30816<br>21015<br>17608 | ✠100A1<br>*with freeboard*<br>4,40<br>✠LMC<br>MS11,38 ~~BS4,40~~<br>✠Lloyd'sRMC4,40<br>*Fitted for oil* | Gen<br>S<br>P<br>*fuel* 9,26 | *s*† | CL<br>*sf*4,40<br>*aN*9,37<br>*pfN*<br>12,37<br>*aN*4,40<br>*F.P. a* | 1926<br>9mo<br>*Lloyd's* | Ansaldo Soc.Anon. Sestri Ponnte<br>*sA&CP*<br>*Cell DB*579′<br>4622*t DTa*172*t* | "Italia"Soc.Anon. diNav. | 705·6<br>666·3<br>B393′F64′<br>*FPT*145*t APT*185*t* | 82·8 | 38·9<br>47·2<br>FK | Genoa Italian<br>12 *BHpt Cem (9 to U dk* 2 ,, 2*nd* ,, 1 ,, 3*rd* ,,) | 8SteamTurbinesSRgeared to 4 Sc. Shafts (*s*) 2201b 5553NHP 9DB(Spt)&4SB,*66cf*, HS59200 FD G.Ansaldo&Co.Smprdrna. | 51 ″ 6<br>s 21 ″ 6½<br>30 ″ 2 | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant après Levée d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. — Tirant d'eau correspondant. *pds. ps.* | 15 Registres où coté, si ce n'est dans le L. Durée Cert. Bd Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82333 | **Roma** (P) | 1120 | | | | | 1926 | A.&J. Inglis,Ld. Glasgow | Cia.Argentina de Nav.Mihanovich, Ltda. | 275·0 Q60′ | 42·1 B40′ | 12·0 F29′ | Bns.Aires Argentine | Oil Engines 4S.C.SA 12Cy.15¾″-29½″ 287NH Harland&Wolff,Ld.Gls. | | |
| | *Oil Eng* 1 *Dk* | — 782 | | | | | | | | | | | | | | |
| 82334 | **Romagna** (*ex* Syriam) 3 Mst | 1416 | ✠ ... | | | | 1899 | Grngemth | Navigazione è | 242·7 | 32·5 | 22·5 | Genoa | T.3Cy.19″,31″&51″-36″ | 24 ″ 0 | I |
| 1925 ICEW | *ex* Beaconray–37, *ex* Balmyle) *ss* Gen.2nd No.3–8,25 *ss* Gen.No.1–29 1 *Dk* (*Stl*) | 1300 845 | 4,33 ✠ | | | | 10mo | Dockyard Co. Grngemouth | Commercio Soc. Anon.Italiana | 235·0 P24′ | 32·6 B23′ | 23·4 F35′ FK | Italian *WB* | 165NHP Hutson&Sons,Ld.Glasgow | | † |
| | *Fitted for oil fuel* Wireless 1 *Dk* *Mchy.Aft* | | | | | | | | | | | | | | | |
| | *Spar dk&deep framing* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 82335 | **Romain** (*ex* Varko–38, *ex* Beaconray–37, *ex* Balmyle) 3 Mst *ss* Shl.3rd No.3–11,35 1 *Dk* (*Stl*) | 372 249 117 | ✠100A1 10,38 BS11,38 | Msl | *e* | CL N7,36 | 1898 12mo | Ritson& Co. Maryport A&CP | ~~Entreprise Côtière de Transports Maritimes (*in liq.*)~~ G.Pollio&Co. | 138·8 Q77′ | 23·7 B9′ | 10·0 F24′ BK7′ | Marseilles French | C.2Cy.15½″&36″-24″ (*s*) 120lb 67NHP 1SB,2*pf*,GS39,HS1253 | 10 ″ 11 s 3 ″ 8½ 11 ″ 4 | |
| | *Mchy.Aft* *Well deck* | | LMC1,35 Surveys delayed | | | | | | | | | | | Ross&Duncan,Glasgow | | |
| 82336 | **Romania** (P) | 3152 | | | | | 1904 | Atel.& Chant.Loire St.Nazaire | Roumanian State Maritime Service | 356·9 | 41·9 | 27·5 | Constantza Roumanian *WB* | T.6Cy.24⅜″,38⅝″&64⅜″-39⅜″ 524NHP Atel&Ch.de la Loire,Nantes. | | V |
| | *Fitted for oil fuel* | 2815 | | | | | | | | | | | | | | |
| YQSR | 2 *Dks&Awng dk* | 1328 | | | | | | | | | | | | | | |
| 82337 | **Rome Socony** | 1199 | | | | | 1924 | Sun S.B.& D.D.Co. Chester,Pa. | Socony-Vacuum Oil Co. Inc. | 252·9 P39′ | 40·1 | 12·8 | New York Utd. States *WB* | Oil Engines 4S.C.SA 12Cy.13″–18″ 197NHP McIntosh&Seymour Corp. Auburn,N.Y. | | R |
| 223674 KLHW | *Oil Eng.* 1 *Dk* | — 753 | | | | | | | | | | | | | | |
| | *Mchy.Aft* *Carrying Petroleum in bulk* *Electrically welded in tank spaces* | | | | | | | | | | | | | | | |
| 82338 | **Romeo II** (*ex* Romeo–40, *ex* Hellmuth–33) | 797 | | | | | 1899 | Nüscke& Co. Grabow | Ministry of Shipping (Buchan& Hogg, *Mgrs.*) | 199·8 Q56′ | 29·1 B52′ | 13·0 F31′ | Llanelly British *WB* | T.3Cy.16¾″,26½″&43″-28″ "Kette," Deutsche 98NHP Elbschifff.Ges.Uebigau | | V |
| 145578 MLTG | 1 *Dk* | 637 430 | | | | | | | | | | | | | | |
| 82339 | **Romeu** (P) | 3070 | | | | | 1918 | Soc.Españ-ola de Cst Nav Carthagena | Cia.Trasmediterranea | 310·0 | 43·5 | 26·1 | Valencia Spanish | T.3Cy.24″,40″&65″-45″ 283NHP Soc.Española de Cnst.Nav. | | V |
| | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| EAPR | D.F. 3 *Dks* | 1964 | | | | | | | | | | | | | | |
| 82340 | **Romney** | 5840 | ✠100A1 ~~7,30~~ 10,30 4,41 | Sws | *a*† | CL ~~4,30~~ | 1929 5mo | R.Duncan &Co Ltd. Port Glasgow | Bolton Stm.Shppg. Co.Ld. | 420·0 434·8 (O.L.) | 57·0 P37′ | 28·2 B260′ F39′ FK | London British | T.3Cy.27″,45″&74″-51″ (*s*) 180lb 557NHP | 30 ″ 6 s 4 ″ 9½ 25 ″ 11 | |
| 161240 GTBZ | *ss* Bkn.No.2–37 D.F. E.S.D. 2 *Dks* (*Stl*) | 5466 3624 | ~~BS4,41~~ LMC6,37 1,41 | | | 4,41 | *Lloyd's* | *SA&CP* | *Cell D B* 360′ 1335*t* | *7 B H Cem* *A P T* 225*t* | | | | 3SB,9*cf*,GS183,HS8334 D.Rowan&Co.Ld.Glasgow | | |
| 82341 | **Romolo** (P) | 9780 | ✠100A1 3,40 | Gen | | CL 6,39 | 1926 11mo | Stabilmento Tecnico Trieste | Lloyd Triestino Soc.Anon.di Nav. | 506·5 495·7 | 62·2 P31′ | 31·4 B214′ F47′ FK | Genoa Italian | Oil Engines 4S.C.SA 12Cy.29½″-47½″ 984NHP DB *100lb* | 34 ″ 11 s 8 ″ 11½ 26 ″ 2½ | |
| 1746 ICEZ | *Oil Eng.* *ss* Gen.No.3–3,39 D.F. 2 *Dks* (*Stl*) 3 *rd dk* (*Stl*) *in Nos.* 1,2 & 3 *holds* | 7695 6015 | LMC C8,40 DB8,11,39 5,38 | | | | *Lloyd's* | *SA&CP* | *Cell D B* 426′ 1697*t* | *8 B Hpt Cem* *D Ts f* 15′ 358*t* *F P T* 22*t* *A P T* 184*t* | | | | Stabilimento Tecnico,Tri. | | |
| 82342 | **Romulus** | 3707 | | | | | 1921 | R.Thomp-son Sons,Ld. Sunderland | Wiel&Amundsen | 347·4 P89*t* | 50·0 H149*t* | 24·0 F24*t* | Halden Norwegian *WB* | T.3Cy.25″,42″&68″-45″ 310NHP N.E.Marine Eng.Co.Ld.Sld | | N |
| | *Fitted for oil fuel* | 3445 | | | | | | | | | | | | | | |
| LCWJ | 2 *Dks* | 2300 | | | | | | | | | | | | | | |
| 82343 | **Rona** | 6205 | ✠100A1 *Shelter dk* | Syd | *z* | CL | 1918 3mo | Sir R.Dixon &Co.Ld. Middlesbro' | Colonial Sugar Refining Co.Ld. | 400·0 414·6 (O.L.) | 54·5 F40′ *on Shelter dk* | 32·2 | Sydny NSW British | T.3Cy.27″,45″&74″-48″ (*s*) 180lb 495NHP | 35 ″ 0 s 8 ″ 7½ 26 ″ 11 | |
| 136451 VJKG | *ss* Syd.No.3–5,30 *ss* Syd No.2–38 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*-ws) *Cantilever framed topside tanks* *Cargo battens not fitted in Shelter 'tween Mchy.Aft* | 5727 3784 | *with freeboard* 4,40 BS4,40 LMC5,38 *Carrying Molasses in Topside tanks* | | | 4,39 | *Lloyd's* | *SA&CP* | *Cell D B* 3 50′ 1070*t* | *6 B H pt Cem* *Topside tanks* 1470*t* *F P T* 288*t* | *A P T* 194*t* | | | 3SB,9*cf*,GS168,HS7035 N.E.Marine Eng.Co Ld Nwc | | |
| | *Fitted for oil fuel* | 3707 | | | | | | | | | | | | | | |
| 82344 | — (*ex* Herdebred–35, *ex* Alliance, *ex* Dorte Jensen, *ex* Vordingborg, *ex* Urania) Wireless 1 *Dk* | 1376 924 856 | | | | | 1894 | Flensburg Schiffsb.Ges. Flensburg | A/S Rona (Trygve Skogland) | 232·1 Q88*t* | 34·2 B244*t* | 13·6 H52*t* F32*t* | Haugesnd Norwegian *WB* | T.3Cy.16″,26″&43″-33″ 106NHP Flensburger Schiffsb.Ges. | | V |
| LECD | | | | | | | | | | | | | | | | |
| 82345 | **Ronan** | 1489 | ✠100A1 ~~7,39~~ 7,39 6,41 | Gmh | *o* | OG | 1938 4mo | Grngemth Dkyd.Co.Ld. Grngemouth | G.Gibson&Co.Ld. | 250·0 259·7 (O.L.) | 37·2 Q136′ F30′ | 14·4 FK | Leith British | Oil Engines 2S.C.SA 6Cy.13⅜″-22 7/16″ 97RHP | 16 ″ 5 s 5 ″ 2½ 15 ″ 4 | |
| 164386 GKKN | *Oil Eng.* *Mchy.Aft* 1 *Dk* Wireless D.F. E.S.D. *Cruiser Stern* *Cargo battens not fitted* | 1071 813 | Asd Cff LMC4,38 LMC(M)9,40 | | | | *Lloyd's* | *SA&CP* | *Cell D B* 198′ 512*t* | *4 B H Cem* *F P T* 130*t* | *A P T* 19*t* | | | British Auxiliaries,Ld.Gls. | | |
| 82346 | **Rondine** (*ex* Loasso–35, *ex* Literno–35, *ex* Predappio, *ex* Lanuvio) Two Sc *Oil Eng.* *Mchy.Aft* 1 *Dk* & *Awng dk* D.F. *Carrying Petroleum in bulk* | 6077 2126 5871 IBHS 3316 | | | | | 1924 | Ansaldo San Giorgio Spezia | "Polena" Società di Navigazione | 395·3 | 51·7 | 30·9 | Genoa Italian *WB* | Oil Engines 2S.C.SA 8Cy.24½″-35 7/16″ 862NHP Ansaldo San Giorgio,Turin | | I |
| 82347 | **Rondo** | 2750 | ✠100A1 12,40 ~~12,39~~ | Nwc | *t* | CL 12,39 | 1927 9mo | Smith's Dock Co.Ld. Middlesbro' | Pelton S.S.Co.Ld. | 305·0 P23′ | 45·5 B50′ | 21·3 F23′ FK | Newcastle British | T.3Cy.21½″,35″&59″-42″ (*s*) 180lb 294NHP | 23 ″ 6 s 3 ″ 2½ 20 ″ 5½ | |
| 149443 GCPT | *ss* Nwc.No.3–10,39 D.F. 1 *Dk* (*Stl*) *Cargo battens not fitted* | 2368 1602 | BS12,40 LMC MS1,39 ~~BS10,39~~ | | | | *Lloyd's* | *SA&CP* | *Cell D B* 225′ 747*t* | *6 B Hpt Cem* *D Ta* 36′ 202*t* *F P T* 164*t* | *A P T* 100*t* | | | 2SB,6*cf*,GS132,HS5204 Smith's Dock Co.Ld.Mdb. | | |
| 82348 | **Ronin** (*ex* Huntress–39, *ex* Tower Ensign–37, *ex* Waikawa–35) *ss* Auk.No.3–12,31 *ss* Bly.No.1–35 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | 5704 5448 3517 | ✠100A1 *Shelter dk* *with freeboard* Examined 1,41 BS1,40 2,41 LMC12,35 | ~~Shl~~ BAs | | CL 1,40 | 1919 10mo | Nthmblnd S.B.Co.Ld. Newcastle | ~~M.V.Vassiliadou~~ Ronin S.S.Co. (Wallem&Co. *Mgrs.*) | 399·5 Fon *Shelter dk* 38′ | 53·0 | 24·3 32·8 Coll | Panama Pnamanian | T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP | 35 ″ 5 s 9 ″ 4½ 26 ″ 3 | |
| | | | | | | | *Lloyd's* | *SA&CP* | *Cell D B* 351′ 1290*t* | *pt Cem* *B H to Sh dk* 6 „ „ *U* „ *F P T* 60*t* *A P T* 80*t* | | | | 3SB,9*cf*,GS190,HS7668 N.E.Marine Eng.Co Ld Nwc | | |
| 82349 | **Ronsan Maru** | 2735 | ✠ ... | Yka | *u* | | 1929 9mo | Mitsui Bussan Kaisha Tama | Dairen Kisen K.K. | 326·5 | 46·5 | 21·5 | Dairen Japanese | Oil Engines 4S.C.SA 6Cy.21⅜″-39⅜″ 271NHP | 21 ″ 6 | |
| 341 JPDC | *Oil Eng.* *ss* Drn.No.1–34 1 *Dk* (*Stl*) | 2248 1556 | 1,38 ✠ | | | | | | *Cell D B* 230′ 769*t* | *5 B Hpt Cem* *Tanks in way of tunnel* 173*t* *F P T* 51*t* *A P T* 35*t* | | | | Mitsui Bussan Kaisha Tama | | |
| 82350 | **Ronwyn** (*ex* Tinge–38, *ex* Ottinge–37, *ex* Lord Rhondda) *ss* Cff.No.3–9,30 *ss* Bly.No.2–39 *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted* | 1766 1323 1019 | ✠100A1 3,40 LMC7,39 | Sws | *q* | CL 3,40 | 1918 3mo | Wood Skin-ner&Co.Ld. Newcastle | Dillwyn S.S.Co.Ld. (Stockwood,Rees& Co.Ld. *Mgrs.*) | 260·4 Q153′ F29′ Bon RQD 52 | 37·8 FK | 16·5 | Swansea British | T.3Cy.20″,33″&54″-36″ (*s*) 180lb 207NHP | 18 ″ 7 s 5 ″ 7 17 ″ 2 | |
| 142322 GQGZ | | | | | | | *Lloyd's* | *SA&CP* | *Cell D B* 212′ 422*t* | *4 B H Cem* *F P T* 92*t* | *A P T* 10 1*t* | | | 2SB,6*pf*,GS94,HS3412 J.Dickinson&Sons,Ld.Sld. | | |
| 82351 | **Rookley** | 4998 | ✠100A1 *with freeboard* | Sld | *a*† | CL | 1940 8mo | Wm.Dox-ford&Sons Ld Sunderland | Thomasson Shipping Co.Ld. (Stephens,Sutton Ld. *Mgrs.*) | 423·2 439·3 (O.L.) | 54·2 FK | 26·1 | Newcastle British | Oil Engines 2S.C.SA 3Cy.20½″-81½″ 388NHP 2 DB *120lb* | 27 ″ 3 s 10 ″ 11½ 26 ″ 8 | |
| 163789 GLBJ | *Oil Eng.* D.F. E.S.D. 1 *Dk* & *Shelter dk* *Cruiser Stern* *Tonnage opening closed '41* (*W.E.*) | 4629 3008 | 8,40 (*Cellular Cantene plated*) LMC8,40 | | 2 | | *Lloyd's* | *SA&CP* | (*Coll B Hto Sh dk* 6′ *Cell D B* 352′ 1174*t* *M T* 32′ 1286*t* | *4 B Hpt Cem* *3 Hto 2nd dk*) *F P T* 45*t* *A P T* 177*t* | | | | Wm.Doxford&Sons,Ld Sld | | |
| 82352 | **Rookwood** | 633 | ✠100A1 ~~5,40~~ 9,30 ~~5,40~~ | Bry | *i* | OG | 1936 10mo | Henry Robb,Ld. Leith | F.Bowles&Sons (J.Bowles, *Mgr.*) | 177·0 P45′ | 28·6 Q68′ | 11·5 F22′ FK | London British | Oil Engines 4S.C.SA 8Cy 11″-17½″ 94NHP | 13 ″ 6 s 3 ″ 11½ 13 ″ 1 | |
| 164738 GZFG | *Oil Eng.* Wireless D.F. 1 *Dk* *Mchy.Aft* *Cruiser Stern* ~~*Cargo battens not fitted*~~ | 454 338 | Cff ~~Cff~~ 2,41 LMC10,36 LMC(M)3,38 *Fitted for pumping & carrying sand in bulk* 5,40 | | | 9,39 | *Lloyd's* | *SA&CP* | *Cell D B* 114′ 153*t* | *3 B Hpt Cem* *F P T* 85*t* *A P T* 24*t* | | | | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. / Engines. | 9 By Whom. Where. | 10 Owners | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L. R. Date of Ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82353 PKRL | **Rooseboom** | 1 *Dk* | 1035 710 539 | | | | | 1926 | Rijkee& Co. Rotterdam | Koninkl.Paketv. Maats. | 230·1 B172′ | 38·2 F33′ | 10·5 | Batavia Dutch *WB* | C.4Cy.12½″&27 2/16″–27 2/16″ 67NHP Werkspoor,Ams. | | V |
| 82354 146147 MKVB | **Rora Head** (*ex*Brooktown–37, *ex*Blackcock–37) *Mchy.Aft* *Well deck* | 3Mst *ss*Lon.No.3–8,34 *ss*Lth.No.1–39 1 *Dk*(*Stl*) | 492 331 226 | ✠100A1 4,41 12,39 BS5,40 5,41 | Abn Lth | *h* LMC3,39 | CL 3,39 | 1921 10mo *Lloyd's* | Day,Summers&Co.Ld Southampton *SA&CP* | NorthofScotland &Orkney&Shetland SteamNav. Co.Ld. | 165·5 171·5(O.L.) Q95′B11′F23′ FK *CellDB*93′146*t* | 25·7 | 9·7 | Aberdeen British 180lb 3 *BHCem* *FPT*20*t* | T.3Cy.13¾″,22″&37″–27″ (*s*) 72RHP 1SB,*3cf*,GS56,HS1602 Day,Summers&Co.Ld.Sou. | 12 ″ 0 s 3 ″ 6½ 11 ″ 7½ | |
| 82355 PJAO | **Rosa** *ss*Cco.No.1–39 *Mchy.Aft* 1 *Dk* *Longitudinal framing at bottom in centre tanks & at trunk top* | TwinSc | 3145 2256 1555 | ✠100A1 ~~3,40~~ 2,~~38~~2,41 ~~BS3,40~~ BS3,41 *Carrying Petroleum in Fitted for oil fuel* 2,35 | Cco LMC2,39 | *v* | CL 2,40 *bulk F.P. a* | 1935 2mo *Lloyd's* *bove* 1 | NVNederl. Schps.Maats. Amsterdam 50° F. | N.V.Curaçaosche Scheepv.Maats. | 336·4 Q87′F39′ *Trunk*209′ | 56·2 FK *FPT*123*t* | 13·6 | Curaçao Dutch 10 *BHpt Cem* *pt Asp* *APT*105*t* | T.6Cy.15⅝″,25″&40 2/16″– (*s*) 27 2/16″ 180lb 366NHP 2WTB HS6520 FD WerkspoorN.V.Ams. | 14 ″ 9 s 1 ″ 5 13 ″ 6 | |
| 82356 2188 ISUT | — (*ex*HélèneLouys–37, *ex*Theotocos,*ex*Taroudant) 1 *Dk* | TwinSc *Oil Eng.* | 559 374 303 | | | | | 1913 | Jonker& Stans HendrikIdo Ambacht | FilippoCapra (Ferrando& Massone,*Mgrs.*) | 180·4 Q65′B66′F32′ | 24·7 | 11·5 | Genoa Italian *WB* | Oil Engines 2S.C.SA 4Cy.16½″–18⅞″ 192NHP NE29 J&CGBolindersCoLd.Skm | | I |
| 82357 UNYC | **Rosa Luxemburg** (*ex*MarieRose) *ss*Npt.No.3–7,13 *ss*Liv.No.1–18 1 *Dk*(*pt Irn&pt Stl*) *&deep framing&Web frames* | 3Mst | 3193 2834 1969 | ✠ 1,24 | Npt | *u* | | 1901 4mo | Richardsn, Duck&Co. Stockton | U.S.S.R. *CellDBa*114′*u* | 330·5 P33′B80′F36′ | 47·0 FK *E*26′*f*136′779*t FPT* | 21·8 5 *BHCem* 96*t APT*82*t* | Leningrad Russian 2NB28 NDB28 349NHP 2SB,*6cf*,GS130,HS5596 Blair&Co.Ld.Stockton | T.3Cy.26″,42½″&69½″–45″ | 24 ″ 4 | |
| 82358 EGJP | **Rosa N. Illueca** (*ex*RioBesaya–36) 1 *Dk* | 3Mst | 831 584 658 | | | | | 1921 | D.Tejeiro &Cia. Santander | Sucesor deVda. E.Illueca | 195·6 P114′F22′ | 29·0 | 12·1 | Valencia Spanish *WB* | T.3Cy.13½″,23½″&34″–27″ 60NHP D.Tejeiro&Cia.Santander | | V |
| 82359 7537 SGCB | **Rosafred** (*ex*Biskra,*ex*Winga) 1 *Dk* | | *1348* *1147* *700* | ✠ ... 2,26 | | | | 1922 1mo | Scheepb. "DeAmer" Geertruidenberg | VerkebäcksÅngf. A/B(Ruben Olsson, *Mgr.*) | 236·3 P23′B61′F27′ | 36·8 FK | 15·6 *WB* | Verkebäck Swedish | T.3Cy.18½″,29″&48″–30″ 153NHP Machinefb.Kuipers, Rotterdam | 18 ″ 0 | V † |
| 82360 PJCM | **Rosalia** *Mchy.Aft* 1 *Dk* *Longitudinal framing at bottom in centre tanks & at trunk* | TwinSc | 3177 2273 1557 | ✠100A1 6,~~10~~10,~~39~~12,40 BS~~4,30~~ 6,40 *Carrying Petroleum in Fitted for oil fuel* 4,38 | Cco LMC4,38 | *v* | CL SN4,39 P10,39 *bulk F.P. a* | 1938 4mo *Lloyd's* *bove* 1 | Furness S.B.Co.Ld. Haverton Hill-on-Tees 50° F. | N.V.Curaçaosche Scheepv.Maats. *CellD* | 336·5 348·2(O.L.) 351·5(O.L.*incl.rdr.*) P91′*Trunk*204′F40′ *BuB*14′20*t FPT*123*t* | 56·1 FK | 15·0 10 *BHpt Cem* *pt Asp* *APT*105*t* | Willemstd Dutch 180lb 2WTB,HS6520 FD Richardsons,Westgarth& Co.Ld.Hpl. | T.6Cy.15⅝″,25″&40 2/16″–27 2/16″ 366NHP | 14 ″ 9 s 1 ″ 4½ 13 ″ 7 | |
| 82361 128015 GRJQ | **Rosalie Moller** (*ex*Francis) *ss*Liv.No.3–1,23 *ss*Hul.No.2–31 2 *Dks&deep framing&Shelter dk* | | 3963 3383 2457 | ✠ ... 7,32 | | | | 1910 1mo | Barclay, Curle&Co.Ld Glasgow | MollerLine,Ld. (Mollers'Ld., *Mgrs.*) | 355·0 | 49·2 FK | 24·2 *WB* | Shanghai British | T.3Cy.24″,40″&67″–48″ 401NHP Barclay,Curle&Co.Ld.Gls. | 26 ″ 6 | C † |
| 82362 415 ICFD | **Rosandra** Ⓟ *ss*Tri.No.3–12,32 *ss*Tri.No.1–37 2 *Dks*(*Stl*)*&Shelter dk*(*Stl*) *Ref.Mchy.* D.F. | | 8034 6695 5032 | ✠100A1 *Shelter dk with freeboard* 1,40 BS2,40 LMC1,37 Lloyd'sRMC10,39 *Fitted for oil fuel* 4,30 | Tri | *b*† | CL 1,40 *F.P. a* | 1921 6mo *bove* 1 | Cantiere San Rocco S.A. Trieste 50° F. | LloydTriestino, Soc.Anon. di Nav. *CellDB*398′165 | 464·2 B168′*on Shelter dk* *Collision* *4tFPT*56*tAPT*63*t* | 57·4 FK | 32·5 *Cem* *BH to Sh dk* 6 ,, ,, *U* ,, | Trieste Italian | T.3Cy.32″,51½″&83″–54″ (*s*) 680NHP 4SB(Spt),*12cf*,GS239, HS9851 StabilimentoTecnico Trestino,Trieste | 35 ″ 0 s 8 ″ 4½ 26 ″ 10½ | |
| 82363 1647 ICFF | **Rosario** (*ex*WarMaker) *ss*Mdb.No.3–3,21 *ss*Gen.No.1–24 *Fitted for oil fuel* D.F. 1 *Dk* | | 5468 4701 3321 | ✠ ... 2,29 | | | | 1918 | Swan,Hunter& Wigham Richardson, LdNewcastle | Soc.Anon.Cooperativa diNav. "Garibaldi" | 413·1 400·3 P49′B113′F39′ | 52·2 FK | 28·4 *WB* | Genoa Italian | T.3Cy.27″,44″&73″–48″ 517NHP N.EMarineEngCo Ld.Nwc | 31 ″ 0 | I † |
| 82364 220819 KDKM | — (*ex*Natirar–32) D.F. 2 *Dks* *Longitudinal framing* | *Fitted for oil fuel* | 4659 4213 2871 | | | | | 1920 | Bethlehem S.B.Corp.Ld. Wilmington, Del. | A.H.Bull S.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*) | 376·4 P40′B96′F38′ | 52·3 | 27·0 | New York Utd.States *WB* | T.3Cy.24″,41¼″&68½″–48″ 323NHP BethlehemS.B.Corp Ld. Wilmington,Del. | | R |
| 82365 PJCI | **Rosaura** *Mchy.Aft* 1 *Dk* *Longitudinal framing at bottom in centre tanks & in trunk* | TwinSc | 3173 2273 1555 | ✠100A1 ~~3,40~~ ~~1,40~~ 3,41 BS3,40 ~~BS1,30~~ LMC7,37 *Carrying Petroleum in Fitted for oil fuel* 7,37 | Cco | *v* | CL P1,39 S7,39 *bulk F.P. a* | 1937 7mo *Lloyd's* *bove* 1 | NVNederl Schps.Maats. Amsterdam 50° F | N.V.Curaçaosche Scheepv.Maats. *CellDBuB*14′20*t* | 336·6 348·3(O.L.) P92′*Trunk*203′F39′ *FPT*123*t APT*105*t* | 56·2 FK | 15·1 10 *BHpt Cem* *pt Asp* | Willemstd Dutch 180lb (*s*) 2WTB HS6520 FD WerkspoorN.V.Ams. | T6Cy.15⅜″,25″&40 2/16″–27 2/16″ 366NHP | 14 ″ 9 s 1 ″ 4½ 13 ″ 6½ | |
| 82366 UNYJ | **Roschal** (*ex*Hydro,*ex*Veliky Knjaz Michailovitch,*ex*Hydro) *Well deck* 1 *Dk*(*pt Irn&pt Stl–ptws*)& Wireless *Web frames,lower dk forehold* *Ref.Mchy.* Sub.Sig. | | 1427 939 826 | ✠ 9,19 | Lon | *p* | | 1899 7mo | Earle'sCo. Ld. Hull | U.S.S.R. | 269·0 P163′F31′ *CellDBa*37′*uE* | 33·5 FK | 15·0 Archangel Russian 5 *BHCem* 16′*f*132′159*t* | T.3Cy.19″,33″&56″–36″ NB34 246NHP 2SB,*6cf*,GS135,HS4200 Earle'sCo.Ld.Hull | | 18 ″ 2 | |
| 82367 DARN | **Rose** Wireless *Cruiser Stern* 1 *Dk* | | 1530 1228 879 | | | | | 1928 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 247·3 P15′Q69′B52′F23′ | 38·2 | 16·2 *WB* | Stettin German | T.3Cy.17 7/16″,28 3/16″&45⅝″– 33¾″ 120NHP StettinerOderwerke | | G |
| 82368 TUVL | **Rose Blanche** (*ex*Song-Nhi-Ha) 2 *Dks* | | 323 168 171 | | | | | 1924 | Soc.des Atel.Mar. Haïphong | Transp.Marit.& Fluviaux de l'Indo-Chine | 137·8 | 20·4 | 10·8 | Haïphong French | C.2Cy.12″&24″–16″ Soc.desAtel. Mar.Haïphong 20NHP | | |
| 82369 137438 GCBF | **Rose Castle** *ss*Hfx.No.3–4,28 *ss*Hfx.No.2–37 Sub.Sig. 1 *Dk*(*Stl*)*&Web frames* D.F. *Longitudinal framing* | | 7803 6894 4608 | ✠100A1 10,39 BS~~10,40~~ 10,40 LMC2,37 | Mtl | *b*† | CL ~~4,39~~ 7,40 | 1915 4mo *Lloyd's* | Short Bros. Ld. Sunderland | RoseCastleS.S.Co. Ltd. *CellDBa* *f*195′175*8t Topside* | 455·0 P27′B76′*fwd*B16′ F33′ 152′*uE&B*52′ *etanks a* 169′*E & Bs* | 58·0 FK | 31·1 7 *BHCem* *pace*62′*f*185′ | HalifaxNS British 606NHP *1460tFPT147tAPT118t* | T.3Cy.28½″,47″&79″–54″ (*s*) 180lb 3SB,*12cf*,GS213,HS8670 FD G.Clark,Ld.Sunderland | 33 ″ 9 s 8 ″ 6 25 ″ 6 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signals | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82370<br>144401<br>~~SNWF~~<br>~~MWTD~~<br>DFXK | **Rose Schiaffino** (*ex*Notton)<br>D.F. | *ss*Alg.No.3–3,32<br>*ss*Alg.No.1–36<br>1*Dk*(*Stl*)2*nd dk*(*Stl*)*in holds* | 3349<br>2771<br>2027 | ✠100A1<br>1,40<br>✠LMC1,40<br>~~Surveyed delayed~~<br>*Fitted for oil fuel* 3,34 | Alg | *u* | CL<br>1,40<br>*F.P. a* | 1920<br>3mo<br>*Lloyd's SA&CP* | Blyth S.B. & D.D.Co.Ld. Blyth<br>*Cell D* | Ministry of Shipping (Mark Whitwill&SonLd. *Mgrs.*) | 331·3 46·7 23·2<br>P33′B98′F29′ FK<br>*B*284′734*t FPT*110*t* | | | Cardiff<br>~~Gibraltar~~<br>British<br>6 *BHCem*<br>*APT*128*t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 368NH<br>3SB,9*cf*,GS155,HS6090<br>Richardsons, Westgarth & Co.Ld.Hpl. | 25 ″ 6<br>s 3 *s*11½<br>21 ″ 9 | |
| 82371<br>141761<br>VGLB | **Rosebank** (*ex*CanadianObserver)<br>*Fitted for oil fuel* 2*Dks* | | 2410<br>2039<br>1460 | | | | | 1920 | The Collingwood S.B. Co. Collingwood Ont. | Kingsley Nav. Co. Ld. | 251·0 43·6 23·6<br>P24′B64′F25′ | | | Vancouver<br>British<br>*WB* | T.3Cy.18″,30″&50″–36″<br>Collingwood 150NHP<br>S.B.Co.Collingwood, Ont | | C |
| 82372<br>149156<br>GRMF | **Roseburn** (*ex*HelenaLensen–35, *ex*Helena)<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | *ss*Rot.No.3–4,33<br>*ss*Npt.No.1–37 | 3103<br>2821<br>1844 | ✠100A1<br>12,39<br>✠LMC<br>MS5,38 BS2,40 | Npt | *u* | CL<br>3,38 | 1922<br>3mo<br>*Lloyd's SA&CP* | Craig, Taylor & Co. Ld. Stockton<br>*Inter* | Smith, Hogg & Co. Ld.<br>*mediate BH in fore hold dispensed with* *Cell D* | 325·0 48·0 22·4<br>P33′B94′F31′ FK<br>*B*280′ 812*t FPT*86*t* | | | W.Hartlpl<br>British<br>*Cem*<br>4 *BH only*<br>*APT*109*t* | T.3Cy.24″,39″&64″–42″ (*s*)<br>180lb 293NHP<br>2SB,6*cf*,GS110,HS4606<br>N.E.Marine Eng.Co.Ld.Slc | 24 ″ 3<br>s 3 ″ 9<br>20 ″ 8 | |
| 82373<br>166599<br>MMXV | **Rosedene** (*ex*Bernadette–39)<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>*Cruiser Stern* | | 376<br>260<br>178 ~~3,41~~ 3,41 | ✠100A1<br>*with freeboard*<br>✠LMC10,38 | Hul<br>Cff<br>BS10,40 | *e* | OG<br>3,41 | 1938<br>10mo<br>*Lloyd's SA&CP* | Internatnl S.B.&E.Co.Ld Danzig<br>*Inter* | T.G.Irving, Ld. (T.G.Irving, *Mgr.*)<br>*mediate BH in fore hold dispensed with* *Cell D* | 133·4 24·7 9·5<br>140·0 (O.L.)<br>P35′Q45′F16′ FK<br>*B*280′ 812*t FPT*86*t* | | | Sundrland<br>British<br>3 *BHCem*<br>47*t APT*14*t* | Oil Engines 4S.C.SA<br>6Cy.11″–17½″ 71NHP<br>2SB,4*cf*,GS70,HS2087<br>Humboldt-Deutzmotoren, A.G.Köln-Deutz | 11 ″ 7<br>s 4 ″ 2<br>9 ″ 9½ | |
| 82374<br>128313<br>MKWC | **Rosehill** (*ex*CreekFisher–40, *ex* Holland, *ex*Otterdal)<br>*Mchy.Aft* 1*Dk*(*Stl*) | *ss*Lan.No.3–6,39 | 731<br>526<br>328 | 100A1<br>1,41 ~~3,41(S)~~<br>BS10,40 | Bly<br>Sws<br>LMC6,39 | *j* | CL<br>2,40 | 1918 | T. van Duijvendijk Lekkerkerk | J.W.Huelin, Ld. | 180·4 28·8 12·3<br>189·6 (O.L.)<br>Q107′B11′F23′ FK<br>*Cell DB*103′ 136*t FPT* | | | Cardiff<br>~~Liverpool~~<br>British<br>3 *BHCem*<br>40*t APT*28*t* | T.3Cy.15¾″,24½″&39⅜″–(*s*)<br>27⅛″ 185lb 80RHP<br>2SB,4*cf*,GS70,HS2087<br>Boele'sSchps&Mch.Bolnes | 14 ″ 6<br>s 3 ″ 11½<br>14 ″ 1¾ | |
| 82375<br>PHDV | **Rosemarie** (*ex*Niagara–40)<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>*Cruiser Stern* | | 400<br>—<br>270 | | | | | 1939 | Schpswf. "Volharding" Gebr Bodewes Foxhol | N.V.L.IJ.T.O. Lijn Transport Onderneming | 140·7 25·8 9·0<br>P35′F17′ | | | Rottrdam<br>Dutch<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.11½″–18½″ 80NHP<br>Werkspoor N.V. Ams. | | V |
| 82376<br>165179<br>~~OZUC~~<br>GMXX | **Rosenborg**<br>1*Dk*(*Irn*) | *ss*Els.2ndNo.3–2,39 | 1997<br>1764<br>1206 | ✠100A1<br>3,41<br>BS~~5,40~~ 6,41 | Els<br>Bry<br>✠LMC2,38 | *r* | OG<br>~~2,39~~ N3,41 | 1914<br>6mo<br>*Lloyd's SA&CP* | W. Gray & Co. Ld. W Hartlepool | Ministry of Shipping (J.S.Stranaghan&CoLd. *Mgrs.*)<br>*Cell D Ba*88′ | 280·0 40·0 19·1<br>P21′B74′F31′ FK<br>*uE*&*f* B38′ *f*114′ 535*t* | | | Belfast<br>British<br>4 *BHCem*<br>*APT*78*t* | T.3Cy.20″,31½″&53″–36″ (*s*)<br>180lb *100lb* 188NHP<br>2SB,4*cf*,GS70,HS3030<br>Cen.Mar.Eng.Wrks.WHpl | 21 ″ 4<br>s 2 *s*11½<br>18 ″ 6 | |
| 82377 | —<br>OHUJ Wireless D.F. 1*Dk* | (*ex*Fagernes) 4Mst | 1512<br>—<br>855 | | | | | 1919 | A/S Sorlandets Skibs Fevig | O/Y Pohjanmeri | 254·9 39·4 17·0<br>243·2<br>P27′B67′F29′ | | | Åbo<br>Finnish<br>*WB* | T.3Cy.18″,29½″&49″–33″<br>138NHP<br>Fredrikstad M.V.Frdstad. | | N |
| 82378 **Rosendal** Ⓟ<br>LESK | 1*Dk* | | 357<br>187<br>171 | | | | | 1909 | Laxevaags Msk&Jrnskb Bergen | Hardanger Sunnhordlandske Dampskibsselskab | 140·0 23·6 10·7<br>P106*t*H19*t*F42*t* | | | Bergen<br>Norwegian<br>*WB* | T.3Cy.13¾″,22″&35″–25″<br>61NHP<br>Laxevaags Msk.&Jrns.Bgn | | |
| 82379 **Rosenholm** (*ex*Helge–39)<br>7132<br>SLWA | 1*Dk*&*Web frames* | | *1740*<br>*1400*<br>*969* | | | | | 1895 | Helsingörs Jerns.Mask. Elsinore | Rederi A/B Rosenborg (T.Carlbom, *Mgr.*) | 271·6 38·1 23·5<br>P17′Q80′B116′F32′ | | | Stockholm<br>Swedish<br>*WB* | T.3Cy.18½″,30″&49″–36″<br>144NHP<br>Helsingörs Jrnsk&Mskbyg. | | V |
| 82380 **Roseville** Twin Sc<br>LDOV D.F. | *Oil Eng.*<br>1*Dk*&*Shelter dk*<br>*Cruiser Stern* | | 5745<br>5193<br>3507 | | | | | 1930 | Odense Staalskibsverft Odense | Skibs A/S Goodwill (A.F.Klaveness& Co.A/S, *Mgrs.*) | 426·4 58·5 26·6<br>P131*t*H405*t*F15′ | | | Oslo<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.24⅛″–51⅛″ 710NHP<br>Akt.Burmeistr&Wain, Cpn | | N |
| 82381 **Rosewood** (*ex*Stegg–34)<br>163388<br>GWRL | *Oil Eng.*<br>*ss*Shl.No.1–35<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>D.F. *Longitudinal framing* | | 5989<br>5276<br>3548 | ✠100A1<br>4,39<br>~~Shelter dk~~<br>✠LMC9,35<br>*Carrying Petroleum in bulk*<br>DBS4,40 | Shl | *z* | CL<br>3,39 | 1931<br>7mo<br>*Lloyd's SA&CP* | Armstrong Whitworth &Co.(Shipbuilders) Ld. Newcastle<br>*Cell D Bu E*56′ 171*t D* | Oil&Molasses Tankers, Ld. (J.I. Jacobs&Co.Ld. *Mgrs.*)<br>*Tf*34′ 347*t FPT*135*t* | 396·1 55·1 32·1<br>P97′B29′F36′ FK<br>*Trunk*238″ | | | London<br>British<br>14 *BHpt Cem*<br>(9 *to U dk* 5 „ 2*nd* „)<br>*APT*121*t* | Oil Engines 2S.C.SA<br>6Cy.23⅝″–41⅜″ 583NHP<br>2DB*180lb*<br>Armstrong, Whitworth& Co.(Engineers) Ld. Nwc | 32 ″ 0<br>s 5 ″ 5½<br>26 ″ 9½ | |
| 82382<br>YTDV D.F. | **Rosina Topić** (*ex*Trevider–33)<br>1*Dk*(*pt Irn pt Stl*) | *ss*Spt.2ndNo.3–4,39 | *4299*<br>*4015*<br>*2730* | ✠100A1<br>7,39<br>✠LMC<br>MS8,38 BS1,39 | Rot | *x* | CL<br>~~8,88~~<br>11,40 | 1913<br>5mo<br>*Lloyd's SA&CP* | J Readhead &Sons, Ld. South Shields<br>*Cell D* | "Ilirija" Navigation Co. Ld. (Ant. Topic, *Mgr.*)<br>*Ba*119′ *uE*23′ *f*163′ | 369·9 51·1 26·1<br>P33′B226′F34′ FK<br>987*t APT*62*t* | | | Susak<br>Yugoslav<br>6 *BHCem*<br>NDB12 *refitted*34 | T.3Cy.26″,42″&69″–48″ (*r*)<br>180lb *178lb* 385NHP<br>2SB,6*cf*,GS132,HS6330<br>J Readhead&Sons, Ld.SShl | 27 ″ 8<br>s 3 *s*10½<br>24 ″ 1¼ | |
| *Note* "Picotee," *see No.* 89582 *in Supplement* | | | | | | | | | | | | | | | | | |
| 82383<br>Iron | **Rosita** (*ex*ElihuThomson, *ex*Italia)<br>1*Dk*(*Irn*)&*Spar dk*&*Web frames*<br>*Fitted for oil fuel* | | 896<br>—<br>648 | ✠<br>3,91<br>✠ | Nwc | *l* | | 1888<br>9mo | W. Dobson &Co. Newcastle | Expreso Maritimo S.A.<br>*DBa*5 | 195·1 28·0 13·6<br>H20*t* 20·6<br>1′*f*79′132*t APT*30*t* | | | Callao<br>Peruvian<br>4 *BHAsp* | T.3Cy.15″,23″&40″–30″<br>88NHP<br>N.E.Marine E.Co.Ld.Nwc. | 21 ″ 8 | |
| 82384<br>7200<br>SEYA | **Roslagen**<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | *ss*Rot.No.3–9,37 | *1845*<br>*1621*<br>*1057* | ✠100A1<br>8,39<br>✠LMC<br>MS9,37 BS5,39 | Sbg | *r* | OG<br>9,37 | 1925<br>5mo<br>A&CP | Akt. Lindholmen-Motala Gothenburg | Rederiaktieb. Roslagen (P.G. Thulin, *Mgr.*)<br>*Cell DB* | 262·0 42·7 18·1<br>P24′B67′F28′ FK<br>224′502*t APT*41*t* | | | Stockholm<br>Swedish<br>4 *BHpt Cem*<br>*pt Asp* | T.3Cy.21″,33″&55″–36″ (*s*)<br>185lb FD 238NHP<br>2SB(Spt),6*cf*,GS100,HS3370<br>Akt.Lindholmen-Motala | 20 ″ 6<br>s 2 ″ 8¼<br>18 ″ 0½ | |
| 82385<br>119093<br>~~MGMY~~<br>MGMX | **Roslea** (*ex*TheMonarch) 3Mst<br>*Mchy.Aft*<br>*Well deck* 1*Dk*(*Stl*) | *ss*Bel.2ndNo.3–7,30<br>*ss*Bel.No.~~4~~–84 2–40 | 642<br>436<br>255 | ✠100A1<br>8,40<br>BS8,40 ✠LMC9,38 | Bel | *i* | OG<br>9,39 | 1904<br>2mo<br>*Lloyd's SA&CP* | Ailsa S.B. Co.Ld. Troon | Williamstown Shipping Co.Ld. (Comben Longstaff &Co.Ld. *Mgrs.*)<br>*Cell DBf*99′145*t FPT* | 185·0 27·6 10·8<br>Q101′B10′F34′<br>BK7½″<br>57*t APT*10*t* | | | London<br>British<br>3 *BHCem* | C.2Cy.19½″&44″–30″ (*s*)<br>130lb 80RHP<br>1SB,3*pf*,GS62,HS1543<br>Muir&Houston,Ld.Gls. | 13 ″ 7<br>s 4 *s*10½<br>13 ″ 8 | |
| 82386<br>164448<br>GYJZ D.F. | **Roslin Castle**<br>*Oil Eng.*<br>*Ref.Mchy.* 4*Dks*<br>*Cruiser Stern* | ~~Sou.No.1–39~~ | 7016<br>6265<br>4260 | ✠100A1<br>~~5,39~~ 5,41 Mch<br>DBS5,39<br>✠LMC C86,40<br>6,40 | Sou | *b*† | CL<br>~~4,38~~<br>5,40 | 1935<br>5mo<br>*Lloyd's SA&CP* | Harland& Wolff, Ld. Belfast | Union-Castle Mail S.S.Co.Ld.<br>*Duct keel fwd. of mchy space* *Cell D* | 426·5 61·3 32·0<br>443·5 (O.L.)<br>B129′F45′ FK<br>B352′1321*t FPT*54*t* | | | London<br>British<br>7 *BH*<br>*APT*128*t* | Oil Engines 2S.C.DA<br>8Cy.24⅛″–55½″ 1643NHP<br>DB*100lb*<br>Harland&Wolff, Ld.Bel. | 36 ″ 9<br>s 7 ″ 8<br>29 *s*8½ | |
| 82387<br>161596<br>GYWF D.F. | **Ross**<br>*Oil Eng.*<br>1*Dk*&*Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed '41 (W.E.)* | | 4978<br>4624<br>3066 | ✠100A1<br>*with freeboard*<br>~~Examined 6,41~~<br>✠LMC6,36<br>✠LMC(M)11,38 | ~~Brg~~<br>Hul<br>2 | *a*† | CL<br>11,38 | 1936<br>6mo<br>*Lloyd's SA&CP* | W Doxford &Sons, Ld. Sunderland | B.J.Sutherland& Co.Ld.<br>*Cell D B*346′1174*t* | 423·7 54·2 26·1<br>FK<br>(<br>*MT*1236*t APT*177*t* | | | Newcastle<br>British<br>7 *BHpt Cem*<br>(*Coll to Sh dk* 6 „ 2*nd* „)<br>W.Doxford&Sons, Ld. Sld. | Oil Engines 2S.C.SA<br>3Cy.20½″–81½″ 388NHP<br>2DB*120lb* | ~~28 ″ 8~~<br>~~s 8 ″ 4½~~<br>~~26 ″ 6~~<br>37 ″ 3<br>s10·11<br>26 ″ 6 | ‡ |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any* / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Port Trade Chart |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82388 52 ICFG | **Rossini** (P) | *Oil Eng.* | 2425 1835 1420 | ✠100A1 12,39 | Tri | *s* | CL 4,39 | 1928 8mo | Cant.Nav. Triestino Monfalcone | "Tirrenia"Soc. Anon.diNav. | 294·0 284·4 | 40·2 | 21·1 FK | Fiume Italian | Oil Engines 4S.C.SA 6Cy.24⅛"–43⅝" 357NHP DB*100lb* | 23 *ft* 4 s 3 in 1½ 20 *in* 5½ | |
| | | *ss*Tri.No.2–36 | | ✠LMC CS11,36 | | | | *Lloyd's* | | | P29′B84′F36′ | | | | | | |
| | | 2*Dks*(*Stl*) | | DBS8,39 2,39 | | | | | | *Cell DB*205′40 | *t FPT*58*t APT*57*t* | | | *B*H*pt Cem pt Asp* | Stabilimento Tecnico, Tri. | | |
| 82389 124166 MCPZ | **Rossmore** 3Mst | *ss*Fal.2ndNo.3–7,32 | 627 419 253 | ✠100A1 12,40 ~~3,39~~ | Fal | *j* | CL 2,39 | 1907 3mo | Murdoch& Murray Port Glasgow | County of Cornwall Shippg.Co.Ld. (J.Hampton *Mgr.*) | 180·2 Q103′B11′F33′ | 27·6 | 11·0 FK | Cardiff British | C.2Cy.20½"&44"–30" (*s*) 130lb 80RHP | 13 *ft* 8 s 4 *in* 3¾ | |
| | | *ss*Cff.No.2–10 ~~*ss*Fal.No.1–06~~ | | ~~DBS8,39~~ ✠LMC~~6,37~~ 12,40 | Cff | | | *Lloyd's* | | | *DB f*94′ 150*t FPT* | | | 3*B*H*Cem* 53*t APT*12*t* | 1SB,3*pf*,GS59,HS1768 Ross&Duncan,Glasgow | 13 *in* 5½ | |
| | *Mchy.Aft* | *Well deck* 1*Dk*(*Stl*) | | | | | | | | | | | | | | | |
| 82390 PHDY | **Rossum** | *ss*Ams.No.2–36 1*Dk*(*Stl*) | 2118 1892 1255 | ✠100A1 9,39 ✠LMC MS11,36 BS~~8,39~~ 7,40 | Sch | *s* | CL 9,37 | 1928 3mo | A.Vuijk& Zonen Capelle a/d Ysel | Stoomv.Maats. "Oostzee"(Vinke &Co. *Mgrs.*) | 281·3 P22′B64′F22′ | 42·7 | 19·3 FK | Amstrdam Dutch | T.3Cy.21",34½"&57"–36" (*s*) 210lb 248NHP 4*B*H*Cem* | 21 *ft* 4 s 3 *in* 1¾ 18 *in* 3¾ | |
| | D.F. | | | | | | | *Lloyd's* | | *Cell D* | *B*242′ 542*t FPT*62*t* | | | *APT*54*t* | 2SB,6*cf*,GS106,HS4054 Arnhemsche Stoom-sleepshelling Mij. Arnhem | | |
| 82391 LETE | **Röst** (P) | 1*Dk*&*Awng dk* | 379 334 210 | | | | | 1898 | Trndhjems Mek.Værkst. Trondheim | Vesteraalens Dampskibsselskab | 147·5 H45*t* | 21·1 *WB* | 15·4 | Stokmark-næs Norwegian | T.3Cy.12½",20½"&33"–21" NB12 50NH Trondhjems M.V.Trndhm. | | |
| 82392 LETF | **Rösten** (*ex*Gripen,*ex*Comp.Stm.) | *Mchy.Aft* 1*Dk* | 737 594 393 | | | | | 1920 | A/B Öster-sjövarfvet Norrköping | TönsbergsRederi A/S(Rafen& Loennechen, *Mgrs.*) | 187·8 P70*t*H17*t*F24*t* | 30·1 *WB* | 12·7 | Tönsberg Norwegian | T.3Cy.14⅜",22"&39"–23⅝" 62NHP A/B.GötaverkenGot. | | V |
| 82393 7656 SGDI | **Rota** | 1*Dk* | *1115* *778* *595* | | | | | 1930 | Verein.Sthl Nordseewrke Emden | Stockholms Rederiaktieb.Svea (Eman.Högberg *Mgr.*) | 215·7 P14′Q49′B45′F35′ | 34·9 *WB* | 13·1 | Stockholm Swedish | T.3Cy.17¾",29½"&46"–31½" 119NHP A.Borsig,G.m.b.H.Berlin | | G |
| 82394 167437 MNYY | — | 1*Dk*&*Shelter dk* | 840 673 430 | | | | | 1923 | Deutsche Werke A.G. Kiel | Ministry of Shipping (Ellerman's Wilson Line,Ld. *Mgrs.*) | 231·9 | 34·1 *WB* | 13·6 | London British | T.3Cy.20",32"&52½"–35" 165NHP Deutsche Werke A.G.Kiel | | V |
| | Wireless D.F. *Ref.Mchy.* | | | | | | | | | | | | | | | | G |
| 82395 DOGT | **Rotenfels** E.S.D. | *Oil Eng.* Sub.Sig. *Cruiser Stern* 2*Dks* | 7854 7308 4854 | | | | | 1927 | Akt.Ges. "Weser" Bremen | Deutsche Dampfs. Ges."Hansa" | 472·9 P121′B144′F90′ | 60·5 | 31·8 | Bremen German *WB* | Oil Engines 2S.C.DA 6Cy.27⅝"–47½" 1585NHP A.G."Weser,"Bremen | | |
| 82396 128883 GLDV | **Rother** | *ss*Goo.2ndNo.3–9,39 1*Dk*(*Stl*) | 986 817 403 | ✠100A1 ~~3,41~~ ~~3,39~~ ✠LMC9,39 BS4,41 | Goo | *o* | OG ~~4,37~~ 3,41 | 1914 5mo | Clyde S.B. &Eng.Co.Ld. Pt.Glasgow | London Midland& Scottish Rly. (Associated Humber Lines, *Mgrs.*) | 240·0 P38′B88′F37′ | 34·1 | 15·3 FK | Goole British | T3Cy.22⅜",36"&61"–39"(*r*) 180lb 349NHP 2SB,6*cf*,GS120,HS5370 FD Clyde SB.&Eng.Co.Ld.PGI | 16 *ft* 4 s 1 *in* 10½ 14 *in* 7 | |
| | Wireless D.F. | | | | | | | *Lloyd's* | | *Cell DBa*51′ | *uE*23′*f*92′197*t FPT* | | | 5*B*H*Cem* | | | |
| 82397 172631 VOCS | **Rothermere** D.F. E.S.D. | 1*Dk*&*Shelter dk* | 5356 4756 3070 | ✠100A1 *with freeboard* 3,41 ~~4,10~~ ✠LMC12,38 | Mch Lon | *a*† 2 | CL | 1938 12mo | C.Connell Co.Ld. Glasgow | Anglo-Newfoundland S.S.Co.Ld. (Donaldson Bros.& Black,Ld. *Mgrs.*) | 421·2 434·0(O.L.) F34′ | 56·5 | 25·7 FK | S Jhns NFL British *Cem* | Q.4Cy.23",31½",45½"&65"–48" 220lb (*s*) 489NHP 3SB(Spt)9*cf*,GS184,HS7350 FD | 28 *ft* 9 s 3 *in* 3¾ 25 *in* 8 | |
| | | | | *Fitted for oil fuel* 1,2,3 | | | *F.P.* | *Lloyd's* above | | *One Intermediate Cell DB*350′ | *BH dispensed with* 48*t Tanks at sides* | | | *Coll BH to Sh dk* 5 „ „ 2nd„ *of tunnel* | D.Rowan&Co.Ld.Gls. 54′285*t FPT*178*t APT*165*t* | | |
| 82398 161598 GZDY | **Rothley** D.F. E.S.D. | *Oil Eng.* 1*Dk*&*Shelter dk* *Cruiser Stern* | 4996 4627 3062 | ✠100A1 *with freeboard* 9,40 ~~12,30~~ ✠LMC12,36 ✠LMC(M)3,39 | Bry Sld | *a*† 2 | CL 12,39 | 1936 12mo | W.Doxford &Sons,Ld. Sunderland | The Whalton Shipping Co.Ld. (Stephens,Sutton, Ld. *Mgrs.*) | 423·3 439·3(O.L.) | 54·2 | 26·1 FK | Newcastle British | Oil Engines 2S.C.SA 3Cy.20½"–81⅛" 388NHP 2DB*120lb* | 37 *ft* 3 s 10 *in* 11½ 26 *in* 6 | |
| | Tonnage opening closed' 41(*W.E.*) | | | *Carrying Vegetable oil in deep* | | | | *Lloyd's* tank | | *Cell DB*346′1174*t* | *MT*1236*t APT*177*t* | | | *Coll to Sh dk* 6 „ 2*nd* „) | W.Doxford&Sons,Ld.Sld. | | |
| 82399 | **Rotna** (P) | *Oil Eng.* 2*Dks* *Cruiser Stern* | 1850 | | | | | 1940 | Akt.Burmeistr& Wain Copenhagen | A/S Dampskibsslsk. paa Bornholm af 1866 (Thorkil Lund *Mgr.*) | 259·0 | 41·0 | 23·6 | Rönne Danish | Oil Engines 2S.C.SA 7Cy.19½"–35⅞" 478NHP Akt.Burmeistr&Wain,Cpn | | |
| 82400 132607 GLYQ | **Rotorua** (P) (*ex*Shropshire) | **TwinSc5Mst** *ss*Lon.2ndNo.3–5,35 | 10890 8602 6784 | ✠100A1 *Shelter dk* *with freeboard* 7,40 ~~3,39~~ | Lon | *q*† | CL ~~4,07~~ 7,40 | 1911 9mo | J.Brown &Co.Ld. Clydebank | New Zealand Shipping Co.Ld. | 526·4 544·0(O.L.) | 61·4 | 33·3 FK | Plymouth British | Q.8Cy.25",35½",51"&72"–51" 215lb (*s*) FD 1264NHP 2D&2SB*24cf*GS473HS19432 J.Brown&Co. Ld.Clydebnk | 36 *ft* 6 s 6 • 8 *in* 29 *in* 11¾ | BT till ~~7,40~~ 10,40 |
| | D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) E.S.D. | *Ref.Mchy.* *ss*Lon.No.1–39 | | BS7,39 ✠LMC8,38 ✠Lloyd'sRMC2~~,40~~ 7,40 | | | | *Lloyd's* | | *Cell DB* *a*102′ | *uE*&*B*112′ | | | *B*H*pt Cem* *t APT*118*t* | | | |
| | | | | *Fitted for oil fuel* 3,23 | | | *F.P.* | *above* 150° F. | | | | | | | | | |
| 82401 PHEG | **Rotterdam** (P) D.F. Sub.Sig. | **TwinSc** *ss*Rot.2ndNo.3–12,34 4*Dks*(*Stl U*,*M*&*L*–ptws) *Lower Orlop dk in Nos.*1,2,3&4 *holds* | 24149 17293 15056 | ✠ 12,38 ✠ | Rot | *q*† | | 1908 6mo | Harland& Wolff,Ld. Belfast | | 650·5 B&F535′ | 77·4 FK&BK2½" | 43·5 | Rottrdam Dutch | Q.8Cy.33",47",68"&97½"–60" 2451NHP 8D&2SB,*54cf*,GS1116, HS4643€ Harland&Wolff,Ld.Belfast | 47 *ft* 4 | |
| | GyC. | | | | | | | *Lloyd's* | | *Cell D* *Ba*170′ | *uE*&*B*188′ | *f*205′3073*t DT* | *f*59′1636*t FPT*197*t* | 12*B*H*pt Cem* *APT*92*t* | | | |
| | | (TO BE BROKEN UP) | | | | | | | | | | | | | | | |
| 82402 PHEI | — | **TwinSc** *Mchy.Aft* *Oil Eng.* *ss*Rot.No.3–9,37 | 8968 8463 5027 | ✠100A1 *Shelter dk* *with freeboard* ~~3,41~~ ~~3,39~~ ✠LMC CS11,37 DBS~~8,39~~ 1,41 ~~10,39~~ ~~11,35~~ | Sch Gls | | CL S9,38 P8,39 | 1925 10mo | Frd.Krupp Act.Ges. Kiel | N.V.Petroleum Industrie Maats. | 469·8 B33′F39′ | 63·3 FK | 35·3 18*Bft* | The Hague Dutch | Oil Engines 4S.C.SA 12Cy.25⅛"–39⅜" 2WTDB*200lb* 763NHP 2DB70lb | 35 *ft* 6 s 8 *in* 7½ 27 *in* 2½ | |
| | Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Cruiser Stern* *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | | *Cell D Bu E*64′ 135*t DT f*36′315*t D* | *Ta*21′108*t FPT*186*t* | | | (13 to U dk) *APT*106*t* | Frd.Krupp A.G.Kiel | | |
| 82403 PHES | **Rotula** | *Oil Eng.* *ss*Bat.No.1–39 | 7981 7237 4747 | ✠100A1 4,40 ✠LMC CS7,39 DBS1,39 7,39 | Bat | *c*† | CL 5,38 | 1935 5mo | NV Nederl. Schps.Maats. Amsterdam | N.V.Petroleum Maats."La Corona" | 462·9 483·0(O.L.) P93′B47′F48′ | 59·3 FK | 33·9 | The Hague Dutch | Oil Engines 4S.C.SA 8Cy.25⅜"–55⅛" 502NHP DB*180lb* | 34 *ft* 0 s 6 *in* 9 27 *in* 5 | |
| | D.F. 1*Dk* 2nd *dk clear of cargo tanks* E.S.D. *Mchy.Aft* *Longitudinal framing at bottom & at deck* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | | *Cell D Bu E*64′ 157*t DT* | *f*25′264*t FPT*135*t* | | | 15*B*H *APT*83*t* | Werkspoor.N.V.Ams. | | |
| 82404 | | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné maintenant expiré. Lettre d'Eligibilité. | 7 | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHPm Force en chevaux d'après les formules de la Société. RHPm Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres de Classe. Lettres de Code. Signaux. Lettres de Code. Part Two. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82405 | **Roubaisien** | | 3152 | ✠ ... | | | | 1921 | J Readhead | Cid.desBateaux à | 331·2 | 47·2 | 22·1 | Dunkirk | T.3Cy.23½″,39″&65″–45″ | 24 ″ 5 | V |
| | | | 2919 | 6,25 | | | | 5mo | &Sons,Ld. | Vapeur duNord | P30′B170′F33′ | | | French | 307NHP | | + |
| FNWG | | *2 Dks* | 1970 | ✠ | | | | | S.Shields | (Soc.Anon.deGérance et d'Armement,*Mgrs.*) | | | FK | *WB* | J.Readhead&Sns,Ld.S.Shl | | |
| 82406 | **Rouen** Ⓟ | **TrpSc** | 1882 | | | | | 1912 | Forg.&Ch. | Chemins deFer de | 293·3 | 34·7 | 21·4 | Dieppe | 3 Steam Turbines | | V |
| | | *Fitted for oil fuel* | 1520 | | | | | | de la Médit. | l'EtatFrançais | | | | French | | | |
| FOYH | D.F. | *2 Dks* | 683 | | | | | | Havre | (SouthrnRly.*Mgs*) | | | | *WB* | Forg.&Ch.de la Médit.Hav. | | |
| 82407 | **Rouennais** (*ex*Malgache–37, | | 3777 | ✠ ... | | | | 1911 | W.Dobson | UnionMaritime | 354·2 | 47·8 | 25·9 | Dunkirk | T.3Cy.25″,41″&68″–45″ | 28 ″ 5 | V |
| | *ex*PortdeCherbourg, | *ss*Npt.No.2–20 | 3468 | 3,22 | | | | 10mo | &Co. | Soc.Anon.(Soc. | P49′B112′F37′ | | | French | 371NHP | | † |
| FNQH | *ex*Malgache,*ex*Baymano, | | 2339 | ✠ | | | | | Newcastle | Anon.de Gérance et | | | | *WB* | N.E.MarineEngCoLd.Nwc | | |
| | *ex*CayoRomano) | *2 Dks & deep* | | | | | | | | d'Armement *Mgrs*) | | | | | | | |
| | D.F. | *framing* | | | | | | | | | | | | | | | |
| 82408 | **Roula** (*ex*Sundbri–34, | | *1044* | | | | | 1899 | Bergens | MichailA.Kara- | 223·2 | 32·3 | 13·1 | Piræus | T.3Cy.15¾″,25″&42″–30″ | | V |
| 793 | *ex*Europa) | | *820* | | | | | | Mek.Værks | georgis | Q108′B24′H16′ | | | Greek | 97NHP | | |
| SZMI | | *1 Dk* | *587* | | | | | | Bergen | | F24′ | | | *WB* | BergensMek.Værks.Bgn. | | |
| 82409 | **Roumanie** (*ex*Pyrgos,*ex*Horncap, | | *3563* | | | | | 1906 | Flensburger | CieNationaleBelge | 341·7 | 48·7 | 17·2 | Antwerp | T.3Cy.20$\frac{15}{16}$″,34$\frac{5}{8}$″&61″–39$\frac{3}{8}$″ | | V |
| | *ex*Haimon) | | *3383* | | | | | | Schiffsb.Ges. | deTransportsMar. | H24′ | | 25·0 | Belgian | 236NHP | | |
| ORYA | | *2 Dks* | *2256* | | | | | | Flensburg | (AgenceMaritime | | | | *WB* | FlensburgerSchiffsb.Ges. | | |
| | | | | | | | | | | Internationale S.A. | | | | | | | |
| | | | | | | | | | | *Mgrs.*) | | | | | | | |
| 82410 | **Roussillon** (*ex*HaraldBrøvig–38) | | 9967 | ✠ ... Bkn | | *e*† | | 1936 | Bremer | Soc.Française de | 492·9 | 66·1 | 36·4 | Havre | Oil Engines 2S.C.DA | 35 ″ 11 | V |
| | *Carrying Petroleum in bulk* | *Oil Eng.* | 9191 | 10,38 | | | | 12mo | Vulkan | Transports | | | | French | 6Cy.23$\frac{5}{8}$″–43$\frac{5}{16}$″ 1167NHP | | † |
| FPGL | D.F. E.S.D. | *1 Dk,2nd dk in mchy.space* | 5906 | ✠ | | | | | Vegesack | PétroliersS.A. | P113′F75′ | | FK | 12 *BHpt Cem* | | | |
| | *Mchy.Aft* | *Cruiser Stern* | | | | | | | | *CellDBuE75′218t* | *DTf43′715t FPT16t* | | | *APT258t* | BremerVulkan,Vegesack | | |
| | | *Part electrically welded* | | | | | | | | | | | | | | | |
| 82411 | **Rovuma** | **TwinSc** | 1289 | ✠100A1 PNl | | *n* | CL | 1927 | Ardrossan | Union-CastleMail | 211·8 | 35·1 | 19·1 | London | T.6Cy.11¼″,18¾″&31″–21″ | 21 ″ 0 | |
| 149901 | | *ss*P.Nl.No.3–3,40 | 1190 | *with freeboard* | | | 6,39 | 9mo | Dkyd.Ld. | S.S.Co.Ld. | | | | British | 180lb (*s*) 125NHP | s 8 ″ 0½ | |
| GLWR | Wireless | *2 Dks* (*Stl–Wthr dk* teak *s*) | 739 | 3,40 ✠LMC | | | | | Ardrossan | | | | FK | *4 BHCem* | 2SB,*4cf*,GS63,HS2357 | 13 ″ 4½ | |
| | | | | MS11,39 BS3,40 | | | | *Lloyd's* | *SA&CP* | *Cell* | *DB168′ 240t FPT* | *46t APT31t* | *Coll* | *BH to W dk* | W.Beardmore&Co.Ld.Gls. | | |
| 82412 | **Rowallan Castle** | | 7793 | ✠100A1 Sou | | *d*† | CL | 1939 | Harland& | Union-CastleMail | 457·4 | 63·3 | 34·3 | London | Oil Engines 2S.C.DA | 37 ″ 0 | |
| 167199 | | *Oil Eng.* | 6963 | 7,40 ~~11,39~~ | Liv | | 2$\frac{7}{10}$ | 3mo | Wolff,Ld. | S.S.Co.Ld. | 474·2(O.L.) | | | British | 8Cy.24$\frac{7}{16}$″–55½″ 1643NHP | s 8 ″ 0½ | |
| GRRK | D.F. | *4 Dks* | 4728 | ✠LMC3,39 | | | | | Belfast | | B121′F48′ | | FK | *7 BHpt Cem* | DB *100lb* | 29 ″ 2½ | |
| | *Ref.Mchy.* | *Cruiser Stern* | | | | | | *Lloyd's* | *SA&CP* | | *Duct keel forward of* | | | *mchy.space* | Harland&Wolff,Ld.Bel. | | |
| | | | | | | | | | | *CellDB335′1114t* | *Tanks at sides* | | | | | | |
| | | | | | | | | | | *of tunnel* | *45′326t FPT46t* | | | *APT126t* | | | |
| 82413 | **Rowan** | *ss*Bel.No.2–40 | 500 | ✠100A1 Bwg | | *h* | CL | 1932 | Scott& | FrontierTownS.S. | 167·0 | 25·6 | 10·0 | Newry | T.3Cy.13½″,23″&38″–27″ (*s*) | 12 ″ 1 | |
| 160292 | | ~~*ss*Bel.No.1–36~~ | 348 | ~~3,10 1,39~~ 7,40 Bel | | | ~~2,38~~ 5,40 | 2mo | Sons | Co.Ld.(J.Fisher& | 173·0(O.L.) | | | British | 200lb 86RHP | s 4 ″ 2½ | |
| MJML | *Mchy.Aft* | *1 Dk* (*Stl*) | 188 | BS~~1,39~~ 2,40 ✠LMC~~2,36~~ MS6,40 | | | | | Bowling | Sons,Ld. *Mgrs.*) | Q97′B9′F23′ | | BK7″ | 3 *BHCem* | 1SB,*3cf*,GS60,HS2000 | 12 ″ 6½ | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | *Lloyd's* | *SA&CP* | | | | | | Aitchison,BlairLd. | | |
| | | | | | | | | | | *Cell* | *DB88′100t FPT47t* | | | *APT47t* | Clydebank | | |
| 82414 | **Rowanbank** (*ex*KingHowel–37, | | 5159 | ✠100A1 ~~Sws~~ | | *y* | CL | 1919 | Taikoo | BankLine,Ld. | 400·2 | 52·3 | 28·5 | Glasgow | T.3Cy.27″,44″&73″–48″ (*s*) | 31 ″ 0 | |
| 14750 | *ex*Cephalonia, | *ss*Shl.No.3–9,31 | 4767 | Examined 10,40 Ard | | | 7,38 | 10mo | Dkyd.&E.Co. | (A.Weir&Co. | | | | British | 180lb 517NHP | s 5 ″ 11½ | |
| GCQD | *ex*Stathis) | *ss*Shl.No.1–36 | 3145 | ~~BS2,39~~ ✠LMC~~5,36~~ | | | | | of H.KngLd. | *Mgrs.*) | P47′B113′F40′ | | FK | *7 BHCem* | 3SB,*9cf*,GS190,HS7668 | 25 ″ 3 | |
| | | *2 Dks* (*Stl*) | | 5,40 | | | 7,39 | | HongKong | | | | | | TaikooDkyd.&Eng.Co | | |
| | | | | | | | | *Lloyd's* | *SA&CP* | *Cell* | *DB344′1108t FPT123t* | | | *APT175t* | of HongKong,Ld. | | |
| 82415 | **Rowanfield** | | 495 | ✠100A1 Liv | | *g* | CL | 1938 | LythamSB | ZillahShipping& | 142·5 | 27·2 | 11·4 | Liverpool | T.3Cy.12¾″,21″&36″–24″ | 12 ″ 6 | |
| 166248 | | | 331 | 3,39 | | | | 9mo | &E.Co.Ld. | CarryingCo.Ld. | 148·5(O.L.) | | | British | 200lb (*s*) 72RHP | s 4 ″ 0 | |
| MMWQ | *Mchy.Aft* | *1 Dk* | 205 | ✠LMC9,38 | | | | | Lytham | (W.A.Savage,Ld. | P50′Q35′F20′ | | BK6½″ | *3 BHCem* | 1SB,*2cf*,GS38,HS1637 | 12 ″ 9½ | |
| | | *Cruiser Stern* | | | | | | *Lloyd's* | *SA&CP* | *Mgrs.*) | | | | | LythamS.B.&E.Co.Ld. | | |
| | | | | | | | | | | | *FPT61t APT37t* | | | | | | |
| 82416 | **Rowe** | **Wood** | 476 | | | | | 1888 | Manitowoc | H.C.Rowe&Co. | 142·8 | 30·0 | 10·6 | Nw.Haven, | C.2Cy.17″&34″–26″ | | |
| 120718 | | | — | | | | | | S.B.Corp | | | | | Con. | NB12 49NHP | | |
| KJWV | | *1 Dk* | 394 | | | | | | Manitowoc, | | | | | Utd.States | ManisteeIronWorks, | | |
| | | | | | | | | | Wis. | | | | | | Manistee,Mich. | | |
| 82417 | **Roxane** | **TwinSc** | 7813 | | | | | 1929 | Atel.&Ch. | ~~Cie.Auxiliaire de~~ | 445·4 | 62·1 | 34·2 | Cardiff | Oil Engines 4S.C.SA | | V |
| 174213 | | *CruiserStern Oil Eng.* | 7024 | | | | | | duSudOuest | ~~Nav.~~ Ministry of | P103′B35′F54′ | | | British | 12Cy.21½″–59½″ 532NHP | — | |
| ~~FQRN~~ | *Mchy.Aft* | *Longitudinal framing 1 Dk* | 4185 | | | | | | Bordeaux | Shipping(British | | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| DJVJ | D.F. | *Carrying Petroleum in bulk* | | | | | | | | TankerCo.Ld. | | | | | | | |
| | | | | | | | | | | *Mgrs.*) | | | | | | | |
| 82418 | **Roxburgh Castle** | | 7801 | ✠100A1 Gls | | *d*† | CL | 1937 | Harland& | Union-CastleMail | 457·1 | 63·3 | 34·3 | London | Oil Engines 2S.C.DA | 37 ″ 0 | |
| 165481 | | *Oil Eng.* | 6963 | ~~6,10 11,39~~ 2,41 Liv | | 2$\frac{7}{10}$ | 1,41 | 6mo | Wolff,Ld. | S.S.Co.Ld. | 474·2(O.L.) | | | British | 8Cy.24$\frac{3}{8}$″–55$\frac{1}{8}$″ 1642NHP | s 8 ″ 0½ | |
| GZSP | | *4 Dks* | 4738 | ✠LMC6,37 | | | | | Belfast | | B131′F48′ | | FK | *7 BHpt Cem* | DB *100lb* | 29 ″ 2½ | |
| | *Ref.Mchy.* | *Cruiser Stern* | | | | | | *Lloyd's* | *SA&CP* | *Cell DB335′1114t* | *Duct keel forward of* | | | *mchy.space* | Harland&Wolff,Ld.Bel. | | |
| | | | | | | | | | | | *Tanks at sides of* | *tunnel 45′326t FPT* | | *46t APT126t* | | | |
| 82419 | **Roxby** | | 4252 | ✠100A1 Hul | | *u* | CL | 1923 | RopnerSB | RopnerShppngCo. | 378·0 | 53·0 | 24·6 | W.Hartlpl | T.3Cy.24½″,41″&68″–48″ (*s*) | 27 ″ 0 | |
| 139228 | | *ss*Bry.No.3–10,35 | 3975 | ~~7,40 12,00 2,41~~ Gf Npt | | ~~6,37~~ | 7,40 | 6mo | &RepairngCo | Ltd. | 389·8(O.L.) | | | British | 180lb ~~86½ 90½~~ 364NHP | s 3 ″ 1½ | |
| GBWT | D.F. | *ss*Shl.No.1–39 | 2605 | 7,41 ✠LMC3,39 | | | | | (Stockton) Ld | | P50′B&F298′ | | FK | *6 BHCem* | 2SB(Spt\,*6cf*,GS140,HS5836 | 24 ″ 1½ | |
| | | *1 Dk* (*Stl*) | | BS3,40 | | | | | Stockton | *CellDBa136′u* | *E21′f155′965t FPT* | | | *76t APT206t* | J.Dickinson&Sons,Ld.Sld. | | |
| | | | | 4,41 | | | | *Lloyd's* | *SA&CP* | | | | | | | | |
| 82420 | **Roxen** (*ex*Athaulf) | | *4528* | ✠100A1 Got | | *y* | OG | 1921 | Akt.Lind- | RederiA/B Trans- | 377·8 | 54·2 | 24·4 | Gothenbrg | T.3Cy.27″,44⅜″&72¾″–48″ (*s*) | 27 ″ 0 | |
| 6749 | | *ss*Got.No.3–5,28 | *4039* | *Shelter dk* | | | 1,39 | 9mo | holmen- | atlantic(G.Carls- | 393·6(O.L.) | | | Swedish | 185lb FD 455NHP | s 2 ″ 11½ | |
| SDZN | | *ss*Got.No.2–36 | *2709* | *with freeboard* | | | | | Motala | son,*Mgr.*) | F38′ *on Shelter dk* | | FK | *pt Cem* | 3SB(Spt) *9cf*,GS144,HS6150 | 24 ″ 2½ | |
| | D.F. | *1 Dk* (*Stl*) & *Shelter dk* | | 4,40 ~~10,39~~ BS4,40 | | | | | Gothenburg | | | | | | Akt.Lindholmen-Motala | | |
| Now "Sigyn," | *see No. 9002[illegible] in Supplement* | | | ~~11,39~~ ✠LMC12,36 | | | | *Lloyd's* | *SA&CP* | | *Collision* | *BHto Shdk* | | | | | |
| | | | | *Fitted for oil fuel* | | | *F.P. above* | 1921 | 50° F. | *CellDB* | *269′1145t APT86t* | 5 ,, ,, *U* ,, | | | | | |
| 82421 | **Roy** (*ex*Danae–35) | | 1768 | ✠100A1 Bgn | | *q* | CL | 1921 | C.Rennold- | A/S D/S "Ask" | 270·2 | 37·5 | 16·3 | Bergen | T.3Cy.21″,34″&56″–36″ (*s*) | 18 ″ 6 | |
| | | *ss*Nwc.No.3–3,33 | 1327 | ~~3,10~~ 11,40 Swa | | | 10,38 | 6mo | son&Co. | (A.Kjerland, | 279·7(O.L.) | | | Norwegian | 190lb 244NHP | s 1 ″ 6½ | |
| LJBY | | *ss*Shl.No.1–37 | 969 | ~~BS2,39~~ ✠LMC7,37 | | | | | SouthShields | *Mgr.*) | P *on* Q22′B54′Q106′ | | | *4 BHCem* | 2SB,*6cf*,GS108,HS4224 | 17 ″ 2 | |
| | *Well deck* | D.F. *1 Dk* (*Stl*) | | 11,40 | | | | *Lloyd's* | *SA&CP* | | F22′ | | FK | | N.E.MarineEng.Co.Ld.Sld. | | |
| | | *Cargo battens not fitted* | | | | | | | | *DBa38′CellD* | *B192′585t FPT74t* | | | *APT106t* | | | |
| 82422 | **Royal** (*ex*Sortland–39,*ex*Ferm, | | 759 | | | | | 1918 | N.V.Werf | SkibsA/SRoyal | 179·0 | 30·2 | 12·5 | Arendal | T.3Cy.15½″,25½″&47½″–27″ | | N |
| | *ex*HollandiaII,*ex*Falkaas) | | 565 | | | | | | Zeeland | (Alfr.I.Thomme- | Q58′B58′F24′ | H34′ | | Norwegian | 117NHP | | |
| LEXG | | *1 Dk* | 422 | | | | | | Hansweert | sen) | | | | *WB* | Schippers&v.Dongen | | |

ROU-ROY

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned now expired. Additional Letters. | 7* Date when rail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed in Lt. Dates of Reg. Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82423 TVHE | **Royal** | *Fitted for oil fuel* 1 *Dk* *Carrying Petroleum in bulk* | 336 — 151 | | | | | 1924 | Ch.&Atel. de la Gironde Harfleur | Cie.Fluviale et Mar. de Transp. de Pétrole (Soc. Anon. des Pétroles Jupiter, *Mgrs.*) | 179·8 | 25·9 | 10·8 | Havre French | C.2Cy.12″&24″–18″ 20NHP McKie&Baxter,Glasgow | | V |
| 82424 ~~21481~~ ~~WSCU~~ HPQY | **Royal Arrow** | ~~ss~~N.Yk.No.3–5,29 ~~ss~~Bal.No.2–37 *Mchy.Aft* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames* D.F. *Longitudinal framing* | ~~7794~~ ~~7383~~ ~~4806~~ 7790 7210 4800 | ✠100A1 *Shelter dk with freeboard* ~~3,10~~ 4,40 ~~3844,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,16 | ~~Bal~~ Phl ~~5,11~~ BS9,40 ✠LMC8,37 | *d*† | CL N6,39 12mo *Cell* *F.P. above* 150° F. | 1916 | New York S.B.Co. Camden, N.J. A&CP *DBa23′uE&B* | ~~Socony-Vacuum Oil Co. Inc.~~ Brilliant Transportation Co.S.A. 76′463*t DTf*10′441 | 467·6 | 62·7 | 32·0 | Panama Panamanian 16*BH* (10 „ *toU dk* 6 „ „ *2nd* „ ) *tFPT*229*tAPT*131*t* | Q.4Cy.24½″,35″,51″&75″–51″ 220lb (*r*) 568NHP 3SB,9*cf*,GS177,HS7804 FD NewYorkSB.Co.Cmdn,NJ | 32 ″ 0 s 4 ″ 2 28 ″ 1 | |
| 82425 149440 GCQX | **Royal Crown** | ~~ss~~Hul.No.3–1,40 ~~ssShl.No.2–96~~ D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | 4388 4105 2629 | ✠100A1 *with freeboard* ~~7,40~~ 2,39 ~~BS3,39~~ ✠LMC3,36 7,40 | Bkn Shl | *z* | CL ~~1,38~~ 4,40 8mo *Lloyd's* | 1927 | W.Dobson & Co. Newcastle *SA&CP* | Hall Bros. S.S.Co. Ld. (Hall Bros. *Mgrs.*) *Cell DB*348′1188*t* | 400·4 | 53·0 | 25·3 | Newcastle British F39′ FK (*Coll BH to Sh dk* 5 „ „ *2nd* „ ) *FPT*120*t APT*198*t* | T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 410NHP 3SB(Spt)9*cf*,GS178,HS6900 N.E.Mar.Eng.Co.Ld.Nwc | 27 ″ 10 s 3 ″ 3 24 ″ 10 | |
| 82426 167210 GSGL | **Royal Daffodil** (P) Twin Sc *Oil Eng.* 1 *Dk* *Cruiser Stern* | | 2060 938 1046 | ✠ A– *with freeboard* ~~5,40~~ ~~3,30~~ 10,40 ~~6,40~~ *Corresponding to a moulded draught of 8′ 3″ For service between London, Cherbourg & Hook of Holland, from May to September* | Lon Sou Bel ✠LMC5,39 | | CL SN5,40 5mo | 1939 | Wm Denny & Bros. Ltd. Dumbarton | General Stm. Nav. Co. Ltd. *Cell DB*289′975*t* *Tanks at sides of tunnel* 390*t* | 299·7 | 50·1 | 9·9 54·0 313·0(O.L.) B&F288′ | London British 10*BHAsp* *FPT*24*t* | Oil Engines 2S.C.SA 24Cy.14$\frac{3}{16}$″–23$\frac{5}{8}$″ 841NHP Wm.Denny&Bros,Ld Dmb | 12 ″ 6 s 4 ″ 5 8 ″ 9 | |
| 82427 162702 MJMY | **Royal Eagle** (P) Pad 1 *Dk* & *Promenade dk* *Fitted for oil fuel* | | 1539 779 794 | ✠ 5,35 ✠ | Lon | | | 1932 4mo | Cammell Laird&Co.Ld Birkenhead | General Stm. Nav. Co. Ltd. *Cell DB aft of* | 292·1 | 36·7 | 10·5 *Promenade dk* 281′ *Engine Room* 12′ 11*t* | London British 9*BHpt Asp* *pt Cem* | T.D.3Cy.28½″,44″&68″–60″ 485NHP 2SB,8*cf*, ,HS6620 CammellLaird&Co.Ld.Bkn | | |
| 82428 165781 GDSC | **Royal Emblem** | D.F. E.S.D. 1 *Dk* & *Shelter dk* *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | 4900 4355 2762 | ✠100A1 *with freeboard* ~~7,40~~ ~~2,40~~ 5,41 ✠LMC2,40 | Sld ~~Hul~~ Shl | *q*† | CL 2,40 | 1940 2mo | J.L.Thompson&Sons,Ld Sunderland *SA&CP* | Hall Bros. S.S.Co. Ld. (Hall Bros. *Mgrs.*) *Cell DB*289′975*t* *Tanks at sides of tunnel* 390*t* | 415·1 | 58·2 | 24·8 431·8(O.L.) F36′ FK (*Coll to Sh dk* 6 „ *2nd* „ ) *FPTs*324*t A* | Newcastle British 7*BH Cem* 2SB(Spt&FD)&1AuxSB, 8*cf*,GS116,HS5075 N.E.MarineEng Co.(1938) *PT*145*t* Ld.Sld. | ~~27 ″ 10~~ ~~s 3 ″ 0~~ ~~25 ″ 0~~ 36 ″ 4 s10 ″ 6½ 26 ″ 0 | |
| 82429 148242 GDXY | **Royal Fusilier** (P) | E.S.D. 2 *Dks* | 2187 1383 1094 | | | | | 1924 | Caledon S. B.&E.Co.Ld. Dundee | London&Edinburgh Shipping Co. Ld. | 290·2 | 41·2 | 18·0 P51′B102′F63′ | Leith British *WB* | T.3Cy.26″,42″&70″–45″ 339NHP CaledonSB.&E.Co.Ld.Dun | | C BT till 4,40 |
| 82430 161816 MPSB | **Royal Scot** | ~~ss~~Lth.No.2–38 1 *Dk* (*Stl–pt* ws) 2nd *dk in holds* | 1444 1143 595 | ✠100A1 3,41 ~~6,39~~ ✠LMC MS12,37 ~~BS6,38~~ 8,40 | Lth | *q* | CL 6,39 4,41 3mo *Lloyd's* | 1930 | Caledon S. B.&E.Co.Ld Dundee *SA&CP* | London&Edinburgh Shipping Co. Ld. *Cell DBa&uE*69′ | 260·8 | 38·3 | 17·3 271·3(O.L.) P38′B92′F64′ FK&BK1½″ *f*92′210*t FPT*25*t* | Leith British 5*BHpt Cem* *pt Asp* | T.3Cy.22½″,37″&60″–42″ (*r*) 180lb *120lb* 356NHP 2SB,6*cf*,GS138,HS5543 FD CaledonSB.&E.Co.Ld.Dun | 18 ″ 6 s 2 ″ 0 16 ″ 10¾ | |
| 82431 164080 GYTM | **Royal Scotsman** (P) Twin Sc *Oil Eng.* 2 *Dks* *Cruiser Stern* | D.F. E.S.D. | 3244 1600 1435 | ✠100A1 *with freeboard* 4,39 ✠LMC6,36 *For Channel Service* | Bel | | OG P3,38 S3,39 | 1936 6mo *Lloyd's* | Harland& Wolff,Ld. Belfast *SA&CP* | Burns&Laird Lines,Ld. *Cell DB*214′435*t DTf*18′ | 327·9 | 47·7 | 13·6 P65′B154′F76′ *Upper* B145′ FK | Glasgow British 8*BHpt Cem* 86*tAPT*44*t* | Oil Engines 2S.C.SA 16Cy.19¾″–35$\frac{7}{16}$″ 1077NHP DB*100lb* Harland&Wolff,Ld.Bel. | 17 ″ 9 s 3 ″ 10 14 ″ 0 | BT till ~~5,40~~ 6,40 |
| 82432 165506 GZZB | **Royal Sovereign** (P) Twin Sc *Oil Eng.* Wireless *Cruiser Stern* 2 *Dks* | | 1527 662 827 | | | | | 1937 | Wm Denny & Bros.Ltd. Dumbarton | New Medway Stm. Packet Co.Ld.(S.J. Shippick, *Mgr.*) | 269·6 | 47·0 | 9·1 Q22′B73′ | London British | Oil Engines 2S.C.SA 24Cy.14$\frac{3}{16}$″–23$\frac{5}{8}$″ 840NHP SulzerBros.Ld.Winterthur | | |
| 82433 142772 GNXB | **Royal Star** (*ex* Royalstar) Twin Sc ~~ss~~Nwc.No.3–9,31 D.F. E.S.D. ~~ss~~Liv.No.2–39 *Ref.Mchy.* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* | | 7900 7576 4880 | 100A1 *Shelter dk with freeboard* ~~3,44~~ ~~8,39~~ 3,41 LMC MS7,39 ~~BS10,39~~ 2,41 Lloyd'sRMC ~~5,40~~ ~~7,40~~ 2,41 *Fitted for oil fuel* 2,20 | Nwc Gls | *c*† | CL S3,41 P2,41 *F.P. above* 150° F. | 1919 2mo *Lloyd's* | Workman, Clark&Co.Ld Belfast *SA&CP* | Union Cold Storage Co.Ld.(Blue Star Line,Ld. *Mgrs.*) *Cell DB* | 450·0 | 58·5 | 37·1 462·0(O.L.) P31′F43′ *on Shelter dk* 392′1495*t FPT*120*t* | London British *ptCem* 8*BHto Sh dk* *APT*70*t* | T.6Cy.26½″,44″&73″–48″ (*s*) 200lb 1138NHP 3DB,24*cf*,GS439,HS17079FD Wrkman,Clark&Co.Ld Bel | 40 ″ 0 s11 ″ 0½ 29 ″ 3 | |
| 82434 163225 GYWW | **Royal Ulsterman** (P) Twin Sc *Oil Eng* 2 *Dks* *Cruiser Stern* | D.F. E.S.D. | 3244 1600 1435 | ✠100A1 *with freeboard* ~~BS3,40~~ 4,40 ✠LMC6,36 *For Channel Service* DBS2,41 | Bel | | OG P3,39 S4,40 | 1936 6mo *Lloyd's* | Harland& Wolff,Ld. Belfast *SA&CP* | Burns&Laird Lines,Ld. *Cell DB* | 327·9 | 47·7 | 13·6 339·6(O.L.) P65′B154′F76′ *Upper* B145′ FK | Belfast British 8*BHpt Cem* 86*tAPT*44*t* | Oil Engines 2S.C.SA 16Cy.19¾″–35$\frac{7}{16}$″ 1077NHP DB*100lb* Harland&Wolff,Ld.Bel. | 17 ″ 9 s 3 ″ 10 14 ″ 0 | BT till 4,41 |
| 82435 134513 CYBN | **Royalite** | ~~ss~~N.Yk.No.1–19 *Fitted for oil fuel* *Carrying Petroleum in bulk* *Mchy.Aft* 1 *Dk* & *Web frames* | 2052 1530 1542 | ✠ ... 3,23 | | | | 1916 6mo | Collingw'd S.B.Co.Ld. Collingwood | Imperial Oil,Ld., Marine Department. (H.J. Rahlves, *Mgr.*) | 250·0 | 43·1 | 16·6 P63′F43′ FK | Sarnia Ont British *WB* | T.3Cy.16″,26″&44″–36″ 96RHP CollingwoodS.B.Co.Ont. | 18 ″ 0 s 1 ″ 7¼ 17 ″ 7¼ | |
| 82436 151108 VGWZ | **Royalton** | *Mchy.Aft* D.F. GyC. 1 *Dk* *Longitudinal framing at bottom & at deck* | 7164 6740 5194 | | | | | 1924 | The Collingwood S.B. Co.Ld. Collingw'd, Ont. | Colonial Steamships, Ld. (R.Scott Misener, *Mgr.*) | 536·5 | 58·2 | 27·0 F53′ | Toronto British *WB* | T.3Cy.24½″,41½″&72″–48″ 359NHP AllisChalmersMfg.Co. Milwaukee | | CR |
| 82437 150356 CYMG | **Royan** (*ex* Waccamaw) | *Mchy.Aft* 1 *Dk* 2 *tr B* | 1471 1206 879 | | | | | 1900 | Craig S.B. Co. Toledo, O. | | 250·2 | 40·2 | 14·8 | Montreal British *WB* | T.3Cy.20″,32½″&55″–40″ 185NHP CraigS.B.Co.Toledo | | |
| 82438 LETG | **Röyksund** (*ex* Alfriston, *ex* Europa, *ex* Vautour, *ex* Marguerite Pry) *Well deck* *Mchy.Aft* Wireless D.F. | ~~ss~~Bgn.No.3–8,33 1 *Dk* (*Stl*) | 695 530 371 | ✠ ... 5,35 ✠ | Bgn | *j* | | 1919 5mo | N.V.Machinefabriek & Scheepswerf van P.Smit Jr. Rotterdam | D/S A/S Fraktfart (Sigv.Risanger, *Mgr.*) | 182·0 | 28·0 | 12·9 Q119′B13′F19′ FK | Haugesnd Norwegian 3*BH Cem* 136*tFPT*37*t* | T.3Cy.14″,27$\frac{3}{16}$″&43$\frac{5}{16}$″–29½″ 117NHP 1SB,3*cf*,GS55,HS1895 VanP.Smit,Jr.Rotterdam | 14 ″ 9 | N † |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le t'nt. — Net | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant en juin. Lettre d'Appropondi. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Wireless. Code. Lettres de Signaux. Date d'entrée dans le Livre. Lettres de Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82439 | **Royston** | | 2722 | ✠100A1 | Shl | *t* | CL | 1929 | Smith's | GrantaS.ShpgCo. | 305·0 | 45·5 | 21·3 | Newcastle | T.3Cy.21″,35″&57½″–42″ (*s*) | 28 ″ 6 | |
| 149488 | *ss*Shl.No.3–3,41 ~~*ss*Shl.No.2–00~~ | | 2353 | ~~M.40~~ 3,41 | | | ~~4,10~~ 4,10 | 1mo | DockCo.Ld | Ld.(Witherington | | | | British | 180lb 266NHP | s 3 ″ 2½ | |
| GSNX | 1*Dk*(*Stl*) | | 1642 | ~~BS7,40~~ ✠LMC3,38 | | | 3,41 | | Middlesbro' | &Everett,*Mgrs.*) | P23′B50′F24′ | | FK | 2SB,6*cf*,GS120,HS4554 | 6*BHptCem* | 20 ″ 5½ | |
| | *Cargo battens not fitted* | | | | | | 2,41 | *Lloyd's A&CP* | | *CellDB* | 261′727*t FPT* 106*t* | | | *APT* 100*t* | Smith'sDockCo.Ld.Mdb. | | |
| 82440 | **Rozenburg** | | 2068 | Gms | | | | 1918 | N.V.Werf | N.V.Stoomb.Reed. | 281·3 | 41·3 | 19·2 | Rottrdam | T.3Cy.21″,32½″&55″–36″ | | G |
| | | | 1805 | ExaminedL.R.3,41 | | | | | Rijkee&Co. | "DeGoedeVer- | P18′B63′F27′ | | | Dutch | 181NHP | | |
| PHEX | 1*Dk* | | 1259 | BS3,41(180lb) | | | | | Rotterdam | wachting"(Hal- | | | | *WB* | Werkspoor,Amsterdam | | |
| | Sub.Sig. D.F. | | | | | | | | | cyonLijnN.V. | | | | | | | |
| | | | | | | | | | | *Mgrs.*) | | | | | | | |
| 82441 | **Rozewie** | | 766 | ✠100A1 | Bry | *e* | CL | 1938 | Crighton- | ZegługaPolska | 188·4 | 33·5 | 11·0 | Gdynia | Oil Engines 2S.C.SA | 13 ″ 5 | |
| | *Oil Eng.* | | — | *with freeboard* | NYk | | 5,40 | 4mo | VulcanA.B. | S.A.(PolishS.S. | 197·1(O.L.) | | 18·2 | Polish | 5Cy.13⅜″–22 7/16″ 157NHP | s ″ 2 | |
| SPBW | 1*Dk except in after hold, & Shelter Dk* | | 342 | ~~2,40~~ 5,40 | ✠LMC4,38 | | 10,40 | | Abo | AgencyLd.,*Mgrs.*) | | | FK | 4*BHptCem* | DB*43lb* | 13 ″ 4½ | |
| | *Strengthened for Navigation in Ice* | | | 1,41 | | | | *Lloyd's A&CP* | | | (2*BH including Coll to Sh dk* | | | | | | |
| | *CruiserStern* | | | | | | | | | *CellDB*120′166*t FPT*24*t APT*34*t* | 2 ,, 2*nd* ,, ) | | | | Atlas-DieselA/B,Skm) | | |
| 82442 | **Ruahine** Ⓟ **TwinSc** | | 10832 | | | | | 1909 | W.Denny | NewZealand | 480·6 | 60·3 | 41·1 | Plymouth | T.6Cy.28″,47″&78″–48″ | | C |
| 124582 | *Fitted for oil fuel* | | 3593 | Lloyd'saRMC~~3,40~~ 3,40 | | | | | &Bros. | ShippingCo.Ld. | B157′ | | | British | 843NHP | | |
| GLYM | *Ref.Mchy.* D.F. E.S.D. 3*Dks* | | ~~6727~~ | 7,41 ~~1,41~~ | | | | | Dumbarton | | | | | *WB* | Denny&Co.Dumbarton | | BT till 3.41 |
| | | | 6768 | | | | | | | | | | | | | | |
| 82443 | **Rubens** (*ex*Munmotor–40, | | 2450 | | | | | 1919 | Gt.Lakes | Armement | 253·5 | 43·5 | 27·5 | Antwerp | Oil Engines 4S.C.SA | | R |
| | *ex*Courtois) *Oil Eng.* | | — | | | | | | Eng.Works | H.Vervliet | P115′F25′ | | | Belgian | 6Cy.22″–32″ NE22 283NHP | | |
| | *Mchy.Aft* 1*Dk* | | 1485 | | | | | | Ecorse,Mich. | | | | | *WB* | McIntosh&Seymour, Auburn,N.Y. | | |
| 82444 | — (*ex*Gaby) **WoodAux3MstSr** | | 375 | | | | | 1918 | Chilman | KirkconnelBros. | 137·9 | 30·9 | 11·8 | Nassau,NP | Oil Engines 4S.C.SA | 13 ″ 7 | |
| 123046 | *Oil Eng.* | | 307 | | | | | | Shipyard | | | | | British | 4Cy.12″–16½″ 56NHP | s2 ″ 4½ | |
| | *Mchy.Aft* 1*Dk* | | 275 | | | | | | Hoquiam, | | | | | | UnionGasEng.Co.S.Fo. | | |
| | (*See Sailing Ship Register*) | | | | | | | | Wash. | | | | | | | | |
| 82445 | **Rubfred** (*ex*JonasRein) | | 786 | | | | | 1915 | J.Meyer's | VerkebäcksÅng- | 198·2 | 31·5 | 12·1 | Verkebäck | T.3Cy.14′,23″&38″–27″ | | V |
| 6671 | | | 611 | | | | | | S.B.Co. | fartygsA/B(Ruben | Q68′B53′F23′ | | | Swedish | 75NHP | | |
| SGDK | 1*Dk* | | 414 | | | | | | Zalt-Bommel | Olsson,*Mgr.*) | | | | *WB* | RotterdamDroog.Maats. | | |
| 82446 | **Rubicone** (*ex*Myrmidon) | | 4740 | | | | | 1905 | Armstrong | MarittimaRaven- | 399·5 | 49·2 | 28·8 | Ravenna | T.3Cy.25″,41″&70″–48″ | | I |
| 15 | | | 4345 | | | | | | Whitworth | nateS.A. | 391·5 | | | Italian | 339NHP | | |
| ICFL | D.F. 2*Dks* | | 2929 | | | | | | &Co.Ld. | | P41′B110′F43′ | | | *WB* | N.E.MarineEng.CoLdNwc | | |
| | | | | | | | | | Newcastle | | | | | | | | |
| 82447 | **Ruckinge** | | 2869 | ✠100A1 | Hpl | *u* | CL | 1939 | W.Gray& | Constants(South | 325·0 | 46·5 | 21·5 | Cardiff | T.3Cy.20″,31″&55″–39″ (*s*) | 24 ″ 3 | |
| 167790 | | | 2565 | ~~6,40~~ ~~12,20~~ 3,41 | Shl | | | 12mo | Co.Ld. | Wales)Ld.(H. | 338·4(O.L.) | | | British | 200lb 255NHP | s 4 ″ 0 | |
| GPSX | D.F. E.S.D. 1*Dk* | | 1723 | ✠LMC12,39 | | | | | W Hartlepool | Constant,*Mgr.*) | P29′B78′F32′ | | FK | 2SB(Spt),6*cf*,GS84,HS3530 | 5*BHptCem* | 20 ″ 5½ | |
| | *Cargo battens not fitted* | | | | | | | *Lloyd's A&CP* | | *CellDB* | 281′894*t FPT*49*t* | | | *APT*112*t* | Cen.Mar.E.Wks. FD | | |
| | *CruiserStern* | | | | | | | | | | | | | | (W.Gray&Co.Ld.)W.Hpl. | | |
| 82448 | **Rudby** | | 4846 | ✠100A1 | Cff | *y* | CL | 1924 | W.Gray& | RopnerShipping | 390·0 | 55·0 | 26·4 | W.Hartlpl | T.3Cy.25½″,40″&71″–48″ (*s*) | 28 ″ 9 | |
| 139234 | *ss*Npt.No.3–1,37 | | 4627 | ~~2,40~~ 10,40 | Hpl | | ~~1,37~~ | 12mo | Co.Ld. | Co.Ld. | 402·5(O.L.) | | | British | 180lb 439NHP | s 4 ″ 5½ | |
| GKXR | D.F. 1*Dk*(*Stl*) | | 2989 | BS~~1,39~~ ✠LMC1,37 | | | 2,41 | | W Hartlepool | | P30′B220′F40′ | | FK | 3SB(Spt)9*cf*,GS190,HS7614 | 6*BHptCem* | 24 ″ 6½ | |
| | | | | 8,40 | | | | *Lloyd's A&CP* | | *CellDBa&uE*158′ | *f*169′1041*t FPT*180*t* | | | *APT*179*t* | Cen.Mar.E.Wrks LdWHpl | | |
| 82449 | **Rudmore** *ss*Bly.No.1–41 | | 969 | ✠100A1 | Bly | *m* | CL | 1911 | S.P.Austin | "Toft"S.S.Co.Ld. | 208·0 | 34·0 | 12·9 | Middlsbro' | T.3Cy.17½″,29″&48″–33″ (*s*) | 14 ″ 11 | |
| 132058 | *ss*Nwc.2ndNo.3–12,36 | | 730 | ~~1,41~~ ~~8,40~~ | | | ~~8,39~~ | 3mo | &Son.Ld. | (T.H.Donking& | 216·0(O.L.) | | | British | 180lb *100lb* 162NHP | s 1 ″ 3½ | |
| MDNF | *Mchy.Aft* 1*Dk*(*Stl*) | | 574 | ~~BS8,39~~ ~~8,40~~ ✠LMC1~~,37~~ | | | 1,41 | | Sunderland | Sons,Ld.*Mgrs.*) | Q98′B10′F22′ | | FK | 1*BHCem* | 1SB,4*pf*,GS82,HS2782 | 13 ″ 9 | |
| | *Well deck* *Cargo battens not fitted* | | | 1,41 | | | | *Lloyd's A&CP* | | *CellDBf*129′263*t FPT* | 51*t* | | | | G.Clark,Ld.Sunderland | | |
| 82450 | **Rudolf** | | 821 | | | | | 1905 | Stettiner | MathiesReed.K.G. | 210·9 | 30·8 | 12·8 | Hamburg | T.3Cy.16″,25″&41″–30″ | | G |
| | | | 654 | | | | | | Oderwerke | | P14′Q41′B71′F27′ | | | German | 92NHP | | |
| DHUH | 1*Dk* | | 487 | | | | | | Stettin | | | | | *WB* | StettinerOderwerke,Stn. | | |
| 82451 | **Rudolf Albrecht** | | 3817 | | | | | 1922 | Frd.Krupp | PartenreedD. | 377·4 | 45·7 | 23·9 | Hamburg | T.3Cy.23⅝″,38 3/16″&62 1/16″– | | G |
| | *Mchy Aft* D.F. 2*Dks* | | 3299 | | | | | | Akt.Ges. | "RudolfAlbrecht" | len34 | | | German | 41⅜″ 247NHP | | |
| DHUI | Sub.Sig. *Fitted for oil fuel* | | 1993 | | | | | | Kiel | (Dr.MaxAlbrecht, | P88′B28′F44′ | | | *WB* | Frd.KruppA.G.Kiel | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | *Mgr.*) | | | | | | | |
| 82452 | **Rufidji** (*ex*Andalusia) | | 1387 | | | | | 1921 | Deutsche | DeutscheOst- | 234·5 | 36·8 | 17·9 | Hamburg | T.3Cy.16 1/16″27 9/16″&43⅜″–31¼″ | | G |
| | *Fitted for oil fuel* | | 1152 | | | | | | WerftA.G. | AfrikaLinie | B52′F23′ | | | German | 106NHP | | |
| DHUJ | Wireless 1*Dk* | | 770 | | | | | | Hamburg | | | | | *WB* | StettinerOderwerkeStettin | | |
| 82453 | **Rufina** **TwinSc** | | 3173 | ✠100A1 | Cco | *v* | CL | 1937 | NVNederl | N.V.Curaçaosche | 336·6 | 56·2 | 15·1 | Willemstd | T6Cy.15⅝″,25″&40 5/16″–27 9/16″ | 14 ″ 9 | |
| | | | 2273 | 8~~,40~~ 2,40 3,41 | BS8,40 | | 3,39 | 7mo | Schps.Maats. | Scheepv.Maats. | 348·3(O.L.) | | | Dutch | 180lb (*s*) 366NHP | s 1 ″ 4½ | |
| PJCJ | *Mchy.Aft* 1*Dk* | | 1555 | ~~BS7,39~~ ✠LMC7,37 | | | | | Amsterdam | | P92′*Trunk*203′F39′ | | FK | 10*BHptCem* | 2WTB HS6520 FD | 13 ″ 6½ | |
| | *Longitudinal framing at bottom* | | | *CarryingPetroleum in bulk* | | | | *Lloyd's A&CP* | | | | | | *ptAsp* | | | |
| | *in centre tanks & in trunk* | | | *Fitted for oil fuel* 7,37 | | | *F.P. a* | *above* 150° F. | | *CellDBuB*14′20*t* | *FPT*123*t APT*105*t* | | | | WerkspoorN.V.Amc. | | |
| 82454 | **Rufus P. Ranney** | | 4797 | | | | | 1908 | Superior | TritonS.S.Co. | 425·0 | 52·0 | 28·0 | Wilmgton | T.3Cy.22′,35″&58″–42″ | | R |
| 205088 | | | — | | | | | | S.B.Co. | (G.A.Tomlinson, | | | | (Del.) | 218NHP | | |
| | *Mchy.Aft* 1*Dk* | | 3505 | | | | | | Superior Wis. | *Mgr.*) | | | | *WB* | Utd.States AmericanS.B.Co.Superior | | |
| 82455 | **Rugard** Ⓟ **TwinSc** | | 1358 | | | | | 1927 | Stettiner | StettinerDmpfsch. | 252·0 | 35·9 | 12·0 | Stettin | T6Cy.15⅝″,26⅛″&43 7/16″–25⅝″ | | G |
| | Wireless | | 693 | | | | | | Oderwerke | GesJ.F.Braeunlich | B180′ | | | German | 187NHP | | |
| DAUR | Sub.Sig. *Cruiser Stern* 3*Dks* | | 492 | | | | | | Stettin | G.m.b.H. | | | | *WB* | StettinerOderwerke | | |
| 82456 | **Rugeley** *ss*Shl.No.1–40 | | 4985 | ✠100A1 | Shl | *a*† | CL | 1936 | W.Doxford | TheRed"R"S.S.Co. | 423·5 | 54·2 | 26·1 | Newcastle | Oil Engines 2S.C.SA | 28 ″ 8 | |
| 161590 | *Oil Eng.* | | 4624 | *with freeboard* | Nwc | 2 | 9,39 | 2mo | &Sons,Ld. | Ld.(Stephens | 439·2(O.L.) | | FK | British | 3Cy.20½″–81⅛″ | s 3 ″ 4½ | |
| MKVV | D.F. E.S.D. 1*Dk&Shelter dk* | | 3061 | 1,41 ~~3,39~~ | ~~M.C2,36~~ | | | | Sunderland | Sutton,Ld.*Mgrs.*) | | | (*Coll* | 7*BHptCem* | 2du*120lb* 388NHP | 25 ″ 6 | |
| | *CruiserStern* | | | ~~1,41~~ ~~3,39~~ | ~~MC3,37~~ | | | *Lloyd's A&CP* | | | | | *BHto Sh dk* | 2du*120lb* | W.Doxford&Sons,Ld.Sld. | | |
| | | | | DB~~S5,40~~ | ✠LMC5,40 | | | | | *CellDB*346′1174*t* | *MT*1236*t APT*191*t* | | 6 ,, ,, 2*nd* ,,) | | | | |
| 82457 | **Rügen** Ⓟ **TwinSc** | | 2170 | | | | | 1914 | Stettiner | Stettin-Rigaer | 294·2 | 38·2 | 21·6 | Stettin | T6Cy20 1/16″,32 3/16″&51⅛″–29⅛″ | | G |
| | | | 1593 | | | | | | Oderwerke | Dampfsch.Ges.Th. | B26′H— | | | German | 283NHP | | |
| DAPE | D.F. Sub.Sig. 3*Dks* | | 936 | | | | | | Stettin | Gribel(Rud.Christ. | | | | | StettinerOderwerke | | |
| | | | | | | | | | | Gribel,*Mgr.*) | | | | | | | |
| 82458 | **Ruhno** Ⓟ **Iron&SteelTwinSc** | | 499 | | | | | 1886 | MotalaCo. | Laevaüking | 164·3 | 25·2 | 10·7 | Tallinn | C.4Cy.14″&32″–20″ | | V |
| | (*ex*Najaden–36) | | — | | | | | | Gothenburg | G.Sergo&Ko | P104′H33′F51′ | | | Estonian | NB07 78NHP | | |
| ESRW | Wireless Sub.Sig. 1*Dk* | | 344 | | | | | | | | | | | *WB* | MotalaCo.Gothenburg | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dis. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed as L.R. Jas. of B. of T. as Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82459 | **Ruhr** (P) | | 5954 | | | | | 1925 | Bremer Vulkan Vegesack | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 454·0 | 58·3 | 24·2 | Hamburg German | Oil Engines 4S.C.SA | | G |
| | D.F. | *Oil Eng.* | 5472 | | | | | | | F31′ | | | | *WB* | 16Cy.22$\frac{1}{16}$″–24$\frac{3}{4}$″ 763NHP | | |
| DIEX | Sub.Sig. | 3 *Dks* | 3440 | | | | | | | | | | | | Bremer Vulkan, Vegesack | | |
| 82460 | — | | 1029 | | | | | 1937 | Stettiner Oderwrke AG Stettin | Rud.Christ Gribel | 209·3 | 32·5 | 17·2 | Stettin German | C.4Cy.(2)13$\frac{5}{8}$″&(2)28$\frac{3}{4}$″–28$\frac{3}{4}$″ | | G |
| | | | 885 | | | | | | | Q15′F24′ | | | | *WB* | 74NHP | | |
| DAZN | Wireless D.F. | 1 *Dk* | 559 | | | | | | | | | | | | Stettiner Oderwerke A.G. | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 82461 | **Ruhrort** | Twin Sc | 1080 | | | | | 1936 | Gute Hoffnungshütte A.G. Walsum | Franz Haniel & Cie. G.m.b.H. | 229·2 | 34·8 | 13·0 | Duisburg-Ruhrort German | Oil Engines 2S.C.SA | | G |
| | | *Oil Eng.* | 791 | | | | | | | P56′B29′ | | | | *WB* | 8Cy.11$\frac{1}{8}$″–16$\frac{5}{16}$″ 196NHP | | |
| DGXR | Wireless | | 499 | | | | | | | | | | | | Maschinenfbrk. Augsburg Nürnberg A.G. Augsburg | | |
| | *Mchy. Aft* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 82462 | **Runa** | | 1575 | | | | | 1930 | Burntisland S.B.Co.Ld. Burntisland | Clydesdale Shipowners Co.Ld. (Glen & Co.Ld. *Mgrs.*) | 252·3 | 40·0 | 16·5 | Glasgow British | T.3Cy.18″,30″&49″–33″ | | C |
| 161919 | | | 1329 | | | | | | | P15′Q43′B90′F24′ | | | | *WB* | 138NHP | | |
| MPVG | Wireless | 1 *Dk* | 926 | | | | | | | | | | | | NE Marine Eng.Co Ld. Nwc | | |
| 82463 | **Runeberg** (P) | Iron | 472 | | | | | 1876 | Bergsunds M.V.Aktieb. Stockholm | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 159·4 | 24·6 | 12·3 | Stockholm Swedish | T.3Cy.14$\frac{5}{8}$″,23$\frac{3}{8}$″&38″–25$\frac{3}{8}$″ | | |
| 1541 | (*ex* J.L.Runeberg) | | 266 | | | | | | | P102′H59*t*F34′ | | | | | 73NHP | | |
| SGDR | | 1 *Dk* | 275 | | | | | | | | | | | | W.Lindbergs Aktieb. Skm. | | |
| 82464 | **Rungholt** | | 399 | | | | | 1939 | H.Brand Oldenburg | Richard Bröhan | 153·8 | 27·8 | 9·1 | Hamburg German | Oil Engines 4S.C.SA | | G |
| | | *Oil Eng.* | 300 | | | | | | | P36′F25′ | | | | *WB* | 6Cy.11″–16$\frac{5}{16}$″ 70NHP | | |
| DKAC | *Mchy. Aft* | 1 *Dk* | 200 | | | | | | | | | | | | Deutsche Werke Kiel A.G. Kiel | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 82465 | **Runmarö** (*ex* Confield) | | 2876 | †100A1 | Skm | *u* | CL | 1912 | W.Gray & Co.Ld. W Hartlepool | Rederi A/B Rex (K.M.Källström, *Mgr.*) | 314·0 | 46·6 | 21·2 | Stockholm Swedish | T.3Cy.23″,36$\frac{1}{2}$″&62″–42″ (*s*) | 23 ″ 5 | |
| 7601 | | *ss* Osc.2nd No.3–12,37 | 2553 | 5,40 ~~4,39~~ | | | 4,39 | 10mo | | | | | | | 180lb 267NHP | s 3 ″ 6$\frac{3}{4}$ | |
| SFCN | | *Cargo battens not fitted* | 1672 | | LMC | | | | | P25′B98′F35′ FK | | | | | 2SB,6*cf*,GS104,HS4082 | 20 ″ 1 | |
| | | 1 *Dk* (*pt Irn pt Stl*) | | | MS12,37 | BS11,39 | | *Lloyd's* | *SA&CP* | *Cell DBa* 96′*uE*6′*B*41′*f* 137′75*8t FPT* | | | | 62*t APT* 146*t* | Cen.Mar.Eng.Wrks.WHpl | | |
| 82466 | **Runnelstone** | | 869 | †100A1 | Shl | *k* | CL | 1923 | Hansen SB & Ship Repg Co.Ld. Bideford | S.&R.Steamships. Ld. (Stone & Rolfe, Ld. *Mgrs.*) | 190·0 | 30·1 | 12·5 | London British | T.3Cy.16″,27″&44″–30″ (*s*) | 14 ″ 6 | |
| 146685 | | *ss* Nwc.No.3–6,35 | 592 | 3,40 | | | 3,40 | 1mo | | | Q119′B*on*Q14′F26′ | | | | 180lb 99RHP | s 4 ″ 6$\frac{1}{4}$ | |
| MLGP | *Mchy. Aft* | *ss* Shl.No.1–40 | 427 | | LMC 3,40 | | | | | | | | | | 2SB.4*pf*,GS64,HS2070 | 14 ″ 1$\frac{1}{2}$ | |
| | *Well deck* | 1 *Dk* (*Stl*) | | | | | | | | FK | | | | 3*BHCem* | MacColl & Pollock, Ld. Sld. | | |
| | | | | | | | | *Lloyd's* | *SA&CP* | *Cell DB* 126′ 239*t FW Tank in break* | | | | | 714*t FPT* 53*t APT* 30*t* | | |
| 82467 | **Runo** | | 1858 | | | | | 1920 | Ramage & Ferguson, Ld Leith | Ellerman's Wilson Line, Ld. | 262·7 | 39·0 | 16·2 | Hull British | T.3Cy.17$\frac{1}{2}$″,30″&52″–36″ | | C |
| 144061 | | *Cruiser Stern* | 1322 | | | | | | | P&B163′F57′ | | | | *WB* | 162NHP | | |
| GDNW | | 1 *Dk* | 1089 | | | | | | | | | | | | Ramage & Fergusn, Ld. Lth. | | |
| 82468 | **Runswick** | | 3970 | †100A1 | Cff | *x* | CL | 1930 | J L Thompson & Sons, Ld. Sunderland | Rowland & Marwood's S.S.Co.Ld. (Headlam & Son, *Mgrs.*) | 365·0 | 51·0 | 23·2 | Whitby British | C4Cy(2)18$\frac{3}{8}$″&(2)39$\frac{3}{8}$″–39$\frac{3}{8}$″ | 25 ″ 6 | |
| 161016 | | *ss* Cff.No.2–38 | 3527 | ~~5,40~~ 4,40 | ~~6,41~~ | ~~Liv~~ NYk | ~~3,38~~ | 5mo | | | 379·2(O.L.) | | | | 210lb ~~150*lb*~~ (*s*) 277NHP | s 3 ″ 1$\frac{3}{4}$ | |
| GPTF | | 1 *Dk* (*Stl*) | 2384 | BS~~5,39~~ 5,39 | LMC 4,38 | | 2,41 | | | P33′B222′F33′ FK | | | | 6*BHCem* | 2SB(Spt)6*cf*,GS113,HS4880 | 22 ″ 7$\frac{1}{4}$ | |
| | | | | 9,40 | | | | *Lloyd's* | *SA&CP* | *Cell DB* 321′955*t* | | | | *APT* 191*t* | J Dickinson & Sons, Ld. Sld. | | |
| 16 | 82469 | **Ruperra** | | 4548 | †100A1 | Liv | *z* | CL | 1925 | W.Gray & Co.Ld. W Hartlepool | British Stm.Shpng. Co.Ld. (J.Cory & Sons, Ld. *Mgrs.*) | 397·1 | 53·0 | 24·6 | Cardiff British | T.3Cy.26″,42″&70″–48″ (*s*) | 27 ″ 1 | |
| | 148280 | | *ss* Npt.No.3–6,37 | 4237 | *with freeboard* | ~~Npt~~ NYk | ~~1,40~~ | 1mo | | | 409·9(O.L.) | | | | 180lb 423NHP | s 2 ″ 11$\frac{1}{2}$ | |
| 40 | GKYR | D.F. | 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | 2800 | 9,40 ~~1,40~~ | LMC | | 6,40 | | F32′ FK | | | | 6*BHptCem* | 3SB,9*cf*,GS184,HS7281 | 24 ″ 5 | |
| | | | | | MS10,36 | BS8,~~39~~ 8,40 | | *Lloyd's* | *SA&CP* | *Cell DB* 351′1051*t APT* 129*t* | | | | (*Coll BH to Sh dk* 5 ,, ,, *2nd* ,,) | Cen.Mar.Eng.Wrks.WHpl | | |
| | 82470 | **Rupert de Larrinaga** | | 5358 | | | | 1930 | Lithgows Ld. Pt Glasgow | Larrinaga S.S.Co. Ld. | 415·0 | 55·0 | 25·6 | Liverpool British | T.3Cy.25″,43″&72″–48″ | | C |
| | 161139 | | | 4887 | | | | | | P38′B268′F38′ | | | | *WB* | 359NHP | | |
| | GMZJ | | 1 *Dk* | 3243 | | | | | | | | | | | D.Rowan & Co.Ld.Gls. | | |
| | 82471 | **Rushen Castle** (P) | Twin Sc | 1724 | | | | 1898 | Vickers Sns & Maxim, Ld. Barrow | Isle of Man Steam Packet Co.Ld. | 315·0 | 37·1 | 16·5 | Douglas IM British | T8Cy.22$\frac{1}{2}$″,34″&(2)38$\frac{1}{2}$″–33″ | | BT till ~~8,40~~ ~~6,39~~ 7,41 7,44 |
| | 103661 | (*ex* Duke of Cornwall) | | 1151 | | | | | | P74′B132′F73′ | | | | | NB11 170NHP | | |
| 13/44 | GFRX | D.F. | 2 *Dks* | 699 | | | | | | | | | | *WB* | Vickers Ss & Maxim, Ld. Brw | | |
| | 82472 | **Rushpool** | | 5125 | | | | 1928 | Cowpen DD&SB Co Ld Blyth | Pool Shppg. Co. Ld. (Sir R. Ropner & Co. Ld. *Mgrs.*) | 420·1 | 54·1 | 26·7 | W.Hartlpl British | T.3Cy.26$\frac{1}{2}$″,44″&73″–48″ | | C |
| | 160757 | | | 4845 | | | | | | P34′B238′F41′ | | | | *WB* | 369NHP | | |
| | GSPD | D.F. | 1 *Dk* | 3181 | | | | | | | | | | | Blair & Co.(1926) Ld. Stk. | | |
| | 82473 | **Rutenfjell** | | 1334 | | | | 1935 | Nylands Verksted Oslo | A/S Rudolf Olsen & Ugelstad, *Mgrs.*) | 250·9 | 41·3 | 14·8 | Oslo Norwegian | C.2Cy.16$\frac{3}{4}$″–33$\frac{7}{16}$″&LP Turbine with DR gearing & hydraulic coupling | | N |
| | | | | 1104 | | | | | | | | | | *WB* | 107NHP | | |
| | LJBW | *Cruiser Stern* | 1 *Dk* & *Shelter dk* | 715 | | | | | | | | | | | Nylands Verksted, Oslo | | |
| | | Wireless D.F. | | | | | | | | | | | | | | | |
| | 82474 | **Ruth** | Twin Sc | 5486 | | | | 1932 | Götaverken A/B Gothenburg | Rederi A/S Ruth (Hagb. Waage, *Mgr.*) | 381·0 | 55·2 | 30·1 | Oslo Norwegian | Oil Engines 4S.C.SA | | N |
| | | | *Oil Eng.* | 4775 | | | | | | P206*t*H378*t*F71*t* | | | | *WB* | 12Cy.21$\frac{5}{8}$″–39$\frac{3}{8}$″ 543NHP | | |
| | LDNO | *Mchy. Aft* | *Cruiser Stern* 1 *Dk* | 3224 | | | | | | | | | | | Götaverken A/B, Got. | | |
| | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | |
| | 82475 | — | | 3726 | | | | 1911 | Sir J.Laing & Sons, Ld. Sunderland | Rederi A/S Ruth (Leopold Glücksman) | 344·5 | 46·7 | 24·6 | Gothenbrg Swedish | T.3Cy.24″,40″&66″–45″ | | N |
| | 8042 | (*ex* Mexicano–35) | | 3223 | | | | | | P146*t*H250*t*F49*t* | | | | *WB* | 292NHP | | |
| | SJHN | | 2 *Dks* | 2217 | | | | | | | | | | | J.Dickinson & Sons, Ld. Sld. | | |
| | 82476 | — | | 628 | | | | 1924 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 180·2 | 29·0 | 11·5 | Stettin German | T.3Cy.13$\frac{3}{8}$″,21$\frac{11}{16}$″&35$\frac{7}{16}$″–25$\frac{5}{16}$″ | | G |
| | | | | 487 | | | | | | Q22′B45′F22′ | | | | *WB* | 64NHP | | |
| | DAQT | Wireless | 1 *Dk* | 341 | | | | | | | | | | | Stettiner Oderwerke | | |
| | 82477 | — | Wood Aux 4 Mst Sr | 321 | | | | 1920 | T.Ph.Jörgensen Thurö | Sejlskibs A/S Danmark (A.E. Sörensen, *Mgr.*) | 129·4 | 29·6 | 13·2 | Svendborg Danish | Oil Engines 2S.C.SA | | V |
| | | (ex Sailing Vessel) | *Oil Engs.* | 304 | | | | | | | | | | | 2Cy.11$\frac{1}{8}$″–16$\frac{1}{8}$″ 49NHP | | |
| | OUZQ | *Mchy. Aft* | 1 *Dk* | 249 | | | | | | | | | | | *Emade & fitted* 30 A/S Völund, Cpn. | | |
| | | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | |
| | 82478 | **Ruth I** (*ex* Ruth) | | 3531 | † | Gms | *v* | 1900 | C.S.Swan & Hunter, Ld. Newcastle | A/S Britannic (Brummenæs & Torgersen, *Mgrs.*) | 330·0 | 48·0 | 24·6 | Haugesund Norwegian | T.3Cy.24$\frac{1}{4}$″,38″&64″–42″ | 27 ″ 5 | N |
| | | | *ss* Shl.No.3–11,12 | 3232 | 4,18 | | | 4mo | | P62*t*H79*t*F42*t* | | | | | 275NHP | | † |
| | LCWO | D.F. | 1 *Dk* (*Stl*) 2 *tr B & deep framing* | 2172 | | | | | | *Cell DBa* FK 106′*uE*18′*f*140′829*t APT* 39*t* | | | | 5*BHCem* | 2SB.6*cf*,GS92,HS4048 T.Richardsn & Sns. Ld. Hpl. | | |
| | 82479 | **Ruth Alexander** (P) | Twin Sc | 8135 | | | | 1913 | Akt.Ges. "Vulcan" Stettin | President Terminal S.S.Co. Ld. | 439·1 | 56·0 | 26·2 | S. Frncisco Utd. States | T.3Cy.24″,39$\frac{7}{16}$″&64$\frac{1}{16}$″–49$\frac{1}{2}$″ | | R |
| | 220966 | (*ex* Callao, *ex* Sierra Cordoba) | *Ref. Mchy.* | — | | | | | | B151′F103′ | | | | *WB* | 588NHP | | |
| | WADW | | *Fitted for oil fuel* | 4988 | | | | | | | | | | | A.G. "Vulcan," Stettin | | |
| | | D.F. GyC. | 3 *Dks* | | | | | | | | | | | | | | |

Now "Ruth II" ex Vp 83302 in Sup. Oil Engs.

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Double. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registre du Yacht R. et si coté Lloyd's Dunn Cert. Roll Trials. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82480 | **Ruth Kellogg** (ex Vaba) | 5037 | | | | | 1920 | American International S.B.Corp. Hog Island Pa | Ministry of Shipping (Gow, Harrison & Co. *Mgrs.*) | 390·0 \| 54·2 \| 27·8 | British | DR geared steam turbine | | R |
| | **D.F.** 2 *Dks* | 3086 | | | | | | | | P39′B121′F43′ | *WB* | General Electric Co. Schenectady, N.Y. | | |
| 82481 | **Ruth Lykes** (ex Southlands, | 2612 | ✠ ... | | | | 1919 | Chicago S.B.Co. Chicago | Lykes Bros. Steamship Co., Inc. | 251·0 \| 43·6 \| 26·1 | Galveston | T.3Cy 20½″,35″&59″–42″ | 28 ″ 3 | R |
| 219173 | ex Lake Gera) | — | 10,20 | | | | 11 mo | | | P25′B64′F26′ FK | Utd. States | 352 NHP | | † |
| KOKS | **D.F.** 1 *Dk* 2 *tr B* | 1725 | ✠ | | | | | | | | *WB* | Detroit S.B.Co. Detroit | | |
| 82482 | **Rutland** | 1437 | | | | | 1935 | Caledon S.B. & E.Co.Ld. Dundee | Currie Line, Ld. | 261·6 \| 40·2 \| 15·9 | Leith British | T.3Cy.15″,25″&41″–33″ 97 NHP | | C |
| 164362 | Wireless **D.F.** | 1127 | | | | | | | | | | | | |
| MKMT | **E.S.D.** *Cruiser Stern* 1 *Dk & Shelter dk* | 718 | | | | | | | | | *WB* | Barclay, Curle & Co. Ld. Gls. | | |
| 82483 | **Ruys** Ⓟ **TrpSc** *Oil Eng.* | 14155 | ✠ Lloyd's RMC ~~12,39~~ 12,40 ~~6,40~~ | | | | 1937 | N.V. Kon. ink. Maats. "De Schelde" Flushing | Koninkl. Paketv. Maats. | 537·3 \| 72·2 \| 36·4 B304′F88′ | Batavia Dutch | Oil Engines 2S.C.SA 24Cy.25 $\frac{1}{16}$″–47½″ 2734 NHP | | V |
| PKOJ | **D.F. E.S.D.** 3 *Dks* | 10241 8664 | | | | | | | | | *WB* | N.V. Konink. Maats. "DeSchelde" Flushing | | |
| | *Ref. Mchy.* *Cruiser Stern* | | | | | | | | | | | | | |
| 82484 | **Ryal** | 367 | ✠ 100 A1 | Yar | *e* | OG | 1938 | J. Koster Hzn. Schpsw. "Gideon" Groningen | Free Trade Wharf Co. Ld. | 130·5 \| 23·9 \| 11·7 132·5 (o.l.) Q41′F16′ FK | London British | Oil Engines 4S.C.SA 6Cy.11″–17¾″ 71 NHP | 13 ″ 11 s 1 ″ 1½ | |
| 166426 | *Oil Eng.* | 295 | 4,40 | | | 4,40 | 4 mo | | | | 3 *BH pt Cem* | | 12 ″ 11½ | |
| MPPT | *Mchy. Aft* 1 *Dk* | 162 | ✠ LMC 4,38 | | | | | | | | *pt Asp* | Humboldt-Deutzmotoren, A.G. Köln-Deutz | | |
| | *Cruiser Stern* | | | | | | *Lloyd's* | *SA&CP* | *Cell D B73′97t F PT73t* | | *APT25t* | | | |
| 82485 | **Rydboholm** | ~~3197~~ | ✠ 100 A1 | Got | *x* | CL | 1933 | Götaver- ken A/B Gothenburg | A/B Svenska Amerika Mexiko Linien (E. Carlson, *Mgr.*) | 368·2 \| 49·2 \| 20·4 FK | Gothenbrg Swedish | Oil Engines 4S.C.SA 6Cy.29½″–59 $\frac{1}{16}$″ 489 NHP | 23 ″ 0 s 1 ″ 5½ | |
| 7917 | *Oil Eng.* | ~~2692~~ | *with freeboard* ~~Oil~~ | Gal | | 4,38 | 10 mo | | | | 7 *BH* | DB *85lb* | 21 ″ 8 | |
| SDHT | *ss* Skm. No. 1–38 | ~~1774~~ | ~~9,11 12,38~~ 12,40 | | | | | | | | *Coll to Sh dk* | Götaverken A/B, Got. | | |
| | **D.F.** Sub. Sig 1 *Dk (Stl) & Shltr dk (Stl)* | | ✠ LMC CS 11,38 | | | | *Lloyd's* | *SA&CP* | *Cell D B305′907t APT45t* | | 6 ,, 2 *nd* ,, | | | |
| | *Strengthened for Navigation in Ice* | | ~~DBS 8,39~~ 9,40 6,38 | | | | | | | | | | | |
| 82486 | **Ryde** Ⓟ **Pad** | 603 | | | | | 1937 | Wm Denny & Bros. Ld. Dumbarton | Southern Railway | 216·0 \| 29·1 \| 10·0 B28′ | Portsmth British | T.3Cy.16″,25½″&41″–63″ 133 NHP | | BT till 4,40 |
| 166061 | | 422 | | | | | | | | | | Wm. Denny & Bros. Ld. Dmb | | |
| MMKG | *Cruiser Stern* 2 *Dks* | 237 | | | | | | | | | | | | |
| 82487 | **Ryder Hanify** **Wood** | 1343 | | | | | 1920 | Kruse & Banks S.B.Co. North Bend, Ore. | J.R. Hanify Co. | 235·0 \| 43·0 \| 17·7 P18′B67′F38′ | S.Frncisco Utd. States | T.3Cy.16″,27″&46″–33″ 121 NHP | | |
| 220052 | *Fitted for oil fuel* | — | | | | | | | | | *WB* | Pacific Marine Iron Works, Portland, Ore. | | |
| KJXA | 1 *Dk* | 756 | | | | | | | | | | | | |
| 82488 | **Rye** | 1048 | ✠ 100 A1 | Goo | *o* | OG | 1924 | W. Beard- more & Co. Ld. Glasgow | London Midland & Scottish Railway (Associated Humber Lines, *Mgrs.*) | 240·3 \| 34·2 \| 15·4 P39′B88′F34′ FK | Goole British | T.3Cy.22″,36″&61″–39″ (*s*) 180 lb 333 NHP | 16 ″ 4 s 2 ″ 0½ | |
| 146345 | *ss* Goo. No. 3–10,37 | ~~825~~ | ~~Spl 10,38~~ 12,40 ~~Sou~~ L v | | | ~~9,37~~ 12,40 | 10 mo | | | | 5 *BH Cem* | 2SB,6*cf*,GS124,HS5000 FD | 14 ″ 9 | |
| MNBL | Sub. Sig. 1 *Dk (Stl)* | 427 | ~~BS 10,39~~ ✠ LMC 10,37 | | | | *Lloyd's* | *SA&CP* | *Cell D B aS uE73′f90′198t F PT* | | *12t APT24t* | W. Beardmore & Co. Ld. Gls. | | |
| | | | 9,40 | | | | | | | | | | | |
| 82489 | **Ryfylke** Ⓟ (ex Baltriger, | 1151 | ✠ ... | Stv | *n* | | 1917 | Kjöbnhvns Flydk. & Skbs Copenhagen | Det Stavangerske Dampskibsselskab. | 220·4 \| 32·7 \| 17·7 B79′F46′ *on Awng dk* FK | Stavanger Norwegian | T.3Cy.17″,27″&45″–30″ 166 NHP | 19 ″ 9 | |
| | ex St. Croix) | 933 | 2,38 | | | | 3 mo | | | | 6 *BH pt Cem* | 2SB,6*cf*,GS90,HS3080 | | |
| LESX | Wireless **D.F.** *ss* Stv. No. 1–35 | 660 | ✠ | | | | | | | | | Kjbnhavns Flydk. & Skbsv. | | |
| | *Ref. Mchy.* 1 *Dk (Stl) & Awng dk (Stl–ws)* | | | | | | | | *Cell D B179′187t F PT* | | *31t APT8t* | | | |
| * 82490 | **Rygja** | 3534 | ✠ 100 A1 | Bgn | *w* | CL | 1920 | J. Blumer & Co. Ld. Sunderland | A/S J. Ludwig Mowinckels Rederi | 356·3 \| 48·7 \| 23·9 369·7 (o.l.) P35′B170′F30′ FK | Bergen Norwegian | T.3Cy.24″,40″&66″–45″ (*s*) 180 lb HS5801 348 NHP | 25 ″ 11 s 3 ″ 7½ | |
| | *ss* Bgn. No. 3–3,32 | 3284 | 8,39 | | | 11,38 | 6 mo | | | | 6 *BH Cem* | 2SB & 1 Aux. SB,8*cf*,GS149, | 22 ″ 6 | |
| LCOA | *ss* Bgn. No. 1–37 1 *Dk (Stl)* | 2146 | BS 7,39 ✠ LMC 6,37 | | | | *Lloyd's* | *SA&CP* | *Cell D B312′ 802t F PT67t* | | *APT109t* | N.E. Marine Eng. Co. Ld. Sld | | |
| 82491 | **Rym** (ex Mosel, ex Mont Rose) | 1369 | | | | | 1919 | N.V. Werf de Noord Alblasserdam | Dampsk. A/S Ibis (Johs. Larsen, *Mgr.*) | 239·0 \| 36·0 \| 16·9 P45′H168′F32′ | Bergen Norwegian | T.3Cy.17½″,29″&46″–36″ 127 NHP | | N |
| | | 1184 | | | | | | | | | *WB* | Alblasserdam Msch. Fab. | | |
| LESY | Wireless **D.F.** | 790 | | | | | | | | | | | | |
| 82492 | **Ryoga Maru** | 1268 | | | | | 1929 | Manchu Dock K.K. Port Arthur | Dairen Kisen K.K. | 230·0 \| 34·0 \| 18·0 | Dairen Japanese | T.3Cy. | | |
| 336 | | 1021 | | | | | | | | | | | | |
| JMUG | Wireless 2 *Dks* | 706 | | | | | | | | | | | | |
| 82493 | **Ryohu Maru** **TwinSc** *Oil Eng.* | 1180 | | | | | 1937 | Harima S.B. & Eng Co. Ld. Harima | Government of Japan (Department of Education) | 226·9 \| 34·7 \| 16·8 B85′F33′ | Tokyo Japanese | Oil Engines 4S.C.SA 12Cy.14 $\frac{3}{16}$″–22 $\frac{7}{16}$″ 233 NHP | | |
| 43651 | | — | | | | | | | | | *WB* | Kobe Steel Works, Kobe | | |
| JHIL | *Cruiser Stern* 2 *Dks* | 580 | | | | | | | | | | | | |
| | (*Ocean Meteorological Research Vessel*) | | | | | | | | | | | | | |
| 82494 | **Ryoka Maru** (ex Oneka, | 5308 | ✠ ... | Kob | *a*† | | 1903 | Russell & Co. Pt. Glasgow | Saka Kisen K.K. | 411·8 \| 52·3 \| 27·6 FK | Dairen Japanese | T.3Cy.27″,43″&72″–48″ 418 NHP | 30 ″ 6 | |
| 225 | ex Schuylkill) | 4886 | 7,35 | | | | 6 mo | | | | 7 *BH Cem* | 3SB,9*cf*,GS184,HS6850 | | |
| JPXA | *ss* Kob. 2nd No. 3–4,24 *ss* Kob. No. 2–32 | 3302 | | | | | | | | | | Rankin & Blackmore, Grk. | | |
| | 2 *Dks (Stl) & deep framing & Shelter dk (Stl)* | | | | | | | | *Cell D B a146′ u E23′ f171′* | | *1210t F PT8* | 2 *t APT45t* | | |
| 82495 | **Ryōkai Maru** Ⓟ (ex Oristano) | 4655 | ✠ ... | Kob | *x* | | 1911 | Nthmblnd S.B.Co.Ld. Newcastle | Nippon Suisan. K.K. | 380·0 \| 49·0 \| 26·4 P31′B94′F36′ FK | Kobe Japanese | T.3Cy.25″,41″&69″–48″ 372 NHP | 29 ″ 0 | |
| 29704 | *ss* Yka. 2nd No. 3–3,35 | 4044 | 10,38 | | | | 10 mo | | | | 6 *BH Cem* | 3SB,9*cf*,GS150,HS5940 | | |
| JDWA | 2 *Dks (Stl)* | 2918 | | | | | | | *Cell D Ba129′u E& B42′f164′1108t* | | *APT42t* | Richardsons, Westgarth & Co. Ld. Sld. | | |
| | (*Crab canning factory '38*) | | | | | | | | | | | | | |
| 82496 | **Ryotoku Maru** | 3483 | | | | | 1938 | Tama S.B. Co. Ld. Tama | Oya Shoji K.K. | 347·1 \| 49·9 \| 24·6 P31′B111′F29′ | Osaka Japanese | T.3Cy.22 $\frac{7}{16}$″,34 $\frac{3}{16}$″&63″–44 $\frac{7}{16}$″ & exhaust turbine driving | | |
| 44557 | | — | | | | | | | | | *WB* | steam compressor 266 NHP | | |
| JZQL | 1 *Dk* | 1981 | | | | | | | | | | Tama S.B. Co. Ld. Tama | | |
| | *Cruiser Stern* | | | | | | | | | | | | | |
| 82497 | **Ryoyo Maru** | 5974 | ✠ 100 A1 | Tama | *a*† | CL | 1931 | Kawasaki Dkyd. Co. Ld. Kobe | Toyo Kisen K.K. | 415·0 \| 56·0 \| 31·8 P34′B118′F39′ FK | Yokohama Japanese | Oil Engines 2S.C.DA 6Cy.23 $\frac{3}{16}$″–35 $\frac{7}{16}$″ 1175 NHP | 31 ″ 10 s 6 ″ 10 | |
| 36553 | *Oil Eng.* | 5308 | ~~11,40 8,39~~ ✠ LMC CS 8,39 | | | 8,39 | 1 mo | | | | *pt Cem* | DB *100lb* | 25 ″ 0½ | |
| JFWC | *ss* Tama No. 2–39 | 3650 | ~~DBS 8,39~~ 11,40 | | | | *Lloyd* | *SA&CP* | *1'tween dk Cell D B345′* | *BH dispensed with 1394t* | 5 *BH to Udk* 3 ,, ,,2 *nd* ,, | Maschfbk. Augsburg-Nürnberg A.G. Augsburg | | |
| | 2 *Dks (Stl)* | | *Fitted for carrying oil* | | | 1,31 F. | | | *DT a41′1277t F PT2* | | *65t APT58t* | | | |
| 82498 | **Ryoyu Maru No. 21** | 389 | | | | | *P. above* 150° F. *in deep tank aft* | | | | | | | |
| 2460 | *Oil Eng.* | — | | | | | 1937 | Sannoyasu Dock Goshi Kaisha Osaka | Tateisi Kisen K.K. | 136·0 \| 24·5 \| 13·0 | Fuzan Japanese | Oil Engines 4S.C.SA 6Cy.11½″–17 $\frac{5}{16}$″ 79 NHP | | |
| JBUL | *Cruiser Stern* | 223 | | | | | | | | | | Hanshin Iron Works, Kobe | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of P. of T. Indicators. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82499<br>2658<br>JCSL | **Ryoyu Maru No. 23** | *Oil Eng.* | 393<br>—<br>222 | | | | | 1938 | .....<br>Fusan | TateisiKisenK.K. | 136·0 | 24·5 | 13·0 | Fusan<br>Japanese | Oil Engines | | |
| 82500<br>2678<br>JKLM | **Ryoyu Maru No. 26** | *Oil Eng.* | 449<br>—<br>304 | | | | | 1938 | .....<br>Fusan | TateisiKisenK.K. | 141·9 | 24·5 | 13·0 | Fusan<br>Japanese | Oil Engines | | |
| 82501<br>2765<br>JKNM | **Ryoyu Maru No. 27** | *Oil Eng.* | 449<br>—<br>297 | | | | | 1939 | .....<br>Fusan | TateisiKisenK.K. | 141·9 | 24·5 | 13·0 | Fusan<br>Japanese | Oil Engines | | |
| 82502<br>94<br>JLOG | **Ryuhei Maru** Ⓟ<br>Wireless | *2 Dks* | 726<br>658<br>408 | | | | | 1910 | OsakaIron Works<br>Osaka | DairenKisenK.K. | 180·0 | 27·0 | 19·0 | Dairen<br>Japanese | T.3Cy.13″,21½″&36″–27″ 67NHP<br>OsakaIronWorks,Osaka | | |
| 82503<br>22274<br>JTXA | **Ryuho Maru No. 1** (*ex*Sapporo MaruNo.5) | *1 Dk* | 2241<br>1856<br>1563 | | | | | 1918 | S.Ono<br>Osaka | Kuribayashi ShosenK.K. | 270·0 | 39·0 | 23·9<br>P16′B62′F28′ | Tokyo<br>Japanese<br>*WB* | T.3Cy.18⅜″,30″&49″–39″ 150NHP<br>S.Ono,Osaka | | C |
| 82504<br>19785<br>JSWA | **Ryuho Maru No. 2** (*ex*Sapporo MaruNo.6) | *1 Dk* | 2230<br>1854<br>1359 | | | | | 1917 | S.Ono<br>Osaka | IinoKisenK.K. | 270·0 | 39·0 | 23·9<br>P16′B65′F28′ | Tokyo<br>Japanese<br>*WB* | T.3Cy.18″,30″&49″–39″ 150NHP<br>S.Ono,Osaka | 23 ″ 11 | C |
| 82505<br>24083<br>JIAD | **Ryuhuku Maru** (*ex*Ryufuku Maru–38) | *ss*Kob.No.3–3,38<br>*2 Dks(Stl)&Awng dk(Stl)* | 5857<br>5586<br>4259 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>2,40 ✠LMC2,40 | Smk | *y* | OG<br>N2,39 | 1919<br>1mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>A&CP | ~~OginoKaisho K.K.~~,NissanKisen K.K.<br>*CellDB334′1118t* | 385·0<br>FK<br>*Collisio n BH to Adk*<br>5 ,, ,, *U* ,, | 51·0 | 36·0<br>*FPT126t APT93t* | ~~Hutyu~~ Tokyo<br>Japanese<br>*Cem* | T.3Cy.26″,43½″&72⅜″–48″ 200lb (*s*) 436NHP<br>2SB&1AuxSB,8*cf*,GS154, HS5636 FD<br>KawasakiDkydCoLd Kobe | 36 ″ 0<br>s 9 ″ 1¾<br>27 ″ 1 | |
| 82506<br>576<br>JQAG | **Ryuko Maru**<br>*Mchy.Aft* D.F. | *1 Dk*<br>*Cruiser Stern* | 5626<br>4715<br>3178 | | | | | 1936 | Mitsubishi Jukogyo K.K<br>Nagasaki | DairenKisenK.K. | 395·9<br>P113′B26′F34′ | 53·8 | 30·5 | Dairen<br>Japanese<br>*WB* | 1 SteamTurbineDR geared 580NHP<br>MitsubishiJukogyoK.K. Nag. | | |
| 82507<br>41498<br>JZYH | — Ⓟ | *2 Dks*<br>*Cruiser Stern* | 2962<br>2271<br>1725 | | | | | 1935 | Uraga DockCo.Ld.<br>Uraga | OsakaSyosenK.K. | 297·9<br>P23′B97′F32′ | 45·0 | 23·7 | Osaka<br>Japanese<br>*WB* | C.4Cy.(2)11 7/16″&(2)20½″–13¾″ SRgeared&LPturbine DRgeared toSc.Shaft 109NHP<br>UragaDockCo.Ld.Uraga | | |
| 82508<br>10305<br>JLUE | **Ryukyu Maru** Ⓟ<br>Wireless | *2 Dks* | 731<br>668<br>421 | | | | | 1906 | OsakaIron Works<br>Osaka | OsakaSyosenK.K. | 185·0<br>B35′ | 27·1 | 17·8 | Osaka<br>Japanese<br>*WB* | T.3Cy.13″,24 5/16″&39″–30″ 83NHP<br>OsakaIronWorks,Osaka | | |
| 82509<br>44847<br>JQXM | **Ryunan Maru** (*ex*MabuhayI–38, *ex*Terrier–34) | *ss*Kob.2ndNo.3–6,35<br>*ss*TamaNo.1–38<br>*2 Dks(U–pt Irn pt Stl 2nd dk Stl)* | 5106<br>4717<br>3753 | ✠100A1<br>6,41 ~~11,99~~<br>✠LMC ~~11,38~~ 5,41 | Tama | *y* | CL<br>~~10,98~~<br>5,41 | 1911<br>2mo | JLThompson&Sons,Ld.<br>Sunderland<br>*Lloyd's Agcy* | MatumotoMasaiti<br>*CellDBa137′uE24′f* | 400·0<br>P44′B121′F41′ FK<br>173′1194t | 52·0 | 27·4<br>*FPT123t APT123t* | Kobe<br>Japanese<br>*6 BHCem* | T.3Cy.27⅞″,44 7/16″&73″–48″ 180lb (*s*) 440NHP<br>3SB,*9cf*,GS192,HS7329<br>Blair&Co.Ld.Stockton | 30 ″ 0<br>s 5 ″ 9½<br>24 ″ 5 | |
| 82510<br>47427<br>JQXM | ~~Ryuōzan Maru~~<br>Ryuosan Maru | *Cruiser Stern* | 2456<br>—<br>1402 | | | | | 1939 | Naniwa Dock K.K.<br>Osaka | TurumaruKisen K.K. | 279·2 | 43·0 | 23·0 | Wakamatu<br>Japanese | T.3Cy.21″,35″&58″–39″ 210NHP | | |
| 82511<br>45315<br>JXDM | **Ryusei Maru** (*ex*MabuhayII–38, *ex*Havö–35,*ex*Bra-Kar) | *2 Dks* | 4797<br>—<br>3521 | | | | | 1911 | TyneI.S.B. Co.Ld.<br>Newcastle | MatumotoMasaiti | 385·0<br>P27′tH98′tF52′t | 51·0 | 27·6 | Kobe<br>Japanese<br>*WB* | T.3Cy.26″,42″&71″–48″ 349NHP<br>J.Dickinson&Son,Sld. | | |
| 82512<br>28547<br>JFXB | — (*ex*MadameMidas, *ex*Silvia) | *ss*Cff.No.3–3,16<br>*ss*Kob.No.2–24<br>*1 Dk&deep framing* | 2088<br>1923<br>1510 | ✠ ...<br>5,28<br>✠ | | | | 1904<br>9mo | ClydeS.B. &E.Co.Ld.<br>Pt.Glasgow | OtaniKisen<br>GomeiKaisha | 288·3<br>P29′B80′F33′<br>FK | 42·0 | 19·6 | Kobe<br>Japanese<br>*WB* | T.3Cy.21″,33″&57″–36″ 202NHP<br>ClydeS.B.&E.Co.Ld.P.Gl. | 18 ″ 9 | C<br>† |
| 82513<br>32489<br>JOKB | **Ryuto Maru** (*ex*RyutohMaru–38, *ex*Camberley, *ex*Wyvisbrook) | *ss*Kob.No.3–1,27<br>*ss*Osa.No.1–30<br>*1 Dk(pt Irn pt Stl)* | 3311<br>2972<br>2010 | ✠ ...<br>12,34<br>✠ | Hak | *v* | | 1912<br>3mo | J.Blumer &Co. Sunderland | Philippine MokuzaiYusutu K.K.<br>*CellDBa119′uE2* | 332·5<br>P28′B101′F32′<br>FK<br>*5′f137′846t* | 48·7 | 21·9<br>*FPT73t APT106t* | Hutyu<br>Japanese<br>*5 BHCem* | T.3Cy.23″,38½″&61″–42″ 284NHP<br>2SB,*6cf*,GS116,HS4700<br>N.E.MarineEng.Cc.Ld Sld | 24 ″ 3 | |
| 82514<br>2275<br>JBML | **Ryuto Maru No. 1** TwinSc | *1 Dk* | 651<br>—<br>257 | | | | | 1937 | ..... | ChosenSotoku-fu | 180·7 | 37·0 | 14·5 | Fusan<br>Japanese | SteamEngines | | |
| 82515<br>2276<br>JBNL | **Ryuto Maru No. 2** TwinSc | *1 Dk* | 651<br>—<br>257 | | | | | 1937 | ..... | ChosenSotoku-fu | 180·7 | 37·0 | 14·5 | Fusan<br>Japanese | SteamEngines | | |
| 82516<br>222<br>JPEA | **Ryuun Maru** (*ex*HakutatsuMaru–37, *ex*GraceDollar, *ex*WarMelody) | *ss*Kob.No.3–10,31<br>*ss*Kob.No.2–39<br>*1 Dk(Stl)&Shelter dk(Stl)*<br>*Cruiser Stern*<br>*Straight frames & bevelled bilge*<br>*Cargo battens not fitted* | 6538<br>6176<br>4052 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>6,39 ✠LMC ~~6,39~~ 6,40<br>~~*Fitted for oil fuel 11·19 F.P. above 1·50 F.*~~ | Kob | *a*† | CL<br>~~8,37~~<br>5,40 | 1918<br>11mo | Harland& Wolff,Ld. Belfast<br>A&CP | RyuunKisenK.K.<br>*CellDB343′1571t* | 412·4<br>428·7(O.L.)<br>FK | 55·8 | 34·4<br>*FPT91t APT126t* | Dairen<br>Japanese<br>*pt Cem*<br>*6 BHto Sh dk*<br>2 ,, ,, *U* ,, | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP<br>3SB.*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38 ″ 0<br>s 10 ″ 0¾<br>28 ″ 3 | |
| 82517<br>44388<br>JDLM | **Ryuwa Maru** (*ex*RyuanMaru–39, *ex*LungHo–38, *ex*Kamo–36)<br>*Well deck* Wireless | *ss*Ddn.No.3–11,27<br>*ss*Osa.No.2–36<br>*1 Dk(Stl)* | 1240<br>—<br>728 | ✠ —<br>9,38<br>✠ | Kob | *o* | | 1913<br>6mo | Campbeltown S.B.Co.<br>Campbltown | NipponKogyo KisenK.K.<br>*CellDB* | 229·0<br>Q79′B58′F32′<br>*a56′uE&B33′f102* | 35·7 | 17·6<br>FK<br>*395t APT85t* | Tokyo<br>Japanese<br>*4 BHCem* | T.3Cy.18″,27½″&45″–33″ 159NHP<br>2SB,*4cf*,GS73,HS2324<br>Rankin&Blackmore,Grk. | 17 ″ 7 | |
| 82518<br>25097<br>JEDD | **Ryuyo Maru** (*ex*EgyptMaru–29) | *ss*Kob.No.3–8,32<br>*ss*Kob.No.1–37<br>*2 Dks(Stl)&Shelter dk(Stl)* | 6707<br>6272<br>4737 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>1,39 ✠LMC ~~1,39~~ 4,40<br>~~B34,40~~ | Osa | *z* | ~~1,39~~<br>9,40 | 1920<br>3mo | Uraga Dk.Co.Ld.<br>Uraga<br>A&CP | UyenoKisen<br>GoshiKaisha (YamashitaKisen K.K.*Mgrs.*)<br>*CellDB308′1117t* | 400·0<br>B78′*on Shelter dk*<br>*FPT80t* | 54·0 | 37·5<br>FK<br>*Coll APT69t* | Hutyu<br>Japanese<br>*Cem*<br>*BH to Sh dk*<br>5 ,, ,, *U* ,, | T3Cy.27 7/16″,45″&75″–48″ (*s*) 200lb 540NH<br>3SB,*9cf*,GS189,HS7601 FD<br>UragaDockCo.Ld.Uraga | 37 ″ 6<br>s 8 ″ 5¼<br>29 ″ 4 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'équipement. | 7* La r de la dernière visite de l'autre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHPm Force en chevaux d'après les formules de la Société. RHPm Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. ps.* | 15 Engrenage ou cond. si oui, voir dans la Liste Supp. Cert. R. et Trials. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82519 | **Ryuzan Maru** (*ex* Kerhonkson-38) | 4720 | | | | | 1920 | Standard S.B.Corp. Shooter's Island, N.Y. | KokokuKisenK.K. | 377·0 | 51·8 | 29·0 | Kobe | T.3Cy.25″,42″&70″–48″ | | C |
| 44828 | | 4330 | | | | | | | | P39′B105′F40′ | | | Japanese | 339NHP | | |
| JLUM | *2Dks* | 3419 | | | | | | | | | | | *WB* | StandardS.B.Corp, Shooter'sIsland,N.Y. | | |
| 82520 | — Ⓟ | 417 | | | | | 1910 | ..... Osaka | MinamimanshuTetsudoK.K. | 160·0 | 30·0 | 11·0 | Dairen Japanese | | | |
| 10 | | — | | | | | | | | | | | | | | |
| JLEG | | 210 | | | | | | | | | | | | | | |
| 82521 | **Ryuzin Maru** (*ex* RyujinMaru-39, | 6243 | ✠100A1 | Kob | *a*† | cL | 1907 | W.Denny | RyuohKisenK.K. | 430·5 | 54·2 | 31·9 | Dairen | T.3Cy.33″,53½″&86″–60″(r) | 34′10 | |
| 203 *ex* Culna) | *ss*Kob.2ndNo.3–9,23 | 5879 | 3,40 | | | 1,38 | 2mo | &Bros. Dumbarton | | | | | Japanese | 180lb 760NHP | 8′7″9½ | |
| JSFA | *ss*Kob.No.3–7,36 | 3966 | | ✠LMC3,40 | | | | | | P31′B82′F39′ | | FK | 7*BHCem* | 4SB,*12cf*,GS266,HS10920 FD | 27″4 | |
| | *2Dks(Stl)3trB* | | | | | | *Lloyd's* | *sA&CP* | *CellDBa* 154′*uE&B* | 87′*f*143′1153*t FPT* | | | 135*tAP*77*t* | Denny&Co.Dumbarton | | |

*****Additional Ships are inserted in the Supplement at the end of the Register.**

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. / Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in G.B. Date of Build if not Date of Reg. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82522<br>30094<br>WBDQ | **S. B. Coolidge** (*ex* Australia, *ex* Sailing Barge)<br>*Mchy. Aft* | 1 *Dk 2 tr B*<br>D.F. GyC. | 3695<br>—<br>2877 | | | | | 1898 | Chicago S.B.Co. Chicago | Pioneer S.S.Co. (Hutchinson & Co. *Mgrs.*) | 376·0 | 48·2 | 22·4 | Wilmgton (Del.) Utd. States *WB* | T.3Cy.20″,33½″&56″-42″ E&NB *fitted* 02 203 NHP E *Tpd* 02 American S B Co. Cleveland. | | R |
| 82523<br>218630<br>KJXC | **S. B. Hunt**<br>*Mchy. Aft*<br>D.F. GyC. | *ss* Mob. No. 3–4, 34<br>*ss* Bal. No. 1–38<br>2 *Dks (Stl) & Web frames*<br>*Longitudinal framing* | 6840<br>6133 10,10 ~~2,10~~<br>4268 | ✠100A1 Gal *b*†<br>Bal<br>✠LMC<br>MS12,38 BS~~8,39~~ 10, 40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8, 19 *F.P. above* 150° F. | | CL<br>N11,38 | | 1919<br>8mo | Sun S.B. Co. Chester, Pa. | Standard Oil Co. of New Jersey<br>*Cell D Bu E & B* 60<br>*DT f* 40′552*t* | 429·3<br>P133′B36′F40′ FK<br>259*t*<br>*FPT* 222*t APT* 57*t* ( | 59·2 | 31·4 | Wilmgton (Del.) Utd. States *WB* | T.3Cy.27″,45½″&76″-51″ (*r*) 190lb 612 NHP<br>3SB, *9cf*, GS 207, HS 9198 FD<br>13 *B Hpt Cem*<br>13 *B Hto Udk*<br>4 „ „ *2nd* „ Sun S.B. Co. Chester, Pa. | 33 ″ 3 | |
| 82524<br>205186<br>WOQB | **S. B. Way**<br>(*ex* William Livingstone–36)<br>*Mchy. Aft* GyC. D.F. 1 *Dk* | | 6634<br>—<br>4927 | | | | | 1908 | Gt. Lakes Eng. Works Ecorse | Columbia Trans-portation Co. (John T. Kelly, *Mgr.*) *WB* | 532·0 | 58·3 | 32·0 | Wilmgton (Del.) Utd. States | T.3Cy.24″,38″&65″-42″ 274 NHP<br>Gt Lakes Eng Wrks, Detroit | | R |
| 82525<br>220941<br>KDML | **S. C. T. Dodd**<br>*Mchy. Aft*<br>D.F. GyC. | *Fitted for oil fuel*<br>*Longitudinal framing* 2 *Dks*<br>*Carrying Petroleum in bulk* | 7024<br>—<br>4334 | | | | | 1920 | Moore S. B. Co. Oakland, Cal. | Standard Oil Co. of California | 425·0<br>P106′B40′F41′ | 57·2 | 33·1 | S. Frncisco Utd. States *WB* | T.3Cy.27½″,46½″&78½″-51″ 438 NHP<br>Hooven, Owens, Rentschler Co. Hamilton, O. | | R |
| 82526<br>96445<br>WOQB | **S. H. Robbins** (*ex* Henry W. Oliver)<br>*Mchy. Aft* GyC. D.F. 1 *Dk 2 tr B* | | 4909<br>—<br>3617 | | | | | 1899 | Cleveland S.B.Co. Lorain, O. | The Wilson Transit Co. *WB* | 444·0 | 50·0 | 24·6 | Wilmgton (Del.) Utd. States | T.3Cy.22¼″,38$\frac{7}{32}$″&63$\frac{5}{8}$″-40″ NB 17 253 NHP<br>Cleveland S.B.Co. | | R |
| 82527<br>PKRV | **sJacob**<br>2 *Dks & pt Awng dk 3 tr B* | | 2839<br>2549<br>1770 | | | | | 1907 | Maats. Fyenoord Rotterdam | Koninkl. Paketv. Maats. | 325·5<br>F39′<br>*pt Awng dk* 220′ | 44·1 | 22·8 | Batavia Dutch *WB* | T.3Cy.22″,36½″&60″-42″ NB *made* 13 *fitted* 16 233 NHP<br>Maats. Fyenoord, Rot. | | V |
| 82528<br>FOSR | **S. N. A. 7**<br>D.F.<br>*Well deck* | *ss* Rot No. 3–10, 34<br>*ss* Rot. No. 1–38<br>1 *Dk (Stl) & Web frames*<br>*Corrugated sides*<br>*Cargo battens not fitted* | 2679<br>1977 1,41 ~~2,30~~<br>1363 | ✠100A1 Rou *t*<br>Msi<br>BS5,40 ✠LMC 11,38 | | CL<br>~~10,37~~<br>1,41 | | 1922<br>7mo | Osbourne, Graham & Co. Ld. Sunderland<br>*Lloyd's SA & CP* | Soc. Nationale d'Affrêtements<br>*Intermediate BH in fore hold dispensed with*<br>*Cell D Bu E & B* 40′*f* | 300·0<br>P19′Q106′B52′F23′ FK<br>116′ 396*t DTa* 106′ | 48·0 | 18·1 | Rouen French *Cem 4 BH only* | T.3Cy.23½″,38″&64″-42″ (*s*) 180lb 316 NHP<br>2SB, *8cf*, GS 143, HS 5264<br>Richardsons, Westgarth & Co. Ld. Sld. | 20 ″ 3<br>s 2 ″ 1½<br>18 ″ 3¾ | |
| 82529<br>165977<br>~~FOST~~<br>GMKV | **S. N. A. 8**<br>D.F.<br>*Cargo battens not fitted* | *ss* Rou. No. 2–38<br>1 *Dk (Stl)* | 2569<br>2125 2,41 ~~4,40~~ 5,41<br>~~1543~~ | ✠100A1 Rou *t*<br>Lon<br>~~BS7,39~~ ✠LMC 7,38<br>BS~~2,40~~ 2,41 | | CL<br>~~12,38~~<br>5,41 | | 1930<br>6mo | Smith's Dock Co. Ld. Stockton<br>*Lloyd's SA & CP* | Ministry of Shipping (H. Hogarth & Sons, *Mgrs.*)<br>*Cell D Trunk in Wells* | 296·2<br>P23′B56′F27′ FK<br>876*t FPT* 79( | 45·0 | 20·1 | Glasgow British *6 BH Cem* | T.3Cy.21″,35″&57½″-39″ (*s*) 180lb 254 NHP<br>2SB, *6cf*, GS 107, HS 4335<br>Smith's Dock Co. Ld. Mdb. | 22 ″ 3<br>s 2 ″ 8½<br>19 ″ 9½ | |
| 82530<br>FOSW | **S. N. A. 9** (*ex* Newton Abbot–36)<br>D.F. | *ss* Shl. No. 2–36<br>1 *Dk (Stl)* | 2719<br>2433<br>1651 | ✠100A1 LaR *t*<br>5,39<br>BS11,39 ✠LMC 10,38<br>Surveys delayed | | CL<br>5,39 | | 1928<br>1mo | J. Crown & Sons, Ld. Sunderland<br>*Lloyd's SA & CP* | Soc. Nationale d'Affrêtements<br>*Cell D* | 305·3<br>316·0 (O.L.)<br>P25′B54′F26 FK<br>*B* 247′670*t FPT* 118*t* | 45·2 | 21·0 | Rouen French *6 BH pt Cem* | T.3Cy.21″,35″&58″-39″ (*s*) 180lb 260 NHP<br>2SB, *6cf*, GS 116, HS 4436<br>N.E. Marine Eng. Co Ld. Sld | 24 ″ 2<br>s 3 ″ 9½<br>20 ″ 7 | |
| 82531<br>166302<br>GMKV | **S. N. A. 10** (*ex* Lapeyrade–37, *ex* Louis Nail)<br>D.F. 1 *Dk* | | 2921<br>2555<br>1812 | | | | | 1920 | Atel. & Ch. de la Loire Nantes | Ministry of Shipping (Joseph Constantine Steamship Line, Ld. *Mgrs.*) | 316·4 ~~46·6~~ ~~21·1~~<br>P32′B79′F26′ 46·5 | | 21·0 | Liverpool British *WB* | T.3Cy.~~21¾″~~,35½″&59″-42″ 21½″,36″ 225 NHP<br>Atel. & Ch. de la Loire, Nts. | | V |
| 82532<br>226885<br>WOBA | **S. T. Crapo**<br>(*Self-Unloader*)<br>*Mchy. Aft*<br>D.F. GyC. | | 4769<br>—<br>2942 | | | | | 1927 | Gt. Lakes Eng. Wks. River Rouge, Mich. | Huron Transptn. Co | 384·0 | 60·0 | 29·0 | Detroit Utd. States | T.3Cy.22½″,38″&63″-42″ 257 NHP<br>Gt. Lakes Eng. Wks. Detroit, Mich. | | R |
| 82533<br>237782<br>WTIY | **S. T. Kiddoo**<br>*Oil Eng.*<br>Wireless D.F. 1 *Dk*<br>*Mchy. Aft* *Carrying Petroleum in bulk* | | 613<br>—<br>499 | | | | | 1938 | John H. Mathis & Co. Camden, N.J. | Diesel Tanker S.T. Kiddoo, Inc. (Ira S. Bushey & Sons, *Mgrs.*) | 166·8 | 31·5 | 13·0 | New York Utd. States | Oil Engines 2S.C.SA 6Cy.12″-17″ 152 NHP<br>Fairbanks Morse & Co. Beloit, Wis. | | |
| 82534<br>CSAE | **S. Thomé**<br>*Oil Eng.*<br>E.S.D. 1 *Dk & Shelter dk*<br>*Ref. Mchy.* *Cruiser Stern* | | 5213<br>~~4680~~<br>~~3159~~ | ✠100A1 Lis *a*†<br>*with freeboard*<br>~~10,10,~~ ~~2,20~~ ✠LMC 9,38<br>6,41 | | CL | | 1938<br>9mo | Wm. Doxford & Sons Ld Sunderland<br>*Lloyd's SA & CP* | Cia. Nacional de Navegação<br>*Cell D B* 340′1292*t DTa* 29′1130*t* | 422·6<br>440·9 (O.L.)<br>F41′ FK<br>*FPT* 150*t APT* 190*t* | 55·5 | 24·7 | Lisbon Portuguese *7 BH Cem*<br>(*Cell B Hto Sh dk*<br>6 „ „ *2nd* „) | Oil Engines 2S.C.SA 4Cy.23⅜″-91$\frac{5}{16}$″ 687 NHP<br>2 *DB 120lb*<br>Wm. Doxford & Sons, Ld Sld | 28 ″ 7<br>s 3 ″ 4<br>25 ″ 6 | |
| 82535<br>42<br>ITJO | **S. Vincenzo** (*ex* Clearlight, *ex* Malorossia)<br>*Well deck* | *ss* Shl. No. 3–10, 20<br>*ss* Sws. No. 1–24<br>1 *Dk & Web frames* | 865<br>703<br>483 | ✠ ...<br>1,29<br>✠ | | | | 1905<br>8mo | Chant. Nav de Nicolaieff Nicolaieff | Carmine Vitiello | 210·6<br>Q76′B52′F26′ FK | 29·9 | 13·4 | Torre del Greco Italian *WB* | T.3Cy.15″,26″&41½″-22½″ 85 NHP<br>Chantiers Navals de Nicolaieff | 15 ″ 8 | I<br>† |
| 82536<br>TCCT | **Saadet** Ⓟ (*ex* Rumeli, *ex* Roumeli, *ex* Thyra, *ex* Erissos Kefallinias, *ex* Medea, *ex* Medea D.)<br>*Well deck* | Iron<br>*ss* Cpl. 2nd No. 3–6, 07<br>1 *Dk 2 tr B* | 819<br>674<br>495 | ✠ Pir *m*<br>2,09<br>✠NB 5,93 ✠ | | | | 1884<br>10mo | Palmers' Co. Newcastle | T.C. Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 219·0<br>P&B123′F25′ BK 8′ | 30·2 | 14·7<br>*DB a* 22′*f* 22′6*t* | Istanbul Turkish *5 BH Cem* | C.2Cy.28″&54″-36″ 128 NHP<br>1SB, *4pf*, GS 70, HS 1846<br>Palmers' Co. Nwc. | 15 ″ 6 | |
| 82537<br>DOQX | **Saar**<br>*Oil Eng.*<br>D.F. 1 *Dk*<br>E.S.D. *Cruiser Stern* | | 3261<br>2621<br>1868 | | | | | 1935 | Deutsche Sch-u-Mschb. A.G. Weser Bremen | Norddeutscher Lloyd | 358·8<br>P30′B&F313′<br>*Upper* F22′ | 50·2 | 19·9 | Bremen German *WB* | 2 Oil Engines 2S.C.SA each 6Cy.20$\frac{1}{16}$″-27$\frac{1}{16}$″& hydraulic coupling SR geared to 1 Sc. shaft 879 NHP<br>Deutsche Schiff. u Mschb. A.G. Weser, Bmn. | | G |
| 82538<br>DAYW | —<br>Wireless D.F. 1 *Dk*<br>*Cruiser Stern* | | 1026<br>885<br>560 | | | | | 1937 | Stettiner Oderwerke A.G. Stettin | Rud. Christ. Gribel | 208·9<br>Q15′F24′ | 32·5 | 17·2 | Stettin German *WB* | C.4Cy.(2)13¾″&(2)28¾″-28¾″ 124 NHP<br>Stettiner Oderwerke A.G. | | G |
| 82539<br>DHUL | **Saarland** Ⓟ<br>D.F. GyC. | 2 *Dks & Shelter dk* | 6725<br>5572<br>3974 | | | | | 1924 | Blohm & Voss Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 449·1 | 58·3 | 26·8 | Hamburg German *WB* | 4 Steam Turbines SR geared to 1 Sc. Shaft<br>Blohm & Voss, Hamburg | | G |
| 82540<br>149906<br>GNFJ | **Sabaneta**<br>*Mchy. Aft* | Twin Sc<br>*ss* Aru. No. 3–3, 40<br>1 *Dk (Stl)* | 2396<br>1743<br>1242 | ✠100A1 Aru *t*<br>~~10,10,10~~ 2,41<br>BS10,40 ✠LMC 9,39<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9, 27 *F.P. above* 150° F. | | CL<br>~~16,38~~<br>~~8,39~~<br>4,41 | | 1927<br>9mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's SA & CP* | Lago Shipping Co. Ld. (~~F.J. Wolfe, *Mgr.*~~) (R.A. Carder, *Mgr.*)<br>*Wing tanks f* 2 | 305·7<br>P67′F34′ FK<br>*Trunk dk* 204′<br>86*t a* 356*t FPT* 60*t* | 50·2 | 14·3 | London British *7 BH pt Cem* | T.6Cy.13½″,23½″&36″-27″ 180lb (*s*) 196 NHP<br>2SB, *6cf*, GS 98, HS 3702<br>Harland & Wolff, Ld. Bel. | 15 ″ 0<br>s 1 ″ 10½<br>13 ″ 3¾ | |

*Now "Teiyo Maru," see No. 90232 in Supplement.*

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à l'entretien et à l'équipement. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au pont de la plus haute cloison étanche. Tirant d'eau correspondant. pds. pa. | 15 Navigue en mer, et en eaux limitées. Lettre de Code. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82541 | **Sabará** (*ex* MontePenedo) | TwinSc | 3693 | | | | | 1912 | Howaldts-werke Kiel | LloydBrasileiro | 350·7 \| 50·1 \| 23·7 | R.Janeiro | Oil Engines 2S.C.SA | | |
| | *Oil Eng.* | | 3329 | | | | | | | | P&B279′F33′ | Brazilian | 8Cy.18½″–26½″ 460NHP | | |
| PUCD | | *2 Dks* | 2312 | | | | | | | | | *WB* | Gebr.Sülzer,Winterthur | | |
| 82542 | **Sabaudia** (*ex* Jabiru-33) | | 1590 | ✠ ... | Gen | *r* | | 1911 | Swan,Hunter& Wigham Richardson, Ld Newcastle | Dani&C. | 296·5 \| 36·1 \| 19·5 | Genoa | T.3Cy.21½″,34″&56″–42″ | 20 ″ 9 | I |
| 1910 | | *ss* Gen.2ndNo.3–11,37 | 1455 | 1,40 | | | | 11mo | | | 285·0 BK8″ | Italian | 254NHP | | † |
| ICGH | | 1 *Dk* (*pt Irn pt Stl*) | 960 | | ✠ | | | | | | P&B166′F61′ | | 5 *BHCem* | | |
| | *Well deck* | *Stl lower dk in fore hold* | | | | | | | | *Cell DBa* 70′ *u* | *E*32′ *f* 120′ 385*t FPT* | | 33*t APT* 44*t* | 2SB,*6cf*,GS129,HS4578 Swan,Hunter&Wigham Richardson,Ld.Nwc. | |
| 82543 | **Sabbia** Ⓟ | | 5788 | ✠100A1 2,40 | Gen | *y* | CL N10,39 | 1926 | ClydeS.B. &Eng.Co.Ld. PortGlasgow | LloydTriestino Soc.Anon.diNav. | 400·6 \| 54·0 \| 28·7 | Venice | T.3Cy.25⅝″,41″&68″–45″ (*s*) | 32 ″ 0 | |
| 196 | | *ss* Tri.No.3–3,38 | 4999 | ✠LMC | | | | 4mo | | *Cell DB* 338′1233*t* | 390·1 \| 54·0 \| 29·6 | Italian | 2001b FD 468NHP | *s* 6 ″ 7 | |
| ICFT | *Ref.Mchy.* | 2 *Dks* (*Stl*) | 3623 | MS3,38 BS6,39 | | | | *Lloyd's.14CP* | | B125′F35′ *FPT* | 122*t APT* 60*t* | 1 | 7 *BHCem* 3SB(Spt)9*cf*,GS148,HS6960 | 25 ″ 7½ | |
| | D.F. | | | ✠Lloyd'sRMC6,39 | | | | | | | | | *BHto* 2nd *dk* | ClydeS.B.&E.Co.LdP,Gls. | |
| 82544 | **Sabina** (*ex* AirScout,*ex* Weilburg) | | 2421 | 100A1 2,41 ~~4,40~~ | Bbo | *s* | CL 4,39 | 1920 | Frd.Krupp Akt.Ges. Kiel | Cia.Nav.Vascongada | 288·2 \| 44·2 \| 20·3 | Bilbao | T.3Cy.19½″,32½″&54½″– | 22 ″ 6 | |
| | | *ss* Bbo.No.3–4,34 | — | | | | | | | | | Spanish | 39½″ 175lb (*s*) 245NHP | *s* 3 ″ 3½ | |
| EAIJ | | *ss* Bbo.No.1–39 | 1297 | LMC ~~BS7,39~~ MS5,39 | | | | | | | P22′B80′F38′ FK | | 4 *BH only* 2SB,*4cf*,GS86,HS3445 FD | 19 ″ 5 | |
| | | 1 *Dk* (*Stl*) | | | | | | | *Intermediate BH in fore hold dispensed with* | | | | *ptCem pt Asp* | Frd.KruppA.G.Kiel | |
| | | *Cargo battens not fitted* | | BS~~4,40~~4,41 | | | | | | *Cell DB* 231′558*t* | *D Tf* 12′ 118*t FPT* 57*t* | | *APT* 153*t* | | |
| 82545 | **Sabine Howaldt** | | 5956 | | | | | 1938 | Nordsee-werke Emden G.m.b.H. Emden | BernhardHowaldt | 437·4 \| 59·0 \| 23·6 | Flensburg | C.4Cy.(2)18¾″&(2)43⅞″– | | G |
| | | | 4995 | | | | | | | | F35′ | German | 43⅞″&LP turbine with DR | | |
| DDUZ | D.F. E.S.D. | 1 *Dk&Shelter dk* | 3020 | | | | | | | | | *WB* | gearing & hydraulic coupling 306NHP | | |
| | | *CruiserStern* | | | | | | | | | | | Rheinmetall-BorsigA.G. BerlinTegel | | |
| 82546 | **Sable I** Ⓟ | | 734 | ✠100A1 *Shade dk* | Mtl | *j* | CL ~~5,38~~ | 1914 | Bow,Mc-Lachlan&Co. Ld. Paisley | Bras d'orBayNav. Co.Ld. | 183·0 \| 28·6 \| 12·2 | Quebec | T.3Cy.15″,25½″&41″–30″ (*s*) | 13 ″ 0 | |
| 136307 | | *ss* Mtl.2ndNo.3–5,39 | 425 | | Qbc | | ~~5,80~~ | 6mo | | Co.Ld. | | British | ~~200lb~~ 185lb 85RHP | *s* ″ 7 | |
| VGXM | | 1 *Dk* (*Stl*) *&Shade dk* | 841 | ~~5,80~~ 4,41 | | | 5,40 | | | | FK&BK1″ | | 2SB,*4cf*,GS81,HS2410 | 12 ″ 8 | |
| | Wireless | | | BS12,39 ✠LMC5,38 | | | 4,41 | *Lloyd'sA&CP* | | *Cell DBa* 35′*u E* | 27′*f* 83′156*t* | | Bow,McLachln&CoLdPsy | | |
| 82547 | **Sabor** | | 5212 | 5,41 | | | | 1920 | Earle'sCo. Ld. Hull | RoyalMailLines Ld. | 400·4 \| 52·2 \| 28·5 | London | T.3Cy.27″,44″&73″–48″ | | C |
| 144504 | | | 4793 | | | | | | | | P49′B113′F39′ | British | 369NHP | | |
| GBQW | D.F. | 2 *Dks* | 3227 | | | | | | | | | *WB* | Earle'sS.B.&E.Co.Ld.Hull | | |
| 82548 | **Sac 2°** | | 2959 | ✠100A1 8,39 | Bbo | *u* | CL 7,39 | 1922 | J.Blumer &Co.Ld. Sunderland | Soc.Anon.Cros | 331·0 \| 47·7 \| 21·9 | Barcelona | T.3Cy.24″,40″&65″–45″ (*s*) | 24 ″ 3 | |
| | | *ss* Bcl.No.3–5,34 | 2769 | | | | | 2mo | | | | Spanish | 180lb *80lb* 318NHP | *s* 3 ″ 5½ | |
| EAIK | | *ss* Bbo.No.1–39 | 2260 | ✠LMC | | | | | | | P29′B94′F30′ FK | | 2SB,*6cf*,GS136,HS5022 | 21 ″ 0 | |
| | | 1 *Dk* (*Stl*) | | BS8,38 ~~4,41~~ MS9,39 | | | | *Lloyd'sA&CP* | | *Cell DBa* 108′ | *u E* 25′ *f* 140′ 743*t* | | *APT* 147*t* | J.Dickinson&Sons,Ld.Sld. | |
| 82549 | **Sac 4°** (*ex* Dilluns) | | *2382* | ✠ 4,36 | Bbo | *t* | | 1922 | ClydeS.B. &Eng.Co.Ld. PortGlasgow | Soc.Anon.Cros | 294·8 \| 44·2 \| 20·6 | Barcelona | T.3Cy.22″,35″&59″–39″ | 22 ″ 9 | |
| | | *ss* Bcl.No.3–4,28 | *2168* | | | | | 3mo | | | | Spanish | 250NHP | | |
| EADX | | *ss* Bcl.No.1–32 | *1431* | | ✠ | | | | | | P25′B80′F33′ FK | | 2SB,*6cf*,GS126,HS4060 | | |
| | | 1 *Dk* (*Stl*) | | | | | | | | *Cell DB* 250′ 614*t FPT* 63*t* | | | 5 *BHCem* *APT* 60*t* | ClydeS.B.&E.Co.Ld.P.Gls. | |
| | | *(IN PORT DAMAGED)* | | | | | | | | | | | | | |
| 82550 | **Sac 7°** (*ex* Salvador) | | 835 | | | | | 1918 | Astilleros de Gijon Gijon | Soc.Anon.Cros | 201·7 \| 28·9 \| 13·9 | Barcelona | T.3Cy.12″,20″&32″–24″ | | |
| | | | 712 | | | | | | | | P30′B44′ | Spanish | *Ebuilt* 15,*fitted* 18 50NHP | | |
| EGKT | | 1 *Dk* | 445 | | | | | | | | | *WB* | Dunsmuir&Jackson,Gls | | |
| 82551 | **Sac 8°** (*ex* Valmurian,*ex* Capita Revuelta) | | 910 | | | | | 1918 | Astilleros de Gijon Gijon | Soc.Anon.Cros | 201·7 \| 29·8 \| 14·1 | Barcelona | T.3Cy.12″,20″&32″–24″ | | V |
| | | | 712 | | | | | | | | B44′F30′ | Spanish | 50NHP | | |
| EGKU | | 1 *Dk* | 675 | | | | | | | | | *WB* | AlexanderHermanos,S.en C.Barcelona | | |
| 82552 | **Sac 9°** (*ex* TeresaPames-32, *ex* Acuario, *ex* King David) | *ss* Msl.2ndNo.3–7,22 | 2554 | ✠ ~~—~~ 12,32 | Bcl | *t* | | 1895 | Short Bros. Sunderland | Soc.Anon.Cros | 304·1 \| 44·1 \| 20·6 | Barcelona | T.3Cy.23″,38″&61½″–39″ | 23 ″ 2 | |
| | | *ss* Bbo.No.1–26 | 2327 | | | | | 10mo | | | P27 B68′F31′ FK | Spanish | 242NHP | | |
| EAQJ | | 1 *Dk* (*Irn*) 2*tr B&deep framing* | 1595 | | ✠ | | | | | *Cell DBa&uE* 118′*f* 1186 | | | 5 *BHCem* 57*t AP* 76 | 2SB,*6cf*,GS117,HS3520 Blair&Co.Ld.Stockton | |
| 82553 | **Saccarappa** | | 4965 | ✠ ... | | | | 1918 | American | ~~SouthAtlanticS.S.~~ ~~Co. of Delaware~~ AlcoaS.S.Co.Inc. | 390·0 \| 54·2 \| 27·6 | Savannah | DR Geared Steam Turbine | 32 ″ 0 | R |
| 217328 | | *Fitted for oil fuel* | 4664 | 6,20 | | | | 12mo | Intrnational S.B.Corp. HogIslandPa | | P39′B122′F43′ FK | Utd.States | 600NHP | | † |
| WGOI | Sub.Sig. | 2 *Dks&Web frames* | 2952 | | ✠ | | | | | | | *WB* | GeneralElectricCo. Schenectady,N.Y. | | |
| | | 1 *Dk&Shelter dk* | 2842 | | | | | | | | | | | | |
| 82554 | **Sacramento Valley** (*ex* Skegness) | | 4573 | | | | | 1924 | Workman, Clark&Co.Ld Belfast | ReardonSmith LineLd.(SirW.R. Smith&SonsLd. *Mgrs.*) | 401·6 \| 54·3 \| 25·3 | Bideford | T.3Cy.26″,42″&71″–48″ | | C |
| 144729 | | *Fitted for oil fuel* | 4318 | | | | | | | | F41′ | British | 349NHP | | |
| GKZJ | D.F. | 1 *Dk&Shelter dk* | 2842 | | | | | | | | | *WB* | Wrkman,Clark&Co.Ld.Bel | | |
| 82555 | **Sacro Cuore** (*ex* Fucsia-34, *ex* Wynwood) | | 1097 | ✠ ... | | | | 1899 | W.Dobson &Co. Newcastle | GennaroMontella (Lauro&Montella, *Mgrs.*) | 220·8 \| 35·0 \| 13·9 | Torre del Greco | T.3Cy.18½″,30″&49″–33″ | 16 ″ 5 | I |
| 70 | | *ss* Rot.2ndNo.3–11,24 | 891 | 2,32 | | | | 3mo | | | 212·5 | Italian | 148NHP | | † |
| ITLG | | *ss* Sld.No.1–28 | 610 | ✠NB10,15✠ | | | | | | | P18′Q44′B46′F24′ FK *WB* | | N.E.MarineCo.Ld.Nwc. | | |
| | *Well deck* | 1 *Dk&Web frames* | | | | | | | | | | | | | |
| 82556 | **Sadan** (*ex* Akin-37,*ex* PanzoS., *ex* Danubian, *ex* Muntenia,*ex* Proteus, *ex* Gladys) | *ss* Hpl.No.3–1,03 | 2302 | ✠ 1,20 | Sws | *s* | | 1890 | S.P.Austin &Son Sunderland | SadikzadeRusen Ogullari | 285·0 \| 39·6 \| 18·8 | Istanbul | T.3Cy.21½″,36″&59″–39″ | 21 ″ 3 | V |
| | | *ss* Syd.No.2–12 | 1729 | | | | | 12mo | | | P31′Q72′ 25·8 | Turkish | NDB01 218NHP | | † |
| TCCO | | 1 *Dk* (*Irn*) *&Web frames&pt Awng dk* (*Irn*) | 1504 | | ✠ | | | | | *Cell DBa* 110′*u E&B* | *pt Awng dk* 182′ BK9″ 42′*f* 86′476*t APT* 30*t* | | 5 *BHpt Asp pt Cem* | 2SB,*6rf*,GS106,HS3288 G.Clark,Ld.Sunderland | |
| 82557 | **Sadko** (*ex* Lintrose) | | 1613 | ✠ 7,19 | Bcl | *v* | | 1913 | Swan,Hunter&Wigham Richardson, Ld Newcastle | U.S.S.R. | 255·0 \| 37·4 \| 22·7 | Archangel | T.3Cy.26″,42½″&70″–42″ | 24 ″ 11 | |
| | | | 1426 | | | | | 3mo | | | F36′ | Russian | 587NHP | | |
| UPCT | | 2 *Dks* (*Stl*) *& Shelter dk* (*Stl–ws*) | 506 | | ✠ | | | | | *Cell DBa* 45′ | *u E* 18′ *f* 93′ 157*t FP* | | 5 *BHCem* *T* 9*t APT* 20*t* | 4SB.*12cf*,GS248,HS9920 Swan,Hunter&Wigham Richardson,Ld.Nwc. | |
| 82558 | **Sado** (*ex* Pan) | | 925 | | | | | 1917 | Jarlsö Værft Tönsberg | D/S A/S Havlyn (HartvigLarsen, *Mgr.*) | 200·4 \| 31·9 \| 12·9 | Haugesnd | T.3Cy.15″,25″&41″–26″ | | N |
| | | | 669 | | | | | | | | Q60*t* B82*t* H53*t* F19*t* | Norwegian | 86NHP | | |
| LETH | | 1 *Dk* | 535 | | | | | | | | | *WB* | TrondhjemsM.Værksted | | |
| 82559 | **Sado Maru** | TwinSc | 7180 | | | | | 1939 | Mitsubishi Jukogyo K.K Nagasaki | NipponYusenK.K. | 479·6 \| 62·3 \| 32·2 | Tokyo | Oil Engines 2S.C.SA | | |
| 46186 | | *Oil Eng.* | — | | | | | | | | F38′ | Japanese | 14Cy.28¾″–49⅞″ 1960NHP | | |
| JPAN | D.F. GyC. E.S.D. | 2 *Dks* | 3935 | | | | | | | | | | MitsubishiJukogyoK.K. Nag. | | |
| | *Ref.Mchy.* | *CruiserStern* | | | | | | | | | | | | | |

Now "Alcoa Cutter," *see No.* 87066 *in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Registers in which classed, if not in L.R. Date of R. of T. / Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82560 4976 SGED | **Saga** (*ex*Fro,*ex*Felicia,*ex*Doretea, *ex*Kattegat) 1 *Dk* | 1077 930 591 | | | | | 1909 | Fredrkstad Mek. Værks. Fredrikstad | RederiA/B Ægir (GunnarLindqvist, *Mgr.*) | 226·4 P18′B57′H58*t* | 35·1 F18′ | 14·3 | Stockholm Swedish *WB* | T.3Cy.16½″,26″&44″–30″ 106NHP Fredrikstad M.V.Frdstad. | | N |
| * 82561 OUKS | — (*ex*Scotscraig) *Well deck* *ss*Gls.2ndNo.3–3,29 *ss*Cpn.No.2–37 1 *Dk(Stl)*&*deep framing* | 919 674 540 | ✠100A1 9,38 BS9,38 | Cpn | *l* ✠LMC10,37 | OG 9,36 | 1904 7mo | Grngem'th &Greenock DockyardCo. Greenock *Lloyd's*sA&CP | DetForenede DampskibsSelsk. *Cell D* | 200·1 210·2(O.L.) Q69′B58′F22′ FK *Ba*44′*u*E&*f*B31′/86′ | 32·5 | 13·1 | Aarhus Danish *WB* | T.3Cy.15½″,26′&43″–30″ (*s*) 180lb 85*lb* 119NHP 1SB,3*cf*,GS63,HS1954 282*t APT*10*t* D.Rowan&Co.Glasgow | 15 ″ 3 s ″10½ 14 ″ 6 | |
| 82562 26447 JGTB | **Saga Maru** *ss*Kob.No.1–24 1 *Dk* | 2150 1929 1240 | ✠ ... 8,28 ✠ | | | | 1919 12mo | Teikoku S.S.Co.Ltd. Toba,Ise Province | SanboSyosenK.K. | 275·0 P19′B64′F30′ | 41·0 | 24·0 FK | Funaka Japanese *WB* | T.3Cy.20″,33″&55″–39″ 258NHP Kobe Steel Works,Ld.Kobe | 24 ″ 0 | C † |
| 82563 164623 MLLQ | **Sagacity** *Oil Eng.* 1 *Dk* *Mchy Aft* *Cruiser Stern* | 490 321 249 | ✠100A1 10,39 ✠LMC5,36 ✠LMC(M)9,38 | Yar | *g* | OG 9,38 | 1936 5mo | G.Brown &Co. Greenock *Lloyd's*sA&CP | F.T.Everard& Sons,Ld. | 153·2 Q96′F17′ | 27·7 | 9·6 FK | London British *WB* | Oil Engines 2S.C.SA 5Cy.12⅝″–15¾″ 72RHP 3*BHAsp APT*50*t* Newbury Diesel Co.Ld. Newbury | 10 ″ 8 s 3 ″ 7 10 ″ 8 | |
| 82564 216584 KTUO | **Sagadahoc** *ss*Bal.No.3–8,30 *ss*Bal.No.2–39 1 *Dk(Stl)*&*Shelter dk(Stl)* &*Web frames* *Longitudinal framing* | 6275 5824 3969 | ✠100A1 *Shelter dk with freeboard* ~~7,40~~ ~~7,10~~ 7,40 ✠LMC3,39 BS8,40 1,41 *Fitted for oil fuel* 7,18 | Phl NYk Bal | *a*† | CL 9,38 | 1918 7mo | TexasS.S. Co. Bath,Me. A&CP | ~~ArgonautLine,Inc.~~ AmericanSouth AfricanLine,Inc. | 420·5 P42′B130′F39′ *on Shelter dk* FK *CellDB*361′1192*t DTa*32′1075*t FPT* 50°F. | 54·2 | 31·4 | NewYork Utd.States 8*BHCem* 114*t APT*63*t* | T.3Cy.24½″,44′&74″–51″ (*r*) 190lb 555NHP 3SB,9*cf*,HS8118 FD H.G.Trout Co.Buffalo,N.Y | 33 ″ 10 s 7 ″ 3½ 26 ″ 8 | |
| 82565 148845 GLDZ | **Sagaing** Ⓟ *Fitted for oil fuel* D.F. E.S.D. 2 *Dks* | 7958 6461 4954 | | | | | 1925 | W.Denny& Bros.Ld. Dumbarton | British&Burmese S.N.Co.Ld.(P. Henderson&Co. *Mgrs.*) | 454·6 P56′B180′F45′ | 61·2 | 31·0 | Glasgow British *WB* | T.3Cy.30″,49½″&82″–60″ W.Denny&Bros.Ld.Dmb. &LPturbine with DR gearing&hydraulic coupling (*fitted* 39) Barclay,Curle&Co.Ld.Gls. | | C BT till ~~6,40~~ ~~7,10~~ 6,42 |
| 82566 122218 | **Sagamo** Ⓟ Twin Sc 2 *Dks* | 744 611 420 | | | | | 1906 | Canadian S.B.Co. Toronto | MuskokaLakes Nav.&HotelCo.Ld. | 152·0 | 29·0 | 9·7 | Toronto British | T.6Cy.10″,16″&26″–16″ 69RHP CanadianSBCoLd.Toronto | | |
| 82567 161844 GYJN | **Saganaga** D.F. E.S.D. *Cruiser Stern* 1 *Dk* | 5454 4966 3344 | | | | | 1935 | D&W Hendersn&Co.Ld. Glasgow | SouthGeorgiaCo. Ld.(Chr.Salvesen& Co.*Mgrs.*) | 407·5 P20′B113′F42′ | 55·6 | 28·0 | Leith British | T.3Cy.21½″,37″&62″–45″ 256NHP D&W.Hendersn&CoLd Gls | | C |
| 82568 22953 JLOB | **Sagawa Maru** 1 *Dk* | 1186 970 676 | | | | | 1918 | Seikichi Ono Osaka | ShimataniKisen K.K. | 220·0 | 32·0 | 18·0 | Kobe Japanese *WB* | T.3Cy.14½″,24″&40″–30″ 88NHP SeikichiOno,Osaka | | |
| 82569 217919 WJDJ | **Sage Brush** (*ex*WestCherow) *Fitted for oil fuel* Sub.Sig. D.F. 2 *Dks* | 5565 5241 3475 | ✠ ... 10,21 ✠ | | | | 1919 5mo | Northwest Steel Co. Portland,Or. | ShepardS.S.Co. | 409·8 P44′B115′F47′ | 54·2 | 27·7 FK | Prtlnd.Me. Utd.States *WB* | DR Geared Steam Turbine 579NHP General Electric Co. Schenectady,N.Y. | 30 ″ 2 | R † |
| *Now "Keystone," see No. 83770 in Supplement* 82570 217585 KJAY | **Saginaw** (*ex*Aetna–37, *ex*Coperas) Gy C. 1 *Dk* | 2153 1753 1280 | ✠ ... 6,20 ✠ | | | | 1919 4mo | Manitowoc S.B.Co. Manitowoc, Wis. | SaginawDock& TerminalCo. | 250·5 P27′B64′F26′ | 43·7 | 20·1 FK | Wilmgton, Del. Utd.States *WB* | T.3Cy.20″,33″&54″–40″ 269NHP ManitowocS.B.Co. Manitowoc,Wis. | 23 ″ 0 | |
| 82571 82 ICAC | **Sagitta** (*ex*Tremeadow–38) *ss*Cff.No.3–7.32 *ss*Bry.No.1–37 1 *Dk(Stl)* | 5153 4723 3101 | ✠100A1 8,38 ✠LMC MS8,36 BS12,30 | Bry | *y* | CL 8,38 | 1919 3mo | D&W Hendersn&Co.Ld Glasgow *Lloyd's*sA&CP | BiagioBorriello (Lauro&Montella, *Mgrs.*) *CellDB*345′1035*t* | 413·2 399·5 P49′B113′F39′ FK *FPT*125*t APT*210*t* | 52·2 | 28·4 | Torre del Greco Italian 7*BHptCem* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D&W Hendersn&CoLd Gls. | 31 ″ 0 s 5 ″11¾ 25 ″ 3½ | |
| 82572 FNQK | **Sagittaire** Ⓟ Twin Sc (*ex*Washington–38) *Oil Eng.* *Ref.Mchy.* D.F. 3 *Dks* | 7706 6439 4591 | | | | | 1929 | Bremer Vulkan Vegesack | Soc.desServices Contractuels des Messageries Maritimes | 473·4 F12′ | 61·2 | 27·5 | Marseilles French *WB* | Oil Engines 2S.C.DA 10Cy.23⅜″–35⅜″ 976NHP Bremer Vulkan,Vegesack | | V |
| 82573 | **Sagoland** *ss*Yka.2ndNo.3–1,38 1 *Dk(Stl)*&*Shelter dk(Stl)* | *5334* *4997* *3299* | ✠100A1 *Shelter dk with freeboard* 8,40 ~~8,00~~ ~~10,30~~ BS8,40 ✠LMC1,38 | Hkg Shi | *a*† | CL ~~1,38~~ 7,40 | 1913 6mo | Earle'sCo. Ld. Hull A&CP | Madrigal&Co. *CellDBa* 146′*u*E29′*f* | 430·2 187′1350*t DTa*36′13 | 54·2 | 26·2 FK | Manila,P.I. Utd.States 7*BHCem* 68*t APT*113*t* | T.3Cy.28¼″,45½″&76″–54″ 180lb (*s*) 534NHP 3SB,9*cf*,GS189,HS7395 FD Earle'sCo.Ld.Hull | 28 ″ 11 s 3 ″10¼ 25 ″ 3 | |
| 82574 8366 SMCN | — Twin Sc *Oil Eng.* D.F. E.S.D. Gy C. 1 *Dk*&*Shelter dk* *Ref.Mchy.* *Cruiser Stern* *Strengthened for navigation in ice* | *3243* *2516* *1407* | ✠100A1 *with freeboard* 8,40 11,39 ✠LMC8,39 ✠Lloyd's Rl MC~~8,39~~ 8,40 | Got Phl | *y* 2⅝ | CL | 1939 8mo | Eriksbergs M.V.Aktieb Gothenburg *Lloyd's*sA&CP | Ångf.A/B Tirfing (SvenskaOrient Linien)(T.E.J.son Broström, *Mgr.*) *CellDB*310′1121*t Tanks* | 385·2 406·5(O.L.) FK ( | 54·7 | 18·2 | Gothenbrg Swedish 7*BH* *Coll to Sh dk* 6 „ 2nd„) *in way of tunnels* | Oil Engines 2S.C.SA 18Cy.19¹¹⁄₁₆″–35⅜″ 1213NHP DB*80lb* Eriksberg M.V.Aktieb.Got 548*t FPT*39*t APT*67*t* | 23 ″ 9 ~~s 1 ″ 7~~ ~~22 ″ 6¼~~ s 1 ″ 6 22 ″ 6¼ | |
| | | | No. 3 fwd. hold & 'tween dks. for temp. 35° F., No. 3 aft hold for temp. 25° F., aft wings of No. 3 'tween dks. for temp. 18° F., centre chamber for temp. 14° F. *Carrying vegetable oil in forward wing tanks* & *centre tanks in way of tunnels* | | | | | | | | | | | | | |
| 82575 LDLC | **Sagona** (*ex*Lion) Twin Sc *Oil Eng.* *ss*Rot.No.2–38 *Mchy.Aft* 1 *Dk(Stl)*&*Web frames* *Cruiser Stern* *Longitudinal framing–bracketless system* | 7554 7107 4471 | ✠100A1 ~~8,20~~ 11,39 3,41 ~~P11~~ ✠LMC CS12,38 ~~DBS8,38~~ 4,40 2,38 *Carrying Petroleum in bulk* | Rot Wln | *c*† | CL ~~12,38~~ 8,40 | 1929 11mo | N.V.C.Van derGiessen& Zonen'sSchps Krimpen *Lloyd's*sA&CP | A/S Sagona(H.E. Hansen-Tangen) *Cell DBu*E80′220*t DT* | 451·8 468·5(O.L.) P97′B35′F57′ FK *f*35′488*t FPT* 238*t* | 59·2 | 34·1 | Xiansand Norwegian 14*BHptCem* *APT*171*t* | Oil Engines 4S.C.SA 12Cy.24⅛″–43⅝″ 712NHP 2DB*180lb* N.V.Werkspoor,Ams. | 34 ″ 1 s 7 ″ 0¾ 27 ″ 3 | |
| 82576 — 132682 VOLX Wireless | — *ss*NFL.2ndNo.3–5,37 1 *Dk(Stl)*&*Shelter dk* | 808 701 420 | ✠100A1 *Shelter dk with freeboard* 5,39 BS~~4,30~~ 5,40 ✠LMC5,37 | NFL | *j* | CL 5,39 | 1912 2mo | DundeeS.B. Co.Ld. Dundee *Lloyd's*sA&CP | Government of Newfoundland (Newfoundland Railway—Steam-shipDept.) | 175·0 184·0(O.L.) FK *CellDBa*32′*u*E15′*f* | 28·3 | 20·3 | SJhns NFL British 4*BHCem* 64′105*t FPT* 30*t APT*8*t* | T.3Cy.16″,27″&44″–30″ (*s*) 180lb 98RHP 2SB,4*pf*,GS74,HS2493 MacColl&Pollock,Ld Sld. | 21 ″ 0 s 7 ″10 13 ″ 7 | |

* Surveys delayed, Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Ferme assigné maintenant expiré. Lettre d'Explication. | 7* Date de la dernière visite de la carène portebâbillet. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Francbord au milieu du navire. — Tirant d'eau correspondant. *pds. ps.* | 15 Registres où coté, et ce qui est dans le L. R. Darlc. Cert. Bd of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82577<br>118087<br>VPJL | **Sagres** (P) (*ex*ZuishoMaru, *ex*Maharani, *ex*Maharaja)<br>*ss*Bal.No.3–5,35<br>D.F. 2 *Dks* (*UStl*–teak s) & *deep framing* | 2333<br>1935<br>1448 | ✠<br>2,08<br>✠ | Cal | *l* | | 1904<br>3mo | C.Connell & Co.Ld. Glasgow | Kin Hong S.S.Co. Ld. (Williamson & Co. *Mgrs.*)<br>*Cell D Ba* 82′ *u E* & | 300·0 \| 40·6 \| 22·4<br>P79′ B93′ F44′ FK<br>*B* 40′ *f* 124′ 436 *t FPT* | | | Hong Kong British | T.3Cy.22½″,38″ & 62″–42″ 277 NHP<br>5 *B H Cem*<br>2SB, *6cf*, GS 121, HS 4272<br>45 *t A P T* 16 *t* | 24 ″ 8 | C<br>† |
| 82578<br>HRBY | **Sagua** (*ex*Cuyamapa–35, *ex*Sagua, *ex*Van der Duyn)<br>D.F. 2 *Dks* (*Stl*) & *Awng dk*<br>*Ref. Mchy.* (*Stl*–ws) | 3298<br>2838<br>2005 | ✠ 100 A1<br>*Awng dk*<br>*with freeboard*<br>1,39<br>MS 5,35 | Phl<br>✠ LMC<br>BS 3,40 | *u* | CL<br>2,38 | 1914<br>7mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Mayan S.S.Corp. (United Fruit Co. *Mgrs.*)<br>*Lloyd's* +*A* & *CP*<br>*Cell D Ba* 80′ *u E* & | 331·1 \| 45·2 \| 25·6<br>F43′ *on Awng dk* FK<br>*above* 150° F.<br>*B* 56′ *f* 144′ 607 *t FPT* | | | Tela Honduran | T.3Cy.23″,38″ & 63″–39″ (*s*) 180 lb 440 NHP<br>5 *B H Cem*<br>3SB, *9cf*, GS 174, HS 7308 FD<br>38 *t A P T* 26 *t* | 28 ″ 0<br>s 7 ″ 4½<br>21 ″ 1 | |
| 82579<br>130526<br>VGXJ | **Saguenay** (P) Twin Sc<br>*Fitted for oil fuel*<br>2 *Dks* | 2777<br>1931<br>1864 | ✠ ...<br>9,17<br>✠ | Cal | *l* | | 1911<br>6mo | Fairfield Co.Ld. Glasgow | Canada Steamship Lines, Ld. | 275·3 \| 40·0 \| 14·9<br>FK | | | Montreal British *WB* | T.3Cy.(2)16½″ (2)25½″ & (4) 29½″–24″ 354 NHP<br>Fairfield Co.Ld. Glasgow | 15 ″ 10 | |
| 82580<br>EAPT | **Sagunto** (P) Iron<br>*ss*Msl.No.3–6,89<br>Wireless *ss*Msl.No.1–94<br>1 *Dk* 2 *tr B* | 956<br>—<br>539 | ✠<br>2,94 | Msl | | | 1875<br>8mo | J Readhead & Co. S.Shields | Cia. Trasmediterranea | 205·6 \| 29·0 \| 16·9<br>P126′ F30′ BK 8″ | | | Valencia Spanish | C.2Cy.28″ & 50″–33″ NB 02 NDB 91 120 NHP<br>4 *B H Cem*<br>*APT*<br>J.Readhead & Co.S.Shields | | |
| 82581<br>217692<br>KEPR | **Sahale**<br>*Fitted for oil fuel*<br>D.F. 2 *Dks* & *Web frames* | 5028<br>4740<br>3086 | ✠ ...<br>7,20<br>✠ | | | | 1919<br>4mo | American International S.B.Corp. Hog Island Pa | Tampa Interocean S.S.Co. | 390·0 \| 54·2 \| 27·6<br>P39′ B122′ F43′ FK | | | N.Orleans Utd. States *WB* | DR Geared Steam Turbine 600 NHP<br>General Electric Co. Schenectady, N.Y. | 32 ″ 0 | R<br>† |
| 82582<br>FPGS | **Sahel**<br>D.F. E.S.D. *Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Cruiser Stern* | 2550 | | | | | 1938 | Frdrkshvn Værft og Flydk. A/S Fredrikshavn | Soc. Anon. de Gérance & d'Armement | 299·0 \| 41·6 \| 27·1<br>F28′ | | | Rouen French *WB* | Oil Engines 2S.C.SA<br>9Cy.19¾″–35 7/16″ 608 NHP<br>A/S Helsingörs Jernskibs & Maskinbyggeri, Elsinore | | V |
| 82583<br>153563<br>VPDF | **Sai On** Twin Sc<br>2 *Dks* & *Shade dk* | 1950<br>1288<br>1194 | | | | | 1924 | Taikoo Dkyd. & Eng. Co. of HK Ld Hong Kong | Tung On S.S.Co. Ld. | 225·0 \| 42·1 \| 8·5 | | | Hong Kong British | T.6Cy.13″,21″ & 35″–24″ 120 NHP<br>Taikoo Dkyd. & Eng. Co. of H.Kg. Ld. Hong Kong | | |
| 82584 | —<br>(*ex*Cormorant–34)<br>*ss*Bgk.No.2–07<br>*Mchy. Aft* *Well deck* 1 *Dk* | 445<br>322<br>185 | ✠ ...<br>10,08<br>✠ | | | | 1898<br>10mo | J.Mc-Arthur & Co. Paisley | Chin Seng | 146·0 \| 27·0 \| 10·2<br>Q84′ F19′ FK | | | Bangkok Thai *WB* | T.3Cy.11″,18″ & 31″–24″ 47 NHP<br>McKie & Baxter, Glasgow | 11 ″ 0 | |
| 82585<br>PHHE | **Saidja** Twin Sc<br>D.F. E.S.D. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom in centre tanks & at deck* | 6671<br>5046<br>3801 | ✠ 100 A1<br>~~B. 10~~ 10,39 1,40<br>✠ LMC 10,39<br>*Carrying Petroleum in bulk*<br>BS 11,40 | Rot<br>Sug | *a* ✝ | CL | 1939<br>10mo | N V Rotterdamsche Maats. (New Waterway SB Co) Schiedam | Nederl. Indische Tankstoomboot Maats. | 433·0 \| 62·7 \| 24·5<br>450·2 (O.L.)<br>P105′ *Trunk* 266′<br>F62′ FK<br>*Cell DB* | | | The Hague Dutch | T6Cy.22 3/16″, 35 7/16″ & 61″–39″ 220 lb 733 NHP<br>13 *B Hpt Cem*<br>2 WTB, HS 10640 FD<br>*u E* & *B* 50′ 253 *t DT f* | 24 ″ 6<br>s 3 ″ 8½<br>20 ″ 11½ | |
| 82586<br>43465<br>JSJL | **Saigon Maru** (P)<br>*Oil Eng.*<br>D.F. 2 *Dks* | 5350<br>—<br>3956 | | | | | 1937 | Mitsubishi Jukogyo K.K. Kobe | Osaka Syosen K.K. | 376·3 \| 55·8 \| 32·8<br>F44′ | | | Osaka Japanese *WB* | Oil Engines 4S.C.SA<br>16Cy.17 3/16″–24 3/16″ & hydraulic coupling SR geared to 1 sc. shaft 488 NHP<br>Mitsubishi Jukogyo K.K. Kobe | | C |
| 82587<br>171<br>JPGC | **Saiho Maru** (*ex*Saikoh Maru, *ex*Tullamore, *ex*Ardgroom)<br>*ss*Drn.No.3–10,30<br>*ss*Drn.No.1–34<br>2 *Dks* (*Stl*) | 4639<br>4189<br>2886 | ✠ ...<br>1,38<br>✠ | Kob | *y* | | 1918<br>10mo | Russell & Co. Port Glasgow | Dairen Kisen K.K. | 385·0 \| 52·0 \| 26·5<br>P34′ B111′ F47′ FK<br>*Cell DB* 341′ 961 | | | Dairen Japanese | T.3Cy.26″,43″ & 70″–48″ 489 NHP<br>6 *B H Cem*<br>*t A P T* 27 *t*<br>3SB, *9cf*, GS 170, HS 7345<br>Rankin & Blackmre, Ld Grk | 29 ″ 0 | |
| 82588<br>24961<br>JIVD | **Saiko Maru** (*ex*Saikoh Maru–38, *ex*Heijin Maru–34)<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames*<br>*Longitudinal framing* | 4365<br>3677<br>2719 | ✠ ...<br>11,35<br>✠ | Yka | *w* | | 1919<br>5mo | Osaka Iron Works, Ld. Osaka | Yamashita Kisen K.K. | 345·0 \| 49·8 \| 28·2<br>P30′ B98′ F34′ *on Shelter dk* FK<br>*Cell DB* 294′ 1120 *t DT a* 32′ 690 *t* | | | Kobe Japanese | T.3Cy.24¾″, 41″ & 67″–48″ 391 NHP<br>*Cem*<br>1 *B H to Sh dk*<br>5 „ „ *U dk*<br>2SB, *6cf*, GS 128, HS 5407<br>Osaka Iron Works Ld Osaka | 28 ″ 2 | C<br>† |
| *Now "Hiburi Maru," see No. 88362 in Supplement* | | | | | | | | | | | | | | | | |
| 82589<br>43085<br>JKEL | **Saikyo Maru**<br>*Mchy. Aft* 1 *Dk* | 1293<br>—<br>709 | | | | | 1936 | Osaka Zosensho K.K. Osaka | Hinode Kisen K.K. | 217·8 \| 35·8 \| 18·5<br>P78′ F25′ | | | Tokyo Japanese | T.3Cy.17 1/16″, 29 1/32″ & 49 3/16″–35 7/16″ 144 NHP<br>Tsurukichi Kimura, Osaka | | |
| 82590<br>801<br>OFBA | **Saimaa** (*ex*Erland–37)<br>*Oil Eng.*<br>*ss*Got.No.3–6,35<br>*ss*Hfs.No.1–39<br>D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*Cruiser Stern* | 2001<br>—<br>999 | ✠ 100 A1<br>*Shelter dk*<br>*with freeboard*<br>5,41 ~~6,39~~<br>✠ LMC CS 5,39<br>DBS 11,39 5,38 | Hfs<br>M V o | *s* | OG<br>6,39 | 1922<br>9mo | Eriksbergs M.V. Aktieb. Gothenburg | Finska Ångfartygs Aktiebolaget | 302·1 \| 43·2 \| 16·3<br>300·0 FK<br>*Lloyd's* +*A* & *CP* *Intermediate BH in fore*<br>*Cell DB* 254′ 5 | *hold dispensed with*<br>30 *t FPT* 29 *t A P T* 31 *t* | | Helsingfrs Finnish | Oil Engines 4S.C.SA<br>6Cy.24½″–51 7/16″ 355 NHP<br>*pt Cem* DB 100 lb<br>1 *B H to Sh dk*<br>5 „ „ *U* „<br>Aktieb. Götaverken, Got. | 19 ″ 0<br>s ″ 6¾<br>18 ″ 7 | |
| 82591 | **Sainam** Pad<br>2 *Dks* | 588<br>280<br>367 | | | | | 1900 | G.Fenwick & Co.Ld. Hong Kong | Sai Hing S.S.Co. | 147·0 \| 31·0 \| 7·2 | | | Canton Chinese | 2Cy.18″ & 38″–72″ 102 NHP<br>G.Fenwick & Co.Ld. H.Kg. | | |
| 82592<br>135535<br>MFBV | **St. Abb's Head** (*ex*Fastnet, 3 Mst *ex*Monaleen, *ex*Allerton)<br>*Well deck* *Mchy. Aft* 1 *Dk* | 616<br>412<br>257 | ✠ ...<br>1,18<br>✠ | | | | 1914<br>1mo | J.Fullerton & Co. Paisley | A.F.Henry & MacGregor, Ld. | 174·8 \| 28·1 \| 10·4<br>Q96′ B9′ F32′ BK 6″ | | | Leith British *WB* | T.3Cy.14″,24″ & 40″–27″ 90 RHP<br>Ross & Duncan, Glasgow | 13 ″ 0 | C<br>† |
| 82593<br>142619<br>GMCW | **Saint Agnes** (*ex*Cape St. Agnes–37, *ex*Titan, *ex*War Briton)<br>*ss*Msl.No.3–12,29<br>*ss*Ams.No.2–37<br>1 *Dk* (*Stl*) | 5199<br>4777<br>3248 | ✠ 100 A1<br>4,40<br>BS 9,39 ✠ LMC 3,37 | Nwc | *y* | CL<br>9,39 | 1918<br>8mo | Greenock & Grngemouth Dkyd. Co.Ld. Greenock | The Saint Line, Ld. | 400·0 \| 52·3 \| 28·5<br>P50′ B113′ F39′ FK<br>*Cell DB* 345′ 1122 *t*<br>*Lloyd's* +*A* & *CP* | *DTa* 28′ 1170 *t FPT* 1 | | London British | T.3Cy.25½″,44″ & 73″–48″ (*s*) 180 lb 490 NHP<br>8 *B Hpt Cem*<br>23 *t A P T* 150 *t* | 31 ″ 0<br>s 5 ″ 11½<br>25 ″ 3 | |
| 82594<br>144208<br>MKCF | **Saint Aidan**<br>*ss*Irv.No.3–6,33<br>*ss*Irv.No.1–38<br>*Mchy. Aft* *Well deck* 1 *Dk* (*Stl*) | 362<br>247<br>138 | ✠ 100 A1<br>5,40<br>✠ LMC<br>MS 4,38 BS ~~4,39~~ 3,40 | Bwg | *f* | CL<br>5,40 | 1920<br>7mo | Scott & Sons Bowling<br>*Lloyd's* +*A* & *CP* | J. & A. Gardner & Co.Ld. | 141·5 \| 23·8 \| 10·1<br>25·2<br>146·5 (O.L.) BK 7′<br>Q81′ B8′ F24′ *FPT* | | | Glasgow British | C.2Cy.16½″ & 34″–24″ (*s*) 180 lb 47 RHP<br>3 *B H Cem*<br>31 *t A P T* 12 *t*<br>1SB, *2pf*, GS 48, HS 1360<br>Fisher's, Ld. Paisley | 11 ″ 0<br>s 3 ″ 4½<br>11 ″ 3 | |
| 82595<br>FPAA | **Saint Ambroise** 2 Twin Masts<br>*Fitted for oil fuel*<br>2 *Dks* | 3075<br>2818<br>1825 | ✠ ...<br>12,24<br>✠ | | | | 1920<br>4mo | W.Gray & Co. (1918) Ld. W Hartlepool | Société Navale de l'Ouest | 310·0 \| 46·5 \| 23·7<br>P23′ F32′<br>*Ba* 23′ *Bf* 23′ FK | | | Havre French *WB* | T.3Cy.25′,41″ & 68″–45″ 414 NHP<br>Cen. Mar. Eng. Wrks, W Hpl | 26 ″ 3 | V<br>† |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82596 | **Saint André** (*ex* Santa Fé–39, *ex* Steigerwald–37) | *Fitted for oil fuel* | 4627 / 4139 / 2754 | | | | | 1921 | Deutsche Werft.A.G. Hamburg | French Government | 414·4 / P&B247 / len33 | 50·4 / F50′ | 26·9 | Marseilles French *WB* | T.3Cy.26⅞″,43¾″&70½″–47⅝″&LPturbine 438NHP Gutehoffnungshütte, Sterkrade | | G |
| | D.F. Sub.Sig. | 2 *Dks* | | | | | | | | | | | | | | | |
| | *Ref.Mchy.* | | | | | | | | | | | | | | | | |
| 82597 | **St. Andrew** Ⓟ | TwinSc | 2702 | ✠100A1 | Bkn | *v* | OG | 1932 | Cammell Laird&Co.Ld. Birkenhead | Fishguard&Rosslare Railways& HarboursCo. | 327·2 / F39′ | 46·7 | 17·7 | London British | 4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) | 18 ″ 9 | BT till 3,41 |
| 162679 | *ss* Sou.No.2–10 ~~*ss* Cliff.No.1–36~~ | | 1660 | *with freeboard* | Sou | | 2,39 | 2mo | | | | | | 11 *BHpt Cem* | 4 Water Tube Boilers 230lb | s 4 ″ 5½ | |
| GPQW | 1 *Dk & Shelter dk (pt Stl–teak s)* | | 1116 | 5,40 ~~2,39~~ 5,40 | | | | | | | | | | *Coll to Sh dk* | HS18120 1590NHP FD | 14 ″ 8 | |
| | D.F. E.S.D. *3rd dk clear of E & B space* | *Cruiser Stern* | | ~~BS2,39~~ ✠LMC~~36~~ | | | | *Lloyd's SA&CP* | | | | | | 10 „ *2nd* „) | Cammell Laird&Co.Ld.Bkn | | |
| | | | | *For Irish Channel Service* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 2,32 | | | *F.P. above* | | | *Cell D Bu E 28′ f 66′* | 145*t MT 6′ 55t FPT* | | | 29t *APT* 38t | | | |
| | | | | | | | | | | | 150° F. | | | | | | |
| 82598 | **Saint Angus** | | 391 | ✠100A1 | Bwg | *f* | OG | 1936 | Scott& Sons Bowling | J.&A.Gardner& Co.Ld. | 145·0 / 151·1(O.L.) | 23·8 / 25·1 | 10·5 | Glasgow British | Oil Engines 2S.C.SA | 11 ″ 5 | |
| 164072 | *Oil Eng.* | | 261 | 9,39 | | | N9,39 | 4mo | | | Q88′ *Bon* Q7′ F23′ | | | 3 *BHCem* | 4Cy.13⅜″–22 7/16″ 125NHP | s 3 ″ 6¾ | |
| MLJL | *Mchy Aft* | 1 *Dk* | 195 | | ✠LMC4,36 | | | *Lloyd's SA&CP* | | | FK&BK1½″ | | | | | 11 ″ 4½ | |
| | Wireless | *Cruiser Stern* | | | ✠LMC(M)9,38 | | | *Cell D B f 48′* | | *55t FPT 21t APT 28t* | | | | | British Auxiliaries Ld. Gls. | | |
| 82599 | **Saint Anselm** (*ex* Saint Andrew–36) | | 5614 | ✠100A1 | Cal | *y* | CL | 1919 | Nthmblnd S.B.Co.Ld. Newcastle | The Saint Line, Ld. | 399·6 / F39′ *on Shelter dk* | 53·0 | 32·8 FK | Liverpool British | T.3Cy.27″,44″&73″–48″ (*s*) | 35 ″ 5 | |
| 140652 | *ss* Cal.No.3–8,31 | | 5448 | *Shelter dk* | | | 3,40 | 9mo | | | | | | *pt Cem* | 180lb 517NHP | s 9 ″ 4⅜ | |
| GCBV | *ss* Cal.No.1–35 | | 3534 | *with freeboard* 8,38 | ✠LMC | | | *Lloyd's SA&CP* | | | *Coll B H to Sh dk* | | | 6 „ „ *U* „ | 3SB,*9cf*,GS190,HS7668 FD | 26 ″ 3 | |
| | 1 *Dk(Stl) & Shelter dk(Stl)* | | | MS10,35 | BS8,39 | | | | | *Cell D B 351′ 1290t* | *FPT 60t APT 90t* | | | | N.E.Marine Eng Co Ld. Nwc | | |
| 82600 | **Saint Anthony** Ⓟ | TwinSc | 452 | ✠ A1 | Bom | *i* | OG | 1936 | Henry Robb,Ld. Leith | Indian Co-operative Navigation& Trading Co.Ld. | 183·2 / *Shade dk* | 32·2 / 8·1 FK | | Bombay British | Oil Engines 2S.C.SA | 9 ″ 9 | |
| 164364 | *Oil Eng.* | | 334 | *with freeboard* | | | 8,40 | 2mo | | | | | | 8 *BHCem* | 12Cy.9½″–16 9/16″ 204NHP | s 3 ″ 7 | |
| VTGT | 1 *Dk* | | 169 | 8,39 | ✠LMC8,39 | | | *Lloyd's SA&CP* | | | | *FPT 12t* | | *APT 15t* | | 6 ″ 4¾ | |
| | | | | *For Coasting & Marmagao Service* | | | | | | | | | | | Atlas-Diesel A/B,Skm. | | |
| 82601 | **Saint Barchan** | 3Mst | 356 | ✠100A1 ~~Irv~~ | | *f* | CL ~~1,39~~ | 1919 | Scott& Sons Bowling | J.&A.Gardner& Co.Ld. | 141·6 / *25·0* | 23·8 / | 10·1 BK7′ | Glasgow British | C.2Cy.16″&34″–24″ (*s*) | 11 ″ 0 | |
| 141931 | *ss* Bwg.No.3–5,32 | | 247 | ~~Examined 2,41~~ Bwg | | | 1,41 | 10mo | | | Q81′ B8′ F24′ | | | 3 *BHCem* | 130lb 47RHP | s 3 ″ 4¼ | |
| MJVG | *ss* Irv.No.1–36 | | 141 | BS2,41 ✠LMC | | | | *Lloyd's SA&CP* | | | *FPT* | | | 31t *APT* 12t | 1SB,*2pf*,GS42,HS1388 | 11 ″ 3 | |
| | *Mchy.Aft* | 1 *Dk(Stl)* | | MS10,36 ~~BS6,39 7,40~~ | | | | | | | | | | | Fishers,Ld.Paisley | | |
| 82602 | **Saint Basile** | | 2778 ✠ ... | | | | | 1920 | Livingstne &Cooper,Ld. Hessle | Société Navale de l'Ouest | 323·8 / P28′ B85′ F35′ | 44·1 | 22·6 FK | Havre French | T.3Cy.20½″,33″&54″–39″ | 25 ″ 6 | V † |
| | *ss* Rou.No.2–28 | | 2511 | 11,32 | | | | 8mo | | | | | | | 234NHP | | |
| FPAD | *Fitted for oil fuel* | 1 *Dk* | 1671 | ✠ | | | | | | | | | | *WB* | G.T.Grey&Co.Ld.S.Shl. | | |
| 82603 | **Saint Bedan** | | 452 | ✠100A1 | Irv | *g* | OG | 1937 | Scott& Sons Bowling | J.&A.Gardner& Co.Ld. | 156·8 / *26·9* | 25·6 | 14·0 | Glasgow British | Oil Engines 2S.C.SA | 11 ″ 6 | |
| 164110 | *Oil Eng.* | | 313 | 1,40 | | | N8,39 | 3mo | | | 163·0(O.L.) | | | 3 *BHCem* | 4Cy.13⅜″–22 7/16″ 65RHP | s 3 ″ 8¼ | |
| MMDW | 1 *Dk* | | 245 | | ✠LMC3,37 | | | *Lloyd's SA&CP* | | | Q86′ B7′ F19′ | | | | | 11 ″ 4½ | |
| | Wireless | *Cruiser Stern* | | | ✠LMC(M)8,39 | | | *Cell D B f 48′* | | *64t FPT 34t APT 28t* | FK&BK1½″ | | | | | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | British Auxiliaries, Ld. Gls. | | |
| 82604 | **Saint Bernard** | | 5183 | ✠100A1 | Shl | *a*† | CL | 1939 | Wm.Hamilton&Co.Ld. Port Glasgow | The Saint Line Ld. | 432·1 / 447·3(O.L.) | 56·2 | 24·8 | London British | T.3Cy.22½″,36″&65″–48″ (*s*) | 27 ″ 9 | |
| 167338 | | | 4639 | *with freeboard* | Hul | | 5,40 | 9mo | | | F39′ | | FK | 7 *BHCem* | 230lb 483NHP | s 3 ″ 2½ | |
| GCLC | E.S.D. | 1 *Dk & Shelter dk* | 3056 | 1,41 ~~4,40~~ | ✠LMC9,39 | | | *Lloyd's SA&CP* | | *Cell D B 370′ 1517t FP* | *T 110t APT 177t* | | | *Coll to Sh dk* 6 „ *2nd* „) | 2SB(Spt)&1AuxSB,*9cf*, GS159,HS7086 FD | 24″ 9 | |
| | | *Cruiser Stern* | | | | | | | | | | | | | D.Rowan&Co.Ld.Gls. | | |
| 82605 | **Saint Bertrand** (*ex* Chemnitz–39) | | 5522 | | Hul | | | 1929 | Bremer Vulkan Vegesack | Ministry of Shipping(Thos.&Jno. Brocklebank,Ld. *Mgrs.*) | ~~44·6~~ / B&F405′ | ~~56·2~~ | 25·9 | Hull British | T.3Cy.30″,48½″&78″–55″ & LP turbine 646NHP | 29 ″ 6 | ~~G~~ |
| 159155 | | | 4918 | ~~Examined L.R.12,40~~ | | | | | | | 446·1‖ | | | | Bremer Vulkan, Vegesack | s4 ″ 2½ | |
| GNMV | D.F. E.S.D. Sub.Sig. | 2 *Dks* | 3310 | ~~BS12,40(206lb)~~ | | | | | | | | | | *WB* | | 25 ″ 5½ | |
| 82606 | **St. Briac** Ⓟ | TwinSc | 2312 | | | | | 1924 | W.Denny &Bros.Ld. Dumbarton | Southern Railway | 316·0 / P58′ B&F245′ | 41·1 | 13·9 | S'thamptn British | 4 Steam Turbines SR geared to 2 Sc. Shafts | | BT till 2,41 |
| 146998 | *Fitted for oil fuel* | *Cruiser Stern* | 1163 | | | | | | | | | | | *WB* | W.Denny&Bros.Dmb. | | |
| GKVR | D.F. E.S.D. | 2 *Dks* | 938 | | | | | | | | | | | | | | |
| 82607 | **Saint-Brieuc** | | 461 | | | | | 1904 | Dela Brosse &Fouché Nantes | Soc.de Nav. "France-Jersey" (Vte.Le Gualès de Mézaubran, *Mgr.*) | 180·0 / P52′ H–F29′ | 24·8 | 11·9 | St.Brieuc French | T.3Cy.15⅞″,24 13/16″&40 5/32″–26″ | | V |
| | | | — | | | | | | | | | | | *WB* | 83NHP | | |
| FOCV | | 1 *Dk* | 135 | | | | | | | | | | | | De la Brosse&Fouché,Nts. | | |
| 82608 | **Saint Camille** | | 3274 ✠ ... | | | | | 1920 | W.Gray& Co.(1918)Ld W Hartlepool | Société Navale de l'Ouest | 310·2 / P23′ *Ba* 23′ B *f* 23′ F32′ | 46·5 | 23·7 FK | Havre French | T.3Cy.25″,41″&68″–45″ | 26 ″ 3 | V † |
| | *Fitted for oil fuel* | | 2818 | 12,24 | | | | 9mo | | | | | | *WB* | 414NHP | | |
| FPAE | 2 *Dks* | | 1835 | ✠ | | | | | | | | | | | Cen.Mar.E.Wrks Ld. W Hpl | | |
| 82609 | **St-Cergue** (*ex* Felldene–39) | | *4260* | ✠100A1 | Gen | *y* | CL | 1937 | W.Gray& Co.Ld. W Hartlepool | Demaurex& Pasche(André& Cie. *Mgrs.*) | 385·5 / 396·4(O.L.) | 53·2 | 24·6 | Panama Pnamanian | T.3Cy.21″,33½″&58″–42″(*s*) | 26 ″ 10 | |
| | | | *3905* | 12,39 | | | 2,39 | 3mo | | | | | | 6 *BHCem* | 200lb 289NHP | s 3 ″ 2⅜ | |
| HPKH | D.F. | 1 *Dk* | *2618* | | ✠LMC3,37 | | | *Lloyd's SA&CP* | | | P51′ B237′ F31′ FK | | | | 2SB(Spt)*6cf*,GS109,HS4964 | 23 ″ 10½ | |
| | | *Cruiser Stern* | | | | | | | | *Cell D B 331′ 995t* | *FPT 116t* | | | *APT 104t* | Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl. | | |
| 82610 | **Saint-Clair** | | 3824 ✠ ... | | Nts | *v* | | 1929 | Swan,Hunter&Wigham Richardson, Ld.Sunderlnd | Cie.Générale d'Armements Maritimes | 347·5 / P25′ B106′ F32′ | 48·3 | 25·6 FK | Nantes French | T.3Cy.22½″,37″&60″–42″& 1 LP Turbine with DR gearing & hydraulic coupling | 28 ″ 0 | V † |
| | *ss* Nts.No.1–33 | | 3455 | 4,35 | | | | 8mo | | | | | | 6 *BHpt Cem* | 434NHP | | |
| FNEF | | 2 *Dks(Stl)* | 2208 | ✠ | | | | | | | | | | | 3SB,*9cf*,GS160,HS5920 | | |
| | D.F. | | | | | | | | | *Cell D B 290′ 890t* | *FPT 141t* | | | *APT 153t* | Swan,Hunter&Wigham Richardson,Ld.Nwc. | | |
| *Now "Saint Clair II," see No. 89368 in Supplement* | | | | | | | | | | | | | | | | | |
| 82611 | **St. Clair** Ⓟ | | 1637 | ✠100A1 | Abn | *q* | CL | 1937 | Hall,Russell&Co.Ld. Aberdeen | N.of Scotland&Orkney&Shetland Stm Nav.Co.Ld. | 253·4 / P&B173′ F63′ | 38·1 / 266·0(O.L.) | 15·4 BK8″ | Aberdeen British | T.3Cy.20″,35″&59″–39″ (*r*) | 16 ″ 6 | BT till 6,41 |
| 165247 | | | 922 | 6,40 ~~2,39~~ | | | 4,39 | 4mo | | | | | | 8 *BHCem* | 225lb 348NHP | s 3 ″ 0½ | |
| MMFX | D.F. | 2 *Dks* | 798 | | ✠LMC4,37 | | | *Lloyd's SA&CP* | | *Cell D Ba§u E 66′ f 90′ 283t* | *FPT 131t* | | | *APT 7t* | 2SB,*6cf*,GS132,HS5088 FD | 14 ″ 6½ | |
| | E.S.D. | *Cruiser Stern* | | | | | | | | | | | | | Hall,Russell&Co.Ld.Abn. | | |
| 82612 | **St. Clears** | | 4312 | ✠100A1 | Ant | *z* | CL | 1936 | J.L Thompson&Sons,Ld. Sunderland | South American Saint Line,Ld. (B.&S.Shipping Co.Ld. *Mgrs.*) | 399·0 / P&B137′ F63′ | 56·0 | 22·3 FK | Newport British | C.4Cy.(2)10¼″&(2)19¼″-13″ SR geared & LP Turbine DR geared to Sc. Shaft | 25 ″ 4 | |
| 162142 | | | 3825 | *with freeboard* | | 1½ | 12,39 | 9mo | | | | | | 6 *BHpt Cem* | 304NHP | s 2 ″ 2½ | |
| GZCV | E.S.D. D.F. | 1 *Dk & Shelter dk* | 2604 | 12,39 | ✠LMC9,36 | | | *Lloyd's SA&CP* | | | *Coll to Sh dk* | | | 5 „ *2nd* „) | 230lb (*s*) FD | 23 ″ 4 | |
| | | *Cruiser Stern* | | ~~BS5,41~~ | | | | | | | 150° F. | | | | 2SB(Spt),*6cf*,GS76,HS3730 | | |
| | *Longitudinal framing at bottom & at deck* | | | *Fitted for oil fuel* 9,36 | | | *F.P. above* | | | *Cell D B 339′ 1006t* | *FPT 137t APT 100t* | | | | White's Mar Eng Co Ld Nwc. | | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equivalement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où sont déposés les plans de la Coque et Machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82613<br>148954<br>MPCQ | **St. Clement** Ⓟ<br>*ss*Abn.No.2–36<br>1 *Dk*(*Stl*–ws)<br>*Well deck* *Mchy.Aft* | | 450<br>324<br>179 | ✠100A1<br>8,39<br>BS8,39 ✠LMC8,36<br>10,40 | Abn | *g* | CL<br>8,38<br>10,40 | 1928<br>6mo | Hall, Russell&Co.Ld<br>Aberdeen<br>*Lloyd's*A&CP | N.of Scotland&<br>Orkney&Shetland<br>Stm.Nav.Co.Ld.<br>*Cell.* | 156·3\|25·6\| 9·8<br>162·7(O.L.)<br>Q85′B14′F25′ FK<br>*DB75′102t FPT39t* | | | Aberdeen<br>British<br>3 *BHCem*<br>*APT27t* | T.3Cy.12″,20″&34″–24″ (*r*)<br>180lb 63RHP<br>1SB,3*cf*,GS50,HS1510<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 0<br>s 3″10½<br>11 r 11 | |
| 82614<br>133045<br>MPPW | **Saint Columba** Ⓟ TrpSc<br>(*ex*QueenAlexandra–36)<br>1 *Dk&Promenade dk* | | 827<br>557<br>346 | | | | | 1912 | W.Denny&<br>Bros.<br>Dumbarton | DavidMacBrayne,<br>Ld. | 270·3\|32·1\|11·0 | | | Glasgow<br>British<br>*WB* | 3 Steam Turbines<br>Denny&Co.Dumbarton | | |
| 82615 | **St. Cuthbert** (*ex*Trawler–36) K<br>*Oil Eng.*<br>*ss*Flt.No.3–8,24<br>*ss*Hfx.No.2–32 | | *311*<br>*282*<br>*241* | ✠ ...<br>10,36 | Hfx | | | 1916<br>3mo | Cochrane<br>&Sons,Ld.<br>Selby | Motorship<br>St.Cuthbert,Inc. | 137·0\|23·5\|12·3<br>Q75′F22′ BK8″<br>1 *BHCem*<br>*APT6t* | | | Roatan<br>Honduran<br>*Emade17refitted36* | Oil Engines 2S.C.SA<br>2Cy.16½″–18½″ 96NHP<br>J&C.G.BolindersCo.Ld.<br>Skm | 13 ″ 0 | |
| 82616<br>FPAG | **Saint Cyrille**<br>*Fitted for oil fuel*<br>2 *Dks* | | 3075<br>2812<br>1825 | ✠ ...<br>12,24 | | | | 1920<br>11mo | W.Gray&<br>Co.(1918)Ld.<br>W Hartlepool | SociétéNavale de<br>l'Ouest | 310·1\|46·5\|23·7<br>*Ba*23′B84′*Bf*23′<br>F32′ FK<br>*WB* | | | Havre<br>French | T.3Cy.25″,41″&68″–45″<br>414NHP<br>Cen.Mar.E.Wks.Ld.WHpl | 26 ″ 3 | V<br>† |
| 82617<br>162688<br>GPYD | **St. David** Ⓟ TwinSc<br>*ss*Sou.No.2–10 ~~*ssCff.No.1–26*~~<br>1 *Dk&Shelter dk*(*pt Stl*–teak s)<br>D.F. E.S.D. 3rd *dk clear of E&Bspace*<br>*CruiserStern* | | 2702<br>1660<br>1116 | ✠100A1<br>*withfreeboard*<br>7,40 ~~8,39~~ ~~LMC~~ 7,40 6,40<br>*For Irish ChannelService*<br>*Fitted for oil fuel* 3,32 *F.P. above* 150° F. | Cff<br>Sou | *v* | OG<br>~~8,38~~ | 1932<br>3mo | Cammell<br>Laird&Co.Ld.<br>Birkenhead<br>*Lloyd's*A&CP | Fishguard&Ross-<br>lareRailways&<br>HarboursCo.<br>*Cell DBuE28′f66′* | 327·2\|46·7\|17·7<br>*49·2*<br>338·5(O.L.) FK<br>F39′ (<br>*Coll to Sh dk*<br>10 ,, 2nd ,, )<br>145t *MT6′55t FPT* 29t *APT38t* | | | London<br>British<br>11 *BHpt Cem*<br>4 Water Tube Boilers 230lb<br>HS18120 FD 1590NHP<br>CammellLaird&Co.Ld.Bkn | 4 Steam Turbines SR<br>geared to 2 Sc. Shafts (*s*)<br>4 Water Tube Boilers 230lb<br>HS18120 FD 1590NHP<br>CammellLaird&Co.Ld.Bkn | 18 ″ 9<br>s 4 r5½<br>14 r 8 | BT<br>till<br>5,41 |
| 82618<br>FPAH | **Saint Didier**<br>*Fitted for oil fuel*<br>*ss*Rou.No.2–29<br>1 *Dk* | | 2778<br>2511<br>1670 | ✠ ...<br>3,33 | | | | 1920<br>11mo | Livingstne<br>&Cooper,Ld.<br>Hessle,Hull | SociétéNavale de<br>l'Ouest | 323·8\|44·1\|22·6<br>P28′B85′F35′<br>FK<br>*WB* | | | Havre<br>French | T.3Cy.20½″,33″&54″–39″<br>234NHP<br>G.T.Grey&Co.Ld.S.Shl. | 25 ″ 6 | V<br>† |
| 82619<br>FNTU | **Saint Domingue** Ⓟ (*ex*Pologne,<br>*ex*Oregon,*ex*Rawson)<br>*ss*B.As.No.1–15<br>Sub.Sig. 2 *Dks* | | 3109<br>—<br>1665 | ✠ ...<br>3,18 | | | | 1911<br>11mo | SirJ Laing<br>&Sons,Ld.<br>Sunderland | Cie.Générale<br>Transatlantique | 324·9\|44·0\|22·3<br>P35′B148′F40′<br>FK<br>*WB* | | | Havre<br>French | T.3Cy.25″,41″&68″–45″<br>455NHP<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 25 ″ 0 | V<br>† |
| 82620<br>140635<br>GNYT | **Saint Dunstan**<br>*ss*Cal.No.3–8,31<br>*ss*Ams.No.2–39<br>1 *Dk*(*Stl*)*&Shelter dk*(*Stl*)<br>*Cargo battens not fitted* | | 5681<br>5496<br>3563 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,39 ✠LMC7,39 | Cal | *y* | CL<br>N5,39 | 1919<br>7mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>*Lloyd's*A&CP | TheSaintLine,Ld.<br>*Cell* | 400·0\|53·0\|32·8<br>413·5(O.L.)<br>F39′*on Shelter dk* FK<br>*Coll*<br>*DB351′1284t FPT* 6*t APT90t* | | | Liverpool<br>British<br>*pt Cem*<br>6 *BHto U dk*<br>*B Hto Sh dk* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 597NHP<br>3SB,12*cf*,GS220,HS9525 FD<br>N.E.MarineEng.CoLdNwc | 35 ″ 5<br>s 9 r4½<br>26 r 3 | |
| 82621<br>162147<br>GFGY | **St. Elwyn**<br>D.F. E.S.D. 1 *Dk&Shelter dk*<br>*CruiserStern* | | 4940<br>4355<br>2937 | ✠100A1<br>*withfreeboard*<br>7,40 ~~6,80~~ ~~LMC~~ 10,38<br>*Fitted for oil fuel* 10,38 *F.P. above* 150° F. | Ant<br>Lon | *a*†<br>2 | CL | 1938<br>10mo | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>*Lloyd's*A&CP | SouthAmerican<br>SaintLine,Ld.<br>(B.&S.Shipping<br>Co.Ld.*Mgrs.*)<br>*Cell DB289′955t Tanks*<br>*at sides of t* | 415·1\|58·2\|24·8<br>431·8(O.L.)<br>F37′ FK<br>(<br>*Coll to Sh dk*<br>5 ,,2nd,,)<br>*unnel* 440t *FPT*155t | | | Newport<br>British<br>6 *BHpt Cem*<br>240lb (*s*) FD 320NHP<br>2SB(Spt)6*cf*,GS96,HS3802<br>WhitesMarEngCoLd.Nwc | C.4Cy (2)10¾″&(2)21¾″–13″<br>SR geared&LP turbine DR<br>geared to 1 sc. shaft<br>2SB(Spt)6*cf*,GS96,HS3802<br>WhitesMarEngCoLd.Nwc | 27 ″ 10<br>s 3 ″ 0¾<br>24 ″ 11½ | |
| 82622<br>141891<br>MJKY | **Saint Enoch** 3Mst<br>*ss*Bwg.No.3–12,31<br>*ss*Irv.No.2–10 ~~*ssBwg.No.1–25*~~<br>*Mchy.Aft* *Well deck* 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | 362<br>247<br>138 | ✠100A1<br>10,40 ~~12,03~~<br>~~Bwg.No.~~ ~~LMC~~ ~~1,38~~<br>BS2,41 1,40 | Bwg<br>Irv | *f* | CL<br>1,40 | 1918<br>11mo | Scott&<br>Sons<br>Bowling<br>*Lloyd's*A&CP | J.&A.Gardner&<br>Co.Ld. | 141·8\|23·8\|10·1<br>147·4(O.L.)<br>Q81′B8′F24′ BK7″<br>3 *BHCem*<br>*FPT*31t *APT12t* | | | Glasgow<br>British<br>3 *BHCem*<br>*APT12t* | C.2Cy.16″&34″–24″ (*s*)<br>180lb 47RHP<br>1SB.2*pf*,GS43,HS1360<br>Fishers.Ld.Paisley | 11 ″ 0<br>s 3 ″ 4½<br>11 ″ 3 | |
| 82623<br>142641<br>GMYC | **Saint-Enogat** (*ex*WarClarion)<br>1 *Dk*<br>*Well deck* D.F. | | 2360<br>1761<br>1338 | ✠ ...<br>10,22 | | | | 1918<br>9mo | ForthS.&E<br>Co.Ld.<br>Alloa | Ministry of Ship-<br>ping(T&C.Wilton<br>&Co.Ld.*Mgrs.*) | 285·5\|41·9\|19·1<br>P28′Q69′B64′F32′<br>FK<br>*WB* | | | Plymouth<br>British | T.3Cy.25″,41″&68″–45″<br>411NHP<br>D.Rowan&Co.Ld.Glasgow | 21 ″ 3 | V<br>† |
| 82624<br>115054<br>MNNW | **Saint Eunan** *ss*Ard.No.1–41<br>*Oil Eng.*<br>*Mchy.Aft* 1 *Dk*<br>*Cargo battens not fitted* | | 436<br>295<br>190 | ✠100A1<br>~~5,40~~ ~~1,40~~ 6,41<br>~~LMC11,38~~<br>~~LMC(M)9,38~~ | Ard | *f* | CL<br>6,41<br>1,40 | 1937<br>11mo | AilsaS.B.<br>Co.Ld.<br>Troon<br>*Lloyd's*A&CP | T.Heiton&Co.Ld.<br>*Cell DBu* | 143·6\|24·1\|11·0<br>144·2(O.L.)<br>P33′Q56′F21′ FK<br>*Es&a*32′ 24t *FPT*50t | | | Troon<br>British<br>3 *BHCem*<br>*APT17t* | Oil Engines 2S.C.SA<br>4Cy.13⅞″–22⅞″ 64RHP<br>British Auxiliaries,Ld.Gls. | 12 ″ 0<br>s 3 ″ 6½<br>11 ″ 9½ | |
| 82625<br>137189<br>MFZY | **St. Fergus** *ss*Abn.2ndNo.3–12,37<br>*Well deck* 1 *Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | | 390<br>288<br>144 | ✠100A1<br>2,40<br>BS2,40 ✠LMC12,37 | Abn | *f* | CL<br>12,37 | 1913<br>8mo | Hawthorns<br>&Co.Ld.<br>Leith<br>*Lloyd's*A&CP | N.of Scotland&<br>Orkney&Shetland<br>S.N.Co.Ld. | 150·0\|24·1\|10·0<br>156·0(O.L.)<br>Q85′B14′F22′ BK7″<br>*FPT*46t *APT40t* | | | Aberdeen<br>British<br>3 *BHCem*<br>*APT40t* | T.3Cy.13″,21″&34″–24″ (*s*)<br>180lb 58RHP<br>1SB,3*pf*,GS52,HS1569<br>Hawthorns&Co.Ld.Leith | 11 ″ 0<br>s 3 ″ 6½<br>11 ″ 5 | |
| 82626<br>144973<br>EIFC | **Saint Fintan** *ss*Dub.No.3–6,34<br>*ss*Ayr.No.1–38<br>*Mchy.Aft* *Well deck* 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | 495<br>332<br>192 | ✠100A1<br>1,40<br>~~BS2,40~~ ~~LMC7,38~~<br>10,40 | Ard | *g* | CL<br>1,40 | 1921<br>9mo | AilsaS.B.<br>Co.Ld.<br>Ayr<br>*Lloyd's*A&CP | T.Heiton&Co.Ld. | 143·4\|26·1\|11·7<br>149·0(O.L.)<br>Q89′F23′*Bon*Q10′<br>BK7″<br>*FPT*43t *APT4t* | | | Dublin<br>British<br>3 *BHCem* | C.2Cy.18″&36″–27″ (*s*)<br>180lb 54RHP<br>1SB,3*pf*,GS56,HS1897<br>AilsaS.B.&E.Co.Ld.Troon | 12 ″ 10<br>s 4 ″ 3<br>13 ″ 3 | |
| 82627<br>FPAI | **Saint Firmin**<br>*Fitted for oil fuel*<br>2 *Dks* | | 4356<br>4021<br>2661 | ✠ ...<br>12,24 | | | | 1920<br>5mo | W.Gray&<br>Co.(1918)Ld.<br>W Hartlepool | SociétéNavale de<br>l'Ouest | 351·1\|52·5\|26·7<br>P30′Ba22′B103′<br>Bf22′F36′ FK<br>*WB* | | | Havre<br>French | T.3Cy.26″,42″&70″–48″<br>515NHP<br>Cen.Mar.Eng.Wrks.WHpl | 29 ″ 4 | V<br>† |
| 82628<br>Now "Georgia, *see No.85209 in Supplement* | **Saint Georges** IronTwinSc<br>(*ex*ElZagazig–34,*ex*Zagazig) | | 329<br>310<br>152 | | | | | 1888 | Lobnitz&<br>Co.Ld.<br>Renfrew | AristotiD.<br>Costlásse | 134·3\|25·0\|10·6 | | | Beyrout<br>French | | | |
| 82629<br>135618<br>MKVM | **Saint Germain** 4Mst<br>(*ex*EdouardGiraud–35, *Oil Eng.*<br>*ex*Epoca–32) *ss*N.Os.No.1–28<br>1 *Dk*<br>Wireless | | 1044<br>870<br>592 | ✠ ...<br>5,32 | | | | 1924<br>6mo | A.B.Karls-<br>hamnsSkpsv.<br>Karlshamn | TheSaintLine,Ld. | 213·7\|35·2\|14·5<br>P20′B47′F26′<br>FK<br>*WB* | | | London<br>British | Oil Engines 4S.C.SA<br>8Cy.15¾″–26″ 192NHP<br>NE39<br>Klöckner-Humboldt-<br>DeutzA.G.Köln-Deutz | 16 ″ 6 | V<br>† |
| 82630<br>123809<br>GCPM | **St. Glen** (*ex*City of Swansea–37,<br>*ex*Katuna) *ss*Bkn.2ndNo.3–10,33<br>*ss*Ant.No.1–39<br>2 *Dks*(*Stl*)*&deep framing*<br>*&Shelter dk*(*Stl*) | | 4647<br>4411<br>2912 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,40 ~~4,39~~ ~~LMC~~ 3,39<br>BS5,40 | Ant<br>Hal | *z* | CL<br>3,39 | 1907<br>4mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>*Lloyd's*A&CP | SouthAmerican<br>SaintLine,Ld.<br>(B.&S.Shipping<br>Co.Ld.*Mgrs.*)<br>*Cell DBa* | 400·0\|52·1\|27·0<br>FK<br>123′ *uE&B*63′ *f*154′ | | | Newport,<br>Mon.<br>British<br>6 *BHCem* | T.3Cy.27″,44½″&75″–48″(*s*)<br>180lb 478NHP<br>3SB(Spt),9*cf*,GS175, FD<br>HS6504 | 29 ″ 9<br>s 3 ″ 8½<br>26 ″ 2½ | |
| 82631 | | | | | | | | | | | 971t *APT29t* | | | | WllsndSlpwy.Co.Ld.Nwc. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in. | 15 Registers in which classed, if not in Lt. Date of it's Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82632 8111 SJTN | **Saint Gobain** (*ex*Regulus-39) D.F. 1 *Dk*, *2nd dk in Mchy. space* *Mchy. Aft* *Cruiser Stern* *ss* N.Os. No. 1-40 | 9959 9182 5962 | ✠100A1 8,40 ~~12,39~~ ~~✠LMC10,36~~ ~~✠LMC(M)11,37~~ *Carrying Petroleum in bulk* DBS 8,40 ✠LMC 8,40 | Msl NOs | *e* † | CL 7,40 | 1936 10mo | Deutsche Werft A G Bet Finkenwrder Hamburg *Lloyd's SA & CP* | TrelleborgsÅngf. Nya Aktieb. (Jarl Malmros) *Cell D B u E* 75′ 210*t D.Tf* 43′ 713*t FPT* 164*t A PT* 258*t* | 492·9 \| 66·1 \| 36·4 510·7 (O.L.) P 114′ F 69′ FK 12 *B Hpt Cem* 3 DB *170lb* | | | Trelleborg Swedish | Oil Engines 2S.C.DA 6Cy. 23⅝″–43-$\frac{5}{16}$″ 1163 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 35 ″ 11 s 7 ″ 10 28 ″ 4¾ | |
| 82633 162140 GYWL | **St. Helena** *ss* Fal. No. 1-~~40~~ E.S.D. D.F. 1 *Dk & Shelter dk* *Cruiser Stern* *Longitudinal framing at bottom & at decks* | 4313 3825 2605 | ✠100A1 *with freeboard* 5,40 ~~2,39~~ ~~✠LMC7,36~~ BS 1,41 *Fitted for oil fuel* 7,36 | Ant | *z* | CL 5,40 | 1936 7mo | J.L Thompson & Sons, Ld Sunderland *Lloyd's SA & CP* | St. Quentin Shipping Co. Ld. (B. & S. Shipping Co. Ld. *Mgrs.*) *Cell D B* | 399·0 \| 56·0 \| 22·3 FK | | | Newport British 6 *B Hpt Cem* (*Coll to Sh dk* 5 ,, 2nd ,,) 339′ 1006*t FPT* 137*t A PT* 100*t* | C.4Cy. (2) 10½″ & (2) 19″–13″ SR geared & LP Turbine DR geared to Sc. Shaft (*s*) 2301b FD 304 NHP 2SB (Spt), *6cf*, GS 76, HS 3730 White's Mar Eng Co Ld Nwc | 25 ″ 4 s 2 ″ 2½ 23 ″ 4 | |
| 82634 148612 GLBT | **St. Helier** (P) Twin Sc *ss* Cft. No. 3-6,37 D.F. E.S.D. 1 *Dk & Shelter dk* (*pt Stl*-teak s) 3rd *dk clear of E & B* *Cruiser Stern* | 1952 1116 810 | ✠100A1 *with freeboard* ~~5,40~~ 11,40 BS 5,40 ~~✠LMC6,37~~ *For Channel service* *Fitted for oil fuel* 6,25 | Sou Cff | *l* — | OG 4,40 *Weym F.P. a* | 1925 6mo | J. Brown & Co. Ld. Glasgow *Lloyd's SA & CP* *outh & Channel Islands* *bove* 1 50° F. | Great Western Railway *Cell D B u E* | 282·2 \| 40·0 \| 16·3 291·5 (O.L.) F 40′ FK 24′ 36*t DT's f* 16′ 39*t* | | | Wymouth British 11 *B H Cem* (*Coll to Sh dk* 10 ,, 2nd ,,) 16′ 107*t* | 4 Steam Turbines SR geared to 2 Sc. Shafts 2301b (*r*) 819 NHP 4SB, *12cf*, HS 9300 FD J. Brown & Co. Ld. Glasgow | 17 ″ 0 s 3 ″ 10 13 ″ 3¾ | BT till ~~6,40~~ 4,41 |
| 82635 143436 CGSV | **St. Heliers** (P) Wireless 1 *Dk* | 930 650 507 | | | | | 1919 | Ferguson Bros. (Port Glasgow) Ld. Port Glasgow | Canadian Government (Dept. of Transport) | 190·3 \| 29·1 \| 16·4 F 28′ len 30′ | | | Sorel, P.Q. British | T. 3Cy. 18¼″, 28½″ & 48¼″–28″ 123 NHP Ferguson Bros. (Pt. Gl.) Ld. | | |
| 82636 231530 WHEI | **Saint John** (P) Twin Sc Gy C. *Fitted for oil fuel* D.F. E.S.D. *Cruiser Stern* 4 *Dks* | 6185 — 3020 | | | | | 1932 | Nwprt News S.B. & D.D. Co. Newprt News | Eastern S.S. Lines, Inc. | 387·4 \| 61·2 \| 27·0 | | | Boston Utd. States *WB* | SR geared Steam Turbines Newport News SB & DD. Co. | | R |
| 82637 148585 GLBV | **St. Julien** (P) Twin Sc *ss* Cff No. 3-2,37 1 *Dk & Shelter dk* (*pt Stl*-teak s) 3rd *dk clear of E & B* D.F. E.S.D. *Cruiser Stern* | 1952 1116 811 | ✠100A1 *with freeboard* 4,39 ~~BS 4,39~~ BS 3,41 ~~✠LMC2,37~~ ✠LMC 2,37 *For Channel Service* *Weymouth & Channel Islands* *Fitted for oil fuel* 5,25 | Fal | | OG 4,39 *F.P. a* | 1925 5mo | J. Brown & Co. Ld. Glasgow *Lloyd's SA & CP* | Great Western Railway *Cell D B u E* 24′ 36*t DT's f* 16′ 39*t* | 282·2 \| 40·0 \| 16·3 291·5 (O.L.) F 40′ FK | | | Wymouth British 11 *B H Cem* (*Coll to Sh dk* 10 ,, 2nd ,,) 16′ 107*t* | 4 Steam Turbines SR geared to 2 Sc. Shafts (*r*) 2301b 819 NHP 4SB, *12cf*, HS 9300 FD J. Brown & Co. Ld. Glasgow | 17 ″ 0 s 3 ″ 10½ 13 ″ 3¾ | BT till 4,40 |
| 82638 146415 EIGV | **Saint Kenneth** *ss* Ayr. No. 3-9,36 *Well deck* 1 *Dk* (*Stl*) *Mchy. Aft* *Cargo battens not fitted* | 681 459 287 | ✠100A1 ~~Examined 4,41~~ ~~Grk~~ Ard ~~✠LMC 3,41~~ ~~BS 3,36~~ ~~BS 3,36~~ 11,40 | ~~Grk~~ | *j* | CL ~~12,39~~ 4,41 | 1924 6mo | Scott & Sons Bowling *Lloyd's SA & CP* | T. Heiton & Co. Ld. *Cell D B* | 185·5 \| 28·6 \| 10·7 192·0 (O.L.) Q 105′ B 10′ F 29′ BK 7′ *f* 110′ 174*t FPT* 48*t A PT* 16*t* | | | Dublin British 3 *B H Cem* | T. 3Cy. 15″, 25½″ & 41″–30″ (*s*) 180lb 85 RHP 1SB, *3cf*, GS 60, HS 2018 Aitchison & Blair, Glasgow | 13 ″ 0 s 4 ″ 5 13 ″ 2 | |
| 82639 TVXR | **Saint Laurent du Maroni** (*ex*Kolda-38, *ex*New Verdun-35, *ex*Verdun, *ex*Braken, *ex*Thor II) 1 *Dk* | 344 223 160 | | | | | 1907 | Marstal SB. & Reptværft Marstal | Cie Générale Trans-Atlantique | 127·6 \| 23·9 \| 10·3 P 63′ F 21′ | | | St Laurent-du Maroni French *WB* | C2Cy. 20½″ & 41″–21″ Marstal S.B. & Reptværf. Marstal 72 RHP | | V |
| 82640 153438 VGSL | **St. Lawrence** (P) Twin Sc *Fitted for oil fuel* *Cruiser Stern* 2 *Dks* | 6328 — 3650 | | | | | 1927 | Davie S.B. & Repg. Co Ld Lauzon, Q. | Canada Steamship Lines, Ld. | 329·8 \| 68·1 \| 17·9 | | | Montreal British *WB* | T 8Cy. (2) 22″, (2) 36″ & (4) 40″–36″ Richardsons, Westgarth & Co. Ld. Hpl. 384 NHP | | C |
| 82641 150265 GKGX | **St. Lindsay** (*ex*Canadian Highlander-38) *ss* Mtl. No. 3-6,33 *ss* Mtl. No. 1-37 D.F. 2 *Dks* (*Stl*) | 5370 4874 3260 | ✠100A1 ~~9,39~~ 12,40 ~~BS 5,40~~ ~~✠LMC 4,37~~ BS 5,40 ~~6,41~~ *Fitted for oil fuel* 1,21 | Hul Shl | *y* | CL 9,39 *F.P. a* | 1921 1mo | Wallace S.B. & D.D. Co. Ld. N. Vancouver B.C. *Lloyd's SA & CP* *bove* 1 50° F. | St. Quentin Shipping Co. Ld. (B. & S. Shipping Co. Ld. *Mgrs.*) *Cell D* | 400·0 \| 52·4 \| 28·8 P 49′ B 113′ F 41′ FK *B* 329′ 920*t FPT* 146*t A PT* 123*t* | | | Newport Mon. British 6 *B H Cem* | T. 3Cy. 27″, 44″ & 73″–48″ (*s*) 180lb 540 NHP 3SB, *9cf*, GS 198, HS 8199 FD Wallace S.B. & D.D. Co Ld. N. Vancouver | 31 ″ 0 s 5 ″ 11¾ 25 ″ 3¾ | |
| 82642 DIFG | **St. Louis** (P) Twin Sc *Ref. Mchy.* Sub. Sig. D.F. *Oil Eng.* Gy C. E.S.D. *Cruiser Stern* 5 *Dks* | 16732 7258 9637 | | | | | 1929 | Bremer Vulkan Vegesack | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 543·8 \| 72·4 \| 42·1 B 370′ F 52′ | | | Hamburg German *WB* | Oil Engines 2S.C.DA 24Cy. 19-$\frac{3}{16}$″–26″ 3060 NHP Bremer Vulkan, Vegesack | | G |
| 82643 FPAJ | **Saint Louis** 2 *Dks* | 5202 4290 3277 | | | | | 1913 | Atel. & Ch. de France Dunkirk | Soc. Navale de l'Ouest | 352·5 \| 52·5 \| 28·4 P 30′ B 102′ F 35′ | | | Havre French *WB* | T. 3Cy. 26″, 42″ & 70″–48″ 340 NHP Atel. & Ch. de France, Dnk. | | V |
| 82644 144819 GFYK | **St. Magnus** (P) *ss* Abn. No. 3-5,37 2 *Dks* (*U Stl*-ws) *Well deck* Wireless *Cruiser Stern* | 1312 976 640 | ✠100A1 8,40 ~~5,39~~ ~~BS 5,39~~ ~~✠LMC 5,37~~ BS 8,40 6,41 | Abn | *p* | CL ~~5,39~~ 6,41 | 1924 7mo | Hall, Russell & Co. Ld Aberdeen *Lloyd's SA & CP* | N. of Scotland & Orkney & Shetland Stm. Nav. Co. Ld. *Cell D* | 240·6 \| 36·2 \| 16·9 250·9 (O.L.) P & B 158′ F 69′ FK & BK 2½″ *Ba u E* 73′ *f* 82′ 177*t FPT* 18*t* | | | Aberdeen British 5 *B H Cem* | T. 3Cy. 20″, 33¾″ & 56″–36″ (*r*) 200lb 250 NHP 2SB, *6cf*, GS 132, HS 4302 Hall, Russell & Co. Ld. Abn. | 18 ″ 0 s 1 ″ 10½ 16 ″ 9¾ | BT till ~~5,39~~ 8,41 |
| 82645 FNYF | **Saint-Malô** (*ex*Commandant Mages-38, *ex*War Wolf) D.F. 2 *Dks* & *Awng dk* | 5779 5469 4298 | ✠ ... 7,20 ✠ | | | | 1917 9mo | Kawasaki Dckyd. Co. Ld Kobe | Cie. France-Navigation S.A. (*in liq.*) (Cie. Gén. Trans-atlantique, *Mgrs.*) | 381·9 \| 50·9 \| 25·2 33·2 FK | | | Dunkirk French *WB* | T. 3Cy. 26″, 43½″ & 72″–48″ 440 NHP Kawasaki Dckyd Co Ld Kob | 36 ″ 0 | V † |
| 82646 162141 GYWQ | **St. Margaret** D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* *Longitudinal framing at bottom & at decks* | 4312 3825 2604 | ✠100A1 *with freeboard* 12,38 ~~✠LMC 8,36~~ BS 9,40 *Fitted for oil fuel* 8,36 | Ant | *z* | CL 11,39 *F.P. a* | 1936 8mo | JL Thompson & Sons, Ld. Sunderland *Lloyd's SA & CP* *bove* 1 50° F. | St. Quentin Shipping Co. Ld. (B. & S. Shipping Co. Ld. *Mgrs.*) *Cell D B* | 399·0 \| 56·0 \| 22·3 FK 339′ 1006*t FPT* 137*t A PT* 100*t* | | | Newport British 6 *B Hpt Cem* (*Coll to Sh dk* 5 ,, 2nd ,,) | C.4Cy. (2) 10½″ & (2) 19″–13″ SR geared & LP Turbine DR geared to Sc. Shaft (*s*) 2301b FD 304 NHP 2SB (Spt), *6cf*, GS 76, HS 3730 White's Mar Eng Co Ld. Nwc | 25 ″ 4 s 2 ″ 2½ 23 ″ 4 | |

| Numéro d'Ordre / Numéro Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. Terme assigné maintenant expiré. Lettre d'Avertissement. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand. Navire. Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHPm Force en chevaux d'après les formules de la Société. IHPm Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. | Registres où cotés, et si classés à Lloyd's Register of Yachts |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82647<br>144446<br>VPLG | **St. Mary**<br>*ss* N.Os. No.3–7,34<br>*ss* N.Os No.1,38<br>*Ref. Mchy.* 1 *Dk* (*Stl*–ws) & *Shelter dk*<br>(*Stl*–ws) 2nd *dk in holds* | 2141<br>1896<br>1194 | ✝100A1<br>*Shelter dk*<br>*with freeboard*<br>~~7,19~~ ~~6,39~~ 9,40<br>BS2,40 ✝LMC9,38<br>✝Lloyd's RMC~~9,39~~ 5,40 | NYk<br>~~NOq~~<br>NNs | *r* | CL<br>6,39 | 1921<br>1mo<br>*Lloyd's* | Swan, Hunter & Wigham Richardson, Ld. Sundrlnd<br>*SA&CP* | Llanrumney, Ld. (Standard Fruit & S.S. Co. *Mgrs.*)<br>*Cell D B* 196′ 357 *t L* | 270·2 \| 38·8 \| 22·6<br>FK<br>*Col B H to Sh dk* 3 „ „ *U* „<br>*Ta* 16′ 140 *t FPT* 36 *t APT* 28 *t* | Kingstn Ja<br>British<br>*pt Cem* | T. 4 Cy. 20½″, 33″ & (2) 37″–30″<br>190 lb *125 lb* (*s*) 305 NHP<br>2 SB, 6 *cf*, GS 137, HS 5250 FD<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 24 ″ 11<br>s 5 ″ 3½<br>20 ″ 1½ | |
| 82648<br>FFHD | **St. Maurice** (*ex* Rostock–40)<br>*Fitted for oil fuel*<br>Sub. Sig. 1 *Dk* | 2542<br>2179<br>1489 | | | | | 1922 | Schiffsw (v. J. & Sch.) A.G. Hamburg | French Government | 328·8 \| 45·3 \| 18·2<br>P 26′ B 197′ H 46′ F 37′ | French | T. 3 Cy. 22½″, 37″ & 60″–39½″<br>Hannoversche Masch. A.G. Hannover<br>226 NHP | G |
| 82649<br>147326<br>GLPD | **St. Merriel** (*ex* Hopetor–37, *ex* Prunus–32, *ex* City of Stockholm)<br>*ss* Ant. No.3–7,37<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>**D.F.** *Cruiser Stern*<br>*Tonnage opening closed '41 (W.E.)* | 4980<br>4675<br>3099 | ✝100A1<br>*with freeboard*<br>11,40 ~~11,40~~<br>✝LMC8,37<br>✝NE & B 9,27 BS ~~11,39~~ 5,41 | Mdb<br>Hül | *a*† | CL<br>~~7,37~~<br>11,40 | 1925<br>8mo<br>*Lloyd's* | Barclay, Curle & Co. Ld. Glasgow<br>*SA&CP* | South American Saint Line Ld. (B. & S. Shipping Co. Ld. *Mgrs.*)<br>1 *Intermediate B H in fore Cell D B* 354′ 1234 *t DT* | 411·8 \| 55·4 \| 26·3<br>F 40′ FK<br>*hold dispensed with* (*Coll to Sh dk* 5 „ 2nd „<br>*a* 26′ 1049 *t FPT* 141 *t APT* 58 *t* | Newprt Mn<br>British<br>*6 B H pt Cem* | T. 3 Cy. 25½″, 42″ & 70″–48″ (*s*)<br>200 lb FD 504 NHP<br>3 SB (Spt) 9 *cf*, GS 180, HS 7410<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | ~~29 ″ 6~~<br>~~s 3 ″ 7½~~<br>~~20 ″ 7½~~<br>37 ″ 6<br>s 11 ″ 1½<br>26 ″ 7½ | |
| 82650<br>144968<br>EIDW | **Saint Mungo**<br>*ss* Ard. No.2–10 *ss* Bkn. No.3–1,32<br>*ss* Ayr. ~~No.1–26~~<br>*Mchy. Aft* 1 *Dk* (*Stl*)<br>*Well deck* *Cargo battens not fitted* | 448<br>313<br>173 | ✝100A1<br>2,40 ~~3,39~~<br>Ard<br>BS ~~10,39~~ 6,40 ✝LMC ~~7,39~~ MS 9,40 | Ayr | *g* | CL<br>~~3,39~~<br>8,40 | 1920<br>9mo<br>*Lloyd's* | Ailsa S.B. Co. Ld. Troon<br>*SA&CP* | T. Heiton & Co. Ld. | 155·0 \| 23·1 \| 10·8<br>Q 86′ B 7′ F 27′ BK 7½″<br>*FPT* 35 *t* | Dublin<br>British<br>3 *B H Cem* | C. 2 Cy. 18″ & 36″–27″ (*s*)<br>130 lb 54 RHP<br>1 SB, 3 *pf*, GS 56, HS 1897<br>Ailsa S.B. Co. Ld. Troon | 12 ″ 0<br>s 3 ″ 11<br>12 ″ 3 | |
| 82651<br>FNNR | **Saint Nazaire**<br>*Fitted for oil fuel*<br>**D.F.** 1 *Dk* | 2910<br>2538<br>1774 | ✝ ...<br>9,20 | | | | 1919<br>6mo | Forth S.B. & E. Co. Ld. Alloa | Cie Delmas Vieljeux | 324·5 \| 44·3 \| 23·1<br>P 28′ B 85′ F 33′ FK | La Rochlle<br>French<br>*WB* | T. 3 Cy. 20½″, 33″ & 54″–39″<br>234 NHP<br>G.T. Grey & Co. Ld. S. Shl. | 25 ″ 5 | V<br>† |
| 82652<br>104508<br>GBTP | **St. Ninian** Ⓟ<br>*ss* Abn. 3rd No.3–3,32<br>*Well deck* *ss* Abn. No.1–37<br>Wireless 2 *Dks* (*UStl*–ws) | 702<br>548<br>285 | ✝100A1<br>Examined 11,40 Abn<br>~~11,39~~ ✝LMC ~~7,36~~ 11,40 | ~~Abn~~ | *l* | 8,39 | 1895<br>3mo<br>*Lloyd's* | Ramage & Ferguson, Ld Leith<br>*SA&CP* | N. of Scotland & Orkney & Shetland Stm. Nav. Co. Ld. | 205·0 \| 28·6 \| 14·9<br>215·5 (O.L.)<br>P & B 136′ F 53′<br>*FPT* 14 *t APT* 26 *t* BK 6½″ | Aberdeen<br>British<br>4 *B H Cem* | T. 3 Cy. 19″, 30″ & 50″–36″ (*s*)<br>180 lb 174 NHP<br>2 SB, 6 *cf*, GS 89, HS 2959<br>Ramage & Ferguson, Ld. Lth. | 15 ″ 10<br>s 1 ″ 5½<br>15 ″ 3 | BT till 10,41 |
| 82653<br>FPAM | **St. Octave**<br>2 *Dks* | 5099<br>4278<br>3169 | | | | | 1922 | Atel. & Ch. de France Dunkirk | Soc. Navale de l'Ouest | 352·8 \| 52·6 \| 28·6<br>P 29′ B 100′ F 34′ | Havre<br>French<br>*WB* | T. 3 Cy. 23¾″, 42″ & 70″–48″<br>339 NHP<br>Atel. & Ch. de France | | V |
| 82654<br>FOMU | **Saint Palais** (*ex* War Pibroch)<br>*Well deck*<br>**D.F.** 1 *Dk* | 2257<br>1761<br>1263 | ✝ ...<br>10,22 | | | | 1918<br>6mo | Forth S.B. & E. Co. Ld. Alloa | Soc. Maritime Nationale | 285·5 \| 41·9 \| 19·1<br>P 28′ Q 69′ B 64′ F 32′<br>FK | Havre<br>French<br>*WB* | T. 3 Cy. 25′, 41″ & 68″–45″<br>411 NHP<br>D. Rowan & Co. Ld. Glasgow | 21 ″ 2 | V<br>† |
| 82655<br>161385<br>GCRW | **St. Patrick** Ⓟ **TwinSc**<br>*ss* Cff. No.2–37<br>**D.F.** *Cruiser Stern*<br>1 *Dk* & *Shelter dk* (*pt Stl*–*teak s*)<br>3rd *dk clear of E & B* | 1922<br>1107<br>792 | ✝100A1<br>*with freeboard*<br>2,41 ~~2,38~~<br>~~3,37~~ ~~3,41~~ BS 2,41 ✝LMC 12,37<br>*For Channel Service* — *Weymouth & C hannel Islands* &<br>*Fitted for oil fuel* 3,30 | Cff | | OG<br>~~S 12,37~~<br>P 12,38<br>S 2,41 | 1930<br>3mo<br>*Lloyd's*<br>*Irish* | A. Stephen & Sons, Ld. Glasgow<br>*SA&CP*<br>*Channel Service* | Fishguard & Rosslare Railways & Harbours Co.<br>*Cell D Bu E* 20′ 33 *t Tanks at sides of* | 281·3 \| 41·1 \| 16·3<br>F 40′ FK<br>(*Coll to Sh dk* 10 „ 2nd „ )<br>*tunnel* 41 *t D T*″ *s f* 18′ 47 *t* | London<br>British<br>11 *B H pt Cem*<br>230 lb FD 887 NHP<br>4 SB, 12 *cf*, GS 234, HS 10044<br>A. Stephen & Sons, Ld. Gls. | 17 ″ 0<br>s 3 ″ 4½<br>13 ″ 11½ | BT till ~~9,41~~ 2,42 |
| 82656<br>136971 | **St. Quentin** (*ex* Bainsizza, *ex* Penrhys, *ex* Lady Plymouth)<br>*ss* Npt. No.3–6,30<br>*ss* Kob. No.2–37<br>1 *Dk* (*Stl*) | *3528*<br>*3324*<br>*2210* | ✝100A1<br>12,39<br>BS 12,39 ✝LMC 12,37 | Kob | *w* | CL<br>12,39 | 1915<br>3mo<br>*Lloyd's* | Campbeltn S.B. Co. Campbelt'wn<br>*SA&CP* | G.E. Marder (Wheelock & Co. Ld. *Mgrs.*)<br>*Intermediate Bulkhead in after Cell D Ba* 111′ *u E&* | 349·0 \| 49·9 \| 23·6<br>P 29′ B 102′ F 36′ FK<br>*hold dispensed with* *B* 36′ *f* 153′ 995 *t APT* | Shanghai<br>British<br>*Cem* | T. 3 Cy. 24″, 40″ & 65″–45″ (*s*)<br>180 lb 327 NHP<br>3 SB, 9 *cf*, GS 163, HS 5305<br>Rankin & Blackmre. Ld Grk | 26 ″ 1<br>s 4 ″ 3½<br>21 ″ 11 | |
| 82657<br>114185<br>GCDS | **St. Rognvald** Ⓟ<br>*ss* Abn. 3rd No.3–5,39<br>*Well deck* Wireless 2 *Dks* (*UStl*–ws) | 932<br>701<br>390 | ✝100A1<br>5,39<br>BS ~~5,39~~ 6,40 ✝LMC 6,38 | Abn | *n* | CL<br>5,39 | 1901<br>5mo<br>*Lloyd's* | Hall, Russell & Co. Ld. Aberdeen<br>*SA&CP* | N. of Scotland & Orkney & Shetland Stm. Nav. Co. Ld. | 230·1 \| 31·2 \| 15·5<br>240·5 (O.L.)<br>P 152′ F 65′ BK 7″<br>*Cell D Ba* 56′ *f* 77′ | Aberdeen<br>British<br>4 *B H Cem* | T. 3 Cy. 22″, 36″ & 59″–36″ (*a*)<br>190 lb *100 lb* 225 NHP<br>2 SB, 6 *cf*, GS 110, HS 3370<br>Hall, Russell & Co. Ld. Abn. | 16 ″ 3<br>s 1 ″ 7½<br>15 ″ 6½ | BT till ~~5,40~~ 10,40 3,41 |
| 82658<br>165918<br>MMNQ | **Saint Ronaig**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>Wireless *Cruiser Stern* | 509<br>341<br>268 | ✝100A1<br>7,39<br>✝LMC 11,37 | Bwg | *h* | OG<br>1¾ N 4,39 | 1937<br>11mo | N.V. Schpsw "De Merwede" v/h van Vliet & Co. Hardinxveld<br>*Lloyd's SA&CP* | J. & A. Gardner & Co. Ld. | 166·5 \| 27·2 \| 9·4<br>172·0 (O.L.)<br>Q 92′ B 7′ F 22′ FK<br>*Cell D B* 99′ 99 *t FPT* 35 *t APT* 35 *t* | Glasgow<br>British | Oil Engines 2S.C.SA<br>4 Cy. 13¾″–22 7/16″ 65 RHP<br>3 *B H Cem*<br>Atlas-Diesel A/B, Skm. | 11 ″ 6<br>s 3 ″ 9½<br>11 ″ 4½ | |
| 82659<br>162145<br>MMPD | **St. Rosario**<br>**E.S.D.** **D.F.** 1 *Dk* & *Shelter dk*<br>*Cruiser Stern*<br>*Longitudinal framing at bottom & at decks* | 4312<br>3808<br>2602 | ✝100A1<br>*with freeboard*<br>8,40 ~~10,39~~ ✝LMC 12,37<br>*Fitted for oil fuel* 12,37 | Hul<br>Nwc | *z*<br>1½ | CL<br>8,40<br>*F.P. a* | 1937<br>12mo<br>*Lloyd's*<br>*bove* 1 | J. L. Thompson & Sons, Ld. Sunderland<br>*SA&CP*<br>50° F. | South American Saint Line Ld. (B. & S. Shipping Co. Ld. *Mgrs.*)<br>*Cell D B* 339′ 1006 *t* | 397·4 \| 56·0 \| 22·3<br>414·2 (O.L.)<br>FK<br>(*Coll to Sh dk* 5 „ 2nd „ )<br>*FPT* 137 *t APT* 100 *t* | Newport, Mon.<br>British<br>6 *B H pt Cem* | C. 4 Cy. (2) 10½″ & (2) 20½″–13″<br>SR geared & LP turbine DR geared to sc. shaft 306 NHP<br>230 lb (*s*) FD<br>2 SB (Spt), 6 *cf*, GS 78, HS 3750<br>White's Mar Eng Co Ld Nwc | 25 ″ 4<br>s 2 ″ 2½<br>23 ″ 4 | |
| 82660<br>162343<br>GPCR | **St. Seiriol** Ⓟ **TwinSc**<br>*Fitted for oil fuel*<br>Wireless 2 *Dks* | 1586<br>1349<br>657 | | | | | 1931 | Fairfield Co. Ld. Glasgow | Liverpool & North Wales S.S. Co. Ld. | 269·7 \| 37·1 \| 19·4<br>B 188′ | Liverpool<br>British<br>*WB* | 4 Steam Turbines SR geared to 2 Sc Shafts<br>Fairfield Co. Ld. Glasgow | | |
| 82661<br>164287<br>MLKL | **St. Silio** Ⓟ **TwinSc**<br>*Oil Eng.*<br>Wireless *Cruiser Stern* 2 *Dks* | 314<br>281<br>122 | | | | | 1936 | Fairfield Co. Ld. Glasgow | Liverpool & North Wales S.S. Co. Ld. | 149·2 \| 27·1 \| 10·0 | Liverpool<br>British | Oil Engines 2S.C.SA<br>12 Cy. 10½″–13½″ 232 NHP<br>Crossley Bros. Ld. Stockprt | | |
| 82662<br>318<br>OHBO | **Saint Stephen**<br>*ss* Got. 2nd No.3–8,37<br>2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing* | 4746<br>4131<br>2889 | ✝100A1<br>10,39<br>BS ~~10,39~~ 10,40 ✝LMC 8,37 | Sch | *x* | CL<br>10,39 | 1911<br>4mo<br>*Lloyd's* | W. Hamilton & Co. Ld Port Glasgow<br>*SA&CP* | J. A. Zachariassen & Co. | 389·1 \| 52·2 \| 25·3<br>376·0<br>P 31′ B 105′ F 40′ FK<br>*Cell D Ba* 108′ *u E&* | Nystad<br>Finnish<br>6 *B H Cem* | T. 3 Cy. 25″, 41 7/16″ & 68″–48″<br>180 lb (*r*) 367 NHP<br>3 SB, 9 *cf*, GS 165, HS 5934<br>D. Rowan & Co. Glasgow | 28 ″ 0<br>s 5 ″ 2½<br>23 ″ 0 | |
| 82663<br>162280<br>GQTS | **Saint Sunniva** Ⓟ<br>*ss* Abn. No.2–39<br>2 *Dks* (*Weather dk Stl*–ws)<br>Wireless 3rd *dk clear of mchy. space* | 1368<br>761<br>663 | ✝100A1<br>*with freeboard*<br>4,39 ✝LMC 4,39 | Abn | *p* | CL<br>4,39 | 1931<br>5mo<br>*Lloyd's* | Hall, Russell & Co. Ld. Aberdeen<br>*SA&CP* | N. of Scotland & Orkney & Shetland Stm. Nav. Co. Ld. | 252·6 \| 35·2 \| 15·5<br>37·0<br>267 5 (O.L.) BK 8″<br>*Cell D Ba* | Aberdeen<br>British<br>7 *B H Cem* | T. 3 Cy. 20″, 33½″ & 56″–36″ (*r*)<br>200 lb 255 NHP<br>2 SB, 6 *cf*, GS 135, HS 4440<br>Hall, Russell & Co. Ld. Abn. | 23 ″ 10<br>s 7 ″ 7<br>17 ″ 2½ | |
| 82664<br>147367<br>GMPQ | **St. Tudno** Ⓟ **TwinSc**<br>*Fitted for oil fuel*<br>3 *Dks* | 2326<br>1998<br>943 | | | | | 1926 | Fairfield Co. Ld. Glasgow | Liverpool & North Wales S.S. Co. Ld. | 318·4 \| 44·1 \| 20·5 | Liverpool<br>British<br>*WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts<br>Fairfield Co. Ld. Glasgow | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of K. of T. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82665<br>16538s<br>GZKS | **St. Usk** (*ex* Nailsea Belle-37, *ex* Hellenic-36) | D.F. 2 *Dks* (*Stl*) & *deep framing* & *Shelter dk* (*Stl*) | 5472<br>5268<br>3506 | ✠100A1 *Shelter dk with freeboard* Examined 12,40 MS1,36 BS11,40 ✠LMC | ~~Ant~~ Shl | *y* | CL ~~8,38~~ 11,40 | 1909<br>2mo<br>*Lloyd's* | Hawthorn, Leslie & Co Ld Newcastle | Triton S.S. Co. Ld. (B. & S. Shipping Co. Ld. *Mgrs.*) *Cell DBa* | 380·2 \| 52·0 \| 33·2<br>25·7 FK<br>119′ *uE & B* 64′ *f* 150′ | | | Newport British<br>6 *BHCem*<br>972 *t APT* 30 *t* | T.3Cy. 27½″, 46″ & 76″–48″<br>180lb (*s*) 492 NHP<br>2SB (FD) & 1 Aux. SB, *10cf*, GS 184, HS 7949<br>Hwthrn, Leslie & C. Ld. Nwc | 36 ″ 0<br>*s* 9 ″ 9½<br>26 ″ 4½ | |
| 82666<br>166045 | **St. Vincent**<br>*Oil Eng.* | | 484<br>325 | 100A1 | | | | 1940 | C. Hill & Sons, Ld. Bristol | Osborn & Wallis, Ld. | 155·0 \| 27·1 \| 9·6<br>P51′ Q48′ F18′ | | | Bristol British | Oil Engines 4S.C.SA<br>6Cy. 10¼″–14½′<br>Ruston & Hornsby, Ld. Lcn. | 11 ″ 8<br>*s* 4 ″ 0½<br>11 ″ 6¼ | |
| For full particulars see No. 83355 in Supplement | *Mchy. Aft* | *Cruiser Stern* | 243 | (*Class Contem plated*) | | | | | | | | | | | | | |
| 82667<br>171147<br>MBZC | **Saint Vincent de Paul**<br>(*ex* Merwestroom, *ex* Falcon) | Sub. Sig. *ss* Syd. No. 3-5,32<br>*Mchy. Aft* 1 *Dk* (*Stl*) | 1339<br>1107<br>801 | ✠ ...<br>11,33 ✠ | Syd | | | 1919<br>11mo | Jonker & Stans Hendrik Ido Ambacht | C. W. Gordon & W. M. Reeves (Herlofson, Gordon & Reeves, *Mgrs.*) | 236·5 \| 36·5 \| 15·4<br>P20′ B58′ F24′ FK<br>*Cell DB* 195′ 339 *t* | | | Shanghai British<br>1 *BHCem* | T.3Cy. 17½″ 29½″ & 46″–36″ 177 NHP<br>2SB, *4cf*, GS 89, HS 3232<br>NV Machinefabriek Bolnes | 18 ″ 0 | V<br>† |
| 82668<br>FOQX | **Saint-Yves**<br>Sub. Sig. *Fitted for oil fuel*<br>*Mchy Aft* 1 *Dk*<br>*Carrying Petroleum in bulk*<br>*Longitudinal framing* | | 1642<br>1019<br>646 | | | | | 1939 | Atel. & Ch. de France Dunkirk | "Soflumar" (Soc. d'Armement Fluvial et Maritime) | 234·1 \| 36·1 \| 16·3<br>P71′ G30′ | | | Dunkirk French<br>*WB* | C.3Cy. 18½″ & (2) 30½″–23⅝″ 76 NHP<br>Atel. & Ch. de France, Dnk. | | |
| 82669<br>TWCT | **Sainte Bernadette**<br>(*ex* Louie Rose-36)<br>*Well deck* *ss* Alg. No. 2–36<br>*Mchy. Aft* 1 *Dk* (*Stl*) | *ss* Bkn. No. 3–4,28 | *1596*<br>*1243*<br>*955* | ✠100A1<br>10,38<br>✠NB5,35 ✠LMC 7,36<br>BS ~~10,39~~ 11,40<br>*Carrying Wine in portable tanks*<br>No later survey reported | Msl | *p* | CL ~~10,36~~<br>10,40 | 1924<br>7mo<br>*Lloyd's* | J. Fuller-ton & Co. Paisley | G. Montefiore & V. d'Anchald (G. Montefiore, *Mgr.*) *Cell* | 250·5 \| 37·1 \| 16·4<br>Q156′ Bon Q13′ F23′ FK<br>*DB f* 169′ 420 *t FPT* | | | Tunis French<br>4 *BHCem*<br>101 *t APT* 62 *t* | T.3Cy. 19″, 31″ & 50″–36″ (*s*) 226 NHP<br>180lb<br>2SB, *6cf*, GS 135, HS 4366<br>Ross & Duncan, Glasgow | 18 ″ 6<br>*s* 5 ″ 4½<br>17 ″ 3 | |
| 82670 | **Sainte Louise** (Trifels-40)<br>Sub. Sig. 2 *Dks* | | 6198<br>5701<br>3771 | | | | | 1922 | J. C. Teck-lenborg A. B. Weser-münde-G. | French Government | 430·3 \| 56·5 \| 30·2<br>P60′ B136′ F57′ | | | Marseilles French<br>*WB* | T3Cy. 29½″, 47¼″ & 76¾″–53⅛″ & LP turbine 608 NHP<br>J. C. Tecklenborg A. G. Wsm | | G |
| 82671<br>FNEP | **Sainte Marguerite II**<br>*Fitted for oil fuel*<br>1 *Dk* | | 1854<br>—<br>1115 | | | | | 1921 | Dublin Dkyd. Co. Ld. Dublin | Soc. de Nav. à Vap. Daher | 265·0 \| 42·1 \| 17·9<br>P22′ B71′ F29′ | | | Marseilles French<br>*WB* | T.3Cy. 20½″, 34″ & 56″–36″ 188 NHP<br>Rankin & Blackmore Ld Grk | | V |
| 82672<br>FNEQ | **Sainte Maxime** (*ex* Parnassos)<br>D.F. 2 *Dks* | | 4051<br>—<br>3043 | | | | | 1911 | Akt. Ges. "Weser" Bremen | Cie. Générale d'Armements Maritimes | 337·7 \| 48·2 \| 20·4<br>HF32′ | | | Nantes French<br>*WB* | T3Cy. 23⅝″, 38 7/16″ & 62″–41 5/16″ 248 NHP<br>A. G. "Weser," Bremen | | V |
| 82673<br>TUXY | **Sainte-Thérèse** Twin Sc<br>(*ex* Taza-33, *ex* Chile)<br>1 *Dk* | | 755<br>—<br>410 | | | | | 1904 | Grngem'th & Greenock Dockyard Co. Grngemouth | Vve. G. Goussard | 205·0 \| 33·7 \| 10·5<br>B55′ F22′ | | | Fort-de-France French<br>*WB* | T.6Cy. 11″, 18″ & 30″–22″ 84 NHP<br>Muir & Houston, Ld. Gls. | | |
| 82674<br>165162<br>MMNN | **Saintfield** 3 Mst<br>Wireless 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | | 867<br>597<br>451 | ✠100A1<br>8,40 ~~10,88~~<br>✠LMC 11,37 | Bel | *k* | CL<br>8,40 | 1937<br>11mo<br>*Lloyd's* | J. Lewis & Sons, Ld. Aberdeen | John Kelly, Ld. (W. Clint, *Mgr.*) *Cell DB* 125′ 192 *t* | 197·7 \| 30·7 \| 12·1<br>*32·0*<br>205·0 (O L.)<br>Q112′ B11′ F30′ FK<br>*FPT* 97 *t APTs* 26 *t* | | | Belfast British<br>3 *BII pt Cem*<br>*pt Asp* | T.3Cy. 14½″, 25″ & 41″–30″ 200lb (*s*) 131 NHP<br>1SB, *3pf*, GS 60, HS 2357<br>J. Lewis & Sons, Ld Abn. | 14 ″ 3<br>*s* 4 ″ 5⅜<br>13 ″ 11½ | |
| 82675<br>165172<br>FPGN<br>GMLZ | **Saintonge** (*ex* Henning Mærsk-39)<br>*Oil Eng.*<br>*Mchy. Aft* D.F. 1 *Dk*<br>*Longitudinal framing at bottom & deck in centre tanks* *Cruiser Stern*<br>*Carrying Petroleum in bulk* | | 9386<br>8700<br>5839 | ✠ ...<br>4,39 ✠ | Fal | *e*† | | 1936<br>3mo | Odense Staalskibsvft ved A P Møller Odense | Ministry of Shipping ((J. L. Jacobs & Co. Ld. *Mgrs.*) *Cell DBu E* 81′ 329 *t DTf* | 469·0 \| 65·6 \| 32·8<br>P98′ B34′ F37′ FK<br>26′ 443 *t FPT* 167 *t A* | | | Belfast British<br>14 *BII*<br>*PTs* 230 *t* | Oil Engines 4S.C.SA<br>7Cy. 29⅝″–59 1/16″ 572 NHP<br>Akt. Burmeistr & Wain, Cpn | 35 ″ 10 | V<br>† |
| 82676<br>41672<br>JIKK | **Saipan Maru** Ⓟ<br>D.F. *Ref. Mchy.* 2 *Dks* | | 5533<br>4783<br>3140 | | | | | 1936 | Mitsubishi Jukogyo Kaisha, Ld. Nagasaki | Nippon Yusen K.K. | 382·0 \| 53·8 \| 33·3<br>F39′ | | | Tokyo Japanese<br>*WB* | T.3Cy. 25½″, 41½″ & 69″–51″ & LP Turbine with DR gearing & hydraulic coupling 640 NHP<br>Mitsubishi Jukogyo K.K. | | C |
| 82677<br>10747<br>JSWB | **Saisyu Maru** Ⓟ (*ex* Rossija, *ex* Wiltshire)<br>1 *Dk* (*Stl*) & *Web frame* | *ss* Kob. No. 2–07 | 2083<br>1870<br>1460 | ✠<br>7,07 ✠ | Kob | *s* | | 1897<br>9mo | J. Priest-man & Co. Sunderland | Taiyo Kisen K.K. | 290·0 \| 42·3 \| 20·4<br>P27′ B56′ F28′<br>FK<br>*DBa* 98′ | | | Hutyu Japanese<br>5 *BHCem*<br>*f* 102′ 601 *t* | T.3Cy. 22″, 36″ & 59″–29″ 220 NHP<br>2SB, *6pf*, GS 89, HS 3350<br>W. Allan & Co. Ld. Sld. | 21 ″ 7 | |
| 82678<br>1<br>JPQC | **Saitu Maru** Ⓟ<br>Wireless 1 *Dk* (*Stl*) & *Shelter dk* (*Teak*) | | 1037<br>681<br>610 | ✠<br>12,11 ✠ | Kob | *m* | | 1911<br>12mo | Osaka Iron Works Osaka | Dairen Kisen K.K. *WB = Cell DBa* 62′ | 225·9 \| 32·8 \| 16·1<br>B54′ F24′ *on Shltr dk*<br>FK<br>*uE* 19′ 87 *t FPT* 80 *t* | | | Dairen Japanese<br>4 *BHCem*<br>*APT* 55 *t* | T.3Cy. 13½″, 23″ & 38″–30″ 116 NHP<br>2SB, *4cf*, GS 66, HS 2169<br>Osaka Iron Works, Osaka | 17 ″ 0 | |
| 82679<br>28554<br>JHLA | **Sakae Maru** (*ex* Bravore, *ex* Stromness, *ex* Poldhu)<br>1 *Dk* (*pt Irn & pt Stl*)<br>*deep framing & Web frames* | *ss* Kob. 2nd No. 3–5,26<br>*ss* Kob. No. 2–33 | 2879<br>2564<br>1775 | ✠ ...<br>1,35 ✠ | Kob | *u* | | 1902<br>1mo | J. Blumer & Co. Sunderland | Kawasaki Kisen K.K. *Cell DBa* 114′ | 319·7 \| 46·1 \| 21·0<br>P28′ B72′ F32′<br>FK<br>*uE & B* 32′ *f* 122′ 698 *t* | | | Kobe Japanese<br>5 *BHCem*<br>*APT* 79 *t* | T.3Cy. 23″, 38″ & 62″–42″ 263 NHP<br>2SB, *6pf*, GS 112, HS 4118<br>J. Dickinson & Sons, Ld. Sld. | 23 ″ 6 | |
| 82680 | —<br>*Oil Eng.*<br>*Mchy. Aft*<br>*Cruiser Stern* | | 540 | | | | | 1938 | Urabe Zosen Tekko-sho Osaka | Nitto Sangyo K.K. | 150·0 \| 27·5 \| 14·0 | | | Japanese | Oil Engines 4S.C.SA<br>6Cy. 13⅛″–20½″ 111 NHP<br>Kobe Hatsudoki K.K. Kobe | | |
| 82681<br>124092<br>GLFV | **Sakara** (*ex* Damas-40, *ex* Belkas-35, *ex* Agadir)<br>*Ref. Mchy.* 2 *Dks* | | 2743<br>2281<br>1616 | | | | | 1907 | Sir J. Laing & Sons, Ld. Sunderland | Ministry of Shipping (General Stm Nav Co. Ld. *Mgrs.*) | 285·0 \| 41·3 \| 25·7 | | | ~~Alexndria~~ ~~Egyptian~~ London *WB* British | T.3Cy. 24″, 39″ & 64″–45″ 275 NHP<br>G. Clark, Ld. Sunderland | | |
| 82682<br>TCCZ | **Sakarya** Ⓟ (*ex* Africshore, *ex* Lome. *ex* Helene Woermann, *ex* Montevideo)<br>2 *Dks* (*Stl U*–ws) | *ss* H. Kg. 2nd No. 3–5,17 | 2612<br>—<br>1646 | <br>5,23 | Cal | | | 1888 | Blohm & Voss Hamburg | Sadikoglu Aslan Kaptan *Cell D* | 334·3 \| 40·2 \| 22·1<br>P93′ B76′ F52′<br>FK<br>B 256′ 370 *t FPT* 150 *t* | | | Istanbul Turkish<br>5 *BHCem*<br>*APT* 40 *t* | T.3Cy. 26″, 40″ & 66″–42″ 293 NHP<br>2DB, *8cf*, GS 150, HS 4550<br>Blohm & Voss, Hamburg | 24 ″ 9 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant et après. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où sont inscrits les navires. M. Marine Mar. R. Registre Corr. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82683 UOWG | **Sakhalin** *Carrying Petroleum in bulk* | **TwinSc** *Oil Eng.* | 6124 5542 3019 | | | | | 1932 | S.B.&Eng. Wks."André Marti" Nicolaieff | U.S.S.R. | 409·0 P98' | 54·8 B31' | 32·3 F31' | Tuapse Russian | Oil Engines 2 S.C.SA *Emade34* 8Cy.23⅝"–41½" 776NHP S.B.&Eng.Wks."André Marti," Nicolaieff | | |
| | *Longitudinal framing* | 1 *Dk* | | | | | | | | | | | | | | | |
| 82684 UOFY | — Ⓟ Sub.Sig. *Cruiser Stern* | 2 *Dks* | 3554 2993 1964 | | | | | 1930 | BalticS.B. &E.Works Leningrad | U.S.S.R. *WB* | 314·7 P42' | 46·1 B95' | 26·1 F36' | Vladvostk Russian | T.3Cy.22⅞",37"&59½"–39½" 219NHP BalticS.B.&E.Works,Len. | | |
| 82685 UVBK | **Sakhalinneft** (*ex*Commercial Orleanian–38,*ex*City of Albany, *ex*Lake Elmhurst) Sub.Sig. **D.F.** | *Fitted for oil fuel* 2 *Dks* | 2674 2349 1658 | | | | | 1919 | Gt.Lakes Eng.Works Ecorse,Mich. | U.S.S.R. *WB* | 253·4 P26' | 43·8 B65' | 26·0 F26' | Vladvostk Russian | T.3Cy.21",35"&59"–42" 225NHP Gt.LakesEng.Wks.Detroit | | |
| 82686 23344 JLCE | **Sakisima Maru** | 1 *Dk* | 1224 — 698 | | | | | 1918 | OsakaIron Works,Ld. Osaka | OsakaSyosenK.K. *WB* | 220·0 P23'B44' | 33·6 | 18·5 F24' | Osaka Japanese | T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWrks,Ld.Osaka | | |
| 82687 46508 JZFM | **Sakito Maru** **D.F. E.S.D. GyC.** *Ref.Mchy.* | **TwinSc** *Oil Eng.* 2 *Dks* *Cruiser Stern* | 7126 — 3882 | | | | | 1938 | Mitsubishi Jukogyo K.K Nagasaki | NipponYusenK.K. *WB* | 479·0 F38' | 62·3 | 32·2 | Tokyo Japanese | Oil Engines 2S.C.SA 14Cy.28⅜"–49⅛" 1960NHP MitsubishiJukogyoK.K. Nag. | | C |
| 82688 UOAQ | **Sakko** Sub.Sig | 1 *Dk* | 2363 2023 1278 | ✠ ... 2,32 ✠ | | | | 1928 12mo | BalticS.B. &E.Works Leningrad | U.S.S.R FK *WB* | 284·8 P18'B71' | 43·2 F32' | 20·5 | Leningrad Russian | T3Cy17½"29½"&48⅞"–35⅞" 193NHP BalticS.B.&E.Works,Len. | 22 " 8 | |
| 82689 47026 JWWN | **Sakura Maru** **D.F. E.S.D. GyC.** *Ref.Mchy.* | **TwinSc** *Oil Eng.* 2 *Dks* *Cruiser Stern* | 7167 — 3920 | | | | | 1939 | Mitsubishi JukogyoK.K Nagasaki | NipponYusenK.K. ~~475·7~~ 479·7 FK *WB* | ~~62·3~~ F38' | ~~41·0~~ 32·0 | Tokyo Japanese | Oil Engines 2S.C.SA 14Cy.28⅜"–49⅛" 1960NHP MitsubishiJukogyoK.K. Nag. | | |
| 82690 973 JEGG | **Sakurazima Maru** Ⓟ Wireless | | 1281 — 856 | | | | | 1918 | HaradaCo. Osaka | ChosenYusenK.K. | 224·9 | 31·5 | 19·0 | Jinsen Japanese | | | |
| 82691 219800 KJXJ | **Salaam** Sub.Sig. | *Fitted for oil fuel* 2 *Dks & Web frames* | 5990 4971 3709 | ✠ ... 3,22 ✠ | | | | 1920 7mo | Merchant S.B.Corp. Harriman,Pa. | UnitedStates Maritime Commission FK *WB* | 400·7 P36'B124' | 54·2 F44' | 30·4 | Phildlphia Utd.States | 2SteamTurbinesDRgeared tolSc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa. | 32 " 10 | R † |
| Now "Andrew Jackson," *see No. 5016 in Supplement* | | | | | | | | | | | | | | | | | |
| 82692 PHHF | **Salabangka** **D.F.** | *ss*Ams.No.3–7,33 *ss*Sba.No.1–37 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | 6586 6152 4104 | ✠100A1 *Shelter dk with freeboard* 4,40 ✠NB9.27 ✠LMC MS12.37 ~~BS8.39~~ 9,40 | Ams | *a*† 2½ | CL 8,38 | 1920 11mo | W.Hamilton&Co.Ld. PortGlasgow *Lloyd's SA&CP* | Stoomv.Maats. "Nederland" *CellDB*368'1116 | 420·7 P41'F41' *on Shelter dk* FK *MT*37'1440t *DTa*37'1395t *FPT* | 54·7 | 33·4 | Batavia Dutch *ptCem* 5 *BH to S dk* 3 " " *U* " 118 *APT*15t | T.3Cy.28",44½"&77"–54" (*s*) 180lb FD 823NHP 1SB(Spt),*12cf.*GS262, HS13988 D.Rowan&Co.Ld.Glasgow | 36 " 0 s 8-10½ 27 " 5 | |
| 82693 165910 GZRN | **Salacia** *Oil Eng.* *Ref.Mchy.* 2 *Dks & Shelter dk* **D.F. E.S.D.** 4*th dk in Nos.2 & 3 holds* *Cruiser Stern* *Tonnage opening closed'41(W.E.)* | | 5495 4994 3286 | ✠100A1 *with freeboard* 11,40~~11,39~~ ✠LMC8.37 ✠Lloyd'sRMC~~5.40~~ 7,41~~11.40~~ | Gls | *b*† 2½ | CL 11,40 | 1937 8mo | Harland& Wolff,Ld. Glasgow *Lloyd's SA&CP* | DonaldsonLineLtd. (DonaldsonBros. &Black,Ld. *Mgrs.*) *CellDB*366'1304 *t DTa*27'777t *FPT*82t *APT*180t | 430·6 447·9(O.L.) F31' FK | 57·2 | 28·1 | Glasgow British 7 *BH pt Cem* (*Coll to Sh dk* 6 " 2*nd* " ) | Oil Engines 2S.C.DA 5Cy.24⅛"–55½" 1025NHP 2DR*120lb* Harland&Wolff,Ld.Gls | ~~30 " 0~~ ~~s 8-10½~~ ~~27 " 5~~ 38 " 9 s 11 " 1 27 " 10 | |
| 82694 144193 VQWN | **Salamaua** (*ex*Milverton–34, **TwinSc** *ex*Glentara) *Ref.Mchy.* **D.F.** 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | *Oil Eng.* *ss*Shl.No.3–7,34 *ss*Rot.No.1–37 | 6676 6095 4059 | ✠100A1 *Shelter dk with freeboard* ~~4,4,4,7.~~3,41 DBS7,40 ~~DBS7.39~~ ✠LMC9.37 | Rot | *z* S~~c~~d Avn | CL ~~5,37~~ 5,40 | 1920 4mo | Harland& Wolff,Ld. Glasgow *Lloyd's SA&CP* | W.R.Carpenter OverseaShipping, Ld. *CellDB*348'1039t *FPT*11 | 406·0 P43'B81' *on Shelter dk* FK 7 *BH to Sh dk* 6t *APT*123t | 54·2 F48' | 32·9 | Suva,Fiji British *ptCem* DR*100lb* | Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" 810NHP Harland&Wolff,Ld.Gls. | 35 " 5 s 8 " 9 27 " 10 | |
| 82695 812 SVFX | **Salaminia** (*ex*Tassos–38, *ex*Nicolaos–35, *ex*Roma) | *ss*Hul.2nd No.3–3,26 *ss*Pir.No.2–25 1 *Dk*(*Irn*) 2*trB* *Deep framing & Web frames* | *3634* *3439* *2363* | ✠ ~~—~~ 5,39 ✠ | Bry | *w* | | 1901 8mo | J.L.Thompson&Sons,Ld. Sunderland | C.A.Petroutsis& TanesBros.(C.A. Petroutsis,*Mgr.*) *CellDBa* 104' *uE*23'*f*150' | 342·0 P29'B100' | 49·5 F32' | 25·0 FK | Piræus Greek 6 *BH Cem* 832t *APT*55t | T.3Cy.24½",40"&66"–45" 299NHP 3SB,*9pf*,GS135,HS4580 J.Dickinson&Sons,Ld.Sld. | 27 " 6 | |
| 82696 LKHX | **Salamis** **D.F. E.S.D.** *Mchy.Aft* *Cruiser Stern* 1 *Dk* *Butts of shell & deck plating elec.welded* | *Oil Eng* | 8286 7571 4901 | ✠100A1 ~~3,10 1,40~~ 4,41 ~~Sag~~NYk ✠LMC10.39 *Carrying Petroleum in bulk* | Bat | *c*† | CL | 1939 10mo | A/B Götaverken Gothenburg *Lloyd's SA&CP* | A/S Salamis (I.M.Skaugen) *CellDBu*E224t *Tf*22'356t *FPT*79t | 465·1 483·8(O.L.) P101'B38' | 59·4 F60' | 35·9 FK | Oslo Norwegian 9 *BH* *APT*151t | Oil Engines 4S.C.SA 8Cy.29⅜"–59½" 653NHP 2DR*150lb* A/B Götaverken,Got. | 35 " 6 s 7 " 9½ 27 " 10½ | |
| 82697 PHIL | **Salawati** | *Oil Eng.* *ss*Ams.No.3–5,31 *ss*Ams.No 2–38 **D.F.** 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | 6643 6183 4099 | ✠100A1 *Shelter dk with freeboard* 4,40 ~~6,30~~ LMC CS6.39 DBS1~~0.38~~ 4,40~~6.38~~4,40 *Carrying vegetable oil in deep tanks* | Ams SFo | *a*† | CL 12,38 | 1920 9mo | Lithgows, Ld. PortGlasgow *Lloyd's SA&CP* | Stoomv.Maats. "Nederland" *CellDB*368'1116t | 420·9 P41'F41' *on Shelter dk* FK *MT*37'1432t *DTa*37'1308t | 54·7 | 33·5 *FPT*1 15t *APT*45t | Batavia Dutch *Cem* 5 *BH to Shdk* 3 " " *U* " | Oil Engines 2S.C.SA. 8Cy.26½"–47½" 1000NHP NE25*refitted*31 *142lb* 2NDB20*refitted*31 SulzerBros.Winterthur | 36 " 0 s 8-10½ 27 " 5 | |
| 82698 PHHQ | **Saleier** **D.F.** | *ss*Sba.No.3–11,32 *ss*Ams.No.1–37 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | 6563 6128 4081 | ✠100A1 *Shelter dk with freeboard* 1,40 ✠LMC6.36 ✠NB4.27 BS~~7.39~~ 5,41 | Ams | *a*† | CL N7,39 | 1920 12mo | Lithgows, Ld. PortGlasgow *Lloyd's SA&CP* | Stoomv.Maats. "Nederland" *CellDB*368'1116t *DTa*37'1395t | 419·9 P41'F41' *on Shelter dk* FK *MT*37'1440t *FPT*118t *APT*15t | 54·8 | 33·5 | Batavia ~~Amsterdam~~ Dutch *ptCem* 5 *BH to S dk* 3 " " *U* " | T.3Cy.28",46"&77"–54" (*s*) 180lb 822NHP 4SB,*12cf*,GS266,HS13988FD D.Rowan&Co.Ld.Glasgow | 36 0 s 8-10½ 27 " 5 | |
| 82699 147154 MLXN | **Salerno** *Well deck* | *ss*Hul.No.3–4,37 1 *Dk*(*Stl*) *Cruiser Stern* | 870 688 362 | ✠100A1 11,39 ✠LMC MS6.36 BS1.40 | Sld | *m* | OG 1,38 | 1924 7mo | Earle'sCo. Ld. Hull *Lloyd's SA&CP* | Ellerman'sWilson Line,Ld. *CellD* | 215·7 P&B128' | 32·8 F53' | 13·9 FK | Hull British | T.3Cy.14½",24½"&43"–30"(*s*) 225lb 160NHP 2SB,*4cf*,GS85,HS2910 Earle'sCo.Ld.Hull | 14 " 10 s " 4½ 14 " 7½ | |
| 82700 | **Salineiro** (*ex*Martinique–39, *ex*Pulwico, *ex*Pulaski) | *Fitted for oil fuel* 1 *Dk*2*trB* | 2559 2203 1586 | ✠ ... 10,20 ✠ | | | | 1920 6mo | Toledo S.B.Co. Toledo,Ohio | UniãoSalineira e deNavegacão Paraense,Ltda. | 251·0 P25'B64' | 43·6 F23' | 25·8 FK | Para Brazilian *WB* | T.3Cy.22",36'&59"–42" 315NHP ToledoS.B.Co.Toledo | 28 " 2 | R † |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of H. of Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82701 | **Salland** | 644 | ✠100A1 | Ham | *c* † | CL | 1920 | Barclay, | N.V.tot Voortzetting van den Koninklijken Hollandschen Lloyd | 449·2 | 58·2 | 29·2 | Amstrdam | 2 Steam Turbines DR geared to 1 Sc. Shaft 210lb 874 NHP | 32 // 0 | |
| | ss Ams. No. 3–12,31 | 5896 | *Shelter dk* | Lv | | 8,38 | 6mo | Curle & Co. Ltd. | | 464·0 (o.L.) | | | Dutch | 4SB, *16cf*, GS286, HS11672 FD | « 4 // 11⅜ | |
| PHHV | ss Ams. No. 1–36 | 3972 | *with freeboard* | | | | *Lloyd's* | Glasgow | | P35′F43′ *on Shelter dk* | | | *ptCem* | Barclay, Curle & Co. Ltd. Gls | 27 » 3¼ | |
| | 2 *Dks (Stl) & Shelter dk (Stl)* | | Examined 11,40 | | | | *s&CP* | | | FK | | | 2 *BHtoSh dk* | | | |
| | *Ref. Mchy.* *Cruiser Stern* | | ✠LMC | | | | | | | | | | 5 „ „ *U* „ | | | |
| | | | MS 8,39 BS 2,40 | | | | | | | | | | | | | |
| | | | ✠Lloyd's RMC 1,40 6,41 | | | | | | | | | | | | | |
| | | | *Carrying oil fuel* F.P. above 150° F. *in fore peak tank* | | | | | | | | | | | | | |
| | | | *Fitted for oil fuel* 6,20 *F.P. above* 150° F. | | | | | | *Cell DB* | 365′ | 1402*t* | *FPT* 110*t* | | *APT* 73*t* | | |
| 82702 | **Sally Mærsk** 3 Mst | 2229 | ✠100A1 | Rot | *u* | CL | 1923 | Odense | Ministry of Shipping (Moss Hutchison Line, Ltd. *Mgrs.*) | 332·1 | 44·2 | 26·2 | Greenock | Oil Engines 4S.C.SA | 28 // 11 | |
| 171319 | D.F. ss Abg. No. 3–4,35 | 3036 | *Shelter dk* | Grk | | 7,38 | 4mo | Staalskibswft | | | | | British | 6Cy.24½"–51 1/16" 355 NHP | « 6 // 10¼ | |
| ~~GXXA~~ | *Oil Eng.* | 1885 | *with freeboard* | | | 4,41 | | Odense | | F30′ *on Shelter dk* | | | | DB 50*lb* | 22 // 3 | |
| GQXW | 1 *Dk (Stl) & Shelter dk (Stl)* | 3252 | 5,41 7,38 | | | | *Lloyd's* | | | FK | | | *ptCem* | A/S Burmeister & Wain, Cpn | | |
| | ss Cpn. No. 1–39 | 3036 | ✠LMC CS 10,36 | | | | *s&CP* | | | | | | *Collision BH to S dk* | | | |
| | | 1984 | DBS 4,40 5,35 | | | | | | *Cell DB* | 290′ | 731*t* | *FPT* 51*t* | 4 „ „ *U* „ | *APT* 59*t* | | |
| 82703 | **Salmo** | 1269 | ✠100A1 | Lon | *p* | OG | 1924 | Swan, Hun- | Ellerman's Wilson Line, Ltd. | 237·7 | 35·3 | 15·8 | Hull | T.3Cy.15¼", 26" & 45"–33" (*s*) | 17 // 9 | |
| 147141 | ss Hul. No. 3–2,36 | 1063 | 1,40 | | | 1,40 | 4mo | ter & Wigham | | | | | British | 225lb FD 214 NHP | « 9½ | |
| MLVG | *Well deck* 1 *Dk (Stl)* 2 *tr Bin No. 1 hold* | 621 | BS 3,40 ✠LMC 2,36 | | | | | Richardson, Ld. Newcastle | | P151′F51′ | | FK | 5 *BHptCem* | 2SB, *4cf*, GS83, HS3328 | 17 // 1½ | |
| | *Ref. Mchy.* *Cruiser Stern* | | | | | | *Lloyd's* | | | | | | | Wllsnd Slpwy. Co. Ld. Nwc. | | |
| | | | Surveys delayed | | | | *s&CP* | | *Cell DB* | 203′ | 333*t* | *APT* 64*t* | | | | |
| * 82704 | **Salmonpool** | 4803 | ✠100A1 | Liv | *y* | CL | 1924 | Irvines S.B. | Pool Shppg. Co. Ld. (Sir R. Ropner & Co. Ld. *Mgrs.*) | 390·1 | 55·5 | 26·2 | W Hartlepl | T.3Cy.25½", 40" & 72"–48" (*s*) | 28 // 9 | |
| 139231 | ss Shl. No. 3–5,36 | 4513 | 12,39 | | | 7,37 | 3mo | & D.D. Co. Ld. W Hartlepool | | | | | British | 180lb *100lb* 451 NHP | « 5⅔ | |
| GKFT | D.F. 1 *Dk (Stl)* | 3028 | ✠LMC 12,39 | | | | *Lloyd's* | | | P30′B221′F41′ | | FK | 6 *BHCem* | 3SB (Spt) *9cf*, GS186, HS7800 | 24 // 6 | |
| | | | | | | | *s&CP* | | *Cell DB* | 344′ | 1097*t* | *FPT* 120*t* | *APT* 146*t* | N.E. Marine Eng Co Ld. Nwc | | |
| 82705 | **Salomé** Twin Sc | 13400 | | | | | 1940 | Atel. & Ch. de France Dunkirk | Cie. Auxiliaire de Navigation | 548·2 | 71·5 | 39·4 | Havre French | Oil Engines 4S.C.SA 12Cy.29½"–59 1/16" 977 NHP Etablissements Schneider, Le Creusot | | |
| | *Oil Eng.* | | | | | | | | | | | | | | | |
| FPHK | *Mchy. Aft* *Cruiser Stern* 1 *Dk* | | | | | | | | | | | | | | | |
| | *Longitudinal framing–bracketless system* | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 82706 | **Salomea** Twin Sc 3 Mst | 751 | | | | | 1897 | Stabilmnto Tecnico Trieste | Mme. Maria G. Kalogerakou, G. M. Moundreas & N. S. Synodinos | 210·0 | 31·0 | 11·0 | Piræus Greek | C.4Cy.13"&28"–20" 58 NHP | | |
| 612 | (*ex* Evanghelos Nomikos–37, *ex* Loukia, | — | | | | | | | | | | | *WB* | Stabilimento Tecnico, Tri. | | |
| SZJN | *ex* Ville de Nice, *ex* Princyp) | 396 | | | | | | | | | | | | | | |
| 82707 | **Salon** Ⓟ Twin Sc | 2990 | | | | | 1939 | Neptun- werft Rostock G.m.b.H. Rostock | T.C. Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 300·1 | 43·5 | 24·0 | Istanbul Turkish | T.6Cy.16⅛", 26" & 41 5/16"–27 3/16" & LP turbines with DR gearing & hydraulic couplings HS 4972 378 NHP Neptun werft Rostock G.m.b.H. Rostock | | |
| | Sub. Sig. D.F. E.S.D. 2 *Dks* | — | | | | | | | | | | | *WB* | | | |
| | *Cruiser Stern* | 1628 | | | | | | | | | | | | | | |
| 82708 | **Salonica** | 2694 | | | | | 1912 | Wood Skin- ner & Co. Ld. Newcastle | A/S Venborg (Brummenæs & Torgersen, *Mgrs.*) | 324·0 | 46·5 | 19·8 | Haugesnd Norwegian | T.3Cy.23", 37½" & 61½"–39" 236 NHP | | N |
| | | 2493 | | | | | | | | P27′B205′F29′ | | | *WB* | N.E. Marine Eng. Co Ld Nwc | | |
| LCWS | 1 *Dk* | 1607 | | | | | | | | | | | | | | |
| 82709 | **Salpi** (*ex* Escambia–39, *ex* Ariele, | 2710 | | | | | 1920 | S.A. Bacini e Scali Napoletani Naples | Peninsulare Soc. di Navigazione | 299·9 | 39·4 | 23·8 | Genoa Italian | T.3Cy.23¼", 37⅞" & 59 1/10"–36" 209 NHP | | CI |
| 1501 | *ex* Vittoria) | 2383 | | | | | | | | 294·9 | | | | | | |
| IBTK | D.F. 1 *Dk* | 1584 | | | | | | | | P37′Q65′B16′F35′ | | | *WB* | S.A. Bacini e Scali Napol. Naples | | |
| 82710 | **Salta** (*ex* Salerno) Twin Sc | 3907 | | | | | 1920 | J. & K. Smit's Scheepsw. Kinderdijk | A/S J. Ludvig Mowinckels Rederi (Den Norske Syd-Amerika Linje) | 375·8 | 51·5 | 22·4 | Bergen Norwegian | Oil Engines 4S.C.SA 12Cy.22 1/16"–39⅜" 563 NHP Werkspoor, Amsterdam | | N |
| | *Oil Eng.* | 3460 | | | | | | | | P107*t* | H315*t* | F25*t* | *Wb* | | | |
| LEHA | 2 *Dks* | 2348 | | | | | | | | | | | | | | |
| 82711 | **Salten** Ⓟ | 350 | | | | | 1908 | Akers Mek. Værks. Oslo | A/S Saltens Dampskibsselskab | 139·0 | 21·6 | 15·7 | Bodö Norwegian | T.3Cy.11", 18" & 29"–21" 38 NHP Akers Mek. Værks. Oslo | | |
| | | 322 | | | | | | | | H28*t* | | | | | | |
| LETJ | 1 *Dk & Awng dk* | 197 | | | | | | | | | | | | | | |
| 82712 | **Saltersgate** (*ex* Overstone) | 3940 | ✠100A1 | Bry | *y* | CL | 1924 | Nthmblnd S.B. Co. Ld Newcastle | Turnbull Scott Shipping Co. Ld. (Turnbull, Scott & Co. *Mgrs.*) | 380·3 | 51·9 | 23·4 | London British | T.3Cy.25", 41" & 68"–48" (*s*) 180lb 381 NHP | 26 // 0 | |
| 145739 | ss Nwc. No. 3–12,36 | 3609 | *with freeboard* | Nwc | | 9,39 | 2mo | | | | | | *3 BHptCem* | 3SB, *9cf*, GS150, HS6330 | « 2 // 6½ | |
| GKCZ | D.F. 1 *Dk (Stl) & Shelter dk (Stl)* | 2387 | Examined 3,41 | | | | *Lloyd's* | | | F28′ | | FK | *Coll to Shdk* | N.E. Marine Eng Co Ld. Nwc | 23 // 8 | |
| | | | MS 1,36 ✠LMC | | | | *s&CP* | | *Cell DB* | 336′ | 1150*t* | *FPT* 80*t* | 5 „ *2nd* „ | *APT* 130*t* | | |
| | | | BS 9,40 | | | | | | | | | | | | | |
| 82713 | **Saltsjön** Ⓟ | 314 | | | | | 1925 | Eriksbergs M.V. Aktieb. Gothenburg | Vaxholms Nya Angfartygs A/B (OF Ekebohm *Mgr*) | 121·4 | 22·9 | 8·6 | Vaxholm Swedish | C.2Cy.15"&29½"–22 1/16" 33 NHP Eriksbergs M.V.A/B Got. | | |
| 7214 | | 141 | | | | | | | | B64′H60*t* | | | | | | |
| SGEO | *Cruiser Stern* | 208 | | | | | | | | | | | | | | |
| 82714 | **Saltwick** | 3775 | ✠100A1 | Cff | *w* | CL | 1929 | Sir J. Laing | Rowland & Marwood's S.S. Co. Ld. (Headlam & Son, *Mgrs.*) | 360·5 | 49·9 | 23·1 | Whitby | T.3Cy.25", 42" & 68"–45" (*s*) | 25 // 5 | |
| 161014 | ss Cff. No. 2–37 | 3407 | 10,40 ~~1,40~~ | Sws | | 10,38 | 11mo | & Sons, Ld. Sunderland | | | | | British | 180lb 341 NHP | « 3 // 1½ | |
| GMTZ | D.F. 1 *Dk (Stl)* | 2261 | BS ~~5,39~~ ✠LMC 12,37 | | | | *Lloyd's* | | | P32′B219′F37′ | | FK | 6 *BHCem* | 2SB, *8cf*, GS150, HS5304 | 22 // 6¼ | |
| | | | 7,40 | | | | *s&CP* | | *Cell DB* | 320′ | 928*t* | *APT* 135*t* | | G. Clark, Ld. Sunderland | | |
| 82715 | **Saluta** (*ex* Southern King–36, | 6261 | ✠100A1 | Grk | *z* | CL | 1906 | Akt. Ges. | South Georgia Co. Ld. (Chr. Salvesen & Co. *Mgrs.*) | 409·6 | 52·7 | 27·8 | London | Q.4Cy.24", 34⅜", 50" & 72 23/32"–53 5/32" (*s*) 220lb *220lb* 530 NHP | 30 // 9 | |
| 139025 | *ex* Moora, ss Sfj. 2nd No. 3–11,34 | 4858 | 12,40 ~~12,30~~ | Liv | | ~~12,30~~ | 3mo | "Weser" | | | | | British | 3SB, *9cf*, GS168, HS7104 FD | s 4 // 6½ | |
| GJZT | *ex* Lothringen) ss Grk. No. 1–39 | 3266 | ✠LMC 12,39 | | | 12,40 | | Bremen | | P&B339′F42′ | | FK | 7 *BHCem* | A.G. "Weser," Bremen | 26 // 6¼ | |
| | *Well deck* 2 *Dks (Stl–U teak s) deep* | | BS 12,40 | | | | | A&CP | | | | | | | | |
| | D.F. *framing aft & lower dk (Stl) forward* | | *Carrying Whale oil or oil fuel in bulk F.P. above* 150° F. | | | | | | *Cell DB a* | 125 | | | *u E&B* 52′*f* | 173′ 1160*t* *FPT* 69*t* *APT* 38*t* | | |
| | | | *Fitted for oil fuel* 7,31 *F.P. above* 150° F. | | | | | | | | | | | | | |
| 82716 | **Salvador** | 1128 | ✠100A1 | Crs | *n* | CL | 1909 | Swan, Hun- | Pacific Steam Nav. Co. | 215·0 | 33·5 | 19·4 | London | T.3Cy.17", 28" & 46"–33" (*r*) | 21 // 6 | |
| 129041 | ss Crs. 2nd No. 3–12,33 | 957 | ~~2,40~~ 12,40 | | | 2,40 | 9mo | ter & Wigham | | | | | British | 180lb 174 NHP | s 3 // 4½ | |
| GQRC | ss Crs. No. 1–37 | 650 | BS 3,41 ✠LMC | | | | | Richardson, Ld Newcastle | | F26′ | | FK | 4 *BHCem* | 2SB, *6cf*, GS107, HS3268 | 18 // 6¾ | |
| | Wireless 1 *Dk (Teak)* | | MS 8,37 ~~BS 3,40~~ | | | | *Lloyd's* | | | | | | | Swan, Hunter & Wigham Richardson Ld. Nwc. | | |
| | 2nd dk (Stl) in fore hold | | | | | | *s&CP* | | *Cell DB a* | 40′ *u E* | 15′ *f* | 94′ | 160*t* *APT* 10*t* | | | |
| | | | *Fitted for oil fuel* 11,17 *F.P. above* 150° F. | | | | | | | | | | | | | |
| 82717 | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné dans lequel doit avoir lieu le prochain Levage d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille à Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Longueur entre Perpendiculaires. Largeur hors tout. Tirant d'eau dans le Lac. Tirant d'eau dans le Fleuve. Cert. Ll. Freres. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82718 | **Salvatore** (*ex*Erling-33, | | 2252 | ✠ ... | | | | 1921 | Collngwd. | M.Scuderi | 260·9 | 43·7 | 22·3 | Catania | T.3Cy.20″,33″&54″–40″ | 24 ″ 3 | Cl |
| 150 | *ex*Ashington,*ex*Newbrundoc, | | — | 2,26 | | | | 8mo | S.B.Co.Ld. | | P25′B64′F28′ | | | Italian | 310NHP | | † |
| ICGL | *ex*DonaldE.McKay,*ex*Canadian | 1*Dk* | 1305 | ✠ | | | | | Toronto | | | | | *WB* | JohnInglisCo.Ld.Toronto | | |
| | Engineer) D.F. | | | | | | | | | | | | | | | | |
| 82719 | **Salvestria** | TwinSc | 11938 | ✠ ... | | | | 1913 | Workman, | SouthGeorgiaCo. | 500·3 | 62·4 | 42·6 | Jersey | T.6Cy.24″,40½″&68″–48″ | 37 ″ 7 | C |
| 132045 | (*ex*Cardiganshire) | *ss*Rot.No.3–9,26 | 10769 | 6,29 | | | | 11mo | Clark&Co.Ld | Ld.(Chr.Salvesen | | | | British | 977NHP | | † |
| GHFF | D.F. E.S.D. | *Fitted for oil fuel* | 8597 | ✠ | | | | | Belfast | &Co.*Mgrs.*) | P107′B180′F88′ FK | | | *WB* | Workman,Clark&Co.Ld. | | |
| | | 3*Dks* | | | | | | | | | | | | | | | |
| | | *Carrying Whale Oil in bulk* | | | | | | | | | | | | | | | |
| 82720 | **Salvor** Ⓟ | WoodSp | 323 | | | | | 1908 | W.Turpel | Mrs.I.S.Galt | 123·5 | 28·8 | 11·1 | Vict'riaBC | C.2Cy.10″&24″–16″ | | |
| 122394 | (*ex*Leebro) | | 267 | | | | | | Victoria,B.C. | | | | | British | 22RHP | | |
| | | 1*Dk* | 198 | | | | | | | | | | | | Ross&Duncan,Glasgow | | |
| 82721 | **Salvus** | | 4815 | ✠100A1 | ~~Cff~~ | *z* | CL | 1928 | Nthmblnd | TempusShipping | 399·0 | 54·5 | 25·2 | Cardiff | T.3Cy.26″,42″&71″–48″ (*r*) | 27 ″ 7 | |
| 148299 | | *ss*Cff.No.2–36 | 4409 | *withfreeboard* | Lon | | 10,39 | 5mo | S.B.Co. | Co.Ld.(W.H. | | | | British | 1801b 432NHP | s 2–11½ | |
| GNTC | D.F. | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 2948 | ~~Examined 4,41~~ | | | | | (1927)Ld. | Seager&Co.Ld. | F36′ | | FK | 6*BHCem* | 3SB(Spt)*9cf*,GS175,HS7395 | 24 ″ 9½ | |
| | | | | ~~BS3,39~~ ✠LMC12,36 | | | | | Newcastle | *Mgrs.*) | | | | *Coll to Sh dk* | N.E.MarineEng.CoLdNwc | | |
| | | | | 11,40 | | | | *Lloyd's* | *SA&CP* | *CellDB*348′1358*t* | *FPT*106*tAPT*195*t* | | | 5 „ 2*nd* „) | | | |
| 82722 | **Salween** Ⓟ | | 7063 | | | | | 1937 | WmDenny | British&Burmese | 444·9 | 59·2 | 30·4 | Glasgow | 3 steam turbinesSR geared | | C |
| 165926 | *Ref.Mchy.* | *Fitted for oil fuel* | 5913 | | | | | | &Bros,Ld. | S.N.Co.Ld.(P.Hen- | P32′B46′F23′ | | | British | to 1 screw shaft 583NHP | | BT till 3,41 |
| GFFN | D.F. E.S.D. | *Cruiser Stern* 2*Dks* | 4355 | | | | | | Dumbarton | derson&Co.*Mgrs.*) | | | | *WB* | Wm.Denny&Bros.Ld.Dmb | | ~~3,44~~ |
| 82723 | **Salzburg** (*ex*JongeAnthony-39, | | 1742 | | | | | 1921 | NV.Schpsf. | Flensburger | 279·2 | 32·2 | 17·8 | Hamburg | T.3Cy.20¼″,32½″&55½″–39½″ | | G |
| | *ex*SlotLoevestein) | | 1531 | | | | | | v/hDeGroot | Dampfercom- | P&B220′F35′ | | | German | 1801b 241NHP | | |
| DKBF | D.F. | 2*Dks* | 996 | | | | | | &VanVliet | pagnieHarald | | | | *WB* | H84166 | | |
| | | | | | | | | | Slikkerveer | Schuldt&Co.K.G. | | | | | P.SmitMachfabrk.Rot. | | |
| 82724 | **Sama** | TwinSc | 1799 | | | | | 1937 | Akt.Lind- | A/S Sama(Chr. | 306·7 | 40·4 | 15·6 | Oslo | Oil Engines 2S.C.SA | | N |
| | | *OilEng.* | 1335 | | | | | | holmens | Gundersen&Co. | F33′ | | | Norwegian | 8Cy.19½″–35½″ 541NHP | | |
| LJKA | *Ref.Mchy.* | 2*Dks* | 810 | | | | | | varv. | *Mgrs.*) | | | | *WB* | GötaverkenA/B,Got. | | |
| | D.F. | *Cruiser Stern* | | | | | | | Gothenburg | | | | | | | | |
| | | | | | | | | | *Completed by* | Götaverken A/B | Gothenburg | | | | | | |
| 82725 | — | Iron | 736 | ✠ | Cdz | *l* | | 1876 | J.Laing | Soc.Metalúrgica | 203·8 | 29·5 | 15·5 | Gijon | C.2Cy.26′&47″–36″ | 16 ″ 5 | |
| | (*ex*Josefita,*ex* | *ss*Bbo.3rdNo.3–3,10 | 649 | 3,18 | | | | 6mo | Sunderland | DuroFelguera | Q26′F20′ | | | Spanish | NDB87 110NHP | | |
| EGLE | Hermia,*ex*Rouen) | *ss*Cdz.No.2–18 | 525 | ~~✠NB3,87~~ | | | | | | | | | FK | 5*BHCem* | 1SB,*3pf*,GS49 | | |
| | | 1*Dk*(*Irn*)2*trB* | | | | | | | | | | | | *DBa*60′*f*40 | R.&W.Hawthorn,Nwc. | | |
| 82726 | — | 4Mst | 567 | | | | | 1922 | Petrovski | BahamaShipping | 166·6 | 28·7 | 12·1 | Bluefields | Oil Engines 2S.C.SA | | G |
| | (*ex*LouisGeraci, | *OilEng.* | 456 | | | | | | S.B.Co. | Co.Ld. | | | | Nicaraguan | 6Cy.16″–20″ 180NHP | | |
| YNAE | *ex*Harjumaa) | 1*Dk* | 371 | | | | | | Reval | | | | | | Fairbanks,Morse&Co. | | |
| | Wireless | | | | | | | | | | | | | | Beloit,Wis | | |
| 82727 | **Samal** (*ex*Pompey,*ex*Harlech) | | 1303 | ✠ | | | | 1897 | S.P.Austin | Cia.Maritima | 237·1 | 34·8 | 14·4 | Manila P.I. | T.3Cy.21½″,38½″&55″–33½″ | | |
| | | | — | 1,98 | | | | 4mo | &SonLd. | (Fernandez | | | | Utd.States | 161NHP | | |
| KZBF | *Well deck* | 1*Dk*(*Irn*)&*Web frames* | 610 | | | | | | Sunderland | Hermanos,Inc. | | | | | J.Dickinson&SonsLd.Sld. | | |
| | Wireless | | | | | | | | | *Mgrs.*) | | | | | | | |
| 82728 | **Samala** | | 5390 | | | | | 1928 | Cammell | Elders&Fyffes,Ld. | 400·4 | 51·4 | 30·4 | Liverpool | T.3Cy.27½″,46½″&78″–54″ | | C |
| 149662 | *Ref.Mchy.* | | 4678 | | | | | | Laird&Co.Ld. | | P43′B157′F43′ | | | British | 447NHP | | |
| GNKR | D.F. E.S.D. | Sub.Sig. 4*Dks* | 3301 | | | | | | Birkenhead | | | | | *WB* | CammellLaird,Birkenhead | | |
| 82729 | **Samarang Maru** Ⓟ | | 4013 | ✠ ... | Yka | *w* | | 1920 | Mitsubishi | NanyoKaiunK.K. | 345·0 | 50·0 | 26·8 | Tokyo | T.3Cy.23″,38″&64″–48″ | 29 ″ 1 | C |
| 26208 | | *ss*Kob.No.3–10,32 | 3468 | 7,39 | | | | 3mo | ZosenKaisha, | | | | | Japanese | 246NHP | | † |
| JSOD | | *ss*Yka.No.1–35 | 2497 | ✠ | | | | | Ld. Kobe | | P33′B74′F41′ FK | | | 6*BHCem* | 2SB,*6cf*,GS109,HS2197 | | |
| | | 2*Dks*(*Stl–U* ws) | | | | | | | | | *CellDB*316′ | | | 775*tAPT*26*t* | MitsubishiZosenKaishaLd | | |
| 82730 | **Samaria** Ⓟ | TwinSc | 19597 | ✠100A1 | Liv | *n*† | CL | 1921 | Cammell | CunardWhiteStar, | 601·5 | 73·7 | 40·7 | Liverpool | 6 Steam Turbines DR | 45 ″ 0 | BT till 1,41 |
| 145923 | | *ss*Lon.No.3–11,33 | 14189 | *Shelter dk* | | | P3,38 | 8mo | Laird&Co.Ld | Ld. | | | | British | geared to 2 Sc. Shafts (*r*) | s 12–9½ | |
| GJCF | | *ss*Liv.No.1–39 | 11661 | *withfreeboard* | | | s3,39 | | Birkenhead | | B284′*on Shade dk* | | | | 220lb HS29164 2527NHP | 32 ″ 8 | |
| | | 2*Dks*(*Stl*)&*Shelter dk*(*Stl–pt* ws)& | | 1,11 ~~1,10~~ | BS1,41 | | | *Lloyd's* | *SA&CP* | | | | FK | *pt Cem* | 3DB&3SB,*36cf*,GS746 FD | | |
| | Sub.Sig. | *Shade dk*(*Stl–*ws)3*rd dk*(*Stl*) | | ~~BS1,46~~ | ✠LMC1,37 | | | | | *CellDB*512′2623*t* | *DTf*46′1643*t* | | | 10*BHtoSh dk* | CammellLaird&CoLd.Bkn | | |
| | *Ref.Mchy.* | *in forward&after holds* | | *Lloyd'sRMC* ~~1,40~~ | 9,40 | | | | | | *Tanks at sid* | | | *es of tunnels* | 48′367*t FPT*122*tAPT*86*t* | | |
| | D.F. E.S.D. | GyC. | | | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 4,22 | | | *F.P. o* | | | | *bove* 150° F. | | | | | | |
| 82731 | **Sambre** | | 5260 | ✠100A1 | Bry | *y* | CL | 1919 | Short Bros. | RoyalMailLines, | 400·0 | 52·4 | 28·5 | London | T.3Cy.27″,44″&73″–48″ (*s*) | 31 ″ 0 | |
| 143770 | | *ss*Lon.No.3–8,32 | 4810 | 11,39 | | | 11,38 | 11mo | Ld. | Ld. | 412·3(O.L.) | | | British | 1801b 517NHP | s 6–0½ | |
| GCDV | D.F. | *ss*Mdb.No.1–37 | 3218 | BS11,39 | ✠LMC12,35 | | | | Sunderland | | P49′B113′F40′ FK | | | 7*BHptCem* | 3SB,*9cf*,GS189,HS7656 FD | 25 ″ 3 | |
| | | 2*Dks*(*Stl*) | | | | | | *Lloyd's* | *SA&CP* | *CellDB* | 340′1067*t FPT*125*t* | | | *APT*198*t* | G.Clark,Ld.Sunderland | | |
| 82732 | — | | 727 | | | | | 1917 | A.Van | Armement L. Her- | 180·8 | 28·3 | 12·4 | Bruges | T.3Cy.15′,25″&40″–27″ | | V |
| | (*ex*WitteZee) | | 524 | | | | | | Duijvendijk | mans Soc. Anon. | | | | Belgian | 83NHP | | |
| ONZC | | 1*Dk* | 316 | | | | | | Papendrecht | | | | | *WB* | Verschure&CoAmsterdam | | |
| 82733 | — | | 349 | | ~~Nwc~~ | | OG | 1929 | NVSchpsw | Wm.H.Müller&Co. | 144·7 | 24·5 | 10·2 | Rottrdam | Oil Engines 4S.C.SA | | G |
| | | *OilEng.* | 281 | ~~Examined L.~~ ~~K 5,40~~ | | | 1,41 | | Gebr.Pot | N.V. | P36′B7′F13′ | | | Dutch | 6Cy.11″–19½″ 70NHP | | |
| PHHZ | *Mchy.Aft* | 1*Dk* | 225 | | 1,41 | | | | Bolnes | | | | | *WB* | Motorenfabr."Deutz" | | |
| | | *CruiserStern* | | | | | | | | | | | | | A.G.Köln-Deutz | | |
| 82734 | **Sambur** | TwinSc | 776 | ✠100A1 | Sou | | OG | 1925 | Swan,Hun- | GreatWestern | 201·2 | 33·7 | 15·3 | Weymouth | T.6Cy.14½″,23″&38″–27″ (*r*) | 15 ″ 11 | |
| 148590 | | *ss*Sou.No.3–5,37 | 701 | *withfreeboard* | Cff | | 2,39 | 5mo | ter&Wigham | Railway | 210·0(O.L.) | | | British | 1851b 226NHP | s 3 ″ 8½ | |
| MNJX | | 1*Dk*(*Stl–*ws)2*nd dk* | 311 | 8,40 ~~2,40~~ | | | | | Richardson, | | P20′B72′F69′ | | | 6*BHCem* | 2SB,*6cf*,HS3464 FD | 12 ″ 8 | |
| | | *in holds* | | BS2,40 | ✠LMC5,37 | | | | Ld.Newcastle | | | | FK&BK2″ | | Swan,Hunter&Wigham | | |
| | | *Cruiser Stern* | | *ForChannel service* | | | | *Lloyd's* | *SA&CP* | *DT'a* | 40*t DTf*45*tFPT*47*t* | | | *APT*47*t* | Richardson,Ld.Nwc. | | |
| | | | | *Weymouth&Channel Islands* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 5,25 | | | *F.P. a* | | | | *bove* 150° F. | | | | | | |
| 82735 | **Samev** (*ex*LysakerII-39,*ex*Emilie | | 940 | ✠100A1 | Osl | *m* | CL | 1922 | Coaster | SkibsA/S Samev | 200·9 | 33·1 | 16·2 | Frdrikstad | T.3Cy.15′,25′&40″–27′ (*s*) | 18 ″ 3 | |
| | Dunford-32) | *ss*Osl.No.3–2,39 | 797 | 2,40 | | | 2,40 | 5mo | Const.Co.Ld. | (O.M.Olsen) | | | | Norwegian | 1801b 120NHP | s 2 ″ 9½ | |
| LEKD | *Mchy.Aft* | 1*Dk*(*Stl*) | 492 | BS2,40 | ✠LMC2,39 | | | | Montrose | | F30′ | | FK | 4*BHCem* | 2SB,*4cf*,GS55,HS1820 FD | 15 ″ 7½ | |
| | | *Cargo battens not fitted* | | | | | | *Lloyd's* | *SA&CP* | *CellDB* | 150′225*tDTf*18′117*t* | | | | J.Milne&Son,Ld.Edinbgh. | | |
| | | | | | | | | | | *Deck tank* | 8′ 11*t FPT*39*t* | | | *APT*40*t* | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82736<br>85<br>SUCQ | **Samir** (*ex*Poseidonia-39, *ex*Holtby-36) | 1 *Dk* | 3702<br>3385<br>2257 | | | | | 1909 | Ropner & Sons, Ld. Stockton | **V. Bassili** | 346·5 \| 51·0 \| 23·3<br>P23' B98' F36' | | | Alexndria<br>Egyptian<br>*WB* | T. 3Cy. 25", 41" & 67"–45"<br>301 NHP<br>Blair & Co. Ld. Stockton | | C |
| 82737<br>DABZ | **Samland** (*ex*Patrino, *ex*Uhl, *ex*Weesturs, *ex*Pomona) | 1 *Dk* | 771<br>608<br>453 | | | | | 1896 | Rijkee & Co Rotterdam | **Preussen linie Arlt & Co. K.G.** (Ivers & Arlt, *Mgrs.*) | 200·4 \| 30·1 \| 13·4<br>Q66' B46' F23' | | | Konigsbrg<br>German<br>*WB* | T. 3Cy. 15", 25" & 40"–36"<br>NB08 96 NHP<br>Maats. de Maas, Rotterdam | | V |
| 82738<br>LETL | **Samlanes** (*ex*Hansa, *ex*Praecis) | Wireless 1 *Dk* | 842<br>612<br>500 | | | | | 1908 | Nüscke & Co. A.G. Stettin | **A/S D/S "Jonstein"** (Hans Storaas, *Mgr.*) | 202·9 \| 30·4 \| 12·4<br>Q68' B83' t F25' t H32' t | | | Bergen<br>Norwegian<br>*WB* | T. 3Cy. 13⅜", 21⅜" & 35½"–23⅝"<br>Dresdner Masch. 62 NHP<br>& Schiffsw. Uebigau, A.G. | | G |
| 82739<br>LCYA | **Samnanger**<br>*ss* Rot. No. 1–23 | 1 *Dk* | 4276<br>3923<br>2618 | ✠ ...<br>8,27<br>✠ | | | | 1918<br>8mo | Canadian Vickers, Ld Montreal | **Westfal-Larsen & Co. A/S** | 380·7 \| 49·2 \| 26·8<br>P44' B102' F42' FK | | | Bergen<br>Norwegian<br>*WB* | T. 3Cy. 25", 41" & 67"–45"<br>333 NHP<br>Canadian Vickers, Ld. Mtl. | 30 " 1 | N<br>† |
| 82740<br>216718<br>KTUI | **Samoa** (*ex*Lake Pepin)<br>*Fitted for oil fuel* | 1 *Dk* | 1997<br>1634<br>1172 | ✠ ...<br>11,22<br>✠ | | | | 1918<br>8mo | McDougall-Duluth Co. Duluth, Minn | **Wheeler Logging Co.** C.H. Wheeler | 251·0 \| 43·6 \| 18·1<br>P27' B64' F35' FK | | | Portlnd, Or<br>Utd. States<br>*WB* | T. 3Cy. 20", 33" & 54"–40"<br>274 NHP<br>McDougall-Duluth Co. | 20 " 3 | R<br>† |
| 82741<br>RAQZ | **Samoied** (*ex*Lake Festina)<br>*Fitted for oil fuel* | 1 *Dk 2tr B* | 2560<br>2203<br>1587 | ✠ ...<br>2,21<br>✠ | | | | 1919<br>6mo | Toledo S.B. Co. Toledo, O. | **U.S.S.R.** | 250·9 \| 43·6 \| 25·8<br>P25' B64' F23' FK | | | Odessa<br>Russian<br>*WB* | T. 3Cy. 22", 36" & 59"–42"<br>315 NHP<br>Toledo S.B. Co. Toledo | 28 " 2 | |
| 82742<br>DHUN | **Samos** (*ex*Saar, *ex*Otto Zelck) | | 2576<br>1976<br>1513 | | | | | 1922 | Akt. Ges. "Neptun" Rostock | **Deutsche Levante-Linie Hamburg A.G.** | 311·1 \| 46·1 \| 19·7<br>P&B252' F32' | | | Hamburg<br>German<br>*WB* | T. 3Cy. 21⅛", 35 1/16" & 57⅛"–37⅜"<br>200 NHP<br>A.G. "Neptun," Rostock | | G |
| 82743<br>11<br>SVDL | — Ⓟ **Iron**<br>(*ex*Elefteria, *ex*Oldham)<br>Wireless | *ss* Gms. No. 3–5, 01<br>*ss* Gms. No. 2–09<br>1 *Dk & Aung dk* | 1208<br>—<br>645 | ✠ ...<br>5,14<br>✠ | | | | 1889<br>1mo | Earle's Co. Ld. Hull | **D. Inglessi Fils S.A. Nav. de Samos** | 240·0 \| 30·0 \| 14·6 | | | Samos<br>Greek<br>*WB* | T. 3Cy. 22", 35" & 57"–42"<br>NB28 210 NHP<br>Earle's Co. Ld. Hull | | |
| 82744<br>FOOK | **Sampiero Corso** Ⓟ **Twin Sc**<br>*Fitted for oil fuel*<br>D.F. | 2 *Dks*<br>*Cruiser Stern* | 3823<br>2759<br>1657 | | | | | 1936 | Ch. & Atel. de Provence S.A. Port de Bouc | **Cie. de Nav. Fraissinet** | 329·7 \| 47·9 \| 25·4<br>P33' F73' | | | Marseilles<br>French<br>*WB* | 2 DR geared Steam Turbines<br>Forg. & Ch. de la Médit. S.A. Le Havre | | V |
| 82745<br>167173<br>~~MPLP~~ | **Samsö** | 1 *Dk* | 1494<br>1198<br>807 | | | | | 1930 | Helsingörs Jernsk & Msk. Elsinore | Ministry of Shipping (Stone & Rolfe, Ld. *Mgrs.*) | 253·4 \| 38·1 \| 15·2<br>P17' Q81' B96' F29' | | | London<br>British<br>*WB* | C. 4Cy. (2) 14¾" & (2) 31½"–31½"<br>93 NHP<br>Helsingörs Jernsk. & Mskb. | | V |
| 82746<br>TCCV | **Samsun** (*ex*Gabriella, *ex*Rhône)<br>Wireless | 2 *Dks & Spar dk* | 1396<br>—<br>879 | | | | | 1889 | Wigham Rchrdsn & Co. Newcastle | **Mustafa ve Ahmet ve Vehbi Aldikaçti** | 251·5 \| 32·2 \| 17·0<br>B38' 24·0 | | | Istanbul<br>Turkish<br>*WB* | T. 3Cy. 25", 38½" & 65"–42"<br>NB01 274 NHP<br>Wigham Rchardsn & Co. Nwc | | |
| 82747<br>4216<br>LDJG | **Samuel Bakke** **Twin Sc**<br>*Oil Eng.*<br>*ss* Got. No. 2–37<br>*Ref. Mchy.* 3rd *dk (Stl) in No. 1 hold*<br>D.F. *Platform dk in insulated hold* | 1 *Dk (Stl) & Shelter dk (Stl)* | 4719<br>*with freeboard*<br>2885 | ✠ 100 A1<br>4,11 1,10 ✠ LMC (M) 12,38<br>DBS 4,41 ✠ LMC 8,37<br>✠ Lloyd's RMC 1,40<br>for temp. 30° F. | Got<br>Ver | *z* | CL<br>8,37<br>7,10<br>PN 4.41<br>84,41 | 1929<br>7mo | AB Göta-verken Gothenburg | **Skibs A/S Samuel Bakke** (Knut Knutsen, O.A.S.) | 390·8 \| 54·7 \| 25·5<br>407·6 (O.L.)<br>F35' FK | | | Haugesnd<br>Norwegian<br>6 *BH*<br>*Lloyd's A & CP* | Oil Engines 4S.C.SA<br>12Cy. 23¾"–47¼" 622 NHP<br>DB 85 *lb*<br>*Coll to Sh dk*<br>5 " 2nd " | 28 " 6<br>s 3 " 0½<br>25 " 7½ | V |
| 82748<br>116841 | **Samuel F. B. Morse**<br>*Mchy. Aft* | | 4477<br>— | | | | | 1898 | F. W. Wheeler & Co. W. Bay City | **Pittsburgh S.S. Co.** | 456·0 \| 50·0 \| 24·0 | | | D'luth Min<br>Utd. States<br>*WB* | Q. 4Cy. 17", 25", 38½" & 60"–42"<br>NB29 *Ereblt* 03 233 NHP<br>American S.B. Co. | | |
| 82749<br>220955<br>KDMS | **Samuel L. Fuller**<br>*ss* Mob. No. 3–5, 33<br>*ss* NOs. No. 1–37<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>Sub. Sig. *Longitudinal framing* | | 6950<br>6465<br>4312 | ✠ 100 A1<br>~~12,10 1,10~~ 1,41 BS 2,41<br>~~BS 3,40~~ ✠ LMC 4,37<br>*Carrying Petroleum in*<br>*Fitted for oil fuel* 1,21 | NOs | *b* † | CL<br>3,39<br>*bulk*<br>*F.P. a* | 1921<br>1mo | Sun S.B. Co. Chester, Pa. | **Sinclair Refining Co. Inc.** | 430·2 \| 59·2 \| 32·8<br>P133' B36' F40' FK<br>*t FPT 222 t APT 57 t* | | | New York<br>Utd. States<br>16 *B Hpt Cem*<br>(12 *to U dk*<br>4 " 2nd " | T. 3Cy. 27", 45½" & 76"–51" (*r*)<br>190 *lb* 612 NHP<br>3SB, 9*cf*, GS 207, HS 9198 FD<br>Sun S.B. Co. Chester, Pa. | 33 " 3<br>s 6 " 10<br>26 " 8 | |
| 82750<br>225409<br>WPBG | **Samuel Mather**<br>*ss* Cgo. No. 2–39<br>*Mchy. Aft* 1 *Dk (Stl) & Web frames*<br>*Longitudinal framing at bottom & at deck*<br>GyC D.F. *Cargo battens not fitted* | | 8152<br>7771<br>6442 | ✠ 100 A–<br>*For Service on the Great Lakes*<br>12,38<br>~~DS 12,38~~ ✠ LMC<br>~~BS 3,40~~ MS 4,39 | Cgo | | | 1926<br>4mo | American S.B Co. Lorain, O. | **Interlake S.S. Co.** (Pickands, Mather & Co. *Mgrs.*) | 596·9 \| 60·0 \| 32·0<br>B56' 242 t<br>F48' FK<br>*& side tanks in way of holds* 471' 7934 t | | | Wilmgton<br>(Del.)<br>Utd. States<br>3 *BH*<br>*A* | T. 3Cy. 24½", 41" & 65"–42" (*s*)<br>3 Water Tube Boilers<br>200 *lb* HS 6675 FD 436 NHP<br>American S.B Co. | 32 " 0 | |
| 82751<br>116495<br>WBDC | **Samuel Mitchell** **3 Mst**<br>*Mchy. Aft* (*Self-Unloader*)<br>D.F. 2 *Dks* | | 2248<br>—<br>1362 | | | | | 1892 | Globe Iron Works Co. Cleveland, O. | **Huron Transptn. Co.** | 293·3 \| 40·4 \| 20·1<br>H—F32' | | | Alpena, Mich.<br>Utd. States<br>*WB* | T. 3Cy. 20", 32" & 52"–42"<br>175 NHP<br>Globe Irn Wks Co. Clevelnd | | R |
| 82752<br>221721<br>KDVC | **Samuel Q. Brown**<br>*ss* Bal. No. 3–4, 33<br>~~*ss* N.Y.k. No. 2–11~~ ~~*ss* NYk. No. 1–97~~<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. *Longitudinal framing* | | 6625<br>6058<br>4117 | ✠ 100 A1<br>~~5,10 6,30~~ 3,41 NYk<br>BS 5,40 ✠ LMC 3,41<br>~~MS 6,37~~ ~~DS 6,39~~<br>*Carrying Petroleum in*<br>*Fitted for oil fuel* 11,21 | Bal | *a* † | CL<br>~~10,38~~<br>~~1,40~~<br>10,40<br>*bulk*<br>*F.P. a* | 1921<br>11mo | Merchant S.B. Corp. Chester, Pa. A & CP | **Tide Water Associated Oil Co.** | 424·4 \| 58·2 \| 32·9<br>439·6 (O.L.)<br>P128' B25' F41' FK<br>236 t<br>*FPT 228 t APT 178 t* | | | Wilmgton<br>(Del.)<br>Utd. States<br>16 *B Hpt Cem*<br>(9 " *to U dk*<br>7 " " 2nd " | T. 3Cy. 27", 45" & 75"–51" (*r*)<br>210 *lb* 584 NHP<br>3SB, 9*cf*, GS 185, HS 8331 FD<br>New York SB Co. Camdn NJ | 33 " 0<br>s 6 " 7⅜<br>26 " 7 | |
| 82753<br>1<br>HSZC | **Samui** **Twin Sc**<br>*Carrying Petroleum in bulk* *Oil Eng.*<br>Wireless *Mchy. Aft* 1 *Dk*<br>*Longitudinal framing at bottom, deck & trunk top* | | 1458<br>1232<br>740 | ✠<br>7,36<br>✠ | Hak | *p* | | 1936<br>7mo | Hakodate Dock Co. Ld Hakodate | **Government of Thailand** | 240·0 \| 39·0 \| 16·3<br>P75' F31' *Trunk* 118'<br>FK | | | Bangkok<br>Thai<br>11 *BH* | Oil Engines 4S.C.SA<br>12Cy. 16 5/16"–25 5/16" 318 NHP<br>Kobe Steel Works, Ld. Kobe | 16 " 4 | |
| 82754<br>164464<br>GYKK | **San Adolfo**<br>*Oil Eng.*<br>*Mchy. Aft* *ss* Bkn. No. 1–39<br>D.F. 1 *Dk 2nd dk clear of cargo tanks*<br>*Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | | 7365<br>6651<br>4376 | ✠ 100 A1<br>12,40 ~~12,30~~<br>✠ LMC CS 6,39<br>DBS 6,39 12,40 1,40<br>*Carrying Petroleum in* | Ber-muda | *b* †<br>2 1/16 | CL<br>4,38<br>*bulk* | 1935<br>5mo | Furness S.B. Co. Ld. Haverton Hill-on-Tees | **Eagle Oil & Shipping Co. Ld.** | 446·0 \| 60·3 \| 32·0<br>464·5 (O.L.)<br>P95' B45' F34' FK<br>*t DTf 26' 286 t FPT*<br>*Cell D Bu E 64' 157 t* | | | London<br>British<br>15 *B Hpt Cem*<br>134 *t APT 83 t*<br>*Lloyd's A & CP* | Oil Engines 4S.C.SA<br>SCy. 25 5/16"–55⅛" 502 NHP<br>2DB *180 lb*<br>Hwthrn, Leslie & Co Ld. Nwc | 32 " 0<br>s 6 " 0½<br>26 " 2¾ | |
| 82755<br>163582<br>GYGN | **San Alvaro**<br>*Mchy. Aft* *Oil Eng.*<br>*ss* Bkn. No. 1–39<br>D.F. *Cruiser Stern*<br>1 *Dk, 2nd dk clear of cargo tanks*<br>*Longitudinal framing at bottom & at deck* | | 7385<br>6668<br>4412 | ✠ 100 A1<br>10,40 ~~12,30~~ Bkn 2 1/16<br>✠ LMC CS 5,39<br>DBS 5,39 ~~7,38~~ 10,40<br>*Carrying Petroleum in* | Lon | *b* † | CL<br>N 1,38<br>*bulk* | 1935<br>3mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | **Eagle Oil & Shipping Co. Ld.** | 446·0 \| 60·3 \| 32·0<br>465·0 (O.L.)<br>P95' B45' F31' FK<br>*Cell D Bu E 64' 159 t*<br>*Lloyd's A & CP* | | | London<br>British<br>15 *BH*<br>*DT f 26' 286 t* | Oil Engines 4S.C.SA<br>8Cy. 25 5/16"–55⅛" 502 NHP<br>2DB *180 lb*<br>Hwthrn, Leslie & Co Ld Nwc.<br>*FPT 134 t APT 81 t* | 32 " 0<br>s 6 " 0½<br>26 " 2¾ | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Ferme soudé par électricité. Lettre d'identification. | 7a Date de la dernière visite de la Ligne de charge. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP—Force en chevaux d'après les formules de la Société. RHP—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cette Classe a été dans le Lt. Register Book and Journal of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82756<br>163566<br>GYCZ | **San Amado**<br>*Mchy.-Aft* *Oil Eng.*<br>*ss*Fal.No.1–39<br>D.F. 1*Dk*,2nd dk clear of cargo tanks<br>*Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | | 7316<br>6604<br>4392 | ✠100A1 12,40 ~~8,41~~ ~~5,40~~ ~~Lmc~~<br>✠LMC CS6,39<br>~~DBS3,40~~ 6,39<br>*Carrying Petroleum in bulk*<br>DBS12,40 | ~~Swa~~ ~~Grk~~ | *b*† | CL<br>2⅛<br>~~1,38~~ 10,40<br>11,19 | 1935<br>2mo | Blythsw'd S.B.Co.Ld. Glasgow<br>*Lloyd's*A&CP | EagleOil& ShippingCo.Ld.<br>*CellDBuE64'46* | 446·1\|60·2\|32·0<br>P95'B45'F32' FK<br>1*tDTf*26'303*tFPT* | London British<br>*15BH*<br>134*tAPT54t* | Oil Engines 4S.C.SA<br>8Cy.25⅛"–55½" 503NHP<br>2DB*180lb*<br>J.G.Kincaid&Co.Ld.Grk. | 32 ″ 0<br>s 6 ″ 1½<br>26 ″ 1½ | |
| 82757<br>164414<br>GYJP | **San Ambrosio** *ss*Fal.No.1–39<br>*Mchy.-Aft* *Oil Eng.*<br>D.F. 1*Dk*,2nd dk clear of cargo tanks<br>*Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | | 7410<br>6669<br>4404 | ✠100A1 11,40 ~~2,39~~ Nwc ~~AYg~~ *b*† 2¾ CL 2.39<br>✠LMC CS12,40<br>~~DBS2,40~~ 12,40 2,39<br>*Carrying Petroleum in bulk* | | | | 1935<br>4mo | Hawthorn, Leslie&Co.Ld Newcastle<br>*Lloyd's*A&CP | EagleOil& ShippingCo.Ld. | 446·0\|60·4\|32·0<br>464·7(O.L.)<br>P95'B45'F31' FK<br>*CellDBuE*64'159*tDTf* | London British<br>*15BH*<br>2DB*180lb*<br>Hwthrn,Leslie&CoLdNwc.<br>26'286*tFPT*134*tAPT79t* | Oil Engines 4S.C.SA<br>8Cy.25⅛"–55½" 502NHP<br>26 ″ 2½ | 32 ″ 0<br>s 6 ″ 0½ | |
| 82758<br>LCWV | **San Andres**<br>*Oil Eng.*<br>1*Dk* | | 1975<br>1638<br>1106 | | | | | 1921 | J.&K. Smit'sSchps Kinderdijk | DenNorske Middelhavslinje A/S (Fred.Olsen&Co.& OleR.Thoresen, *Mgrs.*) | 302·0\|42·2\|20·3<br>P75*tH*242*tF*15*t* | Oslo Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.26¾"–47½" 403NHP<br>Werkspoor,Amsterdam | | N |
| 82759 | **San Angelo** (*ex*Willanglo, *ex*Westmead) *Fitted for oil fuel* 2*Dks*<br>*Now* "Empire Springbuck," *see No. 87913 in Supplement* | | 5605<br>5112<br>3521 | ✠100A1 (*Reclassification Contemplated*)<br>Examined 4,40 ✠ | NYk | | | 1918<br>10mo | AmesS.B. &D.D.Co. Seattle,Wash | MinistryofShipping(W.A.Souter& Co.Ld.*Mgrs.*) | 409·5\|54·2\|27·4<br>P44'B115'F47' FK | British<br>*WB* | T.3Cy.26",43"&73"–48"<br>543NHP<br>AmesS.B.&D.D.Co.Seattle | 30 ″ 2 | |
| 82760<br>~~210564~~<br>~~GYDG~~ | **San Anselmo** (*ex*Oran, *ex*WestJester) *Fitted for oil fuel*<br>*Now* ~~D. Huff,~~ *see No. 87019 in Supplement* 2*Dks* | | 5758<br>5291<br>3571 | | | | | 1920 | AmesS.B. &D.D.Co. Seattle,Wash | AtlanticTransportationCoLd(S. L.deCartaret*Mgr*) | 409·8\|54·2\|29·2<br>P44'B119'F47' | ~~Portland,Or~~<br>~~Utd. States~~<br>British *WB* | T.3Cy.28",43"&73"–48"<br>369NHP<br>AmesS.B.&D.D.Co.Seattle | | R |
| 82761<br>FNTE | **San Antonio**<br>*Ref.Mchy.* *Fitted for oil fuel*<br>D.F. Sub.Sig. 2*Dks*&*Shelter dk* | | 6013<br>5046<br>2796 | | | | | 1930 | Harland& Wolff,Ld. Belfast | Cie.Générale Transatlantique | 431·5\|57·3\|26·7 | Havre<br>French *WB* | T.4Cy.31",50",(2)60"–60"<br>557NHP<br>Harland&Wolff,Ld.Bel. | | V |
| 82762<br>HPKL | —<br>*ex*MaidofSyra, *ex*Horncap)<br>*Well deck* | (*ex*NeaTyhi–39, *ss*Alx.2ndNo.3–2,39 1*Dk*(*Stl*) | *3451*<br>*3177*<br>*2130* | 100A1 *with freeboard*<br>~~4,40~~ ~~4,38~~ 4,41 LMC<br>~~BS10,39~~ MS2,39<br>~~BS4.40~~4,41 | HKg | *w* | CL<br>~~2,39~~<br>4,40 | 1912 | Schiffsw.v. Henry Koch Lübeck<br>*Lloyd's*A&CP | Wallem&Co.<br>*Intermediate fore and after* | 361·4\|50·7\|21·4<br>P&B288'F42' FK<br>*bulkhead in hold dispensed with*<br>*CellDB319'811tFPT142t* | Panama Pnamanian<br>*Cem*<br>*4BHonly*<br>*APT62t* | T.3Cy.25⅞",41¾"&68¼"–43⅜"<br>200lb (*s*) 385NHP<br>2SB,*6cf*,GS113,HS4993 FD<br>OttensenerMaschf.Altona | 23 ″ 11<br>s 2 ″ 7½<br>21 ″ 6 | |
| 82763<br>219593<br>KUCM | —<br>(*ex*LakeIkatan)<br>D.F. Sub.Sig. | *Fitted for oil fuel*<br>1*Dk*2*trB* | 2689<br>2329<br>1667 | ✠ ...<br>9,20<br>✠ | | | | 1920<br>4mo | Manitowoc S.B.Co. Manitowoc | SouthernS.SCo. | 253·5\|43·9\|25·9<br>P25'B65'F26' FK | Philidlphia<br>Utd. States<br>*WB* | T.3Cy.21",35"&59"–42"<br>326NHP<br>NordbergMfgCo.M'lw'kee | 28 ″ 5 | R<br>† |
| 82764<br>PHIF | —<br>*Oil Eng.*<br>*ss*Rot.2ndNo.3–7,36<br>1*Dk*(*Stl*) | 3Mst | 410<br>327<br>214 | ✠100A1<br>~~Examined 5,41~~ Liv<br>LMC1,58<br>LMC(M)4,41 | ~~Rot~~ | *k* | ~~1,38~~<br>7,40 | 1909<br>10mo | NaamVenn Scheeps.v. J.Smit,Czn Alblasserdam<br>A&CP | NV Hammersteins Reederijbedrijf | 165·0\|27·3\|9·6<br>Q27'RFD21' FK<br>*CellDB96'* | Rottrdam Dutch<br>*3BHCem*<br>121*tFPT44t* | Oil Engines 4S.C.SA<br>6Cy.11⅞"–19½"<br>NE35*fitted*1,38<br>Humboldt-Deutzmotoren A.G.Koln-Deutz | 12 ″ 4<br>s 1 ″ 3½<br>12 ″ 5½ | |
| 82765<br>— | | *Oil Eng.*<br>1*Dk* | 389<br>283<br>224 | | | | | 1929 | N.V.Industrieele Maats. DeNoord Alblasserdam | Cia.Anon. Venezolana deNav. | 148·7\|25·3\|9·0<br>P41'F17' | Pto.Cabllo<br>Venezuelan *WB* | Oil Engines 4S.C.SA<br>4Cy.11"–17¾"<br>Motorenfb."Deutz"A.G. Köln-Deutz | 47NHP | |
| 82766<br>163590<br>GYJQ | **San Arcadio**<br>*Mchy.-Aft* *Oil Eng.*<br>*Cruiser Stern* *ss*Bkn.No.1–39<br>D.F. 1*Dk*,2nd dk clear of cargo tanks<br>*Longitudinal framing at bottom & at deck* | | 7419<br>6676<br>4402 | ✠100A1 11,40 ~~4,40~~<br>✠LMC CS6,39<br>~~DBS6,40~~ 12,40 ~~4,40~~12,40<br>*Carrying Petroleum in bulk* | F'al Mob | *b*† 2⅛ CL 9,38 | | 1935<br>4mo | Harland& Wolff,Ld. Glasgow<br>*Lloyd's*A&CP | EagleOil& ShippingCo.Ld.<br>*CellDBuE69'16* | 446·0\|60·2\|32·0<br>P95'B44'F32' FK<br>1*tDTf*26'289*tFPT* | London British<br>*15BHptCem*<br>133*tAPT66t* | Oil Engines 4S.C.SA<br>8Cy.25⅞"–55½" 502NHP<br>2DB*180lb*<br>Harland&Wolff,Ld.Gls. | 32 ″ 0<br>s 6 ″ 0½<br>26 ″ 1½ | |
| 82767<br>HPCI | **San Benito**<br>*Fitted for oil fuel*<br>E.S.D. 2*Dks*<br>*Ref.Mchy.* *Cruiser Stern* | | *3724*<br>*3122*<br>*2086* | | | | | 1921 | Workman, Clark&Co.Ld Belfast | BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*) | 325·3\|46·3\|29·2<br>P36'B102'F40' | Panama Pnamanian<br>*WB* | Turbo-ElectricMotor<br>BritishThomsonHouston Co.Bel. | | C |
| 82768 | **San Bernardino** (*ex*Oriole, *ex*WestJappa) *Fitted for oil fuel* 2*Dks*<br>*Now* "Atlantico," *see Supplement* | | 5751<br>5218<br>3555 | | | | | 1920 | AmesS.B. &D.D.Co. Seattle,Wash | Cia.deNav"La Interoceanica" Soc.Anon. | 410·5\|54·2\|29·2<br>P44'B119'F47' | Panama Pnamanian<br>*WB* | T.3Cy.26",43"&73"–48"<br>369NHP<br>AmesS.B.&D.D.Co.Seattle | | R |
| 82769<br>HPCB | **San Blas** Ⓟ<br>Sub.Sig. E.S.D. *Fitted for oil fuel*<br>*Ref.Mchy.* *Cruiser Stern* 2*Dks* | | 3601<br>3118<br>1988 | | | | | 1920 | Workman, Clark&Co.Ld Belfast | BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*) | 325·0\|46·3\|29·2<br>P37'B103'F40' | Panama Pnamanian | T.3Cy.24½",41½"&69"–48"<br>330NHP<br>Wrkman,Clark&Co.Ld Bel | | C |
| 82770<br>HPCA | **San Bruno**<br>*Fitted for oil fuel*<br>*Ref.Mchy.* 2*Dks*&2*ptdks*<br>E.S.D. *Cruiser Stern* | | 3604<br>3118<br>1990 | | | | | 1920 | Workman, Clark&Co.Ld Belfast | BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*) | 325·0\|46·3\|29·2<br>P36'B103'F40' | Panama Pnamanian | T.3Cy.24½",41½"&69"–48"<br>330NHP<br>Wrkman,Clark&CoLd.Bel. | | C |
| 82771<br>149871<br>GNCJ | **San Carlos** TwinSc<br>*ss*Aru.No.3–5,39<br>*Mchy.Aft* | | 2395<br>1743<br>1242 | ✠100A1 6,40 ~~11,39~~<br>✠LMC5,39<br>BS6,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7,27 *F.P. above* 150° F. | Aru | *t* | CL<br>P10,38<br>S11,39 | 1927<br>7mo | Harland& Wolff,Ld. Belfast<br>*Lloyd's*A&CP | LagoShippingCo. Ld.~~(F.J.Wolfe, *Mgrs.*)~~ (R.A. Carder,*Mgr.*)<br>*Wing tanks* | 305·7\|50·2\|14·3<br>P67'F34' FK<br>*Trunk*204'<br>*f*286*ta* 356*tFPT*60*t*<br>*APT75t* | London British<br>*7BHptCem*<br>2SB,*6cf*,GS98,HS3702<br>Harland&Wolff,Ld.Bel. | T.6Cy.13½",23½"&36"–27"<br>180lb (*s*) 196NHP | 15 ″ 0<br>s1 ″10½<br>13 ″ 3½ | |
| 82772<br>165364<br>GZBJ | **San Casimiro**<br>D.F. E.S.D. *Oil Eng.*<br>*Mchy.-Aft* *Cruiser Stern* 1*Dk*,2nd dk clear of cargo tanks<br>*Longitudinal framing at bottom & at deck* | | 8046<br>7201<br>4731 | ✠100A1 4,40<br>✠LMC CS1,41<br>~~DBS1,41~~ 7,37<br>*Carrying Petroleum in bulk* | Sou | *c*† 2⅛ CL 12,40 | | 1936<br>12mo | Blythsw'd S.B.Co.Ld. Glasgow<br>*Lloyd's*A&CP | EagleOil& ShippingCo.Ld.<br>*CellDBuE69'164t* | 465·0\|59·2\|33·8<br>483·0(O.L.)<br>P90'B41'F66' FK<br>*DTf*25'292*tFPT1* | London British<br>*15BH*<br>40*tAPT89t* | Oil Engines 4S.C.SA<br>8Cy.25⅞"–55½" 503NHP<br>DB*180lb*<br>J.G.Kincaid&Co.Ld.Grk. | 34 ″ 0<br>s 6 ″ 7½<br>27 ″ 7 | |
| 82773<br>149989<br>GNMJ | **San Casto** TwinSc<br>*ss*Cco.No.2–35<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*<br>*Longitudinal framing* | | 2446<br>1723<br>1246 | ✠100A1 10,39<br>BS10,39 ✠LMC6,35<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,28 *F.P. above* 150° F. | Cco | *l* | CL<br>P8,38<br>S10,38 | 1928<br>2mo | JLThompson&Sons,Ld. Sunderland<br>*Lloyd's*A&CP | EagleOil& ShippingCo.Ld.<br>*Wing tanks* | 305·6\|51·2\|15·0<br>P83'F38' FK<br>*Trunk*184'<br>*a*30'265*tFPT*98*tA*<br>*PT72t* | London British<br>*8BHptCem*<br>2SB,*6cf*,HS4209<br>MacColl&Pollock,Ld.Sld. | T.6Cy.13½",23"&37"–27" (*s*)<br>180lb 217NHP | 15 ″ 0<br>s 1 ″ 6½<br>13 ″ 7½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of T. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82774 | **San Cipriano** | | 7966 | ✠100A1 | Avn | *c*† | CL | 1937 | Blythsw'd | EagleOil& | 464·9 | 50·1 | 33·9 | London | Oil Engines 4S.C.SA | 34 // 0 | |
| 165480 | | *Oil Eng.* | 7201 | ~~9,430,30~~ 1,41 | ~~Mob~~ | Bel | 9,40 | 6mo | S.B.Co.Ld. | ShippingCo.Ld. | 482·5(o.l.) | | | British | 8Cy.25½"–55½" 503NHP | s 6 // 8½ | |
| GZRP | **D.F.** | 1*Dk*,2nd dk clear of cargo tanks | 4767 | ✠LMC6,57 | | | | | Glasgow | | P94'B43'F48' | | FK | 15*BH* | 2DB*180lb* | 27 // 6½ | |
| | *Mchy.Aft* | *CruiserStern* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | *CellDBuE69'164t* | *DTf25'292t FPT* | | | 140t *APT87t* | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 82775 | **San Cirilo** | | 8012 | ✠100A1 | Avn | *c*† | CL | 1937 | Lithgows | EagleOil& | 462·8 | 61·2 | 33·1 | London | Oil Engines 4S.C.SA | 33 // 3 | |
| 165436 | | *Oil Eng.* | 7238 | 11,10 ~~3,40~~ | Bkn | 2½ | 2,40 | 4mo | Ld. | ShippingCo.Ld. | 478·7(o.l.) | | | British | 8Cy.25½"–55½" 503NHP | s 6 // 5½ | |
| GZMR | **D.F.** | 1*Dk*,2nd dk clear of cargo tanks | 4807 | ✠LMC4,37 | | | | | PortGlasgow | | P97'B46'F48' | | FK | 15*BHptCem* | 2DB*180lb* | 27 // 0½ | |
| | *Mchy.Aft* | *CruiserStern* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | *CellDBuE66'16* | *1tDTf22'215t FPT* | | | 149t *APT96t* | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 82776 | **San Claudio** | **TwinSc** | 2712 | ✠100A1 | Aru | *t* | CL | 1928 | Armstrong | EagleOil& | 304·9 | 51·2 | 15·1 | London | T.6Cy.14",23"&38"–24" (*s*) | 15 // 0 | |
| 160358 | | *ssCco.No.2–36* | 1840 | 10,39 | | | P11,38 | 2mo | Whitworth | ShippingCo.Ld. | | | | British | 180lb 226NHP | s 1 // 5¾ | |
| GNMK | *Mchy.Aft* | 1*Dk(Stl)&Web frames* | 1402 | ~~BS10,30~~ ✠LMC10,35 | | | s10,39 | | &Co.Ld. | | | | | | 2SB,*6cf*, BS4480 | 13 // 8½ | |
| | | *Longitudinal framing* | | 2,41 | | | | | Newcastle | | P83'F39' | | FK | 9*BHptCem* | ShieldsEng.Co.Ld.N.Shl. | | |
| | | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | | *Trunk* 183' | | | | | | |
| | | | | *Fitted for oil fuel* 2,28 | | | *F.P. a* | *above* 1 | 50° F. | | | | *FPT* | 93t *APT80t* | | | |
| 82777 | **San Clemente** (*ex*WestMingo) | | 5493 | | | | | 1919 | LsAngeles | Pacific-Atlantic | 410·0 | 54·4 | 27·2 | Portlnd,Or | T.3Cy.29½",47"&78"–48" | | R |
| 219320 | | *Fitted for oil fuel* | | | | | | | S.B.&D.D.Co | S.S.Co.(StatesS.S. | P43'B115'F47' | | | Utd.States | LosAngelesS.B. 422NHP | | |
| KORB | | 2*Dks* | — | | | | | | SanPedro,Cal | Co.*Mgrs.*) | | | | *WB* | &D.D.Co.SanPedro,Cal. | | |
| | | | 3428 | | | | | | | | | | | | | | |
| 82778 | **San Clemente Maru** | | 7335 | | | | | 1937 | Mitsubishi | MitsubishiShoji | 431·8 | 57·4 | 35·7 | Tokyo | Oil Engines 2S.C.SA | | C |
| 44005 | *Carrying Petroleum in bulk* | *Oil Eng.* | 6780 | | | | | | JukogyoK.K | Kaisya,Ld. | P102'B34'F43' | | | Japanese | 6Cy.28⅜"–49.3⅛" 839NHP | | |
| JWTL | *Mchy.Aft* | 2*Dks* | 5285 | | | | | | Nagasaki | | | | | *WB* | MitsubishiJukogyoK.K. | | |
| 82779 | **San Conrado** | *ss*Bkn.No.1–40 | 7982 | ✠100A1 | Liv | *c*† | CL | 1936 | Blythsw'd | EagleOil& | 465·0 | 59·2 | 33·8 | London | Oil Engines 4S.C.SA | 34 // 0 | |
| 164722 | | *Oil Eng.* | 7201 | 10,10 ~~1,40~~ | Bkn | | 10,40 | 10mo | S.B.Co.Ld. | ShippingCo.Ld. | 484·0(o.l.) | | | British | 8Cy.25½"–55½" 503NHP | s 6 // 10 | |
| GZBG | **D.F.** | 1*Dk*,2nd dk clear ~~of cargo~~ tanks | 4787 | ✠LMC CS11,40 | | | | | Glasgow | | P94'B43'F32' | | FK | 15*BH* | 2DB*180lb* | 27 // 4¾ | |
| | *Mchy.Aft* | *CruiserStern* | | DBS11,40 11,40 | | | | *Lloyd's* | *SA&CP* | *CellDBuE69'164t* | *DTf25'292t FPT* | | | 140t *APT87t* | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Longitudinal framing at bottom & at deck* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 82780 | **San Dario** (*ex*Teakol) | **TwinSc** | 1137 | ✠100A1 | Bkn | *n* | CL | 1918 | Short Bros. | EagleOil& | 210·0 | 34·8 | 16·6 | London | T.6Cy.9½",15½"&26"–18" (*s*) | 16 // 6 | |
| 142290 | | *ssShl.No.3–4,30* | 880 | *withfreeboard* | BS2,41 | | s3,38 | 1mo | Ld. | ShippingCo.Ld. | 220·0(o.l.) | | | British | 180lb 85NHP | s 1 // 3¼ | |
| MKBL | Wireless **D.F.** | *ssBknNo.2–38* | 584 | 2,414 ~~4,40~~ | ✠LMC4,38 | | p2,41 | | Sunderland | | P70'F57' | | FK | 12*BHptCem* | 2SB,*4pf*,GS61,HS1628 | 15 // 3¾ | |
| | *Mchy.Aft* | 1*Dk(Stl)&Web frames* | | ✠NE&B11,22 | ~~BS4,40~~ | | | *Lloyd's* | *SA&CP* | *Mi* | *ddle line bulkhead* | | | *not oil-tight* | AilsaS.B.Co.Ld.Troon | | |
| | | *Longitudinal framing* | | *CarryingPetroleum in bulk* | | | | | | *CellDBuE34'55t* | *DTf 21'189t FPT* | | | 35t *APT71t* | | | |
| | | | | *Fitted for oil fuel* 11,22 | | | *F.P. a* | *above* 1 | 50° F. | | | | | | | | |
| 82781 | **San Delfino** | *ssNwc.No.3–8,40* | 8072 | ✠100A1 | Bkn | *c*† | CL | 1938 | Furness | EagleOil& | 463·0 | 61·2 | 33·1 | London | Oil Engines 4S.C.SA | 33 // 3 | |
| 166580 | | *Oil Eng.* | 7236 | ~~8,40 10,30~~ 3,41 | Avn | 2½ | 6,40 | 9mo | S.B.Co.Ld. | ShippingCo.Ld. | 479·0(o.l.) | | | British | 8Cy.25½"–55½" 502NHP | s 6 // 5½ | |
| GNNY | **D.F.** | 1*Dk*,2nd dk clear of cargo tanks | ~~4771~~ | DBS8,40 ~~✠LMC9,36~~ | | | | | Haverton | | P97'B45'F45' | | FK | 17*BHptCem* | 2DB*180lb* | 27 // 1¼ | |
| | *Mchy.Aft* | *CruiserStern* | 4800 | *Carrying Petroleum in bulk* | | | | | Hill-on-Tees | *CellDBuE66'15* | *9tDTf22'248t FPT* | | | 129t *APT95t* | Hwthrn,Leslie&Co.LdNwc | | |
| | *Longitudinal framing at bottom & at deck* | | | ✠LMC8,40 | | | | *Lloyd's* | *SA&CP* | | | | | | | | |
| 82782 | **San Demetrio** | | 8073 | ✠100A1 | Grk | *c*† | CL | 1938 | Blythsw'd | EagleOil& | 463·2 | 61·2 | 33·1 | London | Oil Engines 4S.C.SA | 33 // 3 | |
| 166623 | | *Oil Eng* | 7234 | ~~4,41 4,40~~ | PGl | 2½ | | 12mo | S.B.Co.Ld. | ShippingCo.Ld. | 479·3(o.l.) | | | British | 8Cy.25½"–55½" 502NHP | s 6 // 5½ | |
| GKKW | **D.F.** | 1 *Dk*, 2nd dk clear of cargo tanks | 4815 | ✠LMC12,38 | | | | | Glasgow | | P97'B44'F47' | | FK | 17*BHptCem* | 2DB*180lb* | 27 // 0½ | |
| | *Mchy.Aft* | *CruiserStern* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | *Cell DBuE71'162t* | *DTf22'256t FPT* | | | 136t *APT96t* | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 82783 | **San Diegan** | **TwinSc** | 987 | | | | | 1920 | L'ng Beach | Star&Crescent | 164·3 | 34·1 | 17·8 | SanDiego | Oil Engines 4S.C.SA | | R |
| 219607 | (*ex*Mazatlan–37) | *Oil Eng.* | | | | | | | S.B.Co. | BoatCo. | | | | Utd. States | 12Cy.14"–18" 229NHP | | |
| KLHA | *Mchy.Aft* | 2*Dks* | — | | | | | | LongBeach, | | | | | | WintonEng.Wks. | | |
| | Wireless | *Carrying Petroleum in bulk* | 589 | | | | | | Cal. | | | | | | SanFrancisco,Cal. | | |
| 82784 | **San Diego** | | 6013 | | | | | 1930 | Harland& | Cie.Générale | 431·5 | 57·3 | 26·7 | Havre | T.4Cy.31",50",&(2)60"–60" | | V |
| | *Ref.Mchy.* | *Fitted for oil fuel* | 5059 | | | | | | Wolff,Ld. | Transatlantique | | | | French | 557NHP | | |
| FNTL | Sub.Sig. **D.F.** | 2*Dks&Shelter dk* | 2796 | | | | | | Belfast | | | | | *WB* | Harland&Wolff,Ld.Bel. | | |
| 82785 | — | **Wood** | 1487 | | | | | 1918 | Mathews' | Wood&Hart,Inc. | 237·3 | 44·7 | 16·8 | S.Frncisco | T.3Cy.14",22"&40"–30" | | |
| 216794 | | *Fitted for oil fuel* | — | | | | | | S.B.Co. | | | | | Utd.States | 88NHP | | |
| KJSQ | | | 835 | | | | | | Hoquiam, | | | | | | LlewellynIronWorks, | | |
| | | | | | | | | | Wash. | | | | | | LosAngeles | | |
| 82786 | **San Diego Maru** | | 7269 | | | | | 1928 | Mitsubishi | MitsubishiShoji | 430·0 | 57·0 | 34·5 | Tokyo | Oil Engines 2S.C.SA | | C |
| 33300 | | *Oil Eng.* | 6829 | | | | | | Zosen | Kaisya,Ld. | P114'B33'F17' | | | Japanese | 6Cy.23⅜"–41⅜" 582NHP | | |
| JQJB | *Mchy.Aft* | 2*Dks* | 5000 | | | | | | Kaisha,Ld. | | | | | *WB* | MitsubishiZosenKaisha, | | |
| | | *Carrying Petroleum in bulk* | | | | | | | Nagasaki | | | | | | Ld.Nagasaki | | |
| 82787 | **San Eduardo** (*ex*Hercules) | **IronSc** | 300 | | | | | 1917 | ..... | A.T.Vega | 151·7 | 19·7 | 11·5 | Gijon | T.3Cy.12",18"&31"–28" | | |
| | | | — | | | | | | | | | | | Spanish | 51NHP | | |
| EGMB | | | 124 | | | | | | | | | | | | A.G.Weser,Bremen | | |
| 82788 | **San Eliseo** | | 8042 | ✠100A1 | Fal | *c*† | CL | 1939 | Lithgows | EagleOil& | 462·4 | 61·2 | 33·1 | London | Oil Engines 4S.C.SA | 33 // 3 | |
| 167176 | | *Oil Eng.* | 7228 | 12,40 ~~4,40~~ | Bkn | 2⅛ | | 2mo | Ld. | ShippingCo.Ld. | 478·6(o.l.) | | | British | 8Cy.25½"–55½" 503NHP | s 6 // 5½ | |
| GKKV | **D.F.** | 1*Dk*,2nd dk clear of cargo tanks | 4786 | ✠LMC2,39 | | | | | PortGlasgow | | P97'B45'F47' | | FK | 17*BHptCem* | 2DB*180lb* | 27 // 0½ | |
| | *Mchy.Aft* | *CruiserStern* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | *CellDBuE66'161t* | *DTf22'218t FPT* | | | 130t *APT96t* | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 82789 | **San Emiliano** | | 8071 | ✠100A1 | Liv | *c*† | CL | 1939 | Harland& | EagleOil& | 463·2 | 61·2 | 33·1 | London | Oil Engines 4S.C.SA | 33 // 3 | |
| 167216 | | *Oil Eng.* | 7234 | ~~5,40 11,30~~ 1,41 | Bkn | 2½ | | 4mo | Wolff,Ld. | ShippingCo.Ld. | 479·4(o.l.) | | | British | 8Cy.25½"–55½" 502NHP | s 6 // 5½ | |
| GRGL | **D.F.** | 1*Dk*,2nd dk clear of cargo tanks | 4814 | ✠LMC4,39 | | | | | Glasgow | | P97'B44'F47' | | FK | 17*BHptCem* | 2DB*180lb* | 27 // 0½ | |
| | **E.S.D.** *Mchy.Aft* | *CruiserStern* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *SA&CP* | | | | *pt Asp* | | Harland&Wolff,Ld.Gls | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | *Cell DBa71'156t* | *Df22'258t FPT* | | | 138t *APT100t* | | | |
| 82790 | **San Ernesto** | | 8078 | ✠100A1 | Hul | *c*† | CL | 1939 | Furness | EagleOil& | 463·0 | 61·2 | 33·1 | London | Oil Engines 4S.C.SA | 33 // 3 | |
| 167214 | | *Oil Eng.* | 7236 | ~~5,40 11,30~~ 2,41 | Bal | 2½ | | 3mo | S.B.Co.Ld | ShippingCo.Ld. | 479·0(o.l.) | | | British | 8Cy.25½"–55½" 503NHP | s 6 // 5½ | |
| GRRT | **D.F.** | 1*Dk*, 2nd dk clear of cargo tanks | 4804 | ✠LMC3,39 | | | | | Haverton | | P97'B46'F45' | | FK | 17*BHptCem* | 2DB*180lb* | 27 // 1¼ | |
| | *Mchy.Aft* | *CruiserStern* | | *Carrying Petroleum in bulk* | | | | | Hill-on-Tees | *CellDBuE66'159t* | *DTf22'248t FPT* | | | 129t *APT95t* | J.G.Kincaid&Co.Ld.Grk. | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | *Lloyd's* | *SA&CP* | | | | | | | | |
| 82791 | **San Fabian** | | 13031 | ✠100A1 | Shl | *h*† | CL | 1922 | Armstrong | EagleOil& | 530·5 | 69·4 | 42·2 | London | 3 Steam Turbines DR | 42 // 3 | |
| 146560 | | *ssBkn.No.3–3,35* | 12555 | *Shelter dk* | Mob | | 3,39 | 5mo | Whitworth | ShippingCo.Ld. | 552·0(o.l.) | | | British | geared to 1 Sc. Shaft (*r*) | s10 // 3½ | |
| GFWJ | | *ssShl.No.1–39* | 8216 | *withfreeboard* | | | | | &Co.Ld. | | B39'*onShelter dk* | | FK | 15*BHtoS dk* | 2201b 978NHP | 32 // 2¼ | |
| | *Mchy.Aft* | 1*Dk(Stl)&Shelter dk(Stl)&* | | 11,40 ~~9,30~~ ✠LMC9,39 | | | | | Newcastle | | | | | 8 „ „ *U* „ | 5SB(Spt),*15cf*,GS300, | | |
| | **D.F.** | *Web frames* | | | | | | *Lloyd's* | *SA&CP* | *CellDBuB43'202t* | *DTf 50'512t* | | | | HS12475 FD | | |
| | | *Longitudinal framing* | | ~~BS11,40~~ | | | | | | | *FPT243t APT70t* | | | | Wllsnd SlipwayCoLd.Nwc | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 5,22 | | | *F.P. a* | *above* 1 | 50° F. | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | 15 Les lettres en gras placées en tête des lignes indiquent les Ports de Construction. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82792 / 5195 / 3080 | **San Felipe** (*ex* Willwello, *ex* Western Glen) „ *Fitted for oil fuel* Now "Empire Gamsbuck," *see N 2 Bx 292 in* | | 5918 | ✠100A1 NYk (Reclassification Contemplated) Examined 5.40 | | | | 1919 6mo | Ames S.B. & D.D. Co. Seattle, Wash | Ministry of Shipping (W. A. Souter & Co. Ltd. *Mgrs.*) | 409·8 P44′ | 54·2 B119′ | 29·2 F47′ FK | British *WB* | T.3Cy 28½,48″ & 80″–48″ 639 NHP Ames S.B. & D.D. Co. Seattle | 31 ″ 11 | R † |
| 82793 / 143232 / GFJZ | **San Felix** *ss* Fal. No. 3–5, 3 4 *ss* Sbl. No. 1–3 8 *Mchy. Aft* 1 *Dk (Stl)* & *Shelter dk* D.F. (*Stl*) & *Web frames* *Longitudinal framing* | | 13037 12550 8207 | ✠100A1 Cff *h*† *Shelter dk* NYk *with freeboard* 4,11 ~~2,40~~ BS4,41 ~~BS6,38~~ LMC4,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F. | | CL N2,39 | | 1921 7mo | Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's* *s.A & CP* | Eagle Oil & Shipping Co. Ld. *Cell D Bu B* 43′ 202 *t D* | 530·4 557·0 (O.L.) F39′ *Shelter dk* FK *Tf* 50′ 512 *t FPT* 243 *t* | 69·4 | 42·2 | London British *pt Cem* 15 *B Hto S dk* 8 „ „ *U* „ *APT* 70 *t* | 3 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220 lb 978 NHP 5SB (Spt), *15 cf*, GS 300, HS 12229 FD Wllsnd. Slpwy. Co. Ld. Nwc. | 42 ″ 3 s 10 ″ 3½ 32 ″ 2½ | |
| 82794 / 143425 / GQXV | **San Fernando** *ss* Nwc. No. 3–3, 3 2 *ss* Bkn. No. 1–3 6 *Mchy. Aft* 1 *Dk (Stl)* & *Shelter dk (Stl)* & D.F. *Web frames* *Longitudinal framing* | | 13056 12563 8335 | ✠100A1 Bkn *h*† *Shelter dk* *with freeboard* 10,39 LMC MS3,36 BS11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,19 *F.P. above* 150° F. | | CL N1,38 | | 1919 10mo | Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's* *s.A & CP* | Eagle Oil & Shipping Co. Ld. *Cell D Bu E & B* 88′ | 530·4 F25′ | 69·4 | 42·2 FK | London British *pt Cem* 15 *B Hto S dk* 8 „ „ *U* „ 202 *t DT f* 50′ | 3 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220 lb 958 NHP 5SB (Spt), *15 cf*, HS 12180 FD Wllsnd Slpwy. Co. Ld. Nwc. 512 *t FPT* 243 *t APT* 70 *t* | 42 ″ 3 s 10 ″ 3½ 32 ″ 3½ | |
| 82795 / 143056 / GQXT | **San Florentino** *ss* Bkn. No. 3–2, 3 2 *ss* Bkn. No. 2–4 ~~*ss* Bkn. No. 1–35~~ *Mchy. Aft* 1 *Dk (Stl)* & *Web frames* & D.F. *Shelter dk (Stl)* *Longitudinal framing* | | 12842 12353 8107 | ✠100A1 Fal *h*† *Shelter dk* Bkn *with freeboard* 4,10 ~~8,20~~ BS8,39 LMC 8,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,19 *F.P. above* 150° F. | | CL ~~4,10~~ 4,10 | | 1919 4mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's* *s.A & CP* | Eagle Oil & Shipping Co. Ld. *Cell D Bu B* 39′ | 530·4 553·0 (O.L.) F28′ | 68·6 | 42·0 FK | London British *pt Cem* 14 *B Hto S dk* 8 „ „ *U* „ 178 *t DT f* 52 | 3 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220 lb 958 NHP 5SB (Spt), *15 cf*, HS 12229 FD Wllsnd Slpwy. Co. Ld. Nwc. 358 *t FPT* 190 *t APT* 54 *t* | 42 ″ 3 s 10 ″ 3 32 ″ 3½ | |
| 82796 / FNTI | **San Francisco** *Ref. Mchy.* *Fitted for oil fuel* D.F. Sub. Sig. 2 *Dks* & *Shelter dk* | | 6013 5046 2796 | | | | | 1930 | Harland & Wolff, Ld. Belfast | Cie. Générale Transatlantique | 431·5 | 57·3 | 26·7 | Havre French *WB* | T.4Cy.31″,50″ & (2) 60″–60″ 557 NHP Harland & Wolff, Ld. Bel. | | V |
| 82797 / 5701 / SGCN | — **Twin Sc 3 Mst** *Oil Eng.* *Tonnage opening closed '40* *ss* Lkr. No. 2–36 D.F. 2 *Dks (Stl)* & *Shelter dk (Stl)* | | 4933 — 3073 | ✠100A1 Got *x* *Shelter dk* Boa *with freeboard* 6,10 ~~1,10~~ LMC 3,36 ~~DBS7,39~~ LMC (M) 6,38 | | OG ~~6,38~~ ~~6,11~~ 6,40 | | 1915 6mo | Akt. Burmeistr & Wain Copenhagen *Lloyd's* *s.A & CP* | Rederiaktieb. Nordstjernan (A. A. Johnson, *Mgr.*) *Cell D Ba* 63′ *u E* 37′ *f* 212′ 113 *t FPT* 74 *t APT* 53 *t* | 362·0 376·3 (O.L.) | 51·2 | 22·6 31·1 FK | Stockholm Swedish *pt Cem* 6 *B Hpt Asp* *DB–80 lb* | Oil Engines 4S.C.SA 12Cy.21½″–28½″ 528 NHP Akt. Burmeistr & Wain, Cpn | 34 ″ 0 s 9 ″ 4½ 24 ″ 10 | |
| 82798 | — **Twin Sc** (*ex* Dr. Kemmerich) 1 *Dk* | | 653 — 399 | | | | | 1912 | Stocks & Kolbe Kiel | Cia. Uruguaya de Nav. Lda. | 182·2 B25′ F24′ | 30·4 | 8·3 | Bns. Aires Argentine *WB* | T.6Cy 10½″, 15¾″ & 25 5/16″–15½″ Christensen & Meyer, Harburg | 53 NHP | |
| 82799 / 24755 / JIYD | **San Francisco Maru** *ss* Kob. No. 3–1, 3 1 *ss* Kob. No. 2–3 9 2 *Dks (Stl)* & *Awng dk (Stl)* | | 5831 5586 4227 | ✠100A1 Kob *y* *Awng dk* *with freeboard* 10,40 LMC ~~7,38~~ 10,400 ~~6,30~~ *Fitted for oil fuel* 1,23 | | OG ~~7,38~~ 9,40 *F.P. above* | | 1919 3mo | Kawasaki Dkyd. Co. Ltd. Kobe A & CP | Yamashita Kisen K.K. *Collision B Hto Awng dk* 5 *B Hto U dk* *Cell D B* 334′ 111 *t FPT* 126 *t APT* 98 *t* | 385·0 | 51·0 | 36·0 FK | Kobe Japanese *pt Cem* 5 *B Hto U dk* 126 *t APT* 98 *t* | T.3Cy.26″,43½″ & 72″–48″ (*s*) 200 lb 440 NHP 2SB (Spt) & 1 Aux SB, *8 cf*, GS 154, HS 5741 FD Kawasaki Dkyd Co Ltd Kobe | 36 ″ 0 s 9 ″ 1½ 27 ″ 1 | |
| 82800 / 129462 / VTGW | **San Francisco Xavier** (P) *ss* Bom. 2nd No. 3–10, 3 8 1 *Dk (Teak)* & *Shade dk (Teak)* | | 339 267 152 | ✠ A1 7,40 ~~5,30~~ BS7,40 ~~BS6,39~~ LMC 10,38 *River & Coast service Bombay* & | | CL ~~8,39~~ N7,40 | | 1910 1mo | Greenock & Grngemouth Dockyard Co. Greenock *Goa* *Lloyd's* *s.A & CP* | Indian Co-operative Nav. & Tradng Co. Ld. | 170·0 F36′ | 26·1 | 9·0 FK | Bombay British 5 *B HCem* | T.3Cy.14″,22″ & 36″–21″ (*s*) 180 lb 66 RHP 1SB, *3 cf*, GS 60, HS 2120 Muir & Houston, Ld. Gls. | 9 ″ 6 s 2 ″ 5 7 ″ 4 | |
| 82801 / SWBF | **San Gabriel** (*ex* Georgian, *ex* Clarksburg) *ss* Pld. No. 3–2, 3 2 D.F. 2 *Dks (Stl)* *Fitted for oil fuel* | | 4943 — 3082 | ✠100A1 Liv *y* (Reclassification Contemplated) Examined 4.40 ✠ | | | | 1920 1mo | Downey S.B. Corp. Arlington, Staten Island | J. A. Coulouthros & others *Cell D B* 306′ 11 | 386·8 P37′ B109′ F38′ 04 *t MT* 27′ 668 *t FPT* | 52·2 | 27·4 FK | Greek 7 *B Hpt Cem* 108 *t APT* 48 *t* | T.3Cy.24″,40″ & 70″–48″ 502 NHP 3SB, *9 cf*, GS 189, HS 7500 Downey S.B. Corp. Arlngtn. | 30 ″ 0 | R † |
| 82802 / 146148 / GFPK | **San Gaspar** *ss* Fal. No. 3–6, 3 4 *ss* Bkn. No. 1–3 9 *Mchy. Aft* 1 *Dk (Stl)* & *Shelter dk (Stl)* D.F. & *Web frames* *Longitudinal framing* | | 12910 12450 8152 | ✠100A1 Bkn *h*† *Shelter dk* Mob *with freeboard* 3,11 ~~1,10~~ LMC MS5,38 BS1,40 3,6 1 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F. | | CL ~~N2,39~~ 2,41 | | 1921 11mo | Palmers' Co. Ld. Newcastle *Lloyd's* *s.A & CP* | Eagle Oil & Shipping Co. Ld. *Cell D Bu B* 38′ 143 *t DT f* 54′ 407 *t FPT* 203 *t APT* 40 *t* | 530·2 552·5 (O.L.) F40′ *on Shelter dk* FK | 68·5 | 42·1 | London British 22 *B Hpt Cem* (15 *to Sh dk* 7 „ *U* „) | 3 Steam Turbines DR geared to 1 Sc. Shaft 200 lb (*s*) FD 913 NHP 5SB (Spt), *15 cf*, GS 302, HS 11595 Palmers' Co. Ld. Newcastle | 42 ″ 3 s 10 ″ 2½ 32 ″ 3½ | |
| 82803 / 146518 / GFWK | **San Gerardo** *ss* Bkn. No. 3–11, 3 3 *ss* Fal. No. 1–3 8 *Mchy. Aft* 1 *Dk (Stl)* & *Shelter dk (Stl)* & D.F. *Web frames* *Longitudinal framing* | | 12915 12450 8150 | ✠100A1 Bkn *h*† *Shelter dk* *with freeboard* 2,40 BS6,39 LMC 7,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,22 *F.P. above* 150° F. | | CL 7,38 | | 1922 2mo | Palmers' Co. Ld. Newcastle *Lloyd's* *s.A & CP* | Eagle Oil & Shipping Co. Ld. *Cell D Bu B* 38′ 143 *t D Tf* 54′ 407 *t FPT* 203 *t APT* 40 *t* | 530·2 552·5 (O.L.) F40′ *on Shelter dk* FK | 68·5 | 42·1 | London British 22 *B Hpt Cem* (15 *to Sh dk* 7 „ *U* „) | 3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200 lb FD 913 NHP 5SB (Spt), *15 cf*, GS 302, HS 11595 Palmers' Co. Ld. Newcastle | 42 ″ 3 s 10 ″ 2½ 32 ″ 4 | |
| 82804 / HPCC | **San Gil** *Fitted for oil fuel* E.S.D. *Ref. Mchy.* *Cruiser Stern* 2 *Dks* & 2 *pt Dks* | | 3598 3114 1992 | | | | | 1920 | Workman, Clark & Co. Ld Belfast | Balboa Shipping Co. Inc. (United Fruit Co. *Mgrs.*) | 325·0 P36′ B103′ | 46·3 | 29·2 | Panama Pnamanian *WB* | T.3Cy.24½″, 41¼″ & 69″–48″ 330 NHP Wrkman, Clark & Co. Ld Bel | | C |
| 82805 / 159 / ITRR | **San Giorgio** (P) *ss* Tri. No. 3–2, 2 1 *Fitted for oil fuel* 1 *Dk* | | 364 292 140 | ✠ ... 1,24 ✠ | | | | 1914 7mo | Stabilmnto Tecnico Trieste | "Istria-Trieste" Soc. Anon. di Nav. | 174·3 F30′ BK7′ | 24·6 | 11·6 | Trieste Italian *WB* | T.3Cy.15½″, 25″ & 41″–24″ 134 NHP Stabilimento Tecnico, Tri. | 12 ″ 6 | I † |
| 82806 / 997 / ITRX | — **Wood Aux Sr** (*ex* Sailing Vessel, *ex* Gabbiano) *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*) | | 326 303 282 | | | | | 1919 | Soc. Costruzione e Nav. Velieri Viareggio | A. Finocchiaro | 132·7 | 28·1 | 13·6 | Genoa Italian | Oil Engines 2S.C.SA 4Cy.12½″–14″ 112 NHP *Emade* 18 *fitted* 33 "Densil" A.S. Motorenfabriken, Aalborg | | I |
| 82807 / 2182 / IBZL | **San Giovanni Battista** (P) (*ex* Ingoma–37) *ss* Bkn. 2nd No. 3–9, 3 2 2 *Dks (Stl)* & 3 *rd dk (Stl)* in *No. 1 hold* | | 5628 4567 3523 | ✠ — 10,37 ✠ | | Lon *z* | | 1913 7mo | D & W Hendersn & Co. Ld. Glasgow | Cia. Ligure di Navigazione *Cell D Ba* 102′ *u E* & *B* 67′ *f* 163′ 96 | 415·4 400·6 P34′ B160′ F50′ | 52·2 | 28·5 FK | Genoa Italian 8 *B HCem* 63 *t APT* 22 *t* | T.3Cy.26½″, 46″ & 76″–54″ 616 NHP 2DB & 1SB, *15 cf*, GS 316, D & W Hendersn & Co Ld Gls | 31 ″ 0 | I † |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Register in which classed if not in R. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82808<br>935<br>ICGB | **San Giuseppe** (*ex* War Trefoil)<br>*ss* Gen. No. 3–12,30<br>*ss* Gen. No. 2–39<br>D.F. 1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | 5074<br>4665<br>2998 | ✠100A1<br>12,39<br>✠LMC<br>MS4,39 BS7,39 | Rot | *y* | CL<br>12,39 | 1917<br>10mo<br>*Lloyd's* | Harland & Wolff, Ld.<br>Belfast<br>*SA&CP* | Soc. Anon. per l'Industria ed il Commercio Marittimo "Nova Genuensis"<br>*Cell DB* | 413·2 \| 52·3 \| 28·4<br>P49′B113′F38′ FK<br>345′ 1106 *t FPT* 118 *t*<br>*APT* 185 *t* | Genoa<br>Italian<br>*7 BHpt Cem* | T. 3Cy. 27″, 44″ & 73″–48″ (*s*)<br>180 lb 490 NHP<br>3SB, *9cf*, GS 190, HS 7020 FD<br>Harland & Wolff, Ld. Bel. | 31 ″ 0<br>*s* 6 ″ 1½<br>25 ″ 3 | |
| 82809<br>292<br>ICGD | **San Giusto** (P) Twin Sc<br>*Oil Eng.*<br>Wireless 1 *Dk* | 861<br>567<br>382 | ✠ ...<br>3,31 | | | | | 1929<br>1mo | Odero-Terni La Spezia | "Istria-Trieste" Soc. Anon. di Nav. | 224·5 \| 30·6 \| 11·8<br>215·7 13·5<br>F96′ BK8″ | Trieste<br>Italian<br>*WB* | Oil Engines 2S.C.SA<br>8Cy. 15¾″–19½″ 350 NHP<br>Soc. Anon. Fiat-Stab. Grandi Motori, Turin | 15 ″ 4 | I<br>† |
| 82810<br>149864<br>VRVK | **San Gorg** (*ex* Mersdon–35, *ex* Kilmersdon)<br>1 *Dk* | 615<br>491<br>258 | | | | | | 1919 | Smith's Dk Co. Ld. South Bank on Tees | Francis Coleiro | 170·0 \| 30·0 \| 15·7 | Malta<br>British | T. 3Cy. 16″, 26″ & 44″–26″<br>99 NHP<br>Smith's Dock Co. Ld. | | C |
| 82811<br>XNAY | **San Hsing** (*ex* Kwang Tah–33, *ex* Fushun)<br>3 *Dks* | 2474<br>2166<br>1533 | | | | | | 1883 | W. B. Thompson<br>Glasgow | San Hsing S.S. Co. | 280·0 \| 40·0 \| 17·9<br>B76′F30′ 25·4 | Shanghai<br>Chinese<br>*WB* | C. 2Cy. 36″ & 72″–48″<br>NB99 299 NHP<br>W. B. Thompson, Dundee | | |
| 82812<br>200468<br>KJXS | **San Jacinto** (P) Twin Sc<br>*Fitted for oil fuel*<br>3 *Dks* | 6069<br>—<br>3870 | | | | | | 1903 | Delaware River Co.<br>Chester, Pa. | Agwilines, Inc. (New York & Porto Rico S.S. Co. *Mgrs.*) | 380·0 \| 53·0 \| 24·7 | New York<br>Utd. States | T. 6Cy. 23″, 39″ & 66″–42″<br>NE&B22 564 NHP<br>Hooven, Owens, Rentschler Co. Hamilton, O. | | R |
| 82813 | **San Jorge**<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 1 *Dk.*<br>*Mchy. Aft* *Cruiser Stern*<br>*Ref. Mchy.* *Longitudinal framing*<br>*Carrying Petroleum in bulk* | 10006<br>8709<br>5831 | | | | | | 1938 | Blohm & Voss, K.a.A.<br>Hamburg | Argentine Government (Yacimientos Petroliferos Fiscales) | 528·7 \| 61·9 \| 35·0<br>P146′B66′F44′<br>*WB* | Bns. Aires<br>Argentine | T. 3Cy. 36½″, 59 1/16″ & 98 7/16″–59 7/8″ HS 14208 1016 NHP<br>Gutehoffnungshütte Sterkrade | | G |
| 82814<br>FNTM | **San José**<br>Sub. Sig. *Fitted for oil fuel*<br>*Ref. Mchy.* D.F. 2 *Dks & Shelter dk* | 6013<br>5046<br>2796 | | | | | | 1930 | Harland & Wolff, Ld.<br>Belfast | Cie. Générale Transatlantique | 431·5 \| 57·3 \| 26·7<br>*WB* | Havre<br>French | T. 4Cy. 31″, 50″ & (2) 60″–60″<br>557 NHP<br>Harland & Wolff, Ld. Belfast | | V |
| 82815<br>212635<br>KDAJ | — (P)<br>*Ref. Mchy.* *Fitted for oil fuel*<br>Sub. Sig. D.F. 3 *Dks & Shelter dk 4 tr b* | 3358<br>1345<br>1938 | | | | | | 1904 | Workman, Clark & Co. Ld.<br>Belfast | United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*) | 330·0 \| 44·6 \| 31·6<br>*WB* | New York<br>Utd. States | T. 3Cy. 25″, 41″ & 68″–48″<br>320 NHP<br>Wrkman, Clark & Co. Ld Bel | | C |
| 82816<br>~~[illegible]~~<br>~~WPCD~~<br>HPSJ | **San Juan** (P)<br>*ss* N.Yk.No.1–41<br>*ss* N.Yk.3rd No.3–7,36<br>*Ref. Mchy.* 1 *Dk & Spar dk* (*Stl*–ws)<br>*& Web frames* | 3512<br>3051<br>2194 | ✠100A1<br>*Spar dk*<br>4,41 ~~3,40~~<br>✠NB2,19 ~~MS7,36~~ Lloyd's RMC 3,~~40~~ 3,41<br>for temp. 18° F.<br>*Fitted for oil fuel* 2,19 | N Yk | *u* | CL<br>3,40<br>*F.P.* | 1900<br>1mo<br>*above* | Harlan & Hollingsworth Co.<br>Wlmgtn, Del.<br>A&CP | San Juan Shipping Co. Inc.<br>*Cell DB a* 86′ *u E &* | 317·0 \| 42·0 \| 20·1<br>27·8<br>P49′B116′F33′ FK<br>*B60′ f 124′ 543 t FP*<br>150° F. | Panama<br>Pnamanian<br>*6 BHCem*<br>*T 128 t APT 68 t* | T. 3Cy. 24″, 38″ & 62″–42″ (*r*)<br>180 lb *180 lb* NDB 19 352 NHP<br>2SB, *6cf*, GS 104, HS 5230 FD<br>Harlan & Hollingsworth Co. Wilmington, Del. | 26 ″ 9<br>~~8 5 ″ 8¾~~<br>21 ″ 7 | |
| 82817 | —<br>*Oil Eng.*<br>1 *Dk* | 389<br>283<br>224 | | | | | | 1929 | N.V. Industrieele Maats. De Noord Alblasserdam | Cia. Anon. Venezolana de Nav. | 148·7 \| 25·3 \| 9·0<br>P41′F17′<br>*WB* | Pto. Cabllo<br>Venezuelan | Oil Engines 4S.C.SA<br>4Cy. 11″–17¾″ 47 NHP<br>Motorenfb. "Deutz" A.G. Köln-Deutz | | |
| 82818<br>EEOS | **San Juan II** (*ex* Sta. Ursula–35, *ex* Gadir–34)<br>*ss* La P. No.3–7,31<br>*ss* La P. No.1–36<br>*Mchy. Aft* 1 *Dk* (*Stl*)<br>*Well deck* *Cargo battens not fitted* | 552<br>372<br>277 | ✠100A–<br>3,36<br>✠LMC 6,39<br>✠NE&B *made 09 refitted* 2,34 | La P | | CL<br>6,39 | 1919<br>3mo | Echevarrieta & Larringaga Cadiz | Adolfo Ramirez Escudero<br>*Cell D* | 163·0 \| 25·5 \| 10·3<br>164·5 26·2<br>FK<br>Q94′B11′F25′<br>*Bf 92 136 t FPT 43 t* | Santa Cruz Teneriffe<br>Spanish<br>*3 BH*<br>*APT 7 t* | T. 3Cy. 12½″, 21″ & 35″–26″ (*s*)<br>180 lb 81 NHP<br>1SB, *3pf*, GS 50, HS 1420<br>Shields Eng. & D.D. Co. Ld. N.Shl. | 12 ″ 10 | |
| 82819<br>2272<br>ICGW | **San Leonardo** (*ex* Lulca–39, *ex* Kabinga–38)<br>*ss* Nwc.2nd No.3–3,34<br>*ss* Gen. No.1–39<br>2 *Dks* (*Stl*) *& deep framing*<br>*& Shelter dk* (*Stl*) | *4657*<br>*4430*<br>*2925* | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>2,40<br>BS6,39 ✠LMC MS9,39 | Ant | *z* | CL<br>8,39 | 1907<br>7mo<br>*Lloyd's* | Armstrong Whitworth & Co. Ld.<br>Newcastle<br>*SA&CP* | Cia. Ligure di Navigazione<br>*Cell DBa* 123 | 400·0 \| 52·1 \| 27·0<br>FK<br>*6 BHCem*<br>*u E & B 63′ f 154′ 971 t APT 29 t* | Genoa<br>Italian | T. 3Cy. 27″, 45″ & 75″–48″ (*s*)<br>180 lb 477 NHP<br>3SB, *9cf*, GS 173, HS 6492 FD<br>N.E. Marine Eng. Co Ld Nwc | 29 ″ 9<br>*s* 3 ″ 8¼<br>26 ″ 2¾ | |
| 82820<br>1755<br>ICFZ | **San Luigi** (*ex* Balcraig–32, *ex* Vancouver)<br>*ss* Gls. 2nd No.3–6,30<br>D.F. 1 *Dk* (*Stl*) *& Spar dk* (*Stl*) *& deep framing* | 4356<br>4132<br>2691 | ✠ ...<br>10,34<br>✠ | Gls | *x* | | 1905<br>10mo | Barclay, Curle & Co. Ld<br>Glasgow | Soc. Anon. Marittima "San Pietro"<br>*Cell D Ba* 124′ *u E2* | 387·6 \| 50·0 \| 19·1<br>376·0 27·1<br>P34′B111′F43′ FK<br>*4′ f 165′ 889 t DT a* 30′ *726 t APT 75 t* | Genoa<br>Italian<br>*6 BHCem* | T. 3Cy. 25″, 41″ & 68″–48″<br>416 NHP<br>2SB, *6cf*, GS 129, HS 5882<br>Barclay, Curle & Co. Ld. Gls. | 29 ″ 8 | I<br>† |
| 82821<br>HRDB | **San Luis**<br>(*ex Aux. Sc.* Caterina–36, *ex* Luisa Verderame) *Oil Eng.*<br>Wireless 1 *Dk*<br>*Mchy. Aft* | *607*<br>*597*<br>*479* | | | | | | 1920 | Wortelboer & Co.<br>Westerbroek | L. & A. Garcia & Co. (L. Garcia, *Mgr.*) | 167·3 \| 28·6 \| 12·4<br>P42′F33′ | Puerto Cortes<br>Honduran<br>*WB* | Oil Engines 4S.C.SA<br>6Cy. 12½″–16″ 91 NHP<br>NE36<br>Atlas-Imperial Diesel Eng. Co. Oakland, Cal. | | R |
| 82822<br>33977<br>JRDB | **San Luis Maru**<br>*Carrying Petroleum in bulk* *Oil Eng.*<br>*Mchy. Aft* 2 *Dks* | 7269<br>6829<br>5001 | | | | | | 1928 | Mitsubishi Zosen Kaisha, Ld. Nagasaki | Mitsubishi Shoji Kaisya Ld. | 430·1 \| 57·0 \| 34·5<br>P99′B33′F44′<br>*WB* | Tokyo<br>Japanese | Oil Engines 2S.C.SA<br>6Cy. 23⅜″–41¾″ 582 NHP<br>Mitsubishi Zosen Kaisha Ld | | C |
| 82823<br>1648<br>ICGE | **San Marco** (*ex* War Summit)<br>D.F. 1 *Dk* | 3076<br>2819<br>1832 | | | | | | 1919 | Wood Skinner & Co. Ld.<br>Newcastle | Soc. Anon. Cooperativa di Nav. "Garibaldi" | 340·1 \| 46·7 \| 23·2<br>331·3<br>P33′B100′F29′<br>*WB* | Genoa<br>Italian | T. 3Cy. 25″, 41″ & 68″–45″<br>310 NHP<br>N.E. Marine Eng Co Ld Nwc | | I |
| 82824<br>219423 | **San Marcos** (*ex* Myrtle, *ex* West Jena)<br>*Fitted for oil fuel* | 5758<br>5291 | | | | | | 1919 | Ames S.B. & D.D. Co.<br>Seattle, Wash | Pacific-Atlantic S.S. Co. (States S.S. Co. *Mgrs.*) | 410·5 \| 54·2 \| 29·2<br>P44′B119′F47′<br>*WB* | Portlnd, Or<br>Utd. States | T. 3Cy. 26″, 43″ & 73″–48″<br>369 NHP<br>Ames S.B. & D.D. Co. Seattle | | R |
| *Name changed to* **San Emire Ocelot**," *see Nov.* 1939 *in Supplement* | | | | | | | | | | | | | | | |
| 82825 | **San Martin** Twin Sc<br>*Oil Eng.* | 544<br>—<br>334 | | | | | | 1884 | Napier, Shanks & Bell<br>Glasgow | Cia. Argentina de Nav. Mihanovich, Ltda. | 240·0 \| 34·2 \| 10·6<br>*WB* | Bns. Aires<br>Argentine | Oil Engines 2S.C.SA<br>4Cy 16½″–18⅞″ NE21 192 NHP<br>C.&G. Bolinders Co. Skm. | | |
| 82826<br>FNTX | **San Mateo**<br>Sub. Sig. *Fitted for oil fuel*<br>D.F. 3 *Dks* | 5947<br>5046<br>2730 | | | | | | 1931 | Harland & Wolff, Ld.<br>Belfast | Cie. Générale Transatlantique | 431·5 \| 57·3 \| 26·7<br>*WB* | Havre<br>French | T. 4Cy. 31″, 50″ & (2) 60″–60″<br>Harland & Wolff, Ld. Belfast | | V |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cet navire est classé. Lettre de Code Commercial. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82827<br>213201<br>KDBE | **San Mateo**<br>*Fitted for oil fuel*<br>D.F. *Ref.Mchy.* 2 *Dks&2pt dks* | | 3289<br>2849<br>1878 | | | | | 1915 | Workman, Clark&Co.Ld. Belfast | MunargoLineCo. | 315·2 P33′ | 44·2 B75′ | 28·8 F39′ | New York Utd. States *WB* | T.3Cy.23½″,39½″&66″–48″ 302NHP Wrkman,Clark&Co.Ld.Bel | | C |
| 82828<br>LOFD | **San Matias** (*ex*AstraIII–37)<br>*ss*B.As.No.2–36<br>*Mchy.Aft* 2 *Dks(Stl)&Webframes*<br>*Bracketless system*<br>*Longitudinal framing*<br>*Fitted for oil fuel*<br>*Carrying Petroleum in bulk* | | 5518<br>4869<br>3140 | ✠ ...<br>6,37<br>✠ | BAs | *y* | | 1928<br>2mo | Cant.Nav. Triestino Monfalcone | Argentine Government (Yacimientos Petroliferos Fiscales)<br>*CellDBu&E&B83′394t DT* | 396·4 P105′B38′F41′ FK<br>*f36′207t FPT131t* | 55·2 | 29·8 | Bns.Aires Argentine<br>*APT112t* | T.3Cy.27½″,46″&77″–54″ 631NHP<br>14 *BHptCem* 4 *to 2nd dk*<br>3SB,*9cf*, ,HS9615<br>D.Rowan&Co.Ld.Glasgow | 30 ″ 0 | |
| 82829<br>136669<br>GQXM | **San Melito**<br>*ss*Bkn.No.3–1,27<br>*ss*Shl.No.2–35<br>*Mchy.Aft* *Longitudinal framing*<br>D.F. 2 *Dks(Stl)&Shelterdk(Stl)*<br>*&Web frames*<br>*Tonnage opening closed 1917* | | 12286<br>9576<br>7880 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>Examined 12,40<br>✠LMC12,40<br>*CarryingPetroleum in bulk*<br>*Fitted for low flash oil fuel* 4,14 | ~~Shl~~<br>~~Grk~~ Mpb | *g*† | CL<br>10,39 | 1914<br>4mo | Palmers' Co.Ld. Newcastle<br>*Lloyd'sA&CP* | EagleOil& ShippingCo.Ld. | 530·0 553·3(O.L.) FK<br>*CellDBu B42′176t DT f60′548t* | 66·5 | 33·5 | London British<br>(11 *to U dk* 9 ,, 2*nd* ,,)<br>*FPT242t APT32t* | Q.4Cy.28½″,41″,58″&84″–54″ 2201b (r) 793NHP<br>4SB,*16cf*, ,HS11392 FD<br>Palmers'Co.Ld.Newcastle | 33 ″ 6<br>s 12 ″ 7½<br>29 ″ 1 | |
| 82830<br>LCXD | **San Miguel**<br>*OilEng.*<br>D.F. *Mchy.Aft* 2 *Dks* | | 2380<br>2136<br>1417 | | | | | 1920 | J&K Smit's Scheepsw. Krimpen a/d Lik | DenNorske Middelhavslinje A/S(Fred.Olsen &Co.&O.R. Thoresen,*Mgrs.*) | 286·2 H178*t* | 39·8 | 24·2 | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 6Cy.22″–39⅜″ 280NHP Werkspoor,Amsterdam | | N |
| 82831<br>CSA1 | —<br>*ss*Lis.No.2–39<br>1 *Dk(Stl)&Shelter dk(Stl)*<br>*Cruiser Stern* | | 2112<br>1694<br>1205 | ✠100A1<br>*withfreeboard*<br>9,40 ~~2,40~~<br>✠LMC<br>MS5,39 BS~~5,40~~ 4,41 | Ant<br>NYk | *t* | CL<br>11,38 | 1931<br>2mo | Swan,Hunter&Wigham Richardson, Ld.Sunderlnd<br>*Lloyd'sA&CP* | Cia.deNav. Carregadores Acoreanos<br>*CellDBa&uE101′ f124′50t* | 291·6 302·2(O.L.) P19′F29′ FK | 42·0 | 17·7 | Ponta Delgada Portuguese<br>5 *BHptCem*<br>*Coll to Sh dk* 4 ,, 2*nd*,,) | T.3Cy.20½″,34″&56″–39″(*s*) 200lb FD 263NHP<br>2SB(Spt)*6cf*,GS101,HS3642<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 19 ″ 11<br>s ″ 8½<br>19 ″ 4½ | |
| 82832<br>(*ex*NamHoi,*ex*TaiOn) | **San Nam Hoi** Ⓟ TwinSc<br>1 *Dk, Shade dk & Promenade dk* | | 1053<br>—<br>720 | | | | | 1891 | Kwong HipLoong HongKong<br>*Rebuilt* 14 *by* Kwong Fab,Hong Kong | SingHingSteam-shipCo. | 172·3<br>H6*t* | 35·1 | 10·1 | Canton Chinese | C.4Cy.14½″,&30″–18½″ NB01 57NHP<br>KwangHepLaung,H.Kg. | | |
| 82833<br>148763<br>GMQK | **San Nicolas** TwinSc<br>*ss*Aru.No.3–12,38<br>*Mchy.Aft* 1 *Dk(Stl)* | | 2391<br>~~1743~~ 1,40 1,41<br>1239 | ✠100A1<br>BS~~1,40~~ 1,41<br>✠LMC12,38<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 5,26 | Aru | *t* | CL<br>~~09,38~~<br>s12,38<br>7,40<br>*F.P. above* 150° F. | 1926<br>5mo | Harland& Wolff,Ld. Belfast<br>*Lloyd'sA&CP* | LagoShippingCo. Ld.(R.A.Carder, *Mgr.*)<br>*Wing tanks f286t wing* | 305·7<br>P67′F34′<br>*Trunk204′ tanks a 356t* | 50·2 FK | 14·3<br>*FPT6*<br>0*tAPT75t* | London British<br>7 *BHptCem*<br>*Coll to Sh dk* 4 ,, 2*nd*,,) | T.6Cy.13½″,23½″&36″–27″ 180lb (*s*) 196NHP<br>2SB,*6cf*,GS98,HS3702<br>Harland&WolffLd.Bel. | 15 ″ 0<br>s 1 ″ 10½<br>13 ″ 4 | |
| 82834<br>HPCD | **San Ning** TwinSc<br>1 *Dk&Promenade dk*<br>Sub.Sig. *Ref.Mchy.* 2 *Dks* | | 776<br>*281*<br>*582* | | | | | 1916 | Kwong FookCheong HongKong | HoiTungCo. | 162·7<br>H6*t* | 28·0 | 8·6 | Canton Chinese | C.4Cy.11″&22″–15″ E&B*made*13 38NHP<br>TinHingEng.Co.H.Kg. | | |
| 82835<br>HPCD | **San Pablo**<br>Sub.Sig. *Ref.Mchy.* 2 *Dks* | | 3305<br>2920<br>1833 | | | | | 1915 | Workman, Clark&Co.Ld Belfast | BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*) | 315·2 P33′B75′F39′ | 44·2 | 28·8 | Panama Pnamanian *WB* | T.3Cy.23½″,39½″&66″–48″ 302NHP Wrkman,Clark&Co.Ld.Bel | | C |
| 82836<br>FNUJ | **San Pedro**<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 2 *Dks&Shelter dk* | | 5947<br>5046<br>2730 | | | | | 1931 | Harland& Wolff,Ld. Belfast | Compagnie GénéraleTrans-atlantique | 431·5 | 57·3 | 26·7 | Havre French *WB* | T.4Cy.31″,50″&(2)60″–60″ &LP Turbine<br>Harland&Wolff,Ld.Bel. | | V |
| 82837<br>32890<br>JPVB | **San Pedro Maru**<br>*Mchy.Aft* *OilEng.*<br>*Carrying Petroleum in bulk* 2 *Dks* | | 7269<br>6829<br>5000 | | | | | 1927 | Mitsubishi ZosenKaisha, Ld. Nagasaki | MitsubishiShoji Kaisya,Ld. | 430·0 P99′B33′F44′ | 57·0 | 34·5 | Tokyo Japanese | Oil Engines 2S.C.SA 6Cy.23⅝″–41⅜″ 593NHP<br>MitsubishiZosenKaishaLd | | C |
| 82838<br>968<br>ICGI | **San Pietro** (*ex*Primola,*ex*War Cowslip)<br>*ss*Gen.No.1–23<br>D.F. 1 *Dk* | | 5199<br>4817<br>3109 | ✠ ...<br>4,28<br>✠ | | | | 1918<br>12mo | Harland& Wolff,Ld Glasgow | Soc.Anon.E.V. Parodi | 413·7<br>400·9<br>P49′B113′F39′ | 52·4 FK | 28·2 | Genoa Italian *WB* | T.3Cy.27″,44″&73″–48″ 518NHP<br>Harland&Wolff,Ld.Gls. | 31 ″ 0 | I<br>† |
| ~~9194~~<br>~~4500~~<br>82840 | —<br>Ⓟ TwinSc<br>(*ex*Mayan–39, *ex*Corinto–35,*ex*Caldas, *ex*GovernorForbes, *ex*Admiral vonTirpitz)<br>*Fitted for oil fuel*<br>1 *Dk&Spar dk* | | 5402<br>—<br>3351<br>1973<br>1644<br>1161 | | | | | 1919<br>1905 | LsAngeles S.B.&D.D.Co SanPedro,Cal<br>G.Seebeck Akt.Ges. Bremerhaven | Wallem&Co.<br>F.BenitezRexach | 410·0<br>P43′B115′F47′<br>261·1<br>P8′B59′H—F28′ | 54·4<br>40·0 | 27·2<br>19·5 | Panama Pnamanian *WB*<br>Ciudad Trujillo Dominican *WB* | T.3Cy.28½″,47″&78″–48″ 422NHP<br>LosAngelesS.B. &D.D.Co.SanPedro,Cal.<br>T.6Cy.14⅝″,23½″&38½″–25½″ 148NHP<br>G.SeebeckA G.Bremerhvn | | R |
| 82841<br>41262<br>JWWJ | **San Ramon Maru**<br>*OilEng.*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>D.F. 1 *Dk2trB* | | 7309<br>—<br>5438 | | | | | 1935 | Mitsubishi JukogyoK.K Nagasaki | MitsubishiShoji Kaisya,Ld. | 431·5<br>P95′B32′F43′ | 57·4 | 35·8 | Tokyo Japanese *WB* | Oil Engines 2S.C.SA 5Cy.28⅜″–49-3/16″ 699NHP<br>MitsubishiJukogyoK.K. Nag. | | C |
| 82842<br>146632<br>GCJZ | **San Roberto**<br>*ss*Bkn.No.3–7,35<br>*ss*Fal.No.1–39<br>*Mchy.Aft* 2 *Dks(Stl)&Webframes*<br>D.F. *Longitudinal framing* | | 5890<br>5226<br>3611 | ✠100A1<br>6,40 ~~6,39~~<br>BS6,40 ✠LMC6,39<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 9,22 | Fal<br>Grk | *z* | CL<br>~~3,37~~<br>6,40<br>*F.P. above* 150° F. | 1922<br>9mo | Armstrong Whitworth &Co.Ld. Newcastle<br>*Lloyd'sA&CP* | EagleOil& ShippingCo.Ld.<br>*CellDBu B38′57t DT f38′713t* | 407·1<br>423·5(O.L.)<br>P105′B37′F60′ FK | 52·2 | 31·4 | London British<br>(10 *to U dk* 5 ,, 2*nd*,,)<br>*APT30t* | T.3Cy.27″,45″&75″–48″ (*r*) 180lb 538NHP<br>3SB,*9cf*,GS186,HS7896 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 31 ″ 6<br>s 5 ″ 4½<br>26 ″ 4½ | |
| 82843<br>99/40 | **San Simeon** (*ex*WestKatan)<br>*Fitted for oil fuel*<br>2 *Dks* | | 5561<br>—<br>3487 | | | | | 1919 | Long Beach S.B.Co. LongBeach, Cal. | Wallem&Co. | 410·5<br>P60′B114′F47′ | 54·3 | 27·2 | Panama Pnamanian *WB* | T.3Cy.24½″,41½″&72″–48″ 359NHP<br>LlewellynIronWorks, LosAngeles | | R |
| 82844<br>145221<br>GDYT | **San Tiburcio**<br>*ss*Fal.No.3–4,33<br>*ss*Avn.No.1–37<br>*Mchy.Aft* 2 *Dks(Stl)&Web frames*<br>D.F. *Longitudinal framing* | | 5995<br>5494<br>3618 | ✠100A1<br>1,40<br>~~BS1,40~~ ✠LMC3,37<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 3,21 | Mch | *z* | CL<br>N1,38<br>A&CP<br>*F.P. above* 150° F | 1921<br>3mo | Standard S.B.Corp. Shooter's Island,N.Y. | EagleOil& ShippingCo.Ld.<br>*CellDBu E&B68′ 153tDT f32′392t* | 413·0<br>428·2(O.L.)<br>P126′B35′F45′ FK | 53·4 | 31·1 | London British<br>16 *BHCem*<br>(12 *to U dk* 4 ,, 2*nd*,,)<br>*FPT105t APT31t* | T.3Cy.27″,45″&74″–48″ (*s*) 180lb 544NHP<br>3SB,*9cf*,GS201,HS8160 FD<br>SunS.B.Co.Chester,Pa. | 31 ″ 0<br>s 5 ″ 9½<br>25 ″ 6½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned for Special Equipment Letter. | Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82845<br>135267<br>GQXD | **San Tirso**<br>*ss*Bkn.No.3-5,25<br>*ss*Fal.No.2-33<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>D.F. *Longitudinal framing*<br>*Carrying Petroleum in bulk*<br>*Fitted for low flash oil fuel* | 6236<br>5772<br>3951 | ✠ ...<br>5,38<br>✠ | Lon | *a*† | | 1913<br>9mo | Swan,Hunter&Wigham Richardson, Ld Newcastle | Anglo-Saxon PetroleumCo.Ld.<br>*CellDBuB24'75t DTf42'454tF* | 420·6\|54·6\|32·4<br>P102'B26'F43' FK<br>17*BHCem*<br>(10 *to U dk*<br>7 „ 2*nd* „) | London<br>British<br>(10 *to U dk*<br>7 „ 2*nd* „) | Q4Cy.24″,35″,50½″&73″–51″<br>554NHP<br>3SB,*9cf*,GS187,HS7740<br>WllsndSlpwy.Co.Ld.Nwc. | 32 ″ 8 | |
| 82846<br>145223<br>GFKL | **San Ubaldo**<br>*ss*Bkn.No.3-6,33<br>*ss*Shl.No.1-37<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>D.F. *Longitudinal framing* | 5999<br>5475<br>3684 | ✠100A1<br>12,39<br>~~#34,38~~ ✠LMC5,37<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel*4,21 *F.P.above* 150° F. | Mch<br>BS5,40 | | CL<br>5,37 | 1921<br>4mo<br>A&CP | Standard S.B.Corp. Shooter's Island,N.Y. | EagleOil& ShippingCo.Ld.<br>*CellDBuE&B68' 153tDTf32'392t* | 412·0\|53·4\|31·0<br>P126'B35'F45' FK<br>16*BHptCem*<br>(12 *to U dk*<br>4 „ 2*nd*„) | London<br>British<br>FD | T.3Cy.27″,45″&74″–48″ (*s*)<br>180lb 544NHP<br>3SB,*9cf*,GS201,HS8160<br>SunS.B.Co.Chester,Pa. | 31 ″ 0<br>*s* 5 ″ 9½<br>25 ″ 5½ | |
| 82847<br>135301<br>GQXF | **San Valerio**<br>*ss*Hfx.No.3-9,26<br>*ss*Bkn.No.2-34<br>*Fitted for oil fuel*<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk* | 6433<br>5946<br>4054 | ✠ ...<br>10,39<br>✠ | Lon | *a*† | | 1913<br>12mo | Palmers' Co.Ld. Newcastle | Anglo-Saxon PetroleumCo.Ld.<br>*CellDBuE&B74'184t DTf39'445tFT110tAPT28t* | 420·0\|54·6\|32·4<br>P102'B25'F42' FK<br>17*BHCem*<br>(10 *to U dk*<br>7 „ 2*nd*„) | London<br>British<br>(10 *to U dk*<br>7 „ 2*nd*„) | Q.4Cy.24″,35″,50½″&73″–51″<br>554NHP<br>3SB,*9cf*,GS171,HS7734<br>Palmers'Co.Ld.Newcastle | 32 ″ 8 | |
| 82848<br><br><br>*Mchy.Aft* | **San-Vicente**<br>*OilEng.*<br>*CruiserStern* 1*Dk* | 394<br>291<br>231 | | | | | 1929 | N.V.Industrieele Maats. DeNoord Alblasserdam | Cia.Anon.Venezolana deNav. | 149·0\|25·2\| 9·2<br>P41'F19' | PtoCabello<br>Venezuelan<br>*WB* | Oil Engines 4S.C.SA<br>4Cy.11″–18″ 38NHP<br>Motorenfabr."Deutz" A.G.Köln-Deutz | | |
| 82849<br>219938<br>KUQK | **San Vincente** (*ex*WestKeats)<br>~~*Fitted for oil fuel*~~<br>2*Dks*<br>*ss*Shi.2ndNo.3-7,40 | 5597<br>5084<br>3496 | 100A1<br>2,41 ~~5,40~~<br>LMC7,40<br>*Fitted for oil fuel*'19 | Shi<br>NYk | *z* | CL<br>~~5,40~~<br>2,41<br>*F.P.above* 150°F. | 1919 | LongBeach S.B.Co. LongBeach, Cal. | S.S.SanVincente, Inc.<br>*CellDB362'1287tMT29'713tFPT13tAPTs284t* | 410·5\|54·3\|27·2<br>427·0(O.L.)<br>P44'B115'F46' FK<br>7*BHptAsp* | Manila.P.I.<br>Utd.States<br>FD | T.3Cy.25″,41½″&72″–48″<br>210lb (*r*) 552NHP<br>3SB,*9cf*,HS8112<br>LlewellynIronWorks, LosAngeles | 29 ″ 9<br>*s* 5 ″ 9¾<br>24 ″ 2½ | R |
| 82850<br>36117<br>JJLC | **San-Yō Maru** Ⓟ Twin Sc<br>(*ex*SanyoMaru-38) *OilEng.*<br>*ss*Osa.No.1-40 *ss*Kob.No.3-1,36<br>*Ref.Mchy.* GyC. 3*Dks*(*Stl*)<br>*CruiserStern* | 8360<br>7812<br>5041 | ✠100A1<br>*withfreeboard*<br>4,40~~3,39~~ 4,40<br>✠LMC CS~~1,35~~<br>DBS~~3,35~~ 4,40 ~~1,37~~ 4,40<br>✠Lloyd'sRMC~~3,20~~ 6,40<br>10,40<br>*Fitted for carrying oil* 10,30*F.P.above* 150° F. *in deep tanks* | Kob<br>Osa | *d*† | CL<br>~~P1,37~~<br>S2,39<br>P4,40 | 1930<br>10mo<br>*Lloyd'sA&CP* | MitsuBishi DkydCo.Ld. Nagasaki | OsakaSyosenK.K.<br>*CellDB373'1295t Tanks in way of tunnels 978tMTs36'1185tFPT96tAPT89t* | 446·0\|60·5\|40·7<br>F40' FK<br>(*Coll to W dk*<br>7 „ 2*nd*„) | Osaka<br>Japanese<br>*8BH pt Cem*<br>DB*100lb* 1495NHP<br>MitsuBishiDkydCoLd Nag | Oil Engines 2S.C.SA<br>12Cy.26¾″–47½″<br>28 ″ 2 | 40 ″ 9<br>*s* 13 ″ 0½ | |
| 82851<br>136653<br>GQXN | **San Zeferino**<br>*ss*Lon.No.3-5,26<br>*ss*Mch.No.2-34<br>2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>*Carrying Petroleum in bulk*<br>*Fitted for low flash oil fuel*<br>(*NOW A DEPOT SHIP*) | 6430<br>5946<br>4052 | ✠ 8,37<br>✠NE6,18 ✠<br>✠NB(p)8,16<br>✠NB(s)6,18 | Bkn | *a*† | | 1914<br>3mo | Palmers' Co.Ld. Newcastle | ShellCo.of Gibraltar,Ld.<br>*CellDBuE&B74' 184tDTf39' 445tFPT110tAPT28t* | 420·1\|54·6\|32·4<br>435·8(O.L.)<br>P102'B25'F42' FK<br>17*BHCem*<br>(10 *to U dk*<br>7 „ 2*nd*„) | London<br>British<br>3SB,*9cf*,GS181,HS7712<br>Palmers'Co.Ld.Newcastle | T.3Cy.27″,44″&73″–48″<br>519NHP | 32 ″ 8 | |
| 82852<br>143326<br>GBRY | **San Zotico** (*ex*WarKookri)<br>*ss*Fal.No.3-3,32<br>*ss*Grk.No.1-36<br>1*Dk*(*Stl*)&*Web frames*<br>D.F. *Longitudinal framing* | 5582<br>4701<br>3370 | ✠100A1<br>~~Fal~~<br>Examined 2,41 Grk<br>BS10,39 ✠LMC7,36<br>*Fitted for oil fuel* 7, 19 *F.P.above* 150° F.<br>*Carrying oil fuel in bulk F.P.above* 150° F. | | *z* | CL<br>9,39 | 1919<br>7mo<br>*Lloyd'sA&CP* | Swan,Hunter&Wigham Richardson, Ld Newcastle | EagleOil& ShippingCo.Ld.<br>*CellDBaE&B65'264tDTa35'197tDTf50'278tFPT95tAPT72t* | 400·2\|52·3\|28·4<br>410·5(O.L.)<br>P49'B121'F39' FK<br>11*BHptCem*<br>(9 *to U dk*<br>6 „ *M* „) | London<br>British<br>3SB,*9cf*,GS189,HS7668<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>FD | 31 ″ 0<br>*s* 4 ″ 10½<br>26 ″ 4½ | |
| 82853<br>1690<br>IBYP | **Sanandrea** (*ex*Hyrcania-32)<br>*ss*Lon.No.3-3,21<br>*Mchy.Aft* *ss*Shl.No.2-29<br>D.F. 2*Dks*(*Stl*)&*Web frames*<br>*Fitted for oil fuel*<br>*CarryingPetroleum in bulk* | 5077<br>4697<br>3107 | ✠ ...<br>5,34<br>✠ | Gen | *y* | | 1908<br>10mo | Armstrong Whitworth &Co.Ld. Newcastle | "Polena"Societa di Navigazione<br>*CellDBuB40'96t DTf38'335tFPT53 tAPT106t* | 400·0\|50·7\|30·4<br>387·0<br>P95'B25'F42' FK<br>15*BHptCem*<br>(9 *to U dk*<br>6 „ *M* „) | Genoa<br>Italian<br>3SB,*12cf*,GS208,HS7569<br>N.E.MarineEngCoLd.Nwc | T.3Cy.26″,44″&72″–48″<br>443NHP | 31 ″ 10 | I<br>† |
| 82854<br><br>LDTS | **Sanct Svithun** Ⓟ<br><br>Wireless D.F. 3*Dks* | 1376<br>661<br>778 | | | | | 1927 | International S.B.&E.Co.Ld. Danzig | DetStavangerske Dampskibsselskab<br>*H241t* | 225·9\|35·2\|21·3<br><br>*WB* | Stavanger<br>Norwegian | C.4Cy.(2)16½″&(2)35 7/16″–55 7/16″<br>149NHP<br>InternationalS.B.&E.Co. Ld.Danzig | | N |
| 82855<br>132992<br>MDQV | **Sanda**<br><br>2*Dks* | 1028<br>927<br>437 | | | | | 1911 | CaledonS. B.&E.Co.Ld. Dundee | ClydeShppg.Co.Ld | 250·2\|35·2\|16·6<br>P&B159'F43' | Glasgow<br>British<br>*WB* | T.3Cy.20″,33″&53″–39″<br>175NHP<br>Caledon SB.&E.Co.Ld.Dun | | C |
| 82856<br><br>LJYW | **Sandanger**<br>*OilEng.*<br>D.F. E.S.D. *Longitudinal framing*<br>*Mchy.Aft* *CruiserStern* 1*Dk*<br>*Carrying Petroleum in bulk* | 9432<br>8796<br>5684 | | | | | 1938 | JLThompson&Sons,Ld Sunderland | Westfal-Larsen& Co.A/S | 483·6\|68·3\|36·2<br>P102'F37' | Bergen<br>Norwegian<br>*WB* | Oil Engines 2S.C.SA<br>7Cy.28⅜″–49 3/16″ 980NHP<br>WallsendSlpwy.&E.Co.Ld | | N |
| 82857<br><br>LCWB | **Sandar** Twin Sc<br>*OilEng.*<br>*ss*Sfj.No.2-36<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>D.F. *CruiserStern*<br>*Longitudinal framing–bracketless system* | 7624<br>7038<br>4549 | ✠100A1<br>8,40 ~~1,30~~<br>DBS11,39 ✠LMC12,36<br>*CarryingPetroleum in bulk* | Sfj<br>Grk | *b*† | CL<br>5,39 | 1928<br>12mo<br>*Lloyd'sA&CP* | Akt.Burmeistr&Wain Copenhagen | ViriksRederiA/S (H.Virik,*Mgr.*)<br>*CellDBuE70'324t DTf45' 518t FPT92tAPT144t* | 451·9\|59·2\|33·9<br>P100'B32'F42' FK<br>16*BHptCem*<br>(11 *to U dk*<br>5 „2*nd* „) | Sandefjord<br>Norwegian<br>2DB*180lb*<br>Akt.Burmeistr&Wain,Cpn | Oil Engines 4S.C.SA<br>12Cy.23½″–43 5/16″ 624NHP | 34 ″ 0<br>*s* 7 ″ 3¾<br>26 ″ 10¾ | |
| 82858<br>7365<br>SGEU | —<br>(*ex*Bærö,*ex*Thorsa)<br>1*Dk* | *1135*<br>*986*<br>*629* | | | | | 1907 | Bergens Mek.Værks. Bergen | RederiA/B Norrström(Ivan Jeansson,*Mgr.*) | 228·0\|35·3\|15·7<br>P27'B69'H92tF26' | Stockholm<br>Swedish<br>*WB* | T.3Cy.16½″26″&44″–30″<br>106NHP<br>BergensMekVærksBergen | 16 ″ 10 | N |
| 82859<br><br>LHEQ | **Sande** Wood<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 578<br>465<br>383 | | | | | 1921 | Svelvik Skibsverft Svelvik | A/S Nord& Ostersjöfart (IvarW.Isaksen) | 157·2\|31·6\|14·6<br>P70tF28t | Skien<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.16½″–18 1/16″ 192NHP<br>J&CG Bolinder'sCoLdSkm | | N |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée initialement, et explic. Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pes. | 15 Registered with Lloyd's Register of Shipping. Expires Dec. 31st. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82860 | **Sandefjord** (*ex*Herbjörn-37) | TwinSc | 8038 | ✠100A1 | Rot | *b*† | CL | 1929 | A.B.Gota- | ViriksRederiA/S | 441·1 | 59·2 | 35·4 | Sandfjord | Oil Engines 4S.C.SA | 35 ″ 0 | |
| 7242 | *Oil Eng.* | | 8,40 3,39 | | Bom | | P11,37 | 2mo | verken | (H.Virik, *Mgr.*) | 459·5 (O.L.) | | | Norwegian | 14Cy.21½″–39″ 634NHP | s 8 ″ 1 | |
| LDIF | *Mchy.Aft* | *ss*Got.No.2–37 | 4767 | DBS8,40 ✠LMC12,37 | | | s7,40 | Gothenburg | | | P96′F37′ FK | | | 10*BHptCem* | 2dn*150lb* | 27 ″ 1½ | |
| | D.F. | 1*Dk*(*Stl*) | *Carrying Petroleum in bulk* | | | | | *Lloyd's SA&CP* | | *CellDBuE65′278t DTf29′468t FPT113t APT247t* | | | | Akt.Götaverken,Got. | | | |
| 82861 | **Sandenburgh** Ⓟ | | 944 | | | | | 1915 | Maats. | Wm.H.Müller&Co. | 231·5 | 33·2 | 13·8 | Rottrdam | T.3Cy.17½″,29″&46″–36″ | | V |
| | (*ex*BatavierI–37) | | 808 | | | | | | Fyenoord | N.V. | P&B178′F30′ | | | Dutch | 127NHP | | |
| PHIH | Wireless | 2*Dks* | 531 | | | | | | Rotterdam | | | | | *WB* | Maats.Fyenoord,Rot. | | |
| 82862 | **Sandhill** | 3Mst | 586 | ✠100A1 | Nwc | *k* | CL | 1938 | J.Koster | Tyne-TeesSteam | 189·6 | 31·6 | 10·9 | Newcastle | Oil Engines 4S.C.SA | 13 ″ 6 | |
| 165759 | | *Oil Eng.* | 465 | *with freeboard* | | | 11,38 | 2mo | Hzn.Schpsw | ShippingCo.Ld. | 195·9 (O.L.) | | | British | 6Cy.15¾″–26″ 144NHP | s ″ 2 | |
| GKGP | | 1*Dk&Shelter dk* | 276 | 11,38 ✠LMC2,38 | | | | | "Gideon" | | | FK | | 3*BHptCem* | | 13 ″ 5½ | |
| | *Mchy.Aft* | *CruiserStern* | | | | | | | Groningen | | *CellDB114′291t* | | | *Coll to Sh dk* | Humboldt-Deutzmotoren, | | |
| | | | | | | | | *Lloyd's SA&CP* | | | *FPT65t APT30t* | | | 2 ,, 2nd *dk*) | A.G.Köln-Deutz | | |
| 82863 | **Sandholm** (*ex*JollyMarie) | | 363 | ✠100A1 | Brs | *e* | CL | 1920 | J.&D. | HolmsSand& | 135·2 | 23·6 | 10·2 | Bristol | C.2Cy.17″&34″–24″ (*s*) | 11 ″ 0 | |
| 145026 | | *ss*Brs.No.3–8,33 | 267 | 11,40 8,38 | | | 8,38 | 9mo | Morris,Ld. | GravelCo.Ld. (T.R. | | | | British | 130lb 62RHP | s ″ 9½ | |
| MKGB | | *ss*Brs.No 1–37 | 133 | BS11,39 ✠LMC3,37 | | | 11,40 | | Newcastle | Brown&Sons,Ld. | Q44′B8′F18′ FK | | | 5*BHCem* | 18B,2*pf*,GS36,HS1180 | 10 ″ 4 | |
| | *Mchy.Aft* | 1*Dk*(*Stl*) | | 11,40 | | | | *Lloyd's SA&CP* | | *Mgrs.*) | | | | 1SB,2*pf*,GS36,HS1180 | | | |
| | *Well deck* | | | *For service in the Bristol Channel, limiting port sawards Swansea* | | | | | | | *FPT35t APT12t* | | | G.T.Grey&Co.Ld.S.Shields | | | |
| | | | | *Fitted for pumping & carryin* | | | | | | *in bulk* | | | | | | | |
| 82864 | **Sandnæs** Ⓟ | | 578 | | | | | 1914 | Stavanger | SandnæsDamp- | 167·1 | 27·1 | 11·7 | Sandnes | T.3Cy.17″,27″&46″–28″ | | |
| | | | 372 | | | | | | Stöberi&Dok | skibsAktieselsk. | P158tH92tF47t | | | Norwegian | 112NHP | | |
| LETQ | | 2*Dks* | 284 | | | | | | Stavanger | | | | | *WB* | StavangerStöberi&Dok | | |
| 82865 | **Sandown** Ⓟ | Pad | 684 | | | | | 1934 | W.Denny | SouthernRly.Co. | 216·0 | 29·1 | 10·0 | Portsmth | T.3Cy.16″,25½″&41″–63″ | | BT till 5,40 |
| 162807 | | | 423 | | | | | | &Bros.Ld. | | B28′ | | | British | 133NHP | | |
| MBWG | *CruiserStern* | 2*Dks* | 280 | | | | | | Dumbarton | | | | | | W.Denny&Bros.Ld.Dmb. | | |
| 82866 | **Sandown Castle** | | 7607 | ✠100A1 | NYk | *b*† | CL | 1921 | Short Bros. | Union-CastleMail | 425·5 | 56·3 | 36·4 | London | 3Steam TurbinesDR (*s*) | 38 ″ 7 | |
| 146167 | | | 7032 | *Shelter dk* | Liv | Lon | 9,39 | 4mo | Ld. | S.S.Co.Ld. | 445·0 (O.L.) | | | British | geared to 1 Sc.Shaft | s 8 ″ 3½ | |
| GFBW | Sub.Sig. | *ss*Bkn.No.3–8,33 | 4707 | *with freeboard* | | | | | Sunderland | | B130′F45′*on* FK | | | *pt Cem* | 220lb 642NHP | 30 ″ 6 | |
| | | *ss*Fal.No.1–38 | | 9,41 9,39 ✠LMC | | | | *Lloyd's SA&CP* | | | *Shelter dk* | | | | 3SB.9*cf*,GS169,HS7860 FD | | |
| | | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* | | MS1,38 BS2,40 6,41 | | | | | | | | | | *Collision* | N.E.MarineEngCoLd.Nwc | | |
| | | *Longitudinal framing* | | *Fitted for oil fuel* 10,21 *F.P. o* | | | | | | | *BH to Sh dk* | | | | | | |
| | | *Cargo battens not fitted in Shelter* | | | | | | | | | 6 ,, ,, *U* ,, | | | | | | |
| | | *'tween decks* | | | | | | | | | *CellDB357′1225t DTa35′ 1095t* | | | *FPT108t APT116t* | | | |
| 82867 | **Sandrina** (*ex*Curonia–32,*ex*Pengam, | | 793 | ✠ ... | | | | 1918 | Cochrane& | A.Lauro | 220·0 | 30·0 | 15·6 | Naples | T.3Cy.16″,26″&44″–26″ | 16 ″ 5 | I |
| 480 | *ex*Kildwick) | *ss*Sou.No.3–12,20 | 663 | 4,33 | | | | 10mo | Sons,Ld. | | 213·5 B45′F27 | | | Italian | 213NHP | | † |
| ITZB | | *ss*Cff.No.2–29 | 408 | ✠ | | | | | Selby | | len20 FK | | | *WB* | C.D.Holmes&Co.Ld.Hull | | |
| | | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| 82868 | **Sandsend** | | 3612 | ✠100A1 | Cff | *v* | CL | 1925 | W.Pickers- | Rowland&Mar- | 348·0 | 50·0 | 22·9 | Whitby | T.3Cy.24″,40″&66″–45″ (*s*) | 24 ″ 11 | |
| 137089 | | *ss*Cff.No.3–6,37 | 3213 | 7,40 7,39 | Hul | | 8,37 | 6mo | gill&Sons,Ld. | wood'sS.S.Co.Ld. | 361·5 (O.L.) | | | British | 180lb 190lb 315NHP | s 4 ″ 1½ | |
| GKSW | D.F. | 1*Dk*(*Stl*) | 2193 | BS5,38 ✠LMC6,37 | | | 6,40 | | Sunderland | (Headlam&Son, | P33′B105′F30′ FK | | | 6*BHCem* | 2SB,6*cf*,GS133,HS4834 | 21 ″ 0 | |
| | | | | 7,40 | | | | *Lloyd's SA&CP* | | *Mgrs.*) *CellD* | *B308′ 893t FPT60t* | | | *APT133t* | G.Clark,Ld.Sunderland | | |
| 82869 | **Sandviken** Ⓟ | | *2916* | ✠100A1 | HKg | *t* | CL | 1926 | W.Hamil- | Wallem&Co.A/S | 295·0 | 45·7 | 26·0 | Bergen | T.3Cy.20½″,34″&55½″–36″(*s*) | 28 ″ 3 | |
| | | *ss*H.Kg.No.3–1,38 | *2656* | *with freeboard* | | | 2,40 | 2mo | ton&Co.Ld. | (H.J.Wallem, *Mgr*) | 305·0 (O.L.) | | | Norwegian | 180lb 244NHP | s 9 ″ 8½ | |
| LCWW | D.F. | *Upper dk*(*ptStl–*teak s) | *1775* | 2,40 | | | | | Pt.Glasgow | | B72′F31′ FK | | | *Cem* | 2SB,6*cf*,GS132,HS4302 | 18 ″ 8½ | |
| | | 2*nd dk*(*Stl*) | | BS2,40 ✠LMC1,38 | | | | *Lloyd's SA&CP* | | | | 4 | | *BH to 2nd dk* | Rankin&BlackmoreLdGrk | | |
| | | | | | | | | | | *CellDB250′502t FPT88t APT105t* | | 1 | | ,, ,, *U* ,, | | | |
| 82870 | **Sandwich** (*ex*LakeFalun) | | 2606 | ✠ ... | | | | 1920 | Detroit | EasternS.S.Lines, | 251·0 | 43·6 | 26·1 | Portsmth, | T.3Cy.21″,35″&59′–42″ | 28 ″ 2 | R |
| 219414 | | *Fitted for oil fuel* | 2237 | 11,20 | | | | 2mo | S.B.Co. | Inc. | P25′B64′F23′ FK | | | N.H. | 352NHP | | † |
| KJXW | Sub.Sig. | 1*Dk2trB* | 1612 | ✠ | | | | | Wyandotte | | *WB* | | | Utd.States | DetroitS.B.Co.Detroit | | |
| 82871 | **Sandy Hook** Ⓟ | IronTwinSc | 1519 | | | | | 1889 | Harlan& | CentralRailroad | 260·5 | 37·1 | 14·3 | NewYork | T.6Cy.22″,36″&55″–28″ | | |
| 116264 | | | — | | | | | | Hollings- | Co.ofNewJersey | | | | Utd.States | NB05 320NHP | | |
| | | 1*Dk&Hurr.dk* | 1033 | | | | | | worthCo. | | | | | | Harlan&HollingsworthCo. | | |
| | | | | | | | | | Wlmgtn.Del. | | | | | | | | |
| 82872 | **Sanfry** | | 946 | ✠100A1 | Goo | *l* | OG | 1930 | GooleS.B. | J.Hargreaves& | 205·5 | 32·2 | 11·8 | Goole | T.3Cy.17″,28″&46″–33″ (*s*) | 14 ″ 0 | |
| 161046 | | *ss*Goo.No.2–39 | 633 | 8,41 11,39 9,41 | | | 6,39 | 8mo | &RepgCo. | Sons(Leeds)Ld. | | | | British | 180lb 148NHP | s 4 ″ 8½ | |
| MPWS | *Mchy.Aft* | 1*Dk*(*Stl*) | 481 | ✠LMC | | | 8,40 | | (1927)Ld. | | Q121′B13′F25′ FK | | | 3*BHCem* | 2SB,4*cf*,GS78,HS2500 | 13 ″ 8 | |
| | *Well deck* | *Cargo battens not fitted* | | BS4,36 6,40 MS6,39 | | | | | Goole | | | | | | Earle'sS.B.&E.Co.Ld.Hull | | |
| | | | | 6,41 | | | | *Lloyd's SA&CP* | | *CellDB126′256t FPT77t APT33t* | | | | | | | |
| 82873 | **Sangara** | | 5445 | | | | | 1939 | Scotts'S.B. | ElderDempster | 378·0 | 52·7 | 21·3 | Liverpool | Oil Engines 2S.C.DA | | C |
| 166270 | | *Oil Eng.* | 4702 | | | | | | &Eng.Co.Ld. | Lines,Ld. | P36′F48′ | | 30·1 | British | 6Cy.23⅝″–35 7/8″ 1170NHP | | |
| GNGQ | | *CruiserStern* 3*Dks* | 3196 | | | | | | Greenock | | | | | | Scotts'S.B.&E.Co.Ld.Grk. | | |
| 82874 | **Sangigi** (*ex*Fiumana,*ex*Fiume) | | 3666 | ✠ ... | Tri | | | 1911 | Richardsn, | "Peninsulare" | 342·5 | 48·3 | 22·0 | Genoa | T.3Cy.24″,40″&65″–42″ | 24 ″ 7 | I |
| 1762 | | *ss*Rot.No.3–4,32 | 2957 | 3,34 | | | | 4mo | Duck&Co. | Soc.Italiana di | 331·3 | | | Italian | 296NHP | | † |
| IBNM | | 1*Dk*(*ptSt–ptIrn*) | 2316 | ✠ | | | | | Stockton | Cabotaggio | P25′B127′F31′ FK | | | 5*BHCem* | 2SB,6*cf*,GS121,HS4546 | | |
| | | | | | | | | | | *CellDBa110′uE&* | *B54′f128′842t FPT81t APT84t* | | | | Blair&Co.Ld.Stockton | | |
| 82875 | **Sangro** | | 6466 | | | | | 1925 | Cantieri ed | "Italia"Soc. | 387·4 | 52·5 | 27·7 | Genoa | 2 Steam Turbines DR | | CI |
| 1338 | | *Fitted for oil fuel* | — | | | | | | Officine | Anon.di Nav. | 376·5 | | | Italian | geared to 1 Sc.Shaft | | |
| ICGC | *Mchy.Aft* | 2*Dks* | 3795 | | | | | | Meridionali | | P321′F22′ | | | *WB* | | | |
| | D.F. | *CarryingPetroleum in bulk* | | | | | | | Baia | | | | | | FrancoTosi,Legnano | | |
| 82876 | **Sanka Maru** | | 2495 | | | | | 1918 | MitsuiBus- | OguriKisenK.K. | 284·5 | 42·5 | 23·0 | Kobe | T.3Cy.21″,34 3/16″&56 1/16″–33 3/16″ | | C |
| 24069 | | | — | | | | | | sanKaisha | | | | | Japanese | 162NHP | | |
| JSKB | | | 1508 | | | | | | Uno | | | | | | HaseTekkosha,Osaka | | |
| 82877 | **Sanko Maru** | | 5500 | | | | | 1939 | OsakaIron | DairenKisenK.K. | 393·7 | 53·8 | 30·5 | | 2 steam turbines DR geared | | |
| | | | | | | | | | Works,Ld. | | | | | Japanese | to 1sc. shaft 550NHP | | |
| | D.F. | *Mchy.Aft* | *CruiserStern* | | | | | | Osaka | | | | | | HitachiSeisaku-sho | | |
| 82878 | — | | 4958 | | | | | 1937 | OsakaIron | ~~SaccoKisenK.K.~~ | 369·8 | 54·1 | 29·2 | Kobe | 2DR geared steam turbines | | C |
| 42972 | | | — | | | | | | Works,Ld. | SankoKisenK.K. | | | | Japanese | 433NHP | | |
| JTPL | | | 3006 | | | | | | Innoshima | | | | | | IshikawajimaS.B.&E.Co. | | |
| | | *CruiserStern* | | | | | | | | | | | | | Ld.Yka. | | |
| 82879 | **Sankō Maru** | | 636 | | | | | 1919 | Mitsui | ToaKaiunK.K. | 160·5 | 29·0 | 14·7 | Kobe | C.2Cy.18½″&36¼″–24½″ | | |
| 24536 | | | 544 | | | | | | BussanK.K. | | F23′ | | | Japanese | 54NHP | | |
| JECI | *Mchy.Aft* | 1*Dk* | 322 | | | | | | Uno | | | | | | FarnhamBoyd&Co.Shi. | | |
| 82880 | **Sankt Ibb** Ⓟ | TwinSc | 626 | | | | | 1935 | Frdrkshvn | Dampskibssel- | 165·7 | 30·0 | 10·1 | Copnhagn | Oil Engines 2S.C.SA | | G |
| | | *Oil Eng.* | 329 | | | | | | Værft og | skabetOresundA/S | | | | Danish | 14Cy.9½″–16 9/16″ 235NHP | | |
| OXYH | Wireless | 1*Dk* | 322 | | | | | | Flydk. | (M.N.Suenson, | | | | *WB* | Atlas-DieselA/B,Skm. | | |
| | | *CruiserStern* | | | | | | | Fredrikshavn | *Mgr.*) | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L. R. Date of B. of Tn. & Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82881 2056 ICFV | **Sannio** Ⓟ (ex General Mitre–35, ex Artus) Sub. Sig. | 4Mst 2 *Dks & Awng dk* | 9834 7389 5772 | ✠ ... 5,35 | Drn | *v* | | 1921 | Bremer Vulkan Vegesack | Lloyd Triestino Soc. Anon. di Nav. | 485·9 468·8 | 58·3 | 40·3 | Genoa Italian *WB* | T 3Cy 32⅝, 52⅝ & 86⅜"–55⅛" & LP Turbine 556 NHP Bremer Vulkan, Vegesack | | GI |
| 82882 412 JKTA | **Sansei Maru** Ⓟ | *Oil Eng.* 1 *Dk (Stl) 2nd dk (Stl) except in foremost & aftermost holds* | 3267 2724 1872 | ✠ ... 5,35 | Drn | *v* | | 1931 6mo | Mitsui Bussan Kaisha, Ld. Tama | Dairen Kisen K.K. *Cell D B 228'679t Tanks in way of tunnel 207t* | 336·2 P33'B80'F31' | 48·5 FK | 24·0 *FPT 63t APT 102t* | Dairen Japanese *5 B H pt Cem* | Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271 NHP Mitsui Bussan Kaisha, Ld. Tama | 24 ″ 0 | |
| 82883 42616 JGML | — Ⓟ E.S.D. *Mchy. Aft* | *1 Dk Cruiser Stern* | 2386 1830 1262 | | | | | 1936 | Uraga Dock Co. Ld. Uraga | Yamashita Kisen K.K. | 284·9 Q146'F30' | 42·9 | 21·4 | Kobe Japanese *WB* | C.4Cy.(2) 11⅞" & (2) 20½"–13¾" SR geared & LP turbine DR geared to screw shaft 400 NHP Uraga Dock Co. Ld. Uraga | | C |
| 82884 166261 GQQN | **Sansu** *Cruiser Stern* | *Oil Eng.* 3 *Dks* | 5446 4702 3196 | | | | | 1939 | Scotts' S.B. & Eng. Co. Ld. Greenock | Elder Dempster Lines, Ld. | 378·0 P36'F48' | 52·7 | 21·3 30·1 | Liverpool British | Oil Engines 2S.C.DA 6Cy.23⅝"–35⅞" 1170 NHP Scotts' S.B. & E. Co. Ld. Grk | | C |
| 82885 39276 JXFH | **Sansui Maru** Ⓟ | *Oil Eng.* 1 *Dk Cruiser Stern* | 812 — 455 | | | | | 1934 | Mitsubishi Jukogyo K.K. Kobe | Setsuyo Syosen K.K. | 190·0 F38' | 31·0 | 15·0 | Osaka Japanese | Oil Engines 4S.C.SA 6Cy.16¾"–24 7/16" 164 NHP Mitsubishi Jukogyo K.K. Kobe | | |
| 82886 388 ICGV | **Sant' Antioco** (ex San Diego–36, ex Orient) | ss Pld. No. 3–9,31 2 *Dks (Stl) & Web frames Longitudinal framing Fitted for oil fuel* | 5048 4348 3024 | ... 5,35 | SFo | *x* | | 1919 11mo | Bethlehem S.B. Corp. Ld. Sparrow's Pt. Md. | Azienda Carboni Italiani (Carlo Martinolich & Figlio, *Mgrs.*) *Cell D B 336'1133t* | 393·7 376·4 P54'B94'F39' | 52·3 FK | 27·0 *MT 21'328t FPT 11 6t APT 206t* | Trieste Italian *6 B H Cem* | T.3Cy.24", 41" & 68"–48" 486 NHP 3SB, *9cf*, HS 7237 Bethlehem S.B. Corp. Ld. | 29 ″ 6 | I † |
| 82887 690 ITZI | **Sant' Antonio** (ex Advance–33, ex Aux M. Nobel) *Mchy. Aft* | 3Mst *Oil Eng.* 1 *Dk* | 374 340 305 | | | | | 1919 | Kaldnæs Mek. Værks. Tönsberg | Augusto Checchi | 153·5 Q26*t* | 28·6 | 11·3 *WB* | Viareggio Italian | Oil Engines 2S.C.SA 2Cy.16⅝"–18¼" 97 NHP J. & C.G. Bolinders Co. Ld. Skm | | I |
| 82888 239253 WDTF | **Santa Ana** D.F. E.S.D. GyC. *Ref. Mchy.* | *Fitted for oil fuel* 3 *Dks Cruiser Stern* | 8095 — 5792 | | | | | 1939 | Newport News S.B. & D.D. Co Newport News | Grace Line, Inc. | 459·0 P38'B78'F48' | 63·0 | 40·5 *WB* | Wilmington Del. Utd. States | 2 DR geared steam turbines 1000 NHP | | |
| 82889 227968 WPBT | **Santa Barbara** Ⓟ D.F. GyC. *Ref. Mchy.* | Twin Sc *Oil Eng.* ss N.Yk. No. 2–36 1 *Dk (Stl) & Shelter dk (Stl)* 3rd *dk (Stl) in Cruiser Stern* Nos. 1, 2, 3 & 5 holds *Platform deck for fruit cargoes in No. 4 hold* | 7712 5201 3371 | ✠ 9,39 *with freeboard* ~~(Stl) CS 10,37~~ ~~DB 9,38~~ ~~Lloyd's RMC 1,40~~ ~~Nos. 4 & 5 holds for temp. 32° F.~~ | NYk | *e* † | CL P7,38 S3,39 | 1928 8mo | Furness SB Co. Ld. Haverton Hill-on-Tees *Lloyd's A & CP* | ~~Grace Line, Inc.~~ *Duct keel Cell D B 349'11* | 466·0 B250'F54' *fwd of mchy. space 85t Tanks in way of tunnels* | 64·0 FK | 25·4 *FPT 79t APT 111t* | New York Utd. States *pt Cem 9 B H to S dk* Sulzer Bros. Winterthur | Oil Engines 2S.C.SA 16Cy.26½"–41¼" 1994 NHP 2 DB *120lb* | 28 ″ 6 ~~s 3 ″ 6¾~~ ~~25 ″ 2~~ | |
| 82890 117003 WEFZ | — *Mchy. Aft* | Wood *Fitted for oil fuel* 1 *Dk* | 695 612 527 | | | | | 1900 | W. F. Stone San Francisco | J. R. Hanify Co. | 183·5 | 37·5 | 13·5 | S. Frncisco Utd. States | T.3Cy.13", 22" & 36"–24" Fulton Iron Works, 64 NHP San Francisco, Cal. | | |
| 82891 36416 LQGP | **Santa Catharina** (ex San Jorge–34, ex Sapele, ex Abonema) *Fitted for oil fuel* | ss Rot. No. 3–10,20 ss Bmn. No. 2–29 2 *Dks (Stl) & Web frames & Shelter dk (pt Irn & pt Stl)* | *4031* 2973 *2802* | ✠ 10,33 | BAs | *v* | | 1907 7mo | Irvine's SB & D.D. Co. Ld. W Hartlepool | Cia. Argentina de Nav. Mihanovich, Lda. *Cell D Ba 96'u E 26'f 142'* | 324·7 | 45·9 FK | 30·7 *563t APT 27t* | Bns. Aires Argentine *6 B H Cem* | T.3Cy.24", 40" & 66"–45" 312 NHP 2SB, *6rf*, GS 121, HS 4740 Richardsons, Westgarth & Co. Ld. Sld. | 33 ″ 2 | V † |
| Now "Kitty's Brook," | | | *2802* | | | | | | | | | | | | | | |
| 82892 229337 WMDB | **Santa Clara** Ⓟ *Ref. Mchy.* D.F. E.S.D. GyC. *Cruiser Stern* | Twin Sc ss N.Yk. No. 2–38 2 *Dks (Stl) 3rd dk (Stl) except in way of No. 4 hold & mchy space Platform deck for fruit cargoes in No. 4 hold* | 8101 — 3585 | ✠ 100 A1 *with freeboard* ~~(Stl) 3,44~~ ~~MS 8,37~~ ~~Lloyd's RMC 7,40~~ 3,41 Nos. 4 & 5 holds for temp. 32° F. *Fitted for oil fuel* 3,30 | NYk BS 5,40 LMC BS 5,39 *F.P. above* 150° F. | | CL ~~DB 3,38~~ SN 9,38 FN 7,40 | 1930 3mo | New York S.B. Co. Camden, N.J. *Lloyd's A & CP* | Grace Line, Inc. *Cell D B 359'1230t* | 483·3 B231'F53' *tanks in way of tunnels* | 63·9 FK | 25·5 34·4 *9 B H pt Cem (8 to W dk 1 ,, 2nd ,,) 581t FPT 81t APT 119t* | New York Utd. States 6 WTB (Spt 300lb) 300lb FD General Electric Co. Schenectady, N.Y. | 2 Steam Turbines connected to electric motors & screw shafts, HS 28800 (*s*) 2660 NHP | 28 ″ 8 s 3 ″ 10¾ 25 ″ 0 | |
| 82893 148836 GLTB | **Santa Clara Valley** (ex East Lynn) D.F. | *Oil Eng.* 1 *Dk & Shelter dk* | 4665 4357 2845 | | | | | 1928 | W. Doxford & Sons, Ld. Sunderland | Reardon Smith Line Ld. (Sir W. R. Smith & Sons, Ld. *Mgrs.*) | 401·1 *Fon Shelter dk* 41' | 54·3 | 24·1 | Bideford British *WB* | Oil Engines 2S.C.SA 4Cy.22"–85" 597 NHP W. Doxford & Sons, Ld. Sld. | | C |
| 82894 LOEH | **Santa Cruz** *Mchy. Aft* *Cruiser Stern* | *Fitted for oil fuel* *Carrying Petroleum in bulk* 2 *Dks & Web frames Longitudinal framing* | *3934* 3545 2390 | ✠ ... 2,25 | | | | 1921 11mo | Fairfield Co. Ld. Glasgow | Argentine Government (Yacimientos Petroliferos Fiscales) | 351·2 P81'B32'F46' | 47·0 FK | 28·2 *WB* | Bns. Aires Argentine | T.3Cy.23½", 38" & 62"–42" 347 NHP Fairfield Co. Ld. Glasgow | 28 ″ 3 | |
| 82895 DNQB | — D.F. E.S.D. *Ref. Mchy.* | *Fitted for oil fuel* 3 *Dks Cruiser Stern* | 3862 3112 2023 | | | | | 1938 | Deutsche Werft A G Bet Finkenwrder Hamburg | Oldenbrg-Portug. Dmpfsch. Rhed. | 379·7 F89' | 54·8 | 23·8 *WB* | Oldenburg German | 2 steam turbines D R geared to 1 screw shaft 918 NHP HS 3229 Allgemeine Elec Ges. Berlin | | G |
| 82896 232171 WLEA | **Santa Elena** Ⓟ *Ref. Mchy.* D.F. E.S.D. | Twin Sc *Fitted for oil fuel* 2 *Dks & Awng dk* *Cruiser Stern* | 9135 — 3839 | | | | | 1933 | Federal S.B. & D.D. Co Kearny, N.J. | Grace Line, Inc. | 484·4 B&F418' | 72·2 | 25·8 *WB* | S. Frncisco Utd. States | 2 DR Geared Steam Turbines General Electric Co. Schenectady, N.Y. | | R |
| 82897 LOIY | — (ex Sentinel II–40, ex Sentinel) Wireless *Well deck* | ss Gib. No. 3–9,19 ss B. As. No. 2–28 *Oil Eng.* 1 *Dk (Teak)* | 518 — 295 | ✠ — 4,33 | BAs | *h* | | 1906 6mo | Bow, McLachlan & Co. Ld. Paisley | Cia Argentina de Navegación y Comercio Africa Rio de la Plata Soc. de Responsabilidad Ltda. | 156·7 P7'Q37'B54'F25' *Cell D Ba 31'u E 2 B 30'f 59'147t FPT 28t* | 25·9 FK | 9·7 *4 B H Cem APT 6t* | Bns. Aires Argentine | Oil Engines 2S.C.SA 4Cy.16½"–18½" 192 NHP *Europa 37 refitted 40* J. & C.G. Bolinders M.V.A/B, Skm. | 12 ″ 0 | |
| 82898 EADF | **Santa Elena Martir** K (ex Tarcoronte–34, ss La. P. 2nd No. 3–11,33 ex Quaysider) | *Mchy. Aft* 1 *Dk* | 372 264 147 | ✠ — 8,38 | LaP | | | 1909 8mo | Smith's Dock Co. Ld. North Shields | A. Rodriguez Lopez | 145·4 Q58'F17' | 24·2 FK *FPT 61t* | 10·4 *3 B H Asp* | Santa Cruz Teneriffe Spanish | C.2Cy.17"&36"–30" 82 NHP 1SB, *3pf*, GS 47, HS 1560 Shields Eng. Co. Ld. N. Shl. | 11 ″ 7 | |
| 82899 EEHU | **Santa Eulalia Virgen** (ex Colon–34) *Mchy. Aft* | 1 *Dk* | 394 301 195 | | | | | 1920 | Gebr. Fikkers Martenshoek | A. Rodriguez Lopez | 137·9 P51'F23' | 24·7 *WB* | 12·1 | Santa Cruz Teneriffe Spanish | T.3Cy.10¼", 16¾" & 26½"–20" 32 NHP Machfab. Overijn, Leiden | | C |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Renouvellement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Forces. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Registres où coté, si ce n'est dans le Lloyd's Register. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82900 HPHX | **Santa Helena** (*ex* Yolanda–40, *ex* Ilford–37, *ex* Iossifoglu–37, *ex* Nord Atlantic–34, *ex* Uncas) *Mchy. Aft* | | 4680 4214 2790 | ✠100A1 Hav ~~Liv~~ Bbo BS4,40 4,41 ✠LMC3,39 *Carrying Petroleum in bulk Fitted for oil fuel 3,39 F.P. above* | | *x* | CL N3,39 | 1913 6mo | Greenock & Grangem'th Dkyrd Co. Ltd. Greenock | Cia. Primera de Nav. Ltda. *Lloyd's SA & CP* | 374·2 \| 51·2 \| 29·0 P103'B28'F46' FK *Cell D Bu E & B 75' 122t* | | | Panama Pnamanian *FPT 138t APT 90t* | T.3Cy.27",44"&73"-48" (*s*) 180lb 470NHP 3SB,9*cf*,GS195,HS8202 5 „ 2nd „ ) Rankin & Blackmore, Grk. | 29 ″ 2 s 4·10½ 24 ″ 5½ | |
| 82901 228403 WIDA | **Santa Inez** (P) **TwinSc** *Oil Eng.* *ss* N.Ns.No.2–37 *Ref. Mchy.* 1 *Dk (Stl) & Shelter dk (Stl)* 3rd *dk (Stl) in Nos* 1 & 2 *holds* **D.F.** *Cruiser Stern* | | 4576 2860 2622 | ✠ 8,40 NYk *with freeboard* ~~✠LMC CS8,37~~ ~~DBS5,35~~ 4,36 ~~✠Lloyd's RMC1,40~~ | | *y* | CL P8,37 S5,39 | 1929 3mo | Akt. Burmeistr & Wain Copenhagen *Lloyd's SA & CP* | *Cell DB 294' 751t in way of* | 370·0 \| 53·2 \| 20·0 P37'F43' FK *Tanks tunnels 76t* | | | New York Utd. States *7 B Hpt Cem 2 „ to 2nd dk FPT 82t APT 203t* | Oil Engines 4S.C.SA 12Cy.24½"-51⅛" 708NHP 2 DB *100lb* 1 DB *Upr. 80lb* Akt. Burmeistr & Wain, Cpn | 23 ″ 6 s 1 ″ 8½ 21 ″ 10½ | |
| | ~~Nos. 1 & 2 upper & lower tween dks. for temp. 32° F.~~ | | | | | | | | | | | | | | | | |
| 82902 | — (*ex* Falcon) *Mchy. Aft* *Fitted for oil fuel* 1 *Dk* | | 1832 — 1044 | | | | | 1908 | Moran Co. Seattle, Wash | ~~China Trading Corporation~~ J. H. Hansen | 240·4 \| 41·0 \| 16·5 | | | Panama Pnamanian *WB* | T.3Cy.17",28"&47½"-36" 135NHP Moran Co. Seattle, Wash. | | |
| 82903 CSAY | **Santa Irene** (*ex* Santa Iria, *ex* Angeln, *ex* Agnes Kölln, *ex* B.W.F.) Wireless 1 *Dk* *Mchy. Aft* | | 520 363 339 | | | | | 1921 | Gebr. Fikkers Martenshoek | Companhia Industrial Portugueza | 169·2 \| 24·7 \| 10·3 Q42'P43'F20' len 23 | | | Lisbon Portuguese *WB* | T.3Cy.11",17⅜"&29⅛"-17½" N.V. Machfb. "Dok" 36NHP v/h Nolden & Bulder, Delfzijl | | G |
| 82904 232101 WKER | **Santa Lucia** (P) **TwinSc** *Fitted for oil fuel* *Ref. Mchy.* 2 *Dks & Awning dk* **D.F. GyC. E.S.D.** *Cruiser Stern* | | 9135 — 3839 | | | | | 1933 | Federal S.B.&D.D.Co Kearny, N.J. | Grace Line, Inc. | 484·4 \| 72·2 \| 25·8 B&F418' | | | New York Utd. States *WB* | 2 DR geared Steam Turbines General Electric Co. Schenectady, N.Y. | | R |
| 82905 HPHW | — (*ex* Clairy–40, *ex* Romford–37, *ex* Ionia–37, *ex* Glenfield–35, *ex* Mirita–34) *Mchy. Aft* *ss* Shl.No.3–10,28 *ss* Rot.No.2–38 2 *Dks (Stl) & Web frames* *Longitudinal framing* | | 5838 5308 3713 | ✠100A1 11.39 BS3,39 ✠LMC3,38 *Carrying Petroleum in bulk Fitted for oil fuel 7,16 F.P. above* | Nwc | *z* | CL N1,38 | 1916 7mo | Sir J. Laing & Sons, Ld. Sunderland | Cia. Primera de Nav. Ltda. *Lloyd's SA & CP* *Cell D Bu E & B 73' 189t DT* | 407·0 \| 52·4 \| 31·5 P99'B28'F40' FK *f 40' 433t APT 102t* | | | Panama Pnamanian 15 *B Hpt Cem* (8 *to U dk* 7 „ *2nd* „ ) | T.3Cy.26½",44"&73"-48" (*s*) 180lb 498NHP 3SB,9*cf*,GS174,HS7212 FD G. Clark, Ld. Sunderland | 31 ″ 6 s 5 ″ 10 25 ″ 9½ | |
| 82906 87 IUAW | — (P) 1 *Dk* | | 452 346 142 | | | | | 1912 | Cant. Nav. Riuniti Ancona | Soc. Partenopea Anon. di Nav. | 179·2 \| 26·0 \| 12·7 | | | Naples Italian | T3Cy.15¾",24⅞"&37⅜"-19½" 62NHP Cant. Nav. Riuniti, Ancona | | I |
| 82907 PHTI | — **D.F.** *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* | | 379 311 172 | | | | | 1937 | Gebr. Niestern & Co. Delfzijl | G.S. van Dijk | 141·4 \| 24·8 \| 11·0 P34'F20' | | | Groningen Dutch *WB* | Oil Engines 4S.C.SA 6Cy.11¼"-16⅝" 74NHP Mtrn. Werke Mannheim AG | | V |
| 82908 HPJJ | **Santa Margarita** (*ex* Maria–40, *ex* Isleworth–39) *ss* Nwc.No.2–37 2 *Dks (Stl)* | | 4919 4615 3054 | ✠100A1 6,40 ~~1,40~~ BS11,38 ✠LMC4,37 6,40 | Sch Bry | *z* | CL ~~1,40~~ 6,40 | 1928 10mo | Cowpen D. D.&S.B.Co Ld Blyth *Lloyd's SA & CP* | Cia. Primera de Nav. Ltda. *Cell D B* | 400·2 \| 54·2 \| 26·5 P35'B262'F47' FK *340' 1148t FPT 132t APT 25t* | | | Panama Pnamanian 6 *B Hpt Cem* (11 *to U dk* 6 „ *2nd* „ ) | T.3Cy.27",44½"&73"-48" (*s*) 180lb 507NHP 3SB,9*cf*,GS178,HS7413 FD Blair & Co. (1926) Ld. Stk. | 29 ″ 0 s 4 ″ 0 25 ″ 2½ | |
| 82909 HTOL | **Santa Maria** *ss* S.Fo.No.3–4,29 *ss* L.An.No.2–37 *Mchy. Aft* 2 *Dks (Stl) & Web frames* **D.F.** *Longitudinal framing* | | 8432 7763 5203 | ✠100A1 ~~9,10~~ 10,40 BS3,40 ✠LMC3,37 *Carrying Petroleum in bulk Fitted for oil fuel 4,22 F.P. above* | LAn | *c* † | CL 1,39 | 1922 4mo | R. Duncan & Co. Ld. Port Glasgow *Lloyd's SA & CP* | Union Oil Co. of California *Cell D Bu E & B 89' 231t DT f 36' 420t* | 460·0 \| 60·3 \| 35·5 P122'B35'F41' FK *FPT 118t APT 50t* | | | Panama Pnamanian 17 *B Hpt Cem* (11 *to U dk* 6 „ *2nd* „ ) | T.3Cy.28',47¼"&80"-54" (*s*) 200lb 701NHP 4SB,*12cf*,HS10326 FD J.G. Kincaid & Co. Ld. Grk | 35 ″ 6 s 7 ″ 0½ 28 ″ 8½ | |
| 82910 227495 WPBW | — (P) **TwinSc** *Oil Eng.* *ss* N.Yk No.2–36 1 *Dk (Stl) & Shelter dk (Stl)* 3rd *Dk (Stl) in Nos.* 1,2,3 & 5 *holds* *Ref. Mchy.* *Cruiser Stern* **D.F. GyC.** *Platform deck for fruit cargoes in No. 4 hold* | | 7712 5201 3380 | ✠ 9,40 NYk *with freeboard* ~~✠LMC CS7,37~~ ~~DBS4,35~~ 4,40 12,39 ~~✠Lloyd's RMC1,40~~ | | *e* † | CL S5,38 P7,38 | 1928 4mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's SA & CP* | ~~Grace Line, Inc.~~ *Duct keel fwd. of mchy. space Cell D B 349' 1185t Tanks in way of tunnels* | 466·0 \| 64·0 \| 25·4 B250'F54' FK | | | New York Utd. States *pt Cem 9 B Hto Sh dk* | Oil Engines 2S.C.SA 16Cy.26½"-47½" 1994NHP 2 DB *120lb* Sulzer Bros. Winterthur | 28 ″ 6 ~~3 ″ 6~~ ~~25 ″ 1~~ | |
| | ~~Nos. 4 & 5 holds for temp. 32° F.~~ | | | | | | | | | | | | | | | | |
| 82911 2120 ICID | — (P) (*ex* Malatian–37) *Well deck* 1 *Dk (Stl) & 2nd dk (Stl) in Nos.* 1 & 2 *holds* *Cruiser Stern* | | 3539 — 2206 | ✠ — 12,36 ✠ | Liv | *u* | | 1914 1m | Earle's Co. Ld. Hull | Cia. Ligure di Navigazione | 337·6 \| 42·3 \| 24·3 P&B216'F74' FK *Cell D Ba 93' u E & B 53' f 140' 662t* | | | Genoa Italian | T3Cy.20½",35½"&60"-42" 343NHP 3SB,6*cf*,GS110,HS4875 Earle's Co. Ld. Hull | 26 ″ 9 | I † |
| 82912 | — **AuxBkn** (*ex* Tacoma, *ex* Gustav Stein) *Oil Eng.* 1 *Dk* *(See Sailing Ship Register)* | | 490 — 367 | | | | | 1923 | G. Schuldt Stralsund | F. Fresone | 155·4 \| 30·1 \| 13·6 | | | Bns. Aires Argentine *WB* | Oil Engines 4S.C.SA 6Cy.11⅛"-11⅛" 82NHP Motorenwerke Mannheim A.G. Mannheim | | |
| 82912* 614 IUBU | — **Aux3MstSr** (*ex* Maria–32, *ex* Puseyjones No.2) *Mchy. Aft* 1 *Dk & Web frames* *(See Sailing Ship Register)* | | 390 329 264 | ✠ ... 1,26 ✠ | | | | 1917 7mo | The Pusey & Jones Co. Wlmgtn. Del. | O. Puccinelli fu F. | 136·4 \| 28·2 \| 13·0 129·1 P31'F26' FK | | | Viareggio Italian *WB* | Oil Engines 2S.C.SA 2Cy.15½"-16½" 87NHP J.V. Svensson's Mtrfbk Skm. | 15 ″ 0 | I † |
| 82913 212651 KDBI | **Santa Marta** (P) Sub.Sig. **D.F. E.S.D.** *Fitted for oil fuel* *Ref. Mchy.* 2 *Dks & 2pt Dks* | | 4736 3903 2718 | | | | | 1909 | Workman, Clark & Co. Ld Belfast | United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*) | 378·8 \| 50·3 \| 29·1 B160'F44' | | | New York Utd. States *WB* | T.3Cy.27",45'&75"-54" 413NHP Wrkman, Clark & Co Ld. Bel | | C |
| 82914 117115 KJXZ | **Santa Monica** *Fitted for oil fuel* *Mchy. Aft* 1 *Dk* | **Wood** | 497 452 318 | | | | | 1902 | W.F. Stone S.Francisco | Hobbs, Wall & Co. | 166·0 \| 34·0 \| 12·0 | | | S.Frncisco Utd. States | C.2Cy.14'&32"-24" 42NHP Fulton I. Wrks. S.Fo. | | |
| 82915 2129 IBOR | **Santa Paola** (*ex* Giovanni Galli–39, *ex* Nicole Schiaffino–37, *ex* Speaker, *ex* Savan) **D.F.** 2 *Dks (U–Trn 2nd–Stl)* | | 4262 3864 2661 | ✠ ... 1,39 ✠ | Gen | *x* | | 1913 10mo | J Readhead & Sons, Ld. South Shields | Cia. Ligure di Navigazione *Cell D Ba 111' u E & B 43' f 163' 890t* | 370·0 \| 50·3 \| 25·9 384·0 (O.L.) P83'B132'F38' FK | | | Genoa Italian 6 *B H Cem* *APT 31t* | T.3Cy.28',46'&75"-48" 484NHP 2SB,*8cf*,GS136,HS6643 J. Readhead & Sons Ld. S.Shl | 28 ″ 2 | I † |
| 82916 232605 WKEK | **Santa Paula** (P) **TwinSc** *Fitted for oil fuel* *Ref. Mchy.* 2 *Dks & Awning dk* **D.F. GyC. E.S.D.** *Cruiser Stern* | | 9135 — 3839 | | | | | 1932 | Federal S.B.&D.D.Co Kearny, N.J. | Grace Line, Inc. | 484·4 \| 72·2 \| 25·8 B&F418' | | | S.Frncisco Utd. States *WB* | 2 DR geared Steam Turbines General Electric Co. Schenectady, N.Y. | | R |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | Date when tail shaft* last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registered in which classed. If not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82917<br>2273<br>1BHL | **Santa Rita** (*ex*Veniero–40, *ex*Panormus–39, *ex*Boheme–37, *ex*Veniero, *ex*Monginevro) | *ss*Tri.No.3–6,29 1*Dk*2*trB*&*deep framing* &*Shelter dk* D.F. | 5191<br>3659<br>3199 | ✠ ... 2,32 ✠ | | | | 1908<br>12mo | Cant.Nav. Riuniti Palermo | Ruggiero&Merega Soc.Anon.diNav.& VittorioDeCastro | 382·1 \| 50·7 \| 23·4<br>FK | | | Genoa Italian *WB* | T.3Cy.25″,41″&67″–48″ 390NHP G.Clark,Ld.Sunderland | 34 ″ 2 | I † |
| 82918<br>228577<br>WIDG | — (P) TwinSc *Oil Eng.* *ss*N.Yk.No.2–37 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in No.1*&*2 holds* D.F. *Cruiser Stern* | | 4576<br>2860<br>2622 | ✠ ... 8,40 *with freeboard* ~~✠LMC2 CS5,38 DBS5,39 8,37 ✠Lloyd'sRMC5,39~~ | N Yk | *y* | CL 11,39 | 1929<br>5mo | Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP* | *CellDB*293'751*t* *tunnels*76*t* | 370·5 \| 53·1 \| 23·5<br>P37′F43 FK *Tanks in way of F P T*82*t A P T*203*t* | | New York Utd.States *WB* | Oil Engines 4S.C.SA 12Cy.24½″–51½″ 709NHP 2DB*100lb* 1DB(*Upper*)*80lb* 2 „ *to 2nd dk* Akt.Burmeistr&Wain,Cpn | s 1 ″ 8½ 21 ″ 10½ | |
| 82919<br>231932<br>WMDA | **Santa Rosa** (P) TwinSc *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&*Awng dk* D.F. GyC. E.S.D. *Cruiser Stern* | | 9135<br>—<br>3839 | ~~Nos. 1 & 2 upper and lower 'tween dks. for temp. 32° F.~~ | | | | 1932 | Federal S.B.&D.D.Co Kearny,N.J. | GraceLine,Inc. | 484·4 \| 72·2 \| 25·8<br>B&F418′ | | | S.Frncisco Utd.States *WB* | 2 DR geared Steam Turbines GeneralElectricCo. Schenectady,N.Y. | | R |
| 82920<br>EEQE | **Santa Rosa de Lima** (*ex*Guanche–34,*ex*Sotileza) 1*Dk* | | 446<br>307<br>279 | | | | | 1920 | Corcho Hijos Santander | A.RodriguezLopez | 148·8 \| 25·6 \| 9·9<br>P58′F24′ *WB* | | | Santa Cruz Teneriffe Spanish | C.2Cy.12″&27″–20″ 27NHP Wm.Sisson&Co.Ld.Glr. | | |
| 82921<br>239355<br>WDWE | **Santa Teresa** *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *Cruiser Stern* | | 8095<br>5792 | | | | | 1939 | Nwprt Nws S.B.&D.D.Co NewprtNews | GraceLine,Inc. | ~~459·0~~ \| 63·0 · ~~40·5~~<br>P38′B65′F48′ \| 27 6<br>439 0 *WB* | | | Wilmgton (Del.) Utd. States | 2 steam turbines DR geared to 1 screw shaft 1000NHP NewportNewsSB&DD.Co. | | R |
| 82922<br>219871<br>KJTX | **Santacruzcement** (*ex*Pacific Cedar–34,*ex*Eastern Victor) *Fitted for oil fuel* (*Self-Unloader*) Sub.Sig. D.F. E.S.D. 1*Dk* | | 4782<br>—<br>2891 | ✠ ... 9,20 ✠ | | | | 1920<br>1mo | Mitsubishi Zosen Kaisha Ld. Kobe | SantaCruzPort-landCementCo. | 399·8 \| 54·7 \| 27·7<br>P39′B121′F40′ FK | | | S.Frncisco Utd.States *WB* | T.3Cy.26½″,44½″&75″–48″ 494NHP Mitsubishi Zosen Kaisha, Ld.Kobe | 30 ″ 0 | R † |
| 82923<br>439<br>ICGK | **Santagata** (*ex*Taurus–35) *ss*Stv.2ndNo.3–11,32 1*Dk*(*Stl*)&*Spar dk*(*pt Irn*&*pt Stl*) D.F. &*deep framing* | | 4299<br>4042<br>2742 | ✠ ... 1,36 ✠ | Osl | *x* | | 1905<br>4mo | TyneI.S.B. Co.Ld. Newcastle | A.Lauro *CellD* | 367·3 \| 50·1 \| 20·0<br>355·0 27·9<br>P28′B100′F35′ FK<br>*Ba*116′ *u E*26′ *f*152′ | | | Naples Italian | T.3Cy.25″,42″&68″–45″ 344NHP 2SB,*6rf*,GS124,HS5400 Blair&Co.Ld.Stockton | 30 ″ 6 | I † |
| 82924<br>22<br>ICGO | **Santamarina Salina** (P) Wireless 2*Dks* | | 763<br>556<br>351 | | | | | 1928 | Cant.Nav. Riuniti Palermo | "Eolia"Soc.Anon. diNavigazione | 201·2 \| 30·0 \| 15·8<br>B77′F31′ | | | Messina Italian | T.3Cy.15⅝″,25⅝″&41⅜″ –28⅜″ 91NHP Cant.Nav.Riuniti,Ancona | | I |
| 82925<br>PUCE | **Santarem** (P) (*ex*Eisenach) Sub.Sig. 2*Dks* | | 6757<br>5020<br>4212 | | | | | 1908 | Bremer Vulkan Vegesack | LloydBrasileiro | 419·6 \| 54·5 \| 27·8<br>P&B286′F68′ *WB* | | | R.Janeiro Brazilian | Q.4Cy.24″,34½″,50⅛″&72⅜″– 53⅜″ 387NHP Bremer Vulkan,Vegesack | | VI |
| 82926<br>2130<br>ICIS | **Santarosa** (*ex*Baron Wemyss–37) D.F. 1*Dk* | | 3027<br>2719<br>1820 | | | | | 1924 | Dunlop Bremner&Co. LdPtGlasgow | A.T.Rosasco | 344·0 \| 48·1 \| 21·9<br>332·2<br>P29′B97′F33′ *WB* | | | Genoa Italian | T.3Cy.21½″,35½″&60′–39″ 225NHP D.Rowan&Sons,Glasgow | | CI |
| 82927<br>22574<br>JBWC | **Santen Maru** Wireless 1*Dk* | | 1210<br>1017<br>691 | | | | | 1918 | Mitsui Bussan Uno | ToaKaiunK.K. | 225·7 \| 33·5 \| 18·5 | | | Kobe Japanese *WB* | T.3Cy.14 $\frac{9}{16}$″,24″&40″–30″ 88NHP ImaiSeisakusho,Osaka | | |
| 82928<br>148549<br>GKYV | **Santhia** (P) TwinSc *ss*Cal.No.3–1,37 D.F. 2*Dks*(*Stl*) *Weather dk*–teak s E.S.D. *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds* | | 7754<br>6719<br>4841 | ✠100A1 *with freeboard* 2,40 MS8,36 | Cal<br>✠LMC<br>BS11,39 | *c* † | CL ~~PS1,39~~ SN2,40 ~~P3,41~~ | 1925<br>2mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP* | BritishIndiaS.N. Co.Ld. *CellDB*373′1432*t* *Tank between tunn* | 436·1 \| 57·8 \| 33·5<br>P44′B144′F49′ FK<br>*els* 37′54*t* *F P T*108*t* | | | London British | T.6Cy.20¾″,35½″&60″–45″ 2151b (*s*) 801NHP 5SB,*15cf*,GS318,HS12125FD Swan,Hunter&Wigham Richardson,Ld.Nwc. | 36 ″ 6 s 9 ″ 10⅝ 27 ″ 0⅝ | |
| 82929<br>HPJS | **Santiago** (*ex*Eirini N.Rallia–38, *ex*Redgate, *ex*Gordonia) *ss*Nwc.2ndNo.3–12,32 *ss*Mch.No.1–37 1*Dk*(*pt Irn*&*pt Stl*)2*trB*&*deep framing*3*Dk rule* | | *3864*<br>*3657*<br>*2455*<br>~~BS12,40~~ | ✠100A1 ~~Sch~~ Exam.and 12,40 Bry ✠LMC4,37 ~~DBS5,39 MBS10,39~~ | | *w* | CL 5,38 | 1908<br>1mo | J.Readhead &Sons SouthShields *Lloyd'sA&CP* | SantiagoS.S.Co. Ld. *CellD* | 346·1 \| 49·6 \| 26·5<br>P30′B96′F33′ FK<br>*Ba*115′ *u E*25′ *f*148′ | | | Panama Pnamanian | T.3Cy.25″,42″&68″–45″ (*r*) 180lb NDB28–~~55lb~~ 331NHP 6SB,*6cf*,GS121,HS5026 J.Readhead&Sons,S.Shl. | 27 ″ 11 s 5 ″ 0½ 23 ″ 2 | |
| 82930<br>CMQA | **Santiago de Cuba** (*ex*Caridad Sala,*ex*Yadkin, *ex*Clara Mennig) *Fitted for oil fuel* 1*Dk* | | 1685<br>1501<br>1005 | | | | | 1908 | Akt.Ges. "Neptun" Rostock | EmpresaNaviera deCubaS.A. | 261·4 \| 40·1 \| 17·3<br>P27′B65′F26′ *WB* | | | Havana Cuban | T.3Cy.17⅞″,30½″&48″–33″ 132NHP A.G."Neptun,"Rostock | | R |
| 82931<br>EGPO | **Santiago Lopez** (*ex*Oceanic) *ss*Bcl.No.3–5,16 1*Dk*(*pt Irn*&*pt Stl*) &*deep framing* | | 2319<br>1650<br>1470 | ✠ 7,21 ✠ | Bcl | *l* | | 1903<br>5mo | Irvine'sSB &D.D.Co.Ld. WHartlepool | CiadeNav."Vasco-Asturiana" *CellD* | 300·0 \| 44·3 \| 18·1<br>P21′B182′F33′ FK<br>*Ba*96′ *u E*&*B*34′ *f*126′668*t* | | | Gijon Spanish | T.3Cy.22″,35″&59′–39″ 223NHP 2SB,*6cf*,GS85,HS3431 Richardsons,Westgarth& Co.Ld.Hpl. | 20 ″ 6 | |
| 82932<br>*317*<br>*231*<br>*165* | **Santo Amaro** (P) TwinSc 1*Dk* | | *317*<br>*231*<br>*165* | | | | | 1914 | Murdoch & Murray,Ld. PortGlasgow | Cia.deNav. Bahiana | 135·0 \| 25·1 \| 9·6 | | | Bahia Brazilian | C.4Cy.12″&24″–18″ 40NHP J.G.Kincaid&Co.Ld.Grk. | | |
| 82933<br>411<br>JKQA | **Santo Maru** (P) *Oil Eng.* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*except in foremost*&*aftermost holds* | | 3267<br>2724<br>1872 | ✠ ... 5,35 ✠ | Drn | *v* | | 1931<br>5mo | Mitsui Bussan Kaisha,Ld. Tama *CellD* | DairenKisenK.K. *CellDB*228′679*t* *Tanks in way of tunn* | 336·2 \| 48·5 \| 24·0<br>P33′B80′F31′ FK<br>*el*207*t F P T*6 | | | Dairen Japanese | Oil Engines 4S.C.SA 6Cy.21½″–39⅜″ 271NHP Mitsui Bussan Kaisha,Ld. 3*t A P T*102*t* Tama | 24 ″ 0 | |
| 82934<br>8760<br>JJUC | — (P) (*ex*Diamante) *ss*H.Kg.No.1–03 1*Dk*(*Stl*–ws)&*Spar dk* (*Stl*–teak s)&*Web frames* | | 1890<br>1730<br>1116 | ✠ 12,06 ✠ | Kob | *r* | | 1899<br>1mo | Hall,Russell&Co. Aberdeen | SakaiKisenK.K. *CellDB* | 260·3 \| 37·2 \| 17·3<br>B62′F46′ 24·7<br>FK<br>*a*58′ *f*64′249*t F P T* | | | Nishino-miya Japanese | T.3Cy.22″,35″&58′–39″ 257NHP 2SB,*6rf*,GS94,HS3600 Hall,Russell&Co.Abn. | 25 ″ 8 | |
| 82935<br>216009<br>WQCC | **Santore** *ss*Bal.No.3–11,30 *ss*Bal.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* | | 7117<br>6365<br>4498 | ✠100A1 ~~4,[illegible] 1,39~~ 12,40 ✠LMC MS3,38 BS~~1,39~~12,40 *Fitted for oil fuel* 8,19 | Bal | *c* † | CL 4,39 *F.P. above* | 1918<br>3mo | Bethlehem Steel Corp.Ld Sparro'Pt.Md. A&CP 50° F. | OreS.S.Corp. 2 *Intermediate Bk* *CellD Bu E*&*B*58′*f* | 449·1 \| 57·2 \| 34·3<br>P106′F39′ FK<br>320′1622*t Side tanks* | | | New York Utd.States | T.3Cy.27¼″,46 $\frac{5}{16}$″&76″–48″ 200lb (*s*) FD 559NHP 3SB,*9cf*,GS557,HS7931 BethlehemStl.Co.Sparr'Pt. 5*B Honly* *Nos.*1,2&3*P*,&*S*1950*t F P T*395*t A P T*213*t* | 37 ″ 0 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenance et classification d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registre GG. Classé ✠ et dans le I. of Trade. Date Cert. I. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82936<br>449<br>SZMK | **Santorini** (*ex*Phenarete–34, *ex*Nikolaos, *ex*Gargano, *ex*Irene) | Iron<br>*ss*Pir.3rdNo.3–3,21<br>*ss*Pir.No.3–10,26<br>*ss*Pir.No.1–31<br>1 *Dk(Irn)*&*Awng dk(Stl)* | 708<br>679<br>443 | ✠ ——<br>2,34 | Pir | *j* | | 1884<br>2mo | Pearce Brs.<br>Dundee | Antonios G. Chalaris<br>*DBa37′* | 180·1 \| 27·2 \| 12·2<br>18·6<br>*52t FPT61t* BK7½″ | | | Piræus<br>Greek | C.2Cy.20″&40″–30″<br>D*refitted*21<br>1SB,*2pf*,GS38 78NHP<br>Pearce Bros. Dundee | 19 ″ 10 | |
| 82937<br>DOAT | **Santos** Ⓟ (*ex*Rapot–38)<br>D.F. Sub.Sig. 2 *Dks* | | 5943<br>5428<br>3669 | | | | | 1923 | Frd. Krupp Akt.Ges. Kiel | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 393·5 \| 54·3 \| 31·4<br>P26′B138′F40′ | | | Bremen<br>German<br>*WB* | T.3Cy.28½″,47″&75½″–51″<br>410NHP<br>Frd.KruppA.G.Kiel | | G |
| 82938<br>PUCF | — Ⓟ<br>*Fitted for oil fuel*<br>2 *Dks* | | 4855<br>3838<br>3114 | | | | | 1898 | Reiherst'g Schiffsw. Hamburg | Lloyd Brasileiro | 375·6 \| 46·6 \| 27·4<br>P&B259′F48′ | | | R. Janeiro<br>Brazilian<br>*WB* | Q.4Cy.21⅜″–32″–46½″&66″–51″<br>311NHP<br>Reiherst. Maschinenf. Ham | | C |
| 82939<br>LDGN | — Twin Sc 4 Mst<br>(*ex*Paraguayo–39, *ex*Sud Africano)<br>D.F. 1 *Dk(Stl)*&*Shelter dk(Stl)*<br>*3rd dk(Stl) in No.1 hold* | *Oil Eng.*<br>*ss*Bal.No.3–7,38 | 4639<br>4119<br>2772 | ✠100A1<br>*with freeboard*<br>~~5,40~~ ~~8,00~~ 2,11<br>✠LMC CS10,37<br>DBS~~5,40~~ 4,41 7,38 | Bal | *z* | CL<br>~~P7,38~~<br>~~S5,38~~<br>2,41 | 1928<br>10mo<br>*Lloyd's SA&CP* | Akt. Burmeistr & Wain Copenhagen | A/S Ivarans Rederi (S. Holter-Sörensen, *Mgrs.*)<br>*Cell DB334′1062t* | 381·8 \| 53·8 \| 25·1<br>FK<br>*FPT112t APT156t* | | | Oslo<br>Norwegian<br>(*Coll to Shdk* 5,,2nd,,) | Oil Engines 4S.C.SA<br>12Cy.21⅜″–59 1/16″ 534NHP<br>6*BH* D*B100lb*<br>Akt. Burmeistr & Wain, Cpn | 28 ″ 9<br>& 2 ″ 11½<br>25 ″ 11 | C |
| 82940<br>31173<br>JCIB | **Santos Maru** Ⓟ<br>*Ref.Mchy.*<br>&*Dks(Stl–Weather dk–ws)* | Twin Sc<br>*Oil Eng.*<br>*ss*Kob.No.3–4,37<br>Gyc. | 7267<br>6088<br>~~4868~~<br>4350 | ✠100A1<br>*with freeboard*<br>5,408,~~30~~<br>✠LMC CS4,37<br>DBS~~5,40~~ 5,40 5,38<br>✠Lloyd's RMC~~2,39~~ 5,40 | Yka<br>Kob | *b*† | CL<br>~~P4,37~~<br>~~S5,38~~<br>P5,40 | 1925<br>12mo | Mitsubishi Zosen Kaisha Ld. Nagasaki | Osaka Syosen K.K.<br>*Cell DB353′1368t Tanks at sides* | 430·7 \| 55·7 \| 36·0<br>B63′F47′ FK<br>*of tunnels719t FPT117t APT46t* | | | Osaka<br>Japanese | Oil Engines 2S.C.SA<br>12Cy.23¾″–41½″ 1164NHP<br>7*BHpt Cem* D*B100lb*<br>Sulzer Bros. Winterthur | 36 ″ 0<br>& 11 ″ 2½<br>25 ″ 2¾ | |
| 82941<br>22920<br>JBXC | **Santyō Maru**<br>(*ex*SanchoMaru–38)<br>1 *Dk* | | 1215<br>1017<br>712 | | | | | 1918 | Mitsui Bussan Kaisha, Ld. Uno | Mitsui Bussan Kaisha, Ld. | 225·7 \| 33·5 \| 18·5 | | | Kobe<br>Japanese | T.3Cy.15½″,26″&42½″–32″<br>101NHP<br>Hatsudoki Seizo, Osaka | | |
| 82942<br>45864<br>JGBN | **Sanuki Maru**<br>*Ref.Mchy.*<br>D.F. E.S.D. GyC. 2 *Dks*<br>*Cruiser Stern* | Twin Sc<br>*Oil Eng.* | 7158<br>—<br>3914 | | | | | 1939 | Mitsubishi Jukogyo K.K. Nagasaki | Nippon Yusen K.K. | 479·6 \| 62·3 \| 32·2<br>F38′ | | | Tokyo<br>Japanese<br>*WB* | Oil Engines 2S.C.SA<br>14Cy.28⅜″–19 5/16″ 1958NHP<br>Mitsubishi Jukogyo K.K. Nag. | | C |
| 82943<br>38942<br>JVHI | **Sanwa Maru**<br>*Mchy.Aft* | Twin Sc<br>*Oil Eng.* | 547<br>—<br>401 | | | | | 1934 | Sanoyasu Dock Goshi Kaisha Osaka | Asahigumi Kaisoten K.K. | 155·0 \| 28·6 \| 13·6 | | | Amagasaki<br>Japanese | Oil Engines 2S.C.SA<br>4Cy.15½″–16½″ 166NHP<br>Kishi Iron Works, Katsuura Wakayama-ken | | |
| 82944<br>13089<br>JLJB | **Sanyo Maru** Ⓟ<br>(*ex*JacobDiederichsen)<br>Wireless 1 *Dk*&*Spar dk* | | 976<br>897<br>671 | | | | | 1892 | Howaldts-werke Kiel | Omati Kitazo | 212·0 \| 29·4 \| 17·6<br>B28′ | | | Tokyo<br>Japanese<br>*WB* | T.3Cy.16 3/16″,27 1/16″&43 5/16″–24 13/16″ 93NHP<br>Howaldtswerke, Kiel | | |
| 82945<br>29418<br>JCKE | — Ⓟ<br>1 *Dk* | Twin Sc | 545<br>321<br>214 | | | | | 1923 | Mitsubishi Co. Kobe | Government of Japan (Railways) | 140·0 \| 30·2 \| 12·5 | | | Tokyo<br>Japanese | Geared Steam Turbines<br>Parsons Marine Steam Turbine Co. Ld. | | |
| 82946<br>39091<br>JWNI | **Sanyu Maru**<br>(*ex*SazanamiMaru–38)<br>*Mchy.Aft* 1 *Dk*<br>*Cruiser Stern* | Twin Sc<br>*Oil Eng.* | 531<br>430<br>386 | | | | | 1934 | Sano-gawaga Yasutaro Osaka | Sanko Kisen K.K. | 155·0 \| 28·5 \| 13·5<br>F22′ | | | Amagasaki<br>Japanese<br>*WB* | Oil Engines 2S.C.DA<br>8Cy.15½″–16½″ 655NHP<br>K.Kishi, Katsuura | | |
| 82947<br>9<br>JLDG | **Sanzan Maru**<br>1 *Dk* | | 417<br>—<br>210 | | | | | 1910 | ..... Osaka | Minamimanshu Tetsudo K.K. | 160·0 \| 30·0 \| 11·5 | | | Dairen<br>Japanese | C. | | |
| 82948<br>25306<br>JSLB | **Sanzin Maru** (*ex*SanjinMaru–38)<br>1 *Dk* | | 2500<br>2036<br>1510 | | | | | 1919 | Mitsui Bussan Kaisha Uno | Sugaya Shoji Goshi Kaisya | 284·5 \| 42·5 \| 23·0<br>P37′B70′F34′ | | | Kobe<br>Japanese<br>*WB* | T3Cy.21″,34 9/16″&56 1/16″–33⅜″<br>162NHP<br>J.F.Ahrens, Ottensen | | C |
| 82949<br>1900<br>9mo | **São Bento** (*ex*Nornan–38, *ex*Garm–34, *ex*Hamburg, *ex*Hebburn)<br>1 *Dk(Irn)*&*deep framing*<br>*Well deck* | *ss*Ham.No.3–4,12 | *1062*<br>*824*<br>*606* | ✠<br>4,16 | Gms | | | 1900<br>9mo | Wood Skinner & Co. Ld. Newcastle | Cia. de Nav. Norte-Sul<br>*Cell DBa52′uE*&*B33′f94′285t FPT* | 220·0 \| 33·2 \| 14·4<br>Q112′B10′F25′ FK | | | R. Janeiro<br>Brazilian | T.3Cy.17½″,28″&46″–33″<br>133NHP<br>1SB,*4pf*,GS58,HS2160<br>N.E. Marine Eng Co Ld. Nwc | 16 ″ 6 | V<br>† |
| 82950<br>DOCG | **Sao Paulo** (*ex*Alrich–38, *ex*Glücksburg)<br>Sub.Sig. D.F. 2 *Dks* | | 4977<br>4753<br>3027 | | | | | 1921 | F.Schichau Danzig | Hamburg-Süd Amerik Dampfschifffahrts Ges. | 361·7 \| 51·4 \| 31·7 | | | Bremen<br>German<br>*WB* | T3Cy26⅜″,43 7/16″&70 1/16″–47½″<br>NE25 347NHP<br>Gutehoffnungshütte, Sterkrade | | G |
| 82951 | **São Paulo** (*ex*Urd–37)<br>1 *Dk* | | 727<br>477<br>*385* | | | | | 1907 | Göteborgs M.V.Aktieb. Gothenburg | Cia. de Nav. Norte-Sul | 183·1 \| 28·4 \| 11·0<br>Q135*t* B38′H40*t*<br>F22′ | | | R. Janeiro<br>Brazilian<br>*WB* | T.3Cy.14 3/16″,22½″&37 7/16″–23⅜″<br>68NHP<br>Göteborgs M.V.Aktieb.Got | | |
| 82952<br>1909<br>9mo | **São Pedro** (*ex*Devonbrook–37, *ex*DevonCoast–34, *ex*Graceful)<br>*Mchy.Aft* *Well deck* | Wireless 1 *Dk(Stl)* | *782*<br>*570*<br>*392* | ✠ ...<br>11,39 | Rio | *k* | | 1909<br>9mo | W. Harkess & Son, Ld. Middlesbro' | Cia. de Nav. Norte-Sul<br>*Cell DBf117′166t FPT* | 195·0 \| 30·0 \| 11·7<br>Q109′B13′F35′ FK<br>*3BHCem 46t APT3t* | | | R. Janeiro<br>Brazilian | T.3Cy.16″,27″&44″–30″<br>129NHP<br>2SB,*4pf*,GS70,HS2190<br>Richardsons, Westgarth & Co. Ld. Mdb. | 13 ″ 10 | |
| 82953<br>PHIK | **Saparoea**<br>D.F. *Ref.Mchy.* 3 *Dks* | *Oil Eng.* | 6668<br>—<br>4120 | | | | | 1920 | Rotterdam Droogd Maat. Rotterdam | N.V. Stoomv. Maats. "Nederland" | 420·3 \| 54·7 \| 33·5<br>P42′F43′ | | | Batavia<br>~~Amsterdam~~<br>Dutch<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.27″–47″ 1015NHP<br>E*made25refitted*31<br>Sulzer Bros. Winterthur | | V |
| 82954<br>LDUA | **Sapataya**<br>(*ex Motorship* Sapaday)<br>1 *Dk* | Wood | 369<br>—<br>210 | | | | | 1922 | H.E.Phya Sukhum Naya Vinit, Bangkok | Sawad Sukhum Banij, Ld. | 147·6 \| 25·4 \| 14·4 | | | Bangkok<br>Thai | T.3Cy.9½″,15½″&26″–18″<br>E*made25* 29NHP<br>McKie & Baxter, Ld. P'sy. | | |
| 82955<br>LDUA | **Saphir** (*ex*ChristianBörs–39)<br>*ss*N.Ns.No.3–9,17<br>*ss*Rot.No.2–25<br>1 *Dk*&*Spar dk*&*deep framing* | | 4306<br>4019<br>2788 | ✠ ...<br>5,29 | | | | 1905<br>6mo | Swan, Hunter & Wigham Richardson. Ld Newcastle | Skibs A/S Saphir (Edvin Endresen) | 375·5 \| 51·0 \| 25·5<br>P33′B110′F37′ FK | | | Stavanger<br>Norwegian<br>*WB* | T.3Cy.25″,41″&67″–45″<br>373NHP<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 28 ″ 0 | N<br>† |

Nyu Manzyu Maru, *see No. 89096 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Additional Letters. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Is. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82956 OOBC | **Saphir** | **TwinSc** | 633 528 389 | | | | | 1897 | Soc.J. Cockerill Hoboken | Soc.Anon.John Cockerill | 213·4\|27·9\|13·2 Q64'H8'F30' | Antwerp Belgian | T.6Cy.16½",24½"&37⅜"–25½" NB13 139NHP Soc.John Cockerill,Seraing | | V |
| 82957 29805 JPJB | **Sapporo Maru No. 11** Ⓟ (*ex*Skegness, *ex*Polurrian) | *ss*Npt.No.3–10,19 1*Dk deep framing & Web frames* | 2820 2578 2092 | ✠ ... 1,21 | ✠ | | | 1900 8mo | J.Blumer &Co. Sunderland | InukamiKeigoro | 319·7\|46·1\|21·0 P28'B72'F32' FK | Tokyo Japanese *WB* | T.3Cy.23",38"&62"–42" 263NHP NDB06*refitted*19 J.Dickinson&Sons,Ld.Sld. | 23 " 6 | C † |
| 82958 30500 JADA | **Sapporo Maru No. 12** (*ex*IngeborgLarssen, *ex*IdaZelck, *ex*Portland) | *ss*Hul.No.3–7,22 1*Dk & deep framing & Web frames* | 2865 2610 1747 | ✠ ... 10,24 | ✠ | | | 1903 7mo | J.Blumer& Co. Sunderland | InukamiKeigoro | 320·0\|46·0\|21·2 P28'B90'F32' FK | Tokyo Japanese *WB* | T.3Cy.23",38"&62"–42" 258NHP J.Dickinson&Sons,Ld.Sld. | 23 " 9 | C † |
| 82959 4975 SEVR | **Sara** (*ex*Heros–39,*ex*Torwald, *ex*Hawthorn) *Well deck* *Cargo battens not fitted* | **Iron** *ss*Sbg.4th.No.3–5,33 *ss*Mmo.No.1–38 1*Dk(Irn)2trB* | *1071* *879* *554* | ✠100A1 8,39 | Lkr LMC MS9,38 | *n* | 8,~~38~~ 8,40 BS5,~~38~~3,40 | 1879 6mo | W.Doxford &Sons Sunderland A&CP | RederiA/B Strim (SvenSalén, *Mgr.*) *D* | 224·6\|32·0\|16·2 Q91'B43'F27' BK8" *Ba*71'*f*59'220*t FPT* | Stockholm Swedish *4BHCem* *28tAPT15t* | C.2Cy.28"&54"–36" 75lb NB92*refitted*24 128NHP 2SB,*4pf*,GS73,HS2020 W.Doxford&Sons,Sld. | 17 " 7 s 1 " 3½ 16 " 11½ | |
| 82960 | **Sara Primo** (*ex*QuattroVenti–36, *ex*FourWinds,*ex Yacht*CrusaderA, *ex*FourWinds,*ex*Eric) (*See Sailing Ship Register*) | **WoodAuxSr** *OilEng.* | 635 532 456 | | | | | 1898 | HallBros. PortBlakeley Washington | SalomonGrégoire | 188·6\|37·8\|13·2 | French | Oil Engines 2S.C.SA 8Cy.10½"–12½" 155NHP FairbanksMorse&Co. Beloit,Wis. | | I |
| 82961 161523 | **Saracen** | *Mchy.Aft* 1*Dk* | 1926 1627 1146 | | | | | 1929 | Swan,Hunter&Wigham Richardson, Ld Newcastle | InlandLines,Ld. (K.A.Scott, *Mgr.*) | 252·8\|43·4\|17·8 | Montreal British *WB* | T.3Cy.15½",25"&40"–33" 81RHP WllsndSlpwy.Co.Ld.Nwc. | | C |
| 82962 YTQU | **Sarajevo** Ⓟ | 1*Dk* | 479 314 272 | ✠100A1 *withfreeboard* 3,40 LMC4,38 No later survey reported | Spt | *g* | CL | 1938 4mo | Jadranska Brodogradilista A.D. Split *Lloyd's A&CP* | Jadranska Plovidba D.D. *CellDBf23'24't tunnel 16'* | 163·0\|25·4\|11·4 170·7(O.L.) B48'F34' BK6¾" *Tanks at sides of 13tDTf9'14t FPT3tAPT2t* | Split Yugoslav FD 170NHP *5BHCem* | T.3Cy.15",25"&40"–27" 210lb (*s*) 1SB,*3cf*,GS60,HS2833 McKie&Baxter,Ld.Psy. | 12 " 0 s 2 " 2¾ 10 " 6¾ | |
| 82963 140714 GQDY | **Saranac** Sub.Sig. *Mchy.Aft* **D.F.** | *ss*Nwc.No.3–3,31 *ss*Bel.No.2–39 2*Dks(Stl)&Shelter dk(Stl)* *& Web frames* *Longitudinal framing* *Tonnage opening closed* 1918 | 12049 9024 7374 | ✠100A1 *Shelter dk* *withfreeboard* 3,40 BS9,39 ✠LMC11,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,18 | Bel | *g*† | CL N9,39 *F.P. above* 150° F. | 1918 5mo | Palmers' Co.Ld. Newcastle *Lloyd's A&CP* | Anglo-American OilCo.Ld.(R.A. Carder, *Mgr.*) *CellDBuE&B91'353t shipportion(cargo* | 530·5\|66·3\|41·8 FK *DTf49'910t FPT20 tanks) renewed*1931 | Newcastle British 23*BHpt Cem* *3tAPT141t* | Q.4Cy.28½",41",58"&84"–54" 220lb (*s*) FD 793NHP 4SB(Spt),*16cf*,GS296, HS11392 Palmers' Co.Ld.Newcastle | 42 " 1 s 12 " 2½ 30 " 2 | |
| 82964 | **Sarandi** (*ex*Curityba, *ex*MariaManuela) *Fitted for oil fuel* 1*Dk* | | 810 — 470 | | | | | 1901 | Napier& Miller,Ld. Glasgow | Cia.Uruguaya de Nav.Lda. | 220·2\|33·1\|10·7 P35'B42'F52' | Bns.Aires Argentine *WB* | T.3Cy.17",28"&45"–33" 116NHP Dunsmuir&Jackson,Gls. | | |
| 82965 145576 GTDX | **Sarastone** | *ss*Npt.No.2–37 1*Dk(Stl)* *Cargo battens not fitted* | 2473 2196 1490 | ✠100A1 7,40 ~~12,38~~ BS5,40 ✠LMC2,38 | Shl Mch | *t* | CL ~~12,38~~ 7,40 | 1929 8mo | Burntisland S.B.Co.Ld. Burntisland *Lloyd's A&CP* | S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*) *Intermediate BH in fwd.* *Cell DB259'749t side to* | 300·0\|44·8\|20·4 P19'B58'F24' FK *hold dispensed with nks in ER107tFPT* | Llanelly British *4BHpt Cem* *105tAPT94t* | T.3Cy.20",33"&54"–36" (*s*) 180lb 224NHP 2SB,*6cf*,GS100,HS3926 N.E.MarineEng.Co.Ld.Sld | 22 " 7 s 3 " 5½ 19 " 4 | |
| 82966 | **Saratov** Ⓟ | 2*Dks* | 3559 2993 1982 | | | | | 1931 | BalticS.B. &Eng.Wks. Leningrad | U.S.S.R. | 314·7\|46·1\|26·1 P42'B95'F36' | Vladvostk Russian | T.3Cy.22 7/16",37"&59½"–39" 220NHP BalticS.B.&Eng.Wks.Len. | | |
| 82967 217887 WLAA | **Sarcoxie** Sub.Sig. | *Fitted for oil fuel* 2*Dks* *& Web frames* | 5116 4740 3103 | ✠ ... 6,20 | ✠ | | | 1919 5mo | American International S.B.Corp. HogIslandPa | ~~Ocean~~Dominion ~~S.B.Corp.~~ Alcoa (S.S.Co.Inc. | 390·0\|54·2\|27·6 P39'B122'F43' FK | New York Utd.States *WB* | DR geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 " 0 | R † |
| 82968 128259 MCYB | **Sard** | **3Mst** *ss*Ayr.2ndNo.3–5,34 *ss*Ayr.No.1–38 1*Dk(Stl)* *Cargo battens not fitted* | 410 298 155 | ✠100A1 4,41 ~~1,40~~ ~~BS3,40~~ BS~~4,40~~ 4,41 ✠LMC2,38 | Bwg Irv | *g* | CL ~~3,38~~ 3,41 | 1909 4mo | AilsaS.B. Co.Ld. Ayr *Lloyd's A&CP* | Wm.Robertson | 142·3\|26·1\|11·3 Q78'B10'F26' BK7" | Glasgow British *3BHCem* *FPT36t* | C.2Cy.18"&40"–27" (*s*) 130lb 91RHP 1SB,*3pf*,GS51,HS1565 Muir&Houston,Ld.Gls. | 12 " 3 s 4 " 2½ 12 " 7½ | |
| 82969 2052 ICGR | **Sardegna** Ⓟ (*ex*SierraVentana–35) Sub.Sig. **D.F.** **GyC.** | **TwinSc** *Corrugated sides* 4*Dks* | 11452 — 6737 | | | | | 1923 | Bremer Vulkan Vegesack | LloydTriestino Soc.Anon.diNav. | 511·7\|61·8\|34·3 490·5 \| 66·0 P&B380'F79' | Genoa Italian *WB* | T.6Cy.28⅜",46⅞"&75⅜"–51½" 818NHP BremerVulkan,Vegesack | | I |
| 82970 LCXE | **Sardinia** **D.F.** | *OilEng.* 2*Dks* | 1975 1638 1106 | | | | | 1921 | J&K Smit's Scheepswerven, Kinderdijk | DenNorskeMiddelhavslinje A/S(Fred Olsen&Co.&OleR. Thoresen, *Mgrs.*) | 302·0\|42·2\|17·7 P75*t*H243*t*F15*t* | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 6Cy.26⅜"–47½" 403NHP Werkspoor,Amsterdam | | N |
| 82971 145959 GFXT | **Sardinian Prince** (*ex*Appomattox) **D.F.** E.S.D. | *ss*Alx.No.1–40 *ss*Drt.No.3–1,36 1*Dk(Stl)&Shelter dk(Stl)* *Cruiser Stern* | 3491 2911 1871 | ✠100A1 *Shelter dk* *withfreeboard* ~~11,39~~12,40 BS3,40 ✠LMC~~1,36~~ *Carrying oil fuel F. P. above 1* *Fitted for oil fuel* 3,22 | Mch | *x* | CL 6,38 MS2,40 *Lloyd's A&CP* 50° F. *F.P.above 1* 50° F. | 1922 3mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP* | RioCapeLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) *Duct keel in boiler aft* *CellDB294'1155t D* | 363·3\|52·2\|22·0 F68'*on Shelter dk space&forward*153' *Collision* Ta22'643*t FPT45t* | London British *Cem* *nBHtoSh dk* 6 " " *U* " *APT43t* | T.3Cy.26",43"&73"–48" (*s*) 180lb 538NHP 3SB,*9cf*,GS195,HS8151 FD Richardsons,Westgarth& Co.Ld.Mdb. | 24 " 9 s 2 " 3¾ 22 " 8 | |
| 82972 DJUW | **Sardinien** (*ex*Helmstrath–37) **D.F.** | *ss*Shl.No.2–36 1*Dk(Stl)* | 4292 3948 2552 | ✠ ... 11,37 | ✠ | Lon *y* | | 1928 8mo | JLThompson&Sons,Ld Sunderland | Rob.M.Sloman,Jr. *Cell* | 384·7\|52·5\|24·0 399·5(O.L.) P27'B243'F35' FK *DB338'1126tFPT* | Hamburg German *6BHCem* *97tAPT173t* | T.3Cy.25",41"&68"–48" 370NHP 3SB,*9cf*,GS162,HS6000 J.Dickinson&Sons,Ld.Sld. | 26 " 3 | G † |
| 82973 160199 MNZJ | **Sardis** *ssLth.No.3–10,10* *ssLon.No.2–27* *Mchy.Aft* | 2*Dks(Stl)* | 970 736 435 | ✠100A1 *withfreeboard* ~~4,39~~10,40 ~~BS1,39~~ ✠LMC~~1,37~~ 10,40 | Sws Lth | *n* | CL ~~1,37~~ 9,40 | 1928 3mo | Ardrossan Dkyd.Ld Ardrossan *Lloyd's A&CP* | MossHutchison Line,Ld. *CellDBuE24'f28'92t* | 220·8\|34·3\|13·6 F25' FK *FPT78tAPT17t* | Glasgow British *3BHCem* (2*toWthr dk* 1 „ 2*nd* „) | T.3Cy.16",27"&44"–33" (*s*) 180lb 97RHP 2SB,*4cf*,GS77,HS2677 J.G.Kincaid&Co.Ld.Grk. | 14 " 11 s " 2 14 " 10½ | |

Now "Alcoa Ranger," see No. 57047 Supplement

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'enlèvement. | 7* Date de la dernière visite à flot pour portée-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Jaugeur. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. R.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres où cote. ✠ = Cote Spéciale. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82974 | **Särimner** (*ex*Inland-34) | | 2400 | | | | | 1909 | W.Doxford &Sons,Ld. Sunderland | LemlandsRederi A/B(Alb.Jansson, *Mgr.*) | 290·1\|43·6\|18·7 P35'B81'H109*t* F33' | Lemland Finnish *WB* | T.3Cy.22½",37"&60"–39" 225NHP W.Doxford&Sons,Ld.Sld. | | V |
| OFEI | *Turret deck* 1 *Dk* | | 1382 | | | | | | | | | | | | |
| 82975 | **Sarita** (*ex*Melania) | | 5824 | ✠100A1 | Rot | *z* | CL | 1914 | Craig,Taylor&Co.Ld. Stockton | A/S Ugland's Rederi(J.M. Ugland,*Mgr.*) | 412·0\|53·3\|31·1 P109'B26'F47' FK | Grimstad Norwegian | T.3Cy.27",45"&74"–48" (*s*) 180lb 515NHP | 31 " 0 | |
| LDOY | *Mchy.Aft* *ss*Shl.No.3–7,27 *ss*Rot.No.2–36 2 *Dks*(*Stl*)&*Web frames* *Longitudinal framing* | | 5361 3437 | Examined 12,39 BS12,39 ✠LMC3,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,21 | | | 12,39 *Lloyd's* 1 *F.P.* | 5mo | lor&Co.Ld. | *Cell DBuE&B80't DTf32'300t* | 206*t* *FPT*105*t APT*140*t* | 16 *BHCem* (11 *to U dk* 5 „ 2nd„) | 3SB,9*cf*,GS173,HS7503 FD N.E.MarineEng.CoLd.Sld. | 6 " 7½ 24 " 7 | |
| 82976 | **Sark** (*ex*Chark,*ex*Bafra,*ex*Danaë) | | 1173 | | | | | 1894 | Rijkee&Co Rotterdam | FaikZeren veSeriki | 239·5\|31·0\|19·1 H55'F27' | Istanbul Turkish *WB* | T.3Cy.17½",28"&45"–36" 121NHP Kon.Nederlandsche Stoomv.Maats.Fyenoord | | |
| TCDC | 2 *Dks* | | 693 | | | | | | | | | | | | |
| 82977 | **Sarmatia** | | 2417 | ✠100A1 | ~~Rou~~ | *s* | CL | 1901 | W.Gray& Co.Ld. W Hartlepool A&CP | O.Y.Sarmatia(Seppinen&Kemppi O/Y) *Cell DB* | 312·7\|43·2\|19·6 302·1 P27'B75'F31' FK *a*&*uE120'f124'621t* | Koivisto Finnish 5 *BHCem* | T.3Cy.22",35"&59"–39" (*s*) 160lb 221NHP 2SB,6*pf*,GS84,HS8383 | 22 " 3 ≈3 " 6 | C |
| OHRR | *ss*Kel.2ndNo.3–6,27 *ss*Got.No.2–36 1 *Dk*(*Irn*)&*deep framing* | | 2131 1361 | Examined 6,40 Liv BS~~4,39~~ 5,40 ✠LMC4,36 | | | 3,38 | 3mo | | | | *APT*40*t* | Cen.Mar.Eng.Wrks.WHpl | 18 " 11 | |
| 82978 | **Sarnia** 3 Mst | | 711 | ✠100A1 | Shl | *j* | CL | 1923 | C.Rennold-son&Co. SouthShields | O.Dorey&Sons,Ld. | 180·4\|28·0\|12·1 Q105'B11'F24' FK | London British | T.3Cy.14",23"&38½"–27" (*s*) 180lb 82RHP | 14 " 6 ≈4 " 5½ | |
| 145765 | *ss*Shl.No.3–10,35 | | 490 | ~~571~~ 4,39 | ~~1,20~~ | | 6,41 | 10mo | | | | 3 *BHCem* | 2SB,4*cf*,GS69,HS1958 | 14 " 2½ | |
| MLRF | *Mchy.Aft* *Well deck* *ss*Shl.No.1–39 1 *Dk*(*Stl*) *Cargo battens not fitted* | | 323 | BS~~4,40~~ 5,41 ✠LMC4,39 | | | 6,41 | *Lloyd's* | | *Cell DBf103'155t FPT* | 63*t APT*87*t* | Baggesen&Co.Dundee | | |
| 82979 | **Sarniadoc** | | 1940 | | | | | 1929 | Barclay, Curle&Co.Ld. Glasgow | PatersonSteamships,Ld. | 252·7\|43·3\|17·8 Q100'F35' *WB* | Ft William Ont. British | T.3Cy.15",25"&40"–33" 93RHP Barclay,Curle&Co.Ld.Gls | | C |
| 149496 | | | 1634 | | | | | | | | | | | | |
| VGBD | *Mchy.Aft* 1 *Dk* | | 1160 | | | | | | | | | | | | |
| 82980 | **Sarnian** (*ex*Chili) | | 2656 | | | | | 1895 | Cleveland S.B.Co. Cleveland,O. | UpperLakes&St LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*) | 331·8\|41·5\|22·0 H—F40' *WB* | Pt.Arthur Ont. British | T.3Cy.20",33"&54"–40" NB00 184NHP ClevelandS.B.Co.Clevelnd | | R |
| 134011 | | | 2496 | | | | | | | | | | | | |
| CYPD | *Mchy.Aft* 1 *Dk*&*Spar dk* | | 1710 | | | | | | | | | | | | |
| 82981 | **Sarnolite** | | 2060 | ✠ ... | | | | 1916 | Collingw'd S.B.Co.Ld. Collingwood, Ont. | Imperial Oil Ld., Marine Department (H.J.Rahlves, *Mgr.*) | 250·0\|43·1\|16·6 P63'F43' FK | Sarnia British *WB* | T.3Cy.16",26"&44"–36" 96RHP CollingwoodS.B.Co.Ld. | 18 " 2 ≈1 " 7½ 16 " 9 | |
| 134515 | *ss*N.Os No.1–21 | | 1530 | 6,23 | | | | 11mo | | | | | | | |
| CYBT | D.F. *Fitted for oil fuel* *Mchy.Aft* 1 *Dk*&*Web frames* *Carrying Petroleum in bulk* | | 1549 | ✠ | | | | | | | | | | | |
| 82982 | **Saroena** Twin Sc | | 6671 | ✠100A1 | Sch | *a*† | CL | 1939 | N.V. Wilton-Fijenoord Schiedam | N.V.deBataafsche PetroleumMaats. (Ned.Indische Tankstoomboot Maats.*Mgrs.*) | 433·0\|62·7\|24·5 P105'*Trunk*266' F62' FK | TheHague Dutch 13 *BHpt Cem* | T6Cy.22 5/16",35 1/16"&61"–39½" 220lb 733NHP 2WTB,HS10640 FD | 24 " 6 ≈3 " 8½ 20 " 11½ | |
| PHIR | D.F. E.S.D. 1 *Dk* *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom in centre tanks & at deck* | | 5046 3801 | 7,40 ~~11,39~~ BS7,40 ✠LMC11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,39 | | | *Lloyd's* 1 *F.P. a* | 11mo | | *Cell DBuE&B50'253t DTf36'472t FPT*100*t* | | N.V.Rot.Droogd.Maat Rot *APT*113*t* | | |
| 82983 | **Saronikos** (*ex*Maid of Andros, 189 *ex*LuiseHorn) | | 3548 | ✠100A1 | Ant | *w* | CL | 1912 | Craig,Taylor&Co.Ld. Stockton | M.A.Embiricos | 360·7\|50·0\|21·4 P&B288'F39' FK | Andros Greek *Cem* | T.3Cy.25½",41"&68"–45" 180lb 376NHP 2SB,6*cf*,GS119,HS5084 FD | 23 " 11 ≈2 " 8½ 21 " 5 | |
| SVOL | *ss*Pir.2ndNo.3–3,34 *ss*Rot.No.1–37 1 *Dk*(*Stl*) *Well deck* | | 3245 2175 | 12,40 ~~11,36~~ ✠LMC MS4,37 BS~~6,39~~ 12,40 | Bom | | ~~11,37~~ 12,40 | | | *Intermediate BH Lloyd's* *Cell DBa114'uE21'* | *in fore hold & after hold dispensed with f155' 924t FPT*93*t* | 4 *BH only* *APT*116*t* | Richardsons,Westgarth& Co.Ld.Mdb. | | |
| 82984 | **Sarp** (*ex*EikaIII–39) | | 1116 | | | | | 1916 | Akers Mek.Værks. Oslo | Skibs.A/S Hardy (Osw.L.Mörch& OttarHolter,*Mgs.*) | 226·5\|36·5\|15·7 P18'B56'F24' | Sarpsborg Norwegian *WB* | T.3Cy.17",29"&47"–33" 127NHP Akers.Mek.Værks.Oslo | | N |
| LDOA | 1 *Dk* | | 989 658 | | | | | | | | | | | | |
| 82985 | **Sarpedon** (P) Twin Sc | | 11321 | | | | | 1923 | Cammell, Laird&Co.Ld. Birkenhead | OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*) | 499·0\|62·3\|34·9 P57'B201'F62' | Liverpool British *WB* | 4 Steam Turbines SR Geared to 2 Sc.Shafts Cammell,Laird&Co.LdBkn | | BT till 6-41 11,41 |
| 147214 | D.F. | | 8575 | | | | | | | | | | | | |
| GDRC | *Ref.Mchy.* 3 *Dks* | | 6917 | | | | | | | | | | | | |
| 82986 | **Sarpen** | | 1864 | | | | | 1912 | Fredrkstad Mek.Værks. Fredrikstad | Dampsk.A/S Truls (M.Thorvik,*Mgr.*) | 265·0\|42·1\|17·9 P57*t*H94*t*F8*t* | Oslo Norwegian *WB* | T.3Cy.21",33"&56"–36" 188NHP FredrikstadM.V.Frdstad. | | N |
| LCXF | D.F. 1 *Dk* | | 1647 1100 | | | | | | | | | | | | |
| 82987 | **Sarpfoss** (*ex*Sarpfos–38) | | 1493 | | | | | 1919 | Nylands Værksted Oslo | SkibsA/S Thor ThoresensLinje (ThorThoresen A/S,*Mgrs.*) | 254·8\|39·2\|16·5 P22'Q,B&F212' | Oslo Norwegian *WB* | T.3Cy.19",31"&51½"–33" 152NHP NylandsVærksted,Oslo | | N |
| LETW | 1 *Dk* | | 1340 873 | | | | | | | | | | | | |
| 82988 | **Sarthe** | | 5271 | ✠100A1 | Lon | *y* | CL | 1920 | W.Gray& Co.(1918)Ld. W Hartlepool | RoyalMailLines, Ld. | 400·0\|52·3\|28·5 412 7(O.L.) P49'B115'F40' FK | London British 7 *BHCem* | T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD | 31 " 0 ≈6 " 0½ 25 " 3 | |
| 144389 | *ss*Lon.No.3–9,32 | | 4809 | 12,39 | | | 3,39 | 2mo | | | | | | | |
| GCDW | D.F. *ss*Shl.No.1–37 2 *Dks*(*Stl*) | | 3243 | BS~~4,40~~ 12,40 ✠LMC8,37 | | | | *Lloyd's* | | *Cell DB* | 344'1048*t FPT* 129*t* | *APT*61*t* | Cen.Mar.Eng.Wrks.WHpl | | |
| 82989 | **Saskadoc** (*ex*Uranus,*ex*William | | 4611 | | | | | 1900 | American S.B.Co. Cleveland,O. | PatersonSteamships,Ld. | 422·6\|50·2\|24·1 *WB* | Fort William,Ont. British | T.3Cy.21",33½"&57"–42" 211NHP AmericanSB.Co.Cleveland | | R |
| 116579 | E.Reis) | | 4367 | | | | | | | | | | | | |
| VCFN | *Mchy.Aft* Sub.Sig. 1 *Dk2trB* | | 2876 | | | | | | | | | | | | |
| 82990 | **Saskatoon** | | 2412 | | | | | 1927 | Midland S.B.Co.Ld. Midland,Ont. | CanadaSteamship Lines,Ld. | 250·3\|42·9\|24·3 | Montreal British *WB* | T.3Cy.18",30"&50"–36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl. | | C |
| 153436 | | | 2230 | | | | | | | | | | | | |
| CYKG | D.F. *Mchy.Aft* 2 *Dks* | | 1456 | | | | | | | | | | | | |
| 82991 | **Satakunta** (*ex*Everest–39) | | 2141 | ✠100A1 | Hfs | *s* | CL | 1898 | W.Gray& Co.Ld. W Hartlepool A&CP | SatakunnanLaiva O/Y(H.Liljestrand,*Mgr.*) | 289·8\|42·1\|19·2 P27'B69'F29' FK | Pori Finnish 4 *BHCem* | T.3Cy.21½",35"&58"–39" (*s*) 160lb NDB10 217NHP 2SB,6*rf*,GS73,HS3370 | 21 " 9 ≈3 " 2½ 18 " 8½ | |
| OFDP | *ss*Hfs.No.2–40 ~~*ss*Lic.No.1–39~~ 1 *Dk*(*Irn*)&*deep framing* *Cargo battens not fitted* | | 1267 | ~~BS3,39~~ ✠LMC2,37 9,40 | | | ~~11,39~~ 9,40 | 11mo | | *Intermediate B Hin fore hold dispensed with Cell DBa&uE110'f120'607t* | | *APT*54*t* | Cen.Mar.Eng.Wrks WHpl | | |
| 82992 | **Satartia** | | 4994 | ✠ ... | | | | 1919 | American International S.B.Corp. HogIslandPa | UnitedStates Maritime Commission | 390·0\|54·2\|27·6 P39'B122'F43' FK | Phildlphia Utd. States *WB* | DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 " 0 | R † |
| 218089 | *Fitted for oil fuel* | | 4740 | 6,20 | | | | 5mo | | | | | | | |
| KIDC | Sub.Sig. 2 *Dks*&*Web frames* | | 3021 | ✠ | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. / Engines. | 9 By Whom. Where. | 10 Owners | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L. R. Dates of Build & Class Apptd. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82993<br>148517<br>MNCV | **Satellite**<br>E.S.D.<br>Sub.Sig. Wireless | Twin Sc<br>*Cruiser Stern*<br>1 *Dk* | 491<br>426<br>207 | | | | | 1924 | J.I. Thornycroft & Co. Ltd. Southampton | Corporation of the Trinity House | 160·0 B42′ | 27·7 | 12·1 | London British | T. 6 Cy. 11″, 18″ & 29″–21″ 38 NHP<br>J.I Thornycroft & Co Ltd Sou | | |
| 82994<br>40201<br>JGBJ | **Satuki Maru**<br>*Mchy. Aft* | *Oil Eng.*<br>1 *Dk*<br>*Cruiser Stern* | 354<br>—<br>258 | | | | | 1935 | Urabe Zosen Tekkosho Osaka | Towa Kisen K.K. | 129·9 B12′F23′ | 26·0 | 12·0 | Kobe Japanese | Oil Engines 2S.C.SA 4 Cy. 16.9″/16–18½″ 189 NHP<br>Nippon Hatsudoki K.K. Kobe | | |
| 82995<br>33167<br>JAJC | **Satuma Maru** (*ex* Sunwood, *ex* Reindeer, *ex* War Beach)<br>*ss* Sng. No. 2–27<br>1 *Dk* (*Stl*) | 3089<br>2834<br>1828 | ✠ —<br>9,31 | Kob | *u* | | 1918<br>8mo | Tyne I.S.B. Co. Ltd. Newcastle | Utsunomiya Kaisoten K.K.<br>*Cell D* | 331·4 B33′B100′F29′<br>*B284′724t F PT110t* | 46·8 FK | 23·1 | Takasago Japanese | T. 3 Cy. 25″, 41″ & 68″–45″ 431 NHP<br>3 SB, *9cf*, GS 155, HS 6420<br>*7 B Hpt Cem A PT 123t* | 25 ″ 6 | C<br>† |
| 82996<br>81743<br>WCGF | **Saturn** (*ex* Walter Scranton)<br>*Mchy. Aft* GyC. Sub.Sig. | 4426<br>—<br>1 *D* k2*tr B* | 4426<br>—<br>3061 | | | | | 1901 | American S.B.Co. Cleveland | Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*) | 416·0 | 50·0 | 28·0<br>*WB* | Wilmgton (Del.) Utd. States | T. 3 Cy. 20″, 33″ & 57″–42″ 211 NHP<br>American S.B.Co. Clevelnd. | | R |
| 82997<br>368<br>ESEF | —<br>(*ex* Frigg, *ex* Amerika)<br>1 *Dk* | 403<br>335<br>251 | | | | | | 1889 | Bergsunds Mek. Værks. Stockholm | J. Rang | 140·8 Q49′B35′H10*t*F12′ | 24·5 | 10·3<br>*WB* | Tallinn Estonian | T. 3 Cy. 10¾″, 17″ & 28¼″–23½ 39 NHP<br>Bergsunds M.V. Stockholm | | V |
| 82998<br>275<br>ICGZ | **Saturnia** Ⓟ<br>*Oil Eng.*<br>*ss* Tri. No. 3–8, 36<br>4 *Dks* (*Stl*) & *Shade dk* (*Stl*–teak s)<br>*Ref. Mchy.* 5*th dk* (*Stl*) in No. 1 *hold*<br>D.F. (*Topside–special*<br>GyC. Sub.Sig. *quality steel*) | Twin Sc<br>15353<br>14540 | 24470<br>*with freeboard*<br>2,40<br>✠NE 8,36 DBS 6,39<br>✠Lloyd's RMC 12,39 | ✠100A1 | Tri | | CL<br>P(N)<br>4,38<br>s2,40 | 1927<br>9mo | Cant. Nav. Co. Ltd. Triestino Monfalcone<br>*Lloyd's SA & CP* | "Italia"<br>Soc. Anon. di Nav.<br>*Cell D B* | 630·1<br>601·2<br>B356′<br>*Duct keel fwd of Mchy space*<br>493′2135*t* Tanks in 581*t D T f* 25′206*t* | 79·8<br>42·6 FK<br>(<br>*way of tunnels* | 29·5<br>*Coll to Sh dk*<br>7 „ *U* „<br>2 „ *2nd*, „)<br>*F PT 161t A PT 167t* | Trieste Italian | Oil Engines 2S.C.DA 20 Cy. 29½/16″–47½″ 6256 NHP 2 DB *100lb*<br>NDB′38 (*upper*)–*100lb*<br>Cant Riuniti dell'Adriatico | 46 ″ 6<br>s17 ″ 11<br>29 ″ 0½ | |
| 82999<br>8400<br>SMPN | **Saturnus**<br>D.F.<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk*<br>*Butts of keel plating elec. welded*<br>*Longitudinal framing at bottom & at deck* | *Oil Eng.*<br>9017<br>5818 | 9965<br>6,41 ~~1,40~~<br>✠LMC 1,40<br>*Carrying Petroleum in bulk* | ✠100A1 | Nkv<br>NYk | *e*† | CL | 1940<br>1mo | Nakskov Skibs. A/S Nakskov<br>*Lloyd's SA & CP* | Rederi A/B "Saturnus" (E. Högberg, *Mgr.*)<br>*Cell D Bu* | 505·4 510·2 (O.L.)<br>P95′B40′F63′<br>*E76′340t D T f 33′4* | 65·9 FK | 36·1<br>*11 B H*<br>*86t F PT 174t A PT s 291t* | Stockholm Swedish | Oil Engines 2S.C.DA 5 Cy. 24.7/16″–55¾″ 1030 NHP<br>2 DB *171lb* DB (WT) *185lb*<br>Akt. Burmeistr & Wain, Cpn | 36 ″ 3<br>s7 ″ 4½<br>29 ″ 1 | |
| 83000<br>PHIU | —<br>2 *Dks* | 2741<br>2127<br>1731 | | | | | | 1909 | Maats. Fyenoord Rotterdam | Koninkl. Nederl. Stoomb. Maats. N.V. | 328·0 Q105′B85′F40′ | 44·2 | 18·8<br>*WB* | Amstrdam Dutch | T. 3 Cy. 21½″, 33″ & 57″–39″ 203 NHP<br>Maats. Fyenoord, Rot. | | V |
| 83001<br>LHFH | —<br>*Oil Eng.*<br>2 *Dks* | 955<br>921<br>510 | | | | | | 1930 | Bergens Mek. Værks. Bergen | Det Bergenske Dampskslsk. | 192·2 H27*t* | 30·1 | 20·5<br>*WB* | Bergen Norwegian | Oil Engines 2S.C.SA 4 Cy. 15¾″–28⅜″ 172 NHP<br>A/B Atlas Diesel, Skm. | | V |
| 83002<br>5937<br>SGFK | —<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk* | *658*<br>507<br>337 | | | | | | 1917 | Eriksbergs M.V. Aktieb Gothenburg | O.F. Ahlmark & Co. Eftr. A/B | 181·0 P53′H55*t*F21′ | 28·9 | 11·6<br>*WB* | Karlstad Swedish | T. 3 Cy. 14.3/16″, 22.7/16″ & 36¾″–24″ 80 NHP<br>Eriksberg M.V. Aktieb Got | | V |
| 83003<br>203184<br>WQCO | **Saucon** (*ex* J. Leonard Replogle, *ex* Charles Weston)<br>*Mchy. Aft* D.F. GyC. 1 *Dk* | 6996<br>—<br>5511 | | | | | | 1906 | W. Bay City S.B.Co. West Bay City Mich | Bethlehem Steel Corp. (Bethlehem Transptn. Corp. *Mgrs.*) | 549·0 | 56·0 | 26·6<br>*WB* | Wilmgton (Del.) Utd. States | T. 3 Cy. 24″, 39″ & 65″–42″ 274 NHP<br>Detroit S.B.Co. Detroit | | R |
| 83004<br>CSBM | **Saudades** (*ex* Peniche, *ex* Phoenicia)<br>*ss* Lis. 2nd No. 3–12, 38<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*–teak s) | 4758<br>4510<br>2972 | 100A1<br>*Shelter dk*<br>*with freeboard*<br>8,40 ~~12,30~~<br>BS 1,40 1,41 LMC 12,38 | | Lis | | CL<br>10,38 | 1913 | Flensburg Schiffsb. Ges. Flensburg | Soc. Geral de Commercio, Industria e Transportes, Ltda. | 364·3 B30′<br>*Cell D B 330′1023t F* | 51·1 FK | 22·0<br>30·0<br>*P T 36t A P T 44t* | Lisbon Portuguese | T. 3 Cy. 25″, 41.3/16″ & 67½″–48″ 185lb (*s*) 406 NHP<br>3 SB, *9cf*, GS 156, HS 5600<br>*Coll to Sh dk* 5 „ *U* „) Flensburger Schiffsb. Ges. | 24 ″ 5<br>s1 ″ 11¼<br>22 ″ 8 | |
| 83005<br>LETY | **Saude** Ⓟ (*ex* Stavanger)<br>1 *Dk* & *Awng dk* | 325<br>301<br>185 | | | | | | 1897 | Stavanger Stöberi & Dok Stavanger | Det Stavangerske Dampskibsselskab | 130·4 H24*t* | 21·7 | 9·6<br>16·8<br>*WB* | Stavanger Norwegian | T. 3 Cy. 13½″, 22″ & 34″–25″ 58 NHP<br>Laxevaags Msk. & Jrns. Bgn | | |
| 83006<br>DIEZ | **Sauerland** Ⓟ<br>*Oil Eng.*<br>D.F E.S.D. Sub.Sig. 2 *Dks* | 7087<br>5999<br>4194 | | | | | | 1929 | F. Schichau Danzig | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 462·8 P26′ | 61·1 | 25·9<br>*WB* | Hamburg German | Oil Engines 2S.C.SA 11 Cy. 26¾″–47½″ 1374 NHP<br>F. Schichau, Elbing | | G |
| 83007<br>160398<br>GMQR | **Saugor**<br>*ss* Cal. No. 2–36<br>2 *Dks* (*Stl*) | 6303<br>5740<br>3935 | ✠100A1<br>8,39<br>~~BS 6,39~~<br>5,40<br>*Carrying oil fuel F. P. above* 150° F. | | Cal | *a*† | CL<br>8,39 | 1928<br>3mo | Harland & Wolff, Ld. Greenock<br>*Lloyd's SA & CP* | James Nourse, Ld.<br>*Intermediate 'tween B Hin after hold dispensed with in deep tank*<br>*Cell D Ba & u E164′ f 184′* | 424·0 P45′B140′F34′<br>*dk*<br>1224*t D T a 38′1154t* | 56·0 FK | 28·8<br>*Cem*<br>*6 B H to Udk*<br>1 „ „ *2nd*, „<br>*A PT 28t* | London British | T. 3 Cy. 26″, 44″ & 74″–51″ (*s*) 180lb 569 NHP<br>3 SB, *9cf*, GS 190, HS 8604 FD<br>Harland & Wolff, Ld. Belfast | 31 ″ 4<br>s6 ″ 2¾<br>25 ″ 3¾ | |
| 83008<br>87<br>YLDZ | **Saule** (*ex* Bors, *ex* Gyda)<br>*Well deck* | 1207<br>949<br>722 | ✠ ...<br>1,95 | | | | | 1890<br>11mo | Wood, Skinner & Co. Ld. Newcastle | "Jura" Shipping Co. Ld. (Fr. Karklins, *Mgr.*) | 229·7 Q73′B65′F25′ | 33·0 FK | 15·5 | Ventspils Latvian | T. 3 Cy. 17″, 28″ & 46″–30″ 116 NHP<br>N.E. Marine Eng. Co. Nwc. | 18 ″ 0 | N<br>† |
| 83009<br>FNNP | **Saumur**<br>D.F. | 2955<br>2538<br>1807 | ...<br>7,22 | | | | | 1920<br>1mo | Forth S.B. & E.Co.Ld. Alloa | Cie Delmas Vieljeux | 324·4 P28′B85′F33′ | 44·3 FK | 23·1 | La Rochlle French | T. 3 Cy. 20½″, 33″ & 54″–39″ 234 NHP<br>G.T. Grey & Co. Ld. S. Shl. | 25 ″ 6 | V<br>† |
| 83010<br>156503<br>CGSK | **Saurel** Ⓟ<br>(*Icebreaker*)<br>1 *Dk*, 2*nd dk* (*Stl*) *clear of machinery space*<br>Wireless<br>*Fitted for oil fuel* *Cruiser Stern* | Twin Sc<br>1034<br>418 | ✠ ...<br>5,33 | | Mtl | | | 1929<br>12mo | Canadian Vickers, Ld. Montreal | Canadian Government (Department of Transport)<br>*Cell D B* | 200·0 F40′<br>117′192*t D* | 42·0 FK | 19·3<br>*8 B H Cem*<br>(4„ *to 2nd dk*)<br>*2t F PT 64t A PT 50t* | Ottawa British | T. 6 Cy. 20½″, 32″ & 52″–30″ 492 NHP<br>3 SB, *9cf*, GS 198, HS 7809<br>Canadian Vickers, Ld. Mtl. | 21 ″ 0 | |
| 83011<br>—<br>D.F.<br>*Mchy. Aft* | **Saustan** (*ex* Vallejo–37)<br>*ss* Fal. No. 2–35<br>2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing* | *5586*<br>—<br>*3375* | ✠ ...<br>10,40<br>~~BS 1,39~~ ~~LMC 11,36~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,28 *F.P. above* 150° F. | | Msl | *z* | CL<br>10,38 | 1928<br>5mo | R. Duncan & Co. Ld. Port Glasgow<br>*Lloyd's SA & CP* | Cia. Arrendataria del Monopolio de Petroleos, S.A.<br>*Cell D Bu E & B* | 407·0 P122′B35′F41′<br>76′170*t A PT 195t* | 54·2 FK | 30·1<br>*16 B Hpt Cem*<br>(11 *to U dk*<br>5 „ *2nd* „) | Valencia Spanish | T. 3 Cy. 25″, 43½″ & 74″–48″ (*s*) 210lb 567 NHP<br>3 SB, *9cf*, GS 172, HS 8202 FD<br>Rankin & Blackmore Ld Grk | 30 ″ 0<br>~~s5 ″ 0~~<br>~~25 ″ 2½~~ | |
| 83012<br>—<br>FOPA | **Sauternes**<br>*Mchy. Aft* | 1049<br>—<br>414 | | | | | | 1922 | Atel. & Ch. de la Seine Marit. Le Trait, S/I. | Worms & Co. | 215·9 P126′F57′ | 30·5 | 12·5<br>*WB* | Havre French | T. 3 Cy. 18″, 30″ & 50″–33″ 144 NHP<br>Atel. & Ch. de la Seine Marit. | | V |

55 / 40

Now "Castillo Campanario," see No. 87658 in Supplement

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enlèvement. | 7* Date de la dernière visite à flot pour petite ligne. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. | pe. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83013 | **Sava** (*ex*Nereide) | *ss*Spt.No.1–39 | *3473* | ✠100A1 | Rot | *u* | CL | 1910 | Cant.Nav. | BrodarskoAkcionarskoDrustvo | 330·2 | 46·3 | 21·2 | Susak | T.3Cy.23″,38″&62″–42″ (*s*) | 23 ″ 6 | |
| | | *ss*Tri.2ndNo.3–3,35 | 2599 | 6,09 ~~6,38~~ | Spt | | N6,38 | 6mo | Triestino | " Oceania " | | | | Yugoslav | 180lb *80lb* 282NHP | s 2 ″ 7 | |
| YTEA | } *Dk(pt Irn pt Stl)&deep framing* | | 2227 | BS10,40 ~~BS9,38~~ | ✠LMC5,39 ~~LMC5,38~~ | | | *Lloyd'sA&CP* | Monfalcone | MonfalconeDrustvo | P33′B164′F40′ | FK | | 6 *BHCem* | 2SB,*6cf*,GS126,HS4506 | 21 ″ 1½ | |
| | Now "Radhurst," *see No. 89329 in Supplement* | | | | | | | | | *CellDBo* | 104′*uE22′f*142′767*t* | | | *APT30t* | D.Rowan&Co.Glasgow | | |
| 83014 | **Savarona** | TwinSc | 4646 | ✠100A1 | Sou | *x* | CL | 1931 | Blohm& | TurkishGovt. | 364·7 | 52·8 | 28·5 | Istanbul | 6 Steam Turbines SR | 32 ″ 4 | |
| | (*Yacht*) | | 3503 | *withfreeboard* | | | 7,36 | 7mo | Voss,K.a.A. | (Denizbank) | 408·5(O.L.) | | | Turkish | geared to 2 Sc. Shafts (*s*) | s 12 ″ 1 | |
| TCMA | | *ss*Ham.No.1–36 | 1501 | 4,38 | | | | | Hamburg | | B&F263′ | FK | | 11 *BHptAsp* | 400lb HS19300 1802NHP | 20 ″ 5½ | |
| | D.F. GyC. | 3*Dks(Stl–Weather dk* | | BS5,38 | ✠LMC10,36 | | | *Lloyd'sA&CP* | | *CellDB* | | | | | 4WTB (Spt 400lb) | | |
| | Sub.Sig. | teak s)*&Web frames* | | *Fitted for oil* | *fuel* 7,31 | | *F.P. o* | *bove* 1 50° F. | | *a23′uE&fB*118′435 | *tDTf*36′53*t* | | | *FPT29* | *tAPT151t* | WTDR*200lb* FD | |
| | | | | | | | | | | | | | | | | Blohm&Voss,K.a.A.Ham. | |
| 83015 | **Savas** (P) | TwinSc | 6130 | | | | | 1939 | Blohm& | T.C.Münakalât | 385·9 | 52·5 | 28·1 | Istanbul | T.6Cy.22$\frac{7}{16}$″,35$\frac{7}{16}$″&59$\frac{7}{16}$″– | | |
| | | | 4139 | | | | | | Voss | VekâletiDevlet | B16′F85′ | | | Turkish | 39⅜″ & LP turbines with DR | | |
| TCLN | | | 3140 | | | | | | Hamburg | Denizyollari | | | | *WB* | gearing & hydraulic | | |
| | D.F. E.S.D. GyC. | | | | | | | | | IsletmeU.M. | | | | | couplings HS12270 908NHP | | |
| | *Ref.Mchy.* Sub.Sig. | 3*Dks* | | | | | | | | | | | | | Blohm&Voss,Ham. | | |
| | | *CruiserStern* | | | | | | | | | | | | | | | |
| 83016 | **Save** (*ex*Granja,*ex*Picador) | | 782 | ✠ | Lon | *l* | | 1912 | SchffsbGes | Cia.Nacional de | 205·3 | 32·4 | 11·7 | Loanda | T.3Cy.15″,24⅜″&40$\frac{9}{16}$″–24$\frac{7}{16}$″ | 13 ″ 9 | |
| | | *ss*Lis.No.2–21 | 630 | 6,24 | | | | 11mo | Unterweser | Navegação | P19′B&F161′ | | | Portuguese | 120NHP | | |
| CSBS | Wireless | 1*Dk(Stl)* | 426 | ✠ | | | | | Weser-münde-L. | | | FK | | 4 *BHCem* | 2SB,*4cf*,GS70,HS2271 | | |
| | | | | | | | | | | | | | | | OttenserMaschf.Altona | | |
| 83017 | **Savio** (*ex*TehHsing–38, *ex*PaoChing) | TwinSc | 1625 | | | | | 1889/90 | S.C.Farnham&Co. Shanghai | Cia.Italiana di Nav.S.A.I (Chinese Italian Nav.Co.Ltd) | 238·0 | 30·1 | 12·0 | Shanghai Italian | C.4Cy.16″&32″–18″ | | |
| | E.S.D. | | 1270 | | | | | | | | H72*t*F43*t* | | | | 72NHP | | |
| | | | | | | | | | | | *Saloon dk*138*t* | | | | S.C.Farnham&Co.Shi. | | |
| | | | | | | | | | | | *Promenade dk*372*t* | | | | | | |
| 83018 | **Savoia** | | 5490 | ✠100A1 | Tri | *y* | CL | 1922 | Stabilmnto | LloydTriestino | 404·2 | 54·0 | 29·6 | Trieste | 2 Steam Turbines DR | 32 ″ 0 | |
| 118 | | *ss*Tri.No.3–12,31 | 5021 | *Shelter dk* | | | 11,38 | 11mo | Tecnico | Soc.Anon.diNav. | | | | Italian | geared to 1 Sc. Shaft (*s*) | s 6 ″ 11½ | |
| ICHB | | *ss*Tri.No.1–38 | 3417 | *withfreeboard* | | | | | Trieste | | B125′ *onShelter dk* | | | 7 *BHptCem* | 200lb FD 600NHP | 25 ″ 3 | |
| | *Ref.Mchy.* | 1*Dk(Stl)&Shelter dk(Stl)* | | 11,39 | ✠LMC | | | | A&CP | | | FK | | (6 *to Sh dk* | 3SB(Spt) *9cf*,GS190,HS7668 | | |
| | D.F. | | | MS11,38 ~~BS5,39~~ | | | | | | *CellDB*338′ | 1234*t DTa*40′ 880*t* | | | 1 „ *U* „) | FrancoTosi,Legnano | | |
| | | | | ✠Lloyd'sRMC11,39 | | | | | | | | | | | | | |
| 83019 | **Savona** | Sc | 2120 | | | | | 1934 | H.C.Stülcken | Rob.M.Sloman,Jr. | 305·6 | 43·6 | 16·2 | Hamburg | T.3Cy.19$\frac{1}{16}$″,31$\frac{1}{2}$″&50$\frac{3}{4}$″– | | G |
| | | | 1626 | | | | | | Sohn | | B&F272′ | | | German | 35$\frac{7}{16}$″ & LP turbine | | |
| DJNM | D.F. E.S.D. | 1*Dk* | 1051 | | | | | | Hamburg | | *Upper*F39′ | | | *WB* | 246NHP | | |
| | Sub.Sig. | | | | | | | | | | | | | | H.C.StülckenSohn,Ham. | | |
| 83020 | **Savonia** (*ex*Egholm,*ex*SanMassimo, | | 1820 | ✠100A1 | Lkr | *r* | CL | 1890 | C.S.Swan | RederiA/B Suomi | 262·8 | 37·4 | 16·7 | Helsingfrs | T.3Cy.20″,33″&54″–39″ | 19 ″ 9 | |
| 588 | *ex*IwanAsbeleff, | *ss*Lkr.3rdNo.3–4,33 | — | *pt Awng dk* | Skm | | 5,39 | 6mo | &Hunter | (G.B.Thorden, | 37·0 | | | Finnish | 160lb 185NHP | s 8 ″ 1 | |
| OHBM | *ex*Arundo) | *ss*Lkr.No.1–38 | 997 | *withfreeboard* | | | | | Newcastle | *Mgr.*) | 274·0(O.L.) | | | 4 *BHptAsp* | 2SB,*6cf*,GS108,HS2822 | 19 ″ 4 | |
| | | 1*Dk(Irn)&Webframes* | | 6,40 ~~5,00~~ | ✠LMC | | | | A&CP | | P26′Q72′B112′F31′ | | | *ptCem* | Alley& M'Lellan,Glasgow | | |
| | | *&pt Awng dk(Irn)* | | MS2,38 | BS6,38 | | | | | | | FK | | | | | |
| | | *Hatch covers & Webs dispensed* | | No later survey reported | | | | | | *CellDBa*222′446*t* | | | | *APT44t* | | | |
| | | *with in 'tween decks* | | | | | | | | | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 83021 | **Sawa Maru** (P) (*ex*HisayosiMaru–39, | | 1264 | | | | | 1903 | Akers | KagoshimaYusen | 227·0 | 31·6 | 22·1 | Kobe | T.3Cy.20″,32″&52″–33″ | | |
| 30052 | *ex*HisayoshiMaru–38,*ex*Falkefjell, | | 1169 | | | | | | Mek.Værks. | K.K. | H93*t* | | | Japanese | 155NHP | | |
| JAAC | *ex*Kingston,*ex*Salvatore | 1*Dk&Awng dk* | 774 | | | | | | Oslo | | | | | *WB* | AkersMek.Værks.Oslo | | |
| | diGiorgio) | 3*trB* | | | | | | | | | | | | | | | |
| 83022 | **Sawahloento** | | 3085 | ✠ | Sng | *u* | | 1921 | Gebr.Pot | Koninkl.Paketv. | 325·3 | 47·6 | 22·0 | Batavia | T3Cy28$\frac{3}{4}$″38$\frac{5}{16}$″&62$\frac{5}{16}$″–41$\frac{3}{4}$″ | 24 ″ 3 | V |
| | | | 2775 | 9,23 | | | | 6mo | Bolnes | Maats. | P30′B70′F33′ | | | Dutch | 282NHP | | † |
| PKEX | | 1*Dk(Stl)* | 1830 | ✠ | | | | | | | | FK | | 5 *BHAsp* | 2SB,*6cf*,GS100,HS3876 | | |
| | | | | | | | | | | *CellD* | *B273′* 797*t FPT80t* | | | *APT120t* | NVBergerhoutsSchps.Rot | | |
| 83023 | **Saxaren** (P) (*ex*GustavsbergVII.) | | *313* | | | | | 1912 | Oskrshmns | WaxholmsNya | 112·4 | 23·3 | 9·4 | Stockholm | C.2Cy.16$\frac{1}{2}$″&32$\frac{1}{4}$″–23$\frac{5}{8}$″ | | |
| 5323 | | | *151* | | | | | | M.V.Aktieb. | Angf.A/B(O.F. | B77′H55*t* | | | Swedish | 48NHP | | |
| SGFM | | 1*Dk* | *193* | | | | | | Oskarshamn | Ekebohm,*Mgr.*) | | | | *WB* | OskarshamnsM.V.Aktieb. | | |
| 83024 | **Saxen** (*ex*Rolf–33,*ex*LieselHalm) | | *1000* | | | | | 1921 | F.Schichau | O.F.Ahlmark&Co. | 221·9 | 33·6 | 13·7 | Karlstad | T.3Cy.15″,24$\frac{1}{8}$″&38$\frac{3}{8}$″–25$\frac{1}{2}$″ | | G |
| 7819 | | | *859* | | | | | | Elbing | Eftf.A/B | P14′B59′F29′ | | | Swedish | 75NHP | | |
| SGHD | | 1*Dk* | *531* | | | | | | | | | | | *WB* | F.Schichau,Elbing | | |
| 83025 | **Saxon Queen** | | 482 | ✠100A1 | Lon | *g* | ~~11,39~~ | 1938 | NVBoele's | BritishChannel | 162·2 | 26·4 | 9·8 | London | Oil Engines 4S.C.SA | 11 ″ 10 | |
| 166365 | | *Oil Eng.* | 350 | 12,40 ~~11,39~~ | | | 12,40 | 3mo | Schpsw&Mch | IslandsShipping | *27·7* | | | British | 8Cy.11″–17$\frac{1}{16}$″ 94NHP | s 1 ″ 2 | |
| GKGD | Wireless D.F. E.S.D. | 1*Dk* | 264 | | ✠LMC3,38 | | | | Bolnes | Co.Ltd. | 169·5(O.L.) | FK | | 3 *BHptCem* | | 10 ″ 9¼ | |
| | *Mchy.Aft* | *CruiserStern* | | | | | | *Lloyd'sA&CP* | | | Q44′F21′ | | | | Humboldt-Deutzmotoren | | |
| | | | | | | | | | | *CellDB*107′127*t* | *FPT48tAPT11t* | | | | A.G.,Köln-Deutz | | |
| 83026 | **Scalaria** | | 5683 | ✠100A1 | Sng | *z* | CL | 1921 | Swan,Hun- | Anglo-Saxon | 411·5 | 53·4 | 31·0 | London | T.3Cy24½″,42½″&74″–48″ (*s*) | 31 ″ 0 | |
| 146132 | | | 5263 | 8,40 ~~10,39~~ | | | 10,39 | 9mo | ter&Wigham | PetroleumCo.Ld. | 426·0(O.L.) | | | British | 220lb 555NHP | s 5 ″ 9 | |
| GPKZ | | *ss*H.Kg.No.3–7,33 | 3435 | ✠NB7,33 | ✠LMC | | | | Richardson, | | P109′B26′F45′ | FK | | 16 *BHptCem* | 3SB,*9cf*,HS7758 FD | 25 ″ 5½ | |
| | | *ss*H.Kg.No.1–37 | | MS11,37 | BS10,39 ~~8,40~~ | | | | Ld Newcastle | | | | | (12 *to U dk* | WallsendSlpway&E.CoLd | | |
| | *Mchy.Aft* | 2*Dks(Stl)&Web frames* | | *Carrying Petroleum in bulk* | | | | *Lloyd'sA&CP* | | | | | | 4 „ 2nd „) | | | |
| | E.S.D. | *Longitudinal framing* | | *Fitted for oil fuel* 9,21 | | | *F.P. o* | *bove* 1 50° F. | | *CellDB uE&B*78′21 | 7*tDTf*32′316*t FPT* | | | 81*tAPT136t* | | | |
| 83027 | **Scandia** (*ex*F.D.Asche) | | 8571 | ✠100A1 | Cpn | *c*† | CL | 1918 | NwprtNws | Ministry of Shipping(Anglo- | 464·2 | 60·2 | 36·9 | Trinidad | | | |
| 171461 | | *ss*N.Ns.No.3–2,30 | 6532 | *Shelter dk* | | | ~~4,38~~ | 12mo | S.B.&D.D.Co. | AmericanOilCo. | | | | B.W.I. | Q.4Cy.24$\frac{7}{16}$″,35″,51″&75″– | 37 ″ 2 | |
| ~~GKCL~~ | D.F. | *ss*Shl.No.2–38 | 6524 | *withfreeboard* | | | 3,41 | | NwprtNews | Ld.*Mgrs.*) | | | | British | 51″ | s 9 ″ 8½ | |
| VSJF | *Mchy.Aft* | 2*Dks(Stl)Shelter dk(Stl)* | | 1,40 | | | | | A&CP | | *FonShelter dk*48′ | FK | | 18 *BHptCem* | 220lb *180lb* (*s*) 583NHP | 27 ″ 8 | |
| | | *&Web frames* | | BS1,40 | ✠LMC5,38 | | | | | *CellDBa*17′*uE&* | | | | (3 *to Sh dk* | 3SB(Spt),*9cf*,GS177, FD | | |
| | | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | *B*69′*f*50′452*t* | *FPT173tAPT100t* | | | 11 „ *U* „ | HS7035 | | |
| | | | | *Fitted for oil fuel* 12,18 | | | *F.P. a* | *bove* 1 50° F. | | | | | | 4 „ 2nd „) | NewportNewsSB&DD.Co. | | |
| 83028 | — | | 1709 | | | | | 1918 | Akt.Bur- | A/S Dampskslsk. | 255·0 | ~~37·2~~ 36·2 | 17·6 | Copnhagn | 3Cy.25″–36″ | | V |
| | (*ex*Activ–34,*ex*Skinfaxe, | *Stm.Eng.* | 1346 | | | | | | meistr&Wain | D.F.K(DeForenede | Q68′B56′F32′ | | | Danish | | | |
| OYXB | *ex*Rask) | 1*Dk* | 1014 | | | | | | Copenhagen | KulimportörerA/S. | | | | *WB* | Akt Burmeistr&Wain,Cpn | | |
| | | | | | | | | | | *Mgrs.*) | | | | | | | |
| 83029 | **Scandinavia** | | *1641* | ✠100A1 | Got | *s* | CL | 1937 | Eriksbergs | Rederiaktieb. | 284·2 | 41·2 | 15·3 | Gothenbrg | Oil Engines 2S.C.SA | 18 ″ 0 | |
| 8214 | | *Oil Eng.* | *1212* | *withfreeboard* | NYk | | 3,40 | 11mo | M.V.Aktieb. | SvenskaLloyd | 296·0(O.L.) | | | Swedish | 7Cy.19$\frac{1}{16}$″–35$\frac{7}{16}$″ 473NHP | s ″ 2 | |
| SKVN | D.F. | 1*Dk&Shelter dk* | 723 | 3,40 ~~8,40~~ | ✠LMC11,37 | | | | Gothenburg | (K.R.Bökman, | | FK | | 4 *BH* | DB*60lb* | 17 ″ 11½ | |
| | | *Strengthened for Navigation in Ice* | | | | | | *Lloyd'sA&CP* | | *Mgr.*) | | | | (*Coll to Sh dk* | Götaverken A/B,Got. | | |
| | | *CruiserStern* | | | | | | | | *CellDB*240′481*t* | *FPT23tAPT33t* | | | 3 „ 2nd „) | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Fl. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83030 OHGS | **Scandinavic** (*ex* H. Pontoppidan–32, *ex* Olympic) D.F. | *ss* Abg. 2nd No. 3–1,29 *ss* Cpn. No. 3–11,32 *ss* Got. No. 1–37 1 *Dk* (*pt* Irn & *pt* Stl) & deep framing | 2320 — 1348 | ✠100A1 11,39 ✠LMC MS9,36 BS5,~~30~~ 6,40 | Osc | *t* | CL 8,38 | 1903 8mo | Irvine's SB & D.D.Co. Ltd. W Hartlepool *Lloyd's SA & CP* | A/B Scandinavic S.S.Co. O/Y (P Henriksson, *Mgr.*) | 311·5 / 302·0 / P21'B182'F34' FK *Cell DBa* 96' *u E & B* 34' *f* 126' 668 *t* | 45·0 / 45·1 / 18·1 | 25·2 / 18·1 | Helsingfrs Finnish | T.3Cy. 22", 35" & 59"–39" (*s*) 160lb 223NHP 5 *BHCem* 2SB, *6cf*, GS85, HS3431 Richardsons, Westgarth & *APT* 70 *t* Co. Ld. Hpl. | 20 ″ 6 s 1 ″ 11 18 ″ 9¼ | |
| 83031 4121 SETA | **Scania** (*ex* Saltburn, *ex* Norman) D.F. | *ss* Hpl. 3rd No. 3–5,37 1 *Dk* (*Stl*) & deep framing *Cargo battens not fitted* | *1980* *1675* *1171* | ✠100A1 ~~S.40 1,89~~ 2,41 ~~Bay~~ Lis BS4,~~39~~ 6,40 ✠LMC 5,37 | Hbg | *r* | CL 4,39 | 1901 8mo | Osbourne, Graham & Co. Sunderland *Lloyd's SA & CP* | Rederi A/B Arild (J.A.Thore, *Mgr.*) *Cell DBa* 86' | 275·0 / 29' B66' F30' FK *u E & B* 34' *f* 108' 491 *t* | 40·2 | 17·8 | Arild Swedish | T.3Cy. 20", 32½" & 53"–36" (*s*) 160lb 180NHP 4 *BHCem* 2SB, *4pf*, GS61, HS2865 N.E. Marine Eng. Co Ld. Sld. *APT* 45 *t* | 20 ″ 2 s 2 ″ 7½ 17 ″ 9 | |
| 83032 7961 SKVA | — D.F. *Cruiser Stern* | *ss* Skm. No. 1–38 *Oil Eng.* 1 *Dk* & *Shelter dk* *Strengthened for Navigation in Ice* | *1629* *1204* 742 | ✠100A1 *with freeboard* ~~9,10 12,80~~ 6,41 ✠LMC CS10,38 DBS8,~~38~~ 6,40 8,37 | Bal NYk | *s* | CL 12,39 | 1934 7mo | Kockums M.V. Aktieb Malmö *Lloyd's SA & CP* | Rederiaktieb. Svenska Lloyd (K. R. Bökman, *Mgr.*) *Cell DB* 240' 446 *t* | 284·3 / 41·3 / 15·1 FK ( *FPT* 23 *t* *APT* 27 *t* | | | Gothenbrg Swedish *Coll to Sh dk* 3 „ 2nd „ | Oil Engines 4S.C.SA 7Cy. 23⅝"–43⅞" 377NHP DB 40 *lb* 4 *BHpt Cem* Kockums M.V. Akt. Malmö | 18 ″ 0 s ″ 2 17 ″ 11½ | |
| 83033 39 IUFD | **Scarpanto** Ⓟ (*ex* Calitea–33, *ex* Cherso–32, *ex* Cetinje, *ex* Brasso) | *ss* Fiu. No. 3–3,21 *Fitted for oil fuel* 1 *Dk* | 498 307 245 | ✠ ... 1,26 ✠ | | | | 1908 10mo | Howaldts-werke Kiel | Società Fiumana di Navigazione | 171·8 / 160·9 / P32' B38' F32' BK 7" | 24·1 | 12·6 | Fiume Italian *WB* | T3Cy. 44⅛", 22¼" & 36⅜"–23⅝" 85NHP Howaldtswerke, Kiel | 13 ″ 3 | I † |
| 83034 LJJT | **Scebeli** *Ref. Mchy.* D.F. | *Oil Eng.* 1 *Dk* & *Shelter dk* *Cruiser Stern* | 3025 2617 1763 | | | | | 1937 | Akt. Burmeistr & Wain Copenhagen | Skibs A/S Thorsholm (A/S Thor Dahl, *Mgrs.*) | 324·3 | 45·8 | 26·1 | Sandefjord Norwegian *WB* | Oil Engines 2S.C.SA 9Cy. 19½"–35⅞" 606NHP Akt. Burmeistr & Wain, Cpn | | N |
| 83035 DOQO | **Scharnhorst** Ⓟ **Twin Sc** *Ref. Mchy.* Sub. Sig. D.F. E.S.D. GyC. | *Fitted for oil fuel* 3 *Dks* *Cruiser Stern* | 18184 13618 10712 | | | | | 1935 | Deutsche Sch-u-Mschb. A.G. Weser Bremen | Norddeutscher Lloyd | 625·6 / B251' F51' | 74·1 | 41·0 | Bremen German *WB* | 2 Steam Turbines connect'd to Elec. Motors & Sc. Shafts Algemeine Elec. Ges. Berlin | | G |
| 83036 DHUQ | **Scheer** (*ex* St. Lawrence River, *ex* Kronenfels) Sub. Sig. D.F. | *ss* Liv. No. 1–20 2 *Dks* | 8298 7679 5123 | ✠ ... 12,22 ✠ | | | | 1915 4mo | Flensburgr Schiffsb. Ges. Flensburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 477·9 / P61' B139' F57' FK | 62·3 | 32·7 | Hamburg German *WB* | Q.4Cy. 26¾", 38⅝", 56½" & 82⅝"–59" 742NHP Flensburger Schiffsb. Ges. | 35 ″ 6 | G † |
| 83037 166489 MMVN | **Scheldt** *Mchy. Aft* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 497 408 248 | | | | | 1938 | N.V.E.J. Smit & Zoon Scheepsw. Westerbroek | Vianda S.S.Co. Ld. | 169·8 / P&B 96' F22' | 29·1 | 11·2 | London British *WB* | Oil Engines 4S.C.SA 6Cy. 14⅜"–22⅛" 123NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz | | C |
| 83038 223675 KLHY | **Schenectady Socony** **Twin Sc** D.F. *Mchy. Aft* *New middle body electrically welded* 1936 | *Oil Eng* *Carrying Petroleum in bulk* 1 *Dk* | 1199 — 753 | | | | | 1924 | Sun S.B. & D.D.Co. Chester, Pa. *Rebuilt* 1936 | Socony-Vacuum Oil Co. Inc. | 252·9 | 40·1 | 12·8 | New York Utd. States *WB* | Oil Engines 4S.C.SA 12Cy. 13"–18" 197NHP McIntosh & Seymour Corp. Auburn, N.Y. | | R |
| 83039 FODD | **Schiaffino** (*ex* Flore) D.F. | **2 Twin Msts** *ss* Rou. No. 1–24 *Fitted for oil fuel* 2 *Dks* | 3236 2977 2052 | ✠ ... 7,26 ✠ | | | | 1920 3mo | Eltring-hams Ld. Wil-lington Quay | Soc. Algérienne de Nav. pour l'Afrique du Nord (Ch. Schiaf-fino & Cie. *Mgrs.*) | 330·5 / P33' B116' F40' FK | 47·9 | 22·7 | Algiers French *WB* | T.3Cy. 24", 39" & 65"–42" 289NHP Eltringhams, Ld. | 24 ″ 10 | V † |
| 83040 FNWU | **Schiaffino frères** (*ex* Procida) | *Fitted for oil fuel* 2 *Dks* | 3314 — 2031 | | | | | 1910 | Akt. Ges. "Neptun" Rostock | Soc. Algérienne de Nav. pour l'Afrique du Nord (Ch Schiaf-fino & Cie. *Mgrs.*) | 317·0 / P27' H–F31' | 48·2 | 23·9 | Algiers French *WB* | T.3Cy. 20½", 35 7/16" & 55⅞"–37⅜" 191NHP A.G. "Neptun," Rostock | | V |
| 83041 PHJK | **Schie** | *ss* Rot. No. 3–3,35 *ss* Rot. No. 1–40 1 *Dk* (*Stl*) | 1967 1766 1152 | ✠100A1 3,41 ~~4,40~~ Bon ✠LMC BS9,~~39~~ 3,41 MS4,40 | Rot | *r* | CL ~~7,38~~ 12,40 | 1922 5mo | A. Vuijk & Zonen Capelle/Ysel A&CP | N.V. Houtvaart (Vinke & Co. *Mgrs.*) *Cell D* | 281·5 / P24' B72' F27' FK *B* 244' 575 *t* *FPT* 81 *t* | 40·3 | 19·2 | Rottrdam Dutch | T.3Cy. 21", 34½" & 57"–36" (*s*) 190lb 236NHP 4 *BHCem* 2SB, *6cf*, GS110, HS3886 Arnhemsche Stooms. Maats *APT* 41 *t* | 21 ″ 4 s 3 ″ 0½ 18 ″ 6 | |
| 83042 PHJU | **Schieland** D.F. *Mchy. Aft* *Well deck* | *ss* Rot. No. 3–4,29 *ss* Rot. No. 2–38 1 *Dk* (*Stl*) *Cargo battens not fitted* | 2249 1674 1202 | ✠100A1 7,10 ~~4,30~~ Rot Nwc ✠NB6,34 ✠LMC 3,38 BS10,~~39~~ 3,41 | | *r* | OG 3,38 | 1916 10mo | A. F. Smulders Schiedam A&CP | Scheepvaart en Steenkolen Maats. N.V. *Cell DBf* 192' 540 *t* | 272·7 / P69' Q84' F27' FK *MT* 12' 285 *t* *FPT* 131 *t* | 40·2 | 18·2 | Rottrdam Dutch | T.3Cy. 20", 32" & 52"–39" (*s*) 180lb 212NHP 5 *BHCem* 2SB, *6cf*, GS102, HS3710 A.F. Smulders, Schiedam *APT* 70 *t* | 20 ″ 10 s 6 ″ 6¼ 18 ″ 8½ | |
| 83043 DHUR | **Schiffbek** D.F. *Well deck* *Strengthened for Navigation in Ice* | *ss* Ham. No. 2–38 1 *Dk* (*Stl*) *Cruiser Stern* | 2158 1661 1260 | ✠ 4,39 ✠ | Ham | *s* | | 1930 9mo | Lübecker Maschb. Ges. Lübeck | Knöhr & Burchard Nfl. *Cell DB* 244' 573 *t* *FPT* 37 *t* *APT* 61 *t* | 281·8 / 295·4 (O.L.) P15' Q81' B126' F32' FK | 44·2 | 16·9 | Hamburg German 4 *BHpt Cem* *pt Asp* | C.4Cy. (2) 16 9/16" & (2) 35 7/16" – 35 7/16" 216NHP 2SB (Spt), *4cf*, GS72, HS3120 A. Borsig, G.m.b.H. Berlin | 19 ″ 0 | |
| 83044 DHKK | **Schleswig-Holstein** (*ex* Hansburg–38, *ex* Yalta, *ex* Horncap) Sub. Sig. | 1 *Dk* | 2369 2058 1432 | | | | | 1921 | Schiffsw. v. H. Kock Lübeck | Lübeck Linie A.G. | 295·6 / P14' Q39' B180' F31' | 42·6 | 19·8 | Lübeck German *WB* | T3Cy. 20 7/16", 33½" & 52⅝"–35⅝" Ottensener 164NHP Mch. G.m.b.H. Altona | | G |
| 83045 217806 KEVT | **Schodack** Sub. Sig. | *Fitted for oil fuel* 2 *Dks* & *Web frames* | 5041 4740 3116 | ✠ ... 6,20 ✠ | | | | 1919 5mo | American International S.B. Corp. Hog Island Pa | Ocean Dominion S.S. Corp | 390·0 / P39' B122' F43' FK | 54·2 | 27·6 | New York Utd. States *WB* | DR Geared Steam Turbine 600NHP General Electric Co. Schenectady, N.Y. | 32 ″ 0 | R † |
| 83046 217799 KEVV | **Schoharie** Sub. Sig. | *Fitted for oil fuel* 2 *Dks* & *Web frames* | 4971 4740 3070 | ✠ ... 6,20 ✠ | | | | 1919 5mo | American International S.B. Corp. Hog Island Pa | ~~South Atlantic S.S. Co. of Delaware~~ South Atlantic Steamship Line | 390·0 / P39' B122' F43' FK | 54·2 | 27·6 | Savannah Utd. States *WB* | DR Geared Steam Turbine 600NHP General Electric Co. Schenectady, N.Y. | 32 ″ 0 | R † |
| * 83047 PHKA | **Schokland** *Well deck* | *ss* Rot. No. 3–5,27 *ss* Rot. No. 2–36 1 *Dk* (*Stl*) *Cargo battens not fitted* | 1113 775 624 | ✠100A1 1,39 BS1,39 ✠LMC 9,35 | Rot | *n* | OG 1,39 | 1915 12mo | A. Vuijk & Zonen Capelle a/d Ysel *Lloyd's SA & CP* | Scheepvaart & Steenkolen Maats. N.V. | 225·3 / Q72' B54' F22' FK *Cell DB* *a* 58' *u E* 19' *f* 9 | 33·2 | 14·2 | Rottrdam Dutch 4 *BHCem* | T.3Cy. 17½", 29" & 46"–36" (*s*) 180lb 155NHP 2SB, *4cf*, GS78, HS2620 Maats. Fyenoord, Rot. 8' 326 *t* *FPT* 25 *t* *APT* 18 *t* | 15 ″ 0 s ″ 11⅜ 14 ″ 1½ | |

*Now "Alcoa Leader," see No. 8/1027 in Supplement*

63/41



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appel. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. Darwen Cer. — Lat. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83048 | **Scholar** | | 3940 | ✠100A1 | Gls | *w* | CL | 1922 | C.Connell | CharenteS.S.Co. | 364·9 | 46·9 | 27·7 | Liverpool | T.3Cy.23″,38½″&64″–48″ (*s*) | 29 ″ 9 | |
| 145931 | | | 3658 | 3,40 | | | 9,38 | 6mo | &Co.Ld. | Ld.(T.&J. | 377·4 (o.L.) | | | British | 215lb 390NHP | s 5 ″ 1½ | |
| GJLV | | *ss*Gls.No.1–40 | 2473 | | ✠LMC | | | | Glasgow | Harrison, *Mgrs.*) | P36′B109′F44′ FK | | | 6*BHCem* | 3SB,*9cf*,GS179,HS6678 | 24 ″ 10 | |
| | | 2*Dks*(*Stl*) | | BS9,39 | MS3,40 | | | *Lloyd's SA&CP* | | *Cell DB*315′7*54t FPT* | 42*t APT*18*t* | | | Dunsmuir&JacksonLd.Gls | | |
| 83049 | **Schouten** | | 1805 | | | | | 1912 | Maats. | Koninkl.Paketv. | 270·3 | 40·2 | 17·0 | Batavia | T.3Cy.19″,31½″&51½″–39″ | | V |
| | | *Fitted for oil fuel* | — | | | | | | Fyenoord | Maats. | P&B184′F34′ | | | Dutch | 165NHP | | |
| PKRM | | 2*Dks* | 986 | | | | | | Rotterdam | | | | | *WB* | Maats.Fyenoord,Rot. | | |
| 83050 | **Schürbek** | | 2448 | ✠ | Sch | *t* | | 1930 | Flensburgr | Knöhr&Burchard | 307·0 | 45·5 | 19·7 | Hamburg | C.4Cy.(2)18½″&(2)39⅜″– | 21 ″ 9 | |
| | D.F. | *ss*Ham.No.2–37 | 2231 | 8,39 | | | | 6mo | Schiffsb.Ges. | Nfl. | 322·2 (o.L.) | | | German | 39⅜″ 272NHP | | |
| DHUU | *CruiserStern* | 1*Dk*(*Stl*) | 1435 | ✠ | | | | | Flensburg | | P&B250′F34′ FK | | | 5*BHptCem* | 2SB(Spt),*4cf*,GS73,HS3879 | | |
| | | *Strengthened for Navigation in Ice* | | | | | | | | *CellDB*264′695*tF* | *PT*31*tAPT*120*t* — | | | *ptAsp* | A.Borsig,G.m.b.H.Berlin | | |
| 83051 | **Schuylkill** | | 8965 | ✠100A1 | ~~Lon~~ | *d*† | OG | 1928 | SirJ.Laing | Anglo-American | 476·0 | 63·8 | 35·0 | Sundrland | Oil Engines 2S.C.SA | 34 ″ 9 | |
| 148358 | | *Oil Eng.* | 8210 | Examined2,41 Avn | | | 12,37 | 5mo | &Sons,Ld. | OilCo.Ld.(R.A. | | | | British | 4Cy.24¾″–97⅜″ 733NHP | s 6 ″ 8¾ | |
| GNSL | | *ss*Bel.No.2–36 | 5339 | ✠LMC C85,37 | | | | | Sunderland | Carder,*Mgr.*) | P102′B33′F49′ FK | | | 18*BHptCem* | 2DB*150lb* | 28 ″ 3½ | |
| | *Mchy.Aft* | 2*Dks*(*Stl*)*&Web frames* | | DBS3,40 10,40 8,39 | | | | *Lloyd's SA&CP* | | *CellDBuE*64′ | | | | (11 *to U dk* | W.Doxford&Sons,Ld.Sld. | | |
| | D.F. | *Longitudinal framing* | | *CarryingPetroleum in bulk* | | | | | | 172*tDTf*34′434*t* | *FPT*256*tAPT*39*t* | | | 7 ,, 2nd ,,) | | | |
| 83052 | **Schwaben** (P) | | 7773 | | | | | 1926 | Bremer | Norddeutscher | 491·5 | 63·9 | 29·0 | Bremen | T.3Cy.31⅛″,48⅛″&80¾″–55½″ | | G |
| | *Ref.Mchy* | Sub.Sig. | 7110 | | | | | | Vulkan | Lloyd | P26′B&F456′ | | | German | &1 LP turbine | | |
| DOEZ | D.F | E.S.D. 2*Dks* | 4803 | | | | | | Vegesack | | | | | *WB* | NE28 862NHP | | |
| | | | | | | | | | | | | | | | J.C.TecklenborgA.G.Wsm | | |
| 83053 | **Schwabenland** | TwinSc | 8631 | | | | | 1925 | Deutsche | DeutscheLuft- | 468·2 | 60·4 | 32·6 | Bremen | Oil Engines 4S.C.SA | | G |
| | (*ex*Schwarzenfels–34) | *Oil Eng.* | 7283 | | | | | | WerkeA.G. | hansaA.G. | P114′B125′F91′ | | | German | 12Cy.29½″–47½″ 1011NHP | | |
| DOFW | | (*Aeroplane Service Ship*) | 5121 | | | | | | Kiel | | | | | *WB* | DeutscheWerkeA.G.Kiel | | |
| | Sub.Sig. D.F. GyC. | 2*Dks* | | | | | | | | | | | | | | | |
| | E.S.D. | *CruiserStern* | | | | | | | | | | | | | | | |
| 83054 | **Schwalbe** | | 842 | | | | | 1920 | Atlas | ArgoReederei | 217·0 | 32·8 | 13·1 | Bremen | T3Cy18$\frac{7}{16}$″,29½″&45$\frac{7}{16}$″–29½″ | | G |
| | | | 708 | | | | | | WerkeA.G. | RichardAdler&Co. | P&B112′F31′ | | | German | 113NHP | | |
| DOGU | Sub.Sig. Wireless D.F | 1*Dk* | 461 | | | | | | Bremen | | | | | *WB* | AtlasWerkeA.G.Bremen | | |
| 83055 | **Schwan** (P) | | 1311 | | | | | 1938 | Howaldts- | ArgoReederei | 245·2 | 38·5 | 12·4 | Bremen | C.2Cy.17$\frac{3}{16}$″&35$\frac{7}{16}$″–35$\frac{7}{16}$″& | | G |
| | | | 856 | | | | | | WerkeA.G. | RichardAdler&Co. | B71′F30′ | | | German | LP turbine with DR gear- | | |
| DOUN | Wireless D.F. E.S.D. | 2*Dks* | 724 | | | | | | Kiel | | | | | *WB* | ing & hydraulic coupling | | |
| | *Ref.Mchy.* | *Cruiser Stern* | | | | | | | | | | | | | HS3122 222NHP | | |
| | | | | | | | | | | | | | | | DeutscheSchiff.-uMschb. | | |
| | | | | | | | | | | | | | | | A.G.Weser,Bmn. | | |
| 83056 | **Schwaneck** | | 2194 | | | | | 1939 | Deutsche | DeutscheDampfs. | 305·2 | 44·8 | 16·7 | Bremen | T.3Cy22$\frac{13}{16}$″,36$\frac{5}{8}$″&59$\frac{7}{16}$″– | | G |
| | | | 1651 | | | | | | Sch-u-Mschb. | Ges.“Hansa” | F29′ | | | German | 39$\frac{3}{8}$″&LP turbine with DR | | |
| DOVD | D.F. E.S.D. | 2*Dks* | 1024 | | | | | | A.G.Seebeck | | | | | *WB* | gearing&hydraulic | | |
| | | *CruiserStern* | | | | | | | Wesrmünd-G | | | | | | coupling HS2530 286NHP | | |
| | | | | | | | | | | | | | | | DeschimagSeebeck,Wsm. | | |
| 83057 | **Schwanheim** | | 5339 | | | | | 1935 | Bremer | Unterweser | 423·8 | 55·8 | 25·0 | Bremen | Oil Engines 2S.C.SA | | G |
| | | *Oil Eng.* | 4648 | | | | | | Vulkan | ReedereiA.G. | P20′B24′F23′ | | | German | 7Cy.25$\frac{7}{16}$″–47¼″ 793NHP | | |
| DOQZ | D.F. E.S.D. | 1*Dk & Shelter dk* | 3152 | | | | | | Vegesack | | | | | *WB* | BremerVulkan,Vegesack | | |
| | | *CruiserStern* | | | | | | | | | | | | | | | |
| 83058 | **Schwarzes Meer** (*ex*Cynthiana) | | 3371 | ✠ | Ham | | | 1923 | Monmouth | JohnT.Essberger | 330·3 | 46·8 | 23·1 | Hamburg | T.3Cy.23½″,38″&62′–42″& | 25 ″ 6 | |
| | | *ss*Ham.No.3–4,35 | 2839 | 2,39 | | | | 9mo | S.B.Co.Ld. | | 344·3 (o.L.) | | | German | L.P.TurbinewithDRgear- | | |
| DHUW | D.F. E.S.D. | *ss*Ham.No.1–39 | 1868 | ✠ | | | | | Chepstow | | P98′F29′ FK | | | 12*BHptCem* | ing&hydraulic coupling | | |
| | *Mchy.Aft* | 1*Dk*(*Stl*)*&Web frames* | | | | | | | | | | | | | 382NHP | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | *CellDBuE*37′ | *f*42′85*t FPT*104*tA* | | | *PT*47*t* | 2SB,*6cf*,GS125,HS4952 | | |
| | | *Fitted for oil fuel* | | | | | | | | | | | | | FairfieldCo.Ld.Glasgow | | |
| 83059 | **Schwerin** (P) | TwinSc | 3133 | | | | | 1926 | F.Schichau | DeutscheReich- | 334·0 | 59·1 | 19·8 | Warne- | T.6Cy.20½″,33⅛″&38⅛″–35⅛″ | | G |
| | *Fitted for oil fuel* | (*Ferry*) | 2314 | | | | | | Elbing | bahnGes.Reichs- | H162′F91′ | | | münde | 178NHP | | |
| DSPF | D.F. GyC. | Sub.Sig. 2*Dks* | 1107 | | | | | | | bahnDirektion | | | | German | F.Schichau,Elbing | | |
| | | *CruiserStern* | | | | | | | | Schwerin | | | | *WB* | | | |
| 83060 | **Scientist** | | 6199 | ✠100A1 | Liv | *a*† | CL | 1938 | Lithgows | CharenteS.S.Co. | 438·7 | 56·4 | 29·6 | Liverpool | T3Cy.29″,47″&81″–54″& LP | 32 ″ 2 | |
| 166247 | | | 5722 | 2,40 | | | | 8mo | Ld. | Ld(T.&J.Harrison, | 452·9 (o.L.) | | | British | turbine with DR gearing & | s 6 ″ 5 | |
| GNGR | | 2*Dks* | 3794 | | ✠LMC8,38 | | | | PortGlasgow | *Mgrs.*) | P47′B144′F43′ FK | | | 7*BHCem* | hydraulic coupling 867NHP | 25 ″ 11½ | |
| | | *CruiserStern* | | | | | | *Lloyd's SA&CP* | | | | | | 215lb GS345,HS13205 (*r*) | | |
| | | | | | | | | | | *CellDB*365′119 | 7*t DTa*34′732*t FPT* | | | 71*t APT*62*t* | 2DB(Spt)&1SB(Spt)15*cf*, | | |
| | | | | | | | | | | | | | | | D.Rowan&Co.Ld.Gls. | | |
| 83061 | **Scilla** (P) | TwinSc | 2807 | | | | | 1931 | Cant.Fedl. | ItalianState | 365·5 | 56·7 | 17·5 | Messina | Oil Engines 2S.C.SA | | I |
| 26 | | (*Ferry*) *Oil Eng.* | 2284 | | | | | | perCostru- | Railways | | | | Italian | connected to Electric | | |
| ICHD | | 2*Dks* | 972 | | | | | | zioniNavale | | | | | | Motors&Sc.Shafts | | |
| | | | | | | | | | PietraLigure | | | | | | 24Cy.17$\frac{7}{16}$″–17$\frac{7}{16}$″ 1325NHP | | |
| | | | | | | | | | | | | | | | Soc.An“Fiat”S G.M.Turin | | |
| 83062 | **Scillin** (*ex*ScillinSecondo–37,*ex* | | 1579 | | | | | 1903 | Russell& | FratelliBianchi | 248·0 | 36·8 | 21·7 | Genoa | T.3Cy.21″,35″&57″–36″ | | I |
| 2019 | GiulianaPagan–35,*ex*NicoleLeBorgne– | | — | | | | | | Co. | Soc.diNav. | 240·1 | | | Italian | 196NHP | | |
| IUFG | 34,*ex*Memling,*ex*H.M.Pellatt) | | 952 | | | | | | Pt.Glasgow | | | | | *WB* | D.Rowan&Co.Glasgow | | |
| | *Mchy.Aft* | 2*Dks* | | | | | | | | | | | | | | | |
| 83063 | **Scillonian** (P) | | 429 | ✠100A1 | Fal | *i* | CL | 1926 | AilsaS.B. | Isles of ScillyS.S. | 170·7 | 28·7 | 10·8 | Scilly | T.3Cy.13½″,21″&35″–26″ (*s*) | 12 ″ 0 | BT till 10.40 10.41 |
| 79115 | | *ss*Pnz.No.3–11,38 | 325 | ~~10,39~~10,40 | Pnz | | 11,38 | 1mo | Co.Ld. | Co.Ld.(R.W.Ward, | | | | British | 180lb 62RHP | s 2 ″ 6½ | |
| GMDX | Wireless | 1*Dk*(*pt Stl*–ws) | 179 | BS~~11,39~~ 11,40 | ✠LMC11,38 | | | *Lloyd's SA&CP* | Troon | *Mgr.*) | F56′ FK&BK1⅜″ | | | 4*BHCem* | 1SB,*3cf*,GS64,HS2171 | 9 ″ 11 | 10.11 |
| | | | | | | | | | | *Cell DB f*9′10*t FPT*13*t* | | | | *APT*20*t* | AilsaS.B.Co.Ld.Troon | | |
| 83064 | **Scio** (*ex*Mallock–34) | | 611 | | | | | 1919 | Smiths | TitoCampanella | 177·1 | 30·0 | 15·6 | Genoa | Oil Engines | | I |
| 1984 | | *Oil Eng.* | 495 | | | | | | DockCo.Ld. | Soc.diNav. | 170·0 | | | Italian | NE35 | | |
| IUFH | | 1*Dk* | 347 | | | | | | Middlesbro' | | B36′F21′ | | | *WB* | | | |
| 83065 | **Scoresby** | | 3843 | ✠100A1 | Avn | *w* | CL | 1923 | R.Thomp- | Rowland&Mar- | 360·1 | 50·0 | 22·9 | Whitby | T.3Cy.25′,42′&68′–45′ (*s*) | 25 ″ 5 | |
| 137083 | | *ss*Shl.No.3–12,34 | 3488 | 8,40~~1,40~~ | Mdb | | ~~5,87~~ | 1mo | son&Sons,Ld | wood'sS.S.Co.Ld. | 371·6 (o.L.) | | | British | 180lb *180lb* 340NHP | s 3 ″ 1½ | |
| GFZN | | *ss*Cff.No.1–39 | 2310 | | ✠LMC3,39 | | 8,40 | | Sunderland | (Headlam&Son, | P33′B217′F36′ FK | | | 6*BHCem* | 2SB,*8cf*,GS128,HS5276 | 22 ″ 6½ | |
| | | 1*Dk*(*Stl*) | | BS5,40 | | | | *Lloyd's SA&CP* | | *Mgrs.*) | *DB*306′927*t FPT*15 | | | 3*t APT*158*t* | N.E.MarineEng.Co.Ld.Sld | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard Amidships Corresponding draught. ft. in. | 15 Registers in which classed at 1 L. District B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83066<br>165775<br>GMVC | **Scorton**<br>D.F. | 1 *Dk & Shelter dk Cruiser Stern* | 4813<br>4284<br>2765 | ✠100A1<br>*with freeboard*<br>1,414,40 ✠LMC12,39 | Bry | *z* | CL | 1939<br>12mo<br>*Lloyd's* | Short Bros. Ld.<br>Sunderland<br>*S.A&CP*<br>*Cell D B322'* | Carlton S.S.Co.Ld.<br>(R.Chapman&Son, *Mgrs.*) | 427·0 \| 54·0 \| 23·7<br>439·2 (O.L.)<br>F32' FK<br>*1391t D T f 26'310t* | | | Newcastle<br>British | T.3Cy.21½", 36½" & 63"–45"<br>220lb *220lb* (*s*) 359NHP<br>2SB(Spt), *6cf*, GS110, HS4784 FD<br>*FPT 78t APT 270t* | 26 " 7<br>s 2 " 7⅝<br>24 " 1⅜ | |
| 83067<br>LKDN | **Scotia**<br>D.F. *Carrying Petroleum in bulk Oil Eng.*<br>*Mchy. Aft* E.S.D. *Cruiser Stern* 1 *Dk* | | 9972<br>9199<br>5907 | | | | | 1939 | Bremer Vulkan<br>Vegesack | Lorentzen's Skibs A/S (Lorentzen's Rederi Co., *Mgrs.*) | 492·9 \| 66·1 \| 36·4<br>P113'B74' | | | Oslo<br>Norwegian *WB* | Oil Engines 2S.C.DA<br>6Cy.23⅝"–43 1/16" 1163NHP<br>Bremer Vulkan, Vegesack | | N |
| 83068<br>144978<br>MQBQ | —<br>Sub.Sig. Wireless D.F. ~~E.S.D.~~<br>3 *Dks*<br>*Tonnage opening closed '39* | Ⓟ Twin Sc | 3454<br>3005<br>1897 | ✠ ...<br>2,24 ✠ | | | | 1921<br>12mo | W. Denny &Bros. Ld.<br>Dumbarton | London Midland& Scottish Rly. | 380·5 \| 45·2 \| 17·2<br>26·2<br>BK7' | | | London<br>British *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts 2717NHP<br>W. Denny&Bros. Ld. Dmb. | 27 " 6 | BT till 3,41 |
| 83069<br>219120<br>KOJX | —<br>(*ex* Lake Galewood–34) D.F. | *Fitted for oil fuel*<br>1 *Dk 2 tr B* | 2649<br>—<br>1611 | ✠ ...<br>4,23 ✠ | | | | 1919<br>11mo | Manitowoc S.B.Co. Manitowoc | P.L.Transport-ationCo. | 253·5 \| 43·9 \| 25·9<br>P25'B65'F26' FK | | | S.Frncisco Utd. States *WB* | T.3Cy.21", 35" & 59"–42" 326NHP<br>Nordberg Mfg. Co M'lw'kee | 28 " 5 | R † |
| 83070<br>5964<br>SFDN | —<br>D.F. | *ss* Stn. No.3–5,30<br>*ss* Sbg. No.2–39<br>1 *Dk (Stl)* | *1874*<br>*1621*<br>*1058* | ✠100A1<br>~~8,106,40~~ 3,41 ~~Swe~~ Npt<br>✠LMC6,39<br>BS6,40 | Sbg | | OG 6,39 | 1918<br>3mo | Lindholmens V. Akt. Gothenburg AP | Rederiaktieb. Svenska Lloyd (K.R.Bökman, *Mgr.*) | 262·0 \| 42·7 \| 18·1<br>P24'B106'F26' FK<br>*Cell D B223'470t*<br>*APT 41t* | | | Gothenbrg<br>Swedish | T.3Cy.19½", 32" & 52"–36" (*s*)<br>185lb FD 200NHP<br>2SB(Spt), *4cf*, GS62, HS2700<br>Lindholmens V. Akt. Got. | 20 " 6<br>s 1 " 8½<br>18 " 11¼ | |
| 83071<br>139161<br>GXCW | **Scotol**<br>*ss* Lon. No.3–10,29<br>*ss* Pts. No.2–37<br>1 *Dk (Stl)* & *Web frames* 2nd *dk (Stl)*<br>*Mchy. Aft* *in forehold* | | 1177<br>863<br>565 | ✠100A1<br>5,40<br>BS5,41 ✠LMC4,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11,16 | Pts<br>Sou | *n* | OG ~~2,37~~ 5,40<br>*F.P. a* | 1916<br>11mo<br>*Lloyd's*<br>*above* 1 | Tyne Iron S.B.Co.Ld. Newcastle<br>*S.A&CP*<br>50° F. | The Admiralty<br>*Middle line Bulkhead not oil-tight*<br>*Cell D Bu E& B43'6*<br>*3t D T f 30'253t F P T* | 210·0 \| 34·8 \| 15·6<br>221·0 (O.L.)<br>P44'F40' FK<br>*CellDB223'470t*<br>*APT41t* | | | London<br>British | T.3Cy.16", 26" & 43"–27" (*s*)<br>180lb 141NHP<br>2SB, *4cf*, HS2155 FD<br>J. Dickinson&Sons, Ld. Sld. | 16 " 6<br>s 1 " 6<br>15 " 1 | |
| 83072<br>157850<br>VSPF | **Scott Harley** (*ex* Singaradja–35)<br>1 *Dk* | | 620<br>487<br>314 | | | | | 1913 | Wilton's E. &Slipway Co. Rotterdam | Soon Bee S.S.Co. (Singapore) Ld. (Heap Eng. Moh S.S.Co.Ld. *Mgrs.*) | 185·2 \| 31·1 \| 10·8<br>P21'F24' | | | Singapore<br>British *WB* | C.2Cy.14½" & 29"–23½" 41RHP<br>Wilton's E. &Slpwy Co. Rot. | | V |
| 83073<br>149475 | **Scott Misener**<br>*Mchy Aft* 1 *Dk* | | 1938<br>1637<br>1150 | | | | | 1928 | Swan, Hunter& Wigham Richardson, Ld. Newcastle | Sarnia Steamships, Ld. (R.S.Misener, *Mgr.*) | 252·9 \| 43·4 \| 17·8<br>Q100'F35' | | | Sarnia Ont<br>British *WB* | T.3Cy.15", 25" & 40"–33" 92NHP<br>Swan, Hunter& Wigham Richardson, Ld. Nwc. | | C |
| 83074<br>160413<br>GMVD | **Scottish Chief**<br>*ss* Fal. No.2–36<br>D.F. *Mchy. Aft* 2 *Dks (Stl)* & *Web frames*<br>*Longitudinal framing* | | 7006<br>6614<br>4255 | ✠100A1<br>4,39<br>~~BS4,39~~ 2,41 ✠LMC5,36<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,28 | Fal | *b*† | OG 5,38<br>*F.P. a* | 1928<br>5mo<br>*Lloyd's*<br>*above* 1 | Armstrong Whitworth &Co.Ld. Newcastle<br>*S.A&CP*<br>50° F. | Tankers, Ld.<br>*Cell D B u E& B74'*<br>*D T f 42'378t* | 441·0 \| 57·0 \| 33·8<br>P106'B30'F54' FK<br>240t<br>*F P T 218t A P T 43t* | | | London<br>British | Q4Cy 24⅝", 34½", 50" & 74"–54"<br>250lb (*s*) 766NHP<br>16 *B Hpt Cem*<br>(11 *to U dk*<br>5 „ 2*nd*„) 4W.T.Blrs. HS11587 FD<br>Armstrong Whitworth& Co.Ld.Nwc. | 33 " 11<br>s 6 " 6<br>27 " 8 | |
| 83075<br>167016<br>MMSW | **Scottish Co-operator**<br>*Oil Eng.*<br>Wireless D.F. E.S.D. 1 *Dk & Shelter dk*<br>*Mchy. Aft* *Ref. Mchy.* *Cruiser Stern* | | 513<br>382<br>248 | ✠100A1<br>*with freeboard*<br>7,40 ~~1,00~~ ✠LMC1,39 | Rot<br>Bkn | *l* | OG N4,39 | 1939<br>1mo<br>*Lloyd's*<br>*above* 1 | NV Industrieele Maats. "De Noord" Alblasserdam<br>*S.A&CP*<br>50° F. | Scottish Co-operative Wholesale Society, Ld.<br>*Cell D B128'154t F* | 209·9 \| 30·1 \| 9·0<br>*31·3*<br>216·0 (O.L.) FK<br>F30'<br>*P T 57t A P T 24t* | | | Leith<br>British<br>3 *B Hpt Cem*<br>*Coll to Sh dk*<br>2 „ 2*nd*„) | Oil Engines 2S.C.SA<br>6Cy.13⅜"–22 7/16" 97RHP<br>Atlas-Diesel A/B, Skm. | 11 " 0<br>s " 2<br>10 " 11 | |
| 83076<br>160471<br>GCJR | **Scottish Heather**<br>*ss* Fal. No.2–36<br>D.F. *Mchy. Aft* 2 *Dks (Stl)* & *Web frames*<br>*Longitudinal framing* | | 7005<br>6614<br>4256 | ✠100A1<br>~~Fal~~<br>~~Examined~~ 12,40 Shl<br>~~BS5,39~~ ✠LMC3,36<br>12,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,28 | | *b*† | ~~9,38~~ 11,40<br>*F.P. a* | 1928<br>5mo<br>*Lloyd's*<br>*above* 1 | Armstrong Whitworth &Co Ld. Newcastle<br>*S.A&CP*<br>50° F. | Tankers, Ld.<br>*Cell D B u E& B74'*<br>*D T f 42'378t* | 442·0 \| 57·0 \| 33·8<br>P107'B30'F54' FK<br>240t<br>*F P T 218t A P T 43t* | | | London<br>British<br>16 *B Hpt Cem*<br>(11 *to U dk*<br>5 „ 2*nd*„) | Q4Cy 24½", 34½", 50" & 74"–54"<br>250lb (*s*) 766NHP<br>4W.T.Blrs. HS11587 FD<br>Armstrong Whitworth &Co.Ld.Nwc. | 33 " 11<br>s 6 " 6½<br>27 " 7⅝ | |
| 83077<br>146198<br>GFQW | **Scottish Maiden** Twin Sc<br>*Oil Eng.*<br>*ss* Ams. No.3–5,39<br>D.F. *Mchy. Aft* 2 *Dks (Stl)* & *Web frames*<br>*Longitudinal framing* | | 6993<br>6206<br>4036 | ✠100A1<br>3,40<br>✠NE5,39 ✠LMC5,39<br>*Carrying Petroleum in bulk* | Liv | *a*† | OG N5,39 | 1921<br>12mo<br>*Lloyd's* | Vickers, Ld. Barrow<br>*S.A&CP* | Tankers, Ld.<br>*Cell D B u E62' 270t*<br>*D T f 31'333t* | 425·3 \| 57·0 \| 33·2<br>441·3 (O.L.)<br>P109'B34'F50' FK<br>*F P T 175t A P T 55t* | | | London<br>British<br>16 *B H*<br>(11 *to U dk*<br>5 „ 2*nd* „)<br>*pt Cem pt Asp* | Oil Engines 4S.C.SA<br>12Cy 19½" 18" –43 3/16" 446NHP<br>NDB 39–*180lb*<br>Werkspoor N.V.Ams. | 33 " 0<br>s 5 " 11<br>27 " 4 | |
| 83078<br>146531<br>GFQX | **Scottish Minstrel** Twin Sc<br>*Oil Eng.*<br>*ss* Bkn. No.3–6,37<br>D.F. *Mchy. Aft* 2 *Dks (Stl)* & *Web frames*<br>*Longitudinal framing* | | 6998<br>6206<br>4026 | ✠100A1<br>1,40<br>DBS1,40 ✠LMC6,37<br>*Carrying Petroleum in bulk* | Fal | *a*† | OG 12,39 | 1922<br>3mo<br>*Lloyd's* | Vickers, Ld. Barrow<br>*S.A&CP* | Tankers, Ld.<br>*Cell D B u E62'281t*<br>*D T f 31'333t* | 425·3 \| 57·0 \| 33·2<br>444·7 (O.L.)<br>P109'B34'F50' FK<br>*F P T 175t A P T 55t* | | | London<br>British<br>16 *B Hpt Asp*<br>(11 *to U dk*<br>5 „ 2*nd*„) | Oil Engines 4S.C.SA<br>12Cy.24½" –39" 698NHP<br>Water Tube DB–*120lb*<br>Vickers, Ld. Barrow | 33 " 0<br>s 5 " 11<br>27 " 4 | |
| 83079<br>165953<br>GPPF | **Scottish Monarch**<br>D.F. E.S.D. 1 *Dk (Stl)* & *Shelter dk*<br>*Cruiser Stern* | | 4719<br>4225<br>2691 | | | | | 1938 | Caledon S. B.& E.Co.Ld. Dundee | Monarch Steam-ship Co.Ld. (Raeburn&Vérel, Ld. *Mgrs.*) | 432·6 \| 56·7 \| 23·8<br>F42' | | | Glasgow<br>British *WB* | T.3Cy.23½", 39½" & 66"–45" 292NHP<br>J.G.Kincaid&Co.Ld.Grk. | | C |
| 83080<br>146597<br>GFQY | **Scottish Musician** Twin Sc<br>*ss* Fal. No.1–41 *Oil Eng.*<br>*ss* Shl. No.3–4,36<br>D.F. *Mchy. Aft* 2 *Dks (Stl)* & *Web frames*<br>*Longitudinal framing* | | 6998<br>6206<br>4019 | ✠100A1<br>6,41 ~~11,00~~<br>✠LMC CS4,41<br>DBS4,41<br>*Carrying Petroleum in bulk* | Fal<br>Npt | *a*† | OG 11,40 | 1922<br>7mo<br>*Lloyd's* | Vickers, Ld. Barrow<br>*S.A&CP* | Tankers, Ld.<br>*Cell D B u E62'281t*<br>*D T f 31'333t* | 425·3 \| 57·0 \| 33·2<br>444·7 (O.L.)<br>P109'B34'F50' FK<br>*F P T 175t A P T 55t* | | | London<br>British<br>16 *B Hpt Asp*<br>(11 *to U dk*<br>5 „ 2*nd*„) | Oil Engines 4S.C.SA<br>12Cy.24½" –39" 698NHP<br>2 Water Tube DB–*120lb*<br>Vickers, Ld. Barrow | 33 " 0<br>s 5 ~~10~~ 11½<br>27 " 4½ | |
| 83081<br>166460<br>GLLS | **Scottish Prince**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | | 4917<br>4515<br>2924 | ✠100A1<br>*with freeboard*<br>12,402,40 ✠LMC5,38 | Wln<br>Liv | *a*† | CL 11,40 | 1938<br>5mo<br>*Lloyd's* | Blythsw'd S.B.Co.Ld. Glasgow<br>*S.A&CP* | Rio Cape Line, Ld. (Furness, Withy& Co.Ld. *Mgrs.*)<br>*Cell D B 363'125 3t*<br>*M T 27'1054t* | 417·8 \| 56·0 \| 24·5<br>431·5 (O.L.)<br>F39' FK<br>*F P T 170t A P T 172t* | | | London<br>British<br>7 *B Hpt Cem*<br>(*Coll to Sh dk*<br>6 „ 2*nd*„) | Oil Engines 2S.C.SA<br>3Cy.20½" –31⅞" 387NHP<br>2 DB *120lb*<br>Barclay, Curle& Co.Ld.Gls. | 27 " 6<br>s 3 " 0½<br>24 " 7⅜ | |
| 83082<br>146137<br>GFQV | **Scottish Standard** Twin Sc<br>*Oil Eng.*<br>*ss.* Bkn. No.3–4,37<br>D.F. *Mchy. Aft* 2 *Dks (Stl)* & *Web frames*<br>*Longitudinal framing* | | 6999<br>6206<br>4044 | ✠100A1<br>10,40 ~~4,40~~<br>DBS4,40 ✠LMC4,37<br>*Carrying Petroleum in bulk* | Fal<br>Gls | *a*† | OG 3,40 | 1921<br>10mo<br>*Lloyd's* | Vickers, Ld. Barrow<br>*S.A&CP* | Tankers, Ld.<br>*Cell D B u E62'*<br>281t *D T f 31'333t* | 425·3 \| 57·0 \| 33·2<br>441·1 (O.L.)<br>P109'B34'F50' FK<br>*F P T 175t A P T 55t* | | | London<br>British<br>16 *B Hpt Asp*<br>(11 *to U dk*<br>5 „ 2*nd*„) | Oil Engines 4S.C.SA<br>12Cy.24½" –39" 698NHP<br>2 Water Tube DB–*120lb*<br>Vickers, Ld. Barrow | 33 " 0<br>s 5 " 11<br>27 " 4 | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné à l'entretien maintenant exigé. Lettre d'Enrôlement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. Navire. Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps. | 15 Registres où noté, si ce n'est dans le L. d. Dates Cert. Rel of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83083<br>140536<br>GPSM | **Scottish Star** (*ex*Millais–38)<br>*ss*Cff.No.3–7,30<br>*ss*Nwc.No.2–38<br>*Ref.Mchy.* 3*Dks*(*Stl*)*&Shelter dk*(*Stl*)<br>D.F. E.S.D. | | 7224<br>6744<br>4314 | ✠100A1 Nwc *b*†<br>*Shelter dk*<br>*withfreeboard*<br>~~8,30~~ 1,41<br>✠LMC<br>MS10,37 ~~BS4,39~~ 4,40<br>✠Lloyd'sRMC ~~1,40; 4,40~~ 3,41 | CL<br>7,38 | 1917<br>5mo | Harland&<br>Wolff,Ld.<br>Glasgow | BlueStarLine,<br>Ld.<br>*Lloyd'sA&CP*<br>*CellDB377'1095t FPT* | 434·9\|55·3\|35·2<br>B115'F25'*onShelter dk* FK<br>*84t APT25t* | London<br>British<br>7 *BHCem*<br>3DB(Spt)&1AuxSB,*21cf*,<br>GS420,HS15803<br>Harland&Wolff,Ld.Bel. | Q4Cy27"38½"54½"&78½"–54"<br>215lb (*s*) 808NHP<br>s 9 × 2½<br>29 × 3 | 38 ″ 0 | |
| 83084<br>166605<br>GFGX | **Scottish Trader**<br>D.F. E.S.D. 1*Dk&Shelter dk*<br>*CruiserStern*<br>*Longitudinal framing at decks*<br>*Locked steel hatches* | | 4016<br>3595<br>2221 | ✠100A1 Sou *y*<br>*withfreeboard*<br>2,40 ✠LMC11,38 | CL | 1938<br>11mo | J.L.Thompson&Sons,Ld<br>Sunderland<br>*Lloyd'sA&CP* | TraderNavigation Co.Ld.<br>*CellDB271'792 tons* | 390·1\|54·7\|22·5<br>406·1(O.L.)<br>F37' FK<br>*tTanks at sides of tunnel 368t FPT 121t* | London<br>British<br>6 *BHCem*<br>*Coll to Sh dk* 5 ,, 2nd,,)<br>*APT167t* | T.3Cy.21½",36"&62"–39"<br>220lb Rht (*s*) 328NHP<br>2SB(Spt&FD)&1AuxSB,<br>*6cf*,GS100,HS4655<br>N.E.MarineEng.Co.(1938)<br>Ld.Nwc. | 25 ″ 4<br>s 2 × 4½<br>23 × 1½ | |
| 83085<br>219222<br>KOMM | **Scottsburg**<br>D.F. Sub.Sig. *Fitted for oil fuel*<br>2*Dks&Shelter dk*,3*rd dk in No.1 hold* | | 8001<br>7249<br>4833 | ✠ ...<br>3,21 | | 1919<br>11mo | NewYork<br>S.B.Corp.<br>Camden,N.J. | LykesBros.<br>SteamshipCo.Inc. | 419·4\|56·5\|30·2<br>B77'For'dB27'<br>FK<br>*WB* | Galveston<br>Utd.States | Q 4Cy.24",36",51"&75"–51'<br>577NHP<br>NewYorkSBCoCamdnNJ | 41 ″ 4 | R<br>† |
| 83086<br>143730<br>GDYP | **Scythia** (P) TwinSc<br>*ss*Liv.No.3–1,33<br>*ss*Liv.No.1–38<br>Sub.Sig. 2*Dks*(*Stl*)*&Shelter dk*(*Stl–*<br>*Ref.Mchy. pt*ws)*&Shade dk*(*Stl–*ws)<br>3*rd dk*(*Stl*)*in forward&after holds*<br>D.F. E.S.D. GyC. | | 19761<br>14258<br>11763 | ✠100A1 Liv *n*†<br>*Shelter dk*<br>*withfreeboard*<br>~~3,38~~ 1,41 BS2,41<br>~~BS1,40~~ ✠LMC1,37<br>Lloyd'sRMC ~~2,40~~ 3,40 | CL<br>3,39 | 1920<br>12mo | Vickers,<br>Ld.<br>Barrow<br>*Lloyd'sA&CP*<br>*CellDB522'2559t DTf47'* | CunardWhite Star,Ld.<br>*oftunnels48'374t* | 600·7\|73·8\|40·7<br>B284'*onShade dk* FK<br>1630*tTanks at sides tFPT127tAPT70t* | Liverpool<br>British<br>*pt Cem*<br>10 *BHtoS dk* | 6 Steam Turbines DR geared to 2 Sc. Shafts (r)<br>220lb 2528NHP<br>3DB&3SB,*36cf*,GS769,<br>HS29163 FD<br>Vickers,Ld.Barrow | 45 ″ 0<br>s 12 × 9½<br>32 × 8 | BT till 8.40<br>2.41 |
| 83087<br>239692<br>WFJH | **Sea Arrow**<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 3*Dks*<br>*pt Longitudinal framing* *CruiserStern* | | 8000 | *Fitted for oil fuel* 3,21 | *F.P. above* | 1939 | MooreD.D.<br>Co.<br>Oakland,Cal. | UnitedStates Maritime Commission | 469·0\|69·6\|38·8<br>F38' | S.Frncisco<br>Utd.States<br>*WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>1417NHP | | R |
| 83088<br>232881<br>WCEQ | **Sea Cloud** TwinSc4MstBk<br>(*ex*Hussar–35) (*Yacht*) *Oil Eng.*<br>*ss*Jck.No.2–39<br>AnnualSurveyJck4,39<br>2*Dks*(*Stl–UTeak*)3*rd dk*(*Stl*)<br>*clear of mchy space* | | 2323<br>2051<br>1187 | ✠100A1 Sou<br>5,39<br>~~BS4,40~~ ✠LMC4,39 | CL<br>11,38 | 1931<br>9mo | Frd.Krupp<br>Germaniawf.<br>A.G. Kiel<br>*Lloyd'sA&CP* | JosephE.Davies<br>*CellDB124'268t DTa25'91* | 281·8\|49·2\|24·5<br>Q25'F39' BK10'<br>*Tanks between tunnel tDTsf29'141tFPT* | NewYork<br>Utd.States<br>9 *BHpt Asp*<br>*s113t*<br>*22tAPT50t* | Oil Engines connected to Elec. Motors & Sc. Shafts<br>4S.C.SA 579NHP<br>24Cy.15¾"–22⅛" DB*175ll*<br>Frd.KruppGermaniawfAG | 28 ″ 0 | |
| 83089<br>167736<br>MNSS | **Sea Fisher** 3Mst<br>D.F. 1*Dk*<br>*Mchy.Aft* *Cruiser Stern*<br>*Cargo battens not fitted* | | 2950<br>2161<br>1616 | ✠100A1 Sld *t*<br>~~2,40~~ 3,41 Brw Hpl<br>~~Lease Contem plated~~<br>✠LMC5,40 | CL | 1940<br>5mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>*Lloyd'sA&CP* | Fenwick,Fisher S.S.Co.Ld.<br>*CellDB262'60t* | 311·5\|46·7\|18·9<br>323·5(O.L.)<br>Q195'F31' FK<br>1 *Internediate BH dispensed with*<br>*tMT12'380tFPT159tAPT22t* | Barrow<br>British<br>4 *BHCem*<br>*Collision BHto Sh dk*<br>5 ,, ,, *U* ,, | T.3Cy.18½",29"&52"–39"<br>220lb (*s*) FD 244NHP<br>2SB,(Spt)*6cf*,GS61,HS3400<br>N.E.MarineEng.Co.(1938)<br>Ld.Sld. | 21 ″ 0<br>s 6 × 10½<br>19 × 1 | |
| Now "Mormacport," *see No. 89071 in Supplement* | **Sea Fox**<br>*Fitted for oil fuel* | | 7773 | | | 1940 | Federal<br>S.B.&D.D.Co<br>Kearny,N.J. | UnitedStates MaritimeCommission | 469·0\|69·6\|38·8<br>F42' | NewYork<br>Utd.States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 1417NHP<br>DeLavalStm.TurbineCo.<br>Trenton,N.J. | | R |
| WDTG | D.F. E.S.D. GyC. 3*Dks*<br>*pt Longitudinal framing* *CruiserStern* | | 4585 | | | | | | | | | | |
| 123/40 | **Sea Glory**<br>*ss*Sld.No.3–11,31<br>*ss*Cff.No.1–37<br>1*Dk*(*Stl*)*&Shelter dk*(*Stl*) | | 1964<br>1644<br>~~970~~ 973 | ✠100A1 Cff *s*<br>*Shelter dk*<br>*withfreeboard*<br>9,38<br>BS12,39 ✠LMC1,37 | CL<br>2,40 | 1919<br>2mo | Swan,Hunter&Wigham Richardson,Ld Sunderlnd<br>*Lloyd'sA&CP* | DoverNav.Co.Ld.<br>*CellDB248'50* | 290·0\|42·5\|~~25·6~~<br>\|18·9<br>FK<br>*Collision*<br>*1tFPT31tAPT39t* | Dover<br>British<br>*pt Cem*<br>*BHto Sh dk*<br>5 ,, ,, *U* ,, | T.3Cy.20½",34"&56"–42" (*s*)<br>180lb 318NHP<br>3SB,*6cf*,GS126,HS5000 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc | 21 ″ 2<br>s 1 × 1<br>20 × 3½ | |
| Now "Mormacstar," *see No. 89078 in Supplement* | **Sea Star**<br>D.F. E.S.D. GyC. 3*Dks*<br>*pt Longitudinal framing* *CruiserStern* | | 8000 | | | 1939 | MooreDry<br>DockCo.<br>Oakland,Cal. | UnitedStates Maritime Commission | 468·3\|69·7\|38·8<br>F44' | S.Frncisco<br>Utd.States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 1417NHP | | |
| 83093<br>219447<br>KOTX | **Sea Thrush** (*ex*Exilona–37,<br>*ex*Delauson) *Fitted for oil fuel*<br>2*Dks&Web frames* | | 5447<br>—<br>3350 | ✠ ...<br>6,20 | | 1920<br>2mo | Merchant<br>S.B.Corp.<br>Harriman,Pa | ShepardS.S.Co. | 400·7\|54·2\|30·4<br>P36'B124'F44'<br>FK<br>*WB* | Prtlnd,Me.<br>Utd.States | 2 steam turbines DR geared to 1 sc. shaft 645NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 ″ 10 | R<br>† |
| 83094<br>149167<br>GMQS | **Sea Valour**<br>*ss*Shl.No.2–38<br>1*Dk*(*Stl*) | | 1950<br>1725<br>1124 | 100A1 Brs *r*<br>~~2,39~~ 4,41 Sht Gmh<br>BS~~12,39~~ LMC10,38<br>5,41 | CL<br>8,38 | 1930<br>10mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>*Lloyd'sA&CP* | DoverNav.Co.Ld.<br>*CellDBa&uE108'* | 276·0\|42·2\|18·6<br>P26'B68'F27' FK<br>*f108'477tFPT107t* | Dover<br>British<br>4 *BHCem*<br>*APT55t* | T.3Cy.20½",34"&56"–39"(*s*)<br>180lb 224NHP<br>2SB,*6cf*,GS111,HS3614<br>G.Clark,Ld.Sunderland | 20 ″ 9<br>s 2 × 9½<br>18 × 1½ | |
| 83095<br>239681<br>WEVO | **Sea Witch**<br>*Oil Eng.*<br>E.S.D. GyC. 3*Dks*<br>*CruiserStern* | | ~~7400~~<br>6021<br>—<br>3559 | | | ~~1939~~<br>1940 | TampaS.B.<br>&Eng.Co.<br>Tampa | UnitedStates MaritimeCommission | ~~435·0\|63·0\|40·5~~<br>P39'B60'F46' \|27·5<br>438·3\|63·2\| | NewYork<br>Utd.States<br>*WB* | 2 Oil Engines 2S.C.SA<br>18Cy.21"–29"&hydraulic couplingsSRgeared to 1 screw shaft 1390NHP<br>NordbergMfg.Co. | | R |
| 83096<br>115348<br>WDHX | **Seaboard** (*ex*Tredgar) Iron&Steel<br>*Oil Eng.*<br>1*Dk*<br>*Carrying Petroleum in bulk* | | 514<br>—<br>390 | | | 1934<br>1935 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn,Del. | NorthAtlantic TradingCo. | 184·5\|28·7\|12·2 | Providnce,<br>R.I.<br>Utd.States | Oil Engines 4S.C.SA<br>6Cy.14½"–17½" 117NHP<br>Worthington NE35<br>Pump&MachineCorp. | | |
| 24/41 | **Seaforth**<br>*Ref.Mchy.* *Oil Eng.*<br>*CruiserStern* 3*Dks* | | 5459<br>4696<br>3211 | | | 1939 | CaledonS.<br>B.&E.Co.Ld.<br>Dundee | ElderDempster Lines,Ld. | 378·0\|52·7\|21·3<br>P36'F48' 30·0 | Liverpool<br>British<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.22⅞"–85⅛" 598NHP<br>Wm.Doxford&Sons,Ld.Sld. | | C |
| 83098<br>238196<br>WTKA | **Seakay** TwinSc<br>GyC. *Fitted for oil fuel*<br>D.F. E.S.D. *CruiserStern* 1*Dk*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>*Longitudinal framing* | | 11340<br>—<br>6694 | | | 1939 | SunS.B.&<br>DryDockCo.<br>Chester,Pa. | KeystoneTankship Corp. | 528·9\|75·3\|38·9<br>P113'E35'F62' | Wilmgton<br>(Del.)<br>Utd.States | 4 steam turbines DR geared to 2 sc. shafts 2000NHP<br>WestinghouseElec.&Mfg.<br>Co.Phl. | | R |
| 83099<br>160782<br>GDTX | **Seapool**<br>D.F. E.S.D. | | 4820<br>4290<br>2858 | 100A1<br>*withfreeboard*<br>(*Class Contemplated*) | | 1940 | Burntislnd<br>S.B.Co.Ld.<br>Burntisland | PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) | 415·0\|57·0\|25·7 | Hartlepool<br>British | T.3Cy.22½",36"&65"–48'<br>D.Rowan&Co.Ld.Gls. | 28 ″ 1<br>s 2 × 10½<br>25 × 5 | |
| *For full particulars see No. 89353 in Supplement* | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Register in which classed with L. R. Dated Tradeset. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83100<br>231916<br>WKEC | **Seatrain Havana**<br>*Mchy. Aft* | *Fitted for oil fuel*<br>*Cruiser Stern* 2 *Dks* | 8061<br>7900<br>4927 | | | | | 1932 | SunS.B.& Dry Dock Co. Chester, Pa. | SeatrainLines, Inc. | 470·0 P33′ | 63·7 B218′ | 33·2 F168′ | New York<br>Utd. States<br>*WB* | 1 Steam Turbine<br>DeLaval Steam Turbine Co. Trenton, N.J. | | R |
| | D.F. E.S.D. *Longitudinal framing*<br>GyC. (*Carrying loaded railway cars*) | | | | | | | | | | | | | | | | |
| 83101<br>233688<br>WESQ | **Seatrain New Jersey**<br>*Mchy. Aft* | *Fitted for oil fuel*<br>2 *Dks* | 8108<br>—<br>4911 | | | | | 1940 | SunS.B.& Dry Dock Co. Chester, Pa. | SeatrainLines, Inc. | 465·1 P & after superstructure 250′ Fwd. superstructure & F 173′ | 63·7 | 33·2 | New York<br>Utd. States<br>*WB* | 2 steam turbines DR geared to 1 screw shaft 1466 NHP<br>General Electric Co. Schenectady, N.Y. | | R |
| | D.F. E.S.D. GyC.<br>*Longitudinal framing* *Cruiser Stern*<br>(*Carrying loaded railway cars*) | 2 *Dks* | | | | | | | | | | | | | | | |
| 83102<br>231460<br>WHEA | **Seatrain New Orleans**<br>(*ex* Seatrain)<br>*Mchy. Aft* | *ss* N.Ns.No.2–38<br>2 *Dks*(*Stl*) & *Web frames*<br>*Cruiser Stern* | 7633<br>7143<br>4741 | ✠100A1<br>*with freeboard*<br>5,40 ~~6,30~~<br>~~B312,36~~ ✠LMC1,38<br>*Carrying load ed rail wa y cars*<br>*Fitted for oil fuel* 11 ,28 | NOs | *d*† | CL<br>~~6,36~~<br>1,41<br>*F. P. a* | 1928<br>11mo<br>*Lloyd's SA&CP* | Swan, Hunter & Wigham Richardson, Ld Newcastle | SeatrainLines, Inc.<br>*Cell D B372′2160t DT*<br>*Cell D Ba146′ uE & B63′ f172′1469t FPT16* | 452·8 P & after superstructure 216′ Fwd. superstructure & F 180′ 50° *F.* 4 *Inter mediate B H omitted* | 62·2<br>470·1 (O.L.) len 38<br>FK | 32·5<br>*pt Cem* 3 *B H to U dk*<br>*f 37′283t FPT s 515t* | N. Orleans<br>Utd. States<br>*WB*<br>*APT 145t* | T.3Cy.29½″,46″&77″–54″ (*s*)<br>180 lb (Spt.) 577 NHP<br>3SB,*9cf*, HS8262 FD<br>Wllsnd Slpwy. Co. Ld. Nwc. | 37 ″ 6<br>s 12 ″ 1¼<br>25 ″ 8½ | |
| 83103<br>231905<br>WKEB | **Seatrain New York**<br>*Mchy. Aft* | *Fitted for oil fuel*<br>*Cruiser Stern* 2 *Dks* | 8061<br>7900<br>4927 | | | | | 1932 | SunS.B.& Dry Dock Co. Chester, Pa. | SeatrainLines, Inc. | 470·0 P33′ | 63·7 B218′ | 33·2 F168′ | New York<br>Utd. States<br>*WB* | 1 Steam Turbine<br>DeLaval Steam Turbine Co. Trenton, N.J. | | R |
| | D.F. E.S.D. *Longitudinal framing*<br>GyC. (*Carrying loaded railway cars*) | | | | | | | | | | | | | | | | |
| 83104<br>239549 | **Seatrain Texas**<br>*Mchy. Aft* | *Fitted for oil fuel*<br>2 *Dks* | 8108<br>—<br>4911 | | | | | 1940 | SunS.B.& Dry Dock Co. Chester, Pa. | SeatrainLines, Inc. | 465·1 P & after superstructure 250′ Fwd. superstructure & F 173′ | 63·7 | 33·2 | New York<br>Utd. States<br>*WB* | 2 steam turbines DR geared to 1 screw shaft 1466 NHP<br>General Electric Co. Schenectady, N.Y | | R |
| | D.F. E.S.D. GyC.<br>*Longitudinal framing* *Cruiser Stern*<br>(*Carrying loaded railway cars*) | 2 *Dks* | | | | | | | | | | | | | | | |
| 83105<br>12143<br>JSTD | **Seattle Maru** Ⓟ<br>*ss* Kob.No.3–2,21<br>*ss* Osa.No.2–29 | **Twin Sc**<br>2 *Dks*(*Stl*) & *deep framing*<br>*Lower dk*(*Stl*) *in No.1 hold* | 5774<br>5125<br>3541 | ✠ … 6,33 ✠ | Osa | | | 1909<br>7mo | Kawasaki Dock yd Co Ld Kobe | Osaka Syosen K.K.<br>*Cell D Ba* | 419·7 P26′ B158′ F42′ 127′ *uE & B63′ f167′1175t FPT* | 49·5 FK | 30·0<br>106 *t APT 26t* | Osaka<br>Japanese<br>7 *B H Cem* | T.6Cy.19½″,32¾″&55″–46″ 544 NHP<br>3SB,*9cf*, GS181, HS7498<br>Kawasaki Dkyd Co Ld Kobe | 32 ″ 6 | |
| 83106<br>218733<br>KISD | **Seattle Spirit**<br>Sub.Sig. | *Fitted for oil fuel*<br>2 *Dks* | 5627<br>5250<br>3493 | | | | | 1919 | J.F.Duthie & Co. Seattle, Wsh. | United States Maritime Commission | 409·5 P44′ B115′ F47′ | 54·2 | 27·6 | Seattle<br>Utd. States | T.3Cy.24½″,41½″&72″–48″<br>Hooven, Owens 359 NHP<br>Rentschler Co. Hamilton, O. | | R |
| 83107<br>136148<br>MGZD | **Seaville** (*ex* Crosshands)<br>*ss* Bel.No.3–6,30<br>*Mchy. Aft* *ss* Apl.No.1–35<br>*Well deck* 1 *Dk*(*Stl*) | 3 **Mst** | 716<br>499<br>320 | ✠ —— 7,39 ✠ | Liv | *j* | | 1918<br>2mo | A. Jeffrey & Co. Ld. Alloa | J.S. Monks, Ld. | 190·9 *30·8* Q105′ B8′ F33′ BK 7½″ *Cell D B f114′164t FPT* | 29·2 | 11·3<br>40 *t APT 10t* | Liverpool<br>British<br>3 *B H Cem* | T.3Cy.16″,26½″&44″–30″ 121 NHP<br>1SB,*3cf*, GS62, HS1960<br>A. Jeffrey & Co. Ld. Alloa | 13 ″ 7 | |
| 83108<br>FODA | **Sebaä** (*ex* Tellus)<br>Wireless | 2 *Dks* | 1525<br>1262<br>924 | | | | | 1904 | Nederl. Schps. Maats. Amsterdam | L. Bérengier & Giannoni | 251·5 Q78′ F32′ | 34·6 | 18·5 | Marseilles<br>French<br>*WB* | T.3Cy.19⅛″,30⅜″&51″–35″ 154 NHP<br>Ned Fb. v. Wrk & Spoor, Ams | | V |
| 83109<br>EGPS | **Sebastian** (*ex* Daybeam)<br>*ss* Bbo.No.3–5,33<br>*ss* Bbo.No.1–38<br>1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | *3024*<br>*2310*<br>*1836* | ✠100A1<br>0,38 4,41<br>✠LMC ~~1,38~~<br>~~BS5,40~~ MS4,41<br>1,41 | Bbo | *u* | CL<br>~~1,38~~<br>3,41 | 1920<br>3mo<br>*Lloyd's SA&CP* | J. Blumer & Co. Ld. Sunderland | Marques del Real Socorro<br>*Cell D B276′679t FPT105t* | 325·7 P33′ B98′ F28′ 331·3 | 45·3<br>46·8<br>FK | 22·6<br>*APT 42t* | Bilbao<br>Spanish<br>6 *B H Cem* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180 lb 358 NHP<br>3SB,*9cf*, GS162, HS5814<br>N.E. Marine Eng Co. Ld. Sld. | 25 ″ 6<br>s 3 ″ 11¾<br>21 ″ 9 | |
| 83110<br>1923<br>IUFJ | **Sebastiano Bianchi** (*ex* Surgens-34, *ex* Abessinia-33)<br>2 *Dks* | *Fitted for oil fuel* | 1546<br>1373<br>929 | | | | | 1920 | Bremer Vulkan Vegesack | Fratelli Bianchi Soc. di Nav. | 247·3 B38′ F31′ | 35·9 | 19·5 | Genoa<br>Italian<br>*WB* | T.3Cy 16 5/16″,26¾″&44″–28 5/16″ 130 NHP<br>Bremer Vulkan, Vegesack | | I |
| 83111<br>9377<br>TCCS | **Sebat** (*ex* Jolly George, *ex* Balboa)<br>*ss* Sld.2nd No.3–1,21<br>*ss* Cpl.No.2–28<br>1 *Dk*(*Stl*) & *Spar dk*(*Irn*) & *Web frames* | | 1328<br>1282<br>817 | ✠ —— 4,33 ✠NB12,20✠ | Ist | *o* | | 1894<br>11mo | Wood, Skinner & Co. Newcastle | Barzilay & Benjamin<br>*Cell D Ba57′ uE & B33′ f95′256t A* | 239·0 B11′ | 33·2 | 12·5<br>20·3<br>BK 8″<br>*PT 35t* | Istanbul<br>Turkish<br>4 *B H Cem* | T.3Cy.19″,31″&51″–33″ 171 NHP<br>2SB,*6cf*, GS86, HS2900<br>N.E. Marine Eng Co. Ld. Sld. | 22 ″ 8 | |
| 83112<br>DNAR | **Sebu**<br>2 *Dks* | | 1894<br>1765<br>1119 | | | | | 1920 | Limhamns Skeppsv. A.B. Limhamn | Oldenburg-Portug. Dampfsch. Rhed. | 242·1 | 38·0 | 23·6 | Oldenburg<br>German<br>*WB* | T.3Cy.18″,29½″&48″–31½″ 129 NHP<br>Limhamns Skeppsv. A.B. | | G |
| 83113<br>CSBQ | **Secil**<br>*Mchy. Aft* | *Oil Eng.*<br>1 *Dk*<br>*Cruiser Stern* | 427<br>~~577~~ ~~2,39~~ 6,41<br>206 | ✠100A1<br>✠LMC4,38 | Lis | *f* | CL<br>6,41 | 1938<br>4mo<br>*Lloyd's SA&CP* | De Haan & Oerlemans Heusden | "Secil" Cià. Geral de Cal e Cimento<br>*Cell D B90′75t FPT25* | 143·7 P42′ Q41′ F16′ 152·0 (O.L.) | 25·7<br>FK | 9·4<br>*APT 20t* | Setubal<br>Portuguese<br>4 *B H Cem* | Oil Engines 4S.C.SA<br>7Cy.11¼″–16 7/16″ 86 NHP<br>Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 11 ″ 3<br>s 3 ″ 11<br>11 ″ 2¼ | |
| 83114<br>115640<br>MDGK | **Second** (*ex* Pine-40)<br>*Well deck* *ss* Bel.2nd No.3–6,32<br>*Mchy. Aft* *ss* Bel.No.3–7,37<br>1 *Dk*(*Irn*) | 3 **Mst** | 328<br>241<br>122 | ✠100A1<br>1,40<br>~~BS8,39~~ ✠LMC7,37<br>7,40 | Bel | *f* | CL<br>1,40 | 1907<br>11mo<br>*Lloyd's SA&CP* | J Fullerton & Co. Paisley | ~~Stewart & Partners~~<br>Isaac Stewart (Stewart & Partners, *Mgrs.*) | 142·7 Q80′ B7′ F25′ | 23·4 | 10·2<br>BK 6″<br>*FPT 43t* | Belfast<br>British<br>3 *B H Cem* | C.2Cy.15½″&34″–24″ 47 RHP<br>1SB,*2pf*, GS40, HS1300<br>Renfrew Bros. & Co. Irvine | 11 ″ 2½<br>s 4 ″ 0½<br>11 ″ 5½ | |
| 83115<br>865<br>IBRB | **Securitas** (*ex* Ansaldo Quarto)<br>**D.F.** *Mchy. Aft* | 2 *Dks* | 5366<br>4565<br>3015 | | | | | 1918 | G. Ansaldo & Co. Sestri P'nente | Soc Anon Industria Armamento | 393·2 P134′ B30′ F36′ | 51·7 | 28·2 | Genoa<br>Italian<br>*WB* | 2 Steam Turbines SR geared to 1 Sc. Shaft<br>G. Ansaldo & Co. Smprdrna | | CI |
| 166/40<br>83116<br>139224<br>GQSY | **Sedgepool**<br>*ss* Shl.No.3–4,30<br>*ss* Shl.No.2–38<br>**D.F.** 1 *Dk*(*Stl*)<br>*Cargo battens not fitted in enclosed Bridge* | | 5556<br>5130<br>3408 | ✠100A1<br>8,40 ~~2,40~~<br>✠LMC<br>MS3,38 BS5,40 | Shl<br>Cff | *z* | CL<br>~~8,38~~<br>8,40 | 1918<br>2mo<br>*Lloyd's SA&CP* | Ropner & Sons, Ld. Stockton | Pool Shipping Co. Ld. (Sir R. Ropner & Co. Ld. *Mgrs.*)<br>*Cell D Ba146′ uE27* | 415·0 433·8 (O.L.) P50′ B243′ F40′ | 55·5<br>FK | 26·9<br>*f 172′ 1469t FPT16* | W. Hartlpl<br>British<br>7 *B H Cem* | T.3Cy.27½″,46″&75″–51″ (*s*)<br>180 lb 504 NHP<br>3SB,*9cf*, GS201, HS8714<br>Blair & Co. Ld. Stockton | 29 ″ 6<br>s 4 ″ 7½<br>25 ″ 0½ | |
| 83117 | | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant en fait. Lettre d'Équivalence. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cet article se retrouve dans le L.R. Divisé Cert. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83118<br>164663<br>MLMZ | **Sedulity**<br>*Oil Eng.*<br>1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | 490<br>321<br>249 | ✠100A1<br>6,39 | Yar | *g* | 06<br>~~1-16,36~~<br>N6,41 | 1936<br>7mo<br>*Lloyd's* | G. Brown & Co. Greenock | F.T. Everard & Sons, Ld. | 153·2 \| 27·7 \| 9·6<br>Q96 F17′ FK | | | London<br>British | Oil Engines 2S.C.SA<br>5 Cy. 12⅝″–15¾″ 72 RHP<br>3 *BH Asp APT* 50*t* | 10 ″ 8<br>s 3 ″ 7<br>10 ″ 8 | |
| | | | ✠LMC 7,36<br>✠LMC(M) 9,38 | | | | | | | | | | | Newbury Diesel Co. Ld. Newbury | | |
| 83119<br>211088<br>WTCT | **Seeandbee** Ⓟ<br>D.F. GyC. | Pad<br>6381<br>—<br>3434 | | | | | 1912 | Detroit S.B.Co. Wyandotte | Cleveland & Buffalo Transit Co. | 484·5 \| 58·1 \| 24·0<br>*WB* | | | Wilmgton (Del.)<br>Utd. States | C.3Cy. 66′ & (2) 96′–108′ 1596 NHP<br>Detroit S.B.Co. Detroit | | R |
| 83120<br>TCDD | **Sefak** (*ex* Safak-39, *ex* Yildik-38, *ex* Sefak-38, *ex* Chafak, *ex* Aurore, *ex* Agordat, *ex* Abbas)<br>Twin Sc *Oil Eng.*<br>1 *Dk* | 330<br>289<br>198 | | | | | 1888 | Lobnitz & Co. Renfrew | Faik I. Abdusef ve Halil Uzuner | 131·2 \| 25·0 \| 10·2 | | | Istanbul<br>Turkish | Oil Engines 2S.C.SA<br>6 Cy. 7⅛″–11⅛″ *made* 33 *fitted* 34<br>Mtrn Werke Mannheim AG<br>Oil Engines 4S.C.SA<br>6 Cy. 8⅛″–11⅛″ 109 NHP *made* 22 *fitted* 34<br>Mtrn Werke Mannheim AG | | |
| 83121<br>LCXI | **Segundo** (*ex* Sud Uruguayo, *ex* Segundo)<br>Twin Sc *Oil Eng.*<br>D.F. 1 *Dk* | 4414<br>3990<br>2668 | | | | | 1925 | Akt. Burmeistr & Wain Copenhagen | Skibs A/S Awilco (A. Wilhelmsen, *Mgr.*) | 368·5 \| 53·7 \| 24·9<br>P116*t* H239*t* F11*t* | | | Oslo<br>Norwegian | Oil Engines 4S.C.SA<br>12 Cy. 19½″–35⅞″ 450 NHP<br>Akt. Burmeistr & Wain, Cpn | | N |
| 83122<br>45391<br>JGCM | **Seia Maru**<br>*Oil Eng.*<br>2 *Dks* | 6658<br>—<br>3898 | | | | | 1939 | Harima Zosensyo K.K. Aioi | Osaka Syosen K.K. | 438·8 \| 58·6 \| 32·8 | | | Osaka<br>Japanese | Steam Turbine | | C |
| 83123<br>703<br>JQOG | **Seian Maru**<br>*Oil Eng.*<br>D.F. 2 *Dks* | 3712<br>—<br>2084 | | | | | 1938 | Tama S.B. Co. Ld. Tama | Dairen Kisen K.K. | 350·7 \| 50·2 \| 24·5<br>P34′ B82′ F31′ | | | Dairen<br>Japanese | Oil Engines 4S.C.SA<br>10 Cy. 21⅝″–39⅜″ 453 NHP<br>Tamas S.B. Co. Ltd. Tama | | |
| 83124<br>44045<br>JZOL | —<br>(*ex* Chung Tai-38, *ex* Kanna-37)<br>*ss* Osa. No. 3-3,39<br>1 *Dk* (*Stl*) | 1900<br>1651<br>1054 | ✠100A1<br>4,40 ~~5,39~~ | Osa | *r* | CL<br>2,38 | 1911<br>6mo | Ramage & Ferguson, Ld. Leith | Sakamoto Shoji K.K. | 272·1 \| 41·2 \| 17·9<br>P22′ B78′ F26′<br>FK & BK 1½″ | | | Osaka<br>Japanese | T.3Cy. 21″, 34″ & 56″–36″ (*s*)<br>180 lb 264 NHP<br>2 SB, *6cf*, GS 126, HS 4897<br>Ramage & Fergusn, Ld. Lth. | 19 ″ 11<br>s 2 ″ 8<br>17 ″ 6 | |
| | | | ✠LMC ~~3,39~~ 4,40 | | | | *Lloyd's* | | *Cell D Ba* 69′ *n E&* | *B* 39′ *f* 108′ 458*t* *FPT* | | | | | | |
| 83125<br>27434<br>JSWD | **Seikai Maru**<br>*ss* Kob. No. 3–5,32<br>*ss* Osa. No. 1-37<br>2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing* | 3180<br>2715<br>1958 | ✠ ...<br>8,38 | Osa | *t* | | 1920<br>11mo | Osaka Iron Works Innoshima | Osaka Syosen K.K. | 305·0 \| 43·7 \| 24·9<br>P19′ B82′ F32′ FK | | | Osaka<br>Japanese | T.3Cy. 22¼″, 37″ & 61″–42″ 288 NHP<br>2 SB, *6cf*, GS 90, HS 3824<br>Osaka Iron Works | 27 ″ 3 | |
| | | | ✠ | | | | | | *Cell D B* 255′ 510*t* *DT a* 25′ 511*t* | *Cem* 5 *BH to U dk* 1 „ „ 2*nd* „ *FPT* 76*t* *APT* 20*t* | | | | | | |
| 83126<br>44562<br>JFJM | —<br>(*ex* Wen Yuan-38, *ex* Kawatiri-36, *ex* Shahristan)<br>*ss* Kob. 2nd No. 3–6,36<br>1 *Dk* (*Stl*) | 3109<br>—<br>1838 | ✠ ...<br>7,39 | Osa | *u* | | 1919<br>7mo | J. Priestman & Co. Sunderland | Kita Nippon Kisen K.K. | 331·3 \| 46·8 \| 23·2<br>P33′ B98′ F28′ FK | | | Tokyo<br>Japanese | T.3Cy. 25″, 41″ & 68″–45″ 429 NHP | 25 ″ 6 | |
| | | | ✠ | | | | | | *Cell D* | 5 *BH Cem* *B* 278′ 749*t* *FPT* 113*t* *APT* 122*t* | | | | 3SB, *9cf*, GS 156, HS 6321<br>G. Clark, Ld. Sunderland | | |
| 83127<br>31868<br>JZAB | **Seikan Maru No. 1** Ⓟ<br>Twin Sc (*Train Ferry*)<br>D.F. 2 *Dks* | 2326<br>2079<br>769 | | | | | 1926 | Yokohama Dock Co. Ld. Yokohama | Govt. of Japan (Dept. of Railways) | 356·0 \| 52·0 \| 20·0<br>B104′ F31′ | | | Tokyo<br>Japanese | 2 Steam Turbines DR geared to 2 Sc Shafts 367 NHP<br>Brown Boveri e Co. Baden, Switzerland | | |
| | | | | | | | | | | *WB* | | | | | | |
| 83128<br>36220<br>JZJB | **Seikan Maru No. 2** Ⓟ<br>Twin Sc (*Train Ferry*)<br>D.F. 1 *Dk*<br>*Cruiser Stern* | 2493<br>2140<br>853 | | | | | 1930 | Kawasaki Dkyd. Co. Ld. Kobe | Govt. of Japan (Dept. of Railways) | 360·0 \| 52·0 \| 20·0<br>F58′ | | | Tokyo<br>Japanese | 2 Steam Turbines DR geared to 2 Sc. Shafts<br>Kawasaki Dkyd Co Ld Kobe | | |
| | | | | | | | | | | *WB* | | | | | | |
| 83129<br>46274<br>JGWN | **Seikan Maru No. 3** Ⓟ<br>Twin Sc (*Ferry*)<br>D.F. *Cruiser Stern* | 2787<br>—<br>921 | | | | | 1939 | Uraga Dock Co. Ld. Uraga | Govt. of Japan (Dept. of Railways) | 360·9 \| 52·0 \| 21·6<br>B & *Shade Dk* 310′ | | | Tokyo<br>Japanese | 4 steam turbines DR geared to 2 sc. shafts 733 NHP<br>Uraga Dock Co. Ld. Uraga | | |
| | | | | | | | | | | *WB* | | | | | | |
| 83130<br>44841<br>JQSM | **Seiko Maru**<br>*Oil Eng.*<br>*Cruiser Stern* | 708<br>—<br>511 | | | | | 1938 | Yendo Iron Works Osaka | Sanko Kisen K.K. | 170·0 \| 28·5 \| 15·3 | | | Amagasaki<br>Japanese | Oil Engines 4S.C.SA<br>6 Cy. 13″–19⅛″ 99 NHP<br>Hanshin Iron Works, Kobe | | |
| 83131<br>20758<br>JLKE | —<br>(*ex* Oki Maru No. 8)<br>Wood<br>1 *Dk* | 371<br>265<br>258 | | | | | 1917 | Fukushima Matsujiro Matsuye | Fukusima Kaneiti | 141·6 \| 23·1 \| 12·6 | | | Osaka<br>Japanese | T.3Cy. 9½″, 15″ & 24½″–19″<br>Ishibashi 22 NHP<br>Tekkosho, Matsuye | | |
| 83132<br>44512<br>JMFM | **Seiko Maru No. 2**<br>*Oil Eng.* | 479<br>—<br>306 | | | | | 1938 | Kanasasi Zosensyo K.K. Simizu | Tetudo Kinosita Gumi K.K. | 155·8 \| 25·6 \| 13·4 | | | Tokyo<br>Japanese | Oil Engines | | |
| 83133<br>1754<br>JESG | **Seikyo Maru** Ⓟ<br>1 *Dk* & *pt 2nd dk*<br>*Cruiser Stern* | 2608<br>2260<br>1527 | | | | | 1934 | Uraga Dock Co. Ld. Uraga | Chosen Yusen K.K. | 298·3 \| 45·0 \| 23·8<br>P28′ B75′ F33′ | | | Jinsen<br>Japanese | T.3Cy. 17″, 27″ & 44″–39″ & LP Turbine with DR gearing 180 NHP<br>Uraga Dock Co. Ld. | | |
| | | | | | | | | | | *WB* | | | | | | |
| 83134<br>28068<br>JFKA | —<br>Ⓟ<br>2 *Dks* | 2565<br>2009<br>1578 | ✠ ...<br>3,23 | | | | 1921<br>6mo | Osaka Iron Works, Ld. Osaka | Toa Kaiun K.K. | 284·5 \| 42·5 \| 23·0<br>P41′ B100′ F34′ FK | | | Osaka<br>Japanese | T.3Cy. 21″, 35″ & 58″–39″ 288 NHP<br>Osaka Iron Wrks Ld. Osaka | 23 ″ 0 | |
| | | | | | | | | | | *WB* | | | | | | |
| 83135<br>OYBH | **Seine**<br>1 *Dk* & *Awng dk* | 1358<br>1031<br>838 | | | | | 1899 | W. Dobson & Co. Newcastle | Det. Forenede Dampskibssels-kab A/S | 237·0 \| 34·3 \| 16·0<br>Q88′ H58′ F26′ | | | Copnhagn<br>Danish | T.3Cy. 19½″, 32½″ & 54″–36″ 175 NHP<br>N.E. Marine Eng Co Ld Nwc | | V |
| | | | | | | | | | | *WB* | | | | | | |
| 83136<br>LJRG | **Seirstad**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Carrying Petroleum in bulk* | 9916<br>9191<br>5969 | | | | | 1937 | Deutsche Werft A.G. Bet Finkenwrder Hamburg | Universal Shipping Co. A/S (A.F. Klaveness & Co. A/S *Mgrs.*) | 492·9 \| 66·1 \| 36·4<br>P113′ F74′ | | | Oslo<br>Norwegian | Oil Engines 2S.C.DA<br>6 Cy. 24″–43⅞″ 1201 NHP<br>Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | N |
| | | | | | | | | | | *WB* | | | | | | |
| 83137<br>31352<br>JOYB | **Seiryu Maru**<br>2 *Dks* & *Web frames*<br>*Longitudinal framing* | 1900<br>1602<br>1158 | ✠ ...<br>11,29 | | | | 1926<br>3mo | Osaka Iron Works, Ld. Innoshima | Kita Nippon Kisen K.K. | 255·0 \| 39·0 \| 22·7<br>P17′ B65′ F28′ FK | | | Nishino-miya<br>Japanese | T.3Cy. 18″, 30″ & 50″–36″ 211 NHP<br>Osaka Iron Works, Ld. | 22 ″ 9 | |
| | | | | | | | | | | *WB* | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships — Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Distinctive letter of Trade Assn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83138<br>880<br>JTUB | **Seisin Maru** Ⓟ<br>Wireless 2*Dks* | 1325<br>1129<br>742 | | | | | 1920 | Harada Zosensho Osaka | ChosenYusenK.K. | 232·5\|31·5\|21·2<br>P26′B69′F33′ | Fusan Japanese | T.3Cy.15¾″,27″&45″–33″ 115NHP<br>HaradaZosensho,Osaka | | |
| 83139<br>89430<br>VPBM | **Seistan** Ⓟ (*ex*Innamincka)<br>*Well deck* 1*Dk&Web frames* | 2455<br>1736<br>1571 | ✠ …<br>9,95 | | | | 1890<br>10mo | Napier, Shanks&Bell Glasgow | DouglasS.S.Co.Ld. | 305·0\|40·0\|19·8<br>P162′B84′F75′ FK | HongKong British *WB* | T.3Cy.19″,32″&50″–36″ NE&B23 285NHP<br>WorthingtonPump&Mach Corp.Buffalo,N.Y. | 22 ″ 8 | V † |
| 83140<br>33570<br>JCGC | **Seisyo Maru** (*ex*Antonio<br>Tripcovich, *ex*Exmoor, *ex*WestCaruth) *ss*Nap.No.2–27 1*Dk*(*Stl*) *Fitted for oil fuel* 2*Dks* | 5464<br>5082<br>3991 | …<br>5,32 | | | | 1919 | S.Western S.B.Co. SanPedro,Cal | OgumaShoten GomeiKaisha | 410·4\|54·0\|29·7<br>P43′B115′F47′ FK | Tarumi Japanese *WB* | T.3Cy.24$\frac{5}{16}$″,41$\frac{5}{16}$″&72″–48″ 551NHP<br>LlewellynIronWorks,Cal. | 29 ″ 9 | C † |
| 83141<br>24633<br>JEAI | **Seisyu Maru**<br>1*Dk* | 1224<br>1032<br>650 | | | | | 1918 | AsanoS.B. Co.Ld. Tsurumi | HinodeKisenK.K. | 217·0\|34·0\|21·0<br>Q65′F33′ | Tokyo Japanese | T.3Cy.16½″,27½″&45″–30″ 111NHP<br>TokyoKikaiSeisakujo,Tok | | |
| 83142<br>44349<br>JZNL | **Seitai Maru** (*ex*TaiYang–38, *ex*KongHo–37, *ex*Kaitoke–35, *ex*CapeColony, *ex*WarPalace) *ss*Wln.No.3–7,30 *ss*Osa.No.2–39 1*Dk*(*Stl*) *Cargo battens not fitted* | 3405<br>—<br>2011 | ✠100A1<br>3,40<br>✠LMC3,40 | Osa | *u* | 2,39 | 1918<br>11mo | SirR Dixon &Co.Ld. Middlesbro' | SakamotoShoji K.K. | 331·3\|46·8\|23·2<br>P33′B98′F29′ FK<br>B284′736*t*FPT112*t* | Osaka Japanese *CellD* | T.3Cy.25″,41″&68″–45″ (*s*) 180lb 434NHP<br>3SB,*9cf*,GS155,HS6420 FD<br>Richardsons,Westgarth& Co.Ld.Mdb. | 25 ″ 6 | |
| 83143<br>44370<br>JZZL | **Seiwa Maru** (*ex*ShengHo–38,*ex* Malakuta–35) *ss*Kob.2ndNo.3–9,38 2*Dks*(*Stl*) *&3rd dk*(*Stl*) *inNo.1 hold* | 7210<br>—<br>4519 | ✠100A1<br>10,40 ~~11,40~~<br>✠LMC~~11,40~~ 10,40<br>*Fitted for oil fuel* 7,18<br>*Carrying oil fuel F.P.* | Kob Yka | *c*† | CL ~~9,38~~ 10,40<br>*F.P. above* 50° F. | 1914<br>9mo | C.Connell &Co.Ld. Glasgow | OkadaGumiK.K. | 470·2\|58·0\|32·1<br>P46′B124′F43′ FK<br>*f*178′1352*t*FPT79*t*<br>*CellDBa&uE188′*<br>*D Btanks* | Osaka Japanese | T.3Cy.26½″,45″&75″–54″ (*s*) 200lb HS12300 648NHP<br>2D&1AuxSB,*15cf*,GS264<br>D.Rowan&Co.Glasgow | 34 ″ 11<br>s 7 ″ 10½<br>27 ″ 3 | |
| 83144<br>22005<br>JQHE | —<br>1*Dk* | 1317<br>1165<br>936 | | | | | 1917 | Matsuda KisenK.K. Osaka | TaiyoKisenK.K. | 227·0\|35·0\|19·0<br>P21′B53′F24′ | Tarumi Japanese *WB* | T.3Cy.16″,26″&42″–30″ 97NHP<br>YoshidaIronWorks,Osaka | | |
| 83145<br>4403<br>JNJE | **Seiwa Maru No. 2**<br>(*ex*InushimaMaruNo.4–33)<br>1*Dk* | 593<br>559<br>322 | | | | | 1899 | OsakaIron Works Osaka | TaiyoKisenK.K. | 169·0\|30·0\|14·1 | Hutyu Japanese *WB* | T.3Cy.14″,22″&37″–27″ 71NHP<br>OsakaIronWorks,Osaka | | |
| 83146<br>44604<br>JLLM | **Seizan Maru** (*ex*ShingHo–38, *ex*Barunga–35,*ex*Cape Premier,*ex*WarFaith) *ss*Smk.No.3–8,39 1*Dk*(*Stl*) *Cargo battens not fitted* | 4233<br>3922<br>2584 | ✠100A1<br>~~3,30~~ 11,40<br>✠LMC~~3,39~~ 11,40 | Smk | *x* | CL 7,39 | 1918<br>10mo | Canadian Vickers,Ld. Montreal | MiyachiKisenK.K. | 380·0\|49·2\|26·7<br>P30′B102′F41′ FK<br>316′1367*t*FPT102*t*<br>*CellDB* | Kobe Japanese *Lloyd's SA&CP* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 474NHP<br>3SB,*9cf*,GS174,HS6660 FD<br>CanadianVickers,Ld.Mtl. | 30 ″ 1<br>s 5 ″ 11⅜<br>24 ″ 5 | |
| 83147<br>34386<br>JWPB | —<br>(*ex*RaymondPoincaré, *ex*WarKarma) *ss*Rou.No.2–26 1*Dk* | 2018<br>1777<br>1187 | ✠ …<br>4,30<br>✠ | | | | 1918<br>11mo | Pt.Arthur S.B.Co.Ld. PtArthurOnt | AokiYotetsu ShotenK.K. | 251·0\|43·8\|20·7<br>P25′B64′F28′ FK | Sasebo Japanese *WB* | T.3Cy.20½″,34″&56″–40″ 265NHP<br>PortArthurS.B.Co.Ld. | 23 ″ 0 | |
| 83148<br>22270<br>JQTE | —<br>(*ex*ShinshuMaruNo.2–32)<br>1*Dk* | 955<br>787<br>549 | | | | | 1918 | Namura Gennosuke Osaka | YamamotoKisen K.K. | 190·0\|31·0\|18·5<br>… | Hutyu Japanese | | | |
| 83149<br>42961<br>JTFL | **Seizan Maru No. 2**<br>*Mchy.Aft* 1*Dk* | 1898<br>—<br>1064 | | | | | 1937 | Matsuo Zosensho Nagasaki | AokiShojiK.K. | 271·7\|40·0\|20·3<br>P80′F25′ | Kobe Japanese *WB* | T.3Cy.18″,29½″&50″–39″ 156NHP<br>MatsuoZosensho,Nag. | | |
| * 83150<br>OUKY | **Sejrö** *ss*Els.No.2–38<br>*Well deck* 1*Dk*(*Stl*)<br>Wireless D.F. | 1489<br>1198<br>880 | ✠100A1<br>9,39<br>BS8,39 ✠LMC4,38 | Els | *q* | OG 9,39 | 1929<br>9mo | Helsingörs Jernsk&Msk Elsinore | A/S D/S "Heimdal" (M.Carl,*Mgr.*) | 253·4\|38·1\|15·2<br>P17′Q81′B97′F30′ FK<br>*CellDB*215′411*t*FPT32*t*APT*s*86*t* | Elsinore Danish | T.3Cy.18½″,30″&50″–33″ (*s*) 200lb 155NHP<br>2SB(Spt)*4cf*,GS112,HS2252<br>HelsingörsJernsk.&Mskb. | 17 ″ 6<br>s ″ 11½<br>16 ″ 8 | |
| 83151<br>477<br>JPFG | **Sekiho Maru** (*ex*Canadian Inventor–33) *ss*Drn.No.3–9,33 2*Dks*(*Stl*) | 5402<br>4906<br>3276 | ✠ …<br>1,38<br>✠ | Nag | *y* | | 1920<br>7mo | J.Coughlan &Sons,Ld. Vancouver, B.C. | DairenKisenK.K. | 400·1\|52·4\|28·8<br>P49′B113′F40′ FK<br>B334′1026*t* FPT14*t*APT131*t*<br>*CellD* | Dairen Japanese | T.3Cy.27″,44″&73″–48″ 520NHP<br>3SB,*9cf*,GS198,HS7743<br>J.G.Kincaid&Co.Ld.Grk. | 31 ″ 0 | |
| 83152<br>22229<br>JBNC | **Sekino Maru**<br>Wireless 1*Dk* | 998<br>834<br>716 | | | | | 1918 | Takemoto Chukichi Osaka | OginoKaisho K.K. | 195·5\|31·5\|18·0 | Fushiki Japanese | T.3Cy.13½″,22½″&37½″–28″ 75NHP<br>YamaseTekkosho,Osaka | | |
| 83153<br>16613<br>JPQE | **Sekiyo Maru** Ⓟ Wood<br>1*Dk* | 629<br>487<br>378 | | | | | 1916 | Fukushi-maMatsijuro Matsaye | KawasakiKeijiro | 168·3\|26·6\|16·0 | Kochi Japanese | T.3Cy.12⅝″,20⅛″&32$\frac{13}{16}$″–23″ 45NHP<br>MacColl&Pollock,Sld. | | |
| 83154<br>19904<br>JHEB | **Sekkō Maru** Ⓟ<br>(*ex*SekkowMaru–38) *ss*Osa.No.3–5,29 *ss*Osa.No.2–38 2*Dks*(*Stl*) *&Web frames* *Longitudinal framing* | 3183<br>2757<br>2013 | ✠ …<br>8,38<br>✠ | Osa | *t* | | 1917<br>4mo | OsakaIron Works,Ld. Osaka | OsakaSyosenK.K. | 305·0\|43·7\|27·2<br>P19′B82′F32′ FK<br>*CellDB*255′518*t*APT20*t* | Osaka Japanese | T.3Cy.22″,37″&61″–42″ 288NHP<br>2SB,*6cf*,GS90,HS3824<br>OsakaIronWks.Ld.Osaka | 27 ″ 3 | |
| 94/4 83155<br>LCXK | **Sekstant** (*ex*Nordstrand)<br>D.F. 1*Dk* | 1626<br>1186<br>956 | | | | | 1919 | Bergens Mek.Værks Bergen | D/S A/S Sekstant (WilliamHansen) | 244·3\|37·7\|15·7<br>P33*t*Q106*t*B154*t*<br>H182*t*F33*t* | Bergen Norwegian *WB* | T.3Cy.18″,29″&49″–33″ 138NHP<br>BergensMekVærksBergen | | N |
| 83156<br>~~OYXW~~<br>D.F.<br>E.S.D. | **Selandia** Ⓟ<br>*Oil Eng.*<br>2*Dks*,*3rd dk in forward holds*<br>*Cruiser Stern* | 8482<br>6673<br>5170 | ✠100A1<br>*withfreeboard* PN1<br>~~8,41~~ ~~12,39~~ 4,41<br>✠LMC10,38 | Cpn | *c*† | CL 7,39 | 1938<br>10mo | Nakskov Skibs.A/S Nakskov | UnionGovt of S.Africa(Railways &HarboursAdministrationDurban) | 432·4\|63·1\|32·6<br>452·3(O.L)<br>B178′F68′ FK<br>*CellDB*379′1730*t*<br>*Tanks at sides of tunnel*<br>187*t*DT*s*a302*t*FPT64*t*APT84*t* | Durban British *Lloyd's SA&CP* | Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$″–55½″ 1026NHP<br>DB*14lb*<br>Akt.Burmeistr&Wain,Cpn | 36 ″ 0<br>11 ″ 1<br>25 ″ 0¾ | |
| 83157<br>LJZJ | **Selbo** (*ex*Balder–38,*ex*Hubro)<br>1*Dk* | 1778<br>1351<br>1027 | | | | | 1921 | OuseS.B. Co.Ld. Goole | Skibs.A/S Selvik (EinarWahlström, *Mgr.*) | 255·7\|40·1\|16·1<br>P49*t*Q122*t*H102*t*<br>F11*t* | Oslo Norwegian *WB* | T.3Cy.19½″,31″&53″–36″ 169NHP<br>Earle'sCo.Ld.Hull | | VN |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné ou maintenant en vigueur. Lettre d'Appropriété. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau corres-pondant. pds. pc. | 15 Inscriptions en cote, s'il y en a dans le L. R. Marque Corr. Hull Tests. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83158 | **Selby** | 1039 | ✠100A1 4,40 | Goo | *n* | OG 4,40 | 1922 | J.Duthie Torry S.B.Co. Aberdeen | Wilsons&N.E.Rly. Shipping Co.Ld. (The Associated Humber Lines) | 228·1 34·2 13·8 | | | Hull British | T3Cy.14½",24½"&43"-30"(*s*) 225lb 152NHP | 16 ″ 0 | |
| 146505 | *ss*Hul.No.3–11,34 | 852 | | | | | 10mo | Torry S.B.Co. | Shipping Co.Ld. | | | | British | 225lb 152NHP | s ″ 7 | |
| MLFT | *ss*Goo.No.1–39 | 541 | BS4,40 ✠LMC1,39 | | | | *Lloyd's SA&CP* | Aberdeen | (The Associated Humber Lines) | P&B143'F52' FK | | | 5 *B Hpt Cem pt Asp* | 2SB,*4cf*,GS81,HS2670 Amos&Smith,Ld.Hull | 15 ″ 7 | |
| | *Well deck* 1 *Dk(Stl)* | | | | | | | | *Cell D* | B195'272*t APT* 39*t* | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 83159 | **Selenga** (*ex*NeathAbbey–34, *ex*Bellas) | 2492 2348 1438 | ✠ 10,33 ✠NB4,29 ✠ | Lon | *t* | | 1919 10mo | E.Finch& Co.(1916)Ld. Chepstow | U.S.S.R. | 303·0 43·0 20·7 P33'B80'F33' FK | | | Leningrad Russian | T.3Cy.22",36"&59"-39" 253NHP 6 *B Hpt Cem pt Asp* | 23 ″ 0 | |
| UPAL | *ss*Cff.No.3–3,31 | | | | | | | | *Cell D* | B260'671*t FPT* 70*t* | | | 6 *B Hpt Cem* | 2SB,*6cf*,GS120,HS4104 | | |
| | 1 *Dk(Stl)* | | | | | | | | | *APT* 183*t* | | | *APT* 183*t* | McKie&Baxter,Glasgow | | |
| 83160 | **Selfoss** (*ex*Villemoes) Wireless | 775 627 | | | | | 1914 | Porsgrund Mek.Værks. Porsgrunn | H/F Eimskipafelag Islands | 202·1 32·1 12·4 P61'F24' | | | Reykjavik Icelandic | T.3Cy.14",23"&38"-27" 75NHP | | N |
| TFEB | *Mchy. Aft* 1 *Dk* | 428 | | | | | | | | | | | *WB* | Porsgrund M.V. Porsgrunn | | |
| 83161 | **Selje** | 6698 6210 | | | | | 1930 | Palmers' Co.Ld. Newcastle | Skibs A/S Selje (A/S Rederiet Odfjell) | 448·3 59·2 27·7 P164*t*H189*t*F40*t* | | | Bergen Norwegian | T.3Cy.28½",47"&78"-51" 409NHP | | N |
| | 1 *Dk* & *Shelter dk* | | | | | | | | | | | | *WB* | Palmers' Co.Ld. Newcastle | | |
| LDNG | D.F. *Longitudinal framing* | 3891 | | | | | | | | | | | | | | |
| 83162 | **Selkirk** | 2384 1300 | | | | | 1926 | Davie S.B. & Repg.Co.Ld Lauzon,Que. | Canada S.S.Lines, Ld. | 250·2 42·8 14·7 F35' | | | Montreal British | T.3Cy.18",30"&50"-36" Richardsons, 150NHP | | C |
| 152851 | | | | | | | | | | | | | *WB* | Westgarth&Co.Ld.Hpl. | | |
| CYKJ | D.F. *Mchy. Aft* 2 *Dks* | 1449 | | | | | | | | | | | | | | |
| 83163 | **Sellinge** (*ex*Ensign–37, | 2327 | ✠100A1 4,40 | Bry | *s* | CL ~~4,40~~ 6,41 | 1916 7mo | J.Priest-man&Co. Sunderland | Constants(South Wales) Ld.(H. Constant, *Mgr.*) | 290·0 40·7 19·2 301·0(O.L.) P24'Q90'B59'F29' FK | | | London British | T3Cy.21⅛",35"&57"-39"(*s*) 180lb 218NHP | 20 ″ 6 s 2 ″ 1½ | |
| 139451 | *ex*Wrotham–35, *ss*Shl.No.3–4,29 | 1789 | | | | | | | | | | | 5 *B HCem* | 2SB,*6pf*,GS90,HS3340 | 18 ″ 7 | |
| MLGG | *ex*Ensign–33, *ss*Cff.No.2–38 | 1261 | ✠LMC MS3,38 BS~~10,39~~ 6,40 | | | | *Lloyd's SA&CP* | | | | | | | N.E.Marine Eng.Co.Ld.Sld | | |
| | *ex*Uskmouth) 1 *Dk(Stl)* | | | | | | | | | *Bf* 112'385*t DT* a90' | | | | | | |
| | *Well deck* *Cargo battens not fitted* | | | | | | | | *D* | 624*t FPT* 94*t* | | | | | | |
| 83164 | **Selma** (*ex*Hamlet) | 1414 1067 | | | | | 1924 | Howaldts-werke Kiel | Franz L.Nimtz | 245·2 37·2 14·5 P16'Q76'B97'F31' | | | Stettin German | T3Cy16½",27⅝"&43⅝"-29½" 102NHP | | G |
| DAVH | Wireless D.F. Sub.Sig. 1 *Dk* | 817 | | | | | | | | | | | *WB* | Howaldtswerke,Kiel | | |
| 83165 | — | 1392 1055 | | | | | 1937 | Fredrkstad Mek Vrks A/S Fredrikstad | J.Lauritzen | 265·0 42·1 13·9 | | | Esbjerg Danish | C.4Cy.(2)13¾"&(2)32⅝"-30½" HS1508 130NHP | | N |
| OZOH | Wireless D.F. E.S.D. 1 *Dk* & *Shelter dk* | 742 | | | | | | | | | | | *WB* | Fredrikstad M.V.A/S Fredrikstad | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 83166 | **Selma City** | 5686 5081 | | | | | 1921 | Chickasaw S.B.&Car Co. Chickasaw, Ala. | Isthmian S.S.Co. | 424·2 56·2 26·5 P58'B&F350' | | | New York Utd. States | 2 Steam Turbines DR geared to 1 Sc. Shaft | | R |
| 221193 | *Fitted for oil fuel* | 3450 | | | | | | | | | | | *WB* | | | |
| KDRJ | GyC. 2 *Dks* 3 *tr B* | | | | | | | | | | | | *Turbines by* *Red. Gears by* | Federal S.B.Co. Kearny,NJ Falk Co. Milwaukee,Wis. | | |
| 83167 | **Selvik** (*ex*Britte–36, *ex*Hiram II.) | 1557 1368 | | | | | 1920 | Akers Mek. Værks Oslo | Skibs. A/S Selvik (Einar Wahlström *Mgr.*) | 255·6 39·8 17·8 P22'B64'F25' | | | Oslo Norwegian | T.3Cy.19",31"&53"-36" 506NHP | | N |
| LJCM | 1 *Dk* | 892 | | | | | | | | | | | *WB* | Akers Mek. Værks. Oslo | | |
| 83168 | **Selvistan** | 5136 4750 | ✠100A1 11,40 ~~4,40~~ | Cff Hpl | *y* | CL 7,38 | 1924 5mo | Short Bros. Ld. Sunderland | Hindustan Steam Shipping Co.Ld. (Common Bros.Ld. *Mgrs.*) | 390·0 53·5 28·6 P33'B113'F41' FK | | | Newcastle British | T.3Cy.25",41"&68"-48" (*s*) 180lb *150lb* 363NHP | 31 ″ 6 s 6 ″ 1½ | |
| 148070 | *ss*Shl.No.3–7,37 | | | | | | | | *Cell DB* | 342'1524*t FPT* 128*t* | | | 6 *B HCem* | 2SB,*8cf*,GS148,HS5806 | 25 ″ 7¼ | |
| GKQJ | D.F. 1 *Dk(Stl)* | 3190 | ✠LMC MS6,37 BS~~8,37~~ 7,40 | | | | *Lloyd's SA&CP* | | | | | | *APT* 167*t* | J.Dickinson&Sons,Ld.Sld. | | |
| 83169 | **Semarang** (*ex*Doggersbank–38) | 309 227 | ✠ ... 3,41 | Sba | *d* | ~~10,39~~ 7,40 | 1933 1mo | N.V.Indus-trieele Maats. "De Noord" Alblasserdam | Koninklijke Paketvaart Maats. | 131·9 23·5 8·8 Q26'F16' FK | | | Batavia Dutch | Oil Engines 4S.C.SA 4Cy.11"-17½" 47NHP | 9 ″ 6 ~~11 ″ 1~~ ~~8 ″ 7½~~ | |
| PKSZ | *Mchy. Aft* *Oil Eng.* | 219 | ~~✠LMC4,37~~ ~~✠LMC(M)9,39~~ | | | | | | | | | | | | | |
| | 1 *Dk(Stl)* | | | | | | | | *Cell DB* | *f* 28'28*t FP* | | | 3 *B HCem* | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| | *Cruiser Stern* *Cargo battens not fitted* | | | | | | *Lloyd's SA&CP* | | | | | | *T* 10*t APT* 4*t* | | | |
| 83170 | **Sembilan** | 6566 6067 | 100A1 (*Class Contemplated*) Examined 5,41 | Lon | | CL | 1922 | Maats. Fyenoord Rotterdam | N.V.Stoomv. Maats. "Nederland" | 419·8 54·7 33·6 P41'B85'F40' | | | ~~Amsterdam~~ ~~Dutch~~ Batavia Dutch | T.3Cy.28½",46"&77"-54" 196lb 4SB(Spt) *13cf*, 436NHP Maats.Fyenoord,Rot. | | ~~V~~ |
| PHLH | D.F. 3 *Dks* | 4044 | | | | | | | | | | | | | | |
| 83171 | **Semien** Ⓟ (*ex*Fortunstar–36, | 6942 | ✠ — 8,33 | Gen | *a*† | | 1898 12mo | R&W Haw-thorn,Leslie &Co.Ld. Newcastle | Ignazio Messina &C. | 421·4 54·0 29·1 420·0 28·6 P50'B&F355' FK | | | Genoa Italian | T.3Cy.29½",46½"&76¼"-54" 430NHP | 32 ″ 0 | I |
| 2084 | *ex*Tuscanstar, *ss*Bkn.2nd No.3–12,23 | — | | | | | | | | | | | 7 *B HCem* | 3SB,9*cf*,GS178,HS6415 | | † |
| ICKZ | *ex*Brodliffe, *ex*Morayshire) *Fitted for oil fuel* | 4360 | ✠ | | | | | | *Cell DBa* 105'*u* E30'*f* | 208'1068*t FPT* 130*t* | | | *APT* 25*t* | Hwthrn,Leslie&Co Ld Nwc. | | |
| | D.F. 2 *Dks(Stl)* & *deep framing* & *Shelter dk* | | | | | | | | | | | | | | | |
| 83172 | **Seminole** | 10389 9592 | ✠100A1 10,39 | Nwc | *f*† | CL 1,39 | 1936 4mo | Blohm& Voss,K.a.A. Hamburg | British Mexican Petroleum Co.Ld. ~~(P.J.Wolfe, *Mgr.*)~~ (R.A.Carder, *Mgr.*) | 490·4 69·9 36·9 P107'B39'F35' FK | | | London British | Oil Engines 2S.C.SA 8Cy.25⅛"-49½" 912NHP | 37 ″ 0 s 7 ″ 4½ | |
| 164612 | D.F. E.S.D. *Oil Eng.* | 5922 | ✠LMC4,36 | | | | *Lloyd's SA&CP* | | | | | | 16 *B Hpt Cem pt Asp* | 3 DB *200lb* | 29 ″ 11½ | |
| GYST | GyC. 1 *Dk*, 2nd *dk clear of cargo tanks* | | *Carrying Petroleum in bulk* | | | | | | *Cell DBuE* 86'184*t DT* | *f* 16'540*t FPT* 370*t* | | | *APT* 214*t* | Fr.Krupp Germaniawft AG | | |
| | *Cruiser Stern* *Longitudinal framing* | | | | | | | | | | | | | | | |
| | *Mchy. Aft* | | | | | | | | | | | | | | | |
| 83173 | — Ⓟ | 5896 — | ✠ ... 12,27 | | | | 1925 8mo | Nwprt Nws S.B.& DD.Co. Newprt News | Cherokee-Semi-nole S.S.Corp. (Clyde-Mallory Lines *Mgrs.*) | 387·5 54·3 20·0 P&B322'F53' FK | | | New York Utd. States | 2 Steam Turbines SR geared to 1 Sc. Shaft 981NHP | 23 ″ 6 | R |
| 224018 | *Fitted for oil fuel* | 3514 | ✠ | | | | | | | | | | *WB* | Newport News SB.&DD.Co. | | † |
| WNCX | *Ref. Mchy.* 1 *Dk* & *2nd dk in* | | | | | | | | | | | | | | | |
| | D.F. *holds* & *Promenade dks* | | | | | | | | | | | | | | | |
| 83174 | — | 5867 — | | | | | 1920 | O.Daniels Co. Tampa,Fla. | United States Maritime Commission | 402·0 54·0 33·7 P34'B118'F38' | | | Tampa,Fla Utd. States | Oil Engines 2S.C.DA 4Cy.27½"-47½" 1053NHP NE26 Hooven,Owens,Rentschler Co.Hamilton,O. | | R |
| 219690 | *Oil Eng.* | 3660 | | | | | | | | | | | | | | |
| KUGP | Sub.Sig. GyC. 2 *Dks* | | | | | | | | | | | | | | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 83175 | **Semiramis** | 5792 5293 | ✠ ... 11,38 | Sng | *z* | | 1921 9mo | S.Western S.B.Co. San Pedro, Cal. | Nederl.Indische Tankstoomboot Maats. | 412·0 53·3 31·0 427·0(O.L.) P110'B33'F57' FK | | | The Hague Dutch | T.3Cy.27",45"&74"-48" 556NHP | 31 ″ 0 | |
| | *ss*H.Kg.No.3–10,33 | | | | | | | | | | | | 15 *B Hpt Cem pt Asp* (4 to *U dk* 11 ,, 2nd,,) | 3SB,9*cf*,HS8451 Hooven,Owens,Rentschler Co.Hamilton,O. | | |
| PHLM | *ss*Sng.No.1–37 | 3379 | ✠ | | | | | | | | | | | | | |
| | *Mchy. Aft* 2 *Dks(Stl)* & *Web frames* | | | | | | | | *Cell DBuE* & *B* 81'23 | 2*t DT f* 32'328*t FPT* | | | 98*t APT* 103*t* | | | |
| | D.F. *Longitudinal framing* | | | | | | | | | | | | | | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 83176 | **Sena** (*ex*Marienburg, *ex*Mary, *ex*Duisburg) Twin Sc | 1221 1025 | | | | | 1922 | Deutsche Werft Hamburg | Cia. Colonial de Navegaçao | 243·3 36·0 14·1 B48'F34' | | | Loanda Portuguese | T.6Cy.11",16⅛"&27⅞"-18⅛" NE27 65NHP Union Giesserei, Königsbrg | | G |
| CSAW | Wireless 1 *Dk* | 680 | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 7* Date when call shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed, if not in L. R. Distinctive Letter. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | *ft. in.* | |
| 83177 PKNX | **Senang** | *ss*Bat.2ndNo.3–10,38 1*Dk*(*Stl*–teak s) | 1207 994 672 | ✠100A1 12,40 ~~1,38~~ ✠NB8,22 BS~~11~~,39 ✠LMC10,38 12,40 | Sng | *p* | CL 9,38 | 1914 9mo | Hong K'ng & Whampoa Dock Co. Ltd. Hong Kong | Tiong Hwa Leon Tjoen & Co. Ltd. | 235·0 \| 38·0 \| 14·5 P20′B121′F28′ FK | | | Pal'mbang Dutch | T.3Cy.18½″,29″&48″–36″(*s*) 180lb 162NHP 2SB,*6cf*,GS116,HS2648 Hong Kong & Whampoa Dock Co. Ltd. Hong Kong | 16 ″ 6 s 2 ″ 2½ 14 ″ 7½ | |
| | | | | *Lloyd's* ✠A&CP | | | | | | *Cell D Ba65′* | *u E15′f 94′339t FPT* | | | *26t APT22t* | | | |
| 83178 DIVO | **Senator** (*ex*Lighter) Wireless D.F. *Mchy. Aft* *Carrying Petroleum in bulk* | TwinSc *OilEng.* 1*Dk* | 845 789 685 | | | | | 1902 | Christof Ruthof Kastel a Rh. | Waried Tankschiff Rhed. G.m.b.H. | 187·6 \| 32·2 \| 15·2 P28′F24′ | | | Hamburg German | Oil Engines 4S.C.SA 12Cy.11″–17⅜″ 140NHP *Emade&fitted*34 Humboldt-Deutzmotoren, A.G. Köln-Deutz | | G |
| 83179 EAHS | **Sendeja** (*ex*Pedrosa-33) | 2*Dks* | 2647 — 1640 | | | | | 1921 | W. Harkess & Son, Ld. Middlesbro' | J.A. Mutiozabal | 304·8 \| 42·3 \| 23·2 P27′B80′F33′ | | | Bilbao Spanish *WB* | T.3Cy.22½″,37″&61″–42″ Richardsons, Westgarth & Co. Ld. Mdb. 241NHP | | C |
| 83180 YTFM | **Senga** (*ex*Lasta-36,*ex*Naana-35, *ex*Manchurian Prince-33,*ex*Ardgair) | *ss*Ant.No.3–7,35 *ss*Sch.No.1–40 2*Dks*(*Stl*) | 5140 4748 3280 | ✠100A1 ~~3,40~~ 3,39 4,41 ✠LMC MS10,39 BS~~2,40~~ 2,41 | Rot Sch Bal | *z* | CL ~~4,38~~ 4,41 | 1913 5mo | R. Duncan & Co. Ld. Pt. Glasgow | Atlantska Plovidba d.d. *'Tween Cell D Ba131′* | 405·0 \| 53·0 \| 27·2 418·3 (O.L.) P41′B121′F85′ FK *dk B H in after hold dispensed with u E23′f 176′ 1103t* | | | Susak Yugoslav *Cem* 5*BH to Udk* 3 ,, 2*nd* ,, *D Ta36′988t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 475NH 2SB,*8cf*,GS156,HS6697 FD J.G. Kincaid & Co. Ld. Grk. *only* *APT36t* | 29 ″ 9 5 ″ 9½ 24 ″ 2 | |
| | | | | *Lloyd's* ✠A&CP | | | | | | | | | | | | | |
| 83181 CSHI | **Senhora Da Sude** (*ex*Sailing Ship Helga-35) | Wood Aux *OilEng.* 4MstSr 1*Dk* (*See Sailing Ship Register*) | 356 328 272 | | | | | 1920 | Fanö Skibsværft Nordby, F. | Tavares, Mascarénhas, Neves & Vaz, Lda. | 137·6 \| 30·7 \| 12·7 | | | Aveiro Portuguese | Oil Engines 2Cy.15⅜″–16½″ *Emade&fitted*35 Denmark | | |
| 30/41 83182 IUGK | **Senio** (*ex*Pluton,*ex*Activity) *Well deck* | Iron *ss*Brs.2ndNo.3–5,98 *ss*Rou.No.1–02 1*Dk*(*Irn*)2*trB* | 1067 849 631 | ✠ 7,07 | Dnk | *n* | | 1879 6mo | J. Laing Sunderland | Rag. Antonio Gulmanelli | 235·2 \| 32·1 \| 16·1 225·5 Q82′B42′F23′ BK8″ *DBa53′f 91′* | | | Ravenna Italian *4BH Cem* *FPT APT* | C.2Cy.24½″&55″–36″ NB17 144NHP J. Dickinson, Sunderland | 17 ″ 6 | |
| 83183 LJYF | **Senja** Wireless D.F. *Mchy. Aft* | *OilEng.* 1*Dk&Shelter dk* *Cruiser Stern* | 858 671 421 | | | | | 1938 | Moss Værft & Dokk, A/S Moss | Vesteraalens Dampskslsk | 214·2 \| 34·7 \| 13·8 | | | Stokmarknes Norwegian *WB* | Oil Engines 4S.C.SA 7Cy.14⅜″–21⅝″ & hydraulic coupling SR geared to sc. shaft 141NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | N |
| 83184 32487 JKNB | **Senkai Maru** Ⓟ | 2*Dks* | 2101 1685 1522 | | | | | 1926 | Mitsui Bussan Kaisha Ld Tama Dkyd | Shimatani Kisen Kaisha, Ld. | 275·0 \| 40·7 \| 21·0 P24′B87′F36′ | | | Kobe Japanese *WB* | T.3Cy.18″,30″&50″–36″ 150NHP Mitsui Bussan Kaisha, Ld. | | |
| 83185 40758 JYRJ | **Senkō Maru** Ⓟ (*ex*Senkwo Maru–38) D.F. | 2*Dks* *Cruiser Stern* | 4472 3900 2618 | | | | | 1935 | Yokohama Dock Co. Ld. Yokohama | Nippon Yusen K.K. | 364·2 \| 50·8 \| 32·5 F33′ | | | Tokyo Japanese *WB* | 2 DR geared Steam Turbines Ishikawajima S.B.&E.Co. Ld. Tokyo | | |
| 83186 FOQL | **Senneville** (*ex*Capitaine Baudouin) D.F. | 1*Dk* | 4578 3960 2549 | | | | | 1922 | Ch. & Atel. de la Gironde Harfleur | Soc. Navale Caennaise (G. Lamy & Cie. *Mgrs.*) | 362·9 \| 49·2 \| 24·4 Q&B225′F31′ | | | Caen French *WB* | T.3Cy.24″,39″&65″–44″ 279NHP Schneider & Co. Havre | | V |
| 83187 332 JPXC | **Sensan Maru** | *OilEng.* *ss*Drn.No.2–36 1*Dk*(*Stl*) | 2776 2308 1588 | ✠ ... 1,38 ✠ | Nag | *u* | | 1929 7mo | Mitsui Bussan Kaisha Ld Tama Dkyd. | Dairen Kisen K.K. *Cell D B235′G82t Tanks in way* | 326·5 \| 46·5 \| 21·5 P27′B63′F28′ FK *of tunnel 173t FPT* | | | Dairen Japanese *5BHpt Cem* *51t APT35t* | Oil Engines 4S.C.SA 6Cy.21⅝″–39⅜″ 271NHP | 21 ″ 6 | |
| 83188 LDEW | **Senta** (*ex*Sirehav–39, *ex*Regulus–38) | *ss*Clo.No.3–2,29 *ss*Osl.No.2–38 1*Dk*(*Stl*)2*trB* | 3785 3458 2307 | ✠100A1 ~~2,30~~ 10,40 Hul ✠LMC MS2,38 BS~~11~~,39 10,40 *Fitted for oil fuel* 4,17 | Rot | *v* | CL ~~1,38~~ 6,41 *F.P. above* 1 | 1917 4mo | Union Iron Works Co. Alameda, Cal. A&CP 50° F. | Skibs A/S Senta (Ole L Lökke, *Mgr.*) *Cell D B290′967t FPT120t* | 340·0 \| 48·2 \| 26·0 P29′B73′F36′ FK | | | Oslo Norwegian *6BHpt Cem* *APT102t* | T.3Cy.24″,39″&65″–42″ (*r*) 180lb 325NHP 2SB,*6cf*,GS144,HS5400 Union Irn Wks Co Alameda | 27 ″ 3 s 4 ″ 10 22 ″ 7½ | |
| 83189 7376 SDAI | — (*ex*Acacia–36,*ex*Sallingsund, *ex*Danery,*ex*Roma) | 1*Dk* | 1497 1232 863 | | | | | 1905 | Schpw. v. Jan Smit, Czn. Alblasserdm | Rederi A/B Frode (H. Selander, *Mgr*) | 251·3 \| 37·8 \| 16·3 P14′Q76′B108′F28′ | | | Stockholm Swedish *WB* | T.3Cy.20½″,33″&54″–36″ 175NHP Maats. de Schelde, Flushing | | V |
| 83190 11091 JLYE | **Sen-un Maru** | 2*Dks* | 367 325 216 | | | | | 1907 | I. Amagasaki Osaka | Amagasaki Kisenbu Gomei Kaisha | 146·4 \| 20·4 \| 15·5 | | | Osaka Japanese | T.3Cy.11¾″,19¼″&31½″–24″ 49NHP | | |
| 83191 44008 JWSL | **Senyo Maru** | 1*Dk* *Cruiser Stern* | 2904 2530 1671 | | | | | 1937 | Mitsubishi Jukogyo K.K Yokohama | Toyo Kisen K.K. | 305·4 \| 45·3 \| 26·2 P24′B79′F29′ | | | Tokyo Japanese *WB* | T.3Cy.20 11/16″,34 7/16″&57 1/16″–43 5/16″ 202NHP Mitsubishi Jukogyo K.K. Yka. | | |
| 83192 41587 JASK | **Senyu Maru No. 3** | *OilEng.* *Mchy. Aft* | 327 — 242 | | | | | 1936 | Urabe Zosen Tekkosho Osaka | Kure Kokumotsu Oroshishogyo Kumiai | 120·0 \| 23·5 \| 12·5 | | | Kure Japanese | Oil Engines 2S.C.SA 4Cy.15″–20″ 158NHP Nippon Hatsudoki K.K. Kobe | | |
| 83193 42884 JOHL | **Senyu Maru No. 5** | *OilEng.* 1*Dk* | 370 — 241 | | | | | 1937 | Urabe Zosen Tekkosho Osaka | Kure Kokumotsu Oroshishogyo Kumiai | 125·0 \| 24·5 \| 13·0 | | | Kure Japanese | Oil Engines Nippon Hatsudoki K.K. Kobe | | |
| 83194 23838 JDFC | **Senzan Maru** Wireless | 1*Dk* | 1151 973 656 | | | | | 1918 | Chitose K.K.K. Osaka | Ogawa Gomei Kaisha | 224·5 \| 33·0 \| 18·7 | | | Hutyu Japanese *WB* | T.3Cy.14″,23¾″&39″–28′ Takahashi Tekkosho, Osaka 80NHP | | |
| 83195 164735 GZDS | **Sepia** D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | *OilEng.* 1*Dk*,2*nd dk clear of cargo tanks* | 6214 5496 3620 | ✠100A1 1,40 ~~✠LMC 10,36~~ *Carrying Petroleum in bulk* ✠LMC CS12,40 DBS12,40 2,39 | Ard | *a*† | CL 1,40 | 1936 10mo | Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's* ✠A&CP | Anglo-Saxon Petroleum Co. Ld. *Cell D Bu E61′132t* | 430·3 \| 54·5 \| 30·7 446·3 (O.L.) P87′B37′F48′ FK *DT f 25′261t FPT1,06t* | | | London British *16BH* *APT59t* | Oil Engines 4S.C.SA 6Cy.25 3/16″–55⅛″ 377NHP DB *180lb* Hwthrn, Leslie & Co Ld Nwc | 31 ″ 0 s 5 ″ 6⅜ 25 ″ 7½ | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Materiaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à la Table I. pour le Bordage et l'Entretien. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 pt. de Charte. Chez. Bof Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83196 | **Sequacity** | | 870 | ✠100A1 | Yar | *k* | OG | 1937 | GooleS.B. | F.T.Everard& | 196·2\|30·2\|11·3 | London | Oil Engines 2S.C.SA | 13 ″ 6 | |
| 163616 | | *Oil Eng.* | 550 | 10,39 | | | | 12mo | &RepgCo.Ltd. | Sons,Ld. | 202·7(o.l.) | British | 7Cy.9½″–16⅝″ 61RHP | s 4·10½ | |
| MMPG | *Mchy.Aft* *Cruiser Stern* | 1 *Dk* | 455 | ✠LMC12,37 | | | | | Goole | | P50′Q120′F20′ FK | 3 *BH Cem* | | 13 ″ 2 | |
| | | *Cargo battens not fitted* | | ✠LMC(M)7,39 | | | | *Lloyd's SA&CP* | | *Cell DB* | 127′194*t FPT* 69*t AP* | *T* 67*t* | British Auxiliaries,Ld.Gls. | | |
| 83197 | **Serafin Topić** (*ex* Wien–33, | | ~~4294~~ | ✠100A1 | Rot | *x* | CL | 1913 | J.Readhead | SlobodnaPlovidba | 369·9\|51·1\|26·1 | Susak | T.3Cy.26″,42″&69″–48″ (*r*) | 27 ″ 8 | |
| | *ex* Trevilley–32) *ss* Spt.2ndNo.3–5,38 | | ~~4016~~ | 8,405,39 | NYk | | 5,39 | 4mo | &Sons,Ld. | Topić D.D.(Ant. | | Yugoslav | 180lb 385NHP | s 3 ″ 10 | |
| YTEB | D.F. 1 *Dk*(*pt Irn pt Stl*) | | ~~2720~~ | BS~~3,32~~ ✠LMC4,38 | | | N8,10 | | SouthShields | Topić,*Mgr.*) | P33′B226′F34′ FK | 6 *BH Cem* | N DN24 *refitted* 38–*120lb* | 24 ″ 1¼ | |
| | | | 5,40 | | | | | *Lloyd's SA&CP* | | *Cell D Bo* | 119′*u* E23′*f* 163′987*t* | *AP T* 62*t* | 2SB,*6cf*,GS132,HS6330 | | |
| | | | | | | | | | | | | | J.Readhead&Sons,Ld.SShl | | |
| 83198 | **Serantes** (*ex* Kayeson) | | *3559* | 100A1 | Bbo | *w* | CL | 1922 | J.&A.van | Cia.Naviera | 361·1\|50·3\|21·7 | Bilbao | T3Cy.25½″,41¼″&66½″–45″ | 24 ″ 6 | |
| | *ss* Bbo.No.3-10,40 ~~*ss* Bkn.No.3–4,38~~ | | *3199* | 10,~~20~~ 10,40 | | | ~~4,80~~ | 2mo | derSchuyt | Vascongada | | Spanish | 180lb (*s*) 416NHP | s 2 ″ 9½ | |
| EAKT | ~~*ss* Bbo.No.2–36~~ | | *2099* | | LMC 10,40 | | 10,40 | | Papendrecht | | P34′B219′F36′ FK | 6 *BH Asp* | 3SB,*9cf*,GS145,HS6168 FD | 21 ″ 11 | |
| | 1 *Dk*(*Stl*) | | | ~~MS3,36~~ | ~~BS4,30~~ | | | | | *Cell D* | B310′894*t FPT* 78*t* | *APT* 113*t* | J.&A.van derSchuyt | | |
| 83199 | **Serbino** | | 4099 | ✠100A1 | ~~Hpt~~ | *v* | CL | 1919 | Ramage& | EllermanLines,Ld. | 342·4\|46·0\|24·8 | Liverpool | T.3Cy.21″,36″&62″–42″ (*s*) | 27 ″ 3 | |
| 140621 | *ss* Liv.No.3–6,32 | | 3145 | ~~Examined 4,41 Liv~~ | | | N9,39 | 5mo | Ferguson,Ld. | (HallLine,Ld. | | British | 220lb *112lb* 388NHP | s 3 ″ 2½ | |
| GRCB | *ss* Nwc.No.1–36 | | 2647 | ~~BS5,39~~ | ✠LMC4,~~37~~ | | | | Leith | *Mgrs.*) | P&B262′F39′ FK | 6 *BH Cem* | 2SB,8*cf*,GS136,HS5640 FD | 23 ″ 3 | |
| | *Well deck* 2 *Dks*(*Stl*) | | | ~~BS4,40~~ 4,42 | ~~MS8,40~~ | | | *Lloyd's SA&CP* | | *Cell DB* | 299′737*t* | *APT* 12*t* | Ramage&Fergusn,Ld.Lth. | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | |
| 83200 | **Serbol** | | 2669 | ✠100A1 | Gib | | CL | 1918 | CaledonS. | TheAdmiralty | 319·8\|41·5\|23·1 | London | T.3Cy.26½″,43½″&74¼″–45″ | 25 ″ 6 | |
| 142315 | *ss* Bermuda No.3–3,30 | | 2223 | 9,~~409~~,39 | Bel | | 8,38 | 1mo | B.&E.Co.Ld. | | | British | 200lb (*s*) 578NHP | s 3 ″ 3½ | |
| GVZZ | *ss* Gib.No.2–38 | | 1103 | ~~BS10,40~~ ✠LMC8,~~38~~ | | | | | Dundee | | P46′B107′F39′ FK | 16 *BH pt Cem* | 3SB,*9cf*,HS8739 FD | 22 ″ 5½ | |
| | 2 *Dks*(*Stl*) & *Web frames* | | | *For Government Service* | | | | *Lloyd's SA&CP* | | — | | (10 *to U dk* | Caledon SB.&E.Co.Ld.Dun | | |
| | *Longitudinal framing* | | | *Carrying Petroleum in bulk* | | | | | | | | 6 ,, 2*nd* ,,) | | | |
| | *Cruiser Stern* | | | *Fitted for oil fuel* 3,18 | | | *F.P. above* 150° F. | | | *Cell D Bu E&B* 68′145*t DT f* 24′90*t FPT* | | 154*t APT* 38*t* | | | |
| 83201 | **Serdica** (*ex* Serdika–35, | | 1533 | | | | | 1920 | Bremer | A.Lauro | 247·5\|35·9\|19·5 | Naples | T.3Cy16⅝″,26¾″&44″–28⅝″ | | I |
| 471 | *ex* Alexandra–35) *Fitted for oil fuel* | | 1367 | | | | | | Vulcan | | 237·8 | Italian | 103NHP | | |
| ICIR | *Ref.Mchy.* Sub.Sig. 2 *Dks* | | 903 | | | | | | Vegesack | | B38′F31′ | *WB* | BremerVulkan,Vegesack | | |
| 83202 | **Serenitas** (*ex* SierraRoja) | | 5171 | ... | | | | 1918 | SunderInd | Soc.Anon per | 409·4\|52·3\|28·5 | Genoa | T.3Cy.27″,44″&73″–48″ | 31 ″ 0 | Cl |
| 1286 | *ss* Gen.No.3–1,28 | | 4772 | 2,32 | | | | | S.B.Co.Ld. | l'Industria ed il | 400·0 | Italian | 320NHP | | † |
| ICHJ | D.F. 2 *Dks* | | 3113 | | | | | | Sunderland | Com.Marit."Nova | P49′B112′F39′ FK | *WB* | CammellLaird&Co.Ld.Liv. | | |
| | | | | | | | | | | Genuensis" | | | | | |
| 83203 | **Sereno** (*ex* Sniafiocco–40,*ex* Dora–37, | | 2333 | ✠100A1 | Gen | *r* | CL | 1918 | Buffalo | P.Trucchi("La | 261·0\|43·5\|22·4 | Genoa | T.3Cy.19½″,30¾″&56½″–36″ | 24 ″ 2 | |
| 2132 | *ex* DoraWeems, *ss* Gen.2ndNo.3–4,37 | | 1974 | 12,39 | | | N6,38 | 10mo | DryDockCo. | Costiera"Soc.An. | | Italian | 180lb (*s*) 330NHP | | |
| ICIE | *ex* LakeGalera) 1 *Dk*(*Stl*) | | 1409 | | LMC | | | | Buffalo,N.Y. | di Nav. *Mgrs.*) | P25′B64′F23′ FK | 4 *BH Cem* | 2SB,6*cf*,GS115,HS5467 FD | | |
| | D.F. 2*nd dk*(*Stl*) *in holds* | | | MS4,37 | BS3,39 | | | A&CP | | | | | Worthington Pump& | | |
| | | | | | | | | | | *Cell DB* 208′538*t FPT* | | 59*t APT* 93*t* | Mchy.Corp.Buffalo | | |
| 83204 | **Sergei Kirov** (*ex* Hebburn) 3 Mst | | 4146 | ✠ ... | | | | 1925 | BlythS.B. | U.S.S.R. | 370·2\|51·2\|24·9 | Vladvostk | T.3Cy.24″,39″&65″–45″ | 26 ″ 9 | |
| | *ss* Mel.No.1–29 | | 3805 | 12,32 | | | | 3mo | &.D.DCo.Ld. | | P26′B92′F36′ | Russian | 351NHP | | |
| UOBM | 1 *Dk* | | 2364 | ✠ | | | | | Blyth | | FK | *WB* | N.E.MarineEngCoLd.Nwc | | |
| 83205 | **Sergei Lazo** Ⓟ (*ex* HuaShan, | | 2975 | ✠ ... | | | | 1909 | ClydeS.B. | U.S.S.R. | 295·6\|42·0\|27·2 | Vladvostk | T.3Cy.22″,35″&59″–39″ | 20 ″ 0 | |
| | *ex* SouthAfrica) *ss* Mel.No.3–12,21 | | 2764 | 12,26 | | | | 11mo | &E.Co.Ld. | | B102′ | Russian | 250NHP | | |
| UOEP | 1 *Dk*§ *Shelter dk* | | 1773 | ✠ | | | | | Port Glasgow | | FK | *WB* | ClydeS.B.&E Co.Ld.P.Gl. | | |
| 83206 | **Sergo** (*ex* Soyuz **TwinSc** | | 7596 | | | | | 1930 | StatesS.B. | U.S.S.R. | 446·1\|56·1\|32·4 | Tuapse | Oil Engines 2S.C.SA | | |
| | GornorabotchikhS.S.S.R.–34) *Oil Eng.* | | 6725 | | | | | | Yd."Marti" | | P98′B56′F58′ | Russian | 8Cy.23⅜″–41½″ 776NHP | | |
| UOVQ | *Mchy.Aft* *Carrying oil in bulk* | | 4077 | | | | | | Nicolaieff | | | *WB* | Gebr.SulzerAGLdwgshfn | | |
| | *Longitudinal framing* 2 *Dks* | | | | | | | | | | | | | | |
| 83207 | **Sergo Ordjonikidze** (*ex* Sikhali) | | 1187 | | | | | 1932 | Sevastopol | U.S.S.R. | 236·8\|35·6\|15·2 | Vladvostk | C.4Cy.(2)12⅜″&(2)26½″– | | |
| | | | 959 | | | | | | Marine Wks. | | P36′B69′F23′ | Russian | 26½″ 62NHP | | |
| UOYJ | Wireless 1 *Dk* | | 574 | | | | | | Sevastopol | | | | SevastopolMarineWks. | | |
| 83208 | **Seringa** (*ex* FallsCity) | | 4729 | | | | | 1913 | Ropner& | ClaymoreShip- | 378·5\|51·5\|27·5 | Bideford | T.3Cy.26″,42″&70″–48″ | | C |
| 135957 | | | 4471 | | | | | | Sons,Ld. | pingCo.Ld. | P37′B125′F38′ | British | 339NHP | | |
| GNYQ | D.F. E.S.D. 1 *Dk* | | 2889 | | | | | | Stockton | | | *WB* | Blair&Co.Ld.Stockton | | |
| 83209 | **Serooskerk** (*ex* Gemma) | | 8456 | ✠100A1 | Sch | *c*† | CL | 1922 | NewWater- | N.V.Vereenigde | 485·6\|60·4\|27·8 | TheHague | 2SteamTurbinesDRgeared | 39 ″ 6 | |
| | *ss* Rot.No.3–10,33 | | 8049 | *Shelter dk* | Syd | | ~~2,37~~ | 2mo | wayS.B.Co. | Nederl.Scheepv. | 503·0(o.l.) 37·0 | Dutch | to 1 Screw Shaft (*s*) | s 10 ″ 5 | |
| PHLU | D.F. *ss* Rot.No.1–37 | | 5293 | *with freeboard* | 9,40 | | 8,40 | | Schiedam | Maats.(Directie en | len33 FK | *pt Cem* | 180lb 1000NHP | 29 ″ 5 | |
| | Sub.Sig. 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | | | 9,40 ~~8,39~~ | BS~~2,40~~ | | | *Lloyd's SA&CP* | | AgentuurMaats. | *Intermediate BH* | 2 *BH to S dk* | 4SB(Spt),*16cf*,GS322, | | |
| | *Cruiser Stern* | | | ~~BS6,39~~ | ✠LMC2,37 | | | | | HollandOostAzie | *dispensed with* | 5 ,, ,, *U* ,, | HS13400 FD | | |
| | | | | *Fitted for oil fuel* 2,22 | | | *F.P. above* 150° F. | | | LijnN.V.*Mgrs.*) | *Cell DB* 383′1412*t* | | British Thomson-Houston | | |
| | | | | | | | | | | | *DT a* 33′665*t FPT* 50 | *t APT* 163*t* | Co.Ld.Rugby | | |
| 83210 | **Serp** **TwinSc** | | 949 | | | | | 1928 | Odessa | U.S.S.R. | 232·0\|33·9\|11·8 | Vladvostk | Oil Engines 4S.C.SA | | |
| | *Oil Eng.* | | 758 | | | | | | StateSBYard | | P55′F25′ | Russian | 12Cy.13½″–19⅝″ 214NHP | | |
| UOUW | Wireless 1 *Dk* | | 472 | | | | | | AndréMarti | | | *WB* | StateEngineWorks, | | |
| | *Mchy.Aft* | | | | | | | | Odessa | | | | Kolominska | | |
| 83211 | **Serpa Pinto** Ⓟ **TwinSc** | | 8267 | ✠100A1 | Ven | *c*† | CL | 1915 | Workman, | Companhia | 450·3\|57·8\|30·6 | Lisbon | Q8Cy.22″31½″45½″&65″–45″ | 34 ″ 0 | |
| | (*ex* PrincesaOlga–10, ~~*ss* Sou.No.2–5,35~~ | | 5100 | ~~5,104,39~~ | 8,40 | | ~~4,38~~ | 1mo | Clark&Co.Ld | Colonial de | | Portuguese | 215lb (*s*) 1055NHP | s 8 ″ 8½ | |
| CSBA | *ex* Ebro–35) 2 *Dks*(*Stl*) & *3rd dk*(*Stl*) | | ~~4244~~ | | | | ~~4,40~~ | | Belfast | Navegacao | P78′B218′F71′ FK | 10 *BH Cem* | 1DB&2SB,*24cf*,GS429, | 25 ″ 6½ | |
| | *Ref.Mchy.* D.F. *except in Boiler space* | | | BS3,40 | ✠LMC4,39 | | 7,40 | *Lloyd's SA&CP* | | *Cell DB a* 117′*u* E&B | 101′*f* 171′1475*t FPT* | 40*t APT* 40*t* | HS16790 FD | | |
| | & *Cross Bunker* | | | | | | | | | | | | Wrkman,Clark&Co Ld.Bel | | |
| | ~~*ss* Spt.2ndNo.3–4,39~~ | | | *Fitted for oil fuel* 8,24 | | | *F.P. above* 150° F. | | | | | | | | |
| 83212 | **Serula** (*ex* Holmia) | | 1600 | ✠100A1 | Bkn | *r* | OG | 1918 | Aktieb. | British& | 276·0\|41·2\|16·0 | Liverpool | T.3Cy.22″,35½″&58½″–36″ | 18 ″ 0 | |
| 149591 | *ss* Bkn.No.3–6,30 | | 1315 | *Shelter dk* | Mch | | 6,38 | 6mo | Finnboda | ContinentalS.S.Co. | 284·3(o.l.) | British | 185lb *100lb* (*s*) 270NHP | s 0 ″ 4 | |
| MNQT | *ss* Bkn.No.2–39 | | 785 | *with freeboard* | | | | | Varf | Ld. | FK | 4 *BH Cem* | 2SB(Spt),*6cf*,GS98, | 17 ″ 10 | |
| | 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | | | 7,40 ~~7,39~~ | ✠LMC7,39 | | | | Stockholm | *Cell D* | B237′473*t FPT* 44*t* | *APT* 20*t* | HS3800 FD | | |
| | | | | | BS6,40 | | | *Lloyd's SA&CP* | | | | | BergsundsM.V.Aktb.Skm. | | |
| 83213 | **Servus** (*ex* Ransel–37) | | 319 | | | | | 1933 | Gebr. | N.V.M/S"Servus" | 143·5\|23·6\| 8·6 | Zwartsluis | Oil Engines 2S.C.SA | | V |
| | *Oil Eng.* | | 227 | | | | | | Niestern&Co. | | P30′F16′ | Dutch | 4Cy.9⅞″–14⅜″ 62NHP | | |
| PHLV | *Mchy.Aft* 1 *Dk* | | 204 | | | | | | Delfzijl | | len36 | *WB* | AppingedammerBrons | | |
| | D.F. *Cruiser Stern* | | | | | | | | | | | | Motorenfb.N.V. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now explnd. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Register in which classed by Lt. R. Dates of B. of T. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 58/41 | | | | | | | | | | | | | | |
| 83214 | **Sesostris** Ⓟ | 3987 | | | | | 1923 | Reiherst'g Schiffsw. Hamburg | Hamburg-Amerik. Packetf. Akt.Ges. (Ham.-Amr.Linie) | 365·3 \| 50·3 \| 23·8 P&B247'F50' | Hamburg German WB | T.4Cy21⅝",32 3/16",47⅛"&70 3/16"-49½" 344NHP | | G |
| DHVR | D.F. 2*Dks* | 3418 2415 | | | | | | | | | | Reiherst.Maschinenf.Ham | | |
| 83215 | — | 2962 | ✠ ... | Shl | *v* | | 1915 | J.Blumer& Co. Sunderland | ~~A.Klat~~A.&R.Klat | 340·0 \| 47·7 \| 20·5 FK | Alexndria Egyptian | T.3Cy.25",42"&68"-45" 363NHP | 23 " 6 | C |
| 68 SUCN | (*ex*Middlemoor-36, *ex*Arranmead,*ex* Arranmoor) *ss*Npt.No.3-6,27 *ss*Shl.No.1-30 1*Dk(Stl)&Shelter dk(Stl)* | 2753 1842 | 7,36 ✠ | | | | 3mo | | *Intermediate B Hinafter* | *hold dispensed with* | *Cem* | 2SB,*6cf*,GS139,HS5967 J.Dickinson&Sons,Ld.Sld | | † |
| | | | | | | | | | | 5*BH only* *Cell DB a* 114 | | *u* E25' *f* 139'784*t APT* 59*t* | | |
| 83216 | — (*ex*Valentine, *ex*VirginiaLimited,*ex*LakeArthur) 1*Dk* *Fitted for oil fuel* | 2013 1632 1187 | ✠ ... 2,21 ✠ | | | | 1918 3mo | Detroit S.B.Co. Wyandotte, Mich. | Hanseatische ReedereiEmil Offen&Co. | 251·0 \| 43·8 \| 18·0 P23'B64'F24' FK | Hamburg German WB | T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit | 20 " 0 | |
| DJNR | | | | | | | | | | | | | | |
| 83217 | **Sessa** | 1700 1463 | | | | | 1936 | Helsingörs Jernsk&Msk. Elsinore | J.Lauritzen | 292·0 \| 41·7 \| 16·4 | Esbjerg Danish WB | C.3Cy.(2)15¾"&39⅜"-37⅜" & LP Turbine with reduction gear & chain drive HS3340 234NHP HelsingörsJernsk.&Mskb. | | G |
| OYUH | D.F. 2*Dks* *Cruiser Stern* | 973 | | | | | | | | | | | | |
| 83218 | **Sessyu Maru** | 406 | | | | | 1927 | Harada ZosenK.K. Osaka | SetsuyoSyosen K.K. | 131·8 \| 22·5 \| 14·8 | Sumoto Japanese | T.3Cy. | | |
| 31574 JOIH | 2*Dks* | 304 240 | | | | | | | | | | | | |
| 83219 | **Settler** | 6202 | ✠100A1 | Liv | *a*† | CL | 1939 | C.Connell &Co.Ld. Glasgow | CharenteS.S.Co. Ld.(T.&J.Harrison,*Mgrs.*) | 438·8 \| 56·5 \| 29·6 453·5(O.L.) P47'B142'F44' FK | Liverpool British | T3Cy.29",47"&81"-54"&LP turbine with DRgearing & hydraulic coupling 867NHP 215lb GS345,HS13205 (*r*) 2DB(Spt)&1SB(Spt),*15cf*, Barclay,Curle&Co.Ld.Gls. | 32 " 2 s 6 " 4⅜ 26 " 0¼ | |
| 166273 GTTX | 2*Dks* *Cruiser Stern* | 5733 3798 | 11,~~10~~3,~~10~~ ✠LMC7,39 | | | | 7mo | | | | | | | |
| | | | | | | | *Lloyd's SA&CP* | | *Cell DB* 365'1183*t D* | *Ta* 34'712*t FPT* 76*t* | *APT* 65*t* | | | |
| 83220 | **Sevastopol** Ⓟ TwinSc | 1339 | ✠ | Sld | *o* | | 1896 | J.Laing Sunderland | U.S.S.R. | 236·7 \| 34·3 \| 16·6 P&B151'F37' 16·4 FK | Odessa Russian | T.6Cy.14½",23"&38"-27" 182NHP | 18 " 6 | |
| UOJE | 1*Dk(Stl)&Spar dk* Wireless | 863 789 | 4,02 ✠ | | | | 8mo | | | | 7*BH Cem* | 2SB,*6rf*,GS112,HS3234 G.Clark(Lim.),Sld. | | |
| | | | | | | | | | *Cell DB* a 60'*u* E&*B* | 29'*f* 60'141*t MT* 17' | 229*t APT* 14*t* | | | |
| 83221 | **Sever** Ⓟ | 3554 2993 | | | | | 1930 | BalticS.B. &E.Works Leningrad | U.S.S.R. | 314·7 \| 46·1 \| 26·1 P43'B95'F37' | Vladvostk Russian WB | T.3Cy.22 7/16",37"&59 7/16"-39⅜" 219NHP BalticS.B.&E.Works,Len. | | |
| UOFW | Sub.Sig. *Cruiser Stern* 2*Dks* | 1963 | | | | | | | | | | | | |
| 83222 | **Severance** (*ex*MarinaQuezada, *ex*Gladstone) | 4993 4521 | | | | | 1909 | Ropner& Son,Ld. Stockton | ~~DiamondS.S. Transp.Corp.~~ SwordSteamship Line | 366·0 \| 53·0 \| 24·9 P27'F34' | NewYork ~~Boston~~ Utd.States WB | T.3Cy.26",42½"&69½"-45" 371NHP Blair&Co.Ld.Stockton | | |
| 215795 KXOE | D.F. *Trunk deck* 2*Dks* | 3653 | | | | | | | | | | | | |
| 134/40 83223 | **Severn Leigh** (*ex*QueenOlga-37, | 5242 | ✠100A1 | Lth | *y* | CL | 1919 | Caird&Co. Ld. Greenock | KelstonS.S.Co.Ld. (MarkWhitwill& Son,Ld.*Mgrs.*) | 400·0 \| 52·3 \| 28·5 412·0(O.L.) P50'B113'F39' FK | Bristol British | T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP | 31 " 0 s 5 " 11⅜ | |
| 142767 GKRP | *ex*Bembridge, *ex*WarAnchusa) *ss*Gls.No.3-4,32 *ss*Gls.No.1-36 | 4770 3161 | 4,40 BS1,40 ✠LMC7,36 | | | 11,39 | 1mo | | | | 7*BHpt Cem* | 3SB,*9cf*,GS190,HS7668 FD | 25 " 3½ | |
| | D.F. E.S.D. 1*Dk(Stl)* | | | | | | *Lloyd's SA&CP* | | *Cell DB* | 340'1051*t FPT* 128*t* | *APT* 220*t* | Caird&Co.Ld.Greenock | | |
| 83224 | **Sevilla** | 7022 | ✠ ... | | | | 1900 | J.Priest-man&Co. Sunderland | PolarWhalingCo Ld.(Chr.Salvesen &Co.*Mgrs.*) | 397·0 \| 52·2 \| 28·0 *Bon Shelter* 35·7 *dk* 102' FK | StanleyF.I British | T.3Cy.27",43"&72"-48" 436NHP | 30 " 10 | C |
| 146549 VPNF | D.F. *Carrying Whale Oil in bulk* 2*Dks&Web frames&Shelter dk* | 6414 4267 | 6,01 ✠ | | | | 4mo | | | | *WB* | T.Richardsn&Sns.Ld.Hpl. | | † |
| 83225 | — | 1995 1234 | | | | | 1922 | Schiffsw(v. J.&Sch.) A.G. Hamburg | Oldenbrg-Portug. Dmpfsch.Rhed. | 256·1 \| 38·4 \| 15·4 P&B207'Q22'F31' FK | Oldenburg German WB | T.3Cy.22 1/16",35"&56⅛"-33½" 182NHP OttensenerG.m.b.H.Altona | | G |
| DNAM | Sub.Sig. | 1229 | | | | | | | | | | | | |
| 83226 | — *Oil Eng.* | 1383 1090 | | | | | 1921 | WoodSkin ner&Co.Ld. Newcastle | DenNorskeMiddel-havslinje A/S (Fred.Olsen&Co.& ORThoresen.*Mgrs*) | 260·5 \| 37·7 \| 14·8 P66*t*H142*t*F5*t* | Oslo Norwegian WB | Oil Engines 4S.C.SA 6Cy.22 1/16"-39⅜" 282NHP N.E.MarineEng.CoLdNwc | | N |
| LCXN | Wireless D.F. 1*Dk* | 715 | | | | | | | | | | | | |
| 83227 | — | 415 | | | | | 1900 | N.V.Wrf. "Conrad" Haarlem | Direccion de las Obras del Puerto deSevilla | 150·9 \| 26·2 \| 13·1 | Seville Spanish | T.3Cy.11⅜",17⅛"&25⅝"-21⅝" 31NHP Gebr.Stork&Co.Hengelo | | V |
| EGQI | *Mchy.Aft* 1*Dk* | | | | | | | | | | | | | |
| 83228 | **Sevim** (*ex*Melia,*ex*Urpeth) *ss*Shl.2ndNo.3-11,13 *ss*Sws.No.2-22 *Well deck* 1*Dk&Web frames* | 1164 — 728 | ✠ ... 6,25 ✠ | | | | 1889 1mo | S.P.Austin &Sons Sunderland | AbdiVehbiDural | 225·0 \| 33·2 \| 14·2 P25'Q52'B44'F23' FK | Istanbul Turkish WB | T.3Cy.18½",30"&49"-33" 136NHP N.E.MarineEng.Co.Ld.Sld | 16 " 9 | |
| TCCR | | | | | | | | | | | | | | |
| 83229 | **Sèvre** | 3689 — | | | | | 1920 | Napier& Miller,Ld. Glasgow | CieGénérale Transatlantique | 365·0 \| 49·0 \| 27·0 P&B219'F36' | Nantes French WB | T.3Cy.26",42½"&69"-48" 330NHP Dunsmuir&Jackson,Ld. | | V |
| FOME | D.F. 2*Dks* | 2326 | | | | | | | | | | | | |
| 83230 | **Sevzaples** *Oil Eng.* | 3974 3527 | | | | | 1932 | StatesS.B. Yd"Marti" Leningrad | U.S.S.R. | 347·6 \| 51·6 \| 24·9 P29'B35'F30' | Odessa Russian | Oil Engines 2S.C.SA 4Cy.26¾"-47 3/16" 497NHP RussianDieselWorks,Len. | | |
| UNLG | 1*Dk* | 2256 | | | | | | | | | | | | |
| 83231 | **Sewall's Point** | 5432 | ✠100A1 | Bal | *y* | CL | 1918 | NewYork S.B.Corp. Camden,N.J. | KoppersCoalCo. (Mystic S.S.Co. *Mgrs.*) | 368·6 \| 55·2 \| 30·5 P27'B72'F31' FK | Boston Utd.States | T.3Cy.25 7/16",41½"&70"-46" 1951lb (*r*) 462NHP | 34 " 5 s 7 " 5 | |
| 216101 WJCW | *ss*Bos.No.3-4,30 *ss*Bal.No.2-38 1*Dk(Stl)&Web frames* *Cargo battens not fitted* | 4795 3373 | ~~11,39~~12,40 ✠LMC MS5,38 | BS~~11,39~~ 12,40 | | 5,~~08~~ 11,40 | 4mo | | A&CP | *Cell DB* 320'1832*t FPT* 220*t* | *7BH Cem* *APT* 201*t* | 3SB,*9cf*,GS155,HS6624 FD NYorkSBCorpCamdenNJ | 27 " 3 | |
| D.F. | | | | | | | | | | | | | | |
| 83232 | **Seyyar** Ⓟ (*ex*Huseynıye-33, Iron *ex*Sheffield) | 719 — | | | | | 1877 | J.Elder&C. Glasgow | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 201·0 \| 27·1 \| 15·1 P49'B52'F34' BK7½" | Istanbul Turkish | T.3Cy.17¼",28"&45¼"-30" *Tpd* 89 NB12 113NHP Earle'sCo.Ld.Hull | 15 " 9 | |
| TCCU | 1*Dk2trB* | 381 | | | | | | | | | | | | |
| 83233 | **Sfinge** (*ex*Valgiuba-39, *ex*Ascensione-35, *ex*Mediterraneo) *ss*Gen.No.3-4,23 *ss*Pla.No.1-27 | 4496 4073 2711 | ✠ —— 7,32 ✠ | Gen | *x* | | 1911 1mo | W.Doxford &Sons,Ld. Sunderland | AnielloLauro (Lauro&Montella, *Mgrs.*) | 379·9 \| 50·0 \| 26·5 369·5 P32'B115'F32' FK | Torre del Greco Italian | T.3Cy.25",41"&68"-45" 395NHP 2SB&1AuxSB,*8cf*, GS140,HS5833 W.Doxford&Sons,Ld.Sld | 28 " 9 | I |
| 84 ICPE | D.F. 1*Dk(Stl)* | | | | | | | | *Cell DB* a 100'*u* E26'*f* | 174'846*t FPT* 176*t* | *APT* 225*t* | | | † |

| 1 Numero l'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant aux différentes Lettres d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Francobord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté si pas mentionné dans le L. R. Darrès Cert. R. & F. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83234 HPEA | **Shabonee** (*ex*Laural-34) *Oil Eng.* *ss*Sng.No.2–38 *Mchy.Aft* 2 *Dks(Stl)&Web frames* *Cruiser Stern* *Longitudinal framing* *Now* "Dauphine," *see Supplement* | | 9716 8799 5284 | ✠100A1 1,40 ✠LMC CS11,38 DBS1,40 3,38 *Carrying Petroleum in bulk* | SFo | *e*† | CL 8,37 *bulk* | 1930 8mo *Lloyd's* | Blythsw'd S.B.Co.Ld. Glasgow *&CP* *Cell DBuE7* | MaritimeTrading Ld.(LeifHöegh& Co.A/S, *Mgrs.*) | 482·3\|65·6\|35·6 500·0(O.L.) P99'B32'F39' FK 15 *to U dk* 1 „ 2nd „) *FPT221t APT97t* | Panama Pnamanian 16 *BH* 2 DB *150lb* AtlasDieselCo.Ld.Skm. | Oil Engines 2S.C.SA 7Cy.26½"–49½" 848NHP | 35 ″ 8 *s* 7 ″ 5½ 28 ″ 6¼ | |
| 83235 14804 GCMF | **Shaftesbury** (*ex*Crown of Galicia–35, *ss*Shl.No.3–12,36 *ex*Hopeland) 1 *Dk(Stl)* | | 4284 4068 2663 | ✠100A1 6,40 ~~11,39~~ ~~10,07~~ 2,41 LMC12,36 | Bry Shl | *x* | CL ~~8,07~~ 2,41 | 1923 11mo *Lloyd's* | Barclay, Curle&Co.Ld Glasgow *&CP* *Cell DB* | AlexanderShip-pingCo.Ld.(Cap-per,Alexander& Co. *Mgrs.*) | 370·6\|53·0\|25·2 P30'B227'F41' FK 314'886t *MT27'960t* | Glasgow British 6 *BHCem* *APT105t* | T.3Cy.24″,40″&65″–45″ (*s*) 180lb 364NHP 3SB,*9cf*,GS186,HS6381 Barclay,Curle&Co.Ld.Gls. | 27 ″ 6 *s* 3 ″ 7¾ 24 ″ 0¼ | |
| 83236 16656 GNGS | **Shahristan** D.F. E.S.D. 2 *Dks* *Cruiser Stern* | | 6935 6280 4228 | ✠100A1 ~~11,107,00~~ 6,41 LMC9,38 *Fitted for oil fuel* 9,38 | Lon Swan | *b*† 2,15 | CL 10,10 *F.P. above* | 1938 9mo *Lloyd's* | J.Read-head&SonsLd SouthShields *&CP* 150° F. *Cell DB392'1540t* | StrickLine(1923) Ld.(F.C.Strick& Co.Ld. *Mgrs.*) | 454·0\|58·5\|29·5 472·5(O.L.) P39'B133'F38' FK 39'1030t *DTa* | London British 7 *BHpt Cem* 150t *APT45t* | T.3Cy.26½″,44″&74″–48″& LPturbine with DR gearing &hydraulic coupling 220lb HS8994 (*s*) 706NHP 3SB(Spt),*12cf*,GS190, FD J.Readhead&SonsLd.S.Shl | 32 ″ 2 60 ″ 10½ 25 ″ 6½ | |
| 83237 14974 GLFT | **Shakespear** *ss*Shl.No.3–12,38 2 *Dks(Stl)* | | 5029 4771 3154 | ✠100A1 ~~11,08~~ 12,40 Bry BS ~~10,39~~ 12,40 LMC12,38 | Gls | *z* | CL N12,38 | 1926 11mo *Lloyd's* | R.Duncan &Co.Ld. PortGlasgow *&CP* | ShakespearShip-pingCo.Ld.(Glover Bros.(London)Ld. *Mgrs.*) | 407·0\|53·5\|26·7 418·7(O.L.) P29'B241'F43' FK *Cell DB351'1240t* | London British 6 *BHCem* *APT197t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 531NHP 3SB,*9cf*,GS172,HS8001 FD D.Rowan&Co.Ld.Glasgow | 29 ″ 0 *s* 4 ″ 5½ 24 ″ 9½ | |
| 83238 UPAS | **Shakhter** (*ex*Pytheas, *ex*Kenmare, *ex*Kinross, *ex*Kingfield) *ss*Rot.2ndNo.3–12,26 *ss*Pir.No.1–31 1 *Dk(pt Irn&pt Stl)2tr B&Web frames* | | *3028* *2885* *1930* | ✠ 6,31 | Pir | *u* | | 1902 5mo | Richardsn. Duck&Co. Stockton *Cell DBa* | U.S.S.R. | 325·0\|47·0\|22·4 P27'B164'F31' FK 108' *u E&B40' f138'* | Odessa Russian 5 *BHCem* 740t *APT95t* | T.3Cy.23″,38″&62½"–42" NDB18 256NHP 2SB,*6cf*,GS109,HS3900 Blair&Co.Ld.Stockton | 24 ″ 10 | |
| 83239 13769 GLXF | **Shan Tung** 2 *Dks* | | 2549 2246 1568 | | | | | 1915 | TaikooDk-yd&EngCo.of HongK'ngLd HongKong | ChinaNav.Co.Ld. | 310·2\|41·1\|22·1 P10'B72'F37' | London British *WB* | T.3Cy.22″,35″&56″–39″ 196NHP TaikooDkyd.&Eng.Co.Ld. HongKong | | |
| 83240 29136 JAYA | **Shanghai Maru** (P) **TwinSc** *ss*Kob.No.3–12,34 *ss*Kob.No.1–38 D.F. 2 *Dks(Stl pt-ws)&Awng dk (Stl-teak s)* | | 5259 4220 2195 | ✠ ... 1,40 | Kob | *z* | | 1923 1mo | W.Denny &Bros,Ld. Dumbarton *Cell DB302'285t* | ToaKaiunK.K. | 395·0\|54·2\|29·0 F56'*on Awng dk* FK *Cell BH to A dk* 7 „ „ *U* „ *FPT23t APT45t* | Tokyo Japanese *Cem* 1852NHP 10SB,*30cf*,GS680,HS23600 W.Denny&Bros.Ld.Dmb. | 4SteamTurbinesSRgeared to 2 Sc. Shafts | 32 ″ 0 | |
| 83241 25450 JNMD | — *ss*Kob.No.3–5,34 1 *Dk(Stl)&Awng dk(Stl)* | | 4104 3613 2524 | ✠ ... 7,38 | Osa | *v* | | 1919 5mo | Kawasaki Dkyd.Co.Ld. Kobe *Cell DB294'778* | YamashitaKisen K.K. | 345·0\|48·0\|30·0 P29'B74'F41' FK *on Awng dk* *t FPT62t APT31t* | Kobe Japanese *Cem* 6 *BH to A dk* | T.3Cy.23½",39"&65"–48" 356NHP 2SB,*6cf*,GS121,HS4610 KawaskiDkyd Co.Ld.Kobe | 30 ″ 0 | |
| 83242 14799 MNBC | **Shanklin** (P) **Pad** 1 *Dk* | | 399 315 181 | | | | | 1924 | JI Thorny-croft&Co.Ld. Southampton | SouthernRailway | 190·0\|26·1\| 8·7 | Portsmth British | C.2Cy.27″&51″–54″ 160NHP D.&W.Henderson,Ld.Gls. | | BT ~~t111~~ ~~h11~~ 2~~h11~~ 3.42 |
| 83243 7552 SBJN | **Shantung** (P) **TwinSc** *Oil Eng.* *ss*Got.No.2–38 D.F. 1 *Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl)in frwd hold* | | 6527 5580 3982 | ✠100A1 *with freeboard* 9,40 ~~7,00~~ LMC CS7,38 DBS ~~7,39~~ 8,40 2,40 *Carrying vegetable oil in No.5 DB tank & in tanks in way of tunnels* | Got Bal | *c*† | CL ~~812,37~~ ~~p7,39~~ 8,40 | 1929 8mo *Lloyd's* | A/B Göta-verken Gothenburg *&CP* *Cell DB369'1335t* | Aktieb.Svenska OstasiatiskaKomp. (G.Borin, *Mgr*) | 437·0\|57·0\|28·5 455·8(O.L.) FK (*Coll to Sh dk* 6 „ 2nd „) *tanks in way of tunnels 689t APT59t* | Gothenbrg Swedish 7 *BHpt Cem* DB *85lb* A/B Götaverken,Got. | Oil Engines 4S.C.SA 12Cy.24½"–66½" 700NHP | 31 ″ 6 *s* 4 ″ 2½ 27 ″ 5½ | |
| 83244 21861 KIRK | **Sharon** *Oil Eng.* *Mchy.Aft* 2 *Dks&Web frames* GyC. *Carrying Petroleum in bulk* D.F. *Longitudinal framing* | | 4762 4423 2927 | ✠ ... 4,21 | | | | 1919 9mo | Pusey& JonesCo. Gloucester, N.J. | TheAtlantic RefiningCo. | 364·9\|51·0\|29·5 P95'B34'F31' FK *WB* | Phildlphia Utd.States | Oil Engines connected to Elec. Motor & Sc. Shaft 4S.C.SA 18Cy.17½"–22" NE27 Ingersoll-RandCo.N.Y. | 31 ″ 3 | R † |
| 83245 12869 MMVR | **Shasi** 1 *Dk* | **TwinSc** | 1327 742 790 | | | | | 1910 | TaikooDk-yd&EngCo.of HongK'ngLd HongKong | ChinaNav.Co.Ld. | 235·0\|40·1\|10·0 | London British | T.6Cy.9",14"&23"–15" 54RHP TaikooDkyd.&Eng.Co. ofHongKong,Ld. | | |
| 83246 12762 | **Shasta** (*ex*C.W.Watson) *Mchy.Aft* 1 *Dk2tr B* | | 3698 — 2825 | | | | | 1902 | American S.B.Co. Lorain,O. | NationalS.S.Co. (G.A.Tomlinson, *Mgr.*) | 380·0\|50·0\|28·0 | D'luth,Min Utd.States *WB* | T.3Cy.22″,35″&58″–40″ 213NHP AmericanSB Co.Cleveland | | R |
| 83247 UOVH | **Shaturstroi** (*ex*PugetSound) 2 *Dks&Web frames* *Longitudinal framing* | | 4905 4430 2821 | ✠ ... 6,20 | | | | 1918 10mo | ToddD.D. &Const.Corp. Tacoma,Wsh | U.S.S.R. | 381·5\|53·3\|26·6 P39'B122'F42' FK *WB* | Vladvostk Russian | T.3Cy.24″,40″&70″–48″ 472NHP SeattleConst.&D.D.Co. Seattle | 29 ″ 4 | |
| 83248 22669 WOBG | **Shawnee** (P) **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 2 *Dks3rd dk in holds* D.F. E.S.D. *Cruiser Stern* | | 6209 4616 3405 | ✠ ... 12,27 | | | | 1927 7mo | NwprtNws S.B.&D.D.Co NewprtNews | Agwilines,Inc. | 394·7\|62·2\|19·4 B&F385' 27·7 FK | NewYork Utd. States *WB* | 4SteamTurbinesSRgeared to 2 Sc.Shafts 2246NHP NewportNws.S.B.&DD.Co | 30 ″ 6 | R † |
| 83249 | **Shchors** (*ex*Galgewater–35, *ex*Vechtdijk) *ss*Rot.No.3–5,34 1 *Dk(Stl)&Shelter dk(Stl)* | | 3770 3403 2280 | ✠ ... 11,36 | Rot | *w* | | 1921 3mo | WerfGusto FirmaA.F. Smulders Schiedam *Cell DB310'98* | U.S.S.R. | 359·4\|50·3\|22·0 FK *Coll BH to Sh dk* 5 „ „ *U* „ *3t FPT81t APT116t* | Odessa Russian *Cem* | T.3Cy.25″,41″&67″–45″ (*s*) 180lb 340NHP 3SB,*9cf*,GS168,HS5418 WerfGustoFirma A.F.Smulders,Schiedam | 24 ″ 6 | |
| 83250 | — (*ex*Commercial Floridian–37, *ex*Osceola, *ex*LakeHaresti) *Fitted for oil fuel* 1 *Dk2tr B* D.F. | | 2690 2329 1658 | ✠ ... 10,20 | | | | 1920 7mo | Manitowoc S.B.Co. Manitowoc | U.S.S.R. | 253·5\|43·9\|25·9 P25'B65'F26' FK *WB* | Vladvostk Russian | T.3Cy.21″,35″&59″–42″ 326NHP NordbergMfg.Co. Milwaukee,Wis. | 28 ″ 5 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Register Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of T. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83251<br>161538<br>GCSX | **Sheaf Crown**<br>*ss*Hpl.No.2-38<br>D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Tonnage opening closed '41 (W.E.)* | | 4868<br>4467<br>2895 | ✠100A1 Gls *z*<br>*with freeboard* ~~Mdk~~ Shl<br>~~8,403,40~~ 4,41 Mdb<br>BS4,41 ✠LMC3,38<br>*Fitted for oil fuel* | | | CL<br>4,39<br>9,29 | 1929<br>9mo<br>*Lloyd's* | W.Gray&Co.Ld.<br>W Hartlepool<br>*SA&CP* | SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*)<br>*CellDB*359'1374*t*<br>*above* 150° F. | 405·4\|54·5\|25·4<br>F38' FK<br>*Tanks in way of tunnel* 64*t* | Newcastle British<br>6*BHCem*<br>(*Coll to Sh dk*<br>5 „ 2*nd* „ )<br>*FPT*199*t APT*202*t* | Q4Cy20″,28½″,41½″&61″–48″<br>260lb *120lb* (*s*) 382NHP<br>2SB(Spt),*6cf*,GS108, HS5006 FD<br>Cen.Mar.EWks.Ld.WHpl. | ~~27 —~~<br>~~s 3 « 1½~~<br>~~24 « 11~~<br>36 « 7<br>s10«10¼<br>25«11½ | |
| 83252<br>145742<br>GCZR | **Sheaf Don** (*ex*SevenSeasSun–39,<br>*ex*Porthkerry–35) *ss*Lth.No.3–8,36<br>E.S.D. 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | | 2480<br>2275<br>1506 | ✠100A1 Shl *t*<br>Examined 1,41 Gms<br>✠LMC<br>BS10,40 MS8,36 | | | CL<br>~~3,39~~<br>~~1,41~~<br>5,41 | 1924<br>3mo<br>*Lloyd's* | Burntislnd S.B.Co.Ld. Burntisland | SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*)<br>*Cell DB*250'663*t FPT* | 298·5\|44·0\|21·2<br>308·4(O.L.)<br>P23'B76'F27' FK<br>122*t APT*94*t* | Newcastle British<br>5*BHCem*<br>D.Rowan&Co.Ld.Glasgow | T.3Cy.22″,36″&60″–39″ (*s*)<br>180lb *100lb* 259NHP<br>2SB,*6cf*,GS115,HS4200 | 23 « 6<br>s 3 « 5½<br>20 « 2½ | |
| 83253<br>148042<br>GDKS | **Sheaf Field**<br>*ss*Hpl.No.3–9,36<br>D.F. E.S.D. 1*Dk*(*Stl*)*Arch dk*<br>*CruiserStern*<br>*Cargo battens not fitted* | | 2719<br>2431<br>1682 | ✠100A1 Shl *t*<br>*with freeboard*<br>9,40~~4,40~~ ✠LMC<br>MS9,36 BS1,40 | | | CL<br>4,38 | 1923<br>11mo<br>*Lloyd* | BlythS.B. &D.D.Co.Ld. Blyth | SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*)<br>*CellD* | 320·3\|42·9\|24·3<br>P21'F26' FK<br>*B*275'791*t FPT*48*t* | Newcastle British<br>5*BHCem*<br>*APT*99*t* | T.3Cy.23½″,38″&64″–42″ (*s*)<br>180lb 323NHP<br>2SB(Spt)*8cf*,GS126,HS5464<br>N.E.MarineEngCoLd.Nwc | 26« 10<br>s 7 « 7⅜<br>19 « 3½ | |
| 83254<br>161533<br>GTFL | **Sheaf Holme**<br>*OilEng.*<br>*ss*Sld.No.2–38<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 4814<br>4368<br>2933 | ✠100A1 Gls *z*<br>*with freeboard* Shl Liv<br>~~8,30~~ ~~12,89~~3,41<br>✠LMC CS8,38<br>DBS~~2,40~~3,41 ~~2,38~~7,39 | | | CL<br>12,39 | 1929<br>8mo<br>*Lloyd's* | W.Pickersgill&Sons, Ld. Sunderland | SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*)<br>*CellDB*338'1248*t MT*23'871*t* | 406·5\|54·5\|24·7<br>422·0(O.L.)<br>F38' FK<br>(*Coll to Sh dk*<br>6 „ 2*nd* „ ) | Newcastle British<br>7*BHptCem*<br>2DB*120lb*<br>W.Doxford&Sons,Ld.Sld. | Oil Engines 2S.C.SA<br>3Cy.22½″–85″ 447NHP<br>*FPT*112*t APT*171*t* | 27« 10<br>s 3 « 1⅜<br>24«11¼ | |
| 83255<br>147933<br>GKXF | **Sheaf Mount** (*ex*Luciston–39)<br>*ss*Ant.No.3–7,37<br>D.F. E.S.D. 2*Dks*(*Stl*) | | 5017<br>4781<br>3174 | ✠100A1 Mch *y*<br>~~9,40~~10,39 4,41 NYk Bry<br>BS~~6,20~~ ✠LMC7,37<br>7,40 | | | CL<br>~~5,39~~<br>N5,40 | 1924<br>11mo<br>*Lloyd's*<br>*Intermediate 'tween dk BH in after* | R.Duncan &Co.Ld. PortGlasgow | SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*)<br>*Cell DB*343'1120*t D* | 404·9\|53·0\|27·6<br>P38'B119'F43 FK<br>*hold dispensed with* | Newcastle British<br>*Cem*<br>5*BHto Udk*<br>1 „ „2*nd*„ | T.3Cy.26″,42″&70″–48″ (*s*)<br>180lb 476NHP<br>3SB,*9cf*,GS190,HS7068 FD<br>D.Rowan&Co.Ld.Glasgow<br>*only* | 30« 0<br>s 5 « 8¼<br>24 « 7 | |
| 83256<br>148115<br>GJXP | **Sheaf Water**<br>*ss*Nwc.No.3–1,38<br>*Arch deck* 1*Dk*(*Stl*)<br>D.F. E.S.D. *CruiserStern*<br>*Cargo battens not fitted* | | 2730<br>2438<br>1617 | ✠100A1 Lon *t*<br>*with freeboard* Shl<br>7,41~~4,40~~<br>BS~~4,40~~ ✠LMC1,38<br>5,41 | | | CL<br>1,39 | 1925<br>1mo<br>*Lloyd's* | BlythS.B. &D.D.Co.Ld. Blyth | SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*)<br>*CellDB*252'765*t* | 320·2\|42·9\|24·3<br>P21'F26' FK<br>*DTs a* 87*t Side tanks in E Room* | Newcastle British<br>5*BHptCem*<br>N.E.MarineEngCoLd.Nwc<br>156*t FPT*48*t APT*99*t* | T.3Cy.23½″,38″&64″–42″ (*s*)<br>180lb 323NHP<br>2SB,*8cf*,GS125,HS5464 | 26« 9<br>s 7 « 7⅜<br>19 « 3 | |
| 83257<br>12167<br>FOHX | **Sheherazade** TwinSc<br>*OilEng.*<br>*Mchy.Aft* *CruiserStern* 1*Dk*<br>D.F. *CarryingPetroleum in bulk*<br>*Longitudinal framing–bracketless system* | | 13467<br>7015 | | | | | 1935 | Atel.&Ch. de la Seine Maritime Worms et Cie LeTrait,S.I. | Cie.Auxiliaire de Navigation | 549·0\|71·9\|39·6<br>P131'B36'F40' | Havre French | Oil Engines 4S.C.SA<br>12Cy.26¾″–71″ 815NHP<br>Schneider&Co.LeCreusot | | V |
| 83258<br>164365<br>GYSJ | **Shekatika**<br>1*Dk*<br>D.F. E.S.D. *CruiserStern* | | 5458<br>4971<br>3333 | | | | | 1936 | CaledonS. B.&E.Co.Ld. Dundee | SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) | 407·0\|55·7\|28·0<br>P28'B116'F42' | Leith British<br>*WB* | T.3Cy.21½″,36″&62″–45″<br>256NHP<br>D.Rowan&Co.Ld.Gls. | | C |
| 83259<br>UOBZ | **Sheksna** (*ex*Berit–33,*ex*Calispell)<br>Sub.Sig. 1*Dk* | | 2242<br>2018<br>1292 | ✠ ...<br>10,20<br>✠ | | | | 1918<br>10mo | ToledoS.B. Co. Toledo,O. | U.S.S.R. | 251·2\|43·8\|22·5<br>P62*t*H109*t*B64*t*<br>F22*t* FK | Leningrad Russian<br>*WB* | T.3Cy.20½″,33″&54″–40″<br>260NHP<br>ToledoS.B.Co.Toledo,O. | 24 « 2 | |
| 83260<br>143990<br>GJNC | **Shelbrit 1** (*ex*BritishPluck–36)<br>*OilEng.*<br>*Mchy.Aft* *ss*Sws.No.2–36<br>1*Dk*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | | 1025<br>748<br>514 | ✠100A1 Hul *n*<br>5,40~~10,39~~ Sld<br>✠LMC CS8,40<br>DBS10,39 10,39<br>*CarryingPetroleum in bulk* | | | CL<br>2,39 | 1928<br>8mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, Ld.Newcastle | BritishTankerCo. Ld.(Shell-Mex& B.P.Ld.*Mgrs.*) | 230·0\|32·7\|13·8<br>P79'*Trunk*104'F38'<br>FK<br>*CellDBuE*22*t* | Swansea British<br>12*BHptCem*<br>*APT*31*t* | Oil Engines 2S.C.SA<br>6Cy.16~~½~~″–28~~¾~~″ 286NHP<br>NDB29 *125lb*<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 13 « 9<br>s 1 « 0½<br>12 « 10½ | |
| 83261<br>143992<br>MPDX | **Shelbrit 2** (*ex*Thriftie–36,<br>*ex*BritishThrift–35) *OilEng.*<br>*ss*Sld.No.2–37<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | | 695<br>313<br>247 | ✠100A1 Sld *j*<br>Examined 1,41 Lon<br>DBS1,41 ✠LMC2,36<br>✠LMC(M)3,37<br>*CarryingPetroleum in bulk* | | | ~~3,39~~<br>6,40 | 1928<br>9mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, LdNewcastle | BritishTankerCo. Ld.(Shell-Mex& B.P.Ld.*Mgrs.*) | 185·3\|31·6\|11·2<br>194·0(O.L.)<br>Q65'F32'<br>*Trunk*78' FK<br>*CellDBuE*9' | Swansea British<br>9*BHptCem*<br>24*t APT*92*t* | Oil Engines 2S.C.SA<br>4Cy.16½″–28¾″ 191NHP<br>NDB35–*125lb*<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 11 « 3<br>s « 8¾<br>10 « 8 | |
| 83262<br>163445<br>GWQV | **Shelbrit 3** TwinSc<br>(*ex*Shelbrit–37) *OilEng.*<br>*ss*Bkn.No.1–38<br>*Mchy.Aft* Wireless 1*Dk*(*Stl*)<br>*Longitudinal framing at bottom & at deck* | | 460<br>367<br>193 | ✠100A1 Bkn *g*<br>5,40<br>✠LMC5,40<br>*CarryingPetroleum in bulk* | | | CL<br>4,40 | 1934<br>3mo<br>*Lloyd's* | G.Brown &Co. Greenock | Shell-Mex&B.P. Ld. | 157·4\|27·1\|12·0<br>P40'F24' FK<br>*FPT*30*t APT*24*t D* | London British<br>7*BHptCem*<br>*Tf*17*t* | Oil Engines 2S.C.SA<br>8Cy.11½″–13½″ 186NHP<br>H.Widdop&Co.Ld.Kghley | 12 « 0<br>s 1 « 2¼<br>10«11¾ | |
| 83263<br>160497<br>MPCN | **Shelbrit 4** (*ex*ShellMex8–36)<br>Wireless D.F. *OilEng.*<br>*Mchy.Aft* *ss*Sou.No.2–37<br>1*Dk*(*Stl*) | | 349<br>238<br>149 | ✠100A1 Bkn *e*<br>4,39<br>✠LMC1,36<br>✠LMC(M)2,38<br>*CarryingPetroleum in bulk* | | | CL<br>3,39 | 1928<br>6mo<br>*Lloyd's* | C.Hill& Sons,Ld. Bristol | Shell-Mex&B.P. Ld. | 136·0\|24·0\|10·0<br>P42'F23' FK | London British<br>9*BH*<br>*APT*11*t* | Oil Engines 2S.C.SA<br>4Cy.16½″–18~~¾~~″ 192NHP<br>NDB37–*120lb*<br>N.V.Krom.Mot.Fab.Ams. | 10 « 6<br>s « 11<br>9 « 8½ | |
| 83264 | **Shell**<br>*Mchy.Aft* *Fitted for oil fuel*<br>*CarryingPetroleum in bulk* 1*Dk* | | 336<br>—<br>151 | | | | | 1929 | H.teVeldhuis Papendrecht | Cie.Fluviale et Maritime de Transport de Pétroles (Soc.Anon.des PétrolesJupiter, *Mgrs.*) | 179·8\|25·9\|10·8 | Rouen French<br>*WB* | C.2Cy.12~~3~~/16″&24″–17~~¾~~″<br>20NHP<br>ThH.J.Koopman,Drdrecht | | V |
| 83265 | **Shell IX** (*ex*Trigonia)<br>*ss*H.Kg.No.3–10,10<br>*ss*Sng.No.2–18<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*<br>*Fitted for oil fuel*<br>*Carrying Petroleum in bulk* | | *1739*<br>*1322*<br>*1056* | ✠ Sng *p*<br>6,21<br>✠ | | | | 1898<br>8mo | Armstrong Whitworth &Co.Ld. Newcastle | Companhia "Shell" | 242·0\|40·2\|17·3<br>P35'F37'<br>ptND07 FK<br>*FPT*101*t* | Lisbon Portuguese<br>9*BHCem*<br>*APT*39*t* | C.2Cy.30″&63″–39″<br>NDB03 217NHP<br>2SB,*6pf*,GS123,HS3734<br>Wllsnd.Slpwy.Co.Ld.Nwc. | 17 « 4 | |
| 83266 | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant expiré. Lettre d'Enfoncement. | 7a D de la dernière visite de l'autre port-bâtiss. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.* | 15 Registres où codé si ce n'est dans le L. Dans Port Red Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83267 | **Shell Dezassete** (*ex*Sultan van Koetei) *ss*Sng.2ndNo.3–5,30 | | 1995 1543 1206 | ✠ ... 5,34 | Lis | | | 1904 12mo | Nederl. Schps.Maats. Amsterdam | Companhia "Shell" | 241·0\|41·9\|18·7 P68′F43′ | | | Lisbon Portuguese | T.3Cy.20½″,32½″&55½″–35½″ 248NHP NB18,*refitted*22 2SB,*8cf*,GS102,HS3650 N.V.Werkspoor,Amst. | 19 ″ 11 | |
| | *Mchy.Aft* 1*Dk*(*pt Iron&pt Stl*) *&Web frames&Trunk dk*(*Stl*) *Carrying Petroleum in bulk* | | | | | | | | | *CellDBuE&B*46′70*t FPT*108*t APT*37*t* | | | | 11*BHCem* | | | |
| 83268 | **Shell Mex 4** | | 423 | ✠100A1 | Bkn | *f* | CL | 1921 | Abdela& | EagleOil& | 140·5\|27·6\|10·9 | | | London | C.2Cy.15½″&32″–24″ (*s*) | 11 ″ 6 | |
| 146194 | *ss*Sou.No.3–1,34 | | 369 | ~~Spec.~~ 3,39 4,41 | BS4,41 | | ~~4,37~~ | 12mo | Mitchell,Ld. | ShippingCo.Ld. | 147·8(O.L.) | | | British | 130lb 58RHP | s 1 ″ 4½ | |
| MKWG | *ss*Bkn.No.1–38 | | 227 | ~~BS3,39~~ | ✠LMC6,38 | | 4,41 | | Queensferry | | F16′ | | | 1*BHptCem* | 1SB,*2cf*,HS1135 | 10 ″ 3 | |
| | *Mchy.Aft* 1*Dk*(*Stl*)*&Web frames* | | | *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,21 | | | *Lloyd's*&*CP* *F.P. above* 1 | | | | | | | *SBHptCem APT*15*t* | Abdela&Mitchell,Ld. Brimscombe | | |
| 83269 | **Shell Mex 5** | | 423 | ✠100A1 | Bkn | *f* | CL | 1921 | Abdela& | EagleOil& | 140·5\|27·6\|10·9 | | | London | C.2Cy.15½″&32″–24″ (*s*) | 11 ″ 6 | |
| 145296 | *ss*Bkn.No.3–12,33 | | 369 | ~~Spec.~~ 3,41 | BS3,41 | | 5,38 | 8mo | Mitchell,Ld. | ShippingCo.Ld. | 147·3(O.L.) | | | British | 130lb 58RHP | s 1 ″ 4½ | |
| MKRQ | *ss*Bkn.No.1–38 | | 227 | ~~BS3,38~~ | ✠LMC5,38 | | | | Queensferry | | F16′ | | | 1*BHptCem* | 1SB,*2cf*,HS1135 | 10 ″ 3 | |
| | *Mchy.Aft* 1*Dk*(*Stl*)*&Web frames* | | | *Carrying Petroleum in bulk* | | | *Lloyd's*&*CP* | | | | | | | *APT*15*t* | Abdela&Mitchell,Ld. Brimscombe | | |
| 83270 | **Shell Spirit 1** | | 440 | ✠ A1 | Lon | | OG | 1938 | L.Smit& | UnionLighterage | 157·5\|32·1\| 8·9 | | | London | Oil Engines 4S.C.SA | 10 ″ 3 | |
| 167151 | *Oil Eng.* | | 347 | ~~Spec.~~ 7,40 | ✠LMC(M)7,40 | | | 12mo | Zoon | Co.Ld. | *33·2* | | | British | 8Cy.11″–17½″ 94NHP | s 1 ″ 9 | |
| | *Mchy.Aft* 1*Dk* | | 234 | | ✠LMC12,38 | | | | Kinderdijk | | 162·0(O.L.) | | | 8*BH* | | 8 ″ 7½ | |
| | *Deck&trunk electrically welded* | | | *For coasting service Ipswich to Dover Carrying Petroleum in bulk* | | | | *Lloyd's*&*CP* | | *Centre* | *Trunk*90′ *lineBHnon-oiltight* | | | *FPT*22*t APT*26*t* | Humboldt-Deutzmotoren A.G.Köln-Deutz | | |
| 83271 | **Shell Spirit 2** | | 440 | ✠ A1 | Rot | | OG | 1939 | L.Smit& | UnionLighterage | 157·5\|32·1\| 8·9 | | | London | Oil Engines 4S.C.SA | 10 ″ 3 | |
| 167162 | *Oil Eng.* | | 347 | 8,40 ~~1,39~~ | Liv 8,40 | | | 1mo | Zoon | Co.Ld. | *33·2* | | | British | 8Cy.11″–17½″ 94NHP | s 1 ″ 9 | |
| MPWP | *Mchy.Aft* 1*Dk* | | 234 | | ✠LMC~~1,39~~ | | | | Kinderdijk | | 162·0(O.L.) | | | 8*BH* | | 8 ″ 7½ | |
| | *Deck&trunk electrically welded* | | | *For coasting service Ipswich to Dover Carrying Petroleum in bulk* | | | | *Lloyd's*&*CP* | | *Centre* | *Trunk*90′ *lineBHnon-oiltight* | | | *FPT*22*t APT*26*t* | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| 83272 | **Shelon** (*ex*Bossi–33,*ex*Goree) | | 2251 2008 1271 | ✠ ... 12,20 | ✠ | | | 1918 10mo | Detroit S.B.Co. Wyandotte, Mich. | U.S.S.R. | 251·2\|43·8\|22·3 P62*t*H104*t*F24*t* | | | Leningrad Russian *WB* | T.3Cy.20″,33″&54″–40″ 267NHP DetroitS.B.Co.Detroit | 24 ″ 2 | |
| UOCA | Sub.Sig. 1*Dk* | | | | | | | | | | FK | | | | | | |
| 83273 | **Shelspra** (*ex*Mariquita–34) | TwinSc | 1951 1397 813 | ✠100A1 4,40 BS4,40 | Hav | *r* | CL 3,40 PN4,39 | 1923 6mo | Rotterdam Droogd.Maat Rotterdam A&CP | Soc.Anon. Française des PétrolesShell | 279·9\|46·5\|13·9 Q74′*Trunk* 182′ F23′ | | | Algiers French *9BHptAsp* | T.6Cy.12¾″,20½″&33¾″–24⅞″ 180lb (*s*) 222NHP 2SB,*4cf*,HS3832 FD Rotterdam Droogd.Maat.Rot. | 14 ″ 0 s 1 ″ 6½ 12 ″ 7 | |
| FNFO | *ss*Rou.No.3–3,35 *ss*Hav.No.1–39 | | | | | | | | | | FK | | | | | | |
| | *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Longitudinal framing at bottom&at dk* | | | *Carrying Petroleum in bulk or Carrying Asphalt only limited to centre tanks Fitted for oil fuel* 6,23 | | | *F.P. above* 1 50° F. | | | | | | | | | | |
| 83274 | **Shelter Bay** (*ex*NewYorkNews–33) | | 1670 1477 970 | | | | | 1922 | NofIreland S.B.Co.Ld. Londonderry | Quebec&Ontario TransportationCo. Ld. | 250·2\|43·0\|16·8 F40′ | | | Montreal British *WB* | T.3Cy.16″,27″&44″–30″ 106NHP J.G.Kincaid&Co.Ld.Grk. | | C |
| 146581 | | | | | | | | | | | | | | | | | |
| CYJC | *Mchy.Aft* 1*Dk* | | | | | | | | | | | | | | | | |
| 83275 | **Shelton Weed** | | 1745 1596 1123 | | | | | 1925 | Earle'sCo. Ld. Hull | UpperLakes&St. LawrenceTrans-portationCo.Ld. (G.C.Leitch, *Mgr.*) | 253·0\|43·2\|17·8 F35′ | | | St.C'thrns Ont. British *WB* | T.3Cy.17″,28″&46″–33″ 122NHP Earle'sCo.Ld.Hull | | C |
| 148453 | *Mchy.Aft* 1*Dk* | | | | | | | | | | | | | | | | |
| 83276 | **Shenandoah** | | 6414 6126 3974 | ✠100A1 11,40~~,41~~ BS2,41 MS4,38 | NYk | *a*† | CL N6,39 | 1919 6mo | Texas SteamshipCo. Bath,Me. A&CP | TheTexasCompany | 416·8\|56·1\|31·1 P107′B35′F33′ | | | Wilmgton (Del.) Utd.States 16*BHCem* | T.3Cy.26½″,44″&74″–51′ (*s*) 200lb HS9969 FD 556NHP 3 Water Tube Boilers (Spt) H.G.TroutCo.Buffalo N.Y. | 32 ″ 10 s 6 ″ 3½ 26 ″ 9 | |
| 217920 | *ss*Mob.No.3–2,30 | | | ~~BS2,40~~ | ✠LMC ~~BS2,40~~ | | | | | | FK | | | | | | |
| KIBD | *Mchy.Aft* *ss*N.Yk.No.2–38 D.F. 2*Dks*(*Stl*)*&Web frames Longitudinal framing* | | | *Carrying Petroleum in bulk Fitted for oil fuel* 6,19 | | | *F.P. above* 1 50° F. | | | *CellDBuE&S*B64′209*t FPT*229*t APT*130*t* | | | | | | | |
| 83277 | **Shenango** | | 8047 — 6498 | | | | | 1909 | Gt.Lakes Eng.Works Ecorse,Mich. | ShenangoFurnace Co. | 580·8\|58·2\|33·0 F52′ | | | Pttsbrg,Pa Utd.States *WB* | T.3Cy.24″,38″&65″–42″ 274NHP Gt.LakesEng.Works,Det. | | R |
| 206329 | | | | | | | | | | | | | | | | | |
| WJDB | *Mchy.Aft* GyC. D.F. 1*Dk* | | | | | | | | | | | | | | | | |
| 83278 | **Sheng Hwa** (*ex*Mitwo–37, *ex*Prospector–35, | | 5492 4894 3380 | ✠100A1 4,40 ~~5,39~~ BS~~5,39~~ 4,40 | Osa Shi | *y* | CL 6,38 | 1920 6mo | J.Coughlan &Sons,Ld. Vancouver, B.C. | SkibsA/SThule (T.B.Torgersen, *Mgr.*) | 400·0\|52·4\|28·8 P49′B113′F40′ | | | Oslo Norwegian *6BHCem* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 520NHP 3SB,*9cf*,GS198,HS7743 FD | 31 ″ 0 s 5 ″ 11½ 25 ″ 3½ | |
| LJWA | *ex*Canadian Prospector–34) *ss*Mtl.No.3–11,33 *ss*Osa.No.1–38 2*Dks*(*Stl*) | | | ✠LMC6,38 | | | | *Lloyd's*&*CP* | | *CellD* | FK B334′1026*t FPT*14 | | | *9tAPT*31*t* | D.Rowan&Co.Ld.Gls. | | |
| 83279 | **Sheng Lee** (*ex*Goviken–33, *ex*Junee) | | 3087 1912 1764 | ✠100A1 *Shelter dk with freeboard* 3,38 BS3,38 | HKg | *t* | CL 2,38 | 1907 2mo | Mackie& Thomson Glasgow | ChingKeeSteam Nav.Co.Ld. | 301·0\|42·2\|18·6 28·1 | | | Chefoo Chinese *6BHCem* | T.3Cy.22″,36″&59″–39″ (*s*) 180lb 276NHP 2SB,*6cf*,GS123,HS4800 | 30 ″ 5 s 9 ″ 6 21 ″ 2½ | |
| XNBR | *ss*Nag.No.1–36 2*Dks* *Cargo battens not fitted* | | | ✠LMC3,36 | | | | *Lloyd's*&*CP* | | *Cell DBa*84′*u* | FK *E*20′*f*132′637*t FPT*83*t APT*125*t* | | | | D.Rowan&Co.Glasgow | | |
| 83280 | **Shengking** | | 3000 2197 1492 | | | | | 1931 | Scotts'S.B. &Eng.Co.Ld. Greenock | ChinaNav.Co.Ld. | 304·0\|46·2\|23·1 P52′F42′ | | | London British *WB* | 2SRgearedSteamTurbines Scotts'S.B.&E.Co.Ld.Grk. | | |
| 162669 | | | | | | | | | | | | | | | | | |
| GDLW | D.F. 2*Dks* | | | | | | | | | | | | | | | | |
| 83281 | **Shepperton Ferry** Ⓟ (*Train Ferry*) | TwinSc | 2839 2014 1044 | ✠ ... 11,35 | Nwc | | | 1935 3mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | SouthernRailway | 346·8\|60·7\|18·2 B&F319′ | | | London British *8BHptCem ptAsp* | 4SteamTurbinesSRgeared to 2Sc.Shafts 948NHP 4 Water Tube Boilers GS248,HS9416 FD ParsonsMarineSteam TurbineCo.Ld.Nwc. | 20 ″ 0 | BT till ~~Feb~~ 7.41 |
| 163583 | | | | | | | | | | | FK | | | | | | |
| GYJJ | E.S.D. 1*Dk*&2*nd dk at ends Cruiser Stern* | | | | | | | | | *CellDBuE*34′58*tDTf* 18′180*t Wing tanks* | *abreast ER*44′376*t* | | | *APT*63*t* | | | |
| 83282 | **Sherbrooke** (*ex*EdwardL.Strong) | | 2052 1707 1225 | | | | | 1922 | Frazer, Brace,Ld. Three Rivers, P.Q. | CanadaSteamship Lines,Ld. | 251·6\|42·1\|18·1 Q93′F33′ | | | Montreal British *WB* | T.3Cy.19″,32″&56″–36″ 188NHP WorthingtonPump& Mchy.Corp.Ampere,N.J. | | C |
| 150823 | | | | | | | | | | | | | | | | | |
| CYMJ | *Mchy.Aft* 1*Dk* | | | | | | | | | | | | | | | | |
| 83283 | **Sheridan** | | 4665 4330 2876 | ✠100A1 9,40~~11,39~~ BAs ~~BS5,39~~ 6,40 | NYk | *y* | CL 2,38 | 1918 1mo | A.McMillan&Son Dumbarton | Lamport&Holt Line,Ld. | 385·6\|52·2\|27·2 P36′B118′F46′ | | | Liverpool British *7BHptCem* | T.3Cy.26″,43″&70″–48″ (*s*) 180lb 407NHP 3SB,*9cf*,GS178,HS6800 | 29 ″ 8 s 5 ″ 4½ 24 ″ 7 | |
| 140584 | *ss*Liv.No.3–3,30 | | | MS12,38 ✠LMC | | | | *Lloyd's*&*CP* | | *CellD* | FK *B*335′875*t FPT*75*t* | | | *APT*75*t* | Rankin&Blackmre,Ld.Grk | | |
| GPSN | *ss*N.Yk.No 2–38 D.F. 2*Dks*(*Stl*) | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

Now "Lottia," *see No. 88914 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of Rof Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83284<br>145409<br>GMJC | **Sheringham**<br>1 *Dk 2nd dk in Nos.1,2 & 3 holds*<br>*Cruiser Stern* | 1088<br>950<br>429 | ✠ ...<br>10,31<br>✠ | | | | 1926<br>9mo | Earle's S.B. & E.Co.Ld. Hull | London&North EasternRailway | 256·0 \| 36·1 \| 16·3<br>P54'B93'F59'<br>FK | Harwich<br>British<br>*WB* | T 3Cy.22",35"&60"-39"<br>379NHP<br>Earle'sS.B.&E.Co.Ld.Hull | 17 " 2 | |
| 83285<br>147701<br>GPWB | **Sherwood** (*ex*Seaton-32)<br>*ss*Shl.No 3-9,37<br>Wireless D.F. 1 *Dk*<br>*Well deck* *Cargo battens not fitted* | 1530<br>1168<br>898 | ✠100A1<br>3,40<br>BS~~7,39~~ 1,41 ✠LMC9,37 | Shl | *p* | CL<br>6,38 | 1924<br>8mo | Craig,Taylor&Co.Ld. Stockton | W.France,Fenwick&Co.Ld.<br>*CellDB* | 248·0 \| 36·7 \| 15·8<br>Q187'F28' FK<br>*Lloyd's A&CP* 210' 479*t FPT* 104*t* | London<br>British<br>*WB* | T.3Cy.17½",29"&48"-33" (*s*)<br>180lb 163NHP<br>2SB,*4cf*,GS70,HS2792<br>N.E.MarineEng.Co.Ld.Sld | 18 " 1<br>s 4 " 9½<br>17 " 0¾ | |
| 83286 | **Shestoy Krabolov** (*ex*Benlawers)<br>*ss*Liv.No.3-5,19<br>*ss*Lth.No.2-27<br>1 *Dk (Stl) & Spar dk (pt Irn & pt Stl) & deep framing* | *3949*<br>*3544*<br>*2521* | ✠ ——<br>10,30<br>✠NE5,19 ✠ | Kob | *w* | | 1905<br>7mo | Bartram& Sons Sunderland | U.S.S.R.<br>*Cell DB* a 120'*u E & B* 42' | 378·0 \| 46·1 \| 18·3<br>P35'B104'F38' 26·1<br>FK<br>154'868*t APT* 55*t* | Vladvostk<br>Russian<br>*WB* | T.3Cy.24",39¾"&70"-48"<br>NDB27 489NHP<br>2SB,*8cf*,GS168,HS5500<br>J.G.Kincaid&Co.Ld.Grk. | 28 " 6 | |
| 83287<br>145557<br>GDJL | **Shetland** (*ex*Kara)<br>*ss*Gls.No.3-5,37<br>D.F. 1 *Dk (Stl)* 2nd *dk (Stl) in E & B & forward holds* | 1846<br>1642<br>1114 | ✠100A1<br>6,40 ~~6,39~~<br>BS~~8,39~~ 6,40 ✠LMC5,37 | Lth<br>Lon | | CL<br>~~4,37~~<br>6,40 | 1921<br>11mo | Ramage& Ferguson,Ld Leith | CurrieLine,Ld.<br>*CellD* | 260·2 \| 40·2 \| 20·3<br>272·2(O.L.)<br>P24'B91'F35' FK<br>*Lloyd's A&CP* *B* 215' 393*t FPT* 50*t* | Leith<br>British<br>*WB* | T.3Cy.19",30"&52"-36" (*s*)<br>190lb 187NHP<br>2SB,*6cf*,GS104,HS2966<br>Ramage&Fergusn,Ld.Lth. | 22 " 6<br>s 2 " 8<br>20 " 0 | |
| 83288<br>218833<br>KIZP | **Shickshinny**<br>*Fitted for oil fuel*<br>Sub.Sig. 2 *Dks & Web frames*<br>*Ref.Mchy.* | 5103<br>4573<br>3127 | ✠ ...<br>6,20<br>✠ | | | | 1919<br>9mo | American International S.B.Corp. Hog Island Pa | ~~South Atlantic S.S. Co. of Delaware~~<br>South Atlantic Steamship Line | 390·0 \| 54·2 \| 27·6<br>P39'B122'F43'<br>FK | Savannah<br>Utd. States<br>*WB* | DR Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 " 0 | R<br>† |
| 83289 | **Shilka** (*ex*Alblasserdam-34)<br>1 *Dk* | 1388<br>1182<br>802 | | | | | 1916 | L.Smit& Zoon Kinderdijk | U.S.S.R. | 239·1 \| 36·1 \| 16·7<br>P23'B62'F24' | Leningrad<br>Russian<br>*WB* | T.3Cy.17⅛",29"&46"-36"<br>127NHP<br>L.Smit&Zoon,Kinderdijk | | |
| 83290<br>167175<br>GRGM | **Shillong**<br>*Oil Eng.*<br>*Ref.Mchy.* 2 *Dks & Shelter dk*<br>D.F. E.S.D. *Cruiser Stern* | 5529<br>4964<br>3253 | ✠100A1<br>*with freeboard* ~~Cat~~ Liv<br>2,41 ~~1,39~~ ✠LMC2,39<br>✠Lloyd'sRMC ~~4,40~~ ~~3,40~~ 2,41 | Mch | *b* † | CL | 1939<br>2mo | A.Stephen &Sons,Ld. Glasgow | P.&O.Stm.Nav.Co.<br>*CellDB* 377' 1413*t MT* 23' 978*t F* | 442·2 \| 57·9 \| 25·7<br>459·5(O.L.)<br>F38' FK<br>*Lloyd's A&CP* ( *Coll to Sh dk* 7 *BHpt Cem* 6 „ 2nd „ ) *PT* 141*t APT* 219*t* | London<br>British<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.23⅝"-91.⅞" 688NHP<br>2DB *120lb*<br>BarclayCurle&Co.Ld.Gls. | 28 " 4<br>s 3 " 4½<br>25 " 1¼ | |
| 83291<br>141592<br>VGBS | **Shinai** (*ex*CanadianBeaver-34)<br>2 *Dks* | 2410<br>2039<br>1451 | | | | | 1920 | Colling-woodS.B.Co. Kingston,Ont | G.L.Shaw | 251·0 \| 43·6 \| 23·6<br>P24'B64'F23'<br>*WB* | Vancouver<br>B.C.<br>British | T.3Cy.18",30"&50"-36"<br>Collingwood 150NHP<br>S.B.Co.Collingwood,Ont | | C |
| 83292<br>114780<br>VPKK | **Shinfu** (*ex*Rajah of Sarawak-32)<br>*ss*Drn.3rdNo.3-10,37<br>Wireless 1 *Dk (Stl-ws) & Web frames & Shade dk (Teak)*<br>*ss*Shi.No.1-40 | 1452<br>897<br>892 | ✠100A1<br>*Shade dk*<br>1,40 ~~8,39~~<br>~~HS8,39~~ ✠LMC ~~10,37~~ 11,40 | Shi | *n* | CL<br>~~10,37~~<br>11,40 | 1901<br>10mo | Ramage& Ferguson,Ld. Leith | G.L.Shaw | 230·0 \| 34·1 \| 14·8<br>FK<br>*Lloyd's A&CP* | Singapore<br>British<br>*WB* | T.3Cy.19",31"&50"-36" (*s*)<br>170lb ~~160lb~~ NDB17 175NHP<br>2SB,*4cf*,GS90,HS2931<br>Ramage&Fergusn,Ld.Lth. | 15 " 10<br>s 1 " 6¼<br>14 " 5½ | |
| 83293 | **Shing-Cheong** IronTwinSc | 847<br>—<br>579 | | | | | 1915 | Kwong TackCheong HongKong | VongKuan | 168·6 \| 30·0 \| 9·1<br>P45' | Macau<br>Portuguese | C.4Cy.14"&28"-18"<br>KwongTack 55NHP<br>Cheong,HongKong | | |
| 83294<br>118439<br>VPGJ | **Shinhwa** (*ex*TexacoXI-35,<br>*ex*Kuching-32) *ss*Sng.2ndNo.3-6,28<br>*ss*Shi.No.3-8,40 ~~*ss*Shi.No.3-37~~<br>1 *Dk (Stl-ws) & Web frames & Shade dk (Teak)* | 1460<br>898<br>884 | ✠100A1<br>*Shade dk*<br>8,40 ~~8,39~~<br>~~HS8,39~~ ✠LMC ~~4,37~~ 8,40 | Drn<br>Shi | *n* | CL<br>~~6,08~~<br>7,40 | 1904<br>5mo | Ramage& Ferguson,Ld. Leith | G.L.Shaw | 230·0 \| 34·2 \| 15·0<br>FK<br>*Lloyd's A&CP* *FPT* 65*t* | HongKong<br>British<br>*WB* | T.3Cy.18",30"&49"-33" (*s*)<br>170lb ~~155lb~~ 159NHP<br>2SB,*4cf*,GS84,HS2639<br>Ramage&Fergusn,Ld.Ltb | 23 " 4<br>s 8 " 5½<br>15 " 2¾ | |
| 83295<br>141590<br>GYLF | **Shinkuang** (*ex*Wester-35,<br>*ex*Canadian Farmer-34) *Fitted for oil fuel*<br>1 *Dk* | 2441<br>2042<br>1461 | | | | | 1920 | Colling-woodS.B.Co. CollngwdOnt | G.L.Shaw | 250·8 \| 43·6 \| 23·4<br>P24'B64'F23' | Shanghai<br>British<br>*WB* | T.3Cy.18",30"&50"-36"<br>Collingwood 150NHP<br>S.B.Co.Collingwood,Ont. | | C |
| 83296<br>155927<br>GBPD | **Shinyu** (*ex*Shin-yuMaru,*ex*Terrier)<br>1 *Dk 2 tr B & pt Awng dk* | 1615<br>1160<br>1015 | | | | | 1894 | J.Blumer& Co. Sunderland | G.L.Shaw | 255·2 \| 35·5 \| 15·6<br>Q102' FK<br>*pt Awng dk* 158' | Shanghai<br>British | T.3Cy.19⅜",31½"&51½"-33"<br>153NHP<br>G.Clark,Ld.Sunderland | 18 " 1 | |
| 83297<br>148742<br>GMDB | **Shirak**<br>*ss*Shl.No.3-12,36<br>2 *Dks (Stl) & Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>D.F. | 6023<br>5521<br>3675 | ✠100A1<br>5,40<br>BS5,40 ✠LMC12,36<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,26 *F.P. a* | Cff | *z* | CL<br>4,40 | 1926<br>3mo | Armstrong Whitworth &Co.Ld. Newcastle | BalticTradingCo. Ld. | 412·0 \| 53·4 \| 31·6<br>P108'B28'F46' FK<br>*Lloyd's A&CP* above 150° F. *Cell DB u B* 40'64*t DT* 38'338*t* | London<br>British<br>*WB* | T.3Cy.27",45"&75"-48" (*s*)<br>180lb *120lb* 533NHP<br>17 *BHpt Cem* 8*B*.9*cf*,GS189,HS7773 FD<br>(9 *to U dk* 8 „ 2nd „) *FPT* 66*t APT* 59*t* | 31 " 6<br>s 5 " 5½<br>26 " 3¾ | 166<br>40 |
| 83298<br>148687<br>GLQW | **Shirala** (P) TwinSc<br>*ss*Cal.No.3-12,36<br>*Ref.Mchy.* 2 *Dks (Stl Wthr dk-teaks)*<br>D.F. 3rd *dk (Stl) in holds* | 7841<br>6747<br>4872 | ✠100A1<br>*with freeboard*<br>12,39 ✠LMC<br>MS10,36 BS12,39 | Cal | *c* † | CL<br>P12,39<br>SN<br>12,38 | 1925<br>10mo | Hawthorn Leslie&Co.Ld Newcastle | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB* 373'1220*t Tanks at sides of tun* | 437·2 \| 57·8 \| 33·5<br>P44'B144'F49' FK<br>*Lloyd's A&CP* *T* *nels* 16'79*t FPT* 150*t* | London<br>British<br>*WB* | T6Cy.20¾",35½"&60"-45" (*s*)<br>215lb 802NHP<br>5SB,*15cf*,GS316,HS12150FD<br>HawthornLeslie&Co.Ld. | 36 " 6<br>s 9 " 10⅜<br>27 " 1 | |
| 83299<br>148440 | **Shirley G. Taylor**<br>*Mchy.Aft* 1 *Dk* | 1746<br>1596<br>1124 | | | | | 1925 | Earle'sCo. Ld. Hull | UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*) | 253·0 \| 43·2 \| 17·8<br>F35' | StC'thrnes<br>Ont.<br>British *WB* | T.3Cy.17",28"&46"-33"<br>122NHP<br>Earle'sCo.Ld.Hull | | C |
| 83300<br>148714<br>GMDC | **Shirvan**<br>*ss*Shl.No.3-12,36<br>D.F. 2 *Dks (Stl) & Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 6017<br>5521<br>3671 | ✠100A1<br>4,40<br>BS4,40 ✠LMC12,36<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1 2,25 *F.P.* | Cff | *z* | CL<br>N4,40 | 1925<br>12mo | Armstrong Whitworth &Co.Ld. Newcastle | BalticTradingCo. Ld.<br>*CellDB u B* 40'64*t DT* 38'338*t* | 411·8 \| 53·4 \| 31·6<br>427·0(O.L.)<br>P108'B28'F46' FK<br>*Lloyd's A&CP* above 150° F. *FPT* 66*t APT* 59*t* | London<br>British<br>*WB* | T.3Cy.27",45"&75"-48" (*s*)<br>180lb *120lb* 552NHP<br>17 *BHpt Cem* 8*B*.9*cf*,GS162,HS8238 FD<br>(9 *to U dk* 8 „ 2nd „) | 31 " 6<br>s 5 " 5½<br>26 " 3¾ | |
| 83301<br>163920<br>GZKY | **Shoal Fisher**<br>*Oil Eng.*<br>*Mchy.Aft* *Cruiser Stern* 1 *Dk*<br>Wireless | 698<br>508<br>453 | ✠100A1<br>3,40<br>~~✠LMC8,37~~<br>✠LMC CS8,40<br>8,40 | Brw | *j* | OG<br>3,40 | 1937<br>2mo | Vickers-Armstrongs, Ld. Barrow | JamesFisher& Sons,Ld. | 185·0 \| 30·3 \| 11·3<br>*31·3*<br>192·2(O.L.) FK<br>Q120'F24'<br>*Lloyd's A&CP* *CellD* *B* 143' 217*t FPT* 83*t* | Barrow<br>British<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.13⅜"-22.7/16" 125NHP<br>3 *BHCem*<br>BritishAuxiliaries,Ld.Gls. | 13 " 8<br>s 3 " 10½<br>13 " 5½ | 29/4/41 |
| 83302<br>E.S.D. GyC. | **Shooting Star**<br>*Oil Eng.*<br>3 *Dks*<br>*Cruiser Stern* | 7400 | | | | | 1940 | Tampa S.B.&E.Co. Tampa | UnitedStates MaritimeCommission | 435·0 \| 63·0 \| 40·5<br>P39'B60'F46' | NewYork<br>Utd.States<br>*WB* | 2 Oil Engines 2S.C.SA<br>18Cy.21"-29"&hydraulic couplings SR geared to 1 screw shaft 1390NHP<br>NordbergMfg.Co. | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à la prochaine visite. Leure d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres clé coté, si ce n'est dans le L. M. Durke Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83303 | **Shrewsbury** (*ex*Southborough–33) | | 4542 | ✠100A1 | Npt | *z* | CL | 1924 | Richardsn, | AlexanderShippng | 399·5 | 53·0 | 24·9 | London | T.3Cy.25½″,42″&70″–48″ (*s*) | 27 ″ 6 | |
| 148275 | *ss*Shl.No.3–12,37 | | 4206 | *with freeboard* | Cff | | ~~11,37~~ | 10mo | Duck&Co.Ld. | Co.Ld.(Capper, | | | | British | 180lb 417NHP | s 3 ″ 0½ | |
| GKRQ | D.F. 1*Dk(Stl)&Shelter dk(Stl)* | | 2754 | 10,40 | ✠LMC | | 10,40 | | Stockton | Alexander&Co. | F37′ | | FK | *6BHptCem* | 3SB,*9cf*,GS160,HS7080 | 24 ″ 8 | |
| | | | | MS12,37 | BS2,40 | | | *Lloyd'sA&CP* | | *Mgrs.*) | | | | *Coll to Sh dk* | Blair&Co.Ld.Stockton | | |
| | | | | | | | | | *CellDBa* | *uE163′f174′1206t* | *FPT110t APT123t* | | | 5 ,, 2nd ,, ) | | | |
| 83304 | **Shrivati** (*ex*Mubarek) | | 389 | ✠100A1 | Bom | *e* | CL | 1921 | London& | MalabarS.S.Co. | 132·7 | 25·1 | 11·5 | Bombay | Oil Engines 2S.C.SA | 12 ″ 6 | |
| 151400 | *Oil Eng.* | | 285 | 9,40 ~~11,240~~ | | | 9,39 | 11mo | MontroseS.B. | Ltd. | | | | British | 4Cy.13½″–15″ 124NHP | s 1 ″ 0 | |
| VTDJ | *ss*Bom.No.3–4,35 | | 233 | | ✠LMC10,39 | | | | &R.Co.Ld. | | P41′F19′ | | FK | 3*BHCem* | | 11 ″ 10 | |
| | *ss*Bom.No.1–39 | | | | | | | | Montrose | | | | | *FPT33t* | W.Beardmore&Co.Ld.Gls. | | |
| | *Mchy.Aft* 1*Dk(Stl–ws)* | | | | | | | *Lloyd's* | *A&CP* | | | | | | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 83305 | **Shropshire** Ⓟ | **TwinSc4Mst** | 10549 | ✠100A1 | Bkn | *e*† | CL | 1926 | Fairfield | BibbyLine,Ld. | 483·6 | 60·3 | 31·8 | Liverpool | Oil Engines 2S.C.SA | 36 ″ 3 | |
| 149601 | *Oil Eng.* | | 7735 | 4,38 | | | 2,39 | 10mo | Co.Ld. | (BibbyBros.&Co. | | | | British | 16Cy.28″–39″ 2196NHP | s6 ″ 10½ | |
| GMTN | *ss*Bkn.No.2–35 | | 6606 | | ✠LMC CS4,35 | | | | Glasgow | *Mgrs.*) | P51′B265′F78′ | | FK | 8*BHptCem* | DB*120lb* | 29 ″ 8½ | |
| | Sub.Sig. 3*Dks(Stl–Uws)* | | | DBS8,39 | 7,38 | | | *Lloyd's* | *A&CP* | *Cell* | *DB405′1724t FPT* | | | 54t*APT113t* | FairfieldCo.Ld.Glasgow | | |
| | D.F. *CruiserStern* | | | | | | | | | | | | | | | | |
| 83306 | **Shu Kwang** | **TwinSc** | 788 | ✠ A– | Sng | | OG | 1924 | Yarrow& | AsiaticPetroleum | 198·7 | 32·9 | 8·9 | Shanghai | T8Cy.(2)18″,(2)26″&(4)30″ | 10 ″ 6 | |
| 147724 | *ss*Shi.No.3–2,37 | | 458 | *with freeboard* | | | 1,38 | 9mo | Co.(1922)Ld. | Co.(NorthChina) | | | | British | –18″ 250lb 220lb at Eng | s2 ″ 1½ | |
| MQKP | 1*Dk(Stl)&Web frames* | | 341 | *Carrying Petroleum in bulk with extreme dr* | | | *aught of* | | Glasgow | Ltd. | *Shade dk182′* | | FK | 9*BHptCem* | (*s*) 397NHP | 8 ″ 6 | |
| | *CruiserStern* | | | 11,39 | | | | | | | *CellDBuE14′* | | | 13t*FPT10 t* | 2 WT Boilers HS6990 FD | | |
| | | | | B&MS2,37 | BS11,39 | | | | | | | | | | Yarrow&Co.(1922)Ld.Gls. | | |
| | | | | *For Service on the Strait of Malacca* | | | *s of Ma* | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 9,24 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| 83307 | **Shun Chih** Ⓟ (*ex*ShunTsze, | | 1881 | ✠ | Syd | *r* | | 1902 | CaledonS. | SingHingS.S.Co. | 280·2 | 38·2 | 19·6 | Hong Kong | T.3Cy.22″,35″&59″–36″ | 22 ″ 0 | |
| 101741 | *ex*Melusia,*ex*Sydney) *ss*Mel.No.3–8,14 | | 1559 | 11,27 | | | | 4mo | B.&E.Co.Ld | Ld. | P45′B97′F35′ | | FK | British | 249NHP | | |
| VPCM | *ss*Syd.No.2–23 | | 1173 | | ✠ | | | | Dundee | | | | | 4*BHCem* | 2SB,*6cf*,GS135,HS4141 | | |
| | *Ref.Mchy.* 1*Dk(Stl–ws)* | | | | | | | | | *Cell* | *DBa76′uE22′f116′* | | | 403t*APT35t* | CaledonSB.& E.Co.Ld.Dun | | |
| | *&deep framing* | | | | | | | | | | | | | | | | |
| 83308 | **Shun Foong** (*ex*Glenluss–32, | | *4275* | —— | Rot | *x* | | 1911 | Rickmers | ChungWeiS.S.Co. | 368·0 | 47·7 | 27·5 | Shanghai | T.3Cy.23½″,38½″&63″–43½″ | 30 ″ 0 | |
| | *ex*Bosporus,*ex*Ursula | *ss*Gls.No.3–1,21 | *3915* | 9,33 | | | | | Akt.Ges. | | P37′B99′F42′ | | FK | Chinese | 325NHP | | |
| | Rickmers) | *ss*Nwc.No.2–29 | *2696* | | | | | | Weser- | | | | | 6*BHAsp* | 3SB,*9cf*,GS167,HS5595 | | |
| | | 2*Dks(Stl)&Web frames* | | | | | | | münde-G. | *CellDB321′833t D* | *Ta28′696t FPT57t* | | | *APT38t* | BremerVulkan,Vegesack | | |
| 83309 | **Shun Lee** (*ex*HengTa,*ex*Kamor) | | 1532 | ✠ ... | | | | 1902 | Fevigs | ChingKeeS.N.Co. | 245·0 | 36·0 | 12·7 | Chefoo | T.3Cy.17½″,27″&47″–36″ | 22 ″ 5 | C |
| | *ss*Shl.No.1–06 | | 1423 | 9,09 | | | | 4mo | Jernskibsbyg | Ltd. | | | 19·7 | Chinese | Richardsons, 150NHP | | † |
| XNCJ | Wireless 1*Dk&Spar dk&deep framing* | | 970 | | ✠ | | | | Fevig | | | | FK | *WB* | Westgarth&Co.Ld.Mdb. | | |
| 83310 | **Shun Yuan** (*ex*KeelungMaru–32) | | 1628 | ✠ | Nag | *q* | | 1896 | J.L.Thomp- | YungYuanS.S.Co. | 252·0 | 35·0 | 13·7 | Tsingtao | T.3Cy.21½″,36″&59″–39″ | 23 ″ 0 | |
| | *ss*Kob.No.3–1,10 | | 1416 | 2,14 | | | | 12mo | son&Sons,Ld. | | P20′B66′F35′ | | 20·7 | Chinese | 241NHP | | |
| XNFU | *ss*Nag.No.1–14 | | 958 | | ✠ | | | | Sunderland | | | | FK | 4*BHCem* | 2SB,*6cf*,GS100,HS3800 | | |
| | 1*Dk(Stl)&Spar dk&deep framing* | | | | | | | | | *CellDBa72′uE&* | *B36′f100′259t FPT* | | | 31t*APT11t* | J.Dickinson&Sons,Ld.Sld. | | |
| 83311 | **Shuna** | **3Mst** | 1575 | | | | | 1937 | Burntislnd | ScottishNav.Co. | 265·0 | 40·5 | 16·3 | Glasgow | T.3Cy.15″,25½″&44″–33″ | | C |
| 164116 | Wireless **D.F.** | | 1346 | | | | | | S.B.Co.Ld. | Ld.(Glen&Co.Ld. | P17′Q40′B110′F29′ | | | British | 111NHP | | |
| MMGC | **E.S.D.** *CruiserStern* 1*Dk* | | 913 | | | | | | Burntisland | *Mgrs.*) | | | | *WB* | D.Rowan&Co.Ld.Gls. | | |
| 83312 | **Shuntien** | | 3059 | | | | | 1934 | Taikoo | ChinaNav.Co.Ld. | 303·7 | 46·1 | 23·1 | London | 2 Steam Turbines SR | | |
| 154092 | | | 2194 | | | | | | D.&E.Co.of | | P52′F42′ | | | British | geared to 1 Sc. Shaft | | |
| GWSC | **D.F.** 2*Dks* | | 1570 | | | | | | H.Kg.Ld. | | | | | *WB* | TaikooD.&E.Co. | | |
| | | | | | | | | | HongKong | | | | | | ofH.Kg.Ld.H.Kg. | | |
| 83313 | **Shwedagon** | *ss*Cal.No.1–41 | 3391 | ✠100A1 | Cal | *l* | CL | 1912 | Armstrong | Indo-Burmah | 300·4 | 44·1 | 31·3 | Rangoon | T.3Cy.19″,31″&51″–36″ (*r*) | 31 ″ 0 | |
| 129306 | *ss*Cal.2ndNo.3–4,37 | | 3270 | 1,41 ~~1,40~~ | | | ~~11,39~~ | 5mo | Whitworth | PetroleumCo.Ld. | | | | British | 180lb *120lb* 199NHP | s 6 ″ 1½ | |
| XYCD | *Mchy.Aft* 2*Dks(Stl)&Web frames* | | 1999 | ~~BS1,40~~ | ✠LMC~~5,37~~ | | 1,41 | | &Co.Ld. | | | | FK | *Cem* | 2SB,*4cf*,GS101,HS3470 | 25 ″ 1 | |
| | *Longitudinal framing* | | | | 1,41 | | | | Newcastle | | | | | 8*BH to Udk* | Wllsnd Slpwy.Co.Ld.Nwc. | | |
| | | | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *A&CP* | *CellDB uB38′39t* | *FPT115t APT44t* | | | 3 ,, 2nd ,, | | | |
| | | | | *Fitted for oil fuel* 5,12 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| 83314 | **Si Kiang** Ⓟ | | 7014 | | | | | 1914 | J.C.Teck- | Cie.desMes- | 473·9 | 59·0 | 28·3 | Dunkirk | T.2Cy.32⅜″,52½″&78⅛″– | | V |
| | (*ex*Meiningen) | | 6277 | | | | | | lenborgA.G. | sageriesMaritimes | | | | French | 55½″&LP turbine | | |
| FNYQ | **D.F.** *Fitted for oil fuel* | | 3848 | | | | | | Weser- | | H112′ | | | *WB* | JC.TecklenborgA.G.Wsm | | |
| | | | | | | | | | münde-G | | | | | | | | |
| 83315 | **Siak** | | 1150 | | | | | 1930 | Trndhjms | D/S A/S Skuld | 226·5 | 36·5 | 15·7 | Tönsberg | T.3Cy.17″,27½″&45″–30″ | | N |
| | | | 986 | | | | | | Mek.Værks. | (NilsBull,*Mgr.*) | | | | Norwegian | 111NHP | | |
| LEUG | 1*Dk* | | 641 | | | | | | Trondheim | | P44t H71t | | | *WB* | TrndhjmsM.V.Trondheim | | |
| 83316 | **Siam II** | **TwinSc4Mst** | 6637 | ✠100A1 | Got | *a*† | CL | 1913 | Akt.Bur- | Ministry of Ship- | 410·0 | 55·2 | 27·5 | Bristol | Oil Engines 4S.C.SA | 38 ″ 6 | |
| 173043 | (*ex*Siam–40) | *ss*Syd.No.1–40 *Oil Eng.* | 4859 | *Shelter dk* | Syd | | ~~7,37~~ | 4mo | meistr&Wain | ping (United | 427·1(O.L.) | | | British | 16Cy.23¼″–31½″ 842NHP | ~~11 ″ 2~~ | |
| ~~OZMB~~ | | *ss*Opn.No.3–2,36 | 4223 | *with freeboard* | | | 8,39 | | Copenhagen | Baltic Corpor- | | | FK | 7*BH* | NDB38–*85lb* | 25 ″ 1 | |
| ~~VJSK~~ | | 2*Dks(Stl)&* | | 9,40 ~~1,40~~ | | | *P7,40* | *Lloyd's* | *A&CP* | ation,Ld.*Mgrs.*) | *CellDBa 126′uE&B* | | | 97t*APT73t* | Akt Burmeistr&Wain,Cpn | 10·11½ | |
| GNWJ | **D.F.** *Shelter dk(Stl–ws)* | | | ✠LMC CS12,36 | | | | | | | | | | | | 23 ″ 1 | |
| | | | | DBS8,39 | 8,39 | | | | | | | | | | | | |
| 83317 | **Siamese Prince** | **TwinSc2Mst** | 8456 | ✠100A1 | Bal | *d*† | CL | 1929 | Blythsw'd | PrinceLine,Ld. | 441·5 | 60·3 | 28·2 | London | Oil Engines 2S.C.SA | 42 ″ 4 | |
| 161297 | *Oil Eng.* | | 7913 | *with freeboard* | NYk | | 3,40 | 9mo | S.B.Co.Ld. | (Furness,Withy& | 458·0(O.L.) | 39·2 | | British | 8Cy 23½″–70½″ 1350NHP | s13 ″ 3½ | |
| GCML | *ss*H.Kg.No.2–37 | | 5253 | 1,41 ~~3,40~~ | | | | | Glasgow | Co.Ld.*Mgrs.*) | F44′ | | FK | *ptCem* | 2DB*125lb* | 29 ″ 3 | |
| | 3*Dks* | | | | ✠LMC CS10,38 | | | *Lloyd's* | *A&CP* | *Duct keel fwd.* | | | | | Richardsons,Westgarth& | | |
| | **D.F.** *CruiserStern* | | | DBS~~4,35~~ 5,40 | 8,38 | | | | *Upper't* | *ween dk bulkheads* | *of mchy.space* | | | *pensed with* | Co Ld.W.Hpl. | | |
| | *Tonnage opening closed '37* | | | *Carrying oil F.P.a* | | | *bove* 150° | F.or*L* | *atex in deep &* | *peak tanks Coll* | *except Coll BH dis* | | | *BHto2nddk* | | | |
| | | | | | | | | | | *CellDB368′1477t MT* | *s73′2519t FPT108t* | | | *APT166t* | | | |
| 83318 | **Siangtan** | **TwinSc** | 1195 | | | | | 1905 | Farnham, | ChinaNav.Co.Ld. | 220·0 | 40·0 | 9·5 | London | T.6Cy.9″,14′&23″–15″ | | |
| 190142 | | | 677 | | | | | | Boyd&Co.Ld | | | | | British | 54RHP | | |
| MMVQ | 2*Dks* | | 729 | | | | | | Shanghai | | | | | | Yarrow&Co.Ld.London | | |
| 83319 | **Siangwo** | **TwinScTwinMst** | 2595 | A1 | HKg | | OG | 1926 | HongKong | Indo-ChinaSteam | 275·0 | 46·1 | 10·4 | HongKong | T.6Cy.13½″,22″&35″–18″ | 11 ″ 0 | |
| 153996 | *ss*Shi.No.3–7,37 | | 1130 | ~~3,88~~ 11,40 | | | ~~5,08~~ | | &Whampoa | Nav.Co.Ld. | 285·9(O.L.) | | | British | 2SB 200lb FD | | |
| VPCG | 2*Dks* | | 1515 | BS~~1,40~~ | LMC7,37 | | 11,40 | | DockCo.Ld. | | | | FK | 4*BH* | HongKong&Whampoa | | |
| | | | | 11,40 | | | | | HongKong | | | | *FPT* | 83t*APT78t* | DockCo.Ld.HongKong | | |
| | | | | *For Service between HongKong & Canton* | | | | *Lloyd's* | *A&CP* | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage: Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Fl. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83320 / PHLY | **Siantar** | | 8667 / 8248 / 5563 | ✠100A1 *Shelter dk with freeboard* ~~6,10~~ 5,80 ~~7,40~~ 1,41 ✠LMC C85,38 ✠NE6,34 1,37 DB~~85,39~~ 4,40 *Carrying oil* | Rot / Sbn Cal | | OG / 8,37 / 4,40 | 1921 10mo | Wear Shipyard of W. Gray & Co. (1918), Ld. Sunderland *Lloyd's* | Rotterdamsche Lloyd (~~W. Ruys & Zonen, Mgrs.~~) *Cell D B390'1250t D Ta27'1110t M* | 471·3 / 57·4 / 30·2 38·5 F52' *on Shelter dk* len34 FK *Coll* *T24' 980t F P T155t A P T60t* | | Batavia Rotterdam Dutch *8 B Hpt Cem BH to W dk* 7 „ „ 2nd „ NDB (WTB)34 *225lb* KonMaats "DeSchelde" Fls | 41 // 0 s12 // 0 29 // 6 | |
| 83321 / PKFZ | **Siaoe** *Fitted for oil fuel* 1 *Dk* | | 1573 / 1402 / 870 | | | | | 1921 | N.V. Scheepswerf "Dordrecht" Dordrecht | Koninkl. Paketv. Maats. | 250·1 / 40·3 / 17·7 P29'F30' | | | Batavia Dutch *WB* | T.3Cy. 16½", 27⅛" & 45¼"–36" 121NHP N.V. Alblasserdamsche Mach. Fab. Alblasserdam | | V |
| 83322 / HBVN | **Siauliai** (*ex* Ebba–37) 1 *Dk* | | 939 / 813 / 547 | | | | | 1920 | A.G. Nüscke & Co Stettin | Akc. B-vé Lietuvos BaltijosLloydas | 224·3 / 33·0 / 14·1 P17'B63'F23' | | | Sventoji Lithuanian *WB* | T.3Cy. 12¾", 21" & 34"–21⅝" 110NHP Atlas Werke, Bremen | | G |
| 83323 / PHMD / JKCD | **Sibajak** Ⓟ Twin Sc *Oil Eng.* D.F. GyC. 3 *Dks* Sub.Sig. *Cruiser Stern* | | 12226 / — / 7368 | | | | | 1927 | Kon. Maats deSchelde Flushing | Rotterdamsche Lloyd (~~W. Ruys & Zonen, Mgrs.~~) | 506·7 / 62·9 / 35·2 P143'F94' | | | ~~Rotterdam~~ Dutch Batavia *WB* Dutch | Oil Engines 2S.C.SA 16Cy. 30"–52¾" 2495NHP Maats. deSchelde, Flushing | | V |
| 83324 / 8757 / JKCD | **Sibazono Maru** Ⓟ (*ex* ShibazonoMaru–38, *ex* Chefoo Maru) *ss* Nag. No. 1–07 1 *Dk & Spar dk (Stl–teak s) & deep framing* | | 1829 / 1579 / 1090 | ✠ 1,07 ✠ | Nag | *r* | | 1903 3mo | Mitsu Bishi Dkyd & EWks Nagasaki | Nippon Yusen K.K. *Cell D B a59'u E & B* | 256·0 / 36·5 / 14·3 P27'B81'F40' 23·7 FK *54'f 94'361t F P T40t* | | | Tokyo Japanese *5 B HCem A P T26t* | T.3Cy. 21", 35 & 58"–36" HS4174 248NHP 2SB & 1 Aux. SB, *8cf*, GS122, Mitsu Bishi D. & E. Wks Nag | 23 // 10 | |
| 83325 / PKHY | **Siberg** *Oil Eng.* 2 *Dks* | | 1871 / 1416 / 1128 | | | | | 1915 | Wrf. voorh. Rijkee & Co. Rotterdam | Koninkl. Paketv. Maats. | 278·2 / 41·2 / 16·9 P34'F30' | | | Batavia Dutch *WB* | Oil Engines 4S.C.SA 6Cy. 22"–39" 280NHP Werkspoor, Amsterdam | | V |
| 83326 / 34428 / JDPC | **Siberia Maru** Ⓟ (*ex* SeikoMaru–35, *ex* Mallina) 1 *Dk (Stl) deep framing & Web frames, Middle dk (Stl) & deep framing in Nos. 1 & 4 holds* | | 3461 / 2777 / 2017 | ✠ 4,10 ✠ | Syd | *v* | | 1909 4mo | Harland & Wolff, Ld. Belfast | ~~Kita Nippon Kisen K.K.~~ Nippon kaj Kisen K.K. *Cell D B a84'u E & B* | 350·5 / 44·3 / 23·3 P37'B112'F45' FK *74'f 142' 570t F P T 48t A P T86t* | | | Tokyo ~~Kobe~~ Japanese *6 B HCem* | Q.4Cy 24½", 35", 50" & 75"–54" 643NHP 3SB, *12cf*, GS226, HS9690 Harland & Wolff, Ld. Bel. | 26 // 1 | |
| 83327 / PKFJ | **Siberoet** 1 *Dk* | | 1799 / 1542 / 1011 | | | | | 1927 | A.F. Smulders Schiedam | Koninkl. Paketv. Maats. | 267·5 / 42·2 / 17·7 P30'B68'F36' | | | Batavia Dutch *WB* | C.4Cy. (2) 16½" & (2) 35"–35" 145NHP Gebr. Stork & Co. Hengelo | | V |
| 83328 / PKHV | **Sibigo** (*ex* KianGwan) 1 *Dk* | | *1594* / *1279* / *941* | ✠ ... 12,30 ✠ | | | | 1926 10mo | Wilton's E. & Slipway Co. Schiedam | Koninkl. Paketv. Maats. | 264·9 / 37·3 / 16·5 P20'B73'F25' FK | | | Batavia Dutch *WB* | T.3Cy. 19", 32" & 51"–36" 202NHP Wilton's E. & Slpwy Co. Rot. | 18 // 6 | V † |
| 83329 / 67 / 1UHG | **Sibilla** (*ex* Ilex–34, *ex* Nina) *ss* Rot. 2nd No. 3–9,24 *ss* Sld. No. 1–28 *Well deck* 1 *Dk & Web frames* | | 1077 / 870 / 614 | ✠ ... 11,32 ✠NB8,07 ✠ | | | | 1900 1mo | W. Dobson & Co. Newcastle | Gennaro Montella (Lauro & Montella, *Mgrs.*) | 222·4 / 35·0 / 14·4 212·4 14·0 P18'Q44'B46'F24' FK | | | Torre del Greco Italian *WB* | T.3Cy. 18½", 30" & 49"–33" 148NHP N.E. Marine Co. Ld. Nwc. | 16 // 5 | I † |
| 83330 / UOAW | **Sibir** Ⓟ *Oil Eng.* *Ref. Mchy.* 2 *Dks & 3rd dk in fwd. holds* Sub.Sig. *Cruiser Stern* *Strengthened for navigation in ice* | | 3767 / 2934 / 2164 | ✠ ... 4,31 ✠ | | | | 1930 1mo | Severney S.B. Yard Leningrad | U.S.S.R. | 332·5 / 48·0 / 25·6 Q37'B100'F41' FK | | | Leningrad Russian *WB* | Oil Engines 2S.C.SA 6Cy. 25⅝"–33¾" 692NHP Russian Diesel Works. Lcn. | 27 // 9 | |
| 83331 / PKFG | **Sibolga** 1 *Dk* | | 1370 / 1170 / 785 | | | | | 1919 | NV Boele's Scheepsw Slikkerveer | Koninkl. Paketv. Maats. | 237·9 / 36·0 / 16·7 P22'B60'F23' | | | Batavia Dutch *WB* | T.3Cy. 18", 30" & 48"–36" 138NHP N.V. Boele's Schpsw Bolnes | | V |
| 83332 / 216082 / WECZ | **Siboney** Ⓟ Twin Sc *ss* N.Yk. No. 3–5,30 *Fitted for oil fuel* D.F. E.S.D. 3 *Dks &* *Ref. Mchy.* *Shelter dk* | | 6938 / 5679 / 3420 | ✠ ... 8,32 ✠ | | | | 1918 2mo | W Cramp & Sons S & E B Co Philadelphia | New York and Cuba Mail S.S. Co. | 423·0 / 60·0 / 15·7 32·0 B & F on *Shelter dk* 316' FK | New York Utd. States *WB* | 4 steam turbines SR geared to 2 sc. shafts 1908NHP Wm. Cramp & Sons, S. & E. B. Co. Phl. | 35 // 0 | R † |
| 83333 / 134276 | **Sicamous** Ⓟ Stern Pad *Mchy. Aft* | | 1787 / — / 994 | | | | | 1914 | Western Drydock Co. Okanagan Landing, B.C. | Canadian Pacific Railway Co. | 200·5 / 40·0 / 8·0 | Victoria, B.C. British | H.C.4Cy. (2) 16⅝" & (2) 35⅜"–96" 101NHP Western Drydock Co. | | |
| 83334 / 2048 / IOGS | **Sicilia** Ⓟ (*ex* Coblenz–35) Twin Sc Sub.Sig. *Corrugated sides* D.F. 3 *Dks* | | 9646 / — / 5635 | | | | | 1923 | Akt. Ges. "Weser" Bremen | Lloyd Triestino Soc. Anon. di Nav. | 479·7 / 57·6 / 31·2 458·8 62·3 30·8 B142'F44' | Genoa Italian *WB* | 2 steam turbines DR geared to 2 sc. shafts A.G. "Weser," Bremen | | I |
| 83335 — 7968 / SKXA | — *Oil Eng.* *ss* Skm. No. 1–39 *Cruiser Stern* 1 *Dk & Shelter dk* D.F. *Strengthened for navigation in ice* | | *1633* / *1206* / *739* | ✠100A1 *Shelter dk with freeboard* 8,40 ~~9,80~~ ✠LMC C87,39 DB~~88,38~~,40 2,40 | Skm / NYk | *s* | CL / 9,39 | 1934 8mo | Kockums M.V. Aktieb. Malmö *Lloyd's* | Rederiaktieb. Svenska Lloyd (K.R. Bökman, *Mgr.*) *Cell D B240'446t* | 284·2 / 41·1 / 15·1 293·5 (O.L.) F25' FK *4 B Hpt Cem Coll to Sh dk* 3 „ 2nd „ | Gothenburg Swedish *DB40lb* | Oil Engines 4S.C.SA 7Cy. 23⅝"–43 5/16" 377NHP Kockums M.V. Akt. Malmö | 18 // 0 s „ 2 17 // 11½ | |
| 83336 / 145963 / GFXZ | **Sicilian Prince** (*ex* Castilian Prince, *ex* Alleghany) *ss* Mch. No. 3–10,34 *ss* Ant. No. 1–38 E.S.D. 1 *Dk (Stl) & Shelter dk (Stl)* *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | | 3489 / 2909 / 1852 | ✠100A1 *Shelter dk with freeboard* 3,41 ~~4,40~~ ✠LMC MS5,38 BS4,40 *Fitted for oil fuel* 8,22 *Carrying oil fuel* F. | Gls / Bos | *x* | CL ~~9,37~~ 3,41 *F.P. a* *P.* *above* | 1922 6mo | Furness S.B.Co. Ld. Haverton Hill-on-Tees *Lloyd's* | Rio Cape Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*) *Duct keel in boiler space & forward* 50° F. *in D Tank aft* *Cell D B294'1155t D Ta22'643t* | 363·3 / 52·1 / 22·0 F68' *on Shelter dk* FK *143' Collision* *F P T45t A P T43t* | London British *Cem* *B H to Sh dk* 6 „ „ *U* „ | T.3Cy. 26", 43" & 73"–48" (*s*) 180lb 547NHP 3SB, *9cf*, GS188, HS8365 FD Richardsons, Westgarth & Co. Ld. Hpl. | ~~24 // 0~~ ~~s 2 // 3½~~ ~~22 // 8~~ 33 // 6 s10 // 1½ 23 // 7½ | |
| 83337 / OYWY | **Sicilien** *Oil Eng.* D.F. 1 *Dk* *Ref. Mchy.* *Cruiser Stern* | | 1654 / 1298 / 910 | | | | | 1938 | Helsingörs Jernsk. & Msk. Elsinore | Det. Forenede Dampskibs Selsk. | 271·7 / 40·4 / 16·6 | Copenhagn Danish *WB* | Oil Engines 2S.C.SA 5Cy. 19 13/16"–35 7/16" 338NHP Helsingörs Jernsk. & Mskb. | | V |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Marque assignée maintenant et après. Lettre d'Equipement. | 7a Date de la dernière visite de porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd. | 15 Machines. Tirant d'eau correspondant. Draught Fwd. Draught Aft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83338 | **Siculo** (*ex*Manon–34,*ex*Vaucluse–34, | | 1481 | ... | | Dnk | *o* | 1906 | Framnes | A.Lauro | 242·2 | 35·2 | 19·6 | Naples | T.3Cy.18″,29″&48″–33″ | 22 ″ 1 | I |
| 485 | *ex*Rea,*ex*Sorrento, *ss*Nts.2ndNo.3–9,30 | | 1302 | 6,34 | | | | 7mo | Mek.Værks | | 232·0 | | | Italian | 156NH | | † |
| ICHL | *ex*Skjalm) | 1*Dk(Stl)&Awng dk(Irn)* | 856 | | | | | | Sandefjord | | F24′*on Awng dk* FK | | | | 2SB,*4cf*,Gs96,ns2604 | | |
| | | | | | | | | | | *Cell* | *DBa58′ aE19′f94′2* | | | 67*t APT15t* | AkersMek.Værks.Oslo | | |
| 83339 | **Sidajoe** | | 1788 | | | | | 1928 | Rijkee& | Koninkl.Paketv. | 267·6 | 42·2 | 17·6 | Batavia | C.4Cy.16$\frac{5}{16}$″&35$\frac{7}{16}$″–35$\frac{7}{16}$″ | | V |
| | | | 1545 | | | | | | Co. | Maats. | | | | Dutch | 126NH | | |
| PKHW | | | 1001 | | | | | | Rotterdam | | | | | *WB* | Maats.Fyenoord,Rot. | | |
| 83340 | **Sidamo** (*ex*Eudora–37,*ex*Lagos, | | 2384 | | | | | 1895 | Blohm& | ServizioItalo- | 304·2 | 38·2 | 23·6 | Genoa | T.3Cy.19″,30″&50″–39$\frac{3}{4}$″ | | I |
| 1509 | *ex*Kurt Woermann) | | 2100 | | | | | | Voss | PortogheseSoc. | H—F35′ | | | Italian | 157NH | | |
| IBKK | | 2*Dks3trB* | 1434 | | | | | | Hamburg | Anon.diNav | | | | *WB* | Blohm&Voss,Hamburg | | |
| 83341 | **Sidi-Aïssa** | | 2586 | | | | | 1927 | Swan,Hun- | Soc.Gén.de Transp. | 330·4 | 43·0 | 24·4 | Marseilles | T.3Cy.21″,34″&56″–39″ | | V |
| | | *Fitted for oil fuel* | 2288 | | | | | | ter&Wigham | Mar.àVap. | P&B196′F96′ | | | French | 196NH | | |
| FNBB | | 2*Dks* | 1426 | | | | | | Richardson, | | | | | *WB* | Swan,Hunter&Wigham | | |
| | | | | | | | | | Ld.Newcastle | | | | | | Richardson,Ld.Nwc. | | |
| 83342 | **Sidi-Bel-Abbès** Ⓟ **TwinSc** | | 4392 | | | | | 1929 | Swan,Hun- | Soc.Gén.de Transp. | 368·0 | 50·2 | 23·2 | Marseilles | 6 steam turbines SR geared | | V |
| | | *Fitted for oil fuel* | 2776 | | | | | | ter&Wigham | Mar.àVap. | P&B259′ | | | French | to 2 sc. shafts | | |
| FNBH | | 2*Dks* | 2168 | | | | | | Richardson, | | | | | *WB* | ParsonsMarineSteam | | |
| | *Ref.Mchy.* | *CruiserStern* | | | | | | | Ld Newcastle | | | | | | TurbineCo.Ld.Nwc. | | |
| 83343 | **Sidi-Brahim** Ⓟ | | 2439 | | | | | 1910 | Swan,Hun- | Soc.Gén.de Transp. | 325·6 | 40·5 | 21·0 | Marseilles | T.4Cy.27″,43″&(2)50″–42″ | | V |
| | | *Fitted for oil fuel* | 1737 | | | | | | ter&Wigham | Mar.àVap. | P59′B37′F33′ | | | French | 324NH | | |
| FNBX | *Ref.Mchy.* | 2*Dks* | 923 | | | | | | Richardson, | | | | | *WB* | Swan,Hunter&Wigham | | |
| | | | | | | | | | LdNewcastle | | | | | | Richardson,Ld.Nwc. | | |
| 83344 | **Sidi Ifni** (*ex*Joaquin del | | 732 | | | | | 1892 | Compania | S.A. H.A. R.A. | 192·2 | 27·4 | 17·6 | Cadiz | T.3Cy.18″,30″&48″–36″ | | |
| | Piélago–40) | | 713 | | | | | | Trasatlantica | | | | | Spanish | NB07 138NHP | | |
| EAFN | Wireless **D.F.** | 1*Dk&Awng dk* | 345 | | | | | | Cadiz | | | | | *WB* | ArsenalCivil,Barcelona | | |
| 83345 | **Sidi-Mabrouk** Ⓟ (*ex*Phrygie–33) | | 3883 | | | | | 1906 | Gourlay | Soc.Gén.de Transp. | 357·9 | 44·1 | 26·0 | Marseilles | T.3Cy.26″,41$\frac{1}{2}$″&68″–45″ | | V |
| | | *Fitted for oil fuel* | 3224 | | | | | | Bros.&Co. | Mar.àVap. | P51′B126′F56′ | | | French | 310NHP | | |
| FNHY | *Ref.Mchy.* **D.F.** | 2*Dks3trB* | 2374 | | | | | | (Dundee)Ld. | | | | | *WB* | GourlayBros.&Co. | | |
| | | | | | | | | | Dundee | | | | | | (Dundee)Ld.Dun. | | |
| 83346 | **Sidi-Okba** Ⓟ | | 2824 | | | | | 1929 | Atel.&Ch. | Soc.Gén.de Transp. | 330·5 | 43·1 | 23·6 | Marseilles | 2 steam turbines DR geared | | V |
| | | *Fitted for oil fuel* | 2259 | | | | | | deBretagne | Mar.àVap. | P57′B94′F98′ | | | French | to 1 sc. shaft | | |
| FNBL | *Ref.Mchy.* | 2*Dks* | 1558 | | | | | | Nantes | | | | | *WB* | Atel.&Ch.deBretagne,Nts. | | |
| 83347 | **Sidney M. Hauptman** (*ex*Argus) | | 6027 ✠ | ... | | | | 1920 | GMStandi- | Murray Shipping | 401·4 | 53·2 | 31·9 | S.Frncisco | T.3Cy.24$\frac{1}{2}$″,41$\frac{1}{2}$″&72$\frac{7}{16}$″–48″ | 34 ″ 7 | R |
| 220166 | | *Fitted for oil fuel* | — | 1,22 | | | | 7mo | ferConstCorp | Co.Inc. | P34′B114′F38′*on* | | | Utd.States | 363NHP | | † |
| KUVD | **D.F.** | 1*Dk&Shelter dk&Web frames* | 3782 ✠ | | | | | | Vancouver, | | *Shelter dk* FK | | | *WB* | LlewellynIronWorks, | | |
| *Now "Raphael Semmes," sold Nov. 39 for trading* | | | *See Supplement* | | | | | | Wash. | | | | | | LosAngeles,Cal. | | |
| 83348 | **Siegfried** | | 563 | | | | | 1901 | Oderwerke | Rud.Christ.Gribel | 172·3 | 26·6 | 11·1 | Stettin | T.3Cy.13$\frac{1}{2}$″,21$\frac{1}{2}$″&35$\frac{1}{2}$″–25″ | | G |
| | | | 410 | | | | | | Akt.Ges. | | Q50′B41′F15′ | | | German | 63NHP | | |
| DAKS | | 1*Dk* | 329 | | | | | | Stettin | | | | | *WB* | OderwerkeAkt Ges.Stettin | | |
| 83349 | **Sierra** | | 4846 | | | | | 1906 | ToledoS.B. | SierraSteamship | 438·7 | 52·0 | 23·9 | Wilmgton | Q.4Cy.16$\frac{1}{2}$″,24″,35″&50″–42″ | | R |
| 203757 | | (*Self-Unloader*) | — | | | | | | Co. | Co.(G.A.Tomlin- | | | | (Del.) | 163NHP | | |
| WIFJ | *Mchy.Aft* | 1*Dk* | 4287 | | | | | | Toledo | son,*Mgr.*) | | | *WB* | Utd.States | ToledoS.B.Co. | | |
| 83350 | — | **WoodTwinSc** | 1510 | | | | | 1916 | Mathews | Northwestern | 210·6 | 42·5 | 14·8 | Juneau | Oil Engines 2S.C.SA | | |
| 214391 | | *OilEng.* | — | | | | | | S.B.Co. | LivestockCorp. | | | | Utd.States | 8Cy.16$\frac{1}{2}$″–18$\frac{1}{2}$″ 383NHP | | |
| WKCM | Wireless | 1*Dk2trB* | 1199 | | | | | | Hoquiam | | | | | | J&CGBolindersCoLdSkm | | |
| 83351 | **Sierra Cordoba** Ⓟ **TwinSc** | | 11492 | | | | | 1923 | Bremer | DeutscheArbeits- | 490·5 | 61·8 | 34·3 | Bremen | T.6Cy.28$\frac{3}{8}$″,46$\frac{7}{8}$″&75$\frac{3}{8}$″–51$\frac{1}{2}$″ | | G |
| | **D.F.** | *Corrugated sides* | 8270 | | | | | | Vulkan | frontG.m.b.H. | 66·3 | | | German | 818NHP | | |
| DOBJ | Sub.Sig. **GyC.** | 4*Dks* | 6486 | | | | | | Vegesack | (Norddeutscher | P&B380′F79′ | | | *WB* | BremerVulkan,Vegesack | | |
| | | | | | | | | | | Lloyd,*Mgrs.*) | | | | | | | |
| 83352 | **Sif** | | 1365 | | | | | 1913 | Dundee | Stockholms | 235·1 | 36·2 | 15·0 | Stockholm | T.3Cy.18″,28$\frac{3}{8}$″&48″–33″ | | V |
| 5557 | | | 1033 | | | | | | S.B.Co.Ld | Rederiaktieb.Svea | P17′Q63′B63′H75*t* | | | Swedish | 132NHP | | |
| SGHM | | 1*Dk* | 747 | | | | | | Dundee | (Eman.Högberg, | F29′ | | | *WB* | ShieldsEng.Co.Ld.N.Shl. | | |
| | | | | | | | | | | *Mgr.*) | | | | | | | |
| 83353 | **Sifnos** (*ex*CapD'Antifer–32,*ex*Labor) | | 2290 ✠ | ... | | | | 1917 | Detroit | ThemistoclesF. | 247·9 | 43·7 | 17·7 | Piræus | T.3Cy.20″,33″&54″–40″ | 20 ″ 2 | V |
| 712 | | *ss*Rot.No.2–25 | — | 10,28 | | | | 7mo | S.B.Co. | Stafilopatis | P27′B65′F28′ | | | Greek | 274NHP | | † |
| SVOB | | 1*Dk* | 1073 | | | | | | Wyandotte | | FK | | | *WB* | DetroitS.B.Co.Detroit | | |
| 83354 | — Ⓟ | | 315 ✠ | ... | | | | 1891 | DJ.Dunlop | HellenicCoast | 154·0 | 21·6 | 12·3 | Piræus | T.3Cy.14″,22″&36″–24″ | | |
| 677 | (*ex*ConstantinosTogias–33,*ex*Iela, | | — | 4,98 | | | | 4mo | &Co. | LinesCo.Ld. | | | | Greek | 75NHP | | |
| SZML | *ex*Yacht,*ex*Mira) | Wireless | 158 | | | | | | Pt.Glasgow | | | | | | D.J.Dunlop&Co.Pt.Gls. | | |
| 83355 | **Siga Maru** Ⓟ | | 742 | | | | | 1906 | OsakaIron | SetsuyoSyosen | 185·0 | 27·1 | 17·8 | Osaka | T.3Cy.14$\frac{1}{2}$″,24$\frac{1}{2}$″&39″–30″ | | |
| 10302 | (*ex*ShigaMaru–38) | | 668 | | | | | | Works | K.K. | B35′ | | | Japanese | 83NHP | | |
| JLTE | | 2*Dks* | 431 | | | | | | Osaka | | | | | | OsakaIronWorks,Osaka | | |
| 83356 | **Sigborg** (*ex*Reze–40) | | *340* ✠ | 100A1 | Skm | *h* | ~~11,39~~ | 1939 | A.Vuijk& | RederiA/B Staffan | 165·0 | 27·3 | 7·1 | Gefle | Oil Engines 4S.C.SA | 9 ″ 8 | |
| 8398 | | *Oil Eng.* | 227 | *withfreeboard* | | | 5,40 | 3mo | Zonen | (J.Haag,*Mgr.*) | 175·8(o.l.) | | | Swedish | 6Cy.11$\frac{1}{16}$″–19$\frac{1}{16}$″ 81NHP | ″ 2 | |
| SHCD | **D.F.** | 1*Dk&Shelter dk* | *139* | 6,40~~2,40~~ | | LMC3,39 | | | Capelle a/d | | FK | | | 3*BHCem* | | 9 ″ 7$\frac{1}{4}$ | |
| | *Mchy.Aft* | *CruiserStern* | | | | | | | Ysel | | (*Coll* | | | *BH to Sh dk* | Waggon-undMasch.A.G. | | |
| | | | | | | | | *Lloyd's A&CP* | | 1 *additional* | *BH in'tween dk* | | | 2 ,, 2*nd* ,, | Görlitz | | |
| | | | | | | | | | | *Cell* | *DB108′ 137t FPT* | | | 31*t APT12t* | | | |
| 83357 | **Sigbritt** | | 517 | ✠100A1 | Rot | *g* | OG | 1940 | NVSchpsw | RederiA/B Staffan | 155·4 | 27·7 | 9·6 | Gefle | Oil Engines 4S.C.SA | 11 ″ 4 | |
| 8419 | | *Oil Eng.* | ~~222~~ | 8,40 ~~8,40~~ | Skm | | | 3mo | "Foxhol" | (J.Haag,*Mgr.*) | 168·0(o.l.) | | | Swedish | 8Cy.11$\frac{1}{16}$″–17$\frac{1}{16}$″ 101NHP | 3 ″ 11 | |
| SHLU | *Mchy.Aft* | 1*Dk* | ~~258~~ | (*Class Contem plated*) | | | | | Foxhol | | ~~P45′Q47′F26′~~ FK | | | 3*BH* | | 11 ″ 2 | |
| | | *CruiserStern* | 513 | | | LMC3,40 | | *Lloyd's A&CP* | | | P41′Q52′F27′ | | | | | | |
| | | | 317 | | | | | | | | *Cell DB94′121t FPT* | | | *8t APT8t* | AppingedammerBrons.& | | |
| | | | 240 | | | | | | | | | | | | Motorenfb.N.V. | | |
| 83358 | **Sigenobugawa Maru** | **Wood** | 496 | | | | | 1918 | Ishisaki | FujiwaraKyutaro | 137·6 | 30·0 | 15·1 | Mitsu- | Oil Engine 2S.C.SA | | |
| 21525 | (*ex*Shigenobugawa | **Aux3MstSr** | 431 | | | | | | Senkyo | | | | | hama | 4Cy.14″–16″ 138NHP | | |
| | Maru–38) | *OilEng.* | 382 | | | | | | Zosensho | | | | | Japanese | YamotoTake,Osaka | | |
| | | 1*Dk* | | | | | | | Shinhama | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Yours assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of Build or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83359 | **Sigfors** (*ex*Pegasus-39,*ex*Avanti-39) | *380* | | | | | 1939 | Bodewes Schpswerven Martenshoek | RederiA/B Staffan (J.Haag, *Mgr.*) | 143·3 | 24·7 | 8·4 | Gävle Swedish | Oil Engines 2S.C.SA 5Cy.10¾"–12⅝" 99NHP | | C |
| 8396 | *Oil Eng.* | *218* | | | | | | | | | | | | | | |
| SGVD | *Mchy.Aft* *Cruiser Stern* | *162* | | | | | | | | | | | *WB* | N.V.Mchfb.Bolnes,Bolnes | | |
| 83360 | **Siggy** (*ex*Carl-35,*ex*Artensis-34, *ex*Gustav Fischer) | 1792 | | | | | 1921 | Nüscke &Co.A.G. Stettin | Ångfartygs A/B Siggy (A/B EmilLöfgren) | 267·7 | 42·2 | 18·0 | Mariehmn Finnish | T3Cy.20⅞",32¼"&51⅛"-35⅝" Görlitzer 155NHP | | N |
| OHYG | D.F. 1*Dk* | 1006 | | | | | | | | P57*t* | H84*t* | F21*t* | *WB* | MaschinenbauA.G.Görlitz | | |
| *New "Hondu," see No. 83339 in Supplement* | | | | | | | | | | | | | | | | |
| 83361 | **Sigli** | 1579 | | | | | 1920 | N.V. Scheepswerf "Dordrecht" Dordrecht | Koninkl.Paketv. Maats. | 250·0 | 40·0 | 17·6 | Batavia Dutch | T.3Cy.16½",27"&45"-36" 121NHP | | V |
| | *Fitted for oil fuel* | 1102 | | | | | | | | P25'F31' | | | *WB* | AlblasserdamscheMachine Fabriek,Alblasserdam | | |
| PKRO | | 873 | | | | | | | | | | | | | | |
| 83362 | **Signality** | 487 | ✠100A1 | Grk | *g* | OG | 1937 | G.Brown &Co. (Marine)Ld. Greenock | F.T.Everard& Sons,Ld. | 157·8 | 27·7 | 9·5 | London British | Oil Engines 2S.C.SA 5Cy.12⅜"–16¾" 71RHP | 10 *in* 8½ | |
| 165568 | *Oil Eng.* | 316 | 9,37 | | | 7,40 | 9mo | | | 164·6(O.L.) | | FK | 3*BHpt Cem pt Asp* | NewburyDieselCo.Ld. Newbury | s 3 *in* 7 | |
| MMMC | *Mchy.Aft* 1*Dk* | 244 | | ✠LMC9,37 | | | | | | Q98'F17' | | | | | 10 *in* 8½ | |
| | *Cruiser Stern* | | | ✠LMC(M)7,40 | | | *Lloyd's SA&CP* | | | *FPT81t APT47t* | | | | | | |
| 83363 | **Signe** (P.Madsen-39) | 1807 | | | | | 1924 | A/S Aalborg Skbsv. Aalborg | KäsmuLaeva-Omanikud (O. Tiedemann, *Mgr.*) | 276·8 | 42·1 | 17·8 | Käsmu Estonian | T.3Cy.21",33"&55"-36" 181NHP | | C |
| *Now "Florida," see No. 88059 in Supplement* | | | | | | | | | | P18'B169'F33' | | | *WB* | A/S FrichsAarhus | | |
| ESGR | D.F. 1*Dk* | 1054 | | | | | | | | | | | | | | |
| 83364 | **Signeborg** | 1360 | | | | | 1939 | Nylands Verksted Oslo | RederiA/BRagne (RagnarNilsson, *Mgr.*) | 252·2 | 41·2 | 14·4 | Västervik Swedish | C.2Cy.16¾"&33⅞"-33⅞"& LPturbine with DRgearing &hydraulic coupling 54NHP | | N |
| 8380 | *Fitted for oil fuel* | 1089 | | | | | | | | | | | *WB* | | | |
| SMGN | Wireless *Cruiser Stern* 1*Dk&Shelter Dk* | 705 | | | | | | | | | | | | NylandsVerksted,Oslo | | |
| 83365 | **Signfred** (*ex*Carriden) | *666* | ✠ | Osl | *i* | | 1903 | G.Brown &Co. Greenock | Verkebäcks Ångf. Aktieb.(Ruben Olsson, *Mgr.*) | 180·6 | 29·2 | 11·1 | Verkebäck Swedish | T.3Cy.15",25"&40"-27" 99NHP | 13 *in* 4 | V |
| 5390 | *ss*Lth.No.2–12 | *451* | 11,15 | | | | 8mo | | | P11'Q45'B44'F23' | | FK | | | | † |
| SGHU | *Well deck* 1*Dk*(*Stl-ptws*) | *327* | | | | | | | *WB = Cell DBa42'* | *uE13'f77'146t FPT* | | | 4*BHCem* | 1SB,*3cf*,GS47,HS1660 | | |
| | | | | | | | | | | | | | 30*t APT10t* | Muir&Houston,Ld.Gls. | | |
| 83366 | **Sigrid** | 1809 | ✠100A1 | Tln | *r* | CL | 1910 | A.Vuijk& Zonen Capelle a/d Ysel | KäsmuLaeva-Omanikud (O. Tiedemann, *Mgr.*) | 271·0 | 39·1 | 17·4 | Käsmu Estonian | T.3Cy.20",33"&54"-36" (*s*) 160lb 190NHP | 19 *in* 10 | |
| 890 | (*ex*Boomberg–33) *ss*Tln.2ndNo.3–4,35 | 1556 | 8,39 | | | 3,39 | 3mo | | | 284·0(O.L.) | | | | | s 2 *in* 8½ | |
| ESCT | *ss*Tln.No.1–39 | 1079 | | ✠LMC1,39 | | | | | | P18'B66'F27' | | FK | 4*BHCem* | 2SB,*6pf*,GS99,HS3078 | 17 *in* 3 | |
| | 1*Dk*(*Stl*)*&deep framing* | | BS7,40 | | | | *Lloyd's SA&CP* | | | *Cell DBa80'uE16'* | | | *f* 120'522*t* | G.T.Grey,SouthShields | | |
| | | | | | | | | | | | | | *APT60t* | | | |
| 83367 | — | 1224 | ✠100A1 | Skm | *n* | CL | 1928 | Ardrossan Dckyd.Ld. Ardrossan | A/B Oljetransport O/Y | 216·8 | 36·7 | 14·7 | Helsingfrs Finnish | Oil Engines 4S.C.SA 6Cy.18¼"-35⅞" | 15 *in* 0 | |
| | *Oil Eng.* | 944 | 3,40 | | | 6,39 | 11mo | | | 206·7 | | | 10*BHpt Cem* | DB*150lb* 189NHP | s ¾ *in* 9½ | |
| OHCB | *ss*Hfs.No.2–37 | 463 | | ✠LMC CS7,37 | | | *Lloyd's SA&CP* | | | Q71'F45' | | FK | *Trunk* 91' | Hwthrn,Leslie&C.Ld.Nwc. | 14 *in* 4½ | |
| | Wireless D.F. 1*Dk*(*Stl*)*&Web frames* | | DBS6,39 | 5,36 | | | | | | *Cell DBu E44'68t FPT* | | | 36*t APT13t* | | | |
| | *Mchy.Aft* *Cruiser Stern* | | | | | | | | | | | | | | | |
| | *Strengthened for navigation in ice* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 83368 | — | 1196 | ✠ ... | | | | 1917 | Kjöbnhvns Flydk.&Skbs Copenhagen | D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*) | 239·9 | 35·7 | 14·5 | Copnhagn Danish | T.3Cy.15",24"&40"-27" 98NHP | 17 *in* 3 | V |
| | *ss*Cpn.No.2–26 | 999 | 7,30 | | | | 12mo | | | P27'B54'F25' | | FK | *WB* | KjbnhavnsFlydk.&Skbsv. | | † |
| OULB | 1*Dk* | 729 | | | | | | | | | | | | | | |
| 83369 | — | *1091* | | | | | 1900 | FevigsJrn-skibsbyggeri Fevig | Rederi.A/B Allan (HarryPersson) | 230·3 | 34·0 | 13·4 | Landskrna Swedish | T.3Cy.16½",27"&44"-30" | | V |
| 7079 | (*ex*Magnar,*ex*Ekstrand,*ex*Dagfred) | *854* | | | | | | | | Q126*t* | B58'H8*t* | F32*t* | *WB* | SirC.Furness, Westgarth&Co.Ld.Mdb. | 106NHP | |
| SGID | 1*Dk* | *648* | | | | | | | | | | | | | | |
| 83370 | — | *965* | | | | | 1920 | N.V.Holland SB.Co Hendrik-Ido-Ambacht | A/S Djerv (Bachke &Co. *Mgrs.*) | 216·3 | 34·5 | 13·1 | Trndheim Norwegian | T.3Cy.15",25"&40"-27" 83NHP | | N |
| | (*ex*Nystrand) | *812* | | | | | | | | P25*t* | Q59*t* | H62*t* F34*t* | *WB* | Machinefabrik,Kinderdijk | | |
| LEUL | 1*Dk* | *570* | | | | | | | | | | | | | | |
| 83371 | **Sigrid Matthiessen** (*ex*Gulli, | *974* | | | | | 1903 | Laxevaags Msk.&Jrnskb Bergen | RederiA/B Jamaica (Sven Salén, *Mgr.*) | 215·4 | 32·7 | 12·7 | Stockholm Swedish | T.3Cy.16",25½"&43"-30" 101NHP | | V |
| 7404 | *ex*Vera) | *746* | | | | | | | | Q115*t* | B51*t* | H29*t* F32*t* | *WB* | LaxevaagsMsk.&Jrns.Bgn | | |
| SFVA | Wireless 1*Dk* | *567* | | | | | | | | | | | | | | |
| 83372 | **Sigrid Reuter** Twin Sc | 5551 | | | | | 1926 | A/B Gotaverken Gothenburg | RederiA/BReut (HakonReuter, *Mgr.*) | 381·0 | 55·2 | 30·0 | Gothenbrg Swedish | Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP | | N |
| | (*ex*Raila–40) D.F. *Oil Eng.* | 4809 | | | | | | | | P318*t* | H346*t* | F78*t* | *WB* | A/BGötaverken,Got. | | |
| | *Mchy.Aft* *Cruiser Stern* 1*Dk* | 3206 | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 201 *40 | | | | | | | | | | | | | | | | |
| 83373 | **Sigrun** (*ex*Vagn) | 1337 | ✠100A1 | Mch | *p* | OG | 1904 | Sunderlnd S.B.Co.Ld. Sunderland | DetForenede DampskibsSelsk. | 240·0 | 36·5 | 16·8 | Middelfart Danish | T.3Cy.18",29"&48"-33" (*s*) 160lb *100lb* 141NHP | 19 *in* 0 | |
| | *ss*Cpn.2ndNo.3–1,29 | 1191 | 2,40 | | | N2,40 | 5mo | | | P19'B64'F27' | | FK | 4*BHCem* | 1SB,*3pf*,GS62,HS2255 | s 2 *in* 4 | |
| OULC | *ss*Els.No.2–38 | 799 | BS3,39 | ✠LMC2,38 | | | *Lloyd's SA&CP* | | *Cell DBa* | *&uE86'f98'339t FT* | | | *T59t APT6t* | N.E.MarineEng.Co.Ld.Sld | 16 *in* 10 | |
| | 1*Dk*(*Stl*)*&deep framing* | | | | | | | | | | | | | | | |
| 83374 | **Sigulda** (*ex*GeneralShobelew, | 1999 | | | | | 1900 | Bonn& Mees Rotterdam | SeebergBros. | 269·0 | 39·0 | 19·0 | Riga Latvian | T.3Cy.21",35"&57"-39" 203NHP | | V |
| 104 | *ex*Texel) | 1668 | | | | | | | | Q108' | | | | | | |
| YLAS | 1*Dk&pt Awng dk* | 1260 | | | | | | | | *pt Awng dk156'* | | | *WB* | Blair&Co.Ld.Stockton | | |
| 83375 | **Sigurd Hund** (*ex*Sulitjelma–35, | 549 | | | | | 1925 | NVSchpsw v/h J.Th.Wilmink&Co. Groningen | A/SNordlands-linjen (O.Jacobsen, *Mgr.*) | 159·3 | 27·2 | 11·4 | Harstad Norwegian | T3Cy12⅝"19 7/16"&33½"-19 7/16" | | N |
| | *ex*Treue) | 388 | | | | | | | | P63*t* | Q35*t* | H5*t* F27*t* | *WB* | N.V.Machfbr.Fulton,Hgz. | 48NHP | |
| LEZM | 1*Dk* | 294 | | | | | | | | | | | | | | |
| 56/40 | | | | | | | | | | | | | | | | |
| 83376 | **Sigurd Jarl** Ⓟ | 924 | | | | | 1894 | AkersMek. Verksted Oslo | DetNordenfjeldske Dampskibsselskab | 198·4 | 29·1 | 14·9 22·1 | Trndheim Norwegian | T.3Cy.20",32"&52"-30" NB08 148NHP | | |
| | | 510 | | | | | | | | H80*t* | | | *WB* | AkersMek. Verksted,Oslo. | | |
| LEUN | Wireless D.F. 1*Dk&Awng dk3tr B* | 524 | | | | | | | | | | | | | | |
| 83377 | **Sigurds Faulbaums** | 3256 | ✠ | Lie | *u* | | 1913 | J.Blumer& Co. Sunderland | MaxFaulbaum SteamshipLine | 331·0 | 47·7 | 22·5 | German 5*BHCem* | T.3Cy.24",39"&65"-42" 303NHP | 24 *in* 6 | |
| | (*ex*Nordeflinge–37, *ss*Lie.2ndNo.3–4,39 | 2992 | 4,39 | | | | 4mo | | | P26'B95'F33' | | FK | | 2SB,*6cf*,GS130,HS4736 | | |
| | *ex*Anglet, 1*Dk*(*pt Irn pt Stl*) | 2011 | | | | | | | *Cell DBa1* | *12'uE&B42'f132'8* | | | *46t APT168t* | J.Dickinson&Sons,Ld Sld. | | |
| | *ex*Dinglebank) | | | | | | | | | | | | | | | |
| 83378 | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre assigné dans les limites d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté, si non déjà dans le L. R. Durée Cert. Hull Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83379 8379 SGDW | **Sigvard** (*ex*Dollard-39) Wireless | *Oil Eng.* 2 *Dks* *Cruiser Stern* | *356* *247* *118* | | | | | 1939 | Gebr. van Diepen Waterhuizen | RederiA/B Staffan (J.Haag, *Mgr.*) | 162·9 | 28·4 | 8·0 | Gävle Swedish *WB* | Oil Engines 4S.C.SA 8Cy.11″–17½″ 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | | C |
| 83380 3132 SJEA | **Sigyn** *ss*Skm.2ndNo.3–11,22 *ss*Skm.No.1–27 1 *Dk & deep framing* | | *1981* *1773* *1129* | ✠ … 1,32 | | | | 1897 11mo | Campbeltown S.B.Co. Campbeltwn | Rederi A/B Sigyn (H.Lundgren) | 280·2 P29′B54′F81′ | 40·5 | 19·0 FK | Hlsingborg Swedish *WB* | T.3Cy.21½″,33½″&53″–36″ 174NHP Hutson&Son,Glasgow | 21 ″ 8 | V † |
| 83381 8358 SFRM | — (*ex*Aegir-39) D.F. | *Oil Eng.* 1 *Dk & Shelter dk* *Cruiser Stern* | *395* *259* *114* | ✠100A1 *with freeboard* ~~2,10~~ ~~7,39~~ 9,40 | Lkr Skm | *i* | ~~7,39~~ 06 3,40 LMC4,39 | 1939 4mo | J.Koster Hzn.Schpsw. "Gideon" Groningen *Lloyd's SA&CP* | RederiA/B Staffan (J.Haag, *Mgr.*) *Cell DB* 123′167*t* *DTa* 9′ | 165·8 175·3 (O.L.) *MT* 9′40*t* 19*t* *FPT* 41*t* *APT* 9*t* | 28·9 | 7·7 FK *BHCem* *Coll to Sh dk* 3 ,, 2*nd* ,, ) | Gävle Swedish *WB* | Oil Engines 4S.C.SA 8Cy.11½″–16⅛″ 98NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 10 ″ 2 s ″ 2 10 ″ 1½ | |
| 83382 7394 SGIO | **Siirto** (*ex*Ferm,*ex*Alcides, *ex*WilhelmBiesterfeld) Wireless D.F. 1 *Dk* | | *843* *605* *420* | | | | | 1921 | D.W.Kremer Sohn Elmshorn | A/B Svenska Ostasiatiska Kompaniet (G.Borin, *Mgr.*) | 193·1 Q63*t*H65*t*F33*t* | 31·0 | 12·3 | Gothenbrg Swedish *WB* | T.3Cy.14½″,23½″&37⅝″–25½″ 72NHP Steen&Kaufmann,Elmshrn. | | V |
| 83383 34428 JCKC | **Sikisan Maru** (*ex*ShikisanMaru–38, *ex*Thistleros) *ss*TamaNo.3–6,37 D.F. 1 *Dk(Stl) & Shelter dk(Stl)* | *Oil Eng.* | 4725 4163 2708 | ✠100A1 *with freeboard* ~~5,10~~ ~~1,38~~ 2,41 LMC CS6,37 DBS ~~4,39~~ 6,40 ~~6,38~~ 6,40 | Tama | *z* | CL 6,38 | 1925 3mo | D&W Henderson&Co.Ld Glasgow *Lloyd's SA&CP* | MitsuiBussan Kaisha,Ld. *Cell DB* 334′1146*t* *DT* *f* 33′1172*t* | 400·2 F37′ | 53·3 FK | 26·2 *Coll* *FPT* 254*t* *APT* 283*t* | Kobe Japanese *7 BHptCem* *BH to Sh dk* 6 ,, ,, 2*nd* ,, | Oil Engines 4S.C.SA 6Cy.29⅛″–59½₆″ 489NHP DB *100lb* Harland&Wolff,Ld.Gls. | 26 ″ 3 s 3 ″ 0½ 23 ″ 5½ | |
| 83384 EAJC | **Sil** *ss*Bbo.No.3–6,40 ~~*ss*Bwy.No.2–37~~ 2 *Dks(U dk–Stl)* *Ref. Mchy.* | *Oil Eng.* | 2522 1849 1375 | ✠100A1 *with freeboard* ~~5,10~~ ~~8,09~~ 9,11 LMC CS7,40 DBS 7,40 7,38 | Bbo Bcl | *s* | CL ~~7,00~~ 6,10 | 1928 8mo | Cia Euskalduna deConst Bilbao *Lloyd's SA&CP* | ~~MiguelM.de.~~ ~~Pinillos~~ Cia.Maritima Frutera,S.A. | 290·0 304·6 (O.L.) B98′F35′ *Cell DB* 248′347*t* | 42·2 | 21·0 FK *5 BH* *APT* 16*t* | Cadiz Spanish DB *100lb* Gebr.Sulzer A.G. Ludwigshafn | Oil Engines 2S.C.SA 5Cy.23⅝″–41⅜″ 487NHP | 23 ″ 3 s 5 ″ 3½ 18 ″ 0½ | |
| 83385 OUIP | **Sildberin** (*ex*ChristianB.–39, *ex*Maja–38) 1 *Dk* | | 377 272 214 | | | | | 1890 | Helsingörs Skibsbyggeri Elsinore | P.Chr.Holm Jacobsen *WB* | 149·0 Q57*t*B22*t*F13*t* | 24·1 | 10·9 | Thorshavn Faroe Islds Danish | C.2Cy.19″&35″–21″ 47NHP Helsingörs Maskinbyggeri | | V |
| 83386 LCXP | **Sildra** D.F. 2 *Dks* *Mchy. Aft* *Carrying Petroleum in bulk* | *Oil Eng.* | 7313 6761 4307 | | | | | 1927 | F.Schichau Danzig | A/R Seljan (Wilh.& Paul Jebsen, *Mgrs.*) *Cell D Ba* 119′ *u E & B* 42′ *f* 144′1034*t* *FPT* 88*t* *APT* 99*t* | 441·6 P372*t*H180*t* | 57·4 | 34·2 | Bergen Norwegian | Oil Engines 2S.C.SA 6Cy.23⅝″–41⅜″ 540NHP F.Schichau,Elbing | | C |
| 83387 75 ICAA | **Sileno** Ⓟ (*ex*Orvieto–35,*ex*Orsova) *ss*Sba.No.3–2,20 *ss*Shl.No.2–29 D.F. 1 *Dk(Stl) & deep framing* | | 3567 3324 2236 | ✠ — 3,36 | Sld | *w* | | 1907 10mo | R.Craggs &Sons,Ld. Middlesbro' | BiagioBorriello (Lauro&Montella, *Mgrs.*) | 370·7 350·0 P31′B101′F35′ | 49·5 49·7 | 23·6 23·4 FK | Torre del Greco Italian *6 BHCem* *88t APT 99t* | T.3Cy.23½″,39″&66″–45″ 322NHP 3SB,*9cf*,GS122,HS5034 N.E.MarineEngCoLd.Nwc | 25 ″ 10 | I † |
| 83388 218972 | **Siletz** Sub.Sig. | *Fitted for oil fuel* 2 *Dks* | 5757 5248 3560 | | | | | 1919 | Columbia RiverSBCorp Portland,Or. | UnitedStates Maritime Commission | 410·0 P44′B115′F46′ | 54·2 | 27·6 *WB* | Portlnd,Or Utd.States | DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| 83389 PKFS | **Silindoeng** (*ex*AdriaanStoop) *ss*Sba.No.1–28 *Well deck* 1 *Dk* *Cruiser Stern* | | 1793 1315 947 | ✠ … 9,32 | | | | 1924 9mo | Maats. Fyenoord Rotterdam | N.V.Koninkl. Paketv.Maats. | 250·3 P18′Q134′B on Q50′ F20′ | 40·7 FK | 16·3 *WB* | Batavia Dutch | T.3Cy.17½″,29″&46″–39″ 220NHP Maats.Fyenoord,Rot. | 18 ″ 3 | V † |
| 83390 OFEA | **Silja** *Mchy. Aft* 1 *Dk* *Cruiser Stern* | *Oil Eng.* | 393 246 161 | | | | | 1939 | NV Schpsw "Voornitgang" Foxhol | Suomen Moottorilaiva O/Y (L.G.W. Boxberg *Mgr.*) | 138·1 P51′B77′F23′ | 25·4 | 8·5 *WB* | Helsingfrs Finnish | Oil Engines 4S.C.SA 6Cy.11½″–16⅛″ 74NHP Mtrn Werke Mannheim A G | | C |
| 83391 8310 SLQN | **Siljan** (*ex*Pilton–38) *ss*Cff.No.3–5,35 1 *Dk(Stl)* | | *3058* *2788* *1798* | ✠ … 12,38 | Bry | *u* | | 1920 1mo | Tyne I.S.B. Co.Ld. Newcastle | RederiA/B Sigyn (H.Lundgren, *Mgr.*) *Cell D* | 328·0 P33′B101′F29′ *B* 284′734*t* *FPT* 110*t* | 46·8 FK | 22·9 *5 BHptCem* *APT* 123*t* | Hlsngborg Swedish | T.3Cy.25″,41″&68″–45″ 358NHP 3SB,*9cf*,GS155,HS5829 N.E.MarineEng CoLd Nwc | 25 ″ 6 | V † |
| 83392 LCXO | **Siljestad** 1 *Dk & Shelter dk* | *Oil Eng.* | 4301 3827 2519 | | | | | 1927 | Akt.Burmeistr&Wain Copenhagen | Skibs A/S Siljestad (A.F.Klaveness& Co.A/S) | 376·5 P62*t*B87*t*H249*t* F28*t* | 53·8 | 23·6 *WB* | Oslo Norwegian | Oil Engines 4S.C.SA 6Cy.29½″–59⅛″ 489NHP Akt.Burmeistr&Wain,Cpn | | N |
| 83393 OZWC | **Silkeborg** 1 *Dk* | | 1806 1600 1101 | | | | | 1915 | Fredrkstad Mek.Værks. Fredrikstad | A/S D/S Danebrog C.K.Hansen, *Mgr.*) | 265·0 P22′B71′F29′ | 42·2 | 17·6 *WB* | Copnhagn Danish | T.3Cy.20½″,33″&56″–36″ 188NHP Fredrikstad M.V.Frdstad. | | N |
| 83394 145485 GDKR | **Silksworth** *ss*Kob.No.3–8,35 *ss*Shi.No.1–39 D.F. 1 *Dk(Stl) & Shelter dk(Stl)* | | 4921 4569 2961 | ✠100A1 *Shelter dk* *with freeboard* ~~3,40~~ ~~11,39~~ 8,41 LMC11,39 BS ~~8,40~~ 8,41 | Shi HKg | *z* | CL ~~8,39~~ 8,40 | 1922 4mo | Richardsn, Duck&Co.Ld Stockton *Lloyd's SA&CP* *Cell D Ba* 1 | Foreign Investments,Ld. 21′ *u E* 26′ *f* 184 | 415·2 1264*t* *DTa* 30′ 1116*t* | 53·3 | 25·6 FK *Collision Bhd* 6 ,, ,, *U* ,, | Shanghai British *Cem* *BHtoSh dk* | T.3Cy.28″,46″&75″–51″ (*s*) 180lb 587NHP 3SB,*9cf*,GS189,HS8925 FD Blair&Co.Ld.Stockton | 28 ″ 3 s 3 ″ 1½ 25 ″ 4½ | |
| 83395 123 IUIS | **Silva** (*ex*Smaragd,*ex*Hanchen, Iron *ex*Dovre) *Well deck* *ss*Apl.2ndNo.3–7,16 *ss*Apl.No.2–26 1 *Dk 2 tr B* | | 488 376 266 | ✠ … 8,29 | | | | 1889 10mo | E.Finch& Co.Ld. Chepstow | A.Alfino&Figli | 167·6 160·0 Q74′B16′F26′ | 25·0 | 12·5 *WB* | Catania Italian | T.3Cy.12″,20″&32″–24″ 70NHP E.Scott&Co.Newcastle | 13 ″ 6 | I † |
| 83396 CSBN | **Silva Gouveia** (*ex*MaxWeidtman, *ex*Taunus) *ss*Lis.No.3–8,38 Sub.Sig. Wireless 1 *Dk* | | 893 695 511 | 100A– 10,39 BS ~~10,39~~ 10,40 LMC8,38 | Lis | | CL 8,38 | 1922 | Schiffsw.(v J.&Sch.)A.G. Hamburg | Soc.Geral de Com. Ind.&Transp.Lda. | 209·5 221·3 (O.L.) B56′Q64′F25′ *Cell DB* 171′299*t* *FPT* 20*t* *APT* 8*t* | 31·9 | 12·9 FK *4 BHCem* | Lisbon Portuguese | T.3Cy.16½″,26⅛″&43⅞″–27½″ 170lb (*s*) 120NHP 2SB(Spt),*4cf*,GS66,HS2056 Dresdener Maschfb.A.G. Uebigau | 15 ″ 3 s ″ 10½ 14 ″ 6½ | |
| 83397 81 IBTY | **Silvano** (*ex*Nirvo–38,*ex*Irish Monarch) D.F. 2 *Dks* | | 4234 4030 2676 | | | | | 1906 | Napier& Miller Glasgow | BiagioBorriello (Lauro&Montella, *Mgrs.*) | 385·4 P37′B104′F38′ | 48·7 | 27·2 *WB* | Torre del Greco Italian | T.3Cy.27″,44″&73″–48″ 369NHP D.Rowan&Co.Glasgow | | C I |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83398 LKAI | **Silvaplana** | *Oil Eng.* 1 *Dk & Shelter dk Cruiser Stern* | 4793 4106 2824 | | | | | 1938 | Kockums M.V.Aktieb. Malmö | HenryTschudis TankrederiA/S (Tschudi&Eitzen, *Mgrs.*) | 409·8 P30′ | 55·7 F34′ | 25·5 | Oslo Norwegian *WB* | Oil Engines 2S.C.DA 5Cy.23⅝″–43-5/16″ 970NHP KockumsM.V.Akt.Malmö | | N |
| 83399 114186 VOBS | **Silver City** (*ex*Steamer–39) *Mchy. Aft Well deck* | *Oil Eng.* *ss*Bel.2ndNo.3–10,26 1 *Dk* | 381 227 309 | ✠ — 2,32 ✠ | NFL | *e* | | 1901 5mo | Ardrossan D.D.&S.B.Co. Ld Ardrossan | JobBros.&Co.Ld. | 134·8 Q70′B14′F20′ | 23·1 | 10·0 FK | SJhnsNFL British *3 BHCem FPT* | Oil Engines 4S.C.SA 6Cy.5¾″–6⅜″ 20NHP *Emade31fitted39* SterlingE.Co.Buffalo,N.Y. | 10 ″ 9 | |
| 83400 165124 MPXP | **Silver Coast** (*ex*Ngarua–40) *Mchy. Aft* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 606 361 318 | ✠100A1 ~~Liv~~ 12,40 ✠LMC1,38 | Hul Bel | *h* | N1,40 | 1938 1mo | N.V.T. van Duijveudijk's Schpsw. Lekkerkerk *Lloyd's* | MerchantsLine, Ld. *CellDB* | 162·5 170·0(O.L.) P45′Q102′F17′ 102′ 163*t* | 28·8 FK *FPT* | 9·6 54*t A* | S'thamptn British *3 BHCem PT* | Oil Engines 2S.C.SA 6Cy.9 3/16″–16 7/16″ 102NHP Atlas-DieselA/B,Skm. | 11 ″ 10 s 4 ″ 2 11 ″ 5¾ | |
| 83401 218615 KIRG | **Silver Sword** (*ex*NewBritain–34) *Fitted for oil fuel* 1 *Dk* | | 4937 — 8122 | | | | | 1919 | Downey S.B.Co. Arlingt'n N.J | SwordS.S.Line, Inc. | 386·8 | 52·2 | 27·4 | NewYork Utd. States | T.3Cy.24″,40″&70″–48″ DowneyS.B.Co. 338NHP Arlington,N.J. | | R |
| 83402 216304 KFKI | **Silverado** *Mchy. Aft* | *Fitted for oil fuel* 2 *Dks* | 2249 — 1308 | | | | | 1918 | L'ngBeach S.B.Co. LongBeach, Cal. | SilveradoS.S.Co. | 245·6 | 42·0 | 24·1 | S.Frncisco Utd. States *WB* | T.3Cy.19″,35″&46″–26″ *Emade06refitted18* 108NHP Watt&Hinds,NewYork | | R |
| 83403 149720 GMST | **Silverash** D.F. *Ref.Mchy.* | *Oil Eng.* *ss*Sld.No.3–1,40 3 *Dks* *Cruiser Stern* *Tonnage opening closed '40* | 7750 7165 4801 | ✠100A1 *with freeboard* 8,40 ~~1,40~~ DBS7,39 ✠LMC1,40 ✠Lloyd'sRMC~~1,40~~ 12,40 *Carrying oil fuel in forward & after* | Sld HKg DBS9,40 | *b*† | CL 6,39 *Kerosene peak tanks* | 1926 9mo *Lloyd's* | JLThomp-son&Sons,Ld. Sunderland *sA&CP* *CellDB361′* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) 1416*t DT* *F.P.a ks & de* | 425·6 1416′ *DT* 34·9 F46′ *above 150° F. ep tanks* | 58·3 s53′2238*t* | 24·7 FK *FPT244t APT328t* | London British *8 BHpt Cem (Coll to Wdk* 7 ,, 2*nd* ,,) | Oil Engines 2S.C.SA 4Cy.26¾″–107″ 882NHP ~~DB(*upr.*)~~ DB*120lb* ~~W.Doxford&Sons,Ld.Sld.~~ NDB40–*10lb* W.Doxford&Sons,Ld.Sld. | 38 ″ 6 s12 ″ 11 25 ″ 9¾ | |
| 83404 148621 GLMD | **Silveray** D.F. | *Oil Eng.* *ss*N.Os.No.3–12,37 1 *Dk (Stl) & Shelter dk (Stl) Cruiser Stern* | 4535 4012 2626 | ✠100A1 *with freeboard* ~~10,40~~ ~~9,30~~ 12,40 ✠LMC CS7,38 DBS~~1,40~~ 3,41 9,39 | Vcr ~~Mch~~ | *a*† | CL N11,38 | 1925 7mo *Lloyd's* | JLThomp-son&Sons,Ld Sunderland *sA&CP* *CellDB343′* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) 1253*t DT* | 395·7 a26′956*t D* | 57·0 P27′B173′F42′ *Tf* | 23·4 FK 31′ 1146*t* | London British *8 BHpt Cem (Coll to Shdk* 7 ,, 2*nd* ,,) *FPT251t APT246t* | Oil Engines 2S.C.SA 3Cy.22⅛″–91-5/16″ 480NHP NDB36+*10lb* DB*120lb* W.Doxford&Sons,Ld.Sld. | 25 ″ 10 s 2 ″ 4½ 23 ″ 8¼ | |
| 83405 149744 GMSX | **Silverbeech** D.F. *Ref.Mchy.* | *Oil Eng.* *ss*Vcr.No.3–11,39 1 *Dk (Stl) & Shelter dk (Stl)* 3*rd dk (Stl) in holds Cruiser Stern* | 5319 4837 3324 | ✠100A1 *with freeboard* 12,40 ~~1,40~~ ✠LMC CS11,38 DBS~~1,40~~ 12,40 6,38 3,39 ✠Lloyd'sRMC~~11,40~~ 5,40 for temp. 20° F. *Carrying oil fuel in forward & after* | Sba Vcr | *b*† | CL 1,40 *Kerosene tanks & deep tanks* | 1926 11mo *Lloyd's* | SirJ.Laing &Sons,Ld. Sunderland *sA&CP* *CellDB361′* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) 1416*t DT* | 425·6 443·0(O.L.) F46′ *s53′ 2238t* | 58·3 FK *FPT244t* | 24·7 London British *8 BHpt Cem (Coll to Shdk* 7 ,, 2*nd* ,,) *APT328t* | Oil Engines 2S.C.SA 4Cy.26¾″–107″ 882NHP ~~DB(*upr.*)~~ DB*120lb* ~~W.Doxford&Sons,Ld.Sld.~~ NDB40–*10lb* W.Doxford&Sons,Ld Sld | 29 ″ 0 s 3 ″ 5 25 ″ 9¾ | |
| 83406 149851 GMVJ | **Silverbelle** D.F. *Ref.Mchy.* | *Oil Eng.* *ss*Sng.No.3–6,40~~*ss*Cal.No.3–35~~ 1 *Dk (Stl) & Shelter dk (Stl)* 3*rd dk (Stl) in holds Cruiser Stern* | 5302 4828 3091 | ✠100A1 *with freeboard* 12,30 ~~6,30~~ 6,40 ✠LMC CS~~11,36~~ DBS12,40 1,37 ✠Lloyd'sRMC~~11,30~~6,40 for temp. 20° F. *Carrying oil fuel in forward & after* | Sng | *b*† | CL 11,37 *Kerosene tanks & deep tanks* | 1927 7mo *Lloyd's* | JLThomp-son&Sons,Ld Sunderland *sA&CP* *CellDB361′* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) 1416*t DT* | 425·6 *s53′2238t* | 58·3 F46′ *FPT244t* | 24·7 FK | London British *8 BHpt Cem (Coll to Shdk* 7 ,, 2*nd* ,,) *APT328t* | Oil Engines 2S.C.SA 4Cy.26¾″–107″ 882NHP DB*120lb* NDB38–*10lb* W.Doxford&Sons,Ld.Sld. | 29 ″ 0 s 3 ″ 5 25 ″ 9¾ | |
| 83407 147694 GKFP | **Silvercedar** D.F. *Tonnage opening closed '41 (W.E.)* | ~~*ss*Cal.No.1–40~~ *Oil Eng.* *ss*N.Os.No.3–8,36 1 *Dk (Stl) & Shelter dk (Stl) Cruiser Stern* | 4354 4070 2637 | ✠100A1 *with freeboard* 5,40~~7,30~~ 5,40 ✠LMC CS~~8,36~~ DBS~~6,30~~ 8,40 ~~8,36~~ 1,39 *Carrying oil fuel in forward & after* | Alx Cal | *y* | CL 1,39 *above 150° F. peak tanks* | 1924 7mo *Lloyd's* | W.Doxford &SonsLd. Sunderland *sA&CP* *CellDB* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) 322′ 1011*t DT* | 375·0 *f*26′9 | 52·6 76*t* | 25·7 FK *FPT140t* | London British *7 BHpt Cem (Coll to Shdk* 6 ,, 2*nd* ,,) *APT220t* | Oil Engines 2S.C.SA 3Cy.21¼″–85″ 417NHP DB(S)*100lb* NDB40(P)*100lb* W.Doxford&Sons,Ld.Sld. | ~~28 ″ 3~~ ~~s 3 ″ 0½~~ ~~25 ″ 5~~ 36 ″ 4 s10 ″ 1½ 26 ″ 5 | |
| 83408 147648 GKFN | **Silverelm** D.F. *Tonnage opening closed '41 (W.E.)* | *Oil Eng.* *ss*NYk.No.3–8,35 *ss*Cal.No.1–39 1 *Dk (Stl) & Shelter dk (Stl) Cruiser Stern* | 4351 4070 2637 | ✠100A1 *with freeboard* 10,40 ~~10,00~~ ✠LMC CS4,40 DBS~~4,40~~3,41 11,38 *Carrying oil fuel in fore & after* | Cal Liv | *y* | CL 6,38 *above 150° F. peak tanks* | 1924 5mo *Lloyd's* | W.Doxford &Sons,Ld. Sunderland *sA&CP* *CellDB322′* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) 971*t D* | 375·0 *Tf*25′976*t* | 52·6 | 25·7 FK *FPT140t* | London British *7 BHpt Cem (Coll to Sh dk* 6 ,, 2*nd* ,,) *APT220t* | Oil Engines 2S.C.SA 3Cy.21¼″–85″ 417NHP 2DB*100lb* W.Doxford&Sons,Ld.Sld. | ~~28 ″ 3~~ ~~s 3 ″ 0½~~ ~~25 ″ 4½~~ 36 ″ 4 s10 ″ 1½ 26 ″ 5 | |
| 83409 137436 MFXC | **Silverfield** 3Mst *Mchy. Aft Well deck* | *ss*Liv.No.3–8,27 *ss*Liv.No.2–36 1 *Dk (Stl)* | 426 306 161 | ✠100A1 Liv Examined ~~5,40~~6,41 ✠NB9,38 ✠LMC MS5,40 | Liv | *g* | CL 4,40 | 1915 3mo *Lloyd's* | LythamS. B.&E.Co.Ld. Lytham *sA&CP* | ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) | 142·5 Q85′B9′F23′ BK 6½″ *DT f*16′33*t* | 26·0 | 11·5 | Liverpool British 180lb 88RHP 1SB,*3cf*,GS45,HS1444 *ABHCem APT6t* | T.3Cy.14″,22″&38″–24″ (*s*) 12 ″ 6 s 3 ″ 11 12 ″ 11 LythamS.B.&E.Co.Ld.Lyt | | |
| 83410 147675 GKTC | **Silverfir** D.F. | ~~*ss*Bkn.No.1–40~~ *Oil Eng.* *ss*N.Os.No.3–8,35 1 *Dk (Stl) & Shelter dk (Stl) Cruiser Stern* | 4347 4070 2636 | ✠100A1 *with freeboard* 5,40~~12,30~~ ~~✠LMC CS1,37~~ ~~10,40~~ DBS~~7,30~~ 8,40 ~~10,30~~ 7,39 *Fitted for carrying oil above 150° F in fore & after peak tanks* ✠LMC CS10,40 5,40 | Sng Bkn | *y* | CL N8,38 *fuel 2,30 F. P.* | 1924 6mo *Lloyd's* | W.Doxford &Sons,Ld. Sunderland *sA&CP* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) | 375·0 391·2(O.L.) F30′ *Duct keel f*127′ *CellDB322′971t D* | 52·6 | 25·7 FK *Tf*25′976*t F* | London British *7 BHpt Cem (Coll to Sh dk* 6 ,, 2*nd* ,,) *PT140t APT220t* | Oil Engines 2S.C.SA 3Cy.21¼″–85″ 417NHP 2DB*100lb* W.Doxford&Sons,Ld.Sld. | 28 ″ 3 s 3 ″ 0½ 25 ″ 4½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné ou maintenant expiré. Lettre d'équivalent. | 7a Date de la dernière visite de l'hélice porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pes. | 15 Registres où coté, si ce n'est dans le Lt. pl. Dans le Cert. II. a/Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83411 149850 GMVK | **Silverguava** | *Oil Eng.* D.F. *ss*Sng No.3–9,39 ~~*ss*Cal.No.2–39~~ *Ref.Mchy.* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) 3*rd dk*(*Stl*) *in holds* *Cruiser Stern* | 5305 4828 3094 | ✠100A1 *withfreeboard* ~~6,40~~ 1,39 2,41 for temp. 20° F. *Carrying oil in forward & after* | Cal ~~Lmo~~ Ycr ~~5,40~~ 5,40 ✠LMC CS8,38 DBS9,39 ~~4,38~~ 4,40 ✠Lloyd'sRMC ~~5,40~~ 5,40 *fuel or Kerosene peak tanks* | *b*† | CL 8,38 N2,41 *F.P.above 150° F. tanks & deep tanks* | 1927 6mo *Lloyd's* | Sir.J.Laing &Sons,Ld. Sunderland *A&CP* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB361'1416t DTs53'2238t FPT244t* | 425·6\|58·3\|24·7 441·8(O.L.) F46′ FK *Coll BH to Sh dk* 7 „ „2nd „ *APT328t* | London British *8BHptCem* | Oil Engines 2S.C.SA 4Cy.26½″–107″ 882NHP *NDB30–10lb DB120lb* W.Doxford&Sons,Ld.Sld. | 29 ″ 0 ~~3 ″ 5~~ 25 ″ 9½ |
| 83412 147710 GKDV | **Silverlarch** | *Oil Eng.* D.F. *ss*Sld.No.3–7,35 *ss*NOs.No.1–39 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) *Cruiser Stern* *Tonnage opening closed'41(W.E.)* | 5064 4629 3189 | ✠100A1 *withfreeboard* 4,40 ~~8,40~~ *Carrying oil in after peak t* | NOs Sng ✠LMC CS8,39 ✠NE5,36 7,38 DBS ~~7,38~~ 8,40 *F.P.above 150° tank & deep tanks* | *a*† | CL N8,39 F. | 1924 8mo *Lloyd's* | Swan,Hunter&Wigham Richardson, Ld.Newcastle *A&CP* *CellD* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *B350'1203t DTs f5 DTs a60'1844t* | 401·0\|55·3\|26·3 415·0(O.L.) P29′F40′ FK *Collision* 9′1256t *MT42'1080t FPT129t APT290t* | London British *pt Cem* *BH to Sh dk* 6 „ „2nd „ 2 „ „3rd „ | Oil Engines 2S.C.DA 4Cy.27½″–47½″ 1052NHP 2DB*120lb* DB(*upr*)36 *120lb* Richardsons,Westgarth& Co.Ld.Hpl. | ~~28 ″ 7~~ ~~8 ″ 0½~~ ~~25 ″ 9½~~ 38 ″ 0 s11 ″ 5 26 ″ 9 |
| 83413 167197 GRRD | **Silverlaurel** | D.F. E.S.D. 2*Dks&Shelter dk* *Ref.Mchy.* *Cruiser Stern* | 6142 5228 3817 | ✠100A1 *withfreeboard* 11,40 ~~1,40~~ ~~12,80~~ ~~1,40~~ Lloyd'sRMC ~~5,40~~ 10,40 *Carrying cargo oil or latex inFP T, AP Ts* *Fitted for oil fuel* | HKg NOs 2½ MBS1,44 ~~LMC3,39~~ *F.P.above 150 deep tanks* 3,39 *F.P. above* | *b*† | CL F. 150°F. | 1939 3mo *Lloyd's* | JLThompson&Sons,Ld Sunderland *A&CP* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB380'1170t* | 448·4\|59·0\|26·5 465·1(O.L.) F41′ FK *(Coll DTs a64'1546t MT45 1229t FPT187t* | London British *7BH* *BH to Sh dk* 6 „ 2nd „ *APT168t* | 3 steam turbines HP-DR geared IP&LP-SR geared to 1 sc. shaft 4501b 877NHP 2WTB(Spt405lb), FD BS6090 2DB*125lb* WallsendSlpwy.E Co.Ld. | 29 ″ 7 s3 ″ 7 26 ″ 2½ |
| 83414 145025 GNDP | **Silvermaple** | *Oil Eng.* D.F. *ss*Cal.No.2–35 *Ref.Mchy.* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) 3*rd dk*(*Stl*) *in holds* *Cruiser Stern* | 5313 4828 3100 | ✠100A1 *withfreeboard* 3,39 2,41 ✠LMC CS7,36 DBS ~~1,39~~ 2,41 ~~3,38~~ 7,39 ✠Lloyd'sRMC ~~5,40~~ 7,40 for temp. 20° F. *Carrying oil in forward & after* | Cal *fuel or Kerosene peak tanks* | *b*† | CL N9,38 *F.P.above 150° F. tanks & deep tanks* | 1927 11mo *Lloyd's* | Sir.J.Laing &Sons,Ld. Sunderland *A&CP* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB361'1416t* | 425·6\|58·3\|24·7 F46′ FK *(Coll to Sh dk* 7 „ 2nd „) *D Ts 53′ 2238t FPT244t APT328t* | London British *8BHptCem* | Oil Engines 2S.C.SA 4Cy.26½″–107″ 882NHP DB*120lb* NDB36–*10lb* W.Doxford&Sons,Ld Sld. | 29 ″ 0 s 3 ″ 5 25 ″ 9½ |
| 83415 161341 GSFN | **Silverpalm** | **TwinSc** *Oil Eng.* *ss*Cal.No.2–38 *Ref.Mchy.* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*) *in fore holds* *Cruiser Stern* | 6373 5527 3385 | ✠100A1 *withfreeboard* 1,40 ✠LMC CS3,38 DBS ~~4,40~~ 3,39 ✠Lloyd'sRMC ~~6,40~~ 6,40 for temp. 20° F. *Carrying oil in forward & after* | SFo *fuel or Kerosene peak tanks* | *c*† | CL S3,39 P1,40 *F.P.above 150° F. tanks & deep tanks* | 1929 12mo *Lloyd's* | JLThompson&Sons,Ld. Sunderland *A&CP* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB382'* | 450·9\|61·3\|25·3 F44′ FK *(Coll to Sh dk* 7 „ 2nd „) 1528t *MTs48'2231t FPT259t APT421t* *Tanks in way of tunnels531t* | London British *8BHptCem* | Oil Engines 2S.C.SA 8Cy.23¾″–70½″ 1387NHP DB(*upr*) *100lb* DB*150lb* Richardsons,Westgarth& Co.Ld.Hpl. | 30 ″ 0 s 3 ″ 9½ 26 ″ 5½ |
| 83416 147671 GKPZ | **Silverpine** | *ss*Cal.No.1–40 *Oil Eng.* D.F. *ss*Sld.No.3–10,35 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) *Cruiser Stern* | 5066 4629 3191 | ✠100A1 *withfreeboard* Cal 3,40 ~~5,40~~ DBS5,39 ✠LMC CS8,40 ✠NE5,36 8,40 DBS(lower)8,40 *Fitted for carrying oil fuel* | NOs *F.P.above 150°F. in* | *a*† | CL N2,40 11,31 | 1924 6mo *Lloyd's* | Swan,Hunter&Wigham Richardson, Ld.Newcastle *A&CP* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB345' 1143t MT42' 1038t fore&afterpeaktanks* | 401·0\|55·3\|26·3 P29′F40′ FK *Collision BH to Sh dk* 5 „ „2nd „ 1 „ „3rd „ *FPT129t APT263t* | London British 7 *BHptCem* NDB(*upr*)36 *120lb* | Oil Engines 2S.C.DA 4Cy.27½″–47½″ 1052NHP Richardsons,Westgarth& Co.Ld.Hpl. | 28 ″ 7 s 3 ″ 0½ 25 ″ 9½ |
| 83417 162478 GSFQ | **Silversandal** | **TwinSc** *Oil Eng.* *ss*H.Kg.No.2–38 *Ref.Mchy.* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) D.F. 3*rd Dk*(*Stl*) *in fore holds* *Cruiser Stern* *Tonnage opening closed'41(W.E.)* | 6770 5910 3693 | ✠100A1 *withfreeboard* ~~6,40~~ 6,39 3,41 ✠LMC CS12,38 DBS ~~6,40~~ 5,41 ~~12,78~~ 12,38 ✠Lloyd'sRMC ~~7,40~~ 10,40 for temp. 20° F. *Carrying oil in forward & after* | HKg SFo *fuel or Kerosene peak tanks* | *d*† | CL 5,39 *F.P.above 150° F. deep tanks* | 1930 9mo *Lloyd's* | Harland& Wolff,Ld. Belfast *A&CP* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB375'1348t* | 456·3\|62·0\|25·6 475·0(O.L.) F46′ FK *(Coll to Sh dk* 7 „2nd „) *MTs48'2325t tanks in way of tunnels492t FPT209t APT472t* | London British *8BHptCem* | Oil Engines 4S.C.SA 12Cy.29½″–59½″ 979NHP DB(*upr*) *100lb* DB*150lb* Harland&Wolff,Ld.Bel. | ~~30 ″ 6~~ ~~4 ″ 0½~~ ~~26 ″ 8½~~ 40 ″ 0 s12 ″ 6½ 27 ″ 8½ |
| 83418 161486 GSFR | **Silverteak** | **TwinSc** *Oil Eng.* *ss*H.Kg.No.2–38 *Ref.Mchy* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*) *in fore holds* *Cruiser Stern* *Tonnage opening closed'41(W.E.)* | 6770 5910 3693 | ✠100A1 *withfreeboard* 4,40 ✠LMC CS9,38 DBS ~~6,40~~ 6,40 ~~9,37~~ 9,39 ✠Lloyd'sRMC ~~7,40~~ 12,40 for temp. 20° F. *Carrying oil in forward & after* | Cal *fuel or Kerosene peak tanks* | *d*† | CL 1,38 *F.P.above 150° F. deep tanks* | 1930 9mo *Lloyd's* | Harland& Wolff,Ld. Belfast *A&CP* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB375'1348t* | 456·3\|62·0\|25·6 475·0(O.L.) F46′ FK *(Coll to Sh dk* 7 „2nd „) *MTs48'2325t* *Tanks in way of tunnels492t FPT209t APT472t* | London British *8BHptCem* | Oil Engines 4S.C.SA 12Cy.29½″–59½″ 979NHP DB(*upr*) *100lb* DB*150lb* Harland&Wolff,Ld.Bel. | ~~30 ″ 6~~ ~~4 ″ 0½~~ ~~26 ″ 8½~~ 40 ″ 0 s12 ″ 6½ 27 ″ 8½ |
| 83419 147244 MLTW | **Silverthorn** (*ex*Deux Frères) *ss*Goo.2ndNo.3–10,31 *ss*Liv.No.2–39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* | | 436 309 168 | ✠100A1 8,39 ✠LMC8,39 BS8,40 | Apl | *g* | OG 6,39 | 1908 6mo | WoodSkinner&Co.Ld. Newcastle A&CP | S.WilliamCoe&Co. Ld.(W.J.Ireland, *Mgr.*) | 150·0\|25·1\|11·2 P&B69'F20′ BK7′ *D BuBkrs7t FPT28t* | London British *3BHCem* *DT7'27t* | T.3Cy.14′,23½″&39″–27″ (s) 180lb 97RHP 1SB,3*cf*,GS50,US1675 N.E.MarineEng.CoLd Nwc | 12 ″ 3 s ″ 9½ 12 ″ 0½ |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. | 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Dated 15th of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83420 161455 GSFT | **Silverwalnut** | TwinSc *Oil Eng.* ssH.Kg.No.2–38 *Ref.Mchy.* 1*Dk(Stl)&Shelter dk(Stl)* D.F. 3rd *dk(Stl)in fore holds Cruiser Stern* | 6770 5910 3693 | ✠100A1 HKg *d*† *with freeboard* 1,41 ~~12,39~~ ✠LMC CS2,39 DBS~~7,38~~ 40 ~~10,37~~ 2,39 ✠Lloyd'sRMC3,40 3,41 | Bom | | CL ~~P2,39~~ ~~S12,39~~ 1,41 | 1930 7mo | Harland& Wolff,Ld. Belfast *Lloyd'sA&CP* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB375'1348t MTs48'2325t* | 456·3 475·0(O.L.) F46′ | 62·0 | 25·6 FK ( *Tanks in way of tunnels 492t* | London British *8BHpt Cem Coll to Sh dk* 7 „ 2nd „ *FPT209t APT472t* | Oil Engines 4S.C.SA 12Cy.29½″–59 1/16″ 979NHP DB(*Upper*)*100lb* DB*150lb* Harland&Wolff,Ld.Bel. | 30 ″ 6 s 4 ″ 0½ 26 ″ 8½ | |
| | | | | for temp. 20° F. *Carrying oil forward & af* | *fuel or ter peak t* | *Ke* | *rosene anks &* | *F.P.a deep* | *above 150° F. in tanks* | | | | | | | | |
| 83421 161424 GQVY | **Silverwillow** | TwinSc *Oil Eng.* ssCal.No.2–38 *Ref.Mchy.* 1*Dk(Stl)&Shelter dk(Stl)* D.F. 3rd *dk(Stl)in fore holds Cruiser Stern* | 6373 5527 3385 | ✠100A1 Sng *c*† *with freeboard* ~~7,40~~ ~~8,39~~ 3,41 ✠LMC CS8,39 DBS~~7,38~~ 3,40 8,39 ✠Lloyd'sRMC2~~,40~~ 9,40 | Cal | | CL ~~1,39~~ 2,41 | 1930 6mo | JLThomp-son&Sons,Ld. Sunderland *Lloyd'sA&CP* | SilverLineLd. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB382'1528t Tanks* | 450·9 471·0(O.L.) F44′ | 61·3 | 25·3 FK ( *MTs48'2231t in way of tunnels 531t* | London British *8BH pt Cem Coll to Sh dk* 7 „ 2nd „ *FPT259t APT421t* | Oil Engines 2S.C.SA 8Cy.23⅝″–70⅞″ 1387NHP DB(*Upper*)*100lb* DB*150lb* Richardsons,Westgarth& Co.Ld.Hpl. | 30 ″ 0 s 3 ″9½ 26 ″ 5½ | |
| | | | | for temp. 20° F. *Carrying oil forward & af* | *fuel or ter peak t* | *Ke* | *rosene anks &* | *F.P.a deep* | *above 150° F. in tanks* | | | | | | | | |
| 83422 161370 GQSX | **Silveryew** | TwinSc *Oil Eng.* ssHfx.No.3–7,35 ssH.Kg.No.1–38 *Ref.Mchy.* 1*Dk(Stl)&Shelter dk(Stl)* D.F. 3rd *dk(Stl)in fore holds Cruiser Stern* | 6373 5527 3385 | ✠100A1 HKg *c*† *with freeboard* ~~7,40~~ 7,39 ✠LMC CS7,39 DBS~~8,38~~ 10,39 2,39 ✠Lloyd'sRMC3,40 | Cal | | CL ~~P10,37~~ ~~S3,38~~ 7,40 | 1930 2mo | JLThomp-son&Sons,Ld. Sunderland *Lloyd'sA&CP* | SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB382'1528t in way of tunn* | 450·9 470·0(O.L.) F44′ | 61·3 | 25·3 FK ( *MTs48'2231t Tanks els531t FPT259t A* | London British *8BHpt Cem Coll to Sh dk* 7 „ 2nd „ *PT421t* | Oil Engines 2S.C.SA 8Cy.23⅝″–70⅞″ 1387NHP DB(*Upper*)*100lb* DB*150lb* Richardsons,Westgarth& Co.Ld.Mdb. | 30 ″ 0 s 3 ″9½ 26 ″ 5½ | |
| | | | | for temp. 20° F. *Carrying oil forward & af* | *fuel or ter peak t* | *Ke* | *rosene anks &* | *F.P.a deep* | *above 150° F. in tanks* | | | | | | | | |
| 83423 DJXE | **Silvia** | *Ref.Mchy.* 1*Dk* Wireless *Cruiser Stern* | 1049 742 480 | | | | | 1938 | Lübecker Maschb.Ges. Lübeck | ReedereiA.Kirsten | 230·9 P23′B&F201′*Upper* | 34·6 | 11·8 *WB* | Hamburg German rF27′ | C.4Cy.14″&29½″–31½″ 160NHP Christiansen&Meyer, Harburg | | G |
| 83424 245 ICHR | **Silvia Tripcovich** | ssTri.No.3–10,37 2*Dks(Stl)* | 2365 1944 1412 | ✠100A1 8,39 ✠LMC MS8,37 BS10,39 | Tri | *s* | CL 8,39 | 1925 10mo | Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP* | D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi | 303·5 P27′B97′F31′ *CellDB251'548t* | 41·7 FK | 20·6 | Trieste Italian *5BHCem APT10t* | T.3Cy.20½″,34½″&55⅛″–36″ 200lb (*s*) 279NHP 1SB&1AuxSB,*5cf*,GS97, HS4137 FD StabilimentoTecnico,Tri. | 22 ″ 9 s 3 ″ 0 19 ″10¾ | |
| 83425 133467 MDZP | **Silvio** *Well deck* | ssHul.2ndNo.3–9,38 *Cruiser Stern* 1*Dk(Stl)* | 1293 1102 648 | ✠100A1 8,40 ~~5,40~~ ✠LMC MS9,39 BS~~2,39~~ 4,40 | Liv | *q* | OG ~~9,37~~ 8,40 | 1913 11mo | Dundee S.B.Co.Ld. Dundee *Lloyd'sA&CP* | Ellerman'sWilson Line,Ld. *CellDBa63'uE&B* | 260·7 P&B196′F32′ 38′*f* 111′342*t* | 36·2 FK | 15·4 *FPT* | Hull British *5BHCem* 41*t APT40t* | T.3Cy.18″,30″&50″–36″ (*s*) 180lb 196NHP 2SB,*6pf*,GS95,HS3496 Amos&Smith,Ld.Hull | 17 ″ 6 s ″11½ 16 ″ 8½ | |
| 83426 2260 IUJB | **Silvio Scaroni** (*ex*Gudenaa–39, *ex*Wheelsman–35) | 1*Dk* | 1367 1190 789 | | | | | 1920 | L.Smit& Zoon Kinderdijk | Dott.Ing.Cav. MarioZoboli | 247·6 239·2 P23′B62′F25′ | 36·2 | 16·7 *WB* | Genoa Italian | T.3Cy.17½″,29″&46″–36″ 127NHP L.Smit&Zoon,Kinderdijk | | IV |
| 83427 UPKO | **Sima** (*ex*Tannenfels–35) | Sub.Sig. 2*Dks* | 3048 2681 1738 | | | | | 1923 | Schiffs.-u. Dckbauwerft Flender A.G. Lübeck | U.S.S.R. | 337·7 F36′ | 48·2 | 21·1 *WB* | Petrpvlsk Russian | T.3Cy.23⅝″,38 3/16″&62″–41 5/16″ 246NHP G.Seebeck A.G. Wesermünde-G. | | G |
| 83428 26719 JSBA | **Sima Maru** (*ex*ShimaMaru–38) | ssKob.No.1–24 1*Dk*,2*nd dk in No.1hold* | 1987 1802 1149 | ✠ ... 7,28 | | | | 1920 3mo | TeikokuSS Co.Ld. Toba | SettuSyosenK.K. (OsakaSyosen K.K.*Mgrs.*) | 270·0 P16′B65′F30′ | 39·0 FK | 23·9 *WB* | Hutyu Japanese | T.3Cy.18⅞″,30″&49″–39″ 249NHP KobeSteelWorks,Kobe | 23 ″ 11 | C † |
| 83429 PHMN | **Simaloer** | *Fitted for oil fuel* D.F. 3*Dks* | 6533 6060 4039 | | | | | 1920 | Nederl. Schps.Maats. Amsterdam | N.V.Stoomv. Maats.Nederland | 420·0 P55′B28′F40′ | 54·7 | 33·3 *WB* | Batavia Dutch | T.3Cy.28″,46″&67″–54″ 335NHP Werkspoor,Amsterdam | | V |
| 83430 145511 CYMK | **Simcoe** (*ex*Glencorrie) | *Mchy,Aft* 1*Dk* | 1783 1562 1034 | | | | | 1923 | Swan,Hunter& Wigham Richardson, Ld.Newcastle | CanadaSteamship Lines,Ld. | 250·3 F39′ | 42·5 | 17·9 *WB* | Montreal British | T.3Cy.16″,27″&44″–30″ 106NHP MacColl&Pollock,Sld. | 20 ″ 6 | C |
| 83431 155232 VGQD | **Simcolite** | D.F. *Mchy.Aft* 1*Dk(Stl)* *Fitted for oil fuel Carrying Petroleum in bulk Longitudinal framing at bottom & at deck* | 1919 1465 1085 | ✠ ... 8,36 ✠ | Mdb | | | 1930 4mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees | ImperialOil,Ld. MarineDepart-ment (H.J. Rahlves *Mgr.*) *CellDBuE24'68t* | 250·0 F41′P62′*Trunk* *Middle line BH not oil-tight FPT133t APT48t* | 43·1 FK | 17·9 147′ | Montreal British 11*BHpt Cem* | T.3Cy.17″,28″&46″–36″ 158NHP 1SB,*4cf*,GS ,HS2718 N.E.MarineEng.CoLdNwc | 18 ″ 0 s 1 ″11½ 16 ″ 2¾ | |
| 83432 UOCH | **Simferopol** Ⓟ | 3*Dks* | 2696 1746 1493 | | | | | 1912 | NevskyS.B &Mch.Works Leningrad | U.S.S.R. | 286·0 B95′ | 40·6 | 26·9 | Vladvostk Russian | T.3Cy.20⅝″,32⅝″&52⅝″–40″ 176NHP NevskyS.B.&Mch.Works | | |
| 83433 LEWA | **Simla** (*ex*Glastonbury) | ssOsl.No.3–12,28 ssOsl.No.2–37 2*Dks(Stl)&Shelter dk(Stl)* | 6031 4158 3810 | ✠100A1 *Shelter dk with freeboard* 9,37 ✠LMC MS9,37 BS6,39 | Osl | | CL 9,37 | 1917 6mo | SirJ.Laing &Sons,Ld Sunderland *Lloyd'sA&CP* | Wilh.Wilhelmsen | 405·3 FK *CellDB355'1050t* | 53·5 | 33·5 | Tönsberg Norwegian *6BHCem APT63t* | T.3Cy.28″,46″&75″–51″ (*s*) 180lb 559NHP 3SB,*9cf*,GS195,HS8214 FD J.Dickinson&Sons,Ld.Sld. | 36 ″ 0 s 9 ″ 1 27 ″ 1¾ | |
| | | | | *Fitted for oil fuel* 6,20 *F.P. a bove* 150° F. | | | | | | | | | | | | | |
| 83434 164617 GYVC | **Simnia** | ssBkn.No.1–40 *Oil Eng.* D.F. 1*Dk*, 2*nd dk clear of cargo tanks* E.S.D. *Mchy.Aft Cruiser Stern* *Longitudinal framing at bottom & at deck* | 6197 5505 3605 | ✠100A1 Sng *a*† 8,40 ~~6,39~~ Bkn DBS8,40 ~~7,41~~ *Carrying Petroleum in bulk* ✠LMC CS8,40 1,39 | | | CL 9,39 | 1936 5mo | Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP* | Anglo-Saxon PetroleumCo.Ld. *CellDBuE66'134t DTf25'2* | 430·3 446·2(O.L.) P91′B41′F48′ *65t FPT104t* | 54·7 FK | 30·6 | London British 16*BH* | Oil Engines 4S.C.SA 6Cy.25 5/16″–55½″ 378NHP DB*180lb* Harland&Wolff,Ld.Gls. *APT60t* | 31 ″ 0 s 5 ″ 7½ 25 ″ 7 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enclavement. | 7a Date de la dernière visite de cloison porte-collision. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. Darrell Cert. Bd of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83435 116987 | **Simon J. Murphy** | | 4241 | | | | | 1900 | Detroit S.B.Co. Wyandotte | ~~Pittsburgh S.S.Co~~ Buckeye S.S.Co, | 435·5 | 51·5 | 28·0 | Wilmington (Del) Utd.States | T.3Cy.22″,35″&58″–42″ NB20 218NHP | | |
| | *Mchy.Aft* GyC. | 1*Dk2trB* | 3064 | | | | | | | | | | *WB* | | Detroit S.B.Co.Detroit | | |
| 83436 DHVS | **Simon von Utrecht** (*ex* Wilhelm Hemsoth) | 1*Dk&Shelter dk* | 4949 4644 2956 | | | | | 1921 | Deutsche WerkeA.G. Kiel | Hanseatische ReedereiEmil Offen&Co. | 407·6 | 54·4 | 24·8 P43′B26′F36′ | Bremen German *WB* | 2SteamTurbinesDRgeared to 1 Sc. Shaft DeutscheWerkeA.G.Kiel | | G |
| 83437 148140 GLXR | **Simonburn** | *ss*Nwc.No.3–3,38 1*Dk(Stl)* *Cargo battens not fitted* | 5213 4750 3242 | ✠100A1 6,10 ~~9,69~~ MS3,38 DBS9,39 | Sws Shl ✠LMC MBS11,39 | *y* | CL 3,38 | 1925 10mo *Lloyd's* | Short Bros. Ld. Sunderland *A&CP* | Northumbrian ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB* | 390·0 P33′B105′F37′ FK 342′152*t* *FPT*128*t* | 53·5 | 28·6 6*BHCem* *APT*206*t* | Newcastle British | T.3Cy.25″,41½″&68″–48″ (*s*) 180lb *130lb* 363NHP 2SB(Spt)*8cf*,GS148,HS5806 J.Dickinson&Sons,Ld.Sld. | 31 ″ 6 s 6 ″ 1½ 25 ″ 7½ | |
| 83438 30924 JFGI | **Simonoseki Maru** (P) TwinSc (*ex*ShimonosekiMaru–38) | 1*Dk* | 527 312 243 | | | | | 1925 | Fujinagata Zosensho Osaka | Government of Japan(Department ofRailways) | 125·0 | 33·0 | 12·0 | Tokyo Japanese | T.6Cy. | | |
| 83439 FKGE | **Sinabang** | 1*Dk* | 1799 1542 1010 | | | | | 1927 | A.F. Smulders Schiedam | Koninkl.Paketv. Maats. | 267·5 P30′B68′F36′ | 42·2 | 17·7 *WB* | Batavia Dutch | C.4Cy.(2)16½″&(2)35½″– 35½″ 150NH Gebr.Stork,Hengelo | | V |
| 83440 27478 JTGB | **Sin-ai Maru** (*ex*Shin-aiMaru–38) | *ss*Yka.No.3–10,32 *ss*Osa.No.1–37 2*Dks(Stl)* | 3794 3442 2305 | ✠100A1 7,40 ~~8,89~~ LMC3,39 BS7,40 | Osa | *w* | CL 2,39 | 1921 3mo | Fujinagata Dockyard Osaka *A&CP* | KishimotoKisen K.K. *CellDB*294′78 | 345·0 P33′B73′F40′ FK 0*t* *FPT*53*t* *APT*26*t* | 50·0 | 29·0 | Kobe Japanese | T.3Cy.23″,38″&64″–48″ (*s*) 200lb 342NHP 6*BHCem* 2SB,*6cf*,GS107,HS4396 FD FujinagataDkyd.Osaka | 29 ″ 1 s 5 ″ 2¾ 24 ″ 0 | |
| 83441 FOHK | **Sinaia** (P) TwinSc *CruiserStern* *Fitted for oil fuel* D.F. 3*Dks* | | 8567 — 5072 | | | | | 1922 | Barclay, Curle&Co.Ld. Glasgow | Cie.Générale de Nav.àVap.Cyp, Fabre(FabreLine) | 439·7 P43′B250′F47′ | 56·1 | 34·3 *WB* | Marseilles French | T.6Cy.21½″,37″&64″–48″ 568NHP Barclay,Curle&Co.Ld.Gls. | | V |
| 83442 HRCU | **Sinaloa** | *Fitted for oil fuel* 2*Dks* | 1648 1418 811 | | | | | 1915 | R.Thompson&Sons,Ld Sunderland | MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*) | 265·0 P14*t*B64′H73*t*F43*t* | 38·5 | 20·2 *WB* | Puerto Cortes Honduran | T.3Cy.20″,33″&54″–36″ NB19*refitted*36 175NHP N.E.MarineEng.CoLd.Sld. | | R |
| 83443 22308 JKZE | **Sin-an Maru** (*ex*Shin-anMaru–38) | 1*Dk* | 1278 1113 714 | | | | | 1918 | Ishikawajima S.B.&E Co.Ld.Tokio | SettuSyosenK.K. (OsakaSyosen K.K.*Mgrs.*) | 230·0 P28′B53′F24′ | 33·0 | 19·6 *WB* | Hutyu Japanese | T.3Cy.15′,24½″&40″–30″ 88NHP IshikawajimaS.B.&E.Co. | | |
| 83444 6487 JSND | **Sinano Maru** (P) TwinSc (*ex*ShinanoMaru–38) | *ss*Kob.No.3–1,12 *ss*Kob.No.2–20 2*Dks&deep framing* | 6254 5395 4618 | ✠ ... 12,23 ✠ | | | | 1900 4mo | D&W Henderson&Co. Glasgow | TaiheiyoGyogyo K.K. | 445·3 P51′B120′F68′ | 49·5 | 30·4 FK *WB* | Tokyo Japanese | T.6Cy.20″,33½″&56″–48″ 580NHP D.&W.Henderson&Co.Gls. | 33 ″ 6 | |
| 83445 164732 MMBK | **Sincerity** | *OilEng.* 1*Dk* *CruiserStern* | 634 421 334 | ✠100A1 3,40 | Lon ✠LMC3,40 | *i* | OG 3,40 | 1936 10mo *Lloyd's* | G.Brown &Co. Greenock *A&CP* | F.T.Everard& Sons,Ld. *CellDB*109′147*t* *FPT*79*t* | 175·0 Q113′F13′ | 27·9 | 9·8 FK | London British | Oil Engines 2S.C.SA 6Cy.12⅝″–15¾″ 86RHP 3*BHptCem* *ptAsp* *APT*57*t* NewburyDieselCo.Ld. Newbury | 12 ″ 0 s 3 ″ 9 12 ″ 0 | |
| 83446 10147 JKIE | **Sine Maru** (*ex*ShinyeMaru–38) | 2*Dks* | 408 276 251 | | | | | 1906 | T.Hyogodani Osaka | Amagasaki KisenbuGomei Kaisha | 143·0 | 19·2 | 13·2 | Osaka Japanese | C.4Cy.11⅞″&22″–15″ 31NHP | | |
| 83447 21521 JIWB | **Sinei Maru** (P) (*ex*ShinyeiMaru–38) Wireless | 1*Dk* | 973 — 638 | | | | | 1917 | ..... | KagitomiShosaku | 196·0 | 31·5 | 8·0 | Tokyo Japanese | | | |
| 83448 23825 JRHB | **Sinei Maru No. 3** (*ex*ShinyeiMaruNo.3–38) | 1*Dk* | 958 825 550 | | | | | 1918 | Nitta K.K.K. Osaka | HokkaidoTanko K.K. | 196·0 | 31·5 | 18·0 | Tokyo Japanese *WB* | T.3Cy.13⅜″,22½″&37½″–28″ 75NHP HinomaruTekkoshoOsaka | | |
| 83449 CSBX | **Sines** (*ex*Glenfinlas–32) | *ss*Shl.2ndNo.3–4,31 *ss*Lis.No.2–39 1*Dk(Stl)&deep framing* *Cargo battens not fitted* | 3172 2977 2006 | ✠100A1 4,41 ~~9,39~~ BS1,40 ~~5,41~~ | Bry Lis ✠LMC1,39 | *v* | CL ~~9,39~~ 4,41 | 1906 2mo *Lloyd's* | A.Rodger &Co. PortGlasgow *A&CP* | Soc.Transportes Carvoeiros,Lda. (Fde.MelloRego, *Mgr.*) *CellDBa&uE*124′*f*138′ | 321·2 B118′F30′ | 47·7 | 23·0 FK 798*t* *APT*77*t* | Lisbon Portuguese 6*BHCem* | T.3Cy.24″,40″&65″–42″ (*s*) 160lb 278NHP NDB07*refitted*30–*130lb* 2SB,*6cf*,GS112,HS4240 A.Rodger&Co.Glasgow | 25 ″ 7 s 3 ″ 10 21 ″ 11½ | |
| 83450 | **Sinfra** (*ex*Sandhamn–39, *ex*Fernglen–34) TwinSc *OilEng.* 2*Dks* | | *4470* *3979* 2577 | | | | | 1929 | Akers Mek.Værks Oslo | Cie.Gén. deNav. à VapeurCyp.Fabre (FabreLine) | 385·3 P121*t*H269*t*F26*t* | 54·8 | 24·0 *WB* | Marseilles French | Oil Engines 4S.C.SA 12Cy.23¾″–43⅞″ 624NHP AkersMek.Værks.Oslo | | NV |
| 83451 25441 JSPD | **Singapore Maru** | *ss*Kob.No.3–7,36 2*Dks(Stl)&* *Awng dk(Stl)* | 5859 5586 4260 | ✠100A1 *Awng dk* *withfreeboard* 1,41 ~~1,40~~ | Tama ✠LMC1,40 | *y* | OG ~~10,37~~ 1,41 | 1919 5mo | Kawasaki Dkyd.Co.Ld. Kobe *A&CP* | KobeSanbashiK.K. *CellDB*334′1118*t* *FPT* *Collision* | 385·0 126*t* *APT*93*t* | 51·0 | 36·0 FK *BtoAwng dk* | Hasidate Japanese *Cem* 5*BHtoU dk* | T.3Cy.26″,43½″&72″–48″ (*s*) 200lb HS5636 FD 437NHP 2SB&1AuxSB,*8cf*,GS154 KawasakiDkydCoLdKobe | 36 ″ 0 s 9 ″ 1½ 27 ″ 1 | |
| 83452 879 JEFG | **Singisyu Maru** (P) (*ex*Shingishu Maru–38,*ex*KounMaruNo.3) Wireless | 1*Dk* | 708 652 387 | | | | | 1915 | Harada Zosensho Osaka | ChosenYusenK.K. | 177·0 B44′ | 25·5 | 18·5 | Jinsen Japanese | T.3Cy.10¾″,21½″&36½″–24″ 64NHP HaradaZosensho,Osaka | | |
| 83453 PKNY | **Singkel** | 1*Dk* | 615 487 285 | | | | | 1913 | Wilton's E.&SlpwyCo. Rotterdam | N.V.LianHwa SteamshipCo. | 185·3 P20′F24′ | 31·1 | 10·9 *WB* | Djambi Dutch | C.2Cy.14²⁹⁄₁₆″&29½″–23⅝″ 41NHP Wilton'sE.&SlpwyCo.Rot. | | V |
| 83454 PHMX | **Singkep** | 3*Dks* | 6607 4575 4070 | | | | | 1922 | Nederl. Schps.Maats. Amsterdam | N.V.Stoomv. Maats.Nederland | 420·0 P57′B29′F41′ | 54·7 | 33·4 *WB* | Batavia Dutch | DR gearedSteamTurbines NedFb.v.Wrk&Spoor,Ams | | V |
| 83455 19790 JSVD | **Singo Maru** (P) (*ex*ShingoMaru–39) | *ss*Kob.No.3–12,29 *ss*Kob.No.2–36 2*Dks(Stl)* | 4740 4034 3423 | ✠100A1 12,39 ~~11,38~~ LMC ~~11,38~~ 12,40 | Tama | *x* | CL 11,39 | 1917 5mo | Uraga DockCo.Ld. Uraga *A&CP* | Kuribayashi SyosenK.K. *CellDB*291′934*t* | 360·0 P33′B91′F33′ | 51·0 | 28·4 FK *FPT*143*t* *APT*58*t* | Muroran Japanese 6*BHCem* | T.3Cy.24½″,40½″&67″–48″ 180lb (*s*) 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga | 28 ″ 5 s 5 ″ 5½ 23 ″ 2 | |
| 83456 8075 SKYI | **Singoalla** (*ex*Slesvig–36, *ex*Rödfaxe) | 1*Dk* | *1414* *1155* *819* | | | | | 1913 | Helsingörs Jernsk.&Msk. Elsinore | RederiA/B Runa (HelgeW.Winck, *Mgr.*) | 249·5 P17′Q76′B96′F29′ | 38·1 | 15·0 *WB* | Hlsngborg Swedish | T.3Cy.18″,30″&50″–36″ 150NHP Helsingörs,Jernsk.&Mskb. | | G |

170/40

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed with L.R. Date of L.R. Class Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83457<br>161563<br>XYCS | **Singu**<br>*ss*Cal.No.1-36<br>2*Dks*(*Stl*)&*Web frames*<br>D.F. E.S.D. *Longitudinal framing*<br>*Mchy.Aft* *CruiserStern* | | 4927<br>4437<br>2740 | ✠100A1 ~~Cal~~<br>Examined 8,40 Cal<br>BS1,41 ✠LMC2,40<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 12,31 | Osa | *y* | CL<br>~~1,40~~<br>1,41<br>*F.P. a* | 1931<br>12mo<br>*Lloyd's* *above* 1 | Swan,Hunter&Wigham Richardson, LdNewcastle<br>*A&CP* 50° F. | BurmahOilCo.Ld.<br>*CellDBuE&B72'*<br>*194tDTf27'279t* | 381·5\|55·3\|29·4<br>P106'B41'F55' FK<br>*FPT154t APT121t* | Rangoon<br>British<br>*Lloyd's* | T.3Cy.26½",45½"&76"–51"<br>225lb (*s*) 677NHP<br>3SB(Spt),*12cf*,HS10095 FD<br>*ptAsp* (10 *to U dk*<br>3 ,, 2*nd*,,)<br>WallsendSlpwy&E.Co.Ld. | 29 ″ 3<br>*s* 5 ″3¾<br>24 ″ 1¼ | |
| 83458<br>8802<br>JDWB | **Singu Maru** Ⓟ (*ex*ShinguMaru-38, *ex*Priam)<br>2*Dks* | | 2746<br>2551<br>1665 | | | | | 1890 | Scott&Co. Greenock | NipponSuisan K.K. | 344·7\|37·7\|26·3 | | | Hutyu<br>Japanese | C.2Cy.26¾"&62¼"–60"<br>248NHP<br>Scott&Co.Greenock | | |
| 83459<br>23633<br>JOUB | **Sinhuku Maru**<br>(*ex*ShinfukuMaru-38) *ss*Osa.No.1-22<br>1*Dk*(*Stl*) | | 2204<br>1889<br>1298 | 3,28 | Osa | *r* | | 1918<br>9mo | Fujinagata Dkyd.Co.Ld. Osaka | Kuribayashi SyosenK.K. | 272·0\|40·0\|24·1<br>P16'B60'F34' FK<br>*CellDB a86'uE20'f112'458t FPT102t APT34t* | Tokyo<br>Japanese<br>*Cem* | T3Cy18½"30½"&51½"–36"<br>189NHP<br>2SB,*6cf*,GS100,HS3135<br>FujinagataDkyd.Co.Ld. | 24 ″ 2 | C<br>† |
| 83460<br>26749<br>JTFB | **Sin-i-Maru** (*ex*Shin-i-Maru-38)<br>*ss*Kob.No.3-8,34<br>*ss*Osa.No.1-38<br>2*Dks*(*Stl*) | | 3812<br>3460<br>2316 | ✠100A1<br>12,40 ~~11,39~~<br>✠LMC ~~11,39~~ 12,40 | Osa | *w* | ~~8,38~~ 12,40 | 1920<br>4mo | Yokohama DockCo. Yokohama | KishimotoKisen K.K.<br>*CellD* | 345·0\|50·0\|29·1<br>P33'B77'F41' FK<br>*B316' 793t FPT56t APT29t* | Kobe<br>Japanese<br>6*BHCem* | T.3Cy.23",38"&64"–48" (*s*)<br>200lb 343NHP<br>2SB,*6cf*,GS106,HS4414 FD<br>YokohamaDockCo.Yka. | 29 ″ 1<br>*s*5 ″ 3½<br>23 ″ 11 | |
| 83461<br>4394<br>JIFF | — Ⓟ<br>(*ex*Shin-i-Maru-38)<br>1*Dk* | | 548<br>—<br>316 | | | | | 1899 | ..... | Turumaru Hirotaro | 148·5\|28·0\|15·5 | Fukuoka<br>Japanese | | | |
| 83462<br>136790<br>GLKC | **Sinkiang** Ⓟ<br>2*Dks* | | 2646<br>2270<br>1616 | | | | | 1915 | Scotts'S.B. &E.Co.Ld. Greenock | China.Nav.Co.Ld. | 310·2\|41·2\|22·4<br>B72'F37' | London<br>British<br>*WB* | T.3Cy.22",35"&56"–39"<br>196NHP<br>Scotts'S.B.&E.Co.Grk. | | |
| 83463<br>40512<br>JYNJ | **Sinko Maru** Ⓟ<br>(*ex*Shinko Maru-38) *Oil Eng.*<br>D.F. *Cruiser Stern* 2*Dks* | | 6480<br>—<br>4880 | | | | | 1935 | Yokohama DockCo.Ld. Yokohama | SinkoSyosenK.K. | 436·2\|58·2\|31·9<br>P36'B168'F38' | Tokyo<br>Japanese<br>*WB* | Oil Engines 2S.C.DA<br>6Cy 23½"–43 1/16"<br>1165NHP<br>YokohamaDockCoLd.Yka | | C |
| 83464<br>45381<br>JPTM | —<br>2*Dks*<br>*Cruiser Stern* | | 2578<br>—<br>1448 | | | | | 1938 | Uraga DockCo.Ld. Uraga | ToaKaiunK.K. | 297·9\|45·0\|23·8<br>P38'B72 F32' | Osaka<br>Japanese<br>*WB* | C.4Cy.(2)11 7/16"&(2)20½"–13⅜"& LP turbine withDR gearing & hydraulic coupling HS3445 188NHP<br>UragaDockCo.Ld.Uraga. | | |
| 83465<br>44829<br>JHQM | —<br>*Oil Eng.*<br>— | | 935<br>—<br>635 | | | | | 1938 | Sanoyasu DockK.K. Osaka | MaruiKisenK.K. | 205·7\|30·0\|17·2 | Sikama<br>Japanese | Oil Engines 4S.C.SA<br>6Cy.16 9/16"–24 7/16" 157NHP<br>HanshinIronWorks,Kobe | | |
| 83466<br>23577<br>JNVI | **Sinko Maru No.2** Wood Aux Sr<br>(*ex*ShinkoMaruNo.2-38)<br>1*Dk* | | 353<br>304<br>238 | | | | | 1918 | Makino Minosuke Osaka | SakamotoMatsuzo | 123·4\|26·6\|13·2 | Osaka<br>Japanese | C.2Cy.10⅜"&23½"–15"<br>18NHP<br>IsonoTekkosho,Fukuoka | | |
| 83467<br>4[illegible]06<br>JYDN | **Sinkoku Maru**<br>*Oil Eng.*<br>D.F. GyC. *Cruiser Stern*<br>*Mchy.Aft* *Carrying Petroleum in bulk* | | ~~10100~~<br>10020<br>—<br>5333 | | | | | 1939 | Kawasaki Dkyd.Co.Ld. Kobe | KobeSanbashiK.K | ~~500·0~~<br>503·3 \| 65·0\|37·1 | Kobe<br>Japanese | Oil Engines 2S.C.DA<br>8Cy.28⅜"–47½" 2250NHP<br>Kawasaki DkydCoLdKobe | | |
| 83468<br>23681<br>JJJH | **Sinkoti Maru No. 3** Wood<br>(*ex*ZyuhoMaruNo.2–39, *ex*JuhoMaruNo.2–38) 1*Dk* | | 353<br>—<br>245 | | | | | 1918 | I.Yamamoto Nagao | TosaSyosenK.K. | 129·4\|24·0\|13·0 | Koti<br>Japanese | C.2Cy.13½"&27"–18"<br>OsakaTekko 26NHP<br>ZosenshoOsaka | | |
| 83469<br>472<br>JPCG | **Sinkyo Maru** (*ex*ShinkyoMaru-38, *ex*Bradavon-33, *ex*WarVulture) 2*Dks* | | 5139<br>—<br>3127 | ✠ ...<br>10,21 | ✠ | | | 1918<br>6mo | Richardsn, Duck&Co.Ld. Stockton | DairenKisenK.K. | 400·1\|52·4\|28·5<br>P49'B113'F40' FK | Dairen<br>Japanese<br>*WB* | T.3Cy.27",44"&73"–48"<br>518NHP<br>Blair&Co.Ld.Stockton | 31 ″ 0 | |
| 83470<br>1558<br>JERG | — Ⓟ<br>(*ex*ShinkyoMaru-38)<br>*Cruiser Stern* 1*Dk* | | 2672<br>—<br>1554 | | | | | 1932 | Uraga DockCo.Ld. Uraga | ChosenYusenK.K. | 298·2\|44·9\|23·6<br>P29'B75'F30' | Jinsen<br>Japanese<br>*WB* | T.3Cy.17",27"&44"–39"& LPturbine with DR gearing 171NHP<br>UragaDockCo.Ld.Uraga | | |
| 83471<br>9656<br>JPFB | **Sinmei Maru** Ⓟ<br>(*ex*ShinmeiMaru-38, *ex*TakeshimaMaru-34, *ex*GiangBee) *ss*Yka.No.1-05<br>1*Dk*(*Stl*–teaks)2*trB* &*Shade dk*(*ptStl*–teaks) | | 2578<br>2495<br>1533 | ✠<br>3,07<br>✠ | Kob | *s* | | 1902<br>3mo | Ramage& Ferguson,Ld. Leith | Kuribayashi SyosenK.K. | 290·0\|40·2\|18·7<br>FK<br>*FPT92t APT19t* | Tokyo<br>Japanese<br>5*BHCem* | T.3Cy.23",37"&61"–42"<br>276NHP<br>2SB,*8cf*,GS156,HS4550<br>Ramage&FergusnLd.Lth. | 20 ″ 0 | |
| 83472<br>160574<br>GSQR | **Sinnington Court**<br>*ss*Bry.No.2-37<br>D.F 2*Dks*(*Stl*) | | 6910<br>6575<br>4335 | ✠100A1<br>*with freeboard*<br>8,39<br>~~BS7,39~~ 6,40 ✠LMC12,36 | Bry | *a*† | CL<br>7,39 | 1928<br>9mo<br>*Lloyd's* | Armstrong Whitworth &Co.Ld. Newcastle<br>*A&CP* *Utwe* | CourtLine,Ld. (Haldin&Philipps Ld. *Mgrs.*)<br>*en dkB Hexcept Coll* *CellD Ba$uE168'f* | 420·1\|56·5\|33·8<br>F41' FK<br>*l BH dispensed with*<br>182'1500t *FPT113t* *APT148t* | London<br>British<br>7*BHCem*<br>(*Coll to Wdk*<br>6 ,,2*nd*,,) | T.3Cy.27",45"&75"–51" (*r*)<br>180lb 574NHP<br>3SB,*9cf*,GS190,HS8601 FD<br>J.G.Kincaid&Co.Ld.Grk. | 36 ″ 4<br>*s* 9 ″ 6<br>27 ″ 1 | |
| 83473<br>29804<br>JSGA | **Sinno Maru** (*ex*ShinnohMaru-38, *ex*BirmaMaru, *ex*Birma) *ss*Kob.No.3-9,23<br>*ss*Kob.No.1-28<br>2*Dks* | | 4888<br>4450<br>3582 | ✠ ...<br>8,30<br>✠ | | | | 1912<br>3mo | Swan,Hunter&Wigham Richardson, LdNewcastle | DaikoSyosenK.K. | 390·0\|50·5\|27·9<br>P39'B111'F42' FK | Amagasaki<br>Japanese<br>*WB* | T.3Cy.26",42½"&70"–48"<br>411NHP<br>WllsndSlpwy.Co.Ld.Nwc. | 30 ″ 5 | C<br>† |
| 83474<br>TCDA | **Sinop** (*ex*MaindyPriory,*ex*Cedartree) *ss*Cff.No.3–12,25<br>*Well deck* 1*Dk* | | 1742<br>—<br>1028 | ✠ ...<br>5,29<br>✠ | | | | 1913<br>10mo | J.Crown& Sons,Ld. Sunderland | TürkSilepçilik LimitetSirketi | 258·0\|36·7\|16·9<br>P18'Q127' BonQ10'<br>F27' FK | Istanbul<br>Turkish<br>*WB* | T.3Cy.19",31"&51"–36"<br>197NHP<br>N.E.MarineEng.Co.Ld.Sld | 19 ″ 2 | I<br>† |
| 83475<br>24471<br>JBAE | **Sinrei Maru** (*ex*ShinreiMaru-38, *ex*YeishoMaru)<br>Wireless 1*Dk* | | 987<br>848<br>562 | | | | | 1918 | Miyauchi Zosensho Osaka | MiyakoKisenK.K. | 190·0\|31·0\|18·5<br>P19'B47'F28' | Shinag'wa<br>Japanese | T.3Cy.13",21¾"&36"–27"<br>67NHP<br>HasegawaJikichi,Osaka | | |
| 83476<br>42949<br>JTBL | **Sinryu Maru** (*ex*ShinryuMaru-38)<br>2*Dks*<br>*Cruiser Stern* | | 4936<br>—<br>2937 | | | | | 1937 | OsakaIron Works,Ld. Innoshima | NaigaiKisenK.K. | 365·8\|54·1\|29·2 | Kobe<br>Japanese<br>*WB* | 2DR geared steam turbines<br>433NHP<br>IshikawajimaS.B.&E.Co. Ld.Tokyo | | C |
| 83477<br>22301<br>JACC | — (*ex*ShinryuMaru-38)<br>*ss*Yka.No.1-22<br>2*Dks* | | 3182<br>2676<br>1958 | ✠ ...<br>10,27<br>✠ | | | | 1918<br>8mo | Ishikawajima SB&ECo Ld.Tokyo | NipponYusenK.K. | 305·0\|43·9\|27·3<br>P30'B92'F25' FK | Tokyo<br>Japanese<br>*WB* | T.3Cy.22",37"&61"–42"<br>279NHP<br>IshikawajimaSB&ECo.Ld | 27 ″ 3 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre assignée comme limite d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux aux Quilles / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc. | 15 Lettres mises à côté du nom du navire dans le Livre Bleu |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83478 / 19787 / JHFD | **Sinsei Maru** (*ex*Shinsei-Maru-38) *ss*Yka.No.3–5,28 *ss*Kob.No.2–37 2 *Dks(Stl)* (*Crab Canning Factory '39*) | | 4740 / 4029 / 3403 | ✠ ... 1,39 ✠ | Smk | *x* | | 1917 4mo | Uraga DockCo.Ld. Uraga | NipponSuisanK.K. *CellDB291'93* | 360·0 P33'B91'F33' *4t FPT143t APT53t* | 51·0 FK | 28·4 *6 BHCem* | Kobe Japanese | T.3Cy.24½",40½"&67"–48" 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga | 28 ″ 5 | |
| 83479 / 39571 / JXJH | — (*ex*ShinseiMaru-38) *Oil Eng.* *Mchy Aft* *Cruiser Stern* 1 *Dk* | | 313 / — / 163 | | | | | 1934 | Fujinagata S.B.Co. Osaka | GomeiKaisha TaishinShoten | 130·0 P16'Q16' | 24·0 *WB* | 12·0 | Osaka Japanese | Oil Engines 2S.C.SA 4Cy.16¾"–18½" 197NHP NipponHatsudokiK.Kobe | | |
| 83480 / 24749 / JIUD | **Sinsei Maru No. 1** (*ex*Shinsei MaruNo.1–38, *ex*Washington Maru–33) *ss*Nag.No.3–8,31 *ss*Osa.No.1–35 2 *Dks(Stl)* & *Awng dk(Stl)* | | 5879 / 5586 / 4281 | ✠ ... 9,37 ✠ | Osa | *y* | | 1919 3mo | Kawasaki Dkyd.Co.Ld. Kobe | HaraShojiK.K. *CellDB334'1118t* | 385·0 FK *Cem Coll* *FPT126t APT93t* | 51·0 *BH to Aw dk* 5 „ „ *U* „ | 36·0 | Hutyu Japanese | T.3Cy.26",43½"&72"–48" 440NHP 2SB&1AuxSB,*8cf*,GS154, HS5741 KawasakiDkydCoLdKobe | 36 ″ 0 | C † |
| 83481 / 25527 / JIYC | **Sinsei Maru No. 3** (*ex*Shinsei MaruNo.3–38) Wireless 1 *Dk* | | 1257 / 1030 / 853 | | | | | 1918 | HaraShoji Osaka | HaraShojiK.K. | 220·0 | 33·5 *WB* | 18·5 | Hutyu Japanese | T.3Cy.15",25"&41½"–28" 92NHP FujiSeiko,Kawasaki | | |
| 83482 / 31547 / JGXB | **Sinsei Maru No. 5** (*ex*Shinsei MaruNo.5–38, *ex*LakeOnawa) *Fitted for oil fuel* 1 *Dk2trB* | | 2599 / 2354 / 1506 | ✠ ... 8,21 ✠ | | | | 1919 10mo | Manitowoc S.B.Co. Manitowoc | HaraShojiK.K. | 253·5 P25'B65'F25' | 43·9 FK *WB* | 25·9 | Hutyu Japanese | T.3Cy.21",35"&59"–42" 326NHP NordbergMfg.Co.M'lw'ke. | 28 ″ 5 | C † |
| 83483 / 44744 / JFTM | **Sinsei Maru No. 6** *Cruiser Stern* | | 4925 / — / 2963 | | | | | 1938 | OsakaIron Works,Ld. Osaka | HaraShojiK.K. | 370·5 | 54·1 | 29·2 | Osaka Japanese | 2 DR geared steam turbines 500NHP HitachiSeisakusho,Tokyo | | C |
| 83484 / 33225 / JCCC | **Sinsei Maru No. 17** (*ex*Shinsei MaruNo.17–38, *ex*Confucius, *ex*LakeFielding) *Fitted for oil fuel* 1 *Dk2trB* | | 2556 / 2280 / 1479 | ✠ ... 3,21 | | | | 1919 9mo | Toledo S.B.Co. Toledo,O. | HaraShojiK.K. | 251·0 P25'B64'F23' | 43·5 FK *WB* | 28·2 | Hutyu Japanese | T.3Cy.22",36"&59"–42" 315NHP ToledoS.B.Co.Toledo | 28 ″ 2 | C † |
| 83485 / 18927 / JIOD | **Sinsoku Maru** (*ex*ShinsokuMaru–38, *ex*KosokuMaru–36) *ss*Osa.No.2–24 2 *Dks* & *Web frames* *Longitudinal framing* | | 3203 / 2757 / 2005 | ✠ ... 11,28 | | | | 1916 2mo | OsakaIron Works,Ld. Osaka | KonanKisenK.K. | 305·0 P19'B82'F32' | 43·9 FK *WB* | 27·3 | Kobe Japanese | T.3Cy.22",37"&61"–42" 288NHP OsakaIronWrks.Ld.Osaka | 27 ″ 3 | C † |
| 83486 / 41966 / JIOK | **Sinsyo Maru** (*ex*ShinshoMaru–38) D.F. 2 *Dks* *Cruiser Stern* | | 4837 / — / 2871 | | | | | 1936 | Mitsui Bussan Kaisha,Ld. Tama | Kuribayashi SyosenK.K. | 373·1 P28'B117'F33' | 50·0 *WB* | 29·0 | Tokyo Japanese | T.3Cy.23⅝",39⅜"&68½"–47½" 322NHP MitsuiBussanKaisha,Ld. Tama | | C |
| 83487 / 38581 / JUUI | **Sinsyu Maru** (*ex*ShinshuMaru–38) *Oil Eng.* 2 *Dks* | | 4180 / — / 2489 | | | | | 1933 | Mitsubishi ZosenKaisha, Ld. Kobe | AzumaKisenK.K. | 360·0 P28'B79'F37' | 50·0 *WB* | 29·0 | Kobe Japanese | Oil Engines 4S.C.SA 8Cy.17¾"–16⅝" 246NHP MitsubishiZosenKaisha, Ld.Kob. | | C |
| * 83488 / PHNM | **Sint Philipsland** *ss*Rot.No.3–6,29 *ss*Rot.No.2–38 *Well deck* 1 *Dk(Stl)* D.F. *Cargo battens not fitted* | | 2275 / 1754 / 1424 | ✠100A1 3,40 B83,40 | Sch | | OG 3,40 | 1916 9mo | Wrf.voorh Rijkee&Co Rotterdam A&CP | Scheepvaart en SteenkolenMaats. N.V. | 294·8 Q110'B53'F30' *CellDB254'640t* | 43·0 FK | 17·7 *5 BHCem* *APT80t* | Rottrdam Dutch 180lb | T.3Cy.21½",33"&57"–39" (s) 240NHP 2SB,*6cf*,GS113,HS4000 Maats.Fyenoord,Rot. | 20 ″ 0 s 2 „ 1½ 18 ″ 1 | |
| 83489 / 20809 / JLHE | **Sinten Maru** Ⓟ (*ex*ShintenMaru–38) 1 *Dk* | | 1255 / 1073 / 735 | | | | | 1917 | Yokohama DockCo.Ld Yokohama | SettuSyosenK.K. (OsakaSyosen K.K. *Mgrs.*) | 222·5 P24'B36'F24' | 33·5 *WB* | 19·5 | Hutyu Japanese | T.3Cy.15½',25½"&42"–30" 97NHP YokohamaDockCoLdYka | | |
| 83490 / 24743 / JATE | **Sinto Maru** Ⓟ (*ex*ShintoMaru–38) 1 *Dk(Stl)* & 2 *nd dk(Stl)* *in forward hold* | *ss*Osa.No.1–23 | 2246 / 1897 / 1531 | 11,28 | Kob | *r* | | 1919 8mo | Fujinagata Zosensho Osaka | Kuribayashi SyosenK.K. *CellDBa72'uE34'* | 271·9 B60'F33' *f112' 456t FPT99t* | 38·2 FK *4 BHCem* *APT39t* | 24·2 | Tokyo Japanese | T.3Cy.18½",31½"&51½"–36" 189NHP 2SB,*6cf*,GS99,HS3135 FujinagataZosensho,Osa. | 24 ″ 2 | C † |
| 83491 / 41689 / JHXJ | — (*ex*ShintoMaru–38, *ex*Hsinking–36, *ex*LiangHsing–34, *ex*NanaoMaru–29) Wireless 1 *Dk* | | 1215 / 1016 / 834 | | | | | 1919 | Osaka Tekkosho Osaka | SawayamaKisen K.K. | 220·0 P23'B44'F30' | 33·5 *WB* | 18·5 | Kobe Japanese | T.3Cy.13½",23"&38"–30" 79NHP OsakaTekkosho,Osaka | | |
| 83492 / 45711 / JXVM | **Sinto Maru No. 1** *Mchy.Aft* 1 *Dk* | | 1934 / 1540 / 1078 | | | | | 1939 | Kawaminami Kogyo K.K. Nagasaki | SawayamaKisen K.K. | 271·7 P87'F29' | 40·0 *WB* | 20·3 | Kobe Japanese | T.3Cy.18½",30"&50"–36" 150NHP KawaminamiKogyoK.K. Nagasaki | | |
| 83493 | **Sintō Maru No. 2** *Oil Eng* *Mchy.Aft* | | 500 | | | | | 1938 | Sanoyasu Dock Goshi Kaisha Osaka | SawayamaKisen K.K. | 160·0 | 27·6 | 12·3 | Fusan Japanese | Oil Engines 2S.C.SA 5Cy.12½"–19½" 143NHP NipponHatsudokiK.K. Kobe | | |
| 83494 / 31157 / JLDI | **Sintohoku Maru** Ⓟ (*ex*ShinTohokuMaru–38) 2 *Dks* | | 305 / 245 / 174 | | | | | 1925 | Yendo Hidekichi Osaka | KanamoriSyosen | 125·5 B43' | 22·0 | 13·0 | Hakodate Japanese | T.3Cy. | | |
| 83495 / 29796 / JOYA | **Sintoku Maru** (*ex*ShintokuMaru–38) *Mchy.Aft* GyC. | **AuxTwinSc 4MstBkn** *ss*Kob.No.1–28 2 *Dks* | 2518 / 2169 / 1175 | ✠ ... 12,30 ✠ | | | | 1924 3mo | Mitsubishi ZosenKaisha Ld. Kobe | Govt.of Japan (Dept.of Education) | 280·0 P107'F44' | 44·0 BK10" | 26·5 | Kobe Japanese | T.6Cy.12",20"&33"–24" 165NHP MitsubishiZosenKaishaLd | 26 ″ 6 | |
| 83496 / 266 / JPEC | **Sinton Maru** (*ex*ShintonMaru–38) Wireless 1 *Dk* | | 1576 / 1379 / 884 | | | | | 1927 | Manchuria DockK.K. PortArthur | DairenKisenK.K. | 249·0 | 37·5 | 21·0 | Dairen Japanese | T.3Cy. | | |
| 83497 / 7165 / JDHD | **Sinyō Maru** (*ex*ShinyoMaru–38, *ex*ShinpoMaru) (*Crab Canning Factory '39*) 2 *Dks(Stl)* | *ss*Yka.No.3–4,30 *ss*Osa.No.1–34 | 4737 / 4034 / 3397 | ✠ ... 1,39 ✠ | Kob | *x* | | 1918 3mo | Uraga DockCo.Ld. Uraga | NipponSuisanK.K. *CellDB291'934t* | 360·0 P33'B91'F33' *FPT143t APT53t* | 51·0 FK | 28·3 *6 BHCem* | Kobe Japanese | T.3Cy.24¼",40½"&67"–48" 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga | 28 ″ 7 | |
| 83498 / 44156 / JHRL | **Sinyo Maru** *Cruiser Stern* | | 4163 / — / 2412 | | | | | 1938 | Harima S.B.&Eng. Co.Ld. Harima | SinyoKisenK.K. | 363·6 | 50·0 | 29·0 | Kobe Japanese | 2 steam turbines DR geared to 1 screw shaft 467NHP | | C |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Numerals in which classed, if not in L.R. Discontd. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83499<br>24270<br>JTUH | **Sinyo Maru No. 1**<br>(*ex*ShinyoMaruNo.1-38, *ex*ShinyoMaru-34, *ex*KirishimaMaruNo.6) | Wireless<br>1*Dk* | 1289<br>1080<br>708 | | | | | 1919 | Matsuda Co. Osaka | OkadaShinkichiro | 221·0 P28′ | 32·7 B52′ | 20·5 F24′ | Hutyu Japanese *WB* | T.3Cy.16″,26$\frac{5}{16}$″&42″–30″ 97NHP<br>MatsudaCo.Osaka | | |
| 83500<br>24162<br>JKTE | **Sinyo Maru No. 2**<br>(*ex*ShinyoMaruNo.2, *ex*SenyoMaru-33, *ex*YatakeMaru) | Wireless<br>1*Dk* | 1085<br>—<br>603 | | | | | 1918 | Ishikawa Ayaji Osaka | OkadaShinkichiro | 210·0 | 32·0 | 18·5 | Hutyu Japanese | T.3Cy.13$\frac{1}{2}$″,22$\frac{1}{2}$″&37$\frac{3}{8}$″–28″ Nakagawa 74NHP Tekkosho,Osaka | | |
| 83501<br>33184<br>JAZC | **Sinyo Maru No. 3**<br>(*ex*ShinyoMaru No.3-3,28 *ex*HengTai, *ex*Carmen) | *ss*Kob.No.3-3,28<br>1*Dk* | 1899<br>1651<br>1105 | ✠ ...<br>8,30 ✠ | | | | 1917<br>6mo | American S.B.Co. Cleveland,O. | OkadaShinkichiro | 251·0<br>P30′ | 43·5<br>B64′ | 20·0<br>F19′ FK | Hutyu Japanese *WB* | T.3Cy.20″,33″&54″–40″ 272NHP<br>AmericanS.B.Co.Clevelnd | 20 ″ 2 | |
| 83502<br>42288<br>JFWF | **Sinyo Maru No. 5**<br>(*ex*ShinyoMaruNo.5-38) | 1*Dk* | 1498<br>—<br>834 | | | | | 1937 | Mukaishima Dock-yard Co.Ltd. Mukaishima | OkadaKaiunK.K. | 340·0 | 35·0 | 19·0 | Sakai Japanese *WB* | T.3Cy.15$\frac{1}{4}$″,26$\frac{3}{4}$″&44″–32″ 110NHP<br>MukaijimaSenkyoK.K. | | |
| 83503<br>22320<br>JNQD | **Sinyu Maru** (*ex*ShinyuMaru-38, *ex*HiyeizanMaru-33) | *ss*Kob.No.3-4,33<br>*ss*TamaNo.1-38<br>2*Dks*(*Stl*) | 4622<br>3927<br>3307 | ✠100A1<br>6,40 ~~1,40~~ ✠LMC ~~7,40~~ 6,40 | Tama | *x* | 5,39 | 1919<br>2mo | Uraga Dock Co.Ltd. Uraga | Kuribayashi SyosenK.K. | 360·0<br>P21′B91′F35′ FK<br>*Cell D B* 291′919*t FPT* 1141*t APT* 46*t* | 51·2<br>A&CP | 25·4 | Tokyo Japanese *6 BHCem* | T.3Cy.24$\frac{1}{2}$″,40$\frac{1}{2}$″&67″–48″ 1801b (*s*) 377NHP 3SB,*9cf*,GS180,HS6381<br>UragaDockCo.Ltd.Uraga | 28 ″ 4<br>s 5 ″ 5$\frac{1}{2}$<br>23 ″ 1 | |
| 83504<br>47636<br>JKAL | **Sinyubari Maru**<br>D.F. | 2*Dks*<br>*Cruiser Stern* | 5354<br>—<br>3227 | | | | | 1936 | Mitsui Bussan Kaisha,Ld. Tama | HokkaidoTanko K.K. | 391·5<br>P31′B135′F30′ | 53·8 | 29·8 | Tokyo Japanese *WB* | T3Cy.23$\frac{5}{8}$″,36$\frac{5}{8}$″&66$\frac{1}{2}$″–47$\frac{1}{2}$″ & exhaust turbine driving steam compressor 407NHP<br>MitsuiBussanKaishaLd. Tama | | C |
| 83505<br>24640<br>JPYB | **Sinzui Maru** Ⓟ<br>(*ex*ShinzuiMaru-38) | 2*Dks* | 2964<br>—<br>1831 | | | | | 1918 | Yokohama Dock Co.Ld. Yokohama | Kuribayashi SyosenK.K. | 310·0<br>P25′B98′F33′ | 43·0 | 26·0 | Tokyo Japanese *WB* | T.3Cy.22″,37″&61″–42″ 241NHP<br>YokohamaDockCoLdYka | | C |
| 83506<br>10437<br>JKCB | **Siokubi Maru**<br>(*ex*ShiokubiMaru-38, *ex*Wyefield) | *ss*Yka.No.2-07<br>*Spar dk*(*Stl*)2*trB* & deep framing | 3734<br>3078<br>2679 | ✠<br>7,07 ✠ | Yka | *v* | | 1898<br>6mo | W.Hamilton&Co. Pt.Glasgow | NipponSeitetsu K.K. | 329·8<br>P31′B118′F39′ | 45·4<br>*Cell D Ba & u* | 16·2 26·4 FK<br>*E* 114′*f* 144′727*t APT* 177*t* | Yawata Japanese *6 BHCem* | T.3Cy.24″,40″&65″–42″ 301NHP<br>2SB,*6rf*,GS141,HS4691<br>D.Rowan&Son,Glasgow | 26 ″ 6 | |
| 83507<br>16151 | **Sioux** | | 2100<br>1979 | | | | | 1929 | Barclay, Curle&Co.Ld. Glasgow | St.Lawrence Steamships,Ld. | 252·7<br>Q100′F35′ | 43·3 | 21·8 | Montreal British *WB* | T.3Cy.15″,25″&40″–33″ 81RHP<br>Barclay,Curle&Co.Ld.Gls. | | C |
| | *Mchy.Aft* | 1*Dk* | 1461 | | | | | Alt'39 | | | | | | | | | |
| 83508<br>21147<br>JLIE | **Sioya Maru** (*ex*ShiwoyaMaru-38, *ex*KasugaMaru, *ex*DaikiMaru) | 1*Dk* | 749<br>637<br>426 | | | | | 1917 | Aizawa Iwakichi Osaka | UyedaGoshi Kaisha | 181·7 | 27·3 | 14·9 | Nishinomiya Japanese | T.3Cy.12$\frac{3}{4}$″,19$\frac{1}{2}$″&32$\frac{1}{16}$″–24″ 57NHP<br>AizawaIwakichi,Osaka | | |
| 83509<br>YTNX | **Sipan** Ⓟ | *ss*Spt.No.2-39<br>1*Dk*(*Teak*) | 335<br>248<br>154 | ✠100A1<br>*For Service in the Adriatic*<br>5,40 ✠LMC | Spt | *g* | CL 5,37 | 1931<br>4mo | F.Schichau G.m.b.H. Elbing | Dubrovacka Plovidba A.D. | 149·8<br>B21′F36′ BK6$\frac{3}{4}$″<br>*Cell D Ba* 11′14*t* | 27·0 | 10·3 | Dubrovnik Yugoslav *5 BHpt Cem FPT* 4*t* | C.4Cy.(2)12$\frac{1}{8}$″&(2)27$\frac{5}{16}$″–27$\frac{5}{16}$″ 206lb (*s*) 155NHP<br>1SB(Spt),*3cf*,GS61, HS2530 FD<br>FSchichauG.m.b.H.Elbing | 11 ″ 0 | |
| | | | | No later survey reported | | | | *Lloyd's* | | | | | | | | | |
| 83510<br>PKGI | **Sipirok** | 1*Dk* | 1787<br>1545<br>1002 | | | | | 1928 | Rijkee& Co. Rotterdam | N.V.Koninkl. Paketv.Maats. | 267·6<br>P43′B79′F36′ | 42·2 | 17·6 | Batavia Dutch *WB* | C.4Cy.(2)16$\frac{1}{4}$″&(2)35$\frac{7}{16}$″–35$\frac{7}{16}$″ 124NHP<br>Maats.Fyenoord,Rot. | | V |
| 83511<br>PKHT | **Sipora** (*ex*ThayGwan) | 1*Dk* | *1594*<br>*1279*<br>*941* | ✠ ...<br>12,30 ✠ | | | | 1926<br>11mo | Wilton's E. &SlipwayCo. Schiedam | N.V.Koninkl. Paketv.Maats. | 264·9<br>P20′B73′F25′ | 37·3 | 16·5 FK | Batavia Dutch *WB* | T.3Cy.19″,32″&51″–36″ 202NHP<br>Wilton'sE&Slpwy.Co.Rot | 18 ″ 6 | V † |
| 83512<br>PUAR | **Siqueira Campos** Ⓟ **TwinSc**<br>(*ex*CantuariaGuimarães, *ex*Curvello, *ex*GertrudWoermann) Sub.Sig. | *ss*Rio.No.3-3,25<br>2*Dks*& *Web frames* | 6456<br>4948<br>3967 | ...<br>4,30 | | | | 1907 | Reiherst'g Schiffsw. Hamburg | LloydBrasileiro | 415·6<br>P&B272′F59′ | 50·7 | 28·6 FK | R.Janeiro Brazilian *WB* | T.6Cy.22″,39$\frac{1}{2}$″&63$\frac{3}{4}$″–42″ NB11 790NHP<br>Reiherst.Maschinenf.Ham | 31 ″ 6 | V † |
| 83513<br>14990<br>MNWR | **Sir David**<br>*ss*Sld.No.2-10,40 ~~*ss*Sld.No.2-26~~<br>*Mchy.Aft* *Well deck* | 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1275<br>969<br>697 | ✠100A1<br>~~8,80~~10,10<br>~~DBS8,39~~ ✠LMC ~~7,36~~ 10,40 | Sld | *n* | CL N8,39 | 1927<br>9mo | J.Read-head&Sons, Ld. S.Shields | GasLight&Coke Co.(Stephenson Clarke&AssociatedCompaniesLd. *Mgrs.*) | 225·1<br>Q127′B16′F24′ FK<br>*Cell D Bu E* 20′*f* 140′ 323*t MT* 7′118*t FPT* 150*t APT* 22*t* | 36·0 | 15·2 | London British *5 BHCem* | T.3Cy.18″,30$\frac{1}{2}$″&49″–33″ (*s*) 1801b *100lb* 158NHP<br>1SB,*4cf*,GS73,HS2550<br>N.E.MarineEngCo.Ltd.Sld. | 17 ″ 1<br>s 5 ″ 1$\frac{1}{2}$<br>15 ″ 7 | |
| | | | | | | | | *Lloyd's* | | | | | | | | | |
| 83514<br>5148<br>SFPN | **Sir Ernest Cassel** (*ex*Ernest, *ex*SirErnestCassel)<br>*Mchy.Aft*<br>D.F. | 1*Dk*<br>*Cruiser Stern* | *7739*<br>*7170*<br>*3312* | | | | | 1910 | Hawthorn, Leslie&Co.Ltd Newcastle | Trafikaktieb. Grängesberg-Oxelösund(M.Waldenström. *Mgr.*) | 454·4<br>P92′F43′ | 60·3 | 32·3 | Stockholm Swedish *WB* | T.3Cy.27″,45″&74″–54″ 402NHP<br>N.E.MarineEng.CoLdNwc | | C |
| 83515<br>124571<br>MCTV | **Sir Francis Drake** Ⓟ **TwinScSp**<br>*ss*Ply.No.3-12,19<br>*ss*Ply.No.1-23<br>1*Dk*(*pt Stl*–ws)& *Promenade dk*(*Teak*) | | 478<br>465<br>169 | ✠<br>*Tender*<br>4,26 ✠ | Ply | | | 1908<br>4mo | Cammell Laird&Co.Ld. Birkenhead | Gt.WesternRly. | 145·8<br>*DT f* 10′47*t APT* 20*t* | 38·6 FK | 14·1 | Plymouth British *6 B Hpt Asp pt Cem* | T.6Cy.15″,23″&38″–24″ 228NHP<br>2SB,*6cf*,GS115,HS4510<br>CammellLaird&CoLd.Bkn. | 14 ″ 6 | |
| 83516<br>136336<br>GRYK | **Sir Harvey Adamson** Ⓟ **TwinSc**<br>*ss*Cal.2ndNo.3-10,38<br>Wireless | 1*Dk*(*Teak*)& *Shade dk* (*Stl*-teak s) | 1030<br>637<br>528 | ✠100A1<br>*Shade dk*<br>11,40 ~~10,80~~<br>BS ~~10,30~~ 11,40 ✠LMC 10,38 | Rgn | *n* | CL ~~10,80~~ 10,40 | 1914<br>11mo | A.&J. Inglis,Ld. Glasgow | BritishIndiaStm. Nav.Co.Ld. | 219·7<br>F25′ *on Shade dk*<br>*FPT* 37*t APT* 32*t* | 35·1 FK | 11·3 | Glasgow British *4 B Hpt Cem pt Asp* | T.6Cy.11$\frac{1}{2}$″,20″&31″–22″ (*s*) 2151b 155NHP<br>2SB,*4cf*,GS73,HS2390<br>A.&J.Inglis,Ld.Glasgow | 12 ″ 8<br>s 1 ″ 5$\frac{1}{2}$<br>11 ″ 7 | |
| | | | | | | | | *Lloyd's* | | | | | | | | | |
| 83517<br>LCXQ | **Sir James Clark Ross** **TwinSc**<br>*Oil Eng.*<br>*ss*Sfj.No.2-38<br>*Mchy.Aft* 3*Dks*(*Stl*)& *Web frames*<br>D.F. GyC. *Cruiser Stern*<br>*Longitudinal framing-bracketless system*<br>*Strengthened for navigation in ice* | | 14362<br>10425<br>8127 | ✠100A1<br>*with freeboard*<br>12,40 ~~8,80~~<br>DBS 8,39<br>*Whaling Service*<br>*Carrying Petroleum* | Sfj<br>Hfx<br>✠LMC 9,38<br>Pr.BS 8,39<br>*in bulk* | *jf*† | CL 7,39 | 1930<br>8mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Hvalfanger A/S Rosshavet(Johan Rasmussen&M. Konow, *Mgrs.*) | 537·9<br>P138′F107′<br>*Cell D Bu E* 80′377*t DT s f* 44′925*t FPT* 425*t* | 74·3 FK | 34·4 | Sandefjord Norwegian 18 *B Hpt Cem* (3 *to Wh dk* 15 „ 2*nd* „) *APT* 245*t* | Oil Engines 4S.C.SA 12Cy.24$\frac{1}{2}$″–51$\frac{1}{16}$″ 709NHP 4DB *185lb* DB(*a*) *made* 15 *refitted* 32–*180lb* DB(*s*) *made* 23 *refitted* 36–*180lb*<br>8Pr.B–*43lb* 2Pr.B–*64lb* 2Pr.B–*57lb* 20Pr.B–*60lb*<br>Akt.Burmeistr&Wain,Cpn | 48 ″ 9<br>s 15 ″ 5$\frac{1}{4}$<br>33 ″ 10$\frac{1}{4}$ | |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant et qui expirera. Lettre d'Application. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83518<br>161262 | **Sir John Hawkins** Ⓟ TwinSc<br>*ssSou.No.2–37*<br>*1 Dk(Stl–ws)2nd dk in forward holds* | | 930<br>679<br>359 | ✠100A1<br>*withfreeboard*<br>1,41 ~~4,46~~ 1,41<br>~~BS11,40~~ ✠LMC~~3,37~~ | Ply | | CL<br>4,39 | 1929<br>7mo<br>*Lloyd's* | Earle'sCo. Ltd. Hull<br>*sA&CP* | Gt.WesternRly.<br>*MT6'40t* | 172·5\|43·1\|14·6<br>*DTf17'45t*<br>FK | Plymouth<br>British<br>6*BHCem* | T.6Cy.16½",27"&46"-30" (s)<br>185lb 261NHP<br>2SB,6*cf*,GS132,HS4100<br>Earle'sCo.Ld.Hull | 15 " 9<br>s 4 " 9¾<br>11 " 3¼ | BT till 4,41 |
| 83519<br>162909<br>MBFL | **Sir Richard Grenville** Ⓟ TwinSc<br>*ssPly.No.2–40*<br>*1 Dk(Stl–ws)2nddkin forward holds* | | 896<br>666<br>335 | ✠100A1<br>*withfreeboard*<br>~~3,41~~ 3,41<br>BS2,40 ✠LMC1,39<br>*Fitted for oil fuel* 7,31 | Ply | *l* | CL<br>~~11,37~~ 11,38<br>P11,38<br>~~3,41~~ 3,41<br>*Lloyd's F.P. above* | 1931<br>7mo<br>*Lloyd's* | Earle'sS.B. &E.Co.Ld. Hull<br>*sA&CP* | Gt.WesternRly.<br>*CellDBf62'* | 172·5\|42·7\|14·7<br>*69tDTsf28'119t*<br>FK | Plymouth<br>British<br>6*BHCem*<br>FD | T.3Cy.16½",27"&46"-24" (s)<br>185lb 288NHP<br>2SB,6*cf*,HS4200<br>1 " *to* 2*nd dk*<br>Earle'sS.B.&E.Co.Ld.Hull | 15 " 9<br>s 4 " 3½<br>11 " 9½ | |
| 83520<br>163408<br>MBKP | **Sir Russell**<br>*ssNwc.No.1–38*<br>*Mchy.Aft* 1 *Dk(Stl)*<br>*Well deck* *Cargo battens not fitted*<br>Wireless | | 1548<br>1156<br>841 | ✠100A1<br>11,40 ~~11,39~~<br>BS~~11,39~~ ✠LMC9,38<br>11,40 | Sld<br>Nwc | *p* | CL<br>11,39 | 1933<br>11mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*sA&CP* | StephensonClarke &Associated Companies,Ld.<br>*CellDB207'46* | 243·8\|36·6\|16·1<br>Q145'F27'<br>*2t MT192t FPT85t*<br>FK | London<br>British<br>4*BHptCem*<br>*APT33t* | T.3Cy.19",31"&51"-36" (s)<br>180lb 174NHP<br>2SB,6*cf*,GS101,HS2750<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 18 " 0<br>s 5 " 5½<br>16 " 10½ | |
| 83521<br>158636<br>VGXF | **Sir Thomas Shaughnessy**<br>*Mchy.Aft*<br>D.F. 1 *Dk* | | 5846<br>5559<br>3994 | | | | | 1906 | DetroitS.B. Co. Wyandotte,Mich. | MohawkNav.Co. Ld.(R.A.Campbell *Mgr.*) | 486·7\|52·2\|26·3<br>*WB* | Montreal<br>British | T.3Cy.22½",36"&60"-42"<br>233NHP<br>DetroitS.B.Co.Detroit | | R |
| 83522<br>124572<br>MCVB | **Sir Walter Raleigh** Ⓟ Twin ScSp<br>*ss*Ply 2ndNo.3–4,31<br>*1 Dk(ptStl–ws)&Promenade dk(Teak)* | | 478<br>464<br>169 | ✠ ...<br>4,36<br>*Tender* ✠ | Ply | | | 1908<br>5mo | Cammell Laird&Co.Ld. Birkenhead | GreatWesternRly. | 145·9\|38·6\|14·1<br>*DTf10'47t APT20t*<br>FK | Plymouth<br>British<br>6*BHptAsp ptCem* | T.6Cy.15",23"&38"-24"<br>228NHP<br>2SB,6*cf*,GS115,HS4510<br>CammellLaird&CoLd Bkn. | 14 " 6 | BT till 6,40 |
| 83523<br>116736<br>WPJJ | **Sir William Fairbairn**<br>D.F. GyC.<br>*Mchy.Aft* Sub Sig. 1 *Dk2trB* | | 3807<br>—<br>2760 | | | | | 1896 | Detroit DryDockCo. Wyandotte | BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*) | 424·6\|45·8\|23·9<br>*WB* | Wilmgton (Del.)<br>Utd.States | T.3Cy.24",38"&64"-42"<br>NB16 266NHP<br>DryDockE.Works,Detroit | | R |
| 83524<br>15997<br>JSKD | **Siragi Maru** Ⓟ TwinSc<br>(*ex*ShiragiMaru–38)<br>2*Dks* | | 3022<br>2664<br>1345 | | | | | 1912 | Kawasaki Dkyd.Co.Ld. Kobe | Government of Japan(Dept.of Railways) | 320·0\|43·0\|30·0<br>*WB* | Tokyo<br>Japanese | T.6Cy.19",32"&53"-36"<br>337NHP<br>KawasakiDkydCoLdKobe | | |
| 83525<br>32629<br>JSQB | **Siraha Maru** (*ex*ShirahaMaru–38,<br>*ex*Vasconia, *ss*Kob.No.3–6,31<br>*ex*Valverda) *ss*Kob.No.2–38<br>2*Dks(Stl)*<br>*Cargo battens not fitted in 'tween dks&DT* | | 5693<br>5344<br>3553 | ✠100A1<br>~~1,41~~ 2,41<br>✠LMC~~7,39~~ 1,41<br>*Deep tank adapted for carrying oil fuel* 2,27 | Smk | *a*† | CL<br>~~7,38~~ 12,40<br>*Lloyd's* | 1918<br>8mo<br>*Lloyd's* | Russell& Co. PortGlasgow<br>*sA&CP* | TatuumaKisen K.K.<br>1*IntermediateBH &1'tween d &BHdispensed with a86'1109t APT31t*<br>*CellDB360'1181t DT* | 423·3\|56·0\|28·7<br>P38'B123'F43'<br>FK | Nisino-miya<br>Japanese<br>*Cem*<br>5*BH to Udk*<br>1 " " 2*nd*,*only* | T.3Cy.27",45½"&74"-51" (s)<br>180lb 574NHP<br>3SB,9*cf*,GS198,HS8742<br>Rankin&Blackmre,LdGrk | 31 " 4<br>FD | |
| 83526<br>LKFX | **Siranger**<br>*OilEng.*<br>*Ref.Mchy.* 1 *Dk&Shelter dk*<br>*Cruiser Stern* | | 5393<br>4542<br>3257 | | | | | 1939 | Cant.Nav. delQuarnaro Fiume | WestfalLarsen& Co.A/S | 408·1\|55·9\|25·0<br>F29'<br>*WB* | Bergen<br>Norwegian | Oil Engines 2S.C.SA<br>5Cy.28¾"-49⅞" 701NHP<br>Cant.RiunitiDell'Adriatico Trieste | | N |
| 83527<br>166471<br>GMGQ | **Sire**<br>D.F. E.S.D. 1 *Dk*<br>*CruiserStern* | | 5664<br>5130<br>3367 | ✠100A1<br>~~5,40~~ ~~5,39~~ 4,41<br>✠LMC6,38 | Qbc<br>Mdb | *z*<br>1½ | CL<br>9,39 | 1938<br>6mo<br>*Lloyd's* | JLThomp-son&Sons,Ld Sunderland<br>*sA&CP* | Saguenay Terminals,Ld.<br>*CellDB294'11* | 409·3\|57·6\|29·1<br>425·3(O.L.)<br>P35'B122'F32'<br>FK | London<br>British<br>6*BHCem* | T.3Cy.22",37½"&63"-45"<br>180lb (s) FD 395NHP<br>3SB(Spt)9*cf*,GS112,HS5580<br>GeorgeClark(1938)Ld.Sld. | 31 " 7<br>s 6 " 9½<br>25 " 0 | |
| 83528<br>LCFK | **Sirehei** (*ex*Bratsberg–35)<br>D.F. 1 *Dk2trB* | | 3888<br>3620<br>2461 | | | | | 1907 | JLThomp-son&Sons,Ld Sunderland | A/SHelgöy (A.I.Langfeldt& Co.*Mgrs.*) | 346·1\|49·6\|25·4<br>H150*t*P20*t*<br>*WB* | Xiansand<br>Norwegian | *42t Tanks at sides of tunnel315t FPT16 5t APTs225t*<br>T.3Cy.25",42"&68"-48"<br>320NHP<br>J.Dickinson&Sons,Ld.Sld. | 27 " 11 | N |
| 83529<br>LCSA | **Siremalm** (*ex*Senta–39,<br>*ex*Ottawa–35, *ss*Osl.2ndNo.3–7,30<br>*ex*Craigisla) *ss*Osl.No.2–39<br>*Spar dk&deep framing*<br>*Cargo battens not fitted* | | 2468<br>2319<br>1543 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>2,41 ~~1,40~~<br>~~M84,39~~ ✠LMC<br>BS~~1,40~~ 2,41 | Osl<br>~~Mch~~Nwc | *t* | CL<br>1,40 | 1906<br>3mo<br>*Lloyd's* | A.Rodger &Co. PortGlasgow<br>*sA&CP* | A/SHelgöy (A.I.Langfeldt& Co.*Mgrs.*)<br>*CellDBa&uE118'f136'* | 313·6\|43·8\|13·3<br>20·7<br>P29'B82'F30'<br>FK<br>*623tAPT67t* | Xiansand<br>Norwegian<br>5*BHCem* | T.3Cy.21⅞",35"&57"-39" (s)<br>180lb 248NHP<br>2SB,6*cf*,GS116,HS4220<br>A.Rodger&Co.Glasgow | 23 " 3<br>s 3 " 8½<br>19 " 9 | |
| 83530<br>55<br>IUJK | **Sirena** (*ex*Sila,*ex*Marietta Iron<br>Constanzo, *ss*Nap.2ndNo.3–9,13<br>*ex*Rapid) *ss*Nap.No.1–19<br>*Well deck* 1 *Dk2trB* | | 974<br>812<br>605 | ✠ ...<br>9,22<br>✠NB1,06 ✠ | | | | 1883<br>10mo | Palmers' Co.Ld. Newcastle | GennaroMontella (Lauro&Montella, *Mgrs.*) | 225·4\|31·7\|15·0<br>220·0\|15·5<br>Q88'B44'F22'<br>FK | Torre del Greco<br>Italian<br>*WB* | C.2Cy.28½"&52"-33"<br>121NHP<br>Palmers'Co.Ld.Newcastle | 16 " 6 | I † |
| 83531<br>LCOH | **Sirenes** (*ex*Hesperos)<br>1 *Dk&Shelter dk* | | 4341<br>4096<br>2722 | | | | | 1913 | W.Doxford &Sons,Ld. Sunderland | A/S Odderö (A.I.Langfelt&Co. *Mgrs.*) | 389·8\|54·1\|24·6<br>P102*t*H124*t*<br>*WB* | Xiansand<br>Norwegian | T.3Cy.26",42"&70"-48"<br>339NHP<br>W.Doxford&Sons,Ld.Sld | | N |
| 83532<br>YPBP | **Siretul** (*ex*Baharistan)<br>*ss*Rot.2ndNo.3–6,37<br>1 *Dk(ptIrn ptStl)* | | *3638*<br>*3424*<br>*2308* | ✠100A1<br>~~10,38~~ 11,39<br>BS~~9,38~~ LMC6,37<br>7,40 | Pir<br>Gen | *w* | CL<br>N6,37 | 1912<br>9mo<br>*Lloyd's* | W.Gray& Co.Ld. WHartlepool<br>*sA&CP* | A.Vlasov<br>*CellDB* | 360·0\|51·0\|22·7<br>P25'B221'F35'<br>*a&uE142'f158'991t* | Braila<br>Roumanian<br>6*BHCem*<br>*APT87t* | T.3Cy.25',40½"&67"-45" (s)<br>160lb 382NHP<br>2NB(main)22*fitted*37<br>2SB&1Aux.B,6*cf*,GS165, HS5726<br>Cen.Mar.Eng.Wrks.WHpl | 25 " 1<br>FK | |
| 83533<br>164367<br>GYTQ | **Sirikishna**<br>D.F. E.S.D. *CruiserStern* 1 *Dk* | | 5458<br>4971<br>3333 | | | | | 1936 | CaledonS. B.&E.Co.Ld. Dundee | TheSouthGeorgia Co.Ld.(Chr.Salvesen&Co.*Mgrs.*) | 407·0\|55·7\|28·0<br>P26'B115'F41'<br>*WB* | Leith<br>British | T.3Cy.21½",36"&62"-45"<br>256NHP<br>D.Rowan&Co.Ld.Gls. | | C |
| 83534<br>1056<br>ICHT | **Sirio**<br>D.F. *Mchy.Aft* 2*Dks* | | 5222<br>—<br>3121 | | | | | 1921 | Cant.Nav. Riuniti Palermo | Soc.Ligure diArmamento | 394·5\|51·6\|27·2<br>*WB* | Genoa<br>Italian | T.3Cy.26",42½"&69½"-48"<br>335NHP<br>Cant.Nav.Riuniti,Ancona | | CI |
| 83535<br>143433<br>GBRD | **Siris**<br>*ss*Npt.No.3–7,32<br>*ss*Ham.No.1–37<br>2*Dks(Stl)* | | 5242<br>4782<br>3266 | ✠100A1<br>~~1,40~~ 1,40<br>BS~~8,37~~ ✠LMC9,37<br>10,30 | Lon<br>Liv | *y* | CL<br>N9,37 | 1919<br>10mo<br>*Lloyd's* | Harland& Wolff,Ld. Greenock<br>*sA&CP* | RoyalMailLines, Ld.<br>*CellDB* | 400·3\|52·3\|28·5<br>413·0(O.L.)<br>P50'B113'F39'<br>FK<br>*340'1051t FPT128t* | London<br>British<br>7*BHptCem*<br>*APT220t* | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668<br>Harland&Wolff,Ld.Gls. | 31 " 0<br>s 5 " 11<br>25 " 4½<br>FD | |
| 83536<br>OHCD | **Sirius**<br>*ss*Hfs.No.2–38<br>D.F. 2*Dks(Stl)*<br>*Strengthened for navigation in ice* | | 2197<br>1991<br>1241 | ✠100A1<br>*withfreeboard*<br>6,39<br>~~BS8,38~~ ✠LMC4,38 | Hfs | *r* | CL<br>6,39 | 1929<br>5mo<br>*Lloyd's* | Helsingörs Jrnsk&Msk Aktieb<br>*sA&CP* | FinskaÅngf.<br>*CellDB228'413t* | 273·0\|40·2\|24·7<br>260·1<br>FK<br>*FPT33tAPT21t* | Helsingfrs<br>Finnish<br>4*BHCem* | T.3Cy.20",32"&53"-36" (s)<br>200lb 230NHP<br>2SB,6*cf*,GS190,HS4003<br>HelsingörsJernsk.&Mskb. | 27 " 6<br>s 8 " 2½<br>19 " 4½<br>*Coll "to W dk* | |

No later survey reported

Note "Omega," *see No. 89457 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of Build Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83537 | **Sirius** | | *1833* | ✠ ... | | | | 1889 | J.Priestmn | RederiA/B Iris | 280·5 | 39·2 | 18·8 | Stockholm | T.3Cy.21″,35″&57½″–39″ | 20 ″ 1 | V |
| 7122 | (*ex*Frederiksborg, *ss*Rot.2ndNo.3–10,13 | | *1578* | 6,26 | | | | 5mo | Sunderland | (S.Abrahamsen, | P25′Q86′B112′ | | | Swedish | 207NHP | | † |
| SGTN | *ex*Deddington) *ss*Cpn.No.2–21 | | *1108* | ✠ | | | | | | *Mgr.*) | F27′ FK | | | *WB* | G.Clark,Sunderland | | |
| | 1*Dk* | | | | | | | | | | | | | | | | |
| 83538 | — | | 998 | | | | | 1921 | AtlasWrke A.G. | Dampfsch.Ges. Neptun | 223·1 | 33·1 | 13·8 | Bremen | T3Cy.18⅛″,29½″&48½″–29½″ | | G |
| | | | 797 | | | | | | Bremen | | P15′Q65′F29′ | | | German | 129NHP | | |
| DOJC | Wireless Sub.Sig. 1*Dk* | | 590 | | | | | | | | | | | *WB* | AtlasWerkeA.G.Bremen | | |
| 83539 | — **Iron** | | 944 | ✠ | Ham | *m* | | 1885 | Flensburgr | DetBergenske | 207·5 | 28·8 | 12·8 | Bergen | T.3Cy.17½″,29″&48″–33″ | | |
| | | | 566 | 4,85 | | | | 2mo | Schiffsb. | Dampskibsselskab | H8*t* | | 20·1 | Norwegian | NE&B08 132NHP | | |
| LEUS | 1*Dk&Awng dk* | | 534 | | | | | | Flensburg | | len08 | | | *WB* | LaxevaagMsk&Jrns.Bgn. | | |
| 83540 | — | | *825* | | | | | 1919 | Larvik Slip &Verks.Akt. Larvik | O.F.Ahlmark&Co. Eftr.A/B | 196·0 | 32·0 | 12·6 | Karlstad Swedish | T.3Cy.14″,23″&38″–27″ 75NHP | | V |
| 6151 | | | *661* | | | | | | | | | | | *WB* | LarvikSlip&Verks.Akt. | | |
| SGJM | 1*Dk* | | *456* | | | | | | | | | | | | | | |
| 83541 | **Sirogane Maru** | | 3130 | | | | | 1938 | Harima S.B.&Eng. Co.Ld. Harima | NipponKaiunK.K. | 318·3 | 45·9 | 24·6 | Tokyo Japanese | T.3Cy.20⅜″,33½″&56½″–39″ 200NHP | | C |
| 45454 | | | — | | | | | | | | | | | *WB* | HarimaS.B.&E.Co.Ld. | | |
| JHZL | 2*Dks* | | 1801 | | | | | | | | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 83542 | — Ⓟ | | 929 | | | | | 1938 | Mitsubishi JukogyoK.K Kobe | SetsuyoSyosen K.K. | 185·3 | 31·3 | 14·3 | Osaka Japanese | Oil Engines 4S.C.SA 8Cy.16¾″–24⅞″ 218NHP MitsubishiJukogyoK.K. Kobe | | |
| 44369 | *Oil Eng.* | | — | | | | | | | | | | | | | | |
| JFDM | | | 530 | | | | | | | | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 83543 | **Sirsa** | | 5445 | ✠100A1 | Cal | *z* | CL | 1920 | Hawthorn, | BritishIndiaStm. | 400·1 | 52·4 | 28·5 | Glasgow | T.3Cy.27″,44″&73″–48″ (*s*) | 31 ″ 0 | |
| 144197 | *ss*Cal.No.3–6,32 | | 4817 | 3,41 ~~7,39~~ | | | N7,39 | 4mo | Leslie&Co.Ld Newcastle | Nav.Co.Ld. | | | | British | 180lb 517NHP | s5 ″ 11⅜ | |
| GDNQ | *ss*Cal.No.2–41 ~~*ss*Cal.No.1–26~~ | | 3387 | ~~B80,40~~ MS6,36 | ✠LMC 3,41 ~~BS1,39~~ | | | | *Lloyd's SA&CP* | *CellDB* | P49′B113′F38′ FK 344′1060*t* | *FPT*130*t* | *APT*34*t* | *SBHCem* | 3SB,*9cf*,GS189,HS7668 FD | 25 ″ 3½ | |
| | 2*Dks*(*Stl–U*teak s) | | | | | | | | | | | | | | Hwthrn,Leslie&CoLd.Nwc | | |
| 83544 | **Sirvall** (*ex*Broxvik,*ex*Ibis, **Iron** | | *1469* | ✠100A1 | Osc | *q* | OG | 1882 | R.Dixon& Co. Middlesbro' | J.W.Nilsson (Kommanditbola- getÖsterberg&Co. | 260·4 | 35·2 | 17·4 | Oscrshmn Swedish | C.2Cy.30¾″&62″–39″ 188NHP | 18 ″ 6 | |
| 545 | *ex*Louise) *ss*Osc.5thNo.3–4,39 | | *1155* | 9,40 ~~4,39~~ | | | ~~7,38~~ 9,40 | 9mo | | | Q99′B62′H35*t*F31′ | | | 80lb *70lb* | | s1 ″ 10½ | |
| SGJU | 1*Dk*(*Irn*)&*Web frames* | | *869* | | LMC4,39 | | | | A&CP | *Mgrs.*) | BK9″ | | | *4BHCem* | 1DB,*4pf*,GS67,HS3107 | 17 ″ 5 | |
| | *Well deck* *Cargo battens not fitted* | | | BS5,40 | | | | | | | *DBa*74′*f*42′&*u* | | | *E&B*44′337*t* | Blair&Co.Ld.Stockton | | |
| 83545 | **Sisen Maru** (*ex*ShisenMaru–38) | | 2201 | | | | | 1918 | Ishikawa- jimaS.B.Co. Tokio | ToaKaiunK.K. | 268·0 | 40·7 | 23·5 | Osaka Japanese | T.3Cy.19″,31½″&52″–39″ 169NHP | | |
| 22210 | | | 1891 | | | | | | | | P13′B58′F27′ | | | *WB* | IshikawajimaS.B.CoTokyo | | |
| JKVB | 1*Dk* | | 1292 | | | | | | | | | | | | | | |
| 83546 | **Sishan** (*ex*Thane) | | 1363 | ✠ | Nag | *p* | | 1883 | A.Stephen &Sons Dundee | U.S.S.R. | 264·4 | 33·2 | 21·5 | Vladvostk Russian | C.2Cy.27″&54″–42″ 160NHP | 23 ″ 3 | |
| | *ss*Shl.2ndNo.3–5,09 | | 1278 | 7,19 | | | | | | | | | BK8″ | *5BHCem* | | | |
| | *ss*Nag.No.1–14 | | 846 | ✠ | | | | | | *DBa*48′*f* | 104′&*u*E15′208*t* | *FPT*30*t* | *APT*9*t* | 2SB,*6cf*,GS90,HS2624 | PearceBros.Dundee | | |
| | 1*Dk*(*Stl*)&*Spar dk*(*Stl–ws*)3*trB* | | | | | | | | | | | | | | | | |
| 83547 | **Sistiana** Ⓟ (*ex*Salvore) | | 5827 | ✠100A1 | Tri | *y* | CL | 1924 | Stabilmnto | LloydTriestino | 405·6 | 54·0 | 29·6 | Venice | T.3Cy.27¼″,42″&68″–48″ (*s*) | 32 ″ 0 | |
| 208 | *ss*.Nap.No.3–1,27 | | 5062 | *Shelter dk* | | | 7,39 | 5mo | Tecnico Trieste | Soc.Anon.diNav. | | | | Italian | 180lb 465NHP | s6 ″ 7¾ | |
| ICHV | *ss*Tri.No.2–35 | | 3681 | *withfreeboard* | | | | | | | B128′ *on Shelter dk* | | | *Cem* | 3SB(Spt),*9cf*,GS158, | 25 ″ 7 | |
| | *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | | 8,38 | ✠LMC | | | | *Lloyd's SA&CP* | *CellDB*338′1309*t* | F36′ FK | | | 6*BHtoSh dk* | HS7023 FD | | |
| | D.F. | | | MS11,39 | BS4,40 | | | | | *DTa*33′852*t* | *FPT*102*t* | *APT*201*t* | | 1 ,, ,, *U* ,, | StabilimentoTecnico,Tri. | | |
| | *Now* "**Myrica**," *see No.* 89056 *in Supplement* | | | ✠Lloyd'sRMC4,40 | | | | | | | | | | | | | |
| | | | | No. 5 upper 'tween dk. chambers for temp. 22° F. | | | | | | | | | | | | | |
| 83548 | **Sitala** | | 6218 | ✠100A1 | Cff | *a*† | CL | 1937 | Harland& Wolff,Ld. Glasgow | Anglo-Saxon PetroleumCo.Ld. | 430·3 | 54·7 | 30·6 | London British | Oil Engines 4S.C.SA 6Cy.25 9/16″–55½″ 378NHP | 31 ″ 0 | |
| 165407 | *Oil Eng.* | | 5505 | 3,40 | | | 3,40 | 3mo | | | P91′B41′F48′ FK | | | 16*BH* | DB*180lb* | s5 ″ 7 | |
| GZLF | 1*Dk*,2*nd dk clear of* | | 3602 | ✠LMC3,37 | | | | | | | | | | 04*tAPT*60*t* | Harland&Wolff,Ld.Gls. | 25 ″ 7¾ | |
| | *Mchy.Aft* *CruiserStern* *cargotanks* | | | *CarryingPetroleum in bulk* | | | | | *Lloyd's SA&CP* | *CellDBuE*66′134*t* | *DTf*25′265*tFPT*1 | | | | | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| | D.F. E.S.D. | | | | | | | | | | | | | | | | |
| 83549 | **Sithonia** (*ex*Radnorshire) | | 6723 | ✠100A1 | ~~Gls~~ Swa | *a*† | CL | 1919 | JLThomp- son&Sons,Ld. Sunderland | H.M.Thomson | 412·5 | 55·5 | 34·4 | London British | T.3Cy.27″,44″&73″–48″ (*s*) | 37 ″ 0 | |
| 143441 | *ss*Shl.No.3–11,31 | | 6361 | *Shelter dk* | | | N11,38 | 9mo | | | 428·7(O.L.) | | | *ptCem* | 180lb 597NHP | s8 ″ 9¾ | |
| GBQX | *ss*Cff.No.1–36 | | 4133 | *withfreeboard* | Hul | | | | | | F36′*on Shelter dk* | | | 6*BHtoSh dk* | 3SB,*12cf*,GS220,HS9525 FD | 28 ″ 6 | |
| | D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | | Examined 3,41 | | | | | *Lloyd's SA&CP* | | FK | | | 1 ,, ,, *U* ,, | J.Dickinson&Sons,Ld.Sld. | | |
| | | | | BS3,41 ✠LMC12,39 | | | | | | *CellDB*365′1364*t* | *FPT*154*t* | *APT*228*t* | | | | | |
| 83550 | **Sitisei Maru** | | 1911 | | | | | 1938 | Kawami- namiKogyo K.K.Koyagi- jimaZosensho Nagasaki | KounKisenK.K. (YamishitaKisen K.K.*Mgrs.*) | 271·6 | 40·0 | 20·3 | Kobe Japanese | T.3Cy.18″,30″&50″–36″ 150NHP | | |
| 44848 | | | 1537 | | | | | | | | P86′F29′ | | | *WB* | KawaminamiKogyoK.K. KoyagijimaZosensho,Nag. | | |
| JQJM | *Mchy.Aft* 1*Dk* | | 1076 | | | | | | | | | | | | | | |
| 83551 | **Sitoebondo** | | 7049 | | | | | 1916 | Bonn& Mees Rotterdam | Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) | 445·7 | 54·3 | 34·2 | Rottrdam Dutch | SRGeared Steam Turbines | | V |
| | | | 6684 | | | | | | | | | | | *WB* | Maats.deSchelde,Flushing | | |
| PHNW | D.F. 2*Dks* | | 4488 | | | | | | | | | | | | | | |
| 83552 | **Sitona** (*ex*Imacos) | | 1143 | | | | | 1920 | A/SMoss Værft Moss | A/S Sitona(K. Andersen&Co. A/S) | 226·4 | 36·6 | 15·9 | Frdrikstd Norwegian | T.3Cy.16″,25″&42″–30″ 97NHP | | N |
| | | | 980 | | | | | | | | P41*t*H75*t* | | | *WB* | A/S MossVærft.Moss | | |
| LEUU | 1*Dk* | | 673 | | | | | | | | | | | | | | |
| 83553 | **Siva** (*ex*Slotholm) | | 1304 | | | | | 1921 | Stavanger Stöberi&Dok Stavanger | J.T.Salvesen&Co. | 243·0 | 37·3 | 16·0 | Grngemth British | T.3Cy.17½″,28½″&48″–33″ 132NHP | | N |
| 130125 | | | 1129 | | | | | | | | P21′B60′F24′ | | | *WB* | StavangerStöberi&Dok | | |
| MLKR | D.F. 1*Dk* | | 788 | | | | | | | | | | | | | | |
| 83554 | **Sivas** (*ex*GeorgeM.Livanos–38) | | 3832 | ✠ ... | Bkn | *y* | | 1928 | R.Thomp- son&Sons,Ld Sunderland | DeutscheLevante- LinieHamburgA.G. (DeutscheLevante- LinieG.m.b.H. *Mgrs.*) | 379·9 | 52·0 | 22·4 | Hamburg German | T.3Cy.25½″,42″&70″–48″ 402NHP | 24 ″ 11 | G |
| | *ss*Ant.No.2–36 | | 3537 | 7,38 | | | | 5mo | | | | | | 6*BHCem* | 3SB,*9cf*,GS167,HS6746 | | † |
| DJWN | D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 2283 | ✠ | | | | | | | F34′ FK | | | *Coll toSh dk* | Richardsons,Westgarth& Co.Ld.Sld. | | |
| | | | | | | | | | | | | | | 5 ,, 2*nd* ,, ) | | | |
| | | | | | | | | | | *CellDBa*&*uE*140′*f*175′1095*t* | *FPT*118*t* | *APT*117*t* | | | | | |
| 83555 | **Sivigliano** (*ex*Strijpe–33,*ex*Dalbek, | | 1270 | | | | | 1921 | Schiffsw.(v J.&Sch.)A.G. Hamburg | D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi | 254·8 | 32·0 | 13·2 | Trieste Italian | T.3Cy.16 15/16″,27″&43 7/16″– 33 7/16″ 108NHP | | 1 |
| 345 | *ex*Erika) | | — | | | | | | | | 243·6 | | | | | | |
| IUJR | Sub.Sig. 1*Dk* | | 758 | | | | | | | | Q97′B90′F25′ len23 | | | *WB* | Gall&Seitz,Hamburg | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appliement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd. | 15 Registres où noté si en cas de L. pl. Dunw. Cert. Inst. Tech. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83556 | **Sixaola** (P) | | 4693 | | | | | 1911 | Workman, Clark & Co. Ld Belfast | United Fruit S.S. Corporation (United Fruit Co. *Mgrs.*) | 378·8 | 50·3 | 29·1 | New York Utd. States | T.3Cy.27″,45″&75″-54″ | | C |
| 212385 | *Fitted for oil fuel* | | 3894 | | | | | | | | B160′F44′ | | | | 413NHP | | |
| KDAQ | *Ref. Mchy.* Sub.Sig. | *2 Dks & 2pt dks* | 2430 | | | | | | | | | | | *WB* | Wrkman, Clark & Co. Ld Bel | | |
| | D.F. E.S.D. | | | | | | | | | | | | | | | | |
| 83557 | **Sixten** (*ex* Sydhavet-32, *ex* Böklund, | | *2085* | ✠ ... | | | | 1912 | Sunderlnd S.B.Co.Ld Sunderland | Rederi A/B Sigyn (Hans Lundgren, *Mgr.*) | 287·1 | 42·1 | 19·1 | Hlsngborg Swedish | T.3Cy 22″,36″&59″-39″ 232NHP | 28 ″ 6 | V † |
| 7840 | *ex* Svartfond, *ex* Petra) *ss* Shl. No. 3–11,25 | | *1889* | 3,29 | | | | 9mo | | | P27′B76′F29′ | | | | | | |
| SJEN | 1 *Dk* | | *1223* | ✠ | | | | | | | | FK | | *WB* | N.E.Marine Eng.Co.Ld.Sld | | |
| 83558 | **Sizilien** (*ex* Harpagus-37) | | 4647 | ✠ ... | Rot | *y* | | 1930 | J Readhead & Sons, Ld South Shields | Rob.M.Sloman, Jr. | 393·7 | 54·2 | 24·8 | Hamburg German | T.3Cy.24½″,41″&68″-45″ 436NHP | 27 ″ 2 | G † |
| | *ss* Hul. No. 1–34 | | 4277 | 12,37 | | | | 7mo | | | P36′B245′F32′ FK | | | 6 *BHCem* | 2SB(Spt)&1Aux.B,*9cf*, GS176, HS7743 | | |
| DJVC | D.F. | 1 *Dk (Stl)* | 2789 | ✠ | | | | | | *Cell DBa & u E152′ f177′1160t FPT102t APT220t* | | | | | J.Readhead & Sons, Ld. | | |
| 83559 | **Sizran** | | 1187 | | | | | 1933 | Sevastopol Marine Wks. Sevastopol. | U.S.S.R. | 236·2 | 35·4 | 15·2 | Odessa Russian | C.4Cy.(2)12¾″&(2)26¾″-26¾″ *Emade* 35 62NHP | | |
| | | | 959 | | | | | | | | F15′B64′P19′ | | | *WB* | Sevastopol Marine Wks. | | |
| UPSM | *Cruiser Stern* | 1 *Dk* | 577 | | | | | | | | | | | | | | |
| 83560 | **Sjælland** (P) | Twin Sc | 2593 | | | | | 1933 | Helsingörs Jernsk & Msk. Elsinore | De Danske Statsbaner | 336·3 | 56·6 | 17·6 | Körsör Danish | Oil Engines 4S.C.SA 16Cy.17½″-33⅞″ 484NHP | | V |
| | (*Ferry*) | *Oil Eng.* | 2027 | | | | | | | | | | | *WB* | Akt. Burmeistr & Wain, Cpn | | |
| OXLS | D.F. Sub.Sig. | *Cruiser Stern* | 1319 | | | | | | | | | | | | | | |
| 83561 | **Sjöbris** (*ex* Hjort-36) | | 1220 | | | | | 1926 | Trndhjms Mek. Værks. Trondheim | A/S Sjöfart (T.S.Bendixen) | 232·3 | 36·5 | 15·7 | Lillesand Norwegian | T.3Cy.17″,27″&46″-30″ 116NHP | | N |
| | | | 1008 | | | | | | | | P15*t*H65*t* | | | *WB* | Trondhjems M.V.Trndheim | | |
| LECX | Wireless D.F. | 1 *Dk* | 699 | | | | | | | | | | | | | | |
| 83562 | **Sjofna** (*ex* Kongsaa, *ex* Phoenix) | | 619 | | | | | 1918 | Wed. Duijvendijk Gouderak | D/S A/S Vivi (Clemeth Dann, *Mgr.*) | 171·8 | 28·3 | 12·0 | Oslo Norwegian | T.3Cy.13″,20½″&35″-21″ 56NHP | | V |
| | | | 459 | | | | | | | | Q50*t* B38*t* H16*t* F21*t* | | | *WB* | Van der Kuij & Van der Ree, Rotterdam | | |
| LEUW | | 1 *Dk* | 256 | | | | | | | | | | | | | | |
| 83563 | **Skaane** (*ex* Rota) | | 1254 | | | | | 1918 | P Th Stuhrs Maskin-Skibs Aalborg | Det Dansk-Franske Dampskibs. (A.N. Petersen & E.Hahn-Petersen *Mgrs.*) | 237·0 | 36·0 | 15·9 | Copnhagn Danish | T.3Cy.15″,24″&40″-27″ 83NHP | | V |
| | | | 948 | | | | | | | | P15′Q71′B94′F29′ | | | *WB* | Akties. Frichs. Aarhus | | |
| OULD | | 1 *Dk* | 724 | | | | | | | | | | | | | | |
| 83564 | **Skagen** (*ex* Lexa Mærsk-37, | | 900 | | | | | 1914 | Kjöbnhvns Flydk & Skbs. Copenhagen | Ministry of Shipping (Atkinson & Prickett, Ld. *Mgrs.*) | 218·2 | 32·5 | 12·0 | London British | T.3Cy.14″,22½″&37″-24″ 67NHP | | C |
| 167441 | *ex* Lexa-32, *ex* Lexa Mærsk, *ex* Nykjöbing) | | 670 | | | | | | | | P17′Q56′B88′F30′ | | | *WB* | Kjbnhavns Flydk & Skbs. | | |
| MNZM | | 1 *Dk* | 491 | | | | | | | | | | | | | | |
| 83565 | **Skagerak** | | 4244 | | | | | 1936 | Akt. Burmeistr & Wain Copenhagen | A/S Skagerak (Olaf Ditlev-Simonsen, Jr. *Mgr.*) | 387·4 | 55·3 | 22·9 | Oslo Norwegian | Oil Engines 2S.C.DA 5Cy.17⅛″-47½″ 536NHP | | N |
| | | *Oil Eng.* | 3633 | | | | | | | | F33′ | | | *WB* | Akt. Burmeistr & Wain, Cpn | | |
| LJCR | D.F. *Cruiser Stern* | 1 *Dk* & *Shelter Dk* | 2315 | | | | | | | | | | | | | | |
| 83566 | — | | 1283 | | Stl | | OG | 1921 | F. Schichau Elbing | Ministry of Shipping (Springwell Shipping Co. Ld. *Mgrs.*) | 224·3 | 33·6 | 13·5 | London British | T.3Cy.15″,24½″&38½″-25½″ 75NHP | | G |
| 167466 | | | 833 | Examined L.B. 2,41 | | | 5,40 | | | | | | | *WB* | F.Schichau, Elbing | | |
| MPKM | | 1 *Dk* | 753 | BS6,40 (200lb) | | | | | | | | | | | | | |
| 83567 | **Skagul** (*ex* Havtor) | | *1022* | | | | | 1925 | F. Schichau Elbing | Stockholms Rederi A/B Svea (Eman. Högberg, *Mgr.*) | 227·9 | 33·5 | 14·1 | Stockholm Swedish | T.3Cy.15″,24½″&38½″-25½″ 75NHP | | V |
| 7566 | | | *875* | | | | | | | | P14′B65′F31′ | | | *WB* | F.Schichau, Elbing | | |
| SGKE | | 1 *Dk* | *562* | | | | | | | | | | | | | | |
| 83568 | **Skala** (*ex* Maine-32) | | *6600* | ✠ | Lon | *a* † | | 1920 | Harland & Wolff, Ld. Belfast | U.S.S.R. | 412·6 | 55·8 | 38·1 | Vladvostk Russian | T.3Cy.27″,44″&78″-48″ 517NHP | 38 ″ 0 | |
| | *ss* Lon. No. 3–9,32 | | *6224* | 9,32 | | | | 3mo | | | F40′ on Shelter dk FK | | | *Cem* | 3SB,*9cf*, GS190, HS7668 | | |
| UOIK | 1 *Dk (Stl)* & *Shelter dk (Stl)* & 2nd *dk (Stl)* in forward holds & after main hold | | *4073* | ✠ | | | | | | | | | | 6 *BHto Sh dk* 2 ″ ″ *U* ″ | Harland & Wolff, Ld. Bel. | | |
| | *Straight frames & bevelled bilge* | | | | | | | | | *Cell DB343′1571t DTa23′858t FPT91t APT126t* | | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 83569 | **Skandinavia** | Twin Sc | 10044 | 100A1 | Gal | | | 1940 | Deutsche Werft A G Bet Finkenwrder Hamburg | The Texas Co. (Norway) A/S (H.C.Mathiesen, *Mgr.*) | 503·8 | 67·4 | 34·3 | Oslo Norwegian | Oil Engines 2S.C.SA 16Cy.20½″-35⅞″ | 34 ″ 2 | |
| | | *Oil Eng.* | 8921 | Examined 10,40 | | | | | | | | | | | | 6 ″ 8½ | |
| LKJS | | *Cruiser Stern* | 5786 | (*Class Contem plated*) | | | | | | | | | | | | 27 ″ 8 | |
| | *Mchy. Aft* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | Maschinenfbrk Augsburg-Nürnberg A.G. Augsburg | | |
| 83570 | **Skaraas** | | 9826 | ✠100A1 | Got | *e* † | CL | 1936 | Götaverken A/B Gothenburg | Skibs A/S Nanset (Iver Bugge, *Mgr.*) | 488·2 | 64·5 | 37·5 | Larvik Norwegian | Oil Engines 2S.C.DA 8Cy.17⅛″-47¼″ 861NHP | 37 ″ 0 | |
| | | *Oil Eng.* | 9029 | 1,40 ~~1,37~~ | Sng | | N11,39 | 7mo | | | 506·7(O.L.) | | | 11 *BHpt Cem* | 2DB *150lb* | s 8 ″ 9½ | |
| LJFB | D.F. *Cruiser Stern* | 1 *Dk* | 5941 | DBS7,40 | ✠LMC7,36 | | | | | | P95′F59′ FK | | | 62t *APT*390t | Götaverken A/B, Got. | 28 ″ 5½ | |
| | *Mchy. Aft* | | | | ✠LMC(M)3,38 | | | | | *Cell DBu E87′373t DTf22′345t FPT* | | | | | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 83571 | **Skaraborg** | | *1093* | | | | | 1914 | Oskrshmns M.V.Aktieb. Oskarshamn | Stockholms Rederiaktiebolag Svea (Eman. Högberg, *Mgr.*) | 221·6 | 36·0 | 13·8 | Stockholm Swedish | T.3Cy.17½″,29″&48″-30″ 126NHP | | V |
| 5638 | | | *896* | | | | | | | | P24′B58′H142*t* | | | | | | |
| SGKI | | 1 *Dk* | *595* | | | | | | | | F25′ | | | *WB* | Oskarshamns M.V.Aktieb. | | |
| 83572 | **Skarv** (*ex* Frank-32) | | 852 | | | | | 1923 | Porsgrund Mek. Værks Porsgrunn | Ottersrederi A/S (R.Otter, *Mgr.*) | 202·2 | 32·2 | 12·3 | Oslo Norwegian | T.3Cy.14″,23″&38″-27″ 75NHP | | N |
| | | | 625 | | | | | | | | P49*t* Q69*t* B20*t* H40*t* F6*t* | | | *WB* | Porsgrund M V Porsgrunn | | |
| LEVM | *Mchy. Aft* | 1 *Dk* | 472 | | | | | | | | | | | | | | |
| 83573 | **Skauts** (*ex* Pendennis) | | 2136 | ✠100A1 | Lie | *s* | CL | 1897 | W.Gray & Co. Ld. W Hartlepool | M.Sandbergs & Co. | 290·0 | 42·2 | 19·1 | Riga Latvian | T.3Cy.21½″,35″&58″-39″ (*s*) | 21 ″ 9 | |
| 97 | | *ss* Lie. 3rd No. 3–4,33 | 1956 | 3,38 | | | 2,37 | 4mo | | | 299·6(O.L.) | | | 160lb | NDB09 218NHP | s 3 ″ 4¾ | |
| YLBD | | *ss* Lie. No. 1–38 | 1298 | BS12,39 | ✠LMC3,38 | | | | | | P25′B69′F29′ FK | | | 5 *BHCem* | 2SB, *6rf*, GS78, HS3380 | 18 ″ 6 | |
| | | 1 *Dk (Jrn)* & *Web frames* | | No later survey reported | | | | | | | A&CP | | | *Cell DBa & u E110′ f120′* | 607t *APT*54t | Cen.Mar.Eng.Wrks.W Hpl | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 83574 | **Skeldergate** | | 4251 | ✠100A1 | Cff | *x* | CL | 1930 | Burntislnd S.B.Co.Ld. Burntisland | Redgate S.S.Co.Ld. (Turnbull, Scott & Co. *Mgrs.*) | 372·0 | 52·4 | 25·2 | London British | T.3Cy 23″,39″&65″-45″ (*s*) | 27 ″ 6 | |
| 161365 | | *ss* Cff. No. 2–38 | 3927 | ~~2,40~~ 1,40 | Bal | | N1,40 | 2mo | | | 383·2(O.L.) | | | 200lb | HS5851 354NHP | s 3 ″ 4½ | |
| GSKN | D.F. | 1 *Dk (Stl)* | 2634 | ~~BS1,38~~ 1,40 | ✠LMC1,38 | | | | | *Cell DB* | P48′B226′F32′ FK | | | 6 *BHpt Cem* | 2SB, 1 Aux SB, *8cf*, GS157 | 24 ″ 4½ | |
| | | | | | BS12,40 | | | | | | 317′ 1116*t* *FPT*95*t* | | | *APT*141*t* | D.Rowan & Co.Ld. Gls. | | |
| 83575 | **Skelwith Force** | 3 Mst | 592 | ✠100A1 | Liv | *h* | CL | 1908 | R.Williamson & Son Workington | West Coast Shppng Co. Ld. (W.S.Kennaugh & Co.) | 164·8 | 26·6 | 11·0 | Whitehvn British | T.3Cy.14½″,22½″&37″-27″ (*s*) | 13 ″ 2 | |
| 113139 | | *ss* Bkn. 2nd No. 3–9,33 | 389 | ~~4,40~~ 5,41 | Shl | | 4,40 | 9mo | | | Q95′B11′F23′ FK | | | 3 *BHCem* | 160lb 90RHP | s 4 ″ 7½ | |
| MCWP | | *ss* Liv. No. 1–37 | 246 | | ✠LMC | | | | | | | | | | 1SB, *3pf*, GS53, HS1657 | 12 ″ 10½ | |
| | *Well deck* *Mchy. Aft* | 1 *Dk (Stl)* | | MS11,37 | BS4,40 5,41 | | | | | *Lloyd's A&CP* | *DBf* 91′120*t* | | | *FPT*38*t* | Ross & Duncan, Glasgow | | |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, If not in L. R. Date of Last Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83576 144264 MKSC | **Skerries** | *Ref. Mchy.* 2 *Dks & Shade dk* | 1258 1067 517 | | | | | 1921 | Caledon S. B. & E. Co. Ltd. Dundee | Clyde Shppg. Co. Ltd | 270·0 P38′ | 36·2 B134′ | 16·7 F73′ | Glasgow British *WB* | T. 3 Cy. 21″, 34″ & 56″–39″ 196 NHP Caledon S. B. & E. Co. Ltd. Dun | | C |
| 83577 LCXX | **Skiensfjord** | *Fitted for oil fuel* *Ref. Mchy.* D.F. 3 *Dks* | 5922 4159 3603 | | | | | 1922 | Napier & Miller, Ld. Glasgow | Den Norske Amerikalinje A/S | 395·8 H225 *t* | 53·2 F25 *t* | 25·1 | Oslo Norwegian *WB* | T. 3 Cy. 27½″, 43″ & 72″–51″ 370 NHP D. Rowan & Co. Ld. Glasgow | | N |
| 83578 129746 MDGB | **Skipjack** | ss Shl. 2nd No. 3–10, 36 *Well deck* 1 *Dk (Irn)* *Cargo battens not fitted* | 1167 905 670 | ✠100A1 ~~9,10~~ ~~11,30~~ 9,40 BS~~10,30~~ 9,40 | Shl | *m* | CL ~~10,38~~ ~~9,10~~ 9,10 | 1910 4mo | J. Crown & Sons, Ld. Sunderland *Lloyd's A & CP* | Hill Steam Shipping Co. Ld. (Witherington & Everett, *Mgrs.*) ✠LMC10,36 | 222·5 Q77′ *Cell D Ba* 58 | 33·2 B48′ | 14·5 F23′ FK *u* E17′ *f* 92′2 | Newcastle British 4 *BHCem* *APT* 94 *t* | T. 3 Cy. 18″, 29½″ & 48″–33″ (*s*) 180 lb *90 lb* 148 NHP 1 SB, *3 pf*, GS 54, HS 2346 N. E. Marine Eng. Co. Ld. Sld 69 *t FPT* 39 *t* | 16 ″ 6 s 1 ″ 3 15 ″ 4¼ | |
| 83579 87990 | **Skirmisher** Ⓟ | Twin Sc | 582 490 238 | | | | | 1884 | J. & G. Thomson Clydebank | Cunard White Star, Ld. | 165·0 B98′ | 32·2 | 15·0 | Liverpool British | C. 4 Cy. 21″ & 42″–32½″ NB 07 168 NHP J. & G. Thomson, Clydebank | | BT till ~~3,44~~ 3,42 |
| 83580 6087 SGKM | **Skirner** | 1 *Dk* | *1321* *1023* *683* | | | | | 1918 | Aktieb. Oresundsv. Landskrona | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 232·0 P20′ | 37·2 B60′ | 15·0 F22′ *WB* | Stockholm Swedish | T. 3 Cy. 18½″, 30″ & 48″–30″ 126 NHP Motala V. Nya Akt. Motala | | V |
| 83581 LEVX | **Skjærvö** Ⓟ | 1 *Dk & Spar dk* | 331 311 192 | | | | | 1905 | Trndhjms Mek. Værks. Trondheim | Troms Fylkes Dampskibsselskab | 138·1 H20 *t* | 22·1 | 15·8 | Tromsö Norwegian *WB* | T. 3 Cy. 12″, 19½″ & 32″–21″ 47 NHP Trondhjems M. V. Trndheim | | |
| 83582 LJPV | **Skjelbred** | *Oil Eng.* D.F. *Cruiser Stern* 1 *Dk & Shelter dk* | 5096 4608 3050 | | | | | 1937 | Akt. Burmeistr & Wain Copenhagen | Skjelbreds Rederi A/S (Kr. Knudsen, *Mgr.*) | 424·7 | 56·4 | 26·3 | Xiansand Norwegian *WB* | Oil Engines 2 S. C. DA 8 Cy. 17⅛″–47¼″ 855 NHP Akt. Burmeistr & Wain, Cpn | | N |
| 83583 LEVW | **Skjerstad** Ⓟ (*ex* Teutonia) | 2 *Dks* | 593 569 327 | | | | | 1904 | Lindholmens V. A. Gothenburg | Det Nordlandske Dampskibsselskap A/S (J. Sannes, *Mgr.*) | 155·3 H23 *t* | 26·0 | 17·8 | Bodö Norwegian | T. 3 Cy. 13¼″, 22″ & 36½″–22½″ 63 NHP Lindholmens V. A. Got. | | |
| 83584 ~~167557~~ ~~OULC~~ GLPM | **Skjold** | ss Cpn. 2nd No. 3–6, 32 ss Cpn. No. 1–37 1 *Dk (Stl)* 2 *ndd k (Stl)* in holds & deep framing | 1345 1191 ~~792~~ 794 | ✠100A1 Examined 5.41 Son ✠LMC5,41 | Cpn | *y* | CL ~~8,30~~ 4,41 | 1904 6mo | Sunderlnd S. B. Co. Ld. Sunderland *Lloyd's A & CP* | Ministry of Shipping (Ellerman's Wilson Line, Ld. *Mgrs.* *Cell D Ba & u* | 240·0 249·0 (O.L.) P19′ *E* 86′ *f* 98′ 339 *t FPT* | 36·5 B64′ | 16·8 F27′ FK 59 *t APT* 6 *t* | London British 4 *BH Cem* | T. 3 Cy. 18″, 29″ & 48″–33″ (*s*) 160 lb *100 lb* 141 NHP 1 SB, *3 pf*, GS 62, HS 2255 N. E. Marine Eng. Co Ld. Sld. | 19 ″ 0 s 2 ″ 4 16 ″ 10 | |
| 83585 OULI | **Skodsborg** | 1 *Dk* | 1450 1199 850 | | | | | 1919 | Helsingörs Jernsk. & Msk Elsinore | A/S Dampskibsselsk. Dannebrog (C. K. Hansen, *Mgr*) | 251·3 P28′ *Q* 69′ | 37·2 B98′ | 16·0 F33′ *WB* | Copnhagn Danish | T. 3 Cy. 18″, 30″ & 50″–36″ 150 NHP Helsingörs Jernsk. & Mskb. | | V |
| 83586 LFVA | **Skogheim** | 1 *Dk* | 2669 2413 1631 | | | | | 1919 | A/S Sörlandets Skibsbyg Fevig | A/S Theologos (N. Rögenæs, *Mgr.*) | 300·4 P60 *t* | 47·1 B68′ | 20·9 F33′ *WB* | Haugesnd Norwegian Fredrikstad M. V. Frdstad. | T. 3 Cy. 22″, 36″ & 60″–39″ 225 NHP | | N |
| 83587 LDSK | **Skotaas** *Mchy. Aft* D.F. | Twin Sc *Oil Eng.* ss Got. No. 2–39 1 *Dk (Stl)* | 8190 7529 4894 | ✠100A1 11,40 ~~3,49~~ DBS~~6,39~~ 5,40 ✠LMC6,39 *Carrying Petroleum* | Sba | *c* † *in* | CL 6,39 *bulk* | 1931 4mo | Caledon S. B. & E. Co. Ld. Dundee *Lloyd's A & CP* | Skibs. A/S Nanset (Iver Bugge, *Mgr.*) *Cell D Bu E* 70′ *f* 79 *t D* | 451·1 P96′ *Tf* 29′ 470 *t FPT* | 59·2 F37′ FK 114 *t* | 35·9 10 *B Hpt Asp* *APT* 248 *t* | Larvik Norwegian 2 DB *150 lb* | Oil Engines 4 S. C. SA 14 Cy. 21⅝″–39⅜″ 633 NHP Gotaverken A/B, Got. | 35 ″ 6 | |
| 83588 LEWB | **Skotfoss** (*ex* Skotfos–37) | 1 *Dk* | 1465 1330 880 | | | | | 1917 | Nylands Værksted Oslo | Skibs A/S Thor Thoresens Linje (Thor Thoresen A/S, *Mgrs.*) | 254·4 P20′ | 39·2 B & F212′ | 16·5 | Oslo Norwegian *WB* | T. 3 Cy. 19″, 31½″ & 51½″–33″ 153 NHP Nylands Værksted, Oslo | | N |
| 83589 LKFQ | **Skottland** (*ex* Stad Zwolle–39) | D.F. Sub. Sig. 1 *Dk* | 2117 1794 1218 | | | | | 1920 | J. Meyer's Scheepsb. Mij. Zalt-Bommel | D/S A/S Skottland (F. N. Nordbö A/S) | 281·0 P18′ | 41·4 B69′ | 19·3 F28′ *WB* | Haugesnd Norwegian | T. 3 Cy. 19 7/16″, 32 5/16″ & 53 3/16″–36⅜″ 170 NHP Thyssen & Co A. G. Mülheim | | G |
| 83590 LCYC | **Skramstad** | *Oil Eng.* D.F. *Cruiser Stern* 2 *Dks* | 4300 3846 2455 | | | | | 1925 | Deutsche Werft A. G. Hamburg | Skibs A/S Skramstad (A. F. Klaveness & Co A/S) | 382·7 P112 *t* | 53·4 H31 4 *t* | 24·9 F24 *t* *WB* | Oslo Norwegian | Oil Engines 4 S. C. SA 6 Cy. 29½″–47¼″ 492 NHP Allgemeine Elek Ges. Berlin | | N |
| 83591 LCGR | **Skrim** (*ex* Dagali–35, *ex* Textil, *ex* Viken) 4 Mst 1 *Dk* | | 1902 1651 1128 | ✠ … 5,22 ✠ | | | | 1917 10mo | Lindholmens M. V. Gothenburg | Rederi A/S Skrim (Einar Lange) | 265·2 P57 *t* | 42·8 H85 *t* | 18·3 F35 *t* FK *WB* | Oslo Norwegian | T. 3 Cy. 20½″, 33″ & 55″–36″ 214 NHP Lindholmens M. V. Got. | 20 ″ 6 | N † |
| 83592 121 YLBP | **Skrunda** (*ex* Ertshandel, *ex* Fusilier, *ex* Lynchburg) | ss Lie. No. 3–6, 33 ss Lie. No. 1–37 1 *Dk (Stl)* *Cargo battens not fitted in Nos. 1 & 3 holds* | 2414 2097 1467 | ✠100A1 11,40 ~~4,39~~ BS~~5,39~~ 6,40 ✠LMC5,37 | Rot Lie | *l* | ~~2,38~~ 10,40 | 1918 11mo | The Pusey & Jones Co. Wlmgtn, Del. A & CP | Seeberg Bros. *Cell D B* | 298·9 313·5 (O.L.) P29′ *B* 75′ 254′ 702 *t FPT* | 44·0 F29′ FK 106 *t* | 19·7 5 *B HCem* *APT* 137 *t* | Riga Latvian | 1 DR geared steam turbine 200 lb (*s*) 307 NHP 2 SB, *4 cf*, GS 84, HS 4258 FD De Laval Steam Turbine Co Trenton, N. J. | 22 ″ 3 s 3 ″ 4½ 19 ″ 1 | |
| 83593 7660 SGLE | **Skuld** | 1 *Dk* | *1121* *787* *596* | | | | | 1930 | Verein. Sthl Nordseewrke Emden | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 215·7 P14′ *Q* 55′ | 34·9 B61′ | 13·1 F30′ *WB* | Stockholm Swedish | T. 3 Cy. 17¾″, 29½″ & 46″–31½″ 119 NHP A. Borsig, G. m. b. H. Berlin | | G |
| 83594 LEWJ | **Skum** (*ex* Eikland) | ss Osl. No. 3–4, 29 ss Osl. No. 2–38 1 *Dk (Stl)* *Cargo battens not fitted* | 1304 1146 767 | ✠100A1 ~~7,39~~ 11,40 BS~~6,39~~ 6,40 ✠LMC2,37 | Ant Nwc | *o* | CL 8,38 | 1916 4mo | Jonker & Stans Hendrik Ido Ambacht A & CP | Skibsaktieselskapet Nordstjernen (L. S. & Jac. O. Lyngaas, *Mgrs.*) | 237·7 P20′ *B* 59′ *F* 24′ FK *Cell D B* 111′ 342 *t* | 36·4 | 15·9 | Tonsberg Norwegian | T. 3 Cy. 17⅛″, 28 5/16″ & 46 5/16″–36″ 180 lb (*s*) 163 NHP 2 SB, *4 cf*, GS 80, HS 2836 Alblasserdam. Msch. Fab. | 18 ″ 0 s 2 ″ 1½ 16 ″ 0½ | |
| 83595 602 SZMM | **Skyros** Ⓟ (*ex* Kronos–33, *ex* Rover, *ex* Yacht, *ex* Uarda, *ex* Semillante, *ex* Rover, *ex* Miranda, *ex* Rover) | Iron ss Cws. 2nd No. 3–3, 02 ss Hav. No. 2–11 Wireless | 639 — 355 | ✠ … 2,19 *Yacht* ✠ | | | | 1882 1mo | Ramage & Ferguson Leith | Hellenic Coast Lines Co. Ld. | 170·2 *Shade dk* 39′ Dk House *added* 88 | 27·7 | 14·7 | Piræus Greek | C. 2 Cy. 23″ & 46″–24″ NB 02 NDR 10 77 NHP M. Paul & Co. Dumbarton | 17 ″ 0 | |
| 83596 LDIB | **Skytteren** (*ex* Suevic) D.F. Gy C. | Twin Sc 4 Mst *Fitted for oil fuel* 3 *Dks* *(Whale oil factory)* | 12358 9045 7276 | | | | | 1901 | Harland & Wolff, Ld. Belfast | Hvalfangstslsk Finnhval A/S (Yngvar Hvistendahl, *Mgr.*) | 550·0 P652 *t* | 63·3 H265 *t* | 39·9 F122 *t* pt rebuilt 07 | Oslo Norwegian *WB* | Q. 8 Cy. 22″, 31½″, 46″ & 67″–51″ 641 NHP Harland & Wolff, Ld. Bel. | | N |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Grèement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Ferme assigné maintenant expiré. Lettre d'Emplacement. | 7* Date de la dernière visite à flot ou sèche. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, et ce qu'en dit le Lt. Mk. Dunlop Cert. Unif. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83597 PHOB | **Slamat** (P) Sub.Sig. D.F. | TwinSc *Fitted for oil fuel* *CruiserStern* 3*Dks* | 11636 8252 6935 | | | | | 1924 | Kon.Maats deSchelde Flushing | Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*) | 510·1\|62·0\|35·2 P&B382 F80′ | Batavia ~~Rotterdam~~ Dutch *WB* | DR geared steam turbines Kon.Maats. deSchelde, Flushing | | V |
| 83598 SPAM | **Slask** Wireless D.F. *Cruiser Stern* | ~~ssGls.No.2-40 ssDun.No.1-39~~ 1*Dk(Stl)*2*nd dk(Stl)* in *Nos.1&2 holds* *Strengthened for navigation in ice* | 1386 1096 734 | ✠100A1 *with freeboard* ~~5,10~~ 5,30 12,40 ~~BS3,40~~ ✠LMC5,38 5,40 | Dnz NYk | *o* | CL ~~6,38~~ 12,40 | 1932 1mo *Lloyd's* | Nakskov Skibs.A/S Nakskov *CellDB196′33* | ZeglugaPolska S.A.(PolishS.S. AgencyLd., *Mgrs.*) *sA&CP* | 232·5\|35·8\|17·9 P28′B60′F23′ FK *2t Tank in way of t* | Gdynia Polish *1BHCem* *APT33t* | C.4Cy.(2)16⅞″(2)35⅞″– 35⅞″ 206lb (*s*) FD 218NHP 2SB(Spt),*4cf*,GS75,HS3122 A.Borsig,Berlin-Tegel | 20 ″ 4 s 4 ″ 6½ 15 ″ 10½ | |
| 83599 119067 MGMY | **Slateford** *Mchy.Aft* *Well deck* | 3Mst ss Dun.3rd No.3–6,39 1*Dk(Stl)* *Cargo battens not fitted* | 355 231 141 | ✠100A1 ~~9,00~~ 11,40 Abn ✠LMC MS4,39 ~~BS12,39~~ BS1,41 | Dun | *e* | CL 9,38 | 1903 11mo *Lloyd's* | R.William-son&Son Workington *sA&CP* | J.M.Piggins | 136·5\|24·0\| 9·9 142·0(O.L.) Q78′B9′F25′ FK *underTunnels 27t FPT21t* | Montrose British *3BHCem* *FPT31t* | C.2Cy.17″&36½″–24″ (*s*) 125lb 54RHP 1SB,2*pf*,GS40,HS1300 Ross&Duncan,Glasgow | 10 ″ 9 s 4 ″ 3 10 ″ 8 | |
| 83600 142303 GXCB | **Slavol** ss Cbo.No.3–9,30 ss Bom.No.2–38 2*Dks(Stl)&Web frames* *Longitudinal framing* *Cruiser Stern* | | 2623 2205 1023 | ✠100A1 4,10 ~~4,30~~ ~~BS4,39~~ BS4,40 ✠LMC5,38 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,18 | Bom | | CL 4,38 *F.P. a* | 1917 10mo *Lloyd's* *above 1* | Greenock& Grngemouth Dkyd.Co.Ld. Greenock *sA&CP* 50° F. | TheAdmiralty *CellDBuE&B68′141* | 320·1\|41·6\|23·0 342·5(O.L.) P46′B107′F39′ FK *t DT f24′93t FPT* | London British *16BHpt Cem* (10 „ *to Udk* 6 „ „ *2nd*„) *50t APT36t* | T.3Cy.26″,42½″&70″–45″ (*s*) 200lb 541NHP 3SB,9*cf*,HS8400 FD Richardsons,Westgarth& Co.Ld.Hpl. | 25 ″ 6 s 3 ″ 4 22 ″ 4½ | |
| 83601 LDTF | **Slemdal** ss Mob.No.2-40 ~~ssFal.No.1-35~~ *Mchy.Aft* 1*Dk(Stl)* 2*nd dk(Stl)* D.F. *in mchy.space Web frames* *Longitudinal framing* | TwinSc *OilEng.* | 7374 6856 4352 | ✠100A1 10,40 2,30 Mob ✠LMC CS10,40 DB~~S~~10,40 6,38 *Carrying Petroleum in bulk* | Fal | *b* † | CL 1,40 | 1931 8mo *Lloyd's* | Odense Staalskibsvft vedA.P.Möller Odense *sA&CP* | A/S Moltzau's Tankrederi (Moltzau & Christensen, *Mgrs.*) *CellDBuE66′259t* | 424·7\|60·2\|34·1 445·5(O.L.) P100′B37′F37′ FK *DT f33′399t FPT176t* | Oslo Norwegian *1IBH* *APT145t* | Oil Engines 4S.C.SA 14Cy.21⅛″–39⅜″ 633NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn | 34 ″ 0 | |
| 83602 124677 MCZL | **Slemish** ss Rou.2nd No.3–12,33 ss Rou.No.1–37 1*Dk(Stl)&deep framing* *Cargo battens not fitted* | | 1536 1143 682 | ✠100A1 ~~7,10~~ ~~7,10~~ 7,41 Cff ✠LMC MS11,37 BS4,40 7,41 | Shl | *p* | OG 1,39 | 1909 7mo *Lloyd's* | Ramage& Ferguson,Ld. Leith *sA&CP* | ShamrockShippg. Co.Ld. (W.C. Lawson, *Mgr.*) *CellDBuE21′f92′* | 250·4\|36·2\|17·2 P20′Q75′B52′F27′ FK 210t *DT a* 295t *FPT* | Belfast British *5BHCem* *43t APT35t* | T.3Cy.16½″,30″&49″–33″ (*s*) 180lb 178NHP 2SB,6*cf*,GS107,HS3149 Ramage&Fergusn,Ld.Lth. | 18 ″ 3 s 1 ″ 5½ 17 ″ 0 | |
| 83603 LCBB | **Slemmestad** D.F. | *OilEng.* 2*Dks* | 4258 3827 2490 | | | | | 1928 | Akt.Bur-meistr&Wain Copenhagen | SkibsA/S Siljestad (A.F.Klaveness& Co.A/S, *Mgrs.*) | 376·5\|53·8\|23·6 P62t B87t H249t F28t | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 6Cy.29½″–59″ 490NHP Akt.Burmeistr&Wain,Cpn | | N |
| 83604 OYYG | **Slesvig** D.F. | *OilEng.* *CruiserStern* 2*Dks* | 3098 2641 1767 | | | | | 1938 | Helsingörs Jernsk&Msk. Elsinore | DetDansk-Franske D/S(A.N.Petersen &E.Hahn-Petersen, *Mgrs.*) | 351·2\|50·5\|20·7 | Copnhagn Danish *WB* | Oil Engines 2S.C.SA 7Cy.19⅛⅛″–35⅞″ 475NHP Helsingörs Jernsk.&Mskb. | | C |
| 83605 159329 MQCC | **Slieve Bawn** Wireless E.S.D. 2*Dks* | TwinSc *CruiserStern* | 1447 1259 543 | | | | | 1936 | W.Denny &Bros.Ld. Dumbarton | LondonMidland& ScottishRly. | 299·7\|45·1\|15·8 P89′B78′F91′ | London British *WB* | 4SteamTurbinesSRgeared to 2 Sc. Shafts 467NHP W.Denny&Bros.Ld.Dmb. | | |
| 83606 165011 MLNL | **Slieve Bearnagh** Wireless D.F. E.S.D. 2*Dks* | TwinSc *CruiserStern* | 1450 1261 540 | | | | | 1936 | W.Denny &Bros.Ld. Dumbarton | LondonMidland& ScottishRly. | 299·7\|45·1\|15·8 P68′B116′F70′ | Lancaster British *WB* | 4SteamTurbinesSRgeared to 2 Sc. Shafts 467NHP W.Denny&Bros.Ld.Dmb. | | |
| 83607 156202 MQDD | **Slieve Bloom** Wireless E.S.D. 2*Dks* | TwinSc *CruiserStern* | 1297 1167 492 | | | | | 1930 | W.Denny &Bros.Ld. Dumbarton | LondonMidland& ScottishRly. | 300·2\|44·7\|14·8 P91′B79′F91′ | London British *WB* | 4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb. | | |
| 83608 144977 MQCQ | **Slieve Donard** (P) Sub.Sig. Wireless D.F. E.S.D. 2*Dks* | TwinSc | 1116 1009 432 | ✠ ... 2,24 ✠ | | | | 1922 1mo | VickersLd. Barrow | LondonMidland& ScottishRly. | 299·9\|39·1\|14·2 P91′B79′F92′ FK&BK2′ | London British *WB* | T.8Cy.19″,29½″,&(2)33″–30″ 420NHP Vickers,Ld.Barrow | 15 ″ 0 | |
| 83609 159302 MQCM | **Slieve League** Wireless E.S.D. 2*Dks* | TwinSc *Fitted for oil fuel* *CruiserStern* | 1342 1164 518 | | | | | 1935 | W.Denny &Bros.Ld. Dumbarton | LondonMidland& ScottishRly. | 299·7\|44·7\|14·8 P97′B78′F112′ | London British *WB* | 4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb. | | |
| 83610 156208 MQBM | **Slieve More** (P) Wireless E.S.D. 2*Dks* | TwinSc *CruiserStern* | 1409 1164 536 | | | | | 1932 | W.Denny &Bros.Ld. Dumbarton | LondonMidland& ScottishRly. | 299·7\|44·7\|14·8 B72′ | London British *WB* | 4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb. | | BT till ~~9,41~~ 1,42 |
| 83611 PKGT | **Sloet van de Beele** | 3*Dks* | 2977 2367 1809 | | | | | 1914 | Maats. Fyenoord Rotterdam | Koninkl.Paketv. Maats. | 325·5\|44·1\|22·7 | Batavia Dutch *WB* | T.3Cy.22″,36½″&60″–42″ 233NHP Maats.Fyenoord,Rot. | | V |
| 83612 YTRD | **Sloga** (*ex*Brynymor,*ex*Pensilva) ss Rot.2nd No.3–12,38 1*Dk(Stl)* | | *4323* *4028* *2712* | ✠100A1 10,40 ~~11,30~~ ~~BS10,39~~ ✠LMC7,38 ~~LBS11,40~~ | Ant Phl | *x* | CL 11,39 | 1913 5mo *Lloyd's* | W.Gray& Co.Ld. W Hartlepool *sA&CP* | AtlantskaPlovidba d.d. *CellDBa&uE145′* | 365·2\|50·8\|26·0 P27′B106′F36′ FK *f159′966t FPT110t* | Susak Yugoslav *6BHCem* *APT109t* | T.3Cy.25⅞″,41″&68″–48″ (*s*) 180lb *100lb* NDB29 371NHP 2SB,8*cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.W Hpl | 28 ″ 4 s 5 ″ 4½ 23 ″ 3 | |
| 83613 PHOJ | **Sloterdijk** D.F. E.S.D. *Ref.Mchy.* 3*Dks* | TwinSc *OilEng.* *CruiserStern* | 9230 8358 5523 | ✠100A1 2,41 ~~4,40~~ N Yk Bal ✠LMC5,40 ~~✠Lloyd'sRMC~~ 11,40 *Carrying vegetable oil in deep tanks* *Carrying latex in tanks above F.P. T.* | | *e* † | CL 2,41 | 1940 3mo *Lloyd's* | Odense Staalskibsvft vedA.P.Möller Odense *sA&CP* | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB349′1465t* *Tanks in way of* | 472·5\|62·3\|34·4 492·6(O.L.) B80′F48′ FK *DT's f50′1535t DT tunnels 802t tanks* | Rotterdm Dutch *8BH* *'s a 50′2305t above FPT2* | Oil Engines 2S.C.SA 16Cy.24⅞″–45½″ 1655NHP Akt.Burmeistr&Wain,Cpn *09t FPT 97t APT 166t* | 40 ″ 6 s 9 ″ 9 30 ″ 11½ | |
| 83614 140039 | **Småland** *Mchy.Aft* | *OilEng.* 1*Dk* *CruiserStern* | 833 659 409 | | | | | 1924 | Västerviks Nya Varvs-aktiebolag Västervik | SmalandMotor-shipCo.Ld.(J.S. Webster&Sons, *Mgrs.*) | 195·7\|31·0\|14·4 P60′F30′ | KingstnJa British *WB* | Oil Engines 2S.C.SA 4Cy.15½″–28″ 172NHP Aktieb.AtlasDieselSkm. | | V |
| 83615 86510 MQNB | **Smeaton** (P) | IronTwinScSp | 369 310 200 | | | | | 1883 | W.Allsup &Sons Preston | ~~W.T.McCalla~~ UlsterSteam TenderCo.Ld. | 125·2\|35·1\|11·1 | Belfast British | O.4Cy.17″&34″–24″ NB96 98RHP W.Allsup&Sons,Preston | | |
| 83616 OXLV | **Smiril** (P) Wireless | 1*Dk* | 300 235 125 | | | | | 1932 | Frdrkshvn Værft og Flydk. Fredrikshavn | Færöenes Amtskommune (Edv.Mortensen, *Mgr.*) | 116·7\|24·1\|11·9 B40′F23′ | Thorshavn Faroe Isles Danish *WE* | T.3Cy.12¼″,19″&31″–18″ 41NHP Helsingörs Jernsk.&Mskb. | | G |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / Boiler exploded. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated Bof Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83617 | **Smith Thompson** | | 4786 | | | | | 1907 | ToledoS.B. Co. Toledo,O. | GreatLakesS.S.Co Inc. | 438·7 | 52·0 | 23·9 | OswegoNY Utd.States | Q.4Cy.16½″,24″,35″&50″–42″ 162NHP | | R |
| 204190 | *Mchy.Aft* D.F. GyC. 1*Dk* | | 4227 | | | | | | | | | | | *WB* | ToledoS.B.Co.Toledo | | |
| 83618 | **Smöjen** (*ex*Siva-34) | | 476 | ✠100A1 | Osc | *g* | OG | 1921 | Aktieb. | A/B Bungenäs | 145·8 | 28·0 | 12·3 | Malmo | C.2Cy.12″&27″–18″ (*s*) | 13 ″ 3 | |
| 6655 | *ss*Got.No.3–1,34 | | *342* | ~~1,35~~ 1,41 | Skm | | ~~3,38~~ 1,41 | 9mo | LödöseVarf | Kalkbrott(E. | 148·8(O.L.) | | | Swedish | 125lb 32NHP | s 1 ″ 1½ | |
| SGJW | *ss*Osc.No.1–38 | | *207* | BS~~5,39~~ 10,40 | ✠LMC3,38 | | | | Lödöse | Lilljequist, *Mgr.*) | P41′F25′ | | FK | 3*BHCem* | 1SB,2*cf*,GS27,HS583 | 12 ″ 3 | |
| | *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) | | | | | | | *Lloyd's* | *sA&CP* | *CellDBf53′* | *85t DTa5′ 15t FPT* | | | 40*tAPT*14*t* | Aktieb.LödöseVarfLödöse | | |
| 83619 | **Smolensk** Ⓟ | | 3559 | | | | | 1931 | BalticS.B. &Eng.Wks. Leningrad | U.S.S.R. | 314·7 | 46·1 | 26·1 | Vladvostk Russian | T.3Cy.22 7/16″,37″&59⅛″–39⅜″ 220NHP | | |
| | | | 2993 | | | | | | | | P42′B95′F36′ | | | | | | |
| UOHX | Sub.Sig. *CruiserStern* 2*Dks* | | 1982 | | | | | | | | | | | | BalticS.B.&Eng.Wks.Len. | | |
| 83620 | **Smolny** Ⓟ | | 3767 | ✠ ... | | | | 1929 | Severney S.B.Yard Leningrad | U.S.S.R. | 332·5 | 48·0 | 25·6 | Leningrad Russian | Oil Engines 2S.C.SA 6Cy.25⅝″–33⅞″ 692NHP | 27 ″ 9 | |
| | *Oil Eng.* | | | | | | | 10mo | | | Q37′B100′F41′ | | | *WB* | RussianDieselWorks,Len. | | |
| UNJL | Sub.Sig. 2*Dks&3rd dk in forehelds* | | 2164 | 1,31 | ✠ | | | | | | | | FK | | | | |
| | *Ref.Mchy.* *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 85/40 83621 | **Snabb** (*ex*MariChandris–36, *ex*FrankDelmas–33, *ex*Tregarthen) | *ss*Bdx.No.3–4,17 *ss*LaR.No.1–21 1*Dk*2*trB* | 2317 | ✠ ... | | | | 1904 | J Readhead &Sons SouthShields | RederiA/B Snabb (AlgotJohansson) | 299·6 | 43·5 | 18·6 | Mariehmn Finnish | T.3Cy.22″,36″&60″–39′ 239NHP | 21 ″ 5 | V † |
| | | | — | 11,25 | | | | 3mo | | | 289·0 | | | | | | |
| OFAC | | | 1363 | ✠ | | | | | | | P29′B78′F32′ | | FK | *WB* | J.Readhead&Sons,S.Shl. | | |
| 83622 | **Snabjenets Pervy** (*ex*ShinseiMaruNo.11,*ex*Shinsei MaruNo.8) | TwinSc 2*Dks* | 890 | | | | | 1905 | ..... Japan | U.S.S.R. | 162·2 | 32·1 | 21·1 | Vladvostk Russian | T.6Cy.10¼″,16½″&26⅜″–16½″ NB32 58NHP ,Japan | | |
| | | | 740 | | | | | | | | | | | | | | |
| UOES | | | 402 | | | | | | | | | | | | | | |
| 83623 | **Snabjenets Vtoroi** (*ex*Bendoran) | *ss*Yka.No.3–10,19 *ss*Yka.No.2–27 1*Dk Spar dk&deep framing* | 4067 | ✠ ... | | | | 1908 | Bartram& Sons Sunderland | U.S.S.R. | 371·2 | 47·8 | 26·6 | Vladvostk Russian | T.3Cy.25″,42″&68″–48″ 353NHP | 28 ″ 6 | |
| | | | 3416 | 10,31 | | | | 1mo | | | P35′B109′F36′ | | FK | *WB* | N.E.MarineEng.Co.Ld.Sld | | |
| UOGS | | | 2254 | ✠ | | | | | | | | | | | | | |
| 83624 | **Snaefell** Ⓟ (*ex*Viper) | TrpSc | 1713 | ✠ A1 | Brw | *s* | P&C | 1906 | Fairfield Co.Ld. Glasgow | Isle of ManSteam PacketCo.Ld. | 315·0 | 39·6 | 15·7 | DouglasIM British | 3 Steam Turbines (*s*) 1217NHP | 24 ″ 1 s10 ″ 6½ | BT till ~~2,41~~ ~~5,41~~ 2,42 |
| 121331 | *ss*Brw.2ndNo.3–5,27 | | 1186 | *Awng dk* | | | 4,59 | 5mo | | | 23·2 | | | | 165lb | | |
| GPMK | D.F. *ss*~~Brw.No.2–38~~ ✠Brw.No.3–3,40 | 2*Dks*(*M–pt Stl*)*&Web frames&Awng dk*(*pt Stl*) | 723 | *withfreeboard* 3,415~~,39~~ | BS~~5,41~~ ✠LMC3,40 | | CL 84,39 | *Lloyd's* | *sA&CP* | | BK6″ | | | 6*BHCem* | 4DB,*24cf*,GS504,HS16020 FairfieldCo.Ld.Glasgow | 14 ″ 3 | 2,42 |
| | | | | *For Channel purposes—Scotland&Ireland* | | | | | | | | | | | | | |
| 83625 | **Snæfell** (*ex*Kongshaug–35, *ex*Thyra) | | 751 | | | | | 1901 | Stavanger Stöberi&Dok Stavanger | Utgerdarfjelag Kea h.f. | 193·6 | 30·3 | 11·2 | Akureyri Icelandic | T.3Cy.14″,23½″&38″–27″ 75NHP | | N |
| | | | 563 | | | | | | | | Q99*t*B47*t*H10*t*F31*t* | | | *WB* | StavangerStöberi&Dok | | |
| TFCM | Wireless D.F. 1*Dk* | | 435 | | | | | | | | | | | | | | |
| 83626 | **Snar** (*ex*Grong–33,*ex*Fageraas) | | 3176 | | | | | 1920 | Eltring-hams,Ld. Willington Quay | D/S A/S Snar (Kr.HöghHervig) | 330·6 | 48·0 | 22·5 | Haugesnd Norwegian | T.3Cy.24″,39″&65″–42″ 274NHP | | N |
| | *Fitted for oil fuel* | | 2910 | | | | | | | | P31′B96′F33′ | | | *WB* | Eltringhams,Ld. WillingtonQuay | | |
| LCLT | 1*Dk* | | 1957 | | | | | | | | | | | | | | |
| 168/40 83627 | **Snefjeld** (*ex*Ottoland,*ex*Maasstad) | *ss*Shl.No.3–6,20 1*Dk&deep framing* | 1643 | ✠ ... | | | | 1901 | Naamlooze Vennootschp Scheepswerf Alblasserdm | DampskA/S Storfjeld(H.Grieg Martens) | 270·0 | 37·6 | 18·4 | Bergen Norwegian | T.3Cy.20″,33″&54⅜″–36″ 182NHP | 20 ″ 7 | N † |
| | | | 1507 | 5,25 | | | | 5mo | | | P12′B70′F30′ | | FK | *WB* | Blair&Co.Ld.Stockton | | |
| LCYE | | | 1001 | ✠ | | | | | | | | | | | | | |
| 83628 | **Sneland I** (*ex*Ingeborg) | | 1791 | | | | | 1922 | Nüscke& Co.A.G. Stettin | D/S A/S Vestland (RichardAmlie& Co.A/S. *Mgrs.*) | 268·0 | 42·3 | 18·0 | Haugesnd Norwegian | T.3Cy.20 7/16″,32¼″&55½″–35⅜″ Waggon-u. 155NHP | | N |
| | | | 1564 | | | | | | | | P56*t*H86*t*F25*t* | | | *WB* | MaschinenbauA.G.Gorlitz | | |
| LCYF | D.F. Sub.Sig. 1*Dk* | | 1054 | | | | | | | | | | | | | | |
| 83629 | **Sneyd** (*ex*Crestville–36, *ex*Horsham–32, *ex*Glanoventa) | 3Mst *ss*Apl.2ndNo.3–8,36 *ss*Brs.No.1–40 | 401 | ✠100A1 | Brs | *f* | CL | 1910 | R.William-son&Son Workington | Osborn&Wallis, Ld. | 141·6 | 24·3 | 11·0 | Bristol British | C.2Cy.17½″&38″–27″ (*s*) 130lb 87RHP | 12 ″ 0 s 4 ″ 8½ | |
| 128966 | | | 279 | 9,40 ~~4,40~~ | | | 7,39 | 2mo | | | | | | | | 11 ″ 8 | |
| MDFL | | | 156 | BS4,40 | ✠LMC8~~,36~~ MS9,40 | | | *Lloyd's* | *sA&CP* | | Q81′B9′F20′ | | FK | 3*BHCem* *FPT*30*t* | 1SB,3*pf*,GS45,HS1656 Ross&Duncan,Glasgow | | |
| | *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 83630 | **Snia Amba** (*ex*SantaTecla–37) | *ss*N.Os.No.3–2,36 2*Dks*(*Stl*) *Fitted for oil fuel* | 2532 | ✠ ... | Gen | *t* | | 1918 | NewYork S.B.Corp. Camden,N.J. | Italo–BalticaSoc. Anon.Italiana di Nav.e Commercio "LaCostiera" *Cell* Soc.An.diNav.*Mgs*) | 299·3 | 40·0 | 22·9 | Genoa Italian | T.3Cy.19¼″,31½″&54½″–36″ 262NHP | 26 ″ 0 | I † |
| 2179 | | | 2190 | 12,39 | | | | 7mo | | | 309·9(O.L.) | | | | | | |
| IBQU | D.F. | | 1534 | ✠ | | | | | | | P35′B78′F28′ | | FK | 6*BHCem* | 2SB,*4cf*,GS84,HS3860 | | |
| | | | | | | | | | | | *DB*264′652*t FPT*89*t* | | | *APT*106*t* | NYorkSBCorpCamdenNJ | | |
| 83631 | **Snöfrid** (*ex*Sigdal) | | *982* | | | | | 1920 | Pusnæs Stöberi&M.V. Arendal | RederiA/B Öster-sjön(AxelChristen-sen,*Mgr.*) | 206·6 | 33·1 | 12·0 | Trelleborg Swedish | T.3Cy.15″,25″&40″–30″ 115NHP | | N |
| 7531 | | | *675* | | | | | | | | Q78′B41′H71*t*F21′ | | | *WB* | PusnæsStöberi&M.V. | | |
| SGLW | 1*Dk* | | *555* | | | | | | | | | | | | | | |
| 83632 | **Snow Queen** (*ex*MaryNickerson) | | 311 | ✠100A1 | Bkn | *e* | CL | 1921 | I.J.Abdela &Mitchell,Ld Chester | LarneS.S.Co.Ld. | 130·0 | 23·1 | 9·7 | Belfast British | C.2Cy.15″&31½″–24″ (*s*) 130lb 40RHP | 10 ″ 6 s ″ 9 | |
| 140819 | *ss*Bkn.No.3–7,33 | | 219 | 7,40 ~~4,39~~ | Bel | | 2,39 | 4mo | | | | | | | | 9 ″ 10½ | |
| MKST | *ss*Bel.No.1–37 | | 111 | BS~~9,39~~ 10,40 | ✠LMC8,37 | | | *Lloyd's* | *sA&CP* | | Q45′B7′F16′ | | FK | 3*BHCem* *APT*15*t* | 1SB,*2cf*,GS39,HS1226 A.Dodman&CoKingsLynn | | |
| | *Mchy.Aft* 1*Dk*(*Stl*)*&Web frames* | | | | | | | | | | | | | *FPT*45*t* | | | |
| 83633 | **Snowcrete** (*ex*LowlandFirth) | | 351 | ✠100A1 | Ayr | *e* | CL | 1921 | Hepples (1919)Ld. SouthShields | J.Kennedy&Sons | 135·0 | 23·3 | 9·7 | Glasgow British | C.2Cy.17″&34″–24″ (*s*) 130lb 65RHP | 10 ″ 6 s ″ 6½ | |
| 144244 | *ss*Lth.No.3–12,33 | | 235 | 1,39 | | | 1,39 | 3mo | | | 141·3(O.L.) | | | | | 10 ″ 7 | |
| MKPD | *Mchy.Aft* *Well deck* *ss*Grk.No.1–38 1*Dk*(*Stl*) *Cargo battens not fitted* | | 139 | ✠LMC MS6,38 | BS~~4,40~~ 7,41 | | | *Lloyd's* | *sA&CP* | | *24·0* Q46′B9′F23′ | | BK7′ | 3*BHCem* *FPT*45*t* | 1SB,2*pf*,GS35,HS1120 Hepples(1919)Ld.S.Shl. | | |
| 4/41 83634 | **Snyg** (*ex*Groenlo,*ex*Kinheim) | | 1326 | | | | | 1918 | Verschure &Co. Amsterdam | D/S A/S Snyg (Kr.Högh-Hervig) | 238·4 | 36·7 | 15·8 | Haugesnd Norwegian | T.3Cy.17½″,29″&46″–36″ 127NHP | | N |
| | | | 1165 | | | | | | | | P23′B56′F20′ | | | *WB* | Verschure&Co.Amsterdam | | |
| LEWT | 1*Dk* | | 757 | | | | | | | | | | | | | | |
| 83635 | **Sobieski** Ⓟ | TwinSc *Oil Eng.* 3*Dks&Shade dk* *Cruiser Stern* | *11030* | ✠100A1 | Nwc | *g*† | CL | 1939 | SwanHun-ter&Wigham Richardson, LdNewcastle | Gdynia-America ShippingLines,Ld. | 493·0 | 67·3 | 31·6 | Gdynia Polish | Oil Engines 2S.C.DA 16Cy.17 1/16″–47¼″ 1716NHP DB*100lb* | 36 ″ 3 s 9 ″ 9½ | |
| | | | *7344* | *withfreeboard* | Gib | | 2 5/16 | 5mo | | | 511·2(O.L.) | | | 8*BHpt Cem* | | 26 ″ 9 | |
| | D.F. E.S.D. GyC. *Ref.Mchy.* | | *6351* | 2,~~4~~5,~~39~~ ✠LMC5,39 ✠Lloyd'sRMC~~5,39~~ 8,40 | | | | *Lloyd's* | *sA&CP* | *CellDB402* | F on *Shade dk*68′ | | FK | *pt Asp* | J.G.Kincaid&Co.Ld.Grk. | | |
| | | | | | | | | | | | *1171t DTa*18 *422t* | | | *MT*35′ 1007*t* | *FPT*57*tAPT*228*t* | | |
| 83636 | **Sobo** | | 5353 | | | | | 1937 | Scotts'S.B. &Eng.Co.Ld Greenock | ElderDempster Lines,Ld. | 379·0 | 52·7 | 21·3 | Liverpool British | Oil Engines 2S.C.SA 4Cy.22 7/16″–85 7/16″ 598NHP | | C |
| 164319 | *Oil Eng.* | | 4702 | | | | | | | | P36′F48′ | | 30·1 | *WB* | W.Doxford&Sons,Ld.Sld. | | |
| GZFY | *Cruiser Stern* 3*Dks* | | 3154 | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné ou maintenant expiré. Lettre d'Appropriement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où sont publiés les détails de la Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83637<br>171315<br>~~OZKA~~<br>GLZM | **Söborg**<br>ssEls.No.3–12,36<br>D.F. 1*Dk(Stl)* | | 1993<br>1764<br>~~1195~~<br>1197 | ✠100A1 Got *r*<br>12,39<br>~~BS11,40~~ ✠LMC<br>MS12,36 ~~BS10,38~~ | | 12,39 | 1924<br>6mo | W.Gray&Co.Ld.<br>WHartlepool<br>*Lloyd's A&CP* | Ministry of Shipping (Claymore Shipping Co.Ld. *Mgrs.*) | 280·0 \| ~~40·0~~ 40·1 \| 19·2<br>290·6(O.L.)<br>P23′B83′F28′ FK<br>*Cell D B 240′ 515t* | Glasgow<br>British | T.3Cy.20″,31½″&53″-36″ (*s*)<br>180lb 194NHP<br>2SB,4*cf*,GS79,HS2184<br>Cen.Mar.Eng.Wrks.WHpl | 21 ″ 4<br>180lb s 2 ″ 11½<br>18 ″ 6 | |
| 83638<br>YTNH | **Sóca** Ⓟ (*ex*Maros)<br>ssSsk.3rdNo.3–12,36<br>1*Dk(Stl)* | | 545<br>392<br>304 | A1 Ssk *i*<br>*with freeboard*<br>~~545 480~~ 12,40 ~~BS12,40~~<br>~~BS11,39~~ LMC6,36<br>*For Service in the Adriatic* | | ~~4,39~~<br>12,40 | 1907 | M.U.<br>Martinolich<br>Lussinpiccolo<br>*Lloyd's A&CP* | Jadranska Plovidba D.D. | 177·1 \| 26·9 \| 12·7<br>185·8(O.L.)<br>P41′B47′F38′ FK<br>*FPT* | Susak<br>Yugoslav | T.3Cy.14½″,23½″&36½″-24″<br>160lb (*s*) 90NHP<br>1SB,3*pf*,GS56,HS1740<br>Plenty&Son,Ld.Newbury | 13 ″ 9<br>160lb s 1 ″ 4<br>12 ″ 6½ | |
| 83639<br>FOTY | **Socombel**<br>ssSt.N.No.2–37<br>1*Dk(Stl)*2*nd dk(Stl)in way of*<br>*Mchy.Aft* *cargo tanks,Web frames*<br>D.F. *Cruiser Stern*<br>*Longitudinal framing* | | 1646<br>1347<br>811 | ✠100A1 StN *p*<br>11,40 ~~12,38~~ Mal<br>BS11,40 ✠LMC8,37<br>~~Survey-dry-dock~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 1,30 F.P. a* | | CL<br>11,39 | 1930<br>1mo | Rotterdam<br>Droogd.Maat(New Waterway S.B.Co.)<br>Schiedam<br>*Lloyd's A&CP* | Soc.Anon. Française Socombel-Transports<br>*Cell D Bu E&B 44′ f 14′ 65t FPT 58t* | 234·3 \| 40·1 \| 19·1<br>P61′B24′F18′ FK<br>*9 BHCem*<br>*APT 30t* | Marseilles<br>French | T.3Cy.17½″,28″&47″-36″ (*s*)<br>180lb 234NHP<br>2SB,4*cf*,HS3875 FD<br>RotterdamDroogd.Maats. | 19 ″ 6<br>180lb s 2 ″ 5½<br>17 ″ 1½ | |
| 83640<br>159450<br>~~VPON~~<br>GNBD | **Socony**<br>*Mchy.Aft* 2*Dks*<br>D.F. E.S.D. GyC. *Cruiser Stern*<br>*Longitudinal framing-bracketless system*<br>*Part electrically welded* | | 4404<br>3976<br>2507 | ✠100A1 ~~Dry~~ *w*<br>Examined 2,41 Lon<br>BS2,40 ✠LMC3,36<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 3,36 F.P. a* | | CL<br>2,40 | 1936<br>3mo | Bremer Vulkan<br>Vegesack<br>*Lloyd's A&CP* | Socony-Vacuum Transportation Co.Ld. | 349·7 \| 52·3 \| 29·6<br>P82′B28′F32′ FK<br>*Cell D Bu E&B 63′ 189t D* | London<br>~~Hong Kong~~<br>British<br>*14 BHpt Asp*<br>*(11 to U dk*<br>*3 „ 2nd „)*<br>*Tf 18′ 359t FPT 136t*<br>*APT 66t* | C.4Cy.(2)20 1/16″&(2)43 3/16″-<br>43 3/16″ 425NHP<br>220lb (*s*)<br>2SB,6*cf*,HS6458 FD<br>Bremer Vulkan,Vegesack | 29 ″ 8<br>s 4 ″ 10<br>24 ″ 11½ | |
| 83641<br>233715<br>WLFO | **Socony-Vacuum**<br>ssN.Yk.No.1–39<br>*Mchy.Aft* 2*Dks*<br>D.F. E.S.D. GyC. *Cruiser Stern*<br>*Longitudinal framing–bracketless system* | | 9511<br>8829<br>5894 | ✠100A1 NYk *et*<br>3,41 ~~2,40~~<br>✠LMC<br>MS2,39 ~~BS3,40~~ 3,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 3,35 F.P.* | | CL<br>~~3,38~~<br>3,41 | 1935<br>3mo | New York S.B.Co<br>Camden,N.J.<br>*Lloyd's A&CP* | Socony-Vacuum Oil Co.Inc. | 484·0 \| 66·0 \| 36·8<br>P103′B34′F49′ FK<br>*above 150°F. Cell D Bu E 71′ 198t D* | New York<br>Utd.States<br>*17 BH*<br>*(13 to U dk*<br>*4 „ 2nd „)*<br>*Tf 22′ 705t FPT 449t*<br>*APT 63t* | 2 Steam Turbines D R geared to 1 Sc. Shaft 1104NHP<br>450lb HS11164 FD<br>3 WTB(2Spt424lb)<br>DeLaval Steam Turbine Co.Trenton,N.J | 37 ″ 0 | |
| 83642<br>PHOM | **Socrates**<br>*Oil Eng.*<br>D.F. E.S.D. 2*Dks&Shelter dk*<br>*Cruiser Stern* | | 3169<br>2510<br>1823 | ✠100A1 Boa *w*<br>*with freeboard* Gal<br>11,40 ~~4,40~~ ✠LMC7,38<br>DBS10,40 | | OG | 1938<br>7mo | N.V.C.Van der Giessen& Zonen's Schps Krimpen<br>*Lloyd's A&CP* | Koninkl.Nederl. Stoomb.Maats. | 358·6 \| 49·5 \| 20·2<br>374·5(O.L.)<br>FK<br>*6 BH* DB *114lb*<br>*Cell DB 285′ 772t FPT 66t APT 29t* | Amstrdam<br>Dutch<br>*Coll to Shdk*<br>*5 „ 2nd „)* | Oil Engines 2S.C.SA<br>7Cy.27 1/16″-47½″ 925NHP<br>Gbr.Stork&Co N V Hengelo | 23 ″ 6<br>s 1 ″ 5½<br>22 ″ 1½ | |
| 83643<br>166564<br>MMWX | **Sodality**<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk* | | 829<br>585<br>461 | ✠100A1 Goo *k*<br>6,41 ~~5,38~~ Bly<br>✠LMC9,38<br>✠LMC(M)4,41 | | OG<br>6,41 | 1938<br>9mo | R.William-son&Son,Ld. Workington<br>*Lloyd's A&CP* | F.T.Everard& Sons,Ld. | 188·4 \| 30·3 \| 12·4<br>Q116′B11′F23′ FK<br>*Cell D B 114′* | London<br>British<br>*3 BHpt Cem*<br>*190t FPT 52t* | Oil Engines 2S.C.SA<br>7Cy.12⅝″-16¾″ 99RHP<br>Newbury Diesel Co.Ld. Newbury | 14 ″ 7<br>s 4 ″ 9½<br>14 ″ 4½ | |
| 83644<br>DHVW | **Söderhamn**<br>1*Dk&pt Awng dk* | | 1499<br>980<br>945 | | | | 1899 | Helsingörs Maskbyggeri Elsinore | H.M.Gehrckens | 240·8 \| 34·1 \| 15·1<br>Q80′<br>*pt Awng dk 164′* | Hamburg<br>German<br>*WB* | T.3Cy.17″,27½″&47″-33″<br>NB24 127NHP<br>HelsingörsJernsk.&Maskb. | | G |
| 83645<br>147226<br>MLNZ | **Sodium**<br>ssBkn.No.3–5,35<br>ssBkn.No.1–39<br>*Well deck Mchy.Aft* 1*Dk(Stl)*<br>Wireless *Cargo battens not fitted* | | 608<br>445<br>287 | ✠100A1 Bkn *i*<br>~~7,30~~ 6,41<br>✠LMC<br>MS11,38 ~~BS7,39~~<br>BS6,41 ~~8,46~~ | | OG<br>~~4,36~~<br>6,41 | 1923<br>6mo | C.Rennold-son&Co.Ld. SouthShields<br>*Lloyd's A&CP* | I.C.I.(Alkali),Ld. | 180·2 \| 28·2 \| 10·7<br>Q52′B9′F27′<br>FK BK 1½″<br>*Cell DB f 103′ 165t FPT* | Liverpool<br>British<br>*3 BHCem*<br>*60t APT 28t* | T.3Cy.15″,25″&40″-27″ (*s*)<br>180lb 87RHP<br>1SB,3*cf*,GS64,HS1983<br>MacColl&Pollock,Ld.Sld. | 12 ″ 9<br>s 1 ″ 3<br>11 ″ 8 | |
| 83646<br>2769<br>SGUD | **Södra Sverige** Ⓟ **Iron**<br>2*Dks&Shelter dk* | | 733<br>402<br>441 | | | | 1871 | Bergsunds Mek.Verkst Stockholm | Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) | 184·1 \| 25·1 \| 13·0<br>H55t 20·4 | Stockholm<br>Swedish | C.2Cy.24″&48″-27″<br>100NHP<br>Bergsunds Mek.Vks.Skm. | | |
| 83647<br>PHOQ<br>83648<br>PHOW | **Soekaboemi**<br>*Fitted for oil fuel*<br>D.F. 3*Dks*<br>**Soemba** **2TwinMsts**<br>D.F. 3*Dks* | | 7051<br>6677<br>4457<br>6718<br>4650<br>4121 | | | | 1923 | Bonn& Mees Rotterdam | Rotterdamsche Lloyd (~~Wm.Ruys & Zonen, *Mgrs.*~~) | 445·8 \| 54·3 \| 34·2<br>B70′F58′<br>*WB* | ~~Rotterdam~~ Batavia<br>Dutch | 2 Steam Turbines D R geared to 1 Sc. Shaft<br>Gebr.Stork&Co.Hengelo | | V |
| | | | | | | | 1923 | N.V.Werf Conrad Zaandam | N.V.Stoomv. Maats.Nederland | 423·9 \| 54·7 \| 33·5<br>P40′B29′F40′<br>*WB* | Batavia<br>Dutch | DR geared Steam Turbines<br>Gebr.Stork&Co.Hengelo | | V |
| 83649 | —<br>*Oil Eng.*<br>*Mchy.Aft*<br>*Cruiser Stern* | | 314<br>174<br>178 | | | | 1939 | NV Schpsw "Vooruit-gang" Foxhol | J.Sloots | 123·4 \| 24·3 \| 7·8<br>*WB* | Groningen<br>Dutch | Oil Engines 2S.C.SA<br>3Cy.9 7/16″-14 3/16″ 62NHP<br>N.V.Mchfb.Bolnes,Bolnes | | C |
| 83650 | **Soesterberg**<br>ssRot.No.3–3,40<br>D.F. 1*Dk(Stl)* | | 1904<br>1701<br>1117 | ✠100A1 Rot *r*<br>3,40<br>✠LMC3,40 | | CL<br>3,40 | 1927<br>4mo | Antwerp Eng.Co. Hoboken<br>*Lloyd's A&CP* | N.V.Stoom.Maats. "Hillegersberg" (Vinke&Co. *Mgrs.*)<br>*Cell D Ba&uE 108′* | 278·5 \| 40·2 \| 18·4<br>P22′B60′F30′ FK<br>*f 113′ 555t FPT 46t*<br>*APT 68t* | Amstrdam<br>Dutch<br>*4 BHCem* | T.3Cy.20″,33″&54″-36″ (*s*)<br>180lb 214NHP<br>2SB,6*cf*,GS93,HS3632<br>N.E.Marine Eng.Co.Ld.Sld | 20 ″ 7<br>s 3 ″ 0½<br>17 ″ 8½ | |
| 83651<br>165598<br>GDDP | **Sofala** **TwinSc**<br>*Oil Eng.*<br>Wireless 1*Dk&Shelter dk*<br>*Mchy.Aft* *Cruiser Stern* | | 1031<br>699<br>491 | ✠100A1 Mba *p*<br>*with freeboard* 1⅛<br>10,39 ✠LMC10,37 | | CL<br>10,40 | 1937<br>10mo | Henry Robb,Ld. Leith<br>*Lloyd's A&CP* | British India Steam Navigation Co.Ld. | 231·7 \| 37·2 \| 11·6<br>244·7(O.L.)<br>F30′ FK<br>*Cell D B 142′*<br>*a 14′ 283t D Tf 16′ 69t FPT 40t APT 40t* | London<br>British<br>*4 BHpt Cem*<br>*(Coll to Sh dk*<br>*3 „ 2nd „)* | Oil Engines 2S.C.SA<br>10Cy.13½″-22 1/16″ 312NHP<br>British Auxiliaries,Ld.Gls. | 14 ″ 0<br>s ″ 2<br>13 ″ 11 | |
| 83652 | **Sofia**<br>*Oil Eng.*<br>D.F. E.S.D. 1*Dk*<br>*Cruiser Stern* | | 4450 | | | | 1939 | Deutsche Werft A G Bet Reihstgwrft Hamburg | Deutsche Levante-Linie Hamburg A.G (Deutsche Levante-Linie G.m.b.H. *Mgrs.*) | 401·9 \| 55·7 \| 21·3<br>F29′ | Hamburg<br>German<br>*WB* | 2 SR geared Oil Engines<br>2S.C.SA 12Cy.20½″-27 1/16″<br>885NHP<br>Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg | | |
| 83653<br>930<br>SVYJ | — Ⓟ (*ex*Oaxaca–38,*ex* Pelargonium)<br>ssS.Fo.No.2–26<br>*Well deck* *Fitted for oil fuel*<br>1*Dk* 2*nd dk in*<br>*Nos.1 & 3 holds* | | 1722<br>—<br>787 | ✠ ...<br>11,28<br>✠ | | | 1918<br>5mo | W.Hamil-ton&Co.Ld. Port Glasgow | John Toyias S.S. Co. | 254·7 \| 35·1 \| 17·3<br>P&B166′F58′<br>FK | Piræus<br>Greek<br>*WB* | T.4Cy.21″,35″&(2)39″-30″<br>326NHP<br>J.G.Kincaid&Co.Ld.Grk. | 18 ″ 0 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years allowed between Equipment Letter. | 7* Date when tail shaft last seen | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L. R. Dated B.o.T. Tonnage. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83654 | **Sofie Bakke** | 5461 | ✠100A1 | Got | *b* † | CL | 1938 | A/B Götaverken | Skibs A/S Hilda Knudsen (Knut Knutsen, O.A.S. *Mgr.*) | 435·9 | 58·8 | 26·0 | Haugesnd | Oil Engines 2S.C.DA | 28 ″ 6 | |
| | D.F. *Oil Eng.* | 4729 | *with freeboard* | | | | 3mo | Gothenburg | | 453·2 (o.l.) | | | Norwegian | 6Cy.24 7/16″–55 1/8″ 1236NHP | s 3 ″ 2 | |
| LJVD | *Ref. Mchy.* 1 *Dk & Shelter dk, 3rd dk* | 3268 | 3,40 ✠LMC3,38 | | | | *Lloyd's* | | *CellDB304'1228t DTf16'67tD* | F38′ FK | | | 7 *BH* (*Coll to Shdk* | | 25 ″ 6 1/2 | |
| | *Cruiser Stern* *forward of mchy. space, Sparred dk in No. 3 hold* | | ✠Lloyd's sLMC3,40 | | | | | | | *Ta47'349t FPT52t* | | | 6 ,, *2nd* ,,) *APT146t* | A/B Götaverken, Got. | | |
| | | | for temp. 33° F. | | | | | | | | | | | | | |
| 83655 | **Sofiya Perovskaya** (*ex* Orkan, *ex* Rescue) | 731 | ✠ ... 4,12 | | | | 1900 9mo | J.P. Rennoldson & Sns South Shields | U.S.S.R. | 189·3 | 30·2 | 11·1 | Archangel Russian | T.3Cy.15 1/2″, 25″ & 41″–27″ NB32 90NHP | 13 ″ 6 | |
| UNYP | Wireless *Well deck* *ss* Hul. No. 2–07 1 *Dk* | 526 382 | ✠ | | | | | | | Q92'B14'F23′ FK | | | *WB* | J.P. Rennoldsn & Sns, S.Shl. | | |
| 83656 | **Sogn** Ⓟ **Iron** | 384 230 | | | | | 1875 | C.S. Swan & Co. Newcastle | Fylkesbaatane i Sogn og Fjordane | 158·2 | 22·0 | 11·4 | Bergen Norwegian | C.2Cy.21 1/2″ & 40″–24″ 65NHP | | |
| LEWU | 1 *Dk 2 tr B* | 219 | | | | | | | | P75*t* H41*t* F39*t* | | | *WB* | Thompson & Co. Nwc. | | |
| 83657 | **Sojourner** | 435 | ✠100A1 | Bly | *f* | CL | 1920 | Camper & Nicholson, Ld Gosport | M. Taylor | 142·0 | 25·1 | 11·5 | Methil British | C.2Cy.18″ & 38″–27″ (*s*) 130lb 82NHP | 12 ″ 7 s 4 ″ 4 1/2 | |
| 145504 | *ss* Nwc. No. 3–12, 35 | 289 | 2,40 8,39 | 11th | | 2,38 | 6mo | | | | | | | | | |
| MJYP | *ss* Bly. No. 1–39 | 197 | ✠LMC | | | | *Lloyd's* | | | Q79'B9'F22′ FK | | | 3 *BH Cem* *FPT70t* | 1SB, 3*pf*, GS50, HS1486 Aitchison, Blair Ld Clydebk | 12 ″ 3 1/2 | |
| | *Mchy. Aft* 1 *Dk (Stl)* | | BS8,39 | | | | | | | | | | | | | |
| | *Well deck* *Cargo battens not fitted* | | 4,40 | | | | | | | | | | | | | |
| 83658 | **Soko Maru** **Wood Aux** | 328 | | | | | | | Iwamoto Zenji | 158·7 | 27·8 | 13·6 | Nishinomiya Japanese | Oil Engines 2S.C.SA 2Cy.15 1/2″–16″ 85NHP | | |
| 7660 | *Oil Eng.* | 275 | | | | | | | | | | | | Nishitani Bros. Kobe | | |
| JNPE | 1 *Dk* | 206 | | | | | | | | | | | | | | |
| 83659 | **Sokratis** Ⓟ (*ex* Aristone-38, **Twin Sc** | 1134 | | | | | 1904 | Cie. Franc. de Nav. & de Const. Nav. Nantes | S. Theofanides & Co. Ld. (A. Davaris, *Mgr.*) | 260·7 | 28·5 | 16·2 | Piræus Greek | T.6Cy.19 1/2″–31 1/2″ & 51 3/8 1/2″ 31 1/2″ NB11 305NHP Cie. Franc. de Nav. & de Const Nav. Lyons | | |
| 692 | *ex* Leonia–37, *ex* Kimon–37, *ex* Numidia) | — | | | | | | | | H— 22·9 | | | | | | |
| SZKJ | Wireless 1 *Dk & Awng dk* | 449 | | | | | | | | | | | | | | |
| 83660 | **Sol Duc** Ⓟ | 1085 | | | | | 1912 | Seattle Construction & Dry Dock Co. Seattle, Wash | Puget Sound Nav. Co. (A.M. Peabody, *Mgr.*) | 189·0 | 31·5 | 22·6 | Seattle, Wash. Utd. States | T.3Cy.17″, 28″ & 47 1/2″–36″ 136NHP Seattle Construction & Dry Dock Co. Seattle, Wash | | |
| 210133 | *Fitted for oil fuel* | — | | | | | | | | | | | | | | |
| KJYW | 2 *Dks* | 667 | | | | | | | | | | | | | | |
| 83661 | **Solana** | 6703 | ✠100A1 | SFo | *a* † | CL | 1921 | New York S.B. Corp. Camden, N.J. | Tide Water Associated Oil Co. | 419·5 | 56·5 | 33·3 | S. Frncisco Utd. States | T.3Cy.27″, 45 7/16″ & 75″–51″ 195lb (*r*) 601NHP | 33 ″ 4 | |
| 221122 | *ss* S.Fo. No. 3–3, 39 | 6125 | 2,41 ~~2,40~~ | BS2,41 | | 2,40 | 3mo | | | 435·8 (o.l.) | | | | | | |
| KDQJ | D.F. 2 *Dks (Stl) & Web frames* | 4203 | ~~BS8,40~~ ✠LMC4,38 | | | | A&CP | | *Cell DB* | P101'B36'F34′ FK | | | 14 *BHpt Cem* (9 ,, *to U dk* | 3SB, *9cf*, GS190, HS8952 New York S.B. Corp. | FD | |
| | *Mchy. Aft* *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | | *uE&B65'272t* | *FPT294t APT46t* | | | 5 ,, *2nd* ,,) | | | |
| | | | *Fitted for oil fuel* 3,21 | | | *F.P. above* | 1 | 50° F. | | | | | | | | |
| 83662 | **Solano** **Wood** | 943 | | | | | 1913 | A. Petersen Raymond, Wash. | Dispatch Stevedoring & Contracting Co. | 198·2 | 42·7 | 14·7 | S. Frncisco Utd. States | T.3Cy.13 1/2″, 22″ & 36″–24″ 63NHP United Eng. Wrks. Alameda | | |
| 211618 | *Fitted for oil fuel* | 801 | | | | | | | | | | | | | | |
| KJYV | 1 *Dk* | 525 | | | | | | | | | | | | | | |
| 83663 | **Solarium** | 6239 | ✠100A1 | ~~Bkn~~ | *a* † | CL | 1936 | Cantieri Riuniti Dell' Adriatico Monfalcone | Anglo-Saxon Petroleum Co. Ld. | 429·5 | 54·5 | 30·8 | London British | Oil Engines 4S.C.SA 6Cy.25 9/16″–55 1/2″ 377NHP DB *180lb* | 31 ″ 0 s 5 ″ 7 1/4 | |
| 164704 | *Oil Eng.* | 5543 | ~~Examined 5,41 Bkn~~ | | | 10,39 | 9mo | | | | | | | | 25 ″ 7 | |
| GYXV | *Mchy. Aft* 1 *Dk, 2nd dk clear* | 3651 | | | | | | | | P87'B38'F48′ FK | | | 16 *BH* | N.V. Werkspoor, Ams. | | |
| | D.F. E.S.D. *of cargo tanks* *Cruiser Stern* | | *Carrying Petroleum in bulk* DBS7,40 ✠LMC CS5,41 8,38 | | | | *Lloyd's* | | *Cell DBuE61'87t DTf25'259t FPT1* | | | | 06*t APT56t* | | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | |
| 83664 | **Solbritt** (*ex* Salt–39, *ex* Rondo–38, *ex* Strand–35, *ex* Panaghis Vergottis, *ex* Lake Weston) | 1842 | ✠ ... 4,26 | | | | 1918 | Detroit S.B. Co. Wyandotte | A/B Wasa Rederi (Gunnar Erickson, *Mgr.*) | 251·6 | 43·8 | 17·9 | Wasa Finnish | T.3Cy.20″, 33″ & 54″–40″ 247NHP | 20 ″ 0 | N † |
| | | — | | | | | 3mo | | | | | | | | | |
| OFEF | 1 *Dk* | 1014 | | | | | | | | P66*t* H94*t* F24*t* FK | | | *WB* | Detroit S.B. Co. Detroit | | |
| 83665 | **Solen** | 5693 | ✠ ... 7,38 | HKg | *z* | | 1922 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Anglo-Saxon Petroleum Co. Ld. | 411·5 | 53·4 | 31·0 | London British | T.3Cy.24 1/2″, 42 1/2″ & 74″–48″ 548NHP | 31 ″ 0 | |
| 146592 | *ss* Sng. No. 2–31 | 5263 | | | | | 7mo | | | P109'B26'F45′ FK | | | 16 *BHpt Cem* (12 *to U dk* | 3SB, *9cf*, GS184, HS7617 Wllsnd Slpwy. Co. Ld. Nwc. | | |
| GFLC | *Mchy. Aft* 2 *Dks (Stl) & Web frames* *Longitudinal framing* (*Now used as fuel oil storage ship*) | 3385 | | | | | | | | | | | 4 ,, *2nd* ,,) | | | |
| | | | *Carrying Petroleum in bulk* Fitted for oil fuel 7,22 | | | *F.P. above* | 15 | 0° F. | *Cell DBuE&B78'217t DTf32'316t FPT8* | | | | 1t *APT136t* | | | |
| 83666 | **Solent Queen** Ⓟ **Iron Pad Sk** | 324 | | | | | 1889 | Barclay, Curle & Co. Ld Glasgow | Sou. I. of Wight & S. of Eng. Royal Mail Stm Pkt Co. Ld | 215·6 | 21·1 | 8·2 | S'thamptn British | C.D.2Cy.29″ & 58″–60″ NB02 217NHP Barclay, Curle & Co. Ld. Gls. | | BT till ~~11,40~~ 12,41 |
| 97201 | | 285 | | | | | | | | | | | | | | |
| | | 184 | | | | | | | | | | | | | | |
| 83667 | **Solferino** | 2580 | | | | | 1918 | Nylands Verks. Oslo | Den Norske Middelhavslinje AS (Fred. Olsen & Co. & O.R. Thoresen, *Mgrs.*) | 300·0 | 40·0 | 24·0 | Oslo Norwegian | T.3Cy.21 1/2″, 34 1/2″ & 60″–39″ 225NHP | | N |
| | | 2411 | | | | | | | | | | | | | | |
| LDPA | 2 *Dks* | 1632 | | | | | | | | H166*t* | | | *WB* | Nylands Verks. Oslo | | |
| 83668 | **Solfonn** | 9925 | | | | | 1939 | Deutsche Werft A.G. Bt Finkenwrder Hamburg | Skibs-A/S Dalfonn (Sigval Bergesen, *Mgr.*) | 492·9 | 66·1 | 36·4 | Stavanger Norwegian | Oil Engines 2S.C.DA 6Cy.23 3/8″–43 5/16″ 1163NHP Maschinefbrk. Augsburg-Nürnberg A.G. Augsburg | | N |
| | *Oil Eng.* | 9191 | | | | | | | | | | | | | | |
| LKDM | D.F. E.S.D. 1 *Dk* | 5901 | | | | | | | | P113'F74′ | | | *WB* | | | |
| | *Mchy. Aft* *Cruiser Stern* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| * 83669 | **Solglimt** (*ex* Stockholm, *ex* Potsdam) **Twin Sc** | 12246 | 100A1 | Osl | | P8,38 | 1900 | Blohm & Voss Hamburg | A/S Odd (A/S Thor Dahl, *Mgrs.*) | 550·1 | 62·1 | 34·6 | Sandefjord Norwegian | T.6Cy.27 7/16″, 46 1/2″ & 80″–55 1/2″ 206lb (*s*) 1115NHP 32Pr.B.*60lb* 8Pr.B.*43lb* 3D & 2SB *24cf* GS507 HS17313 Blohm & Voss, Hamburg | 38 ″ 0 s 7 ″ 0 31 ″ 10 | |
| | *ss* Potsdam) *ss* Osl. No. 3–9, 35 | 9522 | 6,40 8,39 | NNs | | CL | 5mo | | | | | | | | | |
| LDMD | *ss* Osl. No. 1–39 | 7090 | Pr.BS8,39 | LMC8,39 | | s8,38 | *Lloyd's* | | | F20′ FK&BK3″ | | | 16 *BHpt Asp pt Cem* | | | |
| | D.F. 4 *Dks (Stl–Uws) & Web frames* | | BS6,40 | | | | | | *Cell DB460'1476t* | | | | | | | |
| | Sub.Sig. GyC. | | *Carrying whale oil in bulk* Fitted for oil fuel 3,22 | | | *F.P. above* | 1 | 50° F. | | | | | | | | |
| 83670 | **Solgry** (*ex* Olli–38, *ex* Sylvi–37, *ex* Gullaug–33, *ex* Wargön) | 559 | | | | | 1919 | Götaverken A/B Gothenburg | A/S Solskin (Holger Fischer) | 166·9 | 27·3 | 11·3 | Oslo Norwegian | T.3Cy.12 5/8″, 20 1/2″ & 33 1/16″–24″ 54NHP | | V |
| | | 419 | | | | | | | | P72*t* H17*t* F25*t* | | | *WB* | Götaverken A/B, Got. | | |
| LDHL | *Mchy. Aft* 1 *Dk* | 290 | | | | | | | | | | | | | | |
| 83671 | **Solhavn** (*ex* Kapland) | 1630 | | | | | 1918 | Bergens Mek. Værks Bergen | D/S A/S John Knudsen (Thomas Haaland, *Mgr.*) | 244·7 | 37·9 | 15·6 | Haugesn d Norwegian | T.3Cy.18″, 29″ & 49″–33″ 138NHP | | N |
| | | 1192 | | | | | | | | P34*t* Q106*t* B149*t* | | | | | | |
| LCYN | 1 *Dk* | 943 | | | | | | | | H82*t* F34*t* | | | *WB* | Bergers Mek Værks Bergen | | |
| 83672 | **Solheim** **Twin Sc** | 8070 | ✠100A1 | NYk | *c* † | CL | 1934 | Nakskov Skibs. A/S Nakskov | Hvalfangerselsk. Norge (Chr. Nielsen & Co. *Mgrs.*) | 461·0 | 59·7 | 34·5 | Larvik Norwegian | Oil Engines 4S.C.SA 12Cy.23 1/4″–47 1/4″ 625NHP 2DB *170lb* | 34 ″ 0 s 6 ″ 10 | |
| | *ss* Osl. No. 1–38 | 7352 | ~~2,40~~ 11,39 12,40 | ~~Sng~~ Ank | | ~~10,37~~ 12,40 | 4mo | | | | | | | | 27 ″ 5 1/4 | |
| LEPX | *Oil Eng.* | 4752 | ~~DBS12,38~~ ✠LMC12,38 | | | | *Lloyd's* | | *Cell DBuE77'340t DTf31'478t FPT218t* | P106'B34'F54′ FK | | | 11 *BHpt Cem* | Akt. Burmeistr & Wain, Cpn. | | |
| | *Mchy. Aft* 1 *Dk* | | *Carrying Petroleum in bulk* DBS~~10,39~~ 12,40 | | | | | | | | | | *APT78t* | | | |
| | D.F. *Cruiser Stern* | | | | | | | | | | | | | | | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. Sous le Pont. Net | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant expiré. Lettre d'Intérêt spécial. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-Bord au milieu du navire. Tirant d'eau correspondant. *pds. pd.* | 15 Registres où cote, et la lettre de la Table Chronologique. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83673 | **Soli** (*ex*SilverShell) | | 5834 | ✠100A1 | HKg | *z* | CL | 1915 | Harlan& | VictorJenssens | 411·6\|53·4\|31·0 | Oslo | T.3Cy.27″,45″&74″–48″ (*s*) | 31′ 0 | |
| | *ss*Rot.No.3–9,28 | | 5310 | 8,40 ~~12,00~~ | Sng | | ~~8,37~~ | 12mc | Hollings- | RederiA/S(Victor | 426·0(O.L.) | Norwegian | 180lb 550NHP | s 6 · 7½ | |
| LCKV | *ss*H.Kg.No.2–37 | | 3474 | ~~BS8,39~~ ✠LMC8,37 | | | 7,40 | | worthCor. | Jenssen,*Mgr.*) | P110′B26′F40′ FK | 16*B.HptCem* | 3SB,*9cf*,GS192,HS8332 FD | 24 · 7 | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* | | | 8,40 | | | | | Wlmgtn,Del. | | | (12 *to U dk* | Harlan&HollingsworthCor | | |
| | *Longitudinal framing* | | | *CarryingPetroleum in bulk* | | | | | A&CP | | | 4 „ 2*nd* „) | | | |
| | | | | *Fitted for oil fuel* 12,15 | | | *F.P.a* | *bove 1* | 50° F. | *CellDBuE&B74′1* | 99*t* | | | | |
| | | | | | | | | | | *DT*32′337*t* | *FPT*114*t APT*106*t* | | | | |
| 83674 | **Solin** (*ex*YorkshireCoast–38, | | 700 | ✠100A1 | Spt | *l* | CL | 1913 | Dundee | I.L.Bulić | 200·3\|31·5\|12·2 | Vranjic | T.3Cy.17″,28″&46″–33″ (*s*) | 14 · 4 | |
| | *ex*LlanellyTrader) *ss*Liv.2ndNo.3–11,38 | | 583 | 5,40 | | | 4,40 | 5mo | S.B.Co.Ld. | | | Yugoslav | 180lb *100lb* 171NHP | s · 3½ | |
| YTRB | *Well deck* | | 292 | BS12,39 ✠LMC11,38 | | | | | Dundee | | P&B115′F57′ FK | 4*BHCem* | 1SB,*4cf*,GS81,HS3177 | 14 · 2 | |
| | 1*Dk*(*Stl*) | | | No later survey reported | | | | *Lloyd's* | *sA&CP* | *CellDBa*36′*uE* | 19′*f*86′168*t FPT*24*t* | *APT*9*t* | Richardsons,Westgarth& Co.Ld.Hpl. | | |
| 83675 | **Solitaire** Twin Sc | | 3160 | ✠100A1 | Mch | *u* | PN | 1920 | TexasS.S. | TheTexasCo.(Nor- | 315·4\|43·7\|27·4 | Oslo | Oil Engines 4S.C.SA | 27 · 11 | |
| | *Oil Eng.* | | 2795 | 4,40 ~~5,40~~ | NYk | | 2,39 | 4mo | Co. | way)A/S(H.C. | | Norwegian | 12Cy.16″–24″ 298NHP | s4 · 10½ | |
| LEWZ | *Mchy.Aft* *ss*Cpn.No.3–11,33 | | 1844 | ~~LMC C85,38~~ | | | sN4,38 | | Bath,Me. | Mathieson,*Mgr.*) | P77′B25′F30′ FK | 12*BHptCem* | NDB16*refitted*33 *80lb* | 23 · 2½ | |
| | D.F. *ss*N.Yk.No.1–37 | | | DBS2,40 2,39 | | | | | A&CP | *CellDBuE*87′ 96*t* | *FPT*54*t APT*95*t* | (9 *to U dk* | McIntosh&SeymourCorp. Auburn,N.Y. | | |
| | 2*Dks*(*Stl*)&*Web frames* | | | *CarryingPetroleum in bulk* | | | | | | | | 3 „ 2*nd* „) | | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | |
| 83676 | **Sollund** (*ex*Agnella) | | 941 | | | | | 1908 | Akers | D/S A/S John | 221·6\|32·2\|11·9 | Haugesnd | T.3Cy.17″,29″&47″–33″ | | N |
| | | | 715 | | | | | | Mek.Værks. | Knudsen(Thomas | Q111*t*B56*t*H14*t* | Norwegian | 127NHP | | |
| LEXB | 1*Dk* | | 557 | | | | | | Oslo | Haaland,*Mgr.*) | F24*t* | *WB* | AkersMek.Værks.Oslo | | |
| 83677 | **Solon II** (*ex*Solon–40) | | 4561 | ✠100A1 | Ant | *z* | CL | 1925 | WearShip- | Ministry of Ship- | 400·3\|53·2\|25·1 | Swansea | T.3Cy.26′,43′&71″–48″ (*s*) | 35′ 6 | |
| 144013 | *ss*Ant.No.3–9,37 | | 4322 | *withfreeboard* | SwsGls | | ~~9,37~~ | 10mo | yard of W. | ping(T.&J.Broc- | | British | 180lb 439NHP | s10·2½ | |
| ~~FOYR~~ | D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 2741 | 6,41 ~~8,38~~ | ✠LMC | | 8,40 | | Gray&Co.Ld. | klebank,Ld.*Mgrs*) | F35′ FK | 6*BHCem* | 3SB,*9cf*,GS184,HS7590 | 25 · 6½ | |
| GMXG | *Tonnage opening closed '41 (W.E.)* | | | MS6,37 ~~BS8,38~~ | | | | | Sunderland | *CellDB*353′ | | (*Coll to Sh dk* | Cen.Mar.Eng.Wrks.WHpl | | |
| | | | | 9,40 | | | | *Lloyd's* | *sA&CP* | 1001*t FPT* | 108*t APT*155*t* | 5 „ 2*nd* „) | | | |
| 83678 | **Solör** | | 8262 | ✠100A1 | Sba | *c*† | CL | 1938 | Eriksbergs | S.UgelstadsRederi | 469·2\|61·1\|34·5 | Oslo | Oil Engines 2S.C.DA | 34 · 0 | |
| | *Oil Eng.* | | 7562 | 10,40 ~~2,40~~ | HKg | | ~~1,39~~ | 7mo | M.V.Aktieb. | A/S(S.Ugelstad, | 486·3(O.L.) | Norwegian | 6Cy.17½″–47½″ 644NHP | s 7 · 5 | |
| LJXU | D.F. *Mchy.Aft* 1*Dk* | | 4953 | ~~LMC7,38~~ | | | 10,40 | | Gothenburg | *Mgr.*) | P92′B28′F41′ FK | 12*BHptCem* | Db(2)*made*'0*refitted*40–*140lb* | 26 · 9½ | |
| | *Butts of shell & upper dk plating* | | | DBS10,40 *Carrying Petroleum in bulk* | | | | *Lloyd's* | *sA&CP* | *CellDBuE* | 68′170*t DT f*23′497*t* | *APT*141*t* | Db(3)*made*'0*refitted*40–*140lb* Eriksberg M.V.AktiebGot. | | |
| | *Cruiser Stern* *electrically welded* | | | | | | | | | | | | | | |
| 83679 | **Solovki** Ⓟ (*ex*MichailArchangel) | | 371 | | | | | 1887 | Lindhol- | U.S.S.R. | 143·5\|23·0\| 9·5 | Archangel | C.2Cy.24″&44″–24″ | | |
| | | | 314 | | | | | | mensV.A. | | | Russian | NB06 79NHP | | |
| UNAH | Wireless 3*Dks* | | 275 | | | | | | Gothenburg | | | | Lindholmens,Got. | | |
| 83680 | **Solöy** | | 4402 | | | | | 1929 | Kockums | ErlingH.Samuel- | 381·9\|54·0\|24·7 | Oslo | Oil Engines 4S.C.SA | | N |
| | *Oil Eng.* | | 3970 | | | | | | M.V.Aktieb. | sensRederiA/S | P110*t*H304*t*F18*t* | Norwegian | 6Cy.27$\frac{7}{8}$″–55½″ 436NHP | | |
| LDLV | D.F. 1*Dk*&*Shelter dk* | | 2624 | | | | | | Malmö | (E.H.Samuelsen, | | *WB* | KockumsM.V.Akt.Malmö | | |
| | | | | | | | | | | *Mgr.*) | | | | | |
| * 83681 | **Solskin** | | 372 | ✠100A1 | Osl | *e* | OG | 1926 | P.Larsson | A/S Solskin(O.C.B. | 130·4\|23·6\|11·5 | Oslo | C.2Cy.15$\frac{5}{8}$″&24$\frac{7}{8}$″–17½″ (*s*) | 13 · 8 | |
| | *ss*Osl.No.3–2,39 | | 294 | 2,39 | | | 1,39 | 10mo | Thorskog | Fischer,*Mgr.*) | | Norwegian | 120lb 33NHP | | |
| LEXC | *Mchy.Aft* 1*Dk*(*Stl*) | | 190 | BS2,39 ✠LMC2,38 | | | | | | | P39′F24′ FK | 3*BHCem* | 1SB,*2cf*,GS30,HS690 | | |
| | *Cargo battens not fitted* | | | | | | | | | *CellDB*43′48*t FPT* | | 23*t APT*19*t* | P.Larsson,Thorskog | | |
| 83682 | **Solstad** | | 5952 | | | | | 1927 | Odense | Skibs.A/S Solstad | 391·0\|53·7\|31·7 | Oslo | Oil Engines 4S.C.SA | | N |
| | *Oil Eng.* | | 5081 | | | | | | Staalskibs | (A.F.Klaveness& | P374*t*H433*t* | Norwegian | 6Cy.29½″–59$\frac{7}{8}$″ 489NHP | | |
| LCYO | D.F. *Mchy.Aft* 1*Dk* | | 3435 | | | | | | Odense | Co.A/S.) | | *WB* | AktBurmeister&WainCpn | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | |
| 83683 | — | | *1408* | ✠100A1 | Got | *o* | CL | 1924 | J.Lewis& | RederiA/BSolstad | 232·2\|35·6\|15·3 | Stockholm | T.3Cy.16½″,27″&44½″–33″(*s*) | 17 · 3 | |
| 7789 | (*ex*Gatwick) *ss*Got.No.3–1,37 | | *1007* | 11,40 ~~5,89~~ | Shp | | 11,39 | 11mo | Sons,Ld | (A.R.Appelqvist) | | Swedish | 180lb 155NHP | s 4 · 8½ | |
| SGMO | *Well deck* 1*Dk*(*Stl*) | | *785* | ✠LMC | | | | | Aberdeen | | Q181′F21′ FK | 4*BHCem* | 2SB,*4cf*,GS77,HS2808 | 16 · 7½ | |
| | Wireless D.F. *Cargo battens not fitted* | | | MS1,37 ~~BS1,38~~ | | | | *Lloyd's* | *sA&CP* | *CellD* | B165′358*t* | | J.Lewis&Sons,Ld.Abn. | | |
| | | | | 11,40 | | | | | | *DT at sides of tu* | nnel27′112*t FPT*67*t* | *APT*60*t* | | | |
| 83684 | **Solstad II** (*ex*Ylva–40) | | *519* | ✠100A1 | Got | *h* | OG | 1924 | Aktieb. | RederiA/BSolstad | 151·7\|28·1\|12·5 | Stockholm | C.2Cy.12″&27″–18″ (*s*) | 13 · 3 | |
| 7146 | *ss*Got.No.3–9,37 | | *382* | 4,40 | | | 4,40 | 9mo | LödöseVarf | (A.R.Appelqvist, | | Swedish | 125lb 32NHP | s 1 · 0½ | |
| SHRJ | *Mchy.Aft* *Cruiser Stern* | | *255* | ~~BS4,39~~ ✠LMC2,37 | | | | | Lödöse | *Mgr.*) | P46′F25′ FK | 3*BHCem* | 1SB,*2cf*,GS27,HS583 | 12 · 4 | |
| | | | | 4,40 | | | | *Lloyd's* | *sA&CP* | *Cell* | *DBf*59′84*t FPT*13*t* | *APT*19*t* | Aktieb.Lödöse Varf.Lödöse | | |
| 83685 | **Solsten** | | 5379 | ✠100A1 | Fal | *y* | CL | 1929 | Barclay, | TönsbergTankA/S | 388·1\|52·7\|29·4 | Tönsberg | Oil Engines 2S.C.SA | 29 · 3 | |
| | *Oil Eng.* | | 4627 | Examined 4,41 | | | 12,39 | 5mo | Curle&Co.Ld | (Rafen&Loen- | | Norwegian | 3Cy.22$\frac{1}{4}$″–91$\frac{3}{8}$″ 482NHP | | |
| LDHK | D.F. *ss*Rot.No.2–38 | | 3196 | DBS1,41 ✠LMC3,38 | | | | | Glasgow | nechen,*Mgrs.*) | P82′B27′F56′ | | 2DB*120lb* | | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* | | | | | | | *Lloyd's* | *sA&CP* | | *Trunk between* FK | 14*BHptCem* | Barclay,Curle&Co.Ld.Gls. | | |
| | *Longitudinal framing* | | | *CarryingPetroleum in bulk* | | | | | | | P&B | (9 *to U dk* | | | |
| | | | | | | | | | | *CellDBuE*6 | 1′171*t DT f*32′626*t* | *FPT*144*t APT*23*t* | 5 „ 2*nd* „) | | |
| 83686 | **Sölve** Iron | | 515 | | | | | 1884 | Göteborgs | A/B EastSea(J.A. | 152·8\|24·6\|15·5 | Åbo | C.2Cy.13½″&32″–20″ | | |
| | | | 410 | | | | | | Mek.Værks | Nilsson,*Mgr.*) | 146·6 | Finnish | *Ealt*01 NB01 38NHP | | |
| OHWF | 1*Dk* | | 264 | | | | | | Gothenburg | | B37′H12*t*F19′ | | GöteborgsMek.Vrks.,Got. | | |
| 83687 | **Solviken** Ⓟ (*ex*Toula,*ex*Aleut, | | 2398 | ✠ ~~8,40~~ | Shi | *s* | CL | 1910 | Akt.Bur- | Wallem&Co.A/S | 281·0\|41·3\|23·1 | Bergen | T.3Cy.19⅝″,33½″&55″–36″(*s*) | 25 · 6 | |
| | *ex*St.Lucia, *ss*H.Kg.2ndNo.3–5,35 | | 2115 | *Awng dk* | | | 9,39 | 5mo | meistr&Wain | (H.J.Wallem, | 292·0(O.L.) | Norwegian | 180lb 214NHP | ~~s 6 · 6~~ | |
| Now Cayetana, | 1*Dk*(*Stl*)&*Awng dk*(*pt Stl–teak s*) | | 1435 | *withfreeboard* | | | | | Copenhagen | *Mgr.*) | P11′B78′F34′ | | 2SB,*6cf*,GS96,HS3540 | ~~10 · 2½~~ | |
| | | | | | | | | *Lloyd's* | *sA&CP* | | *on Awng dk* FK | 4*BHCem* | Akt.Burmeistr&Wain,Cpn | | |
| | | | | ~~BS7,38~~ ✠LMC3,38 | | | | | | *CellDBa*84′*u* | E18′*f*17′457*t FPT* | 27*t APT*26*t* | | | |
| 83688 | **Somali** | | 6809 | ✠ | Rot | *d*† | | 1930 | Harland& | P.&O.SteamNav. | 459·0\|60·7\|29·7 | Glasgow | Q.4Cy.30½″,44″,63½″&91″– | 32 · 3 | |
| 161938 | *Fitted for oil fuel* | | 6119 | 10,34 | | | | 12mo | Wolff,Ld. | Co. | | British | 60″&LP Turbine with DR | | |
| GFCD | *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | 3522 | | | | | | Glasgow | | F36′ FK | 7*BHptCem* | gearing & hydraulic coup- | | |
| | D.F. E.S.D. *Cruiser Stern* | | | *Lloyd's* ~~LMC3,40~~ 3,40 | | | | | | | | (*Coll to Sh dk* | ling 1384NHP | | |
| | | | | | | | | | | | | 6 „ 2*nd*„) | 6SB,*20cf*,HS17630 | | |
| | | | | | | | | | | *CellDB*389′136 | *8t MTs*19′262*t FPT* | 91*t APT*55*t* | J.G.Kincaid&Co.Ld.Grk. | | |
| 83689 | **Somalia** Ⓟ (*ex*Rosignano,*ex*War | | 2699 | | | | | 1918 | BlythS.B. | LloydTriestino | 297·5\|42·0\|19·0 | Naples | T.3Cy.25″,41″&68″–45″ | 21 · 2 | I |
| 398 | Bagpipe) *ss*Nap.No.1–23 | | 1713 | ✠ ... | | | | 7mo | &D.D.Co.Ld. | Soc.Anon.diNav. | 285·0 | Italian | 416NHP | | † |
| ICIA | D.F. *Fitted for oil fuel* | | 1606 | 4,26 | | | | | Blyth | | P28′Q75′B66′F32′ | *WB* | N.E.MarineEng.Co.Ld.Sld | | |
| | *Well deck* 1*Dk* | | | | | | | | | | | | | | |
| 83690 | **Somedono Maru** | | 5155 | ✠100A1 | Osa | *z* | OG | 1917 | MitsuBishi | TatuumaKisen | 400·0\|54·5\|30·0 | Nishino- | T.3Cy.27½″,44½″&75″–48″ | 30 · 0 | |
| 19874 | *ss*Kob.No.3–9,28 | | 4826 | 4,40 ~~8,09~~ | Nag | | ~~6,38~~ | 1mo | Dkyd&EWks | K.K. | 413·7(O.L.) | miya | 200lb (*s*) 495NHP | s 5 · 6½ | |
| JYND | D.F. *ss*Smk.No.2–37 | | 3175 | ~~LMC7,39~~ | | | N4,40 | | Nagasaki | | P39′B121′F40′ FK | Japanese | 8SB,*9cf*,GS163,HS6591 FD | 24 · 8 | |
| | 2*Dks*(*Stl*) | | | 4,40 | | | | *Lloyd's* | *sA&CP* | *CellDB*350*t*107 | 5*t FPT*130*t APT*87*t* | 6*BHCem* | MitsuBishiD.&E.Wks.Nag | | |

Now "Monica Bratt," see No. 89100 in Supplement

Now Cayetana, see No. 87518 in Supplement

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

† 6 23

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Build of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83691<br>160769<br>GTQP | **Somersby** | D.F. 1 *Dk* | 5170<br>4881<br>3176 | | | | | 1930 | W.Gray & Co.Ld. West Hartlepool | RopnerShipping Co.Ld. | 421·2 \| 54·2 \| 27·2<br>P62′ B240′ F43′ | W.Hartlpl British *WB* | T.3Cy.26″,43½″&73″–48″ 369NHP<br>Cen.Mar.E Wrks.Ld W Hpl | | C |
| 83692<br>142696<br>GPDF | **Somerset** | *Fitted for oil fuel*<br>*Ref.Mchy.* D.F. 3 *Dks*<br>*Cruiser Stern* | 8790<br>8146<br>5464 | ✠Lloyd's RMC 1,40~~8,40~~<br>2,41 | | | | 1918 | Earle's Co. Ld. Hull | Federal Steam Nav.Co.Ld. | 460·6 \| 62·8 \| 34·6<br>B270′ F51′ | London British *WB* | 3 Steam Turbines DR geared to 1 Sc. Shaft<br>Earle's Co.Ld. Hull | | C |
| 83693<br>7466<br>SEJR | — (*ex* Gertrud–38, *ex* Bretagne, *ex* Skinfaxe)<br>*Well deck* | *ss* Cpn.No.3–2,24<br>*ss* Skm.No.1–28<br>1 *Dk* (*Stl*) & *deep framing* | *1298*<br>*1029*<br>*728* | ✠ —<br>4,33<br>✠ | Hbg | *p* | | 1908<br>6mo | Helsingörs Jernsk.& Msk. Elsinore | Rederi A/B Gertrud (M.Olows)<br>*Cell D B a 77 u E* | 237·9 \| 36·7 \| 14·2<br>P18′ Q77′ B100′ F23′<br>FK<br>*& B31′ f 98′ 415 t F P T* | Stockholm Swedish<br>*4 B H Cem*<br>*26 t A P T 15 t* | T.3Cy.17″,27½″&47″–33″ 148NHP<br>2SB,*4cf*,GS54,HS2426<br>Helsingörs Jernsk.& Mskb. | 16 ″ 9 | V<br>† |
| 83694<br>143620<br>MLDN | **Somerset Coast** *ss* Liv.No.1–40<br>*ss* Lth.No.3–11,35<br>*Mchy. Aft* 1 *Dk & Shelter dk*<br>Wireless D.F. E.S.D. | *Oil Eng.* | 1097<br>839<br>506 | ✠100A1<br>6,40 ~~7,30~~<br>BS~~11,36~~ 11,40<br>✠LMC ~~11,36~~<br>MS6,40 | Lon | *p* | CL<br>~~8,38~~<br>6,40 | 1920<br>3mo | Harland & Wolff, Ld. Glasgow | Coast Lines.Ld. | 240·0 \| 36·2 \| 16·2<br>FK<br>*Lloyd's* *Cell D B f 159′ 311 t F P T* | Liverpool British<br>*5 B H Cem*<br>*50 t A P T 8 t* „ *to Sh dk*<br>*Coll* | T.3Cy.18″,30″&50″–36″ (*s*) 180lb 203NHP<br>2SB,*6cf*,GS102,HS3702<br>A.& J.Inglis,Ld.Glasgow | 15 ″ 8<br>s ″ 2<br>15 ″ 8 | |
| 83695<br>145844<br>GDZP | **Somersetshire** Ⓟ *Twin Sc*<br>*ss* Drt.No.3–8,33<br>*ss* Drt.No.1–37<br>D.F. 3 *Dks* (*Stl*–ws) & *Shade dk*<br>*Cruiser Stern* *platform dk in No.1 hold* | *Oil Eng.* | 9716<br>8694<br>5970 | ✠100A1<br>~~B 12,07,39~~ 5,41<br>~~DBS 7,39~~<br>DBS 8,405,41 | Sou<br>~~Liv~~ Wln<br>✠LMC 8,38 | *c*†<br>CL<br>8,37<br>11,40 | | 1921<br>6mo | Harland & Wolff, Ld. Belfast | Bibby Line, Ld. (Bibby Bros. & Co. *Mgrs.*)<br>*Cell D B a 121′ u E 30′ f 212′ 131 t* | 450·3 \| 57·3 \| 33·7<br>468·8 (o.l.)<br>FK<br>*8 t D T f 32′ 560 t F P T* | Liverpool British<br>*7 B H pt Cem*<br>D B *100 lb* 987NHP<br>*85 t A P T 40 t* | Oil Engines 4S.C.SA<br>12Cy.29½″–45½″<br>Harland & Wolff Ld.Gls. | 36 ″ 7<br>s 14 ″ 2½<br>22 ″ 8½ | BT till ~~8,40~~ 8,41 |
| 83696<br>LDHQ | **Somerville** *Twin Sc*<br>D.F. 1 *Dk & Shelter dk* | *Oil Eng.* | 4265<br>3854<br>2523 | | | | | 1929 | Akt. Burmeistr & Wain Copenhagen | Skibs A/S Skogstad (A.F.Klaveness & Co.A/S, *Mgrs.*) | 381·4 \| 53·8 \| 23·7<br>P140 t H454 t F21 t | Oslo Norwegian *WB* | Oil Engines 4S.C.SA<br>12Cy.23½″–43½″ 626NHP<br>Burmeister & Wain,Cpn. | | N |
| 83697<br>143394<br>GBQV | **Somme** *ss* Lon.No.3–7,32<br>D.F. *ss* Shl.No.1–36<br>2 *Dks* (*Stl*) | | 5265<br>4810<br>3230 | ✠100A1<br>7,39<br>BS~~7,38~~ 10,40<br>✠LMC 7,36 | Lon | *y* | CL<br>4,39 | 1919<br>8mo | Short Bros. Ld. Sunderland | Royal Mail Lines, Ld. | 400·0 \| 52·4 \| 28·5<br>413·7 (o.l.)<br>P49′ B113′ F40′ FK<br>340′ 1067 t *F P T* 135 t | London British<br>*7 B H pt Cem*<br>*A P T* 198 t | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>N.E.Marine Eng.Co.Ld.Sld | 31 ″ 0<br>s 6 ″ 0¼<br>25 ″ 3 | |
| 83698<br>PHPR | **Sommelsdijk** *Twin Sc*<br>D.F. E.S.D. 3 *Dks*<br>*Ref.Mchy.* *Cruiser Stern* | *Oil Eng.* | 9227<br>~~8,40~~ 11,39 2,41<br>8358<br>5518 | ✠100A1<br>Rot<br>Sba<br>✠LMC 9,39<br>✠Lloyd's RMC ~~3,40~~ 9,40<br>2,41<br>*Carrying vegetable oil in deep tanks*<br>*Carrying lat ex in tanks above* | | *e*†<br>CL | | 1939<br>9mo | Odense Staalskibsvft. ved A P Möller Odense | Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)<br>*Cell D B* 349′ 1465 *t* | 472·5 \| 62·3 \| 34·4<br>492·6 (o.l.)<br>B80′ F48′ FK<br>*D T s f* 50′ 1535 *t D T s* tunnels 802 *t* | Rotterdam Dutch<br>*8 B H*<br>*a* 50′ 2305 *t* *Tanks above* | Oil Engines 2S.C.SA<br>16Cy.24 7/16″–45¼″ 1655NHP<br>Akt.Burmeistr & Wain,Cpn<br>*anks in way of F P T* 209 *t* *F P T* 97 *t* *A P T* 166 *t* | 40 ″ 6<br>s 9 ″ 9<br>30 ″ 11½ | |
| 83699<br>LCYQ | **Sommerstad** *Oil Eng.*<br>D.F. *Cruiser Stern* 1 *Dk*<br>*Mchy. Aft* *Carrying Petroleum in bulk* | | 5923<br>5091<br>3381 | | | | | 1926 | Akt. Lindholmen-Motala Gothenburg | Skibs A/S Sommerstad (A.F.Klaveness & Co.A/S) | 381·0 \| 55·2 \| 32·3<br>P377 *t* H381 *t* F74 *t* | Oslo Norwegian *WB* | Oil Engines 2S.C.SA<br>6Cy.23⅝″–47½″ 580NHP<br>Akt.Atlas Diesel,Skm. | | N |
| 83700 | **Sona** (*ex* Ilona–39, *ex* Ocu–38, *ex* Lydia–38, *ex* Stanrock–37, *ex* Castro–37, *ex* Darlington–35)<br>*Well deck* Wireless | *ss* Hul.2nd No.3–11,35<br>1 *Dk* (*Stl–ptws*)<br>*Oil Eng.* | *1105*<br>*897*<br>*446* | ✠100A1<br>12,38<br>BS3,38 ✠LMC 11,35 | Msl | *p* | OG<br>9,37 | 1910<br>8mo | Earle's Co. Ld. Hull | Margit S.S.Co.Inc. | 256·0 \| 36·2 \| 15·0<br>266·0 (o.l.)<br>P&B169′ F54′ FK<br>*u E 23′ f 121′ 196 t F P* | Colon Panamanian<br>*5 B H Cem*<br>*T 12 t A P T 8 t* | T.3Cy.23½″,38″&62″–39″ (*s*) 180lb 373NHP<br>2SB,*8cf*,GS154,HS5840 FD<br>Earle's Co.Ld. Hull | 17 ″ 4<br>s 1 ″ 0¾<br>16 ″ 7¾ | |
| 83701<br>140728<br>VWJF | **Sonavati** Ⓟ *ss* Cal.No.1–41<br>2 *Dks*<br>*Cruiser Stern* | *Oil Eng.* | 1638<br>1504<br>968 | ✠100A1<br>1,41 ~~3,39~~<br>✠LMC CS1,41<br>10,38 | Bom<br>Cal | *r* | OG<br>3,39 | 1936<br>2mo | Harland & Wolff, Ld. Glasgow | Bombay Steam Navigation Co.Ld. | 255·1 \| 42·2 \| 20·7<br>266·3 (o.l.)<br>F33′ FK<br>*& f 150′ 283 t F P T 25 t* | Bombay British<br>*5 B H Cem*<br>*A P T 88 t* | Oil Engines 2S.C.SA<br>8Cy.19¾″–35 7/16″ 538NHP<br>Harland & Wolff, Ld. Bel. | 24 ″ 3<br>s 3 ″ 7½<br>20 ″ 9 | |
| 83702<br>OXLE | **Sönderjylland** Ⓟ<br>Wireless 1 *Dk* | | 403<br>296<br>196 | | | | | 1904 | Akt. Burmeistr & Wain Copenhagen | Det Forenede Dampskibs Selsk. | 164·8 \| 25·8 \| 10·5<br>P&B105′ F37′ | Aabenraa Danish *WB* | T.3Cy.13″,21″&37″–24″ 67NHP<br>Akt.Burmeistr & Wain,Cpn | | V |
| 83703<br>DOUJ | **Soneck**<br>D.F. E.S.D. 2 *Dks*<br>*Cruiser Stern* | | 2191<br>1651<br>1040 | | | | | 1938 | Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G | Deutsche Dampfs. Ges. "Hansa" | 305·2 \| 44·8 \| 16·7<br>F29′ | Bremen German *WB* | T.3Cy 22⅜″,36⅝″&59 7/16″–39⅜″&LP turbine with DR gearing & hydraulic coupling 367NHP<br>Deutsche Schiff.-u Mschb. A.G.Seebeck, Wsm. | | G |
| 83704<br>FPDG | **Song-Giang** (*ex* Dessinateur)<br>Wireless 1 *Dk* | *Twin Sc* | 1065<br>—<br>589 | | | | | 1922 | Soc. Anon. des Anciens Etab. Henri Satre, Arles | Cie. Cotière de l'Annam | 216·5 \| 34·2 \| | Haiphong French | T.6Cy.12″,20″&31½″–16½″ 81NHP<br>Soc. des Moteurs Chaléassière, St. Etienne | | V |
| 83705<br>154442 | **Sonia** (*ex* Delson, *ex* Nidarnes)<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | *ss* St.J.No.3–4,38 | 1188<br>1016<br>654 | ✠100A1<br>*with freeboard*<br>4,40 ~~4,39~~<br>✠LMC<br>MS10,37 BS~~4,38~~<br>4,40 | St.J<br>Hfx | *q* | CL<br>~~9,37~~<br>4,40 | 1926<br>10mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Sonia Shipping Co. Ld. (F.K.Warren) | 248·1 \| 37·2 \| 14·7<br>FK<br>*Lloyd's* *Cell D B 208′ 402 t* | Montreal British<br>*4 B H pt Cem*<br>*Coll to Sh dk*<br>3 „ 2*nd*„ | T.3Cy.15″,25″&40″–27″ (*s*) 180lb 82RHP<br>2SB,*4pf*,GS74,HS2081<br>MacColl & Pollock,Ld.Sld. | 16 ″ 8<br>s ″ 2½<br>16 ″ 7 | |
| 83706<br>6961<br>SMWA | **Sonja**<br>*ss* Hbg.No.3–3,35<br>*ss* Got.No.1–39<br>1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | | *1828*<br>*1571*<br>*1038* | 100A1<br>12,39 | Hbg | *r* | OG<br>11,39 | 1923<br>3mo | Hlsingbrgs Varfs Aktieb. Helsingborg | A.B.Transmarin (S.Redig, *Mgr.*) | 277·6 \| 40·2 \| 17·1<br>283·5 (o.l.)<br>P19′ B67′ F26′ FK<br>*Cell D B 234′ 528 t F P T* | Hlsngborg Swedish<br>*4 B H Cem*<br>*45 t A P T 45 t* | T3Cy.19¼″,31⅞″&51 3/16″–35 7/16″ 185lb (*s*) 206NHP<br>2SB,*4cf*,GS138,HS2906 FD<br>Bergsunds M.V.Aktb.Skm. | 19 ″ 8<br>s 2 ″ 7⅝<br>17 ″ 2 | |
| 83707<br>8181<br>SLCM | — *Wood Aux 4 Mst Sr*<br>(*ex* Sailing Vessel Jean Dunois–37, *ex* Runehöj) 1 *Dk*<br>(*See Sailing Ship Register*) | *Oil Eng.* | 352<br>310<br>255 | | | | | 1924 | Skibsværft-et Lilleö A/S Korsör | Ivar Hermansson | 136·4 \| 30·7 \| 12·7<br>Q22′ | Skärhamn Swedish | Oil Engines 2S.C.SA<br>2Cy.15⅜″–18⅛″ 87NHP<br>*Emade & fitted* 37<br>A/B Jönköpings Motorfbk. | | V |
| 83708<br>167534<br>~~OZHD~~<br>GLMW | **Sonja Mærsk** (*ex* Thekla, *ex* Baldur)<br>D.F. 1 *Dk* | | 1909<br>1635<br>~~1186~~<br>1150 | | | | | 1921 | Nüscke & Co.A.G. Stettin | ~~Dampskibsselsk. af 1912 A/S (A.P.Møller, Copenhagen, *Mgr.*)~~<br>Ministry of Shipping (Common Bros. Ld. *Mgrs.*) | ~~266·8 \| 42·2 \| 17·6~~<br>P30′ B63′ F31′ \| 17·1<br>274 · 4 \| 41 · 6 \| | ~~Aalborg~~ Danish<br>London *WB*<br>British | T.3Cy.20⅝″,32 3/16″&51½″–35″ Görlitzer 157NHP<br>Maschf.A.G.Görlitz | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant et plus d'application. Lettres d'Application. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Machines de cette navire sont dans la L. M. Durée Cert. R. de Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83709 | **Sönnavind** | | 4965 | | | | | 1935 | Bremer Vulkan Vegesack | A/S Borgestad | 414·3\|55·7\|25·0 | Porsgrunn Norwegian | Oil Engines 2S.C.DA 5Cy.23⅝"–43¼" 968NHP | | N |
| | | *Oil Eng.* | 4403 | | | | | | | | | *WB* | | | |
| LJAO | D.F. *Cruiser Stern* | 1 *Dk & Shelter Dk* | 2994 | | | | | | | | | | Bremer Vulkan, Vegesack | | |
| 83710 | **Sonnenfelde** | | 865 | | | | | 1922 | Howaldtswerke Kiel | D.Fuhrmann, Nissle & Günther Nfg.Reed, m.b.H. | 194·6\|32·9\|13·9 P12′Q43′B53′F24′ | Hamburg German | T.3Cy.14⅝",23¼"&38⅞"–25½" 73NHP | | G |
| | | | 690 | | | | | | | | | *WB* | | | |
| DHVX | Sub.Sig. | 1 *Dk* | 491 | | | | | | | | | | Howaldtswerke, Kiel | | |
| 83711 | **Sonoma** (*ex* David S. Troxel, | | 4471 | | | | | 1903 | West Bay City | Nicholson City S.B.Co. Universal S.S.Co. | 416·0\|50·0\|24·0 F44′ | Wilmgton (Del.) Utd.States | T.3Cy.20",33½"&55"–42" 196NHP | | R |
| 117266 | *ex* Sonoma) | | — | | | | | | W.Bay City | | | *WB* | | | |
| | *Mchy.Aft* D.F. | 1 *Dk 2tr B* | 3448 | | | | | | | | | | Detroit S.B.Co. Detroit | | |
| 83712 | **Sonora** | | 3611 | | | | | 1902 | Superior S.B.Co. W.Superior | Nicholson Universal S.S.Co. | 353·2\|48·0\|24·0 | Wilmgton (Del.) Utd. States | T.3Cy.20",33"&54"–40" 185NHP | | R |
| 117158 | | | — | | | | | | | | | *WB* | | | |
| KGAP | D.F. *Mchy.Aft* | 1 *Dk 2tr B* | 2858 | | | | | | | | | | Superior S.B.Co. | | |
| 83713 | — | **Twin Sc** | 2220 | ✠ —— | LAn | *u* | | 1916 | Toledo S.B. Co. Toledo, O. | Cia. Naviera Sonora S.A. (Keene Line, *Mgrs.*) ~~Panuco Trans. Corp.~~ Wallem & Co. *Cell* | 252·0\|43·7\|21·2 P49′F41′ FK *DBf* 176′245*t FPT* | Panama Panamanian *3 BHCem* 135*t APT* 14*t* | Oil Engines 4S.C.SA 12Cy.16½"–24" 308NHP McIntosh & Seymour Corpn Auburn, N.Y. | 23 " 6 | V † |
| | (*ex* Admiral Peary–34, | *Oil Eng.* | 1762 | 5,37 | | | | 8mo | Co. | | | | | | |
| ~~KCSQ~~ | *ex* Moonlite) | *ss* S.Fo.No.3–10,28 | 1062 | | | | | | | | | | | | |
| HPNV | *Mchy.Aft* | *ss* S.Fo.No.1–33 | | ✠ NE19 *refitted 24* | | | | | | | | | | | |
| | | 1 *Dk (pt Stl)* 2*nd dk in hold only* | | | | | | | | | | | | | |
| 83714 | **Sontay** Ⓟ (*ex* Bayern–36) | 4 Mst | 8917 | | | | | 1921 | Bremer Vulkan Vegesack | Union Maritime Méditerranéenne (Cie. des Messageries Maritimes, *Mgrs.*) | 468·8\|58·2\|32·6 P55′B221′F71′ | Dunkirk French | T3Cy32⅜",52¾"&86⅜"–55⅛" &LP Turbine 770NHP | | G V |
| | Sub.Sig. | *Fitted for oil fuel* | 7360 | | | | | | | | | *WB* | Bremer Vulkan, Vegesack | | |
| FOKA | D.F. | 2 *Dks* | 5485 | | | | | | | | | | | | |
| 83715 | **Soochow** Ⓟ | | 2604 | | | | | 1920 | Taikoo Dckyd & Eng. Co. of HKg. Ld Hong Kong | China Nav. Co. Ltd. | 310·3\|41·2\|22·4 P15′B74′F37′ | London British | T.3Cy.22",35"&56"–39" 195NHP | | |
| 151415 | | | 2276 | | | | | | | | | *WB* | Taikoo Dkyd. & Eng. Co. of H.Kg. Ld. | | |
| GLXN | | 2 *Dks* | 1594 | | | | | | | | | | | | |
| 83716 | **Soodoc** (*ex* Moses Taylor) | | 4575 | | | | | 1902 | American S.B.Co. Lorain, O. | Paterson Steamships, Ld. | 423·4\|50·2\|23·9 | Ft. William Ont. British | T.3Cy.22",35"&58"–40" 213NHP | | R |
| 153117 | | | 4364 | | | | | | | | *WB* | | American SB Co. Clevelnd O | | |
| | *Mchy.Aft* Sub.Sig. | 1 *Dk 2tr B* | 3188 | | | | | 1914 | A.F.Smulders Schiedam | M.A.Rand & Co. | 174·4\|34·1\|16·3 B25′F25′Q31′ | Pnamanian *WB* | T3Cy.12½",20½"&33½"–19⅞" 50NHP A.F.Smulders, Schiedam | | G |
| 83717 | **Sophie** (*ex* Hansa–39, *ex* Marga, | | 958 | | | | | | | | | | | | |
| | *ex* Antares, *ex* Seresina, | | 838 | | | | | | | | | | | | |
| | *ex* Rosa, *ex* Roca) | 1 *Dk* | 564 | | | | | | | | | | | | |
| 83718 | — | | 945 | | | | | 1920 | F.Schichau Elbing | D/S A/S Progress (M.Nielsen & Sön, *Mgrs.*) | 224·3\|33·6\|13·5 P14′B59′F29′ | Copnhagn Danish | T.3Cy.15",20¾"&32½"–21" 92NHP | | G |
| | | | 833 | | | | | | | | | *WB* | F.Schichau, Elbing. | | |
| OULM | | 1 *Dk* | 524 | | | | | | | | | | | | |
| 83719 | **Sophie Marie** | | 1138 | 100A1 | Bom | *m* | CL | 1922 | Schiffb.Ges Unterweser m.b.H. Wesel -münde-L. | Thoban Devji, & Meghji Gopalji | 216·0\|34·5\|13·5 228·0 (O.L.) P14′Q45′B64′F29′ FK *Cell DB* 178′308*t FPT* | Bombay British *4 BHCem* 41*t APT* 24*t* | T.3Cy.17⅞",27½"&45⅝"–27½" 200lb (*s*) 142NHP 2SB(Spt), *4cf*, GS72, HS2410 A.Borsig G.m.b.H. Berlin | 15 " 8 s 1 " 0 14 " 9 | |
| 153803 | *ss* Krh.No.3–12,10 ~~*ss* Bom.No.3–10,27~~ | ~~*ss* Bom.No.2–25.~~ | 815 | 12,10 ~~7,39~~ | Krh | | ~~1,37~~ ~~1,40~~ | | | | | | | | |
| VTDK | *Well deck* | 1 *Dk (Stl*–teak s) | 677 | ~~BS11,36~~ 4,40 | ~~LMC10,36~~ 12,40 | | N 11,40 | | | | | | | | |
| 83720 | **Sophie Rickmers** | | 7033 | | | | | 1920 | Nordd. Wrft G.m.b.H Weser-münde-G. | Rickmers Rhed. A.G. | 441·4\|57·6\|30·9 P60′B140′F49′ | Hamburg German | T.3Cy.29 9/16",48⅜"&77 9/16"–55 1/16" 450NHP | | G |
| | | | 6407 | | | | | | | | | *WB* | Bremer Vulkan, Vegesack | | |
| DHVY | D.F. Sub.Sig. | 2 *Dks* | 4433 | | | | | | | | | | | | |
| 83721 | **Sophocles** | | 5184 | | | | | 1939 | A/B Götaverken Gothenburg | D/S A/S Eikland (Isak M.Skaugen, *Mgr.*) | 426·0\|56·8\|25·3 | Oslo Norwegian | Oil Engines 4S.C.SA 8Cy.29⅛"–59 1/16" 653NHP | | N |
| | D.F. | *Oil Eng.* | 4585 | | | | | | | | | *WB* | A/B Gotaverken, Got. | | |
| LKBY | *Cruiser Stern* | 1 *Dk & Shelter dk* | 3045 | | | | | | | | | | | | |
| 83722 | **Soreldoc** | | 1926 | | | | | 1928 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Paterson Steamships, Ld. | 253·0\|43·3\|17·8 Q100′F35′ | Ft William British | T3Cy.15",25"&40"–33" 92NHP | | C |
| 149460 | | | 1637 | | | | | | | | | *WB* | Swan, Hunter & Wigham Richardson, Ld. Nwc | | |
| | *Mchy.Aft* | 1 *Dk* | 1147 | | | | | | | | | | | | |
| 83723 | **Sörfjorden** | | 395 | | | | | 1914 | Larvik Slip & Verksted Larvik | Odda Smelteverk A/S | 126·0\|26·3\|15·0 | Odda Norwegian | Oil Engines 2S.C.SA 2Cy.15"–16½" 79NHP | | |
| | | *Oil Eng* | 311 | | | | | | | | | *WB* | J.&C.G.Bolinders M.V. Aktieb. Skm. | | |
| LHNW | *Mchy.Aft* | 1 *Dk* | 342 | | | | | | | | | | | | |
| 83724 | **Sörholt** | | 4801 | | | | | 1939 | Kockums M.V.Aktieb. Malmö | Skibs A/S Igadi (S. Holter-Sörensen, *Mgr.*) | 409·8\|55·7\|25·5 P29′F34′ | Oslo Norwegian | Oil Engines 2S.C.DA 6Cy.23½"–43 3/16" 1163NHP | | N |
| | | *Oil Eng* | 4101 | | | | | | | | | *WB* | Kockums M.V.Akt.Malmö | | |
| LKDF | | 1 *Dk & Shelter dk* | 2829 | | | | | | | | | | | | |
| 83725 | **Soroka** | | 1718 | ✠ ... | | | | 1926 11mo | Atel.&Ch. de la Seine Maritime Le Trait (S.I.) | U.S.S.R. | 250·8\|39·0\|16·1 P17′Q74′B56′F27′ FK | Archangel Russian | T.3Cy.18",30"&50"–33" 167NHP | 18 " 0 | |
| | | | 1270 | 4,31 | | | | | | | | *WB* | Atel.&Ch. de la Seine Marit. | | |
| UNIQ | *Well deck* | 1 *Dk* | 1002 | | | | | | | | | | | | |
| 83726 | **Söröy** Ⓟ (*ex* Sörö) | | 506 | | | | | 1910 | Trndhjms Mek.Værks Trondheim | Finmark Fylkesrederi | 156·3\|25·0\|17·9 H33*t* | Hmmerfst Norwegian | T.3Cy.13¾",23"&38"–22" 68NHP | | |
| | | | 472 | | | | | | | | | *WB* | Trndhjems M.V. Trndheim | | |
| LFAS | | 2 *Dks* | 281 | | | | | | | | | | | | |
| 83727 | **Sörvangen** | | 2400 | ✠ 100A1 | Mob | *s* | CL | 1929 5mo | Intrnationl S.B.&E Co.Ld Danzig | Skibs A/S Karaibien (Görrissen & Co. A/S, *Mgrs.*) *Int. BH in fore hold dispensed with* | 291·2\|45·7\|18·5 P28′B80′F32′ FK | Oslo Norwegian *4 BHptCem* | C.4Cy.(2)16½"&(2)35⅞"–35⅞" 185lb (*s*) 215NHP 2SB, *6cf*, GS77, HS3380 International S.B.&E Co.Ld | 20 " 6 s 2 " 8½ 17 " 11½ | |
| | | *ss* N.Os.No.2–38 | 1999 | ~~8,19~~ 8,40 8,41 | ~~NOs Bal~~ BS8,40 | | 2,40 8,40 | | | | | | | | |
| LDEQ | | 1 *Dk (Stl)* | 1362 | ~~HS4,36~~ | ✠ LMC2,38 | | | *Lloyd's A&CP* | | *Cell DB* 246′610*t FPT* | 61*t APT* 63*t* | | | | |
| | *Cargo battens not fitted* | | | *Fitted for oil fuel* 5,38 | | | *F.P. a* | above 150° F. | | | | | | | |
| 83728 | **Sörvard** | **Twin Sc** | 3673 | | | | | 1925 | Akt. Burmeistr & Wain Copenhagen | Klosters Rederi A/S (L.Kloster, *Mgr.*) | 368·0\|51·5\|21·7 F26*t* P98*t* H210*t* | Oslo Norwegian | Oil Engines 4S.C.SA 12Cy.21¼"–39½" 543NHP | | N |
| | | *Oil Eng.* | 3338 | | | | | | | | | *WB* | Akt. Burmeistr & Wain, Cpn | | |
| LCZR | D.F. | 1 *Dk & Shelter dk* | 2158 | | | | | | | | | | | | |
| 83729 | **Sosnovets** Ⓟ (*ex* Sever, | **Twin Sc** | 811 | ✠ | Nwc | *k* | | 1895 9mo | W.Dobson & Co. Newcastle | U.S.S.R. | 199·8\|28·0\|19·0 | Archangel Russian | T.6Cy.12½",20"&33"–24" NB32 122NHP | 21 " 6 | |
| | *ex* Velikaia Kniaginia Xenia) | | 784 | 1,01 | | | | | | | FK | *4 BHCem* | 2SB, *4pf*, GS70, HS2060 | | |
| UNAI | Wireless | 1 *Dk (pt Stl) & Awng dk* | 412 | | | | | | | *Cell DBadu E61′f62′* | 99*t APT* 15*t* | | N.E.Marine E.Co.Ld. Nwc. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers a ✠ which classed if not in L.R. Dates of Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83730<br>22302<br>JCYF | **Sosyu Maru**<br>(*ex*SoshuMaru–38)<br>Wireless *Mchy.Aft* 1*Dk* | 1219<br>1032<br>673 | | | | | 1918 | AsanoS.B. Co.Ld. Tsurumi | HinodeKisenK.K. | 217·0\|34·0\|18·5<br>Q58′F31′ | | | Tokyo Japanese *WB* | T.3Cy.16½″,27½″&45½″–30″ 125NHP<br>OsakaIronWrks,LdOsaka | | |
| 83731<br>41 | **Sotchi** (*ex*Panayotis,*ex*Vera, **IronBg**<br>*ex*VassillisaOlga,*ex*ErnestaFoscola, *ex*Moldova,*ex*ErnestaFoscola,*ex*Paris Lambrinidi,*ex*Olga) 1*Dk2trB*<br>*Well deck* *6thSurvey,Ist.*5,92<br>*3rdSurvey,Pir.*4,01 | 1231<br>1038<br>696 | ✠ ...<br>4,05 | | | | 1870<br>6mo | J.Laing Sunderland | U.S.S.R. | 251·2\|32·2\|17·2<br>P258*t*F32*t*<br>FK | | | Odessa Russian *WB* | C.2Cy.31″&58″–30″ NB08 140NHP<br>Thompson,Boyd&Co.Nwc. | | |
| 83732<br>20643 | **Soto Maru** | 588<br>—<br>408 | | | | | 1910 | .....<br>Osaka | HakatawanChikko K.K. | 179·8\|35·1\|12·6 | | | Shimonoseki Japanese | | | |
| 83733<br>161939<br>GLTZ | **Soudan**<br>*Fitted for oil fuel*<br>D.F. E.S.D. 2*Dks(Stl)*&*Shelter dk(Stl)*<br>*Ref.Mchy.* *CruiserStern* | 6677<br>6040<br>3477 | ✠<br>1,35<br>✠Lloyd'sRMC2,~~40~~ ~~6,40~~ 12,40 | Rot | *d*† | | 1931<br>1mo | Barclay, Curle&Co.Ld Glasgow | P.&O.Stm.Nav.Co.<br>*CellDB*396′1387*tM* | 459·0\|60·7\|29·8<br>F34′<br>FK ( | | | Glasgow British *7BHptCem* *Coll to Sh dk* 6 „ 2*nd*,,) *TsI*9′ 250*t* *FPT*72*t* *APT*49*t* | Q4Cy30½″,44″,63½″&91″–57″ 1320NHP<br>&LPTurbine with DRgearing&hydraulic coupling<br>5SB,*20cf*,GS385,HS16420<br>Barclay,Curle&Co.Ld.Gls. | 32 ″ 3 | |
| 83734<br>211<br>SVRJ | **Souliotis** (*ex*Woodfield–33)<br>*ss*Shl.No.3–2,30 *ss*Bly.No.2–38<br>1*Dk(Stl)*&*Shelter dk(Stl)* | 4299<br>—<br>2681 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~3,10~~ ~~12,30~~ 6,41<br>~~BS5,38~~ ✠LMC4,38<br>MBS5,40 DBS2,41 | Bly<br>~~Pir.~~ Gla | *y* | CL<br>~~3,30~~<br>9,40 | 1917<br>2mo<br>*Lloyd's* | Nthmblnd S.B.Co.Ld. Newcastle | Hellenic ShippingCo. "Triton"S.A. | 400·0\|53·0\|24·3<br>F37′*onShelter dk*<br>FK<br>*CellDB*351′1300*t* | | | Andros Greek 6*BHCem* *APT*110*t* | T.3Cy.25½″,45″&74″–48″ (*s*) 1801b ~~855*lb*~~ *700lb* 465NHP<br>3SB,*9cf*,GS186,HS7906<br>Blair&Co.Ld.Stockton | 26 ″ 11<br>s 2 ″ 10<br>24 ″ 4½ | |
| 83735<br>136347<br>GBFJ | **Sourabaya** (*ex*Carmarthenshire)<br>*ss*Mdb.No.3–1,28<br>*Fitted for oil fuel*<br>D.F. 3*Dks*<br>*CarryingWhale Oil in bulk* | 10107<br>9036<br>7194 | ✠ ...<br>5,29<br>✠ | | | | 1915<br>2mo | Workman, Clark&Co.Ld Belfast | SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) | 470·2\|58·3\|39·8<br>P99′B171′F79′<br>FK | | | Jersey British *WB* | Q4Cy27½″,39½″,57″&82″–54″ 735NHP<br>Wrkman,Clark&Co.LdBel | 35 ″ 0 | C<br>† |
| 83736<br>LDNV | **South Africa** **TwinSc**<br>*OilEng.*<br>*ss*Rot.No.2–39<br>2*Dks(Stl)*&*Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 9234<br>8800<br>5593 | ✠100A1<br>~~7,10~~ 6,39 3,41 ~~PMG~~ Gls<br>✠LMC CS6,39<br>DBS6,39 7,40 6,38<br>*CarryingPetroleum in bulk* | Rot | *e*† | CL<br>P7,38<br>~~6,39~~<br>6,40 | 1930<br>5mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | SkibsA/SNoruega (LeifHöegh&Co. A/S,*Mgrs.*)<br>*CellDBuE*70′ 311*tDTf*45′592*t* | 484·1\|65·4\|36·8<br>P114′B31′F50′ FK | | | Oslo Norwegian 18*BH* (13 *to U dk* 5 „ 2*nd* „) | Oil Engines 2S.C.SA<br>8Cy.26¾″–41¾″ 1000NHP<br>2DB*120lb*<br>Wllsnd Slpwy.Co.Ld.Nwc | 36 ″ 9 | |
| 83737<br>LDSM | **South America** **TwinSc**<br>(*ex*Borneo–33,*ex*HenrikAmeln) *OilEng.*<br>~~*ss*Bor.No.2–1~~ *ss*N.Yk.No.1 ~~38~~<br>D.F. *Mchy.Aft* 1*Dk(Stl)*<br>*CruiserStern*<br>*SpecialSurveys to date from*1,33 | 6246<br>5474<br>3646 | ✠100A1<br>~~5,10~~ ~~12,30~~ 6,41 Bom<br>✠LMC CS5,38<br>DBS~~3,30~~ 3,40 3,39 1,39<br>*CarryingPetroleum in bulk*<br>~~DBS3,41~~ | NYk | *z* | CL<br>N5,38 | 1931<br>4mo | A/S Nakskov Skibs, Nakskov | TheTexasCo.(Norway)A/S(H.C. Mathiesen,*Mgr.*)<br>*CellDBuE*65′233*t* | 400·3\|55·2\|32·2<br>P91′B22′F50′ FK<br>*Trunk in wells*<br>*DTf*27′473*t* *FPT*1 | | | Oslo Norwegian 10*BHptCem* 17*t* *APT*38*t* | Oil Engines 4S.C.SA<br>12Cy.21⅝″–39⅜″ 2DB*170lb* 543NHP<br>Akt.Burmeistr&Wain,Cpn | 32 ″ 0 | |
| 83738<br>212244<br>WGCW | **South American** Ⓟ<br>Sub.Sig. *Fitted for oil fuel*<br>D.F. *Mchy.Aft* GyC. | 2662<br>—<br>1427 | | | | | 1914 | Gt.Lakes Eng.Works Ecorse,Mich. | Chicago,Duluth& GeorgianBay TransitCo. | 291·0\|47·0\|18·0 | | | Erie,Pa. Utd.States | Q4Cy.21½″30⅜″44½″&64″–36″ 246NHP<br>Gt.LakesEngWrks.Detroit | | R |
| 83739<br>162122<br>MMLB | **South Coaster** (*ex*Martin–37, *ex*Cewea,*ex*Oostvoorne)<br>*Mchy.Aft* 1*Dk* | 513<br>390<br>260 | | | | | 1916 | Joh.Berg Delfzijl | BritishIsles Coasters,Ld. | 159·4\|25·7\|11·9<br>P58′F22′ | | | Cardiff British *WB* | T 3Cy12⅜″19⅞″&31½″–12⅞″ 46RHP<br>Joh.Berg,Delfzijl | | C |
| 83740<br>148314<br>GPCJ | **South Wales**<br>*ss*Cff.No.2–38<br>D.F. 1*Dk(Stl)*&*Shelter dk(Stl)* | 5619<br>5261<br>3428 | ✠100A1<br>*withfreeboard*<br>~~5,40~~ ~~10,30~~ 4,41<br>~~4B 2,30~~<br>~~BS~~ 5,40,41 ✠LMC4,38 | Cff<br>Hud Lay | *b*† | CL<br>~~2,30~~<br>5,40 | 1929<br>12mo | Bartram &Sons,Ld. Sunderland | WestWalesS.S. Co.Ld.(Gibbs&Co. Ld.*Mgrs.*)<br>*CellDBa&uE*185′ *DTa*23′921*t* | 431·1\|58·2\|26·2<br>446·3(O.L.)<br>F34′ FK<br>*f*185′1235*t* ( *FPT*153*t* *APT*148*t* | | | Cardiff British *7BHCem* *Coll to Sh dk* 6 „ 2*nd*,,) | T.3Cy.25″,41⅜″&72½″–48″ 2201b *120lb* (*s*) 513NHP<br>3SB,*9cf*,GS178,HS7035 FD<br>J.Dickinson&Sons,Ld.Sld. | 28 ′ 8<br>s 3 ″ 6<br>25 ″ 4½ | |
| 83741<br>135314<br>VPRS | **Southern Empress** (*ex*San Jeronimo)<br>*ss*Ams.2ndNo.3–9,38<br>*Mchy.Aft* 2*Dks(Stl)*&*Shelter dk(Stl)*&*Web frames*<br>D.F. *Longitudinal framing*<br>*Tonnage opening closed* 1917 | 12398<br>9543<br>7644 | ✠100A1<br>*withfreeboard*<br>*WhalingService*<br>~~9,40~~ ~~8,39~~<br>BS10,40 ✠LMC9,38<br>✠NB(FO)8,34 Pr.BS10,40<br>*Carrying oil fuel in bulk F.P. above* 150° F.<br>*Fitted for oil fuel* 2,14 *F.P. above* 150° F. | Shl<br>Bkn | *g*† | CL<br>~~6,39~~<br>7,40 | 1914<br>2mo<br>*Lloyd's* | W.Doxford &Sons,Ld. Sunderland | SouthernWhaling &SealingCo.Ld.<br>*CellDBuB* | 525·5\|66·5\|33·9<br>539·2(O.L.)<br>FK | | | Stanley,FI British 20*BHptCem* (10 *to U dk* 10 „ 2*nd* „ *only*) | Q.4Cy.28½″,41″,58″&84″–54″ 2201b 925NHP<br>52PrB–*80lb* 2PrB–*50lb*<br>1PrB–*45lb* 1PrB–*40lb* FD<br>4SB(*r*)1SB(*s*)*20cf*HS14333<br>W.Doxford&Sons,Ld.Sld. | 41 ″ 6<br>s 12 ″ 2½<br>29 ″ 6¾ | |
| 83742<br>125439<br>VGQP | **Southern Lady** Ⓟ (*ex*Farnorth–37, *ex*Hethpool,*ex*RichardWelford)<br>1*Dk* | 1712<br>908<br>975 | | | | | 1908 | Palmers' Co.Ld. Newcastle | FraserS.S.Line, Ld. | 255·7\|35·5\|14·4<br>P&B170′F32′ | | | Halifax NS British *WB* | T.3Cy.25″,41″&66″–45″ 292NH<br>Palmers'Co.Ld.Newcastle | | C |
| 83743<br>161277<br>GTCW | **Southern Prince** Ⓟ **TwinSc**<br>*OilEng.*<br>*ss*N.Yk.No.2–37<br>*Ref.Mchy.* 3*Dks(Stl–Weather dk ptws)*<br>D.F. GyC. *CruiserStern* | 10917<br>9379<br>6501 | ✠100A1<br>*withfreeboard*<br>6,39<br>✠LMC CS12,37<br>DBS10,39 12,37<br>✠Lloyd'sRMC6,39 | NYk | | CL<br>P9,38<br>s6,39 | 1929<br>8mo<br>*Lloyd's* | Lithgows, Ld. PortGlasgow | PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)<br>*CellDB*417′1739*t* | 496·2\|64·9\|35·4<br>F47′ FK<br>*Duct keel fwd. of mchy. space*<br>*MT*30′937*t* *Tanks in way of tunnels* | | | London British 9*BHptCem* (6 *to W dk* 3 „ 2*nd* „) 224*t* *FPT*120*t* *APT*213*t* | Oil Engines 4S.C.DA<br>16Cy.26¾″–55½″ 2200NHP<br>2DB*120lb*<br>J.G.Kincaid&Co.Ld.Grk | 41 ″ 0<br>s 15 ″ 0⅜<br>26 ″ 6 | |
| 83744<br>139006<br>MMXG | **Southern Princess** (*ex*San Patricio)<br>*ss*Nwc.2ndNo.3–9,39<br>*Mchy.Aft*<br>D.F. 2*Dks(Stl)*&*Shelter dk(Stl)*&*Web frames*<br>E.S.D. GyC. *Longitudinal framing*<br>*Tonnage opening closed* 1917 | 12156<br>9182<br>7603 | ✠100A1<br>*Carrying vegetable oil in deep tanks*<br>*withfreeboard*<br>*WhalingService*<br>~~(10)~~ ~~3,30~~ 4,41 BS6,40<br>~~Pr~~BS11,40 ✠LMC9,39<br>✠NB(FO)6,29 *registered* 3,34<br>*Carrying oil fuel in bulk F.P. above* 150° F.<br>*Fitted for oil fuel* 5,15 *F.P. above* 150° F. | Nwc<br>~~Bkn~~ NYk | *g*† | CL<br>~~7,39~~<br>6,40 | 1915<br>5mo<br>*Lloyd's* | Armstrong Whitworth &Co.Ld. Newcastle | ~~SouthernWhaling~~ ~~&SealingCo.Ld.~~ SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)<br>*CellDBuB*45′ 122*tDTf*59′718*t* *F* | 530·0\|66·6\|41·4<br>33·4<br>FK<br>*PT*180*t* *APT*40*t* | | | London British 20*BHCem* (10 *to U dk* 10 „ 2*nd* „ *only*) | Q.4Cy.28½″,41″,58″&84″–54″ 2201b (*r*) 947NHP<br>53PrB–*80lb* 3PrB–*50lb*<br>1PrB–*45lb*<br>5SB,*20cf*,GS266,HS14821 FD<br>N.E.MarineEng.Co.LdNwc | 41 ″ 6<br>s 12 ″ 6<br>29 ″ 2¾ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de flèche porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Inscrites en cote, si ce n'est dans le L. I. Thurs. Cert. R. aff'reste. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83745 | **Southern Sun** | | 8893 | ✠100A1 | Phl | *e* † | CL | 1931 | SunS.B.& | MotorTankship | 480·5 | 66·0 | 36·8 | Wilmington, Del. | Oil Engines 2S.C.SA | 37 ″ 0 | |
| 230605 | *Oil Eng.* ssPhl.No.2–40 | | 8361 | 9,403,48 3,41 | | | 11,38 | 4mo | DryDockCo. | Corporation | | | | Utd.States | 4Cy.23½″–91⅝″ 690NHP | | |
| WCES | *Mchy.Aft* 2*Dks*(Stl)&*Web frames* | | 5398 | ✠LMC CS3,40 | | | | | Chester,Pa. | | F48′ | | FK | 17*BHptCem* | 2WTDB225*lb*&200*lb* upr | | |
| | GyC. *CruiserStern* | | | DBS ~~1,40~~ 1,41 | | | | *Lloyd'sAs&CP* | | *CellDBuE76′* | *Aft*B77′B38′ | | | (11 *to U dk* | SunSB&DD.Co.ChesterPa | | |
| | *Longitudinalframing–bracketless system* | | | *CarryingPetroleum in bulk* | | | | | | 379*tDTf*20′692*t* | *FPT*186*tAPT*84*t* | | | 6 „ 2nd „) | | | |
| 83746 | **Southerner** (*ex*Exton–36, | | 5083 | ✠ ... | | | | 1919 | American | LloydBrasileiro | 390·0 | 54·2 | 27·6 | R.Janeiro | DR geared Steam Turbine | 32 ″ 0 | R |
| | *ex*Sangamon) *Fitted for oil fuel* | | 4740 | 6,20 | | | | 5mo | International | | P39′B122′F43′ | | | Brazilian | 386NHP | | † |
| | *Ref.Mchy.* D.F. 2*Dks*&*Web frames* | | 3113 | ✠ | | | | | S.B.Corp. | | | | FK | *WB* | GeneralElectricCo. | | |
| *Now* | "Immediato Joao Silva," *see No. 88504 in Supplement* | | | | | | | | HogIslandPa | | | | | | Schenectady,N.Y. | | |
| 83747 | **Southfolk** (*ex*Scantic–36) | | 4925 | ✠ ... | | | | 1919 | American | LloydBrasileiro | 390·0 | 54·2 | 27·6 | R.Janeiro | DR geared Steam Turbine | 32 ″ 0 | R |
| | *Ref.Mchy.* *Fitted for oil fuel* | | — | 6,20 | | | | 6mo | International | | | | | Brazilian | 600NHP | | † |
| *Now* | "Rio Branco," *see No. 89300 in Supplement* | | 3084 | ✠ | | | | | S.B.Corp. | | | | FK | *WB* | GeneralElectricCo. | | |
| | Sub.Sig. D.F. *Web frames* | | | | | | | | HogIslandPa | | | | | | Schenectady,N.Y. | | |
| 83748 | **Southgate** | | 4862 | ✠100A1 | Shl | *z* | CL | 1926 | J.Readhead | Turnbull,Scott | 400·0 | 55·2 | 25·7 | London | T.3Cy.27″,44″&73″–48″ (*r*) | ~~26 ″ 9~~ | |
| 149746 | *ss*Shl.No.3–5,39 | | 4544 | *with freeboard* ~~Dept~~ Gmss | | | 8,39 | 11mo | &Sons,Ld. | ShippingCo.Ld. | | | | British | 180lb 456NHP | ~~8 ″ 2~~ | |
| GMTR | D.F. 1*Dk(Stl)*&*Shelter dk(Stl)* | | 2971 | 12,419,39 | ✠LMC | | 2,41 | | SouthShields | (Turnbull,Scott& | | | FK | 6*BHptCem* | 3SB,9*cf*,GS190,HS7824 | 20 ″ 3 | |
| | *Tonnage opening closed'41(W.E.)* | | | MS5,39 | BS~~2,39~~ 2,40 | | | *Lloyd'sAs&CP* | | Co.*Mgrs.*) | | | | (*Coll to Sh dk* | J.Readhead&SonsLd S.Shl | 26 ″ 3 | |
| | | | | | | | | | | *CellDB* | 352′ 1244*tAPT*155*t* | | | 5 „ 2nd „) | | s10·2½ | |
| | | | | | | | | | | | | | | | | 26 ″ 3 | |
| 83749 | **Southholm** (*ex*E.D.Kingsley) | | 1029 | ✠ ... | | | | 1919 | Canadian | ~~Frank Waterhouse~~ | 200·0 | 32·0 | 14·5 | Vancouver | T.3Cy.17″,25″&43″–30″ | 17 ″ 0 | |
| 141544 | *ss*Vcr.No.2–27 | | 727 | 6,30 | | | | 11mo | Car&Fo'ndry | ~~&Co.of Canada,Ld.~~ | | | | British | 92RHP | | |
| | *Fitted for oil fuel* | | 541 | ✠ | | | | | Co.Ld. | UnionSteamships, | P&B109′F29′ | | FK | *WB* | MurrayIronWorksCo. | | |
| | 1*Dk* | | | | | | | | FortWilliam, | Ltd. | | | | | Burlington,Indiana | | |
| | *Fitted for carrying fish oil* | | | | | | | | Ont. | | | | | | | | |
| 83750 | **Southland** Ⓟ | | 2081 | | | | | 1908 | NwprtNws | Norfolk & | 291·2 | 51·0 | 16·1 | Washngtn, | T.4Cy.26″,42″&(2)50″–42″ | | |
| 205896 | | | — | | | | | | S.B.&D.D.Co. | Washington | | | | D.C. | 324NHP | | |
| KJYX | 2*Dks* | | 1215 | | | | | | Newprt News | SteamboatCo. | | | | Utd.States | NewportNewsSB&DD.Co. | | |
| 83751 | **Southlure** (*ex*Carplaka–36) | | 4936 | | | | | 1920 | American | LloydBrasileiro | 390·0 | 54·2 | 27·8 | R.Janeiro | DR geared steam turbine | | R |
| | | | | | | | | | International | | | | | Brazilian | | | |
| *Now* | "Tiradentes," *see No. 90200 in Supplement* | | | | | | | | S.B.Corp. | | | | | *WB* | GeneralElectricCo. | | |
| | D.F. E.S.D. GyC. 2*Dks*&*Shelterdk* | | 3093 | | | | | | HogIslandPa | | | | | | Schenectady,N.Y | | |
| | Sub.Sig. *Ref.Mchy.* | | | | | | | | | | | | | | | | |
| 83752 | **Southport** (*ex*Yewhill–37, | | 572 | ✠100A1 | Shl | *i* | CL | 1914 | Ardrossan | GeorgeW.Grace | 175·5 | 27·0 | 10·4 | Glasgow | T.3Cy.13½″,22″&36″–24″ (*r*) | 12 ″ 6 | |
| 133650 | *ex*Sportsman) *ss*Shl.2ndNo.3–8,39 | | 401 | 11,40 ~~12,08~~ | | | 7,39 | 6mo | DD&SBCoLd | &Co.~~Ltd.~~ | *27·2* | | | British | 180lb 82RHP | s 3 ″ 8 | |
| MFGJ | *Mchy.Aft* 1*Dk(Stl)* | | 250 | ✠ | LMC8,39 | | | | Ardrossan | | | | | 3*BHAsp* | 1SB,3*cf*,GS53,HS1520 | 12 ″ 11½ | |
| | *Well deck* *Cargo battens not fitted* | | | F811,40 | | | | *Lloyd'sAs&CP* | | | Q101′B11′F22′ | | | | Lidgerwood,Ld.Glasgow | | |
| | | | | | | | | | | | | | BK7½″ | | | | |
| | | | | | | | | | | *CellDBf* 99′ 130*t FPT* 32*t* | | | | *APT*3*t* | | | |
| 83753 | **Southsea** Ⓟ **Pad** | | 825 | | | | | 1930 | Fairfield | SouthernRailway | 244·0 | 30·1 | 10·5 | Portsmth | C.2Cy.30½″&59″–54″ | | |
| 160926 | *CruiserStern* | | 544 | | | | | | Co.Ld. | | | | | British | 213NHP | | |
| MPWB | Wireless 1*Dk*&*Promenadedk* | | 438 | | | | | | Glasgow | | | | | | FairfieldCo.Ld.Glasgow | | |
| 83754 | **Southwick** **Ctr** | | 443 | ✠100A1 | Nwc | *g* | CL | 1917 | Swan,Hun- | ~~GeorgeW.Grace~~ | 150·0 | 26·1 | 10·7 | Sundrland | T.3Cy.11″,17½″&28″–21″ (*s*) | 11 ″ 8 | |
| 137260 | *ss*Nwc.No.3–9,29 | | 317 | 5,40 ~~8,39~~ | | | 9,39 | 2mo | ter&Wigham | ~~&Co.Ld.~~ Springfal | | | | British | 165lb 60RHP | s ″ 11 | |
| MGKQ | *ss*Hpl.No.2–37 | | 218 | ~~BS10,38~~ | ✠LMC12,37 | | | | Richardson | ShippingCo.Ld. | Q56′F24′ | | FK | 3*BHCem* | 1SB,2*pf*,GS33,HS1135 | 10 ″ 10 | |
| | *Mchy.Aft* 1*Dk(Stl)* | | | BS 5,40 3,41 | | | | | Ld.Sundrlnd. | | | | | *FPT*69*t* | Day,Summers&Co.Ld. Sou | | |
| | *Cargo battens not fitted* | | | | | | | *Lloyd'sAs&CP* | | | | | | | | | |
| 83755 | **Southwood** | | 1149 | ✠100A1 | Shl | *n* | CL | 1937 | Burntisld'g | JosephConstantine | 217·4 | 34·0 | 13·6 | Middlsbro' | T.3Cy.13″,21″&36″–27″ (*s*) | 16 ″ 6 | |
| 164834 | *ss*Shl.No.1–40 | | 777 | *with freeboard* | | | 6,39 | 1mo | S.B.Co.Ld. | SteamshipLine,Ld. | 226·2(O.L.) | | | British | 200lb *125lb* 101NHP | s 5 ″ 11½ | |
| MMCY | *Mchy.Aft* 1*Dk* | | 652 | ~~8,40 9,39~~ | ✠LMC~~3,37~~ | | | | Burntisland | | Q150′F27′ | | FK | 3*BHptCem* | 1SB(Spt),3*cf*,GS40,HS1871 | 15 ″ 2½ | |
| | *CruiserStern* | | | 10,40 | MS10,40 | | | *Lloyd'sAs&CP* | | *CellDB*144′350*t* | *FPT*90*tAPT*69*t* | | | *ptAsp* | N.E.MarineEng.Co Ld.Sld. | | |
| | *Cargo battens not fitted* | | | | BS1,41 | | | | | | | | | | | | |
| 83756 | **Sovac** | | 6724 | ✠100A1 | Hul | *a*† | CL | 1938 | Odense | Socony-Vacuum | 422·6 | 60·4 | 32·8 | London | C.4Cy.(2)22½″&(2)47½″ | 33 ″ 0 | |
| 166345 | D.F. E.S.D. GyC. | | 6215 | ~~8,40 1,40 3,43~~ | ~~NYK~~ | kn | | 1mo | Staalskibsvft | Transportation | 433·5(O.L.) | | | British | –47½″ 228lb (*s*) 540NHP | s 6 ″ 0½ | |
| GDDV | *Mchy.Aft* 2*Dks* | | 3950 | 5,41 | ✠LMC1,38 | | | | vedAPMöller | Co.Ld. | P83′B35′F44′ | | FK | 11*BHptCem* | 3SB(Spt),9*cf*,HS8256 | FD 27 ″ 3½ | |
| | *Longitudinalframing–bracketlesssystem* | | | | | | | | Odense *Cell* | *DBu E&B*82′253*t* | *DTf*28′762*t FPT*2 | | | 25*tAPT*43*t* | Rheinmetall-BorsigA.G. | | |
| | *CruiserStern* | | | *CarryingPetroleum in bulk* | | | | *Lloyd'sAs&CP* | | | | | | | BerlinTegel | | |
| | | | | *Fitted for oil fuel* 1,38 | | | *F.P.a* | *above* 150° F. | | | | | | | | | |
| 83757 | **Sovet** Ⓟ (*ex*Imperatriza | | 2763 | ... | | | | 1903 | Caledon SB | U.S.S.R. | 292·3 | 40·5 | 26·2 | Vladvostk | T3Cy22 $\frac{5}{16}$″86¼″&62 $\frac{5}{16}$″–45 $\frac{1}{16}$″ | 28 ″ 3 | |
| | Alexandra,*ex* | ssHam.2ndNo.3–6,25 | 2390 | 9,30 | | | | | &E.Co.Ld. | | B110′F35′ | | | Russian | 382NHP | | |
| UNYF | Wologda) | ssKel.No.1–29 | 1385 | | | | | | Dundee | | | | FK | | | | |
| | *Ref.Mchy.* | 2*Dks*3*rddk* | | | | | | | | | | | | *WB* | CaledonS.B.&E.CoLd.Dun | | |
| | Sub.Sig. | *in fwd.holds* | | | | | | | | | | | | | | | |
| 83758 | **Sovetskaya Neft** **TwinSc** | | 8228 | ✠ ... | | | | 1929 | Chant.Nav. | U.S.S.R. | 457·5 | 57·0 | 36·0 | Tuapse | Oil Engines 2S.C.SA | 36 ″ 0 | |
| | (*ex*Baku–34,*ex*Sovetskaia *Oil Eng.* | | 7479 | 6,32 | | | | 10mo | Français | | P128′B39′F39′ | | | Russian | 8Cy.23½″–41½″ 776NHP | | |
| UOVC | Neft–34) *Mchy.Aft* 2*Dks* | | 4184 | ✠ | | | | | Caen | | | | FK | | Atel.&Chdelal Loire,Nts | | |
| | GyC. Sub.Sig. *CruiserStern* | | | | | | | | | | | | | | | | |
| | *CarryingPetroleum in bulk* | | | | | | | | | | | | | | | | |
| | *Longitudinal framing at bottom&at decks* | | | | | | | | | | | | | | | | |
| 83759 | **Sovetskaya Rossia** **TwinSc** | | 426 | | | | | 1880 | C.Mitchell | U.S.S.R. | 185·0 | 28·1 | 9·6 | Rostoff | C.4Cy.12½″&22″–18″ | | |
| | (*ex*Sophia,*ex*Omsk) | | 394 | | | | | | &Co. | | | | | Russian | *Bmade14fitted*— 34NHP | | |
| UOKL | 1*Dk* | | 291 | | | | | | Newcastle | | | | | | R.&W.Hawthorn,Nwc. | | |
| 83760 | **Sovetski Krim** **TwinSc** | | 968 | | | | | 1929 | S.B.Works | U.S.S.R. | 230·3 | 34·2 | 12·1 | Mariupol | T.6Cy.12 $\frac{5}{16}$″,19½″&31½″– | | |
| | | | — | | | | | | "Marti," | | P31′F31′ | | | Russian | 21½″ 95NHP | | |
| UOUC | 1*Dk* | | 435 | | | | | | Nicolaieff | | | | | | S.B.Works"Marti." | | |
| | | | | | | | | | | | | | | | Nicolaieff | | |
| 83761 | **Soya II** | | 442 | | | | | 1935 | Eriksbergs | RederiA/B Soya | 153·2 | 25·6 | 12·7 | Stockholm | Oil Engines 2S.C.SA | | V |
| 8011 | *Oil Eng.* | | 324 | | | | | | M.V.Aktieb. | (O.Wallenius, | P47′F18′ | | | Swedish | 4Cy.13¾″–16½″ 86NHP | | |
| SKVW | *Mchy.Aft* *CruiserStern* 1*Dk* | | 236 | | | | | | Gothenburg | *Mgr.*) | | | | | A/B JönköpingsMotor- | | |
| | Wireless D.F. | | | | | | | | | | | | | | fabrik,Jönköping | | |
| | *CarryingPetroleum in bulk* | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when hull chain last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of I.B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83762 8101 SKZR | **Soya IV** *Carrying Petroleum in bulk* Wireless 1 *Dk* *Mchy. Aft* *Oil Eng.* *Cruiser Stern* | 652 494 351 | | | | | 1936 | Eriksbergs M.V.Aktieb. Gothenburg | RederiA/B Soya (O.Wallenius, *Mgr.*) | 177·0 P41′ | 29·6 F16′ | 14·7 | Stockholm Swedish *WB* | Oil Engines 2S.C.SA 4Cy.13⅜″–22⅞″ 125NHP Atlas-DieselA/B,Skm. | | V |
| 83763 | **Soya VI** *Oil Eng.* Wireless D.F. *Cruiser Stern* 1 *Dk* *Mchy. Aft* *Carrying Petroleum in bulk* | 1300 | | | | | 1940 | Eriksbergs M.V.Aktieb. Gothenburg | RederiA/B Soya (O.Wallenius, *Mgr.*) | 250·0 P68′F33′ | 38·0 | 13·8 | Stockholm Swedish *WB* | Oil Engines 2S.C.SA 4Cy.19¼″–35⅞″ 270NHP EriksbergM.V.Aktieb.Got | | |
| 83764 8406 SMRN | **Soya VII** (*ex* Inger Benedicte–40) D.F. *Cruiser Stern* 1 *Dk* *Mchy. Aft* *Carrying Petroleum in bulk* | TwinSc *Oil Eng.* | *1240* *894* *577* | | | | 1938 | Lübecker Flender-WerkeA.G. LübeckSiems | RederiA/B Wallenco(Olor Wallenius, *Mgr.*) | 231·5 P55′B33′F34′ | 34·7 | 14·4 | Stockholm Swedish *WB* | Oil Engines 4S.C.SA 16Cy.11″–16⅛″ 189NHP DeutscheWerkeKielA.G. Kiel | | N |
| 83765 37758 JAWE | **Soya Maru** Ⓟ (*Icebreaker*) *Cruiser Stern* 2 *Dks* | TwinSc | 3593 2825 1539 | | | | 1932 | Yokohama DockCo.Ld. Yokohama | Govt.ofJapan (Dept.ofRailways) | 309·7 F58′ | 46·3 | 29·8 | Tokyo Japanese *WB* | T.6Cy.20⅛″,34⅞″&43⅛″–43⅞″ 153NHP YokohamaDockCoLd.Yka | | |
| 122 40 83766 18389 JDGG | — Ⓟ Wireless 1 *Dk* | | 692 601 401 | | | | 1915 | Ono Seikichi Osaka | FujiyamaKaiun K.K. | 164·7 | 26·0 | 18·0 | Otaru Japanese | T.3Cy.11″,19″&32″–22″ 48NHP OnoSeikichi,Osaka | | |
| 83767 36351 JGCC | **Soyo Maru** *Oil Eng.* *ss* TamaNo.2–40 ~~*ss*Kob.No.1–36~~ 2 *Dks* (*Stl*) | | 6081 5456 3681 | ✝100A1 ~~1,11 7,38~~ 5,41 ✝LMC ~~CS7,38~~ ~~DBS7,38 7,40~~ 5,41 | Tama 4,40 5,41 | *a*† | CL ~~7,38~~ 5,41 | 1931 1mo | AsanoS.B. Co.Ld. Tsurumi | ToyoKisenK.K. | 415·0 P34′B118′F39′ FK | 56·0 | 31·8 | Yokohama Japanese DB *100lb* | Oil Engines 2S.C.SA 6Cy.26¾″–47½″ 747NHP 6*BH to Udk* 2 „ „ *2nd* „ | 31 ″ 10 s 6 ″ 8 25 ″ 3½ | |
| | | | | | | | | | *Lloyd's* 1 *'tween dk BH* *Cell DB* 356′ *F.P.a* | *fwd dispensed with* 1163*t* *deep tank aft* *D* | | | | KobeSteelWorks,Kobe | | |
| | | | | *Adapted for c* | | *arrying o* | *il* 1,31 | | | *Ta* 41′ 1120*t* *FPTs* 1 90*t* *APT* 74*t* | | | | | | |
| 83768 UOYE | **Soyuzpushnina** (*ex* Karise–34, *ex* Svendborg-sund) *Mchy. Aft* Wood *Oil Eng.* 1 *Dk* | | 563 451 308 | | | | 1918 | IPJörgensen Thuiö | U.S.S.R. | 149·2 B40′Q40′F15′ | 33·1 | 13·7 | Vladvostk Russian | Oil Engines 4S.C.SA 6Cy.13″–19⅞″ 98NHP H.Christoffersen,Heleby | | |
| 83768* TTBD | **Spahi** (*ex* Marie–36) 1 *Dk* | | 1058 805 611 | | | | 1920 | Nüscke& Co.A/G Stettin | Cie.Nouvelle de Nav.Busck | 225·9 P34′B62′F23′ | 32·8 | 13·9 | Marseilles French *WB* | T.3Cy.15⅜″,25⅜″&41¾″–25½″ 110NHP AtlasWerkeA/G,Bremen | | V |
| 83769 133600 GDYB | **Spanker** *ss* Nwc.No.3–3,30 *ss* Shl.No.2–39 *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted* | | 1875 1489 1104 | ✝100A1 ~~2,10~~ 12,10 ~~BS3,40~~ 6,41 ✝LMC 4,39 | Shl | *q* | CL 3,39 | 1917 5mo | J.Crown &Sons,Ld. Sunderland | Witherington& Everett | 268·0 P24′Q82′B51′F30′ FK | 37·9 | 17·6 | Newcastle British *4BHCem* *Lloyd's* | T.3Cy.20½″,33″&54″–39″ (*s*) 180lb *100lb* 199NHP 2SB,*4pf*,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld | 19 ″ 9 s l ″ 11 18 ″ 0 | |
| 83770 PHQB | **Spar** *ss* Rot.No.3–3,37 D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | 3616 3329 2162 | ✝100A1 *with freeboard* 1,40 BS1,40 1,41 ✝LMC 3,37 | Rot | *x* | CL N1,40 | 1924 4mo | N.V.C.Van derGiessen& Zonen'sSchps Krimpen | N.V.Hudig& Pieters' Algemeene Scheep.Maats. | *Cell DB* 303′ 909*t* 361·0 375·1(O.L.) FK | 50·3 | 22·1 | *Cell DB a&u E* 102′*f* Rottrdam Dutch *6BHCem* (*Coll BH to Sh dk* | 104′ 383*t* *FPT* 105*t* *APT* 100*t* T.3Cy.23½″,37½″&63″–42″(*s*) 180lb 322NHP 3SB,*9cf*,GS154,HS5565 RotterdamDroogd.Maats. | 24 ″ 6 s l ″ 11¾ 22 ″ 8 | |
| | | | | | | | | | *Lloyd's* | *FPT* 98*t* *APT* 128*t* | | | | | | |
| 83771 121219 | **Sparta** (*ex* Frank W.Hart) *Mchy. Aft* 1 *Dk* 2 *tr B* | | 3942 — 3108 | | | | 1902 | American S.B.Co. Lorain,O. | *Cell DB* 303′ 909*t* National S.S.Co. (G.A.Tomlinson, *Mgr.*) | 380·0 | 50·0 | 28·0 | 5 „ „ 2*nd* „ D'luth,Min Utd.States *WB* | 5 „ „ 2*nd* „ T.3Cy.22″,35″&58″–40″ 213NHP AmericanSB.Co.Cleveland | | R |
| 83772 DOBZ | — (*ex* Star–36) D.F. Sub.Sig. *Cruiser Stern* 2 *Dks* | | 1724 1392 750 | | | | 1927 | J.Frerichs &Co.A/G Einswarden | Atlas-Levante-LinieA.G. | 275·5 P14′F254′ | 42·2 | 15·5 | Bremen German *WB* | T.3Cy23⅝″,38⅛″&62″–41⅝″ 247NHP A.G.“Neptun,”Rostock | | G |
| 83773 112654 MDDM | — (*ex* Petone, *ex* Gresham) *Well deck* | *ss* Goo.3rd No.3–8,38 1 *Dk* (*Stl*) | 708 503 388 | ✝100A1 ~~9,10 8,39~~ MS9,38 ✝LMC ~~BS8,39~~ 9,40 | Goo Bly | *j* | OG 8,39 | 1900 1mo | Taylor& Mitchell Greenock | BennettS.S.Co.Ld. | 185·4 Q64′B48′F26′ BK 7½″ | 29·2 | 11·8 | Goole British *4BHCem* *Lloyd's* | T.3Cy.15″,25″&40″–27″ (*s*) 160lb 82RHP 1SB,*3pf*,GS56,HS1490 McKie&Baxter,Glasgow | 14 ″ 0 s ″ 8¾ 13 ″ 11½ | |
| | | | | | | | | | *Cell DB a* 48′*u E* 118′*u E&B* 44′ | 15′*f* 68′145*t* 46′831*t* *DTf* 28′651*t* | | | | | | |
| 83774 UNYG | **Spartak** (*ex* Gerda Vith, *ex* Margarete Gelpcke) 1 *Dk* | | 1983 1541 1128 | | | | 1909 | Akt.Ges. "Neptun" Rostock | U.S.S.R. | 267·8 P12′Q89′B107′F31′ | 42·0 | 16·6 | Leningrad Russian *WB* | *APT* 43*t* T.3Cy.18 5/16″,29 5/16″&50″–35⅜″ 149NHP A.G.“Neptun,”Rostock | | |
| 83775 2010 ICIB | **Spartivento** (*ex* Aboukir, *ex* Saint Michael) D.F. 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | *ss* Ant.2nd No.3–7,33 | 3694 3481 2311 | ✝ ... 3,37 *Spar dk* | Gen | *x* | | 1907 4mo | W.Pickers-gill&Sons Sunderland | M.Querci | 372·0 361·0 P29′B198′F41′ FK | 49·0 47·4 | 25·1 17·2 | Genoa Italian 6*BHCem* | T.3Cy.24″,40″&67″–45″ NDB29 343NHP 2SB,*6cf*,GS114,HS4401 G.Clark,Ld.Sunderland | 27 ″ 8 | I † |
| 83776 666 IUKX | **Sparviero** (*ex* Altair, *ex* Rask, *ex* Hjalmar Sörensen) *Mchy. Aft* Aux4MstSr *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*) | | 498 436 341 | | | | 1915 | P.Ph. Sturh'sMsk& Skbs Aalborg | Francesco Bertacca | 186·0 P22′B18′F19′ | 33·1 | 10·9 | Viareggio Italian *WB* | Oil Engines 2S.C.SA 4Cy.16½″–18½″ 192NHP J&CGBolindersCoLd.Skm | | I |
| 83777 DOFH | **Specht** (*ex* Grandon, *ex* Talita) *Mchy. Aft* 1 *Dk* | | 753 535 355 | | | | 1918 | W.C.Boele &Zonen Slikkerveer | ArgoReederei RichardAdler&Co. | 181·3 Q105′B11′F20′ | 28·2 | 12·5 | Bremen German *WB* | T.3Cy.15″,25″&40½″–24″ Machinefabriek 79NHP “DeBiesbosch,”Dordrecht | | G |
| 83778 148049 GDZC | **Speedfast** *ss* Shl.No.3–1,37 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted* | | 1898 1489 1102 | ✝100A1 5,40 ~~2,10~~ MS1,37 ✝LMC ~~BS2,40~~ 5,40 | Shl | *q* | CL 1,40 | 1924 2mo | J.Crown& Sons,Ld. Sunderland | HillSteamShippng Co.Ld.(Withering-ton&Everett, *Mgrs.*) | 268·0 Q106′B55′F30′ FK | 37·9 | 17·6 | Newcastle British *4BHCem* *Lloyd's* | T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 200NHP 2SB,*4cf*,GS83,HS3115 J.Dickinson&Sons,Ld.Sld. | 19 ″ 9 s l ″ 10½ 18 ″ 1 | |
| | | | | | | | | | *Cell DB* 206′ 384*t* *FPT* 86*t* *APT* 173*t* | | | | | | | |
| 83779 PKRX | **Speelman** 1 *Dk* | | 1030 712 538 | | | | 1926 | Wilton'sE. &SlpwyCo. Rotterdam | Koninkl.Paketv. Maats. | 230·1 P35′B80′F29′ | 38·2 | 10·4 | Batavia Dutch *WB* | C.4Cy.12 13/16″&27 5/16″–27 5/16″ 80NHP Gebr.Stork&Co.Hengelo | | V |
| 83780 218003 KIDR | **Spencer Kellogg** (*ex* Romulus) *Longitudinal framing* D.F. *Fitted for oil fuel* 2 *Dks* *Mchy. Aft* *Carrying Petroleum in bulk* | | 5330 — 3265 | | | | 1919 | Bethlehem S.B.Corp.Ld. Wilmington, Del. | KelloggS.S.Corp. | 391·0 P98′B33′F43′ | 51·3 | 28·8 | NewYork Utd.States *WB* | T.3Cy.27″,45″&75 3/32″–48″ 392NHP BethlehemS.B.Corp.Ld. Wilmington,Del. | | R |
| 83781 243 IULB | **Speranza** (*ex* Tala. *ex* Chrissi) *Carrying oil in bulk* | Iron&SteelTwinSc | 445 — 238 | | | | 1904 | Stabil. Tecnico Triestino Trieste | TitoNeri& AntonioChiesa | 185·0 H– | 24·6 | 10·4 | Leghorn Italian | C.4Cy.14″&28″–24″ 64NHP Lobnitz&Co.Renfrew | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à cet Navire d'après le Règlement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Navires marqués ✠ sont classés au 31 Déc. dans le R.I. Déc. Cert. R.I. et Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83782 | **Sperber** (*ex*Bonn) | | 889 / 708 | | | | | 1922 | Atlas-WerkeA.G. Bremen | ArgoReederei RichardAdler&Co. | 216·0 / P125′ | 32·7 / F31′ | 13·0 | Bremen German *WB* | T.3Cy.18½″,29½″&45½″–29½″ 112NHP Atlas-WerkeA.G.Bremen | | G |
| DOCD | Wireless D.F. 1*Dk* | | 448 | | | | | | | | | | | | | | |
| 83783 | **Spero** (*ex*Pacifico–34,*ex*TaigiMaru) | | 3619 / 3309 | | | | | 1919 | AsakiS.B. Co.Ltd. Osaka | Skibs-A/S Avant (EivindKile,*Mgr.*) | 330·5 / P17′B72′F39′ | 46·2 | 27·8 | Xiansand Norwegian *WB* | T.3Cy.24″,39″&64″–42″ 265NHP OsakaHatsudokiKK Osaka | | V |
| LCUX | 2*Dks* | | 2200 | | | | | | | | | | | | | | |
| 83784 | — | | 1960 / 1359 | ✠100A1 1,011,41 | Nwc | *r* | CL 8,38 | 1920 / 11mo | Murdoch & Murray,Ld. PortGlasgow | PeltonS.S.Co.Ltd. | 269·9 / P24′Q188′F26′ FK | 40·2 | 17·4 | Newcastle British | T.3Cy.22″,40″&65″–45″ (*s*) 180lb 300NHP 2SB,6*cf*,GS123,HS4550 J.G.Kincaid&Co.Ld.Grk. | 19 ″ 8 s 5 ″10 19 ″ 0¾ | |
| 144935 | *ss*Nwc.No.3–12,36 | | | BS8½,40 ✠LMC12,36 11,40 | | | 3,41 | *Lloyd's* | *sA&CP* | *CellDB*192′439*t* | *DT*a27′98*t* | *FPT*68*t* | *APT*70*t* | | | | |
| GDWZ | *Well deck* 1*Dk*(*Stl*) | | 981 | | | | | | | | | | | | | | |
| | D.F. *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 83785 | — Ⓟ | | 1589 | | | | | 1922 | Dundee Shipbuilding CoLd.Dundee | Ellerman'sWilson Line,Ld. | 257·0 / 257′ | 37·0 | 17·0 | Hull British *WB* | T.3Cy.17¾″,30½″&53″–36″ 169NHP Earle'sCo.Ld.Hull | | C |
| 146509 | Wireless D.F. *CruiserStern* | | 1194 | | | | | | | | | | | | | | |
| GJND | *Ref.Mchy.* 1*Dk* | | 817 | | | | | | | | | | | | | | |
| 83786 | **Spes** | | 1142 / 995 | | | | | 1918 | Trndhjms Mek.Værks. Trondheim | A/S Songvaar (T.Isaksen,*Mgr.*) | 226·1 / P16′B16′F27′ | 36·5 | 15·7 | Xiansand Norwegian *WB* | T.3Cy.17″,27½″&46″–30″ 116NHP TrondhjemsM.V.Trondhm | | N |
| LEXL | 1*Dk* | | 657 | | | | | | | | | | | | | | |
| 83787 | **Spetsai** Ⓟ (*ex*Lefkas–10,*ex*Aris–33, 05 *ex*Vella,*ex*Mikonos,*ex*Aris) | | 379 / — | | | | | 1904 | Lloyd Austriaco Trieste | HellenicCoast LinesCo.Ld. | 169·0 / F36′ | 23·7 | 11·6 | Piræus Greek | T.3Cy.13½″,22¼″&36″–24″ 63NHP LloydAustriaco,Trieste | | |
| SZLY | Wireless 1*Dk* | | 151 | | | | | | | | | | | | | | |
| 83788 | **Speybank** TwinSc | | 5154 | ✠100A1 *withfreeboard* | Cal | *a*† | CL SN4,38 | 1926 / 4mo | Harland& Wolff,Ld. Glasgow | BankLineLd.(A. Weir&Co.*Mgrs.*) | 420·3 / 420′ | 53·9 | 26·5 | Glasgow British | Oil Engines 4S.C.SA 12Cy.24½″–37½″ 717NHP DB*110lb* | 29 ″ 2 s3 ″ 7½ 25 ″ 8½ | |
| 148902 | *OilEng.* | | 4768 | 8,40 2,40 | | | P2,40 | | | | | | FK | 7 *BHpt Cem* | | | |
| GLQF | *ss*Gms.No.3–6,39 | | 3118 | DBS7,38 ✠LMC7,39 8,40 | | | | *Lloyd's* | *sA&CP* | *CellDB*357′ | 1121*t* *Tanks'tween DTf*32′ 1067*t* | tunnels115′251*t* | | (*Coll to Sh dk* 6 „ 2*nd* „ ) | Harland&Wolff,Ld.Gls. | | |
| | 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-ws) | | | *Carrying vegetable oil in deep tank* | | | | | | | *FPT*106*t* | *APT*132*t* | | | | | |
| 83789 | **Spezia** | | 1825 / 1573 | | | | | 1924 | Akt.Ges. "Neptun" Rostock | Rob.M.Sloman,jr. | 287·1 / P&B210′F30′ | 41·3 | 16·7 | Hamburg German *WB* | T.3Cy.21¼″,34½″&56″–37½″ 192NHP A.G."Neptun,"Rostock | | G |
| DHWA | D.F. 2*Dks* | | 1044 | | | | | | | | | | | | | | |
| 83790 | **Sphene** (*ex*RiverTawe) | | 815 | ✠100A1 4,11 3,30 2,40 | Bly | *k* | CL 4,39 | 1920 / 8mo | London& Montrose S.&R.Co.Ld. Montrose | Wm.Robertson | 189·4 / 195·2(O.L.) Q103′B11′F24 FK | 30·3 | 12·6 | Glasgow British | T.3Cy.14½″,24″&40″–27″ (*s*) 180lb 79RHP 3*BHCem* | 14 ″ 7 s4 ″2½ 14 ″ 2½ | |
| 143515 | *ss*Trn.No.3–2,32 | | 583 | Brig Liv | | | | | | | | | | | | | |
| MKFG | *Mchy.Aft* *ss*Trn.No.1–36 | | 413 | BS8,40 ✠LMC7,36 MS6,40 | | | | | | *Cell* | *DBf*119′171*t* | *FPT*55*t* | *APT*6*t* | | 1SB,3*cf*,GS63,HS2101 W.Beardmore&Co.Ld.Gls. | | |
| | *Well deck* *ss*Bwg No.2–40 1*Dk*(*Stl*) *Cargo battens not fitted* | | | 8,41 | | | | *Lloyd's* | *sA&CP* | | | | | | | | |
| 83791 | **Sphinx** Ⓟ TwinSc | | 11375 | | | | | 1914 | Atel.&Ch. de la Loire St.Nazaire | Soc.desServices Contractuels des MessageriesMarit. | 478·0 / B266′ | 60·7 | 40·6 | Marseilles French *WB* | T.6Cy.28″,46″&76″–53″ 840NHP Atel &Ch.de la Loire,Nts. | | V |
| | *Fitted for oil fuel* | | 8957 | | | | | | | | | | | | | | |
| FOBJ | D.F. *Ref.Mchy.* 7*Dks* | | 6724 | | | | | | | | | | | | | | |
| 83792 | **Spica** (*ex*Schwennau) | | 1385 / 1150 | | | | | 1904 | Act.Ges. "Neptun" Rostock | ErikLarsen (ErichAhrens,*Mgr.*) | 256·5 / P14′Q69′B110′F29′ | 35·9 | 15·2 | Rostock German *WB* | T3Cy.17⅛″,26¾″&44½″–33½″ 115NHP A.G."Neptun,"Rostock | | G |
| DDRT | Sub.Sig. 1*Dk* | | 869 | | | | | | | | | | | | | | |
| 83793 | — | | 500 / 378 | | | | | 1915 | Akers Mek.Værks. Oslo | DetBergenske Dampskslsk. | 166·4 / Q35*t*B60*t*H6*t*F17*t* | 25·2 | 12·9 | Bergen Norwegian *WB* | T.3Cy.14″,24″&37″–27″ 71NHP AkersMek.Værks.Oslo | | N |
| | (*ex*Falkeid–35,*ex*Christoffer | | | | | | | | | | | | | | | | |
| LDUX | Ellingsen) Wireless D.F. 1*Dk* | | 213 | | | | | | | | | | | | | | |
| 83794 | **Spidola** (*ex*Brookvale,*ex*Arvonian) | | 2833 | ✠ ... | | | | 1905 / 9mo | Richardsn, Duck&Co. Stockton | P.Danneberg | 331·3 / P30′B170′F29′ FK | 47·6 | 22·6 | Riga Latvian *WB* | T.3Cy.23½″,39″&64″–42″ 276NHP Blair&Co.Ld.Stockton | 22 ″ 6 | C † |
| 151 | *ss*Liv.No.3–7,19 | | 2588 | 4,32 | | | | | | | | | | | | | |
| YLBU | *ss*Cff.No.2–27 1*Dk*&*deepframing* | | 1754 | ✠ | | | | | | | | | | | | | |
| 83795 | **Spidoleïne** TwinSc | | 6190 | ✠100A1 1,40 | Phl | *z* | CL 4,39 | 1928 / 2mo | Atel.&Ch. deFrance Dunkirk | BelgianGulfOil Co.Soc.Anon. | 403·1 / P92′B32′F40′ FK | 52·5 | 32·3 | Antwerp Belgian | Oil Engines 2S.C.SA 8Cy.23½″–41½″ 779NHP 2DB*180lb* | 32 ″ 0 s 6 ″ 1½ 26 ″ 1 | |
| 205 | *OilEng.* | | 6424 | | | | | | | | | | | 19*BHpt Cem* | | | |
| OTSA | *ss*Ant.No.2–36 | | 3285 | ✠LMC GS11,36 | | | | *Lloyd's* | *sA&CP* | | | | | 6 „ *to 2nd dk* | Cie.deCons.Mécanique | | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* | | | DBS4,39 4,39 | | | | | | *Cell* | *DBuE*56′152*t* | *D Tf*48′475*t* | *FPT*118*t* | *APT*63*t* | ProcédésSulzer,St.Denis | | |
| | D.F. GyC. *Longitudinalframing* | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 83796 | **Spinanger** | | 7429 | | | | | 1927 | F.Schichau Danzig | Westfal-Larsen &Co.A/S | 441·6 / P416*t*H221*t*F15*t* | 57·4 | 34·2 | Bergen Norwegian *WB* | Oil Engines 2S.C.SA 6Cy.26½″–47½″ 750NHP F.Schichau,Elbing | | N |
| | *Carrying Petroleum in bulk* *OilEng.* | | 6750 | | | | | | | | | | | | | | |
| LCYU | D.F. *Mchy.Aft* 2*Dks* | | 4422 | | | | | | | | | | | | | | |
| 83797 | **Spind** (*ex*Homledal–35,*ex*Haslemere) | | 2129 / 1900 | | | | | 1917 | S.P.Austin &Son,Ld. Sunderland | A/S Salvesen(Jac. Salvesen,*Mgr.*) | 285·0 / P27′B76′F32′ | 43·4 | 18·9 | Farsund Norwegian *WB* | T.3Cy.21″,35″&57″–39″ Richardsons, Westgarth&Co.Ld.Sld | 203NHP | N |
| LCON | 1*Dk* | | 1279 | | | | | | | | | | | | | | |
| 83798 | **Spinel** | | 650 | ✠100A1 4,38 | Lth | *i* | OG | 1937 / 10mo | Henry Robb,Ld. Leith | Wm.Robertson | 178·0 / P45′Q60′F27′ FK | 28·7 | 11·4 | Glasgow British | Oil Engines 2S.C.SA 7Cy.9½″–16½″ 61RHP 3*BHpt Cem* | 13 ″ 6 s 4 ″ 0½ 13 ″ 0½ | |
| 165917 | *OilEng.* | | 452 | | | | | *Lloyd's* | *sA&CP* | *CellDB*114′154*t* | *FPT*85*t* | *APT*24*t* | | British Auxiliaries,Ld.Gls. | | |
| MMMX | *Mchy.Aft* 1*Dk* | | 332 | ✠LMC10,37 | | | | | | | | | | | | | |
| | *CruiserStern* | | | | | | | | | | | | | | | | |
| 83799 | **Spirality** | | 554 | ✠100A1 11,39 | Goo | *h* | OG | 1939 / 11mo | GooleS.B. &RepgCo.Ld. Goole | F.T.Everard& Sons,Ld. | 168·7 / 176·3(O.L.) Q105′F18′ FK | 27·7 | 10·0 | London British | Oil Engines 2S.C.SA 5Cy.12½″–16½″ 71RHP | 11 ″ 3 s 3 ″ 7 11 ″ 1½ | |
| 167364 | *OilEng.* | | 352 | | | | | *Lloyd's* | *sA&CP* | | | | | 3*BHpt Cem* | | | |
| GLJD | *Mchy.Aft* 1*Dk* | | 283 | ✠LMC11,39 | | | | | | | | | | *pt Asp* | NewburyDieselCo.Ld. Newbury | | |
| | *CruiserStern* | | | | | | | | | | *FPT*83*t* | *APT*49*t* | | | | | |
| 83800 | **Spirila** | | 5695 | ✠ ... 7,38 | Bkn | *z* | | 1922 / 8mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | Anglo-Saxon PetroleumCo.Ld. | 411·5 / P109′B26′F45′ FK | 53·4 | 31·0 | London British | T.3Cy.24½″,42½″&74″–48″ 548NHP 3SB,9*cf*,GS184,HS7617 WllsndSlpwy.Co.Ld.Nwc. | 31 ″ 0 | |
| 146611 | *ss*Sng.No.2–30 | | 5263 | | | | | | | | | | | 16*BHpt Cem* | | | |
| GFLB | *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing* (*Now used as fuel oil storage ship*) | | 3387 | ✠ | | | | | | | | | | (12 „ *to Udk* 4 „ „ 2*nd* „ ) | | | |
| | | | | *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,22 | | | *F.P. above* 150° F. | | | *CellDBuE&BT* 821 | 7*t DTf*32′316*t* | *FPT*81*t* | *APT*136*t* | | | | |
| 83801 | **Split** Ⓟ (*ex*SplitD.) | | 896 | ✠100A1 *withfreeboard* | Ssk | *l* | CL 4,38 | 1909 / 5mo | Cant.Nav. Triestino Monfalcone | Jadranska PlovidbaD.D. | 197·5 / E15′*f*56′94*t* | 30·6 | 21·3 | Split† Yugoslav | T.3Cy.17½″,29″&48″–30″ (*s*) 180lb 81NHP 4*BH Cem* | 14 ″ 0 s 1 ″ 5 12–10½ | |
| | *ss*Spt.2ndNo.3–4,35 | | 833 | 2,40 | | | | | | | | | FK | | 2SB,4*cf*,GS68,HS2606 FD | | |
| YTNK | *ss*Ssk.No.1–39 1*Dk*(*Stl*-ws)&*Shade dk* (*pt Stl*-teak s) | | 503 | BS2,40 ✠LMC5,39 *For service in the Adriatic* | | | | *Lloyd's* | *sA&CP* | *CellDBa*31′ | *FPT*23*t* | *APT*11*t* | | D.Rowan&Co.Glasgow | | |

* Surveys delayed, Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. *Late Name if any* | 3 Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83802<br>149880<br>GMZQ | **Spondilus**<br>*Oil Eng.*<br>*ss* Cff. No. 3–2, 40<br>*Mchy. Aft*<br>*Cruiser Stern*<br>D.F. E.S.D. 1 *Dk (Stl)*<br>*Longitudinal framing at bottom & at deck* | | 7402<br>~~6758~~<br>4277 | ✠100A1 ~~Bpld~~ 12,40<br>✠LMC CS2,40<br>~~DBS8,38~~ 12,40 ~~8,38~~ 12,40<br>*Carrying Petroleum in bulk* | Cff<br>NYk | | CL<br>2,40 | 1927<br>9mo | Maats.<br>Fyenoord<br>Rotterdam | Anglo-Saxon Petroleum Co. Ltd.<br>*Lloyd's* | 440·4 \| 59·5 \| 32·7<br>P99′B40′F62′ FK<br>*f* 32′284*t* *FPT* 162*t*<br>*DBuE* 69′285*t* *DT*<br>*Cell* | London<br>British<br>15 *BHpt Cem*<br>*APT* 67*t* | Oil Engines 4S.C.SA<br>6Cy. 32½″–59 7/16″ 600NHP<br>2 DB *180lb*<br>Werkspoor, Amsterdam | 32 ″ 9<br>*s* 6 ″ 3½<br>26 ″ 8½ | |
| 83803<br>487<br>IRAW | **Sportivo** (*ex* Nereide–37, *ex* Maras, *ex* Shantung)<br>*ss* Sng. No. 3–5, 12<br>*ss* Ams. No. 2–20<br>1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing* | | 1598<br>—<br>936 | ✠<br>6,25<br>✠ | Rot | *q* | | 1900<br>2mo | Rickmers<br>Akt. Ges.<br>Bremerhaven | A. Lauro<br>*Cell D Ba* 68′ | 259·1 \| 37·2 \| 19·2<br>B64′F27′ FK<br>4 *BHCem*<br>*u* E34′*f* 86′322*t* *FPT* 59*t* *APT* 18*t* | Naples<br>Italian<br>180NHP<br>2SB, *6pf*, GS91, HS3208<br>Bremer Vulkan, Vegesack | T3Cy 18 9/16″ 30 7/16″ & 49½″–31½″<br>2SB, *6cf*, GS149, HS4400<br>Newport News SB & DD. Co. | 22 ″ 0<br>*s* 3 ″ 9¾<br>20 ″ 10 | I<br>† |
| 83804<br>119<br>YLBO | **Sports** (*ex* Gladstone, *ex* Margarita Calafati, *ex* Jean)<br>*ss* Syr. No. 3–10, 27<br>*ss* Rga. No. 2–37<br>*Spar dk (Stl)* 2 tr B & deep framing<br>*Cargo battens not fitted* | | 3283<br>2687<br>1549 | ✠100A1<br>*Spar dk*<br>2,39<br>BS1,40 ✠LMC 4,37 | Lie | *u* | 1,40 | 1909<br>8mo | NwprtNws<br>S.B.& D.D. Co<br>Newprt News | M. Sandbergs & Co.<br>*Cell D Ba* 90′ *u* | 311·0 \| 46·1 \| 21·8<br>P36′B94′F33′ FK<br>*E*24′*f* 136′538*t* *FPT* | Riga<br>Latvian<br>5 *BHCem*<br>7 1*t* *APT* 117*t* | T. 3Cy. 22″, 37″ & 60″–42″ (*s*)<br>180lb 271NHP<br>2SB, *6cf*, GS149, HS4400<br>Newport News SB & DD. Co. | 24 ″ 6<br>*s* 3 ″ 9¾<br>20 ″ 10 | |
| 83805<br>FOYS | **Spramex** (*ex* Shellphalte, *ex* Leonor)<br>*ss* Rou. No. 2–36<br>*Mchy. Aft*<br>1 *Dk (Stl)*<br>D.F. Surveys delayed<br>*Longitudinal framing at bottom & at deck* | Twin Sc | 2560<br>1785<br>956 | No later survey reported<br>✠100A1<br>10,39<br>BS3,39 ✠LMC 11,36<br>*Carrying Petroleum or halton ly, & limited to Centre Tanks*<br>*Carrying Asphalt in bulk*<br>*Fitted for oil fuel* 11,28 *F.P. above* 150° F. | Rou | *l* | CL<br>S3,39<br>PN3,39 | 1928<br>11mo | Cant. Nav.<br>Triestino<br>Monfalcone | Soc Anon Française des Pétroles Shell<br>*Lloyd's* | 302·5 \| 49·6 \| 15·0<br>316·0 (O.L.)<br>Q89′F29′ FK<br>*Trunk* 187′<br>*FPT* 107*t* *APT* 84*t* | Algiers<br>French<br>9 *BHpt Cem*<br>*pt Asp* | T6Cy. 12¾″, 20½″ & 33¾″–24 7/16″<br>180lb (*s*) 236NHP<br>2SB, *4cf*, HS4168 FD<br>Rotterdam Droogd. Maats. | 15 ″ 0<br>*s* 1 ″ 10½<br>13 ″ 2¼ | |
| 83806<br>162284<br>MKCC | **Spray**<br>*ss* Abn. No. 1–37<br>*Well deck*<br>1 *Dk (Stl)*<br>*Mchy. Aft*<br>*Cargo battens not fitted* | | 960<br>~~648~~<br>464 | ✠100A1<br>8,40 ~~7,38~~<br>BS7,38 ✠LMC 7,37<br>8,40 | Abn | *l* | CL<br>~~7,37~~<br>8,40 | 1932<br>11mo | Hall, Russell & Co. Ltd<br>Aberdeen | Ellis & McHardy, Ld.<br>*Cell D B* 147′244*t* *DT f* 8′75*t* *FPT* | 206·3 \| 32·2 \| 12·6<br>214·2 (O.L.)<br>Q132′B17′F20′ FK<br>50*t* *APT* 35*t* | Aberdeen<br>British<br>4 *BHpt Cem*<br>*pt Asp* | T. 3Cy. 16½″, 27½″ & 46″–33″<br>200lb (*r*) 169NHP<br>2SB, *4cf*, GS82, HS3000<br>Hall, Russell & Co. Ld. Abn. | 51 ″ 0<br>*s* 4 ″ 0¾<br>14 ″ 9¾ | |
| 83807<br>143692<br>MKJB | **Sprayville** (*ex* Pickmere)<br>*ss* Bwg. No. 3–3, 34<br>*ss* Liv. No. 1–38<br>*Mchy. Aft*<br>1 *Dk (Stl)*<br>*Well deck*<br>*Cargo battens not fitted* | 3 Mst | 466<br>321<br>192 | ✠100A1<br>8,40 ~~11,38~~<br>✠LMC 11,38<br>BS ~~10,39~~ 3,41 | Liv<br>Trn | | CL<br>~~7,37~~<br>8,40 | 1920<br>11mo | Cochrane<br>& Sons, Ld.<br>Selby | John S. Monks, Ld.<br>*Lloyd's* | 152·0 \| 25·2 \| 10·8<br>Q86′B9′F25′ FK<br>*FPT* 148*t* | Liverpool<br>British<br>3 *BHCem*<br>*APT* 21*t* | T. 3Cy. 13″, 23″ & 37″–24″ (*s*)<br>180lb 85RHP<br>1SB, *3pf*, GS46, HS1470<br>C. D. Holmes & Co. Ld. Hull | 12 ″ 0<br>*s* 3 ″ 8¾<br>11 ″ 10¼ | |
| 83808<br>DOCF | **Spree** (*ex* Agira–36)<br>Sub. Sig.<br>2 *Dks*<br>*Cruiser Stern* | | 2867<br>2553<br>1691 | | | | | 1929 | Deutsche<br>Sch-u. Mschb.<br>A.G. Weser<br>Bremen | Norddeutscher Lloyd | 295·4 \| 46·1 \| 23·4<br>B44′F29′<br>*WB* | Bremen<br>German | T 3Cy 19 5/8″, 31½″ & 50 3/8″–35 3/8″ & LP Turbine with DR gearing & hydraulic coupling 315NHP<br>Deutsche Schiff.-u. Mschb. A.G. Weser, Bmn | | G |
| 83809<br>DIFF | **Spreewald** Ⓟ<br>(*ex* Anubis–39, *ex* Spreewald–35)<br>D.F. Sub. Sig.<br>*Oil Eng.*<br>2 *Dks*<br>*Cruiser Stern* | Twin Sc | 5083<br>4467<br>3002 | | | | | 1922 | Deutsche<br>Werft<br>Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 399·6 \| 54·2 \| 27·4<br>F40′<br>*WB* | Hamburg<br>German | Oil Engines 4S.C.SA<br>12Cy. 24¾″–38¾″ 714NHP<br>Algemeine Elec. Ges. Berlin | | G |
| 83810<br>148908<br>GLQJ | **Springbank**<br>*Oil Eng.*<br>*ss* Fal. No. 3–11, 39<br>1 *Dk (Stl)* &<br>*Shelter dk (Stl–w s)* | Twin Sc | 5155<br>4768<br>3116 | ✠100A1<br>*with freeboard*<br>11,39<br>DBS11,39 ✠LMC 11,39<br>*Carrying vegetable oil in deep tank* | Fal | *a*† | CL<br>S9,39<br>PN9,39 | 1926<br>5mo | Harland &<br>Wolff, Ld.<br>Glasgow | Bank Line, Ld. (A. Weir & Co. *Mgrs.*)<br>*Cell D B* 357′1121*t* *DT f* 32′1067*t* *F* | 420·3 \| 53·9 \| 26·5<br>433·9 (O.L.)<br>FK<br>*tanks between tunnels* 115′251*t*<br>*PT* 106*t* *APT* 132*t* | Glasgow<br>British<br>7 *BHpt Cem*<br>*Coll to Sh dk*<br>6 ,, 2*nd* ,, | Oil Engines 4S.C.SA<br>12Cy. 24 1/8″–37 1/8″ 717NHP<br>DB *110lb*<br>Harland & Wolff, Ld. Gls. | 29 ″ 2<br>*s* 3 ″ 7¾<br>25 ″ 8 | |
| 83811<br>~~146604~~<br>MMLT | **Springdale**<br>*Mchy. Aft*<br>1 *Dk*<br>*Cruiser Stern* | | 1579<br>1398<br>896 | ✠100A1<br>1,40<br>✠LMC 9,37<br>*Fitted for oil fuel* 9,37 *F.P. above* 150° F. | Shl | *q* | CL<br>12,39 | 1937<br>9mo | Short Bros.<br>Ld.<br>Sunderland<br>*Lloyd's* | ~~Springwell Shipping Co. Ld.~~<br>*Cell D B* 208′430*t* *FPT* | 251·4 \| 40·3 \| 17·9<br>259·9 (O.L.)<br>P83′F20′ FK<br>*Cell D B* 208′430*t* *FPT* | ~~London~~<br>British<br>5 *BH*<br>159*t* *APT* 87*t* | T. 3Cy. 16″, 25″ & 45″–33″ (*s*)<br>220lb 169NHP<br>2SB (Spt), *4cf*, HS2360 FD<br>N.E. Marine Eng Co Ld. Nwc | 20 ″ 2<br>*s* 2 ″ 8¾<br>17 ″ 7¼ | |
| 83812<br>220127 | **Springfield**<br>*Fitted for oil fuel*<br>2 *Dks* | | 5641<br>4965<br>3504 | | | | | 1920 | Atlantic<br>Corp.<br>Portsmouth, N.H. | United States Maritime Commission | 410·5 \| 54·2 \| 27·0<br>P60′B114′F47′<br>*WB* | Portsmth, N.H.<br>Utd. States | T. 3Cy. 24½″, 41½″ & 72″–48″<br>359NHP<br>Atlantic Corp.<br>Portsmouth, N.H. | | |
| 83813 | **Springfjord**<br>*Cruiser Stern* 1 *Dk* | | 2027 | | | | | 1939 | Trndhjms<br>Mek. Verks.<br>Trondheim | Springwell Shppng Co. Ld. | 289·3 \| 44·1 \| 18·3<br>*WB* | London<br>British | T. 3Cy. 20½″, 33″ & 56″–36″<br>188NHP<br>Trondhjems M.V. | | |
| 83814<br>PHQN | **Springfontein** Ⓟ<br>*ss* Ams. No. 3–6, 34<br>*ss* Ams. No. 1–38<br>2 *Dks (Stl)* & *Shelter dk (Stl)*<br>D.F. | | 6406<br>5371<br>4043 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>3,40<br>✠LMC<br>MS5,38 BS9,39 | Ams | *a*† | CL<br>N8,38 | 1921<br>12mo | Lithgows,<br>Ld.<br>Pt. Glasgow<br>*Lloyd's* | N.V. Vereenigde Nederl. Scheepv. Maats. (Directie en Agentuur Maats Holland Afrika Lijn, N.V. *Mgrs.*) | 423·3 \| 56·0 \| 28·7<br>*Intermediate* FK<br>*'tween dk B Hin after hold dispensed with*<br>5 ,, ,, *U* ,,<br>1 ,, ,, 2*nd* ,,<br>*Cell D B* 360′1181*t* *D*<br>*T a* 36′ 1109*t* | Amstrdam<br>Dutch<br>*Cem*<br>1 *B Ht o Sh dk*<br>*only*<br>*APT* 31*t* | T. 3Cy. 27″, 45″ & 74″–51″ (*s*)<br>180lb 565NHP<br>3SB, *9cf*, GS193, HS8533 FD<br>Rankin & Blackmre, Ld. Grk | 31 ″ 4<br>*s* 5 ″ 0¾<br>26 ″ 5¾ | |
| 83815<br>~~146630~~<br>MMLJ | **Springtide**<br>D.F. 1 *Dk*<br>*Mchy. Aft*<br>*Cruiser Stern* | | 1579<br>1398<br>893 | ✠100A1<br>5,40<br>✠LMC 7,37<br>*Fitted for oil fuel* 7,37 *F.P. above* 150° F. | Shl | *q* | CL | 1937<br>7mo | Short Bros<br>Ld.<br>Sunderland<br>*Lloyd's* | ~~Springwell Shipping Co. Ld.~~<br>*Cell D B* 208′430*t* *FPT* | 251·4 \| 40·3 \| 17·9<br>259·9 (O.L.)<br>P83′F20′ FK<br>*Cell D B* 208′430*t* *FPT* | ~~London~~<br>British<br>5 *BH*<br>159*t* *APT* 87*t* | T. 3Cy. 16″, 25″ & 45″–33″ (*s*)<br>220lb 169NHP<br>2SB (Spt), *4cf*, HS2360 FD<br>N.E. Marine Eng. Co Ld Nwc | 20 ″ 2<br>*s* 2 ″ 8¾<br>17 ″ 7¼ | |
| 83816<br>150845<br>VCQK | **Sprucebay** (*ex* Soutier)<br>Wireless 1 *Dk*<br>*Mchy. Aft* | Twin Sc | 1238<br>821<br>646 | | | | | 1920 | Atel. & Ch.<br>Mar. du Sud-Ouest<br>Bordeaux | Tree Line Nav. Co. Ld. (J. D. Calvin, *Mgr.*) | 218·8 \| 34·3 \| 12·3<br>P75′F29′<br>*WB* | Montreal<br>British | T. 6Cy. 12½″, 19″ & 31½″–17½″<br>83NHP<br>Soc. Marseillaise de Const. Mécaniques, Marseilles | | V |
| 83816*<br>LCKL | **Spurt** (*ex* Craincreek)<br>Sub. Sig. 1 *Dk* | | 2061<br>1814<br>1219 | | | | | 1918 | Gt. Lakes<br>Eng. Works<br>Ecorse, Mich. | Skibs A/S Lunde-gaard (Lunde-gaard & Sönner, *Mgrs.*) | 254·2 \| 43·7 \| 20·2<br>P69*t* F35*t* H 103*t* | Farsund<br>Norwegian<br>*WB* | T. 3Cy. 21″, 35″ & 59″–42″<br>226NHP<br>Gt. Lakes Eng. Works. Det. | | N |
| 83817<br>93<br>SVQF | **Spyridon** (*ex* Ioannis Carras–40, *ex* Southlea, *ex* Lady Charlotte)<br>*ss* Shl. No. 3–4, 30<br>*ss* Rot. No. 2–38<br>1 *Dk (Stl)* | | 3527<br>3324<br>2208 | ✠100A1<br>4,39<br>BS5,39 ✠LMC 5,38 | Ant | *w* | CL<br>4,39 | 1917<br>10mo | Campbel-town S.B. Co.<br>Campbeltwn<br>*Lloyd's* | P. J. Carras | 348·5 \| 49·9 \| 23·6<br>P29′B213′F37′ FK<br>*Cell D B* 300′995*t* | Chios<br>Greek<br>6 *BHCem*<br>*APT* 85*t* | T. 3Cy. 25″, 40″ & 65″–45″ (*s*)<br>180lb 327NHP<br>3SB, *9cf*, GS163, HS5305<br>Rankin & Blackmre Ld. Grk | 26 ″ 0<br>*s* 3 ″ 1<br>23 ″ 1¾ | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. | 3 Matériaux, Grément, etc. Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equivalence. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Lettres ou cotes si on en met dans le L. R. Index Cert. Il n'y a rien. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83818 | **Spyros** (*ex*Balgowan–34, | | 6629 | ✠100A1 | Liv | *z* | CL | 1918 | W.Doxford | AegeonS.S.Co.Ld. | 420·0\|54·0\|34·4 | Argostoli | T.3Cy.27″,44½″&75″–54″ (*s*) | 37 ″ 0 | |
| 10% | *ex*AdmiralCodrington) *ss*Gls.No.3–2,34 | | 6329 | *Shelter dk* | | | 9,38 | 2mo | &Sons,Ld. | | | 26·4 | Greek | 180lb 567NHP | s 8 ″11¼ | |
| SVEX | *ss*Rot.No.1–38 | | 4139 | *withfreeboard* | | | | | Sunderland | 1*Intermediate* | *Bulkhead* FK | 6*BHCem* | 3SB,*9cf*,GS222,HS8313 FD | 28 ″ 4 | |
| | 1*Dk(Stl)&Shelter dk(Stl)* | | | 3,40 | BS2,41 | | | *Lloyd's*A&CP | | *in forehold* | *dispensed with Coll* | *BHtoSh dk* | Richardsons,Westgarth& | | |
| | *Cargo battens not fitted exceptinNo.4hold* | | | BS3,38 | MC10,38 | | | | | *CellDB*358′11516*t* | *FPT*1096*tAPT*1288 | 5 ,, 2nd ,, | Co.Ld.Hpl. | | |
| 83819 | **Srbin** Ⓟ (*ex*Sparta) | | 982 | ✠100A1 | Ssk | *m* | CL | 1913 | Hall,Rus- | Jadranska | 215·7\|30·6\|14·0 | Susak | T.3Cy.17½″,29″&47″–33″ (*r*) | 15 ″ 0 | |
| | *ss*Ssk.No.3–4,37 | | — | *Shade dk* | Spt | | ~~1,08~~ | 8mo | sell&Co.Ld. | PlovidbaD.D. | 227·5(O.L.) | Yugoslav | 180lb *100lb* 193NHP | s 1 ″0½ | |
| YTNL | 1*Dk&Shade dk* | | 602 | *withfreeboard* | | | 1,41 | | Aberdeen | | BK7″ | 4*BHCem* | 2SB,*4cf*,GS68,HS3000 FD | 14 ″ 9½ | |
| | | | | 1,41 ~~4,40~~ | | | | *Lloyd's*A&CP | | | *CellDBa*41′*uE* | 17′84′143*t* | Hall,Russell&Co.Ld.Abn. | | |
| | | | | BS4,40 | MC4,37 | | | | | | | | | | |
| 83820 | **Srebreno** (*ex*Leopoldina) | | 3304 | ✠ — | Spt | *v* | | 1901 | J.Read- | Dubrovacka | 331·0\|47·1\|25·0 | Dubrovnik | T.3Cy.24″,40″&64″–42″ | 26 ″ 6 | V |
| | *ss*Tri.2ndNo.3–11,27 | | 3127 | 3,36 | | | | 10mo | head&Sons | PlovidbaA.D. | P41′B93′F33′ | Yugoslav | NDB23 278NHP | | † |
| YTEF | *ss*Nap.No.1–31 | | 2070 | | | | | | SouthShields | | FK | 5*BHCem* | 2SB,*6rf*,GS116,HS4366 | | |
| | 1*Dk(ptIrn&ptStl)2trB &deepframing* | | | | | | | | | *CellD* | *Ba*110′*uE*20′*f*136′ | 737*tAPT*36*t* | J.Readhead&Sons,S.Shl. | | |
| 83821 | **Sréca** (*ex*Eglantier–39, | | ~~5246~~ | ✠100A1 | Sch | *y* | CL | 1918 | Workman, | AtlantskaPlovidba | 400·4\|52·3\|28·4 | Susak | T.3Cy.27″,44″&73″–48″ (*s*) | 31 ″ 0 | |
| | *ex*WarBeetle) *ss*Ant.No.3–5,31 | | ~~4749~~ | ~~8,40 8,38~~ | NNs | | 8,39 | 9mo | Clark&Co.Ld | d.d. | | Yugoslav | 180lb 517NHP | s 5 ″11½ | |
| YTTM | D.F. *ss*Sch.No.2–39 | | ~~3167~~ | | LMC8,39 | | | | Belfast | | P49′B113′F39′ FK | 7*BHptCem* | 3SB,*9cf*,GS190,HS7668 FD | 25 ″ 2¾ | |
| | 2*Dks(Stl)* | | | BS7,40 | | | | *Lloyd's*A&CP | | *CellDB* | 347′1120*t FPT*1150 | *APT*170*t* | Wrkman,Clark&Co.LdBel | | |
| 83822 | **Stad Alkmaar** | | 5750 | 100A1 | | | | 1940 | N.V. | Halcyon-Lijn,N.V. | \| \| | Rottrdam | T.3Cy.26¾″,43¼″&72¾″–48″ | | |
| | | | | (*Class Contemplated*) | | | | | Wilton- | | | Dutch | | | |
| | | | | | | | | | Fijenoord | | | | | | |
| | *CruiserStern* | | | | | | | | Schiedam | | | | | | |
| | | | | | | | | | | | | | WerkspoorN.V.Ams. | | |
| 83823 | **Stad Amsterdam** | | 3780 | | | | | 1920 | N.V.Schpw. | N.V.Stoomb.Mij. | 341·9\|50·0\|25·5 | Rottrdam | T.3Cy.24¾″,41″&66½″–45½″ | | G |
| | | | 3477 | | | | | | Dordrecht | "StadAmsterdam" | P28′B102′F36′ | Dutch | NB39 300NHP | | |
| PHQS | D.F. 1*Dk* | | 2322 | | | | | | Dordrecht | (Halcyon-Lijn, | | *WB* | Thyssen&Co.A.G.Mülheim | | |
| | | | | | | | | | | N.V.*Mgrs.*) | | | | | |
| 83824 | **Stad Arnhem** | | 3819 | | Q\|s | | CL | 1920 | NV Schpw. | N.V.Arnhemsche | 340·0\|49·7\|27·7 | Rottrdam | T.3Cy.24¾″,40⅝″&66⅛″– | | G |
| | | | 3477 | | | | 12,40 | | Dordrecht | Scheepsv.Maats. | P28′B102′F36′ | Dutch | 45⅜″ 301NHP | | |
| PHQX | D.F. Sub.Sig. 1*Dk* | | 2376 | Examined L.R. 2,41 | | | | | Dordrecht | (Halcyon-Lijn, | | *WB* | Thyssen&Co.A.G.Mülheim | | |
| | | | | BS12,40(180lb) | | | | | | N.V.*Mgrs.*) | | | | | |
| 83825 | **Stad Dordrecht** | | 3781 | | | | | 1920 | NV Schpw. | N.V.Stoomb.Mij. | 341·9\|50·0\|25·5 | Rottrdam | T.3Cy.24¾″,40⅝″&66⅛″– | | G |
| | | | 3477 | | | | | | Dordrecht | "StadDordrecht" | P29′B102′F36′ | Dutch | 45⅛″ 301NHP | | |
| PHRC | D.F. Sub.Sig. 1*Dk* | | 2321 | | | | | | Dordrecht | (Halcyon-Lijn, | | *WB* | Thyssen&Co.A.G.Mülheim | | |
| | | | | | | | | | | N.V.*Mgrs.*) | | | | | |
| 83826 | **Stad Haarlem** | | 4518 | ✠100A1 | Ams | *y* | CL | 1929 | Lithgows, | Halcyon-LijnN.V. | 384·7\|52·0\|26·1 | Rottrdam | T.3Cy.25″,42″&70″–48″ | 28 ″ 6 | |
| | *ss*Rot.No.2–37 | | 4187 | ~~4,40~~ 1,41 | Dkn–Npt | | N12,38 | 5mo | Ld. | | | Dutch | 200lb (*s*) 477NHP | s 4 ″ 0 | |
| PHRG | D.F. 1*Dk(Stl)* | | 2738 | | LMC | | | | PortGlasgow | | P29′B238′F44′ FK | 6*BHptCem* | 3SB,9*cf*,GS138,HS6789 FD | 24 ″ 8¾ | |
| | | | | MS4,37 | BS~~4,40~~ 7,40 | | | *Lloyd's*A&CP | | *CellDB*329′954*t Pop* | *T*205*t FPT*1166 | *APT*140*t* | Rankin&Blackmre,Ld.Grk. | | |
| 83827 | **Stad Maassluis** (*ex*KingBleddyn | | 6541 | ✠100A1 | Sch | *a*† | CL | 1918 | Harland& | Halcyon-LijnN.V. | 412·4\|55·8\|34·4 | Rottrdam | T.3Cy.27″,44″&73″–48″ (*s*) | 38 ″ 0 | |
| | –37,*ex*Glenspey, | *ss*Mch.No.3–5,31 | 6230 | *Shelter dk* | Dkn | | N3,40 | 12mo | Wolff,Ld. | | 425·6(O.L.) | Dutch | 180lb 517NHP | s10·0½ | |
| PHRK | *ex*WarMusic) | *ss*Ams.No.2–39 | 3864 | *withfreeboard* | | | | | Belfast | | FK | *ptCem* | 3SB,*9cf*,GS190,HS7668 FD | 28 ″ 3 | |
| | D.F. E.S.D. 1*Dk(Stl)&Shelter dk(Stl)* | | | 5,41 ~~4,40~~ | | | | *Lloyd's*A&CP | | | *with in'tween decks* | 6*BHtoSh dk* | Harland&Wolff,Ld.Bel. | | |
| | *CruiserStern* | | | BS~~4,40~~ 5,41 | LMC2,39 | | | | | *Hatch covers dispensed* | *t DTa*23′858*t FPT* | 2 ,, ,, U ,, | | | |
| | *Cargo battens not fitted in 'tween decks* | | | | | | | | | *CellDB*343′1571 | | 91*tAPT*126*t* | | | |
| | *Straight frames & bevelled bilge* | | | | | | | | | | | | | | |
| 83828 | **Stad Maastricht** (*ex*Mount | | 6552 | ✠100A1 | Rot | *a*† | CL | 1924 | Harland& | Halcyon-LijnN.V. | 412·6\|55·6\|34·4 | Rottrdam | T.3Cy.27″,44″&73″–48″ (*s*) | 38 ″ 0 | |
| | Dirfys–39, | *ss*Ams.No.3–6,37 | 6190 | *Shelter dk* | Sws | | ~~2,39~~ | 4mo | Wolff,Ld. | | | Dutch | 180lb 531NHP | s 10 ″ 0 | |
| PHRL | *ex*Invergarry–37) | 1*Dk(Stl)&* | 3873 | *withfreeboard* | | | 7,40 | | Belfast | | F40′ *on Shelter dk* | 7*BHCem* | 4SB,*12cf*,GS251,HS9992 | 28 ″ 2½ | |
| | | *Shelter dk(Stl)* | | 8,40 ~~8,30~~ | BS3,40 | | | *Lloyd's*A&CP | | *Coll* | *BH to Sh dk* | Harland&Wolff,Ld.Bel. | | |
| | | *Straight frames, bevelled bilge* | | ~~HS5,30~~ | LMC6,37 | | | | | FK | 6 ,, ,, 2nd ,, | | | | |
| | | | | *Fitted for oil fuel* | 4,24 | *F.P. above* | 150° F. | | *CellDB*342′1482*t* | *MT*14′670*t FPT*787*t* | *APT*125*t* | | | | |
| 83829 | **Stad Schiedam** (*ex*Wimborne–36) | | 5918 | ✠100A1 | Sch | *z* | CL | 1911 | Craig,Tay- | Halcyon-LijnN.V. | 415·0\|55·5\|26·6 | Rottrdam | T.3Cy.28″,46″&75″–48″ (*s*) | 28 ″ 7 | |
| | *ss*Rot.2ndNo.3–7,36 | | 5296 | 7,40 ~~8,39~~ | Hul | | N7,38 | 12mo | lor&Co.Ld. | | | Dutch | 180lb 470NHP | s 4 ″ 3 | |
| PHRN | D.F. 1*Dk(ptIrn ptStl)* | | 3539 | BS8,39 | LMC7,36 | | | | Stockton | | P45′B241′F39′ | 7*BHCem* | 3SB,*9cf*,GS197,HS7891 | 24 ″ 7 | |
| | | | | | | | | *Lloyd's*A&CP | | | | | Blair&Co.Ld.Stockton | | |
| | | | | | | | | | | | *Cell DBa* 132′*uE* | *&B*46′*f*184 | 1598*tFPT*154*tAPT*203*t* | | |
| 83830 | **Stad Vlaardingen** *ss*Lth.No.1–11 | | 8501 | ✠100A1 | Sch | *d*† | CL | 1925 | Flensburgr | Halcyon-LijnN.V. | 470·0\|59·3\|35·4 | Rottrdam | T.3Cy.31⅛″,50½″&84½″–53½″ | 38 ″ 1 | |
| | *ss*Rot.No.3–6,37 | | 8012 | 3,41 ~~4,40~~ | Lth | | N6,39 | 5mo | Schiffsb.Ges. | | 490·0(O.L.) | Rottrdam | 185lb (*s*) 699NHP | s 9·10½ | |
| PHRR | D.F. E.S.D. 2*Dks(Stl)3rd dk(Stl)* | | 5253 | BS1,40 | LMC~~1,37~~ | | | | Flensburg | | F73′ FK | 8*BHptCem* | 4SB(Spt),*12cf*,GS212, FD | 28 ″ 4½ | |
| | *in No.1hold* | | | | 3,41 | | | *Lloyd's*A&CP | | | | *ptAsp* | HS10010 | | |
| | *Hatch covers dispensedwithin'tween decks* | | | | | | | *CellDB*412′ | 1870*t DTa*19′200*t* | *DT*f41′1853*t FPT*1 | 75*tAPT*142*t* | FlensburgerSchiffsb.Ges. | | | |
| 83831 | **Stadacona** | | 9181 | | | | | 1929 | Midland | CanadaS.S.Lines, | 582·0\|60·2\|28·3 | Montreal | T.3Cy.24½″,41½″&72″–48″ | | C |
| 154474 | D.F. GyC. *Mchy.Aft* 1*Dk* | | 8730 | | | | | | S.B.Co.Ld. | Ld. | F44′ | British | *Emade*18 359NHP | | |
| VGJN | *Longitudinal framing at bottom&at decks* | | 6711 | | | | | | Midland,Ont. | | | *WB* | Hooven,Owens,Rent- | | |
| | | | | | | | | | | | | | schlerCo.Hamilton,O. | | |
| 83832 | **Stadion II** | | 629 | | | | | 1914 | Nylands | A/S Stadion | 176·4\|29·7\|14·1 | Oslo | T.3Cy.13½″,21″&36″–27″ | | N |
| | | | 506 | | | | | | Værksted | (J.B.Stang) | | Norwegian | 67NHP | | |
| LBXT | 1*Dk* | | 318 | | | | | | Oslo | | P33*t*H43*t*F6*t* | *WB* | NylandsVærksted,Oslo | | |
| 83833 | **Stadt Emden** (*ex*AdelineHugo | | 5180 | | | | | 1901 | Howaldts- | Kauffahrtei | 406·2\|52·5\|23·1 | Hamburg | T.3Cy.26½″,42″,&69″–43″ | | G |
| | Stinnes3,*ex*KronprinsGustaf) | | 4231 | | | | | | werke | Seereed,Adolf | P28′F38′ | German | 312NHP | | |
| DGCS | D.F. Sub.Sig. 1*Dk&Trunk dk* | | 3261 | | | | | | Kiel | Wiards&Co. | | *WB* | Howaldtswerke,Kiel | | |
| 83834 | **Stadt Rüstringen** Ⓟ TwinSc | | 400 | | | | | 1927 | J.Frerichs | Seebäderdienst | 165·0\|26·4\| 9·3 | Wilhelms- | T6Cy.10½″17⅞″&30½″–23½″ | | G |
| | | | 289 | | | | | | &Co.A.G. | Wilhelmshaven | B25′F44′ | haven | 45NHP | | |
| DNDN | 1*Dk* | | 148 | | | | | | Einswarden | G.m.b.H. | | German | | | |
| | | | | | | | | | | | | *WB* | Frerichswerk,Osterholz | | |
| 83835 | **Staffordshire** Ⓟ TwinSc4Mst | | 10683 | ✠100A1 | Liv | *f*† | CL | 1929 | Fairfield | BibbyLine,Ld. | 483·6\|62·2\|32·0 | Liverpool | Oil Engines 2S.C.SA | 36 ″ 6 | BT |
| 161082 | *Oil Eng.* | | 7719 | 1,40 | | | P1,40 | 1mo | SB.&E.Co.Ld | (BibbyBros.& Co. | | British | 16Cy.28″–39″ 2196NHP | s 7 ″ 2¾ | till |
| GSRZ | *ss*Bkn.No.2–37 | | 6669 | | LMC GS7,37 | | ~~1,39~~ | | Glasgow | *Mgrs.*) | P51′B265′F78′ FK | 8*BHptCem* | DB*1200lb* | 29 ″ 7½ | ~~5.40~~ |
| | *Ref.Mchy.* D.F. 3*Dks(Stl–Uws)* | | | DBS~~6,40~~ | 6,39 | | ~~3,39~~ | *Lloyd's*A&CP | | *Cell DB*420′1659*t FPT* | 41*tAPT*785*t* | FairfieldS.B.&E.Co.Ld.Gls | | ~~5.42~~ |
| | *CruiserStern* | | | 10,40 | | | 3,41 | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Exch. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83836 | **Stag Hound** | | 7169 | | | | | 1939 | NwprtNws S.B.&D.D.Co Newprt News | U.S.Maritime Commission GraceLine,Inc. | P23′B77′F41′ | | | Norfolk Va Utd.States *WB* | 2 steam turbines DR geared to 1 sc. shaft NewportNewsSB&DD.Co. | | R |
| 239115 | D.F. E.S.D. GyC. *Fitted for oil fuel* | | — | | | | | | | | | | | | | | |
| WDMD | *Ref.Mchy. CruiserStern* 2 *Dks* | | 4328 | | | | | | | | | | | | | | |
| 83837 | **Stagen** | | 2539 | | | | | 1919 | Gebr.Pot Bolnes | Koninkl.Paketv. Maats. | 300·0\|46·3\|20·6 B80′F28′ | | | Batavia Dutch *WB* | T.3Cy.21⅜″,35⅜″&57⅛″–41⅜″ N.V.Burgerhouts 218NHP Mch.&Schpw.Rot. | | V |
| PKEY | 1 *Dk* | | 2293 1510 | | | | | | | | | | | | | | |
| 83838 | **Staghound** 3Mst | | 468 | ✠100A1 | Bkn | *h* | CL | 1894 | AilsaS.B. | KyleShippingCo. | 170·0\|25·6\|11·6 | | | Glasgow | C.2Cy.21″&42″–30″ (*s*) 110lb 69RHP | 12 ″ 7 | |
| 99969 | *Well deck* *ss*Bkn.4thNo.3–1,37 | | 360 | 1,37 | | | 1,37 | 4mo | Co. Troon A&CP | Ld.(MonroeBros. *Mgrs.*) | Q93′B10′F27′ BK7′ *DBf*10′18*t FPT* | | | British *3BHCem* 48*t APT*10*t* | 1SB,*3pf*,GS63,HS1376 Muir&Houston,Glasgow | s 4 ″ 2½ 12 ″ 9 | |
| MQPJ | *Mchy.Aft* 1 *Dk*(*Irn*) | | 184 | ✠NB8,09 MS1,37 | ✠LMC BS7,39 | | | | | | | | | | | | |
| 83839 | **Stagpool** (*ex*IronChief–35) | | 4560 | ✠100A1 | Bry | *x* | CL | 1930 | W.Doxford | PoolShippingCo. | 370·3\|52·9\|25·9 | | | W.Hartlpl | T.3Cy.25½″,40″&71″–48″ (*s*) | 28 ″ 3 | |
| 161992 | *ss*Bry.No.2–38 | | 4152 | 2,40 | | | 7,39 | 6mo | &Sons,Ld. Sunderland | Ld.(SirR.Ropner& Co.Ld. *Mgrs.*) | P30′B110′F36′ FK | | | British *6BHCem* | 180lb FD 479NHP 3SB(Spt)*9cf*,GS166,HS7002 | s 5 ″ 3¾ 23 ″ 1½ | |
| MBBS | D.F. 1 *Dk*(*Stl*) | | 2677 | BS5,40 MS7,38 | ✠LMC ~~BS8,39~~ | | | *Lloyd's A&CP* | | *CellDBa&uE*126′*f* | 169′1060*t FPT*173*t* | | | *APT*165*t* | G.Clark,Ld.Sunderland | | |
| 83840 | **Stahleck** | | 1663 | | | | | 1923 | Act.Ges. "Weser" Bremen | DeutscheDampfs. Ges."Hansa" | 241·3\|36·3\|15·2 P12′B157′F26′ | | | Bremen German *WB* | T.3Cy.19¾″,31½″&53⅛″–35½″ 165NHP A.G."Weser,"Bremen | | G |
| | | | 1042 | | | | | | | | | | | | | | |
| DOOQ | Sub.Sig. 2 *Dks* | | 907 | | | | | | | | | | | | | | |
| 128/40 83841 | **Stakesby** | | 3900 | ✠100A1 | Npt | *x* | CL | 1930 | W.Pickers- | Rowland&Mar- | 365·6\|51·0\|23·5 | | | Whitby | C.4Cy.(2)18⅜″(2)39⅜″–39⅜″ | 25 ″ 6 | |
| 161017 | *ss*Cff.No.2–38 | | 3480 | 7,10 ~~10,30~~ | | | 3,38 | 6mo | gill&Sons,Ld. Sunderland | wood's S.S.Co.Ld. (Headlam&Son, *Mgrs.*) | P33′B220′F37′ FK | | | British *6BHCem* | 210lb *150lb* (*s*) 277NHP 2SB(Spt)*6cf*,GS113,HS4880 | s 3 ″ 1½ 22 ″ 7½ | |
| GPWM | 1 *Dk*(*Stl*) | | 2339 | BS4,40 | ✠LMC3,38 | | | *Lloyd's A&CP* | | *CellDB*316′*905t* | | | | *APT*135*t* | J Dickinson&Sons,Ld.Sld. | | |
| 83842 | **Stakhanovets** TwinSc (*ex*AlexanderEmshanov–39) | | 1219 | | | | | 1922 | Naval Works Nicolaieff | U.S.S.R. | 229·9\|34·0\|12·2 | | | Tuapse Russian | T6Cy.11″,19 7/16″&29 3/16″–15⅝″ 67NHP | | |
| | | | 1153 | | | | | | | | | | | | | | |
| UOJZ | Wireless *Fitted for oil fuel* *Carrying Petroleum in bulk* 1 *Dk* | | 637 | | | | | | | | | | | | NavalWorks,Nicolaieff | | |
| 83843 | **Stal** | | 2242 | ✠100A1 | Cpn | *t* | OG | 1921 | A/S Baltica | Ministry of Ship- | 301·9\|44·2\|19·3 | | | London ~~Copnhagn~~ | 1DR geared SteamTurbine | 21 ″ 11 | |
| 16758C | *ss*Abg.No.3–1,34 | | 1967 | *Shelter dk* | ~~Lon~~ Nwc | | 7,39 | 10mo | Værftet Copenhagen A&CP | ping(DeneMan- agementCo.Ld. *Mgrs.*) | 313·8(O.L.) F32′*onShelter dk* FK | | | ~~Danish~~ British *ptCem* | 200lb FD (*s*) 221NHP 2SB(Spt),*4cf*,GS61,HS2740 | s 1 ″ 3¾ 20 ″ 10 | |
| ~~OXTA~~ | *ss*Abg.No.1–38 | | ~~1811~~ | *withfreeboard* | | | | | | | *Interm* | *ediate BH in fore* | *hold dispensed with* | 1*BHtoSh dk* | SvenskaTurbinfabriks, | | |
| GLSP | D.F. 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*) | | 1317 | ~~5,26~~ 7,30 6,41 ~~BS7,30~~ BS ~~11,40~~ 4,41 | ✠LMC5,38 | | | | | *CellDB*262′*641t* | *FPT*51*t APT*65*t* | | | 3 „ „ *U* „ | A/B Ljungström,Finspong | | |
| 83844 | **Staley Bridge** | | 350 | | | | | 1940 | Scott& Sons Bowling | J.Summers& Sons,Ld. | 130·0\|24·5\|10·0 P37′B7′F17′ | | | Chester British *WB* | Oil Engines 4Cy.12⅜″–16½″ NewburyDieselCo.Ld. Newbury | | |
| *Transferred to No. 68303* | *Oil Eng.* | | — | | | | | | | | | | | | | | |
| | *Mchy.Aft* *Cruiser Stern* | | 150 | | | | | | | | | | | | | | |
| 105/40 83845 | **Stalheim** | | 1298 | | | | | 1936 | Fredrkstad Mek Vrks A/S Fredrikstad | A/S Standard (J.B.Stang,*Mgr.*) | 251·1\|42·3\|14·0 P59*t*H126*t*F15*t* | | | Oslo Norwegian *WB* | C.4Cy.(2)13¾″&(2)32 7/16″– 30½″ 96NHP FredrikstadM.V.A/S Fredrikstad | | N |
| | | | 1027 | | | | | | | | | | | | | | |
| LJFG | Wireless D.F. 1 *Dk&Shelter dk* *CruiserStern* | | 719 | | | | | | | | | | | | | | |
| 83846 | **Stalingrad** Ⓟ Sub.Sig. | | 3559 | | | | | 1931 | BalticS.B. &Eng.Wks. Leningrad | U.S.S.R. | 314·7\|46·1\|26·1 P42′B95′F36′ | | | Vladvostk Russian | T.3Cy.22 7/16″,37″&59⅛″–39⅜″ 220NHP BalticS.B.&Eng.Wrks.Len | | |
| | | | 2993 | | | | | | | | | | | | | | |
| UOHW | *CruiserStern* 2 *Dks* | | 1982 | | | | | | | | | | | | | | |
| 83847 | **Stalowa Wola** (*ex*RioPardo–39, *ex*PineCourt–37, *ex*HenryHorn–34) *Oil Eng.* | | 3133 | 100A1 | Mch | *u* | CL | 1924 | Frd.Krupp Act.Ges. Kiel | Gdynia-America ShippingLines,Ld. | 306·7\|47·7\|23·5 P25′B98′F23′ FK | | | Gdynia Polish | Oil Engines 4S.C.SA 6Cy.25 3/16″–39⅜″ 381NHP | 25 ″ 11 s 4 ″ 8¼ | |
| SPEK | *ss*Ham.No.3–8,34 *ss*Osl.No.1–38 | | 1811 | *withfreeboard* ~~7,41~~ 4,40 ~~11,39~~ 7,41 LMC CS1,38 | | | 6,39 | *Lloyd's A&CP* | | *CellDB*248′*652t FPT* | | | 5*BHCem* 58*t APT*48*t* | DB*70lb* Frd.KruppA.G.Kiel | 21 ″ 3½ | |
| | *CruiserStern* 2 *Dks* | | | DBS5,40 | ~~8,37~~ 5,39 | | | | | | | | | | | | |
| 83848 | **Stamatios G. Embiricos** | | *3941* | ✠100A1 | Sch | *y* | CL | 1936 | Short Bros. Ld. Sunderland | S.G.Embiricos | 400·0\|53·0\|23·1 414·5(O.L.) FK | | | Andros Greek | T.3Cy.22″,36½″&63″–42″ 220lb *120lb* (*s*) 330NHP | 25 ″ 9 s 2 ″ 5¼ | |
| 243 | | | *3537* | *withfreeboard* | | | 3,39 | 4mo | | | | | | 6*BHCem* | 2SB,*6cf*,GS124,HS5306 | 23 ″ 6¼ | |
| SVIY | D.F. *CruiserStern* | | *2327* | 10,39 | ✠LMC4,36 | | | *Lloyd's A&CP* | | | | | | *Coll to Sh dk* | N.E.MarineEng.CoLd.Sld. | | |
| | | | | *Fitted for oil fuel* 4,36 | | | *F.P. a* | *bove* 1 | 50° F. | *CellDB*327′*1246t* | *FPT*237*t APT*255*t* | | | 5 „ *2nd*„) | | | |
| 83849 | **Stamira** Ⓟ (*ex*Stamura–37) TwinSc | | 1463 | | | | | 1929 | Cant.Nav. Riuniti Ancona | SocietàFiumana diNavigazione | 247·5\|35·6\|22·2 | | | Ancona Italian *WB* | T.3Cy.15⅝″25¼″&41 7/16″–28⅜″ 91NHP Cant.Nav.RiunitiAncona | | I |
| 49 | *CruiserStern* | | 1196 | | | | | | | | | | | | | | |
| ICIH | *Fitted for oil fuel* 2 *Dks* Wireless | | 701 | | | | | | | | | | | | | | |
| 83850 | **Stamos** (*ex*Reading–34) | | *3801* | ✠100A1 | Ams | *x* | CL | 1914 | Nthmblnd S.B.Co.Ld. Newcastle | S.&D.Fafalios | 374·9\|51·3\|23·7 388·4(O.L.) FK | | | Chios Greek | T.3Cy.25″,41″&69″–48″ (*s*) 180lb 367NHP | 26 ″ 1 s 2 ″ 7 | |
| 120 | *ss*Ams.2ndNo.3–8,39 | | *3627* | *Shelter dk* | Sng | | 8,39 | 11mo | | | | | | 6*BHCem* | 3SB,*9cf*,GS156,HS5796 | 23 ″ 9½ | |
| SVRJ | 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*) | | *2396* | *withfreeboard* 12,40 ~~8,39~~ | BS7,41 ✠LMC8,39 | | | *Lloyd's A&CP* | | *CellDBa&uE*150′*f*162′*1056t* | | | | *APT*145*t* | N.E.MarineEngCoLd.Nwc | | |
| 83851 | **Stampalia** Ⓟ (*ex*KongSigurd) | | 1228 | | | | | 1907 | Fredrkstad Mek.Værks. Fredrikstad | "Adriatica"Soc. Anon.diNav. | 232·6\|32·6\|19·7 P57*t*H59*t*F18*t* | | | Venice Italian *WB* | T.3Cy.17½″,29″&48″–33″ 132NHP FredrikstadM.V Frdstad. | | I |
| 195 | | | 1083 | | | | | | | | | | | | | | |
| ICIG | 1 *Dk&Spar dk* | | 714 | | | | | | | | | | | | | | |
| 83852 | **Stamsund** | | 864 | | | | | 1939 | Moss Værft &Dokk,A/S Moss | Vesteraalens Dampskibsselskab | 214·2\|34·7\|13·8 | | | Stokmark- nes Norwegian *WB* | Oil Engines 4S.C.SA 7Cy.14⅜″–21⅜″ 141NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | N |
| | *Oil Eng.* | | 676 | | | | | | | | | | | | | | |
| LKHE | *Mchy.Aft* *CruiserStern* 1 *Dk&Shelter dk* | | 421 | | | | | | | | | | | | | | |
| 83853 | **Stanasfalt** | | 2468 | ✠100A1 | Rou | | CL | 1929 | Palmers' Co.Ld. Newcastle | Standard Française des Pétroles | 290·4\|49·2\|20·0 F31′ FK | | | Rouen French | T.3Cy.14½″,24″&39½″–27″ 180lb (*s*) 230NHP | 19 ″ 6 s 7 ″ 10 | |
| 1585 | *ss*Bdx.No.2–37 | | 2226 | *withfreeboard* 4,40 | | | 8,39 | 4mo | | | | | | *BHCem* | 2SB(Spt),*6cf*,HS4415 FD | 11 ″ 10 | |
| FNNQ | *Mchy.Aft* 1 *Dk*(*Stl*)*&Web frames* *Longitudinal framing at bottom & at deck* | | 1436 | MS5,37 ✠NB(P)1,37 | ✠LMC BS4,40 | | | *Lloyd's A&CP* | | *CellDBuE&B*47′67*t FPT*115*t* | | | | *APT*15*t* | Palmers'Co.Ld.Newcastle | | |
| | | | | *Fitted for oil fuel* 4,29 *Carrying Liquid Asphalt in cylindrical tanks* | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| 85/40 83854 | **Stancor** (*ex*Alburn,*ex*Algardi, *ex*Cherrybrook) | | 798 | ✠100A1 | Bly | *k* | OG | 1904 | W.Harkess &Son,Ld. Middlesbro' | StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld. *Mgrs.*) | 190·0\|30·0\|13·0 198·8(O.L.) Q97′B17′F21′ FK | | | London British | T.3Cy.16½″,27″&44″–30″(*r*) 160lb *100lb* NDB27 109NHP | 15 ″ 0 s 4 ″ 3½ | |
| 109685 | *ss*Hpl.2ndNo.3–1,29 | | 583 | 2,40 | | | 11,38 | 8mo | | | | | | 4*BHCem* | 1SB,*3pf*,GS57,HS1680 | 14 ″ 4¼ | |
| MMYX | *ss*Nwc.No.2–37 | | 416 | BS1,40 | ✠LMC6,37 | | | *Lloyd's A&CP* | | *DBa*40′ *CellD* | *BuE*15′*DBuB*16′*f* | | 83′190*t FPT* | 23*t APT*19*t* | Richardsons,Westgarth& Co.Ld.Mdb. | | |
| | *Well deck* 1 *Dk*(*Stl*)*&deep framing* *Cargo battens not fitted* | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Force exigée matériaux et gréement. Lettre d'équipement. | 7a Date de la dernière visite de flotte pour Schloss. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83855 | **Stancourt** (*ex*Oder–38) | | 965 | ✝100A1 | Dun | *m* | OG | 1909 | Ramage& | StanhopeS.S.Co. | 215·0\|31·5\|13·8 | London | T.3Cy.16½",27"&44"–30" (*s*) | 14 " 8 | |
| 125491 | *ss*Lth.2ndNo.3–3,34 | | 690 | 3,40 | | | 3,40 | 3mo | Ferguson,Ld. | Ld.(J.A.Billmeir& | 225·0(O.L.) | British | 180lb 98RHP | s " 3 | |
| MCXP | *Well deck* *ss*Gls.No.1–38 | | 550 | ~~BS5,40~~ ✝LMC7,38 | | | | | Leith | Co.Ld.*Mgrs.*) | P&B122'F68' FK | 5*BHCem* | 2SB,*4cf*,GS80,HS2303 | 14 " 6½ | |
| | Wireless 1*Dk*(*Stl*) | | | 1,41 | | | | *Lloyd's*A&CP | | *CellDBa*40'*uE*18'*f*90' | 230*tAPT*39*t* | Ramage&Ferguson,Ld.Lth | | |
| | *2nd dk in No.1 hold* | | | | | | | | | | | | | | |
| 83856 | **Stancroft** (*ex*Neoptolemos–38, | | 1407 | ✝ | Mtl | *o* | | 1908 | J.Priest- | StanhopeS.S.Co. | 240·0\|36·0\|15·8 | London | T.3Cy.19",31"&51"–36" | 17 " 8 | |
| 125447 | *ex*Stancroft–37, *ss*Nwc.2ndNo.3–12,34 | | 1118 | 9,38 | | | | 11mo | man&Co. | Ld.(J.A.Billmeir& | | British | NDB31 180NHP | | |
| GJGG | *ex*Greenbatt–37) Wireless 1*Dk*(*Stl*) | | 865 | | | | | | Sunderland | Co.Ld.*Mgrs.*) | Q129'B10'F21' FK | 1*BHCem* | 1SB,*4cf*,GS74,HS2938 | | |
| | *Well deck* | | | | | | | | | *CellDBa*70'*uE*& | *B*32'*f*96'372*t FPT* | 63*tAPT*94*t* | N.E.MarineEng.Co.Ld.Sld | | |
| | (*SUNK 12,38—REFLOATED AND NOW TRADING*) | | | | | | | | | | | | | | |
| | Now Sailing as "CASTILLO ALMANSA" | | | | | | | | | | | | | | |
| 83857 | **Standard** (*ex*Jupiter) | | 9724 | ✝100A1 | Bal | *g*† | CL | 1914 | Howaldts- | Panama Transport | 523·8\|68·7\|34·6 | Panama | Q.4Cy.27⅞"40"57"&81¼"–57" | 34 " 7 | |
| | *ss*Bal.2ndNo.3–10,39 | | 9418 | *Shelter dk* | | | 4,38 | 3mo | werke | Co. | | Pnamanian | 203lb (*s*) 646NHP | s 5 " 5½ | |
| HPNK | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | 6138 | *withfreeboard* | | | | | Kiel | | FK | 17*BHptCem* | 3SB(Spt),*12cf*,GS219, FD | 29 " 4½ | |
| | *Mchy.Aft* &*Web frames* | | | ~~5,40~~ ~~10,39~~ 12,40 | BS5,40 | | | | A&CP | | | (12 *to U dk* | HS8700 | | |
| | D.F. GyC. *Longitudinal framing* | | | ✝NB2,16 | ✝LMC10,39 | | | | | *CellD* | *B uE*&*B*95'422*t D* | *T f*58'579*t FPT*257*t* | 5 „ 2*nd* „ ) | Howaldtswerke,Kiel | |
| | | | | *CarryingPetroleum in bulk* | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 5,15 | | | *F.P. above* | | 150° F. | | | | | | |
| 83858 | — | | 1264 | | | | | 1930 | Smith's | A/S Standard | 242·9\|37·0\|16·0 | Oslo | T.3Cy.17½",28½"&47"–33" | | N |
| | | | 1098 | | | | | | Dock Co.Ld. | (J.B.Stang,*Mgr.*) | P46*tH*70*t* | Norwegian | 127NHP | | |
| LEXW | 1*Dk* | | 727 | | | | | | Middlesbro' | | | *WB* | Smith'sDockCo.Ld.Mdb. | | |
| 83859 | **Standard Arrow** | | 7794 | ✝100A1 | Bal | *d*† | CL | 1916 | NewYork | Socony-Vacuum | 467·6\|62·7\|32·0 | NewYork | Q4Cy.24½",35",51"&75"–51" | 32 " 0 | |
| 214196 | *ss*N.Yk.No.3–5,28 | | 7385 | *Shelter dk* | | | 3,40 | 8mo | S.B.Co. | OilCo.Inc. | 485·8(O.L.) | Utd.States | 220lb (*r*) 568NHP | s 4 " 2 | |
| WSCW | *ss*N.Yk.No.2–37 | | 4801 | *withfreeboard* | | | | | Camden,N.J. | | FK | 16*BHptCem* | 3SB,*9cf*,GS177,HS7804 FD | 28 " 0½ | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& | | | 3,40 | | | | | A&CP | | | (10 *to U dk* | NewYorkSB.Co.Cmdn,NJ | | |
| | D.F. *Web frames* | | | BS3,40 | ✝LMC8,37 | | | | | | | 6 „ 2*nd*„) | | | |
| | *Longitudinal framing* | | | *CarryingPetroleum in bulk* | | | | | | *CellD* | *B a*23'*uE*&*B*76'463 | *tDTf*40'441 | *tFPT*229*tAPT*131*t* | | |
| | | | | *Fitted for oil fuel* 8,16 | | | *F.P. above* | | 150° F. | | | | | | |
| 83860 | **Standard Portland Cement** | | 5141 | | | | | 1909 | Gt.Lakes | AmericanS.S.Co. | 444·0\|56·2\|29·0 | BuffaloNY | T.3Cy.22½",36"&60"–42" | | R |
| 206044 | (*ex*CliffordF.Moll–33) | | | | | | | | Eng.Works | (Boland&Cor- | | Utd.States | 233NHP | | |
| KDWA | *Mchy.Aft* 1*Dk* | | 3894 | | | | | | Ecorse,Mich. | nelius,*Mgrs.*) | | *WB* | GreatLakesEng.Works | | |
| | D.F. GyC. | | | | | | | | | | | | | | |
| 83861 | **Standard Service** | | 1271 | | | | | 1923 | Bethlehem | StandardOilCo. of | 210·0\|40·1\|16·1 | S.Frncisco | Oil Engines connected to | | R |
| 222799 | *OilEng.* | | | | | | | | S.B.Corp.Ld. | California | P65'F28' | Utd.States | Electric Motor & Sc. shaft | | |
| KFSS | *Carrying Petroleum in bulk* | | 765 | | | | | | San Francisco | | | | 12Cy.13"–19½" 197NHP | | |
| | *Mchy.Aft* 1*Dk* | | | | | | | | | | | | PacificDiesel Eng.Co.S.Fo. | | |
| | Wireless D.F. | | | | | | | | | | | | GenElecCoSchnectady NY | | |
| 83862 | **Standella** *ss*Fal.No.1–40 | | 6197 | ✝100A1 | Sng | *a*† | CL | 1936 | Harland& | Anglo-Saxon | 430·3\|54·7\|30·6 | London | Oil Engines 4S.C.SA | 31 " 0 | |
| 164606 | *OilEng.* | | 5505 | 6,40 ~~8,39~~ | Fal | | 8,39 | 4mo | Wolff,Ld. | PetroleumCo.Ld. | 446·2(O.L.) | British | 6Cy.25½"–55½" 378NHP | s 5 " 7½ | |
| GYRS | 1*Dk*, 2*nd dk clear of cargo tanks* | | 3605 | DBS6,40 | ~~✝MC8,37~~ | | | | Glasgow | | P91'B41'F48' FK | 16*BH* | DB*180lb* | 25 " 7 | |
| | D.F. E.S.D. *Mchy.Aft Cruiser Stern* | | | *CarryingPetroleum in bulk* | | | | *Lloyd's*A&CP | | | | | Harland&Wolft,Ld.Gls. | | |
| | *Longitudinal framing at bottom & at deck* | | | ✝LMC CS6,40 | | | | | | *CellDBu*E61'134*tD* | *Tf*25'265*tFPT*104*t* | *APT*60*t* | | | |
| | | | | 8,39 ~~12,37~~ | | | | | | | | | | | |
| 83863 | **Stanforth** (*ex*Foreland–37, | | 1817 | ✝100A1 | Hul | *q* | OG | 1915 | JanSmit | StanhopeS.S.Co. | 262·2\|38·2\|17·4 | London | T.3Cy.19",32"&52"–39" (*s*) | 19 " 9 | |
| 161356 | *ex*Dirksland) ~~*ss*Rot.No.3–3,37~~ | | 1384 | ~~3,41~~ ~~10,38~~ 3,41 | ~~Shl~~ Hpl | | ~~8,37~~ | 8mo | Czn. | Ld.(J.A.Billmeir& | | British | 180lb 203NHP | s 6 " 1½ | |
| GBRV | *ss*Shl.2ndNo.3–1,41 ~~*ss*Rot.No.2–36~~ | | 1042 | ~~BS5,40~~ | ~~✝LMC9,36~~ | | ~~12,40~~ | | Alblasserdm | Co.Ld.*Mgrs.*) | P69'Q78'F25' FK | 5*BHCem* | 2SB,*6cf*,GS101,HS3450 | 18 " 1 | |
| | *Well deck* D.F. 1*Dk*(*Stl*) | | | BS4,41 | 1,41 | | 8,41 | *Lloyd's*A&CP | | *Cell DBf*52'447*tDT* | *amids* 10'221*t FPT* | 65*tAPT*42*t* | Maats.deSchelde,Flushing | | |
| | *Mchy.Aft Cargo battens not fitted* | | | | | | | | | | | | | | |
| 83864 | **Stangate** (*ex*Drakedene–37, | | 1289 | ✝100A1 | Shl | *o* | OG | 1912 | W.Dobson | StanhopeS.S.Co. | 240·0\|33·5\|15·4 | London | T.3Cy.19",31"&51"–36" (*s*) | 17 " 3 | |
| 129797 | *ex*Emsworth *ss*Ant.2ndNo.3–4,37 | | 980 | 1,40 | | | 1,40 | 4mo | &Co. | Ld.(J.A.Billmeir& | 249·1(O.L.) | British | 180lb 201NHP | s4 " 11½ | |
| MDRV | Manor–36,*ex*Elvet) 1*Dk*(*Stl*) | | 678 | ~~BS9,39~~ | ✝LMC2,~~36~~ | | | | Newcastle | Co.Ld.*Mgrs.*) | Q127'B13'F25' | 4*BHCem* | 2SB,*6pf*,GS84,HS3524 | 15 " 11 | |
| | *Well deck* *Cargo battens not fitted* | | | 11,40 | MS1,40 | | | *Lloyd's*A&CP | | *CellDBa*69'*uE*& | *B35'f*100'294*tFPT* | 40*tAPT*66*t* | N.E.MarineEngCoLd Nwc | | |
| 83865 | **Stangrant** (*ex*ClanGrant–39, | | 5804 | ✝100A1 | Hul | *a*† | CL | 1912 | Hawthorn, | StanhopeS.S.Co. | 426·0\|54·1\|29·3 | London | Q4Cy26¾",39",56"&81½"–54" | 31 " 10 | |
| 135132 | *ex*Cambrian *ss*Grk.2ndNo.3–4,38 | | 5237 | *Shelter dk* | | | 4,40 | 9mo | Leslie&Co.Ld | Ld.(J.A.Billmeir& | 443·2(O.L.) | British | 220lb (*s*) 777NHP | s4 " 7½ | |
| GKXM | Marchioness,*ex*Port 2*Dks*(*Stl*)& | | 3538 | *withfreeboard* | | | | | Newcastle | Co.Ld.*Mgrs.*) | F*onShelterdk*50'FK | 7*BHCem* | 4SB,*16cf*,GS276,HS11420 FD | 27 " 7½ | |
| | Macquarie) *Shelter dk*(*Stl*–ws) | | | 4,40 | | | | *Lloyd's*A&CP | | *CellDBa*117'*uE*& | *B88'f*170'1033*tAPT* | *T*27*t* | N.E.MarineEng.CoLdNwc | | |
| | D.F. E.S.D. | | | BS9,39 | ✝LMC4,38 | | | | | | | | | | |
| 83866 | **Stanhope** (*ex*Corwen–37, | | 2337 | ✝100A1 | ~~Grns~~ | *s* | CL | 1919 | CaledonS. | StanhopeS.S.Co. | 285·0\|42·0\|18·9 | London | T.3Cy.22",36"&59"–39" (*s*) | 21 " 2 | |
| 142769 | *ex*WarDagger) *ss*Nwc.No.3–5,32 | | 1755 | Examined 5,41 | Gms | | ~~9,37~~ | 2mo | B.&E Co.Ld. | Ld.(J.A.Billmeir& | | British | 180lb 266NHP | s 2 " 1½ | |
| GRTK | *ss*Ant.No.1–37 | | 1332 | ~~BS4,40~~ | ✝LMC~~11,37~~ | | 3,41 | | Dundee | Co.Ld.*Mgrs.*) | P28'Q77'B56'F32' | 6*BHptCem* | 2SB,*6cf*,GS124,HS4500 | 19 " 3 | |
| | E.S.D. *Well deck* 1*Dk*(*Stl*) | | | | 3,41 | | | *Lloyd's*A&CP | | *CellDB*228'585*tFPT* | 100*tAPT*209*t* | FK | CaledonSB.&E.Co.Ld.Dun | | |
| | Sub.Sig. *Cargo battens not fitted* | | | | | | | | | | | | | | |
| 83867 | **Stanja** | | 1845 | | | | | 1915 | Nylands | A/S Standard | 265·2\|42·1\|18·7 | Oslo | T.3Cy.20½",33"&56"–36" | 20 " 0 | N |
| | | | 1615 | | | | | | Værksted | (J.B.Stang,*Mgr.*) | P53*t*B72'H82*t*F29' | Norwegian | 188NHP | | |
| | | | 1104 | | | | | | Oslo | | | *WB* | NylandsVærksted,Oslo | | |
| LCYV | D.F. 1*Dk* | | | | | | | | | | | | | | |
| 83868 | **Stanlake** (*ex*Mortlake–38, | | 1742 | ✝100A1 | Gms | *p* | CL | 1923 | Swan,Hun- | StanhopeS.S.Co. | 253·0\|37·2\|22·0 | London | T.3Cy.20",33"&54"–36" (*s*) | 24 " 2 | |
| 145510 | *ex*Ruckinge–36, *ss*Bry.No.3–2,36 | | 1562 | *withfreeboard* | Gls | | ~~1,40~~ | 3mo | ter&Wigham | Ld.(J.A.Billmeir & | | British | 180lb 214NHP | s6 " 3½ | |
| GPMR | *ex*Courcelles,*ex*MarjorieS.) 1*Dk*(*Stl*) | | 979 | 12,40 ~~1,39~~ | | | 10,40 | | Richardson, | Co.Ld.*Mgrs.*) | P15'F23' FK | 4*BHCem* | 2SB,*6cf*,GS113,HS3640 | 18 " 1 | |
| | D.F. *Cargo battens not fitted* | | | ~~✝LMC2,36~~ | | | | | Ld.Newcastle | ~~*CellDB*247'434*t*~~ | *Tankinwayofmainmast62t* | | Swan,Hunter&Wigham | | |
| | *ss*Gls.No.1–40 | | | | | | | *Lloyd's*A&CP | | *CellDB*247'434*t FPT* | 38*tAPT*44*t* | | Richardson,Ld. | | |
| 83869 | **Stanland** (*ex*Borderland–38) | | 1753 | ✝100A1 | Sld | *q* | CL | 1912 | Barclay, | | 260·1\|36·0\|22·2 | London | T.3Cy.19½",34"&55"–42" | 24 " 6 | |
| 135430 | *ss*Gms.2ndNo.3–7,39 | | 1570 | 9,39 | | | 6,39 | 12mo | Curle&Co.Ld | | 271·0(O.L.) | British | 180lb (*r*) 213NHP | s 3 " 8 | |
| GPQR | D.F. 2*Dks*(*Stl*) | | 863 | | | | | | Glasgow | | B73'F33' | 4*BHCem* | 2SB,*6cf*,GS102,HS3400 | 21 " 1 | |
| | | | | ✝LMC7,39 | | | | *Lloyd's*A&CP | | | FK&DK1½" | | Barclay,Curle&Co.Ld.Gls. | | |
| | | | | | | | | | | *CellDBa*58'*u* | *E22'f*116'257*tFPT* | 48*tAPT*25*t* | | | |
| 83870 | **Stanleigh** (*ex*Prekla–37, | | 1802 | 100A1 | Ant | *q* | CL | 1912 | G.Seebeck | StanhopeS.S.Co. | 259·7\|38·1\|17·9 | London | T.3Cy.17⅞",28⅞"&44½"–35½" | 20 " 4 | |
| 144604 | *ex*Corpath–34,*ex*Ernst *ss*Pir.No.3–5,34 | | 1471 | 5,40 ~~6,39~~ | Bry | | N6,39 | | Akt.Ges. | Ld.(J.A.Billmeir& | | British | 213lb (*s*) 186NHP | s 2 " 5½ | |
| GZZL | HugoStinnes11) *ss*Ant.No.1–39 | | 956 | ~~BS4,38~~ | LMC10,37 | | | | Weser- | Co.Ld.*Mgrs.*) | P69'F25' FK | 4*BHCem* | 2SB,*4cf*,GS58,HS2776 FD | 18 " 1 | |
| | *Mchy.Aft* 1*Dk* | | | 5,40 | | | | | münde-G. | *CellDB*224'404*tT* | *opside tanks*171'358*t* | *FPT*162*t* | G.SeebeckA.G. | | |
| | *Cantilever framed topside tanks* | | | | | | | | | | | *APT*38*t* | Wesermünde-G. | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dates of Transfers. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Now "Empire Pelican," *see No. 21020 in Supplement* | | | | | | | | | | | | | | | | | |
| ~~83871~~ ~~KHSS~~ | ~~Sub.Sig.~~ | ~~2 Dks~~ *Fitted for oil fuel* | ~~5986~~ 4712 | | | | | | | ~~United States Maritime Commission~~ | | | | | | | |
| 83872 | — Ⓟ | *Longitudinal framing* | 459 | ✠ — 2,32 | Bgk | *e* | | 1904 6mo | Helsingörs Jernsk&Msk. Elsinore | T.S.Hsu | 141·5 \| 24·6 \| 16·8 FK *CellDB a&u E32'30t* | | | Swatow Chinese | T.3Cy.12¼″,19″&31″-18″ 60NHP *4BHCem* | 10 ″ 6 | |
| | (*ex*Chutatutch–32, *ex*Christiansted) | *ss*Bgk.No.3–6,17 *ss*Bgk.No.2–24 | 418 307 | ✠ | | | | | | | | | | | 1SB,*2cf*,GS27,HS1152 HelsingörsJernsk.&Mskb. | | |
| | | *Fitted for oil fuel 1 Dk&AwngDk* | | | | | | | | | | | | | | | |
| 83873 | **Stanley A. Griffiths** | | 3237 | | | | | 1920 | Mobile S.B.Co. Mobile,Ala. | GriffithsS.S.Co. | 324·0 \| 46·2 \| 25·0 P30'B90'F35' | | | Wilmgton (Del.) Utd.States *WB* | T.3Cy.22″,37½″&60″-42″ 233NHP EllicottMachineCorp. Baltimore,Md. | | |
| 220019 KUSF | (*ex*Chincha–37, *ex*NosaKing–35, *ex*Capital of Nebraska) | *Fitted for oil fuel* 2 *Dks* | 3005 1976 | | | | | | | | | | | | | | |
| | D.F. | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 83874 | **Stanley Force** | | 586 | ✠100A1 8,38 BS~~12,38~~ 7,40 | Goo ✠LMC9,37 | *h* | CL 8,38 | 1920 3mo | R.William-son&Son Workington *Lloyd'sA&CP* | WestCoastShip-pingCo.Ld.(W.S. Kennaugh&Co. *Mgrs.*) | 165·9 \| 26·7 \| 11·0 171·4(O.L.) Q100'B9'F21' FK *CellDB/97'123t* | | | Whitehvn British | T.3Cy.13″,21½″&35″-27″ (*s*) 62RHP *3BHptCem FPT38t* | 13 ″ 2 s 4 ″ 5½ 13 ″ 0½ | |
| 134944 MJWZ | | *ss*Bkn.No.3–2,33 *ss*Bkn.No.1–37 | 392 243 | | | | | | | | | | | | 1SB,*3pf*,GS51,HS1605 W.Beardmore&Co.Ld.Gls. | | |
| | *Well deck* *Mchy.Aft* | 1 *Dk*(*Stl*) *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 83875 | **Stanmore** | | 4970 4510 | ✠100A1 *with freeboard* 1,418~~,40~~ *(Class Contemplated)* ✠LMC8,40 | Sld Npt | *n*† | CL | 1940 8mo | W.Pickers-gill&SonsLd. Sunderland *Lloyd'sA&CP* | StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDB367'786t* | 425·6 \| 56·3 \| 25·5 442·0(O.L.) F41′ FK *FPT150t APT246t* | | | London British (*Coll to Sh dk* 6 ,,*2nd*,,) | T.3Cy.23½″,38″&66″-45″ 220lb (*s*) 429NHP *7BHCem* GS123,HS6317 Rht 2SB,(SptFD)1AuxSB,*8cf*, G.Clark(1938)Ld.Sld. | 28 ″ 0 83 ″ 3 25 ″ 0 | |
| 167823 GMJD | D.F. | 1 *Dk&Shelter dk* *CruiserStern* | 2881 | | | | | | | | | | | | | | |
| 83876 | **Stanmount** (*ex*Bratton–37, | | 4468 | | | | | 1914 | W.Gray& Co.Ld. W Hartlepool | StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) | 365·0 \| 50·7 \| 26·7 P97'B20'F36' | | | London British *WB* | T.3Cy.25″,41″&68″-48″ 320NHP Cen.Mar.Eng.Wrks.WHpl | | C |
| 136686 GRFJ | *ex*Wyneric–37, *ex*RicardoA.Mestres) | *Fitted for oil fuel* D.F. 1 *Dk* | 3902 2783 | | | | | | | | | | | | | | |
| | *Mchy.Aft* | *Fitted with cylindrical tanks in holds for carrying Petroleum* | | | | | | | | | | | | | | | |
| 25/41 83877 | **Stanpark** (*ex*HaughtonHall–40) | | 5103 4563 | ✠100A1 *with freeboard* 1,40 ✠LMC7,37 | Mch | | CL | 1937 7mo | Sir J. Laing &Sons,Ld. Sunderland *Lloyd'sA&CP* | StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) | 440·6 \| 57·1 \| 24·3 454·2(O.L.) F39′ FK *CellDB370'1219t* | | | London British *7BHptCem* (*Coll to Sh dk* 6 ,,*2nd*,,) | T.3Cy.23″,37″&66″-45″ (*s*) 220lb 434NHP 3SB(Spt),*9cf*,HS6150 FD Richardsons,Westgarth& Co.Ld.Hpl. | 27 ″ 5 s 2 ″ 11½ t24 ″ 8½ | |
| 164335 GZZX | D.F. | 1 *Dk&Shelter dk* *CruiserStern* | 2968 | | | | | | | | | | | | | | |
| | | *Longitudinal framing at bottom& decks* | | *Fitted for oil fuel* 7,37 | | | *F.P. above* | | 50° F. | | | | | | | | |
| 83878 | **Stanville** (*ex*Stanmore–37, | | 538 | | | | | 1918 | D.Boot Alphen a/d Rijn | JohnS.Monks,Ld. | 164·9 \| 25·5 \| 10·8 Q98'B11'F23' | | | Liverpool British | T.3Cy.14″,22″&31″-24″ 79RHP N.V.Machinefabriek "Delftshaven" Rotterdam | | |
| 143962 MJTG | *ex*Wooler–34,*ex*JollyKate,*ex*Marsdiep) | *ss*Gls.2ndNo.3–2,34 *ss*Mdb.No.1–38 | 377 218 | | | | | | | | | | | | | | |
| | *Mchy.Aft* | 1 *Dk* | | | | | | | | | | | | | | | |
| 83879 | **Stanwell** (*ex*Stockwell–38) | | 5767 5361 | ✠100A1 1,411~~1,39~~ BS~~4,39~~ 6,40 ✠LMC7,38 | HKg Mdb | *a*† | CL 3,39 | 1914 11mo | Sir J. Laing &Sons,Ld. Sunderland *Lloyd'sA&CP Intermediate* | StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) | 425·0 \| 53·9 \| 30·4 P35'B122'F46′ FK *CellDBa124'u E&* | | | London British *Cem* | T.3Cy.25½″,36″52½″&76″-54″ 220lb (*s*) 664NHP 3SB,*12cf*,GS214,HS9657 FD N.E.MarineEng.CoLdNwc | 33 ″ 0 s 6 ″ 11½ 26 ″ 3 | |
| 133565 GDFX | | *ss*Gls.2ndNo.3–2,34 *ss*Mdb.No.1–38 | 3630 | | | | | | | | | | | | | | |
| | D.F. | 2 *Dks*(*Stl*) | | *Fitted for oil fuel* 6,18 | | | *F.P. above* | | 150° F | | | | | | | | |
| 32/41 83880 | **Stanwold** (*ex*Easingwold–37, | | 1020 | | | | | 1909 | Osbourne, Graham&Co. Sunderland | StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) | 210·5 \| 33·2 \| 13·6 Q108'B10'F20' | | | London British *WB* | T.3Cy.16″,27″&44″-30″ 106NHP Richardsons, Westgarth&Co.Ld.Sld. | | C |
| 160885 MPSV | *ex*Pervyse,*ex*AlfredKreglinger) | Wireless 1 *Dk* | 793 602 | | | | | | | | | | | | | | |
| 83881 | **Stanwood** | **Wood** | 1129 | | | | | 1916 | Kruse& Banks N.Bend.Or. | StanwoodS.S.Co. (W.R.Chamberlin &Co.*Mgrs.*) | 206·0 \| 42·0 \| 16·5 | | | S. Frncisco Utd.States | T.3Cy.13½″,23″&40″-30″ 88NHP MainI.Wks. SanFrancisco,Cal. | | |
| 214500 KJZA | Wireless D.F. | *Fitted for oil fuel* 1 *Dk* | — 627 | | | | | | | | | | | | | | |
| 83882 | **Star** (*ex*Troldfos) | | 1531 1349 | ✠100A1 9,409~~,39~~ BS~~9,40~~ 9,40 ✠LMC6,38 | Osl Nwc | *q* | CL 2,40 | 1922 2mo | Ardrossan D.D.Co.Ld. Ardrossan *Lloyd'sA&CP* | A/S Standard (J.B.Stang,*Mgr.*) | 255·5 \| 39·4 \| 16·6 P22'B&F212' FK *CellDB215'453t FPT* | | | Oslo Norwegian | T.3Cy.19″,32″&52″-36″ (*s*) 180lb 203NHP 2SB.*6cf*,GS105,HS3518 J.G.Kincaid&Co.Ld.Grk. | 18 ″ 8 | |
| LEXY | Wireless D.F. | *ss*Osl.No.3–6,34 *ss*Osl.No.1–38 1 *Dk*(*Stl*) | 852 | | | | | | | | | | | | | | |
| 83882* | — (*ex*Eugénie–39, | **Aux3MstSr** | 327 | | | | | 1919 | Gebr. G&H Bodewes Martenshoek | StureJennes &others | 132·6 \| 24·7 \| 11·2 Q26′ | | | Figeholm Swedish | Oil Engines 3Cy. NE37 A/BDeLavalsÅngturbin Skm. | | V |
| 7864 SEAR | *ex*Antigoon,*ex*GeorgeCarrier, *ex*Rap,*ex*Gebroeders BodewesIX) | *Oil Eng.* 1 *Dk* *Mchy.Aft* (*See Sailing Ship Register*) | 277 241 | | | | | | | | | | | | | | |
| 83883 | **Star of Alexandria** | | *4329* *4017* | ✠100A1 5,39 ✠LMC M86,35 BS~~5,40~~ 6,40 | Cff | *x* | CL ~~5,38~~ ~~5,40~~ 3,41 | 1928 1mo | Swan,Hun-ter&Wigham Richardson, Ld Sunderlnd *Lloyd'sA&CP* | AlexandriaNav.Co. S.A.E. *CellDBa&uE148'f164'1071t* | 378·0 \| 52·5 \| 25·3 P37'B227'F30' FK | | | Alexndria Egyptian | T.3Cy.23″,39″&66″-45″ (*s*) 200lb 359NHP *6BHptCem APT121t* 3SB(Spt)*9cf*,GS171,HS5844 Swan,Hunter&Wigham Richardson,Ld.Nwc. | 27 ″ 9 s 3 ″ 9½ 24 ″ 1½ | |
| 69 SUCT | (*ex*Toftwood–36) D.F. | *ss*Mdb.No.2–35 1 *Dk*(*Stl*) | *2719* | | | | | | | | | | | | | | |
| 83884 | **Star of Cairo** (*ex*GoldenSea–37) | | 4579 4286 | ✠100A1 ~~10,38~~ 10,40 BS~~8,39~~ 10,40 ✠LMC~~4,35~~ 8,39 | Nwc Alx | *z* | CL ~~10,37~~ N9,40 | 1924 5mo | W.Hamil-ton&Co.Ld Pt.Glasgow *Lloyd'sA&CP* | AlexandriaNav.Co. S.A.E. *CellDB332'985t D* | 387·6 \| 52·0 \| 26·5 P33'B114'F44' FK *Tf28'746t APT171t* | | | Alexndria Egyptian | T.3Cy.26″,38″&70″-48″& exhaust turbine driving steam compressor 180lb (*s*) 382NHP 3SB,*9cf*,GS177,HS6081 D.Rowan&Co.Ld.Glasgow | 29 ″ 0 s 5 ″ 3½ 23 ″ 11 | |
| 73 SUBP | D.F. | *ss*Hak.No.3–4,35 2 *Dks*(*Stl*) *ss*Alx.No.1–39 | 2894 | | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 5,24 | | | *F.P. above* | | 50° F. | | | | | | | | |
| 83885 | **Star of Egypt** (*ex*General | | 4372 4079 | ✠100A1 4,40 BS~~4,40~~ 5,40 ✠LMC1,38 | Sws | *y* | CL 3,38 | 1921 3mo | Palmers' Co.Ld. Newcastle *Lloyd'sA&CP* | AlexandriaNav.Co. S.A.E. *CellD* | 386·7 \| 52·8 \| 26·3 P36'Ba21'B113' Bf21'F42' FK *B327' 848t FPT97t* | | | Alexndria Egyptian *3BHptCem* | T.3Cy.26″,43″&71″-48″ (*s*) 180lb 453NHP 3SB,*9cf*,GS220,HS8007 Palmers'Co.Ld.Newcastle | 28 ″ 6 s 5 ″ 5½ 23 ″ 4 | |
| 59 SUBD | Smuts–34,*ex*Phœbus) D.F. | *ss*Mil.No.3–1,34 *ss*Alx.No.1–38 2 *Dks*(*Stl*) | 2731 | | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 3,21 | | | *F.P. above* | | 50° F. | | | | | | | | |
| 83886 | **Star of Luxor** (*ex*Fostat–39, | | 5298 4758 | ✠100A1 ~~11,12,39~~ 2,41 BS~~8,38~~ 11,40 ✠LMC8,37 | Alx Bry Cff | *y* | CL 12,39 | 1918 5mo | W.Gray& &Co.Ld. W Hartlepool *Lloyd'sA&CP* | AlexandriaNav.Co. S.A.E. *CellDB* | 400·0 \| 52·3 \| 28·4 P49'B113'F39' FK *345'1129t FPT116t* | | | Alexndria Egyptian *7BHptCem APT174t* | T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl | 31 ″ 0 s 5 ″ 11½ 25 ″ 3½ | |
| 56 SUBC | *ex*TartarPrince–33, *ex*WarJackdaw) | *ss*Grk.No.3–11,33 *ss*Alx.No.1–37 2 *Dks*(*Stl*) | 3279 | | | | | | | | | | | | | | |
| 83887 | **Star of Mex** Ⓟ (*ex*PortSudan–40, | | 1116 | | | | | 1911 | Schiffsw.v. Henry Koch Lübeck | AlexandriaNav.Co. S.A.E. | 213·5 \| 32·9 \| 14·9 P&B128'F60' | | | Alexndria Egyptian *WB* | T.3Cy.17″,27⅛″&42½″-32½″ 105NHP Ottensener MchFabAltona | | C |
| 70 SUCU | *ex*Alisa–37,*ex*Mosel–35) | 1 *Dk* | 759 651 | | | | | | | | | | | | | | |
| 83888 | **Star of Ramleh** (*ex*Alness–33) | | 3694 | | | | | 1920 | RopnerS.B. &Repg.Co. (Stn.)Ld. Stockton | | 346·7 \| 51·0 \| 24·1 | | | British *WB* | T.3Cy.25″,41″&67″-45″ 301NHP Blair&Co.Ld.Stockton | | C |
| Now "Empire Lotus," *see No. 87922 in Supplement* | D.F. | 2 *Dks* | 2220 | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignant maintenant expiré. Lettre d'Appui pendant. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | 15 Exigences du Lloyd's en ce qui concerne la Loadline Cert. Load Line. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83889 SUCS | **Star of Suez** (ex Marthara–38) ss Shl. No. 3–2,38 D.F. 2 Dks (Stl) | | 4999 4683 3105 | ✠100A1 9,408 ~~8,39~~ BS ~~8,39~~ 5,40 | Bry NNa ✠LMC 2,38 | y | CL 8,39 | 1926 1mo Lloyd's | D & W Henderson & Co. Ltd. Glasgow | Alexandria Nav. Co. S.A.E. Cell | 403·0 \| 52·2 \| 27;3 415·3 (o.l.) P45'B125'F46' FK DB343' 1111t FPT 68t APT 209t | Alexandria Egyptian | T.3Cy.25",41"&68"–51" (s) 180lb FD 449NHP 3SB (Spt) 9cf, GS150, HS6531 D & W Henderson & Co Ld. Gls | 29 ″ 10 s 5 ″ 8 24 ″ 5½ | |
| 83890 162115 GZFB | **Starcross** D.F. 1 Dk & Shelter dk Cruiser Stern *Longitudinal framing at decks* | | 4662 4278 2748 | ✠100A1 *with freeboard* 11,39 | Cff ✠LMC 11,36 | a† | CL 2,39 | 1936 11mo Lloyd's | J L Thompson & Sons, Ld. Sunderland | Exmouth S.S. Co. Ltd. (Anning Bros. *Mgrs.*) Cell DB325' 1024t | 411·0 \| 57·7 \| 24·4 FK (Coll to Sh dk 5 „ 2nd „ ) FPT 224t APT 184t | Cardiff British 220lb *220lb* 298NHP 6 BHCem 2SB, 6cf, GS98, HS3910 FD Richardsons, Westgarth & Co. Ld. Hpl. | T.3Cy.21",35½"&60"–89" (s) s 2 ″ 8½ 2SB, 6cf, GS98, HS3910 FD Richardsons, Westgarth & Co. Ld. Hpl. | 27 ″ 6 25 ″ 0½ | |
| 83891 LEYC | **Stargard** 1 Dk | | 1113 977 657 | | | | | 1915 | Trndhjms Mek. Værks. Trondheim | A/S Standard (J. B. Stang, *Mgr.*) | 226·5 \| 36·5 \| 15·7 P12'B52'H57t F26' WB | Oslo Norwegian | T.3Cy.17",27½"&46"–30" 116NHP Trondhjems MV Trndheim | | N |
| 83892 7698 SEHN | **Starke** (P) Twin Sc (*Ferry & Icebreaker*) GyC. 2 Dks Sub. Sig. *Cruiser Stern* | | 2459 2232 706 | | | | | 1930 | Deutsche Werke Kiel A.G. Kiel | Svenska Statens Järnvägar (E. von Friesen) | 305·5 \| 52·1 \| 23·3 F89' WB | Trelleborg Swedish | T.6Cy.24⅞",39"&63¾"–35½" 487NHP Akt. Lindholmen-Motala | | G |
| 83893 162483 MPWY | **Starling** ss Lon. No. 2–39 ~~1 Dk (Mchy.)~~ 1 Dk (Stl) & Shelter dk (Stl) | | 1320 954 628 | ✠100A1 *with freeboard* 2,41 ~~4,39~~ MS 4,39 | Lon Bry ✠LMC BS ~~2,41~~ 2,41 ✠Lloyd's sl. MC 3,40 | q | CL ~~3,39~~ N 2,40 | 1930 10mo Lloyd's | Ailsa S.B. Co. Ltd. Troon | General Stm. Nav. Co. Ltd. Cell DB202'335t FPT | 246·0 \| 40·2 \| 12·8 B62' FK (Coll to Sh dk 4 „ 2nd „ ) 42t APT 11t | London British 200lb 201NHP 5 BHCem 2SB. 6cf, GS118, HS3650 Ailsa S.B. Co. Ltd. Troon | T.3Cy 18",29"&48"–36" (s) 200lb 201NHP s ″ 2 5 BHCem 2SB. 6cf, GS118, HS3650 Ailsa S.B. Co. Ltd. Troon | 14 ″ 9 14 ″ 8½ | |
| 83894 145609 CYML | **Starmount** (ex Pabjune) *Mchy. Aft* 1 Dk | | 1859 1643 1122 | | | | | 1923 | Dunlop, Bremner & Co. Ld. Pt. Gls. | Canada Steamship Lines, Ld. | 252·0 \| 43·1 \| 17·3 F37' WB | Montreal British | T.3Cy.16",26½"&44"–33" 96RHP Dunlop, Bremner & Co. Ld. | | C |
| 83895 210542 WDDR | **Starr** (P) *Fitted for oil fuel* Wireless 2 Dks | | 525 — 309 | | | | | 1912 | J. F. Duthie & Co. Seattle, Wash. | Alaska S.S. Co. Inc. | 131·1 \| 25·8 \| 19·7 P40' | New York Utd. States | T.3Cy.12½",21"&36"–27" 67NHP Washington I. Wks. Seattle | | |
| 83896 166528 GNNC | **Starstone** D.F. E.S.D. 1 Dk & Shelter dk Cruiser Stern *Tonnage opening closed 41' (W.E.)* | | 5702 5276 3441 | ✠100A1 *with freeboard* 2,41 *Fitted for oil fuel* 7,38 | Grk Gls ~~12,39~~ LMC 7,38 | b† | CL ~~24,39~~ 10,40 F.P. above 1 | 1938 8mo Lloyd's | Wm. Doxford & Sons Ld. Sunderland | Alva S.S. Co. Ltd. (Navigation & Coal Trade Co. Ltd. *Mgrs.*) Cell DB 655t | 431·9 \| 57·5 \| 26·7 447·7 (o.l.) FK 373'1362t MT 16' ( FPT 195t APT 191t | London British 220lb (s) FD 474NHP 7 BHpt Cem 3SB (Spt) 9cf, GS151, HS6585 Richardsons, Westgarth & Co. Ld. Hpl. | T.3Cy.24",39"&69"–48" 220lb (s) FD 474NHP 3SB (Spt) 9cf, GS151, HS6585 Richardsons, Westgarth & Co. Ld. Hpl. | 37 ″ 8 s 10 ″ 11½ 26 ″ 11½ | |
| 83897 7854 SDRA | **Start** (ex Cranstone–33, ex Spette) D.F. 1 Dk | | 1765 1329 991 | | | | | 1922 | Ouse S.B. Co. Ltd. Hook, near Goole | Rederi A/B Thetis (R. Hellberg, *Mgr.*) | 262·5 \| 40·0 \| 16·0 P28'Q82'B57'F21' WB | Gothenburg Swedish | T.3Cy.19½",31"&53"–36" 169NHP Hwthrn, Leslie & Co. Ld. Nwc | | C |
| 83898 142834 GBJR | **Start Point** (ex Bretwalda–35) ss Cff. No. 3–3,32 D.F. ss Shi. No. 1–36 2 Dks (Stl) | | 5293 4844 3274 | ✠100A1 ~~Examined~~ 4,41 MS 10,36 | ~~NYk~~ Hul ✠LMC BS ~~8,39~~ 12,40 | y | CL 5,39 | 1919 6mo Lloyd's | Sunderland S.B. Co. Ltd. Sunderland | Cereal Trade & Shipping Co. Ltd. Cell DB | 400·0 \| 52·4 \| 28·4 P49'B113'F39' FK 344' 1128t FPT 118t | Newcastle British 180lb 517NHP 7 BHCem 3SB, 9cf, GS190, HS7668 FD APT 209t | T.3Cy.27¼",44"&73"–48" (s) 180lb 517NHP s 6 ″ 0½ 3SB, 9cf, GS190, HS7668 FD Blair & Co. Ld. Stockton | 31 ″ 0 s 6 ″ 0½ 25 ″ 3 | |
| 83899 161518 | **Starwell** *Mchy. Aft* 1 Dk | | 1938 1638 1158 | | | | | 1929 | Swan, Hunter & Wigham Richardson, Ld. Sld. | Sarnia Steamships Ld. (R. Scott Misener, *Mgr.*) | 252·8 \| 43·4 \| 17·8 Q100'F35' WB | Montreal British | T.3Cy.15",25"&40"–33" 81RHP Swan, Hunter & Wigham Richardson, Ld. Nwc. | | C |
| 83900 UPAM | **Stary Bolshevik** *Oil Eng* 1 Dk | | 3974 3256 2256 | | | | | 1933 | Severney S.B. Yard Leningrad | U.S.S.R. | 347·6 \| 51·6 \| 24·9 P29'B53'F30' | Odessa Russian | Oil Engines 2S.C.SA 4Cy.26¾"–47⅞" 497NHP Russian Diesel Works, Len. WB | | |
| 83901 DHWD | **Stassfurt** *Ref. Mchy.* 2 Dks D.F. GyC. Sub. Sig. | | 7395 6516 4312 | | | | | 1930 | Bremer Vulkan Vegesack | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 476·6 \| 63·1 \| 28·4 B&F428' *Upper* F39' WB | Hamburg German | 4 Steam Turbines SR geared to 1 Sc. Shaft NB 37 E made 23 refitted 30 Blohm & Voss, K.a.A. Ham. | | G |
| 83902 222636 KJZB | **State of Maryland** (P) *Fitted for oil fuel* *Ref. Mchy.* 2 Dks | | 1784 1477 669 | | | | | 1922 | The Pusey & Jones Co. Wlmgtn, Del. | Baltimore Steam Packet Co. | 320·0 \| 56·6 \| 16·9 | Baltimore Utd. States | T.4Cy.24½",40"&(2)47"–42" 246NHP Pusey & Jones Co. Wlmgtn | | R |
| 83903 222715 KJZC | **State of Virginia** (P) *Fitted for oil fuel* 2 Dks | | 1783 — 674 | | | | | 1923 | The Pusey & Jones Co. Wlmgtn, Del. | Baltimore Steam Packet Co. | 320·0 \| 56·6 \| 16·9 | Baltimore Utd. States | T.4Cy.24½",40"&(2)47"–42" 246NHP Pusey & Jones Co. Wlmgtn | | R |
| 83904 PHSN | **Statendam** (P) Twin Sc ss Rot. No. 2–37 *Ref. Mchy.* 4 Dks (Stl–Weather dk ws) 5th dk (Stl) in holds 6th dk (Stl) in No. 1 hold GyC. D.F. Sub. Sig. *Cruiser Stern* | | 28291 22088 16920 | ✠100A1 *with freeboard* 5,39 BS 11,39 ✠Lloyd's sl. MC 1,40 *Fitted for oil fuel* 4,29 | Rot ✠LMC 12,37 | r† | CL 12,38 Completed by F.P. above 1 | 1929 4mo Lloyd's | Harland & Wolff, Ld. Belfast Wilton's Slip | Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn) way & Eng. Co. Rot. Cell D | 674·2 \| 81·3 \| 49·4 670·4 FK & BK 2½" B323' ( B581'3233t DTa 48 | Rottrdam Dutch 11 BHCem Coll to W dk 10,,2nd,, 961t DTf 56' | 6 Steam Turbines SR geared to 2 Sc. Shafts (s) 4644 NHP 430lb *100lb* FD HS42960 6 WTB (Spt 430lb) Harland & Wolff, Ld. 1590t FPT 203t APT 124t | 53 ″ 9 s 20 ″ 11½ 33 ″ 3½ | |
| 83905 147474 GJQD | **Statesman** (ex British Prince–35, ex London Shipper) ss Gls. No. 3–11,35 2 Dks (Stl) & Shelter dk (Stl) D.F. GyC. *Cruiser Stern* | | 7939 7368 4947 | ✠100A1 *Shelter dk* *with freeboard* Examined 9,40 MS 11,35 *Fitted for oil fuel* 8,23 *Fitted for carrying oil* 1,29 | Gls ~~Grk~~ Liv 3,41 BS ~~12,39~~ ✠LMC F.P. above 1 F.P. above 150° F. in after deep tank. | c† | CL 5,38 | 1923 8mo Lloyd's | Furness S.B. Co. Ltd. Haverton Hill-on-Tees | Charente S.S. Co Ld (T. & J. Harrison, *Mgrs.*) Duct keel in Boiler Cell DB366' 1568t | 450·4 \| 58·0 \| 38·3 468·0 (o.l.) F42' on Shelter dk Collision space & forward 154' DTf 33' 967t DTa 53' | Liverpool British pt Cem nBHto Sh dk 6 „ „ „ U „ 797t FPT 6 | 2 Steam Turbines SR geared to 1 Sc. Shaft 190lb (s) 1004NHP 4SB, 16cf, GS325, HS13168 FD Richardsons, Westgarth & Co. Ld Mdb. 8t APT 82t | 41 ″ 0 s 11 ″ 1½ 30 ″ 2 | |
| 83906 3 SZPN | **Stathis A.** (ex Nokol–39, ex Avissos–34, ex Amvrosios N.) Iron Twin Sc 1 Dk | | 385 — 189 | | | | | 1885 | Stablimento Tecnico Trieste | Stathis Apostolopoulos, Ld. | 176·0 \| 27·4 \| 7·5 | Kavalla Greek | C.4Cy.11½"&21"–18" 31NHP Stabilimento Tecnico, Tri. | | |
| 83907 165381 GZKG | **Statira** *Oil Eng.* D.F. 1 Dk & Shelter dk Cruiser Stern | | 4852 4421 2920 | ✠100A1 *with freeboard* 3,40 | Cff ✠LMC 1,37 | a† | CL 7,38 | 1937 1mo Lloyd's | W. Doxford & Sons, Ld. Sunderland | Chellew Steamship Management Co. Ld. (F. C. Perman, *Mgr.*) Cell DB350'1176t | 423·4 \| 54·2 \| 26·1 439·2 (o.l.) FK (Coll to Sh dk 6 „ 2nd „ ) MT 1233t APT 177t | London British 7 BHpt Cem 2DB *120lb* | Oil Engines 2S.C.SA 3Cy.20½"–81½" 388NHP W. Doxford & Sons, Ld. Sld. | 28 ″ 8 s 3 ″ 4½ 25 ″ 6 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 / 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 / 6 / 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 / 9 Built. When | By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Tr. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83908 | **Statsraad Lehmkuhl** Aux Bk | 1701 | | | | | 1914 | J.C.Tecklenborg A.G. Wesermünde-G. | BergensSkoleskibs Styre | 258·2 | 41·5 | 21·4 | Bergen Norwegian | Oil Engines 2S.C.SA 4Cy.15¾"–21⅛" 174NHP J.C.Tecklenborg A.G.Wsm | | |
| | (*ex* Grossherzog Friedrich August) *Mchy.Aft* 2*Dks & Shelter dk* | 864 | | | | | | | | P236 *t* H95 *t* | | 13·9 | | | | |
| LDRG | (*See Sailing Ship Register*) | 764 | | | | | | | | | | | | | | |
| 83909 | **Stavanger I** Ⓟ | 718 | | | | | 1914 | Trndhjms Mek.Værks. Trondheim | DetStavangerske Dampskibsselskab | 193·6 | 28·0 | 12·5 | Stavanger Norwegian *WB* | T.3Cy.17½",28"&47"–30" 121NHP Trondhjems M.V.Trndheim | | N |
| | | 349 | | | | | | | | P&B109'F55' | | | | | | |
| LEYI | 1*Dk* | 351 | | | | | | | | | | | | | | |
| 83910 | **Stavangerfjord** Ⓟ Twin Sc | 13156 | ✠100A1 | Osl | | CL | 1918 | Cammell Laird&Co.Ld Birkenhead | DenNorske AmerikaLinje A/S | 532·5 | 64·2 | 29·3 | Stavanger Norwegian | Q.8Cy26½"37½"53"&76"–54" &LP turbines with DR | 32 " 6 | |
| | *ss* N.Yk.No.3–1,30 | 9814 | *Shelter dk* | | | 2,39 | 2mo | | | | | | | 10 *BHCem* | s 5 " 5½ | |
| LFSA | *ss* Osl.No.2–39 | 7793 | *with freeboard* | | | | | | | P21'B&F464' | | | | gearing & hydraulic couplings 220lb (*r*) 1973NHP | 27 " 3 | |
| | 2*Dks* (*Stl*) *& Shelter dk* | | 3,39 | ✠LMC 3,39 | | | *Lloyd's* | *SA&CP* | | *on Shelter dk* FK | | | | 8SB,32*cf*,GS630,HS24640FD | | |
| | (*Stl*–ws) 3*rd dk in Nos.*1,2 *& 3 holds* | | | | | | | | *Cell DB* 480' | 1580 *t* *DT* *a* 80 *t* *FPT* 1 | | | 79 *t* *APT* 197 *t* | Cammell Laird & Co Ld Bkn. | | |
| | D.F. E.S.D. GyC. *Cruiser Stern* | | *Fitted for oil fuel* 3,2 4 *F.P. above* 150° F. | | | | | | | | | | | | | |
| 83911 | **Stavropol** Ⓟ (*ex* Kotik) | 1210 | | | | | 1907 | Nüscke & Co.A.G. Stettin | U.S.S.R. | 197·9 | 32·9 | 20·5 | Vladvostk Russian *WB* | T.3Cy.17",26"&43"–28" 98NHP Schiffsw.Uebigau, Dresden | | |
| | | 1047 | | | | | | | | F31'B66' | | | | | | |
| | 1*Dk & Spar dk* | 686 | | | | | | | | | | | | | | |
| 83912 | **Stavros** (*ex* Kingston Hill–37, | *4853* | | | | | 1925 | Furness S.B.Co.Ld. Haverton-Hill-on-Tees | KassosSteamNav. Co.Ld. (Pnevmaticos, Rethymnis, Yannaghas, *Mgrs*) | 410·5 | 53·6 | 25·6 | Syra Greek *WB* | T.3Cy.27",45"&75"–51" 402NHP Richardsons, Westgarth & Co.Ld.Hpl. | | C |
| 294 | *ex* Ashleigh–36) | *4491* | | | | | | | | F32' | | | | | | |
| SVUM | 1*Dk & Shelter dk* | *2893* | | | | | | | | | | | | | | |
| 83913 | **Steady** (*ex* Th.Stauning–34) Wood | 394 | | | | | 1931 | J.Ring-Andersen Svendborg | E.P.Foss | 132·9 | 28·0 | 14·5 | Copnhagn Danish | Oil Engines 4S.C.SA 6Cy.11⅛"–18⅞" 81NHP A/S Frichs, Aarhus. | | V |
| | Wireless D.F. (*Fish Carrier*) *Oil Eng.* | 328 | | | | | | | | | | | | | | |
| OZHE | *Ref.Mchy. Mchy.Aft* 1*Dk* | 212 | | | | | | | | | | | | | | |
| 83914 | **Steaua Romana** (*ex* Emil Georg | *5311* | 100A1 | Msl | *y* | CL | 1914 | Nordseewerke Emden | Ministry of War Transport (British Tanker Co.Ld. *Mgrs*) | 390·9 | 53·0 | 29·2 | Swansea British | T.3Cy.24",39½"&66½"–47½" | 29 " 7 | |
| 145188 | von Stauss, *ex* Olex) | *4538* | 2,40 | | | 8,37 | | | | 406·8 (O.L.) | | | | 200lb *120lb* (*s*) 382NHP | 8 5 " 7¼ | |
| BFXF | Sub.Sig. *ss* Gen.2nd No.3–9,38 | *3229* | BS8,39 | LMC 9,38 | | | *Lloyd's* | *AP* | *Cell DBu E&B* | P119'B31'F38' FK | | | 16 *BH Cem* | 2SB(Spt),6*cf*, HS5360 FD | 24 " 2½ | |
| | *Mchy.Aft* 2*Dks* (*Stl*) *& Web frames* | | *Carrying Petroleum in bulk* | | | | | | 232 *t* *DT* *f* 40'46 | 2 *t* *FPT* 211 *t* *APT* 71 *t* | | | (13 *to U dk* 3 „ 2*nd* „) | Bremer Vulkan, Vegesack. | | |
| | D.F. E.S.D. *Longitudinal framing* | | *Fitted for oil fuel* 8,2 2 *F.P. above* 150° F | | | | | | | | | | | | | |
| 83915 | **Steel Age** | 6188 | ✠100A1 | Mob | *z* | CL | 1920 | Federal S.B.Co. Kearny, N.J. | IsthmianS.S.Co. | 395·5 | 55·0 | 31·4 | New York Utd.States | 2 Steam Turbines DR (*s*) geared to 1 Sc.Shaft 210lb | 34 " 11 | |
| 219514 | *ss* N.Os.No.3–6,32 | 5705 | *Shelter dk* | | | 9,38 | 2mo | | | | | | | 3SB(Spt),*9cf*, HS7836 FD | s 7 " 11 | |
| KOXZ | *ss* Bal.No.1–35 | 3821 | *with freeboard* | | | | | | | P45'B110'F18' *on* | | | *pt Cem* | Midwest Eng.Co. Indianapolis, Ind. | 27 " 2½ | |
| | GyC. 1*Dk* (*Stl*) *& Shelter dk* (*Stl*) *& Web frames* | | 1.40 | LMC 1,40 ~~MS7,35~~ ~~BS1,40~~ | | | | | *Cell DB* | *Shelter dk* FK 331'1512 *t* *FPT* 187 *t* | | | 6 *BHto Sh dk* *APT* 175 *t* | | | |
| | *Longitudinal framing* | | *Fitted for oil fuel* 2,2 0 *F.P. above* 150° F. | | | | | | | | | | | | | |
| 83916 | **Steel Chemist** | 1694 | | | | | 1926 | Federal S.B.&D.D.Co Kearny, N.J. | UnitedStatesSteel ExportCo. ~~Inc.~~ | 250·0 | 42·7 | 20·0 | New York Utd.States *WB* | Oil Engines 2S.C.DA. 4Cy.16"–24" 358NHP Worthington Pump & Machy.Corp. Buffalo, N.Y. | | R |
| 225935 | *Oil Eng.* | 1489 | | | | | | | | F40' | | | | | | |
| KFZW | *Mchy.Aft* GyC. D.F. 1*Dk* | 974 | | | | | | | | | | | | | | |
| 83917 | **Steel Electrician** | 1694 | | | | | 1926 | Federal S.B.&D.D.Co Kearny, N.J. | TennesseeCoal, Iron&R.R.Co. | 250·3 | 43·9 | 17·2 | Mobile Utd.States *WB* | 3 Oil Engines connected to Elec.Mot.&ScShft 4S.C.SA 12Cy.15"–22" 263NHP Diesels-New London Ship &Eng.Co.N.Lndn, Conn. | | R |
| 225508 | *Oil Eng.* | 1560 | | | | | | | | F40' | | | | | | |
| KFZX | *Mchy.Aft* GyC. D.F. 1*Dk* | 974 | | | | | | | | | | | | | | |
| 83918 | **Steel Engineer** | 5687 | | | | | 1920 | Federal S.B.Co. Kearny, N.J. | IsthmianS.S.Co. | 424·2 | 56·2 | 26·5 | New York Utd.States *WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft W&A Fletcher Hoboken NJ | | R |
| 220495 | *Fitted for oil fuel* | — | | | | | | | | P41'B&F350' | | | | | | |
| KDCX | GyC. 2*Dks* | 3450 | | | | | | | | | | | | | | |
| 83919 | **Steel Exporter** | 5687 | | | | | 1920 | Federal S.B.Co. Kearny, N.J. | IsthmianS.S.Co. | 424·2 | 56·2 | 26·5 | New York Utd.States *WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft Federal S.B.Co. | | R |
| 220553 | *Fitted for oil fuel* | — | | | | | | | | P41'B&F350' | | | | | | |
| KDDN | GyC. 2*Dks* | 3450 | | | | | | | | | | | | | | |
| 83920 | **Steel Inventor** | 5687 | | | | | 1920 | Federal S.B.Co. Kearny, N.J. | IsthmianS.S.Co. | 424·2 | 56·2 | 26·5 | New York Utd.States *WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft Federal S.B.Co | | R |
| 220776 | *Fitted for oil fuel* | 5082 | | | | | | | | P41'B&F349' | | | | | | |
| KDJL | GyC. 2*Dks* | 3450 | | | | | | | | | | | | | | |
| 83921 | **Steel Mariner** | 5687 | | | | | 1920 | Federal S.B.Co. Kearny, N.J. | IsthmianS.S.Co. | 424·2 | 56·2 | 26·5 | New York Utd.States *WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft W&A Fletcher Hoboken NJ | | R |
| 220179 | *Fitted for oil fuel* | 5082 | | | | | | | | P42'B&F350' | | | | | | |
| KUVK | GyC. 2*Dks* | 3450 | | | | | | | | | | | | | | |
| 83922 | **Steel Navigator** | 5719 | | | | | 1921 | Federal S.B.Co. Kearny, N.J. | IsthmianS.S.Co. | 424·2 | 56·2 | 26·5 | New York Utd.States *WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft Federal S.B.Co. | | R |
| 221857 | *Fitted for oil fuel* | 5081 | | | | | | | | P41'B350' | | | | | | |
| KDWL | GyC. 2*Dks* | 3471 | | | | | | | | | | | | | | |
| 83923 | **Steel Pier** Ⓟ Twin Sc | 1775 | | | | | 1897 | W.Cramp &SonsCo. Philadelphia | CapeCodS.S.Co. | 239·2 | 40·1 | 21·8 | Boston Utd.States | T.6Cy.18",27"&42"–24" 172NHP W.Cramp&SonsCo.Phl. | | |
| 92830 | (*ex* Miami–32) | — | | | | | | | | | | | | | | |
| KJZD | 2*Dks & Promenade dk* | 1065 | | | | | | | | | | | | | | |
| 83924 | **Steel Ranger** | 5687 | | | | | 1920 | Federal S.B.Co. Kearny, N.J. | IsthmianS.S.Co. | 424·2 | 56·2 | 26·5 | New York Utd.States *WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft Federal S.B.Co. | | R |
| 220652 | *Fitted for oil fuel* | 5082 | | | | | | | | P41'B&F349' | | | | | | |
| KDGL | GyC. 2*Dks* | 3450 | | | | | | | | | | | | | | |
| 83925 | **Steel Scientist** | 5688 | | | | | 1921 | Federal S.B.Co. Kearny, N.J. | IsthmianS.S.Co. | 424·2 | 56·2 | 26·5 | New York Utd.States *Wb* | 2 Steam Turbines DR geared to 1 Sc.Shaft Federal S.B.Co. | | R |
| 221785 | *Fitted for oil fuel* | — | | | | | | | | P41'B350' | | | | | | |
| KDVW | GyC. 2*Dks* | 3405 | | | | | | | | | | | | | | |
| 83926 | **Steel Seafarer** | 5719 | | | | | 1921 | Federal S.B.Co. Kearny, N.J. | IsthmianS.S.Co. | 424·2 | 56·2 | 26·5 | New York Utd.States *WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft Federal S.B.Co. | | R |
| 221707 | *Fitted for oil fuel* | 5081 | | | | | | | | P42'B&F351' | | | | | | |
| KDVN | GyC. 2*Dks* | 3471 | | | | | | | | | | | | | | |
| 83927 | **Steel Trader** | 5687 | | | | | 1920 | Federal S.B.Co. Kearny, N.J. | IsthmianS.S.Co. | 424·2 | 56·2 | 26·5 | New York Utd.States *WB* | 2 Steam Turbines DR geared to 1 Sc.Shaft W&A Fletcher Hoboken NJ | | R |
| 220180 | *Fitted for oil fuel* | 5082 | | | | | | | | P42'B&F350' | | | | | | |
| KUVL | GyC. 2*Dks* | 3450 | | | | | | | | | | | | | | |
| 83928 | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres les Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appel. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navires. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Rang entre les voies de navigation et Règlements Suez, Panama, Kiel, Danube, Corf. Kiel, Trieste |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83929 222539 KFCI | **Steel Traveler** *Fitted for oil fuel* GyC. 3 *Dks* | 7056 5081 4381 | | | | | 1922 | Federal S.B.Co. Kearny,N.J. | IsthmianS.S.Co. | 424·2 \| 56·2 \| 26·5 | NewYork Utd.States *WB* | 2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co. | | R |
| 83930 219662 KUFN | **Steel Voyager** *ss*Bal.No.3-2.32 *ss*Bal.No.2-39 ~~*ssBal.No.1-35*~~ 1 *Dk(Stl)&Shelter dk(Stl)&* GyC. *Web frames Longitudinal framing* | 6198 — 3798 | ✠100A1 *Shelter dk with freeboard* 12,39 ~~M610,35~~ *Fitted for oil fuel* 2,20 | Mob | *z* M812,39 LMC ~~BS7,39~~ 1,40 *F.P.above* | CL 1,39 | 1920 2mo | Federal S.B.Co. Kearny,N.J. A&CP | IsthmianS.S.Co. *CellDB* | 395·5 \| 55·0 \| 31·4 P45′B110′F38′*on Shelter dk* FK 331′1512*t FPT*187*t* | NewYork Utd.States *ptCem* 6 *BHtoSh dk APT*175*t* | 2 Steam Turbines DR geared to 1 Sc. Shaft 210lb 3SB(Spt),*9cf*, HS7836 FD MidwestEngineCo. Indianapolis,Ind. | 34 ″ 11 (*s*) s7 ″ 11 27 ″ 2½ | R |
| 83931 220380 KDBJ | **Steel Worker** *Fitted for oil fuel* GyC. 2 *Dks* | 5687 — 3450 | | | | | 1920 | Federal S.B.Co. Kearny,N.J. | IsthmianS.S.Co. | 424·2 \| 56·2 \| 26·5 P41′B&F350′ | NewYork Utd.States | 2 Steam Turbines DR geared to 1Sc. Shaft W.&A.FletcherCo. Hoboken,N.J. | | R |
| 83932 219513 KOXX | **Steelmaker** *ss*N.Os.No.3–1,32 *ss*Bal.No.2-39 ~~*ssBal.No.1-35*~~ 1 *Dk(Stl)&Shelter dk(Stl)&* GyC. *Web frames Longitudinal framing* | 6176 5705 3802 | ✠100A1 *Shelter dk with freeboard* 8,10 ~~10,89~~ ~~M10,35~~ *Fitted for oil fuel* 1,20 | Bal | *z* MS5.40 LMC ~~BS2,40~~ 1,41 *F.P. above* | CL N10,39 | 1920 1mo | Federal S.B.Co. Kearny,N.J. A&CP | IsthmianS.S.Co. *CellDB* | 395·5 \| 55·0 \| 31·4 P45′B110′F38′*on Shelter dk* FK 331′1512*t FPT*187*t* | NewYork Utd.States *ptCem* 6 *BHtoSh dk APT*175*t* | 2 Steam Turbines DR (*s*) geared to 1Sc.Shaft 210lb 3SB(Spt),*9cf*, 596NHP HS7836 FD MidwestEngineCo. Indianapolis,Ind. | 34 ″ 11 s7 ″ 11 27 ″ 2½ | |
| 83933 222992 KFNO | **Steelmotor** *Mchy.Aft* D.F. GyC. *OilEng.* 1 *Dk* | 1695 1488 973 | | | | | 1923 | Federal S.B.Co. Kearny,N.J. | TennesseeCoal, Iron&Railroad Co. | 250·3 \| 42·9 \| 17·2 F40′ *WB* | NewYork Utd.States | Oil Engines 4S.C.SA 6Cy.22″–32″ 283NHP McIntosh&Seymour, Auburn,N.Y. | | R |
| 83934 222537 KFCG | **Steelore** TwinSc *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* | 8215 7058 4172 | | | | | 1922 | Bethlehem S.B.Corp.Ld. Sparrow'sPt. | OreS.S.Corp. *WB* | 550·7 \| 72·2 \| 43·9 P139′B82′F50′ | NewYork Utd. States | SR Geared SteamTurbines BethlehemS.B.Corp.Ld. ForeRiver,Mass. | | R |
| 83935 204393 WCDS | **Steelton** (*ex*HerbertK.Oakes, *ex*Milinokett) *Mchy.Aft* D.F. 1 *Dk* | 6215 — 4947 | | | | | 1907 | Gt.Lakes Eng.Works Ecorse,Mich. | BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*) *WB* | 504·0 \| 52·2 \| 31·0 | Wilmgton (Del.) Utd.States | T.3Cy.23″,37″&63″–42″ 257NHP GreatLakesEng.Wks.Det. | | R |
| 83936 223082 KFNW | **Steelvendor** *Mchy.Aft* D.F. GyC. *OilEng.* 1 *Dk* | 1695 1488 978 | | | | | 1923 | Federal S.B.Co. Kearny,N.J | UnitedStatesSteel ExportCo.~~Inc.~~ | 250·3 \| 42·9 \| 17·2 F40′ *WB* | NewYork Utd.States | Oil Engines 4S.C.SA 6Cy.22″–32″ 283NHP McIntosh&SeymourCorp. Auburn,N.Yk. | | R |
| 83937 164687 MLRL | **Steersman** *Mchy.Aft* Wireless *OilEng.* 1 *Dk* *CruiserStern* | 334 257 153 | ✠100A1 10,39 ✠LMC8,36 *CarryingPetroleum in bulk* | Lwt | *e* | OG 9,40 | 1936 8mo | N.V.Indus-trieeleMaats. "DeNoord" Alblasserdam *Lloyd'sA&CP* | C.Rowbotham& Sons | 143·3 \| 23·7 \| 9·3 P37′F23′ FK | London British 8 *BH* 54*t APT*17*t* | Oil Engines 4S.C.SA 6Cy.11″–17½″ 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 9 ″ 8 s ″ 7½ 9 ″ 1½ | |
| 83938 39 IULY | **Stefano** (*ex*Euxène,*ex*AxelBusck, *ex*Montjoie,*ex*Alma) 1 *Dk* | 992 869 524 | | | | | 1899 | Laxevaags Msk.&Jrnskb Bergen | AntonioPerna fu Stefano | 230·8 \| 32·1 \| 13·1 225·0 Q121′B56*t*H20*t* F34′ *WB* | Torre del Greco Italian | T.3Cy.15¾″,25½″&42″–30″ 97NHP LaxevaagsMsk&Jrns.Bgn | | I |
| 83939 SZQV | **Stephanos** (*ex*Draga-40,*ex*Gyuri-37, *ex*CapFerrat-31,*ex*Lieselotte,*ex*Turnus, *ex*Tarset,*ex*Kilburn) 1 *Dk* Wireless | 653 — 306 | ✠ ... 3,23 ✠ | | | | 1918 7mo | Hall,Rus-sell&Co.Ld. Aberdeen | S.Theofanides | 172·5 \| 30·0 \| 15·7 B54′ | Laurium Greek *WB* | T.3Cy.16″,26″&44″–26″ 99NHP Hall,Russell&Co.Ld.Abn. | 16 ″ 6 | V † |
| 83940 4776 SGOD | **Stegeborg** *Mchy.Aft* 1 *Dk* | *667* *499* *365* | | | | | 1907 | Lindhol-mensV.A. Gothenburg | StockholmsRederi-aktieb.Svea(Eman Högberg,*Mgr.*) | 177·8 \| 30·0 \| 12·3 P62′H80*t*F24′ | Stockholm Swedish *WB* | T.3Cy.14½″,24″&40″–27″ 83NHP LindholmensV.A.Got. | | |
| 83941 8386 SMHN | **Stegeholm** *OilEng.* D.F. E.S.D. 1 *Dk&Shelter dk* *CruiserStern* *Strengthened for navigation in ice* | *4571* *3538* *2359* | ✠100A1 *withfreeboard* 6,40 ~~10,08~~ ✠LMC10,35 | Got | *a*† 2⅞ | CL | 1939 10mo *Lloyd's* *Completed by* | Akt.Lind-holmensVarv Gothenburg *A&CP* A/B Götaver | A/B Svenska Amerika Mexiko Linien(E.Carlson, *Mgr.*) ken,Got. | 435·3 \| 57·2 \| 21·2 455·6(O.L.) P38′ FK *CellDBuE&f*227′1 | Gothenbrg Swedish 7 *BH* *Coll to Sh dk* 6 „ „ 2nd „ 148*t*, *tanks* | Oil Engines 2S.C.SA 8Cy.26¾″–59 1/16″ ~~8SCNHP~~ DB*85lb* 992NHP A/B Götaverken,Got. *In way of tunnel*757*t APT*76*t* | 26 ″ 3 s2 ″ 6½ 23 ″ 11¼ | |
| 83942 DUBL | **Steiermark** TwinSc *OilEng.* Sub.Sig. D.F. E.S.D. 3 *Dks* *CruiserStern* | 9400 | | | | | 1938 | Frd.Krupp Germaniawft A.G. Kiel | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 515·1 \| 66·3 \| 30·5 P31′F476′ *UpperF42′* | Hamburg German *WB* | 4 Oil Engines 4S.C.SA 36Cy.22 7/16″–29½″ connected to electric motors & 2 sc. shafts 1767NHP Fr.KruppGermaniawftAG | | |
| 83943 DJQN | **Steinbek** D.F. *CruiserStern* 1 *Dk* *Strengthened for navigation in ice* | 2185 1666 1274 | ✠ 3,39 ✠ | Rot | *s* | | 1936 3mo | Lübecker Maschb.Ges. Lübeck | Knöhr&Burchard Nfl. | 281·8 \| 44·1 \| 16·8 P15′Q81′B126′F32′ FK *CellDB*244′57 | Hamburg German 4 *BHpt Cem pt Asp* 3*t FPT*37*t APT*61*t* | C.4Cy.(2)16 9/16″&(2)35 7/16″–35 7/16″ 221NHP 2SB(Spt),*4cf*,GS72, HS3144 A.BorsigG.m.b.H.Berlin | 19 ″ 0 | |
| 83944 DHWG | **Steinburg** (*ex*MaxLorch) 1 *Dk* | 1319 1041 721 | | | | | 1923 | Nüscke& Co.A.G. Stettin | RobertBornhofen *WB* | 242·1 \| 37·1 \| 14·0 Q75′B105′F33′ | Hamburg German | T.3Cy17 7/16″,27⅛″&45½″–27⅛″ 109NHP A.BorsigG.m.b.H.Berlin | | G |
| 83945 DHWJ | **Steinhöft** 1 *Dk* | 878 696 514 | | | | | 1910 | Stettiner Oderwerke Stettin | H.M.Gehrckens *WB* | 211·2 \| 32·6 \| 12·6 P14′Q65′B98′F21′ | Hamburg German | T.3Cy.15 7/16″25½″&41 5/16″–29½″ 93NHP StettinerOderwerke | | G |
| 83946 80 IBHH | **Stella** (*ex*Cipro-37,*ex*Portsea-33, *ex*BarbaraMarie) D.F. 1 *Dk&Shelter dk* | 4272 4006 2587 | | | | | 1923 | J.Priest-man&Co. Sunderland | BiagioBorriello (Lauro&Montella, *Mgrs.*) | 378·0 \| 51·6 \| 25·2 365·0 *WB* | Torre del Greco Italian | T.3Cy.25″,41″&69″–48″ 330NHP G.Clark,Ld.Sunderland | | CI |
| 83947 PHSR | — TwinMst 2 *Dks* *Longitudinal framing* | 2818 2215 1792 | | | | | 1909 | W.Hamil-ton&Co.Ld Pt.Glasgow | Koninkl.Nederl. Stoom.Maats.N.V. | 327·0 \| 44·2 \| 18·5 Q110′B86′F41′ *WB* | Amstrdam Dutch | T.3Cy.21″,35″&57″–39″ 203NHP D.Rowan&Co.Glasgow | | V |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in Lr. Date of First Class Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83948 | **Stella** | | 1394 1217 | | | | | 1933 | Helsingörs Jernsk&Msk. Elsinore | J.Lauritzen | 262·2\|39·7\|15·4 P18′B150′F34′ | Esbjerg Danish *WB* | C.4Cy.(2)14¾″&(2)31½″–31½″&LP Turbine 192NHP HS2520 HelsingörsJernsk.&Mskb. | | G |
| OXIH | Wireless D.F. | 1*Dk* *Cruiser Stern* | 788 | | | | | | | | | | | | |
| 83949 | — | | *1189* | ... | | | | 1905 | Framnes Mek.Værks. Sandefjord | RederiA/B Stella (EjnarSjöqvist) | 206·6\|32·7\|14·7 B75*t*H17*t* 21·3 FK | Gothenbrg Swedish *WB* | T.3Cy.15½″,25″&42″–30″ NDB14 109NHP AkersMek.Værks.Oslo | 22 ″ 3 | V † |
| 7547 SGOE | (*ex*Bjerka,*ex*Hellik) | *ss*Xia.No.2–14 1*Dk&Spar dk* | *1087* *720* | 4,19 | | | | | | | | | | | |
| 83950 | — | | 479 472 | | | | | 1895 | Act.Ges. "Weser" Bremen | Dampfschifffahrts Ges.Neptun | 150·3\|24·0\|16·3 Q38′B&F112′ | Bremen German *WB* | C.2Cy.17$\frac{1}{16}$″&30¾″–20½″ 36NHP A.G."Weser,"Bremen | | G |
| DOOP | | 1*Dk* | 294 | | | | | | | | | | | | |
| 83951 | **Stella Lykes** (*ex*LakeFlagstaff) | | 2609 | ... | | | | 1919 | McDougall DuluthCo. Duluth,Minn. | LykesBros.Steam-shipCo.Inc. | 251·0\|43·7\|25·8 P25′B64′F20′ FK | Galveston Utd. States *WB* | T.3Cy.21″,35″&59″–42″ 352NHP MorganEng.Co.Alliance,O | 28 ″ 2 | R † |
| *Now "Josephine," see No. 83983 in Supplement* | | *Fitted for Supplement* | *1611* | 3,21 | | | | | | | | | | | |
| KIZM | D.F. | 1*Dk*2*tr*B | 1610 | | | | | | | | | | | | |
| * 83952 | **Stella Polaris** (P) | TwinSc | 5020 | ✠100A1 | Bgn | *x* | CL | 1927 | A/B Götaverken Gothenburg | DetBergenske Dampskibsselskab | 389·3\|50·7\|26·0 B247′F50′ FK | Bergen Norwegian | Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 723NHP | 30 ″ 1 s12″5⅝ 17 ″11½ | |
| LCYZ | D.F. E.S.D. | *Oil Eng.* *ss*Bgn.No.3–1,40 3*Dks*(*Stl–Weather dk*–ws) | 2262 2647 | *with freeboard* 1,40 DBS2,40 | | ✠LMC2,40 | 11,38 | 2mo | Lloyd's | *Cell DB* 281′1017*t DTf*49′4 | *6BHpt Cem* *57t Tank at sides of tunnel* 51′30 | 6 2DB *100lb* *8tFPT* 33*tAPT* 74*t* | 2DB *100lb* A/B Götaverken,Got. | | |
| | | | | *Special Tourist Service* | | | | | | | | | | | |
| 83953 | **Stelling** | | 2136 | ✠100A1 | Shl | *s* | CL | 1924 | Smith's Dock Co.Ltd. Middlesbro' | Gas,Light&Coke Co.(Stephenson Clarke&Associated CompaniesLtd.*Mgs*) | 280·0\|41·6\|20·1 P27′B49′F25′ FK | London British | T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 231NHP | 22 ″ 3 s 3 ″ 3 | |
| 148082 | | *ss*Shl.No.3–10,36 | 1853 | ~~9,40 1,40~~ 10,40 ~~8140~~ | | | ~~10,39~~ | 8mo | Lloyd's | *Cell D* B234′644*t FPT* 160*t* | *4BHCem* *APT* 117*t* | 2SB,*6cf*,GS105,HS4023 Smith's Dock Co.Ltd.Mdb. | | 19 ″ 5 | |
| GKVD | D.F. | 1*Dk*(*Stl*) *Cargo battens not fitted* | 1237 | BS~~7,38~~ 9,40 | | ✠LMC10,36 | ~~8,41~~ 2,41 | | | | | | | | |
| 83954 | **Stelvio** | TwinSc | 6963 | ✠100A1 | Gen | | CL | 1926 | Cant.del Tirreno Genoa | NavigazioneAlta ItaliaSoc.Anon. | 441·3\|56·1\|32·7 422·9 FK | Genoa Italian | Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$″–39⅜″ 564NHP | 33 ″ 0 s 6 ″ 0⅜ 27 ″ 1 | |
| 1379 | | *Oil Eng.* | 6173 | 9,39 | | | PN | 6mo | Lloyd's | *Cell D* B*u*E73′ 239*t DTf* 31′310*t* | *17BHpt Cem* (13 *to U dk* 4 ,, 2*nd*,,) P94′B25′F35′ *FPT* 179*t APT* 76*t* | 1DB *170lb* &NDB19 *fitted* 31–*100lb* | | | |
| ICIM | | *ss*Gen.No.3–10,38 | 4028 | DBS9,39 | | ✠LMC10,38 | 12,38 | | | | | | | | |
| | *Mchy.Aft* D.F. | 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* | | | | | SN 10,38 | | | | | | Cant.OfficineSavòia,Gen. | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | |
| * 83955 | **Sten** (*ex*RenéeMarthe) | | 1464 | ✠100A1 | Bgn | *o* | 9,39 | 1910 | Osbourne, Graham&Co Sunderland | A/S Thv.Halvorsen (Thv.Halvorsen, *Mgr.*) | 248·2\|34·9\|14·7 258·4(O.L.) P22′Q67′B56′F21′ FK | Bergen Norwegian | T.3Cy.18″,30″&49″–36″ (*s*) 180lb 177NHP | 17 ″ 0 s 1 ″ 3 | |
| | | *ss*Bgn.2ndNo.3–7,36 | 1067 | 9,39 | | | | 9mo | Lloyd's | *Cell D* B*a*75′*u*E*ŝ* | *4BHCem* *B*29′*f*102′392*t FPT* 48*t APT* 121*t* | 2SB,*4pf*,GS73,HS2998 N.E.MarineEng.Co.Ld.Sld | | 16 ″ 0 | |
| LEYO | Wireless D.F. | 1*Dk*(*Stl*) *Cargo battens not fitted* | 753 | BS5,39 | | ✠LMC7,36 | | | | | | | | | |
| 83956 | **Sten Sture** | | *898* | | | | | 1923 | Larvik Slip &Verkstad Larvik | Rederi.A/B Eruths (StureEruths, *Mgr.*) | 195·8\|31·8\|12·5 Q56′B50′F25′ | Trälleborg Swedish *WB* | T.3Cy.14″,23″&38″–27″ 75NHP LarvikSlip&VærkstedA/S | | N |
| *Now "Stor.ors," see No. 89332 in Supplement* | | | *643* | | | | | | | | | | | | |
| SGOJ | | 1*Dk* | 533 | | | | | | | | | | | | |
| 83957 | **Stensaas** | | 1359 | ... | | | | 1918 | Frdrkshvn Skibs&Flydk Fredrikshavn | JohnWilsons RederiA/S(John Wilson&Sön, *Mgrs.*) | 234·2\|37·2\|16·0 P12′B50′F14′ FK | Arendal Norwegian *WB* | T3Cy.16½″,25$\frac{9}{16}$″&42⅜″–29½″ 120NHP KockumsM.V.Akt.Malmö | 18 ″ 0 | N † |
| | | *ss*Bly.No.1–22 | 1130 | 5,24 | | | | 2mo | | | | | | | |
| LEYQ | | 1*Dk* | 780 | | | | | | | | | | | | |
| 83958 | **Stensby** | | 3953 | ✠100A1 | Cpn | *w* | CL | 1926 | Eriksbergs M.V.Aktieb. Gothenburg | Union Gvnmt of SouthAfrica (Rlwys&Harbours Administration) | 350·2\|50·8\|25·4 366·0(O.L.) P31′B120′F35′ FK | Durban British | Oil Engines 4S.C.SA 6Cy.24½″–51$\frac{3}{16}$″ 355NHP DB *80lb* | 28 ″ 0 s 4 ″10 23 ″ 3¼ | |
| | | *Oil Eng.* | 3627 | ~~3,39~~ 8,40 | PN1 | | ~~9,38~~ | 9mo | Lloyd's | *Intrmdte B Hnd after hold dispensd with Cell DB* 296′1050*t IPT* | *5BHpt Cem* 52*t APT* 137*t* | Eriksberg M.V.Aktieb.Got | | | |
| ~~OZRB~~ | D.F. | *ss*Cpn.No.3–3,39 1*Dk*(*Stl*) | 2394 | ✠LMC CS3,39 DBS~~6,39~~ 8,40 3,39 | | | 8,40 | | | | | | | | |
| 83959 | **Stentor** (P) | | 6148 | | | | | 1926 | CaledonS. B.&E.Co.Ltd. Dundee | ChinaMutualS.N. Co.Ld. (A.Holt &Co.*Mgrs.*) | 430·8\|55·8\|29·1 P51′B241′F50′ | Liverpool British *WB* | Oil Engines 2S.C.DA 6Cy.24$\frac{7}{8}$″–55⅛″ 1230NHP NE31 Akt.Burmeistr&Wain,Cpn | | BT till ~~10,40~~ ~~5,41~~ 11,41 |
| 149613 | | *Oil Eng.* | 5261 | | | | | | | | | | | | |
| GDLF | D.F. | 2*Dks* | 3826 | | | | | | | | | | | | |
| 83960 | **Stepan Khalturin** (*ex*Senta–35, *ex*Svane–34,*ex*Gefion) | | 2498 | | | | | 1921 | ForthS.B. &Eng.Co.Ld. Alloa | U.S.S.R | 295·7\|43·6\|20·6 P28′B90′F34 | Archangel Russian *WB* | T.3Cy.20½″,33″&54″–39″ 182NHP Earle'sCo.Ld.Hull | | |
| 2199 | | | | | | | | | | | | | | | |
| UPMA | | 1*Dk* | 1406 | | | | | | | | | | | | |
| 83961 | **Stepan Makarov** (*ex*KniázPojársky) | TrpSc (*Icebreaker*) | 2156 | ✠ | Nwc | *s* | | 1916 | Swan,Hunter&Wigham Richardson, Ld Newcastle | U.S.S.R. | 236·0\|56·0\|27·7 FK | Odessa Russian | T6Cy21½″35½″&58″-36″(aft) T3Cy18½″30½″&50″-36″(frd) 904NHP | 30 ″ 4 | |
| UNYX | | 1*Dk*(*Stl*)&*Awng dk*(*Stl–* teak s)2*nd dk*(*Stl*) | 2031 110 | 7,21 | | | | 12mo | | *Cell DB* 147′361*t S* | *5BHCem* *ide trimming tanks* 51′355*t a* 55′ 286*t FPT* | 6SB,*18cf*,GS352,HS14478 Swan,Hunter&Wigham Richardson,Ld.Nwc. | | | |
| | *Cruiser Stern* | 2 *Screws aft &* 1 *forward* | | | | | | | | | 94*t APT* 97*t* | | | | |
| 83962 | **Stephen R. Jones** | | 4387 | ✠ | | | | 1915 | NwprtNws KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) | 354·2\|49·0\|27·4 P94′B19′F31′ FK | Boston Utd.States *WB* | T.3Cy.24″,37½″&66″–45″ 365NHP NewportNewsSB&DD.Co. | 30 ″ 0 | R † |
| 213740 | | *ss*Bos.No.3–11,27 | 3899 | ... 4,32 | | | | 11mo | S.B.&D.D.Co. Newprt News | | | | | | |
| WJCX | D.F. Sub.Sig. | *Mchy.Aft* 1*Dk* | 3112 | | | | | | | | | | | | |
| 83963 | **Stepney** | | 808 | ✠100A1 | Lon | *k* | CL | 1916 | R.William-son&Son Workington | CommercialGas Co. | 186·3\|29·4\|12·4 Q116′B9′F25′ FK | Glasgow British | T.3Cy.14″,22½″&37″–24″ (*s*) 180lb 99RHP | 14 ″ 7 s 4 ″10½ 14 ″ 4 | |
| 137820 | | *ss*Nwc.No.3–7,28 | 551 | 1,40 | | | N1,40 | 8mo | Lloyd's | *DBf* 112′162*t* | *3BHCem* *FPT* 40*t* | 2SB,*4pf*,GS63,HS1900 W.Beardmore&Co.Ld.Gls. | | | |
| MGFJ | *Mchy.Aft* | *ss*Shl.No.2–37 1*Dk*(*Stl*) *Cargo battens not fitted* | 375 | BS~~7,39~~ 8,40 | | ✠LMC8,37 | | | | | | | | | |
| 83964 | **Stern** | | 1599 1006 | | | | | 1922 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 230·9\|36·4\|14·6 P&B180′F26′ | Stettin German *WB* | T.3Cy.16$\frac{5}{16}$″27⅞″&43$\frac{3}{16}$″–31½″ 104NHP StettinerOderwerkeA.G. | | G |
| DAQE | | 1*Dk* | 905 | | | | | | | | | | | | |
| 94 40 83965 | **Stesso** | | 2290 | ✠100A1 | Shl | *t* | CL | 1922 | S.P.Austin &Son,Ld. Sunderland | PeltonS.S.Co.Ld. | 308·0\|43·0\|19·7 320·0(O.L.) P25′B64′F29′ FK | Newcastle British | T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 266NHP | 22 ″ 0 s 3 ″4½ 18 ″ 10 | |
| 145495 | | *ss*Nwc.No.3–11,35 | 2012 | 3,39 | | | 3,39 | 8mo | Lloyd's | *Cell DB* 228′601*t T* | *5BHCem* *ank at sides of* | 2SB,*6cf*,GS124,HS4500 Richardsons,Westgarth& | | | |
| GJCW | D.F. | 1*Dk*(*Stl*) *Cargo battens not fitted* | 1292 | BS3,39 | | ✠LMC11,35 | | | | *Tunnel* 22′73*t Si* | *de Tanks in ER* 160*t* | *FPT* 115*t A* | *PT* 65*t* Co.Ld.Sld. | | |
| 83966 | **Stettin** (P) | TwinSc | 375 308 | | | | | 1927 | Klawitter werftGmbH. Danzig | Swinemünder Dampfschiffahrts A.G. | 175·5\|25·7\|10·8 F17′ | Swnemnde German *WB* | T.6Cy.16¾″,24⅝″&38¼″–21½″ 68NHP KlawitterWerft.G.m.b.H. | | G |
| DAXU | | 1*Dk* | 141 | | | | | | | | | | | | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement. etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre assigné. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. px. | 15 Registres de code et de Durée. Cert. Rad. Tr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83967 | **Stettiner Greif** | | 2214 / 1721 | | | | | 1938 | Stettiner Oderwerke A.G. Stettin | Franz L. Nimtz | 296·8 | 42·7 | 17·0 | Stettin | T 3Cy. 16½", 26½" & 43⅞"-31½" & LP turbine with DR gearing & hydraulic coupling 161 NHP | | G |
| DBAD | | *Cruiser Stern* 1 *Dk* | 1292 | | | | | | | | P17'Q100'B118' F26' | | | German *WB* | Stettiner Oderwerke A.G. | | |
| 83968 | **Steuben** Ⓟ | Twin Sc | 14660 | | | | | 1922 | Vulkan Werke Stettin | Norddeutscher Lloyd | 526·9 | 65·0 | 43·7 | Bremen | T 8Cy. (2) 31½" (2) 51½" & (4) 59 1/16"-55 1/16" & LP turbines | | G |
| DOAQ | (*ex* General von Steuben-38, *ex* München) | *Fitted for oil fuel* 4 *Dks* | 12150 / 8385 | | | | | | | | B242'F41' | | | German *WB* | 1622 NHP Vulkan Werke, Stettin | | |
| | D.F. E.S.D. GyC. Sub.Sig. | | | | | | | | | | | | | | | | |
| 83969 | **Stig Gorthon** (*ex* Elva Seed) | | *2241* | ✠100A1 | NNs | *s* | CL | 1924 | Nw Waterway S.B.Co. Schiedam | Rederi A/B Gefion (Joh. Gorthon, *Mgr.*) | 290·8 | 44·9 | 19·4 | Hälsingborg | T.3Cy. 22½", 37" & 62"-39" (*s*) | 21 " 6 | |
| 7694 | *ss* Hbg. No. 3-4, 37 | | *1988* | 5,40 ~~7,80~~ | Lkr | | 4,39 | 6mo | | | 304·1 (O.L.) | | | Swedish | 180lb 281 NHP | s 3 " 0¾ | |
| SFCA | D.F. | 1 *Dk* (*Stl*) & *Web frames* *Corrugated sides* *Cargo battens not fitted* | *1320* | ✠LMC MS4,37 BS3,~~7~~3,40 | | | | *Lloyd's SA & CP* | | *Intermediate B Hin Cell D* | P26'B74'F28' *B246' 552t FPT 53t* | FK | *forehold dispensed with APT 94t* | | 2SB, *6cf*, GS119, HS4640 New Waterways S.B.Co. | 18 " 6¾ | |
| 83970 | **Stigstad** | | 5964 | | | | | 1927 | Kockums M.V. Aktieb. Malmö | Skibs A/S Solstad (A.F. Klaveness & Co. A/S, *Mgrs.*) | 386·3 | 55·2 | 32·3 | Oslo | Oil Engines 4S.C.SA | | N |
| | | *Oil Eng.* | 5128 | | | | | | | | P254*t* H462*t* | | | Norwegian *WB* | 6Cy. 27½"-55½" 436 NHP | | |
| LCZD | *Mchy. Aft* *Cruiser Stern* 1 *Dk* | | 3471 | | | | | | | | | | | | Kockums M.V. Akt. Malmö | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 83971 | **Stiklestad** | | 9349 | ✠100A1 | Rot | *e*† | CL | 1938 | Odense Staalskibsvft ved A P Møller Odense | Universal Shipping Co. A/S (A.F. Klaveness & Co. A/S, *Mgrs.*) | 485·8 | 65·7 | 35·8 | Oslo | Oil Engines 4S.C.SA | 35 " 10 | |
| | | *Oil Eng.* | 8651 | 11,40 ~~1,80~~ | Bkn | | | 9mo | | | 501·1 (O.L.) | | | Norwegian | 7Cy. 29½"-59 1/16" 572 NHP | s 8 " 0¾ | |
| LJYO | D.F. E.S.D. *Mchy. Aft* 1 *Dk* | | 5630 | ✠LMC 9,38 | | | | *Lloyd's SA & CP* | | *Cell D Bu E 88'433t* | P98'B34'F37' | FK | 14 *BH* | | 2 DB *180lb* Akt. Burmeistr & Wain, Cpn | 28 " 0¼ | |
| | *Longitudinal framing at bottom & deck in Cruiser Stern* | *Carrying Petroleum in centre tanks* | | | | | *bulk* | | | *DT 26'438t FPT 16* | *5t APT s 225t* | | | | | | |
| 83972 | **Stillesee** (*ex* Stettin) | | 1408 / 1098 | | | | | 1926 | Nüscke & Co. A.G. Stettin | W. Schuchmann | 244·0 | 37·0 | 15·0 | Hamburg | T 3Cy 17⅛", 26½" & 43 7/16"-27 7/16" | | G |
| DHWM | | 1 *Dk* | 797 | | | | | | | | Q79'B65'F31' | | | German *WB* | Christiansen 99 NHP & Meyer, Harburg | | |
| 83973 | **Stirling Castle** Ⓟ | Twin Sc | 25550 | ✠100A1 | Sou | *s*† | CL | 1936 | Harland & Wolff, Ld. Belfast | Union-Castle Mail S.S. Co. Ld. | 696·0 | 82·5 | 41·4 | London | Oil Engines 2S.C.DA | 48 " 0 | BT till 9.41 |
| 164570 | | *ss* Sou. No. 1-40 *Oil Eng.* | 18722 | *with freeboard* | PNL | 3 | 4,40 | 1mo | | | P228'B274'F107' | | | British | 20Cy. 26"-59 1/16" 4650 NHP | s 16 " 3 | |
| GYPX | 3 *Dks*, *4th dk, except in Nos.* 4 & 7 *holds* | | 15687 | 1,41 ~~9,80~~ | | | | *Lloyd's SA & CP* | | | *joined by Shade dk* | | | | 2 DB *100lb* | 32 " 0¼ | 1,42 |
| | *Ref. Mchy.* *5th dk in Nos.* 3, 5 & 6 *holds* | | | DBS 12,39 | ✠LMC 1,36 | | | | | *Cell D B 575'3021t* | FK | | | 11 *B Hpt Cem* | Harland & Wolff, Ld. Bel. | | |
| | Sub.Sig. | *Cruiser Stern* | | | | | | | | *Tanks* | *between tunnels 49'* | | 265*t FPT 12* | | 6*t APT 424t* | | |
| | D.F. E.S.D. GyC. | | | | | | | | | | | | | | | | |
| 83974 | **Stirlingshire** (*ex* Clan Macdonald) | | 6022 | | | | | 1928 | Greenock Dkyd. Co. Ld. Greenock | Scottish Shire Line, Ld. (Turnbull, Martin & Co. Ld. *Mgrs.*) | 434·2 | 57·7 | 28·8 | Glasgow | Oil Engines 4S.C.DA | | C |
| 160210 | | *Oil Eng.* | 5471 | | | | | | | | | | | British | 8Cy. 26¾"-55½" 1100 NHP | | |
| GBYS | *Ref. Mchy.* 2 *Dks* | | 3558 | | | | | | | | | | | *WB* | J.G. Kincaid & Co. Ld. Grk. | | |
| | D.F. E.S.D. GyC. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 83975 | **Stirlingville** (*ex* Stirling-36) | | 4995 | ✠100A1 | Ant | *a*† | CL | 1935 | W. Doxford & Sons, Ld, Sunderland | D/S A/S "International" (A.F. Klaveness & Co. A/S *Mgrs.*) | 412·2 | 54·2 | 26·1 | Oslo | Oil Engines 2S.C.SA | 28 " 8 | |
| | *ss* H. Kg. No. 1-40 *Oil Eng.* | | 4605 | *with freeboard* | HKg | 2 | ~~2,88~~ | 10mo | | | | | | Norwegian | 3Cy. 20½"-81⅛" 388 NHP | s 3 " 4½ | |
| LJHO | D.F. | 1 *Dk* & *Shelter dk* *Cruiser Stern* | 3083 | 11,40 ✠LMC CS 11,40 DBS 11,~~40~~ 11,40 | | | 10,40 | *Lloyd's SA & CP* | | *Cell D B 346'1174t* | FK *MT 1236t APT 191t* | | *7 B Hpt Cem* *Coll to Sh dk* 6 „ 2nd „ ) | | 2 DB *120lb* W. Doxford & Sons, Ld. Sld. | 25 " 6¼ | |
| | | *Carrying vegetable oil in deep tank* | | | | | | | | | | | | | | | |
| 83976 | **Stjerneborg** | Twin Sc | 4551 | ✠100A1 | Bos | *y* | CL P3,38 | 1929 | Akt. Burmeistr & Wain Copenhagen | A/S D/S Dannebrog (C.K. Hansen, *Mgr.*) | 380·0 | 53·9 | 25·3 | Copnhagn | Oil Engines 4S.C.SA | 28 " 0 | |
| | | *Oil Eng.* | 4132 | *with freeboard* | Liv | | s12,39 | 4mo | | | | | | Danish | 12Cy. 21⅛"-39⅜" 541 NHP | s 3 " 0 | |
| OXBE | | *ss* Bel. No. 2-36 | 2785 | 9,40 ~~12,30~~ | | | | *Lloyd's SA & CP* | | *Cell D B 333'1108t* | FK *MT 28'1060t* | | 7 *B H* | | DB *100lb* Akt. Burmeistr & Wain, Cpn | 25 " 2½ | |
| | D.F. | 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | ✠LMC CS 2,37 DBS 3,40 | | | 7,38 | | | | *FPT 97t APT 119t* | | 6 „ 2nd „ ) | | | | |
| 83977 | **Stock Force** (*ex* Camrose, | | 983 | | | | | 1917 | W. Harkess & Son, Ld. Middlesbro' | West Coast Shppng Co. Ld. (W.S. Kennaugh & Co. *Mgrs.*) | 203·0 | 33·1 | 13·1 | Whitehvn | T.3Cy. 17", 28" & 46"-33" | | C |
| 140413 | *ex* Ryckett) | | 730 | | | | | | | | Q113'B13'F34' | | | British | 122 NHP | | |
| MGYD | *Mchy. Aft* | 1 *Dk* | 499 | | | | | | | | | | | *WB* | Richardsons, Westgarth & Co. Ld. Mdb. | | |
| 83978 | **Stockholm** Ⓟ | Trp Sc | 28000 | 100A1 | | | | 1940 | Cantieri Riuniti Dell' Adriatico Monfalcone | A/B Svenska Amerika Linien (A. Jonsson, *Mgr.*) | 642·8 | 83·2 | 35·4 | Gothenburg | Oil Engines 2S.C.SA | | |
| | | *Oil Eng.* | | | | | | | | | | | | Swedish | 30Cy. 28⅜"-49 3/16" | | |
| | D.F. E.S.D. GyC. | *Cruiser Stern* | | (*Class Contem plated*) | | | | | | | B&F585' | | | | | | |
| | *Ref. Mchy.* | | | | | | | | | | | | | | Cant. Riuniti Dell' Adriatico | | |
| 83979 | — | | 1596 / 1212 | | | | | 1930 | Frdkshvns Værft & Flydedok A/S Frederikshvn | Dampskslsk Pacific (L.R. Schmith, *Mgr.*) | 253·5 | 39·1 | 15·5 | Copnhagn | C.4Cy. (2) 14¾" & (2) 31½"-31½" | | C |
| OULP | Wireless D.F. | 1 *Dk* | 927 | | | | | | | | P16'Q74'B104'F32' | | | Danish *WB* | 93 NHP Helsingörs Jernsk. & Mskb. Elsinore | | |
| 83980 | — | Iron | 618 | ✠ ... | | | | 1885 | Reiherst'g Schiffsw. Hamburg | H.M. Gehrckens | 180·4 | 27·1 | 13·6 | Hamburg | C.2Cy. 25" & 47"-33" | | G |
| | *ss* Cpn. No. 1-89 | | 443 | 12,92 | | | | 1mo | | | Q56'B50'F25' | | | German *WB* | NB12 106 NHP | | † |
| DHWN | *Weldeck* | 1 *Dk* | 340 | ✠ | | | | | | | | | | | Reiherst. Maschinenf. Ham | | |
| 83981 | **Stockport** Ⓟ | | 1683 | ✠100A1 | ~~Grms~~ | *q* | CL | 1911 | Earle's Co. Ld. Hull | London & North Eastern Railway | 265·0 | 36·0 | 17·4 | Grimsby | T.3Cy. 22", 35" & 60"-42" | 18 " 6 | BT till 5.41 |
| 132111 | | *ss* Gms. 2nd No. 3-2, 36 | 1098 | ~~Rye 3,41~~ 4,41 Bkn | | | ~~1,37~~ | 7mo | | | | | | British | 180lb 309 NHP | s 1 " 6½ | |
| GRNL | D.F. | 1 *Dk* (*Stl*-ws) & *pt deep framing* *Lower dk in Nos.* 1 & 3 *holds* | 918 | BS ~~2,39~~ 5,40 ✠LMC 2,36 | | | 5,40 | *Lloyd's SA & CP* | | *DB a54'u E21'f 111'295t* | P41'B115'F33' BK 9" | | 5 *BH Cem* *APT 33t* | | 2SB, *6cf*, GS144, HS5540 Earle's Co. Ld. Hull | 18 " 0 | |
| 83982 | **Stockrington** | | 973 / 774 | | | | | 1922 | Rennie, Ritchie & Newport SB Co Ld Wivenhoe | J. & A. Brown & Abermain Seaham Collieries Ld. | 207·5 | 33·6 | 13·5 | Newcastle, N.S.W. | T.3Cy. 16½", 27" & 44"-30" | | C |
| 128792 | | | | | | | | | | | | | | British *WB* | 106 NHP Plenty & Son, Ld. Newbury | | |
| VJWX | Wireless | 1 *Dk* | 496 | | | | | | | | | | | | | | |
| 83983 | **Stolwijk** (*ex* Kongsgaard) | | 2489 | ✠100A1 | Rot | *s* | OG | 1920 | N.V. Werf de Nord Alblasserdm A & CP | N.V. Stoom Maats. "Wijklijn" (Erhardt & Dekkers, *Mgrs.*) | 285·8 | 45·2 | 21·7 | Rottrdam | T 8Cy. 22¾", 35 7/16" & 57½"-41⅜" | 23 " 11 | |
| | | *ss* Rot. No. 3-8, 32 | 2259 | 3,40 | | | 1,40 | 1mo | | | | | | Dutch | 176lb *100lb* (*s*) 263 NHP | s 3 " 7 | |
| PHTD | Sub.Sig. | *ss* Rot. No. 1-36 | 1512 | BS 1,40 | ✠LMC 3,36 MS 3,40 | | | | | | P22'B74'F25' | FK | 4 *BH Cem* | | 2SB (Spt) *6cf*, GS127, HS4488 | 20 " 6¼ | |
| | D.F. | 1 *Dk* (*Stl*) | | | | | | | | | *Cell D B 248'605t* | | *APT 59t* | | Machfab. Kinderdijk | | |
| 83984 | **Stolzenfels** (*ex* Eastern Prince, | | 7512 | ... | | | | 1915 | J.C. Tecklenborg A.G. Weser-münde-G. | Deutsche Dampfs. Ges. "Hansa" | 468·5 | 58·5 | 32·4 | Bremen | T.3Cy. 31½", 50¾" & 82½"-55" | 34 " 9 | G |
| | *ex* Altenfels) | *ss* Nwc. No. 3-1, 21 | 7035 | 8,26 | | | | | | | P67'B138'F58' | FK | | German *WB* | & 1 low pressure Turbine 692 NHP | | † |
| DOFO | Sub.Sig. | *ss* N.Yk. No. 1-25 2 *Dks* | 4708 | | | | | | | | | | | | J.C. Tecklenborg A.G. Wsm | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter | 7* Date when last shaft last aged. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Bd of Trade Cert |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83985<br>139259<br>GSMY | **Stonepool**<br>*ex*Shl.No.2–36<br>**D.F.** | 1*Dk*(*Stl*) | 4815<br>4552<br>2972 | ✠100A1<br>2,40<br>✠LMC<br>MS7,36 BS2,40 3,41 | Cff | *z* | CL<br>10,38 | 1928<br>7mo | Smith's Dock Co.Ld. Middlesbro'<br>*Lloyd's sA&CP* | Pool Shipping Co. Ld. (Sir R. Ropner &Co.Ld. *Mgrs.*)<br>*Cell DB* | 405·0\|53·5\|26·4<br>P30′B229′F41′ FK<br>352′1398*t F PT*168*t* | W.Hartlpl<br>British | T.3Cy.25½″,40″&71″–48″ (*s*) 180lb HS7651 3SB(Spt),*9cf*,GS169, FD<br>507NHP<br>*A PT*159*t* | 29 ″ 5<br>s4 ″ 9<br>24 ″11½ | |
| 83986<br>DHWO | **Stör**<br>Sub.Sig. *Mchy.Aft* | 1*Dk* | 665<br>535<br>348 | | | | | 1921 | Stocks& Kolbe Kiel | Bugsier,Reed.u. Bergungs A.G. | 176·0\|31·3\|12·3<br>P&B115′F23′ | Brmrhven<br>German<br>*WB* | T.3Cy.12⅝″,19¹¹⁄₁₆″&32⅝″–22 7/16″<br>49NHP<br>Caesar Wollheim,Breslau | | G |
| 83987<br>142256<br>GLDG | **Storaa** (*ex*Willy–39,*ex*Prina–38,<br>*ex*Navex–37, *ss*Ant.No.3–6,31<br>*ex*Wellpark) *ss*Ant.No.1–36<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted ~~except in No.1 hold~~* | | 1967<br>1777<br>1191 | ✠100A1<br>Examined 5,40 Gmh<br>✠LMC<br>MS8,36 BS8,39<br>Surveys delayed | ~~Brt~~ | *r* | CL<br>8,39 | 1918<br>4mo | Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth<br>*Lloyd's sA&CP* | Ministry of Shipping (W.T.Gould, *Mgr.*)<br>*Cell D Ba*70′*u E*28′ | 281·6\|41·9\|18·6<br>P21′B68′F29′ FK<br>*f*124′523*t F PT*55*t APT*46*t* | London<br>British<br>*4BHCem* | T.3Cy.21″,35″&57″–36″ (*r*) 180lb 2SB,*6cf*,GS112,HS3734<br>228NHP<br>Dunsmuir&Jackson,Ld Gls | 20 ″ 9<br>s 2″10½<br>18 ″ 1 | |
| 83988<br>LDLN | **Storaas** Twin Sc<br>*Oil Eng.*<br>*ss*Got.No.2–38<br>*Mchy.Aft* **D.F.** 1*Dk*(*Stl*)<br>*Cruiser Stern* | | 7886<br>7217<br>4719 | ✠100A1<br>11,40 ~~1,40~~<br>✠LMC CS4,38<br>DBS1,~~40~~ 4,44 9,37<br>*Carrying Petroleum in bulk* | Ant<br>Grk | *b*† | CL<br>4,38 | 1929<br>12mo | A/B Götaverken Gothenburg<br>*Lloyd's sA&CP Cell* | A/S Nanset (Iver Bugge, *Mgr.*)<br>*D Bu E*65′278*t DT* | 441·2\|59·2\|35·3<br>P96′F37′ FK<br>*f*29′468*t FPT*113*t* | Larvik<br>Norwegian<br>*10BHpt Cem* | Oil Engines 4S.C.SA<br>14Cy.21⅛″–39⅜″ 634NHP<br>2DB*150lb*<br>A/B Götaverken,Got. | 35 ″ 0 | |
| 83989<br>LCKX | **Storanger** Twin Sc<br>**D.F.** *Oil Eng.*<br>*Mchy.Aft* 2*Dks*<br>*Longitudinal framing at bottom & at decks*<br>*Carrying Petroleum in bulk* | | 9223<br>8613<br>5514 | | | | | 1930 | R.Duncan &Co.Ld. Port Glasgow | Westfal-Larsen &Co.A/S | 473·6\|64·5\|36·6<br>P117′B30′F42′ | Bergen<br>Norwegian | Oil Engines 4S.C.SA<br>12Cy.24⅛″–51 3/16″ 710NHP<br>J.G.Kincaid&Co.Ld.Grk. | | N |
| 83990<br>LEYT | **Stord** Ⓟ<br>2*Dks* | | 465<br>422<br>267 | | | | | 1913 | Laxevaags Msk.&Jrnskb. Bergen | Hardanger Sunnhordlandske Dampskibsselskap | 155·8\|23·8\|16·4<br>P107*t*H20*t*F45*t*<br>len31 *WB* | Bergen<br>Norwegian | T.3Cy.13½″,22″&35″–25″<br>61NHP<br>Laxevaags Msk&Jrnskb. | | |
| 83991<br>~~I~~72769<br>~~OZJB~~<br>VRDX | **Store Nordiske**<br>(*Cable Steamer*)<br>*ss*Shi.No.3–2,35<br>*ss*Shi.No.1–39<br>1*Dk*(*Stl*-ws)&*Awng dk*<br>(*Stl*-teaks)3*rd dk*(*Stl*)<br>Wireless *aft over Tunnel* | | ~~1456~~<br>~~1370~~<br>~~667~~<br>1462<br>1370<br>690 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>8,40 ~~3,00~~<br>✠LMC 3,39<br>BB3,40<br>*Fitted for oil fuel* 11.22 | Shi | *p* | OG<br>~~N 7,37~~<br>8,40 | 1922<br>11mo | Akt.Naks-kovskibs. Nakskov<br>A&CP | Ministry of Shipping (Cable & Wireless,Ld (Sir Edward Wilshaw K.C.M.G.) *Mgrs.*)<br>*Cell D B*167′222*t* | 244·9\|35·2\|21·3<br>264·0 (O.L.)<br>FK&BK1½″<br>*Collision*<br>*FPT*21*t APT*29*t* | Hong Kong<br>British<br>*Cem*<br>*m BH to A dk*<br>5 ,, ,, *U* ,, | T.3Cy17¹¹⁄₁₆″&28½″&47⅜″–31½″<br>185lb *100lb* (*s*) 207NHP<br>2SB(Spt),*4cf*,GS77, HS3314 FD<br>OttenseneEisenwerk A.G.Altona | 23 ″ 6<br>s7 ″ 3½<br>16 ″ 8 | |
| 83992<br>OYMS | **Storebælt** Ⓟ Twin Sc<br>(*Train Ferry*) *Oil Eng.*<br>**D.F. E.S.D.** *Cruiser Stern* 1*Dk* | | 2942<br>2245<br>1208 | | | | | 1939 | Helsingörs Jernsk&Msk. Elsinore | De Danske Statsbaner<br>*WB* | 346·8\|56·6\|18·3 | Korsör<br>Danish | Oil Engines 2S.C.SA<br>12Cy.19½⅛″–35 7/16″ 810NHP<br>Akt.Burmeistr&Wain,Cpn | | V |
| 83993<br>LEYY | **Storesund** (*ex*Are,*ex*Sunpulp) Iron<br>1*Dk* | | 563<br>412<br>294 | | | | | 1890 | Nylands Værksted Oslo | D/S A/S Varöy (Knut Knutsen, O.A.S. *Mgr.*)<br>*WB* | 173·0\|26·7\|12·6<br>Q44*t*B82*t*H12*t*F27*t* | Haugesnd<br>Norwegian | T.3Cy.13″,21¾″&34¾″–24″<br>59NHP<br>Nylands Værksted,Oslo | | N |
| 83994<br>OMDX | **Storfonn**<br>*Oil Eng.*<br>**D.F. E.S.D.** *Cruiser Stern* 1*Dk*<br>*Mchy.Aft* *Carrying Petroleum in bulk* | | 10170<br>9350<br>6000 | | | | | 1940 | A/B Götaverken Gothenburg | Partrederiet Storfonn (Sigval Bergesen, *Mgr.*)<br>*WB* | 496·1\|64·4\|38·7<br>P96′B36′F64′ | Stavanger<br>Norwegian | Oil Engines 2S.C.DA<br>5Cy.24 7/16″–55¼″ 1029NHP<br>A/B Götaverken,Got. | | |
| 83995<br>165408<br>MMDX | **Stork**<br>*Oil Eng.*<br>1*Dk*& *Shelter dk*<br>*Cruiser Stern* | | 787<br>567<br>344 | ✠100A1<br>*with freeboard*<br>1,40 ✠LMC 3,37<br>✠LMC(M)5,38 | Lon | *n* | OG<br>8,39 | 1937<br>3mo | Ailsa S.B. Co.Ld. Troon<br>*Lloyd's sA&CP* | General Stm.Nav. Co.Ld.<br>*Cell D B*168′214*t F* | 214·3\|35·6\|11·5<br>*36·1*<br>222·8 (O.L.) FK<br>B48′ (<br>*PT*26*t APT*36*t* | London<br>British<br>*5BHpt Cem*<br>*Coll to Sh dk*<br>4 ,, 2*nd* ,, ) | Oil Engines 2S.C.SA<br>7Cy.13⅜″–22 7/16″ 218NHP<br>British Auxiliaries,Ld.Gls. | 14 ″ 0<br>s ″ 2<br>13 ″ 11½ | |
| 83996<br>144927<br>ZMKF | **Storm** (*ex*Steamer–38,<br>*ex*River Wear) *Oil Eng.*<br>Wireless *ss*Ddn.No.1–24<br>*Mchy.Aft* *Well deck* 1*Dk* | | 734<br>492<br>370 | ✠ ...<br>11,26 | | | | 1920<br>10mo | J.S.White &Co.Ld. Cowes | Canterbury Steam Shipping Co.Ld. | 180·6\|29·4\|11·3<br>Q111′B11′F24′ FK | Lyttltn NZ<br>British<br>*WB* | Oil Engines 2S.C.SA<br>7Cy.14″–17″ 240NHP<br>NDB38 NE38<br>Fairbanks Morse&Co. Beloit,Wis. | 13 ″ 6 | |
| 83997 | — (*ex*Clifford–38,*ex*Storm–38,<br>*ex*Carmen–37,*ex*Isly–35,*ex*Bauermeister,<br>*ex*Majfrid,*ex*Ruth) 1*Dk*2*trB* | | 350<br>276<br>215 | | | | | 1889 | Motala Co. Gothenburg | Entreprise J. Negri&Fils | 132·5\|23·3\| 9·2<br>Q46′B35′H12*t* | Panama<br>Pnamanian<br>*WB* | T.3Cy.11¼″,18¼″&29¼″–19½″<br>38NHP<br>Motala Co.Motala | | |
| 83998<br>DHWP | **Stormarn** (*ex*Aladdin,*ex*Rigel)<br>Wireless 1*Dk* | | 1459<br>1181<br>847 | | | | | 1919 | Akt.Burmeistr& Wain Copenhagen | Robert Bornhofen<br>*WB* | 254·5\|38·2\|15·4<br>P27*t*Q75*t*B250*t*<br>H79*t*F37*t* | Hamburg<br>German<br>*WB* | T.3Cy.18¼″,30″&50″–36″<br>150NHP<br>Akt.Burmeistr&Wain,Cpn | | G |
| 83999<br>111176<br>MDCM | **Stormont** (*ex*Saltees)<br>2*Dks* | | 1031<br>941<br>421 | | | | | 1899 | Caledon SB &Eng.Co.Ld. Dundee | Belfast,Mersey& Manchester S.S.Co. Ld.(W.M.May, *Mgr.*) | 250·0\|35·1\|16·3<br>P&B160′F50′ | Belfast<br>British<br>*WB* | T.3Cy.25″,40″&65″–48″<br>293NHP<br>Caledon SB.&E.Co.Ld.Dun | | C |
| 84000<br>145454<br>GFZL | **Stornest** (*ex*Stornes)<br>*Fitted for oil fuel*<br>2*Dks* | | 4255<br>3987<br>2543 | | | | | 1921 | J.Priest-man&Co.Ld. Sunderland | Cliffside Shipping Co.Ld.(J.Morrison &Son, *Mgrs.*) | 365·0\|51·5\|25·2<br>P89*t*H154*t*F29*t* | Newcastle<br>British<br>*WB* | T.3Cy.25″,41″&69″–48″<br>330NHP<br>G.Clark,Ld.Sunderland | | N |
| 84001<br>5680<br>SGCK | **Storö** (*ex*Rita–34,*ex*Wilhelmina,<br>*ex*Daggry)<br>1*Dk*&*pt Awngdk* | | 1196<br>777<br>698 | | | | | 1898 | Framnæs Mek.Værks. Sandefjord | Rederi A/B Norrland (Odmark& Andersson, *Mgrs.*) | 216·6\|33·7\|12·2<br>Q55′<br>*Awngdk*164′ | Härnösand<br>Swedish<br>*WB* | T 3Cy.16½″,27″&44″–30″<br>NB39 106NHP<br>Akers.Mek.Værks.Oslo | | N |
| 84002<br>LCZF | **Storstad** Twin Sc<br>*Oil Eng.*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>**D.F.** *Cruiser Stern* 2*Dks* | | 8998<br>8269<br>5217 | | | | | 1926 | Blythsw'd S.B.Co.Ld. Glasgow | Skibs A/S Sommerstad (A.F.Klaveness&Co.A/S) | 470·0\|62·2\|35·3<br>P418*t*H267*t*F41′ | Oslo<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.24½″–51 3/16″ 709NHP<br>J.G.Kincaid&Co.Ld.Grk. | | N |
| 84003<br>LCZG | **Storsten**<br>*Oil Eng.*<br>*ss*Rot.No.3–10,38<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>**D.F.** *Longitudinal framing* | | 5343<br>4597<br>3114 | ✠100A1<br>6,40 ~~40,38~~<br>✠LMC CS10,38<br>✠NE5,28 9,38<br>DBS~~3,99~~ 6,40<br>*Carrying Petroleum in bulk* | Rot<br>Got | *y* | CL<br>9,38 | 1926<br>7mo | Barclay, Curle&Co.Ld Glasgow<br>*Lloyd's sA&CP* | Tönsberg Rederi A/S (Rafen& Loennechen, *Mgrs*)<br>*Cell D Bu E*61′208*t DT f*46′589*t* | 388·1\|52·7\|29·0<br>P85′B27′F62′ FK<br>*FPT*56*t APT*27*t* | Tönsberg<br>Norwegian<br>*14BHpt Cem*<br>(10 *to U dk*<br>4 ,, 2*nd* ,,) | Oil Engines 2S.C.SA<br>3Cy.22⅜″–91⅜″ 482NHP<br>NDB30 (*s*) *100lb* DB*120lb*<br>Barclay,Curle&Co.Ld.Gls. | 29 ″ 2 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Transmissions par Engrenages. Système. Lettre d'Identification. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP Force en chevaux d'après les formules de la Société. RHP Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registre ou cod. si n'est dans le R. de Lloyd's. Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84004 | **Storviken** | *ss* H.Kg.No.3–8,30 | 4836 | ✠100A1 HKg *y* | | | CL | 1917 | SeattleCon- | Wallem&Co. A/S | 380·0\|53·2\|27·0 | Bergen | T.3Cy.24″,40″&70″–48″ (*s*) | 29 ″ 4 | |
| | | | 4383 | 11,40 ~~11,30~~ Wla | | | | 7mo | struction& | (H.J.Wallem, | 394·9 (O.L.) | Norwegian | 190lb 472NHP | s 5 ″ 9 | |
| LDGB | | *ss* H.Kg.No.2–39 | 2957 | ✠LMC12,39 | | | 11,39 | | Dry Dock Co. | *Mgr.*) | P40′B100′F41′ FK | *Cem* | 3SB,9*cf*,GS169,HS6831 FD | 23 ″ 9 | |
| | | 2 *Dks*(*Stl*) | | BS10,40 | | | | | Seattle,Wash A&CP | 1 *BHin after hold* | *d dispensed with 5 B* | *H only* | SeattleCons.&D.Dk.Co. | | |
| | | | | | | | | | | *CellD* | *B325′960t FPT115t* | *APT264t* | | | |
| 84005 | **Straat Malakka** | TwinSc | 6439 | | | | | 1939 | N.V.C.Van | Koninkl.Paketv. | 455·2\|62·2\|27·5 | Batavia | Oil Engines 4S.C.SA | | V |
| | | *Oil Eng.* | 5513 | | | | | | derGiessen& | Maats. | P43′B&F403′ | Dutch | 16Cy.28½″–55½″ 1240NHP | | |
| PKQI | D.F. E.S.D. | 1 *Dk&Shelter dk* | 3859 | | | | | | Zonen'sSchps | | | *WB* | WerkspoorN.V.Ams. | | |
| | | | | | | | | | Krimpen a/d | | | | | | |
| | | | | | | | | | Ysel | | | | | | |
| 84006 | **Straat Soenda** | TwinSc | 6439 | | | | | 1938 | N.V.C.Van | Koninkl.Paketv. | 455·2\|62·2\|27·5 | Batavia | Oil Engines 4S.C.SA | | V |
| | | *Oil Eng.* | 5513 | | | | | | derGiessen& | Maats. | P43′B&F403′ | Dutch | 16Cy.28½″–55½″ 1240NHP | | |
| PKQJ | D.F. E.S.D. | 1 *Dk&Shelter dk* | 3859 | | | | | | Zonen'sSchps | | | *WB* | WerkspoorN.V.Ams. | | |
| | *Ref.Mchy.* | | | | | | | | Krimpen | | | | | | |
| 84007 | **Strabo** | | 383 | | | | | 1937 | N.V.C.Van | West-Indische | 175·8\|30·0\| 8·2 | Willemstd | Oil Engines 2S.C.SA | | V |
| | | *Oil Eng.* | 289 | | | | | | derGiessen& | Scheepv.Maats. | | Dutch | 8Cy.10½″–18½″ 162NHP | | |
| PJCH | *Mchy.Aft* | 1 *Dk&Shelter dk* | 158 | | | | | | Zonen'sSchps | | P12′B&F156′ | *WB* | | | |
| | Wireless | *Cruiser Stern* | | | | | | | Krimpen | | | | Gbr.Stork&CoNVHengelo | | |
| 84008 | **Strabon** | | 4572 | ✠100A1 Ant *z* | | | CL | 1928 | W.Gray& | Cie.deNav. | 400·0\|53·0\|25·1 | LaRochlle | T.3Cy.26″,43″&71″–48″ (*s*) | 27 ″ 6 | |
| | | *ss* Ant.No.2–36 | 4220 | *with freeboard* | | | | 7mo | Co.Ltd. | d'Orbigny | | French | 180lb 439NHP | s 2 ″ 11½ | |
| FNKX | | 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*) | 2728 | 7,39 | | | 4,38 | | W Hartlepool | | F35′ FK | 6 *BHCem* | 3SB,9*cf*,GS184,HS7590 | 24 ″ 9½ | |
| | D.F. | | | BS11,39 ✠LMC8,36 | | | | *Lloyd's* | *A&CP* | | ( | *Coll to Sh dk* | Cen.Mar.Eng.Wrks.WHpl | | |
| | | | | Surveys delayed | | | | | | *CellDB353′1001t* | *FPT108t APT155t* | 5 ,, 2*nd*,,) | | | |
| 84009 | **Straide** | K | 326 | ✠100A1 Bel *e* | | | CL | 1917 | A.Jeffrey& | Howdens,Ld. | 131·7\|23·1\| 9·6 | Belfast | C.2Cy.16½″&36″–24″ (*s*) | 10 ″ 6 | |
| 136360 | | *ss* Bel.No.3–8,29 | 231 | 8,39 | | | 3,37 | 3mo | Co.Ld. | | *24·0* | British | 135lb 58RHP | s ″ 6½ | |
| MGLK | | *ss* Bel.No.2–37 | 113 | ✠LMC | | | | | Alloa | | | 3 *BHCem* | 1SB,3*pf*,GS44,HS1300 | 10 ″ 1 | |
| | *Mchy.Aft* | 1 *Dk*(*pt Stl*) | | MS3,37 BS11,39 | | | | *Lloyd's* | *A&CP* | | Q47′B9·F26′ FK | | A.Jeffrey&Co.Ld.Alloa | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | *FPT35t* | *APT9t* | | | |
| 84010 | **Strait Fisher** (*ex* Dragoon–34) | | 573 | ✠100A1 Bly *h* | | | CL | 1917 | J.Lewis& | JamesFisher& | 164·9\|27·0\|11·2 | Barrow | T.3Cy.14″,24″&39″–27″ (*s*) | 13 ″ 3 | |
| 140552 | *Mchy.Aft* | *ss* Liv.No.3–5,30 | 393 | 8,10~~5,30~~ Lth | | | 5,39 | 12mo | Sons,Ld. | Sons,Ld. | | British | 180lb 99RHP | s 3 ″ 8½ | |
| MGYR | *Well deck* | *ss* Lan.No.2–38 | 258 | ✠LMC | | | | | Aberdeen | | Q94′B11′F23′ FK | 3 *BHCem* | 1SB,3*pf*,GS54,HS1741 | 13 ″ 2½ | |
| | | *Cargo battens not fitted* 1 *Dk*(*Stl*) | | MS10,38 BS5,~~39~~8,40 | | | | *Lloyd's* | *A&CP* | *CellD* | *Bf 92′ 118t FPT44t* | *APT15t* | J.Lewis&Sons,Ld.Abn. | | |
| 84011 | **Strasbourgeois** (*ex* Ankara–36, *ex* Vegö) | | 2895 | | | | | 1929 | R.Thomp- | Cie.desBateaux à | 330·5\|48·9\|20·5 | Dunkirk | T.3Cy.25″,40½″&66–45″ | | V |
| | | | 2614 | | | | | | son&Sons,Ld. | Vapeur du Nord | P99′H147′F17′ | French | 292NHP | | |
| FNDK | D.F. | 1 *Dk&Shelter dk* | 1706 | | | | | | Sunderland | (Soc.Anon deGér- | | *WB* | G.Clark,Ld.Sunderland | | |
| | | | | | | | | | | ance et d'Arme- | | | | | |
| | | | | | | | | | | ment, *Mgrs.*) | | | | | |
| 84012 | **Strâssa** | TwinSc | *5602* | ✠100A1 Got *y* | | | OG | 1921 | Akt.Göta- | Trafikakt.Gränges | 393·7\|53·4\|30·9 | Stockholm | Oil Engines 4S.C.SA | 34 ″ 1 | |
| 6694 | | *ss* Mmo.No.3–6,34 | *5223* | *Shelter dk* | | | 8,37 | 11mo | verken | -berg-Oxelösund | | Swedish | 12Cy.23½″–35½″ | s 8 ″ 0 | |
| SKJA | | *ss* Got.No.1–39 | *2825* | *with freeboard* | | | | | Gothenburg | (M.Waldenström, | F40′*on Shelter dk* FK | *pt Cem* | DB–*100lb* 629NHP | 26 ″ 3½ | |
| | | *Oil Eng.* | | 3,40 | | | | *Lloyd's* | *A&CP* | *Mgr.*) | *Collision* | *nBHtoS dk* | Akt.Götaverken | | |
| | D.F. | 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*) | | ✠LMC CS4,39 | | | | | | *CellD BuE32′f105′* | *B651t* | 6 ,, ,, *U* ,, | | | |
| | | *Cruiser Stern* | | DBS5,39 5,38 | | | | | | *730t DTa103′1225t* | *FPT58t APT155t* | | | | |
| | | | | | | | | | *DTf68′* | | | | | | |
| 84012* | **Strassburg** (P) | | 898 | | | | | 1920 | Stettiner | Rud.Christ.Gribel | 201·9\|30·6\|12·1 | Stettin | T.3Cy.13⅝″,21⅞″&35⅝″–25⅝″ | | G |
| | Wireless D.F. | | 592 | | | | | | Oderwerke | | P28′Q46′B53′F25′ | German | 62NHP | | |
| DAQB | *Ref.Mchy.* | 1 *Dk* | 528 | | | | | | Stettin | | | *WB* | StettinerOderwerke,A.G. | | |
| 84013 | **Strategist** | | 6255 | ✠100A1 Mdb *a*† | | | CL | 1937 | Lithgows | CharenteS.S.Co. | 437·3\|56·0\|29·4 | Liverpool | T.3Cy.28″,46″&81″–54″ (*r*) | 32 ″ 0 | |
| 164346 | | | 5809 | ~~8,10~~ 8,~~32~~ 8,11 ~~C&E~~ Lon | | | | 11mo | Ld. | Ld. (T&JHarrison, | 452·3 (O.L.) | British | 215lb *120lb* 582NHP | s 6 ″ 5½ | |
| GCCF | | 2 *Dks* | 3788 | ✠LMC11,37 | | | | | PortGlasgow | *Mgrs.*) | P45′B144′F43′ FK | 8 *BHCem* | 2DB(Spt) *12cf*,GS272, | 25 ″ 8½ | |
| | | *Cruiser Stern* | | | | | | *Lloyd's* | *A&CP* | *CellDB365′* | ( | 1 ,, *to 2nd dk*) | HS9062 | | |
| | | | | | | | | | | *1269t D* | *Ta32′ 858t FPT95t* | *APT70t* | D.Rowan&Co.Ld.Gls. | | |
| 84014 | **Stratford** (*ex* Luminous–38, *ex* Vitruvia) | *ss* Shl.2ndNo.3–3,37 | 4753 | ✠100A1 Fal *x* | | | CL | 1913 | Russell& | PallasOil& | 376·0\|51·2\|29·0 | London | T.3Cy.26″,44″&73″–48″ (*r*) | 29 ″ 2 | |
| 133138 | | | 4213 | 6,40 ~~12,30~~ Liv | | | 10,39 | 9mo | Co. | TradingCo.Ld.(O. | | British | 180lb 470NHP | s 4 ″ 10 | |
| GJVF | *Mchy.Aft* | 2 *Dks*(*Stl*)*&Web frames* | 2875 | BS12,39 ✠LMC3,37 | | | | | Pt.Glasgow | Margulies, *Mgr.*) | P103′B28′F43′ FK | 16 *BHpt Cem* | 3SB,9*cf*,GS195,HS8202 | 24 ″ 6½ | |
| | | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *A&CP* | | (15 *to U dk* | | Rankin&Blackmore,Grk. | | |
| | | | | *Fitted for oil fuel* 6,23 | | | *F.P. a* | *bove* 1 | 50° F. | *Cell DB uE&B75′115t* | *FPT123t APT97t* | 1 ,, 2*nd* ,,) | | | |
| 84015 | **Strathaird** (P) | TwinSc | 22281 | ✠ Lon *p*† | | | | 1932 | Vickers- | P.&O.Stm.Nav.Co. | 638·7\|80·2\|33·1 | London | 2SteamTurbines connect'd | 37 ″ 6 | BT till 1,41 |
| 162670 | | | 12675 | 7,35 | | | | 1mo | Armstrongs, | | B347′F75′ *Upper* | British | to Elec. Motors & Sc. Shafts | | |
| GRSX | *Ref.Mchy.* | 3 *Dks*(*Stl–Weather dk* | 13242 | ✠ | | | | | Ld. Barrow | | *Bridge*304′ FK | 11 *BHpt Cem* | 4WTB&2AuxWTB | | |
| | | teak s)*4th dk*(*Stl*)*in holds* | | ✠Lloyd'sRMC11,39 | | | | | | *Duct keel forward* | *of machinery space* | *Coll,,to W dk* | HS56000 6315NHP | | |
| | D.F. E.S.D. | GyC. *Cruiser Stern* | | | | | | | | *CellDB507′2572t* | *DTs a27′818t* | | VickersArmstrngsLd.Brw | | |
| | | *Fitted for oil fuel* | | | | | | | | *Tank in way of t* | *unnels132t FPT115t* | *APT198t* | BritishThomson-Houston | | |
| | | | | | | | | | | | | | Co.Ld.Rugby | | |
| 84016 | **Strathallan** (P) | TwinSc | 23722 | ✠100A1 Syd *q*† | | | CL | 1938 | Vickers- | P.&O.Stm.Nav.Co. | 639·5\|82·2\|33·6 | London | 6 steam turbines SR geared | 38 ″ 0 | BT till 1,41 |
| 166371 | | | 13103 | *with freeboard* | | 2⅛ | | 3mo | Armstrongs | | 664·5 (O.L.) | British | to 2 screw shafts (*s*) | s 8 ″ 1 | |
| GFFX | D.F. E.S.D. GyC. | 2 *Dks*,3*rd dk in holds* | 14134 | 8,40 ~~4,40~~ | | BS2,40 | | | Ld. | *Lwr* | B&F540′B&F480′ | 11 *BHpt Cem* | 4912NHP | 30 ″ 2 | |
| | | *Cruiser Stern* | | ~~BS5,39~~ | | ✠LMC3,38 | | | Barrow | *Upr* | B316′*Upr* F81′ | 2 ,, *to 2nd dk* | 4WTB&2AuxWTB450lb | | |
| | *Ref.Mchy.* | | | ✠Lloyd'sRMC5,40 | | | | *Lloyd's* | *A&CP* | *Duck keel fwd. of* | *mchy. space* FK | | (Spt440lb),HS37030 FD | | |
| | | | | | | 10,40 | | | | *CellDB504′2228t* | *Tanks in way of tu* | | VickersArmstrngsLd.Brw. | | |
| | | | | *Fitted for oil fuel* 3,38 | | | *F.P. a* | *bove* 15 | 0° F. | *Wing t* | *anks in engine room* | | *f44′194t FPT113t APT195t* | | |
| 84017 | **Stratheden** (P) | TwinSc | 23722 | ✠100A1 Syd *q*† | | | CL | 1937 | Vickers- | P.&O.Stm.Nav.Co. | 639·5\|82·2\|33·6 | London | 6 steam turbines SR geared | 38 ″ 0 | BT till 1,41 |
| 165614 | | | 13103 | *with freeboard* | | 2⅛ | | 12mo | Armstrongs, | | 664·5 (O.L.) | British | to 2 screw shafts (*s*) | s 8 ″ 1 | |
| GDGT | D.F. E.S.D. GyC. | 2 *Dks*,3*rd dk in holds* | 14127 | 10,40 ~~4,40~~ | | BS3,40 | | | Ld. Barrow | | *Lower* B&F540′ | 11 *BHpt Cem* | 4912NHP | 30 ″ 2 | |
| | *Ref.Mchy.* | *Cruiser Stern* | | ~~BS4,39~~ | | ✠LMC12,37 | | *Lloyd's* | *A&CP* | | B&F480′*Upr* B316′ | (2 ,, *to 2nd dk*) | WTB&2AuxWTB450lb | | |
| | | | | ✠Lloyd'sRMC5,40 | | 7,40 | | | | | *Upr* F81′ FK | | (Spt440lb),HS37030 FD | | |
| | | | | | | | | | | *Duct keel for* | *ward of mchy. space* | | VickersArmstrngsLd.Brw. | | |
| | | | | *Fitted for oil fuel* 12,37 | | | *F.P. a* | *bove* 150° F. | | *CellDB504′2218t* | *Tanks in way of tun* | *nels96′515t* | | | |
| | | | | | | | | | | *Wing t* | *anks in engine room* | *63′642t DTs* | *f44′194t FPT113t APT195t* | | |
| 84018 | **Strathmore** (P) | TwinSc | 23428 | ✠100A1 Lon *q*† | | | CL | 1935 | Vickers- | P.&O.Stm.Nav.Co. | 640·3\|82·2\|33·7 | London | 6steam turbines SR geared | 38 ″ 0 | BT till 8,41 |
| 164521 | | | 13151 | *with freeboard* | | 2⅛ | | 9mo | Armstrongs, | | | British | to 2 screw shafts (*s*) | s 8 ″ 1 | |
| GYMS | D.F. E.S.D. GyC. | 3 *Dks*,4*th dk in holds* | 13993 | 7,39 | | | | | Ld. Barrow | | B&F493′ *Upr* B319′ | 11 *BHpt Cem* | 4912NHP | 30 ″ 2 | |
| | *Ref.Mchy.* | *Cruiser Stern* | | BS9,38 ✠LMC9,35 | | | | *Lloyd's* | *A&CP* | | *Upr* F81′ FK | 2 ,, *to* | 4WTB&2AuxWTB450lb | | |
| | | | | ✠Lloyd'sRMC~~4,40~~ | | | | | | *Duct keel forw* | *ard of mchy. space* | 3rd *dk* | (Spt440lb) HS37030 FD | | |
| | | | | | | 2,41 | | | | *CellDB504′2209t* | *Tanks in way of tu* | *nels96′515t* | VickersArmstrngsLd.Brw. | | |
| | | | | *Fitted for oil fuel* 9,35 | | | *F.P. a* | *bove* 150° F. | | *Wing tanks in en* | *gine room 63′633t D* | *Ts f44′194t* | *FPT113t APT195t* | | |

58/40

141/40

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned nor expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard at midships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Transfer, or Trade Years |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84019<br>162619<br>GRPZ | **Strathnaver** Ⓟ | **TwinSc**<br>3*Dks*(*Stl–Weather dk* teak s)<br>*Ref.Mchy.* *4th dk*(*Stl*)*in holds*<br>D.F. E.S.D. GyC. *Cruiser Stern*<br>*Fitted for oil fuel* | 22283<br>12675<br>13265 | ✠<br>6,35<br>✠<br>✠Lloyd'sRMC~~6,38~~ 7,40<br>11,40 | Lon | *p*† | | 1931<br>9mo | Vickers-Armstrongs, Ld. Barrow | P.&O.Stm.Nav.Co.<br>*Duct keel forward*<br>*Cell D B*507'2572*t*<br>*in way of* | 638·7\|80·2\|33·1<br>B347'F75'<br>*Upper Bridge*304'<br>FK<br>*of machinery space*<br>*DTs a*27'818*t Tank*<br>*tunnels*132*t FPT*11 | London<br>British<br>11*B Hpt Cem*<br>*Coll.,,to Wdk*<br>5*t APT*198*t* | 2SteamTurbines connect'd toElec.Motors&Sc.Shafts<br>6315NHP<br>HS56000<br>4 Water Tube Boilers<br>2Aux.WaterTubeBoilers<br>VickersArmstrngsLd Brw<br>BritishThomson-Houston Co.Ld.Rugby | 37 ″ 6<br>BT till ~~6,40~~ 4,41 | |
| 84020<br>DOAR | **Strauss**<br>D.F. Sub.Sig. 1*Dk*<br>*Cruiser Stern* | | 1756<br>1406<br>836 | | Lon | *q* | | 1927 | G.Seebeck A.G. Weser-münde-G. | ArgoReederei<br>RichardAdler&Co. | 276·8\|42·1\|14·8<br>P14'F257' | Bremen<br>German<br>*WB* | T.3Cy.21¼″,34½″&55½″–37⅞″<br>& 1 low pressure Turbine<br>254NHP<br>G.SeebeckA.G. Wesermünde-G. | | G |
| 84021<br>PHTS | **Streefkerk**<br>*ss*Rot.No.3–10,34<br>*ss*Rot.No.1–38<br>2*Dks*(*Stl-U* teak s)<br>*Cruiser Stern* | | 6185<br>5656<br>3823 | ✠100A1<br>1,11 ~~2,40~~<br>✠LMC<br>MS12,38 BS~~6,38~~ 8,40<br>*Fitted for oil fuel* 10,21 | Sch<br>Gls | *a*†<br>CL<br>12,38 | | 1921<br>11 mo | Rotterdam-scheDroogdk. Mij.<br>A&CP<br>*above* 150° F. | VereenigdeNeder-landscheScheepv. Maats.(Directie en AgentuurMaats. HollandBritsch IndieLijn,N.V. *Mgrs.*)<br>*Cell DB*338'1143*t* | 421·0\|55·4\|28·9<br>P49'B256'F36' FK<br>*MT* 18' 780*t* | The Hague<br>Dutch<br>7*BHAsp*<br>*FPT* 137*t APT*64*t* | T.3Cy.26½″,43″&73″–48″ (*s*)<br>180lb 538NHP<br>3SB,*9cf*,GS168,HS8151 FD<br>Rotterdamsch.Droogd.Mij | 31 ″ 6<br>s 5 ″2½<br>26 ″ 6 | |
| 84022<br>4882<br>SGPD | **Strengnäs Express** Ⓟ<br>1*Dk2trB* | | 325<br>140<br>210 | | | | | 1908 | Lindholmens V.A. Gothenburg | VaxholmsNya Ångf.A/B (O.F. Ekebohm,*Mgr.*) | 121·3\|22·9\| 9·7<br>Q7'B58'H59*t* | Stockholm<br>Swedish | T.3Cy.14¼″,22″&36½″–22½″<br>63NHP<br>LindholmensV.A.Got. | | |
| 84023<br>LJIQ | **Strinda**<br>*Oil Eng.*<br>*Mchy.Aft* *Cruiser Stern* 1*Dk*<br>D.F. E.S.D. *Carrying Petroleum in bulk*<br>*pt Longitudnal framing* | | 10973<br>10114<br>6578 | | | | | 1937 | Deutsche WerftAG Bet Finkenwrder Hamburg | A/S J.Ludwig MowinckelsRederi | 508·9\|69·2\|36·5<br>P114'B29'F58' | Bergen<br>Norwegian<br>*WB* | Oil Engines 2S.C.DA<br>7Cy.23⅜″–43 5/16″ 1360NHP<br>MaschinenfbrK.Augsburg-NürnbergA.G.Augsburg | | N |
| 84024<br>LCPH | **Strix** **TwinSc**<br>*Oil Eng.*<br>*Mchy.Aft* *Cruiser Stern* 1*Dk*<br>D.F. *Carrying Petroleum in bulk* | | 6219<br>5546<br>3719 | | | | | 1930 | Götaverken A/B Gothenburg | Skibs-A/S Diesel-tank(Stephansen& Torgersen,*Mgrs.*) | 408·3\|55·3\|32·3<br>P218*t*H352*t*F68*t* | Oslo<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.21⅝″–39⅜″ 540NHP<br>GötaverkenA/B,Got. | | N |
| 84025<br>2122<br>IBIF | **Strombo** (*ex*Laxerto–35, *ex*Carpena–35,*ex*Capena) **TwinSc**<br>*Oil Eng.*<br>*Mchy.Aft* 2*Dks*<br>D.F. *Carrying Petroleum in bulk* | | 5232<br>4526<br>2612 | | | | | 1923 | Cant.Offic. Savoia Cornigliano Ligure | "Polena"Società diNavigazione | 393·2\|51·8\|28·5<br>P101'B30'F34' | Genoa<br>Italian | Oil Engines 2S.C.SA<br>8Cy.23⅜″–37″ 779NHP<br>Cant.Offic.Savoia | | I |
| 84026<br>LEZG | **Stromboli**<br>Wireless D.F. 1*Dk* | | 1376<br>864<br>810 | | | | | 1902 | Fredrkstad Mek.Værks. Fredrikstad | DenNorskeMiddel-havslinje A/S(Fred Olsen&Co.&O.R. Thoresen,*Mgrs.*) | 230·9\|33·3\|15·2<br>P31*t*B51*t*H14*t*<br>F393*t* | Oslo<br>Norwegian<br>*WB* | T.3Cy.15″,26″&43″–30″<br>101NHP<br>FredrikstadM.V.Frdstad. | | N |
| 84027<br>LCPN | **Strombus**<br>(*Whale Oil Factory*)<br>*ss*Osl.3rdNo.3–10,34<br>*ss*Nwc.No.3–11,36<br>*Mchy.Aft* 2*Dks*(*Stl*)*& Web frames*<br>D.F. | | 6549<br>5787<br>3917 | ✠100A1<br>10,40 ~~8,39~~<br>✠NB3,21 ✠LMC~~11,36~~<br>✠NB(FR)*made16refitted36*<br>Pr.BS8,39 ~~BS6,39~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1,00 *F.P. above* 150° F. | Shl<br>Sws | *z*<br>CL<br>~~10,36~~<br>10,40<br>8,40 | | 1900<br>1mo | Armstrong Whitworth& Co.Ld. Newcastle<br>A&CP | A/S Sevilla (Onesimus Andersen,*Mgr.*)<br>*WB=DBu Tanks at* | 410·0\|52·1\|32·2<br>P100'B20'F56' FK<br>B37'112*t FPT* 219*t*<br>*sides of boiler room & in boiler room'twe en decks* 276*t* | Tonsberg<br>Norwegian<br>14*BHCem*<br>*APT*62*t* | T.3Cy.26½″,46″&77″–48″ (*s*)<br>180lb 654NHP<br>22Pr.B60*lb* 7Pr.B45*lb*<br>4SB,*13cf*, HS10381 FD<br>N.E.MarineCo.Ld.Nwc. | 34 ″ 0<br>s6 ″10½<br>27 ″ 5 | |
| 84028<br>144827<br>MNRB | **Stronsa Firth**<br>*ss*Abn.No.3–10,37<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | | 491<br>319<br>222 | ✠100A1<br>11,40 ~~4,40~~<br>BS~~6,39~~ 11,40 ✠LMC10,37 | Hul<br>Shl | *g*<br>CL<br>10,38 | | 1925<br>9mo | J.Lewis& Sons,Ld. Aberdeen<br>*Lloyd'sA&CP* | FirthShippingCo. Ld. | 160·3\|25·1\| 9·7<br>166·0(O.L.)<br>Q92'B11'F24' FK<br>*Cell D B*95'114*t FPT*33*t* | Aberdeen<br>British<br>3*BHCem*<br>*APT*14*t* | T.3Cy.12½″,21″&34″–24″ (*s*)<br>180lb 66RHP<br>1SB,*3pf*,GS52,HS1618<br>J.Lewis&Sons,Ld.Abn. | 11 ″ 9<br>s 3 ″ 8<br>11 ″ 8 | |
| 84029<br>123<br>SVEG | **Strymon** (*ex*Cairndhu–35)<br>*ss*Lth.No.3–9,31<br>*ss*Alx.No.2–39<br>D.F. 1*Dk*(*Stl*) | | *5250*<br>*4789*<br>*3218* | ✠100A1<br>12,39<br>✠LMC<br>MS6,39 BS12,39 | Alx | *y*<br>CL<br>7,38 | | 1919<br>3mo | Palmers' Co.Ld. Newcastle<br>*Lloyd'sA&CP* | LivanosMaritime Co.Ld.(N.G. Livanos,*Mgrs.*)<br>*Cell D B* | 399·3\|52·2\|28·5<br>P49'B113'F39' FK<br>344'1112*t FPT*122*t* | Chios<br>Greek<br>7*BHCem*<br>*APT*174*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle | 31 ″ 0<br>s 5 ″11½<br>25 ″ 3 | |
| 84030<br>DHWT | **Stubbenhuk**<br>Wireless D.F. 1*Dk* | | 934<br>759<br>465 | | | | | 1925 | Flender, A.G. Lübeck | H.M.Gehrckens | 223·7\|33·4\|12·0<br>P172'F21' | Hamburg<br>German<br>*WB* | T.3Cy.16 7/16″,26¾″43 7/16″–29½″<br>Lübecker 102NHP<br>Maschb.Ges.Lübeck | | G |
| 84031<br>172214 | **Student Prince II** **Wood**<br>*Oil Eng.*<br>1*Dk*<br>*Cruiser Stern* | | 387<br>349<br>303 | | | | | 1939 | Smith& Rhuland Lunenburg, N.S. | NovaScotia Shippers,Ld. | 150·0\|30·3\|12·3 | Halifax NS<br>British | Oil Engines 2S.C.SA<br>6Cy.10½″–12½″ 116NHP<br>FairbanksMorse&Co. Beloit,Wis. | | |
| 84032<br>145983<br>MLDS | **Sturdee Rose**<br>*ss*Bly.No.3–5,35<br>*ss*Bly.No.1–40<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | | 873<br>592<br>443 | ✠100A1<br>2,40<br>✠LMC<br>BS~~6,39~~ 6,40 MS2,40 | Bly | CL<br>2,40 | | 1922<br>10mo | HansenSB &S.Rep.CoLd Bideford<br>*Lloyd'sA&CP* | RichardHughes& Co.(Liverpool)Ld.<br>*Cell D B* | 190·0\|30·1\|12·5<br>Q120'BonQ14'F26'<br>FK<br>*Bf*126'239*t FPT*53*t* | Liverpool<br>British<br>3*BHCem*<br>*APT*30*t* | T.3Cy.15″,25″&41″–27″ (*s*)<br>180lb 84RHP<br>2SB,*4cf*,GS66,HS2166<br>LythamSB.&E.Co.Ld. Lyt. | 14 ″ 6<br>s 4 ″6½<br>14 ″ 1½ | |
| 84033<br>3881<br>SGAI | **Stureborg** (*ex*Ran–33, *ex*Mulgrave) **Iron**<br>*ss*Mmo.2ndNo.3–11,07<br>*Well deck* *ss*Gms.No.1–12<br>1*Dk*(*Irn*)2*trB* | | *1584*<br>*1333*<br>*920* | ✠<br>7,16<br>✠ | Lon | *q* | | 1883<br>11mo | J.L.Thompson&Sons Sunderland | RederiA/B Sture-borg(J.Leonard) | 260·0\|36·0\|18·6<br>Q100'B58'F26'<br>FK<br>*DBa*76'*f*58'268*t FPT*33*t* | Landskrna<br>Swedish<br>4*BHCem*<br>*APT*26*t* | C.2Cy.29½″&60″–39″<br>NDB05 180NHP<br>2SB,*6cf*,GS96,HS3066<br>J.Dickinson,Sunderland | 19 ″ 8 | V<br>† |
| 84034<br>6172<br>SILA | **Stureholm** **TwinSc**<br>*Oil Eng.*<br>*ss*Skm.No.3–4,32<br>*ss*Got.No.1–36<br>D.F. 1*Dk*(*Stl*)*& Shelter dk*(*Stl*)<br>*Cruiser Stern* 2*nd dk*(*Stl*) *in forehold* | | *4575*<br>*4103*<br>*2702* | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>5,39<br>✠LMC CS4,36<br>DBS~~7,38~~ 5,40 6,37 | Got | *y*<br>OG<br>4,39 | | 1919<br>9mo | Aktieb. Götaverken Gothenburg<br>AP | Aktieb.Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*)<br>*Cell D B* 333' 10 | 408·7\|54·0\|23·4<br>FK<br>*Collision side tanks(aft)* 42'224*t APT*44*t* | Gothenbrg<br>Swedish<br>*Cem*<br>*nB Hto Sh dk*<br>6 ,, ,, *U* ,, | Oil Engines 4S.C.SA<br>12Cy.23¼″–35 7/16″ 629NHP<br>DB*100lb*<br>Akt.Burmeister&Wain, Copenhagen | 26 ″ 1<br>s 2 ″ 9<br>23 ″ 6½ | |
| 84035<br>1565<br>IUOY | **Sturla** (*ex*F.G.Reinhold, *ex*Halfdan, *ex*Highlands) **Iron**<br>*ss*Got.2ndNo.3–2,09<br>*ss*Nwc.No.2–19<br>*Well deck* Sub.Sig. 1*Dk*(*Irn*)2*trB* | | 1195<br>864<br>723 | ✠<br>6,22<br>✠NB5,13 ✠ | Nwc | *n* | | 1884<br>1mo | A.Hall& Co. Aberdeen | IgnazioMessina &C. | 228·5\|33·1\|16·2<br>Q90'B57'F24'<br>BK8'<br>*DBa*71'*f*82'329*t* | Genoa<br>Italian<br>4*BHCem*<br>1SB,*3cf*,GS90,HS2465<br>BlaikieBros.Aberdeen | C.2Cy.28″&54″–36″<br>NDB07 142NHP | 17 ″ 0 | I<br>† |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned under Lastn. and Equipment. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. pds pt. | 15 Registres où sont enregistrés les Certificats de Durée. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84036 | **Sturmfels** | | 6288 | | | | | 1920 | Act.Ges. "Weser" Bremen | DeutscheDmpfs-fahrtsGes.Hansa | 431·5 | 56·2 | 30·3 | Bremen German | T.3Cy.28½″,47½″&76½″–53⅞″&LP.Turbine 608NHP A.G."Weser"Bremen | | G |
| DOKM | Sub.Sig. 2 *Dks* | | 5812 3834 | | | | | | | | P78′B133′F56′ | | | | | | |
| 84037 | **Sturzsee** (*ex*OttoFischer, *ex*Westerbroek) | | 708 537 | | | | | 1921 | Wortelboer &Co. Westerbroek | W.Schuchmann | 179·9 | 28·7 | 12·6 | Bremer-haven German | T.3Cy 15″,23½″&39½″–23½″ 75NHP E.J.Smit&Zoon,Hoogezand | | G |
| DHWU | *Mchy.Aft* 1 *Dk* | | 338 | | | | | | | | Q85′B8′ | | *WB* | | | | |
| 84038 | **Stuttgart** Ⓟ E.S.D. | TwinSc | 13387 11292 | | | | | 1923 | Vulcan-WerkeA.G. Stettin | DeutscheArbeits-frontG.m.b.H. (Norddeutscher Lloyd,*Mgr.*) | 527·0 | 65·0 | 34·7 | Bremen German | T6Cy.31½″,51½″&59½″–55½″ 517NHP Vulcan-WerkeA.G.Stettin | | G |
| DOAK | D.F. GyC. Sub.Sig. 4 *Dks* | | 7796 | | | | | | | | B 2′F117′ | | | | *WB* | | |
| 84039 | **Stuyvesant** Ⓟ | | 4249 3052 | | | | | 1918 | Nederl. Schps.Maats. Amsterdam | Koninkl.Nederl. Stoomb.Maats. N.V. | 342·0 | 47·6 | 24·3 | Amstrdam Dutch | T.3Cy.25″,39″&67″–47½″ 309NHP Werkspoor,Amsterdam | | V |
| PHUI | D.F. 2 *Dks* | | 2541 | | | | | | | | P28′B143′F60′ | | | | *WB* | | |
| 84040 | **Styliani** (*ex*Patra–37,*ex*Orion–32, | | *3256* | ✝ | Ven | *v* | | 1896 | R.Thomp-son&Sons Sunderland | AristidesPittas& C.Scrivanos | 328·1 | 47·1 | 15·9 | Piræus Greek | T.3Cy.24″,39″&64″–42″ | 25 ″ 10 | G |
| 344 | *ex*Hillcrag) *ss*Pir.2ndNo.3–4,22 | | *3029* | 6,27 | | | | 8mo | | | P29′B70′F35′ | | 23·3 FK | | NDB18 275NHP | | † |
| SVAU | 1 *Dk(Stl)&Spar dk(Irn) &deep framing* | | *2081* | ✝ | | | | | | *CellDBa* | *106′uE22′f130′714t* | | | | *6BHCem APT50t* | 2SB,*6pf*,GS100,HS4274 G.Clark,Ld.Sunderland | |
| 84041 | **Stylianos** Ⓟ | AuxSr | 409 | ✝ | Alx | | | 1895 | Ramage& Ferguson,Ld. Leith | G.&L.Tsoupas | 148·0 | 27·1 | 15·6 | Patras Greek | T.Cy.13″,21″&34″–24″ | | |
| 15 | (*ex*Hermes–36, *ss*Alx.2ndNo.3–7,21 | | — | *Yacht* | | | | 10mo | | | | | BK | | NB08 57NHP | | |
| SZGB | *ex*Kawala–35,*ex*Yacht–33,*ex*ElTawaf, *ex*Kawala,*ex*Arcturus) 2 *Dks* | | 169 | 5,27 | ✝ | | | | | | | | | | *5BHCem* | 1SB,*6rf*,GS120,HS1602 Ramage&Ferguson,Ld.Lth. | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 84042 | **Stylianos Chandris** | | 6059 | ✝100A1 | Liv | *z* | CL | 1919 | Virginia S.B.Corp. Alexandria, Va. | J.D.Chandris | 402·6 | 53·2 | 32·0 | Piræus Greek | T.3Cy.25″,41½″&72″–48″ | 34 ″ 6 | |
| 926 | (*ex*Oakspring–38, *ss*N.Yk.No.3–2,38 | | 5550 | *Shelter dk* | NYk | | ~~2,40~~ | 12mo | | | 417·0(O.L.) | | | | 190lb 359NHP | s 8 ″ 2½ | |
| SVYH | *ex*E.A.Morse) 1 *Dk&Shelter dk* | | 3743 | *withfreeboard* 6,41 ~~6,40~~ | | | 4,41 | | | | P34′F38′*onShltr dk* | | FK | | *6BHtoSh dk* | 3SB,*9cf*,GS185,HS8331 IngersollRandCo. | 26 ″ 5½ |
| | *Longitudinal framing* | | | BS8,~~39~~ 1,41 LMC2,38 | | | | | | | 1 ″ ″ *U* ″ | | | | *APT46t* | Phillipsburg,N.J. | |
| | | | | *Fitted for oil fuel* 12,19 | | | *F.P.* | *Lloyd'sA&CP above* | | *CellDB*349′1360*t* | 150° F. | | | | *MT*30′587*tFPT73t* | | |
| 84043 | **Suat** (*ex*Vefa–34,*ex*Fasano, | | 1439 | ✝ | Mes | *o* | | 1886 | ButeS.B. Eng.&Dry DockCo.Ld. Cardiff | SadikogluNazim | 240·9 | 33·1 | 18·0 | Istanbul Turkish | C.2Cy.29″&56″–36″ | 19 ″ 2 | I |
| 1109 | *ex*S.Antonio, *ss*Sws.3rdNo.3–8,19 | | 1109 | 10,23 | | | | 8mo | | | Q86′B50′F26′ | | | | 173NHP | | † |
| TCDJ | *ex*Balham,*ex*Collivaud) 1 *Dk(Stl)2trB* | | 844 | ~~NB2,17~~ ✝ | | | | | | | ND01 | | FK | | *4BHCem* | 2SB,*6cf*,GS98,HS3336 Palmer'sCo.Ld.Newcastle | |
| | *Well deck* | | | | | | | | | | | | *DBa*67′*f* | | 101′306*t* | | |
| 84044 | **Suavity** | | 634 | ✝100A1 | Yar | *i* | OG | 1937 | G.Brown& Co.(Marine) Ld. Greenock | F.T.Everard& Sons,Ld. | 175·0 | 27·9 | 9·8 | London British | Oil Engines 2S.C.SA | 12 ″ 0 | |
| 165417 | *Oil Eng.* | | 421 | 3,39 | | | | 3mo | | | 182·6(O.L.) | | | | 6Cy 12⅝″–15¾″ 86RHP | s 3 ″ 9 | |
| MMDZ | 1 *Dk* | | 334 | | | | | | | | Q113′F13′ | | FK | | *3BHptCem ptAsp* | | 12 ″ 0 |
| | *Mchy.Aft* *CruiserStern* | | | LMC3,37 LMC(M)4,39 | | | | *Lloyd'sA&CP* | | *CellDB*109′ 147*t FPT79t* | | | | | *APT57t* | NewburyDieselCo.Ld. Newbury | |
| 84045 | **Subadar** | | 5424 | ✝100A1 | Cal | *z* | CL | 1929 | Lithgows Ld. PortGlasgow | AsiaticStm.Nav. Co.Ld. | 405·0 | 54·0 | 28·8 | London British | T.3Cy.24½″,42″&70″–48″ (*s*) | 31 ″ 3 | |
| 161244 | | | 5024 | 6,40 ~~8,30~~ | Bom | | ~~8,38~~ | 6mo | | | P40′B121′F41′ | | | | *ptCem* | 210lb *110lb* 446NHP | s 6 ″ 1 |
| GSZT | *ss*Cal.No.2–38 2 *Dks(Stl)* | | 3897 | BS~~8,30~~ 1,41 LMC11,37 | | | 6,10 | *Lloyd'sA&CP* | | *Interme-diate'tween dk hold dispensed with* | | | FK | | *5BHtoUdk* | 2SB,*8pf*,GS308,HS5972 D.Rowan&Co.Ld.Glasgow | 25 ″ 5½ |
| | | | | | | | | | | *BH in after* | | | | | 1 ″ ″ 2nd ″ | | |
| | | | | | | | | | | *CellDB*348′1186*t DTa*35′981*t* | | | | | *FPT118t APT31t* | | |
| 84046 | **Suceava** Ⓟ (*ex*AlbertVögler–33) | | *6876* | | | | | 1923 | Marine-werft Wilhelmshvn | RoumanianState MaritimeService | 409·8 | 53·9 | 23·7 | Constntza Roumanian | T.3Cy.25¼″,41″&66½″–49¼″ | | V |
| | | | *6083* | | | | | | | | H133′F49′ | | | | | | |
| YQSS | Sub.Sig. 2 *Dks* | | *5704* | | | | | | | | | | | | | &L.P.Turbine 308NHP Marinewerft,Wilhelmshvn | |
| 84047 | **Sucre** | TwinSc | *2646* | ✝100A1 | Aru | *t* | CL | 1926 | Palmers Co.Ld. Newcastle | MeneGrandeOil Co.C.A. | 305·0 | 50·2 | 16·3 | Maracaibo Venezuelan | T.6Cy.13½″,23″&37″–27″ (*s*) | 16 ″ 6 | |
| | *ss*Mob.No.3–3,38 | | *1889* | ~~10,40~~ ~~2,80~~ | NYk | | ~~1,30~~ | 6mo | | | 316·5(O.L.) | | | | 180lb 210NHP | s 2 ″ 0½ | |
| ~~XYAP~~ | *Mchy.Aft* 1 *Dk(Stl)&Web frames* | | *1509* | BS~~12,30~~ LMC3,38 | | | 10,40 | | | | P69′B22′F33′ | | FK | | *2BHptCem* | 2SB,*6cf*, HS4009 | 14 ″ 8 |
| ~~XYAP~~ | *Longitudinal framing* | | | *CarryingPetroleum in bulk* | | | *bulk* | *Lloyd'sA&CP* | | | *Trunk dk*181′ | | | | | MacColl&Pollock,Ld.Sld. | |
| | | | | *Fitted for oil fuel* 6,26 | | | *F.P.a* | *above* 1 | 50° F. | *CellDBuE&* | *B42′107tFPT194t* | | | | *APT85t* | | |
| 84048 | **Sud** | | 2589 | ✝100A1 | Spt | *t* | CL | 1901 | A.Rodger &Co. Pt.Glasgow | Brodarsko Akcion-arskoDrustvo "Oceania" | 314·4 | 44·0 | 20·8 | Susak Yugoslav | T.3Cy.22½″,37″&61″–42″ (*s*) | 23 ″ 3 | |
| | *ss*Tri.3rdNo.3–4,37 | | *2337* | ~~10,40~~ ~~5,30~~ | Cff | | 4,38 | 12mo | | | P29′B94′F30′ | | FK | | 160lb 249NHP | s 3 ″ 5½ | |
| YTEG | 1 *Dk(ptIrn&ptStl)2trB& deep framing3Dk rule* | | *1661* | BS~~5,39~~ 5,40 LMC4,37 | | | | *Lloyd'sA&CP* | | *CellDBa&uE* | *120′f136′638t* | | | | *5BHCem APT86t* | 2SB,*6cf*,GS105,HS3866 A.Rodger&Co.Glasgow | 20 ″ 0½ |
| 84049 | — | | 1665 | ✝100A1 | BAs | *p* | CL | 1924 | FurnessSB Co.Ld. Haverton Hill-on-Tees | Cia.Argentina de Nav.Mihanovich, Ltda. | 245·4 | 38·6 | 15·5 | Bns.Aires Argentine | T.3Cy.17″,27½″&45″–33″ (*s*) | 17 ″ 6 | |
| | (*ex*Martinhoe) *ss*B.As.No.3–9,36 | | — | ~~10,40~~ ~~7,00~~ | | | ~~7,00~~ | 4mo | | | | | | | 180lb 156NHP | s 5 ″ 6 | |
| LOHA | *Well deck* 1 *Dk(Stl)* | | 949 | LMC | | | 8,40 | | | *CellDB*175′457*t* | Q188′F24′ | | FK | | *4BHptCem* | 2SB,*4cf*,GS79,HS2806 Ross&Duncan,Govan | 16 ″ 6½ |
| | *Longitudinal framing in double bottom & at deck* | | | MS10,40 ~~BS4,30~~ 5,41 | | | | *Lloyd'sA&CP* | | *DT at sides of tun-nels* | 34′190*tFPT55t* | | | | *APT46t* | | |
| | | | | *Fitted for oil fuel* 10,40 | | | *F.P. above* | | 150° F. | | | | | | | | |
| 84050 | **Süd** | | 564 | | | | | 1938 | Schulte& Bruns Emden | Schulte&Bruns | 173·6 | 29·6 | 10·3 | Emden German | Oil Engines 4S.C.SA | | G |
| | *Oil Eng.* | | 453 | | | | | | | | P42′Q34′F24′ | | | | 6Cy.14 $\frac{7}{16}$″–22 $\frac{1}{16}$″ 122NHP | | |
| DGMH | D.F. 1 *Dk* | | 268 | | | | | | | | | | *WB* | | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| | *Mchy.Aft* *CruiserStern* | | | | | | | | | | | | | | | | |
| 84051 | **Sudani** (*ex*Rijn–35, | | 511 | | | | | 1919 | J.Berg Delfzijl | MustafaAbulEla | 160·2 | 25·5 | 12·0 | Alexndria Egyptian | T3Cy12 $\frac{7}{16}$″,19 $\frac{7}{16}$″&31 $\frac{1}{16}$″-21 $\frac{1}{2}$″ | | V |
| 82 | *ex*JollyAngela–34) | | 374 | | | | | | | | P49′F21′ | | | | 46NHP | | |
| SUDO | *Mchy.Aft* 1 *Dk* | | 279 | | | | | | | | | | *WB* | | J.Berg,Delfzijl | | |
| 84052 | **Suddhadib** | | 1311 | ✝100A1 | Bgk | *n* | CL | 1918 | HongK'ng &Whampoa DockCo.Ld. HongKong | ThaiNav.Co.Ld. | 223·4 | 35·6 | 17·8 | Bangkok Thai | T.3Cy.17″,27″&44″–30″ (*s*) | 20 ″ 0 | |
| 296 | *ss*Bgk.No.3–3,30 | | 1153 | *Awng dk* | | | 10,38 | 4mo | | | | | FK | | 190lb 136NHP | s 4 ″ 11 | |
| HSAF | *ss*Bgk.No.2–38 | | 803 | *withfreeboard* 11,40 ~~10,00~~ | | | | | | *Cell* | *DB*180′237*tFPT18t* | | | | *4BHptCem* | 2SB,*4cf*,GS89,HS2322 HongKong&Whampoa DockCo.Ld. | 15 ″ 5 |
| | 1 *Dk(Stl)&Awng dk(Teak)* *Cargo battens not fitted in Awng 'tween decks* | | | BS~~11,40~~ ~~10,30~~ LMC10,37 | | | | *Lloyd'sA&CP* | | | | | | | *APT18t* | | |
| | | | | *Fitted for oil fuel* 4,18 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| 84053 | **Süderau** | | 1453 | | | | | 1938 | Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G | BugsierReed.-und BergungsA.G. | 260·7 | 41·5 | 14·3 | Hamburg German | C.2Cy.17 $\frac{1}{16}$″&35 $\frac{7}{16}$″–35 $\frac{7}{16}$″& LPturbine withDR gearing & hydraulic coupling | | G |
| | | | 1203 | | | | | | | | P&B202′F29′ | | | | *WB* | | |
| DJYQ | *Mchy.Aft* D.F. 1 *Dk* | | 713 | | | | | | | | | | | | HS3767 209NHP | DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm. | |
| | *CruiserStern* | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L. R. Date of Bot Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84054 LDER | **Suderholm** (*ex* Key West) *ss* Mmo. No. 3–10,30 *ss* Bgn. No. 2–38 2 *Dks*(*Stl*) & *Web frames* | 4908 4462 2895 | ✝100A1 11,40 ~~11,39~~ BS10,40 *Fitted for oil fuel* *Carrying oil in bulk* | Bgn Cff | *y* | CL ~~10,37~~ 10,40 | 1917 6mo A&CP | SeattleConstruction& DryDockCo Seattle,Wash | D/S A/S KeyWest (K.Knutsen, O.A.S. *Mgr.*) | 381·4\|53·2\|27·1 P40′B100′F41′ FK *One 'tween dk BH* *hold dispensed with* *B325′960 t FPT 115 t* | Haugesnd Norwegian *Cem* 5 *BH to Udk* 7 „ „ 2nd „ *APT 264 t* | T.3Cy.24⅝″,40″&70½″–48″ 190lb (*s*) 472NHP 3SB,*9cf*,GS169,HS6831 FD SeattleConstruction& DryDockCo.Seattle,Wash | 29 ″ 4 s 5 ″ 9 23 ″ 9 | |
| 84055 LHIA | **Suderöy** (*ex* Balto,*ex* Kim) (*Whale oil factory*) 1 *Dk* & *Shelter dk* D.F. *Longitudinal framing* *Fitted for oil fuel* | 7562 7197 5238 | | | | | | 1913 | Armstrong Whitworth &Co.Ld. Newcastle | Hvalfangst A/S Suderöy (Knut Knutsen,O.A.S. *Mgr.*) | 445·5\|57·5\|33·1 P119 *t* H569 *t* F31 *t* | Haugesnd Norwegian *WB* | T.3Cy.27″,45″&75″–48″ 390NHP N.E.MarineEng.CoLdNwc | | N |
| 84056 FODL | **Sudest** Wireless D.F. *Mchy.Aft* *Oil Eng.* *Longitudinal framing* 1 *Dk* *Cruiser Stern* *Carrying Petroleum in bulk* | 641 524 356 | | | | | | 1939 | Jos.Boel &Fils Tamise | CiternaMaritime S.A. | 200·0\|29·0\|12·8 P52′F31′ | Rouen French | Oil Engines 4S.C.SA 6Cy.13⅜″–20⅝″ 104NHP Van de Kerchove&Carels Ghent | | V |
| 84057 TFRA | **Sudin** (*ex* Cambria,*ex* Götha) Wireless 1 *Dk2tr B* | 811 495 469 | | | | | | 1895 | Act.Ges. "Neptun" Rostock | Government of Iceland (Skipautgerd Rikisin) | 186·2\|27·9\|12·4 P113′H29 *t*F17′ | Reykjavik Icelandic *WB* | T.3Cy.16″,26″&42″–29″ 95NHP A.G."Neptun,"Rostock | | V |
| 84058 UOVS | **Sudkom** *Oil Eng.* *Mchy.Aft* 1 *Dk* | 926 753 468 | | | | | | 1929 | Sevastopol Marine Wks. Sevastopol | U.S.S.R. | 229·6\|33·9\|11·8 F25′P55′ | Sevastopol Russian *WB* | Oil Engines 4S.C.SA 12Cy.13 $\frac{9}{16}$″–19 $\frac{1}{16}$″ 214NHP StateEngWksKolominska | | |
| 84059 DJUL | **Südmeer** (*ex* Sydis–37, **TwinSc4Mst** *ex* Torodd–34, *Whale oil factory* *ex* Colonia) *ss* Fal.2nd No.3–5,27 2 *Dks* & *Spar dk* & D.F. *Fitted for oil fuel* *deep framing* | 8133 5863 4355 | ✝ ... 5,28 ✝ | | | | | 1902 5mo | Wigham Richrdsn&Co Ld.Newcastle | Deutsche Ölmühlen-RohstoffeG.m.b.H. (Hamburger Walfang-Kontor G.m.b.H. *Mgrs.*) | 487·3\|56·1\|27·6 H410 *t* 35·6 FK&BK2″ | Hamburg German *WB* | T.6Cy.24″,40½″&67″–48″ 846NHP WghmRchrdsn&C.Ld Nwc | 39 ″ 0 | N † |
| 84060 DQNP | **Südsee** (*ex* Sampan,*ex* Calgarth, *ex* Harrington) *ss* Cff. No. 3–8,10 *ss* Liv. No. 2–19 *Well deck* 1 *Dk*(*Irn*) & *Web frames* | 1761 1425 1040 | ✝ 9,23 ✝ | Gms | *r* | | | 1898 5mo | S.P.Austin &Son,Ld. Sunderland | W.Schuchmann | 267·2\|37·7\|17·1 P27′Q74′B50′F29′ FK *Cell DB a76′u E&B* | Brmrhavn German *4 BH Cem* | T.3Cy.21½″,35″&57½″–39″ 214NHP 2SB,*6pf*,GS98,HS3340 G.Clark,Ld.Sunderland | 19 ″ 9 | G † |
| 84061 SENT | **Suecia** (P) 7545 *Ref.Mchy.* 2 *Dks*(*Stl–Weather dk* ws) D.F. 3rd *dk*(*Stl*) *in Nos.2,3 & 4 holds* *Strengthened for Navigation in Ice* E.S.D. | *4216* *3258* *2422* | ✝100A1 *with freeboard* 3,39 BS4,38 ✝LMC6,37 *Fitted for oil fuel* 6 ,37 | Got | *x* | CL 10,38 | 1929 6mo *Lloyd's* | Swan,Hunter&Wigham Richardson Ld.Newcastle | Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *Cell DB 301′464 t* *Tanks in way of* | 373·5\|50·1\|28·6 360·2\| 50·2\| 29·1 376·3(O.L.) FK F67′ *F.P. above* 150° F. | Gothenbrg 3SteamTurbinesSRgeared to1Sc.Shaft 220lb 1043NHP 4SB(Spt),*12cf*,GS258, HS11788 FD *Coll „ to W dk* Parson'sMarineSteam TurbineCo.Ld.Nwc. *APT 54t* | 32 ″ 0 s 12 ″ 1½ 20 ″ 4 | |
| 84062 — 5393 SGTA | **TwinSc3Mst** *Oil Eng.* D.F. *ss* Got.2nd No.3–8,37 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) *Tonnage opening closed '40* | *4956* *4660* *3588* | ✝100A1 *Shelter dk* *with freeboard* 8,40 ~~1,40~~ DBS9,39 ✝LMC8,37 ✝LMC(M)9,38 | Got Bkn | *x* | OG ~~1,40~~ PN8,40 8,40 | 1912 12mo *Lloyd's* | Akt.Burmeistr&Wain Copenhagen | Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *Cell DB a69′u E* | 359·4\|51·6\|22·2 30·7 FK *Tanks in way of tunnel 42 t* *FPT 28 t* *APT 54 t* | Stockholm Swedish *6 BHAsp* NDB30 *100lb* | Oil Engines 4S.C.SA 16Cy.19 $\frac{13}{16}$″–26″ 612NHP Akt.Burmeistr&Wain.Cpn | 34 ″ 0 s 9 ″ 4¼ 24 ″ 10 | |
| 84063 HPOI | **Suerte** (*ex* Vahva–40,*ex* Truth–39, *ex* Ariadne Christine) *ss* Stv.2nd No.3–2,33 *ss* Rot. No. 1–38 D.F. 1 *Dk*(*pt Irn pt Stl*) | *3649* *3261* *2614* | ✝100A1 4,40 BS4,40 ✝LMC5,38 | Nwc | *w* | CL 3,40 | 1910 5mo *Lloyd's* | J.L.Thompson&Sons,Ld Sunderland | Cia. de Vapores Ltda. *Cell DB a125′u E&B* | 356·0\|50·5\|21·8 P27′B206′F33′ FK 45′ *f* 147′1007 *t FPT* 62 *t APT 66 t* | Panama Pnamanian 6 *BH Cem* | T.3Cy.25″,41″&67″–45″ (*s*) 180lb 337NHP 2SB,*6cf*,GS126,HS5337 Blair&Co.Ld.Stockton | 24 ″ 3 s 2 ″ 11¾ 21 ″ 5¼ | |
| 84064 EGQU | **Suevia** **Wood** 1 *Dk* | 353 — 226 | | | | | | 1918 | Froncoso& Santodomingo Vigo | J.R.Curbera | 140·7\|25·9\|11·0 | Vigo Spanish | C.2Cy.13″&26″–17¾″ 24NHP Froncoso&Santodomingo, Vigo | | |
| 84065 JSCD | **Suez Maru** 25090 *ss* Kob. No. 3–5,32 *ss* Kob. No. 2–40 2 *Dks*(*Stl*) | 4646 3927 3330 | ✝100A1 3,41 ~~3,40~~ ✝LMC ~~3,40~~ 3,41 | Kob | *x* | CL 10,39 | 1919 8mo | Uraga DockCo.Ld. Uraga A&CP | Kuribayashi SyosenK.K. *Cell DB* | 360·0\|51·2\|26·1 P21′B91′F35′ FK 291′919 *t FPT 114 t* | Okada Japanese 6 *BH Cem* *APT 46 t* | T.3Cy.24½″,40½″&67″–48″ 180lb (*s*) 377NHP 3SB,*9cf*,GS180,HS6381 UragaDockCo.Ld.Uraga | 28 ″ 5 s 5 ″ 7 23 ″ 2 | |
| 84066 GQQS | **Suffolk** 167330 D.F. E.S.D. 8 *Dks* ~~2 *Dks*(*Stl*) *Shelter dk*~~ *Ref.Mchy.* 4th *dk in forward holds* *Tonnage opening closed '41* ~~*Cruiser Stern* *Tonnage opening closed '39*~~ | ~~13890~~ 12827 8432 11145 10072 6566 | ✝100A1 *with freeboard* ~~10,40 1,39~~ ✝LMC9,39 ✝Lloyd's ~~LMC3,40~~ 3,41 ~~7,40~~ | Gls Syd | *i*† 2,½ | CL | 1939 9mo *Lloyd's* | J'hn Brown Co.Ld. Clydebank *Duct keel forward* *Cell DB 435′ 1800 t* *of tunnels 981 t* | FederalSteamNav. Co.Ld. *Tanks at sides* | 532·2\|70·4\|43·3 551·3(O.L.) 34·8 FK *of mchy. space* | London British 9 *BHpt Cem* (7 *BH to W dk* 1 „ 2nd „ 1 „ 3rd „) | Oil Engines 2S.C.SA 10Cy.28 $\frac{9}{16}$″–88 $\frac{9}{16}$″ 2528NHP 2 *DB 120lb* John Brown&Co.Ld. | 47 ″ 6 s 14 ″ 4½ 33 ″ 6½ | |
| 84067 — 209076 KGGN | — *Mchy.Aft* Sub.Sig. 1 *Dk* | 4607 — 2895 | | | | | | 1911 | New York S.B.Co. Camden,N.J. | Coastwise Transportation Corporation | 365·7\|50·1\|28·1 P79′B17′F34′ | Prtlnd.Me. Utd.States *WB* | T.3Cy.24¼″,38½″&67″–45″ 301NHP NB21 *refitted* 30 NewYorkSBCo.Camdn NJ | | R |
| 84068 MMVC | **Suffolk Coast** (*ex* Marali–39) 166362 Wireless 1 *Dk* *Mchy.Aft* *Cruiser Stern* | 535 362 259 | ✝100A1 ~~5,40~~ ~~1,39~~ 12,40 ✝LMC2,38 | Lon Liv Shl | *h* | OG ~~11,38~~ 12,40 | 1938 2mo *Lloyd's* | N.V.E.J. Smit&Zoon's Schpsw. Westerbroek | CoastLines,Ld. | 163·9\|28·1\| 9·9 175·0(O.L.) P49′Q48′F18′ FK *Cell DB 95′135 t FP* | Liverpool British 3 *BHpt Cem* *T8t APT 27t* | Oil Engines 4S.C.SA 8Cy.11″–17 $\frac{13}{16}$″ 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 11 ″ 10 s 3 ″ 7½ 11 ″ 7½ | |
| 84069 JIWH | **Sugi Maru** *Oil Eng.* 1 *Dk* | 443 — 253 | | | | | | 1935 | Ohara Zosen Tekkosho K.K. Osaka | UwazimaUnyu K.K. | 149·0\|26·5\|14·0 | Uwazima Japanese | Oil Engines | | |
| 84070 JHEN | **Sugiyama Maru** (*ex* Agios 45719 Vlasios–39,*ex* Tysla–35) *ss* Kel. No. 3–5,27 *ss* Got. No. 1–31 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | 4379 — 2722 | ✝ —— 6,36 ✝ | Osl | *z* | | 1914 11mo | Nthmblnd S.B.Co.Ld. Newcastle | YamashitaKisen K.K. *Cell DB a137′u E&B 45′ f 173′ 1265 t* | 405·0\|53·4\|25·5 FK *APT 135 t* | Kobe Japanese 6 *BH Cem* | T.3Cy.28″,46″&75″–51″ 559NHP 3SB,*9cf*,GS189,HS8253 Blair&Co.Ld.Stockton | 28 ″ 0 | GC † |
| 84071 | **Sui Kong** (*ex* Jenny Moller–32, *ex* Amur, *ex* Nordnæs, *ex* Vizcaina) *ss* Shi. 2nd No. 3–4,24 *ss* Shi. No. 3–2,31 1 *Dk*(*Irn*) & *deep framing* | 2316 — 1386 | ✝ ... 12,34 ✝ | Shi | *s* | | 1897 | A.Stephen &Sons Glasgow | ZuiKongS.S.Co.Ld *Cell DB a80′u E&B 36′ f 116′* | 290·0\|42·7\|19·3 B66′F33′ FK 561 *t APT 99 t* | Shanghai Chinese 5 *BH Cem* | T.3Cy.19½″,32″&53″–42″ 199NHP 2SB,*4cf*,GS90,HS3070 A.Stephen&Sons,Glasgow | 21 ″ 10 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à l'entretien et à l'équipement. Lettre d'équipement. | 7a Date de la dernière visite de l'hélice porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Marques de cote, si elle est dans le L. R. Lignes Corr. Brit. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84072<br>132437<br>VPGK | **Sui Sang** (P)<br>*ss* H.Kg.No.1–10<br>*ss* H.Kg.No.3–4,36<br>3 *Dks* | | 3577<br>3315<br>2209 | ✠100A1<br>*with freeboard*<br>4,40 ~~4,80~~<br>~~BS4,39~~ ✠LMC4,36<br>4,40 | HKg | *u* | CL<br>~~5,38~~<br>4,40 | 1923<br>11mo | HongK'ng & Whampoa DockCo.Ld. HongKong<br>*Lloyd's SA&CP* | Indo-ChinaSteam Nav.Co.Ld. | 310·0 \| 46·1 \| 30·4<br>324·5 (O.L.) 22·7<br>FK<br>*Cell D* B265' 443t *FPT* 146t | HongKong<br>British<br>5 *BHCem*<br>*APT* 54t | T.3Cy.23″,38″&63″–45″ (s)<br>190lb *100lb* 414NHP<br>2SB,*6cf*,GS132,HS6364 FD<br>HongKong&Whampoa DockCo.Ld.H.Kg. | 32 ″ 9<br>s10 ″ 4<br>22 ″ 9½ | |
| 84073<br>120998<br>VPPY | **Sui-Tai** (P)<br>Twin Sc<br>1 *Dk Shade dk & Promenade dk* | | 1816<br>688<br>1343 | | | | | 1899 | S.C.Farnham&Co.Ld. Shanghai | N.J.Asquith | 238·0 \| 30·1 \| 11·9 | | | HongKong<br>British | T.6Cy.11″,18″&30″–21″<br>96RHP<br>S.C.Farnham&Co.Ld.Shi. | | |
| 84074<br>105883<br>VRCS | **Sui-Wo**<br>Twin Sc Sk<br>*ss* Shi.No.3–6,37<br>1 *Dk* | | 2672<br>1106<br>1931 | A1<br>~~30,40,38~~ 12,40<br>BS10,40 LMC6,37<br>*For Service on the Yangtsze River* | Shi<br>HKg | OG<br>~~8,37~~<br>11,40 | 1896 | Lon.&Gls. Co.(Lim.) Glasgow | Indo-ChinaSteam Nav.Co.Ld. | 290·0 \| 43·1 \| 11·8<br>301·0 (O.L.) FK<br>*Awning dk*<br>*Promenade dk* | Hong Kong<br>British<br>*Asp* | T.6Cy.14″,23″&37″–30″<br>160lb *65lb* 221NHP<br>2SB,*6cf*,GS103 HS3510 FD<br>Lon.&Gls.Co.(Lim.),Gls. | 13 ″ 6 | |
| 84075<br>139576<br>GLXK | **Suiyang**<br>2 *Dks* | | 2590<br>2276<br>1594 | | | | | 1917 | Taikoo Dckyrd&Eng Co.of HKgLd HongKong | ChinaNav.Co.Ld. | 310·3 \| 41·2 \| 22·4 | | | London<br>British<br>*WB* | T.3Cy.22″,35″&56″–39″<br>196NHP<br>TaikooD&ECo.of HKg.Ld | | |
| 84076<br>—<br>— | **Suiza** (*ex* Domingo C.)<br>Twin Sc<br>1 *Dk* | | 480<br>—<br>274 | | | | | 1905 | Soc.Esercizio Baciui Genoa | F.Fresone | 205·0 \| 33·0 \| 10·0 | | | Bns.Aires<br>Argentine | T.6Cy.10″,15⅝″&25⅝″–17½″<br>55NHP<br>Soc.EsercizioBaciniGenoa | | |
| 84077<br>UPCW | **Sukhona** (*ex* Lady Brenda–34, *ex* Maindy Dene)<br>*ss* Bly.No.3–8,33<br>1 *Dk(Stl)* | | 3124<br>2871<br>1819 | ✠<br>7,34<br>✠ | Bkn | *u* | | 1918<br>4mo | Craig, Taylor&Co. Ld. Stockton | U.S.S.R. | 325·1 \| 48·1 \| 22·2<br>P31'B94'F31'<br>FK<br>*Cell D* B280'833t *FPT* 101t | Leningrad<br>Russian<br>5 *BHCem*<br>*APT* 110t | T.3Cy.24″,39″&64″–42″<br>294NHP<br>2SB,*6cf*,GS110,HS4500<br>N.E.MarineEng.CoLd.Sld. | 24 ″ 3 | |
| 84078<br>19048<br>JCGB | **Suki Maru**<br>*ss* Kob.No.3–8,25<br>2 *Dks(Stl)&Web frames*<br>*Longitudinal framing* | | 3164<br>2738<br>1984 | ✠<br>—<br>10,30<br>✠ | Kob | *t* | | 1916<br>3mo | Osaka Iron Works, Ltd. Innoshima | DaihukuKisen K.K. | 305·0 \| 43·7 \| 27·2<br>P19'B82'F32'<br>FK<br>*Cell DB* 255' 519t *FPT*<br>5 *BHCem*<br>76t *APT* 65t | Hutyu<br>Japanese<br>2SB,*6cf*,GS90,HS3824<br>OsakaIronWorksLdOsaka | T.3Cy.22″,37″&61″–42″<br>288NHP | 27 ″ 3 | C<br>† |
| 84079<br>147358<br>GMDN | **Sulaco**<br>D.F. E.S.D.<br>*Ref.Mchy.* Sub.Sig. 4 *Dks* | | 5389<br>4678<br>3300 | | | | | 1926 | Cammell Laird&Co.Ld. Birkenhead | Elders&Fyffes,Ld. | 400·5 \| 51·4 \| 30·4<br>P48'B157'F43' | Liverpool<br>British<br>*WB* | T.3Cy.27¼″,46¼″&78″–54″<br>447NHP<br>CammellLaird&Co.Ld.Bkn | | C |
| 84080<br>161888<br>GMVR | **Sulairia**<br>*ss* Gls.No.2–37<br>D.F. *Ref.Mchy.* 2 *Dks(Stl)&Shelter dk*<br>E.S.D. (*Stl*)*4th dk(Stl)in Nos.1,2&3holds* | | 5802<br>5321<br>3580 | ✠100A1<br>*with freeboard*<br>4,40 ✠LMC<br>MS4,37 ~~BS4,39~~ 6,40<br>✠Lloyd's RMC ~~4,39~~ 6,40<br>*Fitted for oil fuel* 10,29 *F.P. above* 150° F. | Gls | *b*† | CL<br>3,39 | 1929<br>10mo | Lithgows, Ld. Port Glasgow<br>*Lloyd's SA&CP* | DonaldsonLine,Ld. (DonaldsonBros. &Black,Ld. *Mgrs.*)<br>*Intermediate 'tween dk BH in after hold dispensed with*<br>*Cell DB* 362' 1181t *DT* a27' 622t | 425·0 \| 56·0 \| 28·7<br>440·1 (O.L.)<br>F38' FK<br>*Coll BH to Sh dk*<br>5 ,, ,, 2nd ,,<br>1 ,, ,, 3rd ,,<br>*FPT* 97t *APT* 32t | Glasgow<br>British<br>*pt Cem*<br>*BH to Sh dk*<br>D.Rowan&Co.Ld.Glasgow | Q.4Cy.25½″,36½″,52½″&75″–51″ 220lb (*s*) 708NHP<br>4SB,*12cf*,GS248,HS10924 FD | 31 ″ 3<br>s 4 ″ 11½<br>27 ″ 5 | |
| 84081<br>TCDB | **Sule** (*ex* Choulé, *ex* Milhail Arhangel, *ex* Fani, *ex* Carib Prince)<br>*ss* Liv.2nd No.3–2,19<br>*ss* Cpl.No.2–28<br>1 *Dk & Spar dk & deep framing* | | 1953<br>1817<br>1258 | ✠<br>...<br>3,31<br>✠ | | | | 1893<br>6mo | Short Bros. Sunderland | Barzilay& Benjamin | 282·0 \| 37·7 \| 14·9<br>P22'B77'F29'<br>FK | Istanbul<br>Turkish<br>*WB* | T.3Cy.22″,36″&59″–39″<br>219NHP<br>Blair&Co.Ld.Stockton | 24 ″ 8 | |
| 84082<br>143378<br>MLWT | **Sulev** (*ex* Borinage, *ex* Clara Blumenfeld)<br>Sub.Sig. 1 *Dk 2 trB* | | 2460<br>1935<br>1381 | ~~Lon~~<br>Examined L.R.2,41<br>BS1,41((213lb) | | CL<br>1,41 | | 1908 | Bremer Vulkan Vegesack | 'Ministry of Shipping(Springwell ShippingCo.Ld. *Mgrs.*) | ~~206·5~~ \| 42·2 \| 18·7<br>P25'B82'F28'<br>307·3 | ~~Tallinn~~<br>Estonian<br>London<br>British<br>*WB* | T.3Cy 22⅝″,37½″&61½″–41½″<br>243NHP<br>Bremer Vulkan, Vegesack | 21 ″ 3<br>s3 ″ 3½<br>18 ″ 1½ | G |
| 84083<br>—<br>— | **Sulina** (P)<br>*Oil Eng.*<br>D.F. *Ref.Mchy.* 2 *Dks*<br>*Mchy.Aft* *Cruiser Stern* | | 3495<br>2836<br>2022 | | | | | 1939 | Cant.Nav. Riuniti Palermo | Roumanian State Maritime Service | 360·9 \| 50·8 \| 23·4<br>B84'F34' | Constanza<br>Roumanian<br>*WB* | Oil Engines 2S.C.SA<br>6Cy.23⅝″–41⅜″ 582NHP<br>SocAn "Fiat" S.G.M.Turin | | |
| 84084<br>DODJ | **Süllberg** (*ex* Smyrna–39, *ex* Heidelberg)<br>2 *Dks* | | 1600<br>—<br>893 | | | | | 1912 | Bremer Vulkan Vegesack | Aug.Bolten,Wm. Miller's Nachf. | 260·5 \| 37·1 \| 19·5<br>B69'F33' | Hamburg<br>German<br>*WB* | T.3Cy.23⅜″,38½″&61½″–41⅜″ 246NHP<br>Bremer Vulkan, Vegesack | | |
| 84085<br>121208<br>WTRB | **Sullivan Brothers** (*ex* Otto M. Reiss–34, *ex* Frederick B. Wells)<br>*Mchy.Aft* 1 *Dk 2 trB* | | 4378<br>—<br>3367 | | | | | 1901 | Chicago S.B.Co. Chicago | Gartland S.S.Co. (D.Sullivan&Co. *Mgrs.*) | 437·5 \| 50·2 \| 24·5 | Wilmgton (Del.)<br>Utd.States<br>*WB* | Q.4Cy.15″,23½″,36½″&56″–40″ 198NHP<br>ChicagoS.B.Co. | | R |
| 84086<br>117124<br>KGAH | **Sultana**<br>*Mchy.Aft* D.F. 1 *Dk 2 trB* | | 3613<br>—<br>2876 | | | | | 1902 | Superior S.B.Co. W.Superior, Wis. | NicholsonUniversal S.S.Co. | 362·0 \| 48·0 \| 24·0<br>F44' | Wilmgton (Del.)<br>Utd.States<br>*WB* | ~~T.3Cy.20″,33″&54″–40″~~<br>184NHP<br>SuperiorS.B.Co. | | R |
| 84087<br>314<br>YTQS | **Šumadija** (P)<br>1 *Dk* | | 479<br>272 | ✠100A1<br>*with freeboard*<br>1,40 ✠LMC3,38<br>No later survey reported | Spt | *g* | CL | 1938<br>3mo | Jadranska Brodogradilista A.D Split<br>*Lloyd's SA&CP* | Jadranska Plovidba D.D. | 163·0 \| 25·3 \| 11·4<br>170·7 (O.L.)<br>B48'F34' BK6¾″<br>*Cell DB* *f* 23'24t *Tanks at sides of tunnel*<br>16' 13t *DT* *f* 9'14t *FPT* 3t | Split<br>Yugoslav<br>5 *BHCem*<br>*APT* 2t | T 3Cy.15″,25″&40″–27″ (*s*)<br>210lb 170NHP<br>1SB,*3cf*,GS60,HS2833 FD<br>McKie&Baxter,Ld.Psy. | 12 ″ 0<br>s 2 ″ 2½<br>10 ″ 6½ | |
| 84088<br>303<br>ICIN | **Sumatra**<br>*Oil Eng.*<br>*ss* Tri.No.2–36<br>D.F. 2 *Dks(Stl)3rd dk(Stl)*<br>*in Nos.1,2&3 holds* | | 4859<br>4294<br>2934 | ✠100A1<br>*with freeboard*<br>11,39<br>✠LMC CS4,36<br>DBS4,39 10,38 | Gen | *z* | CL<br>N10,37 | 1927<br>11mo | Stabilmnto Tecnico Triestino SanRocco<br>*Lloyd's SA&CP* | LloydTriestino Soc.Anon.diNav. | 424·7 \| 54·2 \| 24·6<br>404·8 32·5<br>FK<br>*Cell DB*<br>341'1153t *DT* a33'1037t *FPT* 208t | Venice<br>Italian<br>*SBHpt Cem*<br>*Coll ,, to W dk*<br>*APT* 121t | Oil Engines 4S.C.SA<br>6Cy.29½″–59½″ 489NHP<br>DB *100lb*<br>StabilimentoTecnico,Tri. | 27 ″ 1<br>s 2 ″ 11¾<br>24 ″ 3½ | |
| 84089<br>136623<br>WIFL | —<br>(*ex* Empire City) (*Self-Unloader*)<br>*Mchy.Aft* D.F. Sub.Sig. 1 *Dk 2 trB* | | 4118<br>—<br>3269 | | | | | 1897 | Cleveland S.B.Co. Cleveland,O. | SumatraS.S.Co. (G.A.Tomlinson, *Mgr.*) | 405·4 \| 48·0 \| 24·4 | Wilmgton (Del.)<br>Utd.States<br>*WB* | Q4Cy.17½″,26″,39″&60″–40″ NB25 228NHP<br>Cleveland S.B.Co. Cleveld. | | R |
| 84090<br>107034<br>VPBV | —<br>(*ex* Sumatra–3, *ex* Sumatra, *ex* Sabine Rickmers)<br>2 *Dks* | | 984<br>949<br>604 | | | | | 1894 | Rickmers Akt.Ges. Weser-münde-G | AsiaticPetroleum Co.(S.China)Ld. | 200·0 \| 30·6 \| 20·9 | HongKong<br>British<br>*WB* | T.3Cy.17⅞″,28′&44″–27½″ NB26 *fitted* 27 104NHP<br>H.Pauksch,Landsberg | | |
| 84091<br>—<br>PHUR | —<br>*Oil Eng.*<br>*Mchy.Aft*<br>*Cruiser Stern* | | 342<br>200<br>165 | | | | | 1938 | NV Schpsw "Vooruitgang" Foxhol | W.J.Kramer | 135·0 \| 24·1 \| 8·0<br>P40'Q39'F20' | Groningen<br>Dutch<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.11¾″–16⅛″ 74NHP<br>Mtrn Werke Mannheim AG | | C |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. | 15 Registers in which classed, if not in L.R. Date of If of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84092<br>21403<br>JCUD | **Sumatra Maru**<br>*ex*Osa.No.3–5,29<br>*ss*Kob.No.2–37 | *ss*Osa.No.3–5,29<br>*ss*Kob.No.2–37<br>2*Dks*(*Stl*)&*Awng dk*(*Stl*) | 5863<br>5586<br>4272 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>12,40~~10,39~~ | Osa | *y* | OG<br>10,39 | 1917<br>12mo | Kawasaki<br>DockydCoLd<br>Kobe | OsakaSyosenK.K.<br>*CellDB* | 385·1\|51·0\|36·0<br>FK<br>334′ 1118*t* *FPT*126*t* | | | Osaka<br>Japanese<br>*Lloyd's*&*CP* | T.3Cy.26″,43½″&72″–48″ (*s*)<br>200lb 440NHP<br>2SB(Spt)&1AuxSB,*8cf*,<br>GS154,HS5741 FD<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 84093<br>TCCY | **Sümer** (*ex*Nicolaos–33, *ex*Larpool)<br>*Well deck* | Iron<br>*ss*Pir.4thNo.3–5,31<br>1*Dk*(*Irn–ws*)2*trB* | *1221*<br>*1000*<br>*768* | ✠ ~~——~~<br>4,34<br>✠ | Pir | *o* | | 1880<br>8mo | JLThompson&Sons<br>Sunderland | AhmetBehçet Müezzinoglu<br>*D* | 240·3\|33·5\|17·2<br>Q88′B46′F26′ BK8½″<br>*Ba*65′*f*54′258*t* *FPT*38*t* *APT*15*t* | | | Izmir<br>Turkish<br>5*BHCem* | C.2Cy.29″&55″–36″ NDB18 145NHP<br>2SB,*4pf*,GS60,HS2526<br>J.Dickinson,Sunderland | 18 ″ 6 | |
| 84094<br>32637<br>JTNB | **Sumida Maru** (*ex*Brunswick, *ex*Python)<br>1*Dk* | | 2022<br>1769<br>1183 | ✠ ...<br>6,20<br>✠ | | | | 1919<br>4mo | Manitowoc<br>S.B.Co.<br>Manitowoc | FukuyoKisenK.K. | 250·5\|43·7\|20·1<br>P27′B64′F26′ FK | | | Kobe<br>Japanese<br>*WB* | T.3Cy.20″,33″&54″–40″ 269NHP<br>ManitowocS.B.Co. | 23 ″ 0 | C<br>† |
| 84095<br>44750<br>JPGM | —<br>*Oil Eng.* | | 546<br>—<br>371 | | | | | 1938 | Urabe<br>ZosenTekkosho,Osaka | SankyoKaiunK.K. | 150·0\|27·5\|14·0 | | | Osaka<br>Japanese | Oil Engines | | |
| 84096<br>34131<br>JNGH | **Sumire Maru** Ⓟ<br>*Oil Eng.*<br>*Cruiser Stern* 2*Dks* | TwinSc | 1730<br>1078<br>816 | | | | | 1928 | Mitsubishi<br>ZosenKaisha,Ld.<br>Kobe | OsakaSyosenK.K. | 243·0\|38·0\|19·5<br>*WB* | | | Osaka<br>Japanese | Oil Engines 4S.C.SA<br>8Cy.16¾″–24.7/8″ 218NHP<br>MitsubishiZosenKaisha,Ld | | |
| 84097<br>JJAK | **Sumiyosi Maru** Ⓟ<br>1*Dk*<br>*Mchy.Aft* | | 1922<br>1549<br>1365 | | | | | 1936 | AsanoS.B.Co.Ld.<br>Tsurumi | HinodeKisenK.K. | 271·6\|40·0\|20·3<br>P86′F29′<br>*WB* | | | Tokyo<br>Japanese | T.3Cy.18″,29½″&50″–39″ 156NHP<br>AsanoS.B.Co.Ld.Tsurumi | | |
| 84098<br>40194<br>JFWJ | —<br>*Oil Eng.*<br>1*Dk* | | 481<br>—<br>331 | | | | | 1935 | Kasado<br>Dk.K.K.<br>Suitake<br>Minami | KobeSanbashiK.K. | 161·5\|28·5\|13·0 | | | Kobe<br>Japanese | Oil Engines | | |
| 84099<br>167243<br>MNNR | **Summity**<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>Wireless *Cruiser Stern* | | 554<br>353<br>287 | ✠100A1<br>6,40~~5,30~~<br>✠LMC5,39 | Grk<br>Yar | *h* | OG | 1939<br>5mo | G.Brown<br>&Co.<br>(Marine)Ld.<br>Greenock | F.T.Everard&Sons,Ld. | 168·6\|27·7\|10·1<br>176·0(O.L.)<br>Q106′F18′ FK<br>*FPT*88*t* *APT*48*t* | | | London<br>British<br>*Lloyd's*&*CP* | Oil Engines 2S.C.SA<br>5Cy.12⅝″–16¾″ ~~135NHP~~<br>3*BHAsp* 71RU<br>NewburyDieselCo.Ld.<br>Newbury | 11 ″ 3<br>s 3 ″ 8<br>11 ″ 3 | |
| 84100<br>227816<br>WSBY | **Sun**<br>*ss*Phl.No.3–6,40 *Oil Eng.*<br>*Mchy.Aft* ~~*ss*Phl.No.2–37~~<br>GyC. 2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | | 9002<br>8388<br>5472 | ✠100A1<br>6,40~~12,39~~ 4,41<br>✠LMC CS1,41<br>DBS4,41 4,41<br>*Carrying Petroleum in bulk* | Phl | *e*† | CL<br>~~12,37~~<br>4,41 | 1928<br>7mo | SunS.B.&D.D.Co.<br>Chester,Pa. | SunOilCo.<br>*CellDBuE*67′*f*40′ 425*t*<br>*DTf*10′598*t* | 480·6\|66·0\|36·8<br>P79′F44′ FK<br>*FPT*186*t* *APT*84*t* | | | Phildlphia<br>Utd.States<br>*Lloyd's*&*CP* | Oil Engines 2S.C.SA<br>4Cy 23⅝″–91.5/16″ 690NHP<br>18*BHptCem* Water Tube DB*200lb*<br>(11 *to U dk* DB*125lb*<br>7 „ *2nd*„)<br>SunSB&DDCo.Chester,Pa | 37 ″ 0 | |
| 84101<br>DHXA | **Sund**<br>*ss*Ham.No.3–11,30<br>*ss*Ham.No.2–39<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*<br>Wireless *Cruiser Stern*<br>*Carrying Petroleum in bulk* | | 517<br>422<br>221 | | Ham | *g* | | 1927 | Lübecker<br>Flenderwrke<br>A.G. Lübeck | JohnT.Essberger<br>*CellDBuE*16′15*t* *FPT*58*t* | 161·1\|27·5\|10·5<br>170·5(O.L.)<br>P31′F25′ FK | | | Hamburg<br>German<br>*APT*42*t* | T3Cy.10¼″,15¾″&25.5/16″-15⅜″ 54NHP<br>1SB,*2cf*,GS37,HS1184<br>Christiansen&Meyer,<br>Harburg | 11 ″ 3 | G<br>† |
| 84102<br>219323<br>KORD | **Sundance**<br>*Fitted for oil fuel*<br>2*Dks*<br>Sub.Sig. | | 5035<br>—<br>3115 | | | | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | ~~SouthAtlanticS.S.~~<br>~~Co.ofDelaware~~<br>AlcoaS S Co.Inc. | 390·0\|54·2\|27·8<br>P39′B121′F43′<br>*WB* | | | Savannah<br>Utd.States | DRGearedSteamTurbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 84103<br>PHUW | **Sunetta**<br>*Oil Eng.*<br>*ss*H.Kg.No.1–39<br>D.F. 1*Dk*,2*nd dk clear of cargo tanks*<br>*Mchy.Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | | 7987<br>7238<br>4764 | ✠100A1<br>4,41~~3,40~~<br>✠LMC CS5,39<br>DBS3,40 5,39<br>*Carrying Petroleum in bulk* | Bat<br>Sba | *c*† | CL<br>3,40 | 1935<br>2mo | NVRotterdamDroogd.Maats.<br>Rotterdam | N.V.Petroleum Mij."LaCorona"<br>*CellDBuE*64′ 157*t* | 463·0\|59·3\|33·8<br>P93′B47′F48′ FK<br>*DTf*25′ 264*t* *FPT*135*t* | | | TheHague<br>Dutch<br>*Lloyd's*&*CP* | Oil Engines 4S.C.SA<br>8Cy.25.5/16″-55½″ 502NHP<br>15*BH* DB*180lb*<br>Gebr.Stork&Co.Hengelo | 34 ″ 0<br>s 6 ″ 9<br>27 ″ 5¼ | |
| 84104<br>XNFK | **Sungpu** (*ex*Hupeh)<br>2*Dks* | | 1975<br>—<br>1206 | | | | | 1901 | Scott&Co.<br>Greenock | SanPehStm.Nav.Co.Ld. | 275·2\|38·2\|21·5<br>B70′F30′<br>*WB* | | | Shanghai<br>Chinese | T.3Cy.19″,31″&53″–39″ 175NHP<br>Scott&Co.Greenock | | |
| 84105<br>28098<br>JECD | **Sungshan Maru** Ⓟ<br>*ss*Shi.No.3–7,33<br>2*Dks*(*Stl–Uws*) | | 2530<br>1968<br>1503 | ✠ ...<br>6,34<br>✠ | Shi | *s* | | 1921<br>2mo | Uraga<br>DockCo.Ld.<br>Uraga | ToaKaiunK.K.<br>*CellDB*229′580*tD* | 284·5\|42·6\|20·4<br>P37′B100′F36′ FK<br>*Ta*18′208*t* *FPT*39*t* | | | Tokyo<br>Japanese<br>4*BHCem* | T.3Cy.21″,35″&58″–39″ 303NHP<br>2SB,*6cf*,GS99,HS4307<br>UragaDockCo.Ld.Uraga | 23 ″ 0 | |
| 84106<br>8437<br>BDHN | **Sunnanland** TwinSc<br>*Oil Eng.*<br>*Ref.Mchy.* D.F. E.S.D. | | 3200<br>2500<br>1400 | 100A1<br>*withfreeboard*<br>(*Class Contem plated*) | | | | 1940 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | Ångf.A/B Tirfing (SvenskaOrient Linien(T.E.J:son Broström,*Mgr.*) | 385·2\|54·7\|18·2 | | | Gothenbrg<br>Swedish | Oil Engines 2S.C.SA<br>18Cy.19.1/8″–35.7/16″<br>EriksbergsM.V.AktiebGot | 23 ″ 9<br>s 1 ″ 5½<br>22 ″ 5¾ | |
| 84107<br>226018<br>KLIC | **Sunoco** TwinSc<br>D.F. *Oil Eng.*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>1*Dk* *Longitudinal framing* | | 1213<br>—<br>788 | | | | | 1926 | SunS.B.&D.D.Co.<br>Chester,Pa. | SunOilCo. | 246·2\|40·1\|14·6 | | | Phildlphia<br>Utd.States | Oil Engines 4S.C.SA<br>12Cy.11½″–16″ 154NHP<br>BessemerGasEngineCo.<br>GroveCity,Pa. | | R |
| 84108<br>227073<br>WQBH | **Sunoil**<br>*Oil Eng.*<br>*ss*Phl.No.2–35<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>GyC. *Longitudinal framing* | | 9005<br>8388<br>5469 | ✠100A1<br>5,39<br>DBS~~5,39~~ 9,40<br>✠LMC9,35<br>*Carrying Petroleum in bulk* | Phl | *e*† | CL<br>~~5,37~~<br>N5,40 | 1927<br>11mo | SunS.B.&D.D.Co.<br>Chester,Pa. | SunOilCo.<br>*CellDBuE*67′*f*40′ 425*t*<br>*DTf*10′598*t* | 480·6\|66·0\|36·8<br>P79′F44 FK<br>*FPT*186*t* *APT*84*t* | | | Phildlphia<br>Utd.States<br>*Lloyd's*&*CP* | Oil Engines 2S.C.SA<br>4Cy.23⅝″–91⅜″ 688NHP<br>18*BHptCem* DB*220lb*DB(*f*)*200lb*<br>(11 *to U dk*<br>7 „ *2nd*„)<br>SunS.B.&D.D.Co. | 37 ″ 0 | |
| 84109<br>161310<br>MPQD | **Suntrap**<br>*ss*Nwc.No.2–38<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | | 939<br>744<br>487 | ✠100A1<br>10,40~~9,40~~<br>BS~~9,39~~ ✠LMC10,38<br>10,40 | Nwc | *m* | CL<br>~~9,39~~<br>9,40 | 1929<br>10mo | Hawthorn,Leslie&Co.Ld<br>Newcastle<br>*Lloyd's*&*CP* | GasLight&CokeCo (StephensonClarke&AssociatedCompanies,Ld. *Mgrs.*)<br>*CellDBuE*19′*f*135′ | 217·5\|32·0\|13·5<br>Q106′B17′F25′ FK<br>257*t* *MT*128*t* *FPT*95*t* *APT*18*t* | | | London<br>British<br>4*BHCem* | T.3Cy.16″,27″&44″–30″ (*s*)<br>180lb *100lb* 115NHP<br>1SB,*3cf*,GS55,HS1786<br>G.Clark,Ld.Sunderland | 15 ″ 6<br>s 1 ″ 11¾<br>13 ″ 10½ | |
| 84110<br>577<br>OHCW | **Suomen Neito**<br>*ss*Hfs.No.3–7,33<br>Wireless D.F. *ss*Hfs.No.1–37<br>*Well deck* 1*Dk*(*Stl*) | | 1175<br>~~835~~<br>~~781~~<br>1096<br>835<br>559 | ✠100A1<br>8,39<br>✠LMC<br>MS9,37 BS8,39 | Hfs | *n* | CL<br>8,37 | 1921<br>11mo | Sandvikns<br>Skeppd&M.V<br>Helsingfors | FinskaÅngfartygs Aktiebolaget<br>*CellDB* | 229·4\|33·6\|13·8<br>217·6<br>Q69′B60′F19′ FK<br>186′380*t* *FPT*35*t* *APT*43*t* | | | Helsingfrs<br>Finnish<br>*Lloyd's*<br>*sCP* | T.3Cy.15.5/16″24½″&39⅜″–29½″<br>180lb (*s*) 128NHP<br>2SB,*4cf*,GS78,HS2475<br>SandvikensSkeppd.&M.V. | 16 ″ 10<br>s 1 ″ 8½<br>15 ″ 4 | |

*For full particulars see No. 83374 in Supplement*

No later survey reported

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné après Lettre d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Lettres où ceci se trouve dans le L. Dans Cert. Bur. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84111<br>376<br>OHGM | **Suomen Poika**<br>Wireless D.F.<br>*Well deck* | ss Hfs. No. 3–6, 33<br>ss Hfs. No. 1–37<br>1 *Dk(Stl)* | 1099<br>—<br>562 | ✠100A1<br>9,39<br>~~BS9,39~~ ✠LMC8,37 | Hfs | *n* | 9,39 | 1921<br>11mo | Sandvikns Skeppd&M.V Helsingfors<br>*Lloyd's CP* | Finska Ångfartygs Aktiebolaget | 229·1\|33·6\|13·8<br>217·5<br>Q69′B60′F19′ FK<br>*Cell DB 186′380t FPT 35t APT 43t* | Helsingfrs<br>Finnish<br>*WB* | T.3Cy.15⅞″,24¼″&39⅜″–29½″ 180lb (*s*) 128NHP<br>2SB,*6cf*,Gs178,Hs2475<br>Sandvikens Skeppd.&M.V. | 16 ″ 10<br>*s* 1 ″ 8½<br>15 ″ 4 | |
| 84112<br>1040<br>OHCJ | **Suomi** Ⓟ (*ex* Helgoland, *ex* Hans Herbert, *ex* Hela)<br>Wireless | Twin Sc<br>2 *Dks* | 659<br>—<br>236 | | | | | 1910 | J.W.Klawitter<br>Danzig | Finska Ångfartygs Aktiebolaget | 207·0\|26·0\|9·6<br>200·2<br>B&F166′<br>len 21<br>*WB* | Helsingfrs<br>Finnish | T.6Cy.13″,20-1/16″&31½″–15½″ NB14 79NHP<br>J.W.Klawitter, Danzig | | |
| 84113<br>1101<br>ICIP | **Superga**<br>*Mchy. Aft*<br>D.F. | ss Rot. No. 2–30<br>*Fitted for oil fuel*<br>1 *Dk(Stl)* & *Shelter dk(Stl)* & *Web frames*<br>*Carrying Petroleum in bulk* | 6154<br>5753<br>3389 | ✠ …<br>7,34<br>✠ | Gen | *y* | | 1923<br>1mo | Soc. Esercizio Bacini Riva Trigoso | Nav. Alta Italia Soc. Anon. | 397·7\|51·6\|34·6<br>P79′B28′F34′ FK<br>*Cell D Bu E & B 78′240t D 7 s/56′ 560t FPT 260t* | Genoa<br>Italian | T.3Cy.26″,42½″&69½″–48-1/16″ 456NHP<br>2SB,*6cf*,Gs132,Hs6608<br>Soc. Esercizio Bacini, Riva Trigoso | 37 ″ 0 | I<br>† |
| 84114<br>154471 | **Superior** (*ex* Parks Foster)<br>*Mchy. Aft* | 2 *Dks* | 1774<br>1612<br>1054 | | | | | 1889 | Globe Iron Works Co. Cleveland, O. | Northwest Steamships, Ld. (A.A. Hudson, *Mgr.*) | 255·5\|38·2\|19·7<br>F34′<br>*WB* | Midland, Ont.<br>British | T.3Cy.17½″,28⅜″&47″–33″ *Emade 20 fitted 30* 127NHP<br>Canadian NB31<br>Ingersoll-Rand Co. Qbc. | | R |
| 84115<br>YTFO | **Supetar** (*ex* Maria N. Roussos–35, *ex* Caterino)<br>1 *Dk* | | *3748*<br>*3470*<br>*2373* | | | | | 1909 | W.Gray& Co.Ld. W Hartlepool | Frano Petrinovic | 346·4\|50·8\|23·1<br>P27′B96′F32′<br>*WB* | Split<br>Yugoslav | T.3Cy.25″,40″&65″–42″ 274NHP<br>Cen.Mar.Eng.Wrks. W Hpl. | | C |
| 84116<br>154134 | **Supplier II**<br>(*ex* Pendrecht–33)<br>*Mchy. Aft* | Twin Sc<br>*Oil Eng.*<br>ss Rot. No. 3–11, 29<br>ss Mob. No. 2–38<br>1 *Dk(Stl)* & *Web frames*<br>*Longitudinal framing* | 1589<br>1166<br>955 | ✠100A1<br>4,41 ~~2,38~~<br>✠NE1,26 ✠LMC2,38<br>✠LMC(M)11,40<br>*Carrying Petroleum in bulk* | Mob<br>Cco | *o* | OG<br>~~4,38~~<br>4,41 | 1916<br>12mo | Werf. Conrad Haarlem<br>A&CF | Trinidad Leaseholds, Ld. | 242·1\|33·6\|18·1<br>252·7(O.L.)<br>P39′F39′ FK | Trinidad, B.W.I.<br>British | Oil Engines 4S.C.SA<br>12Cy.14-1/16″–22½″ 235NHP<br>11 *BH APT 23t*<br>Deutzer Motoren Fabrik A.G. Deutz, near Cologne | 18 ″ 6<br>*s* 1 ″ 5½<br>17 ″ 2½ | |
| 84117<br>230554<br>KLIF | **Supreme**<br>*Carrying oil in bulk*<br>1 *Dk* | Twin Sc<br>*Oil Eng.* | 890<br>—<br>520 | | | | | 1931 | Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md. | Gulf Oil Corporation | 219·0\|37·0\|13·7<br>P43′ | Phildlphia<br>Utd. States | Oil Engines 4S.C.SA<br>12Cy.12½″–18″ 182NHP<br>Electric Boat Co. Groton, Conn. | | |
| 84118<br>167360<br>MPYY | **Supremity**<br>*Mchy. Aft* | *Oil Eng.*<br>1 *Dk*<br>*Cruiser Stern* | 554<br>353<br>287 | ✠100A1<br>11,39<br>✠LMC11,39 | Grk | *h* | OG | 1939<br>11mo | G. Brown &Co. (Marine) Ld. Greenock<br>*Lloyd's SA&CP* | F.T.Everard& Sons, Ld. | 168·6\|27·7\|10·1<br>176·0(O.L.)<br>Q106′F18′ FK<br>*FPT 88t APT 58t* | London<br>British | Oil Engines 2S.C.SA<br>5Cy.12⅜″–16½″ 71RHP<br>3 *BH Asp*<br>Newbury Diesel Co. Ld. Newbury | 11 ″ 3<br>*s* 3 ″ 8<br>11 ″ 3 | |
| 84119<br>~~190~~<br>~~KQ~~ | **Sur** Ⓟ<br>*Cruiser Stern* | Twin Sc<br>*Oil Eng.*<br>2 *Dks* | 518<br>331<br>224 | | | | | 1938 | Atlas-Werke A.G. Bremen | T.C. Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 145·5\|26·5\|9·2 | Izmir<br>Turkish | Oil Engines 4S.C.SA<br>12Cy.11″–16-5/16″ 142NHP<br>Fr. Krupp Germaniawft A.G. Kiel | | G |
| 84120<br>UPIF | **Sura** (*ex* Goldbek–35)<br>Sub.Sig. | 1 *Dk* | 1400<br>1159<br>764 | | | | | 1923 | F.Schichau Elbing | U.S.S.R. | 237·5\|37·7\|15·9<br>Q76′B108′F32′<br>*WB* | Leningrad<br>Russian | T.3Cy.16½″,27⅜″&42½″–27⅜″ 95NHP<br>F.Schichau, Elbing | | G |
| 84121<br>24476<br>JHQD | **Surabaya Maru** Ⓟ<br>*Mchy. Aft* | ss Osa. No. 3–10, 31<br>ss Osa. No. 2, 38<br>1 *Dk(Stl)* & *Shelter dk(Stl)* & *Web frames*<br>*Longitudinal framing* | 4391<br>3677<br>2728 | ✠ …<br>8,39<br>✠ | Osa | *w* | | 1919<br>1mo | Osaka Iron Works, Ld. Osaka | Osaka Syosen K.K. | 345·0\|49·8\|28·1<br>P30′B99′F34′<br>*on Shelter dk* FK<br>*Collision B Hto Shelter dk*<br>*Cell DB 296′1136t FPT* | Osaka<br>Japanese<br>*Cem* | T.3Cy.24⅜″,41″&67″–48″ 390NHP<br>2SB,*6cf*,Gs126,Hs5400<br>Osaka Iron Works Ld Osaka<br>*5 BH to Udk*<br>*115t APT 29t* | 28 ″ 2 | |
| 84122<br>144213<br>GDNR | **Surada**<br>*Mchy. Aft* | ss Cal. No. 3–1, 32<br>ss Cal. No. 1–36<br>2 *Dks(Stl–U* teak s) | 5427<br>4817<br>3382 | ✠100A1<br>3,39<br>~~BS7,39~~ ✠LMC5,36 | Cal | *z* | CL<br>6,38 | 1920<br>7mo | Hawthorn. Leslie&Co.Ld Newcastle<br>*Lloyd's SA&CP* | British India Stm. Nav.Co.Ld. | 400·1\|52·4\|28·5<br>412·8(O.L.)<br>P49′B113′F38′ FK<br>*Cell DB 344′1060t FPT 130t* | Glasgow<br>British | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP<br>3SB,*9cf*,Gs190,Hs7668 FD<br>Hwthrn Leslie&Co Ld. Nwc | 31 ″ 0<br>*s* 15 ″ 10½<br>25 ″ 4½ | |
| 84123<br>166621<br>GQQC | **Surat**<br>D.F. E.S.D.<br>*Ref. Mchy.* | *Oil Eng.*<br>2 *Dks* & *Shelter dk*<br>*Cruiser Stern* | 5529<br>4964<br>3253 | ✠100A1<br>*with freeboard*<br>~~6,49~~ ~~3,39~~ 1,41<br>✠LMC1,39<br>✠Lloyd's RMC ~~2,40~~ 1,40<br>1,41 | Mdb<br>Lon | *b*† | CL<br>6,40 | 1939<br>1mo | A.Stephen &Sons, Ld. Glasgow<br>*Lloyd's SA&CP* | P.&O.Stm.Nav.Co. | 442·2\|57·9\|25·7<br>459·5(O.L.)<br>F38′ FK<br>*Cell DB 377′1413t MT 23′978t FPT 141t APT 219t* | London<br>British | Oil Engines 2S.C.SA<br>4Cy.23⅜″–91-5/16″ 688NHP<br>2 DB *120lb*<br>7 *B Hpt Cem*<br>*Coll to Sh dk*<br>6 „ 2*nd* „ ) | 28 ″ 3<br>*s* 3 ″ 4½<br>25 ″ 0½ | |
| 84124<br>FPDD | **Surcouf** (*ex* Beau Bassin, *ex* Eemstroom)<br>Well deck<br>Wireless | ss Stn. 2nd No. 3–10, 27<br>1 *Dk(Irn)* & *Web frames*<br>*Platform deck in Nos. 1 & 2 holds* | 1129<br>858<br>532 | Stn<br>10,27 | | | | 1899 | Carmichael Maclean&Co. Greenock | G. Pellegrini | 233·9\|33·1\|17·0<br>Q75′B66′F36′<br>*Cell D Bag'g E63′ f 95′187t FPT* | Diego-Suarez<br>French | T.3Cy.20″,33″&55″–36″ 217NHP<br>2SB,6*cf*,Gs116,Hs3970<br>Muir&Houston,Ld.Gls. | 17 ″ 0 | |
| 84125<br>147780 | **Surewater**<br>*Mchy. Aft* | 1 *Dk* | 1739<br>1578<br>1044 | | | | | 1927 | Cowpen DD&SB Co Ld Blyth | Keystone Transports, Ld. | 252·0\|42·5\|18·0<br>F36′<br>*WB* | Montreal<br>British | T.3Cy.16″,27″&44″–33″ 97RHP<br>Blair&Co.(1926)Ld.Stk. | | C |
| 84126<br>109591 | **Surf** Ⓟ<br>1 *Dk* | | 390<br>304<br>160 | | | | | 1898 | Ramage& Ferguson,Ld. Leith | Margaree S.S.Co Ld (W.N.McDonald, *Mgr.*) | 171·7\|24·7\|13·4 | London<br>British | T.3Cy.15″,24″&39″–27″ 80NHP<br>Ramage&Ferguson Ld. Lth | | |
| 84127<br>183437 | **Surigao** Ⓟ<br>Wireless | *Oil Eng.*<br>1 *Dk*<br>*Cruiser Stern* | 790<br>433<br>491 | ✠ …<br>7,40<br>✠LMC10,38<br>*For Coasting Service Philippine Islands* | HKg | *j* | CL | 1938<br>10mo | Hong K'ng &Whampoa Dock Co. Ld. Hong Kong<br>*Lloyd's SA&CP* | La Naviera Filipina, Inc.<br>*Cell D Bu E 37′60t* | 174·0\|29·8\|10·2<br>180·9(O.L.) F21′<br>*Promenade dk* FK<br>*FPT 23t APT 27t* | Cebu, P.I.<br>Utd. States | Oil Engines 2S.C.SA<br>6Cy.13⅜″–22-1/16″ 188NHP<br>4 *BH Cem*<br>Atlas-Diesel A/B, Skm. | 12 ″ 7<br>~~*s* 1 ″ 6½~~<br>~~11 ″ 5½~~ | |
| 84128<br>2229<br>1631 | **Surinam**<br>*Mchy. Aft* | Twin Sc<br>ss Cco. No. 2–37<br>1 *Dk(Stl)* | *3046*<br>~~5,40~~ ~~13,39~~ 2,41<br>~~BS8,40~~ ✠LMC<br>MS5,37 ~~BS6,39~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,29 | ✠100A1<br>*F.P. above* | Aru | *u* | CL<br>P 8,40<br>S 2,41<br>1 50° F | 1929<br>5mo | Harland& Wolff,Ld. Belfast<br>*Lloyd's SA&CP* | Standard Oil Co. of Venezuela<br>*Side tanks a* | 325·0\|55·2\|15·3<br>P69′F36′ FK<br>*Trunk 220′*<br>72′ *f* 104′1824t *FPT* | Maracaibo<br>Venezuelan | T.6Cy.14½″,24″&38½″–27″ 180lb (*s*) 228NHP<br>7 *B Hpt Cem*<br>2SB,6*cf*,Gs ,Hs4360<br>Harland&Wolff,Ld.Bel. | 16 ″ 0<br>*s* 2 ″ 1½<br>14 ″ 0½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84129 | **Suroit** | | 554 | | | | | 1938 | Jos.Boel& FilsS.A. Tamise | CiternaMaritime S.A. | 192·5 | 27·7 | 12·2 | Rouen French | Oil Engines 4S.C.SA 6Cy. 13⅜"–20½" 104NHP Soc.d'Elec&Mec(Thomson -Houston&Carels)Ghent | | V |
| FODI | Wireless | *Cruiser Stern* 1*Dk* | 438 | | | | | | | | P44′F28′ | | | | | | |
| | | *Oil Eng.* | 320 | | | | | | | | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| | *Mchy.Aft* | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 84130 | **Surrey** | | 8581 | ✠100A1 | Lon | *d*† | CL | 1919 | Palmers' Co.Ld. Newcastle | FederalSteam NavigationCo.Ld. | 460·4 | 62·8 | 34·9 | London British | 2SteamTurbinesSRgeared to 1 Sc. Shaft 180lb (*s*) 1084NHP 4SB,*16cf*,GS320,HS13752FD Palmers'Co.Ld.Newcastle | 37 ″ 9 | |
| 143352 | | *ss*Liv.No.3–10,30 | 8220 | *Shelter dk* | NYk | | 6,37 | | | | 480·1(O.L.) | | | | | s 7 ″ 9½ | |
| GCBJ | | *ss*Gls.No.2–38† | 5346 | *with freeboard* | | | 10,40 | | | | B275′F49′*on Shelter dk* FK | | | | | 30 ″ 2 | |
| | | 2*Dks*(*Stl*)*& Shelter dk*(*Stl*) | | 11,40 | ✠LMC | | | | | | | | | | | | |
| | *Ref.Mchy.* | D.F. *Cruiser Stern* | | MS9,38 | BS8,38 | | 9,40 | | | | *Collision BH to Shelter dk* | | *Cem* | | | | |
| | | | | ✠Lloyd'sRMC5,40 | | | 2,41 | | | *CellDB*382′1403*tD* | *Ta*23′170*tFPT*128*t* | | *APT*32*t* | | | | |
| | | | | *Fitted for oil* | *fuel* | 10,24 | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| * 84131 | **Surville** | | 2318 | ✠100A1 | Nts | *s* | CL | 1919 | Jos.T.Eltringham& Co.Ld.Willington Quay | CieNantaise des Chargeurs de l'Ouest | 290·2 | 44·0 | 20·8 | Nantes French | T.3Cy21″,34½″&57″–39″ (*s*) 180lb *100lb* 245NHP 2SB,*6cf*,GS126,HS4104 Jos.T.Eltringham&Co.Ld. | 23 ″ 0 | |
| | | *ss*St.N.No.3–8,34 | 2130 | 5,39 | | | 5,39 | 9mo | | | | | | | | s 3 ″ 3½ | |
| FOLG | | *ss*Nts.No.1–39 | 1449 | | ✠LMC5,39 | | | | | | P23′B74′F28′ FK | | | | | 19 ″ 11 | |
| | D.F. | 1*Dk*(*Stl*) | | | | | | | | *CellDB* | *a*83′*uE*18′*f*128′600*t* | | | | | | |
| | | *Cargo battens not fitted* | | | | | | *Lloyd's*A&CP | | | | | | | | | |
| 84132 | **Sus** Ⓟ | **TwinSc** | 1415 | | | | | 1938 | Frd.Krupp Germaniawft A.G. Kiel | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 249·1 | 36·2 | 13·0 | Istanbul Turkish *WB* | 4 steam turbines SRgeared to 2 sc. shafts 695NHP HS6457 Fr.KruppGermaniawftAG | | G |
| | | | 761 | | | | | | | | | | | | | | |
| TCLV | D.F. E.S.D. | 2*Dks* | 514 | | | | | | | | | | | | | | |
| | Sub.Sig. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 84133 | **Susak** (*ex*Hazelwood–37) | | 3889 | ✠100A1 | Tri | *x* | CL | 1927 | J.Readhead &Sons,Ld. South Shields | Brodarsko Akcionarsko Drustvo,"Oceania" | 388·8 | 52·5 | 22·1 | Susak Yugoslav | T.3Cy.21½″,37″&61½″–45″ 200lb Rht. (*r*) 334NHP 2SB(Spt),*6cf*,GS115, HS4564 J.Readhead&Sons,Ld. | 24 ″ 3 | |
| | | *ss*P.S.I.No.2–3,10 *ss*Shl.No.2–35 | — | 9,40 12,38 | CTn | | 11,39 | 8mo | | | | | | | | s 2 ″ 10 | |
| YTTC | D.F. | 1*Dk*(*Stl*) | 2335 | ✠LMC | | | | | | | P29′B229′F44′ FK | | | | | 21 ″ 7½ | |
| | | | | MS10,39 | BS8,38 | | | *Lloyd's*A&CP | | | len34 | | | FD | | | |
| | | | | 11,39 | BS6,40 | | 3,41 | | | *CellDBa&uE* | 145′*f*161′900*tFPT* | | 80*tAPT*135*t* | | | | |
| 84134 | — | Ⓟ (*ex*Fiume) | 369 | A– | Ssk | | 10,38 | 1888 | Howaldts- werke Kiel | Jadranska Plovidba D.D. | 157·7 | 23·0 | 11·1 | Susak Yugoslav | T.3Cy.14⅜″,22½″&36¾″–24″ 160lb (*s*) 82NHP 2SB,*2cf*,GS35,HS1480 Howaldtswerke,Kiel | 13 ″ 3 | |
| | | *ss*Fiu.2ndNo.3–10,24 | 286 | *with freeboard* | MS11,38 | | 8,40 | | | | 166·2(O.L.) | | | | | s 1 ″ 3½ | |
| YTNO | | *ss*Spt.No.3–5,30 | 189 | 8,40 11,38 | BS5,39 | | 4,40 | | | | P29′B35′F33′ BK6½″ | | | | | 12 ″ 6¾ | |
| | | *ss*Ssk.No.2–38 | | ✠NB1,08 | LMC | | | | | | | | | | | | |
| | | 1*Dk*(*pt Stl*) | | ~~Later survey reported~~ | | | | | | | *CellDBa&uE* | 57′26*t* | | | | | |
| | | | | *For Coasting* | *Service* | *e in the Adriatic* | | | | | | | | | | | |
| 84135 | **Susan Mærsk** | | 2355 | | | | | 1923 | Odense Staalskibsvft Odense | Ministry of Shipping(Thompson SteamshippingCo. Ld.*Mgrs.*) | 299·8 | 42·4 | 19·9 | ~~Aalborg~~ ~~Danish~~ Belfast *WB* British | T.3Cy.21¼″,33″&55½″–39½″ 191NHP A.Borsig,G.m.b.H.Berlin | | V |
| 165178 | | | 2024 | | | | | | | | P20′B87′F31′ | | | | | | |
| ~~OYNA~~ GMXN | D.F. | 1*Dk* | 1411 | | | | | | | | | | | | | | |
| 84136 | **Susan V. Luckenbach** | | 7430 | ✠ ... | | | | 1918 | SunS.B. Co. Chester,Pa. | LuckenbachS.S.Co. Inc. | 434·3 | 57·7 | 27·1 | NewYork Utd. States *WB* | T.3Cy.27″,45½″&76″–51″ &L.P.Turbine 696NHP SunS.B.Co.Chester,Pa. | 38 ″ 0 | R † |
| 217019 | (*ex*Neponset) | *ss*N.Yk.No.1–22 | — | 1,28 | | | | 10mo | | | 35·3 | | | FK | | | |
| WQIO | D.F. GyC. | *Fitted for oil fuel* | 4568 | ✠ | | | | | | | | | | | | | |
| | Sub.Sig. | 2*Dks*& *Shelter dk* | | | | | | | | | | | | | | | |
| 84137 | **Susana** (*ex*StanleyDollar–36, | | 5929 | ✠100A1 | HKg | *z* | CL | 1914 | Cant.Nav. Triestino Monfalcone | Madrigal&Co. | 401·4 | 51·8 | 22·9 | Manila,P.I Utd. States | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 520NHP 3SB,*9cf*,GS177,HS7719 FD J.G.Kincaid&Co.Ld.Grk. | 34 ″ 0 | |
| 215293 | *ex*Warszawa, | *ss*Yka.2ndNo.3–2,38 | 5429 | *Shelter dk* | | | ~~11,39~~ | 4mo | | | | | | | | s 7 ″ 1 | |
| WCDM | *ex*Erny) | | 3742 | *with freeboard* | BS11,39 | | 6,40 | | | | B152′F34′*on Shelter dk* FK | | | | | 27 ″ 2 | |
| | | 1*Dk*(*Stl*)*& Shelter dk*(*Stl*-ws) | | 7,40 | ✠LMC2,38 | | | *Lloyd's*A&CP | | | | | | | | | |
| | | 2*nd dk*(*Stl*)*in Nos.*1,2,4&5*holds* | | *Fitted for oil fuel* | 7,40 | *F.P. above* | 150° F. | | | *CellDBa*146′*u* | *E&B*44′*f*160′1443*t* | | *8BHCem* *APT*14*t* | | | | |
| 84138 | — | (*ex*SanCamilo–36) **TwinSc** | 2450 | ✠100A1 | Cco | *t* | CL | 1927 | J.L.Thompson&Sons,Ld. Sunderland | N.V.Curaçaosche Scheepv.Maats. | 305·6 | 51·2 | 15·0 | Willemstd Dutch | T.6Cy.13½″,23″&37″–27″ (*s*) 180lb 217NHP 2SB,*6cf*,HS4209 MacColl&Pollock,Ld.Sld. | 15 ″ 0 | |
| | | *ss*Cco.No.3–9,39 ~~*ss*Cco.No.2–38~~ | 1723 | 10,40 ~~9,39~~ 4,41 | | | ~~39,39~~ | 12mo | | | | | | | | s 1 ″ 7 | |
| PJAA | *Mchy.Aft* | 1*Dk*(*Stl*)*& Web frames* | 1250 | ~~BS9,38~~ 10,40 | ✠LMC8,38 | | P3,40 S10,40 | *Lloyd's*A&CP | | | P83′*Trunk*184′ FK F38′ | | | | | 13 ″ 7½ | |
| | | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | *Wing tanks a* 60′53 | 1*tf*30′259*tFPT*98*t* | | *APT*72*t* | | | | |
| | | | | *Fitted for oil fuel* | 12,27 | *F.P. above* | 150° F. | | | | | | | | | | |
| 84139 | **Susanna** (*ex*Berit,*ex*Guy) | | 810 | ✠ ... | | | | 1918 | E.J.Smit& Zoon Hoogezand | D/S A/S Kristine (J.Kyvik& S.Fresvig,*Mgrs.*) | 193·4 | 32·3 | 12·5 | Haugesnd Norwegian | T.3Cy.15″,23¼″&39⅜″–23⅝″ 106NHP | 14 ″ 6 | N † |
| | | *ss*Cff.No.1–23 | 629 | 9,26 | | | | 6mo | | | Q65*t*H44*t*F24*t* FK | | | | | E.J.Smit&ZoonHoogezand | |
| LEZQ | *Well deck* | 1*Dk* | 429 | ✠ | | | | | | | | | | *WB* | | | |
| 84140 | **Sussanna** (*ex*Drott–38,*ex*Danelag, | | *932* | | | | | 1904 | F.Schichau Danzig | N.T.Papadatos& Alex.G.Tsavliris | 208·4 | 33·6 | 13·4 | Piræus Greek | T.3Cy.16½″,27½″&42½″–27½″ 94NHP | | V |
| 939 | *ex*PeterBom,*ex*ConsulPoppe) | | *700* | | | | | | | | Q73′B53′H35*t*F22′ | | | *WB* | F.Schichau,Elbing | | |
| SZOM | | 1*Dk* | *493* | | | | | | | | | | | | | | |
| 84141 | **Sussex** | **TwinSc** | 11063 | ✠100A1 | Lon | *i*† | CL | 1937 | John Brown&Co. Ld. Clydebank | P.&O.Stm.Nav.Co. | 532·2 | 70·4 | 34·6 | London British | Oil Engines 2S.C.SA 10Cy.28⅜″–88⅝″ 2528NHP 2DB*120lb* JohnBrown&Co.Ld. Clydebank | 39 ″ 0 | |
| 165389 | | *Oil Eng.* | 10026 | *with freeboard* | Gls | 2⅞ | | 2mo | | | 43·1 | | | | | s 6 ″ 8 | |
| MMBF | D.F. E.S.D. | 2*Dks*& *Shelter dk* | 6516 | 1,41 12,39 | ✠LMC2,37 | | | | | | FK | | | 9*BH* | | 32 ″ 6¾ | |
| | *Ref.Mchy.* | *4th dk in forward holds* | | ✠Lloyd'sRMC1,39 | 7,41 | | | *Lloyd's*A&CP | | *Duct keel forward of CellDB*437′1834*t* | *machinery space ( Tanks at sides of tunnels* 939*t* | | *Coll to Sh dk* 7 ,, *2nd* ,, 1 ,, *3rd* ,, ) | | | | |
| | | *Cruiser Stern* | | DBS1,41 | | | | | | | *FPT*93*tAPT*150*t* | | | | | | |
| | | ~~*Tonnage opening closed '39*~~ | | | | | | | | | | | | | | | |
| 84142 | **Sutherland** | | 5170 | 100A1 | | | | 1940 | Wm.Doxford&SonsLd Sunderland | B.J.Sutherland& Co.Ld. | 427·6 | 56·5 | 26·5 | Newcastle British | Oil Engines 2S.C.SA 3Cy.23⅝″–91½″ | 29 ″ 0 | |
| *For full particulars see No.* 89956 *in Supplement* | | *Oil Eng.* | 4657 | *with freeboard* | | | | | | | | | | | | s 3 ″ 3½ | |
| | | | 3020 | | | | | | | | | | | | | 25 ″ 10¾ | |
| | | *Cruiser Stern* | | (*Class Contemplated*) | | | | | | | | | | | Wm.Doxford&Sons,Ld Sld | | |
| 84143 | — | | 4716 | ✠ ... | | | | 1918 | Seattle Const.&Dry Dock Co. Seattle | AlaskaS.S.Co.Inc. | 380·0 | 53·2 | 27·0 | NewYork Utd. States *WB* | T.3Cy.24″,40″&70″–48″ 472NHP SeattleConst.&D.D.Co. | 29 ″ 4 | R † |
| 216043 | | *Fitted for oil fuel* | — | 10,20 | | | | 3mo | | | P40′B100′F41′ FK | | | | | | |
| KJZX | | 2*Dks* | 2958 | ✠ | | | | | | | | | | | | | |
| 84144 | — | | 1330 | | | | | 1920 | Ramage& Ferguson,Ld Leith | CurrieLine,Ld. | 270·6 | 38·1 | 23·9 | London British *WB* | T.3Cy.21″,34″&56″–39″ 196NHP Ramage&Fergusn,Ld.Lth. | | C |
| 144423 | (*ex*Matama) | | 1093 | | | | | | | | | | | | | | |
| MJWR | Wireless D.F. | 2*Dks* | 525 | | | | | | | | | | | | | | |
| 84145 | **Sutlej** | | 5189 | ✠100A1 | Gls | *a*† | CL | 1940 | C.Connell &Co.Ld. Glasgow | J.Nourse,Ld. | 415·6 | 55·2 | 25·6 | London British | Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls. | 28 ″ 9 | |
| 167409 | | *Oil Eng.* | 4577 | *with freeboard* | Cal | 2 | | 3mo | | | 431·5(O.L.) | | | | | s 3 ″ 2½ | |
| GCDJ | | 1*Dk*& *Shelter dk* | 3043 | ~~5,40~~ 3,40 | ✠LMC3,40 | | | | | 1 *Intermediate BH* | F34′ FK | | 6*BHpt Cem* | | | 25 ″ 9¼ | |
| | | *Cruiser Stern* | | 2,41 | | | | *Lloyd's*A&CP | | *CellDB*353′1323*t* | *dispensed with ( FPT*175*tAPT*260*t* | | *Coll to Sh dk* 5 ,, *2nd* ,, ) | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné pour l'emplacement. Lettre d'appel. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord en milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Tonnages où sont inscrits le Lt. et le Dwds. Cert. B. of T. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84146 | **Suur Töll** (*ex* Väinemöinen, *ex* Volymits, *ex* Zar Michail, *ex* Teodorowitsch) | TrpSc GyC. 2 *Dks* 3 *tr B* | 2417 2374 — | | | | | 1914 | Vulcan-WerkeA.G. Stettin | Estonian Government | 245·6 \| 56·4 \| 24·7 | Tallinn Estonian *WB* | T.9Cy.20″,32½″&53½″–39½″ 533NHP Vulcan-Werke,A.G. | | |
| 84147 | **Suva** | 1 *Dk* & *Shelter dk* | 6564 4348 2891 | ✠100A1 *with freeboard* | Lon Mel | *a*† 2 | CL | 1938 | Bartram& Sons,Ld. Sunderland | W.R.Carpenter OverseaShipping, Ld. | 422·0 \| 56·7 \| 25·3 436·9(o.l.) \| 37·8 F34′ FK | Suva,Fiji British | T.3Cy.24″,39″&68″–48″ (*s*) 220lb 467NHP 3SB(Spt),*6cf*,gs96,hs6525 FD N.E.MarineEng.Co.(1938) Ld.Sld. | 28 ″ 4 s3 ″ 0½ 25 ″ 6 | |
| VQWQ | D.F. E.S.D. | *Cruiser Stern* | 4573 4348 2891 | 8,39 12,40 *Fitted for oil fuel* | ✠LMC11,38 | | 11,38 *F.P. a* | *Lloyd's* above | *SA&CP* 150° F. | *Cell DB* 355′1467*t D* | *Tf* 23′934*t FPT* 138*t APT* 209*t* | *TBHntCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) | | | |
| 84148 | **Suvat** (P) | TwinSc | 922 510 395 | | | | | 1938 | Atlas-WerkeA.G Bremen | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 204·8 \| 33·7 \| 11·2 | Istanbul Turkish *WB* | T.6Cy.14⅞″,23⅝″&38⅝″–21½″ 132NHP Christiansen&Meyer, Harburg | | G |
| | | 2 *Dks* *Cruiser Stern* | | | | | | | | | | | | | |
| 84149 | **Suwa Maru** (P) | TwinSc | 10672 8971 6637 | ✠100A1 1,41 ~~4,20~~ BS~~9,39~~ L41 | Yka ✠LMC12,38 | *y*† | CL ~~8,38~~ P 11,38 S 12,40 | 1914 | MitsuBishi Dkyd&EWks Nagasaki *SA&CP* | NipponYusenK.K. | 504·9 \| 63·3 \| 37·4 P99′B191′F56′ FK 193′2056*t FPT* 148*t* | Tokyo Japanese | T.6Cy.28″,47″&79″–51″ (*s*) 200lb FD 1337NHP 7SB,*21cf*,gs443,hs19742 MitsuBishiD.&E.Wks.Nag | 37 ″ 6 s8 ″ 11½ 29 ″ 0 | |
| 17307 | | *ss* Yka 2nd No.3–7,38 | | | | | | *Lloyd's* | | *Cell DBa* 157′*uE&B* 92′*f* | | | | | |
| JSUD | | 2 *Dks* (*Stl–Uws*) & 3*rd dk* (*Stl*) *in Nos.* 1,3 & 4 *holds* | | | | | | | | | | | | | |
| 84150 | **Suwied** | *Fitted for oil fuel* | 3249 3005 1988 | ✠ ... 6,20 ✠ | | | | 1919 | Submarine BoatCorp. Newark,N.J. | HedgerSteamship Corp. 1 | 324·0 \| 46·2 \| 25·0 P30′B90′F35′ FK | NewYork Utd.States *WB* | DR geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R † |
| 219496 | | 1 *Dk* 2*tr B in fore* & *after holds* & *Web frames* | | | | | | | | | | | | | |
| KLAA | | | | | | | | | | | | | | | |
| 84151 | **Suzuya Maru** (P) (*ex* Hokkai Maru No.1) | | 901 748 | | | | | 1922 | Mitsui Bussan Kaisha,Ld. TamaDkyd. | KitaNipponKisen K.K. | 190·0 \| 31·5 \| 18·2 F32′ | Otaru Japanese | T.3Cy.14½″,24″&40″–30″ 88NHP ImaiSeisakusho,Osaka | | |
| 22520 | | | | | | | | | | | | | | | |
| JSEA | Wireless | 2 *Dks* | 497 | | | | | | | | | | | | |
| 84152 | **Sværdfisken** (*ex* Avaste, *ex* Munkebjerg) | Wood Aux 4 Mst Sr *Oil Eng.* | 365 324 | | | | | 1920 | Skibsværft Lilleö A/S Korsör | GrönlandsStyrelse | 135·3 \| 30·8 \| 13·0 | Copnhagn Danish | Oil Engines 2S.C.SA 3Cy.14⅜″–15⅜″ 107NHP TuxhumA/S,Copenhagen | | V |
| OXYP | *Mchy.Aft* | 1 *Dk* | 279 | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | |
| 84153 | **Svam I** (*ex* Puseyjones No.4) | Aux 3 Mst Sr *Oil Eng.* | 388 322 192 | ✠ ... 6,28 | | | | 1917 11mo | ThePusey &JonesCo. Wlmgtn,Del. | L.G.Tomei | 128·5 \| 28·0 \| 12·0 P31′F26′ FK | Viareggio Italian *WB* | Oil Engines 2S.C.SA 2Cy.15¾″–16½″ 88NHP J.V.Svensson's Motorfabrik,Skm. | 15 ″ 0 | I † |
| 597 | | *ss* Rgn.No.2–26 | | | | | | | | | | | | | |
| IUPK | *Mchy.Aft* | 1 *Dk* & *Web frames* | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | |
| 84154 | **Svam II** | Aux 3 Mst Sr *Oil Eng.* | 337 — | | | | | 1920 | J.Th.Wilmink&Co. Groningen | PiaMalinvernei Tomei | 132·6 \| 26·3 \| 11·5 P26′ | Viareggio Italian | Oil Engines 2S.C.SA 2Cy.15¾″–17¾″ 87NHP D.Goedkoop,Jr.Amsterdm | | I |
| 598 | | | | | | | | | | | | | | | |
| IUPQ | *Mchy.Aft* | 1 *Dk* | 224 | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | |
| 84155 | **Svanefjell** | | 1371 1100 748 | | | | | 1936 | Fredrkstad Mek.Verks. Fredrikstad | A/S Falkefjell (Olsen&Ugelstad, *Mgrs.*) | 250·8 \| 42·3 \| 13·7 | Oslo Norwegian *WB* | C.4Cy.(2)13″&(2)30½″–28¾″ 82NHP FredrikstadM.V.Frdstad | | N |
| | Wireless D.F. | | | | | | | | | | | | | | |
| LJCS | *Cruiser Stern* | 1 *Dk* & *Shelter dk* | | | | | | | | | | | | | |
| 84156 | **Svaneholm** | *Oil Eng.* | *2865* *2467* *1548* | ✠100A1 *with freeboard* ~~4,10~~ 10,40 ✠LMC CS9,39 DBS9,39 11,37 | Got | *v* | CL 4,40 | 1930 10mo | Eriksbergs M.V.Aktieb Gothenburg | A/B Svenska Amerika Mexiko Linien (E.Carlson, *Mgr.*) | 334·2 \| 46·9 \| 20·2 FK | Gothenbrg Swedish | Oil Engines 4S.C.SA 8Cy.24½″–51½″ 473NHP 7*B Hpt Cem* DB 80*lb* (*Coll to Sh dk* 6 ,, 2*nd* ,,) Eriksbergs M V Aktieb.Got | 22 ″ 11 s 1 ″ 5½ 21 ″ 8 | |
| 7679 | | *ss* Got.No.2–39 | | | | | | *Lloyd's* | *SA&CP* | *Mgr.*) *Cell D* | *B* 289′877*t APT* 109*t* | | | | |
| SIGN | D.F. | 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | | | | | | | | | | | | | |
| | *Strengthened for navigation in ice* | | | | | | | | | | | | | | |
| 84157 | **Svanen** (P) | | 697 425 310 | | | | | 1912 | Lindholmens V.A. Gothenburg | HallandsÅngbåts A|B (Harry Trapp, *Mgr.*) | 176·3 \| 28·0 \| 12·5 P89′F20′ | Gothenbrg Swedish *WB* | T.3Cy.16″,26½″&44″–30″ 106NHP Lindholmens V.A.Got. | | V |
| 5283 | | | | | | | | | | | | | | | |
| SGRD | Wireless | 1 *Dk* | | | | | | | | | | | | | |
| 84158 | — | Wood Aux 4 Mst Sr *Oil Eng.* | 343 310 276 | | | | | 1919 | Öxenbjerg Skibsværft Svendborg | AndreasBråse | 133·5 \| 30·7 \| 12·8 Q31′H9*t* | Klädesholmen Swedish | Oil Engines 2S.C.SA 2Cy. *Emade* & *fitted* 35 A/B Jönköpings Motorfbk. | | V |
| 6660 | (*ex* Sailing Vessel–35) | | | | | | | | | | | | | | |
| SKQD | | 1 *Dk* | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | |
| 84159 | **Svanetia** (P) | TwinSc *Oil Eng.* | 4125 1436 2135 | | | | | 1937 | Helsingörs Jernsk&Msk Elsinore | U.S.S.R. | 330·8 \| 47·8 \| 24·4 F&B213′ | Odessa Russian *WB* | Oil Engines 2S.C.SA 12Cy.19½″–35⅞″ 812NHP Akt.Burmeistr&Wain,Cpn | | |
| | D.F. E.S.D. | | | | | | | | | | | | | | |
| UVBR | Sub.Sig. *Cruiser Stern* | 5 *Dk* | | | | | | | | | | | | | |
| 84160 | **Svangen** (*ex* Tiro) | | *998* *844* *550* | | | | | 1918 | Hölens Verksted Larvik | Rederi A/B Ferlef (And.Smith, *Mgr.*) | 210·7 \| 34·2 \| 14·0 P24′B58′H72*t* F7′ | Stockholm Swedish *WB* | T.3Cy.15½″,25″&42″–30″ 97NHP Moss Vært,Moss | | N |
| 7424 | | | | | | | | | | | | | | | |
| SGRE | | 1 *Dk* | | | | | | | | | | | | | |
| 84161 | **Svanhild** | | 2147 1909 1284 | | | | | 1919 | Nylands Værksted Oslo | DetForenede Dampsksls k. | 289·7 \| 44·2 \| 18·9 P25′B144′F32′ | Elsinore Danish *WB* | T.3Cy.21½″,34½″&60″–39″ 225NHP NylandsVærksted,Oslo | | N |
| OZZC | D.F. | 1 *Dk* | | | | | | | | | | | | | |
| 84162 | **Svanholm** | | 1321 1160 ~~765~~ | | | | | 1922 | Helsingörs Jernsk&Msk. Elsinore | Ministry of Shipping (Ellerman's Wilson Line, Ld. *Mgrs.*) | 249·5 \| 38·1 \| 15·0 | London British *WB* | T.3Cy.18″,30″&50″–36″ 150NHP HelsingörsJernsk.&Mskb. | | V |
| 167356 | | | | | | | | | | | | | | | |
| ~~GLCP~~ | | 1 *Dk* & *Shelter dk* | | | | | | | | | | | | | |
| 84163 | — | Iron | 696 526 322 | | | | | 1917 | Wortelboer &Co. Delfzijl | D/S A/S Svanholm (T.Matland) | 179·7 \| 28·6 \| 12·3 Q79*t* B18*t* H14*t* F22*t* | Haugesnd Norwegian *WB* | T.3Cy.14½″,23½″&38½″–26½″ 75NHP N.V.Machinefabriek v/h H.J.Koopman,Dordrecht | | N |
| LEZT | *Mchy.Aft* | 1 *Dk* | | | | | | | | | | | | | |
| | Wireless D.F. | | | | | | | | | | | | | | |
| 84164 | **Svava** (*ex* Bjorn) | | ~~1193~~ ~~1015~~ ~~807~~ 1216 1047 714 | ✠100A1 ~~7,10~~ ~~8,38~~ 4,41 BS~~10,40~~ 5,41 | Cpn Lon Mdb ✠LMC8,38 | *o* | OG ~~6,37~~ 7,10 | 1904 2mo | Kjöbnhvns Flydk.&Skbs. Copenhagen | Ministry of Shipping (S.Marshall &Co. *Mgrs.*) | 233·4 \| 34·4 \| 16·4 P22′B60′F26′ FK | London British | T.3Cy.18″,29″&48″–33″ (*s*) 165lb 131NHP 2SB,*4cf*,gs48,hs1912 KjbnhavnsFlydk.&Skbsv. | 18 ″ 10 s 2 ″ 0½ 17 ″ 0 | |
| 167614 | | *ss* Cpn.2nd No.3–4,30 *ss* Cpn.No.2–38 | | | | | | *Lloyd's* | *SA&CP* | *Cell DBa* 40′*uE&B* 63′*f* 94′349*t FPT* 130*t APT* 15*t* | | *4BHCem* | | | |
| ~~GHLM~~ | | 1 *Dk* (*Stl*) & *deep framing* | | | | | | | | | | | | | |
| MJKZ | | | | | | | | | | | | | | | |
| 84165 | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84166 | **Svea** | | 770 | | | | | 1900 | Howaldts- | Stockholms | 175·8 | 30·3 | 13·8 | Stockholm | T.3Cy14⅞″22¼″&36⅝″–19¹¹⁄₁₆″ | | V |
| 3639 | | | 536 | | | | | | werke | RederiA/B Svea | B57′H89tF36′ | | | Swedish | 60NHP | | |
| SGRI | | 1 *Dk & deep framing* | 374 | | | | | | Kiel | (Eman. Högberg, *Mgr.*) | | | | *WB* | Howaldtswerke, Kiel | | |
| 84167 | — | **Wood 3 Mst** | 618 | | | | | 1906 | H.D. Ben- | FrancisA.Wilson | 174·0 | 38·2 | 13·3 | S.Frncisco | T.3Cy.13″,21″&34″–24″ | | |
| 203192 | | *Fitted for oil fuel* | — | | | | | | dixsen | | | | | Utd. States | FultonIronWorks, 57NHP | | |
| KLAB | *Mchy. Aft* | 1 *Dk* | 370 | | | | | | Fairhavn, Cal | | | | | | SanFrancisco | | |
| 84168 | **Sveadrott** | | 9598 | ✠100A1 | Hav | *e*† | CL | 1938 | Kockums | Stockholms | 514·3 | 63·0 | 36·6 | Stockholm | Oil Engines 2S.C.DA | 36 ″ 7 | |
| 8292 | | *Oil Eng.* | 8746 | ~~(1,140) 8,300~~ 4,41 | Gal | 2½ | 9,40 | 9mo | M.V. Aktieb. | RederiA/B Svea | 523·4 (O.L.) | | | Swedish | 8Cy.23⅝″–43 $\frac{5}{16}$″ 1556NHP | s 8 ″ 1½ | |
| SLPN | | 1 *Dk, 2nd dk clear of cargo tanks* | 5678 | ✠LMC 9,38 | | | | | Malmö | (Eman. Högberg, *Mgr.*) | P97′B41′F67′ | FK | | 11 *BHpt Cem* | 2DB *171lb* & DB(WT) *171lb* | 28 ″ 7 | |
| | | *Electrically welded except deck, bulkhead & side shell longitudinals* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *sA&CP* | *CellDBuE70′179t* | *DTf34′496tFPT16* | | | 1 *tAPTs 295t* | KockumsM.V.Akt.Malmö | | |
| | | *Mchy. Aft* *Cruiser Stern* *Longitudinal framing* | | | | | | | | | | | | | | | |
| 84169 | **Svealand** | **Twin Sc** | *15300* | ✠100A1 | Bal | *j*† | CL | 1925 | Deutsche | Ångf. Aktieb, | 561·3 | 72·2 | 44·1 | Gothenbrg | Oil Engines 4S.C.SA | 44 ″ 0 | |
| 7185 | *Mchy. Aft* | *Oil Eng.* | *14224* | ~~6,140 11,240~~ 12,40 | | | PS ~~12,37~~ | 4mo | Werft A.G. | Tirfing (T.E.J.: son | 571·6 (O.L.) | | | Swedish | 16Cy.29⅜″–47½″ 1313NHP | s 10 ″ 2½ | |
| SEWA | | *ss* Bal. No.3–9,37 | *3291* | ✠LMC CS12,37 | | | ~~12,35~~ | | Hamburg | Broström, *Mgr.*) | P117′F51′ | FK | | 1 *BHAsp* | DB *114lb* | 34 ″ 0¼ | |
| | | 1 *Dk (Stl) & Web frames* | | DBS~~6,36~~ 6,40 | | 4,38 | s10,38 | *Lloyd's* | *sA&CP* | *CellDBuE91′380tD* | *Tf27′1173tFPT* | | | 1 ,, *tc 2nd dk* | AlgemeineElec.Ges. Berlin | | |
| | | *Longitudinal framing* | | | | | P12,40 | | | *729tAPT290tDTs* | *at sides & u bottom* | | | *of holds 330t* | | | |
| 84170 | **Svein Jarl** | | 1908 | | | | | 1919 | Trndhjms | DetNordenfjeldske | 265·0 | 42·1 | 17·8 | Trndheim | T.3Cy.20½″,33″&56″–36″ | | N |
| | | | 1683 | | | | | | Mek. Værks. | Dampskibsselskab | P27′B72′F30′ | | | Norwegian | 188NHP | | |
| LCZO | D.F. | 1 *Dk* | 1115 | | | | | | Trondheim | | | | | *WB* | TrondhjemsM.V.Trondhm | | |
| 84171 | **Sven** (*ex* Vikfred, *ex* R.F.Berg, *ex* Thea) | | *361* | | | | | 1888 | G.Howaldt | RederiA/B Egon | 142·9 | 23·0 | 11·0 | Malmö | C2Cy.15″&27″–15″ | | V |
| 3285 | | | *290* | | | | | | Kiel | (S.M.Stjerna, *Mgr.*) | B30′H24tF15′ | | | Swedish | NB06 24NHP | | |
| SGRW | | 1 *Dk* | *199* | | | | | | | | | | | *WB* | Geb.Howaldt, Kiel | | |
| 84172 | **Svenborg** | **Wood Aux 4 Mst Sr** | 346 | | | | | 1921 | Odense | RederiA/B | 142·3 | 30·3 | 13·4 | Mariehmn | Oil Engines 2S.C.SA | | V |
| 800 | (*ex* Sailing Vessel–34) | *Oil Eng.* | 314 | | | | | | Skibs. | Svenborg (Paul | 127·3 | | | Finnish | 2Cy.13″–13⅜″ 63NHP | | |
| OHRL | | 1 *Dk* | 267 | | | | | | Odense | Pavals, *Mgr.*) | | | | | *Emade & fitted* 34 | | |
| | | (*See Sailing Ship Register*) | | | | | | | | | | | | | J&CG BolindersM.V.Skm | | |
| 84173 | **Svend Foyn** | **Twin Sc** | 14795 | ✠100A1 | Got | *j*† | CL | 1931 | Furness | St.HelierShip- | 538·1 | 74·3 | 33·3 | London | Q.8Cy.20½″,29½″,42½″&62″– | 48 ″ 9 | |
| 162742 | | *ss* Got. No.2–39 *ss* ~~Osl. No.1–35~~ | 10272 | *with freeboard* | Bkn | | S9,38 | 8mo | S.B.Co.Ld. | owners, Ld. | | | 47·8 | British | 45″ 265lb (*s*) 997NHP | s 15 ″ 4 | |
| GTYS | *Mchy. Aft* | *Cruiser Stern* 2 *Dks (Stl)* | 7951 | 6,40 ~~9,38~~ | ✠LMC 7,35 | | P8,39 | | Haverton | | P120′F108′ | FK | | 18 *BHpt Cem* | 26Pr.B *60lb* 10Pr.B *43lb* FD | 33 ″ 8½ | |
| | | *Longitudinal framing at bottom & at deck of Inner Tanks & above 2nd deck* | | Pr.BS7,38 BS7,38 | | | | | Hill-on-Tees | | | | | (4 *to W dk* | 5SB, *20cf*, HS 14800 | | |
| | | *Strengthened for Navigation in Ice* | | *Whaling Service* | | | | *Lloyd's* | *sA&CP* | | | | | 14 ,, 2*nd* ,, ) | Richardsons, Westgarth & | | |
| | D.F. | | | *Carrying Petroleum in bulk* | | | | | | *CellDBuE&B92′* | *553tDTs f44′924t* | | | | Co.Ld.Hpl. | | |
| | | | | *Fitted for oil fuel* 8,31 | | | *F.P. a* | | | *above 150° F.* | *side tanks in mchy space* | | | 90′440t *FPT* | s408t *APT* 493t | | |
| 84174 | **Svend Pii** | | 1809 | | | | | 1923 | A/S Aal- | Dampskibsselskab | 276·8 | 42·1 | 17·8 | Copnhagn | T.3Cy.20″,31½″&53″–36″ | | C |
| | | | 1623 | | | | | | borgSkibsv. | Vendila (Svendsen | P18′B169′F33′ | | | Danish | 169NHP | | |
| OXAD | D.F. | 1 *Dk* | 1074 | | | | | | Aalborg | & Christensen) | | | | *WB* | A/S Frichs, Aarhus | | |
| 84175 | **Svenör** | | 7616 | ✠100A1 | Rot | *c*† | CL | 1931 | Swan, Hun- | S.Ugelstad's | 460·5 | 59·5 | 34·1 | Oslo | Oil Engines 2S.C.SA | 34 ″ 0 | |
| | | *Oil Eng.* | 7247 | 11,40 ~~10,39~~ | Bom | | N8,38 | 2mo | ter & Wigham | RederiA/S | | | | Norwegian | 6Cy.31″–43″ 1010NHP | | |
| LDCD | | *ss* Got. No.2–38 | 4569 | DBS ~~10,39~~ 12,40 | ✠LMC 10,39 | | | | Richardson, | (S.Ugelstad, *Mgr.*) | P109′B30′F60′ | FK | | 16 *BHpt Cem* | 2DB *120lb* | | |
| | *Mchy. Aft* | 2 *Dks (Stl) & Web frames* | | | | | | | Ld Newcastle | *CellDBuE85′327t* | | | | (10 *to U dk* | Swan, Hunter & Wigham | | |
| | D.F. | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | *Lloyd's* | *sA&CP* | *DTf41′523t* | *FPT199tAPT146t* | | | 6 ,, 2*nd* ,, ) | Richardson, Ld. Nwc. | | |
| 84176 | **Svenske** | | *508* | | | | | 1903 | Lindhol- | RederiA/B Söderö | 158·6 | 26·3 | 13·4 | Öregrund | C.2Cy.15″&33″–21″ | | V |
| 4111 | | | *375* | | | | | | mens V.A. | (W.Grosche, *Mgr.*) | P52′H36tF22′ | | | Swedish | 42NHP | | |
| SGTD | *Mchy. Aft* | 1 *Dk* | *260* | | | | | | Gothenburg | | | | | *WB* | Lindholmens V.A.Got. | | |
| 84177 | **Sverdlovsk** Ⓟ | | 3559 | | | | | 1931 | BalticS.B. | U.S.S.R. | 314·7 | 46·1 | 26·1 | Vladvostk | T.3Cy.22 $\frac{7}{16}$″,37″&59⅜″–39⅜″ | | |
| | | | 2993 | | | | | | &Eng. Wks. | | P42′B95′F36′ | | | Russian | 220NHP | | |
| UOHV | Sub.Sig. | 2 *Dks* | 1982 | | | | | | Leningrad | | | | | | BalticS.B.&Eng.Wrks.Len | | |
| 84178 | **Sverige** Ⓟ | | 811 | | | | | 1929 | Frdrkshvn | Dampskslsk. A/S | 206·4 | 34·1 | 13·6 | Copnhagn | T.3Cy.18½″,30″&50″–33″ | | V |
| | | | 518 | | | | | | Skibs.&Flydk | Oresund (M. | B48′F35′ | | | Danish | 120NHP | | |
| OXHE | Wireless | 1 *Dk* | 423 | | | | | | Fredrikshavn | Suenson, *Mgr.*) | | | | *WB* | HelsingörsJernsk.& | | |
| | | | | | | | | | | | | | | | Mskb. Helsingör | | |
| 84179 | **Sverker** | | *477* | ✠100A1 | Svb | *g* | OG | 1916 | P.Larsson | Rederiakt. Simris- | 151·6 | 26·6 | 11·7 | Simrishmn | C.2Cy.16″&30″–22″ (*s*) | 14 ″ 0 | |
| 5785 | | *ss* Mmo. No.3–7,28 | *383* | 5,39 | | | 4,39 | 4mo | Thorskog | hamn (O.Modén, | 156·5 (O.L.) | | | Swedish | 120lb *80lb* 46NHP | s 1 ″ 3 | |
| SGTE | | *ss* Svb. No.2–37 | *234* | BS7,40 MS5,37 | ✠LMC ~~BS11,38~~ | | | *Lloyd's* | *sA&CP* | *Mgr.*) | P44′F16′ | FK | | 3 *BHCem* | 1SB, *2cf*, GS 23, HS 871 | 12 ″ 10 | |
| | *Mchy. Aft* | 1 *Dk (Stl)* | | | | | | | | *CellDBf93′106tFPT* | | | | 24 *tAPT* 25t | P.Larsson, Thorskog | | |
| 84180 | **Sverre Nergaard** (*ex* Elisabet, | | *1030* | | | | | 1900 | Bergens | RederiA/B | 227·7 | 31·9 | 15·0 | Stockholm | T.3Cy.19″,30″&50″–33″ | | V |
| 7013 | *ex* Mount Vernon) | | *787* | | | | | | Mek. Verk. | Westindia | Q75tB103tH53t | | | Swedish | NB13 143NHP | | |
| SEZA | Wireless | 1 *Dk* | *568* | | | | | | Bergen | (SvenSalén, *Mgr.*) | F25t | | | *WB* | BergensM.V.Bergen | | |
| 84181 | **Sverre Sigurdssön** (*ex* Borzoli) | | 1081 | | | | | 1923 | N.Odero | DetNordenfjeldske | 198·8 | 32·1 | 19·7 | Trondheim | T.3Cy.15½″,24½″&39⅜″&25⅜″ | | N |
| | | | 939 | | | | | | fu A. | Dampskibsslsk. | B98tH18tF23t | | | Norwegian | 72NHP | | |
| LFAD | | 2 *Dks* | 616 | | | | | | SestriPnente | | | | | *WB* | N.Odero fu A.SestriPnente | | |
| 84182 | **Sveti Duje** (*ex* MonteMaggiore, | | 3624 | ✠100A1 | Tri | *w* | CL | 1902 | Russell & | M.Feric | 339·2 | 46·0 | 17·9 | Split | T.3Cy.24¼″,40 $\frac{5}{16}$″&65″–45″ | 28 ″ 5 | |
| | *ex* Chlumecky) | *ss* Spt. 3rd No.3–11,36 | 3324 | *Spar dk* | | | 9,39 | 6mo | Co. | | | | 25·7 | Yugoslav | 180lb NDB13 (*s*) 306NHP | s 5 ″ 4½ | |
| YTEH | | 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | 2204 | 4,40 | ✠LMC | | | | Pt. Glasgow | | P20′B76′F36′ | FK | | 6 *BHCem* | 2SB, *6cf*, GS 132, HS 4700 | 23 ″ 4 | |
| | | *Hatch covers dispensed with in 'tween decks* | | BS7,39 | MS10,39 | | | *Lloyd's* | *sA&CP* | *CellDBa* | *110′u E& B40′f142′* | | | *805tAPT56t* | J.G.Kincaid & Co. Grk. | | |
| 84183 | **Sveti Vlaho** | | *5965* | ✠100A1 | ~~Ant~~ | *a*† | CL | 1928 | Lithgows | Dubrovacka | 423·5 | 56·0 | 28·8 | Dubrovnik | T.3Cy.27 $\frac{5}{16}$″,45 $\frac{5}{16}$″&74″–51″ | 31 ″ 4 | |
| | | *ss* Spt. No.2–36 | *5538* | Examined 2,41 | Cal | | 10,39 | 1mo | Ld. | Plovidba A.D. | | | | Yugoslav | 180lb (*s*) 560NHP | s 6 ″ 2½ | |
| YTEK | | 2 *Dks (Stl)* | *3787* | BS ~~10,39~~ 1,41 | ✠LMC 4,36 | | | | Port Glasgow | | P38′B123′F41′ | FK | | *pt Cem* | 3SB, *9cf*, GS 193, HS 8406 | FD 25 ″ 5 | |
| | | | | | | | | *Lloyd's* | *sA&CP* | 1 *Intermediate BH & 1′Tween dk* | *BH dispensed with* | | | 4 *BHto U dk* | Rankin & BlackmoreLdGrk | | |
| | | | | | | | | | | *CellDBa* | *uE162′f186′1241t* | | | 2 ,, ,, 2*nd*,, | | | |
| | | | | | | | | | | | | | | *DTa36′1114t* | *APT32t* | | |
| 84184 | **Svetlaya** | | 328 | ✠100A1 | Kob | *d* | CL | 1937 | Mukai- | U.S.S.R. | 128·0 | 22·0 | 12·0 | Vladvostk | Oil Engines 4S.C.SA | 12 ″ 0 | |
| | | *Oil Eng.* | 237 | 3,37 | | | | 4mo | shima Dock- | | 135·0 (O.L.) | | | Russian | 6Cy.11⅝″–17 $\frac{5}{16}$″ 79NHP | | |
| | *Mchy. Aft* | 1 *Dk* | 138 | | ✠LMC 4,37 | | | | yard Co.Ld. | | P51′F11′ | FK | | 4 *BHCem* | DB *100lb* | | |
| | | *Cruiser Stern* | | | | | | | Mukaishima | | | | *FPT43t* | *APT13t* | Hanshin Iron Works, Ld. | | |
| | | *Strengthened for Navigation in Ice* | | | | | | *Lloyd's* | *sA&CP* | | | | | | Kobe | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux Gréement etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terne galvd. maintenant expiré. Lettre d'Echéancement. | 7* Date de la dernière visite de classe avant publication. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pst. | 15 Registres où cotés, si ce n'est dans le L.R. Engaged Core in ice trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84185 | **Sveve** | | 6313 | ✠100A1 | Osl | *a*† | CL | 1930 | Swan, Hunter & Wigham Richardson, Ld Newcastle | A/R Atlantic (W. & P. Jebsen, *Mgrs.*) | 420·6 | 57·5 | 32·3 | Bergen | Oil Engines 2S.C.SA | 32 ″ 4 | |
| | *Oil Eng.* | | 5961 | 3,40 | | | 3,40 | 11mo | | *Cell D Bu E* 75′296*t DT* 38′571*t* | P108′B28′F38′ | | FK | Norwegian | 6Cy.31″–43″ 1010NHP | s 6 ″ 1 | |
| LDRW | *ss* Bgn. No. 2–38 | | 3741 | DBS~~4·39~~ 3,40 | ✠LMC10,38 | | | | | *Lloyd's* A & CP | *FPT* 97*t APT* 116*t* | | | 4 „ 2nd „) | 2DB *120lb* | 26 ″ 5 | |
| | *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* | | | *Carrying Petroleum in bulk* | | | | | | | | | | Swan, Hunter & Wigham Richardson, Ld. Nwc. | | | |
| | D.F. *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 84186 | **Svint** (*ex* Skagatind–36, *ex* Hovland) | | 1174 | | | | | 1925 | Skiens Verksted A/S Skien | Skibs A/S Sjofna (C. A. Olsen, *Mgr.*) | 226·4 | 36·6 | 15·7 | Oslo | T. 3Cy. 16″, 25″ & 42″–30″ | | N |
| | | | 984 | | | | | | | | P34*t* B54*t* F21′ | | | Norwegian | 97NHP | | |
| LEVE | 1 *Dk* | | 697 | | | | | | | | | | | *WB* | Skiens Verksted A/S, Skien | | |
| 84187 | **Svir** Ⓟ (*ex* Patria–35) Twin Sc | | 9686 | | | | | 1919 | Kon. Maats deSchelde Flushing | U.S.S.R. | 480·7 | 57·3 | 34·9 | Leningrad | S Rgeared Steam Turbines | | |
| | Sub. Sig. D.F. *Fitted for oil fuel* | | 7347 | | | | | | | | P&B364′F84′ | | | Russian | | | |
| | *Cruiser Stern* 3 *Dks* | | 5908 | | | | | | | | | | | *WB* | Maats. deSchelde, Flushing | | |
| 84188 | — | | 2329 | | | | | 1922 | J. Frerichs & Co. Einswarden | U.S.S.R. | 296·2 | 42·8 | 19·6 | Leningrad | 2 Steam Turbines DR geared to 1 Sc. Shaft | | |
| | (*ex* Ivo–32) | | 2011 | | | | | | | | P&B232′F37′ | | | Russian | Frd. Krupp A.G. Kiel | | |
| UOBS | Sub. Sig. 1 *Dk* | | 1350 | | | | | | | | | | | *WB* | | | |
| 84189 | **Svirstroi** (*ex* Aledo) | | 4769 | ✠ | NYk | *x* | | 1919 | Standard S.B. Corp. Shooter's Isld | U.S.S.R. | 377·0 | 52·0 | 26·8 | Vladvostk | T. 3Cy. 24″, 40″ & 70″–48″ | 29 ″ 0 | |
| | | | 4268 | 8,20 | | | | 4mo | | | P25′B106′F34′ | | FK | Russian | 478NHP | | |
| UOBE | 2 *Dks* (*Stl*) | | 2971 | ✠ | | | | | | *Cell D B* 322′985*t* | *MT* 29′678*t FPT* 88*t* | | | 7 *BH Cem* | 3SB, *9cf*, GS 182, HS 6960 FD | | |
| | | | | | | | | | | | | | | *APT* 50*t* | Standard S.B. Corp. | | |
| 84190 | **Svithiod** (*ex* S.V. Harkness) | | 6550 | ✠100A1 | NYk | *a*† | CL | 1917 | Skinner & Eddy Corp. Seattle, Wash | Panama Transport Co. | 426·3 | 57·2 | 31·7 | Panama | Oil Engines 2S.C.SA | 31 ″ 6 | |
| | *Oil Eng.* | | — | ~~6,2[illegible]~~ 12,40 | ~~NOt~~ | | 2,38 | 5mo | | | 441·8 (O.L.) | | | Pnamanian | 6Cy. 25″–51½″ 680NHP | s 5 ″ 8½ | |
| HPFH | D.F. *ss* Kel. No. 3–8, 29 | | 3944 | ✠NE5,25 | ✠LMC2~~,38~~ | | | A&CP | | | P104′B41′F37′ | | | 16 *BHpt Cem* | DB (*upper*) 18 *refitted* 40– *220lb* NDB 25–70*lb* | 26 ″ 1 | |
| | *ss* Ham. No. 2–38 | | | DBS~~3,39~~ ~~1,~~6,40 | | | 6,40 | | | | len 34 | | FK | | NDB (WT) 34 *185lb* | | |
| | *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* | | | *Carrying Petroleum in bulk* | | | | | | *Midship portion (cargo tanks) renewed* 1934 | | | | | Frd. Krupp A.G. Kiel | | |
| | Sub. Sig. *Longitudinal framing* | | | | | | | | | *Cell D Ba* 12′*u E & B* 63′ 188*t D Tf* 36′ 457*t FPT* 199*t* | | | | *APT* 97*t* | | | |
| | E.S.D. GyC. | | | | | | | | | | | | | | | | |
| 84191 | **Sviyaga** (*ex* Curslack–35) | | 1433 | | | | | 1923 | F. Schichau Elbing | U.S.S.R. | 237·4 | 37·5 | 15·9 | Leningrad | T. 3Cy. 16⅜″, 27⅝″ & 42⅜″–27⅝″ | | |
| | | | 1155 | | | | | | | | Q77′B108′F32′ | | | Russian | 96NHP | | |
| UPIL | Sub. Sig. 1 *Dk* | | 800 | | | | | | | | | | | *WB* | F. Schichau, Elbing | | |
| 84192 | **Swartenhondt** | | 5084 | | | | | 1922 | Nederl. Schps. Maats. Amsterdam | Koninkl. Paketv. Maats. | 383·6 | 49·4 | 26·7 | Batavia | T. 3Cy. 28½″, 47″ & 77″–54″ | | V |
| | *Fitted for oil fuel* | | 3915 | | | | | | | | F52′ | | | Dutch | 436NHP | | |
| PKFH | D.F. 3 *Dks* | | 3058 | | | | | | | | | | | *WB* | Werkspoor, Amsterdam | | |
| 84193 | **Sweden** (*ex* L.C. Smith) | | 4702 | | | | | 1902 | W Bay City S.B. Co. W. Bay City, Mich. | Great Lakes S.S. Co. Inc. | 414·0 | 50·0 | 29·0 | Oswego NY | T. 3Cy. 22″, 35″ & 58″–42″ | | R |
| 141793 | | | — | | | | | | | | | | | Utd. States | 218NHP | | |
| | *Mchy. Aft* 1 *Dk* 2 *tr B* | | 3418 | | | | | | | | | | | *WB* | Detroit S.B. Co. Detroit | | |
| 84194 | — **Wood** | | 454 | | | | | 1920 | Uddeholms Aktieb Skoghall | Gustaf Erikson | 153·3 | 30·0 | 12·1 | Mariehmn | Oil Engines 2S.C.SA | | V |
| 843 | (*ex* Skoghallsverken) *Oil Eng.* | | 363 | | | | | | | | 146·5 | | | Finnish | 4Cy. 15⅝″–16⅝″ 175NHP | | |
| OHSL | *Mchy. Aft* *Cruiser Stern* 1 *Dk* | | 217 | | | | | | | | P40′F17′H27*t* | | | | J & C G Bolinders Co Ld Skm | | |
| 74/41 84195 | **Swedru** | | 5379 | | | | | 1937 | Scotts' S.B. & Eng. Co. Ld. Greenock | Elder, Dempster Lines, Ld. | 379·0 | 52·7 | 30·1 | Liverpool | Oil Engines 2S.C.SA | | C |
| 164321 | *Oil Eng.* | | 4702 | | | | | | | | P36′F48′ | | | British | 4Cy. 22½″–85½″ 598NHP | | |
| GZLV | *Cruiser Stern* 3 *Dks* | | 3172 | | | | | | | | | | | | Wm. Doxford & Sons, Ld Sld | | |
| 84196 | **Swift** | | 936 | ✠100A1 | Lon | *n* | CL | 1930 | Workman, Clark (1928) Ld. Belfast | General Stm. Nav. Co. Ld. | 216·2 | 35·1 | 12·1 | London | T. 3Cy. 17½″, 29″ & 48″–33″ (*s*) | 14 ″ 0 | |
| 162503 | *ss* Lon. No. 2–39 | | 723 | *with freeboard* | | | 7,38 | 11mo | | | | | | British | 200lb 189NHP | s ″ 2 | |
| MPXN | 1 *Dk* (*Stl*) & *Shelter Dk* (*Stl*) | | 408 | 1,41~~1~~6,~~38~~ | ✠LMC6,39 | | | | | | B61′ | | FK | 5 *BH Cem* | 2SB, *6cf*, GS 102, HS 3400 | 13 ″ 11½ | |
| | | | | BS12,40 | | | | | | | | | | (*Coll to Sh dk* 4 „ 2nd „) | Workman, Clark (1928) Ld. | | |
| | | | | | | | | | | *Cell D B* 182′28*t FPT* 31*t APT* 19*t* | | | | | | | |
| 84197 | **Swiftarrow** *ss* Gal. No. 1–39 | | 8207 | ✠100A1 | Gal | *c*† | CL | 1921 | Northwest Bridge & Iron Co Portland, Or. | Oldwood, Inc. (C. D. Mallory & Co. Inc. *Mgrs.*) | 464·6 | 60·2 | 27·7 | Wilmgton | T. 3Cy. 26½″, 46″ & 78″–51″ (*s*) | 36 ″ 4 | |
| 221041 | *ss* Mob. No. 3–12, 35 | | 7779 | *Shelter dk* | NNs | | N5,38 | 2mo | | | | | 34·8 | (Del.) | 210lb 662NHP | s ~~0 ″ 11½~~ | |
| KDOS | *Mchy. Aft* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames* | | 5092 | *with freeboard* 6,40~~11,39~~ | | | | A&CP | | | | | FK | Utd. States | 3SB, *9cf*, HS 9690 FD | ~~20 ″ 6~~ s 9 ″ 9½ | |
| | *Longitudinal framing* | | | ~~BS11,39~~ | ✠LMC~~12,36~~ | | | | | *Cell D Bu E & B* 71′ 230*t DT f* 50′ 444*t* | | | | 17 *BH pt Cem* | Hooven, Owens, Rentschler Co. Hamilton, O. | 26 ″ 8 | |
| | | | | *Carrying Petroleum in bulk* | | | | | | *tween dk tanks a* 30*t FPT* 183*t APT* 31*t* | | | | (3 „ *to Sh dk* 10 „ *U* „ 4 „ 2nd „) | | | |
| | | | | *Fitted for oil fuel* 2,21 | | | *F.P. above* 1 | | | | | | | | | | |
| | | | | | | | 50° F. | | | | | | | | | | |
| 84198 | **Swiftlight** | | 8207 | ✠100A1 | Gal | *c*† | CL | 1921 | Northwest Bridge & Iron Co. Portland, Or. | Oldwood, Inc. (C. D. Mallory & Co. Inc. *Mgrs.*) | 464·6 | 60·2 | 27·7 | Wilmgton | T. 3Cy. 27⅝″, 46″ & 78″–51″ (*s*) | 36 ″ 5 | |
| 221268 | *ss* N. Ns. No. 3–11, 33 | | 7779 | *Shelter dk* | ~~Mob~~ | | 2,40 | 5mo | | | 482·1 (O.L.) | | 34·8 | (Del.) | 210lb 662NHP | s 9 ″ 11½ | |
| KDSA | D.F. *ss* Mob. No. 1–37 | | 5092 | *with freeboard* | Mob | | | A&CP | | | | | FK | Utd. States | 3SB, *9cf*, HS 9690 FD | 26 ″ 9 | |
| | 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames* | | | 7,40 2,40~~4,41~~ | ~~BS 4,41~~ | | | | | *Cell D Bu E & B* 71′ 230*t DT f* 50′ 444*t* | | | | 17 *BH pt Cem* | Hooven, Owens, Rentschler Co. Hamilton, O. | | |
| | *Mchy. Aft* *Longitudinal framing* | | | ~~BS7,39~~ | ✠LMC7,37 | | | | | *tween dk tanks a* 30*t FPT* 183*t APT* 31*t* | | | | (3 *to Sh dk* 10 „ *U* „ 4 „ 2nd „) | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 5,21 | | | *F.P. above* 1 | | | | | | | | | | |
| | | | | | | | 50° F. | | | | | | | | | | |
| 84199 | **Swiftpool** | | 5205 | ✠100A1 | Bry | *z* | CL | 1929 | W. Gray & Co. Ld. W Hartlepool | Pool Shipping Co. Ld. (Sir R. Ropner & Co. Ld. *Mgrs.*) | 421·2 | 54·2 | 27·1 | W. Hartlpl | T. 3Cy. 26″, 40″ & 73″–48″ (*s*) | 30 ″ 1 | |
| 160761 | *ss* Shl. No. 2–37 | | 4928 | ~~0,39~~ 10,39 4,41 | ~~Chk~~ Gms | | 4,39 | 8mo | | | 434·0 (O.L.) | | | British | 180lb 528NHP | s 5 ″ 0½ | |
| GTFQ | D.F. E.S.D. 1 *Dk* (*Stl*) | | 3228 | ✠LMC | | | | | | | P30′B240′F43′ | | FK | 8 *BH Cem* | 3SB (Spt.), *9cf*, HS 7908 FD | 25 ″ 3½ | |
| | | | | MS1,37 | ~~BS8,38~~ 10,40 | | | | | *Cell D Ba & u E* 173′ *f* 80′ 1 | *Lloyd's* A & CP | | | 167*t* | Cen. Mar. E Wrks. Ld W Hpl | | |
| | | | | | ~~11,39~~ | | | | | | 413*t FPT* 175*t APT* | | | | | | |
| 84200 | **Swiftscout** | | 8300 | ✠100A1 | NYk | *c*† | CL | 1921 | Northwest Bridge & Iron Co Portland, Or. | Oldwood, Inc. (C. D. Mallory & Co. Inc. *Mgrs.*) | 464·6 | 60·2 | 27·7 | Wilmgton | T. 3Cy. 27′ 46″ & 78″–51″ (*s*) | 36 ″ 4 | |
| 221134 | *ss* Mob. No. 3–3, 34 | | — | *Shelter dk* | ~~Mob~~ | | ~~N4,40~~ | 3mo | | | 481·7 (O.L.) | | 34·8 | (Del.) | 210lb 662NHP | s 9 ″ 9½ | |
| KDQV | D.F. *ss* Mob. No. 1–38 | | 5123 | *with freeboard* | | | ~~5,40~~ | A&CP | | | | | FK | Utd. States | 3SB, *9cf*, HS 9690 FD | 26 ″ 9½ | |
| | 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames* | | | ~~5,40~~ 4,41 | BS10,40 | | 10,40 | | | *Cell D Bu E & B* 71′ 230*t DT f* 50′ 444*t* | | | | 17 *BH pt Cem* | Hooven, Owens, Rentschler Co., Hamilton, O. | | |
| | *Mchy. Aft* *Longitudinal framing* | | | ~~BS1,40~~ | ✠LMC1,38 | | | | | *tween dk tank a* 30*t FPT* 183*t APT* 31*t* | | | | (3 *to Sh dk* 10 „ *U* „ 4 „ 2nd „) | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 3,21 | | | *F.P. above* 1 | | | | | | | | | | |
| | | | | | | | 50° F. | | | | | | | | | | |
| 84201 | **Swiftsure** | | 8207 | ✠100A1 | Gal | *c*† | CL | 1921 | Northwest Bridge & Iron Co. Portland, Or. | Oldwood, Inc. (C. D. Mallory & Co. Inc. *Mgrs.*) | 464·6 | 60·2 | 27·7 | Wilmgton | T. 3Cy. 27½″, 46″ & 78″–51″ (*s*) | 36 ″ 4 | |
| 220990 | *ss* Mob. No. 3–2, 35 | | 7779 | *Shelter dk* | ~~NYk~~ | | 3,40 | 1mo | | | | | 34·8 | (Del.) | 210lb 630NHP | s 9 ″ 9½ | |
| KDNG | *ss* N. Yk. No. 1–39 | | 5092 | *with freeboard* | Mob | | ~~4,10~~ | A&CP | | | | | FK | Utd. States | 3SB, *9cf*, HS 8919 FD | 26 ″ 8 | |
| | D.F. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames* | | | 3,40 ~~3,40~~ | ✠LMC9,39 | | 9,40 | | | *Cell D Bu E & B* 71′ 230*t DT f* 50′ 444*t* | | | | 17 *BH pt Cem* | Hooven, Owens, Rentschler Co., Hamilton, O | | |
| | *Mchy. Aft* *Longitudinal framing* | | | ✠NB made 20 fitted 7,36 | | | | | | *tween dk tank a* 30*t FPT* 183*t APT* 31*t* | | | | (3 *to Sh dk* 10 „ *U* „ 4 „ 2nd „) | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 1,21 | | | *F.P. above* 1 | | | | | | | | | | |
| | | | | BS9,40 | | | 50° F. | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 3 Steamer's Name, Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed; if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84202 140534 GPSL | **Swinburne** *ss* N.Yk.No.3–5,29 D.F. *ss* Liv.No.2–38 2 *Dks(Stl)* | 4659 4330 2923 | ✠100A1 ~~3-19~~ 2,41 ~~C&F~~ Mch BS5,~~38~~ 6,40 | NYk LMC7,38 | *y* | CL 5,37 | 1917 9mo *Lloyd's* | A.McMillan&Son,Ld. Dumbarton *CellD* | Lamport&Holt Line,Ld. *A&CP* | 385·5\|52·2\|27·2 P36′B118′F46′ FK *B335′875t FPT75t APT75t* | | | Liverpool British *7BHCem* | T.3Cy.26″,43″&70″–48″ (*s*) 180lb 407NH 3SB,*9cf*,GS178,HS6800 Rankin&BlackmoreLdGrk | 29 ″ 8 s 5 ″4½ 24 ″ 7 | |
| 84203 160660 MPKW | **Switzerland** (*ex*MarieFerdinand, *ex*ElsaZelck) E.S.D. Wireless D.F. 1 *Dk* | 1291 1027 738 | | | | | 1922 | Akt.Ges. "Neptun" Rostock | CurrieLine,Ld. *WB* | 237·6\|36·5\|14·4 P16′Q55′B110′F29′ | | | Leith British | T.3Cy.18″,29″&48″–31½″ 130NHP A.G."Neptun," Rostock | | G C |
| 84204 136734 MFRB | **Swynfleet** (*ex*Belge) *ss* Goo.No.3–1,28 *ss* Goo.No.2–36 1 *Dk(Stl)* *Cargo battens not fitted* | 1168 960 689 | ✠100A1 Examined 5,41 ~~Goo~~ LMC MS2,36 | ~~Goo~~ LMC BS8,39 | *o* | CL 1,39 | 1914 12mo *Lloyd's* | Osbourne, Graham&Co Sunderland | OuseS.S.Co.Ld. (A.W.Atkinson, *Mgr.*) *CellDBa75′* | 240·3\|36·5\|14·3 P16′B58′F23′ FK *uE15′f96′345t FPT 40t APT45t* | | | Goole British *4BHCem* | T.3Cy.17″,28″&46″–33″ (*s*) 180lb *70lb* 148NHP 1SB,*3cf*,GS62,HS2500 N.E.MarineEng.Co.Ld.Sld | 15 ″ 4 s 2 ″ 1 13 ″ 5 | |
| 84205 UOVG | **Syasstroi** (*ex*Masuda) 2 *Dks&Web frames* *Longitudinal framing* | 4907 4394 2958 | ✠ ... 11,20 ✠ | | | | 1918 8mo | ToddD.D. &Const.Corp. Tacoma,Wsh. | U.S.S.R. | 380·6\|53·1\|27·0 P39′B102′F42′ FK *WB* | | | Vladvostk Russian | T.3Cy.24″,40″&70″–48″ 472NHP SeattleConst.&D.D.Co. Seattle | 29 ″ 4 | |
| 84206 LDIG | **Sydhav** *Oil Eng.* *ss* Fal.No.2–37 *Mchy.Aft* 2 *Dks(Stl)&Web frames* D.F. *Longitudinal framing* | 7587 7099 4557 | ✠100A1 ~~Rcd~~ Examined 12,40 Sng LMC CS10,37 DBS~~7,39~~ 12,40 12,38 *Carrying Petroleum in bulk* | ~~Rcd~~ | *c*† | CL 12,38 | 1929 3mo *Lloyd's* | Swan,Hunter&Wigham Richardson, Ld.Newcastle | Skibs A/S Sydhav. (T.Lodding) *CellDBuE82′258t DTf38′461t* | 450·8\|61·0\|33·2 464·8(O.L.) P106′B30′F56′ FK *FPT156t APT139t* | | | Oslo Norwegian 15 *BHpt Cem* (10 *to U dk* 5 „ 2*nd*„) | Oil Engines 2S.C.SA 6Cy.31″–48″ 1010NHP 2DB *120lb* WllsndSlpwy.Co.Ld.Nwc. | 33 ″ 3 | |
| 84207 7019 SIPA | **Sydland** *ss* Bkn.No.3–8,33 *ss* Rot.No.1–37 1 *Dk(Stl)&Shelter dk(Stl)* D.F. 2*nd dk(Stl)in No.1 hold* | *5134* *4692* *3032* | ✠100A1 Got *Shelter dk* Phl *withfreeboard* 11,40 ~~4,40~~ LMC MS10,37 BS~~5,39~~4,40 *Fitted for oil fuel* 8,20 | | *z* | CL 3,40 *F.P. above* | 1920 8mo *Lloyd's* | W.Doxford &Sons,Ld. Sunderland *Intermediate BH in fore* | Ångf.Aktieb. Tirfing(T.E.J:son Broström,*Mgr.*) *CellDB* | 431·1\|54·1\|26·3 434·9(O.L.) FK *Collision BH to S dk hold dispensed with* 360′1168t *FPT 105t* | | | Gothenbrg Swedish *Cem* 5 „ „ *U*„ *APT127t* | T.3Cy.27″,45″&75″–54″ (*s*) 180lb 577NHP 3SB,*9cf*,GS189,HS8547 FD G.Clark,Ld.Sunderland | 29 ″ 0 s 3 ″ 7⅜ 25 ″ 7½ | |
| 84208 35190 JDZC | **Sydney Maru** *Oil Eng.* *ss* Kob.No.2–39 *Ref.Mchy.* 3 *Dks(Stl)* | 5425 4955 3223 | ✠100A1 Kob *withfreeboard* 12,40 ~~11,39~~ LMC CS1,39 DBS~~11,39~~ 12,40 ~~11,39~~ 12,40 Lloyd'sRMC ~~11,39~~ 5,~~40~~ 12,40 | | *y* | CL 1,39 | 1929 11mo *Lloyd's* | Yokohama DockCo.Ld. Yokohama | OsakaSyosenK.K. *CellDB317′805t* | 380·0\|54·5\|34·2 B23′F43′ FK *FPT47t APT71t* | | | Osaka Japanese 6 *BH* (*Coll to W dk* 5 „ 2*nd*„) | Oil Engines 4S.C.SA 6Cy.29⅛″–59⅛″ 489NHP DB *100lb* Akt.Burmeister&WainCpn. | 34 ″ 3 s 10 ″ 2½ 24 ″ 2⅜ | |
| 84209 25475 JNPD | — *ss* Yka.No.3–2,32 *ss* Osa.No.1–37 1 *Dk(Stl)&Awng dk(Stl)* | 4105 3613 2518 | ✠100A1 Smk *Awng dk* *withfreeboard* 2,39 BS3,40 | LMC2,39 | *v* | OG ~~N2,38~~ 11,40 | 1919 7mo *Lloyd's* | Kawasaki Dkyd.Co.Ld. Kobe | KokusaiKisenK.K. *CellDB294′778t* | 345·0\|48·0\|30·0 P29 B74′F41′*on Awng dk* FK *FPT62t APT31t* | | | Kobe Japanese *Cem* 6 *BH to A dk* | T.3Cy.23½″,39″&65″–48″ (*s*) 200lb 356NHP 2SB,*6cf*,GS121,HS4610 FD KawasakiDkydCoLdKobe | 30 ″ 0 s 6 ″1¼ 24 ″ 2 | |
| 84210 163221 MKSM | **Sydney Star** TwinSc *ss* Lon.No.1–40 *Oil Eng.* 1 *Dk&Shelter dk,3rd dk except in No.1 hold* *Ref.Mchy. 4th dk forward of mchy.space* D.F. E.S.D. GyC. *Cruiser Stern* *Tonnage opening closed '40* | 12696 11397 9225 | ✠100A1 Liv *withfreeboard* Wln 6,40 6,~~39~~ DBS11,39 LMC3,36 Lloyd'sRMC ~~11,40~~ 6,41 ~~6,39~~ 6,40 | | *i*† 2⅞ | CL 3,39 | 1936 3mo *Lloyd's* | Harland& Wolff,Ld. Belfast | FrederickLeyland &Co.Ld. *Duct keel forward of mchy.space* *CellDB369′2295t FP 795t APT157t* *Upper 'tween dk bds, except Coll BH* | 524·2\|70·4\|32·3 542·8(O.L.) 40·6 P64′B193′F72′ FK *Coll to W dk* 7 „ 2*nd*„ *dispensed with* | | | Belfast British 8 *BHpt Cem* 2DB *100lb* 2463NHP | Oil Engines 2S.C.DA 12Cy.24⅞″–55½″ Harland&Wolff,Ld.Bel. | 43 ″ 5 s 12 ″ 9 30 ″ 10 | |
| 84211 LDIA | **Sygna** *ss* Nag.No.2–16 *Mchy.Aft* *Spar dk&deep framing* *Cantilever framed, topside tanks* | 3881 3574 2464 | ✠ ... 11,20 ✠ | | | | 1907 3mo | SirRaylton Dixon&CoLd Middlesbro' | A/S J.L.Mowinckels Rederi | 360·1\|52·1\|25·7 P&B215′F29′ FK *WB* | | | Bergen Norwegian | T.3Cy.26″,42″&70″–48″ 431NHP N.E.MarineEng.Co.Ld.Sld | 28 ″ 4 | N † |
| 84212 DHXB | **Sylt** (*ex*Laura) *ss* Ant.No.1–12 1 *Dk(pt Irn&pt Stl)&deep framing* | 842 694 479 | ✠ 5,20 | Cpn | *l* | | 1908 9mo | Kjöbnhvns Flydk.&Skbs. Copenhagen | ReedereiWendenhofG.m.b.H. *CellDBa§* | 209·3\|30·7\|13·4 P30′B59′F21′ FK *uE68′f88′237t FPT 39t APT26t* | | | Wismar German 4 *BHCem* | T.3Cy.14″,23″&37″–24″ 79NHP 2SB,*4cf*,GS40,HS1300 KjbnhavnsFlydk.&Skbsv. | 15 ″ 6 | G † |
| 84213 148136 GLKV | **Sylvafield** *Oil Eng.* D.F. *ss* Shl.No.3–9,37 *Mchy.Aft* 2 *Dks(Stl)&Web frames* *Longitudinal framing* | 5709 5101 3392 | ✠100A1 6,40 ~~10,39~~ Glg ~~BS~~ LMC CS9,37 DBS10,39 10,39 *Carrying Petroleum in bulk* | Grk | *y* | CL 9,37 | 1925 10mo *Lloyd's* | Sir J.Laing &Sons,Ld. Sunderland | NorthernPetroleumTankS.S.Co. Ld.(Hunting& Son,Ld. *Mgrs.*) *CellDBuE66′151t DTf27′326t* | 395·0\|52·0\|32·0 408·0(O.L.) P88′B34′F39′ FK *FPT198t APT156t* | | | Newcastle British 16 *BHpt Cem* (12 *to U dk* 4 „ 2*nd*„) | Oil Engines 2S.C.SA 4Cy.22½⅜″–91½″ 640NHP 2DB *120lb* W.Doxford&Sons,Ld.Sld. | 31 ″ 9 s 5 ″ 7½ 26 ″ 4¾ | |
| 84214 ~~215846~~ WSCX HPQZ | **Sylvan Arrow** *ss* N.Yk.No.3–1,30 D.F. *ss* Mob.No.2–37 *Mchy.Aft* 2 *Dks(Stl)&Shelter dk (Stl)&Web frames* *Longitudinal framing* | 7797 7219 4858 | ✠100A1 *Shelter dk* *withfreeboard* 9,40 ~~8,40~~ ~~CS9,37~~ BS9,40 LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,18 | Bal | *a*† | CL N5,39 *F.P. above* | 1918 1mo | New York S.B.Corp. Camden,N.J. A&CP | Socony-Vacuum OilCo.Inc. Brilliant Transportation Co.S.A. *CellDBa23′uE&B* | 467·6\|62·7\|32·0 485·7(O.L.) FK 76′463t *DTf* 150° F. | | | N[illegible]ma U[illegible]marian 16 *BHpt Cem* (10 *to U dk* 6 „ 2*nd*„) | Q.4Cy.24″,35″,51″&75″–51″ 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkS.B.Corp. 40′440t *FPT 229t APT131t* | 32 ″ 0 s 4 ″ 2 ~~28 ″ 04~~ 28 ″ 0 | |
| 84215 201840 | **Sylvania** (*ex*D.M.Philbin, *ex*Sylvania) *Mchy.Aft* 1 *Dk* | 6272 — 4826 | | | | | 1905 | West Bay City S.B.Co WestBayCity | DuluthS.S.Co. (G.A.Tomlinson, *Mgr.*) *WB* | 504·0\|54·0\|26·7 | | | Duluth, Minn. Utd.States | T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit | | R |
| 84216 166480 MMTM | **Sylvia Beale** Wireless *Mchy.Aft* 1 *Dk* *Cruiser Stern* *Cargo battens not fitted* | 1040 739 572 | ✠100A1 ~~11,40~~ ~~8,39~~ ~~4,41~~ Sld 7,41 LMC6,38 | Npt | *m* | CL ~~N8,39~~ 11,40 | 1938 6mo *Lloyd's* | S.P.Austin &Son,Ld. Sunderland | StephensonClarke &Associated Companies,Ld. *CellDBuE16′* | 211·3\|34·2\|13·4 220·5(O.L.) Q120′B11′F22′ FK *f142′440t FPT90t APT30t* | | | London British 3 *BHCem* | T.3Cy.14½″,24″&41″–30″(*s*) 200lb *100lb* FD 141NHP 1SB(Spt),*3cf*,GS48,HS2113 N.E.MarineEng.Co Ld.Sld | 15 ″ 4 s 4 ″7½ 14 ″ 7 | |
| 84217 147330 GLPN | **Sylvia de Larrinaga** | 5218 4851 3206 | | | | | 1925 | F.Schichau Danzig | LarrinagaS.S.Co. Ld. | 387·5\|52·7\|29·8 P29′B36′ *WB* | | | Liverpool British | T.3Cy.26″,44″&74″–48″ 379NHP F.Schichau,Elbing | | C |
| 84218 43731 JYOL | **Syoan Maru** (*ex*ShoanMaru–38) D.F. 2 *Dks* *Cruiser Stern* | 5624 — 3332 | | | | | 1937 | Tama Zosensho K.K. Tama | MatsuokaKisen K.K. | 406·8\|55·1\|30·8 P33′B118′F35′ | | | Sedo Japanese *WB* | T.3Cy.23⅝″,36⅝″&66⅛″–47½″&exhaust turbine driving steam compressor 306NHP TamaZosenshoK.K.Tama | | C |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant et ant. Lettre d'Identification. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Augmenté de cote si on l'est dans le L. R. Durée Cert. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84219<br>44147<br>JCHM | **Syoei Maru** (*ex*ShoeiMaru-38,<br>D.F. *Cruiser Stern* | | 5644<br>—<br>3342 | | | | | 1937 | Tama<br>Zosensho K.K.<br>Tama | MatsuokaKisen K.K. | 406·8 \| 55·1 \| 30·8 | Sedo<br>Japanese *WB* | T.3Cy.23½″,36½″&66½″–47½″&exhaust turbine driving steam compressor 306NHP<br>TamaZosenshoK.K.Tama | | C |
| 84220<br>42617<br>JHCL | —<br>(*ex*ShoeiMaru-38)<br>*Ref.Mchy.* 2*Dks*<br>*Cruiser Stern* | | 3580<br>—<br>2120 | | | | | 1936 | Harima<br>S.B.&Eng. Co.Ld.<br>Harima | YamatoKisenK.K. | 335·0 \| 48·0 \| 26·0<br>P29′B83′F34′ | Kobe<br>Japanese | T.3Cy.22½″,37″&61″–42½″ 242NHP<br>KobeSteel Works,Ld.Kobe | | C |
| 84221<br>42947<br>JPLJ | — (*ex*ShoeiMaru-38)<br>2*Dks* | | 1986<br>1605<br>1169 | | | | | 1936 | Hakodate<br>DockCo.Ld.<br>Hakodate | ShimataniKisen K.K. | 272·3 \| 40·0 \| 20·9<br>P26′B76′F37′ | Kobe<br>Japanese *WB* | T.3Cy.20″,33″&55″–39½″ 171NHP<br>HakodateDockCo.Ld. | | |
| 84222<br>7159<br>JBQD | **Syōgen Maru** (*ex*ShyogenMaru-38,<br>*ex*KofukuMaru) *ss*Kob.No.3–2,28<br>*ss*Nag.No.2–37<br>2*Dks*(*Stl*) | | 4739<br>4034<br>3385 | ✠ … 6,39 | Kob | *x* | | 1917<br>9mo | Uraga<br>DockCo.Ld.<br>Uraga | IshiharaSangyo KaiunK.K. | 360·0 \| 51·0 \| 28·5<br>P33′B91′F33′ FK<br>*CellD B291′934t FPT143t* | Hutyu<br>Japanese<br>*6BHCem APT53t* | T.3Cy.24½″,40½″&67″–48″ 378NHP<br>3SB,9*cf*,GS180,HS6382<br>UragaDockCo.Ld.Uraga | 28 ″ 4 | |
| 84223<br>28543<br>JDTA | **Syogen Maru** (*ex*ShogenMaru-38,<br>*ex*Pencisely, *ss*Kob.No.3–4,22<br>*ex*Usworth) *ss*Kob.No.1–26<br>1*Dk* | | 3362<br>2812<br>2058 | ✠ … 6,27 | | | | 1910<br>8mo | J.Readhead &Sons,Ld.<br>SouthShields | SakaiSyotenK.K. | 321·4 \| 48·0 \| 21·5<br>P27′B92′F33′ FK | Kobe<br>Japanese *WB* | T.3Cy.23½″,39″&64″–42″ 308NHP<br>J.Readhead&Sns,Ld.S.Shl. | 23 ″ 10 | C<br>† |
| 84224<br>36558<br>JJTC | **Syohei Maru** (*ex*ShoheiMaru-39)<br>*Oil Eng.*<br>*ss*Kob.No.3–5,37<br>2*Dks*(*Stl*) | | 7256<br>6365<br>4413 | ✠100A1 *with freeboard* 5,40 ~~3,39~~<br>✠LMC CS5.37<br>~~DBS3.39~~ 5,40 3,39<br>*Carrying car go oil* | Tama | *b*† | CL 3,39<br>*F.P. abol* | 1931<br>3mo | Mitsui<br>Bussan Kaisha,Ld.<br>Tama | ShimataniKisen K.K. | 437·0 \| 58·0 \| 35·0<br>P37′B165′F33′ FK<br>1 *Intermediate 'tween dk in forward* *Lloyd's SA&CP* *ce150t F.in deep tanks*<br>*CellDB 376′1301t MT33t 75* | Kobe<br>Japanese<br>*pt Cem DB100lb*<br>*BH to W dk* *hold dispensed with* 1 ,, ,, 2*nd dk*<br>2*t FPT 100t APT150t* | Oil Engines 4S.C.SA 6Cy.29½″–59$\frac{1}{16}$″ 489NHP<br>MitsuiBussanKaisha,Ld. | 35 ″ 0<br>28 ″ 8½<br>26 ″ 5½ | |
| 84225<br>496<br>JPLG | — Ⓟ<br>(*ex*ShoheiMaru-38,*ex*HeijoMaru-35)<br>Wireless 2*Dks* | | 1092<br>927<br>627 | | | | | 1903 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | MatsuuraKisen K.K. | 212·0 \| 31·5 \| 20·0<br>B48′ | Jinsen<br>Japanese *WB* | T.3Cy.17½″,28½″&46$\frac{7}{16}$″–33″ 123NHP<br>KawasakiDockyard Co.Ld. | | |
| 84226<br>29881<br>JONA | **Syoho Maru** Ⓟ **TwinSc**<br>(*ex*ShohoMaru-38) (*Ferry*)<br>D.F. 2*Dks* | | 3460<br>2363<br>1269 | | | | | 1923 | Uraga<br>DockK.K.<br>Uraga | Government of Japan (Dept.of Railways) | 350·0 \| 52·0 \| 22·0 | Tokyo<br>Japanese | SR geared Steam Turbines<br>Metro-VickersElec.Co Ltd. | | |
| 84227<br>42944<br>JNVL | —<br>(*ex*ShohoMaru-38)<br>D.F. 2*Dks* | | 1936<br>1620<br>1101 | | | | | 1937 | Mitsui<br>Bussan Kaisha,Ld.<br>Tama | ShimataniKisen K.K. | 274·5 \| 40·0 \| 21·0<br>P22′B80′F25′ | Kobe<br>Japanese *WB* | 3Cy.18½″,31½″&54$\frac{1}{16}$″–37″ 179NHP<br>MitsuiBussanKaisha,Ld. Tama | | |
| 84228<br>23645<br>JKIC | **Syōho Maru** (*ex*ShohoMaru-38)<br>1*Dk* | | 1328<br>1140<br>906 | | | | | 1918 | Fujima<br>Kaichiro<br>Osaka | NipponYusenK.K. | 220·0 \| 32·5 \| 21·0 | Tokyo<br>Japanese *WB* | T.3Cy.14⅝″,27″&70″–30″ 88NHP<br>ShinooSeizo,Osaka | | |
| 84229<br>23611<br>JPPA | **Syohuku Maru** Ⓟ<br>(*ex*ShofukuMaru-38)<br>2*Dks* | | 1768<br>1418<br>1047 | | | | | 1918 | Kawasaki<br>DockyardCo.<br>Kobe | KawasakiKisen K.K. | 249·0 \| 37·5 \| 21·0<br>P14′B63′F33′ | Kobe<br>Japanese *WB* | T.3Cy.18″,28″&46″–36″ 127NHP<br>KawasakiDock Co.Kobe | | |
| 84230<br>19244<br>JLLE | — **Wood**<br>(*ex*ShofukuMaru-38,<br>*ex*BanseiMaruNo.3) 1*Dk* | | 680<br>470<br>397 | | | | | 1916 | SoraJierza<br>Osaka | NakasakiKunji | 180·7 \| 30·0 \| 13·5 | Sakai<br>Japanese | T.3Cy.11¼″,19$\frac{15}{16}$″&31¼″–22″ 46NHP<br>OharaGisuke,Osaka | | |
| 84231<br>44017<br>JSWL | **Syohuku Maru No.2**<br>(*ex*ShofukuMaruNo.2–38)<br>1*Dk* | | 729<br>—<br>396 | | | | | 1937 | Tsurumi<br>SeitetsuZosen K.K.<br>Osaka | SyohukuKisen K.K. | 183·4 \| 29·0 \| 16·0 | Osaka<br>Japanese | SteamEngines | | |
| 84232<br>41167<br>JZLH | **Syoka Maru** (*ex*ShokwaMaru-38)<br>2*Dks* | | 4467<br>4033<br>2582 | | | | | 1935 | Mitsubishi<br>Jukogyo K.K<br>Nagasaki | OsakaSyosenK.K. | 357·0 \| 49·2 \| 32·8<br>B79′F38′ | Osaka<br>Japanese *WB* | 2 DR geared steam turbines 500NHP<br>MitsubishiJukogyoK.K. Nag. | | |
| 84233<br>44143<br>JCKM | —<br>(*ex*TungLung-38,<br>*ex*Othander-35, *ss*N.Yk.No.3–8,29<br>*ex*Choctaw) *ss*Osl.No.1–35<br>1*Dk*(*Stl*) | | 1931<br>—<br>1150 | ✠ … 3,38 | Kob | *r* | | 1917<br>9mo | Chicago<br>S.B.Co.<br>Chicago | TowaKisenK.K. | 251·0 \| 43·6 \| 18·2<br>P25′B64′F26′ FK<br>*CellDBa&u E106′f102′528t FPT67t* | Kobe<br>Japanese<br>*4BHCem APT77t* | T.3Cy.20″,33″&54″–40″ (*s*) 274NHP<br>2SB,6*cf*,GS126,HS5246<br>AmericanS.B.Co.Lorain,O. | 20 ″ 4 | |
| 84234<br>29053<br>JKJA | **Syokei Maru** Ⓟ **TwinSc**<br>(*ex*ShokeiMaru-38) (*Ferry*)<br>*Cruiser Stern* 2*Dks* | | 3620<br>2343<br>1380 | | | | | 1923 | Mitsubishi<br>ZosenKaisha, Ld. Kobe | Government of Japan (Dept.of Railways) | 360·0 \| 46·0 \| 28·0<br>F52′ | Tokyo<br>Japanese *WB* | 4SteamTurbinesSRgeared to 2 Sc. Shafts<br>MitsubishiZosenKaisha,Ld | | |
| 84235<br>44597<br>JLHM | —<br>D.F. 1*Dk*<br>*Cruiser Stern* | | 2556<br>—<br>1474 | | | | | 1938 | Kumagai-<br>GumiIron WorksOsaka | TowaKisenK.K. | 280·0 \| 43·0 \| 23·0<br>P34′B94′F37′ | Kobe<br>Japanese | T.3Cy.21″,35″&58″–39″ 212NHP<br>OsakaKikaiKosakysho, Kobe | | |
| 84236<br>16026<br>JCCG | **Syokiku Maru** (*ex*ShokikuMaru-38,<br>*ex*HakataMaruNo.10)<br>1*Dk* | | 466<br>—<br>258 | | | | | 1913 | OsakaIron Works<br>Habu | TurumaruHirotaro | 113·9 \| 21·2 \| 10·8 | Waka-matu<br>Japanese | T.3Cy.11½″,19″&32″–22″ 48NHP<br>OsakaIronWorks,Habu | | |
| 84237<br>33172<br>JAMC | **Syoko Maru** (*ex*ShokoMaru-38,<br>*ex*Chamblee) *ss*N.Ns.No.3–8,27<br>1*Dk* | | 2209<br>1986<br>1321 | … 12,28 | | | | 1919 | McDougall<br>-DuluthCo.<br>Duluth,Minn | ShowaKisenK.K. (NisshinKaiun ShokaiLd. *Mgrs.*) | 251·0 \| 43·5 \| 22·2<br>P25′B64′F23′ FK | Takasago<br>Japanese *WB* | T.3Cy.20″,33″&54″–40″ 262NHP<br>McDougall-DuluthCo. | 24 ″ 2 | C<br>† |
| 84238<br>29839<br>JPZA | **Syokyu Maru** (*ex*ShokyuMaru-38,<br>*ex*IshikariMaru, *ss*Mel.No.3–9,19<br>*ex*Australrange, *ss*Kob.No.1–24<br>*ex*Strathdee)<br>1*Dk & Spar dk & deep framing* | | 4491<br>4088<br>3205 | ✠ … 8,27 | | | | 1907<br>5mo | R.Duncan<br>&Co.Ld.<br>Port Glasgow | TowaKisenK.K. | 376·0 \| 52·3 \| 17·6<br>P29′B92′F44′ 25·4<br>FK | Tarumi<br>Japanese *WB* | T.3Cy.25″,41″&68″–48″ 366NHP<br>D.Rowan&Co.Glasgow | 28 ″ 0 | C<br>† |
| 84239<br>15214<br>JCFG | —<br>(*ex*ShokyuMaru-38,*ex*Ginzan Maru-32,<br>*ex*ShinshoMaru) 1*Dk* | | 417<br>—<br>246 | | | | | 1912 | S.Nagata<br>Osaka | MatsudaGoichi | 118·8 \| 21·2 \| 10·9 | Hakodate<br>Japanese | T.3Cy.11¾″,19½″&32½″–22″ 53NHP<br>S.Nagata,Osaka | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of H. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84240<br>744<br>JRCG | **Syoryu Maru** (*ex*ChangLung–38, *ex*Miltonia–35, *ss*Smk.No.3–3,39 *ex*Glenshane–34, *ex*Sunshine–34, *ex*Glenshane, *ex*WarDream)<br>1 *Dk(Stl)* & *Shelter dk(Stl)* *Cruiser Stern*<br>*Cargo battens not fitted in 'tween decks*<br>*Straight frames & bevelled bilge* | 6519<br>6234<br>3985 | ✠100A1 *Shelter dk with freeboard* 5,40 ~~3,39~~ ~~BS5,36~~ ✠LMC~~1,37~~ 5,40 | Smk | *a*† | CL ~~11,37~~ 4,40 | 1919<br>1mo<br>*Lloyd's* | Harland & Wolff, Ltd. Belfast<br>*sA&CP* | SyoryuKisenK.K. (TanakaShoji K.K. *Mgrs.*)<br>*Cell DB343' 1571t DTa23' 858t* | 412·3 \| 55·5 \| 33·8<br>FK<br>*FPT91t APT126t* | Dairen<br>Japanese<br>*pt Cem*<br>*6 BHto Sh dk*<br>2 „ „ *U* „ | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland & Wolff, Ltd. Bel. | 38 *n* 0<br>s 10 *n* 0½<br>28 *n* 3 | |
| 84241<br>21874<br>JLDE | — (*ex*ShoyuMaru–38, *ex*JogusanMaru–36)<br>1 *Dk* | 1258<br>1053<br>865 | | | | | 1917<br>*Lloyd's* | Tobo Zosensho Toba<br>*WB* | SanyoKisenK.K. | 229·1 \| 33·0 \| 18·0<br>*WB* | Nishino-miya Japanese | T.3Cy.15½″,26$\frac{1}{16}$″&42½″–32″ 101NHP<br>TanakaTekkoshc.Osaka | | |
| 84242<br>34502<br>JNIH | **Syosei Maru** Ⓟ (*ex*ShoseiMaru–38)<br>1 *Dk* | 998<br>875<br>607 | | | | | 1929<br>*Lloyd's* | Amagasaki Zosensho Osaka<br>*WB* | Amagasaki Kisenbu GomeiKaisha | 210·0 \| 30·5 \| 18·7 | Osaka Japanese | T.3Cy. | | |
| 84243<br>33610<br>JJNC | — Ⓟ (*ex*ShoseiMaru–38)<br>Wireless 1 *Dk* | 774<br>630<br>431 | | | | | 1928<br>*Lloyd's* | Ohara Matsunosuke Osaka<br>*WB* | ShintoKozanK.K. | 180·5 \| 27·5 \| 7·3 | Hutyū Japanese | T.3Cy. | | |
| 84244<br>19584<br>JSC | **Syoten Maru** (*ex*ShotenMaru–38, *ex*MisakiMaruNo.3)<br>**Kubari Maru**, *see No. 90755 in Supplement*<br>1 *Dk* | 1152<br>988<br>~~700~~ | | | | | 1918<br>*Lloyd's* | Hakodate DockCo. Hakodate<br>*WB* | HamagutiHirocei | 215·0 \| 31·5 \| 18·5 | Osaka Japanese | T.3Cy.14½″,24½″&40′–80″ Hakodate 88NHP<br>DockCo.Hakodate | | |
| 84245<br>44595<br>JPOJ | **Syōtoku Maru**<br>Sub.Sig. D.F. 2 *Dks* | 1964<br>1600<br>1109 | | | | | 1938<br>*Lloyd's* | Hakodate DockCo.Ld. Hakodate<br>*WB* | ShimataniKisen K.K. | 270·6 \| 40·0 \| 20·9<br>P25′B78′F27′ | Kobe Japanese | T.3Cy.20″,33″&57″–39″ 203NHP<br>HakodateDockCo.Ld.Hak | | |
| 84246<br>22590<br>JLEE | **Syotoku Maru** (*ex*Shotoku Maru–38, *ex*BanseiMaruNo.3–36)<br>Wireless 1 *Dk* | 1146<br>939<br>635 | | | | | 1918<br>*Lloyd's* | Harada Zosensho Osaka<br>*WB* | IwataShotenGoshi Kaisha | 208·0 \| 31·5 \| 19·0 | Hutyū Japanese | T.3Cy.14¼″,24″&39$\frac{1}{16}$″–27″ 79NHP<br>HaradaZosensho,Osaka | | |
| 84247<br>32630<br>JSTB | **Syowa Maru** Ⓟ (*ex*Showa Maru–38, *ex*Romagne)<br>*ss*S.Fo.No.1–24<br>1 *Dk* | 2211<br>1962<br>1300 | ✠ ... 4,28 ✠ | | | | 1920<br>8mo<br>*Lloyd's* | American S.B.Co. Cleveland, O.<br>FK<br>*WB* | KonanKisenK.K. | 251·0 \| 43·7 \| 22·2<br>P27′B64′F26′ | Kobe Japanese | T.3Cy.20″,33″&54″–40″ 267NHP<br>AmericanS.B.Co.Clv.O. | 24 *n* 2 | C † |
| 84248<br>45872<br>JGVN | — | 1354<br>—<br>737 | | | | | 1938<br>*Lloyd's* | Namura Shpyd.Co.Ld. Osaka | NittoKogyoK.K. | 216·1 \| 35·8 \| 19·0 | Tokyo Japanese | Steam Engine | | |
| 84249<br>33333<br>JQKB | **Syoyo Maru** (*ex*ShoyoMaru–39)<br>*ss*Yka.No.3–7,34<br>*ss*Yka.No 1–38<br>*Mchy. Aft* 2 *Dks(Stl)* | 7499<br>6923<br>4484 | ✠100A1 10,40 ~~7,39~~ ~~BS7,39~~ ✠LMC6,38 10,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,28 *F.P. above* 150° F. | Yka | *b*† | CL 5,38 | 1928<br>3mo<br>*Lloyd's* | Yokohama DockCo.Ld. Yokohama<br>*sA&CP* | NipponTankerKK. *Cell DBuE&B73' 300t DTf43'550t* | 430·6 \| 57·7 \| 34·5<br>P110′B33′F38′ FK<br>*FPT144t APT207t* | Tokyo Japanese<br>13 *BHpt Cem* (9 to *U* dk 4 „ 2nd „)<br>3SB,*9cf*,GS185,HS8295 FD<br>YokohamaDockCoLd.Yka | 34 *n* 6<br>s 6 *n* 9½<br>28 *n* 0½ | |
| 84250<br>44154<br>JCMM | **Syozan Maru** (*ex*ShozanMaru–38, *ex*EasternKingMaru–38, *ex*EasternKing–37, *ex*YoneMaru) 2 *Dks* Sub.Sig. | 2937<br>2696<br>1781 | ✠ ... 9,20 ✠ | | | | 1918<br>7mo<br>*Lloyd's* | Harima Dckyd.Co. Harima<br>FK<br>*WB* | KokokuKisenK.K. | 305·0 \| 43·7 \| 27·2<br>P25′B94′F33′ | Kobe Japanese | T.3Cy.22″,37″&61″–42″ 290NHP<br>KobeSteelWorks,Kobe | 27 *n* 3 | C † |
| 84251<br>22293<br>JBKD | **Syōzin Maru** (*ex*ShyojinMaru–38, *ex*KoyeiMaru)<br>*ss*Kob No.3–3,28<br>*ss*Kob.No.2–37<br>2 *Dks(Stl)* | 4739<br>4034<br>3366 | ✠ ... 5,39 ✠ | Kob | *x* | | 1918<br>6mo<br>*Lloyd's* | Uraga DockCo.Ld Uraga<br>*sA&CP* | IshiharaSangyo KaiunK.K. *Cell DB291' 934t FPT143t APT53t* | 360·0 \| 51·0 \| 28·4<br>P33′B91′F33′ FK | Hutyū Japanese<br>6 *BHCem*<br>3SB,*9cf*,GS180,HS6382<br>UragaDockCo.Ld.Uraga | 28 *n* 5 | |
| 84252<br>26211<br>JSUB | **Syozyu Maru** Ⓟ (*ex*ShojuMaru–38, *ex*KyodoMaruNo.26–36)<br>2 *Dks* | 2024<br>1850<br>1211 | | | | | 1920<br>*Lloyd's* | MitsuBishi ZosenKaisha Ld. Kobe<br>*WB* | KawasakiKisen K.K. | 250·0 \| 37·8 \| 27·8 | Toku shima Japanese | T.3Cy.17″,28½″&48″–36″ 138NHP<br>MitsuBishiZosenKaishaLd | | |
| 84253<br>165353<br>GZGZ | **Syrian Prince**<br>*Ref. Mchy.* 1 *Dk* & *Shelter dk*<br>D.F. *Cruiser Stern* | 1990<br>1432<br>1003 | ✠100A1 *with freeboard* 9,40 ~~8,39~~ ✠LMC11,36 ✠Lloyd'sRMC8,39 BS12,40 | Mch | *t* | CL ~~8,37~~ 9,40 | 1936<br>12mo<br>*Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees<br>*sA&CP* | PrinceLine,Ld. (Furness,Withy & Co.Ld. *Mgrs.*)<br>*Cell DB234'486t FPT72t APT58t* | 296·5 \| 44·2 \| 16·4<br>B90′F23′ FK | London British<br>5 *BHpt Cem pt Asp*<br>*Coll to Sh dk*<br>4 „ 2nd „)<br>2SB(Spt),*6cf*,GS121, HS4830 FD<br>Richardsons, Westgarth & Co.Ld.Hpl. | 19 *n* 1<br>s „ 4⅜<br>18 *n* 10¾ | |
| 84254<br>2214<br>FPAQ | **Syrie** (*ex*SaintThomas–37)<br>2 *Dks* & *Awng dk* | 2460<br>2214<br>1340 | | | | | 1909<br>*Lloyd's* | Atel.&Ch. deFrance Dunkirk<br>*WB* | Cie.Nav.Afrique duNord (Comptoir MaritimeFranco-Belge, *Mgrs.*) | 288·8 \| 38·9 \| 16·6<br>B31′F32′ 24·2 | Havre French | T.3Cy.19″,30½″&51″–36″ 156NHP<br>Atel.&Ch.deFrance,Dnk. | | V |
| 84255<br>220583<br>KDEC | **Syros**<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 1 *Dk* & *Shelter dk*<br>*Longitudinal framing* | 6191<br>5630<br>3805 | ✠ ... 1,21 | | | | 1920<br>10mo<br>*Lloyd's* | George A. Fuller Co. Wilmington, N.C.<br>FK<br>*WB* | LykesBros.Steam-shipCo.Inc. | 395·3 \| 55·1 \| 31·4<br>P45′B110′F38′<br>*on Shelter dk* | Galveston, Tex. Utd.States | T.3Cy.21½″,41$\frac{25}{32}$″&72″–48″ 359NHP<br>BadenhausenCo. Philadelphia | | R † |
| 84256<br>291<br>SVDQ | — Ⓟ (*ex*Adriaticos–33, *ex*Caloric)<br>6thSurvey,Bel.5,12<br>Wireless 2 *Dks* | 1003<br>726<br>412 | ✠ ... 2,15 | | | | 1885<br>10mo<br>*Lloyd's* | Harland & Wolff Belfast<br>*WB* | HellenicCoast LinesCo.Ld. | 243·9 \| 31·9 \| 15·3<br>P42′B92′F37′<br>BK8″ | Piræus Greek | C.2Cy.35″&70″–45″ 274NHP<br>Harland & Wolff, Belfast | 16 *n* 3 | |
| 84257<br>5552<br>LDEE | **Sysla** Twin Sc *Oil Eng.*<br>D.F. *Cruiser Stern* 1 *Dk*<br>*Mchy. Aft* *Carrying Petroleum in bulk* | 6367<br>5552<br>3873 | | | | | 1932<br>*Lloyd's* | Götaverken A/B Gothenburg<br>*WB* | WaagesTankrederi II A/S (J.Stenersen *Mgr.*) | 408·3 \| 55·3 \| 32·3<br>P209t H400t F41t | Oslo Norwegian | Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 542NHP<br>GotaverkenA/B,Got. | | N |
| 84258<br>26171<br>JSQD | **Syunko Maru** (*ex*ShunkoMaru–38)<br>*ss*Kob.No.3–7,31<br>*ss*Osa.No.2–39<br>2 *Dks(Stl)* & *Shelter dk(Stl)* | 6781<br>6507<br>5015 | ✠100A1 *Shelter dk with freeboard* 5,40 ~~7,39~~ ✠LMC~~7,39~~ 5,40 | Osa | *a*† | CL 6,39 | 1919<br>11mo<br>*Lloyd's* | Teikoku S.S.Co. O Harima<br>FK<br>A&CP | OsakaSyosenK.K. *Cell DB371'1172t* | 425·0 \| 53·6 \| 37·5<br>*Collision* | Osaka Japanese<br>*Cem*; *BHto Sh dk*<br>6 „ „ *U* „ | T.3Cy.27¼″,45″&75″–51″ (*s*) 200lb 575NHP<br>2SB&1AuxSB,*11cf*,GS194, HS8270 FD<br>KobeSteelWorks,Ld.Kobe | 37 *n* 6<br>s 9 *n* 1⅜<br>28 *n* 7 | |
| 84259<br>42423<br>JGJL | — (*ex*ShunkoMaru–38)<br>*Cruiser Stern* 2 *Dks* | 4027<br>3380<br>2360 | | | | | 1936<br>*Lloyd's* | Kawasaki Dkyd.Co.Ld. Kobe<br>*WB* | YamamotoShoji K.K. | 352·0 \| 50·0 \| 27·5<br>P34′B80′F30′ | Osaka Japanese | 2 steam turbines DRgeared<br>KawasakiDkydCoLdKobe | | C |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenance expird. Lettre d'Appointement. | 7* Date de la dernière visite de l'Arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 pd. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84260 | **Syunsei Maru** (*ex*ShunseiMaru-38, | | 4939 | | | | | 1911 | Napier& | YamamotoShoji | 400·2 | 52·3 | 27·4 | Hutyū | T.3Cy.27″,44″&73″–48″ | | C |
| 31354 | *ex*BaronPolwarth) | | 4581 | | | | | | Miller,Ld. | K.K. | P40′B117′F45′ | | | Japanese | 369NHP | | |
| JEGB | | 2 *Dks* | 3085 | | | | | | Glasgow | | | | | *WB* | Dunsmuir&Jackson,LdGls | | |
| 84261 | **Syunsen Maru** (*ex*ShunsenMaru-38, | | 971 | | | | | 1920 | Namura | ChosenYusenK.K. | 193·7 | 31·0 | 18·5 | Jinsen | T.3Cy.13½″,23½″&39½″–28″ | | |
| 1110 | *ex*YoshiMaru) | | 807 | | | | | | Gennosuke | | P15′B49′F28′ | | | Japanese | 84NHP | | |
| JEKG | | | 557 | | | | | | Osaka | | | | | *WB* | NamuraGennosuke,Osaka | | |
| 84262 | **Syunsyo Maru** (*ex*Shunsho | | 6169 | ✠ | Gls | *a*† | | 1906 | Barclay, | ShunwaKisenK.K. | 430·6 | 54·3 | 32·0 | Dairen | T.3Cy.33″,53½″&86″–60″ | 34 ″ 10 | C |
| 223 | Maru-38,*ex*Chupra) | | 5844 | 5,06 | ✠ | | | 5mo | Curle&Co.Ld. | | P40′B85′F44′ | | | Japanese | HS12194 784NHP | | † |
| JPGA | | *Fitted for oil fuel* | 3915 | | | | | | Glasgow | | | | FK | | 7*BH Cem* | | |
| | | 2 *Dks*(*Stl*)&*deep framing* | | | | | | | | *Cell D Ba* 117′*u* | *E&B*93′*f*147′1111*t* | | | | *APT*75*t* | 4S&1AuxSB,*14cf*,6S299,YD | Barclay,Curle&Co.Ld.Gls. |
| 84263 | **Syuntai Maru** (*ex*ShuntaiMaru-38, | | 2253 | ✠ | ... | | | 1920 | Canadian | YamamotoShoji | 252·0 | 43·6 | 20·5 | Hutyū | T.3Cy.20″,33″&54″–40″ | 23 ″ 0 | C |
| 30497 | *ex*NorthAmerican) | *Fitted for oil fuel* | 1857 | 12,24 | ✠ | | | 8mo | AllisChal- | K.K. | P27′B64′F24′ | | | Japanese | 274NHP | | † |
| JOBB | | 1 *Dk* | 1325 | | | | | | mers,Ld. | | | | | *WB* | CanadianAllisChalmersLd | | |
| | | | | | | | | | Brdgbrg,Ont. | | | | | | | | |
| 84264 | **Syunten Maru** | | 5623 | ✠ | ... | Yka | | 1928 | Mitsubishi | YamamotoShoji | 405·0 | 55·0 | 32·0 | Hutyū | Oil Engines 2S.C.SA | 32 ″ 0 | C |
| 33588 | (*ex*ShuntenMaru-38) | *Oil Eng.* | 5210 | 8,33 | ✠ | | | 8mo | ZosenKaisha, | K.K. | P39′B110′F40′ | | | Japanese | 6Cy.23½″–41½″ 582NHP | | † |
| JCAC | D.F. | 2 *Dks*(*Stl*) | 4137 | | | | | | Ld. Nagasaki | | | | FK | | *pt Cem* | | |
| | | | | | | | | | | *Intermediate'tween* | *dk* | | | | 4*BH to U dk* | | MitsubishiZosenKaisha,Ld |
| | | | | | | | | | | *BH in after* | *hold dispensed with* | | | 2 ,, ,, 2nd ,, | | |
| | | | | | | | | | | *Cell* | *DB*347′ 1215*t DTs* | | | *a*14′ 100*t &f*28 784*t* | *Side tanks* | *uER*251*t FPT*162*t APT*95*t* |
| 84265 | **Syunyo Maru No. 2** | **Wood** | 604 | | | | | 1918 | Fukuya | FukusimaKaneiti | 170·7 | 28·1 | 15·5 | Osaka | C.2Cy.17″&35″–22″ | | |
| 22578 | (*ex*ShunyoMaruNo.2–38) | | 503 | | | | | | Seiichi | | | | | Japanese | 48NHP | | |
| JLFE | | 1 *Dk* | 330 | | | | | | Osaka | | | | | | ImadaTekkosho,Osaka | | |
| 84266 | **Syunzan Maru No. 2** | | 608 | | | | | 1934 | Mihara | YamamotoShoji | 162·9 | 28·5 | 15·0 | Osaka | Oil Engines 4S.C.SA | | |
| 39888 | (*ex*ShunzanMaruNo.2–38) | *Oil Eng.* | — | | | | | | Zosen | K.K. | | | | Japanese | 6Cy. | | |
| JXRH | | 1 *Dk* | 469 | | | | | | Tekkosho | | | | | | HanshinTekkoshoK.K. | | |
| | | | | | | | | | K.K. Osaka | | | | | | Kobe | | |
| 84267 | **Syuri Maru** Ⓟ (*ex*ShuriMaru-38) | | 1857 | | | | | 1928 | Uraga | OsakaSyosenK.K. | 260·0 | 39·0 | 23·0 | Osaka | C.2Cy. | | |
| 34127 | | | 1569 | | | | | | Dock K.K. | | | | | Japanese | | | |
| JRGB | | 2 *Dks* | 1076 | | | | | | Uraga | | | | | | | | |
| 84268 | **Sze Woo** (*ex*StadtratFischer, | | 1531 | | | | | 1903 | Schömer& | KungChiS.S.Co. | 232·2 | 35·8 | 15·1 | Shanghai | T.3Cy.16½″,27″&44½″–31½″ | | |
| | *ex*Comet) | | 1106 | | | | | | Jensen | | P15′Q51′B169′F27′ | | | Chinese | 109NHP | | |
| XNBJ | Wireless | 1 *Dk* | 918 | | | | | | Tönning | | | | | *WB* | Schömer&Jensen,Tönning | | |
| 84269 | **Szechuen** Ⓟ | | 2604 | | | | | 1920 | Taikoo | ChinaNav.Co.Ld. | 310·3 | 41·2 | 22·4 | London | T.3Cy.22″,35″&56″–39″ | | |
| 151411 | | *Fitted for oil fuel* | 2276 | | | | | | Dkyrd&Eng. | | P15′B74′F37′ | | | British | 196NHP | | |
| GLXM | | 2 *Dks* | 1594 | | | | | | Co.ofH.Kg. | | | | | *WB* | TaikooDockyd&Eng.Co. | | |
| | | | | | | | | | Ld. | | | | | | ofHongKong,Ld. | | |
| | | | | | | | | | HongKong | | | | | | | | |
| 84270 | **Szeged** | **TwinSc** | 594 | | | | | 1936 | A.Ganz | KöniglichUngari- | 184·8 | 27·9 | 12·6 | Budapest | Oil Engines 4S.C.SA | | V |
| | | *Oil Eng.* | 497 | | | | | | &Co. | scheDonau-See- | | | | Hungarian | 12Cy.6½″–9⅞″ 52NHP | | |
| HAAE | *Mchy.Aft* | 1 *Dk* | 308 | | | | | | Budapest | schiffahrts,A.G. | | | | *WB* | &ElectricMotors | | |
| | | | | | | | | | | | | | | | A.Ganz&Co.,Budapest. | | |
| 84271 | **Szent Gellért** (*ex*Munrio–37) | | *3842* | ✠100A1 | Gen | *v* | CL | 1916 | Bethlehem | MagyarHajózási | 333·5 | 48·2 | 25·1 | Budapest | T.3Cy.24½″,41″&68″–48″(*s*) | 27 ″ 6 | |
| | *ss*N.Yk.No.3–6,29 | | *3189* | 2,40 | ✠LMC | | 3,39 | 10mo | SteelCo. | RészvényTársaság | | | | Hungarian | 200lb 449NHP | s 5 ″ 0½ | |
| | *ss*Rot.No.2–38 | | *2916* | M81,38 | B82,40 | | | | Sparrow's Pt. | (F.Brózik,*Mgr.*) | P37′B101′F38′ | | FK | | 2SB,*8cf*,Gs148,Hs6397 FD | 22 ″ 8 | |
| | 1 *Dk*(*Stl*)&*Web frames* | | | | | | | | A&OP | | *Cell D* | *B*278′ 830*t FPT*86*t* | | *5BH Cem* | *APT*219*t* | | BethlehemStl.CoSprw'sPt |
| | *Longitudinal framing* | | | *Fitted for oil fuel* 10,16 | | | *F.P. above* 150° F. | | | | | | | | | | |

*Now "Carola," see No. 87533 in Supplement*

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. if not in L.R. Date of R. of T. made Oct. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84272 | **T. 9** | 1435 | ✠ | Yka | *p* | | 1937 | Mitsubishi | U.S.S.R. | 236·2 | 36·1 | 20·3 | Vladvostk | Oil Engines 4S.C.SA | 20 ″ 4 | |
| | Wireless *Oil Eng.* | 1196 | 3,37 | | | | 3mo | Jukogyo K.K | | 246·1 (o.l.) | | | Russian | 6Cy.17¾″–23⅝″ 185NHP | | |
| | *Mchy. Aft Cruiser Stern 2 Dks* | 860 | ✠ | | | | | Yokohama | | P69′F24′ | | FK | 12 *BH* | | | |
| | *Longitudinal framing at bottom & at decks* | | | | | | | | | | | | *APTs* 60*t* | Mitsubishi Jukogyo K.K. | | |
| | *Strengthened for navigation in ice* | | | | | | | | | | | | | Yka. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 84273 | **T. 21** | 1435 | ✠ | Yka | *p* | | 1937 | Mitsubishi | U.S.S.R. | 236·2 | 36·1 | 20·3 | Vladvostk | Oil Engines 4S.C.SA | 20 ″ 4 | |
| | Wireless *Oil Eng.* | 1196 | 3,37 | | | | 3mo | Jukogyo K.K | | 246·1 (o.l.) | | | Russian | 6Cy.17¾″–23⅝″ 185NHP | | |
| | *Mchy. Aft Cruiser Stern 2 Dks* | 860 | ✠ | | | | | Yokohama | | P69′F24′ | | FK | 12 *BH* | | | |
| | *Longitudinal framing at bottom & at decks* | | | | | | | | | | | | *APTs* 60*t* | Mitsubishi Jukogyo K.K. | | |
| | *Strengthened for navigation in ice* | | | | | | | | | | | | | Yka. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 84274 | **T. C. McCobb** | 7452 | 100A1 | Gal | | CL | 1936 | Federal | Standard Oil Co. | 435·0 | 66·8 | 34·2 | Wilmgton | 2 Steam Turbines D.R. geared | 34 ″ 6 | |
| 234680 | | 6872 | 11,39 | | | 5,39 | 4mo | S.B.&D.D.Co | of New Jersey | | | | (Del.) | to 1 Sc. Shaft (*s*) 593NHP | | |
| WOGU | D.F. GyC. Sub.Sig. 1 *Dk* | 4621 | BS6,396,40 LMC4,36 | | | | | Kearny, N.J. | | P85′B33′F36′ | | FK | Utd. States | 2 WTB 450lb (Spt 440lb) FD | | |
| | *Mchy. Aft* E.S.D. *Cruiser Stern* | | *Carrying Petroleum in bulk* | | | | | | | | | | 13 *BH* | HS3660 | | |
| | *Longitudinal framing-bracketless system* | | *Fitted for oil fuel* 4,36 | | | *F.P. a* | | *bove* 150° F. | *Cell DB* 54′146*t* | *DTf* 31′687*t* | *FPT* 155*t* | *APT* 247*t* | | Allis-Chalmers Mfg. Co. | | |
| | *Part electrically welded "Arcform"* | | | | | | | | | | | | | Milwaukee, Wis. | | |
| 84275 | **T. J. Conway** | 481 | | | | | 1930 | Federal | Diesel Tanker | 155·4 | 28·1 | 12·0 | New York | Oil Engines | | |
| Now "Lexulite", see No. 89537 in Supplement | | — | | | | | | S.B.&D.D.Co | T.J. Conway, Inc. | | | | Utd. States | 6Cy. | | |
| KLIH | *Mchy. Aft 1 Dk* | 326 | | | | | | Kearny, N.J. | | | | | | Fairbanks Morse Co. Ld. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | Beloit, Wis. | | |
| 84276 | **T. J. Williams** | 8212 | ✠100A1 | Gal | *c* † | CL | 1921 | Oscar | ~~Standard Oil Co.~~ | 465·4 | 60·2 | 36·0 | Panama | Q.4Cy.24½″,35″,51″ & 75″–51″ | 36 ″ 3 | |
| 221618 | *ss* N.Yk.No.3–12,33 | 7886 | *Shelter dk* | Bal | | ~~11,38~~ | 9mo | Daniels Co. | ~~of New Jersey~~ Pan- | | | | Pnamanian | 220lb (*s*) 595NHP | s 8 ″ 10½ | |
| ~~KDUR~~ | *ss* Mob.No.1–38 | 5108 | *with freeboard* | | | 10,40 | | Tampa, Fla. | ama Transport Co. | | | FK | | 3SB,9*cf*,HS8418 FD | 27 ″ 8 | |
| HPQR | GyC. 2 *Dks (Stl) & Shelter dk (Stl)* | | ~~5,40 12,38~~ 10,40 | BS10,40 | | | A&CP | *Cell D* | *B in way of oil bun* | *ker* 17′ *uE & B* 71′328*t* | | | 17 *BH pt Cem* | Vulcan Iron Works, | | |
| | *Mchy. Aft & Web frames* | | ~~BS10,38~~ | LMC11,38 | | | | | *DTf* 50′694*t* | *FPT* 177*t* | *APT* 261*t* | | (3 *to Sh dk* | Jersey City, N.J. | | |
| | D.F. *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | | | | | 10 ,, *U* ,, | | | |
| | | | *Fitted for oil fuel* 9,21 | | | *F.P. a* | | *bove* 150° F. | | | | | 4 ,, *2nd* ,,) | | | |
| 84277 | **T. P. Tilling** | 461 | ✠100A1 | Bkn | *f* | CL | 1920 | J. Crichton | John S. Monks, Ld. | 142·3 | 25·2 | 11·4 | Liverpool | T.3Cy.14″,22″ & 38″–24″ (*s*) | 12 ″ 6 | |
| 143645 | | 319 | 6,40 ~~4,39~~ | Trn | | ~~4,37~~ | 6mo | & Co. Ld. | | 148·8 (o.l.) | | | British | 180lb 88NHP | s 3 ″ 4½ | |
| MKRY | *ss* Bwg.No.3–9,33 | 173 | | LMC6,38 | | 6,40 | | Saltney | | Q87′B9′F22′ | | FK | 4 *BH Cem* | 1SB,3*pf*,GS48,HS1490 | 12 ″ 2½ | |
| | *ss* Bkn.No.1–38 | | | | | | *Lloyd's* | *SA&CP* | | | | | | Lytham S.B.&Eng.Co. | | |
| | *Mchy. Aft 1 Dk (Stl)* | | ~~BS11,39~~ | | | | | | | *DTf* 14′45*t* | *FPT* 14*t* | | *APT* 39*t* | Lytham | | |
| | *Well deck* | | | | | | | | | | | | | | | |
| 84278 | **T. W. Robinson** | 7726 | | | | | 1925 | American | Bradley Transptn. | 566·0 | 60·0 | 32·0 | Duluth, | Steam Turbine connected | | R |
| 224836 | (*Self-Unloader*) | — | | | | | | S.B.Co. | Co. | | | | Min. | to Electric Motor & Sc.Sh. | | |
| WDDB | *Mchy. Aft* GyC. 1 *Dk* | 6118 | | | | | | Lorain, O. | | | | | Utd. States | General Elec- 500NHP | | |
| | D.F. | | | | | | | | | | | | *WB* | tric Co. Schenectady N.Y. | | |
| 84279 | **Taara** (*ex* Fleetwing–36) | 1402 | ✠ ... | Shl | *o* | | 1907 | S.P. Austin | Ministry of Ship- | 240·0 | 36·0 | 15·5 | Liverpool | T.3Cy.19″,31″ & 51″–36″ | 17 ″ 9 | V |
| 125421 | *ss* Nwc.2nd No.3–2,32 | 1192 | 11,36 | | | | 5mo | & Son, Ld. | ping (Frank S. | | | | British | 170NHP | | † |
| MLTR | 1 *Dk (Stl) & deep framing* | 832 | ✠ | | | | | Sunderland | Dawson, Ld. *Mgrs.*) | P24′Q59′B50′F27′ | | FK | 4 *BH Cem* | 1SB,4*pf*,GS66,HS2746 | | |
| | *Well deck* | | | | | | | | *Cell DB* 65′*uE* | 17′*f* 104′ 351*t* | *FPT* 61*t* | *APT* 73*t* | | N.E. Marine Eng.Co Ld. Sld | | |
| * 84280 | **Taarnholm** | 1420 | ✠100A1 | Cpn | *q* | CL | 1905 | Wood Skin- | Det Forenede | 252·0 | 38·2 | 16·2 | Aalborg | T.3Cy.19″,31″ & 51″–33″ (*s*) | 18 ″ 6 | |
| | *ss* Cpn.2nd No.3–9,32 | 1281 | 9,39 | | | 10,37 | 12mo | ner & Co. Ld. | Dampskibs Selskab | 261·5 (o.l.) | | | Danish | 170lb 168NHP | s 1 ″ 3½ | |
| OUMD | *ss* Els.No.1–37 | 825 | BS9,39 | LMC10,37 | | | | Newcastle | | P&B198′F24′ | | FK | 4 *BH Cem* | 2SB,4*cf*,GS66,HS2714 | 17 ″ 4 | |
| | 1 *Dk (Stl) & deep framing* | | | | | | | | *Cell DB* 70′*uE* | *B30′f* 111′413*t* | *FPT* 68*t* | *APT* 61*t* | | N.E. Marine Eng.Co Ld Nwc | | |
| 84281 | **Taat** (*ex* Otis–33, *ex* Marie) Iron | 1334 | ✠100A1 | Els | *p* | OG | 1880 | Palmers' | A. Jurgenthal & | 249·4 | 33·1 | 17·4 | Haapsalu | C.2Cy.28″ & 54″–36″ | 18 ″ 6 | |
| 904 | *ss* Tln.4th No.3–5,33 | 1155 | 12,39 | | | 12,39 | 12mo | Co. | others (A. Jurgen- | 258·6 (o.l.) | | | Estonian | 75lb *100lb* NDB23 120NHP | s 2 ″ 0½ | |
| ESEI | *ss* Tln.No.1–38 | 794 | BS4,39 | LMC5,38 | | | | Newcastle | thal, *Mgr.*) | Q100′B48′H35*t* | | | 3 *BH Cem* | 1SB,4*pf*,GS60,HS1708 | 17 ″ 4 | |
| | *Well deck* 1 *Dk (Irn) 2 tr B* | No later survey reported | | | | | *Lloyd's* | *SA&CP* | | F28′ | | BK8½″ | | Palmers' Co.(Lim.),Nwc. | | |
| | *Cargo battens not fitted* | | | | | | | | *DBa* 74′ | *f* 36′ *& uE & B* 36′284*t* | | | | | | |
| 84282 | **Tabarca** (*ex* Candia, *ex* Falkental, | 616 | ✠ ... | | | | 1919 | G. Brown & | Tito Campanella | 182·6 | 29·8 | 15·6 | Genoa | Oil Engines 2S.C.SA | 16 ″ 6 | I |
| 1558 | *ex* Humus, *ex* Lucker, *Oil Eng.* | 505 | 3,23 | | | | 3mo | Co. | Soc. di Nav. | 175·3 | | | Italian | 3Cy.13⅜″–21½″ 94NHP | | † |
| IUPW | *ex* Kilbeggan) 1 *Dk* | 349 | | | | | | Greenock | | B52′ | | FK | *WB* | NE29 | | |
| | | | | | | | | | | | | | | Sulzer Bros. Winterthur | | |
| 100/41 84283 | **Tabaristan** (*ex* Frankenfels) | 6251 | ✠100A1 | Avn | *a* † | CL | 1914 | Akt.Ges. | Strick Line (1923) | 422·4 | 56·2 | 29·7 | London | T.3Cy28¾″46⅞″ & 75⅛″–53⅛″ | 32 ″ 6 | |
| 139041 | *ss* Npt.No.3–3,33 | 5455 | ~~4,10~~ 11,40 | Gls | | 4,40 | 1mo | "Weser" | Ld. (F.C. Strick & | 440·4 (o.l.) | | | British | 192lb *121lb* (*s*) 520NHP | s 6 ″ 6½ | |
| GLTV | *ss* Avn.No.1–37 | 3990 | BS4,40 | LMC5,37 | | | | Bremen | Co. Ld. *Mgrs.*) | P60′B126′F54′ | | FK | *Cem* | 3SB(Spt),9*cf*,GS148, | 26 ″ 2 | |
| | D.F. 2 *Dks (Stl U-teak s)* | | | | | | *Lloyd's* | *SA&CP* | | | | | | HS6950 FD | | |
| | | | *Fitted for oil fuel* 9,25 | | | *F.P. a* | *bove* 150° F. | | 1 *BH in forward Cell DBa* 139′ *uE* 23′*f* | *hold dispensed with* 189′1187*t* | *FPT* 48*t* | *APT* 61*t* | 6 *BH only* | A.G. "Weser," Bremen | | |
| | | | | | | | | | | | | | *PT* 56*t*′*Twee n dk tanks f* 36′494*t* | *a* 36′470*t* | | |
| 84284 | **Tabarka** (*ex* Pollux) | 2624 | | | | | 1909 | Wrf. voorh. | Ministry of Ship- | 327·5 | 44·2 | 18·6 | ~~Rouen~~ | T.3Cy.21″,33″ & 56¾″–39½″ | | V |
| 165173 | | 2236 | | | | | | Rijkee & Co. | ping (G. Heyn & | Q106′B88′F40′ | | | ~~French~~ | 202NHP | | |
| ~~GMNG~~ | 2 *Dks* | 1639 | | | | | | Rotterdam | Sons, Ld. *Mgrs.*) | | | | Belfast *WB* | Ned Fb.v Wrk. & Spoor, Ams | | |
| | | | | | | | | | | | | | British | | | |
| 84285 | **Taberg** (*ex* Bretagne–34, *ex* Hermia) | *1392* | | | | | 1920 | Limhamns | Ångf. A/B Halfdan | 239·9 | 38·1 | 16·7 | Gothenbrg | T.3Cy.18″,29½″ & 48″–31½″ | | N |
| 7956 | | *1202* | | | | | | Skepps. A/B | (J.E. Manne, *Mgr.*) | P53*t* H89*t* F34*t* | | | Swedish | 130NHP | | |
| SKTD | 1 *Dk* | *743* | | | | | | Limhamn | | | | | *WB* | Limhamns Skepps. A/B | | |
| 84286 | **Tabian** Ⓟ | 8151 | ✠100A1 | Ams | *d* † | CL | 1930 | Nederl. | Stoomv. Maats. | 469·0 | 62·2 | 32·6 | Batavia | Oil Engines 2S.C.SA | 36 ″ 5 | |
| | *Oil Eng.* | 7366 | ~~6,10~~ 11,30 10,40 | Sba | | ~~6,37~~ 6,40 | 11mo | Schps. Maats. | Nederland | | | | ~~Amsterdam~~ Dutch | 8Cy.32 $\frac{5}{16}$″–56 $\frac{1}{16}$″ | s 7 ″ 7 | |
| PHWC | *ss* Sba.No.2–38 | 4895 | LMC CS12,38 | | | | | Amsterdam | | | | | 8 *BH pt Cem* | DB 7*lb* 1450NHP | 29 ″ 0 | |
| | D.F. 3 *Dks (Stl–U* teak s) | | ~~DBS11,39~~ | ~~12,39~~ 11,39 | | | *Lloyd's* | *SA&CP* | *Cell DB* 392′1628*t* | P40′B160′F57′ | | FK | *pt Asp* | NDB 34 (*Upper* 71*lb*) | | |
| | 4*th dk (Stl) in No.1 hold* | | *Carrying oil F.P. a* | | *bove* 150° | | | | *DTa* 32′1062*t* | *DTs f* 46′1372*t* | | FK | 1 ,, *to 2nd dk* | Sulzer Bros. Winterthur | | |
| | | | *Fitted for carrying oil* | | | 11,30 | *F.P. a* | *bove* 150° F. | *in deep tank aft* | *FPT* 107*t* | *APT* 53*t* | | | | | |
| 84287 | **Tabinta** Ⓟ | 8156 | ✠100A1 | Ams | *d* † | CL | 1930 | Nederl. | Stoomv. Maats. | 469·0 | 62·2 | 32·6 | Batavia | Oil Engines 2S.C.SA | 36 ″ 5 | |
| | *Oil Eng.* | 7366 | 12,40 ~~12,39~~ | Sba | | 11,38 | 8mo | Schps. Maats. | Nederland | | | | Dutch | 8Cy.32 $\frac{5}{16}$″–56 $\frac{1}{16}$″ 1450NHP | s 7 ″ 7 | |
| PHWE | D.F. *ss* Sba.No.2–38 | 4898 | LMC CS11,38 | | | | | Amsterdam | | P40′B160′F57′ | | FK | 8 *BH pt Cem* | DB (*Lower*) 142*lb* | 29 ″ 0 | |
| | 3 *Dks (Stl–U* teak s) | | ~~DBS7,35~~ 3,39 | | | | *Lloyd's* | *SA&CP* | | | | | *pt Asp* | NDB (*Upper*) 35 *100lb* | | |
| | 4*th dk (Stl) in No.1 hold* | | 7,40 | | | | | | *Cell DB* 392′1628*t* | *DTs f in Nos.* 1 *& 3* | | | 1 ,, *to 2nd dk* | Werkspoor, Amsterdam | | |
| | | | *Carrying vegetable oil in forward deep tanks, Nos.* | | | | | | | *holds* 65′ *& 56′* 2060*t* | | | *DTa* 32′1062*t* | *FPT* 107*t* *APT* 53*t* | | |
| | | | *Fitted for carrying oil* 8,30 *F.P. above* 150° F. *in deep tanks aft* | | | | | | | | | | | | | |

* Surveys delayed, Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. | 2 Nom du Navire. Matériaux, Gréement, etc. | 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equilibrement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84288 | **Tabor** | *Oil Eng.* | 4768 / 3997 | | | | | 1936 | A/S Akers Mek. Værks. Oslo | Wilh. Wilhelmsen | 408·6 | 55·3 | 25·2 | Tonsberg Norwegian *WB* | Oil Engines 2S.C.DA 7Cy.17¾″–47½″ 748NHP A/S Akers. Mek. Værks. Osl | | N |
| LJPA | D.F. GyC. | 1 *Dk & Shelter dk* | 2875 | | | | | | | | | | | | | | |
| 84289 | **Taborfjell** | *Fitted for oil fuel* | 1339 / 1104 | | | | | 1938 | Nylands Verksted Oslo | A/S Rudolf (Olsen & Ugelstad, *Mgrs.*) | 250·9 | 41·3 | 14·8 | Oslo Norwegian *WB* | C.2Cy.16¾″ & 33 7/16″–33 7/16″ & LP turbine with DR gearing & hydraulic coupling 107NHP Nylands Verksted, Oslo | | N |
| LJUZ | Wireless D.F. | 1 *Dk & Shelter dk* *Cruiser Stern* | 742 | | | | | | | | | | | | | | |
| 84290 | **Tachang Maru** (P) | Twin Sc | 2421 / 1171 | | | | | 1901 | Mitsu Bishi Dkyd & E Wks Nagasaki | Nisshin Kisen K.K. | 282·1 F34′ | 39·4 | 12·4 | Tokyo Japanese *WB* | T.6Cy.16″, 26″ & 43″–30″ 202NHP Mitsu Bishi D. & E. Wks. Nag | | |
| 7070 | | | | | | | | | | | | | | | | | |
| JABE | | 1 *Dk* | 1368 | | | | | | | | | | | | | | |
| 84291 | **Tachi Maru** (P) | Twin Sc Sp | 1891 / 968 | | | | | 1901 | Osaka Iron Works Osaka | Toa Kaiun K.K. | 278·0 | 39·4 | 9·6 | Tokyo Japanese | T.6Cy.13″, 21½″ & 35½″–24″ 122NHP Osaka Iron Works, Osaka | | |
| 8359 | | | | | | | | | | | | | | | | | |
| JAIE | | 1 *Dk* | 1072 | | | | | | | | | | | | | | |
| 84292 | **Tachirá** (*ex* Elizabeth R., *ex* Antonio) | *Fitted for oil fuel* | 2325 / 1969 | ✠ ... 12,22 | | | | 1920 | Mc Dougall Duluth, Minn. | Grace Line, Inc. | 251·0 P25′B64′F21′ | 43·7 | 22·2 FK | Wilmington Del. Utd. States *WB* | T.3Cy.19″, 32½″ & 54″–40″ 262NHP Mc Dougall Duluth S.B.Co. | 24 ″ 3 | R † |
| ~~HPMS~~ | *Ref. Mchy.* | 1 *Dk* | 1389 | ✠ | | | | 10mo | | | | | | | | | |
| 84293 | **Tacito** | *ss* B.As.No.3–5,37 | 4783 / — | ✠ 100A1 6,40 ~~5,20~~ | BAs ~~BS6,40~~ | *a*† | CL | 1924 | Nthmblnd S.B.Co.Ld Newcastle | Cia. Gen. de Combustibles | 430·0 441·7 (O.L.) | 57·0 | 33·1 | Bns. Aires Argentine | T.3Cy.27″, 45″ & 75″–54″ (*s*) 1801lb 626NHP 3SB, *12cf*, HS9672 FD | 33 ″ 6 s 7 ″ 10½ 26 ″ 1 | |
| LOGF | *Mchy. Aft* | 2 *Dks (Stl) & Web frames* *Cruiser Stern* *Longitudinal framing* | 2174 | ~~2165,30~~ ✠ LMC3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,24 | | | 6,38 *F.P. a* | 12mo *Lloyd's SA&CP above* 1 | | | P104′B32′F49′ 87′250 *t DT* | | FK | 18 *B Hpt Cem* 7 ,, 2nd dk *f* 38′ 620 *t FPT* 162 *t APT* 74 *t* | Wllsnd. Slpwy. Co Ld. Nwc. | 26 ″ 1 | |
| 84294 | **Tacoma** (P) | *Fitted for oil fuel* | 8268 / 6883 | | | | | 1930 | Deutsche Werft Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 477·7 P35′B&F386′ *Fon* B40′ | 63·0 | 29·5 | Hamburg German *WB* | 4 Steam Turbines SR geared to 1 Sc. Shaft *Emade* 22 Blohm & Voss, Hamburg | | G |
| DHXD | *Ref. Mchy.* Sub. Sig. D.F. E.S.D. | 2 *Dks* | 5013 | | | | | | | | | | | | | | |
| 84295 | — | Twin Sc | 5905 / 5517 | ✠ 100A1 *with freeboard* 7,39 | Shi | *y* | CL 3,39 | 1926 | A/S Nakskov Skibsvft. Nakskov | Ministry of Shipping (Stephens, Sutton, Ld. *Mgrs.*) | 379·8 394·3 (O.L.) | 53·3 | 33·4 25·3 | London British | Oil Engines 4S.C.SA 12Cy.21½″–39½″ 541NHP DB *120lb* | 36 ″ 0 s 9 ″ 6½ 26 ″ 8½ | |
| GNPT | | *ss* Shi.No.3–7,39 2 *Dks* *Tonnage opening closed* 39 | ~~3637~~ 3642 | ~~LMC 11.38~~ ~~DBS7,39~~ 8,37 5,40 | | | | 10mo *Lloyd's SA&CP* | | Cell D Bu E & B 87′250 *t DT* *'Twee n dk bhds. except Cell D B* 334′ | F39′ FK *f* 38′ 620 *t FPT* 162 *t APT* 74 *t* (*Cell B H to W dk* 5 ,, 2nd ,, *Cell B H dispensed with* 1018 *t Tanks betwee n tunnels* 90 *t* | | | FK | 6 *B Hpt Cem* 7 ,, 2nd dk *APT* 74 *t* | Akt. Burmeistr & Wain, Cpn *FPT* 116 *t APT* 123 *t* | | |
| 84296 | **Tacoma City** | *Fitted for oil fuel* | 4738 / 4424 | | | | | 1929 | W. Gray & Co. Ld. W Hartlepool | Reardon Smith Line Ld. (Sir W. R. Smith & Sons, Ld. *Mgrs.*) | 400·4 F41′ | 54·2 | 25·6 | Bideford British *WB* | T.3Cy.25″, 42″ & 70″–48″ 339NHP W. Gray & Co. Ld. W. Hpl. | | C |
| 148840 | | | | | | | | | | | | | | | | | |
| GPWJ | D.F. | 1 *Dk & Shelter dk* | 2871 | | | | | | | | | | | | | | |
| 84297 | **Tacoma Maru** (P) | Twin Sc | 5772 / 5125 | ✠ ... 6,33 | Osa | | | 1909 | Kawasaki Dkyd. Co. Ld. Kobe | Osaka Syosen K.K. | 419·7 P26′B158′F42′ | 49·5 | 29·9 FK | Osaka Japanese | T.6Cy.19½″, 32½″ & 55″–46″ 544NHP | 32 ″ 6 | |
| 11760 | | *ss* Osa.2nd No.3–3,32 | | | | | | 6mo | | | | | | | | | |
| JTAD | | 2 *Dks (Stl) & deep framing* *& Lower dk (Stl) in No.1 hold* | 3546 | ✠ | | | | | | | | | | *7 B H Cem* | 3SB, *9cf*, GS181, HS7498 Kawasaki Dkyd Co Ld Kobe | | |
| | | | | | | | | | | | | | | *Cell D B a* 127′ *u E & B* 6 | 3′ *f* 167′ 1175 *t* *FPT* 106 *t APT* 26 *t* | | |
| 84298 | **Tacoma Star** | Twin Sc | 7924 / 7577 | 100A1 *Shelter dk* | Nwc Liv | *c*† | CL 8,38 | 1919 | Workman, Clark & Co. Ld. Belfast | Frederick Leyland & Co. Ld. | 450·0 P31′F43′ *on Shelter dk* | 58·5 | 37·1 FK | London British | T.6Cy.26½″, 44″ & 73″–48″ (*s*) 200lb FD 1138NHP | 40 ″ 0 s 11 ″ 0½ | |
| 141910 | (*ex* Wangaratta) | *ss* Nwc.No.3–12,35 | 4962 | *with freeboard* 8,40 ~~8,30~~ | LMC 8,39 | | | *Lloyd's SA&CP* | | — *Cell D B* | 392′ 1495 *t FPT* 120 *t* | | | *pt Cem* 8 *B H to Sh dk* *APT* 70 *t* | 3 DB, *24cf*, GS440, HS17079 Wrkman, Clark & Co. Ld. Bel | 29 ″ 8 | |
| GBQP | | *ss* Nwc.No.1–39 | | Lloyd's RMC ~~5,40~~ 8,40 | | | | | | | | | | | | | |
| | *Ref. Mchy.* D.F. E.S.D. | 2 *Dks (Stl) & Shelter dk (Stl)* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 84299 | **Tactician** | *ss* Liv.No.2–37 | 5996 / 5575 | ✠ 100A1 8,41 ~~8,40~~ | Liv | *a*† | CL N4,40 | 1928 | Cammell Laird & Co. Ld Birkenhead | Charente S.S.Co.Ld (T. & J. Harrison, *Mgrs.*) | 420·3 434·7 (O.L.) | 54·6 | 30·4 | Liverpool British | T.3Cy.27″, 46″ & 77″–54″ (*r*) 210lb *120lb* 524NHP | 32 ″ 7 s 6 ″ 4 | |
| 149083 | | | | | | | | 7mo | | | | | | | | | |
| GSMF | D.F. | 2 *Dks (Stl)* | 3754 | ✠ LMC MS7.37 ~~BS7,30~~ 9,40 | | | | *Lloyd's SA&CP* | | *Cell D B* 362′ 1146 *t* | P37′B137′F44′ *D T a* 32′ 901 *t FPT* | | FK | 8 *B H Cem* 1 ,, to 2nd dk 62 *t APT* 24 *t* | 2 DB (Spt), *12cf*, GS215 HS8208 Cammell Laird & Co. Ld. | 26 ″ 5½ | |
| 84300 | **Tadorna** | | 1947 / 1692 | | | | | 1928 | Burntisland S.B.Co.Ld. Burntisland | British & Continental S.S.Co.Ld. | 291·7 | 43·2 | 19·1 | Liverpool British *WB* | T.3Cy.21″, 36″ & 59″–39″ 217NHP D. & W. Hendersn & Co Ld Gls | | C |
| GNTR | | 2 *Dks* | 984 | | | | | | | | | | | | | | |
| 84301 | **Tadoussac** (P) | Twin Sc | 7013 / 2478 | ✠ 100A1 *with freeboard* 9,39 | Mtl | | CL 5,39 | 1928 | Davie S.B. & Rpg. Co. Ld. Lauzon, P.Q. | Canada Steamship Lines, Ld. | 350·0 | 70·1 | 18·8 FK | Montreal British | T8Cy24″38″ & (2)44″–36″ (*s*) 190lb *100lb* 790NHP | 21 ″ 0 ~~s 5 ″ 8½~~ ~~15 ″ 4~~ s 5 ″ 8½ 15 ″ 11 | |
| 153447 | | | | | | | | 5mo | | | | | | | | | |
| VGTL | | 1 *Dk (Stl) 2nd dk in holds* | 4141 | ~~BS10,40~~ ~~BS10,35~~ ✠ LMC 5,37 | | | | *Lloyd's SA&CP* | | *Cell D B* 273′ 519 *t FPT* | | | | 6 SB, *18cf*, GS330, HS12656 FD 125 *t APT* 67 *t* | Richardsons, Westgarth & Co. Ld. Hpl. | | |
| | | | | *For Service between Montreal & Sag* *Fitted for oil fuel* 5,28 | | | *F.P. a* | *uenay above* 1 | 50° F. | | | | | | | | |
| 84302 | **Tafelberg** | Twin Sc | 13640 / 10339 | ✠ 100A1 *with freeboard* | Sfj Gls | *i*† | CL 6,39 | 1930 | Armstrong Whitworth & Co. (Shipbuilders) Ld. Newcastle | Kerguelen Sealing & Whaling Co. Ld. (Irvin & Johnson (South Africa) Ld. *Mgrs.*) | 508·3 | 72·5 | 35·7 FK | Cape Town British | T.6Cy.24¾″, 42″ & 70″–48″ 200lb (*s*) 1079NHP | 51 ″ 6 s 16 ″ 10 | |
| 154114 | | *ss* Sfj.No.2–38 | 9196 | *Whaling Service* 9,40 ~~8,30~~ | ~~LMC 9,38~~ | | | 7mo | | | | | | 16 *B Hpt Cem* | 5 SB, *19cf*, HS16420 FD 45 Pr B–60lb | 35 ″ 1½ | |
| 2SDM | *Mchy. Aft* D.F. *Cruiser Stern* | 2 *Dks (Stl) 3rd dk (Stl) in cargo tanks & forc hold & Web frames* *Longitudinal framing* *Strengthened for Navigation in Ice* | | BS9,40 ~~Pr.B8,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,30 | | | *F.P. a* | *Lloyd's SA&CP above* 1 | 50° F. | *Cell D Bu E & B* 101′ 436 *t DT sf* | 66′ 1255 *t FPT* 372 *t A* | | | Armstrong Whitworth & Co. (Engineers) Ld. Nwc. *Tanks above aft peak* 385 *t* | | |
| 84303 | **Taga Maru** | | 2868 / — | | | | | 1939 | Tsurumi Seitetsu Zosen K.K. Yokohama | Hinode Kisen K.K. | 322·4 P105′B27′F31′ | 45·1 | 24·6 | Tokyo Japanese *WB* | Steam turbine DR geared 267NHP Ishikawajima S.B. & E. Co. Ld. Tokyo | | |
| 46266 | | | | | | | | | | | | | | | | | |
| JPXN | D.F. *Mchy. Aft* | 1 *Dk* *Cruiser Stern* | 1953 | | | | | | | | | | | | | | |
| 84304 | **Tagila** (*ex* Frithjof, *ex* Hildegard, *ex* Phecda) | | 2682 / 2440 | | | | | 1906 | Bonn & Mees Rotterdam | Emder Dampfer-kompagnie A.G. (Wilh. Nübel, *Mgr*) | 305·7 P34′B66′F30′ | 44·7 | 21·4 | Emden German *WB* | T.3Cy.22″, 37″ & 62½″–39″ 240NHP Maats. de Schelde, Flushing | | G |
| DGAU | | 1 *Dk* | 1625 | | | | | | | | | | | | | | |
| 84305 | **Tagliamento** | | 5448 / 4982 | ✠ 100A1 *Shelter dk* | Tri | *y* | CL 2,39 | 1922 | Cant. San Rocco S.A. Trieste | Lloyd Triestino Soc. Anon. di Nav. | 404·2 B125′ *on Shelter dk* | 54·0 | 29·0 FK | Trieste Italian *Cem* | T.3Cy.27″, 42″ & 68″–48″ (*s*) 1801lb FD 465NHP | 32 ″ 0 s 6 ″ 11½ | |
| 118 | | *ss* Tri.No.3–2,35 | 3368 | *with freeboard* 1,40 | | | | 11mo | | | | | | 2 *B H to S dk* | 3SB (Spt) *9cf*, GS158, HS7023 | 25 ″ 3 | |
| ICJA | | *ss* Tri.No.1–39 | | ~~BS2,40~~ ✠ LMC 3,39 | | | | A&CP | | | | | | 5 ,, ,, *U* ,, | Stabilimento Tecnico Triestino, Tri. | | |
| | *Ref. Mchy.* D.F. | 1 *Dk (Stl) & Shelter dk (Stl)* | | ~~Lloyd's RMC 1,40~~ | | | | *Cell D B* 338′ | 1339 *t D T a* 35′ 980 *t* | *FPT* 114 *t APT* 244 *t* | | | | | | | |
| | | | | *Carrying vegetable oil in deep tank* | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / Last Reported. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated 1st of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84306 | **Tagus** (*ex*Thixendale–39) *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern* | *1092* 777 792 | | | | | 1938 | A. Vuijk & Zonen Capelle a/d Ysel | Cia. Nacional de Navegaçao | 214·6 \| 35·1 \| 13·2 Q163'F16' | | | Lisbon Portuguese *WB* | Oil Engines 4S.C.SA 6Cy.15¾"–26" 144NH Humboldt-Deutzmotoren A.G.Köln-Deutz | | C |
| 84307 | **Tah Wah** | 1071 — 643 | | | | | 1928 | ..... Shanghai | KungMowS.S.Co. | 196·0 \| 29·1 \| 18·2 | | | Shanghai Chinese London | T.3Cy. | | |
| 84308 136066 ~~VPBS~~ GNBF | **Tahchee** 3Mst *ss*Rot.2ndNo.3–4,39 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing* | 6508 5816 4055 | ✠100A1 4,41 ~~11,39~~ BS4,41 *Carrying Petroleum in bulk Fitted for oil fuel* 9,14 | Gal NYk ✠LMC4,39 | *a*† | CL ~~3,39~~ 3,41 *F.P.* | 1914 9mo *Lloyd's above* | Sir R. Dixon & Co. Ltd. Middlesbro' | Socony–Vacuum Transportation Co. Ltd. *Cell D Bu E* 577*t FPT* 120*t* | 420·5 \| 54·4 \| 32·6 P118'B28'F47' FK *s B* 80'279*t DT f* 45' *APT* 210*t* | | | ~~Hong Kong~~ British 17 *B Hpt Cem* (11 *to Up dk* 6 „ 2*nd*„) | Q.4Cy.24",35",50½"&73"–51" 220lb (*s*) 526NHP 3SB,9*cf*,GS170,HS7125 NE.MarineEng.CoLd.Nwc | 32 *ft* 8 *s* 6 *in* 1 26 *in* 9¼ | |
| 84309 204685 KLAJ | **Tahoe** Wood 3Mst *Fitted for oil fuel* *Mchy. Aft* 1 *Dk* D.F. | 735 — 436 | | | | | 1907 | Bendixsen S.B.Co. Fairhaven | Oakland Scavenger Co. | 179·0 \| 38·2 \| 13·3 | | | S.Frncisco Utd. States | C.2Cy.14"&32"–24" 42NH United Eng. Wrks. S. Frisco | | |
| 84310 154005 VPGD | **Tai Hing** (P) Twin Sc Wireless 2 *Dks* | 1068 417 633 | | | | | 1927 | Kwong Tak Cheong S.B. Eng & Dock Co. Ltd. Hong Kong | SangWoCo.Ld. | 178·0 \| 32·1 \| 10·1 | | | Hong Kong British | T.6Cy.12¾",20"&31½"–22" 96NH Wm.McNeil&Co.Ld.Gls. | | |
| 84311 XNDB | **Tai Lee** (P) (*ex*MitaMaru) 1 *Dk* | 1832 1541 1045 | | | | | 1919 | Kisugawa S.B.Yard Osaka | Ching-Kee S.N.Co. Ld. *WB* | 260·0 \| 37·8 \| 19·8 | | | Chefoo Chinese | T.3Cy.17½",29"&48"–36" 138NH MiharaCo.Osaka | | |
| 84312 133248 VPBS | — Twin Sc 1 *Dk Shade dk & Promenade dk* | 1423 563 869 | | | | | 1914 | Hong K'ng & Whampoa Dock Co. Ld. Hong Kong | SzeYapS.S.Co.Ld. *WB* | 208·9 \| 38·1 \| 11·3 | | | Hong Kong British | T.6Cy.15",24"&39"–26" 155NH Hong Kong & Whampoa Dock Co. Ld. Hong Kong | | |
| 84313 133241 | **Tai Ming** (P) Twin Sc 3 *Dks* | 649 256 403 | | | | | 1913 | Kwong Tak Cheong Hong Kong | SangWoCo.Ld. | 164·0 \| 27·1 \| 8·7 | | | Hong Kong British | C.2Cy.13"&26"–16" 56RHP KwongTakCheong,H.Kg. | | |
| * 84314 LDIY | **Tai Ping** Twin Sc *Oil Eng.* *ss*Kob.No.2–37 *Ref. Mchy.* 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) 3rd *dk* (*Stl*) *in Nos.* 1, 2 & 4 *holds* D.F. GyC. | 7019 5939 3868 | ✠100A1 *with freeboard* 5,39 DBS7,39 ✠Lloyd's RMC 10,39 | Bal ✠LMC CS8,38 8,38 | *d*† | CL 7,38 | 1929 6mo *Lloyd's* | Kockums M.V.Aktieb. Malmö *A&CP* | Wilh.Wilhelmsen *Cell DB* 361'1319*t Tanks* | 461·9 \| 60·6 \| 28·9 P44'F40' FK *s in way of tunnels* 480*t DTf* 33' | | | Tönsberg Norwegian 7 *B Hpt Cem* (*Coll to Sh dk* 6 „ 2*nd*„) | Oil Engines 4S.C.SA 16Cy.27 9/16"–55½" 1169NHP DB *135lb* KockumsM.V.Akt.Malmö 1592*t FPT* 134*t APT* 135*t* | 31 *ft* 7 *s* 4 *in* 1⅜ 27 *in* 7½ | |
| 84315 | — (*ex*Tung Foong, *ex*Corio, *ex*Frances Holland) *ss*Mel.2ndNo.3–6,22 1 *Dk* & *deep framing* | 2309 — 1406 | ✠ ... 1,27 ✠ | | | 6,29 *F.* | 1898 10mo *P. above* | W. Pickersgill & Sons Sunderland | Chung Wei S.S.Co. *Fitted for carrying oil deep tank* | 286·0 \| 43·2 \| 18·7 P23'B56'F27' FK | | | Shanghai Chinese *WB* | T.3Cy.21",35"&57½"–39" 210NHP G.Clark,Ld.Sunderland | 21 *ft* 0 | |
| 84316 LJPS | **Tai Ping Yang** (P) Twin Sc *Oil Eng.* D.F. *ss*Osl.No.2–37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) 3rd *dk* (*Stl*) *Ref. Mchy.* *in Nos.* 1, 2 & 4 *holds* | 7025 5986 3806 | ✠100A1 *with freeboard* ~~5,39~~ 9,39 2,41 ✠LMC CS12,37 DBS ~~4,39~~ 7,40 8,37 ✠Lloyd's RMC ~~4,39~~ 7,40 2,41 *Fitted for carrying oil* | Shi Hud Syd | *d*† | CL 10,36 8,29 *F.* | 1929 8mo *Lloyd's* *P. above* | Deutsche Werke A.G. Kiel *A&CP* *Cell DB* 352'1279*t Tanks* 422*t DTf* 34'1610*t* *ve* 150° F. *in deep tank* | Wilh.Wilhelmsen | 461·4 \| 60·6 \| 29·0 P44'F41' FK *s in way of tunnels PT* 133*t APT* 160*t* ( | | | Tönsberg Norwegian 7 *B Hpt Cem* *pt Asp* (*Coll to Sh dk* 6 „ 2*nd*„) | Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP DB *135lb* DeutscheWerke A.G Kiel | 31 *ft* 7 *s* 4 *in* 1½ 27 *in* 7¾ | |
| 84317 | **Tai Poo Sek** (*ex*Fook Hong–35, *ex*Lindsay Moller, *ex*Manapouri) *ss*Ddn.2ndNo.3–5,05 *ss*Mel.No.1–10 3 *Dks pt Shade dk* | *1960* *1565* *1219* | ✠ ... 12,12 | | | | 1881 12mo | W. Denny & Bros. Dumbarton | Shun Cheong Steamship Co. *WB* | 285·2 \| 36·3 \| 23·7 P56'B44'F44' FK *Qpd.* | | | Kwang Chow Wan French | Q.4Cy20½",30",41"&60"–48" NB99 276NHP Denny&Co.Dmb. | | |
| 84318 159495 VRBW | **Tai Sang** (P) D.F. E.S.D. 2 *Dks* *Cruiser Stern* | 3555 2777 1949 | ✠100A1 *with freeboard* 10,40 ~~10,00~~ ✠LMC 10,38 | HKg | *u* 1½ | CL 10,40 | 1938 10mo *Lloyd's* | Hong K'ng & Whampoa Dock Co. Ld. Hong Kong *A&CP* | Indo-China Steam Nav.Co.Ld. *Cell D* | 314·9 \| 48·1 \| 25·2 328·0(O.L.) P34'B85'F39' FK *B* 265'542*t FPT* 30*t* | | | Hong Kong British 6 *B.H Cem* *APT* 65*t* | T.4Cy.21½",34½"&(2)44"–42"&exhaust turbine driving steam compressor 220lb (*s*) FD 549NHP 3SB,9*cf*,GS165,HS7710 Hong Kong & Whampoa Dock Co. Ld. Hong Kong | 27 *ft* 0 *s* 8 *in* 9½ 18 *in* 6 | |
| 84319 FNZT | **Tai Seun Hong** (P) (*ex*Borneo–36, *ex*Nipsic, *ex*Borneo) 1 *Dk* 2 *tr B* | 2251 1878 1348 | | | | | 1902 | Schiffsw. v. Henry Koch Lübeck | Kwong Lee S.S.Co. Ld. *WB* | 297·6 \| 39·5 \| 20·0 295·0 P41'B75'F47' | | | Fort Bayard French | T.3Cy.21⅝",36¾"&53"–35½" 167NHP Ottenser Maschf. Altona | | V |
| 84320 LJPF | **Tai Shan** (P) Twin Sc *Oil Eng.* D.F. *ss*Mmo.No.2–37 *Ref. Mchy* 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) 3rd *dk* (*Stl*) *in Nos.* 1,2&4 *holds* | 6962 5943 3779 | ✠100A1 *with freeboard* ~~8,40~~ 12,40 ✠LMC CS12,37 DBS ~~10,20~~ 12,40 2,38 ✠Lloyd's RMC ~~3,39~~ 4,41 *Fitted for carrying oil* | Osl Got | *d*† | CL P10,38 S3,40 10,29 *F.* | 1929 10mo *Lloyd's* *P. above* | Kockums M.V.Aktieb. Malmö *A&CP* *Cell DB* 361'1319*t tanks* *ve* 150° F. *in deep tank* | Wilh.Wilhelmsen | 461·9 \| 60·6 \| 28·9 P44'F40' FK *s in way of tunnels* | | | Tönsberg Norwegian 7 *B Hpt Cem* *BH to Sh dk* 6 „ „ 2nd„) 480*t DTf* 33' | Oil Engines 4S.C.SA 16Cy.27 9/16"–55½" 1169NHP DB *135lb* KockumsM.V.Akt.Malmö 1592*t FPT* 134*t APT* 135*t* | 31 *ft* 7 *s* 4 *in* 1⅜ 27 *in* 7½ | |
| 84321 LCAO | **Tai-Yang** Twin Sc *Oil Eng* ~~*ss*NYk.No.3–1,41~~ ~~*ss*Got.No.2–38~~ 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) 3rd *dk* (*Stl*) *in Nos.* 1, 2 & 4 *holds* D.F. *Ref. Mchy.* | 7084 5986 3903 | ✠100A1 *with freeboard* 1,41 ~~10,39~~ ~~✠LMC CS9,40~~ ~~DBS9,39~~ 1,39 ~~✠Lloyd's RMC 1,41~~ 1,41 *Fitted for carrying oil* DBS9,40 ✠LMC 1,41 | Shi NYk | *d*† | CL 10,39 3,29 *F.* | 1929 3mo *Lloyd's* *P. above* | Deutsche Werke A.G. Kiel *A&CP* *Cell DB* 352'1279*t tunnels* 422*t DT* *ve* 150° F. *in deep tank* | Wilh.Wilhelmsen | 461·4 \| 60·6 \| 29·0 481·0(O.L.) P44'F41' FK *Tanks in way of* *f* 34'1610*t FPT* 133*t* | | | Tönsberg Norwegian 7 *B Hpt Cem* *pt Asp* (*Coll BH to Sh dk* 6 „ „ 2nd „) *APT* 160*t* | Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP DB *135lb* Deutsche Werke A.G Kiel | 31 *ft* 7 *s* 4 *in* 1½ 27 *in* 7¾ | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes exigés pour maintenir la cote. Lettre d'Equipement. | 7a Date de la dernière visite de flotte pour hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Registres cde. coté, si ce n'est dans le L. M. Durée. Cert. H. & T. radio. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84322 | **Tai Yin** | TwinSc | ~~7077~~ | ✠100A1 | Osl | *d*† | CL | 1929 | Deutsche | Wilh.Wilhelmsen | 461·4 | 60·6 | 29·0 | Tönsberg | Oil Engines 4S.C.SA | ~~11 " 7~~ | |
| | | *OilEng.* | ~~5986~~ | *withfreeboard* | Lo~~nd~~ | ~~15.1~~ | ~~8,37~~ | 6mo | WerkeA.G. | | | | 40·3 | Norwegian | 16Cy.29½"–47½" 1352NHP | ~~5 " 11~~ | |
| LDIM | | *ssBal.No.2–37* | ~~8891~~ | 7~~(4041,30~~ | 5,11 | | 7,40 | | Kiel | | P44′F41′ | | FK | 7*BHptCem* | DB*135lb* | ~~27 " 7½~~ | |
| | | *2Dks 1Dk(Stl)&Shelterdk(Stl)* | 9214 | | ✠LMC CS8,38 | | | *Lloyd'sA4CP* | | | | | | *ptAsp* | DeutscheWerkeA.G.Kiel | 42 " 11 | |
| | | *3rd dk(Stl)inNos.1,2&4holds* | | DBS~~8,38~~ | 10,40 11,39 | | | | | | | | | *Coll to 3rd dk* | | 612"4½ | |
| | D.F. | *Ref.Mchy* | | ✠Lloyd'sRMC3,40 | | | | | | | | | | 6 „ 2nd „ | | 30 " 9 | |
| | | *Tonnage opening closed '40* | 6789 | | | | | *Cell* | *DB352′1270t* | *Tanks in way of tunnels* | | | | 422t*DTf34′* | 1610t*FPT133tAPT160t* | | |
| | | | | *Fitted for carrying* | | *oil* | 6,29 *F.* | *P. above* | 150° F. | *indep tank* | | | | | | | |
| 84323 | **Taian Maru** Ⓟ | | 5655 | ✠100A1 | Kob | *z* | CL | 1916 | Skinner& | ShimomuraKisen | 409·6 | 54·0 | 27·1 | Hasidate | 1 Steam Turbine DR | 29 " 9 | |
| 31556 | (*ex*HannaNielsen) | | 5155 | 12,10~~8,38~~ | | | 8,39 | 12mo | EddyCorpn. | K.K. (TaiyoKaiun | | | | Japanese | geared to 1 Sc. Shaft | | |
| JITB | | *ssKob.2ndNo.3–8,39* | 4326 | | ✠LMC~~3,39~~ | | | | Seattle,Wash | K.K. *Mgrs.*) | P44′B115′F47′ | | FK | 190lb (*s*) | 477NHP | | |
| | | *2Dks(Stl)* | | | 12,40 | | | A&CP | | *1BH in forehold&* | *1BH in after hold* | | | *5BH only* | 3SB,*9cf*,GS207,HS7609 | | |
| | | | | *Fitted for oil fuel* | 12 | ,16 | *F.P. above* | 1 50° F. | | *CellDB* | *dispensed with* | | | *ptCem* | GeneralElectricCo. | | |
| | | | | | | | | | | | 356′1198t *FPT120t* | | | *APT140t* | Schenectady,N.Y. | | |
| 84324 | — | (*ex*TaAn–38,*ex*Canadian | 5411 | ✠ ... | Yka | *y* | | 1921 | Canadian | AmakasuShoten | 400·3 | 52·4 | 28·5 | Yokohama | T.3Cy.27",44"&73"–48" | 31 " 2 | |
| 44298 | Leader–26) | | 4940 | 11,39 | | | | 5mo | Vickers,Ld. | SenpakubuK.K. | | | | Japanese | 520NHP | | |
| JJQK | | *ssMtl.No.3–10,32* | 3848 | | ✠ | | | | Montreal | | P49′B120′F41′ | | FK | 6*BHptCem* | 3SB,*9cf*,GS198,HS7800 | | |
| | | *ssOsa.No.1–37* | | | | | | | | *CellDB* | 333′1025t *FPT149′* | | | *APT133t* | CanadianVickers,Ld.Mtl. | | |
| | | *2Dks(Stl)* | | | | | | | | | | | | | | | |
| 84325 | — | | 3670 | | | | | 1936 | Mitsubishi | DairenKisenK.K. | 345·0 | 50·0 | 23·6 | Dairen | T.3Cy.21⅜",33½"&55½"– | | |
| 583 | | | 2991 | | | | | | Jukogyo K.K | | P30′B84′F33′ | | | Japanese | 39⅜" & L.P. Turbine with | | |
| JQBG | | *1Dk* | 2076 | | | | | | Kobe | | | | | | D.R. gearing&hydraulic coupling 323NHP | | |
| | | | | | | | | | | | | | | | MitsubishiJukogyoK.K Kob. | | |
| 84326 | — Ⓟ | | 3158 | ... | | | | 1917 | Kawasaki | NipponYusenK.K. | 315·0 | 45·0 | 26·0 | Tokyo | T.3Cy.22",36"&61"–42" | 26 " 0 | |
| 19500 | | | 2638 | 6,23 | | | | 5mo | Dkyd.Co.Ld. | | P16′B78′F29′ | | | Japanese | 285NHP | | |
| JAFA | | *ssYka.No.1–21* | 1897 | | ✠ | | | | Kobe | | | | FK | *WB* | KawasakiDkydCoLdKobe | | |
| | | *1Dk& Awng dk* | | | | | | | | | | | | | | | |
| 84327 | **Taibun Maru** (*ex*EtaaMaru) | | 6581 | ✠100A1 | Kob | *a*† | CL | 1920 | OsakaIron- | ShimomuraKisen | 415·0 | 55·5 | 34·6 | Hasidate | T.3Cy.27¼",45"&75"–51" (*s*) | 34 " 8 | |
| 26758 | | *ssKob.No.3–1,33* | 6111 | *Shelter dk* | | | ~~1,38~~ | 5mo | works,Ld. | K.K.(TaiyoKaiun, | | | | Japanese | 180lb 552NHP | s 7 " 4½ | |
| JEND | | *ssKob.No.1–37* | 4099 | *withfreeboard* | | | 5,10 | | Osaka | K.K. *Mgrs.*) | P32′B148′F45′ | *on* | | *Cem* | 3SB,*9cf*,GS185,HS8084 FD | 27 " 7 | |
| | | *1Dk(Stl)&Shelter dk(Stl)& Web frames* | | 6,40 ~~8,38~~ | ✠LMC~~3,39~~ | | | A&CP | | | *Shelter dk* | | FK | *3BHto Sh dk* | OsakaIronworksLd.Osaka | | |
| | | *Longitudinal framing* | | | 5,40 | | | *CellDB368′* | | *1444tDTa34′1145t* | *FPT169tAPT48t* | | | 4 „ „ *U* „ | | | |
| 84328 | **Taiei Maru** | | 3221 | | | | | 1926 | MitsuiBus- | Kuribayashi | 325·7 | 46·7 | 24·8 | Tokyo | T.3Cy.22",37"&61"–42" | | C |
| 31357 | (*ex*TaiyeiMaru–38) | | 2740 | | | | | | sanS.B.Dept. | SyosenK.K. | P32′B77′F34′ | | | Japanese | 241NHP | | |
| JEEB | | *1Dk* | 1980 | | | | | | Tama | | | | | | MitsuiBussanS.B.Dept. | | |
| 84329 | — | | 2925 | ✠ | Yka | *t* | | 1912 | Kawasaki | NipponYusenK.K. | 298·1 | 43·6 | 23·0 | Tokyo | T.3Cy.17½",28"&46"–36" | 25 " 2 | C |
| 15270 | (*ex*TaiyeiMaru–38) | *ssYka.No.3–3,15* | 2451 | 4,20 | | | | 8mo | Dkyd.Co.Ld. | | P19′B67′F37′ | | | Japanese | 149NHP | | † |
| JPSB | | *ssYka.No.1–19* | 2093 | | ✠ | | | | Kobe | | | | FK | *5BHCem* | 2SB,*4cf*,GS82,HS2447 | | |
| | | *1Dk(Stl)& 2nd dk(Stl)exceptinNo.2hold* | | | | | | | | *CellDBa84′uE&B* | 39′*f*168′538t *FPT* | | | *75tAPT36t* | KawasakiDkydCoLdKobe | | |
| 84330 | — | | 2209 | | | | | 1918 | Uchida | TowaKisenK.K. | 270·0 | 39·0 | 23·1 | Kobe | T.3Cy.19",31½"&52"–39" | | |
| 22309 | (*ex*TaiyeiMaru–38) | | 1872 | | | | | | S.B.&E.CoLd | | P16′B65′F28′ | | | Japanese | 169NHP | | |
| JLRB | | *1Dk* | 1335 | | | | | | Yokohama | | | | | *WB* | UchidaS.B.&E.Co.Ld.Yka | | |
| 84331 | **Taif** Ⓟ | | 1578 | ✠ ... | | | | 1928 | A.Stephen | PharaonicMail | 236·6 | 39·4 | 16·0 | Alexndria | T.3Cy.17½",29"&47"–30" | 18 " 4 | V |
| 76 | | | — | 8,32 | | | | 6mo | &Sons,Ld. | Line,S.A.E. | B80′F26′ | | | Egyptian | 181NHP | | † |
| SUDL | Wireless | *1Dk&Shelter dk Fitted for oil fuel* | 770 | | ✠ | | | | Glasgow | | | | FK | *WB* | A.Stephen&Sons,Ld.Gls. | | |
| 84332 | **Taiganos** (*ex*Okhta,*ex*Carronpark | | *2630* | ✠ —— | Grk | *t* | | 1920 | Ferguson | U.S.S.R. | 300·5 | 43·6 | 21·6 | Vladvostk | T.3Cy.21",34"&57"–36" | 24 " 3 | |
| | –33,*ex*EllenStub) | *ssRot.No.2–29* | *2370* | 12,33 | | | | 11mo | Bros.(Port | | P29′B85′F34′ | | | Russian | 234NHP | | |
| UOIZ | | *1Dk(Stl)* | *1584* | | ✠ | | | | Glasgow) Ld. | | | | FK | *5BHCem* | 2SB,*6cf*,GS121,HS3876 | | |
| | | | | | | | | | Port Glasgow | | | | | *APT69t* | FergusonBros.(Port Glasgow),Ld. | | |
| | | | | | | | | | | *CellDB251′726t* | *FPT124t* | | | | | | |
| 84333 | **Taigen Maru** (*ex*LuiseNielsen) | | 5660 | ✠100A1 | Kob | *z* | CL | 1917 | Skinner& | ShimomuraKisen | 409·6 | 54·0 | 27·1 | Hasidate | 1 DRGearedSteamTurbine | 29 " 9 | |
| 31555 | | *ssKob.No.3–9,29* | 5155 | 11,~~10,39~~ | | | 7,39 | 3mo | Eddy.Corp. | K.K.(TaiyoKaiun | | | | Japanese | 210lb (*r*) 507NHP | | |
| JISB | | *ssKob.No.2–39* | 4326 | BS11,40 | ✠LMC7,39 | | | A&CP | Seattle,Wash | K.K. *Mgrs.*) | P44′B115′F47′ | | FK | *Cem* | 3SB,*9cf*,GS195,HS8055 | | |
| | | *2Dks(Stl)* | | ✠NE12,18*refitted*2,35 | | | | | | *1BH inforehold&* | *1BHin after hold* | | | *5BHonly* | GeneralElectricCo. | | |
| | | | | *Fitted for oil fuel* | 3 | ,17 | *F.P. above* | 15° F. | | *CellDB* | *dispensed with* | | | *APT340t* | Schenectady,N.J. | | |
| | | | | | | | | | | | 355′1198t *FPT120t* | | | | | | |
| 84334 | **Taigete** (*ex*ElLobo) | | 4672 | ✠ ... | | | | 1908 | Armstrong | CisterneItaliane | 398·0 | 51·0 | 27·0 | Genoa | T.3Cy.26",43"&72"–48" | 28 " 6 | I |
| 1749 | | *ssVcr.No 3–10,20* | 4260 | 11,32 | | | | 11mo | Whitworth | Soliani& | 385·2 | | | Italian | 440NHP | | † |
| ICJC | | *ssN.Yk.No.2–29* | 2783 | | ✠ | | | | &Co.Ld. | Saltamerenda | P105′B28′F47′ | | FK | *WB* | | | |
| | *Mchy.Aft* | *Fitted for oil fuel* | | | | | | | Newcastle | | | | | | WllsndSlpwy.Co.Ld.Nwc. | | |
| | D.F. | *2Dks&Web frames* | | | | | | | | | | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 84335 | **Taihei Maru** Ⓟ | | 6285 | ✠100A1 | Kob | *z* | CL | 1928 | MitsuiBus- | DaidoKaiunK.K. | 413·4 | 55·5 | 32·0 | Kobe | Oil Engines 4S.C.SA | 32 " 0 | |
| 33574 | | *OilEng.* | 5263 | 12,40 ~~10,38~~ | | 2½ | ~~10,37~~ | 9mo | sanKaisha | | | | | Japanese | 8Cy.24½"–51⅛" 473NHP | | |
| JCJC | | *ssKob.No.3–12,40ssKob.No.2–39* | 3838 | ✠LMC~~,CS10,38~~ | | | 10,40 | | Tama | | P39′B129′F37′ | | FK | *ptCem* | DB*100lb* | | |
| | | *2Dks(Stl)* | | ~~DBS10,38~~ | ~~11,37~~ | | | *Lloyd'sA4CP* | | *Intermediate'tween* | | | | 6*BHtoUdk* | Akt.Burmeistr&Wain,Cpn | | |
| | | | | ✠LMC CS12,40 | | | | | | *BH in fwd* | | | | 1 „ „ 2nd „ | | | |
| | | | | DBS12,40 | 12,40 | | | | | *CellDB* | 354′1240t *Tanks in* | | | *6tMTs* | 36′92 | *8tFPT97tAPT110t* | |
| 84336 | — | **Aux4MstBkn** | 602 | | | | | 1917 | Ichikawa | HiroiChojuro | 144·0 | 35·0 | 17·3 | Tokyo | Oil Engines 2S.C.SA | | |
| 20801 | | *OilEng.* | 551 | | | | | | Sentaro | | | | | Japanese | 2Cy.16½"–19½" 96NHP | | |
| | | *1Dk* | 466 | | | | | | Ominato | | | | | | IkegaiTekkosho,Tokyo | | |
| 84337 | **Taihoku Maru** Ⓟ | | 8252 | ✠ ... | | | | 1899 | A.Stephen | ShinkoSuisanK.K. | 483·6 | 57·0 | 32·7 | Kobe | T.3Cy.30",50"&83"–60" | 36 " 0 | |
| 35686 | (*ex*ChiefSkidegate, | *Fitted for oil fuel* | 7582 | 4,30 | | | | 3mo | &Sons | | P75′B&F388′ | | | Japanese | 690NHP | | |
| JIQC | *ex*EstherDollar, | *ssBrs.No.3–9,19* | 6095 | | ✠ | | | | Glasgow | | | | FK | *WB* | A.Stephen&Sons,Glasgow | | |
| | *ex*Parisian,*ex*Bethania) | *ssS.Fo.No.2–27* | | | | | | | | | | | | | | | |
| | | *2Dks Web frames& Shelter dk* | | | | | | | | | | | | | | | |
| 84338 | — Ⓟ | | 1371 | | | | | 1923 | OsakaIron | FujiyamaKaiun | 225·0 | 34·1 | 20·0 | Osaka | T.3Cy.18",30"&50"–36" | | |
| 22325 | | | — | | | | | | Works,Ld. | K.K. | P25′B63′F25′ | | | Japanese | 150NHP | | |
| JDJG | Wireless | *2Dks* | 758 | | | | | | Osaka | | | | | *WB* | OsakaIronWorksLd. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Ch. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84339<br>44159<br>JCBM | **Taihōsan Maru** | 1805<br>—<br>[1]982 | | | | | 1937 | Tama<br>Zosensho, Ld.<br>Tama | MitsuiBussan<br>Kaisha, Ld. | 264·5 | 38·1 | 20·0<br>P25′B65′F25′ | Kobe<br>Japanese<br>*WB* | T.3Cy.15¾″,24 7/16″&44 1/16″–31½″&exhaust turbine driving steam compressor 110NHP<br>TamaZosensho, Ld.Tama | | |
| 84340<br>46189<br>JPDN | **Taihuku Maru**<br>1*Dk* | 3520<br>—<br>2067 | | | | | 1939 | Mitsubishi<br>Jukogyo K.K<br>Yokohama | NipponYusenK.K. | 343·9 | 48·2 | 27·9<br>P26′B80′F34′ | Tokyo<br>Japanese<br>*WB* | T.3Cy.20 1/16″,34 7/16″&57 1/16″–43 5/16″ HS5083 294NHP<br>MitsubishiJukogyoK.K. Yka. | | |
| 84341<br>29825<br>JZFB | —<br>(*ex*TaijukuMaru–38)<br>Wireless<br>Ⓟ<br>1*Dk2trB* | 678<br>536<br>391 | | | | | 1924 | Namura<br>Shipyard<br>Osaka | IinoKisenK.K. | 175·0 | 26·5 | 16·5<br>P23′B43′F22′ | Nishino-miya<br>Japanese<br>*WB* | T.3Cy.13¼″,21¼″&36″–27½″<br>*Emade—fitted*24 63NHP | | |
| 84342<br>25105<br>JTKD | **Taika Maru** Ⓟ<br>(*ex*TaikwaMaru–38)<br>2*Dks* | 2205<br>1811<br>1283 | | | | | 1921 | Uraga<br>DockCo.<br>Uraga | ToaKaiunK.K. | 280·0 | 43·2 | 21·0<br>P26′B69′F29′ | Osaka<br>Japanese<br>*WB* | T.3Cy.18″,29½″&50″–39″<br>K.K.Uchida 156NHP<br>Zosensho, Yokohama | | C |
| 84343<br>32977<br>JEED | **Taikai Maru** (*ex*TomiuraMaru)<br>*ss*Kob.No.3–6,32<br>*ss*Kob.No.1–36<br>2*Dks*(*Stl*) | 3813<br>3468<br>2340 | ✠ ...<br>4,40 ✠ | Kob | *w* | | 1917<br>12mo | Mitsubishi<br>ZosenKaisha,<br>Ld. Nagasaki | MeijiKaiunK.K. | 345·0 | 50·0 | 29·0<br>P33′B74′F40′ FK<br>*CellDB*294′772*t* | Tarumi<br>Japanese<br>5*BHCem*<br>*APT*27*t* | T.3Cy.23″,38″&64″–48″ 339NHP<br>2SB,*6cf*,GS109,HS4333<br>MitsubishiZosenKaishaLd | 29 ″ 1 | C<br>† |
| 84344<br>34139<br>JDEC | —<br>(*ex*Sunpath)<br>1*Dk*<br>*CruiserStern* | 2478<br>2239<br>1432 | | | | | 1919 | ForthS.B.<br>&Eng.Co.Ld.<br>Alloa | ShirasakaKisen<br>Kaisha, Ld.<br>(K.Sakama, *Mgr.*) | 303·3 | 42·7 | 23·0 | Hutyū<br>Japanese<br>*WB* | T.3Cy.22″,36″&59″–39″<br>B(1)*made*17*fitd*.23 217NHP<br>Douglas&GrantLdKkcldy | | C |
| 84345<br>2281<br>JEVG | **Taiko Maru**<br>*Cruiser Stern*<br>1*Dk* | 2984<br>—<br>1708 | | | | | 1937 | Mitsubishi<br>Jukogyo K.K<br>Yokohama | ChosenYusenK.K. | 305·4 | 45·3 | 26·2<br>P24′B80′F29′ | Jinsen<br>Japanese<br>*WB* | T.3Cy.20 1/16″,34 7/16″&57 1/16″–43 5/16″ 214NHP<br>MitsubishiJukogyoK.K. | | |
| 84346<br>44391<br>JDJM | —<br>*Mchy. Aft*<br>1*Dk* | 1925<br>1537<br>1086 | | | | | 1938 | Matsuo<br>Zosen-sho<br>Nagasaki | TaikoKisenK.K. | 270·0 | 40·0 | 20·3<br>P86′F29′ | Tokyo<br>Japanese<br>*WB* | T.3Cy.18″,30″&50″–36″ 150NHP<br>MatsuoZosen-shoNagasaki | | |
| 84347<br>30142<br>JOBA | —<br>*Fitted for oil fuel*<br>*Ref.Mchy.* *Mchy.Aft*<br>1*Dk* | 1812<br>1209<br>1174 | | | | | 1924 | Yokohama<br>DockCo.Ld.<br>Yokohama | NichiroGyogyo<br>K.K. | 250·5 | 39·0 | 18·5<br>P&B86′F37′ | Shinagawa<br>Japanese<br>*WB* | T.3Cy.17″,28½″&48″–30″ 126NHP<br>YokohamaDockCo.LdYka | | C |
| 84348<br>1246<br>JUNH | **Taiko Maru No. 1** Iron<br>2*Dks* | 493<br>—<br>292 | | | | | 18 91 | KobeIron<br>Works<br>Osaka | Amagasaki<br>Kisenbu<br>GomeiKaisha | 174·0 | 22·8 | 17·5 | Osaka<br>Japanese | C.2Cy.18 1/2″&36¼″–24″ NB96 54NHP<br>KobeIronWorks, Osaka | | |
| 84349<br>31337<br>JCYB | **Taikyu Maru** Ⓟ (*ex*TimesMaru, *ex*Times)<br>*ss*N.Yk.No.3–10,18<br>*ss*Kob.No.2–25<br>1*Dk*(*pt Irn&pt Stl*)&*deep framing* | 2105<br>1966<br>1304 | ✠ ...<br>1,28 ✠ | Kob | *s* | | 1906<br>5mo | J.Priest-man&Co.<br>Sunderland | TaikyuKisenK.K. | 290·0 | 42·2 | 20·4<br>P23′B74′F30′ FK<br>*Intermediate bulkhead in fore hold dispensed with* *CellDBa*92′*uE*20′*f*120′ | Kobe<br>Japanese<br>*Cem*<br>4*BHonly*<br>600*tAPT*50*t* | T.3Cy.22½″,37″&61″–39″ 256NHP<br>2SB,*6pf*,GS112,HS3984<br>J.Dickinson&Sons,Ld.Sld. | 21 ″ 7 | C<br>† |
| 84350<br>22230<br>JQRE | **Taimei Maru**<br>Wireless<br>1*Dk* | 2883<br>—<br>1450 | | | | | 1936 | Mitsubishi<br>Jukogyo K.K<br>Yokohama | NipponYusenK.K. | 326·2 | 44·2 | 24·0<br>P18′B66′F28′ | Tokyo<br>Japanese<br>*WB* | T.3Cy.23″,38″&64″–48″ 284NHP<br>MitsubishiJukogyoK.K. Yokohama | | |
| 84350*<br>22230<br>JQRE | —<br>Wireless<br>1*Dk* | 989<br>827<br>577 | | | | | 1918 | Osaka<br>Zosensho,<br>Osaka | KawasakiKisen<br>K.K. | 190·0 | 31·0 | 18·5<br>*WB* | Higashi-tomita<br>Japanese | T.3Cy.13″,22 3/16″&36 1/16″–27″ 67NHP<br>SettsuTekkosho,Osaka | | |
| 84351<br>1728<br>JTND | **Tainan Maru** Ⓟ<br>*ss*Kob.No.3–12,07<br>*ss*Yka.No.2–15<br>1*Dk*&*Spar dk*&*Web frames* | 3175<br>2505<br>1482 | ✠ ...<br>5,20 ✠ | | | | 1897<br>10mo | JLThomp-son&Sons,Ld<br>Sunderland | OsakaSyosenK.K. | 330·0 | 43·0 | 21·1<br>P38′B152′F47′ 25·5<br>FK | Osaka<br>Japanese<br>*WB* | T.3Cy.28½″,47½″&79″–48″ 589NHP<br>J.Dickinson&Sons,Ld.,Sld | 28 ″ 3 | |
| 84352<br>153599<br>VPFQ | **Taiping** Ⓟ<br>*ss*H.Kg.No.3–1,38<br>*Ref.Mchy.* 2*Dks*(*Stl–U dk* teak s) | 4324<br>2946<br>2582 | ✠100A1<br>~~5,40~~ ~~1,40~~ 1,41<br>~~BS11,39~~ ✠LMC11,37<br>~~✠Lloyd'sRMC3,40~~ 8,40<br>2,41<br>*Fitted for oil fuel* | HKg<br>BS11,40<br>1,26 | *w*<br>*F.P. a* | CL<br>6,39 | 1926<br>1mo | HongKong<br>&Whampoa<br>DockCo.Ld.<br>HongKong<br>*Lloyd'sA&CP above* 150° F. | Australian-<br>OrientalLine,Ld.<br>*CellDB*297′596*t* | 352·3<br>367·9(O.L.)<br>P&B225′F87′ FK<br>*Tanks at sides of tunnel*74*tFPT*55*tAPT*34*t* | 48·2 | 23·7<br>1 ,, *to 2nd dk* | HongKong<br>British<br>7*BHCem*<br>HongKong&Whampoa DockCo.Ld.HongKong | T.3Cy.27″,46″&77″–48″ (*s*) 200lb 638NHP<br>3SB,*9cf*,GS216,HS9633 FD<br>*between tunnels*36′78*t* | 26 ″ 0<br>s 2 ″ 9¾<br>23 ″ 7 | |
| 84353<br>114779<br>VPDZ | **Taiposhan** (*ex*HangSang–40)<br>1*Dk*(*Stl*)&*Spar dk*(*Stl–pt* teak s)&*deep framing*<br>Sub.Sig. | 2143<br>2010<br>1356 | ✠ 10,01 ✠ | Gls | *s* | | 1901<br>10mo | Lon.&Gls.<br>Co.Ld.<br>Glasgow | PangKwokSui<br>*CellDBa*84′*f*108′285*tD* | 290·3<br>B60′F36′<br>*Ta*20′ 358*t FPT*25*t* | 42·0 | 15·5<br>22·5<br>FK | HongKong<br>British<br>5*BHCem*<br>*APT*22*t* | T.3Cy.21″,34″&56″–42″ NB22 224NHP<br>1SB,*4cf*,GS71,HS2868<br>London&Glas.Co.Ld.Gls. | 25 ″ 0 | |
| 84354<br>326<br>JPWC | **Tairai Maru** (*ex*IchiyoMaru, *ex*Itiyo-Maru)<br>*ss*Osa.No.2–34<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 4274<br>3677<br>2659 | ✠ ...<br>1,38 ✠ | Kob | *w* | | 1925<br>10mo | OsakaIron<br>Works,Ld.<br>Osaka | DairenKisenK.K. | 345·0<br>P30′B99′F38′*on Shelter dk*<br>*CellDB*280′1085*t FPT*112*t* | 49·8 | 28·1<br>FK | Dairen<br>Japanese<br>*Cem*<br>6*BHtoSh dk*<br>*APT*29*t* | 2 Turbo Electric Motors SR geared to 1 Sc. Shaft 562NHP<br>3SB9*cf*,GS148,HS6479<br>SvenskaTrbfab.Akt. Ljungström,Stockholm | 28 ″ 2 | |
| 84355<br>147635<br>GKJB | **Tairea** Ⓟ Twin Sc<br>*ss*Bom.No.1–40 *ss*Bom.No.3–1,36<br>3*Dks*(*Weather dk Stl–* teaks,2*nd dk Stl–*ws, 3*rd dk Stl*)<br>*Ref.Mchy.*<br>D.F. | 7933<br>5884<br>3756 | ✠100A1<br>*withfreeboard*<br>~~8,10~~ ~~10,10~~ ~~1~~,41<br>~~BS8,39~~ ✠LMC~~9,38~~<br>*Fitted for oil fuel* | Bom<br>8,40<br>5,24 | *d*†<br>P4,40<br>*F.P. a* | CL<br>s11,38<br>*bove* | 1924<br>5mo | Barclay,<br>Curle&Co.Ld.<br>Glasgow<br>*Lloyd'sA&CP above* 150° F. | BritishIndiaStm.<br>Nav.Co.Ld.<br>*CellDB*3 | 450·7<br>465·9(O.L.)<br>B207′F48′<br>86′1239*t FPT*108*t* | 60·2 | 29·6<br>FK<br>*Collision BH to W dk PT*139*t DT* | London<br>British<br>8*BHCem*<br>Barclay,Curle&Co.Ld.Gls. | T.8Cy.25″,42½″&(2)51″–51″ 215lb (*s*) FD 1376NHP<br>7SB,*28cf*,GS526,HS21882 | 33 ″ 0<br>s 6 ″ 2½<br>27 ″ 3 | |
| 84356<br>33189<br>JBIC | **Tairyu Maru** (*ex*Waihora)<br>*Ref.Mchy.*<br>2*Dks* | 4995<br>4379<br>3849 | | | | | 1907 | Swan,Hun-ter&Wigham<br>Richardson,<br>Ld Newcastle | Kuribayashi<br>SyosenK.K. | 384·1 | 51·5 | 29·2<br>P35′B102′F40′ | Tokyo<br>Japanese<br>*WB* | T.3Cy.26″,42½″&70″–48″ 339NHP<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | | C |
| 84357<br>22316<br>JSBB | —<br>1*Dk* | 2210<br>—<br>1318 | | | | | 1919 | UchidaS.B.<br>&E.Co.Ld.<br>Yokohama | TaisyoKisenK.K. | 270·0 | 39·0 | 23·9<br>P16′B65′F28′ | Kobe<br>Japanese<br>*WB* | T.3Cy.19″,31½″&52″–39″ 168NHP<br>UchidaS.B.&E.Co.Ld.Yka. | 23 ″ 11 | C |
| 84358<br>*Mchy. Aft* | —<br>1*Dk* | 1925<br>1540<br>1086 | | | | | 1939 | Kawamin-amiKogyo<br>K.K.<br>Nagasaki | TaikoKisenK.K. | 271·6 | 40·0 | 20·3<br>P87′F29′ | Kobe<br>Japanese<br>*WB* | T.3Cy.18 1/16″,30″&50″–36″ 150NHP<br>KawaminamiKogyoK.K. | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant en Fr. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registre en cote. a1 a1 a1 a1 Dunc. Cer. Ess. Trials |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84359<br>33<br>JLLG | **Taisan Maru** Ⓟ | | 419<br>—<br>213 | | | | | 1912 | ..... | Minamimanshu Tetsudo K.K. | 160·0 | 30·0 | 11·0 | Dairen<br>Japanese | | | |
| 84360<br>31362<br>JFVB | **Taisei Maru** Ⓟ (*ex* Yorkhill, *ex* Tresillian) | *ss* Shl. No. 3-9,12<br>*ss* Liv. No. 2-19<br>1 *Dk* (*pt Iron & pt Stl*) 2 *tr B & deep framing* | 3601<br>2375<br>2622 | ✠ 4,26 | Shl | *v* | | 1899<br>8mo | J. Readhead & Sons South Shields | Naigai Kisen K.K.<br>*Cell D Ba* | 341·0<br>P29′B84′F32′<br>114′ *u* E20′ *f* 140′ 840 *t* | 46·7<br>FK | 26·0 | Amagasaki<br>Japanese<br>*WB* | T 3Cy. 24″, 40″ & 65″–45″<br>NDB 22 293 NHP<br>2 SB, *6rf*, GS 104, HS 4557<br>J. Readhead & Sons, S. Shl. | 27 ″ 4 | C<br>† |
| 84361<br>29848<br>JKUB | — Ⓟ<br>(*ex* Ville de Berne, *ex* Boscombe Chine, *ex* Hieronymi) | *ss* Cff. No. 3–11,17<br>*ss* Kob. No. 2–25<br>1 *Dk & deep framing* | 2515<br>2158<br>1867 | ✠ ... 1,29 | | | | 1904<br>3mo | W. Dobson & Co. Newcastle | Morihei Kisen K.K. | 300·5<br>P27′B82′F31′ | 45·0<br>FK | 19·6 | Amagasaki<br>Japanese<br>*WB* | T. 3Cy. 22″, 36″ & 60″–39″<br>253 NHP<br>N.E. Marine Eng Co Ld. Nwc | 22 ″ 1 | C<br>† |
| 84362<br>8966<br>JTMD | —<br>Gy C. | **Aux Twin Sc**<br>**4 Mast Bk**<br>2 *Dks* (*US stl–teaks*) | 2423<br>2028<br>1380 | ✠ 5,04 | Kob | *w* | | 1904<br>5mo | Kawasaki Dkyd Co. Ld. Kobe | Govt. of Japan (Dept of Education)<br>*Cell D Bu E & B* 44′ *f* 100′ 3 | 277·4<br>P70′F36′<br>15 *t D Tanks a* 26′ 149 | 42·9<br>BK 10″ | 24·1 | Tokyo<br>Japanese<br>*4 B H Cem* | T. 6Cy. 18′, 21″ & 33″–27″<br>150 NHP<br>2 SB, *4cf*, GS 79, HS 2683<br>Kawasaki Dkyd Co Ld Kobe<br>*f* 18′ 355 *t FPT* 77 *t APT* 17 *t* | 26 ″ 9 | |
| 84363<br>29242<br>JBHB | — Ⓟ<br>(*ex* Laen Samud, *ex* Edwin Reith, *ex* Landrat Scheiff) | 1 *Dk & Spar dk* | 1824<br>1461<br>1105 | | | | | 1906 | Schiffsw. v. Henry Koch Lübeck | Shimatani Kisen K.K. | 265·7<br>P31′B75′F39′ | 37·7 | 18·3 | Hutyu<br>Japanese<br>*WB* | T. 3Cy. 20½″, 33½″ & 53½″–33½″<br>164 NHP<br>Ottensener Masch. Altona | | |
| 84364<br>153598<br>VPFN | **Taishan** Ⓟ | **Twin Sc**<br>2 *Dks & Shade dk* | 3174<br>2218<br>1904 | | | | | 1925 | Taikoo Dkyd. & Eng. Co. Ld. Hong Kong | Hong Kong, Canton & Macao Stm. Boat Co. Ld. | 290·0<br>P&B 109′F30′ | 54·1 | 11·8 | Hong Kong<br>British<br>*WB* | T. 4Cy. 19″, 30″ & (2) 35″–27″<br>128 NHP<br>Taikoo Dkyd. & Eng. Co. Ld. | | |
| 84365<br>24067<br>JDMA | **Taisin Maru** (*ex* Taishin Maru–38) | 1 *Dk* | 1723<br>1278<br>1007 | | | | | 1918 | Mitsubishi Zosensho, Kobe | Tatuuma Kisen K.K. | 250·0<br>P&B 109′F30′ | 37·7 | 20·5 | Kobe<br>Japanese | T. 3Cy. 17″, 28½″ & 48″–36″<br>NB 18 *fitted* 22 138 NHP<br>Morita Tekkosho, Osaka | | |
| 84366<br>23658<br>JSJB | **Taisoku Maru** | 1 *Dk* | 2473<br>2057<br>1731 | | | | | 1918 | Asaki S.B. Co. Osaka | Kai Midori | 281·0<br>P&B 109′F30′ | 41·0 | 24·5 | Kobe<br>Japanese<br>*WB* | T. 3Cy. 19½″, 31″ & 54″–36″<br>175 NHP<br>Hirotami Tekkosho, Osaka | | C |
| 84367<br>44590<br>JLAM | **Taisyo Maru**<br>*Mchy. Aft* | *Cruiser Stern* | 4816<br>—<br>2824 | | | | | 1938 | Kawasaki Dkyd. Co. Ld. Kobe | Taisyo Kisen K.K. | 384·4<br>P&B 109′F30′ | 52·5 | 29·4 | Kobe<br>Japanese | 2 steam turbines D R geared to 1 sc. shaft 450 NHP<br>Kawasaki Dkyd Co Ld Kobe | | C |
| 84368<br>15821<br>JBRC | — Ⓟ (*ex* Taisho Maru–38, *ex* Aska)<br>Wireless | 1 *Dk & Shade dk* | 797<br>626<br>408 | ✠ 10,89 | Cly | *i* | | 1889<br>10mo | Ailsa S.B. Co. Troon | Ogawa Gomei Kaisha | 195·5<br>P&B 109′F30′ | 28·3<br>BK 7½″ | 19·0 | Seido<br>Japanese<br>*5 B H Cem* | T. 3Cy. 16″, 26″ & 42″–30″<br>97 NHP<br>1 DB, *4cf*, GS 78<br>Dunsmuir & Jackson, Gls. | 12 ″ 3 | |
| 84369<br>21138<br>JQBE | **Taisyo Maru No. 1** **Wood**<br>(*ex* Taisho Maru No. 1–38) | 2 *Dks* | 605<br>577<br>373 | | | | | 1917 | Toyo Hogei Osaka | Nippon Hogei K.K. | 172·8<br>P&B 109′F30′ | 25·2 | 17·9 | Nishino-miya<br>Japanese | T. 3Cy. 12″, 19″ & 32″–22″<br>48 NHP<br>Ono Zosensho, Osaka | | |
| 84370<br>23909<br>JEBI | **Taisyu Maru** Ⓟ<br>(*ex* Taishu Maru–38)<br>Wireless | 1 *Dk* | 1220<br>1034<br>649 | | | | | 1918 | Asano S.B. Co. Ld. Tsurumi | Hinode Kisen K.K. | 217·0<br>Q65′F33′ | 34·0 | 21·0 | Shinagawa<br>Japanese | T. 3Cy. 16½″, 27½″ & 45″–30″<br>111 NHP<br>Tokyo Kikai Seisaku Jo Tok | | |
| 84371<br>37490<br>JUIH | — Ⓟ<br>(*ex* Taishu Maru–38) | *Oil Eng.*<br>2 *Dks*<br>*Cruiser Stern* | 516<br>387<br>303 | | | | | 1932 | Amagasaki S.B. Co. Osaka | Amagasaki Kisenbu Gomei Kaisha | 160·0<br>F25′ | 25·0 | 15·0 | Osaka<br>Japanese<br>*WB* | Oil Engines 4 S.C.SA<br>6 Cy. 13¾″–20½″ 110 NHP<br>Mitsui Zosen Kaisha, Ld. Kob. | | |
| 84372<br>CBTF | **Taitao** (*ex* Araucano–38, *ex* Americano) Ⓟ<br>Wireless | *ss* B. As No. 3–10,28<br>*Well deck* 1 *Dk* | 700<br>—<br>338 | ✠ ... 4,33 | | | | 1921<br>11mo | G. Brown & Co. Greenock | Chilian State Railways | 170·0<br>P&B 109′F30′ | 30·1<br>FK | 12·3 | Valparaiso<br>Chilian<br>*WB* | T. 3Cy. 14″, 23″ & 37″–24″<br>108 NHP<br>W. Beardmore & Co. Ld. Coatbridge | 13 ″ 6 | |
| 84373<br>40879<br>JZIH | **Taito Maru**<br>2 *Dks* | | 4467<br>4033<br>2582 | | | | | 1935 | Mitsubishi Jukogyo K.K Nagasaki | Osaka Syosen K.K. | 357·0<br>B79′F38′ | 49·2 | 32·8 | Osaka<br>Japanese<br>*WB* | 2 DR Geared Steam Turbines 500 NHP<br>Mitsubishi Jukogyo K.K. Nag. | | |
| 84374<br>21035<br>JFTD | — Ⓟ<br>*ss* Kob. No. 3–3,30<br>1 *Dk* (*Stl*) & 2 *nd dk* (*Stl*) *in forehold* | | 2727<br>2372<br>1896 | ✠ ... 4,34 | Kob | | | 1917<br>9mo | Harima Dyk. Co. Ld. Aioi, Harima | Taito Kisen K.K.<br>*Cell D B* 230′ 671 *t FPT* 139 *t APT* 44 *t* | 284·0<br>P16′B56′F27′ | 44·8<br>FK | 24·0 | Hasidate<br>Japanese<br>*4 B H Cem* | T. 3Cy. 22″, 37″ & 61″–42″<br>281 NHP<br>2 SB, *6cf*, GS 93, HS 3680<br>Kobe Steel Works, Ld. Kobe | 24 ″ 0 | C<br>† |
| 84375<br>1754<br>JTCD | **Taityu Maru** Ⓟ<br>(*ex* Taichu Maru–38) | *ss* Kob. No. 3–6,10<br>*ss* Kob. No. 1–15<br>1 *Dk & Spar dk & Web frames* | 3213<br>2534<br>1521 | ✠ ... 5,20 | | | | 1897<br>9mo | Sir J. Laing Sunderland | Osaka Syosen K.K. | 330·0<br>P36′B150′F37′ | 44·0<br>24·7<br>FK | 16·9 | Osaka<br>Japanese<br>*WB* | T. 3Cy. 28½″, 47½″ & 79″–48″<br>589 NHP<br>J. Dickinson & Sons, Ld. Sld. | 27 ″ 7 | |
| 84376<br>13689<br>JZMB | **Taiun Maru No. 2**<br>Wireless | 1 *Dk* | 998<br>929<br>615 | | | | | 1911 | Osaka Iron Works Osaka | Hakodate Kaiun K.K. | 216·4<br>P&B 109′F30′ | 29·2 | 19·1 | Hakodate<br>Japanese | T. 3Cy. 13″, 21½″ & 36″–27″<br>67 NHP<br>Osaka Iron Works, Osaka | | |
| 84377<br>15845 | **Taiun Maru No. 6** **Sp** | 1 *Dk* | 601<br>519<br>383 | | | | | 1913 | Osaka Iron Works Osaka | Nagai Unyu Goshi Kaisha | 167·5<br>*WB* | 26·4 | 14·8 | Nishino-miya<br>Japanese | T. 3Cy. 11⅛″, 19 1/16″ & 32″–22″<br>E & B *made* 11 48 NHP<br>Harada Shoko Goshi Kaisha | | |
| 84378<br>18656<br>JPUE | **Taiun Maru No. 9** | 1 *Dk* | 999<br>913<br>700 | | | | | 1915 | Aizawa Iwakichi Osaka | Houn Kisen K.K. | 210·0<br>*WB* | 30·0 | 20·0 | Nishino-miya<br>Japanese | T. 3Cy. 15½″, 21 11/16″ & 36½″–27″<br>67 NHP<br>Osaka Iron Works, Osaka | | |
| * 84379<br>LDKA | **Taiwan**<br>*Oil Eng.*<br>D.F. | **Twin Sc**<br>*ss* Got. No. 3–10,36<br>2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)<br>*Cruiser Stern* | 5500<br>4994<br>3389 | ✠ 100 A1<br>*with freeboard*<br>11,38<br>✠ LMC 6.39 | Osl | *b*† | cr. P11,38<br>s12,37 | 1924<br>7mo | Deutsche Werft A.G. Hamburg | Wilh. Wilhelmsen<br>*Lloyd's SA & CP* | 426·8<br>F43′<br>*Cell D B* 363′ 1196 *t* | 55·2<br>FK | 27·6 | Tönsberg<br>Norwegian<br>*7 B H pt Cem*<br>6 ,, ,, 2nd ,,<br>*D Ta 'tween tunn* | Oil Engines 4 S.C.SA<br>12 Cy. 24½″–37½″<br>NDB 28–*100lb* 717 NHP<br>Algemeine Elec. Ges. Berlin<br>cls 89′ 185 *t D T f* 35′ 926 *t FPT* 95 *t APT* 49 *t* | 30 ″ 6<br>s 4 ″ 2½<br>26 ″ 5½ | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. | 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Docks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned. how expired. Equipment Letter. | 7* Date when last classed. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Register in which classed, if not in L.R. This of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84380<br>28445<br>JAHA | **Taiyo Maru** Ⓟ<br>(*ex*CapFinisterre)<br>*Ref.Mchy.* | TwinSc<br>*Fitted for oil fuel*<br>3*Dks*&*Shelter dk*<br>D.F. | 14457<br>8982<br>8523 | | | | | 1911 | Blohm&<br>Voss<br>Hamburg | NipponYusenK.K. | 560·0<br>H—B231′ | 65·3 | 31·2 | Kobe<br>Japanese<br>*WB* | Q8Cy.29$\frac{15}{16}$″,43$\frac{9}{32}$″,62$\frac{1}{4}$″&89$\frac{3}{8}$″–55$\frac{1}{8}$″ 1180NHP<br>Blohm&Voss,Hamburg | | C |
| 84381<br>44587<br>JCWM | —<br>(*ex*ChangFu–38, *ex*Phaethon–37, *ex*Greleden,*ex*Atherstone) | *ss*Shl.No.3–8,25<br>*ss*Bry.No.2–34<br>1*Dk*(*Stl*) | 4168<br>—<br>3106 | ✠ ~~5,38~~ ✠ | Lgn | *x* | | 1913<br>7mo | Craig,Taylor&Co.Ld.<br>Stockton | KaoruKikyo<br>*Cell* | 370·0<br>P52′B&F289′<br>*f*152′1152*t*<br>*DB*a127′ *uE*&*B*40′ | 51·4 | 24·1<br>FK<br>*FPT*98*t*<br>*FPT*207*t* | Kobe<br>Japanese<br>*WB* | T.3Cy.26″,42$\frac{1}{2}$″&69$\frac{1}{2}$″–45″ 371NHP<br>6*BHCem*<br>2SB,*6cf*,GS123,HS5983<br>Blair&Co.Ld.Stockton | 26 ″ 6 | |
| 84382<br>44884<br>JRBM | **Taiyu Maru**<br>*Mchy.Aft* | | 1875<br>—<br>1094 | | | | | 1938 | Osaka<br>Zosensho,<br>Osaka | UbeTissoKogyo<br>K.K. | 271·7<br>P85′F29′ | 40·0 | 20·3 | Ube<br>Japanese | T.3Cy.18″,29″&50″–39″ 156NHP<br>KubotaIronWorks,Osaka | | |
| 84383<br>154038<br>GPJB | **Taiyuan** Ⓟ<br>2*Dks* | | 2994<br>2511<br>2100 | | | | | 1929 | Taikoo<br>D.&E.Co.of<br>H.Kg.Ld.<br>HongKong | ChinaNav.Co.Ld. | 312·0<br>P41′Q43′B95′ | 45·2 | 22·7 | London<br>British<br>*WB* | T.3Cy.20$\frac{1}{2}$″,33″&53″–39″ 175NHP<br>TaikooD.&E.Co.<br>ofH.Kg.Ld.H.Kg. | | |
| 84384<br>29719<br>JYWA | **Taizan Maru** Ⓟ (*ex*Bangala)<br>*Ref.Mchy.* 3*Dks*(1*Stl*–ws&*UStl*–teaks) | | 3930<br>3141<br>2379 | ✠ 11,02 ✠ | Gls | *y* | | 1902<br>11mo | A.&J.<br>Inglis<br>Glasgow | ToaKaiunK.K.<br>*Cell* | 373·0<br>P74′B130′F88′<br>*DB*a78′ *uE*&*B*88′*f*138′591*t* | 45·2 | 26·5<br>FK<br>*DT f*18′412*t FPT* | Osaka<br>Japanese<br>54*tAPT*27*t* | T.3Cy.33″,55″&88″–54″ 899NHP<br>6*BHCem*<br>5SB,*15cf*,GS325,HS14200 FD<br>A.&J.Inglis,Glasgow | 29 ″ 3 | |
| 84385<br>34112<br>JCMC | **Taizin Maru** Ⓟ<br>(*ex*TaijinMaru–38,*ex*Hallfried)<br>*ss*Kob.No.3–1,10 ~~*ss*Kob.No.3–11,25~~<br>~~*ss*Kob.No.2–26~~<br>2*Dks*(*Stl–Weather dk pt* ws)<br>*Cruiser Stern* | TwinSc<br>*Oil Eng.* | 5155<br>4885<br>3642 | 100A1<br>*with freeboard*<br>4,40 ~~6,80~~<br>LMC CS8,37<br>DBS6,39 ~~4,40~~ 6,~~53~~ 6,40 | Kob | *y*<br>4,40<br>4,40 | CL<br>S5,39<br>P~~5,30~~<br>P1,40 | 1922 | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam | ShimomuraKisen<br>K.K.(TaiyoKaiun<br>K.K.*Mgrs.*)<br>*Cell* | 375·0<br>H272*t*<br>*DB*319′1016*t* | 51·2 | 34·1<br>FK<br>*Tank in way of tun* | Hutyu<br>Japanese<br>(3*to* 2*nd dk*)<br>*nels*85*t FPT*<br>Oil Engines 4S.C.SA<br>12Cy.22$\frac{1}{16}$″–39$\frac{3}{8}$″ 563NHP<br>6*BH* DB*100lb*<br>Werkspoor,Amsterdam<br>48*tAPT*90*t* | 34 ″ 1<br>s 8 ″ 9$\frac{1}{2}$<br>25 ″ 10$\frac{1}{4}$ | |
| 84386<br>32638<br>JTPB | —<br>*ex*Tune,*ex*Gijonès)<br>*ss*Kob.No.3–4,27<br>*ss*Kob.No.1–31<br>1*Dk*(*Stl*) | (*ex*TaijinMaru–38, | 1937<br>1682<br>1142 | ✠ ... 10,35 ✠ | Osa | *r* | | 1916<br>8mo | American<br>S.B.Co.<br>Cleveland,O. | MoriheiKisenK.K.<br>*Cell* | 251·2<br>P28′B64′F27′<br>*DB*a&*uE*10*t f*96′505*t FPT*67*t* | 43·6 | 18·2<br>FK<br>*APT*77*t* | Amagasaki<br>Japanese<br>4*BHCem*<br>2SB,*6cf*,GS126,HS5246<br>AmericanS.B.Co.Lorain,O. | T.3Cy.20″,33″&54′–40″ 274NHP | 20 ″ 2 | C<br>† |
| 84387<br>23072<br>JARB | **Taizyun Maru** (*ex*TaijunMaru–38)<br>1*Dk* | | 1274<br>1048<br>871 | | | | | 1918 | Uchida<br>S.B&E.Co.Ld<br>Yokohama | HatiumaKisen<br>K.K. | 228·0<br>P15′B54′F27′ | 33·0 | 18·7<br>*WB* | Huty u<br>Japanese | T.3Cy.14$\frac{1}{2}$″,24$\frac{1}{2}$″&40″–30″ 88NHP<br>UchidaS.B.&E.Co.Ld.Yka | | |
| 84388<br>40035<br>JFPJ | **Taka Maru** Ⓟ<br>*Oil Eng.*<br>*Mchy.Aft* *Cruiser Stern* | | 302<br>—<br>218 | | | | | 1935 | Urabe<br>Zosen<br>Tekkosho<br>Osaka | KimuraKenShoten | 119·9<br>P40′ | 23·0 | 11·5 | Seidomura<br>Japanese | Oil Engines 2S.C.SA<br>4Cy.14″–15$\frac{1}{2}$″ 138NHP<br>KobeHatsudokiK.K.Kobe | | |
| 84389<br>33627<br>JBTC | **Takamisan Maru**<br>*Oil Eng.*<br>*Mchy.Aft* *ss*Kob.No.2–37<br>1*Dk*(*Stl*) | | 1992<br>1651<br>1099 | ✠100A1<br>3,40<br>LMC CS12,37<br>DBS3,40 | Tama | *r*<br>3,40 | CL<br>3,40 | 1928<br>6mo | MitsuiBus-<br>sanKaisha<br>Tama<br>*Lloyd's* | MitsuiBussan<br>Kaisha,Ld.<br>*Cell* | 275·5<br>P64′B28′F34′<br>*DB*213′471*t FPT*<br>104*tAPT*36*t* | 40·7 | 21·0<br>FK | Kobe<br>Japanese<br>4*BHptCem*<br>MitsuiBussanKaishaTama | Oil Engines 4S.C.SA<br>6Cy.19$\frac{1}{16}$″–35$\frac{7}{16}$″ 224NHP<br>DB*80lb* | 21 ″ 0<br>s 3 ″ 0<br>18 ″ 2 | |
| 84390<br>32733<br>JPOB | **Takao Maru** Ⓟ<br>*ss*Osa.No.2–35<br>2*Dks*(*Stl–Wthr dk* ws)3*rd dk*(*Stl*)<br>*inNos.*1,3&4*holds* | | 4282<br>3857<br>2517 | ✠ ... 8,38 ✠ | Osa | *w* | | 1927<br>5mo | Uraga<br>DockCo.<br>Uraga | OsakaSyosenK.K.<br>*Cell D* | 355·6<br>B30′F37′<br>*B297′ 711t FPT*37*t* | 48·5 | 32·5<br>FK<br>*Coll* | Osaka<br>Japanese<br>6*BHCem*<br>*B.to W dk*<br>*APT*18*t* | 2SteamTurbinesDRgeared to 1 Sc. Shaft<br>4SB,*12cf*, 732NHP<br>GS231,HS9080<br>Mitsubishi<br>ZosenKaisha,Ld.Nag. | 32 ″ 6 | |
| 84391<br>31361<br>JFZB | —<br>(*ex*Muristan)<br>*ss*Kob.No.3–10,29<br>*ss*Kob.No.2–38<br>1*Dk*(*Stl*)&2*nd dk*<br>(*Stl*)*inNos.*1,2&4*holds* | | 3204<br>2817<br>1941 | ✠ ~~...~~ 3,41 ~~LMCS,40~~ | Kob | *u* | CL<br>3,40 | 1920<br>1mo | J.Priest-<br>man&Co.<br>Sunderland<br>*Lloyd's* | KawasakiKisen<br>K.K.<br>*Cell* | 331·3<br>P33′B98′F28′<br>*DB*278′749*t FPT*113*t* | 46·8 | 23·2<br>FK<br>*APT*122*t* | Kobe<br>Japanese<br>5*BHCem* | T.3Cy.25″,41″&68″–45″ (*s*) 180lb 358NHP<br>3SB,*9cf*,GS156,HS5826<br>G.Clark,Ld.Sunderland | 25 ″ 6 | |
| 84392<br>27708<br>JNKD | **Takaoka Maru** TwinSc<br>*ss*Osa.No.3–5,32<br>~~*ss*Kob.No.2–10 *ss*Kob.No.1–26~~<br>2*Dks*(*Stl*) | | 7007<br>6443<br>4327 | ✠100A1<br>~~1,40~~ ~~9,39~~ 4,41<br>~~BS1,39~~ LMC~~1,39~~<br>~~BS4,41~~ 4,40<br>*Fitted for oil fuel* 4,23 | Kob | *b*†<br>4,40<br>*F.P. a* | CL<br>~~S12,36~~<br>P10,40<br>S4,40 | 1920<br>12mo | Yokohama<br>DockCo.<br>Yokohama | NipponYusenK.K.<br>*Cell D*<br>*Lloyd's*<br>50° F. | 445·0<br>461·0(O.L.)<br>P35′B138′F35′<br>*DB*392′ 1356*t*<br>*Dfa*42′ 1337*t*<br>*DT f*30′1040*t FPT*<br>*above* 1 | 58·0 | 34·0<br>FK<br>73*tAPT*58*t* | Tokyo<br>Japanese<br>7*BHCem* | T.6Cy.20″,33$\frac{1}{2}$″&56″–48″ (*s*) 200lb 632NHP<br>4SB,*12cf*,GS225,HS9200 FD<br>YokohamaDockCo. | 34 ″ 0<br>s 7 ″ 8$\frac{1}{2}$<br>26 ″ 8 | |
| 84393<br>14161<br>JDMB | **Takaosan Maru**<br>*ss*Kob.2ndNo.3–12,35<br>*ss*TamaNo.1–40<br>*Cantilever framed*<br>*Mchy.Aft* *Topside tanks* 1*Dk*(*Stl*) | | 2076<br>1703<br>1114 | ✠100A1<br>~~1,~~ 2,46<br>LMC~~2,46~~<br>3,41 | Tama | *r* | CL<br>2,40 | 1911<br>5mo | J.Priest-<br>man&Co.<br>Sunderland<br>*Lloyd's* | MitsuiBussan<br>Kaisha,Ld.<br>*Cell D* | 275·0<br>P73′B16′F28′<br>*BuE*&*B*43′*f*196′529*t*<br>*FPT*64*t* | 42·0 | 18·1<br>FK<br>*APT*30*t Topside ta* | Tokyo<br>Japanese<br>4*BHCem*<br>*nks* 155′350*t* | T.3Cy.21″,35″&57″–39″ (*s*) 180lb 240NHP<br>2SB,*6cf*,GS120,HS3963<br>Blair&Co.Ld.Stockton | 20 ″ 6<br>s2 ″ 10$\frac{3}{4}$<br>17 ″ 10 | |
| 84394<br>43182<br>JJUL | **Takasago Maru** Ⓟ<br>D.F. *Ref.Mchy.* 3*Dks*<br>*Cruiser Stern* | TwinSc | 9347<br>6850<br>4493 | | | | | 1936 | Mitsubishi<br>JukogyoK.K<br>Nagasaki | OsakaSyosenK.K. | 462·6<br>F36′ | 60·7 | 38·1<br>*WB* | Osaka<br>Japanese | 4DRgeared steam turbines 1416NHP<br>MitsubishiJukogyoK.K.<br>Nag. | | |
| 84395<br>35925<br>JNNH | **Takasima Maru**<br>1*Dk* | | 494<br>389<br>247 | | | | | 1930 | Harima<br>SB.&E.CoLd.<br>Harima | IinoKisenK.K. | 150·0 | 27·0 | 14·7 | Tokyo<br>Japanese | T.3Cy.11″,19″&32″–21″ *Emade*18 45NHP<br>MeijiKosakusho,Kobe | | |
| 84396<br>38759<br>JWIH | **Takatiho Maru** Ⓟ<br>(*ex*TakachihoMaru–38)<br>*Ref.Mchy.* 3*Dks*(*Stl–Weather dk*–ws&<br>*Orlop dk*(*Stl*)*inNos.*1&2*holds*)<br>*Cruiser Stern* | TwinSc<br>*ss*Kob.No.1–38 | 8154<br>6442<br>4316 | ✠ ... 12,38 ✠ | Kob | | | 1934<br>1mo | Mitsubishi<br>ZosenKaisha<br>Ld.<br>Nagasaki | OsakaSyosenK.K.<br>*Cell D*<br>*'tween dk tan* | 453·3<br>F48′<br>*B378′1117t*<br>*ks inER*92*t FPT*49*t* | 59·0 | 37·0<br>FK<br>*APT*130*t* | Osaka<br>Japanese<br>7*BHCem* | 4 steam turbines DRgeared to 2 Sc. shafts 1430NHP<br>HS17591<br>7SB(Spt),*21cf*,GS448,<br>MitsubishiZosenKaisha<br>Ld.Nag | 37 ″ 0 | |
| 84397<br>43364<br>JWAL | —<br>(*ex*TakachihoMaru–38)<br>Wireless | *Oil Eng.*<br>1*Dk* | 343<br>—<br>161 | | | | | 1937 | Harada<br>ZosenK.K.<br>Osaka | NanboKisenK.K. | 130·2 | 23·0 | 13·0 | Tokyo<br>Japanese | Oil Engines | | |
| 84398<br>34134<br>JNHH | **Takatori Maru No. 1** (*ex*Takatori Maru)<br>*Carrying oil in bulk* 1*Dk* | | 879<br>732<br>501 | | | | | 1928 | IinoShoji<br>K.K.<br>Osaka | IinoKisenK.K. | 195·0 | 31·0 | 16·5 | Tokyo<br>Japanese | T.3Cy. | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'équipement. | 7a Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Longueur où cote, si ces est dans le L. R. Dark Cert. Roll Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84399 | **Takatori Maru No. 2** | | 521 | | | | | 1931 | Harima S.B.&Eng. Co.Ld. Harima | IinoKisenK.K. | 170·4 \| 29·0 \| 12·5 P61′F16′ | | | Tokyo Japanese | Oil Engines 4S.C.SA. 6Cy.14⅝″–22½″ 117NHP KobeSteelWorks,Kobe | | |
| 36828 | *Oil Eng.* | | 378 | | | | | | | | | | | | | | |
| JAVE | *Mchy.Aft* 1 *Dk* | | 214 | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 84400 | **Take Maru** | | 1264 | | | | | 1929 | Tatsugi Zosensho Wakamatsu | TaiheiyoGyogyo K.K. | 228·0 \| 31·0 \| 19·0 | | | Shimono-seki Japanese | T.3Cy. | | |
| 34393 | | | 992 | | | | | | | | | | | | | | |
| JPCF | 1 *Dk* | | 699 | | | | | | | | | | | | | | |
| 84401 | **Takegawa Maru** | | 1931 | | | | | 1938 | Tsurumi SeitetsuZosen K.K. Yokohama | KawasakiKisen K.K. | 271·6 \| 40·0 \| 20·3 P87′F29′ | | | Kobe Japanese *WB* | T.3Cy.18″,29½″&50″–39″ HS4155 228NHP TsurumiSeitetsuZosen K.K.Yka. | | |
| 45325 | | | 1550 | | | | | | | | | | | | | | |
| JZSM | *Mchy.Aft* 1 *Dk* | | 1065 | | | | | | | | | | | | | | |
| 84402 | **Taketoyo Maru** Twin Sc | | 6965 | ✠100A1 | Kob | *b*† | CL | 1920 | Yokohama DockCo. Yokohama | NipponYusenK.K. | 445·0 \| 58·0 \| 34·0 P35′B138′F35′ FK | | | Tokyo Japanese | T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 632NHP 7*BHCem* | 34 ″ 0 s 7 ″ 6½ | |
| 27697 | *ss*Kob.No.3–7,32 | | 6443 | 10,39 | | | | 10mo | | | | | | | | | |
| JTUD | *ss*Kob.No.1–36 | | 4288 | ~~8,38~~ ✠LMC8,37 | | | s8,38 | | | | | | | | 4SB,*12cf*,GS225,HS9200 FD | 26 ″ 8 | |
| | 2 *Dks*(*Stl*) | | | ~~11,40~~ | | | 11,40 | *Lloyd's SA&CP* | | *Cell DB*389′1351*t* | | | | YokohamaDockCo.Yka. | | |
| | | | | *Fitted for oil fuel* 4,23 | | | *F.P. above* 150° F. | | | *DTa*42′1320*t* | *DTsf*45′1487*t* | *FPT* | 71*t* | *APT*56*t* | | | |
| 84403 | **Taki Maru** | | 1244 | | | | | 1916 | OsakaIron Works,Ld. Osaka | IinoKisenK.K. | 220·0 \| 33·5 \| 18·5 P23′B44′F24′ *WB* | | | Tokyo Japanese | T.3Cy.13½″,23″&38″–30″ 79NHP OsakaIronWorksLd.Osaka | | |
| 19784 | | | 1012 | | | | | | | | | | | | | | |
| JHJC | Wireless 1 *Dk* | | 741 | | | | | | | | | | | | | | |
| 84404 | **Takliwa** Ⓟ Twin Sc | | 7936 | ✠100A1 | Bom | *d*† | CL | 1924 | Barclay, Curle&Co.Ld Glasgow | BritishIndiaStm. Nav.Co.Ld. | 450·7 \| 60·2 \| 29·6 B207′F48′ FK | | | London British | T.8Cy.25′,42½″&(2)51″–51″ 215lb (*s*) 1376NHP 8*BHCem* | 33 ″ 0 s 6 ″ 2½ | |
| 147685 | *ss*Bom.No.3–2,36 | | 5879 | *with freeboard* | | | ~~8,38~~ | 7mo | | | | | | | 7SB,*28cf*,GS526,HS21882 FD | 27 ″ 3 | |
| GKLB | D.F. 3 *Dks*(*Weather dk Stl*–teak s | | 3742 | ~~4,10~~ ~~1,32~~ 2,41 | | | ~~8,38~~ | *Lloyd's SA&CP* | | | *Collision* | *BHtoW dk* | | Barclay,Curle&Co.Ld.Gls. | | |
| | *Ref.Mchy.* 2nd *dk Stl*–ws 3rd *dk Stl*) | | | ~~BS3,39~~ ✠LMC~~5,36~~ 2,41 | | | 2,41 | | | *Cell DB*386′1239*t* | *DTtween t'nnels*36′78*t* | *FPT*108*t* | *APT*139*t* | | | |
| | *ss*Bom.No.1–40 | | | *Fitted for oil fuel* 7,24 | | | *F.P. above* 150° F. | | | | | | | | | | |
| 84405 | **Takoradian** | | 5452 | ✠100A1 | Sou | *b*† | CL | 1937 | Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G | Elmina,Ld. (UnitedAfricaCo. Ld.*Mgrs.*) | 423·6 \| 56·7 \| 23·7 438·9(O.L.) F45′ FK | | | Freetown, S.Leone British | 2 Oil Engines SR geared to 1 sc. shaft 2S.C.SA 12Cy.16⅞″–22½″ 577NHP DB*100lb* 2DB(WTB) *100lb* | 26 ″ 2 s 2 ″ 4 | |
| 157533 | *Oil Eng.* | | 4388 | *with freeboard* | | | | 7mo | | | | | | | | 24 ″ 0½ | |
| VPTM | D.F. E.S.D. 1 *Dk*&*Shelter dk* | | 3106 | 3,40 ✠LMC7,37 | | | | | | | | | | | | | |
| | *pt 3rd dk in No. 2 hold* | | | DBS(WTB)7,38 | | | | | | | | | | | | | |
| | *Cruiser Stern* | | | Surveys delayed | | | | *Lloyd's SA&CP* | | | | | | | | | |
| | | | | *Carrying vegetable oil in deep tank* | | | | | | *Cell DB*349 | 1404*t* | *MT's*23′845*t* | *FPT*206*t* | *APT*165*t* | | | |
| 84406 | **Taksang** Ⓟ | | 3471 | ✠100A1 | HKg | *u* | CL | 1935 | Lithgows Ld. PortGlasgow | Indo-ChinaSteam Nav.Co.Ld. | 314·7 \| 48·1 \| 25·2 325·0(O.L.) B85′F37′ FK | | | HongKong British | T.4Cy.21½″,34½″&(2)44″–42″ & exhaustTurbine driving steam compressor | 27 ″ 0 s 8 ″ 9½ | |
| 159440 | *ss*H.Kg.No.1–39 | | 2813 | *with freeboard* | | | 11½ | 7mo | | | | | | | 6*BHCem* | 18 ″ 6 | |
| VPJF | D.F. 2 *Dks* | | 1894 | ~~10,40~~ ~~1,00~~ ✠LMC10,39 | | | 10,40 | *Lloyd's SA&CP* | | *Cell DB*265′558*t* | *FPT*31*t* | *APT*68*t* | | | 220lb (*s*) 530NHP 3SB,*9cf*,GS165,HS7710 FD | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | D.Rowan&Co.Ld.Glg. | | |
| 84407 | **Taku** (*ex* Ormes–39) | | 1362 | ✠100A1 | Sea | *o* | CL | 1920 | ToddShip-yardsCorp. (TebоPlant) Brooklyn NY | AlaskaTransptn. Co. | 227·0 \| 33·7 \| 13·7 21·3 FK | | | Ketchikan Utd. States | T.3Cy.19″,32″&52″–36″ (*s*) 180lb 245NHP 2SB,*6cf*,GS200,HS3780 FD | 23 ″ 7 s 7 ″ 3 | |
| 225292 | *ss*N.Yk.No.3–5,33 | | 1185 | *Awng dk* | | | 2,38 | 12mo | | | | | | | *pt Cem* | 16 ″ 9 | |
| KFZJ | *ss*N.Os.No.1–36 | | 768 | *with freeboard* 1,40 | | | | A&CP | | *Cell DB* 165′177*t* | *DTf*17′242*t* | *FPT*18*t* | *APT*22*t* | | *BH to Aw dk* 4 ,, ,, *Up* ,, | | |
| | 1 *Dk*(*Stl*)& *Awng dk*(*Stl*–ws)3*trB* | | | ~~8S1,40~~ ✠LMC10,36 | | | | | | | | | | | WhiteFuelOilEngineering Co.NewYork | | |
| | | | | *Fitted for oil fuel* 12,20 | | | *F.P. above* 150° F. | | | | | | | | | | |
| 84408 | **Takuen Maru** | | 3276 | ✠ ... | | | | 1920 | Submarine BoatCorp. Newark,N.J. | Okada-gumiK.K. | 324·0 \| 46·2 \| 25·0 P30′B90′F35′ FK | | | Osaka Japanese *WB* | DR geared steam turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa | 28 ″ 6 | C † |
| 44043 | (*ex* Fort Armstrong–38) | | — | 6,21 | | | | 5mo | | | | | | | | | |
| JZIL | 1 *Dk*2*trBin fore*&*after holds*&*Web frames* | | 1910 | ✠ | | | | | | | | | | | | | |
| 84409 | **Takusan Maru** (*ex* Unyo Maru | | 2753 | ✠ ... | | | | 1905 | J.Blumer& Co. Sunderland | TomoeGumiKisen K.K. | 314·0 \| 46·2 \| 23·0 P28′B90′F32′ FK | | | Tokyo Japanese *WB* | T.3Cy.23″,38″&62″–42″ 257NHP J.Dickinson&Sons,Ld.Sld. | 23 ″ 0 | |
| 33186 | No.6–39, *ss*Kob.2nd No.3–4,28 | | 2559 | 6,31 | | | | 5mo | | | | | | | | | |
| JBEC | *ex* TsukumoMaru–32, 1 *Dk*&*deep framing ex* Joh.Ludw.Mowinckel, *ex* Spennymoor) | | 1980 | ✠ | | | | | | | | | | | | | |
| 84410 | **Takusei Maru** (*ex* Tashmoo–38) | | 3514 | ✠ ... | | | | 1919 | Submarine BoatCorp. Newark,N.J. | Okada-gumiK.K. | 324·0 \| 46·2 \| 25·0 P30′B90′F35′ FK | | | Osaka Japanese *WB* | DR geared steam turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | C † |
| 44034 | *Fitted for oil fuel* | | — | 6,20 | | | | 3mo | | | | | | | | | |
| JZEL | 1 *Dk*2*trBin fore*&*after holds*&*Web frames* | | 2062 | ✠ | | | | | | | | | | | | | |
| 84411 | **Talabot** *ss*Liv.No.1–40 | | 6798 | ✠100A1 | Syd | *e*† | CL | 1936 | Götaver-kenA/B Gothenburg | Wilh.Wilhelmsen | 479·1 \| 62·3 \| 28·9 P42′F48′ FK | | | Tonsberg Norwegian | Oil Engines 2S.C.DA 7Cy.24⅞″–55½″ 1436NHP 7*BH* DB*100lb* | 31 ″ 7 s 4 ″ 1½ | |
| | *Oil Eng.* | | 5992 | *with freeboard* | Liv | 2½ | 12,38 | 3mo | | | | | | | | 27 ″ 7½ | |
| LJCP | D.F. E.S.D. 1 *Dk*&*Shelter dk* | | 4178 | 6,40 ✠LMC CS10,40 | | | | | | | | | | | | | |
| | GyC. 3rd *dk except in after holds* | | | DBS9,39 8,40 | | | | *Lloyd's SA&CP* | | | | | | | (*Coll to Sh dk* 6 ,, 2*nd* ,,) | | |
| | *Cruiser Stern* | | | *Carrying oil tank*&*tanks* *F.P. above* 150° *in way of tunnel* | | | | F. in deep | | *Cell DB*339′1609*t* *Tanks in way of tunnel* | *MT*30′1456*t* 442*t* | *FPT* | 77*t* | *APT*163*t* | Götaverken A/B,Gct. | | |
| 84412 | **Talacre** K | | 301 | ✠100A1 | Bng | *d* | ~~3,38~~ | 1917 | Crabtree& Co.Ld. Gt Yarmouth | Point of Ayr Collieries,Ld. | 130·5 \| 23·2 \| 9·5 137·7(O.L.) Q48′B9′F16′ FK | | | Liverpool British | C.2Cy.16″&33″–22″ (*s*) 130lb 45RHP 1SB,*2pf*,GS35,HS1261 | 10 ″ 6 s ″ 8½ | |
| 140525 | *ss*Bkn.No.3–3,30 | | 211 | ~~Gyld 5,30~~ 7,41 | Liv | | 6,40 | 8mo | | | | | | | 3*BHCem* | 9 ″ 11 | |
| MGWD | *Mchy.Aft* *ss*Bkn.No.2–38 | | 117 | ~~1,38~~ ✠LMC4,38 | | | | *Lloyd's SA&CP* | | | | | | | 45*tAPT*30*t* | | |
| | 1 *Dk*(*Stl*) | | | ~~BS5,30~~ 7,41 | | | | | | | | | | | Crabtree&Co.Ld.Gt.Yar. | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 84413 | **Talamanca** Ⓟ Twin Sc | | 6963 | | | | | 1931 | NwprtNws S.B.&D.D.Co NewprtNews | UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*) | 415·4 \| 60·2 \| 24·0 P36′B&F348′ | | | NewYork Utd.States *WB* | 2SteamTurbines connect'd toElec.Motor&Sc.Shafts GeneralElectricCo. Schenectady,N.Y | | R |
| 231349 | *Fitted for oil fuel* | | — | | | | | | | | | | | | | | |
| KDCC | D.F. E.S.D. 4 *Dks* | | 3182 | | | | | | | | | | | | | | |
| | *Ref.Mchy.* GyC. | | | | | | | | | | | | | | | | |
| 84414 | **Talamba** Ⓟ Twin Sc | | 8018 | ✠100A1 | Bom | *d*† | CL | 1924 | Hawthorn, Leslie&Co.Ld Newcastle | BritishIndiaStm. Nav.Co.Ld. | 450·8 \| 60·3 \| 29·7 466·2(O.L.) B207′F49′ FK | | | London British | T.8Cy.25′,42½″&(2)51″–51″ 215lb (*s*) 1376NHP 7SB,*28cf*,HS21882 FD | 33 ″ 0 s 5 ″ 9½ | |
| 147734 | *ss*H.Kg.No.3–3,38 | | 5979 | *with freeboard* | | | ~~8S2,28~~ | 10mo | | | | | | | 10*BHpt Cem* | 27 ″ 8 | |
| GKNM | D.F. 3 *Dks*(*Stl*–*Weather dk* teak s) | | 3844 | 10,40 ~~10,00~~ | | | s12,39 | *Lloyd's SA&CP* | | | *Collision* | *BH to W dk* | | Hwthrn,Leslie&Co.Ld.Nwc | | |
| | *Ref.Mchy.* | | | ~~BS3,40~~ ✠LMC3,38 | | | P10,40 | | | *Cell DB*386′1244*t* | *FPT*94*t* | *APT*110*t* | | | | |
| | | | | *Fitted for oil fuel* 10,24 | | | *F.P. above* 150° F. | | | | | | | | | | |
| 84415 | **Talang Akar** | | 2046 | ✠100A1 | Sng | *s* | CL | 1926 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | N.V.Nederlandsche Koloniale Tank-vaart Maats. | 280·0 \| 47·1 \| 16·2 P68′B22′F40′ FK | | | Palembang Dutch | T.3Cy.19″,30″&49″–36″ (*s*) 180lb 230NHP 2SB,*4cf*, ,HS3649 FD | 16 ″ 6 s 2 ″ 2 | |
| 1569 | *ss*Sng.No.3–9,38 | | 1108 | ~~1,14~~ ~~1,00~~ ✠LMC9,38 | Sba | | 11,37 | 10mo | | | | | | | 11*BHpt Cem* | 14 ″ 6½ | |
| PHWI | *Mchy.Aft* 1 *Dk*(*Stl*)& *Web frames* | | | ~~BS5,30~~ 1,41 | | | | | | *Cell DB* | *uE*&*B*43′112*t* | *FPT* | 165*t* | *APT*75*t* | Richardsons,Westgarth& Co.Ld.Hpl. | | |
| | *Longitudinal framing* | | | *Carrying Petroleum in bulk Fitted for oil fuel* 10,26 | | | *Lloyd's SA&CP* *F.P. above* 150° F. | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | By Whom — Where | 9 Owners. | 10 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 13 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 14 Registers in which classed, if not in L.R. Distinctive of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84416 | **Talaralite** | | 2631 | ✠100A1 | Hfx | *r* | CL | 1918 | TheCollingwood | ImperialOil,Ld., MarineDepartment (H.J. Ramives,*Mgr.*) | 250·0 | 43·8 | 23·5 | Montreal | T.3Cy.18″,30″&50″–36″ (*r*) | 25 ″ 0 |
| 137907 | | *ss*Hfx.No.3–5,30 | 2063 | 4.40 ~~1.40~~ | StJ | | ~~3,37~~ | 4mo | S.B.Co.Ld | | | | | British | 180lb ~~125lb~~ 211NH | s 2 ″ 7½ |
| VGTC | *Mchy.Aft* | *ss*St.J.No.2–37 | 1394 | BS4,41 ✠LMC12,37 | | | 4,40 | A&CP | Collingwood | | P73′F35′ | | FK | 10*BHptCem* | 2SB,*6cf*,GS110,HS3910 | 22 ″ 7½ |
| | D.F. | 1*Dk(Stl)&Web frames* | | *Carrying Petroleum in bulk Fitted for oil fuel* 8,18 | | | *F.P. above* | 1 | 50° F. | *CellDB* | *uE & B* 44′97*t FPT* | | | 446*t APT* 80*t* | CollingwoodS.B.Co.Ld. | |
| 84417 | **Talas** (*ex*Fina–32,*ex*Hocking, *ex*Grönland,*ex*Ameland, *ex*Parklands) | *ss*Rot.No.2–03 1*Dk(Irn)2trB&Web frames* | 2480 | ✠ 11,06 ✠ | Rot | *t* | | 1895 | W.Gray& Co.Ld. WHartlepool | Parobrodarsko DrustvoGrgic s.o.j. | 304·0 | 44·0 | 20·7 | Vranjic Yugoslav | T.3Cy.23″,36½″&62″–39″ 239NHP | 23 ″ 2 |
| | | | 2322 | | | | | 5mo | | | P27′B68′F31′ | | FK | 5*BHCem* | 2SB,*6rf*,GS79,HS3580 | |
| YTEN | | | 1554 | ✠ | | | | | | *CellD* | *Ba*102′*u E*22′*f*120′ | | | 654*t APT*59*t* | Cen.Mar.Eng.Wrks.WHpl | |
| 84418 | **Talisman** | TwinSc *OilEng.* | 6701 | ✠100A1 *withfreeboard* | Bal NYk | *et* 2½ | CL 7,40 | 1937 | Kockums M.V.Aktieb. Malmö | Wilh.Wilhelmsen | 479·1 498·9(O.L.) | 62·3 | 28·8 | Tönsberg Norwegian | Oil Engines 2S.C.DA 14Cy.23⅝″–43⅜″ 2722NHP DB*100lb* | 31 ″ 7 s 4 ″ 0½ |
| | | | 5891 | | | | | 10mo | | | | | | | | |
| LJPK | D.F. E.S.D. | 1*Dk&Shelter dk* | 4056 | 7,40 ~~9,30~~ ✠LMC10,37 | | | | *Lloyd's* | | | P42′F44′ | | FK | 7*BHptCem* | | 27 ″ 7 |
| | GyC. | 3*rd dk except in after holds CruiserStern* | | | | | | *SA&CP* | | | | | | *ptAsp* | | |
| | | *Part electrically welded including butts of shell & deck plating* | | *Carrying cargo oil in deep tank & tanks* | | *F* | *P. above* | ve 150° F. | | *CellDBuE* | *&F*276′1117*t MT*30 *Tanks in way of tunnels* 1442*t* 1122*t FPT*75*t* | | | *Coll to Sh dk* 6 „ 2*nd*„ *APT*191*t* | | |
| 84419 | — Ⓟ | **Pad** *OilEng.* | 544 | | | | | 1935 | A&J.Inglis Ld. Glasgow | London&North EasternRly. | 215·5 | 27·5 | 8·7 | Glasgow British | Oil Engines 4S.C.SA & electric drive | BT till 4,40 |
| 164056 | | 1*Dk* | 327 | | | | | | | | | | | | 32Cy.10″–12″ 312NHP | |
| | | | 211 | | | | | | | | | | | | EnglishElectricCo.Ld. Stafford | |
| 84420 | **Talisse** Ⓟ | 3Mst *OilEng.* | 8169 | ✠100A1 | Ams | *dt* | CL | 1930 | CaledonS. B.&E.Co.Ld Dundee | Stoomv.Maats. Nederland | 468·8 | 62·3 | 32·6 | Batavia Dutch | Oil Engines 2S.C.SA | 36 ″ 6 |
| 1413 | | | 7380 | ~~3,07,40~~ 2,41 | Sba | | ~~0,37~~ | 7mo | | | | | | | 8Cy.32$^{5}/_{16}$″–56$^{3}/_{16}$″ 1450NHP | s 7 ″ 7½ |
| PHWK | D.F. E.S.D. | *ss*Sba.No.2–38 | 4931 | ✠LMC CS11,38 | | | 2,41 | *Lloyd's* | | *CellDB*393′ | P40′B160′F57′ 1675*t* | | FK | 8*BHptCem* (1,,*to*2*nd dk*) | NDB34(*Upr*)*100lb* DB*145lb* | 29 ″ 1½ |
| | | 3*Dks(Stl–U*teak s) 4*th dk(Stl)inNo.*1*hold* | | DBS1,40 11,38 2,41 | | | | *SA&CP* | | | *DTa*32′1124*t FPT* *DTsf*(*inNos.*1*&*3*h* | | | 115*t APT*51*t* *olds*)65′*&*56′ | SulzerBros.Winterthur | |
| | | | | *Fitted for carrying oil in deep tank aft Carrying oil F.P. above* 150° F. *in forward deep tanks (in Nos.*1 *&* 3 *holds)* | | | 6,30 *F.P. above* | | | | | | | | 2060*t* | |
| 151 40 84421 | **Talleyrand** | TwinSc *OilEng.* | 6732 | ✠100A1 *withfreeboard* | Osl | *dt* | CL | 1927 | Deutsche WerkeA.G. Kiel | Wilh.Wilhelmsen | 461·4 | 60·6 | 29·0 | Tönsberg Norwegian | Oil Engines 4S.C.SA | 31 ″ 7 |
| | | | 5975 | | | | 1,39 | 10mo | | | | | | | 16Cy.29½″–47¼″ 1352NHP | s 4 ″ 1½ |
| LCZV | | *ss*Kel.No.2–35 | 4038 | 7,39 | | | | | | | P44′F42′ | | FK | 8*BHptCem* | NDB38 *100lb* | 27 ″ 7½ |
| | D.F. | 1*Dk(Stl)&Shelter dk(Stl)* 3*rdDk(Stl) except in after hold* | | ✠LMC CS7,35 DBS7,38 7,38 | | | | *Lloyd's* | | *CellDB*344′ 1192*t* *tunnels*505*t FPT* | *Tanks in way of* 133*t APT*160*t* *MF*25′1171*t* | | | *ptAsp* *Coll to Sh dk* 7 „2*nd*„) | DeutscheWerkeA.G.Kiel | |
| | | | | *Carrying vegetable oil in deep tank &tanks in way of tunnels* | | | | *SA&CP* | | | | | | | | |
| 84422 | **Talma** Ⓟ | | 10000 | ✠100A1 | Cal | *dt* | CL | 1923 | Hawthorn Leslie&Co.Ld Newcastle | BritishIndiaStm. Nav.Co.Ld. | 451·0 | 59·3 | 36·8 | Glasgow British | Q.4Cy.29″,41½″,59″&85″–54″ | 40 ″ 0 |
| 147875 | | *ss*Cal No.3–2,35 | 8060 | *withfreeboard* | Bom | | ~~11,38~~ | 9mo | | | | | | | 215lb (*s*) 900NHP | s 13 ″ 4½ |
| GJXN | D.F. | 3*Dks(Stl*–weather teak s) | 6154 | ~~Examined~~ 2,41 BS11,39 ✠LMC2,35 | | | 2,41 | *Lloyd's* | | | P48′B213′F43′ | | FK | 8*BHptCem* | 4SB,*16cf*,GS330,HS13792 FD | 27 ″ 1½ |
| | *Ref.Mchy.* | *Cruiser Stern* | | | | | | *SA&CP* | | *CellD* | *B*393′1536*t DTa*50′ | | | *of tunnel* 87 | Hwthrn,Leslie&C.Ld.Nwc. *tFPT*155*t APT*48*t* | |
| 84423 | **Talodi** Ⓟ | | 1578 | ✠ ... | | | | 1928 | A.Stephen &Sons,Ld. Glasgow | PharaonicMail Line,S.A.E. | 236·6 | 39·4 | 16·0 | Alexndria Egyptian | T.3Cy.17½″,29″&47″–30″ | 18 ″ 4 |
| 78 | | *Fitted for oil fuel* | — | 8,32 | | | | 7mo | | | B80′F26′ | | FK | *WB* | 181NHP | |
| SUBH | Wireless D.F. | 1*Dk&Shelter dk* | 770 | ✠ | | | | | | | | | | | A.Stephen&Sons,Ld.Gls. | |
| 84424 | **Taltal** Ⓟ (*ex*Pladda) | **Iron** | 1196 | ✠ ... | | | | 1889 | WBThmpson&Co.Ld. Dundee | Soc.Anon. MaritimaChilena | 243·0 | 33·7 | 15·9 | Valparaiso Chilian | T.3Cy.23″,38″&61″–48″ | 16 ″ 11 |
| 916 | | | 900 | 8,93 | | | | 5mo | | | P144′F50′ | | | *WB* | NB13 258NHP | |
| CBTT | Wireless *Well deck* | 2*Dks* | 617 | ✠ | | | | | | | | | | | WBThompsn&Co.Ld.Dun | |
| 84425 | **Talthybius** Ⓟ | TwinSc | 10254 | | | | | 1912 | Scotts'S.B. &Eng.Co.Ld. Greenock | OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*) | 506·0 | 60·3 | 39·5 | Liverpool British | T.6Cy.23″,38½″&65″–48″ | |
| 131411 | | | 9577 | | | | | | | | F75′ | | | | 586NHP | |
| GPZN | D.F. | 3*Dks* | 6492 | | | | | | | | | | | *WB* | Scotts'SB&EngCo.Ld.Grk | |
| 84426 | **Talune** | | 2742 | ✠100A1 | Syd | *u* | CL | 1930 | Blythsw'd S.B.Co.Ld. Glasgow | UnionS.S.Co.of NewZealand,Ld. | 315·7 | 45·5 | 19·9 | Hobart British | T3Cy 23½″,40½″&66″–45″(*s*) | 22 ″ 3 |
| 153895 | | *ss*Syd.No.2–39 | 2166 | ~~5,40~~ ~~8,39~~12,40 | | | ~~6,37~~ | 2mo | | | | | | | 200lb 432NHP | s 2 ″ 6 |
| VJNQ | | 1*Dk(Stl)&2nd dk(Stl) in forward hold* | 1498 | ✠LMC MS5,38 BS2,46 1,41 | | | 5,40 | *Lloyd's* | | *Duct keel forward* | P&B165′F50′ | | FK | 5*BHptCem* | 2SB,*8cf*, ,HS6345 FD | 19 ″ 11½ |
| | | | | *Fitted for oil fuel* 2,30 | | | *F.P. above* | 1 | 50° F. | *CellDB*258′598*t* *way of* | *of machinery space Tanks in* | | | | D&WHendersn&CoLdGls. | |
| 104 40 84427 | **Talvaldis** (*ex*Westerham, *ex*TeignI) | *ss*Rga-2ndNo.3–4,38 | 534 | ✠100A1 | Lie | *h* | OG | 1912 | GooleS.B. &RepgCoLd. Goole | Stahl&Co.(D. Thomsons,*Mgr.*) | 165·0 | 26·1 | 12·6 | Riga Latvian | T.3Cy.13″,21″&35″–24″ (*s*) | 13 ″ 5 |
| 94 | | | 435 | 6,38 | | | 6,37 | 6mo | | | 175·4(O.L.) | | | | 180lb *90lb* 61NHP | s ″ 6½ |
| YLEB | *Well deck* | 1*Dk(Stl)* *Cargo battens not fitted* | 252 | ✠LMC MS7,37 BS5,39 | | | | *Lloyd's* | | *D* | Q81′B14′F23′ *Ba*28′*f*14′55*t FPT* | | FK | 4*BHCem* 37*t APT*16*t* | 1SB,*3pf*,GS40,HS1373 Earle'sCo.Ld.Hull | 13 ″ 0 |
| | | | | | | | | *SA&CP* | | | | | | | | | |
| 84428 | **Tama Maru** Ⓟ | | 3052 | ✠ | Yka | *u* | | 1918 | MatsuoIrn Wks.&Dkyd Nagasaki | NipponYusenK.K. | 311·0 | 44·2 | 27·0 | Tokyo Japanese | T.3Cy.22″,37″&61″–42″ | 27 ″ 0 |
| 22013 | | *ss*Kob.No.1–24 | 2608 | 8,27 | | | | 3mo | | | P21′B78′F41′ | | FK | 5*BHCem* | 262NHP | |
| JFID | | 1*Dk(Stl)2nd dk(Stl,except inNo.*2*hold)* | 1840 | ✠ | | | | | | *CellD* | *B*264′ 622*t FPT*82*t* | | | *APT*78*t* | 2SB,*6cf*,GS114,HS4033 MatsuoIronWorks&Dkyd | |
| 84429 | — Ⓟ | | 801 | | | | | 1924 | KobeSteel Works HarimaDkyd | KitaKyushu SyosenK.K. | 200·4 | 31·0 | 17·0 | Fukuoka Japanese | T.3Cy.15½″,26″&42½″–32″ | |
| 29695 | | | 638 | | | | | | | | F27′ | | | | 102NHP | |
| JXVB | Wireless | 1*Dk* | 419 | | | | | | | | | | | *WB* | KobeSteel Works | |
| 84430 | — | | 397 | | | | | 1939 | Mitsubishi JukogyoK.K Hikoshima | SankyoKaiunK.K. | 141·0 | 24·6 | 11·8 | Osaka Japanese | Oil Engines 4S.C.SA | |
| 45388 | | *OilEng.* | — | | | | | | | | | | | | 6Cy.11⅝″–17$^{5}/_{8}$″ 79NHP | |
| JCFN | *Mchy.Aft* | *CruiserStern* | 272 | | | | | | | | | | | | HanshinTekkosho,Kobe | |
| 84431 | **Tamae Maru** Ⓟ | | 937 | | | | | 1917 | Nitta Nakataro, Osaka | Amagasaki KisenbuGomei Kaisha | 190·0 | 31·0 | 18·5 | Osaka Japanese | T.3Cy.13″,22″&36″–27″ | |
| 21139 | (*ex*TamayeMaru–38) | | 787 | | | | | | | | | | | | 68NHP | |
| JQCE | | 1*Dk* | 537 | | | | | | | | | | | *WB* | YoshidaTekkosho,Osaka | |
| 84432 | **Tamagawa Maru** | | 6441 | | | | | 1938 | Mitsubishi JukogyoK.K Yokohama | ToyoKaiunK.K. | 439·4 | 58·3 | 32·0 | Tokyo Japanese | Oil Engines 2S.C.DA | |
| 45447 | | *OilEng.* | 5757 | | | | | | | | P36′B168′F39′ | | | | 6Cy.23⅝″–43$^{5}/_{8}$″ 1167NHP | |
| JUZM | D.F. | 2*Dks* | 4814 | | | | | | | | | | | *WB* | MitsubishiJukogyoK.K. Yka | |
| | | *CruiserStern* | | | | | | | | | | | | | | |
| 84433 | **Tamaha** | 3Mst | 6496 | ✠100A1 | Sou | *at* | CL | 1914 | SirR.Dixon &Co.Ld. Middlesbro' | Socony–Vacuum Transportation Co.Ld. | 420·5 | 54·4 | 32·6 | London ~~HongKong~~ British | Q.4Cy.24″,35″,50½″&73″–51″ | 32 ″ 8 |
| 136063 | | | 5816 | ~~5,00~~ ~~1,40~~,41 | CTa | | ~~1,39~~ | 6mo | | | | | | | 220lb (*s*) 526NHP | s 6 ″ 1 |
| ~~VPCD~~ | *Mchy.Aft* | | 4047 | ~~BS1,40~~ ✠LMC1,39 | | | 6,40 | | | | P118′B28′F47′ | | FK | 17*BHptCem* | 3SB,*9cf*,HS7125 FD | 26 ″ 9½ |
| GNBG | D.F. | 2*Dks(Stl)&Web frames Longitudinal framing* | | *Carrying Petroleum in bulk Fitted for oil fuel* 6,14 BS5,41 | | | *F.P.* | *Lloyd's SA&CP* above | 150° F. | *CellDBuE &DTf*45′577*t* | *&B*80′279*t FPT*120*t APT*210*t* | | | 11 *to Upr dk* 6 „ 2*nd* „ | N.E.MarineEngCo.Ld.Nwc | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné relativement à l'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Inscrits au cote. Voir explication de L.R. Index et Explications. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84434<br>34436<br>JDWC | **Tamahime Maru** (*ex*WarSpray)<br>*ss*Mel.No.2-27<br>1 *Dk* | | 3081<br>2834<br>1846 | ✠ ...<br>7,29<br>✠ | | | | 1918<br>6mo | R.Thompson&Sons,Ld Sunderland | HamaneShoten K.K. | 331·3\|46·8\|23·2<br>P38′B98′F28′ FK<br>*WB* | | | Tarumi<br>Japanese | T.3Cy.25″,41″&68″–45″ 429NHP<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 6 | C<br>† |
| 84435<br>151506<br>ZMBC | **Tamahine** Ⓟ Twin Sc<br>*ss*Wln.No.3–9,37<br>2 *Dks*(*Stl–Wthr dk pt teak s*) | | 1939<br>1561<br>803 | ✠100A1<br>*with freeboard*<br>*For service between Wellington & Lyttelton*<br>12,40 ~~9,00~~ 7,40<br>~~Pass.10~~ ✠LMC9,37 | Wln | *r* | CL<br>8,39 | 1925<br>10mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*Lloyd's SA&CP* | UnionSS.Co.ofNew Zealand,Ld.<br>*CellDB195′201t Tanks* | 262·9\|40·2\|22·2<br>274·7(O.L.) FK<br>*Coll BH to W dk*<br>*between tunnels 28t* | | | Wellington<br>British<br>*6 BHpt Cem*<br>*FPT 18t AP* | T.3Cy.18″,29″&(4)33″–27″<br>190lb (*s*) 440NHP<br>2SB,*8cf*,HS7400 FD<br>Swan,Hunter&Wigham<br>750t Richardson,Ld.Nwc. | 24 ″ 3<br>s 11 ″ 0<br>13 ″ 7½ | |
| 84436<br>24730<br>JIWD | **Tamahoko Maru**(*ex*YoneMaru-32)<br>*ss*Kob.No.3–8,37<br>2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | | 6780<br>6507<br>5056 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>6,40 ~~12,30~~ 6,40<br>~~Pass.10,30~~ ✠LMC8,37 | Smk<br>Kob | *a*† | CL<br>~~8,37~~ 5,40 | 1919<br>3mo | Harima Dckyd.Co.Ld Harima<br>A&CP | KaiyoKisenK.K. (YamashitaKisen K.K.*Mgrs.*)<br>*CellDB372′1142t FPT148t APT74t* | 425·0\|53·6\|37·5<br>FK<br>*Coll BH to Sh dk*<br>6 „ „ *U* „ | | | Kobe<br>Japanese<br>*Cem*<br>*DTa30′ 228t* | T.3Cy.27″,45″&75″–51″ (*s*)<br>190lb 555NHP<br>3SB,*9cf*,GS192,HS7974 FD<br>KobeSteelWorks,Kobe | 37 ″ 6<br>s 9 ″ 1½<br>28 ″ 7 | |
| 84437<br>Now "Nissyu Maru"<br>JWJN | **Tamaki Maru** (*ex*Rinya-39,<br>*see No. 8931 Supplement*<br>D.F. 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)<br>& *Web frames*<br>*Longitudinal framing* | | 7786<br>~~7786~~<br>5828 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>7,40 ~~12,30~~ 7,40<br>~~Pass.10,30~~ ✠LMC~~12,30~~ 7,40 | Osa<br>Kob | *a*† | CL<br>9,39 | 1917<br>4mo | UnionIron WorksCo. Alameda,Cal<br>A&CP | YosiakiTamaya<br>*CellDB355′1218t DTa30′ 228t* | 410·9\|56·2\|38·4<br>FK<br>*Coll BH to Sh dk*<br>6 „ „ *U* „ | | | Tokyo<br>Japanese<br>220lb 600NHP<br>*7 BHpt Asp*<br>*FPT80t* | T.3Cy.27″,47″&78″–48″ (*s*)<br>3SB,*9cf*,GS165,HS8265 FD<br>UnionIronWorksCo. S.Fo. | 41 ″ 0<br>s10 ″ 8½<br>30 ″ 6 | |
| 84438<br>7774<br>SIUN | **Tamara** Twin Sc<br>*Oil Eng.*<br>*ss*Got.No.1–35<br>1 *Dk*(*Stl*) & *Shelter dk*(*Stl–ws*)<br>D.F. *3rd dk*(*Stl*) *except in mchy.space & aftermost hold*<br>*Carrying vegetable oil in deep tank, in No.4 double bottom tanks & in after peak* | | *6390*<br>*5664*<br>*3834* | ✠100A1<br>*with freeboard*<br>8,39<br>✠LMC CS3,36<br>~~DBS8,39~~ 2,38<br>*Fitted for oil fuel* 4,17 *F.P. above* 150° F. | Got | *c*† | CL<br>2,39 | 1931<br>9mo | Götaverken A/B Gothenburg<br>*Lloyd's SA&CP* | A/B Svenska OstasiatiskaKomp. (G.Borin,*Mgr.*)<br>*CellDB 368′ 1369t Tanks in way of tunnels93t* | 437·1\|57·0\|28·5<br>455·9(O.L.) FK<br>*Coll to Sh dk*<br>6 „ 2nd „<br>1 „ 3rd „) | | | Gothenburg<br>Swedish<br>*8 BHpt Cem*<br>*MT28′892t APT59t* | Oil Engines 4S.C.SA<br>12Cy.24½″–66½″<br>DBS5lb 700NHP<br>GotaverkenA/B,Got. | 31 ″ 6<br>s 4 ″ 2½<br>27 ″ 6 | |
| 84439<br>FOOF | —<br>*Fitted for oil fuel*<br>*Ref.Mchy.* 4 *Dks*<br>D.F. *Cruiser Stern* | | 3747<br>3453<br>2149 | | | | | 1936 | Ch.&Atel. deProvence S.A. Port deBouc | Cie.deNav. Fraissinet | 330·8\|48·0\|22·0<br>30·3 | | | Marseilles<br>French<br>*WB* | T.3Cy.20⅝″,32⅝″&53½″–39″ & LP Turbine with DR gearing & hydraulic coupling 410NHP<br>Ch.&Atel.deProvence,Msl. | | |
| 84440<br>GFWX | **Tamare** Twin Sc<br>*ss*Aru.No.2–37<br>*Mchy.Aft* 1 *Dk*(*Stl*) | | *3046*<br>2229<br>*1631* | ✠100A1<br>~~10,40~~ 10,30 ~~10,30~~ 6,41<br>~~Pass.10~~ ✠LMC7,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,29 *F.P. above* 150° F. | Aru | *u* | CL<br>r3,39<br>85,41 | 1929<br>5mo | Harland& Wolff,Ld. Belfast<br>*Lloyd's SA&CP* | Cia.dePetroleo Lago<br>*Side tanks a 72′ f* | 325·0\|55·2\|15·3<br>P69′F36′ FK<br>*Trunk dk 220′*<br>104′1824t *FPT 83t*<br>*APT75t* | Maracaibo<br>Venezuelan<br>180lb 228NHP<br>*7 BHpt Cem* | T.6Cy.14½″,24″&38″–27″ (*s*)<br>2SB,*6cf*,HS4360<br>Harland&Wolff,Ld.Bel. | 16 ″ 0<br>s 2 ″ 1½<br>14 ″ 0½ | |
| 84441<br>144805<br>GFWX | **Tamaroa** Ⓟ Twin Sc<br>(*ex*Sophocles) *ss*Gls.No.3–8,34<br>*ss*Lon.No.1–38<br>2 *Dks*(*Stl*) & *Shelter dk*<br>*Ref.Mchy.* (*Stl–ws*)<br>D.F. E.S.D. *Cruiser Stern* | | 12405<br>10194<br>7336 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~Pass.10~~ 2,40 6,41<br>~~DBS6,39~~ BS6,40<br>~~Pass.10~~ ✠LMC2,38<br>✠Lloyd'sRMC2,40 6,40<br>6,41<br>*Fitted for oil fuel* 9,26 *F.P. above* 150° F. | Lon<br>~~Pass.~~ Gls | *g*† | CL<br>87,38<br>P6,41 | 1922<br>2mo | Harland& Wolff,Ld. Belfast<br>*Lloyd's SA&CP* | ShawSavill& AlbionCo.Ld.<br>*CellDB425′1822t Tunnels14′40t PT175t APT158t* | 500·4\|63·2\|39·6<br>P34′B226′F87′*an Shelter dk* FK&BK2″<br>*Tanks at sides of*<br>1 „ „ *U* „ | S'thamptn<br>British<br>*Cem*<br>*9 BHto Sh dk*<br>GS569,HS24268 | 4 Steam Turbines DR geared to 2 Sc. Shafts (*s*)<br>215lb 1334NHP<br>4DB(Spt)&1SB(Spt),*27cf*,<br>Harland&Wolff,Ld.Bel. | 42 ″ 9<br>s10 ″ 4½<br>32 ″ 10 | BT till 3/40 6,41 |
| 84442<br>25085<br>JTPD | **Tamatu Maru** *ss*Yka.No.2–40<br>(*ex*Tamatsu *ss*Kob.No.3–12,32<br>Maru–38) ~~*ss*Kob.No.1–36~~<br>2 *Dks*(*Stl*) | | 4646<br>3927<br>3352 | ✠100A1<br>~~3,30~~ 11,40<br>✠LMC~~9,39~~<br>10,40<br>*Fitted for oil fuel* 9,26 *F.P. above* 150° F. | Yka | *x* | CL<br>~~1,00~~<br>10,40 | 1919<br>5mo | Uraga Dock Co.Ld Uraga<br>A&CP | ShimataniKisen K.K.<br>*CellDB 291′ 919t FPT* | 360·0\|51·2\|28·5<br>P21′B91′F35′ FK<br>*Coll to Sh dk*<br>6 „ 2nd „ )<br>*APT165t* | Kobe<br>Japanese<br>180lb 377NHP<br>*6 BHCem*<br>*114t APT46t* | T.3Cy24½″,40½″&67″–48″(*s*)<br>3SB,*9cf*,GS180,HS6381<br>UragaDockCo.Ld.Uraga | 28 ″ 5<br>s 5 ″5½<br>23 ″ 3 | |
| 84443<br>PUMF | **Tambahú** (*ex*Presidente Quintana–33)<br>1 *Dk* & *Spar dk* | | 1731<br>1410<br>1063 | | | | | 1905 | Howaldtswerke Kiel | Cia.Carbonifera Rio-Grandense | 240·0\|36·0\|20·8<br>B75′F33′ | | | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.17½″,27½″&45½″–27½″<br>107NHP<br>Howaldtswerke,Kiel | | |
| 84444<br>131522<br>VJXC | **Tambar** Twin Sc<br>Wireless 1 *Dk* | | 456<br>287<br>200 | | | | | 1912 | Greenock& Grangem'th DckyrdCo.Ld Grangem'th | W.Holyman& Sons,Proprietary, Ld. | 145·2\|30·1\| 8·7<br>P60′F25′ | | | SydnyNSW<br>British | C.4Cy.14″&30″–18″<br>73RHP<br>D.Rowan&Co.Glasgow | | |
| 84445<br>171243<br>VLKZ | **Tambua**<br>E.S.D. 1 *Dk* & *Shelter dk*<br>*Mchy.Aft* *Cruiser Stern* | | 3566<br>3043<br>1951 | ✠100A1<br>*with freeboard*<br>6,40 ~~8,30~~ ✠LMC7,38<br>*Carrying molasses in cantilever framed side tanks & deep side tanks*<br>*Fitted for oil fuel* 9,26 *F.P. above* 150° F. | Syd | *x* | CL | 1938<br>7mo | CaledonS. B.&E.Co.Ld. Dundee<br>*Lloyd's SA&CP* | ColonialSugar RefiningCo.Ld.<br>*Cell DB301′853t side deep side tanks* | 363·7\|50·2\|21·6<br>377·3(O.L.)<br>F36′ FK<br>*Coll to Sh dk*<br>6 „ 2nd „ )<br>*tanks 246′3072t tanks 7′196t FPT265t APT165t* | SydnyNSW<br>British<br>*7 BHCem*<br>*9 BHpt Cem* | T.3Cy.21½″,36″&62″–42″<br>220lb (*s*) FD 358NHP<br>2SB(Spt),*6cf*,GS94,HS4978<br>N.E.MarineEng.CoLdNwc | 24 ″ 5<br>s 1 ″ 9½<br>22 ″ 8½ | |
| 84446<br>LJDR | **Tamerlane** *ss*NYk.No.1–40<br>*Oil Eng.*<br>1 *Dk* & *Shelter dk*<br>D.F. GyC. 3rd *Dk except in after holds*<br>*Cruiser Stern* | | 6778<br>5981<br>4140 | ✠100A1<br>*with freeboard*<br>8,40 ✠LMC CS8,40<br>~~DBS6,40~~ 6,39<br>*Carrying oil F.P. above 150° F. in deep tanks & tanks in way of tunnel* | Osl<br>NYk | *e*†<br>2½ | CL<br>3,39 | 1936<br>5mo | Kockums M.V.Aktieb. Malmö<br>*Lloyd's SA&CP* | Wilh.Wilhelmsen<br>*CellDB341′1598t MT30′1454t Tanks in way of tunnel 441t FPT77t APT165t* | 479·1\|62·3\|29·0<br>498·7(O.L.)<br>P42′F39′ FK<br>*Coll to Sh dk*<br>6 „ 2nd „)<br>*tunnel* | | | Tönsberg<br>Norwegian<br>*7 BH* DB*100lb*<br>KockumsM.V.Akt.Malmö | Oil Engines 2S.C.DA<br>8Cy.28⅜″–47½″ 2240NHP | 31 ″ 7<br>s 4 ″ 1½<br>27 ″ 7½ | |
| 84447<br>LKGQ | **Tamesis** Twin Sc<br>D.F. E.S.D. GyC. *Oil Eng.*<br>*Ref.Mchy.* Sub.Sig. 1 *Dk* & *Shelter dk*<br>3rd *dk except in after holds*<br>*Butts of shell & deck plating elec. welded*<br>*Cruiser Stern* | | 7256<br>6395<br>4411 | ✠100A1<br>*with freeboard*<br>~~8,40~~ 3,40<br>1,41<br>✠LMC9,39<br>*Carrying fuel oil F.P. in midship deep tanks* | NYk | *f*† | CL<br>above | 1939<br>9mo | F.Schichau G.m.b.H. Danzig<br>*Lloyd's SA&CP* | Wilh.Wilhelmsen<br>*One Intermediate Cell DB357′1405t* | 504·4\|63·4\|29·1<br>P42′F56′ FK<br>*Coll to Sh dk*<br>6 „ 2nd „)<br>*BH dispensed with MT30′1449t Tanks in way of tunnels382t FPT112t APT267t* | | | Tönsberg<br>Norwegian<br>*7 BH* DB*100lb* DB(W.T.)*100lb*<br>F.SchichauG.m.b.H.Elbing | Oil Engines 2S C.SA<br>18Cy.25⅛″–47½″ 2053NHP | 31 ″ 7<br>s 4 ″ 2<br>27 ″ 7 | |
| 84448<br>46378<br>JWON | **Tamisima Maru**<br>*Mchy.Aft* 1 *Dk* | | 1931<br>—<br>1080 | | | | | 1939 | Tsurumi SeitetsuZosen K.K. Yokohama | IinoKisenK.K. | 269·0\|40·0\|20·3<br>P87′F29′ | | | Kobe<br>Japanese<br>*WB* | T.3Cy.18″,29½″&50″–39″<br>HS4162 228NHP<br>TsurumiSeitetsuZosenK.K | | |
| 84449<br>24965<br>JKKD | **Tamon Maru** (*ex*Kaikyu Maru–33)<br>*ss*Kob.No.3–3,33<br>*ss*Yka.No.1–37<br>2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) | Twin Sc | 8157<br>—<br>5814 | ✠ ...<br>7,39<br>✠ | Tama | *c*† | | 1919<br>5mo | AsanoS.B. Co.Ld. Tsurumi | HatiumaKisen K.K.(Yamashita KisenK.K.*Mgrs.*)<br>*CellDB392′1362t FPT84t APT84t* | 445·0\|58·0\|40·0<br>FK<br>*Cem*<br>*4 BHto Sh dk*<br>3 „ „ *U* „ | | | Hutyu<br>Japanese<br>703NHP<br>KubotaIronWorks,Osaka | T.6Cy.22″,36½″&61″–48″<br>4SB,*12cf*,GS233,HS9835 | 40 ″ 1 | C<br>† |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Adjustment Letters. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard. amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L. R. Letter if L. & F. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84450 | **Tamon Maru No. 1** Ⓟ | 3018 | ✠ ... | | | | 1917 | Matsuo | HatiumaKisen | 311·0 | 44·2 | 27·0 | Nagasaki | T.3Cy.22″,37″&61″–42″ | 27 ″ 0 | C |
| 20911 | (*ex*ToyoMaruNo.2–37) *ss*Nag.No.2–25 | 2608 | 11,27 | | | | 9mo | IronWorks | K.K. | P21′B78′F41′ | | | Japanese | 262NHP | | † |
| JBDA | 1*Dk*&*2nd dk in Nos.1*&*3holds* | 1828 | ✠ | | | | | &Dockyard Nagasaki | | | | FK | *WB* | MatsuoI.Wks.&Dkyd.Nag | | |
| 84451 | **Tamon Maru No. 5** TwinSc | 5261 | ✠100A1 | Tama | *z* | CL | 1911 | MitsuBishi | HatiumaKisen | 400·0 | 51·0 | 32·4 | Nisino- | T.6Cy.19½″,32″&54″–48″ (*s*) | 32 ″ 5 | |
| 13690 | (*ex*Canada *ss*Osa.2ndNo.3–8,34 | 4881 | 1,41 ~~11,39~~ | Kob | | P8,38 | 4mo | Dkyd&EWks | K.K. | | | 29·8 | miya | 200lb 578NHP | *s* 6 ″ 8½ | |
| JCDD | Maru–39) *ss*Kob.No.1–38 | 3206 | ✠LMC ~~1,39~~ 1,41 | | | s10,39 | | Nagasaki | | P34′B152′F44′ | | FK | Japanese | 3SB,*9cf*,GS198,HS8344 FD | 26 ″ 0 | |
| | 2*Dks*(*Upt Irn*&*pt Stl M–Stl*)&*deep framing Lower dk*(*Stl*)*in fore hold* | | | | | | | A&CP | | | | | *Cem* | MitsuBishiD.&E.Wks.Nag | | |
| | | | | | | | | | | | | | 6 *BH to U dk* | | | |
| | | | | | | | | *Cell DBa* 131′ *u* | *E*&*B*79′ *f* 137′ 1070 *t* | | | *FPT* 122*t* *APT* 39*t* | 1 „ „ 2*nd* „ | | | |
| 84452 | **Tampa** | 5959 | | | | | 1920 | Oscar | UnitedStates | 401·9 | 54·2 | 31·3 | Tampa,Fla | Oil Engines 2S.C.DA | | R |
| 219575 | *OilEng.* | — | | | | | | DanielsCo. | Maritime | P34′B120′F38′ | | | Utd.States | 4Cy28″–40″ NE27 1095NHP | | |
| KOVX | Sub.Sig. 2*Dks* | 3703 | | | | | | Tampa,Fla. | Commission | | | *WB* | | WorthingtonPump& Mchy.Corp.Buffalo,N.Y. | | |
| | GyC. *Longitudinal framing* | | | | | | | | | | | | | | | |
| 84453 | — | 4694 | ✠100A1 | Osl | *x* | CL | 1923 | Deutsche | Wilh.Wilhelmsen | 357·6 | 51·2 | 30·7 | Tönsberg | Oil Engines 4S.C.SA | 33 ″ 2 | |
| | *ss*Osl.No.1–39 *OilEng.* | 4318 | *withfreeboard* | | | 6,39 | 9mo | WerftA.G. | | | | | Norwegian | 6Cy.29⅛″–47¼″ 493NHP | *s* 7 ″ 8½ | |
| LEFC | D.F. *ss*Got.No.3–5,35 | 2846 | 7,39 ~~6,38~~ | | 7,39 | | | Hamburg | | F60′ | | FK | 6*BHpt Cem* | DB*115lb* | 25 ″ 7¼ | |
| | 2*Dks*(*Stl*) | | ✠LMC ~~CS8,39~~ | | | | *Lloyd's*A&CP | | *Cell DB* 294′ 833*t M* | *T* 24′ 776*t* *FPT* 134*t* | | | *APT* 16*t* | A.E.G.Turbinenfabrik, Berlin | | |
| | *Cruiser Stern* | | DBS7,39 | | CS5,39 5,38 | | | | | | | | | | | |
| | | | *Fitted for carrying* | | *oil* | 9,23 *F.P. above* 150° F. *in deep tank* | | | | | | | | | | |
| 84454 | **Tampico** (*ex*Bisca–40) | 6089 | ✠100A1 | NOs | *z* | CL | 1930 | Armstrong | Distribuidora de | 396·2 | 55·1 | 32·3 | Tampico | Oil Engines 2S.C.SA | 32 ″ 0 | |
| | *OilEng.* | 5402 | 3,40 | | | 2,40 | 4mo | Whitworth | PetróleosMexi- | | | | Mexican | 6Cy.23⅝″–41⅜″ 583NHP | *s* 5 ″ 5 | |
| XCTF | D.F. *Mchy.Aft* *ss*Fal.No.2–39 | 3578 | ✠LMC CS3,39 | | | | | &Co.(Ship- | canos | P97′B29′F36′ | | FK | 14*BHpt Cem* | 2DB*180lb* | 26 ″ 10¼ | |
| | 2*Dks*(*Stl*)&*Web frames* | | DBS3,40 | | 3,39 | | | builders)Ld. | | *Trunk* 238′ | | | (9 *to U dk* | Armstrong,Whitworth | | |
| | *Longitudinal framing* | | *Carrying Petroleum* | | *in bulk* | | | Newcastle | | | | | 5 „ 2*nd* „ ) | &Co.(Engineers)Ld.Nwc. | | |
| | | | | | | | *Lloyd's*A&CP | | *Cell DBuE* 56′ 171*t* | *DT f* 34′ 347*t* | | *FPT* 135*t* | *APT* 121*t* | | | |
| 84455 | — (*ex*BritishPeer, | 4958 | ✠ ... | | | | 1908 | Armstrong | "Navigazione e | 399·0 | 51·0 | 27·6 | Genoa | T.3Cy.26½″,44″&72″–48″ | 30 ″ 2 | I |
| 1614 | *ex*Carpathian) *ss*Nwc.No.3–11,20 | 4649 | 3,33 | | | | 7mo | Whitworth | Commercio"Soc. | 385·0 | | | Italian | 425NHP | | † |
| ICJD | *ss*Fal.No.2–29 | 3056 | ✠ | | | | | &Co.Ld. | Anon.Italiana | P30′B33′F36′ | | FK | *WB* | WllsndSlpwy.Co.Ld.Nwc. | | |
| | D.F. *Fitted for oil fuel* | | | | | | | Newcastle | | | | | | | | |
| | 2*Dks*&*Web frames* | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 84456 | — | 1894 | | | | | 1900 | CraigS.B. | NicholsonTransit | 247·0 | 42·0 | 22·0 | Detroit, | T.3Cy.19″,30″&52″–40″ | | R |
| 145840 | (*Self-Unloader*) | — | | | | | | Co. | Co. | | | | Mich. | 171NHP | | |
| KLAM | *Mchy.Aft* D.F. GyC. 1*Dk*&*Spar dk* | 1180 | | | | | | Toledo,O. | | | | *WB* | Utd.States | DetroitS.B.Co.Detroit | | |
| 84457 | **Tamworth** | 1332 | ✠100A1 ~~8,40~~ ~~4,19~~ 2,41 | Bly | *o* | CL | 1924 | S.P.Austin | DalglieshSteam | 235·0 | 35·7 | 14·7 | Newcastle | T.3Cy.18″,30″&49″–33″ (*s*) | 16 ″ 9 | |
| 148080 | *ss*Bly.No.3–6,37 | 994 | | | | ~~6,39~~ | 7mo | &Son,Ld. | Shipping.Co.Ld. | | | | British | 180lb 173NHP | *s* 5 ″ 0½ | |
| MLYP | Wireless 1*Dk*(*Stl*) | 711 | BS~~6,39~~ ✠LMC6,37 | | | 8,40 | | Sunderland | (R.S.Dalgliesh,Ld. | Q143′F28′ | | FK | 5*BHCem* | 2SB,*4cf*,GS83,HS2995 | 15 ″ 9½ | |
| | *Well deck* *Cargo battens not fitted* | | 6,40 | | | | *Lloyd's*A&CP | | *Mgrs.*) | | | | | J.Dickinson&Sons,Ld.Sld. | | |
| | *Mchy.Aft* | | | | | | | | *Cell DBuE* 20′ *f* 149′ 358 | *t MT* 9′ 155*t* *FPT* 95*t* | | | *APT* 55*t* | | | |
| 84458 | **Tan** (*ex*Célimène–35) | 2298 | | | | | 1921 | Soc.Anon. | YelkenciLutfi | 288·1 | 42·5 | 20·2 | Istanbul | T.3Cy.18″,29$\frac{5}{16}$″&49½″–37½″ | | V |
| | *Fitted for oil fuel* | — | | | | | | desAnciens | | P22′B79′F34′ | | | Turkish | 149NHP | | |
| TCCH | 1*Dk* | 1380 | | | | | | Ch.Dubigeon | | | | *WB* | | Atel.&Ch.de laLoire,Nts. | | |
| | | | | | | | | Nantes | | | | | | | | |
| 84459 | **Tana** | 5535 | ✠100A1 | Osl | *y* | CL | 1921 | Palmers' | Wilh.Wilhelmsen | 380·4 | 52·2 | 33·6 | Tönsberg | 2 Steam Turbines DR (*s*) | 36 ″ 1 | |
| | *ss*Osl.No.3–8,34 | 5305 | *Shelter dk* | | | 7,38 | 9mo | Co.Ld. | | 396·0(O.L.) | | | Norwegian | geared to 1 Sc. Shaft | *s* 9 ″ 6½ | |
| LCZW | *ss*Osl.No.1–38 | 3448 | *withfreeboard* | | | | | Newcastle | | F31′ *on Shelter dk* | | | *pt Cem* | 200lb 549NHP | 26 ″ 9½ | |
| | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | | 9,39 | | | | *Lloyd's*A&CP | | | | | FK | | 3SB,*9cf*,GS180,HS7505 FD | | |
| | *Cruiser Stern* | | ✠NE9,28 ✠LMC | | | | | | | | | *Coll* | *BH to Sh dk* | Parson'sMarineSteam | | |
| | | | MS7,38 ~~BS8,39~~ | | 11,40 | | | | | | | | 5 „ „ *U* „ | TurbineCo.Ld.Nwc. | | |
| | | | *Carrying oil fuel* | | *F. P. above* | 1 50° F. | | | *Cell DB* | 325′ 876*t* *MT* 32′ 773*t* | | | *APT* 105*t* | | | |
| | | | *Fitted for oil fuel* | | 11,21 | *F.P. above* 1 50° F. | | | *in DT* | | | | | | | |
| 84460 | **Tanafjord** | 5922 | | | | | 1921 | Napier& | A/S DenNorske | 395·8 | 53·2 | 33·1 | Oslo | T.3Cy.27½″,43″&72″–51″ | | N |
| | *Ref.Mchy.* *Fitted for oil fuel* | 4159 | | | | | | Miller,Ld. | Amerikalinje | H251*t* | | | Norwegian | 370NHP | | |
| LCZX | D.F. 3*Dks* | 3599 | | | | | | Glasgow | | | | *WB* | | D.Rowan&Co.Ld.Glasgow | | |
| 84461 | **Tanahorn** Ⓟ | 336 | | | | | 1910 | Nylands | Finmarks | 136·3 | 21·9 | 15·7 | Vardö | T.3Cy.12″,19″&33″–21″ | | |
| | | 312 | | | | | | Værkstad | Fylkesrederi | H15*t* | | | Norwegian | 50NHP | | |
| LDDH | 1*Dk*&*Awng dk* | 180 | | | | | | Oslo | | | | *WB* | | NylandsVærksted,Oslo | | |
| 84462 | **Tanais** (*ex*Holywood–35) | *1545* | ✠100A1 | Pir | *p* | OG | 1907 | J.Blumer | S.Synodinos | 244·4 | 38·0 | 15·8 | Piræus | T.3Cy.20″,33″&54″–36″ (*s*) | 17 ″ 11 | |
| 831 | *ss*Sld.2ndNo.3–4,31 | *1222* | 11,40 ~~8,39~~ | | | ~~1,38~~ | 1mo | &Co. | (SyncdinosBros. | | | | Greek | 190lb 214NHP | *s* 1 ″ 5½ | |
| SVAK | *ss*Pir.No.2–39 | *965* | ✠LMC8,39 | | | 11,40 | | Sunderland | *Mgrs.*) | P20′Q76′B50′F24′ | | | 4*BHCem* | 2SB,*6pf*,GS94,HS3534 | 16 ″ 7 | |
| | *Well deck* 1*Dk*(*Stl*)&*deep framing* | | BS11,40 | | | | *Lloyd's*A&CP | | | | | FK | | N.E.MarineEng.Co.Ld.Sld | | |
| | *Cargo battens not fitted* | | | | | | | | *Cell DBa* 74′ *u E*&*B* 32′ *f* 96′ 490*t* | *FPT* 71*t* | | | *APT* 44*t* | | | |
| 84463 | **Tanamo** (*ex*Lempira–34,*ex*Tanamo, | 3211 | ✠100A1 | NOs | *u* | CL | 1914 | Swan,Hun- | MayanS.S.Corp. | 331·2 | 45·2 | 25·6 | Tela | T.3Cy.23″,38″&63″–39″ (*s*) | 28 ″ 0 | |
| HRBV | *ex*VanHogendorp) *ss*N.Yk.No.3–9,30 | 2888 | *Awng dk* | | | ~~2,38~~ | 5mo | ter&Wigham | (UnitedFruit Co. | | | | Honduran | 180lb 435NHP | *s* 7 ″ 4½ | |
| | *ss*N.Yk.No.1–35 | 1952 | *withfreeboard* | | | 1,41 | | Richardson, | *Mgrs.*) | F43′ *on Awng dk* | FK | | 5*BHCem* | 3SB,*9cf*,GS175,HS7210 FD | 21 ″ 1 | |
| | 2*Dks*(*Stl*)& | | 2,38 ✠LMC | | | | | LdNewcastle | *Cell DBa* 80′ *u E*&*B* | 56′ *f* 144′ 607*t* | | *FPT* | 38*t* *APT* 26*t* | Swan,Hunter&Wigham | | |
| | *Ref.Mchy.* *Awng dk*(*Stl*–ws) | | MS10,34 ~~BS8,40~~ 1,41 | | | | *Lloyd's*A&CP | | | | | | | Richardson,Ld.Nwc. | | |
| | D.F. | | *Fitted for oil fuel* | | 4,23 | *F.P. above* 150° F. | | | | | | | | | | |
| 84464 | **Tanana** (*ex*Delrosa) | 3474 | ✠ ... | | | | 1920 | Hanlon | AlaskaS.S.Co.Inc. | 320·7 | 46·0 | 24·4 | NewYork | T.3Cy.24″,39″&65″–42″ | 26 ″ 9 | R |
| | *Fitted for oil fuel* | 2991 | 1,21 | | | | 1mo | D.D.&S.B.Co. | | P26′B77′F32′ | | | Utd.States | AllisChalmers 397NHP | | † |
| 220114 | 2*Dks* | 2064 | ✠ | | | | | Oakland,Cal. | | | | FK | *WB* | Mfg.Co.Milwaukee,Wis. | | |
| KUTG | | | | | | | | | | | | | | | | |
| 84465 | **Tancred** TwinSc | 6094 | ✠100A1 | Osl | *c*† | CL | 1925 | Deutsche | Wilh.Wilhelmsen | 442·6 | 58·2 | 27·6 | Tönsberg | Oil Engines 4S.C.SA | 30 ″ 6 | |
| | *OilEng.* | 5437 | *withfreeboard* | Bkn | | 3,40 | 7mo | WerftA.G. | | | | | Norwegian | 12Cy.29⅛″–47¼″ 988NHP | *s* 4 ″ 3½ | |
| LCZZ | D.F. *ss*Osl.No.3–6,37 | 3722 | 9,40 ~~3,40~~ | | | | | Hamburg | | P42′F46′ | | FK | 7*BH pt Cem* | NDB28 *114lb* | 26 ″ 4½ | |
| | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | ✠LMC CS11,37 | | | | *Lloyd's*A&CP | | | | | | *pt Asp* | AlgemeineElec.Ges.Berlin | | |
| | 3*rd dk*(*Stl*) | | DBS7,~~40~~ 9,40 | | 5,38 | | | | *Cell DB* 374′ 1 | 282*t Tanks at sides* | | | *Coll to Sh.dk* | | | |
| | *except in after hold* | | *Carrying vegetable oil in deep tunnel* | | | | | | *s*332′ *MDT* 30′ 935*t* | *& between* | | | 6 „ 2*nd* „ | | | |
| | | | | | | | | | | *FPT* 149*t* *APT* 125*t* | | | | | | | |
| 84466 | **Tanda** Ⓟ (*ex*Madras, TwinSc | 7174 | ✠100A1 | HKg | *c*† | CL | 1914 | A.Stephen | Eastern&Austra- | 430·5 | 58·2 | 28·6 | Glasgow | T.6Cy.21″,35″&58″–48″ (*s*) | 31 ″ 0 | |
| 136289 | *ex*Tanda) *ss*H.Kg.2ndNo.3–5,38 | 5444 | *Shelter dk* | | | 6,39 | 5mo | &Sons,Ld. | lianS.S.Co.Ld. | 446·0(O.L.) | | | British | 200lb HS13659 FD 843NHP | *s* 4 ″ 1½ | |
| GKZC | *Ref.Mchy.* 2*Dks*(*Stl–U* ws)& | 4384 | *withfreeboard* | | 11,40 | PN5,40 | | Glasgow | | P46′B169′F45′ | | | 7*BHCem* | 4SB&1AuxSB,*19cf*,GS332 | 27 ″ 4½ | |
| | *Shelter dk*(*Stl*–teaks) | | ~~7,40~~ ~~6,39~~ 2,41 | | BS~~11,39~~ | S5,40 | *Lloyd's*A&CP | | | *on Shelter dk* | FK | | | A.Stephen&Sons,Ld.Gls. | | |
| | | | ~~BS11,38~~ ✠LMC1,37 | | | | | | *Cell DBa* 140′ *u E*&*B* | 95′ *f* 153′ 1089*t* | | *FPT* | 106*t* *APT* 81*t* | | | |
| | | | ✠Lloyd'sRMC~~1,39~~ | | 3,40 | | | | | | | | | | | |
| | | | | | 3,41 | | | | | | | | | | | |

150
40

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenance certif. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84467<br>137816<br>GRZL | **Tanfield**<br>*ss*Cal.No.3–9,40 ~~*ss*Cal.No.3–9,35~~<br>~~*ss*Bom.No.2–36~~<br>1 *Dk(Stl)* | | 4538<br>4235<br>2776 | ✠100A1, ~~9,476,5,41~~<br>~~8,12,50~~ ✠LMC~~8,36~~ 9,40 | Cal | *y* | CL ~~9,37~~ 7,40 | 1916<br>6mo<br>*Lloyd's* | Nthmblnd S.B.Co.Ld. Newcastle *SA&CP* | BritishIndiaStm. Nav.Co.Ld. | 385·2\|52·9\|26·2<br>P26'B91'F31' FK<br>*CellDB275'1081t DTa61'440t* | | | Glasgow British | T.3Cy.27″,45″&74″–48″ (*s*)<br>180lb 465NHP<br>3SB,*9cf*,GS189,HS7908<br>Richardsons,Westgarth& Co.Ld.Sld. | 28 ″ 9<br>s 5 ″ 8½<br>23 ″ 5 | |
| 84468<br>33105<br>JBFE | **Tang Yang Maru** (P) TwinSc<br>1 *Dk* | | 1573<br>726<br>1081 | | | | | 1927 | Shanghai Dock&Eng. Co.Shanghai | ToaKaiunK.K. | 235·0\|40·0\|10·0<br>F29' | | | Tokyo Japanese | T.6Cy | | |
| 84469<br>DHXE | **Tanganjika** (P)<br>D.F. GyC.<br>Sub.Sig. 2 *Dks&Shelter dk* | | 8540<br>7343<br>5004 | | | | | 1922 | Blohm& Voss Hamburg | Woermann-Linie A.G. | 449·1\|58·3\|26·8 | | | Hamburg German *WB* | 4 Steam Turbines SR geared to 1 Sc. Shaft<br>Blohm&Voss,Hamburg | | G |
| 84470<br>603<br>385 | **Tango** (*ex*Regina,*ex*Solheim)<br>*Fitted for oil fuel*<br>1 *Dk* | | 683 | | | | | 1901 | Nylands Værksted Oslo | Ego-Aguirre& Dammert | 181·2\|30·1\|14·2<br>P5'B53'F23' | | | Callao Peruvian *WB* | T.3Cy.14½″,24″&39″–27″<br>79NHP<br>NylandsVærksted,Oslo | | |
| 84471<br>9330<br>JTGD | **Tango Maru** (P) TwinSc<br>*ss*Kob.2ndNo.3–2,29<br>*ss*Kob.No.3–6,36<br>2 *Dks(StlU–*teaks*)&deepframing lowerdk(Stl)inNo.1hold | | 6893<br>5756<br>4238 | ✠ ... 4,40 | Yka | *c* | | 1905<br>4mo | MitsuBishi Dkyd&EWks Nagasaki | NipponYusenK.K. *CellDBa f180'1876t* | 445·9\|51·8\|33·5<br>456·4<br>P49'B172'F56' FK<br>120′*uE&B83′*<br>*DTa28'535t FPT* | | | Tokyo Japanese<br>*7BHCem*<br>*114tAPT28t* | T.6Cy.23⅛″,23½″(2)38⅛″, 63⅛″&63½″–48″<br>789NHP<br>5SB,*15cf*,GS289,HS11405<br>MitsuBishiD&E.Wks.Nag | 33 ″ 6 | |
| 84472<br>21397<br>JQBE | **Tango Maru No. 2** Wood<br>(*ex*HeianMaruNo.9)<br>1 *Dk* | | 409<br>316<br>239 | | | | | 1917 | Takahashi Yeitaro Osaka | KawasakiShoji GoshiK. | 143·4\|23·8\|12·7 | | | Tarumi Japanese | C.2Cy.13¾″&29½″–18″<br>31NHP<br>FrejiokiTekkosho,Osaka | | |
| 84473<br>31676<br>JFWB | **Tangshan Maru** (P)<br>2 *Dks*<br>*Longitudinal framing* | | 2089<br>1707<br>1284 | | | | | 1926 | Osaka Iron Works,Ld. Osaka | ToaKaiunK.K. | 280·0\|41·0\|21·0<br>P23'B79'F30' | | | Tokyo Japanese *WB* | T.3Cy.18″,30″&50″–36″<br>150NHP<br>OsakaIronWorksLdOsaka | | |
| 84474<br>1441<br>PHWN | **Tanimbar** (P)<br>*Oil Eng.*<br>*ss*Sba.No.2–38<br>D.F. 3 *Dks(Stl–U* teaks*)*<br>*4th dk(Stl)in No.1 hold* | | *8169*<br>*7380*<br>*4906* | ✠100A1 ~~9,10,10~~<br>8,41 ✠LMC C81,39<br>~~DBS9,36~~ ~~8,39~~ 9,40<br>10,40<br>*Carrying oil F.P.a bove 150° F.info Fitted for carrying oil 9,30F. P.abo* | Sba | *d*† | CL 8,38 | 1930<br>9mo<br>*Lloyd's* | CaledonSB &E.Co.Ld. Dundee | Stoomv.Maats. Nederland *CellDB393'1675t DTs f56'1372t* | 468·7\|62·2\|32·5<br>P40'B160'F60' FK<br>*DTa32'1124t FPT115t APT51t*<br>*rward deep tanks ve 150° F. in deep tank aft* | | | Batavia Dutch<br>*8BHptCem (1to2nd dk)* | Oil Engines 2S.C.SA<br>8Cy.32⅛″–56½″ 1450NHP<br>DB*145lb*<br>NDB34(*Upr*)*100lb*<br>SulzerBros.Winterthur | 36 ″ 5<br>s 7 ″ 7<br>29 ″ 0½ | |
| 84475<br>1055<br>OZRH | **Tanja**<br>Wireless D.F. 1 *Dk&Shelter dk*<br>*CruiserStern* | | 1392<br>741 | | | | | 1937 | Fredrkstad MekVrksA/S Fredrikstad | J.Lauritzen | 265·0\|42·1\|13·9 | | | Esbjerg Danish *WB* | C.4Cy.(2)13¾″&(2)32⅛″–30½″ HS1508 130NHP<br>FredrikstadM.V.A/S Fredrikstad | | N |
| 84476<br>9342<br>6127<br>LJMK | **Tankexpress** (*ex*Petrofina–39)<br>*Oil Eng.*<br>D.F. *Mchy.Aft* 1 *Dk*<br>*CarryingPetroleum in bulk CruiserStern* | | 10095 | | | | | 1937 | Götaverken A/B Gothenburg | SkibsA/S Tank Express(Sigurd Herlofson&Co.A/S, *Mgrs.*) | 496·1\|64·4\|38·7<br>P102'B38'F60' | | | Moss Norwegian *WB* | Oil Engines 2S.C.DA<br>5Cy.24⅛″–55½″ 1025NHP<br>GötaverkenA/B,Got. | | N |
| 84477<br>5504<br>3412<br>2643<br>DAYH | **Tannenberg** (P) TwinSc<br>*Fitted for oil fuel*<br>Sub.Sig. *CruiserStern* 3 *Dks*<br>D.F. E.S.D. GyC. | | | | | | | 1935 | Stettiner Oderwrke AG Stettin | GermanGovernment(Reichsverkehrsministerium) (Hamburg-AmerikaLinie, *Mgrs.*) | 398·0\|51·0\|24·2<br>B310' | | | Stettin German *WB* | 2 Steam Turbines<br>2000NHP<br>FSchichauG m.b.H.Elbing | | G |
| 84478<br>7760<br>DOUD | **Tannenfels**<br>Sub.Sig. *Oil Eng.*<br>D.F. E.S.D. 2 *Dks*<br>*CruiserStern* | | 7840<br>7102<br>4833 | | | | | 1938 | Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G | DeutscheDampfs. Ges."Hansa" | 489·4\|61·4\|31·2<br>P65'B207'F38' | | | Bremen German *WB* | 2 Oil Engines 2S.C.DA<br>12Cy.20⅞″–29½⅜″ SRgeared to 1 sc. shaft 1830NHP<br>DeutscheSchiff.-u-Mschb. A.G.Weser,Bmn. | | G |
| 84479<br>31178<br>JOHH | **Tansyu Maru** (P)<br>*CruiserStern* 1 *Dk* | | 328<br>198<br>158 | | | | | 1926 | OsakaIron Works Ld. Osaka | SetsuyoSyosen K.K. | 140·0\|22·0\|11·0<br>F21' | | | Sumoto Japanese | T.3Cy.12″,20′&33″–21″<br>50NHP<br>OsakaIronWorks,Ld. | | |
| 84480<br>147222<br>GCWL | **Tantalus** (P) TwinSc<br>(*ex*Radnorshire–39, *ex*Tantalus–36) *Oil Eng.* 2 *Dks*<br>*Ref.Mchy.* D.F. | | 7724<br>6556<br>4748 | | | | | 1923 | CaledonSB &E.Co.Ld. Dundee | OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*) | 458·3\|58·2\|32·6<br>P52'B159'F64' | | | Liverpool British *WB* | Oil Engines 4S.C.SA<br>16Cy.29½″–45½″ 1317NHP<br>Burmeister&Wain,Cpn. | | BT till ~~11,46~~ 5,41 |
| 84481<br>6826<br>SGUE | **Tanto** (*ex*Lisbeth,*ex*Ytterön)<br>1 *Dk* | | 849<br>630<br>455 | | | | | 1918 | Larvik Slip&Verks. Larvik | SvenskaSockerfabriksA/B(C.F. Tranchell, *Mgr.*) | 195·2\|32·2\|12·2<br>P57'Q28'B53' | | | Malmö Swedish *WB* | T.3Cy.14″,23½″&38″–27″<br>77NHP<br>BergensMekVærksBergen | | N |
| 84482<br>PHWQ | **Tapanoeli**<br>D.F. 3 *Dks* | | 7034<br>6670<br>4456 | | | | | 1924 | N.V.Schps. "DeMaas" Slikkerveer | Rotterdamsche Lloyd(~~Wm.Ruys&~~ Zonen, *Mgrs.*) | 446·0\|54·3\|34·4<br>B68'F55' | | | ~~Rotterdam~~ ~~Dutch~~ Batavia *WB* Dutch | 2SteamTurbinesDRgeared to1Sc.Shaft 626NHP<br>Kon.Maats"DeSchelde," Flushing | | V |
| 84483<br>PUQP | **Taquary** TwinSc<br>*ss*Rio.No.3–8,21<br>*ss*Rio.No.1–25<br>1 *Dk(Stl)* | | *1943*<br>*1599*<br>*1176* | ✠ ~~—~~ 6,31 | Rio | *r* | | 1912<br>4mo | Mackie& Thomson,Ld. Glasgow | Cia.Commercio e Navegação | 276·7\|45·2\|15·4<br>P27'B61'F22' FK<br>*CellDBa86′uE 14′f114′569t FPT126t APT127t* | | | R.Janeiro Brazilian<br>*6BHCem* | T.6Cy.15″,25′&40″–27″<br>210NHP<br>2SB,*8cf*,GS105,HS3600<br>Muir&Houston,Ld.Gls. | 17 ″ 6 | |
| 84484<br>PUMD | **Taquy** (*ex*Itaquy–34,*ex*Almagro–33)<br>*ss*Npt.No.3–3,33<br>*ss*Rio.No.1–36<br>2 *Dks(Stl)* | | *2464*<br>*2227*<br>*1438* | ✠100A1 4,40 ~~12,38~~<br>~~BS12,38~~ ✠LMC8,36<br>4,40 | Rio | *t* | CL 10,38 | 1920<br>6mo<br>*Lloyd's* | A.&J. Inglis,Ld. Glasgow *SA&CP* | Cia.Carbonifera Rio-Grandense | 303·4\|43·0\|20·7<br>P33'B81'F32' FK<br>*Cell DB260'661t FPT69t APT180t* | | | R.Janeiro Brazilian<br>*6BHptCem* | T.3Cy.22½″,36″&59″–39″ (*s*)<br>180lb 265NHP<br>2SB,*6cf*,GS124,HS4500<br>A.&J.Inglis,Ld.Glasgow | 23 ″ 0 | |
| 84485<br>PHWO | **Tarakan** (P)<br>*Oil Eng.*<br>*ss*Ams.No.2–39<br>D.F. 3 *Dks(Stl–U* teak s*)*<br>*4th dk(Stl)in No. 1 hold* | | 8183<br>7380<br>4917 | ✠100A1 ~~9,40 12,37~~<br>✠LMC C86,39<br>11,38<br>DBS8,38 DBS(6)12,39<br>*Fitted for carrying oil Carrying oil F.P.a bove 150° F. in deep tank aft F. in forward deep tanks* | Sba<br>Vcr | *d*† | CL 6,39 12,30 | 1930<br>12mo<br>*Lloyd's* | Maats. Fyenoord Rotterdam *SA&CP* | N.V.Stoom.Maats. Nederland *CellDB392'1628t DTa32'1062t DTs f56'1372t FPT* | 469·0\|62·3\|32·6<br>P40'B160'F57' FK<br>*8BHptCem 1 to 2nd dk 107tAPT52t* | | | Batavia Dutch<br>*8BHptCem* | Oil Engines 2S.C.SA<br>8Cy.32⅛″–56½″ 1450NHP<br>DB*70lb* NDB34(*upper*) *71lb*<br>Maats.Fyenoord,Rot | 36 ″ 5<br>s 7 ″ 7<br>28 ″ 11½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Keel laid, if since 1 Jan. 1933 Date of Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84486<br>149304<br>GNRF | **Taranaki**<br>*Oil Eng.*<br>*ss* Gls. No. 2–37<br>*Ref. Mchy.* 3 *Dks*<br>D.F. E.S.D. *Tonnage opening closed* '40 | Twin Sc | 10534<br>—<br>6522 | ✠100 A1 *with freeboard*<br>Examined 1,41<br>DBS6,41 ✠LMC 5,38<br>✠Lloyd's RMC 1,40 2,42 6,41 2,45 | Liv | *f*† | CL<br>S 9,38<br>P 4,40 | 1928<br>5 mo | Fairfield SB. & E. Co. Ltd Glasgow<br>*Lloyd's* | ShawSavill& Albion Co. Ltd.<br>*Upper 'tween dk BHs except Coll Cell D B* 408'1592*t* | 483·0 \| 64·2 \| 30·8<br>499·4 (O.L.) \| 39·3<br>B 173' F 61' FK<br>*BH dispensed with FPT* 1191*t APT* 75*t* | S'thamptn<br>British<br>8 *B Hpt Cem*<br>(*Coll to Wdk* 7 „ 2*nd*, „) | Oil Engines 2S.C.SA<br>12 Cy. 31″–43″ 2020 NH<br>2 DB *100lb*<br>Fairfield SB. & E. Co. Ld. Gls. | 42 ″ 10<br>s 13 ″ 4½<br>29 ″ 8½ | |
| 84487<br>LCKP | **Taranger**<br>*Oil Eng.*<br>D.F. *Ref. Mchy.* 2 *Dks* | Twin Sc | 4873<br>4309<br>2984 | | | | | 1930 | Akt. Burmeistr & Wain Copenhagen | Westfal Larsen & Co. A/S | 398·1 \| 54·8 \| 26·1<br>P 74*t* H 393*t* F 34*t* | Bergen<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12 Cy. 23½″–43⅝″ 624 NH<br>Akt. Burmeistr & Wain, Cpn | | N |
| 84488<br>1174<br>CBTA | **Tarapacá** Ⓟ (*ex* Presidente Mitre, *ex* Argentina)<br>2 *Dks* & *Web frames* | | 3832<br>—<br>2211 | | | | | 1894 | Reiherst'g Schiffsw. Hamburg | Cia. Chilena de Nav Interoceanica (H. R. Samsing, *Mgr.*) | 343·0 \| 42·4 \| 26·1<br>P & B 212' F 41' | Valparaiso<br>Chilian | T. 3 Cy. 23″, 37½″ & 63″–42″<br>257 NH<br>Reiherst. Maschinenf. Ham. | | N |
| *Now "Avila," see No. 87030 in Supplement* | | | | | | | | | | | | | | | | | |
| 84489<br>162493<br>MPXC | **Taraqqi**<br>*ss* Abd. No. 2–39<br>*Mchy. Aft* 1 *Dk* (*Stl*) | Twin Sc | 388<br>266<br>134 | ✠100 A1 *with freeboard*<br>4,40 4,30 ✠LMC<br>MS 4,39 BS 1,39 1,41<br>*Fitted for oil fuel* 10, 30 *F. P. above* 150° F.<br>*Carrying oil F. P. above* 150° F. *in cyl indrical tanks* | Abd | *f* | OG<br>3,39 | 1930<br>10 mo | G. Brown & Co. Greenock<br>*Lloyd's* | Petroleum S.S. Co. Ld. (British Tanker Co. Ld. *Mgrs.*)<br>*Cell D Bu E* 78'194*t* | 140·6 \| 29·1 \| 7·8<br>Q 60' B 11' F 21' FK<br>*Bu E* 7' 11*t FPT* 53*t* | London<br>British<br>4 *B Hpt Asp*<br>*APT* 62*t* | C. 4 Cy. 11″ & 22″–14″ (*s*)<br>140 lb 63 NHP<br>1 SB, *3cf*, HS 1415<br>McKie & Baxter, Ld. Gls. | 8 ″ 6<br>s 2 ″ 2½<br>6 ″ 5 | |
| 84490<br>TCEO | **Tari** Ⓟ (*ex* Tadla–34, *ex* Frankenwald)<br>2 *Dks* | | 4026<br>—<br>2429 | | | | | 1908 | Furness, Withy & Co. Ld. W. Hartlepool | T. C. Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 353·2 \| 45·1 \| 25·6<br>P 40' B 115' F 72' | Istanbul<br>Turkish<br>*WB* | T. 3 Cy. 25½″, 43″ & 72″–48″<br>Richardsons, Westgarth & Co. Ld. Hpl. | | |
| 84491<br>PHWP | **Taria**<br>*Oil Eng.*<br>D.F. 1 *Dk*, 2 *nd dk clear of cargo tanks*<br>E.S.D. *Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck*<br>*Butts of deck plating electrically welded* | | 10354<br>9358<br>6146 | ✠100 A1<br>10,40 10,30 Bkn<br>✠LMC 10,38<br>*Carrying Petroleum in bulk* | Ams | *f*† | CL | 1939<br>10 mo | NV Nederl. Schps. Maats. Amsterdam<br>*Lloyd's* | N.V. Petroleum Maats "La Corona"<br>*Cell D Bu E* 78'194*t* | 504·6 \| 64·5 \| 37·0<br>525·3 (O.L.)<br>P 103' B 46' F 60' FK<br>*DT f* 28'385*t FPT* 246*t APT* 130*t* | The Hague<br>Dutch<br>18 *B Hpt Cem*<br>2 DB *180lb* | Oil Engines 4S.C.SA<br>10 Cy. 25.5⅛″–55½″ 628 NH<br>Werkspoor N.V. Ams. | 37 ″ 0<br>s 7 ″ 7½<br>29 ″ 7 | |
| 84492<br>LJGH | **Tarifa**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk & Shelter dk, 3rd dk*<br>GyC. *except in after holds*<br>*Cruiser Stern*<br>*Butts of deck plating electrically welded* | Twin Sc | 7229<br>6426<br>4426 | ✠100 A1 *with freeboard*<br>9,39 ✠LMC 11,38<br>~~DBS (W & D) 3,39~~<br>DBS 11,40<br>*Carrying fuel oil F. P. above* 150° F. *in midship deep tank* | Syd | *f*† | CL<br>2½<br>9,39 | 1936<br>11 mo | F Schichau G. m. b. H. Danzig<br>*Lloyd's* | Wilh. Wilhelmsen<br>1 *Intermediate Cell D B* 349'1512*t* | 493·6 \| 63·3 \| 29·0<br>517·9 (O.L.)<br>P 42' F 26' FK<br>*BH dispensed with MT* 30'1431*t Tanks* | Tönsberg<br>Norwegian<br>7 *B Hpt Cem*<br>(*Coll to Sh dk* 6 „ 2*nd* „)<br>*Tanks in way of tunnels* 290*t FPT* 82*t APT* 273*t* | Oil Engines 2S.C.SA<br>16 Cy. 25.5⅛″–47¼″ 1827 NH<br>DB *100lb* DB (WT) 100 lb<br>F Schichau G. m. b. H. Elbing | 31 ″ 7<br>s 4 ″ 1½<br>27 ″ 7½ | |
| 84493<br>SHAM | **Tarkhankout** (*ex* Parisot, *ex* Julia, *ex* Z. M. Chrissoveloni, *ex* Circassian)<br>*Well deck* 1 *Dk* (*Irn*) 2 *tr B* | Iron<br>5th Survey, Npt. 8,90<br>Wireless 1 *Dk* | 1296<br>1054<br>725 | ✠<br>9,92 | Bla | Lv | | 1872<br>2 mo | R. Thompson, Jr. Sunderland | U.S.S.R. | 245·5 \| 32·3 \| 14·2<br>P 203*t* F 18*t* | Odessa<br>Russian<br>4 *BH Cem*<br>*DBa & f* | C. 2 Cy. 29″ & 55″–33″<br>145 NHP<br>B *made*—, *refitted* 13<br>N.E. Marine Co. Ld. Sld. | | |
| 84494<br>LDBW | **Tarn**<br>*Oil Eng.*<br>*ss* Osl. No. 1–37<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>D.F. 3 *rd dk* (*Stl*) *except in after holds*<br>E.S.D. GyC. | Twin Sc | 6850<br>6013<br>4209 | ✠100 A1 *with freeboard*<br>7,10 12,30<br>✠LMC CS 6,37<br>DBS ~~9,36~~ 6,40 4,39<br>*Carrying fuel oil F. P. above* 50° F. *in deep tank* | Osl | *e*† | CL<br>12,39 | 1933<br>9 mo | NV Nederl. Schps. Maats. Amsterdam<br>*Lloyd's* | Wilh. Wilhelmsen<br>*Cell D B* 365*t* 1345*t Tanks in way of tunnels* 515*t* | 479·1 \| 61·1 \| 29·0<br>498·4 (O.L.)<br>P 48' F 46' FK<br>(*Coll to Sh dk* 6 „ 2*nd* „)<br>*MT* 28'1318*t FPT* 176*t APT* 145*t* | Tönsberg<br>Norwegian<br>7 *B Hpt Cem*<br>DB *100lb*<br>Hengelo | Oil Engines 2S.C.DA<br>12 Cy. 23⅝″–43⅝″ 2330 NHP<br>Gebr. Stork & Co. N.V. | 31 ″ 7<br>s 4 ″ 2<br>27 ″ 7 | |
| 84495<br>5721<br>SHAM | **Tärnan**<br>Wireless 1 *Dk* | | 541<br>413<br>200 | | | | | 1915 | Lindholmens M.V. Gothenburg | Hallands Ångbåts A/B (Harry Trapp, *Mgr.*) | 170·0 \| 30·0 \| 11·3<br>P 105' H 67*t* F 24' | Gothenbrg<br>Swedish<br>*WB* | T. 3 Cy. 14½″, 24″ & 40″–27″<br>83 NHP<br>Lindholmens V.A. Got. | | V |
| 84496<br>165348<br>GZFN | **Taron**<br>*Oil Eng.*<br>D.F. E.S.D. *ss* Cff. No. 1–40<br>1 *Dk*, 2 *nd dk clear of cargo tanks*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | | 8054<br>7224<br>4756 | ✠100 A1<br>12,40 5,40<br>✠LMC CS 5,40<br>DBS 10,39 2,39<br>*Carrying Petroleum in bulk* | Cff<br>Mch | *c*† | CL<br>10,39 | 1936<br>5 mo | Deutsche Werft A G Bet Finkenwrder Hamburg<br>*Lloyd's* | Anglo-Saxon Petroleum Co. Ld.<br>*Cell D B Bu E* 64'15*t* | 465·0 \| 59·4 \| 33·8<br>P 94' B 48' F 48' FK<br>*DT f* 25'272*t FPT*<br>*Tanks at side of tunnel* 416*t MT* | London<br>British<br>17 *B Hpt Cem*<br>139*t APT* 85*t* | Oil Engines 4S.C.SA<br>8 Cy. 25.5⅛″–55⅛″ 502 NHP<br>DB *180lb*<br>Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 34 ″ 0<br>s 6 ″ 8¾<br>27 ″ 6½ | |
| 84497<br>LIUA | **Taronga**<br>*ss* Osl. No. 1–38<br>*Oil Eng.*<br>GyC. D.F. 1 *Dk & Shelter dk*,<br>3 *rd dk except in after hold* | | 7003<br>6177<br>4245 | ✠100 A1 *with freeboard*<br>11,39<br>✠LMC CS 5,38<br>DBS 7,39 4,37<br>*Carrying oil fuel F. P. above* 150° F. *in deep tank* | Got | *e*† | CL<br>4,37 | 1934<br>5 mo | Odense Staalskibsvft ved A.P. Møller Odense<br>*Lloyd's* | Wilh. Wilhelmsen<br>*Cell D B* 318'1630*t of tunnel* 416*t M* | 484·0 \| 61·3 \| 29·0<br>P 42' F 51' FK<br>(*Coll to Sh dk* 6 „ 2*nd*, „)<br>*Tanks at side* 730' 1438*t FPT* 206*t APT* 49*t* | Tönsberg<br>Norwegian<br>7 *B Hpt Cem*<br>DB *100lb* | Oil Engines 2S.C.DA<br>7 Cy. 24⅞″–55⅛″ 1435 NHP<br>Akt. Burmeistr & Wain, Cpn | 31 ″ 7<br>s 4 ″ 2½<br>27 ″ 7½ | |
| 84498<br>153958<br>VLDF | **Taroona** Ⓟ<br>*ss* Mel. No. 1–39<br>*Ref. Mchy.* D.F. E.S.D. 3 *Dks*<br>*Cruiser Stern*<br>*Topsides–Special Quality Steel* | Twin Sc | 4286<br>2782<br>1849 | ✠100 A1 *with freeboard*<br>~~4,40 1,40 1,41~~ BS 4,40<br>~~BS 7,39~~ ✠LMC 5,38<br>*Fitted for oil fuel* 1.35 *F. P. above* 150° F. | Mel | *w* | CL<br>~~7,37~~<br>4,40 | 1935<br>1 mo | A. Stephen & Sons, Ld. Glasgow<br>*Lloyd's* | Tasmanian Steamers Proprietary, Ld.<br>*Cell D B* 227'433*t D Ta* 13'48*t D* | 338·2 \| 50·1 \| 23·8<br>354·6 (O.L.)<br>B & F 323'<br>FK & BK 1½″<br>(*Coll to W dk* 7 „ 2nd „)<br>*T f* 20'177*t FPT* 18*t APT* 26*t* | Melbourne<br>British<br>8 *B Hpt Cem*<br>FD | 6 Steam Turbines SR geared to 2 Sc. Shafts (*s*)<br>HS 13845 1578 NHP<br>3 Water Tube Boilers 430 lb (Spt 415 lb)<br>A. Stephen & Sons, Ld. Gls. | 26 ″ 3<br>s 11 ″ 4½<br>15 ″ 1½ | |
| 84499<br>82928<br>VQMF | **Tarpon**<br>Wireless 1 *Dk* | Twin Sc | 412<br>283<br>173 | ✠ ...<br>9,32 ✠ | | | | 1929<br>4 mo | Ferguson Bros. (Port Glasgow) Ld. Port Glasgow | Government of British Guiana | 150·0 \| 30·2 \| 8·9<br>P 12' B 32' F 27' FK | Georget'n<br>British<br>*WB* | C. 4 Cy. 11½″ & 24″–18″<br>66 RHP<br>Ferguson Bros. (Port Glasgow), Ld. Pt. Gls. | 9 ″ 6 | |
| 84500<br>28020<br>JOVH | **Tarumi Maru**<br>2 *Dks* | | 729<br>574<br>410 | | | | | 1921 | Murao Zosensho Osaka | Sanbo Syosen K.K. | 176·5 \| 28·5 \| 15·5<br>B 46' F 30' | Tarumi<br>Japanese<br>*WB* | T. 3 Cy. 13″, 22⅛″ & 36⅛″–27″<br>68 NHP<br>Takao Tekkosho, Kobe | | |
| 84501<br>44142<br>JYJL | **Tarusima Maru**<br>2 *Dks*<br>*Cruiser Stern* | | 4865<br>—<br>2886 | | | | | 1938 | Osaka Iron Works, Ld. Osaka | Hamane Shoten K.K. | 369·8 \| 54·1 \| 29·2 | Kobe<br>Japanese | 1 DR geared steam turbine<br>Tokyo Ishikawajima Zosensho K.K., Tokyo | | C |
| 84502<br>1764<br>IASY | **Tarvisio**<br>*Carrying oil in bulk*<br>D.F. 1 *Dk*<br>*Fitted for oil fuel* | | 5484<br>—<br>3207 | | | | | 1927 | Royal Dockyard Castellammare di Stabia | Italian Navy (Operated by Soc. Anon. Cooperativa di Nav. Garibaldi) | 371·8 \| 59·3 \| 27·4 | Genoa<br>Italian<br>*WB* | Steam Turbine<br>Ansaldo S.A. Sampierdarena | | I |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre-pleins et Water-ballast. Lloyd's Equipment. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où codés si ce n'est dans le Lt. Dutrie's Cert. Book Trades. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84503 166392 GKGT | **Tasajera** *Mchy. Aft* | TwinSc 1 *Dk* *Cruiser Stern* | 3952 2955 1812 | ✠100A1 1,41 ~~11,39~~ ✠LMC3,38 | Aru | *w* | CL s12,38 | 1938 3mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees | LagoShipping Co.Ld. ~~W.J.Wolfes Mgr.~~ (R.A. Cardy, *Mgr.*) | 355·9\|60·2\|16·7 365·2(o.L.) P73'F43' *Trunk* 236 FK *CellDBuE* 12'23t *FPT* 164 | | | London British 8 *BHptCem* *ptAsp* *APT* 141t | T.6Cy.16",26"&43"-27" 180lb (*s*) 318NHP 2SB,6*cf*,HS5130 FD N.E.MarineEng.CoLdNwc | 17 ft 6 ~~s 4 in~~ ~~40 ins~~ s 2 ft 8½ 15 ft 1½ | |
| 84504 136062 ~~VTPK~~ *Mchy. Aft* D.F. | **Tascalusa** *ssAms.2ndNo.3-12,38* 2 *Dks(Stl)&Web frames* *Longitudinal framing* | | 6499 5816 4052 | ✠100A1 7,39 ✠LMC MS8,37 BS12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,13 | Sch | *a*† | CL 11,38 F.P. *above* | 1913 12mo *Lloyd's* | SirRaylton Dixon&CoLd Middlesbro' *CellDBuE&* *DTf* 45'577t | Socony-Vacuum Transportation Co.Ld. | 420·5\|54·4\|32·6 P118'B26'F47' FK B80'279t *FPT* 120t *APT* 210t | | | London ~~Hong Kong~~ British 17 *BHptCem* (11 *to U dk* 6 „ 2*nd* „) | Q.4Cy.24",35",50½"&73"-51" 220lb (*s*) 526NHP 3SB,9*cf*,GS170,HS7125 FD N.E.MarineEng.CoLdNwc | 32 ft 8 s 6 in 26 ft 9½ | |
| 84505 UOXC | **Tashkent** (*ex*Holger-32) *ssBhn.No.1-11* Sub.Sig. 2 *Dks(Stl)&deepframing* | | 5552 5242 3391 | ✠ 12,15 ✠ | Bmn | *a*† | | 1906 5mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | U.S.S.R. *CellDBa* 150'*uE* | 424·5\|53·2\|29·2 P37'B181'F44' FK 23'*f* 181'1049t *FPT* | | | Odessa Russian 8 *BHCem* *APT* 25t | T.3Cy,28",46"&77"-54" 556NHP 3SB,9*ef*,GS191,HS7785 FD WllsndSlpwy.Co.Ld.Nwc. | 32 ft 0 | |
| 84506 102 SVBY | **Tasis** (*ex*ManchesterCivilian-33) D.F. 1 *Dk* | | 4706 4380 2927 | | | | | 1913 | Irvine'sSB &D.D.Co.Ld. W Hartlepool | Myrtoon SteamshipCo.Ld. | 385·0\|52·0\|27·0 P36'B119'F36' | | | Argostoli Greek *WB* | T.3Cy.25",40"&68"-48" Richardsons Westgarth&Co.Ld.Hpl. 320NHP | | C |
| 84507 PKRD | **Tasman** *Ref. Mchy.* D.F. *Fitted for oil fuel* 2 *Dks* | | 4992 3833 3072 | | | | | 1921 | Earle'sCo. Ld. Hull | Koninkl.Paketv. Maats. | 392·0\|49·2\|26·0 *Shade dk* 257'F43' | | | Batavia Dutch *WB* | T.3Cy.29¼",48½"&80"-54" 470NHP Earle'sCo.Ld.Hull | | V |
| 84508 167575 GLML | **Tasmania** *ssH.Kg.No.1-39* D.F. TwinSc *OilEng.* 2 *Dks* *CruiserStern* *Tonnage opening closed'40* | | ~~6456~~ — ~~4621~~ 6405 5848 4017 | ✠100A1 *withfreeboard* 6,40 ~~0,30~~ DBS9,38 ✠LMC10,35 ✠LMC CS5,40 4,38 | HKg Lon | *z* | CL 8,38 | 1935 10mo *Lloyd's* | Nakskov Skibs.A/S Nakskov Brocklebank,Ld. *Mgrs.)* *CellDB* 366' | Ministry of Shipping (Thos.&Jno. Brocklebank,Ld. *Mgrs.)* | 399·4\|54·8\|24·2 415·0(o.L.) 32·9 P24'F43' FK 1282t *DT's a* 10'254t *Tank at sides of* *tunnels* 108t *FPT* 71t | | | London British 6 *BH* | Oil Engines 2S.C.SA 10Cy.19½"-35½" DB *100lb* 673NHP Akt.Burmeistr&Wain.Cpn | 35 ft 6 s 9 in 6 ft 1½ | |
| 84509 26167 JNSD | **Tasmania Maru** *ssOsa.No.3-10,32* *ssKob.No.1-37* 1 *Dk(Stl)&* *Awng dk(Stl)* | | 4106 3613 2520 | ✠100A1 *Awng dk* *withfreeboard* 12,39 ✠LMC12,39 BS5,41 | Kob | *v* | OG ~~11,38~~ 3,41 | 1919 11mo *Lloyd's* | Kawasaki Dkyd.Co.Ld. Kobe | OkadaGumiK.K. *CellDB* 294'778t | 345·0\|48·0\|30·0 P29'B74'F41'*on* *Awng dk* FK *FPT* 62t *APT* 81t | | | Osaka Japanese *Cem* 6 *BHto Awdk* | T.3Cy.23½",39"&65"-48" (*s*) 200lb 356NHP 2SB,6*cf*,GS121,HS4610 FD KawasakiDykdCoLd.Kobe | 30 ft 0 s 6 in 1½ 24 ft 2 | |
| 84510 937 SVXO | **Tassia** (*ex*Majestic-38) *ssHul.2ndNo.3-6,29* *ssHul.No.1-34* D.F. *SparDk(ptIrn ptStl)* *2trB&deepframing* | | *3034* *2811* *1917* | ✠ — 11,38 ✠ | Hpl | *u* | | 1904 4mo | Irvines' SB &D.D.Co.Ld. W Hartlepool | G.SigalasSons *CellDBa* 106'*uE* | 325·0\|47·1\|13·7 22·5 P32'B100'F32' FK 22'*f* 136' 663t *FPT* | | | Piræus Greek 5 *BHCem* 100t *APT* 42t | T.3Cy.24",38"&64"-42" 277NHP 2SB,6*cf*,GS100,HS4329 Richardsons,Westgarth& Co.Ld.Hpl. | 24 ft 10 | |
| 84511 165697 GDGX | **Tasso** Wireless D.F. 1 *Dk&Shelter dk* *CruiserStern* *Strengthened for navigation in ice* | | 1586 1220 768 | ✠100A1 *withfreeboard* 2,40 ✠LMC2,38 | Hul | *s* | CL | 1938 2mo *Lloyd's* | Swan,Hunter&Wigham Richardson, LdNewcastle | Ellerman'sWilson Line,Ld. *CellDB* 236'363t | 283·9\|40·2\|15·8 295·2(o.L.) FK *FPT* 14t *APT* 37t | | | Hull British 5 *BHptCem* *ptAsp* (*Coll to Sh dk* 4 „ 2*nd*„) | T.3Cy.19½",33"&54"-36" & LP turbine with DR gearing & hydraulic coupling 210lb (*s*) FD 335NHP 2SB(Spt)6*cf*,GS115,HS4043 Swan,Hunter&Wigham Richardson,Ld.Nwc. | 17 ft 6 s ft 8 17 ft 0 | |
| 84512 377 SZMS | **Tassos** (P) (*ex*Oriental,*ex*Yacht) Wireless *ssGls.No.3-5,04* 1 *Dk* | | 333 — 181 | ✠ 8,06 | Grk | | | 1891 6mo | A.&J. Inglis Glasgow | EpirotikiS.S.Nav. Co.George Potamianos | 165·4\|22·1\|13·1 | | | Piræus Greek 5 *BHCem* | T.3Cy.13½",22½"&36"-27" 1SB,3*cf*,GS46 67NHP A.&J.Inglis,Glasgow | | |
| 84513 872 JCLB | **Tategami Maru** (P) *ssNag.No.2-07* 2 *Dks(UStl)&pt Awng dk* | | 2490 1788 1476 | ✠ 2,07 ✠ | Nag | *s* | | 1898 12mo | MitsuBishi Dockyard& Engine Wrks Nagasaki | KaburagiHidetane *CellDB* a 88'*uE&B* 44'*f* 92'401t | 300·0\|40·0\|18·9 P35'Q105'F37' BK 10" *6 BHCem* *APT* 67t | | | Jinsen Japanese | T.3Cy.24",38"&64"-42" 296NHP 2DB,12*cf*,GS172,HS4901 MitsuBishiD.&E.Wks.Nag | 21 ft 2 | |
| 84514 28502 JDIA | **Tateisi Maru** (*ex*TateishiMaru-38) *ssYka.No.3-7,35* *ssYka.No.1-38* 2 *Dks(Stl)* | | 3801 3444 2351 | ✠100A1 1,40 ✠LMC1,40 | Tama | *w* | CL 1,40 | 1922 9mo | Yokohama Dock Co.Ld Yokohama A&CP | UkonShojiK.K. *CellDB* 316' 793t | 345·0\|50·0\|29·0 P33'B74'F40' FK *FPT* 56t *APT* 29t | | | Kobe Japanese *6 BHCem* | T.3Cy.23",38"&64"-48" (*s*) 200lb 351NHP 2SB,6*cf*,GS115,HS4604 FD YokohamaDock CoLd.Yka | 29 ft 1 s 5 in 3½ 24 ft 1 | |
| 84515 40704 JGFJ | **Tatekawa Maru** *Carrying Petroleum in bulk* *Oil Eng.* D.F. GyC. *Mchy.Aft* 1 *Dk* *CruiserStern* *Longitudinal framing* | | 10090 8891 5901 | | | | | 1935 | Kawasaki Dkyd.Co.Ld. Kobe | KawasakiKisen K.K. | 503·3\|65·0\|37·1 P162'B44'F41' | | | Kobe Japanese *WB* | Oil Engines 2S.C.DA 8Cy.27½"-47½" 2115NHP KawasakiDkyd CoLdKobe | | C |
| 84516 43365 JKVL | **Tateyama Maru** (P) 2 *Dks* | | 3787 — 2261 | | | | | 1937 | Mitsui Bussan Kaisha,Ld. Tama | BabaShojiK.K. | 340·4\|48·2\|26·2 P29'B92'F31' | | | Tokyo Japanese *WB* | T.3Cy.20⅝",35½"&61"-41½" MitsuiBussanKaisha,Ld. Tama | | C |
| 84517 41740 JPKJ | — (P) 2 *Dks* | | 1991 1605 1147 | | | | | 1937 | Hakodate Dock Co.Ld. Hakodate | KitaNippon KisenK.K. | 272·3\|40·0\|21·0 P29'B80'F30' | | | Tokyo Japanese *WB* | C.4Cy.(2)11⅞"&(2)20⅜"-13¾" & LP turbine with DR gearing & hydraulic coupling UragaDockCo.Ld.Uraga | | |
| 84518 27806 (*ex*Tachibana JAGA Maru-38) | **Tatibana Maru** (P) *ssKob.No.3-8,34* *ssKob.No.1-38* 2 *Dks(Stl)&Web frames* *Longitudinal framing* | | 6522 5679 3863 | ✠100A1 12,40 ~~12,40~~ ✠LMC2,~~40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,21 | Kob | *a*† | CL 1.40 A&CP *above* | 1921 6mo | KobeSteel Works Harima Dockyard 150°F. | AsahiSekiyuK.K. *CellDBuE&B* 81'1 'tween dk tank 55t *DTf* 41'375t *aft* 10'46t | 420·0\|54·0\|32·9 P117'B36'F35' FK *FPT* 116t *APT* 26t | | | Tokyo Japanese 16 *BHptCem* (11 *to U dk* 5 „ 2*nd*„) | T.3Cy.27",~~45"~~&75"-51" (*s*) 200lb 45½" 560NHP 2SB,9*cf*,GS192,HS7956 FD KobeSteelWorks,Kobe | 33 ft 0 s 6 in 8 25 ft 7½ | |
| 84519 40508 (*ex*TachibanaMaru-38) JWRJ | — (P) *OilEng.* *CruiserStern* 2 *Dks* | TwinSc | 1772 — 966 | | | | | 1935 | Mitsubishi Jukogyo K.K. Kobe | TokiowanKisen K.K. | 249·3\|40·0\|18·0 F59' | | | Tokyo Japanese *WB* | Oil Engines 4S.C.SA 16Cy.16½"-24⅞" 435NHP MitsubishiJukogyoK.K. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / how exploded / Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse-power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated Ex of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84520<br>29428<br>JEPI | **Tatibana Maru**<br>(*ex*TachibanaMaru–38) | 2 *Dks* | 392<br>312<br>233 | | | | | 1923 | OsakaIron Works Osaka | KagoshimaSyosen K.K. | 145·0 \| 24·0 \| 13·5<br>F20′ | | | Shimoda Japanese | T.3Cy. | | |
| 84521<br>LJIR | **Tatra**<br>D.F. E.S.D. *Oil Eng.*<br>GyC. *Cruiser Stern* 1 *Dk & Shelter dk*<br>*Part electrically welded including butts of keel & deck* | | 4766<br>4070<br>2804 | ✠100A1<br>*with freeboard*<br>9,40 ✠LMC CS2,41 7,39<br>*Carrying car go oil F. P. abo*<br>DBS(WTB)3,40 | Osl | *a*† | CL<br>2,40 | 1937<br>2mo<br>*Lloyd's* ve 150 | F.Schichau G.m.b.H. Danzig<br>*sA&CP*<br>°F. *in midship deep tank Cell D* | Wilh.Wilhelmsen | 412·0 \| 55·5 \| 25·6<br>428·9(O.L.)<br>P44′F32′ FK<br>*B285′1117t*<br>*Tanks in way of tunnel 246t M* | Tönsberg Norwegian<br>*7 BHpt Cem*<br>*Coll to Sh dk*<br>6 „ 2nd „ )<br>*T26′966t FPT67t APT181t* | Oil Engines 2S.C.SA<br>8Cy.25$\frac{9}{16}$″–47$\frac{1}{4}$″ 913NHP<br>DB*100lb* DB(WT)*100lb*<br>F Schichau G.m.b.H. Elbing | 28 ″ 0<br>s 2 ″ 8<br>25 ″ 5½ | |
| 84522<br>DHXG | **Tatti**<br>1 *Dk* | | 579<br>345<br>354 | | | | | 1891 | Act.Ges. "Neptun" Rostock | MathiesReed.K.G. | 194·1 \| 24·6 \| 10·4<br>Q118′B21′F21′<br>len96 *WB* | | | Hamburg German | C.2Cy.22$\frac{1}{2}$″&36$\frac{1}{2}$″–23$\frac{1}{2}$″ NB23 54NHP<br>A.G. "Neptun," Rostock | | G |
| 84523<br>45378<br>JCBN | **Tatu Maru**<br>*Oil Eng.*<br>*Cruiser Stern* | | 501<br>—<br>344 | | | | | 1939 | Yendo Iron Works Osaka | NisimotoZyuhei | 145·0 \| 26·5 \| 13·4 | | | Osaka Japanese | Oil Engines 4S.C.SA<br>6Cy.13″–19$\frac{1}{16}$″ 98NHP<br>HanshinIronWks Ld. Kobe | | |
| 84524<br>33180<br>JAUC | **Tatuha Maru** (*ex*TatsuhaMaru–38, *ex*CorbyCastle, *ex*Virgilia)<br>*ss*Kob.No.3–7,31<br>*ss*Kob.No.2–39<br>2 *Dks(Stl)*<br>*Cargo battens not fitted in 'tween dks & Deep Tank* | | 5784<br>5383<br>3607 | ✠100A1<br>11,40 ~~6,39~~<br>✠LMC ~~6,39~~ 11,40<br>*Carrying oil fuel F. P*<br>*Fitted for oil fuel 7,29 F.P. a* | Kob | *a*† | CL<br>~~5,39~~<br>10,40<br>*above 1*<br>*above 1* | 1918<br>11mo<br>*Lloyd's* 50° F.<br>50° F. | Russell& Co. PortGlasgow<br>*sA&CP*<br>*in DB&DT*<br>1165*t DTa36′11* | TatuumaKisen K.K.<br>*1 intermediate BH & 1 'tween dk Cell DB344′*<br>*09t FPT35t APT31t* | 423·3 \| 56·0 \| 28·7<br>P38′B123′F43′ FK<br>*BH dispensed with Cem*<br>*5 BH to U dk*<br>1 „ „ 2nd „ | Nisino-miya Japanese<br>*only* | T.3Cy.27$\frac{1}{8}$″,44″&73″–48″ (*s*)<br>180lb 550NHP<br>3SB,*9cf*,GS190,HS8428 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 ″ 4 | |
| 84525<br>45329<br>JXNM | **Tatuharu Maru**<br>D.F. 2 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | | 6345<br>—<br>3792 | | | | | 1939 | Mitsubishi Jukogyo K.K. Kobe | TatuumaKisen K.K. | 410·9 \| 55·8 \| 30·7 | | | Nisino-miya Japanese | 2 steam turbines DR geared to 1 sc. shaft 750NHP<br>Mitsubishi Jukogyo K.K. Kobe | | C |
| 84526<br>44591<br>JCTM | **Tatuho Maru**<br>*Cruiser Stern* | | 6335<br>—<br>3792 | | | | | 1938 | Mitsubishi Jukogyo K.K. Kobe | TatuumaGoshi Kaisya (Tatuuma KisenK.K. *Mgrs.*) | 410·9 \| 56·1 \| 30·7 | | | Nisino-miya Japanese | 2 steam turbines DR geared to 1 sc. shaft 750NHP<br>Mitsubishi Jukogyo K.K. Kobe | | C |
| 84527<br>45734<br>JHON | **Tatuhuku Maru**<br>1 *Dk*<br>*Mchy. Aft* | | 1946<br>1540<br>1081 | | | | | 1939 | Kawamin-ami Kogyo K.K. Nagasaki | TatuumaKisen K.K. | 271·7 \| 40·0 \| 20·3<br>P87′F29′ | | | Nisino-miya Japanese *WB* | T.3Cy.18$\frac{11}{16}$″,30″&50″–36″ 150NHP<br>KawaminamiKogyoK.K. Koyagijima | | |
| 84528<br>46368<br>JHVN | **Tatukami Maru**<br>D.F.<br>*Cruiser Stern* | | 7064<br>—<br>4126 | | | | | 1939 | Mitsubishi Jukogyo K.K. Kobe | TatuumaKisen K.K. | 441·5 \| 58·5 \| 32·8 | | | Nisino-miya Japanese | 2DR geared steam turbines<br>Mitsubishi Jukogyo K.K. Kobe | | |
| 84529<br>44853<br>JQZM | **Tatumiya Maru**<br>D.F. GyC. 2 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | | 6344<br>—<br>3792 | | | | | 1938 | Mitsubishi Jukogyo K.K. Kobe | TatuumaKisen K.K. | 410·9 \| 56·1 \| 30·7 | | | Nisino-miya Japanese | 2DR geared steam turbines 750NHP<br>Mitsubishi Jukogyo K.K. Kobe | | C |
| 84530<br>158023<br>MMVS | **Tatung** Ⓟ (*ex*I.Fung–36) Twin Sc<br>*Oil Eng.*<br>1 *Dk* | | 1560<br>1360<br>1101 | | | | | 1928 | NewE.& S.B.Wks.Ld. Shanghai | ChinaNav.Co.Ld. | 270·1 \| 40·0 \| 14·7 | | | London British *WB* | Oil Engines 4S.C.SA<br>12Cy.14$\frac{3}{8}$″–23$\frac{1}{4}$″ 240NHP<br>Motorenfbr."Deutz"A.G. Köln-Deutz | | |
| 84531<br>18486<br>JPUD | **Tatuno Maru** Twin Sc<br>(*ex*TatsunoMaru–38) ~~*ss*Osa.No.3 8,27~~<br>*ss*Kob.2ndNo.3–4,40 ~~*ss*Kob.No.2–26~~<br>2 *Dks(Stl)* | | 6960<br>6447<br>4265 | ✠100A1<br>4,40 ~~5,39~~<br>~~BS5,39~~ ✠LMC ~~6,36~~ 4,40<br>*Fitted for oil fuel 12,28 F.P. a* | Kob | *b*† | CL<br>~~6,37~~<br>P5,39<br>S4,40<br>*above 1* | 1916<br>5mo<br>*Lloyd's* 50° F. | Kawasaki Dkyd.Co.Ld. Kobe<br>*sA&CP*<br>*Cell DB375′1192t DTa42′1312t* | NipponYusenK.K. | 445·0 \| 58·0 \| 34·0<br>P35′B138′F37′ FK<br>*DTf30′ 1128t FPT* | Tokyo Japanese<br>*7 BHCem*<br>*57t APT62t* | T.6Cy.21″,33$\frac{1}{2}$″&56″–48″ (*s*)<br>200lb 628NHP<br>4SB(Spt.),*12cf*,GS220, FD HS9108<br>Kawasaki Dkyd Co Ld Kobe | 34 ″ 0<br>s 7 ″ 9<br>26 ″ 5 | |
| 84532<br>35362<br>JFYC | **Tatuta Maru** Ⓟ Quad Sc<br>(*ex*TatsutaMaru–38) *Oil Eng.*<br>*Ref. Mchy.* *ss*Yka.No.2–39<br>D.F. 3 *Dks(Stl–weather dk pt teaks)*<br>GyC. *4th dk (Stl) in Nos. 1, 2 & 3 holds*<br>*Cruiser Stern* | | 16975<br>11576<br>10017 | ✠100A1<br>*with freeboard*<br>1,41 ~~2,40~~<br>✠LMC CS2,39<br>DBS ~~10,39~~ 2,41 ~~3~~ 12,39<br>✠Lloyd's RMC ~~2,40~~ 2,41 | Yka | *l*† | CL<br>P 10,40<br>S 10,40<br>P a N 3,38<br>S a N 3,38 | 1930<br>3mo<br>*Lloyd's* | Mitsubishi Zosen Kaisha Ld. Nagasaki<br>*sA&CP*<br>*Cell DB389′2019t* | NipponYusenK.K. | 560·0 \| 72·0 \| 42·5<br>583·6(O.L.)<br>B&F483′ FK<br>*Promenade 340′*<br>*Tanks in way of tun* | Tokyo Japanese<br>*10 BHpt Cem*<br>2 DB *120lb*<br>*nels 938t DT* | Oil Engines 2S.C.SA<br>32Cy.26$\frac{3}{4}$″–39$\frac{3}{8}$″ 4008NHP<br>Mitsubishi Zosen Kaisha Ld<br>*f* 11′338*t FPT97t APT275t* | 42 ″ 6<br>s 14 ″ 2<br>28 ″ 6 | |
| 84533<br>46395<br>JYCN | **Tatutake Maru**<br>*Fitted for oil fuel*<br>D.F. 2 *Dks*<br>*Cruiser Stern* | | ~~7200~~<br>7068<br>—<br>4124 | *Fitted for carrying oil 3,30 F. P. abo* | | | | 1939 | Mitsubishi Jukogyo K.K. Kobe | TatuumaGoshi Kaisya (Tatuuma KisenK.K. *Mgrs.*) | ~~441·6~~ \| 58·5 \| 32·8<br>441·5 | Nisino-miya Japanese *WB* | 2 steam turbines DR geared to 1 sc. shaft 600NHP<br>Mitsubishi Jukogyo K.K. Kobe | | |
| 185<br>40<br>84534<br>33640<br>JCEC | **Tatutasan Maru** (*ex*Tatsutasan Maru–38)<br>*Mchy. Aft* ~~*ss*Kob.No.3–35~~<br>*ss*TamaNo.3–11,40 1 *Dk(Stl)* | *Oil Eng.* | 1992<br>1650<br>1098 | ✠100A1<br>11,105,39 11,40<br>✠LMC ~~CS7,37~~<br>DBS ~~5,38~~ 11,40 ~~5,39~~ 11,40 | Tama | *y* | CL<br>~~5,38~~<br>N 11,40 | 1928<br>7mo<br>*Lloyd's* | MitsuiBussan Kaisha Tama<br>*sA&CP* | MitsuiBussan KaishaLd. | 275·5 \| 40·7 \| 21·0<br>P64′B28′F34′ FK<br>*Cell DB213′471t FPT* | Kobe Japanese<br>*4 BHpt Cem*<br>*104t APT36t* | Oil Engines 4S.C.SA<br>6Cy.19$\frac{1}{16}$″–35$\frac{7}{16}$″ 224NHP<br>DB*80lb*<br>MitsuiBussanKaishaTama | 21 ″ 0<br>s 3 ″ 0½<br>18 ″ 2 | |
| 84535<br>44140<br>JCEM | **Tatuwa Maru**<br>2 *Dks*<br>*Cruiser Stern* | | 6335<br>—<br>3792 | | | | | 1937 | Mitsubishi Jukogyo K.K. Kobe | TatuumaGoshi Kaisya (Tatuuma KisenK.K. *Mgrs.*) | 410·9 \| 56·0 \| 30·7 | Nisino-miya Japanese | 2 steam turbines DR geared to 1 sc. shaft 750NHP<br>Mitsubishi Jukogyo K.K. Kobe | | C |
| 84536<br>PUCJ | **Taubaté** (*ex*Franken)<br>*ss*Rio.No.3–1,18<br>2 *Dks(Stl–U pt teaks)*<br>Sub.Sig. *lower dk(Stl) forehelds, Web frames after holds* | | 5099<br>4872<br>3228 | ✠<br>11,23<br>✠ | Dnk | *a*† | | 1905<br>10mo | Bremer Vulkan Vegesack | LloydBrasileiro<br>*Cell D Ba 123′u E&B* | 409·6 \| 52·7 \| 27·9<br>P&B331′F37′ FK<br>*78′f156′1172t FPT* | R.Janeiro Brazilian<br>*6 BHCem*<br>*18t APT13t* | Q.4Cy.24″,34$\frac{5}{8}$″,50$\frac{3}{8}$″&72$\frac{3}{32}$″–53$\frac{1}{8}$″ 528NHP<br>3SB,*9cf*,GS165,HS7104<br>Bremer Vulkan, Vegesack | 30 ″ 9 | V †<br>G |
| 84537<br>DOCE | **Taube** (*ex*Hornland,*ex*Tertia)<br>Wireless Sub.Sig.<br>1 *Dk* | | 964<br>851<br>534 | | | | | 1922 | F.Schichau Elbing | ArgoReederei Richard Adler&Co. | 229·6 \| 33·6 \| 13·8<br>P14′B65′F31′ | Bremen German<br>*WB* | T.3Cy.15$\frac{3}{4}$″,27$\frac{5}{8}$″&42$\frac{9}{16}$″–27$\frac{5}{8}$″ 96NHP<br>F.Schichau, Elbing | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant expiré. Lettres d'Explication. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux au Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84538 | **Tauri** (*ex*Norden–36) | | 2517 | ✠100A1 | Skm | *u* | CL | 1909 | J.L.Thompson&Sons Ld Sunderland | RederiA/B Tauri (PaulKåhre) | 330·8 \| 47·0 \| 19·4 | | | Mariehmn Finnish | T.3Cy.23″,38″&62″–42″ (*s*) | 21 ″ 9 | |
| 9166 | | *ss*Cpn.2ndNo.3–7,34 | — | *Shelter dk* | | | 7,39 | (1mo | | | 318·2 \| 47·2 | | | | 180lb *80lb* 285NHP | s 1 ″ 3½ | |
| OFAE | | *ss*Skm.No.1–38 | 1491 | *withfreeboard* 7,39 | ✠LMC MS4,38 | | BS3,40 | *Lloyd's* | *sA&CP* | *Cell DBa*104′*u E&B* | 318·2 \| 47·2 FK | | | 6 *BHCem* | 2SB,*6cf*,GS130,HS4601 | 20 ″ 7½ | |
| | | 1 *Dk(Stl)&deep framing & Shelter dk(Irn)* | | | | | | | | | 330′*f*136′772*t FPT* | | | 48*t APT*84*t* | J.Dickinson&Sons,Ld.Sld. | | |
| 84539 | **Taurus** | | 4767 | | | | | 1935 | A/S Akers Mek.Værks. Oslo | Wilh.Wilhelmsen | 408·6 \| 55·3 \| 25·2 | | | Tönsberg Norwegian | Oil Engines 2S.C.DA | | N |
| | | *Oil Eng.* | 3997 | | | | | | | | P41′F32′ | | | *WB* | 7Cy.17¾″–47½″ 748NHP | | |
| LJCC | D.F. GyC. | 1 *Dk&Shelter dk* | 2879 | | | | | | | | | | | | A/S Akers Mek.Værks.Oslo | | |
| 84540 | — | | 4470 | | | | | 1903 | Chicago S.B.Co. Chicago | InterlakeS.S.Co. (Pickands,Mather &Co. *Mgrs.*) | 416·0 \| 50·3 \| 24·0 | | | Wilmgton (Del.) Utd. States | T.3Cy.22″,35″&58″–40″ 213NHP | | R |
| 200377 | (*ex*PerryG.Walker) | | | | | | | | | | | | | | ChicagoS.B.Co.Chicago | | |
| WCVX | D.F. GyC. *Mchy.Aft* | 1 *Dk2trB* | 3143 | | | | | | | | | | | | | | |
| 84541 | — (*ex*Laly–37, *ex*RandulfHansen) | *ss*Ant.No.1–27 | 1529 | ✠ ... | | | | 1923 | Randolph A\|S Skibs. Fevig | Finska Angfartygs A/B | 263·6 \| 38·1 \| 18·1 | | | Helsingfrs Finnish | T.3Cy.19″,31″&52″–36″ 190NHP | 20 ″ 2 | N |
| | | | 1343 | 3,32 | | | | 8mo | | | 252·7 | | | | | | † |
| OPCF | Wireless D.F. | 1 *Dk* | 861 | | ✠ | | | | | | P33′B63′F24′ FK | | | *WB* | McKie&Baxter,Glasgow | | |
| 84542 | — | | 1251 | ✠ | Wln | *o* | | 1911 | Campbeltown SB Co. Campb'ltown | Madrigal&Co. | 229·3 \| 35·8 \| 15·6 | | | Manila Utd. States | T.3Cy.18″,27½″&45″–33″ 135NHP | 17 ″ 7 | R |
| | (*ex*VisayasII, *ex*Josefina,*ex*Kokiri, *ex*Lauderdale) | *ss*Wln.No.1–15 1 *Dk(Stl)* *Well deck* | 1015 | 2,15 | | | | 3mo | | | Q79′B58′F28′ FK | | | | | | † |
| | | | 688 | ✠ | | | | | | | | | | | | | |
| | | | | | | | | | | *Cell DBa*56′*u E&B*33′ | *f*102′395*t APT*85*t* | | | | | | |
| 84543 | — (*ex*Alfred,*ex*AlfredMenzell) | | 1158 | | | | | 1895 | Flensburger Schiffsb.Ges. Flensburg | Vöge&Döcker | 238·9 \| 34·3 \| 14·2 | | | Flensburg German | T.3Cy.16″,26″&43″–33″ 106NHP | | G |
| | | | 963 | | | | | | | | Q71′H113′F26′ | | | *WB* | FlensburgerSchiffsb.Ges | | |
| DDRG | | | 698 | | | | | | | | | | | | | | |
| * 84544 | **Tautmila** (*ex*MountParnassus–36, | | 3724 | ✠100A1 | Hul | *v* | CL | 1915 | J.Readhead &Sons,Ld. SouthShields | LatvianShipping Co. | 347·4 \| 49·2 \| 25·2 | | | Riga Latvian | T.3Cy.24½″,41″&66″–45″(*r*) | 26 ″ 8 | |
| 207 | *ex*Headcliffe–32) | *ss*Shl.No.3–11,27 | 3501 | 1,37 | | | | 6mo | | | | | | | 180lb 324NHP | s 4 ″ 8½ | |
| YLFX | | *ss*Ams.No.2–36 | 2325 | | ✠LMC | | | | | | P32′B93′F33′ FK | | | 6 *BHCem* | 2SB,*6cf*,GS120,HS5100 | 22 ″ 3 | |
| | | 1 *Dk(pt Irn pt Stl)* | | MS10,36 | BS12,38 | | | *Lloyd's* | *sA&CP* | *Cell DBa*110′*u E&B*23′*f*151′796*t* | | | | *APT*124*t* | J.Readhead&Sons,Ld.SShl | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 84545 | **Tautra** (*ex*St.Joseph–37,*ex*S.B.Lund) | | 1749 | ✠100A1 | ~~Osl~~ | *q* | CL | 1920 | Osbourne, Graham& Co.Ld. Sunderland | Skibs.A/S Tautra (KarlTorkildsen, *Mgr.*) | 258·0 \| 39·7 \| 16·3 | | | Trondheim Norwegian | T.3Cy.19½″,32″&53″–36″(*s*) | 18 ″ 6 | |
| | | *ss*Osl.No.3–10,32 | 1319 | ~~Examined 6,41 Nwc~~ | | | ~~12,38~~ | 7mo | | | P23′Q76′B62′F23′ FK | | | 4 *BHCem* | 180lb 197NHP | s 1 ″ 6 | |
| LCYW | *Well deck* | *ss*Osl.No.1–36 | 1019 | BS6,41 | ✠LMC1,37 | | 8,40 | | | | | | | | 2SB,*6cf*,GS150,HS3222 | 17 ″ 2½ | |
| | D.F. | 1 *Dk(Stl)* | | | | | | | | *Cell DB*222′460*t FPT*25*t* | | | | *APT*55*t* | G.Clark,Ld.Sunderland | | |
| | | | | | | | | *Lloyd's* | *sA&CP* | | | | | | | | |
| 84546 | **Tavilzade** (*ex*Tavil–39, | Iron | 1248 | ✠ | Pir | | | 1873 | Lon.&Gls. Co. Glasgow | TavilogluMustafa veKardesleri KollektifSirketi | 237·0 \| 32·3 \| 22·7 | | | Istanbul Turkish | C.2Cy.31″&54″–33″ 162NHP | 24 ″ 0 | |
| | *ex*TavilZade–37, | *ss*Ant.2ndNo.3–6,99 | 1130 | 7,11 | | | | 11mo | | | | | | | Lon.&Glas.Co.Glasgow | | |
| TCDF | *ex*Turk–34, | *ss*Pir.No.2–08 | 768 | | | | | | | | | | | | | | |
| | *ex*Thessaloniki,*ex*Stamiatos, *ex*Salonique,*ex*Tenedos) | 2 *Dks3trB* | | | | | | | | | | | | | | | |
| 84547 | **Tawali** Ⓟ | | 8178 | ✠100A1 | Sba | *d*† | CL | 1931 | NV Nederl. Schps. Maats. Amsterdam | NV.Stoomv.Maats. Nederland | 469·0 \| 62·3 \| 32·6 | | | ~~Amsterdam~~ Batavia Dutch | Oil Engines 2S.C.SA | 36 ″ 5 | |
| | | *Oil Eng.* | 7366 | ~~4,16 6,36 9,40~~ | | | ~~£6,37~~ | 1mo | | | | | | | 8Cy.32⅜″–56½″ 1450NHP | s 7 ″ 7 | |
| PHWS | | *ss*Sba.No.2–38 | 4866 | 5,41 | ✠LMC CS6,39 | | 9,40 | *Lloyd's* | *sA&CP* | *Cell DB*392′1628*t DTa* | P40′B160′F57′ FK | | | 8 *BHpt Cem pt Asp* | DB(*Lower*)71*lb* | 29 ″ 0 | |
| | | 3 *Dks(Stl–U* teak s) | | DBS8,39 5,41 ~~8,396,40~~ | | | | | | *ks* 1372*t* | 32′1062*t DTs f*56′ | | | | NDB(*Upper*)35–71*lb* | | |
| | D.F. | 4*th dk(Stl)in No.*1 *hold* | | *Carrying Oil Fitted for carrying* | *F.P. above* | | e150°F 1,31 *F.* | | *ward deep tanks in for P. above* | *eep tank aft* 150° *F. in d* | *FPT*107*t APT*58*t* | | | | Werkspoor N.V. Ams. | | |
| 84548 | **Taxiarchis** (*ex*Grelcaldy,*ex*Caldy) | | *4221* | ✠100A1 | Ams | *x* | CL | 1913 | Richardsn, Duck&Co.Ld. Stockton | LemosBros.& TheseusS.S.Co.Ld. | 380·0 \| 51·0 \| 24·8 | | | Syra Greek | T.3Cy.26″,42″&70″–48″ (*s*) | 27 ″ 3 | |
| 247 | | *ss*Pir.2ndNo.3–11,38 | *4001* | ~~7,10 4,39~~ 1,41 | NAs Cff | | ~~11,38~~ | 9mo | | | P34′B240′F37′ FK | | | 6 *BHCem* | 180lb 394NHP | s 3 ″ 7½ | |
| SVPH | | 1 *Dk(pt Irn pt Stl)* | *2619* | ~~BS5,40~~ 4,41 | ✠LMC12,38 | | 4,41 | *Lloyd's* | *sA&CP* | *Cell DBa* 123′*u E*27′*f* | 173′1151*t APT*102*t* | | | *FPT*136*t* | 3SB,*9cf*,GS178,HS6435 | 23 ″ 10½ | |
| | | | | | | | | | | | | | | | Blair&Co.Ld.Stockton | | |
| 84549 | **Tayari** Ⓟ | | 1001 | ✠100A1 | Mba | *l* | ~~N6,39~~ | 1935 | NV Industrieele Maats. De Noord Alblasserdam | N.V.Vereenigde Nederlandsche Scheep.Maats. (Directie en Argentuur Maats Holland Afrika Lijn N.V. *Mgrs.*) | 204·4 \| 33·6 \| 13·5 | | | TheHague Dutch | Oil Engines 4S.C.SA | 15 ″ 3 | |
| | | *Oil Eng.* | 784 | *withfreeboard* | | | 7,40 | 9mo | | | | | | | 6Cy.13¾″–26¾″ 110NHP | s 4 ″ 5½ | |
| PHWU | | *ss*Mba.No.1–39 | 462 | ~~6,40 10,37~~ | ✠LMC6,39 | | | | | | | | | 4 *BHpt Cem pt Asp* | | 11 ″ 0½ | |
| | Wireless *Mchy.Aft* | 1 *Dk* | | 7,40 | | | | | | | | | | | Machinefabriek Gebr.Stork &Co.N.V.Hengelo | | |
| | | *Cruiser Stern* | | | | | | *Lloyd's* | *sA&CP* | *Cell DB*134′233*t FPT*149*t* | | | | *APT*17*t* | | | |
| 84550 | **Taybank** | Twin Sc | 5627 | ✠100A1 | Bal | *b*† | CL | 1930 | Workman, Clark(1928) Ld. Belfast | BankLine,Ld(A. Weir&Co. *Mgrs.*) | 426·7 \| 57·4 \| 25·7 | | | Belfast British | Oil Engines 2S.C.SA | 29 ″ 9 | |
| 161866 | | *Oil Eng.* | 4979 | *withfreeboard* | ~~Ncn~~ Cff | | SN5,39 | 8mo | | | | | | 7 *BHpt Cem* | 10Cy.26½″–47½″ 1246NHP | s 3 ″ 7½ | |
| GBVK | D.F. | *ss*Bel.No.2–39 | 3431 | ~~3,40 1,40~~ 2,41 | DBS8,40 | | P5,39 | | | | FK | | | ( *Coll to Sh dk* | DB*120lb* | 26 ″ 4 | |
| | E.S.D. | 1 *Dk(Stl)&Shelter dk(Stl–ws)* | | ~~DBS7,39~~ | ✠LMC7,39 | | | *Lloyd's* | *sA&CP* | *Cell DB*356′1190*t* | | | | 6 ,, *2nd,,)* | Workman,Clark(1928)Ld. | | |
| | *Ref.Mchy.* | | | ✠Lloyd's RMC ~~1,40~~ 2,41 | | | | | | *Tanks in way of tunnels* 263*t MT* | | | | *s*60′2389*t FPT*95*t APT*152*t* | | | |
| | | | | for temp. 20° F. | | | | | | | | | | | | | |
| | | | | *Carrying vegetable oil in deep tanks & in tanks between tunnels* | | | | | | | | | | | | | |
| 84551 | **Taygetos** (*ex*Westhope–35) | | 5687 | ✠100A1 | Cff | *y* | CL | 1918 | W.Pickersgill&Sons,Ld. Sunderland | A.M.Coulouthros &Sons(A.M.Coulouthros, *Mgr.*) | 405·0 \| 52·3 \| 31·9 | | | Andros Greek | T.3Cy.26″,43″&72″–48″ (*s*) | 26 ″ 6 | |
| 241 | *Cargo battens not fitted* | *ss*Sld.No.3–10,30 | —— | *Shelter dk* | ~~Ncn~~ Npt | | ~~2,39~~ | 4mo | | | | | | 6 *BHCem* | 180lb 452NHP | s 2 ″ 10½ | |
| SVSX | *in Shelter 'tween dks.* | *ss*Nwc.No.2–39 | 3557 | *withfreeboard* ~~10,40 8,40~~ | ✠LMC5,39 | | 10,40 1,41 | *Lloyd's* | *sA&CP* | Fon *Shltr dk*34′ FK (*Coll BH to Sh dk* 5 *BHs to 2nd dk*) | | | | 3SB,*9cf*,GS174,HS7810 | Richardsons,Westgarth& Co.Ld.Hpl. | 23 ″ 10½ | |
| | | 1 *Dk(Stl)&Shelter dk(Stl)* | | 1,41 | BS10,40 | | | | | *tween dk BHs except Coll BH dispensed with* | | | | | | | |
| | | *Tonnage opening closed '40* | | | | | | | | *Cell DBa*134′*u E*26′*f*176′1165*t FPT*79*t APT*100*t* | | | | | | | |
| 84552 | **Tayo II** | | 358 | | | | | 1915 | WoodSkinner&Co.Ld. Newcastle | "Calédonickel" Soc.Anon. | 150·0 \| 25·3 \| 10·5 | | | Nouméa French | T.3Cy.16″,26″&43″–27″ 96NHP | | V |
| | | | 324 | | | | | | | | Q20′B35′E30′ | | | *WB* | N.E.MarineEng.CoLdNwc | | |
| TUXX | | 1 *Dk* | 99 | | | | | | | | | | | | | | |
| 84553 | **Tayyar** Ⓟ (*ex*Albatross) | Iron | 409 | | Cpl | *g* | | 1878 | Ramage& Ferguson Leith | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 170·0 \| 22·4 \| 12·2 | | | Istanbul Turkish | C.2Cy.25″&44″–30″ 85NHP | 12 ″ 10 | |
| | | *ss*Liv.3rdNo.3–6,15 | 318 | 1,29 | | | | 4mo | | | P43′F35′ BK7′ | | | 4 *BHCem* | 1SB,*3pf*,GS84,HS1538 | | |
| TCDG | | *ss*Cpl.No.2–23 | 174 | ✠NB11,95 | | | | | | | | | | | Hawthorns&Co.Leith | | |
| | | 1 *Dk* | | | | | | | | | | | | | | | |
| 84554 | **Tazan Maru** (*ex*WestNosska | | 5478 | ✠ ... | | | | 1919 | Columbia | KokokuKisenK.K. | 410·5 \| 54·0 \| 30·2 | | | Kobe | DR geared steam turbine | 30 ″ 2 | C |
| 44601 | Maru–38,*ex* | *Fitted for oil fuel* | 5237 | 11,20 | | | | 7mo | RiverSBCorp. Portland,Or. | | P44′B115′F47′ FK | | | Japanese *WB* | 579NHP | | |
| JLKM | WestNosska–37) | 2 *Dks* | 3970 | ✠ | | | | | | | | | | | GeneralElectricCo. Schenectady,N.Y. | | |
| 84555 | **Tazima Maru** | Twin Sc | 6995 | ✠100A1 | Yka | *b*† | CL | 1916 | Kawasaki Dkyd.Co.Ld. Kobe | NipponYusenK.K. | 445·0 \| 58·0 \| 34·0 | | | Tokyo Japanese | T.6Cy.21″,33½″&56″–48″ (*s*) | 34 ″ 0 | |
| 18483 | (*ex*TajimaMaru–38) | ~~*ss*Yka.No.3–12,36~~ | 6447 | ~~7,40 11,38~~ | | | 1,40 | 4mo | | | | | | | 2001b HS9108 628NHP | s 7 ″ 9 | |
| JPJD | D.F. | ~~*ss*Yka.No.3–3,39 *ss*Yka.No.2–24~~ | 4273 | | ✠LMC8,39 | | | | | | P35′B138′F37′ FK | | | 7 *BHCem* | 4SB(Spt),*12cf*,GS220 FD | 26 ″ 5 | |
| | | *ss*Yka.2ndNo.3–3,39 2 *Dks(Stl)* | | B87,40 | | | | *Lloyd's* | *sA&CP* | *Cell DB*367′1154*t* | *DTa*42′ 1312*t FPT* | | | 55*t APT*60*t* | KawasakiDkydCoLdKobe | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter. | 7* Date when tail shaft last tested. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. | 15 Registers in which classed in L.R. Date of Build Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84556 | **Tbilisi** (*ex*Tiflis-37,*ex*Pfalz-33, *ex*Ramses) | 7169 6593 | | | | | 1912 | Flensburgr Schiffsb.Ges. Flensburg | U.S.S.R. | 470·5 B66′F50′ | 60·8 | 28·3 36·6 | Odessa Russian *WB* | T.3Cy.31⅛″,50¾″&84″–53⅝″ 516NHP FlensburgerSchiffsb.Ges. | | |
| UOXB | D.F. Sub.Sig. 2*Dks&Shelter dk* | 4577 | | | | | | | | | | | | | | |
| 84557 | **Tchekam** (*ex*PooTye, *ex*Chiat-Yek,*ex*Robert Poizat,*ex*Teuton, *ex*Guienne) *Welldeck Mchy.Aft* 2*Dks* 3Mst *ssLiv.No.3–4,02 ssLth.No.2–11* | 1299 — 806 | ✠ ... 3,15 ✠NB6,08 ✠ | | | | 1890 2mo | S.M′Knght &Co. Ayr | YuenWahChiu | 230·0 P&B147′F26′ | 31·1 01,6 | 16·5 BK8″ | Panama Panamanian *WB* | T.3Cy.20¾″,33″&54″–36″ 202NHP D.Rowan&Co.Glasgow | 17 ″ 5 | |
| 84558 | **Tchoukcha** (*ex*LakeFandon) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk2trB* | 2606 2237 1612 | ✠ ... 11,20 ✠ | | | | 1920 3mo | Detroit S.B.Co. Wyandotte | U.S.S.R. | 250·9 P25′B64′F23′ | 44·6 FK | 26·1 | Vladvostk Russian *WB* | T.3Cy.21″,35″&59″–42″ 352NHP DetroitS.B.Co.Detroit | 28 ″ 2 | |
| 84559 | **Tczew** (*ex*Jung) *Mchy.Aft* 1*Dk* | 762 516 347 | | | | | 1924 | N.V.Schps. v/hH.H. Bodewes Millingen | ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*) | 181·5 Q117′B13′F24′ | 28·2 | 12·7 | Gdynia Polish *WB* | T.3Cy.14⅛″,24″&40⅜″–24″ 79NHP N.V.Overschiesche Motorenfabr.Overschie | | V |
| 84560 154462 VCQM | **Teakbay** D.F. *Mchy.Aft* 1*Dk* | 1895 1705 1184 | | | | | 1929 | Smith's DockCo.Ld. Middlesbro' | TreeLineNav.Co. Ld.(J.D.Calvin, *Mgr.*) | 253·0 F31′ | 44·1 | 18·5 | Montreal British *WB* | T.3Cy.15″,25″&40″–33″ 95RHP Smith'sDockCo.Ld. | | C |
| 84561 149878 GFVL | **Teakwood** *ssNwc.No.3–5,39* *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing* | 6014 5613 3708 | ✠100A1 7,40 ~~5,20~~ ✠LMC MS5,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,27 | Nwc | *z* | CL ~~4,39~~ 4,40 | 1927 8mo *Lloyd's above* | Armstrong Whitworth &Co.Ld. Newcastle *SA&CP* 150° F. | Molasses&General TransportCo.Ld. (J.I.Jacobs&Co. Ld.*Mgrs.*) | 415·1 P108′B28′F42′ *CellDBuE&B* | 54·8 FK 79′ | 31·4 | London British 17*BHptCem* 8 ,,*to 2nd dk* 171*tDTf*37′ 555*tFPT*176*tAPT*49*t* | T.3Cy.27″,45″&75″–48″ (*s*) 180lb 515NHP 8SB,*9cf*,GS185,HS7353 FD WllsndSlpwy.Co.Ld.Nwc. | 31 ″ 6 s 5 ″ 6⅜ 26 ″ 2 | |
| 84562 87 ILJD | **Tealia** (*ex*Dreher–38, *ex*CaterinaDani–36,*ex*Quartz, *ex*B.A.H.W.No.10) *Mchy.Aft* 1*Dk(Stl)* | 638 486 338 | ✠ 12,11 ✠ | Npt | *i* | | 1911 12mo | C.H.Walker&Co.Ld. Sudbrook | B.&P.Donvio& G.Valentin *FPT*46*tMT*6′66*t* | 177·0 171·0 Q62′F24′ Bon *Quarter dk* | 30·1 FK 17′ | 11·4 | Fiume Italian 4*BHCem* | T.3Cy.13″,22″&34″–22½″ 75NHP 1SB,*3pf*,GS50,HS1405 Plenty&Son,Ld.Newbury | 12 ″ 3 | I † |
| 84563 148475 MNJR | **Teano** *ssHul.No.3–10,37* *Well deck* 1*Dk(Stl)* *CruiserStern* | 762 603 299 | ✠100A1 6,39 ~~BS7,10~~ ✠LMC10,37 4,41 | Hul | *l* | OG 10,37 | 1925 7mo *Lloyd's* | Earle'sCo. Ld. Hull *SA&CP* | Ellerman'sWilson Line,Ld. *CellDBa§* | 195·1 P&B120′F19′ *uE45′f*36′112*tFPT* | 31·1 FK 27*tAPT*25*t* | 13·2 | Hull British 4*BHCem* | T.3Cy.13¾″,23½″&41″–30″(*s*) 225lb 137NHP 2SB,*4cf*,GS74,HS2400 Earle'sCo.Ld.Hull | 14 ″ 3 s ″ 7½ 13 ″ 9¼ | |
| 84564 231865 WJEZ | **Teapa** (*ex*U.S.N.Putnam) Wireless 1*Dk2trB* *CruiserStern* | 1184 1080 704 | | | | | 1919 | ForeRiver S.B.Co. Quincy,Mass. | SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*) | 314·4 | 31·7 | 20·7 | N.Orleans Utd.States *WB* | Oil Engines 4S.C.SA 12Cy.16″–24″ NE31 297NHP Rathbun-JonesEng.Co. Toledo,Ohio | | R |
| 84565 2000 ICJL | **Tebro** (*ex*Levenbridge–34) D.F. *ssHpl.No.3–1,30* 1*Dk(Stl)* *Cargo battens not fitted* | 4310 4024 2615 | ✠100A1 5,39 BS2,40 ✠LMC1,38 | Gen | *x* | CL 10,37 | 1928 3mo *Lloyd's* | Furness S.B.Co.Ld. Haverton Hill-on-Tees *SA&CP* | "Ave"Soc.Anon. diNav. *CellDBa* | 374·3 360·5 P28′B105′F35′ 96′*uE23′f*161′1020*t* | 52·2 FK | 27·6 | Genoa Italian 6*BHptCem* *APT*132*t* | T.3Cy.25½″,42″&69″–48″ (*s*) 180lb *100lb* 377NHP 2SB,*8cf*,GS152,HS6058 Richardsons,Westgarth& Co.Ld.Mdb | 30 ″ 0 s 6 ″ 1¼ 24 ″ 1¼ | |
| 84566 LDPP | **Teddy** (*ex*Thorsholm–36) *Oil Eng.* D.F. *ssSch.No.2–39* *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing* | 6748 6368 4046 | ✠100A1 5,40 ~~9,30~~ DBS8,~~30~~ 10,40 ✠LMC9,39 *Carrying Petroleum in bulk* | Sch LAn | *b*† | CL 9,39 | 1930 10mo *Lloyd's* | SirJ.Laing &Sons,Ld. Sunderland *SA&CP* | SkibsA/SGolden West(A.F.Klaveness&Co.A/S, *Mgrs.*) *CellDBuE*65′476*t* *DTf*33′428*t* | 435·3 P102′B32′F44′ *FPT*263*tAPT*103*t* | 57·2 FK | 33·4 | Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,) | Oil Engines 2S.C.SA 4Cy.23⅜″–91⅝″ 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld. | 33 ″ 4 | |
| 84567 132280 ZMBQ | **Tees** Ⓟ *ssLyt.No.3–6,24* *Well deck* *ssLyt.No.2–32* *Ref.Mchy.* 1*Dk(Stl)* Wireless | 546 381 247 | ✠ ... 12,36 ✠ | Lyt | *h* | | 1911 11mo | GooleS.B. &Repg.CoLd. Goole | ~~WestlandShipping~~ ~~Co.Ld.(J.S. Robertson,*Mgrs.*)~~ Holm&Co.Ld. | 165·2 27·7 Q85′B14′F24 *DBa*32′*f*14′59*t FPT* | 26·1 FK | 12·7 | ~~Lyttelton,NZ~~ Wellington British 4*BHCem* 37*tAPT*16*t* | T.3Cy.13″,21″&35″–24″ 78RHP 1SB,*3pf*,GS46,HS1386 Richardsons,Westgarth& Co.Ld.Mdb. | 13 ″ 5 | |
| 84568 165901 GZSL | **Teesbank** *Oil Eng.* D.F. E.S.D. 1*Dk&Shelter dk* 3*rd dk in No.1 hold* *CruiserStern* | 5136 4697 3038 | ✠100A1 *withfreeboard* 5,41 3,40 ✠LMC6,37 ✠LMC(M)6,39 *Carrying car go oil F.P. above peak tank* *Carrying late ax in fore* | Liv Ddn | *a*† | CL 5,41 | 1937 6mo *Lloyd's above* | Wm.Doxford&SonsLd Sunderland *SA&CP* 150° F. | InverTransport& TradingCo.Ld. (A.Weir&Co. *Mgrs.*) *CellDB* *in deep tank* | 423·2 438·6(O.L.) 347′1311*t* | 55·5 FK | 24·7 | Glasgow British 8*BH* *Coll to Shdk* 7 ,, *2nd* ,, *DTa*29′1132*t* | Oil Engines 2S.C.SA 4Cy.23⅝″–91⅝″ 687NHP 2DB*120lb* Wm.Doxford&Sons,Ld Sld *FPT*150*tAPT*190*t* | 28″7½ s 3 ″ 3 25 ″ 6¼ | |
| 84569 136075 MFXP | **Teeswood** *ssShl.2ndNo.3–4,38* *Mchy.Aft* 1*Dk(ptStl&ptIrn)* *Cargo battens not fitted* | 864 621 416 | ✠100A1 9,40 ~~11,30~~ BS7,40 ✠LMC MS5,38 ~~BS11,30~~ | Bly | *k* | CL ~~2,39~~ 8,40 | 1915 7mo *Lloyd's* | W.Harkess &Son,Ld. Middlesbro' *SA&CP* | DonkingS.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *CellDBf* | 198·0 Q111′B13′F25′ 118′166*t FPT* 103*t* | 30·6 FK | 12·5 | Middlsbro' British 3*BHCem* *APT*31*t* | T.3Cy.16″,27″&44″–30″ (*s*) 180lb *80lb* 132NHP 1SB,*3pf*,GS60,HS2262 Blair&Co.Ld.Stockton | 14 ″ 5 s 4 ″ 3 13 ″ 11½ | |
| 84570 PKOI | **Tegelberg** Ⓟ TrpSc D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern* | 14150 *OilEng.* 10236 8674 | ✠Lloyd'sRMC ~~4,30~~ 5,40 3,41 ~~10,40~~ | | | | 1937 | NVNederl. Schps.Maats. Amsterdam | N.V.Koninklijke Paketvaart Maats. | 537·3 B377′F88′ | 72·2 | 36·3 | Batavia Dutch *WB* | Oil Engines 2S.C.SA 24Cy.25⅜″–47¼″ 2700NHP N.V.Werkspoor,Ams. | | V |
| 84571 HRBB | **Tegucigalpa** (*ex*Ingeli) Bn *ssN.Os.3rdNo.3–6,37* 1*Dk(Stl)&Spar dk(Stl,wa)* | 2928 2702 1864 | ✠100A1 *Spar dk* 12,40 ✠NB6,14 *Fitted for oil fuel* | NOs | *u* | ~~CL 5,37~~ OG 12,40 *F.P. above* | 1897 10mo | Hall,Russell&Co. Aberdeen A&CP | StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*) *CellDBa* | 330·1 26·0 B104′F35′ | 41·2 FK | 18·6 | Ceiba Honduran 5*BHCem* 86′*f*124′408*t* | T3Cy25½″42½″&69¼″–45″(*s*) 185lb *100lb* NDB15 362NHP 2SB,*8cf*,GS163,HS5715 Hall,Russell&Co.Abn. | 27 ″ 1 s 5 ″ 2⅜ 22 ″ 4 | |
| 84572 | **Teh Chun** (*ex*Tatsutagawa Maru–33) 2*Dks* | 407 382 244 | | | | | 1894 | Kawasaki Dkyd.Co.Ld. Kobe | HoYinAn | 164·7 | 20·2 | 15·6 | Tsingtao Chinese | T.3Cy.13½″,22″&36″–24″ NB06 64NHP KawasakiDkydCoLd.Kobe | | |
| 84573 23332 JLNE | **Teikai Maru** Wireless | 1241 1084 735 | | | | | 1918 | ..... | HongoShoten GoshiKaisha | 225·0 | 33·0 | 18·7 | Yesumi Japanese | | | |
| 84574 137418 GQBC | **Teiresias** Ⓟ D.F. 2*Dks* | 7405 6304 4656 | | | | | 1914 | Hawthorn, Leslie&Co.Ld Newcastle | OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*) | 455·3 P53′B162′F60′ | 56·3 | 32·5 | Liverpool British *WB* | T.3Cy.31″,51½″&86″–60″ 572NHP N.E.MarineEng.CoLdNwc | | BT till ~~7,40~~ 4,41 |

Now "Hardwood," *see No. 88363 in Supplement*

Now "Chasseral," *see No. 87552 in Supplement*

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous la Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Force assignée maintenant expiré. Lettre d'Entretenement | 7a Date de la dernière visite à flot pour bâtiment. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où cette ligne se trouve dans le Twin-Screw, Oil, Turbine, Corr. Steel, Prefix. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84575<br>2295<br>JBXL | **Teisyu Maru**<br>2 Dks<br>Cruiser Stern | | 2612<br>2260<br>1483 | | | | | 1937 | Uraga Dock Co. Ltd. Uraga | Chosen Yusen K.K. | 295·0 \| 45·0 \| 23·7<br>P40′ B75′ F29′ | | | Zinsen<br>Japanese WB | C.4Cy.(2)11 7/16″ & (2)20½″–13½″ SR geared & LP turbine DR geared to screw shaft<br>HS3014 223NHP<br>Uraga Dock Co. Ltd. Uraga | | |
| 84576<br>36910<br>JGHC | **Teiyo Maru** Twin Sc<br>ss Yka. No. 1–36<br>Oil Eng.<br>2 Dks (Stl)<br>Mchy. Aft<br>Cruiser Stern | | 9850<br>9074<br>5722 | ✠ ... 3,40 with freeboard<br>~~✠ LMC 6.38~~<br>~~BS11,39~~ ~~7.39~~<br>Carrying Petroleum in bulk | Yka | ft<br>2½ | CL<br>5,37 | 1931<br>5mo | Yokohama Dock Co. Ltd. Yokohama<br>Lloyd's &A&CP | Nippon Tanker K.K.<br>Cell D Bu E70′ 365t DT f50′ 301t FPT 127t APT 226t | 492·2 \| 64·0 \| 39·2<br>511·5 (O.L.)<br>P166′ B43′ F43′ FK<br>(11 to W dk 5 „ 2nd „) | | Tokyo<br>Japanese<br>16 BH 2 DB 180lb DB (centre) 120lb<br>Yokohama Dock Co. Ltd. Yka | Oil Engines 2S.C.DA<br>12Cy.23¾″–35 1/16″<br>2 DB 180lb 2340NHP<br>Yokohama Dock Co. Ltd. Yka | 39 ″ 3<br>s 8 ″ 10½<br>30 ″ 7½ | |
| 84577<br>LPAV | **Tejo** (ex Triumf)<br>1 Dk | | 967<br>728<br>496 | | | | | 1916 | J. Meyer's S.B. Co. Zalt-Bommel | E.B. Aabys Rederi A/S | 211·6 \| 32·9 \| 13·4<br>Q66′ B46′ F28′ | | | Oslo<br>Norwegian WB | T.3Cy.15 7/16″, 25½″ & 46 7/16″–27½″ 110NHP<br>Burgerhouts Mach Fab. Rot | | N |
| 84578<br>220027<br>KUSK | **Tejon** (ex City of Reno)<br>Fitted for oil fuel<br>Mchy. Aft 2 Dks & Web frames<br>D.F. Longitudinal framing<br>Carrying Petroleum in bulk | | 7034<br>—<br>4376 | ✠ ... 3,21 | | | | 1920<br>5mo | Moore S.B. Co. Oakland, Cal. | Socony-Vacuum Oil Co. Inc. | 425·8 \| 57·0 \| 31·2<br>P106′ B40′ F41′ FK | | | New York<br>Utd. States WB | T.3Cy.25″, 41½″ & 72″–48″ 579NHP<br>Llewellyn Iron Works, Los Angeles, Cal. | 33 ″ 0 | R † |
| 84579<br>46162<br>JCJN | **Tekkai Maru**<br>Mchy. Aft 1 Dk | | 1926<br>1540<br>1065 | | | | | 1939 | Kawaminami Kogyo K.K. Nagasaki | Harada Kisen K.K. | 271·7 \| 40·0 \| 20·3<br>P87′ F29′ | | | Osaka<br>Japanese WB | T.3Cy.18½″, 30″ & 50″–36″ 150NHP<br>Kawaminami Kogyo K.K. Nag. | | |
| 84580<br>556<br>JPVG | **Tekko Maru** | | 586<br>—<br>264 | | | | | 1900 | ..... | Hukusyo Kosi K.K. | 167·0 \| 33·5 \| 13·8 | | | Dairen<br>Japanese | Steam Engines | | |
| 84581<br>145994<br>GJFQ | **Tekoa**<br>ss Npt. No 3–6,34<br>ss Gls. No. 1–38<br>Ref. Mchy. 2 Dks (Stl) & Shelter dk (Stl)<br>D.F. Cruiser Stern | | ~~9760~~<br>—<br>~~8161~~<br>9695<br>8182<br>5437 | ✠ 100A1 Shelter dk<br>with freeboard<br>1,41 ~~4,40~~<br>MS 10.37 ~~7.38~~<br>~~✠ Lloyd's RMC 4.38~~<br>~~6,41 12,40~~<br>Fitted for oil fuel 1,24 | Avn<br>Syd<br>~~BS11,40~~<br>~~✠ LMC 8.38~~<br>F.P. above 150° F. | d†<br>~~8.38~~ | CL<br>9,39 | 1922<br>3mo | Earle's Co. Ltd. Hull<br>Lloyd's &A&CP | New Zealand Shipping Co. Ltd.<br>Cell D B385′ 404d aft 26′ 106d | 460·6 \| 62·8 \| 35·0<br>483·0 (O.L.)<br>B270′ F54′ on Shelter dk FK<br>FW tank 5 „ „ U „<br>FPT 95t APT 29t | | Plymouth<br>British<br>2 BH to S dk<br>Earle's Co. Ltd. Hull | 3 Steam Turbines DR geared to 1 Sc. Shaft (s)<br>190lb FD 1230NHP<br>5SB, 20cf, Gs390, Hs17375 | 37 ″ 9<br>s 7 ″ 10<br>29 ″ 2 | |
| 84582<br>HRAM | **Tela** Ⓟ<br>Ref. Mchy. Fitted for oil fuel<br>D.F. 2 Dks 4 tr B | | 3901<br>3252<br>1877 | | | | | 1927 | Workman, Clark & Co. Ltd Belfast | Mayan S.S. Corp. (United Fruit Co. Mgrs.) | 342·0 \| 48·0 \| 28·2<br>P35′ B115′ F42′ | | | Tela<br>Honduran WB | T.4Cy.27″, 45″ & (2)55″–45″ 406NHP<br>Wrkman, Clark & Co. Ltd Bel | | C |
| 84583<br>123/40<br>PHWT | —<br>(ex Hollinside, ex Robert Coverdale)<br>ss Rot. 2nd No. 3–8,36<br>1 Dk (Stl)<br>Cargo battens not fitted | | 3777<br>3478<br>2343 | ✠ 100A1<br>12,39<br>BS12,39 ✠ LMC 8.36 | Rot | w | CL<br>2,39 | 1911<br>9mo | W. Gray & Co. Ltd. W Hartlepool<br>Lloyd's &A&CP | Maats Vrachtvaart N.V.<br>Cell D Ba | 350·2 \| 50·1 \| 23·6<br>P23′ B101′ F34′ FK<br>113′ aE25′ f154′ 927t | | Rottrdam<br>Dutch WB<br>6 BHCem APT 17t | T.3Cy.25″, 40½″ & 67″–45″ (s)<br>180lb 336NHP<br>2SB, 6cf, Gs132, Hs5303<br>Cen. Mar. Eng. Wrks. W Hpl | 25 ″ 11<br>s 4 ″ 7½<br>21 ″ 6 | |
| 84584<br>PHWV | **Telamon** Ⓟ<br>Cruiser Stern 2 Dks | | 2078<br>1741<br>1166 | | | | | 1928 | Akt. Ges. "Neptun" Rostock | Koninkl. Nederl. Stoomb. Maats. N.V. | 285·7 \| 44·7 \| 17·7<br>B70′ | | | Amstrdam<br>Dutch WB | T.3Cy.19″, 31½″ & 51½″–35″ 156NHP<br>A.G. "Neptun," Rostock | | V |
| 84585<br>DJNA | **Telde** (ex Sofia–38)<br>Oil Eng.<br>Sub. Sig. 3 Dks<br>D.F. E.S.D. Cruiser Stern | | 2978<br>2425<br>1649 | | | | | 1934 | Deutsche Werft A.G. Reihstgwrft Hamburg | Oldenburg-Portugiesische Dampfschiffs-Rhederei | 353·1 \| 50·2 \| 18·5<br>F29′ | | | Oldenburg<br>German WB | 2 Oil Engines 2S.C.SA each 6Cy.20 7/16″–27 9/16″ SR geared to 1 sc. shaft 879NHP<br>Blohm & Voss, K.a.A. Ham. | | G |
| 84586<br>HRAX | —<br>Ref. Mchy. Fitted for oil fuel<br>D.F. Sub. Sig. 4 Dks | | 2726<br>2157<br>1603 | | | | | 1927 | A. Stephen & Sons, Ld. Glasgow | Mayan S.S. Corp. (United Fruit Co. Mgrs.) | 300·3 \| 44·2 \| 22·2<br>B93′ F32′ | | | Tela<br>Honduran WB | T.3Cy.20½″, 35″ & 59″–42″ 225NHP<br>A. Stephen & Sons, Ld. Gls. | | C |
| 84587<br>~~149779~~<br>~~GMWP~~ | **Telena**<br>Oil Eng.<br>ss H.Kg. No. 3–5,39<br>Mchy. Aft 1 Dk (Stl)<br>D.F. E.S.D. Cruiser Stern<br>Longitudinal framing at bottom & at deck | | 7406<br>6761<br>4279 | ✠ 100A1<br>11,39<br>✠ LMC ~~8.38~~ 5.39<br>DBS 5,39 5.39<br>Carrying Petroleum in bulk | Bry | b†<br>2½ | CL<br>4,39 | 1927<br>3mo | New Waterway S.B. Co. Schiedam<br>Lloyd's &A&CP | Cia. Espanola de Petroleos S/A<br>Cell D Bu E69′ 285t DT f32′ 284t FPT 162t | 440·4 \| 59·5 \| 32·7<br>P99′ B34′ F58′ FK | | Spanish<br>15 B Hpt Cem APT 67t | Oil Engines 4S.C.SA<br>6Cy.32¼″–59 1/16″ 602NHP<br>2 DB 180lb<br>Werkspoor, Amsterdam | 32 ″ 9<br>s 6 ″ 3½<br>26 ″ 8 | |
| 84588<br>143634<br>GCZQ | **Telesfora De Larrinaga**<br>ss Mch. No. 3–4,33<br>ss Cff. No. 1–38<br>2 Dks (Stl) & Shelter dk (Stl)<br>Cruiser Stern | | 5780<br>5325<br>3537 | ✠ 100A1 Shelter dk<br>with freeboard<br>~~5,40~~ 12,40<br>BS6,39 ✠ LMC 5.37 | Liv<br>Npt | b† | CL<br>6,39 | 1920<br>5mo | R. Duncan & Co. Ltd. Port Glasgow<br>Lloyd's &A&CP | Larrinaga S.S. Co. Ltd.<br>Cell D B389′ 1452t DT a40′ 1150t | 449·9 \| 57·9 \| 26·6<br>F55′ on Shelter dk FK | | Liverpool<br>British<br>Cem BH to Sh dk 6 „ „ U „ | T.3Cy.26½″, 44″ & 73″–48″ (r)<br>200lb 140lb 609NHP<br>2 DB, 16cf, Gs246, Hs11800<br>Rankin & Blackmore Ld Grk | 29 ″ 2<br>s 4 ″ 0½<br>25 ″ 5 | |
| 84589<br>405 | **Teli** (ex Chikugogawa Maru–33)<br>2 Dks | | 697<br>— | | | | | 1890 | Mitsu Bishi Dkyd & EWks Nagasaki | Chekiang S.N.Co. | 176·0 \| 26·9 \| 17·9 | | | Shanghai<br>Chinese | T.3Cy.15″, 23″ & 39″–30″ NB02 83NHP<br>Mitsu Bishi D. & E. Wks. Nag | | |
| 84590<br>FNUB | **Tell**<br>Fitted for oil fuel<br>Wireless D.F. 2 Dks<br>Cruiser Stern | | 1349<br>1116<br>734 | | | | | 1938 | Kaldnes Mek. Verks Tönsberg | Cie. de Nav. Mixte (Cie. Touache) | 294·4 \| 42·2 \| 15·7 | | | Marseilles<br>French WB | C.2Cy.15¾″ & 31½″–30″ & LP turbine with DR gearing & hydraulic coupling 45NHP<br>Kaldnes M.V. Tönsberg | | VN |
| 84591<br>34<br>ICJJ | **Tellaro** (ex Gabriello–32, ex Gabriello Carnazza, ex Deiva)<br>2 Dks | | 2234<br>1626<br>1316 | | | | | 1920 | Soc. Esercizio Bacini Riva Trigosa | Ing. G.B. Bibolini | 263·2 \| 39·4 \| 19·6 | | | Spezia<br>Italian WB | T.3Cy.18″, 29″ & 47″–35″<br>Soc. Esercizio 130NHP<br>Bacini, Riva Trigosa | | I. M. |
| 84592<br>LHOL | **Tellus**<br>Oil Eng.<br>2 Dks | | 935<br>907<br>518 | | | | | 1925 | Trosvik Mek. Verks Brevik | Det Bergenske Dampskibsselskap | 192·5 \| 30·2 \| 20·4<br>B48′ | | | Bergen<br>Norwegian WB | Oil Engines 2S.C.SA<br>4Cy.15¾″–28¾″ 172NHP<br>A/B Atlas Diesel, Skm. | | N |
| 84593<br>167458 | **Temara** (ex Sunflower–39)<br>ss Lis. No. 3–10,37<br>Wireless 1 Dk (Stl) Web frames<br>Mchy. Aft | | 1033<br>814<br>516 | ✠ 100A1<br>11,38<br>~~BS6,40~~<br>~~✠ LMC 9.37~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 1,25 | Lis | m | CL<br>10,37 | 1925<br>1mo | Philip & Son, Ld. Dartmouth<br>Lloyd's &A&CP<br>F.P. above 150° F. | Socony-Vacuum Transportation Co. Ld.<br>Cell D Bu E & B34′ 61t FPT 35t | 200·0 \| 37·0 \| 14·1<br>Trunk dk 88′ FK<br>Q80′ F31′ | | London<br>British<br>8 B Hpt Cem APT 107t | T.3Cy.15″, 25″ & 40″–27″ (s)<br>180lb 130NHP<br>2SB, 4cf, Hs2548<br>Philip & Son, Ld. Dartmouth | 15 ″ 0<br>s 1 ″ 4<br>13 ″ 10 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Salp's Register. Particulars of Boilers & Funnels. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Distinctive Mark of Class. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84594 1847 1BUX | **Tembien** Ⓟ (*ex*Mouni-36, *ex*Milluna-35, *ex*Franziska, *ex*Mabel, *ex*MabelRickmers) | *ss*Nwc.No.3-1,21 *ss*Syd.No.2-29 2 *Dks (Stl)* *Fitted for oil fuel* | 5584 4675 3232 | ... 8,33 | Hul | | | 1914 | Rickmers Werft Bremerhaven | IgnazioMessina &C. *CellD* | 417·0 P50' 6 *BHCem* *APT* 8*t* 53·2 B134' 3 *FPT* 46*t* 27·5 F35' FK | | | Genoa Italian | T.3Cy.28½",45½"&74"–53" 500NHP 3SB,9*cf*,GS147,HS6681 A.G."Weser,"Bremen | 30 " 0 | I † |
| 84595 | **Tembien I** (*ex*Ningshin-38, *ex*Taishan) TwinSc | 1 *Dk & Awng dk* | 3439 — 2099 | ... 12,18 | | | | 1913 11mo | Hong K'ng & Whampoa Dock Co.Ld. Hong Kong | Cia.Italiana di Nav S.A.I.(Chinese Italian Nav.Co.Ld.) | 291·6 280·0 | 53·1 FK | 10·0 *WB* | Shanghai Italian | T.6Cy.21",33½"&54"–27" 424NHP Hong Kong & Whampoa Dock Co.Ld. Hong Kong | 12 " 0 | |
| 84596 PKLQ | **Tembusu** TwinSc *Oil Eng.* *Mchy. Aft* | 1 *Dk* *Carrying Petroleum in bulk* | 344 264 179 | | | | | 1939 | Taikoo D.&E.Co.of H.Kg.Ld. Hong Kong | Asiatic Petroleum Co.Ld. | 136·1 Q35' | 29·4 F15' | 9·0 | Batavia Dutch | Oil Engines 2S.C.SA 8Cy.10"–14½" 140NHP Petters,Ld Yeovil | | |
| 84597 LDAF | **Temeraire** TwinSc *Oil Eng.* D.F. GyC. *ss*Got.No.2–35 | 1 *Dk (Stl) & Shelter dk (Stl)* 3 *rd Dk (Stl) except in after holds* | 6465 5734 3926 | ✠100A1 *with freeboard* 9,39 | Osl | *c*† | CL 9,39 | 1927 12mo | Ch.& Atel. de St.Nazaire St.Nazaire | Wilh.Wilhelmsen *Cell D* 390'1346*t* | 452·8 P44' 60·2 F46' *Lloyd's SA&CP* | | 28·0 FK | Tönsberg Norwegian | Oil Engines 4S.C.SA 16Cy.29⅛"–51⅛" 1312NHP 7 *BH* DB *114lb* *Coll to Sh dk* 6 „ 2*nd*„) *DT* 29'968*t* Ch.& Atel. de St.Nazaire | 30 " 7 s 4 " 1 26 " 7½ | |
| 84598 8330 SLTN | **Temnaren** TwinSc *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* *dk in 'tween dks forward* *Strengthened for navigation in ice* | *Carrying Vegetable Oil in deep tank* | 3136 2636 1704 | ✠100A1 *with freeboard* 7,40 8,40 ✠LMC 5,40 DBS 8,39 | Got NYk | *x* | OG Compl | 1939 3mo | Akt. Lindholmens Varv Gothenburg *Lloyd's SA&CP* Etedby A/B Gotaverken | Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*) *Duct keel for* *Cell D* 390'1346*t* *FPT* 146*t* *APT* 197*t* *ward of mchy. space* *Tanks at sides of tunnel* 94*t* *FPT* 57*t* *APT* 69*t* | 369·7 381·1 (O.L.) 51·6 FK 20·2 | | | Gothenbrg Swedish | Oil Engines 2S.C.SA 12Cy.19⅛"–35⅞" 810NHP 6 *BH* *Coll to Sh dk* 5 „ 2*nd*„) A/B Götaverken,Got. | 25 " 6 s 1 " 11 23 " 9 | |
| 84599 24473 JHVD | **Tempei Maru** (*ex*TaihoMaru) | *ss*Kob.No.3-6,31 2 *Dks (Stl)* | 6095 5171 4453 | ... 7,35 | Kob | *z* | | 1918 12mo | Osaka Iron Works,Ld. Osaka | Hakuyo Kisen K.K. *Cell DB* 360'981*t* *FPT* 106*t* *APT* 26*t* | 407·2 P40' B137' F47' | 50·8 FK | 32·5 *7 BHCem* | Hutyu Japanese | T.3Cy.27",45"&75"–51" 553NHP 3SB,9*cf*,GS190,HS8100 Osaka Iron Works,Ld. | 32 " 7 | C † |
| * 84600 LDIN | **Templar** TwinSc *Oil Eng.* D.F. GyC. *ss*Got.No.2–37 | 1 *Dk (Stl) & Shelter dk (Stl)* 3 *rd dk (Stl) except in after holds* | 6728 5971 4117 | ✠100A1 *with freeboard* 8,39 ✠LMC CS1,38 DBS 8,39 6,37 | Syd | *d*† | CL 7,37 | 1929 3mo | Deutsche Werke A.G. Kiel | Wilh.Wilhelmsen *Cell D* 352'1297*t* | 461·4 481·8 (O.L.) P44' 60·6 F41' *Lloyd's SA&CP* | | 29·0 FK | Tönsberg Norwegian | Oil Engines 4S.C.SA 16Cy.29½"–47½" 1352NHP DB *100lb* *Coll to Sh dk* 6 „ 2*nd*„) Deutsche Werke A.G. Kiel | 31 " 7 s 4 " 1½ 27 " 7½ | |
| 84601 167384 GCVV | **Temple Arch** D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | | 5138 4637 3039 | ✠100A1 *with freeboard* 3,41 5,40 ✠LMC 1,40 | Npt Shl | *a*† | CL | 1940 1mo | Lithgows Ld. Port Glasgow *Lloyd's SA&CP* | Temple S.S.Co.Ld. (Lambert Bros.Ld. *Mgrs.*) *Cell D* 370'1521*t* | 431·9 447·5 (O.L.) F39' *Tanks in way of tunnels* 44 6*t* | 56·2 FK *FPT* 133*t* | 24·8 *APT* 160*t* | London British *Coll to Sh dk* 6 „ „ 2*nd*„) | T.3Cy.22½",36"&65"–48" 230lb (*s*) 482NHP 2SB(Spt)&1AuxSB, *9cf*,GS162,HS7084 FD Rankin & Blackmore Ld Grk | 36 " 10 s 11 " 3¼ 25 " 9 | |
| 84602 167398 GCWW | **Temple Inn** D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* | | 5218 4637 3085 | ✠100A1 *with freeboard* 6,40 2,40 ✠LMC 2,40 | PGl Liv | *a*† | CL | 1940 2mo | Lithgows Ld. Port Glasgow *Lloyd's SA&CP* | Temple S.S.Co.Ld. (Lambert Bros.Ld. *Mgrs.*) *Cell D* 370'1591*t* | 431·9 447·5 (O.L.) F39' *1 Intermediate BH dispensed with* *FPT* 110*t* *APT* 177*t* | 56·2 FK | 24·8 *6 BHpt Cem* *Coll to Sh dk* 5 „ 2*nd* „) | London British 230lb (*s*) 482NHP 2SB(Spt)&1AuxSB, *9cf* HS7084 FD Rankin & Blackmore Ld Grk | 27 " 9 s 3 " 2½ 24 " 9 | |
| 10/41 84603 160394 GNQL | **Temple Mead** D.F. 1 *Dk (Stl) & Shelter dk (Stl)* | *Fitted for oil fuel* 2,40 *F.P. above* 150°F. | 4427 4079 2620 | ✠100A1 *with freeboard* 12,39 ✠LMC MS2,36 BS3,40 | Cal | *y* | CL 10,37 10,40 | 1928 3mo | W.Pickersgill & Sons,Ld Sunderland *Lloyd's SA&CP* | Temple S.S.Co.Ld. (Lambert Bros.Ld. *Mgrs.*) *Cell D* 341'1149*t* | 391·2 F33' *FPT* 121*t* | 53·0 FK | 24·8 *APT* 175*t* | London British *6 BHpt Cem* *Coll to Sh dk* 5 „ 2*nd* „) | T.3Cy.25",42"&70"–48" (*s*) 200lb 445NHP 3SB,9*cf*,GS184,HS7575 N.E.Marine Eng.Co.Ld.Sld | 27 " 2 s 2 " 11¼ 24 " 5½ | |
| 81/41 84604 160481 GNQM | **Temple Moat** D.F. 1 *Dk (Stl) & Shelter dk (Stl)* | | 4427 4079 2620 | ✠100A1 *with freeboard* Examined 12,40 ✠LMC MS5,36 BS12,40 | ~~Bkn~~ Shl | *y* | CL ~~2,38~~ 11,40 | 1928 5mo | W.Pickersgill & Sons, Ld Sunderland *Lloyd's SA&CP* | Temple S.S.Co.Ld. (Lambert Bros.Ld. *Mgrs.*) *Cell D* 341'1149*t* | 391·2 F33' *FPT* 121*t* | 53·0 FK | 24·8 *APT* 175*t* | London British *6 BHpt Cem* *Coll to Sh dk* 5 „ 2*nd*„) | T.3Cy.25",42"&70"–48" (*s*) 200lb 445NHP 3SB,9*cf*,GS182,HS7575 N.E.Marine Eng.Co.Ld.Sld | 27 " 2 s 2 " 11¼ 24 " 5½ | |
| 84605 160509 GNQP | **Temple Pier** D.F. 1 *Dk (Stl) & Shelter dk (Stl)* | | 4312 4030 2580 | ✠100A1 *with freeboard* 2,40 ✠LMC MS3,37 BS7,39 Surveys delayed | Hfx | *y* | CL 5,38 | 1928 6mo | W.Hamilton & Co. (1928) Ld. Port Glasgow *Lloyd's SA&CP* | Temple S.S.Co.Ld. (Lambert Bros.Ld. *Mgrs.*) *Cell D* 332'1055*t* | 390·0 402·7 (O.L.) F31' *FPT* 153*t* | 53·0 FK | 24·7 *APT* 171*t* | London British *6 BHpt Cem* *Coll to Sh dk* 5 „ 2*nd*„) | T.3Cy.25",42"&70"–48" (*s*) 200lb 436NHP 3SB,9*cf*,GS186,HS7335 J.G Kincaid & Co.Ld.Grk. | 27 " 2 s 2 " 10¾ 24 " 6 | |
| 84606 164107 GZLB | **Temple Yard** (*ex*Darleny-37) D.F. | 1 *Dk & Shelter dk* *Cruiser Stern* | 5205 4818 3126 | ✠100A1 *with freeboard* 4,41 ~~2,40~~ ✠LMC 1,37 | Cff | *a*† | CL 3,40 | 1937 1mo | Wm.Hamilton & Co.Ld. Port Glasgow *Lloyd's SA&CP* | Temple S.S.Co.Ld. (Lambert Bros.Ld. *Mgrs.*) *1 Intermediate BH* *Cell D* | 432·0 447·2 (O.L.) F33' *dispensed with Coll* 368' 1207*t* | 56·2 FK *BH to Sh dk* 5 „ „ 2*nd* „ *FPT* 127*t* | 25·6 *APT* 206*t* | London British *pt Cem* | T.3Cy.22",36"&65"–48"& exhaust turbine driving steam compressor (*s*) 220lb 455NHP 2SB(FD)&1AuxSB,*8cf*, GS139,HS6140 D.Rowan & Co.Ld.Gls. | 28 " 2 s 3 " 4¼ 25 " 0½ | |
| 84607 218356 KMVQ | **Ten** (*ex*LakeGiltedge-35) *Fitted for oil fuel* 1 *Dk 2 trB* | | 2664 2283 1654 | ... 3,21 | | | | 1919 9mo | Detroit S.B.Co. Wyandotte | Terminals & Transpn.Corp. (Minnesota-Atlantic Transit Co. *Mgs*) *Cell D* | 251·0 P25' 368' 1207*t* | 43·6 B64' F23' FK *FPT* 127*t* | 26·1 *WB* *APT* 206*t* | D'luth Min. Utd. States | T.3Cy.21⅛",35"&59"–42" 352NHP Detroit S.B.Co. Detroit | 28 " 2 | R † |
| *Now "Felipe Camarao," see No. 88060 in Supplement* | | | | | | | | | | | | | | | | | |
| 84608 1233 IURM | **Tenace** (*ex*ArturoSerena, *ex*Arthur Serena, *ex*Panaghis Dracatos, *ex*City of Hamburg) Iron *Well deck* 2 *Dks* | *ss*Nwc.3rdNo.3–5,19 *ss*Gen.No.2–27 | 1142 866 644 | ... 4,31 | | | | 1881 10mo | J.Laing Sunderland | Ignazio Messina & C. | 239·8 P134' F26' | 32·6 BK 6½" | 14·3 *WB* | Genoa Italian | C.2Cy.29¾"&57"–33" NDB98 161NHP T.Richardson & Sons,Hpl. | 17 " 6 | I † |
| 84609 24 IURO | **Tenacia Gennari** (*ex*Mado-34, *ex*Mercator, *ex*Moordrecht) *Well deck* 1 *Dk* | *ss*Msl.No.3–1,24 | 996 782 576 | ... 8,27 | | | | 1910 5mo | Rotterdam Droogd.Maat Rotterdam | Ubaldo Gennari fu Torquato | 220·7 212·4 Q64' B51' F19' | 33·2 13·7 FK | 15·7 *WB* | Rimini Italian | T.3Cy.15",25"&41"–33" 115NHP Rotterdam Droogd.Maats. | 15 " 9 | I † |
| 84610 147950 GKZM | **Tenax** (*ex*Ingola-40) D.F. | *ss*Ant.No.3–11,37 1 *Dk (Stl)* | 3846 3545 2392 | ✠100A1 11,40 ~~2,40~~ BS2,40 ✠LMC 11,37 | Sws Shl | *w* | CL ~~10,37~~ 10,40 | **1925** 3mo | W.Gray & Co.Ld. W Hartlepool *Lloyd's SA&CP* | Tenax S.S.Co.Ld. (Muir Young,Ld. *Mgrs.*) *Cell D Ba&uE* | 352·0 P30' B113' F35' 133' *f* 159' 906*t* | 50·0 FK *FPT* | 24·7 *APT* 121*t* | Glasgow British 6 *BHpt Cem* 97*t* | T.3Cy.25",40½"&67"–45"(*s*) 180lb *100lb* 354NHP 2SB,6*cf*,GS114,HS4666 FD Cen.Mar.Eng.Wrks.W Hpl | 27 " 0 s 4 " 8½ 22 " 6½ | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenance expirs. Lettre d'Acquiescement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cette entrée a été faite dans le L. Darwin Cert. Mod. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84611 DNAJ | **Tenerife** (*ex*Hermann Burmester) Sub.Sig. | 2 *Dks* | 2436 2144 1487 | | | | | 1921 | Nordd. Werft G.m. b.H. Weser-münde-G. | Oldenburg-Portug. Dampfsh. Reed. A.G. | 278·4 \| 40·5 \| 23·7 P18′ H39′ B39′ F36′ | Oldenburg German *WB* | T.3Cy.22½″,37″&57½″–35½″ &1LP Turbine 254 NHP Bremer Vulkan, Vegesack | | G |
| 84612 LDAG | **Teneriffa** *Oil Eng.* *ss*Osl.No.3–4,34 *ss*Osl.No.1–38 2 *Dks (Stl)* & *Shelter dk (Stl)* | **TwinSc 3 Mst** | 5655 5195 3496 | ✠100A1 *Shelter dk with freeboard* ~~7,10~~ 7,38 2,41 ✠LMC C&6.39 DB~~S~~ 2,41 ~~S7~~ 1,39 | Osl | *a*† | CL ~~4?,38~~ ~~S?,38~~ Npt 6,40 | 1922 5 mo *Lloyd's* | Akt. Burmeistr & Wain Copenhagen *SA & CP* *Cell DB 377′* | Wilh. Wilhelmsen 1250 *t DT f* 33′ 980 *t* | 425·5 \| 55·2 \| 27·9 444·3 (O.L.) 35·8 FK *Collision* *FPT* 90 *t APT* 82 *t* | Tönsberg Norwegian *pt Cem* *BH to Sh dk* 6 „ „ *U* „ | Oil Engines 4S.C.SA 12Cy.24½″–37½″ DB–*100lb* 717 NHP Akt. Burmeistr & Wain, Cpn | 30 ″ 6 s 4 ″ 0½ 26 ″ 8½ | |
| 84613 1318 CBTO | **Tenglo** (*ex*Esja–38) Wireless | 2 *Dks* | 789 — 473 | | | | | 1923 | Kjöbnhvns Flydk. & Skbs. Copenhagen | Chilian State Railways | 176·0 \| 30·1 \| 18·5 F22′ *WB* | Vlparaiso Chilian | T.3Cy.14″,22½″&37″–27″ NB34 72 NHP Kjbnhavns Flydk. & Skbsv. | | V |
| 84614 32971 JCND | **Tenkai Maru** (P) | *ss*Kob.No.2–25 2 *Dks* | 3200 2702 1945 | ✠ … 8,27 ✠ | | | | 1917 9 mo | Mitsubishi Dkyd & EWks Nagasaki | Shimatani Kisen K.K. | 305·0 \| 43·7 \| 27·2 P25′ B94′ F33′ FK *WB* | Kobe Japanese | T.3Cy.19½″,32″&54″–48″ 261 NHP Mitsubishi D.&E.Wks. Nag | 27 ″ 3 | |
| 84615 22572 JIMC | **Tenko Maru** Wireless | | 1274 1113 718 | | | | | 1918 | Ishikawa-jima SB Co Ld Ishikawajima | Asahi Syosen K.K. | 230·0 \| 33·0 \| 19·6 P28′ B53′ F25′ *WB* | Kobe Japanese | T.3Cy.15″,24½″&40″–30″ 88 NHP Ishikawajima S.B.Co.Ld. | | |
| 84616 Now | **Tennessean** (*ex*Golden Star–37, *ex*Elkridge) *Fitted for oil fuel* **Empire Penguin**," *see No. 8791 in Supp.* *Longitudinal framing* | | 6379 5976 4012 | 100A1 (Class Contem ~~Examined~~ 3,40 | NYk plated) | | | 1919 | Skinner & Eddy Corp. Seattle, Wash | Ministry of Shipping (Runciman (London) Ld. *Mgrs.*) | 402·6 \| 54·8 \| 32·1 P48′ F42′ *WB* | British | T.Cy.24½″,41½″&72″–48″ 359 NHP Hooven, Owens, Rentschler Co. Hamilton, O. | 34 ″ 6 s 8 ″ 1 26 ″ 7 | |
| 84617 167843 ~~OKPC~~ GLQQ | **Tennessee** (*ex*Fredensbro) D.F. *Well deck* | *ss*Kel.No.3–9,27 *ss*Cpn.No.2–36 1 *Dk (Stl)* | 2342 2059 ~~1368~~ 1372 | ✠100A1 ~~Els~~ Examined 6,41 Shl ✠NE8,27 ✠LMC MS10,40 BS2,41 | | *t* | OG 1,40 | 1921 2 mo *Lloyd's* *Cell DBa* 100′ 232 *t u* | A/S Baltica Værftet Copenhagen *SA & CP* *Inter* | Ministry of Shipping (Common Bros. Ld. *Mgrs.*) *mediate B H in fore* £16′ 504 *f* 126′ 330 *t* ~~*Cell DB 260′ 6?8?*~~ *FPT* | 302·0 \| 44·2 \| 20·3 315·3 (O.L.) P&B 236′ F30′ FK *hold dispensed with* 59 *t APT* 91 *t* | London British *Cem* 4 *BH only* | T.3Cy.20″,32′&53″–36″ (*s*) 200 lb 212 NHP 2SB (Spt), *4cf*, HS2806 FD A/S Helsingors Jernskibs Og. Mask Els. | 22 ″ 11 s 2 ″ 2 20–11½ | |
| 84618 36416 JUDH | **Tennyo Maru** *Oil Eng.* 2 *Dks* | | 495 323 249 | | | | | 1930 | Mitsubishi Zosen Kaisha Ld. Kobe | Setsuyo Syosen KK. | 160·0 \| 27·0 \| 12·7 | Osaka Japanese | Oil Engines | | |
| 84619 1294 CBTN | **Teno** (P) (*ex*Flora–36, *ex*Chile) | **TwinSc** 2 *Dks* & *Shade dk* | 3183 — 1704 | | | | | 1896 | Caird & Co. Ld. Greenock | Cia. Sud Americana de Vapores | 350·3 \| 43·1 \| 19·4 *Promenade dk* 318′ *Shade dk* 153′ | Valparaiso Chilian *WB* | T.3Cy.19¾″,32″&52″–36″ 324 NHP Caird & Co. Ld. Greenock | 22 ″ 6 | |
| 84620 44566 JIJL | **Tenryo Maru** D.F. E.S.D. *Cruiser Stern* *Strengthened for navigation in ice* | 2 *Dks* | 2231 1769 1218 | ✠100A1 5,38 ✠LMC 5,38 | Nag | *r* | CL | 1938 5 mo *Lloyd's* | Kawami-nami Kogyo K.K. Nagasaki *SA & CP* | Tatunami Syosen K.K. *Cell DB* 211′ 424 *t FPT* | 257·1 \| 40·4 \| 23·0 269·6 (O.L.) P23′ B77′ F31′ FK 151 *t APT* 14 *t* | Osaka Japanese 7 *BH Cem* | T.3Cy.18½″,31½″&52¾″–39″ 199 lb (*s*) FD 294 NHP 2SB (Spt) *6cf*, GS118, HS4617 Kawaminami Kogyo K.K. Nagasaki | 23 ″ 0 | |
| 84621 42623 JGZL | **Tenryu Maru** *Cruiser Stern* | 2 *Dks* | 4861 — 2912 | | | | | 1936 | Osaka Iron Works, Ld. Osaka | Naigai Kisen K.K. | 365·8 \| 54·1 \| 29·2 | Kobe Japanese *WB* | 2 Steam Turbines D R geared to 1 screw shaft 433 NHP Ishikawajima S.B.&E.Co. Ld. Tokyo | | C |
| 84622 45774 JCNN | — *Mchy. Aft* | *Oil Eng.* *Cruiser Stern* | 555 — 383 | | | | | 1939 | Mitsubishi Jukogyo K.K Hikoshima | Sankyo Kaiun K.K. | 158·1 \| 27·6 \| 12·9 | Osaka Japanese | Oil Engines 4S.C.SA 6Cy.13″–19½″ 98 NHP Hanshin Tekkosho, Kobe | | |
| 84623 1696 JTAH | **Tenryugawa Maru** (P) | **TwinSc** 2 *Dks* | 546 — 328 | | | | | 1897 | Osaka Iron Works Osaka | Daisyo Kaiun Gosi Kaisya | 176·8 \| 24·6 \| 16·3 | Osaka Japanese | T.6Cy.12″,18½″&31″–22″ 90 NHP Osaka Iron Works, Osaka | | |
| 84624 323 JPTC | **Tensan Maru** *Oil Eng.* *ss*Kob.No.1–33 1 *Dk (Stl)* | | 2776 2308 1588 | ✠ … 1,38 ✠ | Kob | *u* | | 1929 5 mo *Cell DB* 235′ 646 *t* | Mitsui Bus-san Kaisha Ld Tama Dkyd. | Dairen Kisen K.K. *Tanks in way* | 326·5 \| 46·5 \| 21·5 P27′ B63′ F28′ FK *of tunnel* 173 *t FPT* | Dairen Japanese 5 *BH pt Cem* 51 *t APT* 35 *t* | Oil Engines 4S.C.SA 6Cy.21⅞″–29½″ 271 NHP Akt. Burmeistr & Wain, Cpn | 21 ″ 6 | |
| 84625 42837 JIZE | **Tensin Maru** (*ex*Yung Hwa–38, *ex*Baldina–34, *ex*War Duchess) | *ss*Syd.No.3–11,32 *ss*Kob.No.1–36 1 *Dk (Stl)* | 4236 — 3000 | ✠ … 8,38 ✠ | Kob | *x* | | 1918 9 mo | Canadian Vickers, Ld. Montreal | Zuiko Syosen K.K. (Taiyo Kaiun K.K. *Mgrs.*) *Cell DB* 316′ 1367 *t FPT* 102 *t* | 380·5 \| 48·6 \| 29·7 P30′ B105′ F41′ FK *APT* 136 *t* | Hasidate Japanese 6 *BH Cem* | T.3Cy.27″,44″&73″–48″ 474 NHP 3SB, *9cf*, GS174, HS6660 Canadian Vickers, Ld. Mtl. | 30 ″ 1 | C † |
| 84626 42836 JIYE | **Tensyō Maru** (*ex*Loong Hwa–38, *ex*Kalimba–37) | *ss*Rot.No.3–8,26 *ss*Shl.No.2–34 2 *Dks (Stl)* | 5013 4777 3754 | ✠ … 8,38 ✠ | Nag | *y* | | 1914 3 mo | D&W Hen-dersn & Co. Ld. Glasgow | Shōko Syosen K.K. (Taiyo Kaiun K.R. *Mgrs.*) *Cell DBa* 123′ *u E&B* 36′ *f* 182′ 1054 *t FPT* | 402·3 \| 52·0 \| 29·8 P45′ B126′ F38′ FK 96 *t APT* 218 *t* | Hasidate Japanese 6 *BH Cem* | T.3Cy.25″,41½″&67″–51″ 435 NHP 3SB, *9cf*, GS146, HS6397 D&W. Hendersn & Co Ld Gls | 29 ″ 10 | C † |
| 84627 28536 JCYA | **Tensyo Maru** (P) (*ex*Melrose Abbey, *ex*Syndic) | *ss*Kob.No.3–4,23 1 *Dk (Stl)* | 3035 2580 1831 | ✠ 4,24 ✠ | Kob | *t* | | 1910 11 mo | Blyth S.B. & D.D.Co.Ld. Blyth | Sugaya K.K. *Cell DBa* 100′ *u E&B* 40′ *f* 128′ 700 *t FPT* | 314·0 \| 45·7 \| 21·1 P29′ B90′ F35′ FK 92 *t APT* 110 *t* | Kobe Japanese 5 *BH Cem* | T.3Cy.23″,38″&62″–42″ 272 NHP 2SB, *6cf*, GS106, HS4222 N.E. Marine Eng. Co Ld Nwc | 23 ″ 4 | C † |
| 84628 31557 JTZH | — | (P) 2 *Dks* | 601 470 367 | | | | | 1926 | Namura Gemrosuke Osaka | Amagasaki Kisenbu Gomei Kaisha | 173·9 \| 26·0 \| 15·2 | Osaka Japanese | T.3Cy. | | |
| * 84629 LCBV | **Tento** (*ex*America–36) *Oil Eng.* *ss*Osl.No.3–10,33 *ss*Sfj.No.1–37 1 *Dk* & *Awning dk* 3*rd dk in Nos.* 1 & 3 *holds* | **TwinSc 3 Mst** | 4917 3314 3062 | ✠100A1 *Awng dk with freeboard* 11,39 DB82,39 ✠LMC12,37 | HKg | *x* | CL 81,39 PN1,39 | 1921 9 mo *Lloyd's* | Akers E.B. Aaby's Rederi A/S. Oslo Værks. *SA & CP* *Cell DB* 312′ | E.B. Aaby's Rederi A/S. *Collisio* | 362·0 \| 51·6 \| 22·7 376·8 (O.L.) 31·2 FK 1070 *t MT* 40′ 800 *t FPT* 93 *t APT* 40 *t* | Oslo Norwegian *Cem* *nBH to A dk* 5 „ „ *U* „ | Oil Engines 4S.C.SA 12Cy.21½″–28¾″ 528 NHP DB *80lb* Akers Mek. Værks. Oslo | 34 ″ 0 s 8 ″ 5 25 ″ 10½ | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Board of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84630 28551 JHGA | **Tentyo Maru** (*ex*Tencho Maru–38, *ex*LeQuesnoy) | 2608 2226 1561 | ✠ ... 4,36 | Kob | *s* | | 1919 5mo | Dominion S.B.Co. Toronto | Tatuuma K.K. *Cell D B a 75′ u E 26′ f 96′ 482t* | 251·0 P25′B68′F20′ | 43·7 | 26·0 FK | Nishino-miya Japanese | T.3Cy.20$\frac{7}{16}$″,33$\frac{1}{16}$″&55″–40″ 253NHP 2SB,*6cf*,GS126,HS4534 | 28 ″ 3 | |
| | | *ss*Kob.No.1–33 1 *Dk* (*Stl*) | | ✠ | | | | | | | | | | | | | |
| 84631 40121 JWHJ | **Tenyo Maru** Ⓟ | 6843 6068 4858 | ✠100A1 ~~7,340~~ 10,40 DB~~S7,39~~ 10,40 *Carrying cargo oil* | Tama LMC7,39 | *b*† | CL 6,39 *F.P. above* | 1935 3mo *Lloyd's* 150 | Mitsubishi Jukogyo K.K Nagasaki *F. in DTs* | Toyo Kisen K.K. *'Tween dk B H abo after deep tan Cell D B 366′ 1382t D T* | 435·0 P30′B157′F41′ *a 36′ 1127t F P T s 259* | 58·5 *ve* FK *k B H dispensed with t A P T s 224t* | 32·8 | Tokyo Japanese *pt Cem 6 B H to U dk* 1 ,, ,, 2*nd*,, | Oil Engines 2S.C.SA 6Cy.28$\frac{3}{8}$″–49$\frac{1}{16}$″ 839NHP DB *120lb* Mitsubishi Jukogyo K.K. | 32 ″ 9 | |
| 84632 180 JISA | **Tenyu Maru** (*ex*Ethelstan) *Spar dk* (*Stl*) 2 *tr B & deep framing* | 3738 3555 2301 | ✠ 11,26 | Kob | *w* | | 1905 8mo | R.Stephenson & Co.Ld. Newcastle | Dairen Sugaya Keitei Shokai *Cell D B a 110′* | 340·1 P26′B93′F33′ *u E & B 42′ f 138′ 739t* | 47·1 27·3 FK *A P T 181t* | 20·0 6 *B H Cem* | Dairen Japanese | T.3Cy.25″,41″&67″–45″ 340NHP 2SB,*6cf*,GS128,HS5620 Blair & Co.Ld.Stockton | 29 ″ 10 | C † |
| 84633 27835 JTSE | — (*ex*Beatrice) | 1119 965 688 | | | | | 1902 | Bergens Mek.Værks. Bergen | Tosa Domei Kisen K.K. | 199·3 H101*t* | 32·1 19·6 | 14·7 | Kochi Japanese *WB* | T.3Cy.19″,30″&50″–33″ 144NHP Bergens Mek Værks Bergen | | |
| | | 1 *Dk* & *Spar dk* | Ⓟ | | | | | | | | | | | | | | |
| 84634 9284 JOPB | — Wireless | 735 698 399 | Ⓟ 2 *Dks* | | | | 1904 | S.Ono Osaka | Kita Nippon Kisen K.K. | 180·1 B33′F20′ | 27·2 | 20·0 | Nishino-miya Japanese | T.3Cy.14″,23″&37″–26″ 70NHP S.Ono, Osaka | | |
| 84635 29666 JOEB | **Tenzan Maru** (*ex*Sunfield) | 3142 2869 1889 | ✠ ... 4,24 | | | | 1920 2mo | Burntislnd S.B.Co.Ld. Burntisland | Nippon Yusen K.K. | 331·6 P32′B99′F29′ *WB* | 46·7 | 24·8 | Tokyo Japanese | T.3Cy.25″,41″&68″–45″ 433NHP Douglas & Grant, Ld. Kirkcaldy | 27 ″ 0 | |
| | | 1 *Dk* | ✠ | | | | | | | | | | | | | | |
| 84636 2034 IUSA | **Teodolinda** (*ex*OuedMellah–35) *Mchy. Aft* | 361 298 190 | *Fitted for oil fuel* 1 *Dk* *Carrying Petroleum in bulk* | | | | 1924 | Philip & Son Dartmouth | Carlo Cameli | 145·0 H101*t* | 30·0 | 8·5 | Genoa Italian *WB* | C.2Cy.13$\frac{1}{2}$″&28″–20″ 29NHP Philip & Son, Dartmouth | | I |
| 84637 LDAI | **Tercero** (*ex*Sud Cubano, *ex*Tercero) | 4415 3990 2668 | Twin Sc *Oil Eng.* 1 *Dk* | | | | 1925 | Akt.Burmeistr & Wain Copenhagen | Skibs-A/S "Igadi" (S.Holter-Sörensen, *Mgr.*) | 368·5 P116*t* H239*t* F11*t* | 53·7 | 24·9 | Oslo Norwegian *WB* | Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 449NHP Akt.Burmeistr & Wain, Cpn | | N |
| 84638 EAOR | **Tercio de Montejurra** (*ex*Santa Ana Martir–39, *ex*Amir–34) *Well deck* | 549 372 316 | ✠ ~~7,41~~ ~~7,35~~ ~~9,30~~ *Cargo battens not fitted* | LaP ~~LMC7,38~~ | *h* | CL 7,38 | 1919 8mo *Lloyd's* | Echevarrieta y Larringa Cadiz | Luis de Otero & Victor Cardenal (Luis de Otero, *Mgr.*) *Cell D B f 92′ 136t F P T* | 164·0 Q94′B11′F25′ BK7″ | 26·2 | 10·3 | Bilbao Spanish | T.3Cy.12$\frac{1}{2}$″,21″&35″–27″ (*s*) 180lb 86NHP 1SB,*3pf*,GS49,HS1550 J.Abernethy & Co.Ld.Abn. | 12 ″ 10 | |
| | | *ss*La.P.No.3–11,31 *ss*La.P.No.1–36 *Mchy. Aft* 1 *Dk* (*Stl*) | | ~~LMC7,38~~ | | | | | | | | | | | | | |
| 84639 UOYC | **Terek** (*ex*Sirehav–33, *ex*Sagn–33, *ex*Mariners Harbor) | 2189 1923 1299 | ✠ ... 4,22 | | | | 1918 6mo | Staten Isld.S.B.Co. Staten Island, N.Y. | U.S.S.R. | 264·0 P65*t* H145*t* F8*t* | 42·0 FK | 21·8 | Vladvostk Russian *WB* | T.3Cy.18″,30″&51″–36″ 160NHP Staten Island S.B.Co. | 24 ″ 0 | |
| | | 1 *Dk* | ✠ | | | | | | | | | | | | | | |
| 84640 105 ICJN | **Teresa** | 6131 5022 3719 | ✠100A1 10,38 | Pla LMC | *z* | CL N12,39 | 1922 6mo | Cant.Nav. Triestino Trieste A&CP | "Italia" Soc.Anon. di Nav. *Cell D B 342′ 1248t M* | 417·7 P36′B124′F44′ *Tf 27′ 816t F P T 107t* | 54·2 FK | 30·2 | Trieste Italian 6 *B H Cem* | T.3Cy 26$\frac{3}{8}$″,42$\frac{1}{8}$″&70$\frac{1}{16}$″–48$\frac{3}{16}$″ 180lb (*s*) FD 483NHP 3SB(Spt) *9cf*,GS148,HS7221 Vereinigte Maschf Smichov | 32 ″ 10 s 7 ″ 8$\frac{3}{4}$ 25 ″ 4 | |
| | D.F. *Ref. Mchy.* | 2 *Dks* (*Stl*) & *Web frames* | MS9,34 BS12,39 Lloyd's RMC7,~~32~~6,40 *Fitted for oil fuel* 6,22 | | | *F.P. above* | | | | *A P T 135t* | | | | | | | |
| 8/41 5/8/41 | **Teresa Odero** | 8196 7678 5166 | Twin Sc *Oil Eng.* 2 *Dks* (*Stl*) *Carrying oil fuel* | ✠ ... 4,34 Gen | | | 1927 1mo | Cant.Nav. Odero Genoa | "Tigullia" Soc. Anon. di Nav. *'Tween dk B H s except Coll B H d Cell D B a u E & f 355t D* | 456·0 F42′ *ispensed with Ta 18′ 360t F P T 201t* | 57·9 FK | 37·0 *Coll* | Genoa Italian *pt Cem B H to U dk* 11 ,, ,, 2*nd* ,, *A P T 195t* | Oil Engines 4S.C.SA 12Cy.22$\frac{1}{4}$″–39$\frac{3}{8}$″ 564NHP Cant. Officine Savoia, Genoa | 39 ″ 8 | I † |
| 84642 1981 IBDN | **Teresa Schiaffino** (*ex*Beachcliffe–34, *ex*Melpo) | 5189 4764 3119 | D.F. 1 *Dk* | | | | 1919 | A.Stephen & Sons, Ld. Glasgow | Soc. Anon. di Nav. "Assunta De Gregori" | 412·4 400·1 | 52·3 | 28·5 | Genoa Italian *WB* | T.3Cy.27″,44″&73″–48″ 369NHP J.G.Kincaid & Co.Ld.Grk. | | CI |
| 84643 259 ICJP | **Tergestea** | 5890 4431 3708 | ✠100A1 12,39 LMC C84,39 DB88,39 4,39 | Gen | *y* | CL 8,37 | 1926 9mo *Lloyd's* | Cant.Nav. Triestino Monfalcone | Soc.Anon.di Nav. G.L.Premuda *Cell D B 334′ 1116t D T a 52′ 1000t* | 416·7 P34′B261′F44′ *F P T 94t A P T 86t* | 53·1 FK | 24·7 | Trieste Italian 8 *B H pt Cem* (1 *to* 2*nd dk*) | Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$″–59$\frac{1}{16}$″ 489NHP DB *100lb* Stabilimento Tecnico, Tri. | 27 ″ 10 s 3 ″ 7$\frac{1}{4}$ 24 ″ 5 | |
| | D.F. | 2 *Dks* (*Stl*) | | | | | | | | | | | | | | | |
| 84644 8407 SMUA | **Tergus** Wireless *Mchy. Aft* | 447 299 203 | *Oil Eng.* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk* | | | | 1939 | Finnboda Varf Akt. Stockholm | A/B Bensintransport (Gösta Reuter, *Mgr.*) | 142·7 P&B35′F14′ | 25·6 | 11·0 | Stockholm Swedish | Oil Engines 2S.C.SA 8Cy.9$\frac{13}{16}$″–16$\frac{9}{16}$″ 134NHP Nydqvist & Holm A/B, Trollhättan | | |
| 4/41 4/41 | **Terje Viken** (*Whale Oil Factory*) *Mchy. Aft* 2 *Dks* D.F. GyC. *Cruiser Stern* *Longitudinal framing* *Strengthened for Navigation in Ice* *Platform deck in forward hold* | 20638 14387 13931 | Twin Sc *Whaling Service* ✠100A1 8,39 LMC9,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,36 | Got | *o*† | CL 7,39 *F.P. above* | 1936 9mo *Lloyd's* | Deutsche Sch-u-Mschb. A.G.Weser, Bremen | United Whalers, Ld. (H.Krogh-Hansen & N.R. Bugge, *Mgrs.*) *Cell D B u E 59′ f 115′ 'Tween dk tanks aft* | 607·3 P16′B18′F134′ 1480*t* 997*t* | 80·2 FK ( *F P T 528t* | 40·4 | London British 19 *B H pt Cem* (16 *to* 2*nd dk*) *A P T 204t* | T6Cy.22$\frac{1}{16}$″,36$\frac{1}{4}$″&58$\frac{1}{4}$″–39$\frac{3}{8}$″ &2 LP Turbines with DR gearing & hydraulic coupling (*s*) 1248NHP 250lb 28PrB–*60lb* FD 6SB(4Spt),24*cf*,HS18000 Deutsche Schiff.-u Mschb. A.G.Weser, Bmn. | 55 ″ 0 s 17 ″ 0$\frac{1}{2}$ 38 ″ 6 | |
| 84646 152013 VJXD | **Terka** Ⓟ (*ex*Sir Dudley de Chair) *Mchy. Aft* | 420 309 161 | ✠ ... 12,29 1 *Dk* | | | | 1925 7mo | Govt.Dkyd Newcastle, N.S.W. | The Adelaide Steamship Co.Ld. | 147·0 F20′ | 26·6 FK | 9·2 | Melbourne British *WB* | T.3Cy.14″,23″&39″–21″ 84RHP Govt.Dckyd.Nwc.N.S.W. | 11 ″ 0 | |
| 10/40 84647 165469 MMJM | **Terlings** | 2318 2114 1406 | ✠100A1 7,~~403~~,40 LMC6,37 | Shl Sou | *s* | CL ~~3,40~~ 7,40 | 1937 6mo *Lloyd's* | Lithgows Ld. Port Glasgow | Lambert Brothers, Ld. *Cell D B 223′ 4* | 283·5 295·5 (O.L.) P24′B83′F36′ *74t A P T 58t* | 44·4 FK | 21·6 | London British 4 *B H Cem* | T.3Cy.18″,29″&51″–33″ (*s*) 200lb 179NHP 2SB(Spt) *6cf*,GS182,HS2850 Rankin & Blackmore Ld Grk | 23 ″ 9 s 3 ″ 4$\frac{1}{4}$ 20 ″ 7 | |
| | D.F. | 1 *Dk* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 84648 UPIQ | **Ternei** (*ex*Messina–35) Wireless | 1470 1270 825 | 1 *Dk* | | | | 1921 | F.Schichau Danzig | U.S.S.R. | 253·7 P&B197′F27′ | 38·2 | 16·6 | Vladvostk Russian *WB* | T.3Cy.19$\frac{11}{16}$″,31$\frac{3}{4}$″&51$\frac{3}{16}$″– 29$\frac{9}{16}$″ 143NHP F.Schichau, Elbing | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arqre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Registres où cet navire est inscrit dans le Lloyd's Register Book, Lloyd's List & Shipping Gazette, Lloyd's Weekly Casualty Reports, Lloyd's Weekly Shipping Index, Lloyd's Confidential Index, Lloyd's Weekly Index to Movements of Vessels, Lloyd's Weekly Index to Movements of Vessels, Lloyd's Weekly Index to Movements of Vessels

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 9 Built. When. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84667<br>165927<br>GDGZ | **Teviotbank**<br>E.S.D. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 5087<br>4614<br>2981 | ✠100A1<br>*with freeboard*<br>8,39 | Shl | *a*† | CL | 1938<br>2mo | J. Read-head & Sons Ld<br>South Shields<br>*Lloyd's SA & CP* *Cell* | Bank Line, Ld.<br>(A. Weir & Co.<br>*Mgrs.*) | 423·7 \| 56·7 \| 24·8<br>439·2 (O.L.)<br>F31′ FK<br>*DB341′1343t FPT* | Glasgow<br>British | T.3Cy.25″,42″&71″–48″ (*s*)<br>220lb 524NHP<br>2SB(Spt),1AuxSB,*9cf*,<br>GS167,HS7444 FD<br>J.Readhead&Sons,Ld.S.Shl | 27 ″ 10<br>s 3 ″ 0½<br>25 ″ 0½ | |
| 84668<br>148295<br>GNJS | **Tewkesbury** (*ex* Glocliffe–32)<br>*ss* Shl. No. 2–37<br>1 *Dk(Stl) & Shelter dk(Stl)* | 4601<br>4264<br>2810 | ✠100A1<br>*with freeboard*<br>~~Examined 2,41~~<br>BS7,39 | ~~Npt~~<br>Nwc<br>LMC | *z* | CL<br>~~12,38~~<br>N2,41 | 1927<br>11mo | Craig, Taylor & Co. Ld<br>Stockton<br>*Lloyd's SA & CP* | Alexander Shipping Co. Ld (Capper, Alexander & Co. *Mgrs.*)<br>*Cell DB344′1312t* | 400·8 \| 53·5 \| 25·1<br>425·0 (O.L.)<br>F32′ FK<br>*FPT121t APT146t* | London<br>British | T.3Cy.25½″,42″&70″–48″ (*s*)<br>180lb 417NHP<br>3SB,*9cf*,GS160,HS7080<br>Blair&Co.(1926),Ld.Stk. | 27 ″ 6<br>s 3 ″ 1½<br>24 ″ 8 | |
| 84669<br>215815<br>KDIY | **Texada** (*ex* El Cicuta, *ex* Lake<br>Dunmore) *Fitted for oil fuel*<br>*Mchy. Aft* Sub. Sig. 1 *Dk Topside tanks* | 2477<br>2004<br>1440 | ✠ ...<br>9,20<br>✠ | | | | 1917<br>11mo | Gt. Lakes<br>Eng. Works<br>Ecorse, Mich. | Kingsley Co.<br>of California | 253·0 \| 43·5 \| 25·6<br>P115′F26′<br>FK *WB* | S. Frncisco<br>Utd. States | T.3Cy.21″,34½″&57″–42″<br>284NHP<br>Gt Lakes Eng. Wks. Detroit | 27 ″ 6 | |
| 84670<br>145944<br>WACU | **Texan** Twin Sc<br>*ss* S.Fo.2nd No.3–7,26<br>*ss* S.Fo.No.2–34<br>2 *Dks(Stl) & deep framing, lower dk*<br>D.F. *fore hold(Stl) & Shelter dk(Stl)*<br>*Fitted for oil fuel* | 7005<br>6643<br>4427 | ✠ ...<br>4,34<br>✠ | SFo | | | 1902<br>10mo | New York<br>S.B.Co.<br>Camden, N.J. | American-Hawaiian S.S.Co. | 471·0 \| 57·2 \| 31·8<br>FK<br>*Cell DB a 115′ u E & B52′ f* | New York<br>Utd. States | Q.8Cy.19″,28 5/32″,41″&60″–42″<br>615NHP<br>3SB,*12cf*,GS216,HS8184<br>New York S.B.Co.Camden, N.J.<br>(28″)222t *FPT138t APT77t* | 35 ″ 0 | R<br>† |
| 84671<br>213878<br>WBCH | **Texas**<br>*ss* Gal.2nd No.3–2,40<br>*Mchy. Aft* 2 *Dks(Stl) & Web frames*<br>D.F. *Longitudinal framing* | 6368<br>6064<br>3946 | ✠100A1<br>9,40~~2,40~~<br>BS1,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,16 | Gal<br>NYk<br>LMC | *a*† | CL<br>10,38<br>*F.P. above* | 1916<br>2mo | Fore River<br>S.B.Corp.<br>Quincy, Mass.<br>A&CP | The Texas Company<br>*DBu E & B 60′209t* | 416·8 \| 56·1 \| 31·1<br>P107′B35′F33′ FK<br>*FPT229t APT130t* | Wilmgton (Del.)<br>Utd. States<br>16 *BHCem* | T.3Cy.26½″,44⅝″&74″–51″<br>190lb (*r*) 549NHP<br>3SB,*9cf*,GS191,HS7979 FD<br>Fore River S.B.Corp.Quincy | 32 ″ 9<br>s 6 ″ 4½<br>26 ″ 7¼ | |
| 84672<br>218675<br>KEFZ | —<br>(*ex* West Harts) *Fitted for oil fuel*<br>2 *Dks* | 5638<br>5248<br>3533 | | | | | 1919<br>2mo | Columbia<br>River SB Corp<br>Portland, Or | States Steamship Co. | 410·0 \| 54·2 \| 27·5<br>P43′B114′F47′<br>*WB* | Portlnd Or<br>Utd. States | DR geared Steam Turbine<br>General Electric Turbine Co<br>Schenectady, N.Y. | | R |
| 84673<br>OZCO | —<br>*Oil Eng.*<br>D.F. 2 *Dks*<br>*Cruiser Stern* | 2328<br>1971<br>1309 | | | | | 1939<br>2mo | Helsingörs Jernsk&Msk. Elsinore | Det Forenede Dampskibsselskab | 327·0 \| 45·8 \| 19·0<br>*WB* | Copnhagn<br>Danish | Oil Engines 4S.C.SA<br>8Cy.21⅝″–39⅜″ 361NHP<br>Akt.Burmeister&Wain, Cpn. | | V |
| 84674 | **Texas Banker** (*ex* Lake<br>Inglenook–32) *Fitted for oil fuel*<br>*Ref. Mchy.* 1 *Dk 2 tr B* | 2606<br>2237<br>1612 | ✠ ...<br>4,21<br>✠ | | | | 1919<br>12mo | Detroit<br>S.B.Co.<br>Wyandotte | Ministry of Shipping (Sir WR.Smith &Sons,Ld. *Mgrs.*) | 251·0 \| 43·6 \| 26·1<br>P25′B64′F23′<br>FK *WB* | British | T.3Cy.20″,35″&59″–42″<br>352NHP<br>Detroit S.B.Co.Detroit | 28 ″ 2 | R<br>† |
| 84675 | **Texas Ranger** (*ex* Lake<br>Gaither–32) *Fitted for oil fuel*<br>*Ref. Mchy.* 1 *Dk 2 tr B* | 2689<br>2329<br>1667 | 100A1<br>(*Reclassification contemplated*)<br>Examined 3,40<br>✠ | NYk | | | 1919<br>11mo | Manitowoc<br>S.B.Co.<br>Manitowoc | Ministry of Shipping (Sir WR.Smith &Sons,Ld. *Mgrs.*) | 253·5 \| 43·9 \| 25·9<br>P25′B65′F26′<br>FK *WB* | British | T.3Cy.21″,35″&59″–42″<br>326NHP<br>Nordberg Mfg.Co.M'lw'kee | 28 ″ 5 | |
| 84676<br>235950<br>WOTC | **Texas Sun**<br>*Oil Eng.*<br>D.F. E.S.D. Gy.C. 1 *Dk*<br>*Longitudinal framing–bracketless system*<br>*Mchy. Aft* *Cruiser Stern* | 9933<br>—<br>6056 | ✠100A1<br>9,40 ~~3,40~~<br>~~BS3,40~~<br>*Carrying Petroleum in bulk*<br>DBS3,41 | Phl<br>LMC | *f*†<br>4,37 | CL<br>2⅛<br>5,38 | 1937<br>4mo | Sun S.B.& Dry Dock Co.<br>Chester, Pa.<br>*Lloyd's SA & CP* | Sun Oil Company<br>*Cell DBu E58′167t* | 515·6 \| 66·0 \| 36·8<br>535·2 (O.L.)<br>P88′B35′F57′ FK<br>*DTf24′771t FPT345t APT165t* | Phildlphia<br>Utd. States | Oil Engines 2S.C.SA<br>6Cy.25 7/16″–79½″ 1182NHP<br>DB(WT)*245lb*<br>DB(WT–*Upr.*)*200lb*<br>Sun SB&DD.Co.Chester Pa | 37 ″ 0 | |
| 84677<br>Now "Empire Rel, see No. 87937 in Supplement | **Texas Trader** (*ex* Lake<br>Ellithorpe–32) *Fitted for oil fuel*<br>*Ref. Mchy.* 1 *Dk 2 tr B* | 2674<br>—<br>1658 | | | | | 1919<br>2mo | Gt. Lakes<br>Eng. Works<br>Ecorse, Mich. | Ministry of Shipping (Sir WR.Smith &Sons,Ld. *Mgrs.*) | 253·4 \| 43·8 \| 26·0<br>P25′B65′F26′<br>*WB* | British | T.3Cy.21″,35″&59¾″–42″<br>232NHP<br>Gt.Lakes Eng.Wks Detroit | | RC |
| 84678<br>PHYG | **Texelstroom**<br>D.F. 1 *Dk* | 1617<br>1281<br>968 | | | | | 1918<br>2mo | Maats.<br>Fyenoord<br>Rotterdam | N.V. Hollandsche Stoomb. Maats. | 273·6 \| 40·2 \| 16·8<br>*WB* | Amstrdam<br>Dutch | T.3Cy.19½″,31″&52″–36″<br>162NHP<br>Maats.Fyenoord,Rot. | | V |
| 84679<br>218027<br>KIFD | **Texmar** (*ex* Edgar Bowling,<br>*ex* West Cavanal) *Fitted for oil fuel*<br>D.F. 2 *Dks* | 5505<br>—<br>3439 | | | | | 1919<br>2mo | South Western S.B.Co.<br>San Pedro Cal | Calmar S.S.Corp. | 410·5 \| 54·3 \| 27·2<br>P46′B112′F46′<br>*WB* | New York<br>Utd. States | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>Llewellyn Iron Works,<br>Los Angeles | | R |
| 84680<br>160623<br>GSVD | **Thala**<br>*ss* Rot. No.2–37<br>D.F. 1 *Dk(Stl)*<br>*Cargo battens not fitted* | 4399<br>4076<br>2736 | ✠100A1<br>~~9,40~~10,39 12,40 ~~Shr~~<br>MS12,36 ✠LMC<br>DBS12,39 MBS3,40 | Sld<br>Gls | *x* | CL<br>3,39 | 1928<br>12mo | J Readhead<br>&Sons,Ld.<br>South Shields<br>*Lloyd's SA & CP* | Cory&Strick (Steamers) Ld.<br>(F.C.Strick&Co. Ld. *Mgrs.*)<br>*Cell D Ba & u E144′ f160′10* | 370·0 \| 52·3 \| 25·9<br>P28′B104′F36′ FK<br>*75t FPT135t APT115t* | London<br>British | T.3Cy.24½″,41″&66″–45″ (*r*)<br>180lb *120lb* 341NHP<br>2SB,*6cf*,GS109,HS4460 FD<br>J.Readhead&Sons Ld.S.Shl | 28 ″ 3<br>s 5 ″ 3⅜<br>23 ″ 1½ | |
| 84681<br>LDAL | **Thalatta** Twin Sc 3 Mst<br>*Oil Eng.*<br>*ss* Osl. No.3–7,29<br>*ss* Osl. No.2–37<br>D.F. 2 *Dks(Stl) & Shelter dk(Stl)* | 5671<br>5195<br>3492 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~8,40~~ 1,40 4,41<br>✠LMC CS2,39<br>DBS9,~~39~~11,40 8,37 | Osl<br>~~Bry~~Lon | *a*† | CL<br>~~P2,38~~<br>~~S2,38~~<br>4,41 | 1922<br>7mo | Akt. Burmeistr & Wain<br>Copenhagen<br>*Lloyd's SA & CP*<br>*Cell DB377′* | Wilh. Wilhelmsen<br>1250t *DTf* 33′1000t | 425·5 \| 55·2 \| 27·9<br>FK<br>*Collision B Ht to Sh dk*<br>*FPT90t APT82t* | Tönsberg<br>Norwegian<br>6 „ „ *U* „ | Oil Engines 4S.C.SA<br>12Cy.24⅛″–37⅞″<br>*pt Cem* DB*100lb* 717NHP<br>Akt.Burmeistr&Wain,Cpn | 30 ″ 6<br>s 4 ″ 0¼<br>26 ″ 8½ | |
| 84682<br>DICP | —<br>(*ex* Julius Schindler–39) *Oil Eng.*<br>*Mchy. Aft* D.F. 2 *Dks*<br>*Carrying Petroleum in bulk* | 3145<br>2636<br>1707 | | | | | 1921<br>2mo | Deutsche<br>Werft A.G.<br>Hamburg | Hamburger Tank-Reederei G.m.b.H. (Atlantic-Rhederei F.&W.Joch, *Mgrs.*) | 343·4 \| 45·5 \| 22·5<br>P90′B31′F36′<br>len34 | Hamburg<br>German | Oil Engines 4S.C.SA<br>6Cy.24⅛″–37⅞″ 360NHP<br>Algemeine Elec.Ges.Berlin | | G |
| 84683<br>HPFR | **Thalia** Twin Sc<br>*Oil Eng.*<br>~~*ss* N.Yk. No.2–12,38~~ ~~ex Dunn No.2–34~~<br>*Mchy. Aft* 1 *Dk(Stl) & Shelter dk(Stl)*<br>Sub.Sig. *& Web frames*<br>E.S.D. D.F. *Longitudinal framing* | 8329<br>—<br>5075 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>7,40~~12,37~~ 7,40<br>✠LMC CS~~12~~<br>DBS1~~2,40~~ 7,40 ~~4,36~~ 10,39<br>*Carrying Petroleum in bulk* | Ham<br>NYk | *d*† | CL<br>s10,39<br>P12,39 | 1926<br>4mo | Howaldts-werke<br>Kiel<br>*Lloyd's SA & CP* | Panama Transport Co.<br>*Cell D Ba & u E* | 470·1 \| 63·2 \| 35·3<br>488·0 (O.L.)<br>B34′F39′ FK<br>93′287t *DTf* 36′275t *FPT182t APT79t* | Panama<br>Pnamanian | Oil Engines 2S.C.SA<br>8Cy.23⅝″–41¾″ 776NHP<br>DB*70lb*<br>18 *BHpt Cem*<br>*pt Asp*<br>2 Water Tube DB*200lb*<br>13 *BHto Udk* Sulzer Bros.Ld.Winterthur | 35 ″ 6<br>s 8 ″ 6<br>27 ″ 4 | |
| 84684<br>SVNR | —<br>(*ex* Jebba–33, *ex* War Lion) *ss* Hul. No.2–26<br>2 *Dks(Stl) & Shelter dk(Stl)* | 5875<br>—<br>4278 | ✠ ~~—~~<br>9,33<br>✠ | Ham | *y* | | 1917<br>9mo | Kawasaki<br>Dckyd.Co.Ld<br>Kobe | Xilas Bros&<br>A.Constantinidis<br>*Cell DB334′1118t FPT126t A* | 385·3 \| 51·2 \| 25·5<br>FE | Syra<br>Greek<br>6 *BHCem* | T.3Cy.26″,43½″&72″–48″ (*s*)<br>440NHP<br>2SB&1AuxSB,*8cf*,GS154,<br>HS5741<br>Kawasaki Dkyd Co Ld Kobe | 28 ″ 0 | C<br>† |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiels. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Explication. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille à Francbord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Registres où sont classés et où il est dans la Liste des Vaisseaux Cert. Ref. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84685 | **Thalia** | TwinSc | 1122 | | | | | 1936 | Nordsee-werkeEmden G.m.b.H. Emden | Dampfschifffahrts Ges. "Neptun" | 235·0 | 34·7 | 13·1 | Bremen German *WB* | 2 SR geared Oil Engines 4S.C.SA 12Cy.11⅛"–16⅛" 158NHP Fr.KruppGermaniawftAG | | G |
| | *Mchy.Aft* | *Oil Eng.* | 853 | | | | | | | | P114′F22′ | | | | | | | |
| DQRT | Wireless D.F. *CruiserStern* 1*Dk* | | 587 | | | | | | | | | | | | | | | |
| 84686 | **Thames Coast** (*ex*Cuirassier–39) | | 1045 | ✠100A1 Bkn | | *o* | CL | 1914 | W.Dobson &Co. Newcastle | CoastLines,Ld. | 230·6 | 35·0 | 14·9 | Liverpool British | T.3Cy.18″,30″&49″–33″ (*s*) 180lb 170NHP | 17 ″ 0 | |
| 134360 | *ss*Bkn.2ndNo.3–1,40 | | 850 | *Shelter dk* | Lth | | N1,40 | 11mo | | | | | FK | 5 *BHCem* | 2SB,*4cf*,GS80,HS2918 | 8 ″ 2½ | |
| MFQS | 1*Dk*(*Stl*)&*Shelter dk*(*pt Stl&pt Trn*) | | 474 | *withfreeboard* 4,41 ~~1,40~~ ✠LMC1,40 BS4,41 | | | | *Lloyd's SA&CP* | | *CellDBab58′uE19′f100′205t APT17t* | | | | *CellBHtoShdk* 4 ,, ,, *2nd*,, | N.E.MarineEngCoLdNwc. | 17 ″ 0 | |
| 84687 | **Thames Maru** | | 5871 | ✠100A1 Osa | | *y* | OG | 1920 | Kawasaki Dkyd.Co.Ld. Kobe | KawasakiKisen K.K. | 385·0 | 51·0 | 36·0 | Kobe Japanese | T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 440NHP | 36 ″ 0 | |
| 26817 | *ss*Kob.No.3–5,32 | | 5590 | *Awng dk* | | | 2,38 | 8mo | | | | | FK | *Cem* | 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5636 FD | s 9 ″ 3½ | |
| JTED | *ss*Yka.No.1–37 | | 4254 | *withfreeboard* 5,40 ~~3,39~~ BS5,40 ✠LMC3,39 | | | | *Lloyd's SA&CP* | | *CellDB334′1118t FPT126t APT93t* | | | | *Collision BHto Awdk* 5 ,, ,, *U* ,, | KawasakiDkyd.CoLdKob | 27 ″ 1 | |
| | 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | | | | | | | | | | | | | | | | | |
| 84688 | **Thames Queen** Ⓟ | PadSk | 517 | | | | | 1898 | W.Denny &Bros. Dumbarton | NewMedwayStm. PacketCo.Ld.(S.J. Shippick,*Mgr.*) | 240·0 | 28·1 | 9·3 | London British | T.3Cy.20½″,30″&43″–60″ 143NHP | | |
| 108358 | (*ex*Queen of Southend–38,*ex*YarmouthBelle) | *Fitted for oil fuel* 2*Dks* | 409 | | | | | | | | *Promenade dk*156′ | | | | Denny&Co.Dumbarton | | | |
| MCDC | | | 216 | | | | | | | | | | | | | | | |
| 84689 | **Thassos** (*ex*BanyeiMaruNo.11) | | 1565 | | | | | 1919 | NittaCo. Osaka | Th.L.Teryazos | 240·0 | 36·0 | 21·0 | Piræus Greek *WB* | T.3Cy.16″,27″&45″–32″ 109NHP TanakaEngineWorks | | I |
| 528 | | | 1312 | | | | | | | | | | | | | | | |
| SVEM | Wireless 1*Dk* | | 915 | | | | | | | | | | | | | | | |
| 84690 | **The Baron** | | 820 | ✠100A1 PGl | | *k* | CL | 1927 | AilsaS.B. Co.Ld. Troon | J.Hay&Sons,Ld. | 190·2 | 30·1 | 12·1 | Glasgow British | T.3Cy.15″,25″&42″–30″ (*s*) 200lb 87RHP | 14 ″ 2 | |
| 148940 | *ss*P.Gl.No.3–12,39 | | 562 | 1,41 ~~12,39~~ Bwg | | | 10,38 | 8mo | | | 198·0(O.L.) | | | 3 *BHCem* | 1SB,*3cf*,GS60,HS2160 | s 4 ″ 7½ | |
| MNWG | *Mchy.Aft* 1*Dk*(*Stl*) | | 388 | ✠LMC | | | | *Lloyd's SA&CP* | | *CellDBf117′177t FPT* | Q109′B9′F25′ | FK | | 58*t APT30t* | AilsaS.B.Co.Ld.Troon | 13 ″ 8 | |
| | *Well deck* *Cargo battens not fitted* | | | ~~BS6,37~~ 4,40 MS12,39 | | | | | | | | | | | | | | |
| 84691 | **The Countess** | | 824 | ✠100A1 PGl | | *k* | CL | 1928 | AilsaS.B. Co.Ld. Troon | J.Hay&Sons,Ld. | 195·1 | 30·3 | 12·1 | Glasgow British | T.3Cy.14″,23½″&39″–30″ (*s*) 200lb 75RHP | 14 ″ 2 | |
| 160226 | *ss*Shl.No.2–37 | | 561 | 12,39 | | | 11,39 | 10mo | | | Q111′B11′F30′ | FK | | 3 *BHCem* | 1SB,*3cf*,GS57,HS2021 | s 4 ″ 7½ | |
| MPFY | *Mchy.Aft* 1*Dk*(*Stl*) | | 405 | ~~BS6,39~~ 10,40 ✠LMC4,37 | | | | *Lloyd's SA&CP* | | *CellDB123′174t FPT* | | | | 56*t APT22t* | AilsaS.B.Co.Ld.Troon | 13 ″ 8½ | |
| | *Well deck* *Cargo battens not fitted* | | | | | | | | | | | | | | | | | |
| 84692 | **The Duchess** | | 798 | ✠100A1 Shl | | *k* | CL | 1924 | C.Rennold-son&Co. South Shields | J.Hay&Sons,Ld. | 190·0 | 29·7 | 12·1 | Glasgow British | T.3Cy.16″,27″&44″–30″ (*s*) 180lb 137NHP | 13 ″ 11 | |
| 147885 | *ss*P.Gl.No.3–6,36 | | 551 | 9,40 ~~2,40~~ PGl | | | ~~2,40~~ | 3mo | | | *30·8* | | | 3 *BHptCem* | 2SB,*4pf*,GS75,HS2404 | s 4 ″ 6½ | |
| MLVK | *ss*Shl.No.1–10 | | 355 | ✠LMC2,40 | | | 9,40 | *Lloyd's SA&CP* | | | Q105′B9′F30′ | BK8″ | | | W.Beardmore&Co.Ld. | 14 ″ 0½ | |
| | *Mchy..Aft* 1*Dk*(*Stl*) | | | | | | | | | *CellDB116′188t FPT62t* | | | | *APT40t* | Coatbridge | | | |
| | *Well deck* *Cargo battens not fitted* | | | | | | | | | | | | | | | | | |
| 84693 | **The Duke** | | 820 | ✠100A1 PGl | | *k* | CL | 1927 | AilsaS.B. Co.Ld. Troon | J.Hay&Sons,Ld. | 190·2 | 30·1 | 12·1 | Glasgow British | T.3Cy.15″,25″&42″–30″ (*s*) 200lb 87RHP | 14 ″ 2 | |
| 148937 | *ss*P.Gl.No.3–12,39 | | 562 | ~~2,39~~ 12,40 Shl | | | 1,39 | 7mo | | | | | | 3 *BHCem* | 1SB,*3cf*,GS60,HS2160 | s 4 ″ 7½ | |
| MNVR | *Mchy.Aft* 1*Dk*(*Stl*) | | 387 | ~~BS6,39~~ 12,40 ✠LMC1,39 | | | | *Lloyd's SA&CP* | | *CellDBf117′177t FPT* | Q109′B9′F25′ | FK | | 58*t APT30t* | AilsaS.B.Co.Ld.Troon | 13 ″ 8 | |
| | *Well deck* *Cargo battens not fitted* | | | | | | | | | | | | | | | | | |
| 84694 | **The Earl** | | 926 | ✠100A1 ~~PGl~~ | | *l* | CL | 1936 | AilsaS.B. Co.Ld. Troon | J.Hay&Sons,Ld. | 202·2 | 32·2 | 12·4 | Glasgow British | T.3Cy.13½″,22½″&38″–30″ 215lb (*s*) 71RHP | 14 ″ 6 | |
| 164081 | | | 623 | Examined 7,41 Bwg | | | ~~5,40~~ | 6mo | | | Q114′B9′F31′ | FK | | 3 *BHCem* | 1SB,*3cf*,GS59,HS1930 | s 4 ″ 7 | |
| MLMK | 1*Dk* | | 481 | BS5,40 ✠LMC6,36 | | | 5,40 | *Lloyd's SA&CP* | | *CellDB132′204t FPT65t* | | | | *APT29t* | AilsaS.B.Co.Ld.Trn. | 14 ″ 0½ | |
| | *Mchy.Aft* | | | | | | | | | | | | | | | | | |
| 84695 | **The Emperor** | | 824 | ✠100A1 Bwg | | *k* | CL | 1930 | AilsaS.B. Co.Ld. Troon | J.Hay&Sons,Ld. | 195·1 | 30·3 | 12·1 | Glasgow British | T.3Cy.14″,23½″&39″–30″ (*s*) 200lb 76RHP | 14 ″ 2 | |
| 161900 | *ss*P.Gl.No.2–38 | | 561 | 4,40 | | | 4,40 | 2mo | | | 203·0(O.L.) | | | 3 *BHCem* | 1SB,*3cf*,GS57,HS2021 | s 4 ″ 7½ | |
| MPRS | *Mchy.Aft* 1*Dk*(*Stl*) | | 405 | BS8,39 ✠LMC8,38 | | | | *Lloyd's SA&CP* | | *CellDB123′174t FPT56t* | Q111′B11′F30′ | FK | | *APT22t* | AilsaS.B.Co.Ld.Troon | 13 ″ 8½ | |
| | *Well deck* *Cargo battens not fitted* | | | | | | | | | | | | | | | | | |
| 84696 | **The Harvester** | | 7188 | ✠ ... | | | | 1911 | American S.B.Co. Lorain,Ohio | International HarvesterCo. | 525·0 | 58·0 | 31·0 | D'luth Min Utd.States | T.3Cy.23½″,38″&63½″–42″ 259NHP | 31 ″ 0 | R |
| 209060 | 1*Dk*&*Web frames* | | — | 6,18 | | | | 8mo | | | F48′ | | FK | *WB* | AmericanS.B.Co.Clevelnd | | † |
| WADS | *Mchy.Aft* *Longitudinal framing* | | 5690 | ✠ | | | | | | | | | | | | | | |
| | D.F. GyC. | | | | | | | | | | | | | | | | | |
| 84697 | **The International** | | 7984 | | | | | 1923 | American S.B.Co. Lorain,Ohio | International HarvesterCo. | 586·3 | 60·2 | 28·0 | D'luth Min Utd.States | T.3Cy.24½″,41″&65″–42″ 274NHP | | R |
| 222986 | (*ex*William H.Warner–34) | | — | | | | | | | | | | | *WB* | AmericanS.B.Co.Lorain,O. | | | |
| WCFV | *Mchy.Aft* D.F. GyC. 1*Dk* *pt Longitudinal framing* | | 6277 | | | | | | | | | | | | | | | |
| 84698 | **The Lady Belle** | | 331 | ✠100A1 Npt | | *e* | CL | 1900 | J Fullerton &Co. Paisley | A.Moloney&Sons, Ld. | 140·4 | 24·1 | 9·9 | Waterford British | C.2Cy.18⅜"&40″–27″ (*s*) 120lb 83RHP | 10 ″ 8 | |
| 109733 | *ss*Apl.3rdNo.3–6,37 | | 217 | ~~1,41~~ ~~4,39~~ Flt | | | ~~4,37~~ | 5mo | | | 141·3(O.L.) | | | 3 *BHCem* | 1SB,*3pf*,GS53,HS1447 | s 3 ″ 11 | |
| EIGC | *Mchy.Aft* 1*Dk*(*Stl*) | | 131 | ~~BS7,39~~ 12,40 ✠LMC6,37 | | | 1,41 | | A&CP | | Q75′B10′F24′ | FK | | *WB*=*FPT*43*t* | Ross&Duncan,Glasgow | 10 ″ 9 | |
| | *Well deck* *Cargo battens not fitted* | | | | | | | | | | | | | | | | | |
| 84699 | **The Lady Mostyn** | | 305 | ✠100A1 Ayr | | *d* | OG | 1938 | GooleS.B. &RepgCo.Ld. Goole | Darwen&Mostyn IronCo.Ld. | 128·3 | 23·5 | 8·8 | Chester British | Oil Engines 4S.C.SA 6Cy.11″–17½″ 71NHP | 11 ″ 0 | |
| 162046 | | *Oil Eng.* | 220 | 4,39 | | | 3,39 | 11mo | | | *24·6* | | | 3 *BHCem* | | s ″ 10 | |
| GRGT | *Mchy.Aft* 1*Dk* | | 129 | ✠LMC11,38 | | | | *Lloyd's SA&CP* | | | 135·1(O.L.) | | | | Humboldt-Deutzmotoren, Köln-Deutz | 10 ″ 2¾ | |
| | Wireless *CruiserStern* | | | | | | | | | *CellDB77′85t FPT39t* | Q41′F17′ | FK | | | | | | |
| 84700 | **The Marchioness** | | 799 | ✠100A1 PGl | | *k* | CL | 1924 | C.Rennold-son&Co. SouthShields | J.Hay&Sons,Ld. | 190·1 | 29·7 | 12·1 | Glasgow British | T.3Cy.16″,27″&44″–30″ (*s*) 180lb 137NHP | 13 ″ 11 | |
| 147882 | *ss*Shl.No.3–11,36 | | 551 | ~~1,40~~ 12,40 | | | 1,40 | 1mo | | | | | | 3 *BHptCem* | 2SB,*4pf*,GS74,HS2404 | s 4 ″ 6½ | |
| MLST | *ss*P.Gl.No.1–10 | | 356 | ✠LMC | | | | *Lloyd's SA&CP* | | *CellDB116′188t FPT62t* | Q105′B9′F30′ | BK8″ | | *APT40t* | W.Beardmore&Co.Ld. | 14 ″ 1 | |
| | *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | | | ~~BS9,39~~ MS1,40 | | | | | | | | | | | Coatbridge | | | |
| | *Cargo battens not fitted* | | | 10,40 | | | | | | | | | | | | | | |
| 84701 | **The Marquis** | | 795 | ✠100A1 ~~PGl~~ | | *k* | CL | 1924 | C.Rennold-son&Co. SouthShields | J.Hay&Sons,Ld. | 190·0 | 29·7 | 12·1 | Glasgow British | T.3Cy.16″,27″&44″–30″ (*s*) 180lb 137NHP | 13 ″ 11 | |
| 147939 | *ss*Grk.No.3–8,36 | | 551 | ~~Examined~~ 3,41 Shl | | | ~~2,40~~ | 11mo | | | | | | 3 *BHptCem* | 2SB,*4pf*,GS75,HS2404 | s 4 ″ 6½ | |
| MNCS | *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | | 354 | ~~BS4,40~~ ✠LMC8,36 | | | 2,41 | *Lloyd's SA&CP* | | *CellDBf116′188t FPT* | Q105′B9′F30′ | BK8″ | | 62*t APT40t* | W.Beardmore&Co.Ld. | 14 ″ 1 | |
| | *Cargo battens not fitted* | | | 3,41 | | | | | | | | | | | Coatbridge | | | |
| 84702 | **The Monarch** | | 824 | ✠100A1 Shl | | *k* | CL | 1930 | AilsaS.B. Co.Ld. Troon | J.Hay&Sons,Ld. | 195·1 | 30·3 | 12·1 | Glasgow British | T.3Cy.14″,23½″&39″–30″ (*s*) 200lb 76RHP | 14 ″ 2 | |
| 161896 | *ss*Trn.No.2–38 | | 561 | 3,40 | | | 8,39 | 1mo | | | 202·3(O.L.) | | | 3 *BHCem* | 1SB,*3cf*,GS57,HS2021 | s 4 ″ 7½ | |
| MPQT | *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | | 405 | ~~BS9,39~~ ✠LMC6,38 | | | | *Lloyd's SA&CP* | | *CellDB123′174t FPT* | Q111′B11′F30′ | FK | | 56*t APT22t* | AilsaS.B.Co.Ld.Troon | 13 ″ 8½ | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | | |
| 84703 | **The President** | | 926 | ✠100A1 ~~PGl~~ | | *l* | CL | 1936 | AilsaS.B. Co.Ld. Troon | J.Hay&Sons,Ld. | 202·2 | 32·2 | 12·4 | Glasgow British | T.3Cy.13½″,22½″&38″–30″ 215lb (*s*) 71RHP | 14 ″ 6 | |
| 164074 | | | 623 | ~~Examined~~ 3,41 PGl | | | ~~4,38~~ | 5mo | | | | | | 3 *BHCem* | 1SB,*3cf*,GS59,HS1930 | s 4 ″ 7 | |
| MLLD | *Mchy.Aft* 1*Dk* | | 481 | ~~BS5,41~~ ✠LMC5,39 | | | 4,41 | *Lloyd's SA&CP* | | *CellDB132′204t FPT65t* | Q114′B9′F31′ | FK | | *APT29t* | AilsaS.B.Co.Ld.Trn. | 14 ″ 0½ | |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When. — Ship. / Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. In respect of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84704 161962 MQDS | **The Sultan** | *ss* P. G1. No. 2–39 *Mchy. Aft* *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted* | 824 561 405 | ✠100A1 1,41 ~~12,38~~ ✠LMC BS ~~7,38~~ 11,40 | PGl Bwg MS 12,39 | *k* | CL ~~7,38~~ 12,10 | 1932 1mo | AilsaS.B. Co.Ld. Troon *Lloyd's SA & CP* | J.Hay&Sons,Ld. *Cell DB 123′ 174t FPT 5 6t* | 195·1 \| 30·3 \| 12·1 Q111′B11′F30′ FK *A P T 22t* | | | Glasgow British *3 BHCem* | T.3Cy.14″,23½″&39″–30″ (*s*) 200lb 75RHP 1SB,*3cf*,GS57,HS2021 AilsaS.B.Co.Ld.Troon | 14 ″ 2 *s* 4 ″ 7½ 13 ″ 8½ | |
| 84705 160243 MPJW | **The Viceroy** | *ss* P. G1. No. 2–37 *Mchy. Aft* *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted* | 824 561 405 | ✠100A1 9,40 ~~1,40~~ BS ~~2,40~~ 4,41 | PGl Dun ✠LMC 5,37 | *k* | CL ~~12,37~~ 8,40 | 1929 4mo | AilsaS.B. Co.Ld. Troon *Lloyd's SA & CP* | J.Hay&Sons,Ld. *Cell D* | 195·1 \| 30·3 \| 12·1 203·3(O.L.) Q111′B11′F30′ FK *B123′ 174t FPT 56t* | | | Glasgow British *3 BHCem A P T 22t* | T.3Cy.14″,23½″&39″–30″ (*s*) 200lb 76RHP 1SB,*3cf*,GS57,HS2021 AilsaS.B.Co.Ld.Troon | 14 ″ 2 *s* 4 ″ 7½ 13 ″ 8½ | |
| 84706 PHYV | **Theano** Sub.Sig. E.S.D. | 2 *Dks* | 1059 787 368 | | | | | 1920 | NV Boele's Scheepswerven en Machinefabriek Slikkerveer | N.V.Maats."Zeevaart"(Hudig& Veder,*Mgrs.*) | 231·9 \| 36·2 \| 13·2 | | | Rottrdam Dutch *WB* | T.3Cy.18″,30″&48″–36″ 138NHP N.V.Boele'sScheepswerven en Machinefabriek, Bolnes | | V |
| 84707 DGLR | **Theda Fritzen** (*ex* Ostfriesland–39, *ex* Vigor–37, *ex* Sheaf Dart, *ex* Leander) *ss* Got. 2nd No. 3–5,33 *ss* Lkr. No. 1–37 1 *Dk (pt Irn & pt Stl) & deep framing* | | 2882 2623 1735 | ✠ 4,38 ✠ | Bmn | *u* | | 1905 1mo | W.Gray& Co.Ld. W Hartlepool | Johs.Fritzen& Sohn vormLexzau Scharbau&Co. *Cell DB a 114′ u E &* | 330·0 \| 47·6 \| 19·9 342·0(O.L.) P27′B176′F34′ FK *B40′ f 140′ 905t FPT 85t I P T 74t* | | | Emden German 5 *BHCem* | T.3Cy.24½″,38⅜″&64″–42″ 294NHP 2SB,*6cf*,GS108,HS4608 Cen.Mar.Eng.Wrks.WHpl | 22 ″ 6 | |
| 84708 PKFN | **Thedens** | 2 *Dks* | 2071 1570 1181 | | | | | 1927 | N.V.Schps "DeMaas" Slikkerveer | Koninkl.Paketv. Maats. | 300·3 \| 46·2 \| 14·6 | | | Batavia Dutch *WB* | C4Cy(2)18⅝″&(2)39¼″–39¼″ 193NHP Maats.Fyenoord,Rot. | | V |
| 84709 639 SZMB | **Thedol 2** (*ex* Petrolina–36, *ex* Wilno, *ex* Société) Twin Sc *Carrying Petroleum in bulk* *Mchy. Aft* 1 *Dk* | | 657 — 269 | | | | | 1910 | Howaldtswerke Kiel | HellenicPetroleum Co."Thedol"S.A. (T.N.Epiphaniades *Mgr.*) | 188·0 \| 31·2 \| 10·5 Q46′ | | | Piræus Greek | T.3Cy.9¼″,14¾″&24⅜″–13⅜″ 44NHP Howaldtswerke,Kiel | | |
| 84710 149764 MKCM | **Theems** (*ex* Jolly Bruce, *ex* Aleksander) | 1 *Dk* | 553 389 286 | | | | | 1920 | Gebroeders VanDiepen Waterhuizen | WalfordLines,Ld. (LeopoldWalford ShippingLd. *Mgrs.*) | 159·2 \| 27·0 \| 11·2 | | | London British *WB* | T3Cy 12¼″ 19 11/16″ &31½″–22 1/16″ 47RHP CasarWollheim,Breslau | | C |
| 84711 LJSJ | **Thelma** *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* D.F. *Carrying Petroleum in bulk* | | 8297 7571 5032 | | | | | 1937 | Götaverken A/B Gothenburg | TönnevoldsRederi A/S(O.T.Tönnevold&Co.A/S, *Mgrs.*) | 465·1 \| 59·4 \| 35·9 P103′F59′ | | | Grimstad Norwegian *WB* | Oil Engines 4S.C.SA 8Cy.29½″–59 1/16″ 653NHP GotaverkenA/B,Got. | | N |
| 84712 — 164053 MBKK | Wireless E.S.D. | 1 *Dk* | 1593 1357 933 | | | | | 1935 | Burntislnd S.B.Co.Ld. Burntisland | ClydesdaleShipownersCo.Ld. (Glen&Co.Ld *Mgs*) | 265·0 \| 40·5 \| 16·3 P15′Q43′B111′F30′ | | | Glasgow British *WB* | T.3Cy.15″,25½″&44″–33″ 111NHP D.Rowan&Co.Ld.Gls. | | C |
| 84713 — 118065 MGMW | | *ss* Liv. 2nd No. 3–11,29 *ss* Liv. No. 2–38 *Well deck* 1 *Dk (Stl–pt* teak *s)* | 374 291 139 | ✠100A1 12.39 BS 7,40 MS 7,38 ✠LMC ~~BS 4,39~~ | Liv | *f* | CL 11,39 | 1903 12mo | AilsaS.B. Co.Ld. Ayr *Lloyd's SA & CP* | ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) | 143·3 \| 25·0 \| 11·6 Q46′B10′F25′ BK 7′ *FPTs* | | | Liverpool British *3 BHCem 60t A P T 8t* | C.2Cy.18″&40″–27″ (*s*) 130lb 91RHP 1SB,*3pf*,GS54,HS1641 Ross&Duncan,Glasgow | 12 ″ 8 *s* ″10 12 ″ 5 | |
| 84714 4761 SGVE | **Themis** (*ex* Temis, *ex* Carl) | 1 *Dk* | 724 477 383 | | | | | 1907 | Göteborgs M.V.Aktieb. Gothenburg | RederiA/B Themis (W.Grosche, *Mgr.*) | 183·1 \| 28·4 \| 11·0 Q94′B37′H25t F22′ | | | Stockholm Swedish *WB* | T3Cy.14 7/16″,22 7/16″&37 7/16″–23⅝″ 68NHP GöteborgsMV.Aktieb.Got | | V |
| 84715 — LFBG | | *Mchy. Aft* 1 *Dk* | 706 592 386 | | | | | 1919 | Bergsunds Mek.Verkstads A/B Stockholm | Skibs-A/S Themis (O.M.Olsen) | 187·9 \| 30·4 \| 12·8 | | | Fredrikstd Norwegian | T.3Cy.13″,21¼″&35⅝″–23⅝″ 58NHP BergsundsMek.Verkstads A/B,Skm. | | V |
| 84716 PHZA | **Themisto** D.F. E.S.D. | 1 *Dk & Shelter dk* | 4707 4292 2824 | | | | | 1928 | Rotterdam Droogd.Maat Schiedam | N.V.Maats.Zeevaart(Hudig& Veder,*Mgrs.*) | 400·5 \| 55·3 \| 25·1 F33′ | | | Rottrdam Dutch | C.4Cy.(2)22″&(2)47½″–47½″ 256NHP RotterdamDroogd.Maats | | V |
| 84717 129349 GMLN | **Themistocles** (P) Twin Sc D.F. E.S.D. 2 *Dks (Stl) & Awng dk (Stl–pt* ws) 3 *rd dk in No. 3 hold & after holds* *Ref. Mchy.* | *ss* Gls. No. 1–40 *ss* Gls. 2nd No. 3–4,35 *Awng dk* *with freeboard* ~~5,40~~ ~~3,39~~ 2,41 *(Stl in after holds)* | 11231 9574 6974 | ✠100A1 BS 3,40 MS 11,37 ~~MS 4,36~~ ✠LMC ~~5,36~~ ✠Lloyd's 1 LMC 3,40 3,41 ~~5,40~~ | Gls Liv | *g* † | CL P 2,39 S 9,39 | 1911 1mo | Harland& Wolff,Ld. Belfast *Lloyd's SA & CP* | Norfolk&North AmericanSteam ShippingCo.Ld. (ShawSavill& AlbionCo.Ld. *Mgrs.*) | 500·6 \| 62·3 \| 39·4 520·0(O.L.) P47′B245′ *on Awg dk* F64′ FK & BK 2″ *Cell DB a 113′ u E &* | | | S'thamptn British *10 B Hpt Cem* B96′ *f* 214′ 16 | Q.8Cy.23″,34″,48″&69″–51″ 215lb (*s*) 1075NHP 3DB(Spt)&2SB(Spt),*24cf*, GS496, HS19858 Harland&Wolff,LdBelfast *88t FPT 155t A P T 105t* | 42 ″ 8 *s* 11 ″ 8 31 ″ 6 | BT till ~~7,40~~ 8,41 |
| 84718 300 SVXT | **Themoni** D.F. E.S.D. | 1 *Dk & Shelter dk* *Cruiser Stern* | *5719* *5276* *3486* | ✠100A1 *with freeboard* 8,40 ~~1,40~~ *Fitted for oil fuel* 9,38 ✠LMC 9,38 | SFo NYk | *b* † | CL ~~1,40~~ 8,40 *F.P. above* | 1938 9mo | Wm.Doxford&SonsLd Sunderland *Lloyd's SA & CP* | KassosSteamNav. Co.Ld. (Pnevmaticos, Rethymnis,Yannaghas, *Mgrs.*) *Cell DB 373′ 1362t* | 431·9 \| 57·5 \| 26·7 447·7(O.L.) FK *M T 16′ 655t FPT 195t* | | | Syra Greek *7 B Hpt Cem* *Coll to Sh dk* 6 ,, 2nd,, *A P T 191t* | T.3Cy.24″,39″&69″–48″ (*s*) 220lb FD 474NHP 3SB(Spt),*9cf*,GS151, HS6585 Richardsons,Westgarth& Co.Ld.Hpl. | 29 ″ 1 *s* 3 ″ 4½ 25 ″ 11½ | |
| 84719 117516 MFQC | **Themston** (*ex* Dublin–40, *ex* Cardigan Coast, *ex* Dublin) 3 Mst *ss* Bel. 2nd No. 3–5,29 *ss* Bel. No. 2–37 *Mchy. Aft* *Well deck* 1 *Dk (Irn)* *Cargo battens not fitted* | | 711 500 283 | ✠100A1 Examined 5,41 Nwc ✠LMC BS 5,40 MS 5,41 | ~~Bel~~ | *k* | CL ~~1,40~~ 3,41 | 1904 4mo | J Fullerton &Co. Paisley *Lloyd's SA & CP* | S.Instone&Co.Ld. *Cell DB f 117′ 178t FPT 85t A P T 5t* | 200·0 \| 29·0 \| 11·3 Q111′B11′F35′ BK 7½″ | | | London British *3 BHCem* | T3Cy.15½″,29⅜″&48″–36″ (*s*) 170lb 156NHP 1SB,*4cf*,GS75,HS2540 Ross&Duncan,Glasgow | 14 ″ 0 *s* 4 ″ 6½ 14 ″ 1¼ | |
| 84720 7399 SFLA | **Theodor** (*ex* Byna) | *ss* Lkr. No. 3–3,33 *ss* Got. No. 1–38 1 *Dk (Stl)* | *1939* *1664* *1083* | 100A1 8,40 ~~3,40~~ MS 5,38 | Got LMC BS 3,40 | | OG ~~10,37~~ 8,40 | 1919 | J.&A.v.d. Schuyts Papendrecht | RederiA/B A.Th.Jonasson (M.Jonasson *Mgr*) *Cell DB a 79′ u E 17′* | 268·8 \| 42·2 \| 18·2 280·0(O.L.) P35′B57′F12′ FK *f 100′ 419t FPT 48t* | | | Råå Swedish *4 B H Cem A P T 7 1t* | T.3Cy.17½″,29″&46″–36″ (*s*) 180lb 200NHP 2SB,*4cf*,GS78,HS3144 J.&A.Van der Schuyt | 20 ″ 6 *s* 2 ″ 9⅜ 17 ″ 11 | |
| 84721 | **Theodor Nette** (P) (*ex* Soria, *ex* Tver) | 3 *Dks* | 2619 1735 1500 | | | | | 1912 | NevskySB. &Mch.Works Leningrad | U.S.S.R. | 286·1 \| 40·7 \| 26·6 B95′ | | | Vladvostk Russian | T.3Cy.20⅜″,32⅜″&52½″–40″ 176NHP NevskyS.B.&Mch.Works | | |
| 84722 481 SZJS | **Theodora** (*ex* Mikra Asia–34) Twin Sc *Fitted for oil fuel* *Carrying Petroleum in bulk* | | 1054 957 709 | | | | | 1917 | Governmt. Dockyard Nicolaieff | TheodoraE.Pappa, G.E.Pappas &S.N.Bistis(G. Pappas&S.Eleftheriades, *Mgrs.*) | 240·6 \| 33·3 \| 13·2 | | | Piræus Greek | T.6Cy.11″,19″&29″–21″ 38NHP Govt.Dkyd.Nicolaieff | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant par l'Article d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.* | 15 Exigences des Cotes ✠ ou ✠ est dans le Tableau Corr. Lloyd's Tonn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84723 202941 KGFV | **Theodore Roosevelt** (P) *2 Dks* | | 1955 — 1330 | | | | | 1906 | Toledo S.B. Co. Toledo, O. | Chicago Roosevelt S.S.Co. | 276·0 | 40·0 | 26·0 | Duluth, Minn. Utd. States | T.4Cy.30″,48″&(2)56″–40″ 198NHP Toledo S.B.Co. | | |
| 84724 838 SVSG | **Theodoros Coumantaros** (*ex*Maleas–39, *ex*Chef Mécanicien Maithol–36, *ex*Wartsila–37, *ex*Admiral) *2 Dks & Awng dk* | | 5709 — 4282 | ✠ … 7,20 | ✠ | | | 1917 | Kawasaki Dkyd.Co.Ltd. Kobe | Coumantaros Bros. (Th.&N.Coumantaros Ltd. *Mgrs.*) | 385·3 | 51·2 | 33·5 FK | Piræus Greek *WB* | T.3Cy.26″,43″&72″–48″ 440NHP Kawasaki Dkyd.Co.Ltd. | 36 ″ 0 | C † |
| 84725 770 SVRA | **Theodoros T.** (*ex*Eskbridge–34) *ss* Pir. 2nd No. 3–7,34 *ss* Pir. No. 1–38 1 *Dk (Stl)* & *Web frames* *Longitudinal framing* *Cargo battens not fitted* | | 3409 3196 2107 | ✠ 100A1 11,39 MS8,38 | Cff ✠ LMC BS5,39 | *v* | CL 8,38 | 1912 4mo | W. Pickersgill & Sons, Ld. Sunderland *Lloyd's* | Th. L. Teryazos *Cell D B* a99′ *u E & B* | 331·0 P29′ B90′ F33′ FK | 48·2 | 23·2 39′ *f* 153′ 947 *t FPT* | Piræus Greek 66 *t APT* 170 *t* | T.3Cy.24″,39″&65″–45″ (*s*) 180lb 313NHP 2SB, 6*cf*, GS124, HS4890 Richardsons, Westgarth & Co.Ld. Sld. | 25 ″ 8 s 4 ″ 1½ 21 ″ 9 | |
| 84726 607 UQJP | **Theodosia** (P) Twin Sc (*ex* Wozroschdenie, *ex* Grand Duke Nicolas Nicolaievitch, *ex* Woroschdenie) 1 *Dk* | | 859 607 507 | | | | | 1898 | Stabilmnto Tecnico Trieste | U.S.S.R. | 235·8 P56 *t* B38 *t* F59 *t* | 32·5 | 12·1 | Rostov Russian | T.6Cy.13″,20½″&34½″–20½″ NB17 108NHP Stabilimento Tecnico, Tri. | | |
| 84727 134 SVVJ | **Theofano Livanos** D.F. E.S.D. 1 *Dk* & *Shelter dk* *Cruiser Stern* | | 4815 4379 2851 | ✠ 100A1 *with freeboard* 7,39 | Rou ✠ LMC 7,37 | *a*† | CL 2,40 | 1937 7mo | W. Gray & Co. Ld. W Hartlepool *Lloyd's* | Theofano Maritime Co. Ld. (N.G. Livanos, *Mgr.*) *Cell D B* | 419·2 431·1 (O.L.) F35′ 365′ 1200 *t FPT* 217 *t* | 56·7 | 25·3 FK | Chios Greek 225lb (*s*) 460NHP 7 *B H Cem* *Coll to Sh dk* 6 ,, 2nd ,, *APT* 200 *t* | T.3Cy.22½″,39″&65″–45″ 7*cf*, GS146, HS7115 Cen.Mar.E.Wks. (W.Gray & Co.Ld.) W.Hpl. | 27 ″ 10 s 2 ″ 11½ 25 ″ 1½ | |
| 84728 196 SVQE | **Theomitor** (*ex* Dailwen, *ex* Haigtown, *ex* Dailwen, *ex* Mozart) *ss* Bel. 2nd No. 3–1,37 1 *Dk (Stl)* | | 4427 4129 2750 | ✠ 100A1 2,40 BS~~5,39~~ 11,40 | Cff ✠ LMC 2,36 | *x* | CL 2,40 | 1910 3mo | Bartram & Sons Sunderland *Lloyd's* | M.S. Polemis (Goulandris Bros. *Mgrs.*) *Cell D B a* 131′ *u* E21′ *f* | 375·0 P33′ B113′ F38′ 164′ 1183′ *FPT* 106 *t* | 52·0 | 25·5 FK | Andros Greek 180lb 6 *B H Cem* *APT* 145 *t* | T.3Cy.25½″,42″&71″–48″ (*r*) 404NHP 3SB, 9*pf*, GS166, HS6568 J.Dickinson & Sons, Ld. Sld. | 27 ″ 11 s 5 ″ 0½ 23 ″ 1 | |
| 84729 FQBK | **Theophile Gautier** (P) Twin Sc *Oil Eng.* 2 *Dks* 3rd *dk in holds* D.F. *Ref. Mchy.* *Cruiser Stern* | | 8194 7024 4707 | ✠ … 11,28 | ✠ | | | 1926 10mo | Ch. & Atel. de France Dunkirk | Soc. des Services Contractuels des Messageries Maritimes | 426·7 B267′ F49′ FK | 56·3 | 22·5 *WB* | Marseilles French | Oil Engines 2S.C.SA 12Cy.23⅝″–41½″ 1164NHP Cie. de Const. Mec. St. Denis | 34 ″ 11 | V † |
| 84730 201 SVQV | **Theoskepasti** (*ex* Portreath–32, *ex* Amicus) *ss* Pir. 2nd No. 3–5,36 1 *Dk (Stl)* *Cargo battens not fitted* | | 3726 3412 2329 | ✠ 100A1 ~~Bwk~~ Examined 5,41 Awn BS10,39 | ~~Bwk~~ ✠ LMC 5,36 | *w* | CL 2,40 | 1911 3mo | Craig, Taylor & Co. Ld. Stockton *Lloyd's* | B.G. Mavros & S.N. Mendrinos *Cell D B a* 117′ *u* E24′ *f* 152′ 978 *t FPT* | 355·0 367·6 (O.L.) P36′ B108′ F36′ 77 *t APT* 125 *t* | 50·0 | 23·3 FK | Andros Greek 180lb NDB20 340NHP 6 *B H Cem* *APT* 40 *t* | T.3Cy.25″,42″&68″–45″ (*r*) 2SB, 8*pf*, GS125, HS5302 N.E. Marine Eng. Co. Ld. Sld | 25 ″ 8 s 4 ″ 5½ 21 ″ 5 | |
| 84731 118745 GKNB | **Therese Moller** (*ex* Maid of Lemnos, *ex* Newton Hall, *ex* Matra, *ex* Drumgeith) *ss* Shl. 2nd No. 3–6,29 1 *Dk*, *Spar dk* & *deep framing* | | 3930 3623 2476 | ✠ … 7,32 | ✠ | | | 1905 3mo | J. Priestman & Co. Sunderland | Moller Line, Ld. (Mollers' Ld. *Mgrs.*) | 355·0 P31′ B98′ F35′ FK | 48·0 | 17·7 26·2 *WB* | Shanghai British | T.3Cy.25″,42″&68″–48″ 371NHP Wlls nd Slipwy. Co. Ld. Nwc | 29 ″ 0 | C † |
| 84732 77698 | **Therese T.** (*ex* Cataract–39, *ex* Sailing Vessel) Comp Now a barge 1 *Dk* | | 714 677 693 | | | | | 1882 *Rebuilt* 1918 | A.M. Robertson Hamilton Ont *by* Montreal | Sorel Harbour Tugs, Ld. D.D. & Ship Repairing Co. Ld. | 174·6 ~~33·2~~ 33·5 | ~~15·6~~ 14·5 | | Sorel, P.Q. British | ~~C, 2 Cy. 20″ & 40″–36″~~ ~~NE 64 – B made~~ 90 67 RHP J. Inglis & Co. Toronto, Ont. | | |
| 84733 DHXN | **Theresia L.-M. Russ** Sub. Sig. 1 *Dk* *Cruiser Stern* | | 1694 1382 993 | | | | | 1927 | Akt. Ges. "Neptun" Rostock | Schiffahrt-und Assekuranz-Ges. E. Russ & Co. | 257·7 P15′ Q80′ B106′ F31′ | 41·8 | 16·3 *WB* | Hamburg German | T3Cy 19 $\frac{5}{16}$″ 31½″ & 51 $\frac{3}{16}$″–35 $\frac{7}{16}$″ 156NHP A.G. "Neptun," Rostock | | G |
| 84734 PUXE | **Therezina M.** (*ex* Fratellanza, *ex* Canadier, *ex* Auchendale) 1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing* | | 3874 3645 2461 | ✠ 5,20 | Sws ✠ | *w* | | 1906 4mo | Russell & Co. Port Glasgow | Soc. Paulista de Nav. Matarazzo Lda. *Cell D B a* 120′ *u* | 359·7 P30′ B90′ F40′ *E & B* 38′ *f* 154′ 1010 *t* | 49·3 | 17·5 25·4 FK | Santos Brazilian 6 *B H Cem* *APT* 40 *t* | T.3Cy.25½″,41″&68″–48″ 355NHP 2SB, 8*cf*, GS150, HS5588 J.G. Kincaid & Co. Greenock | 28 ″ 0 | |
| 84735 880 SVYA | **Thermaïkos** (*ex* Ronsard–36, *ex* Capitaine Joseph Plisson) 2 *Dks* | | 4518 — 2722 | | | | | 1923 | Ch. & Atel. de Gironde Harfleur | Andrew M. & Pericles M. Embiricos | 362·9 P233′ F44′ | 49·2 | 24·4 *WB* | Piræus Greek | T.3Cy.25⅛″,42⅜″&70½″–48″ 340NHP Etablissem. Schneider, Hav. | | V |
| 84736 220640 KUNP | **Thermo** (*ex* Freeport Sulphur No. 6) *Fitted for oil fuel* *Mchy. Aft* *Carrying Oil in bulk* *Longitudinal framing* 2 *Dks* | | 4437 — 2549 | | | | | 1920 | Federal S.B.Corp. Kearny, N.J. | Paco Tankers, Inc. (Pennsylvania Shipping Co. *Mgrs.*) | 355·0 P108′ B36′ F34′ | 52·6 | 28·0 | Wilmington (Del.) Utd. States | T.3Cy.23″,39″&66″–42″ 282NHP Federal S.B.Corp. | | R |
| 84737 139142 GXKX | **Thermol** *ss* Gib. No. 3–11,35 *ss* Gib. No. 1–39 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing* | | 1902 1638 1018 | ✠ 100A1 6,40 ~~8,39~~ ✠ LMC 8,39 BS6,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,16 | Gib Fal | | CL 10,38 | 1916 8mo | Greenock & Grngemouth Dkyd. Co. Ld. Greenock *Lloyd's* | The Admiralty *Cell D B u E & B* 61′ 87 *t* | 270·2 P96′ B26′ F59′ FK 50° F. | 38·6 | 23·1 *DT f* 34′ 167 *t FPT* | London British 14 *B H pt Cem* (10 ,, *to U dk* 4 ,, ,, 2nd ,,) 44 *t APT* 45 *t* | T.3Cy.20″,33″&53″–36″ (*s*) 180lb ~~180lb~~ 245NHP 2SB, 8*cf*, HS4646 J.G. Kincaid & Co Ld. Grk. | 23 ″ 4 s 2 ″ 6 21 ″ 0 | |
| 84738 LDOB | **Thermopylæ** Twin Sc *Oil Eng.* *ss* Got. No. 2–38 D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)* 3rd *dk (Stl) except in after holds* | | 6655 3970 4088 | ✠ 100A1 *with freeboard* 7,40 ~~5,39~~ ✠ LMC CS 7,38 DBS~~5,39~~ 7,40 3,38 | Got Avn | *d*† | CL ~~5,39~~ 7,40 | 1930 6mo | Akt. Burmeistr & Wain Copenhagen, *Lloyd's* | Wilh. Wilhelmsen *Cell D B* 318′ 1228 *t* *Tanks in way of tunnels* 246 *t DT s* 71′ 521 *t FPT* 129 *t APT* 94 *t* | 461·4 481·3 (O.L.) P46′ F41′ FK | 60·6 | 29·0 | Tönsberg Norwegian 7 *B H* *Coll to Sh dk* 6 ,, 2nd ,, | Oil Engines 4S.C.SA 12Cy.29⅜″–59½″ DB 120 *tb* 979NHP Akt. Burmeistr & Wain, Cpn | 31 ″ 7 s 4 ″ 1 27 ″ 8 | |
| * 84739 FNBM | **Thésée** (*ex* Harlyn–33, *ex* Elizabeth Ann Slater) D.F. *Mchy. Aft* 1 *Dk (Stl)* & *Web frames* *Well deck* *Cargo battens not fitted* | | 2088 1638 1189 | ✠ 100A1 11,39 BS11,39 ✠ LMC 8,38 | Shl ✠ | *r* | CL 8,37 | 1921 8mo | Ferguson Bros. (Port Glasgow) Ld. Port Glasgow *Lloyd's* | Société Navale Caennaise (G. Lamy & Cie. *Mgrs.*) *Cell D B* 225′ 659 *t FPT* 112 *t* | 274·2 Q165′ F30′ FK | 41·0 | 17·4 *APT* 45 *t* | Caen French 4 *B H Cem* | T.3Cy.20″,33″&54″–36″ (*s*) 180lb 213NHP 2SB, 6*cf*, GS105, HS3600 Ferguson Bros. (Port Glasgow) Ld. P.Gl. | 20 ″ 6 s 6 ″ 1½ 18 ″ 11 | |
| 84740 127933 GQBF | **Theseus** (P) D.F. 2 *Dks* | | 6527 5564 4152 | | | | | 1908 | Workman, Clark & Co. Ld Belfast | Ocean S.S.Co. Ld. (A. Holt & Co. *Mgrs*) | 443·0 P50′ B162′ F54′ | 52·9 | 32·0 | Liverpool British *WL* | T.3Cy.30″,50″&83″–60″ 532NHP Wrkman Clark & Co Ld. Bel. | | BT till 11,46 7,41 |
| 84741 PHZD | — *Fitted for oil fuel* 2 *Dks* | | 1306 794 745 | | | | | 1920 | De Haan & Oerlemans Heusden | Koninkl. Nederl. Stoomb. Maats. N.V. | 215·0 | 31·4 | 22·6 *WB* | Amstrdam Dutch | T.3Cy.15″,25″&40″–27″ 83NHP C.A. Kuypers, Rotterdam | | V |

Now Kinkaid 132 40

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula:; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Direct fr. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84742 DOHO | **Theseus** Sub.Sig. *Well deck* Wireless | 1 *Dk & deep framing* | 956 785 548 | ✠ ... 5,05 ✠ | | | | 1900 5mo | Dundee Shipbuilders CoLd. Dundee | Dampfisch.Ges. Neptun | 215·0 Q77′ | 33·0 B50′ | 13·9 F23′ FK | Bremen German *WB* | T.3Cy.17″,28½″&47″–30″ NB26 135NHP Cooper&Greig,Dundee | 16 ″ 0 | G † |
| 84743 DHXO | **Thessalia** (*ex*Mexico,*ex*Orissa, *ex*Freifeld) | 1 *Dk & Shelter dk* | 2875 2645 1685 | | | | | 1921 | Schiffs.-u Dckbauwerft Flender Lübeck | DeutscheLevante-LinieHamburgA.G | 337·7 P17′ | 48·5 B101′ | 19·9 F33′ | Hamburg German *WB* | T.3Cy.24″,38⅝″&63″–43$\frac{3}{10}$″ 262NH G.SeebeckA.G. Wesermünde-G. | | G |
| 84744 241 SVNJ | **Thetis** *ss*Syr.No.2–38 | 1 *Dk (Stl) & Shelter dk (Stl)* D.F. | *4123* *3832* *2462* | ✠100A1 *with freeboard* 5,41 ~~12,39~~ BS~~9,39~~ 5,41 | Sch Lis | *y* ✠LMC4,38 | CL 9,38 | 1930 6mo | W.Gray& Co.Ld. Sunderland *Lloyd's SA&CP* | NereusSteamNav. Co.Ld.(E.E. Hadjilias,*Mgr.*) *CellDBa&uE155′* | 390·7 F35′ *f172′1137t* *FPT139t APT189t* | 53·7 FK ( | 23·3 *Coll to Sh dk* 5 ,, 2nd ,,) | Syra Greek 6 *BHCem* 7BH*Cem* *Coll to Sh dk* | T.3Cy.24½″,41″&68″–48″ (*s*) 200lb 435NHP 3SB,*9cf*,GS173,HS7590 W.Gray&Co.Ld.W.Hpl. | 25 ″ 8 s 2 ″ 5½ 23 ″ 5½ | |
| 84745 DDUC | — (*ex*Genua,*ex*Lissabon) D.F. | 2 *Dks* | 2788 2561 1705 | | | | | 1909 | Akt.Ges. "Neptun" Rostock | A.Hansen | 291·6 P28′ | 43·9 F28′ | 24·1 *WB* | Flensburg German | T3Cy.20½″,35$\frac{7}{16}$″&55$\frac{7}{8}$″–37$\frac{3}{8}$″ 190NHP A.G."Neptun,"Rostock | | G |
| 84746 112 SVBO | **Thetis A.** (*ex*Nagos–34, *ex*IndianTransport) | *ss*Hul.No.3–8,22 *ss*Bry.No.2–31 1 *Dk (Stl)* | *4111* *3949* *2653* | ✠ ~~——~~ 10,35 ✠ | Rot | *x* | | 1910 5mo | Nthmblnd S.B.Co.Ld. Newcastle | G.F.Andreadis *CellDBa* | 365·0 P24′ *119′ uE&B43′* | 51·4 B91′F32′ *f159′* | 25·9 FK | Chios Greek 6 *BHCem* *927t APT48t* | T.3Cy.25″,40″&67″–45″ 335NHP 3SB,*9cf*,GS140,HS5295 Richardsons,Westgarth& Co.Ld.Sld. | 28 ″ 4 | G † |
| 84747 167340 GQTD | **Thiara** *Oil Eng.* D.F. E.S.D. *Mchy. Aft Cruiser Stern* *Longitudinal framing at bottom & at deck* | 1 *Dk,2nd dk clear of cargo tanks* | 10364 9348 6177 | ✠100A1 7,40 ~~10,39~~ *Carrying Petroleum in bulk* | Nwc Fal | *f†* ✠LMC10,39 | CL | 1939 10mo | Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's SA&CP* | Anglo-Saxon PetroleumCo.Ld. *CellDBuE78′199t D* | 505·8 525·3(O.L.) P103′ *Tf28′395t* | 64·6 B46′F60′ *FPT250t* | 36·9 FK *APT135t* | London British 18 *BH* | Oil Engines 4S.C.SA 10Cy.25$\frac{5}{16}$″–55$\frac{1}{8}$″ 628NHP 2DB *I80lb* Hwthrn,Leslie&CoLd.Nwc | 37 ″ 0 s 7 ″ 7⅜ 29 ″ 7½ | |
| 84748 DHXP | **Thielbek** (*ex*Siegmund) D.F. | 1 *Dk* | 1883 1644 1084 | | | | | 1927 | Ostsee Werft A.G. Stettin | Knöhr&Burchard Nfl. | 266·9 P20′ | 41·1 B57′F28′ | 18·6 *WB* | Hamburg German | C.4Cy.(2)16½″&(2)35$\frac{7}{16}$″–35$\frac{7}{16}$″ 124NHP Ostsee Werft A.G.Stettin | | G |
| 84749 ~~880~~ ~~SGXD~~ | **Thirasia Nomikos** (*ex*Chios–37, *ex*Salonica, *ex*Bengtsholm, *ex*G.E.Broms *ex*H.C.Andersen, *Well deck* *ex*Dunmore, *Inner bottom plating Irn* *ex*Propel,*ex*Dunmore) | *ss*Pir.3rdNo.3–4,29 *ss*Pir.No.1–34 1 *Dk (Irn) 2tr B* | 1356 1022 786 | ✠ ~~——~~ 11,37 ✠ | Pir | *o* | | 1888 11mo | S.M'Knght &Co. Ayr | ~~Petros M. Nomikos,~~ ~~Ltd.~~ Ministry of War Transport | 245·0 Q85′ *CellDB197′* | 34·1 B73′F33′ BK9″ | 15·7 *4 BHCem* *220t APT17t* | British | T.3Cy.18$\frac{5}{16}$″,30″&48″–36″ NDB01 136NHP 1SB,*2rf&2pf*,GS62,HS2007 Hutson&Corbett,Glasgow | 18 ″ 0 | |
| 84750 139251 GNRV | **Thirlby** *ss*Npt.No.3–9,40 ~~*ss*Shl.No.2–96~~ D.F. | 1 *Dk (Stl)* | 4887 4614 3038 | ✠100A1 6,41 ~~8,39~~ ~~MS1,36~~ | Shl Gls ~~BS8,39~~ | *z* ✠LMC 9,40 | CL ~~11,37~~ 6,40 | 1928 2mo | W.Gray& Co.Ld. Sunderland *Lloyd's SA&CP* | RopnerShipping Co.Ld. *CellD* | 405·1 P30′ *B359′1402t* | 53·5 B229′F41′ *FPT188t* | 26·5 FK *APT190t* | W.Hartlpl British 6 *BHCem* *4 APT190t* | T.3Cy.25½″,40″&71″–48″ (*s*) 180lb HS7614 505NHP 3SB(Spt),*9cf*,GS172, FD Cen.Mar.Eng.Wrks.WHpl | 29 ″ 5 s 4 ″ 9 24″11¼ | |
| 84751 LOEQ | **13 de Diciembre** Ⓟ *Fitted for oil fuel* *Mchy. Aft* E.S.D. GyC. 1 *Dk* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck* | | 9503 8258 5512 | | | | | 1935 | Deutsche Werft A.G Bet Finkenwrder Hamburg | ArgentineGovernment (Yacimientos Petrolíferos Fiscales) | 500·8 P121′ | 60·8 B60′F39′ | 33·5 | Bns.Aires Argentine | T3Cy.32$\frac{5}{16}$″,52$\frac{3}{4}$″&86$\frac{5}{8}$″–55$\frac{1}{2}$″ HS12271 833NHP Gutehoffnungshütte, Oberhausen | | G |
| 84752 FOPV | **Thisbe** *ss*Rot.No.3–4,38 *Cargo battens not fitted* | 1 *Dk (Stl) Well dk* | 1782 1293 876 | ✠100A1 ~~8,40~~ ~~6,39~~ 4,11 ~~BS6,39~~ BS ~~6,40~~ 4,11 | Nts Shl Msl | *g* ✠LMC2,37 | CL ~~2,37~~ 5,40 | 1925 4mo | BlythS.B. &D.D.Co.Ld. Blyth *Lloyd's SA&CP* | SociétéNavale Cænnaise(G.Lamy &Cie.*Mgrs.*) *CellDB180′381tD* | 260·1 272·0(O.L.) Q100′ *Ta36′118t* F24′ | 37·7 P*onQ22′B54′* *FPT114t* | 16·4 FK *APT110t* | Caen French 4 *BHptCem* | T.3Cy.21″,34″&56″–36″ (*s*) 190lb 244NHP 2SB,*6cf*,GS105,HS4224 N.E.MarineEng.CoLd.Sld. | 18 ″ 7 s 1 ″ 7 17 ″ 2 | |
| * 84753 148360 GSVB | **Thistlebrae** *ss*Sld.No.2–37 D.F. | 1 *Dk (Stl) & Shelter dk (Stl)* | 4747 4169 2790 | ✠100A1 *with freeboard* 1,40 BS1,40 | Bkn | *z* ✠LMC3,37 | CL 7,39 | 1928 11mo | J.L.Thompson&Sons,Ld. Sunderland *Lloyd's SA&CP* | AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*) *Cell DB353′ 1640t F* | 403·2 420·0(O.L.) F38′ *PT201t APT218t* | 55·8 B50′F38′ | 23·1 FK ( *Coll to Sh dk* 5 ,, 2nd,,) | Sundrland British 6 *BHptCem* | T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 2SB& 430NHP 1Aux.SB,*8cf*,GS170,HS7491 Richardsons,Westgarth& Co.Ld.Sld. | 26 ″ 6 s 2 ″ 8 24 ″ 0½ | |
| 84754 148359 GSPT | **Thistleford** *ss*Liv.No.2–37 D.F | 1 *Dk (Stl) & Shelter dk (Stl)* | 4781 4177 2786 | ✠100A1 *with freeboard* ~~Examined 5.3.~~ 1 BS7,39 8,40 | ~~Lon~~ Shl | *z* ✠LMC1,37 | CL ~~9,38~~ 10,40 | 1928 8mo | SirJ.Laing &Sons,Ld. Sunderland *Lloyd's SA&CP* | AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*) *CellDB354′1662t* | 403·2 F38′ *FPT197t APT224t* | 55·8 FK ( | 23·1 *Coll to Sh dk* 5 ,, 2nd ,, ) | Sundrland British 6 *BHptCem* | T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 430NHP 2SB&1AuxSB,*8cf*,GS170, Richardsons, HS7491 Westgarth&Co.Ld.Sld. | 26 ″ 6 s 2 ″ 8 24 ″ 0½ | |
| 163/40 84755 160314 GTCQ | **Thistlegarth** *ss*Cff.No.2–38 D.F. | 1 *Dk (Stl) & Shelter dk (Stl)* | 4747 4174 2808 | ✠100A1 *with freeboard* 2,40 BS2,40 | Liv | *z* ✠LMC2,38 | CL 12,38 | 1929 9mo | SirJ.Laing &Sons,Ld. Sunderland *Lloyd's SA&CP* | AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*) *CellDB358′1624t* | 405·8 421·0(O.L.) F38′ *FPT158t APT222t* | 56·0 B50′F38′ | 23·1 FK ( *Coll to Sh dk* 5 ,,2nd,,) | Sundrland British 6 *BHptCem* | T.3Cy.25½″,42″&70″–48″ (*s*) 180lb HS7491 430NHP 2SB&1AuxSB,*8cf*,GS170, Richardsons,Westgarth& Co.Ld.Sld. | 26 ″ 6 s 2 ″ 7½ 24 ″ 1 | |
| 84756 160312 GTCP | **Thistleglen** *ss*Shl.No.2–38 D.F. | 1 *Dk (Stl) & Shelter dk (Stl)* *Tonnage opening closed '41 (W.E.)* | 4748 4174 2802 | ✠100A1 *with freeboard* ~~3,40~~ 0,41 BS~~2,40~~ 3,40 | Liv ~~Pmr~~ Mtl | *z* ✠LMC2,38 | CL ~~2,28~~ 5,41 | 1929 8mo | SirJ.Laing &Sons,Ld. Sunderland *Lloyd's SA&CP* | AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*) *CellDB358′1624t* | 405·8 421·0(O.L.) F38′ *FPT158t APT222t* | 56·0 B50′F38′ | 23·1 FK ( *Coll to Sh dk* 5 ,, 2nd ,, ) | Sundrland British 6 *BHptCem* 7 *BHptCem* | T.3Cy.25½″,42″&70″–48″ (*s*) 180lb HS7490 430NHP 2SB&1AuxSB,*8cf*,GS170 Richardsons,Westgarth& Co Ld.Sld. | 35 ″ 6 s10 ″ 7½ 25 ″ 1 | |
| 84757 163052 CLWQ | **Thistlegorm** D.F. E.S.D. | 1 *Dk & Shelter dk* *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | ~~4900~~ 4898 4355 2750 | ✠100A1 *with freeboard* ~~(Class Contem. plated)~~ ~~7,40~~ 6,40 3,41 | Sld ~~Nfl~~ Mch | *a†* ✠LMC6,40 | CL | 1940 6mo | J.L.Thompson&Sons,Ld. Sunderland *Lloyd's SA&CP* | AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*) *CellDB289′* 4 divisional watertight B Hs in shelter between dks *75t Tanks at sides of tunnel 390t FPTs* | 415·1 431·8(O.L.) F36′ *3B Hs to Shelter dk 6 B H to 2nd dk)* *32t APT145t* | 58·2 FK ( | 24·8 *Coll* | Sundrland British 7 *BHCem* | T.3Cy.23″,38″&65″–42″ 220lb (*s*) 365NHP 2SB(Spt&FD)&1AuxSB, *8cf*,GS116,HS5075 Rht N.E.MarineEng.Co.(1938) Ld.Sld | ~~27 ″ 10~~ ~~s3 ″ 0½~~ ~~25 ″ 6~~ 36 ″ 4 s10 ″ 6½ 26 ″ 9 | |
| 84758 1977 SGVK | **Thjelvar** Ⓟ | Iron 1 *Dk & Shelter dk* | 453 214 327 | | | | | 1876 | Bergsunds Mek.Vrks. Bergsund | Ångf.Aktieb.Gotland(CarlE. Ekman,*Mgr.*) | 149·6 P45′H107t | 24·8 F30′ | 11·5 | Visby Swedish | C.2Cy.20″&~~38~~″–25½″ NE96 NB06 60NHP W.LindbergsAktieb.Skm. | | |

* Surveys delayed, Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Grèement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Logarithme du coté. Lettre de la L. H. Date de Cert. L.H. et Tube. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84759 | **Thode Fagelund** | | 5757 | ✝100A1 | N Yk | *y* | CL | 1920 | Sir J. Laing & Sons, Ld. Sunderland | Wilh. Wilhelmsen | 395·0 \| 53·3 \| 24·6 | Tönsberg | T.3Cy.27″,44″&73″–48″ & | 35 ″ 0 | |
| | | *ss* Osl. No. 3–9,32 | 5641 | *Shelter dk* | | | 3,39 | 10mo | | | 32·6 | Norwegian | LP Turbine with DR gearing & hydraulic coupling | s 9 ″ 4 | |
| LDAO | D.F. | *ss* Shl. No. 1–37 | 3604 | *with freeboard* 12.39 | | | | *Lloyd's SA & CP* | | | F30′ on *Shelter dk* FK | *pt Cem* | 150lb (*s*) 606NHP | 25 ″ 11 | |
| | | 3 *Dks* | | ✝NB8,37. ✝LMC MS12,36 BS8,37 | | | | | | | 2 *BHto W dk* | | 4 ″ ″ 2nd ″, 18t *APT* 782t 3SB, 9*cf*, GS190, HS7668 FD | | |
| | | *Cruiser Stern* | | *Carrying oil fuel* F. P. above 1 *Fitted for oil fuel* 10,20 F.P. above 1 | | | | | | | *Cell D* B 342′ 877t *MT* 27′6 | | Palmers' Co. Ld. Newcastle | | |
| 84760 | **Thomas** (*ex* Luna–37) | | 468 | | | | | 1892 | Akt. Ges. "Weser" Bremen | Richard Hess G.m.b.H. | 158·9 \| 24·1 \| 11·3 | Hamburg | C.2Cy.19¾″&31½″–21½″ | | G |
| | | | 355 | | | | | | | | Q40′ B39′ F23′ | German | NB09 38NHP | | |
| DOGP | | 1 *Dk* | 279 | | | | | | | | *WB* | | A.G. "Weser," Bremen | | |
| 84761 | **Thomas Britt** (*ex* G. N. Wilson, | | 4626 | | | | | 1901 | Detroit S.B.Co. Wyandotte, Mich. | Columbia Transportation Co. (John T. Kelly, *Mgr.*) | 412·9 \| 51·5 \| 28·0 | Wilmgton (Del.) Utd. States | T.3Cy.22″,35″&58″–42″ | | R |
| 157601 | *ex* Edwin L. Booth, *ex* David M. Whitney) | | — | | | | | | | | | | 218NHP | | |
| KDUX | D.F. | 1 *Dk 2 tr B* | 3584 | | | | | | | | *WB* | | Detroit S.B.Co. Detroit | | |
| | | *Mchy. Aft* | | | | | | | | | | | | | |
| 84762 | **Thomas F. Cole** | | 7268 | | | | | 1907 | Gt. Lakes Eng. Works Ecorse, Mich. | Pittsburgh Steamship Co. | 580·0 \| 58·2 \| 33·0 | Duluth Utd. States | T.3Cy.24″,37″&65″–42″ | | R |
| 203891 | D.F. GyC. Sub.Sig. | | — | | | | | | | | | | 274NHP | | |
| WTOE | *Mchy. Aft* | 1 *Dk* | 5484 | | | | | | | | *WB* | | Gt. Lakes Eng. Wks. Detroit | | |
| 84763 | **Thomas H. Wheeler** | | 6950 | | | | | 1921 | Moore S. B. Co. Oakland, Cal. | Standard Oil Co. of New Jersey | 425·8 \| 57·0 \| 33·1 | Wilmgton (Del.) Utd. States | T.3Cy.27½″,46″&78″–51″ | | R |
| 221040 | GyC. *Fitted for oil fuel* | | — | | | | | | | | P106′ B40′ F41′ | | 434NHP | | |
| KDOR | D.F. *Longitudinal framing* 2 *Dks* | | 4284 | | | | | | | | | | Hooven, Owens, Rentschler Co. Hamilton, O. | | |
| | *Mchy. Aft* *Carrying Petroleum in bulk* | | | | | | | | | | *WB* | | | | |
| 84764 | **Thomas Holt** | | 3585 | ✝100A1 | Liv | | CL | 1929 | Cammell Laird & Co. Ld. Birkenhead | J. Holt & Co. (Liverpool) Ld. | 330·5 \| 47·1 \| 25·3 | Liverpool British | T3Cy22⅛″36½″&62″–42″ (*s*) | 27 ″ 6 | |
| 161105 | | *ss* Liv. No. 2–38 | 3108 | *with freeboard* | | | 6,39 | 8mo | | | P15′ B126′ F32′ FK | | 180lb HS6666 401NHP | s 7 ″ 5½ | |
| GTCY | | 2 *Dks* (*Stl–Weather dk* teak s) | 2191 | ~~5,10 6,39~~ 6,41 | ✝LMC | | | | | | 6 *BHCem* | | 2SB (Spt), 1 Aux SB 9*cf*, | 20 ″ 4½ | |
| | D.F. | | | MS11,37 | BS~~11,40~~ 6,41 | | | *Lloyd's SA & CP* | | *Cell D* | B 282′ 647t *FPT* 56t | | *APT* 20t GS173 FD | | |
| | | | | | | | | | | | | | Cammell Laird & Co Ld. Bkn | | |
| 84765 | **Thomas Lynch** | | 7240 | | | | | 1907 | Chicago S.B.Co. Chicago | Pittsburgh Steamship Co. | 580·0 \| 58·0 \| 27·5 | Duluth Utd. States | T.3Cy.24″,39″&65″–42″ | | R |
| 204212 | D.F. GyC. Sub.Sig. | | — | | | | | | | | | | 274NHP | | |
| | *Mchy. Aft* | 1 *Dk* | 5450 | | | | | | | | *WB* | | American SB.Co. Cleveland | | |
| 185/40 84766 | **Thomas M.** | | 310 | ✝100A1 | Gms | *d* | OG | 1931 | J. Koster Hzn. Schpsw. "De Gideon" Groningen | ~~T.J. Mcteock~~ Metcalf Motor Coasters Ld. (T.J. Metcalf, *Mgr.*) | 130·3 \| 25·4 \| 9·1 | London British | Oil Engines 4S.C.SA | 9 ″ 9 | |
| 162653 | | *Oil Eng.* | 249 | 11,39 | | | 3,38 | 11mo | | | Q34′ B6′ FK | | 4Cy.11″–17½″ 47NHP | s 10½ | |
| MQCW | | *ss* Gms. No. 1–36 | 151 | | ✝LMC 4,38 | | | | | | 3 *BHpt Cem* | | | 8 ″ 11½ | |
| | *Mchy. Aft* | 1 *Dk* (*Stl*) & *Web frames* | | | ✝LMC(M) 4,38 | | | *Lloyd's SA & CP* | | | *FPT* 41t | | *APT* 12t | | |
| | *Bottom plating not cemented in hold* | | | | | | | | | | | | Humboldt-Deutzmotoren, A.G. Köln-Deutz | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | |
| 84767 | **Thomas P. Beal** | | 6032 | | | | | 1921 | Bath Iron Works Bath, Me. | Koppers Coal Co. (Mystic S.S.Co. *Mgrs.*) | 394·1 \| 55·1 \| 31·0 | Boston Utd. States | SR Geared Steam Turbine | | R |
| 221483 | | *Fitted for oil fuel* | 5374 | | | | | | | | P42′ B117′ F37′ | | | | |
| KDTO | D.F. | 1 *Dk* | 3743 | | | | | | | | *WB* | | Bath Iron Works, Bath, Me. | | |
| 84768 | **Thomas Tracy** (*ex* Condor, | | 2443 | ✝ | Cpn | *s* | | 1916 | Gt. Lakes Eng. Works Ashtabula, O. | M. & J. Tracy, Inc. | 254·3 \| 44·0 \| 24·9 | New York Utd. States | T.3Cy.21″,34½″&57″–42″ | 27 ″ 6 | R |
| 225122 | *ex* Begna) | | 2218 | 11,22 | | | | 11mo | | | P121′ F25′ | | 284NHP | | † |
| KFYE | D.F. Sub.Sig. | | 1474 | ✝ | | | | | | | FK | | 4 *BHCem* | | |
| | *Mchy. Aft* | 1 *Dk* (*Stl*) *Topside tanks* | | | | | | | | *Cell D* | B 209′ 595t *Topside tanks* 382t | | *FPT* 180t *APT* 50t | | |
| 84769 | **Thomas W. Lamont** | | 7964 | | | | | 1930 | Toledo S.B. Co. Toledo, Ohio | Pittsburgh Steamship Co. | 587·9 \| 60·2 \| 27·9 | Duluth Utd. States | T.3Cy.24½″,41″&63″–42″ | | R |
| 229753 | *Mchy. Aft* D.F GyC. 1 *Dk* | | — | | | | | | | | | | 257NHP | | |
| WOYU | | *pt Longitudinal framing* | 6345 | | | | | | | | *WB* | | Toledo S.B.Co. Toledo, Ohio | | |
| 84770 | **Thomas Walters** | | 7518 | | | | | 1911 | American S.B.Co. Lorain, O. | Interstate S.S.Co. | 580·0 \| 58·0 \| 32·0 | Duluth Utd. States | T.3Cy.24″,39″&65″–42″ | | R |
| 208561 | | | — | | | | | | | | F44′ | | 274NHP | | |
| | D.F. *Mchy. Aft* | 1 *Dk* | 5787 | | | | | | | | *WB* | | American S.B.Co Cleveland | | |
| 84771 | **Thor** | | 2526 | | | | | 1922 | Deutsche Seereederei Werft "Frigga" A.G. Hamburg | | 291·8 \| 44·3 \| 22·7 | Hamburg German | T.3Cy.20½″,33½″&52″–35½″ | | G |
| | | | 2234 | | | | | | | | P33′ B54′ F25′ | | NE24 162NHP | | |
| DHXQ | Sub.Sig. | 1 *Dk* | 1466 | | | | | | | | | | Ottensener Eisenw. A.G. Altona | | |
| 84772 | — P | | 510 | | | | | 1890 | Lindhlmns V.A. Gothenburg | Den Danske Stat (Ministeriet for Handel, Industri og Söfart) | 140·0 \| 33·3 \| 14·7 | Copenhagn Danish | C.2Cy.30″&58″–32″ | | |
| | | (*Icebreaker*) | 412 | | | | | | | | | | 158NHP | | |
| OXTS | Wireless D.F. | | 154 | | | | | | | | | | Lindholmens V.A., Got. | | |
| 84773 | — | | 326 | | | | | 1937 | NV Schpsw "Foxhol" Foxhol | D. Schothorst | 133·7 \| 24·3 \| 8·7 | Zuidbroek Dutch | Oil Engines 4S.C.SA | | V |
| | | *Oil Eng.* | 225 | | | | | | | | P36′ F18′ | | 6Cy.11½″–16⅞″ 74NHP | | |
| PHZG | D.F. | 1 *Dk* | 153 | | | | | | | | *WB* | | Mtrn Werke Mannheim AG | | |
| | *Mchy. Aft* | *Cruiser Stern* | | | | | | | | | | | | | |
| 84774 | **Thor I** | | 2502 | | | | | 1938 | Framnæs Mek. Værks. A/S Sandefjord | Bryde & Dahls Hvalfangerselskap A/S (A/S Thor Dahl, *Mgrs.*) | 312·7 \| 46·7 \| 18·5 | Sandfjord Norwegian | Oil Engines 2S.C.SA | | N |
| | | *Oil Eng.* | 2068 | | | | | | | | | | 6Cy.18⅛″–35 7/16″ 374NHP | | |
| LKAA | | 1 *Dk* | 1482 | | | | | | | | *WB* | | Sulzer Bros. Ld. Winterthur | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | |
| 84775 | **Thordis** | Twin Sc | 8210 | ✝100A1 | Bat | *c*† | CL | 1931 | Caledon S. B. & E. Co. Ld Dundee | Tönnevolds Rederi A/S (O.T. Tönnevold & Co. A/S, *Mgrs.*) | 451·1 \| 59·2 \| 35·9 | Grimstad Norwegian | Oil Engines 4S.C.SA | 35 ″ 6 | |
| | | *Oil Eng.* | 7534 | 11,~~40~~ 41 | Sba | | 3,40 | 9mo | | | P96′ F37′ FK | | 14Cy.21⅜″–39⅜″ 633NHP | s 9 ″ 8½ | |
| LQBH | | *ss* Bat. No. 2–40 | 4865 | | ✝LMC CS3,40 | | | | | | 10 *BHpt Asp* | | 2DB *150lb* | 25 ″ 11½ | |
| | *Mchy. Aft* D.F. | 1 *Dk* (*Stl*) | | DBS3,40 | 7,38 | | | *Lloyd's SA & CP* | | *Cell D Bu E* 70′ 279t *D* | *Tf* 29′ 470t *FPT* 114t | | Gotaverken A/B, Got. | | |
| | *Special Surveys to date from* 2,32 | | | *Carrying Petroleum in bulk* | | | | | | | | | *APT* 248t | | |
| 84776 | **Thore Hafte** (*ex* Dragset, *ex* Sarp) | | 626 | | | | | 1896 | Akers Mek. Værks Oslo | D/S A/S Liv (Brummenæs & Torgersen, *Mgrs.*) | 175·6 \| 27·6 \| 13·9 | Haugesnd Norwegian | T.3Cy.12″ 20″&32″–27″ | | N |
| | | | 489 | | | | | | | | Q42t B53t H9t F17t | | 53NHP | | |
| LFBN | | 1 *Dk* | 354 | | | | | | | | *WB* | | Akers Mek. Værks Oslo | | |
| 84777 | **Thorhild** | Twin Sc | 10316 | ✝100A1 | LAn | *e*† | CL | 1935 | Götaverken A/B Gothenburg | Tönnevolds Tankrederi A/S (O.T. Tönnevold & Co. A/S *Mgrs.*) | 493·1 \| 64·5 \| 38·7 | Grimstad Norwegian | Oil Engines 4S.C.SA | 38 ″ 2 | |
| | | *ss* S.Fo. No. 1–39 *Oil Eng.* | 9518 | ~~5,10 2,39~~ 1,41 | SFo | | PN7,38 | 8mo | | | P95′ B37′ F71′ FK | | 12Cy.24½″–47½″ 711NHP | s 8 ″ 8½ | |
| LIZK | *Mchy. Aft* | 1 *Dk* | 6243 | DBS2,39 | ~~✝LMC 6,35~~ | | SN2,39 | *Lloyd's SA & CP* | | *Cell D Bu E* 70′ 301t | *DTf* 33′ 573t *FPT* 160t | | 11 *BHpt Cem* | | |
| | D.F. | *Cruiser Stern* | | *Carrying Petroleum in bulk* | ✝LMC CS5,40 2,39 | | | | | | | | 2DB *150lb* *APT* 311t Gotaverken A/B, Got. | 29 ″ 8½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Distinct B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 84778 | **Thorland** (*ex*Northland, | 5208 | ✠100A1 | Sfj | *y* | CL | 1903 | Russell& | Thorland,Ld. | 385·0 | 51·0 | 24·0 | London | T.3Cy.28″,45″&75″–54″ (*s*) | 34 ″ 8 | |
| 115967 | *ex*Highland *ss*Shl.2ndNo.3–10,26 | 3672 | *Shelter dk* | | | 3,35 | 3mo | Co. | | | | | British | 180lb 546NHP | s10 ″ 3 | |
| GRWS | Enterprise) *ss*Gms.No.2–35 | 3360 | *withfreeboard* | | | | | Pt.Glasgow | | | | FK | 6*BHCem* | 3SB,*9cf*,GS168,HS7830 FD | 24 ″ 7½ | |
| | *Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*& | | 4.37 ✠LMC | | | | *Lloyd's* | *sA&CP* | *Cell D Ba* 110′ *uE&* | *B46′f*160′*904t* | | *FPT* | *88t APT25t* | Rankin&Blackmore,Grk. | | |
| | D.F. *Shelter dk*(*Stl*) | | MS4,34 BS4,37 | | | | | | | | | | | | | |
| | | | Lloyd'sRMC12,39 | | | | | | | | | | | | | |
| | | | for frozen fish | | | | | | | | | | | | | |
| 84779 | **Thorn** | 347 | ✠100A1 | Bwg | *f* | CL | 1934 | Scott& | Newry&Kilkeel | 142·8 | 23·6 | 10·5 | Newry | T.3Cy.11¼″,20″&32″–24″ (*s*) | 11 ″ 5 | |
| 160294 | *ss*Bwg.No.1–38 | 254 | 7,40~~5,38~~ | Dub | | 5,38 | 6mo | Sons | S.S.Co.Ld. | 148·3(O.L.) | | | British | 205lb 62RHP | s 3 ″ 6½ | |
| MBWT | *Mchy.Aft* 1*Dk* | 121 | ✠LMC5,38 | | | 7,40 | | Bowling | (J.Fisher&Sons, | Q81′B7′F20′ | | BK6″ | 3*BHCem* | 1SB,*3cf*,GS51,HS1489 | 11 ″ 8½ | |
| | *Cargo battens not fitted* | | BS7,40 | | | | *Lloyd's* | *sA&CP* | Ld.*Mgrs.*) | | | *FPT54t* | *APT39t* | Aitchison,BlairLd. Clydebank | | |
| 84780 | **Thornaby** | 1174 | ✠100A1 | Mdb | *n* | CL | 1935 | Hawthorn, | TheTyne-TeesStm | 226·6 | 33·1 | 14·3 | Middlsbro' | T.3Cy.16″,26″&44″–30″ (*s*) | 16 ″ 6 | |
| 160745 | *ss*Mdb.No.1–39 | 808 | 5,40 | | | 4,39 | 6mo | Leslie&Co.Ld | ShippingCo.Ld. | | | | British | 200lb 148NHP | s 1 ″ 6½ | |
| MBSB | 1*Dk* | 504 | ✠LMC4,39 | | | | | Newcastle | | P&B113′F22′ | | | 4*BHptCem* | 2SB,*4cf*,GS67,HS2632 | 15 ″ 3½ | |
| | *Cruiser Stern* | | | | | | *Lloyd's* | *sA&CP* | *Cell D Bu E*19′ *f*12 | 5′220*t* | | FK | | N.E.MarineEng.Co.Ld.Sld | | |
| | | | | | | | | | *Tanks in way of* | *tunnel* 37′138*t* | | *FPT* | *34t APT24t* | | | |
| 84781 | **Thornbury** (*ex*ElwineKöppen) | 2163 | ✠100A1 | Ams | *r* | OG | 1905 | Stettiner | AngfartygsA/B | 288·6 | 41·9 | 18·6 | Mariehmn | T.3Cy.18″,29″&47″–36″ (*s*) | 20 ″ 6 | |
| 809 | *ss*Cff.2ndNo.3–2,30 | 1683 | 4,40~~8,39~~ | Skm | | 8,37 | 4mo | Oderwerke | Alfa(A.Karlsson, | 277·2 | | | Finnish | 170lb 158NHP | s 2 ″ 4 | |
| OHCD | D.F. *ss*Skm.No.2–38 | 1216 | ✠LMC | | | | | Stettin | *Mgr.*) | P14′Q76′B66′F34′ | | | 4*BHCem* | 2SB,*4cf*,GS82,HS2669 | 18 ″ 4 | |
| | *Well deck* 1*Dk*(*Stl*)&*deep framing* | | MS4,38 BS11,39 | | | | *Lloyd's* | *sA&CP* | | | | FK | | StettinerOderwerke | | |
| | *Cargo battens not fitted* | | | | | | | | *Cell D Ba* 78′ *uE&* | *B42′f*110′*435t* | | *FPT* | *93t APT45t* | | | |
| 84782 | **Thornlea** | 4261 | ✠100A1 | Msl | *x* | CL | 1929 | Sir J Priest- | CliffsideShipping | 367·5 | 51·5 | 25·1 | Newcastle | T.3Cy.25″,41″&69″–48″ (*s*) | 27 ″ 6 | |
| 161544 | *ss*Bkn.No.2–38 | 3945 | *withfreeboard* | Sws | | 4,37 | 11mo | man&Co. | Co.Ld.(J. Morrison | 380·3(O.L.) | | | British | 180lb 380NHP | s 2 ″ 10 | |
| GLPT | D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 2548 | 6,40 ~~1,40~~ | | | | | Sunderland | &Son,*Mgrs.*) | F38′ | | FK | 6*BHCem* | 3SB,*9cf*,GS156,HS6147 | 24″10½ | |
| | | | BS4,40 ✠LMC1,38 | | | | *Lloyd's* | *sA&CP* | | | | | *Coll to Sh dk* | N.E.MarineEng.Co.Ld.Sld | | |
| | | | | | | | | | *Cell D B* 315′*994t* | *FPT134t APT247t* | | | 5 ,, 2*nd*,,) | | | |
| 84783 | **Thornliebank** | 5569 | ✠100A1 | Shl | *b*† | CL | 1939 | J.Read- | BankLine,Ld. | 435·2 | 56·7 | 26·0 | Glasgow | T.3Cy.25″,42″&71″–48″ | 37″10 | |
| 165963 | | 5070 | *withfreeboard* | Hul | | | 3mo | head&SonsLd | (A.Weir&Co. | 451·8(O.L.) | | | British | 220lb (*s*) FD 524NHP | s11″4¼ | |
| GSGY | E.S.D. D.F. 1*Dk*&*Shelter dk* | 3249 | 4,41 ~~3,39~~ | Nwc Avn | | ~~10,38~~ | | SouthShields | *Mgrs.*) | F37′ | | FK | 7*BHptCem* | 2SB(Spt)&1AuxSB,*9cf*, | 26″8½ | |
| | *Cruiser Stern* | | ✠LMC3,39 | | | | *Lloyd's* | *sA&CP* | | | | | *Coll to Sh dk* | GS167,HS7444 FD | | |
| | *Tonnage opening closed '41* (*W.E.*) | | | | | | | | *Cell D B* 371′*1444t* | *FPT149t APT227t* | | | 6 ,, 2*nd*,,) | J.Readhead&SonsLd.S.Shl | | |
| 84784 | **Thorodd** (*ex*Fleurus–35, | 422 | ✠ ... | | | | 1919 | Foundat'n | A/S Thorodd | 140·4 | 25·1 | 13·4 | Aalesund | T.3Cy.12¾″,21½″&35″–24″ | 14 ″ 8 | V |
| | *ex*Trawler–24) | 330 | 2,23 | | | | 8mo | Co. | (R.J.Falkevig) | Q12*t*H38*t*F18′ | | | Norwegian | 89NHP | | † |
| LCJO | Wireless 1*Dk* | 158 | *StmTrawler* | | | | | Savannah,Ga | | | | BK7′ | *WB* | McCullochCo.Ld.Galt.Ont | | |
| | | | ✠ | | | | | | | | | | | | | |
| 84785 | **Thorold** (*ex*ChicagoTribune–33) | 1689 | | | | | 1922 | Swan,Hun- | Quebec&Ontario | 250·0 | 43·1 | 16·9 | Montreal | T.3Cy.16″,26½″&44″–30″ | | C |
| 146589 | | 1497 | | | | | | ter&Wigham | Transportation Co. | | | | British | 106NHP | | |
| CYJD | *Mchy.Aft* 1*Dk* | 987 | | | | | | Richardson, | Ld. | F39′ | | | *WB* | NEMarineEng.CoLd.Nwc | | |
| | | | | | | | | Ld Newcastle | | | | | | | | |
| 84786 | **Thoröy** (*ex*Vellöy,*ex*Kremlin, 3Mst | 2671 | ✠100A1 | Sfj | *t* | CL | 1893 | Armstrong | A/S Bryde&Dahls | 293·8 | 39·4 | 19·8 | Sandefjord | T.3Cy.23″,37″&60″–42″ (*s*) | 27″10 | |
| | *ex*Snowflake) *ss*Osl.3rdNo.3–4,31 | 2389 | *Spar dk* | Nwc Avn | | ~~10,38~~ | 12mo | Mitchell&Co. | Hvalfangerselskap | | | 26·7 | Norwegian | 160lb 247NHP | s 4 ″ 8¾ | |
| LDAU | *ss*Sfj.No.2–39 | 1518 | ~~6,40 10,39~~ ✠LMC10,39 | | | 5,40 | | Ld Newcastle | (A/SThorDahl, | P79′B22′F33′ | | FK | 7*BHCem* | 2SB,*6rf*,GS104,HS3920 | 23 ″ 3¾ | |
| | *Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Irn*) | | 3,41 BS11,40 | | | | | A&CP | *Mgrs.*) | *Cell D B* 301′*92t* | *APT25t* | | *DT f*22′*201t* | Wllsnd.Slpwy.Co.Ld.Nwc. | | |
| | &*Web frames* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 84787 | **Thorpebay** (*ex*Mary–37, | 2182 | ~~✠100A1~~ | Jck | *r* | CL | 1918 | Manitowoc | ~~Westcliff Shipping~~ | 251·5 | 43·7 | 20·4 | ~~London~~ | T.3Cy.20½″,35″&59″–42″ (*s*) | 23 ″ 1 | |
| ~~169484~~ | *ex*LakeMonroe) | 1797 | 7,36 | | | 12,38 | 8mo | S.B.Co. | ~~Co.Ld.(C.O.Till,~~ | | | | British | 190lb 307NHP | ~~s 3 ″ 0~~ | |
| | *ss*N.Yk.No.3–8,30 | 1376 | ✠LMC | | | | | Manitowoc, | ~~*Mgrs.*)~~ | P25′B64′F26′ | | FK | 6*BHCem* | 2SB,*6cf*,GS138,HS5486 | ~~20 ″ 2½~~ | |
| | *ss*N.Yk.No.1–34 | | ~~MS8,34~~ ~~BS12,38~~ | | | | | A&CP Wis. | *Cell D B* 212′*637t* | *FPT* | | | 54t *APT51t* | NordbergMfg.Co.Milwkee | | |
| | 1*Dk*(*Stl*) | | | | | | | | | | | | | | | |
| | Sub.Sig. *Cargo battens not fitted* | | *Fitted for oil fuel* | | | 10,22 | *F.P. above* 150° F. | | | | | | | | | |
| 84788 | **Thorpehaven** (*ex*EssexJudge–38, | *3688* | ✠ | Mdb | *w* | | 1912 | ShortBros. | | 346·5 | 50·8 | 23·3 | | T.3Cy.24½″,40″&66″–45″ | 25 ″ 8 | |
| | *ex*AlbertoFassio, *ss*Shl.2ndNo.3–2,37 | *3398* | 12,37 | | | | 8mo | Ld. | | | | | Spanish | 316NHP | | |
| | *ex*Bainsizza, 1*Dk*(*Stl*)&*Web frames* | *2283* | | | | | | Sunderland | | P28′B101′F32′ | | FK | 6*BHCem* | 2SB,*8pf*,GS142,HS4859 | | |
| | *ex*Antium,*ex* *Longitudinal framing* | | ✠ | | | | | | *Cell D Ba* 110′ *uE&B* | *40′f*148′*1116t* | | *FPT* | *93t APT185t* | J.Dickinson&Sons,Ld.Sld. | | |
| | Daghestan) D.F. | | | | | | | | | | | | | | | |
| | (*SUNK IN PORT BY AIRCRAFT 6,38 —REFLOATED*) | | | | | | | | | | | | | | | |
| 84789 | **Thorshammer** (*ex*SanNazario) | 12215 | ✠ ... | | | | 1914 | W.Doxford | A/S Bryde&Dahls | 526·0 | 66·5 | 41·5 | Sandefjord | Q.4Cy.28½″,41″,58″&84″–54″ | 41 ″ 6 | N |
| | *ss*Nwc.No.3–7,27 | 9622 | 10,28 | | | | 9mo | &Sons,Ld. | Hvalfangerselskap | | | | Norwegian | 795NHP | | † |
| LCTJ | *Fitted for oil fuel* | 7414 | ✠ | | | | | Sunderland | (A/SThorDahl, | H328*t* | | FK | *WB* | W.Doxford&Sons,Ld.Sld. | | |
| | 2*Dks*&*Shelter dk*&*Web frames* | | | | | | | | *Mgrs.*) | | | | | | | |
| | *Mchy.Aft* *Longitudinal framing* | | | | | | | | | | | | | | | |
| | D.F. (*Whale oil factory*) | | | | | | | | | | | | | | | |
| 84790 | **Thorshavet** | 11015 | | | | | 1938 | Deutsche | A/S Bryde&Dahls | 508·1 | 69·2 | 36·5 | Sandefjord | Oil Engines 2S.C.DA | | N |
| | *Oil Eng.* | 10114 | | | | | | WerftAG Bet | Hvalfangerselskap | P115′B32′F58′ | | | Norwegian | 7Cy.23⅝″–43-5/16″ 1362NHP | | |
| LJZK | *Mchy.Aft* *CruiserStern* 1*Dk* | 6602 | | | | | | Finkenwrder | (A/SThorDahl, | | | | *WB* | Maschinenfbrk.Augsburg- | | |
| | D.F. E.S.D. *Carrying Petroleum in bulk* | | | | | | | Hamburg | *Mgrs.*) | | | | | NürnbergA.G.Augsburg | | |
| | *pt Longitudinal framing* | | | | | | | | | | | | | | | |
| 84791 | **Thorshavn** | 6869 | ✠100A1 | LAn | *b*† | CL | 1930 | Sir J.Laing | A/S Bryde&Dahls | 435·7 | 57·2 | 33·4 | Sandefjord | Oil Engines 2S.C.SA | 33 ″ 4 | |
| | *Oil Eng.* | 6368 | ~~3,40~~ 12,39 6,41 | ~~Grk~~ Bkn | | ~~3,38~~ | 11mo | &Sons,Ld. | Hvalfangerselskap | | | | Norwegian | 4Cy.23⅜″–91-5/16″ 687NHP | | |
| LDPO | *Mchy.Aft* *ss*Ams.No.2–38 | 4126 | ✠LMC CS12,39 | | | 6,41 | | Sunderland | (A/S ThorDahl, | P102·B32′F44′ | | FK | 16*BHptCem* | 2DB*150lb* | | |
| | D.F. 2*Dks*(*Stl*)&*Web frames* | | ~~DBS3,39~~ 12,39 4,38 | | | | *Lloyd's* | *sA&CP* | *Mgrs.*) | | | | (10 *to U dk* | W.Doxford&Sons,Ld.Sld. | | |
| | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | *Cell D Bu E*6′*476t* | *DT f*33′*428t* | | *FPT263t APT103t* | 6 ,, 2*nd*,,) | | | |
| 84792 | **Thorsheimer** | 9955 | ✠100A1 | Ams | *e*† | CL | 1935 | Deutsche | A/S Bryde&Dahls | 492·9 | 66·1 | 36·4 | Sandefjord | Oil Engines 2S.C.DA | 35″11 | |
| | *Oil Eng.* | 9190 | 8,39 | | | 5,38 | 11mo | WerftAG Bet | Hvalfangerselskap | 510·7(O.L.) | | | Norwegian | 6Cy.23⅝″–43-5/16″ 1163NHP | s 7 ″ 10 | |
| LJBL | *ss*Ams.No.1–39 | 5897 | ✠LMC CS9,39 | | | | | Finkenwrder | (A/S ThorDahl, | P114′F69′ | | FK | 12*BHptCem* | 2DB*170lb* DB(WT)*170lb* | 28 ″ 4¾ | |
| | *Mchy.Aft* 1*Dk*2*nd dk in mchy. space* | | DBS9,39 9,38 | | | | | Hamburg | *Mgrs.*) | | | | *pt Asp* | Maschinenfbrk.Augsburg- | | |
| | *Cruiser Stern* | | DBS(WT)7,38 | | | | *Lloyd's* | *sA&CP* | *Cell D Bu E*75′*227t* | *DT f*43′*748t* | *FPT*16 | | *4t APT258t* | NürnbergA.G.Augsburg | | |
| | D.F. | | Surveys delayed | | | | | | | | | | | | | |
| | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant entrés. Lettre d'Emplacement. | 7a Duv. de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Gaillet Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | Registres où coté, si ce n'est dans le L. pt. Durée Cert. Bat. Tracks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84793 | **Thorsholm** | | 9937 | | | | | 1937 | Deutsche Werft A G Bet Finkenwrder Hamburg | Skibs A/S Thorsholm (A/S Thor Dahl, *Mgrs.*) | 492·9 | 66·1 | 36·4 | Sandefjord Norwegian *WB* | Oil Engines 2S.C.DA 6Cy.23⅝"–43⅞" 1167NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | N |
| | *Mchy. Aft* *Oil Eng.* | | 9191 | | | | | | | | | | | | | | |
| LJLY | D.F. E.S.D. *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk* | | 5882 | | | | | | | | | | | | | | |
| 84794 | **Thorshov** *ss* Sbs. No. 1–40 *Oil Eng.* | | 9955 | ✠ 100A1 1,41 ~~2,30~~ | L. An Wlp | *e* † | CL 3,40 | 1935 11 mo | Bremer Vulkan Vegesack *Lloyd's SA&CP* | A/S Bryde & Dahls Hvalfangerselskap (A/S Thor Dahl, *Mgrs.*) | 492·9 | 66·1 | 36·4 | Sandefjord Norwegian *WB* | Oil Engines 2S.C.DA 6Cy.23⅝"–43⅞" 1167NHP 2 DB *170lb* | 35 ″ 11 ⅞7 ″ 10 28 ″ 4½ | |
| LJBM | *Mchy. Aft* 1 *Dk* 2nd *dk in* *Cruiser Stern* *machinery space* D.F. E.S.D. | | 5900 | ✠ LMC 11,38 DBS (WT) 3,40 *Carrying Petroleum in bulk* | | | | | | *Cell D Bu E 75′ 215t D* | *Tf 13′ 748t F P T 164t* | | | *A P T 258t* | 1 DB (WT) *170lb* Bremer Vulkan, Vegesack | | |
| 84795 | **Thorshövdi** | | 9944 | | | | | 1937 | Deutsche Werft A G Bet Finkenwrder Hamburg | A/S Odd (A/S Thor Dahl, *Mgrs.*) | 492·9 | 66·1 | 36·4 | Sandefjord Norwegian *WB* | Oil Engines 2S.C.DA 6Cy.23⅝"–43⅞" 1167NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsberg | | N |
| | *Oil Eng.* | | 9191 | | | | | | | | | | | | | | |
| LJPG | D.F. E.S.D. *Cruiser Stern* 1 *Dk* *Mchy. Aft* *Carrying Petroleum in bulk* | | 5889 | | | | | | | | P113 | F74′ | | | | | |
| 84796 | **Thorstrand** | | 3041 | | | | | 1938 | Framnæs Mek. Værks A/S Sandefjord | Skibs A/S Thorsholm (A/S Thor Dahl, *Mgr.*) | 321·6 | 46·2 | 26·1 | Sandefjord Norwegian *WB* | Oil Engines 2S.C.SA 7Cy.25⅛"–41⅞" 775NHP Sulzer Bros. Ld. Winterthur | | N |
| | *Oil Eng.* | | 2612 | | | | | | | | H348*t* | | | | | | |
| LJVY | D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern* | | 1755 | | | | | | | | | | | | | | |
| 84797 | **Thraki** Ⓟ (*ex* Corvin–33) | TwinSc | 1532 | ✠ ~~——~~ 8,33 | Tri | *p* | | 1913 9 mo | W. Dobson & Co. Newcastle | Hellenic Mediterranean Lines Co. Ltd. *Cell D Ba 70′ u E* | 240·0 | 36·1 | 14·4 | Piræus Greek | T.3Cy.19″,31″&52′–36″ 212NHP | 16 ″ 7 | I |
| 737 | *ss* Ven. No 3–1,26 | | — | | | | | | | | P&B 154′ F 30′ | | | FK | | | † |
| SVKL | *Well deck* Wireless 1 *Dk* (*Stl*) | | 939 | ✠ | | | | | | | *B 28′ f 98′ 309t F P T 7* | | | *4 B H Cem* | 2SB, *6cf*, GS 96, HS 3776 | | |
| | | | | | | | | | | | | | | 39t *A P T 38t* | N.E. Marine Eng. Co Ld Nwc | | |
| 84798 | — (*ex* Porteur No 411) | TwinSc | 982 | | | | | 1917 | Chant. Nav de Nicolaieff Nicolaieff | Th. L. Teryazos | 198·3 | 34·5 | 12·7 | Piræus Greek *WB* | T.6Cy.11″,19 1/16″&29½″–15½″ 67NHP | | |
| 734 | | | — | | | | | | | | | | | | | | |
| SZJU | | | 560 | | | | | | | | | | | | | | |
| 84799 | **3 de Outubro** (*ex* Borborema) | TwinSc | *1811* *1673* | | | | | 1907 | Craig, Taylor & Co. Ld. Stockton | Lloyd Brasileiro | 275·0 | 44·8 | 16·5 | R. Janeiro Brazilian *WB* | T.6Cy.14″,22″&37″–24″ 134NHP | | |
| PUAM | 1 *Dk* | | *1082* | | | | | | | | F28′ | | | | Blair & Co. Ld. Stockton | | |
| 84800 | **Thrift** | | 648 | ✠ 100A1 ~~7,20~~ ~~8,00~~ 6,41 | Abn | *i* | CL ~~8,37~~ 7,40 | 1931 9 mo | Hall, Russell & Co. Ld. Aberdeen *Lloyd's SA&CP* | Northern Co-operative Society Ld. *Cell D B 95′ 144t F P T* | 176·5 | 27·7 | 11·2 | Aberdeen British | T.3Cy.14½″,24″&40″–30″ (*r*) 190lb 93RHP 1SB, *3cf*, GS 67, HS 2125 Hall, Russell & Co. Ld. Abn. | 13 ″ 4 s 3 ″ 8½ 13 ″ 2½ | |
| 162281 | *ss* Abn. No. 2-39 | | 431 | | | | | | | | 182·6 (O.L.) | | | | | | |
| MQCR | *Mchy. Aft* 1 *Dk* (*Stl*) | | 273 | ✠ LMC 8,39 | | | | | | | Q101′ B11′ F26′ | | | FK *3 B H Cem* | | | |
| | *Well deck* *Cargo battens not fitted* | | | ~~BS 7,40~~ 7,41 | | | | | | | | | | 40t *A P T 20t* | | | |
| 84801 | **Thule** (*ex* C.G. Thulin–35) | | *1779* | ✠ 100A1 | Skm | *s* | OG ~~10,39~~ 6,40 | 1930 10 mo | Fredrkstad Mek. Værks. Fredrikstad *Lloyd's SA&CP* | Stockholms Rederiaktiebolaget Svea (Eman. Högberg, *Mgr.*) | 269·2 | 42·1 | 17·6 | Stockholm Swedish | C.4Cy.(2)13¾"&(2)32⅝"–30½" 220lb (*s*) 173NHP 2SB(Spt), *4cf*, GS 58, HS 2456 Fredrikstad M.V. Frdstad. | 20 ″ 0 s ″ 8½ 19 ″ 4½ | |
| 7681 | *ss* Skm. No. 2–39 | | *1581* | *with freeboard* | | | | | | | | | | FK *4 B H Asp* | | | |
| SIFN | D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* *Cargo battens not fitted* *Strengthened for Navigation in Ice* | | *995* | 6,40 ~~11,39~~ ✠ LMC 11,39 | | | | | | *Cell D B 214′ 529t* | *F P T 35t A P T 80t* | | | *Coll to Sh dk* 3 „ 2*nd* „ | | | |
| 84802 | **Thunder Bay** | | 1870 | | | | | 1895 | American S.B. Co. Cleveland, O. *Rebuilt 1921 by Davie* | | 247·0 | 40·1 | 19·9 | Montreal British *WB* | T.3Cy.16″,25″&42″–32″ NB02 88RHP Frontier Iron Works, Detroit, Mich. | | |
| 131060 | | | 1738 | | | | | | | | | | | | | | |
| CYMN | *Mchy. Aft* 1 *Dk* | | 1109 | | | | | | | S.B.&Rpg Co. La | uzon, P.Q. | | | | | | |
| *Now "Pinebranch," see No. 89561 in Supplement* | | | | | | | | | | | | | | | | | |
| 84803 | **Thunder Bay Quarries** | | 6493 | | | | | 1907 | Gt. Lakes Eng. Works Ecorse, Mich. | American S.S. Co. (Boland & Cornelius, *Mgrs.*) | 511·5 | 54·1 | 26·7 | Buffalo NY Utd. States *WB* | T.3Cy.22½",36″&60″–42″ 233NHP Gt. Lakes Eng. Wks. Detroit | | R |
| 204563 | (*ex* John J. Boland–39) (*Self-Unloader*) | | — | | | | | | | | len 36 | | | | | | |
| KDWB | GyC. D.F. *Mchy. Aft* | | 5440 | | | | | | | | | | | | | | |
| 84804 | **Thurland Castle** | TwinSc | 6372 | ✠ 100A1 *with freeboard* | HKg Phl | *d* † | CL. S3,39 P5,38 | 1929 6 mo | Cammell Laird & Co. Ld. Birkenhead *Lloyd's SA&CP* | Lancashire Shppg. Co. Ld. (J. Chambers & Co. *Mgrs.*) | 464·6 | 60·3 | 25·8 | Liverpool British | Oil Engines 4S.C.SA 12Cy.28¾"–59 1/16" 953NHP 2 DB *125lb* N.E. Marine Eng Co Ld. Nwc | 31 ″ 6 s 4 ″ 3½ 27 ″ 4½ | |
| 161100 | *Oil Eng.* | | 5728 | | | | | | | | 480·8 (O.L.) | | | | | | |
| GSWT | D.F. E.S.D. *ss* H.Kg. No. 2–37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) 3rd *dk* (*Stl*) *except in aftermost hold* *Longitudinal framing at bottom & at decks* | | 3808 | 11,40 ~~2,40~~ ✠ LMC CS 3,38 DBS 7,40 ~~2,40~~ ~~3,60~~ ~~3,50~~ *Fitted for carrying oil fuel 6,29 F.P. above 150° F. in deep tanks* | | | | | | | F42′ | | | FK *7 B H pt Cem* *Coll to Sh dk* 6 „ 2*nd*„ *n tunnels 93t* | N.E. Marine Eng Co Ld. Nwc *F P T 149t A P T 59t* | | |
| | | | | | | | | | | *Cell D B 393′ 1519t* | *D Ta 19′ 516t* | | | | | | |
| | | | | | | | | | | *D Ts f 27′ 850t* | *19′ 606t, tank between* | | | | | | |
| 84805 | **Thurso** | | 2436 | ✠ 100A1 Ex Admiralty 12,40 Liv | ~~Hull~~ | *t* | CL 4,38 | 1919 11 mo | S.P. Austin & Son, Ld. Sunderland *Lloyd's SA&CP* | Ellerman's Wilson Line, Ld. | 303·2 | 43·0 | 20·8 | Hull British | T.3Cy.22″,36″&59″–39″ (*s*) 180lb 266NHP 2SB, *6cf*, GS 124, HS 4500 Richardsons, Westgarth & Co. Ld. Sld. | 23 ″ 0 s 2 ″ 3½ 20 ″ 11 | |
| 144022 | *ss* Hul. No. 3–3,32 | | 2258 | ~~BS 7,39~~ 9,40 ✠ LMC 7,36 | | | | | | | 313·5 (O.L.) | | | | | | |
| GBVZ | *ss* Liv. No. 1–36 1 *Dk* (*Stl*) *Cruiser Stern* | | 1451 | | | | | | | *Cell D B 260′ 670t F P T 70t* | P&B 233′ F 32′ | | FK *5 B H pt Cem* | *A P T 180t* | | | |
| 84806 | **Thyra** | | *1796* | ✠ 100A1 | Hbg | *r* | OG 7,39 | 1925 10 mo | Fredrkstad Mek. Værks. Fredrikstad *Lloyd's SA&CP* | A/B Transmarin (S. Redig, *Mgr.*) | 268·8 | 42·1 | 17·5 | Hlsingborg Swedish | T3Cy.18½",29½"&50″–36″ (*s*) 180lb 187NHP 2SB, *6cf*, GS 60, HS 2568 Fredrikstad M.V. Frdstad. | 20 ″ 0 s 2 ″ 4 17 ″ 9½ | |
| 7230 | *ss* Skm. No. 3–9,37 | | *1584* | 5,41 ~~7,30~~ ~~10,40~~ Liv Lth | | | | | | | P20′ B106′ F23′ | | | FK *4 B H Cem* | | | |
| SEIA | *Cargo battens not fitted* 1 *Dk* (*Stl* D.F. *Strengthened for navigation in ice* | | *1033* | ✠ LMC MS 9,37 ~~BS 7,39~~ 10,40 | | | | | | *Cell D B 226′ 570t F P T* | | | | 35t *A P T 80t* | Fredrikstad M.V. Frdstad. | | |
| 84807 | — | | 1655 | ✠ ... | | | | 1920 5 mo | Nova Scotia Steel & Coal Co. Ld. New Glasgow N S | Skibs A/S William Hansens Rederi (W. Hansen) | 270·0 | 38·2 | 17·9 | Bergen Norwegian *WB* | T.3Cy.17½",28¾"&47″–33″ 166NHP Robb Engineering Works, Amherst, N.S. | 20 ″ 6 | N † |
| | (*ex* Canadian Miner) | *ss* Hfx. No. 1–24 | 1450 | 12,26 | | | | | | | P28′ B65′ F27′ | | | FK | | | |
| LDAV | 1 *Dk* | | 943 | ✠ | | | | | | | | | | *WB* | | | |
| 84808 | — | | 1088 | | | | | 1923 | Frdkshavn Værft & Flydedok A/S Frederikshvn | Det Forenede Dampskibs Selsk. | 236·2 | 35·7 | 14·2 | Odense Danish *WB* | DR geared Steam Turbine Akt. Atlas Maskinfbk. Cpn. | | V |
| *Now "Thyra II," see No. 90202 in Supplement* | | | | | | | | | | | | | | | | | |
| OXZA | *Ref. Mchy.* Wireless D.F. 1 *Dk* | | 868 | | | | | | | | | | | | | | |
| | | | 560 | | | | | | | | | | | | | | |
| 84809 | — | | 828 | ✠ ... | | | | 1912 7 mo | Kjöbnhvns Flydk. & Skbs Copenhagen | D/S A/S "Progress" (M. Nielsen & Søn *Mgs*) | 211·6 | 31·5 | 13·2 | Copnhagn Danish *WB* | T.3Cy 14″,22½"&37″–24″ 79NHP Kjbnhavns Flydk. & Skbsv. | 15 ″ 6 | V † |
| *Now "Thyra III," see No. 90210 in Supplement* | | | | | | | | | | | | | | | | | |
| OUMJ | *ss* Cph. No. 3–8,28 1 *Dk* | | 711 | 7,30 | | | | | | | P28′ B60′ F22′ | | | FK | | | |
| | | | 487 | ✠ | | | | | | | | | | *WB* | | | |
| 84810 | **Thyra S** | | 1738 | | | | | 1936 | A/S Nakskov Skibsvarft Nakskov | Dampskibsselskabet Torm A/S (A. Schmiegelow & A. Kampen) | 305·5 | 42·7 | 16·6 | Copnhagen Danish *WB* | Oil Engines 2S.C.SA 6Cy.19½"–35 1/16" 405NHP Akt. Burmeistr & Wain, Cpn | | C |
| | *Oil Eng.* | | 1478 | | | | | | | | | | | | | | |
| OYWH | D.F. 2 *Dks* *Cruiser Stern* | | 972 | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84811 OPTA | **Thysville** (P) | Twin Sc *ss* Ant. No. 3-1,35 *ss* Ant. No. 1-38 *Ref. Mchy.* 2 *Dks* (*Stl*-Uws) & *Shelter* D.F. *dk* (*Stl*-teak s) | *8351* *6427* *4869* | ✠ 100 A1 *Shelter dk* *with freeboard* ~~8,407~~ 7,295,41 ✠ LMC MS5,38 BS10,39 9,40 Lloyd's RMC 2,40 6,40 | Ant ~~Lis~~ PN | *c*† | CL P9,38 s7,39 | 1922 6mo *Lloyd's* | Soc. Anon. Jhn. Cockerill Hoboken *sA&CP* *Cell DB 377* | Cie. Maritime Belge (Lloyd Royal) Soc. Anon. (Agence Maritime Internationale, *Mgrs.*) | 439·1 \| 57·0 \| 34·1 459·0 (o.l.) P55'F89' *on Shelter dk* FK 1312 *t Tanks at side* | Antwerp Belgian *Cem* 7 *BH to Sh dk* *T* 90 *t A P T* 45 *t* | Q.8Cy.23", 33", 47" & 67"–48" 215 lb (*s*) 964 NHP 6SB(Spt), *18cf*, GS 345, FD HS 14100 Soc. An. J. Cockerill, Seraing | 37 " 0 s 11 " 11 25 " 7 | |
| 84812 160401 GNSR | **Tia Juana** | Twin Sc *ss* ~~Aru. No. 3-1,40~~ *ss* ~~Coo. No. 2-36~~ *Mchy. Aft* 1 *Dk* (*Stl*) | 2395 1743 1244 | ✠ 100 A1 ~~1,40 2,40 11,40~~ Aru *l* ✠ LMC MS 10,39 BS 11,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4, 28 | | | CL P 4,39 s 10,39 *F.P. above* 150° F. | 1928 4mo *Lloyd's* | Harland & Wolff, Ld. Belfast *sA&CP* | Lago Shipping Co. Ltd. (~~F. J. Wolfe, Mgr.~~) (R. A. Carder, *Mgr.*) *Wing tanks* *f* 286 *t* *wing tanks* *a* 356 *t* | 305·7 \| 50·2 \| 14·3 P67'F34' FK *Trunk* 204' *F P T* 60 *t A P T* 75 *t* | London British 7 *B Hpt Cem* | T.6Cy.13⅝", 23½" & 36"–27" 180 lb (*s*) 196 NHP 2SB, *6cf*, GS 98, HS 3702 Harland & Wolff, Ld. Gls. | 15 " 0 s 1 " 10½ 13 " 3¾ | |
| 84813 PHZM | **Tiba** | *Oil Eng.* D.F. 1 *Dk & Shelter dk* *Cruiser Stern* | 5239 4505 3102 | ✠ 100 A1 *with freeboard* 8,40 ~~8,80~~ Ant Ayr ✠ LMC 9,38 | | *b*† | CL 8,39 | 1938 9mo *Lloyd's* | N.V. Mch. & Scheepswrf. van P. Smit, Jr Rotterdam *sA&CP* | Maats. Vracht-vaart N.V. *Cell DB* 356' 1412 *t* *f* | 434·1 \| 59·3 \| 24·1 455·9 (o.l.) F31' FK ( *P T* 290 *t A P T* 68 *t* | Rottrdam Dutch 7 *B H* *Coll to Sh dk* 6 „ 2*nd*,) | Oil Engines 2S.C.SA 7Cy.24 7/16"–45¼" 724 NHP DB *80 lb* N.V. Mch. & Scheepswerf van P. Smit, Jr. Rot. | 27 " 6 s 3 " 3¾ 24 " 3¾ | |
| 84814 PUQR | **Tibagy** (*ex* Nadia) | *ss* Rio. No. 3-2,15 1 *Dk* (*Wood*) & *deep framing* | 2422 2241 1552 | ✠ 4,21 ✠ | Rio | *s* | | 1901 12mo | Grngem'th & Grk Dkd Co. Greenock | Cia. Commercio e Navegação *Cell D Ba* 90' | 300·1 \| 44·6 \| 20·0 P25'B60'F27' FK 5 *B H Cem* *A P T* 112 *t* | R. Janeiro Brazilian | T.3Cy.22", 36" & 59"–39" 228 NHP 2SB, *6cf*, GS 115, HS 3450 Greenock Foundry Co. Grk. | 22 " 1 | |
| 84815 FOGL | **Tiberiade** (*ex* Jacques Schiaffino, *ex* Roi Léopold) | *ss* N. Os. No. 3-10,21 D.F. *ss* Alg. No. 1-25 *Fitted for oil fuel* 1 *Dk & deep framing & Shelter dk* | 2696 2556 1681 | ✠ ... 1,30 ✠ | | | | 1909 1mo | W. Dobson & Co. Newcastle | Soc. de Nav. a Vap. Daher | 301·3 \| 41·4 \| 21·2 FK *WB* | Marseilles French | T.3Cy.22", 37" & 61"–42" 278 NHP N.E. Marine Eng Co Ld Nwc | | V † |
| 84816 PHZO | **Tiberius** | *Fitted for oil fuel* *Cruiser Stern* 2 *Dks* | 1712 1351 944 | | | | | 1930 | Akt. Ges. "Neptun" Rostock | Koninkl. Nederl. Stoomb. Maats. N.V. | 263·4 \| 42·6 \| 17·0 *WB* | Amstrdam Dutch | T.3Cy.18⅛", 29⅞" & 49 3/32"–33 13/32" 140 NHP A.G. "Neptun," Rostock | | V |
| 84817 PHZP | **Tibia** D.F. E.S.D. *Mchy. Aft* | *Oil Eng.* 1 *Dk*, 2*nd dk clear of cargo tanks* *Cruiser Stern* *Longitudinal framing at bottom & at deck* *Butts of deck plating elec. welded* | 10356 9358 6147 | ✠ 100 A1 1,11 ~~1,40~~ Sch NYk ✠ LMC 7,39 *Carrying Petroleum in bulk* | | *f*† | CL | 1939 7mo *Lloyd's* | N.V. Nederl. Schps. Maats. Amsterdam *sA&CP* | N.V. Petroleum Maats. "La Corona" *Cell D Bu E* 78' 1941 *t* *D T f* 28' 385 *t* *F P T* 246 *t* | 504·6 \| 64·5 \| 37·0 525·3 (o.l.) P103'B45'F59' FK 18 *B Hpt Cem* *A P T* 130 *t* | The Hague Dutch | Oil Engines 4S.C.SA 10Cy.25, 9/16"–55⅛" 628 NHP 2 DB *180 lb* Werkspoor N.V. Ams. | 37 " 0 s 7 " 7⅜ 29 " 7 | |
| 84818 2079 IATO | **Ticino** (*ex* Hans Leonhardt-36, *ex* Vulcan) Wireless | *Oil Eng.* 1 *Dk* | 1470 976 761 | | | | | 1924 | Akt. Ges. "Vulcan" Hamburg | Italian Navy (operated by Soc. Anon. Cooperativa di Nav. Garibaldi) | 243·3 \| 36·1 \| 14·9 230·8 P21'Q55'B102'F23' *WB* | Genoa Italian | Oil Engines 4S.C.SA 12Cy.13⅜"–13⅜" 222 NHP *Emade* 18 A.G. "Vulcan," Hamburg | | I |
| 84819 219637 KUBG | **Tide Penn** (*ex* Betterton-38) | *ss* Phl. No. 1-25 *Fitted for oil fuel* D.F. 2 *Dks & Web frames* *Mchy. Aft* *Longitudinal framing* *Carrying Petroleum in bulk* | 7198 6593 4382 | ... 4,27 | | | | 1920 | Baltimore D.D & S.B. Co. Baltimore, Md. | Tide Water Associated Oil Co. | 431·0 \| 59·2 \| 33·4 P105'B37'F39' FK *WB* | Wilmgton (Del.) Utd. States | T.3Cy.24 5/32", 41 1/32" & 72"–48" NE25 536 NHP Hooven, Owens & Rentschler Co. Hamilton, O. | 33 " 3 | R † |
| 84820 230116 KGRE | **Tide Water** | *Mchy. Aft* *Oil Eng.* D.F. Gy C. 2 *Dks* *Longitudinal framing* *Carrying Petroleum in bulk* | 8886 8234 5412 | | | | | 1930 | Sun S.B. & D.D. Co Chester, Pa. | Tide Water Associated Oil Co. | 480·6 \| 66·0 \| 36·8 P78'B34'F48' | Wilmgton (Del.) Utd. States *WB* | Oil Engines 2S.C.SA 4Cy.23⅝"–91 11/16" 690 NHP Sun S.B & D.D. Co. Chester, Pa. | | R |
| 84821 230171 KGRF | **Tide Water Associated** | *Mchy. Aft* *Oil Eng.* *Longitudinal framing* 2 *Dks* D.F. Gy C. *Carrying Petroleum in bulk* | 8906 — 5403 | | | | | 1930 | Sun S.B. & D.D. Co. Chester, Pa. | Tide Water Associated Oil Co. | 480·6 \| 66·0 \| 36·8 P77'B34'F48' | Wilmgton (Del.) Utd. States *WB* | Oil Engines 2S.C.SA 4Cy.23⅝"–91 11/16" 690 NHP Sun S.B & D.D. Co. Chester, Pa. | | R |
| 84822 PKGY | **Tidore** | *Oil Eng.* *Mchy. Aft* 1 *Dk & Shelter dk* | 872 625 526 | | | | | 1929 | NV Burger hout's M. & S. Rotterdam | Koninkl. Paketv. Maats. | 188·9 \| 34·2 \| 12·7 B49'F34' | Batavia Dutch | Oil Engines 4S.C.SA 8Cy.14 9/16"–22 13/16" 164 NHP Motorenfabr. "Deutz" A.G. Köln-Deutz | | V |
| 47/41 84823 165911 GZYD | **Tielbank** | E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* | 5084 4614 2987 | ✠ 100 A1 *with freeboard* 8,40 ~~7,60~~ Lon ✠ LMC 8,37 | | *a*† | CL 8,40 | 1937 8mo *Lloyd's* | J. Read-head & Sons Ld South Shields *sA&CP* | Bank Line, Ld. (A. Weir & Co. *Mgrs.*) *Cell DB* 341' 1343 *t* *F P* | 423·7 \| 56·7 \| 24·8 439·3 (o.l.) F31' FK *T* 128 *t A P T* 218 *t* ( | Glasgow British 7 *B Hpt Cem* *Coll to Sh dk* 6 „ 2*nd*,) | T.3Cy.25", 42" & 71"–48" (*s*) 220 lb 524 NHP 2SB(Spt) & 1 Aux SB, FD *9cf*, GS 167, HS 7444 J. Readhead & Sons Ld. S. Shl | 27 " 10 s 3 " 0½ 25 " 0½ | |
| 84824 148559 KSGL | **Tien Kwang** | Twin Sc *ss* Shi. No. 3-3,37 1 *Dk* (*Stl*) & *Web frames* *Cruiser Stern* | 787 458 341 | ✠ A– *with freeboard* 11.39 B&MS 3,37 BS 11,39 *Carrying Petroleum in bulk* *with extreme draught of 8' 6"* *For Service in the Straits of Malacca* *Fitted for oil fuel* 3,25 | Sng | | OG ~~£1,38~~ £1,39 F 7,40 *F.P. above* 150° F. | 1925 2mo | Yarrow & Co. (1922) Ld. Glasgow | Asiatic Petroleum Co. (North China) | 198·5 \| 32·9 \| 8·9 *Shade dk* 182' FK *Cell DB* | Shanghai British 9 *B H* *F P T* 10 *t* | T.8Cy.18", 26" & (2)30"–18" 250 lb 220 lb at Eng. (*s*) HS 6990 397 NHP 2 Water Tube Boilers FD Yarrow & Co. (1922) Ld Gls | 10 " 5 | |
| 84825 | **Tien Lee** (*ex* Sokndal-34, *ex* M. H. Kongshavn, *ex* Taikai Maru) | 1 *Dk* | 2184 — 1322 | | | | | 1919 | Uchida S.B. & E. Co Ld Yokohama | Ching Kee S.N. Co. Ld. | 270·0 \| 39·1 \| 21·6 P41 *t* H89 *t* F41 *t* | Chefoo Chinese *WB* | T.3Cy.19", 31½" & 52"–39" 168 NHP Uchida S.B & E. Co. Ld. Yka | | N |
| 84826 259 JUGB | **Tientsin Maru** (P) | *Cruiser Stern* 1 *Dk* | 2317 1656 1352 | | | | | 1927 | Mitsubishi Zosen Kaisha Ld. Kobe | Dairen Kisen K.K. | 275·0 \| 42·5 \| 21·0 P42'F32' *Promenade dk* 115' | Dairen Japanese *WB* | T 3Cy.20½", 33½" & 55 15/16"–39 3/32" 197 NHP Mitsubishi Zosen Kaisha Ld | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terres rangés maintenant exprès. Lettre d'Appiyement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Inscrites ou non au Reg. Intl. de Lloyd's et Bureau Veritas |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84827 PUMT | **Tiété** (*ex*Norte-34,*ex*Iberier, *ex*LakeFelicity) *ss*B.As.No.2–26 1 *Dk* | | 1696 1576 967 | ✠ ... 5,31 ✠ | | | | 1918 5mo | Detroit S.B.Co. Wyandotte, Mich. | Cia.Carbonifera RioGrandense | 251·0 P25′ | 43·8 B64′ | 18·5 F23′ FK | R.Janeiro Brazilian *WB* | T.3Cy.20″,33″&54″–40″ 274NHP DetroitS.B.Co.Detroit | 20 ″ 0 | |
| 84828 215248 WSCY | **Tiger** *ss*N.Yk.No.3–2,30 *ss*N.Yk.No.1–34 2 *Dks(Stl)* & *Shelter dk(Stl)* D.F. & *Web frames* *Longitudinal framing* | | 5992 5728 3708 | ✠100A1 *Shelter dk with freeboard* 7,37 ~~12,10~~ ~~13,35~~ ✠LMC7,37 *Fitted for oil fuel* 6,17 *Carrying oil fuel in bulk* | Mob | *a*† | CL 10,39 F.P. *a* F.P. | 1917 6mo above 1 above | UnionIron WorksCo. SanFrancisco A&CP | Socony-Vacuum OilCo.Inc. *Cell D Bu E & B48′* | 410·0 56·0 29·0 FK 207*t D* T in way of tunnel 223*t F P T* 8 50° F. 150° F. | | | NewYork Utd.States 13 *B Hpt Asp* *A P T* 200*t* | T.3Cy.27″,47″&78″–48″ (*s*) 220lb 594NHP 3SB,9*cf*,GS165,HS8130 FD UnionIronWorksCo.S.Fo. | 32 ″ 0 s 3 ″ 5½ 28 ″ 8½ | |
| 84829 — LDAW | — *ss*Pal.No.3–8,34 *ss*Bgn.No.1–39 2 *Dks(Stl)* & *Web frames* *Mchy.Aft* *Longitudinal framing* D.F. | | 3941 3565 2324 | ✠100A1 4,10 ~~4,30~~ ✠LMC9,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 | Bgn | *v* | CL 8,39 *bulk* F.P. *a* | 1921 7mo *Lloyd's* above 1 | Fairfield Co.Ld. Glasgow *S & C P* 50° F. | A/S Vestlandske PetroleumsCompagni (A/S Östlandske Petroleums Compagni, *Mgrs.*) *Cell D Bu E & B60′* | 351·0 47·0 28·2 364·0 (O.L.) P80′ F29′ FK *f* 30′ 190*t F P T* 40*t A* | Bergen Norwegian 14 *B Hpt Cem* (8 *to U dk* 6 „ 2*nd* „) | T.3Cy.23½″,38″&62″–42″ (*s*) 180lb 347NHP 2SB(Spt),*6cf*,GS127, HS5112 FD FairfieldCo.Ld.Glasgow *ank in A P* 8′ 32*t* | 28 ″ 3 | |
| 84830 IUVZ | **Tiger Hill** (*ex*EllinicoYpethro–39, *ex*Kypros–38, *ex*Pilion–33, *ex*Eustratios,*ex*Thraki) *ss*Pir.2ndNo.3–10,15 *ss*Pir.No.2–24 2 *Dks* | | 1499 1261 868 | ✠ ... 2,28 ✠ | | | | 1887 4mo | A.McMillan&Son Dumbarton | GeneralSteamship Co.Ld. | 264·0 P26′ | 34·0 B74′ | 19·8 F59′ BK9″ | Panama Pnamanian *WB* | T.3Cy.25″,38″&62″–42″ 235NHP D.Rowan&Son,Glasgow | 21 ″ 0 | |
| 84831 2068 IUVZ | **Tigrai** (*ex*SalvagnoP.–36, *ex*Helium,*ex*SénateurReymond,*ex* CommandantJean-Nicolas) 3Mst 1 *Dk* | | 1302 1110 738 | | | | | 1918 | KibiS.B. Co.Ld. Osaka | EliaBibolini | 229·0 B52′ | 32·5 F24′ | 18·9 *WB* | Genoa Italian | T.3Cy.14½″,24″&40″–30″ 88NHP SettsuTekkosho,Osaka | | I |
| 84832 LDAX | **Tigre** TwinSc *Oil Eng.* *ss*Osl.No.3–4,38 *Ref.Mchy.* 1 *Dk(Stl)* & *Shelter dk(Stl)* D.F. 3rd *dk(Stl)* except in aftermost hold | | 5498 4711 3070 | ✠100A1 *with freeboard* ~~2,40~~ ~~2,40~~ 5,41 ✠LMC CS2,39 DBS ~~6,35~~ 8,40 ~~3,35~~ 4,41 ✠Lloyd's RMC ~~2,40~~ ~~4,41~~ 4,41 | Sfj ~~Avn~~ Mid | *a*† | CL 3,39 | 1926 5mo *Lloyd's* | Ch.&Atel. deSt.Nazaire Rouen *S & C P* *Tanks in* | Wilh.Wilhelmsen *Cell D B* 360′ 1134*t* way of tunnels 291*t* | 418·0 432·6 (O.L.) P41′ F38′ FK *F P T* 112*t A P T* 130*t* | 54·5 27·5 Tönsberg Norwegian 7 *B H Cem* (4 *to Sh dk* 3 „ 2*nd* „) | Oil Engines 4S.C.SA 12Cy.24½″–43½″ 714NHP DB *114lb* Ch.&Atel.deSt.Nazaire | 30 ″ 2 s 3 ″ 10½ 26 ″ 5½ | |
| 84833 24466 JBPC | **Tihaya Maru** (*ex*ChihayaMaru–38) 1 *Dk* | | 1161 973 655 | | | | | 1918 | Chitose K.K.K. Osaka | OgawaGomei Kaisha | 224·5 | 33·0 | 18·7 *WB* | Hutyu Japanese | T.3Cy.14″,24½″&39″–28″ Ishikawajima 81NHP Zosensho,Tokyo | | |
| 84834 24087 JHZD | **Tihuku Maru** (*ex*ChifukuMaru–38) *ss*Kob.No.3–5,31 *ss*Kob.No.1–36 2 *Dks(Stl)* & *Awng dk(Stl)* | | 5857 5586 4259 | ✠100A1 *Awng dk* *with freeboard* 1,39 ✠LMC3,40 | Kob | *y* | CL 1,39 | 1919 1mo | Kawasaki DkydCo.Ld Kobe A&CP | KaiyoKisenK.K. (YamashitaKisen K.K. *Mgrs.*) *Collision BH to Awn dk* *Cell D B* 334′ 1118*t F P T* 126*t* | 385·0 51·0 36·0 FK *A P T* 93*t* | Hasidate Japanese *Cem* 5 *B H to U dk* FD | T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 436NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 KawasakiDkydCo.Ld.Kob | 36 ″ 0 s 9 ″ 1½ 27 ″ 1½ | |
| 84835 ESRW | **Tiina** (*ex*Stina–39,*ex*Lisa,*ex*Bolderau, *ex*Lisa) 1 *Dk* & *Spar dk* | | 1597 1433 1148 | | | | | 1898 | Howaldts-werke Kiel | A.Laane& F.Baltser | 243·8 B36′ | 36·3 H57*t* | 20·2 F21′ | Pärnu Estonian | T.3Cy.16⅛″,27⅛″&42½″–24½″ 91NHP Howaldtswerke,Kiel | | V |
| 84836 713 OHON | **Tiira** WoodAux4MstSr *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*) | | 435 397 358 | | | | | 1921 | Johan Wendelin Brahestad | A.J.Westerholm | 150·4 141·0 | 30·7 | 14·0 | Åbo Finnish | Oil Engines 2Cy.12⅛″–14½″ *Emade* 19, *fitted* 21 BjörneborgsMVBjörnebrg | | |
| 1946/40 84837 1083 ESRK | **Tiiu** (*ex*Colinton–36,*ex*Elisabeth) *ss*Gmh.2ndNo.3–4,32 *ss*Tln.No.1–37 1 *Dk(Stl)* & *deep framing* *Cargo battens not fitted* | | 1865 1629 1123 | ✠100A1 4,39 BS6,39 ✠LMC4,37 | Dnz | *r* | N4,39 | 1907 5mo *Lloyd's* | Craig,Taylor&Co.Ld. Stockton *S & C P* | R.Nelberg&others *Cell D Ba* 90′ *u* | 280·0 P26′ B75′ F28′ FK *E* 16′ *f* 116′ 434*t F P T* | 38·3 18·2 Tallinn Estonian 4 *B H Cem* 79*t A P T* 40*t* | T.3Cy.19″,31⅜″&51″–33″ (*s*) 180lb 167NHP 2SB,*4cf*,GS66,HS2654 N.E.MarineEng.CoLd.Sld. | 20 ″ 7 s 2 ″ 11½ 17 ″ 10 | |
| 84838 TUNU | **Tijditt** (*ex*Artemis,*ex*Tyne Abbey,*ex*Alexander,*ex*Skåne) 3Mst *Mchy.Aft* 1 *Dk* | | 327 280 148 | | | | | 1897 | J.Thormählen&Co. Elmshorn | Mme.Bazire | 124·9 H36′ | 24·8 F19′ | 11·0 *WB* | Algiers French | C.2Cy.11″&22″–13″ Ottensener 15NHP Maschinenfb.Altona | | |
| 84839 DOCJ | **Tijuca** (*ex*Ludwigshafen–38) *Fitted for oil fuel* Sub.Sig. D.F. 1 *Dk* & *Shelter dk* 2 *trB* | | 5918 5428 3628 | | | | | 1923 | Frd.Krupp Act.Ges. Kiel | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 393·5 P26′ B138′ F46′ | 54·3 | 23·3 31·4 *WB* | Bremen German | T.3Cy.27⅞″,42⅛″&76″–51½″ 414NHP Frd.KruppA.G.Kiel | | G |
| 84840 LDAY | — TwinSc *Oil Eng.* *ss*Osl.No.3–3,38 1 *Dk(Stl)* & *Shelter dk(Stl)* 3rd *dk(Stl)* D.F. except in aftermost hold | | 5493 4711 3082 | ✠100A1 *with freeboard* ~~5,10~~ 8,10 ~~3,40~~ 5,41 ✠LMC ~~CS5,38~~ DBS ~~5,35~~ ~~4,40~~ ~~7,35~~ 8,39 | Osl ~~Sby~~ Bry | *a*† | CL ~~P2,38~~ ~~2,40~~ 2,41 | 1926 3mo *Lloyd's* | Ch.&Atel. deSt.Nazaire (Penhoet) Gd.Quevilly *S & C P* | Wilh.Wilhelmsen *Cell D B* 360′ 1134*t* *tunnels* 291*t* | 418·0 P41′ F38′ FK *F P T* 112*t A P T* 130*t* | 54·5 27·5 Tönsberg Norwegian 7 *B H Cem* (4 *to Sh dk* 3 „ 2*nd* „) | Oil Engines 4S.C.SA 12Cy.24½″–43½″ 714NHP DB *114lb* ASBurmeister&Cpn. | 30 ″ 2 s 3 ″ 10½ 26 ″ 5½ | |
| 84841 LOGH | — IronAuxBk (*ex*Sailing Vessel) *Oil Eng.* *ss*Ham.No.3–9,81 *Mchy.Aft* *ss*Bdx.No.2–89 Wireless 1 *Dk* 2 *trB* (*See Sailing Ship Register*) | | 924 — 735 | ... 5,92 | | | | 1866 | E.Gouin Nantes | Cia.Argentina de PescaS.A. | 178·0 P42′ | 34·5 F30′ | 21·6 | Bns.Aires Argentine | Oil Engines 2S.C.SA 91NHP 4Cy.11⅞″–16½″ NE *fitted* 24 A/BAtlasDieselMotorSkm | 21 ″ 1 | N † |
| 84842 23744 | **Tika Maru** (*ex*ChikaMaru–38) 1 *Dk* | | 1146 976 652 | | | | | 1907 | Tochigi Shipyard' Yawata | TochikiShojiK.K. | 209·7 P14′ B51′ F35′ | 31·0 | 19·2 *WB* | Wakamatsu Japanese | T.3Cy.16⅛″,26½″&42″–30″ 97NHP KokuraKosakushoK.K. | | |
| 84843 11045 JOUA | **Tikugo Maru** (P) (*ex*ChikugoMaru–38) 1 *Dk(Stl)* & *Spar dk(Stl*–teak *s)* & *deep framing* | | 2462 2156 1356 | ✠ 6,08 ✠ | Yka | | | 1907 6mo | D&W Hendersn&Co.Ld. Glasgow | TeaKaiunK.K. *Cell D Ba* 92′ *u E* & | 310·0 P33′ B90′ F39′ FK *B* 52′ *f* 114′ 500*t F P T* | 40·0 26·5 | 16·5 Tokyo Japanese 6 *B H Cem* 34*t A P T* 24*t* | T.3Cy.25″,41″&68″–48″ 386NHP 2SB,*6cf*,GS124,HS5130 D&W.Hendersn&CoLdGls | 26 ″ 6 | |
| 84844 10837 JDKD | **Tikuzen Maru** (P) (*ex*ChikuzenMaru–38) 1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing* | | 2449 2159 1442 | ✠ 8,07 ✠ | Yka | *u* | | 1907 4mo | D&W Hendersn&Co.Ld Glasgow | TeaKaiunK.K. *Cell D Ba* 92′ *u E* & | 310·3 P33′ B90′ F39′ FK *B* 52′ *f* 114′ 500*t F P T* | 40·2 24·0 | 16·5 Tokyo Japanese 6 *B H Cem* 34*t A P T* 24*t* | T.3Cy.25″,41″&68″–48″ 386NHP 2SB,*6cf*,GS124,HS5130 D&W.Hendersn&CoLdGls | 26 ″ 6 | |

* Surveys delayed, Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c / *Late Name if any.* / Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage — Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or Last Special Survey. Experimental Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. — Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L. R. Dated 1st Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84845 / 149670 / GNKS | **Tilapa** / *Ref. Mchy.* / Sub.Sig. E.S.D. D.F. 4 *Dks* | 5392 / 4678 / 3302 | | | | | 1928 | Cammell Laird&Co.Ld. Birkenhead | Elders&Fyffes,Ld. | 400·4 \| 51·4 \| 30·4 / P43'B157'F43' | | | Liverpool British / *WB* | T.3Cy.27½",46½"&78"-54" 447NHP / CammellLaird&CoLd.Bkn | | C |
| 84846 / 147894 / GKLP | **Tilawa** (P) *ssCal.No.1-40* / *ssCal.No.3-11,35* / 3 *Dks* (*Stl-weather teak s*) / *Ref.Mchy* D.F. *CruiserStern* | 10006 / 8060 / 6153 | ✠100A1 / *with freeboard* / ~~8,40~~ ~~12,38~~ 8,42 / Bom / BS7,40 / 11,39 / ~~BS11,39~~ ✠LMC~~11,38~~ | | *d*† | CL ~~12,37~~ N4,40 | 1924 / 5mo / *Lloyd's* | Hawthorn, Leslie&Co.Ld Newcastle | BritishIndiaStm. Nav.Co.Ld. *CellDB*393'1536*t* *Tanks at sides of* | 451·0 \| 59·3 \| 36·8 / P48'B213'F43' FK / *tunnel* 87*t FPT*155*t* | Glasgow British / *8BHptCem* *APT*148*t* | Q.4Cy.29",41½",59"&85"-54" 215lb (*s*) FD 900NHP 4SB,*16cf*,GS330,HS13792 Hwthrn,Leslie&CoLdNwc. | 40 " 0 / s 13 " 4½ / 27 " 1½ | |
| 84847 / OFAB | **Tilda** (*ex*Margarita-36) / *ssLth.3rdNo.3-8,35* / 1 *Dk* (*ptIrn&ptStl*) *&Web frames* | 2768 / 2548 / 1730 | ✠100A1 / 3,39 / ✠LMC4,39 | Got | | CL 4,40 | 1903 / 1mo / *Lloyd's* | J.Blumer &Co. Sunderland | RederiA/B Turret (K.Hansen, *Mgr.*) / *CellDB* | 314·0 \| 46·5 \| 20·7 / 326·0(O.L.) / P28'B96'F32' FK / a 104'*uE&B*42'*f*122' | Helsingfrs Finnish / *5BHCem* *718t APT*99*t* | T.3Cy.23¾",39"&64"-42" (*s*) 160lb *130lb* NDB24 279NHP 2SB,*6pf*,GS110,HS4392 G.Clark,Ld.Sunderland | 23 " 0 / s 3 " 4½ / 19 " 10 | |
| 84848 / 16 / SVJL | **Tilemachos** / *ssLgn.2ndNo.3-9,37* / 1 *Dk* (*Stl*) / *Cargo battens not fitted* | 3658 / 3288 / 2145 | ✠100A1 / 5,41 ~~9,30~~ / Sch / Cff / BS~~8,39~~ 6,41 / ✠LMC9,37 | | *w* | CL ~~8,37~~ 5,41 | 1911 / 5mo / *Lloyd's* | W.Gray& Co.Ld. WHartlepool | G.C.Dracoulis / *CellDBa* 120' *uE&B*43' | 356·3 \| 50·7 \| 21·7 / P31'B188'F35' FK / *f* 151'1258*t FPT*96*t* | Ithaca Greek / *6BHCem* *APT*240*t* | T.3Cy.25",40½"&67"-45" (*s*) 180lb ~~(85%)~~ 324NHP 2SB,*6cf*,GS129,HS4945 Cen.Mar.Eng.Wrks.WHpl | 24 " 3 / s 3 " 3½ / 21 " 2 | |
| 84849 / 7653 / SHXN | **Tilia Gorthon** / *ssHbg.No.2-39* / 1 *Dk* (*Stl*) *&Shelter dk* (*Stl*) / *Cargo battens not fitted* / *Strengthened for Navigation in Ice* | 1776 / 1590 / 1010 | ✠100A1 / *with freeboard* / 7,39 / ✠LMC / BS5,39 / MS7,39 | Hbg | *r* | CL 5,38 | 1930 / 6mo / *Lloyd's* | Fredrkstad Mek.Værks Fredrikstad | RederiA/BActiv (Joh.Gorthon, *Mgr.*) / *CellDB*212'545*t* | 269·1 \| 42·2 \| 17·6 / 278·9(O.L.) / FK / *FPT*35*t APT*80*t* | Hlsngborg Swedish / *4BHCem* *Coll to Sh dk* 3 „ 2*nd*„ | T.3Cy.18½",29½"&50"-36" 190lb (*s*) 188NHP 2SB,*6cf*,GS60,HS2545 FD Fredrikstad M.V.Frdstad | 20 " 0 / s " 8⅝ / 19 " 4¾ | |
| 84850 / 166381 / MPPV | **Till** / *Oil Eng.* / *Mchy.Aft* 1 *Dk* / *Cruiser Stern* | 367 / 295 / 162 | ✠100A1 / ~~8,40~~ ~~1,10~~ 1,41 / Shl / ~~Hrd~~ Bly / ✠LMC3,38 | | *e* | OG ~~1,10~~ ~~3,40~~ 10,40 | 1938 / 3mo / *Lloyd's* | J.Koster Hzn.Schpsw. "Gideon" Groningen | FreeTradeWharf Co.Ld. / *CellDB*73'97*t FPT*73*t* | 130·3 \| 23·9 \| 11·7 / 132·6(O.L.) / Q41'F16' FK | London British / *3BHptCem* *ptAsp* *APT*25*t* | Oil Engines 4S.C.SA 6Cy.11"-17⅛" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 13 " 11 / s 1 " 1¼ / 12 " 11⅛ | |
| 84851 / 219655 / KUFD | **Tillie Lykes** (*ex*LakeFlorian) / *Fitted for oil fuel* / D.F. 1 *Dk2trB* | 2572 / — / 1633 | ✠ ... / 9,20 / ✠ | | | | 1920 / 4mo | McDougall DuluthCo. Duluth,Minn. | LykesBros.Steam-shipCo.Inc. | 251·0 \| 43·7 \| 25·8 / P25'B64'F20' FK | Galveston Utd.States / *WB* | T.3Cy.21",35"&59"-42" 352NHP McDougallDuluthCo. | 28 " 2 | R † |
| 84852 / PHZT | **Tilly** / *Oil Eng.* / *Mchy.Aft* 1 *Dk* / *Cruiser Stern* | 381 / 227 / 180 | | | | | 1939 | Bodewes Scheeps-werven Martenshoek | N.V."Abeca" | 136·9 \| 24·8 \| 8·7 / P45'Q43'F22' | Zaandam Dutch / *WB* | Oil Engines 4S.C.SA 6Cy.11"-17¾" 70NHP Klöckner-Humboldt-Deutz,A.G.Köln-Deutz | | V |
| 84853 / DHXT | **Tilly L.-M. Russ** Sub.Sig. / *CruiserStern* 1 *Dk* | 1600 / 1282 / 942 | | | | | 1926 | Flensburgr Schiffsb.Ges. Flensburg | Schiffahrt-u.Asse-kuranzGes.E.Russ &Co. | 263·2 \| 41·9 \| 15·4 / P16'Q81'B108' F35' | Hamburg German / *WB* | T.3Cy17½",29½"&48⅛"-37⅝" 141NHP FlensburgerSchiffsb.Ges. | | G |
| 84854 / 160599 / GSQT | **Tilsington Court** / *ssBry.No.2-36* / D.F. 2 *Dks* (*Stl*) | 6910 / 6575 / 4335 | ✠100A1 / *with freeboard* / ~~2,40~~ ~~2,41~~ / ~~Hrd~~ Bal / BS~~10,39~~ 12,40 / ✠LMC10,36 | | *a*† | CL ~~9,38~~ 2,41 | 1928 / 10mo / *Lloyd's* | Armstrong Whitworth &Co.Ld. Newcastle | CourtLine,Ld. (Haldin&Philipps Ld. *Mgrs.*) / *CellDBa&uE*168'*f* | 420·1 \| 56·5 \| 33·8 / 435·0(O.L.) / F41' FK / *een dk B Hexcept Co* *ll B H dispensed with* 182'1499*t FPT*113*t* | London British / *Cem* *Coll* *BH to Wdk* 6 „ „ 2nd„ *APT*148*t* | T.3Cy.27",45"&75"-51" (*r*) 180lb 574NHP 3SB,*9cf*,GS190,HS8601 FD J.G.Kincaid&Co.Ld.Grk. | 36 " 4 / s 9 " 6 / 27 " 1 | |
| 84855 / DABI | **Tilsit** Wireless D.F. E.S.D. / *Mchy.Aft* 1 *Dk* | 950 / 714 / 416 | | | | | 1925 | Union-Giesserei Königsberg | Kohlen-Import-u. Poseidon Schiffahrts-A.G. / *CellDB*398'1630*t* | 215·3 \| 34·2 \| 12·6 / P&B167'F22' FK | Königsbrg German / *WB* | T.3Cy.18¼",29⅛"&47½"-29½" 120NHP Union-Giesserei,Königsbg | | G |
| 84856 / 416 / ICJZ | **Timavo** (P) *ssGen.No.3-12,32* / *ssTri.No.1-37* / *Ref.Mchy.* 2 *Dks* (*Stl*) *&Shelter dk* (*Stl*) D.F. | 7549 / 6695 / 4731 | ✠100A1 / *Shelter dk* / *with freeboard* 3,40 / Tri / BS4,40 ✠LMC4,37 / ✠Lloyd'sRMC4,40 | | *b*† | CL 9,38 | 1920 / 8mo | Cantiere SanRocco, S.A. Trieste | LloydTriestino Soc.Anon.diNav. / *CellDB*398'1630*t* | 464·2 \| 57·4 \| 22·0 / 450·0 32·0 / B108' *on Shelter dk* / FK | Trieste Italian / *Cem* *Coll* *B H to Sh dk* 6 „ „ *U* „ *APT*63*t* | T.3Cy.32",51½"&83"-54" (*s*) 180lb HS9851 681NHP 4SB(Spt),*12cf*,GS239 FD StabilimentoTecnico Triestino,Trieste | 35 " 0 / s 8 " 9 / 26 " 8 | |
| 84857 / 218018 / KEFT | **Timber Rush** (*ex*Explorer-33, *ex*City of Eureka) *Fitted for oil fuel* / D.F. Sub.Sig. 2 *Dks* | 5542 / 5144 / 3446 | *Fitted for oil fuel* 6,30 | | *F.P.* | *above* | 1919 | Columbia River S.B. Corp. Portland,Or. | ShepardS.S.Co. | 410·4 \| 54·2 \| 30·1 / P44'B115'F46' | Prtlnd,Me. Utd.States / *WB* | DR Geared Steam Turbine DeLaval Steam Turbine Co. Trenton,N.J. | | R |
| 84858 / 132442 / VJKQ | **Time** *ssSyd.2ndNo.3-8,37* / 2 *Dks* (*UStl&2nd dk Irn*) / *Cantilever framed* / *Topside tanks amidships* / *Cargo battens not fitted* | 3322 / 2849 / 1752 | ✠100A1 / ~~11,40~~ ~~10,39~~ / Syd / BS~~10,39~~ 11,40 / ✠LMC8,37 | | *v* | CL N10,38 | 1913 / 1mo / *Lloyd's* | J.Priest-man&Co. Sunderland | AustralianSteam-shipsProprietary, Ld. (*Man.Agents*, HowardSmithLd.) / *CellDBa* 112'*uE&B*63'*f*118' | 340·0 \| 48·3 \| 21·8 / 352·2(O.L.) / P25'B82'F31' FK / 747*t Topside tanks* | Melbourne British / *6BHCem* *243t FPT*99*t* | Q.4Cy.~~24"~~,34",48"&69"-45" 215lb 2½" (*s*) 442NHP 3SB,*9cf*,GS190,HS7619 Richardsons,Westgarth& *APT*112*t* Co.Ld.Hpl. | 24 " 3 / s 4 " 2½ / 20 " 3 | |
| 84859 / UOJA | **Timlat** (*ex*Ijora-35, *ex*Mountpark-33) *ssShl.No.2-29* / 1 *Dk* (*Stl*) | 2699 / 2386 / 1617 | ✠ ... / 12,33 / ✠ | | *t* | | 1921 / 3mo | C.Hill& Sons,Ld. Bristol | U.S.S.R. / *CellDB*263'612*t FPT*90*t* | 310·0 \| 44·0 \| 21·5 / P28'B86'F32' FK | Vladvostk Russian / *5BHCem* *APT*90*t* | T.3Cy.21",34"&56"-36" 242NHP 2SB,*6cf*,GS122,HS4260 Richardsons,Westgarth& Co.Ld.Hpl. | 23 " 10 | |
| 84860 / YTEQ | **Timok** (*ex*Emmy L-D.-33, *ex*Oisterwijk) *ssTrl.No.3-1,37* / 1 *Dk* (*Stl*) | 3130 / 2811 / 1971 | ✠100A1 / ~~11,39~~ 12,40 / Bal / BS12,40 / ~~BS11,39~~ ✠LMC1,37 | | *u* | CL ~~4,38~~ 12,40 | 1924 / 10mo / *Lloyd's* | Wilton's E.&S.pwy.Co Rotterdam | Brodarsko Akcionarsko Drustvo "Oceania" / *CellDB*278'662*t* | 325·0 \| 47·0 \| 21·8 / P24'B206'F29' FK | Susak Yugoslav / *5BHCem* *APT*130*t* | T.3Cy.22⅝",37"&62"-39" (*s*) 180lb 280NHP 3SB,*6cf*,GS129,HS4575 Wilton'sE.&SlpwyCo.Rot. | 24 " 2 / s 2 " 9½ / 21 " 6⅜ | |
| 84861 / 116035 / VPGG | **Tin Sang** (*ex*TinTing-34, *ex*YeeOn-33, *ex*SanUi-33) | 398 / 211 / 267 | | | | | 1904 | Kwong HipLoong HongKong | FookOnS.S.Co.Ld. | 130·0 \| 24·1 \| 8·6 | HongKong British | C.2Cy.14"&28"-20" 33RHP London&Glas.Co.Ld.Gls. | | |
| 84862 | **Tin Seng** (*ex*GouverneurGénéral MauriceLongII-32, *ex*SaintPierre des Lacs, *ex*Ream, *ex*VanDiemen) 2 *Dks&Awning dk* | 1086 / — / 779 | | | | | 1890 | Nederl. Stoom.Maats Rotterdam | NamLeeCo. | 235·0 \| 32·8 \| 16·4 | Canton Chinese / *WB* | T.3Cy.21",34"&55"-45" 203NHP Nedrl.Stombt.Maats.Rot. | | |
| 84863 / 154035 / VPJY | **Tin Yat** (*ex*WoPing) (P) 2 *Dks* | 942 / 372 / 579 | | | | | — *reblt* 1929 | Kwong CheungHing HongKong | FookOn S.S.Co.Ld. | 180·9 \| 30·1 \| 11·1 | HongKong British | T.3Cy.15⅝",26"&41"-30½" 88RHP | | |

| 1 Numero l'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant aux lettres d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. On. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Navigue en été si de 1 est dans la L. M. Dunes. Cert. Ice Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84864 | **Tina** (*ex*Asta, | Aux4MstSr | 389 | | | | | 1916 | RingAndr-sensStaalskb. Svendborg | Ing.L.Ghirardi | 139·4\|29·8\|11·0 Q32'H49*t* | | | Genoa Italian *WB* | Oil Engines 2S.C.SA 4Cy.12″–16$\frac{9}{16}$″ 101NHP H.ChristoffersensMaskin-fabrik,Holbey | | I |
| 1037 | *ex*Rugsö) | *Oil Eng.* | 349 | | | | | | | | | | | | | | |
| IUWP | | 1 *Dk* | 279 | | | | | | | | | | | | | | |
| | *(See Sailing Ship Register)* | | | | | | | | | | | | | | | | |
| 84865 | **Tinana** | | 808 | ✠100A1 | Syd | *l* | 8,39 | 1901 | Caledon SB.&E.Co.Ld Dundee | JohnBurke,Ld. | 210·0\|31·0\|13·2 219·5(O.L.) P19'F35' FK *Cell DB f*138'186*t FPT* | | | Brisbane British *4BHCem* 21*t APT*13*t* | T.3Cy.16½″,28″&45″–33″(r) 160lb *80lb* 45½ 130NHP 1SB,*3cf*,GS66,HS2153 CaledonSB.&E.Co.Ld.Dun | 15 ″ 6 s 2 ″ 3 13 ″ 7 | |
| 110988 | | *ss*Bsb.2ndNo.3–4,33 | 686 | ~~4,40~~ ~~8,39~~ 4,41 | | | | | | | | | | | | | |
| VJKK | | *ss*Bsb.No.1–37 | 472 | BS~~11,39~~ ✠LMC11,37 11,40 | | | | | | | | | | | | | |
| | *Mchy.Aft* 1 *Dk*(*Stl*–teak s)&*Web frames* | | | | | | | | | | | | | | | | |
| | *Ref.Mchy.* *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| | Wireless | | | | | | | | | | | | | | | | |
| 84866 | **Tindefjell** | | 1337 | | | | | 1936 | Nylands Verksted Oslo | A/SFalkefjell (Olsen&Ugelstad, *Mgrs.*) | 250·9\|41·3\|14·8 P59*t*H145*t*F15*t* | | | Oslo Norwegian *WB* | C.2Cy.16¾″&33$\frac{7}{16}$″–33$\frac{7}{16}$″ & LP turbine with DR gearing & hydraulic coupling 107NHP NylandsVerksted,Oslo | | N |
| | | 1 *Dk*&*Shelter dk* | 1104 | | | | | | | | | | | | | | |
| LJFO | Wireless D.F. | *Cruiser Stern* | 740 | | | | | | | | | | | | | | |
| 84867 | **Tine Asmussen** (*ex*Radix–39, | | 6795 | ✠ | Cpn | *a*† | | 1919 | W.Doxford &Sons,Ld. Sunderland | J.Haltermann | 412·1\|55·3\|34·2 430·0(O.L.) FK F36'*on Shelter dk* *Cell D BuE &B*84'195*t f*35'53*t* | | | Hamburg German *pt Cem* 10*B Hto S dk* 5 ,, ,,2*nd*,, | T.3Cy.27″,45″&75″–54″ 619NHP 3SB,*12cf*,GS216,HS9525 W.Doxford&Sons,Ld.Sld. | 37 ″ 0 | |
| | *ex*Linerton) | *ss*Osl.No.3–3.32 | 6389 | 8,39 | | | | 10mo | | | | | | | | | |
| DKBE | | *ss*Got.No.1–35 | 4082 | ✠ | | | | | | | | | | | | | |
| Now "Juan Casiano," see No.83639 | *Mchy.Aft* | 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) | | | | | | | | | *FPT*148*t APT*292*t* | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | *Converted* | *into a tanker* 10,21 | | | | | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | | | |
| 84868 | **Tingsang** | | 2256 | ✠100A1 | Shi | *s* | CL | 1922 | Dunlop, Bremner& Co.Ld. PortGlasgow | Indo-ChinaStm. Nav.Co.Ld. | 285·0\|42·6\|20·0 299·0(O.L.) P33'B101'F32' FK *Cell DB*237'489*t D* | | | Hong Kong British *4BHCem* | T.3Cy.21″,34″&57″–42″ (*s*) 180lb *100lb* 298NHP 2SB,*6cf*,GS105,HS4435 FD | 22 ″ 3 s 2 ″ 8½ 19 ″ 11 | |
| 146517 | | *ss*Shi.No.3–5,34 | 1861 | 8,40~~7,39~~ | | | ~~6,38~~ | 2mo | | | | | | | | | |
| VPDQ | | *ss*H.Kg.No.1–38 | 1232 | BS~~6,38~~ ✠LMC7,38 8,40 | | | 8,40 | | | | | | | | | | |
| | D.F. | 2 *Dks*(*Stl–U* teak s) | | | | | | | | *Lloyd's A&CP* | *Ta*20'278*t FPT* 33*t APT*46*t* | | | | Dunlop,Bremner&Co.Ld. | | |
| 84869 | **Tinhow** Ⓟ | (*ex*Hughli,*ex*Valencia) | 5232 | 100A1 | HKg | | CL | 1913 | Akt.Ges. "Neptun" Rostock | BankLine,Ld.(A. Weir&Co. *Mgrs.*) | 365·5\|50·9\|29·7 381·0(O.L.) B104' FK *Cell DB*312'898*t FPT* | | | Glasgow British *6BHCem* 55*t APT*40*t* | T.3Cy.28$\frac{1}{16}$″,46$\frac{1}{16}$″&76$\frac{3}{4}$″–48″ 190lb (*s*) FD 516NHP 3SB(Spt)*9cf*,GS148,HS7025 A.G "Neptun,"Rostock | 32 ″ 6 s 6 ″ 9¼ 26 ″ 3 | |
| 143225 | | *ss*H.Kg.No.3–4,34 | 4589 | ~~2,41~~ ~~9,39~~ | Cal | | N7,38 | | | | | | | | | | |
| GBRT | | *ss*H.Kg.No.1–38 | 3164 | BS9,39 LMC7,38 | | | | | | | | | | | | | |
| | D.F. | 2 *Dks*(*Stl–U*ws) | | | | | | | | *Lloyd's A&CP* | | | | | | | |
| | | *3rd dk in No.1 hold* | | | | | | | | | | | | | | | |
| 84870 | **Tinley** | CompTwinSc | 420 | | | | | | | | 138·5\|26·8\| 9·0 | | | Hong Kong British | C.4Cy.10″&16″–20″ | | |
| 159484 | (*ex*Dumb Lighter–38) | 1 *Dk* | 257 | | | | | | *Unknown* HongKong | Colonial Navi-gationTrading Co.Ld. | | | | | *Emade—refitted*38 32NHP KwongSzeSang,H.Kg. | | |
| VRCC | | | 216 | | | | | | | | | | | | | | |
| 84871 | **Tinombo** | | 872 | | | | | 1930 | NV Burger houtsM.&S. Rotterdam | Koninkl.Paketv. Maats. | 188·9\|34·2\|12·6 | | | Batavia Dutch | Oil Engines 4S.C.SA 8Cy.14$\frac{9}{16}$″–22$\frac{1}{16}$″ 164NHP Motorenfabr."Deutz"A.G. Köln-Deutz | | V |
| | | *Oil Eng.* | 625 | | | | | | | | | | | | | | |
| PKGZ | *Mchy.Aft* | 1 *Dk*&*Shelter dk* | 526 | | | | | | | | | | | | | | |
| 84872 | **Tinos** (*ex*Rio de Janeiro) | | 2826 | | | | | 1914 | J.Blumer &Co. Sunderland | DeutscheLevante-LinieHamburg A.G. | 332·5\|48·7\|19·7 P85*t*H153*t*F39*t* | | | Hamburg German *WB* | T.3Cy.24″,40″&66″–42″ 282NHP N.E.MarineEng.Co.Ld.Sld | | G |
| | | | 2386 | | | | | | | | | | | | | | |
| DHXU | | 1 *Dk* | 1479 | | | | | | | | | | | | | | |
| 84873 | **Tintern Abbey** | | 2471 | ✠100A1 | Cff | *t* | CL | 1939 | W.Gray& Co Ld. W Hartlepool | AbbeyLineLd. (FrederickJones &Co. *Mgrs.*) | 308·0\|45·1\|20·7 317·1(O.L.) P25'B71'F30' FK *Cell DB*262'796*t FPT*88*t APT*115*t* | | | Cardiff British *5BHCem* | T.3Cy.20″,33″&55″–39″ (*s*) 200lb *100lb* 234NHP 2SB,*6cf*,GS88,HS3826 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl. | 23 ″ 4 s 3 ″ 7½ 19 ″ 11 | |
| 162131 | | | 2276 | ~~11,40~~ ~~8,39~~ | Brw | | ~~9,39~~ | 5mo | | | | | | | | | |
| GMMX | | 1 *Dk* | 1482 | ✠LMC5,39 | | | 10,40 | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | *Lloyd's A&CP* | | | | | | | |
| 84874 | **Tiny** | | 351 | | | | | 1939 | Zaanland-scheScheeps. Mij.Werf "CzaarPeter" Zaandam | J.deVries | 136·0\|24·0\| 8·0 P46'Q41'F26' | | | Groningen Dutch | Oil Engines 2S.C.SA 4Cy.11$\frac{1}{16}$″–15$\frac{3}{4}$″ 99NHP N.V.KromhoutMtrnfbAms | | C |
| | | *Oil Eng.* | 200 | | | | | | | | | | | | | | |
| PHZV | *Mchy.Aft* | 1 *Dk* | 163 | | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 84875 | **Tioga** | | 715 | ✠100A1 | Nwc | *j* | CL | 1912 | Greenock& Grangemo'th Dkyrd Co.Ld. Grangemo'th | Anglo-American OilCo.Ld (R.A. Carder, *Mgr.*) | 179·9\|31·1\|12·8 P65'B15'F28' FK *Cell DBa*53'66*t DTf* 11'35*t FP T*8*t APT*7*t* | | | London British *9BHCem* 57*t APT*7*t* | T.3Cy.14″,23″&37″–24″ (*s*) 180lb 110NHP 1SB,*3cf*,GS57,HS2200 Richardsons,Westgarth& Co.Ld.Mdb. | 13 ″ 6 s 1 ″ 1½ 12 ″ 7 | |
| 132668 | | *ss*Bel.2ndNo.3–8,37 | 551 | ~~4,41~~ ~~4,40~~ | Gmh | | 9,38 | 2mo | | | | | | | | | |
| MDRF | | | 288 | BS~~4,40~~ ✠LMC8,37 4,41 | | | | | | | | | | | | | |
| | *Mchy.Aft* | 1 *Dk*(*pt Stl*)&*Web frames* | | | | | | | | | | | | | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | *Lloyd's A&CP* | | | | | | | |
| 130 | 84876 | **Tionesta** Ⓟ | | 4329 | | | | | 1903 | DetroitS.B. Co.Wyandotte,Mich. | GreatLakes TransitCorpora-tion | 340·0\|45·2\|28·0 | | | Erie,Pa. Utd.States *WB* | Q.4Cy.22″,31½″,45″&65″–42″ 274NHP DetroitS.B.Co.Detroit | | |
| 40 | 145958 | | | — | | | | | | | | | | | | | |
| | WADL | *Mchy.Aft* | 2 *Dks*&*Hurricane dk* | 2652 | | | | | | | | | | | | | |
| | 84877 | **Tiradentes** | TwinSc | 4960 | 100A1 | Rot | *z* | CL | 1922 | Deutsche Werft A.G. Hamburg | Wilh.Wilhelmsen | 401·2\|54·2\|26·9 F41'*on Shelter dk* FK *Collision* *Cell DB*346'13*6t Tanks between* | | | Tönsberg Norwegian *pt Cem* *BH to Sh dk* 6 ,, ,, *U* ,, *APT*225*t* | Oil Engines 4S.C.SA 12Cy.24$\frac{1}{16}$″–37$\frac{1}{16}$″ 717NHP NDB27 *60lb* AlgemeineElec.Ges.Berlin | 30 ″ 4 s 4 ″ 0 26 ″ 6½ | |
| | | *Oil Eng.* | 4466 | *Shelter dk* | NYk | | R~~7,37~~ | 9mo | | | | | | | | | |
| LDCB | *Ref.Mchy.* | *ss*Osl.No.3–8,34 | 2913 | *with freeboard* | | | S~~3,39~~ | | | | | | | | | | |
| | | *ss*Rot.No 1–39 | | ~~8,40~~ ~~3,39~~ 3,41 | | | 6,40 | | | | | | | | | | |
| | | 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) | | ✠LMC CS3,39 | | | | | | | | | | | | | |
| | | | | DBS~~12,38~~ 6,40 3,39 | | | | | | | | | | | | | |
| | | | | ✠Lloyd'sRMC3,40 | | | | | | | | | | | | | |
| | 84878 | **Tirhan** Ⓟ | TwinSc | 3085 | | | | | 1938 | Neptun-werft Rostock G.m.b.H. Rostock | T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. | 305·5\|43·7\|21·7 B123'F71' | | | Istanbul Turkish *WB* | T6Cy.16½″,26″&41$\frac{1}{16}$″–27$\frac{9}{16}$″ & LP turbines with DR gearing & hydraulic coupling Neptunwerft Rostock G.m.b.H.Rostock | | G |
| | | | 2198 | | | | | | | | | | | | | | |
| | D.F. E.S.D. | 3 *Dks* | 1546 | | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| | 84879 | **Tirpitz** | 4Mst | 7970 | | | | | 1921 | Flensburgr Schiffsb.Ges. Flensburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 471·2\|58·2\|32·2 P74'B102'F43 | | | Hamburg German *WB* | T.3Cy.32$\frac{7}{16}$″,52$\frac{9}{16}$″&86$\frac{1}{16}$″– 55$\frac{9}{16}$″ 558NHP FlensburgerSchiffsb.Ges. | | G |
| | | | 7467 | | | | | | | | | | | | | | |
| DHXV | D.F. Sub.Sig. | 2 *Dks* | 4974 | | | | | | | | | | | | | | |
| 101 40 | 84880 | **Tirranna** | TwinSc | 7230 | ✠100A1 | Osl | *f*† | CL | 1938 | F Schichau G.m.b.H. Danzig | Wilh.Wilhelmsen | 493·6\|63·3\|29·0 517·7(O.L.) P42'F39' FK *Cell DB*349' | | | Tönsberg Norwegian *7B Hpt Cem* *BH to Sh dk* 6 ,, ,, 2nd ,, | Oil Engines 2S.C.SA 16Cy.25$\frac{9}{16}$″–47¼″ 1819NHP 1DB*100lb* 1DB(WT) *100lb* FSchichauG.m.b H.Elbing | 31 ″ 7 s 4 ″ 1½ 27 ″ 7½ | |
| | | *Oil Eng.* | 6429 | *with freeboard* | | | | 3mo | | | | | | | | | |
| LJUS | D.F. E.S.D. GyC. | 1 *Dk*&*Shelter dk*, *3rd dk* | 4410 | 7,39 ✠LMC5,38 | | | 1 50' F. above | | | *Lloyd's A&CP* | *One intermediate* 1512*t MT*30' 1431*t* | | | | | | |
| | | *except in after holds* | | | | | | | | | *BH dispensed with* | | | | | | |
| | | *Cruiser Stern* | | *Carrying fuel oil F. P. in midship deep tank* | | | | | | | *tanks Coll* *FPT*82*t APT*273*t* | | | | | | |
| | | *Butts of deck plating electrically welded* | | | | | | | | | *way of tunnels* 397*t* | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Intend.Ins.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84881 | **Tirso** (*ex*HsinNingshin-38,*ex*Bertha) | | 2175 | ✠ ... | | | | 1906 | Fevigs | Cia.Italiana di | 269·6 | 39·0 | 10·5 | Shanghai | T.3Cy.20½″,33″&56″–39″ | 21 ″ 3 | |
| | | *ss*Shl.No.3–8,20 | — | 11,26 | | | | 2mo | Jernskibsbyg | Nav.S.A.I (Chinese | F33′ | | 18·4 | Italian | Richardsons, 207NHP | | |
| | | *ss*Ant.No.1–24 | 1345 | ✠ | | | | | Arendal | Italian Nav.Co.Ltd) | | | FK | *WB* | Westgarth&Co.Ld.Mdb. | | |
| | | 1 *Dk&Spar dk&deep framing* | | | | | | | | | | | | | | | |
| 84882 | **Tirydail** | | 650 | ✠100A1 | Lon | *i* | OG | 1918 | CHWalker | F.T.Everard& | 176·0 | 27·6 | 11·8 | London | T.3Cy.13″,23″&34″–22½″ | 13 ″ 9 | |
| 136149 | | | 474 | 5,36 | | | 2,40 | 3mo | &Co. | Sons,Ld. | | | | British | 180lb 60RHP | s 4 ″ 4 | |
| MJBC | *Mchy.Aft* | *ss*Lon.No.3–1,31 | 363 | BS3,40 ✠LMC5,36 | | | | | Sudbrook | | Q107′F22′ | | FK | 3 *BH Cem* | 1SB,*3pf*,GS49,HS1496 | 13 ″ 2 | |
| | *Well deck* | *ss*Lon.No.1–36 | | | | | | *Lloyd's* | *SA&CP* | *Cell D* | *B* 112′162*t* | *FPT* | 35*t* | *APT* 12*t* | Plenty&Son,Ld.Newbury | | |
| | | 1 *Dk(Stl)* | | | | | | | | | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 84883 | **Tiryo Maru** | | 2224 | ✠100A1 | Nag | *r* | CL | 1938 | Kawami- | TatunamiSyosen | 257·1 | 40·4 | 23·0 | Kobe | T.3Cy.18⅞″,31⅞″&52¾″–39″ | 23 ″ 0 | |
| 44577 | | | 1769 | 7,38 | | | | 7mo | namiKogyo | K.K. | 269·6(O.L.) | | | Japanese | 199lb (*s*) 294NHP | | |
| JIKL | D.F. E.S.D. | 2 *Dks* | 1139 | ✠LMC7,38 | | | | | K.K. | | P23′B77′F31′ | | FK | 7 *RH Cem* | 2SB,*6cf*,GS118,HS4617 FD | | |
| | | *Cruiser Stern* | | | | | | | Nagasaki | *Cell* | *DB* 211′424*t* | *FPT* | 1 | 51*t* *APT* 14*t* | KawaminamiKogyoK.K. | | |
| | | *Strengthened for navigation in ice* | | | | | | *Lloyd's* | *SA&CP* | | | | | | Nagasaki | | |
| 84884 | **Tisima Maru** | Iron | 1368 | ✠ ... | | | | 1891 | W.Gray& | FujimaYoshio | 245·1 | 34·6 | 17·5 | Tokyo | C.2Cy.31″&58″–36″ | 18 ″ 4 | |
| 7648 | (*ex*ChishimaMaru-38,*ss* | H.Kg.No.3–6,02 | 1086 | 2,15 | | | | 6mo | Co.Ld. | | Q79′B71′F28′ | | | Japanese | NDB06 157NHP | | |
| JZIB | *ex*Skramstad, | *ss*Kob.No.2–11 | 843 | ✠ | | | | | WHartlepool | | | | BK8½″ | *WB* | Cen.Mar.Eng.Wrks.WHpl | | |
| | *ex*GeneralBoyd) | | | | | | | | | | | | | | | | |
| | *Well deck* Wireless | 1 *Dk&Web frames* | | | | | | | | | | | | | | | |
| 84885 | **Tisnaren** | TwinSc | 5747 | ✠100A1 | L.An | *a*† | OG | 1918 | Aktieb. | Rederiaktieb. | 436·8 | 56·2 | 26·9 | Gothenbrg | Oil Engines 4S.C.SA | 30 ″ 0 | |
| 6050 | | *Oil Eng.* | *5136* | *Shelter dk* | Sws | | 12,38 | 12mo | Götaverken | Transatlantic | 441·7(O.L.) | | | Swedish | 12Cy.29½″–43⅝″ 988NHP | s 3 ″ 11¾ | |
| SHQA | | *ss*Got.No.3–5,38 | *3469* | *withfreeboard* | | | | | Gothenburg | (G.Carlsson,*Mgr.*) | F36′ *on Shelter dk* | | FK | | DB *80lb* | 26 ″ 3 | |
| | D.F. | 1 *Dk(Stl) Shelter dk(Stl)* | | 9,40 ~~8,40~~ | | | | | | | | | | | Aktieb.Götaverken,Got. | | |
| | | 2*nd dk(Stl) in Nos.*1,2,3&4 *holds* | | ✠LMC CS5,38 | | | | | | *Collision BH to Shltr dk* | | | | | | | |
| | | *Cruiser Stern* | | DB8~~,35~~9,40 2~~,35~~ 3,40 | | | | | | *Cell DB* 372′1188*t* | *FPT* | | | 6 *BH to U dk* 89*t* | *APT* 31*t* | | |
| 84886 | **Tisza** | TwinSc | 961 | | | | | 1937 | Ganz&Co. | Königl.-ungar. | 229·6 | 32·8 | 15·4 | Budapest | Oil Engines 4S.C. | | V |
| | | *Oil Eng.* | 864 | | | | | | Ld. | Donau-Seeschif- | B29′F31′ | | | Hungarian | 16Cy.8½″–12⅜″ | | |
| HAAD | | 1 *Dk* | 518 | | | | | | Budapest | fahrtsA.G. | | | | | Ganz&Co.Ld.Budapest | | |
| 84887 | **Tita Maru** (*ex*ChitaMaru-38) | | 2276 | | | | | 1923 | Tochigi | TochikiShojiK.K | 270·0 | 40·0 | 24·0 | Waka- | T.3Cy. | | |
| 28825 | | | 1938 | | | | | | ShojiK.K. | | P17′B60′F28′ | | | matsu | | | |
| JXEB | | 1 *Dk* | 1330 | | | | | | Wakamatsu | | | | *WB* | Japanese | | | |
| 84888 | **Titan** (P) | TwinSc | 9035 | | | | | 1906 | D&W Hen- | OceanS.S.Co.Ld. | 485·8 | 58·3 | 39·3 | Liverpool | T.6Cy.23″,38½″&65″–48″ | | BT |
| 124015 | | | 8594 | | | | | | dersn&Co.Ld. | (A.Holt&Co.*Mgrs*) | | | | British | 585NHP | | till |
| GPZM | D.F. | 3 *Dks* | 5737 | | | | | | Glasgow | | | | *WB* | | D&W.Hendersn&CoLdGls | | 2,41 |
| 84889 | — | TwinSc | 574 | | | | | 1928 | Irrawaddy | RangoonPort | 168·0 | 30·0 | 16·1 | Rangoon | T.6Cy.13″,20½″&34½″–22″ | | |
| 157571 | | | 530 | | | | | | FlotillaCo.Ld | Commissioners | | | | British | 112NHP | | |
| | | 1 *Dk* | 241 | | | | | | Rangoon | | | | | | W.Simons&Co Ld.Renfrew | | |
| 84890 | **Titania** | TwinSc | 6704 | ✠100A1 | NYk | *e*† | CL | 1937 | Kockums | Wilh.Wilhelmsen | 479·1 | 62·3 | 28·8 | Tönsberg | Oil Engines 2S.C.DA | 31 ″ 7 | |
| | | *Oil Eng.* | 5891 | *withfreeboard* | | 2½ | 11,40 | 5mo | M.V.Aktieb | | 498·0(O.L.) | | | Norwegian | 14Cy.23⅝″–43⅝″ | s 4 ″ 0½ | |
| LJKV | D.F. E.S.D. | 1 *Dk&Shelter dk* | 4081 | ~~11,10~~1,40 ✠LMC5,37 | | | | | Malmö | | P42′F44′ | | FK | 7 *BH pt Cem* | DB *100lb* 2722NHP | 27 ″ 7¾ | |
| | GyC. | 3*rd dk except in after holds* | | 4,41 | | | | *Lloyd's* | *SA&CP* | | | | ( | *Coll to Sh dk* | KockumsM.V.Akt.Malmö | | |
| | | *Part electrically welded including* | | *Carrying car- go oil* | | *F.* | *P.above* | 150$^{c}$ F. | | | | | | 6 ,, 2*nd*,,) | | | |
| | | *butts of shell&deck plating* | | *in deep tank&tanks* | | *in* | *way of* | *e* | *s* | *Cell DB* 276′ | 1117*t* *MT* 30′1442*t* | *Tanks in way of* | | *APT* 191*t* | | | |
| | | *Cruiser Stern* | | DB~~3,41~~4,41 | | | *tunnel* | | | | | *tunnels* 1122*t* | *FPT* 75*t* | | | | |
| 84891 | — | | 5397 | | | | | 1918 | Bartram& | Soc.Anon. | 414·2 | 52·3 | 28·5 | Genoa | T.3Cy.27″,44″&73″–48″ | | CI |
| 885 | (*ex*Tirso,*ex*Etna, | | 4842 | | | | | | Sons.Ld. | Cooperativa di | 400·3 | | | Italian | 369NHP | | |
| ICKD | *ex*WarHound) D.F. | 2 *Dks* | 3249 | | | | | | Sunderland | Nav."Garibaldi" | P49′B113′F39′ | | | *WB* | A.&J.Inglis,Ld.Glasgow | | |
| 84892 | — | | *750* | | | | | 1897 | Oskrshmns | StockholmsRede- | 178·0 | 28·1 | 10·9 | Stockholm | T.3Cy.14½″,23½″&39½″–27½″ | | V |
| 3125 | | | *438* | | | | | | M.V.Aktieb. | riaktieb.Svea | H43*t* | | 17·8 | Swedish | 81NHP | | |
| SGWJ | | 1 *Dk&Awng dk* | *440* | | | | | | Oskarshamn | (Eman.Högberg, | | | | *WB* | GöteborgsMV.Aktieb.Got | | |
| | | | | | | | | | | *Mgr.*) | | | | | | | |
| 84893 | **Titanian** (*ex*Iossifoglu) | | 4880 | ✠100A1 | Nwc | *z* | CL | 1924 | Swan,Hun- | A/SRederiet | 400·6 | 53·5 | 25·7 | Bergen | Oil Engines 2S.C.SA | 28 ″ 2 | |
| 4441 | | *Oil Eng.* | 3013 | *withfreeboard* | Ver | | ~~11,38~~ | 5mo | ter&Wigham | Titanian(Hilmar | 413·3(O.L.) | | | Norwegian | 6Cy.22½″–45″ 526NHP | s 3 ″ 2½ | |
| LJKJ | | *ss*Nwc.No.3–4,37 | | ~~11,10~~2,88 2,41 | | | 2,41 | | Richardson, | Reksten,*Mgr.*) | F44′ | | FK | 7 *BH pt Cem* | 2NDB39–*120lb* | 25 ″ 2½ | |
| | D.F. | 1 *Dk(Stl)&Shelter dk(Stl)* | | DB81,39 ✠LMC3,37 | | | | | Ld.Newcastle | | | | ( | *Coll to Sh dk* | Swan,Hunter&Wigham | | |
| | | | | ✠LMC(M)1,39 | | | | *Lloyd's* | *SA&CP* | | | | | 6 ,, 2*nd* ,, ) | Richardson,Ld.Nwc. | | |
| | | | | | | | | | | *Cell DB* 353′1200*t* | *DT* | *f* 23′897*t* | *FPT* 113*t* | *APT* 83*t* | | | |
| 84894 | **Titibu Maru** (*ex*ChichibuMaru-38) | | 1525 | | | | | 1923 | Yokohama | NichiroGyogyo | 250·0 | 37·0 | 19·0 | Yokohama | T.3Cy.17″,28½″&48″–30″ | | C |
| 29395 | | *Fitted for oil fuel* | 1159 | | | | | | DockCo. | K.K. | P56′B60′F38′ | | | Japanese | 126NHP | | |
| JNVA | *Ref.Mchy. Mchy.Aft* | 1 *Dk* | 825 | | | | | | Yokohama | | | | *WB* | | YokohamaDockCo.Yka. | | |
| 84895 | **Titoki** | TwinSc | 628 | ✠ | PGl | *i* | | 1922 | W Hamiltn | AnchorShipping & | 170·6 | 30·1 | 10·8 | Nelson,NZ | T.6Cy.11″,17″&28″–21″ | 12 ″ 9 | |
| 93996 | | | 433 | 2,22 | | | | 2mo | &Co.Ld. | FoundryCo.Ld. | Q94′F24′ | | | British | 86RHP | | |
| ZMBR | *Well deck* | Wireless 1 *Dk(Stl)* | 252 | ✠ | | | | | PortGlasgow | | | | FK | 4 *BH Cem* | 2SB,*4cf*,GS65,HS2116 | | |
| | | | | | | | | | | *Cell DB* 138′144*t* | *FPT* | | | 29*t* *APT* 21*t* | Ross&Duncan,Glasgow | | |
| 84896 | **Titose Maru** (P) | | 2669 | | | | | 1921 | Yokohama | NipponYusenK.K. | 300·0 | 43·0 | 25·0 | Tokyo | T.3Cy.23″,38″&64″–48″ | | |
| 28115 | (*ex*ChitoseMaru-38) | | 2152 | | | | | | DockCo. | | P40′B98′F42′ | | | Japanese | 284NHP | | |
| JCEA | | 1 *Dk&Shelter dk2tr B* | 1520 | | | | | | Yokohama | | | | *WB* | | YokohamaDockCo.Yka. | | |
| 84897 | **Titus** | | 1712 | | | | | 1930 | Akt.Ges. | Koninkl.Nederl. | 262·1 | 42·7 | 17·0 | Amstrdam | T.3Cy.18¼″,29$^{15}/_{16}$″&49$^{3}/_{16}$″– | | V |
| | | *Cruiser Stern* | 1351 | | | | | | "Neptun" | Stoomb.Maats. | | | | Dutch | 33$^{7}/_{16}$″ 140NHP | | |
| PHZS | | 2 *Dks* | 943 | | | | | | Rostock | N.V. | | | *WB* | | A.G."Neptun,"Rostock | | |
| 84898 | **Tivives** | | 4596 | | | | | 1911 | Workman, | UnitedFruitS.S. | 378·8 | 50·3 | 29·1 | NewYork | T.3Cy.27″,45″&75″–54″ | | C |
| 212565 | | *Fitted for oil fuel* | 3894 | | | | | | Clark&Co.Ld | Corporation | B160′F42′ | | | Utd.States | 412NHP | | |
| KDCD | D.F. | 2 *Dks&2pt dks* | 2590 | | | | | | Belfast | (UnitedFruitCo. | | | *WB* | | Wrkman,Clark&Co.LdBel | | |
| | *Ref.Mchy.* | Sub.Sig. | | | | | | | | *Mgrs.*) | | | | | | | |
| 84899 | **Tiyo Maru** (*ex*ChiyoMaru-38) | | 338 | | | | | 1936 | Sanoyasu | MaruiKisenK.K. | 136·0 | 23·6 | 13·0 | Kobe | Oil Engines 4S.C.SA | | |
| 42638 | | *Oil Eng.* | — | | | | | | DockGoshi | | | | | Japanese | 6Cy.11⅝″–17$^{1}/_{16}$″ 79NHP | | |
| JNPL | *Mchy.Aft* | | 229 | | | | | | Kaisha | | | | | | HanshinIronWorksKobe | | |
| | | | | | | | | | Osaka | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiels. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme auquel expire l'autre d'Appareillement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cette classe a été faite: L=Lloyd's Register. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84900 17 ICKG | **Tiziano** (*ex* Lederer Sándor) | | 1333 1026 799 | ✠ ... 9,34 ✠ | Fiu | *p* | | 1903 8mo | Grngemt'h & Greenock Dockyard Co. Greenock | "Tirrenia" Soc. Anon di Nav. | 267·4 \| 36·2 \| 22·3 255·0 \| 36·1 \| 14·3 FK | | | Fiume (Italian | T.3Cy.18½",32"&54"–36" 208NHP 2SB,6*cf*,GS108,HS3330 D.Rowan&Co.Glasgow | 16 ″ 6 | 1 † |
| | *ss* Fiu.2nd No.3–7,30 1 *Dk(Stl)* & *deep framing* & *Shelter dk(Stl)* | | | | | | | | | *Cell D Ba* 67 *u E* & *B* 52′ *f* 88′ 382 *t A* | | | | *4B H Cem PT* 15*t* | | | |
| 84901 27234 JXBB | **Tizu Maru** (*ex* Chizu Maru–38) | | 2304 1940 1389 | | | | | 1920 | Tochigi Shipyard Wakamatsu | Tochiki Shoji K.K. | 270·0 \| 40·0 \| 24·0 P16′B62′F28′ *WB* | | | Kobe Japanese | T.3Cy.18¼",30½"&57½"–42" 215NHP Tochigi Shpyd,Wakamatsu | | |
| | 1 *Dk* 2 *tr B* | | | | | | | | | | | | | | | | |
| 84902 OYZD | **Tjaldur** (P) (*ex* Baltannic, *ex* St. Thomas) Wireless D.F. | (*ex* Cpn.No.3–5,28 *ss* Cpn.No.2–37 1 *Dk(Stl)* & *Awng dk(Stl–ws)* | 1130 912 657 | ✠100A1 *Awng dk with freeboard* 5,40 BS3,39 ✠LMC4,37 | Lth | *n* | CL 5,40 | 1916 10mo | Kjöbnhvns Flydk.&Skbs. Copenhagen *Lloyd's SA&CP* | P/f Skipafelagid Föroyar | 220·3 \| 32·7 \| 17·3 F46′ *on Awng dk* B79′ FK *Cell D B*179′ 187*t F PT*31*t* | | | Thorshavn Danish | T.3Cy.17",27"&45"–30" (*s*) 200lb 166NHP 2SB,6*cf*,GS90,HS3080 Kjbnhvns Flydk.&Skbsv. | 19 ″ 9 s 6 ″ 5½ 13 ″ 5½ | |
| 84903 PKIR | **Tjibadak** E.S.D. | *ss* Sba.No.2–37 3 *Dks(Stl–Upper dk* teaks) *4th dk in No.1 hold* | 7803 6744 4801 | ✠100A1 ~~8,40~~ 8,41 ✠LMC MS3,37 BS~~7,39~~ 8,40 *Carrying Mol asses in d eep tanks aft Fitted for oil fuel* 5,29 *F.P. a bove* 1 | Sba | *b*† | CL ~~5,39~~ 5,41 | 1929 5mo *Lloyd's SA&CP* | N.V.C.Van derGiessen& Zonen'sSchps Krimpen | Java-China-Japan Lijn *'Tween dk B H at deep tank bulk* *Cell D B* 343′ 1077*t* | 433·2 \| 56·2 \| 34·0 F55′ FK *after head dispensed with D Ta* 23′ 856*t* | | | Batavia Dutch *pt Cem pt Asp* 6 *B H to U dk* 2 ,, ,, 2nd ,, *F PT* 184*t A PT* 43*t* | 2 steam turbines DR geared to 1 sc. shaft 256lb (*s*) 928NHP 4 W.T.Boilers(Spt 256lb) HS11744 FD Maats.deSchelde,Flushing | 37 ″ 0 s 9 ″ 4 28 ″ 1 | |
| 84904 PKIT | **Tjibesar** | *ss* Sba.No.3–2,36 *ss* Sba.No.1–40 2 *Dks(Stl)* & *Shelter dk(Stl)* | 10836 10308 6730 | ✠100A1 *Shelter dk with freeboard* 1,41 ~~2,40~~ ✠LMC BS~~3,39~~5,40 MS2,40 *Fitted for oil fuel* 10,22 *F.P. a bove* 1 | Sba | *f*† | CL N5,38 | 1922 10mo *Lloyd's SA&CP* | Lithgows Ld. Port Glasgow | Java-China-Japan Lijn *Cell D B* 437′ 2245*t D Ta* 31′ 1671*t* | 500·1 \| 63·7 \| 39·2 F42′ *on Shelter dk* FK *Collisio n B H to Sh dk* 7 ,, ,, *U* ,, | | | Batavia Dutch *Cem* *F PT* 269*t A PT* 48*t* | 2 steam turbines DR geared to 1 sc. shaft (*s*) 220lb 1140NHP 6SB,*18cf*,HS15336 FD D.Rowan&Co.Ld.Glasgow | 42 ″ 0 s 10 ″ 11¼ 31 ″ 4 | |
| 84905 PKIN | **Tjikandi** | *ss* Sba.No.3–10,33 *ss* Sba.No.1–37 2 *Dks(Stl)* & *Shelter dk(Stl)* | 7970 7472 4887 | ✠100A1 *Shelter dk with freeboard* 8,40 ~~2,39~~ ✠LMC MS9,37 BS~~4,39~~ 4,40 *Fitted for oil fuel* 10,21 *F.P. a bove* 1 | Ams Sba | *b*† | CL ~~8,39~~ 8,40 | 1921 10mo *Lloyd's SA&CP* | R.Duncan & Co.Ld. Pt.Glasgow | Java-China-Japan Lijn *Cell D B* 392′ 1304*t D Ta* 34′ 1455*t* | 448·7 \| 57·9 \| 34·9 F45′ *on Shelter dk* FK *Collision B H to Sh dk* 7 ,, ,, *U* ,, | | | Batavia Dutch *pt Cem* | 2 steam turbines DR geared to 1 sc. shaft (*s*) 220lb FD 935NHP 5SB,*15cf*,GS285,HS12780 D.Rowan&Co.Ld.Glasgow | 37 ″ 4 s 9 ″ 6½ 28 ″ 1 | |
| 84906 PKIL | **Tjikarang** 2 Twin Msts | *ss* Sba.No.3–9,34 *ss* Sba.No.1–39 2 *Dks(Stl)* & *Shelter dk* (*Stl*-teaks) *3rd tr B in hold* | 9505 8856 6064 | ✠100A1 *Shelter dk with freeboard* 3,41 ~~4,40~~ ~~BS4,39~~ BS5,40 ✠LMC ~~MS4,39~~ MS9,39 *Fitted for oil fuel* 1,22 *F.P. a bove* 1 *Carrying molasses in after deep tank* | Sba | *e*† | CL 8,38 | 1922 1mo *Lloyd's SA&CP* | Nederl. Schps.Maats. Amsterdam | Java-China-Japan Lijn *Cell D B* 423′ 1510*t D Ta* 25′ 940*t* | 483·5 \| 60·3 \| 37·5 F60′ *on Shelter dk* FK *M T* 28′ 1140*t F PT* 137*t A PT* 40*t* | | | Batavia Dutch *Cem* 5 *B H to Sh dk* 3 ,, ,, *U* ,, | T3Cy33½",52¾"&87½"–59½" 191lb (*s*) 1030NHP 6 Water Tube Boilers HS16638 FD Werkspoor,Amsterdam | 40 ″ 6 s 10 ″ 2¾ 30 ″ 6 | |
| 84907 PKIJ | **Tjileboet** 2 Twin Msts | *ss* Sba.2nd No.3–2,41 ~~*ss* H.Kg.No.3–2,38~~ ~~*ss* Sba.No.3–35~~ 2 *Dks(Stl U–*teaks) *3rd tr B in Nos.1 & 3 holds* | 5760 4877 3635 | ✠100A1 2,41 ~~2,40~~ 2,41 ✠LMC MS~~4,75~~ BS~~3,39~~5,40 *Fitted for oil fuel* 9,18 *F.P. above* 1 | Sba | *a*† | CL 11,38 | 1918 2mo *Lloyd's SA&CP* | Maats. Fyenoord Rotterdam A&CP | Java-China-Japan Lijn *Cell D B* 353′ 1105*t* | 420·3 \| 54·3 \| 27·5 P58′B252′F55′ pt New fore end 1928 FK *D Ta* 23′ 914*t F PT* 150° F. | | | Batavia Dutch *8 B H Cem* | T.3Cy.28½",47"&77"–48" (*r*) 180lb 544NHP 3SB,9*cf*,GS183,HS7809 FD Maats.Fyenoord,Rot. | 30 ″ 2 s 4 ″ 11 25 ″ 6 | |
| 84908 PKIC | **Tjimanoek** | *ss* Sba.2nd No.3–5,36 2 *Dks(Stl–U* teaks) & *Web frames Longitudinal framing* | 5628 4971 3511 | ✠100A1 12,39 BS~~4,39~~ 4,40 ✠LMC6,36 | Sba | *a*† | OG 8,38 | 1911 6mo *Lloyd's SA&CP* | Maats. Fyenoord Rotterdam | Java-China-Japan Lijn *Cell D Ba* *f* 180′ 1123*t D Ta* 23′ 913*t F PT* 83*t A PT* 19*t* | 420·0 \| 54·2 \| 27·5 P58′B250′F54′ 111′ *u E* & *B* 48′ FK | | | Batavia Dutch *7 B H Cem* | T.3Cy.28½",47"&77"–48" (*r*) 180lb 547NHP 3SB,9*cf*,GS181,HS7860 FD Maats.Fyenoord.Rot. | 30 ″ 0 s 4 ″ 11¾ 25 ″ 3 | |
| 84909 PKOA | **Tjinegara** D.F. | *Oil Eng.* *ss* Sba.No.2–39 3 *Dks(Stl–Weather dk* teaks) *4th dk in No.1 hold* | 9227 7411 5783 | ✠100A1 *with freeboard* ~~3,40~~ 10,40 ✠LMC CS7,39 2,39 | Sba | *d*† | CL 3,40 | 1931 1mo *Lloyd's SA&CP* | Nederl. Schps.Maats. Amsterdam | Java-China-Japan Lijn *'Tween dk B Hs above the after deep tank B H dispensed with Cell D B* 363′ 1841*t* | 440·6 \| 62·2 \| 34·4 P109′B133′F53′ FK *D Ta* 35′ 900*t F PT* 148*t A PT* 78*t* | | | Batavia Dutch *pt Cem pt Asp* 6 *B H to Wdk* 1 ,, ,, 3rd ,, | Oil Engines 2S.C.SA 8Cy.29½"–52" 1250NHP Werkspoor,Amsterdam | 38 ″ 5 s 9 ″ 10½ 29 ″ 0 | |
| 84910 PKOB | **Tjisadane** D.F. | *Oil Eng.* *ss* Sba.No.2–39 3 *Dks(Stl–Weather dk* teaks) *4th dk in No.1 hold* | 9228 7411 5780 | ✠100A1 *with freeboard* 6,40 ~~8,39~~ ✠LMC CS12,39 ~~7,38~~ 4,39 | Sba | *d*† | CL ~~1,37~~ 6,40 | 1931 7mo *Lloyd's SA&CP* | Nederl. Schps.Maats Amsterdam | Java-China-Japan Lijn *'Tween deck B Hs a bove the after deep tank B H dispensed with Cell D B* 363′ 1341*t D Ta* 35′ 900*t* | 440·6 \| 62·2 \| 34·4 P109′B133′F53′ FK *F PT* 148*t A PT* 78*t* | | | Batavia Dutch *pt Cem pt Asp* 6 *B H to W dk* 1 ,, ,, 3rd ,, | Oil Engines 2S.C.SA 8Cy.29½"–52¾" 1250NHP Werkspoor,Amsterdam | 38 ″ 5 s 9 ″ 11 29 ″ 0 | |
| 84911 PKIU | **Tjisalak** 2 Twin Masts | *ss* Sba.No.3–7,29 *ss* Sba.No.2–37 2 *Dks(Stl U–*teaks) *3tr B in Nos.1,3 & 4 holds* | 5787 4945 3614 | ✠100A1 8,40 ~~12,39~~ BS3,40 ✠LMC MS7,37 ~~BS2,39~~ *Fitted for oil fuel* 3,17 *F.P. a bove* 1 | Sba | *a*† | OG 12,39 | 1917 3mo *Lloyd's SA&CP* | Nederl. Schps.Maats. Amsterdam | Java-China-Japan Lijn *Cell D B* 358′ 1090*t* | 419·9 \| 54·2 \| 27·3 P58′B249′F54′ FK *D Ta* 24′ 902*t F PT* 104*t A PT* 25*t* | | | Batavia Dutch *7 B H pt Asp pt Cem* | T.3Cy.27$\frac{9}{16}$",45½"&74"–51$\frac{3}{16}$" 180lb (*r*) 536NHP 3SB,9*cf*,GS186,HS7842 FD Werkspoor,Amsterdam | 30 ″ 0 s 4 ″ 1½ 25 ″ 3 | |
| 84912 PKIO | **Tjisaroea** | *ss* Sba.No.3–10,37 3 *Dks(Stl–Wthr dk* teaks) *4th dk in Nos.1 & 2 holds* | 7089 6418 4394 | ✠100A1 *with freeboard* 2,41 ~~7,39~~ ✠LMC MS10,37 BS~~2,39~~2,40 *Fitted for oil fuel* 1,26 *F.P. a bove* 1 | Sba | *a*† | CL $\frac{2\cdot7}{12}$ ~~1,37~~ 4,40 | 1926 1mo *Lloyd's SA&CP* | Nederl. Schps. Maats. Amsterdam | Java-China-Japan Lijn *Cell D B* 349′ 1127*t D Ta* 23′ 870*t* | 420·5 \| 55·3 \| 34·2 F54′ FK *F PT* 160*t A PT* 43*t* | | | Batavia Dutch *8 B H Cem* (*5 to Wr dk* 3 ,, *2nd* ,, ) | 2 steam turbines DR geared to 1 sc. shaft (*s*) 220lb 4 Water Tube Blrs (Spt) FD GS ,HS11092 769NHP Werkspoor,Amsterdam | 37 ″ 0 s 9 ″ 1½ 28 ″ 1 | |
| 84913 PKQH | **Tjisondari** 2 Twin Masts (TO BE BROKEN UP) D.F. | *ss* Sba.No.3–3,27 *ss* Sba.No.2–35 3 *Dks(U Stl–*teaks) 2nd *dk(Stl)* 3 *Dks* *Butts of deck plating electrically welded Cruiser Stern* | 8039 7139 5019 ~~7,10~~ 6623 | ✠ 12,38 ✠ ✠LMC5,39 11,40 | Rot | *e*† | | 1915 4mo *Lloyd's SA&CP* | Kon. Maats deSchelde Flushing | Java-China-Japan Lijn *Cell D Ba* 162*u E* 36′ *f* 181′ 1287*t D Ta* *One 'tween dk B H dispensed with Wing tanks* 14′ 692*t* | 494·0 \| 58·4 \| 31·2 P65′B303′F60′ FK 475·6 (O.L.) P104′B147′F55′ FK *C B* 381′ 1594*t M T* 22′ 627*t F PT* 143*t A PT* 27*t* | | | Batavia Dutch *8 B H Cem* *Cem* 5 *B H to U dk* 2 ,, ,, 2nd ,, | T.3Cy.33",54"&90"–60" 918NHP 6SB,*18cf*,GS324,HS13932 FD Maats.deSchelde,Flushing *f* 24′ 1251*t F PT* 125*t A PT* 26*t* Oil Engines 2S.C.DA 6Cy.28¾"–47½" 1680NHP DB *100lb* Gbr.Stork&Co N V Hengelo | 34 ″ 0 38 ″ 6 s 10 ″ 6½ 28 ″ 1½ | |
| 84914 PKQH | **Tjitjalengka** (P) D.F. | *Oil Eng.* 3 *Dks* *Butts of deck plating electrically welded Cruiser Stern* | 10972 7877 6623 | ✠100A1 *with freeboard* ~~9,39~~ 11,40 ✠LMC5,39 | Sba | *e*† | CL | 1939 5mo *Lloyd's SA&CP* | NV Nederl. Schps.Maats. Amsterdam | Java-China-Japan Lijn | 454·9 \| 64·7 \| 34·0 475·6 (O.L.) P104′B147′F55′ FK | | | Batavia Dutch | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned / now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84915<br>3146<br>SGWM | **Tjust** (P)<br>*1 Dk & Shelter dk* | 336<br>—<br>227 | | | | | 1898 | Göteborgs M.V.Aktieb Gothenburg | TjustsNyaÅngf. Aktieb. (John Salmonsson, *Mgr.*) | 119·5 \| 22·4 \| 9·6<br>B71′H37*t*F15′ 16·3 | | | Vestervik Swedish | C.2Cy.15½″&32⅞″–17¾″ 38NHP<br>GöteborgsM.V.Gothenbrg | | |
| 84916<br>FODC | **Tlemcen** (*ex*EdouardShaki)<br>*ss*Rou.No.3–12,25<br>D.F. 1 *Dk, 2nd dk in holds only* | 4425<br>3608<br>2772 | ✠ …<br>7,26 | | | | 1912<br>8mo | Atel.&Ch. deFrance Dunkirk | LesCargos Algériens | 361·9 \| 48·8 \| 24·9<br>P39′B122′F43′ FK<br>*WB* | | | Rouen French | T.3Cy.24″,40″&66″–45″ 383NHP<br>Atel.&Ch.deFrance,Dnk. | 27 ″ 10 | V † |
| 84917<br>39204<br>JVUI | **Tōa Maru**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk & 2nd dk clear of oil tanks*<br>*Cruiser Stern*<br>*Longitudinal framing in oil tanks*<br>*Carrying Petroleum in bulk* | 10052<br>9038<br>5822 | ✠ …<br>11,38 | Kob | *f* † | | 1934<br>6mo | Kawasaki Dkyd.Co.Ld. Kobe | IinoShojiK.K.<br>*CellDBuE*100′ 462*t DTf*50′ 499*t* | 502·3 \| 65·0 \| 37·0<br>P162′B37′F36′ FK<br>*FPT*220*t APT*98*t* | | | Nakamaizuru Japanese<br>*WB* | Oil Engines 2S.C.DA 8Cy.27 $\frac{9}{16}$″–47¼″ 2115NHP<br>12*BHpt Cem*<br>KawasakiDkydCoLdKobe | 37 ″ 1 | |
| 84918<br>45791<br>JPOM | —<br>*Oil Eng.*<br>D.F. GyC. 2 *Dks*<br>*Cruiser Stern* | 6732<br>—<br>3930 | | | | | 1939 | Kawaminami Kogyo K.K. Nagasaki | OsakaSyosenK.K. | 446·2 \| 58·1 \| 32·8<br>P25′B177′F40′ | | | Osaka Japanese<br>*WB* | Oil Engines 2S.C.SA 7Cy.28⅜″–49 $\frac{3}{16}$″ 982NHP<br>SulzerBros.Ld.Winterthur | | C |
| 84919<br>YVAT | **Toas**<br>*ss*NYk.No.3–5,38<br>*Mchy. Aft* 1 *Dk (Stl) & Web frames*<br>*Longitudinal framing* | 2034<br>1580<br>1139 | ✠100A1<br>7,40 ~~5,38~~<br>~~BS3,39~~ ✠LMC5,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* | NYk<br>BS7,40<br>7,40<br>*Lloyd's SA & CP above* 150° F. | *s*<br>CL<br>~~5,38~~<br>*in* 26 | | 1926<br>5mo | Palmers' Co.Ld. Newcastle | MeneGrandeOilCo. C.A.<br>*CellDBuE* | 280·4 \| 47·3 \| 16·2<br>P69′B22′F31′ FK<br>*& B43′93t FPT*176*t* | Maracaibo Venezuelan<br>10*BHpt Cem*<br>*APT*63*t* | T.3Cy.19¼″,30″&49″–36″ (*s*) 180lb 192NHP<br>2SB,*4cf*, HS3452<br>MacColl&Pollock,Ld.Sld. | 16 ″ 6<br>s 2 ″ 1⅜<br>14 ″ 6⅜ | |
| 84920<br>PKHM | **Toba**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk & Shade dk* | 983<br>629<br>684 | | | | | 1930 | N.V.C.Van derGiessen& Zonen'sSchps Krimpen | Koninkl.Paketv. Maats. | 203·3 \| 34·2 \| 11·6<br>B49′F36′ | | | Batavia Dutch | Oil Engines 2S.C.SA 7Cy.14 $\frac{7}{16}$″–18⅛″ 247NHP<br>SulzerBros.Winterthur | | V |
| 84921<br>19284<br>JPFD | **Toba Maru** Twin Sc<br>*ss*Osa.No.3–9,29<br>*ss*Kob.No.2–38<br>2 *Dks (Stl)* | 6995<br>6447<br>4283 | ✠100A1<br>11,40 ~~10,39~~<br>BS~~40,39~~ 11,40 ✠LMC9,38 | Yka<br>Kob | *b* †<br>CL<br>9,38 | | 1916<br>8mo | Kawasaki Dkyd.Co.Ld. Kobe | NipponYusenK.K.<br>*CellDB*375′1192*t* | 445·0 \| 58·0 \| 34·0<br>P34′B138′F37′ FK<br>*DTa*42′ 1312*t FPT* | Tokyo Japanese<br>7*BHCem*<br>55*t APT*60*t* | T.6Cy.21 $\frac{9}{16}$″,33⅝″&56″–48″ 200lb (*s*) 628NHP<br>4SB(Spt),*12cf*, GS220, HS9108<br>KawasakiDkydCoLdKobe | 34 ″ 0<br>s 7 ″ 9<br>26 ″ 5 | |
| 121<br>40. 84922<br>191<br>YLDM | **Tobago** (*ex*Latava–37, *ex*Sundmar–33, *ex*Erica, *ex*Vinga)<br>1 *Dk* | 774<br>568<br>430 | | | | | 1900 | Lindholmens V.A. Gothenburg | G.H.Tiemert (G.H.Tiemert&Co. *Mgrs.*) | 191·0 \| 30·6 \| 12·3<br>Q94′B18′H39*t*F21′ | | | Liepaja Latvian<br>*WB* | T.3Cy.14½″,24″&40″–27″ 93NHP<br>Lindholmens V.A.Got. | | V |
| 84923<br>VSJB | —<br>**Twin Sc**<br>1 *Dk (Teak)*<br>*Cruiser Stern*<br>*Fitted for oil fuel* | 537<br>347<br>218 | ✠ …<br>3,35 | Sou | | | 1930<br>12mo | J.I.Thornycroft&Co.Ld. Southampton | Government of Trinidad<br>*CellDBf*53′55*t FPT* | 150·5 \| 29·1 \| 11·3<br>F29′ FK<br>5*BHpt Cem pt Asp*<br>7*t APT*25*t* | Pt of Spain British<br>J.I.Thornycroft&Co.Ld. Sou. | C.4Cy.10½″&21″–15″ 69NHP<br>1SB,*2cf*, GS35, HS1309 | 12 ″ 0 | |
| 84924<br>PKHI | **Tobelo**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk & Shade dk* | 983<br>629<br>684 | | | | | 1929 | N.V.C.Van derGiessen& Zonen'sSchps Krimpen | Koninkl.Paketv. Maats. | 203·3 \| 34·2 \| 11·6<br>B49′F36′ | | | Batavia Dutch | Oil Engines 2S.C.SA 7Cy.14 $\frac{7}{16}$″–18⅛″ 247NHP<br>SulzerBros.Winterthur | | V |
| 84925<br>PKGV | **Toboali**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | 984<br>629<br>662 | | | | | 1929 | WerftGusto Firma A.F. Smulders Schiedam | Koninkl.Paketv. Maats. | 203·2 \| 34·1 \| 11·5<br>B49′F37′ | | | Batavia Dutch<br>*WB* | Oil Engines 4S.C.SA 8Cy.13 $\frac{7}{16}$″–21⅝″ 143NHP<br>Maschfbk.Augsburg-Nürnberg,Augsburg | | V |
| 84926<br>UOYW | **Tobol** (*ex*Manordilo–34, *ex*Anni, *ex*Rostock)<br>*ss*Gms.No.3–6,23<br>*ss*Brs.No.2–31<br>*Well deck* 1 *Dk (Stl)*<br>*Cantilever framed topside tanks* | 2758<br>1952<br>1539 | … <br>8,35 | Sws | *t* | | 1911 | Flensburger Schiffsb.Ges. Flensburg | U.S.S.R.<br>*Intermediate BH in fore*<br>*CellDB*256′670*t Topside T* | 297·6 \| 43·7 \| 18·6<br>Q123′B110′F29′ FK<br>*hold dispensed with*<br>*anks* 202′ 332*t FPT* | Leningrad Russian<br>*Cem*<br>4*BHonly*<br>75*t APT*60*t* | T.3Cy.21½″,35½″&58⅛″–37⅝″ 287NHP<br>2SB,*6cf*, GS100, HS4009<br>FlensburgerSchiffsb.Ges. | 20 ″ 9 | |
| 84927<br>UOHZ | **Tobolsk** (P)<br>3 *Dks* | 2663<br>2575<br>1533 | | | | | 1912 | NevskyS.B &Mch.Works Leningrad | U.S.S.R. | 286·1 \| 40·7 \| 26·6<br>B95′ | | | Vladvostk Russian<br>*WB* | T.3Cy.20″,32″&52″–39″ 169NHP<br>NevskyS.B.&Mch.Works | | |
| 84928<br>279<br>ICJF | **Todaro** (*ex*LotteLeonhardt–35, *ex*JulesCambon, *ex*Bayway, *ex*Mohawk)<br>*ss*Rou.No.3–1,26<br>*ss*Phl.No.2–34<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>D.F. *Longitudinal framing*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* | 5162<br>4515<br>3042 | ✠ …<br>4,36 | Ham | *y* | | 1913<br>3mo | Howaldtswerke Kiel | Compagnia Italiana Marittima<br>*CellDBuE & B74′2 DTf*31′480*t* | 398·8 \| 52·4 \| 28·5<br>385·8<br>P115′B22′F37′ FK<br>21*t* (<br>*FPT*169*t APT*66*t* | Venice Italian<br>13*BHCem*<br>10 *to Upr dk*<br>3 „ 2*nd* „ ) | Q4Cy19½″,28″,41″&59″–41⅜″ 320NHP<br>2SB,*6cf*, GS100, HS4512<br>Howaldtswerke,Kiel | 28 ″ 8 | I † |
| 84929<br>45671<br>JXHM | **Tōei Maru**<br>*Oil Eng.*<br>D.F. E.S.D. *Cruiser Stern*<br>*Mchy. Aft* *Carrying Petroleum in bulk*<br>GyC. *Longitudinal framing* | 10023<br>8800<br>5820 | | | | | 1938 | Kawasaki Dkyd.Co.Ld. Kobe | NittoKōgyōKisen K.K. | 503·3 \| 65·0 \| 37·1<br>P180′B43′F38′ | | | Tokyo Japanese<br>*WB* | Oil Engines 2S.C.DA 8Cy.28⅜″–47½″ 2250NHP<br>KawasakiDkydCoLdKobe | | C |
| 84930<br>43205<br>JNWL | **Toei Maru** (*ex*ToyeiMaru–38)<br>2 *Dks* | 4004<br>2318 | | | | | 1937 | Kawasaki Dkyd.Co.Ld. Kobe | YamamotoKisen K.K. | 353·6 \| 50·0 \| 27·6<br>P31′B103′F31′ | | | Osaka Japanese<br>*WB* | 2 steam turbines DR geared to 1 screw shaft<br>KawasakiDkydCoLd Kobe | | C |
| 84931<br>31176<br>JEPB | —<br>(*ex*ToyeiMaru–38, *ex*Moira)<br>1 *Dk (Stl) & Spar dk (Stl) & Web frames* | 2324<br>2107<br>1399 | ✠ …<br>6,01 | Dmb | | | 1901<br>6mo | W.Denny &Bros. Dumbarton | OginoKaisho K.K.<br>*CellDBa*98′*uE &* | 301·0 \| 42·2 \| 13·2<br>B64′F33′ 21·1<br>FK<br>*B40′f*127′451*t FPT* | Fushiki Japanese<br>6*BHCem*<br>61*t APT*21*t* | T.3Cy.20″,32″&51″–42″ 224NHP<br>2SB,*4cf*, GS74, HS3290<br>Denny&Co.Dumbarton | 23 ″ 6 | C † |
| 84932<br>22886<br>JFLI | —<br>(*ex*ToyeiMaru–38) Wood<br>1 *Dk* | 626<br>580<br>377 | | | | | 1918 | Tokio Zosensho Tokyo | TokyoSyosenK.K. | 175·9 \| 28·9 \| 17·2 | | | Shinagawa Japanese | C.2Cy.18½″&37″–20″ 51NHP<br>TsukishimaKikao,Tokyo | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenant. expiré. Lettre d'Equipement | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Engineers who visit, and if not classed by L. R., Degree, Clerk, R.C.T.S. etc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84933 | **Toen Maru** (*ex*Aungban-38) | 3 Mst | 5232 | ✠ 10,36 | Cal | *x* | | 1917 | Palmers' Co.Ld. Newcastle | OkadaGumiK.K. | 350·4 \| 50·1 \| 34·5 | Osaka Japanese | T.3Cy.25″,41″&67″–45″ 446NHP | 34 ″ 6 | |
| 44350 | *ss*Cal.No.3–5,29 | | — | | | | | 2mo | | | | | | | |
| JZPL | *Mchy.Aft* *ss*Cal.No.1–32 | | 3579 | ✠ | | | | | | *CellDBuB36′55t* | F52′ FK | 15 *BHptCem* | 2SB&1AuxSB,*8cf*, | | |
| | 2 *Dks(Stl)&Web frames* | | | | | | | | | *DTf39′282t* | *FPT238t APT66t* | 10 ,, *to Udk* | HS6812 | | |
| | *Longitudinal framing* | | | | | | | | | | | 5 ,, ,, *2nd* ,, | )Palmers'Co.Ld.Newcastle | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | |
| | *Fitted for oil fuel* | | | | | | | | | | | | | | |
| 84934 | **Toerist** (*ex*Save,*ex*Heerenveen) | | 316 | | | | | 1912 | ..... Amsterdam | E.Wagenborg | 171·6 \| 22·5 \| 8·5 | Delfzijl Dutch | T.3Cy.10½″,16½″&27″–20″ 33NHP | | |
| | 1 *Dk* | | 179 | | | | | | | | | | Verschure&Co.Amsterdam | | |
| 84935 | **Togian** | | 979 | | | | | 1930 | N.V.Werf. Gusto Schiedam | Koninkl.Paketv. Maats. | 203·2 \| 34·1 \| 11·5 | Batavia Dutch | Oil Engines 4S.C.SA | | V |
| | *Oil Eng.* | | — | | | | | | | | B49′F36′ | *WB* | 8Cy.13$\frac{5}{8}$″–19$\frac{1}{8}$″ 144NHP | | |
| PJGX | *Mchy.Aft* 1 *Dk&Shade dk* | | 673 | | | | | | | | | | Maschfbk.Augsburg-Nürnberg,Augsburg | | |
| 84936 | **Togo** | | 5042 | | | | | 1938 | Bremer Vulkan Vegesack | WoermannLinie A.G. | 418·2 \| 58·7 \| 21·3 | Hamburg German | Oil Engines 2S.C.DA | | G |
| | *Oil Eng.* | | 3966 | | | | | | | | F34′ | *WB* | 8Cy.23$\frac{3}{4}$″–43$\frac{5}{8}$″ 1556NHP | | |
| DJXJ | D.F. 2 *Dks* | | 2844 | | | | | | | | | | BremerVulkan,Vegesack | | |
| | *CruiserStern* | | | | | | | | | | | | | | |
| 84937 | **Togo Maru** (*ex*Breiva–39, | | 2514 | ✠ ... | | | | 1920 | ToledoS.B. Co. Toledo,O. | TokoSyoziK.K. | 251·1 \| 43·8 \| 26·0 | Osaka Japanese | T.3Cy.22″,36″&59″–42″ 315NHP | 28 ″ 2 | C |
| 45502 | *ex*Santa Veronica–37) *Fitted for oil fuel* | | 2254 | 4,33 | | | | 10mo | | | P25′B64′F23′ FK | *WB* | ToledoS.B.Co.Toledo,O. | | † |
| JZMM | *ss*Bal.No.2–29 1 *Dk2trB* | | 1508 | ✠ | | | | | | | | | | | |
| 84938 | — Ⓟ | | 303 | | | | | 1923 | Yendo Hidekichi Osaka | KanemoriSyosen K.K. | 125·5 \| 22·0 \| 13·0 | Tokyo Japanese | T.3Cy.10″,16½″&27½″–20″ 34NHP | | |
| 29072 | | | 255 | | | | | | | | | | | | |
| JEHI | 1 *Dk* | | 174 | | | | | | | | | | | | |
| 84939 | **Togston** | | 1547 | ✠100A1 | Shl | *p* | CL | 1924 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Broomhill Steamships,Ld. | 245·4 \| 38·6 \| 15·5 | Newcastle British | T.3Cy.17½″,29″&48″–33″ (*s*) 180lb 166NHP | 17 ″ 6 s 5 ″ 5½ 16 ″ 5½ | |
| 148071 | *ss*Shl.No.3–1,37 | | 1140 | 4,40 | | | 4,40 | 6mo | | | Q183′F24′ FK | 4 *BHptCem* | 2SB,*4cf*,GS80,HS2870 | | |
| MLXD | *Well deck* 1 *Dk(Stl)* | | 898 | ✠LMC | | | | | | *CellDB175′451t* | | | N.E.MarineEngCoLd.Nwc | | |
| | Wireless *Cargo battens not fitted* | | | MS1,37 BS4,40 | | | | *Lloyd's SA&CP* | | *DTs at sides of tun* | *nel 34′ 192t FPT59t* | *APT85t* | | | |
| 84940 | **Tohiti** | | 982 | | | | | 1929 | N.V.C.Van derGiessen& Zonen'sSchps Krimpen | Koninkl.Paketv. Maats. | 203·3 \| 34·1 \| 11·6 | Batavia Dutch | Oil Engines 2S.C.SA | | V |
| | *Oil Eng.* | | 629 | | | | | | | | B49′F36′ | | 7Cy.14$\frac{5}{8}$″–18½″ 247NHP | | |
| PKHE | *Mchy.Aft* 1 *Dk&Shade dk* | | 684 | | | | | | | | | | SulzerBros.Winterthur | | |
| 84941 | **Toho Maru** | | 9987 | | | | | 1936 | Kawasaki Dkyd.Co.Ld. Kobe | IinoShojiK.K. | 500·0 \| 65·0 \| 37·0 | Naka-maizura Japanese | Oil Engines 2S.C.DA | | C |
| 42393 | *Carrying Petroleum in bulk* *Oil Eng.* | | — | | | | | | | | P162′B39′F37′ | | 8Cy.27$\frac{5}{8}$″–47½″ 2115NHP | | |
| JGYL | *Mchy.Aft* *CruiserStern* 1 *Dk* | | 5885 | | | | | | | | | | KawasakiDkyd CoLdKobe | | |
| | D.F. GyC. *Longitudinal framing* | | | | | | | | | | | | | | |
| 84942 | — | | 4717 | ✠ ... | Kob | *y* | | 1918 | Russell& Co. PortGlasgow | DairenKisenK.K. | 385·0 \| 52·0 \| 26·5 | Dairen Japanese | T.3Cy.26″,43″&72″–48″ 500NHP | 29 ″ 0 | |
| 175 | (*ex*TohkohMaru, | *ss*Drn.No.3–7,30 | 4266 | 1,38 | | | | 1mo | | | P34′B111′F47′ FK | 6 *BHCem* | 3SB.*9cf*,GS162,HS7378 | | |
| JPYC | *ex*Ernemore, | *ss*Kob.No.1–34 | 2930 | ✠ | | | | | | *CellDB334′1029t* | | *APT20t* | Rankin&BlackmoreLdGrk | | |
| | *ex*Ardgay) | 2 *Dks(Stl)* | | | | | | | | | | | | | |
| 84943 | — | | 4092 | | | | | 1938 | Kawasaki Dkyd.Co.Ld. Kobe | TohoKisenK.K. | 354·4 \| 50·0 \| 27·6 | Kobe Japanese | 2 D Rgeared steam turbines 500NHP | | C |
| 44348 | 2 *Dks* | | — | | | | | | | | | | KawasakiDkydCoLdKobe | | |
| JYTL | *Cruiser Stern* | | 2435 | | | | | | | | | | | | |
| 84944 | — | | 332 | | | | | 1916 | ..... Tono | FuzimuraTokuzi | 122·7 \| 26·0 \| 13·5 | Hakodate Japanese | OilEngines | | |
| 43306 | *Oil Eng.* | | — | | | | | | | | | | | | |
| JPTJ | | | 189 | | | | | | | | | | | | |
| 84945 | **Tohuku Maru** | | 5857 | ✠ ... 7,40 | Osa | *y* | OG | 1919 | Kawasaki Dkyd.Co.Ld. Kobe | DaikoSyosenK.K. | 385·0 \| 51·0 \| 36·0 | Moto Japanese | T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 436NHP | 36 ″ 0 ~~s 0 ″ 1½~~ ~~27 ″ 1~~ | |
| 24076 | (*ex*TofukuMaru–38) *ss*Nag.No.3–1,32 | | 5586 | *Awng dk* | | | 11,38 | 1mo | | | FK | *Cem* | 2SB&1AuxSB.*8cf*,GS154, | | |
| JDDD | *ss*Kob.No.1–36 | | 4259 | *with freeboard* | | | | | | *Collision BH to Awng dk* | | 5 *BH to U dk* | HS5636 FD | | |
| | 2 *Dks(Stl)&Awng dk(Stl)* | | | ~~✠LMC11,38~~ | | | | | | *CellDB334′1118t FPT* | | 126t *APT93t* | KawasakiDkydCoLd.Kobe | | |
| 84946 | **Tokai Maru** Ⓟ | TwinSc | 8360 | ✠100A1 | Nag | *d*† | CL | 1930 | Mitsubishi Zosen Kaisha Ld. Nagasaki | OsakaSyosenK.K. | 446·0 \| 60·5 \| 40·7 | Osaka Japanese | Oil Engines 2S.C.SA | 40 ″ 9 s 13 ″ 0¼ 28 ″ 2 | |
| 36099 | | *OilEng.* | 7812 | *with freeboard* | Kob | | 6,39 | 8mo | | | | 8 *BHptCem* | 12Cy.26¾″–47½″ 1495NHP | | |
| JJJC | | *ss*Kob.No.3–7,36 | ~~5048~~ | ~~7,40 6,80~~ 7,80 | | | | | | | F40′ FK | (*Coll to Wdk* | DB *100lb* | | |
| | *Ref.Mchy* | 3 *Dks(Stl)* | 5038 | ~~✠LMC CS7,46~~ | | | | | | | | 7 ,, *2nd* ,,) | MitsubishiZosenKaishaLd. | | |
| | GyC. | *CruiserStern* | | ~~DBS 7,40~~ 6,39 | | | | | | *CellDB373′1295t* | | *Tanks in way of tu* | | | |
| | | *ss*Kob.No.1–40 | | ~~✠Lloyd'sRMC 7,40~~ | | | | *Lloyd'sSA&CP* | | *nnels978t MTs36′1185t FPT96t APT89t* | | | | | |
| | | | | 11,40 | | | | | | | | | | | |
| | | | | *Fitted for carrying oil* 8,30 *F.P. above 150° F. in deep tanks* | | | | | | | | | | | |
| 84947 | — | | 3099 | ✠ ... | | | | 1905 | Grngem'th &Greenock DockyardCo. Greenock | TaitoKisenGoshi Kaisha | 330·6 \| 48·0 \| 22·0 | Hutyu Japanese | T.3Cy.23″,40″&65″–42″ 283NHP | 24 ″ 5 | C |
| 29817 | (*ex*Alstern, | *ss*N.Yk.No.3–6,18 | 2877 | 5,24 | | | | 5mo | | | P27′B96′F34′ FK | *WB* | J.G.Kincaid&Co.Greenock | | † |
| JPSA | *ex*Belos,*ex*Gretavale) *ss*Got.No.1–22 | | 2280 | ✠ | | | | | | | | | | | |
| | 1 *Dk&deep framing* | | | | | | | | | | | | | | |
| 84948 | — | | 300 | | | | | 1939 | Nakata Zosensho Osaka | HidakaAkio | 130·0 \| 24·0 \| 11·5 | Japanese | OilEngines4S.C.SA | | |
| | *Oil Eng.* | | | | | | | | | | | | 6Cy.9$\frac{1}{8}$″–14$\frac{1}{8}$″ 56NHP | | |
| | Wireless *Mchy.Aft* *CruiserStern* | | | | | | | | | | | | KobeHatsudokiK.K. | | |
| 84949 | **Tokati Maru** | | 1932 | | | | | 1939 | Tsurumi SeitetsuZosen K.K. Yokohama | HokkaidoTanko KisenK.K. | 278·2 \| 40·0 \| 21·3 | Tokyo Japanese | T.3Cy.20$\frac{1}{16}$″,33½″&56½″– 39″ HS4259 263NHP | | C |
| 45686 | | | 1650 | | | | | | | | P36′B72′F30′ | *WB* | TsurumiSeitetsuZosen K.K.Yka. | | |
| JZTM | D.F. | | 1079 | | | | | | | | | | | | |
| | *CruiserStern* | | | | | | | | | | | | | | |
| 84950 | **Tokihime Maru** | | 741 | | | | | 1935 | Mukaijima Dock Co. Onomichi | HamaneKisenK.K. | 180·0 \| 30·0 \| 15·0 | Kobe Japanese | T.3Cy.13½″,22″&36″–27″ 67NHP | | |
| 41051 | | | — | | | | | | | | | *WB* | YokohamaDockCoLd.Yka | | |
| JGTJ | | | 371 | | | | | | | | | | | | |
| 84951 | **Tokiwa Maru** | TwinSc | 6972 | ✠ ... | Osa | *b*† | | 1916 | MitsuBishi Dkyd&EWks Nagasaki | KaburagiKisen K.K. | 445·0 \| 58·0 \| 34·0 | Tokyo Japanese | 4SteamTurbinesSR geared to 2 Sc.Shafts 816NHP | 34 ″ 0 | |
| 19285 | | *ss*Osa.No.3–9,27 | 6469 | 4,40 | | | | 7mo | | | P35′B138′F35′ FK | 7 *BHCem* | HS8903 | | |
| JYWD | | *ss*Kob.No.2–35 | 4281 | ✠ | | | | | | *CellDB386′1332t* | *DTa42′ 1248t FPT* | 58t *APT61t* | 4SB(Spt),*12cf*,GS225, | | |
| | | 2 *Dks(Stl)* | | | | | | | | | | | MitsuBishiD.&E.Wks Nag | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter | 7* Date when tail shaft last exam. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers & Class. if not in L.R. Date of Fl. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84952 22962 JLQB | **Tokiwa Maru** Wireless | 1*Dk* | 1204 970 705 | | | | | 1918 | Ono Seikichi Osaka | ShimataniKisen K.K. | 220·1 | 32·0 | 18·0 *WB* | Kobe Japanese | T.3Cy.14½″,24⅛″&40″–30″ 88NHP OnoSeikichi,Osaka | | |
| 84953 29320 JOCA | **Tokiwa Maru No. 1** Ⓟ Wireless | 1*Dk* | 885 666 524 | | | | | 1923 | Yokohama DockCo.Ld. Yokohama | FujiyamaKaiun K.K. | 190·0 Q128′F29′ | 31·0 | 16·0 *WB* | Otaru Japanese | T.3Cy.15″,25″&42″–30″ 97NHP YokohamaDckCo.Ld.Yka. | | |
| 84954 44139 JYWL | **Tokiwasan Maru** | | 1805 — 982 | | | | | 1937 | Tama Zosensho,Ld. Tama | MitsuiBussan Kaisha,Ld. | 264·5 P25′B65′F25′ | 38·0 | 20·0 *WB* | Kobe Japanese | T.3Cy.15¾″,24 7/16″&44⅛″–31½″&exhaust turbine driving steam compressor 110NHP TamaZosenjo,Ld.Tama | | |
| 84955 240 JGCB | **Toko Maru** (*ex*KiaLee,*ex*HwahTing, *ex*DeikeRickmers) 2*Dks* | | 4168 3866 3082 | | | | | 1908 | Rickmers Akt.Ges. Bremerhaven | DairenKisenK.K. | 367·2 B91′F44′ | 47·5 | 30·0 *WB* | Dairen Japanese | T.3Cy.23¼″,38 5/16″&62″–43½″ 253NHP OttenserMasch.Ottensen | | |
| 84956 44855 JXAM | **Tōkō Maru** *OilEng.* *CruiserStern* | | 722 — 528 | | | | | 1938 | Nakata Zosen-syo Ld. Osaka | SankoKisenK.K. | 170·0 | 28·5 | 15·3 | Amagasaki Japanese | Oil Engines 4S.C.SA 6Cy.13″–19 1/16″ 98NHP HanshinIronWks Ld.Kobe | | |
| 84957 40301 JCEK | **Tokuho Maru No. 10** *OilEng* | | 353 — 250 | | | | | 1935 | Ishihara Masaichi Shimonoseki | Motoyama Shokai K.K. | 125·0 | 24·0 | 11·5 | Ube Japanese | Oil Engines | | |
| 84958 16519 JTQD | **Tokusima Maru** Ⓟ (*ex*TokushimaMaru–38) *ss*Yka.No.1–17 2*Dks* | | 5976 5454 3703 | ✠ ... 11,21 ✠ | | | | 1913 9mo | Russell& Co. PortGlasgow | NipponYusenK.K. | 423·0 P38′B123′F47′ | 56·0 | 28·7 FK | Tokyo Japanese | T.3Cy.27″,44″&73″–48″ 555NHP Rankin&Blackmore,Grk. | 31 ″ 4 | C † |
| 84959 39915 JYEH | — Ⓟ *OilEng.* 2*Dks* | | 407 — 215 | | | | | 1934 | Mitsubishi Jukogyo Kaisha,Ld. Kobe | SetsuyoSyosen K.K. | 150·9 F31′ | 25·6 | 11·5 *WB* | Osaka Japanese | Oil Engines 4S.C.SA 6Cy.15¾″–24 7/16″ 144NHP MitsubishiJukogyo Kaisha,Ld.Kobe | | |
| 84960 29041 JFBD | **Tokuzyu Maru** Ⓟ **TwinSc** *CruiserStern* 2*Dks4trB* | | 3638 2943 1404 | | | | | 1922 | Mitsubishi ZosenKaisha, Ld. Kobe | Government of Japan(Dept. of Railways) | 360·0 F52′ | 46·0 | 28·0 *WB* | Tokyo Japanese | 4SteamTurbinesSRgeared to 2 Sc. Shafts MitsubishiZosenKaisha,Ld | | |
| 84961 41929 JPVK | **Tokyo Maru** *ss*TamaNo.1–40 *OilEng.* D.F. *Ref.Mchy.* 2*Dks*,3*rd dk except CruiserStern in aftermost hold* | | 6486 5831 3864 | ✠100A1 *withfreeboard* 11,10 ~~11,40~~ ✠LMC CS11.40 DBS11.40 11.40 ✠Lloyd'sRMC11,40 | Tama | *b*† | CL 11,38 | 1936 8mo | Mitsui Bussan Kaisha,Ld. Tama | SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*) *CellDB327′939t Lloyd'sAS&CP* | 424·7 F39′ *Tanks in way* | 57·4 FK | 36·1 *of tunnel 83t FPT* | Osaka Japanese *8BH* DB*100lb* *10tAPT14t* | Oil Engines 2S.C.DA 6Cy.24 7/16″–55½″ 1231NHP Mitsui BussanKaisha,Ld. Tama | 36 ″ 1 s10 ″10 25 ″ 4½ | 2/3 |
| 84962 44255 JWXL | — *OilEng.* *Cruiser Stern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk* | | 903 — 574 | | | | | 1937 | Matsuo Zosen-sho Nagasaki | NarimiyaKisen K.K. | 198·0 P57′F22′ | 30·0 | 16·0 *WB* | Tokyo Japanese | Oil Engines 4S.C.SA 6Cy.16 9/16″–24 7/16″ 164NHP HanshinIronWorks,Kobe | | |
| 84963 115633 | **Tolchester** Ⓟ **IronPad** (*ex*Bombay–33,*ex*St.Johns) 1*Dk* | | 1098 — 667 | | | | | 1878 | Harlan& Hollings-worthCo. Wlmgtn,Del. | TolchesterLines | 250·0 | 38·0 | 12·5 | Baltimore Utd.States | 1Cy.66″–144″ 402NHP | | |
| 84964 LDCE | **Toledo** *OilEng.* D.F. *ss*Got.No.3–7,38 2*Dks*(*Stl*) | | 4563 4116 2790 | ✠100A1 5,40 ~~2,30~~ ✠LMC CS7,38 DBS ~~4,30~~ 5,40 1,37 *Carrying oil fuel F.P. above* 150° F. | NYk | *x* | OG 2,39 | 1926 7mo | Odense Staalskibs. Odense *Lloyd'sAS&CP* *CellDB332′1062t Tanks at side and forward deep tank* | Wilh.Wilhelmsen | 376·2 P32′B107′F36′ *s of tunnel 120t DTf* | 52·5 FK | 27·1 *BHptCem* ,, *to 2nd dk* 30′820t*FPT* | Tönsberg Norwegian DB*90lb* Akt.Burmeistr&Wain,Cpn 57t*APT33t* | Oil Engines 4S.C.SA 6Cy.29½″–59 1/16″ 493NHP | 29 ″ 5 s 5 ″ 4⅜ 24 ″ 2½ | |
| 84965 152004 | **Tolga** (*ex*SirT.HughBell, *ex*Dorlonco) *Mchy.Aft* | 1*Dk* | 418 316 160 | ✠ ... 8,31 ✠ | | | | 1925 4mo | N.S.W. Govt.Dkyd. Newcastle, N.S.W. | TheAdelaideS.S. Co.Ld. | 147·0 F20′ | 26·6 | 9·2 FK *WB* | Melbourne British | T.3Cy.14″,23″&39″–21″ 84RHP N.S.W.Govt.Dkyd. | 11 ″ 0 | |
| 84966 6709 SKCA | **Tolken** *ss*Got.No.3–7,35 *ss*Got.No.1–38 D.F. 1*Dk*(*Stl*)*&Shelter dk* (*Stl–ptws*) | | *4471* *4039* *2722* | ✠100A1 *Shelter dk withfreeboard* ~~5,30~~ 5,30 10,40 ~~B80.~~ B39,40 ~~B80.~~ ✠LMC8,38 *Fitted for oil fuel* 3,22 | Shl ~~FNt~~ Bal | *y* | OG 8,38 *F.P. a* | 1922 3mo | Akt.Lind-holmen-Motala Gothenburg *Lloyd'sAS&CP* 50° F. | Rederi A/B Wallenco (O. Wallenius,*Mgr.*) | 377·8 394·8(O.L.) F38′*onShelter dk* *ptCem* *CellDB* | 54·1 FK *Collision* 261′1145t*APT86t* | 24·4 *nBHtoSh dk* 5 ,, ,, *U* ,, | Stockholm ~~Gothenburg~~ Swedish | T.3Cy.27″,44¾″&72″–48″ 185lb (*s*) 450NHP 3SB(Spt),*9cf*,GS144, HS6150 FD Akt.Lindholmen-Motala | 27 ″ 0 s 2 ″11⅜ 24 ″ 2½ | |
| 84966* LHPK | **Tolla** (*ex*TollaII–34,*ex*Tolla) 1*Dk* *Mchy.Aft.* | *Wood* *OilEng.* | 324 268 218 | | | | | 1919 | Havstad Baat&Træ-skibsbyggeri Arendal | G.Seeberg | 125·7 Q34′ | 27·3 | 12·5 | Bergen Norwegian | Oil Engines 2S.C.SA 4Cy.16½″–18 7/16″ 192NHP *Emade19refitted37* J.&C.G.Bolinders,Skm. | | N |
| 84967 228203 WHDR | **Toloa** Ⓟ **TwinSc** *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks*&2*pt dks* | | 6494 5134 3616 | | | | | 1917 | Workman, Clark&Co.Ld Belfast | UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*) | 425·4 P38′B243′F50′ | 54·3 | 29·9 *WB* | NewYork Utd.States | T.6Cy.23½″,39½″&67″–48″ 622NHP Wrkman,Clark&Co.LdBel | | C |
| 84968 220353 | **Tolosa** *Fitted for oil fuel* Sub.Sig. 2*Dks* | | 5527 4985 3965 | | | | | 1920 | Atlantic Corp. Portsmouth, N.H. | UnitedStates Maritime Commission | 410·5 P44′B115′F47′ | 54·2 | 27·0 *WB* | Portsmth, N.H. Utd.States | T.3Cy.24½″,41½″&72″–48″ 359NHP AtlanticCorp. Portsmouth,N.H. | | R |
| *New "Empire Dora 1o," see No. 87980 in Supplement* | | | | | | | | | | | | | | | | | |
| 84969 LDNM | — 1*Dk* | | 1974 1734 1177 | | | | | 1930 | Smith's DockCo.Ld. Middlesbro' | Dampskintsk. Garonne(Fearnley &Eger,*Mgrs.*) | 270·7 P58t*H89t* | 43·0 *WB* | 18·7 | Oslo Norwegian | T.3Cy.20½″,33″&54″–39″ 182NHP Smith'sDockCo.Ld.Mdb. | | N |
| 84970 129200 MDNQ | **Tolsta Head** (*ex*Seaford–35) *ss*Lth.2ndNo.3–2,37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* | | 673 458 349 | ✠100A1 6,40 ~~5,30~~ 5,30 BS5,30 ~~6,40~~ ✠LMC2,37 | Lth Hul | *i* | CL ~~4,30~~ 5,40 | 1911 5mo | W.Dobson &Co. Newcastle *Lloyd'sAS&CP* | A.F.Henry& MacGregor,Ld. *CellDB* | 164·5 169·3(O.L.) Q94′B9′F23 *uE22′f95′168t FPT* | 30·0 FK | 12·1 | Leith British 3*BHCem* 81t*APT20t* | T.3Cy.15½″,25″&41″–30″ (*s*) 180lb 113NHP 1SB,*3pf*,GS51,HS1910 N.E.MarineEng.CoLdNwc | 14 ″ 0 s 4 ″ 6 13 ″ 8 | |
| 84971 HRCA | **Toltec** (*ex*KnudRasmussen–40, *ex*Toltec–38) 2*Dks*(*Stl–Weather dk* teaks) *Ref.Mchy.* 3*rd*&4*th dks*(*Stl*) *in holds* | | 5399 4708 3086 | ✠100A1 *withfreeboard* ~~3,30~~ 3,40 2,41 ~~BS3,40~~ BS3,40 ~~BS3,30~~ ✠LMC10,36 *Fitted for oil fuel* 2,29 | SFo | *z* | CL ~~3,30~~ N2,41 *F.P. a* | 1929 2mo | Barclay, Curle&Co.Ld. Glasgow *Lloyd'sAS&CP* *above* 150° F. | MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*) *IntermediateBH* *CellDB333′740t Tanks at sides of tunnel* | 388·8 405·5(O.L.) P29′F40′ *in after hold dispensed with* 225t*FPT* | 53·2 FK *Coll* ,, ,,2nd ,, | 31·2 *ptCem* *BH to W dk* 69t*APT36t* | Amapala Honduran 200lb (*s*) 947NHP *ptCem* 5SB.*20cf*,GS385,HS1523 FD Barclay,Curle&Co.Ld,Gls. | T.4Cy.30¾″,51″&(2)62″–48″ 5 ″ 6 s 10 ″ 4 23 ″ 7½ | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Environnement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84972 162370 GWDC | **Toltén** (*ex*Glenearn–35,*ex*Toltén–33) *Oil Eng.* ~~ssMdlt.Nord–38~~ ssSyd.No.2–39 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. 3*rd Dk*(*Stl*)*except in after hold* | | 5345 4697 3237 | ✝100A1 *with freeboard* ~~6,10 8,88~~ 5,41 ✝LMC CS5 ~~DBS5,40~~ 3,38 ✝Lloyd'sRMC ~~5,36~~ DBS5,41 | Bkn Swe Vcr | *a*† CL ~~1,38~~ N6,40 11,40 11,40 11,40 | 1930 10mo *Lloyd's* | Lithgows Ld. PortGlasgow *A&CP* | Trinder,Anderson &Co. *CellDB*362′1349*t* | 421·3\|56·0\|25·5 437·8(O.L.) F37′ FK *FPT*195*t APT*149*t* | Liverpool British 7*BHptCem* (*Coll to Shdk* 6 „ 2nd„) | Oil Engines 4S.C.SA 8Cy.29½″–59$\frac{1}{16}$″ 652NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk. | 28 ″ 0 s 3 ″ 2½ 25 ″ 0½ | |
| 84973 162501 MPXG | **Tolworth** ssShl.No.2–38 Wireless *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* | | 1351 1062 719 | ✝100A1 *with freeboard* ~~10,10 2,80~~ 1,41 ~~BS7,59~~ ✝LMC7,38 | Shl | *o* CL ~~12,80~~ ~~9,10~~ 4,41 BS7,40 | 1930 10mo *Lloyd's* | Burntislnd S.B.Co Ld. Burntisland *A&CP* | Wandsworth& DistrictGasCo. *CellDBu* | 226·0\|36·4\|16·5 Q128′B15′F22′ FK *E*18′*f*142′551*t FPT* | London British 4*BHptCem* 162*t APT*8*t* | T.3Cy.17″,28″&46″–33″ (*s*) 180lb 156NHP 1SB,4*cf*,GS73,HS2730 N.E.MarineEng.Co.Ld.Sld | 18 ″ 6 s 6 ″ 11½ 15 ″ 8½ | |
| 84974 EAJH | **Tom** (*ex*Cramond) ssBbo.No.3–4,31 ssBbo.No.2–10 1*Dk*(*Stl*) *Cargo battens not fitted* | | 3056 2830 1860 | ✝100A1 ~~3,10 1,40~~ 3,41 ✝LMC BS~~10,10~~ 3,41 MS1,40 | Bbo | *ū* CL ~~1,80~~ 2,41 | 1919 4mo *Lloyd's* | J.Blumer &Co. Sunderland *A&CP* | Cia.NavieraBachi (Hijos deAstigarraga,*Mgrs.*) *CellDB*276′734*t FPT* | 331·3\|46·8\|23·2 P33′B98′F28′ FK 105*t APT*42*t* | Bilbao Spanish 7*BHptCem* *CellDB* | T.3Cy.25′,41″&68″–45″ (*s*) 180lb 429NHP 3SB,9*cf*,GS159,HS6304 FD J.Dickinson&Sons,Ld Sld. | 25 ″ 6 s 3 ″ 11½ 21 ″ 9 | |
| 84975 7420 SFQA | — (*ex*Thermidor,*ex*Francillon, *ex*Zuiderdiep) 1*Dk* | | *2109* *1811* *1181* | | | | 1919 | Burgher-out'sM.&S. Rotterdam | A/B Arafart (A.R.Appelqvist, *Mgr.*) | 292·0\|43·1\|17·4 P36′B68′H92*t*F24′ | Stockholm Swedish *WB* | T.3Cy.19¾″,32½″&52″–35½″ 161NHP Burgherout'sMachf.Rot. | | V |
| 84976 142488 ~~FQOH~~ BCMZ | **Tombouctou** (*ex*Kepwickhall, *ex*BallygallyHead) ssMsl.No.3–10,30 ~~ssMsl.No.2–38~~ 2*Dks*(*Stl*) | | 5636 4743 3538 | ✝100A1 4,40 ✝LMC MS11,38 BS4,40 *Carrying vegetable oil in forward and after deep tanks* | Msl | *y* CL 3,40 *in for* | 1919 6mo *Lloyd's* | Workman, Clark&Co.Ld Belfast *A&CP* | Ministry of War Transport(Elder DempsterLines, Ld.*Mgrs.*) 5*BH to Udk after pk&Int.Bk,forward to 2nd dk* *CellDB*338′1085*t DTf* | 400·4\|52·4\|28·4 \|52 3\| P49′B113′F39′ FK 32′1227*t DT* | Liverpool British *ptCem* 3SB,9*cf*,GS190,HS7668 FD Workman,Clark&CoLdBel a28′730*t FPT*115*t APT*45*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Workman,Clark&CoLdBel a28′730*t FPT*115*t APT*45*t* | 31 ″ 0 s 5 ″ 11½ 25 ″ 8½ | |
| 84977 20126 JDEG | **Tomioka Maru** (P) Wireless 1*Dk* | | 970 800 581 | | | | 1917 | Bingo DockCo Mitsunosho | FujiyamaKaiun K.K. | 202·0\|31·0\|18·5 | Otaru Japanese | | | |
| 84978 YTEO | **Tomislav** ssRot.No.2–36 D.F. 2*Dks*(*Stl*) | | *5387* *4904* *3272* | ✝100A1 ~~3,41 3,40~~ ✝LMC MS9,36 ~~BS5,20~~ 3,40 | Cal Shi | *y* CL ~~6,38~~ 1,41 | 1928 9mo *Lloyd's* | R.Duncan &Co.Ld. PortGlasgow *A&CP* | Jugoslavenski Lloyd.a.d. *Intermediate in after hold* *CellDB*342′1050*t DTa*35′965*t* | 403·0\|52·4\|27·5 P38′B133′F37′ FK *'tween dk BH dispensed with* | Dubrovnik Yugoslav *ptCem* 5 *BH to Udk* 1 „ „2nd„ *APT*205*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 512NHP 3SB,9*cf*,GS177,HS7529 FD J.G.Kincaid&Co.Ld.Grk. | 29 ″ 10 s 5 ″ 6½ 24 ″ 6½ | |
| 84979 44019 JSSL | **Tomitu Maru** (*ex*TomitsuMaru–38) 1*Dk* | | 2933 — 1677 | | | | 1937 | Mitsubishi JukogyoK.K Kobe | SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*) | 305·2\|45·3\|26·2 | Osaka Japanese | 2DRgeared steam turbines 233NHP MitsubishiJukogyoK.K. Kobe | | |
| 84980 22242 JFSD | **Tomiura Maru** ssYka.No.3–8,30 2*Dks* | | 3821 3468 2345 | ✝ … 9,31 ✝ | | | 1918 5mo | Mitsubishi ZosenKaisha Ld.Nagasaki | NipponYusenK.K. | 345·0\|50·0\|29·0 P33′B77′F40′ FK *WB* | Tokyo Japanese MitsubishiZosenKaishaLd | T.3Cy.23″,38″&64″–48″ 342NHP | 29 ″ 1 | C † |
| 84981 LFCC | **Tommeliten** *Well deck* 1*Dk* | | 434 374 228 | | | | 1916 | J.Th.Wilmink Groningen | D/S A/S Askeröy (EyvindMarcussen *Mgr.*) | 143·2\|24·1\|11·8 Q50′B37′F14′ | Askeröy Norwegian *WB* | T.3Cy.11⅞″,17$\frac{7}{16}$″&29$\frac{5}{16}$″–19$\frac{7}{16}$″ 33NHP MachineFab.Fulton,Hgz. | | N |
| 84982 PKHL | **Tomohon** *Oil Eng.* *Mchy.Aft* 1*Dk*&*Shade dk* | | 983 629 684 | | | | 1929 | N.V.C.Van derGiessen& Zonen'sSchps Krimpen | Koninkl.Paketv. Maats. | 203·3\|34·2\|11·6 B49′F36′ | Batavia Dutch | Oil Engines 2S.C.SA 7Cy.14$\frac{3}{16}$″–18⅛″ 247NHP SulzerBros.Winterthur | | V |
| 84983 PKHD | **Tomori** *Oil Eng.* *Mchy.Aft* 2*Dks* | | 983 629 684 | | | | 1929 | N.V.C.Van derGiessen& Zonen'sSchps Krimpen | Koninkl.Paketv. Maats. | 203·3\|34·1\|11·6 P49′ | Batavia Dutch | Oil Engine 2S.C.SA 7Cy.14$\frac{3}{16}$″–18⅛″ 247NHP SulzerBros.Winterthur | | V |
| 84984 98 UNOY | **Tomsk** (P) | | 2693 1762 1511 | | | | 1913 | NevskyS.B &Mch.Works Leningrad | U.S.S.R. | 286·0\|40·6\|26·9 | Vladvostk Russian | T.3Cy.20″,32″&52″–39″ 169NHP NevskyS.B.&Mch.Works | | |
| 84985 167567 ~~GLFW~~ | — D.F. 1*Dk* | | 1229 1055 ~~711~~ | | | | 1911 | Akt.Burmeistr&Wain Copenhagen | Ministry of Shipping(Richley, Halvorsen& Sample,*Mgrs.*) | 252·4\|37·2\|15·1 P157′F27′ | London British *WB* | 3Cy 25″–36″ Akt.Burmeistr&Wain,Cpn | | V |
| 84986 TVSC | **Tomyris** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing in bottom&at decks* | | 435 — 210 | | | | 1922 | Chant.Nav Français Caen | Association Pétrolière | 150·7\|25·7\|12·3 P18′ | St. Nazaire French *WB* | T.3Cy.9½″,15½″&26″–18″ 29NHP Cooper&Greig,Dundee | | V |
| 84987 PIAB | **Ton S.** *Oil Eng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern* | | 466 351 252 | ✝100A1 1,41 ~~4,30~~ ✝LMC7,37 ✝LMC(M)9,39 | Rot Cff | *g* ~~9,39~~ 1,41 | 1937 7mo *Lloyd's* | NV Boele's Schpsw&Mch Bolnes *A&CP* | N.V.Zeevaart Maats "Ton"(RotterdamscheKustvaartCentrale, N.V.*Mgrs.*) *CellDB*107′127*t FPT* | 160·4\|26·4\|10·0 168·9(O.L.) Q44′F21′ FK *78t APT*11*t* | Rotrdam Dutch 3*BHptCem* | Oil Engines 4S.C.SA 8Cy.11″–17½″ 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 11 ″ 10 s 1 ″ 2 10 ″ 8½ | |
| 84988 39660 JRQJ | **Tonan Maru** TwinSc (*ex*AntarcticMaru–35,*ex*Antarctic–34, *ex*Opawa) 2*Dks*&*Shelter dk* (*Whale oil factory*) | | 9866 6841 5988 | | | | 1906 | Denny& Bros. Dumbarton | NipponSuisanK.K. | 460·4\|60·2\|31·2 40·2 P160*t*H461*t* | Tokyo Japanese *WB* | T.6Cy.24½″,41½″&69″–48″ 943NHP Denny&Co.Dumbarton | | |
| 84989 75272 JPPC | — (*ex*YeikokuMaru) ssDrn.No.3–7,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing* | | 4370 3677 2733 | ✝ … 5,35 ✝ | Drn | *w* | 1921 5mo | OsakaIron Works Innoshima *CellDB*294′ | DairenKisenK.K. 1120*t DTa*32′ 690*t* | 345·0\|49·8\|25·8 P30′B99′F34′ *on Shelter dk* FK *Collision* *FPT*114*t APT*29*t* | Dairen Japanese *ptCempt Asp* *BH to Shdk* 5 „ „ *U* „ | T.3Cy.24″,41″&67″–48″ 890NHP 2SB,6*cf*,GS126,HS5400 OsakaIrnWrks,Innoshima | 28 ″ 2 | |
| 84990 43630 JWQL | **Tonan Maru No. 2** TwinSc GyC. *Fitted for oil fuel* *Mchy.Aft* (*WhaleOilFactory*) *Ref.Mchy.* *CruiserStern* 3*Dks* | | 19425 — 13402 | | | | 1937 | OsakaIron Works,Ld. Osaka | NipponSuisanK.K. | 534·8\|74·0\|56·8 | Tokyo Japanese | T.6Cy.22$\frac{7}{16}$″,37″&61″–45½″ &LPturbines DR gearing & hydraulic coupling OsakaIronWorks,Ld. | | C |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L.R. Date of Last Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84991<br>45152<br>JUJM | **Tonan Maru No. 3**<br>*Fitted for oil fuel*<br>*Ref.Mchy.* *Mchy.Aft* 3 *Dks*<br>*(Whale oil factory)* | Twin Sc | 19210<br>—<br>13264 | | | | | 1938 | Osaka Iron Works, Ltd. Osaka | Nippon Suisan K.K. | 534·8 \| 74·0 \| 56·8<br>B109′ | | | Tokyo<br>Japanese | T.6Cy.22$\frac{7}{16}$″,37″&61″–45$\frac{1}{2}$″ &LP turbines with DR gearing & hydraulic coupling<br>Osaka Iron Works, Ltd. Osa. | | C |
| 84992<br>147690<br>MLYV | **Tonbridge**<br>*Cruiser Stern*<br>1 *Dk* | Twin Sc | 683<br>625<br>267 | | | | | 1924 | D & W Henderson & Co. Ltd. Glasgow | Southern Railway | 220·4 \| 33·6 \| 14·1<br>B90′F37′ | | | London<br>British<br>*WB* | T.6Cy.15″,25″&41″–24″ 166 NHP<br>D. & W. Henderson & Co. Ltd. | | |
| 84993<br>27128<br>JTFD | **Tone Maru**<br>*ss* Kob. No. 3–5, 33<br>*ss* Kob. No. 1–36<br>2 *Dks (Stl)* | | 4070<br>3504<br>2514 | ✠100A1<br>2,40<br>✠LMC2,40<br>*Carrying Molasses in deep tanks* | Kob | *w* | CL<br>1,39 | 1920<br>7mo | Mitsui Bussan Kaisha<br>Tama Dckyd. A&CP | Tamai Syosen K.K.<br>*Cell D B283′ 780t D Tf33′8″5t D Ta33′8″3t F P T 56t A P T 26t* | 345·0 \| 50·0 \| 26·6<br>P33′B74′F40′ FK | | | Kobe<br>Japanese<br>*6 B H Cem* | T.3Cy.23″,38″&64″–48″ (*s*) 200 lb 350 NHP<br>2SB, *6cf*, GS 110, HS 4558 FD<br>Mitsui Bussan Kaisha | 29 ″ 0<br>s 5 ″ 4$\frac{1}{2}$<br>23 ″ 11 | |
| 84994<br>45372<br>JPRM | —<br>*Oil Eng.*<br>Wireless | | 538<br>—<br>343 | | | | | 1938 | Urabe Zosensyo K.K. Osaka | Sankyo Kaiun K.K. | 150·0 \| 27·5 \| 14·0 | | | Osaka<br>Japanese | Oil Engines | | |
| 84995<br>33215<br>JBKC | **Tonegawa Maru** Ⓟ (*ex* Ceylon)<br>*ss* Tama No. 3–3, 40<br>2 *Dks (Stl)* | | 4998<br>4575<br>3565 | ✠100A1<br>3,40<br>✠LMC3,40 | Tama | *y* | CL<br>3,40 | 1913<br>8mo | A. McMillan & Son, Ld Dumbarton<br>*Lloyd's A&CP* | Matsuoka Kisen K.K.<br>*Cell D Ba117′ uE & B42′ f188′9 55t F P T 82t A P T 45t* | 400·8 \| 52·1 \| 27·3<br>P35′B129′F56′ FK | | | Hutyu<br>Japanese | T.3Cy.27″,44″&73″–48″ (*s*) 180 lb 458 NHP<br>3SB, *9cf*, GS 181, HS 7860<br>D. Rowan & Co. Glasgow | 30 ″ 0 | |
| 84996<br>1710<br>JTBH | — Ⓟ<br>2 *Dks* | Twin Sc | 574<br>554<br>336 | | | | | 1897 | Osaka Iron Works Osaka | Setsuyo Syosen K.K. | 176·8 \| 24·6 \| 16·4 | | | Osaka<br>Japanese | T.6Cy.12″,18½″&31″–22″ 90 NHP<br>Osaka Iron Works, Osaka | | |
| 84997<br>155982<br>MDDJ | **Toneline**<br>*Carrying Petroleum in bulk* *Oil Eng.*<br>*Cruiser Stern* 1 *Dk* | | 811<br>653<br>415 | | | | | 1928 | Chantiers Generaux Cette | Senora Transport Co. Ltd. | 197·8 \| 29·0 \| 13·7 | | | London<br>British<br>*WB* | Oil Engines 4S.C.SA 6Cy.15″–15″ 135 NHP<br>Motorenfabriek "Deutz" A.G. Köln-Deutz | | V |
| 84998<br>XNDC | **Tong Lee** (*ex* Dagny)<br>Wireless 1 *Dk & Spar dk* | | 1469<br>1306<br>886 | | | | | 1902 | Nylands Værksted Oslo | Ching-Kee S.N. Co. Ltd. | 231·5 \| 35·1 \| 20·4 | | | Chefoo<br>Chinese<br>*WB* | T.3Cy.16½″,27″&44″–32″ NB33 109 NHP<br>Nylands Værksted, Oslo | | |
| 84999<br>146002<br>GLFZ | **Tongariro**<br>*ss.* Gls. No. 3–2, 37<br>*Ref.Mchy.* 2 *Dks (Stl) & Shelter dk (Stl)*<br>D.F. *Cruiser Stern* | | 8720<br>—<br>5464 | ✠100A1<br>*Shelter dk with freeboard*<br>1,41 ~~4,44~~<br>~~B65,30~~ BS11,40<br>~~✠LMC~~ ✠LMC2,37<br>~~✠Lloyd's RMC 6,40~~ ✠Lloyd's RMC 11,40<br>6,41<br>*Fitted for oil fuel* 2,25 *F.P. above* 150° F. | Fal NYk | *a*† | CL<br>4,40 | 1925<br>2mo | W. Hamilton & Co. Ltd. Port Glasgow<br>*Lloyd's A&CP* | New Zealand Shipping Co. Ltd.<br>*Cell D B378′ 1429t F P T 121t A P T 42t* | 460·5 \| 62·7 \| 35·2<br>480·7 (O.L.)<br>B&F424′ FK | | | Plymouth<br>British<br>(*2 to Sh dk* 6 ,, *U* ,, ) | 2 Steam Turbines SR geared to 1 Sc. Shaft<br>180 lb (*s*) 1194 NHP<br>5SB (4Spt), *20cf*, GS 385, HS 16940<br>D. Rowan & Co. Ltd. Glasgow | 37 ″ 9<br>s 6 ″ 9$\frac{3}{4}$<br>31 ″ 2$\frac{3}{4}$ | |
| 85000<br>213092<br>WCDV | **Tongass** Ⓟ (*ex* Wapama–38) **Wood**<br>*Fitted for oil fuel*<br>Wireless *Mchy.Aft* 1 *Dk* | | 951<br>—<br>584 | | | | | 1915 | St. Helens S.B. Co. St. Helens, Or. | Alaska Transpn. Co. | 204·8 \| 40·2 \| 14·3 | | | Juneau<br>Utd. States | T.3Cy.13½″,23″&40″–30″<br>Moore & Scott 88 NHP<br>Iron Works, Oakland, Cal. | | |
| 85001<br>1047<br>ESUT | **Tongking** Twin Sc 4 Mst<br>*Oil Eng.*<br>(*BURNT 4,38*) *ss* Cpn. No. 3–2, 28<br>*ex* Probus, *ss* Cpn. No. 2–36<br>*ex* Tudor Prince) *ss* Hbg. No. 1–28<br>D.F. 2 *Dks (Stl) & Shelter dk (Stl)*<br>*Well deck* 1 *Dk (Irn Qws) & Web frames* | | 6645<br>4778<br>4244<br>*1431*<br>*1186*<br>*834* | ✠<br>11,37<br>✠<br>✠<br>5,32<br>✠ | Cpn<br>Hbg | *a*†<br>*o* | | 1914<br>10mo<br>1884<br>10mo | Akt. Burmeistr & Wain Copenhagen<br>J. L. Thompson & Sons Sunderland | G. Roosvee & others | 410·0 \| 55·2 \| 27·5<br>FK<br>*Cell D Ba126′ uE 42′ f194′ 1198t F P T*<br>245·2 \| 35·0 \| 17·6<br>P23′Q69′B59′F27′ FK<br>*D Ba69′ f54′ 238t* | Japanese<br>*7 B H pt Cem 90t A P T 72t*<br>Tallinn<br>Estonian<br>*4 B H Cem* | Oil Engines 4S.C.SA 12Cy.24$\frac{1}{2}$″–37$\frac{1}{2}$″ 717 NHP<br>Akt. Burmeistr & Wain, Cpn<br>C.2Cy.31″&57″–36″ NDB01 162 NHP<br>1DB, *4pf*, GS 80, HS 2811<br>J. Dickinson, Sunderland | 38 ″ 6<br>18 ″ 8 | V<br>† |
| 85002<br>LDCG | **Tonjer**<br>1 *Dk* | | 3268<br>2966<br>1948 | | | | | 1920 | Smith's Dock Co. Ltd. Middlesbro' | Skibs. A/S Corona (H.M. Wrangell & Co. A/S, *Mgrs.*) | 334·2 \| 48·0 \| 22·7<br>P84*t* H147*t* | | | Haugesnd<br>Norwegian<br>*WB* | T.6Cy.24″,39″&65″–42″ 274 NHP<br>Smith's Dock Co. Ltd. Mdb. | | N |
| 85003<br>LDND | **Tönsbergfjord**<br>*Oil Eng.*<br>D.F. *Cruiser Stern* 1 *Dk & Shelter dk* | Twin Sc | 3156<br>2750<br>1830 | | | | | 1930 | Götaverken A/B Gothenburg | A/S Den Norske Amerikalinje | 349·0 \| 50·2 \| 20·6<br>P98*t* H294*t* F13*t* | | | Oslo<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA 16Cy.21$\frac{5}{8}$″–39$\frac{3}{8}$″ 720 NHP<br>Götaverken A/B. Got. | | N |
| 85004<br>1047<br>ESUT | **Tönu** (*ex* Roslagen–35, Iron<br>*ex* Probus, *ss* Hbg. 3rd No. 3–4, 23<br>*ex* Tudor Prince) *ss* Hbg. No. 1–28<br>*Well deck* 1 *Dk (Irn Qws) & Web frames* | | *1431*<br>*1186*<br>*834* | ✠<br>5,32<br>✠ | Hbg | *o* | | 1884<br>10mo | J. L. Thompson & Sons Sunderland | G. Roosvee & others | 245·2 \| 35·0 \| 17·6<br>P23′Q69′B59′F27′ FK<br>*D Ba69′ f54′ 238t* | Tallinn<br>Estonian<br>*4 B H Cem* | C.2Cy.31″&57″–36″ NDB01 162 NHP<br>1DB, *4pf*, GS 80, HS 2811<br>J. Dickinson, Sunderland | 18 ″ 8 | V<br>† |
| 85005<br>ESXK | **Toomas** (*ex* Oresund–37, Iron<br>*ex* Craiglands) *ss* Osc. 2nd No. 3–7, 08<br>*ss* Cpn. No. 2–16<br>*Well deck* 1 *Dk (Irn) 2 tr B* | | *1373*<br>*1070*<br>*808* | ✠<br>10,21<br>✠ | StN | *o* | | 1883<br>12mo | Irvine & Co. W Hartlepool | Olga Inkapool, Robt. Neiberg & others (Anton Truberg, *Mgr.*) | 245·2 \| 33·3 \| 15·9<br>Q90′B63′F65′<br>BK8½<br>*Cell D B201′ 321t* | Tallinn<br>Estonian<br>*4 B H Cem* | C.2Cy.30″&57″–33″ NDB01 156 NHP<br>1DB, *4cf*, GS 68<br>T. Richardson & Sons, Hpl. | 18 ″ 11 | V<br>† |
| 85006<br>149960<br>~~VPGM~~<br>GNBN | **Toorak** (*ex* Voco–34) 3 Mst<br>~~*ss* L.An. No. 3–1, 40 *ss* Yka. No. 3–35~~<br>2 *Dks (Stl) & Web frames*<br>*Mchy.Aft*<br>D.F. GyC. *Longitudinal framing* | | 8627<br>~~7,10~~ 7957<br>5205 | ✠100A1<br>~~5,00~~ 5,41<br>1,40 ✠LMC<br>MS~~11,30~~ BS~~10~~3,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1 2,27 *F.P. above* 150° F. | ~~Hfx~~ NYk | *d*† | CL<br>~~8,37~~<br>3,41 | 1927<br>12mo | Lithgows, Ld. Port Glasgow<br>*Lloyd's A&CP* | Socony–Vacuum Transportation Co. Ltd.<br>*Cell D Bu E & B65′ f35′ 318t F P T 190t* | 460·0 \| 62·8 \| 36·4<br>P118′B43′F42′ FK | | | ~~Hong Kong~~ London<br>British<br>*18 B H pt Cem A P T 130t* | T.3Cy.26½″,46″&79″–54′ (*s*) 220 lb 666 NHP<br>3SB, *9cf*, HS 9300 FD<br>D. Rowan & Co. Ltd. Glasgow | 36 ″ 6<br>s 7 ″ 5½<br>29 ″ 3½ | |
| 85007<br>152014 | **Toorie** (*ex* Sir Arthur Dorman)<br>*ss* Syd. No. 1–28<br>*Mchy.Aft* 1 *Dk* | | 414<br>309<br>159 | ✠ ...<br>1,32<br>✠ | | | | 1925<br>7mo | Govt. Dkyd Newcastle, N.S.W. | The Adelaide Steamship Co. Ltd. | 147·0 \| 26·6 \| 9·2<br>F20′<br>FK | Melbourne<br>British<br>*WB* | T.3Cy.14″,23″&39″–21″ 84 RHP<br>Govt. Dckyd. Nwc. N.S.W. | 11 ″ 0 | |
| 85008<br>220421<br>KDBB | **Topa Topa** Ⓟ<br>D.F. *Fitted for oil fuel*<br>Sub.Sig. *Ref.Mchy.* 2 *Dks* | | 5356<br>—<br>3330 | | | | | 1920 | Ls. Angeles S.B. & D.D. Co. S. Pedro. Cal. | Waterman S.S. Corp. | 410·0 \| 54·4 \| 27·2<br>P43′B115′F47′ | Mobile<br>Utd. States | T.3Cy.28½″,47½″&78″–48″<br>Los Angeles 421 NHP<br>S.B. & D.D. Co. S. Pedro, Cal. | | R |
| 85009<br>144036<br>MJVP | **Topaz** (*ex* Collooney)<br>*ss* Grk. No. 3–11, 32<br>~~*ss* Irv. No. 2–40 *ss* Bwg. No. 1–37~~<br>*Mchy.Aft* *Well deck* 1 *Dk (Stl)* | | 577<br>394<br>265 | ✠100A1<br>~~7,40~~ ~~2,30~~ 5,41<br>~~BS5,41~~ ✠LMC 7,40<br>~~MS5,37~~ ~~BS2,40~~ 6,41 | Lon<br>~~Irv. Bwg.~~ | *h* | CL<br>~~2,08~~<br>~~6,40~~ | 1920<br>1mo | J. Lewis & Sons, Ld. Aberdeen<br>*Lloyd's A&CP* | Wm. Robertson<br>*Cell D B f97′ 125t F P T 44t* | 164·8 \| 27·0 \| 11·1<br>171·0 (O.L.)<br>Q94′B11′F23′ FK | Glasgow<br>British<br>*3 B H Cem A P T 19t* | T.3Cy.14″,24″&39″–27″ (*s*) 180 lb 82 RHP<br>1SB, *3pf*, GS 54, HS 1894<br>J. Lewis & Sons, Ld. Abn. | 13 ″ 3<br>s 3 ″ 8¼<br>13 ″ 3¼ | |
| 85010<br>LDCH | **Topdalsfjord**<br>*Fitted for oil fuel*<br>D.F. 2 *Dks* | | 4271<br>3753<br>2574 | | | | | 1921 | Canadian Vickers, Ld. Montreal | A/S Den Norske Amerikalinje | 365·3 \| 49·7 \| 26·5<br>P146*t* H302*t* F47*t* | Oslo<br>Norwegian<br>*WB* | T.3Cy.27″,48″&70″–48″ 339 NHP<br>Canadian Vickers, Ld. Mtl. | | N |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à la Classification. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Remarques. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85011 | **Topeka** | **TwinSc** | 4991 | ✠100A1 | Osl | *x* | CL | 1925 | Deutsche | Wilh.Wilhelmsen | 366·3 | 51·2 | 31·4 | Tönsberg | Oil Engines 4S.C.SA | 34 ″ 0 | |
| | *Oil Eng.* | | 4509 | *with freeboard* | | | 3,38 | 3mo | Werke A.G. | | | | | Norwegian | 12Cy.21½″–35½″ | s10 ″ 1½ | |
| LDCI | | *ss*Osl.No.3–5,37 | 3030 | 10,39 | | | | | Kiel | | P32′F62′ | | FK | 7*B Hpt Cem* | DB *100lb* 545NHP | 23 ″ 0½ | |
| | D.F. | 2 *Dks (Stl)* | | | | ✠LMC C86,37 | | *Lloyd's* | *sA&CP* | *Cell DB301′880t D* | *Tf24′725t Tanks in* | | | *pt Asp* | Deutsche Werke A.G. Kiel | | |
| | | | | DBS8,38 | | 1,37 | | | | *way of tunnels 196t* | *FPT102t APT69t* | | | (1 *to* 2*nd dk*) | | | |
| | | | | *Fitted for carrying oil in bulk* | | | *above* | 150° F. *in deep* | | *tank* | | | | | | | |
| 85012 | **Topila** | **3Mst** | 5125 | | | | | 1913 | Nwprt Nws | Richfield Oil Corp. | 371·5 | 59·1 | 28·1 | Ls Angeles | T.3Cy.24½″,41½″&72″–48″ | | R |
| 211469 | | *Fitted for oil fuel* | — | | | | | | S.B.&D.D.Co. | | | | | Utd. States | 259NHP | | |
| WICV | | 2 *Dks* | 3146 | | | | | | Newprt News | | | | | *WB* | Newport News SB&DD Co. | | |
| | *Mchy. Aft* | *Longitudinal framing* | | | | | | | | | | | | | | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 85013 | **Tor** | | *1052* | | | | | 1911 | Helsingörs | Stockholms | 222·7 | 35·1 | 13·0 | Stockholm | T.3Cy.16½″,26½″&44″–30″ | | V |
| 5230 | | | *826* | | | | | | Jernsk&Msk. | Rederiaktieb.Svea | P17′Q59′B104′ | | | Swedish | 106NHP | | |
| SGWR | | 1 *Dk* | *575* | | | | | | Elsinore | (Eman.Högberg, | H92*t*F27′ | | | *WB* | Helsingörs Jernsk&Mskb. | | |
| | | | | | | | | | | *Mgr.*) | | | | | | | |
| 85014 | — | | 306 | | | | | 1890 | Stettiner A. | O/Y Rauma Wood, | 136·0 | 21·5 | 11·1 | Rauma | C.2Cy.17″&31″–22″ | | |
| 354 | (*ex*Friesland) | | 280 | | | | | | G.(v.M.&H.) | Ld. | 130·5 | | | Finnish | 38NHP | | |
| OHKO | | | 164 | | | | | | Stettin | | Q53′B23′F14′ | | | *WB* | Stettiner A.G.(v.M.&H.) | | |
| 85015 | **Tora** (*ex*Dorrit–37) | | 851 | | | | | 1918 | Schiffb.Ges. | Skibs A/S Hauges | 212·9 | 31·4 | 13·2 | Arendal | T.3Cy.14⅝″,21⅛″&35¾″–23½″ | | N |
| | | | 729 | | | | | | "Unterweser" | Rederi (A.Hauge) | P30′B63′F21′ | | | Norwegian | Christiansen 85NHP | | |
| LJSP | | 1 *Dk* | 476 | | | | | | m.b.H. Weser | | | | | *WB* | &Meyer, Harburg | | |
| | | | | | | | | | münde-L. | | | | | | | | |
| 85016 | **Tora Elise** (*ex*Binbrook–34,*ex*Spind) | | 721 | | | | | 1919 | v.d.Kuy& | Skibs A/S Hauges | 180·6 | 28·1 | 12·4 | Arendal | T.3Cy.15″,24″&40″–24″ | | N |
| | | | 517 | | | | | | v.d.Ree's | Rederi II (A.Hauge, | Q99*t* B13*t* H14*t* F22*t* | | | Norwegian | 78NHP | | |
| LIWX | *Mchy. Aft* | 1 *Dk* | 345 | | | | | | Scheepsw. | *Mgr.*) | | | | *WB* | N.V.v.d.Kuy&v.d.Ree | | |
| | | | | | | | | | Maasdijk | | | | | | | | |
| 85017 | **Tora Maru** | **TwinSc** | 503 | | | | | 1907 | Osaka Iron | Sanoyasu Zosensho | 184·4 | 27·1 | 11·3 | Osaka | T.6Cy.8″,13″&23″–12″ | | |
| 10373 | | *Carrying Oil in bulk* | — | | | | | | Works | K.K. | | | | Japanese | 37NHP | | |
| JFAI | *Mchy. Aft* | 1 *Dk* | 341 | | | | | | Osaka | | | | | | Osaka Iron Works, Osaka | | |
| 85018 | **Tora Maru No. 1** | **TwinSc** | 428 | | | | | 1936 | Harima | Shiohara Kaiun | 150·0 | 28·0 | 11·0 | Tokyo | Oil Engines 4S.C.SA | | |
| 42343 | | *Oil Eng.* | 308 | | | | | | S.B.&Eng. | Shokai Gomei | P63′F23′ | | | Japanese | 12Cy.10 7/16″–15⅝″ 118NHP | | |
| JHBL | Wireless | 1 *Dk* | 268 | | | | | | Co.Ld. | Kaisha | | | | *WB* | Ito Iron Wks. Shimizu City | | |
| | *Mchy. Aft* | | | | | | | | Harima | | | | | | | | |
| 85019 | **Toradja** | | 981 | | | | | 1930 | N.V. Werf | Koninkl. Paketv. | 203·2 | 34·1 | 11·5 | Batavia | Oil Engines 4S.C.SA | | V |
| | | *Oil Eng.* | 629 | | | | | | Gusto | Maats. | B49′F36′ | | | Dutch | 8Cy.13 3/16″–19 1/16″ 143NHP | | |
| PKHG | | 1 *Dk & Shade dk* | 674 | | | | | | Schiedam | | | | | | Maschfbk. Augsburg- | | |
| | *Mchy. Aft* | | | | | | | | | | | | | | Nürnberg, Augsburg | | |
| 85020 | **Torafire** (*ex*Oued El Abid–37, | | 823 | | | | | 1920 | J.Koster | Skibs A/S Hauges | 198·7 | 30·9 | 12·7 | Arendal | T.3Cy.15″,25″&39½″–26½″ | | V |
| | *ex*El Abid,*ex*Bergpolder) | | 660 | | | | | | Hzn. | Rederi IV | Q66′B55′F18′ | | | Norwegian | 80NHP | | |
| LJJC | Wireless | 1 *Dk* | 478 | | | | | | Groningen | (A.Hauge, *Mgr.*) | | | | *WB* | L.Straatmann, Dordrecht | | |
| 85021 | **Torai Maru** (*ex*Himuro Maru) | | 643 | | | | | 1922 | Yokohama | Nichiro Gyogyo | 175·0 | 28·0 | 15·5 | Yokohama | T.3Cy.13″,21″&36¾″–27″ | | |
| 28884 | *Ref. Mchy.* | 1 *Dk* | 507 | | | | | | Dock Co. | K.K. | P21′B62′F28′ | | | Japanese | 70NHP | | |
| JKGA | Wireless | | 352 | | | | | | Yokohama | | | | | *WB* | Yokohama Dock Co Yka. | | |
| 85022 | **Toran** (*ex*Notanda) | | 3318 | ✠100A1 | Osl | *v* | CL | 1918 | R.Thomp- | A/S Chr.Christen- | 340·7 | 48·5 | 21·9 | Oslo | T.3Cy.24″,40″&65″–42″ (*r*) | 24 ″ 4 | |
| | | *ss*Osl.No.3–8.30 | 2995 | 11,38 | | | 11,38 | 3mo | son& Sons,Ld | sens Rederi (Chr. | | | | Norwegian | 180lb 307NHP | | |
| LDIW | D.F. | *ss*Osl.No.2–38 | 2058 | BS1,40 | ✠LMC11,38 | | | | Sunderland | Christensen) | P29′B98′F33′ | | FK | 6 *BHCem* | 2SB,6*cf*,GS124,HS4874 | | |
| | | 1 *Dk (Stl)* | | | | | | *Lloyd's* | *sA&CP* | | *Cell DB285′733t* | | | *APT57t* | Blair&Co.Ld.Stockton | | |
| 85023 | **Toras** (*ex*Ziva–38,*ex*Anvall–35, | **Iron** | 965 | ✠ ... | | | | 1883 | R.Thomp- | Helsingin Kalastus | 229·3 | 32·2 | 13·1 | Helsingfrs | C.2Cy.28⅝″&54″–36″ | 16 ″ 5 | V |
| | *ex*Niobe, | *ss*Hbg.3rdNo.3–6,21 | 767 | 5,25 | | | | 4mo | son&Sons | o/y (Yrjö Hurst- | 220·1 | | | Finnish | 142NHP | | |
| OHXN | *ex*Kingscote) | 1 *Dk 2tr B* | 487 | | ✠ | | | | Sunderland | inen, *Mgr.*) | Q75′B48′F25′ | | BK10″ | *WB* | R.&W.Hawthorn, Nwc. | | |
| | Wireless D.F. | *Well deck* | | | | | | | | S.Ugelstads | | | | | | | |
| 85024 | **Toratre** (*ex*Nicolas-Toussaint–35) | | 1016 | | | | | 1920 | N.V.Hol- | Rederi A/S (S. | 216·5 | 34·6 | 13·4 | Oslo | T.3Cy.15″,25″&38″–27″ | | |
| | | | 804 | | | | | | land S.B.Co. | Ugelstad, *Mgr.*) | P13′Q57′F26′ | | | Norwegian | 75NHP | | |
| LJAP | | 1 *Dk* | 547 | | | | | | Hendrik-Ido- | | | | | *WB* | Verschure&Co.Ams. | | |
| | | | | | | | | | Ambacht | | | | | | | | |
| 85025 | **Torborg** (*ex*Henry Deutsch de la | | *6042* | ✠100A1 | Fal | *z* | CL | 1921 | Bethlehem | M.Mosvold | 412·0 | 53·2 | 30·9 | Farsund | T.3Cy.27″,45″&74″–48″ (*s*) | 31 ″ 0 | |
| | Meurthe) | *ss*Rot.No.3–3,34 | *6884* | 12,401,38 | Mch | | 6,39 | 5mo | S.B.Corp.Ld. | | 427·0 (O.L.) | | | Norwegian | 180lb 552NHP | s6 ″ 10 | |
| LDNK | | 2 *Dks (Stl) & Web frames* | *3564* | | ✠LMC | | | | Sparrow's | | P125′B32′F43′ | | FK | 16 *BHpt Cem* | 3SB,9*cf*,GS193,HS8358 FD | 24 ″ 7 | |
| | *Mchy. Aft* | *Longitudinal framing* | | MS6,39 | BS1,40 | | | | Point,Md. | | | | | *pt Asp* | Bethlehem S.B.Corp.Ld. | s5 ″ 8½ | |
| | | *ss*Sch.No.1–39 | | *Carrying Petroleum in bulk* | | | | | AP | | *Cell DB63′* | | | (11 *to U dk* | | 25 ″ 7½ | |
| | | | | *Fitted for oil fuel* | | 4,21 | *F.P. above* | 150° F. | | | 185*t DT f32′322t* | | | 5 „ 2*nd*„) | *FPT98t APT102t* | | |
| 85026 | **Torcello** (*ex*Gustav Schindler–35, | | 3336 | | | | | 1892 | Palmers' | Società Italiana | 338·8 | 42·1 | 28·7 | Rhodes | T.3Cy.24″,40″&64″–42″ | | I |
| 12 | *ex*Astrakhan) | *Fitted for oil fuel* | 3216 | | | | | | Co.Ld. | Petroliere | 328·5 | | | Italian | NB16 265NHP | | |
| ICKN | *Mchy. Aft* D.F. | 2 *Dks* | 2012 | | | | | | Newcastle | d'Oriente | P20′F30′ | | | *WB* | Palmers' Co.Ld. Newcastle | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | (Agenzia Marit- | | | | | | | |
| | | | | | | | | | | tima Italiana, Cap | | | | | | | |
| | | | | | | | | | | G.Folcini, *Mgrs.*) | | | | | | | |
| 85027 | **Tordene** | | 4271 | ✠100A1 | Bry | *y* | CL | 1936 | W.Gray& | Tordene Shipping | 385·5 | 53·2 | 24·6 | London | T.3Cy.21″,33½″&58″–42″ | 26 ″ 10 | |
| 164632 | | *ss*B.As.No.1–40 | 3905 | 2,11,38 | Npt | | 9,39 | 5mo | Co.Ld. | Co.Ld. (Dene Man- | | | | British | 200lb (*s*) 289NHP | s3 ″ 2½ | |
| GYTL | D.F. | 1 *Dk* | 2614 | | ✠LMC5,36 | | | | W Hartlepool | agement Co.Ld. | P51′B237′F35′ | | FK | 6 *BHCem* | 2SB(Spt)6*cf*,GS109,HS4964 | 23 ″ 10½ | |
| | | *Cruiser Stern* | | DBS5,40 | MS12,40 | | | *Lloyd's* | *sA&CP* | *Mgrs.*) | | | | | Cen.Mar.E.Wks. | | |
| | | | | | | | | | | | *Cell DB* | 331′995*t FPT116t A* | | *PT104t* | (W.Gray&Co.Ld.) W.Hpl. | | |
| 85028 | **Tordenskjold** Ⓟ | | 921 | | | | | 1906 | Trndhjms | Det Nordenfjeldske | 196·1 | 29·7 | 15·7 | Trndheim | T.3Cy.16½″,26½″&45½″–30″ | | N |
| | | 1 *Dk & Awngdk* | 891 | | | | | | Mek.Værks. | Dampskibsselskab | | | | Norwegian | 113NHP | | |
| LFCH | | | 550 | | | | | | Trondheim | | | | | *WB* | Trondhjems M.V.Trndheim | | |
| 85029 | — | **Iron** | 576 | ✠ ... | | | | 1889 | Bergens | A/S D/S Torden- | 169·4 | 26·3 | 12·8 | Bergen | T.3Cy.14″,22½″&37″–24″ | 13 ″ 8 | N |
| | | *ss*Bgn.No.1–94 | 431 | 2,96 | | | | 7mo | Mek.Værks. | skjold (Rasmus F. | Q41′B51′F24′ | | | Norwegian | NB16 78NHP | | † |
| LFCI | *Well deck* | 1 *Dk* | 340 | | ✠ | | | | Bergen | Olsen) | | | BK7″ | *WB* | Bergens M.V.Bergen | | |
| 85030 | **Tore Hund** (*ex*Bergslien) | | 428 | | | | | 1920 | Hölens | A/S Nordlands- | 144·9 | 26·3 | 12·1 | Harstad | T.3Cy.9½″,15½″&26″–18″ | | N |
| | | | 327 | | | | | | Verksted A/S | linjen (O.Jacobsen, | P66*t* F20*t* | | | Norwegian | Speedwell Iron- 27NHP | | |
| LFBO | *Mchy. Aft* | 1 *Dk* | 226 | | | | | | Larvik | *Mgr.*) | | | | *WB* | works, Coatbridge | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. / Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; HHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed. If not in L. R. Date of P. of T. Indicators. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85031 | **Tore Jarl** | | 1514 / 1319 | | | | | 1920 | Fredrkstad Mek. Værks. Fredrikstad | Det Nordenfjeldske Dampskibsselskab | 243·0 | 39·3 | 17·3 | Trndheim Norwegian | T.3Cy.18″,29½″&49″–33″ 138NHP | | N |
| LFCK | | 1 *Dk* | 886 | | | | | | | P28′B67′F29′ | | | | *WB* | FredrikstadM.V.Frdstad | | |
| 85032 | **Torfinn Jarl** | | 1481 / 1293 | | | | | 1922 | Fredrkstad Mek. Værks. Fredrikstad | Det Nordenfjeldske Dampskibsselskab | 243·1 | 39·3 | 17·2 | Trndheim Norwegian | T.3Cy.18″,29″&49″–33″ 138NHP | | N |
| LFCL | | 1 *Dk* | 861 | | | | | | | P69*t*H42*t* | | | | *WB* | FredrikstadM.V.Frdstad | | |
| 85033 | **Torfrid** (*ex*Laboremus) | | *630* | | | | | 1903 | Framnes Mek. Værks Sandefjord | Rederiaktieb. Ostersjön(A. Christensen, *Mgr*) | 169·5 | 28·1 | 11·5 | Trelleborg Swedish | C.2Cy.13$\frac{3}{16}$″&29$\frac{1}{16}$″–23$\frac{3}{8}$″ 34NHP | | V |
| 5617 | | | *476* | | | | | | | Q58′B39′H47*t*F17′ | | | | | | | |
| SGXU | | 1 *Dk* | *321* | | | | | | | | | | | *WB* | PorsgrundM.V.Porsgrunn | | |
| 85034 | **Torgeir I** (*ex*Regia, *ex*Lardal, *ex*Slemdal) Comp 3 Mst *Oil Eng.* | | 427 | | | | | 1919 | Larvik Slip & Verks A/S Larvik | D/SA/S Borgundöy (L. Hauge, *Mgr.*) | 145·4 | 26·9 | 12·0 | Haugesnd Norwegian | Oil Engines 2S.C.SA 4Cy.16$\frac{1}{2}$″–18$\frac{7}{16}$″ 192NHP J&CG Bolinders Co Ld. Skm | | N |
| LHPW | Wireless | 1 *Dk* | 253 | | | | | | | P65*t*H6*t*F6*t* | | | | Norwegian | | | |
| 85035 | **Torinia** | | 10364 | ✠100A1 2,40 | Bkn | *f*† | CL | 1939 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Anglo-Saxon Petroleum Co. Ld. | 505·8 | 64·6 | 36·9 | London British | Oil Engines 4S.C.SA 10Cy.25$\frac{1}{16}$″–55$\frac{1}{8}$″ 628NHP 2 DB *180lb* 18 *BH* | 37 ″ 0 s 7 ″ 7$\frac{3}{4}$ 29 ″ 7$\frac{1}{2}$ | |
| 167312 | D.F. *Oil Eng.* | | 9348 | | | | | 7mo | | | 525·3(O.L.) | | | | | | |
| GTGF | E.S.D. 1 *Dk*, *2nd dk clear of cargo tanks* | | 6178 | ✠LMC7,39 | | | | | | P103′B45′F59′ FK | | | | | | | |
| | *Mchy. Aft* *Cruiser Stern* | | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | *Cell DB uE78′199t D* | | *Tf 28′395t FPT250* | | | *tAPT135t* | Hwthrn, Leslie & Co Ld. Nwc | | |
| | *Longitudinal framing at bottom & at deck* | | | | | | | | | | | | | | | | |
| 85036 | **Torkel** (*ex*Yukon) | | *1236* | ✠100A1 | Osc | *n* | CL | 1903 | Mackie & Thomson Glasgow | Rederi A/B Tellus (A. Wingren, *Mgr.*) | 232·1 | 34·1 | 13·6 | Oscrshmn Swedish | T.3Cy.19″,30″&50″–33″ (*s*) 180lb 177NHP | 15 ″ 10 s 1 ″ 0½ 15 ″ 0½ | |
| 7357 | *ss*Osc.3rd No.3–1,39 | | *863* | ~~5,40~~ 1,39 3,41 | ~~Cff~~ Lon | | ~~12,38~~ | 6mo | | | 241·6(O.L.) | | | | | | |
| SGXW | *Well deck* | | 572 | ✠LMC MS1,39 BS12,40 | ~~BSC,39~~ ~~2,40~~ | | 12,40 | *Lloyd's SA&CP* | | P18′Q67′B56′F23′ FK | | | | *4BHCem* | 2SB,6*pf*, GS 104, HS 3014 D. Rowan & Co. Glasgow | 15 ″ 0½ | |
| | 1 *Dk*(*Stl*) & *deep framing* | | | | | | | | | *Cell DB a73′uE17′* | *f100′367t FPT143t* | | | *APT44t* | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 85037 | **Tormes** (*ex*Tornes–38) | | 1339 / 1156 | | | | | 1938 | Xiansands Mek. Værks. A/S Xiansand | ~~M.M. de Pinillos~~ Cia. Maritima Frutera, S.A. | 250·7 | 42·1 | 14·0 | Cadiz Spanish | T.3Cy.17¼″,26″&46″–33½″ &exhaust turbine driving steam compressor 122NHP Akt. Lindholmens Varv Got. | | N |
| | | 2 *Dks* | 729 | | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 85038 | **Tormilind** Wood Aux Sc 4 Mst Sr | | 494 | | | | | 1922 | R. Pahlberg Hara | KäsmuLaeva Omanikud (O. Tiedemann, *Mgr.*) | 150·0 | 33·8 | 13·6 | Käsmu Estonian | Oil Engines 4S.C.SA 8Cy.9½″–14$\frac{3}{16}$″ 73NHP Humboldt-Deutz-motoren, A.G. Köln-Deutz | NE39 | |
| 305 | (*ex*Sailing Vessel–39) *Oil Eng.* | | — | | | | | | | | | | | | | | |
| ESOJ | | | 345 | | | | | | | | | | | | | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | | | |
| 85039 | **Torni** (*ex*Claudegallus, *ex*War Isis) | | 2044 | ✠100A1 3,41 ~~12,39~~ | Tln Liv | *r* | CL ~~3,38~~ | 1918 | Pt. Arthur S.B.Co.Ld. Port Arthur, Ont. | Ministry of Shipping (Rodney S.S. Co. Ld. *Mgrs.*) | 251·0 | 43·8 | 21·6 | Liverpool British | T.3Cy.20$\frac{1}{8}$″,33½″&54″–40″(*s*) 190lb 256NHP | 23 ″ 0 s 3 ″ 0¼ 20 ″ 2 | |
| ~~Mchy~~ | *ss*Tln.No.3–5,31 | | 1825 | | ~~LMC~~ | | | 5mo | | | 261·0(O.L.) | | | | | | |
| ~~142169~~ | *ss*Tln.No.2–39 | | 1209 | | | | 4,40 | A&CP | | P27′B78′F27′ FK | | | | *4BHCem* | 2SB,6*cf*, GS 126, HS 4626 Pt. Arthur S.B.Co.Ld. Pt.A. | | |
| MLWX | 1 *Dk*(*Stl*) | | | | 4,41 | | | | | *Cell DB 210′628t F* | *PT80t APT105t* | | | | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 85040 | **Tornus** | | 8054 | ✠100A1 ~~1,39~~ 11,40 | Nwc | *c*† | CL | 1936 | Bremer Vulkan Vegesack | Anglo-Saxon Petroleum Co. Ld. | 465·0 | 59·4 | 33·8 | London British | Oil Engines 4S.C.SA 8Cy.25$\frac{1}{16}$″–55$\frac{1}{8}$″ 502NHP DB *180lb* 17 *BHpt Cem* | 34 ″ 0 s 6 ″ 8½ 27 ″ 6¼ | |
| 165349 | *ss*Cff.No.1–40 | | 7224 | | ~~Cff~~ | | 9,39 | 9mo | | | 483·3(O.L.) | | | | | | |
| GZFP | D.F. 1 *Dk*, *2nd dk clear of cargo tanks* | | 4756 | | | | | | | P92 B47′F48′ FK | | | | | | | |
| | E.S.D. | | | *Carrying Petroleum in bulk* | | | | *Lloyd's SA&CP* | *Cell DB uE64′ 141t DT* | | *f25′272t FPT139t* | | | *APT85t* | Bremer Vulkan, Vegesack | | |
| | *Longitudinal framing at bottom & at deck* | | | ✠LMC CS11,40 | | | | | | | | | | | | | |
| | *Mchy. Aft* *Cruiser Stern* | | | DBS11,40 | | | 9,39 | | | | | | | | | | |
| 85041 | **Torny** (*ex*Marshall) | | 2424 | ✠ ... 7,26 | | | | 1919 | The Pusey & Jones Co. Wilmgtn, Del. | A/S Nesjar (EilertLund) | 300·7 | 44·3 | 19·6 | Bergen Norwegian | T.3Cy.22″,36″&59″–39″ NE26 292NHP | 22 ″ 3 | N † |
| | *ss*Osl.No.1–24 | | 2148 | | | | | 1mo | | P29′B75′F29′ FK | | | | *WB* | BeverDorling & Co. Bradford | | |
| LDCO | Sub.Sig. | 1 *Dk* | 1389 | | | | | | | | | | | | | | |
| 85042 | **Toro** (*ex*Diana) | | 1405 | | | | | 1922 | Werft Nobiskrug G.m.b.H. Rendsburg | Cia. Argentina de Nav. Mihanovich Ltda. | 250·0 | 37·5 | 12·8 | Bns. Aires Argentine | T.3Cy.17¾″,28½″&45¼″–29½″ 110NHP | | G |
| | | | — | | | | | | | P&B59′F8′ | | | | *WB* | OttensenerMaschf. Altona | | |
| LOHS | Wireless 1 *Dk* | | 801 | | | | | | | | | | | | | | |
| | *Mchy. Aft* Sub.Sig. *Fitted for oil fuel* | | | | | | | | | | | | | | | | |
| 85043 | **Toro Maru** | | 1925 | | | | | 1939 | Kawaminami Kogyo K.K. Nagasaki | Kita Nippon Kisen K.K. | 271·6 | 40·0 | 20·3 | Tokyo Japanese | T.3Cy.18½″,30″&50″–36″ 150NHP | | |
| | | | 1540 | | | | | | | P87′F29′ | | | | | | | |
| | 1 *Dk* | | 1086 | | | | | | | | | | | *WB* | Kawaminami Kogyo K.K. Koyagisima | | |
| 85044 | **Torondoc** | | 1927 | | | | | 1927 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Paterson Steamships, Ld. | 252·9 | 43·4 | 17·8 | Ft William Ont. British | T.3Cy.15″,25″&40″–33″ 92NHP | | C |
| 149431 | | | 1638 | | | | | | | | | | | | | | |
| | *Mchy. Aft* | 1 *Dk* | 1151 | | | | | | | | | | | *WB* | Swan, Hunter & Wigham Richardson, Ld. Nwc. | | |
| 85045 | **Toronto** Twin Sc | | 5018 | ✠100A1 ~~5,39~~ 12,40 | Cpn NYk | *y* | CL 5,39 | 1928 | C. de Normandie Rouen | Wilh. Wilhelmsen | 381·8 | 52·2 | 27·7 | Tönsberg Norwegian | Oil Engines 4S.C.SA 12Cy.24$\frac{1}{16}$″–43$\frac{5}{16}$″ 714NHP DB *100lb* | 30 ″ 0 s 5 ″ 4 24 ″ 10 | |
| | Oil Eng. | | 4282 | | | | | 1mo | | 397·5(O.L.) | | | | | | | |
| LDCP | *ss*NYk.No.3–12,40 ~~Cot. No.2, 39~~ | | 2883 | DBS10,40 ✠LMC12,40 | | | | *Lloyd's SA&CP* | *Cell DB* | P35′B141′F33′ FK | | | | 7 *BHpt Cem* 1 „ *to 2nd dk* | Ch.&Atel.de St. Nazaire | | |
| | D.F. 2 *Dks*(*Stl*) | | | *Carrying oil F.P. a bove 150°* | | | | F. in | *forward deep tank* | 333′798*t* *Tanks in way of tu* | | | | *nnels 198t D* | *Tf 31′877t FPT61t APT74t* | | |
| 85046 | — Ⓟ Pad | | 2779 | | | | | 1899 | Bertram E. Works Co. Ld. Toronto, Ont. | Canada Steamship Lines, Ld. | 269·4 | 36·0 | 13·8 | Toronto British | T.3Cy.28″,44″&72″–72″ 440NHP | | |
| 107412 | | | 1742 | | | | | | | | | | | | Bertram Eng. Wrks. Co. Ld. | | |
| VGTD | | 3 *Dks* | 1652 | | | | | | | | | | | | | | |
| 85047 | **Toronto City** (*ex*Kyrenia–37, *ex*Nigerian–35) | | 2486 | ✠100A1 *with freeboard* | Brs | *u* | CL 12,38 | 1925 | Barclay, Curle & Co. Ld. Glasgow | Bristol City Line of Steamships, Ld. (C. Hill & Sons, *Mgrs.*) | 321·8 | 46·2 | 19·7 | Bristol British | T.3Cy.20¾″,34½″&58″–42″ 180lb (*s*) 279NHP | 21 ″ 6 s 1 ″ 2¼ 20 ″ 5½ | |
| 147337 | *ss*Brs.No.3–3,37 | | 2176 | | | | | 10mo | | | | | | | | | |
| GMCF | D.F. 1 *Dk*& *Shelter dk* | | 1486 | ~~9,40~~ ~~12,39~~ MS3,37 | ✠LMC BS12,39 | | | *Lloyd's SA&CP* | *Cell DB a86′uE21′* *f136′543t FPT* | F30′ FK | *62t APT24t* | | | *6 BHpt Cem* *Coll „ to Sh dk* | 2SB&1Aux.SB, *8cf*, GS 155, HS 4869 Barclay, Curle & Co. Ld. Gls. | | |
| 85048 | **Toros** | | 1396 | | | | | 1916 | Becker & Co. Tallinn | U.S.S.R. | 198·2 | 46·6 | 25·2 | Odessa Russian | T.3Cy.26″,42½″&70″–42″ B*made* 29 318NHP | | |
| | (*Icebreaker*) | | 1382 | | | | | *Completed 1930 by* | S. B.&E. W. André M | arti, Leningrad | | | | *WB* | Becker & Co. Reval | | |
| UOVA | Wireless 2 *Dks* | | — | | | | | | | | | | | | | | |
| 85049 | **Torquato Gennari** (*ex*Hvitra, *ex*Mineral, *ex* Fredsholm, *ex*England) | | 1012 | ✠ ... 1,31 | | | | 1890 | W. Dobson & Co. Newcastle | U. Gennari fu T. | 247·0 | 28·4 | 12·7 | Rimini Italian | T.3Cy.15″,25″&41″–30″ 98NHP | 15 ″ 4 | I † |
| 22 | *ss*Osl.3rd No.3–12,22 | | 727 | | | | | 1mo | | | 238·9 | | | | | | |
| IUYX | *ss*Mmo.No.1–27 | | 599 | ✠ | | | | | | Q70′B95′F25′ | | | | *WB* | Alley & M'Lellan, Glasgow | | |
| | *Well deck* | 1 *Dk*& *Webframes* | | | | | | | | len97 FK | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Identification. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franco-bord au milieu du navire. Tirant d'eau correspondant. | 15 Registres où cette unité est inscrite dans le L. R. Index. Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85050 | **Torquay** | | 870 | ✠100A1 | Dun | *k* | CL | 1914 | J.Crown& | J.&A.Davidson, | 200·0\|30·0\|12·2 | Drtmouth | T.3Cy.17″,28″&46″–30″ (*s*) | 14 ″ 3 | |
| 130188 | | *ss*Dun.2ndNo.3–7,39 | 605 | 7,40 ~~7,39~~ | Abn | | ~~6,37~~ | 8mo | Sons,Ld. | Ld. | 206·0(O.L.) | British | 180lb 140NHP | s ″ 10½ | |
| MFGS | *Well deck* | 1*Dk*(Stl) | 435 | ✠NB7,15 ~~BS7,45~~ | ✠LMC7,39 | | 7,40 | *Lloyd's* | Sunderland | | P21′Q44′B48′F21′ FK | | 2SB,4*pf*,GS58,HS2350 | 13 ″6½ | |
| | | *Cargo battens not fitted* | | | | | | *SA&CP* | | *CellDBa§uE59′f84′196t FPT* | | 49t*APT*41t | N.E.MarineEng.Co,Ld.Sld | | |
| 85051 | **Torr Head** | | 5021 | | | | | 1937 | Harland& | UlsterS.S.Co.Ld. | 407·3\|58·9\|24·8 | Belfast | T.3Cy.22″,37″&61″–45″& | | C |
| 165160 | | | 4432 | | | | | | Wolff,Ld. | (G.Heyn&Sons,Ld | P25′F32′ | British | LP turbine with chain drive | | |
| GZPW | D.F. E.S.D. | 1*Dk*§*Shelter dk* | 3046 | | | | | | Belfast | *Mgrs.*) | | *WB* | Harland&Wolff,Ld.Bel. | | |
| | | *CruiserStern* | | | | | | | | | | | | | |
| 85052 | **Torras y Bages** (*ex*Velasquez) | | 1344 | ✠ —— 8,32 | Bcl | *p* | | 1902 | ClydeSB.& | Cia.Trasmedi- | 238·0\|35·7\|12·2 | Barcelona | T.3Cy.19″,31″&51″–33″ | 21 ″ 10 | |
| | | *ss*Bcl.2ndNo.3–3,27 | 1300 | | | | | 1mo | E.Co.Ld. | terranea | P37′B63′F54′ 19·6 | Spanish | 170NHP | | |
| EAPY | Wireless | 1*Dk*(Stl)§*Spar dk*(*pt*Stl §*pt*Irn)§*deep framing* | 754 | | | | | | Pt.Glasgow | | FK | | 4*BHCem* NB*made*21 *fitted*3,27 | | |
| | | | | | | | | | | *CellDBa52′uE§B35′f105′* | | 811t*APT*11t | NDB*made*16*refitted*27 | | |
| | | | | | | | | | | | | | 1SB,3*cf*,GS70,HS2736 | | |
| | | | | | | | | | | | | | ClydeS.B.&E.Co.Ld.P.Gls | | |
| 85053 | **Torrens** | TwinSc | 6692 | ✠100A1 | Mmo | *e*† | CL | 1939 | Kockums | Wilh.Wilhelmsen | 479·1\|62·3\|28·8 | Tönsberg | Oil Engines 2S.C.DA | 31 ″ 7 | |
| 5891 | | *Oil Eng.* | | *with freeboard* | NYk | 2½ | | 5mo | M.V.Aktieb. | | 498·5(O.L.) | Norwegian | 14Cy.23½″–43½″ 2722NHP | s 4 ″ 2½ | |
| LKFA | D.F. E.S.D. | 1*Dk*§*Shelter dk*,3*rd dk* | 4076 | ~~1,10 5,30~~ 2,11 | ✠LMC5,39 | | | | Malmö | | P42′F44′ FK | | 7*BHptCem* DB*100lb* | 27 ″ 7½ | |
| | GyC. | *except in after holds* | | | | | | *Lloyd's* | | | | | *ptAsp* | | |
| | | *Cruiser Stern* | | | | | | *SA&CP* | | | | | (*Coll to Sh dk* | | |
| | | *Butts of shells*§*deck plating electrically welded* | | *Carrying cargo oil F. P. above 150° F. in deep tanks§tanks in way of tunnels* | | | | | | *CellDBu E§f274′ MTs30′144* | 1118t *2t Tanks in way of tunnels* 1122t | | 6 ,, 2nd ,,) *FPT*131t*APT*191t | | |
| 85054 | **Torres** | | 4943 | | | | | 1917 | NwprtNws | ~~BiehfieldOilCorp.~~ | 371·5\|59·1\|26·8 | Portland, Ore. Utd.States | T.3Cy.25½″,41½″&72″–48″ | | R |
| 215233 | | *Carrying Petroleum in bulk* | — | | | | | | S.B.&D.D.Co | Bernuth,Lem- | B27′F34′ | | 360NHP | | |
| WICW | *Mchy.Aft* | *Fitted for oil fuel* | 2955 | | | | | | NewprtNews | bckeCo.Inc. | | *WB* | NewportNewsSB&DD.Co. | | |
| | D.F. | 2*Dks* | | | | | | | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | |
| * 85055 | **Torridal** | | 1381 | ✠100A1 | Osl | *p* | OG | 1930 | Langesnds | IngvaldBjörneboes | 249·1\|38·1\|15·2 | Xiansand | C.4Cy.(2)14¾″&(2)31½″– | 17 ″ 3 | |
| | | *ss*Osl.No.2–39 | 1208 | 1,40 | | | 7,39 | 6mo | Mek.Verks | RederiA/S | 261·5(O.L.) | Norwegian | 31½″ 205lb (*s*) FD 152NHP | s 1 ″ 11 | |
| LFCP | | 1*Dk*(Stl) | 780 | | ✠LMC7,39 | | | | Langesund | (I.Björneboe*Mgr.*) | P22′B56′F26′ FK | | 2SB(Spt),*dcf*,GS50,HS2097 | 15 ″ 6 | |
| | | *Cargo battens not fitted* | | | | | | *Lloyd's* | *SA&CP* | *CellDBa§uE* 100′ *f*94′ 340t *FPT* | | 50t*APT*80t | TrondhjemsMVTrondheim | | |
| 85056 | **Torsa** | | *1511* | ✠100A1 | Hbg | *r* | OG | 1934 | Nya Varvs- | A/B Transmarin | 259·1\|40·4\|16·0 | Hisingborg | T.3Cy.18½″,29½″&48⅞″– | 19 ″ 2 | |
| 7954 | | *ss*Osc.No.1–38 | *1310* | *with freeboard* | ~~Ges~~ Skm | | 10,39 | 5mo | aktb.Öresund | (S.Redig,*Mgr.*) | 275·2(O.L.) | Swedish | 33½″ 185lb (*s*) 172NHP | s 0 ″ 6½ | |
| SKRW | | 1*Dk*(Stl)§*Shelter dk*(Stl) | *811* | ~~4,41 10,30~~ | ✠LMC4,38 | | | | Landskrona | | FK | | 2SB,4*cf*,GS60,HS2379 FD | 18 ″ 9 | |
| | Wireless D.F. | *Cargo battens not fitted* | | | | | | *Lloyd's* | *SA&CP* | | | | (*Coll to Sh dk* | | |
| | | *Strengthened for Navigation in Ice* | | ~~BS7,40~~ | | | | | | *CellDB219′ 580t F PT*35t*APT*70t | | | 3 ,, 2nd ,,) NyaVarvsaktiebOresund | | |
| 85057 | **Tortugas** | | 4697 | ✠100A1 | Osl | *x* | CL | 1923 | Deutsche | Wilh.Wilhelmsen | 357·6\|51·2\|30·7 | Tönsberg | Oil Engines 4S.C.SA | 33 ″ 2 | |
| | | *Oil Eng.* | 4318 | *with freeboard* | ~~Shi~~ NYk | | ~~9,86~~ | 11mo | WerftA.G. | | | Norwegian | 6Cy.29½″–47½″ | s 7 ″ 8½ | |
| LEFD | D.F. | *ss*Osl.No.3–11,34 | 2852 | ~~3,40 12,80~~ 3,41 | | | 8,40 | | Hamburg | | F60 FK | | 6*BHptCem* DB*115lb* 493NHP | 25 ″ 7 | |
| | | *ss*Osl.No.1–38 | | | ✠LMC CS9,38 | | | | | *CellDB294′ 833t MT*24′ 776t *FPT*134t | | | *APT*16t | A.E.G.Turbinefabk.Berlin | |
| | | 2*Dks*(Stl) | | DBS~~9,39~~ 11,40 ~~5,37~~ 1,39 | | | | | | | | | | | |
| | | *CruiserStern* | | *Fitted for carrying oil* | | | 11,23 | *F.P. above 150° F. in deep tank* | | | | | | | |
| 85058 | **Tortuguero** | | 5285 | | | | | 1921 | A.Stephen | Elders&Fyffes,Ld. | 400·1\|51·2\|30·1 | Glasgow | T.3Cy.27½″,46½″&78″–54″ | | C |
| 146267 | *Ref.Mchy.* | Sub.Sig. | 4557 | | | | | | &Sons,Ld. | | P42′B155′F41′ | British | 447NHP | | |
| GDCZ | D.F. E.S.D. | 2*Dks* | 3275 | | | | | | Glasgow | | | *WB* | A.Stephen&Sons,Ld.Gls. | | |
| 85059 | **Torun** (*ex*Brumaire) | | 2018 | ✠ | Dnz | *r* | | 1926 | Chant. Nav | ZeglugaPolska | 269·1\|39·7\|17·5 | Gdynia | T.3Cy.18½″,20½″&49⅝″– | 19 ″ 10 | |
| | | *ss*Gdy.No.3–4,35 | 1576 | 3,39 | | | | 2mo | Français | S.A.(PolishS.S. | | Polish | 37½″ 189NHP | | |
| SPAA | | *ss*Dnz.No.1–39 | 1122 | | | | | | Caen | Agency,Ld.*Mgrs.*) | P22′Q87′B50′F23′ FK | | 2SB,4*cf*,GS95,HS3247 | | |
| | *Well deck* | 1*Dk*(Stl) | | | | | | | | *CellDBa§uE* 66′*f*107′405t *DTs a* | 34′205t *FPT*77t *APT*22t | | Etab.Nat.d'Indret,Indret | | |
| 85060 | **Torungen** | | 1948 | | | | | 1931 | Trndhjms | SkibsA/S Remon- | 276·3\|43·1\|18·1 | Arendal | T.3Cy.20½″,33″&56″–36″ | | N |
| | | 1*Dk* | 1196 | | | | | | Mek.Værks. | strant(Bertrand | P66tH101t | Norwegian | 188NHP | | |
| LDRJ | | *CruiserStern* | 1142 | | | | | | Trondheim | Jacobsen,*Mgr.*) | | *WB* | TrondhjemsMVTrondheim | | |
| 85061 | **Torvang** (*ex*Hagar–37, | Wood | *412* | | | | | 1918 | Norrköp- | Johannes | 141·9\|28·1\|11·1 | Bergen | Oil Engines 2S.C.SA | | V |
| | *ex*Julia,*ex*Calcium) | *Oil Eng.* | *304* | | | | | | ingsVrfsA/B | Taranger | P47′F21′H14t | Norwegian | 3Cy.17⅞″–18½″ 165NHP | | |
| LJNU | | | *242* | | | | | | Norrköping | | | *WB* | JV.SvenssonsMtrfbkSkm | | |
| 85062 | **Torvanger** (*ex*GrandeGaard) | | 6568 | ✠ ... | | | | 1920 | W.Doxford | Westfal-Larsen& | 420·1\|54·0\|34·4 | Bergen | T.3Cy.27″,44½″&75″–54″ | 37 ″ 0 | N |
| | Sub.Sig. | *Fitted for oil fuel* | 6260 | 11,20 | | | | 10mo | &Sons,Ld. | Co.A/S | H197t | Norwegian | 582NHP | | † |
| LDCR | | 1*Dk*§*Shelter dk* | 4122 | ✠ | | | | | Sunderland | | FK | *WB* | W.Doxford&Sons,Ld.Sld. | | |
| 85063 | **Toryisland** (*ex*Shotton) | | 300 | ✠100A1 | ~~Sld~~ | *e* | CL | 1909 | Cochrane | ~~SirJamesLaing&~~ | 135·0\|23′1\| 9·3 | London ~~Belfast~~ | C.2Cy.17″&36″–24″ (*s*) | 10 ″ 6 | |
| 124624 | | *ss*Sld.2ndNo.3–2,36 | 223 | ~~Examined 4,41 Lth~~ | | | 3,40 | 5mo | &Sons | ~~Sons,Ld.~~ Elford | | British | 130lb 62RHP | s ″ 7 | |
| MCYV | *Mchy.Aft* | *Well deck* 1*Dk*(Stl) | 110 | ~~BS4,41~~ | ✠LMC3,40 | | | | Selby | ShippingCo.Ld. | Q48′B11′F23′ | | 3*BHCem* | 10 ″ 7 | |
| | | *Cargo battens not fitted* | | | | | | *Lloyd's* | *SA&CP* | | BK7½″ | | *FPT*40t | | |
| 85064 | **Toryu Maru** (*ex*MisumiMaru, | | 1992 | ✠ ... | | | | 1889 | WBThmp- | YamamotoSyoten | 275·0\|37·2\|15·8 | Kobe | C.D.Holmes&Co.Ld.Hull | | |
| 13176 | *ex*Hilary,*ex*RedSea) | *ss*Liv.No.3–1,01 | 1837 | 8,12 | | | | 7mo | son&Co.Ld. | GosiKaisya | B64′F36′ 22·8 | Japanese | T.3Cy.21″,33″&54″–42″ | 25 ″ 2 | |
| JBHC | | *ss*H.Kg.No.2–10 | 1420 | ✠ | | | | | Dundee | | BK9½″ | *WB* | 182NHP | | |
| | | 1*Dk*§*Spar dk*3*tr B* | | | | | | | | | | | W.B.Thompson&Co.Ld. | | |
| 85065 | **Tosan Maru** | TwinSc | 8666 | | | | | 1938 | Mitsubishi | SettuSyosenK.K. | 465·9\|62·3\|41·0 | Osaka | Oil Engines 2S.C.SA | | C |
| 44373 | | *Oil Eng.* | — | | | | | | JukogyoK.K | (OsakaSyosenK.K. | F38′ | Japanese | 14Cy.28½″–49⅛″ 1960NHP | | |
| JFAM | *Ref.Mchy.* | 3*Dks* | 5179 | | | | | | Nagasaki | *Mgrs.*) | | *WB* | MitsubishiJukogyoK.K. | | |
| | | *CruiserStern* | | | | | | | | | | | Nag. | | |
| 85066 | **Tosari** | | 7029 | | | | | 1919 | Bonn& | Rotterdamsche | 445·8\|54·3\|34·2 | Batavia ~~Rotterdam~~ | Oil Engines 2S.C.SA | | V |
| | *Ref.Mchy.* | *Oil Eng.* | 6084 | | | | | | Mees | Lloyd(~~W.Ruysdael~~ | F42′ | Dutch | 8Cy.29⅛″–52½″ 1246NHP | | |
| PIAF | D.F. | 3*Dks* | 4454 | | | | | | Rotterdam | ~~Gonen,Jlgee.~~) | | *WB* | NE31 | | |
| | | | | | | | | | | | | | Kon.Maats."DeSchelde" | | |
| | | | | | | | | | | | | | Flushing | | |
| 85067 | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L. R. Distinctive Marks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85068 PKHB | **Tosari** | *OilEng.* 1*Dk & Shade dk* | 981 629 672 | | | | | 1930 | N.V.Werf "Gusto" v/h F.Smulders Schiedam | Koninkl.Paketv. Maats. | 203·3 | 34·2 | 11·6 | Batavia Dutch *WB* | Oil Engines 4S.C.SA 8Cy.13$\frac{5}{8}$"–22$\frac{7}{8}$" 142NHP Maschfbk.Augsburg, Nürnberg,Augsburg | | V |
| 85069 1925 IUZE | **Tosca** 3Mst *ss*Hul.No.3–5,20 *ss*Sou.No.2–28 | *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) | 474 346 192 | ✠ —— 12,33 | Sou | *g* | | 1908 6mo | AilsaS.B. Co.Ld. Ayr | G.M.Scotto | 162·2 155·4 Q86'B11'F23' BK7' *WB*=*FPT*48*t* | 25·6 | 11·4 | Genoa Italian 3*BHCem* *APT*36*t* | C.2Cy.18"&40"–27" 64NHP 1SB,3*pf*,GS53,HS1631 AilsaS.B.Co.Ld.Troon | 12 " 3 | I † |
| 85070 2049 ICJE | **Toscana** (P) TwinSc (*ex*Saarbrücken–35) *Corrugated sides* Sub.Sig. D.F. 3*Dks* | | 9442 — 5487 | | | | | 1923 | Akt.Ges. "Weser" Bremen | LloydTriestino Soc.Anon.diNav. | 479·7 458·7 B142'F44' | 57·6 62·3 | 31·2 30·8 *WB* | Genoa Italian | T.6Cy.24$\frac{3}{8}$",40$\frac{9}{16}$"&66$\frac{1}{8}$"–17$\frac{1}{2}$" 600NHP A.G."Weser,"Bremen | | I |
| 85071 29890 JKMB | **Tosei Maru** (*ex*TohseiMaru-38) *Fitted for oil fuel* 2*Dks* | | 5484 5008 3352 | | | | | 1926 | Uraga DockCo. Uraga | YamashitaKisen K.K. | 400·0 P28'B124'F39' | 53·0 | 32·0 *WB* | Kobe Japanese | 2 Steam Turbines DR geared to 1 Sc.Shaft Westinghouse ElectricMfg.Co. | | C |
| 85072 24975 JEBD | **Tōsei Maru** (*ex*TokohMaru-38, *ex*HeinanMaru–34) *ss*Kob.No.3–9,30 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing* | | 4364 3677 2719 | ✠ ... 2,36 | Yka | *w* | CL 1,35 | 1919 8mo | OsakaIron Works,Ld. Osaka | KiharaSyosen K.K. *CellDB*294' | 345·0 P30'B98'F34'*on Shelter dk* 1120*t DTa* 32' 690*t* | 49·8 FK *Collision* *FPT*115*t* | 28·2 *APT*29*t* | Tokyo Japanese *Cem* *BH to Sh dk* 5 " " *U* " | T.3Cy.24",41"&67"–48" 382NHP 2SB,6*cf*,GS124,HS5186 OsakaIronWrks,Ld.Osaka | 28 " 2 | C † |
| 85073 44036 JZHL | **Tosei Maru** (*ex*TungSheng–38, *ex*Bornite–37,*ex*CanadianRover) *Fitted for oil fuel* 2*Dks* | | 2433 — 1423 | | | | | 1920 | TheColl-ingwood S.B.Co.Ld. Collingwood | OkadaGumiK.K. | 251·0 P24'B64'F23' | 43·6 | 23·6 *WB* | Osaka Japanese | T.3Cy.18",30"&50"–36" 150NHP CollingwoodS.B.Co.Ld | | C |
| 85074 | **Tosno** (*ex*Brabant–34, *ex*Dotterel, *ex*Poland) *ss*Mch.No.3–7,24 *ss*Ant.No.1–29 2*Dks*(*Stl*) | | *1754* *1562* *810* | ✠ —— 11,34 | Ant | *q* | | 1911 8mo | Barclay, Curle&Co.Ld. Glasgow | U.S.S.R. *CellDBa* 58' 6" | 260·0 B73'F33' *E*22'*f*116'257*t FPT* | 36·0 FK&BK1$\frac{1}{2}$' | 22·2 4*BHCem* 48*t APT*25*t* | Leningrad Russian | T.3Cy.19$\frac{1}{2}$",34"&55"–42" HS4252 246NHP 2SB&1AuxSB,8*cf*,GS131, Barclay,Curle&Co.Ld.Gls. | 24 " 6 | |
| 85075 43065 JKRL | **Tosyo Maru** 1*Dk* | | 1290 — 707 | | | | | 1937 | Namura Zosensho K.K. Osaka | KonanKisenK.K. (HinodeKisenK.K. *Mgrs.*) | 219·3 | 35·8 | 18·5 | Tokyo Japanese | Steam | | |
| 85076 23579 JHIB | — (*ex*DaitokuMaruNo.3) | | 1236 — 822 | | | | | 1918 | ..... | KitaKyushu SyosenK.K. | 225·0 | 33·0 | 18·7 | Fukuoka Japanese | T.3Cy. YoshidaIronWorks | | |
| 85077 31729 JHPB | **Tosyu Maru** (*ex*GiuseppeSoncino, *ex*Emma,*ex*WarHorus) *ss*Kob.No.2–26 1*Dk* | | 2115 1772 1219 | ✠ ... 3,30 | | | | 1918 10mo | Pt.Arthur S.B.Co.Ld. PtArthurOnt | AbeShokaiK.K. | 251·0 P25'B64'F28' | 43·8 FK | 20·7 *WB* | Kobe Japanese | T.3Cy.20$\frac{1}{2}$",34"&56"–40" 265NHP Pt.ArthurS.B.Co.Ld. | 23 " 0 | |
| 85078 22427 JHTA | **Totai Maru** *ss*Kob.No.1–22 *Longitudinal framing* 2*Dks* & *Web frames* | | 3194 2757 1994 | ✠ ... 7,24 | | | | 1918 4mo | Osaka Iron Works Innoshima | ToaKaiunK.K. | 305·0 P19'B82'F32' | 43·7 FK | 27·2 *WB* | Kobe Japanese | T.3Cy.22",37"&61"–42" 288NHP OsakaIronWks.Ld.Osaka | 27 " 3 | C † |
| 85079 148394 ZMDL | **Totara** (*ex*MargaretBirch) *ss*Wln.No.3–8,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* Wireless | | 426 290 148 | ✠ 100A1 7,40 ~~8,39~~ ~~BS8,39~~ 7,40 | Ddn Wln | *f* | 8,39 | 1925 1mo | Warren's New Holland Shipyard,Ld. New Holland | AnchorShipping& FoundryCo.Ld. | 135·4 26·3 141·0(o.L.) Q70'BonQ11'F31' | 25·1 BK7' | 11·0 *3BHCem* *FPT*70*t* | Nelson,N.Z. British | C.2Cy.17"&34"–24" (*s*) 130lb 55RHP 1SB,2*pf*,GS38,HS1430 Crabtree&Co.Ld.Gt.Yar. *APT*35*t* | 12 " 0 s 3 " 4½ 12 " 2¾ | |
| 85080 13897 JBOD | **Toten Maru** (*ex*NagatoMaru–34, *ex*HudsonMaru, *ex*Hudson) *ss*Kob.No.3–6,11 *ss*Kob.No.2–20 1*Dk* & *Spar dk* & *deep framing* | | 3823 3476 2388 | ✠ ... 5,24 | | | | 1900 5mo | Sunderlnd S.B.Co.Ld. Sunderland | NipponSuisan K.K. | 356·0 P39'B92'F42' | 45·2 26·7 FK | 18·7 *Wb* | Habu Japanese | T.3Cy.24",40"&64"–42" 288NHP N.E.MarineEng.Co.Ld.Slc | 29 " 4 | C † |
| 85081 29 IUZP | **Totonno** (*ex*FrancescoImparato, *ex*Achille-Bayart,*ex*Curaçao) 2*Dks* | | 674 — 395 | | | | | 1899 | Rijkee&Co. Rotterdam | UmbertoD'Amato | 203·8 197·8 F15' | 33·0 | 10·6 *WB* | Torre del Greco Italian | C.2Cy.21"&39"–24" NB17 62NHP Maats deMaas,Rotterdam | | I |
| 85082 | **Tottenham** D.F. E.S.D. *CruiserStern* | | 4762 2663 | 100A1 *with freeboard* (*Class Contemplated*) | | | | 1940 | CaledonS. B.&E.Co.Ld. Dundee | BritainS.S.Co.Ld. (Watts,Watts&Co. Ld. *Mgrs.*) | 417·6 | 56·8 | 25·0 | London British | T.3Cy.23",38"&65"–42" Rht. N.E.MarineEng.Co.(1938) Ld. | 28 " 5 s 3 " 2⅜ 25 " 3 | |
| 85083 16520 JPQD | **Tottori Maru** *ss*Tko.No.1–17 2*Dks* | | 5973 5443 3708 | ✠ ... 11,21 | | | | 1913 9mo | Russell& Co. PortGlasgow | NipponYusenK.K. | 423·4 P38'B123'F47' | 56·0 FK | 28·7 *WB* | Tokyo Japanese | T.3Cy.27",44"&73"–48" 556NHP J.G.Kincaid&Co.Ld.Grk. | 31 " 4 | C † |
| 85084 FOOP | **Touareg** (P) D.F. *Fitted for oil fuel* *Mchy.Aft* *Ref.Mchy.* 2*Dks* | | 5135 3949 3123 | | | | | 1924 | Ch.&Atel. de Provence Port de Bouc | Cie.de Navigation Fraissinet | 390·3 P43'B128'F53' | 50·2 | 25·7 *WB* | Marseilles French | T.3Cy.29$\frac{1}{16}$",46"&75"–45" Ch.&At.de Provence,Marseilles 376NHP | | V |
| 85085 LGRI | **Toulouse** TwinSc *OilEng.* *ss*Osl.No.1–37 GyC. 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*) *except in after holds* | | 7027 6217 4309 | ✠ 100A1 *with freeboard* ~~8,108,39~~ 8,41 ~~LMC CS10,38~~ ~~DBS(wt)6,38~~ 5,403,38 ~~DBS(bwse)6,39~~ ~~DBS 4,40~~ 4,41 | Osl Syd | *d*† | CL 8,39 | 1934 1mo | Deutsche Werke Kiel A.G. Kiel *Lloyd's* | Wilh.Wilhelmsen | 469·0 P54'F41' *CellDB*304'1410*t* *Tanks in way of tunnels* 632*t MT* | 60·7 FK | 28·9 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 " 2nd " ) | Tönsberg Norwegian DB*100lb* DB(WT)*100lb* | Oil Engines 4S.C.SA 16Cy.29$\frac{1}{2}$"–55$\frac{1}{2}$" 1345NHP DeutscheWerkeKielA.G. 25'1159*t FPT*105*t APT*133*t* | 31 " 7 s 4 " 0½ 27 " 8½ | |
| 85086 FPGT | **Touraine** (*ex*Senator–39) TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) D.F. *Carrying Petroleum in bulk* | | 6589 5971 4002 | ✠ 6,37 | Fal | *z* | | 1934 3mo | Götaver-kenA/B Gothenburg | Soc.Française deTransports PétroliersS.A. *CellDBu* | 408·5 P90'F42' *E*90'200*t DTf* 23'24 | 55·2 FK | 33·9 10*BHptCem* 3*tAPT*415*t* | Havre French | Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 543NHP GötaverkenA/B,Got. | 33 " 7 | V † |

For full particulars see No. 90204 in Supplement

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenance expiré. Lettre d'Equipement. | 7* Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Inscrites où cote, si en 1 est dans le L. L. Dans le Cert. R. ou Mar. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 156/40 | 85087 **Touraine** | TwinSc *Oil Eng.* | 5811 5224 3579 | ✠100A1 *with freeboard* 6,39 | Cpn | *b*† | CL 1,38 | 1925 8mo | Odense Staalskibsvft Odense | Wilh.Wilhelmsen | 435·9\|56·2\|27·8 458·5(O.L.) P32'F46' FK | | | Tönsberg Norwegian | Oil Engines 4S.C.SA 16Cy.24½"–43⅞" 951NHP DB100lb | 30 # 6 s 4 # 0½ 26 # 7 | |
| | LDCT | *ss*Osl.No.3–2,38 1*Dk(Stl)&Shelter Dk(Stl)* 3rd*Dk(Stl)exceptinNo.5hold* | | ✠LMC CS2,38 DBS8,39 7,37 *Carrying vegetable oil in deep tank* | | | | *Lloyd'sAs&CP* | | *CellDB387'1352tTanks between & at sides of tunnels 199tDT f30'840tFPT116tAPT128t* | | | | *(Coll&AftPeak to Sh dk 5 „ 2nd „) f30'840tFPT116tAPT128t* | Akt.Burmeistr&Wain,Cpn | | |
| * | 85088 **Tourcoing** | TwinSc *Oil Eng.* | 5798 5224 3578 | ✠100A1 *with freeboard* 5,39 | Cpn | *b*† | CL P(N) 2,38 S5,39 | 1924 10mo | Odense Staalskibsvft Odense | Wilh.Wilhelmsen | 435·9\|56·2\|27·8 457·7(O.L.) P32'F46' FK | | | Tönsberg Norwegian | Oil Engines 4S.C.SA 16Cy.24½"–43⅞" 951NHP DB100lb | 30 # 6 s 4 # 0½ 26 # 7 | |
| | LDCU D.F. | *ss*Osl.No.3–8,36 1*Dk(Stl)&Shelter Dk(Stl)* 3rd*Dk(Stl)exceptinNo.5hold* | | ✠LMC CS7,37 DBS9,39 2,38 *Carrying vegetable oil in deep tank* | | | | *Lloyd'sAs&CP* | | *CellDB387' 1352tDT f30'874t Tanks between tunnels & at sides of tunnels 199tFPT116tAPT128t* | | | | *(Coll&AftPeak to Sh dk 5 „ 2nd „) f30'874t Tanks between tunnels & at sides of tunnels 199tFPT116tAPT128t* | Akt.Burmeistr&Wain,Cpn | | |
| | 85089 **Tours** | | 4158 3661 2561 | ✠ ... 7,22 | | | | 1920 5mo | ForthS.B. &Eng.Co.Ld Alloa | Cie.Delmas Vieljeux | 364·4\|52·8\|24·3 P18'Q128'B68' FK | | | LaRochlle French | T.3Cy.23½",38"&64"–42" 347NHP *WB* | 26 # 8 | V † |
| | FNNS *Well deck* 1*Dk* | | | | | | | | | | | | | | SirW.G.Armstrong, Whitworth&Co.Ld.Nwc. | | |
| | 85090 **Toussika** (*ex*BromptonManorMaru, 117706 *ex*Brompton GPYT Manor,*ex*Horse-ferry,*ex*Hero) | *ss*Gtz.2ndNo.3–12,28 *ss*Msl.No.2–38 1*Dk(Stl)2trBforehold. deepframingaft* | 1828 1714 1161 | ✠100A1 1,40 ✠LMC MS7,38 BS7,39 Surveys delayed | Cza | *r* | CL 1,40 | 1902 6mo | Campbel-townS.B.Co. Campbeltwn | MediterraneanS.S. Co.Ld. | 272·2\|40·0\|20·5 P29'B60'F32' FK | | | London British | T.3Cy.22",36"&59"–39" (*s*) 165lb 264NHP 4*BHCem* 2SB,*6cf*,GS138,HS4470 D.Rowan&Co.Glasgow | 21 # 8 s 2 # 10 19 # 1 | |
| | | | | | | | | *Lloyd'sAs&CP* | | *CellDBa66'f114' 340tAPT65t* | | | | | | | |
| | 85091 **Tovarishch Krasin** | | 2414 1925 1349 | ✠ ... 7,30 | | | | 1927 10mo | BalticS.B. &Eng.Wrks. Leningrad | U.S.S.R. | 276·7\|43·0\|20·5 P14'B68'F24' FK | | | Vladvostk Russian | T.3Cy.17½",29½"&48⅞"– 35⅞" 192NHP *WB* | 22 # 8 | |
| | UNZF Sub.Sig. 1*Dk* | | | | | | | | | | | | | | BalticS.B.&EngWrks.Len | | |
| | 85092 **Tovarishch Stalin** | | 2274 1925 1260 | ✠ ... 7,30 | | | | 1925 8mo | BalticS.B. &Eng.Wrks Leningrad | U.S.S.R. | 276·7\|43·0\|20·5 P14'B68'F24' FK | | | Leningrad Russian | T.3Cy.17½",29½"&48⅞"– 35⅞" 192NHP *WB* | 22 # 8 | |
| | UNGU Sub.Sig 1*Dk* | | | | | | | | | | | | | | BalticS.B.&EngWrks.Len | | |
| | 85093 **Tovelil** (*ex*MonicaSeed) 167524 | *ss*Cpn.No.3–3,38 | 2225 1990 ~~1325~~ 1327 | ✠100A1 3,41 ~~5,40~~ ~~BS8,39~~ 10,40 | Liv Sld ✠LMC3,38 | *s* | CL 5,40 | 1925 3mo | NewWater -wayS.B.Co. Schiedam | Ministry of Shipping(Thompson SteamshippingCo. Ld.*Mgrs.*) | 291·0\|45·0\|19·4 P26'B74'F28' FK | | | London British | T.3Cy.21",34½"&57"–39" (*s*) 180lb 250NHP 5*BHCem* 2SB,*6cf*,GS122,HS4234 NewWaterwayS.B.Co. | 21 # 6 s 3 # 0½ 18 # 6½ | |
| | GLJK D.F. | 1*Dk(Stl)&Webframes Corrugated sides* | | | | | | *Lloyd'sAs&CP* | | *CellDB246'559tFPT53t APT94t* | | | | | | | |
| 192/12 | 85094 **Towa** | *ss*Ant.No.2–38 | 5419 5029 3315 | ✠100A1 11,39 BS11,39 | Rot ✠LMC7,38 | *z* | CL N11,39 | 1930 5mo | N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam | Maats.N.V. Vrachtvaart | 420·3\|55·2\|26·5 P36'B250'F33' FK | | | Rottrdam Dutch | T.3Cy.27⅝",42½"&72½"– 51⅜" 180lb (*s*) 500NHP 7*BHCem* 3SB(Spt),*9cf*,GS171, HS7104 FD | 29 # 0 s 4 # 9½ 24 # 4 | |
| | PIAG | 1*Dk(Stl)2nddk(Stl) inNos.1&4holds* | | | | | | *Lloyd'sAs&CP* | | *CellDBa&uE156'f 182'1188tFPT150t APT34t* | | | | N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot. | | | |
| | 85095 **Toward** (P) | | 1571 1164 688 | | | | | 1923 | A.Stephen &Sons,Ld. Glasgow | ClydeShippingCo. Ld. | 270·2\|37·2\|17·2 P&B177'F43' | | | Glasgow British | T.3Cy.21",34"&56"–39" 196NHP *WB* | | C |
| | 147862 GJVX Wireless | 1*Dk* | | | | | | | | | | | | | A.Stephen&Sons,Ld.Gls. | | |
| | 85096 **Tower Field** (*ex*Roxburgh–37) 161579 | *ss*HKg.No.1–38 | 4241 3927 2637 | ✠100A1 ~~2,41~~ ~~3,40~~ 6,41 Shl ~~7,38~~ 5,41 BS6,41 ✠LMC7,38 | Hul | *x* | CL | 1935 3mo | Burntislnd S.B.Co.Ld. Burntisland | TowerS.S.Co.Ld. (CountiesShip ManagementCo. Ld.*Mgrs.*) | 372·0\|52·4\|25·2 P48'B226'F31' FK | | | London British | T.3Cy.22½",37"&63"–45" (*s*) 210lb 335NHP 6*BHCem* 3SB(Spt)6*cf*,GS117,HS5445 N.E.MarineEngCoLdNwc | 27 # 6 s 3 # 4 24 # 5 | |
| | GYFP D.F. | 1*Dk* | | | | | | *Lloyd'sAs&CP* | | *CellDB317'1116tFPT95t APT141t* | | | | | | | |
| | 85097 **Town of Hull** (P) 116712 | Pad (*ex*EmpireState–37,*ex*Shinnecock–33) | 1402 — 768 | | | | | 1896 | Harlan& Hollings-worthCo. Wlmgtn,Del. *Rebuilt36* | Nantasket-Boston SteamboatCo. | 226·0\|35·0\|14·3 | | | Boston Utd.States | C.2Cy.28"&56"–102" 261NHP Harlan&HollingsworthCo. Wilmington,Del. | | |
| | 85098 **Toyama Maru** (P) 18180 JTXD | TwinSc *ss*Kob.No.3–11,33 *ss*Kob.No.1–37 2*Dks(Stl)* | 7090 6574 4386 | ✠100A1 ~~3,41~~ ~~4,39~~ 1,41 Yka BS ~~10,39~~ 1,41 ✠LMC10,38 | Kob | *b*† | CL 10,39 | 1915 6mo | MitsuBishi Dkyd&EWks Nagasaki | OnoShojiGomei Kaisha | 445·0\|58·0\|34·0 P35'B138'F35' FK | | | Tokyo Japanese | 4 SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 200lb 922NHP 4SB,*12cf*,GS225,HS9507 FD | 34 # 0 s 7 # 6½ 26 # 8 | |
| | | | | | | | | *Lloyd'sAs&CP* | | *CellDBa135'u E&B69'f188'1348tDT a42'1 184tAPT60t* | | | | *7BHptCem ptAsp* MitsuBishiD.&E.Wks.Nag | | | |
| | 85099 — (P) 26271 JLKB Wireless | 1*Dk* | 913 761 539 | | | | | 1919 | Ono Seikichi Osaka | ShimataniKisen K.K. | 185·0\|30·0\|18·0 P18'B43'F30' *WB* | | | Kobe Japanese | T.3Cy.17",23"&37½"–26" 70NHP OnoSeikichi,Osaka | | |
| | 85100 **Toyo Maru** (P) 42940 JHFL D.F. | 1*Dk* *CruiserStern* | 4163 — 2471 | | | | | 1937 | Harima S.B.&Eng. Co.Ld. Harima | SawayamaKisen K.K. | 360·0\|50·0\|29·0 P31'B107'F36' | | | Kobe Japanese | 2DRgeared steam turbines 450NHP IshikawajimaS.B.&E.Co. Ld.Tokyo | | C |
| | 85101 — 44780 JLRM | TwinSc (*Cable Vessel*) | 3719 — 1820 | | | | | 1937 | Kawasaki Dkyd.Co.Ld. Kobe | Govt.of Japan (Department of Communications) | 335·4\|46·2\|28·7 | | | Sikama Japanese | 2 DR geared steam turbines 500NHP KawasakiDkydCoLdKobe | | |
| | 85102 — 42622 JNCL | *Oil Eng.* | 334 — 228 | | | | | 1936 | Sanoyasu DockGoshi Kaisha Osaka | MaruiKisenK.K. | 136·0\|23·5\|13·0 | | | Japanese | Oil Engines 4S.C.SA 5Cy.11⅛"–17½" 65NHP HanshinIronWorks,Kob. | | |
| | 85103 **Toyo Maru No. 1** (*ex*Kjellbergen, 29186 *ex*SachiMaru) JKYB | 1*Dk(Stl)* | 2227 1888 1548 | 9,25 | Nag | *r* | | 1918 8mo | Fujinagata Dockyard Osaka | SawayamaKisen K.K. | 272·0\|40·0\|24·1 P16'B60'F34' FK | | | Nagasaki Japanese | T.3Cy.18½",30½"&51½"–36" 189NHP 4*BHCem* 2SB,*4cf*,GS100,HS3135 FujinagataDockyrd.Osaka | 24 # 2 | C † |
| | | | | | | | | | | *CellDBa86'u E20'f112'455tFPT 102tAPT34t* | | | | | | | |
| | 85104 — 46148 JEAN | *Oil Eng.* | 409 — 260 | | | | | 1939 | Isihara Masaiti Simonoseki | ToyoSodaKogyo K.K. | 137·0\|24·0\|12·0 | | | Tomita Japanese | Oil Engines | | |
| | 85105 **Toyo Maru No. 2** 42989 JHLL D.F. | 2*Dks* *Ref.Mchy.* *CruiserStern* | 4163 — 2481 | | | | | 1937 | Harima S.B.&Eng. Co.Ld. Harima | SawayamaKisen K.K. | 363·6\|50·0\|29·0 P46'B107'F38' | | | Kobe Japanese *WB* | 2 steam turbines DR geared to 1 sc. shaft Tokyo 383NHP IshikawajimaZosenjo | | C |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of Fl. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85106<br>31084<br>JUBF | **Toyo Maru No. 3** Ⓟ | 1*Dk*<br>Wireless | 985<br>851<br>569 | | | | | 1925 | KobeSteel Works,Ld. Harima | SawayamaKisen K.K. | 210·0 P32′ | 32·0 B51′ | 17·2 F24′ | Nagasaki Japanese *WB* | T.3Cy.15½″,26″&42½″–32″ 102NHP<br>KobeSteelWorks,Ld. | | |
| 85107<br>32623<br>JBMC | **Toyo Maru No. 5** (*ex*Tento) | 1*Dk* | 2193<br>1797<br>1336 | | | | | 1918 | PolsonIron Works Co.Ld. Toronto | SawayamaKisen K.K. | 251·4 P65*t* | 43·5 H91*t* | 21·0 F23*t* | Nagasaki Japanese *WB* | T.3Cy.20½″,33″&54″–36″ 175NHP<br>PolsonI.W.Co.Ld.Toronto | | C |
| 85108<br>33262 | **Toyo Maru No. 8**<br>(*ex*ToyoMaruNo.6,*ex*C.H.Lawrence,Jr,<br>*ex*LakeWashburn) | 1*Dk* | 2191<br>1798<br>1297 | ✠ ...<br>11,20<br>✠ | | | | 1918<br>6mo | GlobeS.B. Co.<br>Superior,Wis | SawayamaKisen K.K. | 251·0 P25′ | 43·7 B64′ | 21·5 F25′ FK | Nagasaki Japanese *WB* | T.3Cy.20″,33″&54″–40″ 274NHP<br>Filer&StowellCo.M'lw'kee | 21 ″ 6 | C<br>† |
| 85109<br>29068<br>JICB | **Toyohara Maru** Ⓟ<br>Wireless | 1*Dk* | 805<br>671<br>453 | | | | | 1923 | OsakaIron Works Osaka | KitaNipponKisen K.K. | 185·0 B50′ | 31·0 F28′ | 17·0 | Amino Japanese | T.3Cy.12½″,21″&35″–24″ 60NHP | | |
| 85110<br>18162<br>JPTD | **Toyohasi Maru** **TwinSc**<br>(*ex*Toyohashi Maru–38)<br>*ss*Yka.2ndNo.3–2,39<br>2*Dks*(*Stl*) | | 7031<br>6513<br>4343 | ✠100A1<br>5,41 ~~2,40~~<br>~~BS3,40~~ ✠LMC2,39<br>5,41 | Yka | *b*† | CL<br>2,40 | 1915<br>3mo | Kawasaki DkydCo.Ld. Kobe | NipponYusenK.K. | 445·0 P34′ B138′F37′ FK<br>*Lloyd's* *sA&CP* | 58·0 7 *BH Cem* | 34·0 | Tokyo Japanese | T.6Cy.21″,33½″&56″–48″ (*s*) 200lb HS9108 628NHP<br>4SB(Spt),*12cf*,GS220, FD<br>KawasakiDkydCo.Ld.Kob | 34 ″ 0<br>s 7 ″10<br>26 ″ 4 | |
| 85111<br>33202<br>JAOC | **Toyokawa Maru** (*ex*Seattle,<br>*ex*Bangor,<br>*ex*Seattle,<br>*ex*Bangor) | *ss*Kob.2ndNo.3–4,32<br>*ss*TamaNo.2–40<br>2*Dks*(*Stl*)<br>*Cargo battens not fitted* | 5124<br>4737<br>3707 | 100A1<br>4,41 ~~3,40~~<br>LMC~~3,40~~<br>4,41 | Tama | *y* | CL<br>N3,40 | 1911<br>Lloyd | WoodSkinner&Co.Ld. Newcastle | MatsuokaKisen K.K. | 385·0 P34′ B108′F31′ FK<br>*sA&CP* *CellD* | 54·0 6 *BH Cem* | 27·8 | Hutyu Japanese (*s*) 516NHP<br>180lb | T.3Cy.26½″,45″&74″–48″<br>3SB,*9cf*,GS165,HS7503 FD<br>N.E.MarineEngCoLd Nwc | 30 ″ 3 | |
| 85112<br>17759<br>JYOD | **Toyooka Maru** **TwinSc**<br>*ss*Nag.2ndNo.3–7,39<br>**D.F.**<br>2*Dks*(*Stl*) | | 7098<br>6574<br>4388 | ✠ ...<br>12,40<br>~~✠MC7,39~~ | Nag | *b*† | CL<br>P10,37<br>S7,39 | 1915<br>3mo | MitsuBishi Dkyd&EWks Nagasaki | KaburagiKisen K.K. | 445·0 P35′ B138′F35′ FK<br>*Lloyd's* *sA&CP* *CellDBa*135′*uE&B*69′ *f*188′1348*tDTs*a42′1255*t APT*60*t* | 58·0 7 *BH pt Cem pt Asp* | 34·0 | Tokyo Japanese | 4SteamTurbinesSRgeared to2Sc.Shafts200lb 922NHP<br>4SB,*12cf*,GS225,HS9507 FD<br>MitsuBishiD.&E.Wks.Nag | 34 ″ 0<br>~~s 7 ″ 0½~~<br>~~26 ″ 0~~ | |
| 85113<br>24660<br>JORB | **Toyosaki Maru** | 1*Dk* | 2209<br>1862<br>1308 | | | | | 1919 | UchidaS.B &E.Co.Ld. Yokohama | KitaNipponKisen K.K. | 270·0 P16′ B65′F28′ | 39·0 | 23·9 | Yokohama Japanese *WB* | T.3Cy.19″,31½″&52″–39″ 169NHP<br>UchidaS.B.&E.Co.Ld.Yka | 23 ″ 11 | |
| 85114<br>43474<br>JSRL | **Toyotu Maru** (*ex*ToyotsuMaru–38) | | 2931<br>—<br>1667 | | | | | 1937 | Mitsubishi JukogyoK.K Kobe | SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*) | 305·2 | 45·3 | 26·2 | Osaka Japanese | 1 steam turbine<br>MitsubishiJukogyoK.K. Kobe | | |
| 85115<br>16510<br>JONB | **Toyoura Maru** Ⓟ | *ss*Nag.No.2–21<br>1*Dk*(*Stl*) | 2510<br>2306<br>1486 | ✠<br>12,23<br>✠ | Kob | *t* | | 1913<br>8mo | Napier& Miller,Ld. Glasgow | NipponYusenK.K. | 302·3 P23′ B86′F35′ FK<br>*CellDBa*84′*uE&* B42′*f*134′654*t FPT* | 46·3 6 *BH Cem* 73*t APT*54*t* | 20·4 | Tokyo Japanese | T.3Cy.23″,37″&61″–42″ 278NHP<br>2SB,*6cf*,GS126,HS4500<br>J.G.Kincaid&Co.Ld.Grk. | 22 ″ 9 | |
| 85116<br>23552<br>JFYB | **Toyu Maru** Ⓟ<br>Wireless | 1*Dk* | 1254<br>1039<br>735 | | | | | 1918 | OsakaIron Works Osaka | IinoKisenK.K. | 225·0 | 33·0 | 18·7 | Tsuruga Japanese *WB* | T.3Cy.15½″,26″&42$\frac{1}{16}$″–30″ 97NHP<br>YoshidaTomegoro,Osaka | | |
| 85117<br>TCBR | **Trabzon** **WoodTwinSc3Mst**<br>(*ex*Izmir–39,*ex*Ismir,*ex*Alberta) | 2*Dks* | 2485<br>1942<br>1555 | | | | | 1919 | Foundat'n Co.of British Columbia,Ld. Victoria,B.C. | ~~TürkSilepçilik Limitet Sirketi~~ (MissAglayiaGiras (CharilaosPapa-dimitriou, *Mgr.*) | 279·0 P166′F36′ | 46·7 | 21·1 | Istanbul Turkish | T.6Cy.13½″,22″&30″–26″ 92NHP<br>VulcanIronWorks, Denver,Col. | | |
| 85118<br>~~22835~~<br>~~KNUJ~~ | **Trade Wind** **WoodAuxTwSc**<br>(*ex*SailingVesselMargaret F.Sterling–37,*ex*Vancouver)<br>Wireless **D.F.** *Mchy.Aft*<br>*Salted* | 4MstBkn<br>*OilEng.*<br>*ss*Sea–23<br>1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 1055<br>—<br>875 | ✠<br>12,26 | | | | 1919<br>10mo | Cholberg Shipyard Victoria,B.C. | ~~2da.Colonial de Navegacion~~ (VictorB.Bendix, Inc. *Mgrs.*) | 199·0 P26′F46′ | 40·0 | 16·7 | ~~LosAngeles~~ ~~Utd.States~~ Panama Panamanian | Oil Engines 4S.C.SA 12Cy.6½″-~~8¾″~~ 49NHP<br>NE37<br>WintonEng.Corp.Clevelnd | 19 ″ 4 | |
| 85119<br>LJUI | **Trafalgar**<br>*OilEng.*<br>1*Dk*&*Sh dk*,3*rd dk except in way*<br>*CruiserStern* *of after holds*<br>**D.F.** **GyC.** | | 5542<br>4807<br>3301 | ✠100A1<br>*with freeboard*<br>9,40 ~~6,30~~ ✠LMC2,38<br>*Carrying fuel oil F.P. abore* 150′ | Osl<br>NYk | *b*†<br>2$\frac{1}{16}$ | CL | 1938<br>2mo<br>*Lloyd's* F. *in* | NVNederl. Schps.Maats. Amsterdam<br>*sA&CP*<br>*deep tanks* | Wilh.Wilhelmsen<br>*Cell DB*307′1116*t* | 438·0 455·0 (O.L.) P50′F37′ FK<br>*Tanks in way of tunnel* 397*t M* | 57·3 | 25·6 | Tönsberg Norwegian 7 *B Hpt Cem* (*Coll to Sh dk* 6 ,, 2nd,, )<br>*T21′866t FPT92t APT174t* | Oil Engines 2S.C.DA 8Cy.24″–45½″ 1606NHP<br>2DB *100lb*<br>Gbr.Stork&CoNVHengelo | 29 ″ 0<br>s 3 ″ 3½<br>25 ″ 10½ | |
| 85120<br>147883<br>GKCM | —<br>*ss*Bkn.No.3–2,37<br>**D.F.** | 2*Dks*(*Stl*) | 4530<br>4307<br>2875 | ✠100A1<br>~~4,30~~ 4,41 ~~BryGls~~<br>✠LMC<br>MS2,37 ~~BS10,39~~<br>4,41 | Hul | *y* | CL<br>~~2,38~~<br>3,41 | 1924<br>2mo<br>*Lloyd's* | Lithgows, Ld. Pt.Glasgow | GlasgowShip-ownersCo.Ld. (Glen&CoLd. *Mgs*)<br>*sA&CP* *'Tween dk BH in after* *CellD* | 385·0 P34′B113′F44′ FK<br>*hold dispensed with* 5 *BHto U dk* 1 ,, ,, 2nd ,, 780*t APT*20*t* | 52·0 | 26·8 | Glasgow British *Cem* | T.3Cy.26″,42″&70″–48″ (*s*) 180lb 488NHP<br>3SB,*9cf*,GS170,HS7345 FD<br>Rankin&BlackmoreLdGrk *only* | 29 ″ 3<br>s 5 ″ 7½<br>23 ″ 11 | |
| 85121<br>145233<br>GPFX | **Train Ferry No. 1** **TwinSc**<br>(*Train Ferry*)<br>*ss*Fal.No.3–9,23<br>*Fitted for oil fuel*<br>1*Dk*&*Web frames* | | 2683<br>2494<br>1085 | ✠ ...<br>7,27<br>✠ | | | | 1917<br>11mo | Armstrong Whitworth &Co.Ld. Newcastle | London&North EasternRailway | 350·6 F26′ | 58·7 | 15·5 FK | London British *WB* | T.6Cy.18″,29″&47″–27″ 403NHP<br>WllsndSlpwy.Co.Ld.Nwc. | 17 ″ 0 | |
| 85122<br>145207<br>GPFY | **Train Ferry No. 2** **TwinSc**<br>(*Train Ferry*)<br>*ss*Lon.No.3–6,23<br>*Fitted for oil fuel*<br>1*Dk*&*Web frames* | | 2678<br>2494<br>1106 | ✠ ...<br>7,27<br>✠ | | | | 1917<br>11mo | Armstrong Whitworth &Co.Ld. Newcastle | London&North EasternRailway | 350·5 F26′ | 58·7 | 15·5 FK | London British *WB* | T.6Cy.18″,29″&47″–27″ 403NHP<br>WllsndSlpwy.Co.Ld.Nwc | 17 ″ 0 | |
| 85123<br>145234<br>GPFZ | **Train Ferry No. 3** **TwinSc**<br>(*Train Ferry*)<br>*ss*Lon.No.3–6,23<br>*Fitted for oil fuel*<br>1*Dk*&*Web frames* | | 2672<br>2493<br>1139 | ✠ ...<br>7,27<br>✠ | | | | 1917<br>11mo | Fairfield Co.Ld. Glasgow | London&North EasternRailway | 350·6 F26′ | 58·6 | 15·5 FK | London British *WB* | T.6Cy.18″,29″&47″–27″ 410NHP<br>FairfieldCo.Ld.Glasgow | 17 ″ 0 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à la marque de franc-bord. Lettre d'appurtenance. | 7a Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Dauane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au milieu du navire. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Navires de cette Classe qui n'ont pas été dans la Zone Dang. Non Trad. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85124 LFDF | **Trajan** (*ex*Doris,*ex*Yaque) | *ss*N.Yk.No.3–5,28 1*Dk* | 1347 1201 773 | ✠ ... 8,29 | | | | 1915 11mo | Gt.Lakes Eng.Works Ecorse,Mich. | Skibs A/S Trajan (H.Reksten, *Mgr.*) | 246·9 H98*t* | 38·4 F32*t* | 16·0 FK | Bergen Norwegian *WB* | T.3Cy.17″,28½″&45″–36″ 200NHP Gt.LakesEngWrksDetroit | 18 ″ 0 | N † |
| 85125 PIAJ | **Trajanus** Ⓟ | *CruiserStern* 1*Dk*&*Shelter dk* | 1712 1351 943 | | | | | 1930 | Akt.Ges. "Neptun" Rostock | Koninkl.Nederl. Stoomb.Maats. N.V. | 262·1 | 42·7 | 16·9 | Amstrdam Dutch *WB* | T.3Cy.18½″,29½″&49⅝″–33⅞″ 137NHP A.G."Neptun,"Rostock | | V |
| 85126 TCLT | **Trak** Ⓟ Wireless D.F. Sub. Sig. E.S.D. | TwinSc 2*Dks* *Cruiser Stern* | 1414 761 514 | | | | | 1938 | Frd.Krupp Germaniawft A.G. Kiel | T.C.Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 249·1 | 36·1 | 13·0 | Istanbul Turkish *WB* | 4steam turbines SRgeared to 2 screwshafts 695NHP H86457 Fr.KruppGermaniawftAG | | G |
| 85127 UOVU | **Traktorist** (*ex*Rabotnitsa–39,*ex*Batrak) *Mchy.Aft* | TwinSc *OilEng.* 1*Dk* | 967 769 472 | | | | | 1930 | Sevastopol Marine Works Sevastopol | U.S.S.R. | 229·6 P56′F25′ | 33·9 | 11·8 | Sevastopol Russian *WB* | Oil Engines 4S.C.SA 12Cy.13⅝″–19½″ 214NHP StateEngWks.Kolomenski | | |
| 85128 FPDB | **Tranninh** (*ex*JongeElisabeth–39) *ss*H.Kg.No.3–5,10 ~~*ss*Rot.No.3–39~~ D.F. | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 1463 1212 786 | ✠100A1 *with freeboard* 6,40 ~~6,39~~ ~~BS13,39~~ ✠LMC~~12,37~~ 5,49 | Rot HKg | *r* | CL 8,39 4,40 | 1928 11mo | N.V.Mch. &Scheepswrf. van P.Smit,Jr Rotterdam *Lloyd's*&*CP* | Cie.Côtière de l'Annam *CellDB*201′422*t* | 265·7 *FPT*82*t* | 38·6 FK *APT*27*t* | 16·1 (*Coll to Shdk* 3 „ 2*nd* „) | Saigon French 4*BHCem* 2SB(Spt),*dcf*,GS84, HS3660 NVMch&Sch. van PSmitJr | T 3Cy21½″,32½″&55½″–39½″ 190lb (*s*) 258NHP 2SB(Spt),*dcf*,GS84, HS3660 NVMch&Sch. van PSmitJr | 18 ″ 4 s ″ 5 18 ″ 4 | |
| 85129 UQJT | **Transbalt** Ⓟ (*ex*Riga,*ex*Belgravia) *Ref.Mchy.* | TwinSc 3*Dks*&*Shelter dk* | 11439 — 6677 | | | | | 1899 | Blohm& Voss Hamburg | U.S.S.R. | 501·1 B110′ | 62·2 | 45·3 | Odessa Russian | Q.8Cy.21½″,31½″,46″&66½″–48″ NB15 612NHP Blohm&Voss,Hamburg | | |
| 85130 MNWZ | **Transeas** (*ex*Polmela–38, *ex*Lilburn–37, *ex*Islington) | *ss*Gmh.No.3–9,27 *ss*Bkn.No.2–35 1*Dk*(*Stl*) *Cargo battens not fitted* | 1499 1280 836 | ✠100A1 4,39 BS12,38 ✠LMC11,35 | Msl | *p* | CL 11,38 | 1924 2mo | Swan,Hunter&Wigham Richardson, Ld.Sunderlnd *Lloyd's*&*CP* | Continental Transit Co.Ld. | 240·0 248·3(O.L.) P17′B53′F22′ *CellDB*203′417*t* | 37·2 FK *FPT* 82*t* | 17·7 *APT*29*t* | London British 4*BHptCem* 2SB,*dcf*,GS88,HS2930 MacColl&Pollock,Ld.Sld. | T.3Cy.18″,29″&48″–33″ (*s*) 180lb 168NHP 2SB,*dcf*,GS88,HS2930 | 19 ″ 9 s 2 ″ 7½ 17 ″ 3 | |
| 85131 VCGR | **Transford II** (*ex*Aquidaban) *Mchy.Aft* | TwinSc *ss*N.Yk.No.3–6,34 *ss*Cgo.No.1–39 1*Dk*(*Stl*) | 1736 1478 1106 | ✠100A1 ~~11,40~~ ~~11,39~~ ~~BS7,40~~ ✠LMC4,39 *Carrying Petroleum in bulk For coastwise service between Portland, Me,&G alveston, Texas Fitted for oil fuel* 6,34 *F.P. above* 150° F. | Qbc Cco | | CL PN3,39 S3,39 | 1920 12mo | Bethlehem S.B.Corp. Elizabethport N.J. | Trinidad Leaseholds,Ld. *Lloyd's*&*CP* | 245·0 255·2(O.L.) F32′ | 40·2 FK *FPT*45*t* | 17·7 *APT*26*t* | Quebec British 12*BHptCem* 2 Water Tube Boilers H.G.TroutCo.Buffalo,N.Y. | T.6Cy.11″,18″&29″–20″ 200lb HS8220 400NHP | 18 ″ 7 s 3 ″ 9½ 14 ″ 11½ | |
| 85132 YQSE | **Transilvania** Ⓟ D.F. E.S.D. GyC. *Ref.Mchy.* *Cruiser Stern* | TwinSc *OilEng.* 3*Dks* | 6672 — 3918 | | | | | 1938 | Akt.Burmeistr&Wain Copenhagen | Roumanian State Maritime Service | 405·0 B&F335′ | 57·7 | 26·9 | Constntza Roumanian *WB* | Oil Engines 2S.C.SA 24Cy.24⅞″–45½″ 2490NHP Akt.Burmeistr&Wain,Cpn | | V |
| 85133 | **Transiter** *Carrying Petroleum in bulk* *Mchy.Aft* | TwinSc *OilEng.* 1*Dk* *CruiserStern* | 1082 956 925 | | | | | 1935 | Horton Steel Wks.Ld. Ontario | Motor Tankers,Ld. | 201·8 len.37 | 34·3 | 15·3 | Montreal British *WB* | Oil Engines 2S.C.SA 8Cy.9⅛″–16½″ 134NHP *Emade*32&35 Atlas-DieselA/B,Skm. | | C |
| 85134 150833 | **Translake** (*ex*Poplarbay–37, *ex*Biessard,*ex*Peintre) | TwinSc3Mst *Fitted for oil fuel* 1*Dk* | 1263 840 664 | | | | | 1921 | SocAnciens Etab.Henri Satre,Arles | Tankeroil,Ld. | 219·4 P66′F30′ | 34·3 | 12·7 | Montreal British *WB* | T.6Cy.12½″,19″&31″–17″ 99RHP La Chaliassière,St. Etienne | | C |
| 85135 WOIE | **Transoil** 234569 *Mchy.Aft* *Cruiser Stern* *Electrically welded* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing-bracketless system* | TwinSc *OilEng.* | 1571 — 1234 | | | | | 1936 | Ingalls Iron Wks.Co. Chickasaw, Ala. | American Tankers Corp. | 250·2 P36′F20′ | 43·1 | 16·6 | Wilmgton (Del.) Utd. States | Oil Engines 4S.C.SA 12Cy.14½″–18″ 246NHP National Superior Co. Springfield,Ohio | | R |
| 85136 LJKD | **Transport** (*ex*Alkimos–37, *ex*LeMerlier–34,*ex*DéputéRené Reille Soult) | 1*Dk* | 1998 1698 1138 | ✠ ... 3,23 | | | | 1921 12mo | Chant.Nav Français Caen | Fridtjof Kristiansen's Rederi A/S (Fridtjof Kristiansen, *Mgr.*) | 269·4 P31′B57′F24′ | 39·7 FK | 19·5 | Oslo Norwegian *WB* | T.3Cy.18½″,29½″&49⅝″–37½″ 190NHP Schneider&Cie.Havre | | G † |
| * 85137 OXFE | **Transporter** *ss*Cpn.2ndNo.3–3,37 *Well deck Mchy.Aft* Wireless D.F. | 1*Dk*(*pt Stl*) *Cargo battens not fitted* | 1561 1196 926 | ✠100A1 4,39 BS4,39 ✠LMC3,37 | Cpn | *p* | OG 1,38 | 1911 10mo | Blyth S.B. Co.Ld. Blyth *Lloyd's*&*CP* | Rederi A/S "Transporter" *CellDBa* | 245·6 P21′Q118′B14′F30′ 84′*f*73′339*t* | 36·9 FK *FPT*94*t* | 16·7 *APT*20*t* | Odense Danish 4*BHCem* 2SB,*6pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld | T.3Cy.20″,33″&54″–36″ (*s*) 180lb 224NHP 2SB,*6pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld | 18 ″ 10 s 1 ″ 6 17 ″ 8 | |
| 85138 150834 | **Transriver** (*ex*Maplebay–37, *ex*Sotteville,*ex*Gréeur) *Mchy.Aft* | TwinSc *Fitted for oil fuel* 1*Dk* | 1238 819 654 | | | | | 1920 | Soc.Anon. de Travaux Dyle&Bacalan Bordeaux | Transcoal,Ld. (Transit Tankers& Terminals,Ld. *Mgrs.*) | 218·1 P75′F29′ | 34·1 | 12·3 | Montreal British *WB* | T.6Cy.12″,19″&30″–12″ 94RHP Atel.&Ch.de la Loire,St.N. | | C |
| 85139 GLKZ | **Transylvania** Ⓟ 148874 *Ref.Mchy.* Sub.Sig. D.F. E.S.D. GyC. | TwinSc *Fitted for oil fuel* 3*Dks* *CruiserStern* | 16923 12115 10035 | | | | | 1925 | Fairfield Co.Ld. Glasgow | Anchor Line Ld. | 552·4 B&F578′ | 70·3 | 38·8 | Glasgow British *WB* | 6SteamTurbinesDRgeared to 2 Sc. Shafts Fairfield Co.Ld.Glasgow | | C |
| 85140 DHXZ | **Trapani** D.F. | 2*Dks* | 1855 1573 1040 | | | | | 1926 | Akt.Ges. "Neptun" Rostock | Rob.M.Sloman,Jr. | 287·5 P&B236′F35′ | 41·2 | 16·7 | Hamburg German *WB* | T.3Cy.21½″,34⅛″&55⅛″–37⅞″ 191NHP A.G."Neptun,"Rostock | | G |
| 85141 DOIR | **Trautenfels** Sub.Sig. | 2*Dks* | 6418 5914 3924 | | | | | 1921 | Flensburgr Schiffsb.Ges. Flensburg | Deutsche Dmpfsch. Ges."Hansa" | 430·5 P69′B138′F55′ | 56·5 | 30·5 | Bremen German *WB* | T.3Cy.29⅛″47½″&76⅜″–53⅛″ &L.P.turbine 608NHP FlensburgerSchiffsb.Ges. | | G |
| 85142 GJKM | **Traveller** 145916 *ss*Liv.No.3–3,35 | 2*Dks*(*Stl*) | 3963 3669 2499 | ✠100A1 ~~Liv~~ Exam'ned 6,40 Liv 4,41 Npt ✠LMC MS3,35 BS4,41 | | *w* | CL 7,39 | 1922 3mo | C.Connell &Co.Ld. Glasgow *Lloyd's*&*CP* | Charente S.S.Co Ld (T.&J.Harrison, *Mgrs.*) *CellD* | 365·0 378·0(O.L.) P36′B109′F44′ *B*315′ 754*t* | 46·9 FK *FPT*42*t* | 27·7 6*BHCem* *APT*18*t* | Liverpool British | T.3Cy.23″,38½″&64″–48″ (*s*) 215lb 390NHP 3SB,9*cf*,GS179,HS6678 Dunsmuir&Jackson,Ld Gls | 29 ″ 9 s 5 ″ 1¼ 24 ″ 10 | |
| 85143 DRCG | **Travemünde** (*ex*LuiseLeonhardt, *ex*Phœnix,*ex*MarieMaschmann) | 1*Dk* | 1756 1578 1056 | | | | | 1907 | Reiherst'g Schiffsw. Hamburg | Lübeck-Linie A.G. | 275·9 P&B218′F25′ | 39·7 | 17·5 | Lübeck German *WB* | T.3Cy.17½″,29⅝″&48½″–35⅞″ 141NHP Reiherst.Maschinenf.Ham | | G |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. / for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Letter ✠ of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85144 237743 WNQM | **Traverse City Socony** TwinSc<br>*Carrying Petroleum in bulk Oil Eng.*<br>*Mchy. Aft Longitudinal framing*<br>D.F. GyC. *Electrically welded*<br>*1 Dk* | 2031<br>—<br>1215 | | | | | 1938 | Manitowoc S.B.Corp. Manitowoc, Wis. | Socony-Vacuum OilCo.Inc. | 281·5 \| 48·6 \| 20·4<br>P64′F29′ | | | Chicago Utd. States | 2 Oil Engines 4S.C.SA<br>12Cy.16″–22″ 299NHP<br>NordbergManfctringCo. Milwaukee. | | R |
| 85145 | **Traz-os-Montes** TwinSc<br>*1 Dk* | *362*<br>*245*<br>*160* | ✠ ...<br>10,27<br>✠ | | | | 1924<br>4mo | J. Crichton & Co.Ld. Saltney | Cia.Caminhos de Ferro Portugueses | 155·4 \| 25·1 \| 9·5<br>FK | | | Lisbon Portuguese *WB* | C.4Cy.12¼″&26″–18″<br>91NHP<br>Plenty&Sons,Ld.Newbury | 10 ″ 0 | |
| 177/40 85146 142579 GDWP | **Trebartha**<br>*ssCff.No.3–12,33*<br>*ssCff.No.1–38*<br>D.F. *1 Dk(Stl) & Shelter dk(Stl)* | 4597<br>4327<br>2817 | ✠100A1 *Shelter dk withfreeboard* | Shl<br>Lon | *y* | CL<br>N6,38 | 1920<br>12mo | J Readhead &Sons,Ld. SouthShields | HainS.S.Co.Ld.<br>*Lloyd's* | 400·1 \| 52·1 \| 25·9<br>413·3(O.L.)<br>FK<br>*CellDB352′1219t* | | | St.Ives British *Lloyd's* | T.3Cy.27″,44″&73″–48″ (*r*)<br>180lb *40lb* 425NHP<br>3SB,*9cf*,GS190,HS6876<br>J.Readhead&Sons,Ld.SShl | 28 ″ 6<br>s 3 ″ 3½<br>25 ″ 5½ | |
| 85147 142572 GFBR | **Trecarrell**<br>*ssCff.No 3–4,32*<br>*ssCff.No.1–37*<br>D.F. *1 Dk(Stl)* | 5271<br>4796<br>3173 | ✠100A1 Examined 3,41 Mch<br>MS6,36 ✠LMC BS3,41 | Sws<br>Lon | *y* | CL<br>12,39 | 1919<br>8mo | D&W Henderson&CoLd Glasgow | HainS.S.Co.Ld.<br>*Lloyd's* | 400·1 \| 52·3 \| 28·4<br>P49′B113′F38′ FK<br>344′1035t *FPT* 125t<br>*CellDB* | | | St.Ives British *Lloyd's* | T.3Cy.27½″,44″&73″–48″<br>180lb (*s*) 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>D&W Hendersn&CoLdGls. | 31 ″ 0<br>s 5 ″ 11½<br>25 ″ 4 | |
| 85148 | **Trece de Diciembre (13 de Diciembre),** *see No.* 84751 *in Letter* T. | | | | | | | | | | | | | | | |
| 85149 142580 GDWQ | **Tredinnick**<br>*ssFal.No.3–9,34*<br>*ssCff.No.1–39*<br>D.F. *1 Dk(Stl) & Shelter dk(Stl)*<br>*Tonnage opening closed '41 (W.E.)* | 4589<br>4327<br>2812 | ✠100A1 *Shelter dk withfreeboard* 3,41 | Cff<br>Phl<br>✠LMC3,39 BS5,41 | *y* | CL<br>3,39 | 1921<br>2mo | J Readhead &Sons,Ld. South Shields | HainS.S.Co.Ld.<br>*Lloyd's* | 400·1 \| 52·1 \| 25·9<br>413·5(O.L.)<br>FK<br>*CellDB352′1219t* | | | St.Ives British *Lloyd's* | T.3Cy.27½″,44″&73″–48″ (*r*)<br>180lb *90lb* 425NHP<br>3SB,*9cf*,GS190,HS6876<br>J Readhead&SonsLd.S.Shl | 36 ″ 5<br>s 10 ″ 5½<br>26 ″ 2½ | |
| 85150 142634 GPJZ | **Trefusis** (*ex* War Aconite)<br>*ssFal.No.3–11,34*<br>*ssCff.No.1–39*<br>D.F. *1 Dk(Stl)* | 5299<br>4796<br>3187 | 100A1<br>1,41 2,40<br>BS3,40 1,41 ✠LMC3,39 | Bry<br>Grk | *y* | CL<br>2,39 | 1918 | W.Doxford &Sons,Ld. Sunderland | HainS.S.Co.Ld.<br>*Lloyd's* | 400·3 \| 52·4 \| 28·5<br>413·0(O.L.)<br>P49′B113′F39′ FK<br>345′ 1098t *FPT* 133t<br>*CellDB* | | | St.Ives British *Lloyd's* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Gls. | 31 ″ 0<br>s 6 ″ 0<br>25 ″ 3½ | |
| 85151 164706 GZCD | **Tregarthen**<br>D.F. *1 Dk & Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed 41 (W.E.)* | 5201<br>4644<br>3067 | ✠100A1 *withfreeboard* Examined 5,41 BS11,40 ✠LMC9,36 | Lon<br>NYk | *a†* | CL<br>8,39<br>2,41 | 1936<br>9mo | Lithgows Ld. PortGlasgow | HainS.S.Co.Ld.<br>*Lloyd's* | 432·3 \| 56·2 \| 24·8<br>447·7(O.L.)<br>F34′ FK<br>*CellDB370′1521t FPT 110t* | | | London British *Lloyd's* | T.3Cy.22½″,36½″&65″–48″<br>&exhaust turbine driving steam compressor (*r*)<br>230lb 469NHP<br>2SB(Spt)&1AuxSB,*8cf*,GS142,HS6032 FD<br>D.Rowan&Co.Ld.Gls. | 27 ″ 0<br>s 8 ″ 2½<br>24 ″ 9½<br>36 ″ 10<br>s 11 ″ 3½<br>25 ″ 9½ | |
| 145/40 85152 142570 GCDX | **Tregenna**<br>*ssCff.No.3–6,32*<br>*ssCff.No.1–37*<br>D.F. *2 Dks(Stl)* | 5242<br>4808<br>3201 | ✠100A1<br>11,39<br>BS3,40 ✠LMC9,37 | Syd | *y* | CL<br>4,39 | 1919<br>7mo | W.Gray& Co.(1918)Ld. WHartlepool | HainS.S.Co.Ld.<br>*Lloyd's* | 400·1 \| 52·3 \| 28·4<br>412·7(O.L.)<br>P49′B113′F39′ FK<br>344′1048t *FPT* 129t<br>*CellDB* | | | St.Ives British *Lloyd's* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>CenMarEngWksLd.WHpl | 31 ″ 0<br>s 5 ″ 11½<br>25 ″ 4 | |
| 85153 149988 GLRN | **Trehata** (*ex* Nohata–36)<br>*ssCff.No.2–37*<br>D.F. *1 Dk(Stl) & Shelter dk(Stl)*<br>*Tonnage opening closed '41 (W.E.)* | 4817<br>4476<br>2862 | ✠100A1 *withfreeboard* Examined 3,41 MS2,37 ✠LMC BS3,41 | Lch<br>Mdb | *z* | CL<br>12,39<br>N12,40 | 1928<br>1mo | W.Gray& Co.Ld. Sunderland | HainS.S.Co.Ld.<br>*Lloyd's* | 413·2 \| 54·2 \| 25·1<br>F35′ FK<br>*CellDB363′ 1166t FPT 187t* | | | London British *Lloyd's* | T.3Cy.26″,43½″&73″–48″ (*s*)<br>200lb *100lb* 494NHP<br>3SB,*9cf*,GS178,HS8550<br>Cen.Mar.Eng Wrks. WHpl | 35 ″ 7<br>s 10 ″ 5<br>25 ″ 5½ | |
| 85154 | **Trein Mærsk**<br>*Oil Eng.*<br>*Ref.Mchy.* D.F. E.S.D.<br>*Cruiser Stern* | 6700<br>5475 | 100A1<br>*withfreeboard*<br>(*Class Contem plated*) | | | | 1940 | Odense Staalskibsvft. ved A P Möller Odense | (A.P. Möller, *Mgr.*) | 445·9 \| 60·6 \| 27·5<br>P35′B&F400′ | | | Danish | Oil Engines 2S.C.DA<br>5Cy.24 7/8″–55½″<br>Akt.Burmeistr&Wain,Cpn | | |
| 44/41 85155 142575 GCMV | **Trekieve**<br>*ssCff.No.3–8,32*<br>*ssShl.No.1–37*<br>D.F. *2 Dks(Stl)* | 5244<br>4817<br>3192 | ✠100A1 Examined 1,41 Mch<br>✠LMC<br>BS10,40 MS9,37 | Npt<br>Bel | *y* | CL<br>10,39 | 1919<br>11mo | J Readhead &Sons,Ld. SouthShields | HainS.S.Co.Ld.<br>*Lloyd's* | 400·0 \| 52·4 \| 28·5<br>P49′B117′F39′ FK<br>345′ 1085t *FPT* 130t<br>*CellDB* | | | St.Ives British *Lloyd's* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 513NHP<br>3SB,*9cf*,GS190,HS7563 FD<br>J.Readhead&SonsLd.S.Shl | 31 ″ 0<br>s 5 ″ 11½<br>25 ″ 4 | |
| 85156 149899 GNFS | **Trelawny**<br>*ssCff.No.2–37*<br>D.F. *1 Dk(Stl) & Shelter dk(Stl)* | 4689<br>4379<br>2848 | ✠100A1 *withfreeboard* Examined 10,40 BS ✠LMC4,39 10,40 MS7,40 | Npt<br>Bel | *z* | CL<br>8,39<br>6,40 | 1927<br>9mo | Hawthorn, Leslie&Co.Ld Newcastle | HainS.S.Co.Ld.<br>*Lloyd's* | 406·0 \| 54·7 \| 25·2<br>419·5(O.L.)<br>F31′ FK<br>*CellDB353′1199t FPT 110t APT 166t* | | | London British *Lloyd's* | T.3Cy.26″,43½″&73″–48″ (*s*)<br>200lb *100lb* 470NHP<br>3SB,*9cf*,GS216,HS7830<br>Hwthrn,Leslie&C.Ld Nwc | 27 ″ 8<br>s 3 ″ 1½<br>24 ″ 9 | |
| 85157 142567 GPJX | **Trelissick**<br>*ssCff.No.3–7,32*<br>*ssCff.No.1–37*<br>D.F. *1 Dk(Stl)* | 5265<br>4817<br>3190 | ✠100A1 Examined 3,41 Lon<br>✠LMC7,36 BS7,40 6,41 | Sws<br>Lon | *y* | CL<br>5,40 | 1919<br>6mo | Harland& Wolff,Ld. Glasgow | HainS.S.Co.Ld.<br>*Lloyd's* | 400·9 \| 52·3 \| 28·5<br>413·6(O.L.)<br>P49′B113′F39′ FK<br>342′1059t *FPT* 127t<br>*CellDB* | | | St.Ives British *Lloyd's* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Gls. | 31 ″ 0<br>s 5 ″ 11¾<br>25 ″ 3½ | |
| 85158 142582 GFDV | **Treminnard** (*ex* Min–36)<br>*ssCff.No.3–2,35*<br>*ssCff.No.1–39*<br>D.F. *1 Dk(Stl) & Shelter dk(Stl)*<br>*Tonnage opening closed '41 (W.E.)* | 4694<br>4408<br>2879 | ✠100A1 *Shelter dk withfreeboard* 2,41 12,39 ✠LMC MS1,39 BS12,39 | Cff<br>Liv | *z* | CL<br>4,39 | 1922<br>7mo | John Read-head&Sons. Ld. SouthShields | HainS.S.Co.Ld.<br>*Lloyd's* | 400·4 \| 53·1 \| 26·3<br>FK<br>*CellDB352′1177t* | | | St.Ives British *Lloyd's* | T.3Cy.26″,44″&73″–48″ (*r*)<br>180lb *100lb* 457NHP<br>3SB,*9cf*,GS190,hs7824<br>JohnReadhead&Sons,Ld. | 36 ″ 10<br>s 10 ″ 3½<br>26 ″ 10 | |
| 85159 149980 GLRB | **Tremoda** (*ex* Nimoda–37)<br>*ssCff.No.2–37*<br>D.F. *1 Dk(Stl) & Shelter dk(Stl)*<br>*Tonnage opening closed '41 (W.E.)* | 4736<br>4440<br>2858 | ✠100A1 *withfreeboard* Examined 12,40 MS1,37 ✠LMC MBS8,39 DBS8,40 11,40 3,41 | Bry<br>Liv | *a†* | CL<br>2,40 | 1928<br>1mo | Harland& Wolff,Ld. Greenock | HainS.S.Co.Ld.<br>*Lloyd's* | 409·0 \| 55·8 \| 25·0<br>420·0(O.L.)<br>F on Shelter dk 34′<br>FK<br>*CellDB360′1204t* | | | London British *Lloyd's* | T.3Cy.27″,44″&73″–48″ (*s*)<br>200lb *100lb* 495NHP<br>3SB,*9cf*,GS190,HS8550<br>Harland&Wolff,Ld.Bel. | 27 ″ 9<br>s 3 ″ 2½<br>24 ″ 8½<br>35 ″ 9<br>s 10 ″ 5¾<br>25 ″ 5½ | |
| 85160 147798 | **Trenora** (*ex* Clearwater)<br>*1 Dk* | 1796<br>1639<br>1134 | | | | | 1928 | Smith's Dock Co.Ld. Middlesbro' | KeystoneTrans-ports,Ld. | 253·0 \| 43·4 \| 18·4 | | | Montreal British *WB* | T.3Cy.16″,26″&44″–33″<br>95RHP<br>Smith'sDockCo.Ld.Mdb. | | C |
| 85161 148168 GTDC | **Trentbank**<br>*ssCal.No.2–38*<br>*1 Dk(Stl) & Shelter dk(Stl–ws)*<br>D.F. *Tonnage opening closed '41 (W.E.)*<br>*Carrying Vegetable oil in deep tank*<br>*Fitted for oil fuel 1,29 F.P. above* | 5060<br>4628<br>3003 | ✠100A1 *withfreeboard* 1,41 ✠LMC MS12,37 BS ✠7,40<br>150° F. | Bal<br>GlsCal | *a†* | CL<br>3,38<br>N7,40 | 1929<br>11mo | Workman, Clark(1928) Ld.Belfast | BankLine,Ld. (A.Weir&Co. *Mgrs.*)<br>*Lloyd's*<br>*CellDB366′1176t* | 421·8 \| 56·8 \| 26·7<br>FK<br>*DTa27′ 1105t FPT 156t* | | | Belfast British *APT79t* | Q 4Cy.22″,32″,46¾″&68″–48″<br>260lb (*s*) 565NHP<br>3SB(Spt),*12cf*,GS214, HS8112 FD<br>Workman,Clark(1928) Ld. | 36 ″ 4<br>s 10 ″ 1½<br>26 ″ 8 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Date de la dernière Visite à flot. Date de la dernière Visite au bassin. | 7* | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | 15 Inspection spéciale. Date de la dernière Visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85162 | **Trentino** | | 3079 | | | | | 1919 | Dundee S.B.Co.Ld. Dundee | Ellerman'sWilson Line,Ld. | 310·0 | 44·7 | 26·8 | Hull British *WB* | T.3Cy.21″,35″&59″–39″ 217NHP Earle'sCo.Ld.Hull | | C |
| 13933 5 GRDC | *Cruiser Stern* 2 *Dks* | | 2883 1845 | | | | | | | | | | | | | | |
| 85163 | — Iron | | 671 | ✠ | Spt | *j* | | 1883 | Hodgson& Soulsby Blyth | Francesco Pittaluga fu Giacomo | 193·1 | 30·3 | 12·3 | Genoa Italian | C.2Cy.23″&46″–33″ NDB18 97NHP | 14 ″ 5 | I |
| 2070 IVAZ | (*ex*Orient, *ex*Elmwin, *ex*Loughbrow) *Well deck* | *ss*Cff.3rdNo.3–10,19 *ss*Gen.No.1–23 1 *Dk*(*Iron*) | 536 390 | 2,29 ✠NB8,98 ✠ | | | | 2mo | | | 190·3 Q99′B18′F22′ | | | 4 *BH Cem* *225t | 1SB,*3pf*,GS47,HS1570 WighamRichdan&Co.Nwc | | † |
| 85164 | **Trentwood** | | 791 | ✠100A1 | Bly | *k* | CL | 1912 | W.Harkess &Son,Ld. Middlesbro' | DonkingS.SCo.Ld. (T.H.Donking& Sons,Ld. *Mgrs.*) | 195·0 | 30·0 | 11·7 | Middlsbro' British | T.3Cy.16″,27′&44″–30″ (*s*) 180lb 131NHP | 13 ″ 10 | |
| 12881 8 MDSP | *Mchy.Aft* *Well deck* | *ss*Bly.2ndNo.3–3,35 *ss*Bly.No.1–39 1 *Dk*(*pt Irn pt Stl*) *Cargo battens notfitted* | 562 369 | 3,4 16,69 ✠LMC4,40 DS3,41 | Abn | | 6,39 | 6mo | &Son,Ld. Middlesbro' | | Q109′B13′F24 | FK | | 3 *BH Cem* *Cell DB f* | 1SB,*3pf*,GS60,HS2262 Blair&Co.Ld.Stockton 117′158*t FPT*79*t APT*24*t* | s 4 ″ 0½ | 13 ″ 4½ |
| 85165 | **Trepca** | | *5042* | ✠100A1 | Cal | *z* | CL | 1930 | Ayrshire Dkyd.Co.Ld. Irvine | Jugoslavenski Lloyd a.d. | 407·0 | 53·6 | 25·7 | Dubrovnik Yugoslav | T.3Cy.25½″,43″&72″–48″ (*s*) 200lb 470NHP | 28 ″ 0 | |
| YTER | D.F. | 1 *Dk*(*Stl*) | *4668* *3126* | 3,4 2,10 11,40 BS5,39 8,40 | ✠LMC12,37 | | 12,37 11,40 2,41 | 7mo | | | P26′B270′F37′ 1155*t DTa*29′ 1100*t* | FK | | 6 *BH Cem* *APT*245*t* | 2SB(FD)&1Aux.B,*9cf*, GS173,HS6695 Rankin&BlackmoreLdGrk | 24 ″ 4 | |
| 85166 | **Tres** | | 946 | | | | | 1917 | Porsgrund Mek.Værks. Porsgrunn | M.S.Pedersens RederiA/S(Rafen &Loennechen, *Mgrs.*) | 202·0 | 32·0 | 12·7 | Tönsberg Norwegian *WB* | T.3Cy.14″,23″&38″–27″ 75NHP PorsgrundM.V.Porsgrunn | | N |
| LFDH | *Mchy.Aft* | 1 *Dk* | 627 459 | | | | | | | | | | | | | | |
| 85167 | **Tres de Outubro (3 de Outubro)** | | | *See No.* | 84799 | *in* | *letter* T. | | | | | | | | | | |
| 85168 | **Tresillian** | | 4743 | ✠100A1 | Sws | *z* | CL | 1925 | W.Gray& Co.Ld. W Hartlepool | HainS.S.Co.Ld. | 400·0 | 53·0 | 26·4 | London British | T.3Cy.27″,44′&73″–48″ (*s*) 180lb *100lb* 467NHP | 36 ″ 11 | |
| 14868 5 GLNP | D.F. | 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed '41*(*W.E.*) | 4442 2873 | *with freeboard* 3,41 5,40 MS7,38 | Bkn ✠LMC BS1,39 3,41 | | 4,39 | 10mo | | | 412·5(O.L.) | FK | | 6 *BH Cem* *Coll to Sh dk* 5 ,, 2*nd* ,,) | 3SB,*9cf*,GS194,HS8118 Cen.Mar.Eng.Wrks.WHpl | s 10 ″ 7½ | 26 ″ 7 |
| 85169 | **Treti Krabolov** (*ex*ShinzanMaru, *ex*Monmouth) | *ss*Liv.No.3–8,13 *ss*Cff.No.1–17 2 *Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*) | 5183 3867 2929 | ✠ 4,23 ✠ | Brs | *x* | | 1900 | SirRaylton Dixon&Co Ld Middlesbro' | U.S.S.R. | 375·0 | 48·0 | 25·7 | Vladvostk Russian | T.3Cy.25″,41′&69″–48″ 363NHP | 28 ″ 5 | |
| UOEQ | | | | | | | | 7mo | | | B130′ | FK | | 6 *BH Cem* *Cell DB a* 138′*u Es* | 3SB,*9cf*,GS174,HS5676 SirC.Furness,Westgarth& Co.Ld.Mdb. | | |
| 85170 | **Treuenfels** | | 8457 | | | | | 1928 | Deutsche-Schiff und Maschinenbau A/G Weser-münde-G. | DeutscheDampfs. Ges.“Hansa” | 490·3 | 62·2 | 32·3 | Bremen German *WB* | T.3Cy.34½″,52½″&86½″–55½″ &1 low pressure turbine 785NHP J.C.Tecklenborg A.G. Wesermünde-G. | | G |
| 7779 DOOS | Sub.Sig. E.S.D. | 2 *Dks* *Cruiser Stern* | 5196 | | | | | | | | P66′B285′F39′ | | | | | | |
| 85171 | **Trevalgan** | | 5299 | ✠100A1 | Vcr | *a*† | CL | 1937 | Lithgows Ld. Port Glasgow | HainS.S.Co.Ld. | 432·3 | 56·2 | 24·8 | London British | Oil Engines 2S.C.SA 3Cy.22 1/16″–85 1/16″ 449NHP | 36 ″ 10 | |
| 16556 0 GBGN | *Oil Eng.* D.F. | 1 *Dk*&*Shelter dk* *Cruiser Stern* *Tonnage opening closed '41*(*W.E.*) | 4654 3120 | *with freeboard* 2,41 11,39 | Liv ✠LMC8,37 | | 8,40 | 8mo | | | 448·4(O.L.) F34′ | FK | | 7 *BH pt Cem* *Coll to Sh dk* 6 ,, ,, 2*nd* ,,) | 2DB*120lb* Barclay,Curle&Co.Ld.Gls. | s 11 ″ 3½ | 25 ″ 9 |
| 85172 | **Trevarrack** | | 5270 | ✠100A1 | ~~Npt~~ | *y* | CL | 1919 | D&W Hen-dersn&Co.Ld. Glasgow | HainS.S.Co.Ld. | 400·0 | 52·3 | 28·4 | St.Ives British | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP | 31 ″ 0 | |
| 14256 8 GFCW | D.F. | *ss*Cff.No.3–4,32 *ss*Cff.No.1–37 1 *Dk*(*Stl*) | 4795 3181 | Examined 5,41 Gls ✠LMC5,41 | | | 3,39 4,41 | 6mo | | | 413·0(O.L.) P49′B113′F38′ | FK | | 7 *BH pt Cem* *Cell DB* | 3SB,*9cf*,GS190,HS7668 FD D&W Hendersn&CoLdGls | s 5 ″ 11½ | 25 ″ 4 |
| 85173 | **Trevaylor** | | 5257 | ✠100A1 | Gls | *a*† | CL | 1940 | Barclay, Curle&Co.Ld. Glasgow | HainS.S.Co.Ld. | 432·5 | 56·2 | 24·9 | London British | Oil Engines 2S.C.SA 3Cy.22 1/16″–85 1/16″ 449NHP | 27 ″ 9 | |
| 16740 0 GCKG | *Oil Eng.* D.F. | 1 *Dk*&*Shelter Dk* *Cruiser Stern* | 4633 3091 | *with freeboard* Lo2 ~~3,10~~ 3,40 ✠LMC3,40 12,40 | | | 2 | 3mo | | | 447·8(O.L.) F39′ | FK | | 7 *BH pt Cem* *Coll to Sh dk* 6 ,, 2*nd* ,, ) *Cell DB* 370′1586*t MT*26′1008*t* | 2DB*120lb* Barclay,Curle&Co.Ld.Gls. 13′246*t FPT*110*t APT*185*t* | s 3 ″ 2½ | 24 ″ 9½ |
| 85174 | **Treverbyn** | | 5281 | ✠100A1 | ~~Sws~~ | *y* | CL | 1920 | Harland& Wolff,Ld. Glasgow | HainS.S.Co.Ld. | 400·7 | 52·3 | 28·5 | St.Ives British | T.3Cy.27″,44′&73″–48″ (*s*) 180lb 517NHP | 31 ″ 0 | |
| 14257 6 GCBP | D.F. | *ss*Npt.No.3–5,32 *ss*Cff.No.1–37 1 *Dk*(*Stl*) | 4811 3196 | ~~Examined~~ 5,41 Npt ~~BS7,39~~ ✠LMC MS9,36 | | | 12,38 4,41 | 1mo | | | 413·5(O.L.) P49′B113′F39′ | FK | | 7 *BH Cem* *Cell DB* | 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls. | s 6 ″ 0 | 25 ″ 3½ |
| 85175 | **Trevethoe** | | 5257 | ✠100A1 | Gls | *a*† | CL | 1940 | A.Stephen &Sons,Ld. Glasgow | HainS.S.Co.Ld. | 432·5 | 56·2 | 24·9 | London British | Oil Engines 2S.C.SA 3Cy.22 1/16″–85 1/16″ 449NHP | 27 ″ 9 | |
| 16755 5 GCKK | *Oil Eng.* D.F. | 1 *Dk*&*Shelter dk* *Cruiser Stern* | 4633 3083 | *with freeboard* 9,10 ~~6,10~~ ~~Class Contem-plated~~ ✠LMC6,40 | Sws | | 2 | 6mc | | | 446·7(O.L.) F39′ | FK | | 7 *BH pt Cem* *Coll BH to Sh dk* 6 *BH to 2nd dk*) *Cell DB* 370′1517*t* *MT*26′1008*t* | 2DB*120lb* Barclay,Curle&Co.Ld.Gls. 13′246*t FPT*110*t APT*185*t* | s 3 ″ 2½ | 24 ″ 8½ |
| 85176 | **Trevilley** | | 5296 | ✠100A1 | PG1 | *a*† | CL | 1940 | Lithgows Ld. Port Glasgow | HainS.S.Co.Ld. | 431·9 | 56·2 | 24·8 | London British | Oil Engines 2S.C.SA 3Cy.22 1/16″–85 1/16″ 449NHP | 36 ″ 10 | |
| 16762 1 GCKC | *Oil Eng.* D.F. | 1 *Dk*&*Shelter dk* *Cruiser Stern* *Tonnage opening closed '41*(*W.E.*) | 4624 3106 | *with freeboard* ~~5,10~~ 6,10 6,41 ~~Class Contem-plated~~ ✠LMC8,40 | ~~Bon~~ Sws | | | 8mo | | | 448·5(O.L.) F39′ | FK | | 7 *BH Cem* *Coll DB to Sh dk* 6 *BH to 2nd dk*) *Cell DB* 370′1513*t* *MT*26′1008*t* | 2DB*120lb* Barclay,Curle&Co.Gls. 13′246*t FPT*110*t APT*185*t* | s 11 ″ 3½ | 25 ″ 9 |
| 85177 | **Trevisa** | | 1813 | ✠ ... | | | | 1915 | N.of Irelnd S.B.Co.Ld. Londonderry | CanadianLake CarriersLd. | 250·0 | 42·5 | 17·4 | Montreal British *WB* | T.3Cy.16″,26″&44″–33″ 153NHP Kincaid&Co.Ld.Grk. | 20 ″ 0 | R |
| 13357 3 | *Mchy.Aft* | *ss*Shl.No.1–20 1 *Dk*&*Web frames* | 1618 1095 | 6,22 ✠ | | | | 6mo | | | F39′ | FK | | | | | † |
| 85178 | **Trevorian** | | 4599 | ✠100A1 | Cff | *y* | CL | 1920 | J.Readhead &Sons,Ld. South Shields | HainS.S.Co.Ld. | 400·3 | 52·1 | 25·9 | St.Ives British | T.3Cy.27½″,44′&73″–48″ (*r*) 180lb *90lb* 425NHP | 28 ″ 6 | |
| 14257 8 GDWR | D.F. | *ss*Fal.No.3–8,34 *ss*Cff.No.1–39 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) | 4327 2818 | *Shelter dk* *with freeboard* 11,40 ~~2,40~~ ✠LMC MS2,39 | Bry BS~~2,40~~ 4,41 | | ~~2,40~~ 11,40 1 | Lloyd | | | 413·6(O.L.) F39′ | FK | | *Cem* *Collision B H to Sh dk* 5 ,, ,, *U* ,, *Cell DB* 352′1219*t FPT*76*t APT*156*t* | 3SB,*9cf*,GS190,HS6876 J.Readhead&SonsLd.S.Shl | s 3 ″ 3½ | 25 ″ 5½ |
| 85179 | **Trewellard** | | 5201 | ✠100A1 | Liv | *a*† | CL | 1936 | Lithgows Ld. Port Glasgow | HainS.S.Co.Ld. | 432·3 | 56·2 | 24·8 | London British | T.3Cy.22½″,36′&65′–48″ & exhaust turbine driving steam compressor 469NHP 2SB(Spt)&1Aux.SB.230lb *8cf*,GS142,HS6032 (*r*) FD D.Rowan&Co.Ld.Gls. | 27 ″ 9 | |
| 16468 0 GYXT | D.F. | 1 *Dk*&*Shelter dk* *Cruiser Stern* | 4644 3067 | *with freeboard* 1,40 BS9,40 | ✠LMC7,36 | | 6,39 | 7mo | | | F34′ | FK | | 7 *BH Cem* *Coll to Sh dk* 6 ,, 2*nd* ,, ) *Cell DB* 370′1521*t FPT*110*t* | | s 3 ″ 2½ | 24 ″ 9½ |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Late Name if any. | 3 Material, Rig, &c. / Special Surveys. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. Years assigned now applied. Mem. Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of R. of Trade Part |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85180 147041 GCLY | **Treworlas** | *ss* Cff. No. 3–12, 35 D.F. *ss* Osl. No. 1–40 1 *Dk (Stl) & Shelter dk (Stl)* *Tonnage opening closed '41 (W.E.)* | 4692 4408 2867 | ✠100A1 *Shelter dk with freeboard* 4,41 3,40 BS12,39 | Osl Lon LMC BS4,41 MS3,40 | *z* 3,40 4,41 | 1922 11mo | J Readhead & Sons, Ld. South Shields | Hain S.S. Co. Ltd. *Lloyd's* | 400·4 \| 53·1 \| 26·3 FK *Collision BH to Shdk* 5 „ „ *U* „ *Cell DB 352'1177t FPT 66t APT 148t* | | | St. Ives British *Cem* | T. 3Cy. 26″, 44″ & 73″–48″ (*r*) 180lb *100lb* 457 NHP 3SB, *9cf*, GS 190, HS 7824 J. Readhead & Sons Ld. S. Shl | 36 ″ 10 s 10 ″ 3½ 26 ″ 10 | |
| 85181 166448 | **Triadic** | *Oil Eng.* E.S.D. 1 *Dk & Shelter dk* *Cargo battens not fitted* *Cruiser Stern* *Sparring omitted on oiltight bulkhead No. 2 hold* | 6378 5322 3500 | ✠100A1 *with freeboard* 11,40 2,40 | Mel LMC 5,38 | *b*† 2 3/16 | 1938 5mo | Lithgows Ld. Port Glasgow | British Phosphate Commissioners (A.H. Gaze, C.B.E. *Mgr.*) *Lloyd's* | 442·3 \| 60·0 \| 25·0 457·5 (O.L.) P 27′ F 43′ FK *Cell DB 252'1356t* | | | London British *7 B Hpt Cem* *Coll to Sh dk* 6 „ 2nd „ *DT f 16'708t Tanks in way of tunnel 142'* | Oil Engines 4S.C.SA 8Cy. 29⅜″–59 1/16″ 653 NHP 2 DB *150lb* J.G. Kincaid & Co. Ld. Grk. 1789t *FPT 244t APT 147t* | 29 ″ 4 s 3 ″ 9½ 25 ″ 9 | |
| * 85182 LDCV | **Trianon** | Twin Sc *Oil Eng.* *ss* Osl. No. 3–12, 37 1 *Dk (Stl) & Shelter dk (Stl)* D.F. 3rd *dk (Stl) except in No. 5 hold* | 5805 5224 3579 | ✠100A1 *with freeboard* 3,39 DBS5,39 *Carrying vegetable oil in deep tank* | Cpn LMC CS3,38 12,37 | *b*† 8,39 | 1926 2mo | Odense Staalskibsværft Odense *Lloyd's* | Wilh. Wilhelmsen *Cell DB 387'1352t Tanks between tunnels and at sides of tunnels 199t* | 435·9 \| 56·2 \| 27·8 456·3 (O.L.) P 32′ F 46′ FK *(Coll & Tanks in way of tunnel 116t* | | | Tönsberg Norwegian *7 B H Cem* *AP to Sh dk* 5 „ 2nd „ *APT 128t DT f 30'840t* | Oil Engines 4S.C.SA 16Cy. 24 1/16″–43 5/16″ DB *100lb* 951 NHP Akt. Burmeistr & Wain, Cpn | 30 ″ 6 s 4 ″ 0½ 26 ″ 7 | |
| 194/40 85183 163577 GYGL | **Triaster** (P) | *Oil Eng.* *ss* Mel. No. 1–39 *Ref. Mchy.* 1 *Dk & Shelter dk* D.F. E.S.D. *Cruiser Stern* *Cargo battens not fitted* | 6032 4975 3564 | ✠100A1 *with freeboard* 10,40 3,40 DBS3,40 | Mel LMC CS4,39 8,39 3,40 | *a*† 6,38 | 1935 3mo | Lithgows Ld. Port Glasgow *Lloyd's* *Cell DBu* | British Phosphate Commissioners (A.H. Gaze, C.B.E. *Mgr.*) *E & f 223'1220t Tanks of tunnel* | 423·2 \| 58·2 \| 25·7 437·6 (O.L.) P 27′ F 52′ FK *Cell DB 365'1345t Tanks in way of tunnels 515t* | | | London British *7 B Hpt Cem* *Coll to Sh dk* 6 „ 2nd „ *APT 183t* | Oil Engines 4S.C.SA 8Cy. 29⅜″–59 1/16″ 653 NHP DB *100lb* J.G. Kincaid & Co. Ld. Grk. | 29 ″ 0 s 4 ″ 6½ 24 ″ 7½ | |
| 4/44 85184 164341 GCCR | **Tribesman** | 2 *Dks* *Cruiser Stern* | 6242 5809 3777 | ✠100A1 7,40 7,39 | Liv LMC 9,37 | *a*† | 1937 9mo | Lithgows Ld. Port Glasgow *Lloyd's* | Charente S.S. Co. Ltd. (T. & J. Harrison, *Mgrs.*) *Cell DB 365'1269t* | 437·3 \| 56·0 \| 29·4 452·3 (O.L.) P 45′ B 144′ F 43′ FK *DT a 32'858t FPT 95t APT 70t* | | | Liverpool British *8 B H Cem* (1 „ *to 2nd dk*) | T. 3Cy. 28″, 46″ & 81″–54″ (*r*) 215lb *120lb* 582 NHP 2DB (Spt), *12cf*, GS 272, HS 9062 D. Rowan & Co. Ld. Gls. | 32 ″ 0 s 6 ″ 5¾ 25 ″ 8½ | |
| 85185 LDUB | **Tricolor** | Twin Sc *Oil Eng.* *ss* Osl. No. 1–37 D.F. 1 *Dk (Stl) & Shelter dk (Stl)* GyC. 3rd *dk (Stl) except in after holds* | 6850 6013 4208 | ✠100A1 *with freeboard* 4,40 4,40 DBS3,39 9,40 *Carrying fuel oil F. P. above 150° F.* | Got Hul LMC CS9,37 2,38 | *e*† 1,40 | 1933 5mo | NV Nederl. Schps. Maats. Amsterdam *Lloyd's* | Wilh. Wilhelmsen *Cell DB 365'1345t Tanks in way of tunnels 515t* | 479·1 \| 61·1 \| 29·0 P 48′ F 46′ FK *in deep tank* | | | Tönsberg Norwegian *7 B Hpt Cem* *Coll to Sh dk* 6 „ 2nd „ *MT 28'1318t FPT 176t APT 145t* | Oil Engines 2S.C.DA 12Cy. 23⅝″–43 5/16″ 2330 NHP DB *100lb* Gebr. Stork & Co. N.V. Hengelo | 31 ″ 7 s 4 ″ 2 27 ″ 7 | |
| 85186 157868 GZFQ | **Tricula** | *Oil Eng.* 1 *Dk*, 2nd *dk clear of cargo tanks* *Mchy. Aft* *Longitudinal framing at bottom & at deck* D.F. E.S.D. *Cruiser Stern* | 6221 5483 3616 | ✠100A1 4,40 DBS4,40 *Carrying Petroleum in bulk* | Fal LMC 8,36 | *a*† 6,39 | 1936 8mo | Howaldts-werke A.G. Kiel *Lloyd's* | Anglo-Saxon Petroleum Co. Ltd. *Cell DBu E 61'134t DT f 25'255t FPT 102t APT 60t* | 430·1 \| 54·5 \| 30·7 446·4 (O.L.) P 89′ B 41′ F 48′ FK | | | London British *16 B Hpt Cem* *pt Asp* | Oil Engines 4S.C.SA 6Cy. 25 7/16″–55⅛″ 377 NHP DB *180lb* Howaldtswerke A.G. Kiel | 31 ″ 0 s 5 ″ 7½ 25 ″ 7 | |
| 85187 140697 GPKD | **Trident** | *ss* Shl. No. 3–8, 30 D.F. *ss* Shl. No. 2–38 1 *Dk (Stl)* | 4317 3982 2689 | ✠100A1 3,40 4,40 3,39 6,41 BS5,40 5,41 | PNl Gls Nwc LMC 5,38 | *x* 5,38 6,41 | 1917 9mo | Sunderlnd S.B. Co. Ltd. Sunderland *Lloyd's* | The Quayside Shipping Co. Ltd. (Connell & Grace, Ld. *Mgrs.*) *Cell DB 328'1051t FPT 83t APT 148t* | 375·0 \| 51·1 \| 25·3 386·5 (O.L.) P 29′ B 106′ F 38′ FK | | | Newcastle British *6 B H Cem* | T. 3Cy. 25″, 42″ & 69″–48″ (*r*) 180lb 371 NHP 2SB, *6cf*, GS 141, HS 5892 N.E. Marine Eng. Co. Ld. Sld | 27 ″ 9 s 5 ″ 0½ 23 ″ 0 | |
| 85188 166363 GJJZ | **Trienza** | *Oil Eng.* E.S.D. 1 *Dk & Shelter dk* *Cargo battens not fitted* *Cruiser Stern* *Sparring omitted on oiltight bulkhead No. 2 hold* | 6378 5322 3502 | ✠100A1 *with freeboard* 8,40 4,40 | Mel LMC 2,38 | *b*† 2 3/16 | 1938 2mo | Lithgows Ld. Port Glasgow *Lloyd's* | British Phosphate Commissioners (A.H. Gaze, C.B.E. *Mgr.*) *Cell DB 252'1356t in way of tunnel* | 442·3 \| 60·0 \| 25·0 457·5 (O.L.) P 27′ F 43′ FK *DT f 16'708t Tanks 142'1789t FPT 244t APT 147t* | | | London British *7 B Hpt Cem* *Coll to Sh dk* 6 „ 2nd „ | Oil Engines 4S.C.SA 8Cy. 29⅜″–59 1/16″ 653 NHP 2 DB *150lb* J.G. Kincaid & Co. Ld. Grk. | 29 ″ 4 s 3 ″ 9½ 25 ″ 9 | |
| 85189 YTET | **Triglav** | *ss* Rot. No. 2–38 D.F. 1 *Dk (Stl)* | *6363* *5800* *3853* | ✠100A1 2,41 3,40 BS5,40 7,40 | PNl NNs LMC 10,37 | *a*† 3,39 | 1929 8mo | W. Doxford & Sons, Ld. Sunderland *Lloyd's* | Jugoslavenski Lloyd a.d. *Cell DB a & u E 150'f 196'1273t DT a 29'1334t* | 425·0 \| 58·2 \| 28·6 P 35′ B 275′ F 34′ FK | | | Dubrovnik Yugoslav *8 B Hpt Cem* *pt Asp* | T. 3Cy. 27⅛″, 45″ & 75″–51″ (*s*) 200lb 573 NHP 3SB, *9cf*, GS 184, HS 8230 FD J. Dickinson & Sons, Ld Sld. | 31 ″ 2 s 4 ″ 11½ 26 ″ 5½ | |
| 85190 137509 GNRL | **Trigonia** (*ex* Marinula, *ex* Santa Margherita) | Twin Sc *Oil Eng.* *ss* Ams. No. 3–5, 28 *Mchy. Aft* *ss* Rot. No. 2–36 2 *Dks (Stl) & Web frames* *Longitudinal framing* | 7496 6784 4042 | 100A1 12,39 NE 5,28 DBS1,40 *Carrying Petroleum in bulk* | Gls LMC CS1,36 4,37 | *b*† P 7,38 SN 7,38 | 1916 | Vickers, Ld Barrow *Lloyd's* *Middle line BH in forward Cell DBu* | Anglo-Saxon Petroleum Co. Ld. *oil tank not oil-tight E 66'148t DT f 27'359t D I a 16'153t FPT* | 440·0 \| 54·3 \| 36·4 P 120′ F 97′ FK | | | London British *19 B Hpt Cem* (14 *to U dk* 5 „ 2nd „) *78t APT 76t* | Oil Engines 4S.C.SA 12Cy. 26⅜″–47½″ 807 NHP 2NDB 21–*150lb* Werkspoor, Ams. | 36 ″ 6 s 7 ″ 4½ 29 ″ 4½ | |
| 85191 219394 KOQF | **Trimountain** | *Fitted for oil fuel* *Mchy. Aft* 2 *Dks* *Carrying Petroleum in bulk* *Longitudinal framing* | 6389 — 3934 | | | | 1919 | Bethlehem S.B. Corp. Ld. Quincy, Mass. | Trimountain S.S. Corp. (B.L. Shipping Co. Inc. *Mgrs.*) | 416·9 \| 56·2 \| 31·0 P 101′ B 37′ F 33′ | | | Wilmgton (Del.) Utd. States *WB* | T. 3Cy. 26 9/16″, 44⅜″ & 74″–51″ 391 NHP Bethlehem S.B. Corp. Ld. Quincy, Mass. | | R |
| 85192 | **Trinidad** (P) (*ex* Leeuwarden) | Twin Sc *Fitted for oil fuel* 2 *Dks* *Cruiser Stern* | 991 — 572 | | | | 1908 | N.V. Werf. v/h. Rijkee & Co. Rotterdam | Cia. Anon. Venezolana de Nav. | 214·2 \| 40·2 \| 9·1 | | | La Guayra Venezuelan | C. 4Cy. 15¾″ & 31½″–14 3/16″ 62 NHP N.V. Alblasserdamsche Mchfbrk. Alblasserdam | | V |
| 85193 VSJC | — | Twin Sc *Fitted for oil fuel* 1 *Dk* *Cruiser Stern* | 606 482 244 | ✠ ... 3,35 | PGl | | 1931 3mo | Ferguson Bros. (Port Glasgow) Ld. Port Glasgow *Lloyd's* | Trinidad Government *Cell DB u E 19'29t* | 175·4 \| 32·1 \| 11·7 P 24′ B & F 121′ FK *FPT 17t APT 40t* | | | Trinidad British *5 B Hpt Cem* *pt Asp* | C. 4Cy. 12½″ & 26″–20″ 100 NHP 1SB *3cf*, GS 46, HS 1788 Ferguson Bros. (Port Glasgow) Ld. P. Gls. | 12 ″ 6 | |
| 85194 | | | | | | | | | | | | | | | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expirés. Lettre d'Renouvellement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.P.=Force en chevaux d'après les formules de la Société. S.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. pr.* | 15 Imprimés où sont insérés les détails de la Cert. Ref. Page |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85195 | **Trinidad** Ⓟ | | 376 | | | | | 1929 | Frdkshvns Værft& Flydedok A/S Frederikshvn | ChilianState Railways | 136·9\|25·1\| 9·3 P94′F35′ | Vlparaiso Chilian | T.3Cy.12″,20″&33″–24″ 53NHP | | V |
| | (*ex*Nordbornholm–38) | | 208 | | | | | | | | | *WB* | | | |
| CBTR | Wireless **D.F.** 2*Dks* | | 221 | | | | | | | | | | BergensMekVærkaBergen | | |
| 85196 | **Trio** (*ex*IngeMærsk–38) | | *1482* | | | | | 1922 | Svendborg Skibs&Mask. Svendborg | A/BArafart (A.K.Appelqvist, *Mgr.*) | 253·2\|38·2\|14·9 P29′Q77′B101′F34′ | Stockholm Swedish | T.3Cy.17″,27½″&47″–34″ 140NHP | | V |
| 8300 | | | *1173* | | | | | | | | | *WB* | | | |
| SDOU | 1*Dk* | | *837* | | | | | | | | | | SvendborgMsk.Svendborg | | |
| 85197 | — (*ex*Bothnia,*ex*Niord, *ex*YvesConseil, *ex*Golconda) | **Iron** | 1451 1193 848 | ✠100A1 2,39 ~~1,10~~ ~~11,02~~ ✠LMC6.39 10,10 BS4,40 | Skm | *p* | OG 2,39 | 1884 12mo | W.Pickers-gill&Sons Sunderland A&CP | O/YSuomi ShippingA/B(C.S. Bergström, *Mgr.*) | 262·2\|35·4\|15·4 255·5 Q102′B48′F32′ FK ptND07 *DBa76′f101* | Helsingfrs Finnish 4*BHCem* | C.2Cy.30″&56½″–39″ (*s*) 85lb 165NHP ND10 *fitted*13 2SB,*6pf*,GS90,HS2458 G.Clark,Sunderland | 18 ″ 6 s 1 ″10½ 16 ″ 10 | |
| OFCA | *ex*Golconda) *ss*Osc.No.1–36 *Well deck* 1*Dk* pt*Std*pt*Irn*) Wireless **D.F.** *Cargo battens not fitted* | | 848 | ~~NB10.07~~ ✠LMC MS2,36 BS1,40 | | | | | | | | | | | |
| 85198 | — | | 493 | | | | | 1918 | Gebr.van Diepen Waterhuizen | Dampskslsk.Trio A/S(Hans Svenningsen) | 155·6\|26·3\|12·3 P50′F23′ | Copnhagn Danish | T3Cy11½″18½″&31½″–17½″ 45NHP | | V |
| | (*ex*Südwest–33,*ex*ErikaTreess,*ex*Esther, *ex*Ablasserwaard) | | 391 250 | | | | | | | | | *WB* | N.V.Machinefabriek Fulton,Hoogezand | | |
| OUMS | 1*Dk* *Mchy.Aft* | | | | | | | | | | | | | | |
| 85199 | **Triona** | | 4413 | ✠100A1 | Mel | *y* | CL | 1931 | Harland& Wolff,Ld. Glasgow | BritishPhosphate Commissioners (A.H.Gaze,C.B.E. *Mgr.*) | 389·5\|54·1\|24·5 401·0(O.L.) P32′F89′ FK | London British | T.3Cy.25″,42″&70″–48″ (*s*) 200lb 534NHP | 27 ″ 0 s 2 ″ 6 | |
| 162559 | *ss*Mel.No.2–39 | | 3708 | *with freeboard* | | | 11,39 | 3mo | | | | 6*BHptCem* | 3SB,*9cf*,GS207,HS8106 FD | 24 ″ 5 | |
| GMNS | *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) &*Web frames* *Cargo battens not fitted* | | 2590 | ~~7,10~~ ~~11,02~~ ✠LMC6.39 10,10 BS4,40 | | | | *Lloyd's*A&CP | | | | *Coll to Shdk* 5 „ 2nd„) *APT68t* | J.G.Kincaid&Co.Ld.Grk. | | |
| | | | | *Fitted for oil fuel* 3,31 | | | | | | | | | | | |
| 85200 | **Trione** | | 1599 | ✠100A1 | Got | *r* | CL | 1931 | Akt.Lind-holmen-Motala Gothenburg | Rederiaktieb. Unda(PerWaller, *Mgr.*) | 268·0\|40·3\|16·1 278·2(O.L.) P26′B162′F23′ FK | Gothenbrg Swedish | T3Cy17½″,28½″&45½″–31½″ 200lb (*s*) FD 139NHP | 18″10 s 1 ″ 3 | |
| 7725 | *ss*Got.No.2–39 | | 1381 | 4,40 ~~8,30~~ | | | ~~8,30~~ 4,40 | 3mo | | | | 4*BHptCem* | 2SB(Spt),*4cf*,GS48,HS1787 Akt.Lindholmen-Motala | 17 ″ 8½ | |
| SGZD | *Cruiser Stern* 1*Dk*(*Stl*) *Strengthened for navigation in ice* | | 863 | ✠LMC8.39 | | | | *Lloyd's*A&CP | | | *CellDB215′524c* | *APT96t* | | | |
| 85201 | **Tripoli** | | 1166 | | | | | 1921 | N.Odero &Co. Foce,Genoa | ItalianNavy (OperatedbySoc. Anon.Coop.diNav. Garibaldi) | 207·2\|32·0\|19·5 | Genoa Italian | T.3Cy.15½″,24½″&39½″–25½″ 78NHP | | I |
| 1621 | | | — | | | | | | | | | | N.Odero&Co.Genoa | | |
| IAST | Wireless | | 664 | | | | | | | | | | | | |
| 85202 | **Tripolino** (*ex*HighlandCoast–38, *ex*PrincessMelita) | | 1071 890 | | | | | 1912 | Ramage& Ferguson,Ld. Leith | D.Tripcovich&Ci. Soc.Anon diNav. Rimorchi e Salvataggi | 249·9\|34·1\|16·0 240·0 P&B148′F58′ | Trieste Italian | T.3Cy.20″,33″&54″–36″ 175NHP | | CI |
| 429 | | | | | | | | | | | | *WB* | | | |
| IVBC | 1*Dk* | | 444 | | | | | | | | | | Ramage&Ferguson,Ld.Lth. | | |
| 85203 | **Tripolitania** Ⓟ (*ex*Marzocco, *ex*WarTank) | | 2722 1771 1544 | ✠ ... 12,26 ✠ | | | | 1918 10mo | Swan,Hunter&Wigham Richardson, LdSunderlnd | LloydTriestino Soc.Anon.diNav. | 301·1\|42·1\|19·1 285·0 P25′Q71′B66′F32′ FK | Naples Italian | T.3Cy.25″,41″&68″–45″ 417NHP | 21 ″ 2 | I † |
| 404 | *ss*Lgn.No.1–23 | | | | | | | | | | | *WB* | Swan,Hunter&Wigham Richardson,Ld.Nwc. | | |
| ICKV | *Fitted for oil fuel* **D.F.** *Well deck* 1*Dk* | | | | | | | | | | | | | | |
| 85204 | **Tripp** | | 364 | | | | | 1939 | N.V.Indus-trieeleMaats. "DeNoord" Alblasserdam | Skibs.A/S Tripp (Osw.Aamodt) | 147·9\|25·7\|10·6 Q43′F19′ | Oslo Norwegian | Oil Engines 2S.C.SA 7Cy.11″–17½″ Humboldt-Deutzmotoren, A.G.Köln-Deutz | | N |
| | *Oil Eng.* | | 294 | | | | | | | | | *WB* | | | |
| LKAV | *Mchy.Aft* *Cruiser Stern* *Carrying Petroleum in bulk* | | 147 | | | | | | | | | | | | |
| 85205 | **Tristan** (*ex*Penobscot,*ex*Lairg, *ex*P.L.M.2, *ex*Penobscot) | | 2294 — 1666 | 11,27 ~~NB12,21~~ | Cff | *s* | | 1911 | Gt.Lakes Eng.Works Ecorse,Mich. | BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*) | 253·0\|43·7\|24·7 F25′ FK | Wilmingtn (Del.) Utd.States | T.3Cy.21″,34½″&57″–42″ 291NHP | 27 ″ 6 | R † |
| 209001 | *ss*Sld.No.3–12,21 | | | | | | | | | | | 5*BHAsp* | 2SB,*6cf*,GS103,HS4320 Gt.LakesEng.Works,Det. | | |
| KLBJ | 1*Dk*(*Stl*) *Mchy.Aft* (*Self-Unloader*) | | | | | | | | | | *CellDB204′634t* | *opside tanks* | 157′902t*FPT*137t*APT*35t | | |
| | D.F. GyC. | | | | | | | | | | | | | | |
| 85206 | **Trito** | | 1057 787 | | | | | 1921 | N.V.Boele's Schp.&Mch. Slikkerveer | N.V.Maats"Zee-vaart"(Hudig& Veder,*Mgrs.*) | 231·9\|36·2\|13·3 P25′F23′ | Rottrdam Dutch | T.3Cy.18″,30″&48″–36″ 138NHP | | V |
| PIAU | E.S.D. Sub.Sig. | | 373 | | | | | | | | | *WB* | NVBoele'sSch&MchBolnes | | |
| 85207 | **Triton** | **TwinSc** | 6607 5909 4045 | ✠100A1 *with freeboard* ~~7,10~~ ~~10,20~~ 12,40 | Osl | *d*† | CL P9,38 ~~s10,38~~ s10,39 | 1930 6mo | Kockums M.V.Aktieb Malmö | Wilh.Wilhelmsen | 461·9\|60·6\|28·9 P44′F40′ FK | Tönsberg Norwegian | Oil Engines 4S.C.SA 16Cy.27½″–55½″ 1169NHP ND37–*100lb* | 31 ″ 7 s 4 ″ 1½ 27 ″ 7½ | |
| LCKZ | *Oil Eng.* *ss*Osl.No.2–38 | | | | | | | *Lloyd's*A&CP | | | | *7BH* *Coll to Sh dk* 6 „ 2nd „) | KockumsM.V.Akt.Malmo | | |
| | **D.F.** 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) 3*rddk*(*Stl*)*except in after holds* | | | ✠LMC C810,38 DBS~~6,73~~,41 10,38 *Carrying cargo oil in deep tank & tanks in way of tunnels* | | | | | | | *CellDB362′1320t* *Tanks in way of tunnels* 495t | *PT*134t*APT*135t | | | |
| | | | | *F.P. above* 150′ F. | | | | | | | | | | | |
| 85208 | — Ⓟ | | 2078 1741 | | | | | 1928 | Akt.Ges. "Neptun" Rostock | Koninkl.Nederl. Stoomb.Maats. N.V. | 285·7\|44·7\|17·7 B70′ | Amstrdam Dutch | T.3Cy.19″,31½″&51½″–35½″ 155NHP | | V |
| PIAY | *Cruiser Stern* 2*Dks* | | 1166 | | | | | | | | | *WB* | A.G."Neptun,"Rostock | | |
| 85209 | — Ⓟ | **Pad** | 2000 | | | | | 1894 | Scotswood S.B.Co.Ld. Newcastle | Cia.Argentina de Nav.Mihanovich, Ltda. | 292·0\|36·0\|29·5 | Bns.Aires Argentine | T.3Cy.30″,49″&75″–84″ 515NHP | | |
| | *Fitted for oil fuel* 4*Dks* | | | | | | | | | | | | A.&J.Inglis,Glasgow | | |
| LOGV | | | 984 | | | | | | | | | | | | |
| 85210 | — | | *1870* | | | | | 1908 | Irvine'sSB &D.D.Co.Ld W Hartlepool | RederiA/B Amfitrite(Fänges &Pählssons Rederier,*Mgrs.*) | 279·2\|40·1\|18·2 P25′B66′F29′ | Hlsngborg Swedish | T.3Cy.20½″,33″&54″–36″ 175NHP | | V |
| 7206 | (*ex*Patria–36,*ex*PhyllisSeed, *ex*Westmore,*ex*Portinglis) | 1*Dk* | *1696* | | | | | | | | | *WB* | McColl&Pollock,Ld.Sld. | | |
| SLGA | | | *1105* | | | | | | | | | | | | |
| 85211 | — | | 1620 1042 | | | | | 1920 | Akt.Ges. "Weser" Bremen | Dampfschifffahrts Ges."Neptun" | 241·3\|36·3\|15·2 P11′Q70′B&F158′ | Bremen German | T.3Cy19½″,31½″&53½″–35½″ 168NHP | | G |
| DOKY | Sub.Sig. **D.F.** 1*Dk* | | 883 | | | | | | | | | *WB* | A.G."Weser,"Bremen | | |
| 85212 | **Triton Maris** (*ex*Triton, *ex*IuliaMantaca,*ex*GibelHamam, *ex*Southford,*ex*Melrose Abbey,*ex*FranzHorn) | | 1457 1058 895 | | | | | 1898 | Akt.Ges. "Neptun" Rostock | Marittima RavennateSoc. Anon. | 245·9\|35·3\|14·9 Q72′B112′F24′ | Ravenna Italian | T.3Cy.16½″,25½″&41½″–32½″ 99NHP | | I |
| 14 | | | | | | | | | | | | *WB* | A.G."Neptun,"Rostock | | |
| IVDB | 1*Dk* | | | | | | | | | | | | | | |
| 85213 | **Trocas** | | 7406 6761 4277 | ✠100A1 8,40 ~~9,30~~ ✠LMC CS9,39 DBS~~12,40~~ 12,40 *Carrying Petroleum in bulk* | Bkn Mlt | *b*† 2½ | CL 6,38 | 1927 6mo | Rotterdam Droogd.Maat Rotterdam | Anglo-Saxon PetroleumCo.Ld. | 440·4\|59·5\|32·7 456·6(O.L.) P39′B34′F58′ FK | London British | Oil Engines 4S.C.SA 6Cy.32½″–59½″ 602NHP 2DN*180lb* | 32 ″ 9 s 6 ″ 3½ 26 ″ 7½ | |
| 14983 | *Oil Eng.* | | | | | | | | | | | 15*BHptCem* | | | |
| GMZR | *Mchy Aft* *ss*Sng.No.3–1,39 | | | | | | | | | | | 62t*APT67t* | N.E.MarineEng.CoLdNwc | | |
| | D.F. E.S.D. *Cruiser Stern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* | | | | | | | *Lloyd's*A&CP | | *CellDBuE69′285* | *tDTf82′284tFPT1* | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Class. Years Assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Lloyd's Register of Shipping. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85214 | **Troilus** Ⓟ | | 7422 | | | | | 1921 | Scotts' S.B. & Eng. Co. Ltd. Greenock | China Mutual S.N. Co. Ltd. (A. Holt & Co *Mgrs.*) | 459·1 | 56·2 | 32·5 | Liverpool British *WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft Scotts' S.B. & Eng. Co. Ltd. | | BT till ~~1·41~~ 1·42 |
| 145865 GDZB | *Fitted for oil fuel* 2 *Dks & lower dk in No. 1 hold* D.F. | | 6327 4658 | | | | | | | | P54′ | B165′ | F62′ | | | | |
| 85215 | **Trois-Ilets** (*ex* Orontes) | | 338 292 | | | | | 1920 | Schiffs-u Dckbauwerft Flender Lübeck | Cie. Générale Transatlantique | 139·0 | 22·5 | 11·8 | Fort de France French *WB* | C.2Cy. 14¾″ & 22½″–15¾″ 17 NHP G. Seebeck A.G. Wesermünde-G. | | V |
| TUNP | 1 *Dk* | | 180 | | | | | | | | B34′ | F20′ | | | | | |
| 85216 | **Troisdoc** | | 1925 | | | | | 1928 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Paterson Steamships, Ld. | 253·0 | 43·3 | 17·8 | Ft. William British *WB* | T.3Cy. 15″, 25″ & 40″–33″ 92 NHP Swan, Hunter & Wigham Richardson, Ld. Nwc. | | C |
| 149462 | *Mchy. Aft* 1 *Dk* | | 1635 1146 | | | | | | | | Q100′ | F35′ | | | | | |
| 85217 | **Troja** | Twin Sc | ~~6650~~ ~~3376~~ ~~2084~~ 8814 | ✠100A1 *with freeboard* ~~6,40~~ 10,39 3,11 ✠LMC CS1,39 DBS ~~7,34~~ 4,40 ~~2,36~~ 3,39 ~~1,39~~ 4,40 | Sba | *d*† | CL ~~8,28~~ p1,39 PN3,41 63.41 | 1930 12mo | Akt. Burmeistr & Wain Copenhagen *Lloyd's* | Wilh. Wilhelmsen | 461·4 | 60·6 | 29·0 10·3 | Tonsberg Norwegian *7 BH* DB *120 lb* | Oil Engines 4S.C.SA 16Cy. 24½″–51½″ 946 NHP | ~~31 " 7~~ ~~4 " 1~~ ~~27 " 8~~ 42 " 11 s14 " 5½ 28 " 7¾ | |
| LDRM | *ss* Osl. No. 2–39 D.F. 2 *Dks* ~~1 *Dk (Stl) & Shelter dk (Stl)*~~ 3 *rd Dk (Stl) except in after holds* *Tonnage opening closed '40* | | ~~2084~~ ~~6,40~~ 10,39 ~~1,39~~ 6527 | | | | | | | | P46′ | F41′ | FK | | | | |
| | | | | | | | | | | *Upper 'tween dk Hs except Coll BH (Coll to W dk dispensed with in way of tunnels* | | | | *Coll to W dk* 6 „ 2nd „ | | | |
| | | | | | | | | *Cell D* | | *B* 318′ 1228 *t Tanks* | | | | 39′ *DT sa* 71′ | 521 *t FPT* 129 *t APT* 94 *t* | | |
| 85218 | **Trojan Star** | Twin Sc 4 Mst | 9037 | ✠100A1 *Shelter dk with freeboard* 6,40 ~~1,40~~ BS11,40 ✠NB10,36 ✠LMC10,36 ✠Lloyd's R ~~MC1,36~~ 11,40 | Lon | *d*† | CL 7,39 | 1916 11mo | Atel. & Ch. de France Dunkirk *Lloyd's* | Blue Star Line Ld. | 473·8 | 60·0 | 36·6 | London British *7 BH Cem* | T.6Cy. 24″, 38½″ & 64½″–45″ & L.P. turbines with DR gearing & hydraulic couplings 200 lb (*r*) 1129 NHP | 39 " 5 s 9 " 1½ 30 " 7 | |
| 148498 GKMW | (*ex* Trojanstar, *ex* La Pérouse) *ss* Nwc. No. 3–4,29 *ss* Lon. No. 2–38 2 *Dks (Stl) & Shelter dk (Stl–ws)* *Ref. Mchy.* D.F. | | 8320 5620 | | | | | | | | 495·0 (O.L.) F48′ | Bon *Shelter dk* 189′ | FK | | | | |
| | | | | | | | | *Cell* | | *D* 388′ 1502 *t FPT* | | | | 101 *t APT* 75 *t* | 5SB, *20 cf*, Gs 333, Hs 15850 FD Atel. Ch. de France, Dnk. | | |
| | | | | *Fitted for oil fuel* 1 2,24 *F.P. above* 150° F. | | | | | | | | | | | | | |
| 85219 | **Trolla** (*ex* Ringaas) | | 1598 1189 | | | | | 1923 | Laxevaags Msk. & Jrnskb Bergen | Skibs A/S Trolla (Karl Torkildsen) | 245·9 | 37·9 | 15·7 | Tr'ndheim Norwegian *WB* | T.3Cy. 18¾″, 29″ & 49″–43″ 138 NHP Laxevaags Msk. & Jrns, Bgn | | N |
| LFDN | Wireless D.F. | 1 *Dk* | 938 | | | | | | | | P62 *t* | Q109 *t* | B124 *t* H80 *t* | | | | |
| 85220 | **Trolleholm** | Twin Sc | 5047 | ✠100A1 *Shelter dk with freeboard* Examined 6,40 ✠LMC CS7,39 DBS ~~3,36~~ 6,40 ~~3,38~~ 7,39 | ~~Mme~~ Lon | *x* | OG 12,37 | 1922 5mo | Kockums M.V. Aktieb. Malmö *Lloyd's* | Aktieb. Svenska Amerika Mexiko Linien (E. Carlson, *Mgr.*) | 377·9 | 51·3 | 30·6 | Gothenburg Swedish *pt Cem* | Oil Engines 4S.C.SA 12Cy. 21½″–28½″ 528 NHP DB *100 lb* Akt. Burmeistr & Wain, Cpn | 34 " 1 s 9 " 6 24 " 9¼ | |
| 6823 SLJA | *ss* Got. No. 3–4,35 D.F. 1 *Dk (Stl) & Shelter dk (Stl)* *Cruiser Stern* | | 4706 3124 | | | | | | | | 381·3 (O.L.) B79′ | F38′ | *on Shelter dk* FK | | | | |
| | | | | | | | | *Cell D* | | *B* 323′ 1134 *t FPT* 76 *t APT* 61 *t* | | | | *Collision BH to Sh dk* 5 „ „ *U* „ | | | |
| * 85221 | **Troma** | | 5029 | ✠100A1 *with freeboard* 9,39 ✠LMC8,37 ✠LMC(M)5,39 | Osl | *a*† | CL 2 | 1937 8mo | Wm. Doxford & Sons Ld Sunderland *Lloyd's* | A/S J. Ludwig Mowinckels Rederi | 425·4 | 54·4 | 26·2 | Bergen Norwegian *7 B Hpt Cem* | Oil Engines 2S.C.SA 3Cy. 20½″–81½″ 388 NHP 2 DB *120 lb* Swan, Hunter & Wigham Richardson, Ld. Nwc. | 28 " 3 s 3 " 4½ 25 " 6 | |
| LJOX | *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* | | 4627 3051 | *Carrying vegetable oil in deep tank* | | | | | | | 439·2 (O.L.) | | FK | | *Coll to Sh dk* 6 „ 2nd „ | | |
| | | | | | | | | *Cell D* | | *B* 346′ 1174 *t MT* | 32′ 1236 *t APT* 177 *t* | | | | | | |
| 85222 | **Tromösund** Ⓟ | | 732 617 | | | | | 1928 | Nylands Verksted Oslo | A/S Arendals Dampsksisk. | 172·9 | 28·9 | 18·9 | Arendal Norwegian *WB* | C.4Cy. (2) 12¾″, & (2) 27⅜″–27⅜″ 67 NHP Nylands Verksted, Oslo | | N |
| LFDQ | 2 *Dks* | | 392 | | | | | | | | | | | | | | |
| 85223 | **Tromp** (*ex* Flying Irishman–38) | | 391 | ✠100A1 ~~11,40~~ ~~1,39~~ | Rot Grk | *f* | N1,39 | 1932 1mo | N.V. Industrieele Maats. De Noord Alblasserdam *Lloyd's* | Reed "De Noord" (J. Vermaas' Scheepvaart Bedrijf, *Mgrs.*) | 148·8 | 25·2 | 9·1 | Rottrdam Dutch *3 BH Cem* | Oil Engines 4S.C.SA 6Cy. 12¼″–14 3/16″ 88 NHP Mtrn Werke Mannheim AG *APT* 20 *t* | 11 " 0 s 1 " 0 10 " 1 | |
| PIBE | *Oil Eng.* *ss* Bry. No. 2–40 ~~*ss* Rot. No. 1–36~~ *Mchy. Aft* 1 *Dk (Stl)* *Cruiser Stern* Cargo battens not fitted | | 290 198 | ~~✠LMC 11,36~~ ~~✠LMC (M) 7,36~~ ✠LMC 7,40 | | | | | | | P40′ | F21′ | FK | | | | |
| | | | | | | | | *Cell D* | | *B f* 102′ | 115 *t FPT* 25 *t* | | | | | | |
| 85224 | **Trompenberg** | | 1995 | ✠100A1 Examined 5,41 Bel ✠LMC MS9,36 ~~BS7,36~~ 9,40 | ~~Sch~~ | *r* | OG 7,39 | 1919 7mo | A. Vuijk & Zonen Capelle a/d A'dam CP Ysel | N.V. Stoomb Maats "Hillegersberg" (Vinke & Co. *Mgrs.*) | 281·3 | 40·3 | 19·0 | Amstrdam Dutch *4 BH Cem* | T.3Cy. 20″, 33 1/16″ & 53½″–36″ 180 lb (*s*) 204 NHP 2SB, *6 cf*, Gs 98, Hs 3424 Alblasserdam Msch. Fab. | 21 " 4 s 3 " 0½ 18 " 6 | |
| | *ss* Ams. No. 3–3,32 | | | | | | | | | | | | | | | | |
| PIBH | *ss* Rot. No. 1–36 D.F. 1 *Dk (Stl)* *Cargo battens not fitted* | | 1774 1173 | | | | | | | | P23′ | B74′ | F24′ | FK | | | |
| | | | | | | | | *Cell D* | | *B* 244′ 543 *t FPT* 81 *t* | | | | *APT* 41 *t* | | | |
| 85225 | **Trondanger** | | 6826 | | | | | 1932 | NV Nederi. Schps. Maats. Amsterdam | Westfal-Larsen & Co. A/S | 464·4 | 61·2 | 27·4 | Bergen Norwegian *WB* | Oil Engines 2S.C.DA 7Cy. 27½″–47½″ 1842 NHP Stork Gebroeders & Co. Hengelo | | N |
| LCXZ | *Oil Eng.* *Ref. Mchy.* D.F. 1 *Dk & Shelter dk* | | 6013 4229 | | | | | | | | P97 *t* | F22 *t* | | | | | |
| 85226 | **Trondenes** Ⓟ (*ex* Trondenæs–36) | | 321 292 | | | | | 1900 | Trndhjms Mek. Værks. Trondheim | A/S Troms Fylkes Dampskibsselskab | 137·8 | 21·2 | 15·6 | Tromsö Norwegian | T.3Cy. 11½″, 18½″ & 30″–20″ NB 10 40 NHP Trndhjems M.V. Trndheim | | |
| LFDS | 1 *Dk & Awng dk* | | 181 | | | | | | | | H29 *t* | | | | | | |
| 85227 | **Trondheim** | | 8258 | ✠100A1 ~~6,40~~ ~~3,39~~ 12,40 Box Mob ✠LMC1,39 | Osl | *c*† | CL 9,39 | 1939 1mo | Eriksbergs M.V. Aktieb. Gothenburg *Lloyd's* | A/S Tank (E. Matheson) | 469·2 | 61·1 | 34·5 | Oslo Norwegian *12 B Hpt Cem* | Oil Engines 2S.C.DA 6Cy. 17½″–47½″ 644 NHP 2 DB *142 lb* Eriksberg M.V. Aktieb. Got | 34 " 0 s 7 " 5 26 " 9½ | |
| LKCQ | *Oil Eng.* *Mchy. Aft* D.F. 1 *Dk* *Butts of shell & upper deck plating electrically welded* *Cruiser Stern* | | 7562 4951 | *Carrying Petroleum in bulk* | | | | | | | 486·3 (O.L.) P92′ | B28′ | F41′ FK | | | | |
| | | | | | | | | *Cell D* | | *Bu E* | 68′ 170 *t DT f* 23′ 492 *t* | | | *APT* 140 *t* | | | |
| 85228 | **Trondhjem** Ⓟ | | 1399 1272 | | | | | 1923 | Helsingörs Jernsk & Msk. Elsinore | Det Forenede Dampskibs Selsk. | 231·1 | 35·2 | 21·1 | Copnhagn Danish *WB* | T.3Cy. 18″, 30″ & 50″–36″ 150 NHP Helsingörs Jernsk. & Mskb. | | V |
| OXPB | Wireless D.F. | 2 *Dks* | 826 | | | | | | | | | | | | | | |
| 85229 | — (*ex* Multedo) | | 1147 996 | | | | | 1923 | N. Odero fu A. & Co. Sestri Pnente | A/S Nordenfjeldske Dampskisk. | 198·7 | 34·0 | 19·6 | Tr'ndheim Norwegian *WB* | T.3Cy. 15½″, 24 7/16″ & 39¾″–25¾″ 79 NHP N. Odero fu A, Sestri Pnente | | N |
| LFDT | 2 *Dks* | | 653 | | | | | | | | B103 *t* | F23 *t* | H18 *t* | | | | |
| 85230 | **Trondhjemsfjord** | | 6753 | | | | | 1922 | Napier & Miller, Ld. Glasgow | A/S Den Norske Amerikalinje | 421·7 | 55·8 | 26·5 | Oslo Norwegian *WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft Cammell Laird & Co. Ld. Birkenhead | | N |
| LDCX | *Fitted for oil fuel* 3 *Dks* | | 4851 4147 | | | | | | | | F40′ | | 34·4 | | | | |
| 85231 | **Trongate** (*ex* Snowdon) | | 3979 | ✠100A1 *with freeboard* Examined 3,41 ✠LMC MS12,36 ~~BS7,36~~ BS12,40 | ~~Shl~~ Nwc | *y* | CL ~~6,38~~ 3,41 | 1924 1mo | Nthmblnd S.B. Co. Ld. Newcastle *Lloyd's* | Redgate S.S. Co. Ld. (Turnbull, Scott & Co. *Mgrs.*) | 380·3 | 51·9 | 23·4 | London British *6 B H pt Cem* | T.3Cy. 25″, 41″ & 68″–48″ (*s*) 180 lb 381 NHP 3SB, *9 cf*, Gs 150, Hs 6330 N.E. Marine Eng Co. Ld Nwc | 26 " 0 s 2 " 6½ 23 " 7¼ | |
| 145738 GKBQ | *ss* Nwc. No. 3–2,36 1 *Dk (Stl) & Shelter dk (Stl)* | | 3632 2414 | | | | | | | | F28′ | | FK | | 5 „ to 2nd dk | | |
| | | | | | | | | *Cell D* | | *B* 336′ 1150 *t FPT* 80 *t* | | | | *APT* 130 *t* | | | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. | 3 Matériaux, Gréement, etc. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant expiré. Lettre d'équipement. | 7* Date de la dernière Visite à flot pour bordé. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt. | 15 Registre de cote, si ce n'est dans le L. R. Dupre. Lett. R. & Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85232 141680 VGCZ | **Trontolite** | *Oil Eng.* *Mchy. Aft* *ss* Mtl. No. 3–6, 29 D.F. 1 *ss* St. J. No. 2–38 2 *Dks (Stl) & Web frames* *Longitudinal framing* | 7115 6271 3586 | ✠100A1 St. J Phl ~~8,30~~ 8,41 ✠LMC CS8,39 ✠NE5,25 3,38 ~~DB8,39 6,40~~ DB8,41 *Carrying Petroleum in bulk* | St. J | *a*† | CL 7,39 | 1918 2 mo | Skinner & Eddy Corp. Seattle, Wash A & CP | Imperial Oil Ld. Marine Department (H. J. Rahlves, *Mgr.*) *Cell D Bu E & B 63′ u Bunker 12′ 18* | 428·0 P98′ B41′ F37′ | 57·0 | 31·5 FK | Montreal British 18 *BH* | Oil Engines 2S.C.SA 6Cy. 25½″–51⅛″ 680 NHP DB *190lb* Fried Krupp Germania Wft. Kiel | 31 ″ 7 s 5 ″ 8½ 26 ″ 1½ | |
| 85233 LJLG | **Tropic Sea** (*ex* Indien-38) | **TwinSc 3 Mst** *Oil Eng* *ss* Cpn. No. 3–10, 32 *ss* Rot. No. 1–38 1 *Dk (Stl) & Awng dk (Stl)* | 5781 5473 3560 | ✠100A1 NNs *Awng dk* *with freeboard* 1,40 ~~DB8,39~~ 4,39 ✠LMC 4,38 | NNs | *y* | CL 1,40 | 1920 10 mo | A/S Nakskov Skibs. Nakskov *Lloyd's SA & CP* | Rederiet Vindegen A/S (Chr. Ostberg, *Mgr.*) *Cell D B 342′ 1140 t between tunnels 68 t* | 390·8 F36′ *on Awning dk* FK | 53·3 *Collision* | 34·3 *BH to Aw dk* 4 ,, ,, *U* ,, | Oslo Norwegian *pt Cem* | Oil Engines 4S.C.SA 12Cy. 24½″–37½″ 717 NHP DB *140lb* Akt. Burmeistr & Wain, Cpn. | 36 ″ 6 s 9 ″ 7½ 27 ″ 2 | |
| 85234 LJMM | **Tropic Star** (*ex* Ashburton-37, *ex* Yomah) D.F. | *Oil Eng.* 2 *Dks* | 5088 4779 3164 | | | | | 1926 | W. Denny & Bros Ld. Dumbarton | Skibs A/S La Plata (Alf. Jakhelln, *Mgr.*) | 400·4 P67′ B116′ F39′ | 52·3 | 28·4 WB | Oslo Norwegian | Oil Engines 2S.C.SA 6Cy. 23½″–41½″ 582 NHP W. Denny & Bros. Dmb. | | C |
| 85235 ICKR | **Tropical** (*ex* EffieGray) (*ex* Pinna) *Mchy. Aft* | **Iron 3 Mst** *ss* Ham. 3rd No. 3–7, 22 *ss* Hul. No. 1–26 1 *Dk (Iron)* 2 *Dks & Web frames* *Fitted for oil fuel* *Mchy. Aft* *Carrying Petroleum in bulk* D.F. | *388* *267* *155* | ✠ 8,27 ✠NB8,19 ✠ | Lon | *f* | | 1891 11 mo | Murdoch & Murray Port Glasgow | Cia. Naviera de Cuba S.A. | 141·8 Q72′ B9′ F24′ | 25·0 BK 7′ *FP* | 10·9 *3 BH Cem* *T 45t APT 4t* | Havana Cuban | T.3Cy. 13¾″, 21½″ & 34″–27″ 60 NHP 1 SB, *3pf*, Gs 38, Hs 1216 Muir & Houston, Glasgow | 12 ″ 1 | |
| 85236 240 ICKR | *ex* British Earl, *ex* Pinna) | *ss* Shl. 2nd No. 3–3, 26 *ss* Ham. No. 1–31 2 *Dks & Web frames* *Fitted for oil fuel* *Mchy. Aft* *Carrying Petroleum in bulk* D.F. | 6205 5859 3659 | ✠ ... 4,32 ✠NB11,21✠ | | | | 1901 3 mo | Armstrong Whitworth & Co. Ld. Newcastle | Compagnia Italiana Marittima | 436·9 420·3 P100′ B20′ F56′ | 52·0 FK | 32·3 *WB* | Venice Italian | T.3Cy. 27½″, 46″ & 77″–48″ 511 NHP N.E. Marine Eng Co Ld. Nwc | 34 ″ 0 | I † |
| 85237 LDCY | **Troubadour** | *ss* N.Yk. No. 3–7, 33 *ss* N.Yk. No. 1–37 3 *Dks* *Cruiser Stern* | 5808 — 3668 | ✠100A1 Phl *Shelter dk* Mtl *with freeboard* 7,40 ~~10,39~~ ✠LMC MS12,36 BS7,40 *Carrying oil fuel F. P. above* *Fitted for oil fuel 11,20 F. P. above* | Phl | *y* | CL 1,39 | 1920 11 mo | J L Thompson & Sons Ld. Sunderland | Wilh. Wilhelmsen *Cell D B 342′ 882 t* | 395·1 F31′ *on Shelter dk* FK 150° F *in D B u B & Deep Tank* | 53·3 | 24·7 32·7 *2 BH to W dk* 4 ,, ,, *2nd* ,, *APT 82 t* *MT 27′ 618 t* | Tönsberg Norwegian *Cem* | T.3Cy. 27″, 44″ & 73″–48″ (*s*) & L.P. turbine with D.R. gearing & hydraulic coupling 1801b 597 NHP 3SB, *9cf*, Gs 190, Hs 7668 FD Palmers' Co. Ld. Newcastle | 35 ″ 0 s 9 ″ 4 25 ″ 11 | |
| 85238 139243 GNCF | **Troutpool** | *ss* Shl. No. 3–4, 39 1 *Dk (Stl)* | 4886 4624 3023 | ✠100A1 Npt 11,39 ✠LMC 4,39 | Npt | *y* | CL 2,38 | 1927 5 mo | W. Gray & Co. Ld. W Hartlepool *Lloyd's SA & CP* | The Pool Shipping Co. Ld. (Sir R. Ropner & Co. Ld. *Mgrs.*) *Cell D B* | 390·0 P30′ B220′ F40′ | 55·0 FK | 26·4 *6 BH Cem* *APT 179 t* | W. Hartlpl British | T.3Cy. 25½″, 40″ & 71″–48″ (*s*) 1801b 439 NHP 3SB (Spt) *9cf*, Gs 190, Hs 7614 Cen. Mar. Eng. Wrks. W Hpl | 28 ″ 9 s 4 ″ 5½ 24 ″ 6½ | |
| 85239 2241 ICFR | **Trovatore** (*ex* Ariadne–38, *ex* Sonora–34, *ex* Northern) | *ss* Hav. No. 3–5, 25 *ss* Hav. No. 1–29 1 *Dk (Stl) & Shelter dk* (*pt Irn pt Stl*) | 4700 4448 2835 | ✠ ~~7,34~~ | Hav | *y* | | 1912 2 mo | J L Thompson & Sons, Ld. Sunderland | I.N.S.A. (Industrie Navali Soc. Anon.) *Cell D B A 136′ u E & B* | 403·4 388·1 FK 46′ *f* 163′ 1270 *t FPT* | 54·1 | 26·0 *6 BH Cem* 15 *t APT 238 t* | Genoa Italian | T.3Cy. 28¼″, 44½″ & 74″–48″ 455 NHP 3SB, *9cf*, Gs 195, Hs 7575 J. Dickinson & Sons, Ld. Sld. | 28 ″ 6 | CI † |
| 85240 229943 KLIQ | **Troy Socony** | **Twin Sc** *Oil Eng.* *Carrying Petroleum in bulk* 1 *Dk* *Mchy. Aft* | 943 — 601 | | | | | 1923 | Sun S.B. & D D.Co. Chester, Pa. | Socony-Vacuum Oil Co. Inc. | 253·9 | 37·6 | 13·0 | New York Utd. States *WB* | Oil Engines 4S.C.SA 12Cy. 12½″–18″ 183 NHP McIntosh & Seymour, Auburn, N.Y. | | |
| 85241 DHYC | **Troyburg** (*ex* Achaia, *ex* Hanna Kimme) Sub. Sig. | 1 *Dk* | 2288 2011 1368 | | | | | 1923 | J. Frerichs & Co. A.G. Einswarden | Flensburger Dampfercompagnie Harald Schuldt & Co. K.G. | 296·2 Q36′ B179′ F36′ | 42·8 | 19·6 *WB* | Hamburg German | T.3Cy. 21⅜″, 35⅜″ & 55⅛″–35⅜″ 180 NHP J. Frerichs & Co. A.G. Osterholz | | G |
| 85242 130054 ~~YTBG~~ GTJX | **Trsat** (*ex* Allie) *Mchy. Aft* | 1 *Dk* | 1369 1045 738 | | | | | 1919 | Forth S.B. & E.Co.Ld. (Jeffrey's) Alloa | Ministry of Shipping (Stone & Rolfe, Ld. *Mgrs.*) | 235·6 Q130′ B16′ F31′ | 36·2 | 15·2 *WB* | ~~Bakar~~ ~~Yugoslav~~ Cardiff British | T.3Cy. 18″, 30″ & 50″–33″ 144 NHP Forth S.B. & E.Co.Ld. (Jeffrey's) Alloa | | C |
| 85243 DATA | **Trude Schünemann** (*ex* Taarnborg) *Well deck* | *ss* Abg. 2nd No. 3–5, 29 1 *Dk & deep framing* | 1260 967 781 | ✠ ... 11,30 | | | | 1906 7 mo | W. Harkess & Son, Ld. Middlesbro' | Otto Schünemann (E. Haubuss Schiffahrtsges m.b.H. *Mgrs.*) | 229·1 Q82′ B59′ F31′ | 35·6 FK | 14·9 *WB* | Stettin German | T.3Cy. 17½″, 29″ & 48″–33″ 130 NHP MacColl & Pollock, Ld. Sld. | 17 ″ 2 | G † |
| 85244 UOJW | **Trujenik Morya** (*ex* Eros) | 1 *Dk* | 452 341 242 | | | | | 1892 | P. Larsson Thorskog | U.S.S.R. | 148·9 Q44′ F18′ | 24·4 | 13·4 | Odessa Russian | C.2Cy. 18″ & 30″–22″ NB05 35 NHP Thorskog M.V. Thorskog | | |
| 85245 UNZQ | **Truvor** (*ex* Sleipner) | (*Icebreaker*) 1 *Dk & Awng dk* | 1151 1088 — | | | | | 1895 | A/S. Burm'str & Wains Mas. og Skibs. Copenhagen | U.S.S.R. | 171·5 | 40·2 | 26·0 *WB* | Leningrad Russian | T.3Cy. 25⅞″, 40½″ & 63½″–36⅝″ 246 NHP NE & B17 Becker & Co., Reval | | |
| 85246 7877 SHAN | **Trykon** (*ex* Balaklava–40) D.F. | **Twin Sc** *Oil Eng.* *Mchy. Aft* 1 *Dk (Stl)* *Cruiser Stern* | 8036 7229 4663 | ✠100A1 HKg *Shelter dk* ~~8,38~~ 8,40 Got *with freeboard* ✠LMC CS8,36 ~~DBS~~ 4,40 8,38 *Carrying Petroleum in bulk* | HKg | *b*† | CL 7,38 | 1929 11 mo | A/B Göta verken Gothenburg *Lloyd's SA & CP* | Rederi A/B Pagota (T. Soot-Tisell, *Mgr.*) *Cell D Bu E 65′ 278 t DT* | 454·8 P96′ F37′ FK *f* 29′ 468 *t FPT* 113 *t* | 59·1 | 35·4 10 *BH pt Cem* *APT 247 t* | Kungsbacka Swedish | Oil Engines 4S.C.SA 14Cy. 21⅝″ 39⅜″ 634 NHP 2 DB *150lb* A/B Götaverken, Got. | 35 ″ 0 s 8 ″ 1 27 ″ 1½ | |
| 85246* 1933 MMZN | **Tseang Tah** (*ex* Jyse Møller, *see No. 89009 in Supplement* | **Twin Sc** 1 *Dk* | 769 694 475 | | | | | 1915 | Kiangnan D. & E. Wks. Shanghai | China Import & Export Lumber Co. Ld. | 204·3 | 35·1 | 11·8 | Shanghai British | T.6Cy. 10″, 16″ & 26″–18″ 68 RHP Kiangnan D. & E. Wks. Shi. | | |
| 85247 | **Tseng Yuan** (*ex* Hsing Hwa–37, *ex* Kiyo Maru–34, *ex* Else) | 1 *Dk & Spar dk 3 tr B* | 1424 1277 1058 | | | | | 1896 | Howaldts-werke Kiel | Yung Yuan S.S. Co. | 238·5 B51′ F27′ | 32·4 | 20·7 *WB* | Chefoo Chinese | T.3Cy. 17½″, 27½″ & 43¾″–24½″ 94 NHP Howaldtswerke, Kiel | | |
| 85248 XNCZ | **Tsenglee** Wireless | | 961 — 548 | | | | | 1918 | Osaka Iron Works Osaka | Ching-Kee S.N. Co. Ld. | 190·0 | 31·0 | 18·5 | Chefoo Chinese | T.3Cy. | | |
| 85249 154042 GPKL | **Tsinan** Ⓟ | 2 *Dks* | 3040 2511 1812 | | | | | 1930 | Taikoo D. & E Co. of H. Kg. Ld. Hong Kong | China Nav. Co. Ld. | 312·0 P41′ Q43′ B94′ | 45·2 | 22·7 *WB* | London British | T.3Cy. 20½″, 33″ & 53″–29″ 149 NHP Taikoo D. & E. Co. of H. Kg. Ld. H. Kg. | | |
| 85250 | **Tsing Fat** (*ex* Shiratori Maru–35) | 2 *Dks* | 329 283 198 | | | | | 1921 | Ohara Matsunosuke Osaka | Hop Hing Hong (Far East Shipping Co. Ld. *Mgrs.*) | 120·0 B14′ | 22·5 | 14·2 | Canton Chinese | T.3Cy. 10½″, 17″ & 28½″–20″ 36 NHP Taisho Tekkosho, Osaka | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material. Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years in which Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated R. or T. ✠ or Cert |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85251 398 JPLC | **Tsingtao Maru** (P) (*ex* Choshun Maru–34) | Twin Sc *Cruiser Stern* 2 *Dks* | 4017 3027 2182 | | | | | 1930 | Mitsubishi Zosen Kaisha Kobe | Dairen Kisen K.K. | 360·0 B36′ | 46·0 F42′ | 28·5 | Dairen Japanese *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts Mitsubishi Zosen Kaisha Ld. | | |
| 85252 UPOF | **Tsiolkovsky** (*ex* Waleriĭ Meshlauk–38) D.F. E.S.D. GyC. *Mchy. Aft* | *Oil Eng.* 1 *Dk* Sub.Sig. *Cruiser Stern* | 2847 2003 1367 | | | | | 1935 | NV Nederl. Schps. Maats Amsterdam | U.S.S.R. | 285·1 P72′F31′ | 49·0 | 20·5 | Leningrad Russian *WB* | Oil Engines 2S.C.SA 6Cy.21½″–35 5/16″ 472 NHP Machinefabriek Gebr Stork & Co. N.V. Hengelo | | |
| 85253 UOWM | **Tuapse** (*ex* Stanislav Kossior–38, *ex* Germanic) *Mchy. Aft* | *Oil Eng.* 2 *Dks (Stl)* & *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* | *6320* *5975* *3912* | ✠ 10,31 ✠ | Nwc | *a*† | | 1931 10mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | U.S.S.R. *Cell D Bu E 75′296t* *D T f 38′571t* | 420·5 P108′B28′F38′ FK *FPT 97t APT 116t* | 57·3 | 32·3 | Tuapse Russian 15 *B Hpt Cem* (11 *to U dk* 4 „ *2nd* „) | Oil Engines 2S.C.SA 4Cy.23⅜″–91 5/16″ 687 NHP Barclay, Curle & Co. Ld. Gls. | 32 ″ 4 | |
| 85254 DOGZ | **Tübingen** (*ex* Delaware) D.F. | *ss* Kel. No.3–10,29 *ss* Bmn. No.1–33 1 *Dk (Stl)* & *Shelter dk (Stl)* *Straight frames, bevelled bilge aft* Sub.Sig. *Cruiser Stern* *Fitted for oil fuel* | 5453 5161 3287 | ✠ ... 3,36 ✠ | Bmn | | | 1920 12mo | Furness S.B.Co.Ld Haverton Hill-on-Tees | Hamburg-Bremer Afrika-Linie G.m.b.H. (Woermann-Linie A.G. Deutsche Ost Afrika-Linie *Mgrs*) *Cell D B 352′1432t* | 401·5 F79′ len & new fore end 29 FK *FPT 140t APT 142t* | 52·2 | 31·0 | Bremen German 7 *B Hpt Cem* (4 *to Sh dk* 3 „ *2nd* „) | T.3Cy.26″,41 5/16″ & 73″–48″ 538 NHP 3SB, *9cf*, GS 192, HS 8166 Richardsons, Westgarth & Co. Ld. Sld | 33 ″ 6 | G † |
| 85255 DHFX | **Tucuman** (*ex* Eifel–37, *ex* Doris, *ex* Comino, *ex* Ardgorm) *ss* Ham. No.3–8,30 D.F. Sub.Sig. | 2 *Dks (Stl)* | 4621 4307 2895 | ✠ ... 6,34 ✠ | Ham | *y* | | 1918 6mo | Russell & Co. Port Glasgow | Hamburg-Süd-Amerik. Dampfschiff. Ges. *Cell D B 352′1029t* | 384·1 P34′B111′F47′ FK *APT 20t* | 51·8 | 26·3 | Hamburg German 6 *B H Cem* | T.3Cy.26″,43″ & 70″–48″ 488 NHP 3SB, *9cf*, GS 170, HS 7345 Rankin & Blackmre, Ld. Grk | 29 ″ 0 | G † |
| 85256 148899 GMPL | **Tucurinca** *Ref. Mchy.* Sub.Sig. D.F. E.S.D. | 2 *Dks* & 2 *pt dks* | 5412 4662 3334 | | | | | 1926 | A. Stephen & Sons, Ld. Glasgow | Elders & Fyffes, Ld. | 401·0 P42′B155′F41′ | 51·2 | 30·1 | Glasgow British *WB* | T.3Cy.27½″,46½″ & 78″–54″ 447 NHP A. Stephen & Sons, Ld. Gls. | | C |
| 95/40 85257 LDNB | **Tudor** *Oil Eng.* *ss* Sfj. No.2–38 1 *Dk (Stl)* & *Shelter dk (Stl)* 3rd *dk (Stl)* except in after holds D.F. GyC. | Twin Sc | 6607 5909 4045 | ✠ 100 A1 *with freeboard* 3,39 ✠ LMC CS 4,38 DBS 1,40 | Osl | *d*† | CL PN 4,38 S 3,39 | 1930 4mo | Kockums M.V. Aktieb. Malmö *Lloyd's SA & CF* | Wilh. Wilhelmsen *Cell D B 362′1320t* | 461·9 P44′F40′ FK ( *Tanks in way of tu* | 60·6 | 28·9 | Tönsberg Norwegian 7 *B H* *Coll to Sh dk* 6 „ *2nd* „) *nnels 495t F* | Oil Engines 4S.C.SA 16Cy.27 5/16″–55½″ 1169 NHP DB *100lb* Kockums M.V. Akt. Malmö *PT 134t APT 135t* | 31 ″ 7 s 4 ″ 1⅜ 27 ″ 7½ | |
| 85258 167616 QCST | **Tudor Prince** 1 *Dk* & *Shelter dk* D.F. E.S.D. | *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | 1914 1510 920 | ✠ 100 A1 *with freeboard* Bel Cff 7,40 5,41 *(Class Contem plated)* ✠ LMC 8,40 | Mdb | *t* | CL | 1940 8mo | Smith's Dock Co. Ld. S. Bank, Mdb. *Lloyd's SA & CP* | Prince Line, Ld. (Furness, Withy & Co. Ld. *Mgrs*) 5 *divisiona* *Cell D B 247′494t F* | 304·0 (O.L.) 315·0 B69′F28′ FK *(Coll BH to Sh dk* *watertight BHs in Sh* | 44·2 *BH to 2nd dk)* *tr 'tween dks* *T 31t APT 43t* | 16·5 | London British *3 B Hpt Asp* | T.3Cy.21″,35″ & 60″–42″ (*s*) 220 lb (*r*) FD 395 NHP 2SB (Spt) *6cf*, GS 125, HS 5968 Smith's Dock Co. Ld. Mdb. | 26 ″ 6 s 6 ″ 9 19 ″ 11½ | |
| 85259 143407 GCTB | **Tudor Star** (*ex* Empire Star–35, *ex* Empirestar) D.F. | *ss* Nwc. No.3–8,32 *ss* Nwc. No.1–37 2 *Dks (Stl)* & *Shelter dk (Stl)* *Ref. Mchy.* 3rd *Dk (Stl)* in *Nos.* 1 & 2 *holds* | 7199 5356 4524 | ✠ 100 A1 *Shelter dk* *with freeboard* 7,40 10,38 ✠ LMC MS 8,36 BS 10,39 ✠ Lloyd's RMC 10,37 4,41 | Nwc Lon | *a*† | CL' 9,39 N 7,40 | 1919 12mo | Lithgows Ld. Port Glasgow *Lloyd's SA & CP* 6 *B H only Co* | Union Cold Storage Co. Ld. (Blue Star Line, Ld. *Mgrs.*) *llision & 2 other bul* | 423·4 28·7 FK *Cell D B 360′1259t A* | 56·0 | 36·5 | London British *Cem* *PT 31t* *3 B H to Up dk* | T.3Cy.25½″,44¼″ & 74″–51″ 200 lb (*r*) FD 696 NHP 4SB, *16cf*, GS 253, HS 11170 J.G. Kincaid & Co. Ld. Grk. | 39 ″ 1 s 10 ″ 10¾ 28 ″ 4½ | |
| 85260 30468 JYXA | **Tugaru Maru** (P) (*ex* Tsugaru Maru–38) D.F. GyC. *Cruiser Stern* | Twin Sc (*Ferry*) 2 *Dks* | 3484 2291 1273 | *Fitted for oil fuel* 2,20 | | | *F.P. a* | 1924 | Mitsubishi Zosen K.K. Nagasaki | Japanese Government (Railway Dept.) | 350·0 | 52·0 | 22·0 | Tokyo Japanese *WB* | 4 Steam Turbines SR geared to 2 Sc. Shafts Mitsubishi Zosen Kaisha, Ld | | |
| * 85261 LDDB | **Tugela** | *ss* Osl. No.3–4,34 *ss* Osl. No.1–38 2 *Dks (Stl)* & *Shelter dk (Stl)* *Cruiser Stern* | 5559 5305 3462 | ✠ 100 A1 *Shelter dk* *with freeboard* 2,40 B 8,39 ✠ LMC 8,38 *Carrying oil fuel F. P.* *Fitted for oil fuel* 8,21 | Mob | *y* | CL 8,38 *above* 1 50° F. *F.P. a* | 1921 8mo | Palmers' Co. Ld. Newcastle *Lloyd's SA & CP* *in DT* *Cell D B 325 876t M* | Wilh. Wilhelmsen | 380·4 F31′ *on Shelter dk* FK *Collisio* T 32′773t *APT 105t* | 52·2 | 33·6 | Tönsberg Norwegian *pt Cem* *n B H to Sh dk* 5 „ „ *U* „ | T.3Cy.27 3/16″,44″ & 73″–48″ LP. turbine with D.R. gearing & hydraulic coupling 180 lb (*s*) 695 NHP 3SB, *9cf*, GS 190, HS 7668 FD Palmers' Co. Ld. Newcastle | 36 ″ 0 s 9 ″ 6½ 26 ″ 9¾ | |
| 85262 | **Tugnin F.** (*ex* Grietje–39, *ex* Cary) *Mchy. Aft* | *Oil Eng.* 1 *Dk* | 410 352 279 | | | | | 1919 | Gebrs. Tak. N.V. Geertruidenberg | Soc. Imprese Marittime Fratelli Frassinetti | 143·5 Q29′F14′ | 26·4 | 12·6 | Genoa Italian | Oil Engines 4S.C.SA 6Cy11″–19 1/16″ NE29 70 NHP Motorenfbr. "Deutz" A.G. Köln-Deutz | | GI |
| 127/40 85263 HPJQ | **Tuira** (*ex* Andriotis–39, *ex* Bellfield, *ex* Craigwen, *ex* Orpheus) | *ss* Ant. 2nd No.3–7,38 1 *Dk (Stl)* | *4397* *4163* *2732* | ✠ 100 A1 3,40 B 8,39 ✠ LMC 8,38 | NOs | *y* | CL 4,39 | 1912 6mo | Bartram & Sons Sunderland *Lloyd's SA & CP* | Tuira S.S. Co. Ld. *Cell D Ba 133′u E 23* | 385·0 P33′B237′F36′ FK *f 160′1113t FPT 172t* | 52·0 | 25·1 | Panama Pnamanian 6 *B H Cem* *A PT 150t* | T.3Cy.25½″,42″ & 71″–48″ (*r*) 180 lb 404 NHP 3SB, *9pf*, GS 167, HS 6568 J. Dickinson & Sons, Ld. Sld. | 27 ″ 6 s 3 ″ 10 1/16 23 ″ 10 | |
| 85264 11858 JGPF | **Tukinada Maru** (P) (*ex* Tsukinada Maru–38, *ex* Uwajima Maru No.12–36) | Sp 2 *Dks* | 534 — 307 | | | | | 1908 | S. Ono Osaka | Tosa Syosen K.K. | 155·1 | 22·8 | 16·0 | Yawata Japanese | T.3Cy.13¼″,21¼″ & 34½″–20″ 52 NHP S. Ono, Osaka | | |
| 85264* 29441 JIWA | **Tukuba Maru** (P) (*ex* Tsukuba Maru–38) | 2 *Dks* | 3172 2774 1931 | | | | | 1923 | Yokohama Dock Co. Yokohama | Toa Kaiun K.K. | 315·0 P23′B80′F36′ | 46·0 | 27·0 | Tokyo Japanese *WB* | T.3Cy.23″,38″ & 64″–48″ 284 NH Yokohama Dock Co. Yka. | | C |
| 85265 31186 JIFB | **Tukusi Maru** (*ex* Tsukushi Maru–38) | 1 *Dk* | 1858 1705 1117 | ✠ ... 12,28 ✠ | | | | 1925 8mo | Osaka Iron Works, Ld. Osaka | Kaijima Tanko K.K. | 275·0 B60′F28′ FK | 41·0 | 20·5 | Shimonoseki Japanese *WB* | T.3Cy.18″,30″ & 50″–36″ 211 NHP Osaka Iron Works, Ld. Osa. | 20 ″ 6 | |
| 85266 32524 JOJB | **Tukusi Maru No. 2** (*ex* Tsukushi Maru No.2–38) | 1 *Dk* | 2418 2084 1423 | ✠ ... 12,28 ✠ | | | | 1926 12mo | Uraga Dock Co. Ld. Uraga | Kaijima Tanko K.K. | 300·4 P19′B68′F28′ FK | 43·5 | 22·2 | Shimonoseki Japanese *WB* | T.3Cy.19″,31½″ & 52″–39″ 264 NHP Uraga Dock Co. Ld. Uraga | 22 ″ 3 | |
| 85267 32550 | **Tukusi Maru No. 3** (*ex* Tsukushi Maru No.3–38) *Mchy. Aft* | 1 *D* | 999 840 537 | | | | | 1927 | Kobe Steel Works, Ld. Harima Dkyd. | Kaijima Tanko K.K. | 225·3 P66′B15′F22′ | 33·5 | 16·7 | Shimonoseki Japanese | T.3Cy.14½″,24½″ & 40″–30″ 88 NHP Kobe Stl Works, Ld. Harima | | |
| 85268 OUMT | **Tula** | 1 *Dk aft*, 2 *Dks in fore hold* | 1251 1081 718 | | | | | 1911 | Helsingörs Jernsk. & Msk Elsinore | Det Forenede Dampskibs Selsk. | 254·4 P158′F26′ | 37·2 | 15·1 | Copnhagn Danish *WB* | T.3Cy.19½″,32″ & 52″–36″ 162 NHP Helsingörs Jernskb. & Mskb | | V |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné maintenant expiré. Lettre d'Renouvellement. | 7 | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. | pds. | 15 Registres de cons. si n'est dans le Lt. Dock. Corr. Mut. Cyclo. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85269 | **Tulagi** | **TwinSc** | 2281 | ✠100A1 | Syd | *n* | CL | 1939 | HongK'ng & Whampoa DockCo.Ld. HongKong | Burns,Philp&Co. Ld. | 241·8 \| 44·2 \| 24·8 | | | HongKong | Oil Engines 2S.C.SA | 27 ″ 6 | |
| 172755 | | *Oil Eng.* | 1957 | *with freeboard* | | 1½ | | 7mo | | | 254·5(o.L.) | | | British | 12Cy 13¾″–24⅞″ 396NHP | s 8 ″ 3½ | |
| VRCN | *Mchy.Aft* D.F. | *2 Dks* | 1680 | ~~3,49~~ 3,40 ~~DockCo.Ld.~~ LMC7,39 | | | | | | | B36′F25′ FK | | | | DB*100lb* | 19 ″ 6 | |
| | *Ref.Mchy.* | *Cruiser Stern* | | 6,41 | | | | *Lloyd's SA&CP* | | *Cell DB205′479t* | *FPT48t APT92t* | | | | HongKong&Whampoa DockCo.Ld.HongKong | | |
| 85270 | **Tulane** | | 5485 | | | | | 1940 | A/S Akers Mek.Verks. Oslo | Wilh.Wilhelmsen | 432·8 \| 57·3 \| 25·7 | | | Tönsberg | Oil Engines 2S.C.DA | | |
| | | *Oil Eng.* | 4550 | | | | | | | | | | | Norwegian | 6Cy.24⅞″–55½″ 1029NHP | | |
| LKKP | D.F. GyC. | *1 Dk & Shelter dk* | 3294 | | | | | | | | | | | *WB* | A/S Akers Mek.Verks.Oslo | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 85271 | **Tulsa** | | 5083 | ✠ ... | | | | 1919 | American International S.B.Corp. HogIslandPa | ~~SouthAtlanticS.S.~~ ~~Co. of Delaware~~ SouthAtlantic SteamshipLine. | 390·0 \| 54·2 \| 27·6 | | | Savannh,G | DR geared Steam Turbine | 32 ″ 0 | R |
| 218796 | | *Fitted for oil fuel* | 4573 | 6,20 | | | | 9mo | | | P39′B122′F43′ FK | | | Utd.States | 600NHP | | † |
| KIXR | *Ref.Mchy.* | *2 Dks & Web frames* | 3113 | ✠ | | | | | | | | | | *WB* | General Electric Co. Schenectady,N.Y. | | |
| | Sub.Sig. | | | | | | | | | | | | | | | | |
| 85272 | **Tuna** Ⓟ | | 662 | ✠100A1 | Adn | *k* | CL | 1907 | Ramage& Ferguson,Ld Leith | Cowasjee,Dinshaw &Bros. | 190·0 \| 30·1 \| 11·9 | | | Bombay | T.3Cy.16″,26½″&42″–27″(*s*) | 12 ″ 8 | |
| 125616 | | *ss* Adn.2nd No.3–4,33 | 481 | *Shelter dk* | | | 8,38 | 9mo | | | | | | British | 180lb *90lb* 90RHP | s ″ 7½ | |
| VTCB | | *ss* Adn.No.1–39 | 260 | *with freeboard* | | | | | | | | | | | 1SB,*3cf*,GS64,HS1896 | 12 ″ 4 | |
| | | *1 Dk & Shelter dk* | | 2,40 ~~LMC~~ | | | | *Lloyd's SA&CP* | | *Cell DB* | *a26′ f75′ 111t FPT* | FK | | 36t *APT10t* | Ramage&Ferguson,Ld.Lth. | | |
| | | | | MS2,39 | BS2,40 5,41 | | | | | | | | | | | | |
| 85273 | **Tunaholm** | | *3581* | ✠100A1 | Got | *z* | CL | 1938 | A/B Göta-verken Gothenburg | A/B Svenska Amerika Mexiko Linien (E.Carlson, *Mgr.*) | 409·9 \| 53·2 \| 20·6 | | | Gothenbrg | Oil Engines 2S.C.DA | 25 ″ 0 | |
| 8279 | D.F. | *Oil Eng.* | *2851* | *with freeboard* | | | | 7mo | | | 428·5(o.L.) | | | Swedish | 8Cy.17⅛″–47½″ 861NHP | s 1 ″ 11½ | |
| SDKT | E.S.D. *Cruiser Stern* | *1 Dk & Shelter dk* | *2006* | ~~4,48~~ 3,39 ~~LMC7,38~~ | | | | *Lloyd's SA&CP* | | *Cell DB324′1276t APT75t* | F97′ FK | | | *7 BH* | DB*85lb* | 23 ″ 3½ | |
| | | *Strengthened for Navigation in Ice* | | 3,41 | | | | | | | | | | (*Coll to Sh dk* 6 ,, *2nd* ,,) | A/B Götaverken,Got. | | |
| 85274 | **Tunets** (*ex* Catania–35) | | 1455 | | | | | 1922 | F.Schichau Elbing | U.S.S.R. | 253·2 \| 38·1 \| 16·5 | | | Vladvostk | T3Cy19⅞″,31½″&51½″–29½″ | | |
| | | | 1264 | | | | | | | | P12′B188′F28′ | | | Russian | 141NHP | | |
| UPIS | | *1 Dk* | 815 | | | | | | | | | | | *WB* | F.Schichau,Elbing | | |
| 85275 | **Tung Cheng** (*ex* Katie Moller–32, *ex* Shanghai, *ex* Karori, *ex* Minas) | *ss* Syd.No.2–11 | *1966* | ✠ | Ddn | *r* | | 1902 | Craig, Taylor&Co. Stockton | Tientsin Nav.Co Ld. | 269·4 \| 40·8 \| 19·4 | | | Shanghai | T.3Cy.20″,33″&54″–39″ | 20 ″ 6 | |
| | | | *1688* | 3,18 | | | | 2mo | | | P27′B68′F27′ | | | Chinese | 189NHP | | |
| XNFY | | *1 Dk (Stl) & Web frames* | *1201* | ✠ | | | | | | | FK | | | | 2SB,*6pf*,GS82,HS2940 | | |
| | | | | | | | | | | *Cell DBa82′u* | *E20′f100′416t FPT* | | | | N.E.MarineEng.Co.Ld.Sld | | |
| 85276 | **Tung Lee** (*ex* Chingshun, *ex* Waipori Maru, *ex* Waipori) | *ss* Auk.No.3–1,13 | 2260 | ✠ | Ddn | *r* | | 1901 | Campbel-town S.B.Co. Campbeltwn | Tientsin Nav.Co Ld. | 282·1 \| 40·0 \| 20·4 | | | Shanghai | T.3Cy.21″,33″&53″–36″ | 21 ″ 8 | |
| | | | — | 3,14 | | | | 3mo | | | P29′B56′F32′ | | | Chinese | 174NHP | | |
| XNFC | | *1 Dk (Stl) & deep framing* | 1371 | ✠ | | | | | | | FK | | | | 2SB,*6cf*,GS110,HS2650 | | |
| | | | | | | | | | | *Cell DBa76′f116′* | *366t APT89t* | | | | J.G.Kincaid&Co.Greenock | | |
| 85277 | **Tung On** Ⓟ | **TwinSc** | 1950 | | | | | 1924 | Taikoo Dckyd&Eng. Co.of HKgLd HongKong | Tung On S.S.Co.Ld. | 225·0 \| 42·1 \| 8·5 | | | Hong Kong | T.6Cy.13″,21″&35″–24″ | | |
| 153558 | | | 1288 | | | | | | | | | | | British | 120NHP | | |
| VPDC | | *2 Dks & Shade dk* | 1194 | | | | | | | | | | | | Taikoo Dockyard&Eng.Co. of H.Kg.Ld.HongKong | | |
| 85278 | — | **TwinSc** | 463 | | | | | 1906 | Hong K'ng & Whampoa DockCo.Ld. HongKong | Chin Seng | 150·0 \| 29·0 \| 11·0 | | | Bangkok | T.6Cy.8½″,13½″&23½″–15″ | | |
| 313 | (*ex* Thon Thale, *ex* Menam) | | — | | | | | | | | | | | Thai | 43NHP | | |
| HSAO | | | 271 | | | | | | | | | | | | Hong Kong&Whampoa DockCo.Ld. | | |
| 85279 | **Tung Song** | **TwinSc** | 549 | | | | | 1928 | Taikoo D.&E.Co.of H.Kg.Ld. HongKong | Straits S.S.Co.Ld. | 183·8 \| 29·1 \| 10·1 | | | Singapore | T.6Cy.9″,15′&25″–16½″ | | |
| 132317 | | *Fitted for oil fuel* | 388 | | | | | | | | len.36 | | | British | 47RHP | | |
| VPKL | Wireless | *1 Dk & Shelter dk* | 245 | | | | | | | | | | | | Taikoo Dockyard&Eng.Co. of H.Kg.Ld.HongKong | | |
| 85280 | **Tung Tai** (*ex* Ko Chow–37) | | 559 | | | | | 1915 | Kwong Tak Cheong HongKong | Chow Shun On | 150·4 \| 25·0 \| 9·6 | | | Canton | C.2Cy.17″&36″–22″ | | |
| | | | — | | | | | | | | | | | Chinese | 51NHP | | |
| | | *1 Dk & Shade dk* | 339 | | | | | | | | | | | | Kwong Tak Cheong H.Kg. | | |
| 85281 | **Tung Wo** | **TwinSc** | 1337 | 2,41 ~~A1~~ 5,39 | Shi | | OG | 1914 | Shanghai D.&Eng Co Ld Shanghai | Indo-China Steam Nav.Co.Ld. | 235·0 \| 40·1 \| 9·3 | | | Shanghai | T.6Cy.9″,14½″&25″–15″ | | |
| 135821 | | *ss* Shi.No.3–4,38 | 1258 | | | | ~~5,39~~ | | | | | | | British | 180lb 326NHP | | |
| MNMD | | *1 Dk & Shade dk* | 961 | BS~~5,40~~ | LMC4,38 | | 2,41 | | | | | | | | 1SB,*2cf*,HS1801GS43 FD | | |
| | | | | 12,40 | | | | *Lloyd's SA&CP* | | *MTs2* | *20t APT60t* | FK | | *5 BH* | Shanghai D.&Eng.Co.Ld. | | |
| | | | | *For service on the Yangtsze River* | | | | *er* | | | | | | | | | |
| | | | | *Carrying cargo oil F. P. above 150° F. in deep tanks* | | | | | | | | | | | | | |
| 85282 | **Tung Woo** (*ex* Fjeldstrand, *ex* England, *ex* Naokata Maru) | | 1233 | | | | | 1919 | Kyushu Zozen Sho Wakamatsu | National Industrial Bank of China | 225·0 \| 33·2 \| 17·9 | | | Shanghai | T.3Cy.16″,26″&42″–30″ | | |
| | | | — | | | | | | | | P35t B92t H11t F28t | | | Chinese | Hasegawa 97NHP | | |
| | | *1 Dk & Awng dk* | 873 | | | | | | | | | | | *WB* | Iron Works,Osaka | | |
| 85283 | **Tungenes** | | 560 | | | | | 1922 | Danziger Werft Danzig | Det Stavangerske Dampskibsselskap | 155·1 \| 24·2 \| 17·5 | | | Stavanger | T.3Cy.12⅞″,20½″&32½″–22½″ | | G |
| | | | 538 | | | | | | | | | | | Norwegian | 50NHP | | |
| | *Ref.Mchy.* | *2 Dks* | 318 | | | | | | | | | | | *WB* | Danziger Werft.Danzig | | |
| 85284 | **Tunghai** (*ex* Ta Chi, *ex* Tung Ning) | **Wood** | 355 | | | | | 1904 | Kwok Achong HongKong | Tunghai S.S.Co. Ld. | 127·4 \| 21·2 \| 7·7 | | | Ningpo | C.2Cy.13½″&27″–17½″ | | |
| | | | — | | | | | | | | | | | Chinese | 25NHP | | |
| LFFE | | *1 Dk & Shade dk* | 185 | | | | | | | | | | | | Ting Hing Eng.Co.H Kg. | | |
| 85285 | **Tungsha** | **TwinSc** | 5506 | ✠100A1 | NYk | *b*† | CL | 1924 | Deutsche Werft A.G. Hamburg | Wilh.Wilhelmsen | 426·8 \| 55·2 \| 27·8 | | | Tönsberg | Oil Engines 4S.C.SA | 30 ″ 6 | |
| | | *ss* N.Yk.No.1–10 *Oil Eng.* | 4994 | *with freeboard* | Cff | | ~~1,38~~ | 8mo | | | | | | Norwegian | 12Cy.24¾″–37½″ | s 4 ″ 2½ | |
| LDDC | D.F. | *ss* Osl.No.3–11,36 | 3391 | 1,41 ~~11,39~~ | 3,41 | | 87,40 | | | | F43′ FK | | | *7 BHpt Cem* | DB*115lb* 715NHP | 26 ″ 5½ | |
| | | *2 Dks (Stl) & Shelter dk (Stl)* | | ✠ | LMC GS~~1,38~~ | | 7,40 | *Lloyd's SA&CP* | | *Cell DB363′1196t* | *DTa′tween tunnels 89′185t* | | | (*Coll to Sh dk* 6 ,, *2nd* ,,) | Algemeine Electric Ges. Turbinenfabrik,Berlin | | |
| | | *Cruiser Stern* | | DBS~~5,39~~ 6,40 | 4,38 | | 11,38 | | | *DTa′tween tunnels 89′185t* | *FPT95t APT49t* | | | | | | |
| 85286 | **Tungus** (*ex* Lake Elva) | | 2607 | | | | | 1920 | Gt.Lakes Eng.Works Ashtabula,O. | U.S.S.R. | 253·6 \| 43·6 \| 25·7 | | | Vladvostk | T.3Cy.21′,35″&59″–42″ | | |
| | | *Fitted for oil fuel* | 2233 | | | | | | | | P32′B65′F24′ | | | Russian | 226NHP | | |
| UOEU | | *1 Dk* | 1519 | | | | | | | | | | | *WB* | Great Lakes Eng.Works. | | |
| 85287 | **Tunis** Ⓟ | | 1641 | | | | | 1936 | Helsingörs Jernsk&Msk. Elsinore | Det Forenede Dampskibs Selsk. | 271·7 \| 40·4 \| 16·6 | | | Copnhagn | Oil Engines 2S.C.SA | | V |
| | | *Oil Eng.* | 1298 | | | | | | | | | | | Danish | 5Cy.19½″–35⅞″ 338NHP | | |
| OYJH | D.F. | *1 Dk & Shelter dk* | 925 | | | | | | | | | | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| | *Ref.Mchy.* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 85288 | **Tunisia** | | 4337 | ✠100A1 | Mdb | *x* | CL | 1927 | J.Readhead &Sons,Ld. South Shields | La Tunisienne S.N. Co.Ld. (F.C.Strick &Co.Ld. *Mgrs.*) | 370·2 \| 52·3 \| 25·9 | | | Swansea | T.3Cy.24½″,41′&66′–45′ | 28 ″ 8 | |
| 14988 | ~~*ss* Mdb.No.3–2,39~~ | ~~*ss* Mdb.No.3–35~~ | 4084 | ~~9,39~~ 2,39 | ~~1,41~~ | ~~Shi~~ | ~~Bry~~ | 6mo | | | | | | British | 180lb *120lb* (*r*) 341NHP | s 5 ″ 3½ | |
| GNCZ | D.F. | *1 Dk (Stl)* | 2693 | ✠ | LMC | | 1,39 | | | | P28′B104′F36′ FK | | | *6 BH Cem* | 2SB,*6cf*,GS109,HS4460 FD | 23 ″ 1½ | |
| | | | | MS~~2,35~~ 3,40 | BS~~1,40~~ 1,41 | | | *Lloyd's SA&CP* | | *Cell DBa&uE144′f* | *160′ 1075t FPT135t* | | | *APT115t* | J.Readhead&Sons,Ld. | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Engines Report Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85289<br>8273<br>SLFN | **Tunisia**<br>Wireless **D.F.** | *1 Dk & Shelter dk Cruiser Stern* | *1349*<br>*1048*<br>*649* | ✠100A1<br>*with freeboard*<br>4,40 | Got | *r* | CL | 1938<br>6mo | Langes'nds MekVerkA/S Langesund | **RederiA/B SvenskaLloyd (K.R.Bökman,** *Mgr.*) | 254·1 \| 41·6 \| 14·6<br>261·7 (O.L.)<br>F24′ FK | **Gothenbrg** Swedish | C.2Cy.16¾″&33$\frac{7}{16}$″–33$\frac{7}{16}$″ & LP turbine with DR gearing & hydraulic coupling<br>2280lb (*s*) FD 169NHP<br>2SB(Spt),*4cf*,GS69,HS2755<br>LangesundsMek.Verk.A/S | 17 *in* 4<br>*s* 2<br>17 *in* 3½ | |
| 85290<br>TWCG | **Tunisien** (*ex*CapGrizNez–33, *ex*Siegen,*ex*PaulHorn)<br>*1 Dk & deep framing Carrying Wine in Portable tanks* | | 1126<br>838<br>687 | | | | | 1904 | Schömer & Jensen Tönning | **Soc.Tunisienne d'Arm.et d'Affrètements** | 222·4 \| 33·5 \| 13·6<br>P12′Q53′B60′F29′ | **Tunis** Tunisian WB | T.3Cy.17″,27½″&47″–27½″<br>115NHP<br>Schömer&Jensen,Tönning | | V |
| 85291<br>290<br>IVDN | **Tunisino** (*ex*Melita,*ex*Blus, *ex*Sieglinde)<br>*Mchy.Aft* *1 Dk* | | 997<br>773<br>567 | | | | | 1922 | Ostseewft. Schiff&Masch A.G. Stettin | **D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi** | 238·2 \| 34·1 \| 11·7<br>P110*t*Q61*t*H89*t*<br>F21*t* WB | **Trieste** Italian | T6Cy16$\frac{5}{16}$″22⅝″&42$\frac{3}{16}$″–29½″<br>Steen& 98NHP<br>Kaufmann,Elmshorn | | I |
| 85292<br>LFEF | **Tunni** (*ex*Bratholm–32,*ex*Louise Tiemann,*ex*Duivendrecht)<br>*ss*Rot.No.1–23 *1 Dk* | | 1281<br>1105<br>724 | ✠ ...<br>4,28 | | | | 1919<br>6mo | NVSchpsw Baanhoek Sliedrecht | **A/S Joachim(J.M. Johannesen,** *Mgr.*) | 237·4 \| 36·6 \| 15·9<br>P23′B60′F24′ FK | **Farsund** Norwegian WB | T.3Cy.17¼″,29″&47″–36″<br>175NHP<br>J&Av.dSchuytPapendrcht | 18 *in* 0 | N † |
| 85293<br>70 | **Tupa** (*ex*BragaSobrinho, *ex*Tupá) **TwinSc**<br>*ss*Pra.No.2–06 *1 Dk & Promenade dk* | | *302*<br>*225*<br>*206* | ✠ ...<br>6,08 | | | | 1899<br>12mo | Murdoch& Murray PortGlasgow | **HigsonBrooks& Cia.** | 140·2 \| 30·2 \| 7·7<br>F16′ FK | **Para** Brazilian | C.4Cy.12″&24″–18″<br>41NHP<br>J.G.Kincaid&Co.Greenock | 8 *in* 0 | |
| 85294<br>70<br>YLAN | **Turaida** (*ex*HaraldBecker,*ex*Maceo, *ex*Kydonia,*ex*Baltique)<br>*1 Dk & pt Awng dk* | | 2388<br>1677<br>1476 | | | | | 1900 | Akt.Ges. "Neptun" Rostock | **Tv.TuraidaKopredereja(Seeberg Bros.** *Mgrs.*) | 291·3 \| 41·2 \| 16·4<br>P22′H96′<br>*pt Awng dk* 178′ WB | **Riga** Latvian | T.3Cy.20½″,35½″&55½″–35½″<br>182NHP<br>A.G."Neptun,"Rostock | | G |
| 85295<br>145998<br>GJVD | **Turakina**<br>*ss*Liv.No.1–39 *ss*Npt.No.3–7,35 2 *Dks (Stl) & Shelter dk (Stl)* *Cruiser Stern* | *Ref.Mchy.* D.F. | 9691<br>8179<br>6093 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>5,40 ~~3,39~~<br>BS4,40 ✠LMC11,38<br>Lloyd'sRMC4,40 | Liv<br>Bal | *d*† | CL<br>~~10,37~~<br>5,40 | 1923<br>9mo | W.Hamilton&Co.Ld. PortGlasgow | **NewZealand ShippingCo.Ld.** | 460·5 \| 62·7 \| 35·2<br>480·7 (O.L.)<br>B275′F49′*on Shelter dk*<br>*Cell DB* 378′ 1429*t* | **Plymouth** British | 2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*)<br>1801b FD 1194NHP<br>5SB(4Spt),*20cf*,GS335, HS16940<br>D.Rowan&Co.Ld.Glasgow | 37 *in* 9<br>*s* 7 *in* 11<br>30 *in* 0¾ | |
| | | | | *Fitted for oil fuel* 9,23 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | |
| 85296<br>135129<br>GQFP | **Turbo**<br>*ss*H.Kg.2ndNo.3–11,37 2 *Dks (1 Stl Upt Irn pt Stl) & Web frames* | E.S.D. *Mchy.Aft* | 4782<br>4345<br>2878 | ✠100A1<br>~~12,39~~ 12,40<br>BS12,40 ✠LMC11,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,12 | Gls<br>Suz | *x* | CL<br>~~10,37~~<br>12,40 | 1912<br>8mo | SirJ.Laing &Sons,Ld. Sunderland | **Anglo-Saxon Petroleum Co.Ld.** | 374·2 \| 50·7 \| 27·5<br>387·0 (O.L.)<br>P93′B26′F40′ FK<br>*DB u E & B* 72′ 147*t* *FPT* 186*t* *APT* 71*t* *DT* *f* 283*t* | **London** British | T.3Cy.26″,44″&72″–48″ (*s*)<br>1801b *120lb* 443NHP<br>3SB,*9cf*,GS204,HS7545<br>J.Dickinson&Sons,Ld.Sld. | 29 *in* 3<br>*s* 5 *in* 1½<br>24 *in* 4½ | |
| 85297<br>165987<br>~~OYGH~~<br>GMYG | **Tureby** **TwinSc**<br>*ss*Gls.No.1–40 *Oil Eng.* D.F. *1 Dk* *Cruiser Stern* | | 4372<br>3935<br>~~2643~~<br>2648 | ✠100A1<br>~~3,39~~ 10,40<br>~~DB3,38~~ ✠LMC1,36<br>7,40 | NYk<br>Gls | *x* | CL<br>5,39 | 1936<br>1mo | Akt.Burmeistr&Wain Copenhagen | Ministry of Shipping(MossHutchisonLine,Ld. *Mgs.*) | ~~363·6~~ \| 56·4 \| 24·9<br>366·7<br>P33′B160′F37′ FK<br>*Intermediate BH in after hold dispensed with*<br>*Cell DB* 317′ 1063*t* *FPT* 174*t* *APT* 95*t* | **Glasgow** British | Oil Engines 2S.C.SA<br>8Cy.19¾″–35$\frac{7}{16}$″ ~~588~~NHP<br>DB *made* 31 *fitted* 36 *100lb*<br>Akt. Burmeistr&Wain,Cpn | 27 *in* 3<br>~~s4~~ *s* 4 *in* 2½<br>23 *in* 2¾ | |
| 85298<br>EALP | **Turia**<br>*ss*Bbo.No.3–5,41 *Oil Eng.* ~~*Ref.Mchy.*~~ ~~*ss*Val.No.1–35~~ D.F. *2 Dks (Weather dk–Stl)* | | 2610<br>1849<br>1433 | ✠100A1<br>*with freeboard*<br>5,41 ~~6,36~~<br>LMC2,~~35~~ 5,41<br>~~NO LATER SURVEY REPORTED~~ | Msl<br>Bbo | *s* | CL<br>~~5,34~~<br>5,40 | 1931<br>7mo | CiaEuskalduna Bilbao | **M.M.dePinillos** Cia.Maritima Frutera,S.A. | 290·0 \| 42·0 \| 23·2<br>B98′F35′ FK<br>*Cell DB* 248′ 347*t* | **Cadiz** Spanish | Oil Engines 2S.C.SA<br>5Cy.23⅝″–41¾″ 487NHP<br>Gebr.SulzerAG Ldwgshfn | 23 *in* 3<br>*s* 5 *in* 5<br>18 *in* 1 | |
| 85299<br>LCVB | **Turicum** **TwinSc**<br>*Oil Eng.* *Mchy.Aft* *ss*Ams.No.2–37 D.F. *1 Dk (Stl) & Web frames* *Cruiser Stern* *Longitudinal framing–bracketless system* | | 7824<br>7237<br>4666 | ✠100A1<br>4,39<br>LMC CS11,37<br>DBS4,39 4,39<br>*Carrying Petroleum in bulk* | Rot | *c*† | CL<br>P10,37<br>S4,39 | 1928<br>10mo | N.V.C.Vander Giessen& Zonen'sSchps Krimpen | **SkibsA/S Avanti (Tschudi&Eitzen,** *Mgrs.*) | 451·8 \| 59·2 \| 34·1<br>P97′B35′F57′ FK<br>*Cell DB u E* 80′ 220*t* *DT* *f* 35′ 488*t* *FPT* 238*t* | **Oslo** Norwegian | Oil Engines 4S.C.SA<br>12Cy.26⅜″–47½″ 806NHP<br>2DB *180lb*<br>Werkspoor,Amsterdam | 34 *in* 2 | |
| 85300<br>152<br>IVDU | **Turiddu** (*ex*Triestino–35, *ex*Eugenio,*ex*Player)<br>*ss*Lon.No.3–2,12 *ss*Tri.No.2–21 *Mchy.Aft* *Well deck* *1 Dk (Stl)* | 3Mst | 541<br>382<br>245 | ✠<br>3,25 | Tri | *h* | | 1899<br>2mo | IrvineS.B. &E.Co.Ld. Irvine | **MatteoScuderi** | 184·5 \| 28·0 \| 10·1<br>172·0<br>Q92′B13′F25′ BK7′<br>*Cell DB f* 92′ 140*t* *FPT* 55*t* *APT* 10*t* | **Catania** Italian | C.2Cy.19″&42″–24″<br>91NHP<br>NB00*fitted*21<br>1SB,*3cf*,GS64,HS1779<br>Campbell&Calderw'd,Psy. | 12 *in* 9 | I † |
| 85301<br>TCCI | **Türkân** (*ex*Marti–37, *ex*Intepe–32, *ex*Peleus,*ex*Soglasie, *ss* *ex*G.M.B.) *Mchy.Aft* | 3Mst<br>2ndNo.3–12,97<br>No.1–02<br>*1 Dk2trB* | 604<br>485<br>341 | ✠ ...<br>3,07 | | | | 1878<br>6mo | R.Dixon& Co. Middlesbro' | **FuadRecep** | 175·4 \| 25·7 \| 14·6<br>P61′F25′ FK | **Istanbul** Turkish WB | C.2Cy.25″&48″–30″<br>105NHP<br>T.Richardson&Sons,Hpl. | 15 *in* 4 | |
| 85302<br>832<br>SVER | **Turkia** (*ex*Livorno–35)<br>*1 Dk & Shelter dk* | | *1911*<br>*1672*<br>*1079* | | | | | 1910 | Earle'sCo. Ld. Hull | **HellenicLines,Ld. (P.G.Callimanopulos,** *Mgr.*) | 300·2 \| 42·5 \| 17·6 | **Piræus** Greek WB | T.3Cy.22″,35″&59″–39″<br>217NHP<br>Amos&Smith,Ld.Hull | | C |
| 85303<br>167156<br>GQQV | **Turkistan**<br>D.F. E.S.D. *2 Dks* *Cruiser Stern* | | 6935<br>6280<br>4228 | ✠100A1<br>~~2,106,30~~ 4,41<br>5,41<br>LMC1,39<br>*Fitted for oil fuel* 1,39 | Lon | *b*† | CL<br>4,41<br>*F.P. a* | 1939<br>1mo | J.Readhead&SonsLd SouthShields | **StrickLine(1923) Ld.(F.C.Strick& Co.Ld.** *Mgrs.*) | 454·0 \| 58·5 \| 29·5<br>472·5 (O.L.)<br>P39′B133′F38′ FK<br>*Cell DB* 397′ 1537*t* *DT* *a* 39′ 1030*t* *FPT* *bove* 1 | **London** British | T.3Cy.26½″,44″&74″–48″&<br>LPturbine with DRgearing &hydraulic coupling (*s*)<br>2201b HS8994 706NHP<br>3SB(Spt),*12cf*,GS190, FD<br>J.Readhead&SonsLd.S.Shl | 32 *in* 2<br>*s* 6 *in* 10½<br>25 *in* 6½ | |
| 85304<br>UOVI | **Turkmen** (*ex*LakeFerrona)<br>Sub.Sig. *1 Dk2trB* | *Fitted for oil fuel* | 2599<br>2243<br>1616 | ✠ ...<br>11,20 | | | | 1919<br>10mo | American S.B.Co. Cleveland | **U.S.S.R.** | 250·9 \| 43·6 \| 26·1<br>P25′B64′F23′ FK | **Odessa** Russian WB | T.3Cy.21″,35″&59″–42″<br>352NHP<br>AmericanSBCoClevelnd.O | 28 *in* 2 | |
| 85305<br>UPIX | **Turksib** (*ex*Hardenberg–35)<br>*ss*Rot.No.3–10,34 *1 Dk (Stl)* *Fitted for oil fuel* | | 3160<br>2867<br>1876 | ✠<br>4,35 | Rot | *v* | | 1922<br>1mo | A.Vuijk& Zonen Capelle a/d Ysel | **U.S.S.R.** | 325·9 \| 48·4 \| 23·0<br>P28′B207′F25′ FK<br>*Cell B* 279′ 815*t* *FPT* 52*t* | **Leningrad** Russian | 2SteamTurbinesDRgeared to 1 Sc. Shaft<br>356NHP<br>5 *BHCem*<br>*APT* 86*t*<br>3SB,*6cf*,GS132,HS5418 FD<br>Maats.deSchelde,Flushing | 25 *in* 3 | |
| 85306<br>157710<br>VPRL | **Turquino** (*ex*Comanche–33) **TwinSc**<br>Wireless *2 Dks* | | 476<br>369<br>324 | | | | | 1896 | IowaIron Wks. Dubuque,Iowa | **MunroeTransportationCo.Ld.** | 158·7 \| 27·2 \| 13·3 | **Nassau,NP** British | T.6Cy.10⅝″,16½″&26½″–24″<br>69NHP<br>IowaIronWorks,Dubuque | 14 *in* 6<br>*s* 4 *in* 3½<br>10 *in* 7 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant après Lettre d'Renforcement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 Creux sur Quille Francs-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cette classe est entrée la 1re fois. Dernière Cart. B. et T. s. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85307 | **Turquoise** | **TwinSc** | 810 | | | | | 1933 | Soc. Anon. Jhn. Cockerill Hoboken | Soc. Anon. John Cockerill | 178·4 | 35·6 | 15·5 | Antwerp Belgian | Oil Engines 4S.C.SA 16Cy.13″–23½″ 260NHP | | V |
| | | *Oil Eng.* | 614 | | | | | | | | | | | | | | |
| OOLC | *Cruiser Stern* | *1 Dk* | 448 | | | | | | | | Q58 | B46 | F23 | *WB* | SocAn.J.Cockerill,Seraing | | |
| 85308 | — | | 570 | ✝100A1 | Irv | *h* | CL | 1924 | AilsaS.B. Co.Ld. Troon | Wm.Robertson | 165·2 | 26·6 | 11·4 | Glasgow British | T.3Cy.13½″,21″&35″–26″ (*s*) 180lb 88RHP | 12 ″ 6 | |
| 147938 | | *ss Ayr.No.3–3,36* | 392 | ~~4,40~~ 10,40 | | | 2,39 | 12mo | | | 182·2 (O.L.) | | | | 3BHCem | s 4 • 0½ | |
| MNCL | | *ss Irv.No.1–40* | 235 | | ✝LMC | | | | | | Q94′B9′F27′ | BK7′ | | | 18SB,*3cf*,GS50,HS1627 | 12 ″ 10½ | |
| | *Well deck Mchy.Aft* | *1 Dk(Stl)* | | BS~~2,46~~ 3,41 | MS1,40 | | | *Lloyd's A&CP* | | | | | FP | | *T60t APT6t* | AilsaS.B.Co.Ld.Troon | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 85309 | **Turret Court** | **3Mst** | 1879 | | | | | 1896 | W.Doxford &Sons,Ld. Sunderland | Sincennes McNaughton ~~Wgo.,Ld.~~ Line.Ld. | 253·0 | 44·0 | 19·7 | Montreal British | T.3Cy.20″,34″&57″–39″ 203NHP | | |
| 106608 | | | 1805 | | | | | | | | F26*t* | | | *WB* | W.Doxford&Sons,Ld.Sld. | | |
| | *Turret deck* | *1 Dk* | 1197 | | | | | | | | | | | | | | |
| 85310 | **Turrialba** | | 4538 | | | | | 1909 | Workman, Clark&Co.Ld Belfast | UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*) | 378·8 | 50·3 | 29·1 | New York Utd.States | T.3Cy.27″,45″&75′–54″ 413NHP | | C |
| 212603 | | *Fitted for oil fuel* | 3899 | | | | | | | | B154′F45′ | | | *WB* | Wrkman,Clark&Co.Ld Bel | | |
| KDAU | *Ref.Mchy.* Sub.Sig. D.F. E.S.D. | *2 Dks&2pt dks* | 2503 | | | | | | | | | | | | | | |
| 85311 | **Turuga Maru** | **TwinSc** | 6988 | ✝100A1 | Yka | *b*† | CL | 1916 | MitsuBishi Dkyd&EWks Nagasaki | NipponYusenK.K. | 445·0 | 58·0 | 34·0 | Tokyo Japanese | T.6Cy.20½″,33½″&56″–48″ 200lb (*s*) 620NHP | 34 ″ 0 | |
| 18490 | (*ex* TsurugaMaru–38) | ~~*ss Yka.No.3 0,35*~~ | 6468 | 1,41 ~~10,38~~ | | | 2,37 1,41 | 6mo | | | 462·6 (O.L.) | | | | 7BHCem | s 7 • 0 | |
| JPAD | | *2 Dks(Stl)* | 4284 | | ✝LMC10,39 | | | | | | P35′B138′F35′ | FK | | | 4SB(Spt),*12cf*,GS225, HS8903 | FD 26 • 8 | |
| | | *ss Yka.2ndNo.3-10,39* | | BS1,41 | | | | *Lloyd's A&CP* | | *CellDB392′1338t* | *DTsa42′1353t* | | *FPT* | | *58t APT62t* | MitsuBishiD.&E.Wks.Nag | |
| 85312 | — | **Wood** | 301 | | | | | 1938 | Sawasaki Zosensyo Turuga | MatusitaMatuziro | 109·3 | 24·4 | 11·9 | Turuga Japanese | Oil Engines | | |
| 44630 | | *Oil Eng.* | — | | | | | | | | | | | | | | |
| JNCM | | | 173 | | | | | | | | | | | | | | |
| 85313 | **Turugisan Maru** (*ex* Tsurugisan | | 3108 | ✝ ... | | | | 1905 | Irvine's SB &D.D.Co.Ld. W Hartlepool | AwanokuniKyodo KisenK.K. | 325·0 | 47·1 | 13·8 | Komatsu-shima Japanese | T.3Cy.24 7/16″,38″&64″–42″ 275NHP | 24 ″ 10 | C |
| 27909 | Maru–38 *ex* Brookway, *ss* Nwc.No.3–10,18 | | 2861 | 4,26 | | | | | | | P33′B100′F32′ | 22·6 FK | | | | | † |
| JOVA | *ex* Marshal Plumer, *ss* Ham.No.1–23 *ex* Campus, *ex* Norfolk Range) | | 1886 | | | | | | | | | | | *WB* | Richardsons,Westgarth& Co.Ld.Hpl. | | |
| | *Spar dk 2tr B&deep framing* | | | | | | | | | | | | | | | | |
| 85314 | **Turuha Maru** Ⓟ | | 361 | | | | | 1922 | Harada Zosen K.K. Osaka | SetsuyoSyosen K.K. | 130·0 | 22·5 | 14·5 | Osaka Japanese | T.3Cy.11½″,19″&32″–22″ 48NHP | | |
| 28724 | (*ex* TsuruhaMaru–38 | | 287 | | | | | | | | | | | | | | |
| JRVE | | *2 Dks* | 191 | | | | | | | | | | | | | | |
| 85315 | **Turul** (*ex* Warta–35, *ex* P.L.M.5) | | ~~622~~ *2698* | ✝100A1 | Ott | *s* | CL | 1916 | Gt.Lakes Eng.Works Ecorse,Mich. | Soc.Anon. Maritime et Commerciale | 253·0 | 43·5 | 25·6 | Panama Panamanian | T.3Cy.21 5/16″,34½″&57″–42″ 175lb (*s*) 284NHP | 27 ″ 7 | |
| | | *ss Gen.No.3–4,35* | *2183* | Examined ~~Dec~~ 2,41 | | | 2,38 | 10mo | | | | | | | 1BHCem | s 3 • 9 | |
| ~~H.&M.~~ HPPL | *Mchy.Aft* | *1 Dk(Stl) Topside tanks* | *1883* | ✝NB4,26 | ✝LMC4,35 | | | A&CP | *CellD* | *B209′595t Topside* | F25′ | FK | | | 2SB,*6cf*,GS104,HS4198 | FD 24 • 0½ | |
| | *Cargo battens not fitted* | | | BS~~4,35~~ 4,41 | | | | | | | *tanks 382t* | *FPT* | 18 | | 0t APT50t | Gt.LakesEng.Wks.Detroit | |
| 85316 | **Turusima Maru** Ⓟ | | 4646 | ✝ ... | Kob | *x* | | 1919 | Uraga Dock Co. Uraga | UwazimaUnyu K.K.(Yamashita KisenK.K. *Mgrs.*) | 360·0 | 51·2 | 26·1 | Uwashima Japanese | T.3Cy 24½″,40½″&67″–48″ 377NHP | 28 ″ 5 | C |
| 25089 | (*ex* Tsurushima Maru–38) | | 3927 | 3,39 | | | | 7mo | | | P21′B91′F35′ | FK | | | 6BHCem | 3SB,9*cf*,GS180,HS6381 | | |
| JTVD | | *ss Yka.No.3–11,31* | 3351 | | | | | | | | 291′ 919t | *FPT* | 114t | | *APT46t* | UragaDockCo.Uraga | |
| | | *ss Osa.No.1–35* | | | | | | | | | | | | | | | |
| | | *2 Dks(Stl)* | | | | | | | | | | | | | | | |
| 85317 | **Tuscaloosa City** | | 5687 | | | | | 1920 | Chickasaw S.B.&CarCo. Chickasaw | IsthmianS.S.Co. | 424·2 | 56·2 | 26·5 | New York Utd.States | 2SteamTurbinesDRgeared to 1 Sc. Shaft | | R |
| 220885 | | *Fitted for oil fuel* | 5082 | | | | | | | | P58′B&F350′ | | | *WB* | W.&A.FletcherCo. Hoboken,N.J. | | |
| KDLO | GyC. | *2 Dks3trB* | 3450 | | | | | | | | | | | | | | |
| 85318 | **Tuscan Star** | **TwinSc** | 11449 | ✝100A1 | Lon | *f*† | CL | 1930 | Palmers' Co.Ld. Newcastle | FrederickLeyland &Co.Ld. | 471·0 | 68·3 | 35·1 | London British | Oil Engines 2S.C.SA 16Cy.26¾″–47½″ 2DB *100lb* 1994NHP | 39 ″ 9 | |
| 161395 | | *Oil Eng.* | 8968 | 12,39 | | | 12,39 | 4mo | | | 489·2 (O.L.) | | | | 9BHptCem | s10 • 0½ | |
| GKND | | *ss Lon.No.2–37* | 7075 | | ✝LMC CS12,38 | | | *Lloyd's A&CP* | | *Duct keel* | B285′F71′ | FK | | | 9BHptCem | 30 • 0 | |
| | *Ref.Mchy.* D.F. E.S.D. | *3 Dks(Stl) 4th dk(Stl)* | | DBS11,39 | 2,37 | | | | | *CellDB398′1950t* | *fwd. of mchy.space* | | | | SulzerBros.Winterthur | | |
| | | *except in mchy. space* | | ✝Lloyd's ~~3RMC~~ | ~~4,40~~ 3,40 | | | | | | *Tanks in way of tunnels 488t* | | *F* | | *FPT98t APT129t* | | |
| | | *Cruiser Stern* | | | ~~5,41~~ 5,41 | | | | | | | | | | | | |
| 85319 | **Tuscania** | | 6904 | ✝ ... | Gen | *a*† | | 1914 | SirJ.Laing &Sons,Ld. Sunderland | DittaL.Pittaluga Vapori | 441·2 | 57·0 | 33·1 | Genoa Italian | T.3Cy.27″,45″&74″–54″ 555NHP | 33 ″ 0 | I |
| 1624 | (*ex* Caloric) | *ss Rot.No.3–11,26* | 6367 | 3,35 | | | | 9mo | | | 425·0 | | | | 15BHptCem | 4SB,*12cf*,GS195,HS8150 | † |
| ICLD | *Mchy.Aft* | *ss Gen.No.1–32* | 4129 | | | | | | | | P101′B28′F45′ | FK | | | (9 *to Upr dk* 6 „ *2nd* „) | G.Clark,Ld.Sunderland | |
| | D.F. | *2 Dks(Stl)&Web frames* | | | | | | | | | | | | | | | |
| | | *Longitudinal framing* | | | | | | *Cell D* | *Bu E&B 55′142t* | *D* | *Tf 38′511t* | *APT53t* | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| | | *Fitted for oil fuel* | | | | | | | | | | | | | | | |
| 85320 | **Tusima Maru** | **TwinSc** | 6754 | ✝100A1 | Osa | *b*† | CL | 1914 | Russell& Co. Pt.Glasgow | NipponYusenK.K. | 444·4 | 58·2 | 31·3 | Tokyo Japanese | T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 619NHP | 34 ″ 0 | |
| 17757 | (*ex* Tsushima | *ss Yka.2ndNo.3–9,38* | 6284 | 6,40 ~~4,39~~ | Yka | | ~~3,38~~ | 10mo | | | P35′B138′F39′ | FK | | | 7BHCem | s 7 • 4½ | |
| JMAD | Maru–38) | *2 Dks(Stl)* | 4200 | BS~~4,39~~ 6,40 | ✝LMC9,38 | | P4,39 ~~6,40~~ | *Lloyd's A&CP* | | *CellDB366* | 1376t | *DTsa39′1239t* | | | *APT36t* | 4SB,*12cf*,GS217,HS8892 D.Rowan&Co.Glasgow | FD 26 • 11 |
| 85321 | **Tustem** | | 6906 | | | | | 1921 | Moore S.B. Co. Oakland,Cal. | AtlanticRefining Co. | 425·0 | 57·2 | 33·1 | Phildlphia Utd.States | T.3Cy.27¾″,46″&78″–51″ 432NHP | | R |
| 221543 | | *Fitted for oil fuel* | — | | | | | | | | | | | | | Hooven,Owens,Rentschler Co.Hamilton,O. | |
| KDTW | *Mchy.Aft* GyC. | *2 Dks* | 4271 | | | | | | | | | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 85322 | **Tutoya** (*ex* Uno, *ex* Mitcham) | **TwinSc** | *1125* | ✝ ... | | | | 1913 | W.Dobson &Co. Newcastle | LloydBrasileiro | 220·4 | 35·0 | 13·6 | R.Janeiro Brazilian | T.6Cy.13½″,22″&37″–27″ 187NHP | 15 ″ 10 | |
| | *Well deck* | *ss Shl.No.3–4,26* | *831* | 5,28 | | | | 10mo | | | P34′Q93′B16′F23′ | FK | | *WB* | MacColl&Pollock,Ld.Sld. | | |
| PUCV | *Mchy.Aft* Wireless | *1 Dk* | *564* | | | | | | | | | | | | | | |
| 85323 | **Tuva** | | 4652 | ✝100A1 | Ant | *y* | CL | 1935 | N.V.Mchf. &Scheepswrf. van P.Smit,Jr Rotterdam | Maatschappij Vrachtvaart N.V. | 375·6 | 53·2 | 26·3 | Rottrdam Dutch | Oil Engines 4S.C.SA 6Cy.29½″–59 1/16″ 490NHP | 29 ″ 3 | |
| | | *Oil Eng.* | 4274 | ~~3,40~~ 3,40 | 4,41 | Hul Bel | 8,38 | 1mo | | | 390·4 (O.L.) | | | | 6BH | s 4 • 4 | |
| PIBN | | *ss Ant.No.1–38* | 2747 | | ✝LMC CS3,39 | | | | | | P33′B217′F36′ | FK | | | DB*80lb* | 25 • 0½ | |
| | | *2 Dks* | | DBS~~7,39~~ 4,41 | ~~5,39~~ 3,40 | | | *Lloyd's A&CP* | | *CellDB* | 353′ 1180t | *FPT* | 95t | | *APT122t* | N.V.Mch.&Scheepswerf van P.Smit.jr.Rot. | |
| | | | | | | | | | | | *Tanks in way of tunnel* | | | | 69′265t | | |
| 85324 | **Tuyama Maru** | **TwinSc** | 6963 | ✝100A1 | Kob | *b*† | CL | 1916 | MitsuBishi Dkyd&EWks Nagasaki | NipponYusenK.K. | 445·0 | 58·0 | 34·0 | Tokyo Japanese | T.6Cy.20½″,33½″&56″–48″ 200lb (*s*) 620NHP | 34 ″ 0 | |
| 19288 | (*ex* Tsuyama | *ss Yka.No.3–11,28* | 6469 | ~~5,40~~ 12,39 | 2,41 Osa Yka | | PN4,38 | 10mo | | | P35′B138′F35′ | FK | | | 7BHCem | s 7 • 6½ | |
| JYMD | Maru–38) | *ss Kob.No.2–36* | 4280 | | ✝LMC~~11,38~~ | | ~~11,38~~ | *Lloyd's A&CP* | | *CellDB392′1338t* | *DTa42′1361t* | | | | 4SB(Spt),*12cf*,GS225, HS8903 | FD 26 • 8 | |
| | D.F. | *2 Dks(Stl)* | | | ~~2,41~~ 2,41 | | 2,41 | | | | *DTsf 1500t* | *FPT* | 58t | | *APT62t* | MitsuBishiD.&E.Wks.Nag | |
| | | | | *Fitted for oil fuel* | 9,23 | | *F.P. above 150° F.* | | | | | | | | | | |
| | | | | *Adapted for carrying oil fuel* | 11,28 | | *F.P. above 150° F. in D&E deep tanks* | | | | | | | | | | |

TUY-TUR

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of R. of T. and Conv. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85325 | **Twee Gebroeders** | *Oil Eng.* | 400 / 269 | | | | | 1938 | Schpsw. "Volharding" GebrBodewes Foxhol | H.Damhof | 140·6 | 25·7 | 8·9 | Hoogezand Dutch | Oil Engines 4S.C.SA 5Cy.11 7/8"–17 1/2" 63NHP | | V |
| PIBP | *Mchy.Aft* | 1 *Dk(Stl)* *CruiserStern* | 241 | | | | | | | | P34′F16′ | | | *WB* | AppingedammerBrons Motorenfb.N.V. | | |
| 85326 | **Tweed** (*ex*Quercus) | | 2697 | ✠100A1 | Gls | *u* | CL | 1926 | Dunlop, | TransitusShipping | 314·1 | 47·2 | 21·5 | London | T.3Cy.22",36"&59"–39" (*s*) | 23 " 5 | |
| 148761 | | *ss*Rot.No.3–12,38 | 2539 | 12,40 ~~4th~~ | | | 12,38 | 5mo | Bremner& | Ltd.(A.C.Lensen, | | | | British | 180lb 250NHP | s 3 " 5½ | |
| 13/41 | | 1 *Dk(Stl)* | 1672 | BS2,40 ~~LMC12,38~~ | | | | | Co.Ld. PortGlasgow | *Mgr.*) | P29′B93′F31′ FK | | | 5 *BHptCem* | 2SB,*6cf*,GS117,HS4062 | 20 " 1¼ | |
| | | | | | | | | | | *Lloyd'sA&CP* | *CellDBa&uE108′* | | *f*140′631*tAPT76t* | | D.Rowan&Co.Ld.Glasgow | | |
| 85327 | **Tweedbank** | TwinSc | 5627 | ✠100A1 | Bal | *b*† | CL | 1930 | Workman, | BankLine,Ld.(A. | 426·7 | 57·4 | 25·7 | Belfast | Oil Engines 2S.C.SA | 29 " 9 | |
| 161869 | | *Oil Eng.* | 4979 | *withfreeboard* | NYk | | ~~8,36~~ | 9mo | Clark(1928) | Weir&Co.*Mgrs.*) | 440·0(O.L.) | | FK | British | 10Cy.26¾"–47½" | s 3 " 7½ | |
| GBYC | E.S.D. | ~~*ss*~~H.Kg.No.2–40 ~~*ssBal.No.1–34*~~ | 3412 | ~~5,408,88~~ 1,41 | | | ~~12,36~~ | | Ld. Belfast | | | | (| 7 *BHptCem* | DB *120lb* 1246NHP | 26 " 4¼ | |
| | *Ref.Mchy.* | 1 *Dk(Stl)*& *Shelter dk* (*Stl*–ws) | | DBS~~1,40~~ ~~LMC~~ ~~RMC(M)~~ | | | 3,40 | *Lloyd'sA&CP* | | | | | *Coll to Sh dk* 6 „ 2nd„) | *Coll to Sh dk* | Workman,Clark(1928)Ld. | | |
| | | | | ~~Lloyd'sRMC~~ 1,41 | | | | | | | *CellDB365′1293t* | | *Tanks in way of tunnels* | 263*tMT* | 60′2389*tFPT*95*tAPT*152*t* | | |
| | | | | for temp. 20° F. *Carrying vegetable oil in deep tanks& in tanks between tunnels* | | | | | | | | | | | | | |
| 85328 | **12 de Octubre** | | 6123 | ✠ ... | | | | 1921 | Hawthorn | ArgentineGovt. | 420·5 | 54·6 | 32·4 | Bns.Aires | T.3Cy.27",45"&74"–48" | 32 " 8 | |
| | | *Fitted for oil fuel* | 5750 | 3,22 | | | | 5mo | Leslie&Co Ld | (Yacimientos | P99′B30′ | | FK | Argentine | 536NHP | | |
| LOED | *Mchy.Aft* | 2 *Dks*& *Web frames* | 3826 | ✠ | | | | | Newcastle | Petroliferos | | | | *WB* | HwthrnLeslie&CoLd.Nwc | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | Fiscales) | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 85329 | **Twenty-eighth October (XXVIII Ottobre)** *see letter* X | | | | | | | | | | | | | | | | |
| 85330 | **Twenty-first April (XXI Aprile)** *see letter* X | | | | | | | | | | | | | | | | |
| 85331 | **Twenty-fourth May (XXIV Maggio)** *see letter* X | | | | | | | | | | | | | | | | |
| 85332 | **Twenty-third March (XXIII Marzo)** *see letter* X | | | | | | | | | | | | | | | | |
| 85333 | **Twickenham Ferry** Ⓟ | TwinSc | 2839 | ✠ ... | Sou | | | 1934 | Swan,Hun- | Angleterre- | 346·8 | 60·7 | 18·2 | Dunkirk | 4 SteamTurbinesSRgeared | 20 " 0 | V |
| | | (*TrainFerry*) | 2014 | 10,35 | | | | 7mo | ter&Wigham | Lorraine-Alsace | *62·3* | | | French | to 2 Sc. Shafts 948NHP | | † |
| FOSA | E.S.D. | 1 *Dk*& *2nd dk at ends* | 1044 | ✠ | | | | | Richardson, | | B&F319′ | | FK | 8 *BHptCem* | 4 W.T.B. GS248,HS9416 | | |
| | | *CruiserStern* | | | | | | | LdNewcastle | *CellDBuE34′58t* | *DTf18′180t* | | | *ptAsp* | ParsonsMarineSteam | | |
| | | | | | | | | | | *Wing tanks abreast ER44′* | | | 376*tAPT63t* | | TurbineCo.Ld.Nwc. | | |
| 85334 | **Tydol** | TwinSc | 1257 | | | | | 1927 | SunS.B.& | Tide Water | 252·8 | 40·1 | 13·6 | Wilmgton | Oil Engines 4S.C.SA | | R |
| 226463 | *Mchy.Aft* | *Oil Eng.* | — | | | | | | D.D.Co. | AssociatedOilCo. | P43′ | | | (Del.) | 12Cy.14"–18" 230NHP | | |
| KLIR | | 1 *Dk ptLongitudinal framing* | 768 | | | | | | Chester,Pa. | | | | | Utd.States | WintonEng.Works,Clv. | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 85335 | **Tydol No. 2** (*ex*Tidewater) | | 1783 | | | | | 1929 | ThePusey | TideWater | 252·1 | 44·2 | 18·5 | Wilmgton | 2 Oil Engines connected to | | R |
| 228720 | | *Oil Eng.* | — | | | | | | &JonesCo. | AssociatedOilCo. | P59′F39′ | | | (Del.) | Electric Motor & Sc. Shaft | | |
| WJDN | *Mchy.Aft* | 1 *Dk ptLongitudinal framing* | 1055 | | | | | | Wlmgtn,Del. | | | | | Utd.States | 4S.C.SA. | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | 12Cy.17"–24" 336NHP | | |
| | | | | | | | | | | | | | | | MorrisDe la VergneInc. Philadelphia | | |
| 85336 | **Tydolgas** (*ex*Tulsagas–39) | | 7343 | ... | | | | 1921 | Baltimore | TideWater | 431·0 | 59·2 | 33·4 | Wilmgton | T.3Cy.24½",41½"&72"–48" | 33 " 3 | R |
| 221262 | | *ss*S.Fo.No.1–25 | 6518 | 4,27 | | | | | D.D.&S.B.Co. | AssociatedOilCo. | P105′B37′F38′ | | FK | (Del.) | 536NHP | | † |
| KDRZ | | *Fitted for oil fuel* | 4437 | | | | | | Baltimore, | | | | | Utd.States | NE21*refitted*25 | | |
| | *Mchy.Aft* | 2 *Dks*& *Web frames* | | | | | | | Md. | | | | | *WB* | LlewellynIronWorks,LAn | | |
| | D.F. | *Longitudinal framing* | | | | | | | | | | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 85337 | **Tyee** (*ex*Oritani–39) | | ~~1362~~ | ✠100A1 | NOs | *o* | CL | 1921 | ToddShip- | AlaskaTransport- | 227·0 | 33·7 | 13·7 | Ketchikan | T.3Cy.19",32"&52"–36" (*s*) | 23 " 7 | |
| 225291 | | *ss*Phl.No.3–9,33 | ~~1184~~ | *Awng dk* | Sea | | 7,39 | 2mo | yardsCorp. | ationCo. | | 21·3 | | Utd.States | 180lb 245NHP | s 7 " 3 | |
| KFZI | *Ref.Mchy.* | *ss*N.Os.No1–37 | ~~768~~ | *withfreeboard* | | | | | (TeboPlant) | | | | FK | *ptCem* | 2SB,*6cf*,GS220,HS3780 FD | 16 " 9 | |
| | | 1 *Dk(Stl)*& | 1374 | 1,41 ~~3,39~~ | BS5,40 | | | | BrooklynNY | | | | | *Collision* | *BHtoAw dk* | | |
| | | *Awng dk*(*Stl*–ws)3*trB* | — | ~~BS3,30~~ | ~~LMC~~1,37 | | | | A&CP | | | | | 4 „ „ *U* „ | WhiteFuelOilEng.Co.N.Y. | | |
| | | | 779 | Lloyd'sRMC~~3,39~~5,40 | | | | | | | *CellDB165′177t* | | *DTf17′242tFPT* | 18*tAPT22t* | | | |
| | | | | *Fitted for oil fuel* | 2, 21 | *F.P. above* | 1 50° F. | | | | | | | | | | |
| 185/40 | | | | | | | | | | | | | | | | | |
| 85338 | **Tymeric** | | 5228 | 100A1 | Shl | *y* | CL | 1919 | Hawthorn | BankLine,Ld. | 400·1 | 52·3 | 28·5 | Glasgow | T.3Cy.27",44"&73"–48" (*s*) | 31 " 0 | |
| 141903 | | *ss*H.Kg.No.3–4,32 | 4780 | 8,39 | | | 8,39 | 5mo | Leslie&Co.Ld | (A.Weir&Co. | 413·1(O.L.) | | | British | 180lb 517NHP | s 5 "11½ | |
| GBJX | | *ss*H.Kg.No.1–37 | 3178 | BS~~8,39~~ 10,40 | ~~LMC~~8,37 | | | | Newcastle | *Mgrs.*) | P49′B113′F39′ | | FK | 7 *BHCem* | 3SB,*9cf*,GS190,HS7668 FD | 25 " 4 | |
| | | 2 *Dks(Stl)* | | | | | | | | *Lloyd'sA&CP* | | | | | Palmers'Co.Ld.Newcastle | | |
| | | | | *Carrying oil fuel* | *F.P. above* | 1 50° F. | | | | *inDB* | | | | *CellD* | *B*345′940*tFPT*119*tAPT*173*t* | | |
| | | | | *Fitted for oil fuel* | 5, 19 | *F.P. above* | 1 50° F. | | | | | | | | | | |
| 85339 | **Tynan** | 3Mst | 432 | ✠100A1 | Bel | *f* | CL | 1919 | J.Fullerton | JohnKelly,Ld. | 142·0 | 25·1 | 11·4 | Belfast | C.2Cy.18"&38"–27" (*s*) | 12 " 7 | |
| 142490 | | ~~*ss*~~Bel.No.2–40 ~~*ssBel.No.3–4,31*~~ | 285 | ~~5,40 12,38~~ | | | ~~12,38~~ | 7mo | &Co. | (W.Clint,*Mgr.*) | | | | British | 130lb 59RHP | s 4 " 3½ | |
| MKJN | | ~~*ssBel.No.1–33*~~ | 169 | | ~~LMC~~ | | 5,40 | | Paisley | | Q79′B9′F22′ | | FK | 3 *BHCem* | 1SB,*3cf*,GS59,HS1786 | 12 " 4½ | |
| | *Mchy.Aft* | *Well deck* 1 *Dk(Stl)* | | MS~~5,36~~ 5,40 | BS~~1,40~~ 4,41 | | | *Lloyd'sA&CP* | | | | | | *FPT40t* | Fishers,Ld.Paisley | | |
| 85340 | **Tyndall** | | 1314 | ✠100A1 | Shl | *o* | CL | 1932 | S.P.Austin | LondonPowerCo. | 227·0 | 36·4 | 15·4 | London | T.3Cy.17",28"&46"–33" (*s*) | 17 " 5 | |
| 162766 | | *ss*Shl.No.1–37 | 996 | ~~5,40~~ 8,39 9,40 | Bly | | ~~7,38~~ | 9mo | &Son,Ld. | Ltd.(Stephenson | | | | British | 200lb *100lb* 142NHP | s 4 " 11 | |
| MJZM | *Mchy.Aft* | 1 *Dk(Stl)* | 781 | BS~~8,40~~ | ~~LMC~~7,37 | | 5,40 | | Sunderland | Clarke&Asso- | Q138′B16′F21′ | | FK | 5 *BHptCem* | 1SB,*3cf*,GS61,HS2240 | 16 " 1½ | |
| | Wireless | *Well deck* | | 5,40 | | | | *Lloyd'sA&CP* | | ciatedCompanies | | | | | J.Dickinson&Sons,Ltd.Sld. | | |
| | | *Cargo battens not fitted* | | | | | | | | Ltd.*Mgrs.*) | | | | | | | |
| | | | | | | | | | | *CellDBuE23′* | *f*151′368*tDTf*107*tFPT*142*tAPT*28*t* | | | | | | |
| 85341 | **Tyndareus** Ⓟ | TwinSc | 11361 | | | | | 1916 | Scotts'S.B. | OceanS.S.Co.Ld. | 507·0 | 63·2 | 41·6 | Liverpool | T.6Cy.22½",38"&65"–54" | | |
| 137527 | | | 10516 | | | | | | &Eng.Co.Ld. | (A.Holt&Co.*Mgs.*) | F75′ | | | British | 622NHP | | |
| GMKX | D.F. | 3 *Dks* | 7186 | | | | | | Greenock | | | | | *WB* | Scotts'S.B.&EngCoLdGrk | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenance certif. Lettre d'Agrément. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers d'un navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Longueur ou cote si elle n'est pas la Distance Cert. Reg. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85342 | **Tynebank** | | 4651 | ✠100A1 | Bkn | z | CL | 1934 | J Readhead | BankLine,Ld. | 412·9\|54·0\|24·0 | Glasgow | T.3Cy.25″,42″&71″–48″ (s) | 27 ″ 1 | |
| 164039 | | | 4244 | *with freeboard* | Shd | | | 11mo | &Sons,Ld. | (A.Weir&Co. | 427·7(O.L.) | British | 220lb 524NH | s 2 ″ 11 | |
| GWWQ | | *ssCal.No.1–39* | 2732 | 7,11 12,10 | ✠LMC | | s12,39 | | SouthShields | *Mgrs.*) | F32′ FK | 7*B Hpt Cem* | 2SB(Spt)&1AuxSB,*9cf*, | 24 ″ 4½ | |
| | | 1*Dk&Shelter dk* | | | BS10,38 MS5,39 | | | *Lloyd's*s*A&CP* | | | | 6 ,, *2nd* ,, | G8167,HS7444 FD | | |
| | | | | | 12,40 | | | | | *CellDB*858′1333*t* | *FPT*101*t APT*162*t* | | J.Readhead&Sons,Ld.SSh. | | |
| 85343 | **Tynefield** | | 5856 | ✠100A1 | Gls | z | CL | 1926 | Sir J. Laing | NorthernPetro-leumTankS.S.Co. | 395·0\|54·5\|32·0 | Newcastle | Oil Engines 2S.C.SA | 31 ″ 9 | |
| 149403 | | *OilEng.* | 5267 | 11,10 | Alx | | 4,37 | 1mo | &Sons,Ld. | Ld. (Hunting& | | British | 4Cy.22½″–91½″ 640NH | s 5 ″ 6½ | |
| GLZW | | *ss*Shl.No.3–5,38 | 3475 | | ✠LMC | C84,39 | 11,10 | | Sunderland | Son,Ld.*Mgrs.*) | P86′B34′F39′ FK | 16*B Hpt Cem* | 2DN*120lb* | 26 ″ 5½ | |
| | *Mchy.Aft* | 2*Dks(Stl)&Web frames* | | BS11,40 | 4,39 | | | *Lloyd's*s*A&CP* | | *CellDB*u*E*64′ | | (12 *to U dk* | | | |
| | D.F. | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | 148*tDTf*27′322*t* | *FPT*160*t APT*155*t* | 4 ,, *2nd* ,,) | W.Doxford&Sons,Ld.Sld. | | |
| | | | | DBS11,40 | | | | | | | | | | | |
| 85344 | **Tynemouth** | | 3168 | ✠100A1 | Sld | y | CL | 1940 | Sir J. Laing | BurnettS.S.Co.Ld. | 343·3\|48·0\|20·9 | Newcastle | T.3Cy.20″,34″&57″–39″ | 24 ″ 0 | |
| 165785 | | | 2713 | 10,40 | | 1½ | | 7mo | &Sons,Ld. | | 357·0(O.L.) | British | 220lb (s) 287NHP | s 3 ″ 9½ | |
| GLWL | E.S.D. | | 1841 | ~~Chas Contem. plated~~ | | | | | Sunderland | | P36′B78′F29′ FK | 6*B HCem* | 2SB(Spt)*9cf*,GS892,HS3940 | 20 ″ 4½ | |
| | D.F. | 1*Dk Cruiser Stern* | | | ✠LMC7,40 | | | *Lloyd's*s*A&CP* | | *CellDB*287·9*t FPT*89*t APT*210*t* | | FD | | | |
| | | | | | | | | | | | | | GeorgeClark(1938)Ld.Sld. | | |
| 85345 | **Tynningö** (*ex*Sydic–38) | | 4272 | ✠100A1 | Got | y | CL | 1914 | J L Thomp- | RederiA/B Rex | 385·0\|53·7\|23·6 | Stockholm | T.3Cy.27″,45″&74″–48″ (s) | 26 ″ 1 | |
| 5653 | | *ss*Got.2ndNo.3–6,38 | 3874 | *Shelter dk* | | | 6,38 | 10mo | son&Sons,Ld. | (K.M.Källström, | | Swedish | 180lb 465NH | s 2 ″ 6½ | |
| SGFA | D.F. | | 2625 | *withfreeboard* | | | | | Sunderland | *Mgr.*) | FK | 6*B HCem* | 3SB(Spt)*9cf*,GS197,HS7906 | 23 ″ 9½ | |
| | | 1*Dk(Stl)&* | | 3,40 | ✠LMC | | | *Lloyd's*s*A&CP* | | *Cell DB*a134′u*E*&*B* | 45′*f*164′1176*t FPT* | 76*t APT*77*t* | Blair&Co.Ld.Stockton | | |
| | | *Shelter dk(Stl)* | | MS3,39 | BS3,39 7,40 | | | | | | | | | | |
| 85346 | **Tynwald** Ⓟ | **TwinSc** | 2376 | ✠ A1 | Bkn | | OG | 1937 | Vickers- | Isle of ManSteam | 314·6\|46·1\|17·1 | DouglasIM | 4 steam turbines SR geared | 18 ″ 0 | |
| 165281 | | | 1567 | *withfreeboard* | | | | 6mo | Armstrong- | PacketCo.Ld. | 328·9(O.L.) | British | to 2 screw shafts 1379NHP | s 5 ″ 7½ | |
| GZRL | D.F. E.S.D. | 2*Dks&Shelter dk* | 932 | 1,39 | | | | | Ld. | | *Promenade dk* | 10*B HCem* | 3WTB 250lb (s) | 13 ″ 5 | |
| | | *Cruiser Stern* | | BS11,39 | ✠LMC6,37 | | | | Barrow | | BK9″ | | HS13560 FD | | |
| | | | | *For Irish Channel service* | | | | *Lloyd's*s*A&CP* | | | | | VickersArmstrongsLdBrw | | |
| | | | | *Fitted for oil fuel* | 6,37 | | *F.P. above* | 150° F. | | *CellDBa*s*uE*82′*f*78′159*t Centre DTf*10′ | | | 33*t FPT*55*t APTs*135*t* | | |
| 85347 | **Tyōan Maru** Ⓟ (*ex*ChoanMaru–38) | | 2632 | ✠ … | Kob | *t* | | 1927 | KobeSteel | ToaKaiunK.K. | 284·8\|45·5\|23·0 | Osaka | Oil Engines 2S.C.SA | 23 ″ 0 | |
| 31572 | | *OilEng.* | 1899 | 10,38 | | | | 4mo | Works | | | Japanese | 6Cy.23⅜″–41⅜″ 582NHP | | |
| JTCB | *Ref.Mchy.* | *ss*Kob.No.3–11,37 | 1388 | ✠ | | | | | Harima | | P29′B100′F37′ FK | 4*B Hpt Cem* | | | |
| | *Mchy.Aft* | 2*Dks(Stl–Uws)* | | | | | | | | | | | KobeSteelWorks,Kobe | | |
| | | | | | | | | | | *Cell DB*232′464*t Side tanks in ER*73*t* | | | *FPT*24*t APT*14*t* | | |
| 85348 | **Tyohaku Maru** Ⓟ | | 1289 | | | | | 1908 | Bergens | KawasakiKisen | 230·5\|31·6\|21·4 | Kobe | T.3Cy.21″,34″&57″–36″ | | |
| 30047 | (*ex*ChohakuMaru–38,*ex*TakaokaMaru, | | 1129 | | | | | | Mek.Værks | K.K. | | Japanese | 195NHP | | |
| JLHB | *ex*Vestnorge,*ex*Jolanda diGiorgio) | | 788 | | | | | | Bergen | | H109*t* | *WB* | BergensMek VærksBergen | | |
| | Wireless | 1*Dk&Awng dk* | | | | | | | | | | | | | |
| 85349 | **Tyohakusan Maru** Ⓟ | | 2131 | | | | | 1928 | Uraga | ChosenYusenK.K. | 280·0\|41·0\|23·5 | Gensan | T.3Cy.18″,29½″&50″–39″ | | |
| 1278 | (*ex*ChohakusanMaru–38) | | 1900 | | | | | | DockCo.Ld | | | Japanese | 156NHP | | |
| JQSB | | 2*Dks* | 1243 | | | | | | Uraga | | P23′B72′F29′ | *WB* | UragaDockCo.Ld.Uraga | | |
| 85350 | **Tyohei Maru** Ⓟ | | 1718 | | | | | 1920 | Fujinagata | DairenKisenK.K. | 260·0\|38·5\|19·2 | Dairen | T.3Cy.21½″,36″&60″–39″ | | |
| 147 | (*ex*ChoheiMaru–38) | | 1278 | | | | | | Zosensho | | | Japanese | 225NHP | | |
| JKPA | | 2*Dks* | 947 | | | | | | Osaka | | P44′B92′F41′ | *WB* | FujinagataZosenshoOsaka | | |
| 85351 | **Tyohuku Maru** Ⓟ | | 527 | | | | | 1926 | Mitsubishi | KyushuShosen | 160·2\|27·0\|15·5 | Nagasaki | T.3Cy.12″,20″&33″–21″ | | |
| 31378 | (*ex*ChofukuMaru–38) | | 395 | | | | | | ZosenKaisha, | K.K. | | Japanese | MitsubishiZosen 50NHP | | |
| JEDB | Wireless | 1*Dk* | 324 | | | | | | Ld. Nagasaki | | F24′ | | Kaisha,Ld.Nagasaki | | |
| 85352 | **Tyokai Maru** Ⓟ | | 2658 | | | | | 1932 | Mitsui | ShimataniKisen | 300·0\|43·0\|22·7 | Kobe | Oil Engines 4S.C.SA | | |
| 37464 | (*ex*ChokaiMaru–38) | | — | | | | | | Bussan | Kaisha,Ld. | | Japanese | 6Cy.21⅜″–39⅜″ 271NHP | | |
| JKHC | | *OilEng.* | 1598 | | | | | | Kaisha,Ld. | | P23′B82′F36′ | | MitsuiBussanKaisha,Ld. | | |
| | | 2*Dks* | | | | | | | Tama | | | | Tama | | |
| 85353 | — | (*ex*ChokaiMaru–38) | 1285 | | | | | 1919 | Ishikawaji- | SettuSyosenK.K. | 230·0\|33·0\|19·5 | Hutyu | T.3Cy.15″,24⅓″&40″–30″ | | |
| 25351 | | | 1112 | | | | | | maS.B.&E.Co | (OsakaSyosenK.K. | | Japanese | 88NHP | | |
| JLSE | | 1*Dk* | 719 | | | | | | Ld.Tokyo | *Mgrs.*) | P25′B51′F24′ | *WB* | IshikawajimaS.B.&E.CoLd | | |
| 85354 | **Tyokai Maru No. 2** (*ex*Chokai | | 1288 | | | | | 1919 | Ishikawaji- | SettuSyosenK.K. | 230·0\|33·0\|19·5 | Hutyu | T.3Cy.15″,24½″&40″–30″ | | |
| 25356 | MaruNo.2–38) | | 1112 | | | | | | maS.B.&E.Co | (OsakaSyosenK.K. | | Japanese | 88NHP | | |
| JMJE | | 1*Dk* | 720 | | | | | | Ld.Tokyo | *Mgrs.*) | P25′B51′F24′ | *WB* | IshikawajimaS.B&E.CoLd | | |
| 85355 | **Tyoki Maru** | | 927 | | | | | 1939 | Nakata | DaityoKisenK.K. | 187·6\|31·0\|17·5 | Tokyo | Oil Engines 4S.C.SA | | |
| 45871 | | *OilEng.* | — | | | | | | Zosensho | | | Japanese | 6Cy.14¾″–20½″ 128NHP | | |
| JPHN | | *CruiserStern* | 607 | | | | | | Osaka | | | | HanshinIron Works | | |
| 85356 | **Tyōkō Maru** (*ex*ChokohMaru–38, | | 6783 | ✠100A1 | Kob | *a*† | CL | 1920 | Teikoku | YamashitaKisen | 425·0\|53·6\|24·9 | Kobe | T.3Cy.28″,47″&79″–51″ (s) | 37 ″ 6 | |
| 26820 | *ex*SeineMaru) | *ss*Kob.No.3–9,31 | 6475 | *Shelter dk* | | | 8,37 | 8mo | S.S.Co. | K.K. | | Japanese | 200lb 584NHP | s 9 ″ 1½ | |
| JALA | | *ss*Kob.No.2–39 ~~*ssYko.No.1–35*~~ | 4987 | *withfreeboard* | BS1,41 | | 12,10 | | OHarima | | FK | *pt Cem* | 3SB,*9cf*,GS192,HS7956 FD | 28 ″ 7 | |
| | | 2*Dks(Stl)&Shelter dk(Stl)* | | 1,41 8,38 | ✠LMC11,39 | | | A&CP | | *CellDB*336′1153*t* | Collision | *BH to Sh dk* | KobeSteelWorks,Ld.Kobe | | |
| | | | | | | | | | | *DTa*39′936*t* | *FPT*153*t APT*172*t* | 6 ,, ,, *U* ,, | | | |
| | | | | *Fitted for oil fuel* | 8,20 | | *F.P. above* | 150° F. | | | | | | | |
| 85357 | **Tyoko Maru** | | 3516 | | | | | 1939 | TamaS.B. | TaiyoKogyoK.K. | 340·5\|48·2\|26·2 | Kobe | T.3Cy.22 1/16″,33 1/16″&59½″– | | |
| 46376 | | | — | | | | | | Co.Ld. | | | Japanese | 44¾″& exhaust turbine driv- | | |
| JHJN | D.F. | | 2021 | | | | | | Tama | | P31′B95′F31′ | *WB* | ing steam compressor | | |
| | | | | | | | | | | | | | 232NHP | | |
| | | | | | | | | | | | | | TamaS.B.Co.Ld.Tama | | |
| 85358 | **Tyōkō Maru** Ⓟ | | 2629 | ✠ … | Osa | *t* | | 1927 | OsakaIron | ToaKaiunK.K. | 284·5\|45·6\|23·0 | Osaka | Oil Engines 2S.C.SA | 23 ″ 0 | |
| 32737 | (*ex*ChokoMaru–38) | *OilEng.* | 1905 | 12,38 | | | | 6mo | Works,Ld. | | | Japanese | 6Cy.23⅜″–41⅜″ 582NHP | | |
| JTWB | *Ref.Mchy.* | *ss*Osa.No.3–1,38 | 1357 | ✠ | | | | | Osaka | | P29′B102′F36′ FK | 4*B Hpt Cem* | KobeSteelWorks,Ld.Kobe | | |
| | | 2*Dks(Stl–Uws)* | | | | | | | | *Cell DB*234′378*t Side tanks in ER*75*t FPT* | | 24*t APT*12*t* | | | |
| 85359 | **Tyoko Maru** (*ex*ChokoMaru–38) | | 1794 | | | | | 1923 | Mitsubishi | NichiroGyogyo | 250·0\|39·0\|19·0 | Yokohama | T.3Cy.17″,28½″&48″–36″ | | C |
| 29670 | *Ref.Mchy.* | *Fitted for oil fuel* | 1187 | | | | | | Zosen Kaisha, | K.K. | | Japanese | 138NHP | | |
| JOSA | *Mchy.Aft* | 2*Dks* | 941 | | | | | | Ld. Nagasaki | | P101′B74′F40′ | *WB* | MitsubishiZosen Kaisha,Ld | | |
| 85360 | **Tyōryu Maru** | | 301 | | | | | 1937 | Urabe | Asahigumi | 120·0\|23·5\|11·5 | Tokyo | Oil Engines | | |
| 44497 | | *OilEng.* | 217 | | | | | | Zosen | KaisotenK.K. | | Japanese | | | |
| JMBM | | | 200 | | | | | | Dekkosyo | | | | | | |
| | | | | | | | | | Gosikaisha | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Engines. Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; sHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of Ref. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85361 | **Tyosa Maru** (P) | | 2538 | ✠ ... | | | | 1921 | OsakaIron | ToaKaiunK.K. | 284·5 | 42·5 | 23·0 | Osaka | T.3Cy.21″,35″&58″–39″ | 23 ″ 0 | |
| 28075 | (*ex*ChosaMaru–38) | | 2009 | 1,23 | | | | 8mo | Works,Ld. | | P41′B100′F34′ | | | Japanese | 288NHP | | |
| JHYA | | 1*Dk* | 1555 | ✠ | | | | | Osaka | | | | FK | *WB* | OsakaIronWrks,Ld.Osaka | | |
| 85362 | **Tyosan Maru** (P) | | 1159 | | | | | 1924 | OnoIron | AwanokuniKyodo | 220·0 | 32·0 | 18·0 | Mikage | T.3Cy.14⅜″,24¼″&40″–30″ | | |
| 29711 | (*ex*ChosanMaru–38) | | 943 | | | | | | Wks&Shipyd | KisenK.K. | P26′B49′F22′ | | | Japanese | 88NHP | | |
| JBSC | | 1*Dk* | 661 | | | | | | Osaka | | | | | *WB* | HamadaIronWorks,Kobe | | |
| 85363 | **TyoseiMaru** (P) (*ex*Chosei Maru–38, | | 1729 | | | | | 1920 | Hakodate | ShimataniKisen | 242·0 | 36·0 | 21·5 | Kobe | T.3Cy.18″,29″&49″–33″ | | |
| 22518 | *ex*TaiheiMaru) | | 1411 | | | | | | SenkyoK.K. | K.K. | | | | Japanese | Hakodate 138NHP | | |
| JOLB | | 1*Dk* | 1015 | | | | | | Hakodate | | | | | *WB* | SenyoK.K.Hakodate | | |
| 85364 | **Tyosen Maru** (P) | | 3111 | ✠ ... | | | | 1911 | Armstrong | KitaNipponKisen | 305·1 | 44·1 | 24·9 | Osaka | T.3Cy.22″,37″&61″–42″ | 27 ″ 3 | |
| 14458 | (*ex*ChosenMaru–38) | *ss*Cal.No.2–20 | 2755 | 6,21 | | | | 10mo | Whitworth | K.K. | P19′B85′F32′ | | | Japanese | 279NHP | | |
| JPVD | | 2*Dks*&*Web frames* | 1935 | ✠ | | | | | &Co.Ld. | | ... FK | | | *WB* | N.E.MarineEng.CoLdNwc | | |
| | | *Longitudinal framing* | | | | | | | Newcastle | | | | | | | | |
| 85365 | **Tyosin Maru** (*ex*ChoshinMaru–38) | | 314 | | | | | 1935 | Matsuura | HiraiTyotaro | 120·1 | 23·1 | 12·6 | Nisinomya | Oil Engines | | |
| 40224 | | *Oil Eng.* | — | | | | | | Ryoichi | | | | | Japanese | | | |
| JEMK | | 1*Dk* | 182 | | | | | | Tono | | | | | | | | |
| 85366 | **Tyoyo Maru** (*ex*ChoyoMaru–38, | | 5388 | ✠ ... | Kob | *y* | | 1920 | Halifax | DairenKisenK.K. | 399·3 | 52·3 | 28·4 | Dairen | T.Cy.27″,44″&73″–48″ | 31 ″ 0 | |
| 480 | *ex*Canadian | *ss*Drn.No.3–10,33 | 4916 | 1,38 | | | | 11mo | Shipyards,Ld. | | | | | Japanese | 555NHP | | |
| JPHG | Mariner–33) | 2*Dks*(*Stl*) | 3236 | ✠ | | | | | Halifax,N.S. | | P49′B113′F39′ FK | | | 6*BHCem* | 3SB,9*cf*,GS224,HS8565 | | |
| | | | | | | | | | | *CellDB* | 334′1027*t* *FPT*147*t* | | | *APT*133*t* | RobbEngineWorks,Ld. | | |
| | | | | | | | | | | | | | | | Amherst,N.S. | | |
| 85367 | — (*ex*ChoyoMaru–38, | | 2225 | ✠ ... | | | | 1919 | Dominion | OnoShojiGomei | 251·1 | 43·6 | 21·2 | Hutyu | T.3Cy.20″,33″&54″–40″ | 24 ″ 3 | |
| 32742 | *ex*Braaland,*ex*General | *ss*Hra.No.1–25 | 1989 | 8,27 | | | | 5mo | S.B Co.Ld. | Kaisha | P25′B64′F20′ | | | Japanese | 328NHP | | |
| JURB | Currie) | 1*Dk* | 1333 | ✠ | | | | | Toronto | | | | FK | *WB* | J.Inglis&Co.Ld.Toronto | | |
| 85368 | **Tyozan Maru** (P) | | 3950 | | | | | 1940 | TamaS.B. | DairenKisenK.K. | 351·0 | 50·5 | 24·5 | Dairen | T3Cy.23⅝″,36⅝″&66$\frac{15}{16}$″–47¼″ | | |
| *Should be "Tyosan Maru," see No. 90230 in Supplement* | | | | | | | | | Co.Ld. | | | | | Japanese | & exhaust turbine driving | | |
| | D.F. | *CruiserStern* 2*Dks* | | | | | | | Tama | | | | | | steam compressor 306NHP | | |
| | | | | | | | | | | | | | | | TamaS.B.Co.Ld.Tama | | |
| 85369 | **Tyōzyō Maru** (P) | 2TwinMst | 2611 | ✠ ... | Osa | *t* | | 1927 | Mitsubishi | ToaKaiunK.K. | 284·5 | 45·5 | 23·0 | Osaka | Oil Engines 2S.C.SA | 23 ″ 0 | |
| 31568 | (*ex*ChojoMaru–38) | *Oil Eng.* | 1898 | 1,39 | | | | 3mo | ZosenKaisha, | | | | | Japanese | 6Cy.23⅝″–41⅜″ | | |
| JTBB | *Ref.Mchy.* | *ss*Osa.No.3–2,38 | 1373 | ✠ | | | | | Ld. Nagasaki | | P29′B100′F36′ FK | | | 4*BHptCem* | 582NHP | | |
| | | 2*Dks*(*Stl–Weather dk*ws) | | | | | | | | *CellDB* | 234′438*t* *Wing tanks in ER*38*t* | | | *FPT*25*t* | MitsubishiZosenKaisha,Ld | | |
| | | | | | | | | | | | | | | *APT*14*t* | | | |
| 85370 | **Tyozyun Maru**(*ex*ChojunMaru–36) | | 2246 | | | | | 1918 | Fujinagata | DairenKisenK.K. | 272·0 | 40·0 | 24·1 | Dairen | T.3Cy.18½″,30½″&51½″–36″ | 24 ″ 2 | |
| 141 | | | 1897 | | | | | | Dkyd.Co. | | P16′B60′F34′ | | | Japanese | 189NHP | | |
| JGBB | | 1*Dk* | 1281 | | | | | | Osaka | | | | FK | *WB* | FujinagataDkydCoOsaka | | |
| 85371 | **Tyozyusan Maru** (P) | | 2131 | | | | | 1928 | Uraga | ChosenYusenK.K. | 280·0 | 41·0 | 23·5 | Keijo | T.3Cy.18″,29″&50″–39″ | | |
| 1322 | (*ex*ChojusanMaru–38) | | 1900 | | | | | | DockCo.Ld. | | P23′B72′F29′ | | | Japanese | 156NHP | | |
| JBKB | | 1*Dk* | 1243 | | | | | | Uraga | | | | | *WB* | UragaDockCo.Ld.Uraga | | |
| 85372 | **Tyr** | | 4265 | | | | | 1926 | A/B Göta- | D/S A/S Björn | 357·0 | 51·3 | 25·4 | Oslo | Oil Engines 4S.C.SA | | N |
| | | *Oil Eng.* | 3735 | | | | | | verken | (ThorvaldHansen, | P123*t*H202*t*F37*t* | | | Norwegian | 6Cy.24½″–51⅜″ 355NHP | | |
| LDDD | | *CruiserStern* 1*Dk* | 2501 | | | | | | Gothenburg | *Mgr.*) | | | | *WB* | A/B Götaverken,Got. | | |
| 85373 | — | | 754 | | | | | 1890 | Lindhol- | Ministry of Ship- | 176·6 | 26·9 | 12·4 | London | T.3Cy.15″,24″&40″–26″ | | V |
| 167451 | | | 730 | | | | | | mensV.A. | ping(Ellerman's | | | 19·5 | British | NB02 82NHP | | |
| MPFF | *Ref.Mchy.* | 2*Dks* | 465 | | | | | | Gothenburg | WilsonLine,Ld. | | | | *WB* | MotalaM.V.Aktieb.Got. | | |
| | | | | | | | | | | *Mgrs.*) | | | | | | | |
| 85374 | — (P) | | 527 | | | | | 1893 | Helsingörs | DenDanskeStat | 136·0 | 35·3 | 14·8 | Copnhagn | C.2Cy.30½″&57″–33″ | | |
| | | (*Icebreaker*) | 424 | | | | | | Skibsbyggeri | (Ministeriet for | Q40′B60′F20′ | | | Danish | 156NHP | | |
| OXYS | Wireless | 1*Dk* | 155 | | | | | | Elsinore | Handel,Industri | | | | | HelsingörsMaskinbyggeri | | |
| | | | | | | | | | | og Söfart) | | | | | | | |
| * 85375 | **Tyra Bratt** | | *1301* | ✠100A1 | Got | *o* | OG | 1923 | Kockums | Ångf.Aktieb. | 232·4 | 37·6 | 16·2 | Gothenbrg | T.3Cy18½″,29⅜″&48$\frac{5}{16}$″–33$\frac{1}{16}$″ | 18 ″ 7 | |
| 6962 | | *ss*Got.No.3–9,35 | *1130* | 2,39 | | | 11,37 | 3mo | M.V.Aktieb. | Ostersjön (A.Bratt | 245·0(O.L.) | | | Swedish | 185lb (*s*) FD 158NHP | s 2 ″2½ | |
| SHAK | | 1*Dk*(*Stl*) | *740* | BS10,39 ✠LMC9,35 | | | | | Malmö | &Co.*Mgrs.*) | P17′B63′F25′ FK | | | 4*BHptCem* | 2SB(Spt),4*cf*,GS56,HS2067 | 16 ″ 7 | |
| | | | | | | | | | A&CP | | *CellDB*196′364*t*FPT | | | 44*tAPT*59*t* | KockumsM.V.Akt.Malmö | | |
| 85376 | **Tyrifjord** (*ex*Ramfos) | | 3080 | | | | | 1920 | WoodSkin- | DenNorske | 331·7 | 46·7 | 23·1 | Oslo | T.3Cy.25″,41″&68″–45″ | | N |
| | | *Fitted for oil fuel* | 2820 | | | | | | ner&Co.Ld. | AmerikalinjeA/S | P94*t*H160*t* | | | Norwegian | 310NHP | | |
| LCFA | D.F. | 1*Dk* | 1881 | | | | | | Newcastle | | | | | *WB* | N.E.MarineEng.CoLdNwc | | |
| 85377 | **Tysa** | | 5327 | ✠100A1 | Ant | *b*† | CL | 1938 | N.V.Mch. | Maats. | 434·1 | 59·3 | 24·1 | Rottrdam | Oil Engines 2S.C.SA | 27 ″ 6 | |
| | | *Oil Eng.* | 4505 | *withfreeboard* | Mch | BAs | | 12mo | &Scheepswrf. | VrachtvaartN.V. | 455·9(O.L.) | | | Dutch | 7Cy.24$\frac{7}{16}$″–45¼″ 724NHP | s 3 ″ 3¾ | |
| PIBZ | D.F. | *CruiserStern* | 3179 | ~~6,40~~ ~~6,30~~ | ✠LMC11,38 | | | | vanP.Smit,Jr | | F31′ FK | | | 7*BH* | DB*80lb* | 24″ 3¾ | |
| | | 1*Dk*&*Shelter dk* | | 8,41 | | | | | Rotterdam | | | | | (*Coll to Sh dk* | N.V.Mch.&Scheepswerf | | |
| | | | | | | | | *Lloyd's* | *A&CP* | *CellDB*356′1412*t* | *FPT*290*t* | *APT*68*t* | | 6 ,, 2*nd*,,) | vanP.Smit,Jr.Rot. | | |
| 85378 | **Tyuka Maru** (P) | | 2189 | | | | | 1920 | Uraga | ToaKaiunK.K. | 280·0 | 43·2 | 21·0 | Osaka | T.3Cy.18″,29½″&50″–39″ | | C |
| 25096 | (*ex*ChukwaMaru–38) | | 1810 | | | | | | DockCo.Ld. | | P34′B73′F37′ | | | Japanese | 156NHP | | |
| JSQA | | 2*Dks* | 1286 | | | | | | Uraga | | | | | *WB* | KubotaIronWorks,Osaka | | |
| 85379 | **Tzar Ferdinand** | | 1994 | ✠ ... | Varna | *r* | | 1913 | Flli. | Soc.Commerciale | 262·1 | 37·9 | 20·3 | Varna | T3Cy22$\frac{9}{16}$″,36$\frac{7}{16}$″&60⅝″–39⅜″ | 22 ″ 2 | V |
| | | *ss*Cpl.No.3–8,26 | 1460 | 6,35 | | | | 10mo | Orlando&Co. | Bulgare deNav.à | P56′B105′F34′ | | | Bulgarian | 293NHP | | † |
| LZDB | | *ss*Ist.No.1–31 | 1209 | ✠ | | | | | Leghorn | Vap. | | | FK | 5*BHCem* | 2SB,6*cf*,GS164,HS5210 | | |
| | | 2*Dks*(*Upt Stl*) | | | | | | | | *CellDBa*59′*wE*23′*f*80′282*t* | | *FPT*42*t* | *APT*39*t* | | Flli.Orlando&Co.Leghorn | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Force assignée maintenant expiré. Lettre s'appliquant. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Donne. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Longueur en pieds anglais, d'après le Lt. Du Cret, Bof Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85380 | **Ubari** (*ex*LudvigPeyron–33) | | 1392 | ✠ —— | Skm | *p* | | 1899 | Carmichael | ~~Ex-Wompa~~ | 236·6 | 36·0 | 17·9 | Belfast | T.3Cy.18″,30″&48″–33″ | 20 ″ 4 | V |
| ~~9000~~ | *ss*Osc.2ndNo.3–5,24 | | 1225 | 9,33 | | | | 3mo | MacLean&Co. | Ministry of Ship- | P9′B66′F30′ | | FK | British | 151NHP | | † |
| ~~ESHM~~ | *ss*Skm No.1–28 | | 859 | ✠ | | | | | Greenock | ping(T.&C.Wilton | | | | *4BHCem* | 2SB,*4pf*,GS66,HS2560 | | |
| 16804 | 1*Dk(Stl)&Web frames* | | | | | | | | | &CoLd.*Mgrs.*) *CellDBa68′uE18′f90′* | | | 330*t APT21t* | | Muir&Houston,Ld.Gls. | | |
| MLVO | | | | | | | | | | | | | | | | | |
| 85381 | **Ubena** (P) | | 9523 | | | | | 1928 | Blohm& | DeutscheOst- | 468·7 | 60·3 | 29·7 | Hamburg | 1SteamTurbinesSRgeared | | G |
| | Sub Sig. *Fitted for oil fuel* | | 6098 | | | | | | Voss | AfrikaLinie | len34 | | | German | to 1 Sc. Shaft | | |
| DHYE | D.F. E.S.D. GyC. *Ref.Mchy. 3Dks* | | 5573 | | | | | | Hamburg | | | | | *WB* | Blohm&Voss,Hamburg | | |
| 85382 | **Uca** (*ex*Westfalia) | | 1334 | | | | | 1924 | Nüscke& | LloydBrasileiro | 242·1 | 37·0 | 14·0 | R.Janeiro | T.3Cy.17⅝″,27½″&46″–27½″ | | |
| | | | 1041 | | | | | | Co. | | Q75′B107′F31′ | | | Brazilian | 112NHP | | |
| PUCM | Wireless 1*Dk* | | 735 | | | | | | Stettin | | | | | *WB* | A.Borsig,G.m.b.H.Berlin | | |
| 85383 | **Ucayali** (*ex*Neti–37, | | 2768 | ✠ ··· 6,10 | Clo | *t* | CL N11,37 | 1917 | Harlan& | PeruvianGovern- | 299·2 | 45·2 | 24·3 | Callao | T.3Cy.21½″,35″&58″–42″ (*s*) | 26 ″ 6 | |
| | *ex*T.A.D.Jones–37, *ss*N.Yk.No.3–12,28 | | 2524 | | | | | 7mo | Hollings- | ment(Cia.Peruana | | | | Peruvian | 180lb 271NHP | ~~4 ″ 8½~~ | |
| OAPU | *ex*C.A.Snider, *ss*Tri.No.2–37 | | 1700 | ~~BS11,38~~ ✠LMC7,37 | | | | | worthCor. | de Vapores y Dique | P24′B96′F29′ | | FK | *Cem* | 2SB,*6cf*,GS135,HS4664 | ~~12 ″ 6½~~ | |
| | *ex*Olean) 1*Dk(Stl)2trB* | | | | | | | | Wlmgtn,Del. | delCallao,*Mgrs.*) | | | | *4BHtoUdk* | Harlan&HollingsworthCo | | |
| | | | | | | | | | A&CP | *IntermediateBH* | *in'tween dk* | | | 1 ,, ,, 2nd ,, | *only* | | |
| | | | | *Fitted for oil fuel* 11,19 | | *F.P. above* | | | 150° F. | *forward dispensed with* | | | | *CellDB220′* | 547*t FPT74t APT108t* | | |
| 85384 | **Uckermark** | | 7021 | | | | | 1930 | Blohm& | Hamburg-Amerik. | 463·5 | 61·1 | 27·0 | Hamburg | GearedSteamTurbine | | G |
| | *Ref.Mchy.* *Fitted for oil fuel* | | 5931 | | | | | | Voss, | Packetf.Akt.Ges. | P34′B&F418′ | | | German | NE&B38 | | |
| DHYF | D.F. Sub.Sig 3*Dks* | | 3585 | | | | | | Hamburg | (Ham.-Amr.Linie) | *UpperF44′* | | | *WB* | Blohm&Voss,Hamburg | | |
| 85385 | **Udarnik** (*ex*Georgii–35,*ex*Antonios | | 3110 | ✠ | Rot | *u* | | 1920 | R.Duncan | U.S.S R. | 330·2 | 48·0 | 22·4 | Vladvostk | T.3Cy.24″,40″&65″–45″ | 24 ″ 8 | |
| | Yannoulatos) *ss*Got.No.3–1,33 | | 2668 | 4,35 | | | | 12mo | &Co.Ld. | | P23′B96′F38′ | | FK | Russian | 391NHP | | |
| UPLD | 1*Dk(Stl)* | | 1862 | ✠ | | | | | PortGlasgow | | | | | 5*BHCem* | 2SB,*6cf*,GS126,HS4786 | | |
| | | | | | | | | | | | *CellDB283′854t* | | | *APT68t* | ClydeS.B.&Eng.Co.P.Gls. | | |
| 85386 | **Uddeholm** | | 3628 | ✠100A1 | Got | *y* | CL ~~6,37~~ | 1934 | Eriksbergs | Aktieb.Svenska | 367·2 | 52·2 | 22·5 | Gothenbrg | Oil Engines 2S.C.DA | 25 ″ 6 | |
| 7975 | *Oil Eng.* | | 3087 | *withfreeboard* | Gal | | 5,10 | 10mo | M.V.Aktieb. | AmerikaMexiko | 371·0 | | FK | Swedish | 6Cy.17½″–47½″ 644NHP | s 2 ″ 1½ | |
| SMCA | *ss*Got.No.1–39 | | 2016 | 5,40~~7,00~~ | | | | | Gothenburg | Linien(E.Carlson, | | | | 7*BH* | DB*80lb* | 23 ″ 6 | |
| | D.F. 1*Dk&Shelter dk* | | | ✠LMC CS7,39 | | | | | | *Mgr.*) | | | | *Coll to Sh dk* | EriksbergM.V.Aktieb.Got | | |
| | *Strengthened for navigation in ice* | | | DBS5,39 ~~6,37~~ 5,39 | | | | | | *Lloyd'sA&CP* | | | | 6 ,, 2nd,,) | | | |
| | | | | | | | | | | *CellDB317′* | 1057*t APT51t* | | | | | | |
| 85387 | — | | *1036* | | | | | 1925 | F.Schichau | Uddeholms | 230·4 | 33·6 | 14·0 | Uddeholm | T.3Cy.15″,24½″&38½″–25½″ | | G |
| 7507 | (*ex*Kalö) | | *870* | | | | | | Elbing | Aktiebolag | P18′B65′H73*t*F25′ | | | Swedish | 75NHP | | |
| SHAU | 1*Dk* | | *538* | | | | | | | (F.Olsson,*Mgr.*) | | | | *WB* | F.Schichau,Elbing | | |
| 85388 | **Uerdingen** TwinSc | | 1273 | | | | | 1937 | Lübecker | Schiffahrt-u. | 243·3 | 36·3 | 14·3 | Hamburg | 2Oil Engines 4S.C.SA | | G |
| | *Oil Eng.* | | 983 | | | | | | Flender- | Assekuranz-Ges. | Q123′F28′ | | | German | 12Cy.14½″–19½″ 241NHP | | |
| DJVR | D.F. E.S.D. 1*Dk* | | 660 | | | | | | WerkeA.G. | E.Russ&Co. | | | | *WB* | Fr.KruppGermaniawftAG | | |
| | *Mchy.Aft* *Cruiser Stern* | | | | | | | | LübeckSiems | | | | | | | | |
| 85389 | **Ufa** (*ex*Aquila–34,*ex*Toulouse) | | 1892 | ✠ ··· | | | | 1917 | Superior | U.S.S.R. | 251·1 | 43·6 | 18·3 | Leningrad | T 3Cy.20″,33″&54″–40″ | 20 ″ 3 | |
| | | | 1653 | 9,21 | | | | 6mo | S.B.Co. | | P62*t*H81*t*F25*t* | | | Russian | 274NHP | | |
| UOYS | 1*Dk* | | 1101 | ✠ | | | | | W.Superior | | | | FK | *WB* | DetroitS.B.Co.Detroit | | |
| 85390 | **Uffe** | | 1889 | ✠100A1 | Cpn | *r* | OG | 1906 | W.Gray& | DetForenede | 280·3 | 40·0 | 18·3 | Middelfart | T.3Cy.21″,33″&56″–36″ (*s*) | 20 ″ 6 | |
| | *ss*Cpn.2ndNo.3–4,36 | | 1690 | 5,39 | | | 4,39 | 5mo | Co.Ld. | DampskibsSelskab | 289·2(O.L.) | | | Danish | 180lb 200NHP | s 2 ″ 11½ | |
| OXFD | D.F. *ss*Cpn.No.2–39 | | 1165 | ✠LMC | | | | | W Hartlepool | | P19′B74′F29′ | | FK | *4BHCem* | 2SB,*4cf*,GS70,HS3030 | 17 ″ 8 | |
| | 1*Dk(Irn)&part2nddk(Stl)in holds* | | | BS12,38 MS5,39 | | | | *Lloyd'sA&CP* | | *CellDBa* | 88′*uE20′f118′541t* | | | *APT28t* | Cen.Mar.Eng.Wrks.W Hpl | | |
| 85391 | **Uffington Court** | | 4976 | ✠100A1 | Bry | *a*† | CL | 1929 | W.Pickers- | CourtLine,Ld. | 405·6 | 55·5 | 25·8 | London | T.3Cy.26″,43″&72″–48″ (*r*) | 28 ″ 3 | |
| 161308 | *ss*Shl.No.2–37 | | 4622 | *withfreeboard* | ~~Mri~~ | Npt | 5,38 | 10mo | gill&Sons,Ld. | (Haldin&Philipps, | | | | British | 180lb 437NHP | s 3 ″ 3½ | |
| GPKX | D.F. 1*Dk(Stl)&Shelter dk(Stl)* | | 3000 | ~~6,48~~ 5,39 4,41 | | | | | Sunderland | Ld.*Mgrs.*) | F39′ | | FK | 6*BHCem* | 3SB(Spt)9*cf*,GS182,HS7401 | 25 ″ 2¼ | |
| | | | | BS~~5,39~~ 1,41 ✠LMC9,37 | | | | *Lloyd'sA&CP* | | | | | | *Coll to Sh dk* | N.E.MarineEng.Co.Ld.Sld | | |
| | | | | | | | | | | *CellDBa&* | *uE158′f180′1217t* | | | 5 ,,2nd,,) | *FPT127t APT204t* | | |
| 85392 | **Uga Maru** (*ex*Australbrook, | | 4433 | | | | | 1909 | Greenock& | MatsuokaKisen | 375·5 | 52·2 | 25·5 | Hutyu | T.3Cy.25″,41⅛″&68″–48″ | | C |
| 29722 | *ex*Strathesk) | | 4047 | | | | | | Gr'ngemouth | K.K. | P36′B100′F39′ | | | Japanese | 320NHP | | |
| JYTA | 2*Dks* | | 3326 | | | | | | Dockyard Co. | | | | | *WB* | J.G.Kincaid&Co.Greenock | | |
| | | | | | | | | | Greenock | | | | | | | | |
| 85393 | **Uganda** | | 4966 | ✠100A1 | Cff | *y* | CL | 1927 | D&W Hen- | SS."Livingstonia" | 402·5 | 52·2 | 27·3 | Glasgow | T.3Cy.25″,38½″&68″–51″ (*s*) | 29*u*16 | |
| 160181 | *ss*Gls.No.2–35 | | 4617 | 5,39 | | | N9,38 | 11mo | derson&CoLd | Co.Ld.(Maclay& | | | | British | &exhaust turbine driving | s 5 ″ 8 | |
| GNLB | D.F. 1*Dk(Stl)* | | 3110 | ✠LMC | | | | | Glasgow | McIntyre,Ld. | P45′B125′F47′ | | FK | 6*BHptCem* | steam compressor | 24 ″ 5¼ | |
| | | | | MS8,35 BS5,39 | | | | *Lloyd'sA&CP* | | *Mgrs.*) *Cell* | *DB345′1179t FPT* | | | 8*1tAPT209t* | 180lb 505NHP | | |
| | | | | | | | | | | | | | | | 3SB,*9cf*,GS150,HS6205 FD | | |
| | | | | | | | | | | | | | | | D&W Hendersn&CoLd.Gls | | |
| 85394 | **Ugo Bassi** (*ex*Duna) | | 2900 | ✠100A1 | Nap | *u* | CL | 1902 | W.Dobson | "Tirrenia"Soc. | 337·6 | 45·0 | 14·4 | Fiume | T3Cy.21½″,37½″&68″–42″(*r*) | 24 ″ 9 | |
| 16 | *ss*Fiu.3rdNo.3–10,38 | | 2630 | *Spar dk* | | | 10,37 | 8mo | &Co. | Anon.diNav. | | 22·0 | | Italian | 200lb 2NDB25 *90lb* 294NHP | s 3 ″ 10½ | |
| ICLH | D.F. 1*Dk(Stl)&Spar dk(Irn)* | | 1695 | 2,40 | | | | | Newcastle | | P40′B110′F35′ | | FK | 6*BHCem* | 2SB,*6cf*,GS116,HS4630 | 21 ″ 0½ | |
| | *&deep framing* | | | BS2,40 ✠LMC10,38 | | | | *Lloyd* | *sA&CP* | | | | | | N.E.MarineEng.CoLdNwc | | |
| | | | | | | | | | | | | | | *CellDB* | *a&uE138′f* | | |
| | | | | | | | | | | | | | | | 132′567*t FPT73t APT15t* | | |
| 85395 | **Ugo Maru** | | 3683 | ✠ ··· | Kob | *v* | | 1920 | Uraga | KitaNipponKisen | 330·0 | 46·0 | 27·7 | Kobe | T.3Cy.24½″,41″&69″–45″ | 29 ″ 11 | |
| 25099 | (*ex*WugoMaru–38) | | 3252 | 6,34 | | | | 5mo | DockCo.Ld. | K.K. | P17′B72′F39′*on* | | | Japanese | 390NHP | | |
| JDED | *ss*Kob.No.3–4,33 | | 2223 | ✠ | | | | | Uraga | | *Awng dk* | | FK | *Cem* | 2SB,*6cf*,GS118,HS5058 | | |
| | 1*Dk(Stl)&Awng dk(Stl)* | | | | | | | | | *CellDB278′716t* | *FPT50t APT31t* | | 6 | *BHtoAwdk* | UragaDockCo.Ld. | | |
| 85396 | **Uki** TwinSc | | 545 | | | | | 1923 | Lithgows, | NorthCoastSteam | 152·9 | 34·6 | 8·5 | SydnyNSW | T.6Cy.10½″,16″&26″–16″ | | C |
| 150200 | Wireless | | 374 | | | | | | Ld. | Nav.Co.Ld.(E.S. | F30′ | | | British | 70RHP | | |
| VLCS | *Ref.Mchy. Mchy.Aft* 1*Dk* | | 217 | | | | | | Pt.Glasgow | Crauford,*Mgr.*) | | | | *WB* | D.Rowan&Co.Glasgow | | |
| 85397 | **Ukisima Maru** (P) | | 4730 | | | | | 1936 | Mitsui | OsakaSyosenK.K. | 355·7 | 51·5 | 32·0 | Osaka | Oil Engines 2S.C.DA | | |
| 42602 | (*ex*UkishimaMaru–38) *Oil Eng.* | | 3780 | | | | | | Bussan | | F14′ | | | Japanese | 7Cy.17½″–47½″ 748NHP | | |
| JJOL | D.F. 2*Dks* | | 2810 | | | | | | Kaisha,Ld. | | | | | *WB* | MitsuiBussanKaisha,Ld. | | |
| | | | | | | | | | Tama | | | | | | Tama | | |
| 85398 | **Ukraina** (P) TwinSc | | 4727 | | | | | 1928 | BalticS.B. | U.S.S.R. | 353·5 | 51·0 | 25·3 | Odessa | Oil Engines 2S.C.SA | | |
| | *Ref.Mchy.* *Oil Eng.* | | 3101 | | | | | | &Eng.Works | | B&F269′ | | | Russian | 12Cy.25½″–33½″ 1374NHP | | |
| UOVN | Sub.Sig. *Cruiser Stern* 2*Dks* | | 2566 | | | | | | Leningrad | | | | | *WB* | *Emade30* | | |
| | | | | | | | | | | | | | | | RussianDieselWorks,Len. | | |

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H-O

* Surveys delayed, Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidship / Corresponding draught. | 15 Registers in which classed, if not in L.R. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85399 Ulé / 164073 Wireless / MLGM E.S.D. | Twin Sc ss Aru. No. 2–37 *Mchy. Aft* 1 *Dk (Stl)* *Cruiser Stern* | 3046 2229 1631 | ✠100A1 ~~10,10~~ 8,11 ✠LMC MS9,37 BS3,~~10~~4,41 *Carrying Petroleum in bulk Fitted for oil fuel* 5,29 | Aru | *u* | CL ~~3,10~~ 10,40 *F.P. above* | 1929 5mo | Harland& Wolff, Ld. Belfast *Lloyd's SA&CP* | Standard Oil Co. of Venezuela *Side tanks a* | 325·0 P69′F36′ *Trunk* 220′ FK 72′ *f* 104′ 1824 *t FPT* | 55·2 | 15·3 | Maracaibo Venezuelan *7 B Hpt Cem* *S3t APT 75t* | T. 6 Cy. 14½″, 24″ & 38½″–27″ 180 lb (*s*) 228 NHP 2 SB, *6cf*, GS , HS 4360 Harland & Wolff, Ld. Bel. | 16 ″ 0 s 2 ″ 1⅜ 14 ″ 0¼ | | |
| 85400 Ulea / 164073 Wireless / MLGM E.S.D. *Cruiser Stern* | 3 Mst 1 *Dk* | 1574 1346 912 | | | | | 1936 | Burntisland S.B. Co. Ld. Burntisland | Scottish Nav. Co. Ld. (Glen & Co. Ld. *Mgrs.*) | 265·0 P17′Q40′B110′F29′ *WB* | 40·5 | 16·3 | Glasgow British | T. 3 Cy. 15″, 25½″ & 44″–33″ 111 NHP D. Rowan & Co. Ld. Gls. | | | C |
| 85401 Ulea (*ex* Gaunless–37, *ex* Boreas–33) / OFAF | 1 *Dk* | 1383 1202 729 | | | | | 1925 | Sir J. Priestman & Co. Sunderland | O/Y Finska Insjö A/B (Fred. Nichols & Son, *Mgrs.*) | 254·2 244·1 P24′B54′F20′ *WB* | 36·7 | 16·2 | Helsingfrs Finnish | T. 3 Cy. 17½″, 29″ & 48″–33″ 132 NHP N.E. Marine Eng. Co Ld Sld. | 18 ″ 3 | | N |
| 85402 Ulev (P) | Twin Sc 2 *Dks* *Cruiser Stern* | 922 511 395 | | | | | 1938 | Atlas-Werke A.G. Bremen | T.C. Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 204·8 | 33·7 | 11·2 | Istanbul Turkish *WB* | T. 6 Cy. 14¼″, 23¼″ & 38½″–21⅝″ 152 NHP Christiansen & Meyer, Harburg | | | G |
| 85403 Ülgen (P) (*ex* Bandirma–38, *ex* Medway) / TCAS *Well deck* | *ss* Gls. No. 1–90 2 *Dks* | *929* *735* *483* | ✠ ... 6,92 ✠ | | | | 1886 5mo | C. Connell & Co. Glasgow | T.C. Münakalât Vekâleti Devlet Denizyollari Isletme U.M. | 225·0 P & B 134′F29′ | 32·1 | 14·2 | Istanbul Turkish *WB* | C. 2 Cy. 28″ & 56″–48″ NB 01 181 NHP J. & J. Thomson, Glasgow | 16 ″ 7 | | |
| 85404 Ulia (*ex* Castillo Morella, *ex* Ulia, *ex* Yandiola, *ex* Swanley) / EAJV | *ss* Bbo. 2nd No. 3–3,21 *ss* Bbo. No. 2–29 1 *Dk (Irn)* 2 *tr B & Web frames* | 2434 2207 1428 | ✠ ~~12,34~~ ✠ | Bbo | *s* | | 1896 2mo | Richardsn, Duck & Co. Stockton *Cell D Ba* | Cia. Nav. "Bidasoa" (A. Candina, *Mgr.*) | 300·0 P31′B58′F35′ FK 104′ *u* E24′ *f* 116′ 550 *t* | 43·0 | 20·3 *5 BHCem* *APT 81t* | Bilbao Spanish | T. 3 Cy. 22½″, 37″ & 61″–42″ NDB 16 246 NHP 2 SB. *6cf*, GS 102, HS 3778 Blair & Co. Ld. Stockton | 22 ″ 9 | | G † |
| 85405 Ulianov | *Oil Eng.* 1 *Dk* | 2150 — 1055 | | | | | 1936 | S.B. Yd. "61 Kommunar" Nicolaieff | U.S.S.R. | 268·3 | 39·7 | 24·9 | Odessa Russian | Oil Engines 6 Cy. 18½″–32¼″ Nicolaieff | | | |
| 85406 Ulisse (*ex* Luciano–37, *ex* Dan–36, 170 *ex* Harriet, *ex* Cedar Spring) / IBQG Sub. Sig. | 1 *Dk* | 2226 1988 1306 | | | | | 1918 | M'Dougall-Duluth Co. Duluth, Minn | Soc. Anon. Sbarchi, Imbarchi e Trasporti | 260·9 251·2 P62′H119′F23′ *WB* | 43·7 | 22·1 | Rome Italian | T. 3 Cy. 20″, 33″ & 54″–40″ 184 NHP M'Dougall-Duluth Co. | | | I |
| 85407 Ulla (*ex* Alcor) / 6412 / SDJN | 1 *Dk* | *1847* *1601* *1072* | | | | | 1920 | Fredrkstad Mek. Værks. Fredrikstad | A/B Transmarin (S. Redig, *Mgr.*) | 264·5 P30′B71′F29′ *WB* | 42·1 | 17·8 | Hlsngborg Swedish | T. 3 Cy. 18½″, 29½″ & 50″–36″ 150 NHP Fredrikstad M.V. Frdstad. | | | N |
| 85408 — / 167574 / ~~GLSB~~ | Wireless D.F. *Ref. Mchy.* 1 *Dk* | 1575 1212 ~~916~~ 918 | | | | | 1930 | Helsingörs Jernsk & Msk. Elsinore | ~~J. Lauritzen~~ Ministry of Shipping (Charlton, McAllum & Co. Ld. *Mgrs.*) | 253·5 P24′Q72′B80′F22′ | 39·1 | 15·4 | ~~Esbjerg~~ Danish London *WB* British | C. 4 Cy. (2) 14¾″ & (2) 31½″–31½″ & L.P. turbine HS 2350 184 NHP Helsingörs Jernsk. & Mskb. | | | G |
| 46/61 85409 Ullapool / 139248 / GNML D.F. | *ss* Brs. No. 2–36 1 *Dk (Stl)* | 4891 4620 3042 | ✠100A1 9,39 4,40 ✠LMC MS~~5,36~~ BS~~6,39~~8,40 | Sws | *z* | CL 9,39 | 1927 12mo | W. Gray & Co. Ld. W Hartlepool *Lloyd's SA&CP* *Cell D B* | Pool Shipping Co Ld (Sir R. Ropner & Co. Ld. *Mgrs.*) | 405·1 417·7 (O.L.) P30′B229′F41′ FK 359′ 1402 *t FPT* 188 *t* | 53·5 | 26·5 *6 BHCem* *APT 190t* | W. Hartlpl British | T. 3 Cy. 25½″, 40″ & 71″–48″ (*s*) 180 lb HS 7614 505 NHP 3 SB (Spt), *9cf*, GS 172 FD Cen. Mar. Eng. Wrks. W Hpl | 29 ″ 5 s 4 ″ 9 24 ″ 11¼ | | |
| 85410 Ullensvang (P) / LFEL | 3 *Dks* | 516 268 294 | | | | | 1907 | Trndhjms Mek. Værks. Trondheim | Hardanger Sunnhordlandske Dampskibsselsk. | 159·9 H31′ | 23·7 | 19·0 | Bergen Norwegian *WB* | T. 3 Cy. 15″, 25″ & 41″–26″ NB 08 86 NHP Trondhjems M.V. Trondheim | | | |
| 85411 Ulm (*launched as* Rapide) / DOTU E.S.D. D.F. *Ref. Mchy.* | *Oil Eng.* 2 *Dks, sparred third dk in frd.* *holds for fruit cargo* *Cruiser Stern* | 3071 2717 1769 | ✠ 6,39 ✠ | | *u* | | 1938 4mo | Internatnl S.B. & E. Co Ld Danzig *Cell D B* 267′ 548 *t* | Norddeutscher Lloyd *tanks at sides of* | 321·4 336·4 (O.L.) F43′ FK *tunnel* 402 *t FPT* 206 | 45·7 | 26·6 *5 BHpt Cem* *APT 61t* | Bremen German | Oil Engines 2 S.C.D.A 6 Cy. 23⅝″–35 7/16″ 1170 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | 28 ″ 10 | | |
| 85412 Ulmarra / 150197 Wireless / VJXQ *Ref. Mchy.* | 1 *Dk* | 924 601 439 | | | | | 1923 | Lithgows, Ld. Port Glasgow | North Coast Steam Nav. Co. Ld. (E.S. Crauford, *Mgr.*) | 200·0 Q97′B24′F32′ *WB* | 33·1 | 12·4 | Sydny NSW British | T. 3 Cy. 17″, 28½″ & 47″–30″ 121 NHP D. Rowan & Co. Ld. Glasgow | | | C |
| 85413 Ulmus (*ex* Rakoczi Ferenc–33, 148764 *ex* Ulmus) / MBFN | *ss* Shl. No. 3–2,38 1 *Dk (Stl)* *(BURNT 1,39)* | 2733 2539 1666 | ✠ 2,38 ✠ | Shl | *u* | | 1926 5mo | Dunlop, Bremner & Co. Ld. Port Glasgow *Cell D B* | ~~Sea & Land Securities Ld. (A. H. Smith, Mgr.)~~ A. H. Smith | 314·1 P29′B93′F31′ FK *Ta u* E108′ *f* 140′ 631 *t* | 47·2 | 21·5 *5 BHCem* *APT 76t* | British *Pool Tank* 14′ 80′ | T. 3 Cy. 22″, 36″ & 59″–39″ 250 NHP 2 SB, 6 *cf*, GS 117, HS 4062 D. Rowan & Co. Ld. Gls. | 23 ″ 5 | | |
| 85414 Ulooloo / 152002 / VJKT *Mchy. Aft* | 3 Mst *ss* Syd. No. 1–40 *ss* Syd. No. 3–4,36 1 *Dk (Stl)* *Cargo battens not fitted* | 3236 2828 1928 | ✠100A1 4,41 ~~4,39~~ ~~BS4,39~~ ✠LMC ~~4,76~~ BS4,41 5,40 | Syd Mel | *v* | CL 4,39 | 1924 11mo | W. Beardmore & Co. Ld Glasgow *Lloyd's SA&CP* *Cell D* | The Adelaide Steamship Co. Ld. | 332·0 343·5 (O.L.) P108′B21′F34′ FK B281′877 *t FPT* 157 *t* | 46·6 | 23·0 *6 BHCem* *APT 139t* | Melbourne British | T. 3 Cy. 25″, 41″ & 68″–45″ (*s*) 180 lb 443 NHP 2 SB, *8cf*, GS 161, HS 6636 FD W. Beardmore & Co. Ld Gls. | 25 ″ 6 s 3 ″ 11¼ 21 ″ 8¼ | | |
| 85415 Ulrik Holm / 167457 / MPFP | 1 *Dk* | 1502 1240 931 | | | | | 1905 | Schpw. v. Jan Smit Czn. Alblasserdm | Ministry of Shipping (W. A. Souter & Co. Ld. *Mgrs.*) | 251·4 P14′Q76′B108′ F28′ *WB* | 37·8 | 16·3 | London British | T. 3 Cy. 19″, 31″ & 51″–33″ 149 NHP Maats. de Schelde, Flushing | | | G |
| 85416 Ulsnes (*ex* Jelö) / LFEN | 1 *Dk* | 784 547 458 | | | | | 1907 | Akers Mek. Værks. Oslo | Det Stavangerske Dampskibsselskap | 197·7 P182 *t* H41 *t* | 28·4 | 14·1 | Stavanger Norwegian *WB* | T. 3 Cy. 14″, 24″ & 37″–27″ 71 NHP Akers Mek. Værks. Oslo | | | N |
| 85417 Ulsnis / DDHB Sub. Sig. D.F. | 1 *Dk* *Cruiser Stern* | 968 784 500 | | | | | 1936 | Werft Nobiskrug G.m.b.H. Rendsburg | Zerssen & Co. | 211·0 P25′B46′F22′ | 32·3 | 14·1 | Rendsburg German *WB* | C. 4 Cy. (2) 11 7/16″ & (2) 24⅜″–24⅜″ 97 NHP Christiansen & Meyer, Harburg | | | G |
| 85418 Ulster Castle (*ex* Lady Kildare–32, 144200 *ex* Setter) / MJYL Wireless D.F. E.S.D. | *ss* Liv. No. 3–3,33 *ss* Bkn. No. 1–38 2 *Dks (Stl–Uws)* | 1217 ~~908~~ 512 | ✠100A1 ~~11,39~~ 12,40 ✠LMC MS2,38 BS~~6,39~~6,40 | Liv | *o* | CL 2,39 | 1920 4mo | W. Beardmore & Co. Ld. Glasgow *Lloyd's SA&CP* *D* | Belfast S.S. Co. Ld. | 245·0 P71′B72′F38′ BK7′ *Ta* 10′ 27 *t* *Dt* 74′ 12 *t* | 34·1 | 15·6 *4 BHCem* *FPT 17t* | Belfast British | T. 3 Cy. 23½″, 36″ & 58″–42″ (*s*) 175 lb *70 lb* 265 NHP 2 SB, *6cf*, GS 123, HS 4424 W. Beardmore & Co. Ld. Gls. | 16 ″ 6 s 1 ″ 9⅜ 15 ″ 6½ | | |
| 85419 Ulster Coast (P) / 146318 / MLDY | (*ex* Scottish Coast–38, *ex* Lurcher) 1 *Dk (Stl)* Wireless D.F. E.S.D. | 774 616 333 | ✠100A1 *Shelter dk* *with freeboard.* Examined 5,41 BS~~1,40~~ 5,41 ✠LMC 7,35 | ~~Liv~~ Lth | *l* | CL 10,38 | 1922 11mo | A. & J. Inglis Ld. Glasgow *Lloyd's SA&CP* | Belfast S.S. Co. Ld. | 200·5 *Cem* *a B H to S dk* *Cell D Bu* E21′ *f* 126′ 2 *t* *Collision* 3 „ „ *U* „ | 31·1 | 12·3 *FPT 34t APT 19t* | Belfast British | C. 4 Cy. (2) 11⅞″ & (2) 24⅝″–24⅝″ 97 NHP Christiansen & Meyer, Harburg T. 3 Cy. 16″, 26″ & 42″–30″ (*s*) 180 lb 123 NHP 2 SB (Spt), *4cf*, GS 71, HS 2145 A. & J. Inglis, Ld. Glasgow | 14 ″ 10 s 0 ″ 2 14 ″ 9½ | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnages Officiels. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 Port de Visite. | 7* Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Larg. dr. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Transbord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Lignes au pont, si ce n'est dans le L. R. Date de Cert. Load Line. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85420<br>14727?<br>MLZG | **Ulster Hero** (P) (*ex*Logic–35, *ex*DorsetCoast)<br>*Mchy. Aft*<br>*Well deck* | TwinSc<br>*Oil Eng.*<br>*ss*Bkn.No.3–1,37<br>1 *Dk*(*Stl*) | 483<br>336<br>183 | ✠100A1<br>5,10 ~~4,32~~<br>✠LMC<br>MS2,37 BS~~4,36~~ 5,40 | Bkn | *g* | CL<br>3,39 | 1924<br>8mo | James<br>Towers S.B Co.Ld. Bristol<br>*Lloyd's*<br>*sA&CP* | BelfastS.S.Co.Ld. | 150·6\|25·4\|11·1<br>157·0(O.L.)<br>Q86′B9′F22′ FK<br>*FPT* | Belfast<br>British<br>*3BHCem*<br>*15tAPT22t* | T.3Cy.14″,23″&38″–27″ (*s*)<br>180lb *100lb* 72RH<br>1SB.*3cf*,GS58,HS1938<br>J.G.Kincaid&Co.Ld.Grk. | 12 ″ 0<br>s 4 ″ 4<br>11 ″ 9 | BT till 4,40 |
| 85421<br>148163<br>GBXS | **Ulster Monarch** (P) TwinSc<br>*Oil Eng.*<br>*ss*Bel.No.2–38<br>D.F. 1 *Dk*(*Stl–pt* ws)2*nd dk in*<br>E.S.D. *Cruiser Stern* *Nos.1&2 holds* | 3791<br>1841<br>1825 | ✠100A1<br>*with freeboard*<br>~~8,40 12,30~~ 6,41<br>✠LMC CS2,38<br>DBS~~2,30~~ 9,40 2,38 | Sou | *v* | OG<br>81,39<br>P1,40 | 1929<br>6mo | Harland& Wolff,Ld. Belfast<br>*Lloyd's* *sA&CP* | BelfastS.S.Co.Ld.<br>*CellDBa&uE118′*<br>*Tank in way of* | 346·0\|46·2\|15·2<br>P51′B184′F46′<br>*f82′356t* FK<br>*tunnels 63t FPT42t*<br>*APT37t* | Belfast<br>British<br>*7BHptCem*<br>DB*80lb*<br>Harland&Wolff,Ld.Bel. | Oil Engines 4S.C.SA<br>20Cy.24½″–38⅝″ 1193NHP<br>15 ″ 1½ | 19 ″ 0<br>s 4 ″ 1½ | |
| 85422<br>161858<br>GLFM | **Ulster Prince** (P) TwinSc<br>*Oil Eng*<br>*ss*Liv.No.2–38<br>1 *Dk*(*Stl-pt* ws)2*nd dk in Nos.1&2 holds*<br>D.F. E.S.D. *Cruiser Stern* | 3791<br>1841<br>1825 | ✠100A1<br>*with freeboard*<br>8,40~~11,30~~<br>✠LMC CS5,39<br>DBS~~3,30~~ 9,40 ~~6,30~~ 9,40 | Npt | *v* | OG<br>6,39 | 1930<br>3mo | Harland& Wolff,Ld. Belfast<br>*Lloyd's* *sA&CP* | BelfastS.S.Co.Ld.<br>*CellDBa&uE118′*<br>*Tank in way of* | 346·0\|46·2\|15·2<br>P51′B184′F46′<br>*f82′~~356t~~ 351t* FK<br>*tunnels 63t FPT42t*<br>*APT37t* | Belfast<br>British<br>*7BHptCem*<br>DB*80lb*<br>Harland&Wolff,Ld.Bel. | Oil Engines 4S.C.SA<br>20Cy.24½″–38⅝″ 1193NHP<br>15 ″ 1½ | 19 ″ 0<br>s 4 ″ 1½ | |
| 85423<br>161857<br>GMWX | **Ulster Queen** (P) TwinSc<br>*Oil Eng*<br>E.S.D. *ss*Liv.No.2–38<br>1 *Dk*(*Stl-pt* ws)2*nd dk in Nos.1&2 holds*<br>D.F. *Cruiser Stern* | 3791<br>1841<br>1825 | ✠100A1<br>*with freeboard*<br>12,30<br>✠LMC CS5,39<br>DBS2,39 8,37 | Liv | *v* | OG<br>P8,37<br>S2,37 | 1930<br>2mo | Harland& Wolff,Ld. Belfast<br>*Lloyd's* *sA&CP* | BelfastS.S.Co.Ld.<br>*CellDBa&uE118′*<br>*Tank in way of* | 346·0\|46·2\|15·2<br>P51′B184′F46′ FK<br>*f82′356t*<br>*tunnels 63t FPT42t*<br>*APT37t* | Belfast<br>British<br>*7BHptCem*<br>DB*80lb*<br>Harland&Wolff,Ld.Bel. | Oil Engines 4S.C.SA<br>20Cy.24½″–38⅝″ 1193NHP<br>15 ″ 1½ | 19 ″ 0<br>s 4 ″ 1½ | BT till 11,40 |
| 85424<br>118187<br>MCKF | **Ulster Star** (*ex*Dynamic,*ex*Lismore, *ex*Broom, *ex*JamesCrombie)<br>*ss*Mch.2nd No.3–9,36 *ss*Ard.No.2–39<br>1 *Dk*(*lower dk forward*) | 576<br>469<br>231 | ✠100A1<br>~~6,30 7,30~~ 7,41 Liv<br>✠NB10,22 ✠LMC<br>BS~~2,40~~ 4,40 MS4,39 | Ard | *k* | ~~4,39~~<br>6,41 | 1904<br>10mo | Ramage& Ferguson,Ld. Leith<br>*Lloyd's* *sA&CP* | BelfastS.S.Co.Ld.<br>*CellDBa* | 186·4\|28·1\|13·8<br>196·2(O.L.)<br>P29′B75′F61′ FK<br>33′ 18t *FPT*<br>17t *APT25t* | Belfast<br>British<br>*1BHCem*<br>Ramage&Ferguson,Ld.Lth | T.6Cy.23½″,39½″&67″–48″<br>180lb *100lb* 132NHP<br>1SB,*3cf*,GS63,HS2130<br>Ramage&Ferguson,Ld.Lth | 14 ″ 6<br>s 1 ″ 6½<br>13 ″ 3½ | |
| 85425<br>228198<br>WHDQ | **Ulua** (P) TwinSc<br>*Fitted for oil fuel*<br>*Ref.Mchy.* Sub Sig. 2 *Dks&2pt dks*<br>D.F. E.S.D. GyC. | 6494<br>5134<br>3616 | | | | | | 1917 | Workman, Clark&Co.Ld Belfast | UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) | 425·4\|54·3\|29·9<br>P38′B200′F49′<br>*WB* | NewYork<br>Utd.States | T.6Cy.23½″,39½″&67″–48″<br>622NHP<br>WorkmanClark&CoLdBel | | C |
| 85426<br>LFDW | **Ulv** (*ex*Trudvang–36)<br>1 *Dk* | 938<br>655<br>539 | | | | | | 1920 | LarvikS. &Værksted Larvik | D/S A/S Ulv (O.Kvilhaug) | 197·8\|32·4\|12·6<br>P34tQ38tB116t<br>H51tF5t | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.14″,23½″&38″–27″<br>75NHP<br>LarvikS&VærkstedLarvik | | N |
| 85427<br>135321 | **Ulva** (*ex*Poznan,*ex*Carronpark)<br>*ss*Hfx.2nd No.3–2,38<br>*Well deck* 1 *Dk*(*Stl*) | 1401<br>1178<br>840 | ✠100A1<br>8,40 ~~12,30~~ Npt<br>BS~~12,30~~ ✠LMC2,38<br>6,40 | Ant | *p* | CL<br>N12,38 | 1912<br>12mo | Mackay Bros. Alloa<br>*Lloyd's* *sA&CP* | BlaneSteamships, Ld.<br>*CellDBa61′* | 241·0\|36·0\|16·7<br>Q91′B58′F29′ FK<br>*uE17 f96′319t FPT*<br>64t *APT36t* | London<br>British<br>*4BHCem*<br>1SB,*3cf*,GS66,HS2484<br>MacColl&Pollock,Ld.Sld. | T.3Cy.18″,27½″&48″–33″ (*s*)<br>180lb 153NHP<br>1SB,*3cf*,GS66,HS2484<br>MacColl&Pollock,Ld.Sld. | 18 ″ 10<br>s 1 ″ 7½<br>17 ″ 5 | |
| 85428<br>135509<br>GQPZ | **Ulysses** (P) TwinSc<br>*Ref.Mchy.*<br>D.F. 3 *Dks* | 14647<br>8986<br>9142 | | | | | | 1913 | Workman, Clark&Co.Ld Belfast | ChinaMutual Stm. Nav.Co.Ld. (A.Holt&Co.*Mgrs*) | 563·2\|68·4\|40·2<br>P74′B231′F69′<br>*WB* | Liverpool<br>British | T.6Cy.26″,44″&74″–51″<br>782NHP<br>Wrkman,Clark&CoLd.Bel | | BT till ~~10,40~~ 6,41 10,41 |
| 85429<br>213028<br>WHCT | — TwinSc<br>*Fitted for oil fuel*<br>*Mchy. Aft* 1 *Dk&Web frames*<br>*Longitudinal framing*<br>D.F. GyC. *Superstructure dk.*<br>*Carrying Petroleum in bulk* (~~*Whale oil factory*~~) | 11287<br>—<br>6916 | ✠ ...<br>10,17<br>✠ | | | | | 1915<br>4mo | Maryland SteelCo. of Baltimore County Sparro'Pt Md | WesternOperating Corp. | 514·7\|65·2\|37·0<br>P168′F354′<br>FK<br>*WB* | NewYork<br>Utd.States | T.6Cy.27½″,46″&76″–48″<br>1283NHP<br>MarylandStl.Co.Sparr'Pt | 39 ″ 6 | R † |
| 85430<br>PICJ | —<br>*Cruiser Stern* 2 *Dks* | 4 Mst<br>2666<br>2325<br>1545 | | | | | | 1918 | A.Vuijk& Zonen,Cap-pellea/dYsel | Koninkl.Nederl. Stoomb.Maats. N.V. | 346·2\|48·2\|18·4 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.23″,37″&61″–45″<br>250NHP<br>Werkspoor,Amsterdam | | V |
| 85431<br>JUGH | **Umba** (P) (*ex*Keret)<br>1 *Dk*(*Stl*)&*Awng dk* | 841<br>725<br>472 | ✠<br>6,10<br>✠ | Nwc | *k* | | 1910<br>6mo | W.Dobson &Co. Newcastle | U.S.S.R.<br>*CellDBa57′uB20′f73′* | 195·5\|30·0\|17·5<br>FK | Archangel<br>Russian<br>*4BHCem*<br>*162tAPT23t* | T.3Cy.16″,26″&43″–30″<br>133NHP<br>2SB,*4cf*,GS73,HS2358<br>N.E.MarineEngCoLd.Nwc | 19 ″ 0 | |
| 85432<br>149912<br>GNFV | **Umberleigh**<br>*ss*Bry.No.3–3,39<br>1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Tonnage opening closed* 41(*W.E.*) | 4950<br>4553<br>2919 | ✠100A1<br>*with freeboard*<br>2,40 ✠LMC<br>MS3,39 BS~~12,30~~ 4,41 | Gls | *z* | CL<br>3,39 | 1927<br>10mo | W.Gray& Co.Ld. W Hartlepool<br>*Lloyd's* *sA&CP* | TatemSteamNav. Co.Ld.(W.J.Tatem Ld.*Mgrs.*)<br>*CellDB346′1131t* | 400·0\|54·2\|25·7<br>F34′ FK<br>*FPT220t APT215t* | London<br>British<br>*7BHCem*<br>*Coll to Sh dk*<br>6 „ 2*nd* „ | T.3Cy.25″,42″&70″–48″ (*s*)<br>200lb 501NHP<br>3SB,*9cf*,GS171,HS7359 FD<br>Cen.Mar.Eng.Wrks.WHpl | 36 ″ 3<br>s10 ″ 3<br>26 ″ 3 | |
| 85433<br>2037<br>ICLO | **Umbria** (P) TwinSc<br>(*ex*BahiaBlanca–35) *ss*B.As.No.3–9,22<br>*ss*Ham.No.2–30<br>3 *Dks*(*Stl U-ws*) | 10076<br>8628<br>6219 | ...<br>8,35<br>✠NB3,30 | Ham | | | | 1912 | Reiherst'g Schiffsw. Hamburg | LloydTriestinoSoc. Anon.diNav. | 508·3\|59·3\|35·6<br>492·0<br>B130′F113′<br>1 *BHdispensed with*<br>*CellDB445′1701t* | Genoa<br>Italian<br>*ptCempt Asp*<br>*7BHonly* | T.6Cy.24⅞″,40½″&66½″–47½″<br>838NHP<br>5SB,*15cf*,GS288,HS12110<br>Reiherst.Maschinenf.Ham | 38 ″ 6 | I † |
| 85434<br>25177<br>JPND | **Ume Maru** (*ex*PortsaidMaru–33)<br>*ss*Nag.No.3–6,32<br>2 *Dks*(*Stl*)&*Awng dk*(*Stl*) | 5860<br>5586<br>4260 | ✠ ...<br>8,37<br>✠ | Nag | *y* | | 1919<br>8mo | Kawasaki Dkyd.Co.Ld. Kobe | TochikiShojiK.K.<br>*CellDB334′1118t* | 385·0\|51·0\|36·0<br>FK<br>*Collision BH to Awgdk*<br>*FPT126t APT93t* | Kobe<br>Japanese<br>*Cem*<br>5 „ „ *U* „ | T.3Cy.26″,43½″&72″–48″<br>437NHP<br>2SB&1AuxSB,*8cf*,<br>GS154,HS5636<br>KawasakiDkydCoLdKobe | 36 ″ 0 | |
| 85435<br>37487<br>JUGH | —<br>*Oil Eng.*<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk*&*pt dk* | 415<br>367<br>232 | | | | | | 1932 | OsakaIron Works,Ld. Osaka | UwazimaUnyu K.K. | 145·0\|26·0\|14·0<br>F17′ | Osaka<br>Japanese | Oil Engines 4S.C.SA<br>6Cy.14⅛″–19¼″ 121NHP<br>YokohamaDockCoLd.Yka | | |
| 85436<br>45335<br>JGYN | **Umegawa Maru**<br>*Mchy. Aft* 1 *Dk* | 1931<br>1550<br>1065 | | | | | | 1939 | Tsurumi SeitetsuZosen K.K. Yokohama | KawasakiKisen K.K. | 271·6\|40·0\|20·3<br>P87′F29′<br>*WB* | Kobe<br>Japanese | T.3Cy.18″,29½″&50″–39″<br>HS4155 228NHP<br>TsurumiSeitetsuZosen K.K.Yka | | |
| 85437<br>166451<br>GKGW | **Umgeni** (P) TwinSc<br>D.F. 2 *Dks*,3*rd dk in Nos.1&3 holds*<br>*Ref.Mchy.* *Cruiser Stern* | 8180<br>6654<br>5082 | ✠100A1<br>*with freeboard*<br>~~6,40 10,30~~ ✠LMC5,38<br>6,41 ~~11,40~~ | Mdb | *c* † | CL | 1938<br>5mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*Lloyd's* *sA&CP* | Bullard,King&Co. Ld.<br>*CellDB370′940t* | 451·4\|61·2\|32·1<br>468·0(O.L.)<br>P45′B192′F32′ FK<br>*FPT80t APT242t* | London<br>British<br>*6BHptCem*<br>*ptAsp* | T.6Cy.22½″,38″&63″–39″&2 LP turbines with DR gearing & hydraulic couplings<br>225lb (*s*) FD 1124NHP<br>4SB(Spt),*16cf*,GS347,<br>HS14184<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 35 ″ 6<br>s10 ″ 2½<br>25 ″ 6 | BT till ~~4,40~~ ~~5,41~~ 6,42 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of H. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85438<br>129142<br>GSDF | **Umona** (P) | *ss* Mdb. 2 nd No. 3–9,36<br>D.F. 2 *Dks* (*Stl*) | 3767<br>3240<br>2371 | ✠100A1<br>1,40<br>BS~~9,39~~ 11,40 | Mdb | *w* | CL<br>~~M1,37~~<br>12,40 | 1910<br>10mo | Sir J. Laing & Sons, Ld.<br>Sunderland<br>*Lloyd's SA&CP* | Bullard, King & Co. Ltd.<br>*Cell D* | 356·0 \| 44·5 \| 26·0<br>P36′ B128′ F37′ FK<br>*Ba* 104′ *u* E22′ *f* 141′ | London<br>British<br>6 *BHCem* | T. 3 Cy. 27″, 44″ & 73″–48″ (*s*)<br>180 lb 497 NHP<br>3SB, *9cf*, GS 173, HS 7180 FD<br>566 *t APT* 23 *t*<br>G. Clark, Ld. Sunderland | 28 ″ 6<br>s 5 ″ 2<br>23 ″ 9 | BT till ~~1946~~<br>11,41 |
| 85439<br>164664<br>GYWB | **Umtali** (P) Twin Sc<br>*ss* P. NL. No. 1–40<br>2 *Dks*, 3rd *dk in Nos.* 1 *&* 3 *holds*<br>*Ref. Mchy.* *Cruiser Stern*<br>D.F. | 8162<br>6648<br>5083 | ✠100A1<br>*with freeboard*<br>5,41 ~~8,39~~<br>BS9,40 | Mdb<br>Lon<br>✠LMC 7,36 | *c*† | CL<br>7,39 | 1936<br>7mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*Lloyd's SA&CP* | Bullard, King & Co. Ltd.<br>*Cell D B* 370′ 940 *t* | 451·4 \| 61·2 \| 32·1<br>468·0 (O.L.)<br>P45′ B192′ F32′ FK<br>*F P T* 80 *t A P T* 242 *t* | London<br>British<br>6 *B H pt Cem pt Asp* | T. 6 Cy. 22½″, 38″ & 63″–39″ & 2 LP turbines with D R gearing & hydraulic coupling<br>225 lb (*s*) 1124 NHP<br>4SB (Spt), *16cf*, GS 347, HS 14184 FD<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 35 ″ 6<br>s 10″ 2½<br>25 ″ 6 | BT till ~~1946~~<br>9,41 |
| 85440<br>164550<br>GYND | **Umtata** (P) Twin Sc<br>*ss* Mdb. No. 1–39<br>2 *Dks*, 3rd *dk in No.* 1 *hold*<br>*Ref. Mchy.* *platform dk in No.* 3 *hold*<br>D.F. *Cruiser Stern* | 8141<br>6643<br>5060 | ✠100A1<br>*with freeboard*<br>7,40 ~~10,39~~<br>BS10,39 ✠LMC 11,35 | Mdb | *c*†<br>2½ | CL<br>11,38 | 1935<br>11mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle<br>*Lloyd's SA&CP* | Bullard, King & Co. Ltd.<br>*Cell D B* 370′ 940 *t* | 451·4 \| 61·2 \| 32·1<br>P45′ B192′ F32′ FK<br>*F P T* 80 *t A P T* 242 *t* | London<br>British<br>6 *B H pt Cem pt Asp* | T. 6 Cy. 22½″, 38″ & 63″–39″ & 2 LP turbines with D R gearing & hydraulic coupling<br>225 lb (*s*) 1124 NHP<br>4SB (Spt), *16cf*, GS 347, HS 14184 FD<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 35 ″ 6<br>s 10″ 2½<br>25 ″ 6 | BT till ~~1946~~<br>7,41 |
| 85441<br>118342<br>GCRT | **Umvoti** (P) (*ex* Comrie Castle)<br>*ss* Nwc. 2 nd No. 3–7,29<br>*Ref. Mchy.* *ss* Mdb. No. 2–38<br>D.F. 2 *Dks* (1 *Stl*-ws *&* *UStl*-teak s) *& deep framing* | Twin Sc | 5183<br>4690<br>3217 | ✠100A1<br>6,40 ~~11,39~~<br>BS7,39 ✠LMC 7,38 | Mdb<br>Lon | *z* | CL<br>6,38 | 1903<br>11mo | Barclay, Curle & Co. Ld.<br>Glasgow<br>*Lloyd's SA&CP* | Bullard, King & Co. Ltd.<br>*Cell D Ba* | 419·3 \| 50·2 \| 28·3<br>P61′ B115′ F52′<br>FK & BK 2″<br>96′ *u* E27′ *f* 179′ 809 *t*<br>*A P T* 50 *t* | London<br>British<br>7 *B H Cem* | T. 6 Cy. 19″, 31″ & 52″–48″ (*s*)<br>180 lb 548 NHP<br>4SB, *12cf*, GS 242, HS 10420<br>Barclay, Curle & Co. Ld. Gls. | 31 ″ 1<br>s 6 ″ 8½<br>24 ″ 8½ | BT till 7,40 |
| 85442<br>136725<br>GSDJ | **Umvuma** (P)<br>D.F. *ss* Mdb. 2 nd No. 3–2,40<br>2 *Dks* (*Stl*) | 4419<br>3857<br>2785 | ✠100A1<br>~~7,39~~ ~~2,40~~ 1,41<br>BS3,40 ✠LMC 7,39 | Mdb<br>Lon | *x* | CL<br>6,38 | 1914<br>12mo | Sir J. Laing & Sons, Ld.<br>Sunderland<br>*Lloyd's SA&CP* | Bullard, King & Co. Ltd.<br>*Cell D B* | 365·0 \| 49·2 \| 28·1<br>P37′ B130′ F40′ FK<br>104′ *u* E& B43′ *f* 164′<br>687 *t A P T* 37 *t* | London<br>British<br>6 *B H Cem* | T. 3 Cy. 27″, 44″ & 73″–48″ (*s*)<br>180 lb 504 NHP<br>3SB, *9cf*, GS 180, HS 7374 FD<br>G. Clark, Ld. Sunderland | 30 ″ 6<br>s 5 ″ 6<br>25 ″ 5¼ | BT till 2,41 |
| 85443<br>YTEY | **Una** (*ex* Ziga Kopajtić, *ex* Mexican Lady, *ex* Luque)<br>*ss* Ssk. 2 nd No. 3–4,37<br>1 *Dk* (*Stl*) *& Spar dk* (*pt Irn & pt Stl*) *& deep framing* | 1397<br>1299<br>868 | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>1,41 ~~10,39~~<br>BS5,40<br>~~BS5,39~~ ✠LMC 4,37 | Spt | *q* | CL<br>4,37<br>1,41 | 1904<br>8mo | Sir Raylton Dixon & Co Ld<br>Middlesbro'<br>*Lloyd's SA&CP* | Brodarsko Akcionarsko Drustvo "Oceania"<br>*Cell D Ba* 61′ | 228·0 \| 35·7 \| 12·2<br>248·3 (O.L.) 19·8<br>P41′ B66′ F51′<br>FK<br>*u E& B* 31′ *f* 106′ 322 *t* | Susak<br>Yugoslav<br>4 *B H Cem* | T. 3 Cy. 19 7/16″, 35 5/16″ & 53″–33″<br>175 lb (*r*) 165 NHP<br>NDB 28–*100 lb*<br>1SB, *4cf*, GS 74, HS 2479<br>N.E. Marine Eng Co Ld Nwc | 21 ″ 10<br>s 2 ″ 7½<br>19 ″ 4½ | |
| 85444<br>149825<br>GSYX | **Unacana** (*ex* Hopsborg) Twin Sc<br>*Oil Eng.*<br>*ss* Vcr. No. 3–3,39<br>*Mchy. Aft* Wireless 1 *Dk* (*Stl*)<br>D.F. | 944<br>783<br>485 | 100A1<br>3,41 ~~3,40~~<br>✠LMC CS 11,39<br>✠NE 3,31 11,39<br>~~DBS3,40~~ 3,41 | Vcr | *m* | OG<br>~~P11,38~~<br>S3,39<br>F3,41 | 1927<br>9mo | Otto Andersen & Co (London) Ld.<br>Wivenhoe<br>*Lloyd's SA&CP* | Santa Maria S.S. Co. Ld.<br>*Cell D B* | 207·5 \| 33·6 \| 13·9<br>214·0 (O.L.)<br>P78′ F29′ FK<br>*Trunk in well*<br>*u* E45′ *f* 8′ 69 *t F P T* 5 | London<br>British<br>9 *B H pt Cem* | Oil Engines 4S.C.SA<br>12 Cy. 13″–18″ 34 RHP<br>*DB 100 lb*<br>Western Enterprise Eng. Co. L. An. | 15 ″ 9<br>s 1 ″ 0½<br>14 ″ 9½ | |
| 85445<br>160348<br>VOLB | **Ungava** (*ex* Palatka, *ex* Lake Butler)<br>*ss* Gmh. No. 3–2,28<br>*ss* NFL. No. 2–36<br>1 *Dk* (*Stl*)<br>*Strengthened for navigation in ice* | | *Carrying Petroleum in bulk* | | | | | 1914<br>1650<br>1115 | ✠100A1<br>7,39<br>✠LMC<br>MS 11,36 BS 3,40 | NFL | *r* | CL<br>~~N5,37~~<br>5,40 | 1918<br>2mo | Detroit S.B. Co. Wyandotte A&CP<br>*Cell D B* 208′ 532 *t* | Ungava S.S. Co. Ld. (Job Brothers & Co. Ld. *Mgrs.*) | 261·3 \| 43·6 \| 18·3<br>272·0 (O.L.)<br>P25′ B46′ F34′ FK<br>len 28<br>*F P T* 57 *t A P T* 69 *t* | SJhns NFL<br>British<br>6 *B H Cem* | T. 3 Cy. 20″, 33″ & 54″–40″ (*s*)<br>180 lb 274 NHP<br>2SB, *6cf*, GS 126, HS 5246<br>Detroit S.B. Co. Detroit | 20 ″ 1<br>s 2 ″ 4½<br>17 ″ 10½ | |
| 85446<br>1618<br>ICLP | **Unio** (*ex* Twingone) 3 Mst<br>*ss* Sng. 2 nd No. 3–12,26<br>*Fitted for oil fuel*<br>*Mchy. Aft* 1 *Dk & Spar dk & Web frames*<br>*Carrying Petroleum in bulk* | | | | | | | 1797<br>1649<br>986 | ✠ ...<br>11,30<br>✠ | | | | | 1902<br>8mo | Armstrong Whitworth & Co. Ld.<br>Newcastle | "Natta" Soc. Italiana pel Petrolio ed Affini | 262·9 \| 36·5 \| 23·8<br>250·0 16·8<br>P22′ B23′ F25′<br>FK | Genoa<br>Italian<br>*WB* | T. 3 Cy. 20″, 33″ & 54″–36″<br>198 NHP<br>Wilsnd Slpwy. & Eng. Co. Ld. Nwc. | 24 ″ 10 | I † |
| 85447<br>LEDT | **Union** (*ex* Högoy–36, *ex* Union–32)<br>1 *Dk 2 tr B* | | 607<br>483<br>323 | | | | | | | | | | | 1893 | Nylands Værks<br>Oslo | A/S Union (Dagfinn Næsheim) | 162·1 \| 26·9 \| 15·6<br>Q29 *t* B49 *t* H13 *t* F11 *t*<br>*WB* | Haugesnd<br>Norwegian | T. 3 Cy. 11⅞″, 17½″ & 30″–27″<br>47 NHP<br>Nylands Værks, Oslo | | N |
| 85448<br>PICK | —<br>*Oil Eng.*<br>1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | | 315<br>200<br>152 | | | | | | | | | | | 1938 | NV Schpsw Delfzijl v/h Gebr. Sander Delfzijl | K. Pronk | 126·7 \| 24·0 \| 8·3<br>P32′ Q40′ F19′<br>*WB* | Groningen<br>Dutch | Oil Engines 2S.C.SA<br>4 Cy. 9 7/16″–14 7/16″ 62 NHP<br>Appingedammer Brons Motorenfb. N.V. | | C |
| 85449<br>LDDF | **Unita**<br>1 *Dk* | | 3586<br>3383<br>2344 | | | | | | | | | | | 1906 | W. Dobson & Co.<br>Newcastle | Skibs A/S Corona (H.M. Wrangell & Co. A/S, *Mgrs.*) | 338·1 \| 48·0 \| 25·5<br>H80 *t* F48 *t* | Haugesnd<br>Norwegian<br>*WB* | T. 3 Cy. 25″, 41″ & 68″–45″<br>139 NHP<br>N.E. Marine Eng. Co Ld Nwc | 28 ″ 0 | N |
| 85450<br>DOTC | **Unitas** Twin Sc<br>3 *Dks*<br>Gy C. *Longitudinal framing*<br>*Mchy. Aft* *Cruiser Stern*<br>D.F. E.S.D. *Fitted for oil fuel*<br>*(Whale oil factory)* | | 21846<br>18256<br>11841 | | | | | 1937 | Deutsche Sch-u-Mschb. A.G. Weser<br>Bremen | Jürgens Van den Bergh Margarine Verkaufs Union G.m.b.H. | 602·5 \| 80·2 \| 49·1<br>P152′ | Bremen<br>German | T 6 Cy. 22 7/16″, 36½ & 58½″–39⅜″ & L.P. Turbines with D R gearing & hydraulic coupling 681 NHP<br>Deutsche Schiff.-u Mschb. A.G. Seebeck, Wsm | | G |
| 85451<br>PICL | —<br>*Oil Eng.*<br>1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | | 359<br>244<br>148 | | | | | 1938 | N.V. Noord Nederlndsch. Schpswerven Groningen | L. van Bruggen | 141·7 \| 23·0 \| 9·7<br>P41′ F18′ | Groningen<br>Dutch<br>*WB* | Oil Engines 4S.C.SA<br>6 Cy. 11″–17½″ 70 NHP<br>Humboldt-Deutzmotoren, A.G. Köln-Deutz | | V |
| 85452<br>207766<br>KDUL | **United States Gypsum**<br>(*ex* Thunder Bay Quarries–39, *ex* Theodore H. Wickwire, Jr.) *(Self-Unloader)*<br>*Mchy. Aft* D.F. Gy C. | | 6612<br>—<br>5335 | | | | | 1910 | Gt. Lakes Eng. Works<br>St. Clair, Mich | American S.S. Co. (Boland & Cornelius, *Mgrs.*) | 511·1 \| 56·2 \| 26·2<br>F48′ | Buffalo NY<br>Utd States<br>*WB* | T. 3 Cy. 23″, 37″ & 63 3/32″–42″<br>258 NHP<br>Great Lakes Eng. Works, St. Clair | | R |
| 85453<br>120868<br>ZSGR | **Uniwaleco** (*ex* Fraternitas–37, *ex* Sir James Clark Ross, *ex* Mahronda)<br>*ss* Nwc. 2 nd No. 3–7,30<br>*ss* Got. No. 3–10,36<br>D.F. 2 *Dks* (*Stl*) *& deep framing*<br>*Superstructure deck* | | 9755<br>7391<br>6106 | ✠100A1<br>*with freeboard*<br>5,40<br>Pr. ~~BS3,39~~ BS5,40<br>*Carrying Wh* *ale oil in bulk*<br>*Fitted for oil* *fuel* 8,29<br>*Carrying oil* *fuel in b* *ulk F.* | Shl<br>✠LMC 10,36 | | CL<br>2,39<br>*F.P. a* *bove* 150° F.<br>*P. abo* *ve* 150° F. *in t* *anks abaft cofferd* *am* | 1905<br>8mo | Harland & Wolff, Ld.<br>Belfast<br>*Lloyd's SA&CP* | Union Whaling Co. Ld. (A.E. Larsen, *Mgr.*)<br>*Cell D Ba* 139′ *u E& B* 82′ *f* 180′ 2016 *t* | 470·3 \| 58·4 \| 31·3<br>484·0 (O.L.)<br>FK & BK 3<br>*A P T* 87 *t* | Durban<br>British<br>7 *B H Cem* | Q. 4 Cy. 26½″, 39½″, 56″ & 78½″–54″ 215 lb (*s*) 658 NHP<br>2D & 2SB *18cf* GS 332 HS 11604<br>NDB 29–*125 lb*<br>16 Pr. B–60 *lb* 9 Pr. B–*43 lb*<br>Harland & Wolff, Ld. Bel. | 35 ″ 5<br>s 6 ″ 3¾<br>29 ″ 5 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. *Franc-bord au milieu des navires.* Tirant d'eau correspondant. *pds. pc.* | 15 Signature des règles de la L. et de ses Cons. R. et Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85454 | **Unja** (*ex*Reinbek-35) | | 1432 | | | | | 1922 | F.Schichau Elbing | U.S.S.R. | 237·5 | 37·5 | 15·8 | Leningrad Russian | T3Cy16½",27½"&42½"-27½" 96NHP | | |
| | | | 1154 | | | | | | | | Q77'B109'F32' | | | *WB* | | | |
| UPIG | Sub.Sig. | 1 *Dk* | 810 | | | | | | | | | | | | F.Schichau,Elbing | | |
| 85455 | **Unkai Maru No. 1** | | 2225 | | | | | 1932 | Mitsui Bussan Kaisha,Ld. Tama | NakamuraKisen K.K. | 275·0 | 40·7 | 23·0 | Kinoye Japanese | T.3Cy.19",32"&53"-36" 168NHP | | |
| 37019 | | | — | | | | | | | | P80'B35'F28' | | | *WB* | MitsuiBussanKaisha,Ld. Tama | | |
| JKKC | *Mchy.Aft* | 1 *Dk* | 1223 | | | | | | | | | | | | | | |
| 85456 | **Unkai Maru No. 2** | | 1709 | | | | | 1920 | Hakodate Dkyd.Co. Hakodate | NakamuraKisen K.K. | 242·0 | 36·0 | 21·5 | Kinoye Japanese | T.3Cy.18",29"&49"-33" 138NHP | | |
| 24230 | | | 1410 | | | | | | | | P12'B64'F30' | | | *WB* | HakodateDkyd.Co.Hak. | | |
| JDNB | | 1 *Dk* | 973 | | | | | | | | | | | | | | |
| 85457 | **Unkai Maru No. 3** Ⓟ | | 3023 | | | | | 1919 | Yokohama DockCo.Ld. Yokohama | NakamuraKisen K.K. | 310·0 | 43·0 | 26·0 | Yokohama Japanese | T.3Cy.22",37"&61"-42" 241NHP | | |
| 24648 | (*ex*Kwazan Maru) | | — | | | | | | | | P25'B98'F33' | | | *WB* | KobeSteelWorks,Kobe | | |
| JJPC | | 2 *Dks* | 1871 | | | | | | | | | | | | | | |
| 85458 | **Unkai Maru No. 5** (*ex*Nichiyo | | 3283 | ✠ ... | | | | 1900 | Russell &Co. Pt.Glasgow | SatoKuniKisen K.K. | 330·5 | 48·1 | 15·9 | Kinoye Japanese | T.3Cy.24",40½"&65"-42" 290NHP | 26 " 1 | |
| 23404 | Maru,*ex*Margherita) *ss*Kob.No.3-8,13 | | 3047 | 2,26 | | | | 11mo | | | P20'B74'F33' | | 23·5 FK | *WB* | J.G.Kincaid&Co.Greenock | | |
| JDGB | *ss*Kob.No.2-21 | 1 *Dk&Spar dk&deep framing* | 2505 | ✠ | | | | | | | | | | | | | |
| 85459 | **Unkai Maru No. 6** (*ex*Venus) | | 3220 | ✠ ... | | | | 1905 | W.Gray& Co.Ld. W Hartlepool | NakamuraKisen K.K. | 331·0 | 49·2 | 21·8 | Kinoye Japanese | T.3Cy.24",39"&64"-42" 288NHP | 24 " 3 | C |
| 28407 | *ss*Shl.No.3-8,19 | | 2902 | 6,27 | | | | 12mo | | | P27'B100'F36' | | | *WB* | Blair&Co.Ld.Stockton | | † |
| JGPD | *ss*Kob.No.1-24 | 1 *Dk&deep framing* | 1949 | ✠ | | | | | | | | | FK | | | | |
| 85460 | **Unkai Maru No. 7** (*ex*Yasokawa | | 2182 | | | | | 1919 | Osaka YogyoK.K. Shekizu | NakamuraKisen K.K. | 268·7 | 40·0 | 23·2 | Kobe Japanese | T.3Cy.20",33½"&57½"-39" 205NHP | | |
| 25443 | Maru-34,*ex*DaishinMaruNo.3-32) | | 1854 | | | | | | | | P16'B64'F34' | | | *WB* | HatsudokiSeizoK.K.Osaka | | |
| JGYB | | 1 *Dk* | 1268 | | | | | | | | | | | | | | |
| 85461 | **Unkai Maru No. 8** (*ex*Kiku | | 1293 | | | | | 1924 | Aizawa ZosenTekko K.K. Osaka | NakamuraKisen K.K. | 218·0 | 32·0 | 19·0 | Kobe Japanese | T.3Cy. | | |
| 29728 | Maru-33) | | 1053 | | | | | | | | | | | | | | |
| JOCH | | 1 *Dk* | 924 | | | | | | | | | | | | | | |
| 85462 | **Unkai Maru No. 10** | | 855 | | | | | 1939 | Mihara S.B.Yd. Osaka | NakamuraKisen K.K. | 185·0 | 31·0 | 26·8 | Kobe Japanese | Steam Engine | | |
| 45706 | | | — | | | | | | | | | | | | | | |
| JHDN | | | 481 | | | | | | | | | | | | | | |
| 85463 | **Unkai Maru No. 13** | | 745 | | | | | 1924 | Ujina Zosensho Hiroshima | NakamuraKisen K.K. | 180·0 | 32·0 | 14·5 | Kinoye Japanese | T.3Cy | | |
| 29465 | | | 625 | | | | | | | | | | | | | | |
| | | 1 *Dk* | 391 | | | | | | | | | | | | | | |
| 85464 | **Unkai Maru No. 15** (*ex*Taisho | | 1209 | | | | | 1918 | MatsuoIrn Wks.&Dckyd Nagasaki | NakamuraKisen K.K. | 200·0 | 33·0 | 20·0 | Kinoye Japanese | T.3Cy.14½",24½"&40"-30" 88NHP | | |
| 23589 | Maru) | | — | | | | | | | | P20'B53'F25' | | | *WB* | MatsuoIrn.Wrks &Dckyd | | |
| JEAB | Wireless | 2 *Dks* | 656 | | | | | | | | | | | | | | |
| 85465 | **Unkas** | | 499 | | | | | 1936 | D.W.Kremer Sohn Elmshorn | Hansa-Tank ReedereiG.m.b.H. (AtlanticRhederei F.&W.Joch,*Mgrs.*) | 165·8 | 29·2 | 10·8 | Hamburg German | Oil Engines 4S.C.SA 6Cy.11⅛"-16⅛" 79NHP | | G |
| | | *Oil Eng.* | 372 | | | | | | | | P48'F34' | | | *WB* | KruppMotorenbauAGKiel | | |
| DJSH | *Mchy.Aft* | 1 *Dk* | 293 | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| | *CruiserStern* | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 85466 | **Uno** (*ex*OilTankBarge-40) | | *408* | ✠100A1 | Skm | | OG | 1938 | NV Schpsf. v/hDeGroot &VanVliet Slikkerveer | A/B Bunkeroljor (E.Th.Christian-sson,*Mgr.*) | 131·8 | 25·4 | 12·3 | Gothenbrg Swedish | Oil Engines 4S.C.SA 6Cy.11"-17½" 71NHP | 12 " 11 | |
| 8290 | | *Oil Eng.* | *323* | 7,401~~,40~~ | Got | | ~~43,39~~ | 8mo. | | | 137·9(o.a.) | | | | | ~~1 " 8~~ | |
| SDJZ | | 1 *Dk* | *229* | ✠NE12,39✠LMC12,39 | | | 7,40 | | | | F17' aft.Br.35' FK | | | *SBHptCem* | | ~~11 " 4~~ | |
| | | *CruiserStern* | | | | | ▲ | | | | *DTf* 19t *FPT* 24t | | | *APT* 30t | Klöckner-Humboldt-DeutzA.G.Köln-Deutz | s1 " 5 11 " 7½ | |
| | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | |
| 85467 | **Unten Maru** | | 1025 | | | | | 1918 | Ohara Oisuke Osaka | SettsuSyosenK.K. (OsakaSyosen K.K.*Mgrs.*) | 200·0 | 31·0 | 18·5 | Hutyu Japanese | T.3Cy.13",22"&36"-26" 66NHP | | |
| 24468 | | | 866 | | | | | | | | | | | | OharaZosensho,Osaka | | |
| JACB | Wireless | 1 *Dk* | 578 | | | | | | | | | | | | | | |
| 85468 | **Unyo Maru** (*ex*Australford, | | 4643 | ✠ ... | | | | 1907 | Grngem'th &Greenock DockyardCo. Greenock | InuiKisenK.K. | 376·1 | 52·2 | 17·4 | Kobe Japanese | T.3Cy.25",41"&68"-48" 353NHP | 28 " 0 | C |
| 29460 | *ex*Strathavon) *ss*Mel.No.3-3,20 | | 4133 | 6,28 | | | | 3mo | | | P29'B92'F41' | | 25·5 FK | *WB* | | | † |
| JTQA | *ss*Kob.No.1-24 | 1 *Dk&Spardk&deepframing* | 3518 | ✠ | | | | | | | | | | | J.G.Kincaid&Co.Ld.Grk. | | |
| 85469 | **Unyo Maru No. 1** | | 2040 | | | | | 1936 | Harima S.B.&Eng. Co.Ld. Harima | SankyuUnyuK.K. | 275·0 | 40·0 | 21·0 | Moji Japanese | T.3Cy.20½",33½"&56½"-39" 201NHP | | |
| 42581 | | | — | | | | | | | | P28'B90'F24' | | | *WB* | HarimaSB&EWks.Harima | | |
| JHSL | | 2 *Dks* | 1135 | | | | | | | | | | | | | | |
| | | *CruiserStern* | | | | | | | | | | | | | | | |
| 85470 | **Unyo Maru No. 2** | | 2827 | | | | | 1937 | Mitsui Bussan Kaisha,Ld. Tama | NakamuraKisen K.K. | 309·9 | 44·9 | 23·6 | Kobe Japanese | T.3Cy.20½",35½"&61"-41½" 240NHP | | |
| 42971 | | | — | | | | | | | | P25'B72'F27' | | | | MitsuiBussanKaisha,Ld. Tama | | |
| JTQL | | 1 *Dk* | 1616 | | | | | | | | | | | | | | |
| 85471 | **Unyo Maru No. 3** Ⓟ | | 2978 | | | | | 1918 | Yokohama DockCo. Yokohama | SankyuUnyuK.K. | 310·0 | 43·0 | 26·0 | Kinoye Japanese | T.3Cy.22",37"&61"-42" 241NHP | | C |
| 25009 | (*ex*KibiMaruNo.15,*ex*TokoMaru) | | — | | | | | | | | P25'B98'F33' | | | *WB* | YokohamaDockCo.Yka. | | |
| JIKB | | 2 *Dks* | 1815 | | | | | | | | | | | | | | |
| 85472 | **Unyo Maru No. 5** | | 2053 | | | | | 1929 | MitsuiBus-sanKaishaLd TamaDkyd. Tama | SankyuUnyuK.K. | 276·0 | 40·7 | 21·2 | Kinoye Japanese | T.3Cy.18",30"&50"-36" 150NHP | | |
| 35023 | | | 1671 | | | | | | | | P73'B30'F24' | | | *WB* | MitsuiBussanKaisha,Ld. TamaDkyd | | |
| JIEC | *Mchy.Aft* | 1 *Dk* | 1133 | | | | | | | | | | | | | | |
| 85473 | **Unyu Maru** | | 487 | | | | | 1937 | Totigi SyōziK.K. Totigi Zosensho Wakamatu | TotigiZyunsaku | 161·9 | 27·0 | 13·0 | Kobe Japanese | Oil Engines | | |
| 43744 | | *Oil Eng.* | 368 | | | | | | | | | | | | | | |
| JCDM | | | 350 | | | | | | | | | | | | | | |
| 85474 | **Unyu Maru No. 2** | | 635 | | | | | 1939 | Totigi SyōziK.K. Totigi Zosensho Wakamatu | TozyoKisenKogyo K.K. | 176·8 | 30·0 | 12·8 | Tokyo Japanese | Oil Engines | | |
| 46620 | | *Oil Eng.* | — | | | | | | | | | | | | | | |
| JWRN | | | 294 | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not in L. state Class of Prop. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85475 EAJM | **Upo-Mendi** *Now "Monte Jarindo," see No. 89057 in Supplement* | 4193 2563 | | | | | 1911 | Cia. Euscalduna Bilbao | NavieraAznarSoc. Anon. | 350·2 P31′ | 50·2 B117′ | 28·4 F32′ | Bilbao Spanish | T.3Cy.25″,41″&67″–45″ 301NHP WB Blair&Co.Ld.Stockton | | |
| 85476 KOLZ | **Upshur** (*ex*LakeGetaway) *Now Norluna, see No. 89327 in Supplement* D.F. Sub.Sig. 3*Dks* | 2637 2257 1619 | ✠ ... 11,20 ✠ | | | | 1920 4mo | Chicago S.B.Co. Chicago,Ill. | Merchnts&Miners Transptn.Co. | 251·0 P25′B64′F26′ FK WB | 43·6 | 26·1 | Baltimore Utd.States | T.3Cy.21″,35″&59″–42″ 352NHP AmericanS.B.CoCleveland | 28 ″ 4 | R † |
| 85477 148703 GLSF | **Upwey Grange** TwinSc *Oil Eng.* *ss*Lon.No.3–9,38 *Ref.Mchy.* 2*Dks*(*Stl*)*Shelter dk*(*Stl–ws*) D.F. 3*rd dk*(*Stl*)*in holds* *Cruiser Stern* | 9130 7375 5812 | ✠100A1 *Shelter dk* *withfreeboard* 1,40 ✠LMC CS6,37 DBS~~6,38~~ 6,40 8,38 ✠Lloyd'sRMC~~3,40~~ 6,40 | Lon *c*† | CL 1,40 | | 1925 11mo | Fairfield Co.Ld. Glasgow | HoulderLine,Ld (HoulderBrothers &Co.Ld. *Mgrs.*) *Lloyd'sA&CP* | 431·0 451·2(O.L.) B250′F82′ FK *Duct keel frwd. of mchy.space* *Cell DB* 366′1617*t* *DT* | 62·5 | 35·3 | London British 2DB*180lb* 179′ *sides of tunnels* 326*t* | Oil Engines 2S.C.SA 12Cy.28″–39″ 1648NHP *SBHptCem* FairfieldCo.Ld.Glasgow *FPT*89*tAPT*113*t* | 38 ″ 3 s 9 ″ 1¾ 29 ″ 9 | |
| 85478 28084 JJVH | **Urado Maru** (P) TwinSc *Cruiser Stern* 2*Dks* | 1336 975 646 | | | | | 1921 | Osaka Iron Works,Ld. Innoshima | TosaSyosenK.K. | 215·0 P&B150′F41′ | 37·0 | 20·0 | Osaka Japanese WB | T.6Cy.14¼″,23⅝″&39″–30″ 167NHP OsakaIronWorks,Ld. | | |
| 85479 1878 JCGB | **Urakawa Maru** (P) 2*Dks* | 343 309 203 | | | | | 1915 | Namuro Gennosuke Osaka | ChishimaKisen K.K. | 130·0 | 22·5 | 15·0 | Hakodate Japanese | T.3Cy.10⅝″,15½″&25″–19″ 28NHP | | |
| 85480 34488 JDBC | **Ural Maru** (P) TwinSc *ss*Kob.No.1–33 2*Dks*(*Stl–weather dk* ws) *Ref.Mchy.* 3*rd dk*(*Stl*) *except in after hold–pt No.3 hold* | 6374 5112 3761 | ✠ ... 10,38 ✠ | Kob | | | 1929 3mo | Mitsubishi ZosenKaisha, Ld. Nagasaki | OsakaSyosenK.K. *Cell DB* 346′918*t* *Wing tanks in ER* 8′62*t* | 405·2 F43′ FK | 55·0 | 33·0 | Osaka Japanese *Coll to Wthr dk* *FPT* 19*tAPT*117*t* | 4 Steam Turbines DR geared to 2 Sc Shafts 6*BHCem* HS12565 1158NHP 5SB,*15cf*,GS320 MitsubishiZosenKaisha,Ld | 33 ″ 0 | |
| 85481 UNMQ | **Uralles** (*ex*Dore) *Well deck* 1*Dk*(*Stl*) | *1975* *1627* *1141* | ✠ — 3,32 ✠ | Sld | *r* | | 1927 1mo | Sir J.Laing &Sons,Ld. Sunderland | U.S.S.R. *Cell DB* 182′390*t* *Tank at sides of tunnel* | 273·3 P21′Q128′ FK | 38·7 B12′F21′ | 18·3 | Odessa Russian 4*BHCem* 90*tAPT*66*t* | T.3Cy.20″,33″&54″–39″ 199NHP 2SB.*6cf*,GS94,HS3096 G.Clark,Ld.Sunderland | 20 ″ 4 | |
| 85482 UPOJ | **Uralmash** D.F. E.S.D. *Cruiser Stern* 1*Dk* | 2975 2444 1528 | | | | | 1936 | Akt.Burmeistr&Wain Copenhagen | U.S.S.R. *Cell DB* 345′ | 325·2 P14′B70′F40′ 1013*t* *DT* | 48·1 | 21·5 | Leningrad Russian WB | T.3Cy.22 7/16″,36 7/16″&61″–39″ 231NHP HelsingörsJernsk.&Mskb. | | |
| 85483 336 IBTN | **Urania** (P) (*ex*Genova–33, TwinSc *ex*Hungaria) *ss*Gen.No.3–7,29 *ss*Tri.No.2–37 *Ref.Mchy.* 2*Dks*(*Stl–Uws*) D.F. ✠*Shelter dk*(*Stl–ws*) | 7099 5442 4166 | ✠100A1 *Shelter dk* *withfreeboard* 2,40 ✠LMC MS2,37 BS2,40 Lloyd'sRMC11,38 | Tri | *a*† | CL 2,40 | 1916 9mo | Cantiere SanRoccoSA Trieste | LloydTriestino Soc.Anon.diNav. *Lloyd'sA&CP* *Cell DB* 345′ | 411·1 400·0 B190′F83′*on* *Shelter dk* 1013*t* *DT* | 53·1 FK *Coll* | 24·8 | Trieste Italian *Cem* *BH to Sh dk* 6 ,, ,, *U* ,, *APT*46*t* | T.6Cy.25½″,40½″&66″–48″ 180lb (*r*) 853NHP 5SB(Spt),*15cf*,GS314, HS12735 FD StabilimentoTecnico,Tri. | 28 ″ 6 s 2 ″ 11½ 26 ″ 0 | |
| 19/41 HPIV | — (*ex*NavarchosSachtouris–37, *ex*Maid of Hydra, *ss*Hul.3rdNo.3–12,37 *ex*NavarchosG.Sachtouris, D.F. *ex*LordBroughton,*ex*Patmos) 1*Dk*(*Stl*) | *1953* *1755* *1207* | *Fitted for oil fuel* 9, 24 100A1 2,40 BS2,40 | Shl | *F.P.above* 150° F. OG 1,40 LMC12,37 | | 1902 | Akt.Ges. "Neptun" Rostock | ~~P.S.Antippas~~ Cia.Naviera,Ltda *Lloyd'sA&CP* | 281·7 P25′B166′F31′ FK *Cell DB* 220′ | 40·5 | 18·4 | Panama Pnamanian 6*BHCem* 469*t* | T.3Cy20⅞″35 7/16″&55⅛″-35 7/16″ 175lb (*s*) 208NHP 2SB,*4cf*,GS76,HS3426 A.G."Neptun,"Rostock | 21 ″ 1 s 1 ″ 10½ 19 ″ 5½ | |
| 85485 ESJW | — (*ex*Elsa–39, Iron *ex*Erasmus) *ss*Osc.4thNo.3–7,34 *ss*Tln.No.1–39 1*Dk2trB* *Cargo battens not fitted* | 1201 1013 705 | ✠100A– 7,39 ✠NB3,16 ✠LMC7,39 No later survey reported | Tln | OG 4,39 | | 1884 1mo | J.Smit,Czn Rotterdam | E.Maidla&others (O.Treikelder, *Mgr.*) | 244·4 253·2(O.L.) B59′H26′F21′ BK8½″ | 33·2 | 15·5 | Tallinn Estonia 4*BHCem* *DB*172′300*t* | C.2Cy.28″&52 5/16″–33″ (*s*) 90lb NDB00 132NHP 1DB,*6cf*,GS71HS2300 KonMaatsdeSchldeFlshng | 17 ″ 10 s 1 ″ 8½ 16 ″ 10 | |
| 85486 3529 SHBG | — (*ex*Erik) *ss*Skm.3rdNo.3–7,37 *ss*Sbg.No.3–10,39 *Well deck* 1*Dk*(*Stl*) | *628* *421* *334* | ✠100A1 7,40~~10,39~~ ✠LMC BS~~7,38~~8,40 MS10,39 | Sbg Göt | *i* OG 9,39 | | 1899 7mo | Lindholmens V.A. Gothenburg A&CP | Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *Cell DB* | 165·7 *Ba*37′*uE&B*33′*f*73′ | 29·1 | 11·0 | Stockholm Swedish 4*BHCem* | T.3Cy.13½″,22½″&36″–27″(*s*) 170lb *90lb* 81NHP 1SB,*3rf*,GS45,HS1408 N.E.MarineEng.CoLdNwc | 13 ″ 4 s ″ 5½ 12 ″ 11¾ | |
| 85487 167626 GMLQ | **Uranienborg** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk* *Cruiser Stern* | 3300 2952 1998 | | | | | 1922 | Kjöbnhvns Flydk.&Skbs. Copenhagen | Ministry of Shipping(R.Chapman &Son,*Mgrs.*) | ~~346·8~~ 348·5 | 50·2 | 22·0 | ~~Aden~~ British London British WB | DR Geared Steam Turbine SvenskaTrbfrk.Akt. Ljungström,Finspong | | V |
| 85488 IAUC | **Urano** TwinSc D.F. *Oil Eng.* *Carrying Petroleum in bulk* 2*Dks* | 5512 4893 3197 | | | | | 1923 | Deutsche WerkeA.G. Kiel | ItalianNavy(operatedbySoc.Anon. Cooperativa diNav. "Garibaldi") | 414·9 398·3 | 54·2 | 28·5 | Genoa Italian | Oil Engines 4S.C.SA 12Cy.21⅛″–35 7/16″ 543NHP DeutscheWerke,Kiel | | I |
| 85489 593 ESDH | **Uranus** (*ex*Croxdale–34) *ss*Gms.No.3–8,28 *Well deck* 1*Dk*(*pt Tra*&*pt Stl*)*deep framing* | 1329 1104 805 | ✠ — 5,34 ✠ | Tln | *o* | | 1906 10mo | J.Crown& Sons,Ld. Sunderland | J.Rang *Cell DB* | 230·0 *Ba*61′*uE*19′*f*96′ | 36·0 | 14·7 | Tallinn Estonian 4*BHCem* 321*tAPT*34*t* | T.3Cy.17½″,29″&47″–33″ 147NHP 1SB,*3rf*,GS61,HS2405 N.E.MarineEng.Co.Ld.Sld | 16 ″ 10 | V † |
| 85490 | — TwinSc Wireless D.F. *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* | 1100 — 570 | | | | | 1939 | Schiffb.Ges "Unterweser" A.G. Weser. munde-L. | Dampfschifffarts Ges.Neptun | 229·6 P125′F22′ | 34·4 | 15·3 | Bremen German WB | Oil Engines 4S.C.SA 12Cy.11⅝″–16 7/16″ 157NHP MaschinenfbrkAugsburg-NürnbergA.G.Augsburg | | |
| 85491 LHRO | — *Oil Eng.* 1*Dk*&*Shelter dk* | 935 907 527 | | | | | 1925 | Trosvik Mek.Verks. Brevik | DetBergenske Dampskibsselskap | 192·5 B48′H20*t* | 30·2 | 20·4 | Bergen Norwegian WB | Oil Engines 2S.C.SA 4Cy.15¾″–28¾″ 172NHP A/B AtlasDiesel,Skm. | | N |
| 85492 39753 JFCH | **Urara Maru** (P) *Oil Eng.* 2*Dks* | 408 — 215 | | | | | 1935 | Mitsubishi Jukogyo Kaisha,Ld. Kobe | AwanokuniKyodo KisenK.K. | 150·9 F31′ | 25·6 | 11·5 | Tokushima Japanese WB | Oil Engines 4S.C.SA 6Cy.15¾″–24 7/16″ 144NHP MitsubishiJukogyo Kaisha,Ld.Kobe | | |
| 85493 31731 JHHB | **Urazio Maru** (P) (*ex*Urajio Maru–38,*ex*Serbistan) 1*Dk* | 3110 2835 1880 | | | | | 1919 | SirRaylton Dixon&CoLd Middlesbro' | KawasakiKisen K.K. | 331·0 P33′B98′F29′ | 46·5 | 25·5 | Kobe Japanese WB | T.3Cy.23″,41″&68″–45″ 310NHP Richardsons,Westgarth& Co.Ld.Mdb. | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné nationalité et pavillon. Lettre s'il est modifié. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quill'e [Franc-Bord] au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Navires où le Mât de Hune est dans le H. Unpro. Cert. Ref. Tracks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85494 9424 JNXA | **Urazio Maru** (P) (*ex*Urajiwo Maru–38, *ex*Progress) | 1 *Dk* | 897 685 531 | | | | | 1890 | Schlesingr Davis&Co. Newcastle | GomeiKaisya TaishinShoten | 196·0\|30·5\|15·6 Q64'B47'F25' | Hakodate Japanese *WB* | T.3Cy.16½",26½"&48⅝"–30" 103NHP N.E.MarineEng.CoLdNwc | | |
| 85495 139343 GBWP | **Urbino** | 2 *Dks* | 5198 4817 3212 | | | | | 1918 | Earle'sCo. Ld. Hull | Ellerman'sWilson Line,Ld. | 400·4\|52·2\|28·5 P49'B113'F39' | Hull British *WB* | T.3Cy.27",44"&73"–48" 369NHP Earle'sCo.Ld.Hull | | C |
| 85496 7485 SHBK | **Urd** (*ex*Mars) Sub.Sig. | 1 *Dk* | *1008 781 541* | | | | | 1922 | Stettiner Oderwrke A.G Stettin | Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) | 208·8\|33·9\|13·1 P19'Q53'B55' H82'F18' | Stockholm Swedish *WB* | T.3Cy.15½",25½"&41½"–29½" 93NHP StettinerOderwerkeA.G. | | V |
| 85497 YVAV | **Urdaneta** *ss*N.Yk.No.3–6,39 *Mchy.Aft* 1 *Dk*(*Stl*)&*Web frames Longitudinal framing* | TwinSc | *2647 1890 1513* | ✠100A1 4,40 ~~6,39~~ BS4,40 *Carrying Petroleum in bulk Fitted for oil fuel* | N Yk Aru ✠LMC6,39 | *t* 6,39 | CL *bulk* | 1927 8mo *Lloyd's* above | Palmers' Co.Ld. Newcastle *S.A.&C.P.* 150° F. | MeneGrandeOil Co.C.A. *CellDBuE&* | 305·4\|50·2\|16·3 316·5(o.L.) P69'B22'F33' *Trunk* 181' *B42'107t FPT194t* | Maracaibo Venezuelan 11 *BHptCem* *APT85t* | T.6Cy.18¾",23"&37"–27" (*s*) 180lb 210NHP 2SB,*6cf*,HS4009 MacColl&Pollock,Ld.Sld. | 16 " 6 s 2 " 0½ 14 " 8 | |
| 85498 EAJN | **Uribitarte** (*ex*Cosenza–39, *ex*Uribitarte–37) *ss*Bbo.No.3–5,40 | 1 *Dk*(*Stl*) | 3456 3212 2130 | ✠100A1 ~~4,41 6,40~~ Bbo BS4,41 | Mdb ✠LMC5,40 | *v* 5,40 | CL | 1922 3mo *Lloyd's* | BurntisInd S.B.Co.Ld. Burntisland *S.A.&C.P.* | A.Menchaca *CellDBa* | 331·6\|48·7\|25·1 P32 B98'F30' *96'uE19'f145'872t* | Bilbao Spanish FK 5 *BHCem* *APT143t* | T.3Cy.24",40"&65"–42" 180lb (*s*) 311NHP 3SB,*9cf*,GS135,HS4983 Cooper&Greig,Ld.Dundee | 27 " 3 s5 " 2½ 22 " 2½ | I † |
| 85499 UOAX | **Uritski** Sub.Sig. | 1 *Dk* | 2336 2023 1283 | ✠ ... 1,31 | ✠ | | | 1929 6mo | BalticS.B. &E.Works Leningrad | U.S.S.R. | 284·8\|43·1\|20·5 P21'Q128'F21' FK *WB* | Vladvostk Russian | T.3Cy.17½",29½"&48⅜"–35⅞" 193NHP Baltic S.B.&E.Works,Len | 22 " 7 | |
| 85500 148525 GKXS | **Urla** *ss*Shl.No.3–3,35 *ss*Bry.No.1–39 **D.F. E.S.D.** | 1 *Dk*(*Stl*) | 5198 4771 3169 | ✠100A1 4,40 BS1,40 | Bry ✠LMC2,39 | *y* 1,39 | CL | 1924 12mo *Lloyd's* | Ardrossan DD&SBCoLd Ardrossan *S.A.&C.P.* | BowringS.S.Co. Ld.(C.T.Bowring &Co.Ld. *Mgrs.*) *CellDB* | 391·1\|53·3\|28·1 P37'B120'F42' FK 337'1147*t FPT*106*t* | London British 6 *BHCem* *APT98t* | T.3Cy.26",42"&70"–48" (*s*) 180lb HS7254 421NHP 3SB(2Spt),*9cf*,GS189, J.G.Kincaid&Co.Ld.Grk. | 30 " 9 s 5 " 8½ 25 " 3½ | |
| 85501 PICP | **Urmajo** *Mchy.Aft* **D.F.** | 1 *Dk* *Oil Eng. Cruiser Stern* | 309 220 142 | | | | | 1937 | Gebr. Niestern&Co. Delfzijl | H.K.v.d.Meer | 127·5\|24·1\| 8·9 P36'Q12'F20' | Rottrdam Dutch *WB* | Oil Engines 4S.C.SA 4Cy.11"–17½" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | | V |
| 85502 EAJQ | **Urola** (*ex*Mercedes,*ex*Storfond) *ss*Bcl.2udNo.3–11.23 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | | 3675 3291 2878 | ✠ 4,29 | Gen ✠ | *w* | | 1898 10mo | Russell& Co. Pt.Glasgow | Cia.Naviera BidasoaS.A. *CellDBa* | 339·0\|45·9\|17·8 P30'B72'F36' 28·5 FK 110' *uE&B36'f142'792t* | Bilbao Spanish 6 *BHCem* *APT56t* | T.3Cy.24½",39"&65"–45" NDB12 801NHP 2SB,*6rf*,GS118,HS4520 Rankin&Blackmore,Grk. | 28 " 5 | |
| 85503 6983 SHBO | **Ursa** Wireless **D.F.** | 1 *Dk* | *1497 1282 850* | | | | | 1923 | Jarlsö Værft. Tönsberg | A/B Transmarin (S.Redig, *Mgr.*) | 243·0\|39·3\|17·3 P30'B66'F29' | Hisingborg Swedish *WB* | T.3Cy.18",29½"&49"–33" 138NHP Fredrikstad M.V.Frdstad. | | N |
| 85504 LFET | — | 1 *Dk*2*trB* | 958 737 552 | | | | | 1911 | Bergens Mek.Værks Bergen | DetBergenske Dampskibsselskab | 214·3\|32·2\|12·8 Q110*t*B50*t*H12*t* F28*t* | Bergen Norwegian *WB* | T.3Cy.16½",26"&44"–30" 106NHP BergensMekVærksBergen | | N |
| 85505 DHYI | **Ursula Rickmers** (*ex*Wheatmore, *ex*Thistlemore) *ss*Ham.No.3–11,29 *ss*Ham.No.2–38 **D.F.** 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk beams in No.1 hold* Sub.Sig. *Fitted for oil fuel* | | 5050 4711 3106 | ✠ 5,39 | Ham ✠ | *a*† | | 1917 10mo | Irvine'sSB &DDCo.Ld. W Hartlepool | RickmersRhederei A.G. *CellD* | 418·7\|53·4\|27·7 *FonShelter dk*34' FK *B351'1156tDTa35'954t FPT102t* | Hamburg German 7 *BHCem* *APT108t* | T.3Cy.29",49"&80"–54" 686NHP 3SB,*12cf*,GS246HS10410 Blair&Co.Ld.Stockton | 30 " 6 | |
| 85506 NPUC | **Uru** (*ex*Anneliese,*ex*Pearlmead, *ex*Pearlmoor) *Turret deck* | 1 *Dk*2*trB* | 4097 3449 2594 | | | | | 1905 | W.Doxford &Sons,Ld. Sunderland | LloydBrasileiro | 348·6\|50·7\|24·1 P28'F41' | R.Janeiro Brazilian *WB* | T.3Cy.26,"42"&68"–45" 310NHP W.Doxford&Sons,Ld.Sld. | | |
| 85507 87 OAPB | **Urubamba** *Fitted for oil fuel* 2 *Dks*&*Awng dk* | TwinSc | 4744 3769 2673 | | | | | 1910 | Ch.&Atel. deProvence Port deBouc | Cia.Peruana de Vapores y Dique delCallao | 381·2\|45·9\|21·2 | Callao Peruvian | T.6Cy.20",33"&55"–40" 383NHP Ch.&Atel.deProvence,Msl. | | V |
| 85508 227115 WMCM | **Uruguay** (P) (*ex*California–38) **D.F.** *Ref.Mchy.* **Gy.C.** Sub.Sig. | TwinSc *Fitted for oil fuel* 5 *Dks* *Cruiser Stern* | 20183 — 11743 | | | | | 1928 | NwprtNws S.B.&D.D.Co NewprtNews | UnitedStates Maritime Commission | 574·4\|80·3\|20·5 B313'F57' 52·0 | New York Utd.States *WB* | 2 steam turbines connected to electric motors& sc.shaft 2833NHP GeneralElectricCo. Schenectady,N.Y. | | R |
| 85509 EAFG | — (P) (*ex*Infanta Isabel DeBorbon) Sub.Sig. **D.F.** (*SUNK IN PORT—REFLOATED*) | TrpSc *ss*Cdz.No.3–9,25 *ss*Cdz.No.1,29 3 *Dks*(*Stl–U* teaks)&*Shade dk*(*Stl–*teaks) | 10348 7225 5740 | ✠ 2,32 | Msl ✠ | *e*† | | 1913 3mo | W.Denny &Bros. Dumbarton | Cia.Trasatlantica *CellD* | 481·9\|61·3\|32·7 FK&BK1" *Ba122'uE&B123'f188'1087t FPT90t* | Barcelona Spanish 8 *BHCem* *APT65t* | T.6Cy.28",43"&66"–45"& 1L.P.Turbine 1570NHP 3DB&SB,*24cf*,GS540, HS22816 Denny&Co.Dumbarton | 35 " 9 | |
| 85510 8948 SJLA | — *Ref.Mchy.* *Oil Eng.* **D.F. E.S.D.** 2 *Dks*&*Shelter dk* *ss*Got.No 1–40 | TwinSc | *5294 4171 2901* | ✠100A1 *with freeboard* 5,40 ~~7,80~~ ✠LMC CS5,40 DBS3,39 7,38 ✠Lloyd'sRMC5,40 No. 3 lower hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F. | Got | *a*† | OG s4,39 P7,39 | 1935 11mo *Lloyd's* | Götaver- kenA/B Gothenburg | Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB* | 420·7\|55·9\|23·9 440·0(o.L.) F80' FK (*Coll to Sh dk* 6 " 2nd.) *307'1486t Tanks in way of tunnel* 309*t FPT76t* | Stockholm Swedish 7 *BH* DB85*lb* *APT52t* | Oil Engines 4S.C.SA 16Cy.24½"–51⅜" 945NHP Götaverken A/B,Got. | 28 " 0 s 2 " 10½ 25 " 3½ | |
| 85511 PUCO | — (P) Wireless | TwinSc *Oil Eng.* 1 *Dk* *Cruiser Stern* | 929 718 513 | | | | | 1926 | Deutsche Werft Hamburg | LloydBrasileiro | 236·5\|37·8\|10·0 B65'F24' | R.Janeiro Brazilian | Oil Engines 4S.C.SA 16Cy.11⅞"–16½" 204NHP Maschfbk.Augsburg-Nürnberg,A.G.Augsburg | | |
| 85512 | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter | 7* Dt'e when tail shaft last seen. | Built. When. / Ship. / Engines. | Built. By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85513 EAIQ | **Urumea** (*ex*SanSalvador, *ex*Fairhaven) | ss Bbo. No. 3–4,32<br>ss Bbo. No. 2–39<br>1 Dk (pt Irn pt Stl) | 3250<br>2947<br>1976 | ✠100A1<br>1,41 ~~2,39~~<br>BS1,41 | Bbo | *u* | CL<br>12,39 | 1913<br>6mo | J. Blumer & Co.<br>Sunderland<br>*Lloyd's SA&CP* | Cia. Naviera Guipuzcoana<br>*Cell D Ba* 108′ *u* | 331·3 \| 47·7 \| 22·5<br>P27′B94′F30′ FK<br>*E & B* 43′ *f* 137′ 856*t* | Bilbao<br>Spanish<br>*6 B HCem* | T.3Cy. 24″, 40″ & 65″–42″ (*r*)<br>180 lb *70 lb* 299 NHP<br>2SB, *6cf*, GS 118, HS 4640<br>N.E. Marine Eng. Co. Ld. Sld | 24 ″ 6<br>s 3 ″ 8<br>21 ″ 1 | |
| 85514 DHYL | **Urundi**<br>Sub. Sig. D.F. | 2 *Dks* | 5791<br>5199<br>3569 | | | | | 1920 | Blohm & Voss<br>Hamburg | Deutsche Ost-Afrika Linie | 418·6 \| 56·2 \| 28·2<br>P & B 332′ F 57′ | Hamburg<br>German<br>*WB* | SR geared Steam Turbines<br>Blohm & Voss, Hamburg | | G |
| 85515 JFBA | **Usa Maru** (P)<br>19008<br>Wireless | 2 *Dks* | 819<br>688<br>464 | | | | | 1915 | S. Nagata<br>Osaka | Osaka Syosen K.K. | 179·5 \| 30·5 \| 18·5<br>B 36′ F 29′ | Osaka<br>Japanese<br>*WB* | T.3Cy. 14¾″, 25″ & 42″–30″<br>97 NHP<br>S. Nagata, Osaka | | |
| 85516 DHYM | **Usambara** (P)<br>Sub. Sig.<br>D.F. *Ref. Mchy.* | *Fitted for oil fuel*<br>2 *Dks* & *Shelter dk* 3 tr *B* | 8690<br>5867<br>5104 | | | | | 1922 | Blohm & Voss<br>Hamburg | Deutsche Ost-Afrika Linie | 433·5 \| 58·2 \| 37·4 | Hamburg<br>German<br>*WB* | 4 Steam Turbines SR geared to 1 Sc. Shaft<br>Blohm & Voss, Hamburg | | G |
| 85517 DHYN | **Usaramo** (P)<br>Sub. Sig.<br>D.F. | 2 *Dks* & *Shelter dk* | 7775<br>6772<br>4490 | | | | | 1920 | Blohm & Voss<br>Hamburg | Deutsche Ost-Afrika Linie | 418·6 \| 56·2 \| 36·0<br>H— | Hamburg<br>German<br>*WB* | 4 SR geared Steam Turbines<br>Blohm & Voss, Hamburg | | G |
| 85518 *For full particulars see No. 90401 in Supplement* | **Uskbridge**<br>D.F. | *Cruiser Stern* | 2700 | 100A1<br>(*Class Contem plated*) | | | | 1940 | Burntisland S.B.Co.Ld.<br>Burntisland | Uskport S.S.Co.Ld. (R.W. Jones & Co. *Mgrs.*) | 314·0 \| 45·2 \| 21·7<br>P27′B66′F30′ | Newport<br>British | T.3Cy. 17½″, 28″ & 50″–33″<br>D. Rowan & Co. Ld. Gls. | 23 ″ 10<br>s 3 ″ 7<br>20 ″ 5¾ | |
| 85519 OFEJ | **Usko** (*ex*Songdal–39, *ex*Mongolia, *ex*Anten)<br>D.F.<br>*Cargo battens not fitted* | 4 Mst<br>ss Osl. No. 3–3,30<br>ss Osl. No. 2–39<br>1 *Dk* (*Stl*) | 1876<br>—<br>1070 | ✠100A1<br>3,40<br>BS4,40<br>Surveys delayed | Got<br>✠LMC9,38 | | OG<br>3,40 | 1917<br>3mo | Lindholmens M.V. Gothenburg | Höyrylaiva O/Y Usko (J. Nurminen O/Y, *Mgrs.*) | 265·3 \| 42·7 \| 18·4<br>P24′B65′F28′ FK<br>*Cell DB* 224′ 471*t* | Raumo<br>Finnish<br>*4 BHCem* | T.3Cy. 20½″, 33″ & 55″–36″ (*s*)<br>185 lb 214 NHP<br>2SB, *6cf*, GS 110, HS 3500<br>Lindholmens M.V. Got. | 20 ″ 6<br>s 2 ″ 7½<br>18 ″ 0½ | |
| 85520 GZJX | **Uskside**<br>162143<br>D.F. | 1 *Dk*<br>*Cargo battens not fitted*<br>*Cruiser Stern* | 2708<br>2411<br>1564 | ✠100A1<br>2,46 ~~1,10~~<br>✠LMC1,37 | Npt | *t* | CL<br>1,40 | 1937<br>1mo | Burntisland S.B.Co.Ld.<br>Burntisland<br>*Lloyd's SA&CP* | Usksides S.S.Co.Ld. (R.W. Jones & Co. *Mgrs.*)<br>*Cell DB* 257′ 658*t* | 314·0 \| 45·2 \| 21·7<br>P28′B62′F33′ FK<br>*FPT* 103 *t APT* 196*t* | Newport<br>British<br>*5 BHCem* | T.3Cy. 17½″, 28″ & 50″–33″ (*s*)<br>220 lb *100 lb* 213 NHP<br>2SB (Spt), *4cf*, GS 65, HS 3010<br>D. Rowan & Co. Ld. Gls. | 23 ″ 10<br>s 3 ″ 6¾<br>20 ″ 5¾ | |
| 85521 TCDH | **Üsküdar** (*ex*Velizade, *ex*Aikaterini M. Goulandris, *ex*Pendarves)<br>1 *Dk* (*pt Stl pt Irn*) & *Web frames* & *pt Awng dk* (*Irn*) | ss Cff. 2nd No. 3–12,18<br>ss Bla. No. 2–27 | 2541<br>2068<br>1466 | ✠ —<br>3,31<br>✠ | Ist | *t* | | 1892<br>9mo | Sir R Dixon & Co.<br>Middlesbro' | Kalkavan Riza ve Oglu Ismail Vapur Idaresi | 299·5 \| 40·1 \| 20·5<br>P27′Q84′ FK<br>*Cell* | Istanbul<br>Turkish<br>*6 BHCem* | T.3Cy 23″, 37½″ & 61½″–39″<br>NDB 17 244 NHP<br>2SB, *6cf*, GS 91, HS 3788<br>T. Richardson & Sons, Hpl. | 22 ″ 10 | I<br>† |
| 85522 UPCD | **Ussuri** (*ex*BaronSempill–34, *ex*WarPlum)<br>1 *Dk* (*Stl*)<br>*Cruiser Stern* | ss Gmh. No. 3–4,31 | *2498*<br>*2255*<br>*1447* | ✠ ...<br>1,35<br>✠NB 7,27 ✠ | Gls | *t* | | 1919<br>1mo | C. Hill & Sons<br>Bristol | U.S.S.R.<br>*Cell DB* 252′ 670*t FPT* 70 | 303·0 \| 43·0 \| 20·8<br>P33′B80′F33′ FK | Leningrad<br>Russian<br>*6 B Hpt Cem*<br>*t APT* 180*t* | T.3Cy. 22″, 36″ & 59″–39″<br>268 NHP<br>2SB, *6cf*, GS 113, HS 4604<br>W. Simons & Co. Ld. Renfrew | 23 ″ 0 | |
| 85523 JKGC | **Ussuri Maru** (P)<br>37063<br>*Ref. Mchy.*<br>*Cruiser Stern* | Twin Sc<br>ss Kob. No. 3–3,38<br>2 *Dks* (*Stl–Wthr dk* ws)<br>3*rd dk* (*Stl*) *except in after hold* & *pt No. 3 hold* | 6386<br>5110<br>3784 | ✠ ...<br>1,39<br>✠ | Kob | *a*† | | 1932<br>3mo | Mitsubishi Zosen Kaisha Ld.<br>Nagasaki | Osaka Syosen K.K.<br>*Cell DB* 341′ 869*t*<br>*Wing tanks* | 406·6 \| 55·0 \| 33·0<br>F45′ FK<br>*in ER* 8′ 64*t FPT* 52*t* | Osaka<br>Japanese<br>*6 BHCem*<br>*Coll „ to Wdk*<br>*APT* 121*t* | 4 Steam Turbines DR geared to 2 Sc. Shafts<br>1157 NHP<br>5SB, *15cf*, GS 320, HS 12565<br>Mitsubishi Zosen Kaisha Ld. | 33 ″ 0 | |
| 85524 IVHR | **Ustica** (P)<br>18 | 1 *Dk* | 403<br>—<br>198 | | | | | 1911 | Mackie & Thomson, Ld<br>Glasgow | La Meridionale Soc. Anon. di Navig. | 161·7 \| 24·0 \| 10·3<br>153·0 | Trapani<br>Italian<br>*WB* | T.3Cy. 13″, 22″ & 36″–24″<br>64 NHP<br>W.V.V. Lidgerwood, Gls. | | I |
| 85525 KUMC | **Utacarbon**<br>219817<br>*Mchy. Aft*<br>D.F. | *Fitted for oil fuel*<br>2 *Dks*<br>*Longitudinal framing*<br>*Carrying oil in bulk* | 6878<br>—<br>4283 | | | | | 1920 | Bethlehem S.B.Corp.Ld.<br>Alameda, Cal. | Union Oil Co. of California | 435·4 \| 56·1 \| 33·8<br>P106′B50′F44′ | Ls. Angeles<br>Utd. States<br>*WB* | T.3Cy. 27½″, 47″ & 78″–48″<br>422 NHP<br>Bethlehem S.B.Corp.Ld.<br>Alameda, Cal. | | R |
| 85526 KOTD | **Utahan** (*ex*GoldenPeak–37, *ex*Crosskeys)<br>219416<br>D.F. *Ref. Mchy.* | *Fitted for oil fuel*<br>2 *Dks* & 3 tr *B* | 7031<br>6617<br>4381 | | | | | 1919 | Skinner & Eddy Corp.<br>Seattle, Wash | American-Hawaiian S.S.Co. | 410·5 \| 54·2 \| 35·1<br>P27′B61′F19′ | New York<br>Utd. States<br>*WB* | T.3Cy. 25″, 42″ & 72½″–48″<br>364 NHP<br>Seattle Machine Works, Seattle | | R |
| 85527 LYKB | **Utena** (*ex*Barfrost–37, *ex*Meathside)<br>*Well deck* *Mchy. Aft*<br>Wireless *Ref. Mchy.* | ss Osl. No. 3–10,33<br>ss Lie. No. 1–38<br>1 *Dk* (*Stl*) | 542<br>362<br>205 | ✠100A1<br>8,38<br>BS11,39 ✠LMC8,38<br>✠Lloyd's RMC2,~~39~~ 5,40<br>No later survey reported | Lie | *h* | CL<br>8,38 | 1920<br>9mo<br>*Lloyd's SA&CP* | W. Simons & Co. Ld.<br>Renfrew | Akc. B-vé Lietuvos Baltijos Lloydas<br>*Cell D Bf* 90′ 134*t FPT* 47*t* | 167·5 \| 26·7 \| 10·4<br>Q94′B9′F32′ BK 7½″<br>*APT* 23*t* | Sventoji<br>Lithuanian<br>*3 BHCem* | T.3Cy. 14″, 24″ & 40″–30″ (*s*)<br>180 lb 89 NHP<br>1SB, *3cf*, GS 61, HS 2009<br>W. Simons & Co. Ld. Rnf. | 12 ″ 8<br>s 4 ″ 3¾<br>13 ″ 0½ | |
| 85528 200354 | **Utica**<br>*Mchy. Aft* | 2 *Dks* | 3533<br>—<br>2658 | | | | | 1904 | Detroit S.B.Co.<br>Wyandotte. | Great Lakes Transit Corporation | 325·0 \| 44·2 \| 20·9 | Buffalo NY<br>Utd. States<br>*WB* | Q.4Cy. 19″, 27½″, 40″ & 58″–42″<br>218 NHP<br>Detroit S.B.Co. Detroit | | |
| 85529 JCIM | **Utide Maru** (*ex*Willandra–38, *ex*Tower Abbey–35, *ex*Bata–34) | ss Drt. No. 3–2,34<br>2 *Dks* (*Stl*) | 5275<br>—<br>3173 | ✠ ...<br>5,38<br>✠ | HKg | *y* | | 1919<br>10mo | J. Brown & Co. Ld.<br>Glasgow | Taihei Kisen K.K. (Yamashita Kisen K.K. *Mgrs.*)<br>*Cell DB* | 400·8 \| 52·3 \| 28·5<br>P40′B113′F49′ FK<br>345′ 1134*t FPT* 118*t* | Kobe<br>Japanese<br>*7 BHpt Cem*<br>*APT* 176*t* | T.3Cy. 27″, 44″ & 73″–48″<br>517 NHP<br>3SB, *9cf*, GS 190, HS 7668<br>Harland & Wolff, Ld. Gls. | 31 ″ 0 | C<br>† |
| 85530 IBQB | **Utilitas** (*ex*Ansaldo Terzo)<br>845<br>*Mchy. Aft*<br>D.F. 1 *Dk* | *Fitted for oil fuel*<br>*Carrying oil in bulk* | 5342<br>4574<br>3026 | | | | | 1918 | G. Ansaldo & Co.<br>Sestri P'nente | Soc. Anon. Industria Armamento | 393·2 \| 51·6 \| 28·4<br>P134′B30′F36′ | Genoa<br>Italian<br>*WB* | 2 Steam Turbines SR geared to 1 Sc. Shaft<br>G. Ansaldo & Co. Smprdrna | | CI |
| 85531 SHBU | **Utklippan** (*ex*Trostan, *ex*Jersey)<br>7347<br>*Well deck*<br>Wireless | Iron<br>ss Osc. 4th No. 3–3,36<br>1 *Dk* (*Stl*) & *Web frames* 2 tr *B*<br>ss Got. No. 1–40 | *1599*<br>*1298*<br>*876* | ✠100A1<br>2,40 ~~2,39~~<br>✠NB 3,11<br>BS2,39 | Lkr<br>Skm<br>✠LMC ~~3,36~~<br>MS 4,40 | *q* | N 9,39 | 1883<br>3mo<br>*Lloyd's SA&CP* | Palmers' Co.<br>Newcastle | Torsten Carlbom | 260·0 \| 36·2 \| 17·0<br>Q94′B60′F31′ FK<br>*Cell D B* 220′ 365*t* | Stockholm<br>Swedish<br>*4 BHCem*<br>*APT* 75*t* | C.2Cy. ~~24½″~~ & 50″–39″ (*s*)<br>120 lb 21½ 99 NHP<br>2SB, *4pf*, GS 82, HS 2720<br>Palmers' Co. Ld. Newcastle | 19 ″ 0<br>s 1 ″ 8½<br>17 ″ 6 | |
| 85532 SHBW | **Utö** (*ex*River Teign, *ex*Holmpark)<br>7266<br>*Well deck*<br>*Cargo battens not fitted* | ss Osc. 2nd No. 3–3,38<br>1 *Dk* (*Stl*) | *1444*<br>*1192*<br>*842* | ✠100A1<br>6,40 ~~8,39~~<br>✠LMC<br>MS 3,38 BS 7,39 | Skm<br>Lkr | *p* | CL<br>3,38 | 1914<br>2mo<br>*Lloyd's SA&CP* | Greenock & Grngemouth Dkyd. Co. Ld.<br>Grngemouth | Rederi A/B Rex (K.M. Källström, *Mgr.*) | 250·1 \| 37·2 \| 16·5<br>P17′Q70′B65′F26′ FK<br>*Cell D Ba* 68′ *u* E 15′ | Stockholm<br>Swedish<br>*4 BHCem* | T.3Cy. 18″, 30″ & 50″–36″ (*r*)<br>180 lb 172 NHP<br>2SB, *6cf*, GS 94, HS 2766<br>Cooper & Greig, Dundee<br>*f* 107′ 357*t FPT* 31*t APT* 50*t* | 18 ″ 7<br>s 1 ″ 6½<br>17 ″ 3 | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Renouvellement. | 7* L'ete de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Creux sur Quille / Francbord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. Bd of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85533 | **Utsire** (*ex*EliasKrammer,*ex*Capto) | | 4441 | ✠ | | NNs | *x* | 1917 | Moore& | D/S A/S Aslaug | 376·1 | 52·3 | 25·5 | Haugesnd | T.3Cy.24",41"&68"–45" | 28 ″ 0 | N |
| | | | 4111 | 3,22 | | | | 1mo | ScottIron | (JohnK.Haaland& | P107'H180t | | | Norwegian | NE28 310NHP | | † |
| LGLA | D.F. *2 Dks(Stl)* | | 2786 | ✠ | | | | | Works | Co.A/S,*Mgrs.*) | *CellD*283' | FK | | 6*BHptAsp* | 3SB,*Def*, HS7704 | | |
| | *Fitted for oil fuel* | | | | | | | | Oakland,Cal. | 1061t*DT*/21'347t | *DTa*30'230t*FPT*96 | | | *APT*132t | N.E.MarineEng.CoLdNwc | | |
| 85534 | **Uwazima Maru No. 13** Ⓟ Sp | | 471 | | | | | 1910 | S.Ono | UwazimaUnyu | 163·5 | 22·3 | 15·6 | Yawata | T.3Cy.13½",21½"&34½"–24" | | |
| 13140 | | | 402 | | | | | | Osaka | K.K. | | | | Japanese | 58NHP | | |
| JGQF | *2 Dks* | | 271 | | | | | | | | | | | | S.Ono,Osaka | | |
| 85535 | **Uwazima Maru No. 14** Ⓟ Sp | | 343 | | | | | 1912 | S.Ono | UwazimaUnyu | 148·7 | 20·4 | 12·9 | Yawata | T.3Cy.12",19"&32"–22" | | |
| 14877 | | | 285 | | | | | | Osaka | K.K. | | | | Japanese | 48NHP | | |
| JGRF | *2 Dks* | | 198 | | | | | | | | | | | | S.Ono,Osaka | | |
| 85536 | **Uwazima Maru No. 15** Ⓟ Sp | | 824 | | | | | 1913 | S.Ono | UwazimaUnyu | 187·7 | 27·3 | 17·5 | Yawata | T.3Cy.14½",24"&40"–30" | | |
| 16689 | | | 678 | | | | | | Osaka | K.K. | | | | Japanese | 88NHP | | |
| JGSF | *2 Dks* | | 493 | | | | | | | | | | | *WB* | S.Ono,Osaka | | |
| 85537 | **Uwazima Maru No. 18** Ⓟ | | 885 | | | | | 1922 | Harada | UwazimaUnyu | 182·0 | 30·0 | 18·5 | Osaka | T.3Cy.15½",26"&44"–30" | | |
| 28725 | | | 683 | | | | | | ZosenK.K. | K.K. | | | | Japanese | 107NHP | | |
| JGTF | *2 Dks* | | 519 | | | | | | Osaka | | | | | | | | |
| 85538 | **Uwazima Maru No. 21** Ⓟ | | 739 | | | | | 1904 | OsakaIron | UwazimaUnyu | 183·6 | 27·3 | 18·2 | Osaka | T.3Cy.14½",24½"&39"–30" | | |
| 9121 | (*ex*GishuMaru–33) | | 665 | | | | | | Works | K.K. | B42' | | | Japanese | 83NHP | | |
| JJYE | *2 Dks* | | 444 | | | | | | Osaka | | | | | *WB* | OsakaIronWorks,Osaka | | |
| 85539 | **Uwazima Maru No. 22** Ⓟ | | 731 | | | | | 1904 | OsakaIron | UwazimaUnyu | 183·6 | 27·3 | 18·2 | Osaka | T.3Cy.14½",24½"&39"–30" | | |
| 9128 | (*ex*AntoMaru–33) | | 680 | | | | | | Works | K.K. | | | | Japanese | 83NHP | | |
| JJZE | *2 Dks* | | 428 | | | | | | Osaka | | | | | *WB* | OsakaIronWorks,Osaka | | |
| 85540 | **Uwazima Maru No. 23** Ⓟ | | 345 | | | | | 1935 | YendoIron | UwazimaUnyu | 145·0 | 22·0 | 13·5 | Uwajima | Oil Engines 2S.C.SA | | |
| 40407 | *Oil Eng.* | | — | | | | | | Works | K.K. | | | | Japanese | 5Cy.16⅛"–18½" 240NHP | | |
| JISH | | | 185 | | | | | | Osaka | | | | | | NipponHatsudokiK.K. | | |
| | | | | | | | | | | | | | | | Kobe | | |
| 85541 | **Uwazima Maru No. 25** Ⓟ | | 744 | | | | | 1907 | OsakaIron | UwazimaUnyu | 180·0 | 26·3 | 18·1 | Osaka | T.3Cy13½",21½"&36⅝"–27" | | |
| 10343 | (*ex*BeppuMaru–36) | | 663 | | | | | | Works | K.K. | | | | Japanese | 68NHP | | |
| JLVE | *2 Dks* | | 503 | | | | | | Osaka | | | | | | OsakaIronWorks,Osaka | | |
| 85542 | **Uxmal** Ⓟ (*ex*Coahuila–39) | | 2876 | ✠ | | SFo | *t* | 1916 | WCramp& | MexicanGovern- | 304·6 | 45·2 | 20·1 | VeraCruz | T.3Cy.20",33"&55"–36" | 22 ″ 8 | |
| | *ss*N.Os.No.1–20 | | — | 10,25 | | | | 5mo | SonsS&EBCo | ment(operated by | B90'F36' | | | Mexican | NB37 262NHP | | |
| XCCJ | *Fitted for oil fuel* | | 1892 | ✠ | | | | | Philadelphia | TransportesMar- | | FK | | 6*BHCem* | 2SB,*6cf*,GS107,HS3994 | | |
| | *2 Dks(Stl)* | | | | | | | | | itimos,S.C.O.P.) | | | | | W.Cramp&SonsS&EBCo. | | |
| | | | | | | | | | | *CellD* | *B*248'605t*FPT*108t | | | *APT*148t | | | |
| 85543 | **Uyo Maru** | | 7503 | ✠100A1 | | Tama | *b*† | CL | 1933 | Mitsubishi | ToyoKaiunK.K. | | | 436·4 | 58·5 | 32·8 | Tokyo | Oil Engines 2S.C.SA | 32 ″ 10 |
| 38732 | *Oil Eng.* | | 3069 | 10,39 | | | | 9,38 | 10mo | ZosenKaisha | | | | Japanese | 6Cy.28½"–49⅛" 839NHP | | s 6 ″ 6½ |
| JBTJ | *ss*Kob.No.1–37 | | 6489 | *t* | | LMC CS8,37 | | | | Ld. | | | | P30'B157'F41' | FK | *ptCem* | DB120*lb* | | 26 ″ 5½ |
| Now | Sinanogawa Maru," *see No. 2 Dks(Stl)* | | 4277 | DBS10,39 | | | | | | Nagasaki | | | | 6*BHtoUdk* | MitsubishiZosenKaishaLd. | | |
| | | | | | | | | *Lloyd's* | *AS&CP.* | | *'Tween dkBH above* | | | 1 ,, ,, 2nd ,, | | | |
| | | | | | | | | *ve* 150° | *F. in D.T.* | | *Tank* | | | *BH dispensed with* | | | |
| | | | | *Carrying cargo oil F.P. above* | | | | | | *CellDB*368' | 1383t*FPT*259t*APTs*224t*DTa* | | | | 36'1131t | | |
| 85544 | **Uzbekistan** | | 3039 | | | | | 1937 | Atel.&Ch. | U.S.S.R. | 326·3 | 48·1 | 22·9 | Archangel | T.3Cy.20½",33 1/16"&53½"– | | |
| | | | 2569 | | | | | | de la Loire | | P31'B98'F38' | | | Russian | 35 7/16" 170NHP | | |
| UVBY | E.S.D. *1 Dk* | | 1625 | | | | | | St.Nazaire | | | | | | & LP turbine with DR gear- | | |
| | | | | | | | | | | | | | | | ing & hydraulic coupling | | |
| | | | | | | | | | | | | | | | Rheinmetall-BorsigA.G. | | |
| | | | | | | | | | | | | | | | Berlin-Tegel | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. Year Assigned or Renewed. | 7 Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated if of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85545 | **V. Mayakovsky** (*ex*BelaKhun–37) | | 3972 | | | | | 1929 | Severney S.B.Yard Leningrad | U.S.S.R. | 346·0 | 48·7 | 27·2 | Leningrad Russian | Oil Engines 2S.C.SA 4Cy.26¾"–35⅞" 500NHP | | |
| UOBI | Sub.Sig. | *Oil Eng.* 2*Dks* | 3537 2261 | | | | | | | | P31'B52'F34' | | | *WB* | Russian Diesel Works, Len | | |
| 85546 | **V. Puchol** Ⓟ (*ex*MarcoPolo) | TwinSc *Oil Eng.* | 1551 — | | | | | 1896 | N.Odero fuA. SestriPnente | Cia.Trasmediterranea | 277·2 | 36·9 | 19·8 | Valencia Spanish | Oil Engines 4S.C.SA 20Cy.20⅞"–20⅞" 856NHP *Emade—, fitted*25 Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg | | V |
| EAQA | Wireless | 2*Dks* | 637 | | | | | | | | | | | | | | |
| *Should be* "Vicente Puchol," *see No.* 90508 *in Supplement* | | | | | | | | | | | | | | | | | |
| 85547 | **Vaagan** (*ex*Skaupsjönut, *ex*BokerÖenII) | | 687 571 | | | | | 1921 | Bokerö ens Skibsbyggeri Svelvik | A/S Vesteraalens Dampskibsselskap | 181·2 | 31·1 | 12·9 | Stokmarknæs Norwegian | T.3Cy.13½",22"&37½"–28" 75NHP | | N |
| LFFB | *Mchy.Aft* | 1*Dk* | 366 | | | | | | | | P60*t* H7*t* F27*t* | | | *WB* | Akers Mek.Verk.Oslo | | |
| 85548 | **Vaalaren** | TwinSc | *3406* | ✝100A1 | Got | *x* | CL | 1936 | Eriksbergs M.V.Aktieb. Gothenberg | RederiA/B Transatlantic (G. Carlsson, *Mgr.*) | 367·9 | 51·7 | 20·3 | Gothenbrg Swedish | Oil Engines 2S.C.SA 12Cy.19½"–35⅞" 810NHP | 25 " 6 | |
| 8102 | | *Oil Eng.* | *2651* | *with freeboard* | | | 1,40 | 9mo | | | 380·7(O.L.) | | | | | s 1 " 11 | |
| SJQN | D.F. 1*Dk & Shelter dk, 3rd dk in No.3 hold* | | *1851* | 1,40 ✝LMC9,36 | | | | | | | | | FK | *7 BH* | | 23 " 9½ | |
| | *Ref.Mchy.* | *Cruiser Stern* | | ✝Lloyd's RMC1,40 ~~7,4,0~~ 1,41 | | | | | | | | | | *Coll to Sh dk* 6 " *2nd* " | Eriksberg M.V.Aktieb.Got | | |
| | *Strengthened for navigation in ice* | | | | | | | | | | | | | | | | |
| | | | | for temp. 30° F. | | | | | | *Cell DB* 305' | 1087*t Tanks at side* | *s of tunnels* 65*t* | *FPT* | 46*t* | *APT* 134*t* | | |
| 85549 | **Vacport** | | 6774 | ✝100A1 | Fal | *a*† | CL | 1939 | Howaldts-werke A.G. Hamburg | Socony-Vacuum Transportation Co.Ld. | 423·3 | 60·2 | 32·8 | London British | C.4Cy.(2)22 1/16"&(2)47½"– | 33 " 0 | |
| 167309 | | | 6235 | 2,41 ~~6,40~~ | Suz. | 2 | | 8mo | | | 433·5(O.L.) | | | 11 | 47½" 228lb (*s*) 550NHP | s 6 " 0¾ | |
| ~~YRCN~~ MPMT | D.F E.S.D. GyC. | 2*Dks* | 3970 | ✝LMC8,39 | | | | | | | P82'B35'F44' | | FK | *B Hpt Asp* | 3SB(Spt),*9cf*, HS8393 FD | 27 " 1½ | |
| GNBP | *Longitudinal framing–bracketless system* | | | *Carrying Petroleum in bulk* | | | | | | *Cell D Bu E* 71'210*t* | *DT f* 28'752*t FPT* 2 | | | 30*t APT* 45*t* | Rheinmetall-Borsig A.G. Berlin Tegel | | |
| | *Mchy.Aft* | *Cruiser Stern* | | *Fitted for oil fuel* 8,39 | | | *F.P. a* | *Lloyd's SA&CP* above 150° F. | | | | | | | | | |
| 85550 | **Vacuum** | | 7020 | ✝100A1 | NYk | *a*† | CL | 1920 | Moore S.B. Co. Oakland, Cal. | Socony-Vacuum Oil Co. Inc. | 425·8 | 57·0 | 31·2 | New York Utd. States | T.3Cy.27½",46"&78"–51"(*s*) | 33 " 0 | |
| 220165 | | *ss*Bal.No.3–6,33 | 6444 | ~~3,40~~ 4,41 | ~~Gal~~ | ~~3,38~~ | | 5mo | | | 438·4(O.L.) | | | 220lb | 680NHP | s 5 " 11 | |
| KUTS | | *ss*NYk.No.1–37 | 4329 | ~~BS2,40~~ ✝LMC9,37 | | 2,41 | | | | | P106'B50'F41' | | FK | 16 *BH pt Asp* | 3SB,*9cf*, HS9900 FD | 27 " 4 | |
| | *Mchy.Aft* | 2*Dks(Stl) & Web frames* | | *Carrying Petroleum in bulk* | | | | A&CP above 150° F. | *Cell D Bu E & B* 61' 143*t D* | | *Tf* 35'948 *APT* 122*t* | | | (9 *to U dk* 7 " *2nd* ") | Hooven, Owens, Rentschler Co. Hamilton, O. | | |
| | D.F. GyC. | *Longitudinal framing* | | *Fitted for oil fuel* 5,20 | | | *F.P. a* | | | | | | | | | | |
| | | | | BS2,41 | | | | | | | | | | | | | |
| 85551 | — | | 622 | | | | | 1939 | D.W. Kremer Sohn Elmshorn | Deutsche Vacuum Oel A.G. | 184·8 | 29·6 | 11·5 | Hamburg German | Oil Engines 4S.C.SA 6Cy.15⅜"–21½" 138NHP | | G |
| | *Cruiser Stern* | *Oil Eng.* | 497 | | | | | | | | P44'F35' *Trunk* 81' | | | *WB* | Maschinenfbrk.Augsburg-Nürnberg A.G Augsburg | | |
| DJZM | *Mchy.Aft* | 1*Dk* | 283 | | | | | | | | | | | | | | |
| | E.S.D. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 85552 | **Væ Victis** | | *1829* | ✝100A1 | Bdx | *q* | ~~40,37~~ | 1920 | J.Crown &Sons,Ld. Sunderland | M.Goossens (T.D. John (Shipping) Ld. *Mgrs.*) | 268·0 | 37·9 | 17·6 | Antwerp Belgian | T.3Cy.20½",33"&54"–39" | 19 " 9 | |
| | | *ss*Bdx.No.3–8,33 | *1499* | 11,37 | | | 5,40 | 7mo | | | 277·5(O.L.) | | | 180lb (*s*) 199NHP | | s 1 " 11 | |
| OPVA | D.F. | *ss*Bdx.No.1–37 | *1038* | ✝LMC | | | | | | | P24'Q82'B51'F30' | | FK | 2SB,*4pf*, GS80, HS3086 | | 18 " 0 | |
| | *Well deck* | 1*Dk(Stl)* | | MS11,37 ~~BS5,39~~ | | | | *Lloyd's SA&CP* | | *Cell DB* 223'426*t FPT* 105*t* | | | | 3 *BHCem* | NE. Marine Eng.Co.Ld.Sld | | |
| | *Cargo battens not fitted* | | | BS7,41 9,40 | | | | | | | | | | *APT* 100*t* | | | |
| 85553 | | 1*Dk* | 537 | | | | | | Rotterdam | | | | | *WB* | Gebr.Stork&Co.Hengelo | | G |
| 85592 | **Van Gelder** (*ex*Lies–40, | | 325 | | Cff | | OG | 1914 | E.Berning- | Hollandsche Zeevaart (J.Vermaas' | 131·7 | 26·4 | 9·7 | Rottrdam | Oil Engines 2S.C.SA | | |
| | | | | | | | 1,41 | | | | | | | | | | |
| 85554 | **Vaga** | | 1615 | | | | | 1924 | Laxevaags Msk.&Jrnskb Bergen | Det Bergenske Dampsksisk. | 246·2 | 37·9 | 15·6 | Bergen Norwegian | T.3Cy.18⅜",29"&49"–33" 133NHP | | N |
| | | | 1204 | | | | | | | | P65*t* Q109*t* B124*t* | | | | | | |
| LDRE | | 1*Dk* | 944 | | | | | | | | H77*t* | | | *WB* | Laxevaags Msk&Jrns.Bgn | | |
| 85555 | **Vahur** (*ex*HendrikConscience–32, | | 893 | ✝ ~~—~~ | | Ant | *l* | 1894 | Wood, Skinner&Co. Newcastle | M.Utow | 200·4 | 32·7 | 12·7 | Tallinn Estonian | T.3Cy.14½",26"&43"–30" | 15 " 0 | V |
| 891 | *ex*Rose, *ex*Genbert, *ss*Bry.2nd No.3–11,19 | | 775 | 11,32 | | | | 5mo | | | P17'Q82'B9'F25' | | FK | NDB02 *fitted*07 | 93NHP | | † |
| ESEO | *ex*Rose) | *ss*Ant.No.2–29 | 498 | ✝NB3,15 ✝ | | | | | | | | | | 1 *BHCem* | 1SB, *3pf*, GS49, HS1835 | | |
| | *Well deck* | 1*Dk(Irn) & Web frames* | | | | | | | | *Cell DB* 167'245*t FPT* | | | | 35*t APT* 22*t* | N.E.MarineEngCoLd.Nwc | | |
| 85556 | **Vaillant Cuturier** | TwinSc | 7602 | | | | | 1930 | States S.B. Yd."Marti" Nicolaieff | U.S.S.R. | 446·1 | 56·1 | 32·4 | Tuapse Russian | Oil Engines 2S.C.SA 8Cy.23⅝"–41 11/16" 776NHP | | |
| | (*ex*NikolaiJanson–39, *ex*Soyuz | *Oil Eng.* | 6742 | | | | | | | | P98'B47'F58' | | | *WB* | States S.B.Yd."Marti" Nicolaieff | | |
| UOWC | Metallistov S.S.S.R.–34) | 2*Dks* | 4078 | | | | | | | | | | | | | | |
| | | *Carrying oil in bulk* | | | | | | | | | | | | | | | |
| | *Mchy.Aft* | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 85557 | **Vaindlo** Ⓟ (*ex*Halland–39, | | 604 | | | | | 1897 | Lindholmens V.A. Gothenburg | Laevaühing G.Sergo&Ko. | 174·6 | 25·9 | 10·9 | Tallinn Estonian | T.3Cy.14½",23½"&39"–27" 79NHP | | V |
| | *ex*Vestkusten) | | 349 | | | | | | | | P104'H44*t* F16' | | | | | | |
| ESHT | | 1*Dk* | 329 | | | | | | | | len 27 | | | | N.E.MarineEngCoLd.Nwc | | |
| 85558 | **Val de la Haye** (*ex*Herbert, | | 385 | | | | | 1923 | Schiffs-u. Dockbauwrft Flender A.G. Lübeck | Soc.de Navigation Côtière (Eugène Huret, *Mgr.*) | 142·1 | 24·1 | 10·9 | Rouen French | C.2Cy.14⅜"&24⅜"–15¾" 20NHP | | V |
| | *ex*Pietje) | | 311 | | | | | | | | P43'F30' | | | *WB* | G.Seebeck A.G. Wesermünde-G. | | |
| TUHZ | | 1*Dk* | 181 | | | | | | | | | | | | | | |
| 85559 | **Valaya** | | 1311 | ✝100A1 | Bgk | *n* | CL | 1918 | Hong K'ng &Whampoa Dock Co.Ld. Hong Kong | Thai Nav.Co.Ld. | 223·4 | 35·6 | 17·8 | Bangkok Thai | T.3Cy.17",27"&44"–30" (*s*) | 20 " 0 | |
| 299 | | *ss*Bgk.No.3–3,30 | 1153 | *Awng dk* | | | N3,40 | 6mo | | | | | | 190lb | 136NHP | s 4 " 11 | |
| HSAG | | *ss*Bgk.No.2–38 | 803 | *with freeboard* | | | | | | | F31' | | FK | *pt Cem* | 2SB, *4cf*, GS88, HS2822 | 15 " 5 | |
| | | 1*Dk(Stl) & Awng dk(Teak)* | | 9,40 ~~3,40~~ BS9,40 | | | | | | *Collision BH to Awng dk* | | | | 3 *BH to U dk* | Hong Kong & Whampoa Dock Co.Ld. Hong Kong | | |
| | | *Cargo battens not fitted in Awng 'tween dks* | | ~~BS10,30~~ ✝LMC11,38 | | | | *Lloyd's SA&CP* above 150° F. | | *Cell DB* 180' 237*t FPT* | | | | 18*t APT* 18*t* | | | |
| | | | | *Fitted for oil fuel* 6,18 | | | *F.P. a* | | | | | | | | | | |
| 85560 | **Valborg** | WoodAux4MstSr | 965 | ✝ | Lon | 12 | | 1919 | Cholberg Shipyard Victoria, B.C. | G.Erikson | 210·6 | 39·5 | 16·4 | Mariehmn Finnish | Oil Engines 2S.C.SA 8Cy.14 7/16"–15⅜" 284NHP | 19 " 8 | V |
| 745 | (*ex*Sailing Vessel, | *Oil Eng.* | — | 12,27 | | | | 8mo | | | 206·5 | | | | *Emade*17, *refitted*33 | | † |
| OHVI | *ex*Cyntia, *Salted* | 1*Dk 2 tr B* SSLon.27 | 472 | ✝DB9,19 | | | | | | | P26'F46' | | | | Skandia Pacific Oil Eng.Co. Oakland, Cal. | | |
| | *ex*Washington) | | | | | | | | | | | | | | | | |
| | *(See Sailing Ship Register)* | | | | | | | | | | | | | | | | |
| 85561 | — | | 844 | ✝100A1 | Bkn | *m* | OG | 1914 | Antwerp Eng.Co.Ld. Hoboken | Ministry of Shipping (J.Hay&Sons, Ld. *Mgrs.*) | 210·3 | 31·8 | 13·3 | London British | T.3Cy.13",21"&35"–27" (*s*) | 15 " 7 | |
| 167454 | | *ss*Cpn.No.3–8,28 | 703 | 5,39 | | | 3,37 | 6mo | | | | | | 180lb | 81NHP | s 1 " 6½ | |
| MPFM | | *ss*Svb.No.2–37 | 506 | ~~BS5,39~~ 2,41 ✝LMC4,37 | | | | | | *Cell DB* a47' *nE* | P29'B62'F26' | | FK | 4 *BHCem* | 2SB, *4cf*, GS44, HS1410 | 14 " 3 | |
| | *Well deck* | 1*Dk(Stl)* | | | | | | *Lloyd's SA&CP* | | | 21'99'273*t FPT* 17*t* | | | *APT* 10*t* | MacColl&Pollock, Ld.Sld. | | |
| 85562 | **Valdarno** (*ex*Attività, | | 5696 | ✝ ... | Gen | *z* | | 1919 | J Coughlan &Sons Vancouver, B.C. | "Corrado" Soc. Anon.di Nav. | 421·2 | 51·7 | 27·2 | Genoa Italian | T.3Cy.26",43½"&73"–48" | 29 " 9 | I |
| 1677 | *ex*WarColumn) | *ss*Gen.No.3–5,29 | 5100 | 6,36 | | | | 7mo | | | 410·6 \| 54·1 \| 27·5 | | | 480NHP | | | † |
| IBCD | D.F. | *ss*Mfl.No.1–34 | 3465 | ✝ | | | | | | *Intermediate B H in fore hold dispensed with* | P44'B115'F47' | | FK | *pt Cem* | 3SB, *9cf*, GS189, HS8325 | | |
| | | 2*Dks(Stl)* | | ✝NE15 *refitted* 6,29 | | | | | | *Cell DB* | 268'1274*t FPT* 131*t* | | | 6 *B Honly* *APT* 85*t* | Stabilimento Tecnico, Tri. | | |

~~✝ Surveys delayed. Vessel, when last reported, in port in enemy occupation~~

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant et Périf. Lettre d'Equipement. | Date de la dernière visite de flotte porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. pds | pt. | 15 Joyeuses où coté si et où dans le L. H. Dans le Cert. Rad. Trans. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85563 | **Valdemar** (P) | **TwinSc** | 350 | | | | | 1886 | Burmeister | DenDanske stat | 140·0 | 31·6 | 12·0 | Glyngöre | C.4Cy.21½″&37″–18″ | | | I |
| | (*Ferry*) | | 331 | | | | | | & Wain | Ministeriet for | | | | Danish | 97NHP | | | † |
| OYIS | 1 *Dk* 2 *tr B* | | 96 | | | | | | Copenhagen | Handel Industri og Söfart | | | | *WB* | Burmeister & Wain, Cpn. | | | |
| 85564 | **Valdirosa** (*ex* Eggesford) | | 4434 ✠ | … | | | | 1914 | R. Thomp- | I.N.S.A. (Industrie | 397·0 | 52·0 | 24·0 | Genoa | T.3Cy.25″,41″&68″–45″ | 26 ″ 6 | | I |
| 1165 | *ss* Spz. No. 3–5, 28 | | 4114 | 2,32 | | | | 11mo | son & Sons, Ld. | Navali Soc. Anon.) | 385·0 | | | Italian | 348NHP | | | † |
| ICLU | D.F. 1 *Dk* | | 2773 | ✠ | | | | | Sunderland | | P35′B240′F37′ FK | | | *WB* | N.E. Marine Eng. Co. Ld. Sld. | | | |
| 85565 | **Valdivagna** (*ex* Laguna–39) | | 5400 ✠ | —— | Tri | *y* | | 1913 | Cantiere | Azienda Carboni | 404·1 | 54·0 | 28·8 | Trieste | T.3Cy.26″,42″&70″–48″ | 32 ″ 0 | | I |
| 82 | *ss* Tri. No. 3–3, 26 | | 5022 | 12,39 | | | | 12mo | San Rocco | Italiani (Carlo | 389·9 | | | Italian | 499NHP | | | † |
| IBDS | *ss* Tri. No. 2–34 | | 3319 | ✠ | | | | | Trieste | Martinolich & | | | FK | 6 *B H Cem* | 3SB, 9*cf*, GS148, HS7590 | | | |
| | D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)* | | | | | | | | | Figlio, *Mgrs.*) | | | | *Cell D Ba* 128′ *u E* & *B* 43″ *f* | 166′ 1300 *t F P T* 114 *t A P T* 244 *t* | | | |
| | | | | | | | | | | | | | | Clyde S. B. & E. Co. Ld. P. Gls. | | | | |
| 85566 | **Valdona** (*ex* Mortlake–33, | | 3042 ✠ | —— | Bly | *v* | | 1904 | Bartram & | J. Freyman, J. | 339·0 | 48·1 | 22·0 | Riga | T.3Cy.24″,38″&64″–42″ | 24 ″ 6 | | C |
| 196 | *ex* Antiope, | *ss* Shl. 2nd No. 3–9, 28 | 2878 | 1,36 | | | | 2mo | Sons | Zalcmanis & K. | P30′B189′F33′ | | | Latvian | 296NHP | | | † |
| YLFO | *ex* Cragside) | *ss* Shl. No. 3–11, 30 | 1903 | ✠ NE1, 19 ✠ | | | | | Sunderland | Jansons (Latvian | | | FK | 6 *B H Cem* | 2SB, 6*rf*, GS106, HS4667 | | | |
| | | 1 *Dk (Irn)* & *deep framing* | | | | | | | | Shipping Co. *Mgrs*) | | | | | J. G. Kincaid & Co. Ld. Grk. | | | |
| | | 3 *Dk rule* | | | | | | | | *Cell D Ba* 104′ *u E* & *B* 48′ *f* 139′ 904 *t F P T* 56 *t A P T* 44 *t* | | | | | | | | |
| 85567 | **Vale** | | 5950 | | | | | 1939 | Nordsee- | Seereederei | 443·6 | 59·0 | 23·6 | Hamburg | C.4Cy.(2)18⅛″&(2)43$\frac{5}{16}$″– | | | |
| | | | 5000 | | | | | | werke Emden | "Frigga" A.G. | F35′ | | | German | 43$\frac{5}{16}$″ & L P turbine with D R | | | |
| | D.F. E.S.D. | 2 *Dks* | 3020 | | | | | | G.m.b.H. | | | | | *WB* | gearing & hydraulic | | | |
| | | *Cruiser Stern* | | | | | | | Emden | | | | | | coupling HS6458 478NHP | | | |
| | | | | | | | | | | | | | | | Rheinmetall-Borsig A.G. | | | |
| | | | | | | | | | | | | | | | Berlin Tegel | | | |
| 85568 | **Valen** (*ex* Lydia–39, *ex* Swansea) | | *941* | ✠ 100 A1 | Hbg | *m* | OG | 1894 | W. Harkess | Rederi A/B Silva | 210·2 | 32·1 | 13·4 | Hisingborg | T.3Cy.17″,28″&46″–30″ (*s*) | 15 ″ 10 | | |
| 4727 | | *ss* Hbg. 3rd No. 3–7, 34 | *733* | 11,106,~~20~~ | Skm | | ~~5,37~~ | 2mo | & Son | (C. H. Witt, *Mgr.*) | 219·8 (O.L.) | | | Swedish | 160lb *90lb* NDN20 120NHP | s ″ 2½ | | |
| SFJ1 | | *ss* Hbg. No. 1–38 | *535* | ✠ LMC | | | 10,10 | | Middlesbro' | | Q98′B27′F25′ FK | | | 4 *B H Cem* | 1SB, 3*pf*, GS47, HS1870 | 14 ″ 10 | | |
| | *Well deck* | 1 *Dk (Irn)* & *Web frames* | | MS11,37 BS6,39 | | | | | A&CP | | *Cell D B* 155′ 230 *t F P T* 48 *t A P T* 12 *t* | | | | N.E. Marine Eng. Co. Ld. Sld. | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 85569 | **Valencia** | | 3096 | | | | | 1922 | Akt. Ges. | Rob. M. Sloman, Jr. | 338·0 | 49·3 | 21·0 | Hamburg | T.3Cy.27$\frac{9}{16}$″,38$\frac{1}{16}$″&62″–41½″ | | | G |
| | | | 2785 | | | | | | "Neptun" | | F34′ | | | German | 248NHP | | | |
| DHYP | D.F. Sub.Sig. | 2 *Dks* | 1808 | | | | | | Rostock | | | | | *WB* | A.G. "Neptun," Rostock | | | |
| 85570 | — | | *1593* | ✠ 100 A1 | Got | *r* | OG | 1925 | Nya Varvs- | Rederiaktieb. | 283·1 | 41·1 | 22·9 | Gothenburg | T.3Cy.20$\frac{1}{16}$″,33$\frac{1}{16}$″&54″–36″ | 18 ″ 0 | | |
| 7240 | | *ss* Sbg. No. 3–8, 38 | *1241* | *Shelter dk* | Osc | | ~~5,37~~ | 12mo | Aktb Öresund | Svenska Lloyd | 285·5 (O.L.) | 15·5 | | Swedish | 185lb (*s*) 222NHP | s ″ 2½ | | |
| SGXN | Wireless | 1 *Dk (Stl)* & *Shelter dk (Stl)* | *792* | *with freeboard* | | | 5,10 | | Landskrona | (K. R. Bökman, | | | FK | 4 *B H Cem* | 2SB (Spt), 6*cf*, GS84, HS3800 | 17 ″ 10½ | | |
| | D.F. | | | 6,405,~~30~~ | | | | | | *Mgr.*) | | | | *Coll B H to Sh dk* | Nya Varvs aktb. Öresund | | | |
| | | | | ✠ LMC | | | | | | *Lloyd's A & CP* | *Cell D B* 233′ 466 *t F P T* 43 *t* | | | *A P T* 18 *t* | | | | |
| | | | | MS3,38 BS9,39 | | | | | | | | | | | | | | |
| 85571 | **Valentijn** | | 2071 | | | | | 1927 | N. V. Schps | Koninkl. Paketv. | 300·3 | 46·2 | 14·6 | Batavia | C4Cy(2)18⅝″&(2)39½″–39½″ | | | V |
| | | | 1570 | | | | | | "De Maas" | Maats. | | | | Dutch | 160NHP | | | |
| PKFI | | 2 *Dks* | 1181 | | | | | | Slikkerveer | | | | | *WB* | Werkspoor Rotterdam Boilers | | | |
| 855′ | **Uzbekistan** | | 3039 | *Carrying cargo oil F.P. above* 150° F. *in D.T.* | | | | 1937 | Atel. & Ch. | U.S.S.R. | 326·3 | 48·1 | 22·9 | Archangel | T.3Cy.20⅜″,33$\frac{1}{16}$″&53½″– | | 4 | |
| EAJR | *ex* Karina, | | 2569 | | | | | | de la Loire | | P31′B98′F38′ | | FK | Russian | 35$\frac{7}{16}$″ [illegible] | | | |
| | *ex* Agenoria) | 1 *Dk (pt Irn & pt Stl)* | | ✠ | | | | | | | | | | | 170NHP | | | |
| | | *Shelter dk (pt Irn & pt Stl)* 3 *tr B* & *Web* | | | | | | | | *Cell D Ba* | 102′ *u E* & *B* 40′ *f* 140′ | | | *Collision* | *BH to Sh dk* | | | |
| | D.F. | *frames* | | | | | | | | | | | | 4 ,, ,, *U* ,, | 747 *t A P T* 45 *t* | Richardsons, Westgarth & Co. Ld. Mdb. | | |
| 85573 | **Valentine** (*ex* China Importer–38, | | *4713* | ✠ 100 A1 | Kob | *z* | CL | 1909 | Russell & | J. Scarlatides | 405·0 | 52·0 | 25·7 | | T.3Cy.27″,44″&73″–48″ (*s*) | 28 ″ 5 | | |
| | *ex* Mineric–33) | *ss* Kob. 2nd No. 3–6, 34 | *4279* | *Shelter dk* | Tso | | ~~7,30~~ | 11mo | Co. | | | | | Greek | 180lb 479NHP | s ″ 3 | | |
| | | *ss* Kob. No. 1–39 | *2977* | *with freeboard* | | | 7,10 | | Pt. Glasgow | | | | FK | *Cem* | 2SB, 8*cf*, GS136, HS6764 FD | 25 ″ 4½ | | |
| | | 2 *Dks (Stl)* & *deep framing* | | 7,40 ~~8,30~~ | | | | | | | | | | 1 *B H to Mdk* | Rankin & Blackmore, Grk. | | | |
| | | & *Shelter dk (Stl–ws)* | | ✠ LMC 2,39 | | | | | | *Lloyd's A & CP* | *Cell D B a* 134′ *u E* 24″ *f* 1 | | | 5 ,, ,, *U* ,, | 73′ 1146 *t A P T* 25 *t* | *only* | | |
| | | *Cargo battens not fitted* | | BS7,40 | | | | | | | | | | | | | | |
| 85574 | **Valentino Coda** (*ex* Bellailsa–34) | | 4486 ✠ | … | Pal | *y* | | 1924 | Lithgows | "Corrado" Soc. | 397·5 | 52·0 | 26·6 | Genoa | T.3Cy.26,″42″&70″–48″ | 29 ″ 0 | | I |
| 1940 | | *ss* Cff. No. 2–33 | 4244 | 5,36 | | | | 10mo | Ld. | Anon. di Nav. | 385·0 | | | Italian | 437NHP | | | † |
| ICMF | D.F. | 2 *Dks (Stl)* | 2866 | ✠ | | | | | Port Glasgow | | P33′B112′F44′ | | | *Cem* | 2SB, 8*cf*, GS147, HS6152 | | | |
| | | | | | | | | | | *Intermedia* | *te 'tween dk BH* | | FK | 3 *B H to U dk* | J. G. Kincaid & Co. Ld. Grk | | | |
| | | | | | | | | | | *in after* | *hold dispensed with* | | | 1 ,, ,, 2nd ,, | | | | |
| | | | | | | | | | | *Cell D B* 332′ 1012 *t D* | *Ta* 30′ 760 *t A P T* 16 *t* | | | | | | | |
| 85575 | **Valeria** | | 1450 | | | | | | Lübecker | Reederei A. Kirsten | 268·9 | 39·4 | 14·6 | Hamburg | C.4Cy.(2)15$\frac{5}{16}$″&(2)33$\frac{7}{16}$″– | | | G |
| | | 1 *Dk* | 1260 | | | | | | Maschb. Ges | | P&B227′F29′ | | | German | 33$\frac{7}{16}$″ HS2906 200NHP | | | |
| DJUA | | *Cruiser Stern* | 802 | | | | | | Lübeck | | | | | *WB* | Lübecker Maschb. Ges. | | | |
| 85576 | **Valerian Kuibishev** | **TwinSc** | 4629 ✠ | … | | | | 1914 | Tyne I.S.B. | U.S.S.R. | 374·4 | 51·2 | 27·4 | Tuapse | Oil Engines 4S.C.SA | 29 ″ 0 | | |
| | (*ex* Surahany–35, *ex* | *Oil Eng.* | 4153 | 12,30 | | | | 7mo | Co. Ld. | | P102′B33′F43′ | | | Russian | 12Cy.22½$\frac{3}{16}$″–33$\frac{1}{16}$″ 605NHP | | | |
| UOQW | Surakhanneft–34, *ss* Spl. 2nd No. 3–9, 28 | | 2511 | | | | | | Newcastle | | | | FK | *WB* | NE33 | | | |
| | *ex* Elbrus–33) | 2 *Dks* & *Web frames* | | | | | | | | | | | | | Kolomska ie State Eng. Wks. | | | |
| | *Mchy. Aft* | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 85577 | **Valery Chkalov** | **TwinSc** | 1062 | | | | | 1929 | S.B. & Eng. | U.S.S.R. | 229·9 | 33·9 | 12·4 | Odessa | T.6Cy11″,19$\frac{1}{16}$″&29$\frac{1}{16}$″–15½″ | | | |
| | (*ex* Vasili Fomin–39) | 1 *Dk* | 996 | | | | | | Wks. "Marti" | | P19′B24′F23′ | | | Russian | *B* made 21 *fitted* 29 67NHP | | | |
| UOLR | | | 482 | | | | | | Nicolaieff | | | | | *WB* | S.B. & Eng. Wks. "Marti" Nicolaieff | | | |
| 85578 | **Valeska** (*ex* Sailing Vessel, | **WoodBg** | 369 | | | | | 1878 | F. J. Nicolai | Asgeir Petursson | 124·0 | 28·0 | 13·3 | Akureyri | Oil Engines 2S.C.SA | | | |
| | *ex* Jose Ginebra) | *Oil Eng.* | 290 | | | | | 1918 | Brake | | Q54′H27 *t* | | | Icelandic | 138NHP | | | |
| | | 1 *Dk* 2 *tr B* | 241 | | | | | | | | | | | | 4Cy.14″–15½″ NE *fitted* 18 | | | |
| | | | | | | | | | | | | | | | Lyseki ls M. V. Lyseki l | | | |
| 85579 | **Valldemosa** | | 7222 | ✠ 100 A1 | Fal | *b*† | CL | 1935 | R. Duncan | Valldemosa S.S. Co. | 446·0 | 59·5 | 32·3 | Glasgow | T.3Cy.25″,43½″&74″–48″ (*s*) | 32 ″ 0 | | |
| 164046 | | *ss* Fal. No. 1–39 | 6619 | 2,41 ~~12,30~~ | Lon | | 11,39 | 2mo | & Co. Ld. | Ld. (Gow, Harrison | | | | British | 220lb FD 676NHP | | | |
| GYGF | *Mchy. Aft* | 2 *Dks* | 4369 | BS5,41 | ✠ LMC 12,39 | | | | Port Glasgow | & Co.) | P133′B39′F50′ | | FK | 17 *B Hpt Cem* | 3SB, 12*cf*, GS198, HS10452 | | | |
| | D.F. | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | *Lloyd's A & CP* | *Cell D B u E* & *B* 88′ 228 *t D* | *Tf* 20′ 256 *t A P T* 252 *t* | | | (11 *to U dk* | Rankin & Blackmore Ld Grk | | | | |
| | | | | *Fitted for oil fuel* 2,35 | | | *F.P. a* | *Lloyd's A & CP* | *Cell D* | *B u E* & *B* 88′ 228 *t D* | | | 6 ,, 2nd ,,) | | | | | |
| | | | | | | | | *bove* 1 | 50° F. | | | | | | | | | |
| 85580 | **Valley Camp** | | 2351 | | | | | 1927 | Swan, Hun- | Valley Camp Coal | 252·2 | 43·3 | 23·6 | S Cathrines | T.3Cy.17″,25′&43″–30″ | | | C |
| 149427 | | (*Self-Unloader*) | 2199 | | | | | | ter & Wigham | Co. of Canada, Ld. | F36′ | | | Ont. | 101NHP | | | |
| VGFL | *Mchy. Aft* | 1 *Dk* | 1327 | | | | | | Richardson, | | | | | British | C. & G. Cooper Co. | | | |
| | D.F. | | | | | | | | Ld Newcastle | | | | | *WB* | Mt. Vernon, Ohio | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned Deck and Equipment Letter. | 7* Dtc. when last anadr last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Boat Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85581 5890 SGWA | **Valparaiso** Twin Sc 3 Mst Oil Eng. ss Mmo. No. 3–9.29 ss Mmo. No. 2–38 D.F. 3 Dks ~~2 Dks (Std) & Shelter dk (Std)~~ Tonnage opening closed '40 | 4979 3375 3089 | ✠100A1 *Shelter dk with freeboard* $8,406,~~80~~ DBS12,39 ✠LMC6,38 ~~✠LMC(3M)10,39~~ | Got Mtl | | 06 s10,38 p6,39 | 1917 4mo | Akt. Burmeistr & Wain Copenhagen | Rederiaktieb. Nordstjernan (A. A. Johnson, *Mgr.*) | 364·5 \| 51·4 \| 22·1 FK *Cell DB328'11 48 st FPT 75t APT 60t* *Lloyd's A1 CP* *Upper 'tween dk B Hs except Cell B Hs dispensed with Cell DB323'11 48 st FPT 75t APT 60t* | Stockholm Swedish 6 BH DB 45lb Aktbolaget Burmeistr & Wain, Cpn | Oil Engines 4S.C.SA 12Cy.23¼"–35$\frac{7}{16}$" 629NHP ~~2 " 4~~ ~~22 " 43~~ 34 " 0 89 " 4 24"10¾ | I |
| 907 ICMQ | *Mchy. Aft* 2 Dks D.F. | 4596 3500 | | | | | | | Coll to Wd's 5 " 2nd " ) | | | | | | | |
| 85583 1134 ICMU | **Valverde** (*ex* Quantock) D.F. 1 Dk | 4463 4163 2721 | | | | | 1910 | W. Doxford & Sons, Ld. Sunderland | I.N.S.A. (Industrie Naval i Soc. Anon.) | 378·9 \| 50·1 \| 26·1 365·0 P36'B117'F35' | | | Genoa Italian WB | T.3Cy.25", 42" & 68"–45" 310NHP W. Doxford & Sons, Ld. Sld. | | I |
| 85584 ~~227034~~ ~~WFAB~~ | **Vamar** (*ex* Eleanor Boling–33, *ex* Kilmarnock, *ex* Eleanor Boling, *ex* Chelsea, *ex* Kilmarnock) 1 Dk Wireless D.F. | 598 491 246 | | | | | 1919 | Smith's Dock Co. Ld. Middlesbro' | ~~Vamar S.S. Co.~~ Soc. Navegacion dos Oceanos Sud America | 170·0 \| 30·0 \| 15·7 | | | Panama Panamanian WB | T.3Cy.16", 26" & 44"–26" 99NHP Smith's Dock Co. Ld. Mdb. | | C |
| 85585 PIDK | **Van Brakel** (*ex* Zuid-Beijerland–39) *Oil Eng.* *Mchy. Aft* 1 Dk *Cruiser Stern* | 398 291 238 | | | | | 1929 | N.V. Industrieele DeNoord Alblasserdam | Reed. "DeNoord" (J. Vermaas' Scheepvaart Bedrijf, *Mgrs.*) | 148·9 \| 25·3 \| 9·2 P41'F17' | | | Rottrdam Dutch WB | Oil Engines 4S.C.SA 4Cy.11"–18" 47NHP Motorenfabr. "Deutz" A.G. Köln-Deutz | | V |
| 85586 PKET | **Van Cloon** *Fitted for oil fuel* 2 Dks 3 Tr B | 4519 3876 2863 | | | | | 1911 | Nederl. Schps. Maats. Amsterdam | Koninkl. Paketv. Maats. | 383·6 \| 48·6 \| 26·8 F40' *Shade dk* 250' | | | Batavia Dutch | T.3Cy.28½", 47" & 77"–54" 436NHP NedFb. v. Wrk & Spoor, Ams | | V |
| 85587 PKGC | **Van den Bosch** *Fitted for oil fuel* 2 Dks & *Shade dk* | 2354 1917 1430 | | | | | 1902 | Nederl. Schps. Maats. Amsterdam | Koninkl. Paketv. Maats. | 317·0 \| 41·3 \| 19·4 P67'F74' | | | Batavia Dutch WB | T.3Cy.23", 37" & 62"–42" 249NHP NedFb. v. Wrk & Spoor, Ams | | V |
| 85588 PKRA | **Van der Capellen** (P) *Oil Eng.* 1 Dk & *Awng dk* | 2073 1557 1477 | | | | | 1939 | N.V. Mch. & Scheepswrf. van P. Smit, Jr Rotterdam | Koninkl. Paketv. Maats. | 265·2 \| 43·1 \| 17·2 P33'B81'F41' | | | Batavia Dutch WB | Oil Engines 2S.C.SA 5Cy.18$\frac{5}{8}$"–27$\frac{9}{16}$" 311NHP Sulzer Bros. Ld. Winterthur | | |
| 85589 PKFD | **Van der Hagen** 2 Dks | 3033 2516 1912 | | | | | 1909 | Maats. Fyenoord Rotterdam | Koninkl. Paketv. Maats. | 325·3 \| 44·1 \| 22·9 F40' | | | Batavia Dutch WB | T.3Cy.22", 36½" & 40"–42" 104NHP Maats. Fyenoord, Rot. | | V |
| 85590 PKGL | **Van der Lijn** 1 Dk | 2464 1811 1431 | | | | | 1928 | Nederl. Schps. Maats. Amsterdam | Koninkl. Paketv. Maats. | 290·9 \| 43·2 \| 19·2 P45'F53' | | | Batavia Dutch WB | C.4Cy.(2)16$\frac{5}{16}$" & (2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 124NHP Werkspoor, Amsterdam | | V |
| 85591 PKSL | **Van Diemen** 1 Dk | 1030 712 537 | | | | | 1926 | Wilton's E. & Slipway Co. Rotterdam | Koninkl. Paketv. Maats. | 230·1 \| 38·2 \| 10·7 P35'B80'F29' | | | Batavia Dutch WB | C.4Cy.(2)12¾" & (2)27$\frac{3}{16}$"–27$\frac{3}{16}$" 67NHP Gebr. Stork & Co. Hengelo | | V |
| 85592 PIDN | **Van Gelder** (*ex* Lies–40, *ex* Frederika, *ex* Jacoba, *ex* Rheinstrom 8) *Oil Eng.* 1 Dk | 325 279 230 | Cff Examined L.R. ~~11,40~~ 1,41 | | | 06 1,41 | 1914 | E. Berninghaus Duisburg | Hollandsche Zeereed (J. Vermaas' Scheepvaart Bedrijf, *Mgrs.*) | 131·7 \| 26·4 \| 9·7 | | | Rottrdam Dutch | Oil Engines 2S.C.SA 4Cy.10¼"–14$\frac{3}{16}$" 73NHP NE34 N.V. Mchfb. Bolnes, Bolnes | | G |
| 85593 PKSM | **Van Goens** 1 Dk | 1032 712 539 | | | | | 1926 | Wilton's E. & Slipway Co. Schiedam | Koninkl. Paketv. Maats. | 230·1 \| 38·2 \| 10·4 P35'B80'F29' | | | Batavia Dutch WB | C.4Cy.12$\frac{13}{16}$" & 27$\frac{3}{16}$"–27$\frac{3}{16}$" 80NHP Gebr. Stork & Co. Hengelo | | V |
| 85594 PKEL | **Van Heemskerk** 3 Dks | 2996 2855 1896 | | | | | 1909 | Nederl. Schps. Maats. Amsterdam | Koninkl. Paketv. Maats. | 325·5 \| 43·8 \| 25·0 F40' | | | Batavia Dutch WB | T.3Cy.22", 36" & 60"–42" 233NHP NedFb. v. Wrk & Spoor, Ams | | V |
| 85595 PKEH | **Van Heutsz** Twin Sc *Oil Eng.* D.F. 2 Dks & *Awng dk* | 4552 3773 2678 | | | | | 1926 | Kon. Maats de Schelde Flushing | Koninkl. Paketv. Maats. | 390·3 \| 52·2 \| 24·2 P17'B85'F64' | | | Batavia Dutch WB | Oil Engines 2S.C.SA 12Cy.23⅝"–41¾" 1164NHP Maats. de Schelde, Flushing | | V |
| 85596 PKFC | **Van Imhoff** 3 Dks | 2980 2367 1804 | | | | | 1914 | Maats. Fyenoord Rotterdam | Koninkl. Paketv. Maats. | 325·5 \| 44·1 \| 22·7 | | | Batavia Dutch WB | T.3Cy.22", 36½" & 60"–42" 233NHP Maats. Fyenoord, Rot. | | V |
| 85597 PKSO | **Van Lansberge** *Fitted for oil fuel* 2 Dks | 1937 1374 1085 | | | | | 1913 | Maats. Fyenoord Rotterdam | Koninkl. Paketv. Maats. | 278·4 \| 41·2 \| 16·8 P42'B90'F35' | | | Batavia Dutch WB | T.3Cy.19", 31½" & 51½"–39" 166NHP Maats. Fyenoord, Rot. | | V |
| 85598 PKFA | **Van Neck** *Fitted for oil fuel* 2 Dks | 3027 2500 1909 | | | | | 1912 | Nederl. Schps. Maats. Amsterdam | Koninkl. Paketv. Maats. | 326·0 \| 44·0 \| 22·7 B219'F41' | | | Batavia Dutch WB | T.3Cy.22", 36½" & 60"–42" 233NHP NedFb. v. Wrk & Spoor, Ams | | V |
| 85599 PKFM | **Van Outhoorn** 1 Dk & *Shade dk* | 2069 1570 1180 | | | | | 1927 | N.V. Schps. "DeMaas" Slikkerveer | Koninkl. Paketv. Maats. | 300·3 \| 46·2 \| 14·6 P36'B94'F47' | | | Batavia Dutch WB | C.4Cy.(2)18⅝" & (2)39¼"–39¼" 193NHP Maats. Fyenoord, Rot. | | V |
| 85600 PKEI | **Van Overstraten** 2 Dks & *Shelter dk* | 4482 3827 2837 | | | | | 1911 | Maats. Fyenoord Rotterdam | Koninkl. Paketv. Maats. | 383·2 \| 48·3 \| 27·3 B120'F40' *pt Shelter dk* 250' | | | Batavia Dutch WB | T.3Cy.28½", 47" & 77"–54" 436NHP Maats. Fyenoord, Rot. | | V |
| 85601 PKGU | **Van Rees** 3 Dks | 3000 2437 1758 | | | | | 1913 | Wrf. voorh. Rijkee & Co. Rotterdam | Koninkl. Paketv. Maats. | 325·6 \| 43·1 \| 22·7 | | | Batavia Dutch WB | T.3Cy.22", 36½" & 60"–42" 233NHP Maats. Fyenoord, Rot. | | V |
| 85602 PKSR | **Van Riebeeck** *Fitted for oil fuel* 2 Dks & *Shade dk* | 2263 1916 1350 | | | | | 1902 | Nederl. Schps. Maats. Amsterdam | Koninkl. Paketv. Maats. | 316·9 \| 41·7 \| 19·4 P63'F63' | | | Batavia Dutch WB | T.3Cy.23', 37' & 62'–42' 249NHP NedFb. v. Wrk & Spoor, Ams | | V |
| 85603 | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme auquel expire l'intervalle d'entretien. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 pd. ps. Registres où cela se trouve dans le Lt. Turbine Ctrl. Ref. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85604 | **Van Spilbergen** | | 3237 | | | | | 1908 | Maats. Fyenoord Rotterdam | Koninkl.Paketv. Maats. | 325·5 | 44·0 | 22·8 | Batavia Dutch | T.3Cy.22″,36½″&60″–42″ | | V |
| | | | 2518 | | | | | | | | P40′ | B104′ | F40′ | | 233NHP | | |
| PKGB | | *2 Dks* | 2033 | | | | | | | | | | | *WB* | Maats.Fyenoord,Rot. | | |
| 85605 | **Van Swoll** | | 2147 | | | | | 1930 | Rotterdam Droogd. Maat. Rotterdam | Koninkl.Paketv. Maats. | 300·6 | 46·2 | 14·7 | Batavia Dutch | C.4Cy.(2)22½″&(2)47½″–47½″ | | V |
| | | | 1563 | | | | | | | | P43′ | B108′ | F47′ | | 256NHP | | |
| PKHQ | | *2 Dks* | 1235 | | | | | | | | | | | *WB* | RotterdamDroogd.Maats. | | |
| 85606 | **Van Waerwijck** | | 3040 | | | | | 1909 | Maats. Fyenoord Rotterdam | Koninkl.Paketv. Maats. | 325·3 | 44·0 | 22·8 | Batavia Dutch | T.3Cy.22″,36½″&60″–42″ | | V |
| | | | 2516 | | | | | | | | P&B219′ | F40′ | | | 233NHP | | |
| PKHU | | *2 Dks & pt Awng dk* | 1906 | | | | | | | | | | | *WB* | Maats.Fyenoord,Rot. | | |
| 85607 | **Vanadis** (*ex* Breidablik–40) | | 1121 | | | | | 1910 | Laxevaags Msk.&Jrnskb Bergen | Ångf.A/B Östersjön (Adolf Bratt&Co. *Mgrs.*) | 229·0 | 35·1 | 15·8 | Gothenbrg Swedish | T.3Cy.16″,25½″&43″–30″ | 16 ″ 10 | N |
| 8407 | | | 982 | | | | | | | | P19′ | B61′ | F25′ | | 101NHP | | |
| SKHM | | *1 Dk* | 637 | | | | | | | | | | | *WB* | LaxevaagsMsk&Jrns.Bgn. | | |
| 85608 | **Vancolite** | **TwinSc** | 11404 | ✠100A1 | St.J | *g* † | CL | 1928 | A.Stephen &Sons,Ld. Glasgow | Imperial Oil Ld. Marine Department (H.J. Rahlves, *Mgr.*) | 510·2 | 68·2 | 38·0 | Montreal British | Oil Engines 2S.C.SA | 38 ″ 0 | |
| 160203 | | *Oil Eng* | 10800 | 7,40 ~~10,30~~ | Qbc | | 12,37 | 5mo | | | | | | | 8Cy.26½″–43½″ 1000NHP | s 8 ″ 9½ | |
| VGLQ | | *ss* Mtl.No.3-7,40 ~~*ss* Hav.No.8–35~~ | 6253 | | ✠LMC CS1,36 | | | | | | B34′ | F40′ | FK | | 2 Water Tube DR250lb | 29 ″ 6½ | |
| | *Mchy.Aft* | *2 Dks(Stl)& Web frames* | | DBS ~~10,30~~ 12,40 ~~10,30~~ 9,40 | | | | *Lloyd's* | *SA&CP* | | 19*BH* | | | | 2NDR32 *100lb* | | |
| | *Longitudinal framing–bracketless system* | | | *Carrying Petroleum in bulk* | | | *bulk* | | *Cell D Bu E* | 97′ 415*t* | *DT f* 36′ 388*t* | | | | *FPT* 319*t* *APT* 149*t* | | |
| | D.F. GyC. | | | | | | | | | | | | | | 5 „ *2nd* „ ) | A.Stephen&Sons,Ld.Gls. | |
| 85609 | **Vancouver** (P) | | 8269 | | | | | 1930 | Deutsche Werft, Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 477·7 | 63·0 | 29·5 | Hamburg German | 4SRgearedSteamTurbines | | G |
| | *Ref.Mchy.* | *Fitted for oil fuel* | 6883 | | | | | | | | P36′ | B&F432′ | | | *E made 22 refitted 30* | | |
| DHYQ | D.F. E.S.D. Sub.Sig. | *2 Dks* | 5018 | | | | | | | | *Upper* F45′ | | | *WB* | Blohm&Voss,Hamburg | | |
| 85610 | — | | 5729 | ✠100A1 | Sws | *z* | CL | 1928 | Greenock | Vancouver S.S.Co. Ld. (Gow,Harrison &Co.) | 410·3 | 54·5 | 30·1 | Glasgow British | T.3Cy.25″,43½″&74″–48″ (*s*) | 30 ″ 0 | |
| 160207 | | *ss* Sws.No.3–4,40 | 3157 | 3,41 ~~4,40~~ | Grk | | 6,39 | 6mo | Dkyd.Co.Ld. Greenock | | | | | | 210lb 565NHP | | |
| GSNF | *Mchy.Aft* | *2 Dks(Stl)& Web frames* | 3432 | ~~BS3,41~~ | ✠LMC4,40 | | | *Lloyd's* | *SA&CP* | | P118′ | B38′ | F52′ FK | | 16*BHpt Cem* | 3SB,*9cf*,GS172,HS8172 FD | |
| | D.F. | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | *bulk* | | | | | | | | (11 *to U dk* | J.G.Kincaid&Co.Ld.Grk. | |
| | | | | *Fitted for oil fuel* 6,28 | | | *F.P. above* | 150° F. | | *Cell D Bu E&S* | *B* 72′ 180*t* | *APT* 199*t* | | | 5 „ *2nd* „) | | |
| 85611 | **Vandoc** (*ex* Argus, | | 4488 | | | | | 1898 | Globe Iron Works Co. Cleveland O. | Paterson Steamships,Ld. | 416·4 | 50·2 | 23·9 | Ft William Ont. British | Q.4Cy.20¼″,30½″,44″&63½″–42″ | | R |
| 153115 | *ex* Hendrick S. Holden) | | 4286 | | | | | | | | | | | *WB* | 261NHP | | |
| | *Mchy.Aft* | *1 Dk 2 tr B* | 2539 | | | | | | | | | | | | GlobeIronWorksCo. | | |
| 85612 | **Vandyck** (P) | **TwinSc** | 13241 | | | | | 1921 | Workman, Clark&Co.Ld Belfast | Lamport&Holt Line,Ld. | 510·6 | 64·3 | 39·3 | Liverpool British | 4SteamTurbinesDRgeared to 2 Sc. Shafts | | C |
| 145876 | | *Fitted for oil fuel* | 10485 | | | | | | | | B255′ | F58′ | | *WB* | | | |
| GFNC | *Ref.Mchy.* | *4 Dks* | 7951 | | | | | | | | | | | | Wrkman,Clark&Co.Ld Bel | | |
| | D.F. E.S.D. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 85613 | **Vanellus** | | 1886 | ✠100A1 | Mch | *s* | CL | 1921 | Swan,Hunter&Wigham Richardson, Ld.Sunderlnd | British&Continental S.S.Co.Ld. | 290·0 | 42·5 | 18·8 | Liverpool British | T.3Cy.20½″,34″&56″–42″ (*s*) | 21 ″ 2 | |
| 145128 | | *ss* Bkn.No.3–5,34 | 1631 | *Shelter dk* | Bkn | | 5,39 | 1mo | | | | | FK | | 180lb 318NHP | s ″ 11⅜ | |
| GDVW | | *ss* Mch.No.1–39 | 915 | *with freeboard* | | | | | | | *Cell D B* 224′ | | *Collision* | *pt Cem pt Asp* | 3SB,*6cf*,GS126,HS5000 FD | 20 ″ 5 | |
| | | *1 Dk(Stl)& Shelter dk(Stl)* | | 3,41 ~~5,39~~ | ~~BS6,40~~ | | | *Lloyd's* | *SA&CP* | | 437*t* | *MT* 20′ 140*t* | | *FPT* 31*t* | *BH to Sh dk* | Swan,Hunter&Wigham | |
| | | | | ~~BS6,39~~ | ✠LMC2,38 | | | | | | | | | *APT* 39*t* | 5 „ „ *U* „ | Richardson,Ld.Nwc. | |
| 85614 | **Vang** (*ex* Benedicte, *ex* Dagbjörg) | | 678 | | | | | 1901 | Akers Mek.Værks. Oslo | Vangs Rederi A/S (S.Lyngholm, *Mgr.*) | 177·2 | 29·6 | 14·0 | Haugesnd Norwegian | T.3Cy.12″,20″&32″–27″ | | N |
| | | | 505 | | | | | | | | Q44*t* | B66*t* | H28*t* F19*t* | | 53NHP | | |
| LFFF | | *1 Dk* | 363 | | | | | | | | | | | *WB* | AkersMek.Værks.Oslo | | |
| 85615 | **Vanguard** | **Wood** | 358 | | | | | 1904 | J.W Dickie Alameda,Cal. | C.H.Higgins | 137·5 | 32·5 | 10·8 | S.Frncisco Utd.States | T.3Cy.11″,18½″&32″–24″ | | |
| 201544 | | *Fitted for oil fuel* | — | | | | | | | | | | | | FultonI.Wks. | | |
| KLBT | *Mchy.Aft* | *1 Dk* | 228 | | | | | | | | | | | | 50NHP San Francisco,Cal. | | |
| 85616 | **Vanja** | **TwinSc** | 6198 | | | | | 1929 | Götaverken A/B, Gothenburg | Skibs A/S Sydheim (Halfdan Ditlev-Simonsen&Co. *Mgrs.*) | 408·3 | 55·3 | 32·3 | Oslo Norwegian | Oil Engines 4S.C.SA | | N |
| | | *Oil Eng.* | 5545 | | | | | | | | P220*t* | H356*t* | F74*t* | *WB* | 12Cy.21⅝″–39⅜″ | | |
| LDMR | *Mchy.Aft* | *Cruiser Stern 1 Dk* | 3663 | | | | | | | | | | | | 543NHP | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | GötaverkenA/B,Got. | | |
| 85617 | **Vanna Galleano** | **WoodAuxBkn** | 418 | | | | | 1919 | Ing.M. Casabona Viareggio | Agostino Francesco Galleano | 142·3 | 30·4 | 14·8 | Savona Italian | Oil Engines 4S.C.SA | | I |
| 138 | (*ex Sailing Vessel* Ape–37) | *Oil Eng.* | 385 | | | | | | | | | | | | 4Cy.9 7/16″–14 3/16″ | | |
| IKBK | | *1 Dk 2 tr B* | 316 | | | | | | | | | | | | 35NHP | | |
| | (*See Sailing Ship Register*) | | | | | | | | | | | | | | *E made & fitted 37* | | |
| | | | | | | | | | | | | | | | Humboldt-Deutzmotoren A.G.Köln-Deutz | | |
| 85618 | **Vanzetti** | | 2363 | ✠ ... | | | | 1928 | Baltic S.B. &Eng.Works Leningrad | U.S.S.R. | 284·8 | 43·1 | 20·6 | Vladvostk Russian | T.3Cy.17 1/16″,29½″&48 7/16″–35 7/16″ | 22 ″ 5 | |
| | | | 2023 | 1,31 | | | | 12mo | | | P18′ | B71′ | F32′ | | 191NHP | | |
| UQAS | Sub.Sig. | *1 Dk* | 1278 | ✠ | | | | | | | | | FK | *WB* | BalticS.B.&Eng.Wks.Len. | | |
| 85619 | **Vapper** (*ex* Pilcot–39, *ex* Seapool–36) | | 4543 | ✠100A1 | Nwc | *y* | CL | 1913 | Ropner& Sons,Ld. Stockton | Tallinna Laevaühisus A.S. (The Tallinn Shppg.Co.Ld.) | 379·0 | 56·0 | 24·4 | Tallinn Estonian | T.3Cy.26″,42″&70″–48″ (*s*) | 26 ″ 9 | |
| | | *ss* Shl.No.3–2,32 | 4222 | 2,39 | | | 2,39 | 10mo | | | | | | | 180lb 380NHP | s 3 ″ 9½ | |
| ESDF | D.F. | *ss* Bry.No.1–36 | 2778 | ~~BS1,39~~ | ✠LMC8,36 | | | *Lloyd's* | *SA&CP* | *Cell D Ba* 127′ *u* E24′ | P30′ | B221′ | F39′ FK | | 2SB,*9cf*,GS175,HS6012 | 23 ″ 1½ | |
| | *Cargo battens not fitted* | *1 Dk(pt Irn pt Stl)* | | 3,40 | | | | | | | *f* 167′ 1046*t* | *FPT* 15 | | | 6*BH Cem* | | |
| | | | | | | | | | | | | | | | 7*t* *APT* 192*t* | Blair&Co.Ld.Stockton | |
| 85620 | **Vaquillona** (*ex* Campeiro, *ex* Bia) | | 834 | ✠ | BAs | *k* | | 1902 | Goole S.B. &Repg.Co.Ld Goole | Cia.Argentina de Nav.Mihanovich, Ltda. | 200·0 | 32·2 | 12·5 | Bns.Aires Argentine | T.3Cy.15″,25″&41″–27″ | 14 ″ 8 | |
| | *ss* B.As.No.3–1,15 | | — | 8,21 | | | | 7mo | | | P59′ | F23′ | FK | | 104NHP | | |
| | *Mchy.Aft* | *1 Dk(Stl)* | 498 | ✠ | | | | | | *Cell* | *DB* 165′ 261*t* | *FPT* | | | 1SB,*3pf*,GS54,HS1750 | | |
| | | | | | | | | | | | | | | | 51*t* *APT* 40*t* | MacColl&Pollock,Sld. | |
| 85621 | **Varand** | | 6023 | ✠100A1 | ~~Bwn~~ | *z* | CL | 1927 | Armstrong Whitworth &Co.Ld. Newcastle | Baltic Trading Co. Ld. | 412·0 | 53·4 | 31·6 | London British | T.3Cy.27″,45″&75″–48″ (*s*) | 31 ″ 6 | |
| 149958 | | *ss* Shl.No.2–36 | 5521 | ~~Examined 3,41 Hull~~ | | | ~~2,39~~ | 12mo | | | | | | | 180lb *120lb* 552NHP | s 5 ″ 5½ | |
| GNLP | *Mchy.Aft* | *2 Dks(Stl)& Web frames* | 3682 | ~~BS4,39~~ | ✠LMC ~~12,36~~ | | ~~5,40~~ | | | | P108′ | B28′ | F46′ FK | | 17*BHpt Cem* | 3SB,*9cf*,GS162,HS8238 FD | 26 ″ 3½ |
| | D.F. | *Longitudinal framing* | | 5,40 | ~~M S3,41~~ | | 2,11 | *Lloyd's* | *SA&CP* | | | | | | (10 *to U dk* | N.E.MarineEng.CoLdNwc | |
| | | | | *Carrying Petroleum in bulk* | | | *bulk* | | | | | | | | 7 „ *2nd* „) | | |
| | | | | *Fitted for oil fuel* 12,27 | | | *F.P.a* | 150° F. | | *Cell D Bu B* 40′ 64*t* | *DT f* 38′ 338*t* | *FPT* | | 66*t* *APT* 59*t* | | |
| 85622 | **Varangberg** (*ex* Varangfjell–39, | | 2842 | ✠ ... | | | | 1915 | Gt.Lakes Eng.Works Ashtabula,O. | A/S Malmfart (Reinh.Mithassel, *Mgr.*) | 282·8 | 43·6 | 25·2 | Oslo Norwegian | T.3Cy.21″,34½″&57″–42″ | 27 ″ 6 | N |
| | *ex* Jotunfjell–34, *ex* Morris Adler) | | 2492 | 3,21 | | | | 11mo | | | P137*t* | F109*t* | | | 284NHP | | † |
| LCPJ | *Mchy.Aft* | *1 Dk* | 1509 | ✠ | | | | | | | len34 | | FK | *WB* | | | |
| | D.F. | *Cantilever framed topside tanks* | | | | | | | | | | | | | Gt.LakesEng.Works,Det. | | |
| 85623 | **Varanger** | **TwinSc** | 9305 | ✠ ... | | | | 1925 | Nederl. Schps.Maats. Amsterdam | Westfal-Larsen& Co.A/S | 470·1 | 60·2 | 38·5 | Bergen Norwegian | Oil Engines 4S.C.SA | 38 ″ 5 | N |
| | *Mchy.Aft* | *Oil Eng.* | 8510 | 12,28 | | | | 1mo | | | P110′ | B28′ | F41′ | | 12Cy.26⅜″–47½″ | | † |
| LDDJ | D.F. | *2 Dks* | 5505 | ✠ | | | | | | | | | FK | *WB* | 806NHP | | |
| | *Longitudinal framing at bottoms & at decks* | | | | | | | | | | | | | | Werkspoor,Amsterdam | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |

07/40

103/110

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When. — Ship. — Engines | By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Register No. under which classed. If not in L.R. Date of last Reg. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1941 * 85624 LCFD | **Varangnes** (*ex*Braa-39,*ex*Tosca, *ex*Evanger, *ex*Loiret) *ss*Osl.2ndNo.3–3,33 *ss*Osl.No.1–38 1 *Dk*(*Stl*)&*deep framing* *Cargo battens not fitted* | 2229 ~~2214~~ 2030 ~~1823~~ 1321 | ✠100A1 1,40 ✠LMC MS2,37 BS1,40 | Osl | *s* | CL N1,40 | 1908 10mo | Forg.&Ch. de la Médit Havre A&CP | A/S Malmfart (Reinh. Mithassel, *Mgr.*) *Cell D Ba 98'u* | 291·0 P23'B74'F35' FK *E18'f 120'616t FPT* | 44·0 | 19·0 | Oslo Norwegian | T.3Cy.20⅜",33 3/16"&52"-35 7/16" 170lb (*s*) 190NHP 2SB,*6cf*,GS108,HS3234 62t *APT* 32t Forg.&Ch. de la Médit. Hav | 21 ″ 4 s 2 ″ 11 18 ″ 6½ | |
| 85625 LFFG | **Vard** (*ex*Woerden) 3 Mst *Mchy. Aft* 1 *Dk* | 681 529 363 | | | | | 1917 | W.C. Boele &Zonen Slikkerveer | Egil Næsheim A/S | 181·3 Q64t H27t | 28·2 | 12·4 | Haugesnd Norwegian *WB* | T.3Cy,14⅜",23⅜"&38⅜"-26"⅜ 77NHP Alblasserdam. Msch. Fab. | | N |
| 85626 LDSR | **Vardaas** Twin Sc *ss*Rot.No.2–39 *Oil Eng.* *Mchy. Aft* 1 *Dk*(*Stl*)2nd *dk*(*Stl*)*in way of Mchy. space* D.F. *Cruiser Stern* | 8176 7704 4869 | ✠100A1 12,40~~,40~~ ✠LMC CS6,39 DBS4,40 4,32 *Carrying Petroleum in bulk* | Bat Syd | *c*† | CL 7,38 11,40 | 1931 4mo *Lloyd's* | Deutsche Werke A.G. Kiel | Agdesidens Rederi A/S (A.J. Mörland, *Mgr.*) *Cell D Bu E* | 459·2 P97'B27'F37' FK 61'208t *DT f* | 59·5 *12 B Hpt Cem pt Asp* | 35·2 Arendal Norwegian | Oil Engines 4S.C.SA 16Cy.21⅜"-35 7/16" 725NHP 4 DB *1475* Deutsche Werke A.G. Kiel 38'333t *FPT* 237t *APT* 196t | 34 ″ 10 | |
| 85627 YTOF | **Vardar** (P) (*ex*Vértes) *ss*Spt.2ndNo.3–12,34 *ss*Ssk.No.1–38 1 *Dk*(*Stl*) | 550 395 305 | A– *with freeboard* 12,38 ✠LMC 12,38 No later survey reported *For service in the Adriatic* | Ssk BS1,40 | | 11,38 | 1908 | M.U. Martinolich Lussinpiccolo | Jadranska Plovidba D.D. | 177·5 187·5(O.L.) P41'B47'F41' FK *FPT* 38t | 26·2 | 12·9 | Susak Yugoslav | T.3Cy.14½",23"&36"-24" (*s*) 160lb 90NHP 1SB,*3pf*,GS57,HS1753 Plenty&Son, Newbury | 13 ″ 9 s 1 ″ 2⅝ 12 ″ 8¼ | |
| 85628 LKLX | **Vardefjell** *Oil Eng.* D.F. E.S.D. 1 *Dk* *Cruiser Stern* *Mchy. Aft* *Butts of shelt&upper deck plating electrically welded* | 8316 7562 4939 | ✠100A1 ~~1,41 4,40~~ Got Bom ~~*Class Contemplated*~~ *Carrying Petroleum in bulk* ✠LMC 4,40 | | *c*† | CL | 1940 4mo *Lloyd's* | Eriksbergs M.V. Aktieb. Gothenburg | A/S Filefjell (Olsen&Ugelstad, *Mgrs.*) *Cell D Bu E 68'170t DT f 23'492t APT 140t* | 469·2 486·3(O.L.) P92'B28'F41' FK | 61·1 *12 B Hpt Cem* | 34·5 Oslo Norwegian | Oil Engines 2S.C.DA 6Cy.17⅛"-47¼" 644NHP 2 DB *1420* Eriksbergs M.V. Aktieb. Got~~Eriksberg M.V. Aktieb. Got~~ | 34 ″ 0 s 7 ″ 5 26 ″ 9½ | |
| 85629 LJWF | **Vardö** *Oil Eng.* *Mchy. Aft* 1 *Dk*&*Shelter dk* D.F. *Cruiser Stern* | 860 670 419 | | | | | 1938 | Moss Værft &Dokk A/S Moss | Vesteraalens Dampskibsselskab | 214·3 | 34·7 | 13·8 | Stokmarknes Norwegian *WB* | Oil Engines 4S.C.SA 7Cy.14⅜"-21⅝" 141NHP & hydraulic coupling SR geared to sc. shaft Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | N |
| 85630 LEPH | **Varegg** (*ex*OttoSinding–38) 1 *Dk* | 943 739 540 | | | | | 1910 | Laxevaags Msk.&Jrnskb Bergen | Egil Næsheim A/S | 214·3 Q109t B51t F29t | 32·2 | 13·0 | Haugesund Norwegian *WB* | T.3Cy.16",25½"&43"-30" 101NHP Laxevaags Msk.&Jrns. Bgn | | N |
| 85631 136296 GRYB | **Varela** (P) Twin Sc *ss*Bom.2ndNo.3–7,40 ~~*ss*Bom.No.3–7,38~~ ~~*ss*Bom.No.2–36~~ 2 *Dks*(*Stl–Uws*)&*Shade dk*(*Stl*–teaks) *Ref. Mchy.* | 4651 3576 1926 | ✠100A1 *Shade dk* 7,40~~6,38~~ 7,40 ~~BS6,38~~ ✠LMC~~S 38~~ ✠Lloyd's RMC~~6,38~~ 5,40 | Bom | *y* | CL ~~7,37~~ S6,39 P6,40 | 1914 5mo *Lloyd's* | Swan, Hunter & Wigham Richardson, Ld Newcastle *sA&CP* | British India Stm. Nav. Co. Ld. *Cell D Ba 96'u E&f B98'f 142'763t FPT* | 390·1 403·8(O.L.) F32'*on Shade dk* FK *55t APT 41t* | 53·3 | 24·0 | Glasgow British *7 BHCem* | T.6Cy.20⅜",35"&60"-45" (*s*) 215lb 987NHP 6SB,*18cf*,GS388,HS16280 FD Swan, Hunter & Wigham Richardson, Ld. Nwc. | 26 ″ 6 s 4 ″ 1½ 22 ″ 10¼ | |
| 121/40 85632 4871 SGCO | **Varia** (*ex*Ronny–40,*ex*Vardefjell, *ex*Stina,*ex*Bolores,*ex*Stina,*ex*Atos) 1 *Dk* | 823 668 475 | | | | | 1908 | H lsingbrgs Varfs Aktieb. Helsingborg | Rederi A/B Svenska Lloyd (K.R. Bökman, *Mgr.*) | 197·4 Q59t H43t F22t | 33·1 | 13·8 | Gothenbrg Swedish *WB* | T.3Cy.15¾",26"&44"-27 7/16" 101NHP Helsingborgs Varfs Aktieb. | | V |
| 85633 6960 SHJU | **Väring** (*ex*Elna) *ss*Hbg.2ndNo.3–12,24 1 *Dk*(*pt Irn*&*pt Stl*)&*deep framing* | 1402 1146 819 | ✠ 1,30 | Hbg | *o* | | 1898 7mo | Sir Raylton Dixon&Co Ld Middlesbro' | Förnyade Rederi A/B Commercial (H. Johnsson, *Mgr.*) *Cell D B 198'343t* | 240·0 P22'B64'F30' FK *4 BHCem APT 50t* | 35·4 | 16·9 | Höganäs Swedish | T.3Cy.18 1/16",29"&48"-33" NDB16 135NHP 1SB.*4pf*,GS62.HS2092 G. Clark, Ld Sunderland | 19 ″ 2 | V † |
| 85634 | **Varko** (*ex*Nelson–39,*ex*Horus–34, *ex*Ulrikka,*ex*Uto) 1 *Dk*&*Spar dk* | 1437 1344 811 | | | | | 1896 | Nylands Værksted Oslo | Cia. Limitada Caimito di Nav. | 231·5 H56t | 35·0 | 19·3 | Panama Pnamanian *WB* | T.3Cy.16½",27"&44"-30" 106NHP Nylands Værksted, Oslo | | N |
| 85635 UOWU | **Varlaam Avanesov** Twin Sc (*ex*Eidsvold) *Oil Eng.* *Mchy. Aft* 1 *Dk* *Carrying Petroleum in bulk Cruiser Stern* | 6557 5954 3976 | | | | | 1932 | Götaverken A/B Gothenburg | U.S.S.R. | 407·0 P90'F42' | 55·0 | 34·7 | Tuapse Russian *WB* | Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP Götaverken A/B, Got. | | |
| 85636 6348 SGUN | **Värmdö** (*ex*Storvik–34,*ex*Primula, *ex*Arciduchessa Maria Teresa) ~~*ss*Gms.2ndNo.3–3,29~~ ~~*ss*Osc.No.2–36~~ 1 *Dk*(*Stl*)&*deep framing* 3 *Dk rule* *Cargo battens not fitted* *ss*Osc.3rdNo.3–6,40 | 2956 2665 1747 | ✠100A1 6,40~~12,38~~ ~~MS6,36~~ ~~MBS12,38~~ MS6,40 | Hbg Osc ✠LMC ~~DBS6,38~~ BS4,40 | *u* | CL 7,38 | 1901 3mo | A. Rodger &Co. Pt. Glasgow A&CP | Rederi A/B Rex (K.M. Kallström, *Mgr.*) *Cell D Ba&u E 124'f 136'631t* | 318·6 330·7(O.L.) P29'B88'F32' FK *6 BHCem APT 111t* | 46·1 | 21·3 | Stockholm Swedish | T.3Cy.22½",37"&61"-42" (*s*) 160lb ~~200~~ NDB13 254NHP 2SB,*6pf*,GS108,HS4010 Clyde S.B.&E. Co. Ld. P.Gl. | 23 ″ 9 s 3 ″ 7¾ 20 ″ 4 | |
| 85637 LZDG | **Varna** E.S.D. 1 *Dk* *Ref. Mchy.* *Cruiser Stern* | 2141 1653 1083 | | | | | 1937 | Neptun-werft Rostock G.m.b.H. Rostock | Soc. Commerciale Bulgare de Nav. à Vap. | 303·0 P24'F272' | 43·6 | 16·3 | Varna Bulgarian *WB* | C.4Cy.(2)16⅛"&(2)35 7/16"-35 7/16"& LP turbine with DR gearing & hydraulic coupling 307NHP Neptunwerft Rostock G.m.b.H. Rostock | | G |
| 30/41 85638 147902 MLXJ | — Wireless D.F. 1 *Dk* | 1514 1272 912 | | | | | 1924 | R. Duncan &Co. Ld. Port Glasgow | Clydesdale Ship-owners Co. Ld. (Glen &Co. Ld. *Mgrs.*) | 250·0 P15'Q84'B62'F28' | 37·2 | 16·8 | Glasgow British *WB* | T.3Cy.18",30"&49"-33" 138NHP D. Rowan&Co. Ld. Glasgow | | C |
| 85639 LFFN | **Varöy** (*ex*Hegre,*ex*Lars Lea,*ex*Follo, *ex*Ciscar, *ex*Lissabon) *ss*Ham.2ndNo.3–6,14 *ss*Mch.No.2–23 1 *Dk*(*Stl*)& Wireless *Spar dk*(*Irn*)3 *tr B* | 1531 1388 890 | ✠ 1,28 | Bkn | *q* | | 1892 3mo | J. Blumer &Co. Sunderland | D/S A/S Föina (Knut Knutsen, O.A.S. *Mgr.*) *Cell D B 201'266t* | 249·9 B90t H6t F32t 21·5 BK8½" *4 BHCem APT 22t* | 33·5 | 13·8 | Haugesnd Norwegian | T.3Cy.20",32"&52"-39" NDB12 185NHP 2SB,*6pf*,GS95,HS3004 G. Clark, Ld. Sunderland | 23 ″ 9 | V † |
| 85640 136312 GRYL | **Varsova** (P) Twin Sc *ss*Bom.No.3–8,28 *ss*Bom.No.2–36 2 *Dks*(*Stl–Uws*)&*Shade dk*(*Stl*–teak s) *Ref. Mchy.* | 4701 3576 1955 | ✠100A1 *Shade dk* 8,39 ~~BS6,38~~ ✠LMC~~S 38~~ ✠Lloyd's RMC~~6,38~~ 12,40 | Bom 12,40 ~~S7,37~~ S7,37 12,40 | *y* | CL ~~DN7,37~~ ~~S7,37~~ 12,40 | 1914 8mo *Lloyd's* | Swan, Hunter & Wigham Richardson, Ld Newcastle *sA&CP* | British India Stm. Nav. Co. Ld. *Cell D Ba 96'u E&f B98'f 142'763t FPT* | 390·2 403·9(O.L.) F32'*on Shade dk* FK *55t APT 41t* | 53·3 | 24·0 | Glasgow British *7 BHCem* | T.6Cy.20¾",35"&60"-45" (*s*) 215lb 987NHP 6SB,*18cf*,GS388 HS16280 FD Swan, Hunter & Wigham Richardson, Ld. Nwc. | 26 ″ 6 s 4 ″ 1½ 22 ″ 10½ | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme indiqué en italique. Lettre d'Equipement. | 7* | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Tirant d'eau sur Quille (Franc-bord au milieu du navire.) Tirant d'eau correspondant. pds. | pc. | 15 Remarques. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85641 | **Varvara** (ex Mary II–35, ~~ex Yainville–34,~~ ex Solent) | ss Pir. 2nd No. 3–4, 36 ss Aut. No. 1–40 | 1354 1123 799 | ✠100A1 ~~1,441~~ 12,40 | Ant Pir ✠LMC 2,40 | o | CL 2,40 | 1910 7mo | J. Crown & Sons, Ld. Sunderland | ~~R. Nyffeler pour~~ Ministry of War Transport | 239·3 Q131′ 80t | 36·0 B15′ M78′ | 15·6 F24′ 122t | FK FPT | British 100t | T. 3Cy. 19″, 31″ & 51″–36″ (s) 180lb 186 NHP 2SB, 4cf, GS 68, HS 3092 N.E. Marine Eng. Co. Ld Sld. | 17 ″ 9 s 5 ″ 4 16 ″ 4 | |
| | *Well deck* | *Mchy. Aft* 1 *Dk (Stl)* *Cargo battens not fitted* | | | | | | *Lloyd's* *sA & CP* | | *Cell D Ba E 23′ f 165′ 3* | | | | | | |
| 85642 | **Vasaholm** | | 4217 | ✠100A1 | Got | y | CL | 1930 | A/B Göta- | A/B Svenska | 390·5 | 52·6 | 23·5 | | Gothenburg | Oil Engines 4S.C.SA | 26 ″ 3 | |
| 7588 | | *Oil Eng.* | *3652* | *with freeboard* | NYk | | 5,39 | 1mo | verken Gothenburg | Amerika Mexiko Linien (E. Carlson, *Mgr.*) | | | | FK | Swedish | 6Cy. 29½″–59½″ 489 NHP | s 2 ″ 5½ | |
| SHFN | | ss Got. No. 2–38 | 2475 | 7,40 ~~7,446~~ | | | | *Lloyd's* | | | | | | | DB *85lb* | | 23 ″ 11¼ | |
| | D.F. | 1 *Dk (Stl) & Shelter dk (Stl)* | | | ✠LMC CS 9,38 | | | *sA & CP* | | *Cell D B 333′* | 1468t | *APT* 78t | | *Coll to Sh dk* | A/B Göta verken, Got. | | | |
| | | 3rd dk (Stl) in No. 1 hold | | | DBS ~~8,38~~ 7,40 | | 9,38 | | | | | | | 6 „ 2nd „ | | | | |
| | | *Strengthened for navigation in ice* | | | | | | | | | | | | | | | | |
| 85643 | **Vasaland** | | 2709 | ✠100A1 | Got | w | CL | 1934 | Eriksbergs | Ångf. A/B Tirfing | 339·4 | 48·6 | 19·5 | | Gothenburg | Oil Engines 2S.C.DA | 22 ″ 6 | |
| 7970 | | *Oil Eng.* | *2199* | *with freeboard* | ~~M Yk~~ | | ~~10,37~~ | 8mo | M.V. Aktieb Gothenburg | (T.E.J. :son Broström, *Mgr.*) (Svenska Orient Linien) | 364·5 (O.L.) | | | FK | Swedish | 6Cy. 17½″–47½″ 644 NHP | s 1 ″ 2½ | |
| SKWA | | ss Got. No. 1–39 | 1405 | ~~6,410~~ 12,40 | NYk | | 12,40 | *Lloyd's* | | | | | | | DB *80lb* | | 21 ″ 6 | |
| | D.F. | 1 *Dk & Shelter dk* | | | ✠LMC CS 9,39 | | | *sA & CP* | | | | | | *Coll to Sh dk* 6 „ 2nd „ | Eriksberg M.V. Aktieb. Got | | | |
| | | *Strengthened for navigation in ice* | | | DBS 8,38 | | 4,37 | | | *Cell D B 2* | 87′ 768t | *DT f* 21′ 302t | | | | | | |
| | | | | *Carrying oil in deep tank & in* | *fuel F. P. above* *wing DB* | | 50° F. *or vegetable tanks in ER* | | | | | *APT* 50t | | | | | | |
| 85644 | **Vasco** | | 2800 | | | | | 1939 | W. Gray & Co. Ld. W Hartlepool | Ellerman's Wilson Line, Ld. | 342·0 F26′ | 48·0 | 21·0 | | Hull British | T. 3Cy. 23″, 38″ & 65″–48″ 293 NHP | | C |
| GBVB | D.F. E.S.D. | 1 *Dk & Shelter dk* | 2290 1455 | | | | | | | | | | | | *WB* | Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl. | | |
| | *Ref. Mchy.* | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 85645 | — | | 1193 | ✠100A1 | Bbo | n | CL | 1926 | R. Duncan & Co. Ld. Port Glasgow | ~~M.M. De Pinillos~~ Cia. Maritima Frutera, S.A. | 221·3 Q63′ 180t | 34·5 B63′ B 274t | 15·6 F28′ *APT* 22t | FK FPT | Cadiz Spanish | T. 3Cy. 16″, 27″ & 44″–30″ (s) 180lb 137 NHP 2SB, 4cf, GS 63, HS 2412 D. Rowan & Co. Ld. Glasgow | 17 ″ 6 s 1 ″ 3½ 16 ″ 4½ | |
| | (ex Garbi–39, | ss Bbo. No. 3–7, 39 | 983 | 7,39 | | | 6,39 | 6mo | | | | | | | | | | |
| EGRV | ex Vasco–37) | 1 *Dk (Stl)* | 719 | | ✠LMC 7,39 | | | *Lloyd's* | | *Cell D* | | | | *4 B Hpt Cem pt Asp* | | | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | *sA & CP* | | | | | | | | | | |
| 85646 | **Vasna** (P) | Twin Sc | 4820 | ✠100A1 | Bom | | CL | 1917 | A. Stephen & Sons, Ld. Glasgow | British India Stm. Nav. Co. Ld. | 390·1 404·3 (O.L.) | 53·3 | 24·2 F52′ *on Shade dk* | FK | Glasgow British | T. 6Cy. 20¾″, 35″ & 60″–45″ (s) 215lb 969 NHP 6SB, *18cf*, HS 15907 | 26 ″ 6 s 4 ″ 0½ 22 ″ 10½ | |
| 137850 | | ss Bom. No. 3–8, 29 | 3580 | *Shade dk* | Liv | | 87,39 | 6mo | | | | | | | 6 *B Hpt Cem* | FD | | |
| GRZK | | ss Bom. No. 2–37 | 2026 | ~~7,396~~ 7,41 | BS 1,41 | | PN 12,40 | *Lloyd's* | | | | | | | | A. Stephen & Sons, Ld. Glas. | | |
| | | 2 *Dks (Stl–Lws) & Web frames* | | ~~BS 7,39~~ | ✠LMC 7,37 | | | *sA & CP* | | *Cell D B 335′ 792t* | | | | | *FPT* 35t | *APT* 75t | | |
| | *Ref. Mchy.* | *& Shade dk (Stl–teaks)* | | ✠Lloyd's R | MC 5,40 | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* | 6,17 | | *F. P. above* 150° F. | | | | | | | | | | | |
| 85647 | **Vassilios A. Polemis** | | 3429 | ✠100A1 | Syr | v | CL | 1907 | Chant. Nav Anversois Hoboken | J. G. Goumas | 347·2 360·0 (O.L.) | 48·3 | 23·0 P31′ B180′ F31′ | FK | Andros Greek | T. 3Cy. 24″, 40″ & 66″–45″ (s) 180lb 320 NHP 3SB, *9cf*, GS 129, HS 4986 | 25 ″ 7 s 3 ″ 2½ 22 ″ 6½ | |
| 147 | (ex Oehringen) | ss Pir. 2nd No. 3–8, 33 | 3202 | ~~6,20~~ 12,40 | ~~Gl~~ Gls | | ~~6,38~~ 11,40 | 9mo | | | | | | | | | | |
| SWGI | | ss Syr. No. 1–39 | 2106 | 6,41 | LMC | | | *Lloyd's* | | *Cell D Ba 108′ u E &* | *B 42′ f* 152′ 788t | | *FPT* | *6 B HCem* 108t | *APT* 81t | N.E. Marine Eng. Co. Ld. Sld | | |
| | | 1 *Dk (Stl) 2 tr B deep framing &* | | BS ~~2,39~~ 7,40 | MS 6,39 | | | | | | | | | | | | | |
| | | *Web frames 3 Dk rule* | | | | | | | | | | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 85648 | **Vassilios Destounis** | | 3299 | ✠100A1 | Ant | w | CL | 1912 | Earle's Co. Ld. Hull | ~~P. E. Panas~~ Irish Shipping, Ld. | 352·0 P30′ B189′ | 49·6 F37′ | 22·0 | FK | British | T. 3Cy. 24″, 39″ & 66″–45″ (s) 180lb 307 NHP | 24 ″ 3 s 3 ″ 1½ | |
| ~~MBR~~ | (ex Northborough–33, | | 3144 | 3,40 | | | 9,38 | 10mo | | | | | | | 6 *B HCem* | | 21 ″ 4 | |
| ~~BVNY~~ | ex Ardenhall, | ss Rot. 2nd No. 3–9, 38 | 2058 | | ✠LMC | | | *Lloyd's* | | *Cell D Ba 108′ u* | *E 22′ f* 156′ 844t | | *FPT* | 65t | *APT* 105t | Earle's Co. Ld. Hull | | |
| | ex Bathampton, | 1 *Dk (pt Irn & pt Stl)* | | | MS 12,37 | | BS 11,39 | | | | | | | | | | | |
| | ex Withernsea) | | | | | | | | | | | | | | | | | |
| 85649 | **Vatan** (P) (ex Port de Cette, | | 3490 | | | | | 1892 | Blohm & Voss Hamburg | Kalkavan Riza ve Oglu Ismail Vapurlari Idaresi | 352·4 P54′ B101′ | 42·2 F44′ | 26·0 | | Istanbul Turkish | T. 3Cy. 25⅞″, 40″ & 66″–42½″ 283 NHP | | |
| | ex Baysarnia, ex Sarnia, ex Gerda) | | | | | | | | | | | | | | *WB* | Blohm & Voss, Hamburg | | |
| TCDI | | 3 *Dks* | 1985 | | | | | | | | | | | | | | | |
| 85650 | **Vathy of Samos** (ex Dougga–37, | | 1570 | | | | | 1912 | Schiffsw. v. Henry Koch Lübeck | D. Inglessi Fils S.A. Nav. de Samos | 241·4 P & B 190′ | 36·1 F35′ | 16·0 | | Piræus Greek | T 3Cy. 18½″, 28¾″ & 47½″–33⅞″ 129 NHP | | V |
| 875 | ex Undine, ex Zanzibar) | | — | | | | | | | | | | | | *WB* | Ottensener Masch. Fab. Alt. | | |
| SVSJ | Wireless | 1 *Dk* | 936 | | | | | | | | | | | | | | | |
| | *Now* "**Georges A. Dracoulis**", | | *See* | ~~Supplement~~ | *No.* 88202 | | *in Supplement* | | | | | | | | | | | |
| 6.5.41 | **Vatslav Vorovski** (ex Maskinonge) | | 4795 | ✠ | Rot | x | | 1912 | Short Bros. Ld. Sunderland | U.S.S.R. | 361·5 P29′ B89′ | 52·0 F35′ | 27·8 | FK | Vladvostk Russian | T. 3Cy. 26″, 44′ & 73′–48″ 484 NHP | 30 ″ 9 | |
| | | ss Ham. No. 3–4, 23 | 4513 | 12,26 | | | | 3mo | | | | | | | | | | |
| UNXW | | 1 *Dk (Stl) & Web frames* | 2672 | | ✠ | | | | | | | | | | 6 *B HCem* | 3SB, *9cf*, GS 154, HS 6888 | FD | |
| | Sub. Sig. | *Longitudinal framing* | | | | | | | | | | | | | | N.E. Marine Eng. Co. Ld. Sld. | | |
| | | | | | | | | | | *Cell D Ba 117′ u E* | *B 46′ f* 159′ 1223t | | *Topside tanks* | 275′ 871t | *FPT* 160t | *APT* 223t | | |
| 85652 | **Vav** | Twin Sc | 6415 | | | | | 1931 | Eriksbergs M.V. Aktieb. Gothenburg | Skibs A/S Östheim (Halfdan Ditlev-Simonsen & Co. *Mgrs.*) | 408·6 P217t | 55·3 H502t | 32·4 F74t | | Oslo Norwegian | Oil Engines 4S.C.SA 12Cy. 21⅝–39⅜″ 543 NHP Eriksberg M.V. Aktieb, Got | | N |
| | *Carrying Petroleum in bulk* | *Oil Eng.* | 5555 | | | | | | | | | | | | *WB* | | | |
| LCGJ | *Mchy. Aft* | 1 *Dk* | 3844 | | | | | | | | | | | | | | | |
| | D.F. | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 85653 | **Vayian Kuturie** | Twin Sc | 7596 | | | | | 1934 | States S.B. Yd "A. Marti" Nicolaieff | U.S.S.R. | 409·1 P106′ | 54·6 B29′ | 32·2 F30′ | | Russian | Oil Engines 2S.C.SA 8Cy. 23½″–41½″ 776 NHP | | |
| | (ex Sakhalin–38) | *Oil Eng.* | 6725 | | | | | | | | | | | | | | | |
| UOWG | *Longitudinal framing* | 1 *Dk* | 4077 | | | | | | | | | | | | | | | |
| | *Mchy. Aft* | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 85654 | **Vechtstroom** (ex Energie II) | | 845 | | | | | 1918 | N.V. Haarlemsche Scheeps. My. Haarlem | N.V. Hollandsche Stoomb. Maats. | 201·5 Q121′ | 30·2 B11′ | 13·0 F20′ | | Amstrdam Dutch | T 3Cy 15¾″, 25½″ & 41⅝″–27½″ 89 NHP | | V |
| | | | 620 | | | | | | | | | | | | *WB* | Burgerhouts Machf. Rot. | | |
| PIEG | *Mchy. Aft* | 1 *Dk* | 442 | | | | | | | | | | | | | | | |
| 85655 | **Vecta** (P) | Twin Sc | 622 | | | | | 1938 | J. I. Thorny-croft & Co. Ld. Southampton | Sou. I. of Wight & S. of Eng. Royal Mail Stm. Pkt Co. Ld | 199·5 | 30·2 | 8·7 | | S'thamptn British | Oil Engines 4S.C.SA 12Cy. 15″–20″ 263 NHP | | BT till ~~1.41~~ Oct |
| 166825 | | *Oil Eng.* | 353 | | | | | | | | | | | | | English Elec. Co. Ld. Rugby | | |
| GQQM | Wireless | *Cruiser Stern* 2 *Dks* | 362 | | | | | | | | | | | | | | | |
| 85656 | **Veedol** | | 1224 | | | | | 1920 | Staten Island S.B. Co. Staten Island, N.Y. | Tide Water Associated Oil Co. | 220·0 P63′ | 37·6 F24′ | 15·8 | | Wilmgton (Del.) Utd. States | T. 3Cy. 15½″, 24″ & 48″–20″ 103 NHP | | R |
| 220672 | | *Fitted for oil fuel* | — | | | | | | | | | | | | *WB* | Staten Island S.B. Co. | | |
| KLBU | Wireless | *Mchy. Aft* 1 *Dk* | 698 | | | | | | | | | | | | | | | |
| | D.F. | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 85657 | | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years assigned / now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L. Dates of Last Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85658<br>229673<br>KGNE | **Veedol No. 2** | *Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>D.F. *Carrying Petroleum in bulk pt Longitudinal framing* | 1818<br>—<br>1055 | | | | | 1930 | The Pusey & Jones Co. Wilmington, Del. | Tide Water Associated Oil Co. | 252·1 \| 44·2 \| 18·5<br>P60′ B28′ F39′ | | | Wilmington (Del.) Utd. States | 2 Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA 338 NHP 12Cy.17″–24″ I.P. Morris & De La Vergne, Inc. Phl. | | R |
| 85659<br>PIEP | **Veendam** (P) Twin Sc<br>*ss* Rot. No.3–1,32 *ss* Rot. No.1–36<br>2 *Dks (Stl) & Awng dk (Stl– pt* ws) *& Shade dk (Stl) 3rd dk (Stl) in* Sub. Sig. *Nos.* 1, 2 *& 3 holds*<br>D.F. *Cruiser Stern* | *Awng dk*<br>*with freeboard* 1,40 ✠LMC<br>MS11,36 BS5,39<br>*Fitted for oil fuel* 3,23 | 15450<br>12159<br>9202 | ✠100A1 | Sch | *j*† | CL<br>SN 1,39<br>P 2,39<br>*F.P. above* | 1923<br>3 mo | Harland & Wolff, Ld. Glasgow | Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)<br>*Cell D B* 465′ 2254 *t* | 550·2 \| 67·3 \| 41·1<br>P76′ B & F 391′ FK<br>*on Awng dk*<br>*Tanks at sides of tunnels* 8′ 140 *t* *F P T* 190 *t*<br>*A P T* 245 *t* | Rottrdam Dutch<br>*pt Cem* 9 *B H to A dk* | 4 Steam Turbines S R geared to 2 Sc. Shafts (*s*) 215 lb HS 27774 1913 NHP 9 Water Tube Boilers FD Harland & Wolff, Ld. Bel. | 45 ″ 2<br>*s* 13 ″ 2<br>32 ″ 5 | |
| 85660<br>PIET | **Veenenburgh** (P)<br>(*ex* Batavier VII–37) *Oil Eng.*<br>Wireless 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | | 400<br>329<br>204 | | | | | 1927 | J. Koster Hzn. Groningen | Wm. H. Müller & Co. N.V. | 148·3 \| 23·9 \| 11·8<br>P43′ F20′ | | | Rottrdam Dutch | Oil Engines 4S.C.SA 6Cy.11¼″–16½″ 74 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | V |
| 85661<br>PIEX | **Veerhaven**<br>*ss* Ant. No.2–38<br>D.F. 1 *Dk (Stl)* | *Ant* *a*†<br>4,40 12,40 Nwc<br>✠NB8,36 ✠LMC<br>MS6,38 BS12,40 | 5291<br>4934<br>3262 | ✠100A1 | | | CL<br>~~5,39~~<br>12,40 | 1930<br>2 mo | W. Gray & Co. Ld. Sunderland | N.V. Gebr. van Uden's Scheepv. en Agentuur Maats.<br>*Cell D B* | 421·3 \| 54·3 \| 27·2<br>P32′ B268′ F36′ FK<br>373′ 1246 *t* *F P T* 117 *t* | Rottrdam Dutch<br>7 *B H Cem* *A P T* 157 *t* | Q.4Cy.20″,28½″,41½″ & 61″–48″ 260 lb (*s*) 457 NHP 3SB (Spt), *9cf*, GS 158, HS 6589 FD Cen. Mar. E Wrks. Ld W Hpl | 29 ″ 8<br>*s* 4 ″ 8½<br>25 ″ 2¼ | |
| 85662<br>LJVJ | **Vega** (P) Twin Sc<br>*Oil Eng.*<br>D.F. E.S.D. 2 *Dks & Shelter dk*<br>*Ref. Mchy.* G.C. *Cruiser Stern* | | 7287<br>4689<br>4184 | | | | | 1938 | Cantieri Riuniti Dell' Adriatico Trieste | Det Bergenske Dampskibs Selskab | 424·6 \| 58·3 \| 28·5<br>F & B 188′<br>*W B* | Bergen Norwegian | Oil Engines 2S.C.SA 20Cy.25 5/16″–47¼″ 2270 NHP Cant. Riuniti Dell' Adriatico | | N |
| 85663<br>202865<br>WDPR | —<br>(*ex* Pendennis White)<br>D.F. G.C. *Mchy. Aft* 1 *Dk* | | 4382<br>—<br>3205 | | | | | 1905 | American S.B. Corp. Cleveland, O. | Interlake S.S. Co. (Pickands, Mather & Co. *Mgrs.*) | 416·0 \| 50·0 \| 28·0<br>F48′<br>*W B* | Wilmgton (Del.) Utd. States | T.3Cy.21″,32″ & 57″–48½″ 1B *made* 00 211 NHP American SB. Co. Cleveland | | R |
| 85664<br>5447<br>SHDR | — | 1 *Dk* | *1073*<br>*901*<br>*623* | | | | | 1913 | Lindholmens V.A. Gothenburg | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 226·4 \| 35·1 \| 14·4<br>B60′ H 104 *t* F28′<br>*W B* | Stockholm Swedish | T.3Cy.14½″,24″ & 40″–27″ 83 NHP Lindholmens V.A. Got. | | V |
| 85665<br>269<br>OHGN | —<br>*ss* Hfs. 2nd No.3–2,32<br>*ss* Hfs. No.1–36<br>Wireless D.F. 2 *Dks (2nd dk–Stl)* | | 974<br>582<br>535 | ✠100A1<br>*with freeboard* 4,39 ✠LMC<br>MS9,36 ~~BS4,39~~<br>MBS10,40 DBS5,40 | Hul | *l* | OG<br>4,39 | 1906<br>8 mo | Fevigs Jernskibsbyg Fevig | Finska Ångf Aktieb<br>*Cell D Ba* 132′ *u E* 6 | 201·9 \| 30·8 \| 19·0<br>195·2 \| 31·1 \| 12·3 FK<br>28′ *u E* 18′ *f* 35′ | Helsingfrs Finnish<br>4 *B H Cem* 100 *t* *A P T* 18 *t* | T.3Cy.16″,26″ & 44″–30″ (*r*) 180 lb *100 lb* 128 NHP 1SB, 3*pf*, GS 60, HS 2142 Richardsons, Westgarth & Co. Ld. Mdb. | 21 ″ 9<br>*s* 7 ″ 2½<br>14 ″ 10¼ | |
| 85666<br>588<br>ESER | —<br>(*ex* Grane, *ex* Göthe, *ex* Herma, *ex* Wilhelm Lüdke) 1 *Dk* | | 406<br>350<br>217 | | | | | 1892 | Nüscke & Co. Stettin | J. Rang | 154·9 \| 23·3 \| 12·0<br>Q58′ B24′ H 13 *t* F17′ | Tallinn Estonian | C.2Cy.17¾″ & 30¾″–19¾″ Deutsche Elbschifff. 35 NHP Ges. "Kette," Uebigau | | V |
| 85667<br>LDLJ | **Vela**<br>Wireless D.F. 1 *Dk* | | 1180<br>826<br>605 | | | | | 1930 | Bergens Mek. Værks. Bergen | Det Bergenske Dampskibsselskab | 223·9 \| 34·2 \| 14·1<br>Q77 *t* B89 *t* H74 *t* F31 *t*<br>*W B* | Bergen Norwegian | T.3Cy.17¼″,29″ & 49″–33″ 138 NHP Bergens Mek Værks Bergen | | N |
| 85668<br>YTEZ | **Velebit** (*ex* Atlantica–33, *ex* Gróf Khuen Héderváry) *ss* Rot. 2nd No.3–9,34 *ss* Rot. No.1–39 1 *Dk (Stl)*<br>*Cargo battens not fitted* | *4153*<br>*3929*<br>*2578*<br>5,40 ~~1,80~~ Rot Shi<br>✠LMC 1,39<br>BS12,40 | | ✠100A1 | | *x* | CL<br>~~11,80~~<br>5,40 | 1911<br>4 mo | Armstrong Whitworth & Co. Ld. Newcastle | Jugoslavenska Oceanska Plovidba d.d.<br>*Cell D B a* 132′ *u E* 6 | 378·2 \| 52·3 \| 23·9<br>P23′ B201′ F34′ FK<br>*B* 78′ *f* 161′ 987 *t* *F P T* | Split Yugoslav<br>6 *B H Cem* 131 *t* *A P T* 95 *t* | T.3Cy.26″,42″ & 68″–48″ (*s*) 180 lb *125 lb* 391 NHP 2SB, *8cf*, GS 155, HS 6624 Blair & Co. Ld. Stockton | 26 ″ 4<br>*s* 3 ″ 10¼<br>22 ″ 8 | |
| 85669<br>160399<br>GRCL | **Velho** (P) (*ex* Gonçalo Velho, *ex* Chellah, *ex* Independencia) Wireless *ss* Adn. No.2–40 1 *Dk (Stl) & Awng dk (Teak)* | *Adn* *m*<br>*Awng dk*<br>*with freeboard* 5,40 ~~3,80~~<br>~~MBS3,80~~ ✠LMC ~~2,36~~ 5,40 | 1098<br>1021<br>589 | ✠100A1 | | | OG<br>~~8,36~~<br>4,40 | 1905<br>11 mo | Smith's Dock Co. Ld. North Shields | Cowasjee, Dinshaw & Bros.<br>*Cell D Ba* 40′ *u E* 6 | 210·0 \| 32·2 \| 11·8<br>18·9 FK<br>4 *B H* *After Peak* „ „ 2nd „<br>*B* 33′ *f* 90′ 190 *t* *F P T* | London British<br>*Cem to Awning dk* 46 *t* *A P T* 14 *t* | T.3Cy.17″,28½″ & 46″–30″ (*s*) 180 lb NDB 36 *100 lb* 99 RHP 1SB, *3cf*, GS 54, HS 1989 MacColl & Pollock, Ld. Sld. | 21 ″ 0<br>*s* 7 ″ 5½<br>13 ″ 10½ | |
| 85670<br>OFCJ | **Veli Ragnar** (*ex* Torgny Lagman–38, *ex* Banchory) D.F. *ss* Nwc. No.3–11,27 *ss* Got. No.2–35 1 *Dk (Stl)*<br>*Cargo battens not fitted* | | 2158<br>—<br>1237 | ✠100A1<br>~~Hzns Sc~~ 11,40 Bal<br>✠LMC<br>MS2,35 ~~BS3,39~~ 11,40 | ~~Cpn~~ | *s* | CL<br>7,39 | 1914<br>12 mo | Craig, Taylor & Co. Ld. Stockton | Lovisa Rederi A/B (A/B R. Nordström & Co. O/Y, *Mgrs.*)<br>*Cell D Ba* 90′ *u E* 6 | 288·3 \| 44·0 \| 18·9<br>298·9 (O.L.)<br>P27′ B72′ F30′ FK<br>*B* 32′ *f* 120′ 605 *t* *F P T* | Lovisa Finnish<br>5 *B H Cem* 84 *t* *A P T* 89 *t* | T.3Cy.21″,35″ & 57″–39″ (*s*) 180 lb 214 NHP 2SB, *6cf*, GS 78, HS 3232 N.E. Marine Eng. Co. Ld. Sld | 21 ″ 4<br>*s* 3 ″ 0½<br>18 ″ 7½ | |
| 85671<br>LDPL | **Velma** Twin Sc<br>*Oil Eng.*<br>*ss* L.An. No.2–38 ~~*ss* L.An. No.1–51~~<br>*Mchy. Aft* 1 *Dk (Stl)*<br>D.F. *Cruiser Stern* | *L.An* *e*†<br>~~4,40~~ 10,40 Syd 4,40<br>~~DBS5,39~~ 4,40 ✠LMC ~~CS11,34~~ 11,37<br>*Carrying Petroleum in bulk* | 9720<br>~~8937~~<br>5861 | ✠100A1 | | | CL<br>~~34,37~~<br>~~18,38~~<br>4,40 | 1930<br>8 mo | Götaverken A/B Gothenburg | Skibs A/S Nordheim (Halfdan Ditlev-Simonsen & Co. *Mgrs.*)<br>*Cell D Bu E* 71′ 304 *t* | 475·6 \| 64·2 \| 37·8<br>P103′ B35′ F39′ FK<br>*D T f* 33′ 622 *t* *F P T* | Oslo Norwegian<br>10 *B H pt Cem* 96 *t* *A P T* 310 *t* | Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 724 NHP 2 DB *180 lb* Götaverken A/B, Got. | 37 ″ 3<br>*s* 8 ″ 7½<br>28 ″ 10½ | |
| 85672<br>219657<br>KUFG | **Velma Lykes** (*ex* Southseas, *ex* Lake Flournoy) *Fitted for oil fuel*<br>D.F. 1 *Dk 2 tr B* | ✠ ...<br>11,20<br>✠ | 2572<br>—<br>1636 | ✠ | | | | 1920<br>5 mo | McDougall Duluth Co. Duluth, Minn. | Lykes Bros. Steamship Co. Inc. | 251·0 \| 43·7 \| 26·2<br>P25′ B64′ F20′ FK<br>*W B* | Houston, Tex. Utd. States | T.3Cy.21 15/32″,35 7/16″ & 59″–42″ 352 NHP McDougall Duluth Co. | 28 ″ 2 | R †<br>I |
| 85673<br>443<br>ICMJ | **Veloce** (*ex* Media–35)<br>*Fitted for oil fuel*<br>D.F. 2 *Dks* | | 5464<br>5022<br>3362 | | | | | 1911 | A. Stephen & Sons, Ld. Glasgow | A. Lauro | 424·4 \| 53·2 \| 30·0<br>410·1<br>P45′ B138′ F37′<br>*W B* | Naples Italian | T.3Cy.28″,46″ & 77″–51″ 424 NHP A. Stephen & Sons, Ld. Gls. | | I |
| 85674<br>LJEZ | **Velox** (*ex* Sveajarl–36, *ex* Arator) Twin Sc<br>*Oil Eng.*<br>*ss* Got. No.3–4,33 *ss* Got. No.1–36<br>D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)*<br>*Cruiser Stern* | *Shelter dk*<br>*with freeboard* ~~4,40~~ 10,40 1,41<br>✠LMC CS 12,37<br>DBS ~~2,37~~ 7,40 12,37<br>*Carrying oil fuel F.P. above* | 3831<br>3439<br>2281 | ✠100A1 | Syd<br>Ver | *x* | OG<br>~~7,39~~<br>SN 1,41<br>P 1,41<br>150° F. | 1922<br>2 mo | Kockums M.V. Aktieb. Malmö | Skibs A/S Velox (C.H. Sörensen & Sönner, *Mgrs.*)<br>*Cell D B* 323′ 1134 *t* | 367·8 \| 51·6 \| 22·7<br>F38′ *on Shelter dk* FK<br>*Collision* 5 „ „ *U dk*<br>*F P T* 76 *t* *A P T* 61 *t* | Arendal Norwegian<br>*pt Cem* *B H to Sh dk*<br>*in portable tanks in No. 3 hold* | Oil Engines 4S.C.SA 12Cy.21¼″–28¾″ 528 NHP DB *100 lb* Akt. Burmeistr & Wain, Cpn | 25 ″ 6<br>*s* 2 ″ 4½<br>23 ″ 4 | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Surveillance Spéciale. Date de la dernière Visite. Terms assigned maintenant et plus récent. Lettre d'appartenance. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* Mesurées où coté, si on le sait dans le L. R. Digrée. Cert. R. et Trade. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85675 YLAA | **Velta** (*ex*Fairmead) *ss*Lie.3rdNo.3–3,35 *ss*Rga.No.1–39 *Well deck* 1 *Dk*(*Stl*)2*tr B* *Cargo battens not fitted* | | 2347 1776 1382 | ✠100A1 6,39 ✠LMC MS6,39 BS9,39 | Lie | | N6,39 | 1890 4mo | T.Turnbull &Son Whitby *Lloyd's* | P.Danneberg | 289·6 P28′Q76′B124′F32′ ptND02 FK *Cell D Ba* | 38·3 96′*uE & B* | 19·3 42′*f* 114·504*t* | Riga Latvian *Cem* *5 BH only* | T.3Cy.22″,36″&59″–39″ (*s*) 160lb 219NHP 2SB,6*cf*,GS84,HS3300 Blair&Co.Ld.Stockton | 22 ″ 2 s 1 ″ 8½ 20 ″ 8 | |
| 85676 LJVM | ~~**Von Koh**~~ **Venkoh** (*ex*City of Vancouver–36) *ss*Vcr.No.3–6,33 *ss*Kob.No.1–37 2 *Dks*(*Stl*) *Cargo battens not fitted* | | 5752 5304 3602 | ✠100A1 9,40 ~~8,30~~ ~~6,39~~ 5,40 ✠LMC ~~2,36~~ 9,40 *Fitted for oil* | Yka Smk *fuel* 10,20 | *z* | CL 10,39 *F.P. a* | 1920 10mo *above* 1 | J.Coughlan &Sons,Ld. Vancouver, A&CP B.C. 150° F. | *Intermediate BH* SkibsA/STHule (T.B.Torgersen, *Mgr.*) *Intermediate BH in forehold&after* *Cell D B* 361′ 1287*t DT* | 410·5 P44′B115′F47′ FK *holds dispensed with* *f* 25′ 550*t* | 54·1 FK *FPT* 131*t* | 27·5 *A* | Oslo Norwegian *pt Cem* *5 BH only* *PT* 87*t* | T.3Cy.27″,44″&73″–48″ (*s*) ~~160lb~~ 180lb 520NHP 3SB,9*cf*,GS199,HS7743 FD Fairfield S.B.&E.Co.Ld.Gls | 29 ″ 9 s 5 ″ 9½ 24 ″ 2 | |
| 85677 VGYD | **Vencedor** (*ex*ExmouthII) 3 Mst 155254 *ss*Vcr.2ndNo.3–5,38 Wireless 2 *Dks*(*Upper dk–Teak*) | | 357 305 218 | 100A1 *with freeboard* 7,40 ~~5,39~~ ~~BS4,38~~ *Adapted for oil fuel* | Vcr BS7,40 LMC5,38 | | ~~5,38~~ 7,40 9,28 *F.P.* | 1913 *above* | Rennie, Forrestt S.B.Co.Ld. Wivenhoe 150° F. | E.W.Hamber | 146·3 BOX KEEL | 27·1 42′ | 13·3 5 *BH Cem* | Vancouver British | C.2Cy.12″&24″–16″ (*r*) 140lb 24RHP 1SB,2*pf*,GS29,HS796 A.G.Mumford,Ld.Colchstr | 14 ″ 7 s 2 ″ 10½ 15 ″ 6 | |
| 85678 | **Vendee** (*ex*H.G.Wagon–39, *ex*SirOsbornHolmden–39) TwinSc *Oil Eng.* *ss*Yka.No.2–36 *Mchy Aft* 2 *Dks*(*Stl*) & *Web frames* D.F. *Cruiser Stern* *Longitudinal framing–bracketless system* *Carrying Petroleum in bulk* | | 9153 8502 5527 | ✠ ... 12,39 ✠ | Ham | *d*† | 9,28 *F.P.* | 1928 5mo *above* | Akt.Burmeistr&Wain Copenhagen | FrenchGovernment(Ministère de la MarineMarchande) (Soc.Française de Transports Pétroliers, *Mgrs.*) | 471·8 P101′B29′F44′ FK *Cell D Bu E* 65′ 303*t* | 64·4 FK *DT f* 43′ 653*t* | 35·0 | Havre French 16 *BH pt Cem* 4 „ *to 2nd dk* | Oil Engines 4S.C.SA 12Cy.23¾″–47½″ 622NHP Akt.Burmeistr&Wain,Cpn. *APT* 143*t* | 35 ″ 0 | |
| 85679 FPBG | **Vendémiaire** *Fitted for oil fuel* *Mchy.Aft* 1 *Dk* D.F. *Carrying Petroleum in bulk* | | 9228 8215 6449 | ✠ ... 8,32 ✠ | | | | 1929 6mo | Deutsche Wrft.A.G. Hamburg | Cie.Nationale de Nav. | 468·1 P108′F40′ | 61·8 FK | 36·4 *WB* | Havre French | C.4Cy.(2)22½″&(2)47½″–47½″ 545NHP DeutscheWerft,Hamburg | 36 ″ 0 | V † |
| 85680 FNNT | **Vendôme** *Well deck* 1 *Dk* | | 4192 3646 2534 | ✠ ... 7,22 ✠ | | | | 1920 10mo | TyneIron S.B.Co.Ld. Newcastle | Cie.Delmas Vieljeux | 364·1 P18′Q128′B68′F29′ FK | 52·8 *WB* | 24·5 | LaRochlle French | T.3Cy.23½″,38″&64″–42″ 347NHP Armstrong,Whitworth& Co.Ld.Nwc. | 26 ″ 8 | V † |
| 85681 SKWJ | **Venern** (*ex*Chloris–35, 4 Mst 8028 *ex*Eider) *ss*Sbg.No.3–4,36 *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck* Sub.Sig. *ss*Sbg.No.1–10 | | *1171* *966* *596* | 100A1 3,40 LMC ~~MS4,36~~ 3,40 ~~BS10,38~~ 9,39 | Sbg | | OG 3,40 | 1921 | Werft Nobiskrug G.m.b.H. Rendsburg | HugoSilvén *Intermediate BH in* *Cell DB* 201′ 427*t* | 249·7 P&B193′F30′ FK *hold dispensed with* *FPT* | 37·5 | 12·5 3 *BH only* 181*t* | Säffle Swedish *Cem* *APT* 132*t* | T.3Cy.17¾″,28⅝″&45½″–29½″ 185lb (*s*) 143NHP 2SB(Spt),4*cf*,GS78,HS2476 Ottensener Mch.G.m.b.H. Altona | 15 ″ 0 s ″ 5½ 14 ″ 9¼ | |
| 85682 SHDW | **Venersborg** *ss*Lkr.2ndNo.3–3,39 1 *Dk*(*Stl*) | | *1065* 5650 *868* *577* | ✠100A1 9,40 ~~8,39~~ Lkr Got ✠LMC3,39 | | *n* | OG 3,39 | 1914 11mo | Trndhjms Mek.Værks Trondheim *Lloyd's* | StockholmsRederiaktiebSvea(Eman. Högberg, *Mgr.*) *Cell D Ba* 67′ | 226·2 P28′B67′H118*t*F12′ FK *uE* 13′ *f* 90′ 268*t* | 35·0 | 13·5 4 *BH Cem* *FPT* 32*t* | Stockholm Swedish *APT* 35*t* | T.3Cy.17″,27½″&46′–30′ (*s*) 180lb 139NHP 2SB,4*cf*,GS72,HS2312 Trondhjems M V.Trondhm | 15 ″ 10 s 1 ″ 6½ 14 ″ 6 | |
| 85683 GMNX | **Venetia** 148939 *Mchy.Aft* 2 *Dks*(*Stl*) & *Web frames* D.F. *Longitudinal framing* | *ss*Sws.No.3–5,40 ~~*ss*Rot.No.2–36~~ | 5728 5163 ~~3432~~ | ✠100A1 5,10 ~~4,39~~ Fal Sws 5,40 ~~BS3,36~~ ✠LMC ~~3,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,27 | | *z* | CL 4,39 *F.P. a* | 1927 8mo *above* 1 | R.Duncan &Co.Ld. PortGlasgow *Lloyd's* 150° F. | VeneziaS.S.Co.Ld. (Gow,Harrison& Co. *Mgrs.*) *Cell D Bu E &* | 410·1 424·0 (O.L.) P121′B38′F42′ FK *B* 76′ 170*t* | 54·5 FK *APT* 204*t* | 30·1 16 *BH pt Cem* (5, *to 2nd dk*) | Glasgow British | T.3Cy.25″,43½″&74″–48″ (*s*) 210lb 567NHP 3SB,9*cf*,GS190,HS8202 FD Rankin&BlackmoreLdGrk | 30 ″ 0 | |
| 85684 SLGN | **Venezia** 8272 *Oil Eng.* D.F. *Cruiser Stern* 1 *Dk&Shelter dk* *Strengthened for navigation in ice* | | *1673* ~~1250~~ *788* | ✠100A1 *with freeboard* ~~5,10~~ 5,41 ✠LMC6,38 | Got ~~Vcr~~ | *s* | CL 5,39 | 1938 6mo *above* 1 | Akt.Lindholmens Varv Gothenburg *Lloyd's* | RederiA/B SvenskaLloyd (K.R.Bökman, *Mgr.*) *Cell D B* 231′ 471*t* | 287·3 296·5 (O.L.) FK *FPT* 25*t* | 42·2 *APT* 29*t* | 16·7 ( *Coll to Sh dk* 3 „ 2nd„) | Gothenburg Swedish *4 BH* DB *100lb* | Oil Engines 2S.C.SA 6Cy.19 $\frac{15}{16}$″–35 $\frac{7}{16}$″ 388NHP DB *100lb* Sulzer Bros.Ld.Winterthur | 19 ″ 6 s ″ 4½ 19 ″ 2¾ | |
| 85685 SLRN | **Venezuela** (P) TwinSc 8315 D.F. E.S.D. GyC. *Oil Eng.* *Ref.Mchy.* 3 *Dks* *Strengthened for navigation in ice* | | *6991* *4171* *4060* | ✠100A1 *with freeboard* 3,40 ~~5,39~~ ✠LMC1,39 ✠Lloyd'sRMC4,40 | Skm Got | *a*† | OG | 1939 1mo | A/B Götaverken Gothenburg *Lloyd's* | Rederiaktieb. Nordstjernan (A.A. Johnson, *Mgr.*) *Cell D B* 307′ 1486*t* | 420·8 440·1 (O.L.) F85′ FK *Tanks in way* | 55·9 7 *BH to W dk* *of tunnels* 309*t* | 24·0 *FPT* 76*t* | Stockholm Swedish 7 *BH to W dk* A/B Götaverken,Got. | Oil Engines 4S.C.SA 16Cy.24½″–51 $\frac{3}{16}$″ 945NHP DB *85lb* | 37 ″ 6 s 11 ″ 5½ 26 ″ 2½ | |
| | | | | No. 3 lower 'tween dks. for temp. 10° F. All other chambers for temp. 31° F. | | | | | | | | | | | | | |
| 85686 LFNA | **Veni** (*ex*Tonbridge) *ss*Bgn.2ndNo.3–4,25 D.F. 1 *Dk*(*Stl*)2*tr B* & *deep framing* | | 2982 2704 1781 | ✠ 5,30 ✠ | Stv | *u* | | 1901 7mo | W.Pickersgill&Sons Sunderland | D/S A/S Veni (P.Smedvig) *Cell D Ba* | 324·1 P21′B96′F35′ FK 104′ *uE* 20′ *f* 128′ 709*t* | 47·1 | 21·8 *APT* 39*t* | Stavanger Norwegian 6 *BH Cem* | T.3Cy.22″,38½″&64″–42″ 277NHP 2SB,8*pf*,GS123,HS4147 J.Dickinson&SonsLd.Sld. | 24 ″ 1 | N † |
| 85687 JANA | **Venice Maru** 28027 *ss*Kob.No.3–5,33 *ss*Yka.No.1–38 2 *Dks*(*Stl*) & *Awng dk*(*Stl*) | | 6571 6157 4013 | ✠100A1 *Awng dk* *with freeboard* ~~9,40~~ ~~2,60~~ ✠LMC2,60 *Fitted for oil* | Tama Kob *fuel* 7,21 | *z* | OG ~~2,36~~ ~~1,10~~ N9,40 *F.P. a* | 1921 7mo *above* 1 | Kawasaki Dkyd.Co.Ld. Kobe A&CP 150° F. | Kawasaki KisenK K. *Cell D B* 342′ 1234*t DT a* 35′ 807*t* | 405·0 F33′ *on Awng dk* FK *Collision* 5 „ „ *U* „ *FPT* 104*t* | 53·0 *BH to Aw dk* *APT* 36*t* | 37·0 | Kobe Japanese *pt Cem* | T.3Cy.28″,46½″&78″–54″ 200lb (*s*) 578NHP 3SB(Spt),9*cf*,GS190, HS7800 KawasakiDkydCoLdKobe | 37 ″ 0 s 9 ″ 3½ 28 ″ 0 | |
| 85688 YLBG | **Venta** (*ex*Willowmore,*ex*Cundall) 89 1 *Dk* | | 1886 1709 1152 | | | | | 1908 | Nthmblnd S.B.Co.Ld. Newcastle | LatvianGovt. (ValstsKugu Parvalde, *Mgrs.*) | 276·0 P24′B60′F29′ | 40·5 | 18·6 | Riga Latvian | T.3Cy.20½″,33″&54″–36″ 175NHP Richardsons,Westgarth& Co.Ld.Sld. | | C |
| 85689 | — (*ex*AugustaL.–38,*ex*Lieutenant RobertMory.*ex*Edith Cavell,*ex*Tropeiro) *ss*Shl.No.3–7,20 *ss*Osl.No.2–29 *Well deck* 1 *Dk* & *deep framing* | | *1202* *979* *677* | ✠ ... 1,32 ✠ | | | | 1908 5mo | Dundee S.B.Co.Ld. Dundee | "Sandélis"Akc. B-vé(M.Reisys *Mgr.*) | 235·3 Q74′B70′F31′ | 37·1 FK | 14·4 *WB* | Sventoji Lithuanian | T.3Cy.17″,28″&46″–30″ 141HP N.E.MarineEng.CoLd Sld. | 15 ″ 6 | N † |
| 85690 VGYF | **Venture** (P) TwinSc 129475 *ss*Vcr.2ndNo.3–1,34 *ss*Vcr.No.1–37 Wireless 1 *Dk*(*Stl*) & *Awng dk* | | 1011 743 580 | ✠100A1 *Awng dk* *with freeboard* ~~2,41~~ ~~2,00~~ 12,40 ~~2,50~~ BS11,40 ~~BS10,38~~ ✠LMC1,37 *Fitted for oil* | Vcr *fuel* 4,12 | *k* | CL ~~10,37~~ ~~7,10~~ 11,10 *F.P.* | 1910 3mo *above* | Napier& Miller,Ld. Glasgow *Lloyd's* 150°F. | UnionSteamships Ld. | 180·4 B121′ ND20 *Cell D Bu E* 18′ *f* 79′ | 32·0 FK | 17·0 *APT* 60*t* | Vancouver British 4 *BH Cem* | T.6Cy.12′,19′&33′–27′ (*s*) 180lb 171NHP 2SB,6*cf*,GS108,HS3300 Miller&Macfie,Ld.Gls. 46*t FPT* 9*t* 112*t DT a* 17′ | 19 ″ 0 s 7 ″ 0½ 12 ″ 4 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. † | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85691 | **Venus** Ⓟ | TwinSc | 5407 | | | | | 1931 | Helsingörs Jernsk.& Msk. Elsinore | Det Bergenske Dampskibsselskab | 398·5 | 54·2 | 26·6 | Bergen Norwegian | Oil Engines 4S.C.SA 20Cy.24⅛"–42½" 1190NHP | | |
| | | *Oil Eng.* | 4156 | | | | | | | | | | | | | | |
| LDSV | D.F. 1*Dk* & *Shelter dk* & *pt 3rd* & *4th dks* | | 2867 | | | | | | | H1120*t* | | | | *WB* | Akt. Burmeistr & Wain. Cpn | | |
| | E.S.D. *Ref. Mchy.* *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 85692 | — | | 3719 | | | | | 1901 | American S.B.Co. Lorain, O. | Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*) | 346·0 | 48·0 | 28·0 | Wilmgton (Del.) Utd. States | T.3Cy.22", 35" & 58"–42" 218NHP | | R |
| 161876 | Sub.Sig. (*Self-Unloader*) | | | | | | | | | | | | | *WB* | American S.B.Co. Lorain, O | | |
| WPBI | *Mchy. Aft* D.F. GyC. 1*Dk* 2*tr B* | | 2766 | | | | | | | | | | | | | | |
| 85693 | — | | 2456 | ✠100A1 | Cpn | *t* | CL | 1920 | Wood Skinner & Co. Ld. Newcastle | A/S D/S "Orion" (C.P. Jensen, *Mgr*) | 303·0 | 43·0 | 20·8 | Copnhagn Danish | T.3Cy.22", 36" & 59"–39" (*s*) 180lb 265NHP | 23 *ft* 0 | |
| | | | 2212 | 3,39 | | 2,39 | | 6mo | | | 314·6 (O.L.) | | | | | s 3 *in* 4⅜ | |
| OXID | *ss* Abg. No. 3–7, 33 | | 1460 | BS12,38 ✠LMC 8,37 | | | | | | P33'B81'F32' FK | | | | 5 *BHCem* | 2SB, *6cf*, GS124, HS4500 | 19 *in* 10 | |
| | *ss* Cpn. No. 1–37 | | | | | | | *Lloyd's* *SA&CP* | | | | | | | N.E. Marine Eng Co Ld. Nwc | | |
| | 1*Dk* (*Stl*) | | | *Fitted for oil fuel* 6,20 | | | *F.P. a* | above 1 50° F. | | *Cell D B* 240' 649*t* *FPT* 70*t* | | | | *APT* 87*t* | | | |
| 85694 | — | | 1855 | | | | | 1907 | Rotterdam Droogd. Maat Rotterdam | Koninkl. Nederl. Stoomb. Maats. N.V. | 270·2 | 38·2 | 18·8 | Amstrdam Dutch | T.3Cy.19", 30" & 51"–36" 156NHP | | V |
| | | | 1474 | | | | | | | | Q87'B147'F84' | | | *WB* | Rotterdam Droogd. Maats. | | |
| PIFF | 2*Dks* | | 1154 | | | | | | | | | | | | | | |
| 85695 | — Ⓟ | Iron | 1050 | ✠ ... | | | | 1880 | Gourlay Bros. & Co. Dundee | Manila S.S. Co. Inc. (Elizalde & Co. Inc. *Mgrs.*) | 210·0 | 29·8 | 15·7 | Manila Utd. States | C.2Cy.23" & 44"–42" 99NHP | 16 *in* 11 | |
| | (*ex* Loch Maree) 4th Survey Man. 8,97 | | 632 | 7,01 | | | | 2mo | | | P116'F31' FK | | | *WB* | Gourlay Bros. & Co. Dundee | | |
| KZAV | *Well deck* Wireless 1*Dk* 2*tr B* | | 554 | ✠ | | | | | | | | | | | | | |
| 85696 | — | | 603 | | | | | 1897 | Helsingörs Jernsk. & Msk. Elsinore | Dampfschifffahrts Ges. Neptun | 169·0 | 26·0 | 16·5 | Bremen German | T.3Cy.12½", 21" & 34½"–24" 58NHP | | G |
| | | | 592 | | | | | | | | | | | *WB* | Helsingörs Jrnsk. & Mskb. | | |
| DOOX | | | 361 | | | | | | | | | | | | | | |
| 85697 | — | | 367 | | | | | 1939 | Schpsw. 'Volharding' Gebr Bodewes Foxhol | | 136·0 | 24·8 | 8·5 | British | Oil Engines 4S.C.SA 6Cy.10⅝"–19½" 65NHP | | V |
| | | *Oil Eng* | 221 | | | | | | | | P39'Q43'F33' | | | *WB* | Werkspoor N.V. Ams. | | |
| | 1*Dk* | | 178 | | | | | | | | | | | | | | |
| | *Mchy. Aft* *Cruiser Stern* | | | | | | | | | | | | | | | | |
| | *Now* **"Empire Jonquil,"** *see Supplement* | | | | | | | | | | | | | | | | |
| 85698 | — | | 346 | | | | | 1890 | E. Cravero & Co. Genoa | Rodolpho Sousa & Cia. | 157·6 | 27·2 | 10·9 | R. Janeiro Brazilian | C.2Cy.15¾" & 31½"–19¾" *B made 06 refitted* 30 37NHP | | V |
| | (*ex* Caninde, *ex* Itajahy, *ex* Lucania, | | | | | | | | | | | | | | E. Cravero & Co. Genoa | | |
| PUTJ | *ex* Franklin, *ex* Pampa, 1*Dk* | | 207 | | | | | | | | | | | | | | |
| | *ex* L'Italia) | | | | | | | | | | | | | | | | |
| 85699 | **Vera** | TwinSc | 6485 | | | | | 1934 | Eriksbergs M.V. Aktieb. Gothenburg | Skibs A/S Vaarheim (H. Ditlev-Simonsen & Co. *Mgrs.*) | 408·6 | 55·3 | 32·4 | Oslo Norwegian | Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 561NHP | | N |
| | | *Oil Eng.* | 5560 | | | | | | | P202*t* H534*t* F73*t* | | | | *WB* | Eriksberg M.V. Aktieb. Got | | |
| LITS | *Mchy. Aft* *Cruiser Stern* 1*Dk* | | 3881 | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 85700 | — | | *1341* | ✠100A1 | Hbg | *p* | OG | 1904 | Soc. Anon. Le Vulcain Belge Hoboken | Rederi A/B Sirius (O. Hillerström, *Mgr.*) | 240·3 | 37·2 | 16·6 | Hlsngborg Swedish | T.3Cy.18⅝", 29½" & 49½"–33⅛" 185lb (*s*) 167NHP | 19 *in* 2 | |
| 7025 | (*ex* Bryssel) | *ss* Hbg. 3rd No 3–2,39 | *1202* | 7,40 ~~8,30~~ | | 2,39 | | 8mo | | | 254·7 (O.L.) | | | 4 *BHCem* | 2SB, *4cf*, GS82, HS2796 | s 1 *in* 6½ | |
| SHED | 1*Dk* (*Stl*) & *deep framing* | | *763* | BS7,40 | ✠LMC 2,39 | | | | | P15'B146'F29' FK | | | | | Le Vulcain Belge, Hoboken | 17 *in* 9 | |
| | *Cargo battens not fitted* | | | | | | | *Lloyd's* *SA&CP* | | | | | | *Cell D Ba* 34' | *uE&B* 32' *f* 96' 274*t* *APT* 20*t* | | |
| 85701 | — | Comp | 446 | | | | | 1918 | A/B Östers-jövarfvet Norrköping | Gustaf Erikson | 149·5 | 28·6 | 11·0 | Mariehmn Finnish | Oil Engines 2S.C.SA 4Cy.12½"–18½" 109NHP | | V |
| | | *Oil Eng.* | 350 | | | | | | | P40'H20*t*F18' | | | | | A/B Atlas Diesel, Skm. | | |
| OHSM | 1*Dk* | | 204 | | | | | | | | | | | | | | |
| 85702 | **Vera B.** | | 440 | | | | | 1939 | Glommens Mek. Verks. Fredrikstad | Skibs. A/S Danmotor (V. Burkoff, *Mgr.*) | 148·7 | 25·6 | 10·1 | Oslo Norwegian | Oil Engines 2S.C.SA 6Cy.9⅛"–16⅛" 102NHP | | N |
| | *Carrying Petroleum in bulk* *Oil Eng* | | 291 | | | | | | | P53'F21' | | | | | A/B Atlas-Diesel, Skm | | |
| LKJP | Wireless *Cruiser Stern* 1*Dk* | | 243 | | | | | | | | | | | | | | |
| | *Mchy. Aft* *Electrically welded* | | | | | | | | | | | | | | | | |
| 85703 | **Vera Cruz** (*ex* Cayo Mambi–39) | | 1925 | ✠ — | NOs | *q* | | 1920 | Manitowoc S.B.Co. Manitowoc | Transportes Maritimos y Vias Fluviales S.C.M. de R.L. | 249·8 | 37·7 | 14·8 | Vera Cruz Mexican | T.3Cy.23", 37" & 63"–39" 357NHP | 25 *in* 0 | |
| | *ss* N.Os. No. 3–11, 32 | | 1737 | 1,38 | | | | 6mo | | | | | FK | *pt Cem* | 2SB. *6cf*, GS123, HS5258 | | |
| XCAB | 1*Dk* (*Stl*–ws) & *Shelter dk* | | 1055 | ✠ | | | | | | | | | | 3 *RH to S dk* | Manitowoc S.B.Co. | | |
| | (*Stl*–ws) 3*tr B* | | | | | | | | | | | | | 1 „ „ *U* „ | | | |
| | *Fitted for oil fuel* | | | | | | | | | *Cell D B* 194'475*t* | *FPT* 38*t* *APT* 36*t* | | | | | | |
| 85704 | **Vera Radcliffe** | | 5587 | ✠100A1 | Bry | *z* | CL | 1925 | Craig, Taylor & Co. Ld. Stockton | Anthony Radcliffe S.S.Co. Ld. & Ethel Radcliffe S.S.Co. Ld. (Evan Thomas Radcliffe & Co. | 415·5 | 55·5 | 26·6 | London British | T.3Cy.26½", 46" & 75"–48" (*s*) 180lb ~~180lb~~ ~~150lb~~ 471NHP | 28 *in* 7 | |
| 148529 | *ss* Npt. No. 3–8,37 | | 5113 | 10,40 ~~10,30~~ | Sws | | N8,38 | 1mo | | | 431·7 (O.L.) | | | 7 *BHCem* | 3SB (Spt) *9cf*, GS197, HS7917 | s 3 *in* 8½ | |
| GDJB | D.F. 1*Dk* (*Stl*) | | 3417 | ✠LMC | | | | | | | P45'B&F327' | | FK | | Blair & Co. Ld. Stockton | 25 *in* 2 | |
| | | | | MS8,37 | BS11,39 | | | *Lloyd's* *SA&CP* | | *Mgrs.*) *Cell D B* | 362'1581*t* *FPT* 113*t* | | | *APT* 147*t* | | | |
| 85705 | **Verace** (*ex* Giuseppina–34, *ex* Iberia) | | 1219 | ✠ | Rot | *n* | | 1884 | L. Smit & Zoon Kinderdijk | Ignazio Messina & C. | 257·5 | 33·0 | 15·2 | Genoa Italian | C.2Cy.27⅞" & 52"–33" 151NHP | 18 *in* 9 | I |
| 1944 | *ss* Rot. 3rd No. 3–9,22 | | 1038 | 1,28 | | | | 6mo | | | B60'F26' | | | 4 *BHCem* | 2SB, *6cf*, GS90, HS2940 | | † |
| IVJI | 1*Dk* (*Irn*) 2*tr B* | | 750 | ✠ | | | | | | | len 87 pt ND 02 BK 8" | | | *E&B* 40'285*t* | Kon Maats. de Schld. Flshng | | |
| | | | | ✠NB 90 *refitted* 10,14 | | | | | | | | | | | | | |
| 85706 | **Veragua** Ⓟ | TwinSc | 6982 | | | | | 1932 | Bethlehem S.B. Corp. Ld. Quincy, Mass. | United Mail S.S. Co. (United Fruit Co. *Mgrs.*) | 415·7 | 60·3 | 24·1 | New York Utd. States | 2 Steam Turbines connect'd to Elec. Motors & Sc. Shafts General Electric 1783NHP | | R |
| 231755 | | *Fitted for oil fuel* | 4073 | | | | | | | | P41'B&F343' | | | | Co. Schenectady, N.Y. | | |
| KDCT | *Ref. Mchy.* 4*Dks* | | 3178 | | | | | | | | | | | | | | |
| | D.F. E.S.D. GyC. | | | | | | | | | | | | | | | | |
| 85707 | **Verbania** (*ex* Kia Ora–35) | TwinSc | 6640 | ✠100A1 PSd | | *c*† | | 1907 | Workman, Clark & Co. Ld Belfast | Ministry of War Transport (J.A. Billmeir & Co. Ld. *Mgrs.*) | 463·4 | 56·3 | 30·5 | British | T.6Cy.22", 37" & 63"–48" 205lb 810NHP | 33 *in* 6 | ✠ |
| ~~1779~~ | *ss* Lon. 2nd No. 3–5,34 | | 6031 | *Shelter dk with freeboard* | | | | 11mo | | | 448·3 56·5 | | | 7 *BHCem* | 5SB, *15cf*, GS289, HS11755 | | ✠ |
| ~~TCLZ~~ | 2*Dks* (*Stl–Uptws*) & *deep* | | 4190 | (*Reclassification Contemplated*) | | | | | | | | | FK & BK 1⅛" | *tAPT* 54*t* | Wrkman Clark & Co. Ld. Bel | | |
| | D.F. *framing* & *Shelter dk* (*Stl*–ws) | | | Examined 3,41 | | | | | | *Cell D Ba* 95' | *uE&B* 80' *f* 191' 1305 | | | | | | |
| | | | | BS3,41 ✠ | | | | | | | | | | | | | |
| 85708 | **Verdandi** (*ex* Manhem) | Iron | *442* | ✠ — | Got | *g* | | 1883 | Motala Co. Gothenburg | Degerby Rederi A/B (Carl Helin, *Mgr.*) | 146·9 | 24·3 | 13·6 | Mariehmn Finnish | C.2Cy.16" & 29"–20½" NDB 04 41NHP | 14 *in* 6 | |
| 836 | *ss* Got. 3rd No. 3–8,20 | | *346* | 10,33 | | | | 11mo | | | 139·7 | | | 4 *BHCem* | 1SB, *2cf*, GS32, HS770 | | |
| OHKS | *ss* Got. No. 2–29 | | *213* | ✠NB 3,04 ✠ | | | | | | | Q44'B34'F22' | | BK 7" | *MT* 17'90*t* | Motala Co. Gothenburg | | |
| | *Well deck* 1*Dk* 2*tr B* | | | | | | | | | | | | | | | | |
| 85709 | **Verdi** Ⓟ | | 2423 | ✠100A1 | Tri | *s* | CL | 1928 | Cant. Nav. Triestino Monfalcone | "Tirrenia" Soc. Anon. di Nav. | 294·0 | 40·2 | 21·1 | Fiume Italian | Oil Engines 2S.C.SA 4Cy.23⅝"–37⅜" 391NHP | 23 *in* 4 | |
| 56 | | *Oil Eng.* | 1836 | 2,40 | | | N10,37 | 10mo | | | 283·3 | | | 6 *BHpt Cem* | DB *100lb* | s 3 *in* 1⅜ | |
| ICNG | *ss* Tri. No. 2–36 | | 1423 | ✠LMC CS11,36 | | | | | | | | | | *pt Asp* | "Fiat" Stab. Grandi Motori, Turin | 20 *in* 5½ | |
| | 2*Dks* (*Stl*) | | | DB S2,40 | 3,38 | | | *Lloyd's* *SA&CP* | | P29'B84'F36' FK | | | | | | | |
| | | | | | | | | | | *Cell D B* 213'398*t* | *FPT* 58*t* *APT* 57*t* | | | | | | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant aux Lettre d'Epithème. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pi. pa.* | 15 Appareils de Sauvetage, &c., d'après les Instr. Gen. H.of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85710 | **Verdun** | | 324 | | | | | 1916 | Soc.des Ateliers Marit Haïphong | Transp. Maritimes & Fluv. de l'Indo-Chine | 130·9 \| 25·0 \| 10·8 P38′F30′ | | | Haiphong French | C.2Cy.9½″&20″–14½″ Soc.des Atel.Marit.Haïphong 16NHP | | |
| TVKM | | 1 *Dk* | 174 | | | | | | | | | | | | | | |
| 85711 | **Vermar** (*ex*Circinus) | | 5568 | ✠100A1 Bal | | *z* | CL | 1919 | Columbia | CalmarS.S.Corp. | 410·0 \| 54·2 \| 27·5 P44′B115′F47′ FK | | | New York Utd. States | T.3Cy.24½″,41½″&72″–48′ 210lb (*r*) 562NHP | 30 ″ 2 s 6 ″ 5 | |
| 219268 | | *ss*Bal.No.3–2,32 | 5144 | ~~5,149 1,146~~ 11,40 | | | | N1,40 | 12mo | RiverSBCorp PortlandOr. A&CP | | | | *ptCem* | 3SB,*9cf*,GS190,HS8324 FD | 24 ″ 0 | |
| KOPE | D.F. | *ss*Bal.No.2-40 ~~*ss*Bal.No.1–39~~ 2 *Dks*(*Stl*) | 3428 | ~~M37,36~~ ✠LMC1,40 ~~M37,48~~ | | | | | | *Intermediate BH in after hold dispensed with* *CellDB*355′1139*t* *MT*29′745*t* *FPT*13 | | | | 5 *BH to Udk* 1 ″ ″ 2nd,, 2*t APT*143*t* | LlewellynIronWorks, LosAngeles,Cal. | | |
| | | | | *Fitted for oil fuel* | | 12,19 | *F.P. above* | | 50° F. | | | | | | | | |
| 85712 | **Vermont** (*ex*PacificHemlock-37, *ex*WestHelix) | *Fitted for oil fuel* 2 *Dks* | 5670 — 3524 | | | | | 1919 | J.F.Duthie & Co. Seattle, Wash | CaliforniaEastern Line,Inc.(Pacific-AtlanticS.S.Co. *Mgrs.*) | 409·7 \| 54·2 \| 27·7 P44′B115′F47′ | | | Portlnd,Or Utd.States *WB* | T.3Cy.24½″,41½″&72″–48′ LlewellynIron Works,LosAngeles 359NHP | | R |
| 85713 | — | (*ex*Mohawk-37) | 2783 — 2150 | | | | | 1896 | Delaware RiverCo. Chester,Pa. | CentralVermont TransportationCo. | 265·0 \| 43·0 \| 16·8 | | | Portland, Me. Utd.States | T.3Cy.21″,34″&56″–42″ NB00 203NHP Del.Riv.I.S.B.&E.Works | | |
| 92698 | | | | | | | | | | | | | | | | | |
| WRCE | | 1 *Dk*2 *tr B* | | | | | | | | | | | | | | | |
| 85714 | **Verna** | *ss*Skm.No.2–41 | *1451* | ✠100A1 Osc | | *p* | OG | 1932 | Helsing-borgs Varfs. Aktiebolaget Helsingborg | Aktiebolaget Verna (S.Redig, *Mgr.*) | 247·1 \| 38·1 \| 15·3 P19′Q79′B100′F23′ *Trunk in after well* FK | | | Hlsngborg Swedish | T.3Cy.17¾″,29½″&46½″– 27⅝″ 200lb 145NHP | 17 ″ 6 s ″8½ | |
| 7837 | | ~~*ss*Hbg.No.1–36~~ | *1116* | ~~3,405,39~~ 3,41 | ~~G[illegible]~~Skm | | 4,39 | 7mo | | | | | | | | | |
| SHGK | *Well deck* | 1 *Dk*(*Stl*) | *801* | ~~B[illegible]~~ ✠LMC3,36 3,41 | | | | | | *Lloyd's*A&CP | *CellDB*213′437*t* *FPT*28*t* *APT*54*t* | | | 4 *BHCem* | 2SB,*4cf*,GS68,HS2337(Spt) Helsingborgs Varfs.A/B. | 16 ″11½ | |
| | Wireless | *Cargo battens not fitted* *Strengthened for navigation in ice* | | | | | | | | | | | | | | | |
| 85715 | — | | *512* | ✠100A1 Got | | *g* | OG | 1914 | Aktieb. Lödöse Varf Lödöse | RederiA/BEvald (K.Assmundson, *Mgr.*) | 131·4 \| 28·2 \| 10·1 142·9(O.L.) FK | | | Gothenbrg Swedish | C.2Cy.12″&27″–15″ (*s*) 125lb 32NHP | 18 ″ 9 s 5 ″ 5½ | |
| 5579 | | *ss*Got.2ndNo.3–3,39 | *281* | *Shelter dk* | | | ~~NB3,37~~ | 5mo | | | | | | 3 *BHCem* | 1SB,2*cf*,GS27,HS583 | 13 ″ 5½ | |
| SHEK | *Mchy.Aft* | 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | *348* | *with freeboard* 7,40 3,88 | BS7,40 ✠LMC3,39 | | 7,40 | *Lloyd's*A&CP | *CellDB* | *uE*13′*f*83′110*t* *FPT* | | | | 19*t APT*7*t* | Akt.LödöseVarf,Lödöse | | |
| 85716 | **Verna H.** (*ex*Elvi-32,*ex*Barbara, | | 918 | | | | | 1900 | Fredrkstad Mek.Værks. Fredrikstad | WernerHacklin | 218·9 \| 32·1 \| 14·0 209·3 Q59*t*B105*t*H54*t* F33*t* | | | Pori Finnish | T.3Cy.14½″,24″&39″–27″ 79NHP FredrikstadM.V.Frdstad. | 15 ″ 9 | V |
| 408 | *ex*Torridal,*ex*Barbara,*ex*Oddgeir, | | 772 | | | | | | | | | | | | | | |
| OHKT | *ex*Frank) | *Well deck* 1 *Dk* | 502 | | | | | | | | | | | | | | |
| 85717 | **Vernon City** | | 4748 | | | | | 1929 | W.Gray& Co.Ld. Sunderland | ReardonSmithLine Ld.(Sir W.R.Smith &Sons,Ld. *Mgrs.*) | 400·5 \| 54·3 \| 25·6 F41′ | | | Bideford British *WB* | T.3Cy.25″,42″&70″–48′ 339NHP W.Gray&Co.Ld.W.Hpl. | | C |
| 161612 | | *Fitted for oil fuel* | 4432 | | | | | | | | | | | | | | |
| GJPK | D.F. | 1 *Dk* & *Shelter dk* | 2875 | | | | | | | | | | | | | | |
| 85718 | **Verona** | | 5880 | | | | | 1907 | American S.B.Co. Lorain,O. | InterlakeS.S. Co.(Pickands, Mather&Co *Mgrs*) | 480·0 \| 52·0 \| 30·0 *WB* | | | Wilmgton (Del.) Utd.States | T.3Cy.22½″,36″&60″–42″ 233NHP AmericanSBCo.Cleveland | | R |
| 204684 | | | — | | | | | | | | | | | | | | |
| WNPK | D.F. GyC. *Mchy.Aft* | 1 *Dk* | 4515 | | | | | | | | | | | | | | |
| 85719 | **Veronica** | | *1316* | | | | | 1918 | Limhamn's Skeppsv.A/B. Limhamn | RederiA/B Activ (Joh.Gorthon, *Mgr.*) | 238·0 \| 37·6 \| 16·2 P29′B60′F28′ | | | Hlsngborg Swedish *WB* | T.3Cy.17½″,29½″&48″–31½″ 129NHP LimhamnsSkppsv.A/B. | | V |
| 6018 | | | *1148* | | | | | | | | | | | | | | |
| SHEM | Wireless D.F. | 1 *Dk* | *724* | | | | | | | | | | | | | | |
| 85720 | **Versailles** (P) | **TwinSc** | 2156 | | | | | 1919 | Forg.&Ch. de la Mediter. ranée Havre | Chemins de Fer de l'État Français (SouthernRailway *Mgrs.*) | 298·1 \| 36·1 \| 22·4 | | | Dieppe French *WB* | 2SteamTurbinesSRGeared to 2 Sc. Shafts Forges&Ch.de la Mediterranée,Havre | | V |
| | | *Fitted for oil fuel* | 1730 | | | | | | | | | | | | | | |
| FOYW | D.F. | 2 *Dks* | 695 | | | | | | | | | | | | | | |
| 85721 | **Vertunno** (*ex*Santarosa–37, | | 3159 | ✠ ... | | Gen *v* | | 1905 | Grngem'th &Greenock DockyardCo. Greenock | Soc.Anon.Sbarchi, Imbarchie Trasporti | 345·0 \| 48·1 \| 22·0 330·5 P27′B96′F34′ FK | | | Rome Italian | T.3Cy.24″,40″&65″–42″ 286NHP | 24 ″ 5 | I |
| 167 | *ex*Loughborough, | *ss*Gen.2ndNo.3–3,27 | 2899 | 4,36 | | | | 6mo | | | | | | 5 *BHCem* | NDB*made*20*refitted*25 | | † |
| ICGP | *ex*Kyleakin) | *ss*Gen.No.1–31 | 2000 | ✠ | | | | | | *CellDBa*98 | *uE*&B40′*f*142′898*t* | | | *APT*7*t* | 2SB,*6cf*,GS99,HS4468 D.Rowan&Co.Glasgow | | |
| | D.F. | 1 *Dk*(*Stl*) & *deep framing* | | | | | | | | | | | | | | | |
| 85722 | **Vesco** | | 331 | | | | | 1926 | Harstads Mek.Værks. Harstad | A/S Vestlandske Petroleums Compagni | 136·2 \| 25·3 \| 10·5 B54*t*H15*t* | | | Bergen Norwegian *WB* | Oil Engines 2S.C.SA 4Cy.15″–16½″ 159NHP J&CGBolindersCoLd.Skm. | | N |
| | *Mchy.Aft* | *Oil Eng.* | 253 | | | | | | | | | | | | | | |
| LHUK | *Carrying Petroleum in bulk* | 1 *Dk* | 150 | | | | | | | | | | | | | | |
| 85723 | **Vesla** | | 1107 | | | | | 1913 | Bergens Mek.Værks. Bergen | SkibsA/S William HansensRederiI (W.Hansen) | 226·3 \| 36·5 \| 15·8 P18′B51′H48*t*F30′ | | | Bergen Norwegian *WB* | T.3Cy.17″,26½″&46″–30″ 116NHP BergensMekVærksBergen | | N |
| | | | 982 | | | | | | | | | | | | | | |
| LFFT | | 1 *Dk* | 663 | | | | | | | | | | | | | | |
| 85724 | **Vespasian** (*ex*Betta–40) | | 1570 | | | | | 1935 | Porsgrund Mek.Værks. Porsgrunn | RederiA/S Vespasian(Hilmar Reksten) | 246·6 \| 37·9 \| 18·2 P66′F29′ | | | Bergen Norwegian *WB* | C.2Cy.13¾″&27⅞″–27⅞″ &LP turbine with DR gearing&hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn | | N |
| | | | 1283 | | | | | | | | | | | | | | |
| LJAX | D.F. | 1 *Dk* | 898 | | | | | | | | | | | | | | |
| | *Mchy.Aft* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 85725 | **Vest** (*ex*Galeb–39,*ex*Cefubryn–36, | | *5074* | ✠100A1 Bal | | *y* | CL | 1920 | Bartram& Sons,Ld. Sunderland | D/SA/SCarolvore (Lundegaard& Sönner,*Mgrs.*) | 400·0 \| 52·2 \| 28·5 413·1(O.L.) P36′B117′F39′ FK | | | Farsund Norwegian | T.3Cy.27½″,45″&75″–48″(*s*) 180lb 476NHP | 31 ″ 0 s 6 ″ 0½ | |
| | *ex*Ardenhall–36, | *ss*Bry.No.3–7,32 | *4803* | 12,39 | | | 2,39 | 12mo | | | | | | 7 *BHCem* | 3SB,9*cf*,GS204,HS8055 | 25 ″ 2½ | |
| LKBV | *ex*Silverbirch, | *ss*Hpl.No.1–36 | *3150* | BS~~12,38~~ 12,39 | ✠LMC4,36 | | | *Lloyd's*A&CP | *CellDBa*119′*uE*26′ | *f*176′1050*t* *FPT*13 | | | | 5*t APT*220*t* | J.Dickinson&Sons,Ld.Sld. | | |
| | *ex*Stonewall) | D.F. 2 *Dks*(*Stl*) | | | | | | | | | | | | | | | |
| 85726 | **Vesta** (P) | | 3351 | | | | | 1923 | Cant.Nav. Riuniti Palermo | "Adriatica"Soc. Anon.diNav. | 309·4 \| 44·5 \| 27·0 B84′F35′ | | | Trieste Italian *WB* | T.3Cy.22⅞″,36⅜″&61⅜″–39⅜″ NE&B25 240NHP Soc.Vickers-Terni,Spezia | | I |
| 235 | | *Fitted for oil fuel* | 2918 | | | | | | | | | | | | | | |
| ICNH | D.F. | 2 *Dks* | 1934 | | | | | | | | | | | | | | |
| 85727 | — | | 1854 | | | | | 1907 | Rotterdam Droogd.Maat Rotterdam | Koninkl.Nederl. Stoomb.Maats. N.V. | 270·3 \| 38·1 \| 18·8 Q87′B147′F34′ | | | Amstrdam Dutch *WB* | T.3Cy.19″,30″&51″–36″ 156NHP RotterdamDroodg.Maats. | | V |
| | | | 1472 | | | | | | | | | | | | | | |
| PIFX | | 2 *Dks* | 1154 | | | | | | | | | | | | | | |
| 85728 | — | | 1620 | | | | | 1920 | Akt.Ges. "Weser" Bremen | Dampfschifffahrts Ges.Neptun | 240·1 \| 36·1 \| 15·3 P23′Q71′ | | | Bremen German *WB* | T.3Cy19⅛″,31½″&53½″–35½″ 168NHP A.G."Weser,"Bremen | | G |
| | | | 1043 | | | | | | | | | | | | | | |
| DOHW | D.F. Sub.Sig. | 1 *Dk* | 883 | | | | | | | | | | | | | | |
| 85729 | — | | 1310 | | | | | 1920 | Kjöbnhvns Flydk.&Skbs. Copenhagen | DetBergenske Dampskibselskab | 241·4 \| 36·3 \| 16·3 P10*t*H68*t*F32*t* | | | Bergen Norwegian *WB* | T.3Cy.16½″,27″&44″–30″ KjbnhavnsFlydk. 128NHP &Skbsv.Copenhagen | | V |
| | (*ex*Skinfaxe) | | 1110 | | | | | | | | | | | | | | |
| LFFV | Wireless D.F. | 1 *Dk* | 789 | | | | | | | | | | | | | | |
| 85730 | — | | 1015 | ✠100A1 Abo | | *m* | CL | 1889 | TyneI.S.B. Co.(Lim.) Newcastle A&CP | FinskaÅngfAktieb | 218·0 \| 31·5 \| 12·9 210·5 \| 31·2 \| Q78′B61′F28′ FK *DBa*64′ | | | Helsingfrs Finnish | T.3Cy.17⅞″,28″&46″–30″ (*s*) 150lb *100lb* NDB20 114NHP 1SB,3*pf*,GS57,HS1753 NE MarineE.C.(Lim.)Nwc | 16 ″ 1 s 1 ″ 0½ 15 ″ 2 | |
| | | *ss*Hfs.4thNo.3–5,38 | 796 | 8,39 | | | 7,37 | 5mo | | | | | | 4 *BHCem* | | | |
| OHGO | Wireless D.F. | | 590 | ✠NB4,20 BS2,39 | ✠LMC5,38 | | | | | | | | | *APT*15*t* | | | |
| | *Welldeck* | 1 *Dk*(*Iron*) & *Web frames* | | No later survey reported | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned / now extended. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidship. Corresponding draught. ft. in. | 15 Surveyors in whose district classed, if not in L.R. District of R. of Trade Port. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85731 128412 MDGQ | **Vestal** (*ex* Patricia II–39, *ex* Yt. Miranda II, *ex* Miranda) Twin Sc *ss* Cws. No. 1–14 2 *Dks (U-Teak)* Sub. Sig. E.S.D. Wireless | 793 — 364 | ✝ *Yacht* 10,18 ✝ | Shl | | | 1910 1mo | J. I. Thornycroft & Co. Ltd. Southampton | Corporation of the Trinity House | 206·5 BK 8″ *DT* a 15′33 *t* | 31·8 4 *BH Cem* | 16·4 *APT* 8 *t* | Portsmth British | T. 6 Cy. 14½″, 23½″ & 38″–24″ 206 NHP 2SB. 6 *cf*, GS 131, HS 3920 J. I. Thornycroft & Co. Ltd. | | |
| 85732 4563 SHER | **Vestanvik** (*ex* Carl) *ss* Skm. 2nd No. 3–4, 33 *ss* Osc. No. 1–37 *Well deck* 1 *Dk (Stl) & deep framing* *Cargo battens not fitted* | *1213* *970* *715* | ✝ 100 A1 ~~Osc~~ Examined 5,41 ~~Sht~~ ✝ LMC MS 5,37 BS 1,41 | ~~Osc~~ | *o* | OG ~~5,37~~ 6,40 | 1906 4mo | Wood Skinner & Co. Ltd. Newcastle *Lloyd's SA & CP* | Rederi A/B Vestanvik (Thure Engström) *Cell D Ba* 69′ *u E & B* 33′ *f* 94′ 371 *t F P T* 57 *t* | P 14′ Q 74′ B 62′ F 24′ FK | | | Gothenbrg Swedish | T. 3 Cy. 18″, 29″ & 50″–33″ (*s*) 180 lb *120 lb* 156 NHP 1SB, *4 pf*, GS 68, HS 2398 J. Dickinson & Sons, Ld. Sld. | 16 ″ 6 s 1 ″ 2 15 ″ 5½ | |
| 85733 LFFX | **Vesteraalen** (P) Iron 1 *Dk & Awng dk 3 tr B* | 682 597 389 | | | | | 1891 | Akers Mek. Værks. Oslo | Vesteraalens Dampskibsselskab | H 16 *t* 20·2 *WB* | | | Stokmarknes Norwegian | T. 3 Cy. 15″, 25″ & 40″–24″ 78 NHP Akers Mek. Vrk. Oslo | | N |
| 85734 3471 SDLM | **Vesterbotten** (P) Iron (*ex* Borgholm–34, *ex* Nya Vesterbotten, *ex* Nya Söderhamn, *ex* Finland) 1 *Dk & pt Shelter dk* | *611* *312* *443* | | | | | 1876 | W. Crichton Åbo | Stockholms Rederiaktieb. Svea (Eman. Hogberg, *Mgr.*) | 166·9 H 54 *t* | 25·6 F 45′ | 12·0 *WB* | Stockholm Swedish | T. 3 Cy. 14⅛″, 22⅜″ & 37½″–27½″ NE & B 02 73 NHP Bergsunds MV. Aktb. Skm. | | |
| 85735 HPEL | **Vestfold** Twin Sc *ss* Sfj. No. 2–39 *Mchy. Aft* *Cruiser Stern* 2 *Dks (Stl)* *Longitudinal framing at bottom & at deck of inner tanks & above 2nd deck* *Strengthened for navigation in ice* | 1454/ 9942 8277 | ✝ 100 A1 *with freeboard* 5,40 ~~8,39~~ Pr. BS 8,39 ✝ LMC 8,39 *Whaling Service* *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel* 7,31 *F.P. obove 150° F.* | Sfj Liv | *j* † | CL 6,39 | 1931 7mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's SA & CP* | Vestfold Corporation (~~Johan Rasmussen & Co. *Mgrs.*~~) *Cell D Bu E & B* 92′ 553 *t D* *Side tanks in mchy. space* | 538·1 554·1 (O.L.) P 120′ F 108′ FK | 74·3 | 33·3 *Ts f* 44′ 924 *t* e 90′ 440 *t F P T* 408 *t A P T* 493 *t* | Panama Pnamanian (4 *to W dk* 14 ,, *2nd* ,, ) | Q 8 Cy 20½″ 29½″ 42½″ & 62″–45″ 265 lb (*s*) 997 NHP 18 *B Hpt Cem* 21 Pr. B–*60 lb* 10 Pr. B.–*43 lb* 5SB (4 Spt), *20 cf*, HS 14800 FD Richardsons, Westgarth & Co. Ld. Hpl. | 48 ″ 9 s 15 ″ 4 33 ″ 8½ | |
| 85736 LFGD | **Vestkyst I.** 1 *Dk* | 370 287 187 | | | | | 1923 | Husö Værft. Husö | Skibs A/S Kysten (F. J. Röstand & B. Pedersen, *Mgrs.*) | 137·3 P 52 *t* | 25·3 F 14 *t* | 11·0 *WB* | Arendal Norwegian | T. 3 Cy. 9½″, 14½″ & 24½″–18″ 25 NHP Bergens Mek. Verks Bergen | | N |
| 85737 LDDK | **Vestland** *ss* H. Kg. No. 3–8, 28 1 *Dk (Stl)* | 1934 1700 1139 | ✝ — 11,33 ✝ | Bgn | *r* | | 1916 8mo | Detroit S.B.Co. Wyandotte | Dampsk. A/S Vestland (Rich. Amlie & Co. A/S, *Mgrs.*) *Cell D B* 212′ 545 *t F P T* | 251·0 P 28′ B 65′ F 27′ FK | 43·8 4 *BH Cem* 68 *t A P T* 77 *t* | 18·2 | Haugesnd Norwegian | T. 3 Cy. 20″, 33″ & 54″–40″ 274 NHP 2SB, *6 cf*, GS 126, HS 5246 Detroit S.B.Co. Detroit | 20 ″ 2 | N † |
| 85738 LFGE | **Vestmanröd** (*ex* Snenut) *Mchy. Aft* 1 *Dk* | 691 522 343 | | | | | 1919 | Wortelboer & Co. Delfzyl | Skibs A/S Vestmanröd (O.G. Gjessens Eftf.) | 180·0 Q 81 *t* B 19 *t* H 15 *t* F 22 *t* | 28·8 | 12·5 *WB* | Skudesneshavn Norwegian | T. 3 Cy. 14⅜″, 23⅜″ & 38⅜″–26½″ 77 NHP Mch. Koopman, Dordrecht | | N |
| 85739 LERT | **Vestra** (*ex* Risör–36, *ex* Ornefjell, *ex* Hufterö, *ex* Norma) *ss* Hfx. No. 3–10, 16 Wireless *Well deck* 1 *Dk* | 1422 1174 855 | ✝ ... 12,19 ✝ | | | | 1904 5mo | N.V. Schpw v. J. Smit, Czn. Alblasserdam | A/S Vestra (Rich. Jansen) | 244·8 P 41 *t* Q 94 *t* H 54 *t* F 36 *t* FK | 37·2 | 16·4 *WB* | Haugesnd Norwegian | T. 3 Cy. 19″, 31″ & 51–33″ 163 NHP Maats. de Schelde, Flushing | 18 ″ 6 | N † |
| 85740 149399 MNNB | — (*ex* Warmond–39, *ex* Lodewyk–36, *ex* Goote–36, *ex* Grane) Wireless D.F. 1 *Dk* | 1141 917 560 | | | | | 1921 | John Cran & Somerville, Ld. Leith | J. T. Salvesen & Co. | 235·2 P 25′ B 63′ F 25′ | 34·1 | 15·2 *WB* | Grngemth British | T. 3 Cy. 17½″, 28½″ & 47⅜″–28″ 120 NHP John Cran & Somerville, Ld. | | CG |
| 85741 LFGF | **Vestri** (P) *Ref. Mchy.* 1 *Dk & Awng dk* | 499 472 265 | | | | | 1910 | Helsingörs Jernsk & Msk. Elsinore | Det Stavangerske Dampskslsk. | 160·0 P 105′ F 24′ | 26·7 | 15·3 *WB* | Stavanger Norwegian | T. 3 Cy. 12¼″, 19″ & 31″–18″ 40 NHP Helsingörs Jernsk. & Mskb. | | |
| 85742 LDQX | **Vestvangen** *ss* N. Os. No. 2–39 1 *Dk (Stl)* *Cargo battens not fitted* | 2420 1993 1394 | ✝ 100 A1 ~~5,40 10,39~~ 11,40 2,41 ✝ LMC BS ~~2,39~~ MS 2,39 *Fitted for oil fuel* 10,39 | Mob NOs | *s* | OG N 4,40 *F.P.* | 1930 10mo *Lloyd's SA & CP* above | Intrnationl S.B.&E.Co Ld Danzig 150° F. | Skibs A/S Karaibien (Görrissen & Co. A/S, *Mgrs.*) *Intermediate* | 291·2 P 28′ B 84′ F 33′ FK *e BH in fore hold dispensed with* *Cell D B* 248′ 623 *t F P T* 61 *t* | 45·7 4 *BH pt Cem* *A P T* | 18·5 *Wing tanks in Bridge* 42 *t* | Oslo Norwegian | C. 4 Cy. (2) 16 1/16″ & (2) 35 7/16″–35 7/16″ 206 lb (*s*) 229 NHP 2SB, *6 cf*, GS 72, HS 3380 FD International S.B.&E Co Ld 78 *t* | 20 ″ 6 s 2 ″ 8½ 17 ″ 11½ | |
| 150 / 40 85743 LDDL | **Vestvard** *Oil Eng.* 2 *Dks* | 4319 3865 2441 | | | | | 1925 | Akt. Ges. "Neptun" Rostock | Klosters Rederi A/S (Lauritz Kloster, *Mgr.*) | 386·0 P 109 *t* H 266 *t* F 25 *t* | 53·0 | 23·5 | Oslo Norwegian | Oil Engines 4S.C.SA 6 Cy. 27⅝″–55 1/16″ 440 NHP Mchfbk. Augsburg-Nürnberg, Augsburg | | N |
| 85744 711 ICNJ | **Vesuvio** D.F. 1 *Dk* | 5430 4578 3391 | | | | | 1914 | Soc. Fiat San Giorgio Spezia | Soc. Anon. per l'Industria ed il Commercio Marittimo "Nova Genuensis" | 394·9 P 30′ B 200′ F 35′ | 51·7 *WB* | 27·5 | Genoa Italian | T. 3 Cy. 26″, 42½″ & 69 7/16″–48″ 337 NHP Cant. Nav. Riuniti, Ancona | | CI |
| 85745 | — (*ex* Ching Pu–38, *ex* Wai-Shing–32) 1 *Dk (Stl)* & *Spar dk (Stl*-teak s) *& deep framing* | *1865* *1713* *1170* | ✝ 5,03 ✝ | Nwc | *r* | | 1903 5mo | Wigham Richrdsn & Co Ld. Newcastle | Cia. Italiana di Nav. S.A.I (Chinese Italian Nav. Co. Ld) *Cell D Ba* 83′ *u E* 21′ *f* 107′ 371 *t D T f* 15′ 190 *t D T a* 19′ 265 *t F P T* 30 *t A P T* 17 *t* | 275·3 B 68′ F 33′ | 40·0 | 12·9 20·1 FK 5 *B H Cem* | Shanghai Italian | T. 3 Cy. 21″, 34″ & 56″–42″ 226 NHP 1SB, *4 rf*, GS 76, HS 2913 Wghm Rchrdsn & C. Ld Nwc | 22 ″ 3 | |
| 85746 7107 SHFE | **Vesuvius** (*ex* Bruckhausen, *ex* Wobun) *ss* Lkr. 3rd No. 3–10, 35 1 *Dk (Stl) & deep framing* Wireless D.F. *Cargo battens not fitted* *ss* Sbg. No. 1–40 | *1580* *1441* *933* | ✝ 100 A1 9,40 ~~8,39~~ ~~B 34,38~~ ✝ LMC ~~10,35~~ 9,40 | Lkr Sbg | *q* | CL ~~5,37~~ 9,40 | 1902 6mo *Lloyd's SA & CP* | Grngem'th & Greenock Dockyard Co. Greenock | Rederi A/B Wega (I. Wettin, *Mgr.*) *Cell D B a* 68′ *u E & B* 36′ *f* 103′ | 257·5 266·6 (O.L.) B 58′ F 27′ FK | 37·1 4 *BH Cem* 399 *t A P T* 25 *t* | 18·2 | Hlsngborg Swedish | T. 3 Cy. 19″, 31″ & 51″–36″ (*s*) 160 lb ~~80 lb~~ 183 NHP 2SB, *6 pf*, GS 92, HS 3161 Dunsmuir & Jackson, Gls. | 20 ″ 4 s 2 ″ 11½ 17 ″ 7 | |
| 85747 UOYL | **Vetluga** (*ex* Drechtstroom–34, *ex* Helder) 2 *Dks* | 1717 1358 949 | | | | | 1918 | A. Vuijk & Zonen Capelle a/d Ysel | U.S.S.R. | 270·7 B 173′ | 41·7 | 16·7 | Leningrad Russian | T. 3 Cy. 20″, 31″ & 51″–35½″ 155 NHP Werkspoor, Amsterdam | | |
| 85748 92 IOJO | **Vettor Pisani** *Oil Eng* D.F. GyC. 1 *Dk & Shelter dk* *Cruiser Stern* 3rd *dk in No. 1 hold* *Butts of shell & decks elec. welded* *Longitudinal framing at decks* | 6339 5345 3712 | ✝ 100 A1 *with freeboard* 12,39 ✝ LMC 12,39 *Carrying fuel oil F.P. above 150° F. in deep tank* | Mfl | *c* † | CL | 1939 12mo *Lloyd's SA & CP* | Cantieri Riuniti Dell' Adriatico Monfalcone | Società Italiana di Armamento "Sidarma" *Cell D B* 380′ 1151 *t M T* 28′ 1275 *t F P T* 1 | 470·7 (O.L.) 60·7 F 36′ | 60·6 | 23·6 26·0 FK 8 *B Hpt Cem* (*Coll to Sh dk* 7 ,, *2nd*,,) 31 *t A P T* 227 *t* | Fiume Italian | Oil Engines 2S.C.DA 6 Cy. 25 3/16″–45½″ 1328 NHP DB *100 lb* Soc An "Fiat" S.G. M. Turin | 29 ″ 10 s 3 ″ 11 26 ″ 1½ | |
| 85749 | **Viacheslav Molotof** (P) Twin Sc *Fitted for oil fuel* D.F. E.S.D. GyC. 3 *Dks* Sub. Sig. *Cruiser Stern* | 7500 | | | | | 1939 | NV Nederl. Schps. Maats. Amsterdam | U.S.S.R. | 429·2 P 72′ B 203′ F 52′ | 60·2 *WB* | 31·7 | Leningrad Russian | 2 steam turbines connected to elec. motors & sc. shafts Gbr. Stork & Co NV Hengelo | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. | 3 Matériaux, Gréement, etc. Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiels. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 Port de Visite. | Forme assignée maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'Arbre porte-hélice. | 8 Construit. Quand. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille à Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Navires cotés ✠ et ceux dans le Lt. Hd. Navires cotés ✠ dans le Lt. Hd. Navires cotés ✠ dans le Lt. Hd. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85750 | **Viadra** | | 947 | | | | | | 1899 | Oderwerke A.G. Grabow | Rud.Christ.Gribel | 206·3 \| 32·0 \| 14·1 | | | Stettin German | T.3Cy.14½″,22½″&38″–28″ 76NHP | | G |
| DANX | | 1 *Dk* | 725 578 | | | | | | | | | Q63′B51′F29′ | | | | *WB* OderwerkeA.G.Grabow | | |
| 85751 | **Vibeke Mærsk** | | 953 | | | | | | 1925 | F.Schichau Elbing | Dampskslskb. af1912A/S (A.P.Möller, Copenhagen, *Mgr.*) | 221·0 \| 32·2 \| 14·2 | | | Aarhus Danish | T.3Cy.15′,24⅝′&38½′–25½′ 75NHP | | V |
| OUNE | | 1 *Dk* | 681 514 | | | | | | | | | P25′B94′F28′ | | | | *WB* F.Schichau,Elbing | | |
| 85752 | **Viborg** | | 2028 | ✠100A1 | | Cpn | *s* | OG | 1919 | NVSchpw. | A/S D/S | 283·4 \| 42·1 \| 18·3 | | | Copnhagn | T.3Cy.20½″,32″&52″–39″ (*s*) | 20 ″ 9 | |
| | | *ss*Cpn.No.3–5,31 | 1794 | 3,39 | | | | 4,38 | 3mo | v.J.Smit.Czn. | "Dannebrog" (C.K | 295·0 (O.L.) | | | Danish | 180lb *140lb* NDB20 208NHP | s 1 ″ 7½ | |
| OXJD | | *ss*Cpn.No.2–39 | 1191 | ✠LMC3,39 | | | | | | Alblasserdm | Hansen, *Mgr.*) | P22′B166′F35′ FK | | | 4 *BHCem* | 2SB(Spt),*6cf*,GS84, HS3450 | 19 ″ 3½ | |
| | | 1 *Dk*(*Stl*) | 514 | | | | | | *Lloyd's SA&CP* | | *CellD* | B239′ 604*t FPT*82*t* | | | *APT*84*t* | Kon.My."deSchelde," Fls. | | |
| 85753 | **Vibran** Ⓟ | | 2993 | ✠100A1 | | Got | *u* | CL | 1935 | Helsingörs | SkibsA/S Ogeka | 322·5 \| 45·8 \| 26·7 | | | Haugesnd | Oil Engines 2S.C.SA | 28 ″ 10 | |
| | | *ss*Got.No.1–39 | 2619 | *with freeboard* | | Bkn Liy | | N6,39 | 3mo | Jernsk&Msk. | (Knut Knutsen, | | | | Norwegian | 9Cy.19¼′–35⅞″ 606NHP | s 8 ″ 9½ | |
| LIYB | | *Oil Eng.* | 1759 | ~~3,30~~ 6,30 ~~4,11~~ | | | | | | Elsinore | O.A.S. *Mgr.*) | F44′ FK | | | 5 *BHpt Cem* | DB70*lb* | 20 ″ 3 | |
| | D.F. | 1 *Dk*,2nd *dk for fruit cargo* | | DBS6,39 ✠LMC6,39 | | | | | *Lloyd's SA&CP* | | | | | | (*Coll to W dk* | Akt.Burmeistr&Wain,Cpn | | |
| | *Ref.Mchy.* | 3rd *dk in forward holds* | | ✠Lloyd'sRMC~~3,40~~ 9,40 | | | | | | | *CellDB*262′536*t* | *Tanks at sides of* | | | 4 ,,2nd,,) | | | |
| | *Cruiser Stern* | *sparred for fruit cargo* | | | | | | | | | | *tunnel*79′450*t FPT* | | | 19*t APT*87*t* | | | |
| | | | | for temp. 33° F. | | | | | | | | | | | | | | |
| 85754 | **Vicente** (*ex*Vinaroz,*ex*Paris, | | 534 | ✠ | | Bcl | *h* | | 1899 | W.Harkess | Soc.AnonFerrer | 158·1 \| 26·5 \| 12·3 | | | Valencia | T.3Cy.13″,21⅝″&33″–24″ | 13 ″ 0 | V |
| | *ex*Edith) | *ss*Bcl.No.3–12,19 | 376 | 2,23 | | | | | 2mo | &Son | Peset | Q82′B14′F20′ | | | Spanish | 62NHP | | † |
| EGSE | *Well deck* | 1 *Dk*(*Stl*) | 299 | ✠ | | | | | | Middlesbro' | | FK | | | | 1SB,2*rf*,GS40,HS1033 | | |
| | | | | | | | | | | | | *DBa*32′35*t FPT* | | | 4 *BHCem* | Whyte&Mair,Dundee | | |
| | | | | | | | | | | | | | | | 35*t APT*18*t* | | | |
| 85755 | **Viceroy of India** Ⓟ | TwinSc | 19627 | ✠ | | Lon | | | 1929 | A.Stephen | Peninsular& | 586·1 \| 76·2 \| 41·5 | | | Glasgow | 2 Stm. Turbines connected | 45 ″ 6 | BT till ~~6,40~~ 5,41 |
| 160238 | | *Fitted for oil fuel* | 14069 | 7,32 | | | | | 3mo | &Sons,Ld. | OrientalStm.Nav. | B354′F82′ | | | British | to Elec.Mots.&Sc.Shafts | | |
| GLVX | *Ref.Mchy.* | 3 *Dks*(*Stl–Wthr* | 10027 | ✠ | | | | | | Glasgow | Co. | FK | | | 11 *BHpt Cem* | 3565NHP | | |
| | | *dk* teaks) *4th&5th dks*(*Stl*) | | | | | | | | | | | | | (1 *to W thr dk* | 6 Water Tube Boilers | | |
| | | *in fwd. holds & pt after holds* | | | | | | | | | | | | | 10 ,, 2*nd*,,) | HS32500 | | |
| | D.F. E.S.D. | *Cruiser Stern* | | | | | | | | | *CellDB* | 524′3039*t FPT*170*t* | | | *APT*138*t* | A.Stephen&Sons,Ld.Gls. | | |
| | | | | | | | | | | | | *Motors by* B | | | ritish Thom | son-HoustonCo.Ld.Rugby | | |
| 85756 | **Vicia** (*ex*Sigrid,*ex*Carham) | | 2660 | | | | | | 1896 | Furness, | A/B Transport | 322·5 \| 43·1 \| 20·5 | | | Helsngfors | T.3Cy.22″,36½″&60″–42″ | | V |
| 653 | | | — | | | | | | | Withy&CoLd | (KristianHansen, | 314·3 | | | Finnish | 233NHP | | |
| OHBS | D.F. | 1 *Dk&deep framing* | 1836 | | | | | | 11mo | W Hartlepool | *Mgr.*) | P41′B77′H98*t*F30′ | | | *WB* | W.Allan&Co.Ld.Sld. | | |
| 85757 | **Vicko Ferić** (*ex*AnteTopić–39, | | *4190* | ✠100A1 | | Spt | *x* | CL | 1911 | Nthmblnd | ShippingFerić | 370·2 \| 51·0 \| 27·2 | | | Split | T.3Cy.25″,41″&69″–48″ (*s*) | 28 ″ 9 | |
| | *ex*Oreland) | *ss*Spt.2ndNo.3–9,35 | *4021* | 5,39 | | | | 4,39 | 6mo | S.B.Co.Ld. | (MarinFerić, | | | | Yugoslav | 180lb 372NHP | s 5 ″ 4½ | |
| YTAG | | 1 *Dk*(*Stl*) | *2709* | BS11,39 ✠LMC7,35 | | | | | | Newcastle | *Mgr.*) | P22′B100′F33′ FK | | | 6 *BHCem* | 3SB,*9cf*,GS150,HS5940 | 23 ″ 7½ | |
| | | | | | | | | | *Lloyd's SA&CP* | | *CellDBa*1 | 17′*uE&B*43*f*166′11 | | | 20*t APT*45*t* | Richardsons,Westgarth& Co.Ld.Sld. | | |
| 85758 | **Victo** (*ex*Skogstad) | | 3655 | ✠ ... | | | | | 1906 | R.Thomp- | DampskA/SEsito | 346·5 \| 50·8 \| 22·9 | | | Oslo | T.3Cy.25″,41″&67″–45″ | 25 ″ 6 | N |
| | | *ss*Bal.No.2–15 | 3474 | 10,19 | | | | | 11mo | son&Sons,Ld. | (BjRuud-Peder- | P23′B92′F30′ | | | Norwegian | 318NHP | | † |
| LDDM | | 1 *Dk*2*tr B deep framing & Web frames* | 2357 | ✠ | | | | | | Sunderland | sen, *Mgr.*) | FK | | | *WB* | J.Dickinson&Sons,Ld.Sld. | | |
| 85759 | **Victolite** | TwinSc | 11410 | ✠100A1 | | Hav | *g*† | CL | 1928 | A.Stephen | ImperialOil,Ld. | 510·2 \| 68·2 \| 38·0 | | | Montreal | Oil Engines 2S.C.SA | 38 ″ 1 | |
| 160197 | | *ss*Phl.No.3–8,40 *Oil Eng.* | 10806 | ~~8,40~~ ~~12,39~~ | | Phl 8,39 | | 10,38 | 3mo | &Sons,Ld. | MarineDepart- | | | | British | 8Cy.26½″–51⅛″ 995NHP | s 8 ″ 9½ | |
| VGLK | D.F. GyC. | *ss*~~NNo.2–36~~ | 6250 | ✠LMC CS8,37 | | | | | | Glasgow | ment (H.J. | B34′F40′ | FK | | 19 *BH* | 2DB *100lb* | 29 ″ 7 | |
| | *Mchy.Aft* | 2 *Dks*(*Stl*)&*Web frames* | | DBS~~7,38~~ 8,40 1,38 | | | | | *Lloyd's SA&CP* | | Rahlves, *Mgr.*) | | | | (14 *to U dk* | 2 Water Tube B *250lb* | | |
| | *Longitudinal framing–bracketless system* | | | *Carrying Petroleum in bulk* | | | | | | | *CellDBuE*97′415*t* | | | | 5 ,, 2*nd*,,) | Frd.KruppA.G.Kiel | | |
| | | | | | | | | | | | *DTf*36′388*t FPT* | 319*t APT*149*t* | | | | | | |
| 85760 | **Victor** (*ex*ChristineSell) | | 777 | | | | | | 1904 | Nüscke& Co. Stettin | ArthurSommer (Joh.Ick, *Mgr.*) | 202·7 \| 30·4 \| 12·5 | | | Hamburg | T.3Cy.13½″,21¾″&35½″–23½″ | | G |
| | | | 578 | | | | | | | | | Q69′B46′F24′ | | | German | 62NHP | | |
| DHYR | | 1 *Dk* | 469 | | | | | | | | | | | | *WB* | Ver.Elbesch Ges.Ueb. | | |
| 85761 | — | | 435 | ✠100A1 | | Bkn | *g* | CL | 1907 | J.Shearer | SouthWales&Liv- | 150·0 \| 25·1 \| 9·3 | | | Aberdeen | C.2Cy.16″&41″–30″ (*s*) | 11 ″ 9 | |
| 124200 | | *ss*Liv.2ndNo.3–9,32 | 287 | 7,40 ~~2,30~~ | | Liy | | 2,39 | 7mo | &Sons,Ld. | erpoolS.S.Co.Ld. | | | | British | 130lb 68RIP | s 3 ″ 9 | |
| MCQX | *Well deck* | *Mchy.Aft ss*Bkn.No.1–36 | 165 | ✠LMC | | | | | | Glasgow | (R.Gilchrist&Co. | Q83′B8′F22′ BK7″ | | | 3 *BHCem* | 1SB,*3pf*,GS56,HS1771 | 12 ″ 1 | |
| | *Cargo battens not fitted* | 1 *Dk*(*Irn*) | | MS7,36 BS1,40 | | | | | *Lloyd's SA&CP* | | *Mgrs.*) | *CellDBf*84′97*t FPT* | | | 43*t APT*8*t* | Hutson&Sons,Ld.Glasgow | | |
| 85762 | **Victor de Chavarri** | | 3308 | ✠100A1 | | Bbo | *u* | CL | 1919 | Soc. | AltosHornos de | 314·0 \| 48·1 \| 22·1 | | | Bilbao | T.3Cy.22″,35″&58″–39″ (*s*) | 24 ″ 4 | |
| | | *ss*Bbo.No.3–8,38 | 2673 | ~~9,40~~ ~~8,30~~ | | | | ~~6,38~~ | 6mo | Española de | VizcayaSoc.An. | | | | Spanish | 190lb *100lb* 304NHP | s 4 ″ 5½ | |
| EAJT | | 1 *Dk*(*Stl*) | 1997 | BS~~6,38~~ 9,40 ✠LMC10,37 | | | | 9,40 | | Cons.Nav. | | P88′F44′ | FK | | 5 *BHCem* | 2 Water Tube Boilers | 20 ″ 2 | |
| | *Mchy.Aft* | *Longitudinal framing in DB* | | | | | | | | Bilbao | | | | | *APT*88*t* | HS5528 | | |
| | | *Cargo battens not fitted* | | | | | | | *Lloyd's SA&CP* | | *CellD* | B267′801*t FPT*268*t* | | | | Swan,Hunter&Wigham Richardson Ld.Nwc. | | |
| 85763 | **Victor H. Kelly** | | 8186 | | | | | | 1940 | Bethlehem | UnionOilCompany | 445·4 \| 64·2 \| 34·9 | | | L.Angeles | 2 steam turbines DR geared | | R |
| 239286 | | *Fitted for oil fuel* | — | | | | | | | SteelCo.S.B. | of California | P92′B35′F40′ | | | Utd.States | to 1 sc. shaft 583NHP | | |
| WDWO | D.F. E.S.D. GyC. | 1 *Dk* | 4895 | | | | | | | Division | | | | | *WB* | BethlehemSteelCo.S.B. | | |
| | *Mchy.Aft* | *Carrying Petroleum in bulk* | | | | | | | | Sparrow'sPt. | | | | | | Division,Quincy,Mass. | | |
| | *Cruiser Stern* | *Longitudinal framing* | | | | | | | | Md. | | | | | | | | |
| 85764 | **Victor Ross** | TwinSc | 12247 | ✠100A1 | | Bel | | CL | 1933 | Bremer | BritishMexican | 522·0 \| 70·3 \| 38·7 | | | London | Oil Engines 2S.C.DA | 38 ″ 9 | |
| 166868 | | *ss*Ham.No.1–37 *Oil Eng.* | 11594 | 10,39 | | | | 10,39 | 1mo | Vulkan | PetroleumCo.Ld. | 542·0 (O.L.) | | | British | 8Cy.23⅜″–35⅞″ 1560NHP | s 8 ″ 6½ | |
| GFXM | *Mchy.Aft* | 1 *Dk*(*Stl*)2*nd dk*(*Stl*) *clear* | 6569 | ✠LMC CS6,37 | | | | | | Vegesack | ~~T.J.Wolfe, *Mgr.*~~ | *aft*B55′B40′F39′ | FK | | 16 *BHpt Cem* | 2DB(*a*)*200lb* 2DB(*f*)*100lb* | 30 ″ 5½ | |
| | | *of cargo tanks*3*rd dk*(*Stl*) *aft of* | | DBS10,39 10,39 | | | | | *Lloyd's SA&CP* | | (R.A.Carder, *Mgr.*) | *CellDBuE*78′ | | | *pt Asp* | BremerVulkan,Vegesack | | |
| | D.F. E.S.D. | *cargotanks Web frames* | | *Carrying Petroleum in bulk* | | | | | | | | | | | 118*t DTs f* | 53′2307*t FPT*295*t APT*249*t* | | |
| | GyC. | | | | | | | | | | | | | | | | | |
| | *Cruiser Stern* | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 85765 | **Victor Schœlcher** | TwinSc | 4510 | | | | | | 1938 | Forg.&Ch. | Soc.Gén.deTransp. | 358·6 \| 51·9 \| 25·8 | | | Marseilles | Oil Engines 2S.C.SA | | V |
| | | *Oil Eng* | | | | | | | | de laMéditSA | Mar.àVap. | F29′ | | | French | 16Cy.20½″–35⅞″ 1170NHP | | |
| FNDF | *Ref.Mchy.* | 2 *Dks* | 2559 | | | | | | | LaSeyne | | | | | *WB* | Soc.Gén.deConst.Méc. LaSeine | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | | |
| 85766 | **Victoria** Ⓟ | QuadSc | 13098 | ✠100A1 | | Gen | *h*† | CL | 1931 | Cantieri | LloydTriestino | 540·6 \| 69·9 \| 30·9 | | | Genoa | Oil Engines 2S.C.SA | 34 ″ 3½ | |
| 1863 | | *Oil Eng.* | 7261 | *with freeboard* | | | | PfN 7,38 | 7mo | RiunitiDell' | Soc.Anon.diNav. | (O.L.) | | | Italian | 32Cy.26¾″–39″ 4025NHP | s 10 ″ 8½ | |
| ICNK | | *ss*Gen.No.1–35 | 7145 | 7,39 | | | | SaN 7,38 | | Adriatico | | 511·8 \| 68·9 \| 29·6 | | | 8 *BHpt Cem* | 2DB *100lb* | 23 ″ 10 | |
| | D.F. E.S.D. GyC. | 2 *Dks*(*Stl*)3*rd dk*(*Stl*) | | ✠LMC CS2,36 | | | | PaN 12,38 | | Trieste | | B&F488′ FK | | | | CantRiuniti Dell'Adriatico Trieste | | |
| | *Ref.Mchy* | *fwd.&aft of Mchy.space* | | DBS7,39 7,37 | | | | *s*f4,39 | *Lloyd's SA&CP* | | | *Upper bridge*324′ | | | | | | |
| | *Cruiser Stern* | | | ✠Lloyd'sRMC7,39 | | | | | | | *CellD* | *B*423′1367*t Wing t* | | | *anks aft*9′130*t FPT* | | | |
| | | | | | | | | | | | | | | | 82*t APT*56*t* | | | |

188/40

VIA-VIC

✠ Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed; if not in L.R. Date of Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85767 | **Victoria** (*ex*Bellflower–40) | 1 *Dk & Shelter dk & Web frames Longitudinal framing* | 6085 5579 3751 | † ... 11,22 | | | | 1919 12mo | Federal S.B.Co. Kearny, N.J. | D.A.Nicolaides | 395·5 P45′B110′F38′*on Shelter dk* | 55·0 FK | 31·4 | Piræus Greek *WB* | 2 steam turbines D Rgeared to 1 sc. shaft 646NHP Mid.West Eng.Co. Indianapolis, Ind. | 34 ″ 11 | R |
| 85768 719 SVGB | — (*ex*Sylva–37, *ex*Trewellard–33) | *ss*Cff.No.3–7,27 *ss*Sld.No.2–36 1 *Dk(Stl) & Shelter dk(Stl)* | *4202* *3907* *2667* | ✠100A1 *Shelter dk with freeboard* 5,39 BS5,40 ~~BS5,39~~ ✠LMC11,35 | Ams | *x* | CL 5,39 | 1914 7mo | J.Readhead &Sons,Ld. South Shields | Ch.N.Pateras&Co. *Lloyd's* | 370·2 *CellD* | 51·6 *uE23′* | 25·0 *f163* | Piræus Greek FK *WB* | T.3Cy.26″,42″&69″–48″ (*r*) 180lb ~~205~~ 386NHP 6 *BHCem* 978 *tAPT59t* 2SB,*6cf*,GS132,HS6329 J.Readhead &Sns.Ld.S.Shl | 26 ″ 8 s 2 ″9½ 24 ″ 1¼ | |
| 85769 161826 WCCY | — (*ex*Parthia) D.F. | (P) **Iron** *Fitted for oil fuel* 4 *Dks* | 3914 — 2355 | | | | | 1870 | W.Denny &Bros. Dumbarton | AlaskaS.S.Co.Inc. | 360·5 *Ba117′* | 40·4 *uE23′* | 34·3 *f163* | New York Utd. States *WB* | T.3Cy.31″,50″&76″–54″ NE&B85 424NHP J.Elder&Co.,Glasgow | | |
| 85770 123811 GNTF | — D.F. | (P) **TrpSc** *Fitted for oil fuel* 2 *Dks & Shade dk* | 1641 1163 684 | | | | | 1907 | W.Denny &Bros. Dumbarton | Isle of Man Steam Packet Co.Ld. | 311·0 - | 40·1 | 15·8 | Douglas IM British *WB* | 3 Turbines 800RHP Denny&Co.Dumbarton | | BT till 12.40 (trans.) 10,41 |
| 85771 DOIG | — | 1 *Dk* | 743 580 412 | | | | | 1911 | Akt.Ges. "Weser" Bremen | Dampfschifffahrts Ges.Neptun | 196·8 Q50′B45′F22′ len36 | 28·2 | 12·9 | Bremen German *WB* | T.3Cy.13″,21 1/16″&34 7/16″–23⅝″ 58NHP A.G."Weser," Bremen | | G |
| 85772 DANV | — Wireless | (P) 1 *Dk* | 690 494 390 | | | | | 1914 | Stettiner Oderwerke Stettin | Rud.Christ. Gribel *WB* | 188·0 Q55′B57′F18′ | 29·0 | 11·6 | Stettin German *WB* | T.3Cy.14⅜″,22⅝″&33⅜″–27⅜″ 76NHP Stettiner Oderwerke | | G |
| 85773 166615 | — (*ex Barge* Accommodation) *Mchy. Aft* | **TwinSc** 1 *Dk* | 596 — 405 | | | | | 1917 | ..... Buffalo, N.Y. | Buffalo Gravel Corp. | 122·0 - | 36·0 | 11·0 | Buffalo NY Utd. States | C.4Cy.(2)10″&(2)20″–16″ *Efitted*— 27NHP *Bmade08refitted*— | | |
| 85774 161614 GBNY | **Victoria City** D.F. | *Fitted for oil fuel* 1 *Dk & Shelter dk* | 4739 4429 2876 | | | | | 1929 | W.Gray& Co.Ld. W Hartlepool | ReardonSmithLine Ld.(Sir W.R.Smith &Sons,Ld. *Mgrs.*) | 400·4 F41′ | 54·2 | 25·6 | Bideford British *WB* | Q4Cy20″,28½″,41½″&61″–48″ 258NHP Cen.Mar.E Wrks.Ld W Hpl | | C |
| 85775 156047 VTDN | **Victoria-Marie** (*ex*Africana–33) | *ss*Bom.No.3–7,33 *ss*Bom.No.2–41 ~~*ss*Bom.No.1–37~~ 1 *Dk(Stl) & Web frames Longitudinal framing Cargo battens not fitted* | 1432 1120 882 | 100A1 ~~6,40 7,20~~ 1,41 ~~Cut~~ ~~BS12,38~~ 6,40 LMC8,~~40~~ 1,41 | Bom | *o* | CL ~~10,36~~ 6,40 | 1927 | M.Martinolich Lussinpiccolo | ThobanDevji& MeghjiGopalji | 227·0 Q28′B56′F33′ *CellDB168′300t* | 38·2 FK | 16·9 *FPT34t* | Bombay British 4 *BHCem* | T.3Cy.15¼″,24½″&39⅜″–25⅝″ 180lb (*s*) HS3192 150NHP 1SB&1AuxSB,*5cf*,GS100, E&B *made20refitted27* N.Odero fu A.Sestri Pnente. | 19 ″ 5 s 2 ″ 2½ 17 ″ 4½ | |
| 85776 26865 JISD | **Victoria Maru** | *ss*Nag.No.3–7,33 *ss*Yka.No.1–37 2 *Dks(Stl) & Awng dk(Stl)* | 5876 5590 4257 | ✠100A1 *Awng dk with freeboard* 7,40 ~~3,40~~ ✠LMC3,40 BS7,40 *Fitted for oil fuel 2,21 F.P. above 1.50 F.* | Smk Kob | *y* | OG 7,38 | 1921 2mo | Kawasaki Dkyd.Co.Ld. Kobe | ~~OginunoSotaro~~ NissanKisen KabushikiKaisha A&CP | 385·0 *CellDB327′1126t* | 51·0 FK *Collision* | 36·0 *FPT127t APT94t* | Toky ~~Hasida&c~~ Japanese *pt Cem* *Bll to Awdk* 5 „ „ *U* „ | T.3Cy.26¼″43½″&72″–48″(*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe | 36 ″ 0 s 9 ″ 1⅜ 27 ″ 1 | |
| 85777 ~~13139~~ WDPQ | **Victory.** ~~*Mchy.27ft*~~ Sub.Sig. D.F. GyC. | *see No. 90504 in Supplement* 1 *Dk2trB* | 4527 3707 | | | | | 1895 | Chicago S.B.Co. Chicago | Upper Lakes&St. Lawrence Trans-portation Co.Ld. (G.C.Lotchi *Mgr.*) *WB* | 450·0 len 05 | 48·3 | 22·5 | Toronto British | T.3Cy.23″,38″&63″–40″ 251NHP Cleveland S.B.Co Cleveland | | R |
| 85778 YTBM | **Vid** (*ex*Istina–35) | *ss*Spt.2nd No.3–3,34 *ss*Spt.No.1–38 | 3547 3259 2244 | 100A1 11,39 BS5,39 | Sch | *x* | CL 6,38 | 1910 | W.Doxford &Sons,Ld. Sunderland | Brodarsko Akcionarsko Drustvo "Oceania" *Lloyd's* | 360·5 P26′B232′F33′ *CellDBa&uE* | 50·3 FK 129′*f*163′ | 21·5 *854tAPT* | Susak Yugoslav 6 *BHCem* 20*t* | T.3Cy.26″,42″&68″–42″ (*s*) 160lb 346NHP 2SB,*6cf*,GS129,HS5755 W.Doxford&Sons,Ld.Sld. | 24 ″ 0 s 3 ″ 2 21 ″ 0¼ | |
| 85779 4786 SLCA | **Vidar** | *ss*Skm.2nd No.3–7,33 *ss*Skm.No.1–37 1 *Dk(Stl) & deep framing* | *2104* *1893* *1215* | ✠100A1 10,39 BS8,39 ✠LMC6,37 | Skm | *s* | OG 9,39 | 1907 9mo | Murdoch &Murray Pt.Glasgow | RederiA/B Iris (S.Abrahamsen, *Mgr.*) *Lloyd's* *In terme* | 285·3 P27′Q7′B74′F35′ *sA&CP* *diate bulkhea* | 42·1 FK *d in forehold disp* | 19·6 *ensed with AB Honly CellDBa* | Stockholm Swedish *Cem* 82′ *uE&B53′* | T.3Cy.21″,35″&57″–39″ (*s*) 180lb 230NHP 2SB,*6cf*,GS107,HS3705 D.Rowan&Co.Glasgow *f108′567tFPT41tAPT72t* | 22 ″ 0 s 2 ″11½ 19 ″ 2 | |
| 85780 708 OHOT | — (*ex*Annikki) | **WoodAuxTwinSc3MstSr** *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*) | 351 — 238 | | | | | 1919 | A.Viika Ahlainen | RederiA/B Vidar (ElinEngman) | 135·0 131·2 Q20′ | 32·5 | 12·6 | Mariehmn Finnish | Oil Engines 2S.C.SA 4Cy.10¼″–11⅛″ 74NHP NE28 A/B Avance Motor,Skm. | | |
| 85781 YTTO | **Vido** (*ex*Aarö–39,*ex*Börglum, *ex*Secalia) | *ss*Abg.2nd No.3–1,33 *ss*Cpn.No.1–37 1 *Dk(Stl) & deep framing & Awng dk(Stl)* | 1919 1734 1176 | ✠100A1 *Shelter dk with freeboard* 11,39 ✠LMC MS3,37 BS4,40 | Spt | *s* | CL 3,39 | 1906 8mo | Howaldtswerke Kiel *Intermedia* | Parobrodarsko Drustvo "Jugo-levant" S.o.j. *te bulkhead in fore* *CellL* | 284·0 294·9(O.L.) *hold dispensed with* *Ba88′uE20′f124′55* | 42·0 26·0 FK | 18·5 | Dubrovnik Yugoslav *Cem* 4 *BH only* 1 *tAPT150t* | T3Cy.20⅞″,33 3/16″&55 3/16″-35½″ 185lb (*s*) 206NHP 2SB,*6cf*,GS100,HS3279 Howaldtswerke,Kiel | 20 ″ 7 s ″ 11 19 ″ 9¾ | |
| 85782 YTFA | **Vidovdan** (*ex*Braunfels) | *ss*Spt.2nd No.3–11,33 *ss*Ant.No.1–38 1 *Dk(Stl) & Spar dk* (*Stl–pt* teaks) *& Web frames* | *5586* *5282* *3559* | ✠100A1 *Spar dk* 9,39 ✠LMC MS2,38 BS9,39 | Sch | *a*† | CL 8,39 | 1906 8mo | Swan,Hunter&Wigham Richardson, Ld Newcastle | Jugoslavenski Lloyd a.d. *Lloyd's* | 421·9 435·7(O.L.) P60′B123′F51′ *sA&CP* *CellDBa13* | 55·3 28·5 FK&BK2½″ *8′uE25′* | 20·3 *f183′ 1100t* | Dubrovnik Yugoslav 6 *BHonly* *Cem* *FPT80t* *APT42t* | Q.4Cy.24″,34″,51″&74″–54″ 213lb (*r*) 500NHP 3SB,*9cf*,GS159,HS6372 FD Swan, Hunter&Wigham Richardson, Ld.Nwc. | 31 ″ 2 s 6 ″ 4½ 25 ″ 2 | |
| 85783 161034 GTBR | **Vienna** (P) E.S.D. Sub.Sig. | **TwinSc** *ss*Ips.No.2–37 2 *Dks(pt Stl)* 3rd *dk forward of Mchy. space Cruiser Stern* | 4227 3028 1985 | ✠100A1 *with freeboard* 3,39 BS3,39 ✠LMC5,37 *For service between Harwich & the Hook of Holland* | Gms | *w* | OG 6,37 | 1929 7mo | J.Brown& Co Ld. Clydebank *Lloyd's* | London&North Eastern Railway *CellDBu* *DTs* | 350·8 *Promenade dk&* F268′ *E42′55t* *MT12′120t* *f48′57t D* *Ts a22′42tFPT12t* | 50·1 FK | 26·0 | Harwich British 8 *BHpt Cem* *pt Asp* | 4 Steam Turbines SR (*r*) geared to 2 Sc. Shafts 215lb FD 1520NHP 5SB,*20cf*,GS430,HS15033 J.Brown&Co Ld.Clydebnk | 27 ″ 0 s12 ″2½ 15 ″ 3 | |
| 85784 OHZA | **Vienti** (*ex*Bris–36, *ex*Bruse–33) D.F. E.S.D. | 4Mst 1 *Dk* | 1715 — 966 | | | | | 1911 | Nylands Værksted Oslo | Laiva O/Y Ansio (Meritoimi O/Y, *Mgrs.*) | 274·9 264·4 P22′B11′F30′ | 40·0 | 17·6 | Åbo Finnish *WB* | T.3Cy.19″,31″&51½″–33″ 153NHP Nylands Værksted,Oslo | | N |
| 85785 EAQY | **Viera y Clavijo** (P) Wireless | *ss*La.P.No.3–5,24 *ss*La.P.No.2–32 1 *Dk & Shelter dk(Teak)* | *862* *703* *501* | ✠ —— 9,39 ✠ | LaP | *m* | | 1912 2mo | CaledonS. B.&E.Co.Ld. Dundee | Cia.Trasmediterránea *CellDBa29′* | 210·2 *uE18′f95′101t* | 30·0 FK *FPT* | 9·9 | Las Palmas Spanish 5 *BHCem* 15 *tAPT10t* | T.3Cy.16½″,27″&44″–28″ 139NHP 2SB,*4cf*,GS74,HS2547 CaledonSB.&E.Co.Ld.Dun | 12 ″ 3 | |

Now "Victory," *see No. 90504 in Supplement*

Now "Radchurch," *see No. 89828 in Supplement*

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Tirant d'eau assigné maintenant expiré. Lettre d'hiver. | 8 Date de la dernière visite de l'arbre porte-hélice. | 9 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | 11 Largeur. | 11 Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Registres où cet navire est dans le L. Inscr. Cert. Restrictions. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85786 | **Vigo** (P) | | 7358 | | | | | 1922 | Howaldts-werke Kiel | Hamburg-Südamerik.Dampfschifffahrts Ges. | 413·3 | 60·0 | 36·1 | Hamburg German | T.3Cy.28½″,45⅝″&74″-55½″ & 1 low pressure Turbine 585NHP | | G |
| DHYS | Sub.Sig. D.F. | *Fitted for oil fuel* 2 *Dks & Shelter dk* | 5031 4443 | | | | | | | | F92′ *on Shelter dk* | | | | | | |
| | *Ref. Mchy.* | *Corrugated sides* | | | | | | | | | | | | *WB* | Howaldtswerke, Kiel | | |
| 85787 | — | | 710 | | | | | 1920 | Kalundborgs Skibsværft Kalundborg | D/S A/S Vigo (Nils Bech) | 187·5 | 29·7 | 12·5 | Oslo Norwegian | T.3Cy.12½″,20½″&33½″-19½″ 51NHP | | V |
| LITX | (ex Irisen-37, ex Iris-34, ex Borghild) | 1 *Dk* | 559 388 | | | | | | | | Q62′B60′H82 | | F21′ | *WB* | A/S Smith, Mygind & Hüttemeier, Cpn. | | |
| 85788 | **Vigor** | *ss* Pal. No. 1-39 | 6511 | ✠100A1 | Pal | *z* | CL | 1923 | Ansaldo | Soc. Marit per Trasporto di Petrolio e Derivati "La Columbia" | 418·3 | 54·8 | 30·9 | Genoa Italian | Q.4Cy.21″,29½″,43″&62″-45″ 230lb *120lb* (*s*) 399NHP | 31 ″ 3 s 6 ″ 6½ | |
| 1116 | | *ss* Mfl. No. 3-12,35 | 5641 | 8,40 ~~9,30~~ | | | | 3mo | San Giorgio Spezia | | P105′B30′F36′ | FK | | 17 *B Hpt Cem* | 3SB, *9cf*, GS136, HS5679 FD | | |
| ICNM | | 2 *Dks* (*Stl*) & *Web frames* | 3553 | ✠NB3,29 ✠LMC1,~~35~~ BS~~4,30~~ 4,40 MS5,39 | | | | A&CP | | *Cell D Bu E & B* 58′200*t* | | | | 14 *to U dk* | Mackie & Baxter, Glasgow | | |
| | *Mchy. Aft* | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | *DT f* 29′365*t FPT* 290*t APT* 290*t* | | | | 3 „ 2nd „ ) | | | |
| | D.F. Sub.Sig. | | | *Fitted for oil fuel* 3,23 | | | *F.P. above* 150° F. | | | | | | | | | | |
| 85789 | **Vigör** | *Cruiser Stern* | 1518 | | | | | 1935 | Langes'nds Mek Verk A/S Langesund | S. Ugelstads Rederi A/S (S. Ugelstad, *Mgr.*) | 248·3 | 38·6 | 17·2 | Oslo Norwegian | C.2Cy.14½″&29½″-30″ & 1 LP turbine | | N |
| LIYP | Wireless | *Mchy. Aft* 1 *Dk* | 1297 850 | | | | | | | | P&B161′F24′ | | | *WB* | Langesunds Mek. Verks. | | |
| 85790 | **Vigrid** (ex Titania-37) | Twin Sc *Oil Eng* | 4765 | ✠100A1 | ~~Lon~~ | *z* | CL | 1923 | Deutsche Werft, A.G. Hamburg | Skibs A/S Gdynia (O. Ringdal, *Mgr.*) | 400·6 | 54·2 | 26·3 | Oslo Norwegian | Oil Engines 4S.C.SA 12Cy.24½″-37½″ DB *100lb* 717NHP | 28 ″ 10 s 3 ″ 5½ | |
| LDCC | D.F. | *ss* Got. No. 3-6,35 | 4263 2834 | *Shelter dk with freeboard* Examined 7,40 | Lon | | 5,38 | 2mo | | | F38′ *on Shelter dk* | FK | | 7 *B Hpt Cem* | 7BSA&C, GS610, HS19712 FD | 25 ″ 7½ | |
| | *Ref. Mchy.* | 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* | | ✠LMC CS2,36 DBS~~1,30~~ 7,40 1,38 ✠Lloyd's RMC8,39 | | | | A&CP | | *Cell DB* 338′1052*t DT a between tunnels* 90′1866*t DT's a at tunnel sides* 18′106*t FPT* 81*t APT* 88*t* | | | | ( *Coll to Sh dk* 6 „ *U* „ ) | Algemeine Elec. Ges. Turbinenfabrik, Berlin | | |
| 85791 | **Vigsnes** | | 1599 | | | | | 1930 | Bergens Mek. Værks. Bergen | A/S Kr. Jebsens Rederi (Kr. Jebsen, jnr. *Mgr.*) | 244·8 | 37·7 | 15·7 | Bergen Norwegian | T.3Cy.17¼″,29″&49″-33″ 138NHP | | N |
| LFGM | Wireless D.F. | 1 *Dk* | 1170 937 | | | | | | | | Q103*t* P73*t* B101*t* H102*t* | | | *WB* | Bergens Mek Værks Bergen | | |
| 85792 | **Vihor** (ex Drugi Dalmatinski-37, ex Palmanova, ex Venezia, ex Norna) | *ss* Gmh. No. 3-3,02 *ss* Lth No. 2-11 | 1180 862 711 | ✠ ... 11,14 ✠NB5,10 ✠ | | | | 1889 8mo | S. & H. Morton & Co. Leith | Parobrodarsko Drustvo Grgic s.o.j. | 224·0 | 33·2 | 14·5 | Vranjic Yugoslav | T.3Cy.16½″,27″&42″-33″ 108NHP | 17 ″ 2 | V † |
| | *Well deck* | 1 *Dk* & *Web frames* | | | | | | | | | P27′Q42′B61′F32′ | FK | | WB | S. & H. Morton & Co. Leith | | |
| 85793 | **Viking** (P) (ex Vindex, ex Viking) | Trp Sc *ss* Brw. 2nd No. 3-5,33 | 1957 1418 | ✠ A1 *Shelter dk* | Brw Sou | | CL ~~63,37~~ | 1905 6mo | Armstrong Whitworth & Co. Ld. Newcastle | Isle of Man Steam Packet Co. Ld. | 350·4 | 42·0 | 16·1 | Douglas IM British | 3 Steam Turbines (*s*) 160lb 1446NHP | 17 ″ 3 s 5 ″ 7½ | BT till 5.41 |
| 118604 | | *ss* Brw. No. 1-37 | 827 | *with freeboard* 5,40 ~~6,00~~ | BS5,40 | | ~~3,37~~ | | | | | | | 4 DB, *24cf* GS610 HS19712 FD | | 12 ″ 0 | |
| GPMD | D.F. | 2 *Dks* & *Shelter dk* (*pt Stl–ws*) | | ~~BS6,30~~ ✠LMC5,37 | | | P~~4,30~~ 5,40 | | | *Lloyd's A&CP* | *Promenade dk* 230′ | FK | | *APT* 36*t* | Parsons Marine Steam Turbine Co. Ld. Nwc. | | |
| | | | | *Irish Channel Service* | | | | | | | | | | | | | |
| 85794 | — | | *1336* | ✠ ... | | | | 1903 5mo | Irvine's S.B. & D.D. Co. Ld. W Hartlepool | Rederi A/B Mercurius (H. Selander, *Mgr*) | 230·5 | 36·1 | 14·8 | Stockholm Swedish | T.3Cy.19″,31″&51″-36″ 160NHP | 17 ″ 2 | V † |
| 4209 | (ex Johannes Mærsk, ex Grovehurst) | *ss* Rot. No. 3-7,16 *ss* Hbg. No. 2-25 | *1028* | 5,29 | | | | | | | P22′Q65′B52′F25′ | FK | | *WB* | Richardsons, Westgarth & Co. Ld. Hpl. | | |
| SHGO | *Well deck* | 1 *Dk* & *Web frames* | *809* | ✠ | | | | | | | | | | | | | |
| 85795 | — | | 929 | | | | | 1901 | Armstrong Whitworth & Co. Ld. Newcastle | Amazon Telegraph Co. Ld. | 207·0 | 36·0 | 13·7 | London British | T.3Cy.14″,22½″&36″-27″ 164NHP | | C |
| 114813 | | (*Cable Vessel*) | 775 | | | | | | | | | | | *WB* | Wllsnd Slpwy. Co. Ld. Nwc. | | |
| GQDL | Wireless | 1 *Dk* | 463 | | | | | | | | | | | | | | |
| 85796 | **Viking Star** (ex Vikingstar, ex Lusiada) | *ss* Nwc. No. 3-5,33 | 6445 6213 | 100A1 *Shelter dk* | Lon Gls | *z* | CL 6,39 | 1920 3mo | Napier & Miller, Ld. Glasgow | Blue Star Line, Ld. | 400·3 | 52·3 | 28·5 | London British | T.3Cy.27″,44′&73″-48″ (*s*) 180lb 517NHP | 38 ″ 11 s 11 ″ 10¼ | |
| GDLT | *Ref. Mchy.* | *ss* Shl. No. 1-37 | 3928 | *with freeboard* ~~7,10~~ 7,~~0~~ 2,41 | BS4,40 | | | | | | | 36·6 FK | | 7 *pt Cem* | 3SB, *9cf*, GS190, HS7668 FD | 27 ″ 4½ | |
| | | 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) | | ~~BS4,30~~ LMC4,37 | | | | | | | | *Collision* | | *BH to Sh dk* 5 „ „ *U* „ | Dunsmuir & Jackson, Ld Gls | | |
| | | | | ✠Lloyd's RMC~~2,40~~ 7,40 4,41 ~~5,40~~ | | | | | | *Cell DB* 345′1040*t FPT* 125*t* | | | | *APT* 206*t* | | | |
| | | | | *Fitted for oil fuel* 3,20 | | | *F.P. above* 150° F. | | | | | | | | | | |
| 85797 | **Vikingen** (P) | | 493 | | | | | 1900 | Trondhjems M.V. Trondheim | Hardanger Sunnhordlandske Dampskibsselskap | 149·7 | 23·2 | 11·9 | Bergen Norwegian | T.3Cy.15″,25″&41″-26″ NB37 86NHP | | |
| LFGQ | | 2 *Dks* | 258 286 | | | | | | | | H34*t* | | 18·9 | | Trondhjems M.V Trndheim | | |
| 85798 | **Vikingland** | *ss* Got. No. 2-40 ~~*ss* Got. No. 1-37~~ | *2626* | ✠100A1 | Got | *v* | CL | 1932 | Eriksbergs M.V. Aktieb. Gothenburg | Angf. A/B Tirfing (T.E.J.: son Broström, *Mgr.*) (Svenska Orient Linien) | 332·3 | 46·6 | 19·9 | Gothenbrg Swedish | Oil Engines 2S.C.DA 6Cy.17½″-47½″ 641NHP | 22 ″ 6 s 1 ″ 0¾ | |
| 7850 | | *Oil Eng.* | *2158* | *with freeboard* | | | 4,39 | 12mo | | | 355·6 (O.L.) | FK | | 7 *B Hpt Cem* | DB *80lb* | 21 ″ 7½ | |
| SJGN | *Ref. Mchy.* | 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | *1386* | 8,40 ~~1,40~~ | | | | | | *Lloyd's A&CP* | | | | *Coll to Sh dk* 6 „ 2nd „ ) | Eriksbergs M.V. Aktieb Got | | |
| | D.F. | *Strengthened for navigation in ice* | | | 8,40 | | | | | | | | | | | | |
| | | | | ✠LMC CS~~4,30~~ | | | | | | *Cell DB* 283′717*t MT* 21′570*t* | | | | *APT* 43*t* | | | |
| | | | | DBS~~5,30~~ 8,40 ~~10,30~~ 8,40 | | | | | | | | | | | | | |
| | | | | *Carrying vegetable oil or molasses in deep tanks & vegetable oil in wing DB tanks* | | | | | | | | | | | | | |
| 85799 | **Vilja** | *Oil Eng.* | 6672 | | | | | 1928 | Kockums M.V. Aktieb. Malmö | Skibs A/S Nordheim (H. Ditlev-Simonsen & Co. *Mgrs.*) | 411·2 | 56·2 | 32·4 | Oslo Norwegian | Oil Engines 4S.C.SA 6Cy.27½″-55½″ 438NHP | | N |
| LDDO | | 1 *Dk* | 5696 3907 | | | | | | | | P418*t* H559*t* | | | *WB* | Kockums M.V. Akt. Malmö | | |
| | *Mchy. Aft* | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| | D.F. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 85800 | **Vilk** (ex Corbank-39, ex Hitchin) | *ss* Tln. 2nd No. 3-9,39 | 1944 1704 1123 | ✠100A1 1,41 ~~1,40~~ | Tln Tru | *q* | CL N7,39 | 1913 10mo | S.P. Austin & Son, Ld. Sunderland | Ministry of Shipping (Hudson S.S. Co. Ld. *Mgrs.*) | 267·0 | 38·0 | 17·6 | Glasgow British | T.3Cy.21″,34′&56″-39″ (*s*) 180lb 221NHP | 19 ″ 10 s 6 ″ 4½ | |
| 135270 | | | | | | | | | | | 275·8 (O.L.) | | | | | | |
| ~~MLXP~~ | *Well deck* | 1 *Dk* (*Stl*) | | BS12,40 ✠LMC9,39 | | | | *Lloyd's A&CP* | | *Cell DBa67′uE & B41′* | Q140′B12′F28′ | FK | | 4 *B H Cem* | 2SB, *6pf*, GS89, HS3534 | 18 ″ 1½ | |
| MLXP | | | | | | | | | | | *f* 106′480*t FPT* 105*t* | | | *APT* 195*t* | N.E. Marine Eng. Co Ld. Sld. | | |
| 85801 | **Villa** (P) | Twin Sc (*Ferry*) | 932 | | | | | 1909 | Flli. Orlando & Co. Leghorn | Italian State Railways | 271·0 | 34·4 | 12·7 | Messina Italian | T.6Cy.16″,26½″&41½″-23½″ NB28 167NHP | | I |
| IVLC | *Fitted for oil fuel* | 1 *Dk* | 758 281 | | | | | | | | | | | | Flli. Orlando & Co. Leghorn | | |
| 85802 | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers which classed. if not in L.R. Date of Fl. or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85803 | **Villa de Madrid** Ⓟ TwinSc | 6942 | | | | | 1931 | Frd.Krupp Germaniawf. A.G. Kiel | Cia.Trasmediterránea | 400·7 | 55·9 | 31·3 | Barcelona Spanish | Oil Engines 4S.C.SA 18Cy.23⅝"–41⅜" 1024NHP | | V |
| | *Oil Eng.* | 5576 | | | | | | | | P340′F42′ | | | *WB* | FrdKruppGermaniawf AG | | |
| EARQ | *Ref.Mchy.* 2*Dks&Shade dk* | 3977 | | | | | | | | | | | | | | |
| | *(SUNK IN PORT—REFLOATED)* | | | | | | | | | | | | | | | |
| 85804 | **Villa Encarnacion** (*ex*Estreito) | 419 | | | | | 1895 | Bremer Vulkan Vegesack | Cia.Argentina de Nav.Mihanovich, Ltda. | 184·6 | 26·0 | 9·3 | Bns.Aires Argentine | C.2Cy.14½"&27⅝"–21⅝" 29NHP | | |
| | *Mchy.Aft* 1*Dk* | 252 | | | | | | | | Q49′B16′F15′ | | | *WB* | BremerVulkan,Vegesack | | |
| 85805 | **Villa Franca** (*ex*Esposende, *ex*Arkadia) | 2045 | | | | | 1906 | G.Seebeck Akt.Ges. Bremerhaven | Cia.deNav. "Carregadores Açoreanos" | 263·4 | 37·5 | 21·8 | Lisbon Portuguese | T.3Cy.19⅝",32½"&52"–42½" 174NHP | | V |
| CSBT | 1*Dk&Spar dk* | 1678 / 1245 | | | | | | | | P22′B65′F22′ | | | *WB* | G.SeebeckA.G.Bremerhvn | | |
| 85806 | **Villamanrique** (*ex*SanIsidoro) | *1537* ✠ | | Bbo | *p* | | 1902 | Grngem'th | A.SuardiazValdes | 244·1 | 35·8 | 16·7 | S.Sebast'n | T.3Cy.18",30"&50"–33" | 18 ″ 8 | V |
| | *ss*Cff.No.3–8,15 | *1212* | 2,28 | | | | 11mo | &Greenock DockyardCo. | | Q87′B62′F26′ | | | Spanish | NDB20 165NHP | | † |
| EGTB | *Well deck* *ss*Bbo.No.2–24 | *974* | ✠ | | | | | Grngemouth | *CellDB* | | | FK | | 2SB,*6cf*,GS74,HS2656 | | |
| | 1*Dk*(*Stl*)2*trB* | | | | | | | | | *a*56′*uE&B*36′*f*102′ | | | 4*BHCem* 375*tAPT*40*t* | Cooper&Greig,Dundee | | |
| 85807 | **Villanger** TwinSc | 4884 | | | | | 1929 | Armstrong Whitworth &Co.Ld. Newcastle | WestfalLarsen& Co.A/S | 398·0 | 54·7 | 26·1 | Bergen Norwegian | Oil Engines 4S.C.SA 12Cy.23¼"–43⅞" 624NHP | | N |
| | *Ref. Mchy.* *Oil Eng.* | 4372 | | | | | | | | P70*t*H366*t*F22*t* | | | *WB* | J.G.Kincaid&Co.Ld.Grk. | | |
| LDKD | D.F. 1*Dk&Shelter dk* | 3005 | | | | | | | | | | | | | | |
| 85808 | **Villarperosa** (*ex*Valsugana, | 6255 | | | | | 1921 | Soc.Anon. Ilva Piombino | Soc.Commerciale diNav. | 396·7 | 51·8 | 34·8 | Genoa Italian | Oil Engines 2S.C.SA NE27 4Cy.29½"–49⅝" 606NHP | | I |
| 1758 | *ex*PiombinoI) *Oil Eng.* | 5922 | | | | | | | | | | | *WB* | FiatS.G.M.Turin | | |
| ICNO | *Mchy.Aft* D.F. 2*Dks* | 3621 | | | | | | | | | | | | | | |
| 85809 | **Villarrica** Ⓟ (*ex*Alejandro–38, | 2989 | ✠100A1 | Vpo | *t* | CL | 1913 | AilsaS.B. Co.Ld. Troon | ChilianState Railways | 309·6 | 41·6 | 20·5 | Valparaiso Chilian | T.3Cy.21½",36½"&59"–45" 2001b (*s*) 340NHP | 23 ″ 0 | |
| 1250 | *ex*Argentino) *ss*Vpo.2nd.No.3–5,37 | — | 2,39 | | | 2,39 | 10mo | | *CellDB*a68′ | P&B197′F38′ | | FK | 5*BHCem* | 2SB,*6cf*,GS121,HS4920 FD | s 2 ″ 9½ / 20 ″ 7 | |
| CBVJ | 2*Dks*(*Stl-Uws*) | 1952 | ✠NB10,32 ✠LMC5,37 BS~~5,39~~ 5,40 | | | | *Lloyd'sA&CP* | | *uE&B*86′*f*114′ | 452*tFPT*20*tAPT*5*t* | | | | AilsaS.B.Co.Ld.Troon | | |
| 85810 | **Ville d'Ajaccio** Ⓟ | 2444 | | | | | 1929 | Ch.&Atel. deProvence Marseilles | Cie.deNavigation Fraissinet | 269·0 | 41·1 | 22·7 | Marseilles French | T.3Cy.24¾",39⅜"&64⅞"–39⅜" 262NHP | | V |
| | *Fitted for oil fuel* | 1657 | | | | | | | | P&B187′F43′ | | | *WB* | Ch.&Atel.deProvence,Msl. | | |
| FOOR | D.F. 2*Dks* | 1146 | | | | | | | | | | | | | | |
| 85811 | **Ville d'Alger** Ⓟ TwinSc | 10172 | | | | | 1935 | Ch.&Atel. deSt.Nazaire (Penhöet) SA St.Nazaire | Cie.Générale Transatlantique | 461·9 | 63·2 | 30·3 | Marseilles French | 6 Steam Turbines SR geared to 2 Sc.Shafts 3000NHP | | V |
| | *Fitted for oil fuel* | 7028 | | | | | | | | F383′ | | 38·6 | *WB* | Ch.&Atel.deSt.Nazaire | | |
| FNSL | *Ref.Mchy.* 3*Dks4trB* | 3811 | | | | | | | | | | | | | | |
| | D.F. *Cruiser Stern* | | | | | | | | | | | | | | | |
| 85812 | **Ville d'Amiens** Ⓟ | 6975 ✠ | | Syd | *a*† | | 1924 | N.of Ireland S.B.Co.Ld. Londonderry | Ministry of Shipping(TheClan LineSteamers Ltd.(Cayzer, Irvine&Co.Ld.) *Mgrs.*) | 411·0 | 53·7 | 28·5 | Liverpool British | T.3Cy.27",46"&77"–51" &L.P.Turbine FD | 38 ″ 3 | V |
| 16c317 | | 6223 | 12,25 | | | | 11mo | | | | | 35·8 | | | | † |
| FOBL | D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) | 4216 | ✠ | | | | | | | F37′*onShelterdk* FK | | | 7*BHCem* | 4SB.*12cf*,GS264,HS11864 | | BT till 10,41 |
| BFVJ | | | | | | | | | *CellAPT*420*t* | *CellDB*351′116′ | | | *BH to Sh dk* *FPT*95*tAPT*130*t* | J.G.Kincaid&Co.Ld.Grk. | | |
| 85813 | **Ville d'Anvers** Ⓟ (*ex*American | 7462 ✠ | ... | | | | 1920 | American International S.B.Corp. HogIslandPa | Soc.Maritime AnversoiseSoc. Anon. | 436·9 | 58·2 | 35·9 | Antwerp Belgian | 2 Steam Turbines DR geared to 1 Sc. Shaft 1290NHP | 40 ″ 0 | R |
| | Banker–40, *Fitted for oil fuel* | 6282 | 3,22 | | | | 4mo | | | P80′B135′F82′ *on* | | | | | | † |
| | *ex*Cantigny) 2*Dks&Shelter dk* | 3889 | ✠ | | | | | | | *Shelter dk* FK | | | *WB* | GeneralElectricCo.Clvlnd. | | |
| | *Ref.Mchy.* D.F. GyC. *Cruiser Stern* | | | | | | | | | | | | | | | |
| 198/40 | **Ville d'Arlon** Ⓟ (*ex*American | 7555 ✠ | ... | | | | 1920 | American International S.B.Corp. HogIslandPa | Soc.Maritime AnversoiseSoc. Anon. | 436·9 | 58·2 | 26·4 | Antwerp Belgian | 2 Steam Turbines DR geared to 1 Sc. Shaft | | R |
| | Traveler–40, *Fitted for oil fuel* | 6282 | 3,22 | | | | 6mo | | | P80′B135′F82′*on* | | | | | | † |
| | *ex*Cambrai) 2*Dks&Shelter dk* | 3908 | ✠ | | | | | | | *Shelter dk* FK | | | *WB* | GeneralElectricCo.Erie,Pa | | |
| | E.S.D. D.F GyC. *Cruiser Stern* | | | | | | | | | | | | | | | |
| 85815 | **Ville d'Oran** Ⓟ TwinSc | 10172 | | | | | 1936 | Soc.Provençale de Cnst.Nav. LaCiotat | FrenchGovernment(Ministère de laMarine Marchande) | 461·9 | 63·2 | 38·6 | Marseilles French | 6SteamTurbinesSRgeared to2ScShafts 3333NHP | | V |
| | *Fitted for oil fuel* | 7028 | | | | | | | | P18′F380′ | | | *WB* | Ch.&Atel.deSt.Nazaire | | |
| FNSQ | *Ref.Mchy.* D.F. 4*Dks* | 3811 | | | | | | | | | | | | | | |
| 85816 | — Ⓟ | 4861 | ✠100A1 | Hav | *w* | CL | 1912 | Forg.& Ch. de la Médit. Havre | NouvelleCie.Havraise Péninsulaire de Nav. | 351·5 | 46·6 | 24·9 | Havre French | T.3Cy.24½",40"&66"–45" (*s*) | 35 ″ 10 | |
| | *ss*St.N.2ndNo.3–7,38 | 4331 | *Shelter dk* | | | 8,39 | 4mo | | | | | | | 185lb *100lb* 331NHP | s 9 ″ 10½ | |
| FNQR | 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 3005 | *withfreeboard* | | | | | | | P38′B104′F34′ FK | | | 6*BHCem* | 3SB,*6cf*,GS102,HS4178 FD | 26 ″ 2 | |
| | &*Web frames* | | 2,40 ✠LMC7,38 | | | | | | | *onShelter dk* | | | | Forg.&Ch.de laMédit.Hav. | | |
| | | | MBS8,39 DBS2,40 | | | | | | | *CellDBa*104′*uE*25′*f*148′ | | | 642*tAPT*26*t* | | | |
| | | | Surveys delayed | | | | | | | | | | | | | |
| 85817 | **Ville de Bastia** (*ex*Spaarne) | 1336 | | | | | 1920 | N.V.Haarlem Schps. My Haarlem | Cie.Française des ExtraitsTinctoriaux et Tannants | 223·4 | 34·6 | 20·0 | Havre French | T.3Cy.17½",29"&46"–36" 127NHP | | V |
| FNKQ | Wireless 2*Dks* | 783 | | | | | | | | | | | | Maats.Fyenoord,Rot. | | |
| 85818 | **Ville de Bougie** (*ex*York–37) | 1237 | | | | | 1907 | CaledonS. B.&E.Co.Ld. Dundee | Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*) | 250·8 | 36·1 | 15·0 | Algiers French | T.3Cy.23½",38"&62"–39" 240NHP | | V |
| | *Fitted for oil fuel* | 935 | | | | | | | | P&B176′F28′ | | | *WB* | CaledonSB.&E.Co.Ld.Dun | | |
| FPAB | Wireless 1*Dk* | 399 | | | | | | | | | | | | | | |
| 125/40 | **Ville de Gand** Ⓟ (*ex*American | 7590 ✠ | ... | | | | 1920 | American International S.B.Corp. HogIslandPa | Soc.Maritime AnversoiseSoc. Anon. | 436·9 | 58·2 | 26·4 | Antwerp Belgian | 2 Steam Turbines DR geared to 1 Sc. Shaft 1259NHP | 40 ″ 0 | R |
| | Importer–40, *Fitted for oil fuel* | 6282 | 1,22 | | | | 9mo | | | P80′B135′F82′*on* | | | | | | † |
| | *ex*Somme) *Ref.Mchy.* 2*Dks&Shelterdk* | 4039 | ✠ | | | | | | | *Shelter dk* FK | | | *WB* | GeneralElectricCo.Erie Pa | | |
| | E.S.D. D.F. GyC. *Cruiser Stern* | | | | | | | | | | | | | | | |
| 131/40 | **Ville de Hasselt** Ⓟ (*ex*American | 7461 ✠ | ... | | | | 1920 | American International S.B.Corp. HogIslandPa | Soc.Maritime AnversoiseSoc. Anon. | 436·9 | 58·2 | 35·9 | Antwerp Belgian | 2SteamTurbinesDRgeared to1Sc. Shaft 1295NHP | 40 ″ 0 | R |
| | Trader–40,*ex*Marne) *Fitted for oil fuel* | 6282 | 1,22 | | | | 10mo | | | P80′B135′F82′ *on* | | | | | | † |
| | D.F. GyC. 2*Dks&Shelter dk* | 3889 | ✠ | | | | | | | *Shelter dk* FK | | | *WB* | GeneralElectricCoErie,Pa. | | |
| | *Ref.Mchy.* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 73/41 | **Ville de Liège** Ⓟ | 7430 ✠ | ... | | | | 1920 | American International S.B.Corp. HogIslandPa | Soc.Maritime AnversoiseSoc. Anon. | 436·9 | 58·2 | 35·9 | Antwerp Belgian | 2 Steam Turbines DR geared to 1 Sc. Shaft 1295NHP | 40 ″ 0 | R |
| | (*ex*AmericanFarmer–40, *Fitted/oroilfuel* | 6282 | 3,22 | | | | 12mo | | | P80′B135′F82′ *on* | | | | | | † |
| | *ex*Ourcq) GyC. 2*Dks&Shelter dk* | 4013 | ✠ | | | | | | | *Shelter dk* FK | | | *WB* | GeneralElectricCoErie,Pa | | |
| | D.F. *Ref.Mchy.* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 85822 | **Ville de Djidjelli** (*ex*Hull–37) | *1132* | | | | | 1907 | CaledonS. B.&E.Co.Ld. Dundee | Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*) | 255·7 | 36·2 | 14·8 | Algiers French | T.3Cy.23½",38"&62"–39" 240NHP | | V |
| | *Fitted for oil fuel* | *879* | | | | | | | | P&B172′F29′ | | | *WB* | CaledonSB.&E.Co.Ld.Dun | | |
| FPAU | Wireless 1*Dk* | *451* | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Matériaux, Gréement, etc. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre saisi et maintenant expiré. Lettre d'appel. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Longueurs où coïd. a eu en dans le L. Darse. Cors. Ref. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85823 | **Ville de Majunga** (P) | | 4972 / 4140 / 2923 | | | | | 1931 | Atel.&Ch. de la Seine Maritime Worms et Cie Le Trait, S.I. | Nouvelle Cie. Havraise Péninsulaire de Nav. | 392·9 \| 53·5 \| 24·8 / F44′ | Havre / French / WB | T.3Cy.26½″,44″&73″-48½″ 370NHP / Atel.&Ch. de la Seine Maritime Worms et Cie | | V |
| FNQL | D.F. *Ref.Mchy* *Mchy.Aft* | 2 *Dks&Shelter dk* | | | | | | | | | | | | | |
| 85824 | **Ville de Metz** (P) | *ss*Hav.No.3–6,33 *ss*Hav.No.1–38 | 7007 / 6362 / 4402 | ✠100A1 *Shelter dk* *withfreeboard* 11,39 | Hav | *at* CL BS11,39 MS3,37 | 4,38 | 1920 | N.of Irelnd S.B.Co.Ld Londonderry | Nouvelle Cie. Havraise Péninsulaire de Nav. | 411·0 \| 53·8 \| 35·6 / 427·7(O.L.) / F37′ *on Shelter dk* / *Lloyd's SA&CP* / *Cell DB* 355′1180*t* | Havre / French / *Cem* / *Collision BH to Shdk* 6 „ „ *U* „ / *FPT* 95*t* *APT* 120*t* | T.3Cy.27″,46″&77″-51″ (*s*) 200lb 710NHP 4SB,*12cf*,GS247,HS11044 FD J.G.Kincaid&Co.Ld.Grk. | 38 ″ 2 / *s* 10 ″ 7½ / 27 ″ 9 | |
| FNQN | D.F. | 2 *Dks(Stl)&Shelter dk (Stl–ws)* | | Surveys delayed *Fitted for oil fuel* 7,20 | | | *F.P. a* | | | | | | | | |
| 85825 | **Ville de Mons** (P) (*ex*American Shipper–40,*ex*Tours) *Fitted for oil fuel* | | 7463 / — / 3884 | ✠ … 3,22 ✠ | | | | 1921 | American International S.B.Corp. Hog Island Pa | Soc.Maritime Anversoise Soc. Anon. | 436·9 \| 58·2 \| 35·9 / P80′B135′F82′ *on Shelter dk* / FK | Antwerp / Belgian / *WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft 1290NHP / General Electric Co. Schenectady, N.Y. | 40 ″ 0 | R † |
| | D.F. GyC. *Ref.Mchy.* *Cruiser Stern* | 2 *Dks&Shelter dk* | | | | | | | | | | | | | |
| 85826 | **Ville de Namur** (P) (*ex*American Merchant–40,*ex*Aisne) *Fitted for oil fuel* | | 7463 / — / 3884 | ✠ … 3,22 ✠ | | | | 1920 | American International S.B.Corp. Hog Island Pa | Soc.Maritime Anversoise Soc. Anon. | 436·9 \| 58·2 \| 35·9 / P80′B135′F82′ *on Shelter dk* / FK | Antwerp / Belgian / *WB* | 2 Steam Turbines DR geared to 1 Sc Shaft 1290NHP / General Electric Co. Schenectady, N.Y. | 40 ″ 0 | R † |
| | D.F. GyC. *Ref.Mchy.* *Cruiser Stern* | 2 *Dks&Shelter dk* | | | | | | 12mo | | | | | | | |
| 85827 | **Ville de Reims** (P) | *ss*Hav.No.3–9,30 *ss*Hav.No.1–34 | 4617 / 4124 / 2874 | ✠100A1 8,38 MS8,38 MBS2,39 ✠LMC DBS9,39 | Hav | *x* CL 8,38 | | 1918 5mo | W.Hamilton&Co.Ld. Port Glasgow | Nouvelle Cie. Havraise Péninsulaire de Nav. | 376·0 \| 52·2 \| 25·5 / P27′B217′F35′ FK / *Lloyd's CP* / *Cell D* B332′1061*t* *FPT* 81*t* | Havre / French / 7 *BH Cem* / *APT* 43*t* | T.3Cy.25″,41″&68″-48″ (*s*) 180lb *100lb* 489NHP 3SB,*9cf*,GS185,HS7602 FD Barclay,Curle&Co.Ld.Gls. | 28 ″ 0 / *s* 4 ″ 1 / 24 ″ 1 | |
| FNQP | | 2 *Dks(Stl)* | | | | | | | | | | | | | |
| 85828 | **Ville de Rouen** (P) | *ss*Hav.No.3–2,32 *ss*Hav.No.2–39 | 5083 / 3921 / 3144 | 100A1 *Shelter dk* *withfreeboard* 9,41 ~~1,40~~ MS8,39 ~~Surveys delayed~~ | St.N Msl | *x* LMC BS1~~–03~~,41 | 1,40 | 1919 10mo | N.of Irelnd S.B.Co.Ld. Londonderry | Nouvelle Cie. Havraise Péninsulaire de Nav. | 370·4 \| 51·2 \| 25·7 / 384·5(O.L.) / FK / *Lloyd's SA&CP* / *Cell D* B357′908*t* | Havre / French / *Cem* / *Collision BH to Sdk* 6 „ „ *U* „ / *FPT* 70*t* *APT* 112*t* | T.3Cy.25″,41″&68″-48″ (*s*) 180lb 462NHP 3SB,*9cf*,GS160,HS6972 FD Kincaid&Co.Greenock | 28 ″ 2 / *s* 3 ″ 3½ / 25 ″ 0½ | |
| FNQQ | | 2 *Dks(Stl)&Shelter dk(Stl–ws)* | | | | | | | | | | | | | |
| 85829 | **Ville de Strasbourg** (P) | | 7138 / 6366 / 4380 | ✠ 9,24 ✠ | Hav | *a*† | | 1920 10mo | N.of Irelnd S.B.Co.Ld. Londonderry | Soc.des Services Contractuels des Messag.Mar. | 410·0 \| 53·5 \| 38·2 / F37′ *on Shelter dk* / FK / *Cell D* B355′1180*t* | Dunkirk / French / *Cem* / *Collision BH to Sdk* 6 „ „ *U* „ / *FPT* 95*t* *APT* 120*t* | T.3Cy.27″,46″&77″-51″ 710NHP 4SB,*12cf*,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk. | 38 ″ 3 | V † |
| FOBM | D.F. | 2 *Dks(Stl)&Shelter dk(Stl–ws)* *Fitted for oil fuel* | | | | | | | | | | | | | |
| 85830 | **Ville de Tamatave** (P) | | 4993 / 4140 / 2938 | | | | | 1931 | Atel.&Ch. de la Seine Maritime Worms et Cie Le Trait, S.I. | Nouvelle Cie. Havraise Péninsulaire de Nav. | 392·9 \| 53·5 \| 24·8 / F44 | Havre / French / *WB* | T.3Cy.26½″,44″&73″-48½″ 370NHP / Atel.&Ch. de la Seine Maritime, Le Trait | | V |
| FNQT | D.F. *Ref.Mchy* | 2 *Dks&Shelter dk* | | | | | | | | | | | | | |
| 85831 | **Ville-de-Ténès** (*ex*Cartenée, *ex*Falmouth Castle, *ex*Braeside) | *ss*Fal.No.3–6,19 *ss*Fal.No.1–23 | 390 / 272 / 152 | ✠ … 6,27 ✠ | | | | 1909 2mo | J.Crown& Sons,Ld. Sunderland | Soc.Algérienne de Nav.pour l'Afrique du Nord (Ch.Schiaffino&Cie. *Mgrs.*) | 142·1 \| 23·6 \| 9·8 / Q78′B7′F22′ / FK | Algiers / French / *WB* | C.2Cy.18″&38″-27″ 59NHP MacColl&Pollock,Ld.Sld. | 10 ″ 10 | V † |
| TUTD | *Mchy.Aft* *Well deck* | 1 *Dk* | | | | | | | | | | | | | |
| 85832 | **Ville de Tipáza** (*ex*Michel&Renée) *Oil Eng.* | | 331 / 267 / 170 | | | | | 1917 | Atel.&Ch. de Bretagne Nantes | Soc.Algérienne de Nav.pour l'Afrique du Nord (Ch.Schiaffino&Cie. *Mgrs.*) | 140·4 \| 24·0 \| 10·5 / P47′B11′F23′ | Algiers / French / *WB* | Oil Engines 2S.C. 6Cy.9½″-14½″ NE86 Sulzer Bros. Winterthur | | V |
| TWWR | | 1 *Dk* | | | | | | | | | | | | | |
| 85833 | **Ville de Toulon** (*ex*Elpidifor) **Twin Sc** | | 672 / 587 / 394 | | | | | 1905 | Howaldts-werke Kiel | A.Dunin-Slepsc | 210·0 \| 33·8 \| 10·3 / Q53′ | Polish / *WB* | T.6Cy.11½″ 18½″&29½″-15½″ 69NHP / Howaldtswerke, Kiel | | |
| | | 1 *Dk* | | | | | | | | | | | | | |
| 85834 | **Ville de Verdun** (P) | | 7007 / 6366 / 4402 | ✠ 3,25 ✠ | Syd | *a*† | | 1921 5mo | N.of Irelnd S.B.Co.Ld. Londonderry | Soc.des Services Contractuels des Messag.Mar. | 410·0 \| 53·5 \| 38·2 / 35·6 / F37′ *on Shelter dk* / FK / *Cell D* B355′1180*t* | Havre / French / *Cem* / *Collision BH to Sdk* 6 „ „ *U* „ / *FPT* 95*t* *APT* 120*t* | T.3Cy.27″,46″&77″-51″ 710NHP 4SB,*12cf*,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk. | 38 ″ 3 | V † |
| FOBN | D.F. | 2 *Dks(Stl)&Shelter dk(Stl–ws)* | | | | | | | | | | | | | |
| 85835 | **Ville du Havre** (P) | *ss*Hav.No.3–5,37 | 5083 / 3921 / 3144 | 100A1 *Shelter dk* *withfreeboard* 3,40 MS5,37 LMC BS4,40 | Hav | *x* | 6,39 | 1919 6mo | N.of Irelnd S.B.Co.Ld. Londonderry | Nouvelle Cie. Havraise Péninsulaire de Nav. | 370·4 \| 51·2 \| 25·7 / 384·3(O.L.) / P32′B217′F34′ FK / *Lloyd's SA&CP* / *Cell D* B317′1044*t* | Havre / French / *Cem* *WB* / *Collision BH to Sdk* 6 „ „ *U* „ / *FPT* 61*t* *APT* 107*t* | T.3Cy.25″,41″&68″-48″ (*s*) 180lb 462NHP 3SB,*9cf*,GS161,HS6972 FD J.G.Kincaid&Co.Ld.Grk. | 28 ″ 2 / *s* 3 ″ 6½ / 24 ″ 10 | |
| FNQS | D.F. | 2 *Dks(Stl)&Shelter dk (Stl–ws)* | | | | | | | | | | | | | |
| 85836 | **Villiers** (*ex*Barmbek) | *ss*Ham.No.1–27 | 2548 / 2158 / 1488 | … 4,30 | | | | 1923 10mo | Schiffsw(v. J.&Sch.) A.G Hamburg | Cie.des Affrêteurs Français (Heuzey &Chastellain, *Mgrs.*) | 329·1 \| 45·5 \| 18·1 / P19′Q46′B200′F38′ FK | Rouen / French / *WB* | T.3Cy.22½″,37″&60″-39½″ 317NHP / Hannoversche Mch.Fab. Hannover | 20 ″ 6 | V † |
| FNJS | *Well deck* | 1 *Dk* | | | | | | | | | | | | | |
| 85837 | **Vilma** (*ex*Capitol, *ex*Grovemont, *ex*Tudhoe) | *ss*Shl.No.3–4,20 *ss*Shl.No.1–24 | 1314 / 1010 / 795 | ✠ … 11,25 ✠ | | | | 1906 12mo | J.Crown& Sons,Ld. Sunderland | D/S A/S Vilma (K.S.Nordgreen) | 230·1 \| 36·0 \| 14·7 / P17′Q65′B48′F26′ FK | Bergen / Norwegian / *WB* | T.3Cy.17½″,29″&47″-33″ 144NHP / J.Dickinson&Sons,Ld.Sld. | 16 ″ 10 | N † |
| LFGW | Wireless *Well deck* | 1 *Dk&deep framing* | | | | | | | | | | | | | |
| 85838 | **Vilsandi** (P) (*ex*Dagmar–38) | | 330 / 177 / 186 | | | | | 1904 | Göteborgs M.V.Aktieb. Gothenburg | Laevaühing G. Sergo&Ko. | 120·2 \| 24·1 \| 10·3 / P79′H53*t*F29′ | Tallinn / Estonian | C.2Cy.17½″&39½″-28½″ 63NHP / Göteborgs M.V.Aktieb.Got | | |
| 403 ESDI | | 1 *Dk* | | | | | | | | | | | | | |
| 85839 | **Vim** (*ex*Barbara–32, *ex*Recto) | | 1114 / 983 / 670 | | | | | 1913 | Bergens Mek.Værks Bergen | A/S Victor Mullers Rederi | 226·3 \| 36·5 \| 15·8 / P21*t*H52*t*F30*t* | Bergen / Norwegian / *WB* | T.3Cy.17″,26½″&46″-30″ 115NHP / Bergens Mek Værks Bergen | | N |
| LFGX | Wireless D.F. | 1 *Dk* | | | | | | | | | | | | | |
| 85840 | **Vimeira** | | 5728 / 5163 / 3432 | ✠100A1 ~~12,40~~ 4,41 ~~Lon~~ Shl ✠LMC ~~3,40~~ 4,11 BS4,41 | Sws | *z* CL ~~3,40~~ 4,11 | | 1927 11mo | R.Duncan &Co.Ld. Port Glasgow | Vimeira S.S.Co.Ld. (Gow,Harrison& Co. *Mgrs.*) | 410·1 \| 54·5 \| 30·1 / 423·8(O.L.) / P118′B38′F42′ FK / *Lloyd's SA&CP* / *Cell D Bu E&B* 76′170*t* | Glasgow / British / 16 *B Hpt Cem* / 5,, *to 2nd dk* / *APT* 204*t* | T.3Cy.25″,43½″&74″-48″ (*s*) 210lb 567NHP 3SB,*9cf*,GS190,HS8202 FD Rankin&Blackmore Ld Grk | 30 ″ 0 | |
| 160180 GBKF | *Mchy.Aft* D.F. | 2 *Dks(Stl)&Web frames* *Longitudinal framing* | | *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,27 | | | *F.P. a* | | | | | | | | |

132/40

95/40

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage — Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Letters which indicate if not in L.R. Class if not in L.R. Register of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85841 1743 ICNQ | **Viminale** (P) — *Oil Eng.* — 1 *Dk (Stl) & Shelter dk (Stl)* — 2nd *dk (Stl) in forward holds* — D.F. GyC. | 8657 6733 5355 | ✠100A1 — *Shelter dk with freeboard* 1,40 — ✠LMC CS1,39 — DBS10,39 6,38 | Gen | *c*† | CL 9,38 | 1925 10mo | Cant.San Rocco(S.A.) Trieste — *Lloyd's SA&CP* | LloydTriestino Soc.Anon.diNav. — *CellDB* 393'1510*t* | 452·5 467·9(O.L.) B185'F74' FK — *DTf* 13'295*t FPT* 1 9*B Hto Sh dk* 72*t APT* 91*t* | 57·2 | 31·5 | Genoa Italian — *pt Cem* | Oil Engines 4S.C.SA — 12Cy.29½"–47½" 984NHP — DB *100lb* — StabilimentoTecnico,Tri. | 35 ″ 0 — s 7 ″ 11½ — 27 ″ 3½ | |
| 85842 90912 MQNZ | **Vina** — *ss* Gmh. 3rd No. 3–4,33 — *ss* Gmh. No. 1–37 — *Well deck* — 1 *Dk (Irn) & Web frames* — *Cargo battens not fitted* | 1021 755 610 | ✠100A1 — 12,39 — BS4,40 ✠LMC4,37 | Bgn | *m* | OG 2,38 | 1894 3mo | Ramage& Ferguson,Ld. Leith — A&CP | J.T.Salvesen&Co. — *Cell DB* 174' 215*t FPT* | 215·8 226·5(O.L.) P27'Q38'B58'F30' FK — 19*t APT* 37*t* | 32·0 | 14·0 | Grngemth British — 5 *B H Cem* | T.3Cy.15⅞",24"&39"–30"(*s*) — 160lb *100lb* NDB 13 99RHP — 1SB,3*pf*,GS55,HS1715 — Ramage&Ferguson,LdLth | 16 ″ 3 — s ″ 11¼ — 15 ″ 6¼ | |
| 85843 1281 CBVM | **Viña del Mar** — 3 Mst — (*ex* Champerico–34, *ex* Andorinha) — *Well deck* — *ss* Vpo. 2nd No. 3–5,35 — *ss* Vpo. No. 1–39 — 2 *Dks (UStl–ws)* | 2677 — 1579 | ✠100A1 — 9,40 ~~10,30~~ — ✠LMC ~~10,39~~ 11,40 | Vpo — Tal | *s* | CL ~~10,39~~ 9,40 | 1911 6mo | CaledonS. B.&E.Co.Ld. Dundee — *Lloyd's SA&CP* | ChilianState Railways — *Intermedia te bulkhead in fore* | 290·1 41·7 17·0 P&B197'F45' BK10″ — *hold dispensed with* — *Cell D* | | | Valparaiso Chilean — *Cem* | T.3Cy.24",39"&64"–42" (*s*) — 180lb 321NHP — 3SB,9*cf*,GS162,HS5412 — CaledonSB.&E.Co.Ld.Dun | 20 ″ 0 | |
| 85844 218850 KIZS | **Vincent** — *Fitted for oil fuel* — Sub.Sig. — 1 *Dk & Shelter dk & Web frames* — *Longitudinal framing* | 6210 5705 3857 | ✠ … — 3,21 | | | | 1919 9mo | Federal S.B.Co. Kearny,N.J. | UnitedStates Maritime Commission | 395·5 55·0 31·4 P45'B110'F38' — *on Shelter dk* FK | | | Newark NJ Utd. States — *WB* | 2 Steam Turbines DR — geared to 1 Sc. Shaft 619NHP — MidWestEng.Co. Indianapolis,Ind. | 34 ″ 11 | R † |
| 85845 HPOF | **Vineland** (*ex* Sapinero–40) — *Fitted for oil fuel* — D.F. — 2 *Dks & Web frames* | 5587 4573 ~~3424~~ | ✠100A1 — ~~6,20~~ — ✠ — (*Reclassification contemplated*) | | | | 1919 3mo | American International S.B.Corpn. HogIslandPa | Cia.Scotia de VaporesS.A. | 390·0 54·2 27·6 P39'B122'F43' FK — *WB* | | | Panama Pnamanian | DR geared steam turbine — GeneralElectricCo. Schenectady,N.Y | 32 ″ 0 — s 7 ″ 5½ — 24 ″ 9 | R † |
| 85846 147728 GCQL | **Vinemoor** — *Oil Eng.* — *ss* Shl. No. 3–8,37 — 1 *Dk (Stl) & Shelter dk (Stl)* — *Cruiser Stern* | 4359 4070 2639 | ✠100A1 — *with freeboard* 7,40 ~~7,40~~ — DBS1,40 ✠LMC8,37 — ✠LMC(M)10,38 | Npt — Mch | *y* | CL 1,40 | 1924 9mo | W.Doxford &Sons,Ld. Sunderland — *Lloyd's SA&CP* | MoorLine,Ld. (RuncimanShip-pingCo.Ld. *Mgrs.*) — *CellDB* 322'1011*t DTf* 26'976*t F* | 375·0 52·6 25·7 390·8(O.L.) F30' FK (*Coll* — *PT* 140*t APT* 220*t* | | | London British — 7 *B Hpt Cem* — *B H to Sh dk* — 6 „ „ 2nd „ | Oil Engines 2S.C.SA — 3Cy.21¼"–85" 417NHP — 2DB *120lb* — W.Doxford&Sons,Ld.Sld. | 28 ″ 3 — s 3 ″ 0½ — 25 ″ 5 | |
| 85847 DAVG | **Vineta** (*ex* Masuren, *ex* Frieda, *ex* Franz Lansert) — *Ref. Mchy.* — 1 *Dk* | 513 396 299 | | | | | 1899 | Nüscke& Co. Grabow | Rud.Christ.Gribel | 168·4 Q56'B43'F21' | 25·7 | 12·5 | Stettin German — *WB* | C.2Cy.17⅜"&30⅜"–19⅜" — NB23 35NHP — "Kette"Deutsche Elbsch.Ges.Uebigau | | G |
| 85848 LDDQ | **Vinga** — *Carrying Petroleum in bulk* — *Oil Eng.* — *Mchy. Aft* — 2 *Dks* — D.F. — *Longitudinal framing* | 7321 6745 4339 | | | | | 1927 | F.Schichau Danzig | A/S J.Ludwig MowinckelsRederi | 441·6 P393*t* H182*t* | 57·4 | 34·2 | Bergen Norwegian — *WB* | Oil Engines 2S.C.SA — 6Cy.26⅛"–47⅛" 752NHP — F.Schichau,Elbing | | N |
| 85849— 7761 SDAG | (*ex* Aasne–40) — 1 *Dk & Shelter dk* — *Cruiser Stern* | *1572* *1371* *835* | | | | | 1931 | Oskrshmns M.V.& Skpsdk.A/B Oskarshamn | Rederi A/B Bifrost (J.R.Trapp, *Mgr.*) | 269·2 Q26'B161'F21' | 40·5 | 16·5 | Gothenbrg Swedish — *WB* | T.3Cy.17⅞",28¾"&47½"–30" — &1 LP turbine with DR gearing & hydraulic coupling — OskarshamnsM.V.Aktieb. | | N |
| 85850 8032 SEDN | **Vingaland** — *Oil Eng.* — *ss* Got. No. 1–39 — *Ref. Mchy.* — 1 *Dk & Shelter dk* — D.F. — *Strengthened for navigation in ice* | *2734* *2200* *1525* | ✠100A1 — *with freeboard* 8,40 ~~8,30~~ — ✠LMC CS8,39 — DBS5,39 1,39 — *Carrying oil in deep tank* — *fuel F'.P. & in wing* — *above DB ta* | Got — NYk | *w* | CL 2,39 — *50° F. or vegetable oil tanks in Engine Room* | 1935 8mo | Eriksbergs M.V.Aktieb. Gothenburg — *Lloyd's SA&CP* | Ångf.A/B Tirfing (SvenskaOrient Linien)(T.E.J.:son Broström, *Mgr.*) — *Cell DB* | 339·1 364·5(O.L.) — 287'768*t DTf* 21'302*t APT* 50*t* | 48·6 | 19·6 | Gothenbrg Swedish — 7 *BH* — *Coll to Sh dk* — 6 „ 2nd „ | Oil Engines 2S.C.DA — 6Cy.17½"–47½" 644NHP — DB *80lb* — EriksbergM.V.Aktieb.Got | 22 ″ 6 — s 1 ″ 2¼ — 21 ″ 6 | |
| 85851 8114 SJUN | **Vingaren** — Twin Sc — *Oil Eng.* — 1 *Dk & Shelter dk* — *Cruiser Stern* — D.F. E.S.D. — *Strengthened for navigation in ice* | *3154* *2646* *1686* | ✠100A1 — *with freeboard* 9,40 ~~10,80~~ — ✠LMC 11,36 | Skm — Got | *x* | CL P4,39 S9,40 | 1936 11mo | Eriksbergs M.V.Aktieb. Gothenburg — *Lloyd's SA&CP* | Rederi A/B Trans-atlantic(G. Carlsson, *Mgr.*) — *DB* 304'1091*t Tank sides of tunnels* 65*t* — *Cell* | 368·0 380·7(O.L.) — *s at* — *FPT* 46*t APT* 134*t* | 51·7 | 20·3 | Gothenbrg Swedish — 7 *BH* — *Coll to Sh dk* — 6 „ 2nd „ | Oil Engines 2S.C.SA — 12Cy.19⅛"–35⅞" 810NHP — EriksbergM.V.Aktieb.Got | 25 ″ 6 — s 1 ″ 11 — 23 ″ 9¼ | |
| 85852 LDDR | **Vinland** — Twin Sc — *Oil Eng.* — 1 *Dk & 2nd dk in Nos. 1 & 2 holds* | 4436 3990 2664 | | | | | 1924 | Akt.Burmeistr& Wain Copenhagen | D/S A/S John Bakke(Knut Knutsen O.A.S. *Mgr.*) | 368·5 P116*t* H244*t* | 53·7 | 24·9 | Haugesnd Norwegian — *WB* | Oil Engines 4S.C.SA — 12Cy.19⅛"–35⅞" 452NHP — Akt.Burmeistr&Wain,Cpn | | N |
| 85853 138859 CYMP | **Vinmount** (*ex* Vulcan) — *Mchy. Aft* — 1 *Dk 2 tr B* | 1799 1646 1024 | | | | | 1889 — *Rebuilt* 1920 | GlobeIron WorksCo. Cleveland,O. — *by* Collingwood | Marine Industries, Ld. — dS.B.Co.Ld.Collin gwood,Ont. | 243·0 | 38·0 | 21·0 | Montreal British — *WB* | C.2Cy.27"&50"–36" 108NHP — GlobeIrnWrks.Clevelnd,O | | |
| 85854 LJMB | **Vinni** — *Oil Eng.* — D.F. — 1 *Dk & Shelter dk* — *Cruiser Stern* | 5181 4503 3059 | | | | | 1937 | Götaver-kenA/B Gothenburg | A/S Eidsiva& SkibsA/S Nordheim (SverreDitlev-Simonsen&Co. *Mgrs.*) | 425·6 P128*t* H391*t* F15*t* | 56·8 | 21·6 | Oslo Norwegian — *WB* | Oil Engines 2S.C.DA — 8Cy.17½"–47¼" 856NHP — GotaverkenA/B,Got. | | N |
| 85855 CTBX | **Vinte e Oito de Maio** (*ex* Westpolder–34) — *Ref. Mchy.* — Wireless — *ss* Dakar No. 2–38 — 1 *Dk (Stl)* | 1113 — 650 | ✠100A1 — *with freeboard* 11,30 ~~12,30~~ — BS11,40 — LMC1,38 | Dakar Lis | *m* | CL 12,38 | 1929 1mo | J.Meyer's S.B.Co. Zaltbommel — *Lloyd's SA&CP* | Government of the Cape Verde Islands — *Cell DB* 169'2 | 210·4 Q66'B&F144' FK 01*t FPT* 22*t APT* 8*t* | 32·2 | 13·0 | St Vincent C.V.I. Portuguese 4 *BH Cem* | T.3Cy.16½",26⅜"&42⅜"–29½" — 192lb (*s*) 145NHP — 2SB,4*cf*,GS70,HS2675 — Steen&Kaufman,Elmshrn | 15 ″ 0 — s 7 ″ 6¾ — 15 ″ 0¼ | |
| 85856 OZJE | **Viola** — Wireless D.F. — 1 *Dk* | 1595 1212 934 | | | | | 1929 | Helsingörs Jernsk&Msk. Elsinore | Dampskslsk.Torm A/S (A.Schmiege-low&A.Kampen) | 253·5 P17'Q74'B112'F34' | 39·1 | 15·4 | Copnhagn Danish — *WB* | C.4Cy.(2)14¾"&(2)31½"– — 31½" HS2350 144NHP — HelsingörsJernsk &Mskb. | | C |
| 85857— DHGW | (*ex* Este–35, *ex* Viola) — Wireless — 1 *Dk* | 991 804 484 | | | | | 1921 | Reiherst'g Schiffsw Hamburg | A.Kirsten | 222·3 P&B180'F31' | 34·6 | 13·1 | Hamburg German — *WB* | T.3Cy.16¼",27⅝"&43⅜"– — 33½" 109NHP — Reiherst.Maschinenf.Ham. | | G |
| 85858— OHEY | (P) — (*ex* Fredrik Wilhelm) — 1 *Dk & Shade dk* | 324 — 163 | | | | | 1893 | W.Rosen-lew&Co. Björneborg | Finska Ångt. Aktiebolaget | 132·6 126·7 *Hurricane dk* 92' | 23·0 | 8·9 | Helsingfrs Finnish — *WB* | C.2Cy.21"&38"–22" — NB28 56NHP — W.Rosenlew&Co | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnages Officiels. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où sont décrits de nouveau dans le L. R. Journal et dans le Br. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85859 | **Violando N. Goulandris** | | 3598 | | | | | 1919 | Rotterdam | GoulandrisBros. | 361·4 | 49·8 | 22·0 | Andros | T.3Cy.25″,41″&68″–45″ | | V |
| 195 | (*ex*Walcheren) | | 3263 | | | | | | Droogd.Maat | | P24′B21′F24′ | | | Greek | 310NHP | | |
| SVQM | | 1*Dk* | 2180 | | | | | | Rotterdam: | | | | | *WB* | RotterdamDroogd.Maats. | | |
| 85860 | **Virgen de la Cinta No. 6** | | 1536 | ✠ | Bcl | *p* | | 1901 | Grngem'th | NavieraCandina | 244·4 | 35·8 | 17·4 | Huelva | T.3Cy.18″,30″&50″–33″ | 18 ″ 8 | |
| | *ex*Verge delCarme–34, *ss*Shl.No.3–6,14 | | — | 8,27 | | | | 11mo | &Greenock | S.L.(Manuel de la | Q87′B62′F27′ | | | Spanish | NDB19 151NHP | | |
| EGSA | *ex*Santander, *ss*Msl.No.2–24 | | 939 | ✠ | | | | | DockyardCo. | CorteGutierrez, | | | | 4*BHCem* | 1SB,3*cf*,GS61,HS2251 | | |
| | *ex*Dimecres,*ex*Euzkera, 1*Dk(Stl)2trB* | | | | | | | | Grngemouth | *Mgr.*) | | | | | Cooper&Greig,Dundee | | |
| | *ex*SantaFlorentina) *Well deck* | | | | | | | *Lloyd's* | *sA&CP* | *CellDBa56′* | *uE&B36′f102′375t* | | | *APT40t* | | | |
| 85861 | **Virgilia** | | 5723 | ✠100A1 | Sws | *z* | CL | 1927 | Greenock | VirgiliaS.S.Co.Ld. | 410·3 | 54·5 | 30·1 | Glasgow | T.3Cy.25″,43½″&74″–48″ (*s*) | 30 ″ 0 | |
| 160179 | *ss*Sws.No.3–4,40 | | 5157 | ~~11,10~~ 1,40 | 8,41 | ~~Lm~~ | Lon | 10mo | DockyardCo. | (Gow,Harrison& | 415·3(O.L.) | | | British | 210lb 565NHP | | |
| GDYV | D.F. 2*Dks(Stl)&Web frames* | | 3415 | BS5,41 | ✠LMC5,40 | | | | Ld. Greenock | Co.) | P118′B38′F52′ | FK | | 16*BHptCem* | 3SB,9*cf*,GS172,HS8172 | FD | |
| | *Mchy.Aft* *Longitudinal framing* | | | *CarryingPetroleum in bulk* | | | | *Lloyd's* | *sA&CP* | | | | | (11 *to U dk* | J.G.Kincaid&Co.Ld.Grk. | | |
| | | | | *Fitted for oil fuel* 10,27 | | | *F.P. a* | *bove* 1 | 50° F. | *CellDBuE&B72′* | *180tAPT199t* | | | 5 ,, 2*ad* ,,) | | | |
| 85862 | **Virgilio** Ⓟ **TwinSc** | | 11718 | ✠100A1 | Gen | *f*† | CL | 1928 | Cantieri ed | "Italia"Soc.Anon. | 506·1 | 61·8 | 32·4 | Genoa | Oil Engines 4S.C.SA | 36 ″ 1 | |
| 1534 | *Oil Eng.* | | 9464 | *withfreeboard* | | | | 4mo | Officine | diNav. | (O.L.) | | | Italian | 16Cy.29½″–51⅞″ 1312NHP | s 9 ″ 1½ | |
| ICNS | *ss*Gen.No.2–36 | | 6750 | 3,40 | | | | | Meridionali | | 481·6 | FK | | 9*BHptCem* | 2DB*100lb* | 27 ″ 1½ | |
| | 3*Dks(Stl)&Shade dk(Stl–teak s)* | | | ✠LMC CS5,37 | | | | | Baia | | | | | | StabilimentoTecnico,Tri. | | |
| | *Ref.Mchy.* *4th dk(Stl)inNo.3hold* | | | DBS3,40 3,39 | | | | *Lloyd's* | *sA&CP* | | | | | | | | |
| | D.F. *CruiserStern* | | | ✠Lloyd'sRMC12,39 | | | | | | *CellDB* | *404′1586tDTa161t* | *Tanks in way of tunnels* | | *500t FP* | *T119tAPT137t* | | |
| | | | | "F" dk. chambers for temp. 32° F. | | | | | | | | | | | | | |
| 85863 | **Virginia** | | 6390 | ✠100A1 | NYk | *a*† | CL | 1917 | ForeRiver | TheTexasCo. | 416·8 | 56·1 | 31·1 | Wilmgton | T.3Cy.26½″,44″&71½″–51′ | 32 ″ 9 | |
| 215371 | | | 6064 | 9,40 | | | ~~8,39~~ | 7mo | S.B.Corp. | | | | | (Del.) | 190lb (*r*) 549NHP | s 6 ″ 4½ | |
| WKCY | *ss*N.Yk.No.3–7,29 | | 3964 | BS7,40 ✠LMC12,36 | | | 6,40 | | Quincy,Mass | | P107′B35′F33′ | FK | | Utd.States | 3SB,9*cf*,HS7979 | FD 26 ″ 7¼ | |
| | *ss*N.Yk.No.2–36 | | | *CarryingPetroleum in bulk* | | | | | A&CP | | | | | 16*BHCem* | ForeRiverS.B.Cor.Quincy | | |
| | *Mchy.Aft* 2*Dks(Stl)&Web frames* | | | *Fitted for oil fuel* 7,17 | | | *F.P. a* | *bove* 1 | 50° F. | *CellDBu* | *E&B60′209tFPT22* | | | 9t*APT130t* | | | |
| | D.F. *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 85864 | — | | 5343 | | | | | 1920 | Kjöbnhvns | DetForenede | 378·0 | 52·2 | 24·5 | Copnhagn | DRGearedSteamTurbine | | G |
| | (*ex*Pacific) *Fitted for oil fuel* | | — | | | | | | Flydk&Skbs. | DampskibsSelsk | H104′F32′ | | | Danish | Sven.Trbfab.Akt. | | |
| OZQB | D.F. 2*Dks* | | 4159 | | | | | | Copenhagen | | | | | *WB* | Ljungström,Finspång | | |
| 85865 | — | | *2811* | ✠100A1 | Hbg | *u* | CL | 1907 | R.Stephen- | RederiA/B | 318·0 | 46·6 | 20·8 | Jonstorp | T.3Cy.23″,38″&62″–42″ (*s*) | 23 ″ 3 | |
| 5540 | (*ex*Gustavsholm, *ss*Hbg.2ndNo.3–2,33 | | *2661* | 9,39 | | | N2,38 | 4mo | son&Co.Ld. | Virginia(N.M. | 328·7(O.L.) | | | Swedish | 160lb *80lb* 262NHP | s 3 ″ 7½ | |
| SIHA | *ex*OscarTrapp, *ss*Hbg.No.1–38 | | *1702* | BS4,39 ✠LMC4,38 | | | | | Newcastle | Thore) | P30′B94′F30′ | FK | | 1*BHCem* | 2SB,6*pf*,GS115,HS4140 | 19 ″10 | |
| | *ex*Marina) 1*Dk(pt Irn&pt Stl)* | | | | | | | *Lloyd's* | *sA&CP* | *CellD* | *Ba102′ uE20′f138′* | | | 740t*APT95t* | Richardsons,Westgarth& | | |
| | *&deep framing* | | | | | | | | | | | | | | Co.Ld.Sld. | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 85866 | — | | 2041 | ✠ ... | | | | 1917 | Superior | A.G.Pappadakis | 251·0 | 43·8 | 18·2 | Piræus | T.3Cy.20″,33″&54″–40″ | 20 ″ 3 | V |
| 725 | (*ex*CapFedhala–32, *ss*Ant.No.2–25 | | — | 12,38 | | | | 10mo | S.B.Co. | | P28′B64′F27′ | | | Greek | 274NHP | | † |
| SVGJ | *ex*Koffiehandel, 1*Dk* | | 1138 | ✠ | | | | | Superior,Wis. | | | FK | | *WB* | DetroitS.B.Co.Detroit | | |
| | *ex*Sicilier,*ex*Lakeside) | | | | | | | | | | | | | | | | |
| 85867 | — | | 1636 | ✠100A1 | NOs | *r* | CL | 1904 | Soc.Anon. | SeaboardS.S.Corp. | 265·0 | 36·0 | 13·8 | Ceiba | T3Cy22½″,35½″&57½″–43½′ | 23 ″ 6 | |
| | (*ex*Minadora, *ss*N.Os.3rdNo.3–5,37 | | 1461 | *Spar dk* | | | ~~4,37~~ | 12mo | Jhn.Cockerill | Seaboard&Co. | | 21·3 | | Honduran | 170lb (*s*) 278NHP | s 5 ″ 9½ | |
| HRBK | *ex*Rousslane) | | 940 | *withfreeboard* | | | 5,40 | | Hoboken | (StandardFruit& | P55′B66′F50′ | FK | | 5*BHCem* | 3SB,9*cf*,GS159,HS4962 | 18 ″ 1 | |
| | | | | ~~5,40~~ 5,39 3,41 | BS5,40 | | | *Lloyd's* | *sA&CP* | S.S.Co.*Mgrs.*) | *CellDBa63′uE&B* | | | 60′*f*90′325t | SocAn.J.Cockerill,Seraing | | |
| | 1*Dk(Stl)&Spar dk* | | | ~~BS3,39~~ | ✠LMC5,37 | | | | | | | | | | | | |
| | *&Web frames* | | | *Fitted for oil fuel* 5,24 | | | *F.P. a* | *bove* 1 | 50° F. | | | | | | | | |
| 85868 | — Ⓟ | | 1075 | | | | | 1902 | W.R.Trigg | ~~MuskegonDock &~~ | 201·2 | 39·0 | 16·2 | Muskegon, | T.3Cy.18″,29″&48″–30″ | | |
| 393( | (*ex*Berkeley) | | — | | | | | | Co.Richmond | ~~FuelCo.~~JohnT. | | | | Mich. | 126NHP | | |
| WOKC | 1*Dk* | | 648 | | | | | | Va. | Allmand,(*Trustee*) | | | | Utd.States | W.R.TriggCo. | | |
| 85869 | — Ⓟ | | 457 | | | | | 1902 | W.R.Trigg | Chesapeake&Ohio | 191·0 | 32·0 | 12·0 | Newport | T.3Cy.17″,27″&43″–24″ | | |
| 161909 | | | — | | | | | | Co.Richmond | Rly.Co. | | | | News,Va. | NB10 91NHP | | |
| | | | 282 | | | | | | Va | | | | | Utd.States | W.R.TriggCo. | | |
| 85870 | **Virginia Lee** Ⓟ **TwinSc** | | 2158 | | | | | 1928 | Bethlehem | NewYork,Phila- | 291·0 | 50·1 | 16·5 | Cape | T8Cy(2)18″,(2)30″&(4)34″ | | |
| 228015 | | | 1217 | | | | | | S.B.Corp Ld | delphia&Norfolk | | | | Charles | –27″ 240NHP | | |
| | 2*Dks* | | 1189 | | | | | | Quincy,Mass. | RailroadCo. | | | | Utd.States | BethlehemS.B.Corp.Ld. | | |
| 85871 | **Virginia S.**(*ex*Pasubio,*ex*Penrhydd, | | 3885 | ✠ | Lth | *x* | | 1905 | W.Pickers- | Z.A.Samothrakis | 392·0 | 47·4 | 23·5 | Syra | T.3Cy.25″,42″&71″–48″ | 28 ″ 6 | |
| 208 | *ex*Trojan, *ss*Pir.2ndNo.3–8,30 | | 3706 | | | | | 3mo | gill&Sons | | 375·0 | 47·5 | 25·7 | Greek | NDE25 423NHP | | |
| SVNB | *ex*Inchborva) *ss*Syr.No.1–34 | | 2428 | 8,39 | | | | | Sunderland | | | | | 6*BHCem* | 2SB,6*rf*,GS122,HS5720 | | |
| | 2*Dks(Stl)* | | | ✠ | | | | | | | P31′B208′F39′ | FK | | | G.Clark,Ld.Sunderland | | |
| | *&deep framing* | | | | | | | | | *Cell* | *DBa122′uE&B44′f* | | | 156′972t *DT* | *a28′583tFPT104tAPT48t* | | |
| 85872 | **Virginia Sinclair** | | 6151 | ✠100A1 | Phl | *a*† | CL | 1930 | Bethlehem | Sinclair | 416·5 | 57·1 | 31·9 | NewYork | 2SteamTurbinesDRgeared | 32 ″ 0 | |
| 230365 | *ss*N.Os.No.2–38 | | 5525 | ~~6,40~~ 5,40 | 3,41 | NYk | | 12mo | S.B.Corp.Ld. | RefiningCo.Inc. | | | | Utd.States | to1Sc Shaft (*s*) 996NHP | | |
| KGOJ | Sub.Sig. 1*Dk(Stl)&Web frames* | | 3796 | BS8,39 | ✠LMC10,38 | | | | Quincy,Mass. | | P91′B36′F35′ | FK | | 15*BHptCem* | 3WTB(Spt 400lb) | | |
| | *Mchy.Aft* | | | 8,40 | | | | *Lloyd's* | *sA&CP* | *Cell* | *DBuE&B70′172t* | *DT f31′221tFPT2* | | 19t*APT176t* | 400lb HS10116 FD | | |
| | *Longitudinal framing-bracketless system* | | | *CarryingPetroleum in bulk* | | | | | | | | | | | DeLavalSteamTurbineCo. | | |
| | D.F. E.S.D. GyC. | | | *Fitted for oil fuel* 1,2,3,0 | | | *F.P.* | *abovel* | 50° F. | | | | | | Trenton,N.J. | | |
| 85873 | **Virginian** (*ex*Maine) **TwinSc4Mst** | | 7985 | ✠ ... | Sea | *f*† | | 1903 | Maryland | American- | 492·0 | 58·3 | 31·9 | NewYork | T.6Cy.25″,42½′&72″–48″ | 35 ″ 6 | R |
| 93369 | *ss*N.Yk.2ndNo.3–7,28 | | 7543 | 1,35 | | | | 7mo | SteelCo. | HawaiianS.S.Co. | | | | Utd.States | 935NHP | | † |
| WACV | *ss*Sea.No.1–33 | | 5028 | ✠ | | | | | Sparro'PtMd | | | FK&BK3″ | | 8*BHptAsp* | 2D&2SB*18cf*GS322HS12702 | | |
| | 3*Dks(Stl)&Shelter dk(Stl)* | | | | | | | | A&CP | | | | | | MarylandStl.Co.Sparr'.Pt. | | |
| | D.F. *Fitted for oil fuel* | | | | | | | | | *CellDBa138′u* | *E&B80′f190′ 1524t* | *DT f35′102* | | 5t*APT67t* | | | |
| 85874 | **Virgo** (*ex*Adriatico–36,*ex*Adriatic, | | 2959 | ✠100A1 | Osc | *u* | CL | 1902 | W.Gray& | RederiA/B Iris | 335·6 | 47·2 | 21·8 | Mariehmn | T.3Cy.24″,38″&64″–42″ (*s*) | 24 ″10 | |
| | *ex*Trumf, *ss*Osc.3rdNo.3–5,39 | | — | ~~3,40~~ 5,39 | Bal | | 7,38 | 2mo | Co.Ld. | (E.Erikson,*Mgr.*) | 325·7 47·0 | | | Finnish | 160lb NDB17 *100lb* 257NHP | s 4 ″ 3 | |
| | *ex*Newlands) | | 1787 | ✠LMC | | | | | WHartlepool | | P27′B88′F30′ | FK | | 5*BHCem* | 2SB,6*cf*,GS98,HS3738 | 20 ″ 9½ | |
| | 1*Dk(Irn)2trB&deep framing* | | | BS~~4,33~~,40 MS5,39 | | | | *Lloyd's* | *sA&CP* | *CellDB* | *a&uE130′f136′732t* | | | *APT53t* | Cen.Mar.Eng.Wrks.WHpl | | |
| | *Cargo battens not fitted* 3*Dk rule* | | | | | | | | | | | | | | | | |
| 85875 | — | | 1082 | ✠100A1 | Nkv | *m* | CL | 1906 | Fevigs | FinskaÅngfAktieb | 214·7 | 31·0 | 19·9 | Helsingfrs | T.3Cy.17″,27″&47″–33″ (*r*) | 22 ″ 0 | |
| 267 | | | 1028 | *Awng dk* | Hfs | | 8,39 | 5mo | Jernskibsbyg | | 204·5 | 32·2 | | Finnish | 180lb 151NHP | s 5 ″ 4½ | |
| OHDG | *ss*Hfs.2ndNo.3–8,31 | | 625 | *withfreeboard* | | | | | Fevig | | | BK7½″ | | 4*BHCem* | 2SB,4*pf*,GS80,HS2520 | 17 ″ 5½ | |
| | *ss*Nkv.No.2–39 | | | 8,10~~9,32~~ | ✠LMC9,39 | | | *Lloyd's* | *sA&CP* | *Cell* | *DBuE&B46′f44′* | | | 127t*APT26t* | Richardsons,Westgarth& | | |
| | Wireless D.F. 1*Dk(Stl)&Awng dk* | | | BS8,40 | | | | | | | | | | | Co.Ld.Mdb. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. (Inset R. of Trad.-Cert.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85876 | **Virgo** | *Oil Eng.* | 397 | †100A1 | Rot | *f* | 3,40 | 1939 | N V Schpsw | *N.V. Scheepsexploitatie Maats.* | 142·4 | 25·1 | 8·7 | Rottrdam | Oil Engines 4S.C.SA | 9 // 10 | |
| | | | 248 | ~~21,40~~ 2,41 | | | | 6mo | Gebr. van der Werf Deest | "Virgo" (C. Holscher's Kustvaartbedryf N.V.) | 151·1 (O.L.) | | | Dutch | 6Cy. 11¼"–16,⅝" 74NHP | 8 // 3⅜ | |
| PIGM | *Mchy. Aft* | 1 *Dk* | 182 | †LMC6,39 | | | | | | | P37′Q49′F20′ | | FK | 3 *BHCem* | | 9 // 9¼ | |
| | | *Cruiser Stern* | | | | | | *Lloyd's* | *sA&CP* | | *Cell DB* 85′69*t FPT* | | | 40*t APT* 13*t* | Maschinenfbrk. Augsburg-Nürnburg A.G. Augsburg | | |
| 85877 | **Vironia** Ⓟ (*ex* Kong Haakon–38) | | 2026 | | | | | 1906 | Akt. Burmeistr & Wain | Pärnu Laeva A/S | 273·0 | 38·2 | 22·8 | Pärnu Estonian | T. 4Cy. 25", 42½" & (2) 51"–42" 337NHP | | V |
| | | | 1641 | | | | | | Copenhagen | | | | | *WB* | | | |
| ESCK | D.F. | 1 *Dk* | 1066 | | | | | | | | | | | | Akt. Burmeistr & Wain, Cpn | | |
| 85878 | **Virtus** (*ex* Sissie, *ex* Raymonde Naval, *ex* Slotermeer, *ex* Zwollerkarspel, *ex* Navis IV.) (*See Sailing Ship Register*) | **Aux 3 Mst Sr** *Oil Eng.* 1 *Dk* *Mchy. Aft* | 377 | | | | | 1919 | J. Smit & Zoon Foxhol | B. & G. Apollonio | 141·5 133·4 P26′Q12′ | 26·1 | 12·3 | Trieste Italian | Oil Engines 4S.C.SA 6Cy. 11⅞"–13⅜" 74NHP *Emade* 28 Leobersdorf or Maschinenfabriks Leobersdorf | | I |
| 75 | | | 326 | | | | | | | | | | | | | | |
| IVOI | | | 279 | | | | | | | | | | | | | | |
| 85879 | **Virumaa** | **4 Mst** *Oil Eng.* 1 *Dk* | 604 | | | | | 1922 | Peter Wharf Tallinn | | 166·6 | 28·7 | 12·1 | French | Oil Engines 4S.C.SA 6Cy. 12⅝"–16½" 96NHP Gebr. Körting, Hannover | | G |
| | | | 483 | | | | | | | | | | | | | | |
| | | | 325 | | | | | | | | | | | | | | |
| 85880 | **Viru-õli** (*ex* Minisadam) | *Oil Eng.* *Carrying Petroleum in bulk* 1 *Dk* | 300 | | | | | 1915 | Beckeri Lehas Tallinn | Estonian Government | 113·4 | 28·5 | 10·7 | Tallinn Estonian | Oil Engines 2Cy. J. & C. G. Bolinders, M.V.A/B, Skm. | | |
| 864 | | | 287 | | | | | | | | | | | | | | |
| ESFP | | | 157 | | | | | | | | | | | | | | |
| 85881 | **Vis** (*ex* Renteria–34) | *Fitted for oil fuel* 1 *Dk* | 1772 | | | | | 1921 | Dunlop, Bremner & Co. Ltd. Port Glasgow | Brodarsko Akcionarsko Drustvo "Oceania" | 260·4 P28′B151′F25′ | 41·2 | 18·5 | Susak Yugoslav *WB* | T. 3Cy. 20½", 33" & 56"–39" 182NHP Dunlop, Bremner & Co. Ltd. | | N |
| | | | — | | | | | | | | | | | | | | |
| YTFS | | | 1017 | | | | | | | | | | | | | | |
| 85882 | **Visby** Ⓟ | | 799 | | | | | 1924 | Oskrshmns M.V. Aktieb. Oskarshamn | Ång. A/B Gotland (C.E. Ekman, *Mgr.*) | 171·2 | 30·5 | 13·7 | Visby Swedish *WB* | T. 3Cy. 17⅛", 29" & 48"–30" 126NHP Oskarshamns M.V. Aktieb. | | |
| 7106 | | | 367 | | | | | | | | | | | | | | |
| SGZN | Wireless | *Cruiser Stern* 2 *Dks* | 461 | | | | | | | | | | | | | | |
| 85883 | **Viscol** | | 1163 | †100A1 | Gib | *n* | OG | 1916 | Craig, Taylor & Co. Ltd. Stockton | The Admiralty | 210·0 | 34·7 | 16·5 | London British | T. 3Cy. 15", 25" & 40"–27" (*s*) 180lb 82RHP 2SB. *4cf*, HS 2160 FD 13 *BHpt Cem* | 16 // 6 | R |
| 139143 | | *ss* Gib. No. 3–8, 28 | 850 | 4,40 | | | 3,40 | 8mo | | | | | | | | 3 // 6½ | |
| GXFF | *Mchy. Aft* | *ss* Gib. No. 2–36 | 595 | †LMC4,40 | | | | | | | P45′F40′ | | FK | | | 15 // 0½ | |
| | | 1 *Dk* (*Stl*) & *Web frames* *Longitudinal framing* | | *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,16 | | | *F.P. above* | *Lloyd's* | *sA&CP* | *Middle line Bulkhead not oil-tight* *Cell DB uE&B* 36′62*t DT f* 21′ 162*t FPT* | | | | 32*t APT* 25*t* | McKie & Baxter, Glasgow | | |
| | | | | | | | 150° F. | | | | | | | | | | |
| 85884 | **Vishera** (*ex* Badacsony–33, *ex* Attacca, *ex* Copalgrove) | | 2200 | | | | | 1919 | Globe S.B. Co. Superior, Wis | U.S.S.R. | 251·0 | 43·5 | 22·2 | Leningrad Russian | T. 3Cy. 20", 33" & 54"–40" 184NHP | 24 // 0 | |
| | | | 1980 | | | | | | | | P25′B64′F23′ | | | *WB* | | | |
| UOBX | Sub. Sig. | 1 *Dk* | 1284 | | | | | | | | | | | | National Iron Works, Duluth, Min. | | |
| 85885 | **Visten** (*ex* Alsen, *ex* Lotty Gabriele, *ex* Martha Halm) | | 993 | | | | | 1921 | F. Schichau Elbing | O.F. Ahlmark & Co. Eftf. A/B | 223·4 | 33·6 | 13·7 | Karlstad Swedish | T. 3Cy. 15", 24⅝" & 38¾"–25½" 75NHP | | G |
| 7735 | | | 852 | | | | | | | | P14′B59′F29′ | | | *WB* | F. Schichau, Elbing | | |
| SHJO | | 1 *Dk* | 529 | | | | | | | | | | | | | | |
| 85886 | **Vistula** | **Twin Sc** *Oil Eng.* 2 *Dks* 3 *tr B* *Mchy Aft* **GyC.** D.F. *Carrying Petroleum in bulk* *Longitudinal framing* | 8537 | | | | | 1920 | Howaldtswerke Kiel | Standard Oil Co. of New Jersey | 498·8 | 64·1 | 31·7 | Wilmgton (Del.) Utd. States | Oil Engines 2S.C.SA 8Cy. 25⅝"–51 3/16" 910NHP NE26 Fried. Krupp Germaniawerft A.G Kiel | | R |
| 232943 | | | 7892 | | | | | | | | B45′ | | | | | | |
| WCFR | | | 5237 | | | | | | | | | | | | | | |
| 85887 | — Ⓟ | *Oil Eng.* | 1337 | | | | | 1930 | Akt. Burmeistr & Wain | Det Forenede Dampskibs Selsk. | 243·3 | 35·8 | 11·6 | Frdrkshvn Danish | Oil Engines 4S.C.SA 6Cy. 19½"–35,⅞" 225NHP | | V |
| | | | — | | | | | | Copenhagen | | len 36 | | | *WB* | Akt. Burmeistr & Wain, Cpn | | |
| OYJE | Wireless D.F. | *Cruiser Stern* 2 *Dks* | 806 | | | | | | | | | | | | | | |
| 85888 | **Vita** Ⓟ | **Twin Sc** | 4691 | †100A1 | Bom | *y* | CL | 1914 | Swan, Hunter & Wigham Richardson, Ld Newcastle | British India Stm. Nav. Co. Ld. | 390·2 | 53·3 | 24·0 | Glasgow British | T. 6Cy. 20¾", 35" & 60"–45" 215lb (*s*) FD 987NHP 6SB. *18cf*, GS 388, HS 16280 Swan, Hunter & Wigham Richardson, Ld. Nwc. | 26 // 6 | |
| 136321 | | *ss* Bom. No. 3–7, 30 | 3576 | *Shade dk* | BS7,40 | | ~~P 7,38~~ | 10mo | | | | | | | | s 4 // 1½ | |
| GRYT | *Ref. Mchy.* | *ss* Bom. No. 2–38 | 1955 | ~~2,41 7,40~~ | †LMC | | S 8,39 | | | | F32′ *on Shade dk* | | FK | *7 BHCem* | | 22 // 10½ | |
| | | 2 *Dks* (*Stl U*-ws) & *Shade dk* (*Stl*-teak s) | | MS5,38 | BS9,39 | | P 7,40 | | | | | | | | | | |
| | | | | †Lloyd's RMC ~~10,39~~ 2,41 7,40 | | | | *Lloyd's* | *sA&CP* | *Cell DBa* 96′*uE&* | *B* 98′*f* 142′763*t FPT* | | | 55*t APT* 41*t* | | | |
| 85889 | **Vitegra** (*ex* Jersbek–35) | | 1398 | | | | | 1923 | F. Schichau Elbing | U.S.S.R. | 237·5 | 37·5 | 16·0 | Leningrad Russian | T. 3Cy 16 5/16", 27⅝" & 42 5/16"–27½" 95NHP | | |
| | | | 1155 | | | | | | | | Q77′B97′F26′ | | | *WB* | F. Schichau, Elbing | | |
| UPIH | Sub. Sig. | 1 *Dk* | 783 | | | | | | | | | | | | | | |
| 85890 | **Viti** | **Twin Sc** | ~~700~~ | †100A1 | HKg | | CL | 1940 | Taikoo D. & E. Co. of H. Kg. Ld. Hong Kong | Government of Fiji | 159·2 167·5 (O.L.) | 31·6 | 14·1 | Suva British | Oil Engines 2S.C.SA 10Cy. 11 7/16"–19 13/16" 228NHP Taikoo D. & E. Co. of H. Kg. Ltd. | 15 // 0 | |
| 157802 | | *Oil Eng.* | 676 | 7,40 | | 1 5/16 | | 7mo | | | | | | | | s 2 // 7½ | |
| ~~VRWS~~ | Wireless E.S.D. | 1 *Dk* | 469 | †LMC 7,40 | | | | | | | F33 *Prom. dk* | | FK | *6 B Hpt Cem* | | 12 // 8 | |
| VQWS | D.F. | *Cruiser Stern* | 307 | *For Service in the East Indian Archipelago* | | | | *Lloyd's* | *sA&CP* | *Cell DBf* 38′41*t MT* 6′67*t DT f* 13′43*t* *Tanks in way of tunnel* | | | | 29*t FPT* 10*t* | | | |
| 85891 | **Vito** | *Oil Eng.* | 5181 | | | | | 1937 | Götaverken A/B Gothenburg | Skibs A/S "Vito" (Olaf Ditlev-Simonsen, Jr. *Mgr*) | 425·0 | 56·8 | 21·6 | Oslo Norwegian | Oil Engines 2S.C.DA 8Cy. 17½"–47½" 856NHP | | N |
| | | | 4503 | | | | | | | | F38′ | | | *WB* | Gotaverken A/B, Got. | | |
| LJIU | D.F. | *Cruiser Stern* 1 *Dk* & *Shelter dk* | 3058 | | | | | | | | | | | | | | |
| 85892 | **Vitorlock** (*ex* Vittorio Emmanuele III–38) | | 5030 | †100A1 | Smk | *y* | CL | 1918 | Seattle Const. & D.D Co | G.E. Marden (Wheelock & Co. Ld. *Mgrs.*) | 380·6 | 53·2 | 27·0 | Shanghai British | T. 3Cy. 24", 40" & 70½"–48" 1901b (*s*) 472NHP 3SB, *9cf*, GS 169, HS 6831 FD 7 *BHCem* Seattle Const. & D.D. Co. | 29 // 4 | |
| 171171 | | | 4494 | ~~10,40~~ 10,39 | | | 8,38 | 6mo | Seattle, Wsh. | | P40′B100′F41′ | | FK | | | s 5 // 11¾ | |
| MMZJ | | *ss* Shi. 2nd No. 3–10, 38 2 *Dks* | 3665 | BS ~~11,39~~ 10,40 | †LMC 10,38 | | | *Lloyd's* | *sA&CP* | *Cell DB* 325′960*t* | *FPT* 115*t APT* 264*t* | | | | | 23 // 6¾ | |
| 85893 | **Vittoria Beraldo** (*ex* Cereal–39, *ex* Rhenus–25) | | 547 | | | | | 1909 | P. Smit, jr. Rotterdam | Matteo Beraldo fu Enrico | 188·5 | 23·1 | 13·2 | Genoa Italian | C. 2Cy. 13" & 28"–12" 22NHP | | G |
| 2275 | | | 527 | | | | | | | | | | | *WB* | P. Smit, jr. Rotterdam | | |
| IVPP | | 1 *Dk* | 304 | | | | | | | | | | | | | | |
| 85894 | **Vittorin** (*ex* Comerio–40, *ex* Guantanamo, *ex* Registan) | 2 *Dks* | 3349 | † ... | | | | 1910 | W. Gray & Co. Ld. W Hartlepool | ~~G. Bozzo fu L.~~ Comm. Giuseppe Bozzo | 350·7 | 46·5 | 22·4 | Genoa Italian | T. 3Cy. 25", 40" & 65"–42" 386NHP Cen. Mar. Eng. Wrks. W Hpl | 24 // 9 | R † |
| | | | 3004 | 5,15 | | | | 7mo | | | P25′B86′F35′ | | FK | *WB* | | | |
| | | | 2043 | † | | | | | | | | | | | | | |
| 85895 | **Vittorio** (*ex* Thetis–32, *ex* Countess) | **3 Mst** *ss* Trn. 2nd No. 3–6, 21 *Mchy. Aft* *Well deck* 1 *Dk* (*Stl*) | 659 | † ... | Tri | | | 1896 | Mackie & Thomson Glasgow | Ruggiero & Merega Soc. Anon. di Nav | 179·3 178·0 Q63′B63′F28′ | 27·0 | 10·9 | Genoa Italian | T. 3Cy. 17¼", 27¾" & 43"–33" NDB 18 111NHP 1SB, *3cf*. GS 57, HS 1730 Muir & Houston, Ld. Gls. | 13 // 0 | |
| 2225 | | | 444 | 8,33 | | | | 6mo | | | | | | 3 *BHCem* | | | |
| IVRC | | | 278 | † | | | | | | | *Cell DBf* 91′120*t FPT* | | | 48*t APT* 12*t* | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme abrégé maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite à flot ou forte-bâtisse. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Hauteurs où sont situés les ponts de 1er, 2e, 3e, 4e Etages. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85896 906 ICNU | **Vittorio Veneto** (*ex* War Joy) D.F. | *ss* Gen. No. 3–7, 31 *ss* Gen. No. 2–39 1 *Dk* (*Stl*) *Cargo battens not fitted* | 4595 3952 2776 | ✝ 100 A1 12, 39 ✝ LMC BS 10, 38 MS 12, 39 | Gen | *x* | CL N 8, 38 | 1918 12 mo *Lloyd's* | Canadian Vickers, Ld. Montreal *SA & CP* | Soc. Anon. di Nav. La Camogliese *Cell D B* | 391·4 \| 49·3 \| 26·9 P 43′ B 105′ F 41′ FK 316′ 1367 *t* *FPT* 102 *t* | Genoa Italian 6 *B H Cem* *APT* 136 *t* | T. 3 Cy. 27″, 44½″ & 73″–48″ (*s*) 180 lb 474 NHP 3 SB, 9 *cf*, GS 174, HS 6660 FD Canadian Vickers, Ld. Mtl. | 30 ″ 2 s 5 ″ 11½ 24 ″ 6 | |
| 85897 LJWJ | **Viva** D.F. E.S.D. *Cruiser Stern* 1 *Dk* & *Shelter dk* *Part electrically welded including butts of keel & bottom plating* *Strengthened for navigation in ice* | | 3798 3077 2194 | ✝ 100 A1 *with freeboard* 7, 40 ~~11, 30~~ ✝ LMC 5, 38 *Fitted for oil fuel* 5, 38 | NOs Shl | *y* | CL 5 mo *Lloyd's* above 150° F. | 1938 *F. P. a* | Fredrkstad Mek Vrks A/S Fredrikstad *SA & CP* | A/S Viva (C. H. Sörensen & Sönner, *Mgrs.*) *Intermediate BH in after hold dispensed with* *Cell D B* | 365·2 \| 57·3 \| 20·2 383·3 (O.L.) F 24′ FK (*Coll BH to Sh dk* 301′ 1070 *t* *MT* 29′ 10 | Arendal Norwegian 5 „ „ 2nd „) 94 *t* *FPT* 212 *t* *APT* 233 *t* | C. 4 Cy. (2) 16½″ & (2) 39½″–36½″ 220 lb (*s*) FD 353 NHP 2 SB (Spt), 6 *cf*, GS 60, HS 5510 Fredrikstad M. V. A/S Fredrikstad | 23 ″ 6 s 1 ″ 4½ 22 ″ 3 | |
| 85898 LCWN | **Vivi** *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk* | Twin Sc *Oil Eng.* | 6546 5620 3853 | | | | | 1932 | A/S Akers Mek. Værks. Oslo | A/S Vestheim (Halfdan Ditlev-Simonsen & Co. *Mgrs.*) | 407·4 \| 56·2 \| 32·4 P 238 *t* H 551 *t* F 58 *t* | Oslo Norwegian *WB* | Oil Engines 4 S.C.SA 12 Cy. 21½″–39 7/8″ 544 NHP A/S Akers Mek. Værks. Oslo | | N |
| 85899 968 (SZIR | — (*ex* George, *ex* Saxon) *Well deck* | (*ex* Georgios Koniordos–40, *ex* George, *ex* Saxon) *ss* Apl. 2nd No. 3–9, 24 *ss* Pir. No. 1–29 1 *Dk* (*Stl*) | 489 376 254 | ✝ —— 2, 31 ✝ NB 11, 20 ✝ | Pir | *h* | | 1898 11 mo | W. Harkess & Son Middlesbro' | C. N. Vernicos | 163·2 \| 26·0 \| 12·2 Q 82′ B 14′ F 20′ pt N D 11 FK *DB a* 32′ 35 *t* *FPT* | Piræus Greek 4 *B H Cem* 35 *t* *APT* 18 *t* | T. 3 Cy. 12″, 21½″ & 33″–24″ N D R 20 80 NHP 1 SB, 2 *pf*, GS 36, HS 1123 Whyte & Mair, Dundee | 13 ″ 0 | |
| 85900 BALJ | **Vizcaya** (*ex* Bizkaya–39, *ex* Padova–39, *ex* Bizkaya, *ex* Joseph Magne) D.F. Sub.Sig. 1 *Dk* | | 4579 3960 2648 | | | | | 1923 | A tel. & Ch. de la Gironde Harfleur | Cia. Nav. Mundaca S.A. (José de Zabalandicoechea, *Mgr.*) | 360·9 \| 48·9 \| 26·7 P 231′ F 28′ | Bilbao Spanish *WB* | T. 3 Cy. 24 7/8″, 39″ & 65″–44½″ 280 NHP Schneider & Co. Havre | | C I |
| 85901 KZAT | — (*ex* Chusan) Wireless | 1 *Dk* & *Spar dk* | 1249 914 719 | | | | | 1890 | Blohm & Voss Hamburg | Madrigal & Co. | 217·0 \| 29·6 \| 17·5 H 77′ | Manila P.I. Utd. States *WB* | T. 3 Cy. 15″, 24″ & 39″–33″ 87 NHP Blohm & Voss, Hamburg | | |
| 85902 148 YLCL | **Vizma** (*ex* Blairbeg, *ex* Moerdijk, *ex* Northcliffe) *Well deck* | *ss* Kel. 2nd No. 3–5, 33 *ss* Rot. No. 1–37 1 *Dk* (*pt Irn & pt Stl*) & *deep framing* & *Dk rule* *Cargo battens not fitted* | 2875 2692 1788 | ✝ 100 A1 2, 40 BS 11, 39 ✝ LMC 5, 37 No later survey reported | Osl | *u* | CL 2, 40 | 1905 11 mo *Lloyd's* | J. Blumer & Co. Sunderland *SA & CP* | A. Friedenbergs & Partners (Chr. Jensen (Riga), *Mgr.*) *Cell D B a* 110′ *u* E 22′ *f* 128″ | 317·3 \| 46·5 \| 20·9 327·3 (O.L.) P 30′ B 92′ F 30′ FK 674 *t* *APT* 70 *t* | Riga Latvian 5 *B H Cem* | T. 3 Cy. 23″, 38″ & 62″–42″ (*s*) 160 lb 260 NHP 2 SB, 6 *pf*, GS 112, HS 4068 J. Dickinson & Sons, Ld. Sld. | 23 ″ 3 s 3 ″ 6¼ 20 ″ 0 | |
| 85903 UNAC | **Vladimir Rusanov** (*ex* Bonaventure, *ex* Vladimir Rousanov, *ex* Bonaventure) *Well deck* | *ss* Ham. No. 3–6, 22 1 *Dk* & *deep framing* | 1383 943 467 | ✝ … 9, 26 ✝ | | | | 1909 1 mo | Napier & Miller, Ld. Glasgow | U.S.S.R. | 238·7 \| 35·9 \| 16·9 P & B 145′ F 26′ FK | Archangel Russian *WB* | T. 3 Cy. 22½″, 37″ & 61″–42″ 350 NHP D. Rowan & Co. Glasgow | 19 ″ 0 | |
| 85904 PIHK | **Vliestroom** *Well deck* *Cargo battens not fitted* | *ss* Ply. No. 1–41 *ss* Ams. 2nd No. 3–12, 36 1 *Dk* (*Stl*) | 655 482 289 | ✝ 100 A1 4, 41 ~~1, 40~~ ~~BS 11, 39~~ ✝ LMC ~~1, 36~~ 3, 41 | Ams Cff | *i* | CL ~~1, 40~~ 1, 41 | 1912 3 mo | Van Vliet & Co. Hardinxveld A&CP | N.V. Hollandsche Stoomb. Maats. | 173·2 \| 28·2 \| 12·5 Q 89′ B 15′ F 24′ FK *DB a* 31′ 32 *t* *FPT* | Amstrdam Dutch 4 *B H Cem* 44 *t* *APT* 18 *t* | T. 3 Cy. 15″, 25″ & 40″–27″ (*s*) 180 lb ~~200 lb~~ *55 lb* 104 NHP 1 SB, 3 *pf*, GS 54, HS 1800 Earle's Co. Ld. Hull | 13 ″ 5 s 4 ″ 4½ 13 ″ 1½ | |
| 85905 148633 GLNF | **Voco** (*ex* Mobiloil–36) D.F. GyC. | *ss* Rot. No. 3–7, 37 1 *Dk* (*Stl*) 2 *nd dk* (*Stl*) in *Nos.* 3, *Mchy. Aft* 4, 5 & 6 *tanks* & *Web frames* *Longitudinal framing* | 5090 4623 2961 | ✝ 100 A1 ~~11, 40~~ ~~12, 30~~ ~~BS 12, 40~~ ✝ LMC 1, 37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8, 25 | N Yk Shl | *y* | CL ~~12, 30~~ 11, 40 *F. P. a* | 1925 8 mo *Lloyd's* above 150° F. | Greenock Dkyd. Co. Ld. Greenock *SA & CP* | (Socony-Vacuum Transportation Co. Ld.) *Cell D B u E & B* 60′ | 394·3 \| 53·3 \| 28·6 P 100′ B 39′ F 37′ FK 141 *t* *DT f* 48′ 770 *t* *FT f* 195 *t* *APT* | London British 15 *B Hpt Cem* 2 *Longl. BH* 90 *t* | T. 3 Cy. 27″, 44″ & 73″–48″ (*s*) 180 lb 517 NHP 3 SB, 9 *cf*, HS 7656 FD Rankin & Blackmore, Ld. Greenock | 28 ″ 9 s 4 ″ 11½ 24 ″ 0½ | |
| 85906 DIFK | **Vogtland** (P) D.F. GyC. Sub.Sig. | Twin Sc *Oil Eng.* 3 *Dks* | 6608 5880 3734 | | | | | 1924 | Blohm & Voss Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 449·0 \| 58·1 \| 27·2 | Hamburg German *WB* | 5 Oil Engines 4 S.C.SA 40 Cy. 13¾″–19 11/16″ 738 NHP & Electric Drive NE 37 Fahrzeug-u Motorenw. G.m.b.H. vorm. Linke-Hofman, Breslau | | G |
| 85907 1024 ESUK | **Vohi** (*ex* Beta–38, *ex* Rigel, *ex* Fez, *ex* Quebracho Argentino, *ex* Rio) | Iron 1 *Dk* | 516 416 312 | | | | | 1889 | O. A Brodin Gefle | Laevaüning G. Sergo & Ko. | 181·5 \| 27·1 \| 10·9 Q 58′ B 32′ F 18′ | Tallinn Estonian *WB* | C. 2 Cy. 18″ & 32″–22″ NB 11 40 NHP J. & C. G. Bolinders M. V A/B | | V |
| 85908 UNHW | **Voikov** (*ex* Browton, *ex* Hitteröy, *ex* L. O. Stensland, *ex* Arcotes, *ex* Manchester) *Well deck* | *ss* Bbo. 2nd No. 3–9, 15 *ss* Shl. No. 2–25 1 *Dk* (*Irn*) & *Web frames* | 2052 1726 1246 | ✝ 4, 25 ✝ | Cff | *r* | CL | 1890 8 mo | W. Gray & Co. Ld. W Hartlepool | U.S.S.R. | 275·0 \| 37·2 \| 20·0 P 27′ Q 86′ B 106′ F 28′ BK 9½″ *DB a* 88′ *f* 102′ 477 *t* | Odessa Russian 4 *B H Cem* *APT* 20 *t* | T. 3 Cy. 21½″, 34″ & 57″–39″ 207 NHP 2 SB, 6 *rf*, GS 82, HS 3180 Cen. Mar. Eng. Wrks. W Hpl | 21 ″ 10 | |
| 85909 YTFD | **Vojvoda Putnik** (*ex* Blossom Heath, *ex* Kerry Range) *Shelter dk with freeboard* 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) 3 *tr B* *Cargo battens not fitted in Shelter 'tween dks* | *ss* Rot. No. 3–2, 29 *ss* Rot. No. 2–37 | *5876* *4329* *3737* | ✝ 100 A1 *Shelter dk with freeboard* 5, 40 ~~10, 30~~ ✝ LMC MS 3, 37 ~~BS 10, 30~~ 3, 41 | Npt NNs | *z* | CL ~~10, 00~~ N 8, 40 | 1916 2 mo *Lloyd's* | Nthmblnd S.B. Co. Ld. Newcastle *SA & CP* | Jugoslavenski Lloyd a.d. *Cell D B a* 140′ *u E* | 400·0 \| 52·0 \| 35·4 F 36′ *on Shelter dk* FK 28′ *f* 171′ 1143 *t* *FPT* | Split Yugoslav 6 *B H Cem* 62 *t* *APT* 115 *t* | T. 3 Cy. 26″, 43″ & 73″–48″ (*s*) 180 lb 535 NHP 3 SB, 9 *cf*, GS 180, HS 8060 FD Richardsons, Westgarth & Co. Ld. Sld. | 38 ″ 0 s 9 ″ 0½ 28 ″ 5 | |
| 85910 PIHP | **Volendam** (P) D.F. Sub.Sig. | Twin Sc 2 *Dks* (*Stl–pt ws*) & *Shade dk* (*Stl*) 3 *rd dk* (*Stl*) *in Nos.* 1, 2 & 3 *holds* *Cruiser Stern* | 15434 12155 9197 | ✝ 100 A1 *Awng dk with freeboard* 12, 39 ✝ LMC BS ~~9, 37~~ 7, 40 MS 12, 39 *Fitted for oil fuel* 1 0, 2 2 *F. P. above* 150° F. | Sch | *j*† | CL 6, 39 | 1922 10 mo *Lloyd's* | Harland & Wolff, Ld. Glasgow *SA & CP* | Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn) *Cell D B* 465′ | 550·2 \| 67·3 \| 32·6 FK 2254 *t* *Tanks at sides of tunnels* 8′ | Rottrdam Dutch *pt Cem* 9 *B Hto Awdk* 140 *t* *FPT* 190 *t* *APT* 245 *t* | 4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 215 lb HS 27774 1913 NHP 9 Water Tube Boilers FD Harland & Wolff, Ld. Belfast | 45 ″ 1 s 13 ″ 2 32 ″ 5 | |
| 85911 UOVW | **Volga** *Ref. Mchy.* | *Oil Eng.* 2 *Dks* | 3113 2705 1778 | | | | | 1931 | States S.B. Yd. "Marti" Leningrad | U.S.S.R. | 326·2 \| 48·6 \| 22·6 P 21′ B 90′ F 29′ | Odessa Russian *WB* | Oil Engines 2S.C.SA 6 Cy. 23½″–39½″ 587 NHP M.A.N. Augsburg | | |
| 85912 UOPH | — (*ex* Kosarew–38) D.F. E.S.D. GyC. *Mchy. Aft* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 2847 2003 1367 | | | | | 1935 | N V Nederl. Schps Maats. Amsterdam | U.S.S.R. | 285·1 \| 49·0 \| 20·6 P 72′ F 31′ | Leningrad Russian *WB* | Oil Engines 2S.C.SA 6 Cy. 21½″–35 7/8″ 472 NHP Machinefabriek Gebr. Stork & Co. N.V. Hengelo | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or Last Reported. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Prod. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85913 / UPSZ | **Volgo-Don** Twin Sc 1 *Dk* | 956 — 414 | | | | | 1917 *Completed* 1929 *at* | Naval Wks. Nicolaieff | U.S.S.R. Odessa | 230·3 \| 34·0 \| 12·1 F25′ | Rost'v/Don Russian | T.6Cy.11″,19$\frac{9}{16}$″&29$\frac{1}{8}$″–15$\frac{3}{4}$″ NB26 68NHP ,Nicolaieff | | |
| 85914 / UNLD | **Volgoles** *Oil Eng.* 1 *Dk* | 3946 3527 2196 | | | | | 1932 | States S.B. Yd. "Marti" Leningrad | U.S.S.R. | 347·6 \| 51·6 \| 24·9 P29′B53′F30′ | Odessa Russian *WB* | Oil Engines 2S.C.SA 4Cy.26$\frac{3}{4}$″–47$\frac{3}{16}$″ 497NHP Russian Diesel Works, Len. | | |
| 85915 | **Volharding** Iron & Steel Sp (*ex* Athelrill–33, *ex* Hopper No.46, *ex* No.46) *ss* Bal.3rd No.3–1,26 1 *Dk* (*Stl*) *Mchy. Aft* *Carrying Molasses in bulk* | *393* *379* *165* | — 3,31 | Dem | | | 1895 | Executors of the late T.A. Walker Sudbrook | de Bruin | 160·0 \| 26·0 \| 10·6 B18′ FK | Paramribo Dutch *6 BH* | C.2Cy.18″&36″–22″ 51NHP 1SB,*2pf*, GS40, HS1100 Plenty & Son, Newbury | 11 ″ 6 | |
| 85916 / UOBQ | **Volkhov** (*ex* Immo–32) Sub Sig. 1 *Dk* | 2290 2021 1315 | | | | | 1923 | J. Frerichs & Co. A.G. Einswarden | U.S.S.R. | 296·3 \| 42·9 \| 19·6 P&B243′F36′ | Leningrad Russian *WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft Frd. Krupp, A.G. Kiel | | |
| 85917 / UOVF | **Volkhovstroi** (*ex* Galesburg) 2 *Dks* | 4943 4286 2982 | ✠ … 8,21 ✠ | | | | 1918 9mo | Standard S.B. Corp. Shooter's Island, N.Y. | U.S.S.R. | 377·0 \| 52·0 \| 26·8 P25′B106′F34′ FK | Vladvostk Russian *WB* | T.3Cy.24″,40″&70″–48″ 478NHP Standard S.B. Corp. | 29 ″ 0 | |
| 85918 5055 / SFON | **Vollrath Tham** (*ex* Steamer) *Oil Eng.* D.F. *Mchy. Aft* 1 *Dk* *Cruiser Stern* | *5787* *5283* *2630* | | | | | 1909 | Hawthorn, Leslie & Co. Ld Newcastle | Trafikaktiebolaget Grängesberg Oxelösund (M. Waldenström, *Mgr.*) | 387′1 \| 56′5 \| 30′9 P86′H155*t*F46′ | Stockholm Swedish | Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$″–59$\frac{1}{16}$″ 489NHP *Emade & fitted* 25 A/B Götaverken, Got. | | C |
| 85919 165701 / GFFK | **Volo** Wireless D.F. 1 *Dk* & *Shelter dk* *Strengthened for navigation in ice* *Cruiser Stern* | 1587 1220 768 | ✠100A1 *with freeboard* 12,40~~5,40~~ | Lon Suz ✠LMC | *s* 4,38 | CL | 1938 4mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Ellerman's Wilson Line, Ld. | 283·9 \| 40·2 \| 15·8 295·2 (O.L.) FK | Hull British *5 BH* | T.3Cy.19$\frac{1}{2}$″,33″&54″–36″ & LP turbine with DR gearing & hydraulic coupling 210lb (*s*) FD 335NHP 2SB(Spt), *6cf*, GS115 HS4043 Swan, Hunter & Wigham Richardson, Ld. Nwc. | 17 ″ 6 s ″ 8 17 ″ 0 | |
| 85920 | **Volochayevka** (*ex* Collazzi–39, *ex* Wyncote, *ex* Eirene, *ex* Gudrun, *ex* Eir) *ss* Gen.2nd No.3–6,34 1 *Dk* (*pt Irn* & *pt Stl*) 2 *tr B deep framing* & *Web frames* | 3817 3591 2385 | ✠ 4,35 ✠ | Ven | *w* | | 1907 4mo | JL Thompson & Sons, Ld. Sunderland | U.S.S.R. | 346·0 \| 49·5 \| 25·3 P23′B94′F31′ FK | Odessa Russian *6 BHCem* | T.3Cy.25″,42″&68″–48″ 350NHP 2SB,*8pf*, GS143, HS5428 NDB18 *refitted* 28 J. Dickinson & Sons, Ld. Sld. | 27 ″ 11 | |
| 85921 / UOAY | **Volodarsky** Sub. Sig. 1 *Dk* | 2336 2023 1282 | ✠ … 4,33 ✠ | | | | 1929 7mo | Baltic S.B. & Eng. Wks. Leningrad | U.S.S.R. | 284·8 \| 45·1 \| 20·5 P18′B71′F32′ FK | Leningrad Russian *WB* | T.3Cy.17$\frac{11}{16}$″,29$\frac{1}{8}$″&48$\frac{7}{16}$″–35$\frac{7}{16}$″ 193NHP Baltic S.B. & Eng. Works | 22 ″ 7 | |
| 85922 2261 / ICPB | **Volodda** (*ex* Delphoi–39, *ex* Foyle–34) *ss* Fal. No.3–10,34 2 *Dks* (*Stl*) | 4673 4400 2898 | ✠ 7,37 ✠ | Ams | *y* | | 1915 10mo | JL Thompson & Sons, Ld Sunderland | F.A. Bertorello | 414·8 \| 53·0 \| 26·0 400·0 P27′B241′F39′ FK | Genoa Italian *6 BHCem* | T.3Cy.26$\frac{7}{16}$″,43″&71″–48″ 421NHP 3SB,*9cf*, GS192, HS7060 Blair & Co. Ld. Stockton | 28 ″ 7 | I † |
| 85923 / UNJS | **Vologda** (P) Wireless *Cruiser Stern* 2 *Dks* | 1480 1202 785 | | | | | 1930 | Klawitter werft GmbH. Danzig | U.S.S.R. | 228·3 \| 34·9 \| 18·2 B88′F24′ | Archangel Russian *WB* | C.4Cy.(2)16$\frac{1}{2}$″&(2)35$\frac{7}{16}$″–35$\frac{7}{16}$″ 124NHP A. Borsig, Berlin-Tegel | | |
| 85924 239 / ICNX | **Volpi** *Oil Eng.* *ss* Tri. No.2–39 D.F. 2 *Dks* (*Stl*) 3 *rd dk* (*Stl*) *in No.1 hold* | 5292 — 3061 | ✠100A1 *with freeboard* 2,40 ✠LMC CS8,39 DBS2,40 12,38 *Fitted for carrying oil* | Tri | *a*† 8,31 *F.* | 4,39 | 1931 8mo | Cantieri Riuniti Dell' Adriatico Monfalcone | Lloyd Triestino Soc. Anon. di Nav. | 440·6 \| 56·2 \| 33·2 423·1 22·5 FK F35′ ( 1159*t* DT a41′ 1155*t* FPT 1 | Venice Italian *8 BH* *Coll to W dk* 7 ″ 2nd ″ ) 33*t* APT 107*t* | Oil Engines 2S.C.SA 8Cy.29$\frac{1}{2}$″–49$\frac{3}{16}$″ 1219NHP DB *100lb* SocAn "Fiat" S.G.M. Turin | 27 ″ 2 s 3 ″ 1$\frac{1}{2}$ 24 ″ 2$\frac{1}{4}$ | |
| 85925 124318 / GQJC | **Volsella** (*ex* Veraston) *ss* Sng.2nd No.3–3,29 *ss* H.Kg.No.2–37 1 *Dk* (*Irn*) & *deep framing* *Cargo battens not fitted* | 2103 1697 1260 | ✠100A1 7,40~~10,20~~ BS3~~7,30~~ 7,40 *Fitted for oil fuel* 9 | Sng ✠LMC | *r* 9,37 | 4,38 CL N7,40 *F.P. a* ,20 | 1906 10mo | W. Gray & Co. Ld. W Hartlepool | Anglo-Saxon Petroleum Co. Ld. | 281·0 \| 40·0 \| 18·2 291·5 (O.L.) P21′B74′F30′ FK *Cell DBa* & *uE* 104′ *f* 122′ | London British *4 BHCem* 530*t* APT 30*t* | T.3Cy.20″,31$\frac{1}{2}$″&53″–36″ (*s*) 160lb 167NHP 2SB, *4pf*, GS65, HS2495 Cen. Mar. Eng. Wks. W Hpl | 20 ″ 7 s 2 ″ 9$\frac{1}{2}$ 17 ″ 11$\frac{1}{2}$ | |
| 85926 / IVSB | **Volta** (*ex* Signe–39) 1 *Dk* | 1191 913 696 | | | | | 1919 | A/S Kjöbn havns Flydedok & Skibsverft | Merluzzo Italiano S.A. | 235·4 \| 36·2 \| 13·7 P13′Q69′B98′F29′ | Genoa Italian *WB* | T.3Cy.15″,24″&40–27″ 83NHP A/S Kjöbenhvns Flydedok og Skibsværft. Copenhagen | | CI |
| 85927 147238 / GFND | **Voltaire** (P) Twin Sc *Fitted for oil fuel* *Ref. Mchy.* 4 *Dks* D.F. Sub. Sig. *Cruiser Stern* | 13301 10485 8097 | | | | | 1923 | Workman, Clark & Co. Ld Belfast | Lamport & Holt Line, Ld. | 510·5 \| 64·3 \| 39·3 B249′F58′ | Liverpool British *WB* | Q.8Cy.26$\frac{1}{2}$″,37″,53″&74″–54″ 806NHP Wrkman, Clark & Co. Ld. Bel | | C |
| 85928 135597 / GSLM | **Volturno** (*ex* Bosforo, *ex* Falernian) *ss* Msl.No.3–4,28 *ss* Bkn.No.2–36 1 *Dk* (*Stl*) & 2 *nd dk* (*Stl*) *in Nos.1* & *2 holds* *Well deck* *Cruiser Stern* | 3424 2349 2164 | ✠100A1 ~~Liv~~ Examined 4,41 Hul ✠LMC MS8,36 BS7,39 11,40 | | *u* | CL 11,38 | 1914 7mo | W. Harkess & Son, Ld. Middlesbro' | Ellerman Lines Ld. (Ellerman & Papayanni Lines, Ld. *Mgrs.*) | 318·0 \| 42·4 \| 21·6 P&B205′F40′ FK *Cell DBa* 98′ *uE* & *B* 53′ *f* 130′ | London British *6 BHCem* 649*t* APT 11*t* | T3Cy20$\frac{1}{2}$″,35$\frac{1}{4}$″&60″–42″ (*s*) 215lb FD 215NHP 3SB, *6cf*, GS115, HS4896 Richardsons, Westgarth & Co. Ld. Mdb | 26 ″ 9 s 3 ″ 4 23 ″ 7$\frac{3}{4}$ | |
| 85929 2237 / ICOC | **Voluntas** (*ex* City of Batavia–38, *ex* Ganelon) *ss* Hpl.2nd No.3–4,34 *ss* Gen.No.1–38 2 *Dks* (*Stl*) & *deep framing* | 5597 5273 3457 | ✠100A1 5,40 ✠LMC 12,38 | Gen | *a*† | CL 6,38 | 1907 7mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | Soc. Anon. Industria Armamento *Cell DBa* 150′ *uE* | 437·3 \| 53·1 \| 29·1 424·7 P37′B181 F44′ FK 23′ *f* 181′ 1049*t* FPT | Genoa Italian *7 BHCem* 83*t* APT 25*t* | T.3Cy.28$\frac{1}{4}$″,46″&77″–54″ (*s*) 180lb 556NHP 3SB, *9cf*, GS191, HS7785 FD Wallsnd Slpwy Co. Ld. Nwc | 32 ″ 0 s 6 ″ 2$\frac{1}{2}$ 26 ″ 0 | |
| 85930 216762 / WFAO | **Volunteer** D.F. *Fitted for oil fuel* Sub. Sig. 2 *Dks* & *Shelter dk* & *Web frames* *Longitudinal framing* | 7717 7598 5839 | ✠ … 12,20 ✠ | | | | 1918 8mo | Bethlehem S.B. Corp. Ld Alameda, Cal. | Lykes Bros. Steamship Co. Inc. | 410·0 \| 56·0 \| 29·0 38·0 FK | N. Orleans Utd. States *WB* | DR Geared Steam Turbine 562NHP General Electric Co. Schenectady, N.Y. | 41 ″ 0 | R † |
| 85931 219846 / KUMV | **Volusia** (*ex* Lake Glaucus) Sub. Sig. D.F. *Fitted for oil fuel* 3 *Dks* | 2686 — 1665 | | | | | 1920 | Globe S.B. Co. Superior, Wis. | Merchnts & Miners Transptn. Co. | 255·4 \| 43·8 \| 26·9 P29′B64′F23′ | Baltimore Utd. States *WB* | T.3Cy.19$\frac{13}{32}$″,32″&56″–36″ 194NHP Nordby Mfg. Co. Milwaukee | | R |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Remplacement. | 7* Date de la dernière visite de l'autre port-bâbord. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85932 | **Von Döbeln** (P) | **Iron** | 666 | | | | | 1876 | W.Lind-bergs Aktieb. Stockholm | Finska Ångf. Aktieb. | 181·9 \| 26·1 \| 9·8 | | | Helsingfrs Finnish | C.2Cy.16½″&28¼″–20½″ 30NHP | | |
| OHCU | | 1 *Dk* | 377 | | | | | | | | 176·3 | | | | Bergsunds MV.Skm | | |
| 85933 | **Voo Yang** (*ex*TingOn,*ex*YinTung, *ex*Owego) | | 414 | | | | | | | | | | | | | | |
| | *Mchy. Aft* | *2 Dks* | 3047 | | | | | 1888 | Union Dry Dock Co. Buffalo, N.Y. | ChiPing S.S.Co.Ltd. | 325·7 \| 41·2 \| 14·6 | | | Shanghai Chinese | T.3Cy.24″,38″&63″ NB12 289NHP | | |
| | | | 1917 | | | | | | | | B77′F31′ | | | *WB* | Quintard Iron Works, N.Yk | | |
| 85934 | **Vöringen** (P) | **Iron&Steel** | 510 | | | | | 1891 | Laxevaags skibsbyggeri Bergen | Hardanger Sunnhordlandske Dampskibsselskap | 166·4 \| 23·6 \| 12·0 | | | Bergen Norwegian | T.3Cy.15½″,25″&41″–27″ NB09 87NHP | | |
| LFHH | | 1 *Dk* | 477 | | | | | | | | P122*t*H19*t*F40*t* | | | | G.Clark, Sunderland | | |
| | | | 296 | | | | | | | | | | | | | | |
| 85935 | **Voronej** (P) | | 1420 | | | | | 1930 | Cant. Riuniti dell' Adriatico Monfalcone | U.S.S.R. | 234·3 \| 35·0 \| 18·3 | | | Archangel Russian | C.4Cy.(2)14$\frac{9}{16}$″&(2)31½″ –31½″ 93NHP | | |
| | | | 1142 | | | | | | | | B85′F25′ | | | *WB* | Stabilimento Tecnico, Tri. | | |
| UNJU | Wireless | *2 Dks* *Cruiser Stern* | 742 | | | | | | | | | | | | | | |
| 85936 | **Voroshilov** (*ex*Brazilian Prince–33,*ex*Tramore) | **TwinSc** *Oil Eng.* | 3908 ✠ | | Hpl | *x* | | 1924 3mo | Furness, S.B.Co.Ltd. Haverton Hill-on-Tees | U.S.S.R. | 364·0 \| 52·2 \| 24·1 P&B225′F88′ FK | | | Odessa Russian | Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$″–38½″ 695NHP | 26 ″ 11 | |
| UOXS | Sub.Sig. | *ss*Hpl.No.2–33 | 3298 2041 | 2,33 ✠ | | | | | | *Duct keel amidships* 140′ *Cell DB* 270′1164*t DTa between tunnels* 39′886*t* | | | | *WB* | Richardsons, Westgarth& Co.Ltd. | | |
| | *Well deck* | 1 *Dk*(*Stl*)2nd *dk*(*Stl*) *in forward holds* *Cruiser Stern* | | | | | | | | | | | | | *FPT*80*t APT*67*t* | | |
| 85937 | **Vostok** (*ex*Loos,*ex*Darwin) | | 2787 ✠ | ... | | | | 1901 9mo | J.Blumer& Co. Sunderland | U.S.S.R. | 319·6 \| 46·1 \| 21·2 P28′B91′F31′ FK | | | Odessa Russian | T.3Cy.23″,38″&62″–42″ DB *made* 14 262NHP | 23 ″ 9 | |
| | | *ss*Bry.No.3–2,14 | 2623 | 12,26 | | | | | | | | | | *WB* | J.Dickinson&Sons, Ld.Sld. | | |
| UNGQ | | *ss*Gms.No.2–22 | 1797 | ✠ | | | | | | | | | | | | | |
| | | 1 *Dk deep framing & Web frames* | | | | | | | | | | | | | | | |
| 85938 | **Vranjic** (*ex*Waypark–32,*ex*Brixton) | | 1541 | ✠100A1 | Spt | *p* | CL | 1918 11mo | Dublin Dkyd.Co.Ltd. Dublin | I.L.Bulic | 240·3 \| 36·3 \| 18·4 Q94′B52′F23′ FK | | | Vranjic Yugoslav | T.3Cy.18″,30″&50″–33″ (*s*) 180lb 197NHP | 20 ″ 6 | |
| | | *ss*Hul.No.3–12,30 | 1284 | 2,40 | | | 3,39 | | | *Lloyd's SA&CP* | *Cell DB* 171′310*t* | | | | 2SB,*6cf*,GS97,HS2886 FD | 2 ″ 5 | |
| YTPE | | *ss*Spt.No.2–40 | 837 | BS2,40 ✠LMC3,39 | | | | | | | *DTa* 29′131*t FPT* | | | 4 *BHCem* | J.G.Kincaid&Co.Ld.Grk. | 18 ″ 8 | |
| | *Well deck* | 1 *Dk*(*Stl*) *Cargo battens not fitted* | | No later survey reported | | | | | | | | | | 80*t APT*38*t* | | | |
| 85939 | **Vrede** (*ex*FlyingWelshman–39, *ex*Secunda–37) | *Oil Eng.* | 400 | ✠100A1 | Rot Lon | *f* | N11,39 | 1932 4mo | N.V.Werf. "Voorhuit" Spaarndam | N.V.Motorschip "FlyingWelsh-man"(N.V.W.H. James&Co's. Scheep.&Handel Maats. *Mgrs.*) | 152·9 \| 25·2 \| 8·5 P34′F20′ FK | | | Rottrdam Dutch | Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$″–17$\frac{1}{16}$″ 87NHP | 11 ″ 0 | |
| | | *ss*Rot.No.2–39 | 287 | 7,40 ~~11,39~~ | | | | | | | | | | | | ≤ 1 ″ 1½ | |
| PHZ | *Mchy. Aft* | | 212 | ✠LMC11,39 | | | | | | *Lloyd's SA&CP* | *Cell DB* 98′145*t* | | | 3 *BHpt Cem* | Mtrn. Werke Mannheim AG | 9 ″ 11½ | |
| | D.F. | 1 *Dk*(*Stl*) *Cruiser Stern* | | | | | | | | | | | | *FPT*17*t* | | | |
| 85940 | **Vredenburg** | | 6419 | 100A1 | | | | 1921 | Flensburger Schiffsb.Ges Flensburg | N.V.Scheepv.& Transp.Mij. "Atlantica"(Halcyon-LijnN.V. *Mgrs.*) | 453·9 \| 59·9 \| 27·7 H59′&21′ | | | Rottrdam Dutch | T.3Cy.28¾″,46⅝″&76″–48″ 400NHP | | G |
| PIKD | D.F. | 2 *Dks* | 5835 3517 | (*Reclassification contemplated*) | | | | | | | | | | | Flensburger Schiffsb.Ges. | | |
| | *(STRANDED, 11,39—REFLOATED)* | | | | | | | | | | | | | | | | |
| 85941 | **Vsevolod Sibirtsev** (*ex*Kangean) | | 6687 ✠ | —— | Osa | *a*† | | 1912 4mo | Nthmblnd S.B.Co.Ltd. Newcastle | U.S.S.R. | 431·3 \| 55·5 \| 26·9 34·7 FK | | | Vladvostk Russian | T.3Cy.27½″,46½″&80″–54″ HS10450 719NHP | 37 ″ 3 | |
| | | *ss*Ams.No.3–3,24 | 5006 | 12,32 | | | | | | *Cell DB* a 110′*u Eg&B* 91 | *f* 170′1225*t DTa* 24′ | | | 8 *BHCem* | 2DB&2AuxSB,*18cf*,GS255 | | |
| UOIC | | *ss*Ams.No.1–28 | 4048 | ✠ | | | | | | | 975*t FPT*60*t* | | | | N.E.Marine Eng Co Ld Nwc | | |
| | | 2 *Dks*(*Stl*) *& Shelter dk*(*Stl*-teak s) | | | | | | | | | | | | | | | |
| 85942 | **Vtoraya Pyatiletka** (*ex*Lesbel) | *Oil Eng.* | 3974 | | | | | 1933 | Severney S.B.Yard Leningrad | U.S.S.R. | 347·6 \| 51·6 \| 24·9 P29′B53′F30′ | | | Odessa Russian | Oil Engines 2S.C.SA 4Cy.26¾″–47$\frac{7}{16}$″ 497NHP | | |
| UOYH | | 1 *Dk* | 3527 | | | | | | | | | | | *WB* | Russian Diesel Wks. Len. | | |
| | | | 2256 | | | | | | | | | | | | | | |
| 85943 | **Vtoroi Krabolov** (*ex*Tangistan, *ex*Bencleuch) | *ss*H.Kg.2nd.No.3–3,26 | 4159 ✠ | ... | | | | 1901 1mo | Ramage& Ferguson,Ld. Leith | U.S.S.R. | 384·2 \| 46·2 \| 26·1 P43′B100′F44′ FK | | | Vladvostk Russian | T.3Cy.25$\frac{7}{16}$″,41″&67″–45″ 324NHP | 28 ″ 9 | |
| UOEM | | 2 *Dks* | 3601 2679 | 2,29 ✠ | | | | | | | | | | *WB* | Ramage&Fergusn,Ld.Lth. | | |
| 85944 | **Vulcain** | | 4362 ✠ | ... | | | | 1911 10mo | Atel.&Ch. de France Dunkirk | Ministry of Shipping (E.R. Management Co.Ld. *Mgrs.*) | 361·9 ~~48·8 25·0~~ P39′B122′F43′ 48·7 FK | 23·3 | | Cardiff British | T.3Cy.24″,40″&66″–45″ 383NHP | 27 ″ 10 | V |
| 167813 | | *ss*Rou.No.3–1,24 | 2804 | 7,26 | | | | | | | | | | *WB* | Atel.&Ch. de France, Dnk. | | † |
| GMQM | D.F. | 1 *Dk*&2nd *dk in holds only* | 2724 | ✠ | | | | | | | | | | | | | G |
| 85945 | **Vulcan** | | 594 | | | | | 1904 | Act.Ges. "Weser" Bremen | Dampfschifffahrts Ges.Neptun | 179·8 \| 27·2 \| 11·9 Q58′B43′F22′ | | | Bremen German | T.3Cy.13″,20$\frac{7}{16}$″&33$\frac{1}{16}$″–21⅝″ 51NHP | | |
| | | | 463 | | | | | | | | | | | *WB* | A.G. "Weser," Bremen | | |
| DOLA | | 1 *Dk* | 347 | | | | | | | | | | | | | | |
| 85946 | **Vulcania** (P) | **TwinSc** *Oil Eng.* | 24469 | ✠100A1 | Ven | | CL | 1928 12mo | Cant.Nav. Triestino Monfalcone | "Italia" Soc.Anon. di Nav. | 631·4 \| 79·8 \| 24·4 601·2 FK | 42·6 | | Trieste Italian | Oil Engines 2S.C.DA 20Cy 29½″–49$\frac{7}{16}$″ 6074NHP | 46 ″ 6 | |
| 288 | | *ss*Tri.No.3–12,35 | 15352 14697 | *with freeboard* 9,39 | | | S4,38 P9,39 | | | | | | | 10 *BHpt Cem* | 2DB&2NDB (*waste heat*) 35 *100lb* | s17 ″ 1 | |
| ICOF | | 4 *Dks*(*Stl*) *& Shade dk*(*Stl*-ws) | | ✠LMC CS2,40 | | | | | | | B356′ | | | *Coll to Sh dk* | Soc.An "Fiat" S.G.M. Turin | 29 ″ 0½ | |
| | *Ref.Mchy* | *5th dk*(*Stl*) *in No. 1 hold* | | ✠NK12,35 5,38 | | | | | | *Duct keel* | *fwd. of mchy. space* | | | 7 ,, *U* ,, | | | |
| | Sub.Sig. | *Topsides—special* | | ✠BS7,38 | | | | | | | | | | 2 ,, 2nd ,, | | | |
| | D.F. GyC. | *quality steel* | | ✠Lloyd'sRMC12,39 | | | | | | *Cell DB* 493′2135*t* | *tanks in way of tunn* | | | *els* 581*t DTf* | 25′206*t FPT*161*t APT*161*t* | | |
| 85947 | **Vulcanus** | | 1819 | | | | | 1907 | Nederl. Schps. Maats Amsterdam | Koninkl.Nederl. Stoomb.Maats. N.V. | 286·7 \| 40·2 \| 18·6 P17′B127′F35′ | | | Amstrdam Dutch | T.3Cy.20$\frac{7}{16}$″,32$\frac{3}{16}$″&55″–35$\frac{3}{16}$″ 180NHP | | V |
| | | | 1639 | | | | | | | | | | | *WB* | NedFb.v.Wrk&Spoor, Ams | | |
| PIKU | | 2 *Dks* | 1128 | | | | | | | | | | | | | | |
| 85948 | **Vulkan** | 3Mst *Oil Eng.* | 989 | | | | | 1927 | Union Giesserei Königsberg | Ernst Komrowski Reed. | 217·7 \| 33·9 \| 11·9 Q74′B54′F24′ | | | Hamburg German | Oil Engines 4S.C.SA 6Cy.18$\frac{3}{16}$″–29$\frac{7}{16}$″ 190NHP | | G |
| | | | 739 | | | | | | | | | | | *WB* | Motorenfb."Deutz" A.G. Köln-Deutz | | |
| DIFM | | | 514 | | | | | | | | | | | | | | |
| 85949 | **Vyatka** (P) | | 1420 | | | | | 1930 | Cant. Riuniti dell' Adriatico Monfalcone | U.S.S.R. | 234·2 \| 35·0 \| 18·3 B86′F25′ | | | Archangel Russian | C.4Cy.(2)14$\frac{9}{16}$″&(2)31½″– 31½″ 93NHP | | |
| | | | 1142 | | | | | | | | | | | *WB* | Stabilimento Tecnico, Tri. | | |
| UNJT | Wireless | *Cruiser Stern* 2 *Dks* | 742 | | | | | | | | | | | | | | |
| 85950 | **Vyner Brooke** | **TwinSc** | 1670 | ✠100A1 | Sng | *q* | CL | 1928 2mo | Ramage& Ferguson,Ld. Leith | Sarawak S.S.Co. Ld. | 240·7 \| 41·3 \| 16·1 P48′B76′F58′ FK | | | Kuching Sarawak | T.6Cy.16″,27″&44″–30″ (*s*) 180lb *100lb* 297NHP | 17 ″ 7 | |
| | | ~~*ss*~~Sng.No.3–7,40 ~~*ss*Sng.No.2–36~~ | 1133 713 | 7,40 ~~6,39~~ BS~~5,39~~ 5,40 ✠LMC~~4,38~~ 7,39 | | | 6,38 | | | *Lloyd's SA&CP* | *Cell DB* u *E* 19′44*t FPT* | | | 6 *BHCem* 7 1*t APT*70*t* | 2SB,*6cf*,GS121,HS4390 FD Ramage&Fergusn,Ld.Lth. | s1 ″ 8¾ 16 ″ 2¾ | |
| VSBJ | | 1 *Dk*(*Stl*-teak s) | | *Fitted for oil fuel* 6,37 | | | *F.P. a* | | | | | | | | | | |

**** Additional Ships are inserted in the Supplement at the end of the Register.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Name of Trade Mark |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85951<br>159439<br>~~WPJD~~<br>GMYL | **W. B. Walker** *ssS.Fo.No.1-39*<br>D.F. GyC. *OilEng.*<br>*Mchy.Aft Cruiser Stern 2Dks*<br>*Longitudinal framing–bracketless system* | 10468<br>9621<br>6127 | ✠100A1<br>5.40~~1.39~~<br>✠LMC CS9,39<br>~~DB81,39~~ 6,38<br>*Carrying Petroleum in bulk* | Sba<br>Lon | *f*† | CL<br>N8,39 | 1935<br>6mo | Frd.Krupp Germaniawft A.G. Kiel | Oriental Trade & Transport Co.Ld.<br>~~(H.J.Rahtjes,Mgrs.)~~<br>*CellDBuE85'184t FP*<br>*Lloyd'sA&CP* | 490·2 \| 68·2 \| 37·0<br>P107'B34'F51' FK<br>*DTf30'990t*<br>*T323tAPTs240t* | | | ~~Hong Kong~~<br>London<br>British<br>16*BH*<br>(12 *to U dk*<br>4 „2*nd*„) | Oil Engines 2S.C.SA<br>8Cy.25⅝"-49¼" 912NH<br>3DR*200lb*<br>Fr.KruppGermaniawftAG Kiel | 37 ″ 0<br>s 7 ″ 3¼<br>30 ″ 0 | |
| 85952<br>215152<br>WPCG | **W. C. Fairbanks** (*ex*Harold Walker-35)<br>*ssN.Os.No.3-1,29*<br>*Mchy.Aft ssMob.No.2-36*<br>D.F. 2*Dks(Stl)&Web frames*<br>*Longitudinal framing* | 6353<br>6056<br>3925 | ✠100A1<br>9,40 ~~3,40~~<br>~~MS9,39~~ ✠LMC10,36<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,17 | NOs<br>BS9,40 | *b*†<br>3,39 | CL<br>6mo | 1917 | W Cramp & Sons S&EB Co Philadelphia A&CP | Sinclair Refining Co.Inc.<br>*CellDB61'*<br>*235tDTf45'629t* | 430·0 \| 58·2 \| 33·3<br>P103'B36'F49' FK<br>*FPT246tAPT49t*<br>*F.P. above 150° F.* | | | New York<br>Utd. States | T.3Cy.27″,45½"&76"-51" (*r*)<br>190lb 565NHP<br>3SB,*9cf*,GS185,HS8095 FD<br>WCramp&SnsS&EBC.Phl | 33 ″ 4<br>s 6 ″ 7½<br>26 ″ 11½ | |
| 85953<br>DDRW | **W. C. Frohne**<br>Sub.Sig.<br>*Well deck* 1*Dk* | 373<br>266<br>189 | | | | | 1906 | Stettiner Oderwerke Stettin | Flensburg-Stettiner Dampfer-Linie Wilh. Hochreuter | 144·5 \| 22·8 \| 11·1<br>Q56'B18'F16' | | | Flensburg<br>German *WB* | T.3Cy.11″,18"&28"-20"<br>35NHP<br>StettinerOderwerke | | G |
| 85954<br>205012<br>WDIS | **W. C. Richardson**<br>(*ex*Wainwright)<br>*Mchy.Aft* D.F. 1*Dk* | 4937<br>—<br>3714 | | | | | 1908 | Detroit S.B.Co. Detroit,Mich. | Columbia Transportation Co. (John T.Kelly,*Mgr.*) | 420·0 \| 52·2 \| 29·0<br>*WB* | | | Wilmgton (Del.)<br>Utd. States | T.3Cy.22″,35"&58"-42"<br>218NHP<br>DetroitS.B.Co.DetroitMch | | R |
| 85955<br>HPNI | **W. C. Teagle** TwinSc3Mst<br>*ssN.Yk.No.3-9,29*<br>*ssN.Yk.No.2-37*<br>2*Dks(Stl)&Shelter dk(Stl)*<br>*Mchy.Aft &Web frames*<br>*Longitudinal framing*<br>D.F. GyC. | 9552<br>7844<br>5920 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~7,41 7,39~~ ✠LMC<br>MS9,37 ~~BS10,39~~ 5,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7,17 | NYk<br>~~Rod NYk~~<br>~~T4,39~~<br>P5,41<br>*F.P. above 150° F.* | *f*† | CL<br>SN4,39<br>7mo | 1917 | Bethlehem SteelCo. Sparro'PtMd<br>A&CP | Panama Transport Co.<br>*CellDBa17'uE&B DTf54'745t* | 499·1 \| 68·2 \| 35·9<br>FK<br>68'275t<br>*FPT244tAPT108t* | | | Panama<br>Pnamanian<br>19*BHptCem*<br>(15 *to U dk*<br>4 „2*nd*„) | T.6Cy.20½",35"&60"-42" (*s*)<br>200lb 652NHP<br>3SB,*12cf*,GS220,HS9228 FD<br>BethlehemStl.Co.Sparr'Pt | 38 ″ 3<br>s 10·0½<br>28 ″ 6 | |
| 85956<br>221648<br>WICU | **W. D. Anderson** (*ex*Tamiahua-36)<br>*Fitted for oil fuel*<br>D.F. 2*Dks&Shelter dk*<br>*Mchy.Aft Carrying Petroleum in bulk*<br>GyC. *Longitudinal framing* | 10227<br>—<br>6552 | | | | | 1921 | Moore S.B. Co. Oakland,Cal. | Atlantic Refining Co. | 500·0 \| 71·2 \| 31·2<br>*WB* | | | Phildlphia<br>Utd. States | Q.4Cy27½",40",59"&86"-54"<br>544NHP<br>Hooven,Owens,Rentschler Co.Hamilton,O. | | R |
| 85957<br>96635<br>KDXS | **W. D. Calverley, Jr.**<br>(*ex*Harold B.Nye)<br>D.F. GyC. *Mchy.Aft* 1*Dk2trB* | 3851<br>—<br>2735 | | | | | 1902 | American S.B.Co. Lorain,O. | Pioneer S.S.Co. (Hutchinson&Co. *Mgrs.*) | 380·0 \| 50·0 \| 28·0<br>*WB* | | | Wilmgton (Del.)<br>Utd. States | T.3Cy.22",35"&58"-40"<br>213NHP<br>AmericanSB.Co.Cleveland | | R |
| 85958<br>81535 | **W. D. Rees**<br>D.F.<br>*Mchy.Aft* 1*Dk2trB* | 3760<br>—<br>2992 | | | | | 1896 | Cleveland S.B.Co. Cleveland | Cargo Carriers,Inc | 396·4 \| 45·0 \| 23·5<br>*WB* | | | Wilmgton (Del.)<br>Utd. States | T.3Cy.23",38"&63"-40"<br>NB01 251NHP<br>Cleveland SB.Co.Clevelnd | | R |
| 85959<br>203561<br>WSBV | **W. E. Fitzgerald**<br>(*Self-Unloader*)<br>*Mchy.Aft* D.F. 1*Dk* | 4940<br>—<br>3701 | | | | | 1906 | Detroit S.B.Co. Wyandotte | Gartland S.S.Co. (D.Sullivan&Co. *Mgrs.*) | 420·0 \| 52·2 \| 29·0<br>*WB* | | | Wilmgton (Del.)<br>Utd. States | T.3Cy.22",35"&58"-42"<br>218NHP<br>DetroitS.B.Co.Detroit | | R |
| 85960<br>219834<br>KUMN | **W. E. Hutton** (*ex*PortolaPlumas)<br>*Fitted for oil fuel*<br>2*Dks*<br>*Mchy.Aft Carrying Petroleum in bulk*<br>D.F. *Longitudinal framing* | 7076<br>—<br>4359 | | | | | 1920 | Bethlehem S.B.Corp.Ld. Alameda,Cal | PureOil Co. | 435·0 \| 56·0 \| 32·0<br>P123'B50'F33' | | | Baltimore<br>Utd. States<br>*WB* | T.3Cy.27",47"&78"-48"<br>422NHP<br>BethlehemS.B.Corp.Ld. S.Fo. | | R |
| 85961 | **W. E. Ogilvie**<br>*ssHna.No.3-8,34*<br>*ssHna.No.1-38*<br>*Mchy.Aft* 1*Dk(Stl)&Web frames*<br>*Longitudinal framing* | 1336<br>995<br>785 | ✠100A1<br>9,40 ~~12,39~~<br>~~BS7,39~~ 9,40 ✠LMC8,38<br>*Self-propelled Barge*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,21 | Hna<br>*F.P. above 150° F.* | *o* | CL<br>12,39 | 1921<br>3mo | Todd Shipyards Corp Brooklyn NY A&CP | Sinclair Cuba Nav. Co.<br>*CellDB15'28t* | 210·0 \| 43·8 \| 13·7<br>P51'F41' FK<br>*FPT41tAPT28t* | | | Havana<br>Cuban<br>9*BHptCem* | T.3Cy.16",25"&42"-30" (*r*)<br>180lb 156NHP<br>2SB,*4cf*,HS2476 FD<br>ToddShipyardsCorp.N.Y. | 14 ″ 0 | |
| 85962<br>219600<br>KUCQ | **W. F. Burdell** (*ex*City of Alameda)<br>*Fitted for oil fuel*<br>D.F. 2*Dks*<br>*Mchy.Aft Carrying oil in bulk*<br>*Longitudinal framing* | 7044<br>—<br>4351 | | | | | 1920 | Bethlehem S.B.Corp.Ld. Alameda,Cal | PureOil Co. | 435·0 \| 56·0 \| 32·0<br>P123'B50'F33' | | | Baltimore<br>Utd. States<br>*WB* | T.3Cy.27",47"&78"-48"<br>421NHP<br>BethlehemS.B.Corp.Ld. S.Fo. | | R |
| 85963<br>213555<br>WBDM | **W. F. White**<br>*Mchy.Aft* (*Self-Unloader*)<br>D.F. GyC. Sub.Sig. 1*Dk* | 7180<br>—<br>5548 | | | | | 1915 | American S.B.Co. Lorain,Ohio | Bradley Transptn.Co. | 530·0 \| 60·0 \| 32·0<br>F52' | | | Fairport,O<br>Utd. States<br>*WB* | T.3Cy.25½",41"&67"-42"<br>291NHP<br>AmericanS.B.Co Lorain,O. | | R |
| 85964<br>203342<br>KFJT | **W. G. Pollock**<br>*Mchy.Aft* D.F. 1*Dk* | 4872<br>—<br>3585 | | | | | 1906 | American S.B.Co. Cleveland | Midland S.S.Line, Inc. | 420·0 \| 52·0 \| 28·0<br>*WB* | | | Wilmgton (Del.)<br>Utd. States | T.3Cy.22",35"&58"-42"<br>218NHP<br>AmericanS.B.Co.Clevelnd | | R |
| 85965<br>236952<br>WPRU | **W. H. Berg**<br>D.F. E.S.D. GyC. *Fitted for oil fuel*<br>*Mchy.Aft Cruiser Stern* 1*Dk*<br>*Longitudinal framing–bracketless system*<br>*Carrying Petroleum in bulk* | 8298<br>—<br>4934 | | | | | 1937 | Sun S.B.& Dry Dock Co. Chester,Pa. | Standard Oil Co.of California | 444·1 \| 65·3 \| 35·1<br>P92'B35'F42' | | | S.Frncisco<br>Utd. States | 2 steam turbines DR geared to 1 sc. shaft 600NHP<br>WestinghouseElec.&Mfg. Co.Phl | | R |
| 85966<br>HPNM | **W. H. Libby**<br>*ssN.Yk.No.3-6,33*<br>*ssNYk.No.2-40* ~~*ssN.Yk.No.1-38*~~<br>2*Dks(Stl)&Shelter dk(Stl)*<br>*Mchy.Aft &Web frames*<br>D.F. GyC. *Longitudinal framing* | 7992<br>—<br>5030 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~7,41 7,39~~ ✠LMC7,40<br>~~MS7,38~~ ~~BS8,39~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1,21 | NOs<br>NYk<br>BS2,41<br>*F.P. above 150° F.* | *c*† | CL<br>~~9,38~~<br>6,40 | 1921<br>1mo | G M Standifer Cnst.Corp. Vancouver, A&CP Wash. | Panama Transport Co.<br>*bunker86'280tDTf 'tween dk tanks a9'67t* | 462·4 \| 60·2 \| 36·5<br>FK<br>50'335t<br>*FPT179tAPT103t* | | | Panama<br>Pnamanian<br>18*BHptCem*<br>(3 *to S dk*<br>11 „ *U* „<br>4 „2*nd*„) | Q.4Cy.24⅜",35",51"&75"-51" 220lb (*s*) 552NHP<br>3SB,*9cf*,HS7434 FD<br>Hooven,Owens,Rentschler Co.Hamilton,O. | 37 ″ 3<br>s 10″3¼<br>27 ″ 3 | |
| 85967<br>206419<br>WMIO | **W. H. McGean** (*ex*Stadacona)<br>D.F. GyC. *Mchy.Aft* 1*Dk* | 6014<br>—<br>4654 | | | | | 1909 | Gt.Lakes Eng.Works Ecorse,Mich | Pioneer S.S.Co. (Hutchinson&Co. *Mgrs.*) | 479·0 \| 56·0 \| 31·0<br>F44' *WB* | | | Wilmgton (Del.)<br>Utd. States | T.3Cy.22½",36"&61"-42"<br>241NHP<br>Gt.Lakes Eng.Wks.Detroit | | R |
| 85968<br>139235<br>GLDY | **W. Hendrik** (*ex*Mary Walton-37, *ex*Tynebridge-34) *ssBkn.No.3-6,37*<br>D.F. 1*Dk(Stl)*<br>*Cargo battens not fitted* | 4360<br>4056<br>2711 | ✠100A1<br>~~3,40 1,40~~<br>~~BS3,39~~ ✠LMC6,37<br>3,40 | Shl<br>Cdf | *x* | CL<br>7,39 | 1925<br>3mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees<br>*Lloyd'sA&CP* | Euxine Shipping Co.Ld.<br>*CellDBa* | 360·5 \| 52·2 \| 27·6<br>377·3(O.L.)<br>P28'B105'F35' FK<br>96'*uE*23'*f*161'1020*t APT132t* | | | Newcastle<br>British<br>6*BHptCem*<br>2SB,*8cf*,GS152,HS6058<br>Richardsons,Westgarth& Co.Ld Mdb. | T.3Cy.25½",42"&69"-48" (*s*)<br>180lb 376NHP | 30 ″ 0<br>s 6 ″ 1½<br>24 ″ 1½ | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné maintenant après Lettre d'Appel. | 7 | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milliers du navire. Tirant d'eau correspondant. pds. va. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85969<br>93133 | **W. J. Conners** (*ex* Mauch Chunk) | | 4625<br>—<br>3609 | | | | | 1901 | Union Dry Dock Co. Buffalo, N.Y. | Great Lakes Transit Corp. | 381·7 | 50·5 | 15·5<br>28·0 | Buffalo NY<br>Utd. States<br>*WB* | Q 4Cy 20½″, 30″, 48½″ & 63″–42″<br>257 NHP<br>Detroit S B Co. Detroit, Mich. | | |
| | *Mchy. Aft* 2 *Dks* | | | | | | | | | | | | | | | | |
| 85970<br>216877<br>WSEE | **W. L. Steed**<br>*ss* N.Yk. No. 3–9,30<br>*ss* N.Yk. No. 2–39 | | 6182<br>6002<br>3799 | ✠100A1 NYk *a*†<br>J 0,40 ~~40,80~~ Bal<br>✠LMC<br>MS 2,39 ~~BS 9,40~~ 10,40 | | CL<br>9,39 | | 1918<br>9mo | Bethlehem S.B. Corp. Quincy, Mass. A&CP | Standard Oil Co. of New Jersey | 416·8 | 56·1 | 32·7<br>P 107′ B 35′ F 33′ FK | Wilmgton (Del.)<br>Utd. States<br>*WB* | T. 3 Cy. 26½″, 44″ & 74″–51″ (*s*)<br>190 lb 525 NHP<br>3 SB, *9cf*, HS 7425 FD<br>Bethlehem S.B. Corp. | 32 ″ 9<br>*s* 6 ″ 5½<br>26 ″ 5½ | |
| | *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames*<br>D.F. *Longitudinal framing* | | | *Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9, 18 | | | | | *F.P. above* 150° F. | | *Cell D Bu E & B* 50′ 200 *t DT f* 33′ 420 *t* | | | | *FPT* 229 *t APT* 130 *t* | | |
| 85971<br>216508<br>KMIU | **W. M. Burton**<br>*ss* N.Ns. No. 3–1,31<br>*ss* N.Ns. No. 2–38 | | 7094<br>6382<br>4476 | ✠100A1 Bal *b*†<br>~~Split Arch~~ 11,40 ~~Mchy~~<br>✠NB 11,30 ✠LMC 11,38<br>~~BS 11,40~~ 11,40 | | CL<br>~~9,38~~<br>8,40 | | 1918<br>6mo | Bethlehem S.B. Corp. Alameda, Cal. A&CP | Atlantic Refining Co. | 435·0 | 56·0 | 32·0<br>P 122′ B 50′ F 42′ FK | Philadlphia<br>Utd. States<br>*WB* | DR geared Steam Turbine<br>2500 lb HS 9750 (*s*) 672 NHP<br>3 Water Tube Boilers (Spt)<br>DeLaval Stm. Turbine Co. Trenton, N.J. | 33 ″ 6<br>*s* 6 ″ 6½<br>27 ″ 2½ | |
| | *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames*<br>GyC. *Longitudinal framing* | | | *Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6, 18 | | | | | *F.P. above* 150° F. | | *Cell D Bu E & B* 57′ 179 *t DT f* 56′ 1038 *t* | | | | *FPT* 97 *t APT* 74 *t* | | |
| 85972<br>216249<br>KJOE | **W. M. Irish**<br>*ss* N.Ns. No. 3–7,30<br>*ss* N.Ns. No. 2–38 | | 7123<br>6410<br>4496 | ✠100A1 Bal *b*†<br>~~5,40~~ 8,39 11,40 Phl<br>✠NB 6,21 ✠LMC 3,38<br>~~BS 8,40~~ 5,40 11,40 | | CL<br>11,38 | | 1918<br>4mo | Bethlehem S.B. Corp. Alameda, Cal. A&CP | Atlantic Refining Co. | 435·0 | 56·0 | 32·0<br>P 122′ B 50′ F 42′ FK | Philadlphia<br>Utd. States<br>*WB* | DR geared Steam Turbine<br>2500 lb (*s*) 763 NHP<br>HS 9750 FD<br>3 Water Tube Boilers (Spt)<br>DeLaval Stm. Turbine Co. Trenton, N.J. | 33 ″ 6<br>*s* 6 ″ 6½<br>27 ″ 2½ | |
| | *Mchy. Aft* *ss* N.Ns. No. 2–38<br>GyC. 2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing* | | | *Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4, 18 | | | | | *F.P. above* 150° F. | | *Cell D Bu E & B* 57′ 179 *t DT f* 56′ 1038 *t* | | | | *FPT* 97 *t APT* 74 *t* | | |
| 85973<br>~~246041~~<br>~~WADW~~ | **W. M. Tupper** (P)<br>*Fitted for oil fuel*<br>2 *Dks* | | 1756<br>—<br>1092 | | | | | 1917 | Merrill-Stevens Co. Jacksonville | M. Nemazee (Wallem & Co, *Mgrs.*) | 217·6 | 38·0 | 25·0<br>*WB* | Panama<br>Panamanian | T. 3 Cy. 16½″, 24½″ & 41½″–30″<br>Kingsford Foundry 93 NHP<br>& Machine Works | | R |
| 85974<br>210768<br>WBDV | **W. R. Chamberlin, Jr.**<br>(*ex* Stanley Dollar, *ex* Adeline Smith)<br>*Fitted for oil fuel*<br>1 *Dk*<br>*Mchy. Aft* | | 2264<br>—<br>1300 | | | | | 1912 | Nwprt Nws S.B. & D.D. Co. Newprt News | W. R. Chamberlin & Co. | 288·8 | 44·6 | 19·0<br>P 53′ F 31′ | S. Frncisco<br>Utd. States<br>*WB* | T. 3 Cy. 21½″, 37″ & 60″–42″<br>233 NHP<br>Newport News S.B. & DD. Co. | | |
| 85975<br>220194<br>KUVX | **W. R. Keever** (*ex* Exanthia–34, *ex* Half Moon)<br>*Fitted for oil fuel*<br>2 *Dks* | | 5350<br>—<br>3357 | | | | | 1920 | Newburgh Shipyard, Inc. Newburgh, N.Y. | Union Sulphur Co. Inc. | 400·5 | 54·2 | 30·4<br>P 36′ B 124′ F 33′ | New York<br>Utd. States<br>*WB* | T. 3 Cy. 24½″, 42½″ & 72″–48″<br>359 NHP<br>Westinghouse Electric & Mfg. Co. Pittsburg, Pa. | | R |
| 85976<br>8228<br>SKZN | **W. R. Lundgren**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Part electrically welded including butts of shell, deck & longitudinal bulkhead plating* | | *8408*<br>*7577*<br>*4802* | ✠100A1 Got *c*†<br>1,40<br>✠LMC 1,38<br>*Carrying Petroleum in bulk* | | CL | | 1938<br>1mo | Götaverken A/B Gothenburg | Rederiaktieb. Tankoil (Rolf Sörman, *Mgr.*) | 477·5<br>483·7 (O.L.) | 59·1 | 35·9<br>P 101′ F 60′ B 33′ FK | Gothenbrg<br>Swedish | Oil Engines 4 S.C.S.A.<br>8 Cy. 29½″–59 ⅛″ 653 NHP<br>2 DB *150 lb* | 35 ″ 6<br>*s* 7 ″ 10½<br>27 ″ 10½ | |
| | *Lloyd's A & CP* | | | | | | | | | *Cell DB 77′ 221 t DT* | *f* 22′ 353 *t* | | | | *FPT* 78 *t A PT* 148 *t* | Götaverken A/B, Got. | |
| 85977<br>230308<br>KGWI | **W. S. Farish**<br>D.F. E.S.D. GyC. *Fitted for oil fuel*<br>*Longitudinal framing* 2 *Dks*<br>*Mchy. Aft* *Carrying Petroleum in bulk* | | 11787<br>11387<br>7362 | | | | | 1930 | Federal S.B. & D.D. Co Kearny, N.J. | Standard Oil Co. of New Jersey | 525·0 | 74·3 | 40·5<br>B 36′ F 40′ | Wilmgton (Del.)<br>Utd. States<br>*WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>DeLaval Steam Turbine Co. Trenton, N.J. | | R |
| 85978<br>220953<br>KDMR | **W. S. Miller**<br>D.F. *Fitted for oil fuel*<br>GyC. *Longitudinal framing* 2 *Dks*<br>*Mchy. Aft* *Carrying Petroleum in bulk* | | 6984<br>6642<br>4311 | | | | | 1920 | Bethlehem S.B. Corp. Ld. Alameda, Cal. | Standard Oil Co. of California | 435·0 | 56·0 | 32·0<br>P 112′ B 54′ F 42′ | S. Frncisco<br>Utd. States<br>*WB* | T. 3 Cy. 27″, 47″ & 78″–48″<br>422 NHP<br>Bethlehem S.B. Corp. Ld. Alameda, Cal. | | R |
| 85979<br>221884<br>KDWP | **W. S. Rheem** Twin Sc<br>*Mchy. Aft* *Fitted for oil fuel*<br>GyC. 3 *Dks*<br>D.F. *Carrying Petroleum in bulk*<br>*Longitudinal framing* | | 10872<br>—<br>7764 | | | | | 1921 | Bethlehem S.B. Corp. Ld. Alameda, Cal. | Standard Oil Co. of California | 500·0 | 68·2 | 30·0 | S. Frncisco<br>Utd. States<br>*WB* | T. 6 Cy. 24″, 39″ & 65″–42″<br>548 NHP<br>Bethlehem S.B. Corp. Ld. | | R |
| 85980<br>206558 | **W. W. Atterbury** (*ex* Conemaugh)<br>*Mchy. Aft* 2 *Dks* | | 4060<br>—<br>3129 | | | | | 1909 | Detroit S.B. Co. Wyandotte | Gt. Lakes Transit Corp. | 350·0 | 46·0 | 31·0 | Buffalo NY<br>Utd. States<br>*WB* | Q. 4 Cy. 19″, 27½″, 40″ & 58″–42″<br>218 NHP<br>Detroit S.B. Co. Detroit | | |
| 85981<br>216033<br>WCDO | **W. W. Bruce** (*ex* Sabine Sun)<br>*ss* Phl. No. 3–7,29<br>*ss* Bal. No. 2–37 | | 6728<br>6112<br>4083 | ✠100A1 Bal *b*†<br>~~6,40~~ ~~8,00~~ 12,40<br>✠LMC<br>MS 11,37 ~~BS 5,40~~ 6,40 | | CL<br>8,39 | | 1918<br>3mo | Sun S.B. Co. Chester, Pa. A&CP | Continental SS. Co. | 429·3 | 59·2 | 31·4<br>P 133′ B 36′ F 40′ FK | Wilmgton (Del.)<br>Utd. States<br>*WB* | T 3 Cy. 27″, 46 ¾″ & 76″–51″ (*s*)<br>190 lb 532 NHP<br>3 SB, *9cf*, HS 7331 FD<br>Sun S.B. Co. Chester, Pa. | 33 ″ 3 | |
| | *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames*<br>D.F. *Longitudinal framing* | | | *Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3, 18 | | | | | *F.P. above* 150° F. | | *Cell D Bu E & B* 60′ 259 *t DT* 40′ 552 *t* | | | | *FPT* 222 *t APT* 57 *t* | | |
| 85982<br>203582<br>WDIU | **W. W. Holloway**<br>(*ex* C. Russell Hubbard–37, *ex* Henry A. Hawgood)<br>*Mchy. Aft* 1 *Dk*<br>GyC. D.F. | | 6839<br>—<br>5389 | | | | | 1906 | American S.B. Co. Cleveland, O. | Columbia Trans-portation Co. (John T. Kelly, *Mgr.*) | 532·0 | 56·0 | 31·0<br>*WB* | Wilmgton (Del.)<br>Utd. States | T. 3 Cy. 23½″, 38″ & 63″–42″<br>257 NHP<br>American S.B. Co. Cleveland | | R |
| 85983<br>221360<br>KDSS | **W. W. Mills** (*ex* Puente)<br>*ss* Mob. No. 3–2,34<br>*ss* Gal. No. 1–38 | | 6817<br>6058<br>4245 | ✠100A1 Mob *a*†<br>6,40 ~~7,39~~<br>BS 11,39 ✠LMC 11,37<br>11,40 | | CL<br>7,39 | | 1921<br>6mo | Merchant S.B. Corp. Chester, Pa. A&CP | Pure Oil Co. | 424·4<br>440·4 (O.L.) | 58·2 | 32·9<br>P 128′ B 25′ F 41′ FK | Baltimore<br>Utd. States<br>*WB* | T. 3 Cy. 27½″, 45″ & 75″–51″ (*r*)<br>2100 lb 584 NHP<br>16 *B Hpt Cem*<br>3 SB, *9cf*, GS 185, HS 8331 FD | 33 ″ 0<br>*s* 6 ″ 8½<br>26 ″ 6½ | |
| | *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames*<br>D.F. *Longitudinal framing* | | | *Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6, 21 | | | | | *F.P. above* 150° F. | | *Cell D Bu E & B* 60′ 236 *t DT f* 43′ 750 *t* | | | | *FPT* 228 *t APT* 178 *t* | New York S B Co Camden NJ | |
| 85984 | **Wa Sun**<br>1 *Dk* & *Shade dk* | | 388<br>160<br>245 | | | | | 1914 | Kwong Tak Cheong Hong Kong | Pak Hang & Co. | 136·5 | 21·8 | 8·0 | Hong Kong<br>British | C. 2 Cy. 13½″ & 27″–16″<br>30 RHP<br>Kwong Tak Cheong, H. Kg. | | |
| 85985<br>PILQ | **Waalhaven**<br>D.F. 1 *Dk* | | 3551<br>3263<br>2170 | | | | | 1916 | Rotterdam Droogd. Maat Rotterdam | N.V. Maats. S.S. "Waalhaven" (N.V. Gebr. van Uden's Scheepv. & Agent. Mij. *Mgrs.*) | 361·4 | 49·9 | 22·1<br>P 24′ B 214′ F 34′ | Rottrdam<br>Dutch<br>*WB* | T. 3 Cy. 25″, 41″ & 67″–45″<br>301 NHP<br>Rotterdam Droogd. Maats. | | V |
| 85986 | **Waban**<br>*Fitted for oil fuel*<br>D.F. 1 *Dk* 2 *tr B* & *Shelter dk*<br>Sub. Sig. *Longitudinal framing* | | 6038<br>5500<br>3742 | | | | | 1919 | G M Standi-fer Cnst. Corp. Vancouver, Wash. | Ministry of Ship-ping (Runciman (London) Ld. *Mgrs.*) | 401·4 | 53·2 | 32·0<br>P 34′ F 38′ | British<br>*WB* | T. 3 Cy. 25″, 40″ & 72″–48″<br>359 NHP<br>Hoover, Owens, Rentsch-ler Co. Hamilton, O. | | R |

Now "Empire Sambar," *see No. 8796 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. — Late Name if any. — Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of R. of Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85987 | **Wachtel** (*ex* Hornsriff) | | 992 | | | | | 1923 | F. Schichau Elbing | Argo Reederei Richard Adler & Co. | 229·5 | 33·6 | 14·2 | Bremen German | T.3Cy.15″,26⅝″&38⅜″–25½″ 74NHP | | G |
| | | | 877 | | | | | | | | | | | | | | |
| DOCS | Wireless | 1 *Dk* | 554 | | | | | | | | P14′B65′F30′ | | | *WB* | F. Schichau, Elbing | | |
| 85988 | **Wachtfels** | | 8467 | | | | | 1928 | J. C. Tecklenborg A.G. Weser-münde-G. | Deutsche Dampfs. Ges. "Hansa" | 490·7 | 62·2 | 32·3 | Bremen German | T3Cy.34¼″52¾″&86⅝″–55½″& LP Turbine | | G |
| | | 2 *Dks* | 7771 | | | | | | | | P65′B283′F34′ | | | *WB* | 785NHP | | |
| DOHG | E.S.D. Sub.Sig. | *Cruiser Stern* | 5208 | | | | | | | | | | | | J.C. Tecklenborg A.G. Wsm | | |
| 85989 | **Wacosta** | | 5432 | ✠ ... | | | | 1920 | Merchant S.B.Corp. Harriman, Pa. | Waterman S.S. Corp. | 400·7 | 54·2 | 30·2 | Mobile Utd. States | 2 Steam Turbines DR | 32″10 | R |
| 220878 | | *Fitted for oil fuel* | 4971 | 3,22 | | | | 12mo | | | P36′B124′F44′ | | | *WB* | geared to 1 Sc. Shaft 645NHP | | † |
| KDLM | D.F. Sub.Sig. | 2 *Dks & Web frames* | 3335 | ✠ | | | | | | | | | FK | | Westinghouse Electric & Mfg.Co. E. Pittsburg, Pa. | | |
| 85990 | **Wadai** Ⓟ | | 4696 | | | | | 1922 | Reiherst'g Schiffsw. Hamburg | Woermann Linie A.G. | 361·2 | 50·3 | 23·7 | Hamburg German | Q.4Cy.21⅛″,32⅝″,47″&69″– 49⅛″ NB31 335NHP | | G |
| | *Ref. Mchy.* | *Fitted for oil fuel* | 3396 | | | | | | | | P&B240′F49′ | | | *WB* | Reiherst. Maschinenf. Ham. | | |
| DHYZ | D.F. Sub.Sig. | 2 *Dks* | 2763 | | | | | | | | | | | | | | |
| 85991 | **Wagogo** (*ex* St. Andrews, *ex* Sofia) | | 3118 | ... | | | | 1914 | Akt.Ges. "Neptun" Rostock | Woermann Linie A.G. | 338·1 | 48·1 | 21·0 | Hamburg German | T.3Cy.23⅝″,38⅜″&62″–41⅜″ 308NHP | 23 ″ 9 | G |
| | | *ss* Liv. No.3–5,21 | 2761 | 5,25 | | | | | | | F33′ *on Shelter dk* | | FK | *WB* | A.G. "Neptun," Rostock | | † |
| DHZB | Sub.Sig. | 1 *Dk & Shelter dk* | 1854 | | | | | | | | | | | | | | |
| 85992 | **Wahcondah** | | 1575 | | | | | 1903 | Russell & Co. Pt. Glasgow | Abitibi Naviga-tion Co. Ld. | 230·4 | 37·1 | 21·8 | Toronto British | T.3Cy.18″,28″&47″–33″ 127NHP | | C |
| 102577 | *Mchy. Aft* | | 1492 | | | | | | | | | | | *WB* | J.G. Kincaid & Co. Greenock | | |
| VCQR | Wireless | 1 *Dk & Awng dk 2 tr B* | 976 | | | | | | | | | | | | | | |
| 85993 | **Wahehe** Ⓟ | | 4709 | | | | | 1922 | Reiherst'g Schiffsw. Hamburg | Woermann Linie A.G. | 361·2 | 50·3 | 23·7 | Hamburg German | Q4Cy.21⅛″,32⅝″,47″&69″– 49⅛″ NB31 336NHP | | G |
| | *Ref. Mchy.* | *Fitted for oil fuel* | 3396 | | | | | | | | P&B240′F49′ | | | *WB* | Reiherst. Maschinenf. Ham | | |
| DHZD | D.F. Sub.Sig. | 2 *Dks* | 2771 | | | | | | | | | | | | | | |
| | *Now* **Empire Citizen,** *see Supplement* | | | | | | | | | | | | | | | | |
| 85994 | **Wahine** Ⓟ | **TrpSc** | 4436 | ✠100A1 | Wln | *x* | CL | 1913 | W. Denny &Bros. Dumbarton | Union S.S.Co.of New Zealand, Ld. | 375·0 | 52·2 | 25·6 | Wellington London British | 3 Steam Turbines (*s*) 2001b HS20173 1461NHP | 27 ″ 6 s 11″ 0½ | |
| 127813 | | *ss* Wln. 2nd No.3–12,36 | 3189 | *Awng dk* | Lyt | | C&S | 5mo | | | 52·9 | | BK9″ | 6 *BHCem* | 6 Water Tube Boilers FD | 17 ″ 5 | |
| GFYN | | 2 *Dks & Awng dk (Stl*–teak s) & *Promenade dk (Stl*–teak s) | 1798 | *with freeboard* 5,10 ~~9,39~~ 4,41 | MS8,39 BS6,40 | | 8,39 ~~8,38~~ P8,40 | | *Lloyd's* | *SA&CP* | *Cell D Ba* 67′ *u E &* | | *B* 125′ *f* 104′ | | Denny & Co. Dumbarton 325 *t FPT* 35 *t APT* 61 *t* | | |
| | | *ss* Wln. No.1–40 | | ~~MS8,39~~ ✠LMC12,36 | | | | | | | | | | | | | |
| | | | | ✠NB (c.s.wt) 12,36 | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 1 | | 2,2 4 | *F.P. above* | | | | | | | | | | |
| 85995 | **Waialeale** Ⓟ | **TwinSc** | 3092 | | | | | 1928 | Bethlehem S.B.Corp.Ld. San Francisco | Inter-Island Steam Nav.Co.Ld. | 309·5 | 48·0 | 27·6 | Honolulu Utd. States | 2 DR geared Steam Turbines | | R |
| 227590 | | 4 *Dks* | — | | | | | | | | F34′ | | | *WB* | Westinghouse Electric & Mfg.Co. S. Philadelphia | | |
| KLCG | | *Cruiser Stern* | 1765 | | | | | | | | | | | | | | |
| 85996 | **Waiana** | | 3363 | ✠100A1 | Ddn | *u* | CL | 1937 | A. Stephen &Sons, Ld. Glasgow | Union S.S.Co.of New Zealand, Ld. | 322·3 | 48·2 | 24·3 | Dunedin British | Oil Engines 2S.C.SA 6Cy.23⅝″–40⅛″ 584NHP DB *50 lb* | 26 ″ 6 s 4 ″ 4½ 22 ″ 4½ | |
| 142915 | | *Oil Eng.* | 2960 | 6,40 ~~6,39~~ | Auk | | 6,40 | 3mo | | | 336·0 (O.L.) | | | 5 *BH Asp* | | | |
| ZMDQ | | 2 *Dks* | 1910 | DBS5,39 ✠LMC3,37 | | | | | *Lloyd's* | *SA&CP* | P30′B72′F33′ | | FK | *APT* 116 *t* | A. Stephen & Sons, Ld. Gls. | | |
| | | *Cruiser Stern* | | | | | | | | | *Cell D* | | *B* 264′577 *t FPT* 108 *t* | | | | |
| 85997 | **Waija** (*ex* Bastant–38) | | 1711 | | | | | 1912 | Nylands Værksted Oslo | A/B Baltic Lloyd Line, Ld. O/Y (Herbert Janhonen *Mgr.*) | 264·5 | 40·1 | 17·2 | Helsngfors Finnish | T.3Cy.19″,31″&15½″–33″ 152NHP | | N |
| OFDO | D.F. | 1 *Dk* | 979 | | | | | | | | P22′B63′F29′ | | | *WB* | Nylands Værksted, Oslo | | |
| 85998 | **Waimana** | **TwinSc** | 7870 | ✠100A1 | Syd | *e*† | CL | 1911 | Workman, Clark & Co. Ld Belfast | | 477·6 | 63·1 | 31·3 | | T.6Cy.23½″,39″&66½″–48″ (*s*) 2051b FD 943NHP | 34 ″ 4 s 5 ″ 6½ | |
| 131795 | (*ex* Herminius–32, *ex* Waimana) | *ss* Gls. 2nd No.3–5,37 | 7318 | *Shelter dk* | | | s11,37 | 11mo | | | 494·0 (O.L.) | | | British | 5SB,*20cf*, GS 350, HS 14000 | 29 ″ 0¾ | |
| GMRX | | | 4948 | *with freeboard* 7,38 ✠LMC | | | P7,38 | | *Lloyd's* | *SA&CP* | B181′F48′ *on Shelter dk* | | FK&BK2″ | 9 *BHCem* | Wrkman, Clark & Co. Ld. Bel | | |
| | E.S.D. | 2 *Dks (Stl) &* | | MS5,37 ~~BS4,38~~ | | | | | | | | | | | | | |
| | *Ref. Mchy.* | *Shelter dk (Stl*–pt ws) | | ✠Lloyd's RMC5,38 | | | | | | | | | | | | | |
| | | | | | | | | | | | *Cell D Ba* 131′ *u E &* | | *B* 100′ *f* 183′ 1625 *t* | | | | |
| 85999 | **Waimarama** | **TwinSc** | 12843 | ✠100A1 | Lon | *i*† | CL | 1938 | Harland & Wolff, Ld. Belfast | Shaw Savill & Albion Co. Ld. | 516·9 | 70·4 | 32·3 | S'thamptn British | Oil Engines 2S.C.DA 12Cy.24⅞″–55½″ 2463NHP 2DB *100 lb* | 35 ″ 0 s 5 ″ 7½ 29 ″ 7½ | |
| 166817 | | *Oil Eng.* | 10576 | *with freeboard* | Avn | | | 10mo | | | 535·5 (O.L.) | | 40·7 | 8 *BHpt Cem* | | | |
| GPGW | D.F. E.S.D. GyC. | 3 *Dks*, 4 *th dk in* | 7857 | 8,40 ~~3,40~~ ✠LMC10,38 | | | | | *Lloyd's* | *SA&CP* | P64′B196′F66′ | | FK | *Coll to W dk* | Harland & Wolff, Ld. Bel. | | |
| | *Ref. Mchy.* | *Nos. 2 & 3 holds* | | ✠Lloyd's RMC3,~~40~~8,40 | | | | | | | *Duct keel fwd. of mchy. space* | | | 7 ,, 2nd ,, ) | | | |
| | | *Cruiser Stern* | | | | | | | | | *Upper 'tween dk B Hs except Coll* | | | *B H dispensed with Tanks at centre & side es of tunnels* | | | |
| | | *Tonnage opening closed '39* | | | | | | | | | *Cell D Ba* 62′ *u E* 77′ *f* 227′ 1449 *t* | | | | 1612 *t FPT* 122 *t APT* 171 *t* | | |
| 86000 | **Waimarino** | | 3067 | ✠100A1 | Auk | *u* | CL | 1930 | Ardrossan Dkyd. Ld. Ardrossan | Union S.S.Co.of New Zealand, Ld. | 320·5 | 46·8 | 23·2 | Wellingt'n British | T.3Cy.24″,41″&68″–45″ (*s*) 2001b 507NHP | 25 ″ 6 s 4 ″ 3 | |
| 151519 | | *ss* Auk. No.2–38 | 2704 | 4,40 ~~4,39~~ | | | 4,39 | 4mo | | | | | | 5 *BHpt Cem* | 2SB,*8cf*, GS HS 7834 FD | 21 ″ 5½ | |
| ZMGV | *Mchy. Aft* | 2 *Dks (Stl)* | 1752 | ~~BS4,39~~ 4,40 ✠LMC4,38 | | | | | *Lloyd's* | *SA&CP* | P78′B33′F28′ | | FK | *pt Asp* | J.G. Kincaid & Co. Ld. Grk. | | |
| | | | | *Fitted for oil fuel* 4,30 | | | *F.P. above* | | *above* 1 50° F. | | *Duct keel fwd of Mchy space* 86′ | | | *APT* 137 *t* | | | |
| | | | | | | | | | | | *Cell D B* 267′ 789 *t FPT* 107 *t* | | | | | | |
| 86001 | **Waimea** Ⓟ (*ex* Golden Cloud–38, *ex* West Sequana) | *Fitted for oil fuel* | 5670 | | | | | 1919 | S. Western S.B.Co. San Pedro, Cal | Matson Navigation Co. | 410·5 | 54·3 | 27·2 | S. Frncisco Utd. States | T.3Cy.24½″,41½″&72″–48″ Llewellyn Iron 359NHP | | R |
| 217932 | | | — | | | | | | | | P44′B115′F47′ | | | *WB* | Works, Los Angeles, Cal. | | |
| WSOI | *Ref. Mchy.* D.F. | 2 *Dks* | 3604 | | | | | | | | | | | | | | |
| 86002 | **Wainui** | | 1633 | ✠100A1 | Ddn | *p* | CL | 1930 | Hawthorn, Leslie & Co. Ld Newcastle | Union S.S.Co.of New Zealand, Ld. | 242·0 | 38·2 | 19·0 | Wellingt'n British | T.3Cy.18½″,31″&53″–36″ (*s*) 2001b 290NHP | 21 ″ 0 s 2 ″ 6½ | |
| 151518 | | *ss* Ddn. No.2–39 | 1356 | 1,41 ~~1,40~~ | | | 1,39 | 2mo | | | | | | 4 *BHpt Cem* | 2SB,*6cf*, HS 4572 FD | 18 ″ 8½ | |
| ZMGT | | 2 *Dks (Stl)* | 822 | ~~BS1,40~~ ✠LMC1,39 | | | | | *Lloyd's* | *SA&CP* | P27′B70′F27′ | | FK | *pt Asp* | Hawthorn, Leslie & Co. Ld. | | |
| | | | | 1,42 | | | | | | | *Cell D B* 192′ 337 *t* | | | *FPT* 22 *t APT* 42 *t* | | | |
| | | | | *Fitted for oil fuel* 2,30 | | | *F.P. above* | | *above* 1 50° F. | | | | | | | | |
| 86003 | **Waiotapu** (*ex* Stolberg) | | 6035 | ✠100A1 | Syd | *b*† | CL | 1913 | Flensburg Schiffsb.Ges. Flensburg | Union S.S.Co.of New Zealand, Ld. | 451·0 | 58·2 | 27·0 | London British | T.3Cy.30 5/16″,50 5/16″&84″–54″ 1851b (*s*) FD 750NHP | 29 ″ 6 s 4 ″ 3½ 25 ″ 5½ | |
| 144637 | | *ss* Syd. 2nd No.3–1,40 | 5565 | 8,40 ~~1,40~~ | | | 12,39 | 1mo | | | 467·0 (O.L.) | | | 8 *BHCem* | 4SB,*12cf*, GS 264, HS 11219 | | |
| GDKM | *Ref. Mchy.* | 2 *Dks (Stl) 3rd dk in* | 3736 | ✠LMC1,40 | | | | | *Lloyd's* | *SA&CP* | P&B375′F35′ | | FK | | Flensburger Schiffsb. Ges. | | |
| | *Well deck* | *No. 1 hold* | | | | | | | | | *Cell D B a* 155′ *v* | | *E &* B72′ *f* 173′ 1615 *t* | | | | |
| | | | | *Carrying oil fuel* F. | | | *P. above* | | 150° F. *in DB* | | | | | | | | |
| 86004 | **Waiotira** | **TwinSc** | 12823 | ✠100A1 | Lon | *i*† | CL | 1939 | Harland & Wolff, Ld. Belfast | Shaw Savill & Albion Co. Ld. | 516·9 | 70·4 | 32·3 | S'thamptn British | Oil Engines 2S.C.DA 12Cy.24⅞″–55½″ 2463NHP 2DB *100 lb* | ~~35 ″ 0~~ ~~s 5 ″ 7½~~ ~~29 ″ 7½~~ 43 ″ 5 s 12 ″ 11 30 ″ 7½ | |
| 166871 | | *Oil Eng.* | 10546 | *with freeboard* | Bkn | | | 11mo | | | 535·5 (O.L.) | | 40·7 | 8 *BHpt Cem* | | | |
| GBJB | D.F. E.S.D. | 3 *Dks*, 4 *th dk in* | 7833 | 8,40 ~~4,40~~ ✠LMC11,39 | | | | | *Lloyd's* | *SA&CP* | P64′B196′F66′ | | FK | *Coll to W dk* | Harland & Wolff, Ld. Bel. | | |
| | *Ref. Mchy.* GyC. | *Nos. 2 & 3 holds* | | ✠Lloyd's RMC~~4,40~~8,40 | | | | | | | *Duct keel fwd. of mchy. space* | | | 7 ,, 2nd ,, ) | | | |
| | | *Cruiser Stern* | | | | | | | | | *Upper 'tween dk B Hs except Coll* | | | *B H dispensed with Tanks at centres & side es of tunnels* | | | |
| | | *Tonnage opening closed '40* | | | | | | | | | *Cell D Ba* 62′ *u E* 77′ *f* 227′ 1449 *t* | | | | 1612 *t FPT* 122 *t APT* 171 *t* | | |

195/40

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expir. Lettre d'Equipement. | 7* Date de la dernière visite de la machine principale. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Transporté au milieu du navire. Tirant d'eau correspondant | 15 Registres où noté, si ce n'est dans le L.R. Usages, Cert. Ice, etc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86005<br>151504<br>ZMBD | **Waipahi** (P)<br>*ss* Wln. No. 3–5, 37<br>2 *Dks* (*Stl–Weather dk ptwss*) | | 1783<br>1621<br>1019 | ✠100A1<br>*with freeboard*<br>3,41 ~~4,40~~<br>~~BS3,41~~ BS3,41<br>~~LMC5,37~~ LMC5,37<br>*Fitted for oil fuel* 4,27 | Ddn | *p* | CL<br>≈1,40<br>*F.P. a* | 1925<br>7mo<br>*Lloyd's* | Nthmblnd S.B.Co.Ld. Newcastle<br>*s A & CP*<br>50° F. | UnionS.S.Co.of NewZealand,Ld.<br>*Cell D B* 198′ 400 *t* | 240·3 \| 37·5 \| 22·0<br>250·0 (O.L.)<br>F24′ FK<br>*4 B Hpt Cem*<br>*above 1 F P T* 72 *t A P T* 26 *t* | Wellingt'n<br>British<br>*W B* | T.3Cy.18½″,31″&52″–36″ (*r*)<br>190lb 317NHP<br>NB'20 *refitted*'40<br>2SB,6*cf*, HS5570 FD<br>G.T.Grey&Co.Ld.S.Shl. | 24 ″ 0<br>*s* 7 ″ 2½<br>16 ″ 11½ | |
| 86006<br>163657<br>GWXQ | **Waipawa** Twin Sc<br>*Oil Eng.*<br>*Ref. Mchy.* E.S.D. *ss* Lon. No. 1–39<br>GyC. D.F. 3 *Dks*, 4*th dk in No.* 3 *hold*<br>*Cruiser Stern*<br>*Tonnage opening closed* '40 | | 12437<br>10454<br>7650 | ✠100A1<br>*with freeboard*<br>11,405 ~~5,40~~<br>✠LMC CS9,39<br>DBS10,40 10,40<br>✠Lloyd's RMC ~~7,41~~ 10,40<br>*7,41* 2 ~~10,40~~ | Lon<br>Syd | *i*† | CL<br>S6,38<br>P11,38 | 1934<br>10mo<br>*Lloyd's* | Harland& Wolff,Ld Belfast<br>*s A & CP*<br>*4 after* | ShawSavill& AlbionCo.Ld.<br>*B Hs in upper 'tween dks dispensed with*<br>*Cell D B* 431′ 2438 *t* | 516·2 \| 70·4 \| 32·4<br>535·5 (O.L.) 40·7<br>B196′ F65′ FK<br>*FPT* 122 *t A P T* 171 *t* | S'thamptn<br>British<br>*8 B Hpt Cem*<br>(3 „ *to U dk*<br>5 „ *2nd* „) | Oil Engines 4S.C.SA<br>20Cy.29½″–59½″ 1631NHP<br>2DB *100lb*<br>Harland& Wolff,Ld.Bel. | 43 ″ 4<br>*s* 12 ″ 11½<br>30 ″ 7½ | |
| 86007<br>151510<br>ZMCP | **Waipiata**<br>*ss* Auk. No. 3–11, 38<br>*Mchy. Aft* 2 *Dks* (*Stl*) | | 2826<br>2539<br>1603 | ✠100A1<br>11,39<br>BS11,39 ✠LMC11,38<br>*Fitted for oil fuel* 11,30 | Auk | *u* | CL<br>11,37<br>*F.P. a* | 1926<br>8mo<br>*Lloyd's* | Napier& Miller,Ld. Glasgow<br>*s A & CP*<br>*above 1* 50° F. | UnionS.S.Co.of NewZealand,Ld.<br>*Cell D B u E & B* 49 *f* 215′ 762 *t* | 315·6 \| 45·1 \| 22·8<br>P93′ B26′ F29′ FK<br>*FPT* 130 *t A P T* 135 *t* | Wellingt'n<br>British<br>*5 B H Cem* | T.3Cy.24″,41″&68″–45″ (*s*)<br>200lb 417NHP<br>2SB,6*cf*, GS132, HS5800 FD<br>J.G.Kincaid&Co.Ld.Grk. | 25 ″ 4<br>*s* 4 ″ 1½<br>21 ″ 4½ | |
| 86008<br>217492<br>KELK | **Waipio** (*ex* Golden Kauri–39, *ex* West Elcajon)<br>D.F. *Fitted for oil fuel*<br>2 *Dks* | | 5545<br>—<br>3438 | | | | | 1919 | Skinner& Eddy Corp. Seattle, Wash | Matson Navigation Co. | 409·6 \| 54·2 \| 27·1<br>P43′ B115′ F47′ | S.Frncisco<br>Utd. States<br>*W B* | D R geared steam turbine<br>General Electric Co, Schenectady, N.Y. | | R |
| 86009<br>142917<br>ZMFL | **Waipori**<br>D.F.<br>*Ref. Mchy.* 1 *Dk*, 2*nd dk clear of*<br>*Cruiser Stern* *mchy space*<br>"*Arc form*" | | 4282<br>3690<br>2473 | ✠100A1<br>~~5,39~~ ~~12,38~~ 12,40<br>~~Syd~~ 1½<br>✠LMC10,38<br>*Fitted for oil fuel* 10,38 | Mel<br>Syd | *w*<br>1½ | CL<br>*F.P. a* | 1938<br>10mo<br>*Lloyd's* | Hawthorn, Leslie&Co.Ld Newcastle<br>*s A & CP*<br>*above 1* 50° F. | UnionS.S.Co.of NewZealand,Ld.<br>*Intermediate B H in after hold*<br>*Cell D* | 357·6 \| 55·2 \| 26·2<br>370·8 (O.L.)<br>P36′ B92′ F36′ FK<br>*dispensed with*<br>*B* 277′ 753 *t FPT* 110 *t A P T* 143 *t* | Dunedin<br>British<br>*5 B Hpt Cem*<br>*pt Asp* | T.3Cy.23″,38″&65″–45″ (*s*)<br>220lb FD 459NHP<br>3SB(Spt)9*cf*, GS142, HS6801<br>N.E.Marine Eng.Co.(1938) Ld.Nwc. | 28 ″ 6<br>*s* 4 ″ 10<br>23 ″ 10½ | |
| 86010<br>163660<br>GWWJ | **Wairangi** Twin Sc<br>*Oil Eng.*<br>*Ref. Mchy.* *ss* Lon. No. 1–38<br>GyC. D.F. 3 *Dks*, 4*th dk in No.* 3 *hold*<br>E.S.D. *Cruiser Stern*<br>*Tonnage opening closed* '39 | | 12436<br>10457<br>7647 | ✠100A1<br>*with freeboard*<br>1,411 ~~1,40~~<br>✠LMC CS9,39<br>DBS11,38 3,38<br>✠Lloyd's RMC ~~4,40~~ 11,40 | Lon<br>Wln | *i*† | CL<br>3,38 | 1935<br>2mo<br>*Lloyd's* | Harland& Wolff,Ld. Glasgow<br>*s A & CP* 4 *after* | ShawSavill& AlbionCo.Ld.<br>*B Hs in upper 'tween Duct keel in way of No.* 3 *hold*<br>*Cell D B* 431′ 2413 *t* | 516·3 \| 70·4 \| 40·8<br>535·3 (O.L.) 32·4<br>B196′ F65′ FK<br>*dks dispensed with*<br>*FPT* 122 *t A P T* 171 *t* | S'thamptn<br>British<br>*8 B Hpt Cem*<br>(3 *B H to U dk*<br>5 „ *2nd* „) | Oil Engines 4S.C.SA<br>20Cy.29½″–59½″ 1631NHP<br>2DB *100lb*<br>Harland& Wolff,Ld.Gls. | 43 ″ 5<br>*s* 12 ″ 11½<br>30 ″ 8 | |
| 86011<br>133274 | **Wairua** (P) Wood Twin Sc Ctr<br>2 *Dks* | | 352<br>266<br>220 | | | | | 1913 | G.T.Niccol Auckland | Kaipara S.S.Co.Ld. | 139·5 \| 23·0 \| 12·7 | Auklnd NZ<br>British | T.6Cy.8½″,13½″&21½″–16″<br>44RHP<br>Ross&Duncan,Glasgow | | |
| 86012<br>132926<br>GNXR | **Wairuna** (*ex* Polescar, *ex* Gibraltar, *ex* Schneefels)<br>*Ref. Mchy.* *ss* Wln. 2nd No. 3–3, 40<br>2 *Dks* (*Stl–U* teak *s*) | | 5832<br>5478<br>3642 | ✠100A1<br>12,10 ~~3,40~~<br>✠LMC3,40<br>*Carrying oil fuel* F. P. | Wln<br>Syd | *a*†<br>*above* | CL<br>3,38 | 1914<br>1mo<br>*Lloyd's* | Flensburg Schiffsb.Ges. Flensburg<br>*s A & CP*<br>*Cell D B* | UnionS.S.Co.of NewZealand,Ld.<br>1 *B H in fore hold dispensed with*<br>*a* 140′ *u E & B* 23′ *f* 187′ 1348 *t FPT* 60 *t A P T* 62 *t* | 420·0 \| 56·2 \| 29·6<br>437·7 (O.L.)<br>P60′ B126′ F54′ FK<br>*Cem*<br>*6 B H only*<br>*50° F. in DB* | London<br>British<br>*6 B H Cem*<br>*6 B H only* | T.3Cy.28¾″,47¼″&78″–54″ (*s*)<br>185lb FD 530NHP<br>3SB *9cf*, GS148, HS6956<br>FlensburgerSchiffsb.Ges. | 32 ″ 4<br>*s* 6 ″ 4½<br>26 ″ 1½ | |
| 86013<br>142913<br>ZMLR | **Waitaki**<br>*ss* Wln. No. 1–38<br>*Ref. Mchy.* 2 *Dks* | | 2212<br>1823<br>1098 | ✠100A1<br>~~4,40~~ ~~11,39~~ 5,41<br>~~BS4,40~~ BS5,41<br>✠LMC4,38<br>*Fitted for oil fuel* 4,34 | Mel<br>Ddn | *s*<br>1⅝ | CL<br>~~4,37~~<br>4,40<br>*F.P. a* | 1934<br>4mo<br>*Lloyd's* | A.Stephen &Sons,Ld. Glasgow<br>*s A & CP*<br>*above 1* 50° F. | UnionS.S.Co.of NewZealand,Ld.<br>*Cell D* | 270·5 \| 42·7 \| 20·8<br>281·3 (O.L.)<br>P27′ B95′ F25′ FK<br>*B* 223′ 456 *t FPT* 130 *t A P T* 58 *t* | Dunedin<br>British<br>*4 B Hpt Cem* | T.3Cy.21″,34″&56″–39″ (*s*)<br>200lb 353NHP<br>2SB,6*cf*, GS124, HS5705 FD<br>A.Stephen&Sons,Ld.Gls. | 23 ″ 0<br>*s* 2 ″ 10½<br>20 ″ 3½ | |
| 86014<br>163658<br>GWTZ | **Waiwera** Twin Sc<br>*Oil Eng.*<br>*ss* Gls. No. 1–38<br>*Ref. Mchy.* 3 *Dks*<br>D.F. E.S.D. GyC. 4*th dk in No.* 3 *hold*<br>*Cruiser Stern*<br>*Tonnage opening closed* '39 | | 12435<br>10453<br>7650 | ✠100A1<br>*with freeboard*<br>~~5,40~~ ~~12,39~~ 3,41<br>✠LMC CS7,39<br>DBS5,41 5,40<br>✠Lloyd's RMC ~~4,40~~ ~~7,40~~ 5,41 | Lon<br>~~Lth~~ Wln | *i*†<br>— | CL<br>~~11,37~~<br>3,41 | 1934<br>8mo<br>*Lloyd's* | Harland& Wolff,Ld. Belfast<br>*s A & CP* | ShawSavill& AlbionCo.Ld.<br>*Upper 'tween dk B Hs except Coll B H dispensed with*<br>*Cell D B* 431′ 2438 *t* | 516·2 \| 70·4 \| 32·4<br>535·5 (O.L.) 40·7<br>B196′ F65′ FK<br>*FPT* 122 *t A P T* 171 *t* | S'thamptn<br>British<br>*8 B Hpt Cem*<br>(*Coll to Wdk*<br>7 „ *2nd*„) | Oil Engines 4S.C.SA<br>20Cy.29½″–59½″<br>2DB *100lb* 1631NHP<br>Harland& Wolff,Ld.Bel. | 43 ″ 4<br>*s* 12 ″ 11½<br>30 ″ 7½ | |
| 86015<br>32643<br>JUAD | **Waka Maru** (*ex* Emperor of Fredericton, *ex* Canadian Sower)<br>*ss* Tto. No. 1–24<br>1 *Dk* | | 2036<br>1797<br>1157 | ✠ ...<br>6,27<br>✠ | | | | 1919<br>11mo | Pt.Arthur S.B.Co. Port Arthur, Ont. | TowaKisenK.K. | 251·3 \| 43·9 \| 20·3<br>P26′ B64′ F25′ FK | Amagasaki<br>Japanese<br>*W B* | T.3Cy.20″,33″&54″–40″<br>257NHP<br>PortArthurS.B.Co. | 23 ″ 0 | C<br>† |
| 86016<br>7833<br>JOTB | **Wakamatu Maru**<br>(*ex* Wakamatsu Maru–38)<br>*ss* Nag. No. 3–3, 12<br>*ss* Kob. No. 2–21<br>1 *Dk 2 tr B & W b frames* | | 2723<br>2539<br>1659 | ✠ ...<br>8,24<br>✠ | | | | 1902<br>5mo | Mitsu Bishi Dkyd&EWks Nagasaki | SyowaKigyoGosi Kaisya | 326·0 \| 41·3 \| 22·2<br>P16′ F31′ FK | Tokyo<br>Japanese<br>*W B* | Q.4Cy.20½″,29″,42″&60″–45″<br>278NHP<br>MitsuBishi D&E.Wks.Nag | 25 ″ 1 | |
| 86017<br>42609<br>JJXL | **Wakamiya Maru**<br>*Oil Eng.*<br>*Mchy. Aft* | | 548<br>—<br>410 | | | | | 1937 | Yendo Iron Works, Osaka | IwaiMiyawaki MantaroKenzo | 145·0 \| 25·6 \| 13·1 | Osaka<br>Japanese | Oil Engines 4S.C.SA<br>6Cy.11½″–17½″ 79NHP<br>HanshinIronWorks,Kobe | | |
| 86018<br>1334<br>JAGC | **Wakanoura Maru** Iron<br>(*ex* Ching-Wo) *ss* Kob. No. 3–4, 98<br>*ss* Yka. No. 2–06<br>2 *Dks* (*Irn–Uws*) 3 *tr B* | | 2408<br>2205<br>1504 | ✠<br>1,07<br>✠ | Kob | *u* | | 1885<br>3mo | R.Dixon& Co. Middlesbro' | NipponSuisanK.K. | 320·0 \| 38·0 \| 25·7<br>P24′ B60′ F41′ BK10″<br>*D B a* 88′ *d u* | Hutyu<br>Japanese<br>*6 B H Cem* | T.3Cy.26″,42″&66″–42″<br>282NHP<br>2DB.8*f*, GS160<br>*E & B* 46′ 236 *t* T.Richardson&Sons,Hpl. | 27 ″ 0 | |
| 86019<br>44790<br>JMDM | **Wakatake Maru**<br>*Mchy. Aft* 1 *Dk* | | 1920<br>—<br>1075 | | | | | 1938 | Kawaminami Kogyo K.K. Nagasaki | NipponYusenK.K. | 271·7 \| 40·0 \| 20·3<br>P87′ F29′ | Tokyo<br>Japanese<br>*W B* | T.3Cy.18″,30″&50″–36″<br>150NHP<br>KawaminamiKogyoKK<br>Nag. | | |
| 86020<br>2969<br>SHCE | **Walborg** (*ex* Solvik, *ex* Gunhild)<br>*ss* Got. No. 1–39 *ss* Got. 3rd No. 3–5, 35<br>*Well deck* 1 *Dk* (*pt Irn & pt Stl*) 2 *tr B*<br>*Cargo battens not fitted* | | *1483*<br>*1183*<br>*872* | ✠100A1<br>~~3,39~~ ~~4,38~~ 3,41<br>✠LMC<br>MS6,39 BS~~5,39~~ 4,41 | Got | *p* | OG<br>5,39 | 1896<br>11mo | R.Craggs& Sons Middlesbro' | RederiA/B Nordic (F.H.Andersson, *Mgr.*)<br>A&CP | 255·0 \| 37·0 \| 15·4<br>Q94′ B68′ F28′ FK<br>*E* 100′ *f* 94′ 308 *t FPT* | Oscrsamn<br>Swedish<br>*4 B H Cem*<br>*22 t A P T* 25 *t* | T.3Cy.19″,31½″&52″–36″ (*s*)<br>160lb 173NHP<br>2SB,6*cf*, GS90, HS2760<br>Sir C.Furness, Westgarth& Co.Ld.Mdb. | 17 ″ 9<br>*s* 1 ″ 7<br>16 ″ 4 | |
| 86021<br>145649<br>GBSF | **Waldinge** (*ex* Uskport–40)<br>*ss* Shl. No 3–11, 37<br>1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | | 2462<br>2264<br>1490 | ✠100A1<br>~~1,40~~ ~~12,39~~ 6,41<br>~~New~~ Bry<br>✠LMC<br>MS11,37 BS~~5,39~~ 6,40 | Lth | *t* | CL<br>~~5,38~~<br>9,40 | 1925<br>4mo<br>*Lloyd's* | Burntisland S.B.Co.Ld. Burntisland<br>*s A & CP* | Constants(South Wales)Ld.(H. Constant, *Mgr.*)<br>*Cell D Ba* 89′ *u E* | 298·5 \| 44·0 \| 21·2<br>P23′ B79′ F26′ FK<br>18′ *f* 125′ 663 *t FPT* | Newport<br>British<br>*5 B Hpt Cem*<br>122 *t A P T* 94 *t* | T.3Cy.22″,36″&60″–39″ (*s*)<br>180lb *70lb* 259NHP<br>2SB,6*cf*, GS115, HS4200<br>D.Rowan&Co.Ld.Glasgow | 23 ″ 6<br>*s* 3 ″ 5½<br>20 ″ 2½ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned to Hull, Machy. Equipment. Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of T. & Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86022<br>DIEQ | **Waldtraut Horn** Ⓟ<br>(*ex*PresidenteGomez–36)<br>D.F. | 3995<br>3333<br>2397 | ✠ ...<br>3,41 | Osa | *z* | CL<br>N11,39 | 1928 | F.Schichau<br>Elbing | H.C.Horn | 314·0 \| 48·7 \| 27·7<br>F37′ | Hamburg<br>German<br>*WB* | Oil Engines 2S.C.SA<br>5Cy.26¾″–47¼″ 622NHP<br>F.Schichau,Elbing | | G |
| 86023<br>PIMD | **Walenburgh**<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>Wireless *Cruiser Stern* | 496<br>407<br>251 | | | | | 1938 | N.V.E.J.<br>Smit&Zoon<br>Scheepsw.<br>Westerbroek | Wm.H.Müller&Co.<br>N.V. | 166·9 \| 29·2 \| 11·4<br>P&B96′F23′ | Rottrdam<br>Dutch<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.14 5/16″–22 13/16″ 123NHP<br>Humboldt-Deutzmotoren<br>A.G.Köln-Deutz | | V |
| 86024<br>28527<br>JAWA | **Wales Maru**<br>*ss*Kob.No.3–12,33<br>*ss*Kob.No.1–37<br>2*Dks*(*Stl*)&*Awng dk*(*Stl*) | 6586<br>6157<br>4038 | ✠ ~~3,41~~<br>*Awng dk*<br>*with freeboard*<br>*Fitted for oil* | Osa<br>~~MC10,38~~<br>*fuel* 12,21 | *z*<br>*F.P. a* | CL<br>N11,39<br>*bove* 1 | 1921<br>12mo | Kawasaki<br>Dkyd.Co.Ld<br>Kobe<br>A&CP<br>50° F. | Kawasaki<br>KisenK.K.<br>*Cell DB* 342′1234*t* | 405·0 \| 53·0 \| 37·0<br>F33′*on Awng dk* FK<br>*DT a* 35′808*t* *Coll*<br>*FPT* 104*t APT* 36*t* | Kobe<br>Japanese<br>*pt Cem*<br>*BH to A dk*<br>5 „ „ *U* „ | T.3Cy.28″,46½″&78″–54″ (*s*)<br>200lb HS7800 578NHP<br>3SB(Spt),*9cf*,GS190, FD<br>KawasakiDockyardCo.Ld. | 37 ″ 0<br>~~9 ″ 9½~~<br>~~28 ″ 0~~ | |
| 86025<br>DONH | **Walküre** (*ex*Lisa–36,<br>*ex*Gonzenheim–33,*ex*CornishPoint,<br>*ex*BlandHall) D.F. 1*Dk*&*Shelter dk* | 4251<br>4000<br>2642 | | | | | 1914 | W Doxford<br>&Sons,Ld.<br>Sunderland | H.Vogemann | 388·4 \| 51·9 \| 23·5<br>*Cell DB* 105′1 | Hamburg<br>German<br>*WB* | T.3Cy.25″,42½″&70″–48″<br>339NHP<br>W.Doxford&Sons,Ld.Sld. | | G |
| 86026<br>236820<br>WPKQ | **Wallace E. Pratt**<br>1*Dk*, 2*nd dk clear of cargo tanks*<br>D.F. E.S.D. GyC. *Cruiser Stern*<br>*Longitudinal framing–bracketless system*<br>*Mchy.Aft* *pt electrically welded* | 7991<br>—<br>4774 | 100A1<br>~~5,40 11,39~~ 12,40 ~~Gal~~<br>~~BS11,38~~ LMC10,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1 0,3 7 *F.P. above*<br>BS12,40 | NYk | CL<br>12,40 | 1937<br>10mo | SunS.B.&<br>DryDockCo.<br>Chester,Pa. | StandardOilCo.of<br>NewJersey<br>150°F.<br>*Cell DBuE* 69′102*t DTf* 26′738*t* | 444·1 \| 65·3 \| 35·1<br>462·3(O.L.)<br>P93′B35′F40′ FK<br>*FPT* 351*t APT* 152*t* | Wilmgton<br>(Del.)<br>Utd.States<br>14*BH* | 2 steam turbines DR geared<br>to 1 screw shaft 852NHP<br>475lb (*s*) FD<br>2WTB(Spt475lb),HS7192<br>WestinghouseElec.&Mfg.<br>Co.Phl | 35 ″ 0 | |
| 86027<br>162336<br>MPYV | **Wallace Rose**<br>*ss*Bly.No.2–39<br>1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted*<br>*Mchy.Aft* | 632<br>428<br>277 | ✠ 100A1<br>3,40<br>~~BS7,42~~ LMC3,39<br>7,42 | Lon | *i* | CL<br>3,40 | 1931<br>1mo | NVSchpsw<br>"deMerwede"<br>v/h vanVliet<br>&Co.<br>Hardinxveld<br>*Lloyd's* *SA&CP* | RichardHughes&<br>Co.(Liverpool),Ld.<br>*Cell DB* 105′1 | 175·3 \| 27·1 \| 11·1<br>Q101′B11′F25′ FK<br>44*t FPT* 54*t APT* 4*t* | Liverpool<br>British<br>3*BHCem* | T.3Cy.13″,21½″&35″–27″ (*s*)<br>180lb 88RHP<br>1SB,3*cf*,GS54,HS1615<br>D&W.Hendersn&CoLdGls | 13 ″ 0<br>*s* 3 *n* 10½<br>12 ″ 9 | |
| 86028<br>136403<br>VJZX | **Wallarah** 3Mst<br>*ss*Syd.2ndNo.3–5,39<br>*Well deck*<br>*Mchy.Aft* Wireless 1*Dk*(*Irn*)<br>*Cargo battens not fitted* | 815<br>580<br>375 | ✠ 100A1<br>8,40 ~~5,38~~<br>LMC<br>MS5,39 ~~BS7,38~~<br>8,40 | Syd | *k* | CL<br>4,39 | 1914<br>12mo | ClydeSB.&<br>Eng.Co.Ld.<br>Pt.Glasgow<br>*Lloyd's* *SA&CP* | WallarahCoalCo.<br>Ld.<br>*Cell DB uE&B* | 196·5 \| 29·7 \| 12·5<br>*31·4*<br>205·7(O.L.)<br>Q103′B11′F37′<br>FK&BK1½″<br>40′*f* 114′210*t FPT* 72*t APT* 9*t* | Sydny NSW<br>British<br>3*BHCem* | T.3Cy.16″,26″&43″–33″ (*s*)<br>180lb 93RHP<br>2SB,4*cf*,GS77,HS2514<br>ClydeS.B.&E.Co.Ld.P.Gl. | 14 ″ 9<br>*s* 4 ″ 5<br>14 ″ 3½ | |
| 86029<br>Now "Limoges," *see No. 88306 in Supplement* | **Wallingford**<br>*Fitted for oil fuel*<br>D.F. *Mchy.Aft* 1*Dk* | 2256<br>—<br>1229 | | | | | 1919 | LongBeach<br>S.B.Co.<br>LongBeach,<br>Cal. | | 244·0 \| 42·0 \| 26·0 | | T.3Cy 18,″30″&44 5/16″–30″<br>105NHP<br>UnionIronWorks,S.Fo. | | R |
| 86030<br>6179<br>SHCR | **Wallonia**<br>*ss*Got.No.3–5,31<br>*ss*Got.No.2–39<br>1*Dk*(*Stl*) | 1435<br>1135<br>811 | ✠ 100A1<br>6,39<br>BS9,40 LMC6,39 | Got | *p* | OG<br>11,37 | 1919<br>10mo | Kockums<br>M.V.Aktieb.<br>Malmö<br>A&CP | FörnyadeÅngf.<br>Aktieb.Götha<br>(H.Sternhagen,<br>*Mgr.*) *Cell* | 231·7 \| 37·7 \| 16·4<br>245·5(O.L.)<br>P17′B63′F25′ FK<br>*DB* 196′364*t FPT* | Gothenbrg<br>Swedish<br>4*BHCem*<br>44*t APT* 59*t* | T.3Cy.18½″,28¾″&48½″–31½″<br>185lb (*s*) 160NHP<br>2SB,4*cf*,GS56,HS2114 FD<br>KockumsM.V.Akt.Malmö | 18 ″ 7<br>*s* 1 ″ 7½<br>17 ″ 2 | |
| 86031<br>127996<br>MDBK | **Wallroy** (*ex*Whiterock–36,<br>*ex*Balniel II)<br>*Mchy.Aft*<br>Wireless | 628<br>438<br>253 | ✠ —<br>2.35 | Bel | *j* | | 1909<br>8mo | Dublin<br>DockyardCo.<br>Dublin | J.Campbell<br>*Cell* | 185·0 \| 27·8 \| 11·3<br>Q101′B7′F30′<br>BK6″<br>*DB f* 103′179*t FPT* | Irvine<br>British<br>3*BHCem*<br>55*t APT* 3*t* | C.2Cy.19½″&46″–30″<br>83RHP<br>1SB,4*cf*,GS68,HS2465<br>McColl&Co.Ld.Belfast | 13 ″ 8 | C<br>† |
| 86032<br>161605<br>GZYL | **Wallsend**<br>D.F. 1*Dk*<br>*Cargo battens not fitted* *Cruiser Stern* | 3157<br>2713<br>1839 | ✠ 100A1<br>6,41 ~~5,40~~<br>LMC6,37 | Cff<br>Nwc | *v*<br>1¾ | CL<br>6,38 | 1937<br>6mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>*Lloyd's* *SA&CP* | BurnettS.S.Co.Ld.<br>*Cell D* | 343·3 \| 48·0 \| 20·9<br>356·9(O.L.)<br>P35′B78′F28′ FK<br>*B* 287′979*t FPT* 89*t* | Newcastle<br>British<br>5*BHCem*<br>*APT* 215*t* | T.3Cy.20″,34″&57″–39″ (*s*)<br>220lb FD 275NHP<br>2SB(Spt),6*cf*,GS85,HS3686<br>GeorgeClark(1936),Ld.Sld | 24 ″ 0<br>*s* 3 *n* 10<br>20 ″ 4½ | |
| 86033<br>165337<br>GZDF | **Walmer Castle**<br>*Oil Eng.*<br>Wireless D.F. 1*Dk*&*Shelter dk*<br>*Cruiser Stern* | 906<br>681<br>350 | ✠ 100A1<br>*with freeboard*<br>4,41 ~~8,39~~ LMC11,36 | Sou<br>Lth | *p* | CL<br>4,39 | 1936<br>11mo | Harland&<br>Wolff,Ld.<br>Belfast<br>*Lloyd's* *SA&CP* | Union-CastleMail<br>S.S.Co.Ld.<br>*Cell DB* 177′25 | 236·2 \| 39·3 \| 12·5<br>*40·3*<br>FK<br>B56′F31′ (<br>4*t FPT* 12*t APT* 13*t* | London<br>British<br>6*BHCem*<br>(*Coll to Sh dk*<br>5 „ 2*nd* „) | Oil Engines 2S.C.SA<br>8Cy.19 1/16″–35 7/16″ 539NHP<br>Harland&Wolff,Ld.Bel. | 14 ″ 6<br>*s* ″ 2<br>14 ″ 5 | |
| 86034<br>127473<br>MDFW | **Walnut** 3Mst<br>*ss*Bwg.2ndNo.3–6,34<br>*ss*Bel.No.1–38<br>*Well deck* 1*Dk*(*Irn*)<br>*Mchy.Aft* *Cargo battens not fitted* | 340<br>247<br>125 | ✠ 100A1<br>6,38<br>~~BS6,39~~ LMC6,38<br>7,40 | Bel | *f* | CL<br>4,38 | 1910<br>3mo | J Fullerton<br>&Co.<br>Paisley<br>*Lloyd's* *SA&CP* | FrontierTownS.S.<br>Co.Ld.(J.Fisher&<br>Sons,Ld.*Mgrs.*) | 142·6 \| 23·6 \| 10·4<br>Q80′B7′F25′ BK6″ | Newry<br>British<br>3*BHCem*<br>*FPT* 45*t* | C.2Cy.15½″&34¾″–24″ (*s*)<br>130lb 50RHP<br>1SB,2*pf*,GS39,HS1280<br>Fishers,Ld.Paisley | 11 ″ 4<br>*s* 4 ″ 0<br>11 ″ 6½ | |
| 86035<br>216218<br>KJIE | **Walter A. Luckenbach** TwinSc<br>*ss*Bos.No.3–7,30<br>GyC. *ss*Sea.No.2–37<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>D.F. *Cruiser Stern* | ~~6006~~<br>~~5477~~<br>~~5757~~<br>6024<br>—<br>3739 | ✠ 100A1<br>*Shelter dk*<br>*with freeboard*<br>~~11,402,40~~<br>MS7,37<br>*Fitted for oil fuel* 6,18 | Sea<br>SFc<br>BS11,40<br>LMC<br>~~BS11,39~~ | *b*†<br>~~12,37~~<br>PN5,40<br>S11,40<br>*F.P. a* | CL<br>6mo<br>*bove* 1 | 1918<br>6mo | Seattle<br>Const&DDCo<br>Seattle,Wsh.<br>A&CP<br>50° F. | LuckenbachS.S.<br>Co.Inc.<br>*Cell DB* 3<br>84′1626*t Sidetanks*<br>84′376*t* | 446·5 \| 56·1 \| 28·0<br>37·7<br>FK<br>*in No.* 5 *&* 6 *holds*<br>*'tween dk tanks in*<br>*E& B spaces* | NewYork<br>Utd.States<br>10*BHpt Cem*<br>(*Coll to Shdk*<br>9 „ 2*nd*,„)<br>36′285*t FPT* 225*t APT* 145*t* | 4 SteamTurbinesSRgeared<br>to 2 Sc. Shafts(*s*) 1200NHP<br>4WTB(Spt)225lb FD<br>HS16560<br>SeattleConst.&D.D.Co. | 31 ″ 2<br>*s* 4 ″ 5½<br>27 ″ 0½ | |
| 86036<br>147790 | **Walter B. Reynolds**<br>1*Dk* | 1905<br>1613<br>1123 | | | | | 1927 | Smith's<br>DockCo.Ld<br>Middlesbro' | HallCorporation<br>ofCanada | 252·6 \| 43·4 \| 17·8 | Montreal<br>British<br>*WB* | T.3Cy.15″,25″&40″–33″<br>138NHP<br>Smith'sDockCo.Ld. | | C |
| 86037<br>SWBG<br>Now "Mount Xyllene," *see No. 89051 in Supplement* | **Walter D. Munson**<br>*ss*Mob.No.3–10,35<br>2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 3703<br>3508<br>2238 | ✠ 100A1<br>2,38<br>BS4,39 LMC10,35 | NYk | *w* | CL<br>5,37 | 1917<br>10mo | Bethlehem<br>SteelCo.<br>Sparro'Pt Md.<br>A&CP<br>150° F. | Rethymnis&Kulukundis(Hellas)<br>S.A.&others<br>*Cell D* | 368·2 \| 48·3 \| 24·7<br>P52′B103′F41′ FK<br>*hold dispensed with*<br>B311′834*t FPT* 63*t*<br>*APT* 21*t* | Piræus<br>Greek<br>*Cem*<br>5*BH to U dk*<br>1 „ „ 2*nd* „ | T.3Cy.24″,41″&68″–48″ (*s*)<br>200lb 486NHP<br>3SB,9*cf*,GS169,HS7237 FD<br>BethlehemStl.Co.Sparr'Pt<br>*only* | 27 ″ 4 | |
| 86038<br>213479<br>WJCY | **Walter D. Noyes**<br>*ss*Bos.No.3–10,27<br>*Mchy.Aft* D.F. 1*Dk* | 4387<br>3933<br>3114 | ✠ ...<br>7,31 | | | | 1915<br>7mo | NwprtNws<br>S.B.&D.D.Co.<br>Newprt News | KoppersCoalCo.<br>(MysticS.S.Co.<br>*Mgrs.*) | 354·2 \| 49·0 \| 27·4<br>P94′B19′F31′<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.23″,37 5/16″&66″–45″<br>365NHP<br>NewportNewsSB&D.D.Co. | 30 ″ 0 | R<br>† |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenance expire. Lettre d'Equilibrement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 9 Construit. Quand. — Navire. — Mach. / Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Longitude en pds. et en dessous de Lloyd's Tonnage. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 86039 | **Walter Jennings** TwinSc | 9564 | ✠100A1 Gal f† | CL | 1921 | FederalS.B | StandardOilCo. | 499·2 68·1 38·9 | Wilmgton | T.3Cy.20½",35'&60"–42" (s) | 38 ft 10 |
| 221083 | ssN.Yk.No.3–7,33 | 7827 | Shelter dk | | 3mo | Co. | ofNewJersey | | (Del.) | 210lb 676NHP | s10 ft 3 |
| KDPL | ssGal.No.1–37 | 5978 | with freeboard | PN1,39 | | Kearny,N.J. | | FK | Utd.States | 3SB,12cf, HS9618 FD | 28 ft 11 |
| | GyC. 2Dks(Stl)&Shelter dk | | 7,41 4,39 ✠LMC | 62,41 | | A&CP | | | pt Asppt Cem | FederalS.B.Co.Kearny | |
| | Mchy.Aft (Stl)&Web frames | | MS9,37 BS7,39 7,40 | | | CellDBuE&f | 68'199tDTf54'646t | FPT258tAPT142t | 19BH | | |
| | D.F. Longitudinal framing | | Carrying Petroleum in bulk | | | | | | (4 to Sh dk | | |
| | | | Fitted for oil fuel 3,21 | | | F.P. above 150° F. | | | 11 „ U „ | | |
| | | | | | | | | | 4 „ 2nd „) | | |
| 86040 | **Walter L.–M. Russ** | 1538 | | | 1927 | Akt.Ges. | Ernst.Russ | 246·9 40·1 15·5 | Hamburg | T3Cy19⅛"31½"&51⅛"–35⅞" | G |
| | CruiserStern | 1235 | | | | "Neptun" | | P15'Q73'B61'F28' | German | 156NHP | |
| DHZG | Wireless Sub.Sig. 1Dk | 890 | | | | Rostock | | WB | A.G."Neptun,"Rostock | | |
| 86041 | **Walter Rau** TwinSc | 13752 | | | 1937 | Deutsche | WalterRau | 549·8 74·4 33·5 | Bremen | C.8Cy.22½"&47½"–47½" | G |
| | D.F. E.S.D. (Whale oil Factory) | 10395 | | | | WerftAG Bet | NeusserOelwerke | P118'uprB36' | German | 213lb 1079NHP | |
| DOTP | GyC. Fitted for oil fuel 2Dks | 7145 | | | | Finkenwrdr | A.G. | lwrB39'F118' | WB | HS16792 | |
| | Ref.Mchy. Mchy.Aft CruiserStern | | | | | Hamburg | | | | DeutscheWerftA.G.Bet. | |
| | CarryingPetroleum in bulk | | | | | | | | | Reiherstiegwerft,Ham. | |
| 86042 | **Wameru** (exPorthia,exPolaria) | 4076 | ✠ ... | | 1919 | Flensburgr | Woermann-Linie | 383·4 52·9 20·7 | Hamburg | T.3Cy.28½",46⅛"&76"–48" | G |
| | ssShl.No.3–4,21 | 3633 | 9,27 | | | Schiffsb.Ges. | A.G. | | German | 527NHP | † |
| DHZI | ssCff.No.1–26 | 2523 | | | | Flensburg | | FK | WB | FlensburgerSchiffsb.Ges. | |
| | 1Dk&Shelter dk2nd dk in forehold | | | | | | | | | | |
| 86043 | **Wan Hsiang** (exHaiFoong, | 1883 | ✠ ... | | 1903 | Sunderlnd | SanPehS.N.Co.Ld. | 260·0 36·6 12·4 | Shanghai | T.3Cy.19",31"&51"–36" | 22 ft 2 |
| | exTungus) ssH.Kg.No.3–3,15 | — | 8,23 | | 3mo | S.B.Co.Ld | | P24'B69'F27' | Chinese | 170NHP | |
| XNBV | ssN.Yk.No.1–20 | 1162 | ✠ | | | Sunderland | | 19·9 FK | WB | N.E.MarineEng.CoLd.Sld | |
| | 1Dk&Spar dk&deep framing | | | | | | | | | | |
| 86044 | **Wan-Tsai** | 1092 | | | 1910 | Schiffsw.v. | DingYaoDung | 224·2 35·7 12·5 | Chefoo | C.2Cy.19¼"&36"–25½" | |
| | (exBalguerieStuttenberg-37,exJeanne | — | | | | HenryKoch | (Fujii&Co.Mgrs.) | P11'Q62'B53'F29' | Chinese | 55NHP | |
| | Schiaffino,exSarneio,exElbe) 1Dk | 651 | | | | Lübeck | | WB | OttensenerMsch.Fab.Alt. | | |
| 86044° | **Wan Yuan** (P) TwinSc | 674 | | | 1939 | Shanghai | TaikooChinese | 157·1 29·6 8·8 | HongKong | T.6Cy.12¼",18"&29"–16" | |
| 172955 | | 269 | | | | DockyardsLd | Nav.Co.Ld. | | British | 34NHP | |
| | 2Dks | 333 | | | | Shanghai | | | | ShanghaiDockyards,Ld. | |
| 86045 | **Wanaka** | 2259 | ✠100A1 Syd s | CL | 1938 | A.Stephen | UnionS.S.Co.of | 277·6 45·2 18·3 | SydnyNSW | Oil Engines 2S.C.SA | 21 ft 6 |
| 171226 | OilEng. | 1784 | 1,41 4,40 | | 2mo | &Sons,Ld. | NewZealand,Ld. | 287·7(O.L.) | British | 6Cy.23½"–40½" 583NHP | s2 ft 0½ |
| VLKF | 1Dk,2nd dk fwd of mchy.space | 1113 | ✠LMC2,38 | | | Glasgow | | P&B154'F37' FK | 4BHAsp | | 19 ft 7½ |
| | CruiserStern | | | | Lloyd's | A&CP | CellD | B224'418t FPT43t | APT28t | SulzerBros,Ld.Winterthur | |
| 86046 | **Wanda** | 1902 | ✠100A1 Hfs r | OG | 1897 | Helsingörs | A/B BalticLloyd | 289·5 40·5 18·0 | Helsingfrs | T.3Cy.20",31"&53"–36" (s) | 20 ft 7 |
| | (exSkanderborg–33) | 1697 | 6,37 ✠LMC | 5,38 | 4mo | Jernsk&Msk. | Line,Ld.O.Y.(H. | 280·1 | Finnish | 175lb 187NHP | s 3 ft 1½ |
| OHHQ | D.F. ssHfs.3rdNo.3–11,34 | 1049 | MS2,39 BS9,40 | | | Elsinore | Janhonen,Mgr.) | Q16'B68'F34' FK | 4BHCem | 2SB,4rf,GS68,HS2984 | 17 ft 8 |
| | 1Dk(Stl)&deep framing | | No later survey reported | | | A&CP | CellDBa88'uE&f | B36'f110'530tFPT | 46tAPT34t | HelsingörsJernsk.&Mskb. | |
| 86047 | **Wandana** (P) | 974 | ✠ ... | | 1913 | Mackie& | JohnBurke,Ld. | 205·7 32·6 11·8 | Brisbane | T.3Cy.17",28"&45"–33" | 12 ft 6 |
| 122745 | Ref.Mchy. | 543 | 7,15 | | 2mo | Thomson,Ld. | | Q85'B45'F26' | British | 156NHP | |
| VJPT | Well deck Wireless 1Dk | 531 | ✠ | | | Glasgow | | FK&BK1¼" | WB | Muir&Houston,Ld.Gls. | |
| 86048 | **Wandby** | 4947 | | | 1940 | SirJ.Laing | SirR.Ropner&Co., | 422·3 58·8 25·7 | W.Hartlpl | Oil Engines 4S.C.SA | |
| 160784 | 1Dk&Shelter dk Oil Eng. | 4117 | | | | &Sons,Ld. | Ltd. Ropner | 418·0 25·8 | British | 7Cy.24½"–51⅛" 415NHP | |
| GSBX | D.F. E.S.D. CruiserStern 2Dks | 2822 | | | | Sunderland | ShippingCo.Ld. | | WB | J.G.Kincaid&Co.Ld.Grk. | |
| 86049 | **Wanderer** | 5079 | ✠100A1 Lon y | CL | 1925 | C.Connell | CharenteS.S.Co.Ld | 395·5 52·5 28·0 | Liverpool | T.3Cy.26",43"&73"–48" (r) | 30 ft 6 |
| 147294 | ssLiv.No 3–4,38 | 4720 | 8,40 4,39 | | 2mo | &Co.Ld. | (T.&J.Harrison, | 409·2(O.L.) | British | 200lb 120lb 464NHP | s 5 ft 10½ |
| GLBM | 2Dks(Stl) | 3152 | BS12,40 ✠LMC | N10,58 | | Glasgow | Mgrs.) | P38'B128'F40' FK | Cem | 2DB(Spt),12cf,GS210, | 24 ft 10½ |
| | | | MS4,38 10,40 | | Lloyd's | A&CP | CellDB334'1122t | | 7BH to Udk | HS7706 | |
| | | | | | | | DTa30'762t | FPT70tAPT26t | 1 „ „2nd„ | D.Rowan&Co.Ld.Glasgow | |
| 86050 | **Wandia** (exClaraKunstmann, | 1377 | ✠100A1 Mmo p | CL | 1899 | Nederl. | RederiA/BWandia | 239·6 37·0 17·4 | Hlsngborg | T.3Cy.18¼",29½"&47½"–36" | 20 ft 0 |
| 7262 | exHeelsum) ssHbg.3rdNo.3–4,36 | 1251 | 8,40 4,40 | 5,37 | 5mo | Scheepsbouw | (A.J.Falkland, | 247·4(O.L.) | Swedish | 160lb (s) 156NHP | s2 ft 6½ |
| SHCU | 1Dk(Stl)&deep framing | 798 | NB8,15 ✠LMC4,46 | 8,40 | | Maats. | Mgr.) | B58'F31' FK | 4BHCem | 2SB,4pf,GS77,HS2700 | 17 ft 7½ |
| | Cargo battens not fitted | | 8,34,38 | 4,40 | | Amsterdam | CellDBa | 68'uE 18'f100'375t | APT66t | NedFab.vWerk.&Spr.Ams. | |
| | ssMmo.No.1–40 | | | | | A&CP | | | | | |
| 86051 | **Wandle** ssShl.No.2–40 | 1482 | ✠100A1 Shl p | CL | 1932 | Burntislnd | Wandsworth& | 236·0 38·0 16·5 | London | T.3Cy.16½",27½"&46"–33" | 18 ft 6 |
| 163297 | Well deck ssShl.No.1–39 | 1158 | with freeboard | 1,40 | 10mo | S.B.Co.Ld. | DistrictGasCo. | 242·7(O.L.) | British | 200lb (s) 164NHP | s 6 ft 7½ |
| MKBB | Mchy Aft 1Dk(Stl) | 796 | 12,40 4,40 ✠LMC6,40 | 9,40 | | Burntisland | | Q136'B15'F23' FK | 4BHptCem | 1SB,4cf,GS66,HS2850 | 16 ft 0½ |
| | Wireless Cargo battens not fitted | | MS7,36 10,36 | 12,40 | Lloyd's | A&CP | CellDBuE18'f152' | 628tMT70tFPT77t | APT99t | N.E.MarineEng.CoLd.Sld. | |
| | | | 6,40 | | | | | | | | |
| 86052 | **Wandrahm** | 1228 | | | 1927 | Stettiner | H.M.Gehrckens | 239·5 37·8 14·4 | Hamburg | T.3Cy.17½",28⅛"&45½"– | G |
| | | 1074 | | | | Oderwerke | | P&B187'F26' | German | 33⅞" 120NHP | |
| DHZK | Wireless D.F. 1Dk | 683 | | | | Stettin | | WB | StettinerOderwerke | | |
| 86053 | **Wandsbek** | 2388 | ✠ ... Ham u | | 1938 | MossVærft | Knöhr&Burchard | 301·6 47·8 18·4 | Hamburg | C.3Cy.(2)15¾"&39½"–31½"& | 20 ft 5 |
| | | 2053 | 1,38 | | 9mo | &Dokk,A/S | Akt. | 317·0(O.L.) | German | LP turbine withSR gearing | |
| DJXP | E.S.D. 1Dk | 1360 | | | | Moss | | P24'B183'F25' FK | 4BHAsp | &chain drive | |
| | CruiserStern | | | | | | 1 Intermediate BH | dispensed with | | 229NHP | |
| | | | | | | | CellDB248'654tFPT | 40tAPT91t | | 2SB,4cf,GS68,HS3245 | |
| | | | | | | | | | | MossVærft&Dokk,A/S | |
| 86054 | **Wanganella** (P) TwinSc | 9576 | ✠100A1 Syd e† | CL | 1932 | Harland& | HuddartParker, | 461·2 63·9 29·1 | Melbourne | Oil Engines 4S.C.SA | 34 ft 7 |
| 153940 | OilEng. | 6763 | withfreeboard | 86,38 | 11mo | Wolff,Ld. | Ld. | 474·0(O.L.) | British | 16Cy.29½"–59⅞" 1305NHP | s 10 ft 5 |
| VJPQ | ssSyd.No.1–37 | 5625 | 7,10 2,10 10,40 | P12,38 | | Belfast | | P38'B276'F53' FK | 7BHpt Cem | DB100lb | 24 ft 6½ |
| | 2Dks(Stl–Weather dk ws) | | ✠LMC GS7,37 | S4,41 | Lloyd's | A&CP | CellDB375'1311tFPT | 53tAPT201t | | Harland&Wolff,Ld.Gls. | |
| | Ref.Mchy. 3rd dk(Stl)in holds | | DBS10,39 2,38 10,39 | | | | | | | | |
| | CruiserStern | | 10,40 | | | | | | | | |
| 86055 | **Wangoni** (P) | 7848 | | | 1920 | Blohm& | WoermannLinie | 418·6 56·2 36·0 | Hamburg | 4SRGearedSteamTurbines | G |
| | Sub.Sig. Fitted for oil fuel | — | | | | Voss | A.G. | | German | | |
| DHZM | D.F. 2Dks&Shelterdk | 4526 | | | | Hamburg | | | WB | Blohm&Voss,Hamburg | |
| 86056 | **Wanhsien** TwinSc | 868 | | | 1922 | Yarrow& | TaikooChinese | 203·9 33·0 9·9 | HongKong | T.6Cy.18",26"&39½"–17½" | |
| 152981 | Fitted for oil fuel | 556 | | | | Co.Ld. | Nav.Co.Ld. | | British | 130NHP | |
| VPDP | 1Dk | 473 | | | | Glasgow | | | WB | Yarrow&Co.Ld.Glasgow | |
| 86057 | **Wanks** (exCayoMambi, | 642 | | | 1919 | N.ofIrelnd | StandardNavCorp. | 180·0 31·2 13·0 | Ceiba | T.3Cy.13",23"&37"–26" | C |
| | exBargeP.D.8) Fitted for oil fuel | — | | | | S.B.Co.Ld. | (StandardFruit& | P16'B48'F28' | Honduran | 70NHP | |
| HRBQ | Mchy.Aft 1Dk | 409 | | | | Londonderry | S.S.Co.Mgrs.) | | WB | Cooper&Greig,Ld.Dundee | |
| | | | | ebuil | (1921 | by Franco-Be | lge de Réparation | s Nav.Antwerp | | | |

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| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Late Name if any. | 3 Material, Rig, &c. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formuæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Rule of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86058<br>158022<br>VLDR | **Wanliu** (P) (*ex* I. Ping-35)<br>Wireless | TwinSc<br>1*Dk* | 781<br>368<br>451 | | | | | 1924 | Kiangnan Dk&Eng Wks Shanghai | Taikoo Chinese Nav. Co. Ltd. | 148·3 | 29·0 | 7·3 | Hong Kong British | T.6Cy.11⅞",17½"&27⅜"–16"<br>62NHP<br>Kiangnan Dk.&Eng.Wks. | | |
| 86059<br>144616<br>VLDR | **Wannon** (*ex* Gale-35, *ex* Rawlinson, *ex* Boschpolder)<br>Wireless | 1*Dk* | 567<br>394<br>287 | | | | | 1919 | N.V. Werf Voorhuit Enkhuizen | W. Holyman&Sons Proprietary, Ld. | 167·4<br>*27·9*<br>Q58'B41'F24' | 26·6 | 11·0 | Melbourne British *WB* | T.3Cy.13⅜",21⅜"&35⅞"–24"<br>DeMan& TeVeldhuys, Dordrecht 61NHP | | C |
| 86060<br>160578<br>GSLY | **Wanstead**<br>D.F. E.S.D. | *ss* Shl. No. 2–36<br>1*Dk*(*Stl*) | 5486<br>4993<br>3317 | ✠100A1<br>11,39<br>BS3,40 ✠LMC4,36 | Mtl | *z* | CL<br>11,39 | 1928<br>10mo | Caledon S.B. & E.Co.Ld. Dundee | Britain S.S.Co.Ld. (Watts, Watts&Co. Ld. *Mgrs.*)<br>*Lloyd's SA&CP* *Cell D Ba&u E156' f* | 405·8<br>420·5 (O.L.)<br>P36'B126'F39' FK<br>186'1242*t FPT* 126*t* | 54·2 | 27·9 | London British<br>*6 BHAsp*<br>*APT* 280*t* | T.3Cy.25½",42"&70"–48" (*s*)<br>185lb 448NHP<br>3SB(Spt) *9cf*, GS187, HS7926<br>N.E. Marine Eng Co Ld. Nwc | 30 " 4<br>s 5 " 9½<br>24 " 8 | |
| 86061<br>153672<br>VRBP | **Wantung** (*ex* Alice Dollar)<br>*Dks&Shade dk* | TwinSc<br>2 | 1061<br>709<br>558 | | | | | 1921 | Kiangnan Dk.&E. Wks. Shanghai | Taikoo Chinese Nav. Co. Ltd. | 197·6 | 31·0 | 9·5 | Hong Kong British *WB* | T.6Cy.15",22"&34"–18"<br>98NHP<br>Kiangnan Dk.& Eng. Wks. | | |
| 86062<br>OGZZ | **Wappu** (*ex* Gower-33)<br>Wireless D.F.<br>*Well deck* *Cargo battens not fitted* | *ss* Got. No. 3–3,40<br>1*Dk*(*Stl*) | 1513<br>—<br>867 | ✠100A1<br>3,40<br>✠LMC3,40 | Got | *p* | CL<br>2,40 | 1930<br>10mo | Goole S.B. &Repg.Co. (1927) Ld. Goole | O/Y "Wappu" (Antti Wihuri)<br>*Lloyd's SA&CP* *Cell D Ba&u E84' f* | 250·3<br>260·2 (O.L.)<br>Q151'Bon Q56'F24'<br>*102'391t FPT* 61*t* | 38·0 | 17·3<br>14·7<br>FK<br>*APT* 84*t* | Helsingfrs Finnish | T.3Cy.18",30"&49"–33" (*s*)<br>180lb 171NHP<br>2SB, *4cf*, GS77, HS2940<br>N.E. Marine Eng. Co. Ld. Sld | 17 " 0<br>s 4 " 9½<br>15 " 7 | |
| 86063<br>144340<br>GCVR | **War Afridi**<br>*ss* Ply. No. 3–3,33<br>*ss* Nwc. No. 1–37<br>D.F. 1*Dk*(*Stl*) 2*tr B&W eb frames*<br>*Longitudinal framing* | | 5574<br>4696<br>3322 | ✠100A1<br>~~3,39~~ 10,40<br>~~BS7,36~~ 10,40 ✠LMC4,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1,20 *F.P.* | Nwc<br>Lth | *z* | CL<br>~~N3,37~~<br>10,40<br>*Lloyd's SA&CP*<br>above 150° F. | 1920<br>1mo | R. Duncan &Co. Ld. Port Glasgow | TheAdmiralty<br>*Cell D Bu E&B* | 400·3<br>P50'B121'F39' FK<br>68'264*t f* 50' | 52·2 | 28·4<br>15 *B Hpt Cem*<br>*APT* 80*t* | London British<br>180lb 517NHP<br>3SB, *9cf*, GS190, HS7668 FD<br>Rankin&Blackmre, Ld. Grk<br>65*t FPT* 95*t* | 31 " 0<br>s 5 " 7¾<br>25 " 7 | |
| 86064<br>144311<br>GCVD | **War Bharata**<br>*ss* Lth. No. 3–5,34<br>*ss* H.Kg. No. 1–38<br>D.F. 1*Dk*(*Stl*) &2*nd dk*(*Stl*) *in fore hold&W eb frames*<br>*Longitudinal framing* | | 5604<br>4717<br>3404 | ✠100A1<br>1,40<br>~~4,8 10,39~~ ✠LMC9,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,20 *F.P. a* | Grk<br>BS8,40 | *z* | CL<br>8,38<br>*Lloyd's SA&CP*<br>above 150° F. | 1920<br>3mo | Palmers' Co. Ld. Newcastle | TheAdmiralty<br>*Middle line Bulkhead*<br>*Cell D Bu E&B65' 282t DT a* | 400·2<br>P50'B121'F39' FK<br>*not oil-tight*<br>25' 130*t DT f* | 52·3 | 28·4<br>16 *BH*<br>40'223*t FPT* 99*t* | London British<br>180lb 517NHP<br>3SB, *9cf*, GS190, HS7668 FD<br>Palmers' Co. Ld. Newcastle<br>*APT* 69*t* | 31 " 0<br>s 5 " 7¾<br>25 " 7 | |
| 86065<br>144353<br>GCVS | **War Brahmin**<br>*ss* Lon. No. 3–5,33<br>*ss* Shl. No. 1–37<br>D.F. 1*Dk*(*Stl*) 2*tr B&W eb frames*<br>*Longitudinal framing* | | 5567<br>4696<br>3325 | ✠100A1<br>1,40<br>~~BS1,40~~ ✠LMC10,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,20 *F.P. a*<br>BS11,40 | Ber muda | *z* | CL<br>10,36 | 1920<br>2mo | Lithgows, Ld. Port Glasgow | TheAdmiralty<br>*Middle line Bulkhead*<br>*Cell D Bu E&B72'* | 400·3<br>P50'B121'F39' FK<br>*not oil-tight*<br>250*t f* 50'65*t FPT* 95*t* | 52·2 | 28·4<br>15 *B Hpt Cem*<br>*APT* 75*t* | London British<br>180lb 517NHP<br>3SB, *9cf*, GS190, HS7668 FD<br>D. Rowan&Co. Ld. Glasgow | 31 " 0<br>s 5 " 7¾<br>25 " 7 | |
| 86066<br>143379<br>GLDR | **War Diwan**<br>*ss* Fal. No. 3–5,39<br>D.F. 1*Dk*(*Stl*) 2*tr B&W eb frames*<br>*Longitudinal framing* | | 5551<br>4696<br>3430 | ✠100A1<br>2,41 ~~3,39~~<br>✠LMC5,39<br>BS1,41<br>*Carrying oil fuel in bulk F.P.*<br>*Fitted for oil fuel* 8,19 *F.P. a* | Fal<br>Lth | *z* | CL<br>4,39 | 1919<br>8mo | Lithgows, Ld. Port Glasgow | TheAdmiralty<br>*Middle line Bulkhead*<br>*Cell D Bu E&B* | 400·3<br>P50'B121'F39' FK<br>*not oil-tight*<br>72'250*t f* 50' | 52·2 | 28·4<br>11 *B Hpt Cem*<br>*APT* 75*t* | London British<br>180lb 517NHP<br>3SB, *9cf*, GS190, HS7668 FD<br>D. Rowan&Co. Ld. Glasgow<br>65*t FPT* 95*t* | 31 " 0<br>s 5 " 7¾<br>25 " 7 | |
| 86067<br>143458<br>GCZK | **War Hindoo**<br>*ss* Ply. No. 3–7,32<br>*ss* Nwc. No. 1–36<br>D.F. 1*Dk*(*Stl*) 2*tr B&W eb frames*<br>*Longitudinal framing* | | 5565<br>4696<br>3337 | ✠100A1<br>Examined 3,41 Mil<br>✠LMC3,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10,19 *F.P. a* | ~~Nwc~~ | *z* | CL<br>5,39 | 1919<br>10mo | W. Hamilton&Co. Ld. Pt. Glasgow | TheAdmiralty<br>*Cell D Bu E&B64' 132t f 50' 64t* | 400·3<br>P50'B121'F39' FK | 52·2 | 28·4<br>15 *B HCem*<br>*FPT* 97*t AP T* 13*t* | London British<br>180lb 517NHP<br>3SB, *9cf*, GS190, HS7668 FD<br>D. Rowan&Co. Ld. Glasgow | 31 " 0<br>s 5 " 7¾<br>25 " 7 | |
| 86068<br>143823<br>GCTD | **War Krishna**<br>*ss* Ply. No. 3–2,32<br>*ss* Sld. No. 1–36<br>*Mchy. Aft* 1*Dk*(*Stl*) &2*nd dk*(*Stl*)<br>D.F. *in fore hold&W eb frames*<br>*Longitudinal framing* | | 5760<br>4697<br>3504 | ✠100A1<br>9,39<br>BS8,40 ✠LMC<br>MS12,36 ~~MS7,36~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11,19 *F.P. o* | Alx | *z* | CL<br>N11,36 | 1919<br>11mo | Swan, Hunter&Wigham Richardson, Ld Newcastle | TheAdmiralty<br>*Cell D Bu E40' 100t* | 400·0<br>408·2 (O.L.)<br>P126'B31'F39' FK<br>*DT f* 45'242*t FPT* 95*t* | 52·3 | 30·8<br>13 *B Hpt Cem*<br>*APT* 72*t* | London British<br>180lb 517NHP<br>3SB, *9cf*, GS190, HS7668 FD<br>Swan, Hunter&Wigham Richardson, Ld. Nwc. | 31 " 0<br>s 5 " 7¾<br>25 " 7 | |
| 86069<br>144350<br>GLDJ | **War Mehtar**<br>*ss* Ply. No. 3–10,32<br>*ss* Shl. No. 1–37<br>D.F. 1*Dk*(*Stl*) 2*tr B&W eb frames*<br>*Longitudinal framing* | | 5502<br>4701<br>3407 | ✠100A1<br>4,39<br>BS4,39 ✠LMC4,37<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,20 *F.P. a* | Nwc | *z* | CL<br>4,38 | 1920<br>3mo | Armstrong Whitworth &Co. Ld. Newcastle | TheAdmiralty<br>*Cell D Bu E&B66' f* 39' 321*t F* | 400·2<br>P49'B121'F40' FK | 52·4 | 28·4<br>16 *B Hpt Cem*<br>*PT* 89*t APT* 82*t* | London British<br>180lb 517NHP<br>3SB, *9cf*, GS190, HS7668 FD<br>Palmers' Co. Ld. Newcastle | 31 " 0<br>s 5 " 7¾<br>25 " 7 | |
| 86070<br>142691<br>GLDP | **War Nizam**<br>*ss* Lon. No. 3–12,30<br>*ss* Lth. No. 2–39<br>D.F. 1*Dk*(*Stl*) 2*tr B&W eb frames*<br>*Longitudinal framing* | | 5605<br>4716<br>3450 | ✠100A1<br>2,41 ~~3,39~~<br>✠LMC<br>MS3,39 ~~BS7,40~~ BS1,40 2,41<br>*Carrying oil fuel in bulk F.P.*<br>*Fitted for oil fuel* 10,18 *F.P. a* | Lth<br>Sld | *z* | CL<br>10,38 | 1918<br>10mo | Palmers' Co. Ld. Newcastle | TheAdmiralty<br>*Middle line Bulkhead*<br>*Cell D Bu E&B59' f* 50' 317*t FPT* | 400·0<br>410·0 (O.L.)<br>P50'B121'F39 FK<br>*not oil-tight*<br>99*t APT* 68*t* | 52·3 | 28·4<br>11 *B Hpt Cem* | London British<br>180lb 517NHP<br>3SB, *9cf*, GS190, HS7668 FD<br>Palmers' Co. Ld. Newcastle | 31 " 0<br>s 5 " 7¾<br>25 " 7 | |
| 86071<br>143217<br>GBCM | **War Pathan**<br>*ss* Lon. No. 3–1,32<br>*ss* Fal. No. 1–36<br>D.F. 1*Dk*(*Stl*) 2*tr B&W eb frames*<br>*Longitudinal framing* | | 5581<br>4702<br>3408 | ✠100A1<br>~~Shl~~<br>Examined 12,40 Liv<br>~~BS6,39~~ ✠LMC7,36<br>12,40<br>*Carrying oil fuel in bulk F.P.*<br>*Fitted for oil fuel* 5,19 *F.P. a* | ~~Grk~~ | *z* | CL<br>6,38 | 1919<br>5mo | Sir J. Laing &Sons, Ld Sunderland | TheAdmiralty<br>*Middle line Bulkhead*<br>*Cell D Bu E&B* | 400·0<br>410·1 (O.L.)<br>P50'B121'F45' FK<br>65'274*t f* 50'67*t FPT* | 52·4 | 28·5<br>11 *B Hpt Cem*<br>*APT* 80*t* | London British<br>180lb 517NHP<br>3SB, *9cf*, GS189, HS7668 FD<br>G. Clark, Ld. Sunderland | 31 " 0<br>s 5 " 7¾<br>25 " 7 | |
| 86072<br>144388<br>GDMQ | **War Pindari**<br>*ss* Grk. No. 1–40<br>*ss* Lth. No. 3–10,35<br>D.F. 1*Dk*(*Stl*) 2*tr B&W eb frames*<br>*Longitudinal framing* | | 5559<br>4696<br>3313 | ✠100A1<br>5,40 ~~4,39~~<br>~~BS5,40~~ ✠LMC10,35<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,20 *F.P. a* | Shl<br>Lth 3,40 | *z* | CL<br>11,38 | 1920<br>3mo | Lithgows, Ld. Port Glasgow | TheAdmiralty<br>*Middle line Bulkhead*<br>*Cell D Bu E&B* | 400·0<br>P50'B121'F39' FK<br>*not oil-tight*<br>72'250*t f* 50'65*t FPT* | 52·2 | 28·4<br>15 *B Hpt Cem*<br>*APT* 75*t* | London British<br>180lb 517NHP<br>3SB, *9cf*, GS190, HS7668 FD<br>D. Rowan&Co. Ld. Glasgow | 31 " 0<br>s 5 " 7¾<br>25 " 7 | |
| 86073<br>142773<br>GLDN | **War Sepoy**<br>*ss* Ply. No 3–4,32<br>*ss* Shl. No. 1–36<br>D.F. 1*Dk*(*Stl*) 2*tr B&W eb frames*<br>*Longitudinal framing* | | 5575<br>4714<br>3502 | ✠100A1<br>3,39<br>BS4,40 ✠LMC5,36<br>*Carrying oil fuel in bulk F.P.*<br>*Fitted for oil fuel* 2,19 *F.P. a* | Fal | *z* | CL<br>3,39 | 1919<br>2mo | W. Gray& Co. Ld. W Hartlepool | TheAdmiralty<br>*Middle line Bulkhead*<br>*Cell D Bu E&B65'* | 400·0<br>P49'B121'F39' FK<br>*not oil-tight*<br>262*t f* 50'65*t* | 52·3 | 28·4<br>11 *B Hpt Cem* | London British<br>180lb 517NHP<br>3SB, *9cf*, GS190, HS7668 FD<br>Cen. Mar. Eng. Wrks. W Hpl | 31 " 0<br>s 5 " 7¾<br>25 " 7 | |

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| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned maintenance as prté. Lettres d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres des cotes, etc. ou ne mat dans le L. de Lloyd's Direct. Cert. Rod Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86074 | **War Sirdar** | | 5647 | ✠100A1 HKg | | | | 1920 | Sir J. Laing | The Admiralty | 400·0 | 52·4 | 28·4 | London | T.3Cy.27″,44″&73″–48″ (s) | 31 ″ 0 | |
| 144354 | | | 6542 | Nwo | | z | CL | 2mo | & Sons, Ld. | | | | | British | 180lb 517NHP | s 5 ″ 7½ | |
| GCVW | | ssH.Kg.No.2–40 | 4701 | 8,40 ✠LMC | | | 7,38 | | Sunderland | | P49′B121′F45′ | | FK | 16 *B.Hpt Cem* | 3SB,9*cf*,GS189,HS7656 | FI | 25 ″ 7 |
| | D.F. | 1 *Dk(Stl)&Web frames* | 3424 | MS8,40 BS4,40 | | | | *Lloyd's* | *sA&CP* | | | | | | Geo.Clark,Ld.Sunderland | | |
| | | *Longitudinal framing* | 3466 | *Carrying Petroleum in Fitted for oil fuel* 2,20 | | | *bulk F.P. o* | *bove* 1 | 50° F. | *Cell D Bu E&S* | 62′252*t DT*/40′207 | | | *t DTa* 25′114*t* | *FPT* 100*t APT* 80*t* | | |
| 86075 | **War Sudra** | | 5627 | ✠100A1 ~~Gls~~ | | z | CL | 1920 | Palmers' | The Admiralty | 400·2 | 52·4 | 28·4 | London | T.3Cy.27″,44″&73″–48″ (s) | 31 ″ 0 | |
| 144527 | | | 4718 | Examined 3,41 Gls | | | 5,40 | 5mo | Co. Ld. | | 409·7 (O.L.) | | | British | 180lb 517NHP | s 5 ″ 7½ | |
| GCVF | | ssFal.No.1–36 | 3413 | MS10,36 ✠LMC | | | | | Newcastle | | P50′B121′F39′ | | FK | 16 *B.Hpt Cem* | 3SB,9*cf*,GS190,HS7668 | FD | 25 ″ 7 |
| | D.F. | 1 *Dk(Stl)2tr B&Web frames* | | BS3,41 | | | | *Lloyd's* | *sA&CP* | *Middle line Bulkhead* | *f* 41′324*t FPT* 99*t* | | | *APT* 68*t* | Palmers' Co. Ld. Nwc. | | |
| | | *Longitudinal framing* | | *Carrying Petroleum in Fitted for oil fuel* 5,20 | | | *bulk F.P. o* | *bove* 1 | 50° F. | *Cell D Bu E&S* | *B65* | | | | | | |
| 86076 | **Wareatea** | **Iron** | 475 | ✠ ... | | | | 1883 | H.M'Intyre & Co. | W. Holyman & Sons Proprietary, Ld. | 170·2 | 26·1 | 11·4 | Melbourne | C.2Cy.20″&40″–30″ | | |
| 84486 | | | 363 | 8,91 | | | | 7mo | Paisley | | Q84′F20′ | | FK | British | NB20 70RHP | | |
| VJYJ | Wireless | 1 *Dk2tr B* | 272 | ✠ | | | | | | | | | *WB* | | Fleming&Ferguson,Psy. | | |
| 86077 | **Warfield** | | 6070 | ✠100A1 | Mdb | z | CL | 1917 | Russell & | British India Stm. | 415·0 | 52·7 | 33·9 | Glasgow | T.3Cy.26″,44″&72½″–48″ (r) | 36 ″ 6 | |
| 137840 | | | 5870 | *Shelter dk* | ~~Cal~~ Lon | | 9,37 | 4mo | Co. | Nav.Co.Ld. | | | | British | 200lb *90lb* 498NHP | s 8 ″ 7½ | |
| GRZN | | ssFal.No.2–37 | 3794 | *with freeboard* | | | 6,40 | | Pt.Glasgow | | | | FK | 7 *BHCem* | 2DB,12*cf*,GS202,HS8706 | | 28 ″ 1 |
| | | 1 *Dk(Stl)&Shelter dk(Stl)& 2nd dk in No.1 hold* | | 4,41 ~~4,39~~ ✠LMC MS9,37 BS~~4,39~~4,41 | | | | *Lloyd's* | *sA&CP* | *Cell D B* 359 | 1200*t DT*/27′969*t* | | | *APT* 71*t* | Dunsmuir&Jackson Ld Gls | | |
| 86078 | **Waria** | | 936 | ✠100A1 | Skm | o | OG | 1938 | Öresunds- | Stockholms Rederiaktieb. Svea | 228·8 | 35·6 | 12·1 | Stockholm | 2 Oil Engines 2S.C.SA | 15 ″ 3 | |
| 8287 | Wireless | *Oil Eng.* | 839 | *with freeboard* | | | | 8mo | varvet | (Eman. Högberg, | 236·0 (O.L.) | | | Swedish | with electro-magnetic slip | s ″ 2 | |
| SLJN | | *Cruiser Stern* 1 *Dk&Shelter dk* | 358 | 3,40 ✠LMC8,38 | | | | | Aktiebolag | *Mgr.*) | B42′F24′ | | FK | 4 *BHpt Cem* | couplings & SR gearing | 15 ″ 2½ | |
| | | *Strengthened for navigation in ice* | | No later survey reported | | | | | Landskrona | | | | ( | *Coll to Sh dk* | 8Cy.13⅜″–22⅞″ 250NHP | | |
| | | *Butts of shell plating part electrically welded* | | | | | | *Lloyd's* | *sA&CP* | | | | | 3 ,, 2nd dk) | DR80*lb* | | |
| | | | | | | | | | | *Cell D* | *B*174′ 254*t FPT* 54*t* | | | *APT* 49*t* | Atlas-Diesel A/B, Skm. | | |
| 86079 | **Warialda** (*ex* War Mansion) | | 3135 | ✠100A1 | Cal | u | CL | 1918 | Armstrong | British India Stm. | 331·0 | 46·8 | 23·1 | London | T.3Cy.25″,41″&68″–45″ (s) | 25 ″ 6 | |
| 142587 | | | ~~5,300~~ 7,300 | 2,41 | Bom | | ~~N5,38~~ | 7mo | Whitworth | Nav.Co.Ld. | | | | British | 180lb 430NHP | s 3 ″ 11½ | |
| GSBC | | ssCal.No.3–9,36 | 2861 | BS7,39 ✠LMC8,38 | | | 2,41 | | & Co. Ld. | | P33′B98′F29′ | | FK | 7 *BHpt Cem* | 3SB,9*cf*,GS155,HS6324 | FD | 21 ″ 9 |
| | | ssCal.No.2–38 | 1859 | | | | | | Newcastle | *Cell L* | *B*284′714*t FPT* 103*t* | | | *APT* 131*t* | N.E.Marine Eng Co Ld. Nwc | | |
| | | 1 *Dk(Stl)* | | | | | | *Lloyd's* | *sA&CP* | | | | | | | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 86080 | **Warina** (*ex* War Loch) | | 3120 | ✠100A1 | Cal | u | CL | 1918 | Craig, Tay- | British India Stm. | 331·1 | 46·8 | 23·2 | London | T.3Cy.25″,41″&68″–45″ (s) | 25 ″ 6 | |
| 142433 | | | 2869 | 1,41 2,40 | | | 2,40 | 5mo | lor & Co. Ld | Nav.Co.Ld. | | | | British | 180lb 430NHP | s 3 ″ 11½ | |
| GSBJ | | ssCal.No.3–4,30 | 1874 | ✠LMC | | | | | Stockton | | P33′B98′F29′ | | FK | 7 *BHpt Cem* | 3SB,9*cf*,GS153,HS6304 | FD | 21 ″ 9 |
| | | ssCal.No.2–38 | | MS2,38 ~~BS7,39~~ 9,40 | | | | *Lloyd's* | *sA&CP* | *Cell L* | *B*280′687*t FPT* 109*t* | | | *APT* 112*t* | N.E.Marine Eng.Co.Ld.Sld | | |
| | *Cargo battens not fitted* | 1 *Dk(Stl)* | | | | | | | | | | | | | | | |
| 86081 | **Warita** | | 305 | ✠ ... | | | | 1919 | I. J. Abdela | J. Summers & Sons. | 127·0 | 23·6 | 10·4 | Chester | Oil Engines 2S.C.SA | 11 ″ 6 | |
| 137097 | | *Oil Eng.* | 241 | 8,23 | | | | 11mo | & Mitchell, Ld | Ld. | Q33′F18′ | | | British | 6Cy.10½″–13½″ 116NHP | | |
| MLFK | *Mchy. Aft.* | 1 *Dk* | 141 | | | | | | Queen's Ferry | | | | FK | *WB* | *Emade* 35 | | |
| | | | | | | | | | | | | | | | Crossley Bros Ld. Openshaw | | |
| 86082 | **Warjo** | | 768 | ✠100A1 | Got | | OG | 1927 | Helsingörs | Stockholms Rederiaktieb. Svea | 186·5 | 31·6 | 12·0 | Stockholm | T.3Cy.16½″,27″&44″–30″ (s) | 14 ″ 3 | |
| 7389 | | ssSkm.No.2–36 | 499 | *with freeboard* | | | 5,38 | 10mo | Jernsk & Msk. | (Eman. Högberg, | | | | Swedish | 200lb 150NHP | s ″ 2 | |
| SFMA | | 1 *Dk(Stl)* and dk in after hold | 289 | 7,39 | | | | | Elsinore | *Mgr.*) | P16′Q40′B&F111′ | | | 2 *BHCem* | 2SB(Spt),4*cf*,GS63,HS2692 | 14 ″ 2 | |
| | Wireless | D.F. *Cruiser Stern* | | BS11,39 ✠LMC6,36 | | | | *Lloyd's* | *sA&CP* | | len35 | | FK | | Helsingörs Jernsk. & Mskb. | | |
| | | | | | | | | | | *Cell D* | *B*142′164*t FPT* | | | 42*t APT* 23*t* | | | |
| 86083 | **Warkworth** | | 4941 | ✠100A1 | Shl | y | CL | 1924 | Blyths- | Dalgliesh Steam | 401·4 | 53·2 | 26·9 | Newcastle | T.3Cy.26″,42″&71″–48″ (r) | 29 ″ 7 | |
| 148105 | | | ~~6,200~~ 4547 | ~~2,39~~ 2,41 ~~Pass~~ | | | ~~9,37~~ | 11mo | wood SB Co Ld | Shipping Co. Ld. | | | | British | 180lb 425NHP | s 5 ″ 8½ | |
| GBFS | D.F. | 1 *Dk(Stl)* | 3039 | ✠LMC | | | 11,40 | | Glasgow | (R.S. Dalgliesh, Ld. | P36′B118′F35′ | | FK | 6 *BHCem* | 3SB,9*cf*,GS190,HS7167 | | 24 ″ 2 |
| | | | | MS9,37 BS5,39 | | | | *Lloyd's* | *sA&CP* | *Mgrs.*) | | | | | J. G. Kincaid & Co. Ld. Grk. | | |
| | | | | 10,40 | | | | | | *Cell D Ba&uE* | 158′*f* 181′1408*t FPT* 100*t* | | | *APT* 130*t* | | | |
| 86084 | **Warlaby** | | 4876 | ✠100A1 | Brw | y | CL | 1927 | W. Gray & | Ropner Shipping | 390·1 | 55·0 | 26·5 | W. Hartlpl | T.3Cy.25½″,40″&71″–48″ (s | 28 ″ 9 | |
| 139241 | | *ssShl.No.3–1,39* | 4626 | 12,40 ~~7,40~~ ~~Hpl~~ PNl | | | ~~12,38~~ | 2mo | Co. Ld. | Co. Ld. | 402·3 (O.L.) | | | British | 180lb *150lb* 439NHP | s 4 ″ 5½ | |
| GMXS | D.F. | 1 *Dk(Stl)* | 3013 | BS1,40 ✠LMC1,39 | | | 6,40 | | W Hartlepool | | P30′B220′F40′ | | FK | 6 *BHCem* | 3SB(Spt)9*cf*,GS190,HS7614 | 24 ″ 6½ | |
| | | | | | | | | *Lloyd's* | *sA&CP* | *Cell D B* | 345′1041*t FPT* 180*t* | | | *APT* 179*t* | Cen Mar. E. Wrks. Ld. W Hpl | | |
| 86085 | **Waroonga** (P) | **Twin Sc** | 9365 | | | | | 1914 | W. Denny & | British India Stm. | 511·1 | 64·2 | 32·0 | Plymouth | Q.4Cy.26″,37″,53″&76″–48″ | | C |
| 152757 | (*ex* Hororata–39) | 2 *Dks&Shelter dk* | 8246 | Lloyd's RMC ~~5,40~~ 2,41 | | | | | Bros. | Nav.Co.Ld. | P37′B189′F67′ *on* | | | British | 800NHP | | |
| GLYP | D.F. | *Ref. Mchy.* *Fitted for oil fuel* | 5191 | | | | | | Dumbarton | | *Shelter dk* | | | *WB* | Denny & Co. Dumbarton | | |
| 86086 | **Warrawee** (P) | | 423 | ✠ ... | | | | 1909 | J. Reid & | Coast Steamships, | 155·7 | 27·1 | 10·1 | P. Adelaide | C.2Cy.18″&40″–27″ | 10 ″ 8 | |
| 192726 | | | 254 | 10,11 | | | | 3mo | Co. Ld. | Ld. | P&B65′F25′ | | | British | 64RHP | | |
| | | 1 *Dk* | 165 | ✠ | | | | | Glasgow | | | | FK&BK½′ | *WB* | Muir & Houston, Ld. Gls | | |
| 86087 | **Warrian** (*ex* Frank–37) | | 1057 | | | | | 1929 | Porsgrund | United Africa Co. | 210·2 | 34·2 | 15·5 | Liverpool | C.4Cy.(2)12½″&(2)27½″– | | N |
| 164331 | | | 832 | | | | | | Mek. Værks | Ld. | H115′*t*P52′*t* | | | British | 27½″ 60NHP | | |
| MMKK | *Mchy. Aft* | *Cruiser Stern* 1 *Dk* | 570 | | | | | | Porsgrunn | | | | | *WB* | Porsgrund M V Porsgrunn | | |
| 86088 | **Warrior** (*ex* John Jay–37) | | 7551 | ✠ ... | | | | 1920 | Pusey & | Waterman S.S. | 439·6 | 60·2 | 33·7 | Mobile | T.3Cy.29¼″,52½″&82½″–52″ | 36 ″ 8 | R |
| 220211 | D.F. | *Fitted for oil fuel* | — | 9,20 | | | | 6mo | Jones Co. | Corp. | P41′B134′F46′ *on* | | | Utd. States | 492NHP | | † |
| KJOD | | 1 *Dk&Shelter dk forward Web frames* | 4766 | | | | | | Gloucester | | *Shelter dk* | | FK | *WB* | *Emade* 93 *refitted* 32 | | |
| | | *Longitudinal framing* | | | | | | | City | | | | | | Newport News SB&DD.Co | | |
| 86089 | — | (*ex* Vanadis–39, **Twin Sc** | 1451 | ✠100A1 | Ght | o | 2,40 | 1924 | Frd. Krupp | Waterman S.S. | 223·3 | 34·7 | 26·4 | | Oil Engines 4S.C.SA | 28 ″ 6 | |
| | *ex* Warrior–37, | (*Yacht*) *Oil Eng.* | 1337 | 2,40 | | | | 3mo | Germania- | Corp. | | | | Belgian | 12Cy.18½″–24½″ 384NHP | | |
| | *ex* Vanadis) | *ssN.Yk.No.3–3,36* | 719 | DBS5,39 ✠LMC3,36 | | | | | werft A.G. | | F46′ | | FK | 4 *BHCem* | DB 142*lb* | | |
| | Wireless | D.F. Annual Survey, Msl.5,38 | | ✠LMC(M)11,38 | | | | | Kiel | | | | | | Frd. Krupp Germaniawerft | | |
| | | 2 *Dks(Stl–U* teak s) | | | | | | *Lloyd's* | *sA&CP* | | *DTa* 108*t FPT* 8*t* | | | *APT* 12*t* | A.G. Kiel | | |
| 86090 | **Warszawa** (P) (*ex* Smolensk) | | 2487 | | | | | 1916 | W. Doxford | Polish British S.S. | 286·7 | 40·6 | 26·0 | Gdynia | T.3Cy.22″,36″&60″–42″ | | V |
| | | | 2265 | | | | | | & Sons, Ld. | Co. Ld. (Polish S.S. | | | | Polish | 233NHP | | |
| SPBS | | 2 *Dks&Awng dk* | 1534 | | | | | | Sunderland | Agency Ld. *Mgrs.*) | | | | *WB* | W. Doxford&Sons, Ld. Sld | | |
| 86091 | **Wartburg** (P) | | 900 | | | | | 1920 | Stettiner | Rud. Christ. Gribel | 201·4 | 30·4 | 12·2 | Stettin | T.3Cy.13⅜″,21⅝″&35⅜″–25⅝″ | | G |
| | | | 589 | | | | | | Oderwerke | | P28′Q46′B53′F25′ | | | German | 63NHP | | |
| DAOJ | Wireless | D.F. *Ref. Mchy.* 1 *Dk* | 525 | | | | | | Stettin | | | | | *WB* | Stettiner Oderwerke | | |
| 86092 | **Wartenfels** | | 6181 | | | | | 1921 | J. C. Teck- | Deutsche Dmpfs- | 430·3 | 56·4 | 30·3 | Bremen | T.3Cy.29½″,47½″&76⅝″–53⅜″ | | G |
| | | | 5701 | | | | | | lenborg A.G. | fahrts. Ges. Hansa | P79′B135′F55′ | | | German | & L.P. turbine 608NHP | | |
| DOHZ | Sub.Sig. | 2 *Dks* | 3766 | | | | | | Weser- münde-G. | | | | | *WB* | J.C.Tecklenborg AG, Wsm | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Alterations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86093 / 8016 / SDJG | **Warun** (ex Wireless) | ss Got. No. 1–39 / D.F. 1 Dk & Shelter dk / Strengthened for navigation in ice / Cruiser Stern | 842 / 595 / 293 | ✠100A1 with freeboard 3,40 ✠LMC CS5,39 DBS7,39 3,39 | Skm | *n* | OG 1,40 | 1935 / 5mo / *Lloyd's* | Nya Varvs-aktb. Öresund Landskrona / *s.&CP* | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) / *Cell D B162'220t P* | 216·1 / 220·8 (O.L.) | 35·6 | 12·1 FK | Stockholm Swedish / 4 *B Hpt Cem* / *Coll to Sh dk* 3 „ *2nd* „ | Oil Engines 2S.C.SA 5Cy.20½"–27½" 367 NHP DB30lb Kockums M.V.Akt. Malmö | 15 ″ 3 / s ″ 2 / 15 ″ 2½ | |
| 86094 / KESX | **Warwick** / Now "Santa Maria", see No. 89960 in Supplement / *Mchy. Aft* / D.F. | *Carrying Petroleum in bulk* / *Longitudinal framing* | 4469 ✠ ... 5,21 ✠ / 3446 / 2628 | | | | | 1921 / 1mo | Baltimore D.D.&S.B. Co. Baltimore | Union Oil Co. of California | 340·1 / P92'B35'F31' | 49·2 | 28·7 | Ls. Angeles Cal. Utd. States | DR Geared Steam Turbine NB37 Westinghouse Electric & Mfg. Co. E. Pittsburgh, Pa. | 28 ″ 7 | R † |
| 86095 / 162527 / GTPY / SHDE | **Warwick Castle** Ⓟ / *Ref. Mchy.* / D.F. E.S.D. / Sub. Sig. D.F. | Twin Sc / *Oil Eng.* / 4 *Dks* / *Cruiser Stern* / 1 *Dk* | 20107 / 14986 / 12245 / *1274* / *1072* / *708* | | | | | 1930 | Harland & Wolff, Ld. Belfast | Union-Castle Mail S.S. Co. Ld. | 651·5 / P23'B58'H139*t* | 75·5 | 37·4 WB | London British / *Cruiser Stern* | Oil Engines 2S.C.DA 20Cy.24 7/16"–55½" 4100 NHP NE38 Harland & Wolff, Ld. Bel. | | BT till 5-40 4-41 8-41 |
| 86096 / 5498 / SHDE | **Wasaborg** | 1 *Dk* | *1274* / *1072* / *708* | | | | | 1913 | Oskrshmns M.V. Aktieb. Oskarshamn | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 227·6 / P23'B58'H139*t* | 36·6 | 16·0 WB | Stockholm Swedish / Oskarshamns M.V. Aktieb. | T.3Cy.17½",29"&48"–30" 126 NHP | | V |
| 86097 / DHZO | **Wasgenwald** / *Cruiser Stern* / Sub. Sig. D.F. | *Fitted for oil fuel* / 2 *Dks* | 4990 / 4478 / 2956 | | | | | 1923 | Deutsche Werft A.G. Hamburg | Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) | 399·6 / P&B257'F50' | 54·0 | 27·4 WB | Hamburg German / Gutehoffnungshütte, Sterkrade | T3Cy 26 5/16"–43⅝"&70½"–47 5/16" 345 NHP | | G |
| 86098 / 232210 / WLEE | **Washington** Ⓟ / *Ref. Mchy.* / D.F. E.S.D. GyC. | Twin Sc / *Fitted for oil fuel* / 4 *Dks* | 24289 / — / 13869 | | | | | 1933 | New York S.B. Co. Camden, N.J. | United States Lines Co. | 668·4 / B&F584' | 86·3 | 33·3 | New York Utd. States / 6 Steam Turbines SR geared to 2 Sc. Shafts / New York S.B. Co. Camden, N.J. | | | R |
| 86099— / 220437 (*ex* Helen Olmsted, / KDCB *ex* Cape Ann, / *ex* Sapulpa) / *Mchy. Aft* / Sub. Sig. D.F. | — / *ex* Gal. No. 2–40 / *ss* N.Yk. No. 3–8,32 / ~~*ss* N.Yk. No. 1–36~~ / 2 *Dks* (*Stl*) & *Web frames* / *Longitudinal framing* | 7030 ✠100A1 7,40 ~~12,39~~ / — ~~3,40 11,40~~ / 4352 ~~BS12,40~~ / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 7,20 ~~MS7,40~~ | NYk Gal ~~LMC 7-36~~ DS4,41 | *a*† | CL 5,37 7,40 F.P. *a* | 1920 / 6mo / *above* 150° F. | Moore S.B. Co. Oakland, Cal | The Texas Co. | 425·0 / P106'B40'F41' FK / *Cell D Bu E & B* 61'143*t D* / *T f* 43'540*t A P T* 28*t* | 57·2 | 33·1 / *Tf* 43'540*t A P T* 28*t* | Wilmgton (Del.) Utd. States / 16 *B Hpt Asp* (9 *to U dk* 7 „ *2nd* „ ) | T.3Cy.24½",41½"&72½"-48" 210lb 579 NHP 3SB, *9cf*, HS8745 FD / Llewellyn Iron Works, Los Angeles, Cal. | 33 ″ 0 / s 6 ″ 1½ / 27 ″ 1 | |
| 86100— / 218614 (*ex* West Cayote) / KIRF D.F. | — / *Fitted for oil fuel* / 2 *Dks* | 5564 / — / 3472 | | | | | | 1919 | S. Western S.B. Co. San Pedro, Cal | States Steamship Co. | 410·5 / P43'B114'F46' | 54·3 | 27·2 WB | Portlnd, Or Utd. States | T.3Cy.24½",41½"&72"-48" Llewellyn Iron Works, Los Angeles, Cal. 359 NHP | | R |
| 86101— Ⓟ / (*ex* Viena) / LOGJ | Pad / *Fitted for oil fuel* / 2 *Dks* | 1675 / — / 659 | | | | | | 1906 | A.&J. Inglis Ld. Glasgow | Cia. Argentina de Nav. Mihanovich Ltda. | 320·0 / *Shade dk* 270' | 40·2 | 20·1 | Bns. Aires Argentine | T.3Cy.31",52"&78"-84" 558 NHP A.&J. Inglis, Ld. Glasgow | | |
| 86102 / LITB | **Washington Express** / *ss* Osl. No. 1–37 / *Oil Eng.* / *Ref. Mchy.* 2 *Dks* (*Stl–Weather dk* ws) / 3rd *dk in forward holds* / D.F. *Cruiser Stern* | Twin Sc 3643 ✠100A1 2956 *with freeboard* 2165 0,11 ~~3,40 11,40~~ ✠LMC CS9,37 2,39 ✠Lloyd's RMC ~~1,39 6,40~~ 11,40 for temp. 33° F. | Sea Ver | *v* | CL 3,39 | 1933 / 9mo / *Lloyd's* | Götaverken A/B Gothenburg / *s.&CP* | Skibs. A/S Seattle (Biorn Biörnstad & Co. *Mgrs.*) / *Cell D Bu E & f* | 338·4 / 334·4 / 352·0 (O.L.) F154' / 158'427*t D T s* a 695*t* | 47·2 | 27·1 FK / *F P T* 35*t A P T* 60*t* | Oslo Norwegian / 5 *B Hpt Cem* / *Coll to W dk* 4 „ *2nd* „ ) | Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724 NHP / Götaverken A/B, Got. | 30 ″ 6 / s 9 ″ 7½ / 21 ″ 3 | |
| 86103 / 219684 (*ex* Eastern Mariner) / KUGB D.F. | **Washingtonian** (*ex* Willzipo–37, / *Fitted for oil fuel* / 1 *Dk & Shelter dk & Web frames* / *Longitudinal framing* | 6617 ✠ ... 6071 1,21 / 4161 ✠ | | | | | | 1919 / 12mo | Osaka Iron Works, Ld. Osaka | American-Hawaiian S.S. Co. | 415·1 / P45'B148'F45 *on Shelter dk* | 55·7 | 32·0 FK | New York Utd. States WB | T.3Cy.27",45"&75"–51" 553 NHP / Osaka Iron Wrks, Ld. Osaka | 34 ″ 8 | R † |
| 86104 / 23628 (*ex* Washin Maru–38) / JCUC | **Wasin Maru** | 1 *Dk* | 1871 / — / 1083 | | | | | 1918 | Mitsubishi Zosen Kaisha, Ld. Nagasaki | Morihei Kisen K.K. | 250·0 / P&B132'F32' | 37·7 | 20·5 WB | Amagasaki Japanese | T.3Cy.17",28½"&48"–36" 138 NHP / Mitsubishi Zosen Kaisha Ld | | |
| 86105 / 113907 *ex* T.C.C. Hopper No. 2) / MJSC *Mchy. Aft* | **Waterbuck** (*ex* Neilson, / *ss* Gls. No. 3–5,20 / 1 *Dk* (*Irn*) | Twin Sc 875 ✠ 671 3,28 504 ✠NB (p) 5,20 | PNl | *k* | | 1903 / 8mo | Ropner & Son Stockton | Sena Sugar Estates Ld. | 180·1 / B52'F31' | 33·1 | 14·3 FK / *F P T* 22*t* | London British / 4 *B H Cem* | T.6Cy.10",16½"&27"–22" 117 NHP 2SB, *3cf* & *2pf*, GS 77, HS 2454 Blair & Co. Ld. Stockton | 15 ″ 0 | |
| 86106 / 132872 / MDVB | **Watergate** (*ex* Wheatlands) / *ss* Bkn. 2nd No. 3–10,36 / *Well deck* / *Mchy. Aft* | 3 Mst 499 ✠100A1 313 ~~1,38 3,22~~ 3,41 Bku 190 BS1,39 ✠LMC 10,36 3,41 | Gms | *h* | OG 11,38 | 1912 / 9mo / *Lloyd's* | Dublin Dk-yard Co. Dublin / *s.&CP* | Coppack Bros. & Co. / *Cell D Bf* 91'99*t F P T* 33*t* | 162·4 / Q95'B12'F23' BK7" | 25·7 | 9·7 | Chester British / 3 *B H Cem* / *A P T* 22*t* | C.2Cy.20"&42"–27" (*s*) 180lb 120lb 97 RHP 1SB, *3pf*, GS 55, HS 1830 Muir & Houston, Ld. Gls. | 12 ″ 0 / s 4 ″ 0½ / 12 ″ 5 | |
| 86107 / PIMU D.F. | **Waterland** / *ss* Ams. No. 3–5,34 / *ss* Ham. No. 1–38 / *Ref. Mchy.* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) / *Cruiser Stern* | 6847 ✠100A1 6297 *Shelter dk* ~~Ams~~ 4165 *with freeboard* 3,~~10~~ 4,39 4,41 BS3,40 ~~BS1,36~~ ✠LMC 2,38 ✠Lloyd's RMC ~~1-40 2,41~~ 7,41 | Ham Rio | *c*† | CL ~~4,36~~ 4,41 | 1922 / 5mo / *Lloyd's* | Barclay, Curle & Co. Ld Glasgow / *s.&CP* | N.V. tot Voortzetting van den Koninklijken Hollandschen Lloyd / *Cell D B* 405'1559*t* | 460·7 / *Fitted for oil fuel* 5,22 / P45'B148'F45 *on Shelter dk* | 60·2 | 27·8 FK / *F.P. a* bove 150° F. / *F P T* 79*t A P T* 38*t* | Amstrdam Dutch / *Cem* / *Collision B H to Sh dk* 6 „ „ *U* „ | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 220lb 1039 NHP 5SB (Spt), *15cf*, GS 311, HS 13105 FD / Barclay, Curle & Co. Ld. Gls. | 30 ″ 6 / s 4 ″ 5½ / 26 ″ 2½ | |
| 43/41 86108— / 142350 (*ex* Gaasterland) / MJMJ / *Well deck* | — / *ss* Rot. No. 3–4,28 / *ss* Rot. No. 2–37 / 1 *Dk* (*Stl*) / *Cargo battens not fitted* | 1107 ✠100A1 769 2,40 631 ✠NB 4,28 BS3,40 ✠LMC 6,37 | Bly | *n* | OG 2,40 | 1915 / 5mo | Wrf. voorh. Rijkee & Co. Rotterdam A&CP | Shipping & Coal Co. Ld. | 225·2 / Q72'B55'F22' | 33·1 | 14·1 FK / 19'*f* 98'291*t F P T* 21*t* | London British / 4 *B H Cem* | T.3Cy.16½",29"&46"–36" (*s*) 180lb 164 NHP 2SB, *4cf*, GS 82, HS 2892 Maats, Fyenoord, Rot. | 15 ″ 0 / s 1 ″ 0½ / 14 ″ 1 | |
| 104 40 86109 / 145521 / CYMQ | **Waterloo** (*ex* Glenburnie) / *Mchy. Aft* | 1 *Dk* | 1905 / 1579 / 1143 | | | 1923 | Barclay Curle & Co. Ld. Glasgow | Canada Steamship Lines, Ld. | 252·5 / Q100'F36' | 42·5 | 18·0 WB | Montreal British | T.3Cy.16",27"&44"–33" 97 RHP J.G. Kincaid & Co Ld. Grk. | | C |
| 86110 / 149472 / MPBW | **Waterton** / *ss* Mtl. No. 2–37 / *Mchy. Aft* / *Cargo battens not fitted* | 2115 ✠100A1 1747 *with freeboard* 1286 6,37 ~~BS1,39~~ ✠LMC 12,36 | Tto | | CL 6,37 | 1928 / 5mo / *Lloyd's* | Armstrong Whitworth & Co. Ld. Newcastle / *s.&CP* | Bowater's Newfoundland Pulp & Paper Mills, Ld. / 3 *W T B H* also *Intermediate B H* / *Cell D B* | 253·0 / P70'F37' / 228'667*t F P T* 140*t* | 43·7 | 19·3 FK / *in holds lower part* / *A P T* 15*t* | Newcastle British / *watertight* | T.3Cy.17",28"&46"–36" (*s*) 200lb 190 NHP 2SB, *4cf*, GS 74, HS 2762 FD / Armstrng Whitwth & Co. Ld | 21 ″ 6 / s 4 ″ 7½ / 17 ″ 0½ | |
| | | | | *For Service on the Great Lakes & River St. Lawrence, also to St. John's, NF, L & No Scotia from 1st April to 30th November* | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenance expiré. Entre d'Entretenu. | 7a Date de la dernière visite de l'arbre porte-hélice | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. Nbre & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté, si pas déjà dans le L. Durée Cert. Rad Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86111<br>218436<br>KING | **Watertown**<br>*Fitted for oil fuel*<br>*Mchy. Aft* 2 *Dks*<br>*Carrying Petroleum in bulk*<br>D.F. GyC. *Longitudinal framing* | | 6372<br>—<br>3950 | | | | | 1919 | Bethlehem S.B.Corp.Ld Quincy, Mass. | Cities Service Oil Co. | 416·8 \| 56·1 \| 32·7<br>P91'B39'F33' | New York Utd. States *WB* | T.3Cy.27″,44″&74′–51″<br>391 NHP<br>Bethlehem S.B.Corp.Ld. Quincy, Mass. | | R |
| 86112<br>147230 | **Watkins F. Nisbet**<br>*Mchy. Aft* 1 *Dk* | | 1747<br>1593<br>1265 | | | | | 1923 | Cammell Laird&Co.Ld. Birkenhead | Upper Lakes&St. Lawrence Transportation Co.Ld. (G.C.Leitch, *Mgr.*) | 253·0 \| 43·2 \| 17·8<br>*WB* | S Cathrines Ont. British | T.3Cy.16″,27″&44″–33″<br>97 RHP<br>Cammell Laird&Co.Ld. | | C |
| 86113<br>~~217804~~<br>~~WDFL~~ | **Watsonville** (*ex* Callabasas)<br>*Fitted for oil fuel*<br>1 *Dk* | | 2220<br>—<br>1330 | | | | | 1918 | Albina Eng & Machine Works Portland, Or. | Transpacific Steamship Co. S.A. | 289·0 \| 44·1 \| 19·2<br>*WB* | Panama Panamanian | T.3Cy.22″,37½″&60″–42″<br>233 NHP<br>Ellicott Machine Corp. | | R |
| 86114<br>138653<br>VGWC | **Watuka**<br>*ss* Hfx. No. 3–4,31<br>*Well deck* *ss* Hfx. No. 2–39<br>D.F. 1 *Dk*(*Stl*) | | 1621<br>1275<br>1023 | ✠100A1<br>~~Cable 8,80~~ 4,41<br>✠LMC3,39<br>~~BS6,40~~ 4,41 | Hfx | *p* | OG<br>~~8,38~~<br>4,41 | 1918<br>12mo | Nova Scotia Steel&Coal Co.Ld. New Glasgow, N.S. | ~~Wasie S.S.Co.Ld.~~ ~~(Dominion Shipping Co.Ld. *Mgrs.*)~~ Nova Scotia Steel &Coal Co.Ld. | 248·7 \| 35·1 \| 17·3<br>Q91'B56'F26' FK<br>*Cell DB* 211'432*t* *APT* 33*t* | Pictou, NS British<br>*4 BH Cem* | T.3Cy.17⅞″,28″&46″–38″ (s)<br>185 lb 150 NHP<br>2SB, *4cf*, GS 77, HS 2566<br>Nova Scotia Stl&Coal Co Ld | 20 ″ 0<br>s 2 ″ 1<br>18 ″ 1½ | |
| 86115<br>218019 | **Waukau**<br>*Fitted for oil fuel*<br>2 *Dks* & *Web frames* | | 6126<br>5090<br>3796 | ✠ ...<br>6,20<br>✠ | | | | 1919<br>5mo | Merchant S.B.Corp. Harriman, Pa. | United States Maritime Commission | 400·7 \| 54·2 \| 30·4<br>P36'B124'F44'<br>FK | Phildlphia Utd. States<br>*WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>645 NHP<br>Westinghouse Electric& Mfg. Co. Essington, Pa. | 32 ″ 10 | |
| *Now* "Alcoa Voyager," *see No. 87033 in Supplement* | | | | | | | | | | | | | | | |
| 86116<br>218004<br>KJDX | **Waukegan**<br>*Fitted for oil fuel*<br>Sub.Sig. 1 *Dk* & *Shelter dk* & *Web frames* | | 6209<br>5894<br>3836 | ✠ ...<br>11,20<br>✠ | | | | 1919<br>5mo | Federal S.B.Co. Kearny, N.J. | United States Maritime Commission | 395·5 \| 55·0 \| 31·4<br>P45'B110'<br>F38' on *Shltr dk* FK | Newark NJ Utd. States<br>*WB* | DR Geared Steam Turbine<br>619 NHP<br>General Electric Co. Schenectady, N.Y. | 34 ″ 11 | R † |
| *Now* "John R. Hannay," *see No. 87033 in Supplement* | | | | | | | | | | | | | | | |
| 86117<br>206077 | **Wauketa** Ⓟ<br>3 *Dks* | | 543<br>—<br>267 | | | | | 1909 | Toledo S.B. Co. Toledo | ~~Steamer Wauketa Inc.~~ Sutton Line, Inc. | 175·0 \| 38·4 \| 14·5 | New York Utd. States | T.3Cy.17¼″,27½″&43″–30″<br>101 NHP<br>Toledo S.B.Co. Toledo | | |
| 86118<br>123180<br>GMFW | **Waverley** Ⓟ Pad<br>(*ex* Barry)<br>Wireless D.F. 1 *Dk* | | 466<br>310<br>180 | | | | | 1907 | J.Brown& Co.Ld. Clydebank | P.&A.Campbell, Ld. | 225·6 \| 26·6 \| 8·7<br>*Promenade dk* | Bristol British | C.D.2Cy.25½″&54″–54″<br>178 NHP<br>J.Brown&Co.Ld. Clydebnk | | |
| 86119<br>HRBW | **Wawa**<br>*ss* N.Os. No. 1–11<br>*ss* N.Os. No. 3–3,37<br>*Mchy. Aft* 1 *Dk*(*Stl*–ws) | | *1650*<br>*1384*<br>*1023* | *with freeboard*<br>~~BS4,40~~ ~~4,80~~ 5,41<br>BS~~4,40~~ 11,40 ✠LMC~~4,37~~ MS3,41<br>*Fitted for oil fuel* 4,25 | NOs | *q* | OG<br>~~6,37~~<br>5,41<br>*F.P. a* | 1925<br>4mo | Swan, Hunter& Wigham Richardson, Ld Newcastle | Standard Nav. Corp (Standard Fruit& S.S. Co. *Mgrs.*)<br>*Intermediate B Hin* *Cell D Bu E* 18′<br>*Lloyd's* *s.&cP* | 255·2 \| 38·2 \| 18·9<br>P70'F35' FK<br>*hold dispensed with*<br>*f* 150′328 *t* *DT f* 10′134*t* *FPT* | Ceiba Honduran<br>*3 B Hpt Cem*<br>*97t APT 22t* | T.3Cy.19″,32″&54″–36″ (s)<br>195 lb 263 NHP<br>2SB, *6cf*, HS 3932 FD<br>Swan, Hunter& Wigham Richardson, Ld. Nwc. | 21 ″ 0<br>s 3 ″ 10<br>17 ″ 6½ | |
| 86120<br>147324<br>GLNT | **Wayfarer**<br>*ss* Liv. No. 3–3,38<br>2 *Dks*(*Stl*) | | 5068<br>4720<br>3157 | ✠100A1<br>~~4,41~~ 1,~~40~~<br>✠LMC<br>MS3,38 BS~~2,39~~ 5,41 | Liv<br>Hul | *y* | CL<br>N6,37 | 1925<br>8mo | C.Connell &Co.Ld. Glasgow | Charente S.S.Co.Ld (T.&J.Harrison, *Mgrs.*)<br>*Cell DB* 334′ 1122*t* *DT a* 30′7 | 395·5 \| 52·5 \| 28·0<br>409·0 (O.L.)<br>P38'B128'F40' FK<br>62*t* *FPT* 76*t* *APT* 26*t* | Liverpool British<br>*Cem*<br>*7 BH to U dk*<br>1 ,, ,, 2*nd* ,, | T.3Cy.26″,43″&73″–48″ (r)<br>200 lb *120 lb* 464 NHP<br>2DB(Spt), *12cf*, GS 210, HS 7706<br>D.Rowan&Co.Ld. Glasgow | 30 ″ 6<br>s 5 ″ 10½<br>24 ″ 10½ | |
| 86121<br>162526<br>GKMP | **Waynegate**<br>*ss* Cff. No. 2–38<br>D.F. 1 *Dk*(*Stl*) | | 4260<br>3927<br>2642 | ✠100A1<br>8,40 ~~1,40~~<br>~~BS12,39~~ ✠LMC12,38<br>11,40 | Cff<br>Nwc | *x* | CL<br>~~12,39~~<br>8,40 | 1931<br>1mo | Burntislnd S.B.Co.Ld. Burntisland | Turnbull Scott Shipping Co.Ld. (Turnbull Scott& Co. *Mgrs.*) *Cell D* | 372·0 \| 52·4 \| 25·2<br>383·5 (O.L.) FK<br>P48'B226'F32'<br>*B* 315′1116*t* *FPT* 95*t* | London British<br>*6 B Hpt Cem*<br>*APT* 141*t* | T.3Cy.23″,39″&65″–45″ (s)<br>200 lb HS 5851 354 NHP<br>2SB&1AuxB, *8cf*, GS 146<br>D.Rowan&Co.Ld. Glasgow | 27 ″ 6<br>s 3 ″ 4½<br>24 ″ 4½ | |
| 86122<br>148048<br>GCZV | **Waziristan**<br>*ss* Nwc. No. 3–7,36<br>D.F. 1 *Dk*(*Stl*) | | 5135<br>475<br>319 | ✠100A1<br>Examined 5,41 Shl<br>MS5,41 ✠LMC<br>MBS5,41 DBS12,40 | ~~Shl~~ | *y* | CL<br>~~11,39~~<br>N4,41 | 1924<br>1mo | Short Bros. Ld. Sunderland | Hindustan Steam Shipping Co.Ld. (Common Bros. Mgrs.) | 390·0 \| 53·5 \| 28·6<br>P33'B113'F41' FK<br>*Cell DB* 342′1524*t* *FPT* 128*t* | Newcastle British<br>*6 B Hpt Cem*<br>*pt Asp*<br>*APT* 167*t* | T.3Cy.25′,41′&68″–48″ (s)<br>180 lb ~~150 lb~~ 150 lb 363 NHP<br>2SB, *8cf*, GS 148, HS 5806<br>J.Dickinson&Sons, Ld. Sld. | 31 ″ 6<br>s 6 ″ 1½<br>25 ″ 7½ | |
| 86123<br>129777<br>VJKY | **Wear**<br>*ss* Mel. 2nd No. 3–1,36<br>*ss* Mel. No. 1–40<br>*Well deck* 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | | 1892<br>1489<br>1086 | ✠100A1<br>4,41 ~~8,40~~<br>✠LMC3,40<br>BS4,41 | Mel | *q* | CL<br>N2,40 | 1911<br>9mo | J.Crown& Sons, Ld. Sunderland | James Paterson& Co. Proprietary Ld. | 268·0 \| 37·9 \| 17·6<br>277·5 (O.L.)<br>P24'Q82'B51'F31'<br>FK | Melbourne British<br>*4 BH Cem* | T.3Cy.20½″,33″&54″–39″ (s)<br>180 lb 205 NHP<br>2SB, *6pf*, GS 94, HS 3279<br>G.Clark, Ld. Sunderland | 19 ″ 9<br>s 1 ″ 11<br>18 ″ 0 | |
| 86124<br>162112<br>GYYL | **Wearpool**<br>*ss* Bry. No. 1–40<br>*Oil Eng.*<br>2 *Dks* ~~1 *Dk* & *Shelter dk*~~<br>*Cruiser Stern*<br>*Tonnage opening closed* '41 (*W.E.*) | | 4982<br>4627<br>3049 | ✠100A1<br>*with freeboard*<br>3,41 ~~4,40~~<br>DBS4,40 ✠LMC8,36 | Bry | *a*† | OL<br>10,39 | 1936<br>8mo | W.Doxford &Sons, Ld. Sunderland | Pool Shipping Co. Ld. (Sir R. Ropner& Co. Ld. *Mgrs.*) | 423·5 \| 54·2 \| 26·1<br>FK<br>*Cell DB* 347′1174*t* *MT* 1236*t* *FPT* 134*t* *APT* 191*t* | Cardiff British<br>*7 B Hpt Cem*<br>*Coll to W. dk*<br>6 ,, 2*nd* ,, | Oil Engines 2S.C.SA<br>3Cy.20½″–81½″ 388 NHP<br>2DB *120 lb*<br>W.Doxford&Sons, Ld. Sld. | 37 ″ 3<br>~~10 · 11½~~<br>~~26 ″ 6~~<br>10 · 11½<br>26 ″ 6 | |
| 86125<br>160727<br>GPDM | **Wearwood**<br>*ss* Shl. No. 2–38<br>D.F. E.S.D. GyC. 1 *Dk*(*Stl*) | | 4597<br>4156<br>2851 | ✠100A1<br>4,41 4,40<br>~~BS4,39~~ ✠LMC5,38<br>5,41 | Sws<br>Bkn | *y* | CL<br>4,40 | 1930<br>1mo | Nthmblnd S.B.Co. (1927) Ld. Newcastle | Joseph Constantine S.S. Line, Ld. | 382·6 \| 52·0 \| 26·6<br>395·4 (O.L.)<br>P35'B119'F30' FK<br>*Cell D* *B* 332′1056*t* *FPT* 96*t* | Middlsbro' British<br>*6 BH Cem*<br>*APT* 140*t* | T.3Cy.24″,39″&66″–45″ (s)<br>200 lb 432 NHP<br>2SB(Spt) (FD) &1AuxSB, *8cf*, GS 162, HS 6619<br>N.E.Marine Eng Co Ld. Nwc | 29 ″ 0<br>s 5 ″ 4½<br>23 ″ 10½ | |
| 86126<br>120766<br>VLFJ | **Weeroona** Ⓟ Pad<br>*ss* Mel. No. 3–11,19<br>*ss* Mel. No. 2–26<br>Wireless 1 *Dk* & *Promenade dk* | | 1412<br>869<br>623 | ✠ ...<br>3,31<br>✠ | | | | 1910<br>9mo | A.&J. Inglis, Ld. Glasgow | Bay Steamers, Ld. | 310·6 \| 36·2 \| 12·0<br>FK | Melbourne British | C.3Cy.39″&(2)56″–66″<br>517 NHP<br>A.&J.Inglis, Ld. Glasgow | 12 ″ 7 | |
| 86127<br>344<br>YMCK | **Weichsel** (*ex* Queen Alexandra)<br>Sub.Sig. 1 *Dk* | | 1021<br>837<br>602 | | | | | 1906 | Helsingörs Jernsk& Mek Elsinore | (Behnke&Sieg, *Mgrs.*) | 225·7 \| 34·9 \| 12·7<br>P11'Q59'B105'F27'<br>*WB* | Danzig | T.3Cy.16½″,26½″&44″–30″<br>106 NHP<br>Helsingörs Jernsk.& Mskb. | | G |
| 86128 | | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. now explod. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP.=Horse power by Society's formulæ; RIP.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86129<br>148873<br>GLPS | **Weirbank** TwinSc<br>*Oil Eng.*<br>*ss* Fal. No. 3–2, 39<br>1 *Dk (Stl)* & *Shelter dk (Stl*–ws)<br>*Tonnage opening closed '41 (W.E.)* | 5150<br>4764<br>3118 | ✠100A1<br>*with freeboard*<br>5,40 12,40<br>DBS8,39 9,40 ✠LMC2,39<br>*Carrying vegetable oil in deep tank* | Lth<br>Liv | *a*† | CL<br>PN4,38<br>~~41,38~~<br>s12,40 | 1925<br>9mo<br>*Lloyd's* | Harland & Wolff, Ld. Glasgow<br>*Cell DB 357' 11 21 t Tanks between tunnels 115' 251 t D* | Bank Line, Ld. (A. Weir & Co. *Mgrs.*) | 420·1 \| 53·9 \| 26·5<br>FK<br>(*Coll BH to Sh dk* 6 „ „ 2*nd*„)<br>*Tf* 32' 1067 *t FPT* 106 *t APT* 132 *t* | Glasgow<br>British<br>7 *B Hpt Cem*<br>Harland & Wolff, Ld. Gls. | Oil Engines 4S.C.SA<br>12Cy. 24½"–37½"<br>DB *110lb* 717 NHP<br>37 „ 2<br>s 10 „ 11¼<br>26 „ 8 | ~~29 „ 2~~<br>~~„ 8 „ 7½~~<br>~~s 25 „ 8~~ | |
| 86130<br>DOOZ | **Weissenfels** TwinSc<br>*Oil Eng.*<br>Sub. Sig. *Cruiser Stern* 2 *Dks*<br>E.S.D. | 7861<br>7264<br>4852 | | | | | 1925<br>*tank* | J. C. Tecklenborg A.G. Weser-münde G. | Deutsche Dampfs. Ges. "Hansa" | 468·4 \| 60·4 \| 32·3<br>P 133' B 143' F 90' | Bremen<br>German<br>*WB* | Oil Engines 4S.C.SA<br>12Cy. 27½"–55½"<br>873 NHP<br>J.C. Tecklenborg A.G. Wsm | | G |
| 86131<br>DQOA | **Weissesee** (*ex* Bulla, *ex* Hessen)<br>*ss* Syd. No. 3–4, 18<br>*ss* Syd. No. 1–22<br>2 *Dks* | 5066<br>4821<br>3164 | ✠ ...<br>11,26<br>✠ | | | | 1905<br>11mo | J. C. Tecklenborg A.G. Weser-münde-G. | W. Schuchmann | 409·4 \| 52·7 \| 29·0<br>P&B 336' F 46'<br>FK | Brmrhavn<br>German<br>*WB* | Q4Cy. 24½", 34⅝", 50" & 72½"–53½"<br>594 NHP<br>J.C. Tecklenborg A.G. Wsm | 30 „ 9 | G<br>† |
| 86132<br>161383<br>GPQS | **Welcombe**<br>*ss* N. Yk. No. 3–4, 36<br>1 *Dk (Stl)* & *Shelter dk (Stl)* | 5122<br>4686<br>3120 | ✠100A1<br>*with freeboard*<br>1,40<br>BS10,39 1,41 ✠LMC4,36 | Nwc | *a*† | CL<br>12,38 | 1930<br>3mo<br>*Lloyd* | W. Gray & Co. Ld. W Hartlepool<br>*s A & CP* | ~~Pyman Bros. Ld.~~<br>Stanhope S.S. Co. Ld. (J.A. Billmeir & Co. Ld. *Mgrs.*)<br>*Cell DB 369' 1309 t* | 421·8 \| 55·0 \| 25·5<br>FK<br>(*Coll to Sh dk* 6 „ 2*nd* „)<br>*FPT* 165 *t APT* 84 *t* | London<br>British<br>7 *BHCem*<br>2SB, *8cf*, GS 133, HS 5834 FD<br>Cen. Mar. E. Wrks. Ld W Hpl | 28 „ 0<br>s 3 „ 2½<br>25 „ 0½ | |
| 86133<br>DKAY | **Welheim**<br>*Oil Eng.*<br>E.S.D. *Cruiser Stern* 1 *Dk*<br>*Carrying Petroleum in bulk* | 5455<br>4482<br>2609 | | | | | 1939 | Flensburger Schiffsb. Ges. Flensburg | Hugo Stinnes G.m.b.H. | 415·8 \| 60·2 \| 21·6<br>P 25' B & F 376'<br>*Upper* F 33' | Hamburg<br>German<br>*WB* | 2 Oil Engines 2S.C.SA<br>16Cy. 20½"–27⅞" SR geared to 1 screw shaft 1180 NHP<br>Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | G |
| 86134<br>644<br>OHBX | **Wellamo** Ⓟ<br>*ss* Hfs. No. 3–4, 39<br>Sub. Sig. 2 *Dks (Stl-weather dk* ws)<br>*Strengthened for navigation in ice*<br>D.F. | 1996<br>—<br>988 | ✠100A1<br>*with freeboard*<br>~~1,41~~ ~~4,39~~ ✠LMC4,39<br>BS7,40 | Hfs | *r* | CL<br>11,38 | 1927<br>6mo<br>*Lloyd* | Akt. Burmeistr & Wain Copenhagen<br>*s A & CP* | Finska Ångf Aktieb<br>*Cell DB 210' 246 t F* | 263·6 \| 39·8 \| 22·4<br>250·5<br>F 24' FK<br>*Duct keel 127½'*<br>*PT 17 t APT 54 t* | Helsingfrs<br>Finnish<br>5 *BH Cem*<br>(*Coll to Wdk* 4 „ 2*nd* „)<br>Akt. Burmeistr. & Wain Cpn | T.3Cy. 22½", 36½" & 61"–39"<br>200lb FD (*s*) 364 NHP<br>2SB, *6cf*, GS 63, HS 5502<br>Akt. Burmeistr. & Wain Cpn | 24 „ 9<br>s 8 „ 0<br>17 „ 1 | |
| 86135<br>149435 | **Wellandoc**<br>*Mchy. Aft* 1 *Dk* | 1926<br>1638<br>1151 | | | | | 1927 | Swan, Hunter & Wigham Richardson, Ld Sunderlnd | Paterson Steamships, Ld. | 252·8 \| 43·4 \| 17·8<br>Q 100' F 35' | Ft William Ont.<br>British<br>*WB* | T.3Cy. 15", 25" & 40"–33"<br>92 NHP<br>MacColl & Pollock, Ld. Sld. | | C |
| 86136<br>UOLN | **Wellen** (*ex* Nürnberg–32, *ex* Kosmo, *ex* Nordmark)<br>Sub. Sig. 2 *Dks* & *Shelter dk* | 5135<br>4737<br>3106 | | | | | 1913 | W. Doxford & Sns, Ld. Sunderland | U.S.S.R. | 419·9 \| 54·1 \| 26·4<br>B 82'<br>FK | Vladvostk<br>Russian<br>*WB* | T.3Cy. 27", 44½" & 75"–54"<br>577 NHP<br>W. Doxford & Sons, Ld Sld. | 29 „ 0 | |
| 86137<br>203928<br>KLCM | **Wellesley** Wood<br>*Fitted for oil fuel*<br>*Mchy. Aft* 1 *Dk* | 770<br>—<br>432 | | | | | 1907 | E. Henckendorff Prosper, Or. | J.R. Hanify Co. | 186·3 \| 38·0 \| 13·8 | S. Frncisco<br>Utd. States | C.2Cy. 14" & 32"–24"<br>42 NHP<br>United Eng. Wrks, S. Frisco. | | |
| 86138<br>148055<br>GDRW | **Wellfield** TwinSc<br>*Oil Eng.*<br>*ss* Shl. No. 3–8, 36<br>*Mchy. Aft* 2 *Dks (Stl)* & *Web frames*<br>D.F. *Longitudinal framing*<br>*Cruiser Stern* | 6054<br>4951<br>3584 | ✠100A1<br>6,40 ~~11,39~~<br>DBS ~~11,39~~ 5,41 ✠LMC8,36<br>*Carrying Petroleum in bulk* | Mch<br>Gls | *y* | CL<br>~~11,38~~<br>3,41 | 1924<br>3mo<br>*Lloyd* | Tyne Iron S.B. Co. Ld. Newcastle<br>*s A & CP* | Field Tank S.S. Co. Ld. (Hunting & Son, Ld. *Mgrs.*)<br>*Cell DB u* £27' 46 t *FPT* 140 t *APT* 64 t | 409·8 \| 51·4 \| 30·1<br>P 92' B 37' F 40' FK<br>len 32<br>10 „ *to Udk* | Newcastle<br>British<br>16 *BHpt Cem*<br>2 DB *120lb*<br>563 NHP<br>N.E. Mar. Eng. Co. Ld Nwc. | Oil Engines 4S.C.SA<br>12Cy. 22½"–39⅞"<br>s 4 „ 7½<br>26 „ 1½ | 30 „ 6 | |
| 86139<br>116555<br>WBEQ | **Wellhart** (*ex* Hall, *ex* Selwyn Eddy)<br>*Mchy. Aft* 1 *Dk* & *Spar dk* | 2846<br>—<br>2164 | | | | | 1893 | Detroit S.B. & D.D. Co Wyandotte, Micb. | Wellhart S.S. Co. Inc. (H.N. Hartwell & Sons, Inc. *Mgrs.*) | 343·0 \| 42·2 \| 21·6<br>F 36' | Boston<br>Utd. States | T.3Cy. 22", 35" & 56"–44"<br>208 NHP<br>Detroit S.B. & D.D. Co. Det. | | R |
| 86140<br>161366<br>GMJB | **Wellington Court**<br>*ss* Cff. No. 2–38<br>D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)* | 4979<br>4622<br>3003 | ✠100A1<br>*with freeboard*<br>11,40 ~~8,39~~<br>BS2,39 9,40 ✠LMC9,38 | Cal<br>Nwc | *a*† | CL<br>9,38 | 1930<br>2mo<br>*Lloyd* | W. Pickersgill & Sons, Ld. Sunderland<br>*s A & CP* | Court Line, Ld. (Haldin & Philipps, Ld. *Mgrs.*)<br>*Cell DB a & u E* 158' *f* 180' 1217 *t F* | 405·6 \| 55·5 \| 25·8<br>422·3 (O.L.)<br>F 39' FK<br>*PT* 127 *t APT* 204 *t* | London<br>British<br>6 *BH Cem*<br>(*Coll to Sh dk* 5 „ 2*nd*„)<br>N.E. Marine Eng. Co. Ld. Sld | T.3Cy. 26", 43" & 72"–48" (*r*)<br>180lb 437 NHP<br>3SB (Spt), *9cf*, GS 182, HS 7401 | 28 „ 3<br>s 3 „ 3½<br>25 „ 2½ | |
| 91/40<br>165168<br>GSGN | **Wellington Star** TwinSc<br>*Oil Eng.*<br>D.F. E.S.D. GyC. 3 *Dks*<br>*Ref. Mchy. Tonnage opening closed '40*<br>*Cruiser Stern* | 13212<br>11651<br>9422 | ✠100A1<br>*with freeboard*<br>2,40 ✠LMC9,39<br>✠Lloyd's RMC2,40 | Liv | *i*† 2⅞ | CL | 1939<br>9mo<br>*Lloyd* | Harland & Wolff, Ld. Belfast<br>*s A & CP* | Union Cold Storage Co. Ld. (Blue Star Line, Ld. *Mgrs.*)<br>*Duct keel for u Upper 'tween dk*<br>*Cell DB 444' 1837 t* | 535·5 \| 70·4 \| 32·1<br>555·2 (O.L.) 40·4<br>P 64' B 196' F 71' FK<br>*ard of mchy. space (BHs except Coll BH dispensed with*<br>*FPT* 165 *t APT* 185 *t* | Belfast<br>British<br>8 *B Hpt Cem*<br>(*Coll to W dk* 7 „ 2*nd* „ )<br>Harland & Wolff, Ld. Bel. | Oil Engines 2S.C.DA<br>12Cy. 24⅞"–55½"<br>2463 NHP<br>DB *80lb* | 43 „ 5<br>s 12 „ 8½<br>30 „ 11 | |
| 86142<br>166137<br>GMGC | **Wellpark**<br>D.F. E.S.D. 1 *Dk* & *Shelter dk* | 4649<br>4256<br>2724 | ✠100A1<br>*with freeboard*<br>12,40 ~~2,40~~ ✠LMC6,38 | Hul<br>Shl | *z*<br>1½ | CL<br>12,40 | 1938<br>6mo<br>*Lloyd* | C. Connell & Co. Ld. Glasgow<br>*s A & CP* | Denholm Line Steamers, Ld. (J. & J. Denholm, Ld. *Mgrs.*)<br>*Cell DB 344' 1298 t F* | 407·4 \| 54·7 \| 24·5<br>419·5 (O.L.)<br>F 32' FK<br>*PT* 169 *t APT* 210 *t* | Greenock<br>British<br>6 *BH Cem*<br>(*Coll to Sh dk* 5 „ 2*nd*„) | T.3Cy. 22", 38" & 65"–45" (*s*)<br>220lb 431 NHP<br>2SB (Spt & FD) & 1 Aux SB, *9cf*, GS 146, HS 6471<br>Rankin & Blackmore Ld Grk | 27 „ 8<br>s 2 „ 10½<br>25 „ 0½ | |
| 86143<br>164349<br>GDGY | **Welsh Coast**<br>*Oil Eng.*<br>Wireless D.F. 1 *Dk* & *Shelter dk*<br>*Mchy. Aft* E.S.D. *Cruiser Stern* | 646<br>499<br>234 | ✠100A1<br>*with freeboard*<br>2,40 ~~8,39~~ ✠LMC1,38 | Mch<br>Liv | *m* | OG | 1938<br>1mo<br>*Lloyd* | Ardrossan Dockyard Ld. Ardrossan<br>*s A & CP* | Coast Lines, Ld.<br>*Cell DB 154' 2* | 200·6 \| 33·1 \| 11·1<br>*34·9*<br>209·6 (O.L.) FK<br>F 23' B (*aft*) 33'<br>*19 t FPT* 95 *t APT* 28 *t* | Liverpool<br>British<br>3 *BH Cem*<br>(*Coll to Sh dk* 2 „ 2*nd*„) | Oil Engines 4S.C.SA<br>6Cy. 19½"–35⅞"<br>224 NHP<br>J.G. Kincaid & Co. Ld. Grk. | 13 „ 8<br>s „ 2<br>13 „ 7½ | |
| 86144<br>167597<br>GPFC | **Welsh Prince**<br>D.F. E.S.D. 1 *Dk* & *Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed '41 (W.E.)* | ~~5000~~<br>5148<br>4618<br>3053 | ✠100A1<br>*with freeboard*<br>10,40 ~~7,40~~<br>(*Class Contem plated*)<br>✠LMC7,40 | Gls<br>Shl | *a*†<br>2 | CL<br>10,40 | 1940<br>7mo<br>*Lloyd's* | Blythsw'd S.B. Co. Ld. Glasgow<br>*s A & CF* | Prince Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*)<br>5 *divisional* | 418·1 \| 56·0 \| 25·0<br>432·5 (O.L.)<br>F 38' FK<br>(*Coll BH to Sh dk* 6 *BH to 2nd dk*) *pt Asp watertight BH in shr 'tween dks*<br>*Cell DB 360' 1229 t FPT* 85 *t APT* 158 *t* | London<br>British<br>7 *BH pt Cem*<br>2SB (Spt) *8cf*, GS 133, HS 5372 *FD*<br>D. Rowan & Co. Ld. Gls. | T.3Cy. 22½", 36" & 65"–48"<br>220lb (*s*) 400 NHP | 35 „ 1<br>s 10 „ 6½<br>25 „ 9½ | |
| 86145<br>144860<br>MLDV | **Welsh Rose** (*ex* Brookside)<br>*ss* Bly. No. 3–11, 35<br>*ss* Bly. No. 1–39<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | 581<br>400<br>252 | ✠100A1<br>3,40 ~~9,39~~<br>✠LMC9,39<br>BS10,40 | Bly<br>Lth | *i* | CL<br>8,39 | 1922<br>10mo<br>*Lloyd* | Goole S.B. & Repg Co. Ld. Goole<br>*s A & CP* | Richard Hughes & Co. (Liverpool) Ld.<br>*Cell D* | 175·2 \| 27·0 \| 10·8<br>Q 99' B 11' F 24' FK<br>*Bf* 105' 118 *t FPT* 43 *t* | Liverpool<br>British<br>3 *BH Cem*<br>1SB, *3pf*, GS 47, HS 1530<br>W. Beardmore & Co. Ld. Gls. | T.3Cy. 13", 21½" & 35"–27" (*s*)<br>180lb 85 RHP<br>*APT* 25 *t* | 13 „ 0<br>s 3 „ 10½<br>12 „ 9½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Force motrice, machines, engins, Lettre d'Enregistrement. | 7* Date de la dernière visite de la carène pour cause. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. | pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86146 | **Welsh Trader** | | 4974 | ✠100A1 Sws | | at | CL | 1938 | J.L.Thomp- | Trader Navigation | 425·4 \| 58·4 \| 23·8 | London | T 3Cy.22",36½"&63"–42" | 26 ″ 10 | |
| 166372 | | | 4551 | *with freeboard* | | | CL | 3mo | son & Sons, Ld. | Co. Ld. | 442·0 (o.l.) | British | 220lb (s) 373NHP | 3 ″ 0½ | |
| GDGC | D.F. E.S.D. | *Cruiser Stern* 1 *Dk & Sh dk* | 2802 | ~~6,44 2,38~~ ✠LMC3,38 | | | 2,41 | | Sunderland | | F38′ FK | 7 *B H Cem* | 2 SB (Spt & FD) & 1 Aux SB, | 24 ″ 0 | |
| | GyC. | *Longitudinal framing at decks* | | 1,41 | | | | *Lloyd's SA & CP* | | | | (*Coll to Sh dk* | *Scf*, GS119, HS5495 | | |
| | | *Locked steel hatches* | | | | | | | | | | 6 „ 2nd „) | N.E. Marine Eng. Co Ld Nwc | | |
| | | | | | | | | | | *Cell D B* 296′ 1026*t* | | *Tanks in way of tunnel* 498*t* | *F P T* 154*t* | *A P T* 160*t* | | |
| 86147 | **Weltevreden** | Twin Sc | 9245 | ✠100A1 Sba | | | OG | 1937 | N.V.Mch. | Rotterdamsche | 483·4 \| 62·8 \| 37·9 | Batavia | Oil Engines 2S.C.SA | 40 ″ 8 | |
| | | *Oil Eng.* | 8500 | | | | 1,41 | 6mo | & Scheepswrf | Lloyd (W.Ruys & | 513·2 28·8 | Dutch | 16Cy.25½"–49½" 1824NHP | 10 ″ 1½ | |
| PINS | D.F. E.S.D. | 3 *Dks* | 5529 | ~~7,42 2,40~~ 1,41 | | | | | van P.Smit, Jr | Zonen, *Mgrs.*) | F109′ FK | *pt Cem* | 2 *DB 100lb* | 30 ″ 8 | |
| | *Ref. Mchy.* | *Cruiser Stern* | | ✠LMC6,37 | | | | | Rotterdam | 'Tween dk bulkhead | *Coll B H to Udk* | 7 „ „ 2nd „ | Fr. Krupp Germaniawft A.G | | |
| | | | | ✠Lloyd's RMC7,38 | | | | *Lloyd's SA & CP* | | *except Coll* | *B H dispensed with* | 2′ 3488*t* *D T* 7′ | Kiel | | |
| | | | | 1,41 ~~7,40~~ | | | | | | *Cell D B* 285′ 1318*t* | *M T* 57*t* | 63′ 417*t* *D T* a 64′ 945*t* | | | |
| | | | | After chambers for temp. 32° F. | | | | | | *Tanks in way of tunnels* | | 769*t* *F P T* s 390*t* *A P T* 125*t* | | | |
| | | | | *Carrying cargo oil* | *F.P. above* | | | 150° *F. in deep for* | | *e peak tanks* | | | | | |
| 86148 | **Wenchow** | Twin Sc | 3113 | | | | | 1923 | Taikoo | China Navigation | 320·0 \| 46·1 \| 23·7 | London | T.6Cy.15",24½"&40"–30" | | |
| 152422 | | | 2892 | | | | | | Dkyd. & E. Co. | Co. Ld. | | British | 175NHP | | |
| MCMY | | 2 *Dks* | 1887 | | | | | | of Hong Kong Ld. | | | *WB* | Taikoo Dockyard & Eng. Co. Ld. | | |
| | | | | | | | | | Hong Kong | | | | | | |
| 86149 | **Wendover** | | 5487 | ✠100A1 Shl | | *z* | CL | 1928 | Caledon S. | Britain S.S. Co. Ld. | 405·8 \| 54·2 \| 27·9 | London | T.3Cy.25½",42"&70"–48" (s) | 30 ″ 4 | |
| 160665 | | *ss* Shl. No. 2–37 | 4993 | 1,40 | | | | 11mo | B. & E. Co. Ld. | (Watts, Watts & | | British | 185lb HS7926 448NHP | 5 ″ 9½ | |
| GSLZ | D.F. | 1 *Dk (Stl)* | 3317 | ✠LMC1,40 | | | 1,40 | | Dundee | Co. Ld. *Mgrs.*) | P36′ B126′ F39′ FK | 6 *B H Asp* | 3SB (Spt), *Scf*, GS187 | 24 ″ 8 | |
| | E.S.D. | | | | | | | *Lloyd's SA & CP* | | *Cell D B a & u E* 156′ *f* | 186′ 1242*t* *F P T* 126*t* | *A P T* 280*t* | N.E. Marine Eng Co Ld Nwc | | |
| 86150 | **Wentworth** | | 5212 | ✠100A1 Nwc | | *y* | CL | 1919 | Richardsn, | Dalgliesh Stm. | 400·6 \| 52·4 \| 28·4 | Newcastle | T.3Cy.27",44"&73"–48" (s) | 31 ″ 0 | |
| 142836 | | *ss* Shl. No. 3–11,32 | 4792 | ~~Spar~~ 10,40 | | | | 7mo | Duck & Co. Ld. | Shppg. Co. Ld. (R.S. | 413·0 (o.l.) | British | 180lb 517NHP | s 5 ″ 11½ | |
| GBCN | D.F. | *ss* Nwc. No. 1–37 | 3210 | | LMC | | | | Stockton | Dalgliesh, Ld. *Mgrs*) | P49′ B113′ F40′ FK | 6 *B H Cem* | 3SB, *Scf*, GS190, HS7668 FD | 25 ″ 3½ | |
| | | 1 *Dk (Stl)* | | MS9,37 | BS4,40 | | | *Lloyd's SA & CP* | | *Cell D B* a 117′ *u E* 2′ | 2′ *f* 180′ 988*t* *F P T* 132*t* | *A P T* 213*t* | Blair & Co. Ld. Stockton | | |
| 86151 | **Werdenfels** | | 6318 | | | | | 1921 | Act.Ges. | Deutsche Dmpfs- | 431·6 \| 56·4 \| 30·3 | Bremen | T.3Cy.29½",47⅞"&76¾"– | | G |
| | | | 5812 | | | | | | "Weser" | fahrts. Ges. Hansa | P64′ B135′ F52′ | German | 54"&L.P. turbine 608NHP | | |
| DOPA | Sub.Sig. | 2 *Dks* | 3852 | | | | | | Bremen | | | *WB* | A.G. "Weser," Bremen | | |
| 86152 | **Werna** | | *903* | ✠100A1 Got | | *o* | OG | 1937 | Öresunds- | Stockholms | 224·6 \| 35·6 \| 12·0 | Stockholm | 2 Oil Engines 2S.C.SA | 15 ″ 3 | |
| 8178 | | *Oil Eng.* | *623* | *with freeboard* | Skm | | ~~2,40~~ | 6mo | varvet | Rederiaktieb. Svea | 231·6 (o.l.) | Swedish | 8Cy.13⅜"–22⅛" with elec- | s ″ 2 | |
| SKIN | Wireless | 1 *Dk & Shelter dk* | *345* | 2,41 ~~3,40~~ | ✠LMC6,37 | | 2,41 | | Aktiebolag | (E. Högberg, *Mgr.*) | FK | 4 *B H p t Cem* | tro-magnetic slip couplings | 15 ″ 2½ | |
| | | *Strengthened for navigation in ice* | | | | | | | Landskrona | | B on *Shelter dk* 42′ | (*Coll to Sh dk* | & SR gearing | | |
| | | *Cruiser Stern* | | | | | | *Lloyd's SA & CP* | | | | 3 „ 2nd „) | DB *80lb* 250NHP | | |
| | | | | | | | | | | *Cell D B* | 170′ 242*t* *F P T* 54*t* | *A P T* 49*t* | Atlas-Diesel A/B, Skm. | | |
| 86153 | **Werner** | | 875 | | | | | 1909 | Stettiner | Mathies Reed, K.G. | 211·2 \| 30·8 \| 12·8 | Hamburg | T3Cy 15⅞", 25½"&41⅛"–29½" | | G |
| | | | 662 | | | | | | Oderwerke | | P14′ Q41′ B80′ F22′ | German | 93NHP | | |
| DHZQ | | 1 *Dk* | 479 | | | | | | Stettin | | | *WB* | Stettiner Oderwerke | | |
| 86154 | **Werner Vinnen** | | 2342 | | | | | 1922 | Frd. Krupp | Chr. J.W. Vinnen | 305·5 \| 44·3 \| 18·9 | Bremen | Oil Engines 4S.C.SA | | G |
| | D.F. | Sub.Sig. *Oil Eng.* | 1935 | | | | | | Act.Ges. | (F.A. Vinnen & Co. | Q83′ F55′ | German | 6Cy.18½"–30½" 190NHP | | |
| DOHL | *Mchy. Aft* | 2 *Dks* | 1320 | | | | | | Kiel | *Mgrs.*) | len37 | *WB* | NE37 | | |
| | | | | | | | | | | | | | Frd. Krupp A.G. Kiel | | |
| 86155 | **Weser** (P) (*ex* Yakima Star–34, *ex* Sud Americano) | Twin Sc *Oil Eng.* | 9179 | ✠ ... | | | | 1929 | Deutsche | Norddeutscher | 487·3 \| 60·6 \| 39·6 | Bremen | Oil Engines 2S.C.DA | | G |
| | | | 8630 | 2,34 | | | | 6mo | Werke | Lloyd | B31′ F52′ 27·3 | German | 14Cy.23¾"–43⅜" 2720NHP | | † |
| [illegible] | | 2 *Dks* | 5694 | | | | | | Kiel | | len34 FK | *WB* | NE34 | | |
| | *Ref. Mchy.* | *Cruiser Stern* | | | | | | | | | | | Maschf. Augsburg-Nürnberg A.G. Augsburg | | |
| | D.F. E.S.D. | | | | | | | | | | | | | | |
| 86156 | — | | 999 | | | | | 1910 | Schiffsw. v. | Bugsier, Reed. & | 224·2 \| 35·6 \| 12·5 | Brmrhavn | C.2Cy.19⅝"&36"–25½" | | G |
| | (*ex* Charles, *ex* Weser) | | 802 | | | | | | H. Koch A.G. | Bergungs A.G. | | German | 55NHP | | |
| DQOE | | 1 *Dk* | 571 | | | | | | Lübeck | | | | Ottensener Maschf. Altona | | |
| 86157 | — | | 373 | | | | | 1927 | Atlas- | Weser Seelotsenges | 144·2 \| 26·7 \| 11·8 | Brmrhavn | T.3Cy.14⅜",22⅞"&37½"– | | G |
| | Wireless D.F. GyC. | 1 *Dk* | 317 | | | | | | Werke A.G. | | B20′ F27′ | German | 21⅝" 143NHP | | |
| DSLA | *Mchy. Aft* Sub.Sig. | *Cruiser Stern* | 95 | | | | | | Bremen | | | *WB* | Atlas-Werke A.G. Bremen | | |
| 86158 | **West Amargosa** | | 5462 | | | | | 1919 | Ls Angeles | ~~United States~~ | 410·0 \| 54·4 \| 27·2 | | T.3Cy.28½",47"&78"–48" | | R |
| ~~BFBM~~ | | *Fitted for oil fuel* | | | | | | | SB. & D.D.Co. | ~~Maritime~~ | P43′ B115′ F47′ | British | Los Angeles S.B. 422NHP | | |
| ~~KLOP~~ | Sub.Sig. | 2 *Dks* | 3411 | | | | | | San Pedro, Cal | ~~Commission~~ | | *WB* | & D.D.Co. San Pedro, Cal. | | |
| 86159 | **West Cactus** | | 5581 | | | | | 1919 | Western | ~~Pacific Argentine~~ | 410·5 \| 54·0 \| 27·1 | S. Frncisco | T.3Cy.25",40½"&72½"–48" | | R |
| 218806 | | *Fitted for oil fuel* | — | | | | | | Pipe & Steel Co | ~~Brazil Line, Inc.~~ | P60′ B114′ F46′ | Utd. States | Joshua 367NHP | | |
| KIVV | D.F. | 2 *Dks* | 3499 | | | | | | San Francisco | Pope & Talbot, Inc | | *WB* | Hendy Co. San Francisco | | |
| 86160 | **West Caddoa** | | 5641 | | | | | 1919 | Western | ~~United States~~ | 410·5 \| 54·0 \| 27·2 | S. Frncisco | T.3Cy.24½",41½"&72"–48" | | R |
| | | *Fitted for oil fuel* | | | | | | | Pipe & Steel Co | ~~Maritime~~ | P46′ B112′ F46′ | Utd. States | Joshua 359NHP | | |
| ~~KODP~~ | Sub.Sig. | 2 *Dks* | 3522 | | | | | | San Francisco | ~~Commission~~ | | British *WB* | Hendy Co. San Francisco | | |
| 86161 | **West Camargo** | | 5804 | | | | | 1920 | Western | ~~Pacific Argentine~~ | 410·5 \| 54·2 \| 27·2 | S. Frncisco | T.3Cy.24½",41½"&72"–48" | | R |
| 220385 | | *Fitted for oil fuel* | — | | | | | | Pipe & Steel Co | ~~Brazil Line, Inc.~~ | P46′ B112′ F46′ | Utd. States | Joshua 359NHP | | |
| KDBL | *Ref. Mchy.* D.F. | 2 *Dks* | 3665 | | | | | | San Francisco | Pope & Talbot, Inc | | *WB* | Hendy Co. San Francisco | | |
| 86162 | **West Campgaw** | | 5565 | | | | | 1920 | J.F. Duthie | United States | 410·3 \| 54·2 \| 27·7 | New York | T.3Cy.24½",41½"&72"–48" | | R |
| 219682 | | *Fitted for oil fuel* | 5094 | | | | | | & Co. | Maritime | P44′ B115′ F47′ | Utd. States | 359NHP | | |
| KUKR | Sub.Sig. | 2 *Dks* | 3451 | | | | | | Seattle, Wash | Commission | | *WB* | Hooven, Owens & Rentschler Co. Hamilton, O. | | |
| | | | | | | | | | | | | | | | |
| 86163 | **West Cape** | | 5660 | ✠100A1 NYk | | | | 1919 | Ames S.B. | Ministry of Ship- | 409·5 \| 54·2 \| 27·4 | | T.3Cy.26",43⅜"&73"–48" | 30 ″ 2 | R |
| | | | | (*Classification Contemplated*) | | | | 11mo | & D.D.Co. | ping (Sir R. Ropner | P44′ B115′ F47′ | British | 543NHP | | † |
| | D.F. | 2 *Dks* | 3527 | Examined 5,40 ✠ | | | | | Seattle, Wash | & Co. Ld. *Mgrs.*) | FK | *WB* | Ames S.B. & D.D.Co. Seattle | | |
| 86164 | **West Cawthon** | | 5611 | 100A1 NYk | | | | 1919 | S. Western | Ministry of Ship- | 410·5 \| 54·3 \| 27·2 | | T.3Cy.24",41½"&72"–48" | | ‖ |
| | | | | (*Classification Contemplated*) | | | | | S.B. Co. | ping (Sir R. Ropner | P46′ B112′ F46′ | British | Llewellyn Iron 359NHP | | |
| | D.F. | 2 *Dks* | 3483 | Examined 7,40 | | | | | San Pedro, Cal | & Co. Ld. *Mgrs.*) | | *WB* | Works, Los Angeles | | |
| 86165 | **West Celeron** | | 5763 | ✠ ... | | | | 1919 | Northwest | United States | 409·8 \| 54·2 \| 27·7 | Portlnd Or | DR Geared Steam Turbine | 30 ″ 2 | R |
| 218096 | | *Fitted for oil fuel* | 5241 | 8,22 | | | | 6mo | Steel Co. | Maritime | P44′ B115′ F47′ | Utd. States | 583NHP | | † |
| WCCB | Sub.Sig. | 2 *Dks* | 3554 | | | | | | Portland, Or. | Commission | FK | *WB* | General Electric Co. Schenectady, N.Y. | | |
| | | | | ✠ | | | | | | | | | | | |

Now "Vancouver Island," *see No. 2[illegible] in Supplement*

Now "Empire Crossbill," *see No. 21032 in Supplement*

Now "Empire Guillemot," *see No. 21031 in Supplement*

Now "Capira," *see No. 87553 in Supplement*

Now "Empire Woodcock," *see No. 87950 in Supplement*

Now "Empire Bison," *see No. [illegible] in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letters. | Date when tail shaft last seen | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86166<br>218097<br>KEZR | **West Celina**<br>*Fitted for oil fuel*<br>Sub.Sig. 2 *Dks* | 6187<br>5138<br>3838 | ✠ ...<br>9,20 | | | | 1919<br>7mo | Northwest SteelCo. Portland,Or. | UnitedStates Maritime Commission | 409·8 P44'<br>54·2 B115'<br>27·2 F47'<br>FK | | | Portlnd Or<br>Utd.States<br>*WB* | DR Geared Steam Turbine 583NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 // 2 | R<br>† |
| 86167<br>218797<br>KIXB | **West Cheswald**<br>*Fitted for oil fuel*<br>Sub.Sig. 2 *Dks* | 5711<br>5139<br>3518 | ✠ ...<br>2,21 | | | | 1919<br>9mo | Northwest SteelCo. Portland,Or. | UnitedStates Maritime Commission | 409·8 P44'<br>54·2 B115'<br>27·7 F47'<br>FK | | | Portlnd Or<br>Utd.States<br>*WB* | DR Geared Steam Turbine 579NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 // 2 | R<br>† |
| 86168<br>218323<br>KIMG | **West Chetac**<br>*Fitted for oil fuel*<br>Sub.Sig. 2 *Dks* | 5627<br>—<br>3505 | | | | | 1919 | S.Western S.B.Co. LAngelesCal. | UnitedStates Maritime Commission | 410·5 P46'<br>54·3 B112'<br>27·2 F46' | | | NewYork<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>LlewellynIron 359NHP<br>Works Ld.LosAngeles | | R |
| 86169<br>166333 | **West Coaster**<br>*Oil Eng.*<br>*Mchy.Aft* 1 *Dk*<br>*Cruiser Stern* | 361<br>252<br>156 | ✠100A1 Shl *e*<br>4,40<br>✠LMC1,38<br>✠LMC(M)12,39 | | | N4,40 | 1938<br>1mo | N.V. E.J. Smit&Zoon's Schpsw. Westerbroek | BritishIsles Coasters,Ld. | 143·3 148·7(O.L.) P37'<br>25·4 F24'<br>8·4<br>FK | | | London<br>British<br>*3BHptCem* | Oil Engines 4S.C.SA<br>6Cy.11"–17½" 71NHP<br>Humboldt-Deutzmotoren, A.G.Köln-Deutz | 9 // 8<br>s // 8¾<br>9 // 0½ | |
| | *Lloyd's A&CP* | | | | | | | | *CellDB82'8 5t FPT42t APTs22t* | | | | | | | |
| 86170<br>~~218~~ | **West Cobalt**<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 2 *Dks* | 6055<br>4488 | ✠100A1 Bal<br>(Last classification contemplated)<br>Examined 6.40 | | | | 1918<br>12mo | Columbia RiverSBCorp Portland,Or. | Ministry of Shipping (A.Weir&Co. *Mgrs.*) | 410·0 P44'<br>54·2 B115'<br>27·6 F47'<br>FK | | | British<br>*WB* | DR Geared Steam Turbine 579NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 // 2 | ~~R~~<br>~~†~~ |
| 86171<br>~~218~~<br>KNAE | **West Cohas**<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 2 *Dks* | 5647<br>4178<br>3465 | | | | | 1918 | Skinner& Eddy Corp Seattle,Wash | LykesBros.Steam-shipCo.Inc. | 409·6 P43'<br>54·2 B115'<br>27·1 F47' | | | N.Orleans<br>Utd.States<br>*WB* | DR Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 86172<br>217524 | **West Compo**<br>*Fitted for oil fuel*<br>2 *Dks* | 5700<br>5241<br>3517 | ✠ ...<br>2,21 | | | | 1919<br>1mo | Northwest SteelCo. Portland,Or. | UnitedStates Maritime Commission | 409·8 P44'<br>54·2 B115'<br>27·7 F47'<br>FK | | | Portlnd Or<br>Utd.States<br>*WB* | DR Geared Steam Turbine 583NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 // 2 | |
| 86173<br>217533<br>KEVD | **West Corum**<br>*Fitted for oil fuel*<br>2 *Dks* | 5795<br>5144<br>3599 | ✠ ...<br>4,21 | | | | 1919<br>1mo | Columbia RiverSBCorp Portland,Or. | UnitedStates Maritime Commission | 410·0 P44'<br>54·2 B115'<br>27·6 F47'<br>FK | | | N.Orleans<br>Utd.States<br>*WB* | DR Geared Steam Turbine 579NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 // 2 | R<br>† |
| 86174<br>217382 | **West Cressey**<br>*Fitted for oil fuel*<br>2 *Dks* | 5596<br>5173<br>3497 | | | | | 1918 | Skinner& EddyCorp. Seattle,Wash | UnitedStates Maritime Commission | 409·6 P43'<br>54·2 B115'<br>27·1 F47' | | | Seattle<br>Utd.States<br>*WB* | DR Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | |
| 86175<br>220967<br>KDIK | **West Cusseta**<br>*Oil Eng.*<br>Sub.Sig. GyC. E.S.D. 2 *Dks* | 5428<br>—<br>3374 | | | | | 1920 | L.Angeles S.B.&D.D.Co. S.Pedro,Cal. | UnitedStates Maritime Commission | 410·0 P43'<br>54·2 B115'<br>27·2 F47' | | | LAngeles Cal.<br>Utd.States<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.32"–60" NE26 990NHP<br>McIntosh&SeymourCorp. Auburn,N.Y. | | R |
| 86176<br>216342 | **West Durfee**<br>*Fitted for oil fuel*<br>2 *Dks* | 5522<br>5173<br>4113 | | | | | 1918 | Skinner& EddyCorp. Seattle,Wash | UnitedStates Maritime Commission | 409·6 P43'<br>54·2 B115'<br>27·1 F47' | | | Seattle<br>Utd.States<br>*WB* | DR Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | |
| 86177<br>~~218~~<br>~~KQIU~~ | **West Ekonk**<br>*Fitted for oil fuel*<br>Sub.Sig. 2 *Dks* | 5630<br>5178<br>3455 | | | | | 1918 | Skinner& EddyCorp Seattle,Wash | Ministry of Shipping (G.Nisbet& Co. *Mgrs.*) | 409·6 P43'<br>54·2 B115'<br>27·1 F47' | | | London<br>British<br>*WB* | DR Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 86178<br>217128<br>WJOA | **West Elcasco**<br>*Fitted for oil fuel*<br>Sub.Sig. 2 *Dks* | 5766<br>5169<br>4113 | | | | | 1918 | Skinner& EddyCorp. Seattle,Wash | UnitedStates Maritime Commission | 409·6 P43'<br>54·2 B115'<br>27·1 F47' | | | Seattle<br>Utd.States<br>*WB* | DR Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 86179<br>~~218~~<br>~~KQUU~~ | **West Gambo**<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 2 *Dks* | 5579<br>4171 | | | | | 1918 | Skinner& EddyCorp. Seattle,Wash | ~~LykesBros.Steam-shipCo.Inc.~~ | 409·6 P43'<br>54·2 B115'<br>27·1 F47' | | | British<br>*WB* | DR Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 86180<br>216737 | **West Gotomska**<br>*Fitted for oil fuel*<br>2 *Dks* | 5728<br>5073<br>4123 | | | | | 1918 | Skinner& EddyCorp. Seattle,Wash | UnitedStates Maritime Commission | 409·6 P43'<br>54·2 B115'<br>27·1 F47' | | | Seattle<br>Utd.States<br>*WB* | DR Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | |
| 86181<br>217220<br>WGIA | **West Grama**<br>GyC. *Oil Eng.*<br>D.F. E.S.D. Sub.Sig. 2 *Dks* | 5326<br>—<br>3306 | | | | | 1918 | Ls.Angeles S.B.&D.D.Co. S.Pedro,Cal. | UnitedStates Maritime Commission | 410·0 P43'<br>54·4 B115'<br>27·2 F47' | | | LsAngeles Cal.<br>Utd.States<br>*WB* | Oil Engines 4S.C.DA<br>4Cy.32"–52" NE27 794NHP<br>McIntosh&SeymourCorp. Auburn,N.Y. | | R |
| 86182<br>217708<br>KEDX | **West Hardaway**<br>*Fitted for oil fuel*<br>Sub.Sig. 2 *Dks* | 5702<br>5248<br>3532 | | | | | 1919 | Columbia RiverSBCorp Portland,Or. | UnitedStates Maritime Commission | 410·0 P44'<br>54·2 B115'<br>27·6 F46' | | | Portlnd Or<br>Utd.States<br>*WB* | DR Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 86183<br>~~218~~<br>KEFX | **West Harshaw**<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 2 *Dks* | 5756<br>5242<br>3560 | | | | | 1919 | Columbia RiverSBCorp Portland,Or. | LykesBros.Steam-shipCo.Inc. | 410·0 P43'<br>54·2 B114'<br>27·6 F47' | | | N.Orleans<br>Utd.States<br>*WB* | DR Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 86184<br>218877 | **West Hartley**<br>*Fitted for oil fuel*<br>2 *Dks* | 5757<br>5248<br>3560 | | | | | 1919 | Columbia RiverSBCorp Portland,Or. | UnitedStates Maritime Commission | 410·0 P43'<br>54·2 B114'<br>27·6 F47' | | | Portlnd Or<br>Utd.States<br>*WB* | DR Geared Steam Turbine<br>DeLaval SteamTurbineCo Trenton,N.J. | | |
| 86185<br>218111<br>KLCS | **West Hematite**<br>*Fitted for oil fuel*<br>Sub.Sig. 2 *Dks* | 5621<br>5300<br>3491 | | | | | 1919 | J.F.Duthie &Co. Seattle,Wash | UnitedStates Maritime Commission | 409·7 P44'<br>54·2 B115'<br>27·7 F47' | | | Seattle<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>LlewellynIron 359NHP<br>Works,LosAngeles | | R |
| 86186<br>220842<br>KFDX | **West Honaker**<br>GyC. *Oil Eng.*<br>Sub.Sig. E.S.D. 2 *Dks* | 5428<br>—<br>3374 | | | | | 1920 | Ls.Angeles S.B.&D.D.Co SanPedro,Cal | UnitedStates Maritime Commission | 410·0 P43'<br>54·2 B115'<br>27·2 F47' | | | LsAngeles Cal.<br>Utd.States<br>*WB* | Oil Engine 4S.C.SA<br>6Cy.32"–60" NE26 990NHP<br>McIntosh&SeymourCorp. Auburn,N.Y. | | R |
| 86187<br>216925<br>WZAE | **West Humhaw**<br>GyC. *Fitted for oil fuel*<br>Sub.Sig. E.S.D. 2 *Dks* | 5527<br>5160<br>3385 | | | | | 1918 | Skinner& Eddy Corp. Seattle,Wash | AmericanWest AfricanLine,Inc. (BarberS.S.Lines Inc. *Mgrs.*) | 409·6 P43'<br>54·2 B115'<br>27·1 F47' | | | NewYork<br>Utd.States<br>*WB* | DR Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |

*Now "Empire Miniver," see No. 87980 in Supplement*

*Now "Empire Stuka," see No. 87979 in Supplement*

*Now "Will H. Point," see No. 90605 in Supplement*

*Now "Empire Wildebeeste," see No. 90615 in Supplement*

*Now "Empire Hartebeeste," see No. 90959 in Supplement*

*Now "Empire Oryx," see No. 87993 in Supplement*

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Ferme soulagé ou non après. Lettre d'Emplacement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers de navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au-dessus du Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Inscrites ou cotées si elles n'ont pas été L. L. Durée Cert. Renouvelé. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86188 | **West Imboden** | 5751 | ✠ ... | | | | 1919 | Columbia | SeasShippingCo. | 410·0 | 54·2 | 27·7 | Portlnd Or | DR Geared Steam Turbine | 30 " 2 | R |
| 217617 | *Fitted for oil fuel* | 5248 | 2,21 | | | | 3mo | RiverSBCorp | Inc. | P44'B115'F47' | | | Utd. States | 579NHP | | † |
| KECX | Sub.Sig. D.F. *2Dks* | 3570 | ✠ | | | | | Portland,Or. | | | | FK | *WB* | GeneralElectricCo. Schenectady,N.Y. | | |
| 86189 | **West Ira** | 5681 | | | | | 1919 | AmesS.B. &D.D.Co. | ~~PacificArgentine BrazilLine,Inc.~~ | 410·5 | 54·2 | 29·2 | S. Frncisco | T.3Cy.24½",41½"&72½"–48" | | R |
| 219060 | *Fitted for oil fuel* | 5291 | | | | | | Seattle,Wash | Pope&Talbot,Inc. | P44'B119'F47' | | | Utd.States | 364NHP | | |
| KOGL | D.F. *Ref.Mchy.* *2Dks* | 3537 | | | | | | | | | | | *WB* | AmesS.B.&D.D.Co.Seattle | | |
| 86190 | **West Irmo** | 5775 | | | | | 1919 | AmesS.B. &D.D.Co. | AmericanWest AfricanLine,Inc. (BarberS.S.Lines Inc.*Mgrs.*) | 409·8 | 54·2 | 29·2 | NewYork | T.3Cy.24½",41½"&72"–48" | | R |
| 218025 | *Fitted for oil fuel* | 5218 | | | | | | Seattle,Wash | | P44'B119'F47' | | | Utd.States | 359NHP | | |
| KIFB | Sub.Sig. *2Dks* | 3585 | | | | | | | | | | | *WB* | O'NeilIronWorks,Inc. | | |
| 86191 | **West Isleta** | 5680 | | | | | 1919 | AmesS.B. &D.D.Co. | Ministry of Shipping (SirR.Ropner &Co.Ld.*Mgrs.*) | 409·8 | 54·2 | 29·2 | | T.3Cy.24",43"&73"–48" | | R |
| | *Fitted for oil fuel* | 5176 | | | | | | Seattle,Wash | | P44'B119'F47' | | | British | 369NHP | | |
| | D.F. *2Dks* | 3508 | | | | | | | | | | | *WB* | Ames S.B.&D.D.Co.Seattle | | |
| Now "Empire Merlin," *see No. 87925 in Supplement* | | | | | | | | | | | | | | | | |
| 86192 | **West Ivis** | 5666 | | | | | 1919 | AmesS.B. &D.D.Co. | ~~PacificArgentine BrazilLine,Inc.~~ | 410·5 | 54·2 | 29·2 | S. Frncisco | T.3Cy.26",43"&73"–48" | | R |
| 219305 | *Fitted for oil fuel* | 5218 | | | | | | Seattle,Wash | Pope&Talbot,Inc. | P44'B119'F47' | | | Utd.States | 369NHP | | |
| KOQQ | *Ref.Mchy.* D.F. *2Dks* | 3537 | | | | | | | | | | | *WB* | AmesS.B.&D.D.Co.Seattle | | |
| 86193 | **West Jaffrey** | 5663 | ✠ ... | | | | 1919 | Northwest SteelCo. | UnitedStates Maritime Commission | 409·8 | 54·2 | 27·7 | Portlnd Or | 2 Steam Turbines DR | 30 " 2 | R |
| 218965 | *Fitted for oil fuel* | 5139 | 9,20 | | | | 11mo | | | P44'B115'F47' | | | Utd. States | geared to1Sc.Shaft605NHP | | † |
| KLCT | Sub.Sig. *2Dks* | 3487 | | | | | | Portland,Or. | | | | FK | *WB* | FletcherTurbineCo. JerseyCity,N.Y. | | |
| 86194 | **West Kebar** | 5620 | | | | | 1920 | LongBeach S.B.Co. | AmericanWest AfricanLine,Inc. (BarberS.S.Lines, Inc.*Mgrs.*) | 410·5 | 54·2 | 27·2 | NewYork | T.3Cy.24½",41½"&72"–48" | | R |
| 220316 | *Fitted for oil fuel* | — | | | | | | LongBeach, Cal | | P46'B112'F46' | | | Utd.States | 359NHP | | |
| KDAN | Sub.Sig. *2Dks* | 3516 | | | | | | | | | | | *WB* | LlewellynIronWorks, LosAngeles | | |
| 86195 | **West Kedron** | 5620 | | | | | 1920 | LongBeach S.B.Co. | (Douglas&Ramsey,*Mgrs.*) | 410·5 | 54·2 | 27·2 | | T.3Cy.24½",41½"&72"–48" | | R |
| | *Fitted for oil fuel* | — | | | | | | LongBeach, Cal. | | P46'B112'F46' | | | British | 359NHP | | |
| | Sub.Sig. *2Dks* | 3516 | | | | | | | | | | | *WB* | LlewellynIronWorks, LosAngeles | | |
| Now "Empire Eland," *see No. 88013 in Supplement* | | | | | | | | | | | | | | | | |
| 86196 | **West Keene** | 5600 | | | | | 1919 | LongBeach S.B.Co. | UnitedStates Maritime Commission | 410·5 | 54·3 | 27·2 | Ls Angeles | T.3Cy.24½",41½"&72"–48" | | R |
| 218074 | *Fitted for oil fuel* | — | | | | | | LongBeach, Cal. | | P46'B112'F46' | | | Cal. | 359NHP | | |
| KISK | Sub.Sig. *2Dks* | 3503 | | | | | | | | | | | Utd.States *WB* | LlewellynIronWorks, LosAngeles | | |
| 86197 | **West Kyska** | 5552 | ✠ ... | | | | 1918 | Northwest SteelCo. | WatermanS.S. Corp. | 409·8 | 54·2 | 27·7 | Mobile | DR Geared Steam Turbine | 30 " 2 | R |
| 217224 | *Fitted for oil fuel* | 5241 | 4,22 | | | | 11mo | | | P47'B115'F44' | | | Utd.States | 576NHP | | † |
| WJOU | Sub.Sig. D.F. *2Dks* | 3364 | ✠ | | | | | Portland,Or. | | | | FK | *WB* | GeneralElectricCo. Schenectady,N.Y. | | |
| 86198 | **West Lashaway** | 5637 | | | | | 1918 | Skinner& EddyCorp. | AmericanWest AfricanLine,Inc. (BarberS.S.Lines Inc.*Mgrs.*) | 409·6 | 54·2 | 27·1 | NewYork | DR Geared Steam Turbine | | R |
| 217002 | *Fitted for oil fuel* | 5173 | | | | | | Seattle,Wash | | P43'B115'F47' | | | Utd.States | GeneralElectricCo. | | |
| WREA | Sub.Sig. *2Dks* | 3458 | | | | | | | | | | | *WB* | Schenectady,N.Y. | | |
| 86199 | **West Loquassuck** | 5644 | | | | | 1918 | Skinner& EddyCorp. | UnitedStates Maritime Commission | 409·6 | 54·2 | 27·1 | Seattle | DR Geared Steam Turbine | | |
| 217070 | *Fitted for oil fuel* | 5033 | | | | | | Seattle,Wash | | P43'B115'F47' | | | Utd.States | GeneralElectricCo. | | |
| | *2Dks* | 3463 | | | | | | | | | | | *WB* | Schenectady,N.Y. | | |
| 86200 Ⓟ | **West Madaket** | 5565 | | | | | 1918 | Skinner& EddyCorp | WatermanS.S. Corp. | 409·6 | 54·2 | 27·1 | Mobile | DR Geared Steam Turbine | | R |
| 217176 | *Fitted for oil fuel* | 5033 | | | | | | Seattle,Wash | | P43'B115'F47' | | | Utd.States | GeneralElectricCo. | | |
| WJOO | Sub.Sig. D.F. *2Dks* | 3483 | | | | | | | | | | | *WB* | Schenectady,N.Y. | | |
| 86201 | **West Maximus** | 5561 | | | | | 1919 | Skinner& EddyCorp. | UnitedStates Maritime Commission | 409·6 | 54·2 | 27·1 | Seattle | DR Geared Steam Turbine | | R |
| 217861 | *Fitted for oil fuel* | 5166 | | | | | | Seattle,Wash | | P43'B115'F47' | | | Utd.States | GeneralElectricCo. | | |
| KEDQ | Sub.Sig. *2Dks* | 4006 | | | | | | | | | | | *WB* | Schenectady,N.Y. | | |
| 86202 | **West Modus** | 5690 | ✠ ... | | | | 1919 | Northwest SteelCo. | UnitedStates Maritime Commission | 409·8 | 54·2 | 27·7 | Portlnd Or | DR Geared Steam Turbine | 30 " 2 | R |
| 217525 | *Fitted for oil fuel* | 5241 | 8,21 | | | | 2mo | | | P44'B115'F47' | | | Utd.States | 583NHP | | † |
| KENK | Sub.Sig. *2Dks* | 3510 | ✠ | | | | | Portland,Or. | | | | FK | *WB* | GeneralElectricCo. Schenectady,N.Y. | | |
| 86203 | **West Neris** | 5588 | | | | | 1919 | S.Western S.B.Co. | UnitedStates Maritime Commission | 410·5 | 54·3 | 27·2 | N.Orleans | T.3Cy.24½",41½"&72"–48" | | R |
| 219434 | *Fitted for oil fuel* | — | | | | | | SanPedro,Cal | | P46'B112'F46' | | | Utd.States | LlewellynIron Works,LosAngeles,Cal. | 359NHP | |
| KGTK | *2Dks* | 3483 | | | | | | | | | | | *WB* | | | |
| 86204 | **West Nilus** Ⓟ | 5495 | | | | | 1920 | S.Western S.B.Co. | ~~PacificArgentine BrazilLine,Inc.~~ | 410·5 | 54·3 | 27·2 | S.Frncisco | T.3Cy.24¾",41½"&72⅞"–48" | | R |
| 219658 | *Fitted for oil fuel* | — | | | | | | SanPedro,Cal | Pope&Talbot,Inc. | P46'B112'F46' | | | Utd.States | LlewellynIron Works,LosAngeles,Cal. | 361NHP | |
| KUFJ | *2Dks* | 3453 | | | | | | | | | | | *WB* | | | |
| 86205 | **West Nohno** | 5769 | ✠ ... | | | | 1919 | Northwest SteelCo. | UnitedStates Maritime Commission | 409·8 | 54·2 | 27·7 | NewYork | DRGearedSteam Turbine | 30 " 2 | R |
| 217936 | *Fitted for oil fuel* | 5241 | 3,22 | | | | 4mo | | | P44'B115'F47' | | | Utd.States | 583NHP | | † |
| KEXG | Sub.Sig. *2Dks* | 3564 | ✠ | | | | | Portland,Or. | | | | FK | *WB* | GeneralElectricCo. Schenectady,N.Y. | | |
| 86206 | **West Notus** | 5492 | | | | | 1920 | S.Western S.B.Co. | ~~PacificArgentine BrazilLine,Inc.~~ | 410·5 | 54·3 | 27·2 | S.Frncisco | T.3Cy.24¾",41½"&72"–48" | | R |
| 220315 | *Fitted for oil fuel* | — | | | | | | SanPedro,Cal | Pope&Talbot,Inc. | P46'B112'F46' | | | Utd.States | LlewellynIron Works,LosAngeles,Cal. | 359NHP | |
| KDAM | D.F. *2Dks* | 3416 | | | | | | | | | | | *WB* | | | |
| 86207 | **West Planter** (exTexas Planter-35,exLake Flatonia-32) | 2609 | ✠ ... | | | | 1919 | McDougall -DuluthCo. | | 251·0 | 43·7 | 25·8 | | T.3Cy.21",35"&59"–42" | 28 " 2 | R |
| | *Fitted for oil fuel* | 2261 | 4,22 | | | | 10mo | | | P25'B64'F20' | | | | 352NHP | | † |
| | D.F. *1Dk2trB* | 1610 | ✠ | | | | | Duluth Minn. | | | | FK | *WB* | McDougall-DuluthCo. | | |
| Now "Varines," *see No. 90501 in Supplement* | | | | | | | | | | | | | | | | |
| 86208 | **West Pocasset** | 5707 | ✠ ... | | | | 1919 | Northwest SteelCo. | UnitedStates Maritime Commission | 409·8 | 54·2 | 27·7 | Portlnd Or | 2SteamTurbinesDRgeared to 1 Sc. Shaft | 30 " 2 | R |
| 218963 | *Fitted for oil fuel* | 5139 | 3,21 | | | | 10mo | | | P44'B115'F47' | | | Utd.States | 605NHP | | † |
| KLCV | Sub.Sig. *2Dks* | 3516 | | | | | | Portland,Or. | | | | FK | *WB* | MidwestEng.Co. Indianapolis | | |
| Now "Cheyo," *see No. 87552 in Supplement* | | | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date(if) of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86209<br>143753<br>GDMF | **West Point** (*ex*Elmpark–37)<br>*ss*Rot.No.3–6,33<br>E.S.D. *ss*Bry.No.1–37<br>D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Longitudinal framing in D B & at decks*<br>*Cargo battens not fitted in Shelter*<br>*Cruiser Stern* *'tween decks* | | 4999<br>4672<br>3120 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~9,40 10,38~~ 2,41<br>BS10,39 ✠LMC3,37 | Cal<br>~~H'Kg~~<br>Npt Shl | *z* | CL<br>10,38 | 1920<br>5mo | Greenock<br>Dkyd.Co.Ld.<br>Greenock<br>*Lloyd's*&*CP* | CerealTrade&<br>ShippingCo.Ld. | 409·2\|53·5\|27·9<br>F38′*on*<br>*Shelter dk*<br>6 „ „ *U* „<br>*Cell DB*347′1123*t FPT*<br>61*t APT* 20*t* | FK | London<br>British<br>*pt Cem pt Asp*<br>*Coll B H to Shdk*<br>61*t APT* 20*t* | T.3Cy.27½″,45″&75″–48″ (*s*)<br>180lb 561NHP<br>3SB,9*cf*,GS190,HS8451 FD<br>J.G.Kincaid&Co.Ld.Grk. | 30 ″ 6<br>s 3 ″ 8½<br>26 ″ 11½ | |
| 86210<br>220807<br>KDKD | **West Portal** (*ex*EmergencyAid–39)<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 2*Dks*&*Web frames* | | 5376<br>—<br>3356 | ✠ ...<br>1,22<br>✠ | | | | 1920<br>11mo | Merchant<br>S.B.Corp.<br>Harriman, Pa | ~~PacificArgentine~~<br>~~BrazilLine,Inc.~~<br>Pope&Talbot,Inc. | 400·7\|54·2\|30·2<br>P36′B124′F43′ | FK | S.Frncisco<br>Utd.States<br>*WB* | 2 steam turbines DR<br>geared to 1 sc.shaft 645NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 ″ 10 | R<br>† |
| 86211<br>Now "Empire Panther," *see No. 87999 in Supplement* | **West Quechee**<br>*Fitted for oil fuel*<br>Sub.Sig. 2*Dks* | | 5711<br>5248<br>3539 | ✠ ...<br>5,21<br>✠ | | | | 1919<br>5mo | Columbia<br>RiverSBCorp<br>Portland,Or. | | 410·0\|54·3\|27·7<br>P44′B115′F47′<br>FK | | *WB* | DR Geared Steam Turbine<br>579NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | R<br>† |
| 86212<br>~~218728~~<br>Now "Empire Mavis," *see No. 91040 in Supplement* | **West Raritans**<br>*Fitted for oil fuel*<br>Sub.Sig. 2*Dks* | | 5703<br>5139<br>3513 | ✠100A1<br>(*Reclassification contemplated*) | | | | 1919<br>10mo | Northwest<br>SteelCo.<br>Portland,Or. | ~~UnitedStates~~<br>~~Maritime~~<br>~~Commission~~ | 409·8\|54·2\|27·7<br>P44′B115′F47′<br>FK | | ~~Portlnd Or~~<br>~~Utd.States~~<br>British *WB* | 2 Steam Turbines DR geared<br>to 1 Sc. Shaft 605NHP<br>VulcanIronWorks,<br>JerseyCity,N.J. | 30 ″ 2 | R<br>† |
| 86213<br>~~218364~~<br>~~KLDA~~<br>Now "Empire Cougar," *see No. 91068 in Supplement* | **West Saginaw**<br>*ss*N.Os.No.3–3,41<br>*Fitted for oil fuel*<br>~~Sub.Sig.~~ 2*Dks* | | 6187<br>5139<br>3837 | ✠100A1<br>3,41<br>LMC3,41<br>*fitted for oil fuel* 10,19 *R.P. above 150°F.* | NOs | *z* | CL<br>3,41 | 1919<br>10mo<br>CP | Northwest<br>SteelCo.<br>Portland,Or. | Ministry of Shipping(G.Heyn&<br>Sons,Ld.*Mgrs.*)<br>*Cell DB*355′1131*t*<br>*FPT* 132*t* | 409·8\|54·2\|27·7<br>423·7(O.L.)<br>P44′B115′F47′<br>*DB*1729′745*t*<br>*APT* 143*t* | FK | Belfast<br>British<br>*7 B H pt Cem*<br>*APT* 143*t* | 2 Steam Turbines DR<br>geared to 1 Sc.Shaft 605NHP<br>210lb (*s*)<br>3SB,9*cf*,GS181,HS8007 FD<br>MidwestEng.Co,Indianapolis | 30 ″ 2 | ~~R~~<br>~~†~~ |
| 86214<br>218582<br>KIPK | **West Segovia**<br>*Fitted for oil fuel*<br>2*Dks* | | 5701<br>5139<br>3513 | ✠ ...<br>10,20<br>✠ | | | | 1919<br>8mo | Northwest<br>SteelCo.<br>Portland,Or. | UnitedStates<br>Maritime<br>Commission | 409·8\|54·2\|27·7<br>P44′B115′F47′<br>FK | | N.Orleans<br>Utd.States<br>*WB* | DR Geared Steam Turbine<br>579NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | R<br>† |
| 86215<br>219601<br>KUCB<br>Now "Carib Queen," *see No. 87554 in Supplement* | **West Shipper** (*ex*Texas Shipper–35,*ex*Lake Giddings–32)<br>*Fitted for oil fuel*<br>D.F. 1*Dk*2*trB* | | 2592<br>2243<br>1613 | ✠ ...<br>11,20<br>✠ | | | | 1920<br>4mo | Chicago<br>S.B.Co<br>Chicago,Ill. | SilveradoS.S.Co.<br>andWallingford<br>S.S.Co. | 251·0\|43·6\|26·1<br>P25′B64′F26′<br>FK | | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.21″,35″&59″–42″<br>352NHP<br>AmericanS.B.Co.Lorain,O. | 28 ″ 3 | R<br>† |
| 86216<br>207808 | **West Shore** Twin Sc<br>(*Self-Unloader*)<br>1*Dk* | | 675<br>—<br>294 | | | | | 1910 | Buffalo<br>D.D.Co.<br>Buffalo,N.Y. | P.M.Fuel,Inc. | 168·0\|36·0\|15·0 | | Cleveland,<br>Ohio<br>Utd.States | S.2Cy.18″–20″<br>22NHP<br>AmericanSB.Co.Clvelnd.O | | |
| 86217<br>219847<br>KUMX | **West Texas** (*ex*LakeFlag)<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 1*Dk* | | 2686<br>—<br>1665 | | | | | 1920 | GlobeS.B.<br>Co.<br>Superior,Wis | SouthernS.S.Co. | 253·4\|43·8\|26·9<br>P24′B64′F23′ | | Philadlphia<br>Utd.States<br>*WB* | T.3Cy.19″,32″&56″–36″<br>188NHP<br>NordbergMfg.Co M'lw'kee | | R |
| 86218<br>~~217961~~<br>~~KBXK~~<br>Now "Empire Moorhen," *see No. 90996 in Supplement* | **West Totant**<br>*Fitted for oil fuel*<br>Sub.Sig. 2*Dks* | | 5628<br>5248<br>3488 | ✠100A1<br>(*Reclassification Contemplated*) | | | | 1919<br>4mo | Columbia<br>RiverSBCorp<br>Portland,Or. | ~~UnitedStates~~<br>~~Maritime~~<br>~~Commission~~ | 410·0\|54·2\|27·7<br>P44′B115′F47′<br>FK | | ~~Portlnd Or~~<br>~~Utd.States~~<br>British *WB* | DR Geared Steam Turbine<br>579NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | R<br>† |
| 86219<br>PIOL | **West Vlaanderen**<br>*Mchy. Aft* *Oil Eng.*<br>*Cruiser Stern* 1*Dk* | | 346<br>266<br>205 | | | | | 1927 | Scheepsw.<br>Gebr.Pot.<br>Bolnes | N.V.West<br>Vlaanderen<br>(T.denHartigh,<br>*Mgr.*) | 147·9\|25·2\| 8·7<br>P47′F20′ | | Terneuzen<br>Dutch<br>*WB* | Oil Engines 4S.C.SA<br>4Cy.11″–17¾″ 47NHP<br>Motorenfbr."Deutz"A.G.<br>Köln-Deutz | | V |
| 3/41<br>86220<br>148283<br>GJQP | **West Wales**<br>*ss*Cff.No.3–9,37<br>D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 4353<br>4081<br>2627 | ✠100A1<br>*with freeboard*<br>~~12,39~~ 10,40<br>BS8,38 ✠LMC9,37 | Cff<br>Mdb | *z* | CL<br>N11,39 | 1925<br>3mo | W.Dobson<br>&Co.<br>Newcastle | WestWalesS.S.Co.<br>Ld.(Gibbs&Co.)<br>*Cell DB*348′1059*t*<br>*FPT* 118*t* | 400·0\|53·0\|25·3<br>412.0(O.L.)<br>FK<br>6*B H Cem*<br>*B H to Sh dk*<br>5„ „ 2*nd* „)<br>*APT* 198*t* | | Cardiff<br>British<br>(*Coll* | T.3Cy.25½″,45″&75″–48″ (*s*)<br>180lb *120lb* 490NHP<br>3SB,*12cf*,GS228,HS8460<br>N.E.MarineEng.CoLdNwc | 27 ″ 10<br>s 3 ″ 2½<br>24 ″ 9½ | |
| 00/41<br>86221<br>~~217431~~<br>~~WGUB~~<br>Now "Empire Grebe," *see No. 91031 in Supplement* | **West Wauna**<br>*Fitted for oil fuel*<br>Sub.Sig. 2*Dks* | | 5735<br>5241<br>3541 | ✠100A1<br>(*Reclassification Contemplated*)<br>Examined 2,41<br>~~BS2,41~~ ✠LMC2,41 | Mob | | CL<br>2,41 | 1918<br>12mo | Northwest<br>SteelCo.<br>Portland,Or. | Ministry of Shipping(G.Heyn&<br>SonsLd.*Mgrs.*) | 409·8\|54·2\|27·7<br>P44′B115′F47′<br>FK | | Belfast<br>British *WB* | DR Geared Steam Turbine<br>210lb FD (*r*) 583NHP<br>1SB(Spt)9*cf*,GS180,HS8112<br>GeneralElectricCo.Schenectady,N.Y. | 30 ″ 2 | ~~R~~<br>~~†~~ |
| 86222<br>217225<br>WKUU | **West Zeda**<br>*Fitted for oil fuel*<br>Sub.Sig. 2*Dks* | | 5658<br>5241<br>3488 | ✠ ...<br>11,20<br>✠ | | | | 1918<br>12mo | Northwest<br>SteelCo.<br>Portland,Or. | UnitedStates<br>Maritime<br>Commission | 409·8\|54·2\|27·7<br>P47′B115′F44′<br>FK | | Portlnd Or<br>Utd.States<br>*WB* | DR Geared Steam Turbine<br>576NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | R<br>† |
| 86223<br>OZFM | **Westa** (*ex*Vesta –40,*ex*Westa,*ex*Sunbeam, *ex*SailingVesselHarelda)<br>Wood Aux 3 Mst Sr<br>*Oil Eng*<br>1*Dk*<br>(*See Sailing Ship Register*) | | 369<br>312<br>269 | | | | | 1918 | E.H.Eriks-<br>son<br>Haraldby,<br>Åland | RederietWeslaA/S<br>(K.AlmerNielsen,<br>*Mgr.*) | 135·8\|33·3\|12·5<br>P27′Q22*t* H44*t* | | Copenhagn<br>Danish | Oil Engines 2S.C.SA<br>2Cy.14¾″–15″ 75NHP<br>*Emade&fitted* 20<br>A/B J.V.Svenson,Mtf Skm | | |
| 00/41<br>86224<br>160313<br>GKYX | **Westavon**<br>*ss*Shl.No.2–38<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | | 2842<br>2464<br>1625 | ✠100A1<br>~~7,39~~ 10,40<br>BS3,40 ✠LMC4,38 | Shl | *t* | CL<br>~~9,37~~<br>9,40 | 1929<br>9mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>*Lloyd's*&*CP* | WestwickS.S.Co.<br>Ld.(JamesWestoll,<br>Ld.*Mgrs.*)<br>*Cell DB* 258′760*t*<br>*Wing tanks in mchy. space* | 312·0\|45·2\|21·0<br>P24′B66′F27′ FK<br>760*t* | | Sundrland<br>British<br>5*B H Cem*<br>*mchy. space* | T.3Cy.22½″,37″&61″–42″ (*s*)<br>180lb 277NHP<br>2SB,6*cf*,GS126,HS4488<br>G.Clark,Ld.Sunderland<br>207*t FPT* 158*t APT* 145*t* | 23 ″ 3<br>s 3 ″ 8½<br>19 ″ 8½ | |
| 3/41<br>86225<br>160315<br>GNVR | **Westburn**<br>*ss*Sld.No.2–38<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | | 2842<br>2464<br>1625 | ✠100A1<br>~~6,18 7,40~~ 2,41<br>BS4,40 ✠LMC5,38 | Lon<br>Shl | *t* | CL<br>1,40 | 1929<br>11mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>*Lloyd's*&*CP* | WestwickS.S.Co.<br>Ld.(JamesWestoll,<br>Ld.*Mgrs.*)<br>*Cell DB* 258′760*t*<br>*tanks in mchy. s* | 312·0\|45·2\|21·0<br>P24′B66′F27′ FK<br>*Wing*<br>*pace* 207*t FPT* 158*t* | | Sundrland<br>British<br>5*B H Cem*<br>*APT* 145*t* | T.3Cy.22½″,37″&61″–42″ (*s*)<br>180lb 277NHP<br>2SB,6*cf*,GS126,HS4488<br>G.Clark,Ld.Sunderland | 23 ″ 3<br>s 3 ″ 8½<br>19 ″ 8½ | |
| 3/41<br>86226<br>149978<br>GNMW | **Westbury**<br>*ss*Shl.No.2–37<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 4712<br>4454<br>2921 | ✠100A1<br>*with freeboard*<br>10,39<br>BS6,39 ✠LMC1,37 | Npt | *z* | CL<br>~~4,38~~<br>9,40 | 1928<br>1mo | Burntislnd<br>S.B.Co.Ld.<br>Burntisland<br>*Lloyd's*&*CP*<br>*Cell D B a&u E* | AlexanderShippng<br>Co.Ld.(Capper,<br>Alexander&Co.<br>*Mgrs.*)<br>149′*f* 180′1259*t DT* | 405·0\|54·3\|25·3<br>417·0(O.L.)<br>FK<br>(<br>*a* 21′773*t APT* 136*t* | | London<br>British<br>6*B H Cem*<br>(*Coll to S dk*<br>5„ 2*nd* „) | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 493NHP<br>3SB,9*cf*,GS160,HS7107 FD<br>D.Rowan&Co.Ld Gls. | 27 ″ 10<br>s 3 ″ 2½<br>24 ″ 10 | |
| 86227<br>215041 | **Westchester** (P)<br>(*ex*Poughkeepsie–37)<br>2*Dks* | | 1566<br>772<br>948 | | | | | 1917 | Tampa<br>Shpbldg.&<br>RepairCo.<br>Tampa,Fla. | Steamer<br>Westchester,Inc. | 206·8\|47·0\|14·2 | | NewYork<br>Utd.States<br>*WB* | T.3Cy.18″,29″&47″–30″<br>121NHP<br>TampaS.B.&RepairCo.<br>Tampa,Fla. | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Avertissement. | 7a Date de la dernière visite de hélice porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Registres où coté, & en cet dans le L. R. Index Cert. R or T. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86228<br>16/708 | **Westcliffe Hall**<br>*Mchy. Aft* 1 *Dk* | 1900<br>1701<br>1204 | ✠100A1 | Shl | *l* | CL<br>8,39 | 1928 | Smith's Dock Co. Ld. Middlesbro' | Hall Corporation of Canada | 253·0 \| 44·1 \| 18·5<br>F35′ | | | Montreal<br>British<br>*WB* | T. 3 Cy. 15″, 25″ & 40″–33″<br>81 RHP<br>Smith's Dock Co. Ld. Mdb. | | C |
| 86229<br>135160<br>GFQR | **Westcove** (*ex* Corcove, *ex* Cove)<br>*ss* Shl. 2nd No. 3–4,40<br>1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | 2734<br>1427<br>1597 | ✠100A1<br>4,40<br>✠LMC 4,40 | Shl | *l* | CL<br>8,39 | 1912<br>11mo | S. P. Austin & Son, Ld. Sunderland<br>*Lloyd's* | ~~Westwick S.S. Co. Ld. (James Westoll Ld. *Mgrs.*)~~<br>*Cell D Ba 100′ u Es f B 42′ f 112′ 800t*<br>*FPT 170t APT 145t* | 312·5 \| 45·3 \| 20·8<br>P 23′ B 60′ F 28′ FK<br>*DT Tanks in ER P 12′* | | | Sundrland<br>British<br>5 *BHCem*<br>*s A & CP* | T. 3 Cy. 22½″, 37″ & 61″–42″ (*s*)<br>180lb 264 NHP<br>2 SB, 8*pf*, G8125, H84082<br>G. Clark, Ld. Sunderland | 23 ″ 1<br>*s* 3 ″ 9½<br>19 ″ 6 | |
| 86230<br>131398<br>MDQS | **Westdale** *ss* Apl. No. 1–10<br>*ss* Bkn. 2nd No. 3–7,36<br>*Mchy. Aft*<br>*Well deck* 1 *Dk* (*pt Stl*) | 424<br>284<br>183 | ✠100A1<br>11,40 ~~12,39~~<br>~~2nd 4,40~~ ✠LMC 40<br>11,40 | Liv<br>Apl | *f* | CL<br>~~12,39~~<br>10,40 | 1911<br>11mo | J. T. Eltringham & Co. Ld. South Shields<br>*Lloyd's* | Overton S.S. Co. Ld. (R. R. Clark, *Mgr.*) | 143·5 \| 24·4 \| 10·5<br>Q 81′ B 9′ F 25′ FK<br>*FPT 24t APT 23t* | | | Liverpool<br>British<br>3 *BHCem*<br>*s A & CP* | C. 2 Cy. 17″ & 36″–24″ (*s*)<br>130lb 70 RHP<br>1 SB, 3*cf*, G846, H81408<br>Baird Bros. North Shields | 11 ″ 9<br>*s* 3 ″ 8½<br>11 ″ 8 | |
| 86231<br>DOPU | **Wester Till** (*ex* Tac–39)<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk* | 328<br>275<br>222 | | | | | 1929 | Schiffsw. Unterelbe A.G. Wewelsfleth | Norddeutscher Lloyd | 131·3 \| 24·6 \| 11·0<br>P 28′ | | | Bremen<br>German | Oil Engines 4S.C.SA<br>6 Cy. 9¾″–15¾″ 56 NHP<br>Mot. Werke Mannheim A.G. Mannheim | | G |
| 86232<br>~~214525~~ | **Western Chief**<br>2 *Dks* | 5759<br>5139<br>3505 | ✠ ...<br>11,20 | | | | 1918<br>7mo | Northwest Steel Co. Portland, Or. | ~~United States Maritime Commission~~ | 409·8 \| 54·2 \| 27·7<br>P 47′ B 115′ F 44′ FK | | | ~~Portlnd Or~~<br>~~Utd. States~~<br>British *WB* | DR Geared Steam Turbine<br>508 NHP<br>General Electric Co.<br>Schenectady, N.Y. | 30 ″ 2 | |
| 86233<br>~~210872~~ | **Western City**<br>*Fitted for oil fuel*<br>2 *Dks* | 5828<br>5076<br>3571 | ✠100A1<br>(*Reclassification Contemplated*) | | | | 1918<br>6mo | Columbia River SB Corp. Portland, Or. | ~~United States Maritime Commission~~ | 410·0 \| 54·2 \| 27·6<br>P 44′ B 115′ F 47′ FK | | | ~~Seattle~~<br>~~Utd. States~~<br>British *WB* | DR Geared Steam Turbine<br>Kerr Turbine Co. 551 NHP<br>Wellsville, N.Y. | 30 ″ 2 | |
| 86234<br>143050<br>GTXZ | **Western Coast** (*ex* Limoges, *ex* War Leven)<br>Wireless E.S.D. 2 *Dks & Shelter dk*<br>~~1 *Dk*~~ | 1434<br>1103<br>552 | | | | | 1919 | Caledon S.B. Co. Ld. Dundee | ~~Coast Lines, Ld.~~<br>Burns & Laird Lines, Ld. | ~~270~~·6 \| 38·1 \| 16·2<br>271·0 | | | Liverpool<br>British<br>*WB* | T. 3 Cy. 21″, 34″ & 56″–39″<br>196 NHP<br>Caledon S.B. & E. Co. Ld. | | C |
| 86235<br>159979<br>VCDL | **Western Head** (*ex* Cumberland–39, *ex* Bartholomew)<br>Sub. Sig. *Fitted for oil fuel*<br>1 *Dk* 2 *tr B* | 2599<br>2243<br>1615 | ✠ ...<br>10,20 | | | | 1919<br>11mo | American S.B. Co. Ld. Cleveland, O. | Maritime Nav. Co. Ld. | 251·0 \| 43·6 \| 26·1<br>P 25′ B 64′ F 23′ FK<br>*WB* | | | Nassau, N.P.<br>British | T. 3 Cy. 21″, 35″ & 59″–42″<br>352 NHP<br>American S.B. Co. Lorain, O. | 28 ″ 2 | R<br>† |
| 86236<br>215908 | **Western Hero**<br>*Fitted for oil fuel*<br>2 *Dks* | 5611<br>5076<br>3439 | | | | | 1918 | Skinner & Eddy Corp. Seattle, Wash | United States Maritime Commission | 409·6 \| 54·1 \| 27·1<br>P 44′ B 115′ F 47′ | | | Seattle<br>Utd. States<br>*WB* | DR Geared Steam Turbine<br>General Electric Co.<br>Schenectady, N.Y. | | |
| 86237<br>~~214754~~<br>~~GHSG~~ | **Western Maid**<br>2 *Dks* | 5760<br>5139<br>3503 | ✠ ...<br>2,21 | | | | 1918<br>8mo | Northwest Steel Co. Portland, Or. | ~~United States Maritime Commission~~ | 409·8 \| 54·2 \| 27·7<br>P 47′ B 115′ F 44′ FK | | | ~~Portlnd Or~~<br>~~Utd. States~~<br>British *WB* | DR Geared Steam Turbine<br>De Laval Steam Turbine Co. Trenton, N.J. | 30 ″ 2 | R<br>† |
| 86238<br>~~214446~~ | **Western Ocean**<br>2 *Dks* | 5760<br>5139<br>3504 | ✠ ...<br>9,20 | | | | 1918<br>6mo | Northwest Steel Co. Portland, Or. | ~~United States Maritime Commission~~ | 409·8 \| 54·2 \| 27·7<br>P 47′ B 115′ F 44′ FK | | | ~~Portlnd Or~~<br>~~Utd. States~~<br>British *WB* | DR Geared Steam Turbine<br>579 NHP<br>General Electric Co.<br>Schenectady, N.Y. | 30 ″ 2 | |
| 86239<br>216976 | **Western Plains**<br>2 *Dks & Web frames*<br>*Longitudinal framing* | 5688<br>5148<br>3468 | ✠ ...<br>2,21 | | | | 1918<br>10mo | Columbia River SB Corp. Portland, Or. | United States Maritime Commission | 409·8 \| 54·2 \| 27·7<br>P 41′ B 121′ F 44′ FK | | | Portlnd Or<br>Utd. States<br>*WB* | DR Geared Steam Turbine<br>576 NHP<br>General Electric Co.<br>Schenectady, N.Y. | 30 ″ 2 | |
| 86240<br>161305<br>GTCX | **Western Prince** (P) TwinSc<br>*Oil Eng.*<br>*ss* N.Yk. No. 2–37<br>3 *Dks* (*Stl–Weather dk pt ws*)<br>D.F. GyC. *Ref. Mchy.* *Cruiser Stern* | 10926<br>9388<br>6499 | ✠100A1<br>*with freeboard*<br>2,40<br>✠LMC CS10,38<br>DBS 12,39 ~~3,39~~ 3,40<br>✠Lloyd's RMC 11,39<br>11,40 ~~5,40~~ | Lon | | CL<br>2,40 | 1929<br>10mo | Napier & Miller, Ld. Glasgow<br>*Lloyd's* | Prince Line Ld. (Furness, Withy & Co. Ld. *Mgrs.*)<br>*Duct keel fwd. of mchy. space*<br>*Cell D B 416 way of* | 496·2 \| 64·8 \| 35·4<br>F 47′ FK<br>1804t *Tanks in tunnels* 374t *FPT* 120t *MT* 30′ 1006t | | | London<br>British<br>9 *BHpt Cem*<br>(6 „ *to W dk*<br>3 „ „ *2nd* „)<br>*APT* 213t | Oil Engines 4S.C.DA<br>16 Cy. 26¾″–55½″ 2200 NHP<br>2 DB *120lb*<br>J. G. Kincaid & Co. Ld. Grk. | 41 ″ 0<br>*s* 15 ″ 0½<br>26 ″ 6 | |
| 86241<br>216224<br>KGDK | **Western Queen**<br>*Fitted for oil fuel*<br>D.F. Sub. Sig. 2 *Dks* | 5853<br>5169<br>4434 | ✠ ...<br>9,20 | | | | 1918<br>4mo | Skinner & Eddy Corp. Seattle, Wash | Lykes Bros. Steamship Co. Inc. | 409·6 \| 54·2 \| 27·1<br>P 44′ B 115′ F 47′ FK | | | Houston<br>Texas<br>Utd. States<br>*WB* | DR Geared Steam Turbine<br>508 NHP<br>General Electric Co.<br>Schenectady, N.Y. | 29 ″ 9 | R<br>† |
| 86242<br>81811<br>WTCA | **Western States** (P) Pad<br>D.F. GyC. | 3077<br>—<br>1566 | | | | | 1902 | Detroit S.B. Co. Wyandotte | Detroit and Cleveland Nav. Co. | 350·0 \| 44·0 \| 19·9 | | | Detroit, Mich.<br>Utd. States | C. 3 Cy. 52″ & (2) 72″–84″<br>792 NHP<br>Detroit S.B. Co., Detroit | | |
| 86243<br>229687<br>KGQG | **Western Sun**<br>*Oil Eng.*<br>*Mchy. Aft* GyC. *ss* Phl. No. 2–38<br>2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing–bracketless system* | 9100<br>8521<br>5523 | ✠100A1<br>~~Lloyd's 1,39~~ 9,40<br>~~2nd 3,40~~ ✠LMC CS11,38<br>~~Lloyd's 3,40~~ 11,38<br>*Carrying Petroleum in bulk*<br>DBS 4,41 | Phl | *e*† NOs | CL<br>10,39 | 1930<br>5mo | Sun S.B. & D.D. Co. Chester, Pa.<br>*Lloyd's* | Motor Tankship Corporation<br>*Cell D Bu E 76′ f 40′ 488t* | 480·6 \| 66·0 \| 36·8<br>P 79′ F 48′ FK<br>*FPT* 186t *APT* 84t | | | Wilmington Del.<br>Utd. States<br>17 *BHpt Cem*<br>(13 *to U dk*<br>4 „ *2nd dk*) | Oil Engines 2S.C.SA<br>4 Cy. 23¾″–91⅞″ 690 NHP<br>2 Water Tube DB (*Upper 200lb*) (*lower 217lb*)<br>Sun SB & DD Co. Chester, Pa. | 37 ″ 0 | |
| 86244<br>219367<br>KUBM | **Western Sword** (*ex* Biboco–33, *ex* St. Anthony)<br>Sub. Sig. *Fitted for oil fuel*<br>1 *Dk*<br>*Longitudinal framing* | 4794<br>4271<br>3028 | | | | | 1920 | Todd D.D. & Const. Co. Tacoma | Sword S.S. Line Inc. | 379·1 \| 53·1 \| 27·1<br>P 39′ B 102′ F 42′ | | | New York<br>Utd. States<br>*WB* | T. 3 Cy. 24″, 40″ & 70″–48″<br>339 NHP<br>Todd Dry Dock & Construction Corp. | | R |
| 86245<br>216373 | **Western Wave**<br>*Fitted for oil fuel*<br>2 *Dks* | 5832<br>5125<br>3557 | ✠ ...<br>2,21 | | | | 1918<br>6mo | Northwest Steel Co. Portland, Or. | United States Maritime Commission | 409·8 \| 54·2 \| 27·7<br>P 47′ B 115′ F 44′ FK | | | Portlnd Or<br>Utd. States<br>*WB* | DR Geared Steam Turbine<br>De Laval Steam 579 NHP<br>Turbine Co. Trenton, N.J. | 30 ″ 2 | |
| 86246<br>PINV | **Westernland** (P) TrpSc<br>(*ex* Regina) Sub. Sig. *Cruiser Stern*<br>*Ref. Mchy.* D.F. GyC. 4 *Dks* | 16479<br>12841<br>9595 | Npt<br>Examined L.R. 6,40 | | | | 1918 | Harland & Wolff, Ld. Glasgow | Nederl.-Amerik. Stoomv Maats. (Holland Amerika Lijn) | 574·4 \| 67·8 \| 40·9<br>P 54′ B 313′ F 92′ | | | Rotterdam<br>Dutch<br>*WB* | T. 8 Cy. (2) 28″, (2) 44″ & (4) 49½″–54″ & 1 L.P. Turbine<br>Harland & Wolff, Ld. Bel. | | G |
| 86247 | **Westernorrland** (P) Iron<br>1 *Dk & Shelter dk* | 545<br>373<br>396 | | | | | 1867 | W. Lindbergs Aktieb Stockholm | | 148·6 \| 24·4 \| 11·8<br>H 59t 18·9 | | | German | C. 2 Cy. 20″ & 41″–24″<br>NB 99 69 NHP<br>W. Lindbergs Aktieb., Skm. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86248 | **Westfalen** | | 5367 | ✠ | Bmn | *z* | | 1906 | J.C.Tecklenborg A.G. | Deutsche Lufthansa A.G. | 409·4 | 52·8 | 28·0 | Bremen | Q.4Cy.24$\frac{1}{4}$",34$\frac{5}{8}$",50"&72$\frac{13}{16}$"–53$\frac{1}{2}$" 386NH | 30 " 9 | G |
| | | | 4849 | 12,15 | | | | 1mo | Weser-münde-G. | P&B327'F46' FK | P143*t*H495*t*F26*t* | | | German | NB(1)24 | | † |
| DODB | *(Aeroplane Service Ship)* | | 3200 | ✠ | | | | | *Cell D Ba 119'u E* | 29'*f* 173'1057*t FPT* | | | | 7 *B H Cem* 157*t APT* 55*t* | J.C.Tecklenborg A.G. Wsm | | |
| | 2 *Dks (Stl–Upt teaks) deep framing aft* | | | | | | | | | | | | | | | | |
| | D.F. Sub.Sig. *3 lower dk (Stl) forward* | | | | | | | | | | | | | | | | |
| 86249 | — Ⓟ | Pad | 354 | | | | | 1907 | J.L.Meyer Papenburg | Act.Ges. "Ems" | 187·8 | 23·6 | 8·9 | Emden German | C.2Cy.23$\frac{5}{8}$"&47$\frac{3}{16}$"–54$\frac{3}{16}$" 136NHP | | G |
| | | | 290 | | | | | | | | | | | | J.L.Meyer, Papenburg | | |
| DFVS | | 1 *Dk* | 152 | | | | | | | | | | | | | | |
| 86250 | **Westland** (*ex* Nansenville–38) | | 5888 | | | | | 1931 | Kockums M.V.Aktieb Malmö | N.V. tot Voortzetting v.d. Koninklijken Hollandsche Lloyd | 431·6 | 59·7 | 25·5 | Amstrdam Dutch | Oil Engines 2S.C.DA 6Cy.27$\frac{3}{16}$"–47$\frac{1}{2}$" 1592NHP | | N |
| | | *Oil Eng.* | 5224 | | | | | | | P143*t*H495*t*F26*t* | | | | *WB* | Kockums M.V.Akt. Malmö | | |
| PIOC | *Ref. Mchy.* | 1 *Dk & Shelter dk* | 3548 | | | | | | | | | | | | | | |
| | D.F. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| * 86251 | — | | 1259 | ✠100A1 | Rot | *p* | OG | 1926 | Schpw.v. Jan Smit, Czn. Alblasserdm | Scheepvaart en Steenkolen Maats. N.V. | 250·2 | 36·2 | 16·0 | Rottrdam Dutch | T.3Cy.22$\frac{1}{2}$",37"&62"–39" (*s*) 180lb 304NHP | 18 " 0 | |
| | | *ss* Rot. No.3–3,39 | 1004 | 3,39 | | | 3,39 | 8mo | | | P46'B115'F32' FK | | | | 2SB.*6cf*, GS104, HS4228 FD | s " 11$\frac{1}{2}$ | |
| PIOA | *Ref. Mchy.* | 1 *Dk (Stl)* | 510 | BS2,40 ✠LMC3,39 | | | | *Lloyd's A&CP* | | *Cell DB* 204'306*t FPT* | 27*t APT* 59*t* | | | 4 *B H Cem* | Maats. deSchelde, Flushing | 17 " 2 | |
| 86252 | — | | 426 | | | | | 1931 | NV Schpsw Gebr. Pot Bolnes | N.V. Motorschip Westland (T. den Hartigh, *Mgr.*) | 152·1 | 25·6 | 9·0 | Rottrdam Dutch | Oil Engines 4S.C.SA 6Cy.11"–19$\frac{1}{2}$" 70NHP | | V |
| | | *Oil Eng.* | 280 | | | | | | | | P42'Q54'F17' | | | *WB* | Motorenfbr. "Deutz" A.G. Köln-Deutz | | |
| PIOB | *Mchy. Aft* | 1 *Dk* | 263 | | | | | | | | | | | | | | |
| | *Well deck* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 86253 | **Westmoor** | | 4359 | ✠100A1 | Bry | *y* | CL | 1924 | W.Doxford &Sons, Ld. Sunderland | Moor Line, Ld. (Runciman Shipping Co.Ld. *Mgrs.*) | 375·0 | 52·6 | 25·7 | London British | Oil Engines 2S.C.SA 3Cy.21$\frac{1}{4}$"–85" 417NHP | 36 " 4 | |
| 148494 | | *Oil Eng.* | 4070 | *with freeboard* | Shl | | 4,40 | 10mo | | | F30' FK | | | 7 *B Hpt Cem* | 2DB *120lb* | s 10 " 1$\frac{1}{2}$ | |
| GKSF | | *ss* Bly.No.3–10,37 | 2639 | 5,41 ~~11,30~~ | | | | *Lloyd's A&CP* | | *Cell DB* | | | | *(Coll to Sh dk* | W.Doxford&Sons, Ld. | 26 " 5 | |
| | | 1 *Dk (Stl) & Shelter dk (Stl)* | | DBS ~~11,30~~ ✠LMC10,37 | | | | | | 2'1011*t DT f* 26'976*t FPT* 140*t APT* 220*t* | | | | 6 " 2*nd* ") | | | |
| Tonnage | *opening closed* '41 (W.E.) | *Cruiser Stern* | | 11,40 ✠LMC(M) 11,40 | | | | | | | | | | | | | |
| 86254 | **Westmoreland** | Twin Sc | ~~9496~~ | ✠100A1 | Lon | *d*† | CL | 1917 | D&W Henderson&Co.Ld Glasgow | Federal S.N.Co.Ld. | 473·0 | 60·1 | 36·7 | London British | 4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 190lb 918NHP | 39 " 5 | |
| 140292 | | *ss* Liv.No.3–10,29 | ~~3407~~ | *Shelter dk* | Syd | | 11,38 | 5mo | | | 494·5(O.L.) | | | | | s 9 " 13 | |
| GLZP | *Ref. Mchy.* | *ss* Liv.No.2–38 | ~~6021~~ 8967 | *with freeboard* ~~2,40~~ 10,40 | BS7,40 | | | *Lloyd's A&CP* | | | B186'F43 *on Shelter dk* FK | | | 7 *B H Cem* | 5SB, *20cf*, GS357 HS15592 FD | 30 " 7 | |
| | D.F. | 2 *Dks (Stl) & Shelter dk (Stl–ws)* | 8407 | ~~BS5,39~~ ✠LMC3,38 | | | | | | *Cell D* | B400'1573*t FPT* 97*t* | | | *APT* 98*t* | Wllsnd Slpwy. Co Ld. Nwc. | | |
| | | | ~~5661~~ | ✠Lloyd's RMC2,~~40~~ 1,41 | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 6.27 | | | *F.P. above* | 150° F. | | | | | | | | | |
| 86255 | **Westmount** | | 7392 | | | | | 1917 | Collingw'd S.B.Co.Ld Collingwood | Canada S.S.Lines, Ld. | 536·0 | 58·3 | 26·7 | Montreal British | T.3Cy.24",40"&66$\frac{1}{2}$"–42" 283NHP | | R |
| 138232 | | | 7008 | | | | | | | | F47' | | | *WB* | Collingwood S.B.Co.Ld. | | |
| VGWD | D.F. *Mchy. Aft* | 1 *Dk* | 5635 | | | | | | | | | | | | | | |
| 86256 | **Weston** | 3 Mst | 485 | ✠100A1 | Bkn | | CL | 1920 | Cochrane& Sons, Ld. Selby | Overton S.S.Co.Ld. (R.R.Clark, *Mgr.*) | 152·0 | 25·2 | 10·8 | Liverpool British | T.3Cy.13",23"&37"–24" (*s*) 180lb 85RHP | 12 " 0 | |
| 143670 | | *ss* Bkn.No.3–6,33 | 340 | 12,38 | | | 11,37 | 9mo | | | 158·0(O.L.) | | | | | s 3 " 8$\frac{1}{2}$ | |
| MKFT | | *ss* Bkn.No.1–37 | 210 | ~~BS1,40~~ ✠LMC12,37 | | | | | | | Q86'B9'F25' FK | | | 3 *B H Cem* | 1SB, *3cf*, GS46, HS1470 | 11 " 10$\frac{1}{4}$ | |
| | *Mchy. Aft* | *Well deck* 1 *Dk (Stl)* | | 6,40 | | | | *Lloyd's A&CP* | | | *FPT* 48*t* | | | *APT* 21*t* | C.D.Holmes&Co.Ld.Hull | | |
| 86257 | **Weston M. Carroll** (*ex* Gabino, | | 1069 | | | | | 1901 | Jenks S.B. Co. Port Huron, Mich. | Buffalo Gravel Corporation | 200·0 | 38·0 | 11·6 | Buffalo Utd. States | C.2Cy.22"&44"–20" 72NHP | | |
| 127547 | *ex* Serpentine, *ex* Charles S. Neff) | | — | | | | | | | | | | | *WB* | Jenks S.B.Co.Pt.Huron | | |
| KLDC | *Mchy. Aft* | 1 *Dk* | 871 | | | | | | | | | | | | | | |
| 86258 | **Westown** (*ex* Channel Queen–39) | | 710 | ✠100A1 | Shl | *j* | CL | 1921 | C.Rennold-son&Co. South Shields | George W. Grace& Co.Ld. | 180·4 | 28·0 | 12·1 | London British | T.3Cy.13$\frac{1}{4}$",22"&37"–27" (*s*) 180lb 102NHP | 14 " 6 | |
| 146138 | | *ss* Lon.No.1–38 | 490 | 3,40 | | | 3,40 | 10mo | | | Q105'B11'F24' FK | | | 3 *B H Cem* | 2SB, *4pf*, GS62, HS1900 | s 4 " 5$\frac{1}{2}$ | |
| MKTS | *Mchy. Aft* | *ss* Shl.No.3–6,34 | 320 | ✠LMC | | | | *Lloyd's A&CP* | | *Cell DBf* 103'155*t FPT* | | | | 63*t APT* 30*t* | Day, Summers&Co.Ld.Sou. | 14 " 2$\frac{1}{2}$ | |
| | *Well deck* | 1 *Dk (Stl)* | | MS6,38 BS3,40 | | | | | | | | | | | | | |
| 86259 | **Westplein** | | 4370 | | | | | 1920 | Deutsche Werft.A.G. Hamburg | N.V.Scheepv. Maats. "Millingen" (G.A.Spliethoff, *Mgr.*) | 391·5 | 50·3 | 26·9 | Rottrdam Dutch | T.3Cy.27$\frac{3}{32}$",43$\frac{3}{16}$"&69$\frac{7}{16}$"–47$\frac{1}{2}$" 332NHP | | G |
| | | | 4096 | | | | | | | | P37'B110'F49' | | | *WB* | Gute Hoffnungshütte, Sterkrade | | |
| PIOD | D.F. | 2 *Dks* | 2780 | | | | | | | | | | | | | | |
| 14 86260 | **Westpool** | | ~~5724~~ | ✠ ... | | | | 1918 | J.F.Duthie &Co. Seattle, Wash | ~~United States Maritime Commission~~ | 409·5 | 54·2 | 27·6 | ~~Seattle~~ ~~Utd. States~~ British | T.3Cy.24$\frac{1}{2}$",41$\frac{1}{2}$"&72"–48" 601NHP | 30 " 2 | R |
| | ~~c17127~~ | | 5131 | 2,21 | | | | 10mo | | | P41'B121'F43' FK | | | *WB* | Llewellyn Iron Works, Los Angeles | | † |
| | ~~WLCX~~ Sub.Sig. | 2 *Dks & Web frames* | 3519 | ✠ | | | | | | | | | | | | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 86261 | **Westport** | | 5665 | ✠ ... | | | | 1918 | Ames S.B. &D.D.Co. Seattle, Wash | ~~United States Maritime Commission~~ | 409·5 | 54·2 | 27·4 | ~~Seattle~~ ~~Utd. States~~ British | T.3Cy.26",43"&73"–48" 543NHP | 30 " 2 | R |
| Now ~~Empire~~ | Nightingale," *see No.* 91046 | | 3529 | *no Supplement* | | | | 9mo | | | P44'B115'F44' FK | | | *WB* | Ames S.B.&D.D.Co.Seattle | | † |
| | ~~WLCS~~ Sub.Sig. | 2 *Dks* | | ✠ | | | | | | | | | | | | | |
| 86262 | **Westralia** Ⓟ | Twin Sc | 8108 | ✠100A1 | Syd | *c*† | CL | 1929 | Harland& Wolff, Ld. Glasgow | Huddart Parker, Ld. | 431·1 | 60·2 | 28·0 | Melbourne British | Oil Engines 4S.C.SA 16Cy.29$\frac{3}{8}$"–59$\frac{1}{16}$" 1304NHP | 33 " 7 | |
| 153935 | | *Oil Eng.* | 5718 | *with freeboard* | | | 1,40 | 8mo | | | 448·0(O.L.) | | | *pt Cem* | DB *100lb* | s 8 " 10$\frac{1}{2}$ | |
| VJNG | | *ss* Syd.No.2–36 | 4717 | 2,40 | | | | *Lloyd's A&CP* | | | P38'B249'F95' FK | | | 7 *B H to W dk* | Harland&Wolff, Ld.Gls. | 25 " 0$\frac{3}{4}$ | |
| | *Ref. Mchy.* | 2 *Dks (Stl, Wthr dk teaks)* | | ✠LMC CS9,37 | | | | | | *Cell D* | *B*338'1127*t FPT* 46*t* | | | *APT* 52*t* | | | |
| | D.F. | 3*rd dk (Stl) in Nos.1,2,3 & 4 holds* | | DBS10,39 2,40 | | | | | | | | | | | | | |
| | E.S.D. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 86263 | — | Twin Sc | 4568 | ✠100A1 | Liv | *z* | CL | 1937 | Nakskov Skibs.A/S Nakskov | Ministry of Shipping (British India Stm.Nav.Co.Ld. *Mgrs.*) | 390·8 | 56·4 | 24·9 | Aden British | Oil Engines 2S.C.SA 10Cy.19$\frac{1}{2}$"–35$\frac{7}{8}$" 676NHP | 35 " 6 | |
| | | *ss* Syd.No.1–41 *Oil Eng.* | 3939 | *with freeboard* | Cal | | 1,41 | 2mo | | *Tanks at sides of tunnels 106t* | 415·3(O.L.) | | | (*Coll to Wdk* | DB *100lb* | s 9 " 6$\frac{1}{2}$ | |
| ZNAC | *Ref. Mchy.* | 2 *Dks 4 Dk Shelter dk* | 2745 | 2,41 ✠LMC CS2,41 | | | | *Lloyd's A&CP* | | *Tween dk BHs except Coll B* | P24'F43' FK | | | 5 " 2*nd* ") | | 26 " 2$\frac{1}{2}$ | |
| | D.F. | *Cruiser Stern* | | DBS2,41 2,41 | | | | | | *Cell DB* 366'1282*t FPT* | *Hdispensed with T'T*) *t APT* 136*t* | | | 6 *B H* | Akt. Burmeistr&Wain, Cpn | | |
| | | *Tonnage opening closed* '41 | | ✠Lloyd's RMC2,41 | | | | | | | | | | | | | |
| 86264 | **Westsee** (*ex* Ehrenfels–33, | | 5911 | | | | | 1914 | Akt.Ges. "Weser" Bremen | W.Schuchmann | 421·6 | 56·2 | 29·6 | Brmrhavn German | T3Cy.28$\frac{1}{2}$",46$\frac{1}{8}$&75$\frac{1}{2}$"–53$\frac{3}{8}$" 420NHP | | G |
| | *ex* Baron Cawdor, *ex* Neumark) | | 5486 | | | | | | | | P59'B126'F54' | | | *WB* | A.G."Weser," Bremen | | |
| DOFQ | Sub.Sig. | 2 *Dks* | 3680 | | | | | | | | | | | | | | |
| 86265 | **Westward** Ⓟ Aux Twin Sc 4 Mst Sr | | 2001 | ✠100A1 | Lon | *t* | OG | 1920 | A/S Rödby Havns Jernskibs. Rödby Havn | H.K.Hales | 250·6 | 40·2 | 22·0 | London British | Oil Engines 4S.C.SA 8Cy.11$\frac{13}{16}$"–16$\frac{1}{2}$" 56RHP | 23 " 8 | |
| 148556 | (*ex* Danefolk) | *Oil Eng.* | 1510 | 3,38 | | | 1,38 | 9mo | | | P&B172'F42' | | | 6 *B Hpt Cem* | NDB 25 *100lb* | s 6 " 5$\frac{1}{2}$ | |
| MNDX | | *ss* Sou.No.3–4,36 | 1176 | DBS4,38 ✠LMC4,36 | | | | | | | BK9" | | | | | 18 " 0 | |
| | *Mchy. Aft* | 2 *Dks (Stl–Upt ws)* | | | | | | *Cell* | *DB u E* 32'*a* 38'*f* 76'1 | 88*t MT* 58'820*t FPT* | | | | 63*t APT* 50*t* | A/S Holeby Dieselmotor Fbk. Holeby | | |
| | *(See Sailing Ship Register & Yacht Register)* | | | | | | | | | | | | | | | | |
| 86266 | **Westward Ho** Ⓟ | Pad Sk | 460 | | | | | 1894 | S.Mc-Knight&Co. Ayr | P.&A.Campbell Ld | 225·0 | 26·1 | 9·5 | Bristol British | C.2Cy.36"&64"–66" NB12 277NHP | | |
| 102485 | | 1 *Dk* | 354 | | | | | | | | Q13' | | | | Hutson&Son, Glasgow | | |
| GTXF | Wireless | | 175 | | | | | | | | *Promenade dk* 212' | | | | | | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant aux Lettres d'Appropriété | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds.* *pst.* | 15 Imprimé en août 1940 et mis dans les mains du Public Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86267<br>164826<br>MKKQ | **Westwood**<br>*ss*Shl.No.1–39<br>*Mchy.Aft* 1*Dk*<br>*CruiserStern* | | 1040<br>703<br>595 | ✠100A1<br>*withfreeboard*<br>9,40 10,35<br>LMC<br>MS1,39 BS9,39 | Shl | *m* | CL<br>10,39 | 1935<br>8mo<br>*Lloyd's* | Burntislnd S.B.Co.Ld.<br>Burntisland<br>*sA&CP* | JosephConstantine S.S.Line,Ld.<br>*CellD* | 199·9\|33·3\|13·6<br>Q144′F26′ FK<br>*Bf*132′307*t*FPT82*t* | | | Middlsbro'<br>British<br>3*BHCem*<br>*APT*48*t* | T.3Cy.13″,21″&36″–27″ (*s*)<br>200lb *125lb* 98NHP<br>1SB(Spt),*3cf*,GS41,HS1772<br>N.E.MarineEng.CoLd.Sld | 16 ″ 6<br>*s*5 ″ 11½<br>15 ″ 2 | |
| 86268<br>153437<br>CYKL | **Weyburn**<br>D.F. *Mchy.Aft* 2*Dks* | | 2408<br>1453<br>2226 | | | | | 1927 | Midland S.B.Co.Ld.<br>Midland,Ont. | CanadaS.S.Lines, Ld. | 250·1\|42·9\|24·3<br>F34′ | | | Montreal<br>British<br>*WB* | T.3Cy.18″,30″&50″–36″<br>Richardsons, Westgarth&Co.Ld.Hpl. | | C |
| 86269<br>151420<br>MCMT | **Whangpu**<br>TwinSc<br>2*Dks* | | 3204<br>2708<br>1975 | | | | | 1920 | Taikoo Dkyd&E.Co. ofH.Kg.Ld. HongKong | ChinaNavigation Co.Ld. | 320·0\|46·5\|22·3 | | | London<br>British<br>*WB* | T.6Cy.14½″,24″&39½″–30″<br>172NHP<br>TaikooDckyd.&Eng.Co.Ld | | |
| 86270<br>145737<br>MLSN | **Wheatcrop**<br>*ss*Bkn.No.3–3,36<br>*Mchy.Aft* *ss*Liv.No.1–39<br>*Well deck* 1*Dk*(*Stl*) | | 523<br>321<br>199 | ✠100A1<br>10,10 ~~10,30~~<br>LMC<br>MS9,39 BS1,40 3,41 | Bkn | *h* | OG<br>~~10,30~~<br>3,41 | 1924<br>1mo<br>*Lloyd's* | HansenS.B. &ShipRepg Co.Ld.<br>Bideford<br>*sA&CP* | Spillers,Ld.<br>*CellDB* | 162·0\|25·6\|9·9<br>Q96′B12′F23′ BK7″<br>91′99*t*FPT33*t* | | | Cardiff<br>British<br>3*BHCem*<br>*APT*22*t* | C.2Cy.20″&42″–30″ (*s*)<br>130lb 108NHP<br>1SB,*3pf*,GS61,HS2005<br>W.Beardmore&Co.Ld. Coatbridge | 12 ″ 0<br>*s* 4 ″ 2<br>12 ″ 5½ | |
| 86271<br>142503<br>MNCZ | **Whin**<br>3Mst<br>*ss*Bel.No.2–40 *ss*Bel.No.3–7,32 ~~*ss*Bel.No.1–8~~<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | | 466<br>321<br>192 | ✠100A1<br>12,10 ~~12,40~~<br>LMC 7,40<br>~~MS9,39 BS3,40~~ 7,40 | Bel | | CL<br>~~3,38~~<br>11,40 | 1920<br>10mo<br>*Lloyd's* | Cochrane &Sons,Ld. Selby<br>*sA&CP* | R.Neill&Sons,Ld. | 152·0\|25·2\|10·8<br>26·2<br>Q86′B9′F25′ FK | | | Belfast<br>British<br>3*BHCem*<br>*FPT*48*t*APT21*t* | T.3Cy.13½″,23″&37″–24″ (*s*)<br>180lb 85NHP<br>1SB,*3cf*,GS46,HS1470<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 0<br>*s* 3 ″ 8½<br>11 ″ 10½ | |
| 86272<br>160930<br>MPVX | **Whippingham** (P)<br>Pad<br>Wireless *CruiserStern* 1*Dk* | | 825<br>544<br>438 | | | | | 1930 | Fairfield Co.Ld. Glasgow | SouthernRailway | 244·0\|30·1\|10·5 | | | Portsmth<br>British | C.2Cy.30½″&59″–54″<br>196NHP<br>FairfieldQp.Ld.Glasgow | | BT till 4,41 |
| 86273<br>YNAC | **Whipple**<br>TwinSc<br>(*ex*U.S.Navy Vessel) *OilEng.*<br>Wireless 1*Dk2trB* | | 433<br>—<br>374 | | | | | 1903 | Navy Yard<br>Norfolk,Va. | BahamaShipping Co.Ld. | 264·5\|23·0\|14·0 | | | Bluefields<br>Nicaraguan | Oil Engines 2S.C.SA<br>12Cy.10″–13″NE29 211NHP<br>AtlasImperialDieselEng. Co.Oakland | | |
| 86274<br>149454<br>GJZR | **White Crest**<br>*ss*Shl.No.3-9,10 ~~*ss*Hul.No.2–36~~<br>D.F. 1*Dk*(*Stl*) *& Shelter dk*(*Stl*)<br>*Cargo battens not fitted*<br>*Tonnage opening closed'41*(*W.E.*) | | 4365<br>4105<br>2647 | ✠100A1<br>*withfreeboard*<br>11,10 ~~11,30~~<br>~~MS3,37~~ 8,40 | Bkn<br>Shl<br>LMC<br>BS2,40 | *z* | CL<br>~~8,38~~<br>N8,40 | 1928<br>3mo<br>*Lloyd's* | W.Dobson &Co. Newcastle<br>*sA&CP* | HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*)<br>*CellD*<br>~~*CellD*~~ | 400·4\|53·0\|25·3<br>411·8(O.L.)<br>F39′ FK<br>*B*348′1111*t*<br>~~*B*348′1188*t*~~<br>*FPT*120*t*APT198*t* | | | Newcastle<br>British<br>6*BHCem*<br>*Coll to Shdk*<br>5 „ 2*nd*„) | T.3Cy.25½″,42″&70″–48″ (*s*)<br>180lb 410NHP<br>3SB(Spt)*9cf*,GS178,HS6900<br>N.E.MarineEngCoLd.Nwc | 35 ″ 11<br>*s*10 ″ 7<br>25 ″ 7 | |
| 86275<br>231126<br>WFFU | **White Flash**<br>*Oil Eng.*<br>*Carrying oil in bulk*<br>*Mchy.Aft* 1*Dk*<br>*Electrically welded* | | 616<br>536<br>366 | | | | | 1931 | SunS.B.& DryDockCo Chester,Pa. | AtlanticRefining Co. | 194·5\|34·1\|11·3<br>P36′F25′ | | | Phildlphia<br>Utd. States | OilEngine connctd to Elec. Motor & Sc. Shaft 33NHP<br>6Cy.7½″–10″ 4S.C.SA<br>Cooper,BessemerCorp. GroveCity,Pa. | | |
| 86276<br>147119<br>MLTY | **Whitetoft** (*ex*Weltondale–36)<br>Wireless *ss*Goo.No.3–10,36<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | | 883<br>619<br>442 | ✠100A1<br>3,40<br>BS3,40 LMC1,36 | Bly | *k* | OG<br>11,38 | 1924<br>2mo<br>*Lloyd's* | Cochrane &Sons,Ld. Selby<br>*sA&CP* | "Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld. *Mgrs.*)<br>*CellD* | 195·6\|31·1\|12·6<br>Q117′B11′F26′ FK<br>*Bf*122′188*t*FPT60*t*<br>*APT*38*t* | | | Middlsbro'<br>British<br>3*BHCem*<br>*APT*38*t* | T.3Cy.16″,27″&44″–30″ (*s*)<br>180lb 98NHP<br>1SB,*3pf*,GS62,HS2040<br>Amos&Smith,Ld.Hull | 14 ″ 6<br>*s* 4 ″ 0½<br>14 ″ 0½ | |
| 86277<br>149690<br>GSPR | **Whitford Point** (*ex*Benholm–37)<br>*ss*Liv.No.2–37<br>D.F. 2*Dks*(*Stl*) | | 5026<br>4789<br>3162 | ✠100A1<br>8,40 ~~8,30~~<br>BS3,40 LMC3,37 | Shl<br>Lon | *z* | CL<br>11,38 | 1928<br>9mo<br>*Lloyd's* | R.Duncan &Co.Ld. PortGlasgow<br>*sA&CP* | GowanShippingCo. Ld.<br>*Intermediate 'tween BHin after*<br>*CellDB*351′1237*t*DT | 407·0\|53·5\|26·7<br>P29′B249′F38′<br>*n dk* FK<br>*hold dispensed with*<br>*a*35′950*t*APT145*t* | | | London<br>British<br>*ptCem*<br>5*BHto Udk*<br>1 „ „2*nd* „ | T.3Cy.26″,44″&73″–48″ (*s*)<br>200lb 545NHP<br>3SB,*9cf*,GS172,HS8001 FD<br>D.Rowan&Co.Ld.Glasgow | 29 ″ 0<br>*s* 4 ″ 4½<br>24 ″ 10½ | |
| 86278<br>148083<br>MLZF | **Whitley** (*ex*JamesDunford–35)<br>*Mchy.Aft* *ss*Shl.No.3–3,37<br>*Well deck* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | | 1196<br>930<br>712 | ✠100A1<br>10,40 ~~10,40~~<br>Nwe<br>LMC<br>MS3,37 BS2,40 5,41 | Sld | *o* | CL<br>3,39 | 1924<br>8mo<br>*Lloyd's* | Swan,Hunter& Wigham Richardson, Ld Sunderlnd<br>*sA&CP* | AlnS.S.Co.Ld.<br>*Cell* | 235·0\|36·0\|14·0<br>Q145′F25′ FK<br>*DBaE&B*44′*f*154′ | | | Newcastle<br>British<br>4*BHptCem*<br>381*t*FPT92*t* | T.3Cy.17″,28″&46″–30″ (*s*)<br>180lb 160NHP<br>2SB,*4cf*,GS74,HS2944<br>N.E.MarineEng.Co.Ld.Sld | 16 ″ 1<br>*s* 4 ″ 8<br>14 ″ 7½ | |
| 86279<br>215494<br>KLDE | **Whitney Olson**<br>Wood<br>(*ex*Ghislaine, *ex*EdnaChristensen)<br>*Fitted for oil fuel*<br>1*Dk*<br>Wireless | | 1558<br>—<br>880 | | | | | 1917 | Wilmingtn S.B.Co. Sn.Pedro,Cal. | OliverJ.Olson &Co. | 221·9\|43·0\|19·0 | | | S.Frncisco<br>Utd.States | T.3Cy.16″,27″&46″–33″<br>121NHP<br>MainStreetIronWks.S.Fo. | | |
| 86280<br>148656<br>MNKG | **Whitstable**<br>TwinSc<br>*CruiserStern*<br>1*Dk* | | 688<br>626<br>270 | | | | | 1925 | D&W Hendersn&Co.Ld. Glasgow | SouthernRailway | 220·6\|33·6\|14·1<br>B90′F37′ | | | London<br>British<br>*WB* | T.6Cy.15″,25″&41″–24″<br>165NHP<br>D&WHendersn&CoLd.Gls | | |
| 86281<br>1046<br>YMEA | **Wiborg II** (*ex*Viksten–37,<br>*ex*Newton) *ss*Got.3rdNo.3–4,28<br>*ss*Sbg No.2–36<br>*Well deck* 1*Dk*(*Irn*) | | *556*<br>*413*<br>*357* | ✠<br>12,38<br>✠ | Dnz | *h* | | 1890<br>10mo | P.Larsson Thorskog | DanzigerSee-transportG.m.b.H. | 167·1\|26·9\|13·2<br>Q55′B35′H14*t*F21′<br>*FPT*10*t*APT5*t* BK7″ | | | Danzig<br>4*BHCem* | T.3Cy.12″,19½″&32″–24″<br>50NHP<br>1SB,*2cf*,GS33,HS760<br>Ross&Duncan,Glasgow | 14 ″ 2 | |
| 86282<br>220061<br>KDMU | **Wichita**<br>*Oil Eng.*<br>Sub.Sig. 2*Dks*<br>GyC. *Longitudinal framing* | | 6174<br>—<br>3833 | | | | | 1920 | Doullut& Williams S.B.Co.Inc. NewOrleans | UnitedStates Maritime Commission | 395·5\|55·0\|31·4<br>P44′B108′F37′ | | | N.Orleans<br>Utd.States | Oil Engines 2S.C.DA<br>4Cy.27½″–47½″ 934NHP<br>NE29<br>Hooven,Owens,Rentschler Co.Hamilton,O | | R |
| 86283<br>219857<br>KUNG | **Wichita Falls** (*ex*UnionLiberty)<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 1*Dk2trB* | | 2560<br>2203<br>1586 | ✠ ...<br>10,20<br>✠ | | | | 1920<br>5mo | Toledo S.B.Co Toledo,Ohio | SouthernS.S.Co. | 251·0\|43·6\|25·8<br>P25′B64′F23′<br>FK | | | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.22″,36″&59″–42″<br>315NHP<br>ToledoS.B.Co.Toledo | 28 ″ 2 | R<br>† |
| 86284<br>PION | **Wickenburgh** (P)<br>(*ex*BatavierVIII–37) *OilEng.*<br>Wireless D.F. 2*Dks*<br>*CruiserStern* | | 780<br>646<br>407 | Lon<br>Examined L.R.9,40<br>DBS9,40(2) 1,40(7) | | | | 1928 | NVSchpw. v.J.Smit,Czn. Alblasserdam | Wm.H.Müller&Co. N.V. | 211·9\|33·7\|12·2<br>B49′ | | | Rottrdam<br>Dutch<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.18½″–27½″ 208NHP<br>Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg | | G |
| 86285<br>104963<br>EIFS | **Wicklow** (*ex*Lady Wicklow–38,<br>*ex*Wicklow) 2*Dks* | | 1032<br>960<br>414 | | | | | 1895 | Blackwood &Gordon PortGlasgow | British&IrishStm. PacketCo.Ld. | 260·2\|34·1\|15·8<br>P72′B89′F78′ | | | Dublin<br>British<br>*WB* | T.3Cy.27″,42″&69″–48″<br>NB15 330NHP<br>Blackwood&Gordon,P.Gl. | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years & Signal now exhibited. Remarks. Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines. | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86286 DJQG | **Widar** | *Mchy.Aft* Sub.Sig. 2*Dks* D.F. E.S.D. *CruiserStern* | 5972 4998 2943 | | | | | 1935 | Nordsee-werkeEmden G.m.b.H. Emden | Seereederei "Frigga" A.G. | 437·1 F52′ | 58·9 | 23·6 | Hamburg German *WB* | C4Cy.(2)18½″&43⅝″-43⅝″ &LPturbine with DRgear-ing & hydraulic coupling A.Borsig,Berlin 313NHP | | G |
| 86287 141489 GBGM | **Widestone** (*ex*Santurce-37, *ex*CanadianRancher) *ss*Shl.No.2-40 1*Dk*(*Stl*) *Cargo battens not fitted* | *ss*Bbo.No.3-12,32 | 3192 2880 1919 | ✠100A1 ~~6,40 12,38 1,41~~ 6,41 ~~MS8,38~~ 9,40 | Nwc ~~Mdo~~ Cff ✠LMC ~~BS12,39~~ | *v* 9,40 | CL ~~7,37~~ 9,40 | 1920 5mo *Lloyd's* | Tidewater Shipbldrs,Ld. ThreeRivers, P.Q. | A.E.Furst& F.G.Browne (Turnbull,Scott& Co.*Mgrs.*) | 331·2 P33′B98′F33′ FK *CellDB*266′623*t FPT* | 46·8 | 23·3 | London British 6*BHCem* 95*tAPT*73*t* | T.3Cy.25″,41″&68″-45″ (*s*) 180lb 470NHP 3SB,*9cf*,GS156,HS7275 FD TidewaterShipbuilders,Ld. | 25 ″ 6 s 3″11½ 21 ″ 9 | |
| 86288 DHZV | **Wiedau** Sub.Sig. 2*Dks* Wireless *CruiserStern* | | 964 766 471 | | | | | 1925 | Norder-werftA.G. Hamburg | Bugsier,Reed.& Bergungs,A.-G. | 221·0 | 35·1 | 13·0 | Hamburg German *WB* | T.3Cy.16½″,25⅝″&43⅜″-27⅝″ DresdnerMasch.& Schiffs. 98NHP UebigauA.G. | | G |
| 86289 DOBQ | **Wiegand** Ⓟ D.F. Sub.Sig. 2*Dks* | | 5869 5400 3599 | | | | | 1922 | Frd.Krupp Akt.Ges. Kiel | Norddeutscher Lloyd | 393·2 P34′B122′F40′ | 54·3 | 23·3 | Bremen German *WB* | T.3Cy.28½″,47″&75¾″-51″ 410NHP Frd.KruppA.G.Kiel | | G |
| 86290 DODN | **Wigbert** Sub.Sig. 2*Dks* | | 3648 3239 2242 | | | | | 1921 | J.Frerichs &Co.A.G. Einswarden | Hamburg-Bremer Afrika-Linie G.m. b.H.(Woermann Linie A.G.Deutsche OstAfrikaLinie, *Mgrs.*) | 361·0 | 49·9 | 22·5 | Bremen German *WB* | T.3Cy.25⅝″,40½″&68⅛″-47½″ Görlitzer 320NHP Maschb.A.G.Görlitz | | G |
| 86291 SPBZ | **Wigry** (ex RiverDart-39), *ex*Jenny-37, *ex*Glanbrydan-33. *ex*Hooton) 1*Dk*(*Stl*) *Well deck* | *ss*Ant.2ndNo.3-3,37 | *1859* *1440* *1052* | ✠100A1 ~~6,40 5,30~~ 1,41 ~~Cff~~ Hul BS12,39 ✠LMC3,37 | Dnz | *q* 5,40 | CL 3,39 5,40 | 1912 2mo *Lloyd's* | SirRDixon &Co.Ld. Middlesbro' | BaltyckaSpólka Okretowa sp. z.o.o. (BalticShippingCo. Ld.)(T.Olszowski), *Mgr.*) *CellDBuE* | 265·3 Q110′BonQ*dk*46′ F24′ FK 21*f*106′232*t Tanks* | 38·7 *4BHCem* | 17·6 *at sides of T* | Danzig *unnels*170*t FPT*40*t APT*52*t* | T.3Cy.19″34″&56″-36″ (*s*) 180lb 228NHP 2SB,6*pf*,GS129,HS3850 G.Clark,Ld.Sunderland | 19 ″ 8 s 6 ″ 0 18 ″ 1 | |
| 86292 719 OHFO | **Wiides** (*ex*Ladykirk-32) *ss*Gls.2ndNo.3-3,29 *ss*Cpn.No.2-37 1*Dk*(*pt Irn&pt Stl*) *&deep framing* | | 2324 — 1402 | ✠100A1 12,38 BS7,38 ✠LMC8,37 No later survey reported | Rot | *s* | N6,38 | 1904 9mo *Lloyd's* | Nthmblnd S.B.Co.Ld Newcastle | Wiides O/Y (A.Wihuri) *CellDBa&uE*112′*f*130′ | 295·0 305·2(O.L.) P22′B64′F29′ FK | 46·0 | 19·2 *Brändö* Finnish 6*BHCem* 604*tAPT*66*t* | Helsingfrs | T.3Cy.22″,36″&60″-39″ (*s*) 160lb 247NHP 2SB,6*pf*,GS100,HS4050 Richardsons,Westgarth& Co.Ld.Sld. | 21 ″ 7 s 3 ″ 2¾ 18 ″ 7 | |
| 86293 684 OHBU | **Wiima** (*ex*Everilda,*ex*Aldersgate, *ex*Britannic) 1*Dk*(*Irn*)2*tr B&* Now "Avenir," *see No. 8703 in Supplement* *Cargo battens not fitted* | *ss*Abg.3rdNo.3-8,35 | 3232 2870 1956 | ✠100A1 3,38 MS8,35 | Got ✠LMC BS12,39 | *u* | N11,37 | 1897 4mo *Lloyd's* | W.Gray& Co.Ld. WHartlepool A&CP | ~~A.Wihuri~~ GustafErikson *Cell* | 320·5 336·3(O.L.) P27′B82′F32′ FK *DBa&uE*130′*f*136′ | 47·2 | 22·0 *Brändö* Finnish 5*BHCem* 731*tAPT*53*t* | Helsingfrs | T.3Cy.24″,38″&64″-42″ (*s*) 160lb NDB17 281NHP 2SB,*4rf&2cf*,GS90,HS4455 Cen.Mar.Eng.Wrks.WHpl | 24 ″ 10 s 4 ″ 3½ 20 ″ 8 | |
| 86294 OHDT | **Wiiri** (*ex*Charterhulme,*ex*Northway, *ex*Tempestuous, *ex*Hornfels) *Well deck* 1*Dk*(*Stl*) | *ss*Got.2ndNo.3-8,38 | 3525 — 2057 | ✠100A1 8,38 BS7,39 ✠LMC8,38 | Got | *w* | CL 8,38 | 1912 9mo *Lloyd's* | Craig,Tay-lor&Co.Ld. Stockton | Wiiri O/Y (A.Wihuri) *Intermediate BH in fore& after holds dispensed with* *CellDBa* | 373·9 360·2 P&B228′F39′ FK 130′*f*136′ | 50·0 50·1 | 28·5 21·6 | Helsingfrs *Brändö* Finnish *Cem* 4*BH only* 114′*uE*21′*f* | T.3Cy.25″,41″&68″-45″ (*s*) 180lb 376NHP 2SB,*6cf*,GS121,HS5064 FD N.E.MarineEng.Co.Ld.Sld | 23 ″ 11 s 2 ″ 8¼ 21 ″ 5 | |
| 86295 DREE | **Wiking** Ⓟ Sub.Sig. E.S.D. *CruiserStern* 1*Dk* | | 907 654 507 | | | | | 1935 | Lübecker Maschb.Ges. Lübeck | LübeckLinieA.G. | 208·6 P12′Q44′B107′F18′ | 32·1 | 12·0 | Lübeck German *WB* | 155′924*t FPT*92*t APT*116*t* T.3Cy.18½″,29½″&47¼″-31½″ 125NHP LübeckerMaschb.Ges. | | G |
| 86296 DJXY | **Wikinger** (*ex*Vikingen-38) TwinSc *ss*Rot.No.2-37 2*Dks*(*Stl*)*&*3*rdDk*(*Stl*)*in* *Mchy.Aft* *Nos.*1,2,3,4,5*&*9*tanks&fore* D.F. *hold&Web frames* *CruiserStern* *Longitudinal framing* *Strengthened for navigation in ice* *Carrying Petroleum in bulk* *Fitted for oil fuel* | | 14772 14163 10678 | ✠ 10,38 ✠ | Ham | *h*† | | 1929 9mo *Lloyd's* | Swan,Hun-ter&Wigham Richardson, Ld.Newcastle | DeutscheÖlmuhlen -RohstoffeG.m.b.H (Hamburger Walfang-Kontor G.m.b.H.*Mgrs.*) *Tanks above after peak* 683*t* *CellDBuE&B*96′487*t* | 493·2 FK (2 *to superstructure dk* 10 *to* 2*nd dk* 4 „ 3*rd* „) *DTf*48′775*t FPT*3 | 71·1 | 50·4 | Hamburg German 16*BHptCem* 16*tAPT*123*t* | T6Cy22½″,36½″&61″-39″ 773NHP 4SB,*16cf*,HS11810 Swan,Hunter&Wigham Richardson,Ld.Nwc | 51 ″ 0 | |
| 86297 SKRE | **Wikla** (*ex*Tempo-36,*ex*Bruno-33) 1*Dk* | | 1143 — 609 | | | | | 1909 | Fredrkstad Mek.Værks. Fredrikstad | Wilke O/Y (A.Wihuri,*Mgr.*) | 239·0 228·4 P43*t*H76*t*F8*t* | 36·0 | 14·6 | Helsingfrs *Brändö* Finnish *WB* | T.3Cy.16½″,27″&45½″-31″ 115NHP FredrikstadM.V.Frdstad. | | N |
| 86298 200067 | **Wilbert L. Smith** *Mchy.Aft* D.F. 1*Dk*2*trB* | | 4319 — 3039 | | | | | 1903 | American S.B.Co. Lorain,O. | GreatLakesS.S.Co. Inc. | 380·0 F48′ *WB* | 50·0 | 28·0 | Oswego, N.Y. Utd.States | T.3Cy.22″,35″&58″-40″ 213NHP AmericanS.B.Co.Clevelnd. | | R |
| 86299 145179 MKPX | **Wild Rose** (*ex*Monkstone) *ss*Bly.No.3-11,33 *ss*Nwc.No.1-37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* | | 873 592 431 | ✠100A1 6,40 ~~12,38~~ ~~MS6,37~~ | Nwc Cff ✠LMC ~~BS4,39~~ 6,40 | *k* | CL ~~6,37~~ 5,40 | 1921 4mo *Lloyd's* | HansenSB. &S.R.Co.Ld. Bideford | RichardHughes& Co.(Liverpool)Ld. *CellDBf*126′239*t FPT*53*t* | 190·0 Q120′BonQ14′F26′ FK *APT*30*t* | 30·1 | 12·5 | Liverpool British 3*BHCem* | T.3Cy.15″,25″&41″-27″ (*s*) 180lb 51NHP 2SB,*4cf*,GS60,HS1824 LythamSB&ECoLdLytham | 14 ″ 6 s 4 ″ 6¼ 14 ″ 1½ | |
| 86300 DOFE | **Wildenfels** Sub.Sig. 2*Dks* | | 6224 5753 3794 | | | | | 1922 | J.C.Teck-lenborgA.G. Weser-münde-G. | DeutscheDmpfs-fahrts.Ges.Hansa | 431·1 P60′B136′F57′ | 56·5 | 30·2 | Bremen German *WB* | T.3Cy.29⅝″,47¼″&76⅜″-54″ &LPTurbine 424NHP J.C.TecklenborgA.G.Wsm | | G |
| 86301 219356 KORV | **Wildwood** *Fitted for oil fuel* Sub.Sig. 2*Dks* | | 5043 — 3146 | | | | | 1919 | American International S.B.Corp. HogIslandPa | AmericanForeign S.S.Corp. | 390·0 P39′B121′F43′ | 54·2 | 27·8 | NewYork Utd.States *WB* | DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y. | | R |
| 86302 LJGO | **Wilford** (*ex*RioRimac-36, *ex*NauruChief-36) 1*Dk&Shelter dk* | | 2158 1924 1277 | | | | | 1921 | Nylands Værksted Oslo | BorgesRederiA/S (HansBorge,*Mgr.*) | 289·5 P28′B&F240′ | 44·1 | 19·3 | Tönsberg Norwegian *WB* | T.3Cy.21¼″,34½″&60″-39″ 225NHP NylandsVærksted,Oslo | | N |
| 86303 DJLR | **Wilhelm A. Riedemann** TwinSc (*ex*Zoppot,*ex*WilhelmA. Riedemann) *Oil Eng.* *Longitudinal framing* D.F. GyC. Sub.Sig. *Mchy.Aft* *Carrying Petroleum in bulk* | | 10326 9369 5929 | | | | | 1920 | Frd.Krupp Akt.Ges. Kiel | WariedTankschiff RhedereiG.m.b.H. | 525·7 H49′ | 66·5 | 33·5 | Hamburg German *WB* | Oil Engines 2S.C.SA 12Cy.22⅝″-39⅜″ 1070NHP Fried.KruppA.G.Kiel | | G |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant expiré. Lettre d'appartenance. | 7* Date de la dernière visite de l'navire porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pst. | 15 Machines où coke ne se met dans le Lt. Durée. Cert. Ro/Ro Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86304 OUNJ | **Wilh. Colding** | 1 Dk | 1510 1248 928 | | | | | 1905 | Naaml. Vnts.Schwf. v.JanSmitCz. Alblasserdm | D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*) | 251·3\|37·8\|16·2 P15′Q79′B113′F27′ | Copnhagn Danish *WB* | T.3Cy.19″,31″&51″–33″ 149NHP Maats.deSchelde,Flushing | | G |
| 86305 DJVZ | **Wilhelm Gustloff** Ⓟ Twin Sc *Oil Eng.* D.F. E.S.D. GyC. 5 Dks Sub.Sig. *Cruiser Stern* | | 25484 — 17350 | | | | | 1937 | Blohm& Voss,K.a.A. Hamburg | Deutsche Arbeits-frontG.m.b.H. (Hamburg-Süd-amerikDampf-schifff.Ges. *Mgrs.*) | 650·4\|77·4\|26·5 B50′F538′ 42·9 | Hamburg German *WB* | 4 Oil Engines SR geared to 2 Sc. shafts 2S.C.SA 32Cy.20½″–27½″ 2860NHP Blohm&Voss,K.a.A.Ham | | G |
| 86306 DHZY | **Wilhelm Russ** Wireless 1 Dk | | 997 786 575 | | | | | 1921 | Stettiner Oderwerke Stettin | Schiffahrt—u. Assekuranz Ges.E.Russ&Co. | 210·9\|33·8\|13·5 P23′Q59′B55′F25′ | Hamburg German | T.3Cy15¾″,25½″&41⅜″–29½″ 92NHP StettinerOderwerke | | G |
| 86307 DJPO | **Wilhelm Traber** Sub.Sig. D.F. E.S.D. GyC. 1 Dk *Cruiser Stern* | | 3093 2496 1600 | | | | | 1935 | Flensburgr Schiffsb.Ges. Flensburg | W.Traber&Co. | 310·7\|48·8\|21·1 P21′Q48′B56′F29′ | Hamburg German *WB* | C.4Cy.(2)18⅛″&(2)39⅜″ –39⅜″ 163NHP A.Borsig,G.m.b.H. Berlin-Tegel | | C |
| 86308 | **Wilhelmina** *ex* S.Fo.2ndNo.3–7,40 *Well deck* ~~*ssS.Fo.No.3–10,32*~~ *Mchy.Aft* ~~*ssS.Fo.No.2–31*~~ *Ref.Mchy.* 2 Dks(*Stl*)&*Web frames* *Lower dk*(*Stl*) *in fore hold* ~~*Fitted for oil fuel*~~ | | 6725 5623 4212 | ✠100A1 7,40 ✠LMC7,40 *Fitted for oil fuel* 12,09 | SFo | *b*† | CL 6,40 *R.Pabove* 150′R. | 1909 12mo | NwprtNws S.B.&D.D.Co. Newprt News | Lochinver.Ld. (Douglas& Ramsey, *Mgrs.*) *Cell D Ba*56′ *u* | 426·1\|54·1\|33·5 P&B310′F50′ FK 150′R. A&CP | Glasgow British *7 BH Cem Asp* | T.4Cy 35″,58″&(2)69″–60″ 1901b (*s*) 976NHP 6SB,24*cf*,GS468,HS17070 Newport NewsSB.&DD.Co *E&B*78′*f*143′962*t M* 78′1110*t D* *T f*65′913*t FPT*86*t APT*100*t* | 33 ″ 6 | |
| 86309 7581 SHCN | — (*ex* Gerania–40, *ex* Anastassios A. *ex* Syrmas,*ex* Antinoe, *ex* Rossetti) *ex* Gfl.3rdNo.3–6,33 *ss* Skm.No.1–38 1 Dk(*pt Stl pt Irn*)& *Web frames*&*pt Awng dk*(*Irn*) *Cargo battens not fitted* | | 2147 1505 1311 | ✠100A1 *pt Awng dk with freeboard* 1,40 ✠LMC MS9,37 BS1,40 | Ant | *r* | CL 7,37 | 1894 8mo | JLThomp-son&Sons,Ld Sunderland A&CP | RederiA/B Fredrika(Erik Högberg, *Mgr.*) *Cell D Ba*84′*f* 108′327*t* | 280·0\|39·0\|17·3 P24′Q80′ FK *pt Awng dk* 174′ | Stockholm Swedish *6 BH Cem* *APT*20*t* | T.3Cy.21½″,35″&58″–39″(*s*) 1601b 220NHP 2SB,6*cf*,GS108,HS3443 J.Dickinson,Sunderland | 19 ″ 8 s ″10½ 18 ″11½ | |
| 86310 717 OHPP | **Wilke** (*ex* Relillio–32) *ss* Hfs.2ndNo.3–2,33 *ss* Cpn.No.1–37 1 Dk(*pt Irn pt Stl*)&*deep framing* *Cargo battens not fitted* | | 2598 2255 1506 | ✠100A1 4,40 ✠LMC MS6,37 BS1,40 | Got | *s* | CL 6,37 | 1909 6mo | R.Thomp-son&Sons,Ld Sunderland *Lloyd's SA&CP* | RederiA/BErgo (A.Willamo, *Mgr.*) *Cell D Ba*90′ | 298·8\|46·0\|19·5 289·5 300·0(O.L.) B74′F29′ FK *u E&B*36′*f*116′669*t* | Helsingfrs *Brändö* Finnish *5 BH Cem* *APT*163*t* | T.3Cy.21½″,36″&59″–39″ (*s*) 1801b 237NHP 2SB,6*pf*,GS92,HS3664 N.E.MarineEng.Co.Ld.Sld | 22 ″ 0 s 3 ″ 4½ 18 ″ 10 | |
| 86311 148837 GCFD | **Willamette Valley** (*ex* West Lynn) *Oil Eng.* D.F. 1 Dk&*Shelter dk* | | 4724 4318 2860 | | | | | 1928 | Napier& Miller,Ld. Glasgow | ReardonSmith Line,Ld. (SirW.R. Smith&Sons,Ld. *Mgrs.*) | 401·1\|54·2\|25·8 F41′ | Bideford British *WB* | Oil Engines 4S.C.SA 6Cy.29⅛″–59-⅛″ 488NHP J.G.Kincaid&Co.Ld.Grk. | | C |
| 86312 214976 KLDF | **Willapa** (*ex* Florence Olson) Wood *Fitted for oil fuel* 1 Dk | | 1185 — 604 | | | | | 1917 | Kruse& Banks Marshfield | ~~Wood&Hart,Inc.~~ W.H.Wood | 213·7\|42·0\|16·6 | S.Frncisco Utd. States | T.3Cy.13½″,23″&40″–30″ 88NHP UnionIron Works,S.Fo. | | |
| 86313 PIQE | **Willemsplein** (*ex* Morus, *ex* Valdura) *ss* Rot.2ndNo.3–7,35 1 Dk(*Stl*)&*Spar dk*(*Stl*) &*deep framing* *ss* Rot.No.1–40 | | 5489 5168 3445 | ✠100A1 *Spar dk* 4,41 ~~BS9,35~~ BS11,40 ✠LMC ~~7,35~~ 9,39 | Rot Phl | *z* | CL ~~9,37~~ ~~9,10~~ ~~11,40~~ 12,40 | 1910 2mo | Russell& Co. Pt.Glasgow *Lloyd's SA&CP* | N.V.Scheepvaart Maats "Millingen" (G.A.Spliethoff, *Mgr.*) *Cell D Ba*137′*u* | 414·3\|56·0\|28·0 P43′B119′F41′ FK *E*24′*f*178′1227*t D*7 | Rottrdam Dutch *Cem 4 BH to Sp dk* 2 ,, ,, *M* ,, | T.3Cy.27″,45″&74″–51″ (*r*) 1801b 538NHP 3SB,9*cf*,GS172,HS7890 FD Rankin&Blackmore,Grk. | 30 ″ 6 s 5 ″11½ 24 ″ 9 | |
| 86314 148530 GKYC | **Willesden** (*ex* Antinous–33) *ss* Shl.No.3–1,38 D.F. 1 Dk(*Stl*)& E.S.D. *Shelter dk*(*Stl*) *Tonnage opening closed '11*(*W.E.*) | | 4563 4318 2851 | ✠100A1 *with freeboard* ~~12,30~~ 12,40 BS ~~8,39~~ 12,40 ✠LMC 5,37 | Shl Bkn | *z* | CL ~~12,00~~ 12,40 | 1925 1mo | Workman, Clark&Co.Ld Belfast *Lloyd's SA&CP* | WattsShippingCo. Ld.(Watts,Watts &Co.Ld. *Mgrs.*) *Cell D B* | 401·6\|54·3\|25·3 416·7(O.L.) F42′ FK 348′960*t APT*125*t* | London British *6 BH Cem* (*Coll to Sh dk* 5 ,, 2*nd* ,,) | T.3Cy.26″,42″&71″–48″ (*s*) 1801b 423NHP 3SB(Spt)9*cf*,GS190,HS7146 Wrkman,Clark&Co.Ld Bel | 36 ″ 9 s10 ″10½ 26 ″ 0½ | |
| 86315 77 OHKY | **William** Iron 1 Dk2tr *B* | | 326 275 164 | | | | | 1884 | W.Lind-bergs Aktieb. Stockholm | RederiA/B North Baltic(John Lindblom, *Mgr.*) | 128·2\|23·0\|13·1 B29′H8*t* | Abo Finnish *WB* | C.2Cy.16″&31″–21″ NB97 37NHP R.Thelander,Stockholm | | |
| 86316 237395 WNXO | **William A. Irvin** D.F. GyC. *Mchy.Aft* 1 Dk *Longitudinal framing at bottom & at deck* | | 8240 — 6072 | | | | | 1938 | American S.B.Co. Lorain,O. | PittsburghS.S.Co. | 593·2\|60·0\|28·2 F48′ | Dul'th,Min Utd. States *WB* | DR geared steam turbine 383NHP DeLavalSteam TurbineCo.Trenton,N.J. | | R |
| 86317 214234 WTMB | **William A. McGonagle** ~~*ssOl.No.3–39*~~ GyC. 1 Dk(*Stl*)& *ssCgo.No.4–1,41* *Longitudinal framing* | | 7811 7381 6006 | ✠100A– 2,40 ~~BS8,40~~ ✠LMC ~~3,41~~ *For Service on the Great Lakes* | Clv | | | 1916 7mo | Gt.Lakes Eng.Works Ecorse,Mich. | PittsburghS.S.Co. *Cell D Bu E&B*55′*f* *& in Hopper side tanks* | 580·0\|60·0\|27·9 F53′ FK 479′8494*t FPT* | D'luth,Min Utd. States *3 BH Cem* 299*t APT*59*t* | T.3Cy.24½″,40″&65″–42″(*s*) 1801b 414NHP 3SB,6*cf*,GS137,HS6405 FD Gt.LakesEng.Wks.Detroit | 32 ″ 0 s 10 ″ 4 21 ″ 10½ | |
| 86318 214583 WJCZ | **William A. McKenney** *ss* N.Yk.No.3–10,28 D.F. *ss* Bal.No.1–33 *Fitted for oil fuel* 2 Dks(*Stl*) | | 6153 — 3763 | ✠ ... 8,37 ✠ | Bal | *z* | | 1916 11mo | NwprtNws S.B.&D.D.Co. NewprtNews | KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *Cell D B* | 395·0\|55·1\|31·0 P27′B117′F37′ FK 326′1711*t FPT*316*t* | Boston Utd. States *6 BH Cem* *APT*334*t* | T3Cy.25½″,41½″&72″–48″ 467NHP 3SB,12*cf*,GS240,HS8235 NewportNewsSB&DD.Co. | 34 ″ 6 | R † |
| 86319 202303 KDXZ | **William A. Paine** *Mchy.Aft* D.F. GyC. 1 Dk | | 5798 — 4435 | | | | | 1905 | American S.B.Co. Cleveland,O. | PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) | 480·0\|52·0\|30·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.22½″,36″&60″–42″ 233NHP AmericanSB.Co.Cleveland | | R |
| 86320 225045 KFXG | **William A. Reiss** (*ex* John A.Topping–35) D.F. GyC. *Mchy.Aft* 1 Dk | | 8345 — 6553 | | | | | 1925 | Gt.Lakes Eng.Works River Rouge Mich. | ReissS.S.Co. | 601·6\|62·0\|27·8 *WB* | Wilmgton (Del.) Utd. States | Q4Cy24⅞″,31″,46½″&68″ –42″ 800NHP Gt.LakesEng.Wks.Detroit | | R |
| 86321 204121 WNTX | **William B. Davock** Sub.Sig. D.F. GyC. 1 Dk | | 4220 — 2971 | | | | | 1907 | Gt.Lakes Eng.Works St.Clair,Mich | InterlakeS.S.Co. (Pickands,Mather &Co. *Mgrs.*) | 420·0\|52·0\|23·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.21″,34½″&57″–42″ 211NHP Gt.LakesEng.Works | | R |
| 86322 207981 WTMD | **William B. Dickson** *Mchy.Aft* Sub.Sig. D.F. GyC. 1 Dk | | 7869 — 6271 | | | | | 1910 | Gt.Lakes Eng.Works Ecorse,Mich. | PittsburghS.S.Co. | 580·0\|58·2\|33·2 F45′ | D'luth.Min Utd. States *WB* | T.3Cy.24′,38″&65⅛″–42″ 275NHP Gt.LakesEng.Wks.Detroit | | R |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Fore & Aft. prod. how exp'ed. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of withdrawal from Class |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86323 116732 | **William B. Pilkey** (*ex* Sir William Siemens) | Sub.Sig. *Mchy.Aft* 1 *Dk2trB* | 3886 — 3293 | | | | | 1896 | Globe Iron Works Co. Cleveland, O. | Columbia Transportation Co. (John T. Kelly, *Mgr.*) | 413·2 | 48·0 | 24·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.23″,41″&66″–42″ NB08 282NHP Globe I.W.Co. Cleveland, O | | R |
| 86324 207252 WTOF | **William B. Schiller** | Sub.Sig. D.F. GyC. *Mchy.Aft* 1 *Dk* | 7521 — 5819 | | | | | 1909 | American S.B.Co. Lorain, O. | Pittsburgh S.S.Co. | 580·0 | 58·0 | 32·0 *WB* | D'luth, Min Utd. States | T.3Cy.24″,39″&65″–42″ 274NHP American S.B.Co. Lorain, O | | R |
| * 86325 | **William Blumer** | *ss* Shl. No. 3–7,33 *ss* Sfj. No. 1–37 1 *Dk (Stl)* | 3604 3310 2176 | ✠100A1 12,37 BS3,39 ✠LMC5,37 | PNl | *w* | CL 5,37 | 1920 8 mo *Lloyd's* | J. Blumer & Co. Ld. Sunderland | Skibs A/S Drafn (Pehrson & Wessel) *Cell L* | 356·3 P35′B221′F30′ FK *B* 312′802*t* | 48·7 6 *BH Cem* *FPT* 67*t* | 23·8 *APT* 109*t* | Drammen Norwegian | T.3Cy.25½″,42″&68″–45″ (*s*) 200lb 365NHP 2SB,6*cf*,GS139,HS5751 J. Dickinson & Sons, Ld. Sld. | 25 ″ 11 | |
| 86326 221508 KDHS | **Wm. Boyce Thompson** | *ss* Mob. No. 3–9,33 *ss* N.Os. No. 1–37 *Mchy.Aft* 2 *Dks (Stl) & Web frames* D.F. Sub.Sig. *Longitudinal framing* | 7061 6422 4350 | ✠100A1 ~~7,40 12,3~~ 12,40 ~~BS12,40~~ ~~BS12,40~~ ✠LMC3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 | NOs | *b*† *F.P. above* 150° F. | CL 1,38 12,40 | 1921 7 mo | Bethlehem S.B.Corp. Ld. Quincy, Mass. *Cell D Bu E & B* *t* 2′200*t* *DT f* 40′588 | Sinclair Refining Co. Inc. P134′B37′F40′ FK *t FPT* 228*t* *APT* 72*t* | 430·3 59·3 33·2 | New York Utd. States 17 *B Hpt Cem* (12 *to U dk* 5 ,, *2nd* ,,) | T.3Cy.26½″,44″&74″–51″ (*s*) 200lb 586NHP SB,9*cf*,HS8829 FD Bethlehem S.B.Corp. Ld. | 33 ″ 3 s 6 ″ 8½ 26 ″ 10 | |
| 86327 217513 WTOU | **William C. Atwater** (*ex* Coulee) | *Mchy.Aft* D.F. GyC. 1 *Dk* | 2450 1855 1485 | | | | | 1919 | Gt. Lakes Eng. Works Ecorse, Mich. | Fall River Nav. Co. P115′F25′ | 253·4 | 43·7 | 24·5 *WB* | Fall River Utd. States | T.3Cy.21″,34½″&57″–42″ 211NHP Gt. Lakes Eng. Wks. Detroit | | R |
| 86328 148851 | **William C. Warren** | *Mchy.Aft* 1 *Dk* | 1745 1594 1233 | | | | | 1925 | Napier & Miller, Ld. Glasgow | Upper Lakes & St. Lawrence Transportation Co. Ld. (G.C. Leitch, *Mgr.*) F36′ | 253·1 | 43·2 | 17·9 *WB* | S Cathrnes Ont. British | T.3Cy.17″,28½″&47″–33″ 127NHP D. Rowan & Co. Ld. Glasgow | | C |
| 86329 161303 MPNW | **William Cash** Wireless *Well deck* | *ss* Shl. No. 2–38 1 *Dk (Stl)* *Mchy.Aft* *Cargo battens not fitted* | 1186 891 681 | ✠100A1 ~~8,10 1,30~~ 8,41 ~~BS10,30~~ 8,40 ~~✠LMC9,38~~ | Nwc Lon Sld | *n* | CL 11,39 | 1929 9 mo *Lloyd's* | Hawthorn, Leslie & Co. Ld Newcastle | Stephenson Clarke & Associated Companies, Ld. *Cell D Bu E 20′* | 225·5 235·0 (O.L.) Q127′B14′F24′ FK *f* 146′320*t* | 36·1 *t BH Cem* *FPT* 125*t* | 14·0 *APT* 24*t* | London British | T.3Cy.17″,28″&46″–30″ (*s*) 180lb *100lb* 137NHP 1SB,3*cf*,GS55,HS2260 N.E. Marine Eng. Co. Ld. Sld | 16 ″ 0 s 5 ″ 0 14 ″ 7 | |
| 86330 212197 WCVB | **William D. Crawford** | *Mchy.Aft* 1 *Dk & Web frames* D.F. GyC. *Longitudinal framing* | 6385 — 4899 | ✠ ... 2,19 ✠ | | | | 1914 5 mo | American S.B.Co. Lorain, O. | Virginia S.S.Co. (M.A. Hanna Co. *Mgrs.*) F44 FK *WB* | 504·0 | 54·0 | 30·0 | Wilmgton (Del.) Utd. States | T.3Cy.23½″,37″&63″–42″ 388NHP American S.B.Co. Lorain, O. | 30 ″ 0 | R † |
| 86331 220841 KLIZ | **Wm. Donovan** (*ex* Kirketind) | **Wood Twin Sc** *Oil Eng.* *Mchy.Aft* 2 *Dks* | 2205 1914 1621 | | | | | 1919 | Elliott Bay S.B.Co. Seattle, Wash | R.C. Porter P50′F35′ | 243·8 | 47·3 | 24·3 | S.Frncisco Utd. States | Oil Engines 4S.C.SA 16Cy.12⅛″–18″ 261NHP Winton Eng. Works Cleveland, O. | | |
| 86332 202296 | **William E. Corey** | *Mchy.Aft* Sub.Sig. D.F. GyC. 1 *Dk* | 6363 — 5045 | | | | | 1905 | Chicago S.B.Co. Chicago | Pittsburgh S.S.Co. | 557·8 | 56·0 | 26·5 | D'luth, Min Utd. States *WB* | T.3Cy.24″,39″&65″–42″ NB37 274NHP American S.B.Co. Cleveland | | R |
| 86333 81702 | **William Edenborn** | *Mchy.Aft* GyC. 1 *Dk2trB* | 5186 — 4127 | | | | | 1900 | West Bay City S.B.Co. W.Bay City | Pittsburgh S.S.Co. | 478·0 Q72′B47′F30′ | 52·0 | 25·1 | D'luth, Min Utd. States *WB* | Q.4Cy.16½″,25½″,38½″&60″–40″ 228NHP American S.B.Co. Cleveland | | |
| 86334 81807 | **William F. Fitch** | *Mchy.Aft* GyC. 1 *Dk2trB* | 3629 — 2632 | | | | | 1902 | Detroit S.B.Co. Wyandotte | Detroit & Cleveland S.S.Co. | 346·0 | 48·0 | 28·0 *WB* | Detroit Utd. States | T.3Cy.22″,35″&58″–42″ 218NHP Detroit S.B.Co. Detroit | | R |
| 86335 221354 KDSR | **William F. Humphrey** (*ex* Axtell J. Byles, *ex* Agwibay) D.F. *Mchy.Aft* *Longitudinal framing* Sub.Sig. *Fitted for oil fuel* *Carrying Petroleum in bulk* | 3 Mst *ss* N.Yk. No. 1–25 2 *Dks & Shelter dk* | 7983 7632 4938 | ✠ ... 6,27 ✠ | | | | 1921 6 mo | Bethlehem S.B.Corp. Ld. Quincy, Mass. | Tide Water Associated Oil Co. | 468·3 | 62·7 FK *WB* | 32·0 | Wilmgton (Del.) Utd. States | Q.4Cy.24″,35″,51″&75″–51″ 636NHP Bethlehem S.B.Corp. Ld. | 32 ″ 0 | R † |
| 86336 205017 WDIT | **William F. Stifel** (*ex* Normania) | *Mchy.Aft* D.F. 1 *Dk* | 4871 — 3705 | | | | | 1908 | Gt. Lakes Eng. Works St. Clair | Columbia Transportation Co. (John T. Kelly, *Mgr.*) | 420·0 | 52·0 | 24·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.21″,34½″&57″–42″ Great Lakes 211NHP Eng. Works, Detroit | | R |
| 86337 228886 WOYV | **William G. Clyde** | GyC. D.F. *Mchy.Aft* 1 *Dk* | 7918 — 6157 | | | | | 1929 | American S.B.Co. Lorain, O. | Pittsburgh S.S.Co. | 587·2 | 60·2 | 27·4 *WB* | D'luth, Min Utd. States | T.3Cy.24 9/16″,41″&65⅝″–42″ 279NHP American S.B.Co. Lorain, O. | | R |
| 86338 224856 WADJ | **William G. Mather** | D.F. GyC. *Mchy.Aft* 1 *Dk* | 8662 — 6810 | | | | | 1925 | Gt. Lakes Eng. Works River Rouge, Mich. | Cleveland Cliffs S.S Co. (Cleveland Cliffs Iron Co. *Mgrs.*) | 601·0 | 62·0 | 27·7 | Wilmgton (Del.) Utd. States | Q.4Cy.21″,31½″,46′&68″–42″ 300NHP Great Lakes Eng. Works, Detroit | | R |
| 86339 214684 WSCD | **Wm. G. Warden** | **Twin Sc 3 Mst** *ss* N.Yk. No. 3–4,29 *ss* NYk. No. 2–36 *Mchy.Aft* 2 *Dks (Stl) & Shelter* D.F. GyC. *dk (Stl) & Web frames* *Longitudinal framing* | 9114 7561 5686 | ✠100A1 *Shelter dk* *with freeboard* ~~6,40 11,39~~ 1,41 ~~BS6,40~~ ~~BS6,40~~ ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,17 | Bal N.Yk Gal | *ft* *F.P. above* 150° F. | CL 5,39 | 1917 1 mo | Nwprt Nws S.B.&D.D.Co. Newprt News | Standard Oil Co. of New Jersey *Cell D Bu E & B* 59′ *f* 17′71*t* *DT f* 54′673*t* A&CP | 500·0 184*t* *FPT* 243*t* | 68·2 FK *APT* 127*t* | 35·5 | Wilmgton (Del.) Utd. States 19 *B Hpt Cem* (15 *to U dk* 4 ,, *2nd* ,,) | T.6Cy.20½″,35″&60″–42″ 200lb (*s*) 628NHP 3SB,12*cf*,GS213,HS8700 FD Newport News SB & DD Co. | 38 ″ 3 s 10·0½ 28 ″ 6 | |
| 86340 147764 VCNM | **William H. Daniels** | 1 *Dk* *Mchy.Aft* | 1772 1616 1195 | | | | | 1923 | Furness S.B.Co. Ld. Haverton Hill-on-Tees | Upper Lakes & St. Lawrence Transportation Co. Ld. (G.C. Leitch, *Mgr.*) F34′ | 252·5 | 43·3 | 17·8 *WB* | S Cathrnes Ont. British | T.3Cy.16″,27″&44″–33″ 183NHP MacColl & Pollock, Ld. Sld. | | C |
| 86341 212354 WNMU | **William H. Donner** | D.F. GyC. 1 *Dk & Web frames* *Mchy.Aft* *Longitudinal framing* | 6311 — 4843 | ✠ ... 7,19 ✠ | | | | 1914 7 mo | Gt. Lakes Eng. Wrks. Ashtabula | Mahoning S.S.Co. (Bethlehem Transpn. Corp. *Mgrs.*) F43′ FK | 504·0 | 54·0 | 30·0 *WB* | Wilmgton (Del.) Utd. States | T.3Cy.23½″,38″&63″–42″ 388NHP Gt Lakes Eng Wrks, Detroit | 30 ″ 0 | R † |
| 86342 213859 KEGC | **William H. Machen** (*ex* Bristol) | *ss* Bos. No. 3–6,31 *ss* Bos. No. 2–39 D.F. Sub Sig 1 *Dk (Stl)* *Mchy.Aft* *Cargo battens not fitted* | 3922 3556 2454 | 100A1 ~~5,40 5,20 1,40~~ 4,41 ~~BS5,40 4 41~~ | Bos | *w* | CL 5,39 | 1916 2 mo | New York S.B.Co. Camden, N.J. | Pocahontas S.S.Co. P77′B17′F34′ FK *Cell D Bu E & B* 41′ *f* 251′ | 359·5 1513*t* *DT* 306*t* | 49·2 8 *BH Cem* *FPT* 306*t* | 25·6 *APT* 62*t* | Wilmgton (Del.) Utd. States | T.3Cy.23¼″,37½″&67″–45″ 190lb (*r*) 390NHP 2SB,6*cf*,GS128,HS5406 New York SB Co. Camdn NJ | 30 ″ 0 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Force assignée maintenant exprès. Lettre d'équivalence. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres de construction et ce n'est dans la Liste. Durée Cert. R. of Tr. de |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86343<br>205180<br>WTRA | **William H. Wolf**<br>*Mchy. Aft* D.F. 1 *Dk* | | 6281<br>—<br>4767 | | | | | 1908 | American S.B.Co. Lorain, O. | Gartland S.S.Co. (D. Sullivan & Co. *Mgrs.*) | 504·0 \| 54·0 \| 30·0<br>*WB* | Wilmgton (Del.)<br>Utd. States | T.3Cy.22½″, 36″ & 60″–42″<br>American 233NHP<br>S.B.Co. Cleveland, O. | | R |
| 86344<br>LKFB | **William Hansen**<br>Wireless *Fitted for oil fuel*<br>1 *Dk & Shelter dk*<br>*Cruiser Stern* | | 1344<br>1104<br>748 | | | | | 1939 | Nylands Verksted Oslo | Aksel Molvigs Rederi A/S (Aksel Molvig, *Mgr.*) | 250·9 \| 41·3 \| 14·8<br>*WB* | Oslo<br>Norwegian | C.2Cy.16¾″ & 33⅞″–33⅞″ & LP turbine with DR gearing & hydraulic coupling<br>54NHP<br>Nylands Verksted, Oslo | | N |
| 86345<br>204417<br>WTME | **William J. Filbert** (ex William M. Mills)<br>*Mchy. Aft* Sub.Sig. D.F. GyC. 1 *Dk* | | 7699<br>—<br>6376 | | | | | 1907 | American S.B.Co. Lorain, O. | Pittsburgh S.S.Co. | 585·0 \| 60·2 \| 24·4<br>*WB* | Dluth, Min<br>Utd. States | T.3Cy.22¼″, 37½″ & 65″–42″<br>NB35 274NHP<br>American S.B.Co. Cleveland | | R |
| 86346<br>207790<br>WTMF | **William J. Olcott**<br>Sub.Sig. D.F.<br>*Mchy. Aft* GyC. 1 *Dk* | | 7568<br>—<br>5712 | | | | | 1910 | Gt. Lakes Eng. Works Ecorse, Mich. | Pittsburgh S.S.Co. | 580·0 \| 58·2 \| 33·2<br>F45′<br>*WB* | Dluth, Min<br>Utd. States | T.3Cy.24″, 38″ & 65″–42″<br>274NHP<br>Gt. Lakes E. Works, Detroit | | R |
| 86347<br>220634<br>KJUP | **William L. Thompson** Ⓟ<br>(ex Pacific Spruce–39, ex West Canon) *Fitted for oil fuel*<br>2 *Dks*<br>*Carrying Petroleum in bulk* | | 6203<br>—<br>4658 | | | | | 1920 | Western Pipe & Steel Co. S Frncisco | Thompson Salmon Corp. | 410·5 \| 54·2 \| 27·2<br>P & B. 260′ F46′<br>*WB* | Astoria<br>Utd. States | T.3Cy.24½″, 41½″ & 72″–48″<br>359NHP<br>Joshua Hendy Co. S. Fo. | | R |
| 86348<br>215709<br>WJFE | **William Luckenbach** Ⓟ<br>(ex Rappahannock–34, ex Pommern) ss Sea. 2nd No. 3–8, 34 ss Sea. No. 1–38 2 *Dks & Shelter dk*<br>Sub.Sig.<br>D.F. GyC. | | 6939<br>6179<br>4012 | 100A1<br>*with freeboard*<br>~~5,10~~ ~~4,10~~ 10,10<br>MS8,38 ~~BS5,38~~ 4,10<br>✝NB(2 *fwd*) *made & re fitted* 38<br>*Fitted for oil fuel* 8,34 | Bos<br>~~Sea~~ SFo | *d*†<br>~~8,37~~<br>8,40<br>*F.P. above* 150° F. | CL<br>~~8,37~~<br>8,40 | 1913 | Bremer Vulkan Vegesack | Luckenbach S.S. Co. Inc.<br>*Cell DB* 411′ 1604*t* *'Tween dk tanks* 256*t* *FPT* 87*t* *APT* 37*t* | 471·7 \| 59·2 \| 29·0<br>FK<br>*Coll to Sh dk* 7 „ *2nd* „ | New York<br>Utd. States | T.3Cy 32½″, 52½″ & 86½″–55½″<br>220lb (*s*) 890NHP<br>8 *BHCem* NB(3 *aft*)17 FD<br>5SB, *15cf*, GS270, HS13125<br>Bremer Vulkan, Vegesack | 31 ″ 8<br>s 5 ″ 0<br>26 ″ 10½ | |
| 86349<br>130901 | **William M. Connelly**<br>(ex Neptune–37) 1 *Dk 2 tr B*<br>Sub.Sig. D.F. GyC. *Mchy. Aft* | | 3717<br>—<br>2778 | | | | | 1901 | American S.B.Co. Lorain, O. | Dolores S.S.Co. Inc. | 346·0 \| 48·0 \| 28·0<br>*WB* | Buffalo<br>Utd. States | T.3Cy.22″, 35″ & 58″–42″<br>218NHP<br>American S.B.Co Cleveland | | R |
| 86350<br>144821<br>VJLB | **William McArthur**<br>ss Syd. No. 3–9, 37<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Well deck* *Cargo battens not fitted* | | 2393<br>1790<br>1296 | ✝100A1<br>~~5,10~~ ~~12,30~~ 5,41 ~~2·37~~<br>~~BS10,38~~ ✝LMC9,37<br>11,40 | Syd | *s* | CL<br>~~9,37~~<br>N3,41 | 1924<br>8mo | J. Lewis & Sons, Ld. Aberdeen<br>*Lloyd's A & CP* | R.W. Miller & Co. Pty. Ld.<br>*Cell DB* 240′ 608*t* *Dft* 186′ *B* 18′ *F* 34′ FK 5 *Tf* 10′ 275*t* *FPT* 110*t* *APT* 75*t* | 284·0 \| 40·6 \| 19·1<br>Q 186′ *B* 18′ *F* 34′ FK 6 | Melbourne<br>British | T.3Cy.21″, 34″ & 56″–39″ (*s*)<br>180lb 270NHP<br>2SB, *6cf*, GS132, HS4958<br>John Lewis & Sons, Ld. Abn. | 21 ″ 3<br>s 5 ″ 10½<br>19 ″ 6¾ | |
| 86351<br>226176<br>WPBB | **William McLauchlan**<br>D.F. GyC. *Mchy. Aft*<br>1 *Dk* pt *Longitudinal framing* | | 8024<br>—<br>6314 | | | | | 1926 | American S.B.Co. Lorain, O. | Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*) | 586·0 \| 60·0 \| 28·0<br>*WB* | Wilmgton (Del.)<br>Utd. States | T.3Cy.24½″, 41″ & 65″–42″<br>274NHP<br>American S.B.Co. Lorain, O. | | R |
| 86352<br>217126<br>WFOO | **William N. Page**<br>ss Bal. No. 3–6, 30<br>ss Bal. No. 2–38<br>1 *Dk (Stl) & Web frames*<br>D.F. *Cargo battens not fitted* | | 5438<br>4795<br>3339 | ✝100A1<br>6,40 ~~7,39~~<br>~~BS7,39~~ ✝LMC8,38<br>6,40 | Bal | *y* | CL<br>~~N9,37~~<br>6,40 | 1918<br>12mo | New York S.B.Corp. Camden, N.J. A & CP | Koppers Coal Co. (Mystic S.S.Co. *Mgrs.*)<br>*Cell DB* 320′ 1832*t* *FPT* 220*t* *APT* 201*t* | 368·6 \| 55·2 \| 35·0<br>P 27′ *B* 72′ *F* 31′ FK 9 | Boston<br>Utd. States | T.3Cy.25″, 41½″ & 70″–46″ (*r*)<br>195lb 463NHP<br>3SB, *9cf*, GS155, HS6624 FD<br>New York SB Co. Camdn NJ | 34 ″ 5<br>s 7 ″ 10<br>27 ″ 0 | |
| 86353<br>81804 | **William Nottingham**<br>*Mchy. Aft*<br>D.F. 1 *Dk 2 tr B* | | 4234<br>—<br>3070 | | | | | 1902 | Buffalo Dry Dock Co. Buffalo | Great Lakes S.S.Co Inc. | 376·5 \| 50·0 \| 29·0<br>*WB* | Oswego, N.Y.<br>Utd. States | T.3Cy.22″, 35″ & 58″–40″<br>NB23 213NHP<br>American S.B.Co. Clevelnd | | R |
| 86354<br>216311 | **William P. Cowan**<br>ss Cgo. No. 3–36<br>GyC. 1 *Dk (Stl) & Web frames*<br>*Mchy. Aft* *Longitudinal framing* | | 5429<br>5063<br>3962 | ✝100A1<br>4,36<br>~~BS6,39~~ ✝LMC4,36<br>*For Service on the Great Lakes*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,18 | Cgo<br>~~BS2,41~~ | N8,31<br>*F.P. above* 150° F. | | 1918<br>6mo | American S.B.Co. Lorain, O. A & CP | Standard Oil Co. (Indiana)<br>*Cell DB* 374′ 1803*t* *FPT* 193*t* *APT* 53*t* | 420·0 \| 55·0 \| 28·0<br>F62′ FK 14 | Chicago<br>Utd. States | T.3Cy.25½″, 41″ & 67″–42″ (*r*)<br>185lb 444NHP<br>3SB, *6cf*, GS147, HS6840 FD<br>American S.B.Co. Lorain O. | 28 ″ 0<br>s 5 ″ 4<br>22 ″ 11¼ | |
| 86355<br>208157<br>WTMG | **William P. Palmer**<br>Sub.Sig. ss Clv. No. 4–12, 34<br>D.F. GyC. 1 *Dk (Stl) & Web frames*<br>*Mchy. Aft* *Longitudinal framing* | | 7602<br>—<br>5746 | ✝100A–<br>5,40 ~~4,37~~<br>~~BS3,40~~ ✝LMC12,34<br>*For Service on the Great Lakes* | Clv<br>Cgo | N3,37 | | 1910<br>12mo | Gt. Lakes Eng. Works Ecorse, Mich. | Pittsburgh S.S.Co. | 580·0 \| 58·2 \| 33·2<br>F53′ FK 4 | D'luth, Min<br>Utd. States | T.3Cy.24″, 38″ & 65″–42″ (*s*)<br>170lb 404NHP<br>2SB, *6cf*, GS132, HS6285 FD<br>Gt Lakes Eng Wrks, Detroit | 32 ″ 0<br>s 11 ″ 0½<br>21 ″ 2 | |
| 86356<br>209662<br>WOLZ | **William P. Snyder, Jr.**<br>*Mchy. Aft*<br>D.F. GyC. 1 *Dk* | | 8603<br>—<br>6650 | | | | | 1912 | Gt. Lakes Eng. Works Ecorse, Mich | Shenango Furnace Co. | 590·0 \| 64·0 \| 34·2<br>F56′<br>*WB* | Pitsburgh, Pa.<br>Utd. States | Q.4Cy 22¾″, 33¾″ & 48″ & 69″–42″<br>309NHP<br>Gt Lakes Eng Wrks, Detroit | | R |
| 86357<br>220678<br>KLJA | **William Penn** Twin Sc<br>*Carrying Petroleum in bulk* *Oil Eng.*<br>1 *Dk & Shelter dk & 2nd dk*<br>Sub.Sig. *forward Web frames*<br>*Longitudinal framing* | | 8447<br>7031<br>5369 | ✝ ...<br>7,21<br>✝ | | | | 1921<br>3mo | Pusey & Jones Co. Gloucester City, N.J | ~~United States Maritime Commission~~<br>National Bulk Carriers, Inc.<br>Converted into a tanker '40 | 439·6 \| 60·2 \| 33·7<br>P 41′ *B* 134′ *F* 46′ *on Shelter dk* | New York<br>Utd. States<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.29½″–45½″ 987NHP<br>Akt. Burmeister & Wain Cpn | 36 ″ 8 | R<br>† |
| 86358<br>84397 | **William R. Linn**<br>Weskoat, *see No. 88907 in Supplement*<br>*Mchy. Aft* 1 *Dk 2 tr B* | | 3878<br>—<br>3137 | | | | | 1898 | Chicago S.B.Co. Chicago | Pittsburgh S.S.Co. | 400·0 \| 48·3 \| 23·9<br>*WB* | D'luth, Min<br>Utd. States | Q.4Cy.19″, 27½″, 40″ & 58″–42″<br>NB24 218NHP<br>Chicago S.B.Co. Chicago | | |
| 86359<br>221675<br>KDVI | **William Rockefeller** Twin Sc<br>*Fitted for oil fuel*<br>D.F. GyC. 3 *Dks*<br>*Mchy. Aft* *Longitudinal framing*<br>*Carrying Petroleum in bulk* | | 14054<br>—<br>8790 | | | | | 1921 | Nwprt Nws S.B.&D.D.Co. Newport Nws | Standard Oil Co. of New Jersey | 554·9 \| 75·3 \| 43·0 | Wilmgton (Del.)<br>Utd. States<br>*WB* | T.3Cy.23″, 39″ & 68″–45″<br>621NHP<br>Newport News SB & DD. Co. | | R |
| 86360<br>160713<br>MPDV | **William Schupp**<br>*Mchy. Aft* 1 *Dk* | | 1779<br>1595<br>1285 | | | | | 1928 | Furness S.B.Co. Ld. Haverton Hill-on-Tees | Union Transit Co. Ld. (J.B. Foote, *Mgr.*) | 252·5 \| 43·2 \| 17·8<br>F34′ ... | Middlsbro'<br>British<br>*WB* | T.3Cy.16″, 27″ & 44″–33″<br>111NHP<br>Earle's Co. Ld. Hull | | C |
| 86361<br>LDRS | **William Strachan**<br>*Oil Eng.*<br>ss Rot. No. 1–38<br>2 *Dks (Stl) & Web frames*<br>*Mchy. Aft* *Longitudinal framing*<br>D.F. *Special Surveys to date from* 6,33 | | 6157<br>5716<br>3650 | ✝100A1<br>5,41 ~~2,40~~<br>~~DB2,40~~ ✝LMC2,38<br>*Carrying Petroleum in bulk*<br>DB2,41 | Sba | *z* | CL<br>~~N2,38~~<br>4,11 | 1931<br>1mo | Workman Clark (1928) Ld. Belfast<br>*Lloyd's A & CP* | Oppen & Sorensen's Tankrederi A/S<br>*Cell DB* u *E* 58′ 744*t* *FPT* 132*t* *APT* 62*t* | 407·5 \| 55·2 \| 33·6<br>P 98′ *B* 34′ *F* 38′ FK 15 | Oslo<br>Norwegian<br>(10 *to U dk* 5 „ *2nd* „) | Oil Engines 2S.C.SA<br>5Cy.26½″–47½″ 623NHP<br>2 DB *150lb*<br>Workman Clark (1928) Ld. | 33 ″ 6 | |

Note "L" Wescoat, see No. 88907 in Supplement

| 1 No. in Book. / Official No. / Code Letters. | 2 / 3 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 / 6 / 7 Particulars of Classification. Character. / for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned / now expired. | Equipment Letter. | 7* Date when tail shaft last seen. | 8 / 9 Built. When | By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed if not in Lloyd's Register of Shipping. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86362 | **Wm. Th. Malling** | 1934 | ✠100A1 | Abg | | q | OG | 1913 | Kjöbnhvns | DetDanske | 262·6 | 39·2 | 17·0 | Copnhagn | T.3Cy.20″,32″&53″–36″ (s) | 19 ″ 9 | |
| | ssAbg.2ndNo.3–5,39 | 1456 | 5,39 | | | | | 11mo | Flydk.&Skbs. | Kulkompagni | 272·2(o.l.) | | | Danish | 185lb 194NHP | s 5″ 8¾ | |
| OXND | *Well deck* *Mchy.Aft* 1*Dk(Stl)* | 1125 | | LMC5,39 | | | 3,38 | | Copenhagen | | Q157′F29′ | | FK | 4*BHCem* | 2SB,*6cf*,GS90,HS3080 | 18 ″ 4 | |
| | D.F. *Cargo battens not fitted* | | | | | | | *Lloyd's* | *sA&CP* | | | | | | KjbnhavnsFlydk.&Skbsv. | | |
| | | | | | | | | | *CellDB* | *u E20′f183′500tF* | *PT100tAPT18t* | | | *Deck tank aft* | *& deck tank fwd 58t* | | |
| 86363 | **William Wilberforce** | 5004 | | | | | | 1930 | D&W Hen- | ElderDempster | 370·2 | 51·7 | 20·1 | Liverpool | Oil Engines 4S.C.SA | | C |
| 161406 | *OilEng.* | 4514 | | | | | | | dersn&Co.Ld | Lines,Ld. | P37′F43′ | | 28·8 | British | 8Cy.29½″–59 1/16″ 652NHP | | |
| GSJW | *Ref.Mchy.* 3*Dks* | 3032 | | | | | | | Glasgow | | | | | *WB* | Harland&Wolff,Ld.Gls. | | |
| 86364 | **Williamstown** | 793 | ✠100A1 | Goo | | *j* | CL | 1937 | NVSchpsw | W.A.Wilson | 191·9 | 29·1 | 12·0 | London | Oil Engines 4S.C.SA | 13 ″ 6 | |
| 165593 | *OilEng.* | 549 | ~~10,40,40~~ 5,41 | Swa | Cff | | 1,40 | 10mo | Gebrv/dWerf | | 198·8(o.l.) | | | British | 6Cy.14½″–21½″ 127NHP | s4 ″ 6¾ | |
| GFFL | Wireless *Mchy.Aft* 1*Dk* | 447 | | LMC10,37 | | | | | Deest | | P43′Q81′F21 | | | 4*BHCem* | | 13 ″ 0½ | |
| | *CruiserStern* | | | LMC(M)1,40 | | | | *Lloyd's* | *sA&CP* | | | | FK | | Mtrn WerkeMannheimAG | | |
| | | | | | | | | | *CellDB* | 125′185t*F* | *PT60tAPT40t* | | | | | | |
| 86365 | **Willimantic** | 4857 | | | | | | 1918 | ToddD.D. | ~~UnitedStates~~ | 379·4 | 53·0 | 27·0 | ~~Tacoma~~ | T.3Cy.24″,40″&70″–48″ | | R |
| ~~217128~~ | *Fitted for oil fuel* | 4437 | | | | | | | &Constr.Co. | ~~Maritime~~ | 380·2 | P39′B102′ | | ~~Wash.~~ | 339NHP | | |
| ~~KLDQ~~ | Sub.Sig. 2*Dks* | 2992 | | | | | | | Tacoma | ~~Commission~~ | F41′ | | | ~~Utd.States~~ | SeattleCnst.&D.D.Co.Sea. | | |
| | *Longitudinal framing* | | | | | | | | | | | | | British *WB* | | | |
| 86366 | **Willis L. King** | 7568 | | | | | | 1910 | Gt.Lakes | InterstateS.S.Co. | 580·0 | 58·2 | 33·2 | D'luthMin | T.3Cy.24″,38″&65″–42″ | | R |
| 208397 | | | | | | | | | Eng.Works | | F53′ | | | Utd.States | 274NHP | | |
| | *Mchy.Aft* D.F. 1*Dk* | 5712 | | | | | | | Ecorse,Mich. | | | | | *WB* | GtLakesEngWrks,Detroit | | |
| 86367 | **Willmoto** (*ex*Seekonk) | 4999 | ✠100A– | Bal | | ~~c~~ | CL | 1919 | American | SeekonkCorpora- | 390·0 | 54·2 | 27·6 | Phildlphia | OilEngines 4S.C.SA | 32 ″ 0 | |
| 218088 | *OilEng.* | 4573 | 2,39 | | | | ~~2,37~~ | 5mo | International | tion | | | | Utd.States | 6Cy.29½″–59″ 488NHP | ~~s 7 ″10~~ | |
| KIGF | *ss*N.Yk.No.3–4,31 | 3115 | NE23 LMC CS5,37 | | | | 4,40 | ~~A&CP~~ | S.B.Corp. | | P39′B122′F43′ | | FK | 7*BHCem* | NDB23 *150lb* | ~~24 ″ 4~~ | |
| | *ss*Bal.No.1–35 | | DBS2~~,35~~ 8,40 | | | | 4,36 | | HogIslandPa | *CellDB279′1248t* | *MT24′748tFPT144t* | | | *APT100t* | WCramp&SnsS&EBCoPhl | s7 ″ 5½ | |
| | 2*Dks(Stl)&Web frames* | | | | | | | | | | | | | | | 24 ″ 9 | |
| 86368 | **Willodale** (*ex*Ightham,*ex*Braywood, | 1777 | ✠100A1 | Npt | | *q* | CL | 1909 | R.Thomp- | BromageShipping | 268·0 | 38·5 | 17·0 | Cardiff | T.3Cy.21″,34″&56″–36″ (s) | 19 ″ 8 | |
| 129053 | *ex*Leversons) *ss*Shl.No.3–4,32 | 1395 | 3,39 | | | | 3,38 | 11mo | son&Sons,Ld | Co.Ld. | | | | British | 180lb 218NHP | s2 ″ 0½ | |
| GDTK | *Well deck* *ss*Npt.No.1–36 | 1096 | BS~~12,39~~ 5,41 | LMC6,36 | | | | | Sunderland | | P20′Q84′B55′F26′ | | FK | 4*BHCem* | 2SB,*6rf*,GS100,HS3550 | 17 ″ 10 | |
| | 1*Dk(Stl)* | | | | | | | *Lloyd's* | *sA&CP* | | | | | | Blair&Co.Ld.Stockton | | |
| | *Cargo battens not fitted* | | | | | | | | *CellDB* | *Ba80′uE§* | *B35′f110′535tFPT* | | | *36tAPT54t* | | | |
| 86369 | **Willowbank** | 5041 | ✠100A1 | Bkn | | *a*† | CL | 1939 | Wm.Dox- | BankLine,Ld. | 423·8 | 54·3 | 26·1 | Glasgow | Oil Engines 2S.C.SA | 28 ″ 8 | |
| 165955 | *OilEng.* | 4631 | *withfreeboard* | | | | | 1mo | ford&SonsLd | (A.Weir&Co. | 439·3(o.l.) | | | British | 3Cy.22 1/16″–85 1/16″ 449NHP | s3 ″ 4½ | |
| GRGX | D.F. E.S.D. 1*Dk&Shelter dk* | 3006 | 8,39 | LMC1,39 | | | | | Sunderland | *Mgrs.*) | | | FK | 7*BHptCem* | 2DB*120lb* | 25 ″ 6 | |
| | *CruiserStern* | | | | | | | *Lloyd's* | *sA&CP* | | | | | *Coll toSh dk* | Barclay,Curle&Co.Ld.Gls. | | |
| | | | | | | | | | *CellDB* | 347′1 | 174t *MT29′1146tF* | | | *PT133tAPT177t* | 6 ,, 2nd,,) | | |
| 86370 | **Willy** (*ex*GoldShell) | 5832 | ~~✠100A1~~ | Sch | | *z* | CL | 1916 | Harlan& | VictorJenssens | 411·6 | 53·4 | 29·8 | Oslo | T.3Cy.27″,45″&74″–48″ (s) | 31 ″ 0 | |
| | *ss*Bkn.No.3–9,28 | 5310 | 2,40 | | | | 1,40 | 2mo | Hollings- | RederiA/S | 426·0(o.l.) | | | Norwegian | 180lb 550NHP | ~~s 5 ″ 7½~~ | |
| LCKH | *ss*H.Kg.No.2–37 | 3466 | ~~BS2,40~~ | LMC3,37 | | | | | worthCor. | (VictorJenssen, | P110′B29′F40′ | | | 16*BHptCem* | 3SB,*9cf*,GS192,HS8332 | FD ~~s 26 ″ 7~~ | |
| | *Mchy.Aft* 2*Dks(Stl)&Web frames* | | (*Reclassification Contemplated*) | | | | | | Wlmgtn,Del. | *Mgr.*) | | | FK | (12 *to Udk* | Harlan&HollingswrthCor | | |
| | *Longitudinal framing* | | *CarryingPetroleum in bulk* | | | | | | A&CP | | | | | 4 ,, 2nd ,,) | | | |
| | | | *Fitted for oil fuel* | | | | | *above* | 1 50° F. | *CellDBuE&B74′* | *199tDT f32′337t* | | | *FPT114tAPT106t* | | | |
| 86371 | — | 307 | | | | | | 1907 | C.Lühring | J.A.Reinecke | 125·6 | 28·0 | 9·2 | Hamburg | Oil Engines 4S.C.SA | | G |
| | | | | | | | | | Hammel- | | H15′F17′ | | | German | 6Cy.8 3/16″–14 3/16″ 41NHP | | |
| | (*ex*SailingVessel) *OilEng.* | 265 | | | | | | | warden | | | | | | NE35 | | |
| DIFP | 1*Dk* | 182 | | | | | | | | | | | | | DeutscheWerke,KielA.G. | | |
| 86372 | **Wilno** | 2018 | ✠100A1 | ~~Mdb~~ | | *r* | ~~2,39~~ | 1926 | Chant.Nav | ZeglugaPolska | 269·1 | 39·7 | 17·5 | Gdynia | T3Cy18⅛″29½″&49 5/16″–37½″ | 19″10 | |
| | *ss*Gdy.No.3–2,36 | 1576 | Examined 5,41 Shl | | | | N4,41 | 12mo | Français | S.A.(PolishS.S. | 276·2(o.l.) | | | Polish | 185lb (s) 186NHP | s1″11¾ | |
| SPAD | *Well deck* 1*Dk(Stl)* | 1121 | BS5,41 | LMC2,39 | | | | | Caen | AgencyLd.*Mgrs.*) | P22′Q87′B50′F23′ | | FK | 4*BHCem* | 2SB,*4cf*,GS95,HS3247 | 18″0¾ | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | Etab.Nat.d'Indret,Indret | | |
| | | | | | | | | | *CellDBa§* | *uE66′f107′405tD* | *Ts aft34′205tFPT* | | | *77tAPT22t* | | | |
| 86373 | **Wilscox** | 5861 | | | | | | 1919 | O.Daniels | UnitedStates | 401·9 | 54·2 | 31·3 | TampaFla | Oil Engines 2S.C.DA | | R |
| 219401 | *OilEng.* | — | | | | | | | Co. | Maritime | P34′B118′F38′ | | | Utd.States | 4Cy.27½″–47¼″ 1050NHP | | |
| WPAO | Sub.Sig. 2*Dks* | 3653 | | | | | | | Tampa,Fla. | Commission | | | | *WB* | NE27 | | |
| | GyC. *Longitudinal framing* | | | | | | | | | | | | | | NewLondonS.&E.Co. | | |
| | | | | | | | | | | | | | | | Groton.Conn. | | |
| 86374 | **Wilton** | 1827 | | | | | | 1923 | Bethlehem | EasternS.S.Lines | 233·6 | 40·2 | 24·3 | NwptNews | T.3Cy.19″,32″&56″–36″ | | |
| 222720 | *Fitted for oil fuel* | — | | | | | | | S.B.Corp.Ld. | Inc. | | | | Utd.States | Hooven,Owens, 188NHP | | |
| KLDQ | D.F. 2*Dks* | 1094 | | | | | | | Sparro'Pt.Md | | | | | *WB* | RentschlerCo.Hamilton,O | | |
| 86375 | **Wim** | 477 | ✠100A1 | Rot | | *g* | OG | 1937 | N.V.Indus- | HollandscheZee- | 160·5 | 26·4 | 10·3 | Rottrdam | Oil Engines 4S.C.SA | 11″10 | |
| | *OilEng.* | 366 | 6,40 ~~5,39~~ | Sws | | | ~~5,39~~ | 2mo | trieeleMaats. | reed(J.Vermaas' | 169·0(o.l.) | | | Dutch | 6Cy.11″–17 1/16″ 70NHP | s1 ″ 1½ | |
| PIQM | 1*Dk* | 260 | | LMC2,37 | | | 6,40 | | "DeNoord" | Scheepvaart | Q43′F23′ | | FK | 3*BHptCem* | | 10 ″ 9 | |
| | *Mchy.Aft* *Cargo battens not fitted* | | | LMC(M)5,39 | | | | | Alblasserdam | Bedrijf,*Mgrs.*) | | | | | Humboldt-Deutzmotoren, | | |
| | *CruiserStern* | | | | | | | *Lloyd's* | *sA&CP* | *CellD* | *B107′140tFPT56t* | | | *APT9t* | A.G.Köln-Deutz | | |
| 86376 | **Wimbledon** | 1598 | ✠100A1 | Shl | | *p* | CL | 1937 | Burntislnd | Wandsworth& | 250·0 | 39·6 | 16·6 | London | T.3Cy.16½″,28″&47″–33″ | 18 ″ 6 | |
| 166330 | | 1208 | *withfreeboard* | | | | ~~7,39~~ | 12mo | S.B.Co.Ld. | DistrictGasCo. | 259·3(o.l.) | | | British | 200lb (s) 198NHP | s6 ″ 0¼ | |
| GFFZ | Wireless Sub.Sig. 1*Dk* | 932 | ~~9,40~~ 7,39 | LMC12,37 | | | ~~6,40~~ | | Burntisland | | Q151′B16′F26′ | | FK | 4*BHCem* | 1SB,*4cf*,GS78,HS3000 | FD 16 ″ 7¾ | |
| | E.S.D. *Mchy.Aft* *CruiserStern* | | 5,41 | | | | 5,41 | *Lloyd's* | *sA&CP* | | | | | | Aitchison,Blair,Ld. | | |
| | *Cargo battens not fitted* | | | | | | | | *CellDBuE14′f* | | 171′608t | | | *Deck tank amidships58tFPTs* | 147t*APT38t* | Clydebank | |
| 86377 | **Winamac** (*ex*PulpitPoint-34) 3Mst | 8621 | ✠100A1 | Gls | | *d*† | CL | 1926 | Lithgows, | Socony-Vacuum | 460·0 | 62·8 | 36·4 | London | T.3Cy.26½″,46″&79″–54″ (s) | 36 ″ 6 | |
| 149732 | *ssAms.No.3–3,39* | 7957 | 9,40~~,40~~ | Bry | | | 2,39 | 10mo | Ld. | Transportation | | | | British | 220lb 666NHP | s7 ″ 5½ | |
| ~~YPCK~~ | *Mchy.Aft* 2*Dks(Stl)&Web frames* | 5208 | BS8,40 | LMC3,39 | | | | | PortGlasgow | Co.Ld. | P118′B43′F42′ | | FK | 18*BHptCem* | 3SB,*9cf*,HS9300 | FD 29 ″ 3½ | |
| GMZX | D.F. GyC. *Longitudinal framing* | | *CarryingPetroleum in bulk* | | | | | *Lloyd's* | *sA&CP* | *CellDBuE§B65′* | *f35′318tFPT190t* | | | *APT130t* | D.Rowan&Co.Ld.Glasgow | | |
| | | | *Fitted for oil fuel* | | | | | *above* | 1 50° F. | | | | | | | | |
| 86378 | **Winchester Castle** Ⓟ TwinSc | 20012 | | | | | | 1930 | Harland& | Union-CastleMail | 631·6 | 75·5 | 37·5 | London | Oil Engines 2S.C.DA | | BT till ~~12,40~~ 12,45 |
| 162489 | *Ref.Mchy.* *OilEng.* | 14574 | | | | | | | Wolff,Ld. | S.S.Co.Ld. | P59′B330′F108′ | | | British | 20Cy.24 7/16″–55½″ 4100NHP | | |
| GTPZ | D.F. E.S.D. Sub.Sig. *CruiserStern* 4*Dks* | 12189 | | | | | | | Belfast | | | | | *WB* | NE38 | | |
| | | | | | | | | | | | | | | | Harland&Wolff,Ld.Bel. | | |
| 86379 | **Wind Rush** (*ex*Westbrook) | 5586 | ✠ ... | | | | | 1918 | Columbia | ShepardS.S.Co. | 410·0 | 54·2 | 27·5 | PortlndMe | DR geared Steam Turbine | 30 ″ 2 | R |
| 216076 | *Fitted for oil fuel* | — | 10,20 | | | | | 3mo | RiverSBCorp | | P47′B115′F44′ | | FK | Utd.States | 551NHP | | † |
| WJDK | Sub.Sig. 2*Dks* | 3491 | NF6,19 ✠ | | | | | | Portland,Or. | | | | | *WB* | GeneralElectricCo. | | |
| | D.F. | | | | | | | | | | | | | | Schenectady,N.Y. | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc | 3 *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terre-plein pour matériaux entre l'arbre et l'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | Par qui. — Où. | 9 Armateurs. | 10 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 11 Port d'Armement. Pavillon. | 12 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 13 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | Registres où coté, si ce n'est dans le L. Et Durée. Cert. Roll Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86380 7543 SHIU | **Windar** (*ex*Figaro) | 4 Mst 1 *Dk* | *1162 981 641* | | | | | 1911 | Fredrkstad Mek. Værks. Fredrikstad | Rederi A/B Norrström (I. Jeansson, *Mgr.*) | 227·6 \| 36·1 \| 15·4 P26′ B59′ H62′ F16′ | | | Stockholm Swedish *WB* | T.3Cy.16½″,27″&45½″–31″ 115NHP Fredrikstad M.V. Frdstad. | | N |
| 86381 DJTH | **Windhuk** (P) D.F. E.S.D. GyC. Sub.Sig. *Ref.Mchy.* | Twin Sc *Fitted for oil fuel* 3 *Dks* *Cruiser Stern* | 16662 12077 9580 | | | | | 1936 | Blohm & Voss, K.a.A Hamburg | Woermann Linie A.G. | 547·8 \| 72·5 \| 31·5 B&F426′ *Upper* B118′ | | | Hamburg German *WB* | 6 Steam Turbines SR geared HS13778 4050NHP Blohm & Voss, K.a.A. Ham. | | G |
| 86382 216767 WFEE | **Winding Gulf** *ss* Bal. No. 3–7,30 *ss* Bal. No. 2–39 D.F. 1 *Dk (Stl) & Web frames* *Cargo battens not fitted* | | 5438 4795 3339 | ✠100A1 Bal ~~8,39~~ 10,40 ~~HS10,39~~ ✠LMC11,37 10,40 | | *y* | CL 11,38 | 1918 8mo | New York S.B. Corp. Camden, N.J. A&CP | Koppers Coal Co. (Mystic S.S. Co. *Mgrs.*) *Cell* | 368·6 \| 55·2 \| 30·5 P27′ B72′ F31′ FK *DB* 320′ 1832*t FPT* 2 | | | Boston Utd. States 195lb (r) 462NHP *7 BHCem* 20*t APT* 201*t* | T.3Cy.24½″,41½″&70″–46″ 3SB, *9cf*, GS154, HS6624 FD New York SB Cor. Cmdn NJ | 34 ″ 5 s 7 ″ 3½ 27 ″ 4½ | |
| 86383 153116 | **Windoc** (*ex*Hydrus, *ex*M.A. Hanna) *Mchy. Aft* Sub.Sig. | 1 *Dk* 2 *tr B* | 4599 4229 3277 | | | | | 1899 | Globe Iron Works Co. Cleveland, O. | Paterson Steamships, Ld. | 428·0 \| 50·0 \| 24·0 *WB* | | | Ft. William Ont. British | T.3Cy.21″,33½″&57″–42″ 211NHP Globe Iron Works, Cleveland | | R |
| 86384 138580 | **Windsolite** *Mchy. Aft* | *Fitted for oil fuel* 1 *Dk (Stl)* *Longitudinal framing at bottom & at dk* *Carrying Petroleum in bulk* | 1930 1470 1196 | ✠ Mdb 5,27 ✠ | | | | 1927 5mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Imperial Oil, Ld., Marine Department (H.J. Kahlves, *Mgr.*) *Middle line bu* *Cell D Bu E &* | 250·0 \| 43·2 \| 18·0 P62′ F41′ *Trunk* 147′ FK *lkhead non-oiltight* *B40′ 112t FPT* 138*t* *APT* 48*t* | | | Wndsr Ont. British | T.3Cy.17″,28″&46″–36″ 158NHP 1SB, *4cf*, HS2718 N.E. Marine Eng. Co Ld Nwc | 18 ″ 0 1 ″ 11½ 16 ″ 2½ | |
| 86385 146535 GFMS | **Windsor Castle** (P) D.F. E.S.D. *Ref.Mchy.* | Twin Sc 3 *Dks* *Cruiser Stern* | 19141 14956 11462 | | | | | 1922 | J. Brown & Co.Ld. Clydebank | Union-Castle Mail S.S. Co.Ld. | 661·3 \| 72·5 \| 41·6 P89′ B333′ F97′ len 37 *WB* | | | London British *WB* | 6 Stm Turbines SR geared to 2Sc.Shfts. NE&4NB(W.T.)37 Harland & Wolff, Ld. Bel. | | BT till 1·41 |
| 89/40 86386 164828 GYWG | **Windsorwood** D.F. E.S.D. GyC. *Ref.Mchy.* | 1 *Dk & Shelter dk* *Longitudinal framing at shelter deck* *Cruiser Stern* | 5395 4515 3147 | ✠100A1 *with freeboard* 7,39 ✠LMC6,36 ✠Lloyd's RMC4,40 | Mdb | *a*† 2 | CL 7,39 | 1936 6mo | Hawthorn, Leslie & Co.Ltd Newcastle *Lloyd's* | Constantine Shipping Co.Ld. *Cell DB* | 438·9 \| 55·8 \| 24·8 454·8 (O.L.) F38′ FK 372′ 1249*t FPT* 175 | | | Middlsbro' British *7 BHCem* *Coll to Sh d &* 6 ,, 2nd ,, *t APT* 270*t* | T.3Cy.23½″,38″&65″–42″ & Exhaust turbine driving steam compressor 220lb (*s*) 443NHP 2SB(Spt)(FD)&1 Aux SB, *9cf*, GS130, HS6022 N.E. Marine Eng. Co Ld Nwc | 28 ″ 0 s 3 ″ 3½ 25 ″ 0½ | |
| 86387 | **Wing Fook** (*ex*King Lee–35, *ex*Yuan Lee–35, *ex*Charon) | 2 *Dks* | 2736 2111 1643 | | | | | 1903 | Caledon S.B.& E.Co.Ld. Dundee | Kwang Tung Products Sales Bureau | 306·1 \| 45·2 \| 19·7 P47′ B124′ F35′ *WB* | | | Canton Chinese | T.3Cy.21½″,37″&60″–42″ 233NHP Caledon S.B.& E.Co.Ld Dun | | |
| 86388 159488 VRBR | **Wing Sang** (P) D.F. E.S.D. | 2 *Dks* *Cruiser Stern* | 3560 2777 1953 | ✠100A1 *with freeboard* 10,~~08~~,~~80~~ ✠LMC8,38 | HKg | *u* 1½ | CL 10,40 | 1938 8mo | Hong K'ng & Whampoa Dock Co.Ld. Hong Kong *Lloyd's* | Indo-China Steam Nav.Co.Ld. *Cell DB* | 314·9 \| 48·1 \| 25·2 328·0 (O.L.) P34′ B85′ F39′ FK 265′ 542*t FPT* | | | Hong Kong British 6 *BHCem* 30*t APT* 65*t* | T.4Cy.21½″,34½″&(2)44″–42″&exhaust turbine driving steam compressor 220lb (*s*) FD 549NHP 3SB, *9cf*, GS165, HS7710 Hong Kong & Whampoa Dock Co.Ld. Hong Kong | 27 ″ 0 s 8 ″ 9½ 18 ″ 6 | |
| 86389 CSNH | **Wing Wah** (P) (*ex*Wing Lee–35, *ex*Haimun) Wireless | 2 *Dks* | *1248* *1055* *651* | ✠ ... 6,00 ✠ | | | | 1896 2mo | W. Hamilton & Co. Port Glasgow | Lee Yu Fung | 239·7 \| 35·6 \| 17·8 B60′ F50′ BK6″ *pt. Promenade dk* 80′ | | | Macao Portuguese | T.3Cy.22″,35″&55″–36″ 214NHP Hutson & Son, Glasgow | 19 ″ 0 | |
| 86390 CQAB | **Wing Wo** (*ex*Kasara) Wireless | 2 *Dks* (*Upt Stl–ws*) *& Shelter dk* | 1200 — 495 | ✠ 4,90 ✠ | Cly | *o* | | 1890 4mo | Ailsa S.B. Co. Troon | Wong Tze Shan | 238·8 \| 34·1 \| 17·0 BK8½″ | | | Macao Portuguese 4 *BHCem* | T.3Cy.25″,40″&65″–42″ 274NHP 2DB, *8cf*, GS156 Dunsmuir & Jackson, Gls. | 17 ″ 6 | |
| 77/40 86391 147927 MNBK | **Winga** Wireless | 1 *Dk* | 1478 1229 900 | | | | | 1924 | New Waterway S.B.Co. Schiedam | Clydesdale Shipowners Co.Ld. (Glen & Co., Ld. *Mgrs.*) | 250·0 \| 37·1 \| 16·3 P14′ Q63′ B84′ F28′ *WB* | | | Glasgow British | T.3Cy.18″,30″&49″–36″ 144NHP New Waterway S.B.Co. | | C |
| 86392 143129 ZMFD | **Wingatui** (*ex*Kairanga, *ex*Antwerpen) | 1 *Dk & Shelter dk* | 2378 2059 1344 | | | | | 1914 | Schiffsw.v. H.Koch A.G Lübeck | Union S.S.Co.of New Zealand, Ld. | 312·0 \| 42·6 \| 18·1 *WB* | | | Wellingtn, N.Z. British | T.3Cy.22½″,37″&57″–35½″ 193NHP Ottensener Maschf. Altona | | |
| 86393 OHXC | **Winha** (*ex*Atlantic–35) *ss* Got. 2nd No. 3–4,23 *ss* Got. No. 2–38 D.F. 1 *Dk (Stl)* 2 *tr B & deep framing* 3 *Dk rule* | | 3331 3122 1975 | ✠100A1 11,38 BS9,39 ✠LMC1,38 | MVo | *v* | OG 1,38 | 1904 10mo | Hawthorn, Leslie & Co.Ld Newcastle *Lloyd's* | Winha O/Y (A. Wihuri) | 339·4 \| 48·9 \| 21·3 352·0 (O.L.) P28′ B96′ F34′ FK *Cell DB* a 114′ *u & E & B* | | | Helsingfrs *Kulosaari* Finnish 6 *BHCem* 44′ *f* 140′ 721*t APT* 95*t* | T.3Cy.25″,40½″&67″–45″ (*s*) 180lb 332NHP 3SB, *9pf*, GS153, HS5208 N.E. Marine Eng. Co Ld Nwc | 25 ″ 3 s 4 ″ 6½ 20 ″ 11 | |
| 86394 | **Winifred** | Twin Sc | 550 | | | | | 1901 | Bow, McLachlan & Co. Ld. Paisley | Government of Kenya | 175·0 \| 29·0 \| 9·0 | | | Kisumu British | T.6Cy.9¾″,15½″&25″–16″ 25NHP Bow, McLachlan & Co Ld. Psy | | |
| 86395 127811 GWWP | **Winifred Moller** (*ex*Katoa–34) | 1 *Dk* | 2484 2122 1382 | | | | | 1912 | Osbourne, Graham & Co. Sunderland | Moller Line, Ld. (Mollers' Ld. *Mgrs.*) | 298·0 \| 45·3 \| 20·0 P21′ B80′ F29′ *WB* | | | Shanghai British *WB* | T.3Cy.24″,40″&65″–42″ 274NHP G. Clark, Ld. Sunderland | | C |
| 96/40 86396 141906 GRZT | **Winkfield** *ss* Cal. No. 3–8,27 *ss* Cal. No. 2–35 | 1 *Dk (Stl)* *Cargo battens not fitted* | 5279 4839 3194 | ✠100A1 Bom ~~Examined 2,41~~ ✠LMC10,39 | | *y* | CL 6,39 | 1919 5mo | W. Pickersgill & Sons, Ld. Sunderland *Lloyd's* | British India Stm. Nav.Co.Ld. *Cell DB* | 400·0 \| 52·2 \| 28·5 P49′ B118′ F38′ FK 345′ 1047*t FPT* 132*t* | | | Glasgow British 7 *BHpt Cem* *APT* 218*t* | T.3Cy.27″,44″&73″–48″ 180lb 517NHP 3SB, *9cf*, GS189, HS7668 G. Clark, Ld. Sunderland | 31 ″ 0 s 6 ″ 0 25 ″ 3½ | |
| 86397 167425 GCSG | **Winkleigh** D.F. | 1 *Dk & Shelter dk* *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | 5468 4987 3209 | ✠100A1 Sld *with freeboard* Hul 3,41 ~~5,40~~ ✠LMC5,40 | | *a*† | CL | 1940 5mo | W. Pickersgill & Sons Ld. Sunderland *Lloyd's* | W.J. Tatem, Ld. | 430·2 \| 56·2 \| 26·8 447·3 (O.L.) F38′ FK | | | London British 7 *BHCem* *Coll to Sh d &* 6 ,, 2nd ,, | T.3Cy.24″,39″&69″–48″ (*s*) 220lb 528NHP 2SB(Spt)&1 Aux SB, *6cf*, GS128, HS6120 FD Richardsons, Westgarth & Co. Ld. Hpl. | ~~20 ″ 4~~ ~~s 3 ″ 6½~~ ~~25 ″ 0~~ 37 ″ 11 s 11 ″ 5½ 26 ″ 9 | |
| 86398 HPBM | **Winkler** *Oil Eng.* *Mchy. Aft* GyC. | ss Phl. No. 2–38 1 *Dk (Stl)* 2nd *dk (Stl)* *in way of mchy. space & Web frames* *Longitudinal framing* | ~~6927~~ ~~5516~~ ~~4889~~ 6907 6463 ~~4371~~ | ✠100A1 Phl ~~5,40~~ 3,41 ~~Bal~~ SFo ~~1,MC CS12,36~~ ~~DBS 5,40 10,37~~ 3,41 *Carrying Petroleum in bulk* | | *b*† | CL 12,38 | 1930 12mo | Scotts' S.B. & E.Co.Ld. Greenock *Lloyd's* | Atlantic Oil Shppng Co. *Cell D Bu E* 65′ 230*t* | 421·2 \| 58·3 \| 34·9 P110′ F41′ FK *DTf* 32′ 423*t FPT* 1 | | | Panama Pnamanian 17 *BH* 73*t APT* 116*t* | 4 Oil Engines connected to Elec. Motor & Sc. Shaft 24Cy. 19½″–24″ 4S.C.S.A *DB 140lb* 888NHP Soc. d'Elec & Mec (Thomson-Houston & Carels) Ghent | 35 ″ 0 s 7 ″ 7½ 27 ″ 7 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Withdrawal or Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86399<br>DIAD | **Winnetou** (*ex* Corning, *ex* Mohican)<br>*Mchy. Aft* *ss* Ham. 2nd No. 3–12, 37<br>2 *Dks* (*Stl*) & *Web frames*<br>3rd *dk* (*Stl*) in No. 1 hold only<br>& *Web frames*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* | 5113<br>4466<br>3055 | ✠ 5.39<br>✠NB2.28 ✠ | Ham | *y* | | 1913<br>9mo | Howaldts-werke<br>Kiel | Hansa-Tank-ReedereiG.m.b.H.<br>(Atlantic-RhedereiF.&W. Joch, *Mgrs.*)<br>*Cell D Bu E & B 74'* | 385·9 \| 52·4 \| 28·5<br>399·9 (O.L.)<br>P115'B22'F37' FK<br>221*t DT f* 31'480*t F* | Hamburg<br>German<br>331 NHP<br>2SB, *6cf*, GS116, HS5025<br>Howaldtswerke, Kiel | Q.4Cy. 19½" 28" 41" & 59"–41⅜"<br>28 " 8 | |
| 86400<br>FNRN | **Winnipeg** (P) TwinSc4Mst<br>(*ex* Paimpol–39, *ss* Bmn. No. 3–4, 30<br>*ex* Winnipeg–38, *ss* Hav. No. 1–34<br>*ex* Jacques Cartier) D.F. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)<br>*Fitted for oil fuel*<br>*Ref Mchy.* | 8379<br>6476<br>5031 | ✠ ... 6,38<br>✠NB(c)9.21 ✠ | Hav | *d*† | | 1918<br>10mo | Atel. & Ch. de France<br>Dunkirk | Cie. France Navi-gation S.A. (*inliq.*)<br>(Cie. Gen. Trans-atlantique, *Mgrs.*)<br>*Cell D B 388' 1494t*<br>*Tank between* | 473·5 \| 59·8 \| 28·7<br>P56'B189'F48' FK<br>*on Shelter dk Cell*<br>*FPT 101t APT 75t*<br>*tunnels 92t* | Havre<br>French<br>*Cem*<br>*BH to Sh dk* 5<br>6 „ „ *U* „<br>968 NHP<br>5SB, *20cf*, GS357, HS15373<br>Ateliers et Chantiers de France | T.6Cy. 23", 38½" & 64½"–45"<br>31 " 5 | V<br>† |
| 86401<br>152854<br>CYKM | —<br>D.F. *Mchy. Aft* 2 *Dks* | 2383<br>1299<br>1448 | | | | | 1926 | DavieS.B. & Repg Co. Ld<br>Lauzon, Que. | CanadaSteamship Lines, Ld. | 250·0 \| 42·8 \| 14·7<br>F35' | Montreal<br>British<br>*WB* | T.3Cy. 18", 30" & 50"–36"<br>Richardsons, Westgarth & Co. Ld Hpl.<br>150 NHP | | C |
| 86402<br>217611<br>KEBZ | **Winona** (*ex* Exporter–37, *ex* TheLambs)<br>1 *Dk & Shelter dk & Web frames*<br>*Longitudinal framing* | 6197<br>—<br>3828 | ✠ ... 6,20 ✠ | | | | 1919<br>2mo | Federal S.B.Co.<br>Kearny, N.J. | WeyerhaeuserS.S. Co. | 395·5 \| 55·0 \| 31·4<br>P45'B110'F38' *on Shelter dk* FK<br>*WB* | Everett, Wash. Utd. States | DR geared steam turbine<br>GeneralElectricCo. Schenectady, N.Y. | 34 " 11 | R<br>† |
| 86403<br>122851<br>CYMT | —<br>*Mchy. Aft* 1 *Dk* | 2085<br>1919<br>1327 | | | | | 1906 | Swan, Hunter & Wigham Richardson, Ld Newcastle | CanadaSteamship Lines, Ld. | 252·0 \| 43·5 \| 21·3<br>P18'F36' | Hamilton, Ont.<br>British<br>*WB* | T.3Cy. 20½", 33" & 54"–36"<br>175 NHP<br>MacColl & Pollock, Ld. Sld. | | C |
| 86404<br>~~4135~~<br>~~WJZH~~ | **Winona County**<br>Sub.Sig. 1 *Dk & Shelter dk & Web frames*<br>*Longitudinal framing* | 6049<br>3767 | ✠ 100A1 (Classification Contemplated) | | | | 1919<br>9mo | Federal S.B.Co.<br>Kearny, N.J. | ~~United States Maritime Commission~~ | 395·5 \| 55·0 \| 31·4<br>P45'B110'F38'<br>*on Shelter dk* FK | ~~Newark NJ~~<br>~~Utd. States~~<br>British *WB* | 2 Steam Turbines DR geared to 1 Sc. Shaft<br>MidWestEng.Co. 645 NHP<br>Indianapolis, Ind. | 34 " 11 | R<br>† |
| 86405<br>219746<br>KUJS | **Winston-Salem**<br>*Fitted for oil fuel*<br>D.F. 1 *Dk & Shelter dk & Web frames*<br>Sub.Sig. *Longitudinal framing* | 6223<br>5614<br>3842 | ✠ ... 12,20 | | | | 1920<br>5mo | G.A. Fuller Co.<br>Wilmington, N.C. | LykesBros. Steam-shipCo., Inc. | 395·3 \| 55·1 \| 31·4<br>P45'B110'F38' *on Shelter dk* FK | N. Orleans<br>Utd. States<br>*WB* | T.3Cy. 24½", 41½" & 72"–48"<br>590 NHP<br>Hooven, Owens, Rentschler Co. Hamilton, O | 34 " 11 | R<br>† |
| 86406<br>PIQR | **Winsum**<br>*ss* Rot. No. 3–10, 33<br>*ss* Rot. No. 1–37<br>D.F. 1 *Dk* (*Stl*) | 3224<br>2892<br>1945 | ✠100A1 Sch Hpl<br>1,41 ~~1,40~~ ✠LMC<br>MS11.37 BS4.40<br>*Fitted for oil fuel* 3, 21 | | *v* | CL ~~1,40~~ 1,41<br>*F.P. above* 150° F. | 1921<br>3mo | Antwerp Eng.Co.<br>Hoboken<br>*Lloyd's SA & CP* | Stoomv. Maats. "Oostzee" (Vinke & Co. *Mgrs.*)<br>*Cell D* | 332·0 \| 48·2 \| 22·1<br>P27'B93'F27' FK<br>*B 277' 823t FPT 59t*<br>*APT 80t* | Amstrdam<br>Dutch<br>5 *BHCem* | T.3Cy. 23", 38" & 62"–42" (*s*)<br>180 lb 320 NHP<br>2SB, *6cf*, GS106, HS4496 FD<br>N.E Marine Eng.Co Ld. Sld. | 24 " 7<br>s 4 " 2½<br>20 " 7 | |
| 86407<br>PIQX | **Winterswijk**<br>*ss* Rot. 2nd No. 3–1, 39<br>D.F. Sub.Sig. 1 *Dk* (*Stl*)<br>*Cargo battens not fitted* | 3205<br>2898<br>1937 | ✠100A1 Sch Gmh<br>4,41 ~~4,40~~ ✠LMC1.39<br>BS~~1,40~~ 4,41 | | *u* | OG 4,40 | 1914<br>7mo | Schpw. v. Jan Smit, Czn. Alblasserdm<br>A&CP | N.V. Stoom Maats. "Wijklijn" (Erhardt & Dekkers, *Mgrs.*)<br>*Cell D Ba 92' u E 22'* | 320·0 \| 47·5 \| 22·9<br>P28'B96'F34' FK<br>*f 138'801t FPT 114t*<br>*APT 142t* | Rottrdam<br>Dutch<br>5 *BHCem* | T.3Cy. 23", 38" & 62"–42" (*r*)<br>180 lb ~~190 lb~~ 282 NHP<br>2SB, *6cf*, GS131, HS4510<br>Kon. Maats. de Schelde, Flushing | 25 " 2<br>s 3 " 10⅜<br>21 " 6 | |
| 86408<br>712<br>OHFR | **Wipunen** (*ex* Tabarka–32)<br>*ss* Cpn. 2nd No. 3–8, 37<br>*Cargo battens not fitted* 1 *Dk* (*Stl*) | 4103<br>3620<br>2459 | ✠100A1 Els MVo<br>9,40 ~~1,30~~ 1,40<br>BS~~1,30~~ ✠LMC8.37 | | *w* | CL 8,37 | 1913<br>2mo | W. Gray & Co. Ld.<br>W Hartlepool<br>*Lloyd's SA & CP* | Wipu O/Y<br>(A. Wihuri, *Mgr.*)<br>*Cell D Ba 113'* | 350·0 \| 50·0 \| 25·3<br>362·9 (O.L.)<br>P30'B67'F34' FK<br>*u E 23' f 154' 1035t*<br>*APT 105t* | Helsingfrs<br>*Brändö*<br>Finnish<br>6 *BHCem* | T.3Cy. 24", 38" & 64"–42" (*s*)<br>180 lb 314 NHP<br>2SB, *6cf*, GS98, HS4172 FD<br>Cen. Mar. Eng. Wks. W. Hpl | 27 " 8<br>s 5 " 2<br>22 " 8 | |
| 86409<br>8306<br>SLON | **Wiril**<br>Wireless D.F. *Oil Eng.*<br>*Cruiser Stern* 1 *Dk & Shelter dk*<br>*Strengthened for navigation in ice*<br>*Butts of shell plating part electrically welded* | *933*<br>*637*<br>*357* | ✠100A1 Lkr<br>*with freeboard* Got<br>5,40 ~~6,39~~ ✠LMC11.38 | | *o* | OG 5,40 | 1938<br>11mo | Oresunds-varvet Aktiebolag<br>Landskrona<br>*Lloyd's SA & CP* | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)<br>*Cell D B 174' 254t FPT 54t* | 228·8 \| 35·6 \| 12·1<br>236·0 (O.L.)<br>B42'F24' FK<br>*A B Hpt Cem*<br>*Coll to Sh dk*<br>3 „ 2*nd* „<br>*APT 49t* | Stockholm<br>Swedish<br>DB *80 lb*<br>250 NHP | 2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing<br>8Cy. 13⅜"–22 7/16"<br>Atlas-Diesel A/B, Skm. | 15 " 3<br>s " 2<br>15 " 2¼ | |
| 46/41<br>721<br>OHFQ | **Wirma** (*ex* Rhio–32)<br>*ss* Shl. 2nd No. 3–11, 29<br>D.F. *ss* Got. No. 2–38<br>1 *Dk* (*pt Irn & pt Stl*) & *deep framing*<br>*Cargo battens not fitted* | 2609<br>—<br>1535 | ✠100A1 Got<br>4,40 ~~2,38~~<br>BS2.39 ✠LMC2.38 | | *t* | ~~2,38~~ 4,40 | 1903<br>11mo | R. Thompson & Sons<br>Sunderland<br>*Lloyd's SA & CP* | Wirma O/Y<br>(A. Wihuri)<br>*Cell D Ba 90'* | 299·0 \| 44·3 \| 19·4<br>44·5<br>310·2 (O.L.)<br>B74'F30' FK<br>*u E & B 36 f 124' 706t* | Helsingfrs<br>*Brändö*<br>Finnish<br>5 *BHCem* | T.3Cy. 21½", 36" & 59"–39" (*s*)<br>180 lb ~~205~~ 233 NHP<br>2SB, *6pf*, GS98, HS3546<br>N.E. Marine Eng.Co Ld. Sld. | 22 " 3<br>s 3 " 6½<br>18 " 10 | |
| 86411<br>8203<br>SKMN | **Wiros**<br>*Oil Eng.*<br>1 *Dk & Shelter dk*<br>*Cruiser Stern*<br>*Strengthened for navigation in ice* | *904*<br>*624*<br>*342* | ✠100A1 Got<br>*with freeboard* Lkr<br>2,41 ~~6,39~~ ✠LMC10.37 | | *o* | OG ~~6,38~~ 1,41 | 1937<br>10mo | Öresunds-varvet Aktiebolag<br>Landskrona<br>*Lloyd's SA & CP* | Stockholms Rederiaktieb. Svea (E. Högberg, *Mgr.*)<br>*Cell D* | 224·6 \| 35·6 \| 12·0<br>231·6 (O.L.)<br>B on *Shelter dk* 42' FK<br>*B 170' 242t FPT 54t*<br>*APT 49t* | Stockholm<br>Swedish<br>DB *80 lb*<br>250 NHP | 2 Oil Engines 2S.C.SA<br>8Cy. 13⅜"–22 7/16"<br>with electro-magnetic slip couplings & SR gearing<br>Atlas-Diesel A/B, Skm. | 15 " 3<br>s " 2<br>15 " 2¼ | |
| 86412<br>OHZX | **Wirpi** (*ex* Scandinavia–36)<br>*ss* Abg. 3rd No. 3–4, 30<br>*ss* Got. No. 2–39<br>1 *Dk* (*Stl*) *lower dk forward*<br>Wireless D.F. *deep framing aft* | 1227<br>—<br>542 | ✠100A1 Got<br>7,39<br>✠LMC7.39<br>Surveys delayed | | *o* | OG 6,39 | 1899<br>6mo | Carmichael MacLean & Co<br>Greenock<br>A&CP | Wiiri O/Y<br>(A. Wihuri, *Mgr.*)<br>*Cell D Ba 54' u E &* | 248·3 \| 35·3 \| 15·2<br>237·3 35·0<br>P21'B&F204' FK<br>*B 36' f 108' 293t FPT*<br>*53t A P T 34t* | Helsingfrs<br>*Brändö*<br>Finnish<br>4 *BHCem* | T.3Cy 18⅝", 31" & 51"–36" (*s*)<br>160 lb 160 NHP<br>2SB, *6pf*, GS100, HS2460<br>Muir & Houston, Ld. Gls. | 17 " 9<br>s " 7½<br>17 " 3 | |
| 86413<br>OHZY | **Wirta** (*ex* Nippon–36)<br>*ss* Got. 2nd No. 3–4, 32<br>*ss* Got. No. 1–35<br>D.F. 2 *Dks* (*Stl–U pt* ws) & *deep framing* | 4028<br>—<br>2428 | ✠100A1 NOs<br>7,39<br>BS11.39 ✠LMC8.35 | | *y* | OG 6,39 | 1909<br>1mo | Hawthorn, Leslie & Co. Ld<br>Newcastle<br>*Lloyd's SA & CP* | Wappu O/Y<br>(A. Wihuri, *Mgr.*)<br>*Cell D Ba 120' u E 28' f 172'* | 393·2 \| 48·9 \| 25·6<br>380·0<br>P22'B278'F44' FK<br>*824t APT 21t* | Helsingfrs<br>*Brändö*<br>Finnish<br>6 *BHCem* | T.3Cy. 27½", 45" & 74"–48" (*s*)<br>180 lb 434 NHP<br>2SB, *6cf*, GS130, HS5604 FD<br>N.E. Marine Eng Co Ld. Nwc | 28 " 6<br>s 3 " 8<br>2 " 0¼ | |
| 86414<br>OHZZ | **Wisa** (*ex* Dagmar Salen–36, *ex* Valdivia–34, *ex* Österdal, *ex* Alden)<br>D.F. 1 *Dk 2 tr B* | 3846<br>—<br>2232 | | | | | 1907 | J. Priestman & Co.<br>Sunderland | O/Y Wiides (A. Wihuri, *Mgr.*) | 356·6 \| 49·2 \| 24·8<br>343·5<br>P35'B100'H125*t*<br>F34' | Helsingfrs<br>*Brändö*<br>Finnish<br>*WB* | T.3Cy. 24", 40" & 66"–45"<br>292 NHP<br>J. Dickinson & Sons, Ld. Sld. | | V |
| 86415<br>FNTD | **Wisconsin** (P)<br>*Fitted for oil fuel*<br>D.F. *Ref. Mchy.* 3 *Dks* | 8062<br>6329<br>4295 | | | | | 1929 | Bremer Vulkan<br>Vegesack | Cie. Générale Transatlantique | 473·4 \| 61·2 \| 27·5<br>Q46' | Havre<br>French<br>*WB* | T.4Cy. 34¼", 56¼" & (2) 65⅜"–59"<br>654 NHP<br>Bremer Vulkan, Vegesack | | V |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné pour la prochaine visite d'Entretien. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIF=Force en chevaux d'après les formules de la Société. RIF=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille à Francbord au milieu du navire. / Tirant d'eau correspondant. pds. pe. | 15 Registres où coté, si ce n'est dans le L. Privé. Cert. R. Corr. Trib. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86416 SPAJ | **Wisla** ssLdy.No.1-40 ssDnz.No.3-11,35 1*Dk(Stl)* | | 3106 2816 1842 | ✠100A1 3,41 5,39 BS4,40 | Rot NYk | *u* | CL 8,38 3,41 | 1928 8mo | Craig,Taylor&Co.Ld. Stockton *Lloyd'sA&CP Inter* | ZeglugaPolska S.A.(PolishS.S. Agency,Ld. *Mgrs.*) *mediate BHin fore* | 325·0\|48·0\|22·2 P33'B94'F28' FK *hold dispensed with CellDB280'812t FPT* | Gdynia Polish *Cem* | T.3Cy.23½",39"&64"-42" (s) 180lb *100lb* 293NHP 2SB,*6cf*,GS110,HS4606 N.E.MarineEng.Co.Ld.Sld | 24 ″ 3 s 3 ″ 9 20 ″ 8½ | |
| 86417 DFZW | **Wittekind** (*ex*Tricolor) ssN.Yk.No.3–4,18 ssS.Fo.No.1–22 1*Dk2trB&deep framing* | | 4028 3773 2528 | ✠ ... 6,26 ✠ | | | | 1906 5mo | TyneI.S.B. Co.Ld. Newcastle | EmderDampferkompagnie,A.G. (Wilh.Nübel,*Mgr*) | 351·0\|50·0\|25·7 P28'B103'F36' FK | Emden German *WB* | T.3Cy.26",42½"&69½"-45" 368NHP Blair&Co.Ld.Stockton | 28 ″ 1 | G † |
| 86418 | **Wladiwostock** 2*Dks* *CruiserStern* | | 1415 1137 740 | | | | | 1930 | Cant. Riuniti dell' Adriatico Monfalcone | U.S.S.R. | 234·3\|34·9\|18·3 B85'F25' | Archangel Russian *WB* | C.4Cy.(2)14⅝"&(2)31½"-31½" 93NHP Cant.Riuniti dell' Adriatico,Trieste | | |
| 86419 164037 VRBZ | **Wo Sang** Ⓟ (*ex*HaiChen-38) **D.F. E.S.D.** ssH.Kg.No.1–38 2*Dks* | | 3373 2715 2004 | ✠100A1 *withfreeboard* 10,40 BS~~6,36~~ 1,41 | HKg Bom ~~10,40~~ LMC MS9,38 | *u* 11½ | CL ~~11,38~~ 10,40 | 1934 10mo | Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP* | Indo-ChinaSteam Nav.Co.Ld. *CellDB275'575* | 329·3\|47·2\|23·2 P35'B125'F45' FK *tDTa23'435t FPT* | HongKong British *6BHptCem* | T.3Cy.22",36"&60"-42" (s) 200lb *100lb* FD 388NHP 2SB(Spt)6*cf*,GS138,HS6042 Barclay,Curle&Co.Ld.Gls. | 25 ″ 0 s 7 ″ 8 17 ″ 6½ | |
| 86420 PIRJ | **Woensdrecht** *OilEng.* ssRot.No.3–11,37 2*Dks*(*Stl*) *Mchy.Aft* *Longitudinal framing at* D.F. *bottom and at decks* | | 4668 4151 2627 | ✠100A1 ~~2,13~~ ~~3,09~~ ~~10,40~~ DBS~~7,39~~ 7,40 | Rot Swa Lon LMC11,37 | *x* | CL 3,39 | 1926 3mo | Maats. Fyenoord Rotterdam *Lloyd'sA&CP* | N.V.Maats.Motorschip"Woensdrecht"(N.V.Phs. VanOmmeren's Scheepv.Bedrijf, *Mgrs.*) | 370·0\|53·3\|27·8 P99'F33' FK *CellDBuE64'137t FPT150tA* | Rottrdam Dutch 16*BHptCem* | Oil Engines 4S.C.SA 6Cy.27⅞"-55½" 438NHP 3DB-(INDBaf127)*142lb* Maats.Fyenoord,Rot. *PT66t* | 28 ″ 0 s 5 ″ 2 23 ″ 0 | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 86421 | **Wolfgang L.-M. Russ** *OilEng.* *CruiserStern* 2*Dks* | | 3000 | | | | | 1939 | Lübecker Flender-WerkeA.G. LübeckSiems | ErnstRuss | 341·2\|52·5\|18·2 B&F23' | Hamburg German *WB* | Oil Engines 2S.C.SA 5Cy.23½"-45⅝" 482NHP Fr.KruppGermaniawftAG Kiel | | |
| 86422 DOEV | **Wolfram** Sub.Sig. 2*Dks* | | 3648 3239 2242 | | | | | 1921 | J.Frerichs &Co.A.G. Einswarden | Hamburg-Bremer Afrika-Linie G.m.b.H.(WoermannLinieA.G. DeutscheOstAfrika Linie, *Mgrs.*) | 362·7\|50·3\|22·2 P&B286'F47' | Bremen German *WB* | T.3Cy.25⅞",40½"&68⅛"-47½" 318NHP GörlitzerMasch.Görlitz | | G |
| 86423 | **Wollin** Ⓟ 1*Dk* | | 305 189 115 | | | | | 1928 | Lübecker Flender-WerkeA.G. LübeckSiems | Stettin-Wollin-Cammin-DievenowerDampfschifff. G.m.b.H. | 145·1\|23·1\| 9·4 | Cammin. Pom. German | T.3Cy.10⅜",16¾"&27½"-15¾" 36NHP Christiansen&Meyer, Harburg | | G |
| 86424 150190 VJYQ | **Wollongbar** Ⓟ *Ref.Mchy.* 1*Dk&Awng dk* | | 2239 1942 874 | | | | | 1922 | Lithgows Ld. PortGlasgow | NorthCoastSteam Nav.Co.Ld.(E.S. Crauford, *Mgr.*) | 285·1\|42·1\|23·9 F51' | SydnyNSW British *WB* | T.4Cy.25",40"&(2)44½"-36" 218NHP D.Rowan&Co.Ld.Glasgow | | C |
| 86425 PIRP | **Wolsum** ssRot.No.3–4,34 ssRot.No.1–39 **D.F.** 1*Dk*(*Stl*) | | 3668 3345 2195 | ✠100A1 2,39 LMC2,39 | Rot | *w* | OG 3,38 | 1921 4mo A&CP *above* | A.Vuijk& Zonen Capelle a/d Ysel *Inter* 50° F. | Stoomv.Maats. "Oostzee"(Vinke &Co. *Mgrs.*) *mediate BHinafter* *CellD* | 359·9\|48·3\|23·0 P30'B229'F27' FK *hold dispensed with B312'950t FPT74t* | Amstrdam Dutch *Cem* *5BHtoU dk* *APT81t* | 2 Steam Turbines DR geared to 1 Sc. Shaft (s) 180lb 443NHP 3SB,*6cf*,GS144,HS6312 FD Maats.deSchelde,Flushing | 25 ″ 3 s 3 ″ 2½ 22 ″ 3 | |
| | *Fitted for oil fuel* 7,21 *F.P. a* | | | | | | | | | | | | | | | | |
| 86426 172893 VLMS | **Wongala** (*ex*WyattEarp-39, **Wood** *ex*Fanefjord-33) *OilEng.* 1*Dk* *Mchy.Aft* | | 403 348 250 | | | | | 1919 | Bolsönes Skbs.&Mek Værks. Molde | Commonwealth of Australia | 135·6\|29·2\|14·3 P48*t* | Sydny NSW British | Oil Engines 2S.C.SA 4Cy.17"-19" 200NHP J&CGBolinder'sCoLdSkm | | N |
| 86427 131561 VJYR | **Woniora** ssMel.2ndNo.3–11,37 *Well deck* *Mchy.Aft* 1*Dk*(*ptIrn&ptStl*) Wireless *Cargo battens not fitted* | | 823 588 338 | ✠100A1 ~~11,40~~ ~~11,39~~ BS~~11,39~~ 11,40 | Mel LMC11,37 | *k* | CL ~~10,37~~ 11,40 | 1913 6mo | Hall,Russell&Co.Ld. Aberdeen *Lloyd'sA&CP* | W.Holyman&Sons, Pty.Ld. *CellDB* | 195·0\|30·3\|12·6 *31·7* 204·5(O.L.) Q110'B9'F34' FK *uE28'f108'187t FP* | Molbourne British *3BHCem* *T70tAPT8t* | T.3Cy.~~16½"~~,26"&43"-33" 180lb 16" (r) 140NHP 2SB,*4cf*,GS77,HS2506 Hall,Russell&Co.Ld.Abn. | 14 ″ 6 s 4 ″ 3½ 14 ″ 2 | |
| 86428 10566 JBTE | **Woo-Ling Maru** Ⓟ **TwinSc** 1*Dk* | | 1298 666 715 | | | | | 1906 | Kawasaki DckyrdCoLd Kobe | ToaKaiunK.K. | 228·8\|39·5\| 9·6 F31' | Tokyo Japanese | T.6Cy.12½",20"&33"-18" 92NHP KawasakiDockyardCo.Ld. | | |
| 109/40 86429 164565 GYPW | **Woodbury** 1*Dk&Shelter dk* *CruiserStern* | | 4434 4012 2672 | ✠100A1 *withfreeboard* 1,39 LMC1,36 | Npt | *z* | CL 1,39 | 1936 1mo *Lloyd'sA&CP* | Burntislnd S.B.Co.Ld. Burntisland | AlexanderShippingCo.Ld.(CapperAlexander& Co.) *CellDB326'1190t* | 400·0\|55·1\|25·0 F33' FK *FPT117t APT118t* | London British *6BHCem* *(Coll toSh dk* 5 „2nd„) | T.3Cy.21",33"&60"-45" & exhaust turbine driving steam compressor 358NHP 2SB,(FD)&1Aux.SB,*8cf*, GS115,HS4350 (s) 220lb D.Rowan&Co.Ld.Gls. | 27 ″ 5 s 2 ″ 9 24 ″ 10 | |
| 86430 160553 MPDY | **Woodlark** ssLon.No.2–37 Wireless 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *CruiserStern* | | 1501 826 694 | ✠100A1 *withfreeboard* 3,40 BS~~3,40~~ 5,41 | Gls LMC3,37 | *q* | CL 3,40 | 1928 8mo *Lloyd'sA&CP* | AilsaS.B. Co.Ld. Troon | GeneralStm.Nav. Co.Ld. *CellDB194'265t* | 240·0\|40·1\|13·3 B72' *FPT21tAPT12t* | Leith British *5BHCem* (3 *toSh dk* 2 „2nd „) | T.3Cy.22",36"&59"-36" (r) 200lb 321NHP 2SB,*8cf*,GS174,HS6006 AilsaS.B.Co Ld.Troon | 15 ″ 3 s 8 ″ 3½ 15 ″ 2 | |
| 86431 118019 | **Woodside** **TwinSc** 1*Dk*(*ptStl–teaks*) | | 445 445 125 | ✠ 6,07 | Liv | | | 1903 6mo | Londonderry S.B.& E.Co.Ld. Londonderry | BermudaTransportationCo.Ld. | 150·0\|41·0\|10·9 *Promenade dk*134' FK *DTa10'39t* | Liverpool British *6BHAsp* *DTf12'53t* | T.8Cy.(2)15",(2)23"&(4)28"-18" 183NHP 2SB,*6rf*,GS104,HS3433 Oen.Mar.Eng.Wrks.WHpl | 11 ″ 5 | |
| 86432 163048 MLLY | **Wooler** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* | | 507 374 251 | ✠100A1 5,40 LMC5,36 | Nwc | *h* | CL 5,40 | 1936 5mo *Lloyd'sA&CP* | Smith's DockCo.Ld. S.Bank,Mdb. | TyneTeesSteam ShippingCo.Ld. *CellD B106' 152t FPT65t* | 165·2\|27·2\|10·5 P60'F22' FK *APT11t* | Sundrland British *3BHCem* | Oil Engines4S.C.SA 7Cy.11"-17½" 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz | 12 ″ 4 s 1 ″ 0½ 11 ″ 4½ | |
| 86433 LDTE | **Woolgar** ssH.Kg.2ndNo.3–10,~~40~~ ~~ssMel.No.3–10,27~~ ~~ssH.Kg.No.2–36~~ 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) | | 3060 2754 1811 | ✠100A1 *Shelter dk* *withfreeboard* 10,40 ~~10,39~~ ~~BS6,40~~ LMC~~11,36~~ 10,40 | HKg | *w* | CL 12,38 | 1914 11mo *Lloyd'sA&CP* | Swan,Hunter& Wigham Richardson, Ld.Newcastle | BorgesRederi A/S(HansBorge, *Mgr.*) *CellDBa114'uE&* | 350·0\|47·1\|21·1 FK *B41'f153'934t FPT* | Tonsberg Norwegian *6BHCem* *84tAPT27t* | T.3Cy.24",39⅞"&65"-45" 180lb *180lb* (s) 385NHP 2SB,*8cf*,GS144,HS5606 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. | 24 ″ 0 s 2 ″ 1 22 ″ 1 | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. | 3 Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | b Registers in which classed, if not in L.R. Dates of Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86434<br>206658<br>KLDU | **Woonsocket** Ⓟ | (*ex*Mackinac)<br>*Oil Eng.*<br>2 *Dks* | 434<br>—<br>231 | | | | | 1909 | Johnston Bros. Ferrysburg, Mich. | Norfolk-Baltimore &CarolinaLineInc. | 168·2 | 28·2 | 12·0 | Norfolk Utd.States | Oil Engines 2S.C.SA 6Cy.14″–17″ 206NHP NE36 FairbanksMorse&Co. Beloit,Wis. | | |
| 86435<br>142213<br>MCMS | **Woosung** | **TwinSc**<br>2 *Dks* | 3426<br>2740<br>2119 | | | | | 1918 | Taikoo D.&E.Co.of H.Kg.Ld. Hong Kong | ChinaNav.Co.Ld. | 320·0 | 46·2 | 22·3 | HongKong British *WB* | T.6Cy.14½″,24″&39½″–30″ 171NHP TaikooD.&E.Co.ofH.Kg. Ld.HongKong | | |
| 86436<br>29836<br>JTTA | **Woosung Maru** Ⓟ | (*ex*Dunmail)<br>*ss*Kob.No.3–5,24<br>1 *Dk&2nd dk in Nos.*1, 2&3*holds* | 3090<br>2839<br>1884 | ✠ ...<br>4,28 | | | | 1919<br>6mo | BlythS.B. &D.DCo.Ld. Blyth | KawasakiKisen K.K. | 331·3<br>P33′B98′F29′ | 46·7<br>FK | 23·2 | Kobe Japanese *WB* | T.3Cy.25″,41″&68″–45″ 368NHP Richardsons,Westgarth& Co.Ld.Sld. | 25 ″ 6 | |
| 86437<br>162334<br>GFZM | **Worcestershire** Ⓟ<br>*Ref.Mchy*<br>D.F. E.S.D. | **TwinSc**<br>*Oil Eng.*<br>*ss*Bkn.No.1–35<br>3 *Dks(Stl–Uws)*<br>*Cruiser Stern* | 11402<br>7834<br>7126 | ✠100A1<br>12,38<br>✠LMC C83,35<br>DBS6,39 2,38 | Bkn | *f*† | CL P12,38 S11,39 | 1931<br>2mo<br>*Lloyd's* | Fairfield Co.Ld. Glasgow *sA&CP* | BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellD* | 483·0<br>P51′B265′F78′ FK<br>*B417′1746t FPT42t* | 64·2 | 32·0 | Liverpool British *WB* | Oil Engines 2S.C.SA 16Cy.28″–39″ 2196NHP DB*120lb* 8 *BHptCem APT91t* FairfieldCo.Ld.Glasgow | 36 ″ 6<br>s 7 ″ 1<br>29 ″ 9¼ | |
| 86438<br>YNAD | **Worden**<br>(*ex U.S.Navy Vessel*)<br>Wireless | **TwinSc**<br>*Oil Eng.*<br>1 *Dk2trB* | 433<br>—<br>374 | | | | | 1903 | NavyYard Norfolk,Va. | BahamaShipping Co.Ld. | 264·5 | 23·0 | 14·0 | Bluefields Nicaraguan | Oil Engines 2S.C.SA 12Cy.10″–13″ 211NHP NE29 AtlasImperialDieselEng. Co.Oakland | | |
| 86439<br>8023<br>SKWE | **Wormo**<br>*Oil Eng.*<br>*ss*Got.No.1–39<br>Wireless D.F. 1 *Dk&Shelter dk*<br>*Cruiser Stern*<br>*Strengthened for Navigation in Ice* | | *842*<br>*595*<br>*294* | ✠100A1<br>*with freeboard*<br>8,40 ~~9,39~~<br>✠LMC CS8,39<br>DBS6,39 8,39 | Got<br>Skm | *n* | OG 5,37 | 1935<br>7mo<br>*Lloyd's* | NyaVarvs- aktb.Öresund Landskrona *sA&CP* | Stockholms Rederiaktieb.Svea (E.Högberg, *Mgr.*) *CellDB162′220t* | 210·0<br>220·8(O.L.)<br>*Bon Shelter dk42′*<br>FK<br>*FPT54t APT49t* | 35·5 | 22·5 | Stockholm Swedish<br>*4 BHptCem (Coll to Sh dk 3 ,, 2nd ,,)* | Oil Engines 2S.C.SA 5Cy.20½″–27 5/16″ 367NHP DB*130lb* Kockums M.V.Akt.Malmö | 15 ″ 3<br>s ″ 2<br>15 ″ 2¼ | |
| 86440<br>160135<br>GJYW | **Worthing** Ⓟ<br>Sub.Sig. D.F. | **TwinSc**<br>*Fitted for oil fuel*<br>2 *Dks&Awng dk*<br>*Cruiser Stern* | 2294<br>1143<br>932 | | | | | 1928 | W.Denny &Bros.Ld. Dumbarton | SouthernRailway | 297·7 | 38·7 | 15·0 | Newhaven British | 6SteamTurbinesSRgeared to 2 Sc.Shafts W.Denny&Bros.Dmb. | | |
| 86441<br>221937<br>KLJD | **Worthington** | **Wood**<br>*Oil Eng.*<br>1 *Dk* | 364<br>—<br>191 | | | | | 1922 | Vinyard S.B.Co. Milford,Del. | Norfolk-Baltimore &CarolinaLine, Inc. | 127·2 | 34·0 | 11·7 | Norfolk Utd.States | Oil Engines 2S.C.SA 4Cy.15¼″–16″ 164NHP WorthingtonPump& MachineCorp | | |
| 86442<br>166231<br>MMNV | **Wray Castle**<br>D.F. E.S.D. *Cruiser Stern* 1 *Dk&Shelterdk*<br>*Longitudinal framing at bottom, 'tween decks, sides&decks "Areform"*<br>*Locked steel interchangeable hatches* | | 4253<br>3840<br>2492 | ✠100A1<br>*with freeboard*<br>1,41 ~~1,40~~<br>✠LMC4,38 | Hul<br>Nwc | *y*<br>1⅞ | CL 12,40 | 1938<br>4mo<br>*Lloyd's* | Wm.Ham- ilton&Co.Ld. PortGlasgow *sA&CP* | LancashireShppg. Co.Ld(J.Chambers &Co. *Mgrs.*) *CellD B320′977t FPT160t* | 380·5<br>392·6(O.L.)<br>F33′ FK<br>*APT111t* | 56·2 | 23·5 | Liverpool British<br>*6 BHptCem (Coll to Sh dk 5 ,, 2nd,,)* | T.3Cy.21½″,37″&62″–42″ 220lb (*s*) 380NHP 2SB(Spt&FD)&1AuxSB, *8cf*,GS143,HS5742 D.Rowan&Co.Ld.Gls. | 25 ″ 9<br>s 2 ″ 2½<br>23 ″ 9 | |
| 86443<br>148355<br>GMZB | **Wrotham** (*ex*Firtree–35, ~~reSld.No.3–35~~ *ex*Ramshope)<br>*Well deck* *ss*Cff.No.3–5,40 1 *Dk(Stl)*<br>*Cargo battens not fitted* | | 1884<br>1493<br>1107 | ✠100A1<br>9,40 ~~5,40~~<br>BS5,41 ✠LMC5,40 | Cff<br>Sld | *q* | CL 4,40 | 1927<br>2mo<br>*Lloyd's* | JLThomp- son&Sons,Ld Sunderland *sA&CP* | Constants(South Wales)Ld.(H. Constant, *Mgr.*) *CellDB229′* | 270·8<br>280·1(O.L.)<br>P21′Q126′B12′F22′ FK<br>*523t MTs109t FPT47t APT99t* | 38·0 | 18·0 | Sunderlnd British<br>*4 BHCem (Coll to Sh dk 5 ,, 2nd,,)* | T.3Cy.20″,33″&54″–36″ (*s*) 180lb 213NHP 2SB,*6cf*,GS107,HS3600 D.Rowan&Co Ld.Glasgow | 20 ″ 1<br>s 6 ″ 1⅜<br>18 ″ 4¼ | |
| 86444<br>133250<br>MMVT | **Wuchang** | **TwinSc**<br>2 *Dks* | 3204<br>2708<br>1975 | | | | | 1914 | TaikooDk- yd&E.Co.of HongK'ngLd HongKong | ChinaNav.Co.Ld. | 320·0 | 46·0 | 22·3 | London British *WB* | T.6Cy.14½″,24″&39½″–30″ 171NHP TaikooDkyd.&Eng.Co.of HongKongLd. HongKong | | |
| 86445<br>154047<br>MDMB | **Wuhu** | **TwinSc**<br>2 *Dks* | 2938<br>2317<br>1712 | | | | | 1930 | Taikoo D.&E.Co.of H.Kg.Ld. HongKong | ChinaNav.Co.Ld. | 295·0 | 46·1 | 20·0 | London British *WB* | T.8Cy.15″,24¾″&(2)29″–18″ 143NHP TaikooD.&E.Co. ofHongKong,Ld. | | |
| 86446<br>159418<br>MKKJ | **Wulin** Ⓟ | **TwinSc**<br>*Oil Eng.*<br>(*River Service*)<br>2 *Dks* | 2515<br>1836<br>1741 | | | | | 1935 | Taikoo D.&E.Co.of H.Kg.Ld. HongKong | ChinaNav.Co.Ld. | 249·0 | 50·0 | 9·4 | London British *WB* | Oil Engines 2S.C.SA 10Cy.14 3/16″–26⅜″ 349NHP SulzerBros.Winterthur | | |
| 86447<br>DJSF | **Wuppertal**<br>D.F. E.S.D. | *Oil Eng.*<br>2 *Dks*<br>*Cruiser Stern* | 6737<br>5634<br>3960 | | | | | 1936 | Deutsche WerftAG Bet Finkenwrder Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 469·8<br>P26′F39′ | 61·7 | 26·2 | Hamburg German *WB* | 3 Oil Engines 2S.C.SA connected to electricMotor &Sc.Shaft 1548NHP 21Cy.20½″–27 5/16″ Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | G |
| 86448<br>154058<br>MDMC | **Wusueh** | **TwinSc**<br>*Oil Eng.*<br>2 *Dks* | 3009<br>2308<br>1731 | | | | | 1931 | Taikoo D.&E.Co.of H.Kg.Ld. HongKong | ChinaNav.Co.Ld. | 295·0 | 46·1 | 20·0 | London British *WB* | Oil Engines 2S.C.SA 16Cy.13¾″–21¼″ 531NHP SulzerBros.A.G. Ludwigshafen a Rh. | | |
| 86449<br>205458<br>WADR | **Wyandotte**<br>D.F. GyC.<br>*Mchy.Aft* | (*Self-Unloader*)<br>1 *Dk* | 2450<br>—<br>1541 | | | | | 1908 | Gt.Lakes Eng.Works Ecorse,Mich. | WyandotteTrans- portationCo. | 346·0<br>len10 | 45·2<br>*WB* | 24·0 | Wyndotte, Mich. Utd.States | T.3Cy.18″,31″&50″–36″ 150NHP GtLakesEngWrks,Detroit | | R |
| 86450<br>171238<br>VLKX | **Wyangarie**<br>Wireless<br>*Ref.Mchy.* *Cruiser Stern* | *Oil Eng.*<br>1 *Dk* | 1068<br>682<br>623 | | | | | 1938 | Akt.Bur- meistr&Wain Copenhagen | NorthCoastSteam Nav.Co.Ld.(E.S. Crauford, *Mgr.*) | 215·7<br>Q108′B23′F30′ | 36·8 | 11·8 | SydnyNSW British *WB* | Oil Engines 2S.C.SA 8Cy.13¾″–24″ 263NHP Akt.Burmeistr&Wain,Cpn | | C |
| 86451 | | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. | 3 Matériaux. Gréement, etc. Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné ou maintenu. Lettre d'appel. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Longueur en code, si elle est dans le L. M. Dans. Cert. R. of T. etc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86452 | **Wychwood** | 2794 | ✠100A1 | Shl | *t* | CL | 1934 | S.P.Austin | W.France, | 306·0 \| 44·5 \| 19·3 | London | T.3Cy.19",31½"&52"-39" (*s*) | 21 ″ 6 | |
| 163515 | D.F. *ss*Sld.No.1–39 | 2124 | 4.40 | | | 1½ | 1,39 | 9mo | &Son,Ld. | Fenwick&Co.Ld. | | British | 200lb FD 238NH | ‹ 7″ 1 | |
| GWVM | *Mchy.Aft* 1*Dk* | 1558 | | ✠LMC1,39 | | | | | Sunderland | | Q177'F34' FK | 6*BHCem* | 2SB(Spt),6*cf*,GS65,HS340( | 19 ″ 3½ | |
| | *Cargo battens not fitted* *CruiserStern* | | | | | | | *Lloyd's&A&CP* | | *CellDB260'661(* | *MT8'264(FPT214(* | *APT106t* | N.E.MarineEng.Co.Ld.Sld | | |
| 86453 | **Wyetown** (*ex*Edina11–40, | 624 | 100A1 | Ldn | | CL | 1918 | Smith's | WoodtownShip- | 172·2 \| 30·0 \| 15·7 | Leith | T.3Cy.16",26"&44"-26" (*s*) | 16 ″ 6 | |
| 114916 | *ex*Edina–39,*ex*Alwin- *ss*Lth.No.3–11,32 | 485 | 4.39 | | | ~~L.R.~~ | | Dock Co.Ld. | pingCo.Ld. | | 181·8(O.L.) | British | 200lb *100lb* NDR24 94RH | ‹ 1″ 7½ | |
| MKFW | ton,*ex*Killybegs) *ss*Lth.No.1–37 | 254 | B83,40 | LMC2,37 | | | 2,41 | Middlesbro' | (CombenLongstaff | | B50' FK | 5*BHCem* | 1SB,3*cf*,GS51,HS1850 | 15 ″ 0½ | |
| | 1*Dk* | | | | | | | *Lloyd's&A&CP* | &Co.Ld. *Mgrs.*) | | *CellDBu* | *E26'20(* | Smiths's Dock Co. Ld. Mdb. | | |
| 86454 | **Wyoming** (P) | 8062 | | | | | | 1930 | Bremer | Cie.Générale | 473·4 \| 61·2 \| 27·5 | Havre | T.4Cy.34½",56½"&(2)65½"- | | V |
| | *Fitted for oil fuel* | 6329 | | | | | | | Vulkan | Transatlantique | | French | 59" 656NHP | | |
| FNTZ | D.F. *Ref.Mchy.* 2*Dks&Shelterdk* | 4295 | | | | | | | Vegesack | | | *WB* | Bremer Vulkan, Vegesack | | |
| 86455 | — | 2689 | ✠ … | | | | | 1919 | Manitowoc | Merchnts&Miners | 253·5 \| 43·9 \| 25·9 | Baltimore | T.3Cy.21¾",35"&59"-42" | 28 ″ 5 | R |
| New | **Norlandia**," *see No.* 89328 *in Supplement* | 2119 | 11,20 | | | | | 10mo | S.B.Co. | Transptn.Co. | P25'B65'F26' | Utd.States | 326NHP | | + |
| KOJJ | Sub.Sig. 3*Dks* | 1667 | | ✠ | | | | | Manitowoc | | FK | *WB* | NordbergMfg.CoM'lw'kee | | |
| 86456 | **Wyrallah** | 1049 | | | | | | 1934 | Akt.Bur- | NorthCoastSteam | 216·4 \| 36·7 \| 8·3 | Sydney | Oil Engines 4S.C.SA | | C |
| 157619 | *Oil Eng.* | 655 | | | | | | | meistr&Wain | Nav.Co.Ld.(E.S. | Q108'B31'F30' | British | 6Cy.19½"-35⅞" 224NHP | | |
| VLDP | Wireless *Ref.Mchy.* 1*Dk* | 535 | | | | | | | Copenhagen | Crauford, *Mgr.*) | | *WB* | Akt.Burmeistr&Wain,Cpn | | |
| 86457 | **Wythburn** 3Mst | 420 | ✠100A1 | Liv | *f* | CL | 1911 | R.William- | WaltonS.S.Co. | 141·6 \| 24·3 \| 11·0 | Wrkingtn | C.2Cy.16"&36"-27" (*s*) | 12 ″ 0 | |
| 128970 | *Well deck* *ss*Liv.2ndNo.3–12,35 | 279 | 11,38 | | | | 10,38 | 10mo | son&Son | Ld.(F.L.Dawson | | British | 130lb 83RHP | s 4 ″ 7½ | |
| MDQL | *Mchy.Aft* 1*Dk(Stl)* | 161 | B82,40 ~~MS12,35~~ | ✠LMC ~~RS11,38~~ | | | | *Lloyd's&A&CP* | Workington | &Co.Ld. *Mgrs.*) | Q81'B9'F22' FK | 3*BHCem* *FPT30t* | 1SB,3*pf*,GS45,HS1656 Ross&Duncan,Glasgow | 11 ″ 9 | |
| 86458 | **Wyvern** (*ex*Hopecrag–38) | 4007 | ✠100A1 | Shi | *w* | CL | 1929 | Swan,Hun- | BorgesRederiA/S | 364·5 \| 50·7 \| 24·4 | Tonsberg | T.3Cy.24",39"&65"-45" (*s*) | 26 ″ 9 | |
| | *ss*Nwc.No.2–38 | ~~4027,39~~ 3625 | ~~3,41~~ | ~~LR~~ | SFo | ~~6,87~~ | 6,87 | 10mo | ter&Wigham | (HansBorge, | | Norwegian | 180lb *100lb* 338NHP | s 4 ″ 6½ | |
| LKBI | D.F. 1*Dk(Stl)* | 2457 | B82,39 | ✠LMC2,38 | | | 7,40 | | Richardson, | *Mgr.*) | P34'B115'F35' FK | 6*BHCem* | 2SB(Spt),*Scf*,GS148, | 22 ″ 5½ | |
| | | | | | | | | *Lloyd's&A&CP* | Ld Sunderlnd | *CellDBa&uE* | 135' *f*157'918& *FPT* | 86*tAPT*132( | HS5616 N.E.MarineEng.Co.Ld.Sld | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years allowed. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of H. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86459<br>2183<br>ICFO | **XXI Aprile** (*ex*PanAtlantic-37, *ex*Willfaro-33, *ex*RichmondBoro) *Fitted for oil fuel* D.F. 2*Dks* | 4787<br>—<br>2954 | ✠ ... 1,40 ✠ | Gen | *y* | | 1919<br>1927<br>11mo | Standard S.B.Corp. Shooter's Island,N.Y.<br>Lithgows Ld. Port Glasgow | Soc.Anon. CooperativadiNav. "Garibaldi"<br>Soc.Anon. CooperativadiNav. "Garibaldi" | 395·7 \| 52·2 \| 27·4<br>386·8<br>P36′B110′F39′<br>*Intermediate 'tween dk*<br>397·5 \| 52·0 \| 26·6<br>385·0<br>P33′B112′F44′ FK<br>*BH in after hold dispensed with*<br>*Cell DB 331′ 1012t DTa 30′ 784t FPT 4BH to U dk* | Genoa Italian *WB*<br>Genoa Italian *ptCem* | T.3Cy.24″,40″&70″–48″ 339NHP Downey S.B.Corp. Arlington,N.Y.<br>T.3Cy.25″,42″&70″–48″ 477NHP 3SB,*9cf*,GS174,HS6789 Rankin&BlackmoreLdGrk | 29 ″ 0 | I<br>† |
| 86460<br>2089<br>IBAZ | **XXIII Marzo** (*ex*Congonian–36, *ex*Quercus) *ss*Ham.No.2–35 2*Dks*(*Stl*) | 5006<br>4328<br>3163 | ✠ ... 1,40 ✠ | Gen | *y* | | | | | | | | | | | |
| 86461<br>2199<br>ICOV | **XXIV Maggio** (*ex*Orao–37, *ex*Pontbriand–35, *ex*Pennyworth–35, *ex*Gogovale) *ss*Nwc.No.3–1,30 *ss*Rot.No.2–37 2*Dks*(*Stl*) E.S.D. | 5372<br>4963<br>3352 | ✠100A1 11,39 ✠NE3,19 MS12,37 ✠LMC BS11,38 | Gen | *z* | CL 11,39 | 1916<br>10mo | Greenock& Grngemouth Dkyrd Co.Ld. Greenock′*Tweed* | Soc.Anon. CooperativadiNav. "Garibaldi" *Cell DBa&uE 147′ Lloyd's SA&CP* | 410·2 \| 53·5 \| 28·4<br>425·0(O.L.)<br>P35′B171′F41′ FK<br>*hold dispensed with*<br>*f 189′ 1163t DTa 33′ 1037t DTa 27′ 1045t* | Genoa Italian *Cem* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 488NHP 3SB,*9cf*,GS165,HS6972 FD FairfieldCo.Ld.Glasgow | 31 ″ 0<br>s 5 ″ 9½<br>25 ″ 5 | I<br>† |
| 86462<br>1997<br>ICMB | **XXVIII Ottobre** (*ex*Nairn–34, *ex*LammerLaw–32) *ss*Bly.No.1–34 1*Dk*(*Stl*) | 4888<br>—<br>3066 | ✠ ... 6,36 ✠ | Gen | *z* | | 1929<br>12mo | C.Connell &Co.Ld. Glasgow | Soc.Anon. CooperativadiNav. "Garibaldi" *Cell DB 344′* | 417·8 \| 53·4 \| 26·1<br>405·3<br>P35′B255′ F40′ FK<br>*1037t DTa 27′ 1045t* | Genoa Italian *6BHCem APT33t* | T.3Cy.25″,42″&70″–48″ 442NHP 2SB,*8cf*,GS143,HS6002 D.Rowan&Co.Ld.Gls | 28 ″ 7 | I<br>† |
| 86463<br>EEBL | **Xaquin** 1*Dk2trB* | 506<br>424<br>318 | | | | | 1920 | Astilleros Riera Gijon | M.CamposPeña | 148·3 \| 24·1 \| 14·2 | Gijon Spanish *WB* | T.3Cy.10½″,17″&27″–20½″ 32NHP M.Bori,Barcelona | | |
| 86464<br>25187<br>JAED | **Yae Maru** (*ex*YayeMaru–38) *ss*Yka.No.3–10,31 *ss*Osa.No.2–40 ~~*ssYka.No.1–36*~~ 2*Dks*(*Stl*) & *Shelter dk*(*Stl*) | 6781<br>6507<br>5059 | ✠100A1 *Shelter dk with freeboard* 12,40 ~~8,08~~ ✠LMC ~~8,40~~ 12,40 | Hak Osa | *a*† | CL ~~7,07~~ 11,40 | 1919<br>6mo | Harima Dkyd Co.Ld Oh,Harima | KokusaiKisen K.K. A&CP | 425·0 \| 53·6 \| 37·5<br>FK<br>*Collision BH to Sh dk*<br>*Cell DB 1142t FPT 148t APT 220t* 6 ,, ,, *U* ,, | Kobe Japanese *Cem* | T.3Cy.27″,45″&75′-51″ (*s*) 190lb 556NHP 3SB,*6cf*,GS192,HS7974 FD KobeSteelWorks,Kobe | 37 ″ 6<br>s 9 ″ 1¾<br>28 ″ 7 | |
| 86465<br>10314<br>JXSB | **Yaedake Maru** Ⓟ (*ex*BakkaiMaru) Wireless 1*Dk* | 358<br>263<br>176 | | | | | 1899 | Boyd&Co. Shanghai | KyushuSyosen K.K. | 127·6 \| 25·0 \| 11·9 | Osaka Japanese | C.2Cy. | | |
| 86466<br>32481<br>JKJB | **Yahiko Maru** TwinSc *OilEng.* *ss*TamaNo.3–5,39 ~~*ssTama.No.2–36*~~ 2*Dks*(*Stl*) | 5747<br>5336<br>3575 | ✠100A1 5,40 ~~7,38~~ ✠LMC CS5,39 ~~DBS9,38~~ 5,40 ~~9,38~~ 5,40 ~~SURVEY DELAYED~~ | Tama | *z* | CL 5,39 | 1926<br>11mo | KobeSteel Works Harima | ItayaMiyakichi (ItayaSyosenK.K. *Mgrs.*) *Lloyd's SA&CP Intermediate BH in fore Cell DB 348′ 1358t* | 417·2 \| 54·5 \| 31·5<br>P35′B142′F44′ FK<br>*holds dispensed with Tanks at sides of* | Tokyo Japanese *6BHptCem tunnels 192t* | Oil Engines 2S.C.SA 8Cy.23¾″–41¾″ 776NHP NDB18*refitted*35–*120lb* KobeSteelWorks,Kobe *FPT 250t APT 262t* | 31 ″ 6<br>s 6 ″ 0⅝<br>25 ″ 7 | |
| 86467<br>220520<br>KDDF | **Yaka** Sub.Sig. D.F. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks & Web frames* | 5432<br>4971<br>3335 | ✠ ... 3,22 ✠ | | | | 1920<br>9mo | Merchant S.B.Corp. Harriman,Pa. | WatermanS.S. Corp. | 400·7 \| 54·2 \| 30·2<br>P36′B124′F44′<br>FK | Mobile Utd.States *WB* | 2SteamTurbinesDRgeared to 1 Sc. Shaft 645NHP WestinghouseElectric &Mfg.Co.Essington,Pa. | 32 ″ 10 | R |
| 86468<br>UNGI | **Yakov Sverdlov** (*ex*TinternAbbey) *ss*Cff.No.3–6,21 *ss*Lon.No.1–25 1*Dk & deep framing* | 1812<br>1658<br>1091 | ✠ ... 1,30 ✠ | | | | 1909<br>5mo | Richardsn, Duck&Co. Stockton | U.S.S.R. | 275·0 \| 40·8 \| 18·1<br>P24′B54′F27′<br>FK | Archangel Russian *WB* | T.3Cy.20½″,33½″&55″–26″ 187NHP Blair&Co.Ld.Stockton | 29 ″ 4 | |
| 86469<br>— | **Yakugir** (*ex*LakeElmwood) 1*Dk2trB* | 2701<br>—<br>1513 | | | | | 1920 | Gt.Lakes Eng.Works Ecorse,Mich. | U.S.S.R. | 253·8 \| 43·6 \| 25·1<br>P32′B65′F24′ | Vladvostk Russian *WB* | T.3Cy.21″,35″&59″–42″ 225NHP Gt.LakesEng.Wks.Detroit | | |
| 86470<br>25848<br>JCFB | **Yakumo Maru** *ss*Osa.No.3–10,31 *ss*Kob.No.1–35 2*Dks*(*Stl*) | 3198<br>2676<br>1913 | ✠ ... 8,38 ✠ | Kob | *u* | | 1919<br>7mo | Ishikawa-jimaS.B.&E. Co.Ld.Tokyo | OsakaSyosenK.K. | 305·0 \| 43·9 \| 27·3<br>P25′B92′F30′ FK<br>*Cell DB 262′ 587t FPT 5BHCem 58t APT 56t* | Osaka Japanese | T.3Cy.22″,37″&61″–42″ 279NHP 2SB,*6cf*,GS93,HS3640 IshikawajimaSB.&E.CoLd | 27 ″ 3 | |
| 86471<br>UOEV | **Yakut** (*ex*LakeElmsford–32) Sub.Sig 1*Dk2trB* | 2694<br>2342<br>1508 | | | | | 1919 | Gt.Lakes Eng.Works Ecorse,Mich. | U.S.S.R. | 253·8 \| 43·6 \| 25·1<br>P32′B65′F24′ | Vladvostk Russian *WB* | T.3Cy.21″,35″&59″–62″ 225NHP Gt.LakesEng.Wks.Detroit | | |
| 86472<br>204047<br>WSCT | **Yale** Ⓟ TrpSc *Fitted for oil fuel* Sub.Sig. D.F. E.S.D. 1*Dk* | 3818<br>—<br>514 | | | | | 1906 | Delaware River Co. Chester,Pa. | MatsonNav.Co. | 376·0 \| 61·3 \| 20·2<br>*WB* | L.Angeles Utd.States | 3 Steam Turbines W.&A.FletcherCo. Hoboken.N.J. | | R |
| 86473<br>223525 | — Ⓟ TwinSc 2*Dks* | 1670<br>—<br>1136 | | | | | 1923 | NewJersey D.D.&Trans-portationCo. NewJersey | JohnM.Emery | 223·8 \| 42·1 \| 14·1<br>P20′F21′<br>*WB* | NewYork Utd.States | T.6Cy.15½″,26″&45″–26″ 206NHP JohnW.SullivanCo.N.Yk. | | |
| 86474<br>FNYR | **Yalou** Ⓟ (*ex*Raimund) *Fitted for oil fuel* D.F. 2*Dks & Shelter dk* | 8564<br>8199<br>5381 | | | | | 1914 | Akt.Ges. "Weser" Bremen | Cie.desMessa-geriesMaritimes | 477·9 \| 58·4 \| 28·3<br>B44′ 36·7<br>*WB* | Dunkirk French | Q.4Cy28 7/16″,40½″,58 7/16″&85⅝″ –55 7/16″&LPturbine A.G."Weser,"Bremen | | V |
| 86475<br>DOBA | **Yalova** (*ex*Winfried–36) Sub.Sig. 2*Dks* | 3750<br>3239<br>2241 | | | | | 1920 | Frerichs &Co. Einswarden | Deutsche Levante-LinieHamburg A.G. | 362·7 \| 50·3 \| 22·2<br>P&B300′F47′<br>*WB* | Hamburg German | T.3Cy.25½″,40½″&67½″–47¼″ 316NHP GörlitzMach.A.G.Görlitz | | G |
| 86476<br>UOQV | **Yalta** (*ex*Grozny–34, *ex*Acheronte) *OilEng.* *Carrying oil in bulk* 1*Dk* | 611<br>519<br>323 | | | | | 1916 | Soc.Eser-cizioBacini RivaTrigoso | U.S.S.R. | 160·1 \| 30·5 \| 14·0<br>B54′ | Tuapse Russian | Oil Engines 4S.C.SA 6Cy.13 7/16″–19 11/16″ 109NHP NE32 KolomenskieStateE.Wks | | |
| 86477<br>44164<br>JYZL | **Yamabato Maru** 2*Dks* *Cruiser Stern* | 2557<br>2222<br>1435 | | | | | 1937 | Uraga DockCo.Ld Uraga | YamashitaKisen K.K. | 297·9 \| 45·0 \| 23·8<br>P28′B75′F32′<br>*WB* | Kobe Japanese | C.4Cy.(2)11 7/16″&(2)20½″–13¾″&LPturbine DRgeared to screw shaft 165NHP HS3014 UragaDockCo.Ld.Uraga | | |
| 86478<br>43733<br>JTVL | **Yamabiko Maru** Ⓟ *Fitted for oil fuel* *Cruiser Stern* 2*Dks* | 6799<br>—<br>4054 | | | | | 1937 | Uraga DockCo.Ld. Uraga | YamashitaKisen K.K. | 441·7 \| 59·0 \| 33·7<br>P46′B171′F36′<br>*WB* | Kobe Japanese | 2 steam turbines DRgeared to 1 sc. shaft 833NHP IshikawajimaS.B.&E.Co. Ld.Tokyo | | C |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre assigné lorsqu'un navire a besoin d'être réparé. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. Date du changement de nom. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | 15 Registres de cap. si ces ont dans le L. Inspt. Cert. B.T. Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86479 | **Yamabuki Maru** (*ex*Essex | | 5079 | ✠ | Hul | *z* | | 1930 | W.Doxford | YamashitaKisen | 404·5 | 55·2 | 27·7 | Kobe | T.3Cy.26″,43″&71″–48″ | 27 ″ 8 | C |
| 44606 | Manor–38) *ss*Shl.No.1–34 | | — | 3,37 | | | | 3mo | &Sons,Ld. | K.K. | 421·6(O.L.) | | | Japanese | 441NHP | | † |
| JCOM | D.F. 1*Dk(Stl)&Shelter dk(Stl)* | | 3690 | ✠ | | | | | Sunderland | | | | FK | 6*BHCem* | 3SB,*9cf*,GS182,HS7665 | | |
| | *(STRANDED 8,37; REFLOATED–NOW* | | *TRADING)* | | | | | | | *CellDB349′1246t* | *APT134t* | | *(Coll to Sh dk* | | N.E.MarineEng.Co.Ld.Sld | | |
| | | | | | | | | | | | | | 5 ,, 2nd,,) | | | | |
| 86480 | **Yamadori Maru** | | 2905 | | | | | 1938 | Mitsubishi | KounKisenK.K. | 305·4 | 45·3 | 26·2 | Kobe | T.3Cy.20½″,34½″&57½″– | | |
| 44832 | | | — | | | | | | JukogyoK.K | (YamashitaKisen | P24′B80′F29′ | | | Japanese | 43½″ 225NHP | | |
| JLMM | *CruiserStern* 1*Dk* | | 1687 | | | | | | Yokohama | K.K.*Mgrs.*) | | | | | MitsubishiJukogyoK.K. | | |
| 86481 | **Yamagata Maru** | | 3807 | ✠ ... | | | | 1916 | MitsuBishi | NipponYusenK.K. | 345·0 | 50·0 | 29·1 | Tokyo | T.3Cy.23½″,38½″&64″–48″ | 29 ″ 1 | C |
| 19281 | *ss*Yka.No.1–21 | | 3463 | 3,22 | | | | 7mo | Dkyd&EWks | | P33′B74′F40′ | | | Japanese | 342NHP | | † |
| JCPD | 2*Dks* | | 2322 | ✠ | | | | | Nagasaki | | | | FK | *WB* | MitsuBishiD.&E.WksNag | | |
| 86482 | **Yamagiku Maru** (*ex*KaoSing–38, | | 5236 | ✠ ... | Kob | *y* | | 1920 | Irvine'sSB | YamashitaKisen | 400·0 | 52·0 | 31·0 | Kobe | T.3Cy.27″,44″&73″–48″ | 31 ″ 0 | C |
| 43734 | *ex*Brightorion–36, *ss*Hul.No.3–2,32 | | 3799 | 3,38 | | | | 4mo | &D.D.Co.Ld. | K.K. | | | | Japanese | 517NHP | | † |
| JYSL | *ex*Bolivar–35, *ss*Kob.No.1–36 | | 3203 | ✠ | | | | | W Hartlepool | | P49′B113′F38′ | | FK | 7*BHCem* | 3SB,*9cf*,GS190,HS7668 | | |
| | *ex*Emlynian–33) 2*Dks(Stl)* | | | | | | | | | *CellDB* | 347′1126*t* | *FPT117t* | | *APT178t* | Richardsons,Westgarth& | | |
| | | | | | | | | | | | | | | | Co.Ld.Hpl. | | |
| 86483 | **Yamagiri Maru** | | 6438 | | | | | 1938 | Mitsubishi | YamashitaKisen | 439·4 | 58·3 | 32·0 | Tokyo | Oil Engines 2S.C.DA. | | C |
| 44612 | *Oil Eng.* | | — | | | | | | JukogyoK.K | K.K. | P36′B17′F38′ | | | Japanese | 6Cy.23½″–43½″ 1166NHP | | |
| JLNM | D.F. 2*Dks* | | 4823 | | | | | | Yokohama | | | | | *WB* | MitsubishiJukogyoK.K. | | |
| | *Ref.Mchy.* *CruiserStern* | | | | | | | | | | | | | | Yka. | | |
| 86484 | **Yamahagi Maru** (*ex*ChiSing–38, | | 5426 | ✠ ... | Kob | *y* | | 1919 | Sunderlnd | YamashitaKisen | 400·0 | 52·4 | 28·4 | Kobe | T.3Cy.27″,44″&73″–48″ | 31 ″ 0 | C |
| 43738 | *ex*Brightcomet–36, *ss*Bly.No.3–9,29 | | — | 3,38 | | | | 4mo | S.B.Co.Ld. | K.K. | | | | Japanese | 517NHP | | † |
| JYVL | *ex*Cairngowan–35) *ss*Shl.No.1–35 | | 3315 | ✠ | | | | | Sunderland | | P49′B113′F39′ | | FK | 7*BHptCem* | 3SB,*9cf*,GS190,HS7668 | | |
| | 2*Dks(Stl)* | | | | | | | | | *CellDB* | 344′1128*t* | *FPT118t* | | *APT209t* | Blair&Co.Ld.Stockton | | |
| 86485 | **Yamahuzi Maru** (*ex*ChaoSing–38, | | 5360 | ✠ ... | Kob | *y* | | 1920 | JCoughlan | YamashitaKisen | 400·0 | 52·4 | 28·8 | Kobe | T.3Cy.27″,44″&73″–48″ | 31 ″ 0 | C |
| 43736 | *ex*Brightstar–36, *ss*Kob.No.3–9,33 | | — | 3,38 | | | | 2mo | &Sons,Ld. | K.K. | | | | Japanese | 520NHP | | † |
| JYPL | *ex*CanadianImporter–33) 2*Dks(Stl)* | | 3222 | ✠ | | | | | Vancouver, | | P49′B113′F40′ | | FK | 6*BHCem* | 3SB,*9cf*,GS198,HS7743 | | |
| | | | | | | | | | B.C. | *Cell* | *DB334′1026t* | *FPT149t* | | *APT131t* | D&W Hendersn&CoLdGls | | |
| 86486 | **Yamakaze Maru** | | 6921 | | | | | 1938 | TamaS.B. | YamashitaKisen | 439·6 | 60·0 | 34·1 | Kobe | Oil Engines 2S.C.DA | | C |
| | *Oil Eng.* | | 6200 | | | | | | Co.Ld. | K.K. | P26′B176′F38′ | | | Japanese | 9Cy.17½″–47½″ 962NHP | | |
| JCUM | D.F. GyC. *CruiserStern* | | 4158 | | | | | | Tama | | | | | *WB* | TamaS.B.Co.Ld.Tama | | |
| 86487 | **Yamal** Ⓟ (*ex*Vaigatch) | | 938 | ✠ | Nwc | *m* | | 1911 | Swan,Hun- | U.S.S.R. | 216·0 | 32·2 | 17·9 | Archangel | T.3Cy.16″,26″&43″–30″ | 20 ″ 0 | |
| | | | 548 | 7,11 | | | | 7mo | ter&Wigham | | | | | Russian | 163NHP | | |
| UNAM | *Ref.Mchy.* 1*Dk(Stl)&Awng dk* | | 447 | ✠ | | | | | Richardson, | | | | FK | 4*BHCem* | 2SB,*6cf*,GS107,HS3250 | | |
| | Sub.Sig. | | | | | | | | Ld.Newcastle | *CellDBa&u* | *E66′uB20′f83′175t* | | | *APT15t* | Swan,Hunter&Wigham | | |
| | | | | | | | | | | | | | | | Richardson,LdNwc. | | |
| 86488 | **Yamamitu Maru** Ⓟ | | 845 | | | | | 1907 | Ishikawa- | SawayamaKisen | 216·4 | 28·2 | 17·5 | Nagasaki | T.3Cy.15″,24½″&40″–30″ | | |
| 10840 | | | — | | | | | | jimaS.B.&E. | K.K. | B36′ | | | Japanese | 88NHP | | |
| JTWF | 1*Dk* | | 509 | | | | | | Co.Ld.Tokyo | | | | | *WB* | IshikawajimaSB&ECo.Ld. | | |
| 86489 | **Yamanota** TwinSc | | 2395 | ✠100A1 | Aru | *t* | CL | 1928 | Harland& | LagoShippingCo. | 305·7 | 50·2 | 14·3 | London | T.6Cy.13½″,23½″&36″–27″ | 15 ″ 0 | |
| 160494 | *ss*Cco.No.2–36 | | 1743 | 1,40 | | | 1,40 | 6mo | Wolff,Ld. | Ld.~~(F.J.Wolfe,~~ | | | | British | 180lb (*s*) 196NHP | s 1″10½ | |
| GNVC | *Mchy.Aft* 1*Dk(Stl)* | | 1244 | ✠LMC | | | | | Belfast | ~~*Mgrs.*~~) (R.A. | P67′F34′ | | FK | 7*BHptCem* | 2SB,*6cf*,GS98,HS3702 | 13 ″ 3½ | |
| | | | | M87,36 BS1,40 | | | | | *Lloyd'sA&CP* | Carder,*Mgr.*) | *Trunk204′* | | | *APT60t* | Harland&Wolff,Ld.Gls. | | |
| | | | | *CarryingPetroleum in bulk* | | | | | | *Wingtanksf286t* | *wing tanks a356t* | *FP* | | | | | |
| | | | | *Fitted for oil fuel 6,28 F.P. a* | | | | | | *bove 150° F.* | | | | | | | |
| 86490 | **Yamasimo Maru** | | 6777 | | | | | 1938 | Tsurumi | YamashitaKisen | 446·5 | 59·1 | 33·8 | Kobe | 1DRgeared steam turbine | | C |
| 44602 | *Fitted for oil fuel* | | — | | | | | | Seitetsu | K.K. | P42′B173′F47′ | | | Japanese | HS2547 398NHP | | |
| JDZM | 2*Dks* | | 4058 | | | | | | ZosenK.K. | | | | | *WB* | TokyoIshikawajima | | |
| | *CruiserStern* | | | | | | | | Yokohama | | | | | | Zosensho,Tokyo | | |
| 86491 | **Yamasiro Maru** Ⓟ | | 3427 | ✠ ... | | | | 1912 | Kawasaki | NipponYusenK.K. | 352·0 | 44·7 | 25·9 | Tokyo | T.3Cy.24½″,41″&68″–48″ | 28 ″ 2 | |
| 15810 | (*ex*YamashiroMaru–38) *ss*Kob.No.2–20 | | 3015 | 1,24 | | | | 11mo | Dkyd.Co.Ld. | | P36′F44′ | | | Japanese | 400NHP | | |
| JCQA | 2*Dks* | | 2085 | ✠ | | | | | Kobe | | | | FK | *WB* | KawasakiDkydCoLdKobe | | |
| 86492 | **Yamato Maru** Ⓟ TwinSc | | 9656 | | | | | 1915 | Soc.Eser- | NipponYusenK.K. | 505·1 | 59·6 | 25·5 | Tokyo | Q8Cy25$\frac{5}{16}$″37$\frac{7}{16}$″53½″&78$\frac{7}{16}$″ | | |
| 33769 | (*ex*GiuseppeVerdi) | | 6971 | | | | | | cizioBacini | | P103′B189′F136′ | | | Japanese | –53$\frac{3}{16}$″ 1512NHP | | |
| JQRB | 2*Dks&Shelter dk* | | 5662 | | | | | | RivaTrigoso | | | | | | Soc.EserciziоBacini,Genoa | | |
| 86493 | — | | 4379 | ✠ ... | Kob | *w* | | 1917 | OsakaIron | HakuyoKisenK.K. | 345·0 | 49·8 | 28·1 | Amagasaki | T.3Cy.24″,41″&67″–48″ | 28 ″ 2 | C |
| 21059 | *ss*Kob.No.3–8,29 | | 3693 | 3,35 | | | | 11mo | Works,Ld. | | P30′B99′F34′ *on* | | | Japanese | 390NHP | | † |
| JBWD | *ss*Kob.No.1–34 | | 2763 | ✠ | | | | | Innoshima | | *Shelter dk* | | FK | 6*BHCem* | 2SB,*6cf*,GS126,HS5400 | | |
| | 1*Dk(Stl)&Shelter dk(Stl)&Web frames* | | | | | | | | | *CellDB298′1136tDT* | *a32′693t FPT115t* | | | | OsakaIron WorksLdOsaka | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 86494 | **Yamato Maru No. 3** | | 534 | | | | | 1939 | ..... | HunakameK.K. | 146·4 | 25·1 | 13·5 | Osaka | Oil Engines | | |
| 46181 | *Oil Eng.* | | — | | | | | | Huzan | | | | | Japanese | | | |
| JSPN | | | 371 | | | | | | | | | | | | | | |
| 86495 | **Yamaura Maru** | | 6798 | | | | | 1937 | Uraga | YamashitaKisen | 441·7 | 59·1 | 32·7 | Kobe | 2 steam turbines DRgeared | | C |
| 44151 | *Fitted for oil fuel* | | 6150 | | | | | | DockCo.Ld. | K.K. | P42′B173′F38′ | | | Japanese | to 1 sc. shaft 833NHP | | |
| JCAM | D.F. 2*Dks* | | 4075 | | | | | | Uraga | | | | | *WB* | IshikawajimaS.B.&E.Co. | | |
| | *Ref.Mchy.* *CruiserStern* | | | | | | | | | | | | | | Ld.Tokyo | | |
| 86496 | **Yamayuri Maru** (*ex*ShouSing–38, | | 5028 | ✠ ... | Kob | *y* | | 1913 | A.McMil- | YamashitaKisen | 400·8 | 52·1 | 27·3 | Kobe | T.3Cy.27$\frac{3}{16}$″,44$\frac{3}{8}$″&73″–48″ | 30 ″ 0 | C |
| 43743 | *ex*Brightvega–36, *ss*Gls.No.3–11,25 | | — | 3,38 | | | | 10mo | lan&Son,Ld. | K.K. | | | | Japanese | 458NHP | | † |
| JYYL | *ex*Pavlina–35, *ss*Alg.No.2–34 | | 3099 | ✠ | | | | | Dumbarton | *CellDBa117′* | P36′B129′F48′ | | FK | 6*BHCem* | 3SB,*9cf*,GS180,HS7860 | | |
| | *ex*Pauline–34,*ex*Strabo–32) 2*Dks(Stl)* | | | | | | | | | *uE&B42′f188′955* | *t DT f30′712t FPT* | | | *82t APT45t* | D.Rowan&Co.Glasgow | | |
| | | | | | | | | | | *(Via Cr* | | | | | | | |
| 86497 | **Yamazato Maru** | | 6926 | | | | | 1937 | Mitsui | FusoKaiunK.K. | 443·0 | 60·0 | 34·1 | Kobe | Oil Engines 2S.C.DA | | C |
| 43722 | *Oil Eng.* | | — | | | | | | Bussan | (YamashitaKisen | P26′B176′F36′ | | | Japanese | 9Cy.17½″–47½″ 962NHP | | |
| JTRL | D.F. 2*Dks* | | 4160 | | | | | | Kaisha,Ld. | K.K.*Mgrs.*) | | | | *WB* | MitsuiBussanKaisha,Ld. | | |
| | *Ref.Mchy.* *CruiserStern* | | | | | | | | Tama | | | | | | Tama | | |
| 86498 | **Yamazuki Maru** | | 6439 | | | | | 1937 | Mitsubishi | YamashitaKisen | 436·4 | 58·3 | 32·0 | Kobe | Oil Engines 2S.C.DA | | C |
| 44143 | *Oil Eng.* | | 5757 | | | | | | JukogyoK.K | K.K. | P36′B17′F38′ | | | Japanese | 6Cy.23$\frac{3}{8}$″–43$\frac{3}{16}$″ 1167NHP | | |
| JYXL | D.F. E.S.D. 2*Dks* | | 4323 | | | | | | Yokohama | | | | | *WB* | MitsubishiJukogyoK.K. | | |
| | *Ref.Mchy.* *CruiserStern* | | | | | | | | | | | | | | Yokohama | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey | 6 Port of Survey. Years assigned, now expired. | 7 Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86499 | **Yanawai** | TwinSc | 434 | ✠100A1 | HKg | *g* | CL | 1937 | Taikoo | BurnsPhilp(South | 151·6 | 28·1 | 8·5 | HongKong | Oil Engines 2S.C.SA | 9 ″ 3 | |
| 159467 | | *OilEng.* | 276 | 10,40 ~~11,37~~ | Suva | | 10,39 | 11mo | D.&E.Co.of | Sea)Co.Ld. | 159·5(o.l.) | | | British | 8Cy.9½″–13″ 70RHP | s 1 ″ 1 | |
| VPJV | *Mchy.Aft* | 1*Dk* | 225 | ✠LMC11,37 | | | | | H.Kg.Ld. | | F26′ | | FK | 6*BHCem* | | 8 ″ 5¾ | |
| | | *CruiserStern* | | ✠LMC(M)9,39 | | | | | HongKong | | | | | | TaikooD.&E.Co. | | |
| | | | | | | | | *Lloyd's* | *sA&CP* | *DTf* | 7′39*t* | *FPT* | 20*t* *APT* 1 | 3*t* | ofH.Kg.Ld.H.Kg | | |
| 86500 | **Yandra** Ⓟ | | 990 | ✠ ... | | | | 1928 | Akt.Bur- | CoastSteamships, | 211·1 | 35·2 | 11·9 | P.Adelaide | Oil Engines 4S.C.SA | 13 ″ 9 | |
| 137241 | | *OilEng.* | 630 | 4,31 | | | | 9mo | meistr&Wain | Ld. | P27′Q90′F24′ | | | British | 6Cy.19½″–35 7/16″ 224NHP | | |
| VLFB | Wireless *Ref.Mchy.* | 1*Dk* | 418 | ✠ | | | | | Copenhagen | | | | FK | *WB* | | | |
| | *Well deck* | *CruiserStern* | | | | | | | | | | | | | Akt.Burmeistr&WainCpn | | |
| 86501 | **Yang-Tse** Ⓟ (*ex*Remscheid) | | 8150 | | | | | 1915 | Howaldts- | Cie.desMessa- | 475·7 | 60·5 | 32·8 | Dunkirk | T3Cy33 7/16″,53⅛″&86⅝″–57 1/16″ | | V |
| | | *Fitted for oil fuel* | 7388 | | | | | | werke,A.G. | geriesMaritimes | P42′B143′F84′ | | | French | &L.P.turbine | | |
| FNYS | D.F. | | 4600 | | | | | | Kiel | | | | | *WB* | HowaldtswerkeA.G.Kiel | | |
| 86502 | **Yankee** Ⓟ | WoodPad | 780 | | | | | 1904 | WmMcKie | GothamS.S.Corp. | 199·0 | 31·0 | 12·1 | New York | B.1Cy.51″–108″ | | |
| 200980 | (*ex*J.T.Morse–33) | | — | | | | | | Boston | | | | | Utd.States | NB25 208NHP | | |
| | | 2*Dks* | 410 | | | | | | | | | | | | W.&A.FletcherCo.Hbkn. | | |
| 86503 | **Yankee Arrow** | | 8046 | ✠100A1 | NYk | *d*† | CL | 1921 | NewYork | Socony-Vacuum | 468·3 | 62·7 | 32·0 | NewYork | Q.4Cy.24″,36″,51″&75″–51″ | 32 ″ 0 | |
| 221457 | | *ssBal.No.3–7,34* | 7834 | *Shelter dk* | | | 6,39 | 8mo | S.B.Co. | OilCo.Inc. | 485·2(o.l.) | | | Utd.States | 220lb (*r*) 625NHP | s 4 ″ 1½ | |
| KDTG | | *ssN.Yk.No.1–37* | 4960 | *withfreeboard* | | | | | Camden,N.J. | | | | FK | 16*BHpt Cem* | 3SB,*9cf*,GS173,HS9052 FD | 28 ″ 1½ | |
| | *Mchy.Aft* | 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) | | 6,40 ~~6,38~~ ✠LMC | | | | | A&CP | | | | | *Coll to Sh dk* | NewYorkSBCorp.Camden | | |
| | D.F. | *&Web frames* | | MS10,37 ~~BS6,36~~ 6,40 | | | | | | *CellDB* | *a*19′ *uE&B*76′440*t* | | | 9 ,, *U* ,, | | | |
| | | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | | *dk tank aft* 99*t* | | | 6 ,, 2nd,,) | | | |
| | | | | *Fitted for oil fuel* 7,21 | | | *F.P. a* | | | | *FPT* 229*t* *APT* 131*t* | | | *above* 150° F. | | | |
| 86504 | **Yankee Clipper** Ⓟ | TwinSc | 726 | | | | | 1913 | ThePusey | ClipperLine,Inc. | 206·5 | 27·0 | 17·1 | Wilmgton | Oil Engines 2S.C.SA | | R |
| 211638 | (*ex*Yacht Sialia–39) | *OilEng.* | — | | | | | | &JonesCo. | | | | | (Del.) | 8Cy.13″–39″ NE25 405NHP | | |
| KMLR | Sub.Sig. Wireless D.F. GyC. | | 407 | | | | | | Wlmgtn,Del. | | len25 | | | Utd.States | SunSB.&DD.Co.ChesterPa | | |
| 86505 | **Yapalaga** | | 5976 | ✠ ... | | | | 1920 | Merchant | UnitedStates | 400·7 | 54·2 | 30·2 | Phildlphia | 2 Steam Turbines DR | 32 ″ 10 | R |
| 220717 | | *Fitted for oil fuel* | 4971 | 3,22 | | | | 10mo | S.B.Corp. | Maritime | P36′B124′F44′ | | | Utd.States | geared to 1 Sc. Shaft | | † |
| KDHK | Sub.Sig. | 2*Dks&Web frames* | 3700 | ✠ | | | | | Harriman,Pa. | Commission | | | FK | *WB* | WestinghouseElectric& | | |
| | *New "Beauregard," see No. 87262 in Supplement* | | | | | | | | | | | | | | Mfg.Co.Essington,Pa. | | |
| 86506 | **Yarmouth** Ⓟ | TwinSc | 5043 | | | | | 1927 | W Cramp& | EasternS.S.Lines | 365·4 | 55·6 | 26·8 | Boston | 4 Steam Turbines SR | | R |
| 226635 | *Ref.Mchy.* | *Fitted for oil fuel* | — | | | | | | SonsS&EBCo | Inc. | B&F354′ | | | Utd.States | geared to 2 Sc. Shafts | | |
| KGAY | D.F. E.S.D. | *CruiserStern* 2*Dks* | 2714 | | | | | | Philadelphia | | | | *WB* | | W.Cramp&SnsS&EBCPhl | | |
| 86507 | **Yarmouth Trader** (*ex*Ashdene, | | 312 | ✠100A1 | Gms | *d* | 2,38 | 1920 | Crabtree& | Gt.Yarmouth | 130·0 | 23·2 | 9·5 | Yarmouth | C.2Cy.14″&33″–22″ (*s*) | 10 ″ 6 | |
| 143512 | *ex*Stertpoint) | *ssYar.No.3–9,35* | 209 | 9,39 | | | | 7mo | Co.Ld. | ShippingCo.Ld. | | | | British | 130lb 45RHP | s ″ 9½ | |
| MKCT | | *ssYar.No.1–38* | 125 | BS~~5,39~~ 5,40 ✠LMC2,38 | | | | | Gt.Yarmouth | | Q51′B9′F16′ | | FK | 3*BHCem* | 1SB,*2pf*,GS37,HS1183 | 9 ″ 10 | |
| | *Well deck* *Mchy.Aft* | 1*Dk*(*Stl*) | | | | | | *Lloyd's* | *sA&CP* | | | *FPT* 44*t* | | *APT* 28*t* | Crabtree&Co.Ld.Gt.Yar. | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 86508 | **Yarra** | | 2257 | ✠100A1 | Mel | *s* | CL | 1907 | Furness, | HuddartParker, | 292·0 | 43·9 | 19·1 | Melbourne | T.3Cy.22½″,37″&61″–39″ (*r*) | 21 ″ 6 | |
| 120737 | | *ssSyd.2ndNo.3–9,33* | 1987 | 1,41 ~~1,40~~ | | | ~~11,37~~ | 5mo | Withy&CoLd | Ld. | 303·3(o.l.) | | | British | 180lb 100*lb* 260NHP | s 3 ″ 4⅜ | |
| VJLG | | *ssMel.No.1–37* | 1384 | BS~~10,39~~ ✠LMC12,37 | | | 1,41 | | WHartlepool | | B64′F29′ | | FK | 5*BHCem* | 2SB,*6cf*,GS118,HS4135 | ~~18 ″ 0~~ | |
| | | 1*Dk*(*pt Irn&pt Stl*)*&deep framing* | | 11,40 | | | | *Lloyd's* | *sA&CP* | *CellDBa*90′*uE&* | *B44′f*116′610*t* | *FPT* | 83*t* *APT* 98*t* | | Richardsons,Westgarth& | 18 ″ 4 | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | Co.Ld.Hpl. | | |
| 86509 | **Yarraville** | 3Mst | 8627 | ✠100A1 | Bry | *d*† | CL | 1928 | Lithgows, | StandardTrans- | 460·0 | 62·8 | 36·4 | Hong Kong | T.3Cy.26¼″,46″&79″–54″ (*s*) | 36 ″ 6 | |
| 160395 | | *ssBat.No.2–36* | 7957 | 3,40 | | | 5,39 | 4mo | Ld. | portationCo.Ld. | | | | British | 220lb 666NHP | s 8 ″ 9 | |
| VPGF | *Mchy.Aft* | 2*Dks*(*Stl*)*&Web frames* | 5205 | ✠LMC | | | | | PortGlasgow | | P118′B43′F42′ | | FK | 18*BHpt Asp* | 3SB,*9cf*, ,HS9300 FD | 28 ″ 1¾ | |
| | D.F. GyC. | *Longitudinal framing* | | MS2,36 BS3,40 | | | | *Lloyd's* | *sA&CP* | *CellDBuE&B*65′ | *f*35′ 318*t* | *FPT* | 190*t* | *APT* 130*t* | D.Rowan&Co.Ld.Glasgow | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 4,28 | | | *F.P. a* | | | | | | | *above* 150° F. | | | |
| 86510 | **Yasukawa Maru** | TwinSc | 6710 | ✠ | HKg | *d*† | | 1930 | Harland& | KawasakiKisen | 455·3 | 61·7 | 30·5 | Kobe | Oil Engines 4S.C.SA | 30 ″ 6 | |
| 46380 | (*ex*Silvercypress–39) | *OilEng.* | — | 4,36 | | | | 6mo | Wolff,Ld. | K.K. | | | | Japanese | 12Cy.29⅛″–59 1/16″ 979NHP | | |
| JHHN | *Ref.Mchy.* | *ssH.Kg.No.1–34* | 3861 | ✠ | | | | | Belfast | | F46′ | | FK | 8*BHpt Cem* | | | |
| | | 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)3*rd dk*(*Stl*) | | | | | | | | | | | | (*Coll to Sh dk* | Harland&WolffLd.Belfast | | |
| | *CruiserStern* | *inforeholds* | | | | | | | | | | | | 7 ,, 2nd ,,) | | | |
| | | *(DAMAGED BY FIRE 1,37– NOW TRADING)* | | | | | | | | *CellDB*375′1348*t* | *MTs*48′2325*t* | *Tanks* | | *in way of tun* | *nels*492*t* *FPT* 209*t* *APT* 472*t* | | |
| 86511 | **Yasukuni Maru** Ⓟ | TwinSc | 11933 | ✠100A1 | Yka | *g*† | CL | 1930 | Mitsubishi | NipponYusenK.K. | 507·5 | 64·0 | 36·8 | Tokyo | Oil Engines 2S.C.SA | 37 ″ 0 | |
| 36223 | | *OilEng.* | 8373 | *withfreeboard* | Osa | | ~~8,37~~ | 9mo | ZosenKaisha | | | | | Japanese | 20Cy.26¾″–47¼″ 2492NHP | s 8 ″ 5½ | |
| JRZB | | *ssYka.No.2–39* | 7149 | ~~10,38~~ 9,40 | | | s2,39 | | Ld. Nagasaki | | P&B373′F73′ | | FK | 8*BHpt Cem* | 2DB*100lb* | 28 ″ 9 | |
| | | 2*Dks*(*Stl–Weather dk* ws) | | | | | P~~9,40~~ | | | | | | | | MitsubishiZosenKaisha,Ld | | |
| | *Ref.Mchy.* | 3*rdDk*(*Stl*)*inNos.*1,3*&*4 | | ✠LMC GS2,39 | | | | *Lloyd's* | *sA&CP* | *CellDB*432′1808*t* | | | *tan* | *ks in way of tunnels* | 501*t* *DTa*13′ | | |
| | D.F. GyC. | *&fore end of No.* 5 *hold* | | DBS~~10,39~~ 9,40 ~~8,37~~ 2,39 | | | | | | | | | | | 381*t* *FPT* 100*t* *APT* 160*t* | | |
| | | | | ~~Lloyd's 11,37 G12,38 5,40~~ | | | | | | | | | | | | | |
| 86512 | — | | 3025 | ✠ ... | | | | 1920 | N.of Ire- | HamaneShoten | 331·1 | 46·7 | 23·1 | Takasago | T.3Cy.25″,41″&68″–45″ | 25 ″ 6 | C |
| 32647 | (*ex*Onega) | *ssKob.No.2–27* | 2797 | 3,31 | | | | 1mo | landS.B. | K.K. | P33′B100′F34′ | | | Japanese | 433NHP | | † |
| JUIB | | 1*Dk* | 1799 | | | | | | Co.Ld. | | | | FK | *VB* | McKie&Baxter,Glasgow | | |
| | | | | | | | | | Londonderry | | | | | | | | |
| 86513 | **Yasusima Maru** (*ex*AntoMaru–39) | | 1911 | | | | | 1939 | Kawamin- | IinoKisenK.K. | 272·7 | 40·0 | 20·3 | Kobe | T.3Cy.18 11/16″,30″&50″–36″ | | |
| 46375 | | | 1540 | | | | | | amiKogyo | | P87′F29′ | | | Japanese | 150NHP | | |
| JHLM | *Mchy.Aft* | 1*Dk* | 1054 | | | | | | K.K. | | | | | *WB* | KawaminamiKogyoK.K. | | |
| | | | | | | | | | Nagasaki | | | | | | Koyagijima | | |
| 86514 | **Yat Shing** | | 2284 | ✠ | Nwc | *t* | | 1904 | Swan,Hun- | Indo-ChinaSteam | 290·4 | 42·1 | 15·4 | Hong Kong | T.3Cy.21″,34″&56″–42″ | 25 ″ 0 | |
| 118378 | | | 2126 | 2,04 | | | | 2mo | ter& Wigham | Nav.Co.Ld. | B67′F38′ | | 22·6 | British | 226NHP | | |
| VPGT | | 1*Dk*(*Stl*)*&Spar dk*(*Stl*–teak s) | 1424 | | | | | | Richardson, | | | | FK | 5*BHCem* | 1SB,*4rf*,GS76,HS2913 | | |
| | | *&deep framing* | | ✠ | | | | | LdNewcastle | *CellDBa*84′ | *uE*22′ *f*108′ | | | | Swan,Hunter&Wigham | | |
| | | | | | | | | | | 339*t* *DTf*18′256*t* | *DTa*24′ 374*t* | *FPT* | | 56*t* *APT* 25*t* | Richardson,Ld.Nwc. | | |
| 86515 | **Yawata Maru** Ⓟ | TwinSc | 16500 | | | | | 1939 | Mitsubishi | NipponYusenK.K. | 557·8 | 73·8 | 40·7 | Tokyo | 4steam turbines DRgeared | | |
| | | | | | | | | | Jukogyo K.K | | B503′ | | | Japanese | to2screw shafts 3500NHP | | |
| | D.F. E.S.D. GyC. | 3*Dks* | | | | | | | Nagasaki | | | | | *WB* | MitsubishiJukogyoK.K. | | |
| | *Ref.Mchy.* | *CruiserStern* | | | | | | | | | | | | | Nag. | | |
| 86516 | — | | 1852 | | | | | 1935 | AsanoS.B. | HinodeKisenK.K. | 270·0 | 40·0 | 20·3 | Tokyo | T.3Cy.18″,29½″&50″–39″ | | |
| 40111 | | | 1549 | | | | | | Co.Ld. | | P85′F29′ | | | Japanese | 156NHP | | |
| JYHJ | *Mchy.Aft* | *CruiserStern* 1*Dk* | 1340 | | | | | | Yokohama | | | | | *WB* | AsanoS.B.Co.Ld.Yka. | | |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Force assignée maintenant. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pas. | 15 pds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86517 | **Yayoi Maru** | | 496 | | | | | 1935 | Osaka Iron Works, Ld. Innoshima | KinkaiKaisoku KisenK.K. | 165·0 | 27·5 | 14·0 | Osaka Japanese | Oil Engines 4S.C.SA 6Cy.14⅛"–20¼" 117NHP HanshinTekkosho, Kobe | | |
| 40617 | *Oil Eng.* | | — | | | | | | | | P40'F18' | | | | | | |
| JYZH | *Mchy.Aft* | 1 *Dk* | 267 | | | | | | | | | | | | | | |
| 86518 | **Ydun** (P) | | 644 | | | | | 1910 | Helsingörs Jernsk.& Msk Elsinore | DetForenede DampskibsSelsk. | 184·2 | 31·2 | 12·5 | Horsens Danish | T.3Cy.16½",27"&44"–44" 128NHP | | V |
| | | | 430 | | | | | | | | P115'F24' | | | | | | |
| OZDD | Wireless | 1 *Dk* | 324 | | | | | | | | | | | *WB* | HelsingörsJernsk.& Msbk. | | |
| 86519 | **Yearby** | | 5666 | ✠100A1 Cff | | *a*† | CL | 1929 | W.Gray& Co.Ld. WHartlepool | TheRopnerShipping Co.Ld. | 435·0 | 55·5 | 28·1 | W.Hartlpl | T.3Cy.26",41"&73"–48" (*s*) | 31 ″ 1 | |
| 160764 | *ss*Shl.No.2–38 | | 5355 | ~~9,167,40~~ 6,41 | Shl | Nwc | ~~10,00~~ | 12mo | | | 448·3(O.L.) | | | British | 180lb HS7932 529NHP | s 5 ″ 1½ | |
| GQRT | D.F. E.S.D, | 1 *Dk(Stl)* | 3514 | BS6,41 MS11,37 | ✠LMC | | N9,40 | | | | P63'B251'F42' FK | | | 8 *BHCem* | 3SB(Spt),*3cf*,GS172, FD | 26 ″ 2½ | |
| | | | | | | | | *Lloyd's SACP* | | *CellDB* | 386'1504*t FPT*189*t* | | | *APT*167*t* | Cen.Mar.E.Wrks.W.Hpl. | | |
| 86520 | **Yelkenci** (*ex*Nazarenus, | Iron | 2253 | ✠ ... | | | | 1890 | Richardsn, Duck&Co. Stockton | YelkenciLutfi | 277·0 | 37·5 | 18·5 | Istanbul | T.3Cy.21",35"&57"–39" | | |
| | *ex*Hesperus, *ex*Mons, *ex*Torvig, *ex*Castlefield) | *ss*Mmo.2ndNo.3–8,15 *ss*Rot.No.1–19 | — | 2,21 | | | | 3mo | | | P26'Q98' BK9½" | | | Turkish | 201NHP | | |
| TCDM | | 1 *Dk pt Awng dk§* *Web frames* | 1353 | ✠NB10,10 | | | | | | | *pt Awng dk*177' | | | *WB* | Blair&Co.Ld.Stockton | | |
| 86521 | **Yenangyaung** | | 5447 | ✠100A1 Cal | | *y* | CL | 1937 | Swan,Hunter&Wigham Richardson, Ld Newcastle | BurmahOilCo.Ld. | 387·6 | 54·2 | 31·1 | Rangoon British | Oil Engines 2S.C.SA 4Cy.23⅝"–91⅛" 687NHP | 31 ″ 0 | |
| 161608 | *Oil Eng* | | 4888 | 10,40~~3,30~~ | | 12 | ~~9,30~~ | 8mo | | | 400·7(O.L.) | | | 13 *BHpt Cem* | 2DB*150lb* | s 5 ″ 0 | |
| XYCJ | 2 *Dks*,3rd *dk in forward hold* | | 3031 | ✠LMC8,37 | | | N10,40 | | | | P111'B37'F59' FK | | | (10 *to U dk* 3 „ 2nd „) | | 26 ″ 2½ | |
| | D.F. E.S.D. | *Cruiser Stern* | *Carrying Petroleum in bulk* | | | | | *Lloyd's SACP* | | *CellDBuE*92'388*t* *DTf*34'223*t* | | | | | | | |
| | *Mchy.Aft* | *Longitudinal framing* | | | | | | | | | | | | | *FPT*175*t APT*100*t* | Wm.Doxford&Sons,Ld Sld | | |
| 86522 | **Yewarch** | | 827 | ✠100A1 Ayr | | *k* | CL | 1931 | Scott& Sons Bowling | J.Stewart&Co. Shipping,Ld. | 195·0 | 31·1 | 11·9 | Glasgow British | T.3Cy.15½",25"&40"–27" (*s*) | 14 ″ 0 | |
| 161955 | *ss*Ayr.No.2–39 | | 566 | ~~9,167,30~~ 2,41 | PGl | Hul | 8,30 | 8mo | | | 202·3(O.L.) | | | | 180lb 90RHP | s 4 ″ 5½ | |
| MQCK | *Mchy.Aft* | 1 *Dk(Stl)* | 410 | ✠LMC8,39 | | | ~~9,40~~ | | | | Q110'B11'F28' FK | | | 3 *BHAsp* | 1SB,*3cf*,GS59,HS2102 | 13 ″ 7½ | |
| | *Well deck* | *Cargo battens not fitted* | | BS9,40 | | | 2,41 | *Lloyd's SACP* | | *Cell* | *DBf*116'183*t FPT*7 | | | 8 *tAPT*55*t* | Davey,Paxman&Co.Ld. Colchester | | |
| 86523 | **Yewcroft** | | 827 | ✠100A1 Irv | | *k* | CL | 1929 | Scott& Sons Bowling | J.Stewart&Co. Shipping,Ld. | 195·0 | 31·1 | 11·9 | Glasgow British | T.3Cy.15",25"&40"–27" (*s*) | 14 ″ 0 | |
| 160273 | *ss*Shl.No.2–37 | | 566 | ~~10,167,40~~ 1,41 | PGl | Mdb | ~~7,30~~ | 9mo | | | Q110'B11'F28' FK | | | 3 *BHAsp* | 180lb 90RHP | s 4 ″ 5½ | |
| MPNL | *Mchy.Aft* | 1 *Dk(Stl)* | 410 | BS~~10,39~~ 10,40 | ✠LMC9,37 | | 10,40 | | | | P111'B37'F59' FK | | | 13 *BHpt Cem* | 1SB,*3cf*,GS59,HS2102 | 13 ″ 7½ | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | *Lloyd's SACP* | | *Cell* | *DBf*116'183*t FPT* | | | 78*t APT*55*t* | Davey,Paxman&Co.Ld.Col | | |
| 86524 | **Yewdale** | | 823 | ✠100A1 Shl | | *k* | CL | 1929 | Scott& Sons Bowling | J.Stewart&Co. Shipping,Ld. | 195·0 | 31·2 | 11·9 | Glasgow British | T.3Cy.15",25"&40"–27" (*s*) | 14 ″ 0 | |
| 160241 | *ss*Shl.No.2–37 | | 562 | 6,40~~3,30~~ | | | 11,39 | 3mo | | | Q110'B11'F28' FK | | | 3 *BHAsp* | 180lb 90RHP | s 4 ″ 5½ | |
| MPJN | *Mchy.Aft* | 1 *Dk(Stl)* | 410 | BS~~10,39~~ 9,40 | LMC8,37 | | | | | | P111'B37'F59' FK | | | 13 *BHpt Cem* | 1SB,*3cf*,GS59,HS2102 | 13 ″ 7½ | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | *Lloyd's SACP* | | *Cell* | *DBf*116'185*t FPT* | | | 78*t APT*55*t* | J.Abernethy&Co.Abn. | | |
| 86525 | **Yewforest** (*ex*Barshaw) | | 815 | ✠100A1 Hav | | *l* | CL | 1910 | Greenock& Grngemouth Dkyd.Co.Ld. Greenock | J.Stewart&Co. Shipping,Ld. | 199·3 | 30·1 | 12·1 | Glasgow British | T.3Cy.17",27"&44"–30" (*s*) | 14 ″ 4 | |
| 129510 | *Mchy.Aft* | *ss*Irv.2ndNo.3–6,35 | 563 | ~~2,167,30~~ 3,41 | Shl | Lth | ~~3,30~~ | 8mo | | | Q114'B11'F35' FK | | | 3 *BHCem* | 160lb 99RHP | s4 ″10½ | |
| MDKB | | *ss*Shl.No.1–39 | 360 | BS~~3,40~~ 5,41 | ✠LMC4,39 | | 5,41 | | | | P127'B33'F55' FK | | | 55*t APT*33*t* | 1SB,*4cf*,GS65,HS2493 | 13 ″ 9½ | |
| | *Well deck* | 1 *Dk(Stl)* | | | | | | *Lloyd's SACP* | | *Cell* | *DBf*127'183*t FPT* | | | | D.Rowan&Co.Glasgow | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 86526 | **Yewglen** (*ex*Lokrum, | 3 Mst | 593 | ✠100A1 Abn | | *i* | CL | 1915 | Ardrossan DD&SBCoLd Ardrossan | J.Stewart&Co. Shipping,Ld. | 175·8 | 28·1 | 10·4 | Glasgow British | T.3Cy.14",23"&38"–27" (*r*) | 12 ″ 6 | |
| 137788 | *ex*Fairmuir) | *ss*Abn.2ndNo.3–4,40 | 420 | 6,41~~4,40~~ | Shl | | ~~2,10~~ | 3mo | | | Q101'B11'F26' | | | 3 *BHCem* | 180lb 99RHP | s 3 ″ 8 | |
| MLZW | *Mchy.Aft* | 1 *Dk(Stl)* | 274 | ✠LMC4,40 | | | 1,41 | | | | BK8" | | | 31*t APT*5*t* | 1SB,*3pf*,GS58,HS1814 | 12 ″ 11½ | |
| | *Well deck* | *Cargo battens not fitted* | | BS4,41 | | | | *Lloyd's SACP* | | *Cell* | *DBf*97'150*t FPT* | | | | Lidgerwood Ld.Coatbridge | | |
| 86527 | **Yewkyle** (*ex*Carterside–36, | | 824 | ✠100A1 Shl | | *k* | CL | 1917 | Bartram& Sons,Ld. Sunderland | J.Stewart&Co. Shipping,Ld. | 195·0 | 30·0 | 12·0 | Glasgow British | T.3Cy.16",26"&43"–27" (*s*) | 14 ″ 0 | |
| 140288 | *ex*Sunnycroft, | *ss*Shl.No.3–6,29 | 582 | 1,41~~3,40~~11,40 | PGl | | 4,40 | 4mo | | | | | | | 180lb 119NHP | s ″ 10½ | |
| MGRC | *ex*Ennistown) | *ss*P.Gl.No.2–38 | 380 | ✠LMC | | | | | | | Q94'B11'F20' | | | 3 *BHCem* | 1SB,*3pf*,GS53,HS2028 | 13 ″ 3 | |
| | *Mchy.Aft* | 1 *Dk(Stl)* | | M82,38 BS~~6,40~~ 10,40 | | | | *Lloyd's SACP* | | *CellD* | *Bf*120'166*t FPT*49*t* | | | *APT*28*t* | J.Dickinson&Sons,Ld.Sld. | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | | | | | | | |
| 86528 | **Yewmount** | | 859 | ✠100A1 Bwg | | *l* | CL | 1939 | Scott& Sons Bowling | J.Stewart&Co. Shipping,Ld. | 202·8 | 33·2 | 11·4 | Glasgow British | Oil Engines 2S.C.SA 5Cy.13⅜"–22⅛" 80RHP | 13 ″ 10 | |
| 165957 | *Oil Eng.* | | 574 | 6,41~~5,40~~ | PGl | | 6,39 | 1mo | | | 210·9(O.L.) | | | 3 *BHAsp* | | s 4 ″ 3½ | |
| GQQP | Wireless | 1 *Dk* | 455 | ✠LMC1,39 | | | | | | | Q121'F28' FK | | | | | 13 ″ 4½ | |
| | *Mchy.Aft* | *Cruiser Stern* | | | | | | *Lloyd's SACP* | | *CellDB*121'2 | 08*t DTf*44*t FPT*47*t* | | | *APT*25*t* | Atlas-DieselA/B,Skm. | | |
| 86529 | **Yewpark** | | 827 | ✠100A1 Lth | | *k* | CL | 1930 | Scott& Sons, Bowling | J.Stewart&Co. Shipping,Ld. | 195·0 | 31·1 | 11·9 | Glasgow British | T.3Cy.15",25"&40"–27" (*s*) | 14 ″ 0 | |
| 161899 | *ss*Bwg.No.2–38 | | 566 | 12,40~~12,00~~ | PGl | | 12,38 | 2mo | | | Q110'B11'F28' FK | | | 3 *BHAsp* | 180lb 90RHP | s 4 ″ 5½ | |
| MPQX | *Mchy.Aft* | 1 *Dk(Stl)* | 410 | BS~~4,40~~ 5,41 | ✠LMC2,38 | | | | | | P116'183*t FPT*78*t* | | | *APT*55*t* | 1SB,*3cf*,GS59,HS2102 | 13 ″ 7½ | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | *Lloyd's SACP* | | *CellDB* | | | | | Davey Paxman&Co.Ld. Colchester | | |
| 86530 | **Yewtree** | *ss*P.Gl.No.3–7,40 | 826 | ✠100A1 Gmh | | *k* | CL | 1928 | Scott& Sons Bowling | J.Stewart&Co. Shipping,Ld. | 195·0 | 31·2 | 11·9 | Glasgow British | T.3Cy.15",25"&40"–27" (*s*) | 14 ″ 0 | |
| 160189 | | ~~*ssP.Gl.No.2–38*~~ | 564 | 7,40~~2,30~~ | PGl | | ~~1,30~~ | 1mo | | | | | | | 180lb 90RHP | s 4 ″ 5½ | |
| MNYQ | *Mchy.Aft* | 1 *Dk(Stl)* | 419 | 7,40 ✠LMC | | | 6,40 | | | | Q110'B11'F28' FK | | | 3 *BHCem* | 1SB,*3cf*,GS59,HS2102 | 13 ″ 7½ | |
| | *Well deck* | *Cargo battens not fitted* | | MS~~7,00~~ BS~~5,40~~5,41 | | | | *Lloyd's SACP* | | *Cell* | *DBf*108'175*t FPT* | | | 65*t APT*10*t* | Fleming&Fergusn,Ld.Psy | | |
| 86531 | **Yewvalley** | *ss*P.Gl.No.3–8,40 | 823 | ✠100A1 Shl | | *k* | CL | 1928 | Scott& Sons Bowling | J.Stewart&Co. Shipping,Ld. | 195·0 | 31·2 | 11·9 | Glasgow British | T.3Cy.15",25"&40"–27" (*s*) | 14 ″ 0 | |
| 160224 | | ~~*ssBwg.No.3–37*~~ | 562 | 8,40~~3,30~~ | PGl | | ~~3,30~~ | 10mo | | | 202·0(O.L.) | | | | 180lb 90RHP | s 4 ″ 5½ | |
| MPFT | *Mchy.Aft* | Wireless 1 *Dk(Stl)* | 404 | BS1,40 | ✠LMC8,~~37~~ MS8,40 | | 8,40 | | | | Q110'B11'F28' FK | | | 3 *BHAsp* | 1SB,*3cf*,GS59,HS2102 | 13 ″ 7½ | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | *Lloyd's SACP* | | *CellD* | *Bf*116'185*t FPT*78*t* | | | *APT*55*t* | Swan,Hunter&Wigham Richardson,Ld.Nwc. | | |
| 86532 | **Yi Chang** (*ex*Nissho–28, *ex*Genkai Maru) | | 1329 | | | | | 1891 | Napier Shanks& Bell Glasgow | YiChangSteam-shipCo. | 244·9 | 32·3 | 20·0 | Nwchwng Chinese | T.3Cy.18",30"&48"–33" 132NHP | | |
| | | | 1206 | | | | | | | | F30' | | | | | | |
| XNBI | | 2 *Dks§pt Shade dk* | 784 | | | | | | | | *pt Shade dk*157' | | | *WB* | J.&J.Thomson,Glasgow | | |
| 86533 | **Yiannis** (*ex*NewbyHall) | | *4391* | | | | | 1905 | Barclay, Curle&Co.Ld Glasgow | G.Andreou | 375·0 | 47·2 | 27·9 | Andros Greek | T.3Cy.23½",40"&69"–48" 330NHP | | C |
| 183 | | | *4103* | | | | | | | | P42'B95'F43' | | | | | | |
| SVNT | | | *2840* | | | | | | | | | | | *WB* | Barclay,Curle&Co.Ld.Gls. | | |
| 86534 | **Yildum** | | 3300 | | | | | 1913 | Rotterdam Droogd.Maat Rotterdam | Rederi A/B Yildum (ErikNylund) | 345·3 | 48·3 | 21·7 | Mariehmn Finnish | T.3Cy.23",38"&62"–42" 249NHP | | V |
| | | | 2950 | | | | | | | | 332·9 | | | | | | |
| OHVS | | 1 *Dk* | 1891 | | | | | | | | P25'B97'F31' | | | *WB* | Rotterdam Droogd.Maats. | | |
| 86535 | **Yilmaz** (*ex*Hizmet, *ex*Adana, | Iron | 712 | ✠ | Oda | *j* | | 1885 | Wigham Richrdsn&Co Newcastle | Mustafa ve Ahmet ve Vehbi Aldikaçti | 189·5 | 29·2 | 11·6 | Istanbul Turkish | C.2Cy.25"&48"–33" 110NHP | 14 ″ 0 | |
| | *ex*Flora) | *ss*Oda.No.3–4,96 | 543 | 1,01 | | | | 12mo | | | Q62'B48'F23' | | | | | | |
| TCDL | *Well deck* | 1 *Dk(Irn)* | 380 | | | | | | | *DBa*44'*§uE§B*31'90*t FPT* | | | | 4 *BHCem* | 1SB,*3pf*,GS49 | | |
| | | | | | | | | | | | | | | 24*t APT*14*t* | Wigham Rhrdson&C.Nwc. | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. Nos. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86536 | **Ying Chun** (*ex*Himekawa Maru-34,*ex*MiyagawaMaru) | Sp | 414 389 245 | | | | | 1894 | OsakaIron Works Osaka | HoYinAn | 165·1 | 20·8 | 15·4 | Tsingtao Chinese | T.3Cy.14$\frac{5}{16}$",22$\frac{1}{8}$"&36$\frac{1}{8}$"–24" 63NHP OsakaIronWorks,Osaka | | |
| | | 2*Dks* | | | | | | | | | | | | | | | |
| 86537 | **Ying Ping** (*ex*YeiMaruNo.2, *ex*Ouraka) | | 2655 — 1646 | ✠ ... 4,95 ✠ | | | | 1890 12mo | Russell& Co. Greenock | YingPingS.S.Co. Ld. | 300·3 P30'Q84'B123' F26' | 41·2 FK | 19·6 | Shanghai Chinese *WB* | T.3Cy.22$\frac{1}{2}$",35$\frac{1}{2}$"&58$\frac{1}{2}$"–39" 222NHP J.Howden&Co.Glasgow | 22 " 3 | |
| XNFH | *Well deck* | 1*Dk&Web frames* | | | | | | | | | | | | | | | |
| 86538 | **Yingchow** Ⓟ | | 1992 | | | | | 1905 | Scotts' S.B. &E.Co.Ld. Greenock | ChinaNav.Co.Ld. | 266·8 B81'F34' | 40·2 | 21·7 | London British *WB* | T.3Cy.20",33$\frac{1}{2}$"&56"–39" 196NHP Scotts'S.B.&E.Co.Ld.Grk. | | |
| 120647 | | | 1728 | | | | | | | | | | | | | | |
| GMKF | | 2*Dks* | 1216 | | | | | | | | | | | | | | |
| 86539 | **Yiu Lee** | | 494 — 271 | | | | | 1913 | Heng Chang Dockyard Shanghai | Ching-KeeS.N.Co. Ld. | 144·5 | 22·2 | 18·6 | Chefoo Chinese | T.3Cy.13$\frac{3}{4}$",21$\frac{3}{4}$"&34$\frac{3}{8}$"–24" 58NHP | | |
| | | 2*Dks* | | | | | | | | | | | | | | | |
| 86540 | **Yngaren** | | 5246 | ✠100A1 | Got | *a*† | CL | 1921 | W.Doxford &Sons,Ld. Sunderland | Rederiaktb. Transatlantic (G.Carlsson,*Mgr.*) | 420·0 433·8(O.L.) F41'*on* | 54·0 | 25·0 FK | Gothenbrg Swedish | Oil Engines 2S.C.SA 4Cy.22$\frac{1}{2}$"–91$\frac{1}{2}$" 640NHP | 29 " 0 | |
| 6653 | *Oil Eng.* | | 4656 | *Shelter dk* | Npt | | 7,38 | 3mo | | | | | | *pt Cem* | DB–*100lb* | s 3 " 7$\frac{1}{2}$ | |
| SHPA | *ss*Got.No.3–5,33 | | 3145 | *withfreeboard* 8,40 ~~1,40~~ | | | | | | | *Shelter dk* | | *Coll* | *BH to Sh dk* | W.Doxford&Sons,Ld.Sld. | 25 " 7$\frac{1}{4}$ | |
| | *ss*Got.No.1–37 | | | | | | | | | *Lloyd's A&CP* | | | | 6 " " *U* " | | | |
| | D.F. | 1*Dk(Stl)&Shelter dk(Stl)* | | ✠LMC CS12,37 DBS3,40 | | 3,39 | | | | | *CellDB364'1299t* | | | *FPT105t APT127t* | | | |
| 86541 | **Yochow** | | 2810 | | | | | 1933 | Scotts' S.B. &Eng.Co.Ld. Greenock | ChinaNavigation Co.Ld. | 299·9 P36'B79'F40' | 44·2 | 21·7 | London British *WB* | Oil Engines 2S.C.SA 5Cy.22"–36" 425NHP Scotts'S.B.&E.Co.Ld.Grk. | | |
| 163421 | *Oil Eng.* | | 2336 | | | | | | | | | | | | | | |
| GWQB | | 2*Dks* | 1630 | | | | | | | | | | | | | | |
| 86542 | **Yodogawa Maru** | | 6441 | | | | | 1939 | Mitsubishi Jukogyo K.K Yokohama | ToyoKaiunK.K. | 439·4 P36'B168'F39' | 58·3 | 32·0 | Tokyo Japanese *WB* | Oil Engines 2S.C.DA 6Cy.23$\frac{3}{8}$"–43$\frac{1}{16}$" 1163NHP MitsubishiJukogyoK.K. | | C |
| 45693 | *Oil Eng.* | | 5757 | | | | | | | | | | | | | | |
| JGCN | D.F. *CruiserStern* | 2*Dks* | 4801 | | | | | | | | | | | | | | |
| 86543 | **Yoh Yang Maru** Ⓟ | TwinSc | 3298 | | | | | 1906 | Kawasaki DockyardCo. Ld. Kobe | ToaKaiunK.K. | 310·0 | 44·0 | 14·5 | Tokyo Japanese *WB* | T.6Cy.17",28"&46"–33" 243NHP KawasakiDkydCoLdKobe | | |
| 10808 | | | 1517 | | | | | | | | | | | | | | |
| JBWE | | 3*Dks* | 1956 | | | | | | | | | | | | | | |
| 86544 | **Yokefleet** (*ex*Brentham) | | 844 ~~1,240~~ | ✠100A1 ~~1,30~~ 5,41 | Goo | | OG | 1910 9mo | Mackie& Thomson,Ld. Glasgow | OuseS.S.Co.Ld. (A.W.Atkinson, *Mgr.*) | 200·0 Q116'B11'F35' | 30·2 FK | 11·9 | Goole British *3BHCem* | T.3Cy.17",27"&44"–30" (*s*) 160lb NDB21 98RHP 1SB,*4cf*,GS76,HS2503 | 14 " 3 s 4 " 10$\frac{1}{2}$ 13 " 10 | |
| 129515 | *ss*Bly.2ndNo.3–1,35 | | 588 | | | | 8,39 | | | | | | | | | | |
| MDJZ | *ss*Goo.No.1–39 | | 384 | ✠LMC9,39 | | | | | | | *DBf127'190t FPT* | | *Cell* | *88t APT62t* | W.V.V.Lidgerwood,Gls. | | |
| | *Mchy.Aft* *Well deck* | 1*Dk(ptStl)* | | BS12,40 | | | | | | *Lloyd's A&CP* | | | | | | | |
| 86545 | **Yōkō Maru** | | 1050 | | | | | 1938 | Nakata Zosen-sho Osaka | SankoKisenK.K. | 197·9 | 32·0 | 18·3 | Amagasaki Japanese *WB* | Oil Engines 4S.C.SA 6Cy.16,$\frac{9}{16}$"–24$\frac{7}{16}$" 158NHP HanshinIronWorks,Kobe | | |
| 44835 | | | — | | | | | | | | | | | | | | |
| JQKM | Wireless *CruiserStern* | 1*Dk* | 748 | | | | | | | | | | | | | | |
| 86546 | **Yokohama Maru** Ⓟ | TwinSc | 6143 | ✠ ... 4,40 ✠ | Yka | *z* | | 1912 5mo | MitsuBishi Dkyd&EWks Nagasaki | NipponYusenK.K. | 399·9 | 49·9 | 37·7 FK | Tokyo Japanese *7BHCem* | T.6Cy.20",33$\frac{1}{2}$"&56"–48" 632NHP 4SB,*12cf*,GS220,HS9222 MitsuBishiD.&E.Wks.Nag | 38 " 0 | |
| 14812 | *ss*Kob.2ndNo.3–7,37 | | 5820 | | | | | | | | | | | | | | |
| JYHD | 2*Dks(Stl)&Shelter dk(Stl*-ws) | | 3790 | | | | | | | | | | | | | | |
| | | | | | | | | | | | *CellDBa108'uE&B61'f1* | | | *75'1035t DT* | *s.a64'849t FPT99t APT26t* | | |
| 86547 | **Yolande** (*ex*Jalisco–37,*ex*Berbère, *ex*Nautilus, *ex*Petrograd, *ex*Petersburg) | | 1733 1525 1051 | ✠ ... 11,27 ✠ | | | | 1891 7mo | J.Laing Sunderland | R.Gardella | 244·9 B59'F30' | 36·1 20·8 BK8$\frac{1}{2}$" | 14·0 | Marseilles French *WB* | T.3Cy.19$\frac{3}{16}$",31"&50"–36" 149NHP G.Clark,Ld.Sunderland | 23 " 1 | |
| FNEE | *ss*Sld.2ndNo.3–11,16 | | | | | | | | | | | | | | | | |
| | *ss*Gen.No.2–25 | | | | | | | | | | | | | | | | |
| | 1*Dk&Spar dk& Web frames* | | | | | | | | | | | | | | | | |
| | *(SUNK IN PORT BY AIRCRAFT 1,39 —REFLOATED)* | | | | | | | | | | | | | | | | |
| 86548 | **Yolande Bertin** (*ex*Stanthorpe–38,*ex*Kambole–37,*ex*MalvernRange) | | ~~4524~~ 4274 2839 | ✠100A1 ~~12,40~~ ~~10,39~~ | HKg Cal | *x* | CL 10,39 | 1915 7mo | J.Priest-man&Co. Sunderland | O.E.Bertin | 380·0 P32'B98'F37' | 50·0 FK | 26·7 | Shanghai French *6BHCem* | T.3Cy.25",37$\frac{1}{2}$"&69"–48" 180lb (*s*) 381NHP 3SB,*9cf*,GS165,HS6190 | 29 " 3 s 5 " 8$\frac{1}{4}$ 23 " 9 | |
| FPDI | D.F. | 2*Dks(Stl)* | | ✠LMC10,39 BS12,40 | | | | | | *Lloyd's A&CP* | *Cell DBa125' uE26'* | | | *f167'1063t FPT84t APT121t* | Richardsons,Westgarth& Co.Ld.Sld. | | |
| 86549 | **Yoma** Ⓟ | | 8131 | | | | | 1928 | W.Denny &Bros.Ld. Dumbarton | British&Burmese S.N.Co.Ld. (P.Henderson&Co. *Mgrs.*) | 460·3 P53'B187'F51' | 61·2 | 31·0 | Glasgow British *WB* | Q4Cy.28$\frac{1}{2}$",40$\frac{1}{2}$",58"&84"–60" W.Denny&Bros,Ld.Dmb. &LP turbine with DR gearing & hydraulic coupling (*fitted* 39) Barclay Curle & Co.Ld.Gls. | | C BT till ~~7,40~~ 7,41 |
| 160225 | *Fitted for oil fuel* | | 6503 | | | | | | | | | | | | | | |
| GJKS | D.F. E.S.D. | 2*Dks* | 5014 | | | | | | | | | | | | | | |
| 86550 | **Yomachichi** | | 5868 | | | | | 1919 | O.Daniels S.B.Co. Tampa,Fla. | UnitedStates Maritime Commission | 402·1 P34'B118'F38' | 54·0 | 34·4 | Miami,Fla. Utd.States *WB* | Oil Engines 2S.C.SA 6Cy.30"–52" NE27 938NHP BuschSulzerDieselEng. Co.St.Louis,Mo. | | R |
| 219052 | *Oil Eng.* | | — | | | | | | | | | | | | | | |
| WPAI | GyC. Sub.Sig. | 2*Dks* | 3673 | | | | | | | | | | | | | | |
| | *Longitudinal framing* | | | | | | | | | | | | | | | | |
| 86551 | **Yōmei Maru** | | 2861 | | | | | 1936 | Mitsubishi Jukogyo K.K. Yokohama | NipponYusenK.K. | 326·2 P18'B66'F28' | 44·3 | 24·0 | Tokyo Japanese *WB* | T.3Cy.23",38"&64"–48" 284NHP MitsubishiJukogyoK.K. | | |
| 42331 | | | — | | | | | | | | | | | | | | |
| JJFK | | 2*Dks* | 1553 | | | | | | | | | | | | | | |
| 86552 | **Yoneyama Maru** (*ex*KaianMaru) | | 5274 | ✠100A1 | Tama Kob | *z* | CL ~~4,37~~ | 1919 3mo | Mitsubishi ZosenKaisha, Ld. Nagasaki | ItayaSyosenK.K. | 400·0 P39'B121'F40' | 54·5 FK | 30·0 | Tokyo Japanese *6BHCem* | T.3Cy.26$\frac{1}{2}$",42$\frac{1}{16}$"&75"–48" 200lb (*s*) 490NHP 3SB,*9cf*,GS163,HS6499 FD | 30 " 0 s 5 " 8$\frac{1}{2}$ 24 " 8 | |
| 23864 | *ss*Kob.No.3–5,31 | | 4826 | 7,40 ~~4,30~~ | | | 7,40 | | | | | | | | | | |
| JIPD | *ss*TamaNo.2–39 | 2*Dks(Stl)* | 3276 | ✠LMC ~~4,39~~ 7,40 | | | | | | *A&CP* | *CellDB350'1080t* | | | *FPT133t APT89t* | MitsubishiZosenKaisha,Ld | | |
| 86553 | — | | 584 | | | | | 1920 | Osaka YogyoK.K. Shikizu | NaoyetsuSyosen K.K. | 171·2 B40'F26' | 26·2 | 15·1 | Osaka Japanese | T.3Cy.11$\frac{1}{4}$",19"&32"–22" 47NHP NishibeTekkosho,Osaka | | |
| 27457 | | 1*Dk* | 488 312 | | | | | | | | | | | | | | |
| 86554 | | | | | | | | | | | | | | | | | |

*Now "Yolande" No. 83375 in Supplement*

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné au maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite à l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. | pa. | 15 Numéros ou code si ce n'est dans le L.R. Index Vert. R. = Yacht. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86555 | **Yorba Linda** | | 6900 | ✠100A1 | Bal | *b*† | CL | 1921 | Bethlehem | Socony-Vacuum | 435·0 | 56·0 | 33·6 | New York | T.3Cy.27″,47″&78″–48″ (*s*) | 33 | 6 | |
| 221009 | | | 6642 | 2,40 | | | 2,40 | 1mo | S.B.Corp.Ld. | OilCo.Inc. | 453·3(O.L.) | | | Utd.States | 220lb 600NHP | s 6 | 8 | |
| KDNS | | *ss*Bal.No.1–37 | 4250 | BS2,40 ✠LMC4,37 | | | | A&CP | Alameda,Cal | | P106′B50′F42′ FK | | | 14 *BHpt As* | 3SB,*9cf*,HS8235 FD | 27 | 1 | |
| | *Mchy.Aft* | 2 *Dks*(*Stl*)&*Web frames* | | *Carrying Petroleum in bulk* | | | | *C* | *ell DBu E&B6* | 2′197*t DT*/50′884*t* | *FPT*104*t APT*70*t* | | | (9 *to U dk* | | | |
| | D.F. | *Longitudinal framing* | | *Fitted for oil fuel* 1,21 | | | *F.P. above* | 1 | 50° F. | | | | | 5 „ 2*nd* „ ) | | | |
| 86556 | **Yorihime Maru** | TwinSc | 526 | | | | | 1935 | Sanoyasu | HamaneKisenK.K. | 155·0 | 28·5 | 13·8 | Kobe | Oil Engines 2S.C.SA | | | |
| 40700 | | *OilEng.* | — | | | | | | DockCo. | | | | | Japanese | 4Cy.12¾″–16½″ 112NHP | | | |
| JGLJ | *Mchy.Aft* | *CruiserStern* 1 *Dk* | 351 | | | | | | Osaka | | | | | | SanyoKosakuSho,Kobe | | | |
| 86557 | **York** (*ex*LakeGatun) | | 2677 | | | | | 1920 | Saginaw | Merchnts&Miners | 253·4 | 43·8 | 26·2 | Baltimore | T.3Cy.21″,35″&59½″–42″ | | | R |
| 220826 | *Ref.Mchy.* | *Fitted for oil fuel* | — | | | | | | S.B.Co. | TransportationCo. | P25′B65′F26′ | | | Utd.States | 226NHP | | | |
| KDKP | Sub.Sig. D.F. | 3 *Dks* | 1660 | | | | | | Saginaw | | | | | *WB* | BuckeyeEngineCoSalem,O | | | |
| 86558 | **Yorkmar** (*ex*WilliamPerkins, | | 5612 | | | | | 1919 | AmesS.B. | CalmarS.S.Corp. | 409·8 | 54·2 | 29·2 | NewYork | T.3Cy.24½″,41½″&72″–48″ | | | R |
| 21846 | *ex*WestIslay) | *Fitted for oil fuel* | 5174 | | | | | | &D.D.Co. | | P44′B119′F47′ | | | Utd.States | 359NHP | | | |
| KICP | | 2 *Dks* | 3498 | | | | | | Seattle,Wash | | | | | *WB* | LlewellynIronWorks, LosAngeles,Cal. | | | |
| | D.F. | | | | | | | | | | | | | | | | | |
| 86559 | **Yorkmoor** | | 4457 | ✠100A1 | Cff | *x* | CL | 1925 | J.Readhead | MoorLine,Ld. | 381·0 | 52·4 | 26·5 | London | T.3Cy.26″,43″&72″–48″ (*r*) | 28 | 10 | |
| 148531 | | *ss*Gls.No.3–1,38 | 4173 | Eq.108.39 | 0,11 | ArchLon | 12,38 | 1mo | &Sons,Ld. | (RuncimanShip- | | | | British | 180lb HS6690 470NHP | s 5 | 5½ | |
| GLFQ | | 1 *Dk*(*Stl*) | 2768 | BS10,40 ✠LMC | | | | | SouthShields | pingCo.Ld.*Mgrs.*) | P34′B105′F43′ FK | | | 6 *BHCem* | 3SB(Spt),*9cf*,GS164 FD | 23 | 7½ | |
| | | | | MS1,38 ~~HS8,38~~ | | | | *Lloyd's A&CP* | | | *CellDB*336′1084*t* | | | *APT*148*t* | J.Readhead&Sons,Ld.SShl | | | |
| 86560 | **Yorkton** | | 1772 | | | | | 1911 | Sunderlnd | ColonialSteam- | 250·0 | 42·7 | 16·4 | Toronto | T.3Cy.17″,28″&46″–33″ | | | R |
| 132060 | | | 1478 | | | | | | S.B.Co.Ld. | ships,Ld.(R.Scott | | | | British | 122NHP | | | |
| | *Mchy.Aft* | 1 *Dk* | 1136 | | | | | | Sunderland | Misener,*Mgr.*) | | | | *WB* | N.E.MarineEng.CoLd.Sld. | | | |
| 86561 | **Yorktown** Ⓟ | | 1547 | | | | | 1928 | NwprtNws | ChesapeakeS.S.Co. | 267·0 | 46·0 | 18·0 | Baltimore | T.4Cy.23½″,39″&(2)47″–40″ | | | R |
| 227462 | | | — | | | | | | S.B.&D.D.Co | | | | | Utd.States | 279NHP | | | |
| KLDY | | *Longitudinal framing* | 817 | | | | | | NewprtNews | | | | | *WB* | NewportNewsSB&DD.Co. | | | |
| 86562 | **Yorkwood** | | 5401 | ✠100A1 | Sws | *a*† | CL | 1936 | Hawthorn, | ConstantineShip- | 438·9 | 55·8 | 24·8 | Middlsbro' | T.3Cy.23½″,38″&65″–42″ & | ~~28~~ | ~~6~~ | |
| 164829 | | *CruiserStern* | 4515 | *withfreeboard* | Sou | 2 | | 7mo | Leslie&Co.Ld | pingCo.Ld. | 455·1(O.L.) | | | British | Exhaust Turbine driving | ~~3~~ | ~~7~~ | |
| GYXL | D.F. E.S.D. GyC. | 1 *Dk&Shelter dk* | 3150 | 1,40 ~~5,39~~ | ✠LMC7,36 | | | | Newcastle | | F38′ FK | | | 7 *BHCem* | Steam Compressor 443NHP | ~~32~~ | ~~0~~ | |
| | | *Longitudinal framing at shelter deck* | | ✠Lloyd'sRMC9,39 | | | | *Lloyd's A&CP* | | | | | | (*Coll to Sh dk* | 2SB(Spt)(FD)& 220lb (*s*) | 37 | 6 | |
| | *Ref.Mchy.* | | | BS4,40 | | | | | | | | | | 6 „ 2*nd* „ ) | 1AuxSB,*9cf*,GS130,HS6022 | s11 | 2½ | |
| | | *Tonnage opening closed '41(W.E.)* | | | | | | | | *CellDB* | 372′ 1249*t FPT*175 | | | *tAPT*270*t* | N.E.MarineEngCoLd.Nwc | 26 | 0½ | |
| 86563 | **Yoro** | | 1697 | ✠100A1 | NOs | *r* | OG | 1911 | Swan,Hun- | SeaboardS.S.Corp. | 309·3 | 39·2 | 16·6 | Ceiba | T.3Cy.23″,39″&66″–42″ (*r*) | 18 | 11 | |
| 129638 | | *ss*N.Os.2ndNo.3–9,35 | 1489 | *Shelter dk* | Gal | | ~~7,37~~ | 5mo | ter&Wigham | (StandardFruit& | | | | Honduran | 195lb *100lb* 347NHP | s1 | 3½ | |
| HRBM | *Ref.Mchy.* | 1 *Dk*(*Stl*)*2trBcg* | 1052 | *withfreeboard* | | | 9,40 | | Richardson, | S.S.Co.*Mgrs.*) | len15 FK | | | 4 *BHCem* | 2SB,*8cf*,GS163,HS5736 | 17 | 9 | |
| | | *Shelter dk*(*Stl*–*teak s*) | | 9,40 ~~2,30~~ | MS3,40 | | | | Ld.Newcastle | | | | | | Swan,Hunter&Wigham | | | |
| | | ~~*ss*Gal.No.1–40~~ | | BS12,39 ✠LMC9,35 | | | | *Lloyd's A&CP* | | | | | | | Richardson,Ld.Nwc. | | | |
| | | *ss*Gal.No.1–40 | | ✠Lloyd'sRMC3,40 | | | | | | | | | | | | | | |
| | | | | for temp. 50° F. | | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* 4,21 | | | *F.P. above* | 1 | 50° F. | *CellDBa*41′*uE*20′ | *f*180′342*t FPT*12*t* | | | *APT*30*t* | | | |
| 86564 | **Yōrō Maru No. 2** | | 2218 | ... | | | | 1918 | Fujinagata | NipponYusenK.K. | 272·0 | 40·0 | 24·1 | Tokyo | T.3Cy.18½″,30½″&51½″–36″ | 24 | 2 | |
| 22933 | | *ss*Kob.No,1–22 | 1897 | 7,24 | | | | 7mo | DockydCoLd | | P16′B60′F34′ | | | Japanese | 189NHP | | | |
| JEXD | | 1 *Dk*&*2nd dk in No.1hold* | 1295 | | | | | | Osaka | | FK | | | *WB* | FujinagataDockyardCoLd | | | |
| 86565 | **Yosemite** | | 3554 | | | | | 1901 | Detroit | FontanaS.S.Co. | 356·0 | 50·0 | 28·0 | Wilmgton | T.3Cy.18½″,29⅜″&48″–40″ | | | R |
| 27682 | | | — | | | | | | S.B.Co. | (Cleveland-Cliffs | | | | (Del.) | 146NHP | | | |
| WDDT | D.F. | *Mchy.Aft* 1 *Dk2trB* | 2719 | | | | | | Wyandotte | IronCo.*Mgrs.*) | | | | Utd.States | DetroitS.B.Co.Detroit | | | |
| | | | | | | | | | | | | | | *WB* | | | | |
| 86566 | **Yosida Maru No. 1** | | 5425 | ✠100A1 | Osa | *z* | CL | 1919 | Asano | YamashitaKisen | 400·0 | 53·2 | 29·4 | Kobe | T.3Cy.26″,43½″&72″–48″ (*s*) | 32 | 0 | |
| 22318 | (*ex*YoshidaMaru | *ss*Kob.No.3–10,29 | 4975 | 1,41 ~~12,38~~ | | | 11,38 | 1mo | S.B.Co.Ld. | K.K. | | | | Japanese | 200lb 513NHP | s 6 | 7 | |
| JIHD | No.1–38) | *ss*Kob.No.2–38 | 3386 | | ✠LMC12,39 | | | | Tsurumi | | P33′B124′F41′ | | | 6 *BHCem* | 3SB,*9cf*,GS174.HS7376 FD | 25 | 9 | |
| | | 2 *Dks*(*Stl*) | | | 1,41 | | | A&CP | | *CellDB* | 342′844*t APT*28*t* | | | | KobeSteelWorks,Kobe | | | |
| 86567 | **Yosida Maru No. 3** | | 4646 | ✠ —— | Kob | *x* | | 1918 | Uraga | YamashitaKisen | 360·0 | 51·0 | 28·4 | Kobe | T.3Cy.24¼″,40½″&67″–48″ | 28 | 6 | C |
| 22313 | (*ex*YoshidaMaru | *ss*Osa.No.3–1,30 | 3927 | 5,39 | | | | 12mo | DockCo.Ld | K.K. | | | | Japanese | 378NHP | | | † |
| JCYD | No.3–38) | *ss*Kob.No.1–34 | 3348 | ✠ | | | | | Uraga | | P21′B91′F33′ FK | | | 6 *BHCem* | 3SB,*9cf*,GS180,HS6382 | | | |
| | | 2 *Dks*(*Stl*) | | | | | | | | *CellDB*291′919*t F* | *PT*114*t APT*46*t* | | | | UragaDockCo.Ld.Uraga | | | |
| 86568 | **Yosino Maru** Ⓟ | TwinSc | 8990 | | | | | 1906 | F.Schichau | NipponYusenK.K. | 463·5 | 57·5 | 38·9 | Kobe | Q.8Cy.24⅜″,36½″,55½″&75½″ | 39 | 0 | C |
| 28457 | (*ex*YoshinoMaru–38,*ex*Kleist) | | — | | | | | | Danzig | | P88′B196′F91′ | | | Japanese | -53″ 820NHP | | | |
| JODD | | 4 *Dks* | 5512 | | | | | | | | | | | *WB* | F.Schichau,Danzig | | | |
| 86569 | **Yositomo Maru No. 16** | | 323 | | | | | 1935 | Matsuura | TateishiYoshio | 120·1 | 23·1 | 12·6 | Higashino | Oil Engines | | | |
| 38844 | | *OilEng.* | — | | | | | | Zosensho | | | | | Japanese | | | | |
| JLUJ | | 1 *Dk* | 225 | | | | | | Hiroshima | | | | | | | | | |
| 86570 | **Yosiura Maru** | | 541 | | | | | 1910 | Kawasaki | UsuiShoten | 169·0 | 26·5 | 16·5 | Tokyo | T.3Cy.12¾″,20″&33″–23″ | | | |
| 13880 | | | — | | | | | | S.B.Yard | SenpakubuGomei | | | | Japanese | 52NHP | | | |
| JPFE | | 1 *Dk* | 307 | | | | | | Kobe | Kaisha | | | | | | | | |
| 86571 | **Yosyu Maru** (*ex*YoshuMaru–38, | | 5711 | ✠ ... | | | | 1916 | Skinner& | UwazimaUnyu | 411·6 | 54·2 | 27·1 | Kobe | DR Geared Steam Turbine | 29 | 9 | C |
| 32325 | *ex*NielsNielsen) | *Fitted for oil fuel* | 5169 | 11,21 | | | | 11mo | EddyCorp. | K.K.(Yamashita | P44′B115′F47′ FK | | | Japanese | 476NHP | | | † |
| JIVB | | 2 *Dks* | 4360 | ✠ | | | | | Seattle,Wash | KisenK.K.*Mgrs.*) | | | | *WB* | Gen.Electric,SchnctdyNY | | | |
| 86572 | — | | 499 | | | | | 1913 | I.Aizawa | UtiyamaZensaku | 113·0 | 21·0 | 10·0 | Kobe | T.3Cy.11″,18″&30″–22″ | | | |
| 13838 | (*ex*FukuriMaru) | | 464 | | | | | | Osaka | | | | | Japanese | 42NHP | | | |
| JPPE | | 1 *Dk* | 284 | | | | | | | | | | | | T.Hirao | | | |
| 86573 | **Yosyun Maru** | | 496 | | | | | 1935 | OsakaIron | KinkaiKaisoku | 165·1 | 27·5 | 14·0 | Osaka | Oil Engines 4S.C.SA | | | |
| 40620 | | *OilEng.* | — | | | | | | Works,Ld. | KisenK.K. | P40′F18′ | | | Japanese | 6Cy.14⅞″–20⅝″ 117NHP | | | |
| JZEH | *Mchy.Aft* | 1 *Dk* | 267 | | | | | | Innoshima | | | | | | HanshinTekkoshoKobe | | | |
| 86574 | **Youngstown** (*ex*H.H.Porter) | | 8262 | | | | | 1920 | American | InterlakeS.S.Co. | 580·0 | 60·2 | 27·8 | Wilmgton | T.3Cy.24½″,41″&65″–42″ | | | R |
| 220605 | *Mchy.Aft* | | — | | | | | | S.B.Co. | (Pickands,Mather | | | | (Del.) | 274NHP | | | |
| WPBH | Sub.Sig. D.F. GyC. | 1 *Dk* | 6436 | | | | | | Lorain,O. | &Co.*Mgrs.*) | | | *WB* | Utd.States | AmericanS.B.Co.Lorain,O. | | | |
| 86575 | **Yozan Maru** | | 1227 | | | | | 1918 | Teikoku | YamamotoKisen | 228·0 | 33·0 | 18·7 | Kobe | T.3Cy.15½″,26″&42½″–32″ | | | |
| 23162 | (*ex*UwajimaMaruNo.16–36) | | 1028 | | | | | | Kisen | K.K. | | | | Japanese | 101NHP | | | |
| JKFC | | 1 *Dk* | 681 | | | | | | Oh | | | | *WB* | | KobeSeikosho,Kobe | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Is engine in third class? If so state Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86576 | **Ypanis** (*ex*Mary-38,*ex*Devonbrae, | *1459* | ✠100A1 | Pir | *p* | CL | 1909 | BlythS.B. | SynodinosBros. | 245·0 | 36·7 | 16·0 | Piræus | T.3Cy.19″,31″&51″-36″ (*s*) | 18 // 4 | |
| 702 | *ex*Constantine) *ss*Pir.2ndNo.3–4,35 | *1183* | 5,404~~5/5~~ | | | N7,39 | 11mo | &D.D.Co.Ld. | | | | | Greek | 180lb NDB35–*100lb* 181NHP | s 1 // 7½ | |
| SZKX | 1*Dk*(*Stl*)&*deep framing* | *880* | ✠LMC5,40 | | | | | Blyth | | Q91′B49′F24′ | FK | | 1*BHCem* | 1SB,*4cf*,GS75,HS2945 | 16 // 10 | |
| | *Well deck* *Cargo battens not fitted* | | MS9,34 ~~MS7,39~~ | | | | *Lloyd* | *sA&CP* | *CellDBa71′uE&* | *b35′f102′402tFPT* | | | *62tAPT79t* | N.E.MarineEng.CoLdNwc | | |
| | Wireless *ss*Pir.No.1-40 | | | | | | | | | | | | | | | |
| 86577 | **Yrjar** (P) | 340 | | | | | 1925 | Trndhjms Mek Værks. Trondheim | FosensAktie-Dampskslsk. | 130·3 | 22·1 | 16·1 | Trondheim | T.3Cy.12½″,20″&33″-21″ | | N |
| | | 307 | | | | | | | | H33*t* | | | Norwegian | 50NHP | | |
| LFHJ | 2*Dks* | 184 | | | | | | | | | | | *WB* | Trondhjems MV.Trondhm | | |
| 86578 | **Yrsa** (*ex*Blairadam-36,*ex*Ubier) | 2803 | ✠100A1 | Lkr | *u* | CL | 1914 | W.Gray& | RederiA/B"Yrsa" | 330·7 | 46·4 | 20·8 | Mariehmn | T.3Cy.23″,36½″&62″–42″ (*s*) | 23 // 5 | |
| | *ss*Skm.2ndNo.3–4,39 | — | 7,40~~8,39~~ | Got | | 8,39 | 4mo | Co.Ld. | (E.Nylund,*Mgr.*) | 321·3 | 46·5 | | Finnish | 180lb NDB27 288NHP | s 3 // 7¾ | |
| OHYV | D.F. 1*Dk*(*pt Irn pt Stl*) | 1656 | ✠LMC4,39 | | | | | W Hartlepool | | P25′B98′F34′ | FK | | 5*BHCem* | 2SB,*6cf*,GS119,HS4691 | 20 // 0 | |
| | *Cargo battens not fitted* | | ~~BS3,40~~ | | | | *Lloyd* | *sA&CP* | *CellDBa98′* | *uE&B41′f141′817t* | | | *APT146t* | Cen.Mar.Eng.Wrks.WHpl | | |
| 86579 | — | 455 | | | | | 1889 | Helsingörs Skibsbyggeri Elsinore | DetForenede DampskibsSelsk. | 173·2 | 24·1 | 9·1 | Aarhus | C.2Cy.19″&35″–21″ | | V |
| | | 322 | | | | | | | | Q57′B22*t*F13*t* | | | Danish | 47NHP | | |
| OUNM | 1*Dk* | 264 | | | | | | | | | | | | HelsingörsMskinbyggeri | | |
| 86580 | **Yselhaven** | *4802* | ✠100A1 | Ant | *x* | CL | 1921 | W.Dobson | N.V.Gebr.Van | 360·0 | 52·0 | 31·5 | Rottrdam | T.3Cy.25″,41″&69″–48″ (*s*) | 34 // 0 | |
| | *ss*Ant.No.3–7,33 | *4631* | *Shelter dk* | Shl | | 10,38 | 1mo | &Co. | Uden'sScheepv.en | 371·7(O.L.) | | | Dutch | 180lb 401NHP | s 8 // 11¾ | |
| PITU | D.F. *ss*Ant.No 1–37 | *2987* | *withfreeboard* | | | | | Newcastle | AgentuurMaats. | | | FK | *Cem* | 3SB.*9cf*,GS174,HS6678 | 25 // 3 | |
| | 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | | 11,40 ~~1,40~~ | ✠LMC | | | *Lloyd* | *'sA&CP* | | | | *Collisio* | *nBHtoSh dk* | N.E.MarineEng.CoLdNwc | | |
| | | | MS7,37 | ~~BS7,39~~ | | 9,40 | | | *CellDB313′960t* | *FPT100tAPT87t* | | | 5 „ „ *U* „ | | | |
| 86581 | **Yser** (*ex*Minerva) | *1165* | | | | | 1903 | J.C.Teck-lenborgA.G. Weser-münde-G. | Cie.Nationale Belge deTransp. Mar.(Armement Deppe.*Mgrs.*) | 230·0 | 36·2 | 15·2 | Antwerp | T.3Cy.17″,28″&45″–33″ | | V |
| | | *948* | | | | | | | | Q82′B56′F26′ | | | Belgian | 116NHP | | |
| OOJC | 1*Dk* | *677* | | | | | | | | | | | *WB* | J.C.TecklenborgA.G.Wsm | | |
| * 86582 | **Yssel** | 2262 | ✠100A1 | Sch | *s* | CL | 1937 | A.Vuijk& | N.V."Houtvaart" | 294·1 | 43·8 | 18·2 | Rottrdam | Oil Engines 4S.C.SA | 21 // 7 | |
| | *OilEng.* | 1956 | 1,40 | | | 4,38 | 5mo | Zonen | (Vinke&Co.*Mgrs.*) | 306·2(O.L.) | | | Dutch | 6Cy.21¼″–35⅞″ 474NHP | s 3 // 2¼ | |
| PIUL | D.F. 1*Dk* | 1314 | ✠LMC5,37 | | | | | Capelle a/d Ysel | *Intermediate* | P25′B58′F25′ | FK | | 4*BHpt Cem* | | 18 // 5½ | |
| | *CruiserStern* | | | | | | *Lloyd* | *'sA&CP* | *BHin forward* *CellDB248′579t* | *hold dispensed with* *FPT* | | | *36tAPT115t* | Gbr.Stork&CoNVHengelo | | |
| 86583 | **Ystroom** | 400 | ✠100A1 | Ams | *k* | CL | 1936 | N.V.C.Van | N.V.Hollandsche | 198·3 | 29·6 | 8·1 | Amstrdam | Oil Engines 4S.C.SA | 11 // 0 | |
| | *OilEng.* | 308 | *withfreeboard* | | | 11,39 | 11mo | derGiessen& | Stoomb.Maats. | *30·7* | | FK | Dutch | 7Cy.15¾″–24⅞″ 160NHP | s // 2 | |
| PIUV | *ss*Ams.No.1–40 | 152 | 4,40 | | | | | Zonen'sSchps | | | | | 4*BHpt Cem* | | 10 // 11 | |
| | *Mchy.Aft* D.F. 1*Dk*&*Shelter dk* | | ✠LMC CS4,40 | | | | | Krimpen | | | | | *Coll to Sh dk* | WerkspoorN.V.Ams. | | |
| | *CruiserStern* | | 1,39 | | | | *Lloyd* | *'sA&CP* | *CellDB125′18* | *5tFPT22tAPT13t* | | | 3 „ *2nd* „) | | | |
| 86584 | **Yu Chi** (*ex*Rollon,*ex*GangerRolf) | 1280 | | | | | 1901 | Nylands Værksted Oslo | YuTaHong | 219·5 | 32·9 | 21·6 | New-chwang | T.3Cy.16″,26″&43″–30″ | | |
| | | 1209 | | | | | | | | H52*t* | | | Chinese | 101NHP | | |
| XNBE | 2*Dks* | 774 | | | | | | | | | | | *WB* | Nylands Værksted,Oslo | | |
| 86585 | **Yu Ping** (*ex*Koromiko-36) | *2479* | | | | | 1907 | W Doxford &Sons,Ld. Sunderland | YuChung SteamshipCo. | 312·3 | 43·6 | 19·5 | Shanghai | T.3Cy.22″,37″&61″–42″ | | |
| | | *2024* | | | | | | | | P21′F26′ | | | Chinese | 241NHP | | |
| | *Turret deck* 1*Dk* | *1541* | | | | | | | | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | |
| 86586 | **Yu Sang** (P) (*ex*HaiYuan-38) | 3357 | ✠100A1 | HKg | *u* | CL | 1934 | Swan,Hun-ter&Wigham Richardson, LdNewcastle | Indo-ChinaS.Nav. Co.Ld. | 328·7 | 47·2 | 23·2 | HongKong | T.3Cy.22″,36″&60″–42″ (*s*) | 25 // 0 | |
| 161573 | *ss*H.Kg.No.1–38 | *2714* | *withfreeboard* | | 1½ | ~~0,36~~ | 9mo | | | 343·0(O.L.) | | | British | 200lb *100lb* FD 383NHP | s 7 // 8 | |
| VRBV | E.S.D. 2*Dks* | 1985 | 10,40~~2,39~~ | ✠LMC9,38 | | N10,40 | | | | P35′B126′F44′ | FK | | 6*BHpt Cem* | 2SB(Spt)*6cf*,GS138,HS5927 | 17 // 6¾ | |
| | D.F. | | ~~BS9,40~~ | | | | *Lloyd* | *'sA&CP* | *CellDB275′575tD* | *Ta23′435tFPT42t* | | | *APT43t* | Swan,Hunter&Wigham Richardson,Ld.Nwc. | | |
| 86587 | **Yu Tung** (*ex*Eiger) | 1505 | | | | | 1904 | Nylands Værksted Oslo | YuTaHong | 231·5 | 35·2 | 14·7 | Shanghai | T.3Cy.18″,29″&48″–33″ | | |
| | | 1309 | | | | | | | | H80*t* | | 20·4 | Chinese | 132NHP | | |
| XNCV | Wireless 1*Dk*&*Spar dk* | 912 | | | | | | | | | | | *WB* | NylandsVærksted,Oslo | | |
| 86588 | **Yuan Chan** (*ex*Warla-34, | *2264* | ✠ ~~——~~ | Cal | *r* | | 1918 | Pt.Arthur S.B.Co.Ld. | ChungWeiS.S.Co. | 251·0 | 43·8 | 20·7 | Shanghai | T.3Cy.20″,33″&54″–40″ | 23 // 0 | |
| | *ex*WarHathor) *ss*Cal.No.3–10,26 | *1800* | 6,34 | | | | 8mo | S.B.Co.Ld. | | P25′B64′F28′ | | FK | Chinese | 278NHP | | |
| | *ss*Cal.No.1–30 | *1342* | ✠ | | | | | PArthur Ont. | | | | | 4*BHCem* | 2SB,*6cf*,GS46,HS5246 | | |
| | 1*Dk*(*Stl*) | | | | | | | | *CellDBa&* | *uE98′f94′457tFPT* | | | *80tAPT78t* | PortArthurS.B.Co.Ld. | | |
| 86589 | **Yubae Maru** | 3217 | ✠100A1 | Kob | *u* | ~~11,39~~ | 1919 | Ishikawa-jimaS.B.Co. | Kuribayashi SyosenK.K. | 305·0 | 43·9 | 27·3 | Tokyo | T.3Cy.22″,37″&61″–42″ (*s*) | 27 // 4 | |
| 25602 | *ss*Osa.No.3–9,31 | 2676 | 11,40~~10,39~~ | | | CL/ | 5mo | | | | | | Japanese | 180lb 279NHP | s 4 // 4½ | |
| JYED | *ss*Kob.No.2–40 ~~*ss*Kob.No.1–36~~ | 1986 | ~~BS11,39~~ | ✠LMC~~9,38~~ | | N11,40 | | Tokyo | | P25′B92′F30′ | FK | | 5*BHCem* | 2SB,*6cf*,GS93,HS3640 FD | 23 // 2 | |
| | 2*Dks*(*Stl*) | | | 11,40 | | | | A&CP | *CellDB262′587tFPT* | | | | *58tAPT56t* | IshikawajimaSBCo Tokyo | | |
| 86590 | **Yubari Maru** | 4109 | | | | | 1930 | MitsuiBus-sanKaishaLd. TamaDkyd. | HokkaidoTanko KisenK.K. | 351·5 | 49·0 | 27·7 | Tokyo | T.3Cy.22″,37″&61″–42″ | | C |
| 35338 | | 3419 | | | | | | | | | | | Japanese | 241NHP | | |
| JFKC | 2*Dks* | 2489 | | | | | | | | | | | *WB* | MitsuiBussanKaishaLd. | | |
| 86591 | **Yucatan** (P) TwinSc | 6678 | | | | | 1907 | W Cramp& SonsS&EBCo Philadelphia | AtlanticGulf& WestIndiesS.S. Lines(NewYork andCubaMailS.S. Co.*Mgrs.*) | 413·0 | 50·2 | 30·0 | NewYork | T.6Cy.29½″,49¾″&86½″–48″ | | R |
| 203791 | (*ex*Havana–35, *Fitted for oil fuel* | — | | | | | | | | | | | Utd. States | NB27 1030NHP | | |
| WQBI | *ex*Comfort,*ex*Havana) 4*Dks* | 4075 | | | | | | | | | | | *WB* | W.Cramp&SonsS.&E.B.Co | | |
| | D.F. E.S.D. *Ref.Mchy.* | | | | | | | | | | | | | | | |
| 86592 | **Yuen Kiang Maru** (P) TwinScSp | 875 | | | | | 1903 | OsakaIron Works Osaka | ToaKaiunK.K. | 202·6 | 37·4 | 6·5 | Tokyo | T.6Cy.10″,16″&28″–15″ | | |
| 8893 | | 418 | | | | | | | | | | | Japanese | 61NHP | | |
| JALE | 1*Dk* | 495 | | | | | | | | | | | | OsakaIronWorks,Osaka | | |
| 86593 | **Yuen Sang** (P) *ss*H.Kg.No.1–40 | 3229 | ✠100A1 | HKg | *u* | CL | 1923 | HongKong &Whampoa DockCo.Ld. HongKong | Indo-ChinaSteam Nav.Co.Ld. | 310·0 | 46·1 | 22·7 | HongKong | T.3Cy.23″,38″&63″–45″ (*s*) | 25 // 0 | |
| 152444 | *ss*H.Kg.No.3–4,36 | 2351 | 7,40~~7,39~~ | | | ~~6,38~~ | 12mo | | | 324·5(O.L.) | | | British | 190lb *100lb* 414NHP | s 2 // 6½ | |
| VPGL | 2*Dks*(*Stl–U* teaks) | 1983 | ~~BS7,39~~ | ✠LMC~~4,36~~ | | 7,40 | | | | P&B201′F40′ | FK | | 5*BHCem* | 2SB,*6cf*,GS132,HS6364 FD | 22 // 9½ | |
| | | | | 7,40 | | | *Lloyd* | *'sA&CP* | *CellDB265′443tFPT* | | | | *46tAPT54t* | HongKong&Whampoa DockCo.Ld.HongKong | | |
| 86594 | **Yuet Shang** WoodTwinSc | 704 | | | | | 1919 | Kwong TuckCheong HongKong | ChungKwokPoLee S.S.Co.Ld. | 175·0 | 28·0 | 18·0 | Canton | Oil Engines 4S.C.SA | | |
| | *OilEng.* | 621 | | | | | | | | B48′F22′ | | | Chinese | 8Cy.12″–16″ 112NHP | | |
| | 2*Dks* | 394 | | | | | | | | | | | | KwongTuckCheong,H.Kg | | |



* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Replacement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registre de cote. ✠ 100A1. LMC. Date. Lett. [illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86595 | **Yukagir** | | 1631 | ✠ ... | Yka | | | 1937 | Mitsubishi | U.S.S.R. | 237·2 | 36·1 | 21·1 | Vladvostk | Oil Engines 4S.C.SA | 20 ″ 4 | |
| | | *Oil Eng.* | 1324 | 10,37 | | | | 10mo | Jukogyo K.K | | 246·1 (o.L.) | | | Russian | 6Cy.17½″–23½″ & hydraulic | | |
| | D.F. E.S.D. | 2 *Dks* | 712 | ✠ | | | | | Yokohama | | P69′F24′ | | FK | 1 *BHptCem* | coupling SR geared to 1 | | |
| | *Mchy. Aft* | *Cruiser Stern* | | | | | | | | *CellDBuE28′49t D* | *Tf28′34t FPT28t* | | | *APT41t* | screw shaft 184NHP | | |
| | *Longitudinal framing at bottom & at decks* | | | | | | | | | | | | | | Mitsubishi Jukogyo K.K. | | |
| | *Strengthened for Navigation in Ice* | | | | | | | | | | | | | | Yka | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | | |
| 86596 | **Yuki Maru** (*ex* Waitemata–33) | | 5704 | ✠ ... | Kob | *y* | | 1919 | Nthmblnd | DairenKisenK.K. | 400·0 | 53·0 | 32·8 | Dairen | T.3Cy.27″,45″&75″–54″ | 35 ″ 5 | |
| | | *ss* Drn.No.3–8,33 | 5428 | 1,38 | | | | 5mo | S.B.Co.Ld. | | F on *Shelter dk 39′* | | | Japanese | 619NHP | | |
| JNZG | | *ss* Kob.No.1–37 | 3507 | ✠ | | | | | Newcastle | | FK | | | *ptCem* | 3SB, *12cf*, GS220, HS9525 | | |
| | | 1 *Dk (Stl) & Shelter dk (Stl)* | | | | | | | | | *Collision BHtoShdk* | | | *nBHtoShdk* | N.E.MarineEng.CoLdNwc | | |
| | | | | | | | | | | *CellDB351′128 4t* | *FPT60t APT90t* | | | 6 ,, ,, *U* ,, | | | |
| 86597 | — (P) | | 3168 | ✠ ... | Kob | *t* | | 1916 | OsakaIron | TatuumaKisen | 305·0 | 43·7 | 27·2 | Nishino- | T.3Cy.22″,37″&61″–42″ | 27 ″ 3 | |
| 18829 | | *ss* Kob.No.3–5,27 | 2738 | 8,35 | | | | 2mo | Works,Ld. | K.K. | P19′B82′F32′ | | | miya | 288NHP | | |
| JDCD | | *ss* Kob.No.1–31 | 1979 | ✠ | | | | | Innoshima | | FK | | | Japanese | 2SB, *6cf*, GS90, HS3824 | | |
| | | 2 *Dks (Stl) & Web frames* | | | | | | | | *Cell DB255′519t* | *FPT76t APT65t* | | | 5 *BHCem* | OsakaIronWrks.Ld.Osaka | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 86598 | **Yukon** (P) (*ex* Colon, *ex* Mexico) | **TwinSc** | 5747 | | | | | 1899 | WCramp& | AlaskaS.S.Co.Inc. | 360·0 | 50·0 | 32·2 | NewYork | T.6Cy.25″,41½″&68″–42″ | | R |
| 92936 | | *Fitted for oil fuel* | — | | | | | | SonsS&EBCo | | | | | Utd.States | NB24 599NHP | | |
| WCCZ | D.F. | 3 *Dks & Awng dk* | 3434 | | | | | | Philadelphia | | | | *WB* | | W.Cramp&SonsS.&E.B.Co. | | |
| 86599 | **Yumihari Maru** (*ex* Tzizikar, *ex* Newark) | | 977 | | Nag | *m* | | 1894 | Palmers' | UyechiK.K. | 227·4 | 31·0 | 13·5 | Nishino- | T.3Cy.19″,31½″&51½″–33″ | 16 ″ 4 | |
| 10893 | | *ss* Nag.No.2–02 | 781 | 4,02 | | | | 1mo | Co.Ld. | | Q92′B44′F22′ | | | miya | 150NHP | | |
| JOUE | *Well deck* | 1 *Dk (Irn) & Web frames* | 552 | ✠ | | | | | Newcastle | | FK | | | Japanese | 1SB, *4pf*, GS51, HS2220 | | |
| | | | | | | | | | | *CellDB142′256t* | *FPT40t APT40t* | | | *4BHCem* | Palmers'Co.Ld.Newcastle | | |
| 86600 | **Yumihari Maru No. 2** | | 1186 | | | | | 1918 | NittaCo. | UyechiK.K. | 220·0 | 33·5 | 18·5 | Kobe | T.3Cy.15½″,25½″&42½″–32″ | | |
| 22534 | (*ex* NichiyeiMaru–36, *ex* BanyeiMaru | | 1007 | | | | | | Osaka | | | | | Japanese | 101NHP | | |
| JQVE | No.8–34) Wireless | 1 *Dk* | 803 | | | | | | | | | | *WB* | | YoshidaTekkosho,Osaka | | |
| 86601 | **Yun Yang Maru** (P) | **TwinSc** | 1038 | | | | | 1922 | KiangNan | ToaKaiunK.K. | 197·0 | 31·0 | 10·0 | Tokyo | T.6Cy.15″,22″&34″–18″ | | |
| 28679 | | | 438 | | | | | | DockCo. | | B92′F86′ | | | Japanese | 98NHP | | |
| JBSE | | 1 *Dk* | 596 | | | | | | Shanghai | | | | | | KiangNanDkCo.Shanghai | | |
| 86602 | **Yung An** | **TwinSc** | 1422 | | | | | 1930 | Kiousin | TaChenNav.Co.Ld. | 218·8 | 33·5 | 10·5 | Shanghai | Oil Engines 4S.C.SA | | C |
| | | *Oil Eng* | — | | | | | | SB&EngWks | | B64′F22′ | | | Chinese | 14Cy.11″–16⅞″ 164NHP | | |
| | | 2 *Dks* | 985 | | | | | | Shanghai | | | | *WB* | | Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | |
| 86603 | **Yung Chi** (*ex* Biodd–34, *ex* CapD'Alprecht, *ex* Cambrier, *ex* Lakewood) | 1 *Dk* | 1936 | ✠ ... | | | | 1917 | Detroit | TaChenNav.Co.Ld. | 251·0 | 43·7 | 17·7 | Shanghai | T.3Cy.20″,33″&54″–40″ | 20 ″ 0 | |
| | | *ss* Rot.No.3–4,24 | — | 7,28 | | | | 11mo | S.B.Co. | | P25′B64′F23′ | | | Chinese | 274NHP | | |
| | | | 1108 | ✠ | | | | | Wyandotte | | FK | | *WB* | | DetroitS.B.Co.Detroit | | |
| 86604 | **Yung Heng** (*ex* Freikoll–34, *ex* Bjorn) | | 1195 | | | | | 1900 | Bergens | YungHengS.S.Co. | 230·9 | 34·3 | 13·6 | Shanghai | T.3Cy.16″,25″&42″–30″ | | |
| | | | — | | | | | | Mek.Værks. | (KooChungSui, | Q126t B52t H17t | | | Chinese | 97NHP | | |
| | | 1 *Dk* | 706 | | | | | | Bergen | *Mgr.*) | F30t | | *WB* | | BergensMekVærksBergen | | |
| 86605 | **Yung-Kia** (*ex* Tachong–35, *ex* SiangKiangMaru–33) | **TwinSc** **Sp** | 883 | | | | | 1903 | OsakaIron | NingShinS.S.Co. | 202·6 | 37·4 | 6·5 | Shanghai | T.6Cy.10⅞″,16″&28″–15″ | | |
| | | | — | | | | | | Works | Ld. | | | | Chinese | 61NHP | | |
| | | 1 *Dk* | 506 | | | | | | Osaka | | | | | | OsakaIronWorks,Osaka | | |
| 86606 | **Yung Lee** (*ex* KiodoMaruNo.14, *ex* KiodoMaruNo.10) | | 632 | | | | | 1906 | S.Ono | Ching-KeeS.N.Co. | 170·7 | 23·7 | 18·0 | Chefoo | T.3Cy.13½″,21⅝″&34″–24″ | | |
| | | | 538 | | | | | | Osaka | Ld. | | | | Chinese | 57NHP | | |
| | | 2 *Dks* | 421 | | | | | | | | | | *WB* | | S.Ono,Osaka | | |
| 86607 | **Yung Sheng** (*ex* HsinFooSing–33, *ex* Alm, *ex* Snepiggen, *ex* Alm) | | 1689 | | | | | 1903 | Nylands | YungAnS.N.Co. | 260·2 | 36·9 | 20·9 | Shanghai | T.3Cy.19″,31″&51½″–33″ | | |
| | | | — | | | | | | Værkstad | (KooChungSui, | H102t F33t | | | Chinese | 152NHP | | |
| XNEG | | 1 *Dk & Spar dk* | 998 | | | | | | Oslo | *Mgr.*) | | | | | NylandsVærksted,Oslo | | |
| 86608 | **Yung Shun** (*ex* Nuestra Señora de Alba–34, *ex* Liscum, *ex* Kongsee) | **Iron** | 1343 | ✠ | | | | 1878 | C.Mitchell | YungShunS.S.Co. | 248·0 | 31·2 | 17·9 | New- | C.2Cy.33″&66″–42″ | | |
| | | *ss* Sng.No.1–83 | — | 7,83 | | | | 10mo | &Co. | (T.A.Chow, *Mgr.*) | P30′B61′F34′ | | | chwang | 200NHP | | |
| | | 2 *Dks* | 667 | ✠ | | | | | Newcastle | | *DBa62′ & uE & B46′* | | | Chinese | R.&W.Hawthorn,Nwc. | | |
| 86609 | **Yung Wei** (*ex* Tsuruga Maru–33, *ex* Luzon) | **Iron** | 972 | | | | | 1864 | Blackwood | HsinTungHong | 219·2 | 28·2 | 15·0 | Weihaiwei | C.2Cy.27″&50⅝″–26″ | | |
| | | | — | | | | | | &Gordon | | | | | Chinese | 109NHP | | |
| | | 3 *Dks* | 594 | | | | | | Pt.Glasgow | | | | | | Blackwood&Gordon,PGls. | | |
| 86610 | **Yung Yuan** (*ex* SoshuMaru–31, *ex* Tai-Fu) | | 1731 | | | | | 1897 | Akt.Ges. | YungYuanS.S.Co. | 259·0 | 34·9 | 21·2 | Chefoo | T.3Cy.21″,35⅝″&55⅞″–36″ | | |
| | | | — | | | | | | "Neptun" | | B74′F37′ | | | Chinese | 183NHP | | |
| XNFT | | 1 *Dk & Spar dk 2 tr B* | 1063 | | | | | | Rostock | | | | *WB* | | A.G."Neptun,"Rostock | | |
| 86611 | **Yunghsing** (*ex* NagataMaruNo.27) | | 832 | | | | | 1915 | ..... | ShawHsingS.S. | 185·0 | 31·0 | 17·7 | New- | | | |
| | | | — | | | | | | Japan | Co.Ld. | | | | chwang | | | |
| | | | 502 | | | | | | | | | | | Chinese | | | |
| 86612 | **Yunnan** (P) | | 2812 | | | | | 1934 | Scotts' S.B. | ChinaNav.Co.Ld. | 299·9 | 44·2 | 21·7 | London | Oil Engines 2S.C.SA | | |
| 163517 | | *Oil Eng.* | 2336 | | | | | | &Eng.Co.Ld. | | P36′B79′F40′ | | | British | 5Cy.22″–36″ 425NHP | | |
| GWXP | | 2 *Dks* | 1634 | | | | | | Greenock | | | | *WB* | | Scotts'S.B.&E.Co.Ld.Grk. | | |
| 86613 | **Yuri Maru** | | 6787 | ✠ 100A1 | Smk | *at* | CL 8,88 | 1919 | Harima | KokusaiKisen | 425·0 | 53·6 | 37·5 | Kobe | T.3Cy.27″,45″&75″–51″ (*x*) | 37 ″ 6 | |
| 25489 | | *ss* Nag.No.3–11,31 | 6507 | *Shelter dk* | | | | 8mo | Dkyd.Co. | K.K. | | | | Japanese | 200lb 557NHP | 9 ″ 1¾ | |
| JAFD | | *ss* Kob.No.1–36 | 5085 | *with freeboard* | | | 7,40 | | O.Harima | | | | FK | *Cem* | 3SB, *9cf*, GS132, HS7884 FD | 28 ″ 7 | |
| | | 2 *Dks (Stl) & Shelter dk (Stl)* | | 11,38 ✠ LMC 7,40 | | | | | A&CP | | *Collision BH to Shelter dk* | | | *6BH to U dk* | KobeSteelWorks,Kobe | | |
| | | | | Surveys delayed | | | | | | | *CellDB 371′1224t* | *FPT148t* | | *APT220t* | | | |
| 86614 | **Yūsei Maru** | | 600 | | | | | 1937 | Kanasashi | CityofTokyo | 159·3 | 30·2 | 16·1 | Tokyo | Oil Engines | | |
| 41383 | | *Oil Eng.* | 326 | | | | | | Zosensho | | | | | Japanese | | | |
| JDKM | | | 370 | | | | | | K.K. | | | | | | | | |
| | | | | | | | | | Simizu | | | | | | | | |
| 86615 | **Yushar** (P) (*ex* Kolguyev) | | 1262 | ✠ | Nwc | *o* | | 1915 | Swan,Hun- | U.S.S.R. | 240·2 | 35·0 | 18·0 | Archangel | T.3Cy.16½″,27″&44″–30″ | 20 ″ 0 | |
| 1129 | | | | 6,20 | | | | 6mo | ter&Wigham | | | | | Russian | 179NHP | | |
| UNAL | | 1 *Dk (Stl) & Awng dk* | 722 | ✠ | | | | | Richardson, | | | | FK | *4BHCem* | 2SB, *9cf*, GS114, HS3640 | | |
| | *Ref. Mchy.* Sub.Sig. | | | | | | | | Ld Newcastle | | *CellDBa & uE77′ uB19′f100′* | | | *256t APT220t* | Swan,Hunter&Wigham Richardson,Ld.Nwc. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dis. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Register in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86616<br>44589<br>JLBM | **Yuzan Maru** (*ex*MarneMaru–38, *ex*Marne–37)<br>*Fitted for oil fuel*<br>1 *Dk(Stl)* & *Shelter dk(Stl)* & *Web frames*<br>*Longitudinal framing* | 6039<br>—<br>3663 | ✠ 7,19 ✠ | N Yk | *z* | | 1919<br>1 mo | Federal S.B. Co.<br>Kearny, N.J. | Koku Kisen K.K.<br>*Cell D* | 395·5 \| 55·0 \| 31·4<br>P45′B110′F38′ *on Shelter dk* FK<br>7 *B Hto Sh dk* 1 *APT* 175 *t* | Kobe<br>Japanese<br>*Cem* | DR Geared Steam Turbine 619 NHP<br>3SB, *9cf*, HS8934<br>General Electric Co. Schenectady, N.Y | 34 ″ 11 | C<br>† |
| 86617<br>OOKC | **Yvonne** (*ex*Feronia)<br>*Well deck* Wireless 1 *Dk* | *731*<br>—<br>*409* | ✠ ... 3,03 ✠ | | | | 1899<br>2 mo | W. Harkess & Son<br>Middlesbro' | Armement L. Hermans, Soc. Anon.<br>FK | 184·3 \| 28·5 \| 13·9<br>Q93′B16′F22′<br>*WB* | Bruges<br>Belgian | T. 3Cy. 14″, 22½″ & 37″–27″ 80 NHP<br>MacColl & Pollock, Sld. | 14 ″ 10 | V<br>† |
| 86618<br>220949<br>KLJE | **Z.R.3.** (*ex*Muriel) Wood Twin Sc<br>*Oil Eng.*<br>*Mchy. Aft* 2 *Dks*<br>*Salted* | 2375<br>—<br>1837 | ✠ 8,24 ✠ | Sea | *s* | | 1920<br>6 mo | J. H. Price Constr. Co.<br>Seattle, Wash | H. J. Emard | 245·8 \| 46·7 \| 23·9<br>P57′F37′ | Seward<br>Utd. States | Oil Engines 2S.C.SA 12Cy. 16 9/16″–18¾″ 579 NHP<br>Skandia Pacific Oil Eng. Co. Oakland Cal. | 26 ″ 10 | |
| 86619<br>~~75~~<br>~~SUBB~~<br>146164<br>GLSG | **Zaafaran** Ⓟ (*ex*Philomel–34)<br>*ss* Alx. No. 3–6, 34<br>*ss* Alx. No. 1–38<br>1 *Dk(Stl)* & *Shelter dk*<br>Wireless (*Stl*–ws) 2 *nd dk in No.* 1 *hold* | 1559<br>1103<br>852 | ✠ 100 A1 *Shelter dk with freeboard* ~~Bty~~ Grk BS 9,40 ~~10,40,40~~ ✠ LMC 7,39 7,41 | Lon | *r* | CL 4,40 | 1921<br>11 mo | Ailsa S.B. Co. Ltd. Troon | Ministry of Shipping (General Steam Nav. Co. Ltd. *Mgrs.*) | 270·4 \| 39·2 \| 14·9<br>B73′ *on Shelter dk* FK<br>3 *B H to S dk* 2 ,, ,, *U* ,, | London British<br>*Cem* | T. 3Cy. 23″, 37½″ & 60″–39″ (*s*) 180 lb 292 NHP<br>2SB, *8cf*, GS167, HS5154<br>Ailsa S.B. Co. Ltd. Troon | 17 ″ 0<br>s ″ 2<br>16 ″ 11½ | |
| 86620<br>PIVH | **Zaan**<br>*ss* Rot. No. 3–4, 34<br>*ss* Rot. No. 1–39<br>1 *Dk(Stl)* | 1299<br>1106<br>726 | ✠ 100 A1 10,40~~,39~~ ✠ LMC MS 2,39 BS~~,39~~ 10, 40 | Rot<br>Nwc | *o* | OG 7,38 | 1921<br>4 mo | N.V. Schpsw Baanhoek Sliedrecht | N.V. Houtvaart (Vinke & Co., *Mgrs.*)<br>*Cell D B* | 237·4 \| 36·7 \| 15·9<br>P23′B64′F24′ FK<br>195′324 *t* *FPT* 30 *t* *APT* 52 *t* | Rottrdam<br>Dutch | T. 3Cy. 17¾″, 29″ & 47″–36″ (*s*) 180 lb 209 NHP<br>2SB, *4cf*, GS66, HS3350 FD<br>Penn & Bauduin, Dordrecht | 18 ″ 0<br>s 2 ″ 0½<br>16 ″ 1 | |
| 86621<br>PIVK | **Zaandam** Ⓟ Twin Sc<br>*Oil Eng.*<br>D.F. E.S.D. 3 *Dks*<br>*Ref. Mchy.* *Cruiser Stern*<br>*Butts of part shell plating electrically welded* | 10909<br>8289<br>6365 | ✠ 100 A1 ~~3,10~~ 12,40 Sba ✠ LMC 1,39 ✠ Lloyd's RMC 12,39 | Sch | *f* † | CL 3,40 | 1939<br>1 mo | N.V. Wilton-Fijenoord Schiedam | Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)<br>*Cell D B* 362′1384 *t* | 480·7 \| 64·4 \| 36·2<br>501·6 (O.L.)<br>P35′B214′F46′ FK<br>*Tanks at centre & sides of tunnels* 497 *t* *DTs a* 50′1 334 *t* *FPT* 54 *t* | Rottrdam<br>Dutch<br>*8 BH* | Oil Engines 2S.C.DA 12Cy. 28⅜″–47½″ 3359 NHP<br>2 *DB 100 lb*<br>N.V. Wilton-Fijenoord, Schiedam<br>*APT* 262 *t* | 40 ″ 0<br>s 9 ″ 6½<br>30 ″ 7 | |
| 86622<br>PIVS | **Zaanland**<br>*ss* Ams. No. 3–7, 33<br>*Ref. Mchy.* *ss* Ham. No. 1–37<br>D.F. 2 *Dks(Stl)* & *Shelter dk(Stl)*<br>*Cruiser Stern* | 6813<br>6294<br>4141 | ✠ 100 A1 *Shelter dk with freeboard* 1,41 ~~1,40~~ ~~BS 6,39~~ ~~BS 13,39~~ ✠ LMC 1,40 3,37 ✠ Lloyd's RMC 2,40 | Ams<br>Lon | *c* † | CL 2,38 | 1921<br>6 mo | Barclay Curle & Co. Ltd. Glasgow | N.V. tot Voortzetting van den Koninklijken Hollandschen Lloyd<br>*Cell D B* 405′1559 *t* | 460·4 \| 60·2 \| 27·9<br>477·3 (O.L.)<br>FK<br>*Collision BH to Sh dk* 6 ,, ,, *U* ,, | Amstrdam<br>Dutch<br>*Cem* | 2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 220 lb 1039 NHP<br>5SB (Spt), *15cf*, GS311, HS13105 FD<br>Barclay Curle & Co. Ltd. | 30 ″ 6<br>s 4 ″ 5½<br>26 ″ 2½ | |
| 86623<br>PIVY | **Zaanstroom**<br>*Ref. Mchy.* 1 *Dk 2 tr B* | 1519<br>1189<br>912 | | | | | 1920 | N.V. Haarlemsche Schpsb Maats Haarlem | N.V. Hollandsche Stoomb. Maats. | 265·1 \| 37·9 \| 16·2<br>Q98′B78′F28′<br>*WB* | Amstrdam<br>Dutch | T. 3Cy. 21″, 33″ & 57″–39″ 203 NHP<br>Maats. Fyenoord, Rot. | | V |
| 86624 | **Zaboishtchik** (*ex*Komsomol, *ex*Hogland, *ex*Adonis, *ex*EinarSimers) 2 *Dks* | 596<br>572<br>385 | | | | | 1895 | Akers Mek. Værks Oslo | U.S.S.R. | 160·3 \| 26·3 \| 17·5<br>H5 *t*<br>*WB* | Leningrad<br>Russian | T. 3Cy. 12″, 20″ & 32″–27″ 53 NHP<br>Akers Mek. Værks. Oslo | | |
| 86625<br>212583<br>KDCI | **Zacapa** Ⓟ<br>*Fitted for oil fuel*<br>*Ref. Mchy.* 2 *Dks* & 2 *pt dks*<br>D.F. Sub. Sig. | 4488<br>—<br>2476 | | | | | 1909 | Workman, Clark & Co. Ltd Belfast | United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*) | 378·9 \| 50·3 \| 29·1<br>B160′F45′ | New York<br>Utd. States<br>*WB* | T. 3Cy. 27″, 45″ & 75″–54″ 413 NHP<br>Wrkman, Clark & Co. Ltd. Bel | | C |
| 86626<br>~~SVDM~~<br>~~MKQN~~ | **Zagloba** (*ex*Robur VIII–40)<br>E.S.D. *Mchy. Aft* 1 *Dk*<br>*Cargo battens not fitted* *Cruiser Stern*<br>*Strengthened for Navigation in Ice* | 2864<br>2169<br>1611 | ✠ 100 A1 4,~~12~~,~~10~~ ~~14,10~~ Mch ✠ LMC 6,38 | Shl | *l* | CL 3,39 | 1938<br>5 mo | Burntisland S.B. Co. Ltd. Burntisland | A. Falter (Wm. Cory & Son, Ld. *Mgrs.*)<br>*Cell D B* 259′7 | 313·7 \| 44·5 \| 19·7<br>323·3 (O.L.)<br>Q186′F34′ FK<br>01 *t* *MT* 11′278 *t* *FPT* 157 *t* *APT* 64 *t* | Gdynia<br>Polish | T. 3Cy. 18½″, 29″ & 52″–39″ (*s*) 220 lb 244 NHP<br>2SB (Spt), *6cf*, GS62, HS3396 FD<br>N.E. Marine Eng. Co Ld. Sld. | 26 ″ 8<br>s 7 ″ 2½<br>19 ″ 8½ | |
| 86627<br>YTOS | **Zagreb** Ⓟ (*ex*Gödöllö)<br>*ss* Ssk. 3rd No. 3–6, 36<br>2 *Dks(Stl M pt* teak s)<br>& *Shade dk(Teak)* | 840<br>480<br>440 | ✠ 100 A1 *with freeboard* 6,40 ~~5,30~~ Spd ~~BS 3,40~~ ✠ LMC 6,36 No later survey reported | Spd | *m* | CL 3,39 | 1902<br>2 mo | Wigham-Richrdsn & Co Ld Newcastle | Jadranska Plovidba D.D. | 225·0 \| 29·1 \| 12·6<br>233·6 (O.L.)<br>BK 7″<br>5 *B H* 2 *Cem* *f* 66′95 *t* | Susak<br>Yugoslav | Q. 4Cy. 17″, 24″, 36″ & 52″–36″ 200 lb (*r*) 203 NHP<br>2SB, *6cf*, GS116, HS3338<br>Wghm Rchrdsn & C. Ld Nwc | 15 ″ 1<br>s 2 ″ 1½<br>13 ″ 6½ | |
| 86628<br>149944<br>~~VPDV~~<br>~~MKQN~~ | **Zahra**<br>*ss* Ist. No. 2–36<br>1 *Dk(Stl)* 2 *tr B* in *Nos.* 1 & 2 *tanks*<br>*Mchy. Aft* *Cruiser Stern* | 821<br>577<br>312 | ✠ 100 A1 11,39 ✠ LMC MS 4,36 BS 2,40 | Pir | *k* | CL 11,39 | 1927<br>11 mo | Harland & Wolff, Ld. Glasgow | ~~Standard Transportation Co. Ltd~~<br>Socony–Vacuum Transportation Co. Ld. *Cell D* | 180·2 \| 33·9 \| 13·2<br>Q83′F27′ FK<br>*Trunk* 70′<br>*Bu E & B* 35′56 *t* *FPT* 46 *t* *APT* 17 *t* | London British-10 | T. 16″, 26″ & 42″–27″ (*s*) 180 lb 159 NHP<br>2SB, *4cf*, HS2608 FD<br>D & W Henderson & Co Ld Gls | 14 ″ 0<br>s ″ 11<br>13 ″ 3 | |
| 86629<br>142<br>SVDM | **Zakynthos** Ⓟ (*ex*Eperoki–33, *ex*Insulaire, *ex*Victoria)<br>*ss* Msl. No. 3–4, 05<br>1 *Dk(Stl–ws)*<br>Wireless 2 *tr B* & *Shade dk* | 960<br>—<br>576 | ✠ 12,09 | Msl | *m* | | 1892<br>6 mo | Earle's Co. Ld. Hull | Hellenic Coast Lines Co. Ld. | 230·6 \| 26·5 \| 14·8<br>BK 7″<br>*FPT* 30 *t* | Piræus<br>Greek | T. 3Cy. 23½″, 35″ & 57″–33″ NB15 215 NHP<br>Earle's Co. Ld. Hull | 15 ″ 6 | |
| 86630<br>146134<br>GLFW | **Zamalek** Ⓟ (*ex*Halcyon–34)<br>*ss* Alx. No. 3–5, 34<br>*ss* Alx. No. 1–39<br>Wireless D.F. 1 *Dk(Stl)* & *Shelter dk* (*Stl*–ws) 2 *nd dk in No.* 1 *hold* | 1567<br>1105<br>919 | ✠ 100 A1 *Shelter dk with freeboard* 5,41 ~~4,39~~ ✠ LMC MS 7,38 ~~BS 3,39~~ ~~6,40~~ | Alx<br>Gls | *r*<br>BS 2,41 | CL 4,39 | 1921<br>10 mo | Ailsa S.B. Co. Ltd. Troon | Ministry of Shipping (General Stm. Nav. Co. Ltd. *Mgrs.*) | 270·4 \| 39·2 \| 14·9<br>B73′ *on Shelter dk* FK<br>3 *B H to Sh dk* 2 ,, ,, *U* ,, | London British<br>*Cem* | T. 3Cy. 23″, 37½″ & 60″–39″ (*s*) 180 lb 292 NHP<br>2SB, *8cf*, GS167, HS5154<br>Ailsa S.B. Co. Ltd. Troon | 17 ″ 0<br>s ″ 2<br>16 ″ 11½ | |
| 86631<br>150034<br>VRWC | **Zambezia** (*ex*Buzi–34, *ex*Zambezia)<br>*ss* C. Tn. 2nd No. 3–4, 25<br>*ss* C. Tn. No. 1–30<br>1 *Dk(Stl)* & *Awng dk*<br>Wireless (*pt Stl*–teak s) | 1282<br>977<br>879 | ✠ ... 10,33 ✠ | | | | 1903<br>9 mo | Sir Raylton Dixon & Co Ld Middlesbro' | Colonial Steamships Co. Ld. (Rogers & Co. *Mgrs.*) | 220·0 \| 33·0 \| 10·9<br>F30′ 18·9<br>FK | Port Louis, Mauritius<br>British | T. 3Cy. 17″, 27″ & 45″–33″ 133 NHP<br>1SB, *3cf*, GS62, HS2165<br>N.E. Marine Eng. Co Ld. Sld | 21 ″ 1 | |
| 86632<br>51<br>SUBZ | **Zamzam** Ⓟ Twin Sc 4 Mst<br>(ex British Exhibitor–33, ex Leicestershire)<br>*ss* Alx. 2nd No. 3–2, 34<br>D.F. Sub. Sig. *ss* Suz. No. 1–38<br>*Ref. Mchy.* 3 *Dks(Stl–Uws)* & *Web frames* | 8299<br>6305<br>5165 | ✠ 100 A1 11,39 ~~BS 12,39~~ 12,40 ✠ LMC 12,38 | Suz | *d* † | CL 1,37 | 1909<br>9 mo | Harland & Wolff, Ld. Belfast | Société Misr de Navigation Maritime | 467·2 \| 54·3 \| 31·7<br>P51′B240′F75′ FK<br>7 *B H* 2 *Cem* *f* 210′1296 *t* *FPT* 66 *t* *APT* 55 *t* | Alexndria<br>Egyptian | Q 8Cy 22″, 31½″, 46″ & 65½″–48″ 215 lb (*s*) 823 NHP<br>2D & 2SB 24 *cf* GS405 HS14094<br>Harland & Wolff, Ld. Bel. | 35 ″ 1<br>s 7 ″ 9<br>27 ″ 8 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. — Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned; maintenance expired; Letter d'Equipment. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. | pa. | 15 Registres où cotés, et si n'est dans le L. R. Dunke. Cert. Roll Table. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86633 | **Zander** (*ex* Max Weldtman, *ex* Erna II., *ex* Harriet) | | 782 / 569 | | | | | 1922 | Schiffsw (v. J. & Sch.) A.G. Hamburg | Argo Reederei Richard Adler & Co. | 191·0 | 30·4 | 12·4 | Bremen / German | T 3 Cy. 14½″ 23⅝″ & 38⅛″ – 27½″ / Dresdener Mchfbk. 77 NHP / Uebigau A.G. Uebigau | | | G |
| DIAG | | 1 *Dk* | 388 | | | | | | | *WB* | | | | | | | |
| 86634 | **Zannes Gounaris** (*ex* Tuscania, | | 4407 | ✠ 100 A1 | Pir | *x* | CL | 1907 | R. Craggs & Sons, Ld. Middlesbro' | A.Z. & G.Z. Gounaris | 376·0 | 52·3 | 25·4 | Andros / Greek | T. 3 Cy. 25″, 41″ & 68″ – 48″ (*s*) / 180 lb 366 NHP | 28 ″ 0 | | |
| 173 | *ex* Alexandros, *ss* Msl. 2nd No 3–6, 29 | | 4100 | *Spar dk* | | | 10,37 | 4 mo | | *Cell D Ba* 118′ | | | | | | - 5 ″ 3 | |
| SVMC | *ex* River Araxes, *ss* Pir. No. 2–38 | | 2832 | 3,40 | | | | | | *u E & B* 42′ *f* 166 | P 28′ B 93′ F 40′ | | FK | 7 *B H Cem* | 3 SB, *9cf*, GS 169, HS 6900 | 22 ″ 11 | |
| | *ex* Fitzclarence) 1 *Dk (Stl) & Spar dk (Irn) & deep framing* | | | BS 3,40 | LMC 10,37 | | | *Lloyd's* | *S & CP* | | 6′ 1159 *t* | | | *APT* 109 *t* | N.E. Marine Eng Co Ld. Nwc | | |
| | *Hatch covers dispensed with in 'tween decks* | | | | | | | | | | | | | | | | |
| 86635 | **Zannis L. Cambanis** (*ex* Evros) | | 5317 | ✠ 100 A1 | Bry | *x* | CL | 1920 | Craig, Taylor & Co. Ld. Stockton | The Heirs of the late L. Z. Cambanis | 370·7 | 51·4 | 32·4 | Andros / Greek | T. 3 Cy. 26′, 42″ & 70″ – 48″ (*r*) / 180 lb 386 NHP | 34 ″ 9 | | |
| 120 | *ss* Pir. No. 3–10, 32 | | 5052 | *Shelter dk* | Liv | | 11,39 | 6 mo | | | | | FK | *Cem* | 3 SB, *9cf*, GS 190, HS 6194 | - 9 ″ 8 | |
| SWSS | *ss* Hul. No. 1–35 | | 3263 | *with freeboard* 6,40 ~~11,39~~ | | | | | | — *Collision BH to Shelter dk* | | | | 5 *B H to U dk* | Blair & Co. Ld. Stockton | 25 ″ 4½ | |
| | D.F. 1 *Dk (Stl) & Shelter dk (Stl)* | | | BS 10,39 | LMC 10,35 | | | *Lloyd's* | *S & CP* | *Cell D* | B 317′ 1141 *t* | *F P T* 85 *t* | | *APT* 149 *t* | | | |
| | *Cargo battens not fitted in 'tween dks* | | | *Fitted for oil fuel* 6,20 | | | *F.P. above* | 150° F. | | | | | | | | | |
| 86636 | **Zaosan Maru** (*ex* Monaro) | | 2631 | ✠ ... | | | | 1906 | W. Gray & Co. Ld. W Hartlepool | Sato Shoten K.K. | 306·0 | 45·0 | 20·1 | Tokyo / Japanese | T. 3 Cy. 22″, 35″ & 59″ – 39″ / 231 NHP | 22 ″ 5 | | C |
| 31672 | *ss* Kob. 2nd No. 3–4, 26 | | 2247 | 6,27 | | | | 3 mo | | | P 29′ B 92′ F 31′ | | FK | | | | † |
| JEZB | 1 *Dk & deep framing lower dk in Nos. 1 & 3 holds* | | 1867 | ✠ | | | | | | *WB* | | | | | Cen. Mar. Eng. Wrks. W Hpl | | |
| 86637 | **Zapara** | | 2036 | ✠ 100 A1 | NYk | *s* | CL | 1926 | Palmers' Co. Ld. Newcastle | Mene Grande Oil Co. C.A. | 280·4 | 47·2 | 16·2 | Maracaibo / Venezuelan | T. 3 Cy. 19¼″, 30″ & 49″ – 36″ (*s*) / 180 lb 192 NHP | 16 ″ 6 | | |
| | *ss* N. Ns. No. 3–12, 38 | | 1580 | 10,39 | | | 10,39 | 4 mo | | | 290·5 (O.L.) | | | | | - 2 ″ 1½ | |
| YVAL | 1 *Dk (Stl) & Web frames* | | 1138 | BS 10,39 | LMC 12,38 | | | | | | P 69′ B 22′ F 31′ | | FK | 10 *B Hpt Cem* | 2 SB, *4cf*, HS 3452 | 14 ″ 6½ | |
| | *Mchy. Aft* / *Longitudinal framing* | | | *Carrying Petroleum in bulk* / *Fitted for oil fuel* 4,26 | | | *F.P. above* | *Lloyd's* | *CP* | *Cell D Bu E & S* | B 43′ 93 *t* | *F P T* 176 *t* | | *APT* 63 *t* | MacColl & Pollock, Sld. | | |
| | | | | | | | | 150° F. | | | | | | | | | |
| 86638 | **Zara** (P) | Twin Sc | 1976 | | | | | 1931 | Cantieri Riuniti Dell' Adriatico Monfalcone | "Adriatica" Soc. Anon. di Nav. | 267·4 | 40·2 | 22·6 | Bari / Italian | Oil Engines 2 S.C.SA / 12 Cy. 17½″ – 29½″ 654 NHP | | | I |
| 53 | | *Oil Eng* | 1597 | | | | | | | | F 34′ | | | | | | |
| ICOP | | 2 *Dks* | 1074 | | | | | | | *WB* | | | | | Soc An "Fiat" S.G.M. Turin | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 86639 | **Zarembo** | | 4957 | | | | | 1919 | Todd D.D. & Const. Co Tacoma | American West African Line, Inc. (Barber S.S. Lines, Inc. *Mgrs.*) | 380·1 | 53·1 | 27·0 | New York / Utd. States | T. 3 Cy. 24½″, 41½″ & 72″ – 48″ / 359 NHP | | | R |
| 218701 | | *Fitted for oil fuel* | 4374 | | | | | | | | P 39′ B 102′ F 41′ | | | | | | |
| KICS | Sub. Sig | 2 *Dks* | 3073 | | | | | | | *WB* | | | | | Hooven, Owens, Rentschler Co. Hamilton, O. | | |
| | | *Longitudinal framing* | | | | | | | | | | | | | | | |
| 86640 | **Zarian** | | 4871 | ✠ 100 A1 | Liv | *a*† | CL | 1938 | Furness S.B. Co. Ld. Haverton Hill-on-Tees | Elmina, Ld. (United Africa Co. Ld. *Mgrs.*) | 422·5 | 56·7 | 23·6 | Freetown, Sierra Leone / British | T. 3 Cy. 23″, 38″ & 65″ – 45″ (*s*) / 220 lb Rht 456 NHP | ~~26 ″ 2~~ | | |
| 157541 | | | 4344 | *with freeboard* | Npt | 2 1/12 | ~~12,39~~ | 2 mo | | | 438·3 (O.L.) | | | | | ~~23 ″ 4½~~ | |
| VPTQ | D.F. E.S.D. 1 *Dk & Sh dk* | | 2776 | 6,41 | LMC 6,41 | | N 5,41 | | | | F 44′ | | FK | 2 SB, (Spt & FD) & 1 Aux SB, *8cf*, GS 142, HS 7030 | | ~~24 ″ 0~~ 37 ″ 3 | |
| | *Platform dk in part No 2 hold* | *Cruiser Stern* | | | | | | | | | | | | 7 *B Hpt Asp* | N.E. Marine Eng Co Ld. Nwc | s 12 ″ 5½ | |
| | *Tonnage opening closed '41 (W.E.)* | | | *Fitted for oil fuel* 2,38 | | | *F.P. above* | 150° F. | *Cell D B* | 296′ 1072 *t* *M T* 25′ 93 *t* *tunnel* 363 *t* *F P T* 183 *t* *Asp* 139 *t* *A P T* | *Tanks in way of* | | | *Coll to Sh dk* | | 25 ″ 0 | |
| | | | | | | | | *Lloyd's* | *S & CP* | | | | | 6 „ 2nd „) | | | |
| 86641 | **Zbaraz** (*ex* Robur VI–40, *ex* Pendennis, | | 2088 | ✠ 100 A1 | Cpn | *r* | OG | 1922 | Jonker & Stans Hendrik Ido Ambacht | A. Falter (Wm. Cory & Son, Ld. *Mgrs.*) | 275·5 | 40·2 | 17·2 | Gdynia / Polish | T 3 Cy 20 1/16″, 33 1/16″ & 53 3/16″ – 39″ / 180 lb (*s*) 249 NHP | 20 ″ 0 | | |
| | *ex* Straat Soenda) | *ss* Cpn. No. 3–6, 34 | ~~1052~~ | 6,40 ~~7,39~~ | Shl | | 2,38 | 1 mo | | | 286·5 (O.L.) | | | 4 *B H Cem* | 2 SB, *6cf*, GS 103, HS 3700 FD | - 6 ″ 5 | |
| SPBD | D.F. | *ss* Got. No. 1–38 | ~~7252~~ | BS ~~7,39~~ 6,40 | LMC 2,38 | | | | | | Q 157′ B 14′ F 24′ | | FK | | N.V. Mach. Bolnes | 18 ″ 3½ | |
| | *Mchy. Aft* *Well deck* | 1 *Dk (Stl)* | | | | | | *Lloyd's* | *S & CP* | *Cell D Bu B* 24′ | *f* 192′ 556 *t* | *F P T* 94 *t* | | *APT* 60 *t* | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 86642 | **Zé Manel** (*ex* José Manuel, | | 926 | 100 A1 | Lis | | ~~2,38~~ | 1921 | Schiffsw (v. J. & Sch.) A.G. Hamburg | Soc. Geral de Comercio Industria e Transportes Ltda. | 209·9 | 31·9 | 13·2 | Lisbon / Portuguese | T. 3 Cy. 16½″, 26½″ & 43½″ – / 33 7/16″ 185 lb (*s*) 148 NHP | 15 ″ 6 | | |
| | *ex* Argus, *ex* Minna) | *ss* Ams. No. 3–11, 28 | 701 | 5,40 ~~6,39~~ | | | 5,40 | | | | Q 64′ B 56′ F 26′ | | FK | 4 *B H Asp* | 2 SB (Spt), *4cf*, GS 71, HS 2698 | s 1 ″ 2 | |
| CSBV | | *ss* Lis. No. 2–38 | 536 | BS ~~3,40~~ 3,41 | LMC 2,38 | | | | | *Cell D B* 182′ 348 *t* *F P T* | | | | 34 *t* *A P T* 17 *t* | Gall & Seitz, Hamburg | 14 ″ 5½ | |
| | Wireless Sub. Sig. | 1 *Dk (Stl)* | | | | | | | | | | | | | | | |
| 86643 | **Zealand** | | 1433 | | | | | 1936 | Barclay, Curle & Co. Ld Glasgow | Currie Line, Ld. | 262·2 | 40·2 | 15·9 | Leith / British | T. 3 Cy. 15″, 25″ & 41″ – 33″ / 97 NHP | | | C |
| 164363 | | | 1131 | | | | | | | *WB* | | | | | Barclay, Curle & Co. Ld. Gls. | | |
| MKPP | Wireless D.F. | 1 *Dk & Shelter dk* | 727 | | | | | | | | | | | | | | |
| | E.S.D. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 86644 | **Zealandia** (P) | Twin Sc | 6683 | ✠ 100 A1 | Syd | *a*† | CL | 1910 | J. Brown & Co. Ld. Clydebank | Huddart Parker Ld. | 410·3 | 54·7 | 31·1 | Melbourne / British | Q 8 Cy 24½″, 35″, 49½″ & 70″ – 48″ / 215 lb (*r*) 1157 NHP | 34 ″ 0 | | |
| 120764 | | *ss* Syd. 2nd No. 3–10, 34 | 5274 | *Shelter dk* | | | P 4,38 | 5 mo | | | | | 23·4 | 8 *B H Cem* | 7 SB, *21cf*, GS 433, HS 17775 FD | s 10 ″ 8½ | |
| VJLK | | *ss* Syd. No. 1–38 | 3435 | *with freeboard* ~~6,40~~ ~~11,39~~ 1,41 | | | s 11,38 | | | | B 100′ F 90′ | | BK 9′ | | | 24 ″ 4½ | |
| | *Ref. Mchy.* | 2 *Dks (Stl*–ws) & *Shelter dk* | | | | | | *Lloyd's* | *S & CP* | | *on Shelter dk* | | | | | | |
| | | (*Stl*–teak s) & *Web frames* | | BS ~~3,39~~ 10,40 | LMC 9,38 | | | | | *Cell D Ba* 88′ *u E & B* | 117′ *f* 144′ 899 *t* | *F P T* | | 42 *t* *A P T* 49 *t* | J. Brown & Co. Ld. Clydebnk | | |
| 86645 | **Zealandic** | Twin Sc | 10578 | ✠ 100 A1 | Liv | *f*† | CL | 1928 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Shaw Savill & Albion Co. Ld. | 482·6 | 64·2 | 30·8 | S'thamptn / British | Oil Engines 2 S.C.SA | 42 ″ 10 | | |
| 149300 | | *Oil Eng.* | 9623 | *with freeboard* | | | 4,37 | 3 mo | | | 499·5 (O.L.) | | 39·3 | | 12 Cy. 31″–43″ 2020 NHP | s 13 ″ 4½ | |
| GNRB | | *ss* Lon. No. 2–36 | 6671 | 3,40 | | | | | | | B 173′ F 61′ | | FK | 8 *B H pt Cem* | 2 DU *100 lb* | 29 ″ 8½ | |
| | *Ref. Mchy.* | 3 *Dks* | | ✠ LMC CS 12,37 | | | | | | *Upper 'tween dk Bulkheads except Coll B H dispensed with* | | | | (*Coll to W dk* | Wilsnd Slpwy. Co. Ld. Nwc. | | |
| | D.F. E.S.D. | | | DBS ~~10,39~~ 12,40 12,37 | | | | | | | | | | 7 „ 2nd „) | | | |
| | *Tonnage opening closed 39* | | | ✠ Lloyd's RMC ~~7,40~~ 12,40 | | | | *Lloyd's* | *S & CP* | *Cell D* | B 408′ 1571 *t* | *F P T* | 109 *t* | *A P T* 60 *t* | | | |
| 86646 | **Zealous** (*ex* Wharfedale, *ex* Dot) | | 324 | ✠ 100 A1 | Pet | *e* | CL | 1902 | Goole S.B. & Repg. Co. Ld Goole | J.G. Gill (William R. Aiken, Ld. *Mgrs.*) | 136·0 | 23·4 | 9·4 | Aberdeen / British | T. 3 Cy. 12′, 20′ & 33″ – 24″ (*s*) / 180 lb 60 RHP | 11 ″ 6 | | |
| 116094 | | *ss* Abn. 2nd No. 3–2, 29 | 259 | 7,38 | | | 3,40 | 10 mo | | | 142·1 (O.L.) | | | 3 *B H Cem* | 1 SB, *2pf*, GS 34, HS 1156 | s - 11½ | |
| MFVF | | *ss* Pet. No. 2–38 | 173 | | LMC | | | | | | Q 42′ B 10′ F 16′ | | FK | | N.E. Marine Eng. Co. Ld. Sld | 10 ″ 8 | |
| | *Mchy. Aft* | 1 *Dk (Stl)* | | MS 7,38 | BS 3,40 | | | *Lloyd's* | *S & CP* | | | | | *Cell D B* 77′ 88 *t* | | | |
| | *Cargo battens not fitted* | | | | | | | | | | | | | | | | |
| 86647 | **Zeeland** | | 2726 | ✠ 100 A1 | Sch | *s* | OG | 1930 | N.V. Schpw v. J. Smit, Czn. Alblasserdam | Scheepvaart en Steenkolen Maats. N.V. | 288·5 | 45·2 | 19·1 | Rottrdam / Dutch | T 3 Cy. 20 7/16″, 32 7/16″ & 55 1/16″ – 39 3/16″ / 190 lb (*s*) 272 NHP | 21 ″ 0 | | |
| | *ss* Rot. No. 2–39 | | 2032 | ~~12,40~~ 4,41 | Hnl | Sld | 2,40 | 6 mo | | | P 73′ Q 100′ F 30′ | | | 6 *B H Cem* | 2 SB, *6cf*, GS 143, HS 4950 | s 6 ″ 5½ | |
| PIWQ | *Well deck* D.F. | 1 *Dk (Stl)* | 1557 | BS 2,40 3,41 | LMC 2,39 | | | | | | *Trunk between P & F* | | FK | | N.V. Mch. & Scheepswerf van P. Smit, Jr. Rot. | 19 ″ 8½ | |
| | *Mchy. Aft* | | | | | | | *Lloyd's* | *S & CP* | *Cell D B* 200′ 552 *t* | *M T* 10′ 266 *t* | *F P T* | | 163 *t* *A P T* 38 *t* | | | |
| 86648 | — | | 421 | | | | | 1930 | J. Smit & Zoon Foxhol | N.V. Scheeps. Maats. Limburg (T. den Hartigh, *Mgr.*) | 148·8 | 25·6 | 9·3 | Terneuzen / Dutch | Oil Engines 4 S.C.SA | | | V |
| | | *Oil Eng* | 292 | | | | | | | *WB* | Q 47′ F 17′ | | | | 4 Cy. 11″–17⅜″ 47 NHP / Motorenfbr. "Deutz" A.G. Köln-Deutz | | |
| PIWT | | 1 *Dk* | 286 | | | | | | | | | | | | | | |

VAN-NUY

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last fitted. | 8 9 Built. When. — Ship. — Engines | By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. — Corresponding draught. ft. in. | 15 Registers in which classed if not in R. (see Part 1 of Register Book) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86649 | **Zeester** (*ex*Amsterdam) | | 379 | | | | | 1918 | Gebr. Fikkers Muntendam | Ministry of Shipping (Arthur R. Brown, Ld. *Mgrs.*) | 121·0 | 22·6 | 10·5 | London British *WB* | C.2Cy.12½″&25⅝″–14½″ 21NHP L.Schaatman, Dordrecht | | |
| | | 1 *Dk* | 235 187 | | | | | | | | P38′F16′ | | | | | | |
| | *Now* **"Empire Zest,"** *see Supplement* | | | | | | | | | | | | | | | | |
| 86650 | **Zeffiro** (*ex*RiverHudson, *ex*Vennonia, | | 5165 | | | | | 1918 | CaledonS. B.&E.Co.Ld. Dundee | "Corrado"Soc. Anon.diNav. | 413·2 | 52·3 | 28·4 | Genoa Italian *WB* | T.3Cy.27″,44″&73″–48″ 369NHP CaledonS.B.&E.Co.Ld Dun | | I |
| 1694 | *ex*WarCarp) | | 4737 | | | | | | | | 400·6 | | | | | | |
| ICOS | D.F. | 2 *Dks* | 3093 | | | | | | | | P49′B113′F39′ | | | | | | |
| 86651 | **Zelandia** (*ex*Sailing Vessel) | | 903 | | | | | 1913 | Soc. Esercizio Bacini Riva Trigoso | Cia. Argentina de Nav. Mihanovich, Ltda. | 208·6 | 40·2 | 11·5 | Bns. Aires Argentine *WB* | Oil Engines 2S.C.SA 4Cy.16½″–18½″ NE *fitted* 18 192NHP J.&C.G.Bolinders, Skm. | | |
| | | *Oil Eng.* 1 *Dk* | — 708 | | | | | | | | | | | | | | |
| 86652 | **Zelo** | *ss*Cff.No.1–10 | 2294 | ✝100A1 ~~6,40 7,80~~ 3,41 | Npt | *t* | CL | 1921 | S.P.Austin &Son,Ld. Sunderland | PeltonS.S.Co.Ld. | 308·0 | 43·0 | 19·7 | Newcastle British | T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 300NHP 2SB,*5pf*,*3cf*,GS145,HS4670 Richardsons, Westgarth& Co.Ld.Sld. | 22 ″ 0 s 3 ″ 4½ 18 ″ 10 | |
| 145457 | | *ss*Nwc.No.3–7,35 | 2012 | ~~11,38~~ | Cff | Shl | | | | | | | | | | | |
| GCLP | D.F. | 1 *Dk*(*Stl*) | 1346 | MS11,38 | ✝LMC | | ~~11,41~~ 2,41 | | | | P25′B64′F29′ | FK | | | | | |
| | *Cargo battens not fitted* | | | DB8,41 | MBS10,40 | | 3,41 | *Lloyd's* | | *Cell DB228′601t Tank at sides of tunnel* | | | | | | | |
| | | | | *Fitted for oil fuel* | | 10,21 | *F.P.a* | *above* | | 22′73*t side Tanks in ER* | 182*t* | *FPT* | 115*t* | *APT* | 65*t* | | |
| 86653 | **Zemlyak** | Twin Sc | 967 | | | | | 1928 | Sevastopol Marine Wks. Sevastopol | U.S.S.R. | 229·6 | 34·0 | 11·8 | Rostov Russian *WB* | Oil Engines 4S.C.SA 12Cy.13⅞″–19½″ 214NHP State Eng Wks Kolominska | | |
| | | *Oil Eng.* | 769 | | | | | | | | P68′F33′ | | | | | | |
| UOUZ | Wireless *Mchy.Aft* | 1 *Dk* | 472 | | | | | | | | | | | | | | |
| 86654 | **Zena** Ⓟ (*ex*Alban–36) | | 5219 | ✝ — | Liv | *y* | | 1914 | CaledonS. B.&E.Co.Ld. Dundee | Ugo Musso *Cell DB* | 392·9 | 51·7 | 29·7 | Genoa Italian | T.3Cy.25½″,41″&68″–48″ 466NHP 3SB,*9cf*,GS171,HS7041 CaledonS.B.&E.Co Ld.Dun | 32 ″ 3 | I † |
| 2064 | | *ss*Liv.No.3–10,26 | 4539 | 11,35 | | | | 7mo | | | 375·2 | | | | | | |
| ICOU | D.F. | *ss*Liv.No.1–30 2 *Dks*(*Stl*) | 3229 | ✝ | | | | | | | P33′B119′F44 | FK | | | | | |
| | | | | | | | | | | | *Ta*22′536*t FPT*80*t APT*22*t* | | | | | | |
| 86655 | — | | 1416 | ✝100A1 | Cff | *o* | CL | 1911 | A.Vuijk& Zonen Capelle a/d Ijssel | ClydesdaleShipowners Co.Ld. (Glen&Co.Ld. *Mgrs.*) | 240·8 | 35·2 | 16·4 | Glasgow British | T.3Cy.17″,28½″&46″–36″ (*s*) 180lb *95lb* 145NHP 1SB,*3cf*,GS63,HS2331 G.T.Grey, SouthShields | 17 ″ 6 s 1 ″ 0⅜ 16 ″ 6½ | |
| 129688 | | *ss*Gls.2ndNo.3–2,37 | 1071 | 4,41 ~~5,40~~ | Npt | | 4,38 | 7mo | | | 375·2 | | | | | | |
| MDPR | Wireless | 1 *Dk*(*Irn*) | 875 | ✝NB4,33 | ✝LMC | 2,37 | | *Lloyd's* | | | Q75′B82′F29′ | FK | | | | | |
| | *Well deck* | | | BS2,40 | | | | *A&CP* | Ysel | *Mgrs.*) | *Cell DBa*61′*f*104′ *Ta*21′274*t APT*18*t* | | | | | | |
| 86656 | **Zenda** | | 1416 | ✝100A1 | StJ | *q* | CL | 1932 | Swan, Hunter& Wigham Richardson, Ld. Newcastle | Zenda Shipping Co. Ld. (F.K.Warren) | 248·2 | 39·5 | 14·9 | Halifax NS British | T.3Cy.15½″,25″&40″–33″ 180lb (*s*) 128NHP 2SB,4*cf*,GS61,HS2358 Swan, Hunter& Wigham Richardson, Ld.Nwc | 16 ″ 10 s ″ 3½ 16 ″ 8½ | |
| 161567 | | *ss*StJ.No.2–40 | 1211 | *with freeboard* | | | 4,39 | | | | | FK | | 4 *BH pt Cem* | | | |
| | | 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) | 797 | 3,40 | ✝LMC | 3,40 | | *Lloyd's* | | *Cell DB206′46* | *Coll to Sh dk* 3 ″ 2*nd*,, *6′FPT*57*t APT*39*t* | | | | | | |
| | | | | BS2,41 | | | | *A&CP* | | | | | | | | | |
| 86657 | **Zenith City** | | 3581 | | | | | 1895 | Chicago S.B.Co. Chicago | Pittsburgh S.S.Co. | 387·5 | 48·3 | 23·3 | Duluth, Minn. *WB* | T.3Cy.19″,38″&63″–40″ 251NHP Cleveland SB.Co Cleveland | | |
| 28129 | | | — | | | | | | | | | | | | | | |
| | *Mchy.Aft* | 1 *Dk*2*trL* | 3429 | | | | | | | | | | | Utd. States | | | |
| 86658 | **Zenobia Martini** (*ex*Lutine–39, | | *1479* | — | Liv | | | 1911 | Stettiner Oderwerke Stettin | "C.I.CO.MA."Cia. Italiana Comm. Marittima (Piero& Mario Martini) | 231·7 | 36·4 | 14·7 | Genoa Italian | T.3Cy.16 $\frac{15}{16}$″,27½″&43 $\frac{25}{32}$″–31½″ 105NHP 2SB,*4cf*,GS66,HS2453 Stettiner Oderwerke | 17 ″ 7 | I † |
| 2267 | *ex*Torcello–38, | *ss*Liv.2ndNo.3–1,34 | *1037* | 5,39 | | | | | | | | | | | | | |
| IVTE | *ex*Stahlhof) | 1 *Dk*(*Stl*) | *875* | | | | | | | | Q75′B101′F29′ | FK | | 4 *BII Asp* | | | |
| | *Well deck* | | | | | | | | | | *Cell DB190′321t FPT* | | | 68*t APT*49*t* | | | |
| 86659 | **Zenyo Maru** | | 6442 | | | | | 1937 | Mitsubishi Jukogyo K.K Yokohama | Toyo Kisen K.K. | 439·4 | 58·3 | 32·0 | Tokyo Japanese *WB* | Oil Engines 2S.C.DA 6Cy.23⅜″–13 $\frac{25}{32}$″ 1167NHP Mitsubishi Jukogyo K.K. Yokohama | | C |
| 43643 | | *Oil Eng.* | — | | | | | | | | | | | | | | |
| JKQL | D.F. | 2 *Dks* | 4836 | | | | | | | | P36′B168′F39′ | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 86660 | **Zephyr** (*ex*Deva–38, *ex*Levensau) | | 2556 | ✝100A1 | Hfs | *s* | CL | 1907 | Eiderwerft Akt.Ges. Tönning | O/Y Suomi Shipping A/B (C.S. Bergström, *Mgr.*) | 302·8 | 42·6 | 17·5 | Helsingfrs Finnish | T3Cy.18¾″,30½″&49½″–35½″ 185lb (*s*) 182NHP 2SB,*4cf*,GS88,HS3120 Eiderwerft A.G.Tönning | 19 ″ 7 s 1 ″ 2¾ 18 ″ 6½ | |
| | | *ss*Bcl.2ndNo.3–12,33 | — | 9,39 | | | ~~N5,37~~ | 5mo | | | | | | | | | |
| OFCX | | *ss*Hfs.No.1–38 | 1515 | BS9,39 | ✝LMC | 10,38 | 10,40 | *Lloyd's* | | | P15′Q100′B116′ | | | | | | |
| | *Well deck* | 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing* | | 3,40 | | | | *A&CP* | | *Intermediate* | F27′ | FK | | *Cem* | | | |
| | *Cargo battens not fitted* | | | | | | | | | *Bulkhead in fore Cell DBa*96′*u* | *hold dispensed with E*16′*f*116′566*t FPT* | | | 4 *BH only* 49*t APT*27*t* | | | |
| 86661 | — | Twin Sc | 1769 | | | | | 1920 | Union Const.Co. Oskland, Cal. | Allied Oil Transport Co.Inc. (Cleveland Tankers, Inc. *Mgrs.*) | 250·0 | 37·0 | 21·0 | Wilmgton (Del.) Utd. States | Oil Engines 4S.C.SA 12Cy.16½″–29½″ 229NHP Skandia Pacific Oil Eng.Co. San Francisco | | R |
| 220856 | (*ex*Charlie Watson–40) | *Oil Eng.* | — | | | | | | | | | | | | | | |
| KLES | *Mchy.Aft* D.F. | 1 *Dk* | 1013 | | | | | | | | P78′B30′F48′ | | | | | | |
| | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 86662 | **Zephyros** (*ex*Cherry Branch, | | *4796* | ✝100A1 | Cff | *y* | CL | 1909 | C.Connell &Co.Ld. Glasgow | "Zephyros"S.S. Co.Ld. | 400·0 | 51·9 | 17·9 | Argostoli Greek *WB* | T.3Cy.27″,43″&72″–48″ (*s*) 180lb *80lb* 513NHP 3SB,*9cf*,GS150,HS7680 FD Dunsmuir&Jackson Ld.Gls 1067*t DT*a34′878*t APT*29*t* | 29 ″ 7 s 5 ″ 9¾ 24 ″ 0 | |
| 96 | *ex*Dunedin) | *ss*Gen.2ndNo.3–3,35 | *4546* | *Spar dk* | Liv | | ~~2,37~~ | 6mo | | | 412·7(O.L.) | | 26·9 | | | | |
| SVQW | | 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing* | *3051* | 12,40 ~~1,38~~ | ✝LMC | 11,39 | 12,40 | *Lloyd's* | | | P37′B120′F44′ | FK | | *Cem* | | | |
| | | *ss*Pir.No.1–39 | | BS12,40 | | | | *A&CP* | | | *Cell DBa*118′*uE* & *F*50′ *f*180′ | | | 6 *BH Cem* | | | |
| 86663 | **Zeus** (*ex*Emilie L.D.–34, *ex*Dagfred, | | 5961 | | | | | 1920 | Richardsn Duck&Co.Ld. Stockton | E.E.Hadjilias | 400·6 | 52·9 | 32·2 | Syra Greek *WB* | T.3Cy.26″,43″&71″–48″ 349NHP Blair&Co.Ld. Stockton | | V |
| 267 | *ex*Vestheim) | *Fitted for oil fuel* | — | | | | | | | | H161*t* | | | | | | |
| SVMY | | 2 *Dks* | 3657 | | | | | | | | | | | | | | |
| 86664 | — | | 2500 | | | | | 1939 | Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G | Dampfschiffahrts Ges.Neptun | 328·1 | 47·6 | | Bremen German *WB* | Oil Engines 2S.C.SA 7Cy.24 $\frac{7}{16}$″–45¼″ 727NHP Fr.Krupp Germaniawft AG | | |
| | | *Oil Eng.* | | | | | | | | | F36′ | | | | | | |
| | D.F. E.S.D. | 1 *Dk* & *Shelter dk* | | | | | | | | | | | | | | | |
| | | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 86665 | **Zillah** | | 373 | ✝100A1 | Liv | *f* | CL | 1901 | AilsaS.B. Co. Troon A&CP | ZillahShipping& CarryingCo.Ld. (W.A.Savage, Ld.) | 143·0 | 24·1 | 11·5 | Liverpool British | C.2Cy.17½″&37″–24″ (*s*) 130lb 71RHP 1SB,*3pf*,GS57,HS1268 Ross&Duncan, Glasgow | 12 ″ 5 s ″ 9½ 12 ″ 3 | |
| 111365 | | *ss*Liv.3rdNo.3–5,37 | 273 | 5,40 ~~5,37~~ | | | ~~1,37~~ 5,40 | 6mo | | | | | | | | | |
| MFFK | *Mchy.Aft* | | 146 | | ✝LMC | | | | | | Q46′B11′F26′ | BK7′ | | 3 *BH Cem* | | | |
| | *Well deck* | 1 *Dk*(*Stl–pt* teak s) | | MS5,37 | BS ~~4,38~~ 5,40 | | | | | | *DTf*21′54*t FPT*7*t APT*9*t* | | | | | | |
| 86666 | **Zilos** (*ex*Zelos–37, | Iron | 1711 | ✝ A1*1 | Cff | Lv | 6,39 | 1884 | Schlesinger Davis&Co. Newcastle | O/Y Suomi Shipping A/B (C.S. Bergström, *Mgr.*) | 268·8 | 36·3 | 17·6 | Helsingfrs Finnish | C.2Cy.29″&63″–39″ 701b 191NHP 2SB,*6pf*,GS68,HS3200 Black, Hawthorn& Co.Gts. | 20 ″ 7 s 2 ″ 5 18 ″ 11 | |
| | *ex*Cymmrodorion) 6th Survey.Skm.4.33 | | — | 6,39 | | | | 2mo | | | | | | | | | |
| OFAW | | 1st Survey Hfs 2,38 | 952 | | LMC | | | | | | P60*t*Q103*t*B119*t* | | | 4 *BH Cem* | | | |
| | D.F. | 1 *Dk*(*pt Irn*) & *Web frames* | | MS11,37 | BS ~~4,39~~ 6,40 | | | | | | F34*t* | BK9″ | | 1 PBH | | | |
| | *Well deck* | *Cargo battens not fitted* | | | | | | | | | *DBa* & *fAPT* | | | | | | |
| 86667 | **Zinbu Maru** Ⓟ (*ex*JinbuMaru–38, | | 5147 | ✝ | Kob | *y* | | 1894 | NavalCon. &Arm.Co.Ld Barrow | TaiheiyoGyogyo K.K. | 400·0 | 48·2 | 29·3 | Kumihama Japanese | T.3Cy.27″,44″&72″–48″ 532NHP 2DB,*8cf*,GS192,HS10146 NavalC.&A.Co.Ld.Brw. | 32 ″ 3 | C † |
| 13898 | *ex*Shinbu Maru, | *ss*Kob.2ndNo.3–7,17 | 4624 | 10,26 | | | | 5mo | | | P26′B100′F49′ | FK | | 7 *BH Cem* | | | |
| JIPC | *ex*Indrani) | *ss*Kob.No.1–20 | 3217 | ✝ | | | | | | | *Cell DB242′801t* | | | *APT*67*t* | | | |
| | | 2 *Dks*(*Stl*) & *trB* & *Webframes* | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à la Classification. Lettre d'Identification. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Donaue. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd. | 15 Inspections en cale, et si fait dans le L. de Dock, Cert. Lieu et Date. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86668 | **Zindai Maru** (P) | **Iron** | 1095 | ✠ | Sng | *n* | | 1875 | Caird&Co. | Amagasaki | 227·7 \| 27·4 \| 16·2 | Osaka | C.2Cy.32″&54½″–36″ | | |
| 9306 | (*ex*JindaiMaru–38, | *ss*Sng.No.2–83 | — | 8,83 | | | | 6mo | Greenock | KisenbuGomei | P51′F42′ | Japanese | *B made—refitted* 13 149NHP | | |
| JKCE | *ex*GouverneurGeneraal | 2 *Dks & Awng dk* | 675 | | | | | | | Kaisha | | 7 *BHCem* | Caird&Co.Greenock | | |
| | van Lansberge, *ex* Puttialla) | | | | | | | | | | | | | | |
| 86669 | **Zinko Maru** (*ex*JinkoMaru–38) | | 546 | | | | | 1919 | Hikoshima | NipponShojiK.K. | 165·7 \| 27·0 \| 15·0 | Tokyo | T.3Cy.11½″,19″&32″–24″ | | |
| 26901 | | | 494 | | | | | | Senkyo,K.K. | | | Japanese | 50NHP | | |
| JELI | | 1 *Dk* | 300 | | | | | | | | | | HikoshimaSenkyo,K.K. | | |
| 86670 | **Zinovia** (*ex*Ulefos, *ex*Lysekloster, | | 2975 | ✠100A1 | Bry | *v* | CL | 1906 | Short Bros. | MichalinosMaritime&Commercial Co.Ltd. | 336·6 \| 47·1 \| 20·5 | Piræus | T.3Cy.24″,39″&65′–42″ (*s*) | 23 ″ 0 | |
| 463 | *ex*Andriana) | *ss*Pir.2ndNo.3–6,33 | 2701 | 3,40 | | | 3,40 | 7mo | Ld. | | | Greek | 180lb *180lb* NDR25 298NHP | s 2 ″ 1½ | |
| SVHS | | *ss*Pir.No.1–37 | 1758 | | ✠LMC | | | | Sunderland | | P35′B214′F38″ FK | 6 *BHCem* | 2SB,*8cf*,GS127,HS4607 | 21 ″ 2½ | |
| | | 1 *Dk (pt Irn & pt Stl) & deep framing* | | MS4,37 | BS12,39 | | | *Lloyd's* | *SA&CP* | *Cell DBa108′uE&B42′* | *f142′912t FPT125t* | *APT165t* | G.Clark,Ld.Sunderland | | |
| 86671 | **Zintu Maru** (P) | (*ex*JintsuMaru–38) | 995 | | | | | 1921 | Ono | FujiyamaKaiun | 210·0 \| 32·0 \| 17·0 | Osaka | T.3Cy. | | |
| 28092 | | | 779 | | | | | | Seikichi | K.K. | | Japanese | | | |
| JDFG | | 2 *Dks* | 559 | | | | | | Osaka | | | | | | |
| 86672 | **Zinzan Maru** | (*ex*Hindustan–39) | 5216 | ✠100A1 | Smk | *y* | CL | 1919 | ShortBros. | KokokuSangyo | 400·0 \| 52·4 \| 28·5 | Tokyo | T.3Cy.25½″,44″&73″–48″ (*s*) | 31 ″ 0 | |
| 45500 | | *ss*Nwc.No.3–10,34 | 4762 | 5,41 ~~5,10~~ | Kob | | ~~12,38~~ 5,41 | 3mo | Ld. | K.K. | | Japanese | 180lb 517NHP | s 5 ″ 11½ | |
| JZOM | | *ss*Kob.No.1–38 | 3104 | | ✠LMC | | | | Sunderland | | P49′B113′F40′ FK | 7 *BHpt Cem* | 3SB,*9cf*,GS189,HS7668 FD | 25 ″ 4 | |
| | | 2 *Dks (Stl)* | | BS5,41 | 3,40 | | | *Lloyd's* | *SA&CP* | *Cell DB340′1067t FPT135t* | | *APT198t* | N.E.MarineEng.Co.Ld.Sld. | | |
| | | *Cargo battens not fitted* | | | | | | | | | | | | | |
| 86673 | **Zinzyu Maru** | (*ex*JinjuMaru–38, | 3193 | ✠ ... | | | | 1918 | Ishikawa- | OyaZentaro | 305·0 \| 43·9 \| 27·3 | Kobe | T.3Cy.22″,37″&61″–42″ | 27 ″ 3 | C |
| 22304 | *ex*TaizanMaru) | *ss*Kob.No.2–26 | 2676 | 3,30 | | | | 9mo | jimaS.B.&E. | | P30′B92′F25′ | Japanese | 279NHP | | † |
| JFWD | | 2 *Dks* | 1952 | | ✠ | | | | Co.Ld. | | FK | *WB* | IshikawajimaSB&ECo.Ld | | |
| | | | | | | | | | Tokyo | | | | | | |
| 86674 | **Ziryanin** | (*ex*LakeFavonia) | 2593 | ✠ ... | | | | 1919 | American | U.S.S.R. | 251·0 \| 43·6 \| 26·1 | Odessa | T.3Cy.21″,35″&59″–42″ | 28 ″ 2 | |
| | | *Fitted for oil fuel* | 2243 | 3,21 | | | | 10mo | S.B.Co. | | P25′B64′F23′ | Russian | 352NHP | | |
| UOVD | | 1 *Dk 2 tr B* | 1613 | | ✠ | | | | Lorain,O. | | FK | *WB* | AmericanS.B.Co.Lorain,O. | | |
| 86675 | **Zizania** | **IronTwinSc** | 447 | | | | | 1888 | Ramsey& | PanAmerican | 157·3 \| 27·3 \| 10·7 | Boston, | T.6Cy.7¼″,15″&28″–27″ | | |
| 225632 | | | — | | | | | | Son | ShippersInc. | | Mass. | 82NHP | | |
| KLEA | | 2 *Dks* | 263 | | | | | | Baltimore Md | | | Utd. States | | | |
| 86676 | **Zonguldak** (*ex*Helka, | | 1222 | | | | | 1903 | Rijkee&Co | KömürKolektif | 230·0 \| 33·0 \| 17·6 | Istanbul | T.3Cy.17½″,28″&45″–36″ | | |
| | *ex*Scheldestroom) | | 952 | | | | | | Rotterdam | Sirketi ve Ahmet | Q77′B40′F32′ | Turkish | 121NHP | | |
| TCDN | | 1 *Dk* | 736 | | | | | | | Hamdi | | *WB* | Maats.Fyenoord,Rot. | | |
| * 86677 | **Zonnewijk** | | 4499 | ✠100A1 | Sch | *y* | OG | 1928 | ClydeS.B. | N.V.Stoom.Maats. | 383·9 \| 52·9 \| 25·2 | Rottrdam | T.3Cy.23″,39″&67″–48″ (*s*) | 27 ″ 6 | |
| | | *ss*Rot.No.2–37 | 4113 | 12,39 | | | 12,39 | 8mo | &Eng.Co.Ld. | "Wijklijn" | | Dutch | 210lb 403NHP | s 3 ″ 9 | |
| PIYK | **D.F.** | 1 *Dk (Stl)* | 2670 | BS2,39 | ✠LMC4,37 | | | | PortGlasgow | (Erhardt&Dekkers,*Mgrs.*) | P39′B234′F32′ FK | 6 *BHCem* | 3SB,*9cf*,GS190,HS6664 | 23 ″ 11½ | |
| | | | | | | | | *Lloyd's* | *SA&CP* | *Cell DBa & uE142′ f* | 166′1100t *FPT147t* | *APT172t* | ClydeS.B.&E.Co.Ld.P.Gl. | | |
| 86678 | **Zorroza** | (*ex*Artza-Mendi) | 4597 | ✠100A1 | Bcl | *w* | CL | 1921 | CiaEuskal- | Cia.Arrendataria | 360·0 \| 49·1 \| 29·1 | Bilbao | T.3Cy.25″,41″&68″–48″ (*s*) | 28 ″ 3 | |
| 4060 | | *ss*Val.No.3–11,35 | 8,11 ~~1,10~~ | | | | 12,39 | 7mo | duna deConst | delMonopoleo de | | Spanish | ~~180lb~~ 170lb 489NHP | | |
| 2403 | | *ss*Bcl.No.1–40 | | 3,41 | ✠LMC | | | | Bilbao | PetroleoS.A. | P78′B25′F38″ FK | 14 *BHpt Cem* | 3SB,*9cf*,GS174,HS7594 FD | | |
| EABS | | *Mchy. Aft* 2 *Dks (Stl) & Web frames* | | BS~~3,30~~ | MS1,40 | | | *Lloyd's* | *SA&CP* | | | 13 *to U dk* | Cen.Mar.E.WrksLd.WHpl | | |
| | | *Longitudinal framing* | | *Carrying Petroleum in bulk* | | | | | | | | 1 ,, 2nd ,, | | | |
| | | | | *Fitted for oil fuel* 8,21 | | | *F.P. a* | *bove* 1 | 50° F. | *Cell DBu E&B72′* | *144t DT f38′337t FP* | *T58t APT41t* | | | |
| 86679 | **Zouave** | | 4256 | ✠100A1 | Shl | *x* | CL | 1930 | Burntislnd | ZinalS.S.Co.Ld. | 370·9 \| 51·4 \| 25·1 | London | T.3Cy.23″,39″&65″–45″ (*s*) | 27 ″ 6 | |
| 161344 | | *ss*Nwc.No.2–38 | 3894 | ~~12,40~~ 12,30 | Mch | | ~~8,38~~ | 1mo | S.B.Co.Ld. | (Turner,Brightman&Co.*Mgrs.*) | 382·5(O.L.) | British | 200lb *100lb* 351NHP | s 3 ″ 7½ | |
| GTCS | **D.F.** | 1 *Dk (Stl)* | 2627 | ~~BS7,35~~ | ✠LMC8,38 | | 12,40 | | Burntisland | | P29′B233′F32′ FK | 6 *BHpt Cem* | 2SB,*6cf*,GS115,HS4606 FD | 24 ″ 1½ | |
| | | | | 8,40 | | | | *Lloyd's* | *SA&CP* | *Cell DB* | 322′ 1133t *FPT96t* | *APT175t* | D.Rowan&Co.Ld.Glasgow | | |
| 86680 | **Zuhal** | (*ex*Candilli, | 597 | ✠ | Hul | *j* | | 1861 | C.Lungley | Dr.Nihat | 209·0 \| 25·2 \| 14·5 | Istanbul | C.2Cy.21″&40⅞″–26″ | | |
| | *ex*Nadina, *ex*Vera | **Iron3Mst** | — | 1,83 | | | | 1mo | London | | Q30*t* | Turkish | NE83 NB92 69NHP | | |
| TCDO | Geelmuyden, *ex*Olga | *ss*Lon.No.3–72 | 318 | | | | | | | | len68 FK | 3 *BH* | C.&W.Earle,Hull | | |
| | Methinity, *ex*Taras Boulba, | 1 *Dk 2 tr B* | | | | | | | | | | | | | |
| | *ex*Baron Hambro') | *Mchy. Aft* | | | | | | | | | | | | | |
| 86681 | **Zuiderkerk** | (*ex*Zosma) | 8424 | ✠100A1 | Sch | *c*† | CL | 1922 | NewWater- | N.V. Vereenigde | 476·8 \| 60·4 \| 27·8 | The Hague | 2 Steam Turbines DR | 39 ″ 6 | |
| 5967 | | *ss*Rot.No.3–10,33 | | *Shelter dk* | Cal | | 11,38 | 4mo | wayS.B.Co | Nederlandsche | 37·0 | Dutch | geared to 1 Sc. Shaft | s10·4½ | |
| PIYU | | *ss*Rot.No.1–37 | 5265 | *with freeboard* | | | | | Schiedam | Scheepv Maats (Di- | *Intermediate* FK | *pt Cem* | 180lb (*s*) FD 1000NHP | 29 ″ 3½ | |
| | **D.F.** | 2 *Dks (Stl) & Shelter dk* | | ~~10,80~~ 10,40 | | | | *Lloyd's* | *SA&CP* | rectie-en Agentuur | *BH dispensed with* | 2 *BHto Sh dk* | 4SB(Sgl),*16cf*,GS322, | | |
| | | *Cruiser Stern* | | ~~BS8,30~~ 4,40 | ✠LMC3,37 | | | | | Maats,"Holland | len33 | 5 ,, ,, *U* ,, | HS13600 | | |
| | | | | | | | | | | OostAzie"LijnN.V. | | | BritishThomson- | | |
| | | | | | | | | | | *Mgrs.*) | | | HoustonCo.Ld.Rugby | | |
| | | | | *Fitted for oil fuel* 5,22 | | | *F.P. a* | *bove* 1 | 50° F. | *Cell DB* | *391′ 1401t D* | *Ta33′722t FPT144t* | *APT163t* | | |
| 86682 | **Zuiderkruis** | **TwinSc** | 1820 | | | | | 1923 | Nederl. | DutchEastIndian | 257·6 \| 36·7 \| 22·2 | Sourabaya | T.6Cy.16¾″,27½″&43½″–21½″ | | |
| | | (*Cable Vessel*) | — | | | | | | Schps.Maats. | Government | | Dutch | 177NHP | | |
| PKBV | | 2 *Dks* | 834 | | | | | | Amsterdam | (Dienst van | | *WB* | Werkspoor,Ams. | | |
| | | | | | | | | | | Scheepvaart) | | | | | |
| 86683 | **Zuidland** | | 426 | | | | | 1931 | NVSchspw | N.V.Motorschip | 152·1 \| 25·6 \| 9·0 | Rottrdam | Oil Engines 4S.C.SA | | V |
| | | *Oil Eng.* | 280 | | | | | | Gebr.Pot. | Zuidland(T.den | P42′Q54′F20′ | Dutch | 6Cy.11″–17¾″ 70NHP | | |
| PIZB | *Well Deck* | 1 *Dk* | 263 | | | | | | Bolnes | Hartigh,*Mgr.*) | | *WB* | Motorenfbr."Deutz"A.G. | | |
| | *Mchy. Aft* | *Cruiser Stern* | | | | | | | | | | | Köln-Deutz | | |
| 86684 | **Zuijderburgh** | (*ex*Maashaven–40) | 2630 | | | | | 1906 | Bonn& | Wm.H.Müller&Co. | 305·0 \| 44·6 \| 21·0 | Rottrdam | T.3Cy.23″,36″&62″–39″ | | V |
| | | | 2426 | | | | | | Mees | N.V.&Kon.Nederl. | B67′F30′ | Dutch | 240NHP | | |
| PIZD | | 1 *Dk* | 1676 | | | | | | Rotterdam | Hoogovens& | | *WB* | Maats.deSchelde,Flushing | | |
| | | | | | | | | | | StaalfabriekenN.V. | | | | | |
| 86685 | **Zuiko Maru** | (*ex*Jaladuta, | 4156 | ✠ ... | | | | 1904 | JLThomp- | InuiKisenK.K. | 368·0 \| 49·6 \| 19·0 | Kobe | T.3Cy.26$\frac{5}{16}$″,44″&72″–48″ | 29 ″ 6 | C |
| 31356 | *ex*Shadwell) | *ss*Kob.2ndNo.3–4,26 | 3846 | 10,30 | | | | 1mo | son&Sons,Ld | | 27·1 | Japanese | 417NHP | | † |
| JESB | | 1 *Dk & Spar dk & deep framing* | 2528 | | ✠ | | | | Sunderland | | P30′B108′F44′ FK | *WB* | N.E.MarineEng.Co.Ld.Sld | | |
| 86686 | — | | 2578 | | | | | 1939 | Uraga | ToaKaiunK.K. | 295·0 \| 45·0 \| 23·8 | Osaka | C.4Cy.(2)11$\frac{1}{16}$″&(2)20½″– | | |
| 46624 | | | 2270 | | | | | | DockCo.Ld. | | P23′B97′F32′ | Japanese | 13¾″&LP turbine with DR | | |
| JSEN | | 2 *Dks* | 1448 | | | | | | Uraga | | | *WB* | gearing & hydraulic | | |
| | | *Cruiser Stern* | | | | | | | | | | | coupling HS3445 255NHP | | |
| | | | | | | | | | | | | | UragaDockCo.Ld.Uraga | | |

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B.of T. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86687<br>44382<br>JDEM | **Zuisyo Maru** (*ex*Sheng Yu–38, *ex*Salacia–36, *ex*Dunachton) | *ss*Tama.2ndNo.3–1,38<br>2 *Dks*(*Stl*) | 5289<br>4905<br>3844 | ✠100A1<br>3,41 ~~3,40~~<br>✠LMC 2,40 3,41 | Tama | *z* | CL<br>2,40 | 1912<br>10mo<br>*Lloyd's* | C.Connell &Co.Ld. Glasgow | KyodoKaiunK.K.<br>*IntermediateBHin dkBH in afterhold* | 408·5\|52·1\|31·0<br>P34′B130′F44′ FK<br>*CellDBa117′uE&B45′f190′* | Tokyo<br>Japanese | T.3Cy.26½″,44″&73″–51″ (*s*)<br>200lb 536NHP<br>3SB,*9cf*,GS157,HS7680 FD<br>Dunsmuir&JacksonLdGls | 31 ″ 2<br>s 5 ″ 10½<br>25 ″ 6 | |
| 86688<br>33786<br>JQXB | **Zuiyo Maru** (*ex*Atheltarn, *ex*India, *ex*Boxleaf) | TwinSc<br>*ss*Yka.No.3–1,30<br>*ss*Yka.No.2–38<br>2 *Dks*(*Stl*)&*Web frames* | 7385<br>6842<br>4302 | ✠100A1<br>~~5,40~~ ~~4,39~~<br>BS ~~4,39~~ 5,40 ✠LMC 4,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5, 20 *F.P. above* 1 | Yka | *c* † | CL<br>~~10,37~~<br>4,40 | 1917<br>2mo<br>*Lloyd's* | Barclay, Curle&CoLd Glasgow | NipponTankerK.K.<br>*sA&CP*<br>*CellDBuE&B70′308tD1f27′291t* | 450·0\|58·0\|35·5<br>P44′B161′F42′ FK<br>*FPT124tAPT70t* | Yokohama<br>Japanese | T.6Cy.20″,35½″&61″–45″ (*s*)<br>215lb 900NHP<br>22 *BHpt Cem*<br>21 *to U dk*<br>1 ,, *2nd* ,,<br>4SB&1Aux.SB,*18cf*,<br>GS338,HS14156 FD<br>Barclay,Curle&Co.Ld.Gls. | 35 ″ 6 | |
| 86689<br>148669<br>GLRJ | **Zurichmoor** | *ss*Bly.No.3–9,38<br>1 *Dk*(*Stl*)&*Web frames*<br>*Corrugated sides* | 4455<br>4155<br>2768 | ✠100A1<br>~~1,41~~ ~~4,40~~<br>MS9,38 ✠LMC BS4,40 | Mdb Hul | *x* | CL<br>3,40 | 1925<br>9mo<br>*Lloyd's* | J.Readhead &Sons,Ld. SouthShields | MoorLine,Ld. (RuncimanShipping Co.Ld. *Mgrs.*)<br>*sA&CP* | 371·8\|55·3\|26·3<br>386·2(O.L.)<br>P34′B106′F44′ FK<br>*CellDB326′1029t* | London<br>British | T.3Cy.26″,43″&72″–48″ (*r*)<br>180lb HS6450 460NHP<br>3SB(Spt),*9cf*,GS164, FD<br>J.Readhead&SonsLd.S.Shl | 28 ″ 9<br>s 5 ″ 3¾<br>23 ″ 7¾ | |
| 86690<br>EAJY | **Zurriola** (*ex*BegoñaNo.3, *ex*Matienzo) | *ss*Bbo.3rdNo.3–5,37<br>1 *Dk*(*Irn*)&*deep framing* | *1866*<br>*1721*<br>*1163* | ✠100A1<br>1,41 ~~2,40~~<br>BS1,41 ✠LMC 5,37 | Bbo | *r* | 1,40 | 1899<br>6mo | R.Thompson&Son Sunderland | Cia.Nav. Guipuzcoana<br>A&CP *CellDBa* | 276·5\|40·5\|17·9<br>P23′B64′F27′ FK<br>*82′uE18′f112′569t* | S.Sebast'n<br>Spanish | T.3Cy.20¾″,33″&54″–39″ (*s*)<br>160lb 185NHP<br>2SB,*6pf*,GS78,HS2872<br>N.E.MarineEng Co.Ld.Sld. | 20 ″ 5<br>s 2 ″ 10½<br>17 ″ 8¾ | |
| 86691<br>YTFH | **Zvir**<br>*Oil Eng.* | *ss*Rot.No.3–12,38<br>2 *Dks*(*Stl*) | *5607*<br>*5073*<br>*3518* | ✠100A1<br>8,39<br>~~BS7,40~~ ✠LMC<br>MS4,38 ~~BS4,38~~ | Cff | *y* | CL<br>8,39 | 1926<br>7mo<br>*Lloyd's* | ClydeS.B. &Eng.Co.Ld. PortGlasgow | Prekomorska<br>PlovidbaD.D.<br>*sA&CP*<br>*CellDBa&u E152′f166′1147tD* | 390·1\|54·0\|29·6<br>403·9(O.L.)<br>B125′F35′ FK<br>*Ta33′906t FPT122t APT258t* | Susak<br>Yugoslav | T.3Cy.25″,41″&68″–45″ (*s*)<br>200lb 468NHP<br>7 *BHpt Cem*<br>1 ,, *to2nd dk*<br>3SB(Spt),*9cf*,GS148, FD<br>HS6960<br>ClydeSB.&Eng.CoLd.P.Gl | 32 ″ 0<br>s 6 ″ 7½<br>25 ″ 7¼ | |
| 86692<br>8203<br>TVUY | **Zweena**<br>*Oil Eng.*<br>*Mchy. Aft* | TwinSc<br>*ss*Dnk.No.2–39<br>1 *Dk*(*Stl*) | 651<br>452<br>307 | ✠100A1<br>1,40<br>✠LM 5,39<br>Surveys delayed<br>*Carrying Petroleum in bulk* | Dnk | *i* | CL<br>N4,39 | 1930<br>10mo<br>*Lloyd's* | G.Brown &Co. Greenock | Soc.Anon.des PétrolesJupiter<br>*sA&CP* | 174·6\|30·3\|11·0<br>P51′*Trunk*91′ FK | Marseilles<br>French | Oil Engines 4S.C.SA<br>12Cy.11⅛″–18⅞″ 162NHP<br>9 *BH*<br>*APT32t* | 12 ″ 0<br>s ″ 8¼<br>11 ″ 5½ | |
| 86693<br>29841<br>JTWA | **Zyogu Maru** Ⓟ (*ex*JohguMaru–38, *ex*Grelgrant, *ex*Hartland) | *ss*Kob.2ndNo.3–4,32<br>*ss*Yka.No.1–36<br>1 *Dk*(*Irn*)2*trB*&*deep framing* | 4803<br>4460<br>3521 | ✠ ...<br>5,40<br>✠ | Yka | *x* | | 1906<br>11mo | Richardsn, Duck&Co. Stockton | UkonShojiK.K.<br>*CellDBa126′uE&B39′f* | 369·2\|50·8\|27·6<br>P28′B104′F29′ FK<br>*165′1194t FPT167t* | Kobe<br>Japanese | T.3Cy.26″,42″&70″–48″<br>371NHP<br>3SB,*9cf*,GS160,HS5750<br>Blair&Co.Ld.Stockton | 30 ″ 3 | |
| 86694<br>PIZW | **Zypenberg** (*ex*Charterhurst–35)<br>D.F. | *ss*Rot.No.2–38<br>1 *Dk*(*Stl*) | 4973<br>4668<br>3085 | ✠100A1 NYk<br>~~Schr~~ ~~Pal Bsd~~<br>~~5,40~~ ~~5,40~~ ~~5,40~~<br>2,41 ~~3,41~~ ✠LMC<br>MS5,38 BS ~~4,39~~ 2,41 | Schr Pal Bsd | *z* | CL<br>~~10,39~~<br>~~5,40~~<br>9,40 | 1930<br>3mo<br>*Lloyd's* | Ayrshire Dockyard Co.Ld. Irvine | N.V.Stoom.Maats. "Hillegersberg" (Vinke&Co. *Mgrs.*)<br>*sA&CP* *CellDB350′* | 406·2\|53·6\|25·7<br>P26′B270′F37′ FK<br>*1155t APT45t* | Amstrdam<br>Dutch | T.3Cy.25½″,43″&72″–48″ (*s*)<br>200lb 470NHP<br>6 *BHpt Cem*<br>2SB(FD)&1AuxSB,*9cf*,<br>GS173,HS6695<br>Rankin&BlackmoreLdGrk | 28 ″ 0<br>s 3 ″ 10½<br>24 ″ 4 | |
| 86695<br>33614<br>JJHH | **Zyuho Maru No. 3**<br>(*ex*JuhoMaruNo.3–38) | 1 *Dk* | 430<br>387<br>235 | | | | | 1928 | ..... | IrimaziriSyoten K.K. | 151·0\|23·0\|15·0 | Kochi<br>Japanese | T.3Cy. | | |
| 86696<br>19917<br>JOEE | **Zyun Maru** (*ex*JunMaru–38) | 1 *Dk* | 982<br>825<br>681 | | | | | 1917 | Goshi Kaisha HaradaShoko Osaka | MarutatsaKaiun K.K. | 202·0\|29·1\|18·6 | Niigata<br>Japanese *WB* | T.3Cy.13″,21½″&36″–27″<br>63NHP<br>HaradaShoko,Osaka | | |
| 86697<br>32474<br>JKLB | **Zyunyo Maru** (*ex*JunyoMaru–38, *ex*Sureway, *ex*Hartmore, *ex*Hartland Point, *ex*Ardgorm)<br>Sub.Sig. | *ss*Sld.No.3–2,26<br>2 *Dks* | 5065<br>4720<br>3872 | ✠ ...<br>12,30<br>✠ | | | | 1913<br>12mo | R.Duncan &Co.Ld. PortGlasgow | BabaShojiK.K. | 405·0\|53·0\|27·2<br>P42′B122′F35′ FK | Tokyo<br>Japanese *WB* | T.3Cy.27″,44″&73″–48″<br>475NHP<br>J.G.Kincaid&Co.Ld.Grk. | 29 ″ 9 | C<br>† |
| 86698<br>31716<br>JDIB | **Zyuyo Maru** Ⓟ (*ex*JuyoMaru–39) | *ss*Yka.No.3–9,33<br>*ss*TamaNo.1–38<br>2 *Dks*(*Stl*) | 5458<br>4980<br>3407 | ✠100A1<br>3,41 ~~3,40~~<br>✠LMC ~~3,40~~ 3,41 | Kob | *z* | CL<br>~~12,37~~<br>N3,41 | 1926<br>4mo<br>*Lloyd's* | AsanoS.B. Co. Tsurumi | ToyoKisenK.K.<br>*sA&CP* *CellDB334′943t* | 400·0\|53·0\|32·0<br>P33′B124′F41′ FK<br>*APT27t* | Tokyo<br>Japanese | T.3Cy.26″,43½″&72″–48″ (*s*)<br>200lb 513NHP<br>6 *BHpt Cem*<br>3SB,*9cf*,GS181,HS7383 FD<br>KobeSteelWorks,Kobe | 32 ″ 0<br>s 6 ″ 6¼<br>25 ″ 8 | |
| 86699<br>44833<br>JQEM | **Zyuzan Maru** (*ex*Cranenest–38) | 1 *Dk* | 2111<br>1838<br>1244 | | | | | 1918 | Gt.Lakes Eng.Works Ecorse,Mich. | KokokuKisenK.K. | 253·5\|43·8\|20·4<br>P27′B66′F26′ | Kobe<br>Japanese | T.3Cy.21″,35″&59″–42″<br>226NHP<br>Gt.LakesEng.Wks.Detroit | | |

*** **Additional Ships are inserted in the Supplement at the end of the Register.**

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

## NEW SHIPS NOT NAMED.

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last rose. | 8 9 Built. When | By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed. If not in L. R. Dated Port of Build |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

# SUPPLEMENT TO THE REGISTER OF STEAMERS AND MOTORSHIPS OF 300 TONS GROSS AND OVER.

1940-41.

# SUPPLÉMENT AU REGISTRE DES NAVIRES A VAPEUR ET A MOTEURS D'UNE JAUGE BRUTE DE 300 TONNEAUX ET PLUS.

The numeration assigned for the Vessels in the Supplement of Steamers and Motorships of 300 tons gross and over is as follows:—

| | | | | | |
|---|---|---|---|---|---|
| A | ... ... | No. 87001 to No. 87250 | M | ... ... | No. 89051 to No. 89300 |
| B | ... ... | „ 87251 „ 87500 | N | ... ... | „ 89301 „ 89450 |
| C | ... ... | „ 87501 „ 87750 | O | ... ... | „ 89451 „ 89550 |
| D | ... ... | „ 87751 „ 87900 | P | ... ... | „ 89551 „ 89700 |
| E | ... ... | „ 87901 „ 88050 | Q | ... ... | „ 89701 „ 89800 |
| E | *Continued from* No. 90951 | | | | |
| F | ... ... | „ 88051 „ 88200 | R | ... ... | „ 89801 „ 89950 |
| G | ... ... | „ 88201 „ 88350 | S | ... ... | „ 89951 „ 90200 |
| H | ... ... | „ 88351 „ 88500 | T | ... ... | „ 90201 „ 90400 |
| I | ... ... | „ 88501 „ 88650 | U | ... ... | „ 90401 „ 90500 |
| J | ... ... | „ 88651 „ 88750 | V | ... ... | „ 90501 „ 90600 |
| K | ... ... | „ 88751 „ 88900 | W | ... ... | „ 90601 „ 90750 |
| L | ... ... | „ 88901 „ 89050 | X Y Z | ... | „ 90751 „ 90900 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH^p=Horse power by Society's formulæ. RH^p=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87001 | **Atlantier** | *Oil Eng.* D.F. E.S.D. *Cruiser Stern* | 5000 | ✠100A1 *with freeboard* (*Class Contemplated*) | | | | 1940 | Öresunds-varvet A\|B Landskrona | Cie. Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale, S.A. *Mgrs.*) | 430·0 F40′ | | | Antwerp Belgian | Oil Engines 2S.C.SA 8Cy.26¾"–59·1/16" A/B Götaverken, Got. | | |
| 87002 142260 GQWM | **Aldergrove** (*ex* Elba-40, *ex* Glenpark-32) D.F. 1*Dk*(*Stl*) *Cargo battens not fitted except in fwd. hold* | *ss* P.Gl. No 3–1,31 *ss* Ard. No. 2–39 | 1974 1789 1194 | ✠100A1 ~~Ll.~~ 10,40 ✠LMC MS12,39 BS4,40 | Ard | *r* | CL ~~11,40~~ 10,10 | 1918 7mo *Lloyd's* | Greenock & Grmgemouth Dkyd. Co. Ltd. Grmgemouth | Grove Line (Glasgow) Ltd. David Alexander & Sons. *Mgrs.*) *Cell D Ea 70′u* | 280·0 P21′B68′F29′ FK | 41·9 | 18·9 *4 BHCem* | Glasgow British *4 BHCem* | T.3Cy.21",35"&57"–36" (*r*) 180lb *100lb* 231 NH^p 2SB,6*cf*,GS112,HS3796 Dunsmuir & Jackson, Ltd Gls | 20 ″ 9 2 ″ 10½ 18 ″ 1 | |
| 87003 WFJX | **Almeria Lykes** Now "Empire Condor," *see No. 91006 in Supplement* D.F. E.S.D. GyC. 3*Dks* *pt Longitudinal framing* *Cruiser Stern* | | 7500 — 4585 | | | | | 1940 | Federal S.B. & D.D. Co Kearny, N.J. | Lykes Bros S.S. Co. Inc. | 469·0 F38′ | 69·6 | 29·2 *WB* | Galveston (Tex.) Utd. States | 2 steam turbines DR geared to 1 sc. shaft 1417 NH^p DeLaval Steam Turbine Co. Trenton, N.J. | | R |
| 87004 | **Arena** (*ex* Point Arena-40, *ex* Democracy-37, *ex* Jupiter) 2*Dks* | | 4673 4304 2970 | ✠ ... 4,22 ✠ | | | | 1917 11mo | Standard S.B. Corp. Shooter's Island, N.Y. | Cia. Arena, Ltda. | 377·0 P25′B106′F37′ FK | 52·0 | 26·8 *WB* | Panama Pnamanian | T.3Cy.24",41"&70"–48" 485 NH^p Standard S.B. Corp. | 29 ″ 0 | R † |
| 87005 167460 GLCZ | **Astra II** (*ex* Astra-40, *ex* Ferm, *ex* Sapphir) *ss* Abg. No. 3–3,33 *ss* Abg. No. 1–38 1*Dk*(*Stl*) | | 2393 2153 1412 | ✠100A1 8,40 ~~3,38~~ ~~BS3,39~~ 5,40 ✠LMC1,38 *Fitted for oil fuel* 5,20 | Cpn Shl | *t* | CL 1,38 | 1920 5mo *Lloyd's* | Clyde S.B. & Eng. Co. Ltd. Port Glasgow | Ministry of Shipping (J.S. Stranaghan & Co. Ltd. *Mgrs.*) *Cell DB 250′662t* | 296·1 P25′B80′F35′ FK | 44·3 | 20·3 *5 BHCem* *APT 60t* | London British | T.3Cy.22",35"&59"–39" (*s*) 180lb *100lb* 250 NH^p 2SB,6*cf*,GS126,HS4060 Clyde S.B. & Eng. Co. Ltd. | 22 ″ 9 | |
| 87006 HPOO | **Atlantico** (*ex* San Bernardino-40, Now "Hoegh Maru," *see No. 88380 in Supplement* *ex* West Jappa) 2*Dks* | | 5751 3218 3555 | | | | | 1920 | Ames S.B. & D.D. Co. Seattle, Wash | Cia. de Navegacion "La Interoceanica" S.A. | 410·5 P44′B119′F47′ | 54·2 | 29·2 *WB* | Panama Pnamanian | T.3Cy.26",43"&73"–48" 369 NH^p Ames S.B. & D.D. Co. Seattle | | R |
| 87007 HRCB | **Aztec** (*ex* Peter Lassen-40, *ex* Aztec-38) 2*Dks*(*Stl–Weather dk* teak s) *Ref. Mchy.* 3*rd*&*4th dks*(*Stl*) *in holds* | *ss* Avn. No. 2–37 | 5383 4708 3086 | ✠100A1 *with freeboard* ~~3,40~~ 3,40 2,41 ~~BS3,39~~ BS3,40 ~~LMC3,39~~ LMC3,37 *Fitted for oil fuel* 3,29 | SFo | *z* | CL 2,39 N 2,41 *Lloyd's* | 1929 3mo *Lloyd's* | Barclay, Curle & Co. Ltd. Glasgow | Mayan S.S. Corp. (United Fruit Co. *Mgrs.*) *Intermediate Bll in after hold dispensed with* *Cell DB 333′740t* | 388·8 405·3 (O.L.) P29′F40′ FK *Tanks at sides of tunnel* | 53·2 *pt Cem* | 31·2 *Coll Bll to W dk* *225t FPT 69t APT 36t* | Amapala Honduran | T.4Cy.30¾",51"&(2)62"–48" (*s*) 200lb 947 NH^p 5SB,20*cf*,GS385,HS15235 FD Barclay, Curle & Co. Ltd. Gls. | 33 ″ 6 10 ″ 4 23 ″ 7½ | |
| 87008 145498 GDQZ | **Astrologer** (*ex* Bellwyn-40, *ex* Gordonia-37, *ex* Eleveen-35) *Arch deck* 1*Dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted* | *ss* Shl. No. 3–11,35 | 1673 1508 977 | ✠100A1 2,39 BS3,40 ~~BS3,39~~ MS3,40 LMC ~~11,35~~ | Sws | *p* | CL ~~7,40~~ 7,40 | 1922 10mo *Lloyd's* | Burntislnd S.B. Co. Ltd. Burntisland | G. Gibson & Co. Ltd. | 245·3 254·0 (O.L.) P18′F21′ FK *Cell DB 210′446t* | 37·3 | 22·3 *4 BHCem* *FPT 42t APT 47t* | Leith British | T.3Cy.19",31"&51½"–33" (*s*) 180lb 179 NH^p 2SB,6*cf*,GS103,HS2947 Cooper & Greig, Ld. Dundee | 24 ″ 3 6 ″ 0¾ 18 ″ 4 | |
| 87009 168501 GNDJ | **Araybank** *Oil Eng.* D.F. E.S.D. 2*Dks*,3*rd dk in No. 1 hold* *Cruiser Stern* *Carrying cargo oil F.P. above 150° F. or lat. in deep tanks aft & fore peak tanks* | | 7258 6810 5247 | ✠100A1 *with freeboard* 10,40 ✠LMC10,40 *Carrying oil fuel F.P. above 150° F. in aft & fore peak tank* | Bel | *f*† | CL | 1940 10mo *Lloyd's* | Harland & Wolff. Ld. Belfast | Bank Line, Ld. (A. Weir & Co. *Mgrs.*) *Cell DB 360′122t DT sa 30′119t* | 433·2 450·3 (O.L.) F42′ FK *6 divisional W.T. Bhds in 'tween dk* | 57·3 *(Coll B Hto W dk 7 B Hto 2nd dk)* *FPT 113t* | 33·6 *4 BH* *APT 198t* | Belfast British | Oil Engines 4S.C.SA 6Cy.29½"–59·1/16" 2 DB *120lb* 490 NH^p Harland & Wolff, Ld. Bel. | 38 ″ 8 s11 ″ 11½ 26 ″ 10½ | |
| 87010 | **Angoulème** (*ex* Nabesna-40, *ex* Lake Filbert) *Fitted for oil fuel* D.F. 1*Dk* 2*tr B* | | 2451 2203 1513 | ✠ ... 9,20 ✠ | | | | 1919 11mo | Toledo S.B. Co. Toledo, O. | Transports Maritimes (Cie. Générale d'Armements Maritimes, *Mgrs.*) | 251·0 P25′B64′F23′ FK | 43·6 | 25·8 *WB* | Havre French | T.3Cy.22",36"&59"–42" 315 NH^p Toledo S.B. Co. Toledo | 28 ″ 2 | R † |
| 87011 168030 GNDX | **Aircrest** D.F. E.S.D. 1*Dk*&*Shelter dk* *Cruiser Stern* *Tonnage opening closed '41* (*W.E.*) | | ~~5200~~ 5237 4680 3076 | ✠100A1 *with freeboard* 10,40 (*Class Contemplated*) ✠LMC10,40 | PGl | *a*† | CL | 1940 10mo *Lloyd's* | Lithgows Ld. Port Glasgow | Crest Shipping Co. Ltd. *Cell D B 370′150t* | 432·2 447·6 (O.L.) F39′ FK *(Coll B Hto Sh dk 6 B Hto 2nd dk)* | 56·2 *7 BH Cem* *FPT 122t* | 24·9 *APT 177t* | London British | T.3Cy.23½",37½"&68"–48" 220lb (*s*) 436 NH^p 2SB(Spt)*Scf*,GS134 HS5830 Rankin & Blackmore Ld Grk | 36 ″ 10 s11 ″ 3¼ 25 ″ 9 | YD |
| 87012 168019 GMZG | **Ardenvohr** *Oil Eng.* D.F. 1*Dk*&*Shelter dk*,2*nd Dk in No. 3 hold* *Cruiser Stern* | | ~~4800~~ 5025 4508 2929 | ✠100A1 *with freeboard* 4,41 ~~10,40~~ (*Class Contemplated*) ✠LMC10,40 | Dmby Mch | †<br>2 | CL | 1940 10mo *Lloyd's* | Wm Denny & Bros. Ld. Dumbarton | Australind Steam Shipping Co. Ltd. (Trinder, Anderson & Co. *Mgrs.*) *Cell D B 349′117t* | 414·8 428·8 (O.L.) F39′ FK *(Coll B Hto Sh dk 8 B Hto 2nd dk)* *Duct keel forward of mchy spaces* *MT 37′955t FPT 144t APT 153t* | 56·2 *7 BH* | 26·0 *9 BH Cem* | London British | Oil Engines 2S.C.SA 4Cy.23½"–91.1/16" 2 DB *120lb* 688 NH^p Barclay, Curle & Co. Ltd. Gls. | 29 ″ 10 s8 ″ 5½ 26 ″ 6 | |
| 87013 168076 BCGF | **Aronda** Ⓟ 2*Dks*&*Shade dk* D.F. E.S.D. *Ref. Mchy.* | Twin Sc *Cruiser Stern* | ~~8320~~ ~~8383~~ ~~4000~~ 9031 4983 4463 | ✠100A1 3,41 (*Class Contemplated*) ✠LMC3,41 ✠Lloyd's RMC3,41 | Nwc | *e*†<br>2½ | GG ~~1940~~ 1941 3mo *Lloyd's* | ~~1940~~ Swan, Hunter & Wigham Richardson, Ld Newcastle | British India Stm. Nav. Co. Ld. *Cell D B 372′116t* | 444·6 461·1 (O.L.) B190′F45′ FK *(Coll B Hto Sh dk 8 B Hto 2nd dk)* *Tanks between tunnels* | 61·2 32·9 | 25·2 *9 BH Cem* *21′51t FPT 78t APT 133t* | London British | 6 steam turbines SR geared to 2 sc. shafts 2155 NH^p 3W.T.B. 450lb (Spt 140lb) GS462,HS17895 FD Parsons Marine Steam Turbine Co. Ld. Nwc. | 28 ″ 3 s4 ″ 8 23 ″ 9½ | BT till 3.42 |
| 87014 232721 WCFS | **Alkaliner** (*ex* Dolomite I–40) Wireless *Mchy. Aft* *Electrically welded* | Twin Sc *Oil Eng.* (*Self-Unloader*) 1*Dk* *Cruiser Stern* *Carrying cargo oil in bulk* | 934 — 478 | | | | | 1933 | Dolomite Marine Corp. Rochester NY | All-Waterways Nav. Corp. | 205·6 | 32·0 | 13·1 | Lake Charles, La Utd. States | 2 Oil Engines 4S.C.SA connected to Elec. Motors & Sc. Shafts 12Cy.14¼"–14½" *Emade 17 refitted 33* 239 NH^p Busch-Sulzer Bros. St. Louis, Mis. | | R |
| 87015 ~~American Sun~~ America Sun 240147 WGDA | ~~**American Sun**~~ D.F. E.S.D. GyC. *Mchy. Aft* *Longitudinal framing* *Electrically welded* | *Oil Eng.* 1*Dk* *Cruiser Stern* | 11355 10248 6891 | ✠100A1 2,41 ~~10,40~~ (*Class Contemplated*) *Carrying Petroleum in bulk* ✠LMC11,40 | Phl | 2½ | CL | 1940 11mo *Lloyd's* | Sun S.B. & Dry Dock Co. Chester, Pa. | Sun Oil Co. *Cell D Bu E 71′304t DT f 23′* | 524·6 547·2 (O.L.) ~~P114′B43′F48′~~ P103′B35′F51′ FK | 70·2 | 39·7 *16 BH pt Asp* *421t FPT 190t APT 109t* | Phildlphia Utd. States | Oil Engines 2S.C.SA 5Cy.32"–95" 1590 NH^p 3 WTDB *245lb* Sun SB & DD. Co. Chester, Pa | 40 ″ 0 | |
| 87016 219800 KJXJ | **Andrew Jackson** (*ex* Salaam-40) *Fitted for oil fuel* Sub. Sig. 2*Dks*&*Web frames* | | 5990 4971 3709 | ✠ ... 3,22 ✠ | | | | 1920 7mo | Merchant S.B. Corp. Harriman, Pa. | Waterman S.S. Corp. | 400·7 P36′B124′F44′ FK | 54·2 | 30·4 *WB* | Mobile, Ala Utd. States | 2 steam turbines DR geared to 1 sc. shaft 645 NH^p Westinghouse Electric & Mfg. Co. Essington, Pa. | 32 ″ 10 | R † |
| 87017 165859 GBQB | **Atlantic City** D.F. *Cruiser Stern* | *Oil Eng.* 1*Dk*&*Shelter dk* | 5133 4676 2992 | | | | | ~~1940~~ 1941 | Wm. Doxford & Sons Ld Sunderland | Leeds Shipping Co. Ld. (Sir W. R. Smith & Sons, Ld. *Mgrs.*) | ~~416·7~~ *For Shelter dk* 38′ 415·0 | 55·1 | 24·5 *WB* | Bideford British | Oil Engines 2S.C.SA 4Cy.23¾"–91½" 687 NH^p Wm. Doxford & Sons, Ld. Sld | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné ou à intervenir expiré. Lettre d'Equipement. | 7* Date de la dernière Visite de l'Arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP= Force en chevaux d'après les formules de la Société. RIP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres ou coté, si new ou del. L. K. Dis. Ct. L. P. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87018 171013 | **Algoway** (*ex*JohnJ.Boland,Jr.–40, *ex*Henry P.Werner–37,*ex*G.Watson French) *Mchy.Aft* D.F. GyC. | 1*Dk2trB* | 3785 3646 2964 | | | | | 1903 | WestBay CityS.B.Co BayCty,Mich *Reconstructed* 1912 | AlgomaCentral& HudsonBay RailwayCo. *by* American S.B.C o. | 365·5\|50·2\|24·0 F48′ | SaultSte. Marie,Ont. *WB* British | T.3Cy.20″,33″&55″–40″ 191NHP Chicago S.B.Co.Chicago Cleveland,Ohio | | R |
| 87019 170150 | **A. D. Huff** (*ex*SanAnselmo–40, *ex*Oran,*ex*WestJester) *Fitted for oil fuel* | 2*Dks* | 6219 5670 3740 | | | | | 1920 | AmesS.B. &D.D.Co. Seattle,Wash | AtlanticTrans-portationCo.Ld.(S. L.deCarteret,*Mgr*) | 410·5\|54·2\|29·2 P44′B119′F47 | Montreal British | T.3Cy.26″,43″&73″–48″ 369NHP *WB* Ames S.B.&D.D.Co.Seattle | | R |
| 87020 | **American Manufacturer** D.F. E.S.D. GyC. Sub.Sig. | *Oil Eng.* 3*Dks* *Cruiser Stern* | 6750 | | | | | 1940 | Western Pipe&Steel Co.ofCali-fornia SanFrancisco | UnitedStates Maritime Commission | 395·0\|60·0\|37·5 | Utd. States | 2 Oil Engines 2S.C.SA 14Cy.20½″–27½″ with *WB* electro-magnetic slip cou-plings&SRgearing 666NHP Busch-SulzerBros.Diesel EngineCo.St.Louis,Mo. | | |
| 87021 165066 GMSZ | **Antar** E.S.D. D.F. *Tonnage opening closed '41 (W.R.)* | *Oil Eng.* 1*Dk&Shelter dk* *Cruiser Stern* | 5222 4685 3034 | ✠100A1 *with freeboard* 2,41 ~~(Class Contem plated)~~ ✠LMC2,41 | Sld | *a*† 2 | CL | ~~1940~~ 1941 2mo | Wm.Dox-ford&SonsLd Sunderland *Lloyd's A&CP* | NewEgypt& LevantShipping Co.Ld.(T.Bowen Rees&Co.Ld. *Mgrs.*) | 427·0\|56·5\|26·5 442·9(O.L.) FK *(Cell B Hto Sh dk 6 B Hto 2nd dk) Cell D B 356′117s M T 29′1205t F P T 134t A P T 155t* | London British *7 B H* | Oil Engines 2S.C.SA 3Cy.23⅝″–~~31½″~~ 91 5/16″ 2DB *120b* 516NHP Wm.Doxford&Sons,Ld Sld | ~~20 – 0~~ ~~38 – 81~~ ~~25 – 10~~ 38 ″ 1 811 ″ 4¾ 26 ″ 10¾ | |
| 87022 46745 JJKX | **Amakasu Maru No. 1** | | 1913 — 1057 | | | | | 1939 | Kawamin-amiKogyo K.K. Nagasaki | AmakasuSangyo KisenK.K. | 271·6\|40·0\|20·3 | Yokohama Japanese | T 3Cy.18½″,30″&50″–36″ 150NHP KawaminamiKogyoK.K. Nag. | | |
| 87023 BAJK | **Albareda** (*ex*Gante–39, *ex*Udondo–38, *ex*Guadiaro, *ex*BlackPrince,*ex*Provan) Sub.Sig. | *ss*Bbo.2ndNo.3–3,29 1*Dk(Stl)&Spar dk(Stl)& deep framing* | *3925* *3648* *2560* | ✠ ~~7,35~~ *Spar dk* ✠ | Cff | *w* | | 1903 1mo | Russell& Co. Pt.Glasgow | José de Navas Escuder *Intermediate* | 345·2\|49·9\|17·9 25·9 P20′B202′F37′ FK 6 *B H Cem* *'tween dk B H in after Cell D B a 112′ u E& B 40′ f* | Bilbao Spanish *hold dispensed with (5 to Spr dk* 1 *„ Main „)* | T.3Cy.25″,41″&67″–45″ NDB20 340NHP 2SB,*8pf*,GS142,HS5438 Rankin&Blackmore,Grk. | 28 ″ 5 | G † |
| 87024 240410 | **Alcoa Pioneer** D.F. E.S.D. GyC. Sub.Sig. | *Fitted for oil fuel* 3*Dks* *Cruiser Stern* | ~~6750~~ 6759 — 4015 | | | | | ~~1940~~ 1941 | Bethlehem SteelCo.S.B. Division SanFrancisco Cal. | AlcoaS.S.Co. | 395·0\|60·0\|37·5 | Utd. States | 2 steam turbines DR geared to 1 sc. shaft 666NHP *WB* BethlehemSteelCo.S.B. Division,Quincy,Mass. | | |
| 87025 | **American Leader** D.F. E.S.D. GyC. Sub.Sig. | *Oil Eng.* 3*Dks* *Cruiser Stern* | 6750 | | | | | 1940 | Western Pipe&Steel Co.ofCali-fornia SanFrancisco Cal. | UnitedStates Maritime Commission | 395·0\|60·0\|37·5 | Utd. States | 2 Oil Engines 2S.C.SA 14Cy.20½″–27½″ with *WB* electro-magnetic slip cou-plings & SR gearing 666NHP Busch-SulzerBros.Diesel EngineCo.St.Louis,Mo. | | |
| 87026 47040 JGMM | **Akagane Maru** | | 3121 — 1793 | | | | | 1940 | Harima S.B.&Eng. Co.Ld. Harima | NipponKaiunK.K. | 318·4\|45·9\|24·6 | Tokyo Japanese | Steam Engine | | |
| 87027 217800 KEVT | **Alcoa Leader** (*ex*Schodack–40) Sub.Sig. | *Fitted for oil fuel* 2*Dks&Web frames* | 5041 4710 3116 | ✠ ... 6,20 ✠ | | | | 1919 5mo | American International S.B.Corp. HogIslandPa | ~~OceanDominion S.S.Corp.~~Alcoa S.S.Co.Inc. | 390·0\|54·2\|27·6 P39′B122′F43′ FK | NewYork Utd.States *WB* | DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| 87028 219178 KOLB | **Arkansas** (*ex*Aryan–40) D.F. GyC. *Mchy.Aft* | *ss*N.Yk.No.3–2,33 *ss*N.Yk.No.1–36 2*Dks(Stl)&Web frames* *Longitudinal framing* | 6452 6126 4008 | ✠100A1 10,40 ~~(SS 4.40~~ ✠LMC12,36 *Carrying Petroleum in bulk Fitted for oil fuel* 11,19 | NYk | *a*† BS3.41 | CL 8,39 | 1919 11mo | TexasS.S. Co. Bath,Me. | TheTexasCompany A&CP | 416·8\|56·1\|31·1 P107′F33′B35′ FK *Cell D B Bu E& B 64′ 209t F P T 229t A P T 130t* | Wilmington (Del.) Utd. States *B H pt Cem* | T.3Cy.26¾″,44″&74″–51″(*s*) 200lb 556NHP 3WTB(Spt),HS9969 16 H.G.TroutCo.Buffalo,N.Y. *F.P. above 150° F.* | 32 ″ 10 6 ″ 3½ 26 ″ 9 | |
| 87029 218390 KIMR | **Alcoa Scout** (*ex*PointSalinas–40, *ex*Dochet) | *Fitted for oil fuel* 2*Dks* | 4886 — 3071 | | | | | 1919 | Downey S.B.Corp. ArlingtonNY | AlcoaS.S.Co.Inc. | 386·8\|52·2\|27·4 P40′B110′F40′ | NewYork Utd. States *WB* | T.3Cy.24″,44″&70″–48″ 339NHP Downey S.B.Corp. | | R |
| 87030 219643 KUDR | **Alcoa Shipper** (*ex*Davenport–40) | *Fitted for oil fuel* 2*Dks&Web frames* | 5491 4971 3370 | ✠ ... 6,20 ✠ | | | | 1920 3mo | Merchant S.B.Corp. Harriman,Pa | AlcoaS.S.Co.Inc. | 400·7\|54·2\|30·4 P36′B124′F44′ FK | Phildlphia Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 645NHP Westinghouse Electric& Mfg.Co.Essington,Pa. | 32 ″ 10 | R † |
| 87031 218186 KIJJ | **Alcoa Pilot** (*ex*PointPalmas–40, *ex*Sabotawan) | *Fitted for oil fuel* 2*Dks* | 4869 — 3048 | | | | | 1919 | Downey S.B.Corp. ArlingtonNY | AlcoaS.S.Co.Inc. | 386·8\|52·2\|27·4 P40′B110′F40′ | NewYork Utd. States *WB* | T.3Cy.24″,40″&70″–48″ 339NHP Downey S.B.Corp. | | R |
| 87032 216924 KZOA | **Alcoa Transport** Ⓟ (*ex*ElwynC.Hale–40, *ex*H.J.Lawrence, *ex*LakeMedford) | *Fitted for oil fuel* 1*Dk* | 2034 1750 1223 | ✠ ... 9,20 ✠ | | | | 1918 9mo | GlobeS.B. Co. Superior,Wis. | AlcoaS.S.Co.Inc. | 251·0\|43·7\|19·2 P27′B60′F23′ FK | S.Frncisco Utd. States *WB* | T.3Cy.19″,32″&56″–36″ 276NHP NordbrgMfgCo Milwaukee | 21 ″ 5 | R † |
| 87033 219633 KULP | **Ann Skakel** (*ex*Exermont–40, *ex*Clontarf) | *Fitted for oil fuel* 2*Dks* | 4969 4598 3037 | | | | | 1920 | American International S.B.Corp. HogIslandPa | ClearwaterSteam-shipCorporation (ParryShipping CompanyInc.*Mgrs*) | 390·0\|54·2\|27·8 P50′B121′F40′ | NewYork Utd.States *WB* | DR geared steam turbine GeneralElectricCo. Schenectady,N.Y. | | R |
| 87034 | **American Builder** D.F. E.S.D. GyC. Sub.Sig. | *Oil Eng.* 3*Dks* *Cruiser Stern* | 6750 | | | | | 1940 | Western Pipe&Steel Co.ofCali-fornia SanFrancisco Cal. | UnitedStates Maritime Commission | 395·0\|60·0\|37·5 | Utd. States *WB* | 2 Oil Engines 2S.C.SA 14Cy.20½″–27½″ with electro-magnetic slip cou-plings&SR gearing 666NHP Busch-SulzerBros.Diesel EngineCo.St.Louis,Mo. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Ass'd good new applied. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draughts. ft. in. | 15 Registers in which classed, if not in L.R. Dated R.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87035<br>16312<br>GPQQ | **Athelvictor**<br>*Mchy.Aft Cruiser Stern 1Dk Oil Eng.*<br>*Bilge of shell plating, except topsides, electrically welded*<br>D.F. E.S.D.<br>*Strengthened for navigation in ice* | | 8410<br>7594<br>5062 | ✠100A1 4,41 ~~(Class Contemplated)~~<br>*Carrying Petroleum in bulk*<br>✠LMC3,41 | Dun NYk | *c*† | CL | 1940<br>1941<br>3mo<br>*Lloyd's SA&CP* | Caledon S.B.&E.Co.Ld. Dundee | Athel Line, Ld. | 466·3 / 488·2 (O.L.)<br>P103′B38′~~F57′~~ F60′<br>*Cell D B u E80′266 t D T f 22′334 t F P T 70 t A P T 138 t* | 59·4 | 35·9<br>FK<br>9 *B H* | Liverpool British | Oil Engines 4S.C.SA 8Cy.25$\frac{7}{16}$"-55$\frac{1}{2}$" 502NHP<br>2DB *150lb*<br>Hwthrn,Leslie&Co Ld.Nwc | 35 ″ 6<br>s 7 ″ 9<br>27 ″ 11½ | |
| 87036<br>GPQC | **Armando** (*ex* Balkan-41, *ex* Epsilon-38, *ex* Madras City-33, *ex* Langholm)<br>*ss* Bkn. No. 1-15<br>*Fitted for oil fuel*<br>1 *Dk & Shelter dk* | | 4120<br>—<br>2579 | ✠ ...<br>1,21<br>✠ | | | | 1911<br>5mo | W. Gray & Co. Ld. West Hartlepool | Cavodore Steam Ship Co. Ld. | 383·9 / 393·5<br>B8′<br>FK | 53·5 | 29·0<br>*WB* | Pnamanian | T.3Cy.25″,41″&68″-48″ 342NHP<br>Cen.Mar.Eng.Wrks.W Hpl | 25 ″ 5 | C<br>† |
| 87037<br>217890<br>WNEO | **Alcoa Cadet** (*ex* Point Caleta-40, *ex* Dio)<br>*Fitted for oil fuel*<br>2 *Dks* | | 4823<br>—<br>3038 | | | | | 1919 | Downey S.B.Corp. Arlington, N.Y. | Alcoa S.S.Co.Inc. | 381·0 / 394·0<br>P40′B110′F40′ | 52·0 | 30·0<br>*WB* | New York Utd. States | T.3Cy.27″,40″&70″-48″ 339NHP<br>Downey S.B.Corp. Staten Island | | R |
| 87038<br>218019 | **Alcoa Voyager** (*ex* Waukau-40)<br>*Fitted for oil fuel*<br>2 *Dks & Web frames* | | 6126<br>5090<br>3796 | ✠ ...<br>6,20<br>✠ | | | | 1919<br>6mo | Merchant S.B.Corp. Harriman, Pa. | Alcoa S.S.Co.Inc. | 400·7 / 414·2<br>P36′B124′F44′<br>FK | 54·2 | 30·4<br>*WB* | Phildlphia Utd. States | 2 steam turbines DR geared to 1 sc. shaft 645NHP<br>Westinghouse Electric & Mfg.Co. Essington, Pa. | 32 ″ 10 | |
| 87039<br>239224<br>WDTP | **A. H. Dumont**<br>*Oil Eng.*<br>*Mchy.Aft*<br>*Carrying oil in bulk* | | 981<br>—<br>789 | | | | | 1940 | J.H.Mathis Co. Camden, N.J. | Diesel Tanker A.H. Dumont, Inc. | 213·5 / 224·0<br>P36′B124′F44′<br>FK | 37·1 | 14·3<br>*WB* | Seattle Utd. States | Oil Engines<br>Fairbanks, Morse&Co. Beloit, Wis. | | |
| 87040<br>168051<br>KCDJ | **Ambrose Fleming**<br>Wireless<br>1 *Dk*<br>*Mchy.Aft*<br>*Cruiser Stern*<br>*Cargo battens not fitted* | | 1555<br>1179<br>889 | ✠100A1<br>*with freeboard*<br>4,41<br>~~(Class Contemplated)~~<br>✠LMC4,41 | Lth | *p* | CL | 1941<br>4mo | Burntislnd S.B.Co.Ld. Burntisland | London Power Co. Ld.(Stephenson Clarke&Associated Companies, Ld. *Mgrs.*) | 247·0 / 256·8 (O.L.)<br>Q149′B16′F24′<br>FK<br>*Cell D B u E24′f 168 615 t M T 58 t F P T 154 t A P T 18 t* | 39·6 | 16·6<br>*4 B Hpt Asp* | London British | T.3Cy.16½″,27½″&46″-33″ 200lb *105lb* (*s*) 184NHP<br>1SB,3*cf*,Gs63,Hs2750 FD<br>D.Rowan&Co.Ld.Gls. | 18 ″ 6<br>s 5 ″ 11<br>16 ″ 9 | |
| ~~87041~~<br>~~Pending~~<br>240404<br>WGXQ | **Atlantic Sun**<br>D.F. E.S.D. GyC.<br>*Oil Eng.*<br>1 *Dk*<br>*Mchy.Aft*<br>*Cruiser Stern*<br>~~*Elec.welded*~~<br>*Longitudinal framing*<br>*Elec.welded* | | 11355<br>10248<br>6891 | ✠100A1<br>3,41<br>~~(Class Contemplated)~~<br>*Carrying Petroleum in bulk*<br>✠LMC3,41 | Phl | 2½ | CL | 1941<br>3mo | Sun S.B.& Dry Dock Co. Chester, Pa. | Sun Oil Company | 524·6 / 547·2 (O.L.)<br>~~P114′B41′F18′~~ FK<br>P103′B35′F51′<br>*Cell D B u E71′304 t D T f 25′421 t F P T 190 t A P T 109 t* | 70·2 | 39·7<br>*16 B Hpt Asp* | Phildlphia Utd. States | Oil Engines 2S.C.SA 6Cy.32″-95″ 1590NHP<br>3DB(WT) *245lb*<br>SunSB&DD.Co.Chester Pa | 40 ″ 0 | |
| 87042<br>GyC. | **Alcoa Pilgrim**<br>*Fitted for oil fuel*<br>2 *Dks*<br>*Cruiser Stern* | | 6750 | | | | | 1941 | Bethlehem Steel Co.S.B. Division San Francisco Cal. | Alcoa S.S.Co. | 390·0 / 404·0 | 60·0 | 37·5 | Utd. States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 666NHP<br>Bethlehem Steel Co.S.B. Division, Quincy, Mass. | | |
| 87043<br>~~1893~~<br>SKPN | **Algol**, ~~ex Vega~~ ~~ex V12,~~ *see No. 90017 in Supplement*<br>1 *Dk*<br>*Mchy.Aft*<br>*Cruiser Stern*<br>*Strengthened for navigation in ice* | | 978<br>714<br>443 | ✠ 11,38<br>*Carrying Petroleum in bulk*<br>(*Reclassification contemplated*) | Mmo | | | 1937<br>10mo | Deutsche Werft A G Bet Reihstgwrft Hamburg | Trelleborgs Ångf. Nya Aktieb. (J. Malmros, *Mgr.*) | 205·0 / 209·8 (O.L.)<br>P54′F29′<br>*Trunk* 116′<br>FK<br>*Cell D B u E22′20 t F P T 39 t A P T 43 t* | 32·3 | 15·0<br>*11 B Hpt Cem* | Trelleborg Swedish | Oil Engines 4S.C.SA 6Cy.15¾"-26⅜" 144NHP<br>Fr.Krupp Germaniawft A G Kiel | 15 ″ 0 | |
| 87044<br>7647<br>BILN | **Ajax** (*ex* Wirgo-10)<br>*ss* Sbg. No. 3-12,40 ~~*ss* Skm. No. 2-38~~<br>1 *Dk (Stl) & Shelter dk (Stl)*<br>*Cruiser Stern*<br>*Strengthened for navigation in ice* | | 645<br>482<br>222 | ✠100A1<br>*with freeboard*<br>Sbg ~~Skm~~<br>3,41 ~~12,40~~<br>~~(Reclassification contemplated)~~<br>✠LMC12,40 | Got | *l* | OG<br>12,40 | 1930<br>6mo | Akt. Finnboda Varf Stockholm | Bergnings-& Dykeri-A/B "Neptun" (E. Brodin, *Mgr.*) | 183·6 / 192·0<br>P16′B52′F17′<br>*Cell D B 132′172 t F P T 37 t A P T 23 t* | 32·1 | 12·9<br>FK | Stockholm Swedish | T.3Cy.16½″,27″&44″-30″ 200lb (Spt) (*s*) 150NHP<br>2SB,4*cf*,Gs63,Hs2692<br>Helsingörs Jernsk&Mskb. Elsinore | 15 ″ 2 | |
| 87045<br>218200<br>KIJM | **Alcoa Master** (*ex* Brush-40, *ex* Schroon)<br>*Fitted for oil fuel*<br>2 *Dks & Web frames*<br>Sub.Sig. | | 5114<br>4740<br>3102 | ✠ ...<br>7,20<br>✠ | | | | 1919<br>6mo | American International S.B.Corp. Hog Island Pa | Alcoa S.S.Co.Inc. | 390·0 / 404·0<br>P39′B122′F43′<br>FK | 54·2 | 27·6<br>*WB* | New York Utd. States | DR geared steam turbine 600NHP<br>General Electric Co. Schenectady, N.Y. | 32 ″ 0 | R<br>† |
| 87046<br>217618 | **Alcoa Mariner**<br>(*ex* New Windsor-40)<br>*Fitted for oil fuel*<br>2 *Dks & Web frames* | | 5590<br>5042<br>3451 | ✠ ...<br>7,20<br>✠ | | | | 1919<br>6mo | Newburgh Shipyards Inc Newburgh, N.Y. | Alcoa S.S.Co.Inc. | 400·5 / 414·2<br>P36′B124′F44′<br>FK | 54·2 | 30·0<br>*WB* | New York Utd. States | 2 steam turbines DR geared to 1 screw shaft 645NHP<br>Westinghouse Electric & Mfg.Co. Pittsburgh, Pa. | 32 ″ 10 | |
| 87047<br>217887<br>WLAA | **Alcoa Ranger** (*ex* Sarcoxie-40)<br>*Fitted for oil fuel*<br>2 *Dks & Web frames*<br>Sub.Sig. | | 5116<br>4740<br>3103 | ✠ ...<br>6,20<br>✠ | | | | 1919<br>5mo | American International S.B.Corp. Hog Island Pa | Alcoa S.S.Co.Inc. | 390·0 / 404·0<br>P39′B122′F43′<br>FK | 54·2 | 27·6<br>*WB* | New York Utd. States | DR geared steam turbine 600NHP<br>General Electric Co. Schenectady, N.Y. | 32 ″ 0 | R<br>† |
| 87048<br>217381<br>KEBD | **Alcoa Guard** (*ex* Point Chico-40, *ex* Abron)<br>*Fitted for oil fuel*<br>2 *Dks* | | 4905<br>—<br>3087 | | | | | 1918 | Downey S.B.Corp. Staten Island | Alcoa S.S.Co.Inc. | 381·1 / 394·0<br>P40′B110′F40′ | 52·0 | 30·0<br>*WB* | New York Utd. States | T.3Cy.27″,40″&70″-48″ 339NHP<br>Downey S.B.Corp. Staten Island | | R |
| 87049<br>217791<br>WFOI | **Alcoa Guide** (*ex* Point Brava-40, *ex* Manhattan Island, *ex* Osakis)<br>*Fitted for oil fuel*<br>2 *Dks* | | 4834<br>—<br>3045 | | | | | 1919 | Downey S.B.Corp. Arlington, N.Y. | Alcoa S.S.Co.Inc. | 386·8 / 404·0<br>P40′B110′F40′ | 52·2 | 27·4<br>*WB* | New York Utd. States | T.3Cy.24″,40″&70-48″ 339NHP<br>Downey S.B.Corp. Staten Island | | R |
| 87050<br>168193<br>BCJT | **Adam's Beck**<br>1 *Dk*<br>*Mchy.Aft*<br>*Cruiser Stern*<br>*Cargo battens not fitted* | | 2816<br>2150<br>1667 | ✠100A1<br>~~(Class Contemplated)~~<br>6,41<br>✠LMC6,41 | Lth | *t* | CL | 1941<br>6mo | Burntislnd S.B.Co.Ld. Burntisland | Gas Light&Coke Co (Stephenson Clarke&Associated Companies, Ld. *Mgrs.*) | 315·0 / 330·3 (O.L.)<br>Q192′~~F30′~~F29′ FK<br>*Cell D B 266 t 991 t F P T 182 t A P T 68 t* | 44·5 | 19·9<br>*5 B Hpt Cem* | London British | T.3Cy.18½″,31″&52″-39″ 200lb (*s*) 240NHP<br>2SB,6*cf*,Gs101,Hs3484 FD<br>D.Rowan&Co.Ld.Gls. | 22 ″ 1<br>s 7 ″ 4½<br>19 ″ 11½ | |
| 87051<br>GyC. | **Alcoa Patriot**<br>2 *Dks*<br>D.F. E.S.D.<br>*Fitted for oil fuel*<br>Sub.Sig.<br>*Cruiser Stern* | | 6750 | | | | | 1941 | Bethlehem Steel Co.S.B. Division San Francisco Cal. | Alcoa S.S.Co.Inc. | 395·0 / 404·0 | 60·0 | 37·5 | Utd. States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 666NHP<br>Bethlehem Steel Co.S.B. Division, Quincy, Mass. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres où cote, si ce n'est dans le L. R. Durée Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87052 | **American Press** | *Oil Eng.* | 6750 | | | | | 1941 | Western Pipe&Steel Co.of California San Francisco Cal. | United States Maritime Commission | 395·0 | 60·0 | 37·5 | 2 Utd. States | 2 Oil Engines 2S.C.SA 14Cy.20½"-27½" with *WB* electro-magnetic slip couplings & SR gearing 666NHP Busch-Sulzer Bros. Diesel Engine Co. St. Louis, Mo. | | |
| | D.F. E.S.D. GyC. Sub.Sig. | 8 *Dks* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 87053 GHBU | **Avenir** (*ex* Wiima–41, *ex* Everilda, *ex* Aldersgate, *ex* Britannic) | ss Abg. 3rd No. 3–8,35 1 *Dk(Irn)* 2 *trBS* *Web frames* 3 *Dk rule* *Cargo battens not fitted* | 3232 2870 1956 | ✠100A1 3,38 ✠LMC MS8,35 BS12,39 | Got | *u* | N11,37 | 1897 4mo | W. Gray & Co. Ld. W Hartlepool | Gustaf Erikson | 320·5 336·3(O.L.) P27′B82′F32′ *Cell* | 47·2 FK | 22·0 *DBa&uE130′f136′* | Helsingfrs *Brändö* Finnish | T.3Cy 24",38"&64"-42" (*s*) 160lb NDB17 281NHP 2SB,4*rf*&2*cf*,GS90,HS4455 Cen Mar Eng. Wrks. W Hpl | 24 ″ 10 s 4 ″ 3½ 20 ″ 8 | |
| 87054 | **American Packer** | *Oil Eng.* | 6750 | | | | | 1941 | Western Pipe&Steel Co.of California San Francisco Cal. | United States Maritime Commission | 395·0 | 60·0 | 37·5 | 2 Utd. States | 2 Oil Engines 2S.C.SA 14Cy.20½"-27½" with electro-*WB* magnetic slip couplings & SR gearing 666NHP Busch-Sulzer Bros. Diesel Engine Co. St. Louis, Mo. | | |
| | D.F. E.S.D. GyC. Sub.Sig. | 3 *Dks* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 87055 219036 | **Alcoa Partner** (*ex* Bensalem–41) | 2 *Dks&Web frames* *Fitted for oil fuel* | 5513 4971 3389 | ✠ ... 6,20 ✠ | | | | 1919 10mo | Merchant S.B.Corp. Harriman, Pa | Alcoa S.S.Corp. Inc. | 400·7 P36′B124′F44′ | 54·2 FK | 30·4 | New York Utd. States | 2 steam turbines DR geared to 1 sc. shaft *WB* Westinghouse Electric& Mfg.Co. Essington, Pa. | 32 ″ 10 | |
| 87056 217910 | **Alcoa Carrier** (*ex* Poughkeepsie–41) Sub.Sig. | 2 *Dks&Web frames* *Fitted for oil fuel* | 5588 5012 3466 | ✠ ... 6,20 ✠ | | | | 1919 5mo | Newburgh Shpyrds, Inc. Newburgh, N.Y. | Alcoa S.S.Corp. Inc. | 400·5 P36′B124′F44′ | 54·2 FK | 30·0 | New York Utd. States | 2 steam turbines DR geared to 1 sc. shaft 645NHP *WB* Westinghouse Electric& Mfg.Co. E. Pittsburgh, Pa. | 32 ″ 10 | R † |
| 87057 240310 | **Alcoa Pathfinder** (*ex* Cape May–41) D.F. E.S.D. GyC. *pt. Elec. welded* | 3 *Dks* *Fitted for oil fuel* *Cruiser Stern* | ~~6900~~ 6797 — 4015 | | | | | 1940 | Bethlehem Steel Co. S.B. Division Mariner's Harbour | Alcoa S.S.Corp. Inc. | 397·0 | 60·2 | 34·6 | New York Utd. States | 2 steam turbines DR geared to 1 sc. shaft 666NHP *WB* Bethlehem Steel Co. S.B. Division, Quincy, Mass. | | |
| 87058 218754 | **Alcoa Rambler** (*ex* Mercer Victory–41) | 2 *Dks&Web frames* *Fitted for oil fuel* | 5500 5090 3381 | ✠ ... 6,20 ✠ | | | | 1919 9mo | Merchant S.B.Corp. Harriman, Pa | Alcoa S.S.Corp. Inc | 400·7 P36′B124′F44′ | 54·2 FK | 30·4 | New York Utd. States | 2 steam turbines DR geared to 1 sc. shaft 645NHP *WB* Westinghouse Electric& Mfg.Co. Essington, Pa. | 32 ″ 10 | |
| 87059 219482 KOVV | **Alcoa Trader** (*ex* Coelleda–41) Sub.Sig. | 2 *Dks* *Fitted for oil fuel* | 4986 4598 3048 | | | | | 1920 | American International S.B.Corp. Hog Island Pa | Alcoa S.S.Corp. Inc. | 390·0 P50′B121′F40′ | 54·2 | 27·8 | New York Utd. States | DR geared steam turbine *WB* General Electric Co. Schenectady, N.Y. | | R |
| 87060 1174 GBTA | **Aviles** (P) (*ex* Tarapacá–41, *ex* Presidente Mitre, *ex* Argentina) | 2 *Dks&Web frames* | 3832 — 2211 | | | | | 1894 | Reiherst'g Schiffsw. Hamburg | Cia. Chilena de Nav. Interoceanica (H.R.Samsing, *Mgr.*) | 343·0 P&B212′F41′ | 42·4 | 26·1 | Valparaiso Chilian | T.3Cy.23",37½"&68"-42" 257NHP Reiherst. Maschinenf. Ham. | | R |
| 87061 | **Agwiprince** (P) D.F. GyC. *Ref. Mchy.* | 2 *Dks* ~~*Oil Engs.*~~ | 6900 | | | | | 1941 | Consol-idated Steel Corp. Ld. Long Beach, Cal. | United States Maritime Commission | 417·0 | 60·0 | 37·6 | Utd. States | 2 steam turbines DR geared to 1 sc. shaft 666NHP *WB* Westinghouse Elec.&Mfg. Co. Phl. | | |
| 87062 240392 | **Alcoa Prospector** (*ex* Cape Ann–41) D.F. E.S.D. GyC. | 3 *Dks* *Fitted for oil fuel* *Cruiser Stern* *pt Elec. welded* | ~~6900~~ 6797 — 4015 | | | | | ~~1940~~ 1941 | Bethlehem Steel Co. S.B. Division Mariner's Harbour | ~~United States Maritime Commission~~ Alcoa S.S.Co. Inc. | 397·0 | 60·2 | 34·6 | New York Utd. States | 2 steam turbines DR geared to 1 sc. shaft 666NHP *WB* Bethlehem Steel Co. S.B. Division, Quincy, Mass. | | |
| 87063 240731 WHSX | **Albert E. Watts** *Mchy. Aft* D.F. E.S.D. GyC. | *Cruiser Stern* *Longitudinal framing* *pt Elec. welded* | 10907 9520 6498 | 100A1 (*Class Contemplated*) *Carrying Petroleum in bulk* | | | | 1941 | Federal S.B.&D.D.Co Kearny, N.J. | Sinclair Refining Co. Inc. | P110′B38′F40′ | | | Wilmgton (Del.) Utd. States | 2 steam turbines DR geared to 1 sc. shaft General Electric Co. Lynn, Mass. | | |
| 87064 | **Ahus** D.F. | *Oil Eng.* *Cruiser Stern* | 1230 900 560 | 100A1 *with freeboard* (*Class Contemplated*) | | | | 1941 | Eriksbergs M.V Aktieb. Gothenburg | Trelleborgs Ångf. Nya A/B (J. Malmros, *Mgr.*) | 278·7 | 41·8 | 12·0 | Trelleborg Swedish | Oil Engines 2S.C.SA 5Cy.19$\frac{11}{16}$"-35,$\frac{7}{8}$" Eriksberg M.V. Aktieb. Got | | |
| 87065 215907 KJFX | **Alwill** (*ex* Claremont–41) | Wood 1 *Dk* *Fitted for oil fuel* | 1291 — 712 | | | | | 1917 | Mathews S.B.Co. Aberdeen, Wash. | W.H.Wood | 225·5 | 43·0 | 16·2 | S.Frncisco Utd. States | T.3Cy.14",23"&40"-30" 88NHP Union Iron Works, San Francisco | | |
| 87066 217328 WGCJ | **Alcoa Cutter** (*ex* Saccarappa–41) Sub.Sig. | 2 *Dks&Web frames* *Fitted for oil fuel* | 4965 4664 2952 | ✠ ... 6,20 ✠ | | | | 1918 12mo | American Intrnational S.B.Corp. Hog Island Pa | Alcoa S.S.Co. Inc. | 390·0 P39′B122′F43′ | 54·2 FK | 27·6 | New York Utd. States | DR geared steam turbine 600NHP *WB* General Electric Co. Schenectady, N.Y. | 32 ″ 0 | R † |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Nes. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draughts. ft. in. | 15 Registers in which classed, if not in L.R. Dates of B. of T. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87067 | **Aruba** | *Oil Eng.* | 3979 / 3373 / 2280 | | | | | 1929 | Schiffsw.v. H.Koch A.G. Lübeck | Curacao Government | 374·0 | 53·7 | 22·6 | Dutch | Oil Engines 2S.C.DA 6Cy.23⅜"–35⅞" 1170NHP *WB* Maschfbk.Augsburg-Nürnberg,Augsburg | | |
| | Sub.Sig. D.F. | 1*Dk* *Cruiser Stern* | | | | | | | | | P15′B&F351′ | | | | | | |
| 87068 | **Ambo** | Twin Sc *Oil Eng.* *ss* Rot.No.2–36 | 7691 / 7232 / 4710 | ✠100A1 11,39 ✠LMC CS1,36 DB8,40 8,38 | Suz *c*† | CL | 4,39 | 1928 | Odense 6mo Staalskibsvft Odense *Lloyd's s.a.* | | 456·8 | 59·7 | 33·7 | Batavia Dutch | Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP SDB*18olb* 2DB*180lb* SDB*made22refitted28* Akt.Burmeistr&WainCpn. | 35 × 9 8 × 0 28 × 0½ | |
| | D.F. *Mchy.Aft* 1*Dk(Stl)&Web frames* *Longitudinal framing–brackeless system* | | | *Carrying Petroleum in bulk* | | | | | | | P101′B38′F36′ FK 11 *BHptCem* | | | | | | |
| | | | | | | | | | | | *CellDBu E68′201t D Tf 34′605t FPT225t APT120t* | | | | | | | |
| 87069 | **Adolf Bratt** (*ex* Araton-41, 8319 *ex* Hertha Mærsk-38, *ex* Duro) | | 1500 / 1190 / 829 | | | | | 1920 | Svendborg Skbsv& Mskb Svendborg | Angf.-A/B Adolf (A.Bratt&Co. *Mgrs.*) | 252·2 | 38·2 | 14·9 | Gothenbrg T Swedish | 3Cy.17",27½"&47"-34" 129NHP *WB* Svendborg Skbsv.&Mskb. | | V |
| | SEGU | Wireless D.F. | 1*Dk* | | | | | | | | P17′Q78′B95′F31′ | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille — Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cité, et si c'est dans le L. R. Durée Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87251<br>165938<br>GMYT | **Burnside**<br>1 *Dk & Shelter dk*<br>*Ref. Mchy* *Cruiser Stern* | ~~5650~~<br>5659<br>4854<br>3280 | ✠100A1<br>*with freeboard*<br>~~4,41 6,40~~ ✠LMC10,40<br>*Fitted for oil fuel* 10,40 *F.P. above* 150° F.<br>✠Lloyd's RMC10,40 | Gls<br>Cal | *b*†<br>2⅛ | CL | 1940<br>10mo | Barclay, Curle & Co. Ld. Glasgow | Burns, Philp & Co. Ld. | ~~427·5~~ 427·6<br>442·5 (o.L.) | ~~57·2~~<br>126·1<br>FK | ~~26·6~~<br>6 | Glasgow<br>~~Brtsh~~<br>British | T.3Cy.24½",40½"&67"-48"&<br>LP turbine with DR gearing<br>& hydraulic coupling<br>220lb FD (*s*) 670NHP<br>3SB(Spt) *12cf*, GS219, HS8234<br>J.G.Kincaid & Co.Ld.Grk. | 28 ″ 6<br>83 ″ 1¾<br>25 ″ 5¼ | |
| 87252<br>217197<br>WPIE | **Barbara Olson** (*ex* Corrales-40)<br>*Fitted for oil fuel*<br>D.F. 1 *Dk* | 2146<br>1766<br>1287 | ✠ ...<br>6,20<br>✠ | | | | 1918<br>11mo | Manitowoc S.B.Co. Manitowoc, Wis. | Oliver J. Olson & Co. | 250·5 P27′ B64′ F26′ | 43·7<br>FK | 20·4 | S.Frncisco Utd. States | T.3Cy.20",33"&51"-10"<br>263NHP<br>*WB* Manitowoc S.B.Co. | 23 ″ 1 | R<br>† |
| 87253<br>113819<br>MGGS | **Blisworth** (*ex* Kathleen-40) 3 Mst ss Bel. 2nd No. 3-9,27<br>*Mchy. Aft* 1 *Dk* (*Stl*)<br>*Well deck* | 738<br>536<br>316 | ✠ ~~6,40~~<br>11,33<br>✠NB11,09 ✠ | Bel | *k* | | 1902<br>4mo | Ailsa S.B. Co. Ld. Ayr | Grand Union (Shipping) Ld. | 200·0 Q103′ B13′ F36′<br>*DBf* 114′ 163*t* *FPT* 8*t* *APT* 8*t* | 30·4<br>BK 7½"<br>4 *BH Cem* | 12·0<br>1SB, 3*cf*, GS65, HS2394<br>Ross & Duncan, Glasgow | London British | T.3Cy.17⅞",27½"&44"-33"<br>135NHP | 14 ″ 3 | C<br>† |
| 87254 | **Bonita** (*ex* Point Bonita-40, *ex* Sacramento-37) Sub. Sig. *Fitted for oil fuel* 2 *Dks* | ~~4929~~<br>~~4443~~<br>~~2940~~ | ✠ ...<br>6,21<br>✠ | | | | 1918<br>1mo | Seattle Con. & Dry Dk. Co. Seattle | Cia. Arena, Ltda. | 380·0 P40′ B100′ F41′<br>FK | 53·2 | 27·0 | Panama Pnamanian<br>*WB* | T.3Cy.24",40"&70"-48"<br>Seattle Const. & Dry Dk. Co. Seattle<br>472NHP | 29 ″ 4 | R<br>† |
| 87255<br>167512<br>MCXC | **Bellona II** (*ex* Bellona-40)<br>Wireless D.F. 1 *Dk & Shelter dk*<br>*Ref. Mchy.* | 840<br>673<br>430 | | | | | 1924 | Deutsche Werke A.G. Kiel | Ministry of Shipping (Ellerman's Wilson Line, Ld. *Mgrs.*) | 231·9 | 34·2 | 12·2 | London British<br>*WB* | T.3Cy.20",32"&52½"-35½"<br>165NHP<br>Deutsche Werke A.G. Kiel | | V |
| 87256<br>167630<br>GMSQ | **Benalbanach**<br>D.F. E.S.D. 3 *Dks*<br>*Cruiser Stern* | ~~7200~~<br>7153<br>6901<br>~~4356~~ | ✠100A1<br>3,41<br>~~(Class Contem plated)~~<br>*Fitted for oil fuel* 10,40 *F.P. above* 150° F.<br>✠LMC10,40 | Sws | *b*† | CL | 1940<br>10mo | C. Connell & Co. Ld. Glasgow | Ben Line Steamers, Ld. (W. Thomson & Co. *Mgrs.*) | 436·3<br>452·1 (o.L.)<br>F35′<br>*Cell DB* 374′ 1467*t* | 56·7<br>FK<br>*Lloyd's* | 35·3<br>7 *BHpt Cem*<br>(*Coll BH to Udk* 6 *BH to 2nd dk*<br>5 *Divisional W.T. BHs in upper 'tween dks*<br>*W.T. BHs in upper 'tween dks at sides of tunnel* 285*t* *FPT* 185*t* *APT* 250*t* | Leith British | Q4Cy.27½",38",54"&77"-51"<br>220lb (*s*) 700NHP<br>3SB(Spt) *12cf*, HS10476 FD<br>D. Rowan & Co. Ld. Gls. | 38 ″ 6<br>89 ″ 8<br>29 ″ 0½ | |
| 87257<br>GMSD | **Beauvais** (*ex* Mahukona-40, *ex* Coverun) *Fitted for oil fuel*<br>*Mchy. Aft* 1 *Dk*<br>*Should be "Mahukona," see No. 78743 in body of Register* | 2512<br>—<br>1531 | | | | | 1919 | Gt. Lakes Eng. Works Ecorse, Mich. | Transports Maritimes (Cie. Générale d'Armements Maritimes, *Mgrs.*) | 253·4<br>P115′ F25′ | 43·7 | 24·5 | Havre French<br>*WB* | T.3Cy.21",34½"&57"-42"<br>210NHP<br>Gt. Lakes Eng. Wrks. Det. | | R |
| 87258<br>172670<br>VODZ | **Burgeo** Ⓟ<br>Wireless D.F. E.S.D. 2 *Dks*<br>*Cruiser Stern*<br>*Strengthened for navigation in ice* | 1421<br>1061<br>839 | ✠100A1<br>4,41 ~~6,40~~<br>✠LMC6,40<br>*Fitted for oil fuel* 6,40 *F.P. above* 150° F. | Psy<br>NFl | | CL<br>4,41 | 1940<br>6mo | Fleming & Ferguson, Ld. Paisley | Govt. of Newfoundland (Newfoundland Railway-Steamship Dept.) | 233·5<br>242·2 (o.L.)<br>F35′<br>*Cell DB* 176′ | 37·1<br>FK | 19·7<br>6 *BH Asp*<br>197*t* *FPT* 14*t* *APT* 24*t* | S Jhns NFL<br>British | T.3Cy.20",32½"&54"-30"<br>210lb (*s*) 285NHP<br>2SB, 6*cf*, HS4508 FD<br>Fleming & Fergusn, Ld. Psy. | 22 ″ 0<br>3 ″ 7½<br>18 ″ 9½ | BT still 5,41 |
| 87259<br>167540<br>GSYP | **Baluchistan**<br>D.F. E.S.D. 2 *Dks*<br>*Cruiser Stern* | 6992<br>6280<br>4245 | ✠100A1<br>6,40<br>✠LMC6,40<br>*Fitted for oil fuel* 6,40 *F.P. above* 150° F. | Shl | *b*†<br>2¾ | CL | 1940<br>6mo | J. Readhead & Sons Ld. South Shields | Strick Line (1923) Ld. (F.C. Strick & Co. Ld. *Mgrs.*) | 454·0<br>472·5 (o.L.)<br>P39′ B133′ F38′<br>*Cell DB* 397′ 1537*t* | 58·5<br>FK<br>*Lloyd's* | 29·5<br>7 *BH pt Cem*<br>*DTa* 39′ 1030*t* *FPT* 150*t* *APT* 45*t* | London British | T.3Cy.26½",44"&74"-48"&<br>LP turbine with DR gearing<br>& hydraulic coupling (*s*)<br>220lb FD 706NHP<br>3SB(Spt), *12cf*, GS190, HS8994<br>J. Readhead & Sons Ld. S. Shl | 32 ″ 2<br>6 ″ 10½<br>25 ″ 6¼ | |
| 87260<br>~~228132~~<br>~~KWBL~~<br>228132<br>WFZA | **Brooklyn Heights** Twin Sc<br>(*ex Yacht* Moana-40, *ex* Stranger, *ex* Utowana, *ex Cargo Vessel* Svealand-25) 1 *Dk*<br>Oil Eng.<br>Wireless ss N.Yk. 2nd No. 3-8,40 | 1030<br>—<br>569 | 100A1<br>(*Class Contemplated*)<br>8,40<br>DBS8,40 LMC8,40 | NYk | | OG<br>6,40 | 1917 | Södra Varfvats Aktieb. Stockholm<br>~~Converted to Yt. 25~~ | ~~J. J. Beechwood~~<br>North American Motorship Corp. | ~~220·0~~<br>221·5<br>P22′ B129′ F21′<br>*Cell DB* 173′ 298*t* *FPT* 39*t* | ~~34·2~~<br>54·1<br>FK<br>*APT* 78*t* | 14·0<br>6 *BH pt Cem* | New York Utd. States | Oil Engines 2S.C SA<br>8Cy.15⅝"-28½"<br>NE26 NDB26-*120lb*<br>Atlas-Diesel A/B, Skm. | 15 ″ 11<br>8 ″ 11½<br>15 ″ 1½ | |
| 87261<br>8430<br>SDMA | **Bellona**<br>D.F. E.S.D. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Butts of shell & upper deck plating elec. welded*<br>Oil Eng. | ~~11267~~<br>~~10331~~<br>6800 | ✠100A1<br>~~4,41 6,40~~<br>(*Class Contem plated*)<br>*Carrying Petroleum in bulk*<br>✠LMC6,40 | Got | *g*† | CL | 1940<br>6mo | A/B Götaverken Gothenburg | Rederi A/B Zenit (T. Petterson, *Mgr.*) | 533·9<br>540·3 (o.L.)<br>P102′ F64′<br>*Cell D Bu* 85′ 332*t* | 66·2<br>FK<br>*Dbf* 27′ 507*t* *FPT* 134*t* | 39·2<br>12 *BH*<br>*APTs* 387*t* | Gothenburg Swedish | Oil Engines 2S.C.DA<br>6Cy.24 7/16"-55⅛"<br>2DB-*150lb*<br>A/B Götaverken, Got. | 38 ″ 9<br>89 ″ 4½<br>29 ″ 7½ | |
| 87262<br>220717<br>KDHK | **Beauregard** (*ex* Yapalaga-40)<br>Sub. Sig. *Fitted for oil fuel*<br>2 *Dks & Web frames* | 5976<br>4971<br>3700 | ✠ ...<br>3,22<br>✠ | | | | 1920<br>10mo | Merchant S.B. Corp. Harriman, Pa. | Waterman S.S. Corp. | 400·7<br>P36′ B124′ F44′ | 54·2<br>FK | 30·2 | Phildlphia Utd. States<br>*WB* | 2 steam turbines DR<br>geared to 1 sc. shaft<br>Westinghouse Electric & Mfg. Co. Essington, Pa. | 32 ″ 10 | R<br>† |
| 87263<br>GYC. | **Barroso** (*ex* Mormacstar-40, *ex* Minnequa-38) *Fitted for oil fuel*<br>Sub. Sig. D.F. 2 *Dks & Shelter dk*<br>E.S.D. *Web frames* | 4941<br>—<br>3082 | ✠ ...<br>1,21<br>✠ | | | | 1919<br>9mo | American International S.B. Corp. Hog Island Pa | Lloyd Brasileiro | 390·0<br>P102′ F64′ | 54·2<br>FK | 27·6 | R. Janeiro Brazilian<br>*WB* | DR geared steam turbine<br>600NHP<br>General Electric Co. Schenectady, N.Y. | 32 ″ 0 | R'<br>† |
| 87264<br>167636<br>GMWS | **Barberrys** (*ex* American Oriole-40, *ex* Eastern Glen-33)<br>ss N.Yk. No. 3-10,33<br>ss N.Yk. No. 1-37<br>2 *Dks* (*Stl*) | 5170<br>4807<br>3237 | ✠100A1<br>6,40<br>✠LMC<br>MS12,37 ~~BS6,40~~ 6,41<br>*Fitted for oil fuel* 10,38 *F.P. above* | Bal | *z* | 6,40 | 1920<br>3mo | Uchida S.B. & Eng. Co. Ld. Yokohama | Barberry's S.S. Co. Ld. (Runciman (London) Ld. *Mgrs.*) | 399·9<br>P39′ B121′ F40′<br>B345′ 1042*t* | 54·7<br>FK<br>*FPT* 13 | 27·6<br>6 *BH pt Cem*<br>8*t* *APT* 92*t* | London British | T.3Cy.26⅜",43¾"&71½"-48"<br>200lb FD (*s*) 513NHP<br>3SB(Spt) 9*cf*, GS175, HS7376<br>Ishikawajima S.B.&Eng.Co.Ld. Tokyo | 30 ″ 0<br>s 5 ″ 6¾<br>24 ″ 8¾ | |
| 87265<br>6662<br>SFAO | **Brosäter** (*ex* Iwar-40, *ex* Hild)<br>1 *Dk* | *1230*<br>*924*<br>*714* | | | | | 1908 | Hasseldal's Jernskibsb. Grimstad | Ångf. A/B Adolf (Adolf Bratt & Co. *Mgrs.*) | 228·5<br>Q133*t* H20*t* F31*t* | 34·2 | 13·5 | Gothenbrg Swedish<br>*WB* | T.3Cy.16½",27"&44"-30"<br>106NHP<br>N.E. Marine Eng. Co Ld. Sld. | | V |
| 87266<br>~~141871~~<br>VCST | **Bic Island** (*ex* Capo Noli-40, *ex* Munardan-37)<br>D.F. 2 *Dks* | 4000<br>3432<br>2480 | | | | | 1917 | Workman, Clark & Co. Ld Belfast | Canadian Govt. (Canadian Govt Merchant Marine, Ld. *Mgrs.*) | 370·0<br>P35′ B108′ F45′ | 50·3 | 25·3 | Montreal British<br>*WB* | T.3Cy.26½",43½"&71½"-48"<br>350NHP<br>Wrkman, Clark & Co Ld. Bel | | |
| 87267<br>203969<br>KJMW | **Block Island** Ⓟ<br>(*ex* Hook Mountain-40, *ex* Machigonne) *Fitted for oil fuel*<br>1 *Dk* | 425<br>—<br>289 | | | | | 1907 | Neafie & Levy Co. Philadelphia | Atlantic Coast S.S. Co. | 136·5<br>P35′ B108′ F45′ | 29·0 | 9·6 | New London, Conn. Utd. States<br>*WB* | T.3Cy.11",18"&32"-22"<br>48NHP<br>Neafie & Levy S.&E.B.Co Phl | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned or expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87268 ~~Blue~~ ~~Kelly~~ LakeFairfax–40) | Bayou (*ex* Suction Dredger | 2605 2261 1619 | | | | | | 1919 | American S.B.Co. Detroit, Mich. | ~~Bayou S.S. Corp.~~ (~~Smith & Johnson, Mgrs.~~) Sud-Americano de Vapores S.A. | 251·0 P25′ | 43·6 B64′ | 26·1 F23′ | Panama Panamanian | T.3Cy.21″,35″&59″–42″ 225NHP *WB* American S.B.Co. Detroit | | |
| 87269 168058 GWKT | Black Ranger *Oil Eng.* D.F. 1*Dk.2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 3417 2552 1631 | ✠100A1 1,41 | Gls ✠LMC1,41 *Carrying oil fuel in bulk F.P.* | CL | | | 1941 1mo | Harland& Wolff,Ld. Glasgow | The Admiralty *Lloyd's A & CP above* | 349·4 365·8(O.L.) P127′ F92′ 59′ *Cell D Bu E77′* | 47·0 FK *DTs f 477′ t FPT* | 22·6 12 *BH* 87′ *t APT* 84′ | London British 2 DB *150lb* | Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 490NHP Harland& Wolff,Ld.Gls. | 22 ″ 6 s 2 ″ 6¼ 20 ″ 2 | |
| 87270 168176 | Blue Ranger 1*Dk,2nd dk clear of cargo tanks* *Oil Eng.* D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 3417 2552 1631 | ✠100A1 ~~(Class Contem. plated)~~ 6,41 | Gls ✠LMC6,41 *Carrying oil fuel in bulk F.P. above* | CL | | | 1941 6mo | Harland& Wolff,Ld. Glasgow | The Admiralty *Lloyd's A & CP* 150° F. | 349·4 365·8(O.L.) ~~P126′ F99′~~ P127′ F92′ *Cell D Bu E77′ 59′ DTs f 477′ t FPT* | 47·0 FK *87′ t APT* 84′ | 22·6 12 *BH* | London British 2 DB *150lb* | Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 490NHP Harland& Wolff,Ld.Gls. | 22 ″ 6 s 2 ″ 6¼ 20 ″ 2¼ | |
| 87271 168092 GWKW | Brown Ranger *Oil Eng.* D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* 1*Dk,2nd dk clear of cargo tanks* | 3417 2552 1631 | ✠100A1 ~~(Class Contem. plated)~~ 4,41 | Gls ✠LMC4,41 *Carrying oil fuel in bulk F.P. above* | CL | | *Lloyd's A & CP* | 1941 4mo | Harland& Wolff,Ld. Glasgow | The Admiralty 150°F. | 349·4 365·8(O.L.) ~~P126′ F99′~~ P127′ F92′ *Cell D Bu E77′ 59′ DTs f 477′ t FPT* | 47·0 FK 87′ *t APT* 84′ | 22·6 12 *BH* | London British 2 DB *150lb* | Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 490NHP Harland& Wolff,Ld.Gls. | 22 ″ 6 s 2 ″ 6¼ 20 ″ 2 | |
| 87272 ex Lake Fillmore) | Boyaca (*ex* Bridgetown–41, 1*Dk2trB* *Fitted for oil fuel* | 2559 2203 1586 | ✠ ... 5,20 ✠ | | | | | 1920 6mo | Toledo S.B.Co. Toledo, O. | Wallem&Co. | 251·0 P25′ | 43·6 B64′ | 25·8 F23′ FK | Panama Pnamanian *WB* | T.3Cy.22″,36″&59″–42″ 315NHP Toledo S.B.Co. Toledo | 28 ″ 2 | |
| 87273 | Betty Hindley *Mchy.Aft* *Cruiser Stern* | 1700 1270 950 | 100A1 (*Class Contem. plated*) | | | | | 1941 | S.P.Austin &Son,Ld. Sunderland | Stephenson Clarke &Associated Companies,Ld. | 255·9 Q154′ | 38·3 F23′ | 18·8 | London British | T.3Cy.16½″,27½″&47″–33″ N.E.Marine Eng.Co.(1938) Ld. Sld. | 18 ″ 8 s 5 ″ 11⅜ 17 ″ 4 | |
| 87274 | British Harmony *Oil Eng.* D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 8500 7410 4900 | 100A1 (*Class Contem. plated*) *Carrying Petroleum in bulk* | | | | | 1941 | Swan,Hunter& Wigham Richardson, Ld Newcastle | British Tanker Co. Ld: | 466·3 P103′ | 61·9 B44′ | 33·9 F49′ | British | Oil Engines 2S.C.SA 4Cy.23⅜″–91 1/16″ Swan,Hunter& Wigham Richardson,Ld.Nwc. | | |
| 87275 | Brăli D.F. E.S.D. *Oil Eng.* *Mchy.Aft* *Longitudinal framing* *Cruiser Stern* *Elec.welded* | 8500 | 100A1 (*Class Contem. plated*) *Carrying Petroleum in bulk* | | | | | 1941 | Kockums M.V.Aktieb. Malmö | A/S Bill(L.Gill-Johannesen, *Mgr.*) | 476·0 P91′ | 62·1 B32′ | 34·7 F63′ | Oslo Norwegian | Oil Engines 2S.C.DA 6Cy.23⅜″–43 1/16″ 2460NHP Kockums M.V.Akt.Malmö | | |
| 87276 148134 KYJK | Battleford (*ex* Glenross–41) *ss* Clw. No.3–6,39 *Mchy.Aft* 2*Dks* *Cargo battens not fitted* | 2357 2089 1815 | ✠100A1 *with freeboard* 6,39 *For Service on the Great Lakes* BS4,41 ✠LMC6,39 | Clw | CL 6,39 | | | 1925 8mo | Swan,Hunter& Wigham Richardson, Ld. Newcastle | Canada Steamship Lines,Ld. *Lloyd's A & CP* | 248·1 len 26 shortened to orig.dim.39 F42′ *Cell D B220′ 562 t FPT* | 43·7 FK 133 *t APT* 8′ | 22·9 | Midl'nd Ont British 3 *B Hpt Cem* | T.3Cy.18″,30″&49″–36″ (*s*) 200lb 185NHP 2SB.6*cf*,GS98,HS3126 McColl&Pollock,Ld. Sld. | 25 ″ 0 s 5 ″ 3½ 19 ″ 10½ | |
| 87277 | Berakit Ⓟ *Twin Sc* *Oil Eng.* D.F. GyC. Sub.Sig. 3*Dks* | 6608 5880 3784 | | | | | | 1924 | Blohm& Voss Hamburg | N.V.Nederlandsch-Indische Maats. voor Zeevaart.I | 449·0 | 58·1 | 27·2 | Dutch *WB* | 5 Oil Engines 4S.C.SA 2Cy.13⅜″–19½″ 738NHP Electric Drive NE37 Fahrzeug-u Motorenw. G.m.b.H.vorm.Linke-Hofman,Breslau | | |
| 87278 | Bonaire Ⓟ *Oil Eng.* 2*Dks* | 3164 2526 1857 | (*Classification contemplated*) | | | | | 1926 | Reiherst'g Schiffsw. Hamburg | Curacao Government | 311·0 P29′ | 46·3 B81′ | 22·8 F41′ | Dutch *WB* | Oil Engines 2S.C.SA 4Cy.23⅜″–41¾″ 390NHP *Emade* 22 Sulzer Bros. Winterthur | | |
| 87279 | Balingkar Sub.Sig. 2*Dks* | 6318 5812 3852 | | | | | | 1921 | Act.Ges. "Weser" Bremen | N.V.Nederlandsch-Indische Maats. voor Zeevaart.II | 431·6 P64′ | 56·4 B135′ | 30·3 F52′ | Dutch *WB* | T.3Cy.29⅜″,47 5/16″&76 7/16″-54″&L.Pturbine 608NHP A.G."Weser," Bremen | | |
| 87280 8461 SDZI | Bohus *Oil Eng.* | 1222 — 753 | 100A1 (*Class Contem. plated*) | | | | | 1941 | Eriksbergs M.V.Aktieb. Gothenburg | Trelleborgs Ångf. Nya A/B (J.Malmros, *Mgr.*) | | | | Trelleborg Swedish | Oil Engines 2S.C.SA 5Cy.19½″–35 7/16″ Eriksberg M.V.Aktieb.Göt | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. *Ex-nom, s'il y a lieu.* | Matériaux, Gréement, etc. | Tonnage Officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant aux différentes parties d'Equipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fovers. Nom du Constructeur des machines. | Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | Registres où cette classe est donnée dans le L. R. Durée du Certificat. |
| Numero Officiel. | Visites Périodiques | Nombres des Ponts. | | | | | | | | | | | | | | | |
| Signaux | | | | | | | | | | | | | | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. | Steamer's Name. | Material, Rig, &c. | Regist'd Tonnage. | Particulars of Classification. | | | Date when tail shaft last seen. | Built. | | Owners. | Regist'd Dimensions. Deck Erections, &c. | | | Port of Registry. | Engines. | Moulded depth. | Registers in which classed, if not in L.R. Date of B. of T. cert. |
| Official No. | *Late Name if any.* | | Gross. — Under deck. — Net. | Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years assigned now expired. | | When | By Whom — Where | | Length. | Breadth. | Depth. | Flag. | No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships | |
| Code Letters. | Special Surveys. No. of Decks, &c. | | | | | Equipment Letter. | | | | | | | | | | Corresponding draught. | |
| | | | | | | | | | | | | | | | | *ft. in.* | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. | Matériaux, Gréement, etc. | Tonnage Officiel. | Détails de la Classification. | | | Date de la dernière visite de la cabine porte-bâbord. | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement. | Machines. | Creux sur Quille | Registres où coté, si on est dans le L. R. |
| Numero Officiel. | *Ex-nom, s'il y a lieu.* | | Total. — Sous le Pont. — Net. | Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | | Quand. — Navire. — Mach. | Par qui. — Où. | | Longueur. | Largeur. | Creux. | Pavillon. | No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP.=Force en chevaux d'après les formules de la Société. RIP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-bord au milieu du navire. — Tirant d'eau correspondant. *pds. pc.* | Durée Cert. Rot. Trade. |
| Signaux | Visites Périodiques. Nombres des Ponts. | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of L.R. Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87501<br>168672<br>BCFW | **Cape Hawke**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | | ~~5109~~<br>5081<br>4540<br>2933 | ✠100A1 PGl *a*†<br>*with freeboard*<br>3,41<br>~~*(Class Contem. plated)*~~<br>✠LMC3,41 | | | CL | ~~1940~~<br>1941<br>3mo | Lithgows Ld.<br>Port Glasgow<br>*Lloyd's SA & CP* | Cape York Motorship Co.Ld. (Lyle Shipping Co. Ld. *Mgrs.*)<br>*Cell D B 369' 14 07t MT 957t F P T 101t A P T 192t* | 431·8<br>~~432·3~~ 447·5 (O.L.)<br>~~F 34'~~ F 40' FK<br>*(Coll B Hto S.B. & C.P. Hto 2nd dk)* | 56·2 | 24·8 | Glasgow<br>British<br>7 *B Hpt Cem* | Oil Engines 2S.C.SA<br>4Cy.22 1/16"–85 1/16" 599NHP<br>2 *D B 120lb*<br>D.Rowan & Co. Ld. Gls. | 27 " 9<br>s 3 " 1<br>24 " 10 1/4 | |
| 87502<br>165976<br>GLYX | **City of Calcutta** Twin Sc<br>D.F. E.S.D. 2 *Dks. 3rd dk in No. 1 hold*<br>*Cruiser Stern* | | 8063<br>7229<br>3977 | ✠100A1 Bkn *e*†<br>*with freeboard* 2 1/4<br>6,40 ✠LMC8,40<br>*Carrying cargo oil F.P. above 150° F. in deep tank*<br>*Fitted for oil fuel 8,40 F.P. above 150° F.* | | | CL | 1940<br>8mo | Cammell Laird & Co. Ld.<br>Birkenhead<br>*Lloyd's SA & CP* | Ellerman Lines, Ld. (City Line, Ld. *Mgrs.*)<br>*Cell D B 422' 1941t D Ta 30' 721t Tanks in way of tanktops 21t F P T 38t A P T 82t* | 496·7 \| 62·4 \| 31·3<br>515·7 (O.L.)<br>P 76' B & F 351' FK<br>*2 divisional watertight B Hs in Bridge Superstructure*<br>*Dust coal fuel, & mch. space* | | | Glasgow<br>British<br>8 *B Hpt Cem* | 6 steam turbines S R geared to 2 sc. shafts<br>2651b HS 19800 (s) 1867NHP<br>6 S B (Spt) 24 *cf*, GS 414, HS 6312 FD<br>Cammell Laird & Co. Ld. Bkn | 35 " 0<br>s 6 " 8 1/2<br>28 " 6 | |
| 87503<br>HPOD | **Calanda** (*ex* Anita–40, *ex* Lettonia–40, *ex* Roehampton–38, *ss* Shl. 2nd No. 3–5,38 *ex* Michael L.–34, *ex* Helmsloch) 1 *Dk (Stl)* | | 4163<br>3905<br>2558 | ✠100A1 Gen *x*<br>3,41 ~~3,40~~<br>~~BS 5,39~~<br>3,41 ✠LMC5,38 | NYk | | CL<br>~~5,38~~<br>2,41 | 1913<br>9mo | W. Pickersgill & Sons, Ld.<br>Sunderland<br>*Lloyd's SA & CP* | Swiss Shipping Co. Ld.<br>*Cell D Ba 129' u E & B 40'* | 380·0 \| 52·2 \| 25·7<br>391·0 (O.L.)<br>P 31' B 221' F 36' FK<br>*f 167' 1178t F P T 145t A P T 181t* | | | Basle<br>Swiss<br>5 *B H Cem* | T.3Cy.26",42"&71"–48" (s)<br>180lb 395NHP s<br>2 S B, *Scf*, GS 170, HS 6312<br>J. Dickinson & Sons, Ld. Sld. | 25 " 5<br>s 3 " 5 1/2<br>22 " 3 1/2 | |
| 87504<br>167433<br>GRMC | **Carreta** (P) (*ex* Charcas–40, *ex* West Inskip)<br>*Ref. Mchy.* *Fitted for oil fuel* 2 *Dks* | | 5555<br>—<br>3457 | | | | | 1919 | S. Western S.B. Co.<br>San Pedro, Cal | ~~Cia. de Vapores~~ ~~Cardina S.A.~~<br>Carreta Steamship Co. Inc. | 410·5 \| 54·3 \| 27·2<br>P 43' B 114' F 46 | | | Panama<br>Pnamanian<br>*WB* | T.3Cy.24 1/2",41 1/2"&72"–48"<br>Llewellyn Iron Works, Los Angeles, Cal. | | R |
| 87505<br>167433<br>GRMC | **Catrine**<br>*Oil Eng.*<br>E.S.D. Gy C. D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | | 5218<br>4657<br>3004 | ✠100A1 Sld *a*†<br>*with freeboard* Hul 2<br>8,40 ~~5,40~~<br>✠LMC5,40 | | | CL | 1940<br>5mo | Wm. Doxford & Sons Ld.<br>Sunderland<br>*Lloyd's SA & CP* | Pontypridd S.S. Co. Ld. (Morel, Ld. *Mgrs.*)<br>*Cell D B 356' 1179t MT 29t 1205t F P T 134t A P T 166t* | 427·6 \| 56·5 \| 26·5<br>442·9 (O.L.)<br>FK<br>( *Coll to Sh dk* 6 " *2nd* ") | | | London<br>British<br>7 *B Hpt Cem* | Oil Engines 2S C.SA<br>3Cy.23 5/8"–91 1/16" 516NHP s<br>2 *D B 120lb*<br>Wm. Doxford & Sons, Ld Sld. | 29 " 0<br>s 3 " 3 1/4<br>25 " 10 3/4 | |
| 87506<br>167630<br>MKDT | **Channel Queen**<br>Wireless 1 *Dk* *Oil Eng.*<br>D.F. E.S.D. *Portable dk in No. 2 hold*<br>*Mchy. Aft* *Cruiser Stern* | | 567<br>367<br>275 | ✠100A1 Lth *h*<br>~~3,41 3,40~~<br>~~*(Class Contem. plated)*~~<br>✠LMC9,40 | | | OG | 1940<br>9mo | Burntisland S.B. Co. Ld.<br>Burntisland<br>*Lloyd's SA & CP* | British Channel Islands Shipping Co. Ld.<br>*Cell D B 108' 148t D Ta 6' 72t F P T 60t A P T 10t* | 169·8 \| 28·1 \| 9·7<br>*29·1*<br>176·5 (O.L.) FK<br>P 51' Q 51' F 17'<br>*5 B H* | | | London<br>British | Oil Engines 2S.C.SA<br>5Cy.13 5/8"–22 7/16" 156NHP<br>British Auxiliaries, Ld. Gls. | 11 " 11<br>s 4 " 6 1/2<br>11 " 9 1/4 | |
| 87507<br>5113<br>3465 | **Cardina** (*ex* Capac–40, *ex* Denel)<br>*Fitted for oil fuel*<br>*Ref. Mchy.* 2 *Dks* | | 5586 | | | | | 1919 | J. F. Duthie & Co.<br>Seattle, Wash | ~~Cia. de Vapores~~ ~~Cardina S.A.~~<br>Cardina Steamship Co. Inc. | 410·3 \| 54·2 \| 27·7<br>P 44' B 115' F 47' | | | Panama<br>Pnamanian<br>*WB* | T.3Cy.24 5/8",41 1/2"&72"–48"<br>359NHP<br>Hooven, Owens & Rentschler Co. Hamilton, O | | R |
| 87508<br>5113<br>3465 | **Carmona** (*ex* Cuzco–40, *ex* West Kasson)<br>*Fitted for oil fuel*<br>2 *Dks*<br>*Ref. Mchy.* | | 5496<br>—<br>3443 | | | | | 1919 | Long Beach S.B. Co.<br>Long Beach. Cal. | ~~Cia. de Vapores~~ ~~Cardina S.A.~~<br>Carmona Steamship Co. Inc. | 410·5 \| 54·3 \| 27·2<br>P 46' B 112' F 46' | | | Panama<br>Pnamanian<br>*WB* | T.3Cy.24 5/8",41 1/2"&72"–48"<br>359NHP<br>Llewellyn Iron Works, Los Angeles, Cal. | | R |
| 87509<br>166303<br>GMPP | **Charlton Hall**<br>1 *Dk & Shelter dk* *Fitted for oil fuel*<br>D.F. *Cruiser Stern* ~~2 Dks~~<br>*Longitudinal framing at bottom & at deck* | | 5200<br>4563<br>2984 | | | | | 1940 | Sir J. Laing & Sons, Ld.<br>Sunderland | Chas. G. Dunn Shipping Co. Ld. | ~~440·6~~ 440·5 \| 57·1 \| 24·3<br>F 38'<br>440 · 5 \| | | | Liverpool<br>British<br>*WB* | T.3Cy.23",37"&66"–45"<br>292NHP<br>Richardsons, Westgarth & Co. Ld. Hpl. | | |
| 87510<br>165934<br>GMWD | **Cape Rodney**<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | | ~~4590~~<br>4512<br>4094<br>2672 | ✠100A1 PGl *z*<br>*with freeboard* Lth 1 1/2<br>4,41 ✠LMC9,40<br>*Fitted for oil fuel 9,40 F.P. above 150° F.* | | | CL<br>3,41 | 1940<br>9mo | Lithgows Ld.<br>Port Glasgow<br>*Lloyd's SA & CP* | Cape of Good Hope Motorship Co. Ld. (Lyle Shipping Co. Ld. *Mgrs.*)<br>*5 divisional W.T.B.Hs in Shelter 'tween dks*<br>*Cell D B 348' 1084t F P T 119t A P T 173t* | 411·8 \| 54·2 \| 23·8<br>426·6 (O.L.)<br>F 36' FK<br>( *Coll to Sh dk* 6 " *2nd* ") | | | Glasgow<br>British<br>7 *B Hpt Cem* | T.3Cy.22",36"&65"–45"<br>220lb (s) 448NHP<br>2 S B, (Spt) 1 Aux S B, FD<br>*9cf*, GS 150, HS 6552<br>Rankin & Blackmore Ld Grk | 26 " 3<br>s 2 " 7 1/2<br>23 " 9 | |
| 87511<br>168069<br>MNJC | **Coral Queen**<br>~~Wireless~~ E.S.D.<br>*Mchy. Aft* *Cruiser Stern* | *Oil Eng.* | 303<br>190<br>148 | ✠100A1 Lth *e*<br>1,41<br>~~*(Class Contem. plated)*~~<br>✠LMC1,41 | | | OG | ~~1940~~<br>1941<br>1mo | Burntisland S.B. Co. Ld.<br>Burntisland<br>*Lloyd's SA & CP* | British Channel Islands Shipping Co. Ld. | 132·0 \| 24·6 \| 7·4<br>*25·7*<br>138·0 (O.L.)<br>P 39' Q 44' F 15'<br>*Cell D B 81' 103t F P T 35t A P T 11t* | | | London<br>British<br>3 *B Hpt Cem* | Oil Engines 2S.C.SA.<br>6Cy.10 1/2"–13 1/2" 116NHP<br>Crossley Bros. Ld. Mch. | 9 " 6<br>s 3 " 5<br>9 " 6 | |
| 87512<br>165975<br>GLTC | **Cape Wrath**<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed '41 (W.E.)* | | 4512<br>4094<br>2672 | ✠100A1 PGl *z*<br>*with freeboard* Lth 1 1/2<br>~~9,40~~ ~~6,40~~ 4,41 Gms<br>✠LMC6,40<br>*Fitted for oil fuel 6,40 F.P. above 150° F.* | | | CL | 1940<br>6mo | Lithgows Ld.<br>Port Glasgow<br>*Lloyd's SA & CP* | Cape of Good Hope Motorship Co. Ld. (Lyle Shipping Co. Ld. *Mgrs.*)<br>*5 division al watertight B Hs in Shelter 'tween dks*<br>*Cell D B 348' 1084t F P T 119t A P T 173t* | 411·8 \| 54·2 \| 23·8<br>426·6 (O.L.)<br>F 36' FK<br>( *Coll to Sh dk* 6 " *2nd*, ") | | | Glasgow<br>British<br>7 *B Hpt Cem* | T.3Cy.22",36"&65"–45"<br>220lb (s) 448NHP<br>2 S B (Spt) & 1 Aux S B, FD<br>*9cf*, GS 150, HS 6552<br>Rankin & Blackmore Ld Grk | ~~26 " 3~~<br>~~s 2 " 7 1/2~~<br>~~23 " 9~~<br>34 " 4<br>s 9 " 8 1/2<br>24 " 9 1/2 | |
| 87513 | **Comandante Pessôa**<br>(*ex* Mormacsea–40, *ex* Cliffwood–38) D.F. 2 *Dks & Shelter dk*<br>E.S.D. Gy C. Sub.Sig. | | 4955<br>—<br>3103 | | | | | 1919 | American International S.B. Corp.<br>Hog Island Pa | Lloyd Brasileiro | 390·0 \| 54·2 \| 27·8 | | | R. Janeiro<br>Brazilian<br>*WB* | D R geared steam turbine<br>General Electric Co.<br>Schenectady, N.Y. | | R |
| 87514<br>129472<br>VGPJ | **Cassiar** (P) (*ex* Prince John–40, 3 Mst *ex* Amethyst) *ss* Vcr. 2nd No. 3–9,34 *ss* Vcr. No. 1–38<br>*Well deck* 1 *Dk (pt Stl)*<br>*Mchy. Aft* Wireless | | 905<br>466<br>540 | ✠100A1 Vcr *j*<br>*pt Awng dk*<br>*with freeboard*<br>~~3,41~~ ~~3,40~~ ✠LMC7,38<br>✠NE 12,28 ~~BS 5,40~~ 5,41<br>Lloyd's RMC 7,40 for frozen fish<br>*Fitted for oil fuel 3,14 F.P. above 150° F.* | | | CL<br>~~9,37~~<br>N 7,40 | 1910<br>3mo | Scott & Sons<br>Bowling<br>A & CP | Union Steamships, Ld. | 185·3 \| 29·6 \| 10·9<br>Q 103' *pt Awng dk* 82'<br>BK 7 1/4" 3 *B H Cem*<br>*Cell D B f 106' 170t F P T 42t A P T 7t* | | | Vancouvr, B.C.<br>British | T.3Cy.17",28"&45"–33" (s)<br>160lb 147NHP s<br>2 S B. *4cf*, GS 70, HS 2660<br>Muir & Houston, Ld. Gls. | 13 " 3<br>4 " 4<br>13 " 9 | |
| 87515<br>124202<br>VGPF | **Camosun** (P) (*ex* Prince Charles–40, *ex* St. Margaret, *ex* Chieftain) *ss* Gls. No. 1–11<br>*Fitted for oil fuel*<br>Wireless 1 *Dk (Stl)* & *Shelter dk* | | 1344<br>450<br>767 | ✠ Gls *n*<br>5,12<br>✠ | | | | 1907<br>8mo | Ailsa S.B. Co. Ld.<br>Ayr | Union Steamships, Ld. | 241·7 \| 33·1 \| 11·1<br>BK 7 1/2" 3 *B H Cem*<br>*Cell D Bu E 34' f 80' 143t A P T 12t* | | | Vancouvr, B.C.<br>British | T.3Cy.21 1/2",35"&58"–36"<br>257NHP<br>2 S B. *6cf*, GS 135, HS 4442<br>Clyde S.B. Co. Ld. P. Gl. | 12 " 0 | |
| 87516<br>168008<br>GMSM | **Cornwood**<br>1 *Dk*<br>*Mchy. Aft* D.F. *Cargo battens not fitted*<br>*Cruiser Stern* | | 2777<br>2096<br>1554 | ✠100A1 Sld *l*<br>5,41 ~~5,40~~<br>Shl<br>~~*(Class Contem. plated)*~~<br>✠LMC9,40 | | | CL | 1940<br>9mo | S.P. Austin & Son, Ld.<br>Sunderland<br>*Lloyd's SA & CP* | W. France, Fenwick & Co. Ld. | 311·4 \| 44·5 \| 19·3<br>321·9 (O.L.)<br>Q 177' F 36' FK<br>*Cell D B E 252' 8 3t MT 8' 293t F P T 19t A P T 36t* | | | London<br>British<br>5 *B H pt Cem* | T.3Cy.18 1/2",29"&52"–39" (s)<br>220lb FD 244NHP<br>2 S B (Spt) *6cf*, GS 61, HS 3400<br>N.E. Marine Eng. Co. (1938) Ld. Sld. | 21 " 6<br>s 7 " 1<br>19 " 4 | |
| 87517<br>172589<br>VTGB | **Cossipore** (*ex* Hudiksvall–40) | | 751<br>574<br>428 | | | | | 1892 | Burmeister & Wain<br>Copenhagen | Indian Coastal Navigation Co. Ld. | 197·5 \| 31·0 \| 12·9<br>Q 74' B 53' F 25' | | | Calcutta<br>British<br>*WB* | C.2Cy.25 1/2"&46 1/8"–29 3/4"<br>97NHP<br>Burmeister & Wain, Cpn. | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à l'état d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres du code international de signaux. Dat. Cert. R. ou Tabl. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87518 | **Capella** Ⓟ (*ex*Solviken-40, *ex*Toula, *ex*Aleut, *ex*St.Lucia, *ex*Aleut) 1*Dk & Awng dk* (*pt Stl*—teak s) | | 2398 2115 1435 | ✠ — 8,40 ✠ | Shi | s | | 1910 5mo | Akt.Burmeistr & Wain Copenhagen | Wallem&Co. | 281·0\|41·3\|23·1 292·0(O.L.) P11′B78′F34′ *on Awng dk* FK *CellDBa84′u* | Pnamanian | T.3Cy.19⅞″,33¼″&55″–36″ 214NHP 2SB,6*cf*,GS96,HS3540 Akt.Burmeistr & Wain,Cpn | 25 ″ 6 | |
| 87519 167095 GMPW | **Circe II** (*ex*Circe-40) D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* | | 2031 1695 1111 | ✠100A1 ~~5,40~~ 2,39 5,41 BS5,~~40~~ 5,41 | Rot ~~Ron~~ Nwc LMC2,39 | r | CL 2,39 | 1926 11mo | Chant.Nav Français Caen *Lloyd's CP* | Ministry of Shipping(W.Brown, Atkinson&Co.Ld. *Mgrs.*) | 269·3\|39·9\|17·5 P22′Q87′B50′F23′ FK *CellDB191′485t Deep tanks aft 34′2 05t FPT77t APT22t* | Hull British 4*BHCem* | T3Cy18⅛″ 29½⅝″&50⅜″–37⅛″ 185lb (*s*) 192NHP 2SB,4*cf*,GS95,HS3247 Atel.&Ch.de la Loire | 19 ″ 10 s1 ″ 11¼ 18 ″ 0¼ | |
| 87520 2085 IPQH | **Carlo Croce** (*ex*Lello-40, *ex*LuigiBoer-36, *ex*Huguette, *ex*Ville deDunkerque, *ex*EmmaHenriette) Iron *ss*Dnk.3rdNo.3–3,20 *ss*Dnk.No.1–24 1*Dk & Spar dk 3trB* | | 1384 — 804 | ✠ ... 10,25 | | | | 1889 8mo | J.deDecker Gz. Antwerp | F.ItaloCroce | 256·1\|32·0\|20·4 245·7 ND05 BK8′ *WB* | Genoa Italian | T.3Cy.18¼″,30″&48″–33″ NB99*refitted*8,21 142NHP Wilsnd Slpwy.Co.Ld.Nwc. | 24 ″ 0 | I † |
| 87521 165992 GNBQ | **Coulbeg** D.F. 1*Dk & Shelter dk* *Cruiser Stern* | | 5200 5237 4680 3059 | ✠100A1 *with freeboard* ~~2,11~~ ~~1,10~~ 5,41 (*Class Contemplated*) | PGl ~~Ver~~ Shl ~~LMC11,40~~ | a † | CL | 1940 11mo | Lithgows Ld. PortGlasgow | DornochShipping Co.Ld.(Lambert Bros.Ld. *Mgrs.*) *Lloyd's AA CP* | 432·2\|56·2\|24·9 447·6(O.L.) F39′ FK *CellDB370′1507t FPT122t APT177t* | ~~London~~ Glasgow British 7*BHCem* (*Coll to Sh dk* 6 „ *2nd* „) | T.3Cy.23¼″.37½″&68″–48″ 220lb (*s*) 436NHP FD 2SB(Spt)8*cf*,GS134,HS5830 Rankin&BlackmoreLdGrk | 27 ″ 3 s3 ″ 2¼ 24 ″ 9 | |
| 87522 340 SZLE | **Canisbay** Ⓟ (*ex*MariaL.-40, *ex*Argolis, *ex*Vine) Iron Wireless 1*Dk2trB* | | 572 — 212 | | | | | 1878 | D&W Henderson Glasgow | J.Lykouris | 183·0\|25·5\|13·3 P51′F29′ | Piræus Greek | C.2Cy.27″&49″–36″ NB89 120NHP D.&W.Henderson,Gls. | | |
| 87523 EAAL | **Cabo de Buena Esperanza** Ⓟ (*ex*Maria del Carmen–40, *ex*PresidentLincoln–40, *ex*HoosierState) 3*Dks & Shelter dk* *Cruiser Stern* *Longitudinal framing* *Ref.Mchy.* D.F. GyC. | | 12567 — 6730 | 100A1 *with freeboard* 2,16 ~~5,10~~ LMC7,40 Lloyd'sRMC7,~~40~~ 1,41 *Fitted for oil fuel* 9,21 *F.P. above* | STo ~~Bdo~~ | ✠ | CL 5,40 | 1921 9mo | NewYork S.B.Corp. Camden,N.J. *Lloyd's AA CP* | ~~Borge y Cia.~~ Ybarra&Co | 516·5\|72·2\|27·8 535·2(O.L.) B222′ FK *Cell DB3661787t Tanks at sides E.R.28′273t* | Seville Spanish 13*BHptCem* (12*BHtoSh dk*, 1*BHto2nd dk*) | 4 steam turbines SR geared to 2 sc.shafts 3105NHP 265lb 8 WTB(Spt)HS41376 FD Bethlehem S.B.Corp.Ld. Quincy,Mass. | | R. |
| 87524 | **Cabo de Hornos** Ⓟ (*ex*Maria Pipa–40, *ex*President Wilson–40, *ex*EmpireState) 2*Dks & Shade dk* D.F. GyC. *Ref.Mchy.* *Cruiser Stern* *Longitudinal framing* | TwinSc *Fitted for oil fuel* *Shelter dk* | 12597 — 6735 | (*Classification Contemplated*) Lloyd'sRMC2,41 | | | | 1921 | NewYork S.B.Corp. Camden,N.J. | Ybarra&Co. | 516·5\|72·2\|27·8 B222′ | Seville Spanish *WB* | 4 steam turbines SR geared to 2 sc.shafts Bethlehem S.B.Corp.Ld. Quincy,Mass. | | R |
| 87525 217871 WVAA | **Cynthia Olson** (*ex*Coquina–40) 1*Dk* | | 2140 1753 1281 | ✠ ... 6,20 ✠ | | | | 1919 4mo | Manitowoc S.B.Co. Manitowoc, Wis. | OliverJ.Olson&Co. | 250·5\|43·7\|20·1 P27′B64′F26′ FK | S.Frncisco Utd.States *WB* | T.3Cy.20″,33″&54″–40″ 269NHP Manitowoc S.B.Co. Manitowoc,Wis. | 23 ″ 0 | R † |
| 87526 217860 KJFB | **Coos Bay** (*ex*Lumbertown–40, *ex*CastleTown–36) *Fitted for oil fuel* D.F. 1*Dk* | | 3321 2750 2029 | ✠ ... 5,21 ✠NB2,21 ✠ | | | | 1919 5mo | Pusey& JonesCo. Gloucester City,N.J. | CoosBayLumber Co. | 321·7\|50·0\|21·6 P37′B82′F31′ FK | S.Frncisco Utd.States *WB* | T.3Cy.20″,32½″&54⅜″–36″ 180NHP Pusey&JonesCo.Wil.Del. | 24 ″ 9 | R † |
| 87527 | **Cape May** *Now "Alsea Pathfinder," see Supplement* D.F. E.S.D. GyC. | *Fitted for oil fuel* 3*Dks* *Cruiser Stern* *pt Elec.welded* | 6900 | | | | | 1940 | Bethlehem SteelCo.S.B. Division Mariner's Harbour | UnitedStates Maritime Commission | 397·0\|60·2\|34·6 | NewYork Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass. | | |
| 87528 240001 | **Cape San Martin** D.F. E.S.D. GyC. Sub.Sig. | *Fitted for oil fuel* 3*Dks* *Cruiser Stern* | 6750 6759 — 4048 | | | | | 1940 | Bethlehem SteelCo.S.B. Division San Francisco Cal. | UnitedStates Maritime Commission | 395·0\|60·0\|37·5 | S.Frncisco Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass. | | |
| 87529 | **Casacoima** Ⓟ (*ex*St.Patrick–36) *Longitudinal framing* *Carrying Petroleum in bulk* | TwinSc *Fitted for oil fuel* 2*Dks* *Cruiser Stern* | 341 — 180 | | | | | 1913 | ..... Gt.Britain | Cia.Anon.Venezolana deNav. | 180·0\|27·0\| 7·0 | Ciudad Bolivar Venezuelan | T.6Cy. J.I.Thornycroft&Co.Ld. | | |
| 87530 | **City of Midland** Ⓟ D.F. GyC. | TwinSc (*Car Ferry*) 3*Dks* | 3969 — 833 | | | | | 1940 | Manitowoc S.B.Corp. Manitowoc, Wis. | PereMarquette RailwayCo. | 388·0\|58·0\|23·6 | Ludington Mich. Utd. States *WB* | S.10Cy.25″–30″ 263NHP SkinnerEng.Co.Erie,Pa. | | |
| 87531 PUAT | **Comandante Alcidio** Ⓟ (*ex*CommandanteAlcidio–40, *ex*Sirio) 1*Dk & Awng dk* | TwinSc | 1858 1549 970 | | | | | 1905 | Howaldtswerke Kiel | LloydBrasileiro | 269·0\|37·9\|11·6 | R.Janeiro Brazilian *WB* | T.6Cy.14 3/16″,24 7/16″&39¾″ –27 9/16″ 166NHP Howaldtswerke,Kiel | | |
| 87532 PUAV | **Comandante Capella** Ⓟ (*ex*CommandantePapella–40, *ex*Servulo Dourado, *ex*Saturno) 1*Dk & Awng dk* | TwinSc | 1811 1543 933 | | | | | 1904 | Howaldtswerke Kiel | LloydBrasileiro | 269·0\|37·9\|11·6 | R.Janeiro Brazilian *WB* | T.6Cy.14 3/16″,24 7/16″&39¾″ –27 9/16″ 166NHP NB20,*fitted*22 Howaldtswerke,Kiel | | |
| 87533 | **Comandante Lyra** (*ex*Southland–40, *ex*Excellency–36, *ex*LibertyLand) D.F. *Ref.Mchy.* Sub.Sig. | *Fitted for oil fuel* 2*Dks & Web frames* | 5052 4740 3093 | ✠ ... 9,20 ✠ | | | | 1919 8mo | American International S.B.Corp. HogIslandPa | LloydBrasileiro | 390·0\|54·2\|27·6 P39′B122′F43′ FK | R.Janeiro Brazilian *WB* | DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |

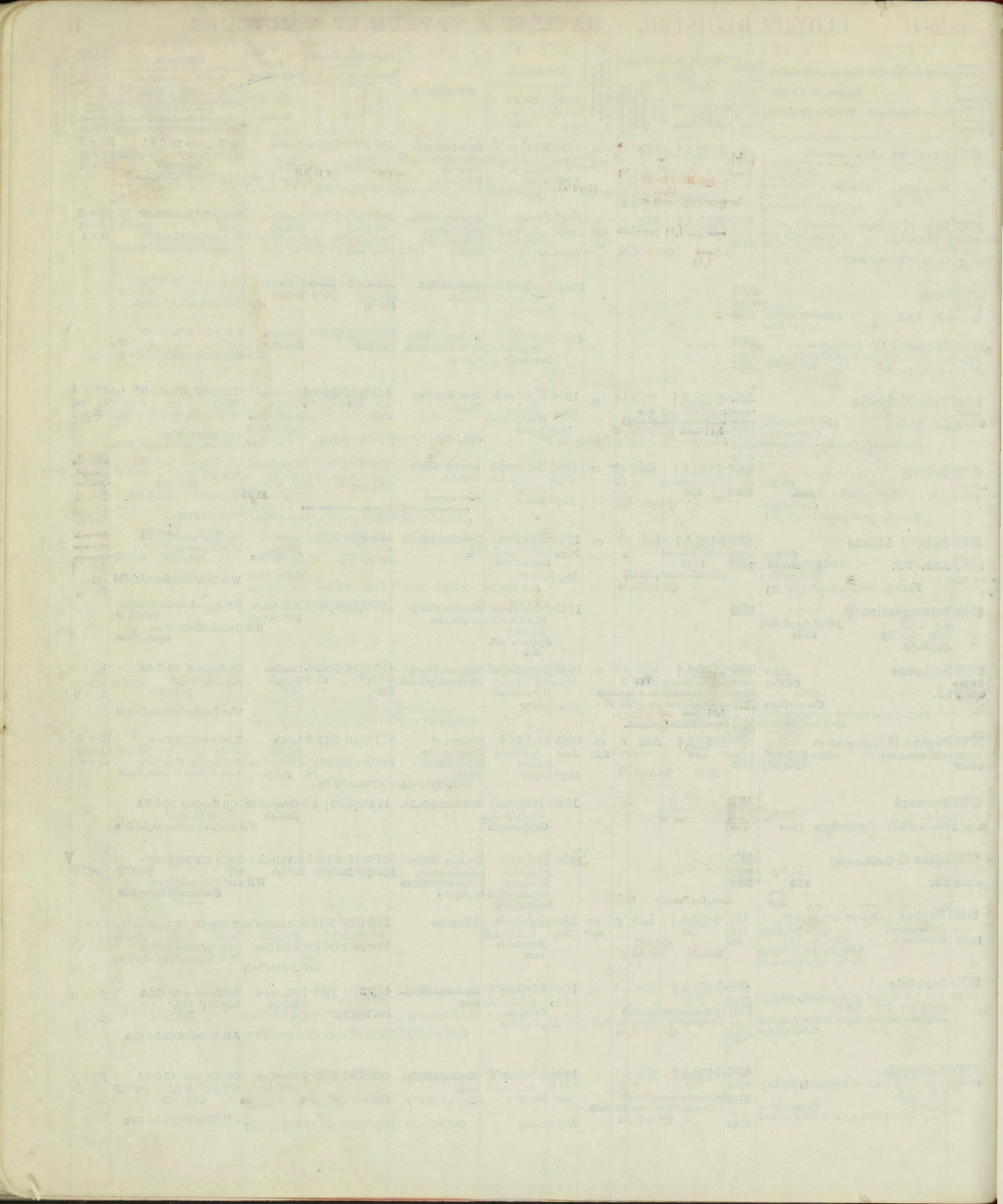
| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP.=Horse power by Society's formulæ; RHP.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draughts. ft. in. | 15 Registers in which classed, if not in L.R. Date of ✠ of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87534 HUAW | **Comandante Ripper** Ⓟ Twin Sc (*ex*Commandante Ripper-40, *ex*Ceara) *ss*Rio.No.2-14 2 *Dks* (*U Stl*-teaks) & *deep framing lower dk in Nos.1&2 holds* *Fitted for oil fuel* | *3324* *2687* *2078* | ✠ ... 11,17 ✠ | Rio | | — | 1907 7mo | Workman, Clark&Co.Ld Belfast | LloydBrasileiro *CellDBa88'uE36'f96'395tFPT45tAPT55t* | 340·2 F67' | 44·8 FK&BN1½' | 23·5 6 *BHCem* | R.Janeiro Brazilian | T.6Cy.18",30"&49"-42" 534NHP 3SB,*12cf*,GS234,HS8754 FD Wrkman,Clark&Co.Ld Bel | 26 " 0 | |
| 87535 HPQU | **Ceylon** (*ex*PortTexaco-40, *ex*Louisiana-32, *ex*Northman) *Mchy Aft* D.F. *Fitted for oil fuel* 1 *Dk&Spar dk* *Carrying oil in bulk* | 2849 — 1797 | | | | | 1901 | Chicago S.B.Co. Chicago | BalboaTransport Corporation | 290·0 B32'F29' len11 | 42·2 | 23·2 | Colon Panamanian *WB* | T.3Cy.30",33"&54"-40" 184NHP s *BHpt Cem* ChicagoS.B.Co.Chicago | 26 " 6 5 " 4 21 " 4½ | |
| 87536 219188 KOMC | **Caribsea** (*ex*Buenaventura-40, *ex*LakeFlattery) Sub.Sig. *Fitted for oil fuel* 1 *Dk2trB* | 2609 2261 1610 | ✠ ... 9,20 ✠ | | | | 1919 11mo | McDougall DuluthCo. Duluth, Minn | StockardS.S.Corp. | 251·0 P25'B64'F20' FK | 43·7 | 25·8 | NewYork Utd. States *WB* | T.3Cy.21",35"&59"-42" 352NHP McDougallDuluthCo. | 28 " 2 | R † |
| 87537 219110 KEKN | **Caribstar** (*ex*Guayaquil-40, *ex*LakeFanquier) Sub.Sig. *Fitted for oil fuel* 1 *Dk2trB* | 2592 2243 1613 | ✠ ... 3,21 ✠ | | | | 1919 10mo | American S.B.Co. Lorain,O. | StockardS.S.Corp. | 251·0 Q25'B64'F23' FK | 43·6 | 26·1 | NewYork Utd. States *WB* | T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.Co.Lorain,O. | 28 " 2 | R † |
| 87538 HPRE | **Carola** (*ex*SzentGellért-40, *ex*Munrio-37) *ss*N.Yk.No.3-6,29 *ss*Rot.No.2-38 1 *Dk*(*Stl*)*&Web frames* *Longitudinal framing* | *3842* *3188* *2916* | ✠ 100A1 3,41 ~~2,10~~ LMO MS1,38 ~~US3,43~~ *Fitted for oil fuel* | Gen NYk | *v* | CL 3,39 | 1916 10mo | Bethlehem SteelCo. Sparrow's Pt. A&CP | Cia.Anon.Nacional de Empressas y Construcciones (JoseSiccardi& Cia.*Mgrs.*) *CellDB278'830tFPT86tAPT219t* | 333·5 P37'B101'F38' FK 5 | 48·2 | 25·1 | Panama Panamanian *BHCem* | T.3Cy.24¼",41"&68"-48" (*s*) 290lb 449NHP s 2SB,*8cf*,GS143,HS6397 FD BethlehemStl.Co.Sprw'sPt | 27 " 6 5 " 0¾ 22 " 8 | |
| 87539 168676 BCQX | **Cape Verde** *Oil Eng.* D.F. 2 *Dks* *Cruiser Stern* | ~~6900~~ 6914 *with freeboard* 6,41 ~~8,11~~ 6487 4162 (~~*Class Contemplated*~~) | ✠ 100A1 PGI Sws ~~LMC5,41~~ | | *a*† | CL 4,41 | 1941 3mo | Lithgows Ld. PortGlasgow *Lloyd's A&CP* | Cape of Good Hope MotorshipCo.Ld. (LyleShippingCo. Ld.*Mgrs.*) *CellDB370'1186tMT26'1036tFPT122tAPT136t* | 432·7 447·6(O.L.) F39' FK 5 *Divisional W.T.BHs in between dks* | 56·2 *7BH* (*CellBHs in W&M&BHs in 2nd dk*) | 34·3 | Glasgow British | Oil Engines 4S.C.SA 6Cy.29⅝"-58⅛" 490NHP ~~2DB150lb~~ J.G.Kincaid&Co.Ld.Grk. | 36 " 10 s10 " 8¼ 26 " 4½ | |
| 87540 | **Cape Neddick** *Fitted for oil fuel* D.F. E.S.D. GyC. 3 *Dks* *Cruiser Stern* *pt Elec.welded* | 6900 | | | | | 1940 | Bethlehem SteelCo.S.B. Division Mariner's Harbour, N.Y. | UnitedStates Maritime Commission | 397·0 | 60·2 | 34·6 | NewYork Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass. | | |
| 87541 | **Castillo Almenara** (*ex*English Tanker-41, *ex*Oilfield-37) *Mchy.Aft* *ss*Rot.No.3-4,37 2 *Dks&Web frames* *Longitudinal framing* | *5387* *4407* *3063* | ✠ 1,38 (*Reclassification Contemplated*) ✠ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,23 | Msl | *x* | | 1923 6mo | Tyne I.S.B. Co.Ld. Newcastle | *CellDBuE27'55t DTf34'279tFPT122tAPT22t* | 365·2 P93'B36'F40' FK | 51·3 | 30·7 | | 2 steam turbines DR geared to 1 sc. shaft (*s*) 467NHP 2SB,*6cf*,HS5368 FD WallsendSlpwy &E.Co.Ld. | 30 " 9 | |
| 87542 168791 BCQQ | **Cathrine** (*ex*Peeter-41, *ex*Muncove-40, *ex*Covedale) *Mchy.Aft* *Oil Eng.* 1 *Dk* | 2727 2300 1472 | | | | | 1919 | Gt.Lakes Eng.Works Ecorse,Mich. | Ministry of Shipping(G.Gibson &Co.Ld.*Mgrs.*) | 253·4 P115'F25' | 43·7 | 24·5 | Grangemth ~~Panamanian~~ British | Oil Engines 4S.C.SA 6Cy.29"-32" NE23 283NHP Macintosh&Seymour Corp. | | R |
| 87543 | **Cape Mendocino** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 2 *Dks* D.F. GyC. | 6900 | | | | | 1940 | Consolidated Steel Corp.Ld. Lng Beach,Cal. | UnitedStates Maritime Commission | 417·0 | 60·0 | 37·6 | Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 666NHP WestinghouseElec.&Mfg. Co.Phl. | | |
| 87544 145166 CKKW | **Cedarbranch** (*ex*Courtright-40, *ex*Glengarnock, *ex*Fouras, *ex*JohnCrerar) *Mchy.Aft* 1 *Dk* *Carrying Petroleum in bulk* | 1700 1477 1010 | | | | | 1903 | Chicago S.B.Co. Chicago | MarineIndustries Ld. BranchLines, Ld. Converted into Tanker 1940 by Marine Industries,Ld.Sorel,P.Q. | ~~246·3~~ 248·3 | ~~41·0~~ | ~~15·8~~ 17·7 | Sorel,P.Q. British *WB* | T.3Cy.18",25"&42"-30" 97NHP ~~97RHP~~ ChicagoS.B.Co.Chicago | | |
| 87545 168182 BCJV | **Capitol** 1 *Dk* *Mchy.Aft* *Cruiser Stern* *Cargo battens not fitted* | 1558 1177 885 | ✠ 100A1 *with freeboard* (~~*Class Contemplated*~~) 6,41 ~~LMC6,41~~ | Sld | 1½ | CL | 1941 6mo | S.P.Austin &Son,Ld. Sunderland *Lloyd's A&CP* | GasLight&CokeCo (Stephenson Clarke&Associated CompaniesLd. *Mgrs.*) *CellDBuE24'f168'615tMT58tFPTs54tAPT18t* | 247·0 257·0(O.L.) Q142'B16'F25' FK | 39·7 | 16·6 | London British *4BHpt Cem* | T.3Cy.16½",27½"&47"-33" 200lb *100lb* (*s*) 196NHP 1SB,*3cf*,GS62,HS2952 FD N.E.MarineEng.Co.(1938) Ld.Sld. | 18 " 6 s5 " 11 16 " 9 | |
| 87546 | **Cape Cod** 8 *Dks* D.F. E.S.D GyC. *Fitted for oil fuel* *pt Elec. welded* *Cruiser Stern* | 6900 | | | | | 1941 | Bethlehem SteelCo.S.B. Division Mariner's Harbour | UnitedStates Maritime Commission | 397·0 | 60·2 | 34·6 | Boston, Mass. Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass. | | |
| 87547 | **Cape Ann** D.F. E.S.D. GyC. 3 *Dks* *Fitted for oil fuel* *Cruiser Stern* *pt Elec.welded* | 6900 | | | | | 1940 | Bethlehem SteelCo.S.B Division Mariner's Harbour | UnitedStates Maritime Commission | 397·0 | 60·2 | 34·6 | NewYork Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass. | | |
| 87548 HPRS | **Carbella** Ⓟ (*ex*Glacier-41, *ex*PortChalmers) *Well deck* 2 *Dks*(1 *Stl*)*&Upt*(*Stl*) *Fitted for oil fuel* 3 *trB* | ~~4043~~ — ~~2159~~ 4140 — 2527 | ✠ 6,96 ✠ | Syd | | | 1891 | JL Thompson&Sons Sunderland | CarbellaS.S.Co. | 371·0 P&B218'F49' | 46·1 | 27·7 | Panama Panamanian *WB* | T.3Cy.30",48"&78"-54" 459NHP 3DB,*18pf*,GS246,HS7050 J.Dickinson,Sunderland | 29 " 0 | R |

Now "Mesta Prospector," see No. 87062 in Supplement

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant après la dernière d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. ps.* | 15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87549 | **Chagres** (*ex*Bakersfield–41) 2 *Dks* Sub.Sig. *Fitted for oil fuel* | | 5545 — 3458 | | | | | 1919 | South Western Ship-building Co. San Pedro, Cal | North Atlantic Transport Co. Inc. | 410·5 | 54·3 | 27·2 P46′B112′F46′ | Panama Pnamanian | T.3Cy.24½″,41½″&72″–48″ 359NHP *WB* Llewellyn Iron Works, Los Angeles | | R |
| 87550 | **Calobre** (*ex*Egremont–41) 2 *Dks* (*Stl*) & *Shelter dk* Sub.Sig. *Fitted for oil fuel* | | 6864 6613 5256 | | | | | 1919 | Skinner & Eddy Corp. Seattle, Wash | North Atlantic Transport Co. Inc | 410·1 | 54·2 | 35·1 | Panama Pnamanian | T.3Cy.24½″,41½″&72″–48″ 359NHP *WB* Hooven, Owens & Rentschler Co. Hamilton, O. | | R |
| 87551 | **Cocle** (*ex*Jacob Ruppert–41, *ex*Pacific Fir–33, *ex*West Cahokia) 2 *Dks* *Fitted for oil fuel* D.F. Sub.Sig. | | 5645 — 3500 | | | | | 1920 | Western Pipe & Steel Co. San Francisco | North Atlantic Transport Co. Inc. | 410·5 | 54·0 | 27·1 P46′B112′F46′ | Panama Pnamanian | T.3Cy.24½″,41½″&72″–48″ 359NHP *WB* Joshua Hendy Co. San Francisco | | R |
| 87552 | **Chepo** (*ex*West Pocasset–41) 2 *Dks* Sub.Sig. *Fitted for oil fuel* | | 5707 5139 3516 | ✠ ... 3,21 | | | | 1919 10mo | Northwest Steel Co. Portland, Or | North Atlantic Transport Co. Inc | 409·8 | 54·2 | 27·7 P44′B115′F47′ FK | Panama Pnamanian | 2 steam turbines DR geared to 1 sc. shaft 605NHP *WB* Midwest Eng. Co. Indianapolis | 30 ″ 2 | R † |
| 87553 | **Capira** (*ex*West Campgaw–41) 2 *Dks* Sub.Sig. *Fitted for oil fuel* | | 5565 5094 3451 | | | | | 1920 | J.F. Duthie & Co. Seattle, Wash | North Atlantic Transport Co. Inc. | 410·3 | 54·2 | 27·7 P44′B115′F47′ | Panama Pnamanian | T.3Cy.24½″,41½″&72″–48″ 359NHP *WB* Hooven, Owens & Rentschler Co. Hamilton, O. | | R |
| 87554 219601 KUCR | **Carib Queen** (*ex*West Shipper–41, *ex*Texas Shipper–35, *ex*Lake Giddings–32) 1 *Dk* 2 *tr B* *Fitted for oil fuel* D.F. | | 2592 2243 1613 | ✠ ... 11,20 ✠ | | | | 1920 4mo | Chicago S.B. Co. Chicago, Ill. | Stockard S.S. Corp. | 251·0 | 43·6 | 26·1 P25′B64′F26′ FK | New York Utd. States | T.3Cy.21″,35″&59″–42″ 352NHP *WB* American S.B. Co. Lorain, O. | 28 ″ 3 | R † |
| 87555 | **California** Ⓟ (*ex*Prudente de Moraes–41, *ex*Rio de Janeiro) Twin Sc *ss* N.Yk.No.2–16 2 *Dks* (*USt*–teak s) & *deep framing* | | *3583* *2772* *2213* | ✠ 4,22 ✠ | Rio | *v* | | 1908 2mo | Workman, Clark & Co. Ld Belfast | Roberto Cordero Waters *Cell D Ba 88* | 340·3 | 45·1 | 24·8 P48′B130′F48′ FK & BK 1½″ *a E36 f 98′460t FPT* | Chilian | T.6Cy.18″,30″&49″–42″ 534NHP 3SB, *12cf*, GS 224, HS 8754 6 *BHCem* 50t *APT* 30t Wrkman, Clark & Co Ld. Bel | 26 ″ 0 | |
| 87556 | **Corsicana** D.F. E.S.D. Gy.C. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing* | | 10200 | 100A1 (*Class Contemplated*) | | | | 1941 | Bethlehem Steel Co. S.B. Division Sparrow's Pt. Md | Socony-Vacuum Oil Co. Inc. | 487·5 | 68·0 | 37·0 P106′B34′F49′ | New York Utd. States | 2 steam turbines DR geared to 1 sc. shaft Westinghouse Elec. & Mfg. Co. Phl. | | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 87557 118211 | **City of Rochester** Ⓟ Pad Ctr 1 *Dk* | | 331 175 132 | | | | | 1904 | Scott (of Kinghorn) Ld Kinghorn | Ministry of War Transport (London Midland & Scottish Rly. *Mgrs*) | 160·2 | 22·2 | 7·3 | London British | C.2Cy 20″&42″–45″ 72RHP Scott (of Kinghorn), Ld. | | |
| 87558 | **Castillo Campanario** (*ex*Saustan–41, *ex*Vallejo–37) D.F. *Mchy. Aft* *ss* Fal. No.2–35 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing* | | *5586* — *3375* | ✠ ... 10,40 (*Reclassification Contemplated*) ✠ | Msl | *z* | | 1928 6mo | R. Duncan & Co Ld Port Glasgow | Cia. Arrendataria del Monopolio de Petroleos, S.A. *Cell D Bu E & B* | 407·0 | 54·2 | 30·1 P122′B35′F41′ FK 76′170t *APT* 195t | Valencia Spanish | T.3Cy 25′,43½″&74″–48″ 567NHP 3SB, *9cf*, GS 172, HS 8202 16 *BHpt Cem* (11 *to U dk* 5 „ *2nd* „) Rankin & Blackmore Ld Grk | 30 ″ 0 | |
| | | | | *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,28 *F.P. above 150° F.* | | | | | | | | | | | | | |
| 87559 | **Carlantic** (*Bulk Carrier—Grain or Oil*) *Oil Eng.* *Mchy. Aft* D.F. *Cruiser Stern* 1 *Dk* *Elec. welded* *Longitudinal framing* | | 8000 | | | | | 1941 | Cargill, Inc. Albany, N.Y. | Cargill, Inc. | 404·1 | 60·0 | 37·0 P96′B34′F60′ | Albany NY Utd. States | 2 Oil Engines 2S.C.SA with electro-magnetic slip coupling & SR gearing 12Cy.16″–20″ 540NHP Fairbanks Morse & Co. Beloit, Wis. | | |
| 87560 141922 VJFX | **Cardross** (*ex*Mackarra–41) *ss* Syd. No.3–11,31 *ss* Syd. No.2–39 1 *Dk* (*Stl*) *Cruiser Stern* | | 2515 2261 1456 | ✠ 100A1 6,40 BS 8,40 | Syd | *t* | CL 6,40 | 1919 10mo | C. Hill & Sons Bristol *Lloyd's* & *CP* | Australasian United Stm. Nav. Co. Ld. *Cell D* | 303·0 | 43·0 | 20·7 313·0 (o.l.) P33′B80′F33′ FK *B252′670t FPT 70t* | Melbourne British | T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* HS 5140 331NHP *s* 3 *s* 4½ 6 *BHCem* *APT* 180t 2 Water Tube Boilers FD 19 *s* 10 Richardsons, Westgarth & Co. Ld. Hpl. | 23 ″ 0 | |
| | | | | ✠ LMC 7,39 | | | | | | | | | | | | | |
| 87561 | **China Mail** *Oil Eng.* D.F. E.S.D. 2 *Dks* Gy.C. *Ref Mchy.* *Cruiser Stern* | | 6440 — 3940 | | | | | 1941 | Sun S.B. & Dry Dock Co. Chester, Pa. | American Mail Line, Ld. | 453·3 | 63·2 | 27·5 P23′B86′F41′ | Seattle Utd. States | Oil Engines 2S.C.SA 8Cy.32″–95″ 870NHP *WB* Sun SB. & DD. Co. Chester Pa | | |
| 87562 | **Chasseral** (*ex*Tegucigalpa–41, *ex*Ingeli) Bn *ss* N.Os.3rd No.3–6,37 1 *Dk* (*Stl*) & *Spar dk* (*Stl*-ws) & *Web frames* | | *2928* 2702 *1864* | ✠ 100A1 *Spar dk* 12,40 ✠ LMC 6,37 ✠ NB 6,14 BS 12,40 | NOs | *u* | OG 12,40 | 1897 10mo | Hall, Russell & Co. Aberdeen A&CP | Swiss War Transport Office | 330·1 | 41·2 | 18·6 26·0 B104′F35′ FK *Cell D Ba* | Basle Swiss | T3Cy25½″42½″&69½″-45″ (*s*) 27 ″ 1 185lb *100lb* NDB 15 362NHP *s* 5 *s* 2½ 2 SB, *8cf*, GS 163, HS 5715 6 *BHCem* 86′*f* 124′408t 22 *s* 4 Hall, Russell & Co. Abn. | | |
| | | | | *Fitted for oil fuel* 4,20 *F.P. above 150° F.* | | | | | | | | | | | | | |
| 87563 | **Curacao** Ⓟ *Ref. Mchy.* 2 *Dks* D.F. E.S.D. Sub.Sig. *Fitted for oil fuel* | | 8269 6883 5018 | 3,41 Examined L.B. 3,41 | St.J | | | 1930 | Deutsche Werft, Hamburg | Curacao Government | 477·7 | 63·0 | 29·5 P36′B & F43′ *Upper* F45′ | Dutch | 4SR geared steam turbines *Emade* 22 *refitted* 30 *WB* Blohm & Voss, Hamburg | | |
| 87564 | **Camelia** *Oil Eng.* D.F. *Cruiser Stern* | | 1700 1250 790 | 100A1 *with freeboard* (*Class Contemplated*) | | | | 1941 | Akt. Lindholmens Varv Gothenburg | Rederiaktieb. Svenska Lloyd (K.R. Bökman, *Mgr.*) | 287·3 | 42·2 | 16·7 | Gothenbrg Swedish | Oil Engines 2S.C.SA 6Cy.19⅛″–35 7/16″ Eriksberg M.V. Aktieb. Got | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. | Steamer's Name. | Material, Rig, &c. | Regist'd Tonnage. | Particulars of Classification. | | | Date when tail shaft last seen. | Built. | | Owners. | Regist'd Dimensions Deck Erections, &c. | | | Port of Registry. | Engines. | Moulded depth. | |
| Official No. | *Late Name if any.* | | Gross. | Character. | Port of Survey. | Year Assigned now expired. Equipment Letter. | | When | By Whom — Where | | Length. | Breadth. | Depth. | Flag. | No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships | Registers in which classed, if not in L.R. Date of Fr. of Trade Cert. |
| Code Letters. | Special Surveys. | No. of Decks, &c. | Under deck. — Net. | † for Special Survey. Date of last Survey. | | | | | | | | | | | | Corresponding draught. ft. in. | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terms assigned machinery and Equipment. Lettre d'Equipement. | 7* Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. L. Largeur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | 15 Registres où sont, si c'est le cas, les Cert. B. et Tr. de Durée. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87751 | **Dauphine** (*ex*Shabonee-40, *ex*Laurel-34) *Oil Eng.* *ss*Sng.No.2-38 | | 9716 8799 5284 | ✠100A1 1,40 ✠LMC CS11,38 DBS1,40 3,38 *Carrying Petroleum in bulk* Surveys delayed | SFo | *e*† | CL 8,37 | 1930 8mo | Blythsw'd S.B.Co.Ld. Glasgow | French Government (Ministère de la Marine Marchande) | 482·3 \| 65·6 \| 35·6 500·0 (o.L.) P99'B32'F39' FK (15 *to U dk* 1 „ *2nd* „) | Havre French 16*BH* | Oil Engines 2S.C.SA 7Cy.26⅜"–49⅝" 848NHP 2DB*150lb* Atlas Diesel Co.Ld.Skm. | 35 ″ 8 s 7 ″ 5¾ 28 ″ 6¼ | |
| | *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Cruiser Stern* *Longitudinal framing* | 1*Dk*(*Stl*) | | | | | | *Lloyd's* SA&CP | | *Cell D B u E7* | 2'238*t DT f*41'446*t* | | *FPT*221*t APT*97*t* | | |
| 87752 137062 GLJZ | **Dago II** (*ex*Dagö-40, *ex*Brodsworth, *ex*Elmpark) D.F. *Cargo battens not fitted* | *ss*Lie.No.3–4,30 *ss*Abg.No.2–38 1*Dk*(*Stl*) | 1993 ~~2,110,30~~ 1802 1206 | ✠100A1 1,41 BS~~6,40~~ 1,41 ✠LMC2,38 | Abg | *r* ~~NTL~~ Lon | CL 4,37 9,40 | 1917 4mo | Brys& Gylsen,Ld. Glasgow *Lloyd's* SA&CP | Ministry of Shipping (Harper, Hopps&Co.Ld. *Mgrs.*) *Cell D* | 280·0 \| 41·8 \| 19·2 290·5 (o.L.) P22'B68'F29' FK 4*BHCem* B237' 567*t FPT*55*t APT*46*t* | London British | T.3Cy.21″,35″&57″–36″ (*r*) 180lb 228NHP 2SB,*6cf*,GS113,HS3734 Cooper&Greig,Ld.Dundee | 20 ″ 9 s 2 ″ 11 18 ″ 1 | |
| 87753 166301 GRPP | **Defoe** D.F. E.S.D. *Oil Eng.* 2*Dks*&*Shelter dk* *Cruiser Stern* | | 6245 5458 3795 | | | | | 1940 | Harland& Wolff,Ld. Belfast | Lamport&Holt Line,Ld. | ~~438·6~~ \| 62·3 \| ~~38·0~~ B64'F38' \| 25·4 438·8 \| | Liverpool British *WB* | Oil Engines 2S.C.DA 6Cy.20⅞"–49⅜" 896NHP Harland&Wolff,Ld.Bel. | | |
| 87754 167545 MBYS | **Dagmar I** Ⓟ (*ex*Dagmar-40, *ex*Imperator Nicolai II, *ex*Irkutsk) *Ref.Mchy.* D.F. | 2*Dks*&*pt dk* | 2471 2269 1537 | | | | | 1903 | R.Stephenson&Co.Ld. Newcastle | Ministry of Shipping(G.Nisbet&Co. *Mgrs.*) | 290·5 \| 40·0 \| 25·6 B46'F32' | London British *WB* | T.3Cy.23″,38″&61″–42″ 241NHP WilsndSlpwy.Co.Ld.Nwc. | | |
| 87755 168027 MLFN | **Duke of Sparta** D.F. E.S.D. | 1*Dk*&*Shelter dk* *Cruiser Stern* *Longitudinal framing* ~~*on Shelter dk*~~ *at Shelter dk* | ~~5480~~ ~~4376~~ ~~8210~~ 5397 4896 3161 | ✠100A1 *with freeboard* ~~Ver~~ *(Class Contem plated)* 5,41~~10,40~~ ✠LMC10,40 *Fitted for oil fuel* 10,40 *F P above* | Hpl | *b*† | CL 150 | 1940 10mo | W.Gray& Co.Ld. W Hartlepool *Lloyd's* SA&CP | Trent Maritime Co.Ld. *Cell D B* 378 1479*t FPT*175*t APT*218*t* | 441·1 \| 57·8 \| 25·4 457·5 (o.L.) F46' FK 8*BHptCem* (*Coll to Sh dk* 7 „ *2nd* „) | London British | T.3Cy.24″,38″&68″–48″ (*s*) 225lb FD 492NHP 3SB(Spt)*cf*,GS145,HS7020 Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl. | 29 ″ 4 s3 ″ 6¾ 26 ″ 0½ | |
| 87756 166294 GRPR | **Debrett** D.F. | 2*Dks*&*Shelter dk* ~~*2 Dks*~~ *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | 6244 5458 3796 | ✠100A1 *with freeboard* 5,40 ✠LMC5,40 | Bel | *c*† 2½ | CL | 1940 5mo | Harland& Wolff,Ld. Belfast *Lloyd's* SA&CP | Lamport&Holt Line,Ld. ~~*3 divisional*~~ ~~*gate right BHs*~~ ~~*in upper 'tween dks*~~ *Cell D B* 342'1507*t* | 438·8 \| 62·3 \| 33·9 456·0 (o.L.) 25·4 B71'F33' FK 8*BHptCem* (*Coll to Sh dk* 7 „ *2nd* „) *Tanks at sides of tunnel* 147*t AP* | Liverpool British | Oil Engines 2S.C.DA 6Cy.20¾"–49⅞" 898NHP 2DB*120lb* Harland&Wolff,Ld.Bel. | 38 ″ 9 s11 ″ 1¼ 27 ″ 10 | |
| 87757 168011 GMYS | **Duke of Athens** E.S.D. D.F. | 1*Dk*&*Shelter dk* *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | 5217 4685 3025 | ✠100A1 *with freeboard* 10,40 *(Class Contem plated)* ✠LMC10,40 | Sld | *a*† 2 | CL | 1940 10mo | Wm.Doxford&Sons,Ld. Sunderland *Lloyd's* SA&CP | Trent Maritime Co. Ld. *Cell D B* 356'1179*t MT*29'1205*t FPT*134*t APT*155*t* | ~~427·6~~ \| 56·5 \| 26·5 427·0 442·9 (o.L.) FK 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „) | London British | Oil Engines 2S.C.SA 3Cy.23⅝"–91~~13~~"–91⅛" 2DB*120lb* 516NHP Wm.Doxford&Sons,Ld.Sld | ~~29 ″ 0~~ ~~s5 ″ 3¼~~ ~~25 ″ 10¾~~ 28 ″ 1 s11 ″ 4 26 ″ 10¾ | |
| 87758 | **Deltargentino** Ⓟ D.F. E.S.D. GyC. Sub.Sig. *Ref.Mchy.* | *Fitted for oil fuel* 2*Dks* | 8300 | | | | | 1940 | Bethlehem Steel Co.S.B. Division Sparrow's Pt. Md. | Mississippi Shipping Co.Inc. | 465·0 \| 65·5 \| 39·7 | N.Orleans Utd.States *WB* | DR geared steam turbine 1300NHP General Electric Co. Lynn,Mass. | | |
| 87759 168039 GNLK | **Dalhousie** D.F. | 4Mst 2*Dks* *Cruiser Stern* *Butts of weather deck stringer plating electrically welded* | ~~7250~~ ~~4350~~ ~~5810~~ 7072 6603 5297 | ✠100A1 *with freeboard* *corresponding to a summer moulded draught of 26' 9"* ~~2,41 or 1,40~~ ✠LMC11,40 *(Class Contem plated)* | Lth | *a*† Ver 2 | CL | 1940 11mo | Burntisland S.B.Co.Ld. Burntisland *Lloyd's* SA&CP | Dalhousie Steam &Motorship Co.Ld. | 415·0 \| 56·5 ~~25·5~~ 431·5 (o.L.) 35·8 F33' FK *'tween dk B Hs* *Cell D B* 351'1217*t MT*30'1232*t FPT*142*t APT*202*t* | London British *TBH* (*Coll B Hs to Wd 6 B Hs to 2nd dk*) (*except Coll B H*) *dispensed with* | Oil Engines 2S.C.SA 3Cy.23⅜"–91⅝" 516NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld | 38 ″ 3 s11 ″ 5¾ 27 ″ 0 | |
| 87760 167026 GMJM | **Daphne II** (*ex*Daphné-40, *ex*Rouennaise) | *ss*Rot.No.3–6,37 1*Dk*(*Stl*) | 1970 1499 1123 | ✠100A1 3,40 BS2,40 ✠LMC6,37 | Ant | *r* | CL 2,40 | 1925 8mo | Atel.&Ch. de la Loire Nantes *Lloyd's* SA&CP | Ministry of Shipping(Chr. Salvesen&Co. *Mgrs.*) *Cell D B* 231'655*t FPT*64*t APT*75*t* | 277·0 \| 40·7 \| 17·3 P24'Q84'B57'F23' FK | Leith British 6*BHptCem* *ptAsp* | T.3Cy.18⅛",29⅛"&49⅜" –37½" 185lb (*s*) 205NHP 2SB,*6cf*,GS112,HS3703 Atel.&Ch.de la Loire,Paris | 19 ″ 6 s1 ″ 10¾ 17 ″ 9 | |
| 87761 149100 MNCX | **Durward** E.S.D. Wireless D.F. *Cruiser Stern* | *Oil Eng.* 2*Dks* | 419 288 165 | | | | | 1940 | Grngemth Dkyd.Co.Ld. Grngemouth | G.Gibson&Co.Ld. | 174·0 \| 30·1 \| 8·5 | Grngemth British *WB* | Oil Engines 2S.C.SA 7Cy.9⅛"–16⅛" British Auxiliaries,Ld.Gls. | | |
| 87762 125098 GMRN | **Dione II** (*ex*Dioné-40) D.F. | 1*Dk* | 2660 1967 1390 | | | | | 1936 | Atel.&Ch. de la Seine Maritime Worms et Cie Le Trait,S.I. | Ministry of Shipping(Ambrose, Davies&Matthews *Lds. Mgrs.*) | 307·6 \| 43·6 \| 19·1 P35'Q92'B61'F22' | P.Talbot British *WB* | T.3Cy.21⅝",35⅛"&59"–41½" 225NHP Atel.&Ch.de la Seine Maritime Worms et Cie | | |
| 87763 5275 BJNW | **Daphne** (*ex*Eos-40, *ex*Bolivia-34, *ex*Naparima) *Well deck* | *ss*Abg.4th No.3–5,32 *ss*Tln.No.1–37 1*Dk*(*Irn*)&*Web frames* *Stringers*&*pt Beams Irn* | 1513 1367 883 | ✠100A1 7,39 ✠LMC MS5,37 BS4,40 | Lon | *q* | OS 4,38 | 1890 2mo | Edwards S.B.Co.Ld. Newcastle A&CP | I.Fagreus | 260·0 \| 36·2 \| 16·8 269·8 (o.L.) P29'Q66'B106'F29' FK *Cell D B* 214'342*t* | Stockholm Swedish 4*BHCem* | T.3Cy.20″,32½"&53″–36″ (*s*) 160lb NDB19 174NHP 2SB,*6pf*,GS84,HS2700 N.E.Marine Eng.Co Ld Nwc | 19 ″ 3 s1 ″ 2¾ 18 ″ 2 | |
| 87764 165991 | **Darkdale** 1*Dk*,*2nd dk clear of cargo tanks* *Oil Eng.* *Mchy.Aft* D.F. E.S.D. *Longitudinal framing at bottom & at deck* *Cruiser Stern.* | | ~~8000~~ ~~7236~~ 8145 7225 4743 | ✠100A1 11,40 *(Class Contem plated)* *Carrying Petroleum in bulk* ✠LMC11,40 | Gls | *c*† 2½ | CL | 1940 11mo | Blythsw'd S.B.Co Ld. Glasgow *Lloyd's* SA&CP | ~~Ministry of Shipping~~ The Admiralty | 463·2 \| 61·2 \| 33·1 479·3 (o.L.) P94'B48'F47' FK *Cell D B u E7* 1'142*t DT f* 22'254*t FPT* 149*t APT* 94*t* | Glasgow British 17*BHptCem* | Oil Engines 4S.C.SA 6Cy.29⅜"–59⅛" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk. | 33 ″ 3 s6 ″ 5¼ 27 ″ 0½ | |
| 87765 168051 | **Denbydale** 1*Dk*,*2nd dk clear of cargo tanks* *Oil Eng.* D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | | ~~8000~~ ~~7236~~ 8145 7225 4743 | ✠100A1 1,41 *(Class Contem plated)* *Carrying Petroleum in bulk* ✠LMC1,41 | Gls | *c*† 2½ | CL | ~~1940~~ 1941 1mo | Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's* SA&CP | ~~Ministry of Shipping~~ The Admiralty | 463·2 \| 61·2 \| 33·1 479·3 (o.L.) P94'B48'F47' FK *Cell D B u E7* 1'142*t DT f* 22'254*t FPT* 149*t APT* 94*t* | London British 17*BHptCem* | Oil Engines 4S.C.SA 6Cy.29⅜"–59⅛" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk. | 33 ″ 3 s6 ″ 5¼ 27 ″ 0½ | |



| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Built. Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of Build Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87766 7976 SKCL | **Dalanäs** (*ex* Hulda–40, *ex* Dalanäs–40) *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Strengthened for navigation in ice* | 475 — 223 462 350 219 | ✠ 100 A1 ~~3,40~~ 3,41 ✠ LMC CS 6.39 12.37 *Carrying Petroleum in bulk* | Abo Skm | *g* | OG N4,40 | 1934 11 mo | Nya Varvs-aktb. Öresund Landskrona *Lloyd's SA & CP* | Rederiaktieb. Nordstjernan (A. A. Johnson, *Mgr.*) | 155·6 \| 27·2 \| 12·3 P 40' F 25' | | | Stockholm Swedish FK 1 *BH* *APT* 16 *t* | Oil Engines 2 S.C.SA 6 Cy. 9½" – 16 9/16" 102 NHP s Reversible propeller Atlas-Diesel A/B, Skm. | 12 ″ 3 s 1 ″ 0½ 11 ″ 3½ | |
| 87767 | **Detroit Wayne** *Fitted for oil fuel* 1 *Dk* | 2605 2261 1619 | | | | | 1919 | American S.B.Co. Detroit, Mich. | Raritan S.S.Corp. (Smith & Johnson, *Mgrs.*) | 251·0 \| 43·6 \| 26·1 P 25' B 64' F 23' | | | N. Orleans Utd. States | T. 3 Cy. 21″, 35″ & 59″ – 42″ 225 NHP *WB* American S.B.Co, Detroit | | |
| *Now "Raritan," see No. 89817 in Supplement* | | | | | | | | | | | | | | | | |
| 87768 | **Dovrefjell** *Oil Eng.* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* | 10000 9000 5800 | 100 A1 *(Class Contemplated)* *Carrying Petroleum in bulk* | | | | 1940 | Eriksbergs M.V. Aktieb. Gothenburg | A/S Dovrefjell (Olsen & Ugelstad, *Mgrs.*) | 498·4 \| 65·3 \| 36·4 P 101' B 37' F 48' | | | Oslo Norwegian | Oil Engines 2 S.C.DA 8 Cy. 17¾" – 47¼" Eriksberg M.V. Aktieb. Got | | |
| 87769 168926 GQXG | **Daltonhall** *Oil Eng* D.F. E.S.D. GyC 2 *Dks* *Cruiser Stern* | 7253 6787 5022 | ✠ 100 A1 Sld *with freeboard* 6.41 ~~*(Class Contemplated)*~~ ✠ LMC 6.41 | Sld | *af* | CL | 1941 6mo | Wm. Doxford & Sons Ld Sunderland *Lloyd's SA & CP* | West Hartlepool Stm. Nav. Co. Ltd. | 427·0 \| 56·5 \| 35·5 442·9 (O.L.) *(Cell B H to W Dk. 6 B H to 2nd dk)* *6 Divisional W.T. B Hs in 'tween dks* *Cell D B 356' 1182 t M T 29' 1205 t F P T 134 t A P T 155 t* | | | W. Hartlpl British FK 7 *BH pt Cem* | Oil Engines 2 S.C.SA 3 Cy. 23⅝" ~~– 91 1/2"~~ – 91 9/16" 2 DB *120 lb* 516 NHP Wm. Doxford & Sons, Ld Sld | 38 ″ 1 s 10 ″ 11 27 ″ 4½ | |
| 87770 JBWO | **Daisin Maru** (*ex* Nordhav–41, *ex* Capsa, *ex* War Khan) *Fitted for oil fuel* *ss* Sng. No. 3–6, 31 *ss* Yka. No. 1–34 *Longitudinal framing* 1 *Dk (Stl)* 2 *tr B & Web frames* *Carrying oil fuel in bulk* | 5877 — — | ✠ ~~—~~ 2,41 ✠ | Sng | *s* | | 1919 8mo | Sir J. Laing & Sons, Ld. Sunderland | Diwa Tokuziro | 400·0 \| 52·4 \| 28·5 B 50' B 121' F 39 FK 11 *BH pt Cem* *Middle line Bulkhead not oil-tight* *Cell D Bu E & B 59' 251 t f 50' 67 t* | | | Kobe Japanese | T. 3 Cy. 27″, 44″ & 73″ – 48″ 517 NHP 3 S.B. 9 *cf*, GS 189, HS 7668 G. Clark, Ld. Sunderland | 31 ″ 0 | |
| 87771 | **Daghestan** *Oil Eng.* D.F. E.S.D. *Cruiser Stern* | 7250 6787 5100 | 100 A1 *with freeboard* *(Class Contemplated)* | | | | 1941 | Wm. Doxford & Sons Ld Sunderland | Hindustan Steam Shipping Co. Ld. (Common Bros. Ld. *Mgrs.*) | 427·0 \| 56·5 \| 35·5 | | | Newcastle British | Oil Engines 2 S.C.SA 8 Cy. 23⅝" – 91½" Wm. Doxford & Sons, Ld. Sld | 38 ″ 1 s 10 ″ 11 27 ″ 4½ | |
| 87772 168181 BCKN | **Donovania** 1 *Dk*, 2 *nd dk clear of cargo tanks* *Oil Eng.* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | ~~8150~~ 8149 7235 4769 | ✠ 100 A1 6.41 ~~*(Class Contemplated)*~~ *Carrying Petroleum in bulk* ✠ LMC 6.41 | Nwc | *af* | CL | 1941 6mo | Hawthorn, Leslie & Co. Ld Newcastle *Lloyd's SA & CP* | Anglo-Saxon Petroleum Co. Ld. | 465·3 \| 59·3 \| 33·8 483·3 (O.L.) P 93' B 45' F 50' FK 17 *BH* *Cell D Bu E 70' 23 t D T f 25' 271 t F P T 38 t A P T 85 t* | | | London British | Oil Engines 4 S.C.SA 8 Cy. 25 1/16" – 55½" 502 NHP DB *180 lb* Hwthrn, Leslie & Co Ld Nwc | 34 ″ 0 36 ″ 8½ 27 ″ 6½ | |
| 87773 | **Dingledale** *Oil Eng.* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 8100 | 100 A1 *(Class Contemplated)* *Carrying Petroleum in bulk* | | | | 1941 | Harland & Wolff, Ld. Glasgow | The Admiralty | 463·2 \| 61·2 \| 33·1 P 94' B 48' F 47' | | | London British | Oil Engines 4 S.C.SA 8 Cy. 25⅛" – 55⅛" Harland & Wolff, Ld. Gla. | | |
| 87774 168186 DCMJ | **Dewdale** *Oil Eng.* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | ~~8150~~ 8265 7218 4860 | 100 A1 *(Class Contemplated)* *Carrying Petroleum in bulk* | | | | 1941 | Cammell Laird & Co Ld. Birkenhead | The Admiralty | 465·3 \| 59·3 \| 33·8 P 114' B 52' F 52' | | | London British | Oil Engines 4 S.C.SA 8 Cy. 25 1/16" – 55⅛" Harland & Wolff, Ld. Bel. | 33 ″ 11 s 6 ″ 8 27 ″ 6½ | |
| 87775 8438 SDZT | **Dahlia** *Oil Eng.* D.F. *Cruiser Stern* | 1700 1250 790 | 100 A1 *with freeboard* *(Class Contemplated)* | | | | 1941 | Akt. Lindholmens Varv Gothenburg | Rederi A/B Svenska Lloyd (K. R. Bökman, *Mgr.*) | 287·3 \| 42·2 \| 16·7 | | | Gothenburg Swedish | Oil Engines 2 S.C.SA 6 Cy. 19 1/16" – 35 7/16" Sulzer Bros. Ld. Winterthur | | |
| 87776 | **Derwentdale** *Oil Eng.* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 8390 7250 5550 | 100 A1 *(Class Contemplated)* *Carrying Petroleum in bulk* | | | | 1941 | Harland & Wolff, Ld. Belfast | The Admiralty | 465·6 \| 59·5 \| 33·9 P 92' B 47' F 51' | | | London British | Oil Engines 4 S.C.SA 8 Cy. 25 1/16" – 55⅛" Harland & Wolff, Ld. Bel. | | |
| 87777 221210 KDRN | **Daniel Pierce** (*ex* E.W. Sinclair–41) 2 *Dks* *Mchy. Aft* *Fitted for oil fuel* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* | 4887 — 2847 | | | | | 1921 | Bethlehem S.B Corp. Ld (Harlan Plnt) Wlmgtn, Del. | Sinclair Refining Co. Inc. | 375·2 \| 53·2 \| 28·1 P 94' B 37' F 39' | | | New York Utd. States | T. 3 Cy. 25″, 41″ & 68″ – 48″ 320 NHP *WB* Bethlehem S.B. Corp. Ld. | | R |
| 87778 | **Daylite** (*ex* Sailing Vessel–41, *ex* Auxiliary Motorship) 1 *Dk* *Mchy. Aft* *Fitted for oil fuel* | 1976 1789 1601 | ✠ 9,19 ✠ | NYk | *u* | | 1917 6mo | Toledo S.B. Co. Toledo, O. | Wallem & Co. | 252·0 \| 43·7 \| 21·2 P 49' F 41' | | | Panama FK Panamanian | T. 3 Cy. 17″, 25″ & 43″ – 30″ *Emade 19 refitted 41* 101 NHP Vulcan Iron Works | 23 ″ 6 | R |
| 87779 | **Diplodon** *Oil Eng.* D.F. E.S.D. *Longitudinal framing at bottom & at deck* *Mchy. Aft* *Cruiser Stern* | 8150 | 100 A1 *(Class Contemplated)* *Carrying Petroleum in bulk* | | | | 1941 | Hawthorn, Leslie & Co. Ld Newcastle | Anglo-Saxon Petroleum Co. Ld. | 465·0 \| 59·2 \| 33·8 P 96' B 49' F 53' | | | London British | Oil Engines 4 S.C.SA 8 Cy. 25⅛" – 55⅛" Hwthrn, Leslie & Co Ld Nwc | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. Matériaux, Gréement, etc. | | Tonnage Officiel. | Détails de la Classification. | | | Date de la dernière visite de l'arbre porte-hélice. | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement. | Machines. | Creux sur Quille | Registres ou coté si ce n'est dans le L. R. |
| Numero Officiel. | *Ex-nom, s'il y a lieu.* | | Total. — Sous le Pont. — Net. | Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | | Quand. — Navire. — Mach. | Par qui. — Où. | | Longueur. | Largeur. | Creux. | Pavillon. | No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-bord au milieu du navire. — Tirant d'eau correspondant. *pds. ps.* | Durée Cert. R. of Trade. |
| Signaux | Visites Périodiques. Nombres des Ponts. | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of L.R. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87901 167431 GQBN | **Empire Caribou** (*ex*Defacto–40, *ex*NorthernStar, *ex*Waterbury) Sub.Sig. | *Fitted for oil fuel* 2 *Dks* | 4861 4505 2994 | | | | | 1919 | Downey S.B.Corp. Arlington, N.Y. | **Ministry of Shipping (Sir W.R. Smith & Sons, Ltd.** *Mgrs.)* | 383·3 P36′B110′F39′ | 52·2 | 27·4 | London British *WB* | T.3Cy.24″,40″&70″–48″ 339NHP Downey S.B.Corp. Arlington, N.Y. | | R |
| 87902 GLCB 167503 | **Empire Citizen** Ⓟ (*ex*Wahehe–40) D.F. E.S.D. Sub.Sig. *Ref.Mchy.* | *Fitted for oil fuel* 2 *Dks* | 4683 3380 2736 | 100A– (*Class Contemplated*) Examined 5,40 BS5,40 (227ft) | Gls | CL 5,40 | | 1922 | Reiherst'g Schiffsw. Hamburg | **Ministry of Shipping (P. Henderson & Co.** *Mgrs.)* | 361·2 376·5 (O.L.) P&B240′F49′ | 50·2 | 23·8 | London British *WB* | Q.4Cy.21½″,32⅝″,47″&69″–49½″ NB31 336NHP 3SB, Reiherst Maschinenf. Ham. | 26 ″ 0 s 3 ″ 2⅝ 23 ″ 0½ | |
| 87903 167408 MNDN | **Empire Crocus** (*ex*Dr.Colijn–40) Wireless D.F. *Mchy.Aft* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 341 237 152 | | | | | 1936 | N.V. Noord Nederlndsch Schpswerven Groningen | **Ministry of Shipping (T.H. Donking & Sons, Ltd.** *Mgrs.)* | 133·3 P41′F15′ | 23·1 | 9·5 | London British *WB* | Oil Engines 4S.C.SA 6Cy.10⅛″–15⅝″ 68NHP Benz Mtrn. Werke Mannheim A.G. | | V |
| 87904 167439 GQJG | **Empire Gannet** (*ex*Louisianan–40, *ex*GoldenFleece–37, *ex*Dewey) D.F. | *Fitted for oil fuel* 2 *Dks* | 5672 5169 3445 | 100A1 (*Class Contemplated*) Examined 5,41 Liv BS2,41 (210ft) | Hul | CL 10,40 | | 1919 | J.F. Duthie & Co. Seattle, Wash | **Ministry of Shipping (Runciman (London) Ltd.** *Mgrs.)* | 409·8 P44′B115′F47′ | 54·3 | 28·1 | London British *WB* | T.3Cy.24½″,41½″&72″–48″ 210lb (*s*) 550 NHP 3SB, 9*cf*, GS168, HS8112 FD Hooven, Owens, Rentschler Co. Hamilton, O. | 30 ″ 2 s 6 ″ 4½ 24 ″ 0 | |
| 87905 167434 GQYZ | **Empire Hawksbill** (*ex*Delawarean–40, *ex*GoldenCoast–37, *ex*WestNivaria) D.F. *Ref.Mchy.* | *Fitted for oil fuel* 2 *Dks* | 5724 5084 3571 | 100A1 (*Class Contemplated*) Examined 5,40 BS5,40 3,41 | Shl | CL 5,40 | | 1920 | S. Western S.B.Co. San Pedro, Cal | **Ministry of Shipping (Runciman (London) Ltd.** *Mgrs.)* | 410·5 P46′B112′F46′ | 54·3 | 27·2 | London British *WB* | T.3Cy.24¾″,41½″&72″–48″ 210lb 576 350NHP 3SB, 9*cf*, HS8640 FD Llewellyn Iron Works, Los Angeles, Cal. | 29 ″ 9 s 5 ″ 10¾ 24 ″ 0½ | |
| 87906 167429 MNFF | **Empire Jonquil** (*ex*Begonia–40, *ex*Venus–40) *Mchy.Aft* | *Oil Eng.* 1 *Dk* *Cruiser Stern* | 369 221 193 | | | | | 1939 | Schpsw. 'Volharding' Gebr Bodewes Foxhol | **Ministry of Shipping (Monroe Bros.** *Mgrs.)* | 140·0 P39′Q43′F33′ | 24·7 | 8·4 | London British *WB* | Oil Engines 4S.C.SA 6Cy.10⅝″–19¹³⁄₁₆″ 65NHP Werkspoor N.V. Ams. | | |
| 87907 167455 GQJG | **Empire Moose** (*ex*Oakwood–40, *ex*Colin H. Livingstone) D.F. Sub.Sig. *Longitudinal framing* | *Fitted for oil fuel* 1 *Dk & Shelter dk* | 6103 5565 4060 | †100A– *Shelter dk with freeboard* (*Reclassification Contemplated*) Examined 5,40 | Hul | | | 1920 | Virginia S.B.Corp. Alexandria Va. | **Ministry of Shipping (Runciman (London) Ltd.** *Mgrs.)* | 402·6 P34′F38′ | 53·2 | 31·7 | London British *WI* | T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven, Owens, Rentschler Co. Hamilton, O. | 34 ″ 6 s 8 ″ 1½ 26 ″ 6½ | |
| 87908 167514 MNSM | **Empire Snowdrop** (*ex*Caribe–40) *Mchy.Aft* | *Oil Eng.* 1 *Dk & Shelter dk* *Cruiser Stern* | 399 255 116 | †100A1 *with freeboard* 6,41 ~~4,40~~ †LMC 11,39 | Lon Lth | *i* | | 1939 11mo *Lloyd's SA & CP* | Gebr. van Diepen N.V. Waterhuizen | **Ministry of Shipping (British Channel Islands Shipping Co. Ltd.** *Mgrs.)* *Side tanks in way of hold 101′229t DTf 5′24t* | 180·5 188·0 (O.L.) | 27·8 | 7·6 FK | London British *3B HCem* (*Coll to Sh dk* 2 ,, 2*nd* ,,) *FPT 52t APTs 12t* | Oil Engines 4S.C.SA 8Cy.11″–17½″ 94NHP Klöckner-Humboldt-Deutz A.G. Köln-Deutz | 9 ″ 4 s ″ 2 9 ″ 3 | |
| 87909 167397 MQXM | **Empire Zest** (*ex*Zeester–40, *ex*Amsterdam) | 1 *Dk* | 316 231 164 | | | | | 1918 | Gebr. Fikkers Muntendam | **Ministry of Shipping (John S. Monks, Ld.** *Mgrs.)* | 121·0 P38′F16′ | 22·6 | 10·5 | London British *WB* | C.2Cy.12¾″&25½″–14¾″ 21NHP L. Schaatman, Dordrecht | | |
| 87910 172953 MNMP | **Edith Moller** (*ex*Iloilo–39, *ex*Sugbo) | *Fitted for oil fuel* | 645 517 190 | | | | | 1898 | J.&K. Smit's Scheepswrvn Kinderdijk | **Moller Line, Ld.** (**Moller's Ld.** *Mgrs.)* | 165·0 | 29·0 | 16·0 | Shanghai British *WB* | T.3Cy.18″,28″&46″–36″ 127NHP J.&K. Smit's Mchfbrk, Kdk. | | |
| 87911 167476 GQJL | **Empire Penguin** (*ex*Tennessean–40, (*ex*GoldenStar–37, *ex*Elkridge) | *Fitted for oil fuel* 2 *Dks* *Longitudinal framing* | 6389 5955 3991 | 100A1 (*Class Contemplated*) Examined ~~5,40~~ 12,40 BS5,40 (210ft) | Gls | | | 1919 | Skinner & Eddy Corp. Seattle, Wash | **Ministry of Shipping (Runciman (London) Ltd.** *Mgrs.)* | 402·0 P48′F42′ | 54·8 | 32·0 | London British *WB* | T.Cy.24½″,41½″&72″–48″ 359NHP 3SB, Hooven, Owens, Rentschler Co. Hamilton, O | 34 ″ 6 s 8 ″ 1 26 ″ 7 | |
| 87912 167513 MNRR | **Empire Daffodil** (*ex*Caribe II–40) *Mchy.Aft* | *Oil Eng.* 1 *Dk & Shelter dk* *Cruiser Stern* | 398 255 112 | †100A1 *with freeboard* ~~3,40~~ 7,41 ~~5,41~~ †LMC 3,40 | Lon ~~Son~~ Cff | *i* | 5,41 | 1940 3mo *Lloyd's SA & CP* | Gebr. van Diepen N.V. Waterhuizen | **Ministry of Shipping (Gt. Yarmouth Shipping Co. Ltd.** *Mgrs.)* *Side tanks in way of hold 101′ 229t DTf 5′24t* | 180·3 188·0 (O.L.) | 27·8 | 7·6 FK | London British *3B HCem* (*Coll to Sh dk* 2 ,, 2*nd* ,,) *FPT 52t APTs 12t* | Oil Engines 4S.C.SA 7Cy.11″–17½″ 82NHP *Emade 6,39 fitted 3,40* Klöckner-Humboldt-Deutz A.G. Köln-Deutz | 9 ″ 4 s ″ 2 9 ″ 3 | |
| 87913 167570 GJKP | **Empire Springbuck** (*ex*SanAngelo–40, *ex*Willanglo, *ex*Westmead) | *Fitted for oil fuel* 2 *Dks* | 5591 5116 ~~3483~~ | †100A1 (*Reclassification Contemplated*) Examined ~~6,40~~ 12,40 BS6,40 (200lb) | NYk Nwc | CL 4,40 | | 1918 10mo | Ames S.B. & D.D.Co. Seattle, Wash | **Ministry of Shipping (W.A. Souter & Co. Ld.** *Mgrs.)* | 409·5 P44′B115′F47′ | 54·2 | 27·4 FK | London British *WB* | T.3Cy.26″,43″&73″–48″ 200lb 543NHP Ames S.B. & D.D.Co. Seattle | 30 ″ 2 s 6 ″ 4½ 24 ″ 0¾ | |
| 87914 167523 GLJJ | **Empire Seaman** (*ex*Morea–40) Sub.Sig. | 1 *Dk & Shelter dk* | 1921 1645 1090 | | | | | 1922 | Schiffs.-u. Dockbauw Flender A.G. Siems Lübeck | **Ministry of Shipping (R.W. Jones & Co.** *Mgrs.)* | 289·0 H71′F33′ | 41·7 | 17·5 | London British *WB* | T.3Cy.21¼″,34⅜″&55¼″–37⅝″ 191NHP A.G. "Neptun," Rostock | | |
| 87915 239316 WSOA | **Esso Concord** D.F. E.S.D. GyC. *Longitudinal framing "Arcform" Part electrically welded* *Mchy.Aft* | *Fitted for oil fuel* 1 *Dk* *Cruiser Stern* *Carrying Petroleum in bulk* | 7699 6943 4654 | | | | | 1940 | Federal S.B. & D.D.Co Kearny, N.J. | **Standard Oil Co. of New Jersey** | 440·0 P87′B33′F36′ | 66·8 | 34·3 | Wilmgton, (Del.) Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 912NHP DeLaval Steam Turbine Co. Trenton, N.J. | | R |
| 87916 239317 WSOD | **Esso Montpelier** D.F. E.S.D. GyC. *Longitudinal framing "Arcform" Part electrically welded* *Mchy.Aft* | *Fitted for oil fuel* 1 *Dk* *Cruiser Stern* *Carrying Petroleum in bulk* | 7699 6943 4654 | | | | | 1940 | Federal S.B. & D.D.Co Kearny, N.J. | **Standard Oil Co. of New Jersey** | 440·0 P87′B33′F36′ | 66·8 | 34·3 | Wilmgton, (Del.) Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 912NHP DeLaval Steam Turbine Co. Trenton, N.J. | | R |
| 87917 168003 GPSD | **Eastgate** D.F. | *Oil Eng.* 1 *Dk & Shelter dk* *Cruiser Stern* *Cargo battens not fitted* | ~~5070~~ ~~4330~~ ~~2980~~ 5032 4338 2933 | †100A1 *with freeboard* ~~3,40~~ 2,41 (*Class Contem plated*) †LMC 9,40 | Lth Gls Cff | *a*† 2 | CL | 1940 9mo *Lloyd's SA & CP* | Burntisland S.B.Co. Ld. Burntisland | **Burntisland Shipping Co. Ld.** (Turnbull, Scott & Co. Ld. *Mgrs.)* *Cell D B354′126′t M T33′134′t* | 424·2 441·0 (O.L.) | 57·0 | 26·2 FK | London British *7B Hp Cem* (*Coll B Hds Shelter dk 6 P Hds to 2nd dk*) *FPT 89t APT 25t* | Oil Engines 2S.C.SA 3Cy.23⅝″–91⅞″ 516NHP 2DB 120lb Barclay, Curle & Co. Ld. Gls. | 28 ″ 9 s 8 ″ 0 25 ″ 11½ | |

| No. in Index | Steamer's Name, Nationality, Rig, &c. | Particulars of Classification. | Built. | Tonnage. | Engines. | Port of Registry. | Signal Letters. |
|---|---|---|---|---|---|---|---|
| | Special Survey, No. of Docks, &c. | Character. | When. Where. | | | | |
| R | Empire Caribou (P) | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Cross (P) | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Crown (P) | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Gem (P) | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Granet (P) | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Hawksbill | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Jonquil (sailing-ship) | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Moss (sailing-ship) | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Snowdrop | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zeal | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Reith Moller | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Penguin | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Daffodil | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Springbok | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Seaman | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zeno Concord | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zeno Montpelier | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zenobia | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zest | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zinnia | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zircon | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zodiac | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zone | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zoo | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zoological | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zoology | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zoom | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zoophyte | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zoroaster | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zouave | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zoyland | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zuleika | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zulu | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zurich | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zymotic | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zythum | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zyzzyva | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
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| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
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| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
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| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
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| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.I. 2-cy. 12½" 20" 15" | Victoria | |
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| | Empire Zzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzzz | | 1910 Dunsmuir & J. Ltd. Victoria, B.C. | 1,600 | 1 C.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last drawn. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Register in which classed, if not in Lt. Date of Cl. or Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87918 | **Empire Song** | TwinSc | ~~7000~~ 9228 | | | | | 1940 | Greenock Dockyard Co.Ld. Greenock | Ministry of Shipping (Cayzer, Irvine&Co.Ld. *Mgrs.*) | ~~468·7~~ 463·8 | 63·0 | ~~38·2~~ 32·7 | Greenock British | T.6Cy.26",42"&68"–48"& L.P.turbines with DRgearing&hydraulic couplings HS17780 1370NHP G.J.Kincaid&Co.Ld.Grk. | | |
| 167591 | | | 8303 | | | | | | | | | | | | | | |
| GMZM | D.F. | *Fitted for oil fuel* 3*Dks* *CruiserStern* | 5139 | | | | | | | | | | | | | | |
| 87919 | **Empire Eagle** (*ex*Indianan–40, | | 5592 | 100A1 | Liv | | CL | 1919 | AmesS.B. &D.D.Co. Seattle,Wash | Ministry of Shipping(Runciman (London),Ld. *Mgrs.*) | 409·8 | 54·2 | 29·2 | London British | T.3Cy.26",43"&73"–48" 369NHP | 31 *ft* 10 *in* | |
| 167576 | *ex*Willhilo–37, | ~~*Fitted for oil fuel*~~ | 5175 | Examined ~~2,4~~ 5,41 Lon | | | 2,40 | | | | P44'B119'F47' | | | *WB* | | s6 *in* 3¾ | |
| GLJM | *ex*GoldenRod–34, | 2*Dks* | 3468 | (*ClassContem plated*) | | | | | | | | | | | AmesS.B.&D.D.Co.Seattle | 25 *in* 9 | |
| | *ex*WestIslip) D.F. | | | ~~BS7,40(210lb)~~ LMC7,40 | | | | | | | | | | | | | |
| | | | | *Fitted for oil fuel* '19 *F.P.above*150°F. | | | | | | | | | | | | | |
| 87920 | **Empire Sentinel** (*ex*Phædra–40) | | 638 | | | | | 1898 | G.Seebeck Act.Ges. Bremerhaven | Ministry of Shipping (CoastLines, Ld. *Mgrs.*) | 170·6 | 27·1 | 16·4 | London British | T.3Cy.14¾",17¾"&38⅝"–23⅝" 72NHP s | 17 *in* 4 | |
| 167583 | | | 626 | | | | | | | | H42' | | | *WB* | | 3 *in* 2 | |
| MCGZ | | 2*Dks* | 349 | (*Classification Contemplated*) | | | | | | | | | | | G.SeebeckA.G.Bremerhvn | 14 *in* 3 | |
| 87921 | **Empire Snipe** (*ex*TexasRanger–40, | | 2497 | ✠100A1 | NYk | | CL | 1919 | Manitowoc S.B.Co. Manitowoc | Ministry ofShipping(SirW.R.Smith &Sons,Ld. *Mgrs.*) | 253·6 | 43·9 | 25·9 | London British | T.3Cy.21",35"&59"–42" 1850lb 326NHP | 28 *in* 5 | |
| 167585 | *ex*LakeGaither–32) | ~~*Fitted for oil fuel*~~ | 2284 | (*Reclassification Contemplated*) | Cff | | 3,40 | | | | P25'B65'F26' | | | FK *WB* | NordbergMfg.Co.M'lw'kee | s4 *in* 0 | |
| GNVM | *Ref.Mchy.* | 1*Dk2trB* | 1504 | Examined ~~3,40~~ 6,40 | | | | | | | | | | | | 24 *in* 6½ | |
| | | | | BS3,40 ✠LMC MS6,40 | | | | | | | | | | | | | |
| 87922 | **Empire Lotus** | | 3696 | | | | | 1920 | RopnerS.B. &Repg.Co. (Stn.)Ld. Stockton | Ministry ofShipping(GloverBros.) (London)Ld. *Mgrs.*) | 346·7 | 51·0 | 24·1 | London British | T.3Cy.25",41"&67"–45" 301NHP | | O |
| 140864 | (*ex*Star of Ramleh–40,*ex*Alness–33) | | 3420 | | | | | | | | | | | *WB* | | | |
| GLCG | D.F. | 1*Dk*&*Shelter dk* | 2204 | | | | | | | | | | | | Blair&Co.Ld.Stockton | | |
| 87923 | **Esso Providence** | 3Mst | 9059 | ✠ ... | | | | 1921 | SunS.B. Co. Chester,Pa. | StandardOilCo. ofNewJersey | 480·5 | 66·0 | 36·8 | Wlm ngton (Del.) Utd.States | Q.4Cy26",38¼",56"&82"–54" 819NHP | 37 *in* 0 | R |
| 221144 | (*ex*Cerro-Azul–40) | *Fitted for oil fuel* | 8572 | 3,22 | | | | 4mo | | | F44'*onShelter dk* | | | FK *WB* | SunS.B.Co.Chester,Pa. | | † |
| KDQY | *Mchy.Aft* | 1*Dk*&*Shelter dk*&*Web frames* | 5665 | ✠ | | | | | | | | | | | | | |
| | D.F. | *Longitudinal framing* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 87924 | **Empire Puma** (*ex*EthanAllen–40) | | 7777 | ✠100A1 | Bkn | | CL | 1920 | Pusey& Jones Corp. Gloucester City,N.J. | Ministry of Shipping (LyleShipping Co.Ld. *Mgrs.*) | 439·6 | 60·2 | 33·7 | London British | Q4Cy25½",37",52½"&76"–54" 2201b 643NHP | 36 *in* 8 | |
| 167590 | | *Fitted for oil fuel* | 7339 | *Shelter dk* | Liv | | 4,40 | 3mo | | | P41'B134'F46'*on* | | | *WB* | | s8 *in* 5½ | |
| GQJP | Sub.Sig. | 2*Dks*&*Web frames* *Longitudinal framing* | 4954 | *withfreeboard* (*Reclassification Contemplated*) | | | | | | | *Shelter dk* | | | | W.CrampS.&E.B.Co.Phl. | 28 *in* 5½ | |
| | | | | Examined ~~6,40~~ 1,41 | | | | | | | | | | | | | |
| | | | | BS4,40 ✠ | | | | | | | | | | | | | |
| 87925 | **Empire Merlin** (*ex*WestIsleta–40) | | 5763 | 100A1 | Phl | | | 1919 | AmesS.B. &D.D.Co. Seattle,Wash | Ministry of Shipping (SirR.Ropner &Co.Ld. *Mgrs.*) | 409·8 | 54·2 | 29·2 | London British | T.3Cy.24",43"&73"–48" 369NHP | | |
| 167595 | | *Fitted for oil fuel* | 5253 | (*ClassContem plated*) | | | | | | | P44'B119'F47' | | | *WB* | | | |
| GQLN | D.F. | 2*Dks* | 3497 | Examined 5,40 | | | | | | | | | | | AmesS.B.&D.D.Co.Seattle | | |
| 87926 | **Empire Tern** (*ex*TexasBanker–40, | | 2479 | ✠100A1 | Cff | *s* | CL | 1919 | Detroit S.B.Co. Wyandotte | Ministry of Shipping(SirW.R.Smith &Sons,Ld. *Mgrs.*) | 251·0 | 43·6 | 26·1 | London British | T.3Cy.,~~26"~~ 21" ,35"&59"–42" (*r*) 185lb 352NHP | 28 *in* 2 | R |
| 167594 | *ex*LakeInglenook–32) | ~~*Fitted for oil fuel*~~ | 2259 | 1,41 ~~7,40~~ | Liv | | 3,40 | 12mo | | | P25'B64'F23' FK | | | 4*BHpt Cem* | s4 *in* 0 | † | |
| GNKV | *Ref.Mchy.* | 1*Dk2trB* | 1502 | ✠LMC7,40 | | | | | | *CellDB*201'4 | 72*tDTa*12'89*tFPT* | | | 2*tAPT*107*t* | 2SB,6*cf*,GS115,HS5467 FD | 24 *in* 4½ | |
| | | *ss*Cff.No.3–7,40 | | BS6,41 | | | | | | | | | | | DetroitS.B.Co.Detroit | | |
| 87927 | **Empire Tiger** (*ex*Coya–40,*ex*Orcus) | | 4886 | 100A1 | Sws | | | 1919 | ToddD.D. &Const.Corp. Tacoma | Ministry of Shipping(Turner, Brightman&Co. *Mgrs.*) | 380·2 | 53·2 | 27·0 | London British | T.3Cy.24",40"&70"–48" 339NHP | 29 *in* 4 | |
| 167599 | | *Fitted for oil fuel* | 4419 | (*ClassContem plated*) | | | | | | | 396·0(O.L.) P52'B102'F41' | | | *WB* | | s5 *in* 10½ | |
| GQLT | *Ref.Mchy* | 2*Dks* *Longitudinal framing* | 3066 | Examined ~~4,40~~ 6,40 12,40 | | | | | | | | | | | ToddD.D.&Const.Corp. | 23 *in* 7½ | |
| 87928 | **Empire Light** | | ~~6950~~ — | ✠100A1 | Gls | *a*† | CL | 1940 | Barclay, Curle&Co.Ld. Glasgow | Ministry of Shipping(BritishIndia Stm.Nav.Co.Ld. *Mgrs.*) | 427·9 | 57·5 | 32·1 | Glasgow British | T.3Cy.22½",37½"&63"–45"& LP turbine with DRgearing &hydraulic coupling (*s*) 2501b 630NHP | 34 *in* 6 | |
| 165985 | | | ~~4100~~ 3,41 ~~9,40~~ | *withfreeboard* | Cal | 2 | | 9mo | | | ~~442·5~~(O.L.) | | | *7BH* | | s9 *in* 1½ | |
| GMSR | D.F. | 2*Dks* *CruiserStern* | 6923 | ~~(*ClassContem plated*)~~ | | | | *Lloyd's*4/46*CF* | | *CellDB*370'1860*tFPT*139*t* | ~~P37'B137'F33'~~ FK P38'B136'F35' | | | *APT*118*t* | 4SB,12*cf*,GS268,HS8344 FD | 25 *in* 6 | |
| | | *Cargo battens not fitted* | 6147 | ✠LMC9,40 | | | | | | | | | | | Barclay,Curle&Co.Ld.Gls. | | |
| | | | 3977 | | | | | | | | | | | | | | |
| 87929 | **Esso Nashville** | | 7943 | | | | | 1940 | Bethlehem Steel Co.S.B. Division Sparrow's Pt. Md. | StandardOilCo.of NewJersey | 445·4 | 64·2 | ~~35·2~~ 34·9 | Wilmgton (Del.) Utd.States | 2 steam turbines DRgeared to 1 sc.shaft 985NHP | | R |
| 239914 | D.F. E.S.D. GyC. | *Fitted for oil fuel* | 6995 | | | | | | | | P92'B35'F40' | | | *WB* | BethlehemSteelCo.S.B. Division,Quincy,Mass. | | |
| WSOG | *Mchy.Aft* | *CruiserStern* 1*Dk* | 4697 | | | | | | | | | | | | | | |
| | *pt.welded* | *Longitudinal framing* *Carrying Petroleum in bulk* | | | | | | | | | | | | | | | |
| 87930 | **Empire Woodcock** | | 5572 | ✠100A1 | NYk | | | 1919 | AmesS.B. &D.D.Co. Seattle,Wash | Ministry of Shipping (SirR.Ropner &Co.Ld. *Mgrs.*) | 410·5 | 54·3 | 27·2 | London British | T.3Cy.26",43⅜"&73"–48" 2001b 543NHP | 30 *in* 2 | |
| 167602 | (*ex*WestCape–40) | | 5095 | (*Reclassification Contemplated*) | Liv | | | 11mo | | | P44'B115'F47' FK | | | *WB* | | s8 *in* 4½ | |
| GQYW | D.F. | 2*Dks* | 3484 | Examined ~~5,40~~ 11,40 | | | | | | | | | | | AmesS.B.&D.D.Co.Seattle | 23 *in* 11½ | |
| | | | | BS7,40 ✠ | | | | | | | | | | | | | |
| 87931 | **Empire Wind** | | ~~7459~~ | | | | | 1940 | JLThomp- son&Sons,Ld. Sunderland | Ministry of Shipping (Haldin&Philipps, Ld *Mgrs.*) | 426·0 | 59·9 | ~~25·5~~ 35·0 | Sundrland British | T.3Cy.24",39"&68"–48" 320NHP | | |
| 163838 | | | 7033 | | | | | | | | | | | *WB* | GeorgeClark(1938)Ld.Sld. | | |
| GMYZ | | *CruiserStern* 2*Dks* | 4518 | | | | | | | | | | | | | | |
| 87932 | **Empire Energy** (*ex*Gabbiano–40, | | 6589 | ✠100A1 | Nap | *b*† | CL | 1923 | Akt.Ges. "Neptun" Rostock | Ministry ofShipping(E.R.Management Co.Ld. *Mgrs.*) | 440·0 | 57·1 | 29·5 | London British | T.3Cy.29½",48"&78¾"–51⅝" 32 *in* 2 & LP turbine with DR gearing & hydraulic coupling 2141b 720NHP | 16 *in* 7½ | |
| 167601 | *ex*Grete–34) | *ssHam.No.2–31* | 6094 | (*Reclassification Contemplated*) | Liv | | 7,40 | 7mo | | | P57'B144'F39' FK | | | *Asp* | | 25 *in* 9¼ | |
| GLWY | D.F. | 2*Dks*(*Stl*) | 3954 | Examined 7,40 | | | | | | *Inter mediateBH in fore hold dispensed with* | | | | *BHonly* | 3SB,9*cf*,GS198,HS9041 | | |
| | Sub.Sig. | | | BS5,41 ✠ | | | | | | *CellD* | *Ba*151'*uE*25'*f*191 | | | 1355*t DTa*32' 115*t* | *FPT*134*t* *APT*116*t* | A.G."Neptun,"Rostock | |
| 87933 | **Empire Mermaid** (*ex*Endicott–40) | | 6381 | 100A1 | NYk | | CL | 1919 | Skinner& Eddy Corp. Seattle,Wash | Ministry of Shipping (LyleShipping Co.Ld. *Mgrs.*) | 403·1 | 54·9 | 31·8 | London British | T.3Cy.24½",41½"&72"–48" 359NHP | 34 *in* 6 | |
| 167603 | | *Fitted for oil fuel* | 5958 | (*ClassContem plated*) | | | 5,40 | | | | P34'F43' | | | *WB* | Hooven,Owens&Rentsch- lerCo.Hamilton,O. | s8 *in* 1 | |
| GLTD | Sub.Sig. | 2*Dks* *Longitudinal framing* | 3959 | Examined ~~5,40~~ Mdb 11,40 | | | | | | | | | | | | 26 *in* 7 | |
| | | | | BS7,40(210lb) | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. | 3 Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée ou marque expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. [Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ro/Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87934 143102 GLYJ | **Empire Advocate** (*ex*Angelina Lauro–10, *ex*BowesCastle, *ex*Solfels) | *ss*N.Yk.No.3–7,25 *ss*N.Yk.No.1–29 D.F. 2*Dks* | 5787 5420 3634 | ✠100A1 Examined 7,40 BS7,40 ✠ (*Reclassification Contemplated*) | Bkn | | | 1913 5mo | J.C.Tecklenborg A.G. Weser-münde-G. | Ministry of Shipping (Galbraith, Pembroke & Co.Ltd. *Mgrs.*) | 418·5 P60′ | 56·1 B136′ | 29·8 F54′ FK | London British *WB* | T.3Cy.28¾″,46¾″&75½″–54″ 192lb 520NHP J.C.Tecklenborg A.G.Wsm | 32 ″ 4 s 6 ″ 4⅜ 26 ″ 2¼ | |
| 87935 148780 GFRY | **Empire Diplomat** (*ex*BritishDiplomat–40, *Mchy.Aft.* D.F. 2*Dks*(*Stl*)&*Web frames* E.S.D. *Longitudinal framing* ~~*Now used for oil fuel storage purposes*~~ Modified special survey–40 Shl | TwinSc *Oil Eng.* *ss*Nwc.No.2–33 | 6498 5820 4521 | ✠100A1 ~~8,40~~ 7,40 DBS8,40 | Nwc | *a*† Shl ✠LMC8,40 | CL ~~10,35~~ 6,40 | 1926 7mo | J.Brown & Co.Ltd. Clydebank | Ministry of Shipping (British Tanker Co.Ltd. *Mgrs.*) *Lloyd's SAS CP* | 420·2 P95′ B35′ F47′ | 54·4 | 32·7 FK | London British 18 *B Hpt Cem* (12 *to U dk* 6 „ 2*nd* „) | Oil Engines 2S.C.SA 8Cy.23⅝″–41⅜″ 776NHP 2DB *120lb* J.Brown & Co.Ltd. Clydebank | 32 ″ 8 s 6 ″ 2 26 ″ 8¾ | |
| | | | | *Carrying Petroleum in bulk.* | | | | | | *Cell D Bu E* 5 | 8′232*t DT* | *f* 34′388*t* | | *FPT* 195*t* *APT* 177*t* | | | |
| | | | | *Carrying homogenous oil fuel cargo in bulk F.P. to* 150°F. | | | | | | | | | | | | | |
| 87936 167614 GLSJ | **Empire Sambar** (*ex*Waban–40) ~~**Empire Beaver**~~, *see* ~~*Vol. 1939 Fifth Supplement*~~ D.F. 2*Dks* Sub.Sig. *Longitudinal framing* | | 6086 3750 | 100A1 (*Class Contemplated*) Examined 4,40 BS7,40(210ft) | Gmh | CL 4,40 | | 1919 | G.M.Standifer Cnst.Corp. Vancouver, Wash. | Ministry of Shipping (Runciman (London) Ltd. *Mgrs.*) | 401·4 P34′ F38′ | 53·2 | 31·9 | London British *WB* | T.3Cy.25″40″&72″–48″ 359NHP Hoover, Owens, Rentschler, Co. Hamilton, O. | 34 ″ 6 s 8 ″ 2 26 ″ 6½ | K |
| 87937 167612 GPBW | **Empire Kestrel** (*ex*TexasTrader–40, *ex*LakeEllithorpe–32) *Ref.Mchy.* | *Fitted for oil fuel* 1*Dk*2*trB* | 2689 2287 1618 | | | | | 1919 | Gt.Lakes Eng.Works. Ecorse, Mich. | Ministry of Shipping (Sir WR.Smith & Sons, Ld. *Mgrs.*) | 254·0 P25′ B65′ F26′ | 43·9 | 25·9 | London British *WB* | T.3Cy.21″,35″&59¾″–42″ 232NHP Gt.Lakes Eng.Wks. Detroit | | RO |
| 87938 167027 GLXX | **Empire Statesman** (*ex*Pellice–40, *ex*AnsaldoOttavo) D.F. *Mchy.Aft* | *Oil Eng.* 2*Dks* | 5306 4487 3078 | 100A1 (*Class Contemplated*) Examined 8,40 DBS8,40(180ft) | Lth | CL 7,40 | | 1920 | G.Ansaldo &Co.S.A.Ital. SestriP'nente | Ministry of Shipping (Runciman Shipping Co.Ltd. *Mgrs.*) | ~~303·2~~ P122′ ~~379·0~~ | 51·5 B30′ | 28·3 F35′ | London ~~Leith~~ British *WB* | Oil Engines 2S.C.SA 4Cy.29½″–49⅝″ 606NHP NE28 Soc.An.FiatS.G.M.Turin | 31 ″ 1 s 6 ″ 11½ 24 ″ 4 | |
| 87939 167028 GMSG | **Empire Protector** (*ex*Pamia–40, *ex*Sebeto–35, *ex* Cariddi, *ex*Artena) D.F. | *Fitted for oil fuel* 2*Dks*4*trB* | 6181 5923 3753 | 100A1 (*Class Contemplated*) Examined 8,40 BS8,40(180ft) | Lth | | | 1921 | Cant.Offic. Savoia Cornigliano | Ministry of Shipping (W.Thomson &Co. *Mgrs.*) | 394·5 | 51·5 | 34·9 | Leith British *WB* | DR-geared steam turbines G.Ansaldo&Cia.Smprdrna. | 37 ″ 9 s 11 ″ 4½ 26 ″ 6 | |
| 87940 143916 GWLG | **Empire Defiance** (*ex*Erica–40, *ex*Wasaborg–35, *ex*UnionCity, *ex*Iserlohn) D.F. *Well deck* | *ss*Ham.No.1–13 2*Dks*(*Stl*)&*deep framing lower dk in No.1 of 3 holds* | 4632 4375 2897 | ✠100A1 (*Reclassification Contemplated*) Examined 7,40 BS7,40 ✠ | Ham | *z* Lev | | 1909 9mo | Reiherst'g Schiffsw. Hamburg | Ministry of Shipping (Thos.&Jno. Brocklebank, Ld. *Mgrs.*) | 399·2 P&B329′ F52′ FK *Cell DBa* 124′ *uE* &B47′ *f* | 54·0 | 25·0 | London British 7 *BHCem* 182′ 1288*t* | T.3Cy.26″,47⅝″&76¾″–48″ 200lb 597NHP 3SB,9*cf*,GS192,HS8490 Reiherst.Machinenf.Ham. | 28 ″ 0 s 3 ″ 9¼ 24 ″ 5 | |
| 87941 150349 GLXL | **Empire Volunteer** (*ex*Procida–40, *ex*Canadian Traveller–32) D.F. | *ss*Hfx.No.2–30 2*Dks*(*Stl*) | 5319 4879 3208 | ✠100A1 (*Reclassification Contemplated*) Examined 8,40 | ~~Hfx~~ Cff | | | 1921 3mo | Harbour Marine, Ld. Victoria, B.C. | Ministry of Shipping (J.Cory & Sons, Ld. *Mgrs.*) | 399·8 P49′ B113′ F38′ FK *Cell DB* 329′ 1026*t* | 52·3 | 28·5 G *BHpt Cem* *FPT* 149*t* | London British 3 *BHpt Cem* *APT* 131*t* | T.3Cy.27″,44″&73″–48″ 521NHP 3SB,9*cf*,GS198,HS7743 John Inglis Co.Ld. Toronto | 31 ″ 0 s 5 ″ 11½ 25 ″ 3⅜ | |
| 87942 142320 GLZZ | **Empire Progress** (*ex*Mugnone–40, *ex*Andrea–38, *ex*Anomia, *ex*WarExpert) | *ss*Tri.No.3–1,39 1*Dk*(*Stl*) *Cargo battens not fitted* | 5249 4767 3204 | ✠100A1 ~~7,40 9,39~~ 5,41 BS1,40 ✠ | Gen Shl | *y* Cff LMC1,39 | CL 1,39 | 1918 3mo | Harland & Wolff, Ld. Glasgow | Ministry of Shipping (H.Hogarth & Sons. *Mgrs.*) *Lloyd's SAS CP* *Cell DB* 345′ 1136*t DT* | 400·6 413·2 (O.L.) P49′ B112′ F38′ FK 6 28′ 1200*t* | 52·3 | 28·5 *BHCem* *APT* 185*t* | Newcastle British 8 *BHCem* *FPT* 118*t* | T.3Cy.27″,44″&73″–48″ (s) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD D.Rowan & Co.Ld. Glasgow | 31 ″ 0 s 5 ″ 11½ 25 ″ 4 | |
| 87943 165788 GLZT | **Empire Airman** (*ex*BarbanaG.–40, *ex*Barbana, *ex*ItalianNavyShip, *ex*Teodo) D.F. | 1*Dk* | 6586 6069 3846 | | | | | 1915 | Stabilmnto Tecnico Trieste | Ministry of Shipping (Mark Whitwill & Son, Ld. *Mgrs.*) | 449·8 ~~430·5~~ | 55·6 | 34·1 | Newcastle British | T.3Cy.26″,43½″&73″–48″ *Ealt.*29 369NHP Stabilimento Tecnico, Tri. | | |
| 87944 141832 GLYG | **Empire Engineer** (*ex*Gioacchino Lauro–40, *ex*CanadianCommander–32) D.F. | *ss*Gen.No.3–1,33 2*Dks*(*Stl*) | 5358 4861 3230 | ✠100A1 (*Reclassification Contemplated*) Examined 8,40 BS7,40 ✠ | ~~Rot~~ Hpl Sld | *y* | CL 6,40 | 1921 4mo | Canadian Vickers, Ld. Montreal | Ministry of Shipping (Weidner, Hopkins & Co. *Mgrs.*) *Cell DB* | ~~418·1~~ ~~52·2~~ 400·0 P49′ B120′ F41′ FK 6 333′ 1025*t* | 52·4 | 28·5 *BHpt Cem* *FPT* 149*t* | W.Hartlpl British *BHpt Cem* *APT* 133*t* | T.3Cy.27″,44″&73″–48″ 180lb 520NHP 3SB,9*cf*,GS198,HS7743 Canadian Vickers, Ld, Mtl. | 31 ″ 2 s 5 ″ 10½ 25 ″ 5¾ | |
| 87945 167609 GLYR | **Erna III** (*ex*Erna–40) Wireless D.F. | 1*Dk* | 1590 1212 941 | Examined L.R. ~~7,40~~ 4,41 BS2,41 | | OG 9,40 | | 1930 | Helsingörs Jernsk&Msk Elsinore | Ministry of Shipping (Joseph Constantine S.S.Line Ld. *Mgrs.*) | 253·5 P16′ Q80′ B96′ F33′ | 39·1 | 15·4 *WB* | London British | C.4Cy.(2)14¾″&(2)31½″–31½″&LP Turbine 184NHP HS2350 Helsingörs Jernsk.&Mskb. | | |
| 87946 145165 GLXZ | **Empire Adventure** (*ex*Andrea–40, *ex*GermaineL.D., *ex*Eastney) D.F. | *ss*Ant.No.3–12,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 5145 4922 3238 | ✠100A1 *Shelter dk with freeboard* (*Reclassification Contemplated*) Examined 7,40 ✠ | Shl | *x* | | 1921 2mo | Nthmblnd S.B.Co.Ld. Newcastle | Ministry of Shipping (Runciman Shipping Co.Ld. *Mgrs.*) *Cell D Ba* 133′ *uE* 23′ *f* 154′ 1052*t D* | 375·0 ~~387·7~~ 375·0 F31′ FK *Ta* 25′ 790*t* | 51·2 ~~51·3~~ *Coll BH to Sh dk* | 31·7 *Cem* „ „ *U* „ *APT* 130*t* 6 | Newcastle British 3 | T.3Cy.25″,41″&69″–48″ 370NHP 3SB,9*cf*,GS155,HS5883 Wllsnd.SlpwyCo.Ld.Nwc. | 34 ″ 1 s 9 ″ 4 25 ″ 0¼ | |
| 87947 135157 GLZS | **Empire Brigade** (*ex*Elios–40, *ex*Hannington Court–36) D.F. | *ss*Rot.2ndNo.3–1,37 1*Dk*(*Stl*)2*trB* | 5154 4876 3168 | ✠100A1 (*Reclassification Contemplated*) Examined 7,40 ✠ | Ven- Shl | *y* | | 1912 11mo | J.Priestman&Co. Sunderland | Ministry of Shipping (Cairn Line of Steamships, Ld. *Mgrs.*) *Cell D Ba* 130′ *uE* 24′ *f* 173′ 1039*t* | ~~400·0~~ ~~490·0~~ P47′ B124′ F38′ FD 6 | 53·5 | 26·6 *BHCem* *APT* 218*t* | Newcastle British 3 | T.3Cy.27″,44½″&74″–48″ 440NHP 3SB,9*cf*,GS192,HS7158 Blair & Co.Ld. Stockton | 29 ″ 1 s 5 ″ 6½ 23 ″ 9 | |
| 87948 121282 GLYX | **Empire Gunner** (*ex*Moscardin–40, *ex*Danaos–38, *ex*KostantisLemos, *ex*Constantinos, *ex*Strathearn) | *ss*Bly.2ndNo.3–6,30 *ss*Pir.No.1–35 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*dcp framing* | 4492 4106 2826 | ✠ ... 5,39 ✠ | ~~Rot~~ | *x* | | 1906 1mo | Grngem'th &Greenock Dockyard Co. Greenock | Ministry of Shipping (J.Morrison & Son, *Mgrs.*) | 370·0 384·0 (O.L.) P25′ B92′ F41′ FK 6 *Cell D Ba* 114′ *uE* &B44′ *f* 162′ | 52·2 ~~25·5~~ *BHCem* | 25·5 | Leith British | T.3Cy.25″,44″&68″–48″ 353NHP 3SB,9*cf*,GS199,HS5510 J.G.Kincaid&Co.Greenock 1115*t APT* 123*t* | 28 ″ 0 | |
| 87949 156145 GLZX | **Empire Audacity** Ⓟ (*ex*Sinbad–40, *ex*Hannover–40) D.F. E.S.D. *CruiserStern* | *Oil Eng.* 2*Dks* | 5725 4397 3350 | 100A1 (*Class Contemplated*) Examined 7,40 | Lon | CL 11,40 | | 1939 | Bremer Vulkan Vegesack | Ministry of Shipping (Cunard White Star, Ld. *Mgrs.*) | 450·3 P22′ B& F405′ Upper F38′ | 56·3 | 23·1 | London British | Oil Engines 2S.C.DA 7Cy.23⅝″–43 5/16″ 1357NHP Bremer Vulkan, Vegesack | 27 ″ 9 ~~s 3 ″ 3~~ ~~23 ″ 7~~ | |
| 87950 | **Esso Augusta** *Carrying Petroleum in bulk* *Mchy.Aft* D.F. E.S.D. GyC. 1*Dk* *CruiserStern* *Longitudinal framing* *Electrically welded* | *Oil Eng.* | 11237 10650 6804 | | | | | 1940 | Sun S.B.& Dry Dock Co. Chester, Pa. | Standard Oil Co.of New Jersey | 524·6 P133′ B46′ F54′ | 70·2 | 39·8 | Wilmgton (Del.) Utd. States | Oil Engines 2S.C.SA 5Cy.32″–95″ 869NHP SunSB&DD.Co.Chester, Pa | | |
| 87951 | **Empire Oil** D.F. E.S.D. *Mchy.Aft* *Longitudinal framing at bottom & at deck* | *Oil Eng.* | 8000 7236 | 100A1 (*Class Contemplated*) *Carrying Petroleum in bulk* | | | | 1940 | Blythsw'd S.B.Co Ld. Glasgow | Ministry of Shipping | 463·0 P94′ B43′ F47′ | 61·2 | 33·1 | Glasgow British | Oil Engines 4S.C.SA 6Cy.29⅞″–59 1/16″ J.G.Kincaid&Co.Ld.Grk. | | |
| | *Should be* "Darkdale," *see No. 87764 in Supplement* | | | | | | | | | | | | | | | | |
| 87952 163054 GNKC | **Empire Thunder** D.F. *CruiserStern* ~~1*Dk*&*Shelter dk*~~ | 2*Dks* | 5965 5578 3574 | | | | | 1940 | W.Pickersgill&Sons, Ld. Sunderland | Ministry of Shipping (F.Carrick &Co.Ld. *Mgrs.*) | 401·0 F38′ | 54·0 | 33·2 | Sundrland British *WB* | T.3Cy.23½″,38″&66″–45″ 292NHP George Clark (1938) Ld. Sld. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last exam. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Register which class. if not in L.R. Dates of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87953<br>163646<br>GMYV | **Empire Bronze**<br>1 *Dk, 2nd dk clear of cargo tanks* *Oil Eng.*<br>D.F. E.S.D.<br>*Longitudinal framing at bottom & at deck*<br>*Mchy. Aft* *Cruiser Stern* | 8150<br>8142<br>7235<br>4770 | ✠100A1<br>11,40<br>~~(Class Contem. plated)~~<br>*Carrying Petroleum in bulk*<br>✠LMC 11,40 | Nwc | *c*† | CL | 1940<br>11mo | Hawthorn, Leslie & Co. Ld. Newcastle<br>*Lloyd's As CP* | Ministry of Shipping (A. Weir & Co. *Mgrs.*)<br>*Cell D B u E 70'2 3 t D T / 25'271 t F P T 138 t A P T 85 t* | 465·3 \| 59·3 \| 33·8<br>483·3 (o.l.)<br>P 93' B 45' F 50' FK | S. Shields<br>British<br>17 *B H* | Oil Engines 4 S.C.SA<br>8 Cy. 25 1/8"-55 1/2" 502 NHP<br>*DB 180 lb*<br>Hwthrn, Leslie & Co Ld Nwc | 34 ″ 0<br>s 6 ″ 8 1/2<br>27 ″ 6 1/2 | |
| 87954<br>160786<br>GNFX | **Empire Bay**<br>1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Cargo battens not fitted* | 2324<br>2123<br>1576 | ✠100A1<br>7,41 ~~11,10~~<br>Cff<br>~~(Class Contem. plated)~~<br>✠LMC 11,40 | Hpl | *t* | CL | 1940<br>11mo | W. Gray & Co. Ld. W Hartlepool<br>*Lloyd's As CP* | Ministry of Shipping (Joseph Constantine S.S. Line, Ld. *Mgrs.*)<br>*Cell D B 260'839 t M T S 259 t F P T 217 t A P T 37 t* | 310·6 \| 44·4 \| 19·4<br>321·0 (o.l.)<br>Q 175' F 37' FK<br>*Intermediate B H dispensed with* | W. Hartlpl.<br>British<br>4 *B H pt Cem* | T.3 Cy. 20", 31" & 55"-39"<br>200 lb (s) 255 NHP<br>2 SB, 6 *cf*, GS 84, HS 3530 FD<br>Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl. | 21 ″ 6<br>s 7 ″ 1<br>19 ″ 4 1/4 | |
| 87955<br>167622<br>GLMG | **Empire Razorbill** (*ex* Eastern Trader–40, *ex* Erica Reed–39, *ex* Conness Peak–38)<br>*Fitted for oil fuel*<br>D.F. 2 *Dks*<br>Sub.Sig. | 5118<br>4598<br>3124 | 100A1<br>(*Classification Contemplated*)<br>Examined 6,40 | NYk | | CL<br>2,41 | 1920 | American Interntl Corp. Hog Island Pa | Ministry of Shipping (Douglas & Ramsey, Ld. *Mgrs.*) | 390·0 \| 54·2 \| 27·8<br>P 39' B 121' F 43' | London<br>British<br>*WB* | DR geared steam turbine<br>General Electric Co. Schenectady, N.Y. | 32 ″ 0<br>s 7 ″ 5 3/4<br>24 ″ 8 3/4 | |
| 87956<br>141932<br>GLXW | **Empire Blanda** (*ex* Rio Grande–40, *ex* Sokol–39, *ex* Nile–33)<br>*ss* Lth. No. 3–6, 33<br>*ss* Rot. No. 1–38<br>D.F. 2 *Dks* (*Stl*) | 5693<br>5378<br>3605 | ✠100A1<br>~~8,40 4,10~~ 12,40 Mch<br>✠LMC<br>MS 3,38 HS 4,40 | Liv | *a*† | CL<br>4,40 | 1919<br>11mo | Lithgows Ld. Port Glasgow<br>*Lloyd's As CP* | Ministry of Shipping (Larrinaga S.S. Co. Ld. *Mgrs.*)<br>1 *Intermediate B H & 1 'tween dk*<br>*Cell D B 360'* | 423·5 \| 56·0 \| 28·7<br>437·6 (o.l.)<br>P 38' B 123' F 43' FK<br>*B H dispensed with*<br>1181 *t D T a* 36'1109 *t* | London<br>British<br>*Cem*<br>5 *B H to U dk*<br>1 „ „ 2nd „<br>*A P T 31 t* | T.3 Cy. 27", 45" & 75"-48" (s)<br>180 lb 548 NHP<br>2 SB. 9 *cf*, GS 186, HS 8151 FD<br>J. G. Kincaid & Co. Ld. Grk.<br>*only* | 31 ″ 4<br>s 8 ″ 1 1/2<br>25 ″ 5 | |
| 87957<br>16484 I<br>GMJJ | **Empire Endurance** (P) 4 Mst<br>(*ex* Alster–40) *ss* Mdb. No. 3–8, 40<br>Sub.Sig. D.F. E.S.D. 2 *Dks* | 8570<br>7768<br>5353 | 100A1<br>4,~~18~~,10<br>Cff<br>LMC 8,40<br>*Carrying vegetable oil in fore & after deep tanks* | Mdb | *f*† | CL<br>7,40 | 1928 | Deutsche Schiff-Machf. Werk Vulcan Hamburg | Ministry of Shipping (Booth S.S. Co. Ld. *Mgrs.*)<br>*Cell D B 453'1893 t D T f 13'754 t D T a 33'263 t F P T 107 t A P T 29 t* | 512·7 \| 63·7 \| 30·9<br>534·6 (o.l.)<br>P 26' B & F 475'<br>Upper F 37' FK | Middlsbro'<br>British<br>8 *B H pt Asp pt Cem* | T.3 Cy. 34 1/2", 52 3/4" & 86 3/4"-57 1/2" & LP turbine with DR gearing & hydraulic coupling<br>206 lb (s) HS 16140 1100 NHP<br>5 SB. (Spt) 15 *cf*, GS 1762. FD<br>Deutsche Schiff.-u.-Machf. Werk Vulcan, Ham. | 33 ″ 8<br>s 5 ″ 9 1/4<br>28 ″ 3 1/2 | |
| 87958<br>167627<br>GLCL | **Empire Kittiwake**<br>(*ex* Forbes Hauptman–40, *ex* Western Ally)<br>Sub.Sig. D.F. 2 *Dks* | 5675<br>5312<br>3556 | ✠100A1<br>Examined 1,41 Cff<br>✠LMC 7,40<br>(*Reclassification Contemplated*) | NYk | | CL<br>12,40 | ~~1910~~<br>1919<br>1mo | Ames S.B. & D.D. Co. Seattle, Wash | Ministry of Shipping (Sir R. Ropner & Co. Ld. *Mgrs.*) | 409·8 \| 54·2 \| 29·2<br>P 44' B 120' F 47' FK | London<br>British<br>*WB* | T.3 Cy. 28 3/16", 46" & 80 1/2"-48"<br>200 lb (s) 639 NHP<br>3 SB, 12 *cf*, GS 235, HS 9273 FD<br>Ames S.B. & D.D. Co. Seattle | 32 ″ 0<br>s 6 ″ 4 1/2<br>25 ″ 10 1/2 | R<br>✠ |
| 87959<br>167628<br>GTQS | **Empire Bison** (*ex* West Cawthon–40)<br>*Fitted for oil fuel*<br>D.F. 2 *Dks* | 5612<br>5058<br>3492 | 100A1<br>(*Classification Contemplated*)<br>Examined 7,40 | NYk | | | 1919<br>1mo | S. Western S.B. Co. San Pedro, Cal | Ministry of Shipping (Sir R. Ropner & Co. Ld. *Mgrs.*) | 410·5 \| 54·3 \| 27·2<br>P 46' B 112' F 46' | London<br>British<br>*WB* | T.3 Cy. 24", 41 1/2" & 72"-48"<br>359 NHP<br>Llewellyn Iron Works, Los Angeles | 29 ″ 9<br>s 5 ″ 10 1/2<br>24 ″ 0 1/2 | |
| 87960<br>167629<br>GLMK | **Empire Miniver**<br>(*ex* West Cobalt–40)<br>*Fitted for oil fuel*<br>D.F. Sub.Sig. 2 *Dks* | 6055<br>5144<br>4506 | ✠100A1<br>*Reclassification Contemplated*<br>Examined 5,40<br>✠ | Bal | | | 1918<br>12mo | Columbia River S.B. Corp Portland, Or. | Ministry of Shipping (A. Weir & Co. *Mgrs.*) | 410·0 \| 54·2 \| 27·6<br>P 44' B 115' F 47' FK | London<br>British<br>*WB* | DR geared steam turbine<br>579 NHP<br>General Electric Co. Schenectady, N.Y. | 30 ″ 2<br>s 6 ″ 4 1/2<br>24 ″ 0 1/2 | |
| 87961<br>167633<br>GQLW | **Empire Mouflon** (*ex* Memnon–40)<br>*Fitted for oil fuel*<br>1 *Dk* | 3234<br>2959<br>1976 | ✠ ...<br>3,21<br>✠ | | | | 1921<br>2mo | Hanlon D.D. & S.B. Co Oakland, Cal. | Ministry of Shipping (Sir R. Ropner & Co. Ld. *Mgrs.*) | 320·8 \| 46·2 \| 24·4<br>B 26' B 79' F 33' | London<br>British | T.3 Cy. 24", 39" & 65"-42"<br>Allis Chalmers Mfg. Co. Milwaukee, Wis. | 274 NHP | |
| 87962<br>160787<br>MLXW | **Edencrag**<br>1 *Dk*<br>*Cruiser Stern*<br>*Cargo battens not fitted* | 1592<br>~~1362~~<br>~~924~~<br>1369<br>937 | ✠100A1<br>11,40<br>~~(Class Contem. plated)~~<br>✠LMC 12,40 | Lth | *q* | CL | 1940<br>12mo | Burntisland S.B. Co. Ld. Burntisland<br>*Lloyd's As CP* | Hartlepools S.S. Co. Ld. (Magee, Son & Co. *Mgrs.*) | 264·8 \| 40·8 \| 16·2<br>273·3 (o.l.)<br>P 21' B 71' F 27' FK<br>*Cell D B 216'476 t F P T 86 t A P T 10 t* | W. Hartlpl<br>British<br>4 *B H pt Cem* | T.3 Cy. 16", 27" & 45"-33" (s)<br>220 lb ~~ED~~ 185 NHP<br>2 SB (Spt) 4 *cf*, GS 95, HS 2720<br>Aitchison, Blair, Ld. Gls. ~~Clydebank~~ | 18 ″ 3<br>s 2 ″ 3<br>16 ″ 2 | |
| 87963<br>166991<br>GNFY | **Empire Frost**<br>2 *Dks*<br>D.F. *Cruiser Stern* | ~~6600~~<br>7005<br>6617<br>5129 | ✠100A1<br>*with freeboard*<br>12,40<br>~~(Class Contem. plated)~~<br>✠LMC 12,40 | PGl | *a*† | CL | 1940<br>12mo | Lithgows Ld. Port Glasgow<br>*Lloyd's As CP* | Ministry of Shipping (G. Heyn & Sons, Ld. *Mgrs.*)<br>5 *Divisional W.T. B Hs in 'tween dks*<br>*Cell D B 370'1215 t F P T 122 t A P T 17 2 t* | 432·2 \| 56·2 \| 34·2<br>447·6 (o.l.)<br>F 39' FK<br>(*Coll B H to W dk 6 B H to 2nd dk*) | Greenock<br>British<br>7 *B H pt Cem* | T.3 Cy. 23 1/2", 37 1/2" & 68"-48"<br>220 lb (s) 436 NHP<br>2 SB, 8 *cf*, GS 134, HS 5330 FD<br>Rankin & Blackmore Ld Grk | 36 ″ 10<br>s 10 ″ 9 1/2<br>26 ″ 3 | |
| 87964<br>163055<br>GNJJ | **Empire Lightning**<br>2 *Dks*<br>D.F. *Cruiser Stern* | ~~7000~~<br>6942<br>6629<br>4935 | ✠100A1<br>*with freeboard*<br>6,11 ~~12,10~~<br>~~(Class Contem. plated)~~<br>✠LMC 12,40 | Sld<br>Lon | *a*†<br>2 | CL | 1940<br>12mo | Short Bros. Ld. Sunderland<br>*Lloyd's As CP* | Ministry of Shipping (Charlton, McAllum & Co. Ld. *Mgrs.*)<br>6 *Divisional W.T. E Hs in 'tween dks*<br>*Cell D B 358'1313 t F P T 100 t A P T 240 t* | 427·5 \| 57·0 \| 34·3<br>439·8 (o.l.)<br>F 39' FK<br>(*Coll B H to W dk 6 B H to 2nd dk*) | Sundrland<br>British<br>7 *B H Cem* | T.3 Cy. 24", 39" & 68"-48" (s)<br>220 lb 684 ~~439~~ NHP<br>2 SB, 6 *cf*, GS 135, HS 5716 FD<br>N.E. Marine Eng. Co. (1938) Ld. Sld. | 36 ″ 10<br>s 10 ″ 4<br>26 ″ 9 1/4 | |
| 87965<br>166661<br>GNMN | **Empire Meteor**<br>D.F. *Cruiser Stern* 2 *Dks* | 7457<br>7033<br>4517 | | | | | 1940 | J.L. Thompson & Sons, Ld. Sunderland | Ministry of Shipping (Mungo Campbell & Co. Ld. *Mgrs.*) | 426·0 \| 59·9 \| 35·0<br>F 39' | Sundrland<br>British<br>*WB* | T.3 Cy. 24", 39" & 68"-48"<br>320 NHP<br>George Clark (1938) Ld. Sld. | | |
| 87966<br>167584<br>GRTX | **Empire Toucan**<br>(*ex* Freeport Sulphur No. 5–40) D.F. 1 *Dk*<br>*Mchy. Aft* *Cargo battens not fitted*<br>*Longitudinal framing* | 4421<br>2572 | 100A1<br>4,40<br>LMC 4,40<br>*Fitted for oil fuel 20 F.P. above 15° F.* | Gal | | CL<br>4,40 | 1920 | Federal S.B. Corp Kearny, N.J. | Ministry of Shipping (Sir W. R. Smith & Sons, Ld. *Mgrs.*)<br>*Cell D B 305'1245 t M T 18'660 t F P T 149 t A P T 120 t* | 356·1 \| 52·8 \| 25·2<br>365·5 (o.l.)<br>P 83' B 38' F 34' FK | London<br>British<br>7 *B H pt Cem* | T.3 Cy. 23", 39" & 66"-42" (s)<br>210 lb 414 NHP<br>2 SB, 6 *cf*, GS 448, HS 5944 FD<br>Hooven, Owens, Rentschler Co. Hamilton, O. | 28 ″ 0<br>s 5 ″ 10<br>22 ″ 4 | |
| 87967<br>165990<br>GNFL | **Empire Voice**<br>2 *Dks*<br>D.F. *Cruiser Stern* | ~~6330~~<br>~~6130~~<br>~~6075~~<br>6828<br>6147<br>3977 | ✠100A1<br>*with freeboard*<br>6,11 ~~11,10~~<br>~~(Class Contem. plated)~~<br>✠LMC 11,40 | Gls<br>Lon | *a*†<br>2 | CL | 1940<br>11mo | Barclay, Curle & Co. Ld. Glasgow<br>*Lloyd's As CP* | Ministry of Shipping (British India Stm. N ...<br>Ministry of Shipping (Cairn Line of Steamships. Ld. *Mgrs.*)<br>*Cell D B 377'1245 t D T a 36'748 t F P T 121 t A P T 39 t* | 427·9 \| 57·5 \| 32·1<br>442·5 (o.l.)<br>P 38' B 126' F 35' ...<br>430·0 \| 55·5 \| 27·6<br>FK<br>(*Coll B H to Sh dk*<br>6 „ 2nd „<br>1 „ 3rd „) | Glasgow<br>British<br>7 *B H*<br>London<br>British<br>8 *B H pt Cem* | T.3 Cy. 22 1/2", 37 1/2" & 63"-45" & LP turbine with DR gearing & hydraulic coupling<br>Oil E... (s) 630 NHP<br>6 Cy. 25" ... FD<br>Db 25 ... urle & Co. Ld. Gls. | 34 ″ 6<br>s 9 ″ 1 1/2<br>25 ″ 6 | |
| 87968<br>167632<br>GLRC | **Empire Shearwater**<br>(*ex* Clearwater–40)<br>*Fitted for oil fuel*<br>2 *Dks* | 4970<br>4532<br>3046 | 100A1<br>(*Classification Contemplated*)<br>Examined ~~6,40 3,41~~ 3,41 | NOs<br>Liv | | CL<br>6,40 | 1920 | Amer... Inter... S.B. ... Harness S.B. Co. Ld. Haverton Hill-on-Tees | Ministry of Shipping (Common Bros. Ld. *Mgrs.*)<br>*Cell D B u E 385'374 t D T f 32'664 t F P T 140 t A P T 78 t* | 463·5 \| 61·2 \| 33·0<br>479·0 (o.l.)<br>P 105' B 43' F 38' FK | Middlsbro'<br>British<br>16 *B H pt Cem* | Oil ... Soc. Ano... 4 S.C.SA<br>59 1/16" 490 NHP<br>50 lb<br>T.3 Cy. 27"... 220 lb ... aid & Co Ld. Grk.<br>8 SB (...<br>Richards... | 36 ″ 10<br>s 10 ″ 8 1/2<br>26 ″ 4 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'à Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.* | 15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R.O.T.M.S. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87969 168095 GLFF | **Empire Ocelot** (*ex*SanMarcos-40, *ex*Myrtle, *ex*WestJena) | *Fitted for oil fuel* 2 *Dks* | 5759 5291 3571 | | | | | 1919 | AmesS.B. &D.D.Co. Seattle, Wash | Ministry of Shipping (W.A.Souter& Co.Ld. *Mgrs.*) | 410·5 P44′ | 54·2 B119′ | 29·2 F47′ | London British *WB* | T.3Cy.26″,43″&73″–48″ 369NHP AmesS.B.&D.D.Co.Seattle | | R |
| 87970 167635 GMQC | **Empire Swan** (*ex*Missourian-40) D.F. GyC. | TwinSc *Oil Eng.* *ss*Bos.No.2–30 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) 2nd *dk* (*Stl*) *in forward holds* *Tonnage opening closed '40* | 7964 7589 4933 | ✠100A1 *Shelter dk with freeboard* (*Reclassification Contemplated*) Examined 5,40 2,41 DBS2,41 ✠ | Hos Bel | | CL 4,41 | 1922 6mo | Merchant S.B.Corp. Chester, Pa. | Ministry of Shipping (Runciman (London) Ld. *Mgrs.*) | 447·1 *Cell DB* 380′1 | 59·8 493*t DTf* 28′874*t* | 36·3 *FPT* 231*t APT* 185*t* | London British FK 7 *BHpt Cem* ( 6 to sh dk 1 „ *U* „ ) | Oil Engines 4S.C.SA 12Cy.29½″–45¼″ 987NHP DB *100lb* W.Cramp&SnsS&EBC Phl | 39 „ 0 s 10″7¾ 28 „ 7 | |
| 87971 146266 GDMV | **Empire Attendant** (*ex*Domala-40) D.F. *Ref.Mchy.* | TwinSc *Oil Eng.* 2 *Dks* (~~*Stl U-teak s*~~) *ss*Sou.No.3–10,40 *Cargo battens not fitted* | 7524 6850 4529 | ✠100A1 ~~8,25~~ 9,40 DBS8,40 ~~Lloyd's RMC 2,40~~ ✠LMC9,40 | Bom Sou | *c* † | | 1921 6mo | Barclay, Curle&Co.Ld. Glasgow | Ministry of Shipping (A.Weir&Co. *Mgrs.*) | 450·0 P44′ B88′ *Cell DB* 389′1591 | 58·3 FK *t Tanks between tunnels* 122′ | 32·9 201*t FPT* 125*t APT* 73*t* | Glasgow British 8 *BHpt Cem* | Oil Engines 4S.C.SA 16Cy.26⅜″–47″ 1085NHP DB *100lb* N.Brit.DieselEng.WrksLd | 35 „ 6 s 8 „ 3½ ~~27 „ 5½~~ 27 „ 5¾ | |
| 87972 168306 GLXJ | **Empire Trooper** (P) (*ex*CapNorte-40, *ex*SierraSalvada-34, *ex*CapNorte-32) D.F. GyC. Sub.Sig. | TwinSc *Fitted for oil fuel* 3 *Dks* & *Shade dk* *Cruiser Stern* | 13994 10182 8502 | | | | | 1922 | Vulkan Werke Hamburg | Ministry of Shipping (BritishIndia Stm.Nav.Co.Ld. *Mgrs.*) | 499·5 B&F402′ | 64·0 | 38·6 *WB* | London British | T.6Cy.26⅞″,43⅞″&71″–51⅞″ & 2 LP Turbines 1200NHP VulcanWerkeA.G.Ham. | | BT till 9,41 |
| 87973 160788 GNJN | **Empire Lough** 1 *Dk* *Mchy.Aft* *Cruiser Stern* *Cargo battens not fitted* | | ~~8795~~ ~~2127~~ ~~1580~~ 2324 2123 1576 | ✠100A1 12,40 (*Class Contem plated*) ✠LMC12,40 | Hpl | *t* | CL | 1940 12mo | W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP* | Ministry of Shipping (W.France, Fenwick&Co.Ld. *Mgrs.*) *Cell DB* 260′ | 310·6 321·0(O.L.) Q175′F37′ 839*t MT* 8′259*t FPT* 217*t APT* 137*t* | 44·4 FK *Intermediate BH dispensed with* | 19·4 W.Hartlpl. British 4 *BHpt Cem* | T.3Cy.20″,31″&55″–39″ (*s*) 200lb 255NHP 2SB,6*cf*,6s84,us3530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl. | 21 „ 6 s 7 „ 1 19 „ 4¼ | |
| 87974 168862 GPFP | **Empire Breeze** *Cruiser Stern* 2 *Dks* | | ~~7430~~ 7457 7033 4517 | | | | | ~~1940~~ 1941 | JL.Thompson&Sons,Ld. Sunderland | Ministry of Shipping (J.&J.Denholm,Ld. *Mgrs.*) | 426·0 P | 59·9 | ~~25·5~~ 25·0 *WB* | Sundrland British | T.3Cy.25″,41″&68″–45″ 310NHP GeorgeClark(1938)Ld.Sld. | | |
| 87975 240254 WSOB | **Esso Little Rock** *Carrying Petroleum in bulk* *Oil Eng.* D.F. E.S.D. GyC. 1 *Dk* *Longitudinal framing-bracketless system* *Mchy.Aft* *Cruiser Stern* | | 11237 10178 6804 | | | | | 1940 | SunS.B.& Dry Dock Co. Chester, Pa. | Standard Oil Co. of New Jersey | 524·6 P114′ B42′ F51′ | 70·2 | 39·7 | Wilmgton (Del.) Utd. States | Oil Engines 2S.C.SA 5Cy.32″–95″ 915NHP SunSB&DD.Co.ChesterPa | | |
| 87976 168009 GLSX | **Empire Steelhead** (*ex*PatrickHenry-40) D.F. Sub.Sig. | *Fitted for oil fuel* 1 *Dk* & *Shelter dk* 2nd *dk* & *Web frames* *Longitudinal framing* | 7744 7339 4931 | ✠ Examined 4,41 ✠ (*Reclassification Contemplated*) | Liv Sld | | CL N6,40 | 1920 4mo | ThePusey &JonesCo. Gloucester City, N.J. | Ministry of Shipping (LyleShipping Co.Ld. *Mgrs.*) | 439·6 P41′ B134′ F46′ *on Shelter dk* | 60·2 FK | 33·7 *WB* | London British | Q.4Cy.25½″,37″,52½″&76″–54″ 2001b 643NHP W.CrampS.&E.B.Co.Phl. | 36 „ 8 s8 „ 5½ 28 „ 5½ | R ~~†~~ |
| 87977 | **Esso Columbia** D.F. E.S.D. GyC. Sub.Sig. *Mchy.Aft* | TwinSc *Fitted for oil fuel* *Cruiser Stern* 1 *Dk* *Longitudinal framing* *Carrying Petroleum in bulk* | 11316 — 6600 | | | | | 1940 | NwprtNws S.B.&D.D.Co Newprt News | Standard Oil Co. of New Jersey | 528·9 P138′ B428′ F68′ | 75·3 | 38·9 *WB* | Utd. States | 4 steam turbines DR geared to 2 screw shafts 2250NHP NewportNewsSB&DD.Co. | | |
| 87978 165860 GBRB | **Eastern City** D.F. | *Oil Eng* 1 *Dk* & *Shelter dk* *Cruiser Stern* | 5185 4676 3028 | | | | | ~~1940~~ 1941 | Wm.Doxford&SonsLd Sunderland | Leeds Shipping Co.Ld. (Sir W.R.Smith& Sons,Ld. *Mgrs.*) | 415·0 F *on Shelter dk* 38′ | 55·1 | 24·5 *WB* | Bideford British | Oil Engines 2S.C.SA 4Cy.28⅜″–91½″ 687NHP Wm.Doxford&Sons,LdSld. | | |
| 87979 168015 GLNN | **Empire Simba** (*ex*WestCohas-40) D.F. Sub.Sig. | *Fitted for oil fuel* 2 *Dks* | 5691 5169 3403 | | | | | 1919 | Skinner& Eddy Corp. Seattle, Wash | Ministry of Shipping (A.Weir&Co. *Mgrs.*) | 409·6 P43′ B115′ F47′ | 54·2 | 27·1 *WB* | London British | DR geared steam turbine GeneralElectricCo. Schenectady, N.Y. | | R |
| 87980 168017 GLZK | **Empire Dorado** (*ex*Tolosa-40) Sub.Sig. | *Fitted for oil fuel* 2 *Dks* | 5595 5103 3373 | | | | | 1920 | Atlantic Corp. Portsmouth, N.H. | Ministry of Shipping (Runciman (London) Ld. *Mgrs.*) | 411·2 P44′ B115′ F47′ | 54·2 | 27·0 *WB* | London British | T.3Cy.24½″,41½″&72″–48″ 359NHP AtlanticCorp. Portsmo…–48″ | | R |
| 87981 164908 MLPK | **Empire Cliff** *Mchy.Aft* | *Oil Eng.* 1 *Dk* *Cruiser Stern* *Cargo battens not fitted* | 873 553 ~~459~~ | ✠100A1 12,40 (*Class Contem plated*) ✠LMC12,40 | Goo | *k* | OG | 1940 12mo | GooleS.B. &RepgCo.Ld. Goole | Ministry of Shipping (F.T.Everard&Sons,Ld. *Mgrs.*) *Lloyd's A&CP* | 197·7 202·8(O.L.) P50′ Q120′ F20′ *Cell DB* 127′ 194*t FPT* 69*t* | 30·2 FK | 11·6 3 *BHCem* *APT* 67*t* | Goole British *WB* | Oil Engines 2S 513NHP 7Cy.9⅝″–16″ HS7376 FD S.B.&Eng. .Ld.Tokyo British Auxiliary turbine Co. tady, N.Y. | 30 „ 0 s5 „ 6¾ 24 „ 8 | R |
| 87982 | **Exchequer** Sub.Sig. D.F. E.S.D. GyC. *Cruiser Stern* | *Fitted for oil fuel* 3 *Dks* *Electrically welded* | 7893 — 4669 | | | | | 1940 | IngallsS.B. Corp. Pascagoula, Miss. | United States Maritime Commission | 467·5 P24′ B431′ | 69·6 | 29·6 *WB* | New York Utd. States | 2 steam turbines to 1 sc. shaft GeneralElect… n turbine (*s*) 579NHP HS8007 FD | 30 „ 2 s8 „ 5½ 24 „ 0 | R ~~†~~ |
| 87983 | **Exchester** Sub.Sig. D.F. E.S.D. GyC *Cruiser Stern* | *Fitted for oil fuel* 3 *Dks* *Electrically welded* | 7898 — 4669 | | | | | 1940 | IngallsS.B. Corp. Pascagoula, Miss. | United States Maritime Commission | 467·5 P24′ B431′ | 69·6 | 29·6 *WB* | New York Utd. States | 2 steam t…ectric Co. to 1 sc. …schnectady, N.Y. Genera…ines 2S.C.SA | | |
| 87984 168024 GMQG | **Empire Sailor** (*ex*Cellina-40) *Ref.Mchy.* D.F. | *Oil Eng.* *ss*Tri.No.3–10,37 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) | 6140 5353 3691 | ✠100A1 *with freeboard* 8,41 2,40 ✠LMC10,37 ✠NE10,37 DBS2,40 2,41 ✠Lloyd's RMC 2,40 2,41 | Gen Shl | | CL N10,37 2,41 | 1926 5mo | Stabilmnto Tecnico Trieste *Lloyd's A&CP* | Ministry of Shipping (Cairn Line of Steamships Ld. *Mgrs.*) *Cell DB* 377′ 1245*t DTa* 30′ 748*t* | 430·0 | 55·5 | 27·6 *FPT* 121*t APT* 39*t* | London British FK 8 *BHpt Cem* (*Coll BH to Sh dk* 6 „ 2nd „ 1 „ 3rd „ ) | Oil En… DB *100lb* 6Cy.25″ DB25 …urle&Co.Ld.Gla… Soc.Ano… …s 4S.C.SA 59⅛″ 490NHP *50lb* | 37 „ 3 s7 „ 8½ 29 „ 9½ 36 „ 10 s10 „ 8½ 26 „ 4 | |
| 87985 164843 GNJG | **Empire Gold** D.F. E.S.D. *Mchy.Aft* *Longitudinal framing at bottom & at deck* | 1 *Dk* *Cruiser Stern* | 8100 ~~7200~~ ~~4676~~ 8028 7197 4678 | ✠100A1 1,41 (*Class Contem plated*) *Carrying Petroleum in bulk* ✠LMC1,41 *Fitted for oil fuel* 1,41 *F.P. above 150 ft.* | Middsbro | | CL | ~~1940~~ 1941 1mo | Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP* | Ministry of Shipping (Common Bros.Ld. *Mgrs.*) *Cell DB u E&B* 85′ 374*t DTf* 32′ 664*t FPT* 140*t APT* 78*t* | 463·5 479·0(O.L.) P105′ B43′ F38′ | 61·2 FK | 33·0 16 *BHpt Cem* | Middlsbro' British | T.3Cy.27″ 220lb 88B… aid&CoLd.Grk. Richards… | | |

*Now "Marmacmoon," see No. 89076 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. / Special Surveys. | 3 Material, Rig, &c. / No. of Decks, &c. | 4 Register Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned and Expunged Letters. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Registered Dimensions Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of built of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87936 ~~GQSC~~ ~~WPLV~~ | **Exemplar** | *Fitted for oil fuel* | 6736 — 3996 | | | | | 1940 | Bethlehem Steel Co. S.B. Division Quincy, Mass. | ~~United States Maritime Commission~~ | 451·9 | 66·1 | 29·2 | ~~New York~~ Utd. States British | 2 steam turbines DR geared to 1 sc. shaft 1333 NHP Bethlehem Steel Co. S.B. Division, Quincy, Mass. | | |
| | D.F. E.S.D. GyC. | 3 *Dks* | | | | | | | | | | | | | | | |
| Now | "Empire Widgeon," *see No. 91007 in Supplement* | | | | | | | | | | | | | | | | |
| 87987 2?9997 WGBL | **Exhibitor** | *Fitted for oil fuel* | 6736 — 3996 | | | | | 1940 | Bethlehem Steel Co. S.B. Division Quincy, Mass. | American Export Lines, Inc. | 451·9 | 66·1 | 29·2 | New York Utd. States | 2 steam turbines DR geared to 1 sc. shaft 1333 NHP Bethlehem Steel Co. S.B. Division, Quincy, Mass | | |
| | D.F. E.S.D. GyC. | 3 *Dks* | | | | | | | | | | | | | | | |
| 87988 217730 WCDK | **Expositor** (*ex* Exhibitor–40, *ex* Saucon) | *Fitted for oil fuel* 2 *Dks & Web frames* | 4959 ✠ — 3076 | ... 6,20 ✠ | | | | 1919 3mo | American International S.B. Corp. Hog Island Pa | American Export Lines, Inc. | 390·0 | 54·2 | 27·6 P39'B122'F43' FK | New York Utd. States *WB* | DR Geared Steam Turbine 600 NHP General Electric Co. Schenectady, N.Y. | 32 ″ 0 | R † |
| 87989 168018 GLRR | **Empire Buffalo** (*ex* Eglantine–40) | *Fitted for oil fuel* 2 *Dks* *Longitudinal framing* | 6404 5958 4618 | 100A1 Bty (*Classification Contemplated*) ~~Special Service 10,40~~ Bal 12,40 BS10,40 | | | CL 6,40 | 1919 | Skinner & Eddy Corp. Seattle, Wash | Ministry of Shipping (Lyle Shipping Co. Ltd. *Mgrs.*) | 402·6 | 54·8 | 32·1 P48'F42' | London British *WB* | T.3Cy.25″, 42″ & 72″–48″ 210 lb 42½″ 480 ~~350~~ NHP s 3SB, 6*cf*, HS8052 Hooven, Owens & Bentschler, Hamilton, O. | 34 ″ 6 8 ″ 1 26 ″ 7 | |
| 87990 168021 GLSE | **Empire Kite** (*ex* Californian–40) | Twin Sc *Oil Eng.* | 7965 7580 | ✠ 100A1 Mob (*Reclassification Contemplated*) Examined 7,40 ✠ | | | | 1922 5mo | Merchant S.B. Corp. Chester, Pa. | Ministry of Shipping (Runciman (London) Ld. *Mgrs.*) | 447·1 | 59·8 | 36·4 FK | London British | Oil Engines 4S.C.SA 12Cy.29½″–45½″ 987 NHP Wm. Cramp & Sons S. & E.B. Co. Philadelphia | 31 ″ 0 | |
| Now | "Empire Seal," *see No. 88023 in Supplement* | | | | | | | | | | | | | | | | |
| | D.F. GyC. | 1 *Dk (Stl) & Shelter dk (Stl) 2nd dk (Stl) in forward holds* | | | | | | | | | *Cell D B 380'1493t* | | *F P T 231t A P T 185t* | | 6 ,, ,, 5 ,, 1 ,, ,, 2nd ,, | | |
| 87991 168025 GLMR | **Empire Otter** (*ex* Amsco–40, *ex* Torino–38) *Mchy. Aft* | *ss* Mob. 2nd No. 3–2,38 2 *Dks* | 4670 4440 2924 | ✠ 100A1 Mob *x* 5,40 BS12,39 LMC2,38 | | | CL 5,40 | *Launched* 1920 | Internatnl. S.B. Co. Pascagoula, Miss. | Ministry of Shipping (Common Bros. Ld. *Mgrs.*) | 370·0 | 52·0 | 27·5 P19'B115'F37' FK | London British | T.3Cy.24″, 40″ & 65″–42″ (*s*) 1801b 378 NHP s 2SB, 8*cf*, HS5540 FD NB01 *rebuilt & refitted* 20, *refitted* 38 International Marine Iron Works, Houston, Tex. | 27 ″ 6 5 ″ 0½ 22 ″ 7 | |
| | | | | *Carrying Petroleum in bulk* *Fitted for oil fuel 2,38* | | | | *Completed & reconstructed as tanker 1938* *Lloyd's SA&CP* *F.P. above 150° F.* | | | *Cell D B u E & pump room 53' f 62 316t* | | | | | | |
| 87992 168016 GLTG | **Empire Gemsbuck** (*ex* San Felipe–40, *ex* Willwello, *ex* Western Glen) | *Fitted for oil fuel* 2 *Dks* | 5626 5138 3524 | ✠ 100A1 NYk (*Reclassification Cft Contemplated*) Examined 5,40 11,40 BS7,40 ✠ | | | CL 8,40 | 1919 6mo | Ames S.B. & D.D. Co. Seattle, Wash | Ministry of Shipping (W.A. Souter & Co. Ld. *Mgrs.*) | 410·0 | 54·2 | 29·2 P44'B119'F47' FK | London British *WB* | T.3Cy.28½″, 48″ & 80″–48″ 2001b 639 NHP Ames S.B. & D.D. Co. Seattle | 31 ″ 11 86 ″ 4½ 25 ″ 9½ | |
| 87993 168064 GPJC | **Empire Mist** | *Oil Eng.* | 7241 6787 5069 | ✠ 100A1 Sld *a†* *with freeboard* 3,41 ~~(Class Contem. plated)~~ ✠ LMC 5,41 | | | CL | ~~1940~~ 1941 3mo *Lloyd's SA&CP* | Wm. Doxford & Sons Ld Sunderland | Ministry of Shipping Haldin & Philipps, Ld. *Mgrs.*) | 427·0 442·9 (O.L.) | 56·5 | 35·5 FK | Sundrland British | Oil Engines 2S.C.SA 3Cy.23⅝″–~~31½~~41″ 2DB *120 lb* 516 NHP | 38 ″ 1 s10 ″ 11 27 ″ 4½ | |
| | D.F. | 2 *Dks* *Cruiser Stern* | | | | | | | | *Cell D B 356'1182t* | | | *M T 29'1205t F P T 134t A P T 155t* | | 6 *Divisional W.T.B Hs in 'tween dks* Wm. Doxford & Sons, Ld Sld | | |
| 87994 160789 GNJR | **Empire Strait** | | 2795 ~~2124~~ 1560 2824 2123 1575 | ✠ 100A1 Hpl *t* 5,41 ~~12,41~~ ~~(Class Contem. plated)~~ ✠ LMC 12,40 | | | CL | 1940 12mo | W. Gray & Co. Ld. W Hartlepool | Ministry of Shipping (Connell & Grace, Ld. *Mgrs.*) | 310·6 321·0 (O.L.) | 44·4 | 19·4 Q175'F37' FK | W. Hartlpl British | T.3Cy.20″, 33″ & ~~58~~ 39″ 2001b (*s*) 255 NHP 2SB, 6*cf*, GS84, HS5530 FD | 21 ″ 6 s7 ″ 1 19 ″ 4½ | |
| | *Mchy. Aft* D.F. | 1 *Dk* *Cruiser Stern* *Cargo battens not fitted* | | | | | | *Lloyd's SA&CP* | | | *Intermediate P Hd dispensed with* *Cell D B 260'839t M T 8'259t F P T 217t A P T 37t* | | | | Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl. | | |
| 87995 163647 GNFQ | **Empire Rain** | 2 *Dks* | 7100 6600 4300 5123 | ✠ 100A1 Shl *b†* *with freeboard* Mdb ~~12,40~~ 5,41 (*Class Contem. plated*) ✠ LMC 1,41 | | | CL | ~~1940~~ 1941 1mo *Lloyd's SA&CP* | J. Read-head & Sons Ld South Shields | Ministry of Shipping (Thompson Steamship ping Co. Ld. *Mgrs.*) | 432·4 449·0 (O.L.) | 56·7 | 31·7 FK | S. Shields British | T.3Cy.25″, 42″ & 71″–48″ 220 lb (*s*) 435 NHP 2SB, 9*cf*, GS120, HS5486 FD | 37 ″ 10 s10 ″ 9¾ 27 ″ 3 | |
| | D.F. | 2 *Dks* *Cruiser Stern* | | | | | | | | | *Cell P H to W dk & B H to 2nd dk* | | *7 B H pt Cem* | | 6 *divisional W.T.B Hs in 'tween dks* J. Readhead & Sons Ld. S. Shl | | |
| 87996 168026 GLTL | **Empire Elk** (*ex* Condor–40, *ex* Rotarian) | *Fitted for oil fuel* | 4748 4274 2936 | | | | | 1920 | Todd D.D. & Const. Corp. Tacoma, Wash. | Ministry of Shipping (Larrinaga S.S. Co. Ld. *Mgrs.*) | 380·3 | 53·1 | 27·0 P52'B102'F41' | London British *WB* | T.3Cy.24″, 40″ & 70″–48″ 339 NHP Todd D.D. & Const. Corp. Tacoma, Wash. | | |
| | *Ref. Mchy.* | 2 *Dks* *Longitudinal framing* | | | | | | | | | *Cell D B 345'1042t F P T 138t A P T 92t* | | | | | | |
| 87997 168033 GLZJ | **Empire Jaguar** (*ex* Eastern Glade–40) | ~~*Fitted for oil fuel*~~ 2 *Dks* *ss* N.Yk. No. 3–8,40 | 5186 4801 3238 | ✠ 100A1 NYk *z* 6,40 ✠ LMC 11,40 | | | | 1919 12mo | Uchida S.B. & Eng. Co. Ld. Yokohama A&CP | Ministry of Shipping (Sir W.R. Smith & Sons, Ld. *Mgrs.*) | 399·6 | 54·7 | 27·6 P39'B121'F40' FK | London British *6 B H* ~~*WB*~~ *pt Cem* | T.3Cy.26″, 43½″ & 72″–48″ 2001b (*s*) 513 NHP 3SB, 9*cf*, GS175, HS7376 FD Ishikawajima S.B. & Eng. Co. Ld. Tokyo | 30 ″ 0 s5 ″ 6¾ 24 ″ 8 | |
| | | | | *Fitted for oil fuel 3,20 F.P. above 150° F.* | | | | | | | *Cell D B 345'1042t F P T 138t A P T 92t* | | | | | | |
| 87998 168032 GLNY | **Empire Oryx** (*ex* West Harshaw–40) | *Fitted for oil fuel* 2 *Dks* | 5704 5124 ~~3465~~ | | | | | 1919 | Columbia River S.B. Corp Portland, Or. | Ministry of Shipping (A. Weir & Co. *Mgrs.*) | 410·0 | 54·2 | 27·6 P43'B114'F47' | London British *WB* | DR geared steam turbine General Electric Co. Schnectady, N.Y. | | R |
| | D.F. Sub.Sig. | 2 *Dks* | | | | | | | | | | | | | | | |
| 87999 168031 GLPB | **Empire Panther** (*ex* West Quechee–40) | ~~*Fitted for oil fuel*~~ 2 *Dks* *ss* N.Os. 2nd No. 3–8,40 | 5609 5144 3390 | ✠ 100A1 NOs *z* 4,41 ~~8,40~~ Lon ✠ LMC 8,40 | | | CL 8,40 | 1919 5mo | Columbia River S.B. Corp Portland, Or. A&CP | Ministry of Shipping (A. Weir & Co. *Mgrs.*) | 410·0 | 54·2 | 27·6 P44'B115'F47' FK | London British *7 B H pt Cem* | DR geared steam turbine 210 lb (*s*) 579 NHP 3SB, 9*cf*, HS8007 FD General Electric Co. Schnectady, N.Y. | 30 ″ 2 ~~33~~ ″ 5½ 24 ″ 0 | R † |
| | Sub.Sig. | 2 *Dks* | | | | | | | | *Cell D B 355'1139t M T 29'745t F P T 152t A P T 143t* | | | | | | | |
| | | | | *Fitted for oil fuel 5,19 F.P. above 150° F.* | | | | | | | | | | | | | |
| 88000 165998 GQXQ | **Empire Trust** | Twin Sc *Oil Eng* 3 *Dks* *Cruiser Stern* | 8126 5203 ~~4669~~ | ✠ 100A1 Gls *e†* 2,41 ~~(Class Contem. plated)~~ ✠ LMC 1,41 | | 2¼ | CL | ~~1940~~ 1941 2mo *Lloyd's SA&CP* | Barclay, Curle & Co. Ld. Glasgow | Ministry of Shipping (Thos. & Jno. Brocklebank, *Mgs*) | 471·7 492·5 (O.L.) | 64·3 | 34·4 P43'B166'F41' FK | Glasgow British *7 B H* (*6 B H to U dk 1 B H to 2nd dk*) | Oil Engines 2S.C.SA 8Cy.26⅜″–91⅛″ 1721 NHP DB *100 lb* | 37 ″ 3 s7 ″ 8½ 29 ″ 9½ | |
| | D.F. E.S.D. | 3 *Dks* *Cruiser Stern* | | | | | | | | *Upper 'tween dk B H amidships dispensed with* *Cell D B 390'1516t F P T 99t A P T 73t* | | | | | Barclay, Curle & Co. Ld. Gls. | | |
| 88001 166096 GPFV | **Empire Comet** | *Oil Eng.* 2 *Dks* ~~*Mchy. Aft*~~ *Cruiser Stern* | 6799 6914 6487 4162 | ✠ 100A1 PGl *a†* *with freeboard* Bos 3,41 ~~2,41~~ (*Class Contem. plated*) ✠ LMC 2,41 | | | CL | ~~1940~~ 1941 2mo *Lloyd's SA&CP* | Lithgows Ld. Port Glasgow | Ministry of Shipping (Dodd, Thompson & Co. Ld. *Mgrs.*) | 432·7 447·6 (O.L.) | 56·2 | 34·3 F39' FK | Greenock British *7 B H* (*Coll B H to W dk, 6 B H to 2nd dk*) | Oil Engines 4S.C.SA 6Cy.29½″–59⅛″ 490 NHP 2DB-*150 lb* J G. Kincaid & Co Ld. Grk. | 36 ″ 10 s10 ″ 8¼ 26 ″ 4 | |
| | | | | | | | | | | 5 *Divisional W.T.B Hs in 'tween dks* *Cell D B 370'1186t M T 26'1036t F P T 122t A P T 185t* | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. / sous le Pont. / Net. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 Port de Visite. Terme assigné maintenant expiré Loitre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. Nos. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fovers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. | 15 Registres où cette machine a été classée dans l'Edition Cert. R.MT. mais. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88002<br>166993<br>GPFM | **Empire Dew**<br>D.F. | 2 Dks<br>Cruiser Stern | ~~6800~~<br>7005<br>6617<br>5135 | ✠100A1<br>*with freeboard*<br>5,41 ~~4,41~~<br>~~(Class Contem plated)~~<br>✠LMC1,41 | | PGl<br>Nwc | *a*† | CL | ~~1940~~<br>1941<br>1mo<br>*Lloyd's* | Lithgows Ld.<br>Port Glasgow<br>*A&CP* | Ministry of Shipping (R. Chapman & Son, *Mgrs.*) | 432·2 \| 56·2 \| 34·2<br>447·6 (O.L.)<br>F39′ FK<br>(Coll B H to Wdk 6 B H to 2nd dk)<br>5 Divisional W.T. B Hs in 'tween dks<br>Cell D B 370′ 12151*t* F P T 122*t* A P T 172*t* | Greenock<br>British<br>7 B H pt Cem | T. 3 Cy. 23½″, 37½″ & 68″–48″<br>220 lb (*s*) 436 NHP<br>2 SB, 8*cf*, GS 130, HS 5830 FD<br>Rankin & Blackmore Ld Grk | 36 ″ 10<br>s 10 ″ 9½<br>26 ″ 3 | |
| 88003<br>166306<br>GMJG | **Empire Fusilier** (*ex* Mincio–40)<br>D.F. | 1 Dk | 5408<br>4563<br>3240 | | | | | 1921 | Soc. Anon. Cantieri Cerusa Voltri | Ministry of Shipping (~~J. Chambers & Co. *Mgrs.*~~) (Watts, Watts & Co. Ld. *Mgrs.*) | 379·2 \| 51·9 \| 27·5<br>*WB* | Liverpool<br>British | T. 3 Cy. 26″, 42½″ & 69⅞″–48″<br>337 NHP<br>G. Fossati & Co. Sestri Ponente | | O |
| 88004<br>168665<br>BCFV | **Empire Sunrise**<br>*Cruiser Stern* | 2 Dks | 7459<br>7033<br>4516 | | | | | ~~1940~~<br>1941 | JL Thompson & Sons, Ld. Sunderland | Ministry of Shipping (Lawther, Latta & Co. Ld. *Mgrs.*) | 426·0 \| 59·9 \| ~~25·5~~ 35·0<br>*WB* | Sundrland<br>British | T. 3 Cy. 24″, 39″ & 68″–48″<br>320 NHP<br>George Clark (1938) Ld. Sld. | | |
| 88005<br>168041<br>GMJT | **Empire Cheetah** (*ex* Kalani–40, *ex* Helen Whittier–38, *ex* West Lianga)<br>*Fitted for oil fuel*<br>2 Dks | | 5507<br>5057<br>3413 | 100A1<br>~~Examined 5,41~~<br>(*Class Contem plated*)<br>BS 1,41 | | Npt | | CL<br>9,40 | 1918 | Skinner & Eddy Corp. Seattle, Wash | Ministry of Shipping (Sir R. Ropner & Co. Ld. *Mgrs.*) | 409·6 \| 54·2 \| 27·1<br>P43′ B115′ F47′<br>*WB* | London<br>British | DR geared steam turbine<br>210 lb<br>3 SB (Spt) 9*cf*, HS 3085<br>General Electric Co. Schenectady, N.Y. | 29 ″ 9<br>s 5 ″ 10½<br>24 ″ 1½ | |
| 88006<br>165993<br>MJZG | **Empire Resistance**<br>(*ex* Libano–40, *ex* Ottar–35)<br>2 Dks | | 1631<br>1438<br>960 | ✠100A1<br>(*Reclassification contemplated*)<br>Examined 1,41<br>✠LMC 10,40 | | Gls | | OG<br>10,40 | 1908<br>9mo | Fevigs Jernskibsbyg Fevig | Ministry of Shipping (R. W. Jones & Co. *Mgrs.*) | 252·6 \| 37·1 \| 19·2<br>P15′ B69′ F29′ FK<br>*WB* | Glasgow<br>British | T. 3 Cy. 20″, 33″ & 54″–36″<br>180 lb (*r*) 192 NHP<br>2 SB. 6*cf*, GS 90, HS 2978<br>Richardsons, Westgarth & Co. Ld. Mdb. | 21 ″ 6<br>s 2 ″ 10½<br>18 ″ 9 | |
| 88007<br>168663<br>BCDD | **Empire Silver**<br>D.F. E.S.D. 1 Dk<br>~~*Mchy. Aft*~~ *Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & ~~at~~ deck* | | 8602<br>7501<br>4843 | 100A1<br>3,41<br>✠LMC 3,41<br>~~(Class Contem plated)~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,41 *F.P. above* 150° F. | | Sld | *d*† | CL | ~~1940~~<br>1941<br>3mo<br>*Lloyd's* | Sir J. Laing & Sons, Ld. Sunderland<br>*A&CP* | Ministry of Shipping (J. I. Jacobs & Co. Ld. *Mgrs.*) | 474·6 \| 62·1 \| 33·8<br>493·8 (O.L.)<br>~~P100′ B33′ F67′~~<br>P111′ B36′ F56′ FK<br>*Cell D B u E & B* 93′<br>*DT f* 36′ 942*t* *F P T* 345*t* *A P T* 184*t* | Sundrland<br>British<br>12 *B H* | T. 3 Cy. 27″, 44″ & 76″–51″ (*s*)<br>220 lb Rht 674 NHP<br>3 SB (Spt) 9*cf* HS 10020 FD<br>N.E. Marine Eng. Co. (1938) Ld. Nwc. ~~Ld. Sld.~~ | 34 ″ 0<br>s 6 ″ 6½<br>27 ″ 9 | |
| 88008<br>160994<br>GQXJ | **Empire Stream**<br>D.F. 1 Dk<br>*Mchy. Aft* *Cruiser Stern*<br>*Cargo battens not fitted* | | ~~2940~~<br>2922<br>2186<br>1638 | ✠100A1<br>2,41<br>~~(Class Contem plated)~~<br>✠LMC 2,41 | | PGl | *l* | CL | ~~1940~~<br>1941<br>2mo<br>*Lloyd's* | Lithgows Ld.<br>Port Glasgow<br>*A&CP* | Ministry of Shipping (J. R. Stranaghan & Co Ld. *Mgrs.*) | 315·2 \| 44·4 \| 19·9<br>325·8 (O.L.)<br>Q193′ ~~E30′~~ F29′ FK<br>*Cell D B* 266′ 708*t* *M T* 9′ 296*t* *F P T* 172*t* *A P T* 63*t* | Greenock<br>British<br>4 *B H pt Cem*<br>*Intermediate B H dispensed with* | T. 3 Cy. 18½″, 31″ & 52″–39″<br>200 lb (*s*) 240 NHP<br>2 SB, 6*cf*, GS 101, HS 3434 FD<br>D. Rowan & Co. Ld. Gls. | 22 ″ 1<br>s 7 ″ 4½<br>19 ″ 11 | |
| 88009<br>168069 | **Echodale**<br>1 *Dk*, 2nd *dk clear of cargo tanks* *Oil Eng.*<br>D.F. E.S.D.<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | | 8150<br>7285<br>~~4788~~ | ✠100A1<br>3,41<br>~~(Class Contem plated)~~<br>*Carrying Petroleum in bulk*<br>✠LMC 3,41 | | Nwc | *a*† | CL | ~~1940~~<br>1941<br>3mo<br>*Lloyd's* | Hawthorn, Leslie & Co. Ld Newcastle<br>*A&CP* | ~~Ministry of Shipping~~ The Admiralty | 465·3 \| 59·3 \| 33·8<br>483·3 (O.L.)<br>P93′ B45′ F60′ FK<br>*Cell D B u E* 70′ 23*t* *D T f* 25′ 271*t* *F P T* 138*t* *A P T* 85*t* | London<br>British<br>17 *B H* | Oil Engines 4S.C.SA.<br>8 Cy. 25⅝″–55⅛″ 502 NHP<br>~~*DB 180 lb*~~<br>Hwthrn, Leslie & Co Ld Nwc | 34 ″ 0<br>s 6 ″ 8½<br>27 ″ 6½ | |
| 88010<br>240104<br>WGIW | **Executor**<br>D.F. E.S.D. Gy.C. | *Fitted for oil fuel*<br>3 Dks | 6736<br>—<br>3957 | | | | | 1940 | Bethlehem Steel Co. S.B. Division Quincy, Mass. | United States Maritime Commission | 451·9 \| 66·1 \| 29·2 | New York<br>Utd. States | 2 steam turbines DR geared to 1 sc. shaft 1333 NHP<br>Bethlehem Steel Co. S.B. Division, Quincy, Mass. | | |
| 88011<br>168674<br>MNWK | **Empire Gat**<br>*Mchy. Aft* | *Oil Eng.*<br>1 *Dk*<br>*Cruiser Stern* | ~~869~~<br>871<br>586<br>465 | ✠100A1<br>4,41<br>~~(Class Contem plated)~~<br>✠LMC 4,41 | | Gls | *l* | OG | ~~1940~~<br>1941<br>4mo<br>*Lloyd's* | A&J. Inglis Ld.<br>Glasgow<br>*A&CP* | Ministry of Shipping (J. & A. Gardner & Co. Ld. *Mgrs.*) | 203·0 \| 33·1 \| 11·7<br>211·0 (O.L.)<br>~~Q121′ T31′~~<br>Q123′ F25′ FK<br>*Cell D B* 121′ 20*t* *D T f* 12′ 44*t* *F P T* 47*t* *A P T* 25*t* | Glasgow<br>British<br>5 *B H pt Cem* | Oil Engines 2S.C.SA.<br>5 Cy. 13⅜″–22⅞″ 156 NHP<br>British Auxiliaries, Ld. Gls. | 13 ″ 10<br>s 4 ″ 2½<br>13 ″ 5½ | |
| 88012<br>163909<br>BCFP | **Empire Foreland**<br>*Mchy. Aft* | *Oil Eng.*<br>*Cruiser Stern* | 873<br>553<br>459 | 100A1<br>(*Class Contem plated*) | | | | 1940 | Goole S.B. & Repg Co. Ld. Goole | Ministry of Shipping (F. T. Everard & Sons, Ld. *Mgrs.*) | 197·7 \| 30·2 \| 11·6<br>P52′ Q120′ F17′ | Goole<br>British | Oil Engines 2S.C.SA.<br>7 Cy. 9⅛″–16⅞″ 61 RHP<br>British Auxiliaries, Ld. Gls. | 13 ″ 6<br>s 4 ″ 10½<br>13 ″ 2½ | |
| 88013<br>164844<br>BCDP | **Empire Granite**<br>D.F. E.S.D. 1 Dk<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | | ~~8100~~<br>~~7200~~<br>~~4675~~<br>8028<br>7197<br>4677 | ✠100A1<br>3,41<br>(*Class Contem plated*)<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,41 *F.P. above* 150° F.<br>✠LMC 3,41<br>✠NF & B made '26 re-fitted '41 | | Mdb | *c*† | CL | ~~1940~~<br>1941<br>3mo<br>*Lloyd's* | Furness S.B. Co. Ld. Haverton Hill-on-Tees<br>*A&CP* | Ministry of Shipping (Hadley Shipping Co. Ld. *Mgrs.*) | 463·5 \| 61·2 \| 33·0<br>47·0 (O.L.)<br>P105′ B43′ F38′ FK<br>*Cell D B u E & B* 85′ 874*t* *D T f* 52′ 664*t* *F P T* 140*t* *A P T* 78*t* | Middlsbro'<br>British<br>16 *B H pt Cem* | T. 3 Cy. 27″, 44″ & 76″–51″<br>T. 3 Cy. 25″, 40″ & 76″–51″ (*s*)<br>180 lb 567 NHP<br>2 SB, 9*cf*, HS 8317 FD<br>~~Richardsons, Westgarth & Co. Ld. Hpl.~~<br>Palmers Co. Ld. Nwc. | 33 ″ 3<br>s 6 ″ 5<br>27 ″ 1½ | |
| 88014<br>166667<br>BCGD | **Empire Dawn**<br>D.F. | *Oil Eng.*<br>2 *Dks*<br>*Cruiser Stern* | 7241<br>6787<br>5066 | ✠100A1<br>*with freeboard*<br>6,41 ~~4,41~~<br>~~(Class Contem plated)~~<br>✠LMC 6,41 | | Sld<br>Hul | *a*† | CL | 1941<br>4mo<br>*Lloyd's* | Wm. Doxford & Sons Ld. Sunderland<br>*A&CP* | Ministry of Shipping (Runciman Shipping Co. Ld *Mgrs.*) | 428·8 \| 56·5 \| 35·5<br>442·9 (O.L.) FK<br>(Coll B H to Wdk 6 B H to 2nd dk)<br>6 Divisional W.T. B Hs in 'tween dks<br>*Cell D B* 356′ 1182*t* *M T* 30′ 1205*t* *F P T* 34*t* *A P T* 155*t* | Sundrland<br>British<br>7 *B H pt Cem* | Oil Engines 2S.C.SA.<br>3 Cy. 23⅝″–~~9 11¾″~~–91⅛″<br>2 *DB 120 lb* 516 NHP<br>Wm Doxford & Sons Ld, Sld. | 38 ″ 1<br>s 10 ″ 11<br>27 ″ 4½ | |
| 88015<br>163906<br>BCJB | **Empire Moon**<br>*Cruiser Stern* | 2 Dks | 7472<br>7033<br>4452 | | | | | 1941 | JL Thompson & Sons, Ld. Sunderland | Ministry of Shipping (Headlam & Son, *Mgrs.*) | 426·0 \| 59·9 \| 35·0<br>*WB* | Sundrland<br>British | T. 3 Cy. 24″, 39″ & 68″–48″<br>320 NHP<br>George Clark (1938) Ld. Sld. | | |
| 88016<br>160790<br>GPFW | **Empire Knoll**<br>*Mchy. Aft* | 1 *Dk*<br>*Cruiser Stern*<br>*Cargo battens not fitted* | 2824<br>2123<br>~~1570~~<br>1575 | ✠100A1<br>2,41<br>~~(Class Contem plated)~~<br>✠LMC 2,41 | | Hpl | *t* | CL | 1941<br>2mo<br>*Lloyd's* | W. Gray & Co. Ld. W Hartlepool<br>*A&CP* | Ministry of Shipping (Smith, Hogg & Co. Ld. *Mgrs.*) | 310·6 \| 44·4 \| 19·4<br>321·0 (O.L.)<br>Q175′ ~~E36′~~ F37′ FK<br>*Intermediate B H dispensed with*<br>*Cell D B* 260′ 839*t* *M T* 8′ 259*t* *F P T* 217*t* *A P T* 37*t* | W. Hartlpl.<br>British<br>4 *B H pt Cem* | T. 3 Cy. 20″, 33″ & 55″–39″ (*s*)<br>200 lb 255 NHP<br>2 SB, 6*cf*, GS 84, HS 3530 FD<br>Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl. | 21 ″ 6<br>s 7 ″ 1<br>19 ″ 4½ | |
| 88017<br>165803<br>BCJR | **Elmdale**<br>~~*Fitted for oil fuel*~~<br>1 *Dk & Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed '41 (M. E.)* | | ~~4920~~<br>~~7247~~<br>~~3040~~<br>4872<br>4295<br>2810 | ✠100A1<br>*with freeboard*<br>3,41<br>~~(Class Contem plated)~~<br>*Fitted for oil fuel* 4,41 *F.P. above* 150° F.<br>✠LMC 4,41 | | Lth | *a*†<br>2 | CL | 1941<br>4mo<br>*Lloyd's* | Burntisland S.B. Co. Ld. Burntisland<br>*A&CP* | Morrison S.S. Co. Ld. (J. Morrison & Son, *Mgrs.*) | 424·2 \| 57·0 \| 25·8<br>441·0 (O.L.) FK<br>(Coll B H to Sh dk 6 B H to 2nd dk)<br>*Cell D B a & u E* 138′ 452*t* *u B & f* 209′ 883*t* *F P T* 197*t* *A P T* 242*t* | Newcastle<br>British<br>7 *B H pt Cem* | T. 3 Cy. 22½″, 36″ & 65″–48″<br>220 lb (*s*) 451 NHP<br>3 SB (Spt) 9*cf*, GS 142, HS 6501 FD<br>Rankin & Blackmore Ld Grk | ~~28 ″ 7~~<br>~~s 2 ″ 11½~~<br>38 ″ 9<br>s 12 ″ 0½<br>26 ″ 10¾ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux par Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres ou coté. et où dans le L. d. Durée Cert. ILoft'rade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88018<br>168044<br>GLXD | **Empire Eland** (*ex*WestKedron-40)<br>*ss*N.Ns.No.3-8,40<br>Sub.Sig. 2*Dks* | | 5613<br>5084<br>3520 | 100A1<br>11,40~~6,10~~<br>*Fitted for oil fuel* '20 *F.P. above* 150° F.<br>LMC8,40 | NNs<br>Hul | *z* | CL<br>6,40 | 1920 | LongBeach S.B.Co. LongBeach, Cal. | Ministry of Shipping (Douglas& Ramsey, *Mgrs.*)<br>*CellDB*362'1287*t* | 410·5\|54·3\|27·2<br>427·0(O.L.)<br>F44'B115'F47' FK 7*BHptCem*<br>*MT*29'715*tFPT*134*tAPT*284*t* | | | London<br>British | T.3Cy.24½",41½"&72"–48"<br>210lb (*r*) 552NHP<br>3SB,*9cf*,HS8112 FD<br>LlewellynIronWorks, LosAngeles | 29 *n* 9<br>s 5*n*10½<br>24 *n* 0½ | |
| 88019<br>165999<br>GPJN | **Empire Snow**<br>D.F. 2*Dks* | | ~~6000~~<br>6327<br>5955<br>4592 | 100A1<br>*with freeboard*<br>2,41<br>~~(ClassContem.plated)~~<br>LMC2,41 | Gls | *z*<br>1½ | CL<br>2mo<br>*Lloyd's SA&CP* | 1941 | C.Connell &Co.Ld. Glasgow<br>*Mgrs.* | Ministry of Shipping (JosephConstantineSteamship Line, Ld.*Mgrs.*)<br>5 *divisional W.T.BHs in 'tween dks*<br>*CellDB*341'1.93*tFPT*163*tAPT*210*t* | 407·0\|54·7\|33·2<br>420·0(O.L.)<br>F33' FK 7*BHCem*<br>(*CellPH to W dk 6 BH to 2nd dk*) | | | Glasgow<br>British | T.3Cy.23½",37½"&68"–48" (*s*)<br>220lb 430NHP<br>2SB,*8cf*,GS133,HS5020 FD<br>D.Rowan&Co.Ld.Gls. | 36 *n* 6<br>s10*n*2½<br>26 *n* 6½ | |
| 88020<br>166313<br>BCDJ | **Empire Steel**<br>1*Dk*,2*nd dk clear of cargo tanks* *Oil Eng.*<br>D.F. E.S.D. *Cruiser Stern*<br>*Mchy.Aft* ~~pt~~ *Longitudinal framing at bottom&at deck* | | 8150<br>6138<br>7318<br>4774 | 100A1<br>5,41 ~~5,41~~<br>~~(ClassContem.plated)~~<br>*Carrying Petroleum in bulk*<br>LMC5,41 | Bkn<br>Avn | *c*†<br>~~*a*~~ | CL<br>*Lloyd's SA&CP* | 1941<br>3mo | Cammell Laird&Co.Ld. Birkenhead<br>*Mgrs.*) | Ministry of Shipping (A.Weir&Co. *Mgrs.*)<br>*CellDB u E*70' ~~*CellDB*~~70'160*t* | 465·3\|59·3\|33·8<br>483·3(O.L.)<br>~~B114'B53'F59'~~<br>P93'B45'F50' FK 17*BHptCem*<br>*DT*/25'271*tFPT*138*tAPT*86*t* | | | Liverpool<br>British | Oil Engines 4S.C.SA<br>8Cy.25⅞"–55½" 502NHP<br>2*DB150lb*<br>Harland&Wolff,Ld.Bel. | 34 *n* 1<br>s6 *n* 8<br>27 *n* 7½ | |
| 88021<br>166999<br>BCGG | **Empire Rainbow** *Oil Eng.*<br>D.F. 2*Dks*<br>*Cruiser Stern* | | ~~6900~~<br>6942<br>6487<br>4160 | 100A1<br>*with freeboard*<br>5,41<br>~~(ClassContem.plated)~~<br>LMC5,41 | Grk | *a*† | CL<br>5mo<br>*Lloyd's SA&CP* | 1941 | Greenock Dockyard Co.Ld. Greenock<br>*Ld.Mgrs.*) | Ministry of War Transport (Sir R.Ropner&Co. *Mgrs.*) | 432·2\|56·2\|34·3<br>447·2(O.L.)<br>F39' FK 7*BH*<br>(*CellBH to W dk 6 BH to 2nd dk*)<br>5 *Divisional W.T.BHs in 'tween dks*<br>*CellDB*370'1122*tMT*26'1032*tFPT*122*tAPT*185*t* | | | Greenock<br>British | Oil Engines 4S.C.SA<br>6Cy.29½"–59½" 490NHP<br>2*DB150lb*<br>J.G.Kincaid&Co.Ld.Grk. | 36*n*10<br>s10*n*8¼<br>26 *n* 4¼ | |
| 88022<br>168670<br>BCDF | **Empire Summer**<br>D.F. 2*Dks*<br>*Cruiser Stern* | | 6949<br>6529<br>4915 | 100A1<br>*with freeboard*<br>4,41<br>~~(ClassContem.plated)~~<br>LMC5,41 | Sld | *a*†<br>2 | CL<br>5mo<br>*Lloyd's SA&CP* | 1941 | ShortBros. Ld. Sunderland | Ministry of Shipping (Haldin& Philipps,Ld.*Mgrs.*) | 427·5\|57·0\|34·3<br>439·8(O.L.)<br>FK 7*BHCem*<br>(*CellBH to W dk 6 BH to 2nd dk*)<br>6 *Divisional W.T.BHs in 'tween dks*<br>*CellDB*358'1313*tFPT*100*tAPT*240*t* | | | Sundrland<br>British | T.3Cy.24",39"&68"–48" (*s*)<br>220lb 430NHP<br>2SB,*8cf*,GS135,HS5716 FD<br>N.E.MarineEng.Co.(1938) Ld.Sld. | 36*n*10<br>s10*n*8¾<br>26 *n* 9½ | |
| 88023<br>168021<br>GMSC | **Empire Seal** TwinSc<br>(*ex*EmpireKite–40, *Oil Eng.*<br>*ex*Californian–40) *ss*S.Fo.No.2–30<br>D.F. 1*Dk(Stl)&Shelter dk(Stl)*<br>GyC. 2*nd dk(Stl)in forward holds* | | 7965<br>7580<br>4945 | 100A1<br>(*Reclassification Contemplated*)<br>Examined 7.40<br>DBS10,40(*150lb*) | Mob | CL<br>S4,41 | 1922<br>5mo | Merchant S.B.Corp. Chester,Pa. | Ministry of Shipping (Runciman (London) Ld. *Mgrs.*)<br>*CellDB*380'1493*tFPT*231*tAPT*185*t* | 447·1\|59·8\|36·4<br>FK *ptCem*<br>*Coll BH to Sh dk*<br>6 „ „ *U* „<br>1 „ „*2nd*„ | | | London<br>British | Oil Engines 4S.C.SA<br>12Cy.29½"–45½" 987NHP<br>Wm.Cramp&SonsS.& E.B.Co.Philadelphia | 39 *n* 0<br>s10*n*7½<br>28 *n* 7 | |
| 88024<br>168668<br>BCGC | **Empire Cloud**<br>D.F. *Cruiser Stern* 2*Dks* | | 5969<br>5578<br>3546 | | | | | 1941 | W.Pickersgill&Sons,Ld. Sunderland | Ministry of Shipping (Allan,Black& Co.*Mgrs.*) | 401·0\|54·0\|33·2<br>F39' | | | Sundrland<br>British | T.3Cy.23½",38"&66"–45"<br>292NHP<br>*WB* GeorgeClark(1938)Ld.Sld. | | |
| 88025<br>168022<br>WCCI | **Ex Ancon**, (*ex*Ancon–40, TwinSc<br>11,12,*ex*Shawnee) *See No. 88025 in Supplement*<br>D.F. GyC. Sub.Sig. 3*Dks* | | 9640<br>7531 | | | | | 1902 | Maryland Steel Co. Sparro'PtMd | PanamaCanal (PanamaRailroad Co.Inc.*Mgrs.*) | 489·5\|58·0\|28·9<br>B178' | | | New York<br>Utd. States | T.6Cy.23½",39¼"&63"–45"<br>NB18 533NHP<br>*WB* MarylandStl.Co.Sparr.'Pt | | |
| 88026<br>166995<br>BCDG | **Empire Hail**<br>D.F. 2*Dks*<br>*Cruiser Stern* | | ~~7000~~<br>7005<br>6617<br>5134 | 100A1<br>*with freeboard*<br>2,41<br>~~(ClassContem.plated)~~<br>LMC2,41 | PGl | *a*† | CL<br>2mo<br>*Lloyd's SA&CP* | 1941 | Lithgows Ld. PortGlasgow | Ministry of Shipping (Larrinaga S.S.Co.Ld.*Mgrs.*) | 432·2\|56·2\|34·2<br>447·6(O.L.)<br>F39' FK 7*BHptCem*<br>(*CellBH to W dk 6 BH to 2nd dk*)<br>5 *Divisional W.T.BHs in 'tween dks*<br>*CellDB*310'1215*tFPT*123*tAPT*172*t* | | | Greenock<br>British | T.3Cy.23½",37½"&68"–48"<br>220lb (*s*) 436NHP<br>2SB,*8cf*,GS130,HS5830 FD<br>Rankin&BlackmoreLdGrk | 36*n*10<br>s10*n*9½<br>26 *n* 3 | |
| 88027<br>166319<br>MTFG | **Empire Kyle** *Oil Eng.*<br>*Mchy.Aft* *Cruiser Stern* | | ~~320~~<br>321<br>230<br>146 | 100A1<br>(*Class Contem.plated*) | | | | 1941 | I.Pimblott &Sons,Ld. Northwich | Ministry of Shipping (Newcastle Coal&Shipping Co.Ld.*Mgrs.*) | ~~130·0\|24·6\|8·8~~<br>131·7\|24·7\|8·6<br>P35'F16' | | | Liverpool<br>British | Oil Engines 2S C.SA<br>6Cy.11½"–13½"<br>H.Widdop& Co.Ld.Kghley | 9 *n* 8<br>s *n* 10<br>8 *n* 11½ | |
| 88028<br>160792<br>GTFS | **Empire Sunbeam**<br>D.F. 2*Dks*<br>*Cruiser Stern* | | 6750<br>~~6994~~<br>4940<br>6711<br>6295<br>4871 | 100A1<br>*with freeboard*<br>4,41<br>~~(ClassContem.plated)~~<br>LMC4,41 | Hpl | *a*† | CL<br>4mo<br>*Lloyd's SA&CP* | 1941 | W.Gray& Co.Ld. WHartlepool | Ministry of Shipping (SirW.R. Smith&Sons,Ld. *Mgrs.*) | 419·2\|56·7\|33·9<br>431·7(O.L.)<br>F36' FK 7*BHptCem*<br>(*CellBH to W dk 6 BH to 2nd dk*)<br>6 *Divisional W.T.BHs in 'tween dks*<br>*CellDB*365'1202*tFPT*198*tAPT*190*t* | | | W.Hartlpl<br>British | T.Cy.22½",36"&65"–48"<br>225lb (*s*) 461NHP<br>3SB,*9cf*,GS155,HS6681 FD<br>Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl. | 36 *n* 4<br>s10*n*0<br>26 *n* 7 | |
| 88029<br>168366<br>BCRS | **Empire Surf**<br>D.F. 2*Dks*<br>*Cruiser Stern* | | 6641<br>6283<br>4794 | | | | | 1941 | Bartram& Sons,Ld. Sunderland | Ministry of Shipping(SaintLine, Ld.*Mgrs.*) | 416·8\|56·6\|34·0 | | | Sundrland<br>British | T.3Cy.23½",38"&66"–45"<br>292NHP<br>*WB* N.E.MarineEng.Co.(1938) Ld.Sld. | | |
| 88030<br>149750<br>GNWG | **Elna II** (*ex*Elna–40,*ex*Lennuk–35,<br>*ex*Remenham, *ss*Cpn.3rdNo.3–6,30<br>*ex*Arlon, *ss*Tln.No.2–30<br>*ex*Carol I[st]) *Spar dk(Stl)2trB& deep framing* | | 3221<br>2963<br>1990 | 100A1<br>*Spar dk*<br>*with freeboard*<br>7,40<br>BS4,40 LMC5,39 | Lon | *v* | CL<br>5,39 | 1903<br>8mo | Sir Raylton Dixon&CoLd Middlesbro'<br>*Lloyd's SA&CP* | Ministry of Shipping (Dene ManagementCo. Ld. *Mgrs.*)<br>*CellDBa*96'*uE&B*36'*f* 144'690*t* | 325·0\|47·3\|23·6<br>P30'B88'F34' FK 6*BHCem* | | | London<br>British | T.3Cy.24½",42½"&69½"–45"<br>180lb (*s*) 356NHP<br>3SB,*9cf*,GS159,HS5622<br>N.E.MarineEng.CoLdNwc | 26 *n* 0<br>s 4 *n* 7<br>21 *n* 7¾ | |
| 88031<br>168052<br>GMJQ | **Empire Leopard** (*ex*Onomea–40, *Fitted for oil fuel*<br>*ex*MarianOtis Chandler–38, D.F. 2*Dks*<br>*ex*WestHaven) | | 5676<br>5172<br>3522 | 100A1<br>(*Reclassification Contemplated*)<br>Examined 9.40 | Bal | CL<br>N8,40 | 1917<br>12mo | Skinner& Eddy Corp. Seattle,Wash | Ministry of Shipping (Maritime Shipping&Trading Co.Ld.*Mgrs.*) | 411·2\|54·1\|27·1<br>423·8(O.L.)<br>P44'B115'F47' FK | | | London<br>British | T.3Cy.25",42"&72"–48"<br>549NHP<br>*WB* PugetSound Mchy.Depot,Seattle | 29 *n* 9<br>s5*n*10½<br>24 *n* 0½ | |
| 88032<br>168057<br>GDXX | **Empire Tarpon** (*ex*Harpoon–40,<br>*ex*Hopatcong) ~~*Fitted for oil fuel*~~<br>D.F. 2*Dks&Shelter dk*<br>Sub.Sig. *Longitudinal framing* | | 6085<br>5612<br>3748 | 100A1<br>~~*Shelter dk*~~<br>~~*with freeboard*~~<br>(*Reclassification Contemplated*)<br>Examined ~~5.40~~ 3.41<br>LMC1,41<br>*Fitted for oil fuel* 12,20 *F.P.above* 150°F. | NYk<br>Stl | *z* | CL<br>12mo | 1920 | Groton Iron Works Groton Conn | Ministry of Shipping (Douglas& Ramsey,*Mgrs.*) | 402·6\|53·1\|32·0<br>~~P48~~'F37'<br>P34' | | | London<br>British | 2 steam turbines DRgeared to 1 sc. shaft ~~467NHP~~<br>225lb (*r*) 684NHP<br>3WTB(Spt)HS9510 FD<br>VulcanIronWorks,Inc. JerseyCity | 34 *n* 6<br>s8 *n* 3¼<br>26 *n* 5¾ | |

| 1 Numero d'Ordre. / Numero Official. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* | 3 Visites Périodiques / Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant expiré Lettre d'Equipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fovers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. ps.* | 15 Registre net exprimé en centaines de tx. Cert. R. of T. Tx. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88033<br>140659<br>GQXX | **Empire Activity**<br>(*ex* Amelia Lauro–41, *ex* Belgian–34)<br>*ss* Liv. No. 2–28<br>2 *Dks* (*Stl*)<br>D.F. | | 5329<br>4812<br>3203 | ✠100A1<br>(*Reclassification Contemplated*)<br>Examined 2.41<br>LMC 2.41 | Gms | *y* | CL<br>10,40 | 1919<br>10mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | Ministry of Shipping (Galbraith, Pembroke & Co. Ld. *Mgrs.*) | 400·3 \| 52·4 \| 28·4<br>P49′B113′F40′ FK<br>*Cell* 345′ 1025*t* *FPT* 130*t* | | | London<br>British<br>7 *BHpt Cem*<br>*APT* 204*t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP<br>3SB,*9cf*, GS189, HS7668 FD<br>Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 31 ″ 0<br>s 5″ 11½<br>25 ″ 3½ | |
| 88034<br>160791<br>BCFR | **Empire Lake**<br>D.F. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Cargo battens not fitted* | | 2852<br>2123<br>1580 | ✠100A1<br>5,41<br>(*Class Contem. plated*)<br>LMC 3,41 | Hpl | *t* | CL | 1941<br>3mo | W. Gray & Co Ld. W Hartlepool | Ministry of Shipping (Charles Cravos & Co *Mgrs.*) | 310·6 \| 44·4 \| 19·4<br>321·0 (O.L.)<br>Q175′ F36′ F37′ FK<br>*Cell D B* 260′ 839*t* *MT* 8′ 259*t* *FPT* 217*t* *APT* 37*t* | W. Hartlpl<br>British<br>4 *BHpt Cem*<br>*Intermediate BH dispensed with* | T.3Cy.20″,33″&55″–39″ 200lb (*s*) 255NHP<br>2SB,*6cf*, GS84, HS3530 FD<br>Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl. | 21 ″ 6<br>s 7 ″ 1<br>19 ″ 4½ | |
| 88035<br>168056<br>GPFB | **Empire Lynx** (*ex* Maine–10)<br>*ss* Bal. No. 3–12, 29<br>2 *Dks* (*Stl*) & *Web frames*<br>*Longitudinal framing*<br>*Fitted for oil fuel* | | 6379<br>5572<br>4034 | ✠100A1<br>(*Reclassification Not Contemplated*)<br>Examined 3.41<br>BS 3,41 ✠ | Pld | *s* | | 1917<br>10mo | Texas S.S. Co. Bath, Me. | Ministry of Shipping (Glover Bros. (London) Ld. *Mgrs.*) | 402·5 \| 54·2 \| 31·2<br>P35′B120′F39′ *on Shelter dk* FK<br>*Cell D B* 343′ 1114*t* *DT* 32′ 1075*t* *FPT* 108*t* *APT* 63*t* | London<br>British<br>6 *BH Cem* | T.3Cy.26″,44″&74″–51″ 190lb (*s*) 555 NHP<br>3SB,*9cf*, HS818 FD<br>H. G. Trout Co. Buffalo N.Y. | 33 ″ 11<br>s 7 ″ 1½<br>27 ″ 0 | R<br>T |
| 88036<br>168648<br>BCDZ | **Empire Storm**<br>D.F. 2 *Dks*<br>*Cruiser Stern* | | 7290<br>6912<br>5120<br>5123 | ✠100A1<br>*with freeboard*<br>3,41<br>(*Class Contem. plated*)<br>LMC 3,41 | Shl | *b* † | CL | 1941<br>3mo | J. Read-head & Sons Ld South Shields | Ministry of Shipping (J. & C. Harrison, Ld. *Mgrs.*) | 432·4 \| 56·7 \| 34·7<br>449·0 (O.L.) FK<br>(*Cell B H to W T B H* 6 *B H to* 2nd dk)<br>6 *Divisional W. T. B Hs in 'tween dks*<br>*Cell D B* 371′ 1555*t* *FPT* 150*t* *APT* 225*t* | 7 *B H pt Cem* | S. Shields<br>British | T.3Cy.25″,42″&71″–48″ 220lb (*s*) 435NHP<br>2SB,*6cf*, GS120, HS5486 FD<br>J. Readhead & Sons Ld. S. Shl | 37 ″ 10<br>s 10 ″ 9¾<br>27 ″ 3 | |
| 88037<br>146679<br>GCLK | **Empire Rowan** Twin Sc<br>(*ex* Lochgoil–40) *Oil Eng*<br>*ss* Rot. No. 3–11, 34<br>*Ref. Mchy.* 2 *Dks* (*Stl*) & *Awng dk* (*Stl*)<br>D.F. E.S.D.<br>*Cargo battens not fitted in B & F* | | 9462<br>6524<br>5853<br>9545<br>8534<br>5751 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>10,38<br>LMC CS 3,36<br>DBS 9,39 10,38<br>*Carrying bean or similar oil in deep tank* | Rot | *e* † | CL<br>8,40 | 1922<br>12mo | Harland & Wolff, Ld. Glasgow | Ministry of Shipping (Royal Mail Lines, Ld. *Mgrs.*) | 485·6 \| 62·3 \| 35·8<br>501·8 (O.L.)<br>P41′B153′F60′ *on Awng dk* FK & BK 2′<br>*Cell D B* 409′ 1598*t* *DT* a 30′ 706*t* *FPT* 130*t* *APT* 75*t* | London<br>British<br>*pt Cem*<br>1 *BH* dispensed with, 7 *B H* only, all to *Awng dk* | Oil Engines 4S.C.SA<br>16Cy.29½″–45½″ 1317NHP<br>DB *100lb*<br>Harland & Wolff, Ld. Gls. | 38 ″ 9<br>s 9 ″ 4½<br>29 ″ 8½ | |
| 88038<br>168307<br>BCKL | **Empire Spray**<br>*Oil Eng.*<br>D.F. Gy C 2 *Dks*<br>*Cruiser Stern* | | 7242<br>6787<br>5053 | ✠100A1<br>*with freeboard*<br>5,41<br>(*Class Contem. plated*)<br>LMC 5,41 | Sld | *a* † | CL | 1941<br>5mo | Wm. Doxford & Sons, Ld Sunderland | Ministry of Shipping (West Hartlepool Stm Nav Co. Ld. *Mgrs.*) | 428·8 \| 56·5 \| 35·5<br>442·9 (O.L.) FK<br>(*Cell B H to W dk, 8 B H to 2nd dk*)<br>6 *Divisional W. T. B Hs in 'tween dks*<br>*Cell D B* 356′ 1132*t* *MT* 29′ 1205*t* *FPT* 134*t* *APT* 155*t* | 7 *B H pt Cem*<br>*B H* | Sundrland<br>British | Oil Engines 2S.C.SA<br>3Cy.23⅜″–31½″–31⅛″<br>2 DB *120lb* 516NHP<br>Wm. Doxford & Sons, Ld Sld | 38 ″ 1<br>s 10 ″ 11<br>27 ″ 4½ | |
| 88039 | **Empire Sky**<br>*Cruiser Stern* 2 *Dks* | | 7033 | | | | | 1941 | J. L. Thompson & Sons, Ld Sunderland | Ministry of Shipping | 426·6 \| 59·9 \| 35·0 | Sundrland<br>British<br>*WB* | T.3Cy.24″,39″&68″–48″ 320NHP<br>George Clark (1938) Ld. Sld. | | |
| 88040<br>164845<br>BCGZ | **Empire Oil**<br>D.F. E.S.D. 1 *Dk*<br>*Mchy Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | | 8029<br>7197<br>4677 | ✠100A1<br>5,41<br>(*Class Contem. plated*)<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,41 *F.P.* above 150° F.<br>LMC 5,41 | Mdb | *c* †<br>2½ | CL | 1941<br>5mo | Furness S.B. Co. Ld. Haverton Hill-on-Tees | Ministry of Shipping (Anglo American Oil Co Ld *Mgrs.*) | 463·5 \| 61·2 \| 33·0<br>479·0 (O.L.)<br>P105′ B44′ F38′ FK<br>B43<br>*Cell D Bu E & B* 385′ 374*t* *DT* f 32′ 664*t* *FPT* 140*t* *APT* 178*t* | Middlsbro'<br>British<br>16 *B H pt Cem* | T.3Cy.27″,44″&76″–51″ 220lb (*s*) 674NHP<br>3SB (Spt) *9cf*, HS10020 FD<br>Richardsons, Westgarth & Co. Ld Hpl. | 33 ″ 3<br>s 6 ″ 5<br>27 ″ 1½ | |
| 88041<br>168669<br>BCJG | **Empire Coral**<br>D.F. E.S.D. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | | 8602<br>7501<br>4837 | ✠100A1<br>4,41<br>LMC 4,41<br>(*Class Contem. plated*)<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,41 *F.P.* above 150° F. | Sld | *d* † | CL | 1941<br>4mo | Sir J. Laing & Sons, Ld. Sunderland | Ministry of Shipping (Eagle Oil & Shipping Co. Ld. *Mgrs.*) | 474·6 \| 62·1 \| 33·8<br>493·8 (O.L.)<br>P109′ B38′ F67′ FK<br>P111′ B36′ F56′<br>*Cell D B u E & B* 383′ 1498*t* *DT* f 36′ 942*t* *FPT* 345*t* *APT* 184*t* | Sundrland<br>British<br>12 *BH* | T.3Cy.27″,44″&76″–51″ (*s*) 220lb Rht 674NHP<br>3SB (Spt) *9cf*, HS10020 FD<br>N.E. Marine Eng. Co. (1938) Ld. Nwc. | 34 ″ 0<br>s 6 ″ 6½<br>27 ″ 9 | |
| 88042<br>168630<br>BCGJ | **Empire Shoal**<br>*Oil Eng.*<br>1 *Dk*<br>*Mchy. Aft* *Cruiser Stern* | | 850<br>878<br>587<br>460 | ✠100A1<br>6,41<br>(*Class Contem. plated*)<br>LMC 6,41 | Gls | *l* | OG | 1941<br>6mo | Harland & Wolff, Ld. Glasgow | Ministry of Shipping (W. A. Wilson *Mgr.*) | 203·0 \| 33·2 \| 11·7<br>211·0 (O.L.)<br>Q121′ F28′ FK<br>*Cell D B* 121′ 207*t* *DT* f 12′ 44*t* *FPT* 42*t* *APT* 24*t* | Glasgow<br>British<br>5 *B H pt Cem* | Oil Engines 2S.C.SA<br>8Cy.11″–19½″ 169NHP<br>Harland & & Wolff, Ld. Gls. | 13 ″ 10<br>s 4 ″ 2½<br>13 ″ 0½ | |
| 88043<br>166997<br>BCFQ | **Empire Ridge**<br>D.F. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Cargo battens not fitted* | | 2922<br>2186<br>1640 | ✠100A1<br>3,41<br>(*Class Contem. plated*)<br>LMC 3,41 | Pgl | *l* | CL | 1941<br>3mo | Lithgows, Ld. Port Glasgow | Ministry of Shipping (Witherington & Everett, *Mgrs.*) | 315·2 \| 44·4 \| 19·9<br>325·8 (O.L.)<br>Q193′ F27′ F29′ FK<br>*Cell D B* 266′ 708*t* *MT* 5′ 256*t* *FPT* 172*t* *APT* 63*t* | Greenock<br>British<br>4 *B H pt Cem*<br>*Intermediate B H dispensed with* | T.3Cy.18½″,31″&52″–39″ (*s*) 200lb 240NHP<br>2SB,*6cf*, GS101, HS5454 FD<br>D. Rowan & Co. Ld. Gls. | 22 ″ 1<br>s 7 ″ 4½<br>19 ″ 11 | |
| 88044<br>168063<br>MLJX | **Empire Impala** (*ex* Oakman–41, *ex* Clemence C. Morse, *ex* Boshbish)<br>*ss* N. Os. No. 3–11, 40<br>1 *Dk* & *Shelter dk*<br>Sub. Sig. *Longitudinal framing* | | 6116<br>5593<br>3791 | ✠100A1<br>*Shelter dk with freeboard* 10,40<br>11,40 LMC 11,40<br>*Fitted for oil fuel* 3,20 *F.P.* above 150° F. Va. | NOs | | CL<br>10,40 | 1920<br>3mo | Virginia S.B. Corp. Alexandria, Va. | Ministry of Shipping (SunShipping Co. Ld. *Mgrs.*) | 403′3 \| 53′2 \| 32′0<br>P34′ FK<br>F38′ *on Shelter dk*<br>*Cell D B* 319′ 1360*t* *MT* 30′ 587*t* *FPT* 73*t* *APT* 46*t* | London<br>British<br>7 *BH* *WB*<br>(3 *to Sh dk*<br>4 „ 2nd „) | T.3Cy.24½″,41⅜″&72″–48″ 190lb 3SB 359NHP<br>Hooven, Owens, Rentschler Co. Hamilton, O. | 34 ″ 6<br>s 8 ″ 1½<br>26 ″ 0½ | R<br>T |
| 88045<br>167106<br>BCMN | **Empire Isle**<br>*Oil Eng.*<br>*Mchy Aft* *Cruiser Stern* | | 311<br>402<br>298<br>183 | 100A1<br>*with freeboard*<br>(*Class Contem plated*) | | | | 1941 | Henry Scarr, Ld. Hessle | Ministry of Shipping (Free Trade Wharf Co. Ld. *Mgrs.*) | 140·0 \| 26·1 \| 9·9<br>143·6<br>P43′ F16′ | Hull<br>British | Oil Engines 2S.C.SA<br>7Cy.10½″–13½″<br>Crossley Bros. Ld. Mch. | 11 ″ 0<br>s 1 ″ 0<br>10 ″ 0¾ | |
| 88046<br>168675<br>BCGP | **Empire Zephyr**<br>D.F. 2 *Dks* | | 6000<br>6327<br>5955<br>4592 | ✠100A1<br>*with freeboard*<br>4,41<br>(*Class Contem. plated*)<br>LMC 4,41 | Gls | *z*<br>1½ | CL | 1941<br>4mo | C. Connell & Co. Ld. Glasgow | Ministry of Shipping (Kaye, Son & Co. Ld. *Mgrs.*) | 407·0 \| 54·7 \| 33·2<br>420·0 (O.L.)<br>F62′ F33′ FK<br>(*Cell B H to W dk, 6 B H to 2nd dk*)<br>5 *Divisional W. T. B Hs in 'tween dks*<br>*Cell D B* 344′ 1298*t* *FPT* 169*t* *APT* 210*t* | Glasgow<br>British<br>7 *B H pt Cem* | T.3Cy.23½″,37½″&68″–48″ 220lb (*s*) 459NHP<br>2SB,*6cf*, GS153, HS5520 FD<br>D. Rowan & Co. Ld. Gls. | 36 ″ 6<br>s 10 ″ 2½<br>26 ″ 6½ | |
| 88047<br>171328<br>BCFQ | **Empire Union** Ⓟ (*ex* Myrica–41, *ex* Sistiana–40, *ex* Salvore)<br>*ss* Gen. No. 3–4, 40<br>1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)<br>*Ref. Mchy.* D.F. | | 5327<br>4662<br>3661<br>5952<br>5062<br>4068 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>3,41 8,40<br>LMC<br>MS 11,39 BS 4,40<br>✠Lloyd's RMC 2,41 | PNl<br>Gls | *y* | CL<br>7,39 | 1924<br>5mo | Stabilmnto Tecnico Trieste | Ministry of Shipping (Canadian Pacific Steamships, Ld. *Mgrs.*) | 390·8 \| 54·0 \| 29·6<br>B128′ *on Shelter dk*<br>F36′ FK<br>*Cell D B* 338 1309*t* *DT* a 33′ 852*t* *FPT* 102*t* *APT* 201*t* | Glasgow<br>British<br>6 *B H to Sh dk*<br>1 „ „ *U* „ | T.3Cy.27¼″ 42″&68″–48″ (*s*) 180lb 465NHP<br>3SB (Spt), *9cf*, GS158, HS7023 FD<br>Stabilimento Tecnico, Tri. | 32 ″ 0<br>s 6 ″ 7½<br>25 ″ 7 | |

No. 5 upper 'tween dk chambers for temp. 22° F.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year Assigned. Date when re-classed. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of 1st Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88048<br>168078<br>BCJK | **Empire Faith**<br>*Oil Eng.*<br>D.F. *Cruiser Stern* 2 *Dks* | | 7050<br>7061<br>6551<br>4194 | | | | | 1941 | Barclay, Curle & Co. Ld. Glasgow | Ministry of Shipping (Ellerman Lines, Ld. *Mgrs.*) | 418·0 \| 57·4 \| ~~24·6~~ 34·2<br>F29′ | | | Glasgow<br>British | Oil Engines 2S.C.SA.<br>4Cy. 23⅝″–91 7/16″ 688 NHP<br>*WB* Barclay, Curle & Co. Ld. Gls. | | |
| 88049<br>168073<br>GNPP | **Empire Barracuda** (*ex* Black Heron–41, *ex* Sacandaga–32)<br>*Fitted for oil fuel*<br>2 *Dks* & *Web frames*<br>D.F. E.S.D. | | 4972<br>4580<br>3045 | ✠100A1 NYk #<br>(*Reclassification Contemplated*)<br>~~Examined 4,41~~<br>~~BS1,41~~ ✠ | | | CL<br>12,40 | 1919<br>1mo<br>A&CP | American International S.B.Corp. Hog Island Pa | Ministry of Shipping (Cunard White Star Ld. *Mgrs.*) | 391·9 \| 54·2 \| 28·0<br>P39′ B122′ F43′<br>FK | London<br>British<br>*WB* | DR geared steam turbine 32 ″ 0<br>2001b (s) 600 NHP<br>3W.T.B. HS8706<br>General Electric Co.<br>Schenectady, N.Y. | | R<br>✠ |
| 88050<br>168183<br>MNSF | **Empire Crag**<br>*Oil Eng.*<br>1 *Dk*<br>*Mchy. Aft*<br>*Cruiser Stern*<br>*Cargo battens not fitted* | | 332<br>244<br>153 | ✠100A1 Lon *e*<br>6,41<br>(*Class Contem plated*)<br>✠LMC6,41 | | | OG | 1941<br>6mo<br>*Lloyd's SA&CP* | J. Pollock, Sons & Co. Ld. Faversham | Ministry of Shipping (~~T. J. Metcalfe Son, *Mgrs.*~~) (T. J. Metcalf, *Mgr.*) | 130·2 \| 25·2 \| 9·0<br>130·0 (O.L.)<br>P37′ F19′<br>FK 3 *B Hpt Cem*<br>*Cell D B* 77′ 113 *t F P T* 50 *t A P T* 25 *t* | London<br>British | Oil Engines 2S.C.SA.<br>6Cy. 10½″–18½″ 116 NHP<br>Crossley Bros. Ld. Mch. | 10 ″ 9<br>*s* 1 ″ 0¾<br>9 ″ 10 | |
| 90951<br>168087<br>MNZP | **Empire Creek**<br>*Oil Eng.*<br>1 *Dk*<br>*Mchy. Aft*<br>*Cruiser Stern*<br>*Cargo battens not fitted* | | 332<br>244<br>153 | ✠100A1 Lon *e*<br>4,41<br>(*Class Contem plated*)<br>✠LMC4,41 | | | OG | 1941<br>4mo<br>*Lloyd's SA&CP* | J. Pollock, Sons & Co. Ld. Faversham | Ministry of Shipping (General Stm. Nav. Co. Ld. *Mgrs.*) | 130·2 \| 25·2 \| 9·0<br>130·0 (O.L.)<br>P37′ F19′<br>FK 3 *B Hpt Cem*<br>*Cell D B* 77′ 113 *t F P T* 50 *t A P T* 25 *t* | London<br>British | Oil Engines 2S.C.SA.<br>6Cy. 10½″–18½″ 116 NHP<br>Crossley Bros. Ld. Mch. | 10 ″ 9<br>*s* 1 ″ 0¾<br>9 ″ 10 | |
| 90952<br>160794<br>BCJX | **Empire Ocean**<br>2 *Dks*<br>D.F. *Cruiser Stern* | | ~~6750~~<br>~~6296~~ *with freeboard*<br>~~4910~~ 6,41<br>6765<br>(*Class Contem plated*)<br>~~✠LMC6,41~~<br>6293<br>4907 | ✠100A1 Hpl *a*†<br>*with freeboard*<br>6,41<br>(*Class Contem plated*)<br>~~✠LMC6,41~~ | | | CL | 1941<br>6mo<br>*Lloyd's SA&CP* | W. Gray & Co. Ld. W Hartlepool | Ministry of Shipping (Wing Management Co. Ld. *Mgrs.*) | 419·2 \| 56·7 \| 33·9<br>431·7 (O.L.)<br>F36′<br>FK 7 *B Hpt Cem*<br>(*Cell B H to W dk 6 B H to 2nd dk*)<br>6 *Divisional W.T. B Hs in 'tween dks*<br>*Cell D B* 365′ 1202 *t F P T* 198 *t A P T* 190 *t* | W. Hartlpl<br>British | T.3Cy. 22½″, 36″ & 65″–48″ (–)<br>225 lb 461 NHP<br>3SB, *9cf*, GS155, HS6681 FD<br>Cen. Mar. E. Wks.<br>(W. Gray & Co. Ld.) W. Hpl. | 36 ″ 4<br>*s* 10 ″ 0<br>26 ″ 7 | |
| 90953<br>165810<br>BCKC | **Empire Foam**<br>2 *Dks*<br>D.F. *Cruiser Stern* | | ~~7000~~<br>~~6620~~ *with freeboard*<br>~~5120~~ 5,41<br>7047<br>(*Class Contem plated*)<br>~~✠LMC5,41~~<br>6589<br>5173 | ✠100A1 Nwe *a*†<br>2<br>*with freeboard*<br>5,41<br>(*Class Contem plated*)<br>~~✠LMC5,41~~ | | | CL | 1941<br>5mo<br>*Lloyd's SA&CP* | Swan, Hunter & Wigham Richardson, Ld Newcastle | Ministry of Shipping (F. Carrick & Co. Ld. *Mgrs.*) | 432·5 \| 56·2 \| 34·2<br>447·5 (O.L.)<br>F39′<br>FK 7 *B Hpt Cem*<br>(*Cell B H to W dk 6 B H to 2nd dk*)<br>5 *Divisional W.T. B Hs in 'tween dks*<br>*Cell D B* 370′ 1299 *t F P T* 122 *t A P T* 172 *t* | Newcastle<br>British | T.3Cy. 23″, 39″ & 66″–45″<br>2201b (s) 433 NHP<br>2SB, *8cf*, GS154, HS6080 FD<br>Swan, Hunter & Wigham Richardson, Ld Nwc. | 36 ″ 10<br>*s* 10 ″ 9½<br>26 ″ 3 | |
| 90954<br>167002<br>BCKM | **Empire Spring**<br>*Oil Eng.*<br>2 *Dks*<br>D.F. *Cruiser Stern* | | ~~6909~~<br>6946 *with freeboard*<br>6487 6,41<br>4147<br>(*Class Contem plated*)<br>~~✠LMC6,41~~ | ✠100A1 PGl *a*†<br>*with freeboard*<br>6,41<br>(*Class Contem plated*)<br>~~✠LMC6,41~~ | | | CL | 1941<br>6mo<br>*Lloyd's SA&CP* | Lithgows Ld. Port Glasgow | Ministry of Shipping (Donaldson Bros. & Black, Ld. *Mgrs.*) | 432·2 \| 56·2 \| 34·3<br>447·6 (O.L.)<br>F39′<br>FK 7 *B H*<br>(*Coll B H to W dk 6 B H to 2nd dk*)<br>5 *Divisional W.T. B Hs in 'tween dks*<br>*Cell D B* 370′ 1299 *t F P T* 122 *t A P T* 172 *t* | Greenock<br>British | Oil Engines 4S.C.SA.<br>6Cy. 29⅝″–59 5/16″ 490 NHP<br>2 DB *150 lb*<br>J.G. Kincaid & Co. Ld. Grk. | 36 ″ 10<br>*s* 10 ″ 8½<br>26 ″ 4½ | |
| 90955<br>166998<br>BCGY | **Empire Ness**<br>1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Cargo battens not fitted* | | 2922<br>~~2186~~<br>1640 | ✠100A1 PGl *t*<br>5,41<br>(*Class Contemplated*)<br>~~✠LMC5,41~~ | | | CL | 1941<br>5mo<br>*Lloyd's SA&CP* | Lithgows Ld. Port Glasgow | Ministry of Shipping (W. H. Seager & Co. Ld. *Mgrs.*) | 315·2 \| 44·4 \| 19·9<br>325·8 (O.L.)<br>Q193′ F27′<br>FK 4 *B Hpt Cem*<br>*Intermediate B H dispensed with*<br>*Cell D B* 266′ 708 *t M T* 9′ 296 *t F P T* 172 *t A P T* 63 *t* | Greenock<br>British | T.3Cy. 18½″, 31″ & 52″–39″ (*s*).<br>2001b 240 NHP<br>2SB, *6cf*, GS101, HS3434 FD<br>D. Rowan & Co. Ld. Gls. | 22 ″ 1<br>*s* 7 ″ 4½<br>19 ″ 11 | |
| 90956<br>168064<br>GNKK | **Empire Wildebeeste**<br>(*ex* West Ekonk–41) *Fitted for oil fuel*<br>Sub.Sig. 2 *Dks* | | 5631<br>5034<br>3455 | | | | | 1918 | Skinner & Eddy Corp. Seattle, Wash | Ministry of Shipping (G. Nisbet & Co. *Mgrs.*) | 409·6 \| 54·2 \| 27·1<br>P43′ B115′ F47′<br>*WB* | London<br>British | DR geared steam turbine<br>General Electric Co. 416 NHP<br>Schenectady, N.Y. | | R |
| 90957<br>168074<br>GNBR | **Empire Kudu** (*ex* Duquesne–41)<br>~~*Fitted for oil fuel*~~<br>Sub.Sig. 1 *Dk* & *Shelter dk* & *Web frames*<br>*Longitudinal framing* | | 6622<br>5705<br>4082 | ✠100A1 Lth<br>*Shelter dk with freeboard*<br>(*Reclassification Contemplated*)<br>~~Examined 3,41 BS3,41~~ ✠<br>*Fitted for oil fuel* 2,19 *F.P. above* 150° *F.* | | | | 1919<br>3mo | Federal S.B.Co. Kearny, N.J. | Ministry of Shipping (Watts, Watts & Co. Ld. *Mgrs.*) | 395·5 \| 55·0 \| 31·4<br>P45′ B110′ F38′ *on Shelter dk*<br>FK<br>*WB* | London<br>British | DR geared steam turbine 34 ″ 11<br>2101b (s) 619 NHP<br>3SB, *9cf*, HS ~~8934~~ 8934 FD<br>General Electric Co.<br>Schenectady, N.Y. | | R<br>✠ |
| 90958<br>90925<br>GQTP | **Empire Bond** (*ex* Ravelston–41)<br>*ss* Gmh. 2nd No. 3–4,34<br>*ss* Gmh. No. 1–38<br>1 *Dk* (*pt Irn & pt Stl*) & *deep framing*<br>*Cargo battens not fitted* | | 2088<br>1935<br>1293 | ✠100A1 Lth *s*<br>5,41 ~~2,41~~ Shl<br>✠LMC<br>~~MS10,38~~ ~~BS2,41~~ | | | CL<br>4,39 | 1906<br>8mo | W. Gray & Co. Ld. W Hartlepool | Ministry of Shipping (Gillespie & Nicol, *Mgrs.*) | 288·0 \| 43·1 \| 18·8<br>298·5 (O.L.)<br>P29′ B76′ F31′<br>FK<br>*Intermediate bulkhead in fore hold dispensed with* | Grange-mouth<br>British<br>*Cem* | T.3Cy. 21″, 34″ & 57″–39″ (*s*)<br>1601b 219 NHP<br>2SB, *6cf*, GS92, HS3532<br>Cen. Mar. Eng. Wrks. W Hpl<br>4 *B H only*<br>*Cell D Ba & u E* 116′ *f* 122′ 629 *t A P T* 71 *t* | 21 ″ 2<br>*s* 8 ″ 0¾<br>18 ″ 4 | |
| 90959<br>168068<br>GNBS | **Empire Hartebeeste**<br>(*ex* West Gambo–41) *Fitted for oil fuel*<br>D.F. Sub.Sig. 2 *Dks* | | 5676<br>5169<br>3406 | | | | | 1918 | Skinner & Eddy Corp. Seattle, Wash | Ministry of Shipping (Watts, Watts & Co. Ld. *Mgrs.*) | 409·6 \| 54·2 \| 27·1<br>P43′ B115′ F47′<br>*WB* | London<br>British | DR geared steam turbine<br>General Electric Co. 416 NHP<br>Schenectady, N.Y. | | R |
| 90960<br>D.F. | **Empire Day**<br>*Oil Eng.*<br>*Cruiser Stern* | | 7250<br>6787<br>5100 | 100A1<br>*with freeboard*<br>(*Class Contem plated*) | | | | 1941 | Wm. Doxford & Sons Ld Sunderland | Ministry of Shipping (Stephens, Sutton, Ld. *Mgrs.*) | 428·8 \| 56·5 \| 35·5 | Sundrland<br>British | Oil Engines 2S.C.SA.<br>23⅝″–91 11/32″<br>Wm. Doxford & Sons, Ld Sld | 38 ″ 1<br>*s* 10 ″ 11<br>27 ″ 4¾ | |
| 90961<br>*Mchy. Aft* | **Empire Firth**<br>*Oil Eng.*<br>*Cruiser Stern* | | 370 | 100A1<br>(*Class Contem plated*) | | | | 1941 | Richards Ironworks Ld Lowestoft | Ministry of Shipping | 130·0 \| 24·5 \| 9·6 | British | Oil Engines<br>Crossley Bros. Ld. Mch. | | |
| 90962<br>168681<br>BCLN | **Empire Cape**<br>*Oil Eng*<br>*Mchy. Aft*<br>*Cruiser Stern* | | 872<br>586<br>458 | 100A1<br>(*Class Contem plated*) | | | | 1941 | Scott & Sons Bowling | Ministry of Shipping (Wm. Robertson, *Mgr.*) | ~~202·6~~ \| ~~33·2~~ \| ~~11·4~~<br>203·0 \| 11·7<br>Q121′ F30′ | Glasgow<br>British | Oil Engines 2S.C.SA.<br>5Cy. 18⅜″–22 7/16″<br>British Auxiliaries, Ld. Gls. | 13 ″ 10<br>*s* 4 ″ 2½<br>13 ″ 5¼ | |
| 90963<br>167003<br>BCFT | **Empire Ray**<br>*Oil Eng.*<br>2 *Dks*<br>*Cruiser Stern* | | 6900<br>6919<br>6461<br>4151 | | | | | 1941 | Greenock Dockyard Co. Ld. Greenock | Ministry of Shipping (J. Chambers & Co. *Mgrs.*) | ~~431·6~~ \| ~~56·2~~ \| ~~34·2~~<br>F39′ \| 33·2<br>432·2 \| | Greenock<br>British<br>*WB* | Oil Engines 2S.C.SA.<br>4Cy. 23⅝″–91 5/16″ 687 NHP<br>Barclay, Curle & Co. Ld. Gls. | | |
| 90964<br>168088<br>~~GNFF~~ | **Empire Cormorant**<br>(*ex* Western Maid–41)<br>~~Sub.Sig.~~ 2 *Dks*<br>*ss* N.Ns. 2nd No. 3–1,41 | | 5821<br>5236<br>3538 | ✠100A1 NNs *z*<br>~~1,41 3,41~~<br>✠LMC1,41 | | | CL<br>11,40 | 1918<br>8mo<br>A&CP | Northwest Steel Co. Portland, Or. | Ministry of Shipping (R. Chapman & Son, *Mgrs.*) | ~~409·6~~ \| 54·2 \| 27·7<br>P47′ B115′ F44′<br>411·9 \| FK<br>*Cell D B* 356′ 1139 *t F P T* 28 *t A P T* 143 *t* | London<br>British | DR geared steam turbine<br>(r) 594 NHP<br>3SB, *9cf*, GS165, HS8055 FD<br>De Laval Steam Turbine Co.<br>Trenton, N.J. | 30 ″ 2 | R<br>✠ |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Registered Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Condition and age of Equipment. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Letters of Transfer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90965<br>168911<br>BCLG | **Empire Wave**<br>2 *Dks*<br>*Cruiser Stern* | ~~7498~~<br>7463<br>7047<br>4501 | - | | | | 1941 | J.L.Thompson & Sons, Ld. Sunderland | **Ministry of Shipping** (Barr, Crombie & Co. Ld. *Mgrs.*) | ~~426·6~~<br>423·8 | 59·9 | 35·0 | Sundrland<br>British<br>*WB* | T.3Cy.24″,39″&68″–48″<br>320NHP<br>GeorgeClark(1988)Ld.Sld. | | |
| 90966 | **Empire Hope** Twin Sc<br>*Oil Eng.*<br>*Ref. Mchy.* D.F. E.S.D.<br>*Cruiser Stern* | 12000<br>7480 | 100A1<br>*with freeboard*<br>(*Class Contem plated*) | | | | 1941 | Harland & Wolff, Ld. Belfast | Ministry of Shipping (Shaw Savill & Albion Co. Ld. *Mgrs.*) | 521·1<br>P64′B195′F68′ | 70·3 | 40·7 | Belfast<br>British | Oil Engines 2S.C.DA<br>12Cy.24$\frac{7}{8}$″–55$\frac{1}{2}$″<br>Harland & Wolff, Ld. Bel. | | |
| 90967<br>168034<br>BCFG | **Empire Flamingo** (*ex* Jolee–41)<br>2 *Dks*<br>D.F. Sub.Sig. *Fitted for oil fuel* | 5519<br>4598<br>3280 | | | | | 1920 | American International S.B.Corp. Hog Island Pa | Ministry of Shipping (G.Nisbet & Co *Mgrs.*) | 390·0<br>P50′B121′F40′ | 54·2 | 27·9 | London<br>British<br>*WB* | DR geared steam turbine<br>416NHP<br>GeneralElectricCo.<br>Schenectady, N.Y. | | R |
| 90968<br>168032<br>GNDT | **Empire Kingfisher** (*ex* Coaxet–41)<br>1 *Dk*<br>Sub.Sig. *Fitted for oil fuel*<br>*Longitudinal framing* | 6082<br>5632<br>3717 | | | | | 1919 | G.M.Standifer Cnst.Corp. Vancouver, Wash. | Ministry of Shipping (Crosby, Son & Co. Ld. *Mgrs.*) | 402·5<br>P48′B81′F57′ | 53·2 | 31·9 | London<br>British<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>Hooven, Owens & Rentschler Co. Hamilton, O. | | R |
| 90969<br>168078<br>GNQN | **Empire Hawk** (*ex* Black Tern–41,<br>*ex* Coshoma County–32) 1 *Dk & Shelter dk*<br>D.F. E.S.D. *Fitted for oil fuel* | 5033<br>4580<br>3066 | | | | | 1919 | American International S.B.Corp. Hog Island Pa | Ministry of Shipping (Cunard White Star Ld. *Mgrs.*) | 391·9<br>P50′B121′F40′ | 54·2 | 28·0 | London<br>British<br>*WB* | DR geared steam turbine<br>General Electric Co.<br>Schenectady, N.Y. | | R |
| 90970<br>168077<br>BCFM | **Empire Ptarmigan**<br>(*ex* Abercos–41) 1 *Dk & Shelter dk 2 tr B*<br>Sub.Sig. *Fitted for oil fuel*<br>*Longitudinal framing* | 6103<br>5632<br>3729 | | | | | 1920 | G.M.Standifer Cnst.Corp. Vancouver, Wash. | Ministry of Shipping (Sir R. Ropner & Co. Ld. *Mgrs.*) | 404·0<br>P48′B81′F37′ | 53·2 | 31·9 | London<br>British<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>Hooven, Owens & Rentschler Co. Hamilton, O. | | R |
| 90971<br>168081<br>GNBT | **Empire Mahseer**<br>(*ex* Liberty Bell–41) 2 *Dks*<br>D.F. Sub.Sig. *Fitted for oil fuel* | 5037<br>4598<br>3072 | | | | | 1920 | American International S.B.Corp. Hog Island Pa | Ministry of Shipping (Sun Shipping Co. Ld. *Mgrs.*) | 390·0<br>P50′B121′F40′ | 54·2 | 28·0 | London<br>British<br>*WB* | DR geared steam turbine<br>416NHP<br>General Electric Co.<br>Schenectady, N.Y. | | R |
| 90972<br>168079<br>GNCN | **Empire Falcon** Ⓟ<br>(*ex* Quistconck–41) 2 *Dks & Web frames*<br>D.F. Sub.Sig. *Fitted for oil fuel* | 5494<br>4573<br>3264 | ✠ ...<br>7.20 ✠ | | | | 1918<br>11mo | American International S.B.Corp. Hog Island Pa | Ministry of Shipping (Headlam & Son, *Mgrs.*) | 390·0<br>P39′B122′F48′ | 54·2 | 27·9<br>FK | London<br>British<br>*WB* | DR geared steam turbine<br>416NHP<br>General Electric Co.<br>Schenectady, N.Y. | 32 ″ 0 | R<br>† |
| 90973 | **Empire Flint**<br>*Mchy. Aft* D.F. E.S.D.<br>*Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | 8280<br>7230<br>4700 | 100A1<br>(*Class Contem plated*)<br>*Carrying Petroleum in bulk* | | | | 1941 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Ministry of Shipping (Anglo-Saxon Petroleum Co. Ld. *Mgrs.*) | 467·5<br>P111′B38′F35′ | 59·4 | 33·8 | Newcastle<br>British | T.3Cy.26½″,44″&73″–48″<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | | |
| 90974<br>168196 | **Ennerdale**<br>D.F. E.S.D.<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | 8280<br>7230<br>~~4700~~<br>8219<br>7204<br>4719 | 100A1<br>(*Class Contem plated*)<br>*Carrying Petroleum in bulk* | | | | 1941 | Swan, Hunter & Wigham Richardson, Ld Newcastle | **The Admiralty** | ~~467·5~~<br>468·4<br>P111′B38′F36′ | 59·4 | 33·8 | London<br>British | T.3Cy.26½″,44″&73″–48″ | 36 ″ 0<br>s6 ″ 8½<br>27 ″ 6½ | |
| 90975 | **Enzyu Maru** (*ex* Miraflores–41,<br>*ex* Onassi Socratis–39, *ss* Bly. No. 3–11, 33<br>*ex* Canadian Miller–33) *ss* Pir. No. 1–39<br>2 *Dks (Stl)* | 5764<br>4913<br>3589 | ✠ ...<br>4,41 ✠ | Sws | | | 1919<br>9mo | Canadian Vickers, Ld. Montreal | **Okada Gumi K.K.**<br>*Cell D B* | 400·3<br>P49′B113′F39′ FK 6<br>333′ 1025*t* *FPT* 149*t* | 52·3 | 28·5 | Osaka<br>Japanese<br>*B Hpt Cem*<br>*APT* 133*t* | T.3Cy.27″,44″&73″–48″<br>520NHP s<br>SB, 9*cf*, GS 198, HS 7743<br>Canadian Vickers, Ld. Mtl. | 31 ″ 1<br>s5 ″ 11¾<br>25 ″ 3½ | |
| 90976<br>160793<br>BCKF | **Empire Brook**<br>D.F. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Cargo battens not fitted* | 2852<br>2133<br>1580 | ✠100A1<br>~~(*Class Contem plated*)~~<br>5,41<br>✠LMC5,41 | Hpl | *t* | CL | 1941<br>5mo | W. Gray & Co. Ld. W Hartlepool | **Ministry of Shipping** (I. Williams & Co. *Mgrs.*)<br>*Lloyd's* 4 *C*<br>*Cell D B* 260′ | 310·6<br>321·0(O.L.)<br>Q175′~~F36~~′F37′ FK 4<br>*Intermediate B Hd dispensed with*<br>339*t* *MT* 8′259*t* *FPT* 217*t* *APT* 37*t* | 44·4 | 19·4<br>33″ | W Hartlepl<br>British<br>*B Hpt Cem* | T.3Cy.20″,31″&55″–39″<br>200lb (*s*) 255NHP s<br>2SB, 6*cf*, GS 84, HS 3530 FD<br>Cen.Mar.E.Wks.<br>(W.Gray & Co.Ld.) W.Hpl. | 21 ″ 6<br>s7 ″ 1<br>19 ″ 4½ | |
| 90977<br>167611<br>GLSJ | **Empire Beaver**<br>(*ex* Empire Sambar–41, 2 *Dks*<br>*ex* Waban–40) *Fitted for oil fuel*<br>D.F. Sub.Sig. *Longitudinal framing* | 6086<br>5632<br>3750 | 100A1<br>(*Class Contem plated*)<br>Examined 11,40<br>~~BS 7,40 (210t)~~ | Gmb | | CL<br>4,40 | 1919 | G.M.Standifer Cnst.Corp. Vancouver, Wash. | Ministry of Shipping (Runciman (London) Ld. *Mgrs.*) | 401·4<br>P34′F38′ | 53·2 | 31·9 | London<br>British<br>*WB* | T.3Cy.24½″,42½″&72⅝″–48″<br>210lb 555NHP s<br>3SB(Spt) 9*cf*, HS 8112 FD<br>Hoover, Owens, Rentschler, Co. Hamilton, O. | 34 ″ 6<br>s8 ″ 2<br>26 ″ 6½ | |
| 90978<br>~~168060~~<br>168908<br>BCJX | **Empire Sun**<br>2 *Dks*<br>D.F. Gy.O. *Cruiser Stern* | 6952<br>6529<br>4933 | ✠100A1<br>*with freeboard*<br>~~(*Class Contem plated*)~~<br>6,41<br>✠LMC6,41 | Sld | *a*†<br>2 | CL | 1941<br>6mo | Short Bros. Ld. Sunderland | **Ministry of Shipping** (J. Cory & Sons, Ld. *Mgrs.*)<br>*Lloyd's* 4 *C*<br>*Cell D* | ~~427·5~~<br>439·8(O.L.)<br>(*Cell B H to W dk 6 B Hto 2nd dk*)<br>6 *Divisional W.T.B Hs in 'tween dks*<br>358′ 1313*t* *FPT* 100*t* *APT* 240*t* | 57·0 | 34·3<br>FK 7 | Sunderlnd<br>British<br>*B H Cem* | T.3Cy.24″,39″&68″–48″ (*s*)<br>220lb 431NHP<br>2SB, 6*cf*, GS 135, HS 5730 FD<br>N.E.Marine Eng.Co.(1938) Ld. Nwc. | 36 ″ 10<br>s10 ″ 3½<br>26 ″ 9½ | |
| 90979 | **Esso Williamsburg**<br>D.F. E.S.D. Gy.C. *Oil Eng.*<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk* | 11232<br>10178<br>6799 | | | | | 1941 | Sun S.B. & Dry Dock Co. Chester, Pa. | Standard Oil Co. of New Jersey | 524·6<br>P114′B42′F51′ | 70·2 | 39·7 | Wilmngtn,<br>Del.<br>Utd. States | Oil Engines 2S.C.SA<br>5Cy.32″–95″ 869NHP<br>Sun SB&DD.Co. Chester Pa | | |
| 99930<br>168090<br>GNLF | **Empire Albatross**<br>(*ex* Hoxie–41)<br>D.F. Sub.Sig. 2 *Dks*<br>*Longitudinal framing* | 4714<br>4269<br>2812 | | | | | 1918 | Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md. | Ministry of Shipping (Dene Management Co. Ld. *Mgrs.*) | 377·0<br>P41′B94′F38′ | 52·3 | 27·0 | London<br>British<br>*WB* | T.3Cy.24½″,41½″&68″–48″<br>320NHP<br>Bethlehem S.B.Corp.Ld. | | R |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 / 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 / 6 / 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Temps assigné maintenant expiré Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. IHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Explications du coté, et du pont de la Durée. Cer.-Bat. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90981<br>164846<br>BCLJ | **Empire Mica**<br>D.F. E.S.D. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | 8023<br>~~4195~~<br>~~4671~~<br>8032<br>7197<br>4676 | ✠100A1 6,41<br>*Carrying Petroleum in bulk*<br>✠LMC6,41<br>*Fitted for oil fuel* 6,41 *F.P. above 150°F.*<br>~~*Carrying Petroleum in bulk*~~ | Mdl | *c*† | CL<br>2½ | 1941<br>6mo | Furness S.B.Co.Ltd. Haverton Hill-on-Tees | Ministry of Shipping (Anglo-American Oil Co. *Ld. Mgrs.*)<br>*Lloyd's* 1 A 1 *CP*<br>*Cell D Bu E & B 85'37t D T f 32'66t F P T 140t A P T 78t* | 463·5 \| 61·2 \| 33·0<br>479·0 (o.l.)<br>~~P105'B44'F33'~~ FK<br>B43' | Middlsbro'<br>British<br>1 *C B Hpt Cem* | T.3Cy.27",44"&76"–51"<br>220lb (*s*) 674NHP<br>3SB(Spt).9*cf*, HS10020 FD<br>Richardsons, Westgarth & Co.Ld. W.Hpl. | 33 ″ 3<br>s 6 ″ 5<br>27 ″ 1½ | |
| 90982<br>168093<br>MLNQ | **Empire Lapwing**<br>(*ex* Black Condor–41, *ex* Ala–35) 2 *Dks & Web frames*<br>D.F. *Fitted for oil fuel* | 5403<br>5009<br>3390 | ✠100A1 Gal<br>(*Reclassification contemplated*)<br>Examined 1.41<br>BS1.41 ✠ | | *z* | CL<br>12,40 | 1921<br>2mo | Merchant S.B.Corp. Harriman, Pa | Ministry of Shipping (Cairn Line of Steamships, Ld. *Mgrs.*) | 401·6 \| 54·2 \| 30·2<br>B36'B124'F44'<br>FK | London<br>British<br>*WB* | 2 steam turbines DR geared to 1 Sc shaft 661NHP<br>200lb HS3700 (*s*) FD<br>3 Water Tube Boilers Westinghouse Electric & Mfg. Co. Essington, Pa. | 32 ″ 10<br>s 7 ″ 8½<br>25 ″ 3½ | ~~Lt~~<br>~~Lt~~ |
| 90983<br>168912<br>BCLM | **Empire Eve**<br>D.F. 2 *Dks*<br>*Cruiser Stern* | 5979<br>5578<br>3583 | | | | | 1941 | W. Pickersgill & Sons, Ld. Sunderland | Ministry of Shipping (J. A. Billmeir & Co. Ld. *Mgrs.*) | 401·0 \| 54·0 \| ~~38·2~~ 33·2<br>F38' | Sundrland<br>British<br>*WB* | T.3Cy.23½",38"&66"–45"<br>292NHP<br>George Clark (1938) Ld. Sld. | | |
| 90984<br>167737<br>GNFZ | **Empire Gale** 3 Mst<br>D.F. 2 *Dks*<br>*Cruiser Stern*<br>*Butts of shell & deck plating electrically welded* | ~~6809~~<br>~~6618~~<br>7089<br>6619<br>5225 | ✠100A1 Brw *a*†<br>*with freeboard*<br>~~(*Class Contem plated*)~~<br>6,41 ✠LMC6,41 | | | CL | 1941<br>6mo | Vickers-Armstrongs, Ld. Barrow<br>*Lloyd's* 1 A 1 *CP* | Ministry of Shipping (J. Morrison & Son, *Mgrs.*) | 433·0 \| 56·2 \| ~~36·9~~<br>447·6 (o.l.) \| 34·4<br>~~F35~~F39' FK<br>(*Coll B Ht to W dk, 6 B Ht to 2nd dk*)<br>5 *Divisional W.T.B Hs in 'tween dks*<br>*Cell D B 370'1299t F P T 122t A P T 172t* | Barrow<br>British<br>7 *B Hpt Cem* | T.3Cy.23½",37½"&68"–48"<br>220lb (*s*) 435NHP<br>2SB, 8*cf*, GS134, HS5830 FD<br>Fullarton Hodgart & Barclay, Psy. | 36 ″ 10<br>s 10 ″ 9½<br>26 ″ 1½ | |
| 90985<br>~~168~~<br>BCLY | **E. H. Blum**<br>D.F. E.S.D. GyC. 1 *Dk*<br>*Mchy. Aft* *Fitted for oil fuel*<br>*Cruiser Stern* *Carrying Petroleum in bulk*<br>*Electrically welded*<br>*Longitudinal framing-brackletless system* | 11615<br>10639<br>7240 | | | | | 1941 | Sun S.B. & D.D.Co. Chester, Pa. | Atlantic Refining Co. | 528·5 \| 70·2 \| 39·7<br>P103'B35'F63' | Phildlphia<br>Utd. States<br>*WB* | 1 steam turbine connected to elec. motor & sc. shaft<br>General Electric Co. Lynn, Mass. | | |
| 90986<br>168909<br>BCKG | **Empire Heath**<br>D.F. 2 *Dks*<br>*Cruiser Stern* | 6643<br>6283<br>4797 | | | | | 1941 | Bartram & Sons, Ld. Sunderland | Ministry of Shipping (Mark Whitwill & Son, Ld. *Mgrs.*) | 416·8 \| 56·6 \| 34·0 | Sundrland<br>British<br>*WB* | T.3Cy.23½",38"&66"–45"<br>292NHP<br>N.E. Marine Eng. Co. (1938) Ld. Sld. | | |
| 90987<br>168849<br>BCMB | **Empire Franklin**<br>D.F. 2 *Dks*<br>*Cruiser Stern* | 7292<br>6912<br>5111 | ✠100A1<br>*with freeboard*<br>~~(*Class Contem plated*)~~<br>6,41 ✠LMC6,41 | Shl | *b*† | CL | 1941<br>6mo | J. Readhead & Sons Ld South Shields<br>*Lloyd's* 1 A 1 *CP* | Ministry of Shipping (Hall Bros. S.S.Co.Ld. *Mgrs.*). | 432·4 \| 56 7 \| 34·7<br>449·0 (o.l.) FK<br>(*Coll B Ht to W dk 6 B Ht to 2nd dk*)<br>6 *Divisional W.T.B Hs in 'tween dks*<br>*Cell D B 371'1555t F P T 150t A P T 225t* | S. Shields<br>British<br>7 *B Hpt Cem* | T.3Cy.25",42"&71"–48"<br>220lb (*s*) 435NHP<br>2SB, 8*cf*, GS120, HS5486 FD<br>J. Readhead & Sons Ld. S. Shl | 37 ″ 10<br>s 10 ″ 9½<br>27 ″ ″ | |
| 90988<br>168910<br>BCLY | **Empire Opal**<br>D.F. E.S.D. 1 *Dk*<br>*Mchy. Aft* *Fitted for oil fuel*<br>*Longitudinal framing* *Cruiser Stern* | 9811<br>8895<br>5798 | | | | | 1941 | Sir J. Laing & Sons, Ld. Sunderland | Ministry of Shipping (Gow, Harrison & Co. *Mgrs.*) | 484·0 \| 68·3 \| 36·1<br>P111'F33' | Sundrland<br>British<br>*WB* | T.3Cy.27",44"&76"–51"<br>414NHP<br>N.E. Marine Eng. Co. (1938) Ld. Nwc. | | |
| 90989<br>168170<br>GPFF | **Empire Redshank**<br>(*ex* Braddock–41 ss Mob. No. 5–2,41<br>Sub. Sig. 1 *Dk & shelter dk*<br>*& Web frames*<br>*Longitudinal framing* | 6629<br>~~6835~~<br>~~4122~~<br>6615<br>5705<br>4124 | ✠100A1 Mob<br>*Shelter dk*<br>*with freeboard*<br>2,41<br>*Fitted for oil fuel* 3,19 *F.P. above 150°F.*<br>✠LMC3,41 | | *s* | CL<br>1,41 | 1919<br>4mo | Federal S.B.Co. Kearny, N.J. | Ministry of Shipping (Donaldson Bros. & Black, Ld. *Mgrs.*)<br>*Cell D B 331'1512t F P T 187t A P T 175t* | 395·5 \| 55·0 \| 31·4<br>411·5 (o.l.)<br>P45'B110'F38' *on Shelter dk* FK | Glasgow<br>British<br>*Cem* 7 *B Hto Sh dk* | D R geared steam turbine<br>210lb (*s*) 619NHP<br>3SB (Spt), 9*cf*, HS8934 FD<br>General Electric Co. Schenectady, N.Y. | 34 ″ 11<br>s 7 ″ 11<br>27 ″ 2½ | |
| 90990<br>167000<br>BCKD | **Empire Moat**<br>D.F. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Cargo battens not fitted* | 2922<br>2186<br>1640 | ✠100A1<br>6,41<br>✠LMC6,41 | PGl | *t* | CL | 1941<br>6mo | Lithgows, Ld. Port Glasgow<br>*Lloyd's* 1 A 1 *CP* | Ministry of Shipping (Watts, Watts & Co.Ld. *Mgrs.*) | 315·2 \| 44·4 \| 19·9<br>325·8 (o.l.)<br>Q193'~~F27'~~F29' FK<br>*Intermediate B H dispensed with*<br>*Cell D B 266'708t M T 9'296t F P T 172t A P T 63t* | Greenock<br>British<br>4 *B Hpt Cem* | T.3Cy.18½",31"&52"–39"<br>200lb (*s*) 240NHP<br>2SB, 6*cf*, GS101, HS3434 FD | 22 ″ 1<br>s 7 ″ 4½<br>19 ″ 11 | |
| 90991 | **Empire Lugard**<br>*Oil Eng.*<br>D.F. *Cruiser Stern* | 7250<br>6787<br>5100 | 100A1<br>*with freeboard*<br>(*Class Contem plated*) | | | | 1941 | Wm. Doxford & Sons Ld Sunderland | Ministry of Shipping (Stott, Mann & Fleming, Ld. *Mgrs.*) | 428·8 \| 56·5 \| 35·5 | British | Oil Engines 2S.C.S.A.<br>3Cy.23⅝"–91⅛"<br>Wm. Doxford & Sons, Ld Sld | | |
| 90992<br>160795<br>BCKP | **Empire Hurst**<br>D.F. 1 *Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Cargo battens not fitted* | 2852<br>2123<br>1580 | ✠100A1<br>~~(*Class Contem plated*)~~<br>6,41<br>✠LMC6,41 | Hpl | *t* | CL | 1941<br>6mo | W. Gray & Co, Ld W Hartlepool<br>*Lloyd's* 1 A 1 *CP* | Ministry of Shipping (Smith, Hogg & Co. Ld. *Mgrs.*) | 310·6 \| 44·4 \| 19·4<br>321·0 (o.l.)<br>Q175'~~P36'~~F37' FK<br>*Intermediate B H dispensed with*<br>*Cell D B 260'839t M T 8'259t F P T 217t A P T 37t* | W. Hartlpl<br>British<br>4 *B Hpt Cem* | T.3Cy.20",33"&55"–39"<br>200lb (*s*) 255NHP<br>2SB, 6*cf*, GS81, HS3530 FD<br>Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl. | 21 ″ 6<br>s 7 ″ 1<br>18 ″ 4½ | |
| 90993 | **Empire Hudson**<br>D.F. Gy C. 2 *Dks*<br>*Cruiser Stern* | 7430<br>7047 | | | | | 1941 | J. L. Thompson & Sons, Ld Sunderland | Ministry of Shipping (Stanley & John Thompson, Ld. *Mgrs.*) | 423·8 \| 59·9 \| 35·0 | Sunderlnd<br>British<br>*WB* | T.3Cy.24",39"&68"–48"<br>320NHP<br>N.E. Marine Eng. Co. (1938) Ld. Sld. | | |
| 90994<br>168927<br>~~PCMQ~~<br>BCMQ | **Empire Darwin**<br>D.F. *Cruiser Stern* | 6765<br>6293<br>5032 | 100A1<br>*with freeboard*<br>(*Class Contem plated*) | | | | 1941 | W. Gray & Co. Ld. W Hartlepool | Ministry of Shipping (E. Thomas Radcliffe & Co. *Mgrs.*) | 419·2<br>419·0 \| 56·7 \| 33·9<br>F36' | W Hartlpl.<br>British | T.3Cy.22½",36"&65"–43"<br>Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl. | 36 ″ 4<br>s 10 ″ 0<br>26 ″ 7 | |
| 90995 | **Empire Moonbeam**<br>D.F. 1 *Dk (Stl) & Shelter dk*<br>*Cruiser Stern* | 6580 | | | | | 1941 | Hong K'ng & Whampoa Dock Co Ld. Hong Kong | Ministry of Shipping | 432·6 \| 56·7 \| 23·8<br>F42' | Hong Kong<br>British<br>*WB* | T.3Cy.23½",39½"&66"–45"<br>292NHP<br>Hong Kong & Whampoa Dock Co. Ld. Hong Kong | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quill'e Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres au coté, si en est dans le L. R. Thrvé Cert. Roff Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90996<br>168171<br>GPJJ | **Empire Moorhen**<br>(*ex*West Totant–41)<br>*ss*N.Os.2ndNo.3–2,41<br>2*Dks*<br>*Tonnage opening closed'41 (W.E.)* | 5617<br>5144<br>3463 | ✠100A1<br>2,41<br>✠LMC2,41<br>*Fitted for oil fuel* 5,19 | NOs | *z* | CL<br>2,41 | 1919<br>4mo | Columbia RiverSBCorp Portland,Or.<br>*Cell DB* 355'1139 *t* | Ministry of Shipping (BoothS.S.Co. Ld. *Mgrs.*) | 410·0 54·2 27·7<br>P44'B115'F47 27·6<br>411·5 FK<br>*IMT* 29'745 *t FPT* 13 *t APT* 143 *t* | ~~Liverpool~~<br>London<br>British | DR geared steam turbine<br>210lb (*r*) 579NHP<br>3SB,9*cf*,GS180,HS8007 FD<br>GeneralElectricCo. Schenectady,N.Y. | 30 ″ 2<br>6 ″ 4¾<br>24 ″ 0 | |
| 90997<br>GNLL | **Empire Head**<br>*Oil Eng.*<br>*Mchy.Aft*<br>*Cruiser Stern* | 483<br>313<br>253 | 100A1<br>(*Class Contem plated*) | | | | 1941 | Clelands (Successrs)Ld Willington Quay on Tyne | Ministry of Shipping (T.E.Evans& Co.Ld. *Mgrs.*) | 164·3 26·7 8·8<br>P29'Q66'B11'F17' | N.Shields<br>British | Oil Engines 2S.C.SA<br>6Cy.10½″–13½″<br>Crossley Bros.Ld.Mch. | | |
| 90998<br>168161<br>GNLL | **Empire Dunlin** (*ex*Editor–41)<br>2*Dks*<br>Sub.Sig. *Fitted for oil fuel*<br>*Longitudinal framing* | 6412<br>5958<br>4059 | | | | | 1919 | Skinner& EddyCorp. Seattle,Wash | Ministry of Shipping (J.A.Billmeir &Co.Ld. *Mgrs.*) | 402·6 54·8 32·0<br>P27'B61'F19' | London<br>British | T.3Cy.24½″,41½&72″–48″<br>359NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | R |
| 90999<br>168162<br>GQXY | **Empire Mallard** *ss*NNs.No.3–2,41<br>(*ex*Anacortes–41) 2*Dks*&*Web frames*<br>Sub.Sig. *Longitudinal framing* | 4957<br>4438<br>3475 | ✠100A1<br>2,41<br>✠LMC2,41 | NNs | *y* | CL<br>11,40 | 1918<br>9mo | ToddD.D& Const.Corp. Tacoma,Wsh | Ministry of Shipping (H.Hogarth& Sons, *Mgrs.*) | 381·4 53·2 27·0<br>P39'B102'F42' FK<br>*Cell DB* 334'1090 *t FPT* 91 *t APT* 318 *t* | London<br>British | T.3Cv.24″.40″&70″–48″<br>1901b (*s*) 472NHP<br>3SB,9*cf*,GS169,HS6831 FD<br>SeattleConst.&DryDockCo Seattle | 29 ″ 4<br>s5 ″ 7¼<br>23 ″ 11⅜ | ~~R~~<br>† |
| 91000<br>168163<br>GNKN | **Empire Bunting** (*ex*Eelbeck–41)<br>2*Dks*<br>Sub.Sig. *Fitted for oil fuel*<br>*Longitudinal framing* | 6448<br>5955<br>4711 | | | | | 1919 | Skinner& EddyCorp. SeattleWash | Ministry of Shipping (Headlam& Son, *Mgrs.*) | 401·7 54·8 32·1<br>P48'F42'<br>*WB* | London<br>British | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>Hooven,Owens,Rentschler Co.Hamilton,O. | | R |
| 91001<br>168160<br>GNDD | **Empire Ortolan** (*ex*Labette–41)<br>D.F. Sub.Sig. 2*Dks*&*Web frames*<br>*Fitted for oil fuel* | 4970<br>4573<br>3046 | ✠100A1<br>(*Reclassification Contemplated*) ✠<br>Examined 1,41 BS 1,41 | Gal | *z* | CL<br>N12,40 | 1919<br>9mo<br>A&CP | American International S.B.Corp. HogIslandPa | Ministry of Shipping (J.A.Billmeir &Co.Ld. *Mgrs.*) | 390·0 54·2 27·6<br>P39'B122'F43'<br>FK<br>*WB* | London<br>British | DR geared steam turbine<br>200lb HS8700 (*s*) 416NHP<br>3WaterTubeBoilers(Spt) FD<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R<br>† |
| 91002<br>166321<br>BCLF | **Empire Flame** 3Mst<br>D F.<br>*Cruiser Stern* | ~~6659~~<br>7069<br>6617<br>5194 | 100A1<br>*with freeboard*<br>(*Class Contem plated*) | | | | 1941 | Cammell Laird&Co.Ld. Birkenhead | Ministry of Shipping (BoothS.S.Co. Ld. *Mgrs.*) | 432·2 56·2 34·2 | Liverpool<br>British | T.3Cy.23½″,37½″&68″–48″<br>CammellLaird&CoLd.Bkn | 36 ″ 10<br>s10 ″ 9½<br>26 ″ 3 | |
| 91003<br>88907<br>VCWK | **Evelyn B.** (*ex*Elise–41,<br>*ex*Industria–35, *ss*Hbg.4thNo.3–4,30<br>*ex*Nils,*ex*Winnie) *ss*Tln.No.2–39<br>*Well deck* 1*Dk*(*Irn*)&*Web frames* | 1870<br>1462<br>1119 | ✠100A1<br>5,41 ~~8,39~~<br>✠NB5,08 ✠LMC8,39<br>BS7,~~403~~,41 | Tln<br>StJ | *r* | CL<br>~~8,39~~<br>3,41 | 1889<br>6mo | Grngemth DockyardCo. Grngemouth<br>A&CP | DominionShipping Co.Ld.<br>*Cell DB* 228'387 *t*& *FPT* 74 *t APT* 45 *t* | 270·3 36·9 17·1<br>277·8(O.L.)<br>P25'Q78'B114'F33'<br>BK9½″ | Halifax, N.S.<br>British | T.3Cy.19¾″,31¹³⁄₁₆″&51½″–36″<br>160lb 167NHP<br>2SB,4*cf*,GS68,HS2680<br>Hutson&Corbett,Glasgow | 19 ″ 5<br>s 1 ″ 4½<br>19 ″ 1½ | |
| 91004<br>~~88907~~<br>~~VCWK~~ | **Eizan Maru** (*ex*Aurora–41,<br>*ex*Margaritis–39, *ss*Rou.2ndNo.3–5,39<br>*ex*Fotinia–32, *ss*Smk.No.3–3,41<br>*ex*Photinia) 1*Dk*(*Stl*) | 4702<br>—<br>2868 | ✠100A1<br>3,41<br>✠LMC3,41 | Smk | *y* | CL<br>2,41 | 1913<br>7mo<br>*Lloyd's* A&CP | W.Pickersgill &Sons,Ld Sunderland | KokokuKisenK.K. *Cell DBa* 134'*u E*&*B* 43'*f* | 383·0 51·7 26·6<br>P36'B221'F37' FK<br>164'1270 *t FPT* 217 *t APT* 125 *t* | Kobe<br>Japanese | T.3Cy.26″,42″&71″–48″ (*s*)<br>180lb 431NHP<br>3SB,12*pf*,GS198,HS7363<br>G.Clark,Ld.Sunderland | 29 ″ 6 | |
| 91005<br>167004<br>BCMD | **Empire Dell**<br>D.F. 2*Dks*<br>*Cruiser Stern* | ~~7069~~<br>7065<br>6617<br>5168 | ✠100A1<br>*with freeboard*<br>(*Class Contem plated*)<br>7,41 ✠LMO7,41 | PGl | *a*† | CL | 1941<br>7mo<br>*Lloyd's* A&CP | Lithgows Ld. PortGlasgow | Ministry of Shipping (G.Nisbet& Co. *Mgrs.*) | 432·2 56·2 34·2<br>447·6(O.L.)<br>F39′ FK<br>(*Cell BH to W dk,6 BH to 2nd dk*)<br>5 *Divisional W.T. BHs in 'tween dks*<br>*Cell DB* 370'1215 *t FPT* 122 *t APT* 172 *t* | Greenock<br>British | T.3Cy.23½″,37½″&68″–48″<br>220lb (*s*) 436NHP<br>2SB,5*cf*,GS130,HS5830 FD<br>Rankin&BlackmoreLdGrk | 36 ″ 10<br>s10 ″ 9½<br>26 ″ 3 | |
| 91006<br>168167<br>BCJN | **Empire Condor**<br>(*ex*AlmeriaLykes–41) 2*Dks*&*Shelter dk*<br>D.F. E.S.D. GyC. *Fitted for oil fuel*<br>*pt welded* *Cruiser Stern*<br>*pt Longitudinal framing* | 7773<br>6877<br>4586 | | | | | 1940 | Federal S.B.&D.D.Co Kearny,N.J. | Ministry of Shipping (Donaldson Bros.&Black,Ld. *Mgrs.*) | 469·0 69·6 29·2<br>F38′<br>*WB* | London<br>British | 2 steam turbines DR geared to 1 sc. shaft 1417NHP<br>DeLavalSteam TurbineCo.Trenton,N.J. | | R |
| 91007<br>168166<br>BCJR | **Empire Widgeon**<br>(*ex*Exemplar–41) 2*Dks*&*Shelter dk*<br>D.F. E.S.D. GyC. *Fitted for oil fuel* | 6737<br>5784<br>3996 | | | | | 1940 | Bethlehem SteelCo.S.B. Division Quincy,Mass. | Ministry of Shipping (RoyalMail Lines,Ld. *Mgrs.*) | 451·9 66·1 29·2<br>*WB* | London<br>British | 2 steam turbines DR geared to 1 sc. shaft 1333NHP<br>BethlehemSteelCo.S.B. Division,Quincy,Mass. | | |
| 91008<br>168158<br>GNFN | **Empire Heron** (*ex*Mosella–41)<br>1*Dk*&*Shelter dk*<br>Sub.Sig. *Fitted for oil fuel*<br>*Longitudinal framing* | 6023<br>5600<br>4424 | | | | | 1920 | Moore S.B.Co. Oakland,Cal. | Ministry of Shipping (A.Weir&Co. *Mgrs.*) | 402·6 53·0 32·2<br>P34'F38' | London<br>British | 2 steam turbines DR geared to 1 sc. shaft<br>W.&A.FletcherCo. Hoboken,N.J. | | R |
| 91009<br>168682<br>BCLZ | **Empire Glen**<br>2*Dks*<br>D.F. | 6327<br>5956<br>4592 | ✠100A1<br>*with freeboard*<br>(*Class Contem plated*)<br>7,41 ✠LMO7,41 | Gls | *z* | CL | 1941<br>7mo<br>*Lloyd's* A&CP | C.Connell &Co.Ld. Glasgow | Ministry of Shipping (Clark& Service, *Mgrs.*) | 407·0 54·7 33·2<br>420·0(O.L.)<br>~~F32~~ F33′ FK<br>(*Cell BH to W dk,6 BH to 2nd dk*)<br>5 *Divisional W.T. BHs in 'tween dks*<br>*Cell DB* 344'1298 *t FPT* 167 *t APT* 210 *t* | Glasgow<br>British | T.3Cy.23½″,37½″&68″–48″<br>220lb (*s*) 439NHP<br>2SB,8*cf*,GS133,HS5920 FD<br>D.Rowan&Co.Ld.Gls. | 36 ″ 6<br>s10 ″ 2½<br>26 ″ 6½ | |
| 91010<br>~~88907~~<br>~~VCWK~~ | **Empire Tide**<br>*Oil Eng.*<br>D.F.<br>*Cruiser Stern* | 6900 | 100A1<br>*with freeboard*<br>(*Class Contem plated*) | | | | 1941 | Lithgows Ld. PortGlasgow | Ministry of Shipping (RoyalMail Lines,Ld. *Mgrs.*) | 432·7 56·2 34·3<br>F39′ | Greenock<br>British | Oil Engines 4S.C.SA<br>6Cy.29½″–59½″<br>J.G.Kincaid&Co.Ld.Grk. | | |
| 91011<br>168164<br>GNRN | **Empire Guillemot**<br>(*ex*WestCaddoa–41) 2*Dks*<br>Sub.Sig. *Fitted for oil fuel* | 5720<br>5146<br>3376 | | | | | 1919 | Western Pipe&SteelCo SanFrancisco | Ministry of Shipping (W.A.Souter &Co.Ld. *Mgrs.*) | 410·5 54·2 27·1<br>P46'B112'F46'<br>*WB* | London<br>British | T.3Cy.24½″,41¾″&72½″–48″<br>Joshua 359NHP<br>Hendy Co.San Francisco | | R |
| 91012<br>168168<br>BCJQ | **Empire Egret** (*ex*Nightingale–41)<br>2*Dks*&*Shelter dk*<br>D.F. E.S.D. GyC. *Fitted for oil fuel*<br>*Ref. Mchy.* *Cruiser Stern* | 7248<br>5403<br>4233 | | | | | 1939 | Nwprt Nws S.B.&D.D.Co Newprt News | Ministry of Shipping (RoyalMail Lines,Ld. *Mgrs.*) | 439·0 63·2 27·5<br>P23'B77'F41' | London<br>British<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 1100NHP<br>Newport News SB&DD.Co. | | R |
| 91013 | **Empire Pride** Ⓟ<br>*Oil Eng.*<br>D.F. E.S.D.<br>*Cruiser Stern* | 9200 | 100A1<br>*with freeboard*<br>(*Class Contem plated*) | | | | 1941 | Barclay, Curle&Co.Ld Glasgow | Ministry of Shipping (BibbyBros. &Co. *Mgrs.*) | 473·3 64·3 25·9<br>P43'B196'F86' | Glasgow<br>British | Oil Engines 2S.C.SA<br>8Cy.26⅜″–91½″<br>Barclay,Curle&Co.Ld.Gls. | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres où cotés, si ce n'est dans le L. R. Durée Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 91014<br>161847<br>BCNB | **Empire Sapphire**<br>D.F. E.S.D.<br>*Longitudinal framing at bottom & at deck*<br>*Mchy. Aft* *Cruiser Stern* | ~~8028~~<br>7197<br>~~4678~~<br>8031<br>7197<br>4693 | 100A1<br>(*Class Contem plated*)<br>*Carrying Petroleum in bulk* | | | | 1941 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Ministry of Shipping (British Tanker Co.Ld. *Mgrs.*) | 463·5 P105′B44′F38′ | 61·2 | 33·0 | Middlsbro' British | T.3Cy.27″,44″&76″–51″<br>Richardsons, Westgarth & Co.Ld.Hpl. | 33 ″ 3<br>s6 ″ 5<br>27 ″ 1½ | |
| 91015<br>163633<br>BCML | **Empire Jet** *Oil Eng.*<br>D.F. E.S.D.<br>*Longitudinal framing at bottom & at deck*<br>*Mchy. Aft* *Cruiser Stern* | 8134<br>7212<br>4728 | 100A1<br>(*Class Contem plated*)<br>*Carrying Petroleum in bulk* | | | | 1941 | Blythsw'd S.B.Co.Ld. Glasgow | Ministry of Shipping (British Tanker Co.Ld. *Mgrs.*) | 463·2 P94′B48′F47′ | 61·2 | ~~33·1~~ 33·0 | Glasgow British | Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″<br>J.G.Kincaid & Co.Ld.Grk. | 33 ″ 3<br>s6 ″ 5¼<br>27 ″ 0½ | |
| 91016<br>**Empire Gem** *Oil Eng.*<br>D.F. E.S.D.<br>*Longitudinal framing at bottom & at deck*<br>*Mchy. Aft* *Cruiser Stern* | 8100 | 100A1<br>(*Class Contem plated*)<br>*Carrying Petroleum in bulk* | | | | 1941 | Harland & Wolff,Ld. Glasgow | Ministry of Shipping (British Tanker Co.Ld. *Mgrs.*) | 463·2 P94′B48′F47′ | 61·2 | 33·1 | Glasgow British | Oil Engines 4S.C.SA 8Cy 25 9/16″–55⅝″<br>Harland & Wolff,Ld.Gls. | | |
| 91017<br>**Empire Burton**<br>D.F.<br>*Cruiser Stern* | 6950<br>6529<br>4930 | 100A1<br>(*Class Contem plated*) | | | | 1941 | Short Bros.Ld. Sunderland | Ministry of War Transport (Common Bros.Ld, *Mgrs.*) | 427·5 | 57·0 | 34·3 | Sundrland British | T.3Cy 24″,39″&68″–48″<br>N.E.Marine Eng.Co. (1938) Ld.Nwc. | | |
| 91018<br>168624<br>BFVX | **Empire Governor** Ⓟ Twin Sc<br>(*ex* Esquilino–41) *Oil Eng.*<br>D.F. GyC. *ss* Gen.No.3–5,38<br>1 *Dk (Stl) & Shelter dk (Stl)*<br>2*nd dk (Stl) in forward holds* | 8657<br>6733<br>5355 | ✠100A1 *Shelter dk with freeboard* 2,41<br>✠LMC CS1,39<br>DBS2,41 5,38 | Bom | c† | CL s4,39 P9,39 | 1925<br>6mo<br>*Lloyd's* | Cant.San Rocco S.A. San Rocco<br>*s4 CP* | Ministry of War Transport (P.&O. Stm.Nav.Co. *Mgrs.*) | 450·0<br>B185′F75′ FE<br>*Cell D B3* | 57·2 | 32·4 | Cardiff British *pt Cem*<br>*9 B Hto Sh dk*<br>93′1510*t FP* | Oil Engines 4S.C.SA<br>12Cy 29½″–47½″ 984NHP<br>DB *100lb*<br>Stabilimento Tecnico, Tri.<br>*T172t A PT91t* | 35 ″ 0<br>s7 ″ 11½<br>27 ″ 3½ | |
| 91019<br>168169<br>BCJP | **Empire Curlew**<br>(*ex* Robin Doncaster–41) 2 *Dks*<br>D.F. E.S.D. GyC. *Fitted for oil fuel*<br>*Ref. Mchy.* *Cruiser Stern*<br>Sub.Sig. | 7101<br>5846<br>4259 | | | | | 1941 | Bethlehem Steel Co.S.B. Division Sparrow's Pt. Md | Ministry of War Transport (Donaldson Bros.& Black,Ld. *Mgrs.*) | 452·5<br>F95′ *WB* | 66·2 | 29·4 | London British | DR geared steam turbine 1050NHP<br>Bethlehem Steel Co S.B. Division,Quincy,Mass. | | |
| 91020<br>168172<br>GNLG | **Empire Pelican** (*ex* Stanley–41) 2 *Dks*<br>Sub.Sig. *Fitted for oil fuel*<br>*Longitudinal framing* | 6463<br>5959<br>4656 | | | | | 1919 | Skinner & Eddy Corp Seattle,Wash | Ministry of War Transport (Denn Management Co. Ld. *Mgrs.*) | 401·7<br>P34 F43′ *WB* | 54·8 | 32·1 | London British | T.3Cy.24½″,41½″&72″–48″ 359NHP<br>Hooven,Owens,Rentschler Co Hamilton,O. | | R |
| 91021 | **Edna** (*ex* Kwang Yuan–41, 3 Mst<br>*ex* Edna Christenson–37, 1 *Dk*<br>*ex* Santa Alicia, *Fitted for oil fuel*<br>*ex* John A.Hooper) *Mchy. Aft* | 2244<br>1938<br>1321 | | | | | 1912 | Harlan & Hollingsworth Cor. Wlmgtn,Del. | W.R.Carpenter Overseas Shipping, Ld. | 283·3<br>P55′F33′ | 44·0 | 22·5 | Panama Pnamanian | T.3Cy.21″,34″&56″–42″ 203NHP<br>Harlan & Hollingswrth Cor. | | |
| 91022<br>168033<br>GNFG | **Empire Gull**<br>(*ex* Brave Coeur–41) 2 *Dks*<br>Sub.Sig. *Fitted for oil fuel*<br>*Longitudinal framing* | 6408<br>5958<br>4723 | | | | | 1919 | Skinner & Eddy Corp Seattle,Wash | Ministry of War Transport (Crosby, Son & Co.Ld. *Mgrs.*) | 402·6<br>P48 F42′ *WB* | 54·8 | 32·1 | London British | T.3Cy 25″,42″&72″–48″ 359NHP<br>Skinner & Eddy Corp. | | R |
| 91023<br>**Empire Sedge**<br>D.F.<br>*Mchy. Aft* *Cruiser Stern* | 2852<br>2123<br>1580 | 100A1<br>(*Class Contem plated*) | | | | 1941 | W.Gray & Co Ld W Hartlepool | Ministry of War Transport | 310·6<br>Q175′F36′ | 44·4 | 19·4 | W Hartlpl British | T.3Cy.20″,33″&55″–39″<br>Cen.Mar.E Wks. (W.Gray & Co Ld.) W.Hpl. | 21 ″ 6<br>s7 ″ 1<br>19 ″ 4½ | |
| 91024<br>**Empire Lawrence**<br>*Cruiser Stern* 2 *Dks*<br>D.F. GyC. | 7430<br>7047 | | | | | 1941 | JL Thompson & Sons Ld Sunderland | Ministry of War Transport (Crosby, Son & Co.Ld. *Mgrs.*) | 423·8<br>*WB* | 59·9 | 35·0 | Sunderlnd British | T.3Cy.24″,39″&68″–48″ 320NHP<br>George Clark (1938) Ld.Sld | | |
| 91025<br>**Empire Raleigh** *Oil Eng.*<br>D.F.<br>*Cruiser Stern* | 7250<br>6787<br>5100 | 100A1<br>*with freeboard*<br>(*Class Contem plated*) | | | | 1941 | Wm.Doxford & Sons Ld Sunderland | Ministry of War Transport (West Hartlepool Stm. Nav.Co.Ld. *Mgrs.*) | 428·8<br>*WB* | 56·5 | 35·5 | Sunderlnd British | Oil Engines 2S.C.SA 3Cy.23¾″–91 1/16″<br>Wm.Doxford & Sons,Ld Sld | | |
| 91026<br>**Empire Bruce**<br>D.F.<br>*Cruiser Stern* | 7400<br>7047<br>4540 | | | | | 1941 | Sir J.Laing & Sons,Ld. Sunderland | Ministry of War Transport | 423·8<br>*WB* | 59·9 | 35·0 | Sunderlnd British | T.3Cy.24″,39″&68″–48″ 320NHP<br>N.E.Marine Eng.Co. (1938) Ld.Nwc. | | |
| 91027<br>**Empire Glade**<br>D.F. 2 *Dks*<br>*Cruiser Stern* *Oil Eng.* | 7050 | | | | | 1941 | Barclay, Curle & Co.Ld Glasgow | Ministry of War Transport (Blue Star Line,Ld. *Mgrs.*) | 418·0<br>F29′ *WB* | 57·4 | 34·1 | Glasgow British | Oil Engines 2S.C.SA 4Cy.23⅝″–91 1/16″ 688NHP<br>Barclay,Curle & Co.Ld.Gls. | | |
| 91028<br>219396<br>KJJW | **Exmoor** (*ex* Extavia–41, *ex* City of St.Joseph) 2 *Dks*<br>*Fitted for oil fuel* | 4986<br>—<br>3096 | | | | | 1919 | American International S.B.Corp. Hog Island Pa | American Export Lines,Inc. | 390·0<br>P50′B121′F40′ | 54·2 | 27·8 | New York Utd.States *WB* | DR geared steam turbine<br>General Electric Co. Schenectady,N.Y. | | R |
| 91029<br>47587<br>JSIO | **Eiko Maru** | 3535<br>—<br>2035 | | | | | 1940 | Tama S.B. Co.Ld. Tama | Taiyo Kogyo K.K. | 340·4 | 48·2 | 26·2 | Kobe Japanese | Steam Engine | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 91030<br>168178<br>GNFC | **Empire Waterhen** (*ex* Manatee–41)<br>2 *Dks*<br>Sub.Sig.<br>*Fitted for oil fuel*<br>*Longitudinal framing* | 6004<br>5518<br>3795 | | | | | 1920 | O.Daniels Co.<br>Tampa, Fla. | Ministry of War Transport (R. Chapman & Son, *Mgrs.*) | 401·9 | 54·2 | 31·3<br>P34′B118′F38′ | London<br>British<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>Hardy Tyne 359 NHP<br>Mf.Co. Birmingham, Ala. | | R |
| 91031<br>168174<br>GPDY | **Empire Grebe** (*ex* West Wauna–41)<br>2 *Dks*<br>Sub.Sig.<br>*Fitted for oil fuel* | 5736<br>5139<br>3558 | ✠100A1<br>(*Reclassification Contemplated*)<br>**Examined 2,41**<br>✠LMC 2,41 | **Mob** | | CL<br>2,41 | 1918<br>12mo | Northwest Steel Co.<br>Portland, Or. | Ministry of War Transport (G. Heyn & Sons, Ld. *Mgrs.*) | 410·4 | 54·2 | 27·7<br>P44′B115′F47′ FK | London<br>British<br>*WB* | DR geared steam turbine<br>210lb (*r*) 583 NHP<br>SB(Spt), *9cf*, 68180, HS8112 FD<br>General Electric Co.<br>Schenectady, N.Y. | 30 // 2<br>36 // 4¾<br>24 // 0¾ | |
| 91032<br>168177<br>MLNP | **Empire Crossbill**<br>(*ex* West Amargosa–41) 2 *Dks*<br>Sub.Sig.<br>*Fitted for oil fuel* | 5463<br>4995<br>3401 | | | | | 1919 | Los Angeles SB.&D.D.Co.<br>San Pedro, Cal | Ministry of War Transport (J. Morrison & Son, *Mgrs.*) | 410·0 | 54·4 | 27·2<br>P43′B115′F47′ | London<br>British | T.3Cy.28½″,47″&78″–48″<br>Los Angeles S.B. &D.D.Co. San Pedro, Cal. 422 NHP | | R |
| 91033<br>168185<br>GNXG | **Empire Magpie** (*ex* Bellemina–41)<br>1 *Dk & Shelter dk & Web frames*<br>*Longitudinal framing* | 6035<br>5579<br>3752 | ✠ ... | | | | 1919<br>10mo | Federal S.B.Co.<br>Kearny, N.J. | Ministry of War Transport (Canadian Pacific Steamships, Ld. *Mgrs.*) | 395·5 | 55·2 | 31·4<br>P45′B110′F38′ *on Shelter dk* FK | London<br>British<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 416 NHP<br>Mid West Engine Co.<br>Indianapolis, Ind. | 34 // 11 | |
| 91034<br>*Mchy. Aft* | **Empire Ghyll**<br>1 *Dk*<br>*Cruiser Stern* | 2010<br>1454<br>1080 | | | | | 1941 | Grngemth Dkyd.Co.Ld.<br>Grngemouth | Ministry of War Transport (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*) | 272·0 | 40·0 | 17·2<br>Q163′F26′ | Grngemth<br>British<br>*WB* | T.3Cy.18″,30″&50″–33″<br>144 NHP<br>N.E.Marine Eng.Co.(1938) Ld. Nwc. | | |
| 91035<br>168792<br>BCGV<br>*Mchy. Aft* | **Empire Lagoon**<br>1 *Dk*<br>*Cruiser Stern* | 2013<br>1456<br>1083 | | | | | 1941 | Grngemth Dkyd.Co.Ld.<br>Grngemouth | Ministry of War Transport (F.L. Dawson & Co.Ld. *Mgrs.*) | 272·0 | 40·0 | 17·2<br>Q163′F26′ | Grngemth<br>British<br>*WB* | T.3Cy.17″,27″&48″–36″<br>138 NHP<br>N.E.Marine Eng.Co.(1938) Ld. Nwc. | | |
| 91036<br>*Mchy. Aft* | **Empire Ruby**<br>*Oil Eng.*<br>*Cruiser Stern* 1 *Dk*<br>*Carrying Petroleum in bulk* | 650 | | | | | 1941 | G.Brown & Co. (Marine) Ld.<br>Greenock | Ministry of War Transport (F.T. Everard & Sons, Ld. *Mgrs.*) | 176·6 | 30·6 | 11·7<br>P51′F33′ | London<br>British<br>*WB* | Oil Engines 2S.C.SA<br>6Cy.12⅝″–16⅜″ 167 NHP<br>Newbury Diesel Co.Ld.<br>Newbury | | |
| 91037<br>D.F. | **Empire Morn**<br>*Cruiser Stern* | 7090<br>6618<br>5224 | 100A1<br>*with freeboard*<br>(*Class Contemplated*) | | | | 1941 | Vickers-Armstrongs, Ld. Barrow | Ministry of War Transport (E.J. Sutton & Co. *Mgrs.*) | 433·0 | 56·2 | 34·4<br>F35′ | Barrow<br>British | T.3Cy.23½″,37½″&68″–48″<br>Fullarton, Hodgart & Barclay, Psy. | 36 // 9<br>s10 // 9<br>26 // 1½ | |
| 91038<br>D.F. | **Empire Grenfell**<br>*Oil Eng.*<br>*Cruiser Stern* | 7250<br>6787<br>5100 | 100A1<br>*with freeboard*<br>(*Class Contemplated*) | | | | 1941 | Wm.Doxford & Sons Ld<br>Sunderland | Ministry of War Transport (Sir R. Ropner & Co.Ld. *Mgrs.*) | 428·8 | 56·5 | 35·5 | Sunderland<br>British | Oil Engines 2S.C.SA<br>3Cy.23⅜″–91/16″<br>Wm.Doxford & Sons, Ld Sld | | |
| 91039<br>168179<br>MNPP | **Empire Dolphin**<br>(*ex* Ruth Kellogg–41, 2 *Dks*<br>*ex* Vaba) D.F.<br>*Fitted for oil fuel*<br>*Carrying Petroleum in bulk* | 5037<br>4598<br>3077 | | | | | 1920 | American International S.B.Corp.<br>Hog Island Pa | Ministry of War Transport (Gow, Harrison & Co. *Mgrs.*) | 390·0 | 54·2 | 27·8<br>P39′B121′F43′ | London<br>British<br>*WB* | DR geared steam turbine<br>General Electric Co.<br>Schenectady, N.Y. | | R |
| 91040<br>168180<br>GPDK | **Empire Mavis** (*ex* West Raritans–41)<br>2 *Dks*<br>Sub.Sig.<br>*Fitted for oil fuel* | 5704<br>5139<br>3514 | ✠100A1<br>(*Reclassification contemplated*) | | | | 1919<br>10mo | Northwest Steel Co<br>Portland, Or. | Ministry of War Transport (G. Heyn & Sons, Ld. *Mgrs.*) | 409·8 | 54·2 | 27·7<br>P44′B115′F47′<br>FK | London<br>British<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 605 NHP<br>Vulcan Iron Works,<br>Jersey City, N.J. | 30 // 2 | R<br>† |
| 91041<br>170180<br>CGSZ | **Ernest Lapointe** Twin Sc<br>(*Icebreaker*)<br>2 *Dks*, 3rd *dk clear of mchy. space*<br>*Decks elec. welded*<br>*Cruiser Stern* | 1179<br>1064<br>193 | ✠100A1<br>*with freeboard*<br>2,41<br>✠LMC 2,41 | Mtl *m* | | CL | 1941<br>2mo | Davie S.B. & Repairing Co.Ld.<br>Lauzon, P.Q. | Canadian Government (Department of Transport) | 172·0<br>184·3(O.L.) | 36·2 | 22·5<br>BK 1″ on FK 7 | Ottawa<br>British | C.8Cy.(4)13″&(4)28⅜″–27½″ 220lb (*s*) 352 NHP s<br>2SB(Spt), *Gcf*, HS5810 FD<br>Marine Industries, Ld.<br>Sorel, P.Q. | 24 // 6<br>s11 // 0½ | |
| | | | *Lloyd's RA & CP* *Fitted for oil fuel* 2,41 *F.P. above* 150° F. *Cell D* B129′ *t Tank between tunnels* 18′24t *D Ts f* 13′105 *t F PT* 40t *A PT* 34t | | | | | | | | | | | | | |
| 91042<br>168194<br>GPFJ | **Empire Whale**<br>(*ex* Winona County–41)<br>Sub.Sig. 1 *Dk & Shelter dk & Web frames*<br>*Longitudinal framing* | 6159<br>5705<br>3667 | ✠100A1<br>(*Reclassification Contemplated*) | | | | 1919<br>9mo | Federal S.B.Co.<br>Kearny, N.J. | Ministry of War Transport (Donaldson Bros. & Black, Ld. *Mgrs.*) | 395·5 | 55·0 | 31·4<br>P45′B110′F38′<br>*on Shelter dk* FK | London<br>British<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 645 NHP<br>Mid West Eng.Co.<br>Indianopolis, Ind. | 34 // 11 | R<br>† |
| 91043<br>168189<br>GNDN | **Empire Plover** (*ex* Janelew–41)<br>1 *Dk & Shelter dk*<br>*Fitted for oil fuel*<br>*Longitudinal framing* | 6109<br>5600<br>4391 | 100A1<br>(*Classification Contemplated*)<br>**Examined 12,40** | **NQs** | | | 1920 | Moore S.B. Co.<br>Oakland, Cal. | Ministry of War Transport (Mungo Campbell & Co.Ld. *Mgrs.*) | 402·6 | 53·0 | 32·2<br>P34′F38′ | London<br>British<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft<br>W.&A.Fletcher Co.<br>Hoboken, N.J. | | |
| 91044<br>*Mchy. Aft* | **Empire Spinney**<br>*Oil Eng.*<br>*Cruiser Stern* | 871 | 100A1<br>(*Class Contemplated*) | | | | 1941 | A.&J.Inglis Ld.<br>Glasgow | Ministry of War Transport (General Stm.Nav.Co.Ld. *Mgrs.*) | 203·0 | 33·1 | 11·7<br>Q123′F25′ | Glasgow<br>British | Oil Engines 2S.C.SA<br>5Cy.13⅜″–22 7/16″<br>British Auxiliaries, Ld. Gls. | | |
| 91045<br>D.F. | **Empire Cranmer**<br>2 *Dks*<br>*Cruiser Stern* | 7430<br>7047 | | | | | 1941 | J.L.Thompson & Sons, Ld.<br>Sunderland | Ministry of War Transport (Mungo Campbell & Co.Ld. *Mgrs.*) | 423·8 | 59·9 | 35·0 | Sundrland<br>British<br>*WB* | T.3Cy.24″,39″&68″–48″<br>320 NHP<br>N.E.Marine Eng.Co.(1938) Ld. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. ins.* | 15 Figures in which are ✠, if not in L. & of the Character. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 91046 | | | | | | | | | | | | | | | | |
| 9140 | **Empire Nightingale** | 5595 | ✠ ... | | | | 1918 | Ames S.B. | Ministry of War | 409·5 | 54·2 | 27·4 | London | T.3Cy.26″,43″&73″–48″ | 30 ″ 2 | R |
| 168191 | (*ex* Westport–41) | 5110 | 10,21 ✠ | | | | 9mo | & D.D.Co. | Transport (Mungo | P44′B115′F44′ | | | British | 543NHP s | 6 ″ 4½ | † |
| GNDS | Sub Sig. *2Dks* | 4175 | | | | | | Seattle, Wash | Campbell & Co. Ld. | FK | | | *WB* | AmesS.B.&D.D.Co.Seattle | 24 ″ 0¼ | |
| | | | | | | | | | *Mgrs.*) | | | | | | | |
| 91047 | **Empire Dabchick** (*ex* Kisnop–41) | 5995 | 100A1 | | | | 1919 | Atlantic | Ministry of War | 410·3 | 54·2 | 27·0 | London | T.3Cy.24½″41½″&72″–48″ | | |
| 168184 | | 5105 | (*Class Contem plated*) | | | | | Corporation | Transport (J. | P60′B115′F47′ | | | British | 359NHP | | |
| GNSN | *2Dks* | 4549 | | | | | | Portsmouth, N.H. | Morrison & Son, *Mgrs.*) | | | | *WB* | | | |
| | | | | | | | | | | | | | | AtlanticCorporation, Taunton, Mass. | | |
| 91048 | **Empire Cabot** | 6770 | 100A1 | | | | 1941 | W.Gray & Co.Ld. W Hartlepool | Ministry of War Transport | 419·2 | 56·7 | 33·9 | W.Hartlpl British | T.3Cy 22½″,36″&65″–48″ | | |
| | D.F | 6293 | *with freeboard* | | | | | | | F36′ | | | | | | |
| | *Cruiser Stern* | 4910 | (*Class Contem plated*) | | | | | | | | | | | Cen.Mar.E.Wks. (W.Gray & Co.Ld.) W.Hpl. | | |
| 91049 | **Empire Amethyst** | 8032 | 100A1 | | | | 1941 | Furness S.B.Co.Ld. Haverton Hill-on-Tees | Ministry of War Transport | 463·5 | 61·2 | 33·0 | Middlsbro' British | T.3Cy.27″,44″&76″–51″ | | |
| | D.F. E.S.D. | 7197 | (*Class Contem plated*) | | | | | | | P105′B44′F38′ | | | | | | |
| | *Mchy.Aft* *Cruiser Stern* | 4676 | | | | | | | | | | | | Richardsons, Westgarth & Co.Ld.Hpl. | | |
| | *Longitudinal framing at bottom & at dk* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 91050 | **Empire Garnet** *Oil Eng.* | 300 | 100A1 | | | | 1941 | Rowhedge IrnwrksCoLd Rowhedge | Ministry of War Transport (C.Rowbotham & Sons, *Mgrs.*) | 125·0 | 24·0 | 10·7 | British | Oil Engines 2S.C.SA 5Cy.10½″–13½″ | | |
| | *Mchy.Aft* | | (*Class Contem plated*) | | | | | | | P44′F20′ | | | | | | |
| | *Cruiser Stern* | | | | | | | | | | | | | BritishAuxiliaries, Ld.Gls. | | |
| | | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 91051 | **Empire Mallory** | 6327 | 100A1 | | | | 1941 | C.Connell & Co Ld. Glasgow | Ministry of War Transport | 407·0 | 54·7 | 33·2 | Glasgow British | T.3Cy.23½″,37½″&68″–48″ | | |
| | D.F. | 5954 | *with freeboard* | | | | | | | F32 | | | | | | |
| | | 4592 | (*Class Contem plated*) | | | | | | | | | | | D.Rowan & Co.Ld.Gls. | | |
| 91052 | **Empire Scott** | 6100 | 100A1 | | | | 1941 | J.Readhead & SonsLd SouthShields | Ministry of War Transport (A. Crawford & Co. Ld. *Mgrs.*) | 405·5 | 53·6 | 32·9 | S.Shields British | T.3Cy.24″,40″&68″–45″ | | |
| | D.F. | 5650 | *with freeboard* | | | | | | | | | | | | | |
| | *Cruiser Stern* | 4200 | (*Class Contem plated*) | | | | | | | | | | | J.Readhead & SonsLd.S.Shl | | |
| 91053 | **Empire Diamond** *Oil Eng.* | 8390 | 100A1 | | | | 1941 | Harland & Wolff, Ld. Belfast | Ministry of War Transport | 465·6 | 59·5 | 33·9 | London British | Oil Engines 4S.C.SA 8Cy 25 9/16″–55⅛″ | | |
| | *Mchy.Aft* | 7250 | (*Class Contem plated*) | | | | | | | P92′B47′F51′ | | | | | | |
| | D.F. E.S.D. *Cruiser Stern* | 5550 | | | | | | | | | | | | Harland & Wolff, Ld.Bel. | | |
| | *Longitudinal framing at bottom & at deck* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |
| 91054 | **Empire Ibex** (*ex* Edgefield–41) | 7028 | | | | | 1918 | Skinner & Eddy Corp. Seattle, Wash | Ministry of War Transport (Lamport & Holt Line Ld. *Mgrs.*) | 409·6 | 54·2 | 35·1 | London British *WB* | DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. | | R |
| 168198 | *3Dks* | 6778 | | | | | | | | | | | | | | |
| BCDV | Sub.Sig. *Fitted for oil fuel* | 5500 | | | | | | | | | | | | | | |
| 91055 | **Empire Cromwell** | 4425 | | | | | 1941 | W.Pickersgill & Sons, Ld. Sunderland | Ministry of War Transport (Lambert Bros. Ld. *Mgrs.*) | 401·0 | 54·0 | 33·2 | Sunderlnd British | T.3Cy.23½″,38″&66″–45″ | | |
| | D.F. *2Dks* | | | | | | | | | F39′ | | | *WB* | 292NHP GeorgeClark (1938) Ld.Sld. | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 91056 | **Empire Bridge** | 348 | ✠100A1 Liv *d* | | | OG | 1941 | W.J.Yarwood & Sons (1938) Ld. Northwich | Ministry of War Transport (Lady of the Isles S.S.Co. Ld. *Mgrs.*) | 127·2 | 24·7 | 9·9 | Liverpool British | T.3Cy.10½″,17½″&29″–19″ | 10 ″ 9 | |
| 166323 | | 249 | ~~(*Class Contem plated*)~~ | | | | 6mo | | | 133·0 (O.L.) | | | | 200′b (*s*) ~~60RHP~~ | 8 ″ 8 | |
| BCMP | *1Dk* | 149 | 6,41 ✠LMC6,41 | | | | | | | P50′ | | FK | *4BHCem* | 58NHP | 10 ″ 3 | |
| | *Mchy.Aft* *Cruiser Stern* | | | | | | *Lloyd's 41cP* | | *Wing tanks in B.R.4′12t FPT49t APT14t* | | | | | 1SB,2*cf*,GS35,HS1105 W.J.Yarwood & Sons, Ld. Northwich | | |
| | *Cargo butts not fitted* | | | | | | | | | | | | | | | |
| 91057 | **Empire Atoll** | 686 | 100A1 | | | | 1941 | Ardrossan Dockyard Ld. Ardrossan | Ministry of War Transport (Coast Lines, Ld. *Mgrs.*) | 200·6 | 33·1 | 11·1 | British | Oil Engines 2S.C.SA 7Cy.13⅜″–22 7/16″ | | |
| | *Oil Eng.* | | *with freeboard* | | | | | | | F23′ | | | | | | |
| | *Mchy.Aft* | | (*Class Contem plated*) | | | | | | | | | | | | | |
| | *Ref.Mchy.* *Cruiser Stern* | | | | | | | | | | | | | BritishAuxiliaries, Ld.Gls. | | |
| 91058 | **Empire Opossum** (*ex* Western | 5726 | ✠ ... | | | | 1918 | Northwest Steel Co. Portland, Or. | Ministry of War Transport (G.Heyn & Sons, Ld. *Mgrs.*) | 411·1 | 54·2 | 27·7 | London British | DR geared steam turbine 579NHP | 30 ″ 2 | |
| 168195 | Ocean–41) | 5139 | 9,20 ✠ | | | | 6mo | | | P47′B115′F44′ | | | *WB* | General Electric Co. Schenectady, N.Y. | | |
| GPDN | *2Dks* | 3511 | | | | | | | | FK | | | | | | |
| 91059 | **Empire Stanley** | 6900 | | | | | 1941 | Greenock Dockyard Co.Ld. Greenock | Ministry of War Transport | 431·6 | 56·2 | 34·2 | Greenock British | Oil Engines 2S.C.SA 4Cy.23⅜″–91 5/16″ | | |
| | *Oil Eng.* | | | | | | | | | F39′ | | | *WB* | 688NHP | | |
| | D.F. *2Dks* | | | | | | | | | | | | | Barclay, Curle & Co.Ld.Gls. | | |
| | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 91060 | **E. E. Johnson** (*ex* John P. | 4281 | | | | | 1896 | Chicago S.B.Co. Chicago | Lake head Transportation Co. Ld. | 412·2 | 48·2 | 23·3 | Pt.Arthur Ont. British | T.3Cy.25″,40″&68″–42″ | | |
| 171063 | Geistman–41, *ex* Maricopa–37) | 4097 | | | | | | | | | | | | Bmade14 300NHP | | |
| | *Mchy.Aft* GyC. *1Dk 2tr B* | 3200 | | | | | | | | *WB* | | | | Cleveland S.B.Co. Clevelnd | | |
| 91061 | **Eldaren** (*ex* Muron–41) | 476 | ✠100A1 Skm *g* | | | | 1938 | N.V.Schpsf v/h De Groot & Van Vliet Slikkerveer | Swedish Government (Kungl. Marinförvaltningen) | 166·4 | 25·9 | 9·8 | Karlskrna Swedish | Oil Engines 4S.C.SA 8Cy.11″–17 11/16″ | 10 ″ 4 | |
| | *Oil Eng.* | 346 | 2,40 ✠LMC8,38 | | | | 8mo | | | 174·9 (O.L.) | | | | 94NHP s | ″ 6 | |
| | *1Dk* | 176 | | | | | | | | Q56′F23′ *Trunk87′8* | | | *2BHptCem* | DB*100lb* ( 9 | 9 ″ 11¼ | |
| | *Mchy.Aft* *Cruiser Stern* | | | | | | *Lloyd's 41cP* | | | *FPT94t APT19t* | | FK | | Humboldt-Deutzmotoren, A.G.Köln-Deutz | | |
| | *Butts of keel elec. welded* | | *Carrying Petroleum in bulk* | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year in which last Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed. If not L.R. Dated L.R. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 91062 | **Empire Shackleton** | D.F. *Cruiser Stern* | 7000 | 100A1 *with freeboard (Class Contemplated)* | | | | 1941 | Lithgows Ld. Port Glasgow | Ministry of War Transport (G. Heyn & Sons, Ld. *Mgrs.*) | 432·5 P39′ | 56·2 | 34·2 | Greenock British | T.3Cy.23½″,37½″&68″–48″ Rankin&BlackmoreLdGrk | | |
| 91063 | **Empire Livingstone** | D.F. *Cruiser Stern* | 7000 | 100A1 *with freeboard (Class Contemplated)* | | | | 1941 | Lithgows Ld. Port Glasgow | Ministry of War Transport (Maclay & Macintyre, Ld. *Mgrs.*) | 432·5 P39′ | 56·2 | 34·2 | Greenock British | T.3Cy.23½″,37½″&68″–48″ J.G.Kincaid&Co.Ld.Grk | | |
| 91064 164323 GZSS | **Empire Chivalry** Ⓟ (*ex*Inkosi–41) D.F. E.S.D. *Ref.Mchy.* | 2 *Dks* *Cruiser Stern* | 5152 4950 3036 | ✠100A1 3,40 BS3,40 ✠LMC6,37 ✠Lloyd's RMC1,40 *Fitted for oil fuel* 6,37 | Lon *a*† | *F.P. above* 150′ F. | CL | 1937 6mo | Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's* SAS CP | Ministry of War Transport (T.&J. Harrison, *Mgrs.*) | 414·8 (o.l.) 429·6 P37′B163′F41′ FK 8 *Cell D B340′1039t FPT42t APT58t* | 56·0 | 28·5 | London British *B Hpt Cem pt Asp* | Q4Cy.28″,41½″,59″&84″–54″ 235lb (*r*) 835NHP 4SB(Spt),*16cf*,HS12000 FD WallsendSlpwy.&E.Co.Ld | 31 ″ 0 s 5 ″ 7 25 ″ 7 | BT til 3,41 |
| 91065 | **Empire Grove** *Oil Eng.* *Mchy.Aft* *Cruiser Stern* | | 321 230 146 | 100A1 *(Class Contemplated)* | | | | 1941 | I.Pimblott & Sons, Ld. Northwich | Ministry of War Transport (Newcastle Coal & Shipping Co. Ld. *Mgrs.*) | 131·7 P36′F15′ | 24·7 | 9·7 | Liverpool British | Oil Engines 2S.C.SA. 6Cy.11½″–13½″ H.Widdop&Co.Ld.Kghley | | |
| 91066 | **Empire Wolfe** D.F. *Cruiser Stern* | | 2840 2525 1685 | 100A1 *(Class Contemplated)* | | | | 1941 | W.Gray & Co.Ld. W Hartlepool | Ministry of War Transport | 315·0 P33′B82′F33′ | 46·5 | 23·0 | W Hartlepl British | T.3Cy.20″,31″&55″–39″ Gen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl. | | |
| 91067 | **Empire Gilbert** D.F. 2 *Dks* *Cruiser Stern* | | 6640 6282 4793 | | | | | 1941 | Bartram & Sons, Ld. Sunderland | Ministry of War Transport (Turner, Brightman&Co. *Mgrs.*) | 416·8 | 56·6 | 34·0 | Sundrland British *WB* | T.3Cy.23½″,38″&66″–45″ 292NHP N.E.MarineEng.Co.(1938) Ld.Sld. | | |
| 91068 168199 GPDP | **Empire Cougar** (*ex*West Saginaw–41) *ss*N.Os.No.3–3,41 2 *Dks* | | 5758 5139 3598 | ✠100A1 3,41 NOs *z* LMC3,41 *Fitted for oil fuel* 10,19 | | *F.P. above* 150′ F | CL 3,41 | 1919 10mo | Northwest Steel Co. Portland, Or. CP | Ministry of War Transport (G.Heyn&Sons, Ld. *Mgrs.*) | 409·8 423·7(o.l.) P44′B115′F47′ FK 7 *Cell D B355′1139t M T29′745t FPT132t* | 54·2 | 27·7 | London British *B Hpt Cem* | 2 Steam Turbines DR geared to 1sc.shaft 605NHP 2 0lb (*s*) 3SB,*9cf*,GS181,HS8007 FD MidwestEng.Co. Indianapolis | 30 ″ 2 s 3 ″ 4½ 24 ″ 0½ | |
| 91069 168200 GPJL | **Empire Chamois** (*ex*PacificRedwood–41, *ex*Westmount) 2 *Dks* Sub Sig. *Fitted for oil fuel* | | 5684 5111 3558 | ✠ ... 4,22 ✠ | | | | 1918 5mo | Ames S.B. & D.D.Co. Seattle, Wash | Ministry of War Transport (Booth S.S.Co.Ld. *Mgrs.*) | 409·5 P44′B115′F47′ FK | 54·2 | 27·4 | London British *WB* | TB.Cy.26″,43″&73″–48″ 543NHP AmesS.B.&D.D.Co.Seattle | 30 ″ 2 s 3 ″ 4½ 24 ″ 0½ | R † |
| 91070 | **Empire Pearl** 1 *Dk* D.F. E.S.D. *Fitted for oil fuel* *Longitudinal framing* *Cruiser Stern* *Mchy. Aft* *Carrying Petroleum in bulk* | | 9800 8894 5797 | | | | | 1941 | Sir J.Laing & Sons, Ld. Sunderland | Ministry of War Transport | 484·0 P111′F33′ | 68·3 | 36·1 | Sundrland British *WB* | T.3Cy.27″,44″&76″–51″ 414NHP N.E.MarineEng.Co.(1938) Ld.Nwc. | | |
| 91071 | **Empire Wyclif** D.F. E.S.D. *Cruiser Stern* | | 6950 6529 4900 | 100A1 *with freeboard (Class Contemplated)* | | | | 1941 | Short Bros. Ld. Sunderland | Ministry of War Transport (Dene Management Co. Ld. *Mgrs.*) | 427·5 | 57·0 | 34·3 | Sundrland British | T.3Cy.24″,39″&68″–48″ N.E.MarineEng.Co.(1938) Ld.Nwc. | | |
| 91072 168201 GPFG | **Empire Kangaroo** (*ex*Mercer–41) Sub.Sig. 1 *Dk & Shelter dk & Web frames* *Longitudinal framing* | | 6219 5705 3888 | ✠ ... 6,20 ✠ *(Reclassification contemplated)* | | | | 1919 1mo | Federal S.B. Co. Kearny, N.J. | Ministry of War Transport (Donaldson Bros. & Black, Ld. *Mgrs.*) | 397·4 P45′B110′F38′ *on Shelter dk* FK | 55·0 | 31·4 | London British *WB* | DR geared steam turbine 619NHP General Electric Co. Schenectady, N.Y. | 34 ″ 11 | R † |
| 91073 167107 BCNX | **Empire Bank** *Oil Eng.* 1 *Dk* | | 402 298 183 | | | | | 1941 | Henry Scarr, Ld. Hessle | Ministry of War Transport (P.MacCullum& Sons, Ld. *Mgrs.*) | 143·6 | 26·1 | 9·9 | Hull British *WB* | Oil Engines 2S.C.SA. 7Cy.10½″–13½″ Crossley Bros.Ld.Mch. | 11 ″ 0 s 1 ″ 0 10 ″ 0½ | |
| 91074 168188 BCGS | **Empire Porpoise** (*ex*Invincible–41) Sub.Sig. 3Mst 1 *Dk & Web frames* *Fitted for oil fuel* *Longitudinal framing* | | 7592 7295 4847 | ✠ *Reclassification Contemplated* ✠ | | | | 1918 10mo | Bethlehem S.B.Corp.Ld. Alameda, Cal. | Ministry of War Transport (Cunard White Star, Ld. *Mgrs.*) | 440·0 | 56·0 | 35·2 | London British *WB* | 1 steam turbine & elec. motor 637NHP NE21 General Electric Co. Schenectady, N.Y. | 38 ″ 0 s 9 ″ 6¾ 28 ″ 7½ | R † |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Year Class renewed. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RPP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of ✠ of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88051<br>164907<br>MJJY | **Fiddown**<br>*Oil Eng.*<br>*Mchy. Aft* 1 *Dk*<br>*Cruiser Stern*<br>*Cargo battens not fitted* | | ~~311~~<br>319<br>201<br>163 | ✠100A1<br>9,40 ~~7,40~~<br>*(Class Contem plated)*<br>✠LMC7,40 | Goo<br>Liv | *e* | OG | 1940<br>7mo<br>*Lloyd's* | Goole S.B. & Repg Co. Ld. Goole<br>*SA & CP* | Samuel Morris, Ld.<br>*Cell D B86'105t F P T 27t* | 133·8 \| 24·7 \| 7·5<br>139·3 (O.L.)<br>P34'Q47'F18' FK | Goole<br>British | Oil Engines 2S.C.SA<br>6Cy.10½"–13½" 115*NHP*<br>3 *B H Cem*<br>1 *P T 15t*<br>Crossley Bros. Ld. Mch. | 9 " 8<br>8 3 " 5<br>9 " 6½ | |
| 88052<br>8412<br>SMVN | **Froste**<br>*Oil Eng.*<br>Wireless D.F. E.S.D. 1 *Dk*<br>*Cruiser Stern*<br>*Strengthened for navigation in ice* | | *1050*<br>720<br>468 | ✠100A1<br>5,40 ~~4,40~~<br>✠LMC4,40 | Got | *n* | CL | 1940<br>4mo<br>*Lloyd's*<br>*Completed by* Eriksb | Crichton-Vulcan A.B. Abo<br>*SA & CP*<br>ergs M.V.A/B, Got | A/B Svenska Ostasiatiska Kompaniet (G. Borin, *Mgr.*)<br>*Cell D B160'* FK<br>248*t F P T 76t A P T 78t* | 215·3 \| 35·5 \| 13·7<br>222·9 (O.L.)<br>P20'Q52'B50'F32' | Gothenbrg<br>Swedish | Oil Engines 2S.C.SA<br>8Cy.13⅜"–22 7/16" 250NHPs<br>4 *B Hpt Cem*<br>A/B Atlas-Diesel, Skm. | 15 " 7<br>" 7½<br>15 " 0½ | |
| 88053<br>167558<br>GLRX | **Flora II** Ⓟ (*ex* Flora-40)<br>Wireless D.F. 2 *Dks*<br>*Ref. Mchy.* | | 1218<br>1040<br>657 | | | | | 1909 | Akt. Burmeistr & Wain<br>Copenhagen | Ministry of Shipping (Ellerman's Wilson Line, Ld. *Mgrs.*) | 253·5 \| 34·6 \| 16·8<br>P19'B104'F25' | London<br>British | T.3Cy.21", 35" & 60"–39"<br>225NHP<br>*WB* Akt. Burmeistr & Wain, Cpn | | V |
| 88054<br>168029<br>GMSJ | **Fultala**<br>*Oil Eng.*<br>D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | | 5051<br>4417<br>2828 | ✠100A1<br>*with freeboard*<br>3,41 ~~4,40~~<br>*(Class Contem plated)*<br>✠LMC10,40 | Sld<br>Cal | *a*† | CL | 1940<br>10mo<br>*Lloyd's* | Wm. Doxford & Sons, Ld<br>Sunderland<br>*SA & CP* | British India Stm. Nav. Co. Ld. | 426·0 \| 54·3 \| 26·1<br>441·8 (O.L.)<br>~~For Shelter dk 11'~~<br>F40' FK<br>*(Cell B Hto Sh dk 6 B Hto 2nd dk)*<br>*Cell D B347 1089t M T 21'829t F P T 122t A P T 149t* | London<br>British<br>7 *B Hpt Cem* | Oil Engines 2S.C.SA<br>3Cy.23⅝"–~~31½~~" 91 5/16<br>2 *D B 120lb* 516NHP<br>Wm. Doxford & Sons, Ld Sld | 28 " 7<br>83 " 3<br>25 " 6½ | |
| 88055<br>8460<br>SDWT | **Fenris**<br>*Oil Eng.*<br>D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern*<br>*Strengthened for navigation in ice*<br>*Butts of shell plating electrically welded* | | ~~1950~~<br>1904<br>1436<br>1042 | ✠100A1<br>*with freeboard*<br>3,41<br>*(Class Contem plated)*<br>✠LMC1,41 | Skm | *t* | CL | ~~1940~~<br>1941<br>3mo<br>*Lloyd's* | Finnboda Varf Akt. Stockholm<br>*SA & CP* | Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) | 314·0 \| 44·2 \| 15·9<br>322·3 (O.L.)<br>F29' FK<br>*(Cell B Hto Sh dk 5 B Hto 2nd dk)*<br>*Cell D B250'534t F P T 75t A P T 46t* | Stockholm<br>Swedish<br>6 *B H* | 2 Oil Engines 2S.C.SA with electro-magnetic slip coupling & SR gearing<br>4 Cy. 13⅜"–22 7/16" 438NHP<br>*D B 114lb*<br>A/B Atlas-Diesel, Skm. | 19 " 3<br>8 " 7½<br>19 " 10 | |
| 88056<br>160785<br>GNDG | **Fishpool**<br>*Oil Eng.*<br>D.F. E.S.D. *Cruiser Stern* ~~2 *Dks*~~<br>1 *Dk & Shelter dk* | | 4950<br>4417<br>2815 | | | | | 1940 | Sir J. Laing & Sons, Ld. Sunderland | Pool Shipping Co Ld (Sir R. Ropner & Sons, Ld. *Mgrs.*) | 418·0 \| 58·8 \| 25·8 | W. Hartlpl<br>British | Oil Engines 4S.C.SA<br>7Cy.24½"–51 3/16"<br>*WB* J.G. Kincaid & Co. Ld. Grk. | | |
| 88057<br>168303<br>GNQQ | **Fanad Head**<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | | 5038<br>4432<br>3002 | | | | | 1941 | Harland & Wolff, Ld<br>Belfast | Ulster S.S. Co. Ld. (G. Heyn & Sons, Ld. *Mgrs.*) | 407·3 \| 58·9 \| 24·8<br>P25'F37' | Belfast<br>British | T.3Cy.22", 37" & 61"–45" & LP turbine with SR gearing & chain drive<br>*WB* Harland & Wolff, Ld. Bel. | | |
| 88058<br>98579<br>CGSP | **Foundation Aranmore** Ⓟ Iron<br>(*ex* Aranmore-40)<br>Wireless *Well deck* 2 *Dks* | | 1156<br>919<br>502 | ✠ ...<br>10,94<br>✠ | | | | 1890<br>9mo | W B Thmpson & Co (Lim)<br>Dundee | Foundation Maritime, Ld. | 241·5 \| 34·8 \| 15·7<br>P150'B25'F36' | Halifax NS<br>British | T.3Cy.23", 38" & 61"–48"<br>258NHP<br>*WB* W B Thompson & Co Ld Dun | 18 " 0 | |
| 88059 | **Florida** (*ex* Signe-40, *ex* P. Madsen-39)<br>D.F. 1 *Dk* | | 1807<br>1624<br>1054 | | | | | 1924 | A/S Aalborg Skbsv.<br>Aalborg | Estoduras Steamship Co. Inc. | 276·8 \| 42·1 \| 17·8<br>P18'B169'F33' | Puerto Cortes<br>Honduran | T.3Cy.21", 33" & 55"–36"<br>181NHP<br>*WB*<br>A/S Frichs, Aarhus | | C |
| 88060 | **Felippe Camarão** (*ex* Ten-41, (*ex* Lake Giltedge-35) *Fitted for oil fuel*<br>1 *Dk 2 tr B* | | 2664<br>2283<br>1654 | ✠ ...<br>3,21<br>✠ | | | | 1919<br>9mo | Detroit S.B. Co.<br>Wyandotte | Lloyd Brasileiro | 251·0 \| 43·6 \| 26·1<br>P25'B64'F23' FK | R. Janeiro<br>Brazilian | T.3Cy.21½", 35" & 59"–42"<br>352NHP<br>*WB* Detroit S.B. Co. Detroit | 28 " 2 | R<br>t |
| 88061<br>HPRL | **Folozu** (*ex* Hellenic City-40, *ex* Win On-39, *ss* Ant. 2nd No. 3-3,38 *ex* Lake George-37) 1 *Dk Topside tanks*<br>*Mchy. Aft* *Cargo battens not fitted* | | 2486<br>2046<br>1782 | ✠100A1<br>12,40 ~~7,40~~<br>B83,40<br>✠LMC11,37 | Shi | *s* | CL<br>7,40 | 1917<br>11om<br>*Lloyd's* | Gt. Lakes Eng. Works Ashtabula, O.<br>*SA & CP* | Wallem & Co.<br>*Cell D B209'600t Topside tanks 124'330t F P T 180t A P T 50t* | 253·0 \| 43·5 \| 27·5<br>P115'F26' FK | ~~Shanghai~~<br>Panamanian | T.3Cy.21", 34½" & 57"–42"<br>175lb (*s*) 284NHPs<br>4 *B H Cem*<br>2SB, 6*cf*, GS104, HS4160 FD<br>Gt. Lakes E Wks, Ashtabula | 27 " 6<br>4 " 1<br>23 " 7½ | |
| 88062<br>HPRL | **Falsterbohus**<br>*Oil Eng.*<br>*Mchy. Aft*<br>D.F<br>*Cruiser Stern*<br>*Longitudinal framing* | | 10232<br>9278<br>6185 | 100A1<br>(*Class Contem plated*)<br>*Carrying Petroleum in bulk* | | | | 1941 | Kockums M.V. Aktieb. Malmö | Trelleborgs Ångf. Nya A/B (J. Malmros, *Mgr.*) | 503·4 \| 66·1 \| 38·8<br>P95'B37'F64' | Trelleborg<br>Swedish | Oil Engines 2S.C.DA<br>8Cy.23⅝"–43 5/16"<br>Kockums M.V. Akt. Malmö | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. | Matériaux, Gréement, etc. | Tonnage Officiel. | Détails de la Classification. | | | Date de la dernière visite de l'arbre porte-hélice. | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement. | Machines. | Creux sur Quille | |
| Numero Officiel. | *Ex-nom, s'il y a lieu.* | | Total. — Sous le Pont. — Net. | Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Forme sous laquelle navire a navigué auparavt. Lettre d'Equipement. | | Quand. — Navire. — Mach. | Par qui. — Où. | | Longueur. | Largeur. | Creux. | Pavillon. | No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.* | Registre où coté, si ce n'est dans le L. R. Durée Cert. Bo. Trade. |
| Signaux | Visites Périodiques Nombres des Ponts. | | | | | | | | | | | | | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. / Official No. / Code Letters. | Steamer's Name. *Late Name if any.* | Material, Rig, &c. Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. — Under deck. — Net. | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Lengthened. Date of new Equipment Letter. | Date when tail shaft last seen. | Built. When | Built. By Whom — Where | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard amidships / Corresponding draught. *ft. in.* | | Registers in which classed, if not in L.R. Date of Retirement. |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terminaisons indiquant un équipement exprès. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille à Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Remarques ou cote si ce n'est dans la Table. Durée Cert. Bot. Tail. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88201<br>145466<br>GCKQ | **Glendinning** (*ex*Bramwell-40, *ex*SheafGarth-37) D.F. *Arch deck* | *ss*Bly.No.3-12,34 *ss*Cff.No.1-39 *CruiserStern* 1*Dk*(*Stl*) *Cargo battens not fitted* | 1927<br>1665<br>1077 | ✠100A1<br>4,40<br>✠LMC<br>MS6,39 BS~~4,40~~2,41 | Gmh | *q* | OG ~~6,39~~<br>1,41 | 1921<br>9mo<br>*Lloyd's* | BlythS.B. &D.D.Co.Ld. Blyth *sA&CP* | G.Gibson&Co.Ld. *CellDB*220'523*t* *sidetanks in ER*20'95*t FPT*40*t APT*72*t* | 260·5\|38·7\|22·3<br>271·8(O.L.)<br>P19'F19' FK | Leith<br>British | T.3Cy.22½",37"&62"-39"(*s*)<br>180lb 314NHP<br>2SB,*Spf*,GS148,HS5581<br>MacColl&Pollock,Ld.Sld. | 24 ″ 7<br>6 ″ 7¼<br>18 ″ 2¼ | |
| 88202<br>875<br>SVSJ | **George A. Dracoulis** (*ex*Vathy of Samos-40, *ex*Dongga-37, *ex*Undine, *ex*Zanzibar) Wireless 1*Dk* | | 1570<br>—<br>936 | | | | | 1912 | Schiffsw. v. HenryKoch Lübeck | Mme.Maria G.Dracoulis&Sons (J.Henderson, *Mgr.*) | 241·4\|36·1\|16·0<br>P&B190'F35' | Piræus<br>Greek | T3Cy.18¼",28¾"&47½"-33⅞"<br>129NHP<br>*WB* OttensenerMasch.Fab.Alt. | | V |
| 88203<br>Sub.Sig. D.F.<br>GyC. E.S.D. | **Goncalves Dias** (*ex*Mormacsun-40, *ex*Argosy-38) 2 *Dks & Shelter dk* | *Fitted for oil fuel* | 4996<br>—<br>3094 | | | | | 1920 | American International S.B.Corp. HogIslandPa | LloydBrasileiro | 390·0\|54·2\|27·8 | R.Janeiro<br>Brazilian | DR geared steam turbine<br>*WB* GeneralElectricCo. Schenectady,N.Y. | | R |
| 88204<br>111855 | **George Hindman** (*ex*Brookton-40, *ex*Dornoch, *ex*Colorado, *ex*TheIroquois, *ex*Tadenac) *Mchy.Aft* | 1*Dk* | 2286<br>2022<br>1694 | | | | | 1902 | BertramE. WorksCo.Ld. Toronto | DiamondS.S.Co. Ld.(G.Hindman, *Mgr.*) | 252·5\|43·2\|22·3 | OwenS'nd Ont.<br>British<br>*WB* | T.3Cy.16½",28"&45"-36"<br>127NHP<br>BertramE.W.Co.Ld.Trnto. | | |
| 88205<br>108375<br>VQYK | **Gibel Kebir** (*ex*Canisbay, *ex*Antverpia, *ex*Engalia) *Well deck* | *ss*Gib.3rdNo.3-4,26 *ss*Gib.No.2-34 1*Dk*(*Irn*) | 551<br>439<br>331 | ✠ ——<br>4,40<br>✠ | Gib | *i* | | 1887<br>11mo | R.Dixon& Co. Middlesbro' | W.B.P.Smithson (PetrosM.Nomikos Ld.*Mgrs.*) | 175·0\|26·6\|12·3<br>Q105'F22' BK7½"<br>*CellDBa*37*f*66'10*2t* | Gibraltar<br>British | T.3Cy.15",25"&40"-30"<br>NDR20 80RHP<br>1SB,*2cf*,GS36,HS1497<br>Blair&Co.Ld.Stockton | 14 ″ 5 | |
| 88206<br>SPEA | **Gdynia** Ⓟ TwinSc<br>(*ex*Kosciuszko-40, *ex*Lituania, D.F. *ex*Czaritza) 2 *Dks*(*Stl-U dk* teak s✠<br>*Ref.Mchy.* 2*nd dk*-ws) *Shade dk*(*Stl*-ws) | *ss*Dnz.No.3-12,28 *ss*Dnz.No.2-37 | 6852<br>4843<br>4207 | ✠100A1<br>*Shade dk*<br>11,40 ~~10,38~~<br>✠LMC<br>MS8,37 BS~~5,36~~<br>1,41 | Dnz<br>Ply | *b*† | CL<br>P10,38<br>SN<br>10,38 | 1915<br>5mo<br>*Lloyd's* | Barclay, Curle&Co.Ld. Glasgow *sA&CP* *CellDB* | Gdynia-America ShippingLines,Ld. | 440·0\|53·4\|29·3<br>FK 10*BHCem*<br>*a*104' *uE*46' *f*182'<br>705*t DTa*33' 184*t D T f*18'337*t FPT*51*t APT*21*t* | Gdynia<br>Polish | Q8Cy21½",30¾",44"&63"-48"<br>215lb (*s*) FD 889NHP<br>6SB,*18cf*,GS332,HS13302<br>Barclay,Curle&Co,Ld.Gls. | 32 ″ 0<br>s 7 ″ 9¾<br>24 ″ 4 | |
| 88207<br>165093<br>GPJQ | **Goodwood**<br>D.F. 1*Dk*<br>*Mchy.Aft* *CruiserStern*<br>*Cargo battens not fitted* | | ~~2785~~<br>~~2100~~<br>~~1560~~<br>2730<br>2092<br>1557 | ✠100A1<br>1,41<br>(*Class Contem plated*)<br>✠LMC1,41 | Sld | *l* | CL | ~~1940~~<br>1941<br>1mo<br>*Lloyd's* | S.P.Austin &Son,Ld. Sunderland *sA&CP* | W.France, Fenwick&Co.Ld. *CellDB*252'828*t MT*8'295*t FPT*~~96~~*t APT*~~36~~6*t* | 311·4\|44·5\|19·3<br>321·9(O.L.)<br>Q177'F33'F36' FK 5*BHptCem* | London<br>British | T.3Cy.18½",29"&52"-39"<br>220lb (*s*) 244NHP<br>2SB(Spt)*6cf*,GS70,HS3400 FD<br>N.E.MarineEng.Co.(1938) Ld.Sld. | 21 ″ 6<br>s 7 ″ 1<br>19 ″ 4 | |
| 88208<br>46394<br>JYOD | **Gosyu Maru**<br>D.F. E.S.D. GyC.<br>*Ref.Mchy.* *CruiserStern* | | 8592<br>—<br>5233 | | | | | 1939 | Kawasaki Dkyd.Co.Ld. Kobe | GoyoSyosenK.K. | 443·2\|60·0\|40·0 | Kobe<br>Japanese | 2 steam turbines DR geared to 1 sc. shaft 833NHP<br>KawasakiDkydCoLdKobe | | |
| 88209<br>46<br>SUDU | **Gheorghia** IronTwinSc<br>(*ex*SaintGeorges-40, *ex*El Zagazig-34, *ex*Zagazig) | | 336<br>310<br>152 | | | | | 1888 | Lobnitz& Co.Ld. Renfrew | MichelKh. Cattaros | 134·3\|25·0\|10·6 | Alexndria<br>Egyptian | C.4Cy.14"&28"-24"<br>64NHP | | |
| 88210<br>EAGW | **Guecho** (*ex*CanadianTrapper) *ss*Bbo.No.3-3,34 1*Dk*(*Stl*) *SUNK IN PORT BY AIRCRAFT 9,37* | | 3276<br>2880<br>1865 | ✠<br>10,36<br>(*Reclassification Contemplated*)<br>✠ | Bcl | *v* | | 1920<br>4mo | DavieS.B. &Repairing Co. Levis,P.Q | Cia.Nav.Amaya (C.deZabala, *Mgr.*) *CellDB*266'674*t FPT*95*t APT*73*t* | 331·3\|46·8\|23·3<br>P33'B98'F33' FK 6*BHCem* | Bilbao<br>Spanish | T.3Cy.25",41"&68"-45"<br>470NHP<br>Goldie&McCullochCo Ld Galt.Ont. | 25 ″ 6<br>3 ″ 11¼<br>21 ″ 9 | |
| 88211<br>Longitudinal framing | **Gloria** (*ex*Milena-41, *ex*Chincha-39) *ss*Bal.No.3-5,23 *ss*Bal.No.1-27 *Fitted for oil fuel* 2 *Dks & Shelter dk* | | 6348<br>4574<br>3983 | ✠ ...<br>1,31<br>✠ | | | | 1912<br>9mo | JLThomp-son&Sons,Ld. Sunderland | Cia.deVapores AraucoPanamena | 403·0\|52·3\|26·8<br>FK | Panama<br>Pnamanian | Q.4Cy.24",34½",49"&71"-48"<br>480NHP<br>*WB* N.E.MarineEngCoLd.Nwc | 37 ″ 1 | R<br>† |
| 88212<br>HPSG | **Glen** (*ex*Argos-40, *ex*Fredrika-39, *ex*Holmengra, *ex*Elfsborg *ex*G.P.Braathen, *ex*HelenHeidtmann) *Well deck* | *ss*Got.2ndNo.3-6,31 *ss*Skm.No.1-35 1*Dk*(*Stl*) | 1857<br>1409<br>1078 | 100A1<br>Examined ~~4,40~~1,41<br>BS ~~11,39~~1,41 LMC2,36 | NYk | *q* | CL<br>3,39 | 1904<br>*Lloyd's* | Schiffsw.v. HenryKoch Lübeck *sA&CP* | HampusCompania deNavegacionS.A. *CellDB* 225' 543*t FPT*81*t A PT*67*t* | 264·4\|38·4\|16·7<br>P15'Q59'B68'F21' FK 4*BHCem* | Panama<br>Pnamanian | T.3Cy.19¾",32⅜"&51½"-32½"<br>185lb (*s*) 187NHP<br>2SB(Spt),*4cf*,GS90,HS3164<br>J.F.Ahrens,Altona | 19 ″ 9<br>s 2 ″ 1<br>17 ″ 10 | |
| 88213<br>168192<br>ZCKK | **Gloucester**<br>*Ref.Mchy.* *CruiserStern*<br>D.F. E.S.D. | *Oil Eng.* | ~~8130~~<br>6476<br>5506<br>3669 | 100A1<br>*with freeboard*<br>(*Class Contem plated*) | | | | 1941 | A.Stephen &Sons,Ld. Glasgow | FederalSteam Nav.Co.Ld. | ~~458·5\|60·2\|25·0~~<br>457·3\|60·3\|25·8<br>F40' | London<br>British | Oil Engines 2S.C.S.A.<br>6Cy.26⅝"-91$\frac{5}{16}$"<br>Barclay,Curle&Co.Ld.Gls. | 39 ″ 6<br>s 12 ″ 3½<br>27 ″ 5 | |
| 88214<br>168173<br>BCKT | **Ger-y-Bryn**<br>D.F. 1*Dk & Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed '41*(*W.E.*) | | ~~5115~~<br>~~4600~~<br>~~3030~~<br>5108<br>4602<br>3015 | ✠100A1<br>*with freeboard*<br>5,41<br>(*Class Contem plated*)<br>*Fitted for oil fuel* 5,41 *F.P. above* 150°F.<br>✠LMC5,41 | Lth | *a*†<br>2 | CL | 1941<br>5mo<br>*Lloyd's* | Burntisln'd S.B.Co.Ld. Burntisland *sA&CP* | BrynymorS.S. Co.Ld. (Ambrose,Davies& Matthews,Ld. *Mgrs.*) *CellDB*356'1336*t FPT*~~158~~*t APT*277*t* | 420·0\|58·0\|26·3<br>436·0(O.L.)<br>FK 7*BHptCem*<br>(*CellBH to Sh dk* 6*BH to 2nd dk*) | London<br>British | T.3Cy.22½",36"&65"-48"<br>220lb (*s*) 458NHP<br>2SB(Spt&FD)&1AuxSB, *8cf*,GS159,HS6912<br>D.Rowan&Co.Ld.Gls. | 37 ″ 10<br>s 11 ″ 3½<br>26 ″ 9 | |
| 88215<br>168175 | **Gold Ranger**<br>D.F. E.S.D.<br>*Mchy.Aft* *Cruiser Stern*<br>*Longitudinal framing at bottom & at deck* | *Oil Eng.* | ~~3500~~<br>~~2556~~<br>3313<br>2558<br>1506 | 100A1<br>(*Class Contem plated*)<br>*Carrying oil fuel in b ulk* | | | | 1941 | CaledonS. B.&E.Co.Ld. Dundee | TheAdmiralty | 339·7\|48·3\|22·6<br>P&B129'F78' | London<br>British | Oil Engines<br>4Cy.22$\frac{1}{16}$"-85$\frac{1}{16}$"<br>Wm.Doxford&Sons,Ld.Sld. | 22 ″ 6<br>s 2 ″ 5¼<br>20 ″ 2½ | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. new expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Initials of Trade Mgrs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88216 HPPV | **Guatemala** (*ex* Valiente–41, *ex* Dredger *ss* N.Yk.2nd No.3–6,40 O'Brien Brothers–40, 2 *Dks* *ex* Brookline) | 5967 5105 3741 | 100A1 12,40 BS12,40 LMC6,40 *Fitted for oil fuel* 6,40 | SFo | *z* | 1,40 *F.P. above* | 1920 *Lloyd's* | Atlantic Corporation Portsmouth, N.H. *sA4CP* | Panamanian Freighters (Wallem&Co. *Mgrs.*) *Cell DB* 362'11 | 410·2 \| 54·0 \| 29·7 427·0 (O.L.) P44'B115'F47' FK 25*t MT* 29'638*t FPT* 78*t APT* 224*t* | Panama Pnamanian | T.3Cy.24½",41½"&72"–48" 215lb 603NHP 3WTB,HS9150 FD Atlantic Corp. Ptsmth, N.H. | 29 *n* 9 5 *n* 9½ 24 *n* 2 | |
| 88217 8477 SBBT | **Glan** *Oil Eng.* *Mchy. Aft* *Cruiser Stern* | 650 490 350 | 100A1 (*Class Contem plated*) *Carrying Petroleum in bulk* | | | | 1941 | Ekensbrgs Varf. Akt. Stockholm | Rederi A/B Transocean (G. Carlsson, *Mgr.*) | 170·0 \| 29·6 \| 14·6 P42'F16' | Gothenbrg Swedish | Oil Engines 2S.C.SA 4Cy.13¾"–22 7/16" A/B Atlas-Diesel, Skm. | | |
| 88218 | **Gray Ranger** *Oil Eng.* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* | 3313 2558 1506 | 100A1 (*Class Contem plated*) *Carrying oil fuel in bulk* | | | | 1941 | Caledon S. B.&E.Co.Ld. Dundee | The Admiralty | 339·7 \| 48·3 \| 22·6 P&B129'F78' | London British | Oil Engines 4Cy.22 3/16"–85 3/16" Wm. Doxford&Sons, Ld. Sld | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7a | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. | Matériaux, Gréement, etc | Tonnage Officiel. | Détails de la Classification. | | | | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement. | Machines. | Creux sur Quille | |
| Numero Officiel. | *Ex-nom, s'il y a lieu.* | Visites Périodiques. Nombres des Ponts. | Total. — Sous le Pont. — Net. | Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | Date de la dernière visite de l'arbre porte-hélice. | Quand. — Navire. — Mach. | Par qui. — Où. | | Longueur. | Largeur. | Creux. | Pavillon. | No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | Registres ou cote et cas et ou L. R. Durée Cert. Portrade. |
| Signaux | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Period R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88351<br>167600<br>GLVK | **Havildar**<br>2 *Dks*<br>*Cruiser Stern* | ~~5400~~<br>5407<br>4931<br>3184 | ✠100A1<br>1 ~~1937,40~~ 5,41<br>*(Class Contem plated)*<br>✠LMC 7,40 | PGl<br>Glas Cal | *e*<br>2 | CL<br>N 11,40 | 1940<br>7mo | Lithgows Ld.<br>Port Glasgow | Asiatic Steam Nav. Co. Ld.<br>*Cell DB 355' 1197t FPT 111t APT 79t*<br>*Lloyd's RA & CP* | 409·5 \| 53·9 \| 28·7<br>425·0 (o.l.)<br>P 40' B 11' 7" F 38' FK | | | London<br>British<br>*7 BHCem* | T.3Cy. 24½", 41" & 70"–48"<br>2301b (*s*) 524 NHP<br>3SB, *9cf*, GS 164, HS 7425 FD<br>Rankin & Blackmore Ld Grk | 31 // 3<br>s 6 // 0½<br>25 // 5 | |
| 88352<br>167526<br>MDTD | **Hebe II** (*ex* Hebe-40)<br>Wireless D.F. 1 *Dk & Shelter dk*<br>*Ref. Mchy.* | 957<br>689<br>444 | | | | | 1912 | Kjöbnhvns Flydk. & Skbs. Copenhagen | Ministry of Shipping (Ellerman's Wilson Lines, Ld. *Mgrs.*) | 232·1 \| 34·2 \| 12·2 | | | London<br>British<br>*WB* | T.3Cy. 19½", 32" & 53"–36"<br>169 NHP<br>Kjbnhavns Flydk. & Skbsv. | | V |
| 88353<br>*New "Dalanäs," see No. 87766 in Supplement* | **Hulda** (*ex* Dalanäs-40)<br>*Oil Eng.*<br>*Mchy. Aft* ss Skm. No. 1-39<br>*Cruiser Stern* 1 *Dk*<br>*Strengthened for navigation in ice* | 475<br>—<br>222 | ✠100A1<br>4,40 ~~2,40~~<br>✠LMC CS 6.39<br>12,37<br>*Carrying Petroleum in bulk* | Skm<br>Abo | *g*<br>~~x 2,40~~<br>N 4,40 | OG | 1934<br>11mo | Nya Varvs-aktt. Öresund Landskrona<br>*Lloyd's RA & CP* | O/Y Hulda A/B (A. Castren, *Mgr.*) | 155·6 \| 27·2 \| 12·3<br>P 40' F 25' FK | | | Helsingfrs<br>Finnish<br>11 *BH APT* 16*t* | Oil Engines 2S.C.SA 6Cy. 9½"–16⅞" 102 NHP s<br>Reversible propeller<br>Atlas-Diesel A/B, Skm. | 12 // 3<br>l 1 // 0½<br>11 // 3½ | |
| 88354<br>165794<br>GTLF | **Hazelside**<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed '41 (W.E.)* | ~~5400~~<br>5297<br>4787<br>3108 | ✠100A1<br>*with freeboard*<br>6,41 ~~9,40~~<br>~~*(Class Contem plated)*~~<br>✠LMC 9,40 | Sld<br>Shl | *e*<br>2 | CL | 1940<br>9mo | Short Bros. Ld.<br>Sunderland<br>*Lloyd's RA & CP* | Charlton Stm Shpg. Co. Ld. (Charlton, McAllum & Co. Ld. *Mgrs.*)<br>*Cell B Hto Sh dk 6 B Hto 2nd dk*<br>*Cell DB 358' 1188t FPT 108t APT 255t* | 428·5 \| 57·0 \| 25·7<br>441·5 (o.l.)<br>~~P 37'~~ F 36' FK | | | Newcastle<br>British<br>*7 BHCem* | T.3Cy. 24", 39" & 68"–48"<br>220lb (*s*) 434 NHP<br>3SB (Spt) Rht *9cf*, GS 114, HS 5808 FD<br>N.E. Marine Eng. Co. (1938) Ld. Nwc. | ~~28 – 1~~<br>~~s 8 – 11~~<br>~~15 – 2½~~<br>36 // 10<br>s 10 // 10<br>26 // 2½ | ½ |
| 88355<br>*Should be "Makena," see No. 78781 in body of Register* | **Honfleur** (*ex* Makena-40, *ex* Cowboy)<br>*Fitted for oil fuel*<br>*Mchy. Aft* 1 *Dk* | 2729<br>—<br>1653 | | | | | 1919 | Gt. Lakes Eng. Works Ashtabula, O. | Transports Maritimes (Cie. Générale d'Armements Maritimes, *Mgrs.*) | 253·5 \| 43·5 \| 27·5 | | | Havre<br>French<br>*WB* | T.3Cy. 19", 32" & 54"–40"<br>184 NHP<br>Gt. Lakes Eng. Works, Ashtabula, O. | | R |
| 88356<br>167592<br>GBKG | **Harpalyce**<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 5169<br>4521<br>2977 | ✠100A1<br>*with freeboard*<br>6,40<br>✠LMC 6,40<br>*Fitted for oil fuel* 6,40 | Sld | *b* †<br>2⅛ | CL | 1940<br>6mo | Bartram & Sons, Ld. Sunderland<br>*Lloyd's RA & CP* | Gowland S.S. Co. Ld. (J. & C. Harrison, Ld. *Mgrs.*)<br>*F.P. above 150° F.*<br>*Cell DB 365' 1497t M* | 437·0 \| 58·5 \| 25·0<br>450·8 (o.l.)<br>F 34' FK | | | London<br>British<br>*7 BHptCem (Coll to Sh dk 6 ,, 2nd ,,)*<br>*APT* 245*t* | T.3Cy. 23½", 38" & 66"–45" (*r*)<br>220lb Rht. 470 NHP s<br>2SB (Spt) & 1 Aux SB, FD<br>*9cf*, GS 144, HS 6940<br>N.E. Marine Eng. Co. (1938) Ld. Sld. | 28 // 9<br>s 3 // 2¼<br>25 // 9¼ | |
| 88357 | **Hellenic Skipper** Ⓟ<br>(*ex* Curaçao-40)<br>*Fitted for oil fuel*<br>Wireless 2 *Dks* | 1548<br>—<br>1144 | | | | | 1895 | W. Cramp & Sons<br>Philadelphia | E.P. Yannoulatos (China Hellenic Lines, Ld. *Mgrs.*) | 241·3 \| 38·0 \| 16·3<br>F 50' | | | Piræus<br>Greek<br>*WB* | T.3Cy. 18", 28" & 45"–30"<br>111 NHP<br>W. Cramp & Sons, Phl. | | |
| 88358 | **Howell Lykes**<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 3 *Dks*<br>*pt Longitudinal framing* *Cruiser Stern* | ~~7500~~<br>7773<br>—<br>4585 | | | | | 1940 | Federal S.B. & D.D. Co<br>Kearny, N.J. | United States Maritime Commission | ~~468·8 \| 69·7 \| 29·1~~<br>F 42' \| 69·6 \| 29·2<br>469·0 | | | Houston, Tex.<br>Utd. States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 1417 NHP<br>De Laval Steam Turbine Co. Trenton, N.J. | | |
| 88359<br>46795<br>JWIN | **Hakukai Maru** | 2921<br>—<br>1539 | | | | | 1939 | Uraga Dock Co. Ld.<br>Uraga | Kita Nippon Kisen K.K. | 309·0 \| 44·9 \| 24·6 | | | Tokyo<br>Japanese | C.4Cy. (2) 11⅞" & (2) 20½"–13¾" & LP turbine with DR gearing & hydraulic coupling 226 NHP<br>Uraga Dock Co. Ld. Uraga | | |
| 88360<br>45898<br>JBYM | **Heiyo Maru No. 1** Wood<br>*Oil Eng.* | 307<br>—<br>225 | | | | | 1939 | Tanaka Hikoemon<br>Kusumoto | Kisi Taiiti | 114·8 \| 27·2 \| 11·8 | | | Katuura<br>Japanese | Oil Engines | | |
| 88361<br>46804<br>JDHO | **Hsing Ya Maru** Ⓟ | 3365<br>—<br>1924 | | | | | 1939 | Harima S.B. & Eng. Co. Ld.<br>Harima | Toa Kaiun K.K. | 322·1 \| 50·0 \| 15·4 | | | Tokyo<br>Japanese | Steam Engines | | |
| 88362<br>24961<br>JIVD | **Hiburi Maru** (*ex* Saiko Maru-40, *ex* Saikoh Maru-38, *ex* Heijin Maru-34)<br>ss Kob. No. 3-10, 31<br>1 *Dk (Stl) & Shelter dk (Stl) & Web frames*<br>*Longitudinal framing* | 4365<br>3677<br>2719 | ✠ ...<br>11,35<br>✠ | Yka | *w* | | 1919<br>5mo | Osaka Iron Works, Ld.<br>Osaka | Yamashita Kisen K.K.<br>*Cell DB 294' 1120t DTa 32' 690t* | 345·0 \| 49·8 \| 28·2<br>P 30' B 9' 8" F 34' *on Shelter dk* FK<br>*FPT 115t APT 29t* | | | Kobe<br>Japanese<br>*Cem* | T.3Cy. 24½", 41" & 67"–48"<br>391 NHP<br>2SB, *6cf*, GS 128, HS 5407<br>1 *BHto Sh dk*<br>5 ,, ,, *Udk*<br>Osaka Iron Works Ld Osaka | 28 // 2 | C † |
| 88363<br>132280<br>ZMBQ | **Holmwood** Ⓟ (*ex* Tees-40)<br>ss Lyt. No. 3-6, 24<br>*Well deck* ss Lyt. No. 2-32<br>*Ref. Mchy.* 1 *Dk (Stl)*<br>Wireless | 546<br>331<br>247 | ✠ ...<br>12,36<br>✠ | Lyt | *h* | | 1911<br>11mo | Goole S.B. & Repg. Co. Ld.<br>Goole | ~~Holm & Co. Ld.~~<br>Southern Traders, Ld. (Holm & Co. Ld. *Mgrs.*) | 165·2 \| 26·1 \| 12·7<br>27·7<br>Q 85' B 14' F 24' FK<br>*DB a 32' f 14' 59t FPT 37t* | | | Wellington<br>British<br>*4 BHCem*<br>*APT* 16*t* | T.3Cy. 13", 21" & 35"–24"<br>78 RHP<br>1SB, *3pf*, GS 46, HS 1386<br>Richardsons, Westgarth & Co. Ld. Mdb. | 13 // 5 | |
| 88364<br>47277<br>JJPO | **Hsing Chang Maru** | 3379<br>—<br>2534 | | | | | 1940 | Kawasaki Dkyd. Co. Ld.<br>Kobe | Toa Kaiun K.K. | 319·8 \| 50·0 \| 15·4 | | | Tokyo<br>Japanese | Steam Engine | | |
| 88365 | **Heron**<br>*Oil Eng.*<br>D.F. *Cruiser Stern* 1 *Dk*<br>*Elec. welded* *Longitudinal framing*<br>*Mchy. Aft* *Carrying Petroleum in bulk* | 8400 | | | | | 1940 | Kockums M.V. Aktieb. Malmö | S.H. Smith Sörensen | 476·0 \| 62·1 \| 34·7<br>P 91' B 32' F 63' | | | Arendal<br>Norwegian<br>*WB* | Oil Engines 2S.C.DA<br>6Cy. 23⅜"–43⅝" 1162 NHP<br>Kockums M.V. Akt. Malmö | | |
| 88366 | **Herdis**<br>*Oil Eng.*<br>D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 5000 | | | | | 1940 | Öresunds-varvet A/B Landskrona | (S. Herlofson & Co. A/S, *Mgrs.*) | 430·0<br>F 40' | | | Oslo<br>Norwegian<br>*WB* | Oil Engines 2S.C.SA<br>8Cy. 26¾"–59 1/16" 990 NHP<br>A/B Götaverken, Got. | | |
| 88367 | **Hinsang** Ⓟ<br>*Oil Eng.*<br>D.F. E.S.D. *Cruiser Stern* | 3700 | 100A1<br>*(Class Contem plated)* | | | | 1940 | Hong K'ng & Whampoa Dock Co. Ld.<br>Hong Kong | Indo-China Steam Nav. Co. Ld. | 350·0 \| 53·0 \| 22·7<br>P & B 220' F 33' | | | Hong Kong<br>British | Oil Engines 2S.C.SA<br>6Cy. 19½"–35 7/16"<br>Hong Kong & Whampoa Dock Co. Ld. Hong Kong | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'hélice porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.* | 15 Registres où cotd. si ce n'est dans le L. R. Durée Cert. Int'l Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88368<br>5284<br>SDZK | **Heros** (*ex*Hermes-40,*ex*Ernst-35,<br>*ex*Margit,*ex*Bolbék, *ss*Got.3rdNo.3–6,40<br>*ex*Margit,*ex*DeuxCharentes) 1*Dk*(*Irn*)<br>*Well deck* *Cargo battens not fitted* | 1545<br>1352<br>880 | ✠100A1<br>6,40<br>✠LMC<br>MS6,40 BS1,40 | Got | *p* | 4,40 | 1901<br>5mo | WoodSkinner&Co.Ld.<br>Newcastle<br>▲&CP | Rederi A/B Hermes<br>(I.Fagreus,*Mgr.*)<br>*CellDBa74'mE&S* | 250·0\|37·2\|16·2<br>P28'Q110'B12'F27' FK<br>*B36'f194'391tFPT61tAPT67t* | Stockholm<br>Swedish | T.3Cy.20½",33½"&54"–36"<br>160lb (*s*) 180NHP s<br>2SB,*6pf*,GS90,HS2800<br>N.E.MarineEng.CoLdNwc | 18 " 5<br>5 " 4½<br>17 " 3½ | |
| 88369 | **Hukuzyu Maru** (*ex*Miramare–41,<br>*ex*OnassisPinelopi–39, *ss*Ver.No.3–4,32<br>*ex*Canadian Spinner–33) *ss*Rot.No.1–37 2*Dks*(*Stl*) | *5731*<br>*4370*<br>*3855* | ✠ ...<br>4,41<br>~~LMC~~<br>~~MS6,37~~ ~~BS6,40~~ | Rot | *y* | CL<br>5,37 | 1919<br>12mo | Canadian Vickers,Ld.<br>Montreal<br>*Lloyd's*▲&CP | OkadagumiK.K.<br>*CellDB333'1025t FPT14 9tAPT133t* | 400·0\|52·4\|28·5<br>P49'B113'F39' FK 6 | Osaka<br>Japanese | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 520NHP ~~s~~<br>3SB,*9cf*,GS198,HS7743 FD ~~2~~<br>Canadian Vickers,Ld,Mtl. | 31 " 1<br>~~5 " 1½~~<br>~~25 " 4~~ | |
| 88370 | **Hawaiian Planter**<br>*Fitted for oil fuel*<br>D.F. E.S.D. 3*Dks*<br>GyC. *CruiserStern* | 7200 | | | | | 1941 | NwprtNws S.B.&D.D.Co<br>NewprtNews | MatsonNavigation Co. | 465·0\|69·6\|38·3<br>B88' | S.Frncisco<br>Utd. States | 2 steam turbines DR geared<br>to 1 sc. shaft 1416NHP<br>*WB* NewportNewsSB&DD.Co. | | |
| 88371<br>132608<br>GPQM | **Hampton Lodge** (*ex*Inginer<br>N.Vlassopol–41, *ss*Shl.2ndNo.3–10,36<br>*ex*LoyalDevonian–32,<br>*ex*Panayiotis,*ex*EssexAbbey 1*Dk*(*Stl*) | 3645<br>3380<br>2241 | ✠100A1<br>Examined 3,41<br>✠LMC<br>MS10,36 BS3,41 | Lon | *w* | CL<br>4,40 | 1911<br>9mo | Greenock & Grngemouth Dkyd.Co. Ld.<br>Greenock<br>*Lloyd's*▲&CP | Ministry of Shipping(J.&C.Harrison,Ld.*Mgrs.*)<br>*CellDBa102'u E&B39'f1548'32tAPT105t* | 348·5\|50·2\|28·6<br>P30'B99'F38' FK 6 | London<br>British | T.3Cy.25",41"&67"–45" (*s*)<br>180lb *85lb* 362NHP s<br>2SB,*6cf*,GS135,HS6044<br>Rankin&Blackmore,Grk. | 26 " 0<br>4 " 4½<br>21 " 10 | |
| 88372<br>42840<br>JLEM | **Hiyama Maru** (*ex*MatuyamaMaru<br>–40,*ex*Penybryn–39,*ex*AtlanticCity–36)<br>2*Dks*<br>D.F. *Fitted for oil fuel* | 6173<br>—<br>4436 | | | | | 1920 | Ropner S.B. & Rpg.Co. (Stockton)Ld<br>Stockton | NissanKisenK.K. | 411·7\|54·5\|33·6<br>F36' | Tokyo<br>Japanese | T.3Cy.28",46"&75"–51"<br>402NHP<br>*WB* Blair&Co.Ld.Stockton | | |
| 88373 | **Hawaiian Packer**<br>3*Dks*<br>D.F. E.S.D. GyC. *Fitted for oil fuel*<br>*CruiserStern* | 7700 | | | | | 1941 | NwprtNws S.B.&DD.Co.<br>Newprt News | MatsonNavigation Co. | 465·0\|69·6\|38·3<br>B88' | S.Frncisco<br>Utd. States | 2 steam turbines DR geared<br>to 1 sc. shaft 1416NHP<br>*WB* Newport NewsSB&DD.Co. | | |
| 88374 | **Hakko Maru** (*ex*Clifford–41,<br>*ex*Frango–10,*ex*Golaa)<br>D.F. *ss*Sfj.2ndNo.3–2,40<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Fitted for oil fuel* | 6035<br>4909<br>3810 | ✠ ...<br>5,41<br>✠NE7,30 ✠ | NYk | *z* | | 1917<br>5mo | ChesterS.B Co.Ld.<br>Chester,Pa | TeikokuSenpaku K.K.(TheRising SunPetroleumCo. Ld.*Mgrs.*)<br>*CellDB350'1611t FPT115tAPT144t* | 401·9\|54·3\|30·2<br>P99'F27'B50' FK 10 | Japanese | T.3Cy.27",44'&73"–48"<br>569NHP s<br>3SB,*9cf*,GS176,HS8862<br>LilleshallEngineeringCo.<br>Oakengates,Staffs | 32 " 9<br>6 " 4½<br>25 " 6½ | |
| 88375 | **Honduras** (*ex*YolandeBertin–41,<br>*ex*Stanthorpe–38,<br>*ex*Kambole–37, *ss*H.Kg.2ndNo.3–10,39<br>*ex*MalvernRange) 2*Dks*(*Stl*)<br>D.F. | *4524*<br>*4218*<br>*2839* | ✠100A1<br>12,40<br>BS12,40 ✠LMC10,39 | Cal | *x* | CL<br>10,39 | 1915<br>7mo | J.Priestman&Co. Sunderland<br>*Lloyd's*▲&CP | Panamanian Freighters (Wallem&Co. *Mgrs.*)<br>*CellDBa125'u E26'f167'1063tFPT84t APT121t* | 380·0\|50·0\|26·7<br>P32'B98'F37' FK 6 | Panama<br>Panamanian | T.3Cy.25",37½"&69"–48" (*s*)<br>180lb 381NHP s<br>3SB,*9cf*,GS165,HS6190<br>Richardsons,Westgarth& Co.Ld.Sld. | 29 " 3<br>5 " 8½<br>23 " 9 | |
| 88376 | **Hawaiian Merchant**<br>D.F. E.S.D. GyC 3*Dks*<br>*ptElec.welded* *Fitted for oil fuel*<br>*Longitudinal framing*<br>*CruiserStern* | 7500 | | | | | 1941 | Federal S.B.&D.D.Co<br>Kearny,N.J. | MatsonNav.Co. | 468·3\|69·7\|29·1 | S.Frncisco<br>Utd. States<br>*WB* | 2steam turbines DR geared<br>to 1 sc. shaft 1416NHP<br>DeLavalSteam TurbineCo.Trenton,N.J. | | |
| 88377 | **Hawaiian Shipper**<br>D.F. E.S.D. GyC. 3*Dks*<br>*ptElec.welded* *Fitted for oil fuel*<br>*Longitudinal framing*<br>*CruiserStern* | 7500 | | | | | 1941 | Federal S.B.&D.D.Co<br>Kearny,N.J. | MatsonNav.Co. | 468·3\|69·7\|29·1 | S.Frncisco<br>Utd. States<br>*WB* | 2steam turbines DR geared<br>to 1 sc. shaft 1416NHP<br>DeLavalSteam TurbineCo.Trenton,N.J. | | |
| 88378 | **Henrique Dias** (*ex*Queen–41,<br>*ex*LakeFlovilla)<br>*Ref.Mchy.* 1*Dk2trB* | 2592<br>2220<br>1604 | ✠ ...<br>4,21<br>✠ | | | | 1919<br>2mo | Detroit S.B.Co. Wyandotte, Mich. | LloydBrasileiro | 251·0\|43·6\|26·1<br>P25'B64'F23' FK | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.20",33"&54"–40"<br>267NHP<br>DetroitS.B.Co.Detroit | 28 " 2 | R. † |
| 88379<br>47678<br>JPYJ | **Humi Maru No. 3** | 370<br>—<br>124 | | | | | 1940 | Hakodate Dock K.K. Hakodate | TaiyoHogeiK.K. | 142·7\|25·6\|14·6 | Tokyo<br>Japanese | Steam Engine | | |
| 88380<br>838<br>JRPG | **Hokko Maru** | 5385<br>—<br>3097 | | | | | 1940 | Harima S.B.&Eng. Co.Ld. Harima | DairenKisenK.K. | 398·5\|53·0\|30·0 | Dairen<br>Japanese | Steam Turbiue | | |
| 88381<br>46057<br>JQXJ | **Himetaka Maru**<br>*OilEng.* | 554<br>—<br>301 | | | | | 1940 | Nakagiri Rokutaro<br>Kobe | HadookaHideo | 146·0\|27·0\|13·8 | KitaIkuti<br>Japanese | Oil Engines | | |
| 88382<br>47665<br>JPUJ | **Hirota Maru** | 2992<br>—<br>1673 | | | | | 1940 | Hakodate Dock K.K. Hakodate | NipponYusenK.K. | 305·1\|45·3\|26·2 | Tokyo<br>Japanese | Steam Engine | | |
| 88383<br>47568<br>JJFO | **Hirokawa Maru**<br>*OilEng.*<br>1*Dk*&*Shelterdk* | 6872<br>—<br>3939 | | | | | 1940 | Kawasaki Dkyd.Co.Ld. Kobe | KawasakiKisen K.K. | 479·5\|62·3\|30·3 | Kobe<br>Japanese<br>*WB* | Oil Engines 2S.C.DA.<br>8(y.24½"–17½" 2140NHP<br>KawasakiDkydCoLdKobe | | |
| 88384<br>47572<br>JJYO | **Hino Maru No. 5** | 2725<br>—<br>1539 | | | | | 1940 | Mitsubishi JukogyoK.K Kobe | HinomaruKisen K.K. | 307·8\|44·9\|24·9 | Kobe<br>Japanese | Steam Engine | | |
| 88385 | **Helencrest**<br>D.F.<br>*CruiserStern* | 5200 | 100A1<br>*withfreeboard*<br>(*ClassContemplated*) | | | | 1941 | Lithgows Ld. PortGlasgow | CrestShippingCo. Ld. | 432·2\|56·2\|24·8<br>F39' | London<br>British | T.3Cy.23½",37½"&68"–48"<br>Rankin&BlackmoreLdGrk | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Classed. New expired. Equipment Letter. | Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Transfer. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88386 | **Hokumei Maru** (*ex* Atlantico–41, *ex* SanBernardino–40, *ex* Oriole, *ex* WestJappa) | 2 *Dks* *Fitted for oil fuel* | 5751 5218 3555 | | | | | 1920 | Ames S.B. & D.D. Co. Seattle, Wash | Kitagawa Sangyo Kaiun K.K. | 410·5 P44′ | 54·2 B119′ | 29·2 F47′ | Osaka Japanese | T.3Cy.26″,43″&73″–48′ 369NHP *WB* Ames S.B.&D.D.Co. Seattle | | R |
| 88387 | **Hokusei Maru** (*ex* Canadian–41, *ex* GoldenWest–37, *ex* WestIvan) D.F. *Ref. Mchy.* | 2 *Dks* *Fitted for oil fuel* | 5802 5113 3639 | | | | | 1919 | J.F. Duthie & Co. Seattle, Wash | Kitagawa Sangyo Kaiun K.K. | 410·3 P44′ | 54·2 B115′ | 27·7 F47′ | Osaka Japanese | T.3Cy.24¾″,41½″&72″–48″ 359NHP *WB* Hooven, Owens, Rentschler Co. Hamilton, O. | | R |
| 88388 HPBF | **Heron** (*ex* Beulah–41, *ex* Heiren) *Mchy. Aft* | Twin Sc 5 Mst *Oil Eng.* *ss* L. An. No. 3–10, 33 1 *Dk* (*Stl*) 2 *tr B* | *1389* ✠ *1216* *1042* | 7,37 ✠ | SFo | | | 1923 3mo | Randolph A/S Skibs. Fevig | Wallem & Co. | 232·6 P35′ F34′ BK 8½″ *MT* 27′350 *t* *D* | 37·7 *Intermediate 'tween dk B H in hold dispensed with* 2 | 20·4 *T f* 27′350 *t* *APT* 30 *t* 4 | Panama Panamanian *Cem* | O.1 Engines 2S.C.SA 8 Cy.15″–16⅛″ 137NHP DB 14 *fitted* 32 *B H to U dk* J.&C.G. Bolinders Co. Ld. Skm „ „ *2nd* „ | 22 ″ 0 | |
| 88389 | **Hondu** (*ex* Siggy–41, *ex* Carl–35, *ex* Artensis–34, *ex* Gustav Fischer) D.F. | 1 *Dk* | 1792 — 1006 | | | | | 1921 | Nüscke & Co. A.G. Stettin | Hondu S.S. Co. | 267·7 P57 *t* | 42·2 H84 *t* | 18·0 F21 *t* | Puerto Cortes Honduran *WB* | T 3Cy 20 7/16″,32¼″&51½″–35⅝″ Görlitzer 155NHP Maschinenbau A.G. Görlitz | | N |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréements, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | 15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Bo. Tr. Ile. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88501<br>167619<br>GMKM | **Itola**<br>D.F. 2*Dks*<br>*CruiserStern* | ~~6628~~<br>6138<br>~~3965~~<br>6793<br>6128<br>3969 | ✠100A1 Hpl *a*†<br>*with freeboard*<br>Bom 2<br>*(Class Contem plated)*<br>10,40 ~~7,40~~<br>✠LMC7,40 | | | CL<br>10,40 | 1940<br>7mo | W.Gray& &Co.Ld. WHartlepool<br>*Lloyd'sA&CP* | BritishIndiaStm. Nav.Co.Ld. | 426·8\|57·6\|32·0<br>442·8(O.L.)<br>P42′B139′F43′ FK 7*BHCem*<br>*CellDB366′1127tFPT175tAPT168t* | | | London<br>British | T.3Cy.22″,37″&65½–48″&LP turbine with DR gearing & hydraulic coupling (*s*)<br>250lb HS8500 669NHP<br>4SB(Spt)*12cf*,GS220, FD<br>Cen.Mar.E.Wks.<br>(W.Gray&Co.Ld.)W.Hpl. | 34 ″ 6<br>s9 ″ 8¾<br>25 ″ 0 | |
| 88502<br>GLBL | **Inspiration** TwinSc<br>(*ex*KosmosI–39, *ss*Hna.No.3–4,40<br>*ex*Kosmos) 1*Dk(Stl)&Webframes*<br>Wireless<br>D.F. 1*Dk&Shelter dk*<br>*CruiserStern*<br>*Longitudinal framing on shelter dk*<br>*Cargo battens not fitted*<br>*Tonnage opening closed'41(W.E.)* | 623<br>542<br>348 | A1 Hna<br>*with freeboard* Boa<br>*corresponding to an extreme summer draught of 14′ 4″*<br>5,40 ~~4,10~~ LMC4,40<br>✠NB19*refitted28*<br>*For service in the Gulf of Mexico, Carribbean Sea & Atlantic & Pacific Coasts of Colombia & Panama*<br>*Fitted for oil fuel* 8,28 *F.P. above* 150° F. | | | OG<br>P3,40<br>S2,40 | 1920 | Schiffsw.u. Mch."Hansa" A.G.Tönning | Cia.deNav.y Tierras"Elliot," S.A.<br>*CellDB125′102tDTsa9tFPT8t* | 185·5\|25·3\|15·6<br>P11′ FK | Buenaventura Colombian<br>5*BHptCem ptAsp* | T.6Cy.12″,18″&28″–18″ (*r*) 180lb 151NHP<br>NE*made07refitted28*<br>1SB,*3cf*,HS2735 FD<br>UnionIronWorks,S.Fo. | 18 ″ 4<br>s4 ″ 0¾<br>14 ″ 4 | |
| 88503<br>160782<br>GLBL | **Industria**<br>D.F. 1*Dk&Shelter dk*<br>*CruiserStern*<br>*Longitudinal framing on shelter dk*<br>*Cargo battens not fitted*<br>*Tonnage opening closed'41(W.E.)* | 4861<br>4205<br>2881 | ✠100A1 Hpl *a*†<br>*with freeboard* Hul 2<br>1,41 ~~5,40~~<br>✠LMC5,40<br>*Fitted for oil fuel* 5,40 *F.P. above* 150°F. | | | CL | 1940<br>5mo | W.Gray& Co.Ld. WHartlepool<br>*Lloyd'sA&CP* | MetcalfeShipping Co.Ld.(Metcalfe, Son&Co.Ld.*Mgrs.*)<br>*CellDB358′1329tMT* | 416·0\|56·1\|23·9<br>431·5(O.L.)<br>F40′ FK<br>28′ 1060*t FPT122t* | W.Hartlpl.<br>British<br>7*BHptCem*<br>(*Coll to Sh dk*<br>6 ,, 2*nd*,,)<br>*APT174t* | T.3Cy.23½″,36½″&65″–48″<br>200lb *130lb* (*s*) 397NHP<br>2SB(Spt)*6cf*,GS103,HS5530 FD<br>Cen.Mar.E.Wks.<br>(W.Gray&Co.Ld.)W.Hpl. | ~~27 ″ 10~~<br>~~s8 ″ 1~~<br>~~25 ″ 0~~<br>36 ″ 4<br>s10 ″ 7<br>26 ″ 0¼ | |
| 88504<br>GLBJ | **Imediato João Silva**<br>(*ex*Southerner–40, *Fitted for oil fuel*<br>*ex*Exton–36, 2*Dks&Webframes*<br>*ex*Sangamon) D.F. *Ref.Mchy.* | 5083<br>4740<br>3113 | ✠ ...<br>6,20<br>✠ | | | | 1919<br>5mo | American International S.B.Corp. HogIslandPa | LloydBrasileiro | 390·0\|54·2\|27·6<br>P39′B122′F43′ FK | R.Janeiro<br>Brazilian<br>*WB* | DR geared steam turbine 386NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R |
| 88505<br>GQJD | **Iris** TwinSc<br>*Mchy.Aft* 2*Dks*<br>Wireless D.F. E.S.D. *CruiserStern*<br>*Butts of keel plating elec.welded* | 1479<br>1326<br>487 | ✠100A1 Nwc *p*<br>*with freeboard* 1½<br>*Cable Vessel*<br>6,40<br>✠LMC6,40<br>*Fitted for oil fuel* 6,40 *F.P. above* 150° F. | | | CL | 1940<br>6mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*Lloyd'sA&CP* | H.M.Postmaster General<br>*CellDBuE33′41tf126′208t* | 237·5\|35·2\|22·0<br>250·5(O.L.)<br>B39′ FK | British<br>4*BHptCem*<br>(*Coll to W dk*<br>3 ,, 2*nd*,,)<br>*DTsf10′43t FPT19tAPT51t* | T.6Cy.13″,22″&36″–24″ (*s*) 200lb *100lb* 213NHP<br>2SB,*4cf*,HS3320 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 24 ″ 4<br>~~s8 ″ 1¼~~<br>~~16 ″ 4~~<br>s8 ″ 1½<br>16 ″ 4 | |
| 88506<br>900<br>SZOH | **Ioanna** (*ex*Suzy–40,*ex*Hermes–38,<br>*ex*Nephellgeretis–38,*ex*Stancourt–37,<br>*ex*Douglas–37) *ss*Goo.2ndNo.3–5,32<br>Wireless D.F. *ss*Pir.No.2–40<br>*Ref.Mchy.* 1*Dk(Stl)&deepframing* | *950*<br>*765*<br>*418* | ✠100A1 Pir *n*<br>5,40<br>✠LMC5,40 | | | OG<br>4,40 | 1907<br>2mo | ClydeS.B. &E.Co.Ld. Pt.Glasgow<br>*Lloyd'sA&CP* | B.Athanassiados (YannoulatosBros. Ld.*Mgrs.*)<br>*CellDBa48′uE21′f67′185t* | 236·6\|32·1\|13·6<br>P30′B79′F31′ BK7″5<br>*BHCem* | Piræus<br>Greek | T.3Cy.21″,35″&58″–36″ (*s*) 180lb 227NHP<br>2SB,*6cf*,GS134,HS3620<br>ClydeS.B.&E.Co.Ld.P.Gls. | 16 ″ 2<br>s1 ″ 6½<br>15 ″ 2¾ | |
| 88507<br>167426<br>GQJD | **Itria**<br>D.F. 2*Dks*<br>*CruiserStern* | 6845<br>6147<br>4035 | ✠100A1 Gls *a*†<br>*with freeboard* Cal 2<br>9,40 ~~5,40~~<br>✠LMC5,40 | | | CL | 1940<br>5mo | Barclay, Curle&Co.Ld. Glasgow<br>*Lloyd'sA&CP* | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB370′1323tFPT131tAPT118t* | 427·9\|57·5\|32·1<br>442·5(O.L.)<br>P41′B140′F39′ FK 7*BHCem* | London<br>British | T.3Cy.22½″,37½″&63″–45″& LP turbine with DR gearing & hydraulic coupling (*s*)<br>250lb HS8344 630NHP<br>4SB(Spt),*12cf*,GS208, FD<br>Barclay,Curle&Co.Ld.Gls. | 34 ″ 6<br>s9 ″ 1½<br>25 ″ 6 | |
| 88508<br>162012<br>GMWW | **Itaura**<br>~~D.F.~~ 2*Dks*<br>*CruiserStern* | ~~6620~~<br>~~6130~~<br>~~3965~~<br>6793<br>6128<br>3969 | ✠100A1 Hpl *a*†<br>*with freeboard* 2<br>10,40<br>✠LMC10,40 | | | CL | 1940<br>10mo | W.Gray& Co.Ld. WHartlepool<br>*Lloyd'sA&CP* | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB366′1127tFPT175tAPT168t* | 426·8\|57·6\|32·0<br>442·8(O.L.)<br>P42′B139′~~F39′~~ FK 7*BHCem*<br>F43′ | London<br>British | T.3Cy.22″,37″&65″–48″& LP turbine with DR gearing & hydraulic coupling (*s*)<br>250lb HS8500 669NHP<br>4SB(Spt)*12cf*,GS220, FD<br>Cen.Mar.E.Wks.<br>(W.Gray&Co.Ld.)W.Hpl. | 34 ″ 6<br>s9 ″ 8¾<br>25 ″ 0 | |
| 88509<br>HPQC | **Intrepido** (*ex*E.M.Bunce–40,<br>*ex*Montfaucon) ~~*Fitted for oil fuel*~~<br>*ss*Clv.No.3–6,40 1*Dk(Stl)* | 2310<br>1949<br>1440 | ✠100A1 NYk *r*<br>9,40<br>✠LMC6,40<br>*Fitted for oil fuel* 8,40 *F.P. above* 150°F. | | | CL<br>5,40 | 1920<br>8mo | Detroit S.B.Co. Wyandotte | Cia.Diana de VaporesSoc.Anon.<br>*CellDB204′531tFPT58tAPT89t* | 251·0\|43·6\|22·2<br>P27′B64′F26′ FK 4*BHptCem* | Panama<br>Pnamanian | T.3Cy.20″,33″&54″–40″ 185lb FD (*r*) 265NHP<br>2SB,*4cf*,GS88,HS3940<br>DetroitS.B.Co.Detroit | 24 ″ 2 | |
| 88510 | **Inambari** (*ex*Coalinga–40)<br>~~*Fitted for oil fuel*~~<br>~~*Carrying Petroleum in bulk*~~ 1*Dk*<br>*Mchy.Aft* *ss*SFo.2ndNo.3–8,40 | 875<br>—<br>568 | 100A– SFo<br>8,40 LMC8,40<br>*Carrying Petroleum in bulk*<br>*For Service between Zarritos,Peru&Arica,Chile*<br>*Fitted for oil fuel'10 F.P. above* 150°F. | | | 6,40 | 1910 | Moore& Scott I.Wks. Oakland,Cal. | PeruvianGovernment(Cia.Peruana deVapores yDique del Callao,*Mgrs.*) | 193·0\|38·0\|13·1<br>200·0(O.L.)<br>FK<br>*FPT60t* | Callao<br>Peruvian<br>8*BHptCem* | C.2Cy.14″&32″–24″ 160lb 83NHP<br>2SB,*4cf*,HS1739<br>Moore&Scott Iron Works,Oakland,Cal. | 13 ″ 7<br>s2 ″ 5¾<br>11 ″ 4 | |
| 88511<br>168047<br>GNRR | **Ismaila**<br>D.F. 2*Dks*<br>*CruiserStern* | ~~6790~~<br>~~6130~~<br>~~3970~~<br>6793<br>6128<br>3969 | ✠100A1 Hpl *a*†<br>*with freeboard* 2<br>*(Class Contem plated)*<br>12,40 ✠LMC12,40 | | | CL | 1940<br>12mo | W.Gray& Co.Ld. WHartlepool<br>*Lloyd'sA&CP* | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB366′1127tFPT175tAPT168t* | 426·8\|57·6\|32·0<br>(442·8(O.L.)<br>~~P41′~~B139′F43′ FK 7*BHCem*<br>P42′ | London<br>British | T.3Cy.22″,37″&65″–48″& LP turbine with DR gearing & hydraulic coupling (*s*)<br>250lb HS8500 669NHP<br>4SB(Spt)*12cf*,GS220, FD<br>Cen.Mar.E.Wks.<br>(W.Gray&Co.Ld.)W.Hpl. | 34 ″ 6<br>s9 ″ 8¾<br>25 ″ 0 | |
| 88512<br>46479<br>JZMN | **Iwaisima Maru** | 695<br>—<br>371 | | | | | 1916 | Aizawa Iwakiti Osaka | OkadaGumiK.K. | 170·3\|27·2\|15·7 | Osaka<br>Japanese | Steam Engines | | |
| 88513<br>8252<br>SLFI | **Inez** (*ex*Niit–37, WoodAux3MstSr<br>(*ex*Elisabeth–36,*ex*Elizabete, *OilEng.*<br>*ex*Greif) 1*Dk*<br>(*See SailingShip RegisterSupplement*) | 310<br>276<br>242 | | | | | 1921 | F.Dawartz Tönning | Rederiet förM.S. "Inez"(Axel Hansson) | 128·7\|25·3\|13·5<br>P13′H20′ | Västervik<br>Swedish | Oil Engines NE38<br>A/B JönköpingsMotorfbk. | | Y |
| 88514<br>LKCX | **India** (*ex*Germania–40) TwinSc<br>*OilEng.*<br>D.F. E.S.D. 1*Dk*,2*nd dk in Mchy.space*<br>*Longitudinal framing at bottom*<br>*Mchy.Aft* *& dk in centre tanks*<br>*Butts of shell & dk plating elec.welded*<br>*CruiserStern* | 9977<br>8921<br>5800 | ✠100A1 NYk *e*†<br>11,40 ~~3,40~~ Sbs<br>✠LMC1,39<br>*Carrying Petroleum in bulk* | | | CL | 1939<br>1mo | Deutsche Werft A G Bet Finkenwrder Hamburg<br>*Lloyd'sA&CP* | TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*)<br>*CellDBuE79′261tDTf27′338tFPT129tAPT96t* | 503·8\|67·4\|34·3<br>522·0(O.L.)<br>P123′B38′F60′ FK | Oslo<br>Norwegian<br>17*BHpiCem* | Oil Engines 2S.C.SA<br>16Cy.20½″–35$_{7/8}$″ 1167NHP<br>2DB*171b*,2DB(WT)*171b*<br>Maschinenfbrk.Augsburg-Nürnburg A.G.Augsburg | 34 ″ 2<br>s6 ″ 8½<br>27 ″ 8 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of ✠ of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88515 | **Ingeborg** (*ex* Anni Ahrens–40, *ex* Ursula Fischer, *ex* Kommerzienrat Boeckel) 1*Dk* | 895 / 722 / 554 | | | | | 1904 | Akt.Ges. "Neptun" Rostock | | 211·2 \| 32·1 \| 13.1 P18′Q65′B57′F26′ | | | Mariehmn Finnish | T.3Cy.14⅜″,24¼″&38⅝″–26⅜″ 76NHP *WB* A.G."Neptun" Rostock | | G |
| 88516 168072 BCFN | **Ikauna** ~~D.Fr~~ 2*Dks* *Cruiser Stern* | 6793 / 6128 / 3969 | ✠100A1 *with freeboard* 3,41 ~~(Class Contemplated)~~ ✠LMC 3,41 | Hpl | *a*† 2 | CL | ~~1940~~ 1941 3mo *Lloyd's* | W.Gray& Co.Ld. W Hartlepool *A&CP* | BritishIndiaStm. Nav.Co.Ld. | 426·8 \| 57·6 \| 32·0 442·8(o.l.) ~~P41′B139′F38′~~ P42′B139′F43′ *Cell D B366′1127t FPT175t APT168t* | | | London British *7 BHCem* | T.3Cy.22″,37″&65″–48″& LPturbine with DR gearing & hydraulic coupling 250lb HS8500 (*s*) 669NHP 4SB(Spt) *12cf*, GS220, FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl. | 34 ″ 6 s 9 ″ 8¾ 25 ″ 0 | |
| 88517 217534 KEGM | **Idaho** (*ex* Dirigo–40) *ss* Mob.No.3–4,30 *ss* N.Yk.No.2–38 D.F. 2*Dks*(*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing* | 6418 / 6126 / 3988 | ✠100A1 ~~5.20~~ 12,40 BS3,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* | LAn | *a*† ✠LMC 2,38 2,19 | CL ~~11.39~~ 11.40 *F.P. above* | 1919 2mo | Texas S.S. Co. Bath, Me. A&CP | The Texas Company *Cell D Bu E&* | 416·8 \| 56·1 \| 31·1 P107′B35′F33′ *B64′ 209t FPT229t* | | | Wilmgton (Del.) Utd. States *16 BHCem* *APT130t* | T.3Cy.26⅞″,44″&74″–51″(*s*) 200lb 556NHP 3WTB(Spt), HS9969 H.G.Trout Co. Buffalo, N.Y | 32 ″ 10 s 6 ″ 3 26 ″ 9¾ | |
| 88518 47848 JGTM | **Iki Maru** | 3519 — 1795 | | | | | 1940 | Harima S.B.&Eng. Co.Ld. Harima | Government of Japan (Dept. of Railways) | 336·3 \| 77·6 \| 28·9 | | | Tokyo Japanese | Steam Turbine | | |
| 88519 159339 EING | **Irish Beech** (*ex* Cetvrti–41, *ex* Admiral, *ex Depot vessel* Siegfried, *ex Steamer* Hungarian) 2*Dks3trB* | 1937 1846 1217 | | | | | 1884 | Reiherst'g Schiffsw. Hamburg | Irish Shipping Ld. | 291·2 \| 35·4 \| 22·3 P44′B71′F38′ | | | Dublin British | T.3Cy.17 7/16″,28 7/16″&46 1/16″–32½″ NE&B18 121NHP *WB* Dresdner Maschf&Schiffsw "Ubigau" Dresden | | G |
| 88520 | **Island Mail** D.F. E.S.D. GyC. *Oil Eng.* *Ref. Mchy.* *Cruiser Stern* 2*Dks* | 6440 — 3940 | | | | | 1941 | Sun.S.B.& Dry Dock Co. Chester, Pa. | American Mail Line, Ld. | 453·3 \| 63·2 \| 27·5 P23′B86′F41′ | | | Seattle Utd. States | Oil Engines 2S.C.SA 5Cy.32″–95″ 870NHP *WB* Sun SB&DD Co. Chester Pa | | |
| 88521 | **Irenee Du Pont** D.F. E.S.D. GyC. 2*Dks* *Fitted for oil fuel* *Cruiser Stern* | 6400 | | | | | 1941 | Nwprt News S B.&D.D.Co Newprt News Inc. | International Freighting Corp. | 459·0 \| 63·0 \| P23′B77′F41′ | | | New York Utd. States | 2 steam turbines DR geared to 1 sc. shaft 1100NHP *WB* Newport News SB.&DD Co. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grécment, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres ou cote spéciale. L. R. Durée Cert. Bon Etat. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88651<br>230491<br>WEAC | **Julius H. Barnes** Twin Sc<br>*Carrying Petroleum in bulk Oil Eng.*<br>*Mchy. Aft* D.F. GyC. 1 *Dk*<br>*Cruiser Stern* | | 1623<br>1528<br>1327 | | | | | 1940 | Charleston S.B.&D.D.Co Charleston, S.C. | Erie&St.Lawrence Corporation | 285·5 P54′ | 42·0 B19′ | 18·0 F26′ | Charleston S.C.<br>Utd. States *WB* | Oil Engines 2 S.C.SA 10 Cy. 12″–15″ 253 NHP<br>Fairbanks Morse&Co. Beloit, Wis. | | |
| 88652<br>8104<br>SKZU | **Jupiter** (*ex* Isa-40)<br>*Cruiser Stern* 1 *Dk & Shelter dk*<br>*Strengthened for navigation in ice*<br>*Pt. elec. welded including butts of shell & deck plating* | | 1588<br>1301<br>797 | ✠100A1<br>*with freeboard*<br>5,40 ~~5,39~~<br>BS10,40 | Mmo<br>Got<br>✠LMC9 ~~46~~<br>MS3,41 | *t* | CL<br>~~10,38~~<br>5,40 | 1936<br>9mo<br>*Lloyd's* | Stettiner Oderwrke A.G Stettin | Rederiaktieb. Iris (S. Abrahamsen, *Mgr.*)<br>*Interme diate B Hin (Coll*<br>*forward hold dispensed with*<br>*Cell D B 245′ 554t* | 296·6 309·8 (O.L.) F22′ FK<br>*D Ta 9′ 60t F P T 46t* | 44·3 | 13·8 | Stockholm Swedish<br>*pt Cem B H to Sh dk*<br>*A P T 100t* | T. 3 Cy. 16½″, 26¾″ & 43⅝″-31½″ & LP Turbine with D R gear-ing & hydraulic coupling (*s*) 2141b 176 NHP<br>2 SB, *4cf*, GS 49, HS 2201 FD<br>Stettiner Oderwerke A.G. | 17 ″ 6<br>″ 2¾<br>17 ″ 5 | |
| 88653<br>210201 | **James Lykes**<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 3 *Dks* | | ~~7000~~<br>6760<br>—<br>4017 | | | | | 1940 | Bethlehem Steel Co. S.B. Division Sparrow's Pt. Md. | ~~United States Maritime Commission~~ Lykes Bros. S.S. Co. Inc. | 395·0 | 60·0 | 37·5 | Houston, Tex.<br>Utd. States *WB* | 2 steam turbines D R geared to 1 sc. shaft 666 NHP<br>Bethlehem Steel Co. S.B. Division, Quincy, Mass. | | |
| 88654<br>240069 | **Joseph Lykes**<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 3 *Dks*<br>*pt Longitudinal framing*<br>*Cruiser Stern* | | 6829<br>4055<br>4010 | | | | | 1940 | Federal S.B.&D.D.Co Kearny, N.J. | Lykes Bros. Steamship Co. Inc. | 397·0 | 60·2 | 34·6 | Galveston, Tex.<br>Utd. States *WB* | 2 steam turbines D R geared to 1 sc. shaft 666 NHP | | |
| 88655<br>240295 | **John Lykes**<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 3 *Dks*<br>*pt Longitudinal framing*<br>*pt Elec. welded* *Cruiser Stern* | | 6829<br>—<br>4010 | | | | | 1940 | Federal S.B.&D.D.Co Kearny, N.J. | ~~United States Maritime Commission~~ Lykes Bros. S.S. Co. Inc. | 397·0 | 60·2 | 34·6 | Beaumont (Tex.)<br>Utd. States *WB* | 2 steam turbines D R geared to 1 sc. shaft 666 NHP<br>De Laval Steam Turbine Co. Trenton, N.J. | | |
| 88656<br>DIAE | **Jan Wellem** 4 Mst<br>(*ex* Württemberg-36) *Fitted for oil fuel*<br>D.F. E.S.D. GyC. *Whale Oil Refinery*<br>*Ref. Mchy.* Sub.Sig. 3 *Dks* | | 11776<br>8573<br>6440 | | | | | 1921 | Bremer Vulkan Vegesack | Henkel&Cie. G.m.b.H. (Erste Deutsche Walfang G.m.b.H. *Mgrs.*) | 468·8 P56′ | 71·4 | 32·7 | Wesrmnde German<br>*WB* | T. 3 Cy. 32 3/10″, 52½″ & 86¾″–55 3/10″ & LP turbine 769 NHP<br>Bremer Vulkan, Vegesack | | G |
| 88657<br>218004<br>KIDX | **John R. Hannay** (*ex* Waukegan-40)<br>*Fitted for oil fuel*<br>Sub.Sig. 1 *Dk & Shelter dk & Web frames*<br>*Longitudinal framing* | | 6209<br>5894<br>3836 | ✠ ...<br>11,20<br>✠ | | | | 1919<br>5mo | Federal S.B.Co. Kearny, N.J. | United States Maritime Commission | 395·5 P45′ B110′ F38′ *on Shelter dk* FK | 55·0 | 31·4 | Newark NJ<br>Utd. States *WB* | D R geared steam turbine 619 NHP<br>General Electric Co. Schenectady, N.Y. | 34 ″ 11 | R † |
| 88658 | **Josephine** (*ex* Stella Lykes-41,<br>*ex* Lake Flagstaff) *Fitted for oil fuel*<br>D.F. 1 *Dk 2 tr B*<br>Now "Leslie," *see No.* 88919 *in Supplement* | | 2609<br>2261<br>1610 | ✠ ...<br>3,21 | | | | 1919<br>10mo | McDougall Duluth Co. Duluth, Minn | Cia. Centro Americana de Navegacion, Ltda. | 251·0 P25′ B64′ F20′ | 43·7 | 25·8 FK | P'namanian<br>*WB* | T. 3 Cy. 21″, 35″ & 59″–42″ 352 NHP<br>Morgan Eng. Co. Alliance, O | 28 ″ 2 | R † |
| 88659<br>XCJW | **Juan Casiano** (*ex* Tine Asmussen-41,<br>*ex* Radix-39, *ss* Osl. No. 3-3,32<br>*ex* Linerton) *ss* Got. No. 1-35<br>*Mchy. Aft* 1 *Dk (Stl) & Shelter dk (Stl)*<br>*Cruiser Stern* *Fitted for oil fuel*<br>*Carrying Petroleum in bulk* | | 6795<br>6389<br>4082 | ✠<br>8,39<br>✠<br>(*Reclassification Contemplated*) | Cpn | *at* † | | 1919<br>10mo | W. Doxford & Sons, Ld. Sunderland | Petroleos Mexicanos S.A. | 412·1<br>430·0 (O.L.)<br>F36′ *on Shelter dk*<br>*Converted into a tanker* 10,21<br>*Cell D Bu E & B 84′ 195t* | 55·3 | 34·2 FK | Coatzacoalcos Mexican<br>*pt Cem B H to S dk*<br>*A P T 292t* | T. 3 Cy. 27″, 45″ & 75″–54″ 619 NHP<br>2 SB, *12cf*, GS 216, HS 9525<br>W. Doxford & Sons, Ld, Sld. | 37 ″ 0 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. | Steamer's Name. | Material, Rig, &c. | Regist'd Tonnage. | Particulars of Classification. | | | Date when tail shaft last seen. | Built. | | Owners. | Regist'd Dimensions. Deck Erections, &c. | | | Port of Registry. | Engines. | Moulded depth. | |
| Official No. | *Late Name if any.* | | Gross. — Under deck. — Net. | Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. new applied. Equipment letter. | | When | By Whom — Where | | Length. | Breadth. | Depth. | Flag. | No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships — Corresponding draught. | Registers in which classed if not in L. & I. based on Trade Cert. |
| Code Letters. | Special Surveys. No. of Decks, &c. | | | | | | | | | | | | | | | *ft. in.* | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à l'Acte Loire d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | 15 Registres où cité, si ce n'est dans le L.R. Durée Cert. Rad. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88751<br>167637<br>GLMM | **Kina II** (*ex* Kina-40)<br>*Oil Eng.*<br>D.F. 2 *Dks*, 3*rd dk in forward holds*<br>E.S.D. *Ref. Mchy.* *Cruiser Stern* | | 9323<br>9126<br>6235 | ✠100A1<br>*with freeboard*<br>~~8,40~~ 7,39 10,40<br>✠LMC1,39<br>*Carrying vegetable oil in midship deep tanks Two intermediate bulkheads dispensed with*<br>*Cell DB 416'2057t MT s35'1250t Tanks in way of tunnel 177t FPT 103t APT 77t* | Cpn<br>~~Liv~~ NOs | ✠† | CL | 1939<br>1mo<br>*Lloyd's SA&CP* | Nakskov<br>Skibs. A/S Nakskov | Ministry of Shipping (United Baltic Corporation, Ltd. *Mgrs.*) | 489·3\|65·2\|38·8<br>508·3(o.l.)<br>F79′ FK | | | London<br>British<br>6 *B Honly*<br>*pt Cem* | Oil Engines 2S.C.DA<br>8Cy.24⅞″–55½″ 1642NHP<br>DB*1601b*<br>Akt. Burmeistr & Wain, Cpn | 41 ″ 9<br>12 ″ 3¾<br>29 ″ 8 | |
| 88752<br>DHOK | **Kobe Maru** Ⓟ<br>*Ref. Mchy.*<br>D.F. Sub. Sig. 1 *Dk & Shelter dk* | **TwinSc**<br>*Cruiser Stern* | 7800<br>2359<br>2125<br>1354 | | | | | 1940<br>1923 | Mitsubishi Jukogyo K.K. Nagasaki<br>Howaldtswerke Kiel | Toa Kaiun K.K.<br>Deutsche Levante Linie Hamburg A.G. | 454·4\|59·0\|32·0<br>309·3\|44·1\|20·0<br>F39′ | | | Tokyo<br>Japanese<br>Hamburg<br>German | 4 steam turbines SR geared to 2 sc. shafts 1917NHP<br>*WB* Mitsubishi Jukogyo K.K. Nag.<br>T.3Cy.22″, 37⅞″ & 60½″–39⅜″ 228NHP<br>*WB* Howaldtswerke, Kiel | | G |
| 88754<br>168045<br>GNMM | **Kingston Hill**<br>*Cruiser Stern* 2 *Dks*<br>*Longitudinal framing at bottom & at decks*<br>*"Arcform"* | | ~~7600~~<br>7628<br>7217<br>5595 | ✠100A1<br>*with freeboard*<br>12,40<br>~~(Class Contem. plated)~~<br>*Fitted for oil fuel* 12,40 *F.P. above* 150′ *F.*<br>✠LMC12,40 | PGl | *a*†<br>2 | CL | 1940<br>12mo<br>*Lloyd's SA&CP* | Wm. Hamilton & Co. Ltd. Port Glasgow | Ministry of Shipping (Counties Ship Management Co. Ltd. *Mgrs.*) | 421·1\|60·4\|35·8<br>434·5(o.l.)<br>FK<br>(*Cell B Hto W dk 5 B Hto 2nd dk*)<br>1 *Intermediate B H dispensed with*<br>4 *Divisional W.T. B Hs in 'tween dks*<br>*Cell DB 353'1105t FPT 148t APT 336t* | | | London<br>British<br>*G B H pt Cem* | T.3Cy.24″, 39″ & 68″–48″<br>225lb (*s*) 520NHP<br>2SB(Spt) 1 Aux SB, &c/, HS7613 FD<br>D. Rowan & Co. Ltd. Gls. | 38 ″ 3<br>~~10~~ 9 ″ 3<br>28 ″ 2½ | |
| 88755<br>220707<br>KDCW | **Klamath** (*ex* Jalapa-40)<br>*Fitted for oil fuel*<br>1 *Dk & Shelter dk*<br>*Longitudinal framing* | | 6066<br>4378 | | | | | 1920 | Moore S.B. Co. Oakland, Cal. | Weyerhaeuser S.S. Co. | 402·6\|53·0\|~~32·2~~<br>P34 F38′ \|32·1 | | | Everett, Wash. Utd. States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft<br>W. & A. Fletcher Co. Hoboken, N.J. | | |
| 88756<br>46796<br>JDCO | **Kako Maru No. 3**<br>*Oil Eng.* | | 311<br>202 | | | | | 1939 | Matuura Taiti Tono | Sato Masayosi | 125·0\|23·0\|11·5 | | | Tokyo<br>Japanese | Oil Engines | | |
| 88757<br>46907<br>JYWN | **Koa Maru No. 3**<br>*Oil Eng.* | | 377<br>193 | | | | | 1939 | Mihara S.B. Yd. Osaka | Niwa Goro | 119·9\|27·9\|13·1 | | | Daisto<br>Japanese | Oil Engines | | |
| 88758<br>46408<br>JNJN | **Keisin Maru** | | 1434<br>792 | | | | | 1939 | Sanogawaya Yasutaro Osaka | Awanokuni Kyodo Kisen K.K. | 224·5\|35·8\|19·0 | | | Tokusima<br>Japanese | Steam Engine | | |
| 88759<br>46922<br>JJJO | **Kokoku Maru**<br>*Oil Eng.* | | 544<br>313 | | | | | 1940 | Sanogawaya Yasutaro Osaka | Sanko Kisen K.K. | 159·9\|27·5\|13·7 | | | Amagasaki<br>Japanese | Oil Engines | | |
| 88760<br>46918<br>JJCO | **Kosei Maru**<br>*Oil Eng.* | | 865<br>587 | | | | | 1939 | Mihara S.B. Yd. Osaka | Sanko Kisen K.K. | 185·0\|31·0\|17·0 | | | Amagasaki<br>Japanese | Oil Engines | | |
| 88761<br>38753<br>JRBJ | **Kumagawa Maru**<br>(*ex* Nitiyo Maru-40, *Oil Eng.*<br>*ex* Nichiyo Maru-38) *ss* Yka. No. 1–37<br>2 *Dks (Stl)* | | 7509<br>6070<br>5513 | ✠100A1<br>2,40<br>✠LMC CS9,37<br>DBS2,40 2,40<br>*Carrying cargo oil F.P. above 150′F in deep tanks* | Tama | *b*† | CL<br>7,39 | 1934<br>3mo<br>*Lloyd's SA&CP* | Mitsubishi Zosen Kaisha, Ltd. Nagasaki | Toyo Kaiun K.K. | 436·3\|58·5\|32·8<br>P30′B157′F41′ FK<br>*'Tween Dk B H above after deep tank B H dispensed with*<br>*Cell DB 369'1405t FPT 263t* | | | Tokyo<br>Japanese<br>*pt Cem*<br>6 *B H to U dk*<br>1 „ „ 2nd „<br>*APTs 227t D Ta 36'1145t* | Oil Engines 2S.C.SA<br>6Cy.28⅜″–49⅞″<br>DB*120lb* 839NHP<br>Mitsubishi Zosen Kaisha, Ld. Nag. | 32 ″ 10 | |
| 88762 | **Kinkai Maru** (*ex* Theodoros Coumantaros-40, *ex* Maleas-39, *ex* Chef Mécanicien 2 *Dks & Awng dk* Mailhol-36, *ex* War Admiral) | | 5709<br>4282 | ✠ ... 7,20 ✠ | | | | 1917 | Kawasaki Dkyd. Co. Ltd. Kobe | Kotani Mokunosuke | 385·3\|51·2\|33·5<br>FK | | | Osaka<br>Japanese | T.3Cy.26″, 43″ & 72″–48″ 440NHP<br>*WB* Kawasaki Dkyd. Co. Ltd. | 36 ″ 0 | C<br>~~t~~ |
| 88763<br>46369<br>JHSN | **Kuwayama Maru**<br>(*ex* Mount Atlas-40, *ss* Fal. No. 3–9.28<br>*ex* Megna-35) *ss* Ams. No. 2–37<br>2 *Dks (Stl)* | | 5725<br>4393 | ✠ ... 2,41<br>~~BS5,38~~ ~~✠LMC 2.37~~ | Smk | *a*† | CL<br>5,39 | 1916<br>9mo<br>*Lloyd's SA&CP* | Russell & Co. Port Glasgow | Yamashita Kisen K.K. | 423·5\|56·0\|28·7<br>P38′B123′F50′ FK<br>1 *intermediate B H and 1 'tween dk B H dispensed with*<br>*Cell DB 360' 1181t* | | | Kobe<br>Japanese<br>*Cem*<br>5 *B H to U dk*<br>1 *B H to 2nd dk only*<br>*APT 31t* | T.3Cy.27″, 45″ & 74″–51″ (*s*) 180lb 556NHP<br>3SB. 9*cf*, GS186, HS8301 FD<br>D. Rowan & Co. Glasgow | 31 ″ 4 | |
| 88764<br>46816<br>JZON | **Kainan Maru** (*ex* Makambo-40)<br>*Well deck* 1 *Dk & deep framing* | | 1134<br>637 | | | ~~sss~~ | | 1907 | Clyde S.B. & E. Co. Ltd. Port Glasgow | Okada Gumi K.K. | 210·3\|31·4\|14·8<br>P&B135′F27′<br>BK8″ | | | Osaka<br>Japanese | T.3Cy.17″, 27″ & 45″–33″<br>145NHP<br>*WB* Clyde S.B. & E. Co Ld. P. Gls. | 17 ″ 3 | |
| 88765<br>QYCP | **Kabel** (*ex* Enigheden)<br>*See No. 76995 in body of Register*<br>1 *Dk* | | 720<br>623<br>406 | | | | | 1918 | H.C. Christensen Marstal | A/S Det Store Nordiske Telegrafselskab | 199·9\|32·7\|12·5<br>P24′B62′F28′ | | | Copnhagn<br>Danish | T.3Cy.16″, 27″ & 45″–30″<br>111NHP<br>*WB* Akt. Burmeistr & Wain, Cpn | | V |
| 88766<br>47589<br>JSNQ | **Kaimei Maru** (*ex* Carmar-41, *ex* Pionier-39) *ss* Ant. No. 3–6,31<br>D.F. *ss* Smk. No. 2–40<br>2 *Dks (Stl)* | | ~~5207~~<br>~~4700~~<br>~~3368~~<br>5254<br>3723 | ✠100A1<br>5,40<br>MS5,40 ✠LMC BS3,40 | Smk | *y* | CL<br>3,40 | 1919<br>10mo<br>*Lloyd's SA&CP* | Hong K'ng & Whampoa Dock Co. Ld. Hong Kong | Kaiyo Kisen K.K. | 400·2\|50·0\|28·5<br>P49′B113′F40′ FK 8<br>*Cell DB 340'1120t FPT 123t* | | | Kobe<br>Japanese<br>*B H Cem*<br>*APT 175t* | T.3Cy.27″, 44″ & 73″–48″ (*s*) 180lb 517NHP<br>3SB, 9*cf*, GS190, HS7668 FD<br>Hong Kong & Whampoa Dock Co Ld. Hong Kong | 31 ″ 0<br>~~5 ″ 11~~<br>~~25 ″ 2½~~ | |
| 88767<br>46908<br>JHUN | **Kowa Maru**<br>*Oil Eng.*<br>*Mchy. Aft* *Cruiser Stern* | | 1107<br>719 | | | | | 1940 | Nakata Zosensho Osaka | Sanko Kisen K.K. | 211·6\|32·0\|18·5 | | | Amagasaki<br>Japanese | Oil Engines 4S.C.SA<br>6Cy.16⅞″–24⅞″ 460NHP<br>Hanshin Iron Works | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ ter Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Register in which classed 1939-40. L.R. Intended for Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88768 | **Kristina Thordén** | *Oil Eng.* | 3645 2776 1868 | 100A1 *with freeboard (Class Contem plated)* | | | | 1941 | Crichton-Vulcan A.B. Åbo | Rederi A/B Suomi (Gustaf B. Thordén, *Mgr.*) | 365·9 \| 51·4 \| 21·6 | | | Helsingfrs Finnish | Oil Engines 2S.C.SA 7Cy.25½"-49½" Crich on-Vulcan A.B. Åbo | | |
| | D.F. E.S.D. Gyd. *Ref. Mchy.* | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 88769 | **Kafiristan** | *Oil Eng.* | 7250 6787 5100 | 100A1 *with freeboard (Class Contem plated)* | | | | 1941 | Wm. Doxford & Sons Ld Sunderland | Hindustan Stm. Shipping Co. Ld. (Common Bros. Ld. *Mgrs.*) | 427·0 \| 56·5 \| 35·5 | | | Newcastle British | Oil Engines 2S.C.SA 3Cy.23½"-91½" Wm. Doxford & Sons Ld. Sld | | |
| | D.F. E.S.D. | *Cruiser Stern* | | | | | | | | | | | | | | | |
| 88770 317916 WJDJ | **Keystone** (*ex* Sage Brush-41, *ex* West Cherow) Sub. Sig. D.F. | 2 *Dks* *Fitted for oil fuel* | 5565 5241 3475 | ✠ ... 10,21 ✠ | | | | 1919 6 mo | Northwest Steel Co. Portland, Or. | ~~Shepard S.S. Co.~~ States Marine Corporation | 409·8 \| 54·2 \| 27·7 P44' B115' F47' FK | | | New York ~~Prtnd. Me.~~ Utd. States *WB* | DR geared steam turbine 579NHP General Electric Co. Schenectady, N.Y. | 30 " 2 | R ✠ |
| 88771 31177 JDZB | **Kanzyu Maru** (P) (*ex* La Plata Maru-41) | Twin Sc *Oil Eng.* *ss* Kob. No. 3-6, 35 *ss* Kob. No. 1-39 3 *Dks* (*Stl*–*Weather dk* ws) | 7267 6388 4378 | ✠ 100A1 *with freeboard* 3,40 ✠ LMC CS5,39 DBS3,40 3,40 ✠ Lloyd's RMC 4,40 | Kob | *b* ✠ | CL S10,37 P11,40 | 1926 4 mo *Lloyd's* | Mitsubishi Zosen Kaisha Ld Nagasaki *A & CP* | Osaka Syosen K.K. *Cell D B353' 1368t Tanks at sides of tunnels 719t F PT' 117t A PT 46t* | 430·0 \| 56·0 \| 36·0 B63' F47' FK | | | Osaka Japanese *7 B H pt Cem* | Oil Engines 2S.C SA 12Cy.23½"-41½" 1164NHP DB *100lb* Sulzer Bros. Winterthur | 36 " 0 s 11 " 3½ 25 " 2½ | |
| | *Ref. Mchy.* GyC. | | | | | | | | | | | | | | | | |
| 88772 47676 JNAO | **Kosyo Maru** | | 1365 — 744 | | | | | 1940 | Namura Shpyd. Co Ld. Osaka | Egut i Kisen K.K. | 226·1 \| 35·8 \| 19·0 | | | Tokyo Japanese | Steam Engine | | |
| 88773 47588 JGVM | **Kyoei Maru No. 2** | | 1157 — 551 | | | | | 1940 | Harima S.B. & Eng. Co. Ld. Harima | Kyoei Tanker K.K. | 209·1 \| 34·4 \| 17·2 | | | Kobe Japanese | Steam Engine | | |
| 88774 47662 JNLC | **Kaihoku Maru** | | 1286 — 814 | | | | | 1940 | Tsurumi Seitetsu Zosen K.K. Yokohama | Yabuki Kinzo Syoten K.K. | 219·3 \| 35·8 \| 18·5 | | | Tokyo Japanese | Steam Engine | | |
| 88775 47571 JSKO | **Katuyama Maru** | *Oil Eng.* | 387 — 269 | | | | | 1940 | Murakami Kanzaburo Kobe | Kutuna Seigo | 132·3 \| 24·0 \| 13·0 | | | Kobe Japanese | Oil Engines | | |
| 88776 47748 JQFO | **Keizan Maru** | | 2865 — 1931 | | | | | 1940 | Nippon Kokan K.K. Yokohama | Yamamoto Kisen K.K. | 309·3 \| 45·0 \| 24·9 | | | Osaka Japanese | Steam Engine | | |
| 88777 47570 JGRM | **Kensin Maru** | | 3126 — 1794 | | | | | 1940 | Harima S.B. & Eng. Co. Ld. Harima | Inui Kisen K.K. | 318·4 \| 45·9 \| 24·6 | | | Kobe Japanese | Steam Engine | | |
| 88778 47841 JQDO | **Kisogawa Maru** | | 1914 — 1050 | | | | | 1940 | Kawanami Kogyo K.K. Koyagi | Toyo Kaiun K.K. | 271·7 \| 40·0 \| 20·3 | | | Tokyo Japanese | Steam Engine | | |
| 88779 124076 VQFK | **Kitty's Brook** (*ex* Sirio-41, *ex* Santa Catharina-41, *ex* San Jorge-34, *ex* Sapele, *ex* Abonema) | 2 *Dks* (*Stl*) & *Web frames* & *Shelter dk* (*pt Irn & pt Stl*) *Fitted for oil fuel* | 4031 ~~2873~~ ~~2802~~ 2802 2973 | ✠ — 10,33 ✠ | BAs | *v* | | 1907 7 mo | Irvine's SB. & D.D. Co. Ld. W Hartlepool | Bowater's Newfoundland Pulp & Paper Mills, Ld. *Cell D Ba 96' u E 26' f 142'* | 324·7 \| 45·9 \| 30·7 FK | St John's NFL British *6 B H Cem* 563t *A PT 27t* | | | T. 3Cy. 24", 40" & 66"-45" 312NHP 2SB, 6 *rf*, GS 121, HS 4740 Richardsons, Westgarth & Co. Ld. Sld. | 33 " 2 | V ✠ |
| 88780 | **Karsik** | 2 *Dks* *Cruiser Stern* | 2911 1651 1040 | | | | | 1938 | Deutsche Sch-u-Mschb. A.G. Seebeck Westmünd-G | | 305·2 \| 44·8 \| 16·7 F29' | | | Dutch *WB* | T. 3Cy. 22½", 36½" & 59½"-39½" & LP turbine with DR gearing & hydraulic coupling 367NHP Deutsche Schiff.-u Mschb. A.G. Seebeck, Wsm. | | |
| | D.F. E.S.D. | | | | | | | | | | | | | | | | |
| 88781 | **Koenjit** | Twin Sc *Oil Eng.* *ss* Bel. No. 2-36 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) | 4551 4132 2785 | ✠ 100A1 *with freeboard* 4,41 ✠ LMC CS2,37 DBS4,41 7,36 | Bat | *y* | CL P4,41 S12,39 | 1929 4 mo *Lloyd's* | Akt. Burmeistr & Wain Copenhagen | N V. Nederlandsch-Indische Maats. voor Zeevaart. V *Cell D B333' 1108t* | 380·0 \| 53·9 \| 25·3 *MT 28' 1060t* *FPT 97t A PT 119t* FK | Dutch *7 B H* *Coll to Sh dk* 6 „ 2nd „) | | | Oil Engines 4S.C.SA 12Cy.21½"-39½" 541NHP DB *100lb* Akt Burmeistr & Wain, Cpn | 28 " 0 s 3 " 0 25 " 2½ | |
| | D.F. | | | | | | | | | | | | | | | | |
| 88782 | **Kentar** | *ss* Sba. No. 3-9, 40 2 *Dks*, 3rd *dk in No. 1 hold* *Well deck* | 5878 5423 3602 | 100A1 9,40 LMC 8,40 | Sba | *b* ✠ | CL 9,40 | 1920 | Flensburger Schiffsb. Ges. Flensburg | N V. Nederlandsch-Indische Maats. voor Zeevaart. I | 449·6 \| 58·2 \| 27·0 P & B378' F53' FK *Cell D B403' 1640t* | Batavia Dutch *8 B H Asp* | | | T. 3Cy. 31½", 50½" & 84½"-53½" & LP turbine with DR gearing & hydraulic coupling 185lb (*s*) 902NHP 4SB (Spt), 12 *cf*, GS 852, HS 12200 FD Flensburger Schiffsb. Ges. | 29 " 6 s 4 " 3½ 25 " 5½ | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* | Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Explorateur. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.—Force en chevaux d'après les formules de la Société. R.H.P.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | Registres où coté, si ce n'est dans le L. R. Durée Cert. Ro/Trade. |
| Numero Officiel. | | | | | | | | | | | | | | | | | |
| Signaux | | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. New expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of ✠ of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88901<br>3800<br>SGUA | **Lidingö** (*ex*Bellona–40, *ex*Skagern–39) | *ss*Mmo.No.3–5,29 *ss*Got.No.2–38<br>D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* | 5842<br>5532<br>3605 | ✠100A– *Shelter dk with freeboard* 4,40<br>BS5,40 | Got | | OG 3,39 | 1917<br>1mo | Göteborgs Nya VAktieb Gothenburg | RederiA/BRex (K.M.Källström, *Mgr.*)<br>*Cell DB340′ 998t DT &* | 406·2\|53·7\|31·6<br>409·6(O.L.)<br>FK 6*BHCem*<br>*30′ 1020t FPT 54t APT36t* | Stockholm Swedish | T.3Cy.28″,42½″&72½″–48″ 185lb (*s*) 430NHP<br>3SB(Spt),*9cf*,GS137, HS5664 FD<br>Göteborgs Nya Værks.Got | 34 ″ 1<br>s 9 ″ 4<br>24 ″ 11¼ | |
| 88902<br>PFPJ | **Lola** *Oil Eng.* | *CruiserStern* 1*Dk*<br>*Strengthened for navigation in ice*<br>*Deck plating elec. welded* | 500<br>321<br>321 | ✠100A1 4,40 | Gro | *g*<br>LMC4,40 | | 1940<br>4mo | N.V.E.J. Smit&Zoon Schpsw. Westerbroek<br>*Lloyd's SA&CP* | N.V.E.J.Smit& ZoonSchpsw. | 156·2\|27·5\| 9·9<br>168·5(O.L.)<br>P40′Q53′F24′ FK 3*BHptCem*<br>*Cell DB96′114t FPT59t APT18t* | Hoogezand Dutch | Oil Engines 4S.C.SA 8Cy.11″–17½″ 94NHP<br>Klöckner-Humboldt-DeutzA.G.Köln-Deutz | 11 ″ 6<br>s 3 ″ 7½<br>11 ″ 4½ | |
| 88903<br>167031<br>GMKG | **Lulworth Hill** ~~5500~~ | D.F. *CruiserStern* 2*Dks*<br>*Longitudinal framing at bottom & at decks*<br>*"Areform"* | ~~5500~~<br>7628<br>7217<br>5595 | ✠100A1 *with freeboard* 9,40<br>~~*Class Contemplated*~~<br>*Fitted for oil fuel* 9,40 *F.P. above* | PGl | *a*† 2<br>LMC9,40<br>150° F. 1 *Intermediate BH and tween dk B'hds of Cell BH dispensed with* | CL | 1940<br>9mo | Wm.Hamilton&Co.Ld. PortGlasgow<br>*Lloyd's SA&CP* | DorsetS.S.Co.Ld. (CountiesShip ManagementCo. Ld.*Mgrs.*)<br>*(Coll PH to W dk 5 PH to 2nd dk divisional WTPHs in 'tween dk. Cell DB353′1105t FPT148t APT336t* | 421·1\|60·4\|35·8<br>434·5(O.L.)<br>FK 4*BHptCem*<br>*Trunk 172′* | London British | T.3Cy.24″,39″&68″–48″ 225lb (*s*) 520NHP<br>2SB(Spt)1AuxSB,*Scf*, HS7643 FD<br>D.Rowan&Co.Ld.Gls. | 38 ″ 3<br>s 10 ″ 3<br>28 ″ 2½ | |
| 88904<br>173102<br>VCNT | **Lakeshell** TwinSc *Oil Eng.* | *Mchy.Aft* 1*Dk*<br>~~*Elec.welded*~~ *CruiserStern*<br>*Electrically welded* | 2100<br>2238<br>1921<br>~~1630~~<br>1665 | ✠100A1 8,40 LMC8,40 1§<br>*For service on the Great Lakes & River St.Lawrence with freeboard corresponding to an extreme draught of 14′ Carrying Petroleum in bulk* | Qbc | CL | | 1940<br>8mo | Marine Industries,Ld Sorel,P.Q.<br>*Lloyd's SA&CP* | ~~ShellOilCompany of Canada,Ld.~~<br>ShellCanadian Tankers,Ld. | 252·2\|43·8\|20·2<br>259·0(O.L.)<br>P49′F31′ FK 10*BHptCem*<br>*Cell DB u E30′68t FPT177t APT638t* | Toronto British | Oil Engines 2S.C.SA 8Cy.11⅞″–19½″ 182NHP<br>DB(WT)*150lb*<br>SulzerBros.Winterthur | 20 ″ 0<br>s 6 ″ 1<br>14 ″ 0 | |
| 88905<br>FPHV | **Lisieux** (*ex*Munami–40, *ex*LakeFernando) *Fitted for oil fuel* | 1*Dk*2*trB* | 2594<br>2240<br>1610 | ✠ ... 11,20 | | | | 1919<br>9mo | Buffalo D.Dk.Co. Buffalo,N.Y. | Cie.Générale Transatlantique | 251·0\|43·6\|26·1<br>P25′B64′F23′ FK | French | T.3Cy.21″,35″&59″–42″ 352NHP<br>*WB* DetroitS.B.Co.Detroit | 28 ″ 2 | R † |
| 88906<br>173141<br>~~FPHN~~<br>VCRN | **Limoges** (*ex*Wallingford–40) *Fitted for oil fuel* | D.F. *MchyAft* 2*Dks* ~~1*Dk*~~ | 2306<br>2135<br>1366 | | | | | 1919 | LongBeach S.B.Co. LongBeach, Cal. | CanadianGovernment.(Canadian GovernmentMerchantMarineLd) (CanadianNationalSteamships*Mgrs*) | 244·0\|42·0\|26·0<br>245·6\|42·7\|24·1 | Montreal ~~French~~ British *WB* | T.3Cy.18″,30″&44⅞″–36″ 105NHP<br>UnionIronWorks,S.Fo. | | R |
| 88907<br>81597 | **L. S. Wescoat** (*ex*WilliamR.Linn–40) | *Mchy.Aft* D.F. 1*Dk*2*trB*<br>*Carrying Petroleum in bulk* | 4068<br>2766 | | | | | 1898 | Chicago S.B.Co. Chicago | PureOilS.S.Co. | 400·0\|48·3\|23·9 | Baltimore ~~D'luth,Minn~~ Utd.States *WB* | Q4Cy.19″,27½″,40″&58″–42″ NB24 ✠ 218NHP<br>ChicagoS.B.Co.Chicago | | R |
| | | | | | | | | | Converted into a Tanker 1940 by GtLakesEng.Wks.,Ecorse.Mich. | | | | | | |
| 88908<br>217424<br>WMEO | **Lumberlady** (*ex*Lumberman–40, *ex*F.A.Warner, *ex*Cottonplant) *Fitted for oil fuel* | D.F. 1*Dk* *Mchy.Aft* | 2333<br>1855<br>1389 | | | | | 1918 | Gt.Lakes Eng.Works Ecorse,Mich. | Owens-Parks LumberCo. | 253·4\|43·7\|24·5<br>P115′F25′ | Ls. Angeles Utd.States *WB* | T.3Cy.21″,34½″&57″–42″ 211NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 88909<br>220889<br>KDLT | **La Salle** (*ex*GeorgePeirce–40) *Fitted for oil fuel* | Sub.Sig. 2*Dks*&*Web frames* | 5462<br>4971<br>3365 | ✠ ... 1,21 | | | | 1920<br>12mo | Merchant S.B.Corp. Chester,Pa. | WatermanS.S. Corp. | 400·7\|54·2\|30·4<br>P36′B124′F44′ FK | Mobile,Ala Utd.States *WB* | 2 steam turbines DRgeared to 1 sc. shaft 635NHP<br>WestinghouseElectric&Mfg.Co.Essington,Pa. | 32 ″ 10 | R † |
| 88910<br>240264<br>WGOB | **Lipscomb Lykes** ~~7000~~ *Fitted for oil fuel* | D.F. E.S.D. GyC. 3*Dks* | 6744<br>~~4944~~ | | | | | 1940 | Bethlehem SteelCo.S.B. Division Sparrow's Pt. Md. | ~~United States Maritime Commission~~ LykesBros.S.S. Co.Inc. | 395·0\|60·0\|37·5 | Corpus Christi Utd.States | 2 steam turbines DRgeared to 1 sc. shaft 666NHP<br>BethlehemSteelCo.S.B. Division,Quincy,Mass. | | |
| 88911<br>161606<br>GZZF | **Llancarvan** (*ex*Biddlestone–40) | D.F. E.S.D. 1*Dk* *CruiserStern* | 4910<br>4512<br>2953 | ✠100A1 9,40 ✠LMC7,37 | Cff | *y* 1¼ | CL 9,40 | 1937<br>7mo | ShortBros. Ld. Sunderland<br>*Lloyd's SA&CP* | ClarissaRadcliffe S.S Co.Ld.(Evan ThomasRadcliffe &Co.*Mgrs.*)<br>*Cell DB350′1249t FPT110t APT205t* | 401·9\|53·9\|26·6<br>414·8(O.L.)<br>P36′B123′F55′ FK 6*BHCem* | London British | C.4Cy(2)10¾″&(2)20½″–13″ SR geared & LP turbine DR geared to sc. shaft 2401b (*s*) 348NHP<br>2SB(Spt&FD)&1AuxSB,*9cf*,GS124,HS4936<br>White'sMarEngCoLdNwc | 29 ″ 0<br>s 5 ″ 7½<br>23 ″ 7½ | |
| 88912<br>Now "Bayou," *see No. 87268 in Supplement* | **Lake Fairfax** *Fitted for oil fuel* | | 2605<br>2261<br>1619 | | | | | 1919 | American S.B.Co. Detroit,Mich. | BayouS.S.Corp. (Smith&Johnson, *Mgrs.*) | 251·0\|43·6\|26·1<br>P25′B64′F23′ | N.Orleans Utd. States *WB* | T.3Cy.21″,35″&59″–42″ 225NHP<br>AmericanS.B.Co.Detroit | | |
| 88913<br>217731<br>WNCV | **Lone Star** (*ex*Delalba–40, *ex*Saugerties–35) *Fitted for oil fuel* | 2*Dks*&*Web frames* | 5101<br>4740<br>3093 | ✠ ... 6,20 | | | | 1919<br>4mo | American International S.B Corp. HogIslandPa | StatesMarine Corp. | 390·0\|54·2\|27·6<br>P39′B122′F43′ FK | N.Orleans Utd. States *WB* | DR geared steam turbine 600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R † |
| 88914<br>251923 | **Lottia** (*ex*ShellDezassete–41,*ex* Sultan vanKoetei) | *ss*Sng.2ndNo.3–5,30 *Mchy.Aft* 1*Dk*(*pt Irn&pt Stl*) &*Web frames*&*Trunk dk*(*Stl*) *Fitted for oil fuel* *Carrying Petroleum in bulk* | 1862<br>1441<br>1165 | ✠ ... 5,34 | Lis | | | 1904<br>12mo | Nederl. Schps. Maats. Amsterdam | AngloSaxon PetroleumCo.Ld. | 241·0\|41·9\|18·7<br>P68′F43′ FK 11*BHCem*<br>*CellDBuE&B46′70t FPT103t APT37t* | London British | T.3Cy.20⅜″,32⅝″&55½″–35½″ 248NHP<br>NB18,*refitted*22<br>2SB,*6cf*,GS102,HS3650<br>N.V.Werkspoor,Ams. | 19 ″ 11 | |
| 88915 | **Leda** (*ex*Duba–41, *ex*Collingham) *ss*NYk.No.1–41 *ss*Spt.2ndNo.3–5,36 | 1*Dk*(*Stl*)2*trB*&*Web frames* | 4115<br>3830<br>2585 | ✠100A1 4,41 7,39<br>~~BS7,39~~ ✠LMC5~~,36~~ 4,41 | Spt NYk | *w* | CL 5,38 3,41 | 1910<br>1mo | JLThompson&Sons,Ld Sunderland<br>*Lloyd's SA&CP* | IrishShipping,Ld. *Cell DBa121′uE&B45′f145′1006t FPT104t APT213t* | 351·7\|51·0\|25·7<br>P25′B145′F32′ FK | Dublin British | T.3Cy.25″,42″&68″–48″ (*s*) 180lb 350NHP<br>2SB,*6cf*,GS136,HS5415<br>J.Dickinson&Sons,Ld.Sld. | 28 ″ 2<br>s 4 ″ 8½<br>23 ″ 2 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-noms, s'il y a lieu. Visites Périodiques | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si en cas dans le L. R. Durée Cert. Boiteule. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88916 OFDT | **Liisa** (*ex* Juliette-41, *ex* Camden-39, *ex* Edenor) *Arch deck* | *ss* Shl. 2nd No. 3-6,36 1 *Dk (Stl)* *Cargo battens not fitted* | 1460 — 820 | ✠100A1 4,40 MS11,35 | Shl | *n* | CL 10,39 | 1911 4mo | Osbourne, Graham & Co. Sunderland *Lloyd's* | LaivaO/Y Fennia S.S.Co.Ltd. (John NurminenO/Y, *Mgrs.*) *CellDBa77'uE§ B29'f96'322t FPT4 8t APT65t* | 240·2 250·2 (O.L.) P18'F23' FK | 34·2 | 20·1 | Helsingfrs Finnish | T.3Cy.18",29"&48"-33" (*s*) 180lb 140NHP 4 *BHCem* 2SB, *4pf*, Gs68, Hs2366 MacColl & Pollock, Ld. Sld. | 22 " 2 6 " 1¼ 16 " 3¼ | |
| 88917 172974 MDVW | **Lake Cask** *Oil Eng.* | Wood Twin Sc | 349 331 210 | | | | | 1928 | Cheng Shun Fah S.Y. Wenchow | SaidHaskell Benjamin | 157·5 | 28·0 | 11·5 | Shanghai British | Oil Engines 4Cy.15"-16" | | |
| 88918 22103s &DOK | **L.V.Stanford** (*ex* Albert E. Watts-41) *Mchy. Aft* Sub.Sig. | *ss* Mob. No. 3-2,35 *ss* N.Os. No. 1-37 2 *Dks (Stl)* § *Web frames* *Longitudinal framing* | 7133 6509 5111 | ✠100A1 1,41 BS1,41 *Carrying Petroleum in bulk Fitted for oil fuel* 2,21 | NOs ✠LMC1,37 | *b*† | CL N7,40 | 1921 2mo | Bethlehem S.B. Corp. Ld. (Harlan Plnt) Wlmngtn Del A&CP | SinclairRefining Co. Inc. *CellDBuE§B62' 200tDTf40'588t* | 430·2 P134'B36'F40' FK *FPT228t APT72t* | 59·2 | 32·8 | New York Utd. States 17 *BHptCem* (13 *to U dk* 4 „ 2*nd* „) | T.3Cy.26½",44"&74"-51" (*s*) 200lb 593NHP 3SB, *9cf*, Hs8829 FD Bethelem S.B. Corp. Ld. (Harlan Plnt) Wlmngtn, Dl | 33 " 3 6 " 8¼ 26 " 10 | |
| 88919 | **Leslie** (*ex* Josephine-41, *ex* Stella Lykes-41, *ex* Lake Flagstaff) | 1 *Dk 2 tr B* *Fitted for oil fuel* | 2609 2261 1610 | ✠ ... 3,21 | | | | 1919 10mo | McDougall Duluth Co. Duluth, Minn. | WorthS.S.Corp. | 251·0 P25'B64'F20' FK | 43·7 | 25·8 | New York Utd. States *WB* | T.3Cy.21",35"&59"-42" 352NHP MorganEng.Co. Alliance, O | 28 " 2 | R. † |
| 88920 | **Larchfield** *Mchy. Aft* | *Cruiser Stern* | 495 331 205 | 100A1 (*Class Contemplated*) | | | | 1941 | Lytham SB & E.Co Ld. Lytham | ZillahShippng &CarryingCo.Ld. (W.A.Savage, Ld. *Mgrs.*) | 142·5 P52'Q84'B10'F20' | 27·2 | 11·4 | Liverpool British | T.3Cy.12¾",21"&36"-24" Lytham S.B.&E.Co.Ld. | | |
| 88921 | **Langkoeas** *Ref. Mchy.* D.F. GyC. Sub.Sig. | 2 *Dks* | 7395 6516 4312 | | | | | 1930 | Bremen Vulkan Vegesack | NV. Nederlandsch-IndischeMaats. voorZeevaart, I | 476·6 E&F428' *UpperF39'* | 63·1 | 28·4 | Dutch *WB* | 4 steam turbines SR geared to 1 sc. shaft NB37 *Emade23refitted30* Blohm & Voss, K.a.A. Ham. | | |
| 88922 8464 SDYN | **Lali** | 1 *Dk* § *Shelter dk* *Fitted for oil fuel* | 1859 — 1408 | | | | | 1941 | Fredrkstad Mek Vrks A/S Fredrikstad | RederiA/B Disa (E.O.Brodin, *Mgr.*) | 304·0 | 44·0 | 15·0 | Stockholm Swedish | C.4Cy.(2)15⅝"&(2)37½"-34½" 277NHP Fredrikstad M.V.A/S | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. | Steamer's Name. | Material, Rig, &c. | Regist'd Tonnage. | Particulars of Classification. | | | Date when tail shaft last seen. | Built. | | Owners. | Regist'd Dimensions. Deck Erections, &c. | | | Port of Registry. | Engines. | Moulded depth. | | Registers in which classed, if not in L.R. Dates of Trade Certs. |
| Official No. | *Late Name if any.* | Special Surveys. No. of Decks, &c. | Gross. — Under deck. — Net. | Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. now expired. Equipment Letter. | | When | By Whom — Where | | Length. | Breadth. | Depth. | Flag. | No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships | Corresponding draught. | |
| Code Letters. | | | | | | | | | | | | | | | | *ft.* | *in.* | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. | Matériaux, Gréement, etc. | Tonnage Officiel. | Détails de la Classification. | | | Date de la dernière visite de l'arbre porte-hélice. | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement. | Machines. | Creux sur Quille | |
| Numero Officiel. | *Ex-nom, s'il y a lieu.* | | Total. — Sous le Pont. — Net. | Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant. Lettre d'Equipement. | | Quand. — Navire. — Mach. | Par qui. — Où. | | Longueur. | Largeur. | Creux. | Pavillon. | No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.* | Registres ou coté si es ni est dans le L. R. Durée. Cert. R. of Trade. |
| Signaux | Visites Périodiques. Nombres des Ponts. | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed if not in L.R. Passed R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89051 973 SWBG | **Mount Kyllene** (*ex* Walter D. Munson–40) *ss* Mob. No. 3–10, 35 2 *Dks (Stl) & Web frames Longitudinal framing* | 3703 3508 2238 | ✠100A1 Examined 3,41 ~~3,34,38~~ ✠LMC 10,35 | NYk | *w* BS 8,40 | CL 5,37 5,40 | 1917 10mo | Bethlehem Steel Co. Sparro'Pt. Md A & CP | Rethymnis & Kulukundis (Hellas) S.A. & others | 368·2 P52′ B108′ F41′ | 48·3 | 24·7 FK | Piræus Greek *Cem* | T.3Cy. 24″, 41″ & 68″–48″ (*s*) 200lb 486 NHP 3SB. *9cf*, GS 169, HS 7237 FD Bethlehem Stl. Co. Sparr' Pt | 27 ″ 4 s 4 ″ 8½ 22 ″ 10 | |
| | *Fitted for oil fuel 10,17 F.P. above 150° F. 'Tween dk B Hin after Cell D B311′ 834t FPT 63t* ~~*Fitted for carrying Petroleum in cylindrical tanks in No. 2 lower hold*~~ | | | | | | | | | *hold dispensed with* 5 *BH to U dk* 1 ,, ,, 2nd ,, *APT 21t* | | | | *only Cylindrical tanks in No. 2 hold 308t* | | |
| 89052 167521 GLKL | **Marianne II** (*ex* Marianne–40) 1 *Dk* | 1239 1059 715 | | | | | 1924 | A/S Rödby Havns Jernskibs. Rödby Havn. | Ministry of Shipping (Glen & Co. Ld. *Mgrs.*) | 236·4 P23′ B49′ F25′ | 37·1 | 14·6 | London British *WB* | T.3Cy. 15″, 24″ & 40″–27″ 83 NHP A/S Frichs, Aarhus | | V |
| 89053 147439 MQLM | **Manchester Merchant** D.F. E.S.D. 2 *Dks, 3rd dk except in after hold Ref. Mchy. Cruiser Stern* | 7264 6643 4408 | ✠100A1 *with freeboard* 1,41 ~~5,40~~ ✠LMC 5,40 ✠Lloyd's RMC ~~5,40~~ 1,41 | Gls Mch | *b*† 2Ye | CL | 1940 5mo *Lloyd's* | Blythsw'd S.B.Co. Ld. Glasgow | Manchester Liners, Ld. *Duct keel f wd. of mchy. space ( Upper 'tween dk B Hs except Coll Cell D B 3* | 432·0 446·5 (O.L.) B127′ F40′ 54′ 1065t | 57·0 | 35·2 FK *MT 27′ 792t* | Manchestr British 7 *BHCem Coll to W dk* 6 ,, 2nd ,, *DT a 35′ 862* | 3 steam turbines SR geared to 1 screw shaft 225lb (*s*) FD 824 NHP 3SB (Spt) *9cf*, GS 133, HS 9195 D. Rowan & Co. Ld. Gls. *t FPT 112t APT 78t* | s 38 ″ 1 10 ″ 10½ 27 ″ 5¼ | |
| 89054 239545 WEQZ | **Mormacmail** D.F. E.S.D. GyC. *Oil Eng. 2 Dks Ref. Mchy. Cruiser Stern pt Longitudinal framing* | ~~7800~~ ~~6577~~ ~~4200~~ 7886 — 4682 | | | | | 1940 | Sun S.B. & Dry Dock Co. Chester, Pa. | United States Maritime Commission (Moore-McCormack Lines, Inc. *Mgrs.*) | 468·4 F44′ | 69·7 | 29·1 | New York Utd. States | 4 Oil Engines 2S.C.SA 28Cy 20½″–27½″ with electro-magnetic slip couplings & SR gearing 2060 NHP Busch-Sulzer Bros. Diesel Co. St. Louis, Mo. | | |
| 89055 166307 MKDL | **Moray Coast** Wireless D.F. E.S.D. *Oil Eng. 1 Dk & Shelter dk Mchy. Aft Cruiser Stern Cargo battens not fitted* | ~~650~~ 687 507 251 | ✠100A1 *with freeboard* 6,41 ~~11,40~~ *(Class Contemplated).* ✠LMC 11,40 | Ard Liv | *m* | OG | 1940 11mo *Lloyd's* | Ardrossan Dockyard, Ld Ardrossan | Coast Lines, Ld. | 201·8 *34·9* 209·6 (O.L.) F23′ B (*aft*) 33′ *(Coll B Hto Sh dk 3 B H to 2nd dk) Cell D B 150′ 214t F T T 91 APT 39t* | 33·2 | 11·2 FK *4 BH Cem DT a 35′ 862* | Liverpool British | Oil Engines 2S.C.SA VCy. 13⅜″–22 7/16″ 218 NHP British Auxiliaries, Ld. Gls. | 13 ″ 8 s ″ 2 13 ″ 7½ | |
| 89056 171328 ZSJP | **Myrica** Ⓟ (*ex* Sistiana–40, *ex* Salvore) *ss* Gen. No. 3–4,40 ~~*ss* Nap. No. 8–1,97~~ ~~*ss* Tri. No. 9–35~~ *Ref. Mchy.* 1 *Dk (Stl) & Shelter dk (Stl)* D.F. | 5827 5062 3681 | ✠100A1 *Shelter dk with freeboard* 8,40 ~~8,38~~ ✠LMC ~~M&R 1,39~~ BS 4,40 ✠Lloyd's RMC ~~5,40~~ 2,41 | Tri PNl | *y* | CL 7,39 | 1924 5mo *Lloyd's* | Stabilmnto Tecnico Trieste | Ministry of Shipping (Canadian Pacific Steamships Ld. *Mgrs.*) *Cell D B 338′ 1309t DT a 33′ 852t* | 390·0 B128′ *on Shelter dk* F36′ | 54·0 | 29·6 FK 6 *B H to Sh dk* 1 ,, ,, *U* ,, *FPT 102t APT 201t* | Cape Town British *Cem* | T.3Cy. 27¼″ 42″ & 68″–48″ (*s*) 180lb 465 NHP 3SB (Spt). *9cf*, GS 158, HS 7023 FD Stabilimento Tecnico, Tri. | 32 ″ 0 s 6 ″ 7½ 25 ″ 7 | |
| *Now "Empire Union," see No. 88047 in Supplement* | | | | | | | | | | | | | | | | |
| | No. 5 upper 'tween dk chambers for temp. 22° F. | | | | | | | | | | | | | | | |
| 89057 BAJM | **Monte Jarindo** (*ex* Upo-Mendi–40) *Turret deck* 1 *Dk* | 4193 3810 2563 | | | | | 1911 | Cia. Euscalduna Bilbao | Naviera Aznar Soc. Anon. | 350·2 P31′ B117′ F32′ | 50·2 | 28·4 | Bilbao Spanish *WB* | T.3Cy. 25″, 41″ & 67″–45″ 301 NHP Blair & Co. Ld. Stockton | | |
| 89058 165982 GMLM | **Malaya II** (*ex* Malaya–40) Twin Sc 4 Mst *Oil Eng. ss* Cpn. No. 3–4,34 *ss* Cpn. No. 1–39 D.F. 2 *Dks (Stl) & Awng dk (Stl)* | 8651 8189 5515 | ✠100A1 *Awng dk with freeboard* 9,40 ~~6,39~~ ✠LMC CS 7,39 ~~DBS 6,38~~ 9,40 9,38 | Nkv Gls | *c*† | CL P 8,37 S 6,39 | 1921 7mo *Lloyd's* | Akt. Burmeistr & Wain Copenhagen | Ministry of Shipping (United Baltic Corporation, Ld. *Mgrs.*) *Cell D B 392′ 1468t* | 445·8 464·5 (O.L.) F77′ *on Awng dk* FK *Tanks 'tween tunnels* | 60·3 | 39·1 *Coll B H to Aw dk* 6 ,, ,, *U* ,, 46′ 130t *FP T 108t APT 108t* | Glasgow British *pt Cem DB 100lb* | Oil Engines 4S.C.SA 12Cy. 29½″–45½″ 987 NHP Akt. Burmeistr & Wain, Cpn | 42 ″ 0 s 10 ″ 4½ 31 ″ 10 | |
| 89059 239370 WDSH | **Mormacland** D.F. E.S.D. GyC. *Oil Eng. 2 Dks & Shelter dk Ref. Mchy. pt Longitudinal framing Cruiser Stern* | 7886 — 4682 | | | | | 1940 | Sun S.B. & Dry Dock Co. Chester, Pa. | United States Maritime Commission | 468·1 F43′ | 69·7 | 29·1 | New York Utd. States | 4 Oil Engines 2S.C.SA 28Cy. 20½″–27″ with electro-magnetic slip couplings & SR gearing 2060 NHP Busch-Sulzer Bros. Diesel Eng. Co. St. Louis | | |
| 89060 | **Maria Pina** Ⓟ Twin Sc | 12597 | | | | | 1921 | New York S.B. Corp. Camden, N.J. | Berge y Cia. | 516·5 B222′ | 72·2 | 27·8 | Spanish *WB* | 4 steam turbines SR geared to 2 sc. shafts Bethlehem S.B. Corp. Ld. Quincy, Mass. | | R |
| *Now "Cabo de Hornos," see No. 87524 in Supplement* | | | | | | | | | | | | | | | | |
| 89061 | **Maria del Carmen** Ⓟ Twin Sc | 12594 | | | | | 1921 | New York S.B. Corp. Camden, N.J. | Berge y Cia. | 516·5 B222′ | 72·2 | 27·8 | Spanish *WB* | 4 steam turbines SR geared to 2 sc. shafts Bethlehem S.B. Corp. Ld. Quincy, Mass. | | R |
| ~~Now "Cabo Buena Esperanza, see No. 87523 in Supplement~~ | | | | | | | | | | | | | | | | |
| *Now "Cabo Buena Esperanza," see No. 87523 in Supplement* | | | | | | | | | | | | | | | | |
| 89062 | **Midosi** (*ex* Mormactide–40, *ex* Sagaporack–38) *Fitted for oil fuel* D.F. E.S.D. GyC. 2 *Dks & Shelter dk* Sub.Sig. *Web frames* | 4951 — 3079 | ✠ ... 6,20 ✠ | | | | 1919 8mo | American International S.B. Corp. Hog Island Pa | Lloyd Brasileiro | 390·0 | 54·2 | 27·6 FK | R. Janeiro Brazilian *WB* | DR geared steam turbine General Electric Co. Schenectady, N.Y. | 32 ″ 0 | R † |
| 89063 | **Modlin** (*ex* Wilja, *ex* Laurent Schiaffino *ex* Le Bourget, *ex* Tinos, *ex* Hilda Horn, *ex* Gavelon) 1 *Dk & Spar dk* | 3569 3370 2193 | 100A1 *(Class Contemplated)* | | | | 1906 | Flensburger Schiffsb. Ges. Flensburg | Polish Government | 341·3 H24′ | 48·8 | 17·2 25·0 | Polish | T.3Cy. 20½″, 34⅝″ & 61″–39⅜″ 234 NHP Flensburger Schiffsb. Ges. | | |
| 89064 240228 WGGF | **M. E. Lombardi** *Fitted for oil fuel* D.F. E.S.D. GyC. 1 *Dk Mchy. Aft* Sub.Sig. *Cruiser Stern Longitudinal framing Carrying Petroleum in bulk* | ~~5300~~ 5325 — 2929 | | | | | 1940 | Sun S.B. & Dry Dock Co. Chester, Pa. | Standard Oil Co. of California | 378·2 P100′ B38′ F50′ | 57·2 | 29·0 | S. Frncisco Utd. States | 2 steam turbines DR geared to 1 sc. shaft 516 NHP Westinghouse Elec. & Mfg. Co. Phl. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 / 6 / 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terminaison du certificat expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 / 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres où coté, et si c'est dans le L.R. Durée. Cert. Ro/Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89065<br>216535<br>GXJU | **Morlen** (*ex*Ernest H. Meyer–40, *ex*Point Lobos) *Fitted for oil fuel*<br>D.F. *ss*S.Fo.No.2–26 2*Dk* | 2186<br>1944<br>1325 | ✠ ...<br>4,29<br>✠ | | | | 1918<br>7mo | Albina Eng & Mach. Wrks<br>Portland, Or. | Lindal G. Gray | 289·0 \| 44·1 \| 19·0<br>P24′B144′F32′ FK | | | Prtlnd, Or.<br>Utd. States | T.3Cy.22″,37½″&60″–42″ 313NHP<br>*WB* Ellicott Machine Corp. Bal. | 21 ″ 6 | R. † |
| 89066<br>133113<br>GNBV | **Maycrest** (*ex*Istok–40, *ex*Mongolian Prince, *ex*Verdala) *ss*Rot.2nd No.3–3,37 2*Dks*(*Stl*) | ~~5004~~<br>~~5494~~<br>~~3718~~<br>5923<br>5494<br>3703 | ✠100A1 Cff *a*†<br>1,11 ~~12,09~~ 11,40 Bal<br>✠LMC<br>~~MS2,37~~ ~~BS5,39~~ 6,40 | CL | | 11,40 | 1913<br>4mo | Russell & Co.<br>Port Glasgow | Crest Shipping Co. Ltd. | 423·5 \| 56·0 \| 28·7<br>438·0(o.l.)<br>P44′B123′F43′ FK<br>1 *Intermediate BH & 2 'tween dk BHds dispensed with*<br>*Lloyd's SA & CP* | | | London<br>British<br>*Cem* | T.3Cy.27″,45″&75–48″ (*s*) 180lb 537NHP<br>3SB.9*cf*, GS171, HS7890 FD<br>*4 B H to Upr dk 2 B H to 2nd dk only.*<br>*Cell D Ba*132′ *aE*24′ *f*186′ 1243*t DTa*36′1120*t APT*32*t* | 31 ″ 4<br>26 ″ 2¾<br>25 ″ 4 | |
| 89067<br>46318<br>JWQM | **Mikado Maru**<br>*Oil Eng.* | 398<br>—<br>269 | | | | | 1940 | Endo Zosensyo<br>Osaka | Uwazima Kisen K.K. | 131·2 \| 24·5 \| 12·5 | | | Uwazima<br>Japanese | Oil Engines | | |
| 89068<br>39102<br>JBHJ | **Mogamigawa Maru** (*ex*Getuyo Maru–40, *ex*Getsuyo Maru–38) *Oil Eng.* *ss*Tama No.1–38 2*Dks* | 7497<br>6070<br>5480 | ✠100A1 Tama *b*†<br>3,40<br>✠LMC CS3,40<br>DBS3,40 1,39<br>*Carrying cargo oil F.P. above* | CL | | 8,40 | 1934<br>6mo | Mitsubishi Jukogyo K.K.<br>Nagasaki | Toyo Kaiun K.K. | 436·3 \| 58·5 \| 32·8<br>P30′B157′F41′ FK<br>*'Tween dk BH above after deep tank BH dispensed with*<br>*Lloyd's SA & CP* | | | Tokyo<br>Japanese | Oil Engines 2S.C.SA<br>6Cy.28⅜″–49⅞″ 839NHP<br>*pt Cem* DB *120lb*<br>6 *B H to U dk*<br>1 „ „ *2nd*„<br>*Cell D B*369′ 1405*t DTa*36 | 32 ″ 9 | |
| 89069<br>166308<br>GNKZ | **Macon** (*ex*Point Ancha–40, *ex*Delight) *Fitted for oil fuel*<br>GyC. 2*Dks*<br>*Longitudinal framing* | 5135<br>4394<br>3267 | | | | | 1919 | Todd D.D. & Con. Co.<br>Tacoma Wsh. | Ministry of Shipping (Elder Dempster Lines, Ld. *Mgrs.*) | 379·9 \| 53·1 \| 26·9<br>P39′B102′F41′ | | | Liverpool<br>British<br>*WB* | T.3Cy.25⅝″,41⅛″&72″–48″ & LP turbine with DR gearing & hydraulic coupling 358NHP<br>Seattle Const. & Dry Dock Co. Seattle, Wash. | | R. |
| 89070 | **Mormactide**<br>D.F. E.S.D. *Fitted for oil fuel*<br>GyC. Sub.Sig. 3*Dks*<br>*Elec. welded* *Cruiser Stern* | 7898<br>—<br>4669 | | | | | 1940 | Ingalls S.B. Corp.<br>Pascagoula, Miss. | United States Maritime Commission | 467·5 \| 69·6 \| 29·6<br>P24′B431′ | | | New York<br>Utd. States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 1416NHP<br>General Electric Co. Lynn, Mass. | | |
| 89071<br>WDTG | **Mormacport** (*ex*SeaFox–40)<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 3*Dks*<br>*pt Longitudinal framing* *Cruiser Stern* | 7773<br>—<br>4585 | | | | | 1940 | Federal S.B.&D.D.Co<br>Kearny, N.J. | Moore McCormack Lines, Inc. | 469·0 \| 69·6 \| 38·8<br>F42′ | | | New York<br>Utd. States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 1417NHP<br>DeLaval Stm. Turbine Co. Trenton, N.J. | | |
| 89072<br>240378<br>WGUD | **Mormacsea** (*ex*SeaPanther–40)<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 3*Dks*<br>*pt Longitudinal framing* *Cruiser Stern* | ~~8999~~<br>7773<br>—<br>4585 | | | | | ~~1940~~<br>1941 | Moore Dry Dock Co.<br>Oakland, Cal. | United States Maritime Commission | 468·3 \| 69·7 \| 38·8<br>F44′ | | | S.Frncisco<br>Utd. States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 1417NHP | | |
| 89073<br>238893<br>WCWM | **Mormactern** (*ex*Lightning–40)<br>D.F. *Fitted for oil fuel*<br>E.S.D. GyC. *Ref. Mchy.* 3*Dks*<br>*pt Longitudinal framing* *Cruiser Stern* | 7194<br>—<br>4344 | | | | | 1939 | Federal S.B.&D.D.Co<br>Kearny, N.J. | ~~United States Maritime Commission~~<br>Moore–McCormack Lines, Inc. | 439·0 \| 63·2 \| 27·5<br>P38′B75′F47′ | | | New York<br>Utd. States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft<br>General Electric Co. Lynn, Mass. | | R. |
| 89074<br>165994<br>MNCK | **Mari II** (*ex*Mari–40, *ex*Cap Blanc Nez, *ex*Oude Maas) 1*Dk* | 1395<br>1226<br>811 | 100A1 Cff<br>Examined 1,41<br>(*Class Contemplated*) | | | 1,41 | 1918 | N.V. Werf Conrad<br>Haarlem | Ministry of Shipping (W.C. Lawson, *Mgr.*) | 238·1 \| 37·3 \| 17·4<br>B57′F25′ | | | Glasgow<br>British | T.3Cy.17¾″,29½″&47½″–35⅞″ 133NHP<br>*WB* Gebr. Stork & Co. Hengelo | 20 ″ 0<br>8 2 ″ 9<br>17 ″ 4½ | V |
| 89075<br>220700<br>KDHC | **Mississippi** (*ex*Harvester–40)<br>*ss*Mob.No.3–2,30 *ss*N.Yk.No.2–38<br>D.F. GyC. 2*Dks*(*Stl*) & *Web frames*<br>*Mchy. Aft* *Longitudinal framing* | 6416<br>6071<br>3991 | ✠100A1 NYk *a*†<br>10,40<br>✠LMC<br>MS4,38 BS10,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10,20 *F.P. above* | CL | | 3,40 | 1920<br>10mo | Texas S.S. Co.<br>Bath, Me. A&CP | The Texas Company | 416·8 \| 56·1 \| 31·1<br>P107′B35′F33′ FK<br>*Cell D Bu E & B*64′ 209*t FPT*229*t APT*130*t* | | | Wilmgton (Del.)<br>Utd. States | T.3Cy.26½″,44″&74″–51″ (*s*) 190lb 549NHP s<br>3SB.9*cf*, HS7979 FD<br>16 *B II pt Cem*<br>H.G. Trout Co. Buffalo, N.Y | 32 ″ 10<br>6 ″ 3½<br>26 ″ 9 | |
| 89076<br>240203<br>WGMT | **Mormacmoon** (*ex*Exchester–40)<br>*Fitted for oil fuel*<br>Sub.Sig. D.F. E.S.D. 3*Dks*<br>GyC. *Cruiser Stern* *Elec. welded* | 7939<br>—<br>4697 | | | | | 1940 | Ingalls S.B. Corp.<br>Pascagoula, Miss. | ~~United States Maritime Commission~~<br>Moore–McCormack Lines, Inc. | 467·5 \| 69·6 \| 29·6<br>P24′B431′ | | | New York<br>Utd. States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 1416NHP<br>General Electric Co. Lynn, Mass. | | |
| 89077<br>8466<br>SEIT | **Mongabarra**<br>E.S.D. *Oil Eng.*<br>D.F. *Cruiser Stern* 1*Dk* & *Shelter dk* | 5279<br>4583<br>3041 | | | | | ~~1940~~<br>1941 | A/B Göta-verken<br>Gothenburg | Rederi A/B Trans-Ex (G. Carlsson, *Mgr.*) | ~~426·0 \| 56·8 \| 25·8~~<br>433·8 \| 56·7 \| 24·8 | | | Gothenbrg<br>Swedish | Oil Engines 4S.C.SA<br>8Cy.29½″–59⅞″ 653NHP<br>*WB* A/B Göta verken, Got. | | |
| 89078<br>240208<br>WGIS | **Mormacstar** (*ex*SeaStar–40)<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 3*Dks*<br>*pt Longitudinal framing* *Cruiser Stern* | ~~8999~~<br>7773<br>—<br>4585 | | | | | ~~1939~~<br>1940 | Moore Dry Dock Co.<br>Oakland, Cal. | ~~United States Maritime Commission~~<br>Moore–McCormack Lines, Inc. | 468·3 \| 69·7 \| 38·8<br>F44′ | | | S.Frncisco<br>Utd. States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 1417NHP | | |
| 89079<br>168088<br>KCDW | **Murdoch**<br>~~D.F.~~ 1*Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Cargo battens not fitted* | ~~2780~~<br>~~2092~~<br>~~1580~~<br>2717<br>2092<br>1610 | ✠100A1 Sld *i*<br>3,41<br>(*Class Contem. plated*)<br>✠LMC 4,41 | CL | | | 1941<br>4mo | S.P. Austin & Son. Ld.<br>Sunderland | Gas Light & Coke Co (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*) | 311·4 \| 44·5 \| 19·3<br>321·9(o.l.)<br>Q177′~~F88~~F35′ FK<br>*Cell D B*252′ 828*t MT*8 293*t FPT*196*t APT*36*t* | | | London<br>British<br>*5 B Hpt Cem* | T.3Cy.18½″,29″&52″–39″ (*s*) 220lb FD 242NHP<br>2SB(Spt)6*cf*, GS61, HS3350<br>N.E. Marine Eng. Co. (1938) Ld. Sld. | 21 ″ 6<br>8 7 ″ 1½<br>19 ″ 3½ | |
| 89080<br>166328<br>MCFK | **Maplefield**<br>1*Dk*<br>*Mchy. Aft* *Cruiser Stern* | ~~490~~<br>~~331~~<br>~~200~~<br>495<br>331<br>205 | ✠100A1 Liv *g*<br>6,41<br>(*Class Contem. plated*)<br>✠LMC 6,41 | CL | | | 1941<br>6mo | Lytham SB & E.Co.Ld.<br>Lytham | Zillah Shipping & Carrying Co.Ld. (W.A. Savage, Ld. *Mgrs.*) | 142·5 \| 27·2 \| ~~11·4~~<br>~~148·3(o.l.)~~ \| 16·8<br>~~P59′Q35′F20′~~ BK6½″<br>P49′Q36′F21′<br>*DTf*11′71*t FPT*30*t APT*37*t* | | | Liverpool<br>British<br>*4 B H Cem* | T.3Cy.12¾″,21″&36″–24″ 200lb (*s*) 72RHP<br>1SB, 2*cf*, GS38, HS1637 FD<br>Lytham S.B.&E.Co.Ld. | 12 ″ 6<br>8 4 ″ 0<br>12 ″ 9¾ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year Assigned. Equipment Letter. | 7* Date when tail shaft last exam. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. M. L. Dated B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89081<br>201768<br>WADM | **Milwaukee Clipper** Ⓟ<br>(*ex*Jumata–40) | D.F. *Mchy.Aft* 2*Dks* & *Awng dk* | 4333<br>—<br>2619 | | | | | 1905 | American S.B.Co. Cleveland | SandProducts Corporation | 346·0 \| 45·0 \| 28·0 | | | Buffalo NY Utd. States | Q.4Cy.22″,31½″,45″&65″–42″ *WB* DetroitS.B.Co.Detroit 274NHP | | |
| 89082<br>239173<br>WDQJ | **Mormacswan** (*ex*FlyingFish–40)<br>D.F. E.S.D. *Fitted for oil fuel*<br>GyC. *CruiserStern* 3*Dks*<br>*Ref.Mchy.* pt *Longitudinal framing* | | 7194<br>—<br>4344 | | | | | 1939 | Federal S.B.&D.D.Co Kearny,N.J. | Moore-McCormack Lines,Inc. | 439·0 \| 63·2 \| 27·5<br>P38′B75′F47′ | | | New York Utd. States | 2 steam turbines DR geared to 1 sc. shaft 1000NHP *WB* GeneralElectricCo. Lynn,Mass. | | |
| 89083 | **Mormacpenn**<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 3*Dks*<br>Sub.Sig. *Elec.welded* *CruiserStern* | | 7898<br>—<br>4609 | | | | | 1940 | IngallsS.B. Corp. Pascagoula, Miss. | UnitedStates Maritime Commission | 467·5 \| 69·6 \| 29·6<br>P24′B431′ | | | New York Utd. States | 2 steam turbines DR geared to 1 sc.shaft 1416NHP *WB* | | |
| 89084<br>168165<br>BCKB | **Michael E.**<br>2*Dks*<br>*Longitudinal framing at bottom & at decks*<br>~~*CruiserStern*~~ "*Arcform*"<br>*CruiserStern* | | ~~7600~~<br>7628<br>7217<br>5508 | ✠100A1 *withfreeboard* 5,41<br>~~(*ClassContem.plated*)~~<br>*Fitted for oil fuel* 5,41 ✠LMC5,41 | PGl | *a*† 2 | CL<br>*F.P.above* 150′ F. | 1941<br>5mo | Wm.Hamilton&Co.Ld. Port Glasgow<br>*Lloyd's* A4 *CP* | BuryHillShipping Co.Ld. (CountiesShip ManagementCo. Ld. *Mgrs.*)<br>*CellDB*353′1105*t FPT*148*t APT*336*t* | 421·1 \| 60·4 \| 35·8<br>434·5(O.L.)<br>FK 6*BHptCem*<br>(*CollBHto Wdk*,5*BHto2nd dk*)<br>1 *IntermediateBH dispensed with*<br>4 *DivisionalW.T.BHs in'tween dks* | London British | T.3Cy.24″,39″&68″–48″ 225lb (*s*) 443NHP 2SB(Spt)6*cf*,HS5940 FD<br>D.Rowan&Co.Ld.Gls. | 38 ″ 3<br>s10 ″ 3<br>28 ″ 2½ | |
| 89085<br>168551<br>GMWG | **Manchester Trader**<br>D.F. E.S.D.<br>*Ref.Mchy.* *CruiserStern*<br>2*Dks*,3*rd dk except in after hold* | | ~~5620~~<br>5671<br>4969<br>3373 | ✠100A1 *withfreeboard* 5,41 ✠LMC5,41<br>~~(*ClassContem.plated*)~~<br>✠Lloyd'sRMC5,41 | Gls | *b*† 2½ | CL | 1941<br>5mo | Blythsw'd S.B.Co.Ld. Glasgow<br>*Lloyd's* A4 *CP* | ManchesterLiners Ld. | 432·0 \| 57·0 \| 27·0<br>446·5(O.L.)<br>B127′F40′<br>FK 7*BHCem*<br>*Duct keel fwd of mchy space*<br>*Upper'tween Dk RHs except CollBH dispensed with*<br>*CellDB*354′1065*t MT*27′792*t DT*a35′862*t FPT*112*t APT*178*t* | Manchestr British | 3 steam turbines SR geared to 1 sc. shaft 225lb FD (*s*) 824NHP (*Coll to Wdk* 8SB(Spt)9*cf*,HS132,HS9195 6 „ 2*nd dk*)<br>D.Rowan&Co.Ld.Gls. | 38 ″ 1<br>s10 ″ 10½<br>27 ″ 5½ | |
| 89086<br>217365<br>KEFB | **Mary Luckenbach** (*ex*Black Falcon–41, *ex*SacCity–32)<br>*Fitted for oil fuel*<br>2*Dks* & *Web frames*<br>D.F. E.S.D. | | 5049<br>4664<br>3114 | ✠ ...<br>6,20 ✠<br>(*Reclassification contemplated*) | | | | 1919<br>1mo | American International S.B.Corp. HogIslandPa | LuckenbachS.S. Co.Inc. | 390·0 \| 54·2 \| 27·6<br>P39′B122′F43′<br>FK | New York Utd. States | DR geared steam turbine 600NHP *WB* GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R<br>† |
| 89087<br>168159<br>BCJW | **Mooncrest**<br>D.F. 1*Dk* & *Shelter dk*<br>*CruiserStern*<br>*Tonnage opening closed'41* (*W.E.*) | | ~~5200~~<br>5202<br>4637<br>3119 | ✠100A1 *withfreeboard* 5,41<br>~~(*ClassContem.plated*)~~<br>✠LMC5,41 | PGl | *a*† | CL | 1941<br>~~6mo~~ | Lithgows Ld. PortGlasgow<br>*Lloyd's* A4 *CP* | CrestShippingCo. Ld. | 431·0 \| 56·2 \| 24·8<br>447·6(O.L.)<br>F89′<br>FK 7*BHCem*<br>(*CollBHto Shltr dk* 6*BHto2nd dk*)<br>*CellDB*370′1507*t FPT*110*t APT*177*t* | London British | T.3Cy.23½″,37½″&68″–48″ (*s*) 220lb 436NHP 2SB,8*cf*,GS134,HS5830 FD<br>Rankin&BlackmoreLdGrk | 36 ″ 10<br>s11 ″ 3½<br>25 ″ 9 | |
| 89088<br>~~220280~~<br>~~KDZV~~<br>220286<br>KDZV | **Massachusetts** (*ex*Dungannon–41)<br>*ss*NYk.No.3–4.35<br>*Mchy.Aft* *ss*NYk.No 1–39<br>D.F. 2*Dks.*(*Stl*) & *Web frames*<br>*Longitudinal framing* | | 6923<br>6670<br>4292 | 100A1 5,40 LMC<br>MS8,39 ES5,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,23 | NYk | *b*† | CL<br>1,38<br>*F.P. above* 150° F. | 1920 | Bethlehem S.B.Corp.Ld. Alameda,Cal. | TheTexas Company<br>*CellDBuE&B*62′202*t DT f* 50′885*t* | 435·0 \| 56·0 \| 32·0<br>P106′B48′F43′ FK | Wilmgton (Del.) Utd. States | T.3Cy.27″,48½″&76½″–48″ 220lb (*s*) 597NHP 3SB,9*cf*,HS8235 FD 13*BHptCem* (9 *to U dk* 4 „ 2*nd* „)<br>BethlehemS.B.Corporation S.Fo. | 33 ″ 6 | |
| 89089<br>LNAA | **Möysalen** (*ex*Imatra–40,*ex*Sebenico)<br>1*Dk* | | 990<br>796<br>544 | | | | | 1922 | Nord-deutsche UnionWerke Boizenburg | | 221·4 \| 34·6 \| 13·4<br>P23′Q56′B97′F30′ | | | Stork-marknes Norwegian | T.3Cy.17⅛″,27⅛″&45½″–27⅛″ 108NHP<br>A.BorsigG.m.b.H.Berlin | | G |
| 89090 | **Merida** (*ex*Kuressaar–41, *ex*Inverawe–35)<br>*ss*Tln.2ndNo.3–6,38<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | | 2283<br>2009<br>1383 | ✠100A1 2,41 ~~3,40~~<br>B~~S~~3,40 ✠LMC6,38 | Msl<br>Bal | *s* | CL<br>3,40 | 1914<br>5mo | Mackay Bros. Alloa<br>*Lloyd's* A4 *CP* | EstodurasS.S.Co.<br>*CellDBa*83′*uE*20′*f*116′418*t FPT*90*t APT*25*t* | 285·0 \| 42·6 \| 20·2<br>296·0(O.L.)<br>P24′B72′F32′<br>FK 4*BHCem* | Puerto Cortez Honduran | T.3Cy.21″,35″&57″–36″ (*s*) 180lb 230NHP 2SB,6*pf*,GS107,HS3800<br>Earle'sCo.Ld.Hull | 22 ″ 6<br>s 3 ″ 1½<br>19 ″ 7 | |
| 89091 | **Merton**<br>*CruiserStern* | | 7150<br>6900<br>5410 | 100A1 *withfreeboard*<br>(*ClassContem.plated*) | | | | 1941 | Burntislnd S.B.Co.Ld. Burntisland | R.Chapman&Son | 420·0 \| 58·0 \| 35·3 | | | Newcastle British | T.3Cy.<br>D.Rowan&Co.Ld.Gls. | 37 ″ 10<br>s10 ″ 9¾<br>27 ″ 3 | |
| 89092<br>240294<br>WGRT | **Mormacyork**<br>D.F. E.S.D. GyC. 3*Dks*<br>pt *Elec.welded* *Fitted for oil fuel*<br>*Longitudinal framing* *CruiserStern* | | ~~7600~~<br>7796<br>—<br>4601 | | | | | ~~1940~~<br>1941 | Federal S.B.&D.D.Co Kearny,N.J. | ~~UnitedStates Maritime Commission~~<br>Moore-McCormackLines,Inc. | 468·3 \| 69·7 \| 29·1<br>F42′ | | | New York Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 1416NHP DeLavalSteam TurbineCo.Trenton,N.J. | | |
| 89093 | **Mindoro** TwinSc *OilEng.*<br>D.F. E.S.D GyC.<br>*CruiserStern* | | 6540<br>5290<br>3385 | 100A1 *withfreeboard*<br>(*ClassContem.plated*) | | | | 1941 | A/B Götaverken Gothenburg | A/B Svenska Ostasiatiska Kompaniet(G. Borin,*Mgr.*) | 461·9 \| 64·2 \| 27·1 | | | Gothenbrg Swedish | Oil Engines 2S.C.SA 12Cy.26¾″–59 1/16″<br>A/B Götaverken,Got. | | |
| 89094<br>LNAA | **Mascot** (*ex*Cienfuegos–41, *ex*Sebou,*ex*Marin) TwinSc<br>1*Dk*<br>*Fitted for oil fuel* | | 1033<br>—<br>552 | | | | | 1919 | Atel.&Ch. de laLoire St.Nazaire | Cia.Escandinava deVaporesS.A. | 216·6 \| 34·2 \| 13·1 | | | Panama Panamanian *WB* | C.4Cy.16″&30″–19½″ Ch.&At.de 66NHP Penhoët,St.Nazaire | | |
| 89095<br>1252<br>OBAV | **Montemar** Ⓟ (*ex*Aviles–40,TwinSc *ex*Emilia,*ex*EmiliaB.)<br>1*Dk* | | 824<br>585<br>497 | | | | | 1905 | J.Reid&Co.Ld. Glasgow | RafaelTorres y Cia.Soc.Anon. Comercial | 205·0 \| 33·7 \| 10·7<br>B56′F22′ | | | Valparaiso Chilian *WB* | T.6Cy.11″,18″&30″–22″ 84NHP Muir&Houston,Ld.Gls. | | |
| 89096<br>31173<br>JCIB | **Manzyu Maru** Ⓟ TwinSc<br>(*ex*SantosMaru–41) *OilEng.*<br>*ss*Kob.No.3–4,37<br>3*Dks*(*Stl–Weather dk* ws)<br>*Ref.Mchy.* GyC. | | 7267<br>6088<br>4350 | ✠100A1 *withfreeboard* 5,40<br>✠LMC CS4,37<br>DBS5,40 5,38<br>✠Lloyd'sRMC5,40 | Kob | *b*† | CL<br>S5,38<br>P5,40 | 1925<br>12mo | Mitsubishi ZosenKaisha Ld.Nagasaki<br>*Lloyd's* A4 *CP* | OsakaSyosenK.K.<br>*CellDB*353′1368*t*<br>*Tanks at sides of tunnels* 719*t FPT* | 430·7 \| 55·7 \| 36·0<br>B63′F47′<br>FK 7*BHptCem*<br>117*t APT*46*t* | Osaka Japanese | Oil Engines 2S.C.SA 12Cy.23⅝″–41⅜″ 1164NHP DB100*lb*<br>SulzerBros.Winterthur | 36 ″ 0<br>s11 ″ 2½<br>25 ″ 2½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné ou maintenu, expiré. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'à Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres où cité, et le n° et la lettre du Dict. Cert. Reff. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89097<br>47862<br>JQHO | **Miyazaki Maru** | 3944<br>—<br>2300 | | | | | 1940 | Mitubishi Jukogyo K.K Kobe | NipponSeitetuK.K | 353·2 | 79·2 | 26·5 | Tokyo Japanese | Steam Turbine | | |
| 89098 | **Mormacsun**<br>D.F. 3*Dks*<br>E.S.D. GyC. *Fitted for oil fuel*<br>*pt Longitudinal framing* *Cruiser Stern* | 8900 | | | | | 1940 | Moore D.D. Co. Oakland, Cal. | United States Maritime Commission | 468·3<br>F44′ | 69·7 | 38·8 | S. Frncisco Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 1417 NHP | | |
| 89099<br>135865<br>MDVV | **Marilyse Moller** Twin Sc<br>(*ex* Tseang Tah–41<br>1*Dk* | 786<br>694<br>492 | | | | | 1915 | Kiangnan D.&E. Wks. Shanghai | ~~China Import & Export Lumber Co. Ld.~~ (Mollers' Ld. *Mgrs.*) | 204·3 | 35·1 | 11·8 | Shanghai British | T. 6 Cy. 10″, 16″ & 26″–18″ 68 RHP<br>Kiangnan D.&E. Wks. Shi. | | |
| 89100<br>7146<br>SHKI | **Monica Bratt** (*ex* Solstad II–41,<br>*ex* Ylva–40) *ss* Got. No. 3–9, 37<br>*Mchy. Aft* 1*Dk* (*Stl*)<br>*Cruiser Stern* | *519*<br>*382*<br>*258* | ✠100A1<br>4,40<br>✠LMC 4,40 | Got | *h* | 4,40 | 1924<br>9mo | Aktieb. Lödöse Varf Lödöse<br>*Lloyd's SA & CP* | Ångf A/B Östersjön<br>(A. Bratt & Co *Mgrs.*)<br>*Cell* | 151·7<br>P46′F25′ FK | 28·1 | 12·5 | Gothenburg Swedish<br>*B H Cem* | C. 2 Cy. 12″ & 27″–18″ (*s*) 125 lb 32 NHP s<br>1 SB. *2cf*, GS 27, HS 583<br>Aktieb. Lödöse Varf Lödöse | 13 ″ 3<br>1 ″ 0½<br>12 ″ 4 | |
| 89101 | **Mangkalihat**<br>Sub.Sig. 2*Dks*<br>E.S.D. *Cruiser Stern* | 8457<br>7771<br>5193 | | | | | 1928 | J.C. Tecklenborg A. G. Weser-münde-G. | NV. Nederlandsch-Indische Maats. voor Zeevaart, II | 490·7<br>P65′B285′F39′ | 62·2 | 32·3 | Dutch | T. 3 Cy. 34½″, 52¾″ & 86¾″–55½″ & 1 LP Turbine 785 NHP<br>J.C. Tecklenborg A.G. Wsm | | |
| 89102 | **Mariso**<br>D.F. *Ref. Mchy.* Sub.Sig. 2*Dks*<br>*Cruiser Stern* | 7659<br>6750<br>4482 | | | | | 1930 | Frd. Krupp Akt.Ges. Kiel | NV. Nederlandsch-Indische Maats. voor Zeevaart, I | 477·5<br>P38′B&F429′<br>*Upper* F41′ | 63·2 | 28·4 | Dutch *WB* | 4 SR geared steam turbines<br>*Emade 28 refitted 30*<br>Blohm & Voss, Hamburg | | |
| 89103 | **Mendanau** Ⓟ<br>*ss* Ham. No. 2–30<br>*Well deck* 2*Dks* (*Stl*) 3*rd dk in No. 1 hold*<br>D.F. | 6047<br>5389<br>3672 | ✠100A1<br>(*Reclassification Contemplated*)<br>Examined 7,40 | Sba | *b* † | | 1922<br>5mo | Blohm & Voss Hamburg | NV. Nederlandsch-Indische Maats. voor Zeevaart, I<br>*Cell DB 339′ 1560* | 450·0<br>P&B366′F59′ FK | 58·2 | 27·0 | Batavia Dutch<br>8 *B Hpt Cem pt Asp* | 4 steam turbines SR geared to 1 sc. shaft 882 NHP<br>4 SB (Spt), *12cf*, GS 268, HS 12272<br>Blohm & Voss. Hamburg | 29 ″ 6 | |
| 89104 | **Meroendoeng** Ⓟ<br>D.F. Sub.Sig. 1*Dk* | 2464<br>2011<br>1470 | | | | | 1922 | J. Frerichs & Co. A.G. Einswarden | | 296·2<br>P&B233′F37′ | 42·8 | 19·6 | Dutch *WB* | T. 3 Cy. 20″, 31½″ & 53¼″–36″ NE 28 190 NHP<br>N.V. Verschure & Co.'s Scheepsbw. & Machf. Ams. | | |
| 89105<br>8458<br>SDUN | **Malmöhus**<br>*Oil Eng.*<br>*Mchy. Aft*<br>*Longitudinal framing* | *10232*<br>—<br>—<br>*Carrying Petroleum in bulk* | 100A1<br>(*Class Contemplated*) | | | | 1940 | Kockums M.V. Aktieb. Malmö | Trelleborgs Ångf. Nya A/B<br>(J. Malmros, *Mgr.*) | 503·4 | | | Trelleborg Swedish | Oil Engines 2 S.C.D.A<br>8 Cy. 23⅝″–43 5/16″<br>Kockums M.V. Akt. Malmö | 38 ″ 6<br>28 ″ 9½<br>29 ″ 10½ | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. | Steamer's Name. | Material, Rig, &c. | Regist'd Tonnage. | Particulars of Classification. | | | Date when rail shaft last seen. | Built. | | Owners. | Regist'd Dimensions Deck Erections, &c. | | | Port of Registry. | Engines. | Moulded depth. | Registers in which classed, if not in L.R. Date of Withdrawal of Trade Cert. |
| Official No. | *Late Name if any.* | | Gross. — Under deck. — Net. | Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned & expired. New Equipment Letter. | | When | By Whom — Where | | Length. | Breadth. | Depth. | Flag. | No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships — Corresponding draught. | |
| Code Letters. | Special Surveys. No. of Decks, &c. | | | | | | | | | | | | | | | *ft. in.* | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7a | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. Matériaux, Gréement, etc. | | Tonnage Officiel. | Détails de la Classification. | | | | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NPP=Force en chevaux d'après les formules de la Société. RPP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille | |
| Numero Officiel. | *Ex-nom, s'il y a lieu.* | | Total. — Sous le Pont. — Net. | Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné pour le renouvellement expiré. Lettre d'Equipement. | Date de la dernière visite de l'arbre porte-hélice. | Quand. — Navire. — Mach. | Par qui. — Où. | | Longueur. | Largeur. | Creux. | Pavillon. | | Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | Excès ou déficit de L. R. Date&Cert. Bo'ffrais. |
| Signaux | Visites Périodiques | Nombres des Ponts. | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Anchored now applied. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Strokes. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in Ld. Dupl. of Certificate. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89301 106296 GMLG | **Novelist** 2 *Dks* *Cruiser Stern* | 6133 5600 3704 | ✠100A1 6,41 ~~8,40~~ ~~(Class Contem plated)~~ ✠LMC8,40 | Gls Mck | *a*† | CL | 1940 8mo | Harland& Wolff,Ld. Glasgow | Charente S.S.Co. Ld.(T.&J.Harrison,*Mgrs.*) | 423·4 438·3(o.l.) | 54·5 | 30·0 | Liverpool British | T.3Cy.27″,44½&77″-54″ 210lb *120lb* (*r*) 524NHP 2DB(Spt)*6cf*,GS215, HS8208 | 32 ″ 7 | |
| | *Lloyd's SA&CP* | | | | | | | | *Cell D B360'1165t DT a 31'866t FPT 107t APT 56t* | P39'B141'F46' FK | | | *7 BHCem* | J.G.Kincaid&Co.Ld.Grk. | 86 ″ 4 | |
| 89302 46820 JGJM | **Nana Maru** Ⓟ *Oil Eng.* D.F. GyC. 2 *Dks* *Cruiser Stern* | 6764 — 3915 | | | | | 1940 | Harima S.B.&Eng. Co.Ld. Harima | Osaka Syosen K.K. | 438·8 P45'B118 F39' | 58·6 | 32·8 | Osaka Japanese | Oil Engines 2S.C.SA 7Cy.28⅝″-49⅛″ 982NHP SulzerBros.Ld.Winterthur | 26 ″ 5¼ | |
| 89303 237713 (*ex*Dolomite4-40) WOAR | **Nickeliner** Twin Sc *Oil Eng.* D.F. 1 *Dk* *Mchy.Aft* *Electrically welded Transverse channel construction* | 2189 ~~2188~~ ~~1603~~ 2249 — 1621 | ✠ ~~(Class Contem plated)~~ *For service on the Great Lakes, New York State Barge Canal, & coastwise from Eastport, Me., to the West Indies Carrying Petroleum in bulk* | NYk | *s* | | 1938 | Dolomite Marine Corp. Rochester, N.Y. | ~~All Waterways Nav.Corp.~~ Chemical Marine Corp.,Inc. | 290·5 300(o.l.) Q55'F28 FX | 43·3 | 18·9 | Rochester, N.Y. Utd. States | 2 Oil Engines 4S.C.SA SR geared to 2 sc. shafts 16Cy.12½″-13″ 245NHP *10 BHptCem* | 21 ″ 0 s 5 ″ 2½ 15 ″ 10½ | |
| | | | | | | | | | *Cell D B206'485t FPT 87t APT 50t* | | | | | American Locomotive Co. Auburn,N.Y. | | |
| 89304 167419 GCVC | **Norman Prince** D.F. E.S.D. 1 *Dk&Shelter dk* *Cruiser Stern* *Tonnage opening closed '41 (W.E.)* | 1913 1510 919 | ✠100A1 *with freeboard* 1,41 ~~1,40~~ ✠LMC4,40 | Mdb Hul | *t* | CL | 1940 4mo | Smith's Dock Co.Ld. S.Bank,Mdb. | Prince Line,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) 5 *divisional watertight BHs* | 204·0 315·0(o.l.) B69'F26' | 44·2 | 16·5 FK | London British ( | T.3Cy.21″,35″&60″-42″ (*s*) 220lb 395NHP 2SB(Spt),*6cf*,GS125, HS5968 FD | 26 ″ 6 s 6 ″ 9 19 ″ 11½ | |
| | *Lloyd's SA&CP* | | | | | | | | *Cell D B247'494t FPT 31t APT 48t* | | | | *B Hpt Asp Coll to Sh dk* 5 „ *2nd* „) | Smith's Dock Co.Ld.Mdb. | | |
| 89305 | **Nanpo Maru** Ⓟ Wireless D.F. *Cruiser Stern* 2 *Dks* | 1200 | | | | | 1940 | Tama S.B. Co.Ld. Tama | Awanokuni Kyodo Kisen K.K. | 219·8 P27'B72'F26' | 33·5 | 18·5 | Japanese | T.3Cy.15¾″,26¾″&45½″-31½″ 150NHP Tama S.B.Co.Ld.Tama | | |
| 89306 LKKO | **Nueva Andalucia** Twin Sc *Oil Eng.* *Mchy.Aft* *Cruiser Stern* | 10044 | 100A1 (*Class Contem plated*) *Carrying Petroleum in bulk* | | | | 1940 | Deutsche Werft A G Bet Finkenwrder Hamburg | The Texas Co. (Norway) A/S (H.C.Mathiesen, *Mgr.*) | 503·8 | 67·4 | 34·3 | Oslo Norwegian | Oil Engines 2S.C.SA 16Cy.20½″-35 7/16″ Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg | 34 ″ 2 s 6 ″ 8½ 27 ″ 8 | |
| 89307 165980 (*ex*Rovuma) GMKP | **Nevada II** (*ex*Nevada-40, 2 *Dks* | 5693 5142 3499 | | | | | 1918 | Bremer Vulkan Vegesack | Ministry of Shipping(P.Henderson &Co.*Mgrs.*) | 420·2 P&B333'F58' | 56·4 | 28·1 | Glasgow British | Q.4Cy.24″,35″,50″&73″-53″ 386NHP *WB* Bremer Vulkan,Vegesack | | V |
| 89308 165891 GLRT | **North Britain** D.F. E.S.D. 1 *Dk&Shelter dk* *Cruiser Stern* | 4635 4195 2683 | ✠100A1 *with freeboard* 12,40 ~~(Class Contem plated)~~ ✠LMC11,40 | Shl | *z* | CL | 1940 12mo | J.Read-head&Sons Ld SouthShields | North Shipping Co. Ld.(Hugh Roberts &Son,*Mgrs.*) | ~~410·0~~ 405·6 421·5(o.l.) | ~~58·5~~ 53·6 | 24·4 FK | Newcastle British ( | T.3Cy.23″,38″&65″-42″ (*s*) 225lb Rht 406NHP 2SB(Spt&FD)&1Aux.SB, *6cf*,GS124,HS5925 | 27 ″ 4 s 2 ″ 11½ 24 ″ 7½ | |
| | *Lloyd's SA&CP* | | | | | | | | *Cell D B346'1335t FPT 130t APT 140t* | | | | *7 BHptCem Coll to Sh dk* 6 „ *2nd* „) | N.E.Marine Eng.Co.(1938) Ld.Nwc. | | |
| 89309 | **Nang Suang Nawa** (*ex*Noyo-40, *ex*Griff du-35) *Mchy.Aft* Wireless *Fitted for oil fuel* 1 *Dk* | 1479 — 824 | | | | | 1920 | J.F.Duthie & Co. Seattle, Wash | ~~Thai Niyom Panich Co.Ld.~~ Thai Maritime Navigation Co.Ld. | 219·9 P66'B15'F20' | 40·1 | 18·5 | Bangkok Thai | T.3Cy.19″,32″&56″-36″ 188NHP *WB* Hendricks Manufacturing Co.Seattle | | C |
| 89310 165807 GLXB | **Newbrough** *Oil Eng.* D.F. E.S.D. GyC. 1 *Dk&Shelter dk* *Cruiser Stern* | 5255 4772 3025 | ✠100A1 *with freeboard* 2,41 ~~(Class Contem plated)~~ ✠LMC2,41 | Sld | *a*† 2 | CL | ~~1940~~ 1941 2mo | Short Bros. Ld. Sunderland | Northumbrian Shipping Co.Ld. (Common Bros.Ld. *Mgrs.*) | 437·0 450·0(o.l.) | 56·5 | 25·5 FK | Newcastle British ( | Oil Engines 2S.C.SA 3Cy.23⅝″-91 5/16″ × 516NHP 2DB *120lb* | 27 ″ 11 s 3 ″ 1½ 25 ″ 0 | |
| | *Lloyd's SA&CP* | | | | | | | | *Cell D B331'1090t MT 28'1120t DT f 29'1390t FPT 95t APT 262t* | | | | *7 B Hpt Cem Coll to Sh dk* 6 „ *2nd* „) | Wm.Doxford&Sons,Ld Sld | | |
| 89311 46820 JZVN | **Nagara Maru** *Oil Eng.* | 856 — 460 | | | | | 1940 | Urabe Tekkosyo KK Osaka | Sankyo Kaiun K.K. | 185·0 | 31·0 | 17·3 | Osaka Japanese | Oil Engines | | |
| 89312 46836 JGJM | **Nana Maru** *Oil Eng.* | 6764 — 3915 | | | | | 1940 | Harima S.B.&Eng. Co.Ld. Harima | Osaka Syosen K.K. | 438·8 | 58·6 | 32·8 | Osaka Japanese | Oil Engines | | |
| *For full particulars see No.* 89302 *above* | | | | | | | | | | | | | | | | |
| 89313 46826 JLCO | **Nitiki Maru** *Oil Eng.* | 309 — 212 | | | | | 1940 | Isiguro Zosensyo K.K. Yonago | Akai Syoten K.K. | 120·7 | 23·0 | 12·3 | Osaka Japanese | Oil Engines | | |
| 89314 172683 (*ex*Frances-40, *ex*Frances Weems, *ex*Chautauqua) VOFJ | **North Brook** (*ex*Frances-40, *ss* N.Ns.No.3-10,29 *ss* Sng.No.2-39 D.F. 1 *Dk(Stl)&2nd dk(Stl) in holds* | 2373 1983 1425 | 100A1 10,40 BS4,40 | Gls LMC4,39 | *r* | CL 3,40 | 1919 | McDougall -Duluth Co. Duluth, Minn. | Bowaters Newfoundland Pulp& Paper Mills,Ld. | 251·0 261·0(o.l.) P25'B61'F23' | 43·7 | 22·2 FK | S Johns NFL British | T.3Cy.20 5/16″,33½″&54″-40″ 185lb (*s*) 262NHP 2SB,*4cf*,GS100,HS3828 FD | 24 ″ 2 s 3 ″ 2½ 21 ″ 4½ | |
| | *Lloyd's SA&CP* | | | | | | | | *Cell B208' 552t FPT 60t* | | | | *4 BHCem* | McDougall-Duluth Co. | | |
| 315 167100 GPJP | **Northgate** *Oil Eng.* *Mchy.Aft* Wireless 1 *Dk* *Cruiser Stern* *Cargo battens not fitted* | 429 265 224 | ✠100A1 7,41 ~~7,41~~ ~~(Class Contem plated)~~ ✠LMC1,41 | Nwc | *f* | OG 6,41 | 1941 1mo | Clelands (Successrs) Ld Willington Quay on Tyne | Hull Gates Shipping Co.Ld. | 156·0 151·0(o.l.) P27 Q67' *after Bon* Q11'F18' | 26·1 | 8·0 FK | Hull British | Oil Engines 2S.C.SA 6Cy.10½″-13½″ 59RHP | 10 ″ 1 s 3 ″ 6½ 9 ″ 11½ | |
| | *Lloyd's SA&CP* | | | | | | | | *Cell D B102'134t FPT 32t APT 18t* | | | | *3 BHCem* | Crossley Bros.Ld.Mch. | | |
| 89316 219259 (*ex*Black Gull-40, KONZ *ex*City of Alton-32) D.F. E.S.D. | **Nira Luckenbach** *Fitted for oil fuel* 2 *Dks* | 5029 4598 3124 | | | | | 1919 | American International S.B.Corp Hog Island Pa | Luckenbach S.S. Co.Inc. | 390·0 P39'B121'F43' | 54·2 | 27·8 | New York Utd. States | DR geared steam turbine *WB* General Electric Co, Schenectady,N.Y. | | R |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | 15 Registres ou coté si on l'est dans le L. R. Durée Cert. R. off trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89317<br>168002 | **Nasprite**<br>D.F. E.S.D. 1*Dk*<br>*Mchy. Aft* *Cruiser Stern*<br>*Longitudinal framing in centre tanks, at bottom & at deck* | 965<br>642<br>306 | ✠100A1<br>3,41<br>✠LMC 2,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 2,41* *F.P. above 150° F.* | Grk | *l* | CL | 1941<br>2mo<br>*Lloyd's SA&CP* | Blythsw'd S.B.Co.Ld. Glasgow<br>*Cell D Bu E & B 51' 6* | **The Admiralty** | 204·5 \| 33·2 \| 13·5<br>214·0(O.L.)<br>P83'F36' FK<br>*2 DT's f 25'193t FPT 40t APT 28t* | | | London<br>British | T.3Cy.15",25½"&41"-30" (*s*) 13 " 6<br>190lb 162NHP s " 10<br>*2 B Hpt Cem* 2SB,*4cf*, HS2624 FD 12 " 9¾<br>D.Rowan&Co.Ld.Gls. | |
| 89318 | **Nicaragua** (*ex* Hortensia Bertin-41, *ex* King David-39, *ex* Gundomar) *ss* Shl. 2nd No. 3-5,37 2*Dks* (*Stl-Uws*)<br>D.F. & *Web frames*<br>*Well deck* *Longitudinal framing* | *3721*<br>*3335*<br>*2257* | ✠100A1<br>9,40<br>BS 9,40 ✠LMC 5,37 | Cal | *x* | CL<br>9,40 | 1912<br>9mo<br>*Lloyd's SA&CP* | Akt.Ges. "Weser" Bremen<br>*Cell D Ba 116'u* | Panamanian Freighters (Wallem&Co. *Mgrs.*) | 355·1 \| 50·4 \| 23·2<br>P226'F43' FK 6<br>*2 6'f 164'830t FPT 48t APT 14t* | | | Panama<br>Panamanian | T.3Cy.25⅞",41⅛"&67½"- 26 " 0<br>47½" 192lb (*s*) 432NHP s 3 " 3¾<br>3SB,*9cf*, GS 129, HS 6135 FD 22 " 10½<br>A.G. "Weser," Bremen | |
| 89319<br>46627<br>JWJN | **Nissyu Maru** (*ex* Tamaki Maru-41, *ex* Binna-39, *ex* Bessa-37) *ss* Osa. No. 3-12,39 2*Dks* (*Stl*) & *Shelter dk* (*Stl*)<br>D.F & *Web frames*<br>*Longitudinal framing* | 7786<br>7388<br>5828 | ✠100A1<br>*Shelter dk with freeboard*<br>3,41<br>✠LMC 3,41 | Osa | *a*† | CL<br>9,39 | 1917<br>4mo | Union Iron Works Co. Alameda, Cal.<br>A&CP *Cell D B 355' 1213t D* | Nissan Kisen K.K. | 410·9 \| 56·2 \| 38·4<br>FK 7<br>*Ta 30'228t FPT 80t* | | | Tokyo<br>Japanese | T.3Cy.27",47"&78"-48" (*s*) 41 " 0<br>220lb 600NHP 10 " 8½<br>3SB,*9cf*, GS 165, HS 8265 FD 30 " 6<br>Union Iron Works Co. S.Fo. | |
| 89320<br>152393<br>VLQD | **Naracoopa** Wood Aux Sr<br>*Oil Eng.*<br>1*Dk*<br>(*See Sailing Ship Register Supplement*) | 302<br>185<br>212 | | | | | 1940 | E.A.Jack Launceston | W.Holyman&Sons Pty.Ld. | 120·4 \| 26·0 \| 8·4 | | | Launcestn<br>British | Oil Engines<br>6Cy.<br>Crossley Bros.Ld.Mch. | | |
| 89321<br>47330<br>JNZM | **Nankai Maru No. 2** | 1931<br>—<br>1080 | | | | | 1940 | Osaka Zosen-sho Osaka | Toyo Sangyo K.K. | 271·7 \| 40·0 \| 20·3 | | | Nagoya<br>Japanese | Steam Engine | | |
| 89322<br>218943<br>KJQX | **Namarib** (*ex* Marsodak-41)<br>1*Dk* 2*tr B in fore & after holds & Web frames*<br>*Fitted for oil fuel* | 3279<br>3005<br>2023 | ✠ ...<br>6,20<br>✠ | | | | 1919<br>10mo | Submarine Boat Corp. Newark, N.J. | Namarib Ld. Corp. | 324·0 \| 46·2 \| 25·0<br>P30'B90'F35' FK | | | New York<br>Utd. States<br>*WB* | DR geared steam turbine 28 " 6<br>386NHP<br>Westinghouse Electric& Mfg.Co. Essington, Pa. | | R.<br>† |
| 89323 | **Norton**<br>D.F.<br>*Cruiser Stern* | 7195<br>6809<br>5370 | 100A1<br>*with freeboard corresponding to a summer moulded draught of 27' 1"*<br>*(Class Contemplated)* | | | | 1941 | Burntisland S.B.Co.Ld. Burntisland | R.Chapman&Son | 420·0 \| 58·0 \| 35·3 | | | Newcastle<br>British | T.3Cy,22¼",36"&65"-48"<br>D.Rowan&Co.Ld.Gls. | | |
| 89324<br>219112<br>KOJQ | **Norlavore** (*ex* Quantico-41, *ex* Lake Fitch-33) 3*Dks*<br>Sub.Sig. D.F. *Fitted for oil fuel* | 2713<br>—<br>1679 | | | | | 1919 | Globe S.B. Co. Superior, Wis | ~~Norlasco S.S.Co.~~ Merchants& Miners Transportation Co. | 253·4 \| 43·8 \| 26·9<br>P24'B64'F23' | | | Baltimore<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>226NHP<br>Nordberg.Mfg Co M'l'w'kee | | R. |
| 89325<br>219471<br>KJPM | **Norlantic** (*ex* Lexington-41, *ex* Lake Fandango-33) 3*Dks*<br>D.F. Sub.Sig. *Fitted for oil fuel* | 2606<br>2237<br>1612 | ✠ ...<br>10,20<br>✠ | | | | 1920<br>3mo | Detroit S.B.Co. Wyandotte | Norlasco S.S.Co. | 251·0 \| 43·6 \| 26·1<br>P25'B64'F23' FK | | | Baltimore<br>Utd. States<br>*WB* | T.3Cy.21",35"&59"-42"<br>226NHP<br>Detroit S.B.Co. Detroit | 28 " 2 | R.<br>† |
| 89326<br>219247<br>KJKG | **Norlago** (*ex* Nantucket-41, *ex* Fargo-33) 3*Dks*<br>D.F. Sub.Sig. *Fitted for oil fuel* | 2606<br>2261<br>1612 | ✠ ...<br>10,20<br>✠ | | | | 1920<br>3mo | M'Dougall Duluth Co. Duluth, Minn | Merchants& Miners Transptn. Co. | 251·0 \| 43·7 \| 25·8<br>P25'B64'F20' FK | | | Baltimore<br>Utd.States<br>*WB* | T.3Cy.21",35"&59⅝"-42"<br>231NHP<br>McDougall Duluth Co. | 28 " 2 | R.<br>† |
| 89327<br>219201<br>KOLZ | **Norluna** (*ex* Upshur-41, *ex* Lake Getaway) 3*Dks*<br>D.F. Sub.Sig. *Fitted for oil fuel* | 2637<br>2257<br>1619 | ✠ ...<br>11,20<br>✠ | | | | 1920<br>4mo | Chicago S.B.Co. Chicago, Ill. | Merchants& Miners Transptn. Co. | 251·0 \| 43·6 \| 26·1<br>P25'B64'F26' FK | | | Baltimore<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>226NHP<br>American S.B.Co Cleveland | 28 " 4 | R.<br>† |
| 89328<br>219090<br>KOJJ | **Norlandia** (*ex* Wyoming-41, *ex* Lake Galata) 3*Dks*<br>Sub.Sig *Fitted for oil fuel* | 2689<br>2329<br>1667 | ✠ ...<br>11,20<br>✠ | | | | 1919<br>10mo | Manitowoc S.B.Co. Manitowoc. | Merchants& Miners Transptn. Co. | 253·5 \| 43·9 \| 25·9<br>P25'B65'F26' FK | | | Baltimore<br>Utd.States<br>*WB* | T.3Cy.21⅛",35"&59"-42"<br>226NHP<br>Nordberg Mfg Co M'l'w'kee | 28 " 5 | R.<br>† |
| 89329 | **Noesaniwi**<br>*Oil Eng.*<br>D.F. E.S.D. 2*Dks*<br>*Cruiser Stern* | 6737<br>5634<br>3960 | | | | | 1936 | Deutsche Werft A G Bet Finkenwrder Hamburg | NV. Nederlandsch-Indische Maats. voor Zeevaart. I | 469·8 \| 61·7 \| 26·2<br>P26'F39' | | | Dutch<br>*WB* | 8 Oil Engines 2S C.SA. connected to electric motor &sc. shaft 1548NHP<br>21Cy.20½"-27 7/16"<br>Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. *Late Name if any.* Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. New expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à l'Intérêt de l'Equipement. | 7* Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.* | 15 Registres où existent les R. de Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89451<br>239732<br>WBXV | **Ohio** | | ~~9800~~<br>~~8284~~<br>~~7476~~<br>~~5405~~<br>9265<br>7476<br>5405 | ✠100A1<br>2,4 10,40<br>*(Class Contem. plated)*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 6,40 F.P. above 150° F.*<br>✠LMC6,40 | Phl | ~~f~~<br>2¼ | CL | 1940<br>6mo | Sun S.B.&<br>D.D.Co.<br>Chester, Pa.<br>*Lloyd's A & CP* | The Texas Company<br>*Cell D B u E† B89'329t D.T.f 52'2" F.P.T 155t A.P.T 89t*<br>*Cell D B u E § B89'329t D.T.f 52'710t F.P.T 155t A.P.T 89t* | 488·8 \| 68·3 \| ~~86·3~~<br>513·8 (O.L.) \| 56·2<br>~~P137 B40 F61'~~ FK<br>P116 B36 F60' | Wilmington (Del.)<br>Utd. States<br>16 *B H pt Asp* | 2 steam turbines DR geared to 1 sc. shaft<br>510lb FD (*s*) 1718 NHP<br>2 WTB (Spt 465lb) HS 10110<br>Westinghouse Elec. & Mfg. Co. Essington, Pa. | | |
| 89452 | **Ozorio** (*ex* Commercial Bostonian-40, *ex* Lake Elkwater) Sub. Sig. | *Fitted for oil fuel*<br>*1 Dk 2 tr B* | 2730<br>—<br>1693 | | | | | 1919 | Gt. Lakes Eng. Works<br>Ecorse, Mich. | Lloyd Brasileiro | 253·4 \| 43·6 \| 26·0<br>P25' B65' F26' | R. Janeiro<br>Brazilian | T. 3Cy. 21", 35" & 59"–42"<br>225 NHP<br>*WB* Gt. Lakes Eng. Wks. Detroit | | R |
| 89453<br>5450<br>SDMT | **Oceanus** | *Oil Eng.* | ~~10100~~<br>~~9300~~<br>~~6000~~<br>10217<br>9364<br>6099 | ✠100A1<br>11,40<br>*(Class Contem. plated)*<br>*Carrying Petroleum in bulk*<br>✠LMC11,40 | Got | ef | OG | 1940<br>11mo | A/B Götaverken<br>Gothenburg | Rederiaktieb. Nordstjernan (A.A. Johnson, *Mgr.*)<br>*Cell D B u E 88'313t Wing Tanks in ER 168t D.T.f 24'328t F.P.T 130t A.P.T 405t* | 509·0 \| 64·3 \| 38·6<br>P96' B36' F64' FK | Stockholm<br>Swedish<br>11 *B H* | Oil Engines 2 S.C.SA.<br>8Cy. 26¾"–59 1/16"<br>2 DB *150lb* 992 NHP<br>A/B Gotaverken, Got. | 38 " 2<br>88 " 8½<br>29 " 8½ | |
| 89454<br>46811<br>JGIM | ~~Onoi Maru~~ Onoe Maru | | 6667<br>—<br>3958 | | | | | 1939 | Harima S.B.& Eng Co. Ltd. Harima | Nippon Yusen K.K. | 437·2 \| 58·5 \| 32·8 | Tokyo<br>Japanese | Steam turbine | | |
| 89455<br>172621<br>GMYW | **Oregon I** (*ex* Oregon-41)<br>D.F. | Twin Sc<br>*Oil Eng.*<br>*1 Dk & Shelter dk* | 4774<br>4363<br>2900 | | | | | 1916 | Akt. Burmeistr & Wain<br>Copenhagen | Ministry of Shipping (Stephens, Sutton, Ld. *Mgrs.*) | 407·8 \| 54·2 \| 33·4 | Hull<br>British | Oil Engines 4 S.C.SA.<br>12Cy. 23 1/10"–35 3/10" 622 NHP<br>*WB* Akt. Burmeistr & Wain, Cpn | | V |
| 89456 | **Oljaren** (*ex* Martha-41)<br>D.F.<br>*Mchy. Aft* | *Oil Eng.*<br>*1 Dk*<br>*Cruiser Stern* | 547<br>425<br>247 | ✠100A1<br>11,40<br>✠LMC8,39<br>*Carrying Petroleum in bulk* | Skm | i | OG<br>2,40 | 1939<br>8mo | Werf de Noord<br>Alblasserdam | Swedish Government (Kungl. Marinförvaltningen) | 180·3 \| 27·8 \| 10·7<br>189·0 (O.L.) FK<br>Q62' *Trunk* 85' F33'<br>*FPT 117t* | Stockholm<br>Swedish<br>9 *B H*<br>*APT 20t* | Oil Engines 4 S.C.SA.<br>8Cy. 11"–17 1/16"<br>DB *145lb*<br>Klöckner-Humboldt-Deutz A.G. Köln-Deutz | 11 " 2<br>" 4<br>10 " 11½ | |
| 89457 | **Omega** (*ex* Siretul-41, *ex* Baharistan)<br>*ss* Rot. 2nd No. 3–6,37<br>*1 Dk (pt Irn pt Stl)* | | *3638*<br>*3424*<br>*2808* | ✠100A1<br>~~11,39~~ 4,41 Lis<br>BS 7,40<br>LMC 6,37 | Gen | w | CL<br>~~6,37~~<br>2,41 | 1912<br>9mo | W. Gray & Co. Ld.<br>W Hartlepool<br>*Lloyd's A & CP* | A. Vlasov<br>*Cell B a § u E 142' f 158' 991t A.P.T 87t* | 360·0 \| 51·0 \| 22·7<br>P25' B221' F35' FK 6 | Panama<br>Panamanian | T. 3Cy. 25", 40½" & 67"–45" (*s*) 160lb 382 NHP<br>2 NB (main) 22 *fitted* 37<br>2 SB & 1 Aux. B, 6 *cf*, GS 165, HS 5726<br>Cen. Mar. Eng. Wrks. W Hpl | 25 " 1 | |
| 89458 | **Orinoco** (*ex* Eusebio Coterillo-41, *ex* Perou, *ex* Peru) | Twin Sc<br>*1 Dk*<br>*Fitted for oil fuel* | 799<br>615<br>408 | | | | | 1906 | Bow, McLachlan & Co. Ld. Paisley | Soc. Anon. Transportes Maritimo Nacional | 211·2 \| 34·1 \| 10·8<br>F22'<br>*Shade dk 52'* | La Guaira<br>Venezuelan | T. 6Cy. 11", 18" & 30"–22"<br>84 NHP<br>*WB* Bow, McLachln & Co Ld. Psy | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. | Steamer's Name. | Material, Rig, &c. | Regist'd Tonnage. | Particulars of Classification. | | | Date when tail shaft last seen. | Built. | | Owners. | Regist'd Dimensions. Deck Erections, &c. | | | Port of Registry. | Engines. | Moulded depth. | |
| Official No. | *Late Name if any.* | | Gross. — Under deck. — Net. | Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Year assigned. Year now expired. Equipment Letter. | | When | By Whom — Where | | Length. | Breadth. | Depth. | Flag. | No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships. Corresponding draught. | Registers in which classed, if not in L.R. Breadth of Deckers. |
| Code Letters. | Special Surveys. No. of Decks, &c. | | | | | | | | | | | | | | | *ft. in.* | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière Visite de l'arbre parabolique. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pressions des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89551<br>167624<br>GMNZ | **Pardo**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*3rd dk except in No. 5 hold*<br>*Cruiser Stern*<br>*Tonnage opening closed '41 (W.E.)* | 5400<br>4727<br>~~3085~~ 3080 | ✠100A1 *with freeboard*<br>5,41 ~~6,40~~<br>✠LMC8,40<br>*Carrying cargo oil F.P. above 150°F in forward deep tanks & tanks at sides of tunnel* | Bel<br>BAs | *b*†<br>2 1/16 | CL | 1940<br>8mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's* ✠ *CP* | RoyalMailLines, Ld.<br>*Cell DB368' 1330t DTs f 56'760t Tanks at sides of tunnel 252t FPT47t APT206t* | 433·3 \| 61·3 \| 22·7<br>~~450~~·3 (O.L.)<br>~~AF43'~~ FK 7 *BHpt Asp*<br>*(Coll BH to Shelter dk 6 BH to 2nd dk)*<br>*6 Divisional W.T. BHs in Shelter 'tween dks* | London<br>British | Oil Engines 2S.C.DA<br>6Cy. 24 7/16"–55 1/2" 1236NHP<br>*DB100lb*<br>Harland & Wolff, Ld. Bel. | ~~38~~ 37 ″ 0<br>s 12 ″ 1 1/4<br>~~26~~ 25 ″ 9 | |
| 89552<br>239238<br>WDUC | **Petroheat** Twin Sc<br>*(Launched as Dolomite 3)* *Oil Eng.*<br>D.F. 1 *Dk, 2nd dk in mchy. space*<br>*Mchy. Aft* *Cruiser Stern*<br>*Electrically welded*<br>*Transverse channel construction* | 2345<br>2310<br>1880 | ✠100A1<br>1,41 ~~8,40~~ ~~10,40~~<br>Bal<br>✠LMC3,40<br>*Carrying Petroleum in bulk For service on the Great Lakes & coastwise from Eastport, Me.* | NYk | *s*<br>1 1/16 PN | CL<br>1,41 | 1940<br>3mo | Dolomite Marine Corp. Rochestr, NY<br>*Completed by Sullivan D.D. & Rep. Corp.*<br>*Lloyd's* ✠ *CP* | Dolomite 3 Corporation (F.T. Johnson, *Mgr.*)<br>*Cell B 216'600t FPT 111t APT 22t* | 292·8 \| 43·3 \| 20·7<br>299·5 (O.L.)<br>F24' FK 10 *BHpt Cem*<br>*Brooklyn, N.Y.* | New York Utd. States | 2 Oil Engines 4S.C.SA<br>16Cy. 12 1/4"–13" SR geared to 2 sc. shafts 245NHP<br>*DB184lb*<br>American Locomotive Co. Auburn, N.Y. | 23 ″ 0<br>s 5 ″ 11 3/4<br>17 ″ 1 | |
| 89553<br>240884<br>KSSJ | **President Jackson** Ⓟ<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 2 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | 9273<br>—<br>5170 | | | | | 1940<br>NwprtNws S.B.&D.D.Co NewprtNews | American President Lines, Ld. | 465·0 \| 69·7 \| 33·5<br>B94'F46' | S. Frncisco Utd. States | 2 steam turbines DR geared to 1 sc. shaft 1417NHP<br>*WB* Newport News SB&DD.Co. | | |
| 89554<br>167587<br>GLSS | **Putney Hill**<br>*Oil Eng.*<br>D.F. 1 *Dk & Shelter dk*<br>*Cruiser Stern* | 5216<br>4685<br>3066 | ✠100A1 *with freeboard*<br>4,41 ~~6,40~~ 10,40<br>~~Shl~~ Sws<br>✠LMC6,40 | Sld | *a*†<br>2 | CL | 1940<br>6mo | Wm. Doxford & Sons Ld Sunderland<br>*Lloyd's* ✠ *CP* | PutneyHillS.S.Co. Ld. (CountiesShip ManagementCo. Ld. *Mgrs.*)<br>*Cell B 256'1179t FPT 158t APT 166t*<br>*MT 29'1205t* | 427·6 \| 56·5 \| 26·5<br>442·9 (O.L.)<br>FK 7 *BHpt Cem*<br>*(Coll to Sh dk 6 „ 2nd „)* | London British | Oil Engines 2S.C.SA 516NHP<br>3Cy. 23 5/8"–91 5/16" s<br>2 *DB120lb*<br>Wm. Doxford & Sons, Ld. Sld | 29 ″ 0<br>3 ″ 3 3/4<br>25 ″ 10 3/4 | |
| 89555<br>~~HPDC~~<br>HPOG | **Panamanian** Ⓟ Twin Sc<br>(*ex* President Fillmore–40, *ex* Mongolia)<br>D.F. 4 *Dks & Shelter dk*<br>*Ref. Mchy.* | ~~15575~~<br>—<br>~~9891~~ 9891<br>15903<br>—<br>9990 | ✠100A1 *Shelter dk with freeboard*<br>3,41 ~~5,40~~<br>BS 11,40<br>✠LMC3,40<br>*Fitted for oil fuel* 1,20 | NNs<br>Yka | *l*†<br>2,40 | CL | 1904<br>1mo | New York S.B.Co. Camden, N.J<br>A&CP | Wallem & Co.<br>~~Mgrs.~~ *Mgrs.*)<br>*Shelter 'tween dk BHs except Coll BH dispensed with*<br>*Cell D Bal 160t tu E&B 113t f 229'2270t DTs a 25'584t & 35'538t DT f 35'918t FPT 123t APT 189t* | 600·0 \| 65·3 \| 31·1<br>39·1<br>B *on Shelter dk* 204'<br>FK&BK 3"<br>*(Coll BH to Sh dk 8 BH to 2nd dk)* | Panama Pnamanian | Q.8Cy. 30", 43", 63" & ~~89~~ 89"–60"<br>215lb (*s*) FD 1923NHP<br>4 DB & 4 SB. 36 *cf*, GS 636,<br>New York S.B.Co. HS 28276<br>Camden, N.J.<br>~~35'078t FPT 123t APT 180t~~ | ~~43 ″ 4~~<br>51 ″ 4<br>s 16 ″ 8 1/2<br>35 ″ 4 | |
| 89556<br>167578<br>GLSK | **Port Napier** Twin Sc<br>*Oil Eng.*<br>D.F. E.S.D. GyC. *Cruiser Stern* | 9847<br>8572<br>5906 | 100A1 *with freeboard*<br>*(Class Contemplated)* | | | | 1940 | Swan, Hunter & Wigham Richardson, Ld Newcastle | PortLine, Ld. | 503·3 \| 68·2 \| 29·8<br>523·9 (O.L.) | London British | Oil Engines 2S.C.SA<br>10Cy. 26 3/8"–91 5/16"<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 41 ″ 6 | |
| 89557<br>167625<br>MJZN | **Pachesham** (*ex* Kainalu–40, *ex* General M.H. Sherman–38, *ex* Mursa)<br>*Fitted for oil fuel*<br>2 *Dks*<br>*Longitudinal framing* | 6090<br>5600<br>3862 | | | | | 1920 | Moore S.B. Co. Oakland, Cal. | Pachesham S.S.Co. Ld. (Runciman (London) Ld. *Mgrs.*) | 402·6 \| 53·0 \| 32·2<br>P34'F37' | London British | T. 3Cy. 24 3/4", 41 1/2" & 72"–48"<br>NE&B29 359NHP<br>*WB* Allis Chalmers Mfg. Co. Milwaukee, Wis. | | R |
| 89558<br>240216<br>KSSM | **President Monroe** Ⓟ<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 2 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | 9255<br>—<br>5157 | | | | | 1940 | NwprtNws S.B.&D.D.Co NewprtNews | American President Lines, Ld. | 465·0 \| 69·7 \| 33·5<br>B94'F46' | S. Frncisco Utd. States | 2 steam turbines DR geared to 1 sc. shaft 1417NHP<br>*WB* Newport News SB.&DD.Co | | |
| 89559<br>220161<br>KUVC | **Ponce De Leon** (*ex* City of Weatherford–40)<br>*Fitted for oil fuel*<br>Sub. Sig. 2 *Dks & Web frames* | 5401<br>4942<br>3364 | ✠ ...<br>12,21<br>✠ | | | | 1920<br>11mo | Pensacola S.B.Co. Pensacola | Waterman S.S. Corp. | 400·7 \| 54·2 \| 30·2<br>P36'B124'F44'<br>FK | Mobile, Ala Utd. States | 2 steam turbines DR geared to 1 sc. shaft<br>*WB* Westinghouse Electric & Mfg. Co. E. Pittsburgh, Pa. | 32 ″ 10 | R<br>† |
| 89560<br>168040<br>GNLJ | **Potaro**<br>*Oil Eng.*<br>D.F. E.S.D. 1 *Dk & Shelter dk*<br>*3rd dk except in No. 5 hold*<br>*Tonnage opening closed '41 (W.E.)* *Cruiser Stern* | ~~5300~~ 5400<br>~~4700~~ 4727<br>~~5050~~ 5050<br>5410<br>4727<br>3082 | ✠100A1 *with freeboard*<br>11,40 ✠LMC11,40<br>~~(Class Contemplated)~~<br>*Carrying cargo oil F.P. above 150°F. in forward deep tanks and tanks at sides of tunnel* | Bel | *b*†<br>2 1/16 | CL | 1940<br>11mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's* ✠ *CP* | RoyalMailLines, Ld.<br>*Cell DB368' 1330t DTs f 56'760t Tanks at sides of tunnel 252t FPT47t APT206t*<br>*6 divisional W.T. BHs in Shltr 'tween dks* | 433·3 \| 61·3 \| 22·7<br>450·3 (O.L.)<br>F43' FK 7 *BHpt Asp*<br>*(Coll BH to Shltr dk 6 BH to 2nd dk)* | London British | Oil Engines 2S.C.DA<br>6Cy. 24 7/16"–55 1/2" 1236NHP<br>*DB100lb*<br>Harland & Wolff, Ld. Bel. | ~~27 ″ 9~~<br>~~s 2 ″ 10 1/4~~<br>~~25 ″ 0~~<br>27 ″ 9<br>s 12 ″ 1 1/4<br>26 ″ 0 | |
| 89561<br>131060<br>CYMN | **Pinebranch** (*ex* Thunder Bay–40)<br>*Carrying Petroleum in bulk*<br>*Mchy. Aft* 1 *Dk* | 1984<br>1853<br>1447 | | | | | 1895<br>*Rebuilt 1921 by Day* | American S.B.Co. Ld. Cleveland, O. | ~~Ld.~~ Ld. Branch Lines, Ld.<br>*Converted into a tanker 1940 by Marine Industries Ld. Sorel, P.Q.* | ~~247~~·0 \| 40·1 \| ~~19·9~~<br>247·6 \| 23·4 | Montreal British | T. 3Cy. 16", 25" & 42"–32"<br>NB02 88RHP<br>*WB* Frontier Iron Works, Detroit, Mich. | | |
| 89562<br>203925<br>KJUT | **Pan Orleans** (*ex* Pawnee–40)<br>*Fitted for oil fuel*<br>2 *Dks* | 1938<br>—<br>1359 | | | | | 1907 | Harlan & Hollings-worth Co. Wlmgtn, Del. | Pan Atlantic S.S. Corp. (Waterman S.S Corp. *Mgrs.*) | 250·5 \| 40·0 \| 25·0 | Wilmgton (Del.) Utd. States | T. 3Cy. 19", 30" & 50"–30"<br>137NHP<br>Harlan & Hollingsworth Co. | | R |
| 89563<br>168058<br>GNMG | **Pentridge Hill**<br>D.F. 2 *Dks*<br>*Cruiser Stern*<br>*Longitudinal framing at bottom & at decks*<br>*"Arcform"* *Locked steel hatches* | ~~7500~~ 7500<br>~~7173~~ 7173<br>~~5000~~ 5000<br>7579<br>7173<br>5539 | ✠100A1 *with freeboard*<br>5,41 ~~1,41~~<br>✠LMC1,41<br>~~(Class Contemplated)~~<br>*Fitted for oil fuel* 1,41 *F.P. above 150°F.* | Sld<br>Lon | *a*†<br>2 | CL | ~~1940~~ 1941<br>1mo | Bartram & Sons, Ld. Sunderland<br>*Lloyd's* ✠ *CP* | DorsetS.S.Co. Ld. (CountiesShip ManagementCo. Ld. *Mgrs.*)<br>*Cell DB351' 1095t FPT 159t APT 314t* | 421·2 \| 60·5 \| 35·8<br>434·2 (O.L.)<br>FK 6 *BHpt Cem*<br>*(Coll BH to Wdk 5 BH to 2nd dk)*<br>*4 Divisional W.T. BHs in 'tween dks* | London British | T. 3Cy. 24", 39" & ~~68~~ 68"–~~48~~ 48"<br>220lb (*s*) 518NHP<br>2SB(Spt) 1 Aux SB. *&cf*,<br>HS 7662 Rht FD<br>N.E. Marine Eng. Co. (1938) Ld. Nwc. | 38 ″ 3<br>s 10 ″ 3<br>28 ″ 2 1/2 | |
| 89564<br>220954 | **Potlatch** (*ex* Narcissus–40)<br>*Fitted for oil fuel*<br>1 *Dk & Shelter dk*<br>*Longitudinal framing* | 6065<br>—<br>3782 | | | | | 1920 | Moore S.B. Co. Oakland, Cal. | Weyerhaeuser ~~Timber Co.~~ S.S. Co. | 402·6 \| 53·0 \| 32·2<br>P34'F38' | S. Frncisco Utd. States | 2 steam turbines DR geared to 1 sc. shaft<br>*WB* W. & A. Fletcher Co. Hoboken, N.J. | | |
| 89565<br>240315 | **President Hayes** Ⓟ<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 2 *Dks*<br>*Ref. Mchy.* *Cruiser Stern* | 9255<br>—<br>5157 | | | | | 1940 | NwprtNws S.B.&D.D.Co NewprtNews | American President Lines, Ld. | 465·0 \| 69·7 \| 33·5<br>B94'F46' | S. Frncisco Utd. States | 2 steam turbines DR geared to 1 sc. shaft 1416NHP<br>*WB* Newport News SB&DD.Co. | | |
| 89566<br>168055<br>GPKB | **Pampas**<br>*Oil Eng.*<br>D.F. E.S.D. GyC.<br>*Cruiser Stern*<br>1 *Dk & Shelter dk*<br>*3rd dk except in No. 5 hold*<br>*Tonnage opening closed '41 (W.E.)* | ~~5400~~ 5400<br>~~4700~~ 4727<br>~~3050~~ 3080<br>5415<br>4727<br>3080 | ✠100A1 *with freeboard*<br>6,41 ~~1,41~~<br>✠LMC1,41<br>~~(Class Contemplated)~~<br>*Carrying cargo oil F.P. above 150°F. in forward deep tanks & tanks at sides of tunnel* | Bel<br>Npt | *b*†<br>2 1/16 | CL | ~~1940~~ 1941<br>1mo | Harland & Wolff, Ld. Belfast<br>*Lloyd's* ✠ *CP* | RoyalMailLines, Ld.<br>*Cell DB368' 1330t DTs f 56'760t Tanks at sides of tunnel 252t FPT47t APT206t*<br>*6 Divisional W.T. BHs in Shltr 'tween dks* | 433·3 \| 61·3 \| 22·7<br>450·3 (O.L.)<br>F43' FK 7 *BHpt Asp*<br>*(Coll BH to Shltr dk 6 BH to 2nd dk)* | London British | Oil Engines 2S.C.DA<br>6Cy. 24 7/16"–55 1/2" 1236NHP<br>*DB100lb*<br>Harland & Wolff, Ld. Bel. | ~~27 ″ 9~~<br>~~s 2 ″ 10 1/4~~<br>~~25 ″ 0~~<br>38 ″ 0<br>s 12 ″ 1 1/4<br>26 ″ 0 1/4 | |

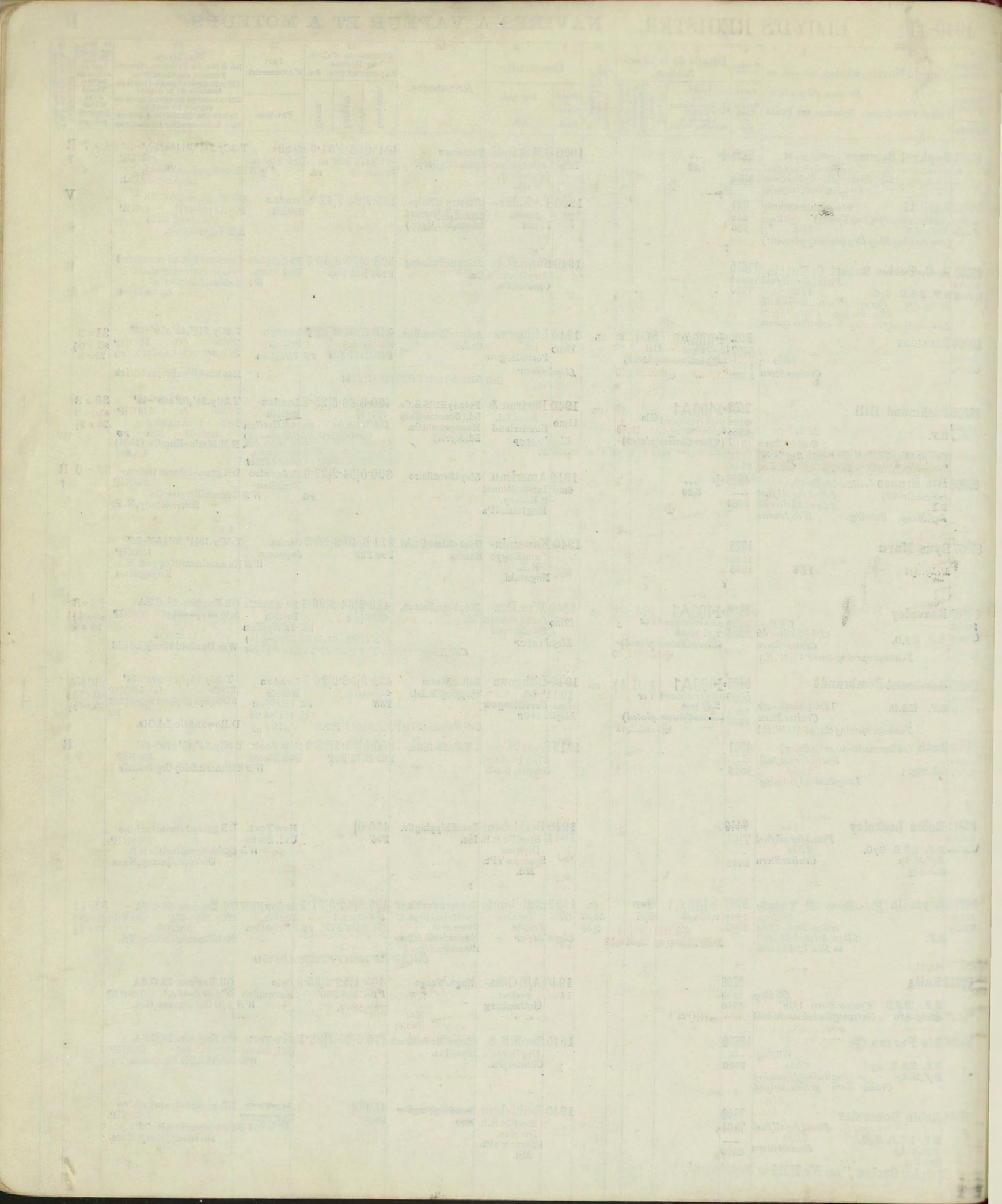
| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Date when last Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed. If not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89567 $40381 | **Petrofuel** (ex Pan Pennsylvania-41) D.F. | Twin Sc Oil Eng *Mchy. Aft* *Longitudinal framing* | 7656 4559 7294 | 100A1 (Class Contem plated) *Carrying Petroleum in bulk* | | | | 1940 | Alabama D.D.&S.B.Co Mobile, Ala. | National Bulk Carriers, Inc. | 416·1 P183 | 56·2 F38′ | 34·8 | Wilmington Del. Utd. States | Oil Engines 4S.C.SA 16Cy.20″–24″ McIntosh&Seymour, NYk. | 35 ″ 0 86 ″ 5½ 28 ″ 8 | |
| 89563 HFS | Presidente Trujillo (ex Guantanamo-35, ex Watauga, ex Gouverneur Jaeschke) | 1 *Dk & Spar dk* | 1668 1310 917 | | | | | 1900 | Howaldts-werke Kiel | ~~Naviera Dominicana~~ Compañia Naviera Dominicana | 240·4 P22′B90′F38′ | 36·0 | 20·9 | Ciudad Trujillo Dominican *WB* | T.3Cy.22 1/16″,33 1/8″&57 7/16″–39 3/8″ 204NHP Howaldtswerke, Kiel | | |
| 89569 220858 KDLB | **President Tyler** (P) (ex President Hayes-40, ex Creole State) D.F. GyC. | Twin Sc *Fitted for oil fuel* 3 *Dks* *Ref. Mchy.* *Cruiser Stern* | 10533 — 6195 | | | | | 1920 | New York S.B. Corp. Camden, N.J. | American President Lines, Ld. | 502·1 P42′B204′F42′ | 62·2 | 28·3 | S. Frncisco Utd. States *WB* | T.8Cy.(2)24 7/16″(2)40 1/2″&(4) 54″–45″ 783NHP New York S.B. Corp. Camden, N.J. | | R |
| 89570 | **Paoting** (P) Should be 'Pakhoi,' *see No. 89591 in Supplement* D.F. 2 *Dks* | | 2800 1630 | | | | | 1940 | Taikoo D.&E.Co.of H.Kg.Ld. Hong Kong | China Nav. Co. Ld. | 299·7 P37′B83′F39′ | 44·2 | 23·1 | London British *WB* | T.3Cy.20″,32″&53″–39″ 175NHP Taikoo D.&E.Co. of H.Kg.Ld. H.Kg. | | |
| 89571 224054 KDOZ | **President Taylor** (P) (ex President Polk-40, ex Granite State) D.F. GyC. | Twin Sc *Fitted for oil fuel* 3 *Dks* *Ref. Mchy.* *Cruiser Stern* | 10508 — 5918 | | | | | 1921 | New York S.B. Corp. Camden, N.J. | American President Lines, Ld. | 502·1 P42′B204′F42′ | 62·2 | 28·3 | S. Frncisco Utd. States *WB* | T.8Cy.(2)24″,(2)40 3/4″&(4) 54″–45″ 781NHP New York S.B. Corp. Camden, N.J. | | |
| 89572 163085 BCGW | **Palma** D.F. E.S.D. GyC. | *Oil Eng.* *Cruiser Stern* | 5419 4727 3079 | ✠100A1 *with freeboard* 4,41 | Bel | *b* 2 1/4 | CL *Lloyd's* | 1941 4 mo | Harland& Wolff, Ld. Belfast | Royal Mail Lines, Ld. | 433·3 P33 | 61·3 | 22·7 | London British | Oil Engines 2S.C.DA 6Cy.24 7/16″–55 1/2″ 1236NHP DB *100lb* Harland&Wolff, Ld. Bel. | 38 ″ 0 s12 ″ 1 1/4 26 ″ 9 | |
| | *Tonnage opening closed '41 (W.B. Tanks)* | 2 *Dks.* 3 *Dk. except in No.5 hold* | | *Carrying cargo oil F.P. above 150° F. in deep tanks & tanks at sides of tunnel* | | | | | | *A&CP* Belfast | *Coll B Hd to Wdk, 6 B Hd to 2nd dk)* *Cell D B363′1330t 6 Dks in W.T. BHds in upper 'tween dks DTs f56′760t Tanks at sides of tunnel 252t FPT 471t APT 200t* | | | | | | |
| 89573 165997 MLSY | **Pollux II** (ex Pollux-40, ex Theodor) | 1 *Dk & Web frames* | 931 668 526 | | | | | 1890 | Howaldts-werke Kiel | Ministry of Shipping (Walford Lines, Ld. *Mgrs.*) | 205·7 Q62′B52′F26′ | 30·6 | 13·5 | Glasgow British | T.3Cy.14 1/4″,22 1/4″&36 3/4″–23 3/4″ 66NHP Howaldtswerke, Kiel | | V |
| 89574 221426 KDIC | **President Madison** (P) (ex President Garfield-40, ex Blue Hen State) D.F. GyC. | Twin Sc *Fitted for oil fuel* 3 *Dks* *Ref. Mchy.* *Cruiser Stern* | 10501 — 5917 | | | | | 1921 | New York S.B. Corp. Camden, N.J. | American President Lines, Ld. | 502·1 P42′B204′F42′ | 62·2 | 28·3 | S. Frncisco Utd. States *WB* | T.8Cy.24″,40 1/2″&(2)54″–45″ 783NHP New York S.B. Co. Camden, N.J. | | R |
| 89575 220323 KDAR | **President Buchanan** (P) (ex President Monroe-40, ex Panhandle State) D.F. GyC. | Twin Sc *Fitted for oil fuel* 3 *Dks* *Ref. Mchy.* *Cruiser Stern* | 10533 — 6195 | | | | | 1920 | New York S.B. Corp. Camden, N.J. | American President Lines, Ld. | 502·1 P42′B204′F42′ | 62·2 | 28·3 | S. Frncisco Utd. States *WB* | T.8Cy.(2)24″,(2)40 1/2″& (4)54″–45″ 784NHP New York S B Co. Camden, N.J. | | R |
| 89576 221203 KDRL | **President Grant** (P) (ex President Adams-40, ex Centennial State) D.F. GyC. | Twin Sc *Fitted for oil fuel* 3 *Dks* *Cruiser Stern* *Ref. Mchy.* | 10544 — 5984 | | | | | 1921 | New York S.B. Corp. Camden, N.J. | American President Lines, Ld. | 502·1 P42′B204′F42′ | 62·2 | 28·3 | S. Frncisco Utd. States *WB* | T.8Cy.24″,40 1/2″&(2)54″–45″ 782NHP New York S.B. Corp. | | R |
| 89577 219873 KUNV | **Patricia Skakel** (ex Exchester-40, ex Winona) | *Fitted for oil fuel* 2 *Dks* | 4964 4598 3034 | | | | | 1920 | American International S.B. Corp Hog Island Pa | Algeo Steamship Corp. of Delaware (Farry Shipping Co. Inc. *Mgrs.*) | 390·0 P50′B121′F40′ | 54·2 | 27·8 | New York Utd. States *WB* | DR geared steam turbine General Electric Co. Schenectady, N.Y. | | R |
| 89578 | **Ponta Verde** (ex J.E.O'Neil-41) | ss N.Ns.No.3–11,30 ss Phl.No.2–38 | 7070 6444 4430 | ✠100A1 11,40 ✠NE4,21 ✠LMC9,38 BS3,40 | Phl | *b* | CL 8,40 | 1918 1 mo | Bethlehem S.B. Corp. Alameda, Cal. | Lloyd Brasileiro | 435·0 P122′B50′F42′ FK | 56·0 | 32·0 | R. Janeiro Brazilian | 1DR geared steam turbine 250lb HS9750 (s) 672NHP 3WTB(Spt) FD | 33 ″ 6 s 6 ″ 6 1/2 27 ″ 2 1/4 | |
| | *Mchy. Aft* GyC. | 2 *Dks (Stl) & Webframes* *Longitudinal framing* | | *Carrying Petroleum in bulk Fitted for oil fuel 1,18* | | | | | | A&CP | *Cell D Bu E & B57′ 179t DT f56′ 10* | | | (11 *to U dk* 4 „ *2nd*,,) | DeLaval Turbine Co. Trenton, N.J. | | |
| | | | | | | | | | | | *68t FPT 97t APT 74t* | | | | *F.P. above 150° F.* | | |
| 89579 220709 KDHF | **President Fillmore** (P) (ex President Van Buren-40, ex Old North State) D.F. GyC. | Twin Sc 3 *Dks* *Fitted for oil fuel* *Ref. Mchy.* *Cruiser Stern* | 10533 — 6195 | | | | | 1920 | New York S.B. Corp. Camden, N.J. | American President Lines, Ld. | 502·1 P42′B204′F42′ | 62·2 | 28·3 | S. Frncisco Utd. States *WB* | Q.8Cy.(2)24″,(2)40 3/4″&(4) 54″–45″ 782NHP New York S.B. Corp. Camden, N.J. | | R |
| 89580 166314 GPJV | **Pandorian** D.F. E.S.D. | 2 *Dks* *Cruiser Stern* | 4159 3305 2425 | | | | | 1941 | Swan, Hunter& Wigham Richardson, Ld Newcastle | Ellerman Lines, Ld. (Ellerman& Papayanni Lines, Ld. *Mgrs.*) | 345·7 F21′ | 50·1 | 30·3 | Liverpool British *WB* | T.3Cy.23″,38″&65″–48″& LP turbine 451NHP Swan, Hunter&Wigham Richardson, Ld. Nwc. | | |
| 89581 240329 | **Pan-Rhode Island** D.F. E.S.D. GyC. | 1 *Dk* *Mchy. Aft* *Fitted for oil fuel* *pt Elec. welded* *Cruiser Stern* *Longitudinal framing "Arc form"* *Carrying Petroleum in bulk* | 7742 6943 4681 | | | | | 1941 | Federal S.B.&D D.Co Kearny, N.J. | Pan American Petroleum& Transport Co. | 440·0 P87′B33′F36′ | 66·8 | 34·3 | New York Utd. States *WB* | 2 steam turbines D R geared to 1 sc. shaft 500NHP DeLaval Steam Turbine Co. Trenton, N.J. | | R |
| 89582 133217 BCJC | **Picotee** (ex Rosina Topić-41, ex Trevider-33) D.F. | ss Spt. 2nd No.3–4,39 1 *Dk (pt Irn pt Stl)* | 4307 4015 2725 | ✠100A1 7,39 ✠LMC M88,38 | Rot | *x* | CL 11,40 | 1913 5 mo | J Readhead &Sons, Ld. South Shields | Ministry of Shipping (H. Hogarth &Sons, *Mgrs.*) *Lloyd's A&CP* | 369·9 P33′B226′F34′ FK | 51·1 | 26·1 | Belfast British *6 B H Cem* | T.3Cy.26″,42″&69″–48″ (r) 385NHP 180lb NDB12 *refitted* 34 2SB, *Gcf*, GS132, BS6330 J. Readhead&Sons, Ld. S Shl | 27 ″ 8 s 3 ″ 10 1/2 24 ″ 1 1/2 | |
| | | | | | | | | | | | *Cell D Ba 119′ u E 23′ f 163′ 987t APT 62t* | | | | | | |
| 89583 | **President Garfield** (P) D.F. E.S.D. GyC. | 2 *Dks* *Fitted for oil fuel* *Ref. Mchy.* *Cruiser Stern* | 9400 — 5200 | | | | | 1940 | Nwprt News S.B.&DD.Co. Newprt News | United States Maritime Commission | 465·0 B94′F46′ | 69·7 | 33·5 | S. Frncisco Utd. States *WB* | 2 steam turbines D R geared to 1 sc. shaft 1416NHP Newport News SB&DD.Co. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Nombre indiquant maintenant quand Lettres d'Spécimen. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté, si ce n'est dans le L. R. Dated Cert. R. of Trials. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89584 HPTF | **Philae** (*ex*Trento–40) *Oil Eng.* | | 4403 4032 3245 | 100A1 (*Class Contem plated*) | | | | | Internatnl S.B.Co. Pascagoula, Miss. | Frango Corporation | 370·0 | 52·2 | 24·7 | Panama Pnamanian | Oil Engines 4S.C.SA SR geared to sc. shaft 18Cy.15¾"–18⅛" AlabamaD.D.&S.B.Co. Mobile,Ala. | 27 ″ 6 s 4 ″ 7¼ 23 ″ 1½ | |
| 89585 117123 WCCI | **Permanente** (*ex*ExAncon–41, *ex*Ancon–40, *ex*Shawmut) Twin Sc 3 *Dks* *Fitted for oil fuel* D.F. GyC. Sub.Sig. | | 9640 — 7531 | | | | | 1902 | Maryland SteelCo. Sparro'PtMd | PermanenteS.S. Co. | 489·5 B178′ | 58·0 | 28·9 | Oakland, Cal. Utd. States *WB* | T.6Cy.23½",39¼"&63"–45" NB18 533NHP MarylandStl.Co.Sparr'.Pt. | | |
| 89586 KZAZ | **Princess of Cebu** (*ex*Marapara–40) Twin Sc *Oil Eng.* 1 *Dk* (*Teak*) | | 415 — 206 | 11,36 | | HKg | | 1931 6mo | Kwong FookCheong HongKong | LaNavieraFilipina Inc. | 154·9 F18′ | 30·1 | 9·6 FK *FPT25t* | Cebu,P.I. Utd. States *4BIICem APT38t* | Oil Engines 2S.C.SA 8Cy.12⅝"–18½" 222NHP Atlas-DieselA/B,Skm. | 10 ″ 6 | |
| 89587 | **Perulite** (*ex* T. J. Conway–41) *Oil Eng.* *Mchy.Aft* 1 *Dk* *Carrying Petroleum in bulk* | | 431 — 326 | | | | | 1930 | Federal S.B.&D.D.Co Kearny,N.J. | International PetroleumCo.Ld. (H.J.Rahlves, *Mgr.*) | 155·4 | 28·1 | 12·0 | ~~Callao~~ ~~Peruvian~~ Talara Peruvian | Oil Engines 6Cy. FairbanksMorseCo.Ld. Beloit,Wis. | | |
| 89583 | **President Van Buren** (P) D.F. E.S.D. GyC. 2 *Dks* *Ref.Mchy.* *Fitted for oil fuel* *CruiserStern* | | 9255 | | | | | 1941 | Nwprt Nws S.B.&D.D.Co NewprtNews | UnitedStates Maritime Commission | 465·0 B94′F46′ | 69·7 | 33·5 | S.Frncisco Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 1416NHP NewportNewsSB.&DD.Co. | | |
| 89589 | **Primrose Hill** *Longitudinal framing at bottom & at decks* *CruiserStern* *"Arcform"* | | 7600 | 100A1 *with freeboard* (*Class Contem plated*) | | | | 1941 | Wm.Ham-ilton&Co.Ld Port Glasgow | PutneyHillS.S.Co. Ld(CountiesShip ManagementCo. Ld.*Mgrs.*) | 421·1 | 60·4 | 35·8 | London British | T.3Cy.24",39"&68"–48" D.Rowan&Co.Ld.Gls. | | |
| 89590 | **Priam** D.F. E.S.D. GyC. *Ref.Mchy.* Twin Sc *Oil Eng.* 2 *Dks* *CruiserStern* | | 9795 7791 5944 | | | | | 1941 | CaledonS. B.&E.Co.Ld. Dundee | OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*) | 486·1 P43′B212′F55′ | 66·4 | 32·3 | Liverpool British *WB* | Oil Engines 2S.C.DA 12Cy.24,⅞"–55½" J.G.Kincaid&Co.Ld.Grk. | | |
| 89591 172780 VRFJ | **Pakhoi** (P) D.F. — 2 *Dks* | | 2873 2348 1657 | | | | | 1941 | Taikoo D.&E.Co.of H.Kg.Ld. HongKong | ChinaNav.Co.Ld. | 299·7 | 44·2 | 23·1 | Hong Kong British *WB* | T.3Cy.20",32"&53"–39" 175NHP TaikooD.&E.Co. of H.Kg.Ld.H.Kg | | |
| 89592 145934 WCCH | **Phillipa** (P) (*ex*Cristobal–41, *ex*Tremont) D.F. GyC Sub.Sig. Twin Sc 3 *Dks* *Fitted for oil fuel* | | 9604 — 7026 | | | | | 1902 | Maryland SteelCo. Sparro'PtMd | PermanenteS.S. Co. | 489·5 B178′ | 58·0 | 28·9 | Oaklnd Cal Utd. States *WB* | T.6C.23¼",39¼"&63"–45" NB19 533NHP Maryland Stl.Co.Sparr.'Pt. | | |
| 89593 | **Paul M. Gregg** D.F. E.S.D. 1 *Dk* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern* *Carrying Petroleum in bulk* | | 8200 | | | | | 1941 | Bethlehem Sparrow's Pt. ShipyardInc Sparrow'sPt. Md. | UnionOilCo.of California | 445·4 P92′B35′F45′ | 64·2 | 34·9 | Ls.Angeles Utd.States *WB* | 2steam turbines DR geared to 1 sc. shaft 583NHP BethlehemSteelCo.S.B. Division,ForeRiver,Mass. | | |
| 89594 122555 | **Prince Nova** (P) (*ex*ErieIsle–41, *ex*Steamer Waubic–38) (*Wood bottom*) Twin Sc *Oil Eng.* 1 *Dk* | | 451 183 297 | | | | | 1909 *pt.re-* | Collingw'd S.B.Co.Ld. CollngwdOnt *constructed'38* | J.E.McQueen | 135·3 | 25·0 | 8·2 | Amherst-burg,Ont. British | Oil Engines 2S.C.SA 12Cy.10"–12½" 210NHP Fairbanks-Morse NE38 &Co.Beloit,Wis. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. 3 Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Kind. Date of last Dock entry. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89701<br>167024<br>MFJZ | Quentin<br>Wireless D.F. E.S.D. *Oil Eng.*<br>*Mchy. Aft* *Cruiser Stern* 1 *Dk* | ~~499~~<br>500<br>389<br>245 | | | | | 1940 | Grngemth Dkyd. Co. Ld. Grngemouth | G. Gibson & Co. Ld. | 167·2<br>P50′F22′ | 28·1 | 11·9 | Leith<br>British<br>*WB* | Oil Engines 2S.C.SA<br>7Cy $9\frac{13}{16}$″–$16\frac{2}{16}$″ 119NHP<br>British Auxiliaries, Ld. Gls. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné aux machines. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'à Frame-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres ou coté si en cet dans le L. R. Durée Cert. R. off rede. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89801<br>220166<br>KUVD | **Raphael Semmes** (*ex*SidneyM. Hauptman–10, *ex*Argus) 1*Dk*&*Shelter dk*&*Web frames*<br>D.F. *Longitudinal framing* | 6027<br>—<br>3782 | ✠ ...<br>1,22<br>✠ | | | | 1920<br>7mo | GM Standifer Const Corp Vancouver, Wash. | Waterman Steamship Corp. | 401·4\|53·2\|31·9<br>P34′B114′F38′ *on Shelter dk* FK | | | Mobile<br>Utd. States | T.3Cy.24½″,41½″&72½″–48″ 363NHP<br>*WB* Llewellyn Iron Works, Los Angeles, Cal. | 34 ″ 7 | R<br>† |
| 89802<br>167530<br>MDTJ | **Ruth II** WoodAux4MstSr<br>(*ex*Ruth–40, *ex*Sailing Vessel) *Oil Eng.*<br>*Mchy. Aft* 1*Dk*<br>(*See Sailing Ship Register Supplement*) | 321<br>304<br>255 | | | | | 1920 | T. Ph. Jörgensen Thurö | Ministry of Shipping (F.T. Everard & Sons, Ld. *Mgrs.*) | 125·7\|28·7\|12·8 | | | London<br>British | Oil Engines 2S.C.SA<br>2Cy.11⅛″–16½″ 49NHP<br>*Emade&fitted*30<br>A/S Völund, Cpn. | | V |
| 89803<br>239754<br>WFOH | ~~R. C. Tuttle~~ **Robert C. Tuttle**<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 1*Dk*<br>*Mcky. Aft* *Carrying Petroleum in bulk*<br>*Elec. welded* *Cruiser Stern*<br>*Longitudinal framing–bracketless system* | 11615<br>10633<br>7240 | | | | | 1940 | Sun S.B.& Dry Dock Co. Chester, Pa. | Atlantic Refining Co. | 523·5\|70·2\|39·7<br>P103′B35′F63′ | | | Phildlphia<br>Utd. States | 1 steam turbine connected to elec. motor&c. shaft<br>*WB* General Electric Co. Lynn. Mass. | | |
| 89804<br>163010<br>GLVL | **Risaldar**<br>2*Dks*<br>*Cruiser Stern* | ~~5400~~<br>5407<br>4931<br>3184 | ✠100A1 PGl *z*<br>12,40 ~~10,40~~ Cal<br>*(Class Contem. plated)*<br>✠LMC10,40 | | | CL | 1940<br>10mo | Lithgows Ld. Port Glasgow | Asiatic Steam Nav. Co. Ld. | 409·5\|53·9\|28·7<br>425·0(O.L.)<br>P40′B117′F38′ FK | | | London<br>British | T.3Cy.24½″,41″&70″–48″ 230lb (*s*) 524NHP<br>3SB,9*cf*,GS164,HS7425 FD<br>Rankin&BlackmoreLdGrk | 31 ″ 3<br>s6 ″ 0½<br>25 ″ 5 | |
| 89805<br>163042<br>GMKJ | **Richmond Hill**<br>D.F. 2*Dks*<br>*Cruiser Stern* | ~~7500~~<br>~~7176~~<br>~~5666~~<br>7579<br>7173<br>5586 | ✠100A1 Sld *a*† 2<br>*with freeboard* Gls<br>6,41 ~~11,0~~ ✠LMC11,40<br>*(Class Contem. plated)*<br>*Fitted for oil fuel* 11,40 *F.P. above* 150 F. | | | CL | 1940<br>11mo | Bartram& Sons, Ld. Sunderland | Putney Hill S.S. Co. Ld. (Countie Ship Management Co. Ld. *Mgrs.*) | ~~420·0~~\|60·5\|35·8<br>421·2\|<br>434·2(O.L.) FK | | | London<br>British | T.3Cy.24″,39″&68″–48″ 220lb (*s*) 518NHP<br>2SB(Spt)1AuxSB,*3cf*, HS7662 Rht FD<br>N.E. Marine Eng. Co. (1938) Ld. Sld. | 38 ″ 3<br>s10 ″ 3<br>28 ″ 2½ | |
| 89806 | **Rio Branco** (*ex*Southfolk–40, *ex*Scantic–36) *Fitted for oil fuel*<br>D.F. 2*Dks*&*Shelter dk*<br>*Ref. Mchy.* Sub. Sig. *Web frames* | 4925<br>—<br>3084 | ✠ ...<br>6,20<br>✠ | | | | 1919<br>6mo | American International S.B. Corp. Hog Island Pa | Lloyd Brasileiro | 390·0\|54·2\|27·6<br>FK | | | R. Janeiro<br>Brazilian | DR geared steam turbine 600NHP<br>*WB* General Electric Co. Schenectady, N.Y. | 32 ″ 0 | R<br>† |
| 89807 | **Ryua Maru**<br>*Mchy. Aft* 1*Dk* | 1925<br>1540<br>1086 | | | | | 1940 | Kawaminami Kogyo K.K. Nagasaki | Uyeno Kisen Goshi Kaisha | 271·6\|40·3\|20·3<br>P90′F29′ | | | Osaka<br>Japanese | T.3Cy.18¹¹⁄₁₆″,30″&50″–36″ 150NHP<br>*WB* Kawaminami Kogyo K.K. Koyagisima | | |
| 89808<br>165802<br>~~GNKF~~ | **Reaveley**<br>*Oil Eng.*<br>D.F. E.S.D, 1*Dk*&*Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed'41 (W.E.)* | 4998<br>4620<br>3008 | ✠100A1 Sld *a*†<br>*with freeboard* Vcr 2<br>2,41 ~~12,40~~<br>*(Class Contem. plated)*<br>✠LMC12,40 | | | CL | 1940<br>12mo | Wm. Doxford& Sons Ld Sunderland | Stephens, Sutton, Ld. | 423·2\|54·2\|26·1<br>439·3(O.L.) FK | | | Newcastle<br>British | Oil Engines 2S.C.SA<br>3Cy.~~20½″–81½″~~ 388NHP<br>20½″–81½″<br>2DB120lb<br>Wm. Doxford&Sons, Ld Sld | 37 ″ 3<br>s10 ″ 11½<br>26 ″ 6 | |
| 89809<br>168048<br>GPFD | ~~Rembrant~~ **Rembrandt**<br>D.F. E.S.D. 1*Dk*&*Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed'41 (W.E.)* | ~~5400~~<br>5559<br>5104<br>3306 | ✠100A1 PGl *b*†<br>*with freeboard* Vcr<br>2,41 ~~1,41~~<br>*(Class Contem. plated)*<br>✠LMC1,41 | | | CL | ~~1940~~<br>1941<br>1mo | Lithgows Ld. Port Glasgow | Bolton Steam Shipping Co. Ld. | 432·2\|58·0\|26·8<br>447~~2,0~~(O.L.)<br>F33′ FK | | | London<br>British | T.3Cy.25½″,41″&72″–48″ 220lb (*s*) 516NHP<br>3DB(Spt)*9cf*,GS168,HS7161 FD<br>D. Rowan&Co. Ld. Gls. | 37 ″ 4<br>s10 ″ 8½<br>26 ″ 9½ | |
| 89810<br>219353<br>KJCQ | **Ruth** (*ex*Barreado–40, *ex*Gaffney)<br>*Fitted for oil fuel*<br>Sub. Sig. 2*Dks*<br>*Longitudinal framing* | 4781<br>—<br>3015 | | | | | 1919 | Seattle Con & Dry Dock Co Seattle, Wash | A.H. Bull S.S. Co. | 380·5\|53·1\|26·9<br>P39′B102′F41′ | | | New York<br>Utd. States | T.3Cy.24″,40″&70″–48″ 339NHP<br>*WB* Skinner&Eddy Crp. Seattle | | R |
| 89811<br>240253<br>~~WMRL~~ | **Robin Locksley**<br>*Fitted for oil fuel*<br>D.F, E.S.D. GyC. 2*Dks*<br>*Ref. Mchy.* *Cruiser Stern*<br>Sub. Sig | ~~7440~~<br>7101<br>—<br>4258 | | | | | ~~1940~~<br>1941 | Bethlehem Steel Co. S.B. Division Sparrow's Pt. Md. | Seas Shipping Co. Inc. | 450·0\|<br>F96′ | | | New York<br>Utd. States | DR geared steam turbine 1050NHP<br>*WB* Bethlehem Steel Co. S.B. Division, Quincy, Mass. | | |
| 89812<br>172907<br>VLQB | **Reynella** Ⓟ (*ex*Remo–40) TwinSc<br>*Oil Eng.*<br>*ss*Gen. No. 3–12.38<br>D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in Nos.* 1,2&3 *holds* | 9787<br>7700<br>6069 | ✠100A1 Gen CL<br>9,40 ~~4,10~~ Syd ~~12,37~~ 2,40<br>✠LMC CS4,40<br>DBS ~~12,39~~ 9,40 ~~12,38~~ 4,39 | | | | 1927<br>1mo | Stabilmnto Tecnico Trieste | Commonwealth of Australia (Dept. of Commerce) (Macdonald, Hamilton&Co. *Mgrs.*) | 495·8\|62·3\|31·5<br>506·6(O.L.)<br>P31′B214′F47′ FK | | | Sydny NSW<br>British | Oil Engines 4S.C.SA<br>12Cy.29½″–47½″ 984NHP<br>DB100lb<br>Stabilimento Tecnico, Tri. | 34 ″ 11<br>s8 ″ 11¾<br>26 ″ 2½ | |
| ~~89813~~ | **Raila**<br>*Oil Eng.*<br>D.F. E.S.D. *Cruiser Stern* 1*Dk*<br>*Mchy. Aft* *Carrying Petroleum in bulk* | 8200<br>7500<br>4900 | | | | | 1940 | A/B Götaverken Gothenburg | Hagb. Waage | 465·1\|59·4\|35·9<br>P101′B38′F60′ | | | Oslo<br>Norwegian | Oil Engines 2S.C.SA<br>6Cy.26¾″–59 1/16″ 739NHP<br>*WB* A/B Gotaverken, Got. | | |
| 89814 | **Rio Parana** Ⓟ<br>*Oil Eng.*<br>D.F. E.S.D. GyC. 2*Dks*<br>*Ref. Mchy.* *pt Longitudinal framing*<br>*Cruiser Stern* *pt Elec. welded* | 12500<br>—<br>9000 | | | | | 1940 | Sun S.B.& Dry Dock Co. Chester, Pa. | Moore-McCormack Lines, Inc. | 470·0\|69·7\|38·1 | | | New York<br>Utd. States | Oil Engines 2S.C.SA<br>12Cy.21″–60″ 900NHP<br>*WB* Sun SB&DD Co. Chester Pa | | |
| 89815 | **Robin Doncaster**<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 2*Dks*<br>*Ref. Mchy.* *Cruiser Stern*<br>Sub. Sig. | ~~7440~~<br>7101<br>—<br>4259 | | | | | 1940 | Bethlehem Steel Co. S.B. Division Sparrow's Pt. Md. | ~~Seas Shipping Co. Inc.~~ | 450·0\|<br>F96′ | | | ~~New York~~<br>~~Utd. States~~<br>British | DR geared steam turbine 1050NHP<br>*WB* Bethlehem Steel Co. S.B. Division, Quincy, Mass. | | |

*Now "Empire Curlew," see No. 91019 in Supplement*



| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which vessel, if not in L.R. Marked ✠ if Trade cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89816 | **Rio Hudson** Ⓟ | *Oil Eng.* | 12500 / — / 9000 | | | | | 1940 | SunS.B.& DryDockCo. Chester,Pa. | Moore-McCormack Lines,Inc. | 470·0 | 69·7 | 38·1 | New York Utd. States *WB* | Oil Engines 2S.C.SA 12Cy.21"-60" 900NHP SunSB&DDCo.Chester,Pa | | |
| | D.F. E.S.D. GyC. *Ref.Mchy.* *Cruiser Stern* | 2 *Dks* *pt Longitudinal framing* *pt Elec.welded* | | | | | | | | | | | | | | | |
| 89817 | **Raritan** (*ex Suction Dredger* Detroit Wayne-40) 219258 KONX | *Fitted for oil fuel* 1 *Dk* | 2649 / 2261 / 1614 | | | | | 1919 | American S.B.Co. Detroit,Mich. | Raritan S.S.Corp. (Smith&Johnson, *Mgrs.*) | 251·0 | 43·6 | 26·1 P25'B64'F23' | N.Orleans Utd. States *WB* | T.3Cy.21",35"&59"-42" 225NHP AmericanS.B.Co.Detroit | | |
| 89818 | **Robin Kettering** | *Fitted for oil fuel* | 7440 | | | | | 1941 | Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md. | SeasShippingCo. Inc. | 450·0 F96' | | | New York Utd. States *WB* | DR geared steam turbine 1050NHP BethlehemSteelCo.S.B. Division | | |
| | D.F. E.S.D. GyC. *Ref.Mchy.* Sub.Sig. | 2 *Dks* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 89819 | **Reconcavo** (*ex* H.C.Folger-41) | *ss* Phl.No.3-11,28 *ss* Mob.No.2-36 | 7086 / 6444 / 4389 | ✠100A1 11,40 ✠NE6,21 MS8,36 ✠LMC BS5,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16 *F.P. above 150°F.* | Mob | *b*† | CL 5,40 | 1916 12mo | Union Iron WorksCo. SanFrancisco A&CP | LloydBrasileiro *CellDBuE&* *B64'197t DT56'103* | 435·0 P134'B50'F42' FK *8t FPT97t APT74t* | 56·0 | 32·0 | R.Janeiro Brazilian (10 *to U dk* 5 „ *2nd* „) | 1DR geared steam turbine 220lb (*s*) 672NHP 15 *BHpt Asp* SSB(Spt),*9cf*,GS165, HS8325 FD DeLavalSteamTurbine Co.Ld.Trenton,N.J. | 33 „ 6 s6 „ 5½ 27 „ 3½ | |
| | *Mchy.Aft* GyC. | 2 *Dks*(*Stl*)*& Webframes* *Longitudinal framing* | | | | | | | | | | | | | | | |
| 89820 | **Rio de la Plata** Ⓟ | *Oil Eng.* | 12500 / — / 9000 | | | | | 1941 | SunS.B.& DryDockCo. Chester,Pa. | Moore-McCormack Lines,Inc. | 470·0 | 69·7 | 38·1 | New York Utd. States *WB* | Oil Engines 2S.C.SA 12Cy.21"-60" 900NHP SunSB&DD.Co.ChesterPa | | |
| | D.F. E.S.D. GyC. *Ref.Mchy.* *Cruiser Stern* *pt Longitudinal framing* | 2 *Dks* *pt Elec.welded* | | | | | | | | | | | | | | | |
| 89821 | **Rainbow** | *Oil Eng* | 6022 / 5960 / 3560 | | | | | 1941 | Tampa S B.Co.Inc. Tampa, Florida | UnitedStates Maritime Commission | 435·0 P39'Q60'B75'F48' | 63·2 | 40·5 | Utd. States *WB* | 2 Oil Engines 2S.C.SA 18Cy.21"-29"&hydraulic couplings SR geared to 1 sc. shaft 1390NHP Nordberg,Milwaukee | | |
| | D.F. E.S.D. GyC. | 3 *Dks* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 89822 | **Rio de Janeiro** Ⓟ | *Oil Eng.* | 12500 / — / 9000 | | | | | 1941 | SunS.B.& DryDockCo Chester,Pa. | Moore-McCormack Lines,Inc. | 470·0 | 69·7 | 38·1 | New York Utd.States *WB* | Oil Engines 2S.C.SA 12Cy 21"-60" 900NHP SunSB&DD.Co.ChesterPa. | | |
| | D.F. E.S.D. GyC. *Ref.Mchy* *Cruiser Stern* *pt Longitudinal framing* | 2 *Dks* *pt Elec.welded* | | | | | | | | | | | | | | | |
| 89823 | **Reuben Tipton** | 3 *Dks* | 6370 / 4055 / 4100 | | | | | 1940 | Federal S.B.&D.D.Co Kearny,N.J. | UnitedStates Maritime Commission | 397·0 | 60·2 | 34·6 | N.Orleans Utd. States *WB* | 2 steam turbines DR geared to 1 sc.shaft 660NHP DeLavalSteam TurbineCo.Trenton,N.J. | | |
| | D.F. E.S.D. GyC. *pt Elec.welded* *pt Longitudinal framing* | *Fitted for oil fuel* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 89824 | **Robin Moor** (*ex* Exmoor-41, 218960 *ex* Nobles) KJJU | 2 *Dks & Web frames* *Fitted for oil fuel* | 4999 / 4573 / 3057 | ✠ ... 6,20 ✠ | | | | 1919 10mo | American International S.B.Corp. Hog Island Pa | SeasShippingCo. Inc. | 390·0 P39'B122'F43' FK | 54·2 | 27·6 | New York Utd. States *WB* | DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y. | 32 „ 0 | R ✠ |
| 89825 | **Robin Sherwood** | 2 *Dks* | 7101 / — / 4258 | | | | | 1941 | Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md. | SeasShippingCo. Inc. | 450·0 F96' | | | New York Utd. States *WB* | DR geared steam turbine 1050NHP BethlehemSteelCo.S.B. Division,Bal. | | |
| | *Ref.Mchy.* D.F. E.S.D. GyC. Sub.Sig. | *Fitted for oil fuel* *Cruiser Stern* | | | | | | | | | | | | | | | |
| 89826 | **Radcombe** (*ex* NikolaPasic-41) | *ss* Spt.No.3-4,39 2 *Dks*(*Stl*) | 4753 / 4452 / 3012 | ✠100A1 9,40 BS7,40 ✠LMC4,39 | Bal | *y* | CL 9,40 | 1927 5mo *Lloyd* | W.Hamilton&Co.Ld. PortGlasgow *sA&CP* | Ministry of War Transport(P.D. Hendry&Sons, *Mgrs.*) *CellD* | 390·6 P34'B112'F44' FK *B336'1282t APT190t* | 52·0 | 26·3 | British *7 BHpt Cem* *2 „ to 2nd dk* | T.3Cy.26",42"&70"-48" (*s*) 180'b 467NHP SSB,*9cf*,GS169,HS6848 FD J.G.Kincaid&Co.Ld.Grk. | 29 „ 3 s5 „ 5½ 24 „ 0 | |
| 89827 | **Radfield** (*ex* Kostrena-41) | *ss* Tri.3rdNo.3-5,37 1 *Dk*(*pt Stl&pt Irn*)2*tr B & deep framing* 3*dk rule* | 2562 / 2380 / 1627 | ✠100A1 8,40 BS6,40 LMC5,37 | Jck | *t* | CL 8,40 | 1902 1mo | Napier& Miller,Ld Glasgow AP | Ministry of War Transport(White ShippingCo.Ld. *Mgrs.*) *CellDBa&uE* | 314·0 P30'B94'F33' FK *116'f134'680t* | 44·0 | 20·7 | British *5 BHCem* *APT70t* | T.5Cy.23",37"&61"-42" (*s*) 180lb 305NHP NB14 *refitted37* 2SB,*6cf*,GS119,HS5300 D.Rowan&Co.Glasgow | 23 „ 3 s3 „ 0½ 19 „11 | |
| 89828 | **Radchurch** (*ex* Vid-41,*ex* Istina-35) | *ss* Spt.2nd No.3-3,34 *ss* Spt.No.1-38 1 *Dk*(*Stl*) | 3547 / 3259 / 2244 | 100A1 11,39 BS5,39 LMC6,38 | Sch | *x* | CL 6,38 | 1910 *Lloyd* | W.Doxford &Sons,Ld. Sunderland *sA&CP* | Ministry of War Transport(E.R. ManagementCo.Ld *Mgrs.*) *CellDB* | 360·5 P26'B232'F33' FK *a&uE129'f103'854t* | 50·3 | 21·5 | British *6 BHCem* *APT20t* | T.3Cy.26",42"&68"-42" (*s*) 160lb 346NHP 2SB,*6cf*,GS129,HS5755 W.Doxford&Sons,Ld.Sld. | 24 „ 0 s3 „ 2 21 „ 0½ | |
| 89829 | **Radhurst** (*ex* Sava-41,*ex* Nereide) | *ss* Tri.2nd No.3-3,35 *ss* Spt.No.1-39 1 *Dk*(*pt Irn pt Stl*)*& deep framing* | 3473 / 2599 / 2227 | ✠100A1 5,41~~6,39~~ BS10,40 ✠LMC6,39 | Spt NNs | *u* | CL ~~R6,38~~ 5,41 | 1910 6mo *Lloyd* | Cant.Nav. Triestino Monfalcone *sA&CP* | Ministry of War Transport(J.&C. Harrison,Ld. *Mgs*) *CellDBa* | 330·2 P33'B164'F40' FK *104'uE22'f142'767t* | 46·3 | 21·2 | British *6 BHCem* *APT30t* | T.3Cy.23",38"&62"-42" (*s*) 180lb *80lb* 282NHP 2SB,*6cf*,GS126,HS4506 D.Rowan&Co.Glasgow | 23 „ 6 s2 „ 7 21 „ 1½ | |
| 89830 | **Radbury** (*ex* Bor-41,*ex* Izrada-35, *ex* Poldennis, *ex* Izrada) | *ss* Spt.2nd No.3-7,34 *ss* Spt.No 1-39 1 *Dk*(*Stl*) | 3614 / 3265 / 2276 | 100A1 4,40 BS11,39 LMC12,38 | Gen | *x* | CL 3,39 | 1910 *Lloyd* | W.Doxford &Sons,Ld. Sunderland *sA&CP* | Ministry of War Transport(Hadley ShippingCo,Ld. *Mgrs.*) *CellDBa&uE* | 360·2 P26'B232'F33' FK *129'f163'854t* | 50·3 | 21·5 | British *6 BHCem* *FPT99t APT20t* | T 3Cy.26",42"&68"-42" (*s*) 160lb 346NHP 2SB,*6cf*,GS129,HS5755 W.Doxford&Sons,Ld.Sld. | 24 „ 0 s3 „ 1½ 21 „ 0¾ | |
| 89831 | **Radport** (*ex* Federiko Glavic-41) | *ss* Spt.No.3-5,37 1 *Dk*(*Stl*) *Shelter dk*(*Stl*) *3rd dk in No.1 hold* | 5269 / 4899 / 3286 | ✠100A1 *with freeboard* 10,40 MS5,37 ✠LMC BS2,40 | NNs | *a*† | CL 2,40 | 1925 2mo *Lloyd* | Workman Clark&CoLd Belfast *sA&CP* | Ministry of War Transport(J.&C. HarrisonLd. *Mgs.*) *CellDB369'1484t* | 420·6 F38' FK *APT131t* | 54·7 | 25·0 | British *7 BHpt Cem* *Coll to Sh dk* 6 „ *2nd* „) | T.3Cy.25⅝",42½"&70"-51" (*s*) 180lb 484NHP SSB,*9cf*,GS177,HS7104 FD Wrkman,Clark&CoLd.Bel | 28 „ 7 s3 „ 7½ 25 „ 1¾ | |
| 89832 | **Radwinter** (*ex* Durmitor-41, *ex* Plutarch) | 2 *Dks* | 5623 / — / 3581 | | | | | 1913 | Russell& Co. Pt.Glasgow | Ministry of War Transport(Sun ShippingCo.Ld. *Mgrs.*) | 423·5 P38'B123'F48' | 56·0 | 28·7 | British *WB* | T.3Cy.27",44"&73"-48" 369NHP J.G Kincaid&Co.Ld.Grk. | | 0 |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Ferme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière Visite de classification portée ici. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres où noté. ✠ ✠ est dans la L. pl. Dans Cert. Rest. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89833 | R. Stenersen *OilEng* *Mchy.Aft* D.F. *CruiserStern* | | 11000 | ✠100A1 (*ClassContemplated*) *CarryingPetroleum in bulk* | | | | 1941 | A/B Götaverken Gothenburg | StenersensTankrederiA/S(J.Stenersen,*Mgr.*) | 531·3 | 66·1 | 39·8 | Oslo Norwegian | Oil Engines 2S.C.SA 8Cy.26¾"–59$_{16}^{15}$" A/B Götaverken,Got. | | |
| 89834 6788 SLIA | Rio (*ex*Oljaren–41) *OilEng.* *Mchy.Aft* D.F. *CruiserStern* | TwinSc *ssGot.No.3–12,37* 1*Dk(Stl)&Webframes* *Longitudinal framing* | *5468* *4767* *3037* | ✠100A1 ~~4,41 11,39~~ DBS11,39 ✠LMC12,37 *CarryingPetroleum in bulk* | Got | *y* | ~~6.12,37~~ ~~P.11,39~~ 4,41 | 1922 6mo *Lloyd* | Aktieb. Götaverken Gothenburg *sA&CP* | RederiA/B Rio (O.H.W.Dalman, *Mgr.*) *CellDBu* | 389·7 P103′F43′ *E59′ 232t* | 54·9 PK *FPT173t* | 29·7 | Kungsbka Swedish *1B Hpt Asp APT458t* | Oil Engines 4S.C.SA 12Cy.23$_{16}^{3}$"–35$_{16}^{7}$" 629NHP 3DB–*80lb* (*Stbd.Upr.*DB*new*35) Aktieb Götaverken,Got. | 30 ″ 0 24′ 11½ 25 ″ 2¼ | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Rgstr'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ 1st Special Survey. Date of last Survey. | 6 Port of Survey. Year & Engrd. now applied. Equipment Letter. | 7* | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed if not in L.R. Initials of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89951 7579 SEYL | **Solstad III** (*ex*Ilse-40) *ss*Got.No.2-37 *Mchy.Aft* 1 *Dk*(*Stl*) *Cruiser Stern* | | 584 416 280 | ✠100A1 5,40 BS5,40 | Got / LMC7,37 | *h* | 1929 12mo | Aktieb. Lödöse Varf. Lödöse *Lloyd's SA&CP* | RederiA/BSolstad (A.R.Appelqvist, *Mgr.*) | 167·6 174·7(O.L.) P48′F20′ *Cell DB* 110′168*t FPT* 12*t APT* 18*t* | 28·2 FK 3 *BH Cem* | 11·3 | Stockholm Swedish | C.2Cy.14⅞″&32½″–21½″ (*s*) 130lb 50NHP 1SB.2*cf*,GS28,HS850 Aktieb.LödöseVarfLödöse | 13 ″ 5 1 ″ 4 12 ″ 2½ | |
| 89952 | **Savoie** Ⓟ (*ex*Kraljica Marija-40, *ex*Araguaya) D.F. 3 *Dks*(*Stl*–ws*Upt*teak)&*Orlop dk* *Ref.Mchy.* (*Stl*–ws)*in Nos.1&2 Holds* | Twin Sc *ss*Spt.2nd No.3–1,33 *ss*Spt.No.1–37 | 10196 7418 6102 | ✠ … 8,41 ~~BS1,40~~ ~~Lloyd's 11/40~~ ~~for Nos.1&2 orlop dks, No.5 lower hold & 5 chambers in No.5 lower dk only~~ ~~Surveys delayed~~ | Ven / ~~LMC8,37~~ | *f*† | CL 3,39 | 1906 9mo | Workman, Clark&Co.Ld Belfast *Lloyd's SA&CP* | FrenchState (Ministère de la MarineMarchande) (Cie.Générale Transatlantique, *Mgrs.*) | 515·2 P44′B339′F88′ *Cell D Ba&u* E195′ *f* 155′1411*t Tanks a t sides of tun nels* | 61·3 FK 8 *BH Cem* | 30·5 | Marseilles French | Q.sCy.27″,38″,54″&76½″–54″ 215lb (*s*) FD 1514NHP 3D&3SB.36*cf*,GS571,HS23538 Wrkman,Clark&Co.Ld Bel | 34 ″ 0 7 ″ 3½ 27 ″ 2 | |
| 89953 160783 GDTX | **Seapool** D.F. E.S.D. *Cruiser Stern* 1 *Dk&Shelter dk* *Cargo battens not fitted* | | 4820 4290 2858 | ✠100A1 *with freeboard* 8,41 ~~5,40~~ ~~LMC5,40~~ *Fitted for oil fuel* | Lth Hpl / LMC5,40 | *a*† 2 | CL 5,40 | 1940 5mo *Lloyd's SA&CP* | Burntislnd S.B.Co.Ld. Burntisland | PoolShippingCo. Ld.(SirR.Ropner& Co.Ld. *Mgrs.*) *Cell DB* 350′1260*t* | 415·0 425·0(O.L.) FK 6 *BH* ( *Coll to Sh dk* 5 „ *2nd* „) *FPT* 116*t APT* 239*t* | 57·0 | 25·7 | Hartlepool British | T.3Cy.22½″,36″&65″–48″(*s*) 220lb 457NHP 2SB(Spt&FD)&1AuxSB, 5*cf*,GS159,HS6897 D.Rowan&Co.Ld.Gls. | 28 ″ 1 2 ″ 10½ 25 ″ 5 | |
| 89954 | **Salsaas** D.F. E.S.D. 1 *Dk* *Mchy.Aft* *Cruiser Stern* *Carrying Petroleum in bulk* | *Oil Eng.* | 8200 7500 4900 | | | | | 1940 | A/B Götaverken Gothenburg | SkibsA/S Nanset (IverBugge, *Mgr.*) | 465·1 P101′B38′F60′ | 59·4 | 35·9 | Larvik Norwegian *WB* | Oil Engines 4S.C.SA 8Cy.29½″–59 1/16″ 653NHP A/B Götaverken,Got. | | |
| 89955 166045 | **St. Vincent** *Mchy.Aft* *Cruiser Stern* 1 *Dk* *Cargo battens not fitted* | *Oil Eng.* | 484 325 243 | ✠100A1 ~~1,40~~ 11,40 ~~LMC4,40~~ | Brs / LMC4,40 | *g* | OG 4mo *Lloyd's SA&CP* | 1940 C.Hill& Sons,Ld. Bristol | Osborn&Wallis, Ld. *Cell DB* 93′130*t* | 155·0 161·9(O.L.) P46′Q48′F18′ *Cell DB* 97*t* 0*t APT* 18*t* | 27·1 FK 3 *BHpt Cem pt Asp* | 9·6 | Bristol British | Oil Engines 4S.C.SA 6Cy.10¼″–14½″ 61NHP Ruston&Hornsby,Ld.Lcn. | 11 ″ 8 4 ″ 0½ 11 ″ 6½ | |
| 89956 165783 GBYG | **Sutherland** D.F. 1 *Dk&Shelter dk* *Cruiser Stern* *Tonnage opening closed'41*(*W.E.*) | *Oil Eng.* | 5172 4657 2992 | ✠100A1 *with freeboard* ~~8,40~~ ~~5,40~~ 11,40 ~~LMC5,40~~ | Sld / Mch | *a*† 2 | CL | 1940 5mo *Lloyd's SA&CP* | Wm.Dox-ford&SonsLd Sunderland | B.J.Sutherland& Co.Ld. *5 divisional watertight B Hs in Sh'tween dks* *Cell DB* 356′1180*t MT* 29′ 1205*t FPT* 134*t APT* 166*t* | 427·6 442·9(O.L.) FK 7 *BHpt Cem* ( *Coll to Sh dk* 6 „ *2nd* „) | 56·5 | 26·5 | Newcastle British | Oil Engines 2S.C.SA 3Cy.23⅝″–91 5/16″ 516NHP 2DB *120lb* Wm.Doxford&Sons,Ld Sld | ~~20 ″ 0~~ ~~8 ″ 3~~ ~~25 ″ 10½~~ 38 ″ 2 s11 ″ 6 26 ″ 10¾ | |
| 89957 DRBE | **Sankt Jürgen** *Ref.Mchy.* *Mchy.Aft* 1 *Dk* | | 640 513 343 | | | | | 1924 | Nrddtsche UnionWerke Boitzenburg | Sartori&Berger *WB* | 173·1 Q52′B66′F22′ | 29·4 | 13·1 | Lübeck German | T.3Cy.13⅜″,21⅝″&35″–23⅝″ Waggon-u. 60NHP Maschinenbau A.G.Görlitz | | G |
| 89958 DRBI | **Sankt Lorenz** *Ref.Mchy.* *Mchy.Aft* 1 *Dk* | | 641 513 343 | | | | | 1924 | Nrddtsche UnionWerke Boitzenburg | ArthurSommer (Joh.Ick, *Mgr.*) *WB* | 173·1 Q52′B66′F22′ | 29·4 | 13·0 | Lübeck German | T.3Cy.13⅜″,21⅝″&35″–23⅝″ Waggon-u. 60NHP Maschinenbau A.G.Görlitz | | G |
| 89959 156145 | **Sinbad** Ⓟ (*ex*Hannover-40) D.F. E.S.D. | *Oil Eng.* | 5537 4397 | | | | | 1939 | Bremer Vulkan Vegesack | Ministry of Shipping(CunardWhite Star,Ld. *Mgrs.*) | 441·9 P22′B&F405′ UpperF58′ | 56·3 | 23·1 | Kingston, Jamaica British | Oil Engines 2S.C.DA 7Cy.23⅝″–43 5/16″ 1357NHP Bremer Vulkan,Vegesack | | |
| Now "Empire Audacity," *see No.* 82949 *in Supplement* | | | | | | | | | | | | | | | | |
| 89960 | **Santa Maria** (*ex*Warwick-40) 2 *Dks* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Mchy.Aft* *Longitudinal framing* | | 4469 3946 2628 | ✠ … 5,21 ✠ | | | | 1921 1mo | Baltimore D.D.&S.B. Co. Baltimore | ~~Joaquin Monteiro de Carvalho~~ Navebras Soc.Anon. | 340·1 P92′B35′F31′ | 49·2 | 28·7 | R.Janeiro Brazilian | DR geared steam turbine NB37 WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. | 28 ″ 7 | R † |
| 89961 | **Sea Panther** D.F. E.S.D. G'C. 3 *Dks* *Longitudinal framing* *Cruiser Stern* | | 8900 | | | | | 1940 | MooreDry DockCo. Oakland,Cal. | UnitedStates Maritime Commission *WB* | 468·3 F44′ | 69·7 | 38·8 | S.Frncisco Utd.States | 2 steam turbines DR geared to 1 sc. shaft 1417NHP | | |
| Now "Mormacsea," *see No.* 89072 *in Supplement* | | | | | | | | | | | | | | | | |
| ~~Now Mormacstar,~~ *see No.* 89072 *in Supplement* | | | | | | | | | | | | | | | | |
| 89962 | **Silenus** E.S.D. *Mchy.Aft* *Cruiser Stern* | *Oil Eng.* | 8320 5057 | 100A1 (*Class Contem plated*) *Carrying Petroleum in bulk* | | | | 1940 | CaledonS. B.&E.Co.Ld. Dundee | Rederiaktieb. Nordstjernan(A. A.Johnson. *Mgr.*) | 466·3 P103′B38′F57′ | 59·4 | 35·9 | Swedish | Oil Engines 4S.C.SA 8Cy.25 9/16″–55⅛″ Hwthrn,Leslie&CoLd.Nwc | 35 ″ 6 s7 ″ 9 27 ″ 11½ | |
| Now "Athelvictor," *see No.* 87035 *in Supplement* | | | | | | | | | | | | | | | | |
| 89963 168502 GNRJ | **Shirrabank** D.F. E.S.D. 2 *Dks*, 3rd *Dk in No.1 hold* *Cruiser Stern* *Carrying cargo oil F.P. above 150 F. or lat ex in deep tanks aft* | *Oil Eng.* | 7274 6810 5247 | ✠100A1 *with freeboard* 12,40 ✠LMC12,40 *Carrying oil fuel F.P. above 150 F. in after peak tank* | Bel / *Lloyd's SA&CP* | *b*† | CL | 1940 12mo *Lloyd's SA&CP* | Harland& Wolff,Ld. Belfast | Bank Line,Ld. (A.Weir&Co. *Mgrs.*) *Cell DB* 360′1224*t DT* s.a 30′1199*t FPT* 11*t APT* 198*t* | 433·2 450·4(O.L.) F42′ FK 8 *BH* (*Coll B H to W.B.T B Hs* 6 *divisional W.T.B Hs in 'tween decks* *fore peak tank* | 57·3 (*Coll B H to 2nd dk*) | 33·6 | Belfast British | Oil Engines 4S.C.SA 6Cy.29½″–59 1/16″ 490NHP 2DB *120lb* Harland&Wolff,Ld.Bel. | 38 ″ 8 s11 ″ 11½ 26 ″ 10½ | |
| 89964 | **St. Essylt** D.F. E.S.D. *Cruiser Stern* | *Oil Eng.* | 4894 | 100A1 (*Class Contem plated*) | | | | 1940 | JLThomp-son&SonsLd. Sunderland | SouthAmerican SaintLine,Ld. (B.&S.ShippingCo. Ld. *Mgrs.*) | 442·5 | 58·1 | 24·7 | Newport British | Oil Engines 2S.C.SA 4Cy.23⅜″–91 5/16″ Richardsons,Westgarth& Co.Ld.Hpl. | | |
| 89965 168094 BCJM | **Serenity** *Mchy.Aft* Wireless 1 *Dk* *Cruiser Stern* *Cargo battens not fitted* | *Oil Eng.* | ~~520~~ 557 361 286 | ✠100A1 5,41 ~~(Class Contem plated)~~ ✠LMC5,41 | Grk / | *h* | OG | ~~1940~~ 1941 5mo *Lloyd's SA&CP* | G.Brown &Co. (Marine)Ld. Greenock | F.T.Everard& Sons,Ld. *Cell DB* 103′134*t FPT* 90*t APT* 51*t* | 168·9 176·0(O.L.) ~~Q105~~ F18′ Q106′ FK 3 *BHpt Asp* | 27·7 | 9·6 | London British | Oil Engines 2S.C.SA 5Cy.12½″–16¾″ 71RHP Newbury Diesel Co.Ld. Newbury | 11 ″ 7 s3 ″ 8 11 ″ 7 | |
| 89966 | **Suriyothai Nawa** (*ex*Admiral Laws-40, *ex*Sunugentco) 1 *Dk*(*Stl*) 2nd *tr B in fore & after holds & Web frames* *Fitted for oil fuel* | | 3268 3005 2007 | ✠ … 2,35 ✠ | LAn / | *v* | | 1921 8mo | Submarine BoatCorp. Newark,N.J. | Thai Maritime NavigationCo.Ld. *Cell DB* 251′827*t D Tf* 20′394*t FPT* 111*t APT* 69*t* | 324·0 P30′B90′F35′ FK 6 *BHpt Cem* | 46·2 | 25·0 | Bangkok Thai | 1DR geared steam turbine HS5800 386NHP 2 Water Tube Boilers WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R † |
| 89967 168022 GCSS | **Stuart Prince** D.F. E.S.D. 1 *Dk&Shelter dk* *Cruiser Stern* *Tonnage opening closed'41*(*W.E.*) | | ~~1913~~ ~~1510~~ ~~913~~ 1911 1507 919 | ~~100A1~~ ~~with freeboard~~ ~~5,41~~ ~~10,40~~ ~~(Class Contem plated)~~ ✠LMC10,40 | ~~Mob~~ ~~Lth~~ Hul / | *f* | CL | 1940 10mo *Lloyd's SA&CP* | Smith's DockCo.Ld. S.Bank,Mdb. | PrinceLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) *5 divisional watertight B Hs in Shelter 'tween dks* *Cell DB* 247′494*t FPT* 31*t APT* 48*t* | 304·0 315·0(O.L.) ~~B66′F23′~~ B60′F26′ | 44·2 FK 6 *BHpt Asp* (*Coll B H to Sh dk* 5 *B H to 2nd dk*) | 16·5 | London British | T.3Cy.21″,35′&60″–42″ 220lb (*s*) 395NHP 2SB(Spt)6*cf*,GS125,HS5968 FD Smith's Dock Co.Ld.Mdb | ~~19 ″ 8~~ ~~8 ″ 0~~ ~~18 ″ 11½~~ 26 ″ 6 s6 ″ 9 19 ″ 11½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné au maintenant exprès. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dis. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. (Franc-bord au milieu du navire.) Tirant d'eau correspondant. *pds. ps.* | 15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89968<br>167303<br>GMPD | **Saint-Clair II**<br>(*ex*Saint-Clair-40)<br>D.F. | *ss*Nts.No.1-33<br>2*Dks*(*Stl*) | 3753<br>3455<br>2244 | ✠ ...<br>4,35<br>✠ | Nts | *v* | | 1929<br>8mo | Swan,Hunter&Wigham Richardson, Ld.Sunderlnd | Ministry of Shipping(United AfricaCo.Ld.*Mgs*) | 347·5\|48·3\|25·3<br>P25′B106′F32′ FK<br>*CellD B290′890t FPT141t APT153t* | Cardiff<br>British<br>6*BHptCem* | T.3Cy.22½″,37″&60″-42″& 1 LP turbine withDRgearing & hydraulic coupling 434NHP<br>3SB,9*cf*,GS160,HS5920<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 28 ″ 0 | V<br>† |
| 89969<br>~~127183~~<br>~~GDMK~~<br>165255<br>MKDR | **St. Catherine** Ⓟ<br>*Well deck*<br>Wireless E.S.D. | *ss*Abn.No.3-5,28<br>*ss*Abn.No.2-36<br>2*Dks*(*U Stl*-ws) | 1216<br>825<br>618 | ✠100A1<br>10,39<br>BS7,40 ✠LMC5,~~41~~36 | Lth | *p* | OG<br>10,39 | 1916<br>2mo | CaledonSB &E.Co.Ld. Dundee<br>*Lloyd'sA&CP* | North of Scotland& Orkney&Shetland SteamNav.Co.Ld.<br>*CellDBa54′u* | 243·3\|34·9\|15·2<br>*36·9*<br>253·0(O.L.)<br>P&B161′F64′ BK8″<br>*E20′f92′160t FPT 4t APT5t* | Aberdeen<br>British<br>4*BHCem* | T.3Cy.18″,30½″&50″-36″(*r*) 185lb 214NHP s<br>2SB,6*cf*,GS126,HS3967<br>CaledonS.B.&ECo.Ld.Dun | 16 ″ 3<br>1 ″ 6½<br>16 ″ 5 | BT<br>~~Stl~~<br>~~5·40~~<br>7,41 |
| 89970 | **Surprise**<br>D.F. E.S.D. GyC.<br>Sub.Sig. | *Oil Eng.*<br>3*Dks*<br>*Cruiser Stern* | 6022<br>5956<br>3559 | | | | | 1940 | Tampa S.B.&E.Co. Tampa | United States MaritimeCommission | 438·3\|63·2\|27·5<br>P39′B75′F39′<br>*WB* | Bostn,Mas<br>Utd.States | 2 Oil Engines 2S.C.SA 18Cy.21″-29″&hydraulic couplings SR geared to 1 sc. shaft 1390NHP<br>NordbergMfg.Co. | | |
| 89971<br>166000<br>~~GNTY~~ | **Saint Rule**<br>*Mchy.Aft* | *Oil Eng.*<br>1*Dk*<br>*Cruiser Stern*<br>*Cargo battens not fitted* | 524<br>349<br>285 | ✠100A1<br>2,41<br>~~(*Class Contem plated*).~~<br>✠LMC2,41 | Bwg | *h* | OG | ~~1940~~<br>1941<br>2mo<br>*Lloyd'sA&CP* | Scott& Sons Bowling | J.&A.Gardner& Co.Ld. | 166·2\|27·1\|9·6<br>172·2(O.L.)<br>Q93′B7′F21′ FK<br>*CellDB100′152t FPT34t APT23t* | Glasgow<br>British<br>3*BHCem* | Oil Engines 2S.C.SA 7Cy.9½/16-16⅝″ 118NHP<br>BritishAuxiliaries,Ld.Gls. | 11 ″ 6<br>s3 ″ ~~9~~<br>11 ″ 3½ | |
| 89972<br>168065<br>BCDM | **Stanford**<br>D.F. ! | 2*Dks*<br>*Cruiser Stern* | ~~5090~~<br>~~3578~~<br>~~3000~~<br>5969<br>5578<br>3584 | ✠100A1<br>*with freeboard*<br>5,41 ~~2,41~~<br>~~(*Class Contem plated*).~~<br>✠LMC2,41 | Sld<br>Mch | *z* | CL | ~~1940~~<br>1941<br>2mo<br>*Lloyd'sA&CP* | W.Pickersgill&SonsLd. Sunderland | StanhopeS.S.Co. Ld. (J.A.Billmeir& Co.Ld.*Mgrs.*) | 401·0\|54·0\|33·2<br>415·0(O.L.)<br>~~F38~~F39′ FK<br>(*CollBHtoWdk6BHto2nd dk*)<br>6 *DivisionalW.T.BHs in 'tween dks*<br>*CellDB341′1048t FPT152t APT167t* | London<br>British<br>7*BHCem* | T.3Cy.23½″,38″&66″-45″ 2201b (*s*) 398NHP<br>2SB,6*cf*,GS131,HS5342 FD<br>GeorgeClark(1938)Ld.Sld. | 35 ″ 8<br>s10 ″ 1½<br>25 ″ 9½ | |
| 89973<br>HPQN | **San Luciano** (*ex*Argyll-40)<br>*ss*L.An.No.2-38 | *ss*S.Fo.3rdNo.3-9,30<br>2*Dks*(1*Stl*&*U Irn*-ws)& *web frames*3*Dk rule* | 2953<br>2626<br>1880 | ✠100A1<br>2,41 ~~1,40~~<br>~~BS10,39~~ ✠LMC12,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,03 *F.P. above* 150° F. | LAn | *u* | CL<br>~~10,37~~<br>1,41 | 1892<br>6mo | W.Gray& Co.(Ld.) WHartlepool<br>A&CP | Cie.DuBoleo | 320·2\|40·7\|24·4<br>P31′B80′F37′ BK10″<br>*CellDBuE&B52′125t* | Panama<br>Pnamanian | T.3Cy.25″,40⅝″&65″-42″(*s*) 160lb 283NHP<br>2SB,6*cf*,GS112,HS4380<br>CenMarEWks(Ld),WHpl. | 27 ″ 0 | |
| 89974<br>8437<br>SDHN | **Sunnanland**<br>D.F. E.S.D. GyC.<br>*Ref.Mchy.* | TwinSc<br>*Oil Eng.*<br>1*Dk*&*Shelter dk*<br>*Strengthened for navigation in ice*<br>*Butts of shell plating elec. welded*<br>*Cruiser Stern* | 3240<br>2516<br>1416 | ✠100A1<br>*with freeboard*<br>7,40<br>✠LMC7,40<br>✠Lloyd'sRMC7,40<br>No.3 fwd. hold &'tween dks for temp.35°F.<br>No.3 aft hold for temp.25°F. Aft wings of No.3 'tween dks for temp.18°F. Centre chmbr for temp.14°F.<br>*Carrying vegetable oil in forward wing tanks and centre tanks in way of tunnels* | Got | *y* | CL | 1940<br>7mo | Eriksbergs M.V.Aktieb. Gothenburg<br>*Lloyd'sA&CP* | Ångf.A/B Tirfing (SvenskaOrient Linien(T.E.J:son Broström,*Mgr.*)) | 385·2\|54·7\|18·2<br>406·5(O.L.)<br>FK<br>(*Coll toSh dk* 6 ,,2nd,,)<br>*CellDB3* 10′1121*t tanks in way of tunnels* | Gothenbrg<br>Swedish<br>7*BH* DB80lb | Oil Engines 2S.C.SA 18Cy.19¹³/₁₆″-35⅞″ 1213NHP s<br>EriksbergsM.V.AktiebGot | 23 ″ 9<br>1 ″ 5¾<br>22 ″ 5¾ | |
| 89975<br>8443<br>SDQT | **Sonja**<br>Wireless | 1*Dk*&*Shelter dk*<br>*Cargo battens not fitted*<br>*Cruiser Stern*<br>*Strengthened for navigation in ice* | ~~1588~~<br>*1588*<br>*1342*<br>850 | ✠100A1<br>*with freeboard*<br>3,41 ~~3,40~~<br>✠LMC8,40 | Hbg<br>Skm | *s* | OG | 1940<br>8mo | Helsingborgs Varfs Aktiebolaget Helsingborg | A/B Transmarin (S.Redig,*Mgr.*) | ~~279·1~~<br>281·1<br>295·6(O.L.) FK<br>(*CollBHtoShltr dk*3*BHto2nd dk*)<br>*CellDB234′930t APT61t* | Hlsngborg<br>Swedish<br>4*BHCem* | T.3Cy.20¹³/₁₆″,31⅞″&52⅜″- 35½″ (*s*) 244NHP 2130lb<br>2SB(Spt)6*cf*,GS83,HS3522 FD<br>Helsingborgs Varfs A/B | 18 ″ 9<br>s ″ 5<br>18 ″ 5 | |
| 89976<br>168049<br>GNWW | **Suncrest**<br>D.F. | ~~4~~Mst<br>~~*Fitted for oil fuel*~~<br>1*Dk*&*Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed'41*(*W.E.*) | 5117<br>4604<br>~~3084~~<br>3031 | ✠100A1<br>*with freeboard*<br>7,41<br>✠LMC12,40<br>(~~*Class Contem plated*~~).<br>*Fitted for oil fuel* 12,40 *F.P. above* 150° F. | Lth<br>Gls | *a*†<br>2 | CL | 1940<br>12mo | BurntislndS.B.Co.Ld Burntisland<br>*Lloyd'sA&CP* | CrestShippingCo. Ld. | 420·0\|58·0\|26·3<br>436·0(O.L.) FK<br>(*CollBHtoSh dk*6*BHto2nd dk*)<br>*CellDB356′1336t FPT163t APT277t* | London<br>British<br>7*BHptCem* | T.3Cy.22½″,36″&65″-48″ 2201b (*s*) 458NHP<br>2SB(Spt&FD)1AuxSB 8*cf*,GS159,HS6912<br>D.Rowan&Co.Ld.Gls. | 37 ″ 10<br>s11 ″ 3¾<br>26 ″ 9 | |
| 89977 | **Sisunthon Nawa**<br>(*ex*MartinSivertsen-40,*ex*Admiral Wood-40, *ex*Sugillenco) | *ss*S.Fo.No.3-5,33<br>1*Dk*(*Stl*)2*tr E in fore* & *after holds*& *Web frames*<br>*Fitted for oil fuel* | 3285<br>3005<br>1997 | ✠ ...<br>2,35<br>✠ | SFo | | | 1920<br>12mo | Submarine BoatCorp. Newark,N.J. | Thai Maritime NavigationCo. Ld | 324·0\|46·2\|25·0<br>P30′B90′F35′ FK<br>*CellDB251′827t D Tf*20′394*t FPT111t* | Bangkok<br>Thai<br>6*BHptCem* | 1 DR geared steam turbine 38CNHP<br>2WTB HS5800<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R<br>† |
| 89978<br>46803<br>JSZN | **Syoka Maru** | | 1381<br>—<br>758 | | | | | 1939 | Namura Shpyd.Co.Ld Osaka | SyohukuKisen K.K. | 226·1\|35·8\|19·0 | Tokyo<br>Japanese | Steam Engines | | |
| 89979<br>33569<br>JCDC | **Syoei Maru** (*ex*ShoyeiMaru-38, *ex*GeneralLukin,*ex*Oakwin, *ex*WarOasis) | 1*Dk* | 3083<br>2843<br>1859 | ✠ ...<br>10,21 | | | | 1919<br>2mo | W.Gray& Co.Ld. WHartlepool | TowaKisenK.K. | 331·9\|46·5\|25·5<br>P33′B100′F29′ FK<br>*WB* | Tarumi<br>Japanese | T.3Cy.25″,41″&68″-45″ 358NHP<br>Cen.Mar.Eng.Wks.W.Hpl | 25 ″ 6 | C<br>† |
| 89980<br>5425<br>SLVE | **Selene** (*ex*Helios-40,*ex*Edvard-35, *ex*Barbro,*ex*Bolero, *ex*Barbro, *ex*Elorrio)<br>*Well deck* | *ss*Hbg.3rdNo.3-4,27<br>*ss*Tln.No.2-36<br>1*Dk*(*Stl*)&*Web frames*<br>*Cargo battens not fitted* | *1309*<br>*1148*<br>770 | ✠100A1<br>Examined 4,41 Npt<br>BS8,40 ✠LMC5,~~46~~36 | ~~Liv~~ | *o* | CL<br>5,38 | 1894<br>7mo | W.Pickersgill&Sons Sunderland<br>A&CP | I.Fagreus | 240·2\|35·8\|16·0<br>Q87′B58′F30′ FK<br>*DBa69′f88′309t* | Stockholm<br>Swedish<br>4*BHCem* | T.3Cy.19¹³/₁₆″,31¹⁵/₁₆″&51″-36″ 160lb (*r*) 171NHP s<br>2SB,4*pf*,GS69,HS2797<br>G.Clark,Ld.Sunderland | 17 ″ 0<br>s 1 ″ 3<br>15 ″ 11 | |
| 89981<br>209117<br>KMWP | **Susan Olson**<br>(*ex Barge*California-40, *ex Steamer*-39,*ex*Willamette-32)<br>*Mchy.Aft* Wireless | Wood | 953<br>—<br>495 | | | | | 1911 | Hammond LumberCo. FairhavenCal | OliverJ.Olson &Co. | 194·7\|40·0\|15·2 | S.Frncisco<br>Utd.States | T.3Cy.13½″,23″&40″-30″ 88NHP<br>Moore&Scott,IronWks. | | |
| 89982<br>7046<br>SGOJ | **Storfors** (*ex*StenSture-40) | 1*Dk* | 898<br>*643*<br>*533* | | | | | 1923 | Larvik Slip &Verkstad Larvik | UddeholmsAktieb. (FritiofOlsson, *Mgr.*) | 195·8\|31·8\|12·5<br>Q56′B50′F25′ | Uddeholm<br>Swedish | T.3Cy.14″,23″&38″-27″ 75NHP<br>*WB* LarvikSlip&VærkstedA/S | | N |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year & Month new expired. Equipment Letter. | 7* Date when tail shaft last scrd. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Re-Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89983<br>1220<br>JFEI | **Singyo Maru**<br>(*ex*HounMaru-40)<br>*Mchy.Aft* | **IronCtr**<br>**1Dk** | 528<br>—<br>368 | | | | | 1890 | Kawasaki Dkyd.Co.Ld. Kobe | KeihinSyosenK.K. | 160·8\|27·2\|13·4 | | | Tokyo Japanese | C.2Cy.21″&39″–24″ 62NHP KawasakiDkydCoLd Kobe | | |
| 89984<br>168075<br>MNPY | **Stuart Queen**<br>Wireless E.S.D.<br>*Mchy.Aft* | **1Dk**<br>*CruiserStern* | 1224<br>874<br>625 | | | | | ~~1940~~<br>1941 | Ardrossan DockyardLd. Ardrossan | ~~CoastLines,Ltd~~<br>BritishChannel IslandsShipping Co.Ld. | ~~238·8\|34·0\|16·0~~<br>P59′Q122′B14′F23′<br>238 5\|34·2\|14·2 | | | Liverpool British *WB* | T.3Cy.14″,24″&42″–27″ 93NHP J.G.Kincaid&Co.Ld.Grk. | | |
| 89985<br>47051<br>JWVN | **Sumanoura Maru** | | 3519<br>—<br>2049 | | | | | 1939 | Mitsubishi JukogyoK.K Yokohama | MitsubishiShoji Kaisya,Ld. | 343·9\|48·2\|27·9 | | | Tokyo Japanese | Steam Engine | | |
| 89986 | **Santa Agueda** (*ex*Providencia-40, *ex*Olson&Mahony) | **1Dk** | 1630<br>—<br>947 | | | | | 1907 | Harlan& Hollngswrth Wlmgtn,Del. | Cie.duBoléo | 224·3\|41·2\|20·6 | | | Panama Pnamanian | T.3Cy.19″,30″&50″–36″ 150NHP | | |
| 89987<br>OFCB | **Sally** (*ex*Oswal-37,*ex*Norrköping, *ex*Edmond-Gustave,*ex*Greylands)<br>*ssGot.3rdNo.3–10,34*<br>*1Dk(Irn)2trB&Webframe* | | 2533<br>—<br>1462 | ✠ ... 4,38 ✠ | Skm | *t* | | 1896<br>3mo | W.Gray& Co.Ld. WHartlepool | RederiA/B Sally (A.Johansson, *Mgr.*) | 325·3\|44·1\|20·2<br>311·0<br>P27′B70′F31′ FK<br>*Cell DBa&uE128′ f126′* | Mariehmn Finnish | T.3Cy.23″,36½″&62″–39″ 244NHP<br>*BHCem*<br>2SB,*4rf,2cf*,GS83,HS3720<br>684t*APT40t* Cen.Mar.Eng.Wrks.WHpl | 23 ″ 3 | V<br>† |
| 89988 Ⓟ | **Saga**<br>*OilEng.*<br>D.F. E.S.D.<br>*Ref.Mchy.* | *CruiserStern* | 5000 | 100A1<br>*withfreeboard*<br>(*ClassContem plated*) | | | | 1940 | Akt.Lind-holmens Varv Gothenburg | Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) | 400·0\|35·1\|29·0<br>F44′ | Gothenbrg Swedish | 4 Oil Engines 4S.C.SA<br>3 2Cy.19½″–27½″ with electro-magneticslip couplings&SR gearing<br>A/B Gotaverken,Got. | | |
| 89989<br>8473<br>SEAT | **Skogaland**<br>*OilEng.*<br>D.F. E.S.D.<br>*Ref.Mchy.* | **TwinSc**<br>*CruiserStern* | 3200<br>2500<br>1400 | 100A1<br>*withfreeboard*<br>(*ClassContem plated*) | | | | 1941 | Eriksbergs M.V.Aktieb. Gothenburg | Ångf.A/B Tirfing (SvenskaOrient Linien(T.E.J:son Broström,*Mgr.*)) | 385·2\|54·7\|18·2 | Gothenbrg Swedish | Oil Engines 2S.C.SA<br>18Cy.19½″–35½″<br>EriksbergM.V.Aktieb.Got | | |
| 89990 | **Santa Monica**(*ex*HubertSchafer-40, *ex*RobertJohnson, *ex*LakeSebago)<br>*Fitted for oil fuel*<br>1Dk | | 2010<br>1631<br>1227 | ✠ ... 9,20 ✠ | | | | 1918<br>5mo | ToledoS.B. Co. Toledo,O. | Cia.Maritima SamsocLtda. | 252·0\|43·5\|18·9<br>P21′B64′F30′ FK | Panama Pnamanian *WB* | T.3Cy.20½″,33″&54″–40″ 260NHP<br>ToledoS.B.Co.Toledo,O. | 21 ″ 0 | |
| 89991 | **Selma Thordén**<br>*OilEng.*<br>D.F. E.S.D. GyC.<br>*Ref.Mchy.* | *CruiserStern* | 3645<br>2776<br>1868 | 100A1<br>*withfreeboard*<br>(*ClassContem plated*) | | | | 1941 | Crichton-Vulcan A.B. Åbo | RederiA/B Suomi (G.B.Thordén, *Mgr.*) | 365·9\|51·4\|21·6 | Helsingfrs Finnish | Oil Engines 2S.C.SA<br>7Cy.25⅝″–49⅜″<br>Crichton-VulcanA.B.Åbo | | |
| 89992<br>172593<br>VTGY | **Sheelavati** (*ex*Odda-41, *ex*Tormod)<br>*ssOsl.No.1–25*<br>*Well deck* 1Dk | | 840<br>679<br>497 | ✠ ... 6,28 ✠ | | | | 1921<br>5mo | E.J.Smit& Zoon Westerbroek | BombaySteam NavigationCo.Ld. | 206·6\|32·1\|13·3<br>Q66*t*H47*t*F24*t*<br>FK | Bombay British *WB* | T.3Cy.15″,23½″&39½″–23½″ 105NHP<br>E J Smit&Zoon,Hoogezand | 15 ″ 5 | N<br>† |
| 89993<br>36043<br>JFQC | **Sorati Maru** (*ex*SorachiMaru-38)<br>**1Dk** | | 4107<br>3419<br>2487 | | | | | 1930 | Mitsui Bussan Kaisha,Ld. TamaDkyd. | HokkaidoTanko KisenK.K. | 351·5\|49·0\|27·7<br>P31′B96′F34′ | Tokyo Japanese *WB* | T.3Cy.22″,37″&61″–42″ 241NHP<br>MitsuiBussanKaisha,Ld. | | O |
| 89994<br>FGLK | **Seaham** (*ex*Oceaan-40)<br>*OilEng.*<br>*Mchy.Aft* 1Dk<br>*CruiserStern* | | 400<br>254<br>205 | ✠100A1<br>11,39<br>✠LMC11,39 | Gro | *f* | OG | 1939<br>11mo | Gebr.van Diepen N.V. Waterhuizen<br>*Lloyd's SA&CP* | Scheepvaart-en SteenkolenMaats, N.V.<br>*Cell DB90′108t FPT52t* | 146·2\|26·0\| 8·9<br>155·0(O.L.)<br>P43′Q47′F21′ FK<br>*APTs14t* | Groningen Dutch *BH* | Oil Engines 4S.C.SA<br>6Cy.11⅛″–18⅛″ 81NHP<br>WerkspoorN.V.Ams. | 10 ″ 6 | |
| 89995<br>47681<br>JSMO | **Syoto Maru** (*ex*Illenao-40, *ex*Londonier-39)<br>*ssAnt.No.3–12,31*<br>*ssBry.No.2–39*<br>D.F. 1Dk(*Stl*)&2nd dk(*Stl*) *except in way of cross bunker* | | 5254<br>—<br>3679 | ✠100A1<br>9,40<br>✠LMC<br>MS10,39 BS9,40 | LAn | *y* | OL<br>9,40 | 1919<br>10mo | Lloyd Royal Belge (Gt.Britain) Ld. Glasgow<br>*Lloyd's SA&CP* | MatsuokaKisen K.K.<br>*CellDB* | 400·8\|52·3\|28·5<br>413·0(O.L.)<br>P49′B113′F38′ FK<br>344′1062*t FPT127t* | Asiya Japanese<br>*BHCem*<br>*APT223t* | T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP<br>3SB,*9cf*,GS120,BS7663 FD<br>D&W Henderson&CoLdGls | 31 ″ 0 | |
| 89996<br>28026<br>JAQA | **Setuyo Maru** (*ex*BandaiMaru-40)<br>*ssKob.No.3–10,33*<br>*ssOsa.No.1–37*<br>*1Dk(Stl)&Shelter dk(Stl)*<br>*Webframes in E&B&in No.2 hold 2nd trB in Nos.1,3&4holds* | | 4147<br>3874<br>2541 | ✠ ... 11,39 ✠ | Yka | | | 1921<br>7mo | Nitta Shipyard Osaka | HokkaidoTanko K.K.<br>*CellDB296′800t* | 340·0\|46·5\|32·7<br>B34′F38′*on Shelter dk* FK<br>*FPT63tAPT87t* | Tokyo Japanese *Cem*<br>*BHtoSh dk* 1 „ „ *U* „ | T.3Cy.23½″,37½″&65″–48″ 348NHP<br>3SB,*9cf*,GS139,HS5651<br>Fujimura,Osaka | 32 ″ 9 | |
| 89997<br>8475<br>SEFT | **Sven Salén**<br>*OilEng.*<br>D.F. E.S.D.<br>*CruiserStern* | | 4900<br>4200<br>2850 | 100A1<br>*withfreeboard*<br>(*ClassContem plated*) | | | | 1941 | Eriksbergs M.V.Aktieb. Gothenburg | Rederi A/B Jamaica (SvenSalén,*Mgr.*) | 418·2\|56·7\|25·1<br>F39′ | Stockholm Swedish | Oil Engines 2S.C.SA<br>6Cy.29½″–55½″<br>EriksbergM.V.Aktieb.Got | | |
| 89998 | **Solon Turman**<br>*3Dks*<br>D.F. E.S.D. GyC. *Fitted for oil fuel* | | 7000 | | | | | 1941 | Bethlehem Steel Co.S.B. Division Sparrow's Pt. Md. | UnitedStates Maritime Commission | 395·0\|60·0\|37·5 | Houston, Tex. Utd. States | 2Steam turbines DR geared to 1 sc. schaft 666NHP<br>BethlehemSteelCo.S.B. Division,Quincy,Mass. | | |
| 89999<br>HPTQ | **Stanvac Melbourne**<br>D.F. E.S.D. GyC. *CruiserStern*<br>*Mchy.Aft* *Longitudinal framing* | | ~~10444~~<br>~~9431~~<br>~~6897~~<br>10013<br>8979<br>6021 | 100A1<br>(*ClassContem plated*)<br>*CarryingPetroleum in bulk* | | | | 1941 | SunS.B.& Dry Dock Co. Chester,Pa. | PetroleumShipping Co.Ld. | 500·0\|68·0\|37·0<br>P106′B34′F54′ | Panama Pnamanian | 2 steam turbines SR geared to 1 sc. shaft<br>WestinghouseElec.&Mfg. Co.Phl. | 37 ″ 0<br>s7 ″ 1½<br>30 ″ 0½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréements, etc. Ex-nom, s'il y a lieu. Visites Périodiques | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Part de Visite. | 7 Forme adoptée (mais jaugeant exprd. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 Registres où noté si n'est dans le L. R. Durée Cert. Ins. Trafic. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90000 38732 JBTI | **Sinanogawa Maru** (*ex* UyoMaru–41) *Oil Eng.* *ss* Kob. No. 1–37 2 *Dks* (*Stl*) | | 7503 6069 5477 | ✠100A1 10,39 ✠LMC CS8,37 DBS10,39 9,38 *Carrying cargo oil F. P. above* | Tama | *b*† | CL 9,38 | 1933 10mo *Lloyd's* | Mitsubishi ZosenKaisha Ld. Nagasaki *A&CP* | ToyoKaiunK.K. *'Tween dk B H above Tank B H dispensed with* *Cell D B368' 1383t F PT259t A P Ts224t D Ta* | 436·4 P30'B157'F41' FK 150' | 58·5 *after Deep* | 32·8 Tokyo Japanese *pt Cem* 6 *B H to U dk* 1 „ „ 2nd „ 36'1131t | Oil Engines 2S.C.SA 6Cy.28⅜"–49⅛" 839NHP s DB*120lb* MitsubishiZosenKaishaLd. | 32 *ft* 10 6 *ft* 6¾ 27 *ft* 5½ | |
| 90001 | **Stanvac Palenbang** D F. E.S.D. GyC. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing* | | 10444 9431 6397 | 100A1 (*Class Contem plated*) *Carrying Petroleum in bulk* | | | | 1941 | SunS.B.& DryDockCo. Chester, Pa. | Petroleum ShippingCo.Ld. | 500·0 P106'B34'F54' | 68·0 | 37·0 | Panama Pnamanian | 2 steam turbines SR geared to 1 sc. shaft WestinghouseElec.&Mfg. Co.Phl. | | |
| 90002 ~~Skane~~ 6515 SDTN | **Skåne** (*ex* Boren–41) *ss* Got. No. 3–12, 33 Skåne D.F. *ss* Got. No. 1–38 1 *Dk* (*Stl*) & *Shelter dk* (*Stl–pt* ws) | | *4528* *4039* *2704* | ✠100A1 *Shelter dk with freeboard* 4,41 ✠LMC MS5,38 BS11,40 *Fitted for oil fuel* 6,21 | Lon | *y* | OG 8,39 *F. P. above* | 1921 7mo *Lloyd's* | Akt. Lindholmen-Motala Gothenburg *A&CP* | ~~H. Lundgren~~ RederiA/BSkåne (H. Lundgren, *Mgr.*) | 377·8 393·6 (O.L.) F38' *on Shelter dk* FK *Cell D B269'1145t APT86t* | 54·2 *ptCem* *Collision B H to Sh dk* „ „ *U* „ | 24·4 Helsingbrg Swedish 150' | T.3Cy.27",44"&72½"–48" (*s*) 185lb 450NHP s 3SB(Spt), *9cf*, GS144, HS6150 FD Akt.Lindholmen-Motala | 27 *ft* 0 2 *ft* 11¾ 24 *ft* 2½ | |
| 90003 | **Stella Lykes** 3 *Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Cruiser Stern* *pt Elec. welded* | | 6900 | | | | | 1941 | Bethlehem SteelCo.S.B. Division Mariner's Harbour | LykesBros.Steam-shipCo.Inc. | 397·0 | 60·2 | 34·6 | NewYork Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division, Quincy, Mass. | | |
| 90004 239070 WDJB | **Santa Catalina** (*ex* Flying Cloud–41) D.F. E.S.D. 3 *Dks* GyC. *Ref. Mchy. Fitted for oil fuel* *pt Longitudinal framing* *Cruiser Stern* | | 6035 5395 3597 | | | | | 1939 | Federal S B & D D Co Kearny, N.J. | GraceLine, Inc. | 439·0 P38'B75'F47' | 63·2 | 27·5 | NewYork Utd. States *WB* | 2 steam turbines DR geared to 1 screw shaft 1000NHP GeneralElectricCo. Lynn, Mass. | | R |
| 90005 238891 WCTY | **Santa Monica** (*ex* RedJacket–41) D.F. E.S.D. GyC. 3 *Dks* *Ref. Mchy. Fitted for oil fuel* *Cruiser Stern* *pt Longitudinal framing* | | 7194 — 4344 | | | | | 1939 | Federal S B & D D Co Kearny, N.J. | GraceLine, Inc. | 439·0 P39'B75'F47' | 63·2 | 27·5 | Portland, Me. Utd. States *WB* | 2 steam turbines SR geared to 1 screw shaft 1000NHP GeneralElectricCo. Lynn, Mass. | | R |
| 90006 47663 JLXO | **Syonan Maru No. 16** | | 355 — 118 | | | | | 1940 | OsakaIron Works Osaka | NipponSuisanK.K. | 133·1 | 26·9 | 14·8 | Tokyo Japanese | Steam Engine | | |
| 90007 47836 JNUO | **Syonan Maru No. 17** | | 356 — 122 | | | | | 1940 | OsakaIron Works Habu | NipponSuisanK.K. | 133·3 | 26·9 | 14·8 | Tokyo Japanese | Steam Engine | | |
| 90008 47837 JNPO | **Sagara Maru** *Oil Eng.* | Twin Sc | 7139 — 3938 | | | | | 1940 | Mitubishi Jukogyo K K Yokohama | NipponYusenK.K. | 479·7 | 62·3 | 32·2 | Tokyo Japanese | Oil Engines | | |
| 90009 47856 JWYN | **Seikai Maru** | | 2663 — 1503 | | | | | 1940 | Uraga DockCo. Ld. Uraga | ToaKaiunK.K. | 307·2 | 45·0 | 24·9 | Tokyo Japanese | Steam Turbine | | |
| 90010 | **Santa Elisa** D.F. 3 *Dks* E.S.D. GyC. *Fitted for oil fuel* *Longitudinal framing* *Ref. Mchy. pt Elec. welded* *Cruiser Stern* | | 6085 | | | | | 1941 | Federal S.B.&D.D.Co Kearny, N.J. | UnitedStates Maritime Commission | 439·0 P38'B75'F47' | 63·2 | 27·5 | Wilmgton (Del.) Utd. States *WB* | 2 steam turbines DR geared to 1 sc. shaft 1000NHP GeneralElectricCo. Lynn, Mass. | | |
| 90011 | **Stanvac Wellington** D.F. E.S.D. GyC. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing* | | 10013 9431 6397 | 100A1 (*Class Contem plated*) *Carrying Petroleum in bulk* | | | | 1941 | SunS.B.& DryDockCo. Chester, Pa. | PetroleumShippng Co.Ld. | 500·0 P106'B34'F54' | 68·0 | 37·0 | Panama Pnamanian | 2 steam turbines SR geared to 1 sc. shaft WestinghouseElec.&Mfg. Co.Essington, Pa. | | |
| 90012 | **Seawall** (*ex* HaiYun–41, *ex* Elsie–39, *ex* HaiYun–38, *ex* HungYuen–35, *ex* Daphne–35, *ex* Seawall) *ss* Shl. 2nd No. 3–4, 35 *ss* H. Kg. No. 1–38 1 *Dk* (*pt Irn pt Stl*) | | 3077 — 1871 | ✠100A1 5,41~~6,10~~ BS12,39 5,41 ✠LMC 7,38 | HKg | *u* | CL ~~6,10~~ 5,41 | 1910 5mo *Lloyd's* | Richardsn, Duck&Co. Stockton *A&CP* | Wallem&Co. *Cell D Ba* | 325·1 P27'B173'F31' FK 112' *u E24' f 140' 703t* | 47·0 5 *H B Cem* | 22·5 Panama Pnamanian 180lb *APT103t* | T.3Cy.23½",39"&64"–42" (*s*) 278NHP s 2SB, *6cf*, GS118, HS4142 Blair&Co.Ld.Stockton | 24 *ft* 10 3 *ft* 2½ 21 *ft* 10½ | |
| 90013 | **Santa Fe** (*ex* GouverneurGénéral Merlin–41, *ex* VanOuthoorn) 2 *Dks* & *Shade dk* 3 *tr B* | | 1543 — 954 | | | | | 1896 | Nederl. Schps. Maats Amsterdam | Soc. les Affréteurs Maritimes Indochinois | 278·5 P19'B46'F74' | 36·5 | 19·2 | Panama Pnamanian | T.3Cy.24",36"&60"–42" 233NHP NedFb.v.Wrk&Spoor, Ams | | V |
| 90014 HPTK | **Stanvac Calcutta** *Mchy. Aft* D.F. E.S.D. GyC. *Cruiser Stern* *Longitudinal framing* | | 10170 | 100A1 (*Class Contem plated*) *Carrying Petroleum in bulk* | | | | 1941 | Bethlehem SteelCo.S.B Division Fall River, Mass. | Petroleum ShippingCo.Ld. | 500·0 P106'B34'F54' | 68·0 | 37·0 | Panama Pnamanian | 2 steam turbines SR geared to 1 sc. shaft WestinghouseElec.&Mfg. Co.Phl. | 37 *ft* 0 s 7 *ft* 2½ 30 *ft* 0½ | |
| 90015 | **Sinus** *Oil Eng.* D.F. E.S.D. GyC. *Mchy. Aft* *Cruiser Stern* | | 8270 7500 4900 | 100A1 (*Class Contem plated*) *Carrying Petroleum in bulk* | | | | 1941 | A/B Götaverken Gothenburg | RederiA/B Nordstjernan (A A. Johnson, *Mgr.*) | 465·1 | 59·4 | 35·9 | Stockholm Swedish | Oil Engines 2S.C.SA. 6Cy.26¾"–59½" A/B Götaverken, Got. | | |
| 90016 | **Sveajarl** *Oil Eng.* *Longitudinal framing* *Mchy. Aft* *Cruiser Stern* | | 10200 9400 6100 | 100A1 (*Class Contem plated*) *Carrying Petroleum in bulk* | | | | 1941 | Kockums M.V.Aktieb Malmö | StockholmsRederi A/B Svea (Eman. Högberg, *Mgr.*) | 513·0 P95'B39'F65' | 63·2 | 38·7 | Stockholm Swedish | Oil Engines 2S.C.DA 8Cy.23⅝"–43⅛" Kockums M.V.Akt. Malmö | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Allowed now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of withdrawal. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90017 8207 SKPN | **Soya VII** (*ex*Algol-41) *Oil Eng* 1 *Mchy. Aft* *C iser Stern* *Strengthened for navig.. in ice* | 978 714 443 | ✠ Mmo (*Reclassification contemplated*) 11,38 ✠ *Carrying Petroleum in bulk* | | | | 1937 10mo | Deutsche Werft A.G. Reihstgwrft Hamburg | RederiA/B Soya (O. Wallenius, *Mgr.*) | 205·0 209·8 (O.L.) P54′F29′ *Trunk* 116′11 FK *Cell DB* 122′20*t FPT* 39*t APT* 43*t* | 32·3 | 15·0 | Stockholm Swedish | Oil Engines 4S.C.SA 6Cy.15¾″–26⅜″ 144 NHP s 1 RHP Fr Krupp Germaniawft A.G Kiel | 15 ″ 0 1 ″ 2½ 13 ″ 11½ | |
| 90018 | **Santa Rita** D.F. E.S.D. 3 *Dks* GyC. *Ref. Mchy.* *Fitted for oil fuel* *Longitudinal framing* *Cruiser Stern* *pt Elec. welded* | 6085 | | | | | 1941 | Federal S.B.&D.D.Co Kearny, N.J. | United States Maritime Commission | 439·0 P38′B75′F47′ | 63·2 | 27·5 | New York Utd States | 2 steam turbines DR geared to 1 sc. shaft 1000 NHP *WB* General Electric Co. Lynn, Mass. | | |
| 90019 6178 SECW | **Skandia** (*ex*Forsvik-41, *ex*Hildegard) **1** *Dk* | *1248* *1019* *698* | | | | | 1919 | A/B Oresunds varvet Landskrona | RederiA/B Sylvia (A. Billner, *Mgr.*) | 232·0 P20′B60′F22′ | 37·2 | 15·0 | Gothnburg 2 Swedish | Steam Turbines DR geared to 1 Sc. Shaft *WB* A/B De Lavals Angturbin, Stockholm | | V |
| 90020 8307 SFXU | **Solvik** (*ex*Halland-41) *Oil Eng.* *Mchy Aft* *Cruiser Stern* 1 *Dk* *Strengthened for navigation in ice* | 649 402 303 | ✠100A1 Lkr 8,39 ✠LMC8,39 *Carrying Petroleum in temporary tanks* | | | OG | 1939 8mo | N.V.T. van Duijvendijk's Schpsw. Lekkerkerk | RederiA/B Atlantides (H. Reuter, *Mgr.*) | 180·6 187·3 (O.L.) P&B112′F31′ FK *Lloyd's SA&CP* | 29·6 | 10·2 *Cell DB* 119′164*t* | Gothenbrg Swedish | Oil Engines 2S.C.SA 4Cy.13⅜″–22 1/16″ 125 NHP 4 *B Hpt Cem* *FPT* 48*t APT* 18*t* A/B Atlas-Diesel, Skm. | 12 ″ 3 8 ″ 3½ 12 ″ 0½ | |
| 90021 6749 SDZN | **Sigyn** (*ex*Roxen-41, *ex*Athaulf) *ss* Got. No. 3–5, 28 *ss* Got. No. 2–56 D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl-pt* ws) | 4528 4039 2709 | ✠100A1 Got *y* *Shelter dk* *with freeboard* 4,40 BS4,40 ✠LMC12,36 *Fitted for oil fuel* 9,21 | | | OG 1,39 | 1921 9mo | Akt. Lindholmen-Motala Gothenburg | RederiA/B Sigyn (H. Lundgren, *Mgr.*) | 377·8 393·6 (O.L.) F38′ *on Shelter dk* FK *Lloyd's SA&CP* *above* 150° F. *Cell DB* 269′1145*t APT* 86*t* | 54·2 | 24·4 *Collision B Hto Sh dk* 5 ,, ,, *U* ,, | Helsingbrg Swedish *pt Cem* | T 3 Cy. 27″, 44⅜″ & 72⅞″–48″ (*s*) 185 lb FD 455 NHP s 2 3 SB (Spt) 9*cf*, GS 144, HS 6150 Akt. Lindholmen-Motala | 27 ″ 0 2 ″ 11¾ 24 ″ 2½ | |
| 90022 | **Sembilangan** 2 *Dks* *Fitted for oil fuel* D.F. Sub.Sig. *Cruiser Stern* | 4990 4478 2956 | | | | | 1923 | Deutsche Werft A.G. Hamburg | N.V. Nederlandsch-Indische Maats. voor Zeevaart, I | 399·6 P&B257′F50′ | 54·0 | 27·4 | Dutch | T. 3 Cy 26 5/16″ 43⅜″ & 70 5/8″–47 7/16″ 345 NHP *WB* Gutehoffnungshütte, Sterkrade | | |
| 90023 | **Saba** *Oil Eng.* **1** *Dk* *Mchy. Aft* | 561 463 310 | | | | | 1930 | Deutsche Werke A.G. Kiel | N.V. Koninklijke Nederlandsche Stoomboot Maats. | 173·0 P46′F12*t* | 30·1 | 10·5 | Dutch | Oil Engines 2S.C.SA 6Cy.11″–15″ 127 NHP *WB* NE34 Akt. Burmeistr & Wain, Cpn | | |
| 90024 | **St. Eustatius** Twin Sc *Oil Eng.* **1** *Dk* | 428 346 220 | | | | | 1921 | A/S Vulcanværftet Korsör | Curacao Government | 136·9 P61′F14′ | 29·4 | 10·2 | Dutch | Oil Engines 2S.C.SA 8Cy.16½–18 9/16″ 384 NHP *WB* J.&C.G Bolinders Co Ld Skm | | |
| 90025 | **Salando** *ss* Fal. No. 3–6, 35 D.F. 2 *Dks* (*Stl*) | 5272 4787 3225 | ✠100A1 Lon *y* (*Reclassification Contemplated*) Examined 1,41 ✠LMC7,40 | | | CL 2,39 | 1920 2mo | J. Readhead & Sons, Ld. South Shields | N.V Nederlandsch-Indische Maats. voor Zeevaart, VI | 399·4 P49′B117′F39′ FK *Cell DB* 345′1085*t* | 52·4 | 28·5 7 *B HCem* *FPT* 130*t* *APT* 205*t* | Dutch | T. 3 Cy. 27 9/16″, 44″ & 73 5/8″–48″ 513 NHP 3 SB, 9*cf*, GS 190, HS 7563 J. Readhead & Sons Ld. S. Shl | 31 ″ 0 | |
| 90026 | **St. Martin** **1** *Dk* *Fitted for oil fuel* | 1383 1153 812 | | | | | 1921 | Deutsche Werft A.G. Hamburg | N.V. Koninklijke Nedsrlandsche Stoomboot Maats. | 234·0 B52′F23′ | 36·6 | 17·7 | Dutch | T 3 Cy 16 13/16″ 27 9/16″ & 43⅜″–31½″ 106 NHP *WB* Stettiner Oderwerke Stettin | | |
| 90027 | **Suriname** Ⓟ *ss* Bmn. No. 2–38 *Ref. Mchy.* E.S.D. 2 *Dks* (*Stl*) Sub.Sig. D.F. *Cruiser Stern* | 7915 7119 4883 | ✠100A1 Gls (*Reclassification Contemplated*) 7,38 Bmn Examined 2,41 BS2,41 LMC7,38 ✠NB8,30 | | | CL 10,40 | 1930 8mo | Deschimag Akt.Ges. "Weser" Bremen | Curacao Government | 495·7 P25′B&F458′ *Upper* F37′ FK *Cell DB* 430′1980*t* | 63·9 | 28·9 10 *B Hpt Cem* *pt Asp* *DT* a 18′885*t* *FPT* 9 8*t* *APT* 73*t* | Willemstd Dutch | T 4 Cy 34 7/16″, 56 5/16″ & (2) 65⅜″–59 1/16″ & LP turbine with DR gearing & hydraulic coupling NE 26 *refitted* 30 206 lb HS 16146 1250 NHP 5 SB (Spt), 15*cf*, GS 350, Bremer Vulcan, Vegesack | 33 ″ 0 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. Matériaux, Gréement, etc. | | Tonnage Officiel. | Détails de la Classification. | | | Date de la dernière visite de l'arbre porte-hélice. | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement. | Machines. | Creux sur Quille | |
| Numero Officiel. | *Ex-nom, s'il y a lieu.* | | Total. — Sous le Pont. — Net. | Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | | Quand. — Navire. — Mach. | Par qui. — Où. | | Longueur. | Largeur. | Creux. | Pavillon. | No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* | Registres ou coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade. |
| Signaux | Visites Périodiques. Nombres des Ponts. | | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Reg'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey / Date of last Survey. | 6 Port of Survey. | 7 Years assigned or applied for Machinery. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. / in. | 15 Registers to which classed, if not in L.R. (see Table of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90201<br>8453<br>SDRN | **Tonghai**<br>D.F. ~~E.S.D. GyC.~~ | TwinSc<br>*Oil Eng.*<br>1*Dk & Shelter dk*<br>*Cruiser Stern* | ~~6200~~<br>6543<br>5291<br>3385 | ✠100A1 Got *d*†<br>*with freeboard*<br>11,40 ✠LMC11,40<br>*Carrying vegetable oil in deep tank & tanks between tunnels*<br>3*rd dk except in after Hold*<br>*Dk in upper 'tween dks at ends* | | 2½ | CL | 1940<br>1mo | A/B Götaverken<br>Gothenburg | A/B Svenska Ostasiatiska Kompaniet (G. Borin, *Mgr.*) | 461·8 \| 64·2 \| 27·1<br>477·8 (O.L.)<br>FK 7*B Hpt Cem*<br>(*Coll B H to Sh dk, C E H to 2nd dk*)<br>*Cell D B 392'138t M T 30'951t Tanks in way of tunnels 466t A P T 124t* | Gothenburg<br>Swedish | Oil Engines 2S.C.SA<br>12Cy.26¾"–59 1/16" 1488NHP<br>*DB100lb*<br>A/B Götaverken, Got. | | |
| 90202<br>167510<br>MCWZ | **Thyra II** (*ex* Thyra–40)<br>Wireless D.F. | 1*Dk & Shelter dk*<br>*Ref. Mchy.* | 1088<br>868<br>563 | | | | | 1923 | Frdkshavn Værft & Flydedok A/S Frederikshvn | Ministry of Shipping (Ellerman's Wilson Line, Ld. *Mgrs.*) | 236·2 \| 35 7 \| 14·2<br>*WB* | London<br>British | DR geared steam turbine<br>Akt. Atlas Maskinfbk. Cpn. | | V |
| 90203<br>167617<br>GMJW | **Tower Grange**<br>D.F. | *Oil Eng.*<br>1*Dk & Shelter dk*<br>*Cruiser Stern* | 5226<br>4685<br>3072 | ✠100A1 Sld *a*†<br>*with freeboard* Lon 2<br>~~7,40~~ 12,40<br>~~(Class Contem. plated)~~<br>✠LMC7,40 | | | CL | 1940<br>7mo | Wm. Doxford & Sons, Ld<br>Sunderland | Tower S.S. Co. Ltd. (Countiess Ship Management Co. Ltd. *Mgrs.*) | 427·6 \| 56·5 \| 26·3<br>442·9 (O.L.)<br>FK 7*B Hpt Cem*<br>(*Coll to Sh dk 6 „ 2nd „*)<br>*Lloyd's SA & CP*<br>*Cell D B 356'1179t M T 29'1205t F P T 158t A P T 166t* | London<br>British | Oil Engines 2S.C.SA<br>3Cy.23⅜"–~~31 11/16~~"–31 5/8"<br>2*DB120lb* 516NHP<br>Wm. Doxford & Sons, Ld Sld | 29 // 0<br>s 3 // 3½<br>25 // 10½ | |
| 90204<br>167541<br>GLQL | **Tottenham**<br>D.F. E.S.D. | 1*Dk & Shelter dk*<br>*Cruiser Stern* | 4762<br>4239<br>2663 | ✠100A1 Shl *a*† CL<br>*with freeboard* Lon 2 3,41<br>4,41 ~~6,40~~<br>✠LMC6,40 | | | | 1940<br>6mo | Caledon S. B. & E. Co. Ltd.<br>Dundee | Britain S.S. Co. Ltd. (Watts, Watts & Co. Ltd. *Mgrs.*) | 417·6 \| 56·8 \| 25·0<br>432·8 (O.L.)<br>FK 7*B H Asp*<br>(*Coll to Sh dk 6 „ 2nd „*)<br>*Lloyd's SA & CP & Div. W.T. ~~Div.~~ B Hs in Sh 'tween dks*<br>*Cell D B 298'976t Tanks at sides of tunnel 250t* | London<br>British | T. 3Cy. 23", 38" & 65"–42" (*s*)<br>220lb Rht. 393NHP<br>2SB (Spt & FD) & 1 Aux SB, *8cf*, GS 119, HS 5790<br>N.E. Marine Eng. Co. (1938)<br>*F P T 315t A P T 125t* Ld. | 28 // 5<br>s 3 // 2¾<br>25 // 3 | |
| 90205 | **Tiradentes** (*ex* Southlure–40, *ex* Carplaka–36)<br>D.F. E.S.D. GyC. Sub.Sig.<br>*Ref. Mchy.* | *Fitted for oil fuel*<br>2*Dks & Shelter dk* | 4986<br>—<br>3093 | | | | | 1920 | American International S.B. Corp. Hog Island Pa | Lloyd Brasileiro | 390·0 \| 54·2 \| 27·8<br>*WB* | R. Janeiro<br>Brazilian | DR geared steam turbine<br>General Electric Co.<br>Schenectady, N.Y. | | R |
| 90206 | **Thepsatri Nawa**<br>(*ex* Admiral Senn–40, *ex* Sulanierco)<br>Sub.Sig. | *Fitted for oil fuel*<br>*ss* S.Fo. No.3–4,33<br>1*Dk (Stl) 2 tr B in fore & after holds & Web frames* | 3260<br>—<br>1996 | ✠ ... SFo *v*<br>2,35<br>✠ | | | | 1920<br>10mo | Submarine Boat Corp.<br>Newark, N.J. | Thai Maritime Navigation Co. Ltd. | 324·0 \| 46·2 \| 25·0<br>P 30' B 90' F 35'<br>FK 6*B Hpt Cem*<br>*Cell D B 251'827t D Tf 20'394t F P T 111t* | Bangkok<br>Thai | 1 DR geared steam turbine 28 // 6<br>HS 5800 386NHP<br>2 Water Tube Boilers<br>Westinghouse Electric & Mfg. Co. Essington, Pa. | | R<br>† |
| 90207 | **Tamandare** (*ex* Mormacport–40, *ex* City of Fairbury–38)<br>D.F. E.S.D. GyC. Sub.Sig. | *Fitted for oil fuel*<br>2*Dks & Shelter dk*<br>*Web frames* | 4942<br>—<br>3077 | ✠ ...<br>9,20<br>✠ | | | | 1919<br>8mo | American International S.B. Corp. Hog Island Pa | Lloyd Brasileiro | 390·0 \| 54·2 \| 27·6<br>FK<br>*WB* | R. Janeiro<br>Brazilian | DR geared steam turbine<br>General Electric Co.<br>Schenectady, N.Y. | 32 // 0 | R<br>† |
| 90208<br>165986<br>GMYN | **Thursobank**<br>D.F. E.S.D | 1*Dk & Shelter dk*<br>*Cruiser Stern*<br>*Tonnage opening closed* '41 (*W.E.*) | 5575<br>5044<br>3233 | ✠100A1 Shl *b*† CL<br>*with freeboard* Lon<br>6,41 ~~10,40~~ ✠LMC10,40<br>*Fitted for oil fuel* 10,40 *F.P. above* 150° *F. Lloyd's SA & CP*<br>*Carrying Latex or oil fuel F.P. above* 150° *F. in deep tank* | | | CL | 1940<br>10mo | J. Read-head & Sons Ld<br>South Shields | Bank Line, Ld. (Andrew Weir & Co. *Mgrs.*) | ~~425·0~~ \| 56·7 \| 26·0<br>435·2<br>451·8 (O.L.)<br>FK<br>F 37'<br>(*Coll B H to Shelter dk, 6 B H to 2nd dk*)<br>*Cell D B 371'1453t D T a 30'1210t F P T 149t A P T 227t* | Glasgow<br>British | T. 3Cy. 25", 42" & 71"–43"<br>220lb (*s*) 542NHP<br>2SB (Spt) 1 Aux SB, *9cf*, GS 167, HS 7862 FD<br>J. Readhead & Sons Ld. S. Shl | 38 // 7<br>s 12 // 0½<br>26 // 9¼ | |
| 90209<br>168028<br>GNDC | **Twickenham**<br>D.F. E.S.D. | 1*Dk & Shelter dk*<br>*Cruiser Stern* | 4762<br>4239<br>2663 | ✠100A1 Shl *a*† CL<br>*with freeboard* 2<br>6,41 ~~11,40~~<br>~~(Class Contem. plated)~~<br>✠LMC11,40 | | | | 1940<br>11mo | Caledon S. B. & E. Co. Ltd.<br>Dundee | Britain S.S. Co. Ltd. (Watts, Watts & Co. Ltd. *Mgrs.*) | 417·6 \| 56·8 \| 25·0<br>432·8 (O.L.)<br>FK 7*B H Asp*<br>(*Coll B H to Sh dk 6 B H to 2nd dk*)<br>*Lloyd's SA & CP*<br>*4 Div. W.T. B Hs in Sh 'tween dks*<br>*Cell D B 298'976t Tanks at sides of tunnel 250t F P T 315t A P T 125t* | London<br>British | T. 3Cy. 23", 38" & 65"–42"<br>220lb (*s*) 393NHP<br>2SB (Spt & FD) & 1 Aux SB, *8cf*, GS 119, HS 5790 Rht.<br>N.E. Marine Eng. Co. (1938) Ld. Nwc. | 28 // 5<br>s 3 // 2¾<br>25 // 3 | |
| 90210<br>168007<br>MKGF | **Thyra III** (*ex* Thyra–40) | *ss* Cpn. No.3–8,25<br>1*Dk* | 828<br>711<br>488 | ✠ ...<br>7,30<br>✠ | | | | 1912<br>7mo | Kjöbnhvns Flydk. & Skbs.<br>Copenhagen | Ministry of Shipping (F.T. Everard & Sons, Ld. *Mgrs.*) | 211·6 \| 31·5 \| 13·2<br>P 28' B 60' F 22'<br>FK<br>*WB* | London<br>British | T. 3Cy. 14", 22½" & 37"–24"<br>79NHP<br>Kjbnhavns Flydk. & Skbsv. | 15 // 6 | V<br>† |
| 90211<br>166310<br>GNWX | **Trader**<br>2*Dks*<br>*Cruiser Stern* | | ~~6000~~<br>6087<br>5567<br>3726 | ✠100A1 Gls *a*† CL<br>12,40<br>~~(Class Contem. plated)~~<br>✠LMC12,40 | | | | 1940<br>12mo | C. Connell & Co. Ld.<br>Glasgow | Charente S.S. Co. Ld. (T. & J. Harrison, *Mgrs.*) | 420·5 \| 54·6 \| 30·3<br>435·0 (O.L.)<br>P 38' B 140' F 46' FK 7*B H Cem*<br>*Lloyd's SA & CP*<br>*Cell D B 362'1170t D T a 32'915t F P T 150t A P T 163t* | Liverpool<br>British | T. 3Cy. 27", 44½" & ~~70~~"–54" (*t*)<br>210lb *120lb* ~~77~~"<br>2SB (Spt) *12cf*, GS 215 HS 8208<br>D. Rowan & Co. Ld. Gls. | 32 // 7<br>s 6 // ~~3½~~<br>26 // 5½ | |
| 90212<br>46802<br>JWTN | **Tyowa Maru** | | 2719<br>—<br>1566 | | | | | 1939 | Osaka Iron Works, Ld.<br>Osaka | Nitto Kogyo Kisen K.K. | 307·9 \| 45·0 \| 24·9 | Tokyo<br>Japanese | T. 3Cy. 18⅛", 30⅛" & 50"–36"<br>150NHP<br>Osaka Iron Works, Ld. Osa. | | |
| 90213<br>46812<br>JWZN | **Tyuwa Maru** | | 2719<br>—<br>1566 | | | | | 1939 | Osaka Iron Works, Ld.<br>Osaka | Nitto Kogyo Kisen K.K. | 307·9 \| 44·9 \| 24·9 | Tokyo<br>Japanese | T. 3Cy. 18⅛", 30⅛" & 50"–36"<br>150NHP<br>Osaka Iron Works, Ld. Osa. | | |
| 90214<br>27912<br>JPBA | **Tokuzan Maru**<br>(*ex* Nisso Maru No.1–40, *ex* Toyohiko Maru–38, *ex* Upada) | 2*Dks (Stl–Uteak s) & tr B & Web frames* | 5449<br>4930<br>4008 | ✠ Gls *s*<br>5,99<br>✠ | | | | 1899<br>5mo | A. & J. Inglis<br>Glasgow | Tomoe Gumi Kisen K.K. | 410·0 \| 50·7 \| 28·8<br>B 95' F 62'<br>*Cell D B a 123'uE & f 195'1208t M* B 43' F 30' 922t *F P T 184t*<br>FK 6*B H Cem*<br>*A P T 112t* | Tokyo<br>Japanese | T. 3Cy. 26½", 42" & 66½"–51"<br>387NHP<br>2SB, *6cf*, GS 123, HS 1500<br>A. & J. Inglis, Glasgow | 32 // 0 | C<br>† |
| 90215<br>46834<br>JLGO | **Taisei Maru** | Wood<br>*Oil Eng.* | 407<br>—<br>271 | | | | | 1940 | Ikemoto<br>Iwayosi<br>Kudamatu | Nakamura Kikuiti | 132·1 \| 28·5 \| 13·0 | Osaka<br>Japanese | Oil Engines | | |
| 90216<br>46933<br>JCDO | **Toyosaka Maru** | | 1967<br>—<br>1125 | | | | | 1940 | Mukozima Dock K.K.<br>Mukozima | Hamane Shoten K.K. | 278·8 \| 39·4 \| 21·1 | Kobe<br>Japanese | Steam Engine | | |
| 90217<br>46915<br>JYVN | **Tyoko Maru** | *Oil Eng.* | 889<br>—<br>592 | | | | | 1939 | Nakada Zosensyo K.K.<br>Osaka | Sanko Kisen K.K. | 186·6 \| 31·0 \| 17·0 | Amagasaki<br>Japanese | Oil Engines | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Ferme sauf gros entretien exigé. Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pes. | 15 Registres où noté si ce n'est dans le L. R. Darse. Cert. Roff Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90218<br>168071<br>BCFD | **Tudor Queen**<br>D.F. E.S.D. 1*Dk*<br>*Mchy.Aft* *CruiserStern* | 1029<br>682<br>582 | ✠100A1<br>2,41<br>~~(Class Contem. plated)~~<br>✠LMC2,41 | Lth | *m* | OG | 1941<br>2mo | Burntisland S.B.Co.Ld. Burntisland<br>*Lloyd's A&CP* | BritishChannel IslandsShipping Co.Ld. | 204·2\|32·8\|13·2<br>212·3(O.L.)<br>Q147′F24′ FK | London<br>British | T.3Cy.14″,24″&40″–27″ (*s*)<br>200lb 129NHP<br>1SB,3*cf*,GS45,HS1953 FD<br>*CellDB134′225t FPT61t APT23t*<br>D.Rowan&Co.Ld.Gls. | 15 ″ 1<br>84 ″ 7¾<br>14 ″ 11 | |
| 90219<br>220025<br>KUSJ | **Tennessee** (*ex*Occidental-40)<br>*ss*Mob.No.3–12,31 *ss*N.Y.k.No.2–39<br>D.F. 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 6403<br>6071<br>3987 | ✠100A1<br>1,41 ~~4,10~~<br>MS10,39<br>✠LMC<br>~~BS4,40~~ 4,41<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,20 *F.P. above* 150° F. | NYk | *a*† | CL<br>~~2,38~~<br>2,41 | 1920<br>5mo | TexasS.S. Co. Bath,Me. A&CP | TheTexasCompany<br>*CellDBuE&B64′209t FPT229t APT130t* | 416·8\|56·1\|31·1<br>P107′B35′F33′ FK | Wilmgton (Del.)<br>Utd. States<br>16*BHptCem* | T.3Cy.26¼″,44″&74″–51″(*s*)<br>200lb 556NHP's<br>3WTB(Spt),HS9969<br>H.G.TroutCo.Buffalo,N.Y. | 32 ″ 10<br>6 ″ 3<br>26 ″ 10 | |
| 90220<br>168080<br>BCGM | **Teddington**<br>1*Dk&Shelter dk*<br>D.F. E.S.D. *CruiserStern* | 4762<br>4239<br>2663 | ✠100A1<br>*withfreeboard*<br>4,41 ~~3,41~~<br>~~(Class Contem. plated)~~<br>✠LMC3,41 | Dun<br>Shl | *a*†<br>2 | CL | 1941<br>3mo | CaledonS. B.&E.Co.Ld. Dundee<br>*Lloyd's A&CP* | BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) | 417·6\|56·8\|25·0<br>432·8(O.L.)<br>FK<br>*(CollBHtoSh dk 6BHto2nd dk)*<br>*CellDB298′976t Tanks atsides of tunnel 250t FPT315t APT125t* | London<br>British<br>7*BHAsp* | T.3Cy.23″,38″&65″–42″<br>220lb (*s*) 393NHP<br>2SB(Spt&FD)&1AuxSB, *8cf*,GS119,HS5790 Rht.<br>N.E.Marine Eng.Co.(1938) Ld. Nwc. | 28 ″ 5<br>8 3 ″ 2¾<br>25 ″ 3 | |
| 90221<br><br>DOTV | **Thompson Lykes**<br>*Fitted for oil fuel*<br>D.F. E.S.D. GyC. 3*Dks* | 7000 | | | | | 1940 | Bethlehem. SteelCo.S.B. Division Sparrow'sPt. Md. | UnitedStates Maritime Commission | 395·0\|60·0\|37·5 | Houston, Tex.<br>Utd. States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 666NHP<br>BethlehemSteelCo.S.B. Division,Quincy,Mass. | | |
| 90222<br><br>TCBQ | **Tunç** Ⓟ (*ex*Inönü-41,*ex*In-Eunu, *ex*Vesta,*ex*Vaskapu, *ex*Lascar) *ss*Gtz.No.3–3,05 1*Dk2trB&pt Awng dk* | 1737<br>—<br>1065 | ✠ ...<br>2,07<br>✠ | | | | 1891<br>12mo | Wigham-Richrdsn&Co Newcastle | T.C.Münakalât VekâletiDevlet Denizyollari Isletme U.M. | 260·0\|36·2\|16·9<br>F26′*pt Awng dk* 162′<br>RFD72′ FK | Istanbul<br>Turkish<br>*WB* | T.3Cy.20½″,33″&54″–36″ 175NHP<br>WighamRichrdsn&CoNwc | 19 ″ 3 | |
| 90223<br><br>FORY | **Tourquennois** (*ex*Calvados–41, *ex*Eftychia Vergotti–38, *ex*Rowtor,*ex*Asiana) *ss*Nwc.2nd No.3–11,35 *Spar dk*(*Stl*)*2trB&deep framing* *ss*Msl.No.1–41 | 2993<br>2819<br>1867 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>1,41 ~~5,38~~<br>~~BS5,38~~ 1,41<br>✠LMC~~11,34~~ | Alg<br>Msl | *u* | CL<br>~~11,36~~<br>7,40 | 1909<br>6mo | Irvine'sSB Co.&D.D.Co. Ld. W Hartlepool<br>*Lloyd's A&CP* | Cie.desBateaux à Vapeur du Nord (Soc.Anon.de Gérance et d'Armement,*Mgrs.*) *CellDBa102′uE24′f138′573t FPT* | 325·0\|47·0\|22·4<br>336·5(O.L.)<br>P32′B101′F31′ FK | Marseilles<br>French<br>6*BHCem* | T.3Cy.23½″,38″&64″–42″(*s*)<br>180lb 290NHP<br>2SB,6*cf*,GS97,HS4488<br>Richardsons,Westgarth& Co.Ld.Hpl. | 24 ″ 10<br>3 ″ 11½<br>21 ″ 1 | |
| 90224<br><br>OFEW | **Tornator** Ⓟ (*ex*Norseman–41, *ex*Selândia–36) TwinSc3Mst *OilEng.* *ss*Cpn 2nd No.3–2,36 1*Dk*(*Stl*) *Awng dk*(*Stl*–teak s) | 4950<br>4272<br>3163 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>4,38<br>✠LMC CS2,36<br>~~DBS7,33~~ 6,37 | Sng | *x* | CL<br>S6,36<br>~~P5~~,37 | 1912<br>2mo | Akt.Burmeistr&Wain Copenhagen<br>*Lloyd's A&CP* | A/BFinland-Amerika Linjen O/Y<br>*Cell D Ba60′ uE [illegible] 225′1050t FPT* | 370·4\|53·2\|27·1<br>P25′F32′*on Awg dk*<br>*Baft54′fore77′* FK | Helsingfors<br>Finnish<br>6*BH* | Oil Engines 4S.C.SA<br>16Cy.20½″–28½″ 680NHP<br>NDB50 *100lb*<br>Akt.Burmeistr&Wain,Cpn | 30 ″ 0<br>~~6 ″ 9~~<br>~~24 ″ 2~~ | |
| 90225<br><br>DOTV | **Teiun Maru** (*ex*Bremerhaven–40, *ex*IslandTrader–38,*ex*Bremerhaven–37) Sub.Sig. 2*Dks* | 1615<br>1388<br>959 | | | | | 1920 | Bremer Vulkan Vegesack | TeikokuKisenK.K. | 237·8\|35·9\|19·5<br>H14′B37′F31′ | Tokyo<br>Japanese | T.3Cy.16¾″,26¾″&44¾″–29½″ 105NHP<br>*WB* BremerVulkan,Vegesack | | G |
| 90226<br>47585<br>JSHO | **Tamasima Maru** | 3560<br>—<br>2086 | | | | | 1940 | Mitsubishi JukogyoK.K Yokohama | IinoKisenK.K. | 343·9\|48·2\|27·9 | Kobe<br>Japanese | Steam Engine | | |
| 90227<br>47746<br>JPEO | **Toko Maru** | 2748<br>—<br>1572 | | | | | 1940 | OsakaIron Works,Ld. Habu | OkadaGumiK.K. | 307·9\|45·0\|24·9 | Osaka<br>Japanese | Steam Engine | | |
| 90228<br>3072 | **Tosei Maru No. 1**<br>*OilEng.* | 543<br>—<br>352 | | | | | 1940 | ..... Simonoseki | TyosenIwasiyusi SeizogyoSuisan-kumiaiRengokai | 150·0\|29·0\|13·5 | Zinsen<br>Japanese | Oil Engines | | |
| 90229<br>3069 | **Tosei Maru No. 2**<br>*OilEng.* | 501<br>—<br>244 | | | | | 1940 | ..... Simizu | TyosenIwasiyusi SeizogyoSuisan-kumiaiRengokai | 156·0\|25·6\|13·5 | Zinsen<br>Japanese | Oil Engines | | |
| 90230<br>824<br>JRNG | Tyosan Maru | 3939<br>—<br>2354 | | | | | 1940 | TamaS.B. Co.Ld. Tama | DairenKisenK.K. | 354·5\|50·5\|24·5 | Dairen<br>Japanese | Steam Engine | | |
| 90231<br>213962<br>WFDN | **Toteco** (*ex*LosAngeles–41) 3Mst<br>*ss*L.An.2nd No.3–3,40<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>D.F. *Longitudinal framing* | 6752<br>6394<br>4205 | ✠100A1<br>4,41 ~~4,10~~<br>BS4,41<br>✠LMC3,40<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,16 *F.P. above* 150° F. | LAn | *b*† | CL<br>6,39 | 1916<br>4mo | UnionIron WorksCo. SanFrancisco A&CP | MexicoShipping& TradingCo,Inc. (Delaware)(Sieling&Jarvis,*Mgrs*) *CellDB uE&B62′f57′433t* | 435·0\|56·2\|33·6<br>P106′B57′F43′ FK<br>*FPT100t APT74t* | Wilmngtn (Del.)<br>Utd. States<br>14*BHptAsp* (8 *to Udk* 6 „ *2nd*,,) | T.3Cy.27″,47″&76″–48″ (*s*)<br>215lb 552NHP<br>3SB,9*cf*,HS9405<br>UnionIron WorksCo.S,Fo. | 33 ″ 6 | |
| 90232<br>47864<br>JQAO | **Teiyo Maru** Ⓟ (*ex*Saarland-40<br>Sub.Sig.<br>D.F. GyC. 2*Dks&Shelter dk* | 6870<br>5572<br>3918 | | | | | 1924 | Blohm&Voss Hamburg | TeikokuSenpaku K.K. | 449·1\|58·3\|26·8 | Tokyo<br>Japanese<br>*WB* | 4 steam turbines SR geared to 1 sc. shaft<br>Blohm&Voss,Hamburg | | G |
| 90233 | **Trompenburgh**<br>*OilEng.* | 379<br>274<br>177 | 100A1<br>(*Class Contem. plated*) | | | | 1940 | Bodewes Schpswerven Foxhol | W.H.Müller&Co. N.V. | | Dutch | Oil Engines<br>WerkspoorN.V.Ams. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ 1st Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth / Freeboard amidships / Corresponding draught. ft. in. | 15 Register ✠ and ✠ classed [Mg] in L.R. [Lloyd's Register of Yachts &c. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90234 | **Toendjoek** *Oil Eng.* *Well deck* *ss*Bat.No.3–9,40 D.F. 2*Dks*(*Stl*)*3rd dk in No. 1 hold* *Cruiser Stern* | 6200 5525 3716 | ✠100A1 9,40 DB9,40 | Bat | | cl. 9,40 | 1926 2mo *Lloyd's* | Akt.Ges. "Vulcan" Hamburg *A&CP* | NV.Nederlandsch-IndischeMaats. voorZeevaart.I | 450·3 P&B375′F55′ *CellD* B397′1655*t* | 58·2 FK FPT72*t* | 24·6 *APT45t* | Batavia Dutch *pt Asp* | 2 Oil Engines 4S.C.SA coupled to 1 sc. shaft by hydraulic transformers & SR gear DB107*lb* DB100*lb* 16Cy.25$\frac{3}{8}$"–27$\frac{9}{16}$" 993NHP A.G."Vulcan," Hamburg | 29 ″ 6 | |
| 90235 | **Terkoelei** Ⓟ *ss*Ham.No.2–31 *WellDeck* 2*Dks*(*Stl*)*3rd tr B* D.F. *in No. 1 Hold* | 5158 4178 3093 | ✠100A1 *(Reclassification Contemplated)* 4,41 Examined 4,41 ✠ | Lon | *at* | | 1923 2mo | Blohm& Voss Hamburg | N.VNederlandsch-IndischeMaats. voorZeevaart.I | 407·0 P&B329′F53′ *CellD* B353′ 924*t* | 56·0 FK FPT51*t* | 25·9 *APT16t* | Batavia Dutch | 4 steam turbines SR geared to 1 sc. shaft 634NHP 3SB(Spt)*9c f*,gs200,hs8880 Blohm&Voss,Ham. | 28 ″ 6 | |

| 1 | 2 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. Matériaux, Gréement, etc. | Tonnage Officiel. | Détails de la Classification. | | | Date de la dernière visite de l'arbre porte-hélice. | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille | Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade. |
| Numero Officiel. | *Ex-nom, s'il y a lieu.* | Total. — Sous le Pont. — Net. | Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | | Quand. — Navire. — Mach. | Par qui. — Où. | | Longueur. | Largeur. | Creux. | Pavillon. | | Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.* | |
| Signaux | Visites Périodiques. Nombres des Ponts. | | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. | 3 Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Admitted. New expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated if of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90401<br>162148<br>GFBB | Uskbridge | D.F. *Cruiser Stern* 1 *Dk*<br>*Cargo battens not fitted* | 2715<br>2399<br>1559 | ✠100A1<br>~~6,41~~ 10,40 | Lth | *t* | CL | 1940<br>6mo<br>*Lloyd's* | Burntislnd<br>S.B.Co.Ld.<br>Burntisland | Uskport S.S.Co.Ld.<br>(R.W.Jones&Co.<br>*Mgrs.*) | 314·0 \| 45·2 \| 21·7<br>324·0 (O.L.)<br>P27'B65F30' FK<br>*Cell D B257'658t FPT 100t* | | | Newport<br>British<br>*APT 196t* | T.3Cy.17½",28"&50"–33"(*s*) 220lb *100lb* FD 213NHP<br>2SB(Spt),*4cf*,GS65,HS3010<br>D.Rowan&Co.Ld.Gls. | 23 // 10<br>3 // 7<br>20 // 5¾ | |
| | | | | ✠LMC6,40 | | | | | | | | | | | | | |
| 90402<br>168190<br>BCMM | Underwood | Twin Sc<br>*Oil Eng.*<br>1 *Dk.2nd dk.aft*<br>*Mchy.Aft* *Cruiser Stern*<br>*Deck longitudinally framed in way of*<br>*Cargo battens not fitted* *hatchways* | ~~1900~~ 1990<br>1751<br>1359 | ✠100A1<br>*with freeboard*<br>6,41<br>~~(Class Continued plated)~~ | Lth | *r* | OG | 1941<br>6mo<br>*Lloyd's* | Henry Robb,Ld.<br>Leith | Union Steam Ship Co.of New Zealand Ld. | 263·0 \| 45·2 \| 19·1<br>273·5(O.L.)<br>~~F29'~~ F49' FK<br>*Cell D B210'544t FPT 79t* | | | London<br>~~Auckland~~<br>British<br>*APT 776t* | Oil Engines 2S.C.SA.<br>8Cy.13⅜"–22 7/16" 250NHP<br>BritishAuxiliaries,Ld.Gls. | 21 // 6<br>s7 // 0<br>14 // 6¾ | |
| | | | | ✠LMC6,41 | | | | | | | | | | | | | |
| 90403<br>47750<br>JLVO | Uzi Maru | *Oil Eng.* | 873<br>—<br>456 | | | | | 1940 | Urabe Zosen Tekkosyo K.K. Osaka | Sankyo Kaiun K.K. | 185·0 \| 31·0 \| 17·3 | | | Osaka<br>Japanese | Oil Engines | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-noms, s'il y a lieu. Visites Périodiques | 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant à cet Arbre d'après le dernier Rapport d'Equipement. | 7a Date de la dernière Visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cette entrée a été publiée. L. = Lloyd's Reg. Yt. = Yacht Reg. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90501<br>FPHQ | **Vannes** (*ex*WestPlanter-40, *ex*TexasPlanter-35, *ex*LakeFlatonia-32) *Fitted for oil fuel*<br>D.F. 1*Dk2trB* | | 2609<br>2261<br>1610 | ✠ ...<br>4,22 ✠ | | | | 1919<br>10mo | McDougall-DuluthCo. Duluth Minn. | Cie.Générale Transatlantique | 251·0\|43·7\|25·8<br>P25′B64′F20′ FK | | | French<br>*WB* | T.3Cy.21″,35″&59″–42″ 352NHP<br>McDougall-DuluthCo. | 28 ″ 2 | R<br>✠ |
| 90502<br>HPPV | **Valiente** *ss*N.Yk.2ndNo.3-6,40 (*ex*Dredger *Fitted for oil fuel*<br>O'BrienBrothers-40, 2*Dks*<br>*ex*Brookline), | | 5967<br>5105<br>3741 | 100A1<br>12,40 6,70<br>~~(*Classification Contemplated*)~~ | NYk *z*<br>SFo | | 1,40<br>*Lloyd's RA CP* | 1920 | Atlantic Corporation Portsmouth, N.H. | Panamanian Freighters (Wallem&Co, *Mgrs.*) | 410·2\|54·0\|29·7<br>427·0(o.L.)<br>P44′B115′F47′ FK<br>*Cell D B* 362′11*t* | | | Panama<br>Panamanian<br>7*B Hpt Cem* | T.3Cy.24½″,41½″&72″–48″ 215lb 603NHP<br>3WTB,HS9150 FD<br>*MT* 29′638*t FPT* 78*t APT* 224*t* | 29 ″ 9<br>85 ″ 9½<br>24 ″ 2 | |
| Now "Guatemala," *see No.* 88216 *in Supplement* | | | | *Fitted for oil fuel* 6,40 *F.P. above* 150° F.<br>BS12,40 ~~LMC6,40~~ | | | | | | | | | | | AtlanticCorp.Ptsmth,N.H. | | |
| 90503<br>EAQA | **Vicente Fuchol** Ⓟ (*ex*MarcoPolo) Wireless | TwinSc *Oil Eng.* 2*Dks* | 1551<br>—<br>637 | | | | | 1896 | N.Odero fuA. SestriPnente | Cia.Trasmediterranea | 277·2\|36·9\|19·8 | | | Valencia<br>Spanish | Oil Engines 4S.C.SA 20Cy.20⅞″–20⅞″ 856NHP *Emade—,fitted* 25 Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | | V |
| 90504<br>172358 | **Victorious** (*ex*Victory-40)<br>*Mchy.Aft* D.F. GyC. 1*Dk2trB*<br>Sub.Sig. | | 4676<br>4486<br>3532 | | | | *Reconstructed* 1925 | 1895 | Chicago S.B.Co. Chicago | UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*) | 459·5\|47·9\|23·5<br>len05 | | | Toronto<br>British<br>*WB* | T.3Cy.22″,38″&63″–40″ *Bmade* 12 *fitted*— 251NHP<br>ClevelandS.B.CoCleveland | | R |
| 90505<br>226114<br>KGDD | **Venore** (*ex*CharlesG. Black–40, ~~*ss*N.Yk.No.3–7,38~~ *ex*G.Harrison 1*Dk(Stl)&Web frames*<br>Smith) *Mchy.Aft Longitudinal framing*<br>D.F. E.S.D. GyC. *ss*Bal.No.3-12,40 | TwinSc | 8017<br>6891<br>3744 | 100A1<br>12,40~~7,40~~<br>~~MS7,38~~<br>~~*Carrying Petroleum in bulk*~~<br>*Fitted for oil fuel* 1921 | NYk *y*†<br>Bal<br>~~LMC12,40~~<br>~~BS1,40~~<br>*F.P. above* | CL<br>s12,40<br>FN<br>12,40 | | 1921 | Bethlehem S.B.Corp.Ld. Sparrows Point,Md. | OreS.S.Corp. | 550·3\|72·2\|43·7<br>P119′F51′ FK<br>~~Altered '40~~ (16*B H in wings*)<br>*Cell D Bu E&B* 73′ 346*t D Tf* 27′1010*t*<br>Converted from tanker '40 | | | NewYork<br>Utd. States<br>7*B Hpt Cem*<br>*F FT* 720*t APT* 322*t*<br>*side WB tanks* 330 @ 21′–150*t FPT* 720*t APT* 322*t* | T.6Cy.25″,41″&68″–48″ (*s*) 200lb 928NHP<br>3SB,*12cf*, HS13491 FD<br>BethlehemS.B.Corp.Ld. | 44 ″ 0 | |
| 90506<br>240389 | **Virginia**<br>*Fitted for oil fuel*<br>*CruiserStern* 1*Dk*<br>*Mchy.Aft Longitudinal framing*<br>*Carrying Petroleum in bulk* | | ~~11200~~<br>10731<br>—<br>8472 | | | | | ~~1940~~<br>1941 | Welding ShipyardsInc Norfork,Va. | NationalBulk Carriers,Inc. | 500·0\|70·0\|38·5<br>P198′F90′ | | | Utd. States<br>*WB* | 2 steam turbines DR geared to 1 sc. shaft 1416NHP<br>AllisChalmers,Milwaukee | | |
| 90507 | **Vingnes**<br>*Oil Eng.*<br>D.F. 1*Dk&Shelter dk*<br>*CruiserStern* | | 5200<br>4600<br>3000 | | | | | 1940 | A/B Götaverken Gothenburg | Skibs.A/S Nordheim(Halfdan Ditlev-Simonsen& Co. *Mgrs.*) | 426·0\|56·8\|25·3 | | | Oslo<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA 8Cy.29½″–59⅛″ 653NHP<br>A/B Götaverken,Got. | | |
| 90508<br>218639<br>KIRT | **Vermont** (*ex*Derbyline-41)<br>*Mchy.Aft ss*N.Yk.No.1-39<br>D.F. 2*Dks(Stl)&Webframes*<br>*Longitudinal framing* | *ss*N.Yk.No.3–6,35 | ~~6852~~<br>~~6503~~<br>~~4203~~<br>6917<br>6509<br>4284 | 100A1<br>9,40<br>MS12,38<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4, 23 | NYk *b*†<br>LMC<br>BS5,40<br>*F.P. above* | CL<br>N12,38 | | 1919 | Bethlehem S.B.Cpn.Ld. Alameda,Cal. | TheTexas Company | 435·4\|56·1\|33·8<br>P106′B48′F43′ FK | | | Wilmgton (Del.)<br>Utd. States<br>13*B Hpt Cem*<br>(9 *to U dk*<br>4 „ 2*nd*„) | T.3Cy.26½″,47½″&78½″–48″ 220lb (*s*) 597NHP<br>3SB,*6cf*, HS8235 FD<br>BethlehemS.B.Cpn.Ld. SanFrancisco | 33 ″ 6 | |
| 90509<br>170160<br>VCTQ | **Vancouver Island** Ⓟ (*ex*Weser-40, *ex*YakimaStar-34, *ex*SudAmericano)<br>*Ref.Mchy.* D.F. E.S.D. | TwinSc *Oil Eng.* 2*Dks* *CruiserStern* | 9472<br>8831<br>5997 | ✠ ...<br>2,34<br>(*Reclassification Contemplated*)<br>Lloyd'sRMC2,41<br>Forward chambers for temp. 32° F. | | | | 1929<br>6mo | Deutsche Werke Kiel | CanadianGovt. (CanadianGovt. Merchant Marine Ld. *Mgrs.*) | 487·3\|60·6\|39·5<br>B31′F52′ 27·8<br>len34 PK | | | Montreal<br>British<br>*WB* | Oil Engines 2S.C.DA 14Cy.23⅝″–43⅞″ 2720NHP NE34<br>Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg | 42 ″ 0<br>s12 ″ 9½<br>29 ″ 5 | |
| 90510<br>9400<br>6100 | **Vesthav**<br>*Oil Eng.*<br>*Mchy.Aft CruiserStern*<br>*Longitudinal framing* | | 10200 | 100A1<br>(*Class Contemplated*)<br>*Carrying Petroleum in bulk* | | | | 1941 | Kockums M.V.Aktieb. Malmö | Skibs.A/S Sydhav (T.Lodding, *Mgr.*) | 513·0\|63·2\|38·7<br>P95′B39′F65′ | | | Oslo<br>Norwegian | Oil Engines 2S.C.DA 8Cy.23⅝″–43⅞″<br>KockumsM.V.Akt.Malmö | | |
| 90511<br>*Elec.welded*<br>*Mchy.Aft* | **Vilna**<br>*Oil Eng.*<br>*CruiserStern* 1*Dk*<br>*Carrying Petroleum in bulk* | | 490 | | | | | 1940 | Glommæns Mek.Verk. Fredrikstad | Skibs.-A/S Varden (SverreDitlev-Simonsen&Co. *Mgrs.*) | 150·0\|26·0\| | | | Oslo<br>Norwegian | Oil Engines 2S.C.SA 6Cy.9¾″–16½″ 102NHP<br>A/BAtlas-Diesel,Skm. | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. | Steamer's Name. | Material, Rig, &c. | Regist'd Tonnage. | Particulars of Classification. | | | Date when tail shaft last seen. | Built. | | Owners. | Regist'd Dimensions. Deck Erections, &c. | | | Port of Registry. | Engines. | Moulded depth. | Registers in which classed, if not in L. R. |
| Official No. | *Late Name if any.* | | Gross. — Under deck. — Net. | Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | | When | By Whom — Where | | Length. | Breadth. | Depth. | Flag. | No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships. Corresponding draught. ft. in. | Date of Transfers. |
| Code Letters. | Special Surveys. No. of Decks, &c. | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenance cote et date d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc. | 15 Registres ou coté. Mesurage de L. L. Dates Cert. L. & Tonn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90601<br>135091<br>MFPL | **Woodstock** (*ex*DoverAbbey-40, *ex*Briardale-37, *ex*LaSantaMaria-36, *ex*Wendy-36) 1*Dk*<br>Wireless | 958<br>798<br>537 | | | | | 1913 | Ramage& Ferguson,Ld. Leith | G.Gibson&Co.Ld. | 210·0 P15′B69′F26′ | 33·2 | 14·1 | Leith British | T.3Cy.16½″,27″&44″-30″ 97RHP<br>*WB* Ramage&Ferguson,Ld Lth | | C |
| 90602<br>123965<br>CYMF | **Willowbranch** (*ex*Rosemount-40, *ex*Saskatoon) *Oil Eng.*<br>*Mchy.Aft* 1*Dk*<br>*Carrying Petroleum in bulk* | 1752<br>1462<br>1546 | | | | | 1910 | Sunderlnd S.B.Co.Ld. Sunderland | ~~MarineIndustries, Ld.~~ BranchLines, Ld.<br>Converted to a tanker 1940 by MarineIndustries,Ld. | 250·2 P96′F36′ | ~~42·8~~ 42·7 | ~~16·4~~ 16·8 | Sorel,P.Q. British | Oil Engines 6Cy.16″-20″ NE40<br>*WB* Fairbanks,Morse&Co. Beloit,Wis. | | |
| 90603<br>215234<br>KJOI | **West Coast** (*ex*Cornelia-40, *ex*JohnC. Kirkpatrick-36, *ex*Robert C.Sudden, *ex*Hadrumete, *ex*Robert C.Sudden) *Wood*<br>*Fitted for oil fuel* 1*Dk*<br>Wireless | 1430<br>—<br>809 | | | | | 1917 | F.Stone Oakland,Cal. | WestCoast ShippingCo. | 223·0 | 43·6 | 16·5 | Seattle Utd.States | T.3Cy.15½″,26″&43″-33″ 106NHP<br>MainStr.IronWks.S.Fo. | | R |
| 90604<br>219183<br>KJJB | **William J. Salman** (*ex*Barge Elizabeth River-40, *ex*Steamer-39, *ex*LakeFelden) *Fitted for oil fuel* 1*Dk*2*trB* | 2592<br>2243<br>1613 | ✠ ... 1,21 ✠ | | | | 1919<br>11mo | American S.B.Co. Lorain,O. | CanadianGulf Line,Ld. | 251·0 P25′B64′F23′ | 43·6 | 26·1 FK | Houston, Tex. Utd. States<br>*WB* | T.3Cy.21″,35″&59″-42″ 226NHP<br>AmericanS.B.Co.Lorain,O. | | R † |
| 90605<br>217533<br>KEVD | **Will H. Point** (*ex*WestCorum-40) *Fitted for oil fuel* 2*Dks*<br>Wireless | 5795<br>5144<br>3599 | ✠ ... 4,21 ✠ | | | | 1919<br>1mo | Columbia RiverSBCorp Portland,Or. | UnitedStates Maritime Commission | 410·0 P44′B115′F47′ | 54·2 | 27·6 FK | N.Orleans Utd. States<br>*WB* | DR geared steam turbine 30 ″ 2 579NHP<br>GeneralElectricCo. Schenectady,N.Y. | | R † |
| 90606<br>215486<br>KJJP | **Wolverine** (*ex*Excello-40, *ex*Luxpalile) *Fitted for oil fuel* 2*Dks*&*Web frames* | 4990<br>4572<br>3051 | ✠ ... 1,20 ✠ | | | | 1919<br>7mo | American International S.B.Corp. HogIslandPa. | StatesMarine Corp. | 390·0 P39′B122′F43′ | 54·2 | 27·6 FK | NewYork Utd. States<br>*WB* | DB geared steam turbine 32 ″ 0 600NHP<br>GeneralElectricCo. Schenectady,N.Y. | | R † |
| 90607<br>47576<br>JSJO | **Wakatu Maru** (*ex*Andreas-41, *ex*IndianPrince-36, *ex*Glenlyon) *ss*Liv.No.3-10,29 *ss*Avn.No.2-36<br>Sub.Sig. E.S.D. 2*Dks*(*Stl*) | 5123<br>—<br>3176 | ✠ ... 4,41 ✠ | NYk | | | 1917<br>9mo | C.Connell &Co.Ld. Glasgow | SimatanKisen K.K. | 400·3<br>P35′B121′F45′ FK<br>*'Tween dk BH in after Cell DB 344′ 1066t D* | 53·0 | 27·3 | Kobe Japanese<br>*Cem hold dispensed with Ta 33′890t APT 24t* | T.3Cy.27″,48″&72″-48″ 510NHP<br>3SB,9*cf*,GS150,HS7647<br>5 *BH to U dk* 1 „ „ 2nd „ | 29 ″ 7<br>Dunsmuir&Jackson,Ld Gla<br>*only* | |
| 90608<br>143383<br>GLDQ | **War Nawab**<br>(*Now used for oil fuel storage purposes*)<br>*Modified ss*Sou.No.3-4,41<br>1*Dk*<br>*Longitudinal framing* | 5586<br>4715<br>3427 | ✠100A1 6,41 ~~4,41~~<br>BS4,41 ✠LMC 8.36<br>*Carrying homogeneous oil fuel in bulk F.P. above Fitted for oil fuel 8,19 F.P. above* | Sou | 2 | CL N9,37 | 1919<br>8mo | PalmersCo. Ld. Newcastle<br>*Lloyd's A1 CP* | TheAdmiralty<br>*Middle line BH not oiltight*<br>150° F.<br>150° F. | 400·0<br>410·0(O.L.)<br>P50′B121′F39′ FK<br>*Cell DBuE&B59′f50′337t FPT 99t APT 68t* | 52·3 | 28·4 | London British<br>*11 BHpt Cem* | T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Palmers'Co.Ld.Nwc. | 31 ″ 0 | |
| 90609 | **William C. McTarnahan** TwinSc *Oil Eng.*<br>*Mchy.Aft*<br>*Elec.welded* *Longitudinal framing* | 7294 | 100A1<br>(*Class Contemplated*)<br>*Carrying Petroleum in bulk* | | | | 1941 | Alabama D.D.&S.B.Co Mobile,Ala. | NationalBulk Carriers,Inc. | 416·1<br>P163′F39′ | 56·2 | 34·8 | NewYork Utd. States | Oil Engines 4S.C.SA. 16Cy.20″-24″<br>McIntosh&Seymour Auburn,N.Y. | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. | Steamer's Name. | Material, Rig, &c. | Regist'd Tonnage. | Particulars of Classification. | | | Date when tail shaft last seen. | Built. | | Owners. | Regist'd Dimensions Deck Erections, &c. | | | Port of Registry. | Engines. | Moulded depth. | Registers in which classed, if not in L.R. Dates if Off. Cert. |
| Official No. | *Late Name if any.* | | Gross. — Under deck. — Net. | Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned or now expired. Equipment Letter. | | When | By Whom — Where | | Length. | Breadth. | Depth. | Flag. | No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships / Corresponding draught. ft. in. | |
| Code Letters. | Special Surveys. | No. of Decks, &c. | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné initialement à la cote d'équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90751 | **Yamahuku Maru** *Cruiser Stern* | 4900 | | | | | 1940 | Osaka Iron Works, Ld. Osaka | Yamashita Kisen K.K. | 365·7 | 54·1 | 29·1 | Kobe Japanese *WB* | Steam turbines 436 NHP | | |
| 90752 167615 GLZB | **Yewcrest** (*ex* Ivo Racic-40, *ex* Dan, *ex* Gerolamo Ulloa, *ex* Dan) *ss* Rot. 2nd No. 3–1,33 *ss* Rot. No. 1–37 1 *Dk* (*pt Irn & pt Stl*) 2 *tr B & deep framing* 3 *Dk rule* | 3774 3411 2314 | ✠100A1 5,40 MS6,37 | Bry ✠LMC BS12,39 | *w* | CL 4,40 | 1907 6mo *Lloyd's SA & CP* | J. Read-head & Sons South Shields | Crest Shipping Co. Ld. *Cell D Ba* | 350·4 P41′B179′F32′ 115′*u* E21′*f* 150′ | 49·1 FK 103 | 24·8 6 *t* | London British *A PT* | T. 3 Cy. 24½″, 41″ & 66″–45″ (*r*) 180 lb 326 NHP 2 SB, *6cf*, GS 126, HS 5210 136 *t* J. Readhead & Sons, S. Shl. | 26 ″ 4 s 3 ″ 6 23 ″ 0¼ | |
| 90753 | **Zoella Lykes** *Fitted for oil fuel* D.F. E.S.D. *Cruiser Stern* 3 *Dks* GyC. *pt Longitudinal framing* | 6870 4055 4100 | | | | | 1940 | Federal S.B. & D.D. Co Kearny, N.J. | Lykes Bros. Steamship Co. Inc. | 397·0 | 60·2 | 34·6 | Tampa Utd. States *WB* | 2 steam turbines D R geared to 1 sc. shaft 666 NHP De Laval Steam Turbine Co. Trenton, N.J. | | |
| 90754 45437 JZIM | **Zyuko Maru** (*ex* Kamikaze Maru-40) *Oil Eng.* | 478 — 291 | | | | | 1938 | Kanesasi Zosensyo K.K. Sumizu | Taiyo Kogyo K.K. | 155·8 | 25·6 | 13·5 | Tokyo Japanese | Oil Engines | | |
| 90755 19584 JJSC | **Yubari Maru No. 3** (*ex* Syoten Maru-40, *ex* Shoten Maru-38, *ex* Misaki Maru No. 3) 1 *Dk* | 1152 988 799 | | | | | 1918 | Hakodate Dock Co. Hakodate | Kamiti K.K. | 215·0 | 31·5 | 18·5 | Kobe Japanese *WB* | T. 3 Cy. 14½″, 24½″ & 40″–80″ Hakodate 88 NHP Dock Co. Hakodate | | |
| 90756 47863 JQBO | **Zinmu Maru** | 1912 — 1058 | | | | | 1940 | Kawamin-ami Kogyo K.K. Hoyagi | Kuribayasi Syosen K.K. | 271·7 | 40·0 | 20·3 | Tokyo Japanese | Steam Engine | | |
| 90757 | **Yarrawonga** *Launched as* Rigoletto *Oil Eng.* D.F. E.S.D. *Cruiser Stern* | 4900 4200 2850 | 100A1 *with freeboard* (*Class Contemplated*) | | | | 1941 | Eriksbergs M.V. Aktieb. Gothenburg | Rederi A/B Trans-atlantic (G. Carlsson, *Mgr.*) | 418·2 F39′ | 56·7 | 25·1 | Gothenbrg Swedish | Oil Engines 2 S.C.S.A. 5 Cy. 29½″–55½″ Eriksberg M.V. Aktieb. Got. | | |